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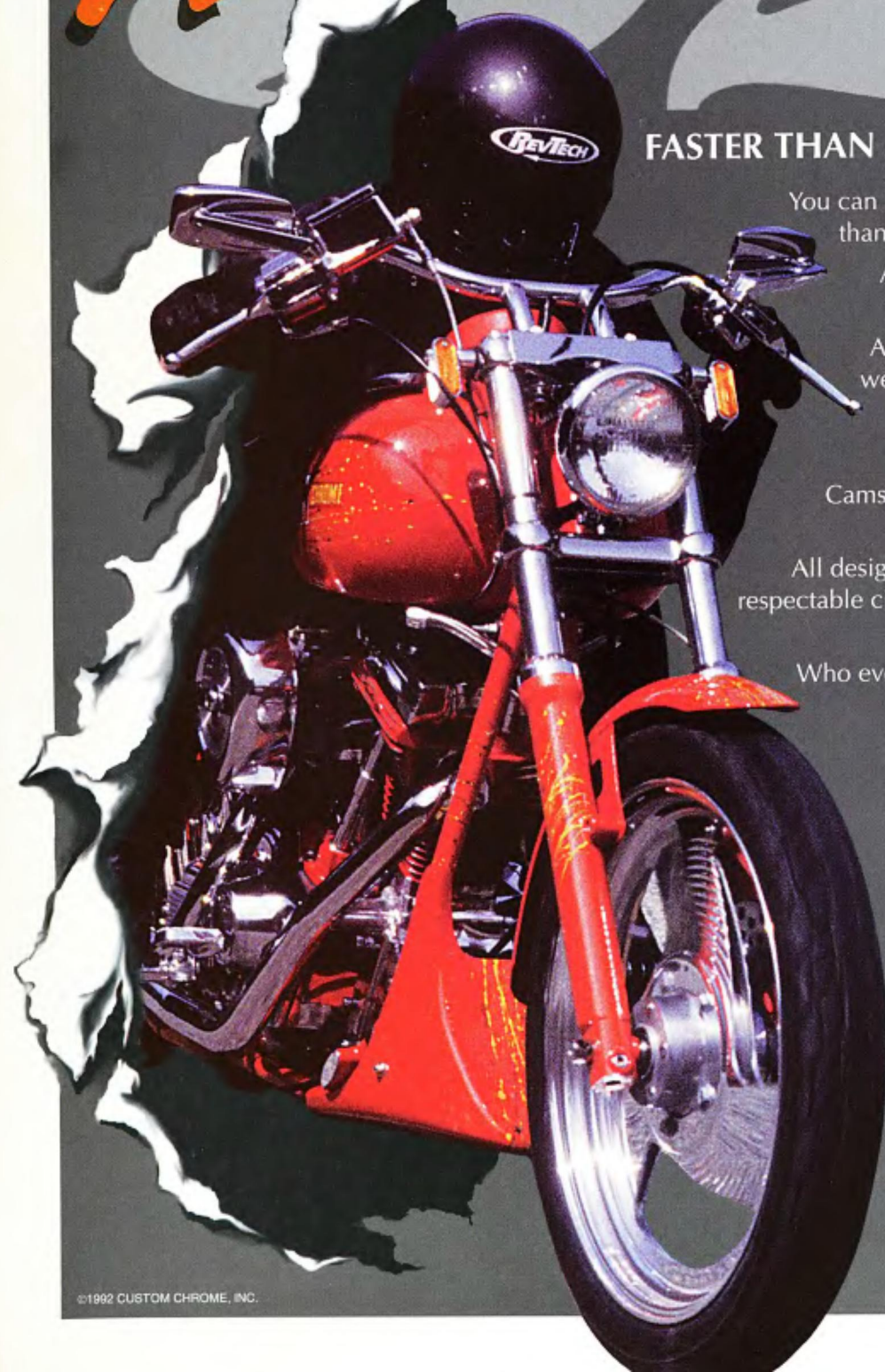
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MAGAZINE

NUMBER 232 ENTERTAINMENT FOR ADULT BIKERS OCTOBER 1992

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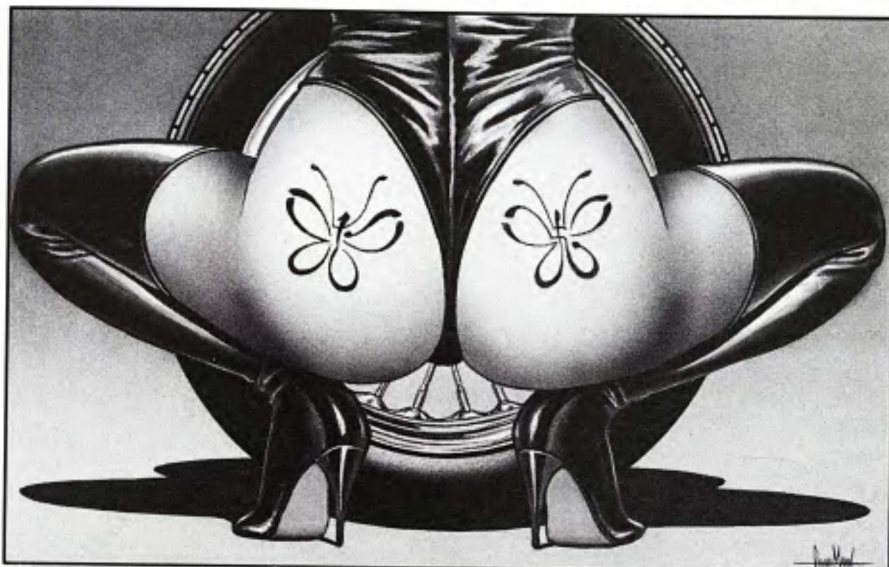
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The next liver-queverin' issue of this rag goes on sale September 24.

Cover photo of Fox Hunt winner Lana on Ron Iannotti's 1988 Evo by Steve Coonan. Inset photo of Elvira by David Goldner, ©1992 Queen "B" Productions.

The
Audit
Bureau



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I didn't say this. A judge did, and I'm refusing comment. It seems that touching a woman's breasts without permission isn't a crime in Arkansas. (Excuse me while I make a trip to Arkansas.)

Now you've all heard just about every story there is when a guy is caught speeding. But one of the most unusual stories I've heard is of a guy who had his 1991 taxes behind his visor and was rushing to the post office to mail it by midnight.

He was really pissed that he hadn't received any letters from his children or his girlfriend. All he ever seemed to get was bills—from everywhere. So one day after receiving an avalanche of bills from the mail carrier, he figured, fuck it, and stormed out of his house. He went out to the street, caught the mailman, and stabbed him in the upper back.

In Britain, the Independent Television Commission rejected a movie entitled "Dick." It featured 1,000 shots of flaccid cranks from various camera angles.

Well, it seems you gotta do what you gotta do sometimes. Two prisoners in a Washington prison were busying themselves breaking out of prison by chipping away with small pieces of metal. They were making so much noise that the other prisoners, who apparently wanted to sleep, turned 'em in.

Crooks are taking over this country. Recently, a hold-up in progress was stopped by a taxi driver. The cabbie curbed the crook by pinning him to the wall with his cab. The crook got 10 years. But get this: The convict complained that the cabbie used excessive force in stopping the hold-up, and a jury awarded the guy \$25,000! Forget about the fact that he was holding up a guy and the cab driver was trying to help.

An 18-year-old girl who was declared "clinically dead" regained consciousness while being raped on a slab by a mortuary attendant. The parents refused to press charges because their daughter "owed her life to him." (They say nothing about the fact that it fucked up his necrophilia trip.)

Here's another reason not to wear helmets. A biker stopped at a red light (he was somewhat woozy) and keeled over with his bike. On the way down, his helmet strap got caught on the brake handle and strangled the poor sonuvabitch to death.

An 82-year-old blind dude stuck a kidney bean up his dick to stop himself from peeing when

he didn't want to. But believe it or not, the kidney bean started sprouting and had to be surgically removed. Don't ask me why he kept the bean in there long enough to grow or how he came up with the idea of a kidney bean.

Talk about elevators not going to the top floor! This dude went up to a bank with two sacks in the front seat of his car. One sack was loaded with marijuana, three joints, and rolling papers. The other sack was his deposit. When he rolled up to the drive-by window, he gave them the sack with the marijuana for deposit. He was thinking it was taking a helluva long time when all of a sudden, his car was surrounded by heavy-breathing cops.

Big Brother is at it again. In an attempt to catch homegrown pot growers, he now wants nurseries to report anyone who buys so much as a fluorescent lamp or a box of plant food. Many of the nurseries are complaining about this Big Brother shit. One said, "Just because a lot of people smoke crack from Coca-Cola cans—does that mean the government can demand all of Coke's records?" So watch it. Nixon's and Meese's cohorts are still at it.

Loser-of-the-month file: A burglar broke through the store's roof and cut his hand on a jagged metal edge. Once inside, he tried to toss a bottle of whiskey through the hole in the roof. But he missed and it crashed to the floor, setting off a burglar alarm. He then tried to climb out through the hole but slipped and fell on the broken bottle, slashing his arm and leg. When he finally got back outside, he fell off the roof, and his wallet popped out of his pocket when he hit the ground. He left it there as he walked home, leaving behind a trail of blood that the police followed.

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

He Won't Give Up

□ My drill sergeant gave me an Article 15 (\$189 fine) for having an *Easyriders* magazine in my possession. He said it wasn't fit to sell on the newsstands. I told him what I had to say about that, and after he burned it in front of me, I went to the store and bought the new issue! After I got back from the store with my new magazine, he had another Article 15 for me to sign for having another *Easyriders*. It's pretty fucked up that we can't have the best mag in the world to read. I still buy every issue. No one will stop me from reading what I believe in.

Adam C. Peterson

Fort Jackson, S.C.

Wants Info

□ I just bought a sidecar and would like some info on it. It was made in Lancaster, Texas, and is called "Easy Rider." It has a Harley star hub wheel (pre-'66), and the swingarm suspension uses Harley swingarm bearings. The car is fiberglass and the fender is Harley. The guy I bought it from says it was made in the '60s. Anyone who might know something about it, please let me know.

Ralph Moore

5200 Cornell

El Paso, TX 79924

Hair Please!

□ In the 10 years that I've been reading your mag you've had only a few sisters pictured with hair under their arms. Is this unpopular with the staff or with the readers? At the bike parties I attend there is usually a gal or two with underarm hair, and they seem to attract the attention of the male crowd.

Hair Lover

Washington

Rick Nichols

□ If anyone is looking for Rick Nichols, he may now be reached at Texas Frame Works, 7900-A, W. Hwy. 71, Austin, TX 78735 or (512) 288-6224.

Rick Nichols

Austin, Texas

Word From Germany

□ I'd like to visit Los Angeles for three weeks in October and want to live as a guest with a family (for cash, of course). I also want to buy or lease a bike. If anyone could help me with either of these requests, it would be much appreciated.

Heinz Vahlbruch

P.O. Box 11 12

D-8966 Altusried

West Germany

Unfounded Fears

□ As the mayor of a small borough, I was skeptical of a large influx of bikers in our area for one of your motorcycle rodeos. The largely conservative residents were somewhat fearful. Then to add to our woes, a three-day liquor license was granted. We braced for the worst.

Our fears were totally unfounded. The bikers who came to our town were a very respectable group of people, and we had no trouble whatsoever. Waitresses at local restaurants said the bikers were polite (and they tipped better than the regulars). There were no major traffic violations and no fights or confrontations at any of the business establishments in the area, as reported by the Chief of Police.

I can say without question that this was the best managed event we've ever seen in this area.

Robert J. Skrak, Mayor

Borough of Prospect, Pa.

Wants Stock

□ I'm locked down and need to find someone (a legitimate stock broker) who can help me purchase some Harley-Davidson stock.

Kenneth Hoffman

BH-6518

1111 Altamont Blvd.

Frackville, PA 17931

Please Help

□ We are trying to find an August 1972 issue of *Easyriders*. We are willing to pay. Many thanks to anyone who can help us locate one.

Magania Alewine

420 Herman Brooks Rd.

Belton, SC 29627

A Mistake?

□ In David Mann's illustration for the story titled, *Sam "Chopper" Orwell—The Year 2000* (March 1992 issue), the Harley-Davidson logo that was inside the plastic display case, along with the bike, had the years 1907-2000 listed on it.

I have always been under the impression that Harley-Davidson was founded in 1903, not 1907. Am I wrong? Or are you?

Joe F.

El Paso, Texas

■ 1903 was the first year that the Harley-Davidson Motor Company went into production. They turned out a grand total of three motorcycles.

A L-o-n-g Trip

Some bros and I are traveling from Anchorage, Alaska, to the tip of Argentina on 1990 Evolution Softails. We'd like information on modifications to bikes, road conditions, paperwork, etc.

Any help you could give us would be much appreciated.

Tom Parliament
66 Ferndale Cres.
Brampton, Ontario
L6W 1E9 Canada

Thanks!

I wrote back in October 1992 for help, and now I'm writing to send many thanks for all the great gifts you were able to send. They were very instrumental in helping us raise money during our second "Toys For Tots" telethon. With everyone's help, we well exceeded last year's amount.

Ray "Biker" Brown
Wilmington, Del.

Trike Info Needed

I am trying to get some information on building a trike. Articles and letters that have appeared in your magazine seem to indicate that to do such a project, one needs a machine shop, a motorcycle junkyard, a friend who does parts pick-ups at night, and a cousin in the custom paint business. Having none of these, and being too old to do anything else with my time, I would dearly love some information on how to build a custom trike of the '90s.

Not knowing what is available now, or what is the best setup to work with, makes it impossible to begin a project like this. If anyone can help, I would greatly appreciate it.

Vern Buckley
72 Lakeview Dr.
Petal, MS 39465

You can start by checking out Dave Iversen's custom mini trike feature in this issue (pages 9-15). Also, two good contacts are Bros of the Third Wheel: (309) 797-8460 and American Thunder: (505) 986-3444.

Good Tattoo Show

I want to commend you on the most well-run tattoo competition I've ever been involved with—the *Easyriders* Custom Bike and Tattoo Show, held April 10-12 in Middletown, New York.

I had decided not to enter any more people's choice tattoo contests because they always ended up being either a T&A contest for the women or a popularity contest for particular tattoo artists. But when your show

came to town, my husband wanted to enter your tat contest, and he had a member of your staff convince me to enter my back piece. I liked the fact that women and men competed together, and that the tattoos alone were what the audience judged. I also liked the fact that there was plenty of viewing time in front of the stage; the audience had plenty of time to see each tattoo up close prior to voting. I also liked the applause meter. It took all the guess work out of who won. It's the only unbiased contest I've ever seen.

I just wanted to write to let you know what a professional and organized staff you have running your bike and tattoo shows—but you must already know that.

Ronnie B.
Middletown, N.Y.

A Sucherism

There is an error in your "Indian Lore" chart in the August issue. The military model 741 is 30.50 cubic inches, while the model 640 is 45 cubic inches. Anyone who is restoring one of these bikes can determine which model they have by checking the engine and frame numbers. The engine numbers on the 741s all start with the letters GDA, and the frame numbers all start with the numerals 741. For the model 640, the engine number has the prefix FDO, and the frame number starts with 640. Unfortunately, the error has caused a helluva lot of confusion around the world for guys who are restoring old bikes. In England, such errors are referred to as "Sucherisms."

Harley Jack
Waldorf, Md.

Vet Wants Info

In the July 1992 (#229) issue of your rag, a Korean vet wrote a letter asking whether or not a Korean Vets MC existed. Anyway, in the letter he mentioned the fact that a Gulf Vet MC had been started. I am a Gulf vet and would like more info on this club. Please write to me if you know anything about it.

Dave Meyers
1144-B N. Wendover Rd.
Charlotte, NC 28211

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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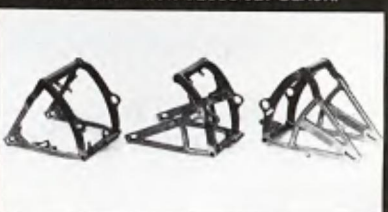
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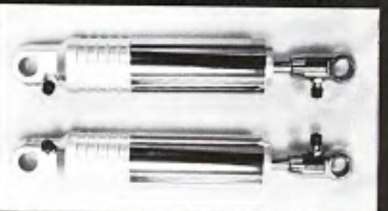
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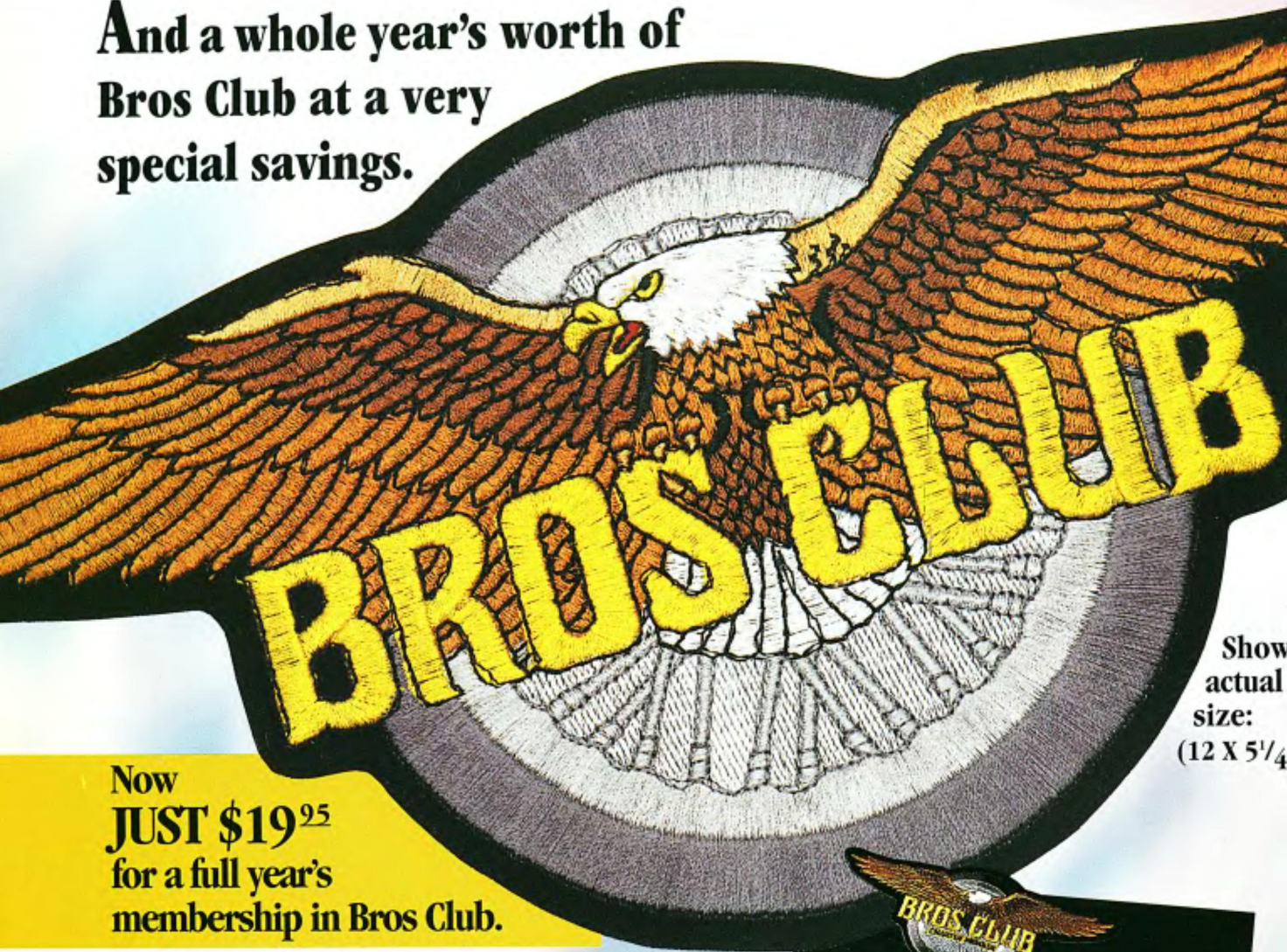
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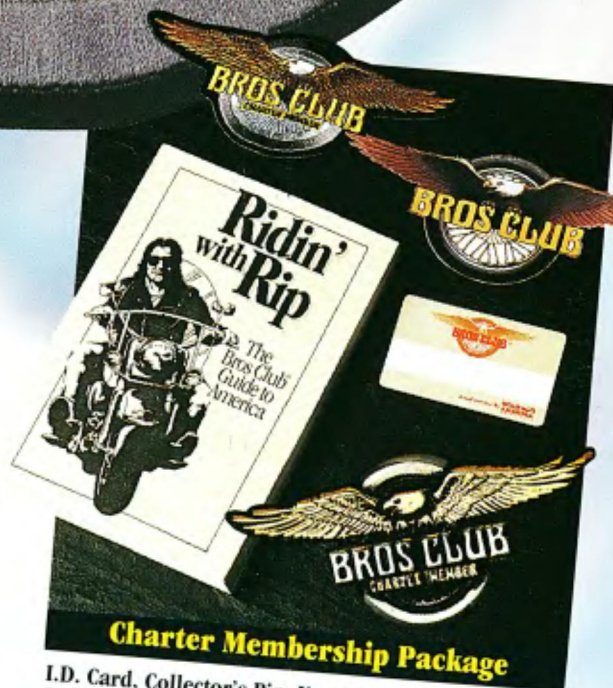
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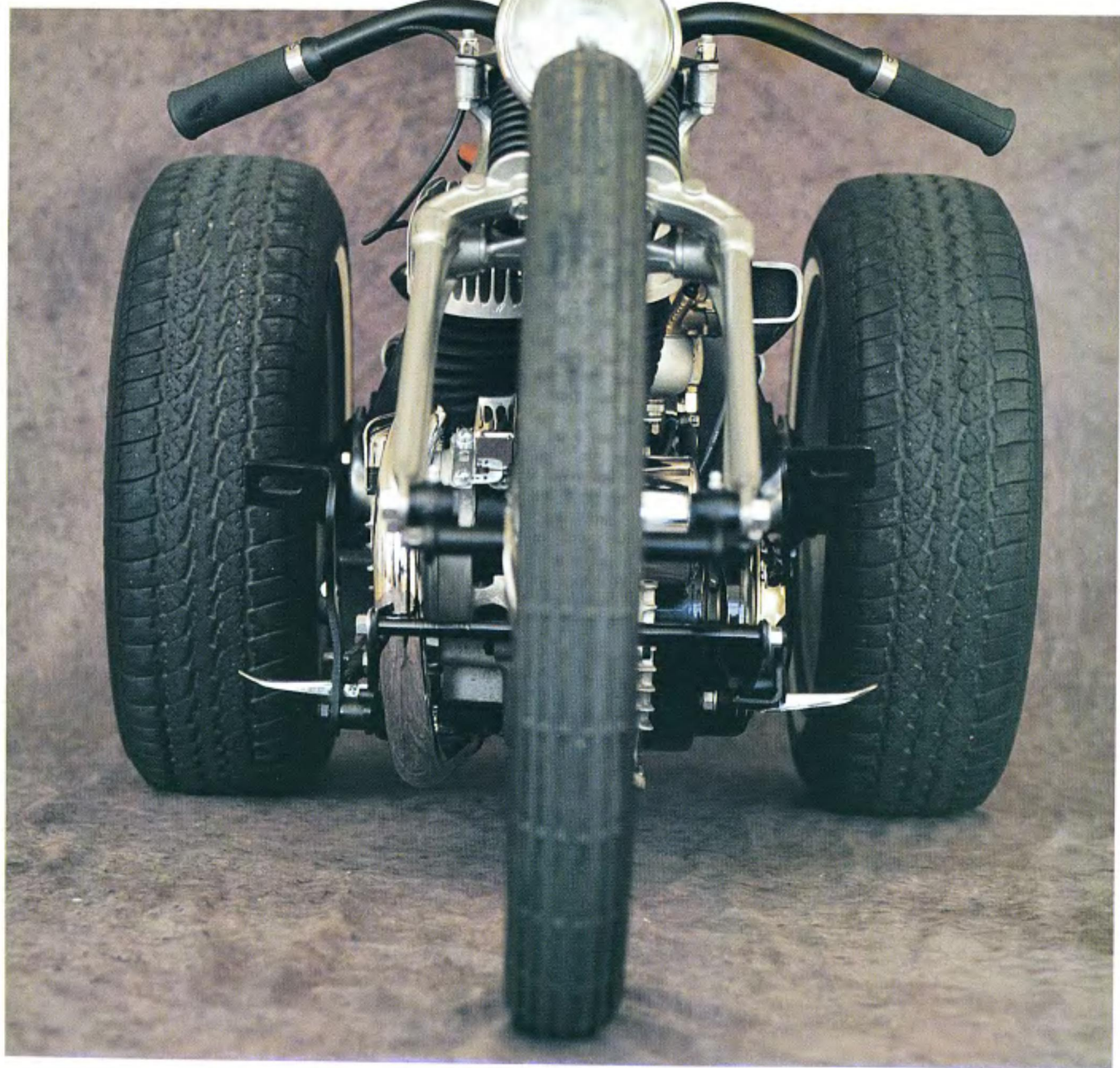


