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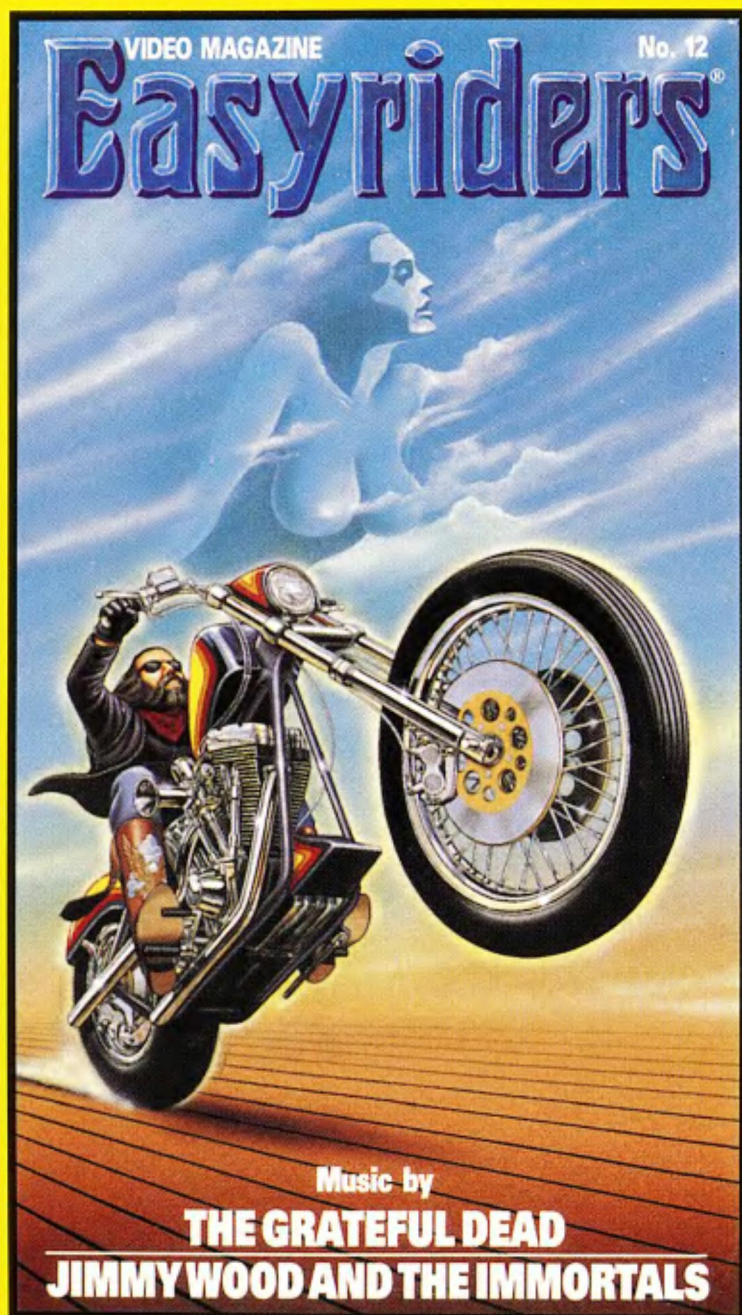
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MAGAZINE

NUMBER 230 ENTERTAINMENT FOR ADULT BIKERS AUGUST 1992

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

Cover photo of Fox Hunt winner Natalee on Barb Barbieri's 1988 FXRS by Gary Iglarsh.



**The
Audit
Bureau**

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Here's a case where a guy never knows what will piss off his wife. He got a bad case of the munchies and spotted a chocolate egg that would just hit the spot. He munched away on it for a few minutes, then finished it—and what the fuck does his wife do? She set fire to him—all because he ate her favorite Easter egg (it was hers, not his!)

There's a new black market forming in France, Spain, and Italy that will soon hit the U.S.—so watch out. A British journal published an article stating that your IQ increases the more breast milk you consume. In parts of Spain young mothers are simply disappearing—and they're being kept in secret "dairies" where they are milked for profit. In France breast milk is disappearing from hospitals, and in Italy teams of "recruiters" are invading poor neighborhoods offering to buy breast milk from new mothers and threatening them with bodily harm if they refuse to sell. So you guys who are married to mothers who are breast feeding should realize the value of her milk. Tell your ol' lady she has to share that spigot with you and the baby.

A new survey revealed that more and more ambitious young men are bedding their female bosses as a means of getting to the top in their careers! Shit, the last female boss I had looked like a walking orangutan. My dick would wilt just entertaining the idea. So it may work in some cases, but in other cases . . .

At last! I found out the price of a piece of ass. A French court heard a case where a doctor had goofed making it impossible for this guy to have sex with his ol' lady for 2-1/2 months. In trying to be fair, they ruled that the average Frenchman screws once a week which amounts to 300 francs a session or \$54 for a piece of ass. Now you tell that chick who may want more that you have it on good authority that she's only worth \$54.

Hell! Once again a government agency has spent a jillion dollars to find out what we've known all the time. Simply put, women don't have accidents, they cause them and then go putting on their way. Now they've discovered that more female drivers, both drunk and sober, are involved in more fatal crashes than ever before. The Feds have always aimed statistics toward male drivers, as they thought they were the cause of major accidents. But now they know better.

I could make a snide remark about the following, but I'm holding myself in check with considerable effort. In Japan, businessmen are sick of sake and tea and thousands of them have sworn off the stuff. They now relax with a tall, refreshing glass of their own urine! A Japanese doctor told reporters in Tokyo that many well-to-do people have taken to drinking it at every meal because they think it will restore fitness and youth. And many people also bathe, shampoo their hair and even brush their teeth in the stuff. A Japanese woman said, "Can you imagine what it smells like at the dinner table when everyone but you is sitting around drinking their own urine?" Maybe they know something I don't know, but I don't really care to find out.

He was pissed off. Damn, was he pissed! His ol' lady promised him some good sex when he got home from work, but she reneged on it. He got so pissed that he climbed up to the fourth floor of a six-story building and to teach her a lesson, he jumped out of a window and pancaked himself on a car parked on the street. But shit, he was still alive so he went back up to the fourth to try again. He kept muttering to himself, "Damn, this is the last time the ol' lady is going to hold her pussy over my head." He jumped out the same window and pancaked on the same car. He destroyed the car and believe it or not, went to the hospital in fair condition. Talk about loose. He must have been really loose.

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

It Ain't So

□ I like the idea of your new Freedom F.I.G.H.T. kit. I saw you successfully use a similar campaign to help finance your Land Speed Record attempts.

I'm sad to report that the unanimous response I've encountered is one of, "They're doing it to make a buck."

Tell us it ain't so, Joe. Otherwise, I fear that this campaign will not be as glorious as your last.

Brenda Shead
Nacogdoches, Texas

■ Brenda, it ain't so! I don't know who you're getting that response from, but they must be better businessmen than I. I find it damn hard to get even 25 percent on the bottom line after cost of goods, labor, etc. (\$5 out of \$20 = 25 percent).

Please rest assured—all the proceeds from the F.I.G.H.T. kits will be used to fight helmet laws, but in no event less than \$5 per kit. (See ad in this issue.)

J.T.

Still F.I.G.H.T.ing

□ Your Freedom F.I.G.H.T. kit is great, and the idea behind it is even better! Speaking on behalf of Bikers Against Manslaughter (BAM) and ABATE of California, I applaud your efforts on both the national level and here in the Golden State.

What impresses me most about this effort is that I know publisher Joe Teresi intends to follow through on his promise to "put together a team of attorneys and expert witnesses to fight helmet laws in the federal court system" . . . even if the Freedom F.I.G.H.T. campaign falls on its butt and he has to fund it from his own pocket.

Now that's a true freedom fighter!

Bill Bish
Chairman, ABATE of California
National Director, BAM

Oops!

□ No raisin pie for you guys. In your January 1992 issue (#223), the chart for your bike feature entitled "Personalized Performance" (page 104) states that the owner of the scooter is Mike Crawford.

That information is incorrect. I bought the bike from Mike on March 5, 1990—a birthday present to myself. Just letting you know.

Fred
American Motos
Toulouse, France

Jungle Jim

□ I just thought I'd let you know that Jungle Jim, who was mentioned in the article about Bandit's and Spider's 1931 VL in the April 1992 issue (#226), passed away on December 23, 1991. I knew him only a short time and wish I had known him longer. He was an interesting character, and right up until the day he died, he still knew his shit about motorcycles.

Legs
Lynwood, Calif.

A Solution

□ I have been carefully reading the *Helmet Fighters' Handbook* supplement you included in your January 1992 (#223) issue. I leave it lying around the house. It gets better after the third or fourth reading.

I feel that the real cause of all this trouble is automobile drivers. They simply hate motorcyclists. They turn left in front of us just to kill us. Since what makes motorcycling so dangerous is automobile traffic, if there were no cars, there would be almost no motorcycle accidents. Or any other kind of accidents, for that matter.

From my thorough understanding of the legislative mind, I have no doubt that a soundly-presented argument against automobile traffic, based on the public safety, would be listened to seriously by at least one congressman, especially if he became convinced that such a stand would mark him as a saintly person interested more in human life than mechanical commerce. This one courageous, unselfish act would surely cover his sins and get him into heaven.

J.J. Solari
Burbank, Calif.

Is It True?

□ I need you to set my mind at ease. I was raised on my pa's 1935 Indian Chief and his 1941 Indian Four. He taught me everything about Indians (as well as Harleys).

Anyway, there's an old-timer around here who told me my old pa lied. He said Indian didn't stop production in 1953, that the Springfield, Massachusetts, plant was not the only factory putting out Indians, and that he owns a 1956 Indian made in California.

Did my pa lie or is this old-timer talking out his ass?

Rodney L. Bailey
Tucson, Ariz.

■ Your pa didn't lie. See page 22.

Needs Helmet

Where can I get authentic or reproduction German WWI helmets? Any leads would be much appreciated.

Guy
Bristol, Wis.

We do have a source for these helmets (it's expensive, though): KMT Imports, Box 5044-480, Thousand Oaks, CA 91359

Needs Bugs

In 1984 my bike landed on my back, leaving me a paraplegic. I need to have the bugs back in my teeth. Could someone give me the address of any company or club or individual who could help me with the construction of a hand-controlled trike or offer blueprints? Any information that will get me back in the wind will be much appreciated.

Thomas "Chickenman" Bice
507 Charleen Ln.
Knoxville, TN 37920

Big-Time Problems

I'm having some big-time problems insuring my 1942 45-cubic-inch three-wheeler because it's registered as a 1973 homemade.

Somewhere along the line somebody took some parts, started building the bike, and '73 homemade got on the title.

Is there a company out there that will insure me without charging \$500-\$1,200 a year?

Smitty
Buffalo, N.Y.

Loves Denmark

Just finished reading the May 1992 issue's (#227) "Wordmonger" and the letter from "Red" in Denmark.

I was fortunate enough to have visited your beautiful country last September and met Ib Mickleson, the president of the Harley-Davidson Club of Northern Denmark.

We were treated like royalty by the Danish bikers. Every biker we met had a nice warm Carlsberg beer for us, and thanks to Ib we were able to see the countryside with a guide.

So, "Red," even though new Hogs cost too much to license and title in your country, I know a lot of American bikers here who'd like to have some of those Indians we saw.

Brian W. Shearlock
Springfield, Ill.

We're Wrong?

We here in Queens, New York, caught you jacking off again. In your May '92 issue you

told a guy that knuckleheads were built from '36 to '47, panheads from '48 to '65, and shovelheads from '66 to '83. Well, dipshits, you're wrong! The last shovel was built in 1984. I own an FXWG 1984. Evolution engines appeared in the second half of '84.

Wake Up & Smell The Coffee
Queens, N.Y.

Bonus Party

Just thought we'd drop you a kite to say thanks for the Daytona Bike Week 1992 map and events listing in the February issue. With your help we were able to easily locate all the worthwhile watering holes. It made our first (but not last) visit to Daytona Bike Week one helluva party.

"J" and Skull
London, Ontario

Righteous Tech Tip

Your February 1992 issue's Tech Tip entitled "Oil Pump Blues" was outstanding! For under \$10 and about 45 minutes of my time, the oil pump on my '76 FLH no longer leaks.

Robert P. Rallo
Londonderry, N.H.

Picky Picky

I know you guys at *Easyriders* aren't responsible for this, but I've noticed that a few of your feature bikes have had their front tires on backwards. The grooves should make a V pattern with the open end facing toward the front. This is to keep the front wheel from hydroplaning on wet pavement.

Other than the safety tip, kudos and raisin pie for everyone for putting out a great rag.

Mark Logsdon
Schweinfurt, Germany

Green Again

I was reading an old issue of your rag and came across an article about the color green.

Last year I painted my scooter green. Soon after, I let my friend go for a quick spin. After two hours, I went looking for him. Sure enough, I found my bike totaled and my friend all broken up.

That's what green will get you.
Duck
Graterford, Pa.

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, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301.

ONLY THE BEST

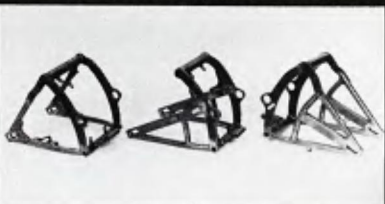
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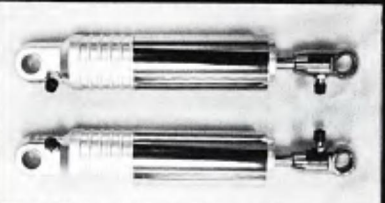
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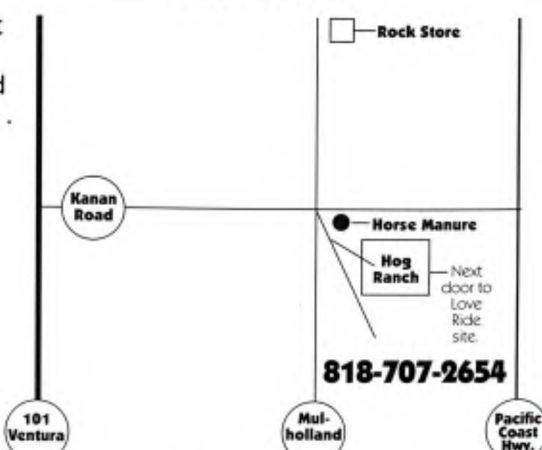
OPEN

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YEAR 'ROUND!



Kanan to Mulholland, go west
on Mulholland 'till you smell
horse manure! Take a left, and
when you hear "oink-oink,"...
you're there!



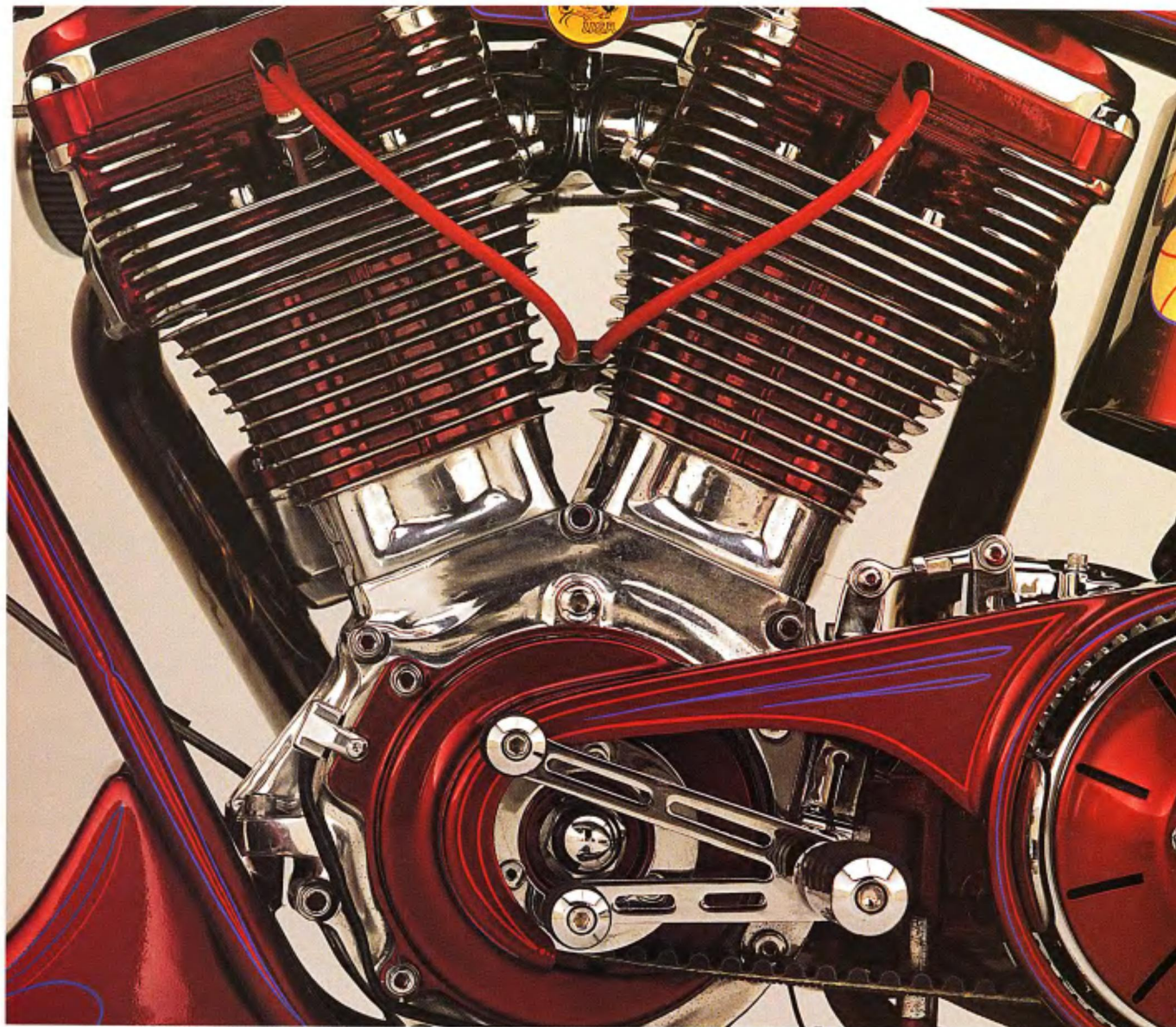
Sorry, no camping allowed.

*The word "Hog" is used only as a name—this ranch operates under permitted uses of zone A-1 (not A-2-H zone for hog ranches).

Plenty Kick-Ass & TRICK

**Donnie
Smith Takes
Sturgis
By
Storm**





You're getting just a bit jaded, aren't you? All those bike shows and motorcycle events are beginning to blur into one long vision of flashy paint and mirrored chrome.

Maybe you're starting to wonder if anyone's ever going to come up with something new and exciting again.

You know it can happen, of course.

Arlen Ness has proved it. Rick Doss and Dave Perewitz have proved it. Just when you think you've seen it all, some outstanding bike builder will step up and kick new life into your fading spirits.

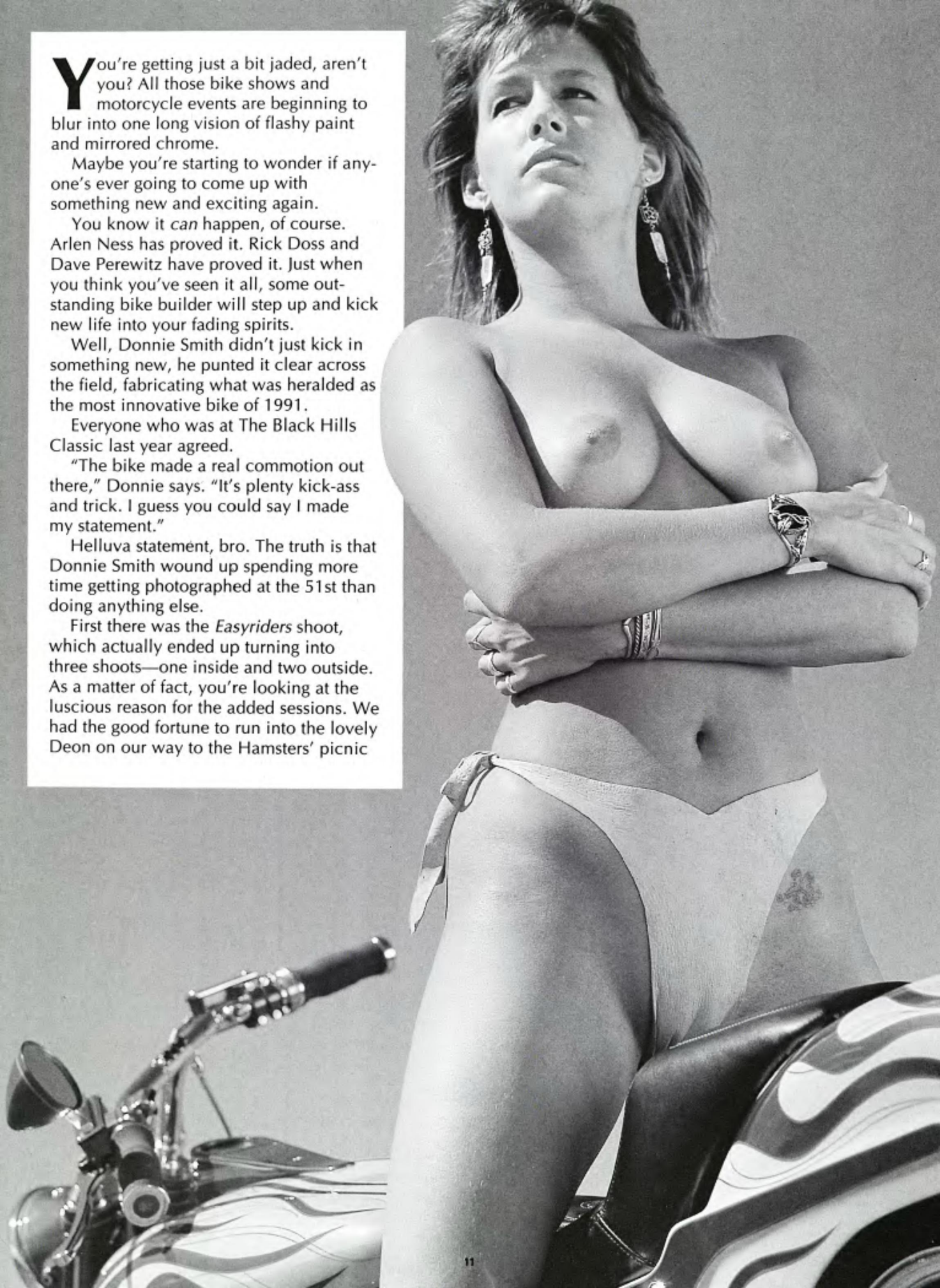
Well, Donnie Smith didn't just kick in something new, he punted it clear across the field, fabricating what was heralded as the most innovative bike of 1991.

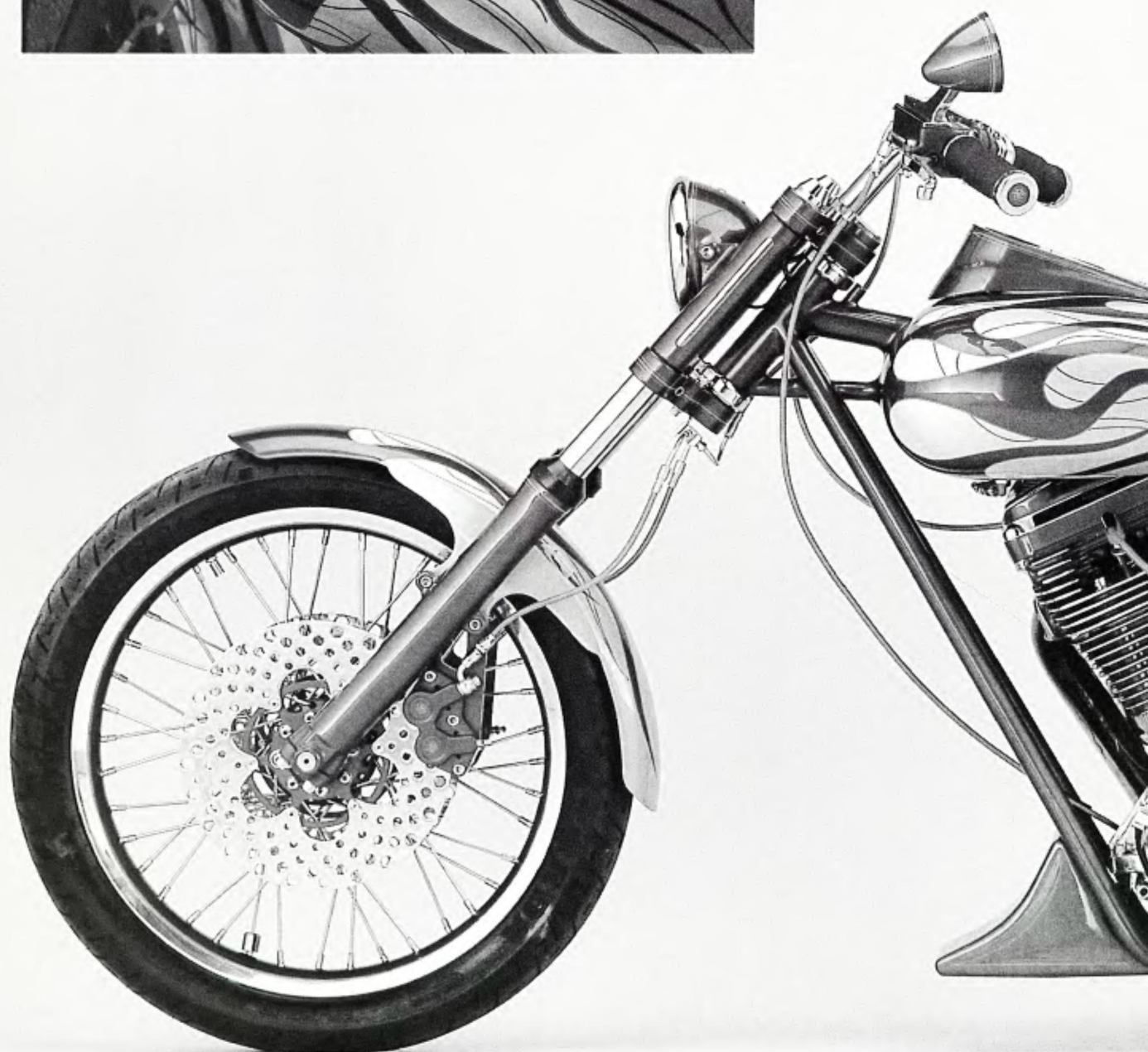
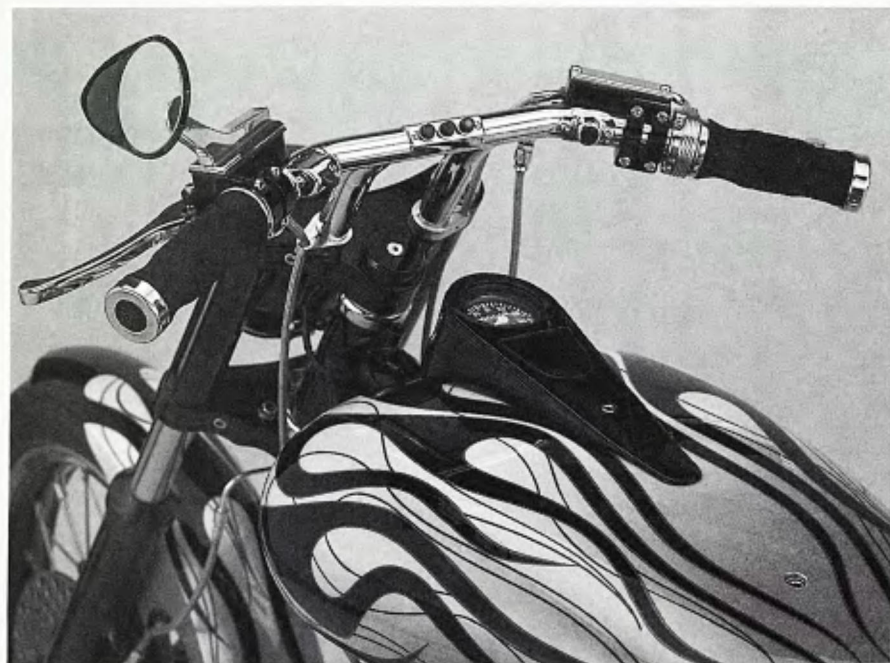
Everyone who was at The Black Hills Classic last year agreed.

"The bike made a real commotion out there," Donnie says. "It's plenty kick-ass and trick. I guess you could say I made my statement."

Helluva statement, bro. The truth is that Donnie Smith wound up spending more time getting photographed at the 51st than doing anything else.

First there was the *Easyriders* shoot, which actually ended up turning into three shoots—one inside and two outside. As a matter of fact, you're looking at the luscious reason for the added sessions. We had the good fortune to run into the lovely Deon on our way to the Hamsters' picnic





in Spearfish Park. Deon knew a good thing when she saw it—and so did we.

As I mentioned earlier, there were many other people attending the Rally who wanted words and photos from Donnie Smith. Some of these included representatives from a French motorcycle magazine, an author who was putting together a book about bike builders, various amateur and professional videotapers, and the list goes on. With all the time Donnie and his ride spent in front of a camera, it's a wonder he found any time at all to get into the South Dakota wind. But that's the kinda commotion he was stirring up.

"I hand-built just about everything on the bike," he says. "I wanted to modify a lot of parts, yet still keep the whole motorcycle looking like a Harley-Davidson."

The swingarm frame is Donnie's own design. It's about 3 inches longer than stock. The rear fender is made from an FLH front fender. "I cut two inches out of it and then put three inches back into it to make it flatten out," he says.

He built the oil tank into the rear fender. What appears to the eye to be the oil tank is in reality two removable panels. Hidden behind these panels are the regulator and ignition key.

"When you look at the gas tanks

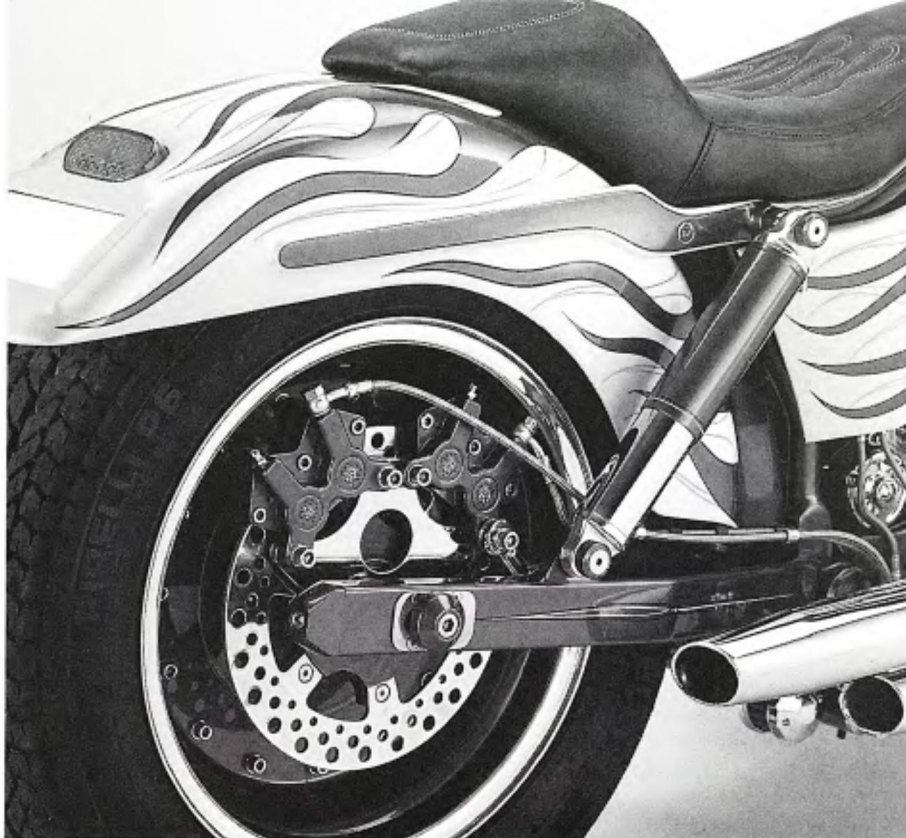


you can tell they were fatbobs," Donnie says. "I was trying to keep with the old-style Harley look." He used four fatbob tanks and spliced them together to get the longer, squattier look. "I wanted to have a little dash on top that looked like it came from an FLH," he continues. "Underneath the dash is a hidden trapdoor gas cap with a magnetic lock. You just push it in and it pops open."

The back light came from a 1940 Chevrolet. It's frenched into the rear fender, along with the license plate, so that there are no outside screws.

The bike's primary cover is handmade, as are the belt guard, seat frame, and electric start unit. "In addition, there are probably over one hundred fifty separate pieces that were painted," he says. "For instance, all the brakes and master cylinders and head-lights and all those little buttons I made for the ends of the axles were painted."

"Dave Perewitz told me that

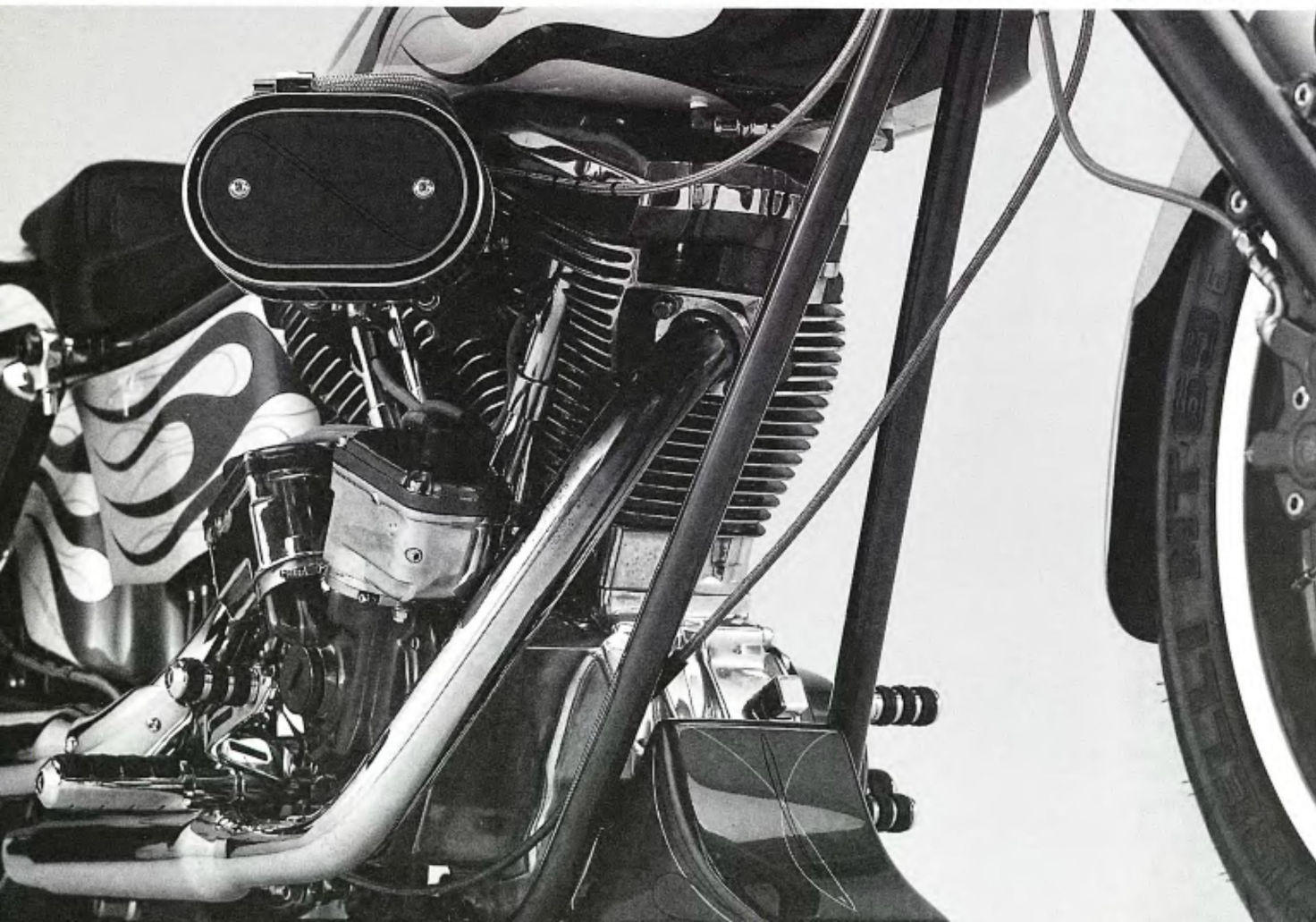


Photos: Michael Lichter

people would never fully appreciate the amount of work that went into the painting," says Donnie.

