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31

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Easyriders

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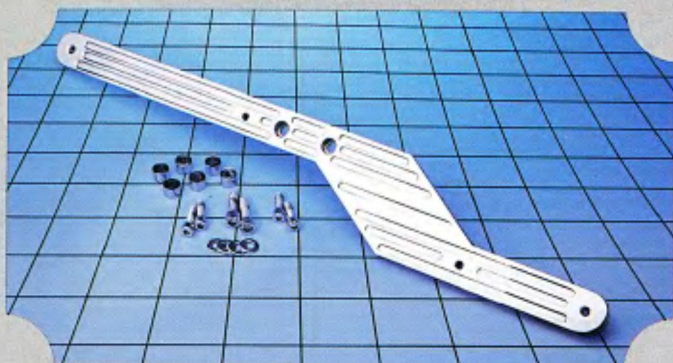
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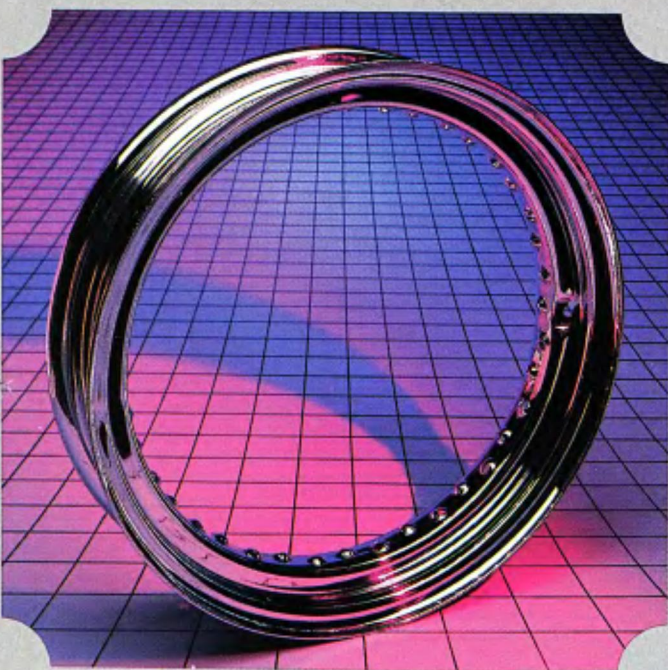
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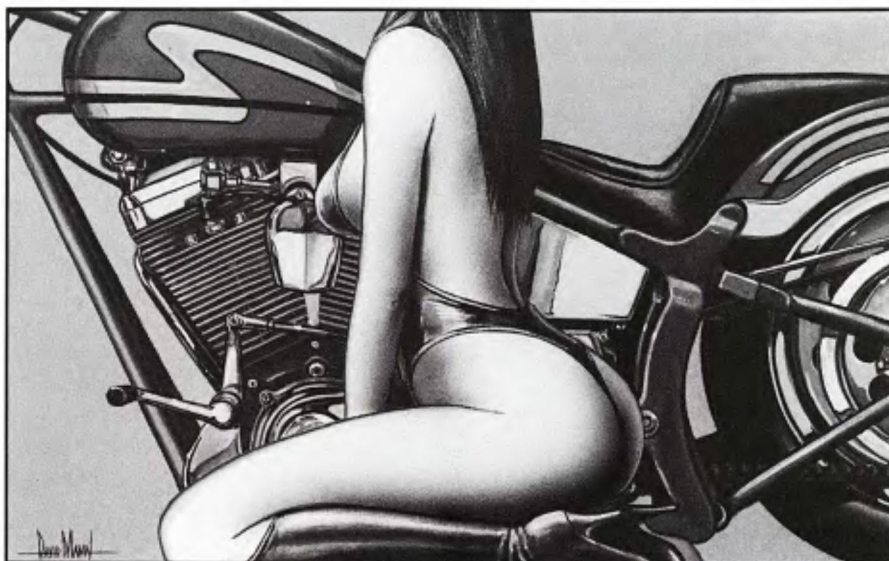
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The next liver-quiverin' issue of this rag goes on sale August 27.

Cover photo of Joleen on Maiko Saravia's 1989 FXSTs by Silvermoon



The Audit Bureau

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This old geezer was living with his 43-year-old buddy. Over two months ago his buddy died from drinking too much. The old geezer heard his friend fall in the kitchen but didn't pay too much attention. As the days passed, the geezer stopped by his buddy's body and asked him if he needed food or drink or if he was sick and had to go to the hospital. When the police came, the old geezer told them he had passed by the body a number of times to ask questions, but his buddy was a stubborn dude and didn't answer so he figured, fuck it.

With so many people getting off drugs in Kuala Lumpur, there appears to be a shortage of the stuff. So the natives have converted to something new. Are you ready? It's good old meadow muffins. It seems that they're cutting coconuts in half, drilling a hole in them, placing them over the muffins, and inhaling deeply. Now I say that's getting really hard up. So plan ahead. Keep that cow or horse in sight.

This dude in Texas had been on the run from the police for 17 years. During that time he got married and had a daughter. As his daughter got older, he thought he should check with the FBI to see if he was still on the wanted list. Sure as shit, he was, and they arrested him.

Here's another guy whose elevator didn't go to the top floor. He went into a convenience store, filled out a lengthy employment application, and when he finished, he decided to hold up the place, which he did. He wrote on the back of the application that he had just filled out, "I have a gun—this is a holdup" and handed it to the manager. The manager gave him \$185 in cash, the robber split, and the manager was left standing there with the filled-out application—address and all.

You-explain-it-to-me dept.: A woman was getting out of her car with her groceries and started to head toward her apartment. She heard someone behind her, turned quickly, and saw a guy in a gorilla suit pounding his meat. She freaked, slugged him, and split.

He was serving 90 days on a "bum beef." He had already earned 45 days good time and had only one more day to go. But for some reason known only to him, he split one day before he was to be released. You explain it.

This 70-year-old gaffer got really pissed at his 28-year-old girlfriend. He tried to get the bitch to make him some lunch but she refused. So what did he do? He thought shit, old geezers have rights too. He pulled out a gun and blew a hole in the back of her head.

This dude was in a bar telling tear-jerking

fake tales about his terminal cancer to other patrons of the bar. He was so convincing with his pissing and moaning that one of the patrons took him home and put him out of his misery by suffocating him with a pillow.

Four hours after they were married and while at their wedding reception, the fun and games went a little too far. First, she threw the macaroni salad over him, then laughed her ass off. He thought shit, I've been married only four hours and the bitch is already fucking up. So he pulled out his revolver and shot her four times. He showed her it wasn't nice to fuck around with her husband but she had the last laugh. She lived and he's on the inside looking out. (Personally, I think there's a conspiracy against men—what do you think?)

Have you noticed that whenever something good comes along, a college lab always comes out with horrible side effects, trying to discourage us from enjoying it? For instance, a lab has just come out with the fact that if you use latex condoms, you might be subject to the effects of condom dermatitis, whatever the fuck that is.

This 200-lb. bimbo was charged with dancing on her 81-year-old mother's chest trying to win an argument over what they were going to have for dinner. The mother croaked and the daughter is still wondering what in hell she's going to have for dinner. So you mothers with big daughters better watch out—they tend to get gnarly when they're hungry.

Hang onto your gonads, guys, because I've got great news for anyone who is bald. A college institute just revealed the results of their tests, and they have come to the conclusion that bald men look more intelligent than those with hair. (Maybe the professor conducting the survey was bald.)

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

Exporters

For the Brit who was complaining about not being able to afford a Fat Boy in England, there's an operation here in Palm Beach County, Florida, that'll export any U.S.-made motorcycle you want to Europe:

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Chandelle
West Palm Beach, Fla.

A Goof

I was scoping out this really grand blonde on page 48 of the June issue—you know, with the long legs and fab hair, when I noticed the hot bike with the gold-plated carb throats on the right-hand side of the bike.

"Great," I said, as I turned the page to see more of the blonde. I was heartbroken—no blonde. But there was the bike with the gold-plated carb throats, except that now they are on the left side of the bike. What gives? Does Silvermoon have a two-sided camera?

Jim Webb
Worcester, Mass.

Carrot Patch?

What is Jack Stiegler ("Wordmonger," June issue) and his band of vegetarian bikers going to use for their patch—a fuckin' carrot?

Dr. Mess Munroe
Markham, Ontario

Cheap and Selfish

Hey, you cheap, selfish bastards! You say it's *Easyriders'* 21st birthday. You have a big cake, you have four real fine ladies, you have the chicks get naked and smear soft, sweet frosting all over their hard, hot bodies, and you don't even print a damn fold-out to hang and drool over! I hope you dickstains get sick and burn yourselves on the birthday candles.

Will "HorDog" Huggins
Kendallville, Ind.

Help!

I'm a member of the Inmate Advisory Committee at the Northern Nevada Correctional Center in Carson City, Nevada. We have a problem that the bros out there can help us solve. The visiting center here has a severe shortage of toys for the rugrats to play with so they tend to get a tad rowdy. The cops' answer is either to let the kids run

wild or ban them from visiting.

Is it possible to put together some sort of a donation from the bros out there? We need toys for ages 1-8, like dolls, teddy bears, Tonka trucks, and other stuff a kid can't cram into their mouths or pockets.

Since this is a prison, you'll need to contact me to work out the details.

Michael R. Smith #21039
Box 7000
Carson City, NV 89702

Wrong?

In "Tintop Chop" (May '92 issue, pg. 65) on the spec sheet under shifting you say that this '51 pan has "suicide w/mousetrap." Wrong! Look at the flicks. You'll see a nice-looking tank shift with foot clutch.

Randy Hougham
Sandwich, Ill.

A Pat On The Back

I'm the local president of the Vietnam Vets MC here in the Houston area. Last month the *Easyriders* Regional Bike and Tattoo Show Tour was here in Pasadena.

At our meeting the bros voted to send in a letter of appreciation to Al Sherman, Cathy Chaffin, and the rest of the *Easyriders* staff.

We were treated most courteously all weekend. We were given an excellent location for our vendor table, questions were answered promptly (and with a smile or a handshake), and we were able to raise a couple hundred dollars for our charity—the patients of the Houston V.A. Hospital. We purchase recreational gear for the patients with the profits from our sales.

On behalf of my brothers in the club here in Texas and the patients in the hospital I thank you and your staff.

The Professor
Houston, Texas

Hey, Professor, knock it off! They're gonna want to be paid in real money if you keep it up.

Give Respect!

This is to set the record straight concerning a letter which appeared in your Jan. '92 issue entitled "What Gives?" It dealt with the owner of a '91 Sporty who got no respect from guys while riding the above-mentioned bike.

What everyone seems to miss is that the original letter was written by a woman. How do I know? I'm married to the author.

My wife and I both ride Sportys. I don't expect her to hop on the back of my ride, although at times she has. In turn, there've

been times when I've been on the back of hers. The reason she wrote the letter was to ask why most men who find out that she rides her own bike usually put her down for it, and not to debate whether Sportsters are for "real men." Why is it that most guys who ride do not like to see a woman on a Harley unless she's on the back? I find nothing more sexy than seeing my wife on her own bike next to me (on mine) as we kick down some road.

I'm sure a lot of "bros" out there don't care to ride with a woman unless she's part of the cargo. That's up to them. But give respect where respect is due.

I-Beam
Jersey City, N.J.

Spider's A Sexist Prick?

□ I'm writing in response to a comment made in the April '92 issue about learning something from the Japanese when it comes to dealing with sexual harassment ("Takin' It Easy"). I think that comment shows the writer to be a sexist prick who needs to be whipped by a woman at least as big as he is.

KT
Toronto, Ontario

■ Ooh, you just gave me a chill.

Spider

A Correction

□ The following is a letter from Jack Jensen, Founder and National President of the Association of Recovering Motorcyclists (ARM) to Tony "Pan" Sanfelipo who wrote the article "Bikers Against Crack" in the June 1992 issue.

"Bikers Against Crack" appears factual except one part, that being that ARM is an association, not a motorcycle club.

We've worked hard to maintain respect with the ruling motorcycle clubs in the areas in which we exist and do not want to appear as though we've now decided to be a motorcycle club. We started out an association and will remain so. We do not wear a motorcycle club rocker. Instead, there's a lower rocker that reads "Independent" which means just that. We claim no territory and we ride independent of alcohol/ drugs.

Jack Jensen
La Crosse, Wis.

Who's Sorry Now?

□ To every Vietnam soldier and veteran living and dead: I owe you this letter for nearly 27 years spent in regret due to a misguided

'60s idealism. Who's sorry now? I am. I am sorry...

... for parading in self-righteous smugness, unharmed while you marched tired and scared in fear for your life.

... for raising a sign against you when you were dodging bullets.

... for saying you didn't have to go when you had no choice other than that given to the rich or a draft dodger.

... for putting you between a governmental rock and a conscientious hard place while you were bogged down in Cong-infested jungles.

... for shouting at you that "War kills," while you lay dead and silent.

... for standing by voiceless in your defense while you defended what I didn't say—with your life.

... for not supporting you while you held up a wounded brother or carried his dead body, under fire, to a waiting chopper.

... for not understanding that what the government did to Vietnam it also did to you and me.

I'm sorry that when I thought I fought the government, I fought against you—while you only fought to stay alive. What you had to endure while you fought to survive I could only guess, and when you returned, I'm sorry I didn't welcome you home to show you how relieved and happy I was that you came home safely and how guilty and sad I felt for those who did not—and for the suffering, the pain and the loss of those you left wondering, as you were listed POW and MIA—even now, no one knows where you are.

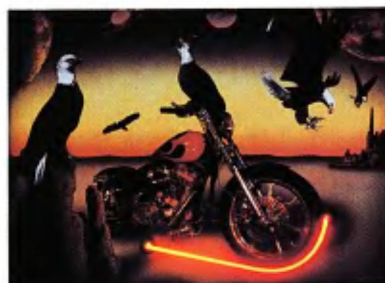
We are of a generation—of a unity—and yet we were so easily broken apart by ideas. Perhaps still are. When we stand for what we believe to be human rights in principle, we lose the fact that the true sense of all humanity is understanding, respect and individual dignity. I'm sorry for an intellectual disregard of your suffering.

This is both a most personal and public apology and long overdue. In unity and humanity, thank you for your sacrifice.

Unsigned
Somewhere

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.

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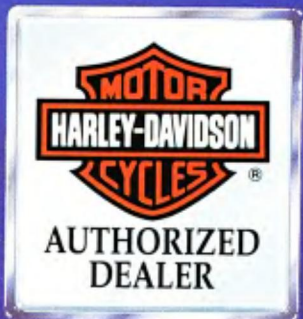
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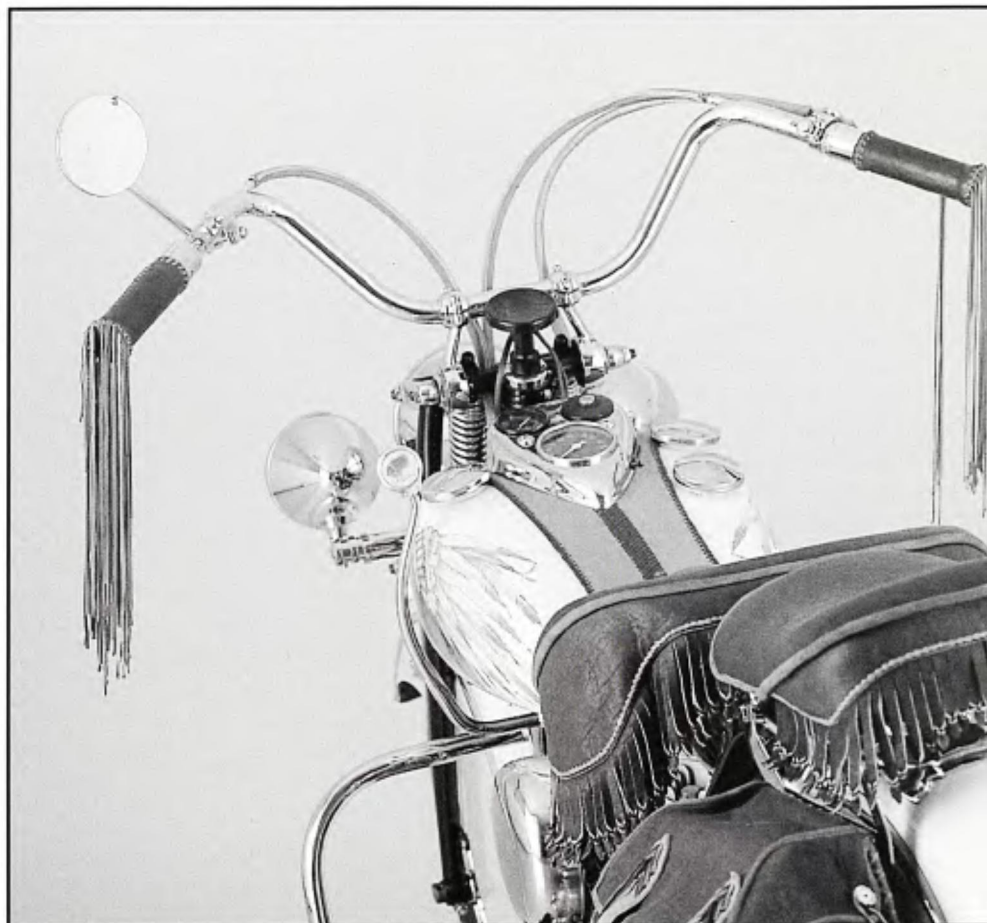


If Mike Fisher's '47 Indian Chief had a bumper sticker, it might read: My other bike is a '48 Chief. My other bike is a '46 Chief. My other, other, other bike is a '47 knuckle. So, you see what kind of man sponsored this brown-and-cream riding remembrance.

Mike started out about 20 years ago with the knuckle. The fondness for older stuff led from the knuckle to the '46 Chief and next to the '48. Nice, but Mike still wanted a road-eater to ride to Sturgis, hence, his third Indian, this '47 Chief.

Because of its modifications—like the buffalo hide seats and saddle bags—he violates Indian purity.

Doug Burnett, who runs Burnett Indian Motors in Merced, California, built the engine, and Lowell Hendrickson put everything else together. When painting time came and Mike wanted Claudia Fletcher-Smith to put an Indian head on the tanks, Lowell fetched out a stack of Indian literature a foot high. Mike looked at every variation on the logo that Indian



Remember Paul, Remember Dan. Just as a man himself must stand for something, so do the things from his hands stand for him, and this 1948 Chief stands for Paul, the mechanic who put the engine together, and Dan, the painter who gave it its color. Both are gone now, young men in their 40s lost to family, friends, and biking brothers.

But well remembered, for they left a living monument that tells, more than any piece of polished granite, what they stood for.

When this Indian starts on the first kick and rumbles like it ought to, people say, "Paul did that." And when they moisten a fingertip, the better to feel the fine gloss of the finish, they say, "Dan did that."

Paul's wrenches at Indian Reservation Cycle, an H-D and Indian shop in Bechtelsville, Pennsylvania, run by Glenn Hartzell. Dan spread color at Custom Company in nearby Chester. Fifteen years ago, while free-lancing as a bike mechanic and trader, Glenn



had ever used—and didn't really think any of them fit. Then he noticed Lowell's belt buckle. "That's it," he said, and Claudia copied the head—not pure Indian, maybe, but Indian enough to go to Sturgis.

With mechanicals in order and paint in all the right places, Rick Shockley, of Leather Rose in Jamestown, California, added the leather touring package of buffalo hide seats, saddlebags, and a tank "bra" that holds pencils and other odd items. Let the effect of that leather work on you. Above all, the native American tribes had a sense of dignity, and that's how Rick Shockley's bags fit this motorcycle: totally functional, unobtrusive, yet a strong gesture that completes the job the way a conductor's baton ends a rousing march. If Sitting Bull had found a set of bags like these on Custer's horse, he would have kept the bags and let the horse go.

—Dung Dancer



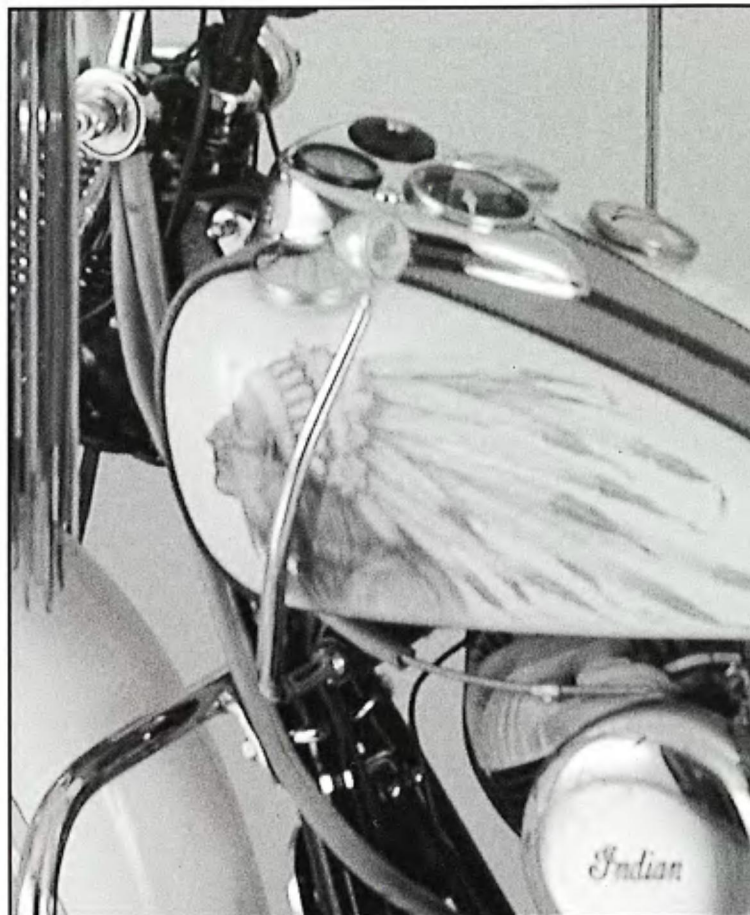
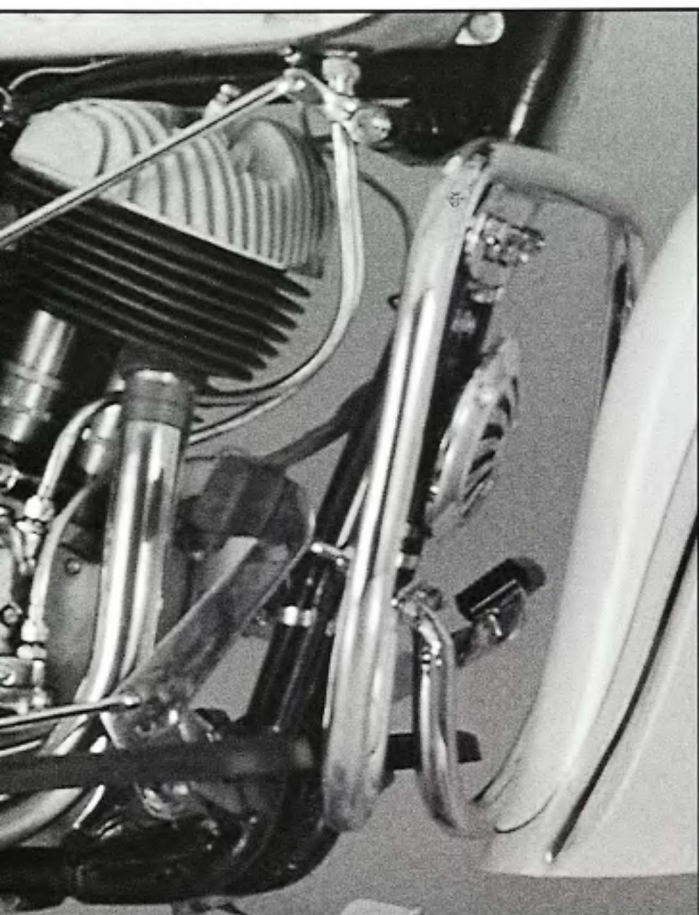
"lucked into" some derelict Indians and set up shop to restore them.

Since most people want "factory original" restorations, Glenn has to run a project of his own every now and then so he can experiment—like with the wineberry red beauty here. The bike has more chrome than Indian used, and the color—well, although Indian offered variety, they never painted anything like this. The late Dan, a 'Nam vet who succumbed to the effects of Agent Orange, laid a gold base over the fender and a silver base on the skirts, then applied the wineberry red acrylic. The gold base darkens the fender, so it seems to hold the skirt down—making the most of the road-hugging look of the deep skirts.

In some ways, everything Indian Reservation does from now on will be second-best. People may nod their heads affirmatively at a new project, but then they'll let their heads turn to the wineberry red Chief and say: "See that one? Paul did the engine, and Dan painted it."

—Ol' Featherbed



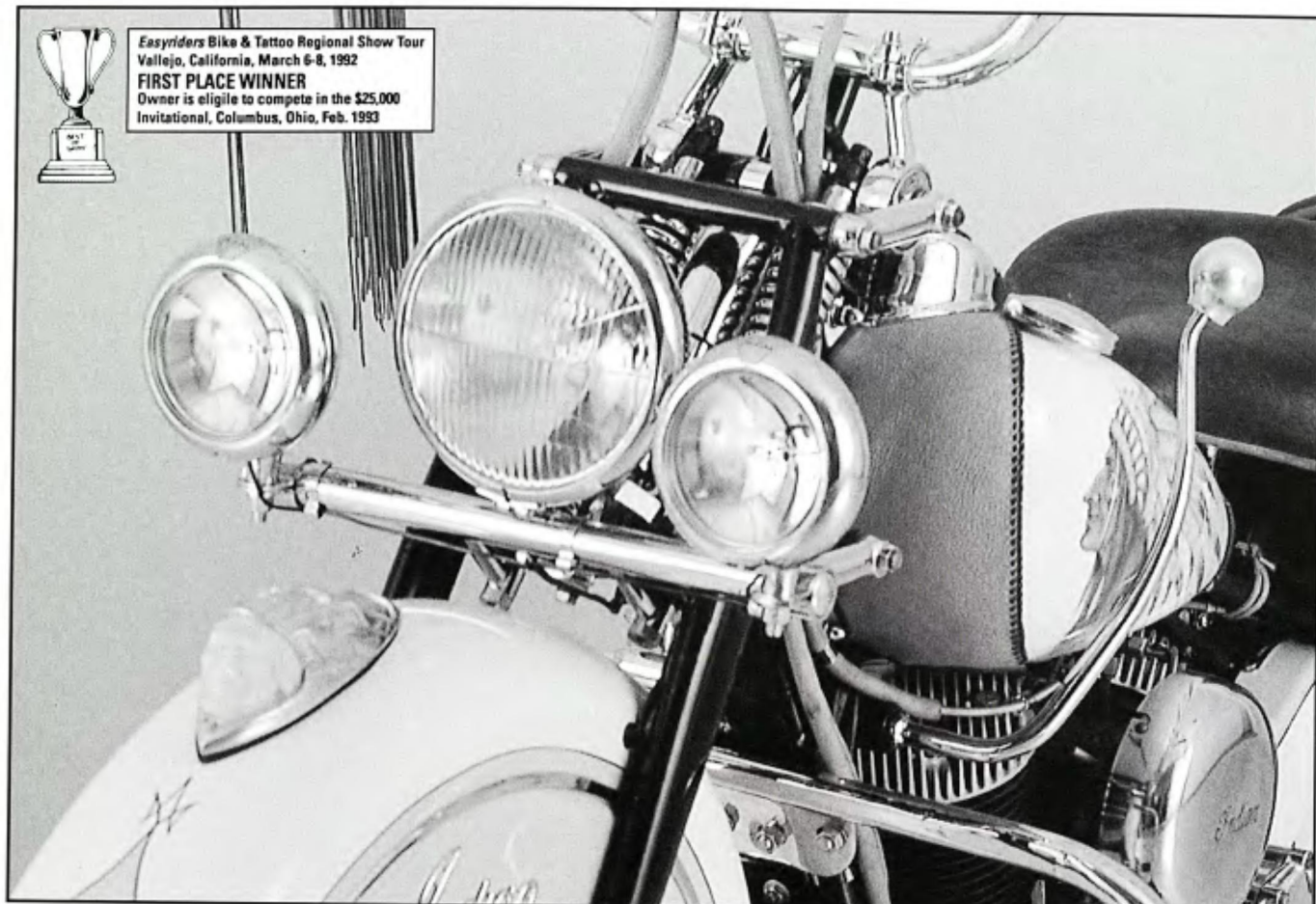




Easyriders Bike & Tattoo Regional Show Tour
Vallejo, California, March 6-8, 1992

FIRST PLACE WINNER

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Invitational, Columbus, Ohio, Feb. 1993



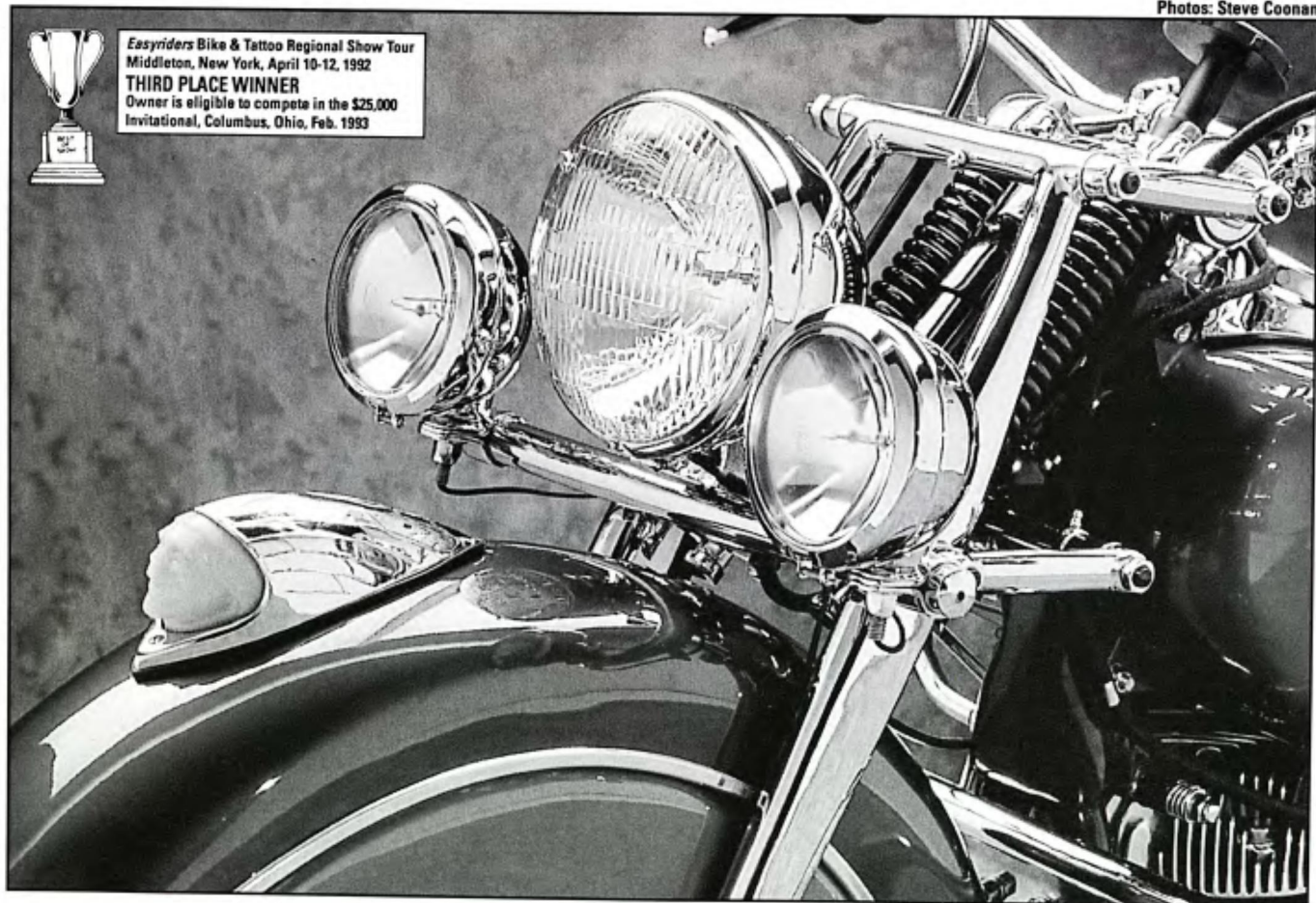
Photos: Silvermoon



Easyriders Bike & Tattoo Regional Show Tour
Middleton, New York, April 10-12, 1992