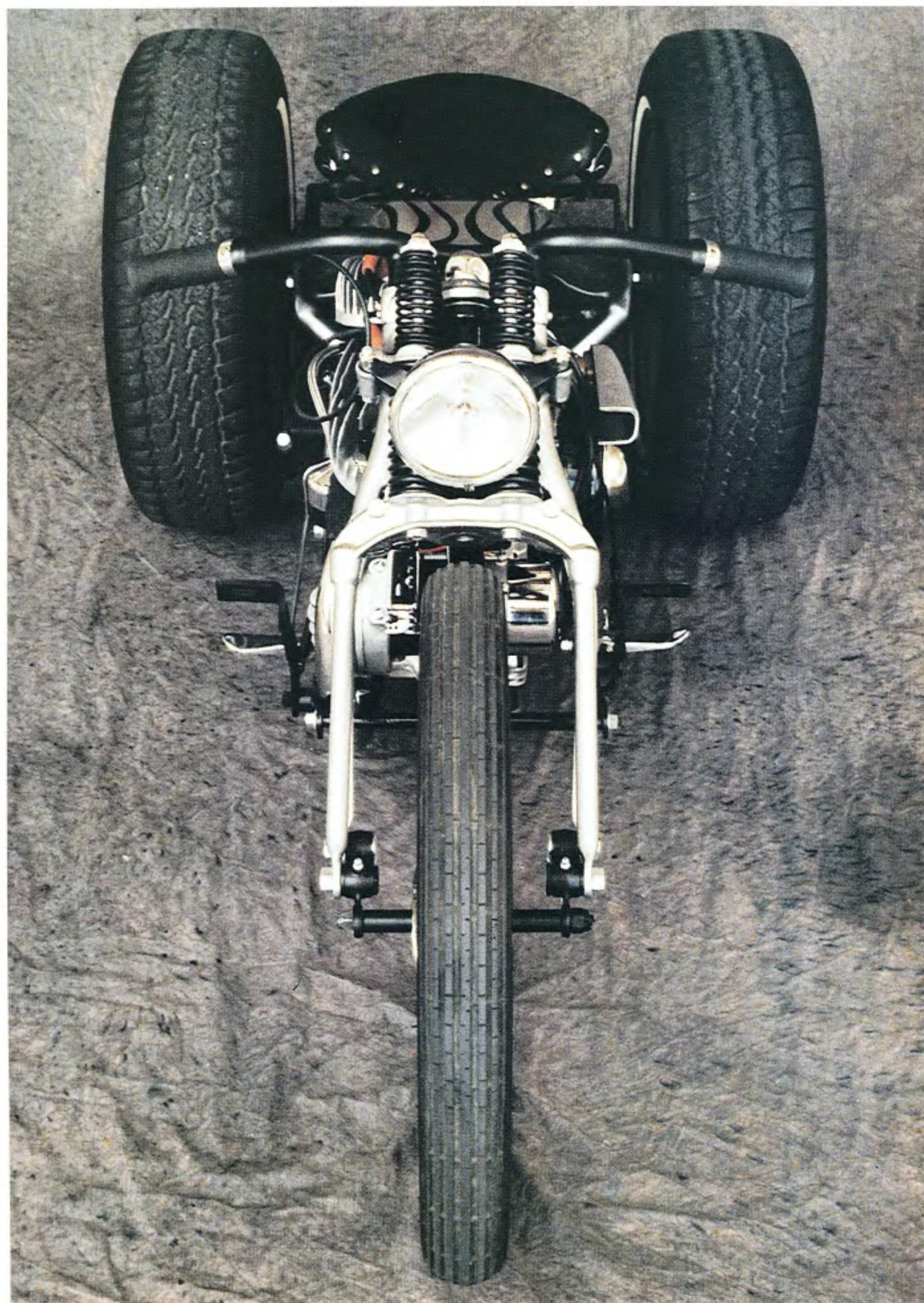
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BLACK HILLS NUGGET

A Winter Project



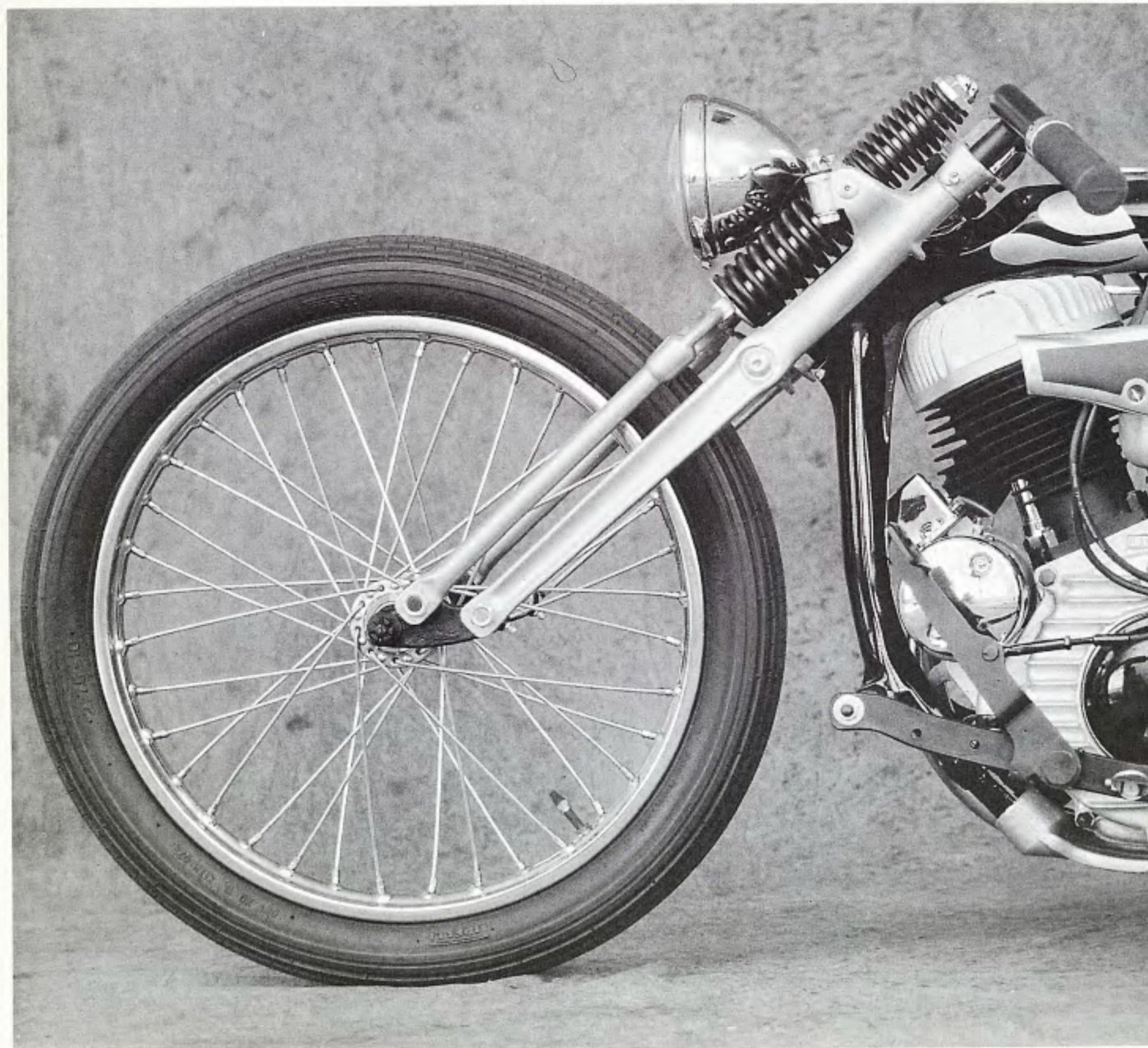
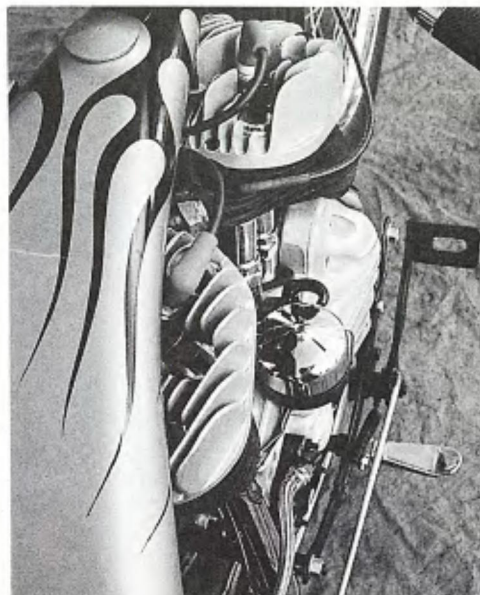
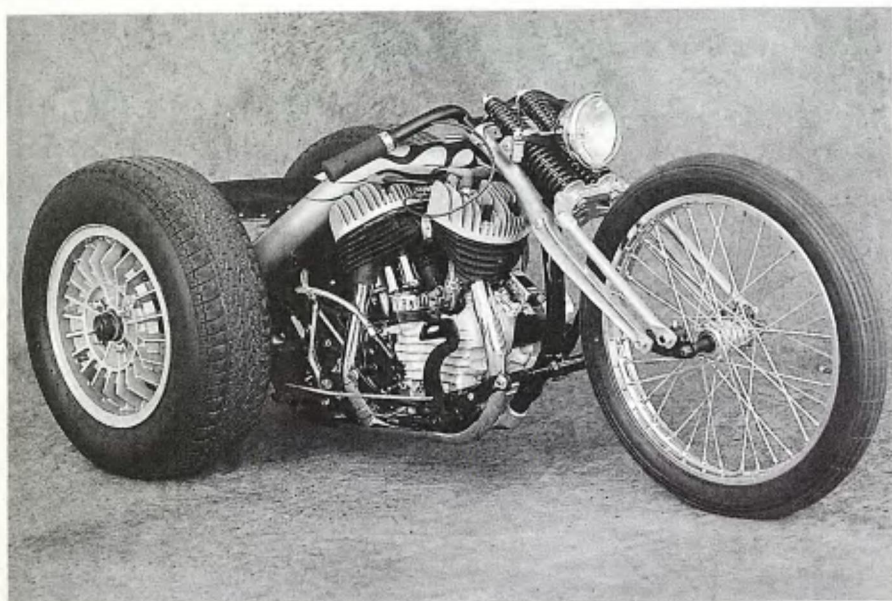




Ever wonder what Sturgis locals do the other 51 weeks of the year, especially on those long, cold winter days when the north wind is blasting them with frigid air straight from the North Pole? We know what they do the first week in August each year; they party down with the rest of us. The Black Hills have plenty of prime roads to keep South Dakota scooter tramps busy from mid-April to mid-October. But what do they do during those long winter months when the hawk blows outta the north and the snow is asshole deep?

Well, I can't speak for all of them, but I know what Dave Iversen, the designer and builder of this classic piece of custom





ingenuity, does. Besides owning and operating The Broken Spoke Saloon, Dave builds bikes. The classy little three-wheeler you've been looking at was his winter project a couple years back.

"Okay, that's fine," you're probably saying about now. "But why a tiny three-wheeler?"

Whydafuck not? It's original and originality was what Dave was after. He'd been toying with the idea of building a small solo bike for years but couldn't come up with a unique, two-wheel creation that would still be pure Harley. Then, one day, while soakin' up suds at his bar, an idea came crashing in like a bolt of Bad Lands lightning: Build a trike.

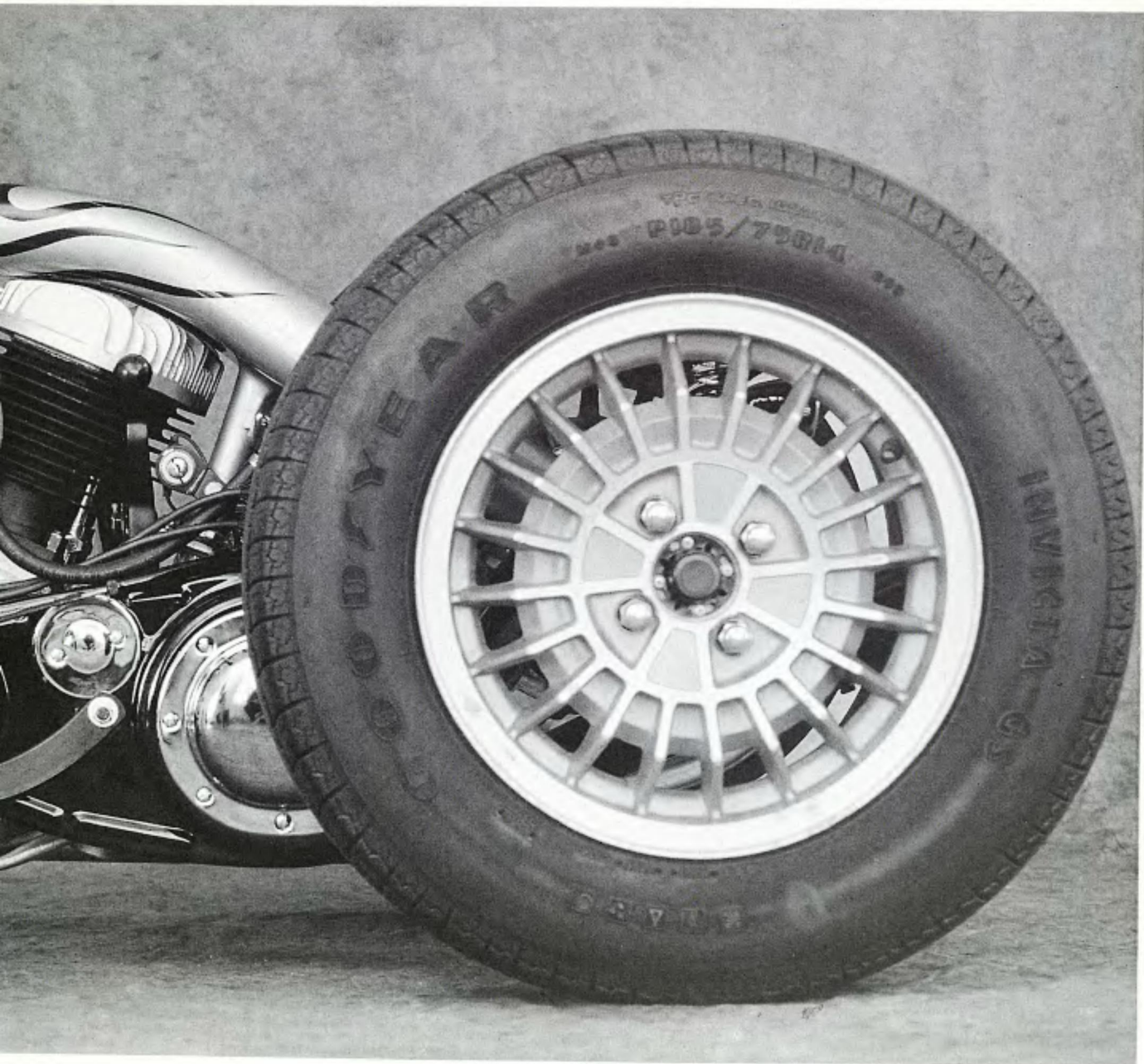
Coming up with the idea was the easy part. Putting it together was a different story. The mill and tranny were easy. The old flathead had been sitting around Dave's place for 15 years. It had even been rebuilt for another project, then stuck under a bench due to a change in plans. The tranny came off an old 45 police trike he'd been cannibalizing for years. But then Dave needed a frame, a rear end, and forks. He cut an early-model springer down to finish off the front. The rear end came off an ATV he found in a salvage yard.

But he still needed the frame. Dave knew he couldn't cut down an old trike frame and get the low, small, narrow look he wanted.

You just couldn't do that much cutting and still have something left. Besides, where was he gonna find room to mount a gas tank and oil reservoir?

Dave solved this problem by building his own frame with the gas tank and oil reservoir incorporated into the top tube. According to Dave, this was simply a matter of splitting some 3-inch tubing, flattening it out, and then cutting and welding the compartments and top out of 1/8-inch plate. I doubt it was that simple, bro.

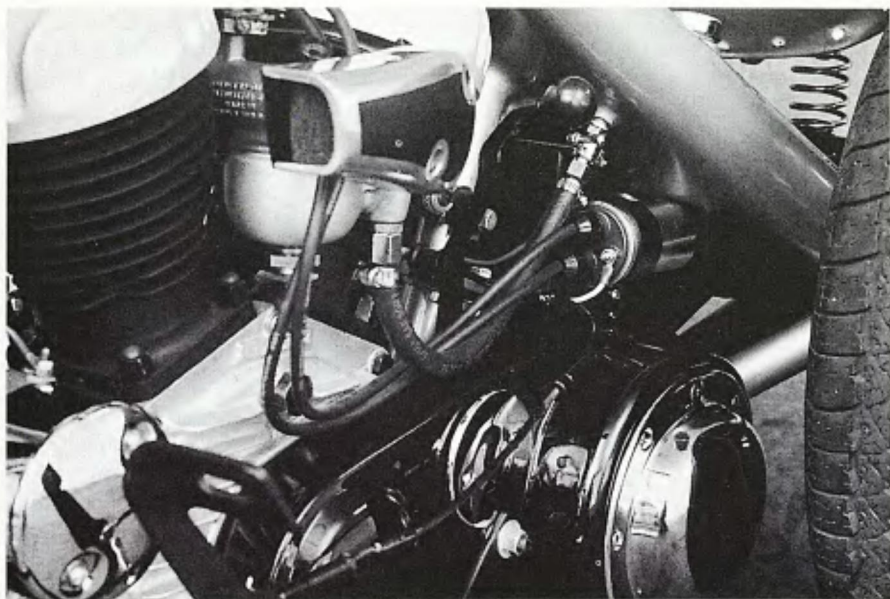
Dave's headaches didn't end there. He still had a helmetful of little problems to contend with—like making a custom kicker arm and jockey shift linkage. One can



only guess how many trips Dave made from his shop to the bar to drink beers and vent his frustrations. Yeah, Dave's shop is located right in the saloon. Howdahell else could he take on a project like this?

So how does it ride? According to Dave, it's quick handling and a helluva lot of fun to ride around town, but he wouldn't take it on any long trips. Why? Think about it for a while, and if you still can't figure it out by next August, stop by The Broken Spoke and buy Dave Iversen a cold one. Maybe he'll tell you. And if he doesn't, whatdafuck, he deserves a cold one anyway.

—Silent



Owner(s): Dave Iversen	Engine cont.	Frame cont.	Forks cont.
City: Sturgis, South Dakota	Carb(s): Linkert	Stretch: shortened	Extension: shortened 5.25 inches
General	Air cleaner: custom by Roth	Other alterations: gas/oil in top tube	Builder: H-D
Fabrication by: Dave Iversen	Pipes: stock headers	Accessories	Special features: shortened springs
Year and make: 1941 H-D	Muffler(s): megaphone with baffle	Bars: Harley Hummer narrowed 2 in.	Wheels
Model: 45 flathead	Transmission	Risers: none	Front
Value: \$25,000	Modifications: custom kicker arm	Fender(s): none	Size: 18-inch
Assembly by: owner	Year: '41	Headlight: early H-D spotlight	Hub: spool
Time: six months	Shifting: jockey	Taillight: Guide bullet lights	Rim width: 2-inch
Chroming by: Graves Plating	Engine sprocket: 30-tooth	Speedo: none	Tire: Pirelli
Engine	Trans sprocket: 17-tooth	Front pegs: custom spoons	Brake: none
Year: 1941	Wheel sprocket: 36-tooth	Rear pegs: none	Rear
Model: WLA	Painting	Electrics: 6-volt 3-brush	Size: 14-inch
Rebuilder: owner	Molding: owner	Gas tank: 1-gallon, in upper frame	Hub: Chrysler mags
Ignition: stock	Painter: owner	Oil tank: 4-quart, in upper frame	Rim width: 6-inch
Displacement: 45 cubic inches	Color: black and silver	Oil system: stock	Tire: Goodyear
Lower end: stock	Type: lacquer with urethane clear	Primary cover: stock	Brake: center drum
Balancing: stock	Special paint: flamed	Seat: '52 K-model recovered	
Pistons: .030 over H-D	Frame	Sissybar: none	Other special modifications:
Cases: H-D	Year: n/a custom	Height: n/a	narrowed 10 inches, sectioned
Heads: aluminum, shaved to fit	Builder: owner	Material: n/a	11 inches, shortened 14 inches.
Cam: factory	Type: three-wheeler	Forks	
Lifters: solid	Rake: enough	Type: RL I-Beam Springer	
Photos: Peter Dokus			

HEART AND SOUL

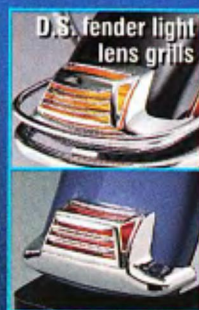
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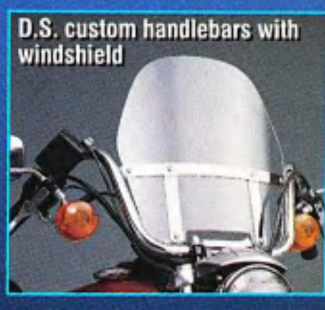
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Motorcycle sales mean profits for repairmen

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

Motorcycle shops employ qualified mechanics

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

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

More girls—more bikes each year

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

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

LAST CALL BEFORE ELECTION DAY OUR TURN TO BE HEARD

During this last month before election day, candidates for all 435 seats in the House of Representatives and candidates for 35 Senate seats will be asking you to vote for them on November 3, 1992.

You can answer them with a question of your own: If elected, will the particular candidate support motorcyclists' rights? Ask the candidates how they feel about Section 153 of Title 23 of the U.S. Code. That's the provision of the 1991 highway bill that "black-mails" the states into passing helmet laws, and imposes penalties on states that don't.

Ask them if they favor such strong-arm tactics as a way of taking away your personal rights and freedoms of choice. Ask them if they will work to repeal Section 153. And ask where they stand on HR-4207 and S-2204, the two bills that remove the penalty provisions of the highway bill. Present your questions by writing letters and attending campaign events. To get the names and proper addresses of your senators and representatives, call your County or City Clerk, the local offices of the political parties, or the Secretary of State. Actually, your local public librarian should be able to tell you, too. For that matter, the Motorcycle Rights Foundation (MRF) can provide you with that information. Call

IF ELECTED, WILL THE PARTICULAR CANDIDATE SUPPORT MOTORCYCLISTS' RIGHTS?

them at (202) 546-0983.

Write to the incumbent trying to keep a seat and the challenger who is trying to get it. Remind them that HR-4207 and S-2204 will be introduced under new numbers in the 1993 congressional session. Tell these candidates that you want them to act as co-sponsors of those bills.