But the folks who were at

Sturgis last year definitely appreciated Donnie's efforts. "I guess that's the end factor," he says. "It's all the atta-boys and pats on



Owner(s): Donnie Smith		City: Brooklyn Park, Minnesota		
General	Cam: Crane	Frame	Oil tank: handmade by owner	
Fabrication by: owner	Lifters: H-D	Year: 1991	Oil system: Eagle Engineering	
Year and make: '91 H-D	Carb(s): Dell'Orto	Builder: Donnie Smith	Primary cover: handmade by owner	
Model: swingarm	Air cleaner: Dell'Orto	Type: swingarm	Seat: Keith Nybo	
Value: \$40,000	Pipes: Donnie Smith	Rake: 48-degree	Sissybar: why?	
Assembly by: owner	Muffler(s): Drag Specialties	Stretch: 5 inches	Height: n/a	
Time: forever	Transmission	Other alterations: all handmade	Material: n/a	
Chroming by: Pat Obringer	Modifications: not too many	Accessories	Forks	
Engine	Year: 1980	Bars: owner	Type: telescopic	
Year: '79 with Evo top end	Shifting: owner	Risers: 4-inch, made into the bars	Extension: 1-inch under	
Model: V-twin	Engine sprocket: Karata belt drive	Fender(s): rear: reworked FLH;	Builder: factory	
Rebuilder: Eagle Engineering	Trans sprocket: 22-tooth	front: reworked FXR	Special features: aluminum triple trees	
Ignition: Morris Magnetos	Wheel sprocket: 46-tooth	Headlight: Drag Specialties	Wheels	
Displacement: 80 cubic inches	Painting	Taillight: '40 Chevy	Front	Rear
Lower end: Eagle Engineering	Molding: Greg Smith	Speedo: Drag Specialties	Size: 19-inch	Size: 15-inch
Balancing: Eagle Engineering	Painter: Kevin Winter	Front pegs: KuryAkyn	Hub: Sifton	Hub: SB & F
Pistons: Drag Specialties	Color: candy apple red, gold	Rear pegs: none	Rim width: 1.6-inch	Rim width: 5-inch
Cases: factory	Type: House of Kolor, urethane	Electrics: Accel	Tire: Pirelli	Tire: Pirelli
Heads: Eagle Engineering	Special paint: striping by Craig Smith	Gas tank: handmade by owner	Brake: Perf. Mach.	Brake: Perf. Mach.
Other special modifications: hidden gas cap, oil tank in rear fender, idiot light in handlebars, hydraulic clutch, handmade primary cover and electric start set-up, handmade air dam. Special thanks to: Rob Roehl, Gene Koch, John Frey, all the Hamsters, Rick at Russel, Jim and Mike at Eagle Engineering, the boys at DS Specialties, and Bo Kozak for the food catering.				

the back from friends that made this project such a success."

One guy was so impressed with Donnie's creation he offered him

a DeLorean in trade. But as Donnie so eloquently put it, "Who needs a kitchen sink on wheels?"

"Yeah, we definitely made a

splash out there," Donnie says.

Well, bro, you made one on these pages, too.

—Southern Connection

ROCK AND ROLL



D.S. "MIG" Seats



D.S. FXR Bucket Style 2-PC Seats



Machine Works Aluminum Forward Controls



D.S./Ness Custom Switch Housings



Drag/Westbrook "Insignia" Covers



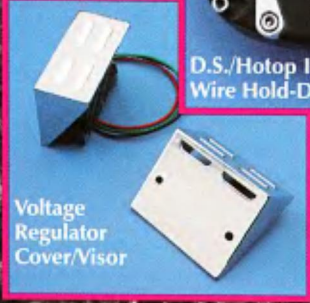
D.S./Ness "Rail" Footpegs



Fork Tube/Triple Tree Nut Covers



D.S./Hotop Ignition Wire Hold-Downs



Voltage Regulator Cover/Visor

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- ☐ **Wear A Helmet**
- ☐ **Go To Jail**

KIT INCLUDES

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

A. WINDOW DECAL

8 1/2" x 5 1/2"

B. BUMPER STICKER

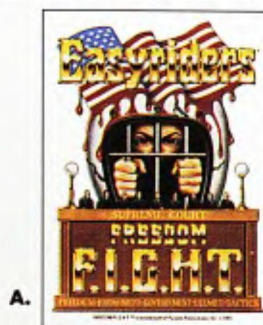
3" x 11 1/2"

C. BIKE DECAL

4 1/4" x 5 5/2"

D. PATCH

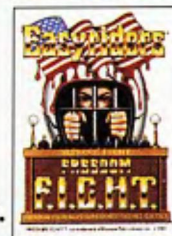
2 1/2" x 4 1/4"



A.



B.



C.



D.

It's your choice. By 1993 all states must adopt a mandatory helmet law. Why? Because we are a public burden! In other words, riders who do wear helmets could cost the state more money than riders who do wear helmets — it's never been proven even though the number crunchers have tried, but the numbers are beside the point. In "the land of the free" the government should not tell us what to wear for our own good or for the public's good. If the government can do this, then by the same logic, they can say cars are safer than motorcycles so all people who ride motorcycles are a public burden! And people who

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?

This is definitely a constitutional issue and must be tried in the court system! **Easyriders Freedom F.I.G.H.T.** kits will raise the money to do just that and nothing more — you must continue to support ABATE, MMA, MRF, etc.

All proceeds from the sale of these kits will be used to fight helmet laws in the courts!

MAKE YOUR CHOICE NOW!!

Notice: This summer's pro-choice helmet rally will be rescheduled — keep your eye on "Easynews" for more info.

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

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Exp. Date _____ Signature _____

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Canada add \$5.00. Foreign add \$10.00.

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TOTAL

Send U.S. funds only, please

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

LAST NEWS

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

DISPATCHES FROM THE HELMET WAR

... PARTISAN SORTIES ON MANY FRONTS. H-D SUPPORTS AMA FORCES. INSURANCE ASSAULT TURNED BACK IN MARYLAND. ALLIES LOSE IN KANSAS. ENEMY PROMISES IOWA OFFENSIVE IN '93.

As the federal helmet juggernaut tries to get itself into gear to roll over bikers' rights on a national scale, riders in several states have staged effective sniping raids on individual congressmen. Darlynn Sandstead, of Gypsum, Colorado, demanded that Representative Ben Nighthorse Campbell explain his vote for the 1991 highway bill that mandates helmet laws. Campbell responded by saying he opposes "the federal government blackmailing states." If that's true, then why did he vote for the highway bill? Colorado riders, ask him again.

In California, the Modified Motorcycle Association (MMA) is promoting an amendment to the helmet law that would exempt riders who have personal health/accident insurance. The amendment provides a full answer to the phoney "public burden" theory and will be hard to resist. The pro-helmet elements will have to agree to the amendment, or admit that outright regulation, and not the "public burden," was their motive all along.

In Ohio, K. B. Fletcher, of Akron, took Representative Vernon Sykes severely to task for his trucking to the feds over the helmet law. Fletcher pointed out that Sykes had a duty to his constituents to show a little guts now



Billy Hodges' FXWG.

Photo: Billy Hodges

and then, and reminded Ohioans that if Sykes were really so eager to "save lives," he would be proposing to put helmets on people in cars.

In South Carolina, Billy Hodges, of Reidville, mounted a veritable barrage at the state legislature, which is trying to enact a new helmet law this year. Hodges worked up a two-page letter that summarizes the anti-helmet position, and offers his letter to anyone who wants to use it as a model. Ask for a copy from: Box 231, Reidville, SC 29375.

Hodges can also report some progress. State Representative Steve Lanford admitted to being under the influence of the "public burden" theory, but also said he would withhold judgement until he heard the opposing arguments. On the other hand,

Hodges also flushed some weasels out of the congressional underbrush. Representatives Elizabeth Patterson and John Spratt tried to claim they really favor states' rights despite their votes for the federal highway/helmet law, and made much of the fact that the highway doesn't *really* require the states to pass a helmet law (i.e., it just threatens them if they don't). Nice work in making them answer up, Billy.

Good news from Milwaukee: during Daytona Bike Week, H-D announced it was giving \$100,000 to the American Motorcyclist Association (AMA) to help fund the AMA Government Relations Department.

Harley's help comes from the right place and goes to a good place. Most recently, the AMA, along with ABATE of Maryland,

the Motorcycle Riders Foundation and—check this!—the BMW Riders of Metropolitan Washington, put up a spirited resistance to the latest of Maryland's perennial "catastrophic health insurance" proposals, sending it down to a stunning defeat. Hold that line, bros. The insurance people will be back next year.

Bad days in bleeding Kansas: after juggling several proposals, the state Senate voted to put helmets on riders over 18. The narrow, 21-19 vote, though, gives Kansas bros an opening to rally opposition before the state House takes up the bill.

Better news from Iowa: the legislature was in such a hurry to adjourn that the helmet bill got ignored in the final shuffle. Iowa stays free another year, but a pocket of fanatic helmet troops have dug in and promise a second front in 1993.

Altogether, encouraging news. So far, the states haven't stampeded into helmet laws. Given the disgust that people all over the country are showing for Congress, even the state politicians seem to be laying low. Meanwhile, more bikers seem to be writing more pointed letters. We seem to be winning—but we don't dare let up for a minute. A hard fight, and no discharge in the war.

—Maestro

CHECKING THE ACCOUNTS

After waffling for months, the House Ethics Committee finally released the list of reps who had been kiting checks at the House bank. And, just like you'd expect, many of our old friends from the 1991 highway bill were on it, in larger and smaller ways. Here's a list of the more active kitters who voted "Yea" on mandatory helmet laws. You may find it useful for the '92 elections.

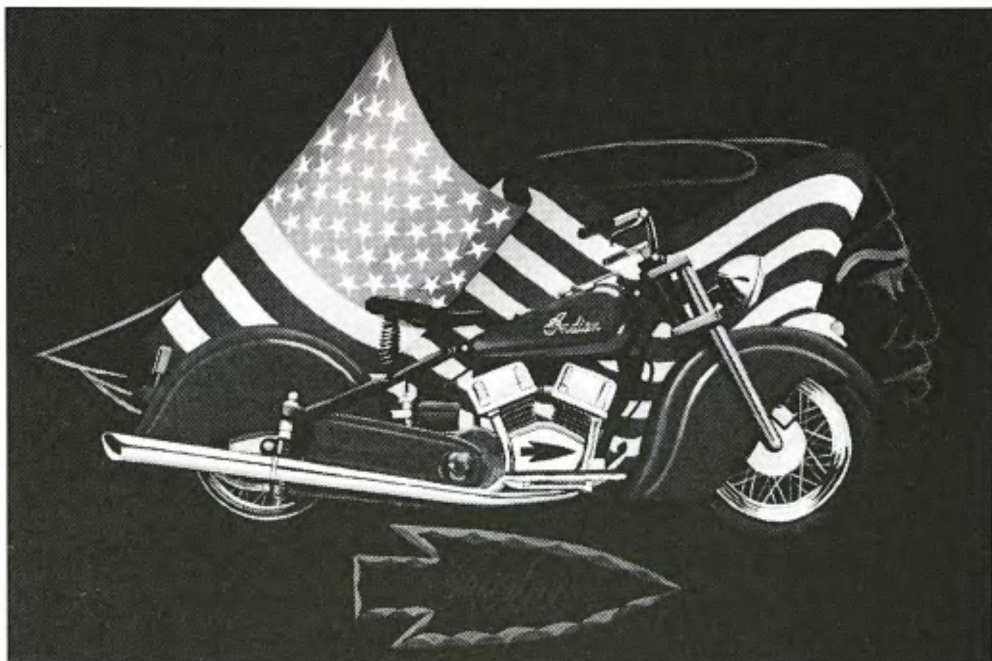
State	Representative	Number of checks	State	Representative	Number of checks	State	Representative	Number of checks
Alaska	Don Young	57	Massachusetts	Chester Atkins	127	Ohio	Edward F. Feighan	397
Arkansas	Beryl Anthony	109		Brian Donnelly	70		Bob McEwen	166
	J. Hammerschmidt	224		Edward J. Markey	92		Louis Stokes	551
				Joe Moakley	90		Chalmers P. Wylie	515
Colorado	David E. Skaggs	57	Michigan	John Conyers	273	Oklahoma	Mickey Edwards	386
Connecticut	Sam Gejdensen	51		Robert W. Davis	878	Oregon	Les AuCoin	83
	Barbara B. Kennelly	60		John D. Dingell	48	Pennsylvania	Bill Gooding	430
Florida	Lawrence J. Smith	161		Dale E. Kildee	100		Peter H. Kostmayer	50
Georgia	Charles Hatcher	819	Minnesota	Gerry Sikorski	697	Tennessee	Harold E. Ford	388
	John Lewis	125		Vin Weber	125			
Illinois	Dennis Hastert	44	Mississippi	Mike Espy	191	Texas	Michael A. Andrews	121
	Charles A. Hayes	716	Missouri	William L. Clay	328		John Bryant	55
Indiana	Frank McCloskey	65		Alan Wheat	86		Ronald D. Coleman	673
	John T. Myers	61	Montana	Pat Williams	66		E. De la Garza	284
	Phillip R. Sharp	120	Nebraska	Doug Bereuter	39		Charles Stenholm	86
Iowa	Jim Lightfoot	105	New York	Gary L. Ackerman	111		Charles Wilson	81
Kansas	Dan Glickman	105		Thomas J. Downey	151	Washington	John Miller	58
	Jim Slattery	50		G. J. Hochbrueckner	49	Wisconsin	David R. Obey	64
Kentucky	Larry J. Hopkins	83		Robert L. Mrazek	920		Thomas E. Petri	77
	Carroll Hubbard	152		Bill Paxton	96			
	Carl C. Perkins	514		Charles B. Rangel	64			
Louisiana	Jerry Huckaby	88		James H. Scheuer	133			
			North Carolina	Walter B. Jones	63			
			North Dakota	Byron L. Dorgan	98			

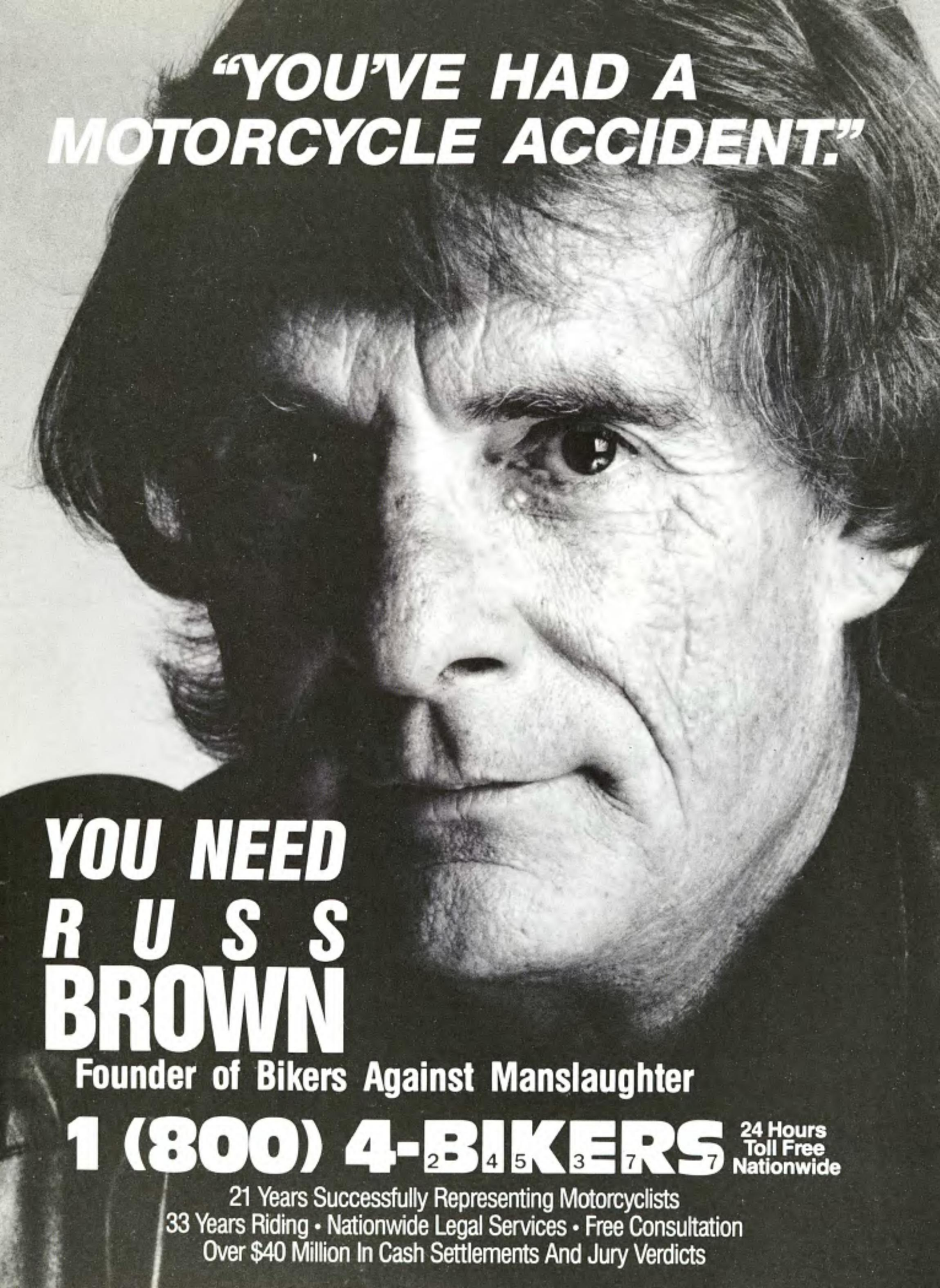
Use this information however you can to get helmets off our heads. You can find the full list of check offenders in the congressional reports in your public library. For the full list of reps who voted for mandatory helmet laws, check our April '92 issue, page 21.

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REDMAN RETURNS

No, that's not a customized restoration you're looking at. That's a prototype of a new 60-inch Indian Scout that the Indian Motorcycle Manufacturing, Inc. will show at Sturgis this year. The design replicates the classic Indians from the late 1930s, but the "re-incarnation" engine has overhead cams, fuel injection, and electronic ignition. Two models will be available for \$9,000 to \$10,000, depending on configuration. Watch this rag for more information.





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- **Build Big Bore Motor** — \$695.00 Kit, balancing, machining, flywheels installed in case, rods rebuilt, lower end bearings (add up to 10 more cubic inches).
- **Rebuild Your Own Motor** — \$495.00 includes: 4 nitrided valves, 4 Ampco guides, glass beading, valve job, spring tension set, boring with pistons and rings, rebuilt rod set with crank pin, true & assemble flywheels, pinion & sprocket shaft bearings, cam bearings, gasket set. Call for info.
- **Complete Motor and Transmission** rebuilding also available. Call for prices.
- **Unleaded Conversion** — \$295.00 set (for Shovels, Pans and Sportsters). Includes: Ampco guides, Nitrided valves, Nichol alloy seats, glass beading, valve job and valve seals. (Spring tension set.)
- **Port and Flow** — \$175.00 set (for Shovels, Pans, Evolutions, and Sportsters). (Includes valve job.)
- **Unleaded with Port & Flow** — \$405.00.
- **Dual Plug Setup** — \$50.00 set (Shovels). \$60.00 set (Sportsters and Evolutions).
- **Engine Balancing** — \$50.00.
- **Every Type of Case Repair** — Call.
- **Build up to 101" Shovel "Big Bore Motor"** — \$995.00 (parts and labor).
- **H-D Lower Ends Rebuilt** — \$295.00 includes: cases glass beaded, rebuilt rod set, sprocket & pinion shaft bearings, cam bearings, true & assemble flywheels & press into case.
- **Breather Gear Re-sleeved** — \$165.00 welding (if needed) extra.
- **Valve Seats** — (only) installed in Sportsters, Shovels and Panheads \$160.00 for all 4.
- **Shovel Exhaust Ports** — welded onto Pans \$60.00 a set.
- **Delkron Motor Cases** — \$595.00 (Evolutions, Shovels and generator motors) or (Repaired Seconds \$495.00).
- **Cylinders Bored with Pistons and Rings** — \$80.00 per set.
- **Top End Special** — \$155.00 set — For Sportsters, Shovels & Pans. Includes: glass beading, valve job, 4 ampco guides, 4 stock valves, spring tensions checked.
- **Valve Guide Holes Welded Back To S.T.D.** — \$65.00 each.
- **"Take A Tour of the Shop" Video** — \$10.00 refundable with first order sent in.
- **Dragon Tale Video** — Machine Gun Action \$22.95.

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• **DRAGON MAN T-SHIRTS** — \$10.95.
(S, M, LG, XL). **OPEN 7 DAYS**

U.S./CANADIAN MOTORCYCLE LAWS

	Special License	Helmet Law	Eye Guards	Lights On 24 hours
Alabama	No	Yes	No	No
Alaska	Yes	No 1,11	Yes 13	No
Arizona	Yes	No 2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	No	Yes 8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No 12
Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes 6
Kansas	Yes	No 2	Yes 3	Yes 8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No 14	No	Yes
Maryland	Yes	No 2,4	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes 7,3	No
Minnesota	Yes	No 2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No 2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes 3	No
New Hampshire	Yes	No 2	Yes	No
New Jersey	Yes	Yes 4	Yes 3	No
New Mexico	Yes	No 2,4	Yes	No
New York	Yes	Yes 4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No 2,4	No	No
Ohio	Yes	No 2	Yes 3	No
Oklahoma	No	No 2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 11	Yes	No
South Carolina	Yes	No 9,4	No 9,3	Yes
South Dakota	Yes	No 2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes 4	No	No
Utah	Yes	No 2	No	No
Vermont	Yes	Yes 4	Yes 3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	No	Yes 4	Yes	Yes
Wisconsin	Yes	No 2, 10	Yes 13	Yes
Wyoming	Yes	No 1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes 3	No
Yukon	Yes	Yes	No	No

1. Required under age 19. 2. Required under age 18. 3. Required unless equipped with windscreen. 4. Reflectorization required. 5. Must have in possession. 6. Required for 1977 or newer bikes. 7. Required at speeds over 35 mph. 8. Required for 1978 or newer bikes. 9. Required under age 21. 10. Required for instructional permit holders. 11. Required for passengers. 12. Required for 1980 or newer bikes. 13. Required unless windscreen is 15 inches above handlebars. 14. Required under age 15 1/2.

SHORT STROKES



Beware loose oil filters on FXRs. I had just rolled the final miles on the odometer to break-in my top end, when, in the middle of the night on a packed city street, my newly-replaced, spin-on oil filter backed off. At first I thought I had a blowout. The rear tire lost traction and began to slip from side to side. I brought the bike to a careful stop, leaned over to check the tire, and discovered a large,

growing puddle of oil directly in front of the rear tire. I could have been on my ass, or worse, blown the engine. Close call....**Biker Mice From Mars** are coming to your televisions soon. Conceived by Rick Ungar, president and CEO of Marvel Productions, Ltd., Biker Mice From Mars is a half-hour television series complete with comedy, adventure, motorcycles, rock 'n' roll, and humanistic Martian Mice who are on the cutting edge of coolness. The three renegade Martian Mice—Throttle, Modo, and Vinnie—are champions of freedom and, according to Ungar, the group is edgy, hard-driving, and funny. Can't wait to check it out....**You know the bumper sticker** that says "Motorcycles Are Everywhere!"? That sticker is the copyrighted brainchild of Bob Doiron, a promoter of motorcycle safety in Somerville, Massachusetts. Doiron has a bunch of them and will print the name of your organization at the bottom. You can reach him at: Box 143, Winter Hill Branch, Somerville, MA 02145, (617) 625-2195....**On the off-the-wall side**, some of the endangered species laws are

coming back to haunt us: wild horses have doubled to 75,000 and are starving to death, alligators in Florida, Texas, and elsewhere rebounded far more quickly than expected after they were protected by state and federal laws in the late 1970s (last year more than 20 people were attacked), and Kangaroo Rats are running rampant in an area adjacent to a rocket test sight in Beaumont, California. The area is polluted with toxic chemicals but can't be cleaned because of the rats....Here's a burg to bend around: The National Motorists Association informed us that Pine Lake, Georgia, (east of Atlanta) gets 56% of its budget from traffic fines—mostly cracked taillights and petty infractions. Look out....**Jimmy Walsh hit a guardrail on his bike**, fractured his skull, and died on the side of N.J.'s Garden State Parkway. Soon afterward, the state sent a bill to a still grieving Sandra and Charles Walsh, demanding \$538.80 for damage to the highway—no mercy in Jersey....**In Huntington Beach, California, the cops decided** that a helmet law wasn't enough of an infringement and an incon-

venience for bikers, so they decided to take it a step further and stop and inspect helmets at will. If they suspect that the helmet is not approved, they'll either take it or give you a ticket. That's not the way the law reads....**Speaking of overzealous officers**, in Lake City, Florida, cops board Greyhound buses and search the passengers. Get this: Deputies say they do not intimidate passengers. Those who refuse to be searched are left alone. Those who want to get off the bus can. Yeah, right....**And on a positive note**, Texas Governor Ann Richards stopped outside the Travis County courthouse for a long, admiring look at a new Harley. The governor, 58, confided that she has always wanted a Harley for her 60th birthday. "It just seems to me like when you are 60, you ought to do something that is special, and I can't think of anything that's much more special than a Harley," she said....**Personally, I think the world is going nuts**, and we all need to move to the hills and build moats around our houses. I'm going for a ride.

—Bandit

JAY LENO, WE THOUGHT YOU WERE ON OUR SIDE

Hey, Jay Leno, we know you. Right after Assemblyman Richard Floyd conned the California legislature into passing a helmet law, you were there objecting right along with us.

So what's this drivel we see under your name in that schlock Sunday supplement, *Parade* magazine, for April 5, 1992. "Wear a helmet," the ghostwriter has you saying, "not because the law may make you but because you want to."

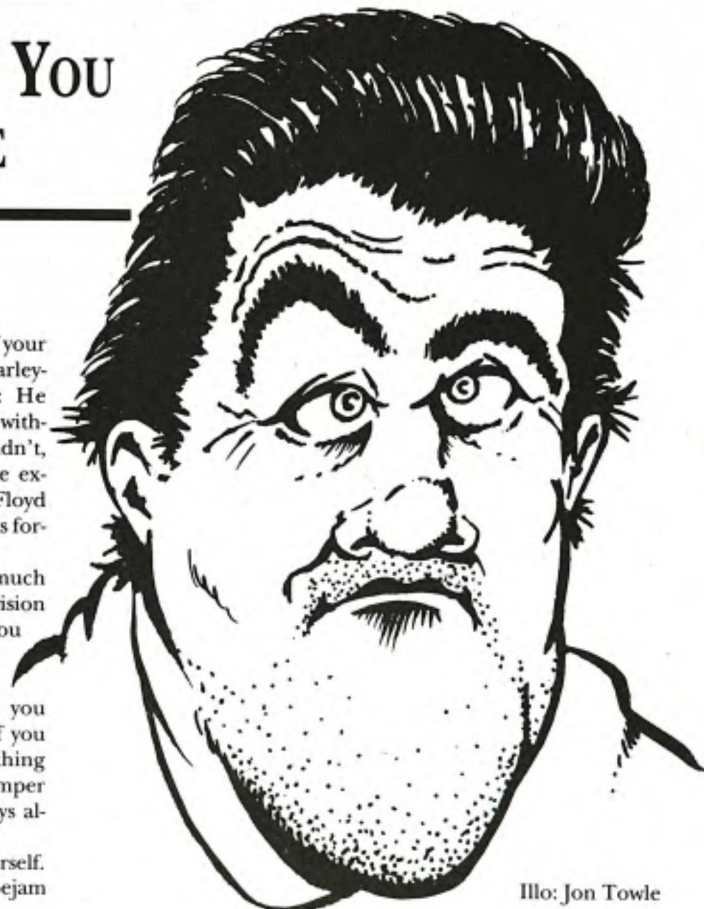
Do we really want to, Jay? Do you really buy into all Floyd's arguments in favor of helmets, despite the proof against them?

And that dipshit-looking picture of you: the caption says, "The author"—and we don't believe for minute you really

wrote that garbage, even if your name is on it—"on his Harley-Davidson Ultra Classic: He wouldn't hit the highway without his helmet." He wouldn't, would he? My, what a fine example for young riders. Floyd must like that one. Helmets forever, huh, Jay?

Jay, we don't know how much they pay you for that television show, but we doubt that you have to go begging. You don't have to shill for the helmet industry. In fact, you would get more respect if you put your name to something besides the tired old, whimper about how "good little boys always wear a helmet."

C'mon, Jay, redeem yourself. —Toejam



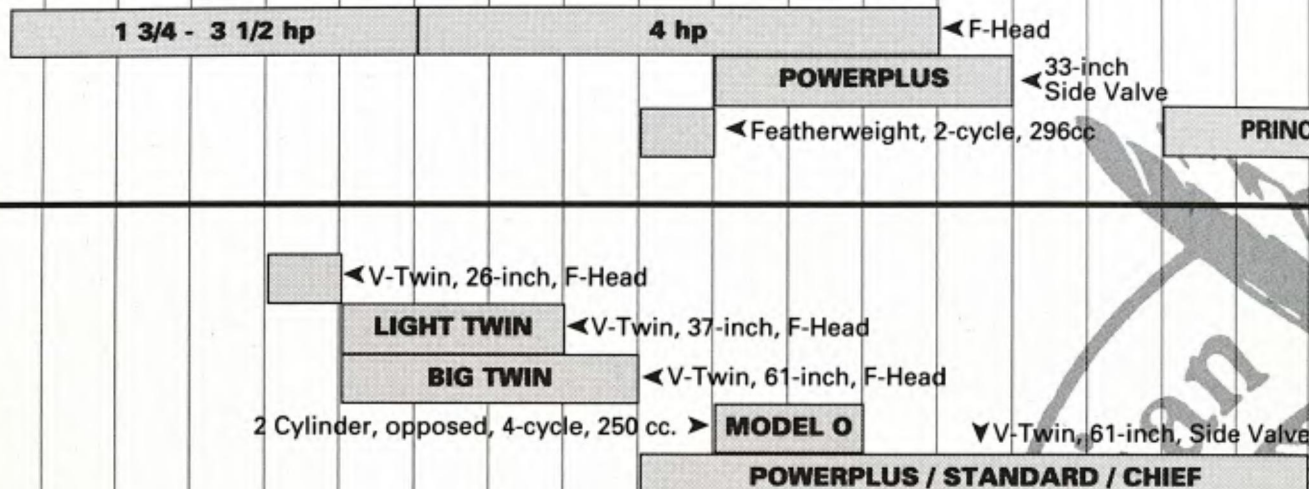
Illo: Jon Towle

INDIAN LORE 1901-1955

1901 1902 1904 1905 1907 1908 1910 1914 1915 1916 1917 1918 1919 1920 1921 1923 1925 1927

■ HENDEE MANUFACTURING COMPANY

■ INDIAN MOTORCYCLE COMPANY



Indian went through three organizations before it closed up. Founder George M. Hendee ran things during the first era. After he retired, the company adopted the name of "Indian Motorcycle"—no "R" for trademark reasons—and was guided by E. Paul Du Pont, whose family owned the controlling interest. Following the Du Pont era, the company fell into the hands of Titeflex Corporation.

The New York City Police Department loved Indians, so in 1955 they wrote the bid specifications for new motorcycles in such a way that only an Indian could qualify. Although the factory had been shut down for two years, the NYPD order was filled by assembling 80-inch Blackhawk models from parts remaining on the shelves. These are among the choicest of Indian collectibles, but don't expect to find one easy: only 200 were made.

Milestones

1901-22 Hendee Manufacturing Company
1923-49 Indian Motorcycle Company
1949-53 Titeflex Corporation

Paint

1902-1909 Navy blue paint
1910 ff. Indian red paint

Forks

1905 Springer fork with leaf spring
1925 Link fork with coil spring (copied from Velocette)
1947 Hydraulic forks

Rear Suspension

1913 Cradle rear suspension with twin leaf springs.
1919 37-inch Scout, rigid
1920 All models rigid
1940 Plunger rear suspension

Transmission

1910 2-speed
1915 3-speed
1947 4-speed

Notes For Indian chart

Chain Brakes

Chain drive used from the beginning
1927 Front wheel brake for Scout
1929 Front wheel brake for Chief
1931 Internal expanding rear brake

Electrics

1914 Electric start (failure, inadequate batteries)
1915 Electric (success)

Side Valves

1916 Side Valve 61-inch

Sidcar

1913 Sidcar for twins

4-cylinder

1927 4-cyl. model

Wartime

1939 Order of 5,000 Chief models for French army apparently lost to U-boats
1944 WWII military production equal 42,044 units,

Coming in September: a list of shops that do Indian work.

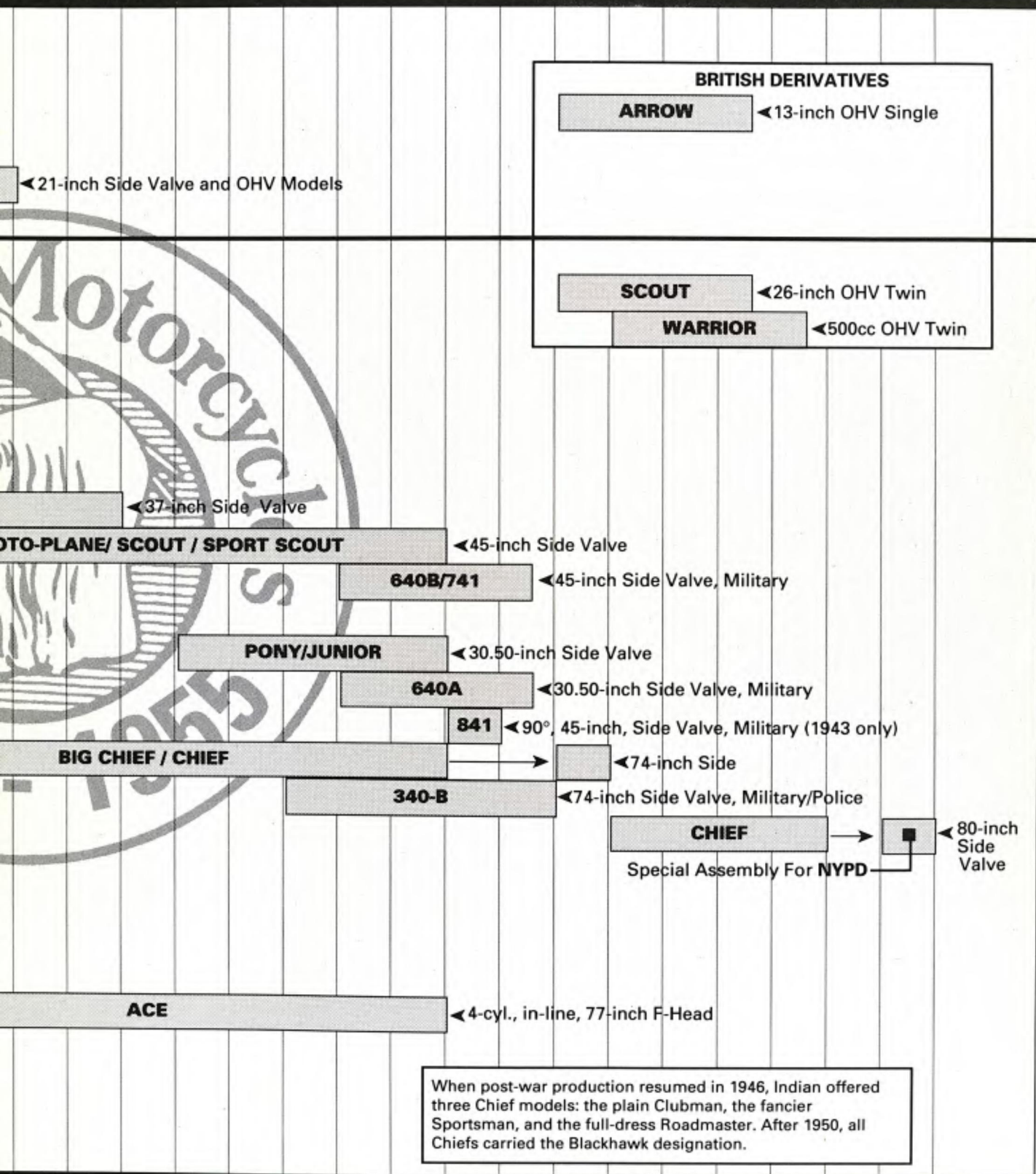
Special thanks to: David Hansen, The Shop, Ventura, California
Morton Wood, Antique Motorcycle Club of America

Here's your capsule history of the Indian marque. Sources differ about what year a particular model came out, and we've generally assigned a model to the first year it was available rather than to its official model year.

1929 1930 1932 1934 1935 1939 1940 1942 1943 1944 1946 1947 1949 1950 1953 1954 1955

CYCLE COMPANY

■ TITEFLEX CORPORATION



Based on Harry V. Sucher's, *The Iron Redskin*, Haynes Publications, Inc., Newbury Park, California (1977).

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



"I think you should drink more water."

The Scotsman was new to this country and got his ass hauled into court for peddling wares without a license. Watching the other cases before his, he was trying to figure out how to proceed.

The first three defendants were all prostitutes. He heard the first one tell the judge that she was a model—she was sentenced to 30 days. The next whore insisted she was an actress—she got 60 days. The third whore testified, "To tell you the truth, Your Honor, I am a prostitute." The judge was so surprised she'd told the truth that he gave her a suspended sentence.