THIRD PLACE WINNER

Owner is eligible to compete in the \$25,000
Invitational, Columbus, Ohio, Feb. 1993



Photos: Steve Coonan

HEART AND SOUL

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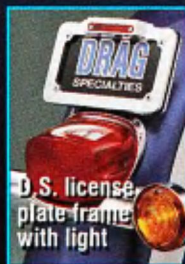
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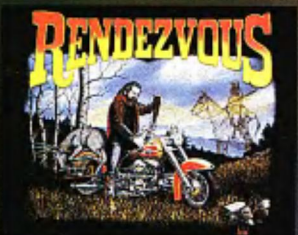
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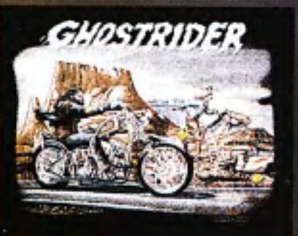
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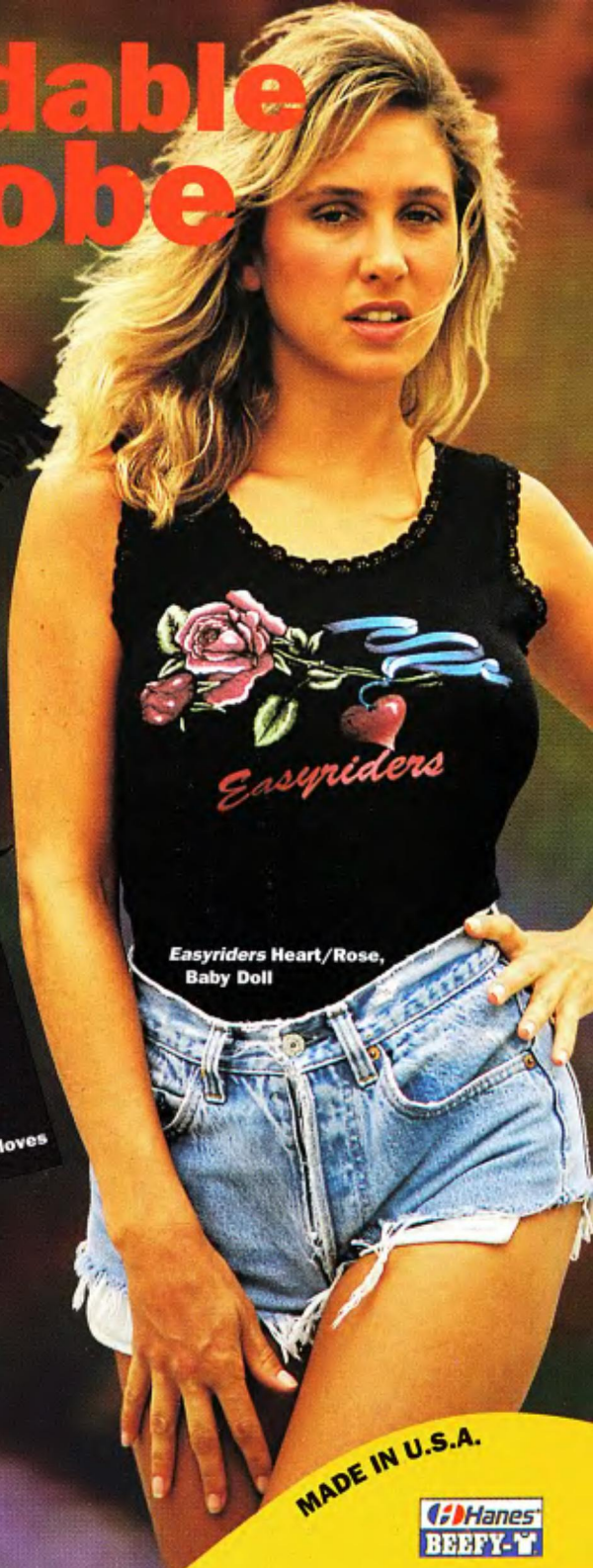
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EASY NEWS

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

FLOYD GETS ABATED PASS A HELMET LAW, LOSE YOUR JOB

After California Assemblyman Dick Floyd spread his lies about "public burden" thick enough to get a helmet law passed, ABATE of California sent him a public message: "You're going to lose your job over this." The promise came true on primary election day, when Juanita McDonald, a woman entering serious politics for the first time, took the District 55 seat Floyd claimed as his own.

The sweet justice (or revenge) here is that ABATE took a big hand in McDonald's campaign. For her part, McDonald says her first official act after she takes office will be to introduce a bill to repeal Floyd's helmet law.

The idea of having Floyd as her representative was more than she could stomach. She filed for the seat herself. As soon as the Secretary of State certified McDonald for a place on the primary ballot, Mike Osborn, of California ABATE, gave her a call. "We'd like to help," he said. "What do you think of mandatory helmet laws?"

"I don't like 'mandatory' anything," McDonald said, and they were on. Out of the bars and off their butts came hordes of beards and leathers to stuff envelopes, answer phones, and put up signs. ABATE bros used their cars to haul other campaign volunteers to the neighborhoods they were working, then went on to walk blocks themselves, knocking on doors and handing out flyers.



Primary election night: the ABATE crew held a wake for Floyd's political funeral.

The new District 55 includes Long Beach, a town long known as a bastion of shipyard workers and longshoremen—types unlikely to vote for a woman, given a cigar-chomping loudmouth as an alternative. ABATE was especially influential in Long Beach, then, because bikers speak the same language as dockworkers.

"If you guys are behind this lady," the longshoremen said, "she must be all right," and the voting in Long Beach shows that they followed through.

Carson, McDonald's own town, is different. You see it right away in the orderly parking and the number of churches.

"I didn't know bikers did things like this," the Carson people said, taking the flyers.

"Yes, we do," the ABATE bros answered.

"This lady must be something special, if she can get guys like you to work for her," the people said.

"She is," said the bros. "Vote for her." And the people did.

To show what they thought of that, the people gave Juanita McDonald 14,959 votes. Floyd pulled 9,641. Elder got 9,002. In other words, 23,961 voted against Floyd and his proud helmet law—and ABATE talked to a lot of those near-24,000.

To pull the votes she did, McDonald had to have something extra going for her and she credits ABATE with being part of that "extra."

For example, she thanked ABATE for recruiting "dependable" campaign workers. If ABATE said half-a-dozen bikers would show up to unload boxes of flyers, half-a-dozen showed up—unlike people who promised to help, then called to say they had to see their hairdresser instead. "At times," Paul Lax, ABATE of California's executive director, recalls, "ABATE made up a good half of the volunteers working for McDonald."

McDonald wasn't the only one. Well before the primary, ABATE published a *Voter's*

Guide to the candidates they endorsed for state and federal offices. Of those, 80% won their primary races for state Senate seats, and 64% won races for Assembly seats. With that 80/64% success rate, a lot of candidates are admiring the political muscle ABATE can flex—and wondering where they'll stand in ABATE's guide to the November elections. After seeing Floyd go down in a knockout, along with the pro-helmet Elder, many candidates will want to be on ABATE's good side.

"The message we sent to Floyd, and to the legislature," says Osborn, "is simply this: 'Pass a helmet law, Lose your job'. That same slogan will work in other states, too."

Major point: whether deserved or not, California has been called a "bellwether" state. Remember, for example, that after Floyd's law passed, legislators in several states said, "Well, look at California. They finally passed a helmet law, so we may as well pass one, too." The California law served as a justification for the law they wanted to pass at home.

Bros in other states, make sure your pro-helmet legislators understand that the sword cuts both ways. If the California example means anything, it means, as Osborn says, "Pass a helmet law, Lose your job." That's a helluva good slogan for the fall elections. Pass it on.

—Maestro

QUID PRO QUO

To the Latin scholar, *quid pro quo* translates as "this for that." To someone running for public office, it means "You give me help, and I'll give you something back." To people who don't want to wear helmets, it means a way to keep helmets off their heads.

As legislative coordinator for ABATE of Illinois, Todd Vandermyde, of the Dukane Chapter, says he found that candidates didn't need money as much as they needed help. "I get plenty of money from fundraisers," one candidate said, "but what I need are people to work—to answer phones, pass out leaflets, put up signs, and so on."

Todd recruited some ABATE people to hand out campaign literature. The campaigners knocked on doors, introduced themselves, and asked people to vote for the candidate. Beards, leathers, and tattoos didn't matter to the good citizens, who accepted the leaflets in good spirit. Meanwhile, other bros loaded pickup trucks with stakes and signs and, from a list provided by the candidate, put his name in front yards all over town. While they were doing that,

ABATE brothers and sisters with good telephone voices handled phones, answering questions about the candidate's position, etc.

The candidate won, and credited ABATE's help as making a difference. Later, Vandermyde wanted some time to explain ABATE's objections to the proposed Illinois helmet law. The candidate, now a legislator, waved his hand. "Don't bother me with the details," he said. "What do you want?"

"We want you to vote against the bill," Todd said.

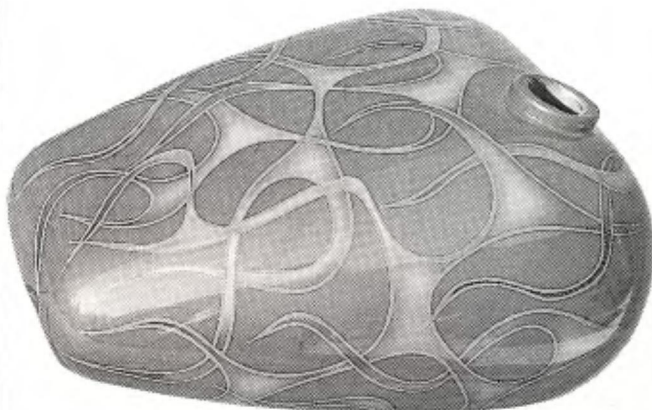
"You got it," said the legislator. "You guys were there for me, and I'm here for you."

"The impressive thing," says Todd, "is how much difference a small number can make. Ten people can knock on a lot of doors in just one evening. Three guys with pickups can put up a lot of signs. One guy sitting in a bar for two hours can collect a lot of signatures."

A little *quid*, then, can generate a helluva lot of *quo*. Volunteer to help, and you'll have a friend in the legislature when you need some help fending off Big Brother.

—Perfesser

FLAME-OFF FAUX PAS



Phil Kotschl's winning flamed tank.

We didn't mean to burn anybody, but we sure found out in a hurry about our foul up. We received a bunch of calls and letters informing us that we got the photos reversed regarding the finalists of the flames contest (May 1992 issue, #227).

The copy is correct, but the photo in the third-place slot is actually the first-place flame job, and the photo shown as first, is actually third. Confused? Yeah, so were we.

Since we're making up for our past mistakes, we'd like to mention the painters this time. These talented individuals made it all possible:

Phil Kotschl's bike was painted by Smith Customs; Tony Rodriguez's bike was painted by J. Williams, R. Williams, and Bob Earhart; and the Mysterious Bay Area Biker's bike was painted by Ron's Custom Paint Shop.

—Compton

FROM THE OCEAN TO THE MOUNTAINS

In Connecticut, Donna Spencer, a member of the Connecticut Motorcycle Riders Association, wrote to Senator Thomas Dodd, asking him to support S. 2204, the bill to repeal the seat belt and helmet provisions of the 1991 highway bill. Senator Dodd sanctimoniously replied that he believed the "safety measures" would "prove effective in reducing the tragic toll of highway accidents." No reaction to

the even more tragic loss of personal freedom.

Appropriately, then, ABATE of Wyoming warns snowmobilers that they may be next. Big Brother is also after ranchers who "ride fence" on trail bikes and farmers who ride dirt bikes and ATVs to get around their fields. Senator Dodd and his friends will not forget that these, also, need the benefits of "safety."

—D.S.

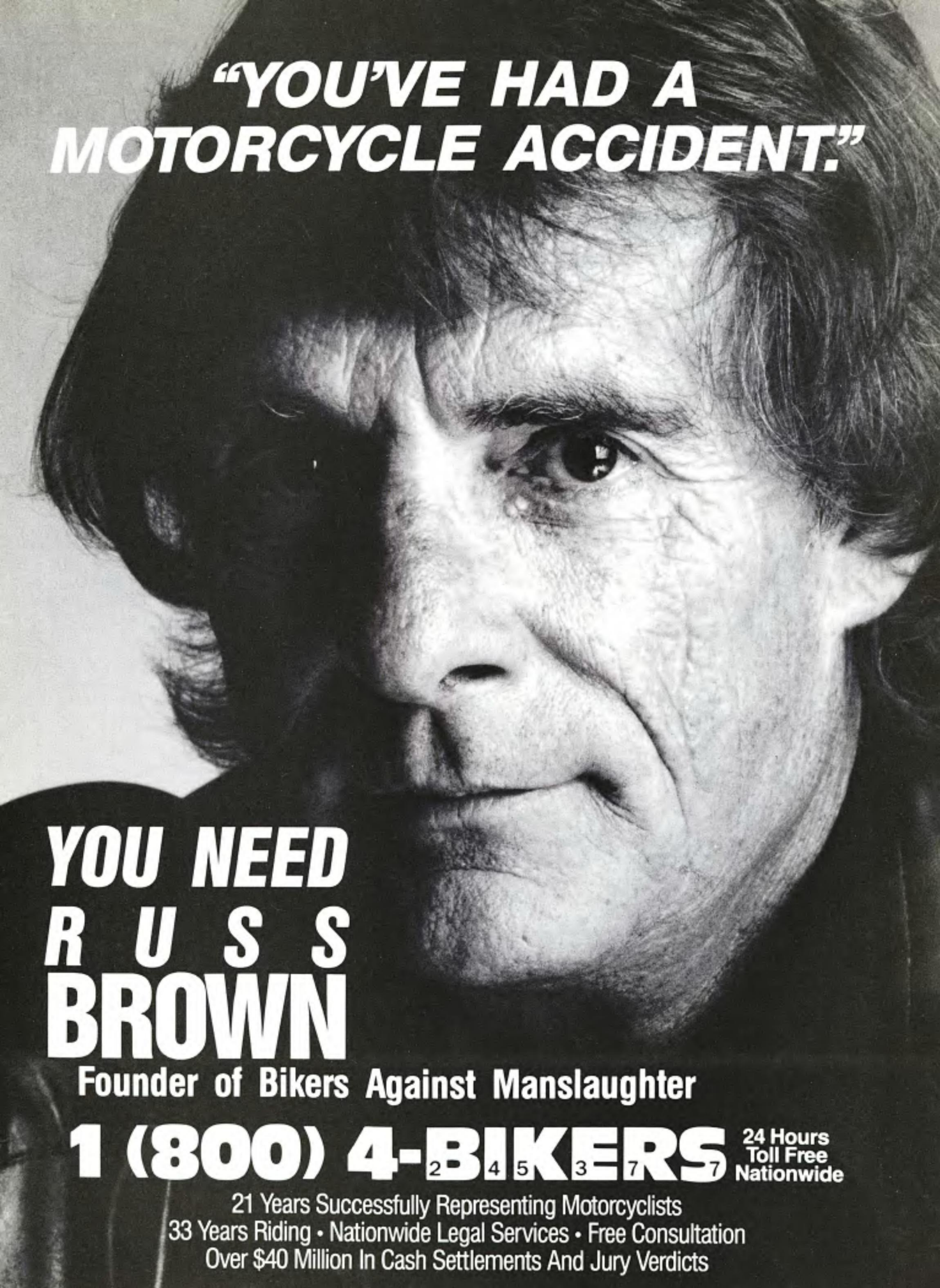
FLASH FROM ILLINOIS: ABATE WINS!



In late May, two days before a floor vote, Senator John Cullerton withdrew his helmet law bill. ABATE of Illinois has so totally discredited Cullerton's "public burden" numbers that he was unwill-

ing to risk the embarrassment of losing. Cullerton could bring the bill back as a "rider" to another bill, but ABATE reckons the issue is dead for the year. Good work.

—Toejam



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It was ominous: at the same time my plane was supposed to take off for Philadelphia, AirForce One was on the runway, taking President George W. Bush from riot-torn L.A. back to the sanctuary of the White House. Los Angeles International was basically shut down, while our government enjoyed royal privileges.

After sitting idly on the runway another half hour, the pilot informed us that this delay was due to the fact that air traffic controllers, on their computers, had our route going no further than Salina, Kansas, and we couldn't leave until they had figured out the mistake.

It seemed appropriate that I arrived three hours late at my final destination, Atlantic City, where the seventh annual National Coalition of Motorcyclists (NCOM) Convention was already well underway. While on a minor scale, these government-related hurdles nonetheless represented to me the frustration, setbacks, and failures motorcycling in general has been suffering at the hands of state as well as federal governments.

This was also the theme of this year's convention, which lasted from Thursday to Sunday, May 7-10: how to deal with the government. Workshops

and seminars had been set up to inform the 180 or so representatives of various bikers' rights groups throughout the U.S., Canada, and Europe how to deal with politicians and law enforcement on a local, state, or nationwide level and how to approach these seemingly inaccessible institutions on their own turf, through voting and political involvement.

Speakers from within the ranks of the biking community as well as from the outside offered their views and experiences. Beginning with representatives from the various ABATE groups, seminars culminated with several state senators, professors, and a U.S. senator. Not all politicians are against us.

Debbie Lough from NCOM/ABATE of Maryland elaborated on women in motorcycle rights, while Fred Curren of ABATE of Pennsylvania spoke about how to get our own people elected into public office. Seminars ranged from "Defining the Constitutional Law," given by Larry D. Barnett from Widener University (Chester, Pa.), to "The Constitution vs. The Supreme Court," by E. John Wherry Jr., associate professor at the same university. "New Techniques in Lobbying and The Town Meeting" was covered by Bob Illingworth, from the Minnesota Motorcycle Riders

Association, who illustrated how political involvement at town meetings throughout his state has not only helped prevent a helmet law, but has put the biker-politician relationship into a whole new light.

Seminars and speeches at the convention touched upon a myriad of topics, yet the bottom line laid out by each speaker was: Bikers have to get more involved politically, whether at the voting booths or on the podium, at the clubhouse or during rallies.

"We complain about anti-motorcycle legislation and how the government is slowly usurping our power, taking our rights from us one at a time," said Richard Lester, one of the founders of NCOM. "Meanwhile, there are legislators out there who have put themselves on the line . . . to help us, and we seem to literally be unwilling to lift a finger to help ourselves."

Again and again this was the message brought home by the various speakers. "On February 6, Senator Dave Durenberger (R-Minnesota) introduced S. 2204, on February 7, Congresswoman Olympia Snowe (R-Maine) introduced H.R. 4207," Lester cited as example. "These bills would repeal the sanctions section of the Highway Transportation Bill, basically taking out the 'teeth' by not allowing

the Federal Government to blackmail the states into accepting helmet and seat belt laws."

"We must act today," Lester urged, indicating that our freedom is in our hands. If we do not act upon this legislation, we will have allowed it to fail.

Senator Durenberger was consequently one of the the honorees at Saturday's Silver Spoke Awards Banquet. Other members honored were Jim Vance, an anchorman for NBC in Washington, D.C. (see Hall of Fame this issue), who received his award in the media category, and Bob Illingworth, who received one of the most prestigious awards given that night, the Ron Roloff Lifetime Achievement Award, for his tireless efforts in motorcycling legislature on behalf of bikers in his home state of Minnesota.

Ron Roloff, in whose memory the award was given, was one of the founding members of NCOM and a member of its advisory board. He was instrumental in the national fight against helmet laws before he met an untimely death last year.

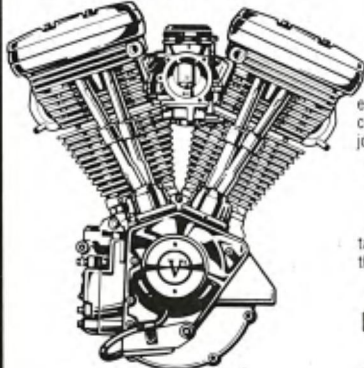
Those interested in getting involved can contact Debbie Lough at (800) 238-0080. If you'd like more info about NCOM, call Pepper Massey at (800) 235-2424.

—Red Baron

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SHORT STROKES NEVER A DULL MOMENT



The sun is shining, there's rioting in L.A., and National Guard troops are roaming the streets as if we were a Third World country. In a week the people of Los Angeles have added enough "public burden" to the country to cover several helmet laws. But natch, they're trying to pass more. The economy is on the brink, and Bush has spent this country into lifelong debt. But there's good news, dammit, we can still ride (people don't understand the meaning of freedom till they ride), and the AIDS epidemic isn't all we were led to believe....So we begin. In Butler County, Pennsylvania, the brothers are suing 10 local taverns for discrimination. The taverns have banned leather jackets. ABATE has staged four protests, including a county-wide demonstration near the courthouse. On the good side, the protests prompted phone calls from other tavern owners welcoming bikers to their establishments....All is not lost. A brother in Redlands, California, Martin Van Diest, owns an 11-year-old Samoyed named Kayak that has ridden on his bike for years. When Martin nods his head, Kayak jumps on his gas tank for a ride. A biker's best friends—his putt and his mutt....Cindy Cheatham informed us that the new owner of the Boot Hill Saloon in Daytona Beach, Florida, has established a dress code. She wouldn't let Cindy and her ol' man in. Cindy appeared in our April issue on page 125. Hell, if she was in this mag, she couldn't have been dressed too bad....Ross Perot said something about politics that applies to us. "The volunteers are everything; money is nothing," said Perot. He's right....One more Perot item. Some of his petition-gatherers in Texas were kicked off the premises of the Rangers' ballpark. Seems the team is run by Bush's son, George Jr....Public burden ammo: A study found that 40% of people killed by falling off horses in one state were under the influence of alcohol....Get

this: After each national election, the House of Representatives sends new congressmen to Harvard for a crash course in Parliamentary procedure. Normally they reserve 40 seats. This year, with reapportionment, 55 seats would be anticipated. The House leadership, however, must be expecting a blood bath at the polls, because they have reserved an unprecedented 180 seats....Drunk driving tests are all a matter of timing according to a federal appeals court in San Francisco. A driver in Nevada got off because she was not allowed to challenge a sobriety test taken 45 minutes after her arrest....Governor Lawton Chiles signed into law a bill prohibiting all police agencies in Florida from setting ticket quotas. And we thought quotas were a vicious rumor....Justice prevails in Kansas. A county judge has ruled that checkpoints violate a Kansas law requiring police to have a reasonable suspicion that a person has committed a crime before they can stop someone....Investors: Harley-Davidson stock split on May 11. That's good news for current shareholders. As before the split, the stock costs about \$59 a share. It's a good sign that Harley is doing well....According to the Dukane, Illinois, ABATE newsletter, the points and condenser for the '65 to '74 Chevrolet 250-cubic-inch six will fit a Harley Big Twin. That same set was used in GMC pickups and some other GM cars during those years....Election time is just around the corner. Make sure you are registered and find out from your local biker's rights organization who is pro-motorcycle/pro-freedom. This could be the year to kick out the dead weight. We need to elect people who can run the government economically and stop passing more restrictive laws....Well, I'm trying to buy a house, and it's driving me insane. Gotta go for a ride—later.

—Bandit

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Case Tech

Modifying Cases To Hide Electrics

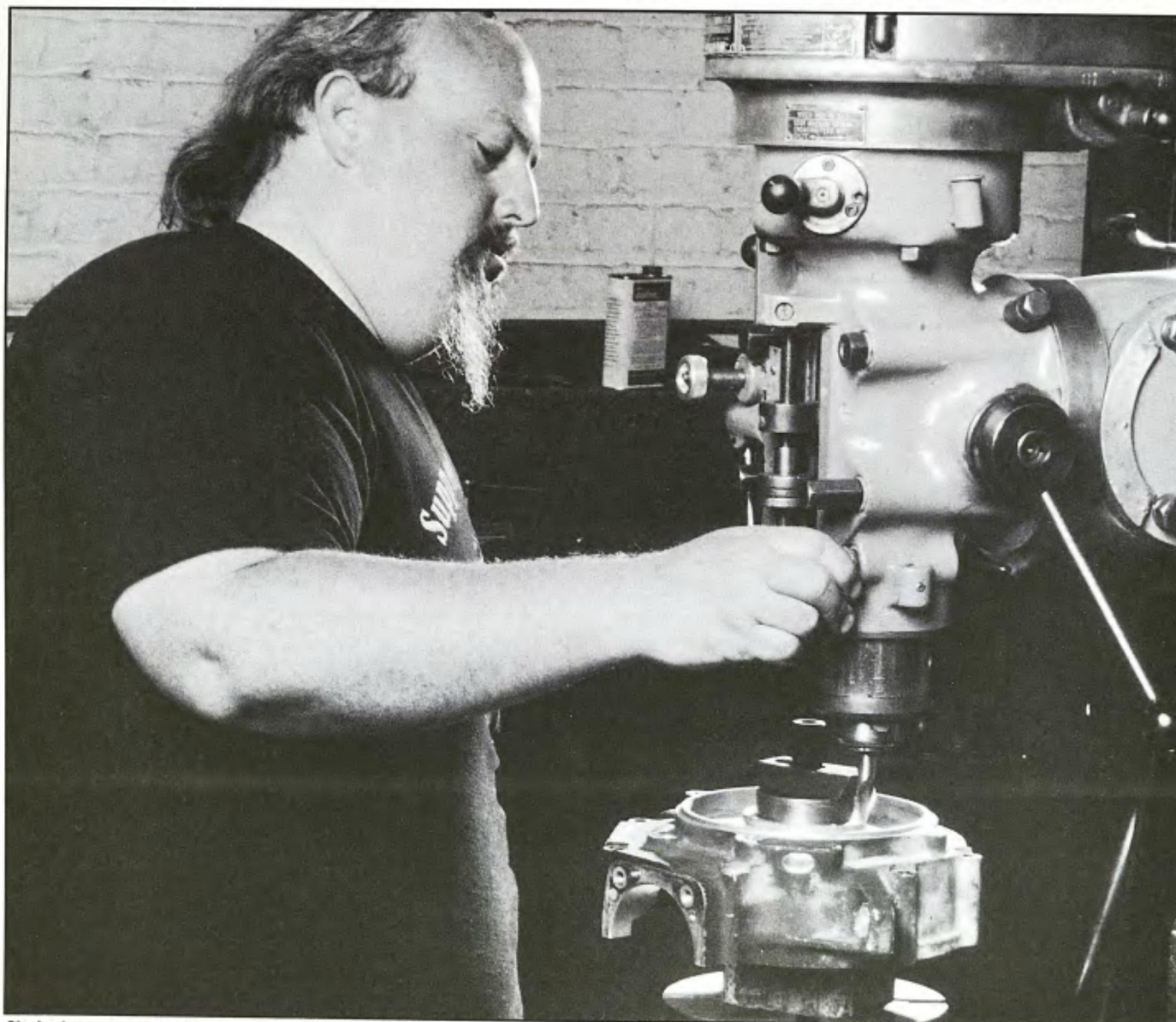
Here's the deal on Bandit's new project bike: He wants nothing to interrupt the line of the frame down to the center of the engine. On Evolution engines the stator plug and regulator are mounted on the left front portion of the engine. That had to change. Pat Kennedy designed the bike so the regulator could be installed under the transmission. The plug was the problem. Giggie, the master

mechanic at Lee Clemens' Departure Bike Works in Richmond, Virginia, went to work on the project. He had never attempted this modification, so he took the first run at it with a junk left case.

Once the trial proved a success, he went to work on Bandit's case. First, he machined off excess metal at the boss where the external plug fits into the alternator socket. Then, he filled the

original socket hole for the plug. Next, Giggie had to find the best place to bring the wires out. He chose a four o'clock location on the sprocket side of the case because it allows the wires to leave the case in such a position so that the regulator could be mounted under the transmission. Also, the case structure is strong in that area.

Next, he had to make a channel for the wires and a hole for them to come



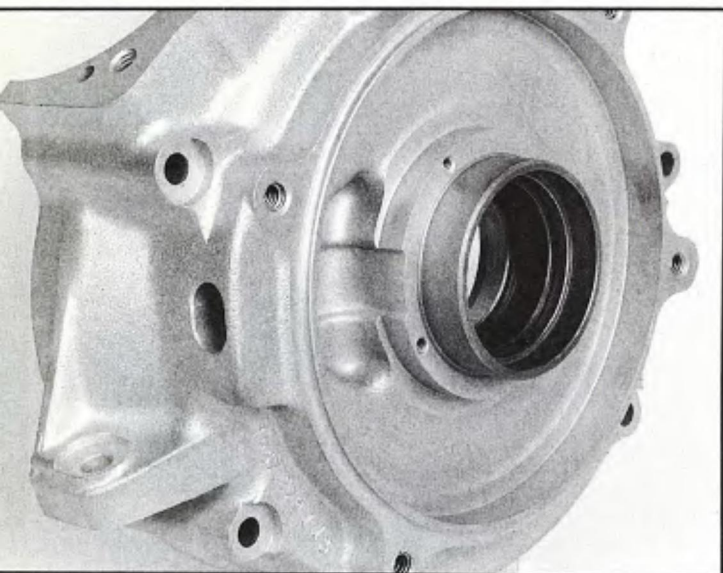
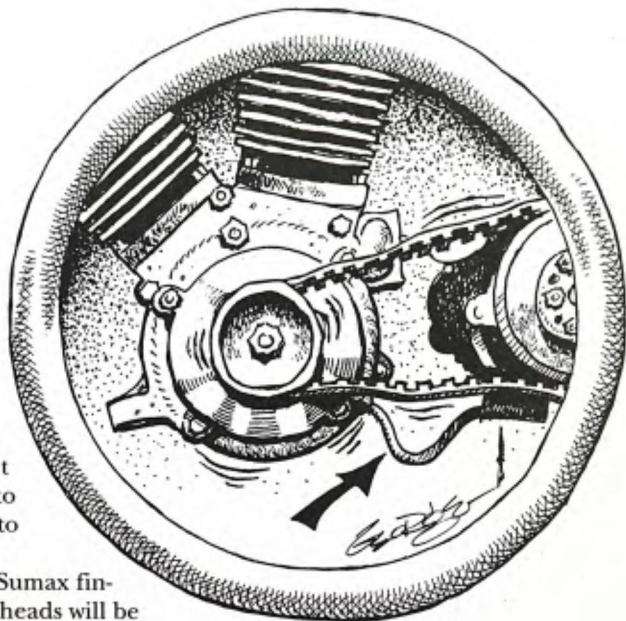
Giggie, the master mechanic at Departure Bike Works in Richmond, Virginia, (804)231-0244, prepares to machine the case.

out—but only a small hole, one just big enough for the wires (no plug)—or he would weaken the case. He measured the trough and triangle of the area he had to mill out and placed the case on the rotary table for machining. The majority of his time on the two and a half hour job was spent setting up the machine. The key to this modification is that no plug will be used. Giggie added a couple

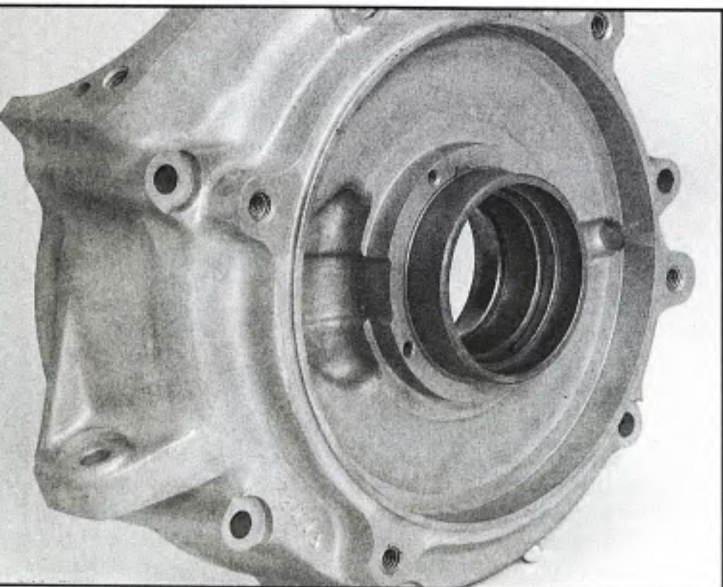
feet to the stator wires and covered each one with shrink tubing. Any number of solid, efficient connectors can be used to connect the stator wires to the regulator.