Mail your letter. If you do not receive a response within seven days, call the candidate's office. Explain that you wrote a letter but failed to get a reply, and that you *must* know where the candidate stands so you can cast your vote accordingly. If you do not get a clear answer, tell the office you will call back the next day—and that you want an answer before election day.

At campaign events, tell the candidate directly that you need an answer to your questions about motorcyclists'

rights. Do not accept evasive answers. Tell the candidate, "If you can't answer a tough question, you aren't qualified for my vote. You're asking me to commit my vote. I'm asking you to commit yourself to personal freedom of choice."

Remember, all of this is useless unless you register—and then vote to show them you

mean it. Help turn our government back to "We the people" on November 3, 1992.

—Wayne Curtin, Vice President
Government Relations, MRF

For information on joining
the MRF call: (202) 546-0983.



EAGLE

VOTING ON NOVEMBER 3

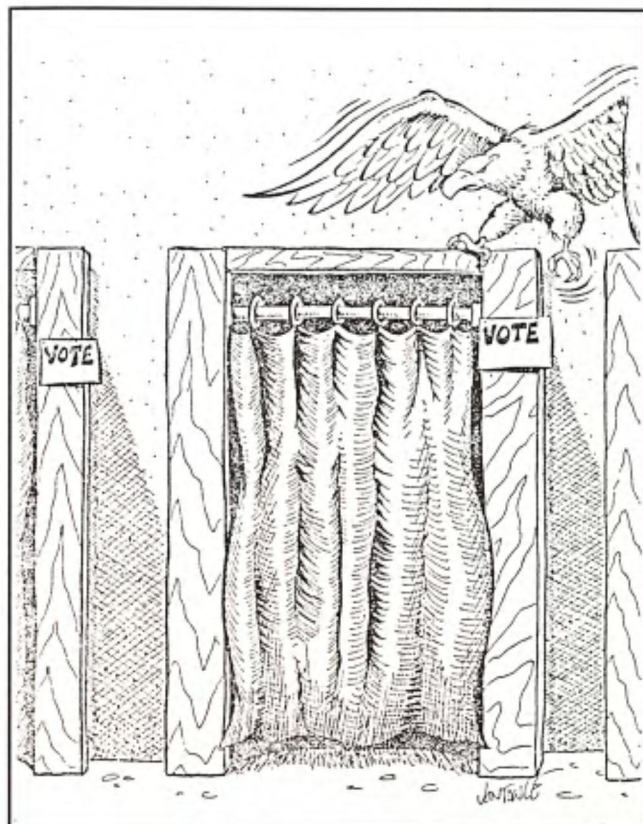
Incumbent Senators Supportive Of Motorcyclists' Efforts To Repeal Or Weaken The Federal Helmet Law Mandate. (This list is not complete—you may know of others).

Senator	State	Co-Sponsor of S-2204
Coats	Indiana	Yes
Ford	Kentucky	No, but challenged Sen. Chafee on Senate Floor over helmet law issue.
Grassley	Iowa	Yes
Leahy	Vermont	Yes
Murkowski	Alaska	Yes

S-2204 is the MRF's priority legislative effort in the U.S. Senate. Passage of S-2204 would remove the "blackmail" penalty provisions of the Federal Helmet Law mandate. This would remove Congress, NHTSA and DOT from the decision-making process and return the decision on helmet laws to the state legislatures.

Incumbent Representatives Supportive Of Motorcyclists' Efforts To Repeal Or Weaken The Federal Helmet Law Mandate

Representative	State	Co-sponsor of HR-4207	Co-sponsor of HR-4226
Abercrombie	Hawaii	No	Yes
Bereuter	Nebraska	Yes	No
Bilbray	Nevada	Yes	No
Boehlert	New York	Yes	No
Boehner	Ohio	Yes	Yes
Cox	California	Yes	No
Crane	Illinois	Yes	No
Cunningham	California	Yes	Yes
Doolittle	California	Yes	Yes
Dorgan	North Dakota	Yes	No*
Dreier	California	No	Yes
Fawell	Illinois	Yes	No
Frank	Massachusetts	Yes	Yes
Franks	Connecticut	Yes	No
Galleghy	California	Yes	No
Gillmor	Ohio	Yes	No
Grandy	Iowa	Yes	Yes
Gunderson	Wisconsin	Yes	No
Hamilton	Indiana	Yes	No
Hansen	Utah	Yes	No
Hastert	Illinois	Yes	No
Hyde	Illinois	Yes	No
Inhofe	Oklahoma	Yes	Yes
Johnson	South Dakota	Yes	No
Jontz	Indiana	Yes	Yes
Kaptur	Ohio	Yes	Yes
Klug	Wisconsin	No	Sponsor
Kolbe	Arizona	Yes	No
Kopetski	Oregon	Yes	No
Lewis	California	Yes	No
Lightfoot	Iowa	Yes	No
Marlenne	Montana	No	Yes
McEwen	Ohio	Yes	No
Nagle	Iowa	Yes	Yes
Nussle	Iowa	Yes	No
Pallone	New Jersey	Yes	Yes
Penny	Minnesota	Yes	No
Peterson	Minnesota	Yes	No
Petri	Wisconsin	Yes	Yes
Ramstad	Minnesota	Yes	No
Ravenel	South Carolina	Yes	No

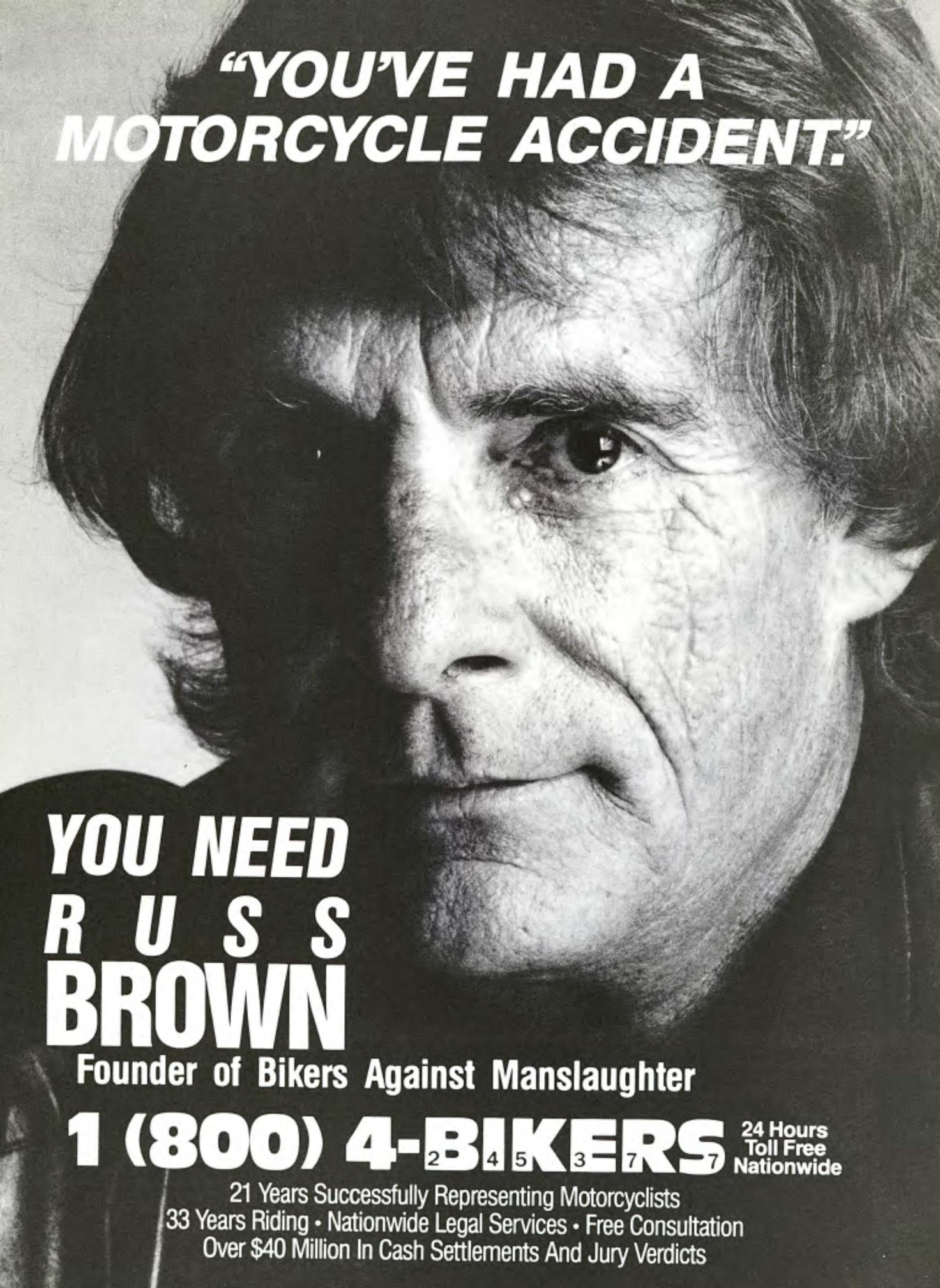


Roemer	Indiana	Yes	Yes
Rohrabacher	California	Yes	No
Sarpalius	Texas	Yes	No
Schaefer	Colorado	Yes	No
Schiff	New Mexico	Yes	No
Sensenbrenner	Wisconsin	Yes	Yes
Sikorski	Minnesota	Yes	No
Spence	South Carolina	Yes	No
Snowe	Maine	Sponsor	No
Stump	Arizona	Yes	No
Swett	New Hampshire	Yes	No
Thomas	Wyoming	Yes	No
Unsoeld	Washington	Yes	No
Vucanovich	Nevada	Yes	No
Young	Alaska	Yes	No
Zeliff	New Hampshire	Yes	Yes
Zimmer	New Jersey	No	Yes

HR-4207 is the Motorcycle Rights Foundation's priority legislative effort in the U.S. House of Representatives. Passage of HR-4207 would remove the "blackmail" penalty provisions of the Federal Helmet Law mandate. This would remove Congress, NHTSA, and DOT from the decision-making process and return the decision on helmet laws to the state legislatures.

HR-4226 would weaken the current law by only requiring the states to have helmet laws for those individuals under 21 years of age and those licensed to operate a motorcycle for less than two years (regardless of age) or face the "blackmail" penalties of the Federal Helmet Law mandate. The bill would also require states to have motorcycle rider education programs and laws to require all individuals under 21 years of age to take a course before being granted a motorcycle operator's permit.

*Representative Dorgan is running for a United States Senate seat in North Dakota.



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MORE "PUBLIC BURDEN"

Following the Los Angeles riots, some 50,000 people went out and bought themselves a pistol. This scared the hell out of the anti-gun lobby, so Big Brother's Southern California mouthpiece, the *Los Angeles Times*, quickly began a series on the evils of handguns. In one article, the *L.A. Times* reported that injuries caused by firearms cost Los Angeles County \$54 million per year.

"Not nearly enough," said two doctors from the University of Southern California (USC) Medical Center. The doctors said firearms accounted for 80% of 771 gang-related homicides in 1991. They further implied that firearms accounted for 80% of 11,500 gang-related

injuries. From these figures, the doctors concluded that firearms (and gang warfare) cost the County nearer to \$1 billion per year.

The doctors point out that \$1 billion represents about half the annual total cost of all Los Angeles County health services, and exceeds the total cost ascribed to the riots. They might have added that \$1 billion is also 10 times the (false) figure Assemblyman Richard Floyd offered as the justification for the California helmet law.

Like we've said a thousand times over, if we have a "medical crisis" in this country, bikers sure as hell aren't to blame.

—Maestro

INDIAN MAN

If you went to Sturgis, you already saw it: the re-incarnated Indian Scout from Indian Motorcycle Manufacturing, Inc. (IMMI), in Albuquerque, N.M. If you didn't, here's some details:

Wayne Baughman, the force of IMMI, says his dad took him riding on a Chief in '48, and he's been riding Indians ever since. Bikers all over the country looked at his Indian and said, "I wish I had something like that."

They wanted something "different," but something with a distinctly "Made in America" look. Since stories about the resurrection of Indian surfaced every few years anyway, Wayne decided to make one come true. He figured an updated Sport Scout would do well.

He was determined, though, to keep the long-stroke, 42-degree vee. Scout owners of old used to increase the displacement of the 45-inch Scouts to 57 inches, so Wayne took the displacement to 60 inches. "That keeps it under 1000cc," he says, "and that has advantages for insurance." Electronic fuel injection and electronic ignition were added. To these changes, he added overhead camshafts and a tuned exhaust. Otherwise, Wayne kept the Indian frame and the link-girder springer forks.

We'll keep an eye on the project and let you know what the next smoke signals are. For info call Wayne at (505) 888-1866.

—Sharp

HANDS ACROSS THE WATERS INTERNATIONAL NEWS

Sweden: On the way to figuring out the best automotive air conditioning system, the people at Volvo tested drivers' performance at 70 degrees and 80 degrees. Those in the warmer automobiles took about 22% longer to react to surprises. That's exactly what we have been saying about helmets.

This Volvo thing may bear looking into. Sweden is about equal to the old Soviet Union in its zeal to control its people, though the Swedes do it in the name of "safety" rather than politics. To admit that excessive heat degrades a driver's ability could well become an argument against helmets, so the fact that Volvo let the word out at all is a good sign (even if a small one).

Holland: From Arnhem (the place where that army went "one bridge too far"), a rider named Twan Peters wrote in to tell us about a recent protest run—5,000 riders, two lanes wide, 15 miles long, and mostly on Harleys. Besides helmets, the run also protested European Community proposals for mandatory leg guards

and fluorescent clothing.

This European Community thing started out as a way of getting rid of trade barriers among the European countries. Letting trucks cross borders without hindrance meant that traffic laws had to be standardized to some extent. That good intention, alas, quickly degenerated into an effort by the bureaucrats to dictate the traffic laws in all the trading countries—and that's mostly where the leg guard and day-glo clothing proposals come from.

Besides leg guards and day-glo jackets, the bureaucrats want riders to carry logbooks of repairs to prove their motorcycles haven't been modified one iota from the factory original—goodbye customs of any kind, and even the rider's choice of tires. If the Yamondazukis over here prove that Japan really won the war, the EC proposals prove that Hitler won it over there. Keep fighting, European bikers.

Denmark: On the subject of the European Community, the people of Denmark recently voted to keep their country out of it. The Danes just



Photo: Twan Peters

weren't willing to trust their freedom to a bunch of non-elected bureaucrats. The bureaucrats were appalled, and one reacted by saying, in effect (and translation), "Who do those Danes think they are?"

Answer: They are people who think too well of themselves to carelessly sign away their freedom. European bros, take heart from (and heed of) the Danish example.

Ireland: In the face of all contrary evidence and reasoning, the Irish Department of the Environment is proceeding with proposals for daytime headlights and licenses graduated according to the displacement of a motorcycle. As in Holland and elsewhere, much of the eagerness to regulate

comes from the European Community bureaucrats. In June, the Irish people themselves got the chance to vote on whether they wanted to be part of it. No results at presstime, but pre-election polls showed only 47% of the voters in favor. A week earlier, just before the Danish vote, Irish approval ran 57%. People may be catching on.

In the insurance department, the compulsory insurance law had the consequence of turning all the insurance business over to one particular company, Norwich Union. Norwich said premiums were high because juries gave big awards in the case of injuries. So, the law was changed to restrict jury awards. And what happened to insurance rates? Nothing. They still stayed high. Same old, same old.

So you see, bros, this isn't a local fight. You know what Big Brother did when the Russians kicked him out last year? He laughed, because he could see that he was getting bigger everywhere else.

—Perfesser

STUPIDITY LEVEL RISING



Bill Gannon, of the Massachusetts Modified Motorcycle Association (MMA), sent us a copy of the National Highway Traffic Safety Administration's (NHSTA) "Motorcycle DWI Detection Guide." NHSTA plans to distribute the "Guide," which lists riding behaviors that NHSTA says indicate a drunk rider, to cops all over the country.

The first thing wrong with the "Guide" is the assumption behind it: that state and local cops need advice from NHSTA, and that carrying a little card with NHSTA's symptoms and percent probabilities of DUI/DWI constitutes serious police work. Does NHSTA assume that cops are too stupid to interpret circumstances them-

selves? Or, is NHSTA's "Guide" merely an invitation to harass under color of federal wisdom?

The danger shows in "weaving," the symptom that NHSTA says shows the highest probability of DUI/DWI. So, if you dodge pot-holes to avoid breaking your forks, NHSTA says that's "probable cause" for a cop to stop you. Don't laugh. We know of a small town where a driver accused of DWI did, in fact, beat the charge by pointing to the number of pot-holes he had to thread his way through to get down the street. Of course, he had to go through the hassle of a court appearance to do it—and that's the sort of harassment NHSTA's "Guide" invites. Here's what the "Guide" tells the cops:

MOTORCYCLE DWI DETECTION GUIDE

Percentage of motorcyclists with a Blood Alcohol Level equal to or greater than the legal limit.

Observed Behaviors

Probabilities DWI

Weaving	70%
Inappropriate/unusual behavior (carrying/dropping objects, urinating at roadside, disorderly conduct, etc.)	68%
Erratic movements while going straight	67%
Wrong way	56%
Trouble with dismount	54%
Drifting during turn or curve	53%
Trouble with balance at stop	52%
Operating without lights at night	43%
Inattentive to surroundings	39%
Evasion	33%
Running stop light or sign	28%
Recklessness	27%

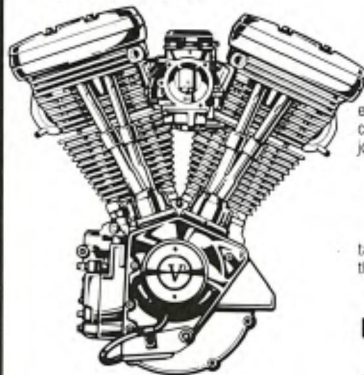
Apply the higher/highest percentage when two or more cues are observed.

Pissing by the road means you're drunk? Drifting? Can a bike "drift" on a curve at all without going down? How can a cop or anyone else know whether you're "attentive to surroundings" if you're wearing a full-face helmet? Evasion? Of what? A left-turning cager, maybe? Lots of invitation to useless harassment here. Complain to your people in Congress.

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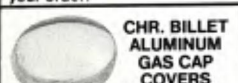
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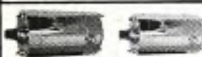
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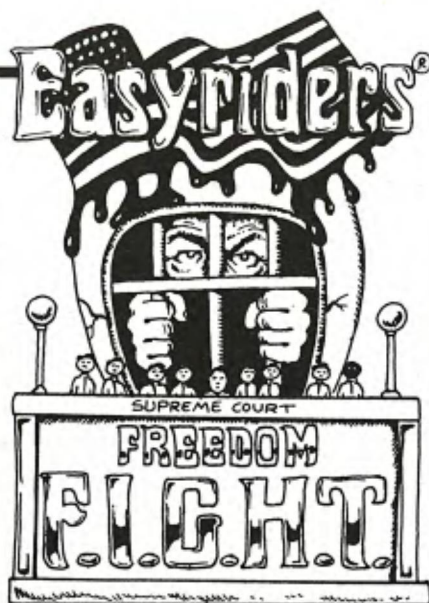
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Colorado	Yes	No	Yes	No
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Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10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

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

FIGHT UPDATE

Sam McCloud is a straightforward attorney and biker who knows his business. He's in the process of building up information that will ultimately form a formidable case against all helmet legislation. Sam is researching the question of whether or not helmet laws fall under the equal protection portion of the Constitution. In other words, can the government single out motorcyclists in the mandatory helmet issue when there are a helluva lot more head injuries caused by car accidents? He is also analyzing (in a means to shatter) the validity of the public burden theory. Can legislation be passed solely to save the public money, and if so, where will it end? They could legislate all but the safest cars in the country off the road. Sam is also studying helmet effectiveness. If helmets cause any accidents at all, can they be mandated?

In addition to examining all this data, Sam is compiling all the legal ammunition necessary to get the right arguments in front of the strongest bench. That's what the FIGHT program is all about. *Easyriders*, with the astute assistance of Sam McCloud and all the



brothers and sisters who want the freedom to choose, are taking the battle to the courtroom steps. If you're not familiar with the FIGHT program, check out the information on page 127.

—Bandit

THE ROAD TO THE GRAND NATIONALS

Well, it's seven rodeos down and three to go in the 1992 *Easyriders* Rodeo Season. This, our fifth gear-grindin' year, has been the highest-paying and most exciting season yet. The rodeos just keep getting better and better, with cutthroat competition among ARROW members and unprecedented participation from our spectators and fans. The novice classes have been attracting a large number of first-time rodeoers—brothers and sisters who want to test their riding skills in the spectator-filled arena.

Remember, there are only three rodeos left (see calendar on the back page). That means if you haven't been to one of our rodeos yet, you'd better saddle up the family and come on down. Test your motorcycle agility in events like the Keg Derby, Barrel Race, Slow Race, or team up with the ol' lady and try your luck at the Wienie Bite or Potato Haystack. And if you're not into getting down 'n' dirty, there's plenty of other stuff to do and see: live bands, a bike show, tattoo artists,

a trophy girl contest, vendors, and much more. Roll out your bedroll and camp for the weekend. You'll have a head-spinnin' good time.

This year, The Grand Nationals will be held in Lancaster, California, October 16-18. The finals always prove to be motorcycle rodeo competition at its finest and most furious. The numbers are always close, and ARROW riders will be splittin' hairs and points on the way to determining who will wear the Rodeo Champion buckle.

—Lynnyrd



Photo: Chuck Emery

SHORT STROKES

Two bad dudes were arrested recently. One was caught leaving a supermarket doughnut bin with white powder around his lips. The other tried to escape from a jewelry store with a 3-carat diamond that he swallowed—the cops are waiting for the evidence to surface....**From Indiana,** Herm Albright reported that H-D asked 5,000 HOG members about their fav vacation spot. Indiana's Brown County State Park was their overall choice....**Here's a thank you we received:** "I'd like to thank *Easyriders* for publishing ABATE news, and ABATE for fighting like hell against the helmet laws. Floyd went down in California, Illinois beat the helmet law, and Kansas got another year of freedom. ABATE was there each time." Thanks, Mike....**Check out the card reprinted below.** The Adult Motorcycle Riders Association (6070 Sea Isle, Galveston, TX 77554) prints 'em in bulk for bikers' rights organizations....

Adult Motorcycle Riders Assoc.
In case of death absolutely none of my body parts may be used for any medical purpose in my state with mandatory motorcycle helmet law in effect.

Sign _____ D.L. # _____
Witness 1 _____ D.L. # _____
Witness 2 _____ D.L. # _____

6070 Sea Isle Galveston, Texas 77554

Ray Hughes, the drag-racing bro who rode the first stock Super Glide to an under-10 quarter, died of cancer in late May. He kept riding right up till the end....**Tennessee ABATE member Carol Simpson** didn't want a new bike. An old one was more her style, but banks don't loan on seasoned putts. So she put an ad in *The Tennessee Motorcyclist*, The Concerned Motorcyclists of Tennessee/ABATE newsletter, inviting individual members to loan her \$100. She offered \$1 per month interest. She's raised \$2,000 so far. I can see it now, The National Bank of ABATE....**From Florida, Rogue reports** that State Representative Dixie Sansom is running for Congress. Rogue says Dixie has consistently voted in our favor and can be depended on....**Through their Motorcyclists' Political Action Committee**, ABATE of Arkansas has formed a group called Voters Organized to Establish Reform (VOTER). They're working to get a referendum vote on both the seat belt and helmet law on the ballot in November....**Jill Z. Smith, an active member of ABATE of Montana** who ran for State Representative this year, tells us that Rep. Pat Williams (Montana) tried to amend the federal highway bill to completely eliminate the seat belt and helmet provisions. When the pro-helmet lobby wouldn't allow the amendment, Williams introduced a resolution in the '92 session that would eliminate the penalties for not having a seat belt/helmet law. Jill is voting for Williams in November....**I'm riding my new bike to Sturgis.** Lots to do...

PASSIN' GAS

Rippin' Off Some Good Ones

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

Deciding it was high time for her teenage son to be enlightened about the facts of life, Frenchie told her ol' man Jerry to sit the boy down and explain it all to him. "But don't confuse him too much," she suggested. "Start off with the flowers and birds."