The Scotsman considered all this until it was his turn before the court, and when he was called, he proudly told the judge, "Sir, to tell you the truth, I'm a prostitute, too!"

—Nick the Greek
Vegas

Crasher checked into a motel with a hot new redhead. After a little smooching, he watched the chick as she stood up and peeled off her wig, stripped off a pair of falsies, popped out her dentures, removed her artificial eye and fake eyelashes, and then sat down on the bed to unstrap a wooden leg.

At that point, Crasher went into the bathroom and yelled out, "Hey, bitch, when ya get to the part I want, just slide it under the door."

—Ellis Renfro
Sevierville, Tenn.

Two graybeards were sitting on a park bench, watching the shapely girls stroll by. "You know," said one with a sigh, "until just a few years ago, I only had to see a pretty girl and I'd get a hard-on."

"And now?" the other asked.

"Now," replied the first, "I don't see so good."

—Blitz
Michigan

BIKER TRAFFIC COURT



"... and for cutting off a Harley,
I sentence you to life plus 99 years."

Fat Frank and the new prospect had just finished a hard workout at the gym. When they hit the showers, the prospect remarked, "Jeez, Frank, you're really gettin' a beer gut on ya. How long's it been since you've seen your dick, bro?"

"It's been a while," Fat Frank admitted.

"Hey, it's none of my business," said the prospect, "but tell me, didja ever diet?"

"Why?" asked Fat Frank. "What color is it now?"

—The Downed Buzzard
Hunlock Creek, Pa.

Definition of gross: Waking up with a lump in yer throat ... and a string caught in yer teeth.

—Haulin' Hausler
Motorin'

What do a condom and a wedding ring have in common?

Both are things that women want ya to wear so they can fuck with ya.

—J.D. Kuykendall
Represa, Calif.

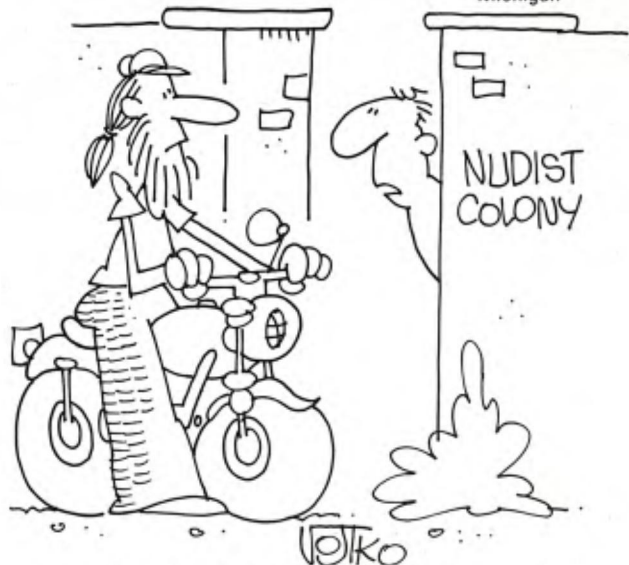
Why doesn't Miraculous Mutha wear panties?

To keep flies off her mustache.

—Lucky
Out West

Sleazy Suzy had Satan tattooed on her right thigh, and a marine scene on her left. So the bro soon found himself between the devil and the deep blue sea.

—Skully
Two Rivers, Wis.



"You can bring the bike in, but first you gotta strip it."



Sleepy and his ol' lady got into an argument one night after dinner. Complaining that he wasn't up to par in bed, she pointed out that her sister's ol' man was able to get it up five times a night. Pissed off, Sleepy said he would and could do the same thing for her.

He hustled her to the bedroom and managed twice in a row before taking a nap. He took another nap after the third, barely made it through the fourth, crapped out again before the fifth, and finally fell sound asleep.

When Sleepy finally woke up, the clock read 11:20 a.m. He didn't get to his work site until noon, where he went straight in to the lead man's office to explain his being late.

"It's not so much you coming in late this morning," the lead man said. "I just wanna know where the fuck you were on Monday, Tuesday, and Wednesday."

—The Midget
Colony Club

If your ol' lady's chokin' from a bone in her throat, what should ya do?

Pull out.

—Dave Chance
Rock Store

A biker walks into a dentist's office, sits down in the chair, and promptly whips out his dick.

"What the hell are you doing? I'm a dentist!" exclaimed the shocked practitioner.

"Fuck, I know that," said the tramp, "but there's a tooth in there."

—Doghnut
Locked Down

Three bros were talking about how fat their ol' ladies were.



"Just 'thunk' 'em—they're no good when you 'squish' 'em."

Said the first, "My ol' lady has to turn sideways and hold her breath to get through the front door."

The second bro said, "That ain't shit, man—when my ol' lady's riding in the car, we keep going around in circles because my half of the car is in the air."

"Mine's got both of yours beat," claimed the third. "Last Friday we went to an opera, and the crowd refused to leave until my ol' lady got up and sang!"

—Mad Max
Iona, Mich.

A scooter tramp walked into the local police station and asked the sergeant on duty, "Can I talk to the guy who was arrested for robbing my house last night?"

"Guess so," said the cop, "but what for?"

"I gotta question to ask him," explained the bro. "I want him to tell me how the fuck he got in without waking up my ol' lady."

—Al Troxler
Greensboro, N.C.

As luck would have it, 12 ex-politicians were chosen to serve on the same jury. Hearing the testimony and evidence took less than an hour, but after four long days the jury was still deliberating behind closed doors.

"Go in there and find out how close they are," the judge instructed the bailiff. A moment later the bailiff returned, shaking his head.

"Have they reached a verdict?" asked the judge.

"Verdict?" the bailiff scoffed. "They're still working on their nominating speeches for foreman!"

—DeeCee
America

Whaddaya get if ya cross Billy Jean King with Bo Derek?

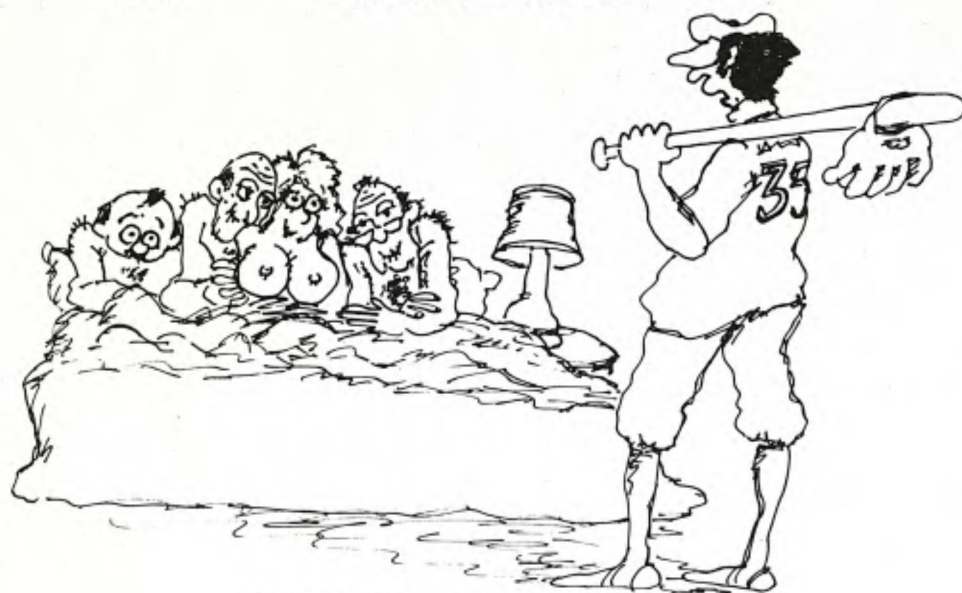
A DC-10.

—Dave Raab
Wurtsmith AFB

Mad Mike stopped at the local watering hole on the way to his pad and soon struck up a conversation with a sexy, well-stacked blonde sitting at the bar. Everything seemed to be coming along nicely until she told him she was actually a hooker. Mad Mike offered her \$20 for a quickie, but the fox wouldn't budge from her usual rate of \$50. Eventually he gave up, finished his brew, and headed home.

Later on that night, Mad Mike returned to the bar with his ol' lady for a couple of evening brews. They sat down at a table and had just ordered a round when the same hooker strutted over and said to the bro, "Ya shoulda listened to me, hon—see what kinda pig ya get for a lousy 20 bucks?"

—Bosco
Down South



"Don't tell me — it's old-timer's day, right?"

Rodeo News

The 6th National *Easyriders* Rodeo Tour is underway. The 10-rodeo, 1992 season began in May and will close with the Grand Nationals—at a new site in Lancaster, California—in October.

The rodeo-lovin' Lone Star State was the host for our season opener. The people of Pasadena were as friendly as ever, and we had a Texas-size turnout for the competition. Next, we headed east to Ladson, South Carolina, to tear it up for some true Southern fans. As you're reading this, we're pulling out of the Winnebago Fairgrounds in Pecatonica, Illinois, en route to our July Fourth Rodeo blow-out in Middletown, New York.

If you've never been to an *Easyriders* Rodeo, you have no idea what you've been missing. Just check out the back cover for the Rodeo location nearest you, pack the ol' lady and a bedroll on your scooter, and come on down. You'll be damn glad you did.

This year, for the first time in *Easyriders* Rodeo history, there will be sponsored, contingency prizes awarded in all events. In other words, no one goes home empty-handed. Along with cash awards, winners will receive gift certificates from our 1992 Rodeo sponsors. If you've been thinking about entering an

event and testing your riding skills, this is the year to do it. It's all-American competition—with all-American cash and prizes. What could be better?

Following is a list of event sponsors for the 1992 *Easyriders* Rodeo Season. We sincerely appreciate their support.

CUSTOM CHROME INC.: Rodeo equipment

MIKE CORBIN/WIENIE BITE:
\$500 in gift certificates

MIKE CORBIN/BARREL RACE:
\$500 in gift certificates

SUMAX CYCLE/KEG DERBY:
\$500 in gift certificates

**CHROME SPECIALTIES/
SLOW RACE:**
\$500 in gift certificates

**CONTINENTAL TIRE/
TIRE RIDE:**
3 sets of tires

**KAL GARD/
POTATO HAYSTACK:**
3 maintenance kits valued at \$160

**PERFORMANCE MACHINE/
1000-LB. NOVICE SLED PULL:**
\$500 in gift certificates

**CHROME SPECIALTIES/1000-LB.
FUEL SLED PULL:**
\$500 in gift certificates

SUMAX CYCLE:
\$500 in gift certificates

**PERFORMANCE MACHINE/
TRIKE FUEL CLASS:**
\$500 in gift certificates

PARTICIPANT SIGN-UPS:

Friday: till 10 p.m.

Saturday: till 5 p.m.

RODEO QUALIFYING:

Saturday: 5 p.m.

RODEO FINALS:

Sunday at noon

COSTS:

\$30 per event at \$5,000 purse events.

\$50 per event at \$10,000 purse events.



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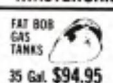
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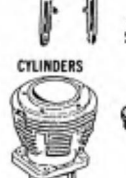
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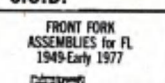
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Photos: Mike Lichter

Ron Stratman, Sturgis, South Dakota 1980 H-D shovel/buffalo

After a long hard day out on the range roping prairie dogs, lassoing lizards, and doing your best Nolan Ryan with a sun-baked bull chip, grab a buffalo carcass and throw it on your scooter. That's what Ron Stratman did for last year's Sturgis Rally, creating the world's first Buffalo Bike.

It all started when the man who raced amateur for 10 years, professional another 12, and who's been riding for 40, decided he was tired of Ron Simms and Arlen Ness getting all those photo spreads while his own putts were lucky to get on the corkboard at work. Ron put on the old thinking cap and found the inspiration he was looking for when he put his boot into a big juicy piece of bison pie.

Ron finally turned over an ace. There's nothing Simms could do with paint or Ness with chrome to even come close to competing with good old brown fur. So the excited South Dakota concrete cowboy rode out on the prairie and wrestled a big buffalo to the ground. Then he got together with Janice Anderson of Dakota Furs for the necessary modifications.

Out on the road, the big furry head has its disadvantages, but to our good bro's buffalo bike-building credit, it's a long way to empty after fueling up the old bison bladder.

—Clay Sherrig

General		Forks	
Fabrication by: Ron Stratman		Type: wide glide	
Year and make: 1980 H-D		Builder: Mother Nature	
Model: FLT		Special features: hoofless	
Chroming by: South Dakota Furs		Accessories	
Engine		Bars: horns	
Year and model: 1980 FLT		Lights: eyes	
Rebuilder: Ron Stratman		Gas tank: bladder	
Displacement: 80-cubic-inch		Oil tank: large gland	
Transmission		Seat: backbone	
Shifting: H-D		Other: furry fenders	
Trans sprocket: 32-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Paint		Size: 16-inch	Size: 16-inch
Color and type: brown fur		Tire: Goodyear	Tire: Goodyear
Special paint: flea repellent		Brake: H-D	Brake: H-D
Frame		Special features: hairy pipes, rib cage	
Year and builder: 1980 H-D		primary cover, right and left aorta pis-	
Type: FLT		tons, automatic cow pie removal. You	
Alterations: pelt-coated		can see the buffalo bike at Sturgis H-D.	



BROKE FARM

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Fred Mellor (1938-1990)

Atascadero, California

Fred wore many coats during his days on earth: he was a Korean War vet, an ex-POW, an ex-con, an ex-outlaw biker, and, most importantly, a recovering addict and alcoholic who took care of a lot of what most would consider the scum of the earth: the criminally insane at Atascadero State Hospital (ASH). Fred worked there as psychiatric technician.

It didn't make any difference to Fred who you were or what you had done in the past. He judged people by what was in their hearts. He could relate to the people at ASH, because he had been one of them and he had been able to change his life.

Because of what he had meant to the patients at ASH, the first Fred Mellor Memorial Rally took place inside the courtyard of this maximum security facility on July 27, 1991. Among the Harleys rumbling across the courtyard was Fred's bike.

—from John Jardine

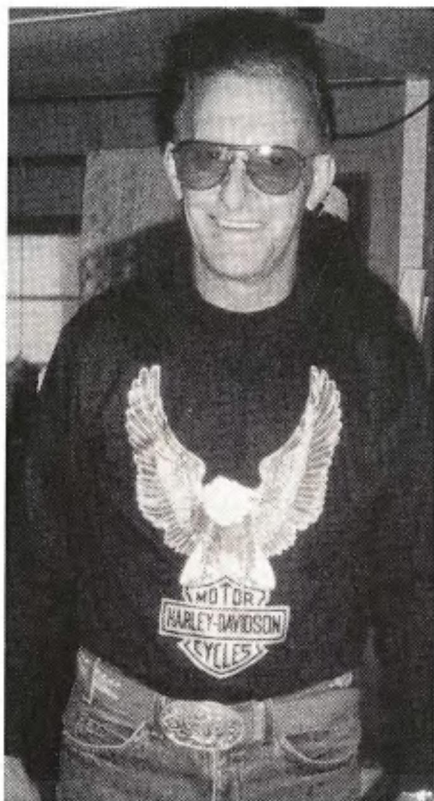


Photo: John Jardine



Photo: Mike Sable

Mike "The Zipper" Sable

Agoura Hills, California

I guess the one thing Mike "The Zipper" does is kick the old image of the beer-bellied, outta-shape biker slob right out of the USA, America, the World, and the whole damn Universe (those are just some of the titles he's held as a Mr.).

More importantly though, to Mike at least, he's been able in his capacity as dietary consultant and weight trainer to help people suffering from anorexia and bulimia, as well as drug and alcohol addiction, to overcome their problems and lead healthier, more positive lives.

And recently the Mr. just powerlifted himself a Mrs., when Mike got married at the annual Laughlin Run (of which we'll tell you more in our next issue). He and the Missus rode some 300 miles across the California and Nevada deserts, before they tied the knot.

—Pumpin' Aaron

Shack O' Shame

University of Maryland

All over the state of Maryland

In a paid advertisement in the March 1, 1992, issue of the Pacific Stars and Stripes, the University of Maryland cleverly published the "Top Ten Reasons Not To Enroll With The University Of Maryland." Some of the funnier ones are (according to my notion of what's funny):

4. Why study mathematics when you have 10 fingers and toes?
3. Why study computer sciences when you have Nintendo?
8. You don't know what to wear to class.
2. Why study government and politics when you get all the news you need from Easy Rider.

I would like to suggest my own top three reasons, if I may, as to why one should enroll with the University of Maryland:

3. The state's official sport is jousting; majoring in it could get you to the Olympics and a lucrative endorsement contract.

2. Close proximity to our capitol offers political science students the best possible gurus: our honest politicians.

1. You will never have to worry about being able to correctly copy even simple things like the name of a magazine.

—Red Baron

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WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in July, August and September. To have your events listed, get the information to us at least three months in advance. We are as accurate as possible, but event dates are often

changed after publication—so check with the sponsors before you putt across the state or country. Send your information to *What's Happenin'*, Box 3000, Agoura Hills, CA 91301.

Arkansas

TURNER BEND VII—July 17-19 in the Boston Mountains. Camping, bands, beer, food, etc. Poker run on Saturday. For more info call: (501) 521-1144.

California

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 run 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.

ANNUAL ABATE LOCAL 25 BBQ—July 25. For more info call: (916) 482-5620.

THREE BRIDGE RUN—August 8 in Oakland. Ride three bridges at night for a great view of the city lights and San Francisco Bay. \$8.50 entry fee includes a free dinner at the Oakland MC's hall. For more info call: (510) 534-6222 after 8 p.m. on Wednesday nights.

Georgia

6TH ANNUAL FREEDOM CHOICE RIDE—August 15-16 at Holiday Downs Racetrack in Palmetto. Sponsored by ABATE of Georgia (District #4). For more info call: (404) 294-8982.

Illinois

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, \$20 at gate. Beer, food, camping, bands, and field events. For more info call: (708) 422-1165.

ANNUAL MDA POKER RUN—July 12 in Effingham. Entry fee: \$10 per person. Registration: 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.

4TH ANNUAL CUSTOM BIKE SHOW—July 25 in Watseka at the American Legion Park. Starts at noon. You have to be entered by 3 p.m. Sponsored by Iroquois Chiefs MC. For more info write: Box 292, Watseka, IL 60970.

Indiana

BEAN BLOSSOM BOOGIE—July 17-19. For info call: (800) 232-2283 or (317) 422-8040.

THUNDER NATIONALS—August 22-23 in Indianapolis. For more info call: (609) 768-4624.

Iowa

8TH ANNUAL FREEDOM RALLY—July 2-4 in Humboldt. For info 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. For info call: (316) 378-3727.

VIETNAM VETERANS BENEFIT RALLY—July 17-19 at Hog's Rest—8 miles southeast of Baxter Springs. Camping, bands, sled pull, wet T-shirt contest, and more. For more info call: (316) 431-6186 or (913) 883-2723.

Michigan

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.

Minnesota

THE 3RD ANNUAL HAWGS FOR DOGS—July 11-12. Check-in will be at 1355 Mendota Hts. Rd., Ste 300, in Mendota Hts. This benefit run for International Guiding Eyes will cover 500 miles in two days. Saturday night at the Oak Ridge Golf and RV Resort they'll supply dinner, beverages, bands, trophies and more. For more info call: (612) 688-2640.

Nevada

3RD ANNUAL ABATE OF NEVADA 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 York

EASYRIDERS RODEO—July 3-5 at the Orange County Fairgrounds in Middletown. 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.

New Jersey

ANNUAL STURGIS IN JERSEY PARTY—August 8. For more info call: (908) 324-2866.

EAST COAST RACING ASSOCIATION—August 16 at the Englishtown Raceway Park in Englishtown. For more info call: (609) 652-1159.

North Dakota

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 more info call Denny: (701) 775-6098.

Ohio

3RD ANNUAL AHDR POINTS MEET AND BIKE SHOW—July 12 at the Killcare Raceway, north of Hwy. 35 on Valley Road. For more info call: (319) 462-6011.

4TH ANNUAL RIDE-IN BIKE SHOW—August 16 at Liberty H-D. Sponsored by Akron H.O.G. For more info call: (216) 784-6833 or 848-1039.

Pennsylvania

ANNUAL CHARITY MOTORCYCLE RUN—August 29-30 at Eddie Reher's Campground in Grantville. Registration: 9 a.m. - 10:45 a.m. Leaving promptly at 11 a.m. Party to follow with lots to do, eat, and drink. For more info call: (717) 469-7493.

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.

Utah

JUNE JAMBOREE IV—June 19-21 at Red Rock in Ogden Canyon. For more information call: (801) 825-1057.

West Virginia

5TH ANNUAL TUG VALLEY AUTO & BIKE SHOW—July 11 in Williamson. Entire downtown is covered with hot rods and Harleys. Trophies and prizes up to \$1,000. For more info call: (304) 235-2719.

Washington

NINTH ANNUAL "DO-WA-DIDDY" PIG ROAST—July 18 at Tenino. Sponsored by The Tenino Motorcycle Drill Team. Camping, music, bike show, and games. For more info call: (206) 264-2000.

Wisconsin

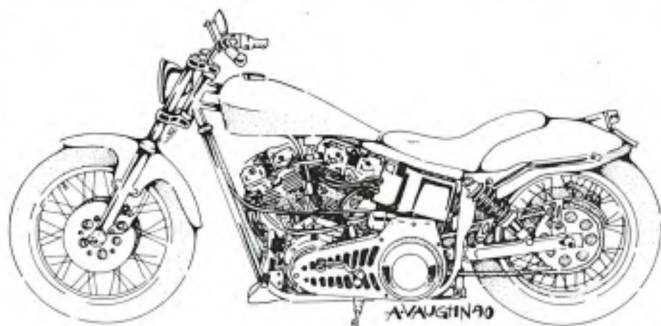
MILWAUKEE'S FIRST ANNUAL TATTOO EXPO—July 19 at the Schwabenof Pavilion. The show is from 10 a.m. - 11 p.m. Food, drinks, bands, tattoo contest, and more. For more info call: (414) 255-4884 or (414) 354-0226.

BIG BUCKS BRACKET BIKE BASH—August 1-2 at the Great Lakes Dragaway in Union Grove. Event starts at 8 p.m. on Saturday, 1 p.m. on Sunday. For info call: (414) 878-3783.

8TH ANNUAL BUTLER BIKER DAYS—August 14-16 at the Butler Frontier Lower Park. Swap meet, vendor booths, tattoo contest, beard contest, field events, live music every day, food, beverages, poker run, and more. Reasonable hotel accommodations nearby. For more info call: (414) 367-1188.

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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STURGIS

From half-a-dozen Indian riders gathered on a dirt track, the Sturgis Black Hills Motor Classic grew to over 300,000 bikers by its 50th Anniversary in 1990—which caused the organizers to wonder what they'd do for an encore: would that many bikers ever show up in Sturgis, South Dakota, again?

Damn right they would. In fact, over 100,000 rode up in '91, and about as many are expected this year. You missed the Big 50th? Not to worry. The party's still going on.

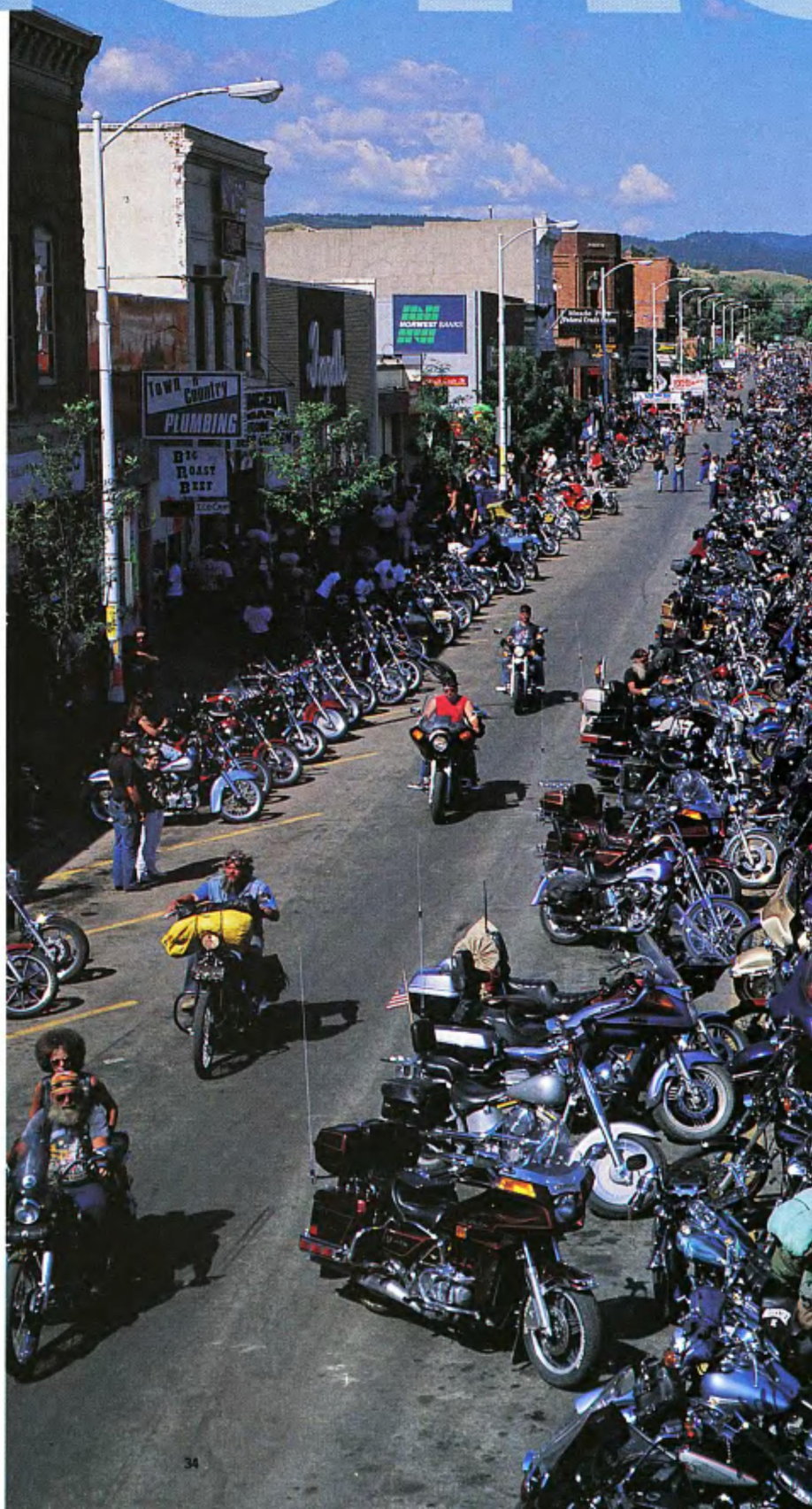
Only it's even bigger now. The proceedings radiate from the new Community Center on Lazelle Street, and include five indoor/outdoor exhibits of gear and accessories from numerous manufacturers. Also, for the second time, artists can exhibit their work at the National Motorcycle Museum. The Museum will induct Arlen Ness and Bobby Hill into the Hall of Fame at a breakfast on August 5.

Everyone knows Arlen Ness and his customs, and Hill is just as famous in flat-track racing. He rode Indians, winning 53 races in 1949 and taking the national title 12 times.

New stuff comes and the old stuff goes on: bike shows; races for every age, size, and style of bike; runs through the countryside; bands; and parties. And to show the spirit of the thing, here's another new detail: the organizers, the Black Hills Motor Classic Consortium, Inc., put out an info package this year, with a list of all the local accommodations, and in that list, for the first time (we know of), is a pageful of private homes.

Get that. Ordinary Sturgis folk opening their homes to visiting bikers. Maybe you've heard about hassles with the locals. Could be, but when they start opening their doors to make room for more bikers, that tells you what they *really* think about your coming. Go, and repay the compliment.

—Noose



STURGIS '92

STILL GROWING



CALENDAR
'92
**A GUIDE TO
STURGIS
EVENTS**

STOP THE SHOW...

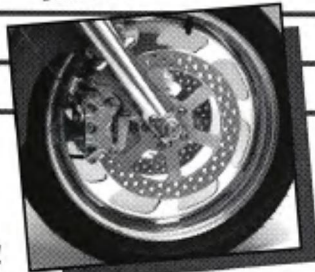
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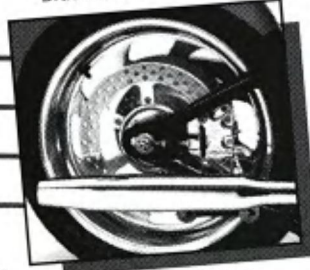
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Daily Events

Motorcycle Trade Show

At the Sturgis Community Center, located between 4th & 5th Streets on Lazelle. See the newest trends and hottest merchandise on the market. Hours are 9 a.m. - 10 p.m. daily. For more info call: (605) 347-6570

National Motorcycle Museum & Hall of Fame

Located on South Junction Ave. in Sturgis. Features: the evolution of the motorcycling industry, history of the Sturgis Rally and races, and 2nd Annual Motorcycle Art Show. Hours are 9 a.m. - 10 p.m. daily. For more info call: (605) 347-6570

Buffalo Chip Campground

Located on Hwy. 34/Airport Rd. Swap meet vendors; Street Class "Hole Shot" dirt drags, 6 p.m.; headliner band, 9 p.m. For more info call: (605) 892-2033

Monday, August 3

AMA Pro Am, Vintage TT racing: at the Jackpine Gypsies Track. \$1,000 purse.

Buffalo Chip Campground: Foghat will be playing at 9 p.m. For more info call: (605) 892-2033.

Hog Heaven: Tour of the Badlands at 8:30 a.m., Hayride Dinner at 5:30 p.m., and bands from 4 p.m. till you drop. For more info call: (605) 348-5175.

Tuesday, August 4

AMA Pro Am Short Track Race: at the Jackpine Gypsies Track. \$1,000 purse.

AMA Northern Hills Tour: meet at the Jackpine Gypsies Track and ride to Devils Tower in Wyoming. Entry fee of \$17 includes: catered meal, official patch, guided tour, and pick-up vehicles.

Buffalo Chip Campground: Tinsley Ellis Band will be playing at 9 p.m. For more info call: (605) 892-2033.

Hog Heaven: Southern Black Hills Tour at 8:30 a.m., Hayride Dinner at 5:30 p.m., and bands from 4 p.m. till you drop. For more info call: (605) 348-5175.

Annual Sturgis King of the Hill: at the Sturgis Dragway. Gates open at 3 p.m. Races at 6 p.m.

Wednesday, August 5

Outlaw Hill Climb: at the Jackpine Gypsies Track. \$1,500 purse.

AMA Southern Hills Tour: meet at the Jackpine Gypsies Track and ride to the South Dakota Badlands. Entry fee of \$17 includes: catered meal, official patch, guided tour, and pick-up vehicles.

National Motorcycle Museum & Hall of Fame Induction Breakfast: 9 a.m. at the Philtown Inn in Sturgis. Inductees are Arlen Ness and Bobby Hill. Tickets are \$12.50 per person and can be purchased by calling (605) 347-4875.

Buffalo Chip Campground: Honda melt at 8:30 p.m. Commander Cody Band will play at 9 p.m. For more info call: (605) 347-5240.

Hog Heaven: Dirt Drags and Relay Races at 1:30 p.m., Hayride Dinner at 5:30 p.m., and bands from 4 p.m. on. For more info call: (605) 348-5175.

AHRA All-Harley Nationals Professional Qualifying & Street Class Time Trials: at the Sturgis Dragway. 1st round: 5 p.m. 2nd round: 6:30 p.m. 3rd round: 8 p.m.

Thursday, August 6

AMA Amateur Hill Climb: at the Jackpine Gypsies Track. Trophies awarded.

AMA Pro Am Short Track Race: at the Jackpine Gypsies Track. \$2,000 purse.

Hog Heaven: Harley Women's Day. Luncheon at noon, fashion show, and All Women's Motorcycle Rodeo. Evening bands and dancing. For more info call: (605) 348-5175.

AHRA All-Harley Nationals Final: at the Sturgis Dragway. Double points meet: East and West Coast Divisions. Gates open at 3 p.m. Finals at 6 p.m.

Friday, August 7

600cc National Short Track Race: at the Jackpine Gypsies short track. \$11,500 purse, \$500 Pro Am.

Buffalo Chip Campground: Helmet Law Bash in the afternoon and Honda melt at 8:30 p.m. Band will play at 9 p.m. For more info call: (605) 347-5240.

Hog Heaven: Rushmore Parade at 10:30 a.m., Hog Heaven's Int'l Poker Run awards at 4:30 p.m., Hayride Dinner at 5:30 p.m., bands from 4 p.m. on. For more info call: (605) 348-5175.

Ultimate Harley Showdown, East vs. West: at the Sturgis Dragway. Gates open at 3 p.m. Finals at 6 p.m. Also: Dane Miller Wheelie Contest.

Saturday, August 8

Half-Mile Western Regional: at Jackpine Gypsies Track. \$6,000 purse.
Buffalo Chip Campground: Edgar Winter Blues Band will be performing at 9 p.m. For more info call: (605) 892-2033.

Hog Heaven: Northern Black Hills Tour at 8:30 a.m., Hog Heaven Riders grand opening 1/2-mile track at 1:30 p.m., and bike raffle at 5 p.m. Bands from 4 p.m. until you drop. For more info call: (605) 348-5175.

Sunday, August 9

AMA Pro Am half-mile: at the Sturgis Fairgrounds. \$2,000 purse.

Hog Heaven: Rest & Relaxation Day. For more info call: (605) 348-5175.

Campgrounds

Bear Butte State Park

Exit 32 off I-90, 7 miles east of Sturgis on Hwy. 79
No showers or RV hook-ups.
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Buffalo Chip Campground

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Hot showers, vendors, restaurants, and entertainment nightly.
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I-90, Exit 30. 1/2 mile west of Sturgis.
Showers, firewood, RV hook-ups, bands, vendors, tattoo artist, free BBQ & beer Wednesday night. Field events with trophies.
Phone: (308) 762-2735

Elk Creek Campground

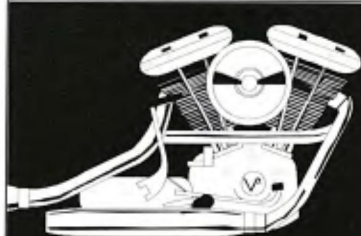
I-90, Exit 46.
Full RV hook-ups, cabins, heated pool, laundry, beer, food. Elk Creek Steak House nearby.
Phone: (605) 787-4884

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2 miles east of Sturgis on Hwy. 34
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Hog Heaven

I-90, Exit 30, left. 1818 West Blvd., Rapid City.
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Information

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Box 189
Sturgis, SD 57785
Phone: (605) 347-6570
Fax: (605) 347-3245

Hospital

Sturgis Community Health Care Center
949 Harmon St., Sturgis
(605) 347-2536

Police & Ambulance

(605) 347-2573

Parts & Service

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Sturgis

Black Hills H-D/Yamaha (parts & service)
141 E. Omaha
Rapid City
(605) 343-9362

Blackhawk V-Twin's Custom (parts & service)
11720 JB Rd.
Blackhawk (exit 48)
(605) 787-6363

Rock's Place (parts & service)
1008 North St.
Whitewood
(605) 269-2492

Sturgis H-D (parts)
1073 Main St.
Sturgis
(605) 347-3585

Racing Grounds

Jackpine Gypsies Club Grounds
I-90 west, exit 30
Sturgis

Sturgis Dragway
Hwy. 34 east, Hwy. 79 north
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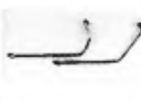
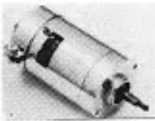
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AHDRA FARMINGTON DRAGS



The All-Harley Drag Racing Association finished up its 1991 season at the Farmington Dragway in Winston-Salem, North Carolina. This race, sponsored by the North Carolina Dealers Association, would prove to be the tightest in the Top Fuel field. A mere .088 seconds separated the eight competing bikes, and this race marked the first time in

Harley drag racing history that a bike running in the 4's failed to qualify. Chris Forrest was forced to watch the race from the sidelines. He lost the bump spot in last-chance qualifying, despite posting a time of 4.881.

Bill Furr qualified number one with a 4.786, Bob Spina came in at number two on a 4.807, Wayne Loftain was number three on a 4.809, and Jamie

Morocco's 4.816 was good enough for number four. The fifth slot belonged to Jim McClure and his 4.826 effort, Dennis DeFlippio ran 4.874 for the sixth position, the seventh spot went to Happy Ring on a 4.763, and Pete Hill landed in the eight slot with a 4.874.

In the first round, McClure's time of 4.908 at 150 mph beat Furr's 5.172 finish. DeFlippio's 5.499 served to



advance him over Spina on a broken run. Ring's 5.231 beat Loftain on a troubled run. Hill's 5.965 advanced him over Morocco and his 6.288 effort.