Engine assembly with Sumax finished cases, barrels, and heads will be covered in the next couple of issues.

—Wrench

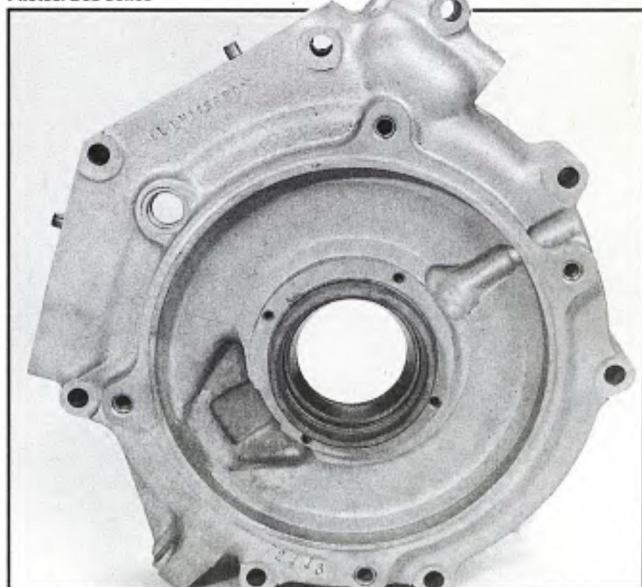


The untouched stock case.



The plug area, machined and filled.

Photos: Bob Jones



The freshly-machined four o'clock position where the wires exit the case.

PASSIN' GAS

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



Baloo

"Gee, Miss Whitmore, even your hemorrhoids are sexy!"

The biker's ol' lady had only been married a couple of months when she started complaining to her mother about her ol' man's drinking habits. The mother asked, "If you knew he was a drunk, why the hell did you marry him?"

"But, Ma, I didn't even know he drank," said her daughter, "until he came home sober one night."

—Nick the Greek
Vegas

When Jeff came stumbling in the door at 3 a.m., his ol' lady started mercilessly ragging his ass. "My grandfather never drank, smoked, ate red meat, or gambled," she yapped, "and he's never fooled around with loose women, either—why, he doesn't even swear! And I'll have you know, tomorrow he'll be celebrating his 100th birthday."

"Yeah?" Jeff said. "How?"

—Boston W.
Obispo, Calif.

"Hey, bro, how was yer date last night?" asked Tiny.

"To tell the truth, man, it was a real drag—the bitch didn't smile once all night."

"Poker face, huh?" Tiny asked.

"Naw, but I wanted to."

—Eddie Berry
Vacaville, Calif.

Dirty Dave took his ol' lady out to a fancy restaurant to celebrate her birthday. Over the candlelit dinner, he asked her, "So, sweetheart, what would you like for a birthday present? A new Harley of your own? A sable coat? How about a diamond necklace?"

"I want a divorce," snapped his ol' lady.

"Jeez, hon," said Dirty Dave. "I wasn't planning on spending that much."

—Rube
Locked Down

Why do nudist colonies have the best parties?

"Cause when you get out on the dance floor, things really start swinging."

—Hayseed
Stripe City

An employee of a factory that manufactured all sorts of rubber goods was giving some guests a tour. Of special interest was the condom plant, where rubbers were being peeled off penis-shaped molds and rolled up for packaging—but every twelfth one was pulled off the production line by a worker who punched a small hole in the tip.

Shocked, one of the visitors exclaimed, "What are you doing? Think of all the unwanted pregnancies that's going to cause!"

"Yeah," agreed the employee with a shrug, "but it sure helps the nipple division."

—Joey
Motel Hell

Definition of a politician:

Someone who borrows \$20, pays back \$10, and says you're even because you both lost \$10.

—Pablo Ruybal
Lander, Wyo.

Three bikers working at a high-rise construction site sit down for some lunch. The first bro reaches into his lunchbox, muttering, "If my ol' lady made me a tuna fish sandwich again, I'm heaving it off this building." Sure as hell, he takes one bite and sends it sailing over the side.

The second bro growls, "And if my ol' lady fixed me a fuckin' baloney sandwich again, I'm tossing it, too." He opens his sandwich, takes one look, and disgustedly chucks it off the platform.

The third bro doesn't say a word—just sends his entire unwrapped lunch flying to the ground below. "Shit, man," said the first biker, "why'd ya do that? Ya didn't even look to see what ya had."

"Didn't have to," said the third bro. "I packed my own lunch."

—Stevek
New Milford, Conn.



"You go tell him it ain't a 10-point buck!"

One night after almost 50 years of marriage, the old graybeard decided he wanted a little action, so he grabbed his ol' lady, hit the sheets, and started humpin'. But after only a few thrusts, the graybeard complained, "Damn, woman, that's mighty damn rough—we got any Vaseline?"

"Now, honey," she said, "you know we ain't kept no Vaseline in this house for 20 years... but there's some margarine in the fridge."

"Go get it," said the feisty geezer, "and grease yourself up real good." She did, and away they went.

The next day, the old gal went grocery shoppin' and drew quite a bit of attention because she never once took her hand from between her legs. At the checkout register, the pretty cashier asked, "Ma'am, are you okay?"

"Sure, never been better," the old gal said.

"Then why are you holding yourself like that?" asked the cashier.

The old woman said, "Dear, you'd hold your crotch, too, if every time you let go it shouted, 'Parkay!'"

—Ironman
Cruisin'



"I think she lost interest right around the part about the Great Dane, bro."

Why do bikers always give their dicks a name?

Because they don't want a stranger making 95 percent of their decisions.

—Woodrow Grogan
Midway, Texas

What do Hondas and rap music have in common?

Vanilla Ice.

—Fast Eddie
West Coast

What did the boss say when one of his employees said he'd like to take the day off to attend his mother-in-law's funeral?

"Who wouldn't?"

—Glasscutter
Inside

Then there was the young prospect who joined the silent majority. He got married.

—Al Troxler
Greensboro, N.C.

Mongo went to the doctor because he was having a constant pain in his butt. After the doctor had examined his hindquarters, he announced, "It's your prostate gland—it's as big as New York. To cure it, you'll have to do three things."

"Whatever you say," said Mongo.

"First, I want you to take four of these pills every day."

"Sure thing, doc."

"Second, you'll have to give up beer, cigarettes, and sex."

"Fine by me, doc."

"Third, quit riding that damned motorcycle. The vibration is bad for your prostate."

"No problem there, doc."

The physician looked at Mongo suspiciously. "The pills will clear up that ear infection, too."

—Phil the Pill
Still Here

A lawyer was sitting at the bar one afternoon when the bartender said, "Hey, wanna hear a lawyer joke?"

The lawyer grimaced. "No way. I'm sick of lawyer jokes. I'll only listen to a joke that doesn't involve me in any way."

"Okay," said the bartender. "Wanna hear something that has nothing at all to do with you?"

"Yeah," replied the attorney.

"Your wife is pregnant," said the barkeep.

—Wagonmaster
The Colony



"It seems this menstruation is getting to be a regular thing."

Did you hear about the Hollywood actress who made it the hard way?

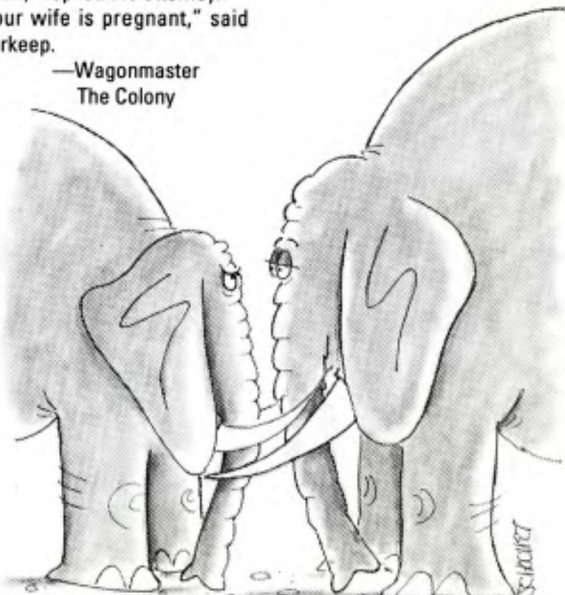
She had talent.

—El Vee
Trailblazing

Whaddaya call yer ol' lady if she has a real bad case of the zits?

Yer main squeeze.

—Tory
USA



"Okay, but tonight you're sleeping on the wet spot!"

FIGHT UPDATE

WHAT IT TAKES TO WIN

After the Revolution of 1776, the Founding Fathers looked for the best way to make a nation of a collection of colonies. Alexander Hamilton, having little respect for the common people, proposed a powerful, centralized government run by the elite. Thomas Jefferson proposed the opposite: a democratic system that vested political authority in the people.

"Your people, sir," said Hamilton, "are a great beast," and he was not entirely wrong. Yet, Jefferson replied, the people are the "only sure reliance for the preservation of our liberty." Ultimately, Hamilton's "Great Beast" took Jefferson's path—and we're still at it.

Here's a thumbnail review of high school civics that shows where you fit into the system. Note what the politicians and bureaucrats like to forget; namely, that political authority originates in and reposes with the people. As a practical matter, of course, all the people can't get together to vote on every public question, so they elect representatives to act in their behalf. The legislative representatives (Senate and House) pass the laws, and the executive representatives (president and appointed officials) apply them. A judicial branch (Supreme Court and federal courts), appointed by the executive with the approval of one house (Senate) of the legislative, assures that the laws are properly applied and that the basic rights of the people are not violated. This federal model has been duplicated, with only slight variations, in every state.

The people, then, have three avenues whereby to influence the conduct of government. They can communicate with their representatives about what laws should, or should not, be written. They can communicate with the president about which legislative bills

should be signed into law and which not, and they can communicate with the executive agencies about how a particular law should be applied. When appeals to the legislative and executive branches fail, the people can ask the courts to nullify a law as unconstitutional. To give even greater weight to their individual opin-

tee chairman to simply fail to call it up for consideration. If the proposal does get before the committee, the people can persuade the committee members to reject it (or amend it in some agreeable way). Once brought to a floor vote, the people can register their objections with individual legislators.

The people, then, get four

Don't forget that charity and housecleaning begin at home. Join a local bikers' rights chapter.

ions, the people can form organizations, such as ABATE, and let the one organization speak for many voices (and votes).

As the chart indicates, a law starts as a proposal by one or more legislators in either house of the government, i.e., either the Senate or the House of Representatives. If accepted by the whole house, the proposal goes to a committee for study.

Once the committee approves the proposal, they present it to the whole house. If the house approves it, they send it to the other house to be reconciled with a similar bill there. The Senate and House committees work out the final provisions and wording, and the proposal goes back to the floor in each house for a vote. If approved, it goes to the president. If the president approves, he signs it and it becomes a Public Law.

During this process, the people can persuade a legislator not to propose the law in the first place, or to withdraw a proposal already made. If the proposal gets to the committee, they may persuade the commit-

tees to stop or amend a proposal: at introduction, in committee, in the first floor vote, and in the final floor vote. Last, they can ask the president not to sign it.

Right now, the American Motorcyclist Association (AMA), the Motorcycle Rights Foundation (MRF), and the National Coalition of Motorcyclists (NCOM) run helmet law interference in Washington, D.C. The AMA, the oldest of the group, has maintained a presence in Washington long enough to be a national institution. The MRF, which got into gear about 12 years ago, seeks to serve as a national voice for a variety of bikers' rights organizations throughout the 50 states. NCOC, the newest of the three, grew out of Aid to Injured Motorcyclists and provides a presence for riders not affiliated with other organizations (or, those affiliated but wanting an added presence).

While the AMA, MRF, and NCOC take care of things in Washington, *Easyriders'* godchild, ABATE, in conjunction

with other state biker organizations, takes care of business at the state level. Following the federal model, local chapters support a state organization that presents the members' views to state legislators.

AMA and MRF can use your support, of course, so help them—but don't forget that charity and housecleaning begin at home. Join a local bikers' rights chapter, and you'll find yourself more energized and more optimistic, because you'll be working shoulder-to-shoulder with people you know and meet on runs and see at bike shops.

The organizations take care of the legislative element of bikers' rights and, to an extent, the executive aspect of it. Unfortunately, to protest in the courts, a rider has to get a ticket, and thus risk a fine, driver's license "points," and insurance penalties just to make a political point. On the other hand, a constitutional challenge to helmet laws is a full-time job—and takes a lot of money besides.

And that's the role FIGHT will play. Sales of Helmet FIGHT T-shirts, posters, and decals will provide the money to take the issue to a federal district court. If FIGHT wins, the government can be expected to appeal to the Supreme Court, and that means more money. If FIGHT loses, FIGHT will want to appeal to the Supreme Court, and that means more money, too.

AMA, MRF, ABATE, or FIGHT, the people can have their way. After winning its war, Hamilton's "Great Beast" went on to build a country that everybody in the world wants to come live in. Bros, you're as tough as your grandfathers and, in Jefferson's words, no less the "reliance for the preservation of liberty."

—Maestro

THE CONSTITUTION

ELECTED EXECUTIVE/PRESIDENT

SUPREME COURT

APPEALS, CONSTITUTIONAL
ISSUES, FEDERAL LAW

FEDERAL DISTRICT
COURTS

APPEALS, CONSTITUTIONAL
ISSUES

STATE SUPREME
COURTS

APPEALS, STATE
CONSTITUTIONS
AND LAW

LOWER STATE
COURTS

ELECTED LEGISLATIVE

SENATE

HOUSE OF
REPRESENTATIVES

COMMITTEES



AMA
AMERICAN MOTORCYCLIST ASSOCIATION



Evms



ALL STATE
MOTORCYCLE
RIGHTS ASSOC.

YOUR STATE
GOVERNMENT

THE
CAPITOL

BLACKER

HALL O' FAMER

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Dennis "Gumby" McClelland

Canton, Ohio

Dennis "Gumby" McClelland was a freedom fighter as well as a Vietnam vet who was always actively involved with the motorcycle rights movement in Ohio. In 1989 he became director of ABATE of



Photo: Kathy Moreland

Ohio, Region 8, and as such sponsored a freedom rally every June to benefit the Disabled American Veterans. He also donated a great amount of time to the national Forget-Me-Not Association, and organization which works toward bringing home our POWs and MIAs.

Gumby, a friendly bro who was always ready to lend a helping hand to those in need, died as a result of an accident with a cager last September.

—from Kathy Moreland



Photo: Red Baron

Jim Vance

Washington, D.C.

Television viewers in the Washington, D.C., area know Jim Vance as the local NBC anchorman who, at the slightest promise of a good weather forecast, will tell the world how he's going to get in the saddle of his Harley and hit the highways.

Yeah, Jim's an avid rider, but he's also a member of ABATE of Maryland and has been instrumental in that state's fight against the helmet law (unfortunately, this year they lost). He started lobbying and working for this fundamental freedom in Washington, D.C., 15 years ago and has been at it ever since. In fact, he was even elected "Washingtonian of the Year" for 1988.

As a result of his continuous efforts, Jim was awarded the Silver Spoke Award for Media at the recent National Coalition of Motorcyclists (NCOM) Convention in Atlantic City (see *Easynews* this issue)

—Red Baron

Shack O'Shame

Governor William Donald Schaefer

Baltimore, Maryland



Illustration: Jon Towle

Last fall, Governor William D. Schaefer, also known as King Willie Don in Maryland, declared that his state was going to have a helmet law in 1992. When the legislature convened in January, the press was fed all the typical bullshit and propaganda used to justify lid laws, with the biggest lie being that unhelmeted bikers cost Maryland some \$1 million a year.

ABATE and MMA members worked hard on this issue, shooting His Majesty's arguments full of holes and proving that a helmet law was not needed in Maryland. But the state's bikers couldn't match the political muscle of the Governor and his hingeheads, not to mention the endless anti-biker propaganda published in Maryland's newspapers and broadcast on television and radio. For the first time in a decade, the lid law bill was approved by the Judiciary Committee of the House of Delegates, and then sailed through the entire House.

A ray of hope existed that the bill could be stopped in the Senate Judicial Proceedings Committee, where seven of the 11 senators were thought to be on our side. However, in a shocking display of spineless back stabbing, Senators Howard Denis and Phil Limeno, longtime biker allies, switched positions an hour before the Committee voted on the bill and, with the senate president looking on approvingly, cast their votes for the helmet law.

Adding insult to injury, a few weeks later, Maryland's hypocritical legislators, who claimed to care so much about the biker when they passed the helmet law, killed the state's self-funded rider education program . . . without reducing the motorcycle registration surcharge that pays for it.

Makes you feel good about democracy, doesn't it?

—Giff Nickol,
ABATE of Maryland

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NCOM



NATIONAL COALITION OF MOTORCYCLISTS

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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.

Alabama

H.O.G. SUNDAY RIDE—Second Sunday of every month. Meet at Price's Donuts in Montgomery. For more info call: (205) 285-9478.

California

THREE BRIDGE RUN—August 8 in Oakland. Ride three bridges at night. Your \$8.50 fee entry includes a free dinner at the OMC Clubhall. For more info call: (510) 534-6222 after 8 p.m. on Weds. night.

2ND ANNUAL SUMMER RUN—August 8-9 at Kelly's Kamp in Upper Lake. Shaded campsites, showers, store, swimming, and lots of fun. For more info call: (707) 987-3046 or (707) 263-5712.

2ND ANNUAL MOON PARTY—August 15 at Sunol Lounge in Sunol. Poker run, music, bike show, and more. Sponsored by Ironriders MC. For more info call: (510) 793-5924.

Florida

REBELS 2ND ANNUAL ROUND-UP—July 24-26 at the Sertoma Youth Ranch in Brooksville. Bike show, games, live bands. Admission is \$15. For more info call: (813) 858-4180.

FREE PIG ROAST—Third Saturday of every month, at the Vanishing Point Bar in Tampa. For more info write: Vanishing Point Bar, 4202 W. Cayuga St., Tampa, FL 33614.

FREE BIKER BBQ—First Sunday of every month at the Foxhead Lounge on Rt. 415 in Osteen. For more info call: Glen or Pat at (407) 321-2399.

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

Georgia

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

CEREBRAL PALSY RIDE TO T.W.O. CAMPGROUND—September 20. Call: (404) 451-3679.

Illinois

A MAJOR BIKE EVENT—August 29-30 at the Bel-Clair Fairgrounds in Belleville. Swap meet, rodeo, and bike show. Camping, showers, RV hook-ups, and breakfast. Vendor space is available. For more info call: (618) 539-3529 or (618) 344-5859.

4TH ANNUAL PICNIC—August 29 at the Hawthorne Race Course in Cicero. Admission includes refreshments, live music, door prizes, bikes, and more. Picnic to benefit Muscular Dystrophy Assoc. For more info call: (708) 325-8100 or (708) 599-3027.

9TH ANNUAL TOYS FOR TOTS RUN—September 26. For more info call: (217) 384-8467 or (217) 384-8234.

Indiana

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

Iowa

EASYSIDERS MOTORCYCLE RODEO—August 14-16 at the Boone County Fairgrounds in Boone. Bike show, trade show, trophy girl contest, camping, live music, food, and beverages. For more info call the Rodeo Hotline at: (800) 247-6246.

MOTORCYCLE HILLCLIMB & PARTS EXTRAVAGANZA—September 13 in Anamosa along the Wapsipinicon River. For more info call: (319) 462-6011.

Massachusetts

2ND ANNUAL MS 500 KICKSTART WEEKEND MOTORCYCLE TOUR—August 15-16 starts at Revere Beach ride to N.H., camp and party ride back to Brockton on Sunday. Registration is \$30. For more info call: (617) 890-4990.

EARL WYATT MEMORIAL RODEO—August 15 in Brockton. For more info write: Never More MC, Box 314, W. Bridgewater, MA 02379.

Michigan

EASYSIDERS MOTORCYCLE RODEO—July 24-26 at the Michigan State Fairgrounds in Detroit. Bike show, trade show, trophy girl contest, camping, live music, food, and beverages. For more info call the Rodeo Hotline at: (800) 247-6246.

5TH ANNUAL TATTOO PARTY—August 8 in Durand. For more info call: (517) 288-4732.

S.M.C. 16TH ANNIVERSARY PARTY—August 21-23 in Sheridan. Music, field meet, bike show, camping, and swimming. For more info call: (517) 394-7296.

Missouri

13TH ANNUAL RAT RUN & GAS GUESS—August 23 (rain date Aug. 30). Raffle to benefit the Make-A-Wish Foundation. For more info call: (314) 947-9759.

Nebraska

7TH ANNUAL LABOR DAY BLOWOUT—September 4-7 in Hooper. Music, food, camping, field events, and more. For more info call: (402) 331-7904.

LABOR DAY ALL-HARLEY DRAGS—September 6 at the Nebraska Motorplex in Scribner. For more info call: (402) 476-3540.

Nevada

IKE FESTIVAL '92—September 25-27 in Indian Springs. Trike and bike games, raffles, vendors, live music, and much more. For more info call: (702) 566-0491.

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.

U.S. NATIONAL PROSTAR DRAG RACING—September 10-13 in Atco. For more info call: (609) 768-4624.

HUNTERDON ANNUAL PIG ROAST—September 15 at the New Hampton Inn in New Hampton. For more info call: (201) 848-8485.

BIKER EXHIBIT—July 20-August 20 at the Clinton Historical Museum in Clinton. For more info call: (908) 735-4101 or (908) 537-4913.

New Mexico

ANNUAL STATE PICNIC—August 15-16. For more info call: (505) 585-9789 or 281-9449.

New York

5TH ANNUAL CASINO RUN—August 2 at Nathan's of Hicksville. Sign-up is between 11 a.m. and noon. For more info call: (718) 429-8225.

NORTHEAST DIRT DRAGS ASSOCIATION WARM-UPS—August 16 at the American Legion in Eden. Starts at 12:30 p.m. Food and beer are available. For more info call: (716) 822-3227. Same event on September 20.

Ohio

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.

Oklahoma

PROSTAR DRAG RACING—August 1 at the Thunder Valley Raceway Park in Oklahoma. For more info call: (609) 768-4624.

Pennsylvania

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

RIDE FOR A NEW LIFE TOUR—August 30 at the Lions Club/Sky Lodge in Du Bois. Registration is from 10 a.m. - 1 p.m. All proceeds go to Neo-Natal Intensive Care Unit at the Du Bois Regional Medical Center. For more info call: (814) 371-1310.

South Dakota

2ND ANNUAL J&P PROMOTIONS & AHRA NATIONAL POINTS MEET—August 4-7 at the Sturgis Dragway in Sturgis. For more info call: (319) 462-6011.

Virginia

CYCLE MANIA—August 16. Motorcycle show and swap meet. Rain date is August 30. For more info call: (703) 775-5800.

Wisconsin

BIG BUCKS BRACKET BIKE BASH—August 1-2, at the Great Lakes Dragaway in Union Grove. \$10,000 motorcycle money and trophy races. Event starts Sat. at 8 p.m. and Sun. at 1 p.m. For more info call: (414) 878-3783.

8TH ANNUAL BUTLER BIKER DAYS—August 14-16 at the Butler Wisconsin Frontier Lower Park. Featuring swap meet, vendor booths, tattoo contest, beard contest, field events, live music, poker run, concessions, and more. No admission charge. For more info call: (414) 367-1188.



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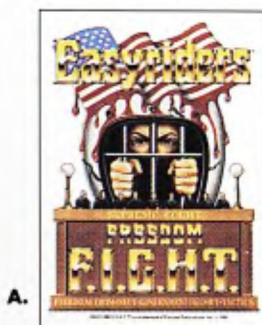
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C. BIKE DECAL

4 1/4" x 5 5/8"

D. PATCH

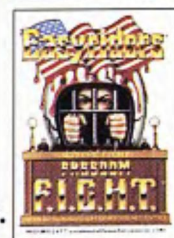
2 1/2" x 4 1/4"



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 don't 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!

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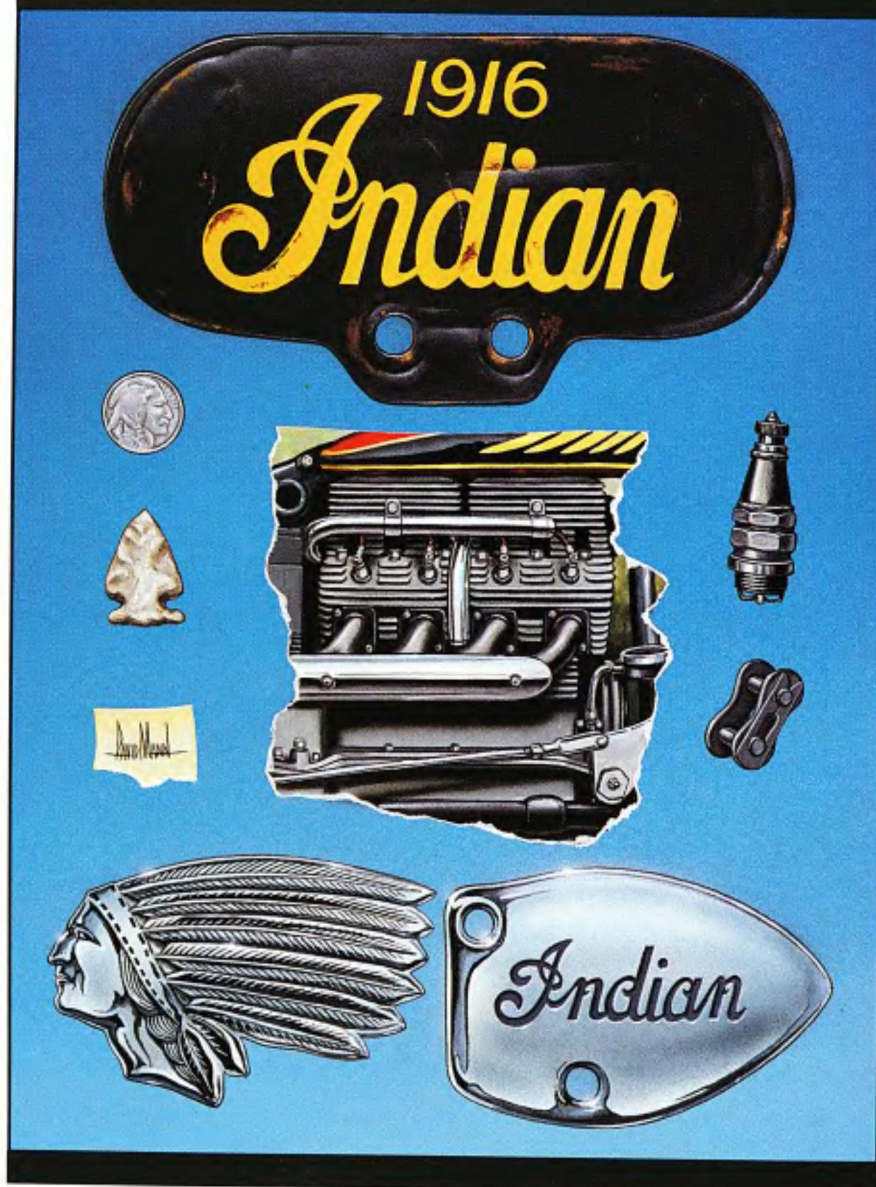
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INDIAN RESTORATION GUIDE



Here's a list of shops around the country that provide the works for Indians, from routine maintenance to full-dress restorations. Pass it on. Most of this list comes from Bob Stark of Starklite Cycle. Starklite does Indian everything, including fabrication of parts, and issues a catalog full of Indian history and pictures of how the bikes go together.

We've added a few more shops to Starklite's list, and if you know of others we missed, have them write and tell us about themselves, including shops overseas. If you find mistakes in the list, tell us (but don't blame Starklite for them).

For a closing note, don't forget the Indian Motorcycle Museum and Hall of Fame, 33 Hendee St., Springfield, MA 01104 ; (413) 737-2624.