Jerry said okay and went to his son's room for a talk. After clearing his throat, he began:

"Son, do you remember those two broads we banged at the motel last month?"

"Sure, Dad."

"And those three blondes we screwed last Sunday at the beach?"

"Sure, Dad," the kid said again.

"Well, your ma says that flowers and birds do the same thing."

—Zouev
Reno, Nev.

The bro was kicked back in the shade, sucking down a cold brew and watching his ol' lady mow the lawn. His new neighbor came stomping over and said disgustedly, "You worthless bastard, making your wife cut the grass while all you do is sit back and watch! You ought to be hung!"

"I am," said the bro. "That's why she's cutting the grass."

—David Kurten
Millheim, Pa.

After a heavy round of tangoing the sheets, Wild Bill's ol' lady purred in his ear, "Honey, what do you like best about me: my good looks, or the fantastic way I move in bed?"

"Yer sense of humor," said Wild Bill.

—Fat Boy
Rockies

Two bros were discussing Mongo's latest obsession with a particularly airheaded splittail.

"Man, I just don't understand what he sees in that bimbo," said the first. "I tell ya, her elevator sure as shit don't go all the way to the top floor."

"Yer right," said the second bro, "but I don't think that's the floor he gets off on."

—Teresa Finders
Tulsa, Okla.

A surefire indication that your date is frigid: when you lick her thigh, and your tongue sticks to her leg.

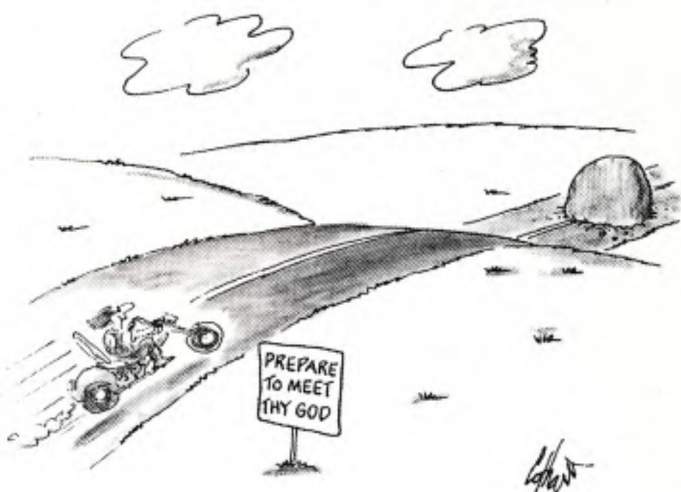
—V.D.
Inside

Why do women douche? Because they can't teach their pussies how to spit.

—James
Westville, Ill.



Beer . . . beer



Why are there so many ugly lesbians?

'Cause it's a dog-eat-dog world.

—Lee
Hemmed Inn, Pa.

What has six balls and screws ya twice a week? The lottery.

—Linda Moeller
Cincinnati, Ohio

Why should priests be allowed to marry?

To get a better idea of what hell is really like.

—Harry D.
Stripe City

Definition of artificial insemination: a technical knockup.

—Brasso
The Altar



I can't hide it any longer . . . I embezzled.

A Texas Aggie, driving by a livestock farm, noticed a large herd of sheep in the pasture, so he stopped, got out of his car, and walked up to the fence. The farmer saw him and asked, "Can I help you, son?"

The Aggie said, "Listen, if I can guess how many sheep you have in your flock, can I have one free?"

"Your chances are mighty damn slim," said the farmer, "but go ahead and try."

"Two hundred and forty-six sheep," said the Aggie.

"Holy shit," said the farmer, "that's the exact count! Okay, kid, you win—pick one out."

As the Aggie slung an animal over his shoulder, the farmer said, "Hey, wait, young fella. Tell you what—if I can guess what college you go to, you want to make it double or nothing?"

"All right," said the Aggie.

"Texas A&M University," said the farmer.

Amazed, the Aggie said, "That's right! How'd ya know?"

"Easy," said the farmer.

"You're carrying my dog."

—Charles P. Wiley
Gatesville, Texas

What goes snap, crackle, pop in the morning?

Senior sex.

—Mike Lunsford
Florence, Ariz.

How can you tell if a blonde writes mysteries?

She has a checkbook.

—A.D.
La Mesa, Calif.

Then there was the member of Congress who called the Suicide Prevention Hotline.

So they sent somebody over to shoot him.

—Bosco
Graybar Inn

Slowpoke came home from work early and found his ol' lady lying on the bed, stark naked. "Why the hell ain't you dressed, bitch?" he growled.

"I got nothin' to wear," said the chick.

"Whaddaya mean, nothin' to wear?" said Slowpoke, throwing open the closet door. "Look at these—red dress, blue dress . . . Hi, Jack . . . green dress, black dress . . . Hey, how ya doin', bro? . . . gray dress . . ."

—Chewbackky
Corcoran, Calif.

Sneaky Pete bought his ol' lady a plot in the local cemetery for her birthday. But the following year he gave her zilch, and she was soon sniveling, "Why no present this year?"

"Because," he replied, "ya haven't used the one I gave ya last year."

—Lucky
Inside

A new Hog is a lot like a new ol' lady—ya never really know what ya got until ya ride it a few weeks.

—Herm
Indy

Why does Vice President Dan Quayle have "TGIF" stamped inside his shoes?

Toes Go In First.

—Toadman
America

Jake came staggering in at 4 a.m. to find his ol' lady waiting up for him with fire in her eyes. "That's it, Jake, I've had it with yer sorry ass!" she screamed. "I'm cutting you off forever!"

"Fat chance," said Jake. "You don't even know where I'm gettin' it."

—Big John
On Top



MIKE SHAPIRO



HERB LUBNER

Didja hear about the bro who came down with a severe case of "snatchitis"? He looked terrible, but felt great.

—Al Troxler
Greensboro, N.C.

How can you tell if the guy who ripped off yer Hog is well-hung?

Ya can't fit yer finger between his neck and the rope.

—Buddy Bob
Southern Calif.

The old head was on trial for selling reefer, and a biker who lived next door to him was called as a witness. The prosecutor asked, "Did you ever get any marijuana from the defendant?"

"No, sir," answered the bro.

"Did you ever get any from his wife?"

"No, sir."

"Did you ever get any from his daughters?"

"Sir," interrupted the biker, "are we still talking about that reefer?"

—Bert
Hudson Bay

Whaddaya ya call goin' down on a chick from London? English muffin'.

—Indian Joe
The Cave

Definition of condom: a child-proof container.

—Mick the Quick
Armpit, Texas

"And just what are your intentions toward my daughter, young man?"

YOUR QUESTIONS ANSWERED

Q: *Why did Easyriders start the Bros Club?*

A: Because you asked for it! You answered a survey a few years ago and told us you wanted a club with a strong road service program and insurance programs for custom Harley-Davidsons. Seventy-six percent of *Easyriders'* 365,000 monthly readers said they would join an *Easyriders*-sponsored club even though they belonged to other clubs—if the club had certain benefits. You even told us what those benefits should be. And that's what the Bros Club is—a club dedicated to nothing but having worry-free fun on motorcycles.

Q: *Where can I meet other Bros Club members?*

A: Right now your best bet is at one of the *Easyriders* Rodeos or Bike Shows. There are VIP areas set up for Bros Club members and their families at these events. Also, many of our Bros Club dealers have indicated that they're willing to sponsor chapters in their communities. Check in with your local Bros Club dealer. If he's too far away, talk to your favorite bike shop about becoming a Bros Club dealer. Have him call the 800 number on your membership card, and we'll take it from there.

Q: *How many Bros Club dealers are there? Where are they located?*

A: Right now there are about 350 Bros Club dealers in the 50 states, and more signing up every week. You'll find them listed by name, address, and phone number at the end of each state, and indicated on each state map in *Riding with Rip, the Bros Club Guide to America*, the handbook you received in July. The book is small enough to easily

fit in your saddlebag. It should go with you whenever you hit the road. The book gives you the names of some great spots to party and meet other bros and sisters.

Q: *I broke down 6 miles outside a small Texas town. The guy who came out to get me wouldn't tow me because I didn't have any extra money to pay over the \$35 that the Bros Club covered. I was stranded. What should I have done?*

A: First of all, we're bummed. That never should have happened. If there's a next time, and we hope there won't be, call the 800 number for Emergency Road Service (ERS) again and they will dispatch another truck. Be sure to tell Road America your situation so they can make arrangements with the emergency road service provider. It can be worked out so that you will pay the additional charges later.

Q: *How does the Bros Club ambulance reimbursement work?*

A: Simple. If you're involved in an accident while riding your bike (or driving in a car, truck, bus, train, or taxi), or if you get hit by a vehicle and need the services of an ambulance, get a copy of the bill and submit it to the club along with the

form in your membership kit. We will process it immediately and send you \$50 to take some of the sting out of the bill.

Q: *How does the \$1,000 theft reward work?*

A: Bros club will pay a \$1,000 reward for information leading to the arrest and conviction of anyone stealing a Bros Club member's bike or involved in a hit and run. The Club supplies a warning decal for your bike that will help deter a potential thief (if he can read). See your membership handbook for more details.

Bros Club Members: We want to publish your photos, stories, and info for other brothers. Tell us about the photo(s) when you send them into the Club. Write us a note detailing the situation (For example: This pic was taken on Main St. in Sturgis. The lady's name is Janice. My bike's called HOG). Tell us about yourself and why you joined the Club. Be sure to include your name, address, and phone number. The same rules as in the *Easyriders* "In The Wind" section apply. If we use it, we'll pay \$40 for a color photo and \$30 for a black-and-white. Send a self-addressed, stamped envelope if you ever expect to see your shots again. ☺



Bros Club member, John Caperton, Berwyn, Ill.

EASYRIDERS TRUCK TOUR SCHEDULE

'92 RODEO SEASON CONTINUES WITH:

AUGUST 14, 15, 16—

EASYRIDERS RODEO—BOONE, IOWA
BOONE COUNTY FAIRGROUNDS

(I-35, to Rt. 30 west, go north on Story St.)

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

SEPTEMBER 5, 6, 7—

LABOR DAY WEEKEND

EASYRIDERS RODEO—CHILLICOTHE, OHIO
ROSS COUNTY FAIRGROUNDS

(Hwy. 35 to Route 104 north)

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

OCTOBER 9, 10, 11—

EASYRIDERS RODEO—VALLEJO, CALIFORNIA
SOLANO COUNTY FAIRGROUNDS

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

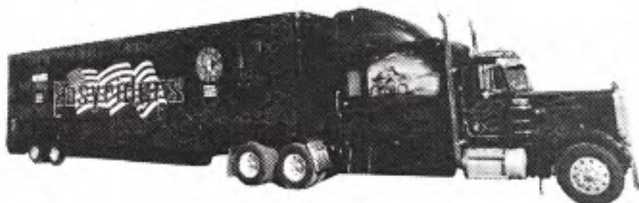
We'll have the rodeo along with a great trade show, tattooists, ride-in bike show, live music Friday & Saturday, camping, trophy girl contest and food and beverages on sale. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

OCTOBER 16, 17, 18—

EASYRIDERS RODEO GRAND NATIONALS
LANCASTER, CALIFORNIA
ANTELOPE VALLEY FAIRGROUNDS

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

The final rodeo of the year will be held in Southern California. Along with the rodeo finals, we'll have a great trade show, tattooists, ride-in bike show, live music Friday & Saturday, camping, trophy girl contest, and food and beverages on sale. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**



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

You, too, can have the attention grabbin' Easyriders Truck at your event for quality product sales and prizes. For information on the truck's tour schedule or if interested in becoming a full-line dealer, we would be happy to stop by your shop and introduce you to the Easyriders product line (if our schedule allows). Contact Leon Hatcher at (209) 299-0753, or call Easyriders—(800) 247-6246.



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BIG TWIN CLUTCH KIT \$26.95	STATOR 17804 — \$49.95 17805 — \$49.95 17806 — \$49.95	FRONT WHEEL SPEEDOMETER DRIVE \$24.95	BRAKES \$38.00	CYLINDERS \$109.95 60100 — 74" Front 60101 — 74" Rear 60108 — 80" Front 60109 — 80" Rear	WHEEL ASSEMBLIES \$189.99
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FISHTAIL EXTENSION CHROME — \$34.95 BLACK POWDER — \$24.95	INNER PRIMARY COVER Polished \$169.95 Chrome \$199.95	KICK START CONVERSION KIT Polished \$89.95 — Chrome \$99.95			DUAL DISC CALIPER SET \$149.95

CUSTOM FRAMES

One Size Doesn't Fit All

Like bikers today, cowboys on the cattle drives knew each other by nicknames such as "Slim," "Hogjaw," "Gotch-ear," and so on. If Bandit (the one who hangs around this office, especially on payday) had been there, they would have called him "Highpockets" 'cause the distance from his belt to his boots is greater than the distance from his belt to his hat brim. They would have called his horse "Spindleshanks" 'cause the horse would have needed long legs, indeed, to keep Bandit's stirrups from scooping up dirt.

Horseflesh or iron horse, the mount must fit the rider, and that's one of the things (among several) that Kennedys Custom Harley-Davidsons does: build a frame completely from scratch and tailor it to the rider. Take Bandit's case. He wants a new bike and brings the proposition to Pat Kennedy. They sit down to talk.

Whatever it looks like, a Kennedy bike has to be a rider—and a good one. Bandit says he likes "Easy steering," but he forgets that he lifts weights, and that what feels "easy" to him may feel stiff, indeed, to a bro who restricts his exercise to 12-ounce curls. Pat Kennedy, of course, can't overlook differences like that. In building custom bikes, he has to adjust the specifications to suit rid-

ers from the 300-pound gorilla to the 95-pound foxy rider.

Pat has a full-size frame jig with more adjustments than a Weber carburetor. He clamps pieces of tubing in place, lines them up with a machinist's straightedge, puts a fishmouth at the joints, and tack welds the frame. If need be, he'll install a set of wheels and handlebars and have the client try it before he goes any further. Once the frame fits, he welds it up for good.

In Bandit's case, Pat wound up with 35 degrees of rake and 9-inch-over

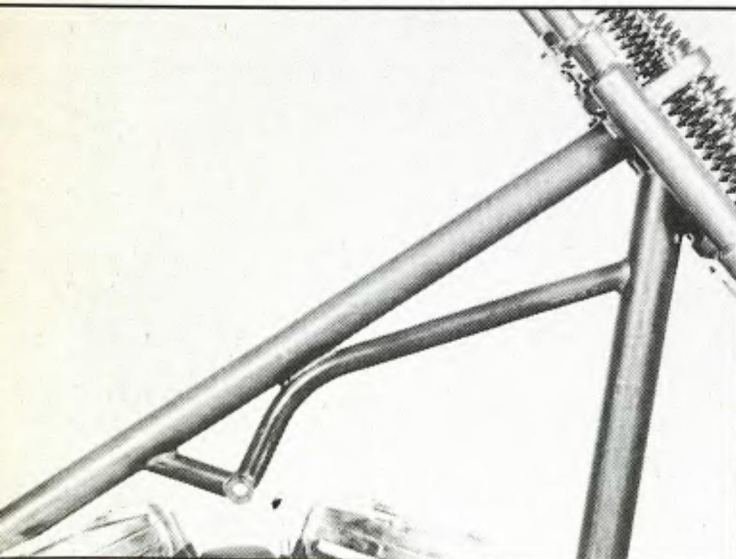
Bandit wants two drive belts, and Pat can handle that—but in his own way: he eliminates the adjustments for engine-to-transmission belt tension, and likewise the adjustment for rear belt tension. Omitting the adjustments means that changing a belt no longer requires moving the trans and rear wheel back and forth, and means that cocked rear axles don't happen anymore: the front and rear wheel always follow the same track. However, eliminating the adjustments also means that the dimensions have to fit the

In Bandit's case, Pat wound up with 35 degrees of rake and 9-inch-over forks. After that, the familiar "over" and "under" business doesn't apply

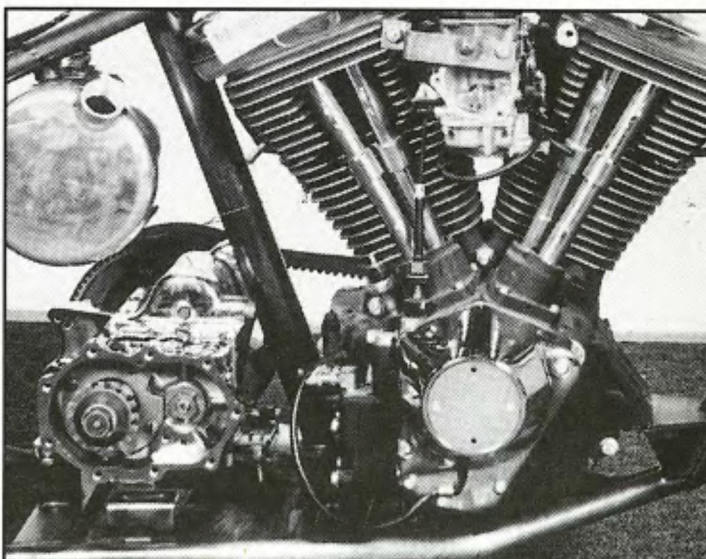
forks. After that, the familiar "over" and "under" business doesn't apply because Bandit's bike doesn't derive from a factory frame. Rather, it comes from Bandit's particular shape. The down-tube, for example, took 6 inches of extension to make sure his feet didn't drag on the ground, and the overall length—rear axle to neck—got 2 1/2 inches of stretch. However, that stretch wasn't added at one single point. Pat spread it out all the way through.

belts that Pat or the client chooses, and must fit them every time. Furthermore, they have to fit the way Pat has found works best.

For example, a certain manufacturer may say that at the mid-point between the pulleys, a 10-pound pull should deflect the belt from 3/8 to 1/2 of an inch. That's pretty snug—maybe too snug—but it may be necessary for a stock frame that, in fact, does a lot of twisting and flexing as it bounces on



The stress bar works with the overall design.



The engine and the transmission are perfectly aligned for the belt.

grooved pavement or winds down a twisty road.

The flexing of the stock frame can slacken the belt considerably, if only for an instant. Just as often, it puts an extreme tension on the belt—only for an instant, but sometimes that's long enough to break the belt. When that happens, the rider condemns belt systems in general, puts on a new belt (with all the hassle that involves), and goes on his way cussing.

Pat doesn't want anybody cussing his bikes for any reason, so he leaves the belts a fraction slack—about 1/2 an inch to a full inch of deflection at 10 pounds. This works because Pat stiffens the frame in the engine-transmission area. Potholes, wheelies, hill-climbs, or whatever, the distance between the pulleys stays the same and the belts last even longer than the manufacturer claims they will. Left like that, though, the bike would lose all resilience and feel like riding a lump of lead. So, having lost flex in one area, Pat designs it into other areas by careful choice of tubing.

Belt drives also bring up the issue of fore-and-aft alignment. Some builders, for example, take the easy way out with belts. They line up the engine and transmission, then put the rear wheel

slightly to one side. That lines it up with the transmission—but not with the front wheel, and even a slight difference in the track of the two wheels will affect steering and handling. The bike will behave one way turning left and another way turning right, and the differences will be greater with speed.

Pat lines up the two wheels, then centers the engine on that line. This keeps the weight of the engine and its inertia forces exactly in the middle. Then, he mounts the transmission about 3/4 of an inch to the left. That lines the trans up with the rear wheel, but not with the engine, and to fix that Pat installs his own custom-made, offset pulley on the engine. If the design calls for a fat rear tire, he may even offset the transmission pulley, too.

Moving the transmission to one side does mean that the tranny puts slightly more weight on one side of the centerline than on the other. Interpreted at the technical extreme, the extra weight would bias the handling of the bike toward the heavy side. However, the offset is not great enough to make a consequential difference. A fistful of loose change in the rider's pocket

would have more effect on handling than the transmission offset.

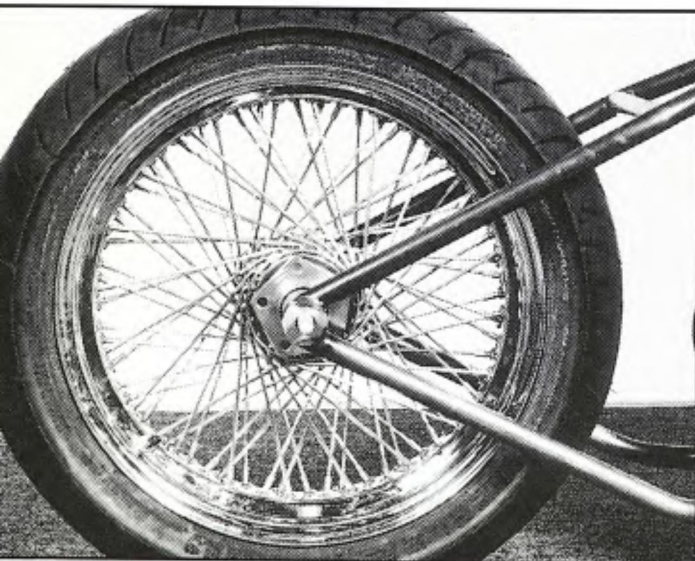
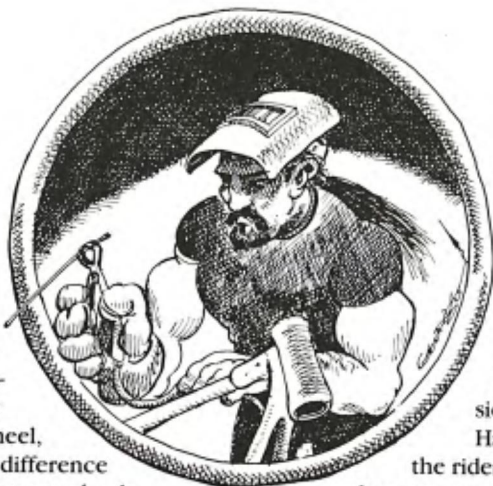
Having taken care of the rider and the ride, Pat has to accommodate the engine

the client brings in. Carbs and manifolds vary, as do exhaust pipes and ancillaries like the coil and oil tank. Bandit, for example, got tired of tying wiring to the frame with shoestring and duct tape (like on the bikes he built for himself) and wants the wiring inside, out of sight and out of the way. That means Pat has to provide for getting the wires in and out, including the alternator output wire that Giggie, at Departure Bike Works, cleverly brought out through a special hole in the side of the cases (September 1992 issue, pg. 28). Once you start customizing seriously, you find yourself customizing every detail.

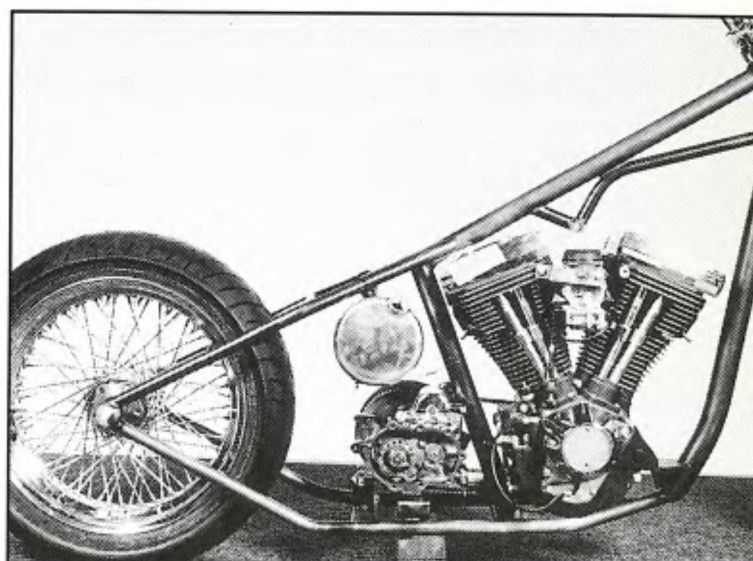
Pat Kennedy measures close. He knows that a bike must fit the rider, not fight him, and he knows how to make one that does just that.