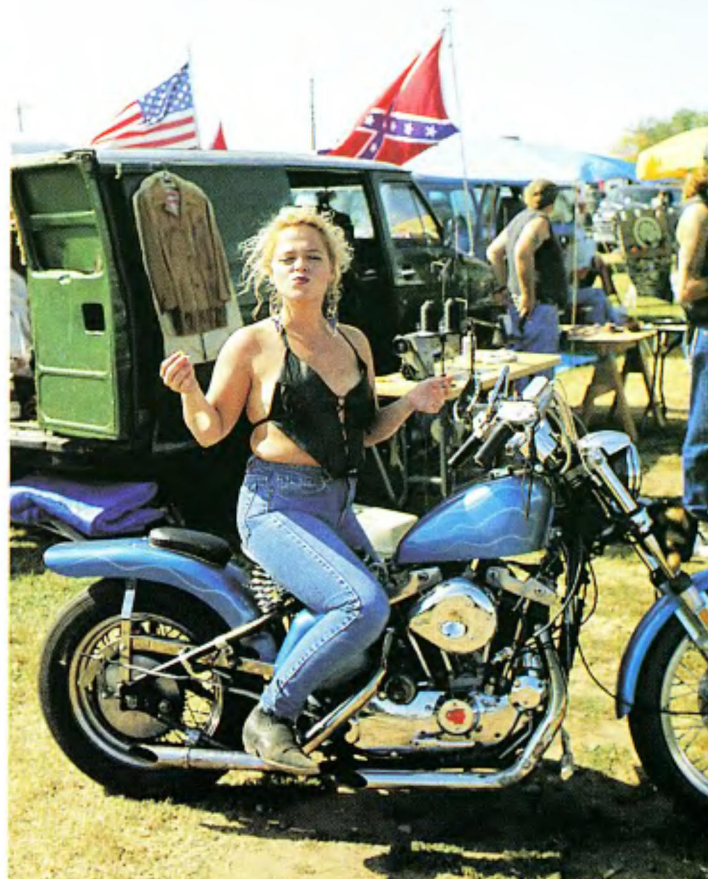
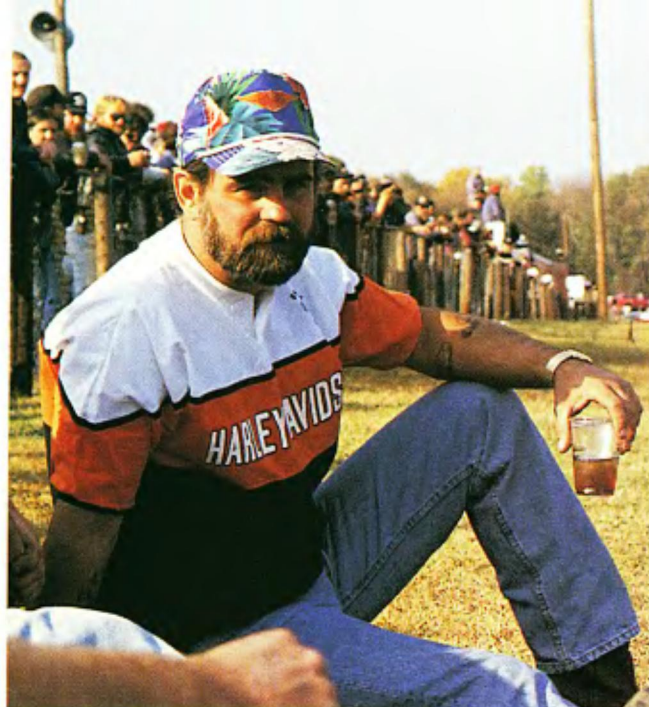
In the semi and in the finals, reaction times would make the difference. Ring reacted first with a .078 light and run of 4.816 to beat McClure's .107 light and better ET of 4.792. Hill's 4.919 bested DeFlippio's 4.968.

The finals turned into a battle of the North vs. the South, the young vs. the old, and the Evo vs. the knucklehead.

Pete Hill, the Southern gentleman from Greenville, South Carolina, reacted first, cutting a .130 light and running 4.803 on his blown knucklehead for the win over Happy Ring of Dayton, Ohio. Ring did a .199 light and quicker ET of 4.792.

In the Pro-Fuel Class finals, the number-one qualifier, Jim "The Wild Man From New England" Doyle, met up with Greg Potts, the number two qualifier from Pittsburgh, Pennsylvania. Doyle's 4.897 wild man effort won the race, set a new record, and locked up the number-one plate in the class over Pott's run of 5.179.

In the Pro-Dragster class semi-finals,





Bob Totty turned in a 5.200 to beat out Paul Warner's 5.338.

The next pass was the crowd pleaser. It was the run that would decide who would become Pro-Dragster Champion and hold the number-one plate for the next year. In one of the most exciting races of the year, Brian Greenawalt, of Mt. Pleasant, Pa., beat Russell Hildenbrand, of Ruffsedale, Pa. Greenawalt took the win with a 5.149 over Hildenbrand's strong 5.195.

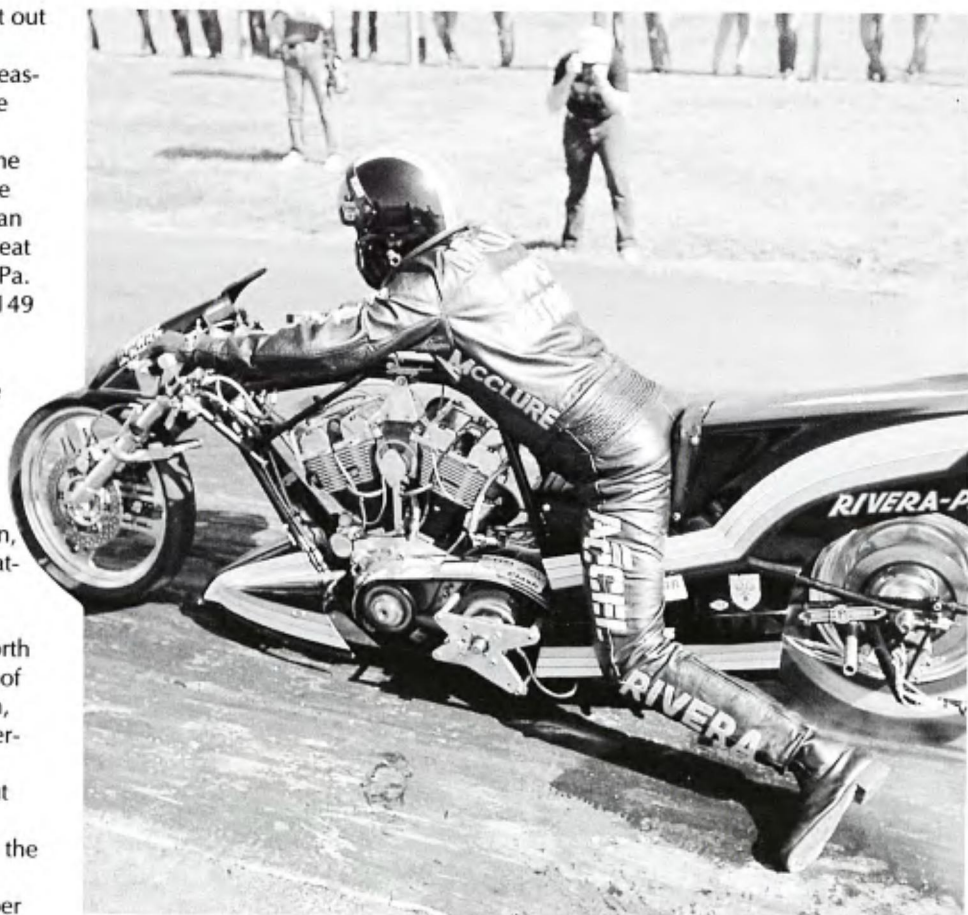
In the Pro-Dragster finals, Greenawalt ran his best time of the event—a 5.044—to defeat Totty's time of 5.241.

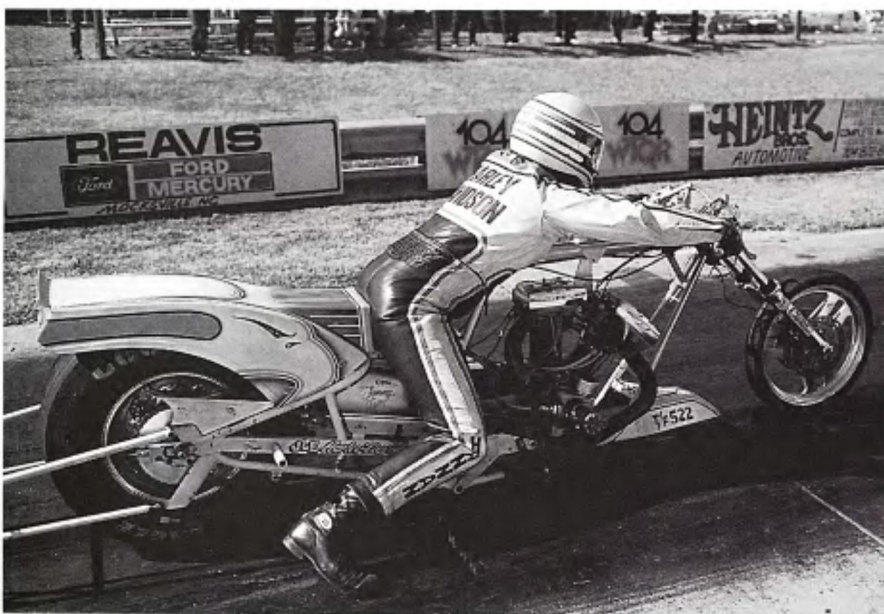
The Pro-Gas finals pitted Dan Fitzmaurice of Jessup, Maryland, against David Pressley, of Aberdeen, Md. Fitzmaurice ran a 5.782 to beat out Pressley's 6.969 run.

The field for Pro Stock was narrowed down to Robert Smith of North Springfield, Virginia, and Sam Plitt of Baltimore, Md. In an exciting finish, Smith took it home with a 5.974 performance over Plitt's 5.994.

Frenchee Enndewell finished out the meet by winning the Street Eliminator title. Bobby Phillips was the runner-up in this class.

—Lapper



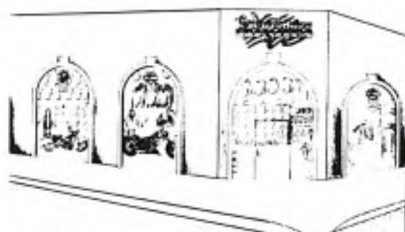
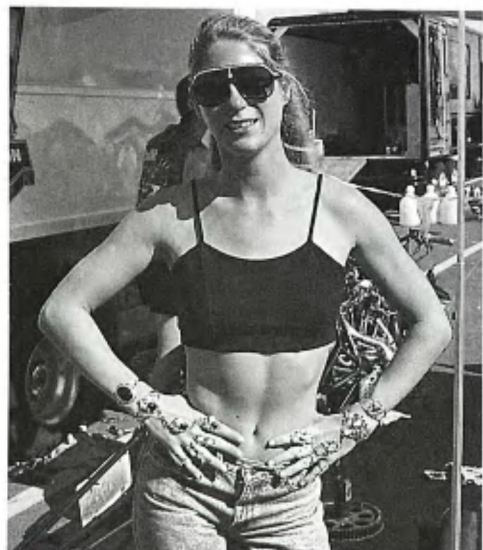




Photos: Rip

Street Class Winners:

- AA Jason Smith, Liberty, NC
- A Walter Jones, Baltimore, MD
- B Mike Alexanders, Poca, WV
- C Gary Milligan, Garden City, MI
- D Frenchee Enndewell, Chesnee, SC
- E Tim Loen, Virginia Beach, VA
- F Carleton Rutt, New Holland, PA
- G Pat Collings, Holly Hill, FL
- U Bobby Phillips, Gastonia, NC
- MS Jerry Owens, Port Orange, FL



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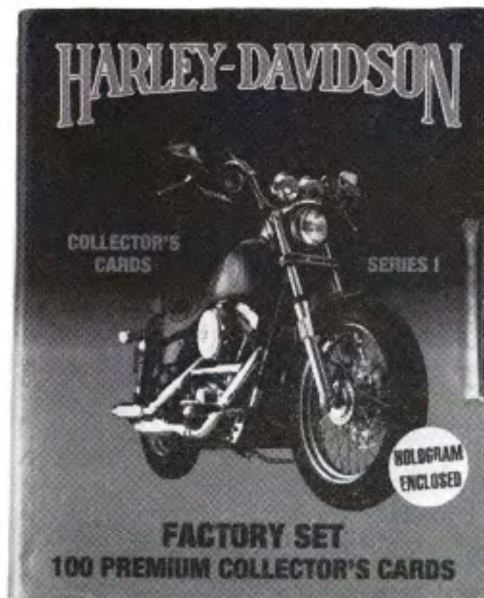
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"It's all right for the long haul," said Bandit, speaking about his brand-new FXR, "but I gotta have a rigid hot rod."

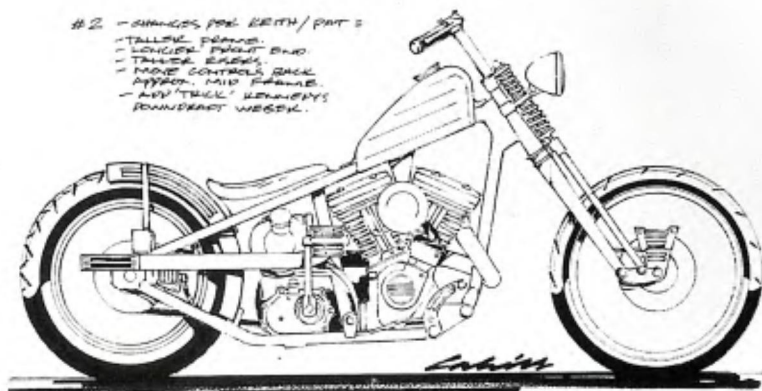
A few months and a bottle of Jack Daniel's later, he and David Mann gave birth to his nasty notion. Bandit, with his hard-edged, creative mind, conceived the basics. David Mann, with his ability to convert concepts to canvas, air-brushed the ideas to life. Their collaboration became the theme of the *Easyriders* October 1988 centerfold.

Bandit's notion was something hard and clean: no battery (Karata mag from Custom Chrome), no front fender, no chain guards, no wiring, no passenger seat, no forward controls, no switches (one light switch and a brake light switch), no extra shit. The design was to be nasty, incorporating old-style elements, and as chopped as chopped could be. And he wanted a menacing, get up and go motorcycle.

The components he envisioned were: a low-slung, single-loop frame lead by a narrow springer; an Evo engine; a 4-speed tranny (kick only); Sportster-type tank; solo seat; small, mechanical rear fender; and double-barreled shotgun pipes (one running out the left and one out the right). The rear wheel would be an 18-incher, the front would measure 21. It would jam gears through a jockey shift, with a suicide clutch, and dual belts (both open and unguarded). Stopping would be handled by proportioning brakes (no front brake lever) and a hydraulic clutch.

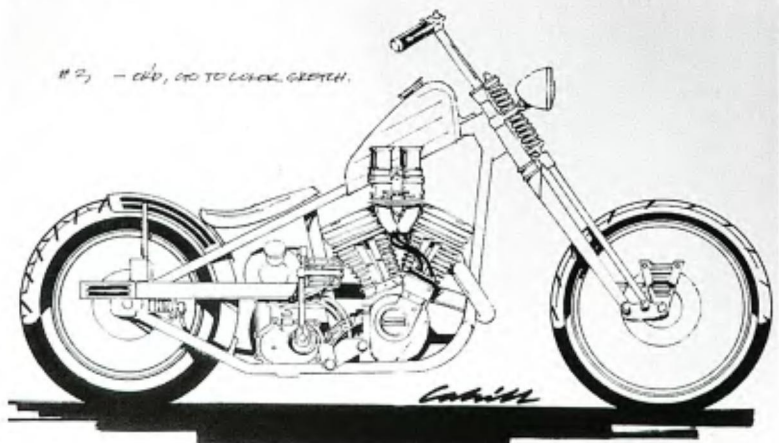
For three years Bandit saved and hunted for the right price on the two critical elements that would spring the project off the drawing board and onto the milk crate. The engine and transmission were the only actual H-D parts to be used and, unless he wanted to pay new, inflated prices, reliable contacts were his only source for clean, safe parts. Six months ago, Dave Perewitz, of Cycle Fab in Brockton, Massachusetts, provided the first break in the line. Dave was building a ground up stroker motor for a client. The stock engine, a 1987 Evo, was up for sale (except for a few parts that could not be replaced).

The engine was immediately shipped to Lee Clemens, of Departure Bike Works in Richmond, Virginia, for a rebuild, Axtell pistons, and Giggie's (Departure's master mechanic and fabricator) special touch to the heads. That's enough about the engine—those techs will



Illustrations: David Mann and Jeff Cahill

Photos: Clark Crouse





appear in the next couple of issues with help from Sumax, Crane Cams, Drag Specialties, and Custom Chrome.

The transmission connection was Don Hotop, from Don's Speed and Custom in Madison, Iowa.

For the frame, Bandit went to Kennedy's Custom Harleys in Oceanside, California. Pat Kennedy is a master fabricator and his speciality is stretched bikes (Bandit's 6 feet 4 inches tall and weighs 225 pounds). Bandit was impressed with Pat's shop and work, and Pat liked Bandit's notion. Pat builds only six bikes a year and always employs the talents of designer, Jeff Cahill, during the initial planning stages. The above illustrations show how the design has evolved from the original David Mann interpretation of what was clicking and sparking in Bandit's brain cells to the project in the works.

Pat and Bandit are hammering out the final aspects of the road warrior. The frame is complete (we'll go through the design and construction of a custom frame next issue). Brook

Bryant, of Kennedy's, built her first 18-inch, 80-spoke wheel (as seen in the June issue) for this project—(619) 967-5883.

The Paughco front end is a narrow springer, 9-inches-over, and will take some final machine work to maintain the VL theme before it can be plated by Graves.

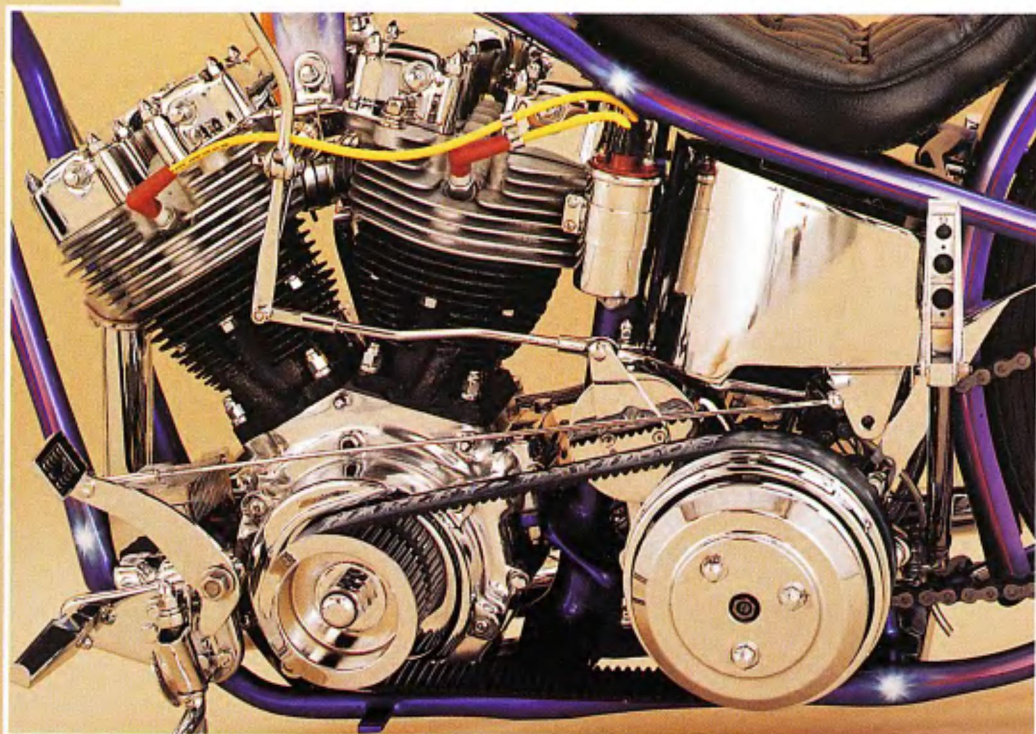
Drag Specialties West Coast Dealer/Developer Gene Koch will act as the scribe through many of the building stages. But that's all we're gonna give away this issue. Even these illustrations don't reveal the final results—you'll just have to wait and see as Bandit's, 430-pound, asphalt digger comes together.

—Wrench

A · T · R · A · D · I · T



I · O · N · A · L · I · S · T



OR IS HE?

Robert Castro, the builder of the fine lady pictured here, claims to be a go-fast freak. He says he built this classic '60s-style chopper, with its stretched and raked wishbone frame and extended Springer, because he wanted to be different—and because he liked the stability the stretched-out style gave him when he was rolling down the long, straight stretches of concrete that abound in east central Florida.

The spec sheet gives plenty of evidence to back up Robert's claims. The '76 mill has been stroked to an 86-cubic-inch displacement, it's running a 468 cam and solid lifters, and the tranny's even running Pro Comp gears. This is to say nothing of the other modifications that aren't even mentioned in the chart. Take the cases, for example, which have been polished inside and out until the oil flows off them like it's flowing off glass. Or the wishbone frame, which has been completely rebuilt out of 1-1/2-inch cold-roll to beef it up. →





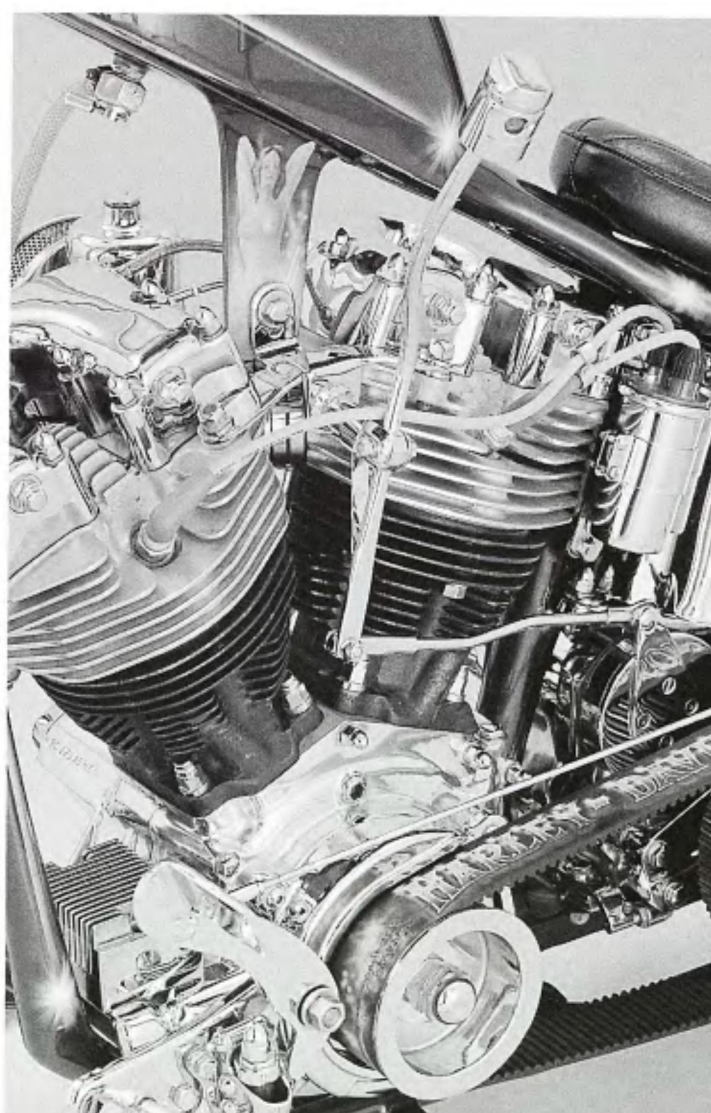
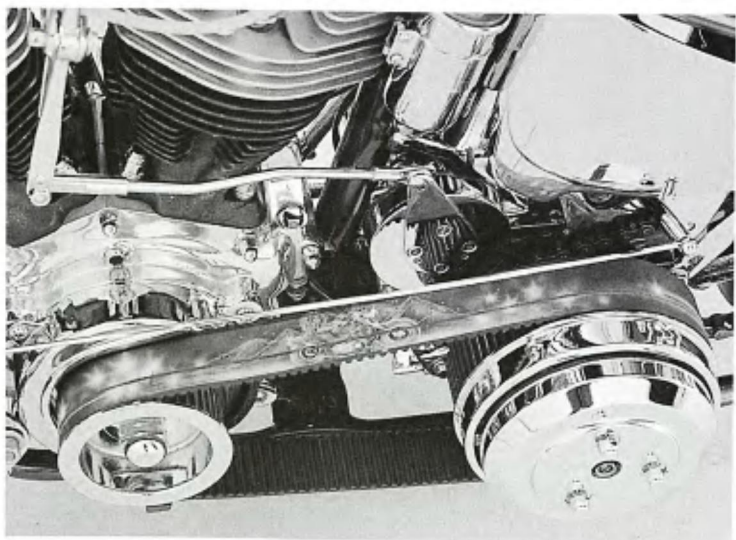
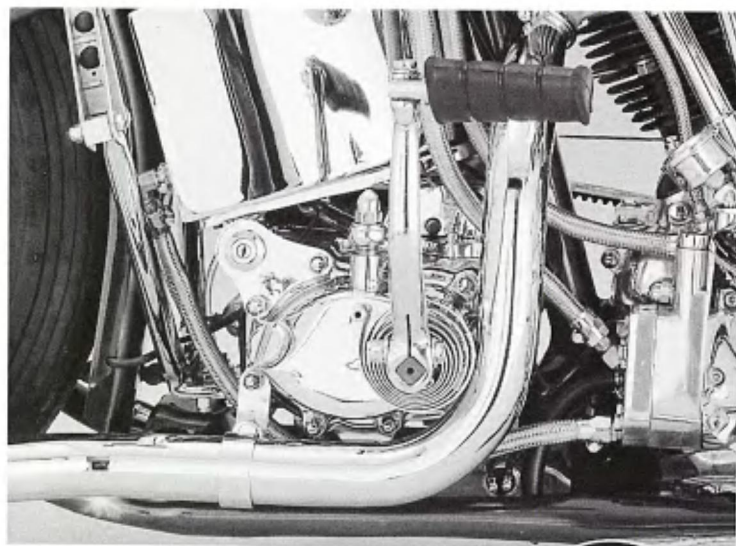
If you're talking to Robert about his sweetheart, he'll brag about the fact that she only weighs 499 pounds—something only a true speed freak would even worry about. But in spite of all the hop-ups, something inside of me says that Robert is really a traditionalist at heart. Maybe it's the look of the bike. Maybe it's the way it was built. Or maybe it's a combination of both.

Some of you may not remember, but back in the late '50s and early '60s, things were different. There weren't bike shops in every blink-of-an-eye cow town. In fact, shops that built custom motorcycles were few and far between throughout most of the country. If you wanted a chopper (that's what they were called, and nearly all of them were built along the same lines as this



bike), then you and your bros got together in someone's garage and built one. If you didn't know how to rake and stretch a frame, then you either had to learn real quick, or you had to locate a bro who did. You couldn't just pick up a catalog and order one. Sure, extended front ends could be found, but they were usually built at someone's home.

The point I'm trying to make is that the motorcycle you're looking at was built the old-fashioned way. Don't get me wrong, there's no doubt in my mind that Robert tears up the asphalt and leaves 'em eating his exhaust at the lights—and I'm sure the cops down his way can confirm that. And I won't argue with his statement that he built this bike the way he did to be different. To be different is his



right—and that right is one of the things that makes us what we are. But when I look at this ride's clean, sweet lines, and when I think about where and how she was built, I understand what Robert really feels in his heart.

Robert and his bros built this shovel in his garage. They made the frame. They polished the mill. They built the sissybar, the seat, and the fenders. They did the molding. They did the paint. The only thing they didn't handle was the chroming. Atlantic Coast Plating took care of that.

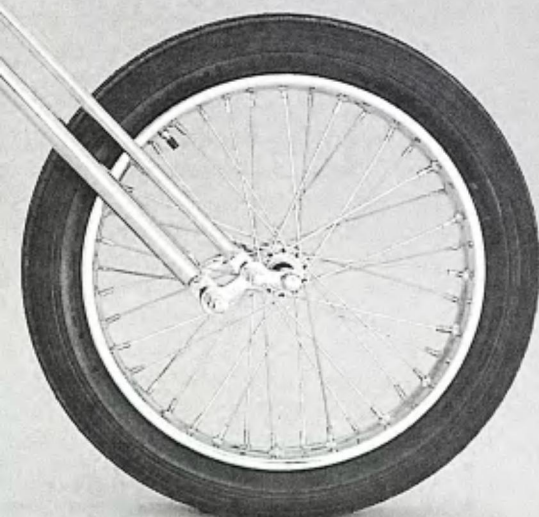
Is Robert a true go-fast freak, as he says, or is he really a traditionalist? Who knows? And more important, when you have a classic '60s-style scoot like this one, who really cares? I sure as hell don't.

—Silent

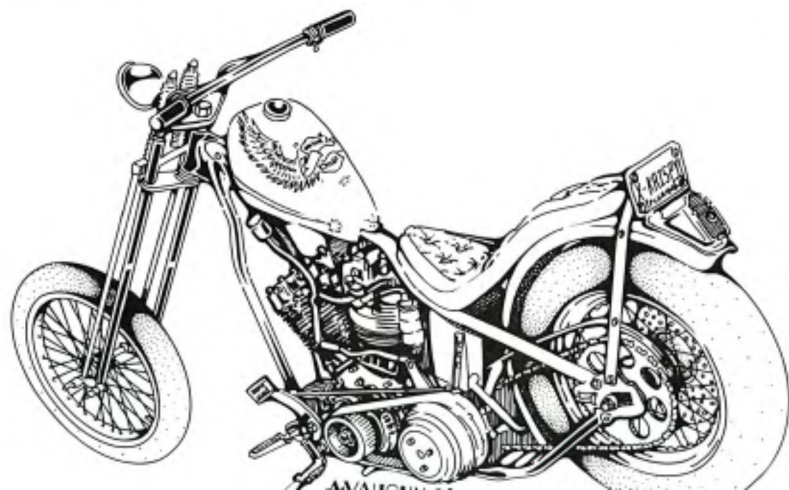




Photos: Mike Lichter

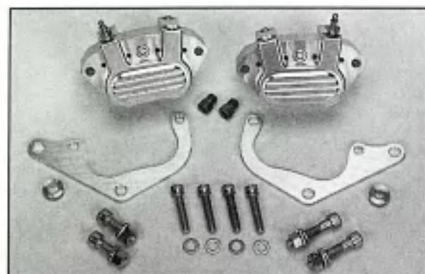


Owner(s): Richard Castro		City: Palm City, Florida	
General		Frame	
Fabrication by: owner		Year: Who knows?	
Year and make: 1976 H-D		Builder: H-D	
Model: shovelhead		Type: rigid	
Value: too much		Rake: 3 1/2 inches	
Assembly by: owner		Stretch: 6 inches	
Time: one year		Other alterations: solid steel	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: straight bars	
Year: 1976		Risers: built in	
Model: shovel		Fender(s): 5-inch flat	
Rebuilder: owner		Headlight: Bates	
Ignition: points		Taillight: tombstone	
Displacement: 86 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: Jammer	
Balancing: S&S		Rear pegs: Jammer	
Pistons: S&S		Electrics: 12-volt	
Cases: polished		Gas tank: Sportster	
Heads: polished		Oil tank: wraparound	
Cam: 468 S		Oil system: stock	
Lifters: solid		Primary cover: open belt drive	
Carb(s): SU		Seat: Diamond	
Air cleaner: SU		Sissybar: handmade	
Pipes: gooseneck turnouts		Height: 6 inches	
Mufflers: none		Material: solid steel	
Transmission		Forks	
Modifications: Pro Comp gears		Type: springer	
Year: 1976		Extension: 16 inches	
Shifting: jockey		Builder: Denver's	
Engine sprocket: belt drive		Special features: none	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Wally Hostetter		Hub: Jammer	Hub: Jammer
Painter: Wally Hostetter		Rim width: 4-inch	Rim width: 4.5-inch
Color: blue purple		Tire: Avon	Tire: Goodyear
Type: lacquer		Brake: none	Brake: disc
Special paint: artwork by Richard Baker			
Other special modifications: all over			



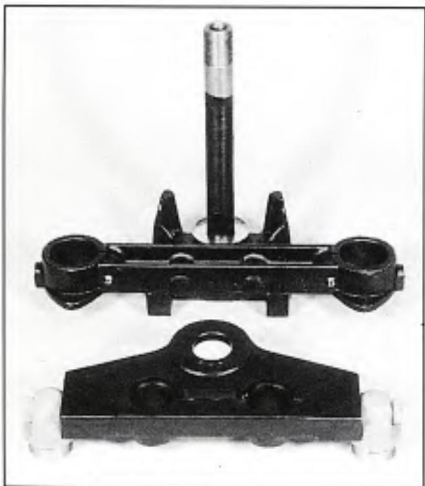
PARTS BOX

Tell 'em Snake sent ya



Hot Brakes

Bill Gardner's hard-working, knowledgeable wife took her machine-minded husband out back one day and said, "If we're going to make brakes for the bros, we're not going to screw around. We're going to make complete systems." Bill was looking down the front of her shirt at the time, but he knew that with her assistance they could pull it off. This is an example of one of their existing brake caliper lines for Harleys. For their new catalog, drop a couple of dimes to: (402) 734-6141. Ask for Mrs. Gardner.



Fork Addendum

Here's a part from Mid-USA that many of us have sought out at swap meets for years. They are now offering American-made, Adjustable Fork Bracket Kits and individual components. It's manufactured to OEM specifications for solid-mount or rubber-dampened upper brackets. The kits will fit FLs from 1949 to 1984 and all the new wide glides. For more information contact the Mid-USA Sales Department: (800) 527-0501.



Shovelheads No Mo

Don't ya like to see something totally different? I do. It gives me something to ponder for my next project. Greg Jones, at Precision Motorcycle Concepts, masterminded these rocker boxes. Stock shovels are cut, reworked, polished, and pressure-tested for oil leaks. The kits comes with oil lines and fittings with chrome caps or Acorn-style nuts. And they polish or chrome the suckers. For info on how to make your shovel look unique, call Richard "Peck" Lumpkin at (714) 681-4420, or (800) 659-4420.



It's Sturgis Time

Yeah, this is the Sturgis Special with all the information you need to have a blast in the Black Hills. And just in case you forgot last year's fun, here's a commemorative 51st Black Hills Motor Classic pewter plate to remind you. The engraving depicts a typical Main Street scene, complete with Malcolm Forbes' famous Harley balloon floating up above. These limited-edition, numbered plates are available from Black Hawk Custom. Give them a call at (605) 787-6363.



Axtell Stuff

I've always liked their name. Sounds like iron-clad shit. One of the bros here is using their pistons to hop-up the top end of his Evo. They are announcing a new tappet and pushrod kit for all Big Twins and '86-'90 Sportsters. They incorporate the adjuster to stiffen your complete valve train. The adjusting screw has an oil hole run through the center to supply oil to the top end. The tappet is made of aircraft-quality American steel, machined on state-of-the-art CNC machines, heat treated and ground to less than .0002 TIR. Their stuff is designed for high-output engines. For the tech data, call (515) 243-2518, or fax: (515) 243-0244.