As Many Indian Resources As We Could Muster During The Rainy Season

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c/o Jim Crocker
1011 Cedar Street
Tarrant, Alabama 35217
205-841-3908

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224 Mill Street
Fayetteville, Arkansas 72702
501-521-2566

Nick's Place

999 Riverfront Drive
Bullhead City, AZ 86442

Cornville Cycle

Valley Plaza West, Cornville Road
Cornville, Arizona 86325
602-634-4626

Bertram Enterprises

7912 Goldust Avenue, #4
Peoria, Arizona 85345
602-486-5119

Bob's Cycle Supply

4138 East University
Phoenix, Arizona 85034
602-437-0829

Howard Lindmark

8507 East Quarterhorse
Scottsdale, Arizona 85258

David's American Motorcycle

494 South Paha Lane
Bishop, California 93514

Hawg Nutz Cycles

619 East Valley Parkway
Escondido, California 92025
619-489-1896

Racing Specialties

1719 Harris Street
Eureka, California 95501

Craig Restorations

6772 Highway 116
Forrestville, California 95436

Vintage Motorcycles

7522 Palbert Street, Unit 7
Huntington Beach, California 92648
714-969-6969

Indian Motorcycle News

Box 455
Lake Elsinore, California 92530

Ken Young and Sons

1676 Hayes Avenue
Long Beach, California 90813
310-495-2704

Thunder Road Classic Motorcycle

8363 Sunset Boulevard
Los Angeles, California 90069
213-650-6011

Burnett Indian Motors

1702 E Street
Merced, California 95340
209-722-1933

Marv's Hawg Shop

615-A South 9th Street
Modesto, California 95351

Modesto Harley-Davidson

1208 9th Street
Modesto, California 95354

American Indian

486 Rich Gulch Road
Mokelumne Hill, California 95245

RPM Cycle

1727 National City Boulevard
National City, California 92050

Iron Horse Corral

472 Valley View Drive
Oakdale, California 95361

Brad Mullins

4181 Kimberly Lane
Oceanside, California 92056

Starklite Cycle

Box 1743
21230 Gold Valley Road
Perris, California 92570
714-780-0421

Classic Iron

4820 Mt. Aukum Road
Placerville, California 95667
916-644-7331

Kiwi Indian Parts

Box 7783
Riverside, California 92513
714-780-5400

Vince's Cycle Supply

908 San Mateo Avenue
San Bruno, California 94066
415-871-9183

Amos Robinson

4528 Camino Pedernal
San Diego, California 92117
619-272-6568

Zaidel's Harley-Davidson

4076 University Avenue
San Diego, California 90125

RF Vintage Motorcycles

Fred Johansen
69 Pinehurst Way
San Francisco, California 94127

Magri British and American Classics

1220 Pennsylvania Avenue
San Francisco, California 94107
415-285-6735

45s Forever

11561-C Berressa Road
San Jose, California 95133

Yankee Engineuity

1522 West San Carlos
San Jose, California 95126

Rudy Crane

1105 Farm House Lane
San Luis Obispo, California 93401
805-541-5746

Two Wheels Motorcycle Shop

3536 South Higuera, # 240
San Luis Obispo, California 93401
805-549-9422

M.F. Egan's Vintage Motorcycle

Box 688
136 North Ojai Street
Santa Paula, California 93060
805-933-1557

Jerry Greer's Indian Engineering

8400 Monroe Avenue, #3
Stanton, California 90680

The Shop

6541 Ventura Boulevard
Ventura, California 93003
805-656-6777

American Motorcycle

460 Olive Street
Vista, California 92083
619-945-7433

Dan Reese Motorcycles

Box 97
83 Pine Street
Westpoint, California 95255
209-293-7218

Ted Williams Custom Cycle

Box 1234
Wheatland, California 95692
916-645-1941

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Boulder, Colorado 80301
303-494-0891

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232 South 8th Street
Colorado Springs, Colorado 80905
719-471-9195



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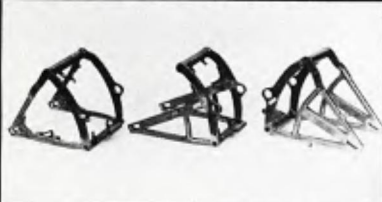
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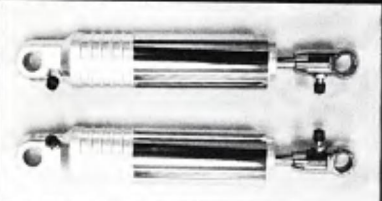
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Berlin, Connecticut 06037
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George Yarocki

679 Riverside Avenue
Torrington, Connecticut
203-482-9215

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New Britain, Connecticut 06051
203-224-4240

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Avon Park, Florida 33825

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Dania, Florida 33004
305-923-7271

Ancient Age Motor Company

21301 Coakley Lane
Land-O-Lakes, Florida 34639
813-949-9660

Sunset Cycle Service

2205 Sunset
Lutz, Florida 33549

Hog Heaven Cycle

7254 S. W. 40th Street
Miami, Florida 33155

Southside Motorcycle

5612 South Orange Avenue
Orlando, Florida 32809

Harley-Davidson of St. Petersburg

5989 Haines Road
St. Petersburg, Florida 33714
813-527-9672

Heavy Duty Cycles

1115 4th Stree, N.
St. Petersburg, Florida 33701
813-894-0953

Al Russell Sports Center

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Boise, Idaho 83705
208-344-1093



Pete Bollenbach

296 Williams Place
East Dundee, Illinois 60118
708-428-2800

Harley-Davidson of Mount Vernon

Route 1, Waltonville Road
Mount Vernon, Illinois 62864

Jim Sutter

264 South Main Street
Sugar Grove, Illinois 60554
708-466-4601

Iron Horse Trading Company

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Westmont, Illinois 60559

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Chanute, Kansas 66720
316-431-1802

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913-841-6955

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1107 South Kansas
Liberal, Kansas 67901

Chuck's Motorcycle Sales and Service

c/o Dick Davenport
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Williamstown, New Jersey 08094

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Albuquerque, New Mexico 87108

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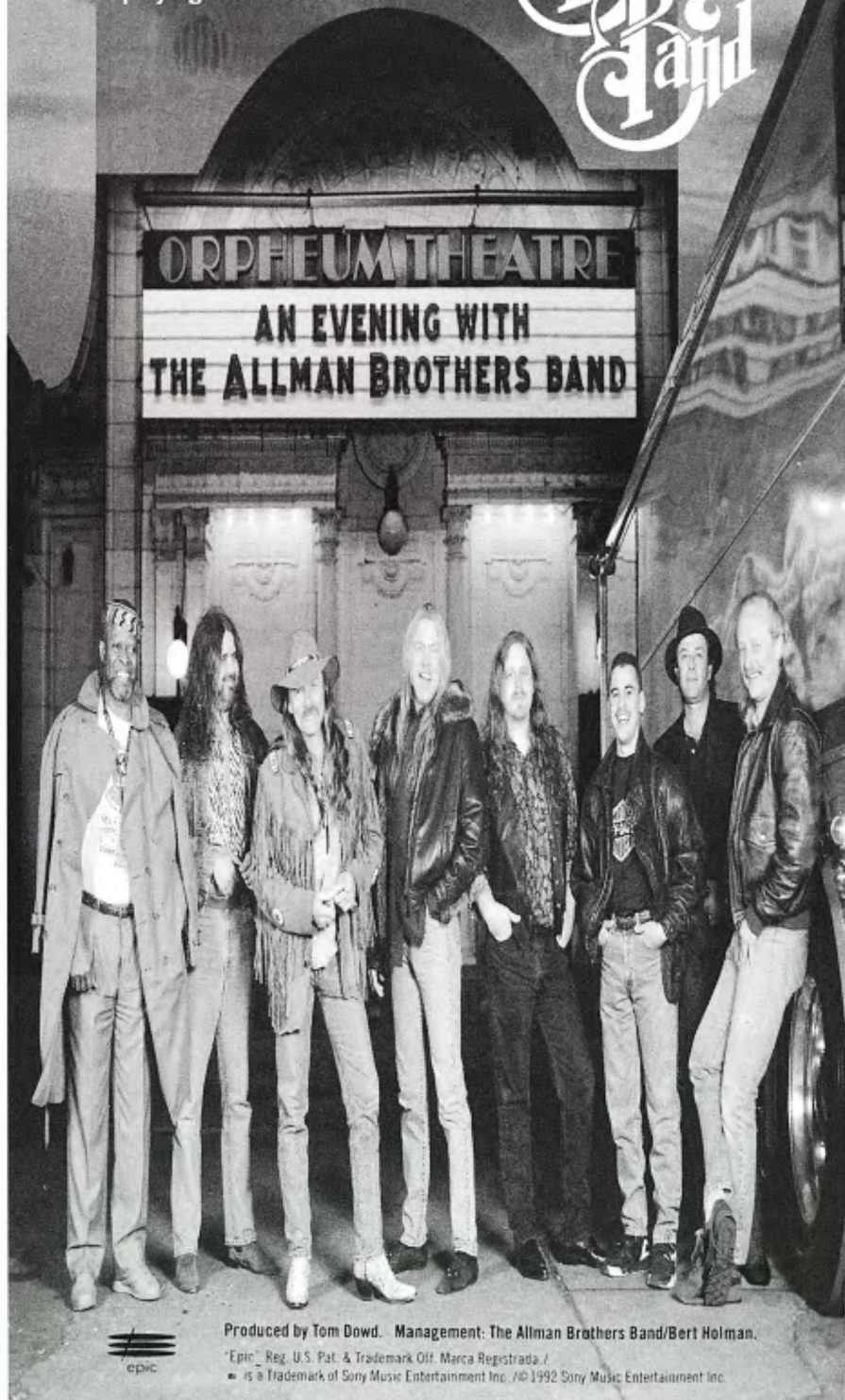
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518-875-6745

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849 Marion Drive
Las Vegas, Nevada 89110
702-452-4989

Gary Webb

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Carroll, Ohio 43112

True Performance, Inc.

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Columbus, Ohio 43228
614-279-7223

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Coshocton, Ohio 43812
614-622-0912

Dover Cycle Works

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Dover, Ohio 44622

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6813 Highmill Road
Massillon, Ohio 44646
216-832-1989

DJ's Motorcycles

4265 Kinsman Road
Mesopotamia, Ohio 44439

Dixie American Indian

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Sylvania, Ohio 43560

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405-390-8139

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Lawton, Oklahoma 73501

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Tulsa, Oklahoma 74133
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V-Twin Engineering

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Ten Mile, Oregon 97481

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Bechtelsville, Pennsylvania 19505

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814-459-2500

Bob's Indian Sales and Service

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580 Old York Road
Etters, Pennsylvania 17319
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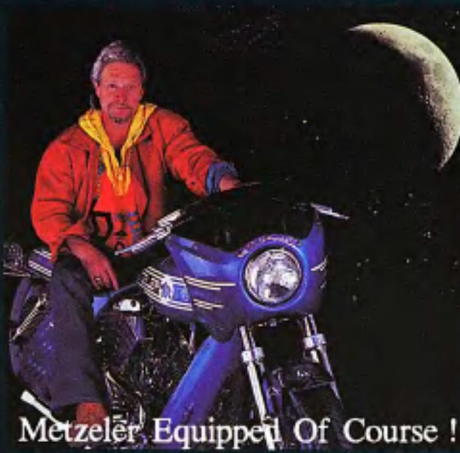


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Malibu Mountains Ho



Security Hogs growing up. Litters range from six to a dozen.

g Ranch



Why a hog ranch in Malibu? Well, there's a long, involved story, but we're not going to tell you about that here. If you want to hear it, just drop by and ask. What we will tell you is that we here at *Easyriders* know this ranch is located smack dab in the middle of the best motorcycle riding in Southern California. The winding, canyon roads are inviting not only to our staff, but it's not uncommon to see the likes of Jay Leno, Hulk Hogan, or Sly Stallone out enjoyin' a weekend putt or stopping at one of the local watering holes.



Ranch games include wienie bites and slow races.



Pool facilities and games wash off road dust and build hearty appetites.



Samplin' the barbeque.



Protect or be eaten.



Le Cafe Bubba overlooks the girls around the pool.

There's even an unofficial contingent of riders who leave the *Easyriders* store in Hollywood every Sunday about 11 a.m. for "brunch at the ranch"



The food keeps them coming back.

There's even an unofficial contingent of riders who leave the *Easyriders* store in Hollywood every Sunday about 11 a.m. for "brunch at the ranch." (Call the store at (213) 658-8817 if you'd like to ride along.) There's beer and finger food available next door at the Calamigos Ranch and sit-down dining at the Club's "Le Cafe Bubba." Use of the Malibu Mountains Ranch Club's pool, tennis courts, horseshoe pits, etc. are limited to members, but all visitors are invited to join in the Hog Rodeo including the slow race, wienie bite, can pick-up, and potato haystack.

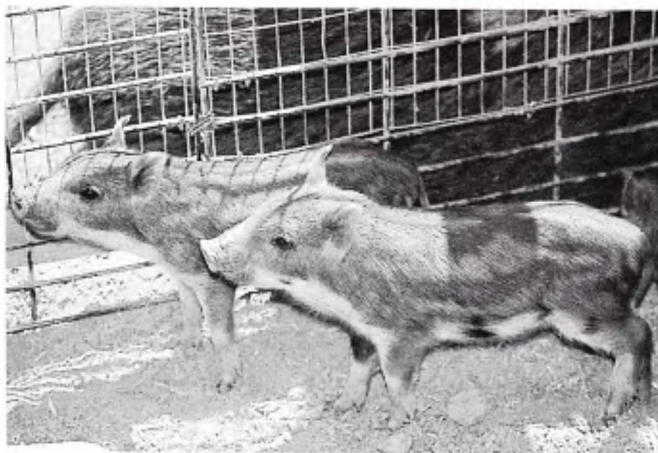
Now to the "meat" of the story. We all know how much bikers love a good pig roast—so when the guys at the Ranch found out it was permitted to subsequently keep hogs in their A-1 agricultural zone and run a recreational club, they said, "Why the hell not? We've even got the room to raise some chickens and turkeys—we can sell them on the hoof or smoked and



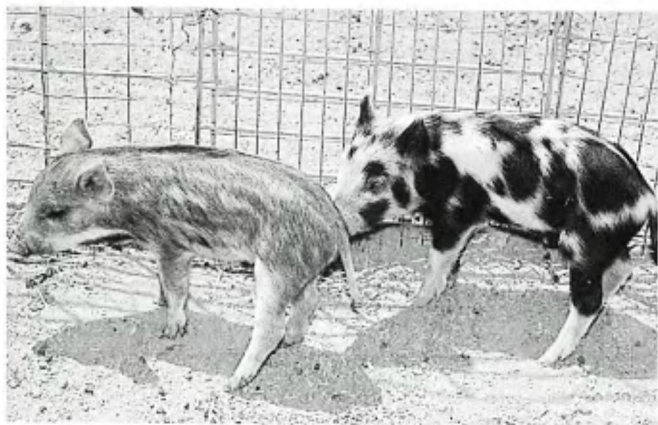
Pound for pound they are some of the strongest animals in the world, and fast—45 mph.



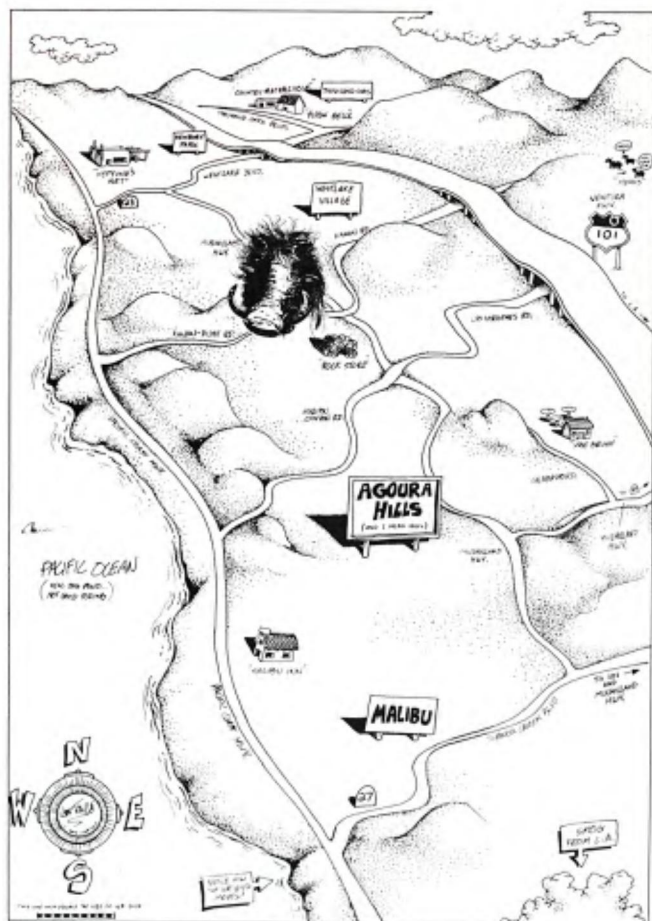
One of our slow race champions demonstrating her technique.



Can be weaned with a bottle in two weeks.



And they come in a variety of colors.



Map to famous SoCal riding spots.



Over 150 pounds of meanness can be your guardian.

packaged." Here's where the story gets weird. In checking out where to buy hogs and what kind to get, they turned to Leon (the resident hog expert). Leon had the perfect answer. He knew a place where they could get domesticated, but originally wild, hogs like the ones they hunt out on Catalina Island. Not only do they taste good, but they're smart, clean, and when they chatter their teeth, you'd better split because that means they're getting ready to attack you! Not to mention that they're mean lookin' muthas! So be forewarned: If you buy one of these hogs for a pig roast, it just might wind up as a pet—if you allow yourself to become too attached, that is. What a combination—"American Attack Hogs," the "New Edible Pet." But it just might catch on—I think I'll get one to guard my scooter, the ol' lady's been gripin' about havin' to sleep in the garage since the dog ran away.

—Dipstick



A healthy lineup for the slow race. All concentration, balance and slowness.



Linda Wright, Canoga Park, California 1980 Harley-Davidson shovelhead

To get to Linda Wright's heart, don't buy her flowers or candy—build her a bike. That's what her ol' man, Teacher did. After packin' with him for six years, Linda felt it was time to ride solo. So, four years ago, Teacher, with a little help from Linda, put together this shovelhead. And they did a fine job at that. The only thing that has changed on this bike is the paint job, which was due to an uninsured, wet-behind-the-ears, 17-year-old motorist who sideswiped her. Hear that, Governor Wilson—*uninsured motorist*. There's your real public burden.

Thanks to people like Linda, Pete Wilson's job is a little tougher. As an active member of the Modified Motorcycle Association (MMA), she is involved in the ongoing helmet protest and won't give up until justice is served. It's one thing to bitch and moan about the way things are, but it's another to do something about it—our helmets are off to you, Linda.

And if you ever find yourself near Reseda High, (Reseda, California) around school o'clock, look out for the art teacher on two wheels; it's Linda. Admired by the kids as well as the administration, Linda puts her FLH to work every day. She gets better parking that way; not to mention that it's the only way to travel.

—Edgy

General		Forks	
Fabrication by: Teacher		Type: wide glide	
Year and make: 1980 H-D		Builder: Casey's Cycle	
Model: FLH		Special features: none	
Chroming: none		Accessories	
Engine		Bars: Flanders	
Year and model: '80 shovelhead		Lights: CCI	
Rebuilder: Sammy Roth		Gas tank: '79 Sturgis	
Displacement: 80 cubic inch		Oil tank: Paughco	
Transmission		Seat: Barr Enterprises	
Shifting: foot		Other: floorboards	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 16-inch	Size: 16-inch
Color and type: china blue with white pearl		Tire: Dunlop	Tire: Dunlop
		Brake: H-D disc	Brake: H-D disc
Special paint: all of it		Other special modifications:	
Frame		Thanks to Gary Winehardt for assembly and help with getting parts. A special thanks to my ol' man, Teacher.	
Year and builder: 1989 Paughco			
Type: wishbone			



Photos: Kim Peterson



CREATIVE-NESS



RETURNS

**Sleek,
Swift,
And
Slimmed
Down**



When Arlen Ness finishes up a project bike, it's always sure to be a surprise—and a pleasure to both look at and ride. Best of all, he never seems to repeat himself.

Not a bad record for a guy who's custom-crafted well over a hundred unique and outrageous bikes during the last 25 years.

"I'm always trying new things," Arlen explains. It's one of the secrets to his continuing success and the reason he never becomes bored with what he refers to as his seven-day-a-week hobby.

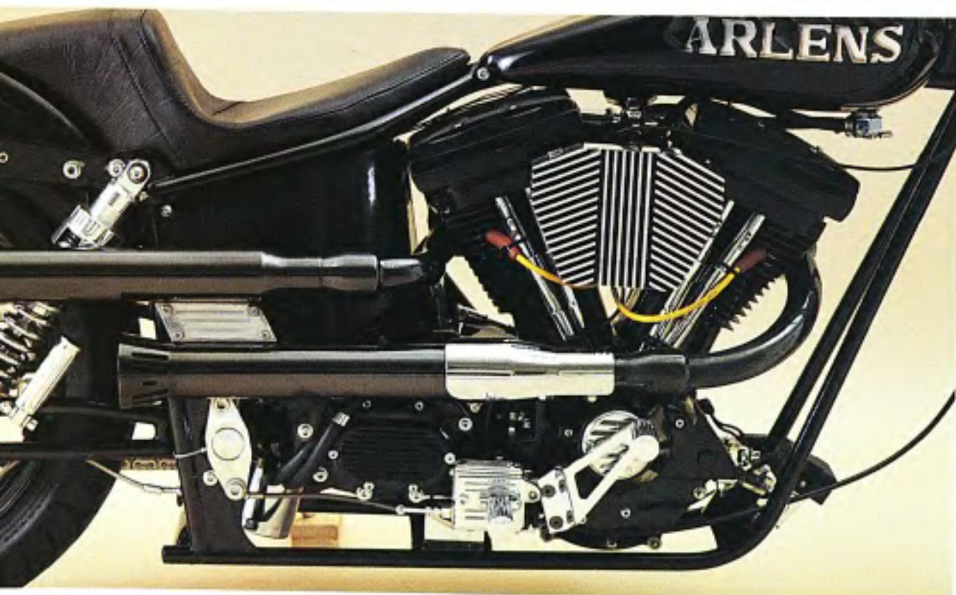
"Most of the time my stuff has a lot of polished chrome," he says. "This time I wanted to try something totally different—a blacked-out low rider."

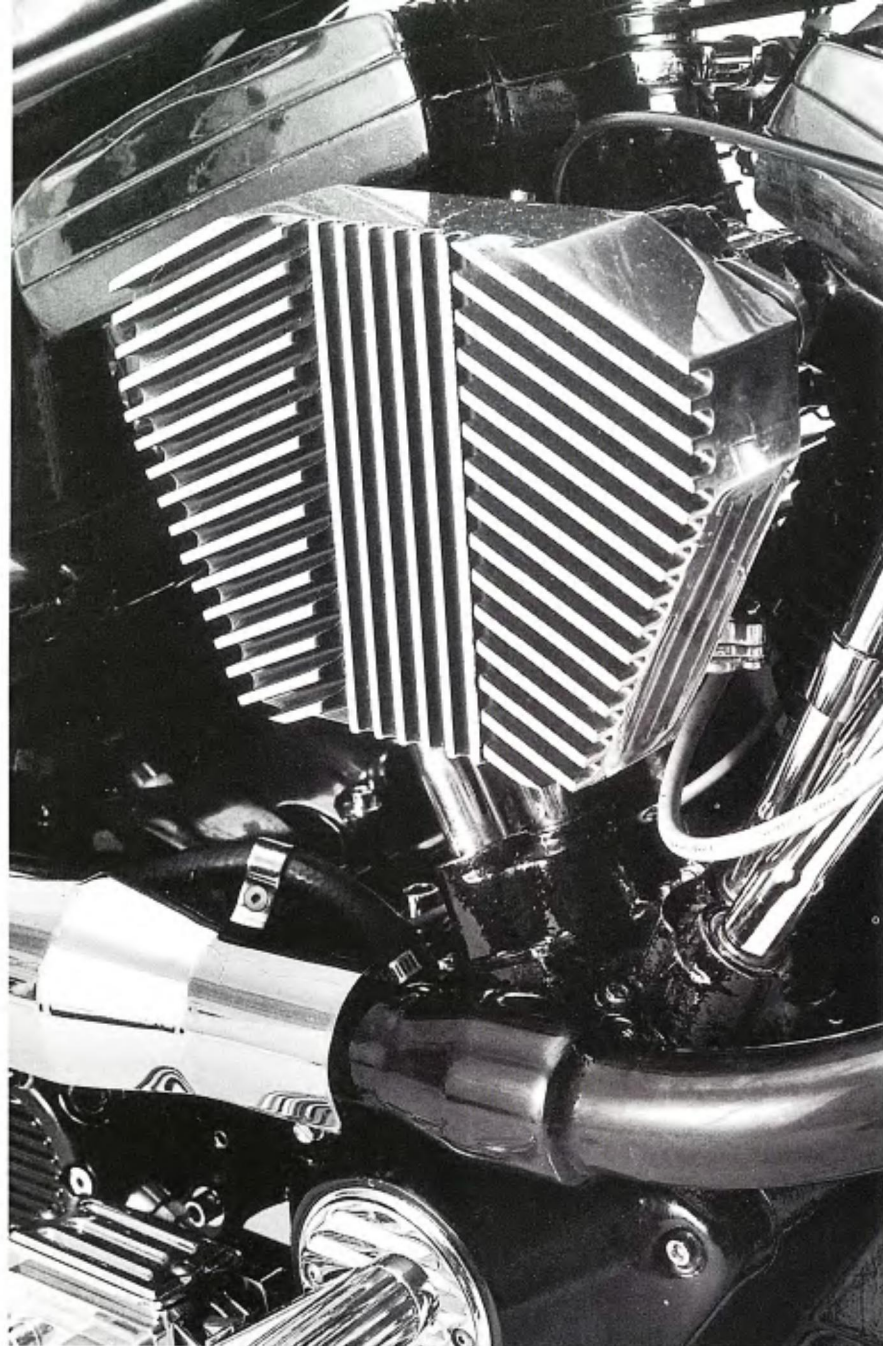


He started out with a used California Highway Patrol bike, a 1987 FXRP with around 50,000 miles on the clock. "You can buy them at halfway-decent prices," Arlen points out. That's one reason many of his custom projects start out as cop bikes.

"I like the rubber-mount motor," he continues. "It's the only thing I ride now." What Arlen doesn't like is the stock look of a rubber-mount. He says it's "clunky." To get rid of that look he estimates replacing about 90 percent of the factory parts when customizing.

"Whenever we buy a bike it goes down one hundred percent," →





he continues. The cases get split and everything gets worked over. He rebuilt this engine using an S&S 89-inch kit.

The original frame went, of course. Arlen prefers to use his own custom designs. "My frame gives you the old four-speed Harley look, except it works with the five-speed rubber-mount guts." This frame is raked 2 degrees, with a 2-inch stretch.

"Since the frame is longer than stock, we had to make longer gas tanks so it was well-proportioned."

Bob Munroe, a longtime wrench and fabricator associated with Arlen's Bay Area shop, meticulously hand-formed the aluminum. "Aluminum is light and easier to

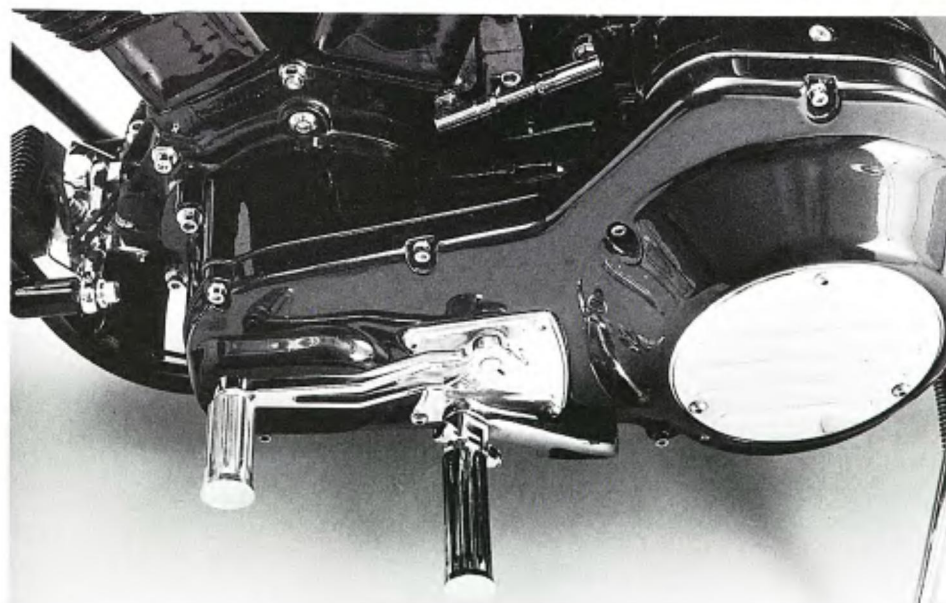
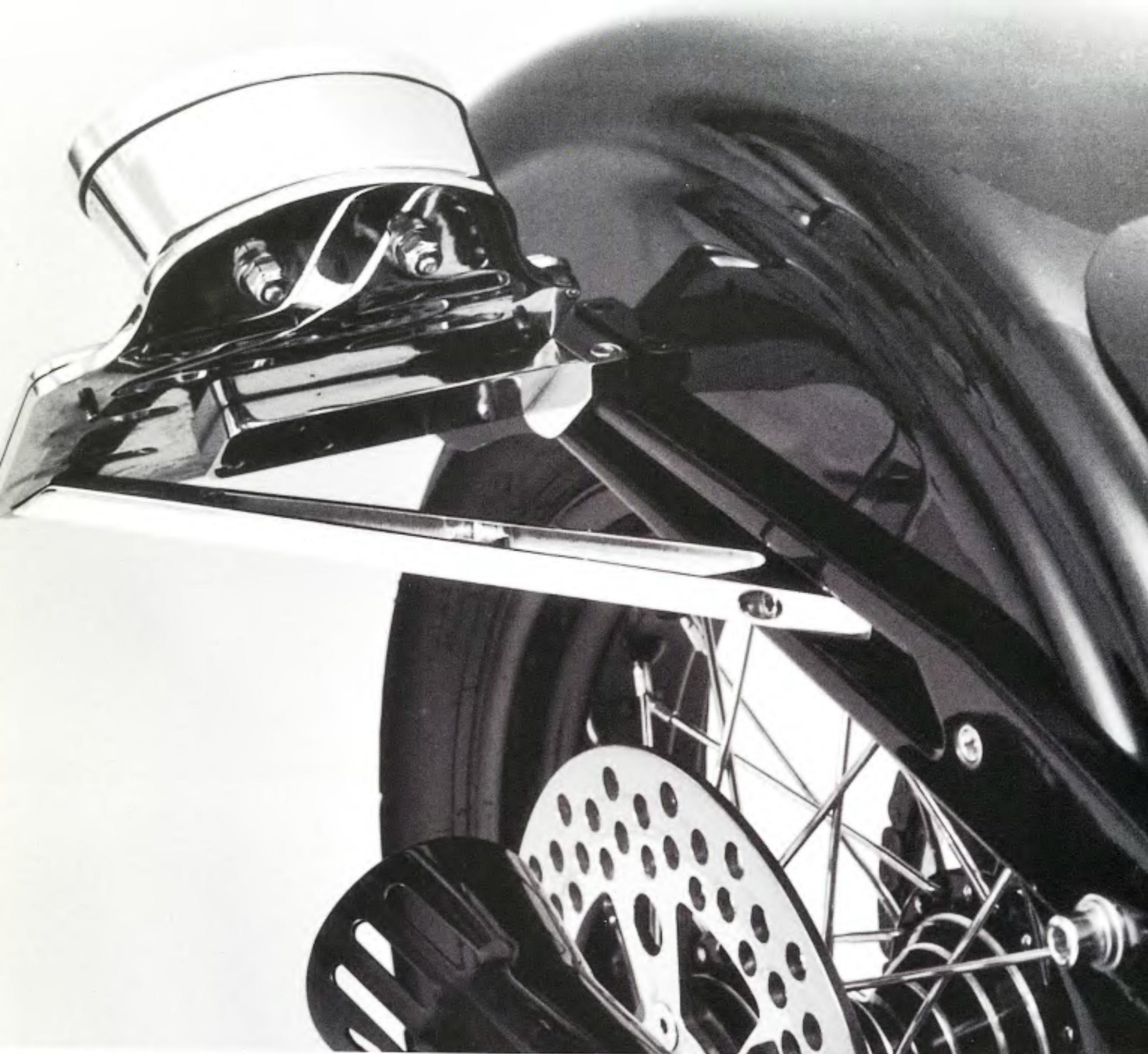


shape than steel," Arlen says. Matter of fact, almost the entire motorcycle is fabricated out of either chrome moly, aluminum, or fiberglass.

"I wanted a little hot rod for zipping around on," Arlen says. "Even though it only has an 89-inch motor, the bike runs strong. The horsepower-to-weight ratio makes all the difference in the world."

Durability was also important to Arlen. That's why he powdercoated the frame, swingarm, and just about everything else.

"Powdercoating is fairly simple to do, and the results are very durable," he explains. "It's glossy- →



looking, but it still resists rock chips and road grime."

The exhaust pipes are handmade and black chromed to stay consistent with the scooter's look.

"Almost every part on the bike, from the frame to the tanks to the bars to the fender rails, is available to purchase," Arlen says. That's certainly good news for those of us without fully-equipped machine shops in our backyards. Now the high-tech, sleeked-down look is something anyone can have.

"It's not like some of the real wild bikes I build with 128-inch motors and two superchargers and four carburetors," Arlen laughs.

"I like to see people building their own motorcycles," he says.



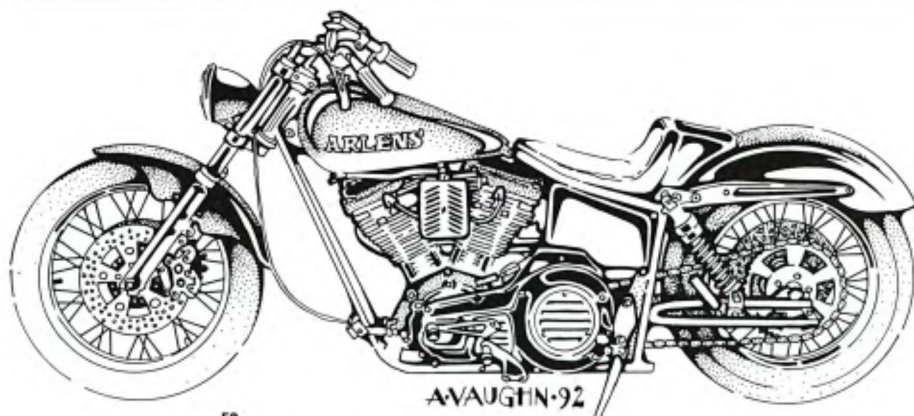
"For a long time people were simply buying a motorcycle and riding it. Nowadays they're getting bored and modifying everything. I wanted to demonstrate that folks could do this for themselves if they wanted to."