For more info drop by Kennedys Custom Harley-Davidsons and talk to Pat or Brook: 3028 San Luis Rey Rd., Oceanside, CA 92045; (619) 967-5883.

—Noose
(with help from Gene Koch)



No adjustment for the rear belt—clean.



The overall design is clean, strong, and flexible.

Photos: Markus Cuff

HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Senator Dave Durenberger (R-MN) Washington, D.C.

Just as Minnesota bikers have a good friend in Senator Durenberger, so do the rest of us. While things are definitely looking up in the senator's homestate of Minnesota (one of the few without a helmet law), he's also helping us on a national level.

Last February, Sen. Durenberger introduced S-2204, a bill that would repeal the sanctions section of the Highway Transportation Bill, which would blackmail states into introducing a helmet law or lose a portion of their highway funds. The senator has worked closely with Bob Illingworth of the Minnesota Motorcycle Riders Assn. (Hall O' Fame, ER #213) for many years, and for his service was awarded the Silver Spoke Award at the last National Coalition of Motorcyclists (NCOM) convention. —Red Baron



Photo: Red Baron

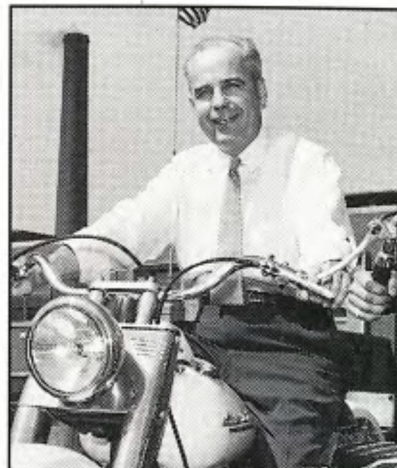
William H. Davidson Milwaukee, Wisconsin

May 19, 1992. Harley-Davidson reported today that William H. Davidson, 87, former president and chairman of the Harley-Davidson Motor Company, died on Monday, May 18.

Davidson joined the Motor Company in 1928 as a factory worker, eventually succeeding Walter Davidson as president in 1942. He served as president for 29 years, until 1971, and as chairman from 1971 to 1973.

He is survived by two sons, William "Willie G." Harley-Davidson's vice president of styling, and John, also a former president of Harley-Davidson. He left five grandchildren, including William J., who heads the Harley Owners Group (H.O.G.), and Karen Davidson, who coordinates and promotes Harley-Davidson's Motor Clothes line of apparel.

—Steve



Shack O' Shame

The Stealth Campaign

—You Ain't Stealing My Harley Thunder!

About now you're probably wondering what those pro-helmet "motorcyclists" and their sneaky little buddies in the "straight" motorcycle press are up to. Take a guess.

I don't blame you for not wanting to guess, 'cause the answer's most likely gonna be ugly. And it is—motorcycle sound level restriction. That's right, if your bike's much louder than a frog fart you can expect a serious fine, bike impound, or a trip to the slammer—that is, if they get their way. They're serious all right. You're gonna start seeing ads in the Bonzai Burner rags saying "Quiet is Cool." What a bunch of horseshit.

They're callin' it The Stealth Program, endorsed by none other than the

Motorcycle Industry Council and some ass-kissin' press. Their reasoning is that if we all wear helmets, dress conservatively, and are real quiet, maybe society will begin to accept motorcycles.

Gimme a fuckin' break! There's been enough bucklin' under and bendin' over. Enough is enough! No amount of brown-nosing is gonna make a rat's ass bit of difference. They took away our right to feel the wind, and now they want to take away our right to hear the sound that fires life into our blood. Maybe they should muffle waves pounding on a beach or prohibit rock 'n' roll. Who are these people? They've even had the balls to try to talk Easyriders into joining their "Quiet Is



Illustration: Jon Towle

Cool" campaign to help get our readers greased up for another legislative shaft.

We have only one thing to say, "You ain't stealin' our Harley thunder! Loud pipes rule the road." —Clay

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WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in September, October, and November.

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

EASYRIDERS RODEO—October 9-11 at the Solano County Fairgrounds in Vallejo. Rodeo, trade show, food, beer, trophy girl contest, tattooists, live music, ride-in bike show, camping. For info call: (818) 889-8740, ext. 281.

EASYRIDERS RODEO GRAND NATIONALS—October 16-18 at the Antelope Valley Fairgrounds in Lancaster. Rodeo season finale, trade show, food, beer, trophy girl contest, tattooists, live music, ride-in bike show, camping. For info call (818) 889-8740, ext. 281.

ABATE OF CALIFORNIA STATE RUN—September 11-13 at the Paso Robles Fairgrounds. Opens to the public at noon on Friday. Bike games, vendors, music, food, and fun. For more info call: (818) 793-8473.

KINGS CANYON/SEQUOIA NATIONAL RALLY—September 12. Starts in Fresno, goes east into the Sierra Nevada Mountains to Kings Canyon National Park, and then back to Fresno. Three classes available. Call: (209) 255-2263.

HOLLYWOOD TATTOO CONVENTION—September 18-20 at the Hollywood Palladium. For more info call: (800) 824-8046.

7TH ANNUAL CLEAN & SOBER POKER RUN—September 26 at the Cronin House in Hayward. Sign-in from 9 a.m. - noon. Run pins, trophies, raffle prizes, food, and lots of good clean fun. Call: (510) 785-7454 or (510) 481-2949.

Florida

EASYRIDERS RUN FOR FUN—September 5-7. Labor Day Weekend Poker Run/Campover to Scooter Haven in Inglis. Benefit for retarded citizens of Levy County. Live band and vendors. Admission is \$15. Sign up at Easyriders store, 605 Main St. in Daytona. For more info call: (904) 238-1645 or (904) 447-3686.

8TH ANNUAL MOTORCYCLE OLYMPICS—September 27. Sponsored by ABATE of Florida, Seminole County Chapter. Games, music, food. Call: (407) 263-8235.

Georgia

CEREBRAL PALSY RIDE TO T.W.O. CAMPGROUND—September 20. For more info call: (404) 451-3679.

Hawaii

6TH ANNUAL CHARITY BENEFIT MOTORCYCLE RODEO & CONCERT—September 6 at the Waikoloa Rodeo Grounds. For info call: (808) 329-3615.

Illinois

ANTIQUÉ & CLASSIC MOTORCYCLE SWAP MEET & SHOW—September 20 at 4-H Park in Pontiac. BYOB. Bike show has 22 classes, three trophies in each class. Adults \$5, kids under 12 free. For info call: (309) 473-2979.

9TH ANNUAL TOYS FOR TOTS RUN—September 26. Call: (217) 384-8467.

Indiana

6TH USA HARLEY NATIONALS—September 18-20 at the Bunker Hill Drag Strip in Bunker Hill. Top Fuel Harleys, bands, camping, rodeo, vendors, and more. For more info call: (317) 689-8248 or (317) 459-3860.

Iowa

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

Michigan

9TH ANNUAL STURGIS TOY RUN—September 12 on Findley Road in Burr Oak. Ride leaves 1 p.m. sharp. New toy plus \$10 or \$15 (couples). Camping, beer included. For more info call: (616) 489-2720.

Minnesota

2ND ANNUAL CHILI FEED—September 12-13 at the Hill Top Lounge in Ellsworth. Camping, bands, rodeo, and more. Call: (612) 459-0979 or 459-5209.

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

THE BOONIES 4TH ANNUAL HOG ROAST CHARITY RUN—September 11-13 in Dyer (on Hwy. 264 at the Boonies). Raffle, bike games, wet T-shirt contest, beer-belly contest, live music, and more. Free camping. Call: (702) 572-3233.

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

New Jersey

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.

OCTOBERFEST—October 11 at Just Plain Jane's in Jackson. German food, beer, live bands, bike show, vendors, and games. For more info call: (609) 231-9895.

4TH ANNUAL FALL FOLIAGE/MAKE-A-WISH FOUNDATION TOUR—October 18 at the Sussex County Fairgrounds in Branchville. Call: (201) 729-9855.

New York

MOTORCYCLE PARTS SWAP MEET—September 12 at the L&L Campgrounds in Nichols. Free vendor spaces. Canned beer only. Overnight camping for tents available. For more info call: (607) 699-7402.

Ohio

EASYRIDERS RODEO—September 5-7 at the Ross County Fairgrounds in Chillicothe. Rodeo, trade show, food, beer, trophy girl, tattooists, live music, ride-in bike show, camping available. For info call: (818) 889-8740 ext. 281.

POKER RUN—September 19 at Becks Campground in Wooster. Bike games, free food, and refreshments. For more info call: (216) 264-9278.

Tennessee

11TH ANNUAL LESLIE WATSON MEMORIAL TOY RUN—September 26 at the Clarksville Fairgrounds in Clarksville. Meet before noon. Call: (615) 648-8167.

Texas

ALAMO CITY GYPSY MC RIGHTS RALLY—September 18-20 at Pop's Place on Medina River. Free admission, free camping, free dance. Cabanas, showers, restrooms. For RV and vendor space call: (512) 535-4366. For maps and info, send SASE to: Alamo City Gypsy MC, Box 15323, San Antonio, TX 78212; or call: (512) 641-7021.

Washington

SCAVENGER HUNT & DANCE—October 17. Sponsored by the Vancouver H.O.G. Chapter. For more info call: (206) 357-4170.

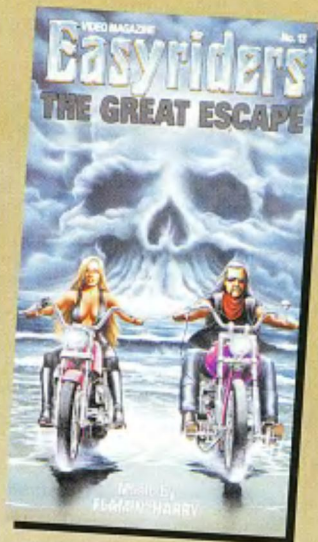
Wisconsin

DRAGBIKE USA—September 26-27 at the Great Lakes Dragaway in Union Grove. Races begin at 10 a.m. For more info call: (414) 878-2099.

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ANTIQUE ALBUM

A Family's Love Affair With American Motorcycles



Just like everybody else who swung their leg over a Big Twin for the first time, I figured, "No more oil-leaking Limey bikes or low-class Jap crap for me!" I had me a panhead now, and anywhere my pan took me was pure, virgin territory, never ridden before by any other scooter tramp, never seen by any eyes but my own. Besides, my folks hated it, so it had to be cool.

No one seemed to mind when I built my first motorized bicycle, or chopped a Honda Dream (at the

age of 15), or even when I sold everything I owned to buy an old 500 Triumph. But when I traded my nice, shiny '70 Chevelle for that panhead, you'd have thought that I'd screwed every underage girl in the neighborhood. I mean, the whole family flipped out. Everyone, that is, except Great Aunt Doris. She just had this sort of knowing look on her face. My old man would be screaming bloody murder at me for tearing up the lawn with my putt, and Aunt Doris, who lived

across the street, would be standing on her porch, watching and smiling all the while. It never seemed to bother her one bit to see me pulling out on that chopped EL.

Well, about 20 years have passed since I got that panhead, and lots of other bikes have come and gone. Then, not too long ago, while visiting my folks, I saw Aunt Doris trying to stuff this big box in the trash can. My old man, forever nosey, yelled over to ask what she was throwing away. She hollered back



that she cleaned out the attic and was throwing away old pictures, negatives, and junk. Dad must have thought there were naked pictures in the box, because he went over and grabbed it.

Inside we found over 500 large-format negatives of Aunt Doris and my family dating back to about 1914. A lot of them were similar to what you see here. The family had quite a few rebels back then, and they had this thing for American-made motorcycles. Now →



People have been
living the bikin'
lifestyle since
before most of us
were born

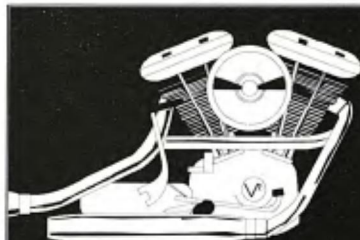




I understand why Aunt Doris liked my scoots.

Remember, when you look at these, that people have been living the bikin' lifestyle since before most of us were born. With any luck, we can pass it on to a few more generations. When I see some young buck with a brand-new Sportster blasting down the road, I get that same knowing smile that Aunt Doris used to flash at me some 20 years ago.

—“Balto” Bob Tyson



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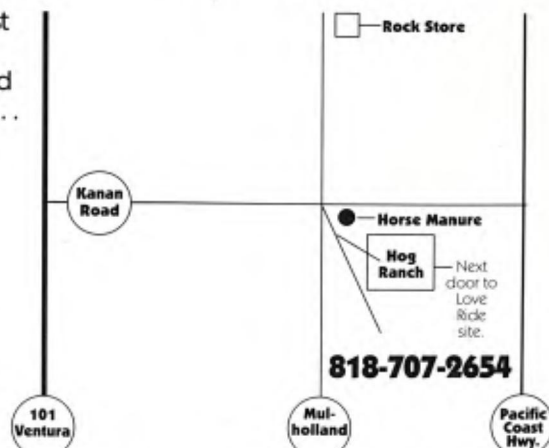
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on Mulholland 'till you smell
horse manure! Take a left, and
when you hear "oink-oink,"...
you're there!



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

FANTASIES ON FLESH

*Sensational
Skin Art*



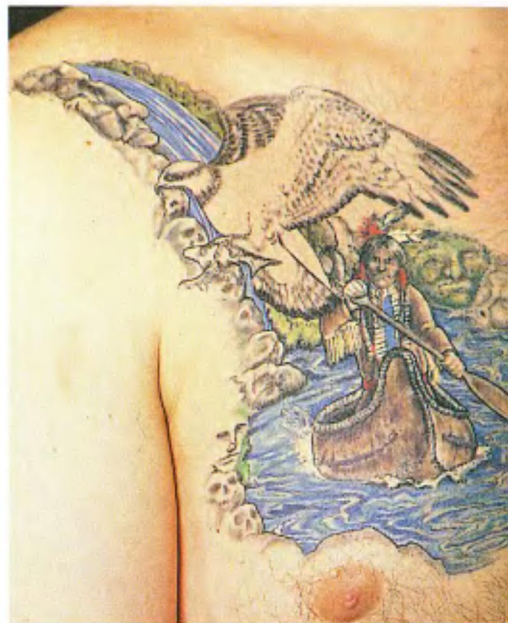
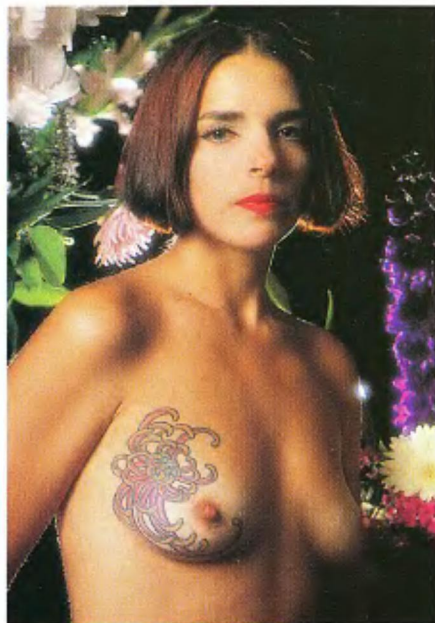
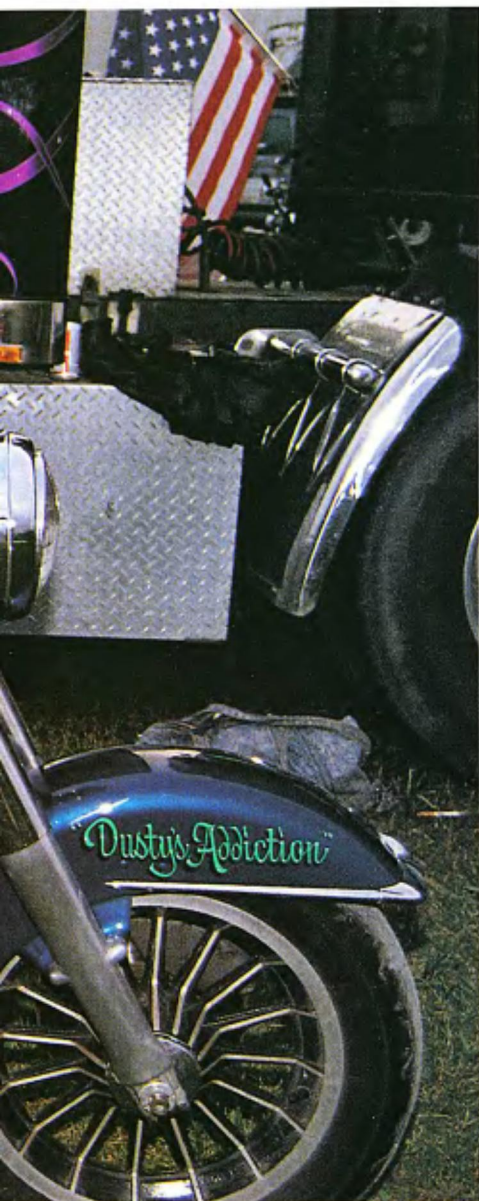
Are tattoos art? "Fuck, no," you say, "tattoos are bitchin'!" That's a good response. It shows you ain't a queer art critic. If you were, you'd prob'ly say, "Oh, Jeethuth, no, tatooth are not art. Tatooth are lowclath bathroom drawingth." Usually this queer owns his own art gallery, or even publishes his own art magazine. But just the fact that you say, "No, they ain't art, they're bitchin'" means that they most likely *are* art, and that what the queer world has been callin' art, probably ain't. Real art is supposed to be bitchin'. Real art is supposed to make you gawk and stare.

Go into the average art gallery. You'll prob'ly find that stayin' in there for longer than two minutes is damn near impossible.

Now check out these tats. Get back to me when yer done.

Hey, how ya doin? Been gone longer than two seconds? Yeah, I'd be willin' to bet my next constipation ball, assuming it





becomes available, that you've been gone a lot longer than that.

Now, the queer art fuck might say, "Well, you know, a perthon will qawk and thtare at a dead baw-dy, too, but that doethn't mean a dead baw-dy'th art, for Chrith'th thake."

Well, the weirdo has a good point there, but consider this: You don't stare in hypnotic horror at a tattoo like you do a dead body; in fact, some tats are so good you forget that what you're lookin' at is ink driven into a person's skin.

But there are other things besides the picture itself worth mentioning:

Not only is it art, it's art on a soft curved surface. Not only does the artist need confidence in what he's doing, he don't get no eraser. Not only is tattoo art *art*, it's art of every type—abstract, surreal, cubist, →



Photos: Billy Tinney



expressionist, impressionist, minimalist, Fauvist—names the art queers recite with a squirt in every letter.

It ain't likely that tattoo artists are ever gonna get mentioned in Art History. But if it ever happens that they ever do get their deserved recognition, you're gonna see some pretty grateful and surprised men and women.

So, get your magnifying glass now and go back and explore these alien and familiar worlds on human flesh. Just don't get too caught up in tryin' to figure out what it all means. In fact, if you find yourself sayin', "Gee, that's pretty bitchin'," you've gone to the beginning and the end of what it's all about. You don't need to look any further.

Enjoy yer trip.

—J.J. Solari



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DUD ENEMY AMMO

Facts On Injuries Show Bikers Are Not To Blame

Seems like every time the helmet lobby gets honest, they do more good for the anti-helmet cause than they do for themselves. The Injury Fact Book, 2nd Ed., does just that, despite the fact that it arises from the Nader-Claybrook axis via the Insurance Institute for Highway Safety. Robin Torner, of ABATE of Washington, offers this (edited) review.

The Injury Fact Book goes a long way to putting motorcycle injuries into a more complete statistical perspective. This concise second edition documents all important causes of death and injury in the United States. Chapters on fatal injuries, unintentional injury, homicide, suicide, fatal burns, drowning, transport fatalities, firearms, and sports clearly show the relative (un)importance of motorcycle injuries to all other injuries.

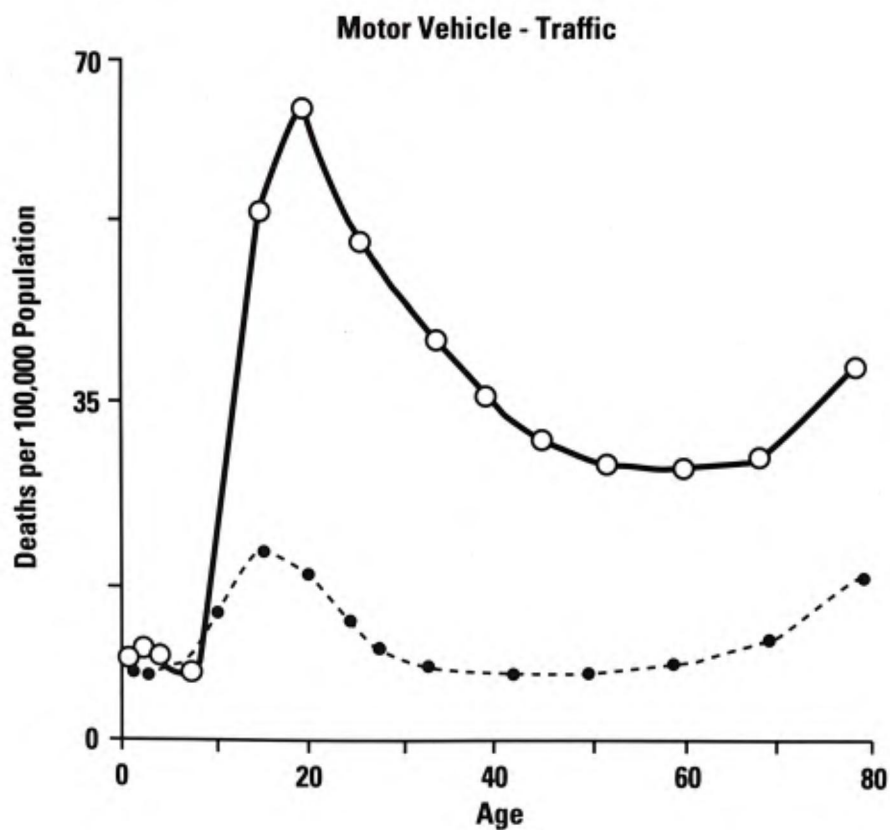
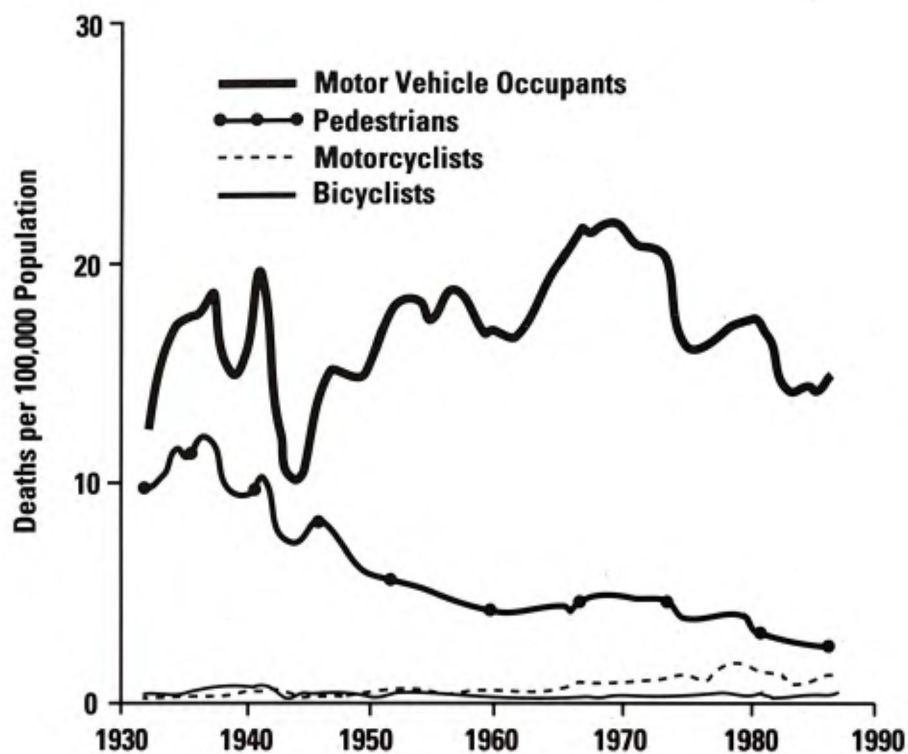
While the authors advocate mandatory use of helmets, the information they have assembled is useful to motorcycle rights activists who oppose helmet laws on the grounds that motorcycles are not, and have never been, extraordinarily dangerous. The book shows that young men between the ages of 15 and 30 are the most accident prone people in the world. Young males not only get hurt more on motorcycles, but they are also the highest risk group in virtually every human activity including being hit by lightning.