Vet Bandanas And Beer Wraps

I can never resist a Vet product. I did three tours myself. In fact, I'm looking for a way to replace the ribbons and medals I lost going from wife to wife. If you know of a place where I can pick 'em up, send a note to *Easyriders*—in care of Snake. Anyway, these bandanas are made of 100% cotton and are 22 in. x 22 in. They also have beer can wraps with the POW/MIA logo printed on both sides. Both are available in black, red, and blue (with white lettering). The bandanas are \$3.95, the can wraps are \$2.95 (plus \$1 for shipping). Send your coin to: Iron Eagle, Dept ER., Box 6, Tilden IL, 62292 or call (618) 587-2617. Don't forget to specify the color you want. ☺

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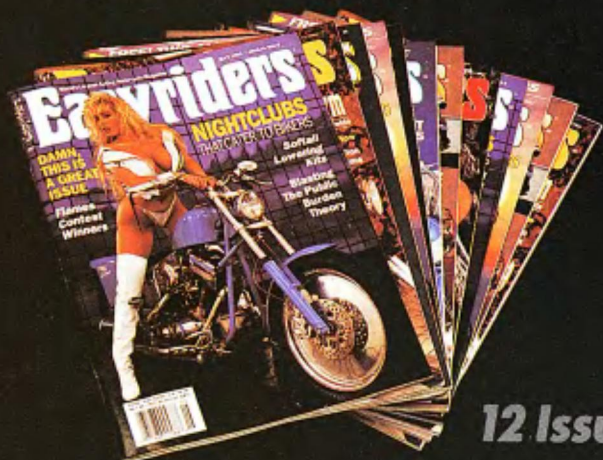
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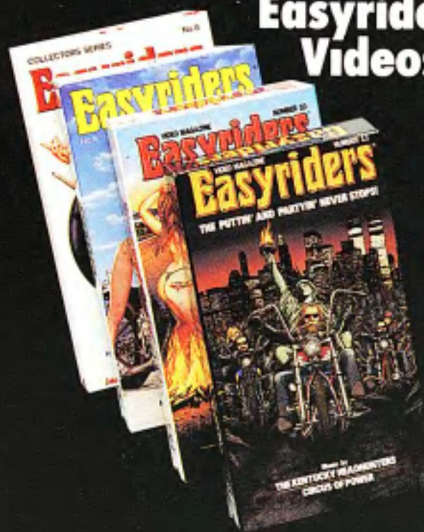
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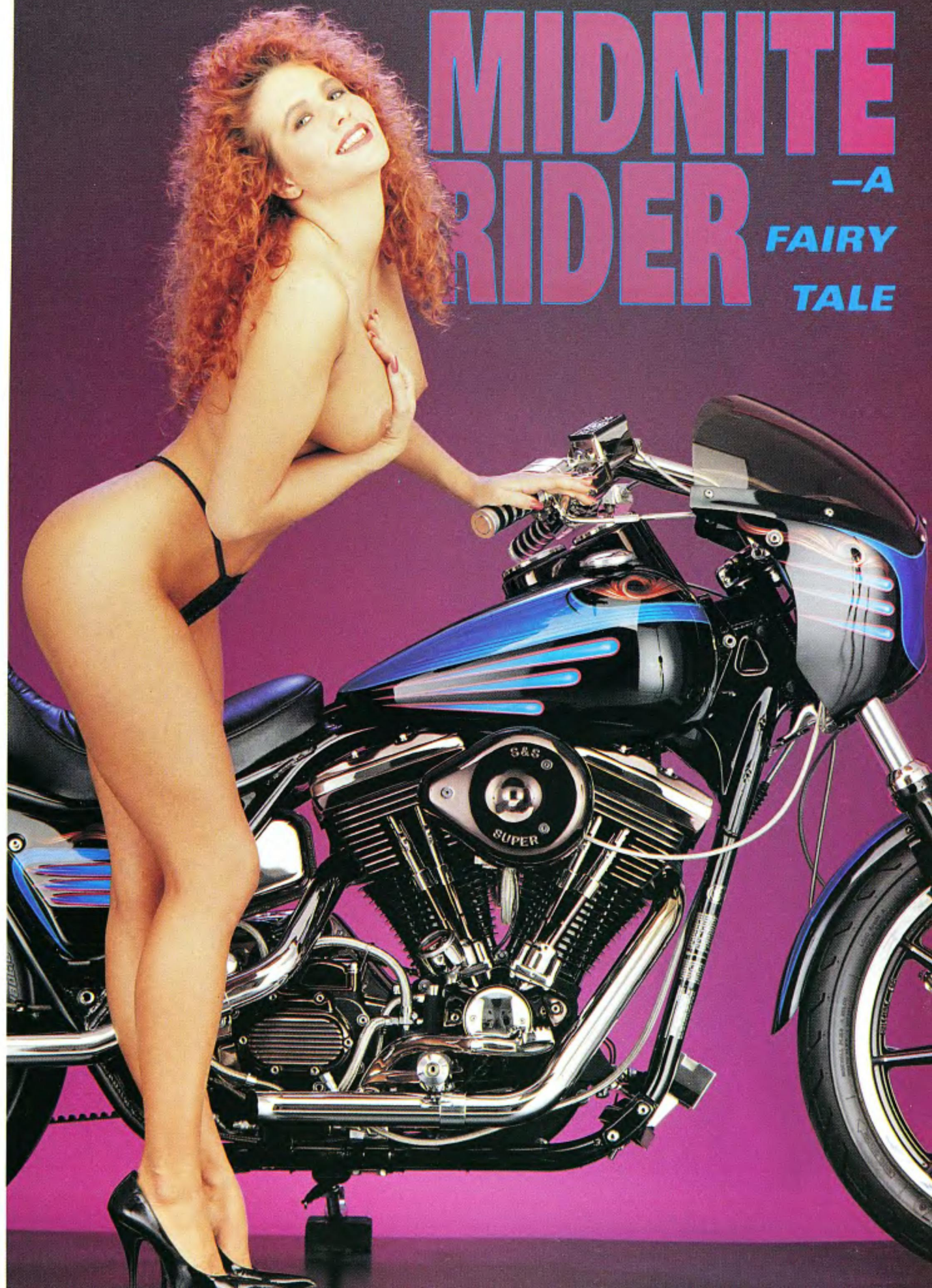
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MIDNITE RIDER

—A
FAIRY
TALE







Once upon a time there were a man . . . wait, let me preface this little fairy tale with an author's note: You know how girls are always saying, "Men are fuckin' pigs"? Well, girls, listen closely and listen well for here's a tale I have to tell. This is the story of a man (yeah, me) who crawled out of the trenches of pigdom and became a knight in shining armor.

The story begins on a day like any other in my life. I was out puttin' around town, looking like I'd just rolled out of bed with a hellacious hangover. My hair was in serious need of an oil change, so I thought I'd drop by my bro Hep's

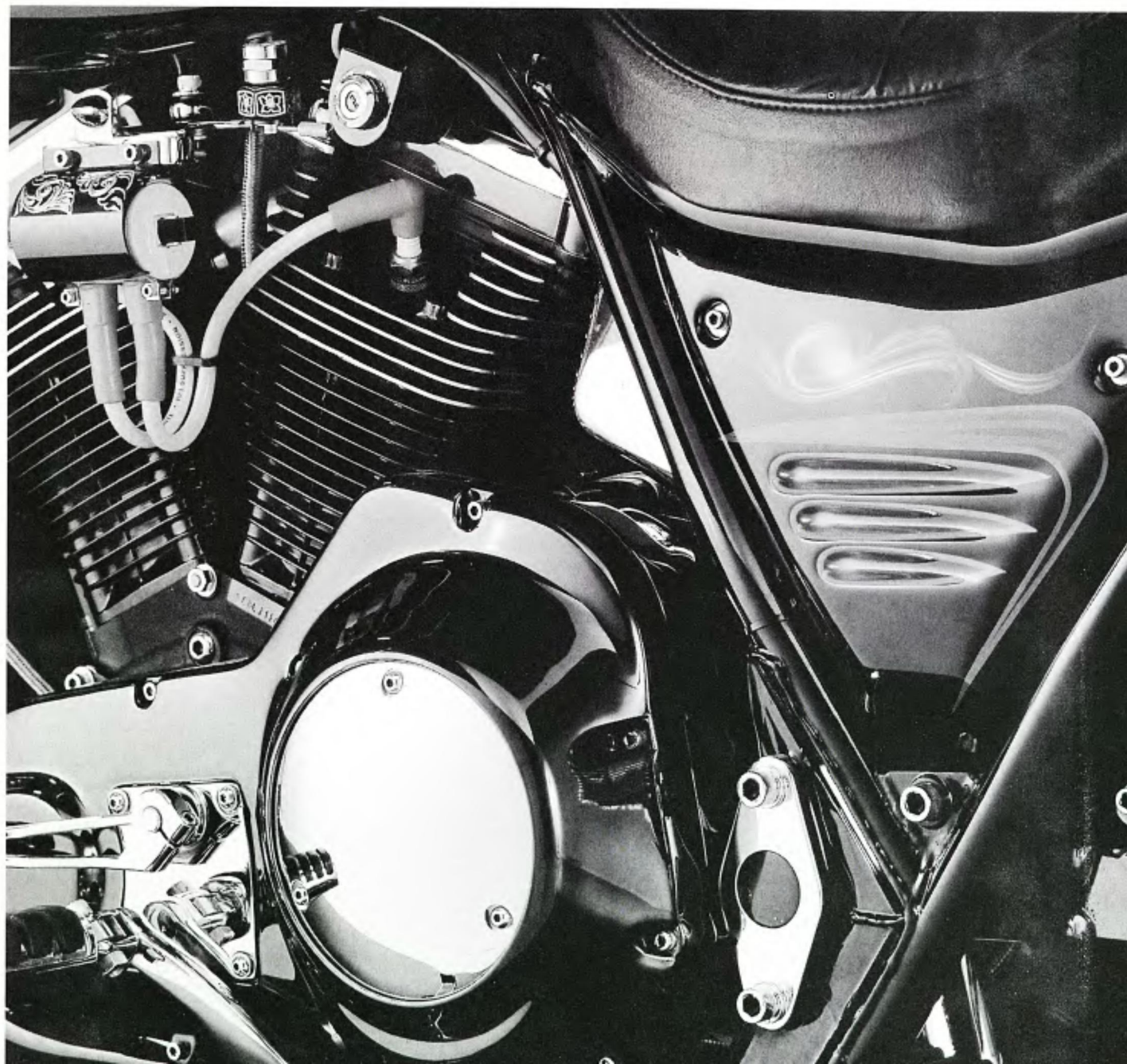


joint for a little cut and blow.

Understand now that Hep's place is a biker's dream come true, staffed by the hottest Harley honeys you ever laid your lecherous eyes on. When I first stumbled into his shop I had hair past my ass. Now I go there so often I'm practically bald.

Anyway, the real reason I went over there was to meet this feisty little redhead named Natalee. I staggered into the shop and there she was, looking hotter than August in the desert. Man, there *seemed* to be magic in the air (if you know what I mean.) Well, things clicked and we started to hang out.

There was only one thing Natalee →

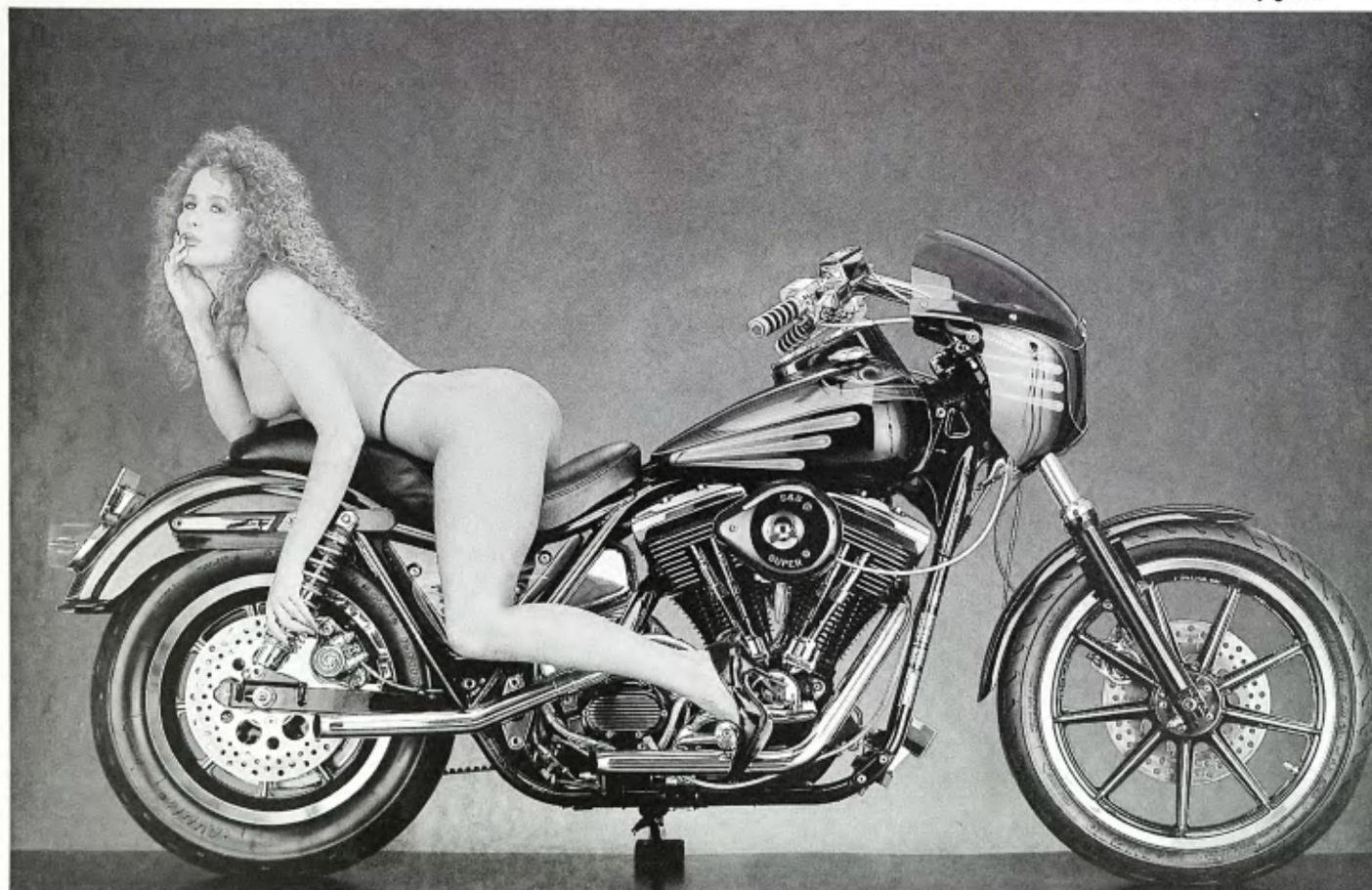


wasn't interested in and that was posing for photos. I mean, she absolutely refused to let me have my way with her in the studio. Then one day, out of nowhere, she told me that one of her fantasies was to be on the cover of *Easyriders*.

Meanwhile, back in New Jersey... (Hey, it's my fairy tale, I'll jump around as much as I want.) My bro, Chris Barbieri who, along with his wife, Barb, owns Camden County H-D, was bustin' his ass, working 12 hours a day and trying like hell to carve out a name for himself in the world of bike building. In the middle of all his sweat and labor, he got a special request from Barb. After doing time in the saddle of some fairly stock rides (Chris did carb and cam exchanges and some mild hop-ups, but no full customs), Barb wanted something slick to take to the streets. She wasn't picky, she just had a few special requirements: She wanted it to be called Midnite Rider (after the Allman Brothers tune), she wanted something that conjured up the image of a wolf



Photos: Gary Iglarsh





howling at the moon, and she wanted a bike that would go fast. What she got was this wild 80-incher that hits 113 mph in the mid-11s. But I'm getting ahead of myself.

Now dig this. In the midst of planning this masterful fabrication, Barb up and left for Aruba for eight days—on business, of course. So Chris said to himself, "Self, I think I'll build her the bike while she's gone." For seven long days and seven even longer nights he toiled like a demon possessed. On the eighth day, Chris created Midnite Rider.

Right now I'd like to re-exercise my right of literary license (or is that a privilege?) and perform another totally illogical transition. Like I said, it's my fairy tale . . .

So, how did I become a dragon-slaying, damsel-saving hero? Well, one day I was shooting the breeze with Bandit, telling him about Natalee and her red-hot locks and killer curves. He told me that if she looked half as good as my drooling description indicated, I ought to enter her in the Fox Hunt. Well, needless to say, she won. And Barb and Chris? Well, Barb won, too. She got her dream bike and she got to have it featured in the mag.

Well, it's about time for this story to end. Most fairy tales have happy endings—not mine. See, Natalee thought I was a god for close to a week, and Barb thought I was pretty bitchin' for a while, too. But Nat soon grew tired of my shit, married a country singer, and ran off to L.A. As for Barb, well, she took away my knighthood right after the shoot. Seems I paid more attention to Natalee than her bike. I guess you're right, girls, I am a fuckin' pig.

—John Jordan

Owner(s): Barb Barbieri		City: W.Collingswood Heights, New Jersey	
General		Frame	
Fabrication by: Chris Barbieri		Year: 1988	
Year and make: 1988 FXRS		Builder: H-D	
Model: Low Rider		Type: rubbermount swingarm	
Value: \$20,000		Rake: stock	
Assembly by: Chris Barbieri		Stretch: none	
Time: eight days		Other alterations: Koni shocks	
Chroming by: Brown's		Accessories	
Engine		Bars: Ness	
Year: 1988		Riser(s): none	
Model: Big Twin		Fender(s): H-D modified	
Rebuilder: Chris Barbieri		Headlight: Halogen	
Ignition: Dyna's		Taillight: stock	
Displacement: 80-cubic-inch		Speedo: FXRS	
Lower end: stock parts		Front pegs: Iso	
Balancing: Chris Barbieri		Rear pegs: none	
Pistons: stock		Electrics: H-D of Camden County	
Cases: stock, black wrinkle		Gas tank: FXRS, modified	
Heads: Mahler, H-D of Camden County		Oil tank: stock, chromed	
Cam: Sifton		Oil system: stock, braided lines	
Lifters: solid		Primary cover: chromed, powdercoat	
Carb(s): S&S		Seat: Ness	
Air cleaner: S&S		Sissybar: no sissys here	
Pipes: modified turn out		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: heat-treated undercoat		Type: 39mm	
Year: 1988		Extension: 2-under with air	
Shifting: foot-smooth		Builder: H-D	
Engine sprocket: stock		Special features: Ness fairing	
Trans sprocket: stock		Wheels	
Wheel sprocket: stock		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Don Perewitz, Cycle Fab		Hub: stock	Hub: stock
Painter: Dave Perewitz, Cycle Fab		Rim width: 3.5-inch	Rim width: 3.5-inch
Color: black, candy blues		Tire: Avon	Tire: Avon
Type: lacquer		Brake: stock, Ness	Brake: stock, Ness
Special paint: mural, Roy Mason, Cycle Fab			
Other special modifications: Special thanks to: Chris Barbieri, Sumax, Dave Perewitz, Jim Mahler, R&D Motorsports, Mark, and the Hamsters USA.			



SWAMP THING



You Make My Heart Sing

Ill never forget the first time I saw a swamp buggy. It was many years back, early on a Sunday morning, after a night of going *mano a mano* with Mr. Jim Beam. For my birthday, some bimette had given me a decanter shaped like Elvis, so I pulled off the King's head, poured me a jelly glass full of high-test, and proceeded to do an all-night production of "The King and I" right in my own living room.

The sun had risen high enough to send a slit of sunlight through the open blinds, landing directly across my eyes. I awoke to a blinding beam that hit my bloodshot eyes like a heliarc torch and exploded inside my skull like a load of phosphorus touched off by a laser.

I swung my feet off the couch,

took a wake-up pull on what was left inside Elvis, and reached for the TV remote control. I snapped on the box in hopes of getting my mind off the mass of broiled brain throbbing inside my cooked cranium.

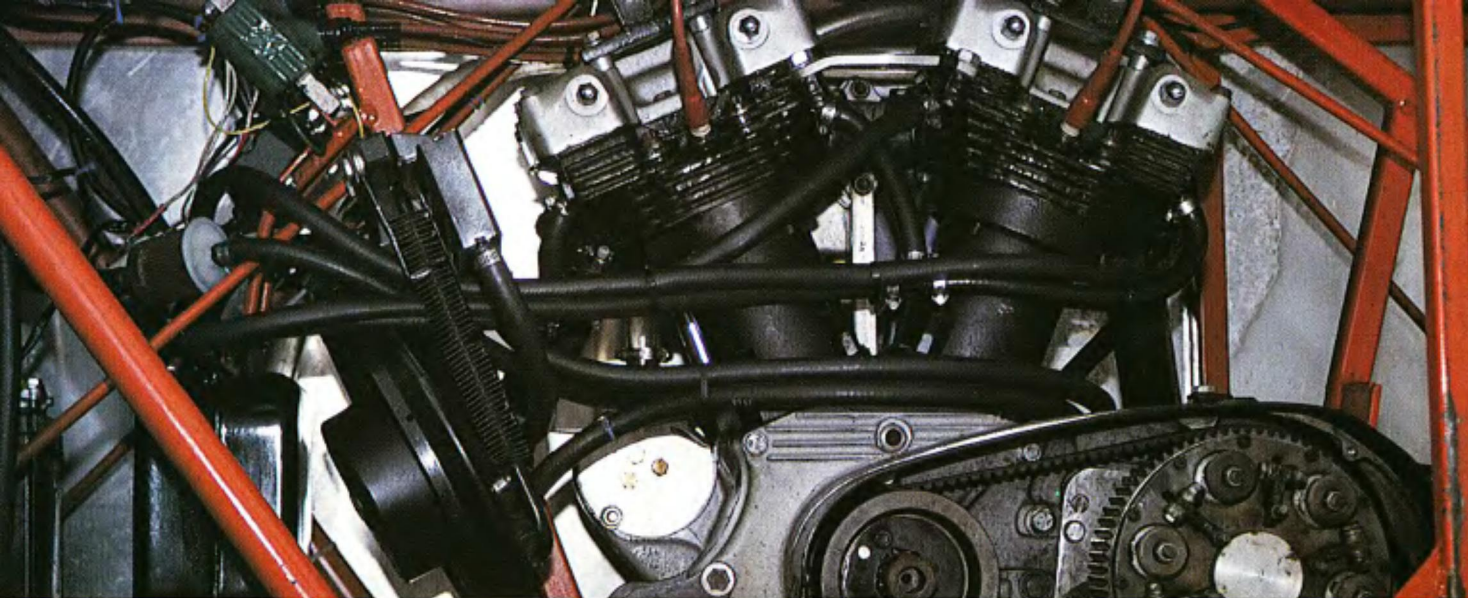
But there was nothing but crap on the tube—evangelists, advertisements, creakingly old black-and-white movies, and not a tit to be found. Then I remembered that the Nashville Network abandons its grits 'n' glitter country music format for parts of the weekend and goes motor crazy. Figuring I might get lucky and catch a good drag race, I switched to TNN.

My jaw dropped like it did the first time I saw Truckasaurus or like when I saw some old film of Cannonball Richards taking a bowling ball-size cannonball shot

into his gut from 10 feet away, or like when I went to the carnival at the age of nine and saw Jo-Jo the humpbacked Monkey Man electrocuted by a lucky member of the audience while the rest of us stood and stared, smelling the sawdust at our feet and the bananas frying between teeth, or like when I saw Split-Face, the Human Oyster, cough up pearls through his nose while tap-dancing, or like when . . . well you get the idea.

Sorry—guess I got off on a tangent for a second.

Anyway, there they were—swamp buggies on the tube. I slugged it out with Mr. Beam again and squinted my eyes in disbelief. I pulled a chair up close to the set, the rancid liquor churning my sour guts while little beads of booze-saturated sweat accu-



Photos: Pat Randle

mulated on my forehead and trickled down my nose.

Karz from Marz—slime-drenched drivers 12 feet in the air, recklessly piloting machines on wheels that looked like the result of crossing a Boeing 747 tire with a giant, mutant eggbeater. They sloshed through pits of shit, through gorges of grime, and mountains of mire, all the while spitting up enormous roostertails of mudmush. I fell in love with the sport on the spot.

Which leads me to the item featured on these pages—the only Sportster-powered Harley-Davidson swamp bike around, according to owner/builder Mike Eller.

Mike runs this beast (88 cubes, in case you had some notion the engine was stock) at the Mile of Mud, the swamp buggy races held three times a year at the Florida Sports Park in Naples. Mike told me, to my surprise, that this year's events will constitute the 43rd sea-

son of holding these races.

Mike owns The Service Department Company, manufacturer of special Harley parts, and says the buggy has undergone further mods since the time of the photos shown here. If you're interested in more information, Mike can be reached at (813) 856-1264.

—Fungus

Mike would like to extend a special thanks to: Ridge Road Mobil, Shore Refrigeration, Robert P. Dilbone, and Gene Vaccaro.

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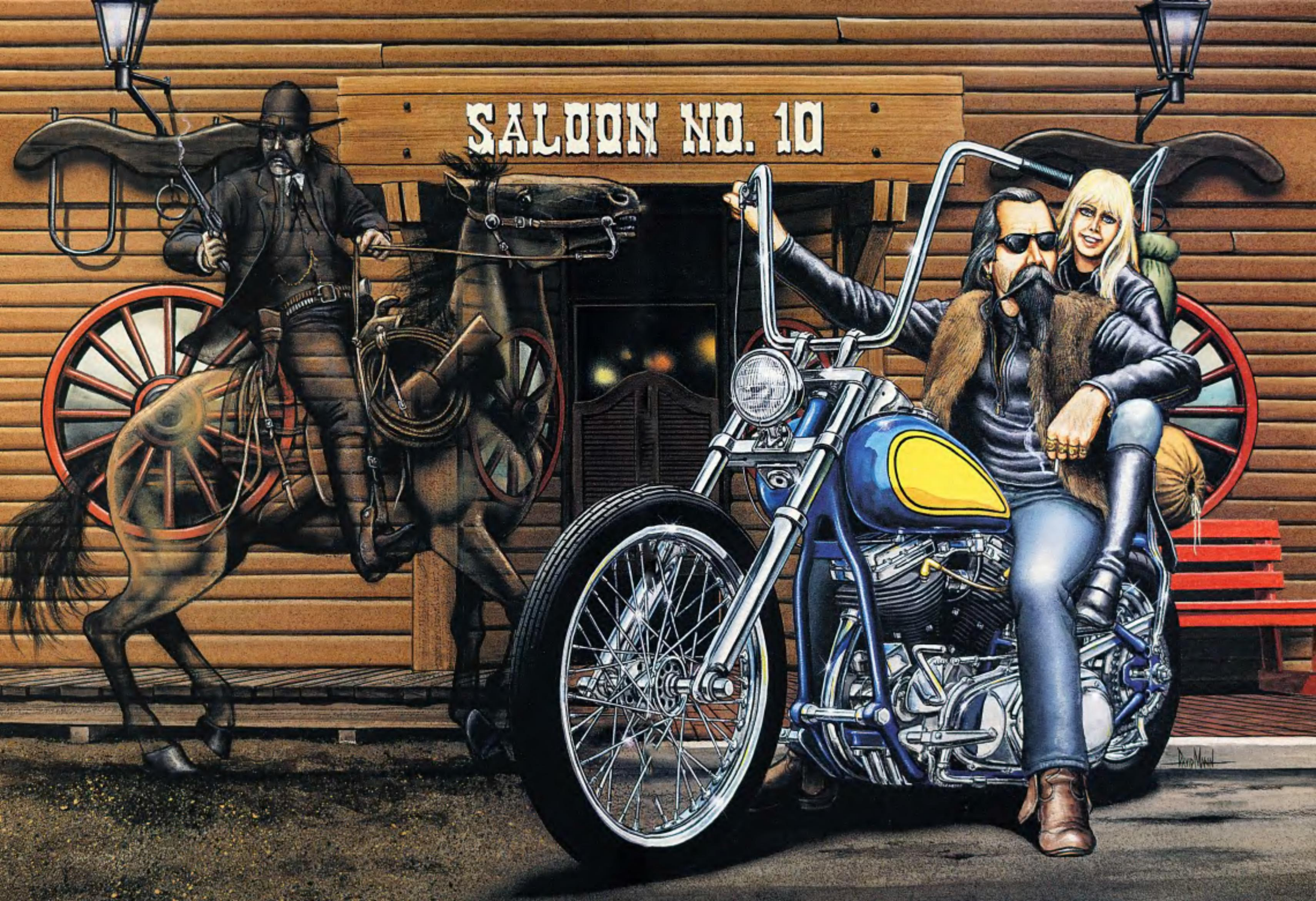
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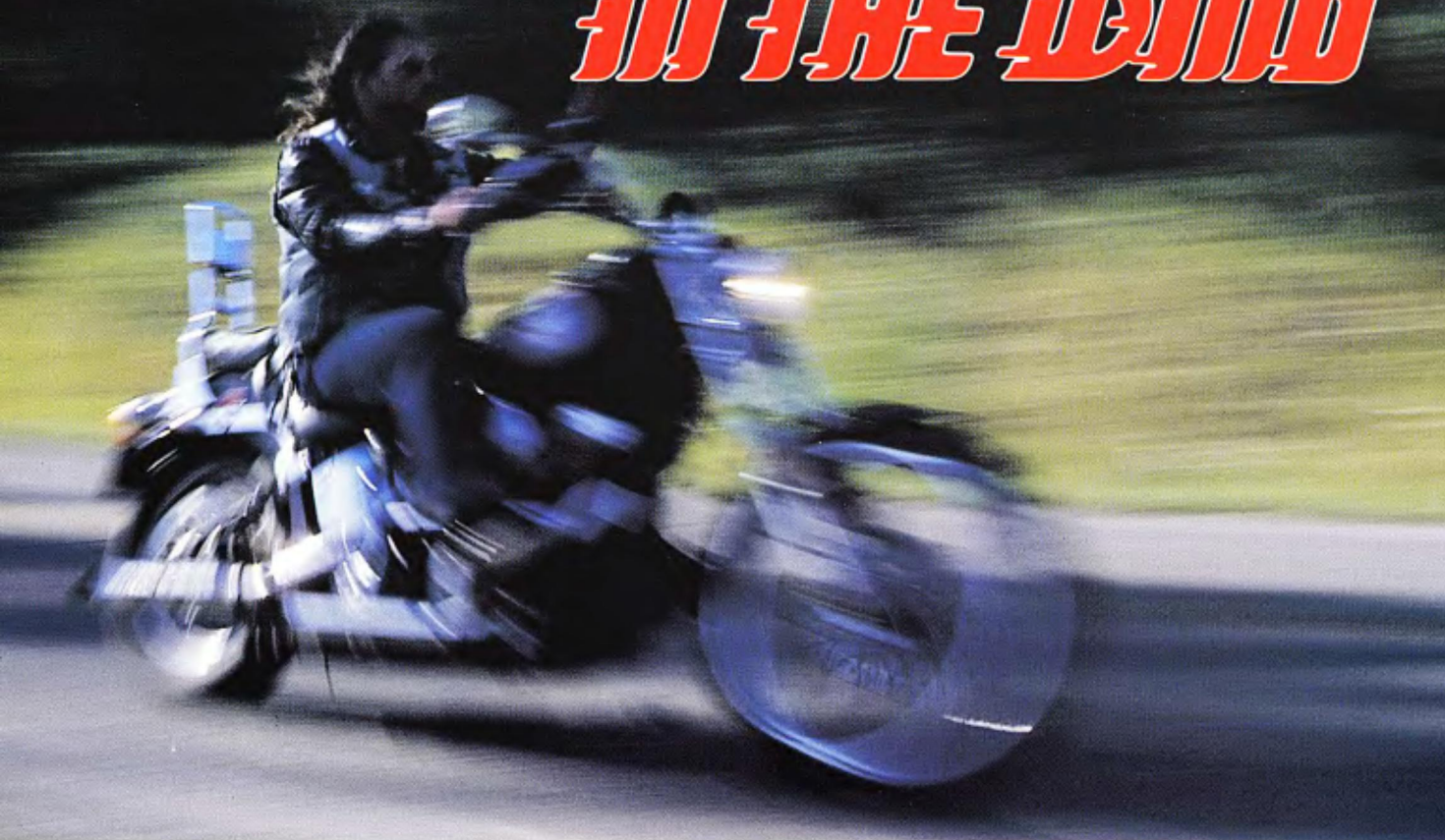
Also available on the EASYRIDERS Truck in Sturgis.



SALOON NO. 10



IN THE WIND



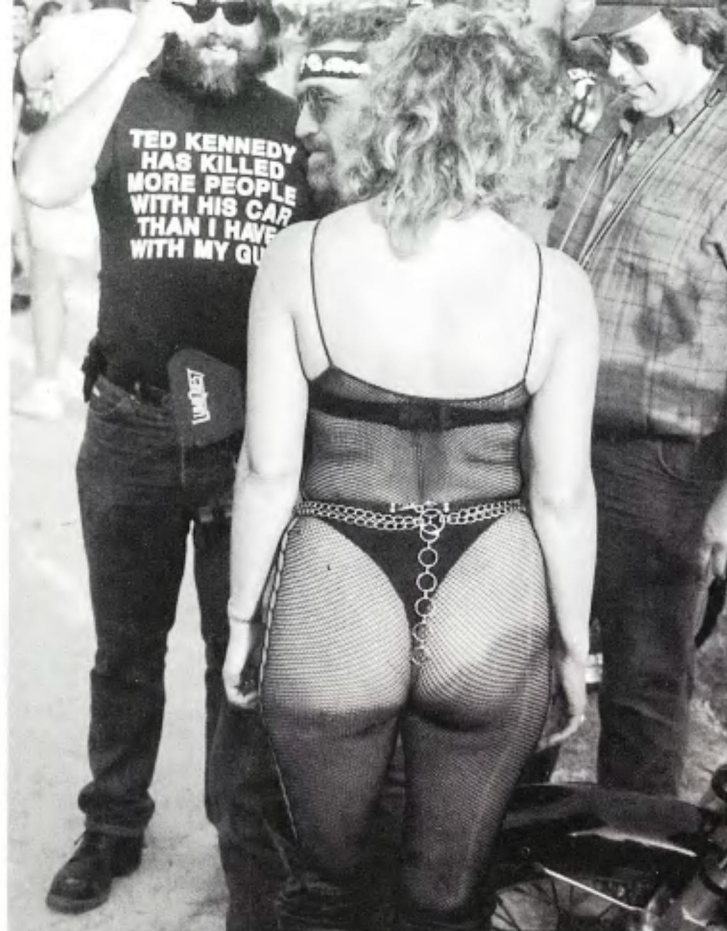
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin'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

—Chuck Decker, Ocala, Fla.

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.

—Mark Russo, Port Jefferson, N.Y.





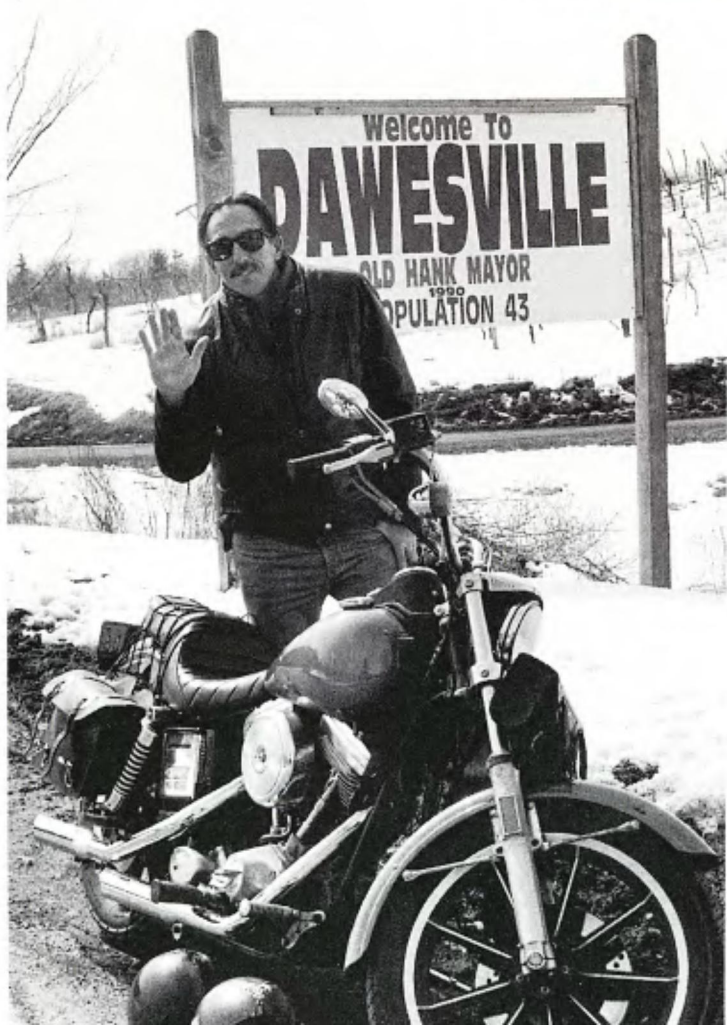
—G.M. Guignet, Cocoa, Fla.

—Blue Bike Mike, Dawesville



—Brian Bane, Joelton, Tenn.

—Reverend, Bike Week '92



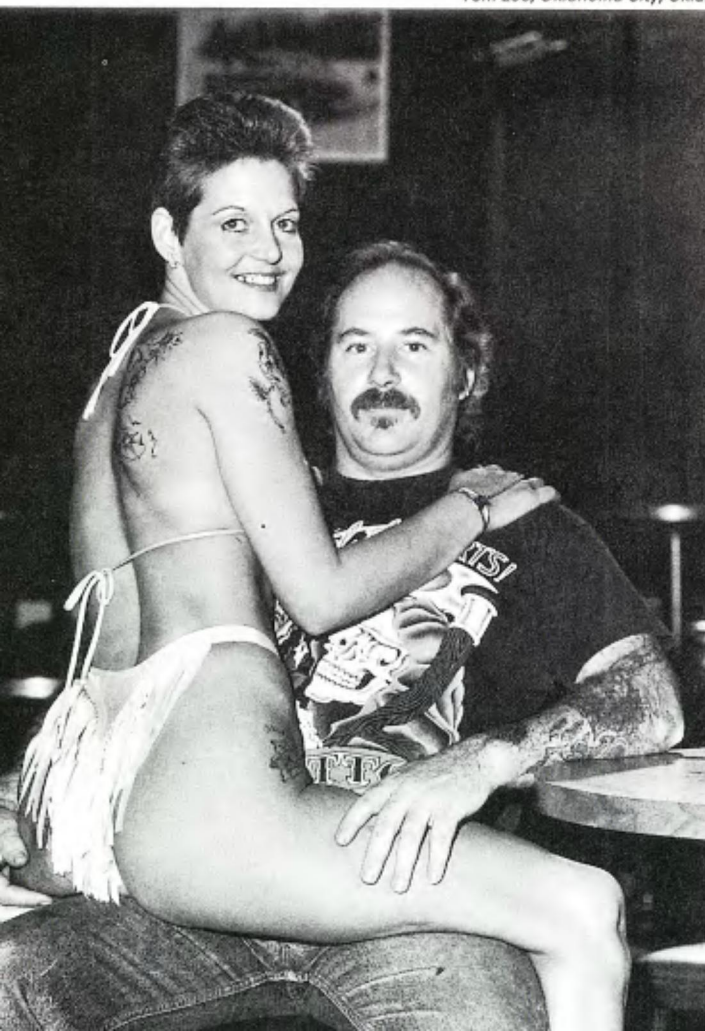
—Bill Turner, Umbrellas at Frazier Park, Calif.