Or . . . you just might be able to let Arlen do it for you. "We already make just about everything needed to manufacture an entire motorcycle," he says. "Someday we might come out with one of our own."

There's no word yet on what Arlen Ness might call his new motorcycle, but one thing's for sure—it's destined to be a work of pure awesome-ness.

—Southern Connection

Owner(s): Arlen Ness		City: San Leandro, California	
General		Frame	
Fabrication by: owner		Year: 1991	
Year and make: 1987 H-D		Builder: Ness, chrome moly	
Model: FXRP		Type: rubber-mount	
Value: \$25,000		Rake: 2 degrees	
Assembly by: Arlen and crew		Stretch: 2-inch	
Time: six months		Other alterations: light	
Chroming by: High Lustre		Accessories	
Engine		Bars: Ness	
Year: 1987		Risers: Ness	
Model: Evo		Fender(s): Ness	
Rebuilder: Arlen and Woody		Headlight: Ness	
Ignition: Dyna		Taillight: Ness	
Displacement: 89 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: Arlen	
Balancing: S&S		Rear pegs: Arlen	
Pistons: S&S		Electrics: Accel	
Cases: stock		Gas tank: handmade aluminum	
Heads: reworked by Woody		Oil tank: Ness	
Cam: Crane		Oil system: stock	
Lifters: Crane		Primary cover: powdercoated	
Carb(s): S&S		Seat: Ness, Corbin	
Air cleaner: Ness		Sissybar: none	
Pipes: Ness		Height: n/a	
Muffler(s): Ness		Material: n/a	
Transmission		Forks	
Modifications: powdercoated		Type: Ceriani	
Year: 1987		Extension: none	
Shifting: 5-speed		Builder: Storz	
Engine sprocket: belt		Special features: Ness trees	
Trans sprocket: H-D		Wheels	
Wheel sprocket: 52-tooth		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: Ness		Hub: Ness	Hub: Ness
Painter: Ness		Rim width: 3-inch	Rim width: 4.25-inch
Color: black		Tire: Metzeler	Tire: Metzeler
Type: House of Kolor		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: lettering by Ron Morelli			
Other special modifications: fat rear Metzeler tire, polished rotors, Russell brake lines, offset chain kit, Ness controls. Special thanks to: Jeff, Woody, L. Slave, and Tsubaki.			
Photos: Raiko Hartman			



PARTS BOX

Tell 'em Snake sent ya



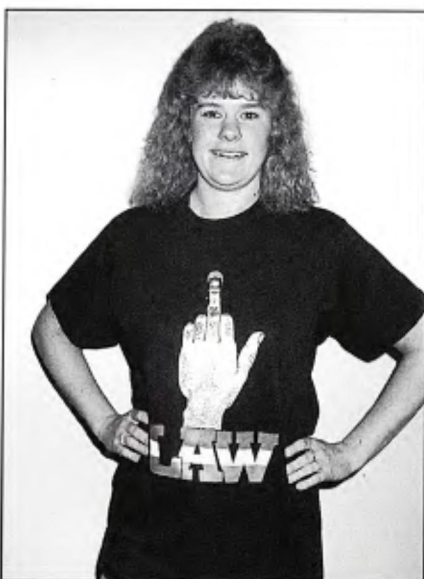
Clip-on Glasses

Someone in this crew tried out a pair of these glare-stoppin', clip-on glasses and said they worked. So here they are for the ridin' world to test. They are designed to keep the glare from headlights out of your eyes. Hell, I don't need to explain. You've been there. The pitch is that the amber-colored lenses brighten your view by 25-30%. For more enlightenment, scratch a note to Blue Seas Treasures, Dept. ER, Box 6765, Metairie, LA, 70009-6765.



White Wall Wars

A couple years ago Custom Chrome came out with a white wall tire. I think they were called Cokers. Anyway, the bros with Heritage-style bikes and old FLs went crazy. The tires are still available, but now the tech wizards at Avon have designed a freeway version of the same style tire. The new tire, called the Gangster, is rated "H," which means it is suitable for use up to 130 mph. Now you have two white walls to choose from. For accurate info, unlike this here, write Avon Tyres Ltd. c/o Hoppe & Associates, Inc., Dept. ER, Box 336, Edmonds, WA 98020, or call (206) 771-2257.



Finger T

I don't have to say much here. It's a T-shirt and it tells the viewer how we feel about restrictive legislation. One thing I like about it is the size of the helmet. It's puny and insignificant—like it should be. Natch, they're 100% cotton and made in the USA. For the straight dope, write: Bill and Don's Bad Boy Shirts, Box 1038, Tolono, IL, 61880.



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Brotherhood Of Outlaws

Some big sonuvabitch who lives on a sailboat not far from Los Angeles wrote this book between trips across the country on his bike. It's worth taking a look at. It was written back when life was short, nights long, times fast, and troubles few—except when you went looking for them. It's a good one for the collection. To pick up this softcover, which runs \$7.95, write FTW Press, Dept. ER, Box 668, Redondo Beach, CA 90277.



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Cams are a mystery to many of us riding fools. In fact, if you're ever near Daytona Beach, Florida, and want a portion of that mystery unveiled, call Crane Cams and they'll give you a tour of their factory and you'll find out how they're made. To understand how different cam designs affect performance, our issue with the "Cam Guide" covers the theory. And if you're interested in a new cam, Crane makes 'em for knuckleheads, pans, shovels, and Evos. You name the performance you want, and they've got the cam. Dial (904) 252-1151 or write Crane Cams, Dept. ER, 530 Fentress Blvd., Daytona Beach, FL 32114. ☉

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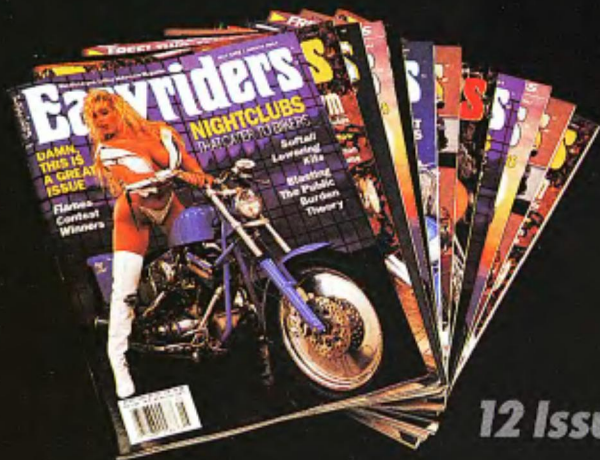
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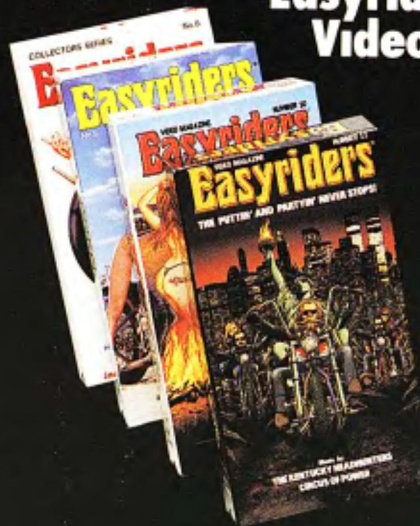
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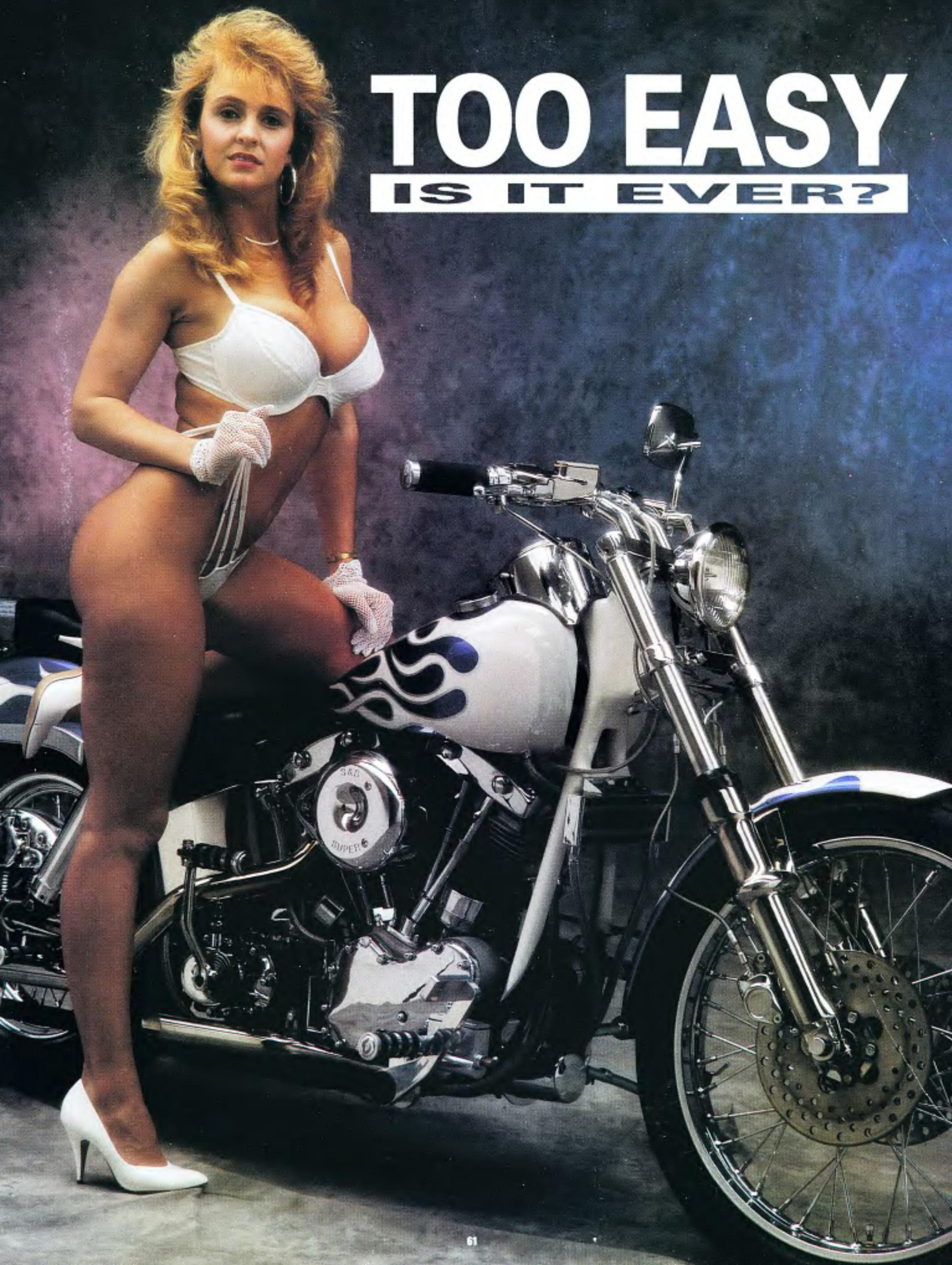
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TOO EASY

IS IT EVER?





Have you noticed the plates this baby is sportin'? They read 2EZ4U (Too Easy For You). But was it? Hell, is it ever?

Anyone who's ever attempted to improve on Willie G's handiwork knows the answer. It never is. Maybe, just fuckin' maybe, it would be, if a man could afford to buy his bike new off the showroom floor, then take her home and redesign her to his tastes. But how many of us can afford to do that? One of these custom jobs puts a big enough hole in your wallet as it is.

Besides, let's get fuckin' real. Even if we had a brand-new motorcycle with all the little zeros running across the odometer, most of us would want to do more than add a few bolt-on goodies. We'd want a stroker kit, a hopped-up cam, or something that would end up spelling major headache.

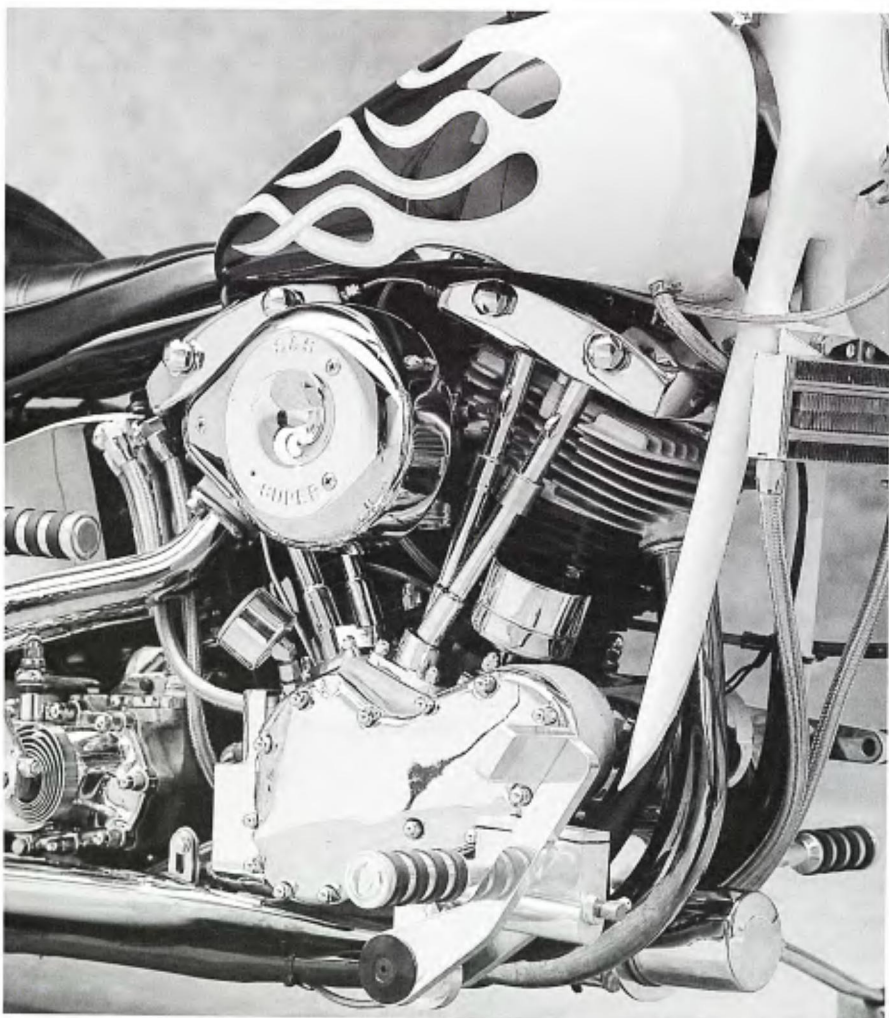
This baby was no different. I have no idea what Scot Davis, the owner, was thinking when he ordered the vanity plate she's sportin', but you can bet it wasn't that she was too easy to build. Scot readily admits that without his bros, Drew and Scotty, helping to



keep his head together and lending unfailing helping hands, she might have never hit the streets again.

To begin with, Scot purchased the bike while living in upstate New York. But shortly afterwards, just about the time he got a good start on the cosmetic work, he got a better job offer downstate. Okay, we all know moving is a hassle, right? Try it sometime in the middle of a rebuild. You have parts at the plater's. You have accessories in the mail, bolt-ons coming from UPS, to say nothing of pieces scattered all over the living room. Then, once you get settled in your new digs, you need to find a new chrome joint, parts houses, and a new shop with wrenches you trust, and so on down the line. It's enough to give a guy gray hair, or lose it altogether. At least Scot didn't have to worry about finding a painter. That's what he does for a living. (Yeah, he sprayed on the cobalt blue and pearl white flames.)

Then, as if the move hadn't been enough of a butt breaker, no sooner had Scot settled in at his new locale and polished off the finish work, than the top half of the mill →



took a dump. So off came the heads. And yeah, you guessed it, the lower end was trashed, too.

No doubt Drew and Scotty were putting some serious effort into keeping Scot's head together about this time. I know I woulda been ready to sell the sonuvabitch and start over. And Scot didn't even have the option of half-assin' things and letting the lower end go for a while to ease the crunch on his bank account, mainly because the bike was being built in memory of his father, John W. Davis, who had always been proud of everything his son built. That's pressure.

But Drew and Scotty must have been on their job because, after a little beer drinking and much cussing, Scot dug deeper into his cash, providing the S&S rods, Wiseco forged jugs, and Andrews A grind cam, among other things the lady now sports. They hope this cured the headaches.

Was it worth it? Fuck, let's get real. I asked Scot, but you don't need to hear his answer. Just look at the flicks and make up your own mind. With the chesty Maxine, your hot Fox of the month, adding



her own brand of Indiana spice and everything nice, to Scot's sled, it shouldn't be too difficult for you to make a decision. If that isn't enough, take in the next New York-area bike show, rally, or event and check out the fillies Scot's packin' around on his shovelhead.

Fuckin'-A, it was worth it. It's always worth it. That's why we put up with the headaches these Milwaukee bitches give us, isn't it?
—Silent

Owner(s): Scot R. Davis		City: Poughkeepsie, New York	
General		Frame	
Fabrication by: owner, Zack's V-Twin		Year: 1961	
Year and make: 1961 H-D		Builder: H-D	
Model: FLH Duo Glide		Type: Duo Glide swingarm	
Value: too much		Rake: none	
Assembly by: Zack's V-Twin		Stretch: none	
Time: one year		Other alterations: none	
Chroming by: Brown's		Accessories	
Engine		Bars: drag	
Year: 1967		Risers: 4.5-inch pullbacks	
Model: shovelhead		Fender(s): CCI	
Rebuilder: Zack's		Headlight: CCI	
Ignition: Accel coil		Taillight: tombstone	
Displacement: 74 cubic inches		Speedo: early model H-D, white face	
Lower end: S&S rods		Front pegs: JayBrake	
Balancing: yes		Rear pegs: JayBrake	
Pistons: Wiseco		Electrics: 12-volt	
Cases: H-D		Gas tank: 3.5-gallon fatbobs	
Heads: rebuilt, Zack's		Oil tank: wraparound	
Cam: Andrews A grind		Oil system: S&S oil pump	
Lifters: solid		Primary cover: chrome	
Carb(s): S&S Super E		Seat: solo (no fat chicks on p-pad)	
Air cleaner: S&S		Sissybar: none	
Pipes: Paughco drags		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: FXWG	
Year: 1961		Extension: 1.5 inches under	
Shifting: 4-speed		Builder: H-D/Forking by Frank's	
Engine sprocket: don't know		Special features: chrome	
Trans sprocket: no clue		Wheels	
Wheel sprocket: your guess		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: chrome	Hub: chrome
Painter: owner		Rim width: 2.5-inch	Rim width: 3.5-inch
Color: cobalt blue		Tire: Avon	Tire: Avon
Type: Radiance (PPG)		Brake: JayBrake	Brake: JayBrake
Special paint: white pearl flames			
Other special modifications: Special thanks to Drew and Scotty for their help. This bike is dedicated to the memory of John W. Davis.			
Photos: Steve Coonan			



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HOG WILD

Scraped Knuckles And Determination

How many of us had dreams when we were young and never followed up on them? As a young snot-nose, Lance "Nitro" Maynard and his family went to Disneyland for a vacation. On the trip south from Oregon, the family station wagon was passed by a pack of 50 patchholders.

"Awesome," recalls Lance.

He knew then and there that he was going to ride a Harley. What he didn't know was that it would be a nitro-methane-gas, crotch-fuckin' sand rocket trike.

At the ripe age of 12 he helped his grandpa build a sand rail. The family spent a good chunk of summer in Sandlake, Oregon, which, as the names implies, has a lot of sand. It was there that young Lance started to work on his dream. A sand something—that's the ticket, he thought.

In high school he built a few sand dragsters—nothing to write home about. Then, while in the Marines, a drill instructor pointed out a recent college grad lieutenant on a riceburner. The 'Nam vet drill instructor took offense at that. He told his new boots that if they were going to ride they shouldn't ride Jap bikes. They should buy a Harley-Davidson, like he and some of the other D.I.'s rode. There it was again—Lance's dream.

That incident motivated him to purchase his first Harley, an '85 Low Rider (still his daily ride). He was finally on track. No sooner did he own a Harley, when a competitive inspiration hit him like a ton of shit: Build a pro-drag Harley for the sand.

For the next few years he headed off to Sturgis annually to talk to the drag folks there and learn everything he could.

With help from his long-time racing bud, Dan Wescoll, and Tim Taylor, a great wrench, he scored a couple basket case Sportys, 'cause the parts are available and a Sporty gets the revs quick. With a Big Twin you also need a separate tranny.

In sand drags you go 30 feet shy of 1/16 mile—not much of a distance, but in the sand it's a long haul.

Lance got Ron Dickey of Axtell to build the bottom end, and Dan Baisley of Baisley Hi-Performance Pro Street Products to build the heads. The slipper clutch was put

together by Jim McClure. They named the beast "Hog Wild" for the first test runs. But the clutch took a big-time shit. "It was black and blue and steaming," recalls Lance. He called McClure, who laughed, saying, "Wow, you guys must have a lot of traction." No shit, Sherlock. Since they were running two 14-inch paddle tires vs. 11-inch drag slick. It's way more fuckin' traction.

No one had ever built a drag Harley sand trike; so for Lance, it was a matter of trial and error. Most of the parts had to be made up as well, which caused Dan and Lance to start Performance Metal Craft. It keeps Lance busy since he works in the shipyards during the day. If some bro needs a special part, see Lance.

With most of the bugs worked out, Lance and crew were in tear-down mode when the California sand drag guys called Lance and invited Hog Wild down to their meet [last November] to run against the Suzuki and other big Jap bikes. With just a week to rebuild the motor and reassemble everything, they made race day.

The nitrous oxide Suzuki, 240hp, two-gear, turning 3.48 seconds, top end at about 103 mph was there. Hog Wild whipped him bad out of the hole, but fuel pump trouble kept him from finishing.

Hog Wild is the only sand drag H-D around. With 300hp coming out of that Sporty, the competition is nervous.

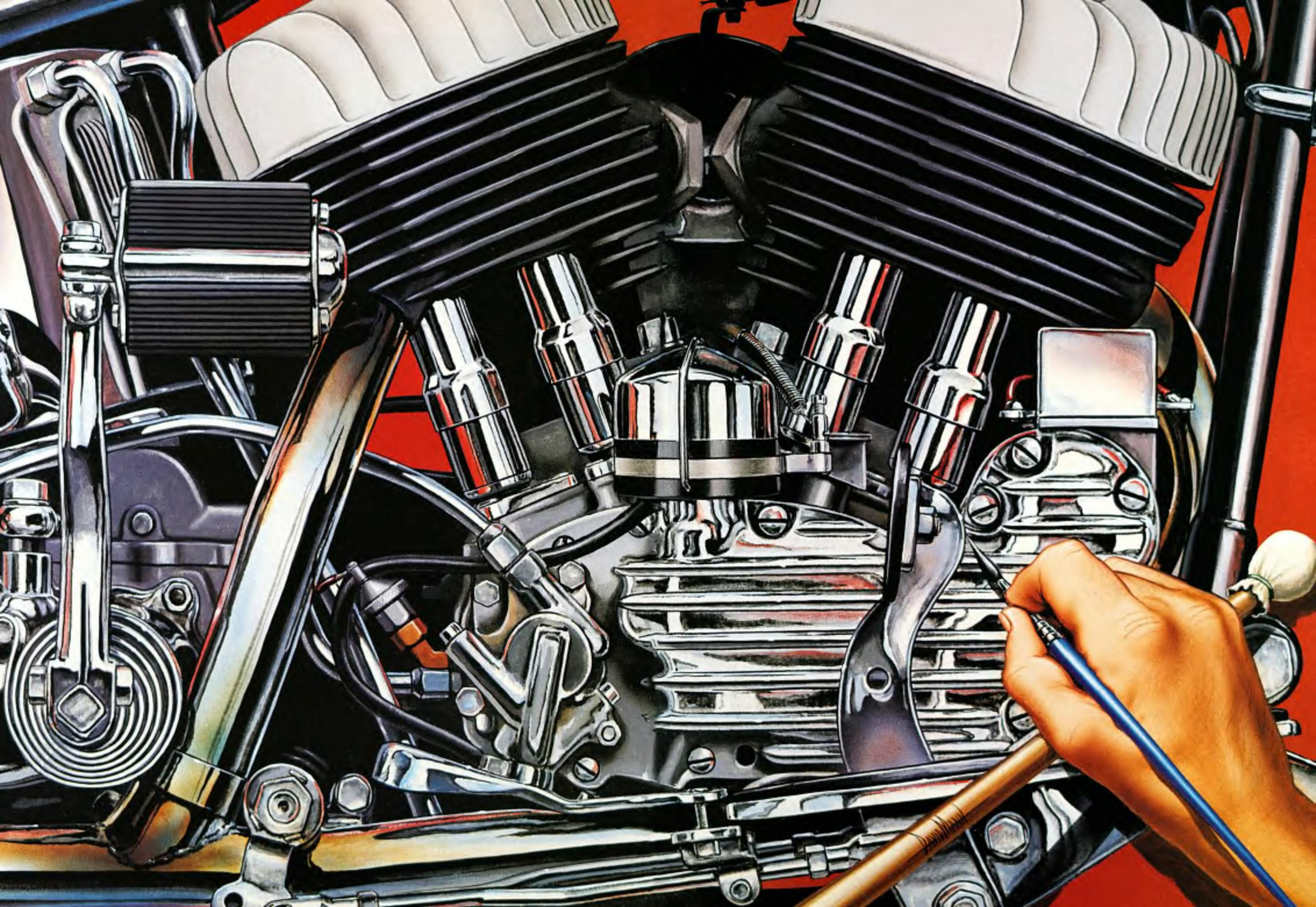
Lance thinks that with the bugs now worked out, he'll reach that three-second mark. That's a 100 yards in three seconds. What a fuckin' rush. Go for it, Hog Wild!

—Dragon



Photos: Serge A. McCabe





IN THE WIND



—Michael Cornett, Ninety Six, S.C.

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

—Carl Angello, Aurora, Ill.

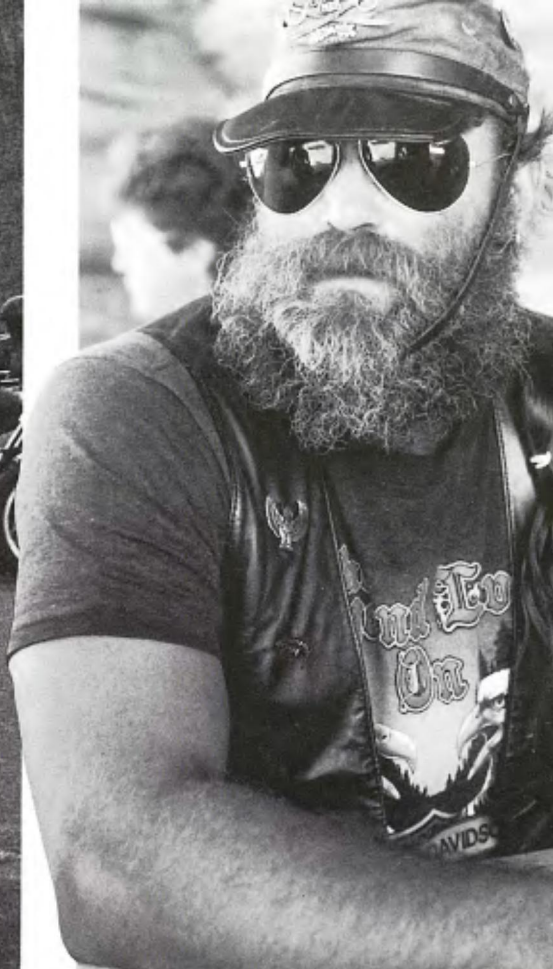
biking. (Oh, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full page, \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name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

—Ed Barquist, Henderson, Nev.





—Blue Bike Mike, On the road



—T-Bear, Woodland Park, Colo.



—John Lewis, Flint, Mich.



—Cyclops, Weirs Beach, N.H.

—Wino Joe, USA



—Erika Bricker, Redwood Valley, Calif.





—Montie Ellis, Lakewood, Colo.



—Jon and Becky Schneider, Elgin, Minn.



—Tove Olsen, Stokmarknes, Norway

—Bob Touchette, Duaneburg, N.Y.



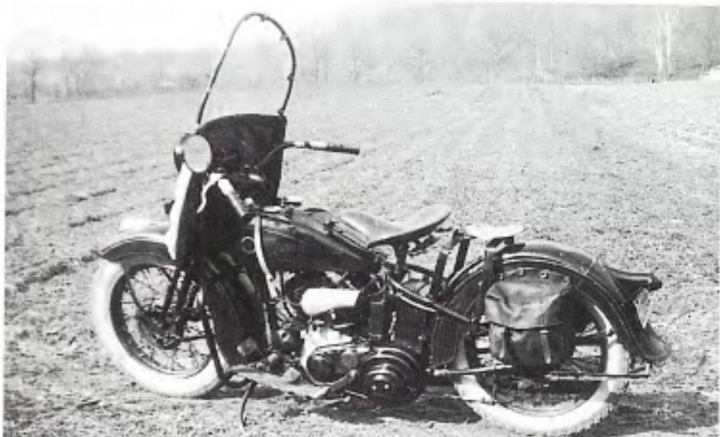
—Bob Nessier, Eureka, Calif.



—S.J. Fiala, Lincoln, Neb.



—Retz, St. Joseph, Mich.



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—Reno, Forest City, Iowa



—Ben Leslie, McMinnville, Ore.

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Dead Trees

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Lately, the editor of this dead tree keeps asking me to write bike features. I keep telling him, "I can't do bike features. A 3-year-old wrench would bullwhip me onto the next stage out of Dodge."

The editor listens to this and says, "Do 'em anyway."

The fucker must want me lynched.

So, as you can see, I have something of a problem.

The editor sent me one photo, the kind with the motorcycle and the chick both in it.

This was a big mistake on his part because he is now going to get a dose of wop cunnin'.

So here's your bike feature.

Now, if this photo the editor sent me is accurate, this motorcycle has two huge tits, that when you lift them in your hands feel like heavy balloons of warm pudding.

When this bike bends over, and you're standing in front of it, the →



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bike's two monster milk pods hang, sway, and slap against each other, and the bike's face looks up at you and smiles.

This bike has a stomach that feels like stretched satin.

This motorcycle has a belly button that, when you put your tongue in it, traces tiny hills and crannies that hold tiny grains of sand from beaches where the scoot spends much of its time sunbathing naked.

This bike has a small crease right in the middle of it, and, depending on what you do with it, it will generate moaning sounds. That means it's ready to be ridden.

From the back, if the bike is still bending over, you see what is described in the basic mechanic's manuals as the bike's pussy. You can see it because the bike's clothing has been removed, making the pussy completely visible.

It's nice to look at this bike's pussy for a real long time. This pussy is the bike's most important part, and yet if changed for any other pussy at all, is still just as good. This condition of completely interchangeable pussies is the bike's best feature.

Also on the bike's backside is the bike's . . . backside! These are two hemispherical curves of hand-magnetizing skin that are cool to the touch because this bike runs hot and evaporation is always taking place on these two surfaces.

If you take your hands and separate these two surfaces at the crease and place your face inside and let the spheres close on you, you can smell the muff's exhaust, which, on a good day, can smell like gardenias, but which, on a bad day, can smell like a tuna fish and turd sandwich soaked in Type O-negative.