The raw numbers show that a simple comparison of automobile and motorcycle accident rates is invalid on its face. Auto drivers include men and women of all ages, but motorcyclists are predominantly young men in their highest accident years. To accurately establish the relationship of motorcycle injuries to other injuries, the comparison must be between groups of young men—not between young men and the rest of the population. The figures show that young men die in about the same proportion whether they ride bikes, drive cars, or go swimming.

In making these comparative figures available, *The Injury Fact Book* shows that the motorcycle accident problem is a people problem rather than a vehicle and equipment (e.g., helmet) problem. Although it is not an easy read, and contains statements that knowledgeable motorcyclists will find infuriating, it is well worth the time and effort required to get through it. The index tables showing the numbers and types of accidents per age group are alone worth the price of the book.

—Robin Torner, ABATE of Wash.

The Injury Fact Book, 2nd Ed., by Baker, O'Neill, and Karpf, Oxford University Press, 200 Madison Ave., New York, NY 10016.





Photos: Michael Lichter

Margaret Nicastri, Bowie, Maryland 1985 Harley-Davidson Roadster

I wish I had half as much energy as Margaret Nicastri. You should have seen what it took for me to turn this computer on today. I mean, running out the door at lunch and quitting time is about the only exercise I get. Margaret, on the other hand, is full of vim and vigor. She works full time, helps out at local bike shows, and is a member of H.O.G., Leather & Lace, Women On Wheels, and her local ABATE chapter.

About three years ago Margaret decided she wanted to learn how to ride. But this lady didn't go rushing into it feet first; she used her head and went about things the logical way. First she got herself a dirt bike (she figured she'd rather beat up on crap than harm a Harley), then she had her ol' man, Roy, teach her the basics, and, finally, in what was perhaps her wisest move, Margaret took a rider training course.

After she felt confident in her abilities, she graduated to this '85 Roadster, built by C&C Cycle (Roy's shop) in Bowie, Maryland. To show off her new bike, Margaret rode it to her sister's bridal shower. It was a definite hit with the family. Her father loves the bike, but doesn't understand why anyone would put all that money into a motorcycle rather than a house. Hey, why ask why?

By the way, ladies, Margaret's always looking for some female riding companions. So if you're in the area, look her up at C&C Cycle. —Lynnrd

General		Forks	
Fabrication by: C&C Cycle		Type: 35mm	
Year and make: 1985 H-D		Builder: H-D	
Model: XLS Roadster		Special features: turned-down sliders	
Chroming by: Chrome Pit		Accessories	
Engine		Bars: XLS	
Year and make: 1985 shovel		Lights: bright	
Rebuilder: stock		Gas tank: XLS	
Displacement: 1000cc		Oil tank: stock	
Transmission		Seat: solo	
Shifting: H-D		Other: Arlen Ness marker lights	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 46-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color and type: candy magenta, artie silver lacquer, regal blue		Tire: Continental	Tire: Continental
Special paint: Steve Salins		Brake: H-D	Brake: H-D
Frame		Special features:	
Year and Builder: 1985 H-D		grips, levers, polished carb and wheels. Thanks to Ed's Polishing and	
Type: XL swingarm		my ol' man, Roy, from C&C Cycle.	



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Looks Like
Somethin'
I Could
Ride"*



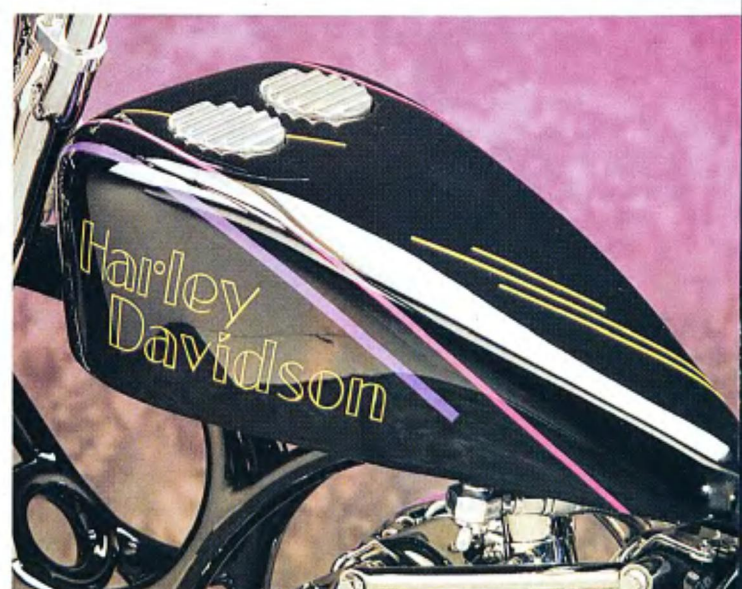
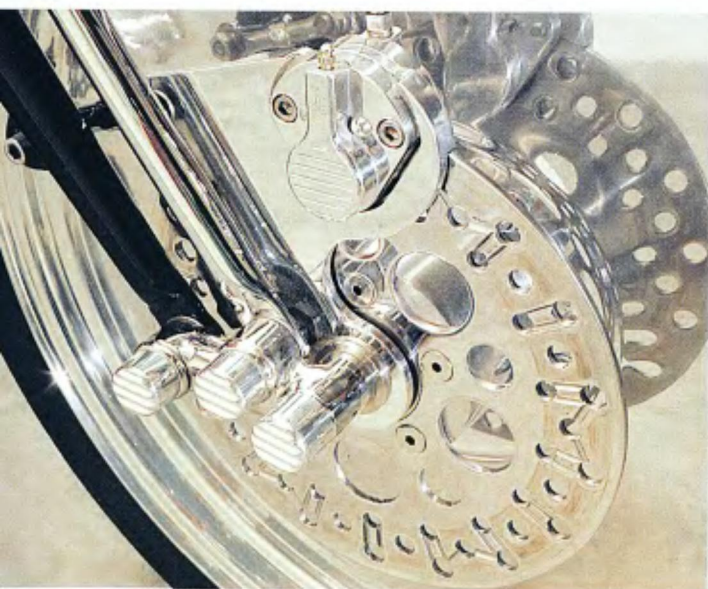
Whether you're jabber-jawin' about Andy Taylor's kick-ass tat collection or drooling over his stand-up scoot, he credits both to the talent and expertise of bros who helped wield rough ideas into fine results. 'Course when it comes time to claiming his part in all this, Andy starts to waffle. He's reluctant to admit that it was his own ideas and life experience, mile-posted over the years on sleeves of ink (and then some), that went into creating his lifelong dream ride, this beautiful black knuck that took first place at *Easyriders* Middletown, New York, Regional Bike Show.

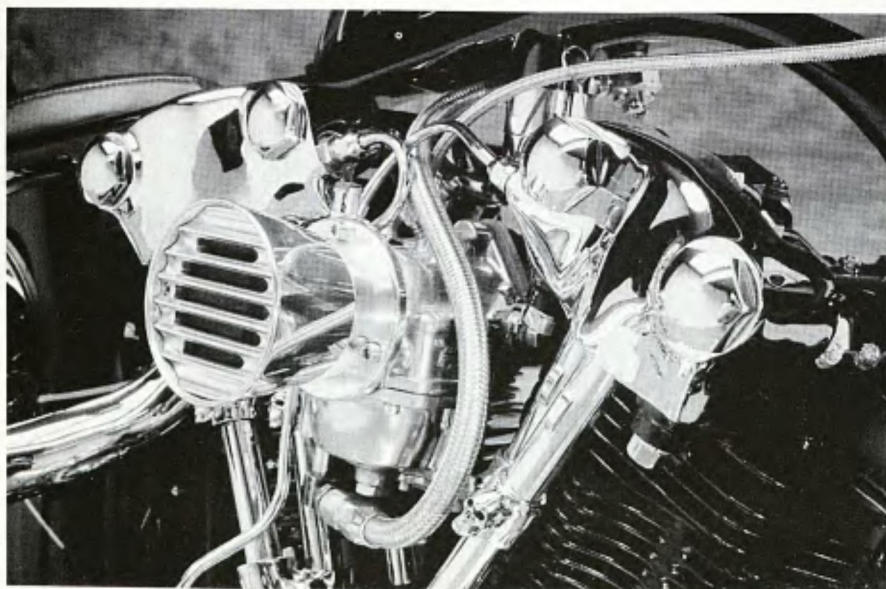
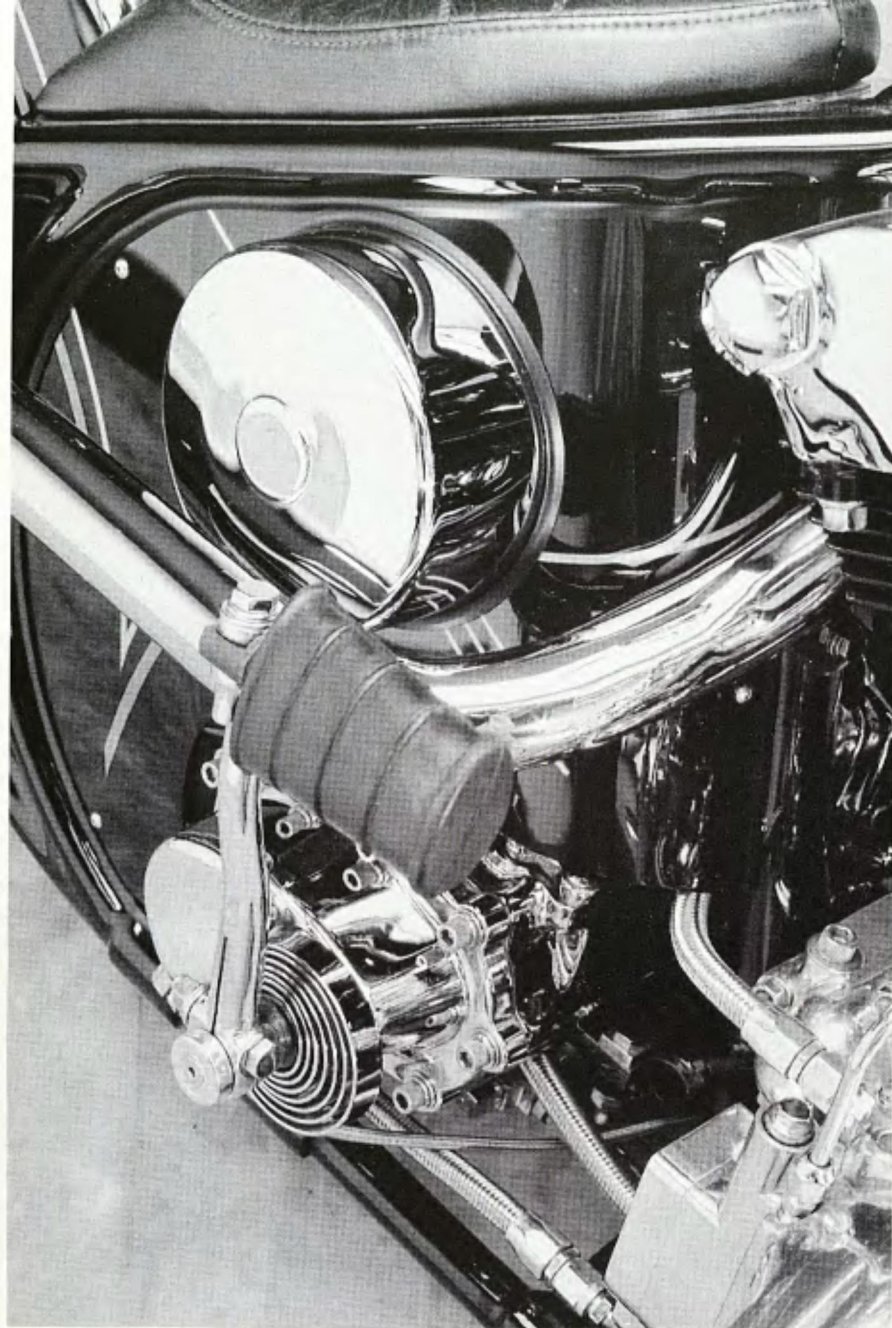
It was during his service for Uncle Sam in the 'Nam years that Andy got his first real thirst for ink and iron.



He was wrenching single-engine (Cobra) copters at Fort Eustis, Virginia, when he started hanging with bros at a local watering hole. Something about the way they looked out for each other eventually won his respect and changed the course of his life into one he says he wouldn't swap for anything. Andy's commander had already instructed him that if he wanted a bike it'd have to be a Harley. That was one order he never regretted following.

Out in a musty garage on a rainy weekend, when there was nothing going on, old pal Jim McClure was the first to splash some Harley wings on Andy's arm. After that, it →





was another wet spell on a Daytona run, when there wasn't a whole lot to do out in the liquid sunshine, that Andy and his bros decided to gather a few more tats. Around this time, Andy stumbled across an *Easyriders* photospread of an early Arlen Ness customized panhead. Although Andy was dead set on a knuckle for his ultimate bike, the Southern bro couldn't take his eyes off the custom pan. He found himself saying, "Now this looks like somethin' I could ride." He tore out the pic and shoved it in his wallet where it remained his inspiration for years to come.

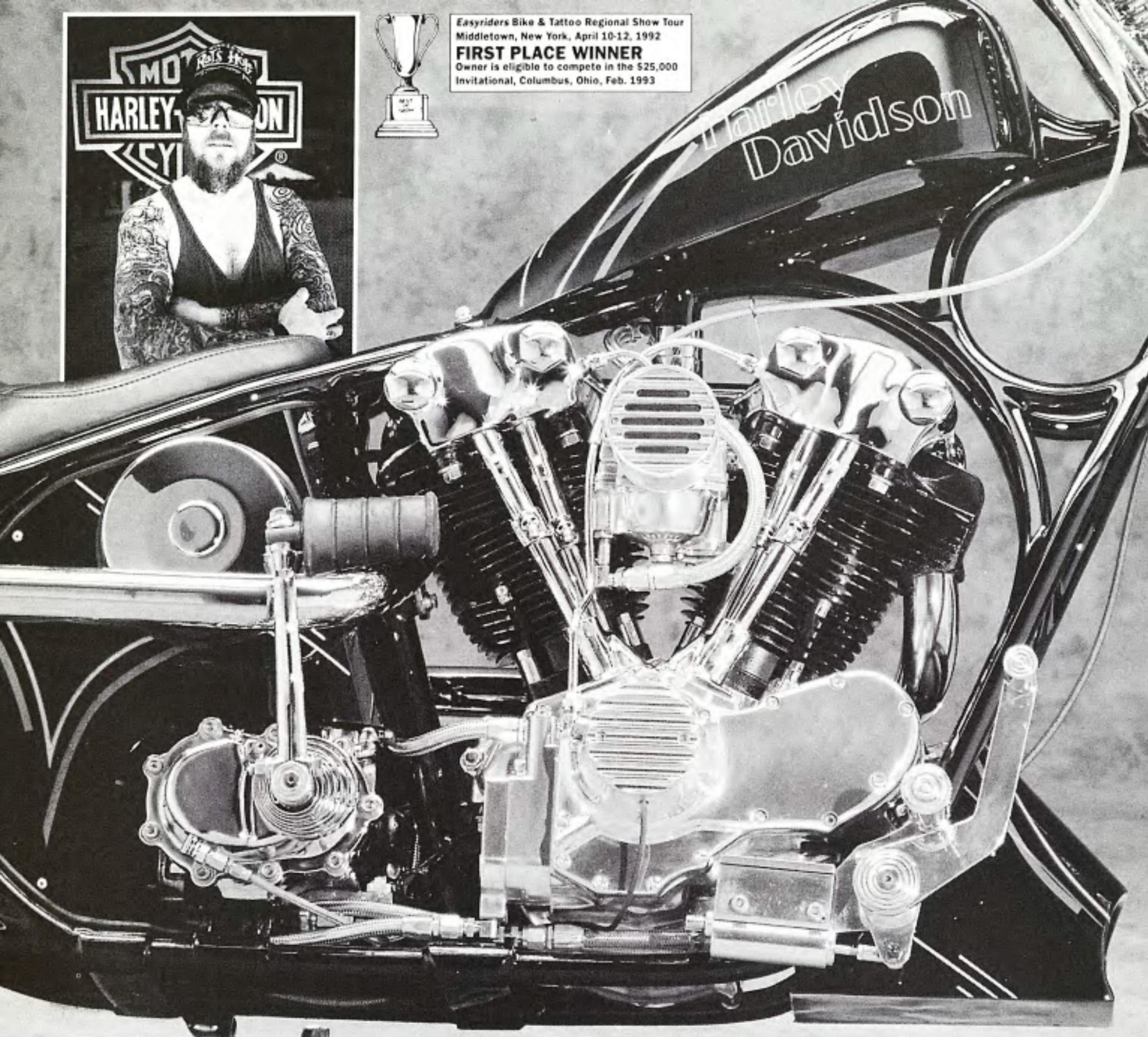
Throughout those many years of waiting for the right knuck to turn into something that would rival Arlen's pan, Andy's collection of tattoos flourished. He had everything done: skulls with a skeleton for one eye and a tit for the other, flames, dragon scenes, a rocker accumulation of skulls over a bold 76th Harley Anniversary emblem, a Confederate flag where his skin had been torn away, and a whole slew of patches marking runs. His flesh had become a living canvas for legendary talent such as Reverend Hal of Williamsburg, Va., Snake, out of Greensboro, N.C., and Wes Grimm, famous around the globe for his freehand work. But it wasn't until he found the '47 knuckle to build into his dream scooter that his collection came together.

That Ness chopper, with its high bars, springer front end, and wide rear fender, remained a constant force for Andy. But over the years his vision had evolved into a more streamlined look, a slotted theme which would require nothing short of the very best when it came to machining. For the task, he chose Milwaukee Iron of Lynchburg, Virginia. In fact, Andy decided to move to Lynchburg, to oversee his vision come to life. During those three months, a tattoo artist by the name of Little John filled in Andy's sleeves and rounded out his collection by incorporating his other tats with various designs.

These were exciting times for Andy. Milwaukee Iron's craftsmen suggested things that seemed to →



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 Middletown, New York, April 10-12, 1992
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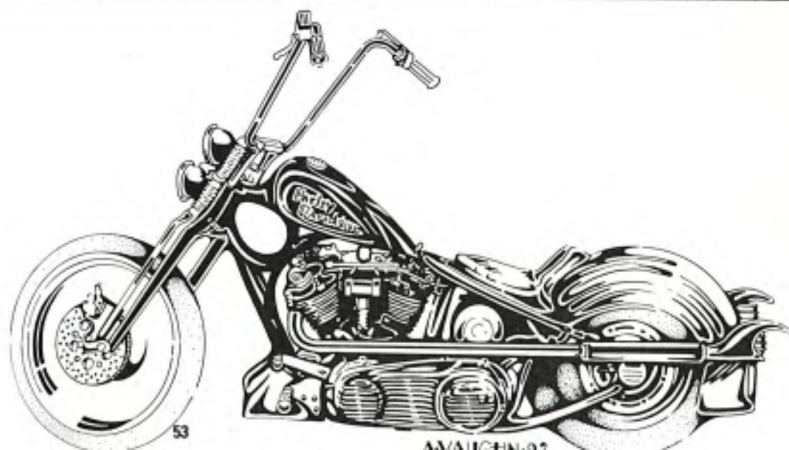


improve and refine Andy's original vision. The 15-inch apes and custom risers were hollowed out to accommodate hidden wiring, and the frame, with its "open tubing" look, was all done on their H-D factory frame table. The stock '47 knuck frame remained intact, except where the motor and trans were mounted. Andy wanted a front end with good extension, strength, and clearance, but without modification. Because Milwaukee Iron used to re-store antiques, they were able to get him (from their own inventory) a stock Harley XA springer front end—same as the ones used on bikes built for rugged African terrain. Andy knew there had only been about 2,000 of them made. He also knew that he'd picked the right building team when they said, "No problem, bro."

Milwaukee Iron's execution of the theme speaks for itself. After they modified a pre-slotted aftermarket primary cover for Andy's bike, the response was so good that today they're manufacturing their own. Andy's never been one to stand around and just look at his putt. His dream bike had to be capable of good handling as well as serious pavement thrashing. Powered by an 84-cubic-inch stroker, she does just that. She also sports: an electronic ignition, a hydraulic clutch, dual discs in front (machined and bracketed by M.I.), Andrews gears, a spin-on oil filter (hidden in back), an oil cooler, a horn and electronics in the scoop up front, custom pegs and grips, belt drive, and three dual calipers in the rear for dime changing.

Andy's the first to admit that the CCI wheels are a bitch for his ol' lady to clean, but they look good. He also rightfully credits Teresa Crane with creating a tank design that doesn't detract from the rest of the bike. But as much as he credits everyone else—Teresa for her paint work, the tattoo artists for making his collection come to life, and all the good work by Milwaukee Iron—the final rush belongs to Andy alone. For Andy, the thrill comes from knowing that somewhere out there a bro is staring at his scoot and saying to himself, "Now *that* looks like somethin' I could ride." —Low Ball

Owner(s): Andy Taylor		City: Staunton, Virginia	
General		Frame	
Fabrication by: Milwaukee Iron		Year: 1947	
Year and make: 1947 H-D		Builder: H-D	
Model: knucklehead		Type: straightleg rigid/modified to wishbone	
Value: a good chunk		Rake: yes	
Assembly by: Milwaukee Iron		Stretch: yes	
Time: four months		Other alterations: yes	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: 15-inch apes/narrowed	
Year: 1947		Risers: custom by M.I.	
Model: FL		Fender(s): rear steel by M.I.	
Rebuilder: Milwaukee Iron		Headlight: two, CCI	
Ignition: Accel		Taillight: two, M.I.	
Displacement: 84 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: custom by M.I.	
Balancing: Milwaukee Iron		Rear pegs: none	
Pistons: S&S		Electrics: 12-volt	
Cases: polished		Gas tank: custom, modified by M.I.	
Heads: knuckle/powdercoated by Sumax		Oil tank: custom-made by M.I.	
Cam: Andrews "S"		Oil system: cooler in scoop, filter	
Lifters: S&S		Primary cover: custom machined by M.I.	
Carb(s): S&S shorty		Seat: Danny Gray	
Air cleaner: velocity stack by M.I.		Sissybar: none	
Pipes: H-D/modified M.I.		Height: n/a	
Muffler(s): yes		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears and shafts		Type: XA	
Year: early H-D		Extension: stock	
Shifting: custom footshift		Builder: H-D	
Engine sprocket: belt		Special features: tabs for disc calipers	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: David Noland		Hub: CCI	Hub: CCI
Painter: Teresa Crane		Rim width: 2-inch	Rim width: 3.5-inch
Color: black with graphics		Tire: Avon	Tire: Avon
Type: lacquer		Brake: JayBrake	Brake: JayBrake
Special paint: cream neon stripes over black			
Other special modifications: stainless triple caliper rotors on rear brake machined by Milwaukee Iron, polished by Brown's. Additional polishing by Ed's Polishing, Md.			
Photos: Steve Coonan			



PARTS BOX

Tell 'em Snake sent ya



Samson Headers

I can testify that the bro behind this new line of headers is a longtime rider. He's come out with pipes for Sturgis/Daytona models and a complete line for Softails. He tried to make the mounting simple, the pipes bulletproof, and the staggered dual systems equal length for optimum performance. For the real skinny write: Samson M/C Products, Dept. ER, 1180-A N. Fountain Way, Anaheim, CA 92806, or call (714) 630-8086 or (800) 373-4217.