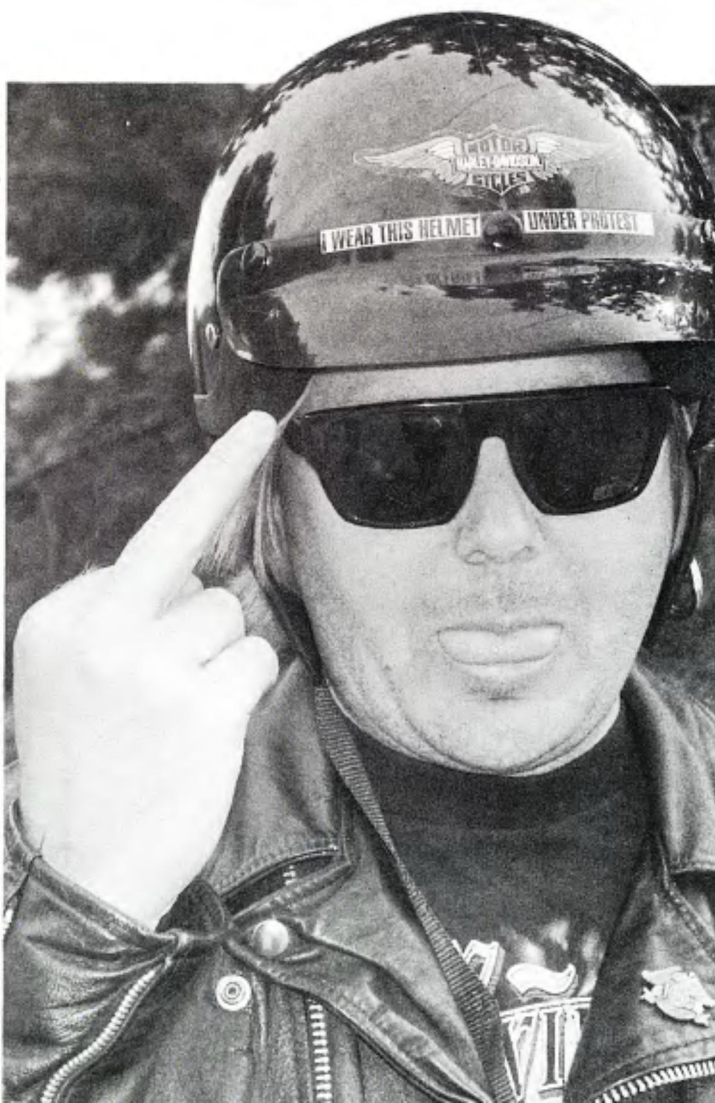


—John Lewis, Flint, Mich.

—Tom Lee, Oklahoma City, Okla.



—Steve Levesque, Los Angeles, Calif.





—Steve Schrillo, Santa Monica, Calif.



—Sterling, Mission, British Columbia

—Paul Murasko, Edmonton, Alberta





—Bob Touchette, Lawrence, Mass.

—Mary Morris, Overland, Mo.



—Blue Bike Mike, Mariaville, N.Y.



—John Lehman, Madison, Wis. 1973

—Panhead Fred, Paris, France WWII





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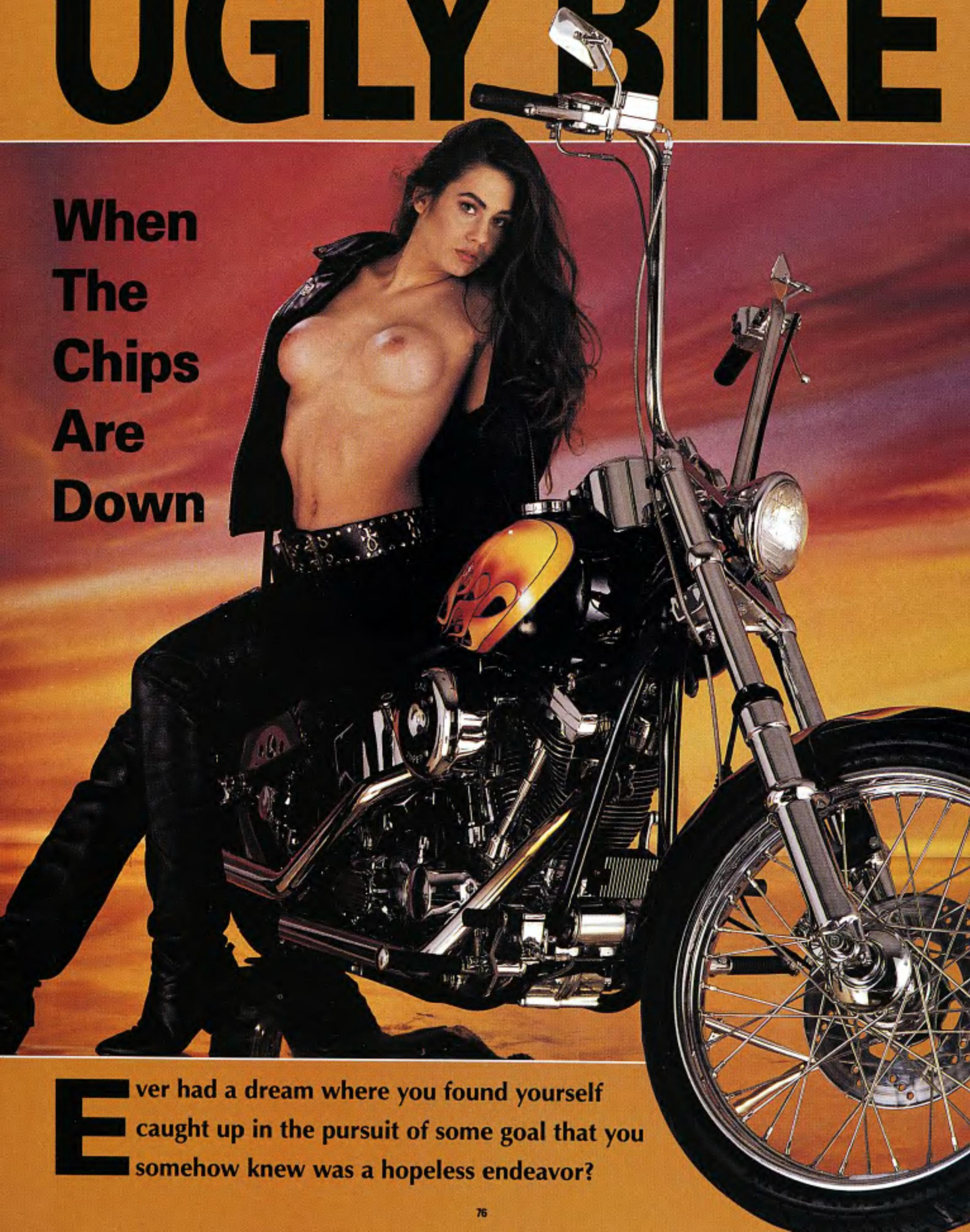
When you're looking for parts, look at the label first. If it doesn't say Genuine™ Harley-Davidson®, forget it. Because that's the only way you'll be sure that the quality of the parts in the box is the same as original equipment. And anything less can bring your hog to a halt in a hurry. So, insist on Genuine Harley-Davidson parts, at your authorized Harley® dealer. Everything else is just an imitation.



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UGLY BIKE

**When
The
Chips
Are
Down**



Ever had a dream where you found yourself caught up in the pursuit of some goal that you somehow knew was a hopeless endeavor?

You know, like dreaming that you've got to meet some gal at the bar (for reasons that may or may not be clear), but the streets are unfamiliar and the people you ask for directions respond with indifference, or talk in some strange tongue . . . and when you look at them closely, they all look like the kid who sat in front of you in 9th grade History class.

But you dream on, stumbling down unknown streets until you find a pay phone, only to discover that you have no change. For that matter, you suddenly notice, your jeans have no pockets. And anyway, a whole roll of quarters would have made no difference because, upon closer inspection, the phone turns out to have no buttons. And so on.

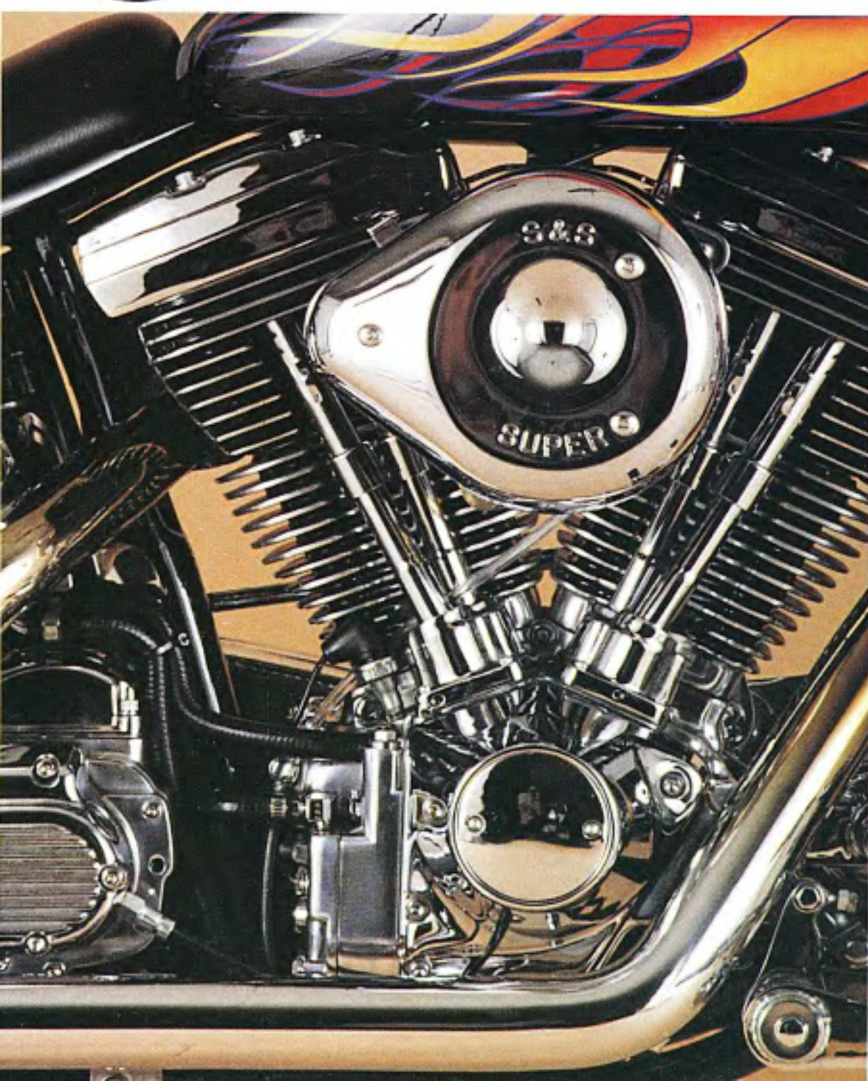
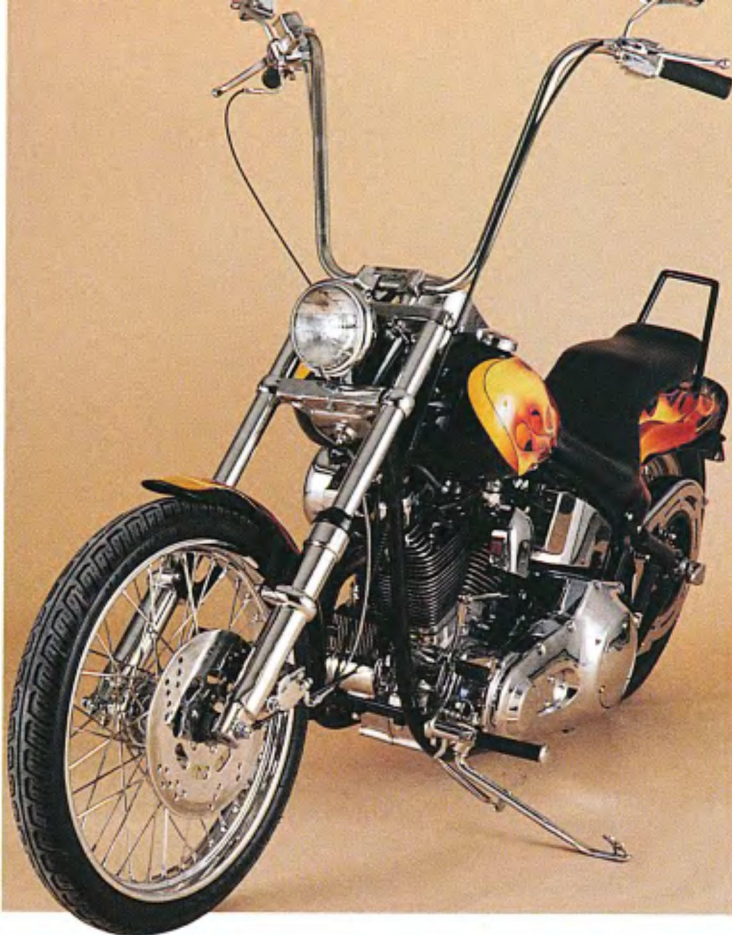
I call these "hassle dreams." They're not really nightmares, like dreaming that your dead grandfather has found his old straight razor and is galumphing up the stairs toward your room, his decayed burial clothes hanging in molding shreds from his rotted carcass as he rasps out your name in graveyard gasps with each step he claims.

No, hassle dreams don't cause you to wake up in a cold sweat, screaming over the sound of your own pounding heart. Hassle dreams do, however, subject you to ever-increasing levels of frustration, anxiety, and feelings of hopelessness. And when you finally wake up, you're glad to have the whole mess behind you, safely relegated to the status of "just a dream."



Easyriders





Anyway, the crack *Easyriders* photography staff recently experienced a hassle dream come to life.

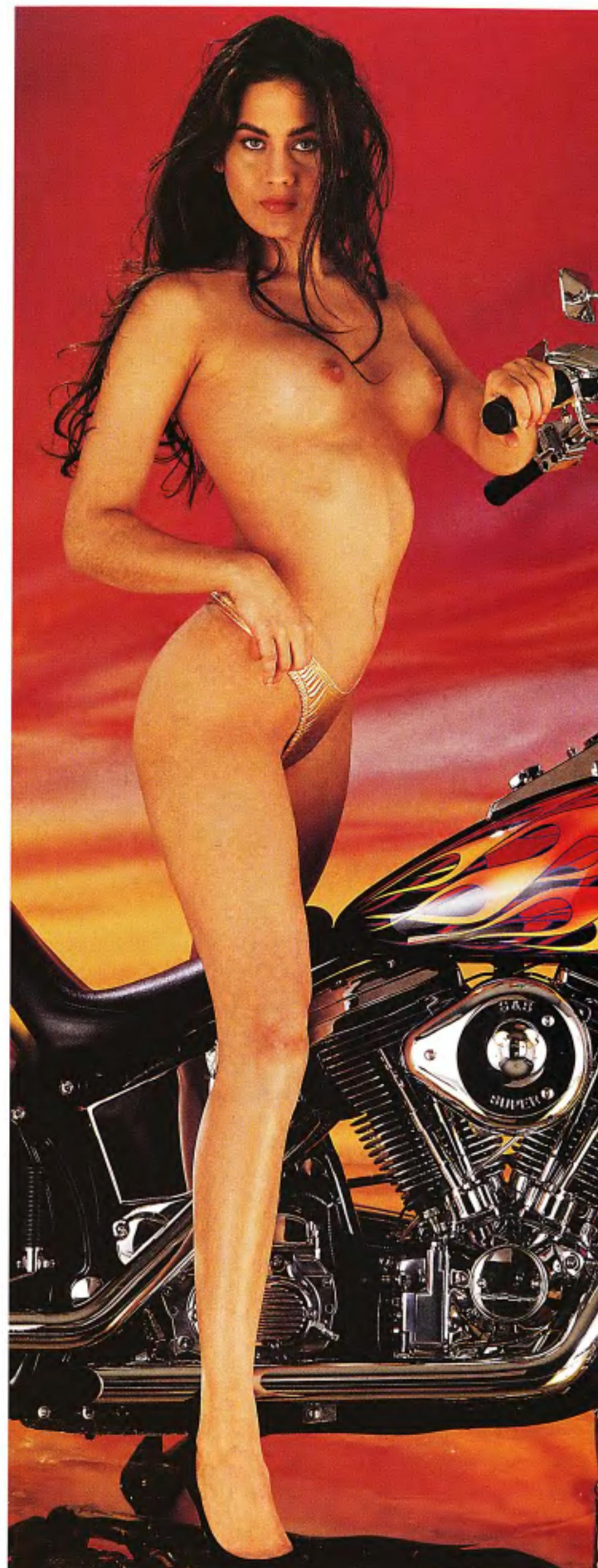
We were all set for a feature bike shoot, and nothing had been left to chance. The front men and the roadies had surveyed the site for days in advance, checking on weather conditions, background radiation, ozone depletion and the like, both inside and outside the ridiculously expensive studio.

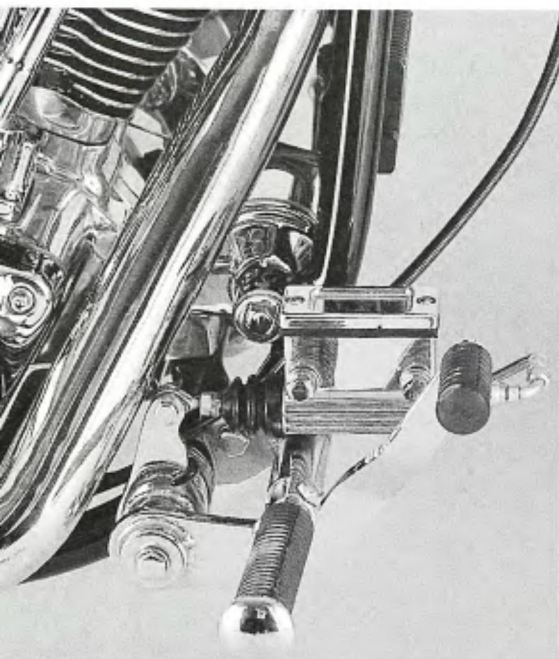
Using state-of-the-art laser calipers and an array of complex scopes, the *Easyriders* Quality Control men had checked out every inch of the model, making certain that her breasts met all NHRA specifications for titty flexibility, that her butt was of the correct curvature and resilience, and so forth.

No detail was too minor, no element too insignificant. One last time we went over the items on the checklist: studio; lighting; backdrops; props; backup equipment; lunch catered from a local joint, La Casa de Los Bikers Gordos; and uniformed security men recruited from the best flophouses down by the bus station.

By now, you must have an idea of how much was riding on this shoot. Hell, the cost of a big production like this could run up to \$100—maybe more.

Nothing was left to chance—'cept that →





Photos: Silvermoon

the bike's owner forgot to mention that he was a dedicated juicer who often awoke in unfamiliar motel rooms three days after his last conscious memory.

Which is what happened in this case. The night before the shoot, the jerk got his mitts on a couple of quarts of Ol' Gutgrinder Mash Whiskey, rode off on his scooter, and both bozo and bike were no-shows at the studio the following day.

Panic swept through the *Easyriders* photo staff. With this kind of money on the line, blowing the shoot would constitute a colossal butt show, and none of us wanted to face Bandit with the bad news.

Fortunately, one of the staffers remembered a bike he'd seen at a garage owned by the Ugliers, a celebrated bike club whose members' scoots have graced the pages of this rag in the past.

Inside the sleek *Easyriders* truck, we were all in an ugly mood as we hauled ass down the freeway, the empty bike trailer bouncing along behind. But we made the garage in record time and quickly cut a deal with the bike's owner, a true Ugly in the best sense, stepping in to give us a hand and save us from a Monday morning ass-chewing of epic proportions—an ugly prospect if there ever was one.

So feast your eyes on this fine-lookin' Evo, and check out the doll while you're at it.

And remember: the very fact that you're looking at these pages means that a bunch of us are still walking around with our butts intact—instead of a Jaws-level crescent where our asses used to be.

—Kickstart Paul

Owner(s): Rick Hallett		City: Malibu, California	
General		Frame	
Fabrication by: Brouett/McCloskey		Year: 1990	
Year and make: 1990 H-D		Builder: H-D	
Model: Softail		Type: Softail	
Value: Who cares?		Rake: 1/2-inch	
Assembly by: McCloskey's Custom Cycles		Stretch: none	
Time: four months		Other alterations: some	
Chroming by: Supreme Plating		Accessories	
Engine		Bars: high	
Year: 1990		Risers: low	
Model: Evo		Fender(s): nice	
Rebuilder: Micah McCloskey		Headlight: quartz	
Ignition: Dyna S		Taillight: blue dot catseye	
Displacement: 93-cubic-inch		Speedo: factory	
Lower end: S&S		Front pegs: extended	
Balancing: McCloskey/Ruxton		Rear pegs: yes	
Pistons: S&S		Electrics: works	
Cases: polished		Gas tank: 5-gallon	
Heads: ported and powdercoated		Oil tank: horseshoe	
Cam: Crane		Oil system: stock	
Lifters: hydraulic		Primary cover: chromed	
Carb(s): S&S Super G shorty		Seat: custom by owner	
Air cleaner: S&S		Sissybar: Bob Brouett	
Pipes: loud		Height: just right	
Muffler(s): what?		Material: steel	
Transmission		Forks	
Modifications: polished		Type: wide glide	
Year: 1990		Extension: none	
Shifting: fast and smooth		Builder: H-D	
Engine sprocket: yes		Special features: shaved lower legs	
Trans sprocket: stock		Wheels	
Wheel sprocket: 68-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Bob Brouett		Hub: chromed	Hub: chromed
Painter: Bob Brouett		Rim width: stock	Rim width: stock
Color: black		Tire: Metzeler	Tire: Metzeler
Type: acrylic enamel		Brake: chromed	Brake: chromed
Special paint: double flamed			
Other special modifications: shortened fender struts, custom fender with sissybar.			





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 our lifestyle—from personalities to personal experiences and 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.

Kathleen Theodore, a wife and mother of two, has been riding for 10 years. She is on the ABATE of California Board of Directors and is the California Director of Bikers Against Manslaughter (BAM). She rides daily, and bears a striking resemblance to the lady in this story.

This little slice of life piece was written long before the California helmet law went into effect. I wrestled with whether or not to bring the helmet references up-to-date, then opted to let the story reflect the way it used to be—and will be again.

—Two Step



A Day In The Life

What is that awful noise? Must be the alarm clock. Again. Maybe I'll call in sick.

"Mommy?" a small voice cries out. "Are you up? I'm going to be late for school again."

Guess I won't be calling in sick today. Besides, it's a beautiful day. Might as well get up and go through the morning routine. Feed the dog. Eat toast. Shower. Get dressed. Pack the briefcase on the bike for work. Listen again to Jenny complain about having to wear the helmet to school.

"Just this once?" she begs. "It's so hot and it messes up my hair."

"When you're fifteen-and-a-half you don't have to wear it anymore. Meanwhile, unless you have the money to pay for the ticket..."

"Oh, mom! Fifteen is a million years away."

Sometimes noon is a million years away. I pull into work and reluctantly park

With the wind in my face and the bike beneath me thumping sure and steady, the feeling of joy that comes over me brings tears to my eyes

the bike. A ride through the canyons would have been nice today. Of course, my family would probably like to eat next week, so I have to go to work instead.

"Kathy, do you have to wear your leathers to work?"

"I just got here!"

Dash into the bathroom and change from boots and leathers to skirt and heels.

"That's better. Aren't you ever going to buy a car? What if a client sees you in those... those..."

The business would probably fold on the spot, I'm sure. The phone rings. It's my father.

"How are you, dear?" Translation:

Have you fallen off that motorcycle yet and broken all your bones, causing your mother and I unbelievable grief?

"I'm fine, Dad. How are you?"

Translation: I'm still up and riding. You can't collect yet. My father took out a \$50,000 life insurance policy on me when he found out I had gotten rid of my car and was riding my Softail full-time. Nice guy.

"How's Steve?" Translation: Are you still married to that bum who got you riding those awful things in the first place?

"He's fine, Dad. Oh, by the way, would it be all right if we stayed with you and mom one night on the way home from Sturgis? Translation: I know you don't

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approve, but do you still love me?

"Will you be riding your bikes?"

"Dad, it's a motorcycle rally. Of course we'll be riding our bikes."

"Well, I guess so. If you come by here." Translation: If you don't kill yourself first.

Sigh. "Bye, Dad."

I work all morning. At lunch I ride to the bank and only get mistaken for a man once. A little girl looks at me in the teller line and pulls on her mother's dress.

"Mommy! Look! That's a girl over there! Can I have a motorcycle like hers someday? Please?"

If a mother's looks could kill.

All too soon lunch is over. I ride back to work. The afternoon drags on. Finally it's time to go home.

Usually I change back into my riding clothes and quickly putt back home to my family. But tonight there's a different feeling in the air. The evening is balmy and the bike is all gassed up. I hear it begging for a long ride.

"What about dinner?" my conscience asks.

"It'll wait," the bike tells me.

"What about you husband and child?" the voice inside inquires.

"They'll wait," purrs the Softail.

Okay, I'm sold. I'll take the long way home—maybe by way of British Columbia.

It's not always easy being a lady biker. There are many disapproving attitudes out there to contend with—from bikers and citizens alike. Then there's the rainy season, or the times when I break down . . . those times when I actually consider buying a car.

Then I'll hit a open stretch of highway. With the wind in my face and the bike beneath me thumping sure and steady, the feeling of joy that comes over me brings tears to my eyes.

Do I want my daughter to be a biker? Marry a biker? You betcha. My hope is that one day she will come to know the beauty, freedom, joy, and love that is a part of this lifestyle. I wish her the strength it takes to be a lady biker, and I hope she never rides a rice burner.

I am woman . . . hear me roar! ☺

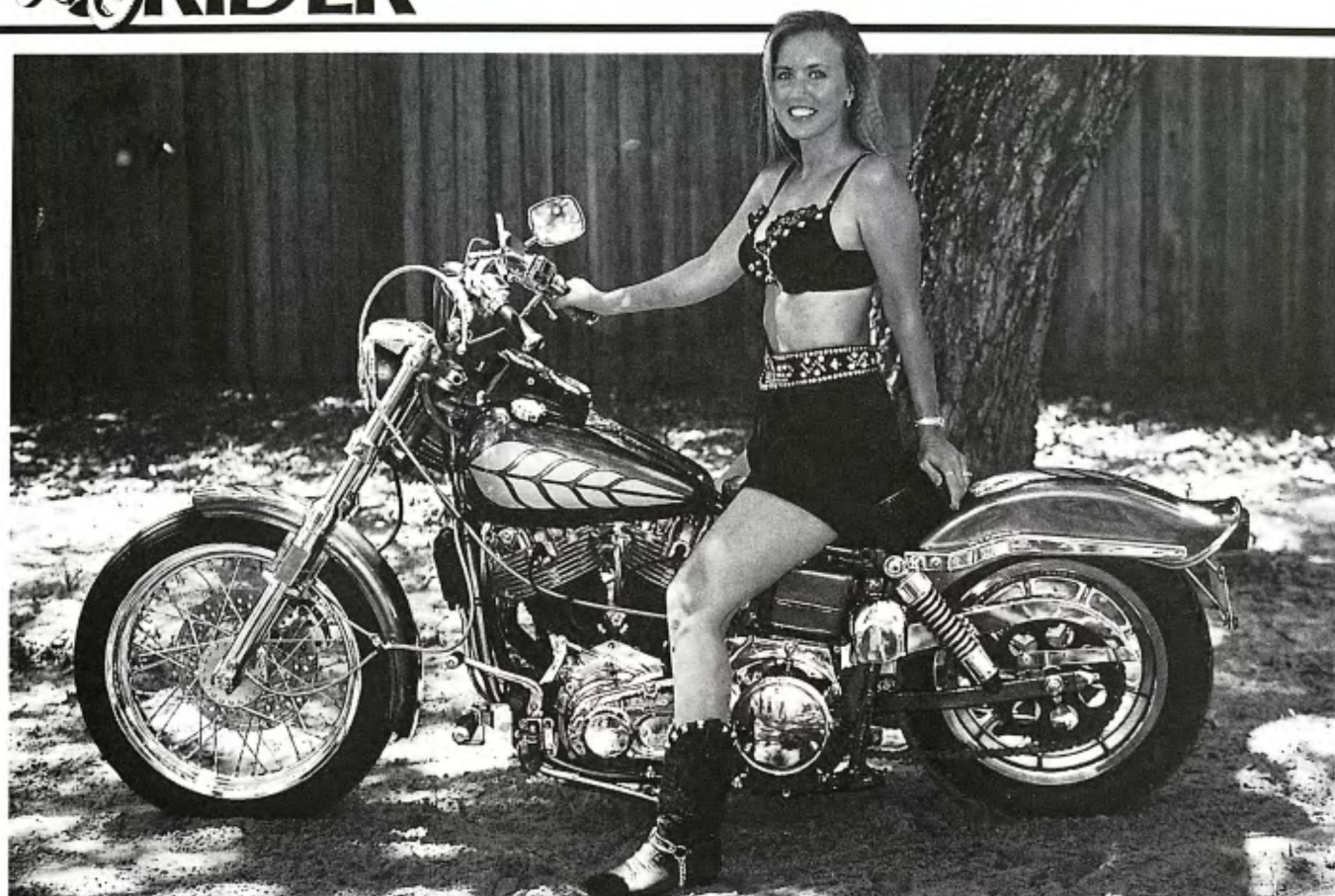


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Photos: Pat Randle

Tami Sharp, Tarpon Springs, Florida 1974 Harley-Davidson Super Glide

Why should I be jealous? Sure, Tami Sharp works at an incredible resort in Florida, puts around an all-year-riding state on this beautiful blue Super Glide, and is married to a great-looking guy who's the co-owner of Rare Rydes Custom Cycles. But what's to be envious of? Other than the fact that she's got long blonde hair and a perfect figure, turns guys' heads to the point of whiplash whenever she's out riding, and is happy as hell. But take all that away and there's not a thing about her that makes me green.

Tami was born into the lifestyle. Her Harley-ridin' mom brought her up to appreciate the feelings of freedom and exhilaration you get on a scooter, and she gave her the courage to make her own choices.

Speaking of choices, here's some valuable advice Tami gave me during our conversation: If you want your own bike and your ol' man's hesitant about it, give him a choice—a bike or a baby. Needless to say, Tami's husband, Doug, chose the bike. She's satisfied with his selection . . . for now, anyway.

Since these photos were taken they've added a front mag, lowered the front end, and put on a dual disc brake. Tami's also toying with the idea of a color change. How about green?

—Rag Weed

General		Forks	
Fabrication by: Rare Rydes		Type: FX	
Year and make: 1974 H-D		Builder: H-D	
Model: Super Glide		Special features: chromed	
Chroming by: Who knows?		Accessories	
Engine		Bars: stock	
Year and model: '74 shovelhead		Lights: bright	
Rebuilder: Rare Rydes		Gas tank: H-D	
Displacement: 74-cubic-inch		Oil tank: factory	
Transmission		Seat: solo	
Shifting: foot		Other: teardrop carb	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 52-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color and type: blue, Sikens		Tire: Avon	Tire: Continental
Special paint: custom mix		Brake: H-D	Brake: H-D
Frame			
Year and builder: 1974 H-D		Special features: Thanks to my	
Type: stock		husband Doug and Rick Doss.	
Alterations: none			



MARCH *Fox Hunt* WINNER



Maryland has nearly become Fox Hunt haven this year. If our two recent winners are any indication, outstanding-looking women are packin' on p-pads from Baltimore to Cumberland. The latest Bay State beauty is Natalee. She got into posing on Barb Barbieri's bike, then hooked-up with a country-rockin' man and headed West to seek fame and fortune. Check out Natalee, known to her friends as Niki, showin' her stuff on page 59.

—Loudmouth



I was 17 when I took my first ride. They've been tryin' to pry my ass off scooters ever since.
Tracy, Texas—#801



It was a hot summer night, my legs wrapped around him as my hands carressed him.
Lorianne, Nevada—#802



My first ride on a Harley was total ecstasy! My passion for Harleys and biker men is everlasting.
Vicky, Florida—#803



With my long blonde hair blowing and black leather jacket open, I felt like one hot bitch.
Dianne, Missouri—#804



My first ride was with my daddy. It was an experience I will never forget.
Roxy, California—#805



It felt like I didn't have a care in the world. I loved it so much I haven't been able to stop.
Donna, New York—#806



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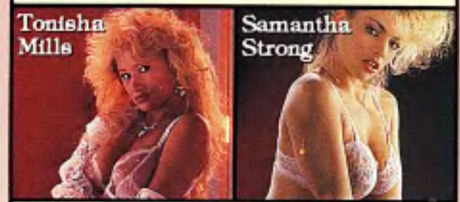
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| Christy Canyon | Vol. #1 & Vol. #2 |
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Easyriders



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 #230 *Easyriders* Fox Hunt,

Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending in votes starting July 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 July 31, 1992. We'll print the winner in the December 1992 issue.



Here she is, bros, the third monthly winner in our 14th Annual Fox Hunt, Maxine, #406, from Greenwood, Indiana. See more of her next issue.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

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

230

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 _____

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.

Fat Rears

Fitting Big Tires On Softails And FXRs

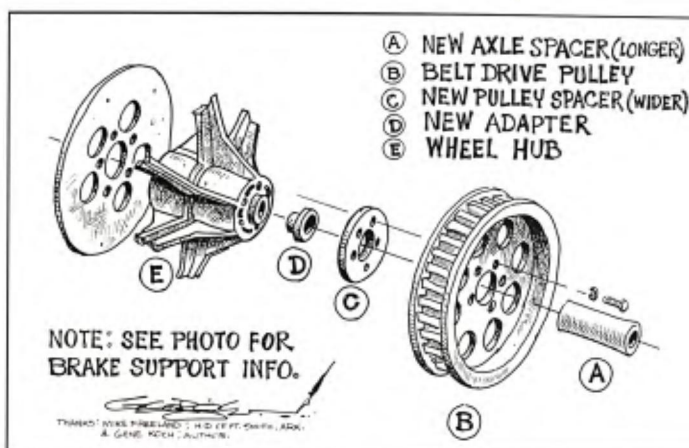
Okay, your rear tire is getting bald and it's time to buy a new one. If you're like me, when you put out your hard-earned cash you want to stand back and see an improvement. So why not buy a tire with some meat on it?

We wanted to provide you with a list of wider tires, by brand and size, that would fit your FXR or FXST without any modifications. Unfortunately, this information is not readily available. On tire charts, the width specified for larger tires is for wide rims. Since this alters the tire width on standard rims, it's a guessing game.

Consequently, we shitcanned the list idea and decided to talk to some bike builders. I called Arlen Ness and Dave Perewitz and picked their brains. The answer is still not carved in stone but the general consensus is most 140s will fit in your belt-driven FXR or FXST without modifications.

All 140s are not the same width. Some are barely wider than your stock 130, and others are as wide as some 150s. Check the physical width as well as the marked size.

If you need a little extra belt clearance you can put a thin shim behind the rear belt pulley. The front pulley is wider than the back pulley so you can usually cheat a little. If you shim the pulley, make sure you still have clearance between

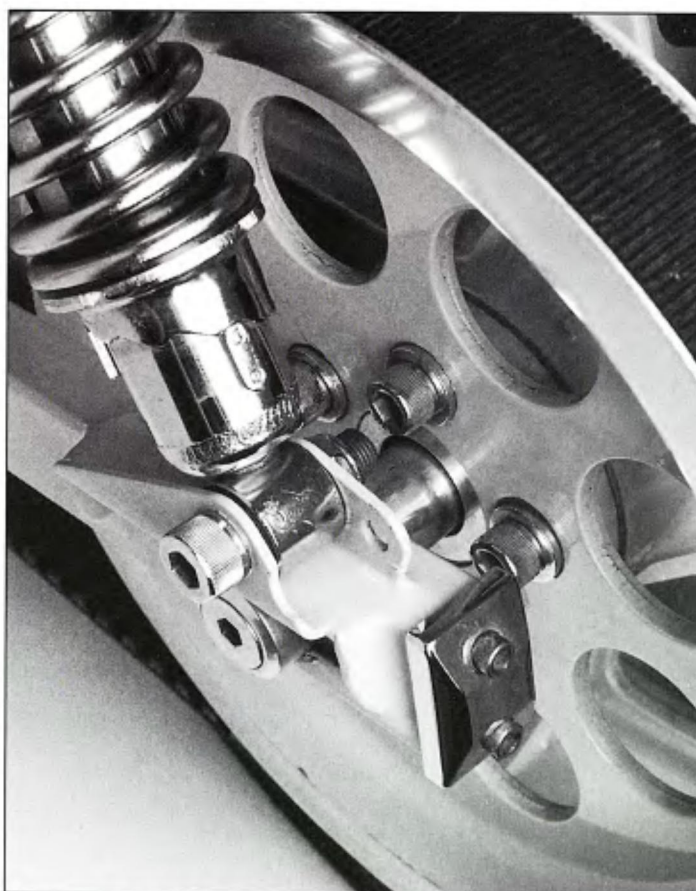


the pulley and the shock absorber and/or the swingarm. Also check the clearance between the tire and the fender bolts.