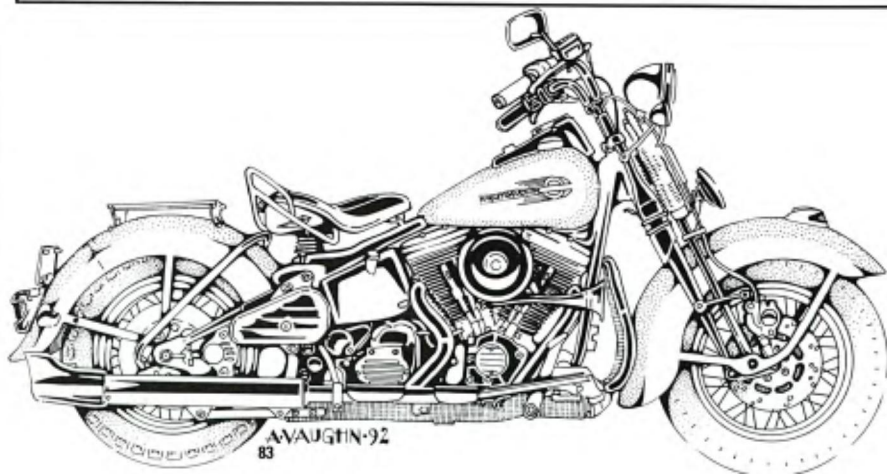
But then every motorcycle has its bad days.

Okay, there's your bike feature. Hey, you asked me to do it—remember? And if any of you wrenches don't like it, what can I say; I'm lookin' at the same fuckin' photos you are and I'm tellin' you what I'm seein'. So sue me.

—Solari



Owners: Maiko Saravia		City: Hermosa Beach, California	
General		Frame	
Fabrication by: Will and Maiko		Year: 1989	
Year and make: FXSTCS		Builder: South Bay Cycles	
Model: Softail		Type: Softail springer	
Value: \$30,000		Rake: none	
Assembly by: Maiko, South Bay Cycle		Stretch: none	
Time: three months		Other alterations: none	
Chroming by: Luis		Accessories	
Engine		Bars: Fat Boy	
Year: 1989		Risers: H-D	
Model: Evolution		Fender(s): 1948 flathead fenders	
Rebuilder: Maiko		Headlight: springer	
Ignition: XL modular		Taillight: beehive	
Displacement: 80 cubic inches		Speedo: H-D	
Lower end: stock		Front pegs: Heritage footboards	
Balancing: factory		Rear pegs: none	
Pistons: H-D		Electrics: 12-volt Lucas (just kiddin')	
Cases: stock		Gas tank: 5-gallon	
Heads: Branch		Oil tank: wraparound	
Cam: Andrews		Oil system: braided steel lines	
Lifters: hydraulic		Primary cover: chrome	
Carb(s): Mikuni		Seat: police solo	
Air cleaner: Mikuni		Sissybar: no way	
Pipes: 2-into-1 pipes		Height: n/a	
Muffler(s): yes		Material: n/a	
Transmission		Forks	
Modifications: none		Type: 1989 Springer	
Year: 1989		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: belt		Special features: chromed	
Trans sprocket: 38-tooth		Wheels	
Wheel sprocket: 71-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Will and Maiko		Hub: H-D	Hub: H-D
Painter: Jim		Rim width: 3.5-inch	Rim width: 3.5-inch
Color: blue and white		Tire: Dunlop	Tire: Dunlop
Type: two stage lacquer		Brake: H-D	Brake: H-D
Special paint: airbrushing, emblems on tanks			
Other special modifications: twisted spokes; early-style fenders, seat, and running lights; and a bunch of other stuff. Thanks to Carl Jones and Cycle Boys.			
Photos: Silvermoon			





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.

Judy DesLauriers South Daytona, Florida

I hope you don't think I'm nuts for writing this letter. Let me explain...

I'm a 49-year-old grandmother who has lung cancer. I have a life expectancy of about one year. I found out about the cancer last April on a Monday. On Thursday, I bought myself a Harley. Everyone close to me said, "Do something you've always wanted to do." So I did.

I ride quite a bit, considering that the chemo I receive knocks me on my butt for about a week between treatments.

The name of my bike is "Black Rose"—as in the rose of death. It's painted on the

oil cover, gas tank, and back of my helmet.

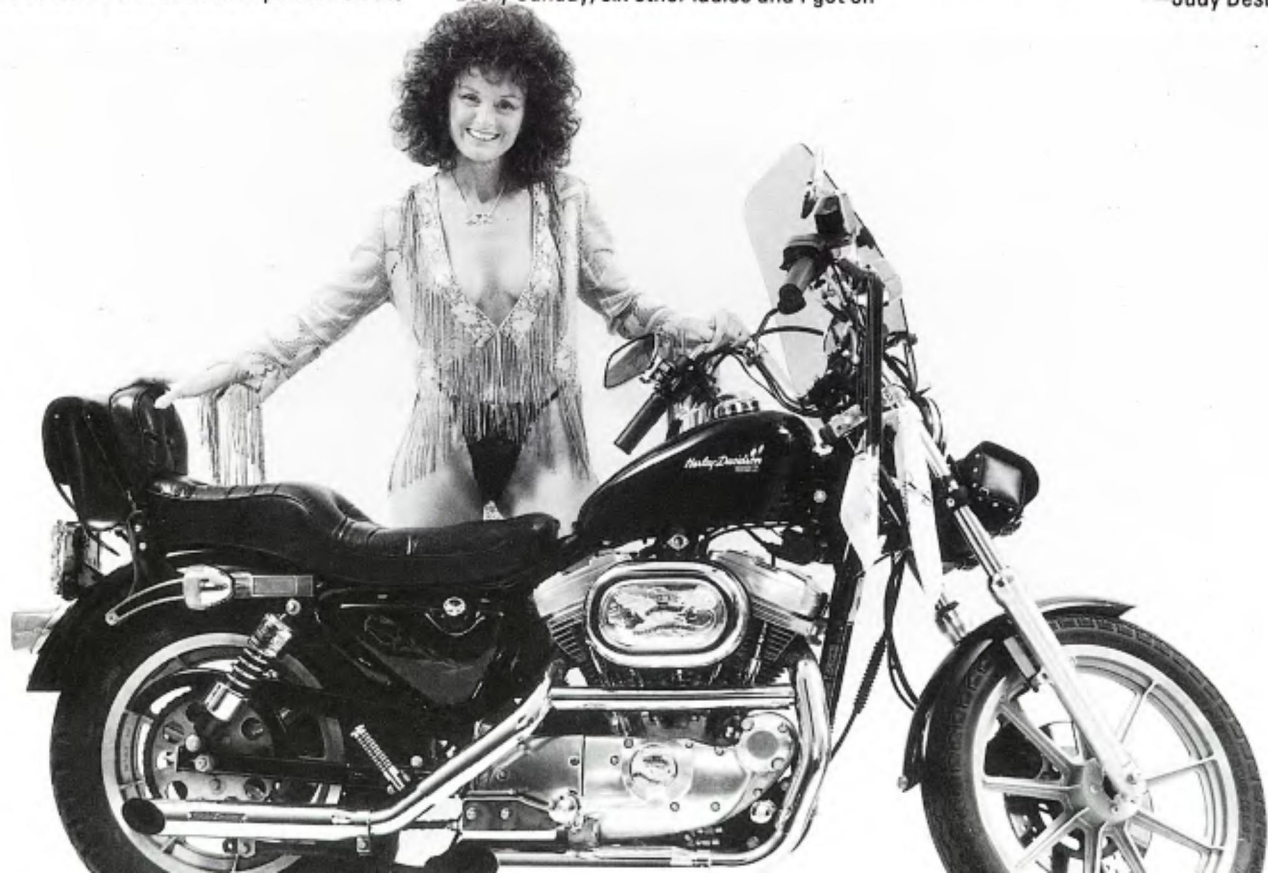
When I came out of remission this month, I got another burr up my butt to "do something I've always wanted to do." I went and had these photos taken and would just love to see them published in *Easyriders*. I know I'm kind of old for your magazine, but after a lifetime of working out and 10 years of aerobics, I've been told I don't look bad for an "old broad."

I live in South Daytona and have worked as a customer service rep for the electric company for the last 20 years. Every Sunday, six other ladies and I get on

our motorcycles and ride around the north-east coast of the Sunshine State. During Bike Week this year [1992], a production company out of New York was in Daytona Beach shooting a documentary entitled, "Ladies On Motorcycles." They interviewed me three times and got 20 minutes of videotape on me riding.

Thank you for taking the time to read my story. I may not have a long time to be in the wind, but when you're riding, it's definitely the quality of time spent—not the quantity.

—Judy DesLauriers





I may not have a long time
to be in the wind, but
when you're riding, it's
definitely the quality of
time spent
—not the quantity

Judy DesLaurier's story was a true inspiration for me. I think we all spend too much time complaining and wishing things were different—and too little time doing something about it. Life is a wonderful gift we've all been given. Unfortunately, there's no set of instructions or warranty that comes in the package; we have to learn the rules as we go along and play the game the best we can. None of us knows how long our stay on Earth will be, so we need to make the most of our gift and go for the things in life that we want. We need to stop putting off for tomorrow what we want to do today. Whether it's riding a motorcycle, going to Europe, sailing around the world, opening a restaurant, or going back to school, don't put your dreams on hold—do it now!

—Lisa

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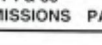
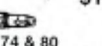
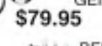
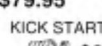
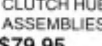
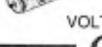
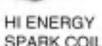
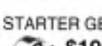
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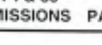
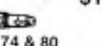
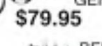
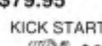
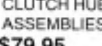
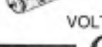
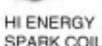
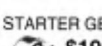
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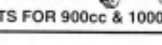
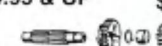
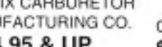
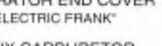
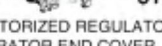
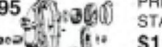
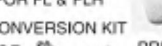
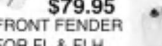
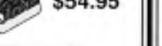
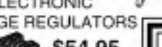
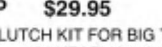
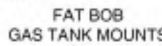
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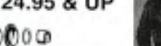
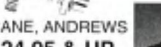
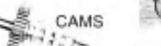
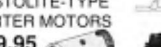
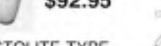
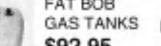
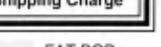
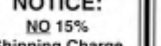
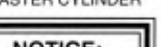
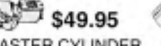
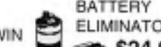
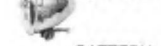
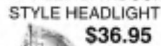
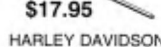
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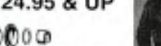
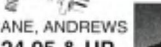
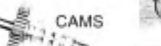
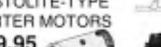
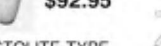
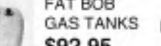
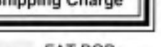
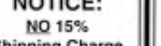
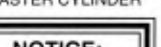
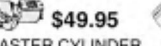
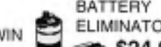
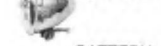
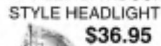
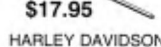
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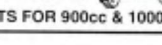
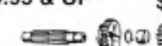
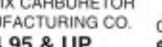
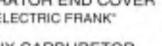
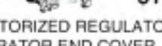
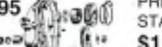
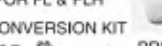
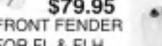
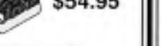
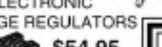
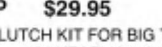
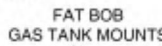
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GUAGE



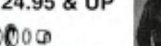
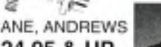
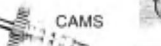
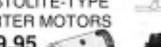
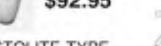
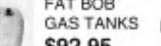
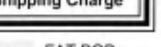
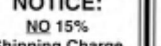
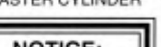
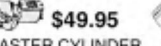
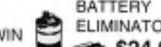
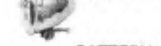
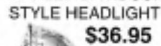
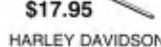
HARLEY DAVIDSON
STYLE HEADLIGHT



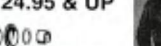
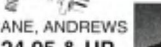
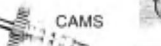
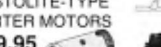
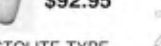
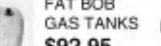
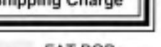
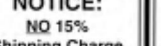
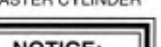
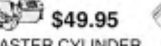
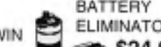
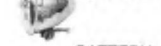
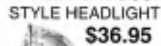
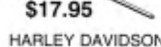
FAT BOB
GAS TANK MOUNTS



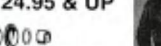
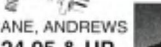
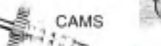
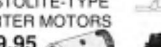
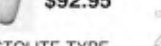
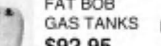
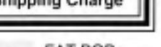
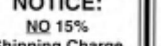
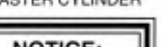
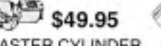
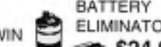
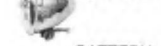
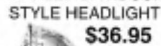
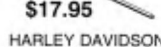
BATTERY
ELIMINATOR



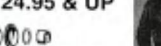
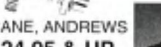
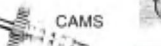
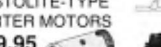
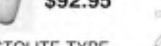
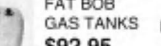
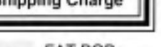
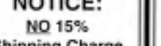
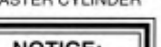
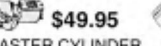
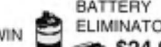
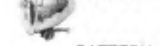
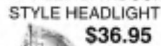
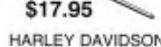
MASTER CYLINDER



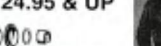
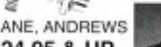
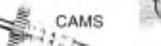
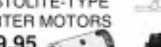
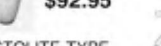
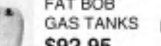
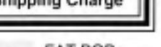
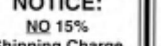
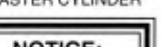
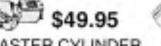
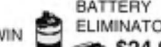
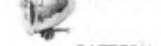
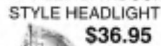
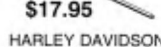
PISTONS



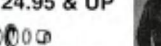
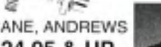
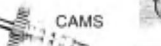
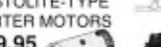
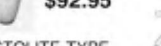
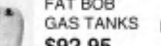
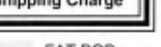
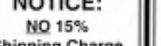
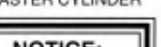
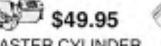
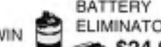
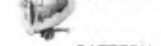
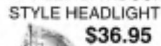
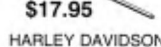
CHROME
MASTER
CYLINDERS



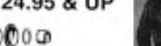
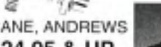
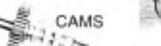
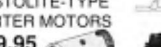
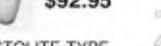
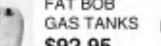
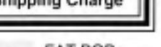
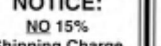
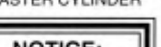
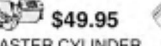
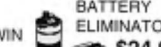
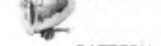
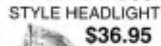
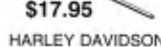
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Charlie Brown, B&B Cycles, Zanesville, Ohio 1991 H-D Evo Pro Fuel Pulling Trike

Here's a free agent Evo with a mind of its own. When Ground Hog isn't pumpin' steroid-like fuel through its veins, or bumpin' its power (currently boosted to 125.6-muscled inches), it's lookin' for competition to toss sand on.

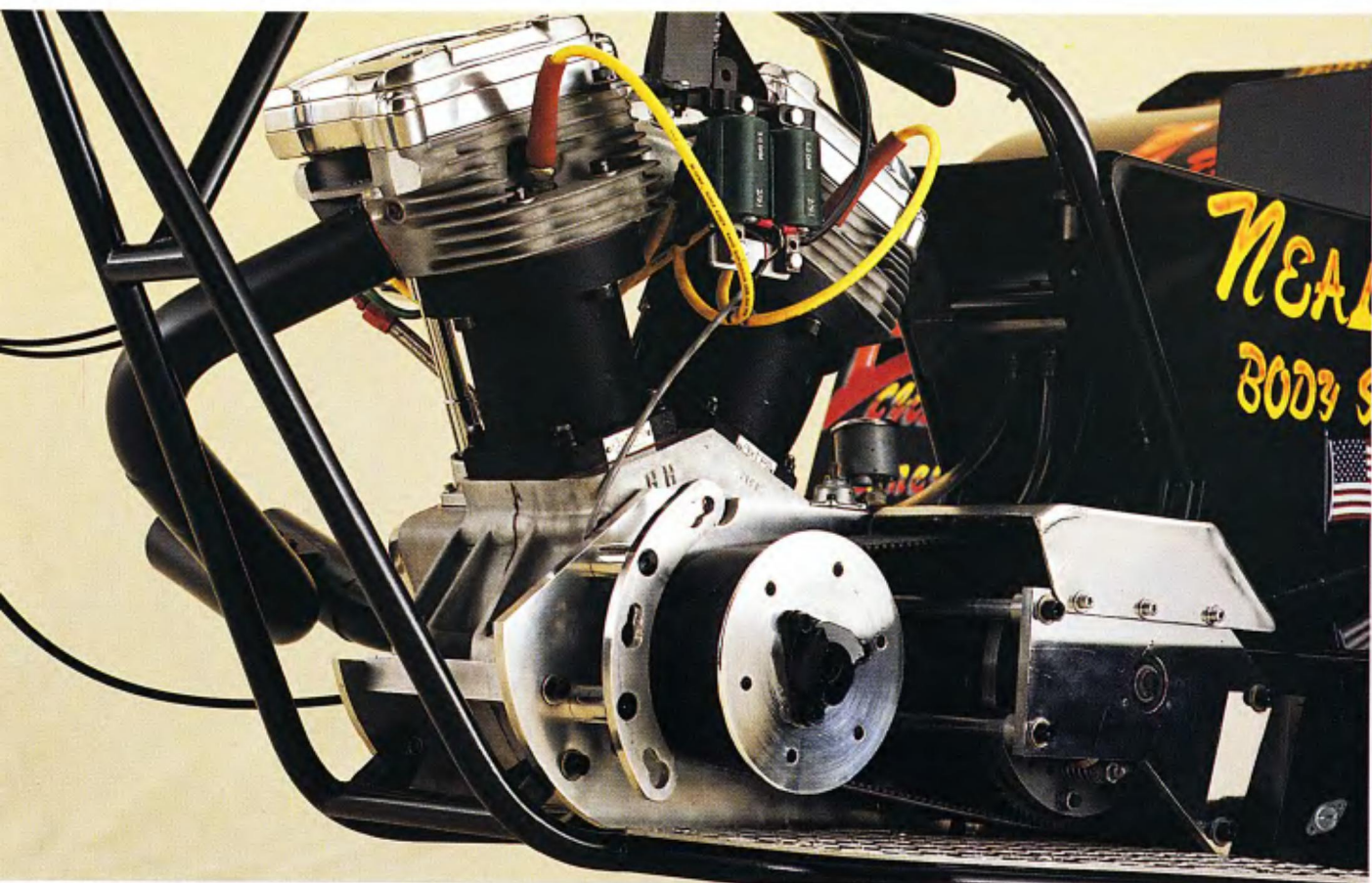
Ground Hog's home is normally out back at Charlie Brown's B&B Cycle Service shop in Zanesville, Ohio. But this beefcake is at home wherever there's some dirt that needs movin', and some weight that requires a tenacious tug. And that would be at any one of the *Easyriders* Rodeos around the U.S. of A.

But Ground Hog gets happy as a pig in mud when hooked-up to a sled loaded with over two tons of mash and some slop to drag it through—not personal feelings as to who mounts it. Last year, veteran rodeo rider Dino Heath came within a whisker of winning the Rodeo crown, due to equal talents of his own and this monster. But Dino has moved on to other things this year.

After a winter of being pumped-up and conditioned in workouts by Charlie and his wrench, Clyde Dickerson, who rebuilt the engine, the bike went lookin' for a rider. Who knows who will be wristin' the wick this season? Rest assured, someone will be on top of Ground Hog lookin' to be top dog.

—Pan Man

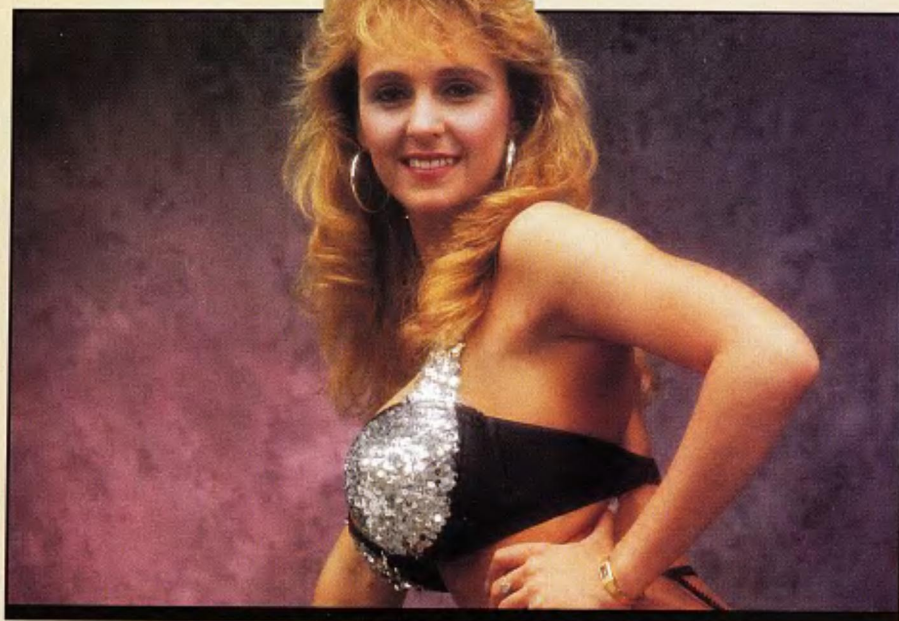
General		Forks	
Fabrication by: B&B Cycle		Type: wide	
Year and make: 1991 H-D		Builder: modified B&B Cycle	
Model: Evo Ground Hog		Special features: adjustable, no boots	
Chroming by: Why?		Accessories	
Engine		Bars: drag	
Year and model: 1991 Evolution		Lights: none	
Rebuilder: Clyde Dickerson		Gas tank: aluminum, 1 gallon	
Displacement: 125.6 cubic inches		Oil tank: 1 quart	
Transmission		Seat: none	
Modifications: Elmer Trett clutch		Other: full-body fenders	
Shifting: no shifting, one gear		Wheels	
Trans sprocket: jackshaft		Front	Rear
Wheel sprocket: 76-tooth		Size: 8-in.	Size: 15.5-in.
Finish		Hub:aluminum	Hub:Wally& Kurt
Color and type: black urethane,		Rim width: 8-in.	Rim width: 14-in.
Neal's Body Shop		Tire: knobby	Tire: Dick Cepek
Special paint: Bad Co., Zanesville		Brake: stock ATV	Brake: none
Frame		Special thanks to: Clyde, Kurt, Wally,	
Year and builder: '91 Dixie Frames		Smiley, T.C., Jill, Arthur, Doc, Roger,	
Type: exotic		Jim, Terry, & Dixie Frames.	



Photos: Mike Lichter



APRIL *Fox Hunt* WINNER



Active and attractive Maxine had just finished entertaining the horse racin' troops at the Kentucky Derby in Lexington, Kentucky, when we told her she was in the bikers' winner's circle. She brought her high-ridin', industrial-strength ta-tas to our secret location on the East Coast to enhance Scot Davis' shovel/pan. Your April Fox drops men's jaws watchin' her perform as a stripper. Drop yers when ya scope out Maxine on page 55.

—Loudmouth



The rays of sunlight were on my face—the cold winter was gone.
The vibrations tickled me all over.
Julie, Wisconsin—#901



Harleys feel good, they're American-made, and when they're warmed up they ride nice—just like me!
Tiffani, California—#902



Hot vibrations pulsed through my quivering loins as my man took me to the edge.
Holly, New York—#903



My first ride was a breathtaking putt on the Blue Ridge Parkway. The stars were never brighter.
Jan, Florida—#904



A friend of mine referred to his Hog as a Milwaukee vibrator. I've been riding this "vibrator" ever since.
Lora, Hawaii—#905



I'd really like to ride that big Hog buck naked. I bet that would feel great!
Teresa, West Virginia—#906

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□ STEPHANIE RAGE



□ KELLY BLUE



□ SAVANNAH



□ TONISHA MILLS



□ NIKKI RANDALL

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

□ Lauri Canyon
□ Rachel Ashley
□ Aurora
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□ Regina Bardot
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□ Busty Bell
□ Blanca
□ Bunny Bleu
□ Blondie Bee
□ Bridgette Blue
□ Erica Boyer
□ Cameo
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□ Jacqueline
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Easyriders

Fox Hunt

Make \$500 by being selected as the winner and modeling for an *Easyriders* feature! Help pick the winner by mailing in your vote. That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there is still a new winner every month.

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

It works this way—if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

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

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

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photo of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting fill out the entry form and answer the question at the bottom of the page.

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

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

Readers, exercise your God-given right as a biker and a reader of this rag, and vote. Simply write the name, and number of the lady you like on a postcard or the back of a sealed envelope and mail it in to #231 *Easyriders* Fox Hunt,

Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending in votes starting August 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 August 31, 1992. We'll print the winner in the January 1993 issue.



Here she is, bros, the fourth monthly winner in our 14th Annual Fox Hunt, Lana, #502, from Columbus, Ohio. 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.

231

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.

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's
Signature _____

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

Git Kit II

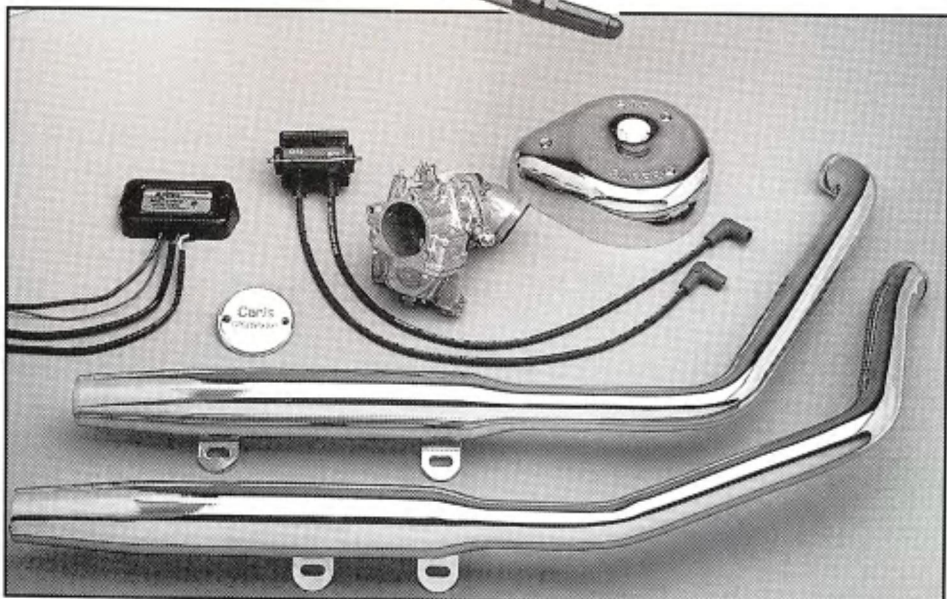
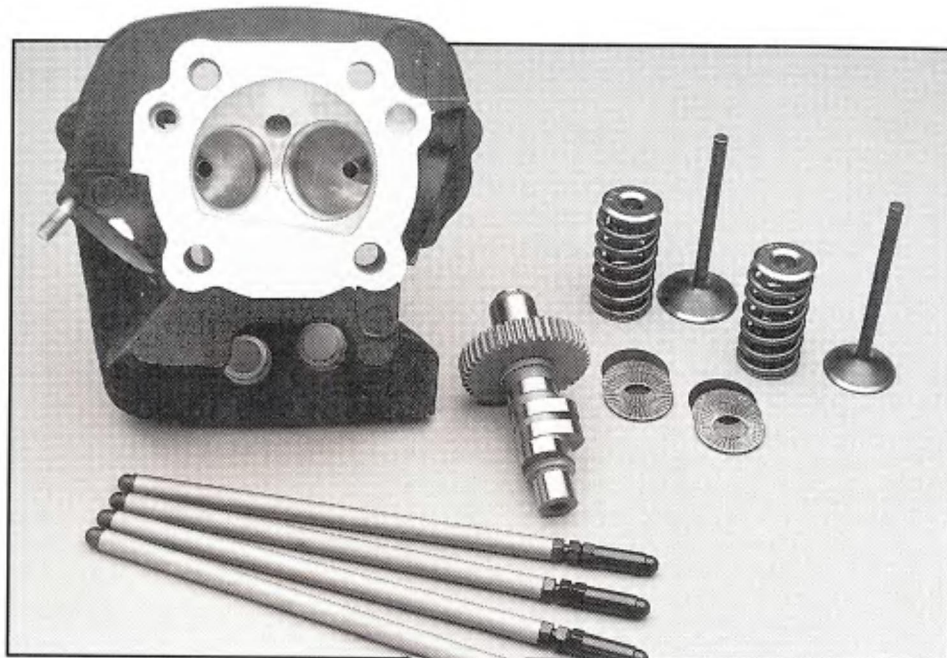
Road And Track Package

In the quest for reliable street performance we installed a Carl's Speed Shop Git Kit some time ago (*Easyriders* October 1991). The system proved to be just exactly that. Performance was enhanced significantly and reliability remained intact. The Git Kit included an S&S shorty carb, Andrews EV-3 cam, Carl's adjustable pushrods, Accel mega-fire ignition, Andrews high-output coil and wires, and Carl's adjustable-baffled True-Flow exhaust system. This package was reasonably priced, easy to install, and yielded a big reward when a handful of throttle was applied. Still, even with this 33 percent increase in power, the bike remained entirely docile at slow speeds.

At the time we installed Carl's Git Kit, he mentioned some other improvements that would require a little more installation time. Carl's Speed Shop was setting an amazing street bike record at the J&P All-Harley Drags in Palmdale, California. His electric start street bike with mufflers, shock absorbers and *no* wheelie bar was running the quarter-mile in 10.53 seconds at over 128 mph. This is the kind of constant development and testing that Carl is known for.

We decided to see what Carl was talking about and took Wrench's beloved FXRS to his shop in Santa Fe Springs, California.

Carl explained gains in performance through increased cylinder head flow coupled with proper combustion chamber shape, valve size, cam timing, ignition timing, and valve train dynamics, showing how he calculates the air flow requirements for a particular engine from swept volume and volumetric efficiency. Then he demonstrated how his Serdi 100 valve seat machine accurately machines a fully radiused valve seat that comes out perfectly centered on the valve guide axis. This machine costs in excess of \$35,000. Before the Serdi valve job, both the intake and exhaust ports are carefully shaped to maximize



velocity and enhance flow while maintaining very close to stock overall port volume. The results are cylinder heads that flow 150 cubic feet per minute (cfm) on the intake side and 123 cfm on the exhaust side. These flow numbers were generated on Carl's Super Flow 600 flow bench at 25 inches of test pressure and then con-

verted to 10 inches.