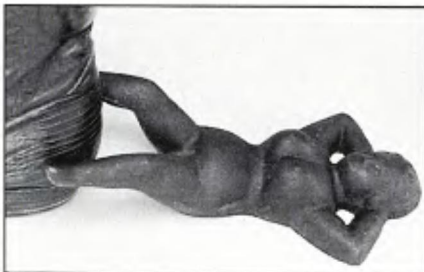
Wrist Pin Bushing Reamer

I usually save tools for *Eagle's Eye*, our shop magazine. In fact, if you have a bike shop and don't receive *Eagle's Eye*, give Sylvia a call at (818) 889-8740 and tell her to put your name on the list. Anyway, Roger Ramjet, a regular desert flyer, makes performance products, and this is one helluva wrist pin jig and bushing reamer. It's good for all Big Twins and Sportsters and takes the guess work out of sizing wrist pin bushings. Roger also makes the solid Evo intake manifolds. Ram Jett Retainer, Dept. ER, P.O. Box 1521, Santa Maria, CA 93456; (805) 934-5833.



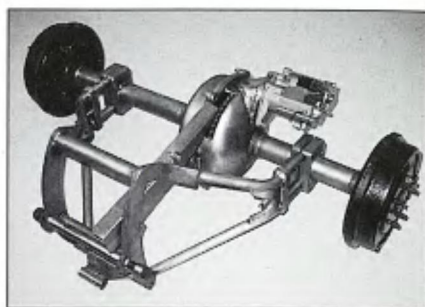
Arlen's New Catalog

We have fistfights in the hall whenever we're producing a new catalog. It's a bitch—all the part numbers, photos, and bullshit. Arlen has a system, though. When the time comes to get the new catalog out, he builds a new bike then rides around to show everyone. While he's gone, he tells his kid, Cory, and his devoted wife, Bev, to get the catalog done before he gets back. (I tried that here, but they took my name off the payroll.) So grab one of these catalogs quick, before Arlen gets home and creates another line of parts. You can bet the parts are unlike anything you'll see in a dealership. It's a mere eight clams for the log. Send it to: Arlen Ness Catalog #11, Dept. ER, 16520 East 14th St., San Leandro, CA 94578. Or spend the change and call (510) 276-3395.



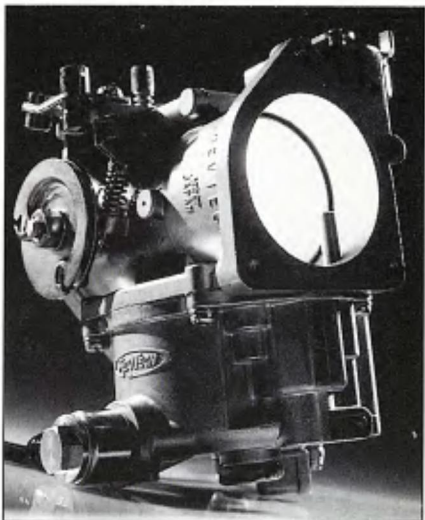
Naughty Nellie

Okay, so this is a weird batch of products, but this one works—except her tits are as hard as castiron (because they are). This boot jack is solid castiron and won't give, roll over if you kick it by accident, or dent if the ol' lady hits it with the vacuum cleaner. This jack is the inspiration of William Denning, and if you think it's the thing for you, call him at (705) 738-3000 or 738-3733.



Softail Trikes

We get calls all the time concerning trike conversions. It's a major modification unless you have the proper parts to pull the project together. WayDen Enterprises has made a serious effort at a complete unit to convert a Softail into a trike. Unfortunately, belt drive models must be converted to chain for this unit. On the new models, they've installed an electric reverse system. For hard data, send your best on paper to: WayDen Enterprises, Inc., Dept. ER, W287N8910 Center Oak Rd., Hartland, WI 53029. Or call (414) 538-1025.



Custom Chrome's Carb

Custom Chrome is working on a performance package that includes this RevTech carburetor. They've been selling the shit outta these for quite a while. Check 'em out at your local dealer, or call (800) 729-3332. ☉

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TWO SOFTAILS

Flash Meets Flesh

On occasion, I give the magazine's ace photo staff a hand while a bike or girl feature is being shot. I always volunteer for the special positions, like Floor Manager in Charge of Breast Calibration, or Chief Butt Resiliency Evaluator, or Head of Orifice Operations. But I generally get turned down for the juicy jobs—either those positions are already filled (so to speak), or else the gal's 300-pound gorilla boyfriend is along, keepin' all us drool dogs at bay.

And so I wind up playing photo grunt in exchange for a few brews and a chance to slobber over a nekkid woman, even if it's only from the sidelines, sniffing the air for the faintest trace of the feminine scent.

So anyhow, after helping the staffers lug the camera cases and set up the equipment, I watched them shoot the bike and broad you see here. The motorcycle is owned by Ron Iannotti up in Rhode Island. The lovely young thing with it is Fox Hunt winner, Lana, who left the cold confines of the Buckeye State for Speed Week in Florida, where she found a new life ridin' behind her new love, Don, on his 1990 Springer Softail.

But I digress.

My brain, well-lubed by the liquid assets the company trickles down to me instead of a paycheck, began to ponder the contrast between the scoot and the sweetie. In a way, they seemed similar and yet opposite.

And it further occurred to me that there's a lotta contrast and opposites you come in contact with while hitting the bars and →









making the various runs: Lithe, soft-skinned sweeties riding behind gnarly hairballs uglier than a Tijuana toilet; young guys on rat bikes assembled with parts left over from a grease fire at a junkyard, riding next to mom and pop in color-coordinated outfits and sitting astride showroom-new Hogs, looking like the winners of the annual How Much Aftermarket Shit Can I Bolt On My Motorcycle Contest; stinkin' drunk little bar rats (with arms about as big around as a handlebar) wanting to duke it out with guys named Tiny or Big Al—guys wearing T-shirts whose fabric is ready to split apart from the strain of being stretched across →



a chest the size of a Volkswagen.
And so on.

But I digress, again.

As I was saying, my suds-saturated brain began to reflect on the contrasts presented by the Hog and the honey you see on these pages.

On the one hand, there was this fine-looking, Evolution-powered '88 Softail. It had all the lines and symmetry to make it a visual treat, but it was sporting this green and purple paint combo that made my peepers pucker even behind the mirrored surface of my riding shades. And on the other hand (shifting my gaze to the prime-cut filly cavortin' around the scooter), there was the gal—likewise, with

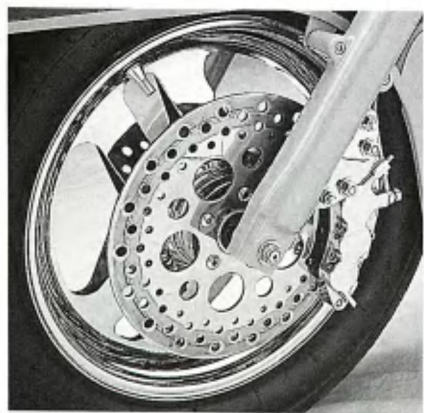
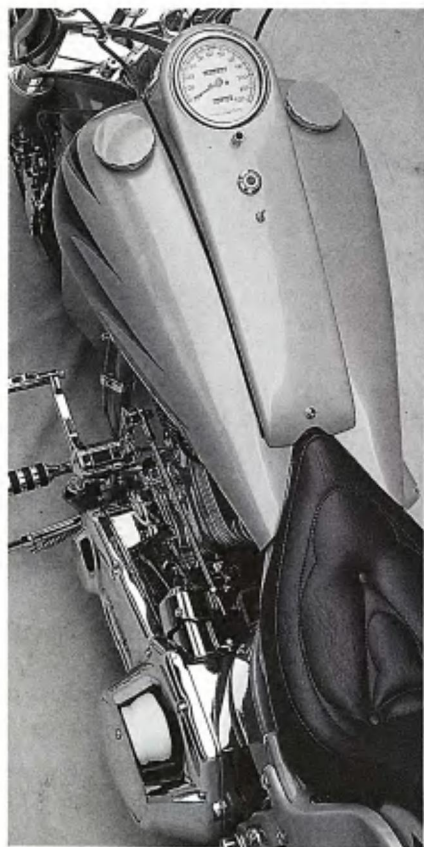


all the lines and symmetry to make a man want to lick every pore along her sleek surface. But, in contrast to the motorcycle, she had doffed her duds right down to the primer and was sportin' practically nothing.

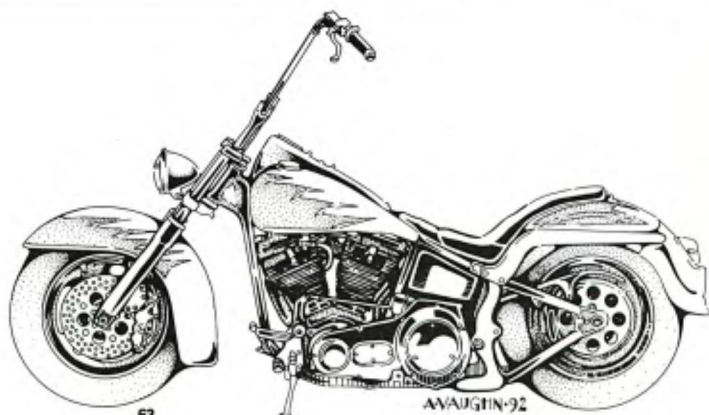
And practically nothing is exactly what all this blither adds up to, in case you were expecting some sorta punchline. But there is a moral to this little story, one you can consider yourself the wiser for having learned.

And believe me, if I ever remember what the hell it is, you'll be the first to know.

—Shotgun Smitty



Owners: Ron Iannotti		City: Coventry, Rhode Island	
General		Frame	
Fabrication by: Cycle Fab		Year: 1988	
Year and make: 1988 H-D		Builder: H-D, Cycle Fab	
Model: Heritage		Type: Softail	
Value: \$30,000		Rake: 5 degrees	
Assembly by: Cycle Fab		Stretch: stock	
Time: six months		Other alterations: cutout neck	
Chroming by: R.I. Tech		Accessories	
Engine		Bars: 16-inch highbars	
Year: 1988		Risers: 6-inch	
Model: Evo		Fender(s): front, stock; rear, FLH	
Rebuilder: H-D of Camden County		Headlight: Ness	
Ignition: Morris Magnetos (2)		Taillight: cutdown stock	
Displacement: 80 cubic inches		Speedo: painted	
Lower end: factory		Front pegs: Performance Machine	
Balancing: Chris Barbieri		Rear pegs: none	
Pistons: S&S		Electrics: Accel	
Cases: polished		Gas tank: stretched 5 inches	
Heads: Jim Thompson		Oil tank: painted, molded, filled	
Cam: Sifton Warrior		Oil system: Russell lines	
Lifters: adjustable		Primary cover: chromed	
Carb(s): S&S Super B		Seat: Danny Gray	
Air cleaner: Dave Perewitz		Sissybar: none	
Pipes: Rick Sansone, 2-inch		Height: n/a	
Muffler(s): nope		Material: n/a	
Transmission		Forks	
Modifications: undercut gears		Type: wide glide	
Year: 1988		Extension: 2 inches under	
Shifting: Performance Machine		Builder: H-D, Cycle Fab	
Engine sprocket: compensating		Special features: Ness trees	
Trans sprocket: 36-tooth		Wheels	
Wheel sprocket: 71-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Don Perewitz		Hub: Mitchell	Hub: Mitchell
Painter: Dave Perewitz		Rim width: 3-inch	Rim width: 3.5-inch
Color: mint green pearl		Tire: Avon	Tire: Avon
Type: urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: striping by Roy Mason			
Other special modifications: taillight and plate sunk in fender, narrowed fender, gas tank closed in at front, all-steel dash, billet aluminum dust covers, six-piston calipers.			
Photos: Steve Coonan			



DEAN GETS MOON-ED

The Streamliner Tattoo Contest Winner Is Revealed

Back in 1989, the *Easyriders* Streamliner crew made its first attempt at beating Kawasaki's long-held 318 mph World Land Speed Record. We didn't succeed, but the following year we were all veterans, chompin' at the bit for another attempt on the Bonneville Salt Flats. After 16 grueling days and some heavy doses of bad luck, we scored an official mile-per-hour record speed of 322.150—just enough to qualify as the World's Fastest Motorcycle. We were happier than pigs in shit!

It was a memory I'll never forget—one that I wanted inked into my skin as a tribute to our success. I knew what I wanted the tattoo to express, but wasn't sure what image would best relay those feelings. The solution to my dilemma came as a result of a deadline. See,

back in October 1991, our first tattoo special, I was responsible for writing the main tattoo article. Just when I thought I was done, the art

It was no secret around here that I wanted a Streamliner tat . . .

department started pounding on me for more copy. It was no secret around here that I wanted a Streamliner tat, so I used the space to create the Streamliner Flash Contest. I briefly explained what I wanted, then left the creative end to the tattoo artists. The winner would be featured in *Easyriders* magazine, in addition to other prizes, and the three runner-ups

(see below), would get a photo of their artwork in the rag, a year's subscription, the Streamliner video, and a certificate. We chose Juli Moon's tattoo flash (tattooist's word for artwork) as the winner. Juli has 15 years of experience and is one of the East Coast's better known tattooists.

When the time finally came to get my tattoo, I flew to New Haven, Connecticut. I met Juli, her husband, Patrick, and son, Steve, at Steve Coonan's photography studio in Branford. I had her winning flash art with me. Julie had to create the stencil. She was able to Xerox the original, then trace it on stencil paper. After shaving my upper-right arm and applying vaseline, she press-transferred the design to my arm.

She unwrapped the first sterilized needle and, after examining the tip



"Dirty" Harry Walters, Creston, Iowa



Gregory Baker, #209958, Mansfield, Ohio



Q-Ball Tattooing, Marc B. Kubne, Pine City, Minn.

with a magnifying glass, shitcanned it. She discovered that it had a hook on the end. That was the only bad one of the bunch, though.

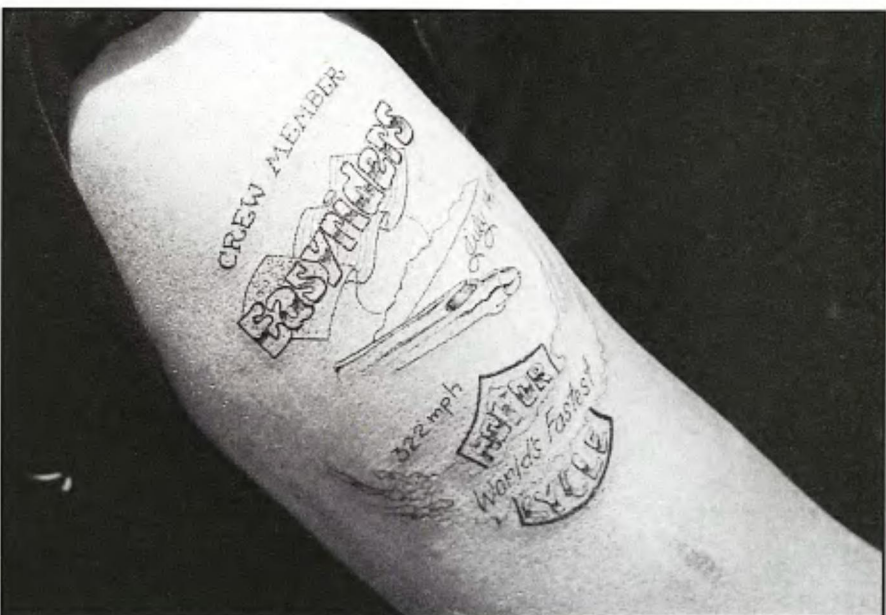
Let the drillin' begin. Juli started from the bottom and worked her way up with the black outline. The reason for bottom-up is so that the ink and blood don't bother the new lines. In case you're wondering—no, it didn't hurt. It was barely more than an irritation and occasionally resembled a slight burn—never enough to make me flinch or grit my teeth. This lady has one gentle touch.

The outline is done with needles of three different sizes for detail. Seven magnum needles were used to apply the color and shading. Juli then added blue to the flag, mountains, and Streamliner in one fluid motion. The gray background and purple Streamliner shadow were followed by the yellows and reds—done with a feathering technique.

The whole process took less than four hours. Five minutes after completion the bleeding completely stopped. Four days later it scabbed over (like a sunburn peeling), and it looked a little rough for a few days. Then it healed and all the detail popped—the colors jumped out as bright as when Juli applied them.

For the first two days (three times daily), Juli had me apply a thin coat of a first-aid antibiotic called Bacitracin Zinc Ointment. After that, she said, any hand/body lotion would do the trick. I dug through an old set of saddlebags and found a small plastic bottle of "Holiday Inn" lotion. That seemed to work.

As you can see, Juli's a real pro.





Her rates are \$150 per hour on the road and \$125 per hour at home. Her business card reads: *Juli Moon Designs, Inc., Metaphysical Ink by appointment*. Be sure and ask about her bed 'n' breakfast in Seabrook,

Choose your tattooist carefully, and check out their skills and safety practices

New Hampshire (603) 474-2250. The B&B bit is for those customers who want to take some vacation time and stay at Juli's while they're getting some heavy inking done. Award-winning tattooist Shah Anderson can also be reached there for appointments.

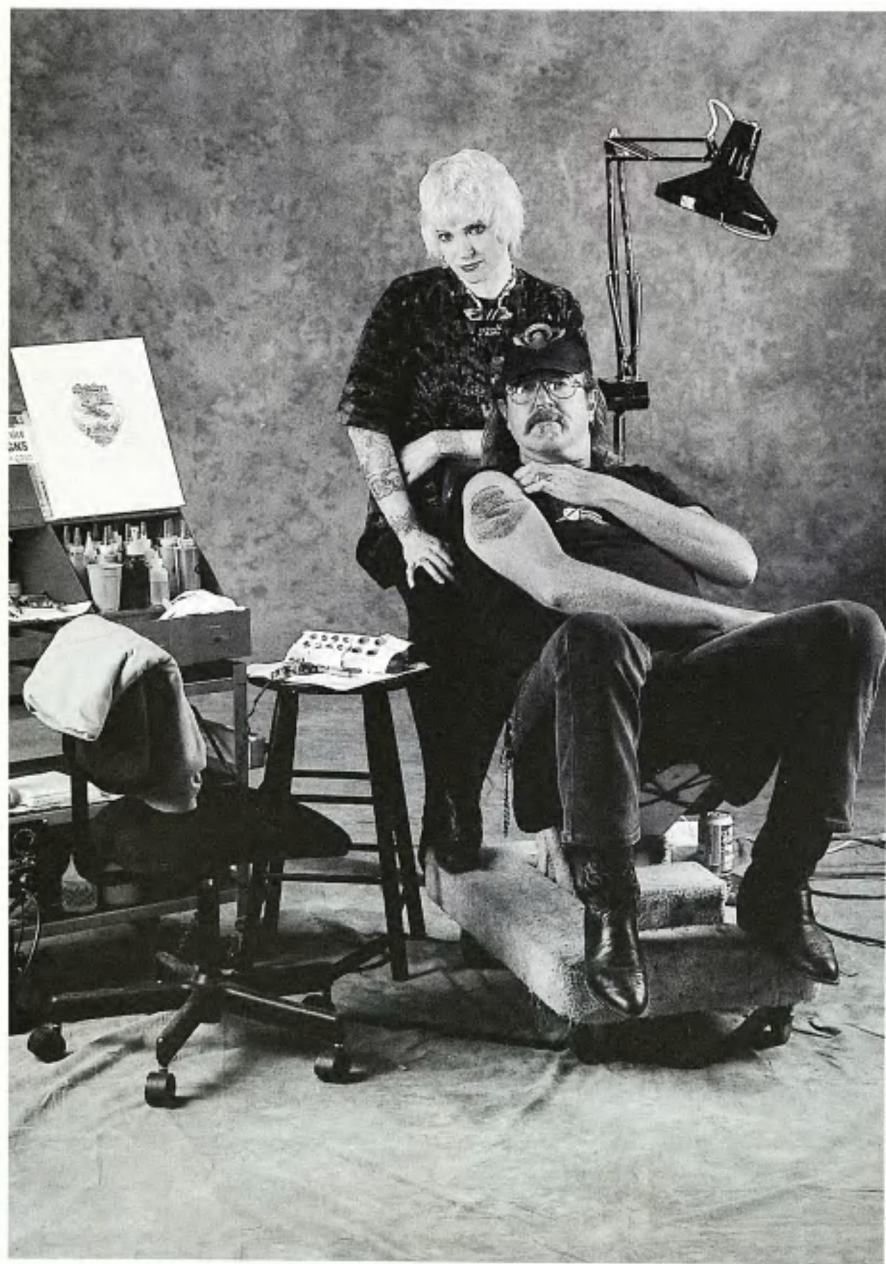
Thanks to everyone who submitted their flash entries for the contest. Thanks also goes out to Gill Montie, a prominent Hollywood tattooist and promoter of the Inkslingers Ball, for his time and help on my tattoo project.

So, I'm stoked. My righteous tattoo will always be there to commemorate the Streamliner achievement and adventure. I hope the record holds for a long time, but if someone beats our record I reckon we'll just have to go at it again. I can always do a tattoo add-on!

Tattoos aren't for everyone. If you're a virgin-skinned reader who's been considering a tat or two, and you're a little reluctant to go under the gun, maybe this article will help convey the fact that it ain't no big deal. Just choose your tattooist carefully, and check out their skills and safety practices before going under the needle. You might want to pick up the October issue of *Biker* (on the newsstands now) and read the article on Tattoo Safety.

A common question from the uninked citizen is, "What if someday you regret having that tattoo?" I can't imagine that happening. My Streamliner tattoo is now a part of me, revealing a proud achievement in my life. How could I ever regret it?

—Not-As-Clean Dean



Photos: Steve Coonan

CREW MEMBER

A stylized American flag with stars and stripes, serving as a background for the word 'Easyriders'.

EASYRIDERS



July 14, 1990

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IN THE WIND



—Dan Weller, White Bear Lake, Minn.

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-bang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excite-

—Bones, Hobart, Wash.

ment, and freedom of biking. (Ob, 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.

—The Sheriff, Lammhult, Sweden



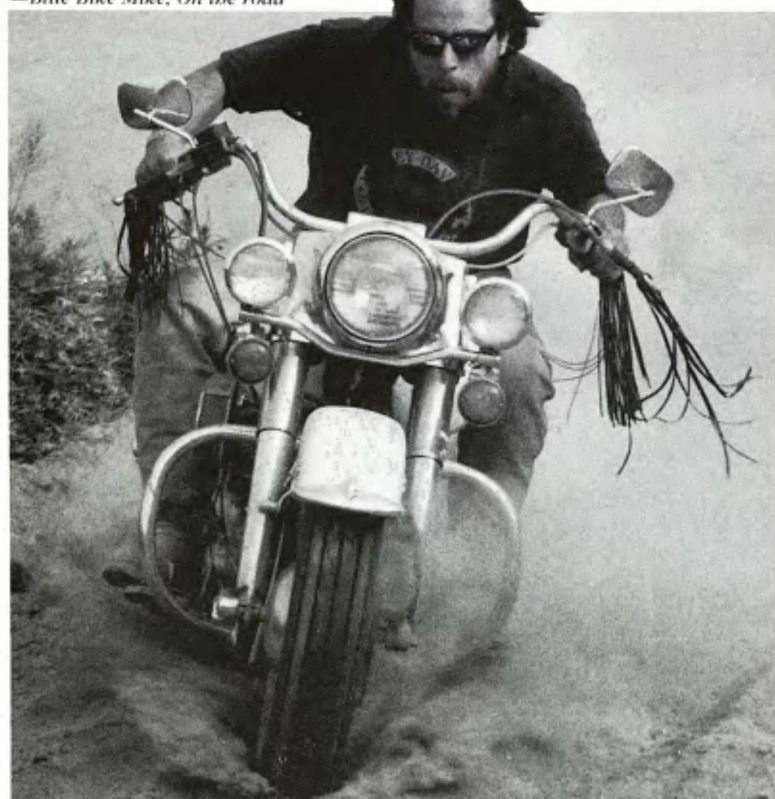


—Blue Bike Mike, On the road

—Cyclops, Cobleskill, N.Y.