With more modifications you can go wider still. When I built my FXR I called Donnie Smith, one of my mentors, and asked him if I could use a tire that was 6 inches wide. He said no problem. The FXR rear wheel is off-center to the



6.1 inches of Avon Super Venom look good and have worked well for 8,500 miles.



Had to machine a longer axle spacer and a piece to center the drive pulley with the wheel.

left (drive belt side), so all you have to do is center it. I got my measuring stick out and, sure enough, the wheel was .300 off-center. I machined .300 off the brake support which allowed the wheel to move to the right by the same amount (see photo below). The wheel is now on center line with the frame. On some brake supports you only have to machine by the axle boss. With Harley supports you also have to machine the front stop that slides over the swingarm (see photo).

Whatever you take off one side has to be added to the other. For the left side I machined a new spacer that was .300 longer than stock. I also machined a new spacer for the area in between the drive pulley and the wheel (also .300 thicker). In addition, an adaptor had to be machined so that the drive pulley could be centered with the wheel. This was necessary because, with the thicker spacer, the pulley was too far from the wheel to use the original centering ridge (see illustration).



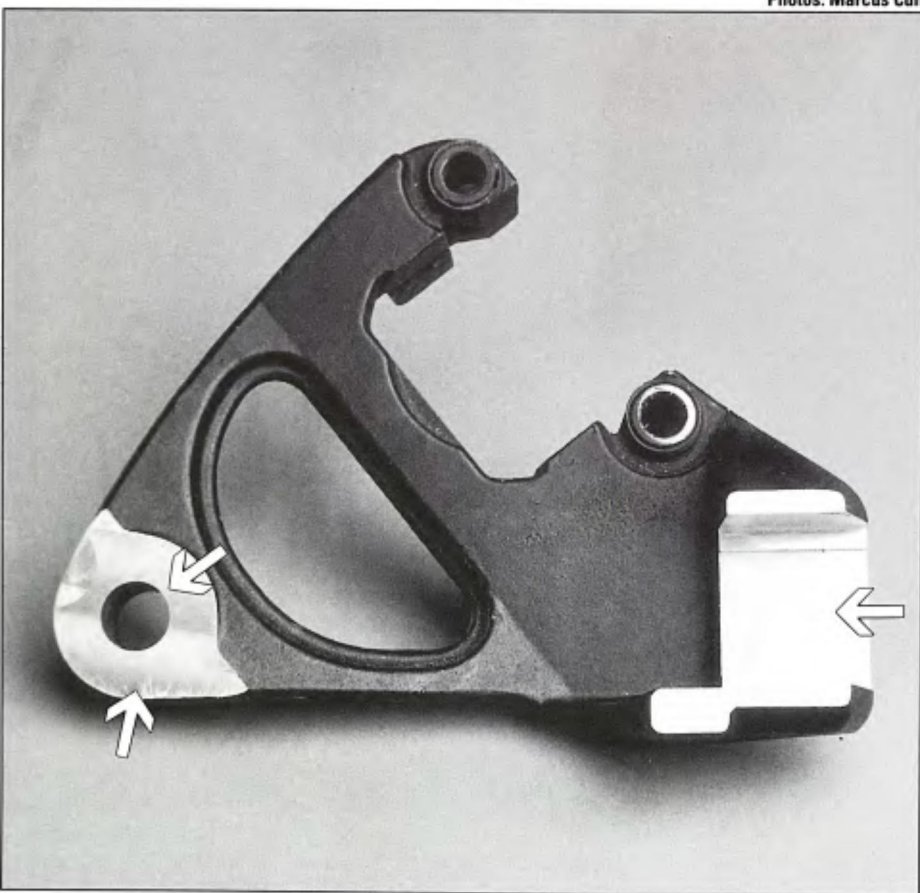
To get added clearance between the fender and the tire I ground the bosses off the rear frame section (see photo) and added a section to the rear fender to make it wider. I used an Avon 150/80 Super Venom that measured 6.1 inches wide on the Harley rim. The bike still goes down the road straight and there's plenty of clearance between the belt and tire. For

more information, call Donnie Smith at (612) 424-3545. If you don't want to do your own machining he can probably supply you with a kit.

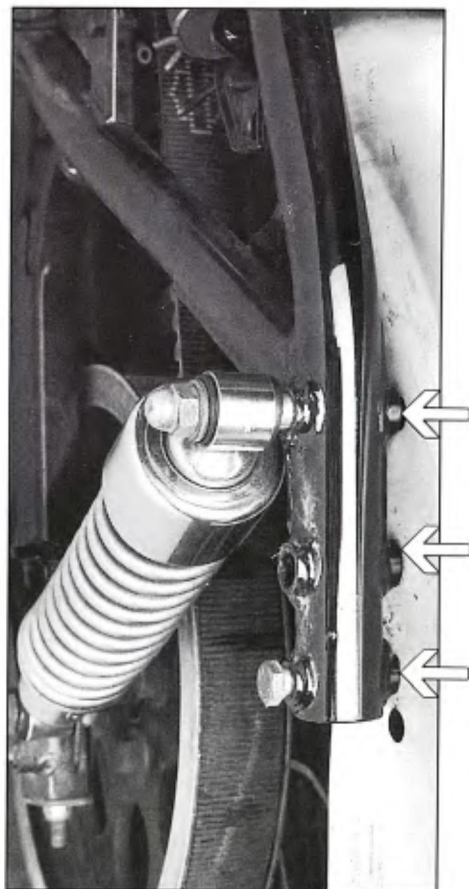
Without modifications you'll have to stick to a 140. If you want to go bigger there are other modifications you can make and still keep the belt. With a chain kit, you can really go big—widening the frame or running extra wide rims and building wider fenders. Whatever you need, it can be done. According to Bandit, if there's enough interest in this modification we can take it to the next stage in another article.

—Gene Koch

Photos: Marcus Cuff



If you use the stock Harley caliper support you have to machine these two areas. (See arrows).



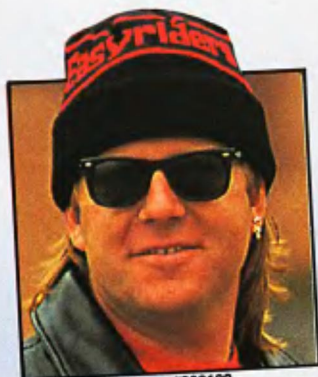
These three bosses were ground for clearance. (See arrows.)



NATALEE

Photo Illustration By John Jordan

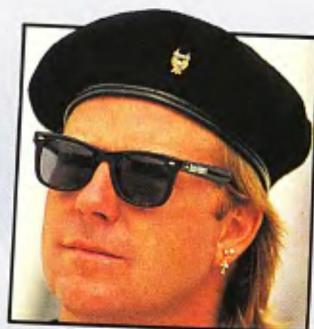
"Okay Scotty...I'm ready for the beam."



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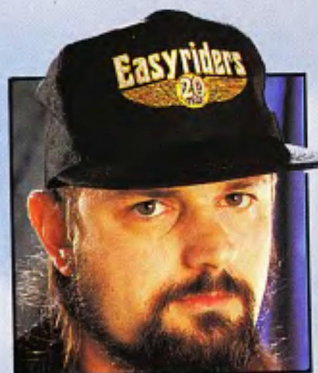
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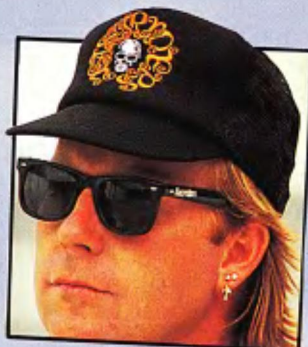
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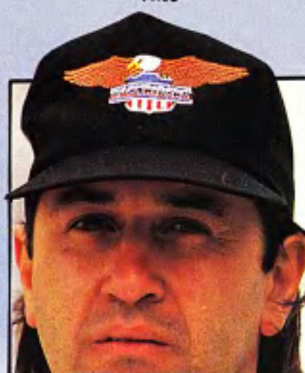
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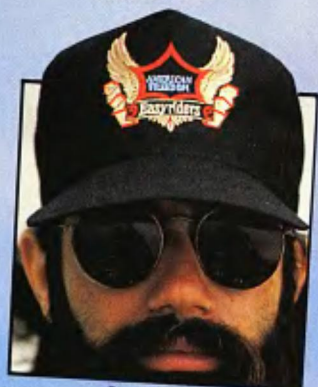
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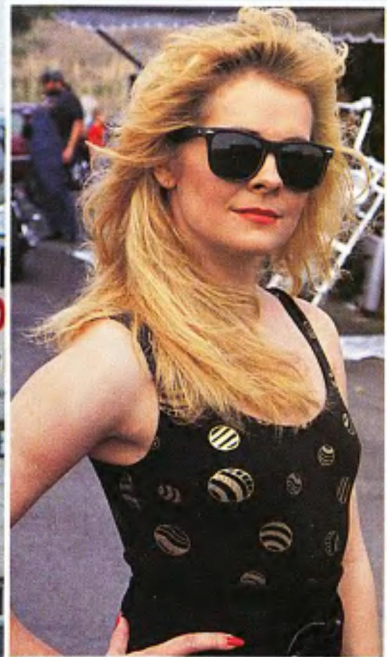


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Mule Day

With Bike Week '92 behind me, I rode out of Daytona Beach under clear blue skies.

Wanting to jam north, I chose a route that would eliminate the hassle of riding through cities. I pointed Sugar's (my FLHTC) 16-inch front wheel

north on I-95, then swung onto the I-295 bypass to avoid Jacksonville.

Next it was west on I-10 to the I-75 north. Around Macon, Georgia, I took the I-475 bypass, then jumped back onto I-75 north to the alternate route around Atlanta. The highway number

escapes me now, but I understand that it's actually faster if you ride right through the center of town. That is, of course, if you're not caught in rush hour traffic.

Back out on I-75 north, we came up on Chattanooga, Tennessee, where we



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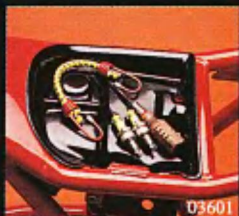
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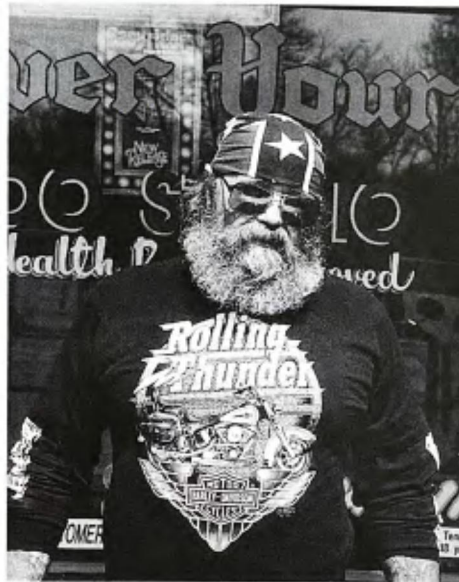
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Ron Kevie has 24 years of experience as a tattooist.

caught Interstate 24 north which would take us to our Nashville destination. I was going to Country Music City to visit with Red, the owner of R&B Motor Cycles (939 4th Ave. South in Nashville). Red is a charter Bros Club dealer/member.

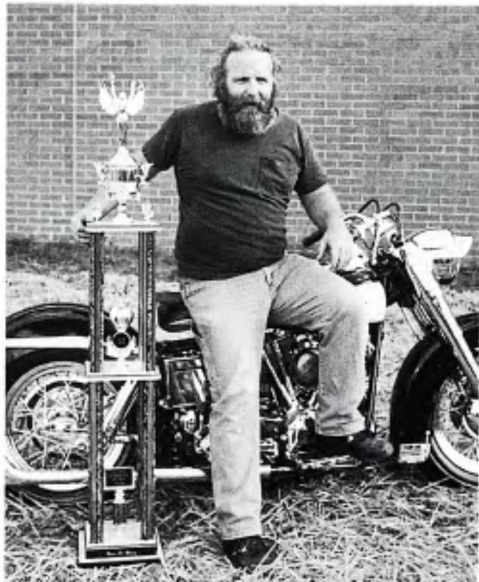
While in the central Tennessee area, I took the opportunity to check out Mule Day in Columbia, just a quick putt down State Highway 31.

Mule Day is a celebration of "historical memories" for Columbia, complete with a parade and nearly two dozen activities spread out over four days, all of which commemorate the town's proud history. This year, Columbia celebrated its 175th birthday. Mule Day is the brain child of the Maury County Bridle and Saddle Club, which has a year-round Mule Day Committee to organize the event. It's all-American and I loved it.

There were all kinds of cool things to do and see. On Saturday, April 4, a lotta of bike riders met up at S&G Cycle, 109 E. 10th St. Sam Goodman's bike shop is located about half a block from the parade route, which made it handy for the lookie-loos.

Everyone had a humongous time watching the old-time wagons and floats, which were all pulled by highly-groomed mules. Decked out in well-oiled leather harnesses, the mules were decorated with brightly-polished brass conchos arranged to spell out their owners' names. Tennessee Governor Ned Ray McWherter, and many high-ranking state officials waved to the crowd from their floats as they passed by.

One of the wagons was an old funeral hearse. Painted a dark gray, it was



Is he happy or what?

different from the black one I once saw at the O.K. Corral in Tombstone, Arizona, a few years back. Anyway, we got to see a bit of history that day, literally parading before our very eyes. It was neat. I'd like to thank Marilyn Roderick who turned me on to this event. Marilyn wrote to me back in February of 1988. (Think she thought I forgot?)

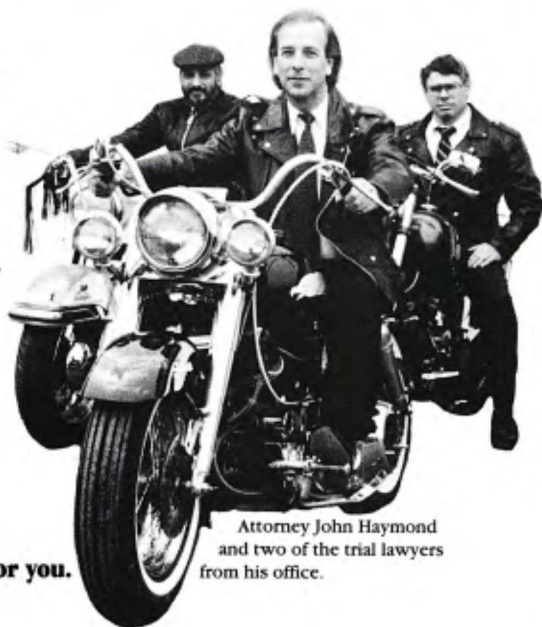
Most of the event's activities centered around the mules. The Mule Day committee commissioned Bonnie Shields to be the official M.D. artist. Her artwork was used on flyers and anything else connected with the event—including classy Mule Day collector's plates.

Special 1992 Mule Day knives, with serialized numbers to commemorate the occasion, were sold. Five-hundred of these four-blade, bone-handled, →



Sam Goodman (right), and friend, Columbia, Tenn.

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Hut, two, three, four—watching the Mule Day parade.

Case Congress, etched knives were up for grabs.

Along with vendors selling souvenirs, there was a pancake breakfast, a mule sale, old-time fiddler contest, a clogging (dance) contest, and a liars' contest. The folks who owned mules could also enter them in a mule-pulling contest. Two highlights were a chariot race and a wild mule ride. Cash and ribbons were the prizes in these events.

There was all kinds of wholesome fun that the entire family could participate in and enjoy.

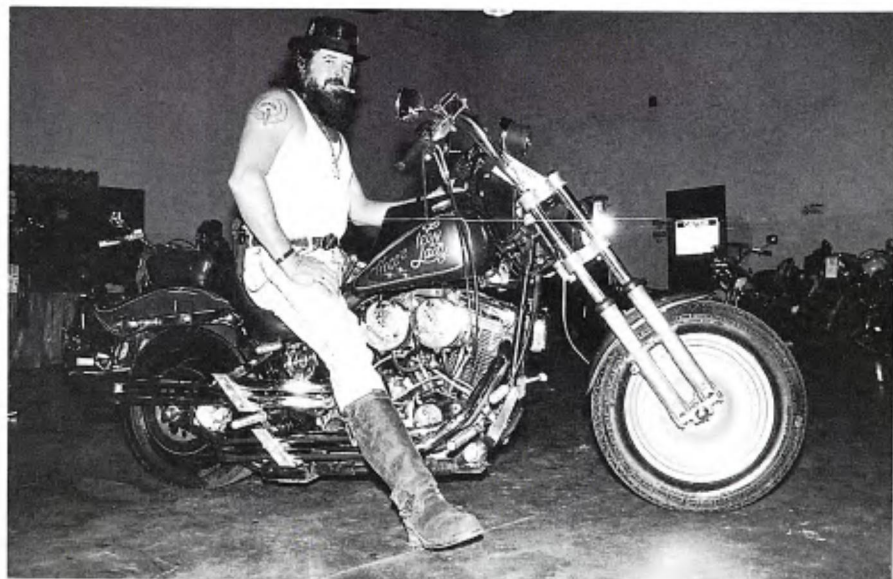
As I said earlier, many local bikers from the surrounding area showed up at S&G Cycle to watch the parade. A barbecue was set up in front of the store. On Saturday night, Yukon Jon, a local disc jockey, threw a Mule Day bash complete with food, beverages, a live band called Solemn Cath, and a

campout up in the woods.

It was nippy at night, but the bonfire warmed the happy campers. It was B.Y.O.B., but they also had vendors. Yukon Jon acted as DJ when the band wasn't playing. Someone reported seeing Elvis in the crowd, but I didn't get a picture of him.

On Sunday, a group of us met in the parking lot of the Percy Priest Lake Dam, located east of Nashville. We had gathered there for the start of the Will Lovell Memorial Poker Run. Will was a well-liked local rider who passed on around Christmas.

The run was sponsored by the H.O.G. Chapter operating out of C&S Harley in Nashville. A large number of riders showed up for this fun run. After picking the first playing card at the Dam, we headed for our second card at Ron Kevie's Forever Yours tattoo par-



Hoss likes to double his pleasure.



In front of Mutt's Place, Ashland City, Tenn.

lor, located at 2807-A Old Hickory Blvd., Old Hickory, Tennessee.

From Kevie's we rode to Mutt's Place off the Ashland City highway, then down River Road to Peanut's Place. We picked up the fifth and last card at the Crow's Nest bar in the Howard Johnson's motel (off I-40, exit 201).

I drew three aces but didn't win diddly. Hey, I'm not complaining, it was a

great ride. This area of Tennessee has some beautiful scenery. There are all kinds of lakes, hills, and curvy roads to scope out. So when you're in the area get off the interstate and check it out. You'll be impressed by what you see.

Ya know, I've been on hundreds of poker runs and I don't think I've ever seen a youngster have more fun than Red's son, Brian, had. His face lit up



Getting drilled in the name of art.

every time Red popped a wheelie or peeled out. Red is the "R" in R&B Cycles, and Brian is the "B."

Red's done mucho engine work to his candy red FXRT. It's fast—a real sleeper that'll blow away many hot rod Harleys. Ya see, Red also races a high-gear fueller and knows his way around lathes, mills and all kinds of exotic machinery. He made many of the parts

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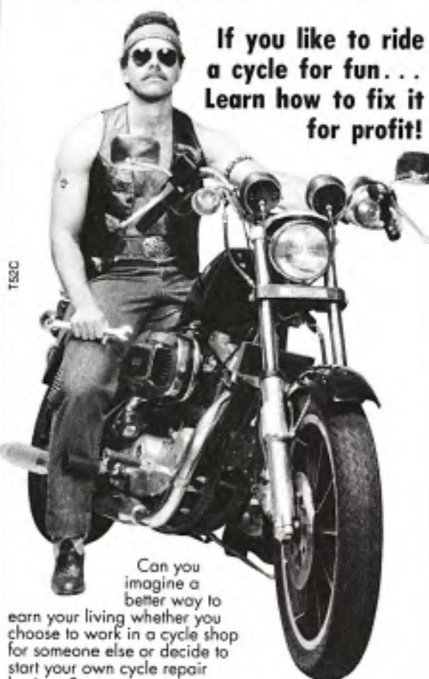
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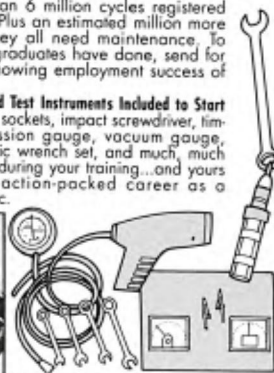
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From left: 100% Crazy, Mary, TR, Sleazette, Sharon, CMT/ABATE state officers at their Nashville headquarters.

found on his fuel bike. How's that song
go about how a country boy will sur-
vive? It applies here.

If you live near Nashville, and want
to get an edge on the competition,
check out R&B Motor Cycles. You'll be
treated fairly. They also do restora-
tions. Red worked at a local Harley
dealership for 17 years before going
into business for himself. He's been
operating R&B about five years.

The rest of the week I wrote copy,
had some film developed, and repaired
one of my cameras. They take a beat-
ing on the road. On Tuesday, Jackie
Williams and I got to visit with Augie
Meyers, an old pal and original mem-
ber of the Sir Douglas Quintet. They
were playing in downtown Nashville at
the 328 Performance Hall. Augie,
Doug Sahm, Doug Clifford (from
Creedence Clearwater Revival), and a
couple other musicians from Texas
and California, sounded great togeth-
er. Their old favorites were appreci-
ated and enjoyed by everyone there.
Doug and Augie also play with the
Grammy-winning Texas Tornados,
one of my favorite groups.

Jackie and I also rode by The
Parthenon, a landmark in Nashville's
Centennial Park. The world's only
exact-size replica of the ancient Greek
temple. The Parthenon houses a
museum with exquisite statues, includ-
ing a 42-foot replica of Athena.
Whoever she was. I think she rode out
of Greece on a pink chariot.

For other excitement in Nashville,
like topless entertainment, try the
Déjà-Vu, the Solid Gold Club, or the
Classic Cat. For a 10 spot you can have
a table dancer winking and blinking
that hairpie at ya. They may have a

dress code, but I wore Levi's and a
plain T-shirt with a collar and waltzed
right in—after paying the five dollar
cover, of course.

While I'm on the subject of food, an
all right place to scarf down some
burgers is Buster's Place in
Murfreesboro. It's located at 1615 NW
Broad St. If it's steaks you crave, try
Longhorn Steaks. Longhorn has lots
of napkins with autographs of C&W
artists pinned to the walls and ceiling.
You can do the same, if you have a
mind to. For Mexican food, try Rio
Bravo. It's done up like an old-style
Mexican cantina, and the best part is
that they make their own tortillas in-
house. That surprised the shit out of
me. It was good. No, it was great. It was
so good that I could have eaten myself
into a comatose condition. A full,
happy, warm, contented stomach is
hard to beat.

For a campground run by bikers, try
the Wolfcreek Campground off exit
278 on I-40 in the Center Hill Dam
area. They feature barbecue catering.
Tell Ralph Agee that you read about
them here.

While in Nashville, I got to spend
some time with Tom Register, the
Concerned Motorcyclists of Tennessee
(CMT)/ABATE state director and his
wife, Susan. These fine folks have their
hearts in the right place. Consequently,
things are going better for the
CMT/ABATE than they've been in
many years. Some of it has to do with
the power structure, and slightly
changing attitudes in the city and state
governments about bike folks. But
mostly, it's due to many hours of hard
work on the part of the members. For
instance, that next weekend



Getting stamped at the bike show, Murfreesboro, Tenn.

CMT/ABATE held a bike show and swap meet at the National Guard Armory in Murfreesboro. The attendance was super, as were the people I came in contact with.

The best of show winner was Ken Youngers' very pretty, near stone-stock 1967 Electra Glide. He was one happy dude. There were beaucoup fine-looking scoots in attendance both inside the armory and on the parking lot

outside. Samo-samo the next day at the Armory where CMT/ABATE held a swap meet. More folks showed up for the swap meet than for the bike show the day before. Many people had to work Saturday and couldn't take the time off.

Well, that about does it for this issue. I would like to thank all the folks in the Volunteer State who extended their Southern hospitality



What the hell is that?

Photos: Rip

to this scooter scribe.

I'd also like to receive some mail from you about fun places where scooter riders go.

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Michael Kump

FRANKENWEINER

**He had a
badge.
He had
authority.
Now he
wanted
my balls.**

He was a nightmarish vision from the depths of Hell (or any low-budget horror flick): little beady eyes, wattled turkey neck, ghost-white complexion, hair the color of old mouse shit . . .

Worst of all, he had absolutely no sense of humor.

He was Frank N. Weiner—IRS agent. He had a badge. He had authority. Now he wanted my balls.

“Do you understand why you’re being audited?” he asked, pressing his thin lips together. He looked like a month-old corpse that had been left out in the rain.

“Huh?” I said intelligently. It wasn’t even noon yet. I usually don’t get up for another two or three hours.

“He wants to know if you understand why you’re being audited,” my brother-in-law piped up helpfully.

HOT! HOT!



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FRANKENWEINER

I glared over at Myron. He sagged over his chair like a mound of lumpy mashed potatoes. He was about as brilliant, too. I wondered if Mr. Weiner would mind if I knotted Myron's soup-

long, knob-jointed finger to point out the rule. She would have made a good Nazi proctologist.

"Then I'll just change what I wrote," I said. "What a foolish misunderstanding-

I'd stepped into something serious and I had a sneaking suspicion it wasn't shinola

stained tie a little tighter. Sharon grabbed my arm just in time. "Dear," she began in her frostiest tone. (The last time she used that tone it snowed in July.) "Myron's trying to help you."

She was right, I guess. Ever since the ambulance drivers went on strike Myron's had plenty of free time on his hands. He's a lawyer, of course, though I wouldn't hire him to get a lost dog out of the pound.

Then again, I didn't have a choice. Not since Mr. Frank N. Weiner had frozen my bank account . . . and put a lien on my house . . . and threatened to auction off my Harley on the courthouse steps.

I'd stepped into something serious and I had a sneaking suspicion it wasn't shinola. At this point I needed all the help I could get.

"There seem to be some, er, irregularities in your tax return," Frank N. Weiner continued. I could tell he was enjoying this. He probably spent his weekends pouring salt on garden slugs—just to watch them shrivel up.

"It was a joke," I explained. "I was just trying to be funny when I wrote out the check."

He rifled through a folder and pulled out the check I had written. "Ah, yes," he said. Then he read in a pinched voice: "Pay to the order of The Infernal Revenue Service."

"Ha ha," I said. "Ha ha ha." My lonely little laugh bounced pitifully off the concrete walls in his cell-block office. Weiner studied me with his lifeless eyes. His assistant thumbed through a thick book of regulations. She was as fun to look at as an old truss cup. She kept pushing her dentures back into place with her sticky, wet tongue.

"It is in direct violation to make checks payable to the Internal Revenue Service in a derogatory or defamatory manner," she said smugly, using her

ing!" But when I reached for the check, Frank N. Weiner quickly snapped it back.

"This is the least of your problems," he said, emphasizing least. I slumped back into my chair, folded my hands together, and placed them in my lap. I was trying my damndest to look penitent.

"I'll be happy to do whatever I can," I lied. What I really wanted to do right then constituted a Class A Felony.

"Then let's start with your dependents," Mr. Weiner said flatly.

"Sharon and I have been together for ten years," I said. "What's the problem?"

"The problem isn't Sharon," Frank N. Weiner said. "You have also listed a hamster as one of your dependents."

"Right," I replied. "Animal lives in the basement."

"You cannot declare a hamster as a dependent," Mr. Weiner went on.

"Why not?" I asked. "Ever since he lost his job at the carnival I've been feeding and clothing him."

"Are you telling me this hamster wears clothes?"

I nodded. "Well, not when he sleeps."

"And, pray tell, what did this hamster do in the carnival?"

"He was a trick-rider. He'd jump over cars on his Harley."

Mr. Weiner snorted. "Next you'll want me to believe that this hamster can recite the alphabet!"

I had to think that over. "Probably not," I admitted. "But what about all the beer I give him?"

"Statute five nine seven seven," Weiner's assistant trumpeted, wiggling a bony digit under another paragraph. "Providing alcoholic beverages to an animal is in direct violation of ASPCA regulations."

"I'm so sorry," I said contritely. I

decided against mentioning how many cartons of Camels I'd bought for the animal. I had never realized hamsters were such a protected species.

"Now on to your itemized deductions," Weiner went on. "You have listed under Professional Publications a subscription to *Easyriders* magazine."

"Gotta keep up with what the bros are doing," I replied.

"And what is this other magazine . . . *Tattoo*?"

I rolled up my sleeve to show him the latest addition to my collection of epidermal art. "See, what inspired me on this one was a combination of the V-twin Evolution engine and an exotic Balinese temple dancer."

Weiner's assistant gasped and started fanning through her book of regulations. Mr. Weiner loudly scratched off something from his list.

"You can't deduct tattoos, you idiot," Myron whispered loudly enough for everybody to hear.

"I hope you remembered to deduct your Blue Cross premiums," I replied brightly. "Especially the part that covers accidents with ballpeen hammers."

Sharon pinched me but I ignored her.

Frank N. Weiner riffled through more pages of my tax return. "Now we come to the real heart of the matter," he said, flashing a grin cold enough to give me freezer burn. "Let's hear you explain *these* deductions."

I leaned forward, mentally kicking my nimble brain into overdrive.

"Take the fifth," Myron advised.



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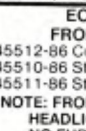
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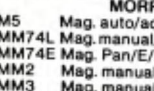
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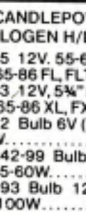
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Weiner demanded.



"Pan," his assistant answered, running her finger down a page in her book. "Pan: an ancient deity. A Greek god of forests and wild life. *Pantheism*: the doctrine that God is everything and everything is God."

Frank N. Weiner suddenly paled. "It's a religion?"

"It says so right here in black and white," his assistant replied.

"Give me that!" Weiner snarled, grabbing the book away and studying the page. "I don't believe it! There actually is a god named Pan!"

"See," I started explaining, "in 1946 Harley-Davidson built the first . . ."

Sharon suddenly slammed her elbow into my ribs hard enough to rattle my eyes. "Foof," I grunted sagely.

Frank N. Weiner didn't notice. He was shaking his head. "And you truly believe in this Pan?" he asked me.

"Did I just miss something?" Myron wanted to know.

"Tell me whether or not you honestly worship this Pan," Weiner repeated.

Sharon was winding up her elbow again. I decided it was a good time for a little prayer. "Yeah though I ride through the valley of death," I murmured. "I will fear no evil for my rod and my pan shall comfort me."

"I think I got lost right after CCI," Myron muttered.

Weiner was glaring at his assistant now. She would probably be looking for a new job tomorrow. I'm sure she'd have no problem finding a rewarding

"Tax shelter?" Frank N. Weiner chirped, instantly looking brighter. "Mistress? Condo?" He smacked his lips with razored delight. "Why don't you take a seat, Myron, while I punch up your file on the computer."

Weiner looked like he swallowed something covered in mold

career in the field of mortuary science.

"Then came Corbin and the seat," Myron babbled on. "You were about to go to jail, and then you weren't . . ."

"Some of the things they let these taxpayers get away with are criminal," Weiner complained.

It seemed like a good time to go so I stood up. Weiner looked like he'd swallowed something covered in mold.

"I get it! I get it!" Myron suddenly burst out. "A religion is tax-exempt! You don't owe any taxes because you worship your pan! How utterly brilliant of me to think of such a good defense!"

"Utterly brilliant," I agreed. "Almost as brilliant as that little tax shelter you cooked up to write off your mistress's condo payments."

I grabbed Sharon and steered her toward the door. "What do ya say we do a little serious nature worshipping?" I asked. "Just the two of us and the pan and the open highway."

She slipped her arm through mine. "Fine with me, your most reverend worshipfulness. But don't you think it's about time your favorite priestess got her own Sportster? I have faith in that old-time religion, too, you know!"

She gave me such a smile that I suddenly saw the light.

Behind us Myron was screaming. "Whaddaya mean I can't deduct my wife's crotchless panties? Every night I pray she'll gimme some ass!"

—Fiction by Mark Petterson

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Lost Bottom End

□ I have an '84 FL 1340 shovel with 7.4:1 compression. I've added drag pipes and tuned the stock carb. The bike seems to have lost some bottom-end performance. Can this be fixed? Also, can you recommend a cam or piston/cam combo?

Joe Fab
Revere, Mass.

■ Get the compression back up to at least 8:1, install a medium lift valve spring kit (.550) and try an Andrews #6 cam or a Crane 310 B. Solid lifters and aluminum pushrods are required. It'll be a bit noisy but it shouldn't be noticeable with those straight pipes—and it will RUN. Your next step is a new carb.

Pan Performance

□ What performance options are available for a 1948 panhead? I want it to still be reliable and run on pump gas.

Craig Evans
Dalton, Ga.

■ Head work, cam, performance carbs, exhaust pipes, mild stroke kits, more head work, etc. You should install no-lead valve seats (late shovel seats), valves, springs (shovel-style), and a mild cam (Sifton 412 or Andrews J or A). A good carb of some sort with a 38mm throat size, or slightly smaller, with a stock-size engine will give "good bang for the bucks." Mild stroker kits (84-inch) and a slightly larger carb and ignition work (automatic advance) will put some pep into it. Try to keep the compression ratio around 8 1/2 or 9:1. Run premium gas (92 octane or more) and make sure the exhaust isn't too plugged up.

Stock Shocks

□ My FLSTC is equipped with stock shocks under the frame. If I adjust them for a lighter person will this lower the motorcycle when I'm riding? Can I shorten the shocks?

Bayer
Vallejo, Calif.

Low-Buck Lift

Recently, while waiting for my EZ-LIFT to arrive, I needed to lift the back end of my bike to do some wrenching.

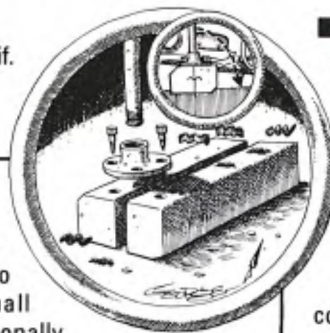
Necessity lead me to this invention: First I nailed together a couple 4 X 4s with half-a-dozen corrugated nails.

Next I screwed on a 3/4-inch pipe flange with a couple of 5/16-inch lag bolts (drill the holes to 5/16-inch). I could see that the corner next to the pipe flange was going to hit, so I

chopped it off. It helps to make a small chamfer diagonally across from the big one.

Then I took a piece of 4-foot pipe (threaded at one end), screwed it into the flange, and then lifted my FXRS. It worked great.

—Scooter Lacey
Newton, Mass.



■ It'll lower the bike slightly if the shocks aren't set down. Also, stock shocks on bikes built before 1988 aren't adjustable. On Softails, longer shocks lower them—not recommended. See the Softail Lowering Guide in the May 1992 issue.

Lost In Spacers

□ I have a '63 pan with a juice drum brake and round swingarm. I want to change the drum brake to a disc setup, keeping the stock swingarm. What spacers will I need to position the wheel and brake assemblies in the swingarm?

Lucky
Virginia Beach, Va.

■ See our Custom Brake Guide (March '92).

Speak The Truth

□ I have an '81 XLH. I'm running H-D 20-50 engine oil and an H-D filter. My bro rides a '79 FLH. He runs Valvoline Racing Oil and an H-D filter. Both run oil coolers. With all the rumors and pitches out there, please speak the truth about H-Ds and engine oil.

Joe Zorn
La Quinta, Calif.

■ BigTwins, '84 and up, and Sportys, '86 and up, are recommended to run on 20-50 oil in non-extreme duty areas. The reason for this is that the tolerances in the engines have been tightened up. Cold starts (below 50 F) want a low enough oil flow to lube a cold engine with heavier oil weights. Earlier engines, when hot, have trouble controlling the thinner weight oil and will have high consumption problems.

The two engines you mentioned should run 50 weight in the winter and 60 weight in the summer. Warm ups are also helped if you run an oil temp thermostat in the lines between the engine and cooler.