Carl also showed us what stock heads flowed and why the factory sets the rev-limiter at 5200 rpm. The stock heads simply don't flow enough air to be efficient at higher revs. Now the engine can rev well past 6500 and not "tip over" on the power curve. Of course, to run an Evo this high you



Carl's Speed Shop
(310) 941-9385



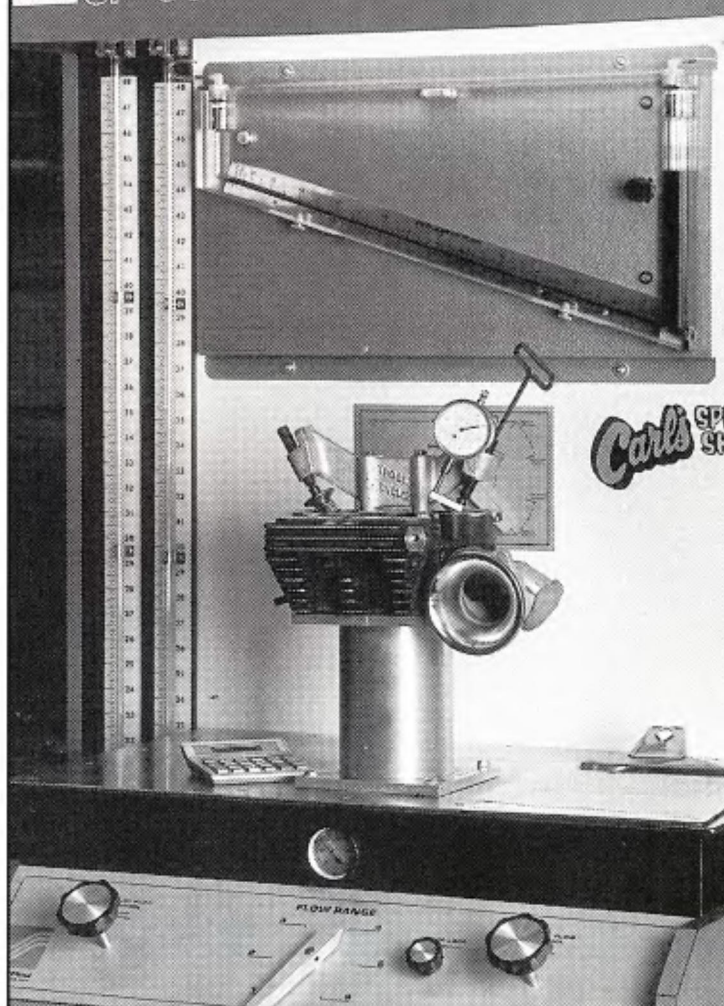
Photos: Markus Cuff

must take caution to prevent valve float. Carl handles that problem by setting up the spring pack so that they coil bind .030 of an inch before the collars hit the valve seals. Titanium collars are used to keep the valve train light. Carl also supplies the finest stainless steel valves. Carl calls these his "Road and Track" heads.

To complement the improved cylinder heads, Carl suggested we install his new CM4 "Road and Track" bumpstick cam. He said we could definitely take advantage of the increase in flow by utilizing a little change in cam timing, duration and lift.

To sum it all up, we picked the next logical step in our quest for *more* reli-

SuperFlow
SF-600



able horsepower. Beyond what we have done here would require a major disassembly and probably changes to either the bore, stroke or both.

Other than the head work, this was basically simple nuts and bolts—with special care given to only cleanliness and proper torque specifications.

—Ben Silversmith

A black and white photograph of Pamela Anderson. She is sitting on a barrel that has the word "TOXIC" and a skull-and-crossbones symbol on it. Thick white smoke is rising from the barrel, partially obscuring her legs. She is wearing a dark, shiny, strapless bodysuit with a deep V-neckline and a necklace. She has blonde, wavy hair and is looking directly at the camera with a serious expression.

Pamela on the toxic tank of death.

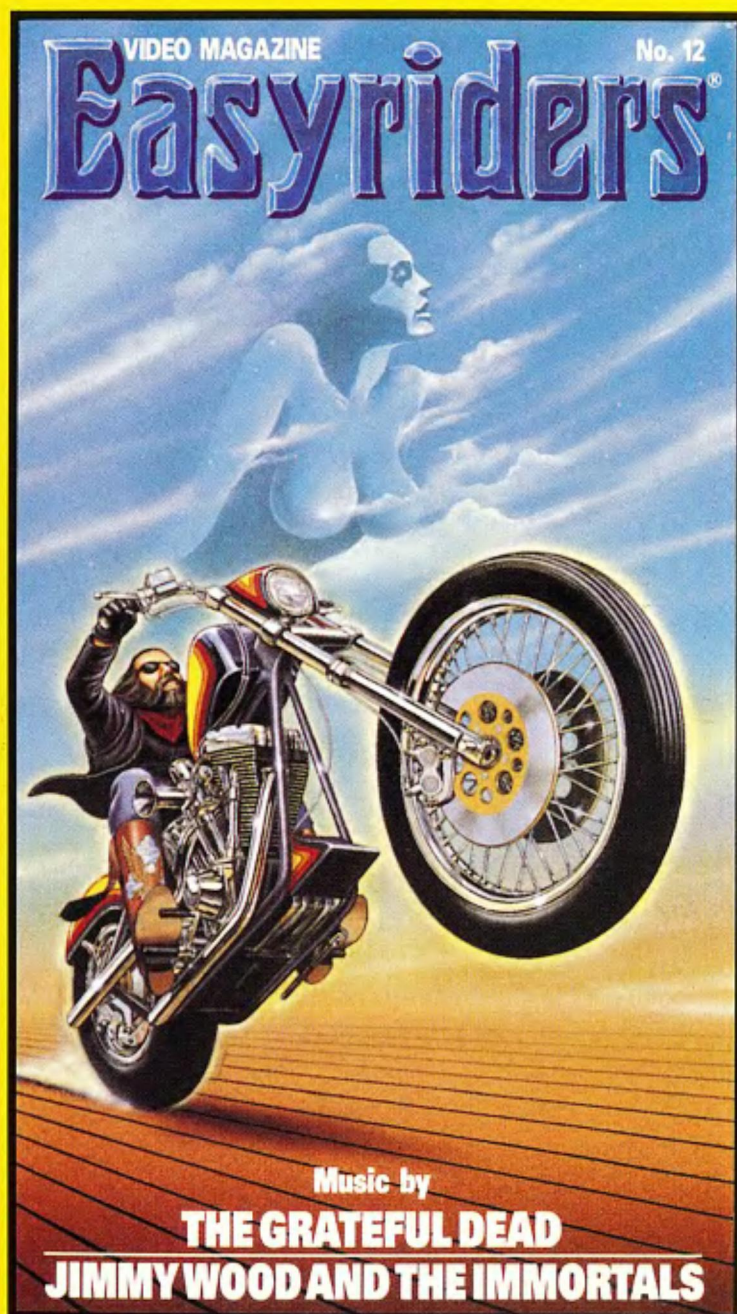
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Rites Of Spring

In last month's leg-wetting, gripping saga I left you in Nashville, Tennessee. On May 1, I got to see and hear Marty Stuart and Travis Tritt in their No Hats concert tour at the Convention Center in Murfreesboro, Tenn. Before the concert a party was held backstage for the press, at which time Travis and Marty gave \$50,000 to

the Nashville chapter of the National Association of Recording Arts and Sciences. The money was earmarked for music education programs for kids. This happened during a live remote simulcast with The Nashville Network (TNN), the Nashville-based country music TV station. Before a packed house, Marty and Travis sounded great

and put on a good show. Check 'em out when they come to your neighborhood.

The next day Sugar Pai, my FLHTC, and I rode south to hook up with Walt Verney who owns and operates Walt's World Cycle Accessories at 1407-A Jordan Lane in Huntsville, Alabama. Walt, a charter member of the Bros Club, sells all kinds of biker stuff, →



Robert "Rat" Taft, and his 1992 drag bike.



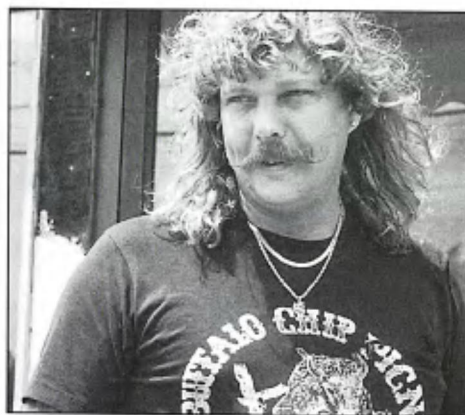
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including T-shirts, jewelry, leather goods, and motorcycle parts. The T's come mostly from *Easyriders*. Walt's also carries some sharp homegrown shirts made by Off The Wall Custom Screen-Printing.

Before cutting out to the ABATE of Alabama Rites of Spring Rally we stopped at Magic Needles tattoo studio for a visit with Stan "Easy" Garner. Magic Needles is located at 417 Jordan Lane. Easy is a world-class tattooist with lots of awards hanging on the walls of his large studio. He stays busy most of the year tattooing many of the local military personnel.

Huntsville's major economic activity is the Army's Red Stone Arsenal (RSA). Red Stone makes conventional weapons and develops rocket motors for the space program. They have a large water tank where our astronauts receive gravity training. Furthermore, RSA is a training post centered around munitions of all types. The Army trains bomb disposal groups here. The Space and Rocket Center is open to the public. Visitors can take a tour to see where some of their tax money is spent.

After a brief visit with Easy, Walt and I split for the ABATE campground in Knoxville, Ala., located just south of Tuscaloosa.



Alabama biker babe catches some rays.



Hey, Cookie, how about another sandwich?

We got lost looking for the party, but after a while we got on the right trail and found it. Ya know, if all fails, read the directions. Anyway, shortly after arriving I was presented with a plaque. It came as a complete surprise and was much appreciated. Thanks folks, I've got it hanging on my wall at home. A big "Thank you" also goes out to Paul and Jean Drummond, the owners of the property the run was held on.

We heard that a couple riders went down en route to the campground when they rear ended a wayward cow. David Mitchell from Albertville, Ala., the rider, required more than 300 stitches on his left arm. His passenger, Joyce Weaver, got her legs banged up. Although they weren't feeling all that great they did show up later and hung out. The Sporty they were riding didn't look any worse for the wear—it could be ridden. It crashed in a ditch after hitting the bovine, but the footpegs saved it from severe damage.

Everyone I saw at the Alabama Rites of Spring Rally seemed like they were having fun. ABATE would've had a larger turnout, but they had to buck a big NASCAR race at Talladega that same weekend.

Live music was provided by 35 West. They entertained the troops with some blues, Southern rock, and country →

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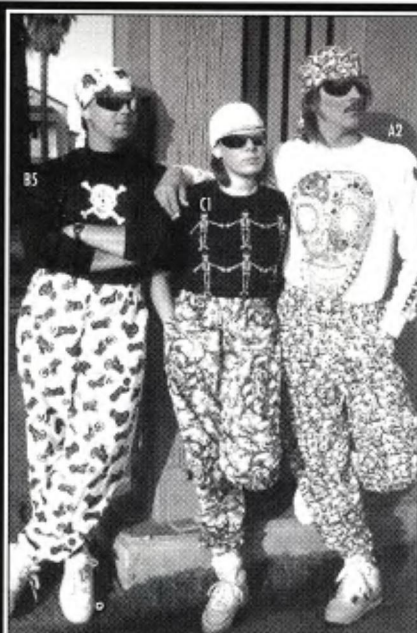


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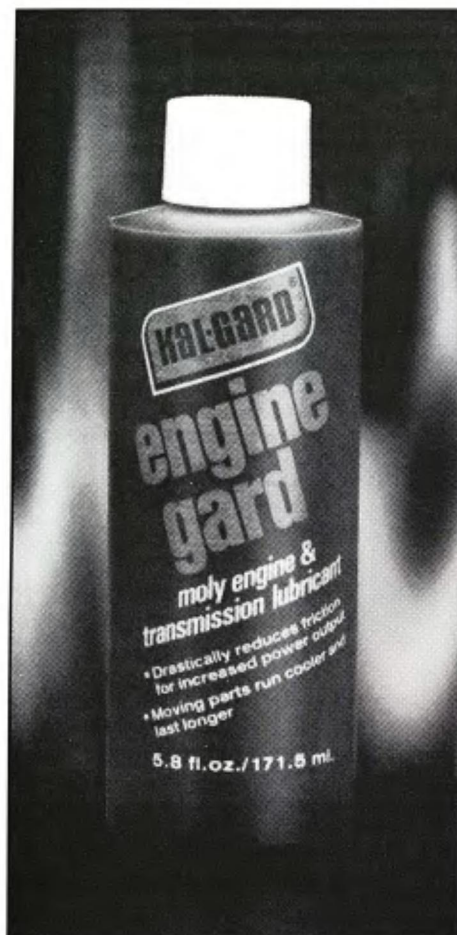
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tunes. ABATE of Alabama also ran the usual assortment of biker games with trophies going to the winners. Of course, food and beverages were available. The hot roast pork sandwiches made it for me. Everyone was welcomed, and all out-of-state ABATE membership cards were honored for discounts at the gate.

If you plan to camp in this part of Alabama, try the Lazy J Campground, located on mile marker 55, off Highway 79 south, near Guntersville. It's run by bike riders, and the entire campground is set up for two-wheeled travelers. Tell Jim and Janet Johnson that you heard about them here. If you can't find it on the map, their telephone number is (205) 466-7081.

The next day, Sunday, Walt and I left Knoxville and rode north to Huntsville. From there, Sugar put me up to Nashville, where I worked on my column, and saw the aforementioned concert.

Oh yeah, before I forget, one of the highlights to my Nashville visit was eating at Hap Townes Restaurant. It's a small joint, in business since 1928, near downtown, known locally for their stewed raisins and breaded tomatoes. Many of Country Music City's artists and bigwigs eat there. Black-and-white and color pictures of country-western stars, all autographed, hang on the walls. Ya never know, you may be seated next to Waylon, Willie, Dolly, or some record company exec.

Long about mid-week, Sugar Pai and I headed 400 more miles north to visit Bob "Rat" Taft in Decatur, Illinois. The route taken to Decatur was north on I-24 out of Nashville, to I-57 north, to U.S. 36 west, then right on into town. Bob is a dealer and charter member of the Bros Club. They call him Rat because he worked on big block Chevy rat motors before switching to Harleys. His shop, Rat's Whole Place, can be found at 2777 N. Woodford in Decatur. The phone number is (217) 875-7223. Bob's got a really nice store and shop. He carries a lotta stock and has complete machine shop facilities in-house. He stocks all kinds of go-fast goodies, plus clothing, leather, and chrome. You can also get welding done at Rat's Place.

Bob's main claim to fame is that he is the very first Harley Big Twin drag bike racer to get into the 8s using gasoline on the 1/4-mile strip. He did that last year on an Evo. This year his bike is gonna be something else. I mean, he's got all the bells and whistles, and once he sorts it out he is gonna smoke.

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The Rat Man uses his experience for proven performance on his customers' motorcycles. I hung out with Bob and got to know him a little better. He's a fun guy to be around. Rat's serious at the shop, but when it's Miller Time he knows how to party.

By the way, the Prairieland ABATE Chapter in Decatur has a helluva nice headquarters and meeting hall. It used to be a Baptist church. Using the talents and abilities of the membership they remodeled the place. Outside they built a covered entry over the front doorsteps, and a bitchin' wet bar inside. In addition there's a downstairs basement with separate rooms, and they were finishing an open-beam ceiling that's gonna look tits when it's done. It's been a long process because they're doing all the work themselves. Of course it's built to code. The building material has been donated and though some of it is used, it's serviceable. I'm proud of these brothers and sisters. It shows what can be accomplished when a group of people work toward a common goal. The best part is that ABATE owns the property. Way to go, guys.

Getting back to Robert "Rat" Taft, after work we rode around checking →



Prairieland ABATE chapter officers at their headquarters.



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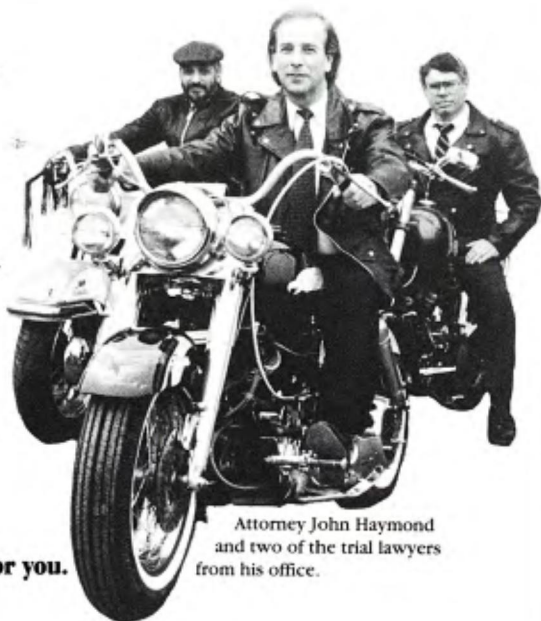
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out the local color. We stopped and ate at Bink's Restaurant on Pershing Road. Next we rolled by Witts Inn. It has a patio out back and is sort of a biker-friendly bar with many of the younger crowd hanging out. After Witts we went by the 48 Inn, a neighborhood bar that helps out ABATE on poker runs. Fine folks run this place. We closed the evening listening to Route 66, a country rock band that was playing at the Friendly Tavern. The Friendly Tavern has been a stopping spot during Prairieland ABATE poker runs, and ABATE held a New Year's Eve party there.

On Saturday and Sunday, May 9 and 10, the Rat's Whole Place had an open house. Custom Chrome's tractor-trailer mobile showroom was on display, including its on-board dyno. A rider can check out his bike's horsepower right there. Door prizes were given away to the folks who showed up all weekend. They had a weiner roast on Sunday and a bike show/cruise on Saturday. The riders who went on the ride registered at Steak and Shake on Eldorado Street and trophies were given out at 8 p.m.

All in all, it was a great weekend. I wanted to hang out longer, but had to get to the AMRA season opener in East St. Louis, Illinois. I know Rat had wanted to go racing also, but the AMRA people changed the schedule after he had picked that weekend for his open house. The change of schedule caused him to miss out on any prize money and points he may have gained if he could have raced. He held the Number One plate in his class in 1990, and after missing half the races in '91, was only 20 points behind the leader. That oughtta tell ya something. Not to worry, Bob will be out there this year, smokin' that rear tire down the asphalt and challenging the record books again.

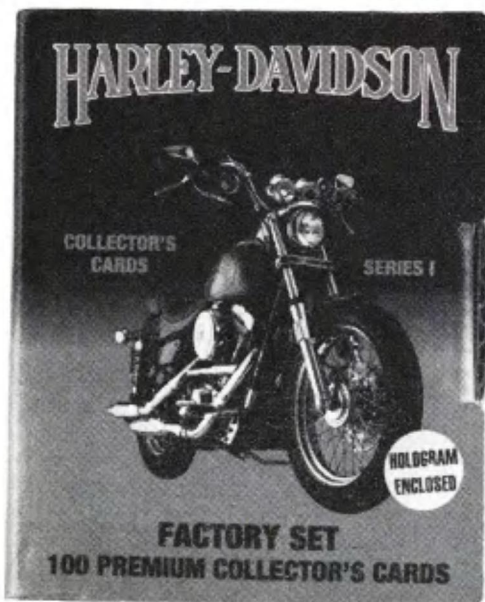
Space doesn't allow for a full-blown feature on the drag race at this time. Look for it in a future edition of one of our other rags.

That about does it this time. Mucho thanks to the folks who've written to Rip's Run. I'd like more mail telling me what's going on in your particular area. You know, neat biker doings and places to visit. In the meantime, don't let your meat loaf, and enjoy the sunshine

—Rip

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Dark clouds trembled as the roar of Buck's Harley cut through their thunder. Lightning, lancing the low hills, reflected witchfire across the stroked shovel's chrome, briefly illuminating the night-flyers of the plains. Flashing silver, then red, faceless eyes seemed to pace the black bike as it clawed the highway into the twilight.

The rider gritted his teeth and growled in frustration, wrenching the bike back to the center of the lane. Images of soggy snakes and spiders fueled his prayer to whichever gods gave a shit, that he would see some indication that shelter lay ahead.

The rain fell in sheets, partially obscuring the flashing red sign of a motel. The word "Vacancy" was the only part Buck could make out—and the only part he cared about. He braked the bike to a stop in front of a small cottage. A sign reading "Office"

hung on the front door. Killing the engine, dropping the kickstand, and jumping off the bike in a single motion, Buck stomped to the door and pounded.

Raised voices filtered through the wood.

Buck pounded again. "Hey, you fuckers, I'm getting wet out here!" he shouted.

The door flew open. Pulling his pants up from around his ankles, a shriveled little man glared at Buck from the doorway. "What the hell do you want?" he roared.

Buck frowned at the man. "I was hoping for a dry place to stay, but seeing as how you're so busy playing with yourself, I'll just float on down the road and look for..."

The biker's voice trailed off as he stared over the man's shoulder. Behind the old man stood a slightly-built Indian girl, maybe 15 years old. Dark hair cascaded over her small breasts to hang just above her slim waist. A drop of sweat—or something—ran down the inside of one thigh. Her large brown eyes drank him in hungrily.

The old coot followed the biker's gaze, then flew into a rage. "Get the hell back in there!" he bellowed, raising a tattooed hand to strike the girl.

"Hey!" Buck shouted.

The cry snapped the old man's attention back to the biker, whose right hand rested conspicuously atop the Viking Raider

hand ax hanging in a sheath from his belt. "You and your little friend here can play some more after I get a..."

"Trailer," the old guy interrupted, gesturing toward the row of small aluminum buildings outside. "Fifty bucks a night."

"Fifty fuckin' dollars?" Buck exclaimed in disbelief. "You gotta to be kid..."

His protest was drowned out by the rumble of thunder.

"Seems fair," Buck said, surrendering to the circumstances. He pulled a few bills from his pocket and offered them to the greedy old shit.

Just as the old man reached for the cash, the girl bolted past him through the door and into the rain.

"Bitch!" the old man yelled after the fleeing girl.

Buck chuckled.

"What are you laughing at, asshole?" the little

man snarled furiously.

Buck grinned at the greaseball. "Looks like we both sleep alone tonight," he said.

"Don't bet on it, kid" the old man growled, storming off into the night, shouting for the girl.

Buck looked at the money he still held in his hand.

"Fuck it," the weary biker sighed, stuffing the bills back into the pocket of his soaked jeans. He wrestled the heavy bike through the mud along the row of trailers leading away from the office. Lightening cast eerily distorted shadows across his path.

Locating an unoccupied and unlocked trailer, Buck chained the Harley and entered. Barely looking at the bedroom and the cramped kitchen adjoining, he pulled off his jacket and shirt, and flung himself on the bed. He crushed a pillow around his head as more thunder rattled the flimsy trailer's windows.

Abruptly, Buck sat up and listened intently. Outside in the distance, somebody was shouting and cursing. He heard thunder again, then a cry of pain. Was it the girl?

Buck jumped to his feet and peered through a window into the darkness enveloping the trailer.

For an instant, a flash of lightning threw a silhouette against the outside of one of →

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the trailers—a man waving a large stick over a crouching form. The stick rose and fell repeatedly, almost in slow motion. The scream that rang in Buck's ears was definitely human.

"What the hell?" Buck wondered aloud, grabbing his ax and dashing out the door into the howling storm.

Buck ran through the mud toward the screaming. Dashing around the corner of the last trailer, he stopped short at the sight of the old man looming over a rain-soaked dog tied to a post.

The old man shocked the dog again and again with a crude cattle prod made from nails pounded into a length of two-by-two and wired to an old diesel generator. Blue sparks flew wherever he struck the animal. The cries of pain sounded very human.

Buck shivered. "What the fuck are you doing?" he shouted. "I'm trying to

once taking his eyes off the animal.

The coyote sat and watched him, then suddenly lunged for the trailer.

Buck slammed the door and fell onto the bed. Claws raked against the door as the coyote howled and whined, trying to get inside.

The scratching and howling finally stopped, leaving only the sounds of the storm outside. Then, in the near silence, Buck heard the door knob turn slowly. Noiselessly, he rose from the bed and stood near the door with the ax poised, its handle seeming to burn in his white-knuckled fist. As the door slowly creaked open, the biker held his breath and listened to the pounding of his own heart.

The Indian girl stepped into the trailer, shivering wet.

Buck, tired and out of patience, scowled at her. "What the . . ."

He rose from the bed and stood near the door with the ax poised

get some fuckin' sleep over there!"

When the biker took a step toward the dog's frail-looking tormentor, the little bastard raised the wired lumber and waved it at him. "Butt out, asshole," he hissed between clenched teeth. "I gotta teach this bitch some respect."

"Do it in the goddamned morning, then!" Buck bellowed, taking another step forward. With the points of the prod only inches from his face, he swung his ax and severed the wires before seizing the two-by-two and ripping it from the old man's grasp.

The little creep screamed and darted past Buck toward the office cottage. "Go ahead—fuck her!" he shouted over his shoulder as he stumbled away, still raging. "Fuck her! I don't give a shit—she'll come back to me!"

Moments later a door slammed in the distance, followed by the sounds of glass and furniture being smashed.

"Fruitcake," Buck muttered to himself, turning his attention to the dog. A little small for a wolf, he thought. Might be a scrawny coyote.

The coyote growled, straining against the tether. Buck moved toward the animal, raising his ax. The coyote cringed as the blade flashed down, cutting the rope. "There, you're free," he said. "Now get the fuck out of here."

Buck turned and headed back to his trailer. Ten feet behind him, the coyote followed, whining pitifully. "Fuck off," he roared, kicking out at the creature. Growing wary, he gripped the ax more tightly as he backed up the steps of the trailer and through the door, never

he began.

"Please," the girl interrupted desperately, "you've got to help me. That man, he beats me, uses me. I can't get away from him."

Buck stared at the fragile-looking girl. Lowering the ax, he said, "Look, hide out someplace nearby until morning, and I'll give you a ride to the next town."

"No!" she barked. "That's not enough to release me from his hold."

Buck was puzzled. "You talk sorta odd for a little girl," he said. Beneath his gaze, the girl's eyes appeared to grow larger and deeper.

"Not so little," she corrected him, moving closer and tossing back the long hair covering her breasts.

Buck raised his hand and the girl stopped in mid-stride. "I don't fuck kids," he said.

"No problem," the girl replied, gently pushing him toward the bed. "I can be anything and any age that gets your dick hard."

The biker's eyes widened as the girl's tits began to grow larger, the nipples seeming to reach out for him through the now taut fabric of her blouse. Astonished, he tore his eyes from her swelling breasts and looked at her face. The "little" girl had become a 25-year-old eyeful, sporting a pair of 40D headlights that made a man want to drop to the floor and gnaw the rug.

To the girl's astonishment, the transformation failed to produce the lust-crazed victim she expected.

Instead, Buck caught the girl with a short left hook, knocking her toward

the far side of the room.

It was an enraged coyote that crashed against the wall.

The snarling animal hit the floor on all fours. Its thin, pink tongue caressed long, canine teeth; death burned in its silver eyes. Abruptly, the eyes softened. The blurred profile of the coyote shimmered, then stabilized into the body of a dark Mexican woman about 19 or so.

"Changling!" Buck bellowed in recognition of the enemy before him. "Back off—I don't screw shape-shifters!"

The girl pleaded. "He beats me and rapes me and humiliates me. You must help me break free!"

"Free's easy," Buck shot back. "Just hit the road and keep moving."

"No," she insisted impatiently. "He controls me. He has power over me—from a seal tattooed on his left palm."

Buck smiled. "From what I've seen, the old guy doesn't seem to be doing all that great in the control department."

The girl glared at him. "I get satisfaction when and where I can," she said. "It's a joy to infuriate him, even though I pay for it later. I've learned to live for the pleasure of the moment, and I take any moment I can."

She turned and eyed the ax. "But you can save me from him," she whispered.

Buck hefted the heavy blade. "Why would I want to do that?" he asked. "What's in it for me?"

The shape-shifter moved toward him once again, her features changing with each step. Her hair flowed through a hypnotizing kaleidoscope of patterns and colors, while the shape of her eyes altered in concert with the changes in her body. When the changes ceased, she was the same girl he had first seen in the motel office.

But not exactly.

"I can be any woman you lust for," she said. "And I revel in showing my appreciation, unless you're afraid of me."

Buck grunted. "I ain't afraid of shit, honey," he said. "I just prefer to bed down with females of the human persuasion, if you know what I mean."

Drifting toward the bed, the girl →



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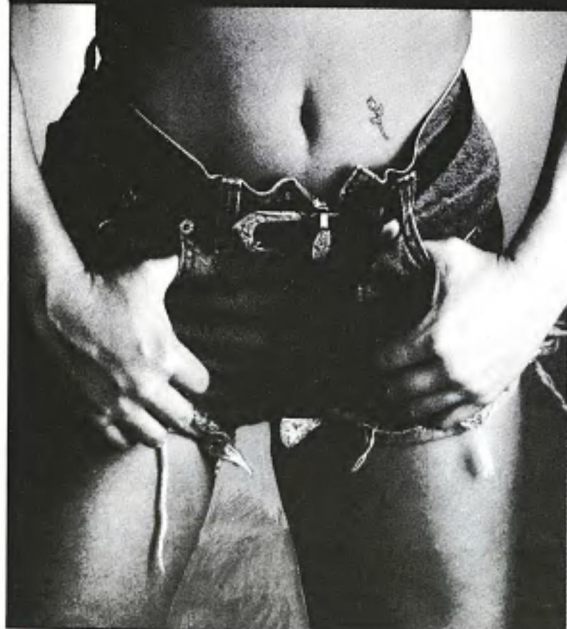
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smiled, her features beginning to melt and flow once more. "Human?" she said contemptuously. "Why limit yourself?" The shifter crawled slowly onto the bed. Buck couldn't tear his gaze from her silver eyes.

"Don't be afraid," she murmured. "I'm human enough. Just tell me when you see something you like."

Buck raised a shaky finger. "That one there," he croaked hoarsely. "Hold it right there. That one'll do for openers."

The rain intensified as Buck stared at the girl in fascination, vaguely aware that he was slipping into some sort of helpless trance, but unable to resist. Behind Buck, a sinister giant holding a machete stood in the open doorway.

"Jesus fuckin' priest!" the biker cried out in surprise, the spell broken painfully by a glancing blow from the huge knife. Clutching his wounded side, he lashed out at the darkness with the hand gripping his ax.

The monstrous intruder glanced across the room at the young girl. "I thought you were gonna wait outside," he said in a toneless, hollow voice.

The shifter's eyes flashed red, then silver. "I wanted to watch," she said.

The hulking figure chuckled. "Pervert," he said.

"You should know," she replied.

Buck stumbled backward, one arm held tightly against his wound. "I can't believe this is happening," he groaned.

The machete blade sliced through the humid air, barely missing the retreating biker before burying itself in the kitchen countertop. Summoning all his fading strength, Buck raised his ax.

To the biker's dumbfounded shock, the old man emerged from the darkness to retrieve the machete. Buck's eyes bulged in disbelief. The old man was twice, maybe three times as big as the shriveled figure he had watched run away in the downpour.

Sensing a quick kill, the old shit was on his wounded opponent in an instant.

Buck dodged and rolled, but the heavy knife tore the ax from his hand, hurling it over the small kitchen table into the gloom beyond.

Staggering and defenseless, Buck screamed at the girl. "Help me, for crissakes, you miserable mutant!"

The old fucker laughed heartily. "She won't help you!" he exclaimed, lurching across the room toward Buck. "She can't. She tried to get other fools to kill me, but they failed, just like you will. Hell, boy, she doesn't want freedom—she's just hungry!"

"This is it," Buck thought, watching the machete arc above the old man's head for the killing stroke.

At the top of it's arc, the blade struck a bare light bulb hanging from the ceiling.

ing. The bulb exploded, showering glass into the old killer's face and momentarily blinding him.

Before his mammoth enemy could react, Buck buried his boot in the old fucker's gut, throwing him backwards onto the floor. The machete flew free, landing on the kitchen table.

Buck extended a foot and flipped over the twitching hand with the toe of his boot. He studied the dark lines of the tattoo intently, then turned to the gas stove behind him. Lighting the main burner, he pulled a cigarette from his shirt pocket. Taking the fire on the cigarette tip, he drew deeply, then laid

changeling was coming closer, her long canine fangs extending over her blood-smear lower lip. "I don't think you want to try that," he said.