Since you live in an extreme duty area (hot and dusty), service intervals should be two or three times more often than recommended standard service intervals. ☺

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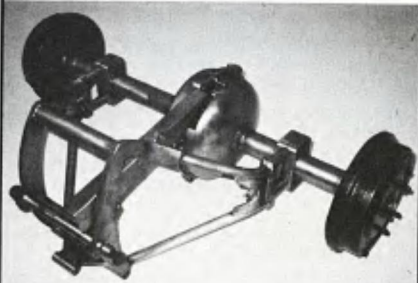
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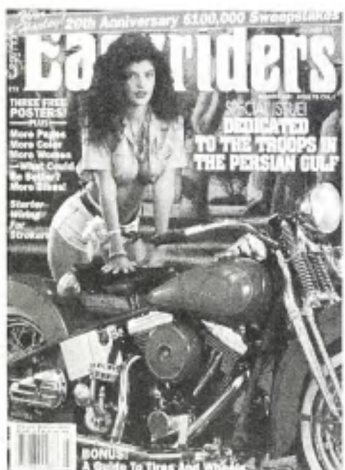
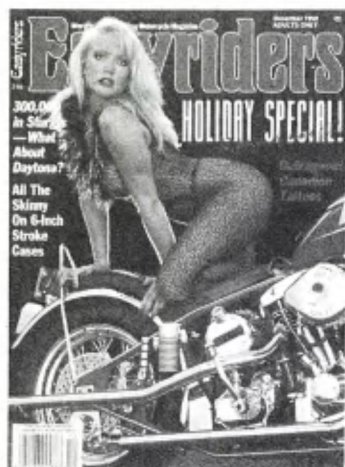
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Brooklyn H-D Sales Corp., \$15 each. 2487 Coney Island Ave., Brooklyn, NY 11223, (718) 998-6666 (U.S. funds only).

Hacienda Harley-Davidson, \$11.95/first shirt, \$9.95/second. Heavy, black 100% cotton, 5-color design. Shipped UPS/COD, XXX available. 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700 or (800)-BIKE4U2.

Harley-Davidson of Hempstead Inc., \$15 ea., includes P&H. U.S. funds only. State size. 4 Laurel Ave., Hempstead, NY 11550, (516) 481-7100.

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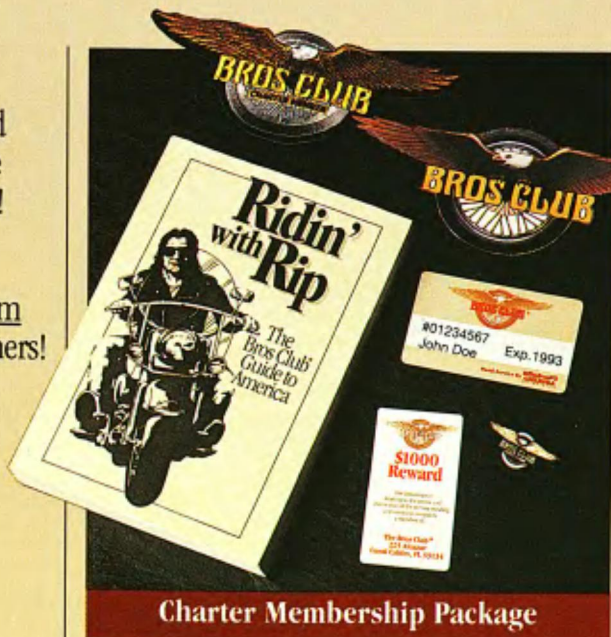
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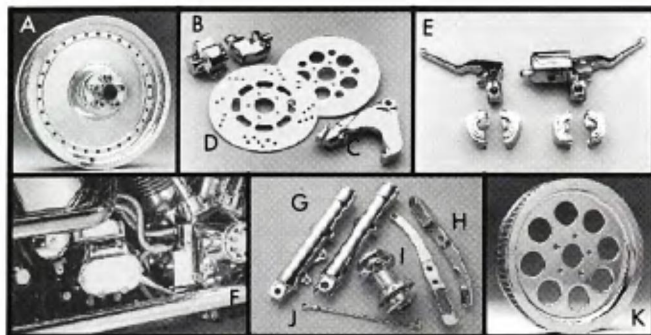
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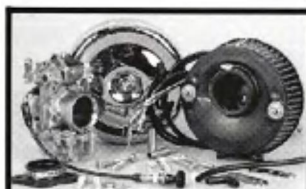
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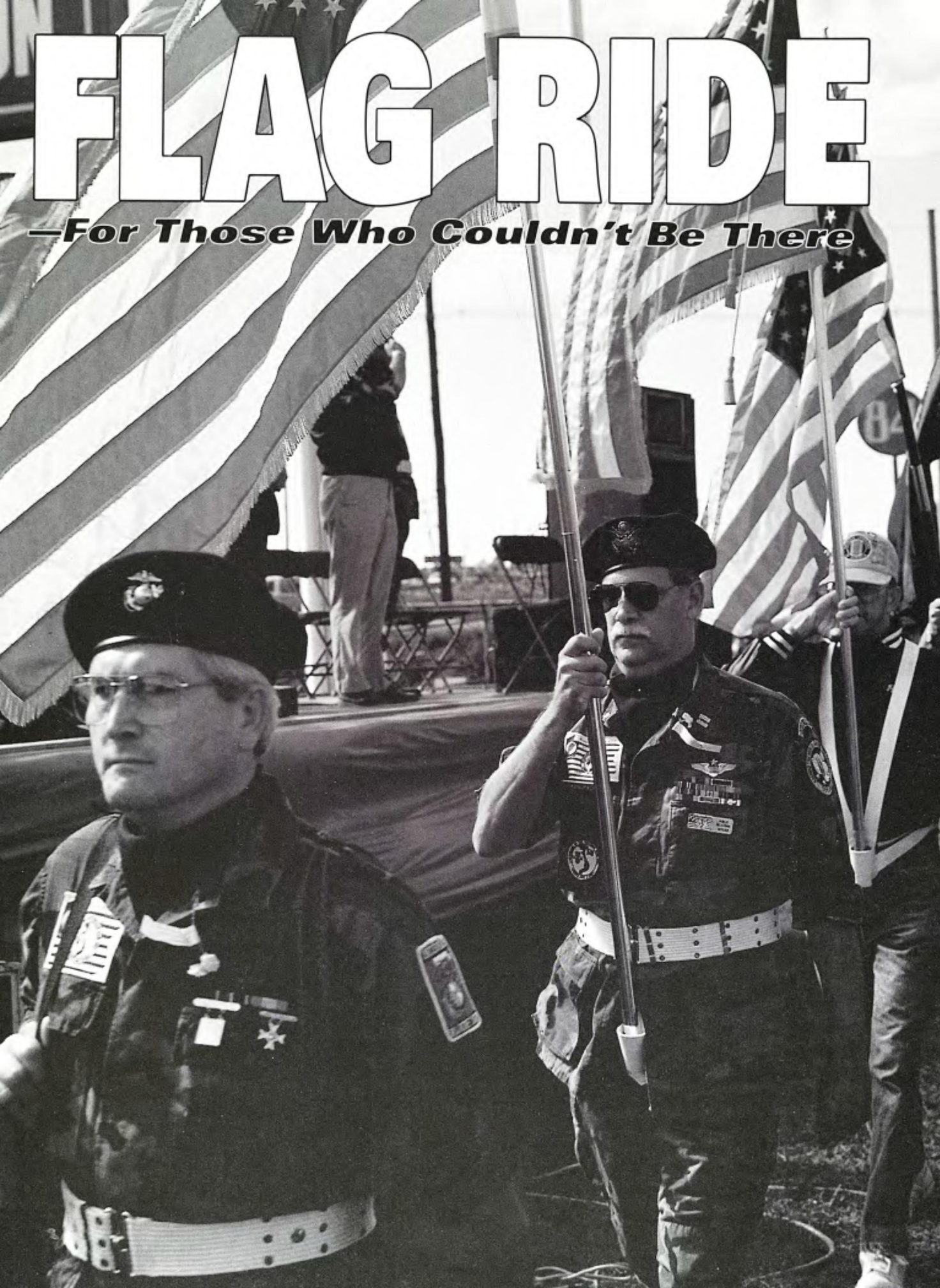
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FLAG RIDE

—For Those Who Couldn't Be There





Faces. Bearded faces, lined and scarred, but still able to care. Faces grave under military caps bearing the insignia of old battles—but caps likewise bearing the black ensign of the campaign that still continues. A group over 4,000 strong, from every state within riding distance of York, Pennsylvania, Harley riders gathered in the leather and denim garb they wear today, and in the camouflage battle



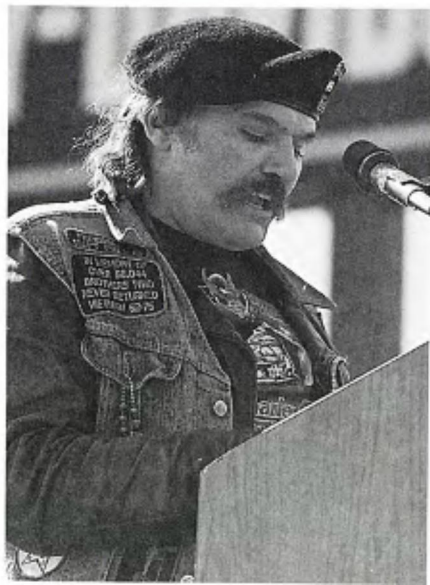
Harley riders gathered in the leather and denim garb they wear today, and in the camouflage battle fatigues they wore back then.



fatigues they wore back then.

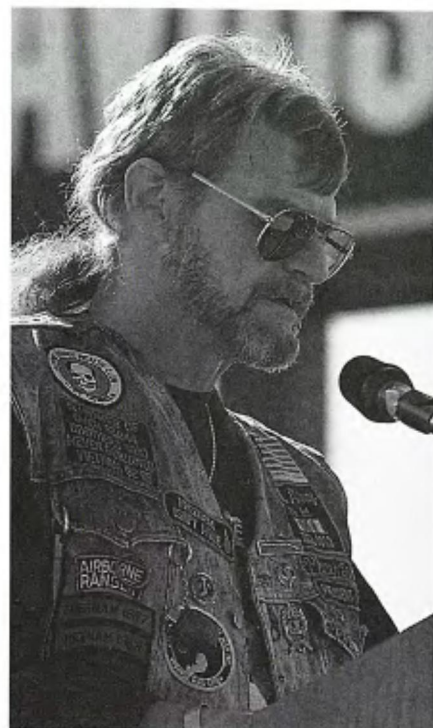
United bikers in the wind, asking, "Why me and not him? Why him, and not me?" and coming to York to remember the ones who didn't come back, the ones that only God can answer for because the government they gave their lives to simply will not.

And why York, Pennsylvania, on a crisp October 6th day in 1991? Because, like the many who have banded together to



remember the prisoners of war and the missing in action, The Harley-Davidson Motor Company does not forget its own, either. "Yes, we have a flag," the people said, "a flag to remember the POW/MIA—but who will fly it high for all to see? Who will stand with us to demand that these individuals be not forgotten?"

Harley-Davidson would. They planted a special staff in front of the York assembly



Photos: Smokey

POW/MIA Flag Exchange; C.J. Knopf, of the Concerned Citizens for POW/MIA; the Ephrata Area Vietnam Veterans; Dorothy Beck, a "Gold Star" mother, meaning she lost a son in the war, and remembers with the grief that only a woman and mother can know; and Willie G., declaring Harley's firm commitment, were among the many who came together to say: "You are not forgotten."

—Sharpshpere

plant, and on that memorable October day, they raised the POW/MIA flag to its place of honor and distinction beside the Stars and Stripes.

Harley-Davidson understands loyalty, understands—as do those 4,000 riders who attended the event and more—that you didn't deserve to come back from Vietnam if you forgot those who were forced to remain. Faceless bureaucrats may skirt the issue with mean-

ingless words and sorry excuses, but the individuals who continue to fight for the rights of those left in Vietnam will not be silenced. They demand to know, and their flag, proudly flying at the York H-D plant affirms their quest.

Rufus Pohl, of the Vietnam Veterans MC; "Phoenix," from the veterans of the Vietnam War, Inc.; Lothar Dreibelbis, of the Combined Veterans Council; members of the



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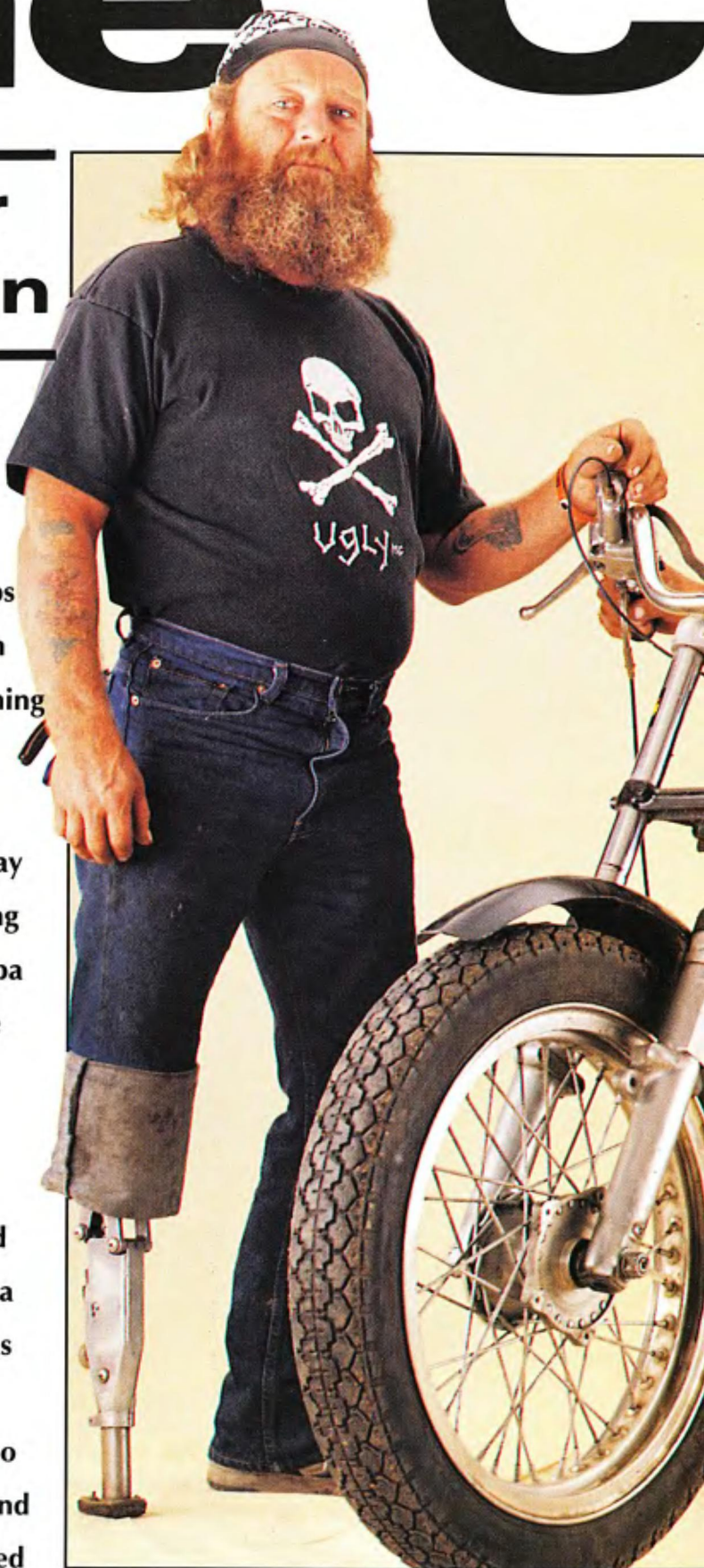
Ray's Digger Does It Again

It's not easy being the king of the hill. It's tough because you know what it takes to get there, and tough, too, when the sweet taste of winning sweeps over you, making it a bitter pill to even consider anything but being first. Winning fuels the competitive fires.

For three consecutive years those flames have been burning hot within Ray Tewksbury, better known by an admiring rodeo public and adoring kids as "Tampa Bay Ray," "Rodeo Ray," or simply, "The guy with the top hat."

Ray's one of those bros who makes home wherever he lays his hat. Born in Idaho and raised in Detroit, he landed in Largo, Florida, in the late '60s—after a stint in the Navy that let him see the seas of the Mediterranean and Carribean.

Ray considers himself a free rider who does *what* he wants, *where* he wants, and *when* he wants. Take the time he decided



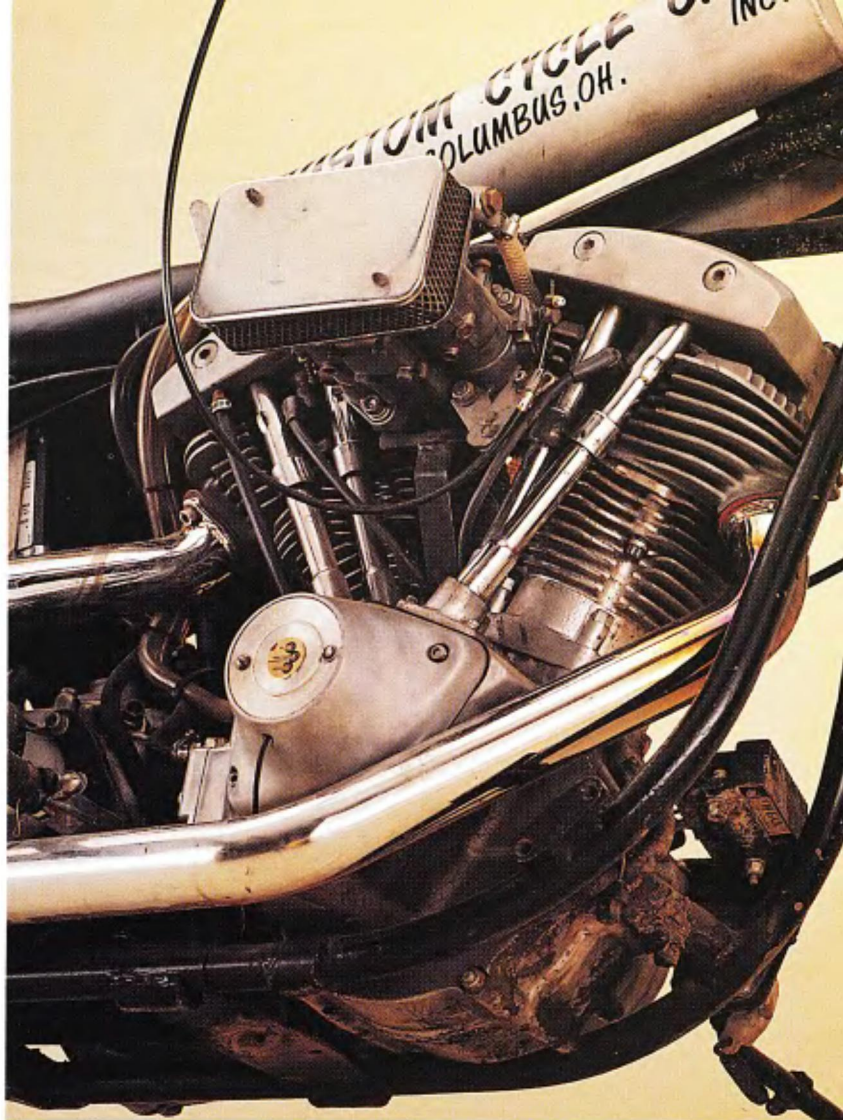
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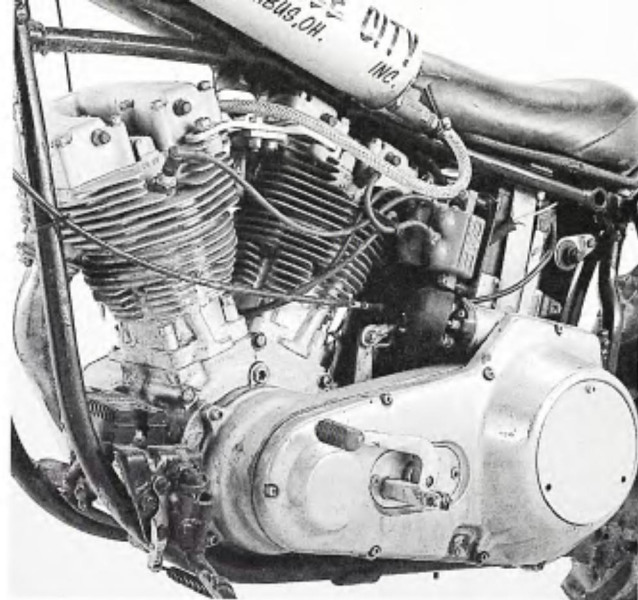
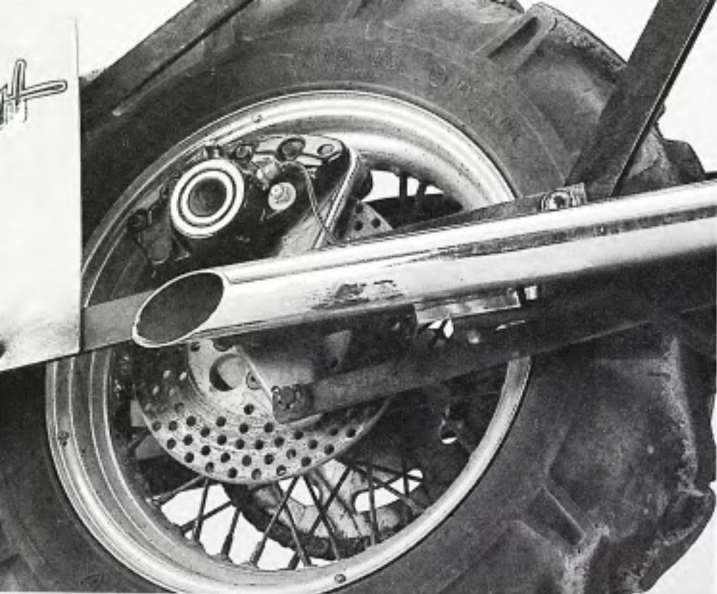


to ride cross-country on a horse, for example. Ray galloped out of Maine in freezing February temps, traveling 40 miles in three months before hitching his reins to the girl's dorm of a Pine Tree State teacher's college. That little stop lead to a short-lived marital union. These days, however, Ray is happily married to his Rodeo partner, Kari Sioux.

So where the hell does this scooter tramp get off burying the Rodeo competition? When you consider that his financial status barely allows him to get his show on the road, let alone across the country all spring and summer long, you gotta wonder how he does it. In a nutshell, he does it by being a biker and utilizing the broad brotherhood he's developed from ridin' around the country for the past 20 years. It helps keep the motel bills down, to say nothing of spendy putt repairs after every rodeo.

But in this game all the friends in the world won't help if you don't have the right nuts and bolts hummin' under you. You're just another back-of-the-packer unless your machine is every bit as competitive as the rider. That's where George McNabb and "Digger" come in. Digger is Ray's solo puller ride. It was built two years ago by George and his crew at Custom Cycle City in Columbus, Ohio, for another rodeo competitor who never maxed-out Digger's potential.





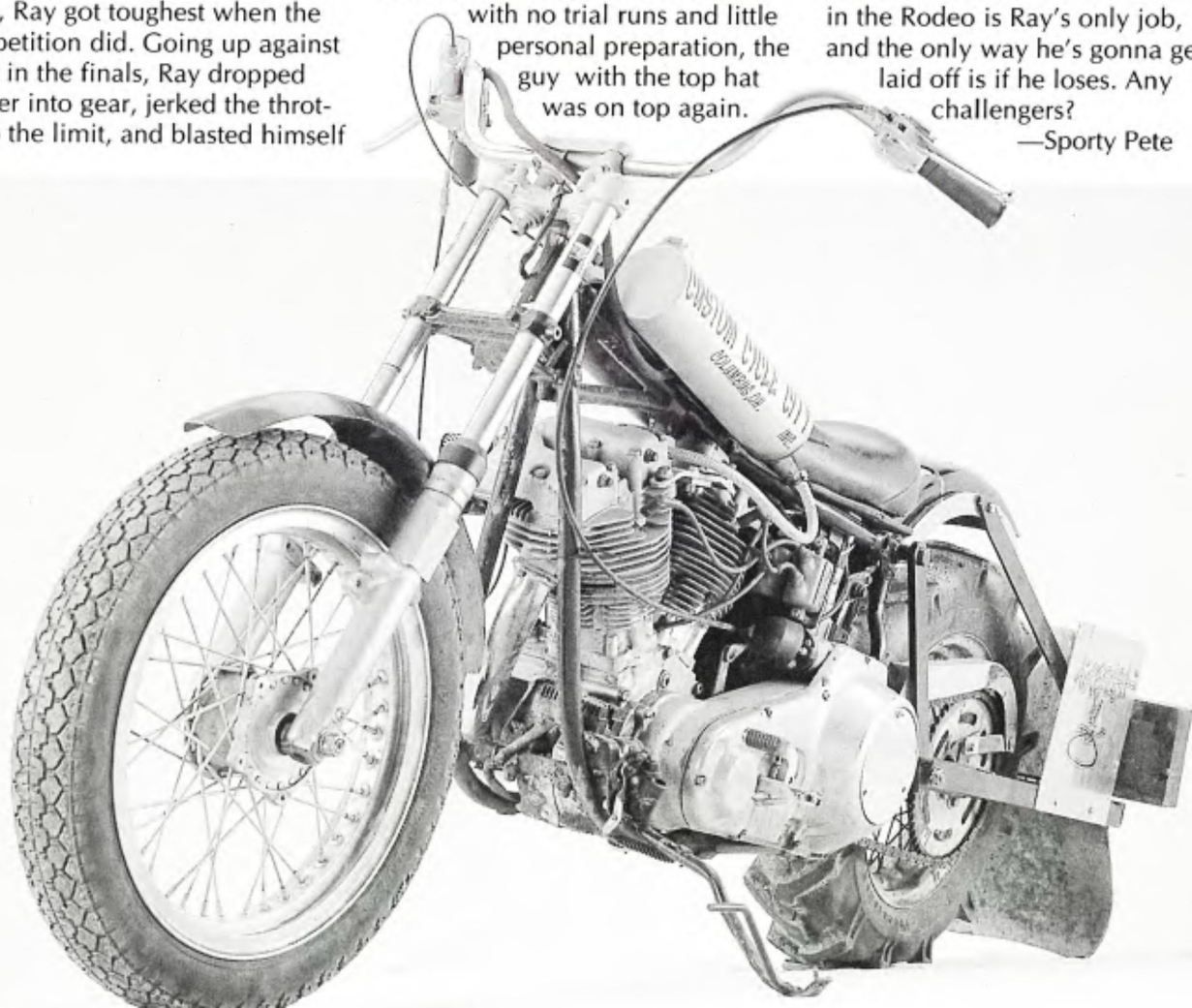
George began by sponsoring Ray with parts and service, then, late in the 1991 season, offered him a full ride—this one. Without so much as a trial run, Tampa Bay Ray threw a leg over Digger and rode it at the Rodeo Grand Nationals in Vallejo, California. It saved his bacon for the season. With Gary Freel, Dino Heath, and Rico Padilla breathing down his neck, Ray got toughest when the competition did. Going up against Gary in the finals, Ray dropped Digger into gear, jerked the throttle to the limit, and blasted himself

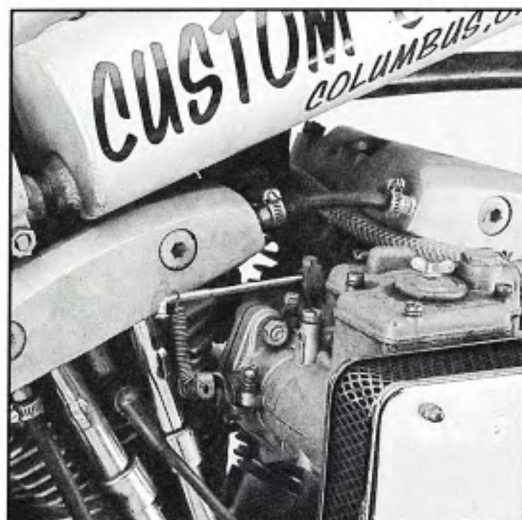
to a first-place finish in the 1,000-pound Solo Expert pull. That performance gave him the necessary points to retain the title.

George's time-consuming, intricate preparation had paid off. The new Kevlar clutches from Barnett; the 10:1 RevTech pistons, offering a 12:1 compression ratio; and the heavy flywheels, for more torque at the end of the pull, worked. So with no trial runs and little personal preparation, the guy with the top hat was on top again.

When does he find time to practice, you ask? Well, pally, That's strictly for the other guys. Ray's "practice" runs commence when the field hand drops the flag on a pull. Everything is seat of the pants, and learning the nuances of the bike comes from live action. To Ray, practice conjures up bad thoughts involving that dreaded four-letter word—work. Running in the Rodeo is Ray's only job, and the only way he's gonna get laid off is if he loses. Any challengers?

—Sporty Pete



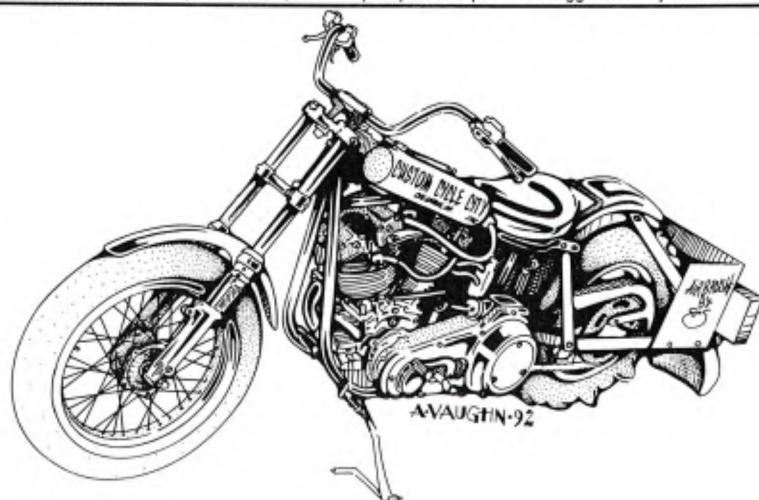


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Hijacker Bike Jacks
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Performance Machine
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Vanishing Point Bar
Hog Wild, Sylvester, Ga.
Whitey and family
Ugly MC
Kari Sioux, wife

Owner(s): Custom Cycle City, ridden by Ray		City: Columbus, Ohio	
General		Frame	
Fabrication by: Custom Cycle City		Year: 1980	
Year and make: 1990 American		Builder: George McNabb/Ron Massie	
Model: Rodeo puller		Type: swingarm	
Value: expensive		Rake: none	
Assembly by: George McNabb		Stretch: none	
Time: three months		Other alterations: extended swingarm	
Chroming by: aluminum beadblasting, CCC		Accessories	
Engine		Bars: FL	
Year: 1990		Risers: Super Glide	
Model: shovelhead		Fender(s): 6-inch flat, homemade	
Rebuilder: George McNabb, CCC		Headlight: none	
Ignition: Dyna coil, dual plug		Taillight: none	
Displacement: 92 cubic inches		Speedo: useless	
Lower end: Gene Konkle		Front pegs: yeah	
Balancing: CCC		Rear pegs: none	
Pistons: 10:1 RevTech		Electrics: 12-volt	
Cases: H-D		Gas tank: 3-quart tube	
Heads: flowed		Oil tank: 3-quart tube	
Cam: Sifton Cobra		Oil system: S&S oil pump	
Lifters: solid		Primary cover: Super Glide	
Carb(s): dual-throat Weber		Seat: custom solo, CCC	
Air cleaner: 360 degree air flow		Sissybar: none	
Pipes: 2-inch Python		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Andrews mainshaft		Type: Super Glide	
Year: 1980		Extension: none	
Shifting: four-speed		Builder: H-D, CCC	
Engine sprocket: 21-tooth		Special features: beaten	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 54-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: what molding?		Hub: H-D	Hub: H-D
Painter: Dave Hutton		Rim width: 2 1/2-inch	Rim width: 4-inch
Color: black		Tire: Dunlop	Tire: Firestone
Type: lacquer		Brake: none	Brake: disc
Special paint: Airbrush By Jim, Columbus, Ohio		Other special modifications: everything. Special thanks to Custom Cycle City: George McNabb, Gene Konkle, Howard Harrison, Ron Massie, and everybody who helped make Digger and Ray Number 1	



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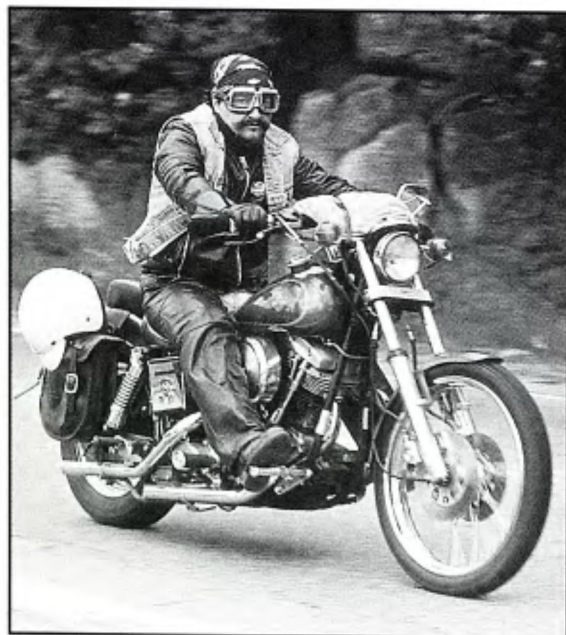
COMIN' AT YA



▼ IN THE WIND

Say what? That's what you'll be saying when you see all the photos of wild T-shirts we've got lined up for you in the November *Wind* issue. Whether they're draped over a Harley honey, a burly biker man, or the nearest keg,

their T-shirts tell it like it is. Besides your rides and your photos, you'll also be droolin' over a bombshell brunette featured on a Hog and a bonus poster. Remember, if it's out there—it's in here. *On sale August 11*



▲BIKER

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

On sale now

◀Easyriders

We don't sit around the garage, swap stories, work on bikes, and leave early. We spend our time fighting over how to make the next month's issue (September) better than the one before. This issue follows our code of the West: "Make it the best or drink like the rest." We've got a complete resource guide for Indian Motorcycles; color coverage of the Laughlin, Nevada, run; performance tech tips; legislative news; world-class bikes and women; and much more. *On sale July 28*



▲TATTOO

The world's largest-selling tattoo mag has a bang-up issue coming at you for the month of October. Along with our regular array of top-notch ink, we'll be showing you the colorful folks who gathered on the banks of Lake Erie for the Cleveland Expo. We've also got a special look at the *Easyriders* Tattoo Contest held in Vallejo, Calif. Pick up your copy today. *On sale August 6*

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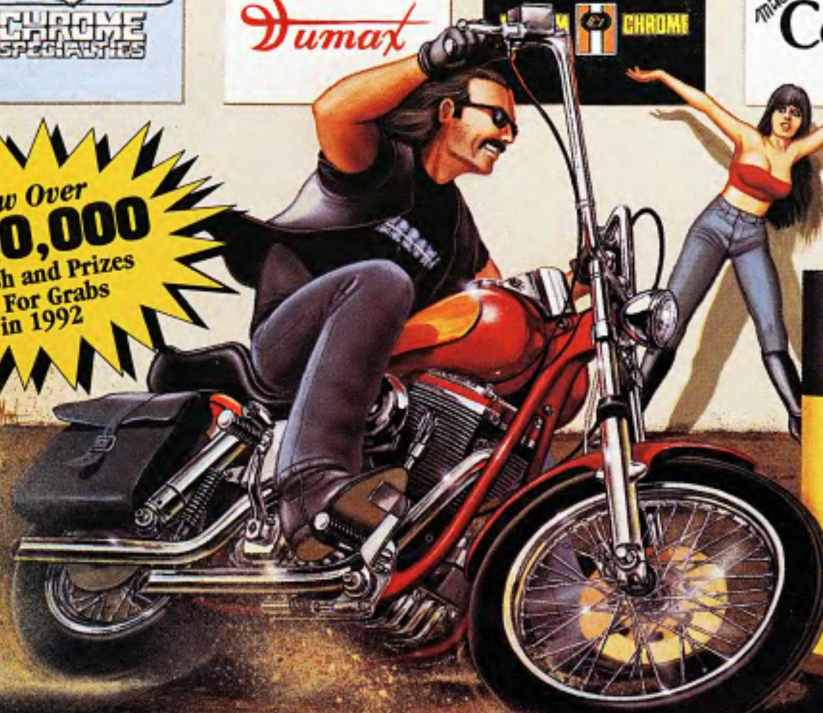
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RODEO
TOW '92

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



Motorcycle Rodeo '92 Calendar

Memorial Day Weekend

**May 23, 24, 25
Pasadena,
Texas**

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

**June 12, 13, 14
Ladson,
So. Carolina***

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

**June 19, 20, 21
Pecatonica,
Illinois**

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

4th of July Weekend

**July 3, 4, 5
Middletown,
New York**
Orange County
Fairgrounds

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

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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