"Why should I give a shit about what you think?" she spat.

Buck turned to face the changeling. "Just thought you might be interested in what I was doing while you were gorging yourself," he said.

The shifter's eyes blazed red, the faint moonlight revealing the dark lines of the hated seal burned deeply into the flesh of Buck's chest. The blackened ax hung from his hand.

The scream of rage filling the night might have been mistaken for human.

—Marc Goforth

Bright red arterial blood spurted from the stump

The old man struggled to his feet, wiping slivers of glass from his eyes. He clawed desperately for the machete. As he grasped the knife's handle, Buck's ax flashed downward, severing the wretched bastard's left hand at the wrist. The tattooed hand tumbled to the floor, landing palm down.

Bright red arterial blood spurted from the stump that had been the old man's arm a moment before. The old goat screamed and toppled backwards, trying futilely to staunch the crimson blood splattering onto the walls and floor. His screams were cut short by a long and hungry howl.

In an instant, terror filled the old man's face, and he bolted from the trailer with the girl in hot pursuit.

his ax across the stove's high blue flame.

Half an hour later, the changeling returned to the trailer. She was weaving clumsily, drunk on the old man's blood. Delicately, she licked her fingers clean.

Still facing the stove, Buck heard the shifter enter the kitchen. "Now it's your turn," she slurred, giggling.

"I'm too bushed to ball right now, dog-woman," Buck said, his voice harsh with disdain. "Why don't you find yourself a nice pitbull with a fat boner?"

"You ignorant little human," she rasped. "I was going to enjoy fucking your brains out for a couple of nights before I tore your throat out and broke free of this place. But instead, I'll just finish the job right now."

Buck glanced over his shoulder. The



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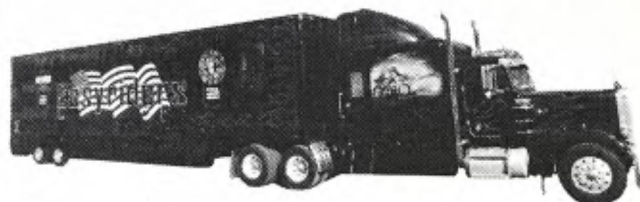
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(Located where Hwy. 37 and Hwy. 80 meet)

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TALKIN' TECH



How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Just jot a note to Wrench, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. If we can find a solution, you'll read it here.

Speedos and Belts

□ I have a 1987 FXR with stock rear belt drive. Does anyone make a stronger belt?

I'm building a 1987 FXR Low Rider with a narrow glide front end. The stock speedo drive is 2:1. The speedo I want to use is a FLH-type (1:1). I need a 1:1 front wheel speedo drive or an adapter.

Harvey Jay Deane
Long Island, N.Y.

■ The rear belt is strong enough. Find a speedo repair shop. They have drive ratio adapters or can recalibrate your speedo.

Grunt Power

□ I have an '87 FXLR modified with an Andrews 3-5 cam, S&S shorty, .50 off heads (ported-polished), and pythons. How do the pythons compare with the Super Trapp staggered duals and the Super Trapp 2 into 1? I called Super Trapp and was told that the 2 into 1 gives you additional 10hp over the stock pipes. However, Branch research indicates Evos don't perform well using 2 into 1. How much, if any, will single-fire ignition help? My goal is to increase the grunt for the first half-mile.

Robert A. Pace
Wichita, Kan.

■ Cam profiles must be matched properly to engine size and port flow rates. The same holds true for exhaust systems. Unfortunately, cam manufacturers don't do head porting or manufacture exhaust systems to complement their cams. For example, take two identical stock '90 FXRs, one with an Andrews #3 cam, the other with a Crane 296. The Andrews #3 doesn't run strong with Super Trapp duals, no matter

what was done to the baffles, timing, or jetting. However, the bike with the Crane 296 runs great with the Super Trapps and with 24 discs in each muffler. The Andrews #3 likes stock head pipes with the old Harley 65A mufflers (still available).

Next example: an '87 FXR with an S&S 93-inch kit, STD heads, an S&S shorty G, a Dyna single fire (single plug) ignition, a Rich Products cam, a collector-style exhaust system, and a 66-tooth rear wheel pulley. This bike easily pegs the speedo in just over a quarter mile.

The single-fire ignition is generally known to add a few more horses.

Carb Quickies

□ Three carb quickies: What happens if I go to a non-stock smaller or larger carb? What are the smallest and largest carbs you can use on stock Sportys and Evos? How do dual carbs work?

Mild Bill
Milwaukee, Wis.

1. A smaller-than-stock carb will give good bottom-end performance but won't give you much power beyond mid-range. A larger-than-stock carb of the fixed venturi type will likely hurt low-end performance.

2. The smallest carb size for stock engines is about 36mm. The largest carb I've used with no problems is a 52mm SU.

3. Dual carbs work well if they're not too big. Dual 29mm smooth bore Mikunis work well on mildly-cammed, stock Big Twins.

□ I have two 34mm Mikunis. Will one or both will work on my stock '89 Sportster?

Bill Plutschack
Muskego, Wis.

■ On an 883, one 34mm will work okay. If it's a 1200, two will work as long as you don't use full throttle under 3500 rpm.

Indian Answer

□ Answer to Carl Peter in Denmark: The best source (I know of) for Indian motorcycle parts in Europe is: Tony Leene, Indian Motorcycles, Box 187-8530, AD Lemmer, Holland. Phone: 05146-3244.

Also, if you have any parts for a 1937 or 1945 Indian for sale, please get in touch with me. I need them.

Varanne Philippe
69 Bd de Strasbourg
75010 Paris
France

Dragging Clutch

□ I own a 1948 panhead. The clutch was dragging a little when I bought it, so I replaced the clutch hub, pushrod, bearings, discs, springs—everything. I still can't get the clutch to stop dragging. What's the problem? The bike has a belt drive and jockey shift.

Nasty Habit
Schofield, Hawaii

■ Check the belt alignment and tension. The belt should run against the outside guide on the engine pulley and have clearance on the clutch basket guide. The trans should be squared up with the engine. The belt must also have a small amount of slack when everything is warm. Refer to your manual for clutch adjustment.

Hardtail BSA

□ In response to Mikey with the Bonneville: I recently put together a BSA for a friend with the same setup. We ordered a weld-on hardtail from British Cycle, whose ad appears in *Easyriders* every month. It took six hours to cut off the swingarm and weld on the new hardtail.

Jim Evans
Norfolk, Va.

Choppershopper

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Little Lor-Lor: Sure glad Mother's Day is not my weekend to work as I signed a contract to work every other weekend and can't miss. Will be spending the afternoon doing my favorite pastime. Love and Miss you, Mom and Daddoo.

Any members of the Lost Breed MC of the past 15 year please contact me at 2415 East 4th St., Anderson, IN 46012 or call (317) 644-7635. All L.B.M.C. members welcomed. Thank you, The Bear, L.B.M.C.

DEEP DESIRE for you. I'm Lace and my sexy poster is Daytona's Official Collectable. Luscious blonde, **SATISFACTION.** Any personal message from me; \$10. Lace, Box 963, Holly Hill, FL 32125.

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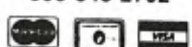
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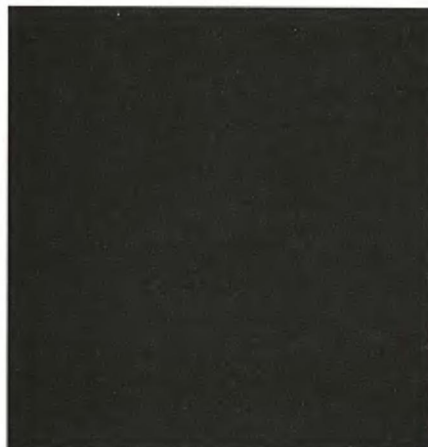
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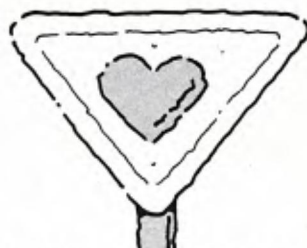
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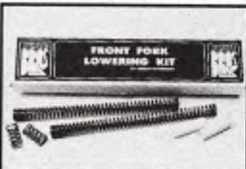
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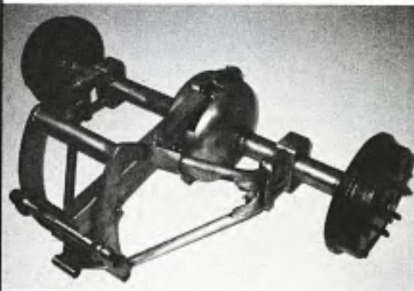
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Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders Store of Scottsdale, 3748 N. Scottsdale Rd., Scottsdale

California

H-D of Glendale, 3717 San Fernando Rd., Glendale
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
Curtis Custom Cycles, 6204 Rogers St., Bakersfield
Dale's Modern Cycle, 225 E. Baseline, San Bernardino
H-D of Orange Co., 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 8910 Washington Blvd., Culver City
R.A.M. Enterprises, Same Owner Bros., 1524 Camden Ave., Campbell
B&B Motorcycle, 15541 A Product Lane, Huntington Beach
Easyriders Store, 7450 Melrose, Los Angeles

Colorado

High Country Custom Cycles, 302 Arvada, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins
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McDonald H-D, Inc., 2571 Hwy. 68/50, Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver

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H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19, South, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami
Harley Motor Works, 2330 N. Newhaven, Melbourne
H-D of Tampa, 7202 E. Hillsborough Ave., Tampa
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Pete's Hawg Shop, 3566 Wiggins Lane, Cantonment
Captain Jack's and Vicki, P.O. Box 926, E. Palatka
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
H-D of Pensacola, 3205 Mobile Hwy., Pensacola

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Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
K S L Cycles, 112 Manor Court, Warner Robins

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Ryty Custom Cycle, 4548 Kukui, Kapaa

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Walter's Bros H-D, 1212 S/W Jefferson St., Peoria

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

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Walkers H-D, 101 Broadway, Red Oak

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

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H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington
Rockville H-D, 7830 Airport Rd., Gaithersburg

Massachusetts

H-D Freedom Center Inc., 220 Boston Rd., N. Billerica
Moylan Repair, 446 River Rd. Blvd., Hudson
Motorcycle Supply, 81 Bridge St., Salem

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Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville
Cleveland U.S.A., 14687 E. 11 Mile, Warren
American Discount Cycle Mart, 77 S. Telegraph, Pontiac

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Missouri

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Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Jersey

Kosco H-D, 8 E. Garden Place, Pompton Plains
Millville H-D, 1131 S. Second St., Millville
ABM, 46 Flint Rd., Toms River
GT Cycle Specialties, 500 Salem Quinton Rd., Salem

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Excalibur Custom Motor Work, 22004 Mabry Dr., Clovis

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H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St., Rome
Richmond Cycles, 173 Main St., Staten Island
Johnson's Garage, Rt. 22, Wingdale

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Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville

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Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
H & H Cycles, Inc., P.O. Box 491, Clemmons
Browning's East Coast Seat & Custom, 2002 East 5th St., Lumberton

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Don's Custom Cycle, 8619 Harrison Pike, Cleves

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

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Montgomery County H-D, 1217-19 South Trooper Rd., Norristown

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Low Country H-D, 4405 Dorchester Rd., Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill
Dunes Cycles, 1379 Hwy. 501, Myrtle Beach
Mystic Rider, 2939 Cane Slash Rd., Johns Island

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Stubbs H-D, 4436 Telephone Rd., Houston
D&M of Dallas, 11620 Plano Rd. #3, Dallas
H-D of North Texas, 11320 Harry Hines Blvd., Dallas
Belknap News & Video, 4016 E. Belknap St., Fort Worth

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C&S Harley-Davidson, 6014 Charlotte Ave., Nashville

Utah

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

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Indian Point Street Market, 257 Indian Point St., Newport

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H-D Cycles, 4648 Jefferson Davis Hwy., Richmond
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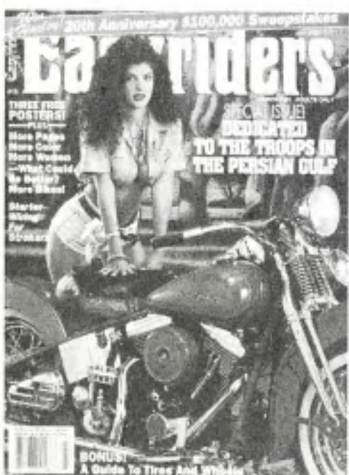
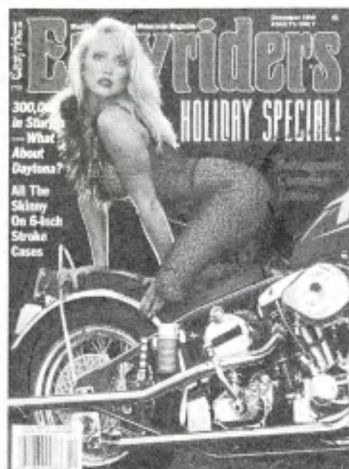
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St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
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JUST ANOTHER STRING RUN? FRAYED KNOT!



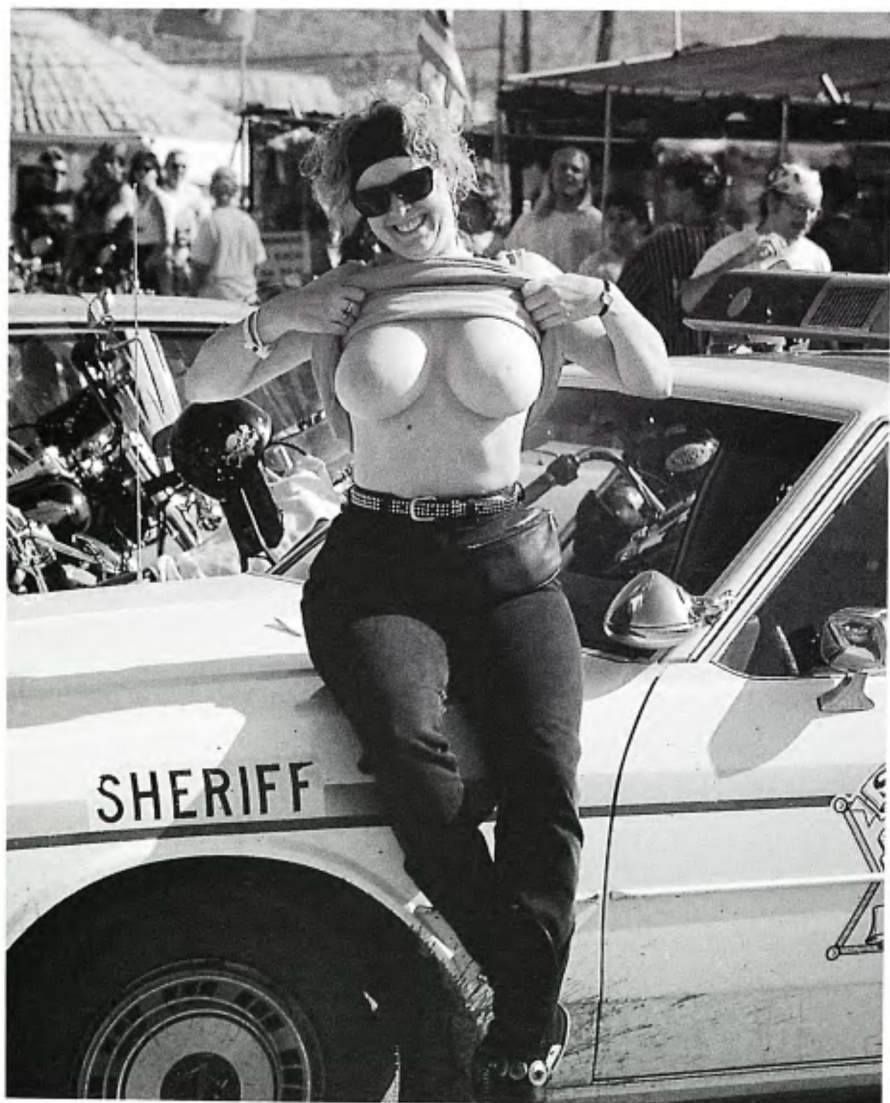


I was a virgin to this Laughlin River Run. I'd heard stories, but I didn't know what to expect. Mike Osborn, ABATE of California's State PAC Chairman, was traveling with me. We got a late start but were just a-grinnin'-n'-a-jamin' across the butterfly-infested Mojave Desert. Pullin' a long grade, not even halfway to our destination, the pleasant ride was rudely interrupted by gut-wrenchin' sounds of pulverizing metal coming from my partner's 96-incher. Mike grabbed a handful of clutch and his engine locked up. Oz's weekend was over. He made arrangements to haul his dead scoot back to Ventura, and I went on alone.

The last leg of the trip was desolate desert and mountains, with only an occasional splattered roadkill victim to prove that any local life existed at all. It was dark when I topped that last mountain and was dazzled by the blazin' neon lights of that gamblin' Nevada town.

This was the 10th Annual Laughlin River Run, and it was wall-to-wall bikers in the small 10-casino town. Someone estimated that 20,000 riders showed →





for the Thursday through Saturday run—I suspect their estimate was way short.

The First Annual Southern California Harley-Davidson Dealer's Association River Run was held in 1983, with 426 participants. At a dealer's meeting, back in 1982, Dale Marschke and some fellow Southern California Dealer Association members figured it was high time to stage some type of annual riding event. They wanted some distance to ride, preferably 300-400 miles. They also needed accommodations for a large crowd, and something for the riders to do once they reached their destination. Several popular places were suggested. But Marschke pushed for the quiet explosion of neon on the banks of the Colorado River.

Now, in 1992, the name has been shortened to the Laughlin River Run. It's become one of the the largest motorcycle events in the western United States.

There was some camping bein' done, but most riders preferred the casinos' comforts. You could indulge in the shows, gamble, engage in the various SCHDDA and Don Laughlin's Riverside →



Photos: Nancy Cairns, John Swart



Resort And Casino-sponsored activities and field events, enjoy water sports on the river, or ride a few helmetless miles into Arizona and party with the thousands of other fun-seekin' riders in the Old West-style town of Oatman.

There were also a bunch of love-struck biker couples gettin' hitched. The most popular wedding was surely Mike Sable's (see Biker Hall O' Fame, page 30, August issue). But my friends Buffy (California ABATE's State Run Co-chairperson) and Ron's service, next to the river on the steps of the Colorado Belle, was something special. It was the most simple and pleasant wedding I've ever attended. And it was especially fun seein' Buffy balk when the 'cuffs were slapped on her.

Five new Harleys were provided by the River Run sponsors, and presented to four extremely stoked raffle winners. It was a blast, and an equally great ride gettin' there and goin' home, despite the butterfly gangs.

If you're up for live, good-time action from this run, it will be featured in *Easyriders* Video #13.

—Clean Dean



DON'T BUTCHER YOUR HOG WITH IMITATION PARTS.

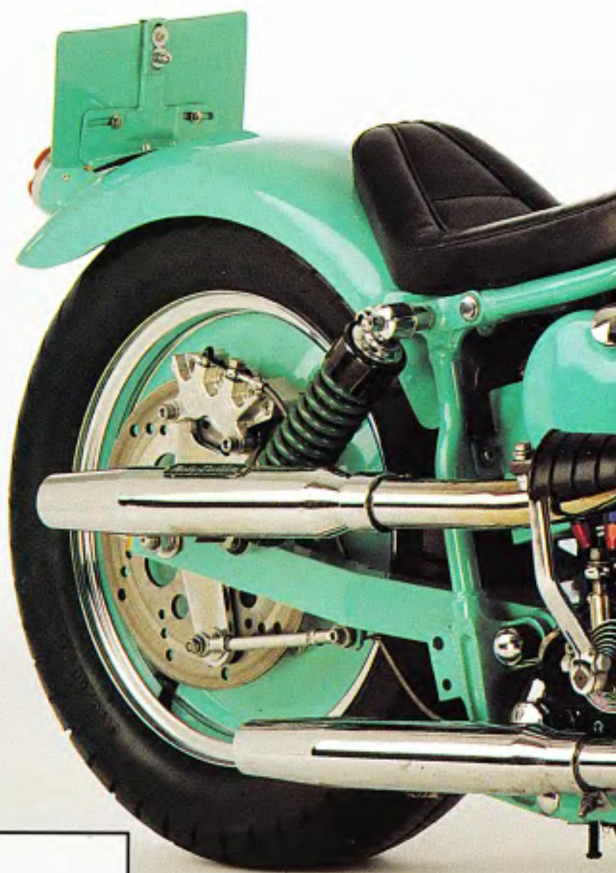
When you're looking for parts, look at the label first. If it doesn't say Genuine™ Harley-Davidson®, forget it. Because that's the only way you'll be sure that the quality of the parts in the box is the same as original equipment. And anything less can bring your hog to a halt in a hurry. So, insist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



Genuine Parts
Maintain The Harley Difference.

FATA MORGANA

Harley
Fever
In The
Desert
Heat



It's a long way from Germany to the Mojave desert. And it's an even longer way from Saudi Arabia and Kuwait.

Willi pulls over at the gas station in the middle of Nowhere, USA. As he pays for his gas, he looks back at his sea-green Harley jumping out against the brown-gray desert like an emerald in a sandbox.

Suddenly, from behind the desiccated mountains to the west, the arid desert wind floods him with memories, luring him back



to the beginning, to a time and a place like this one, yet separated by thousands of miles and layers of cultures.

The Gulf War. Willi was in the Arabian desert setting up air strips for the Gulf nations. Life was not what Willi was used to back home: 120 degrees, no shade, nothing but sand, 16-hour work days, no booze, and no women. To him, this Moslem paradise was pure hell.

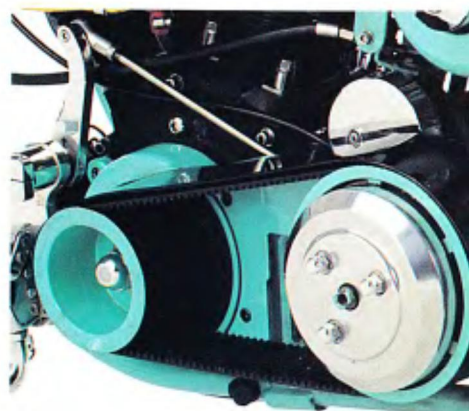
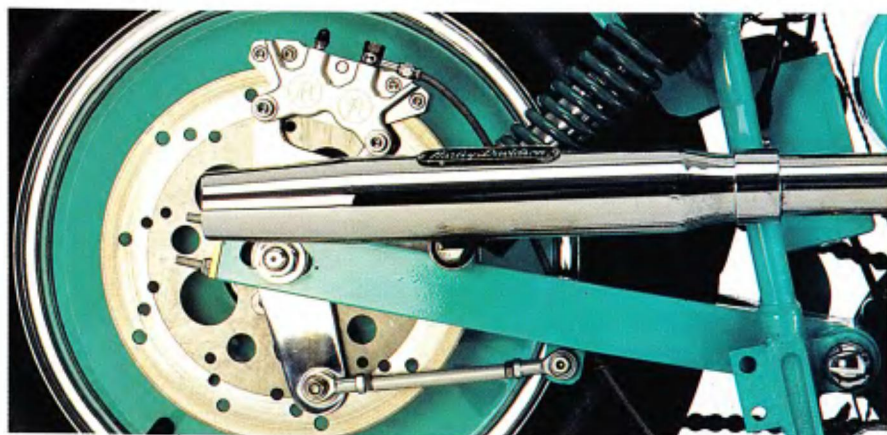
One hot April evening he was trucking earthly goods from one

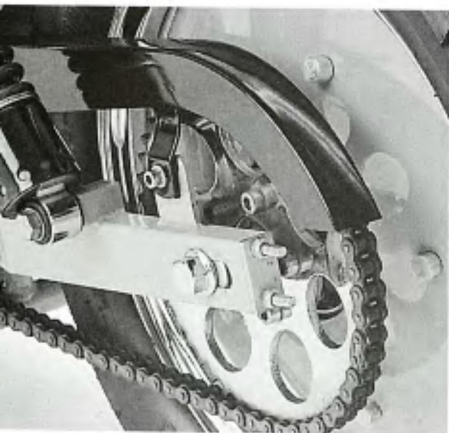
hell hole to the next, Eric Clapton was lamenting about "Lay Down Sally" on the radio, and Willi was feeling as good as Willi could, considering that there hadn't been a "Lay Down Sally" for him in many a moonlit night. The urge to keep going, to follow the road wherever it may lead, slowly began to overwhelm his soul. It was a familiar feeling, yet Willi had never learned how to keep it under control.

Maybe his fantasy was fueled by this yearning, but suddenly,

out of the night, there she stood in all her glory, the apparition of a kind spirit in these strange lands, a *Fata Morgana*, no doubt, a mirage. Willi stopped his pickup beside her. He stared at her, not believing his eyes. Her smooth curves, her luscious body, beckoning seductively.

Willi got out of his truck and walked toward her, mesmerized. He had almost reached her, when suddenly something hit his head like a sledgehammer. Willi stumbled →





bled, and fell backward on his ass.

As he looked up, he noticed the reflection in the window glass in the moonlight. Willi looked through the glass at her gas tank, on which he could read the words Harley-Davidson, right next to the price tag. She seemed to smile at him, as if to say, "You can't afford me, Willi."

On his way home he thought of the new tires he needed for the pickup, his overdue bills back in the fatherland, and how difficult it

would be to fight this overwhelming need to make her his own.

Willi started working extra hours and shifts, and soon he was able to put down a deposit for his new-found love. When the war was over, Willi had managed to buy her the freedom he felt she deserved, and was going to enjoy the freedom she could give him. After he had gone back to Germany and paid the stack of bills, Willi found there was even enough left over to fulfill his life-long dream, →

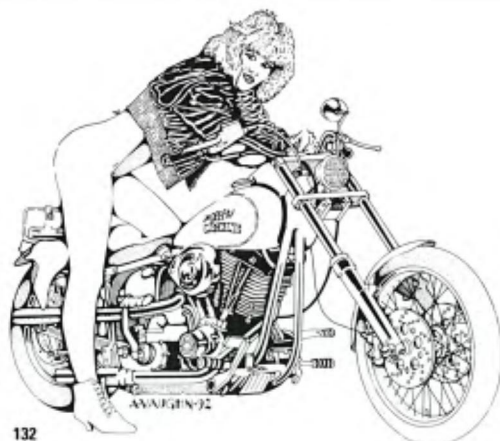


and it wasn't long before he and his sweetheart were in a 747 heading for New York. He sat with the passengers and she rested in the belly of the beast.

Willi turns the gas cap and hooks the nozzle onto the pump. One more look at the mountains he is headed for, one gentle push at the button, and he's off. No, this is no *Fata Morgana*, this is life, this is real...

—Red Baron

Owner(s): Willi Henke		City: Hagen, Germany	
General		Frame	
Fabrication by: owner		Year: 1980	
Year and make: 1980 H-D		Builder: H-D	
Model: FXE		Type: swingarm	
Value: a pound of green		Rake: stock	
Assembly by: owner		Stretch: none	
Time: one year		Other alterations: triple trees adjustable to 8°	
Chroming: not much		Accessories	
Engine		Bars: glide style	
Year: 1980		Risers: very short	
Model: shovel		Fender(s): modified H-D	
Rebuilder: Willi		Headlight: a small one	
Ignition: points		Taillight: '58 H-D	
Displacement: 80 cu. in.		Speedo: on dash	
Lower end: polished flywheels		Front pegs: Perf. Mach.	
Balancing: a lot		Rear pegs: none	
Pistons: one plus another		Electrics: 12-volt	
Cases: sandblasted, black wrinkled		Gas tank: H-D	
Heads: Manley valves		Oil tank: 5-quart, spin-on oil filter	
Cam: Andrews		Oil system: S&S pump	
Lifters: solids		Primary cover: a what?	
Carb(s): S&S Super		Seat: handmade, leather	
Air cleaner: S&S		Sissybar: don't like 'em	
Pipes: shotguns		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: polished gears		Type: wide glide	
Year: 1976 FL		Extension: stock	
Shifting: foot, Barnett clutches		Builder: H-D	
Engine sprocket: Primo belt		Special features: painted lower legs	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: owner		Hub: H-D	Hub: H-D
Painter: Ingo Kruse		Rim width: 1.75 in.	Rim width: 5 in.
Color: sea-green		Tire: Avon	Tire: Bridgestone
Type: lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: hand painted by Ingo			
Other special modifications: painted pulley on belt drive, painted rear shocks, grip lights on handlebars. Built by Bike-Meister Willi with German precision.			
Photos: Dittrich Foto Design			



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 pan and a bonus poster. Remember, if it's out there—it's in here. *On sale August 11*



▲ BIKER

Watch for the shameless December issue of *Biker*. Billy Tinney, our quaint Texas photog, captured the fiery action in Wisconsin at Bubba's Honda Drop. We're stickin' to our high immoral standards with wild events, bitchin' bikes, outrageous advice from Mutha, and more. If all the bare breasts we revealed were blue-birds, you'd be flocked. *On sale September 8*

◀ Easyriders

Our special tattoo issue is being inked out for you in October. You'll even see Clean Dean get his Streamliner tat. Wait, there's more: Elections are just around the corner, and we have a list of the politicians who are on our side—and the ones who aren't; the next phase of Bandit's bike is revealed; and we'll show ya how to do your own custom painting. As always, our pages are graced by the most beautiful women and outrageous bikes in the world. *On sale August 27*



▲ 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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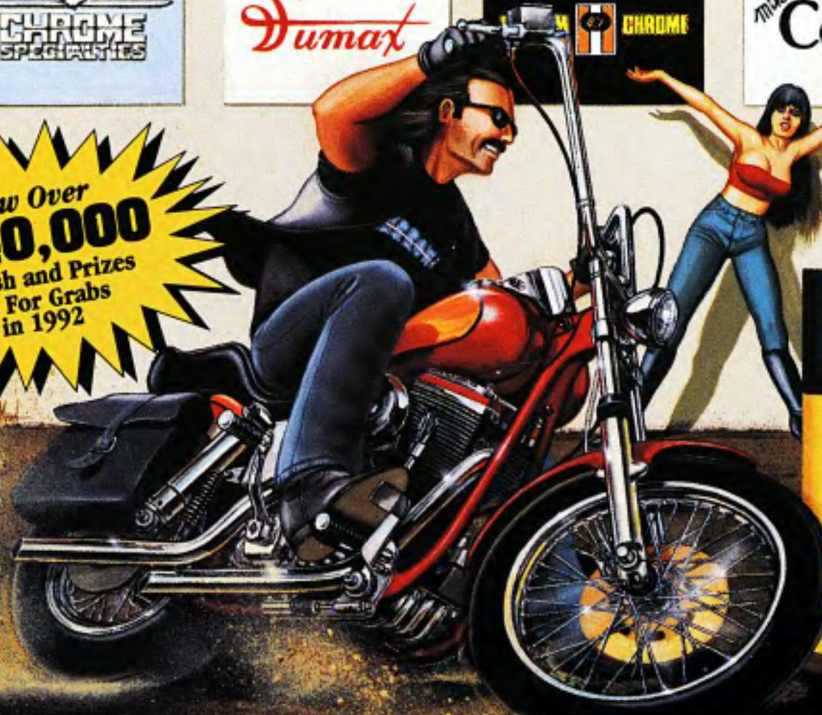


Mike Corbin



Continental

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\$140,000**
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Up For Grabs
in 1992



**Easyriders
RODEO
Tour '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)

**July 24, 25, 26
Detroit,
Michigan**

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

**Fireworks!
Fireworks!
Fireworks!**

**July 31-Aug. 2
Prospect,
Pennsylvania**

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

**Aug. 14, 15, 16
Boone,
Iowa**

**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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