—Tracy Snapp, Bakersfield, Calif. 1914



—Gregg Curtis, San Bernardino, Calif.



—Michael Kestner, Suffolk, Va.



—Ken Shuler, Racine, Ohio



—Randy Cullen, Yuma, Colo.



—Tina, Falls Church, Va.

—Kendall Carryer, Coolidge, Ariz.



—Karen Leb, Fairfax, Va.





—Bill Ellis, Greensboro, N.C.



—Michael Kennedy, Ponca City, Okla.



—Jerry Barlow, Angel Fire, N.M.

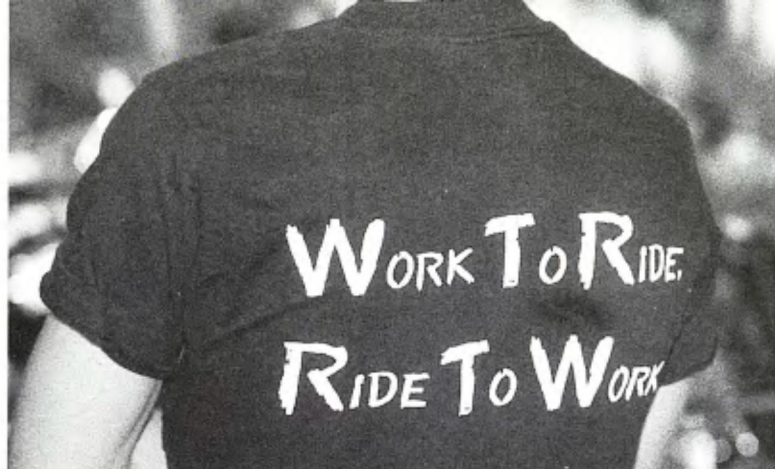
—Snags, Dayton, Ohio



—Woody, Springfield, Ore.



—Blue Bike Mike, Newburgh, N.Y.

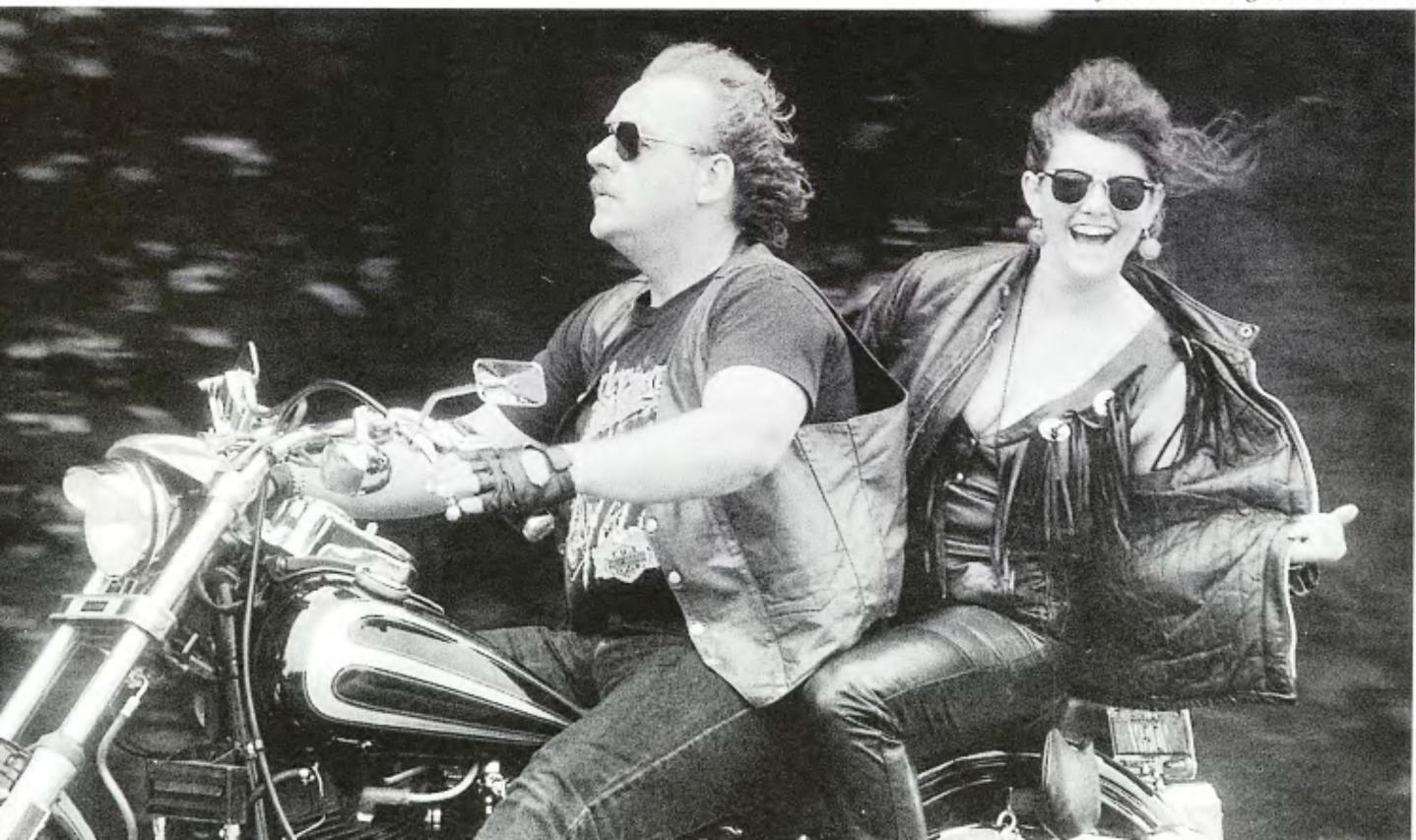


—Hawg, Rock Springs, Wyo.

—Mary Ann Curtis, Rainier, Ore.



—Jon-Pierre Lasseigne, Meredith, N.H.



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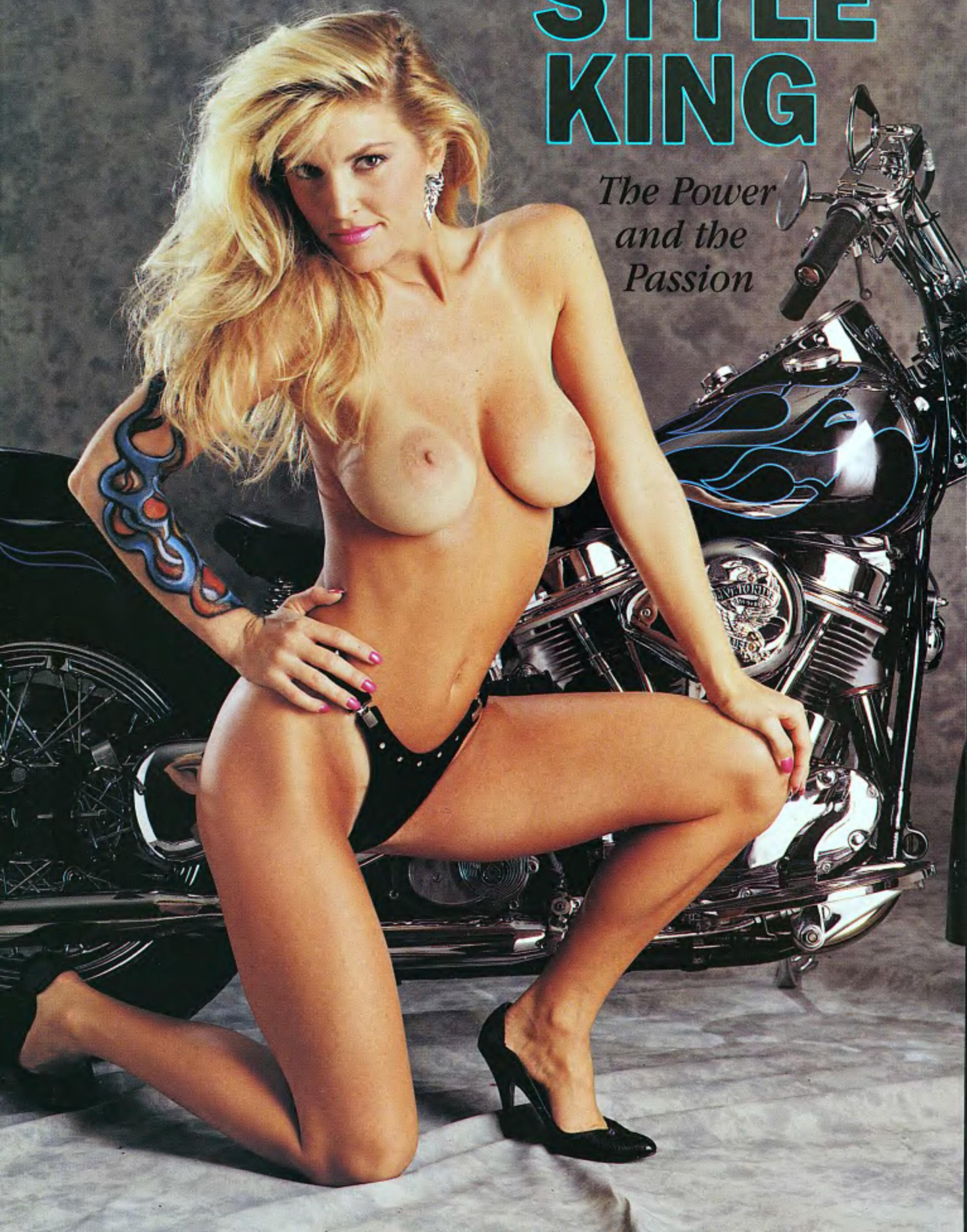
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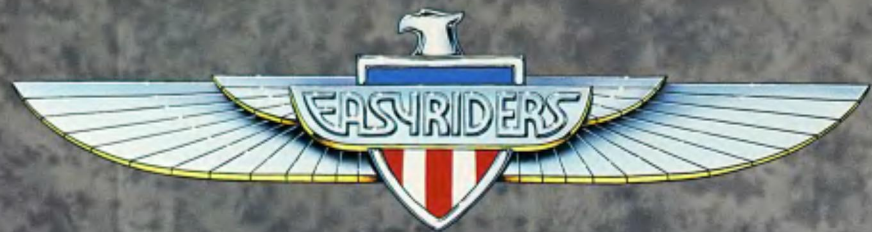
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STYLE KING

*The Power
and the
Passion*







If your old man stuck you on a wild, flame-painted chopper when you were just a kid, you might grow up with a passion for flamed Harleys, too. Michael Osage's dad, a builder and painter of choppers, had a talent for flames, and Michael got to see every variation on the theme—every variation, that is, except the one he wanted for his own bike. Of course, an eight-year-old needs some time to figure out the kind of bike he wants. In Michael's case, starting early gave him plenty of time to think about it.

Like Sir Percival seeking the Holy Grail, and like Columbus waiting 30 years to prove he could reach the east by sailing west, Michael's quest became the passion that gave life a reason. He began to envision electric blue flames set off against black—or no color at all, like chrome. For the bike to put the flames on, he found himself getting fond of panheads.

And that led to the first step: a 1957 wishbone frame, untouched by torch or grinder, with every tab just where Harley put it. Next, a set of Hydra-Glide forks—and that was about the end of the Harley parts. From then on, the project followed paths recommended by the guys at California Performance Iron.

"We've been at this a long time," says Frisco Gary, the head honcho at CPI.

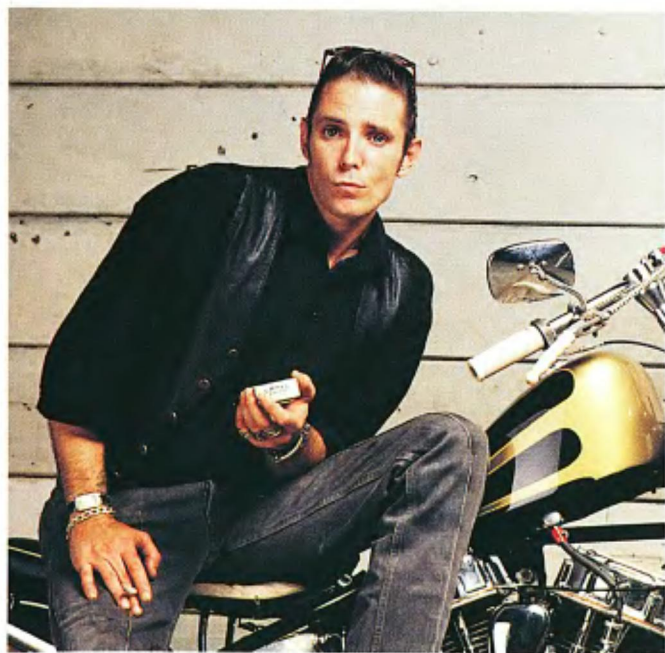
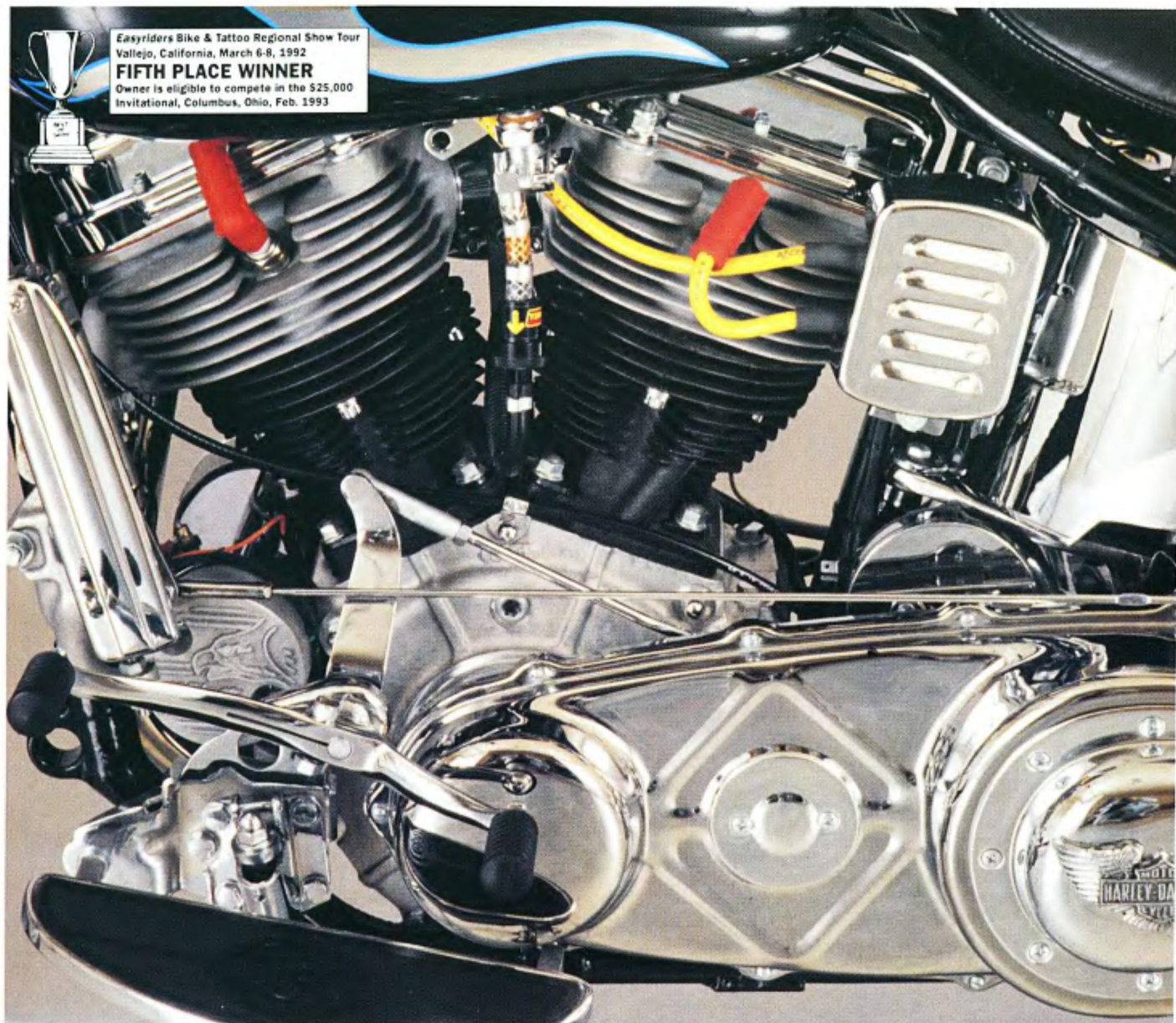
"Bunch of graybeards, are ya?"

"Naw," says Frisco. "We just started young."

Michael says Mark Flynn did most of the wrenching. Mark says he did "a little," but that the other guys—Warren Gardner and Michael Scraggs—helped out. Too much modesty here: can't tell who to praise. Doesn't matter. Praise 'em all.

If Mark Flynn can't lay full credit for the bike on one wrench, he and everybody else can lay credit for the paint on Joe Demasi. Michael tried to describe the colors he'd seen in his visions. That was hard to do, since they were like nothing on earth and he couldn't point to an example. Joe listened, and said, "I'll try to mix it—but if





Tattoo artist Mark Mahoney



Photo: Carin Baer

it doesn't turn out, you lose your paint money."

"I trust you," said Michael. He trusted right.

As with a lot of custom projects, Style King moved along as Michael had money for it. Then, California Governor Pete Wilson signed a helmet law that would go into effect in January 1992, and that put the rush on: Michael wanted to ride his bike without a helmet, and that meant some adjustments to the family budget.

"What do you think?" Michael asked his ol' lady, Lydia, wondering if she'd say they ought to spend the money for a new washer and dryer or something like that.

"I think it's beautiful," she said. You know something? She's right.

A man who asks his wife shouldn't have to ask anybody else—except, maybe, his posterity. Remembering the first flames he'd ever seen, Michael brought in his kid, Cain, less than three years old at the time. "What do you think?" he asked him.

Given the way three-year-olds talk, literal English cannot accurately record Cain's reply. No matter, the look in his eyes spoke plainly enough: Cain wanted that bike finished, too. So, squeeze the budget, sell the riding pan, and put the money into finishing Style King. Then, bring in the bros to check it out.

"Nice paint job," said Joe Gurle. "You oughtta put it in that bike show up in Vallejo."

"Yeah," said Michael Cardinale, "the one that dipshit motorcycle rag puts on."

"I know a guy with a pickup," said "EL" Benster. "Let's take it up there."

So they did. And the people voted it fifth overall. And the editor of the rag said, "Hey, let's feature it." And here it is.

Tattoo artist Mark Mahoney put the flames on our model's arm. She's not bad herself, but as far as our good bro's concerned, nothing compares to a lifelong dream made real.

—Noose

Owner(s): Michael Osage		City: Martinez, California	
General		Frame	
Fabrication by: California Performance Iron		Year: 1957	
Year and make: 1957 H-D		Builder: H-D	
Model: Style King		Type: rigid wishbone	
Value: make an offer and let's see		Rake: none	
Assembly by: California Performance Iron		Stretch: none	
Time: fast enough to beat the helmet law		Other alterations: none	
Chroming by: California Performance Iron		Accessories	
Engine		Bars: Flanders	
Year: 1991		Risers: none	
Model: Style King panhead		Fender(s): '50s style	
Rebuilder: California Performance Iron		Headlight: full-size	
Ignition: points, auto advance		Taillight: tombstone	
Displacement: 80 cubic inches		Speedo: early panhead	
Lower end: S&S flywheels		Front pegs: footboards	
Balancing: California Performance Iron		Rear pegs: there for Lydia	
Pistons: Arias		Electrics: 12-volt	
Cases: STD		Gas tank: 3.5-gallon	
Heads: STD, ported & polished		Oil tank: ncato	
Cam: Andrews		Oil system: S&S oil pump	
Lifters: Velva-Touch		Primary cover: tin	
Carb(s): Zenith 40 mm		Seat: nice one	
Air cleaner: CCI		Sissybar: p-pad for Lydia	
Pipes: CPI, custom		Height: n/a	
Muffler(s): Not!		Material: n/a	
Transmission		Forks	
Modifications: STD cases, Andrews gears		Type: Hydra-Glide	
Year: 1991		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: belt		Special features: disc brake	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: H-D	Hub: star
Painter: Joe Demasi,CPI		Rim width: 3.5-inch	Rim width: 3.5-inch
Color: black, electric blue		Tire: Dunlop	Tire: Dunlop
Type: Joe's secret formula		Brake: disc	Brake: mechanical
Special paint: blue and chrome flames			
Special thanks to: Lydia Osage, Mark Flynn, Warren Gardner, Michael Scraggs, Frisco Gary, Joe Gurle, and Michael Cardinale.			
Photos: Silvermoon			

Flames Of Artistic Passion

Just as Michael Osage began dreaming about a flamed pan when he was eight years old, Mark Mahoney has been working on his tattoo art since about the same age. "I was always drawing," he says. "In fact, I learned by drawing Harleys."

When he got his first tattoo, the bug bit. He got ahold of some equipment, began inking his ridin' bros, and went on to specialize in black-and-white Harley drawings.

He got a bug for flames, too, as the tat on Janine shows. But can you believe it's only temporary? Mark says a temporary tat can be harder to do than the real thing because of

the way different skin takes surface color. For Janine's arm, he got some help from his lady, Nicole, who wields a mean art and designing hand of her own.

Mark is putting together a pan of his own, and at the time of the shoot had just discovered that the number on his frame wouldn't stand a close look. He told Michael Osage about needing a frame and after the shoot Michael called to say he'd found a legal pan frame—and he'd trade it for some tats.

Bros helping bros, that's the way. If you've got cash or parts for inkwork, call Mark at (213) 651-3874.

—Toejam

FLYIN' FREE

ELVIRA, MISTRESS OF THE DARK

A Real Scooter Vamp

The night is dark and still. The sky above is starless and the air is moist and thick. The streetlights struggle to cast some illumination, but the powerful fog easily overtakes them. An animal howls in the distance.

Suddenly, the sound of a motorcycle breaks the eerie spell. Its headlight is barely visible, but the sound is unmistakably that of a Harley. As the black and chrome chopper approaches, the fog seems to separate. A rider blasts into view. She is clad in skin-tight, black leather chaps; high-heeled boots; black leather arm bands, and a leopard bikini. The streetlights, peering through a misty veil, bounce colors off the rider's jet-black, beehive-style hair. The bike screeches to a halt in the middle of the street. The lady rider dismounts and laughs maniacally. Lights begin to come on in the neighborhood houses. The rider stares seductively at her helpless victims. Elvira, Mistress Of The Dark, has come to Bikerville, USA.

No, this isn't the script to some B-horror flick. Elvira really has come to the biker community, and she is a welcome and honored guest. Bikers identify with the Elvira character because, like them, she is black on the outside, but true on the inside. She is the dark side personified, but underneath she is an intelligent, witty, and caring individual who chooses to express her personality in a unique fashion.

Maybe that's why bikers have her picture painted on their tanks, tattooed on their bodies, and taped up on their garage walls. And why, at a recent autograph-signing session, a club showed up and 30 members had Elvira sign their arms—a signature they later had tattooed. In fact, when Elvira does her Halloween "Truth Or Scare" revue at Southern California's Knotts Berry Farm, the 80,000-plus audience is full of bikers.

Of course, the fact that she begins and ends her show by riding on the back of a Harley doesn't hurt. Bear, the man who pilots the putt on and off the stage, is a member of the Brothers Of Vietnam Motorcycle Club. Elvira is an honorary member of the club—the only female with that distinction—and plans to attend their national convention this year.

Elvira is no fabricated Hollywood witch on wheels. Her alter ego, Cassandra Peterson, is familiar with bikers and the biker lifestyle. Though Cassandra doesn't ride a bike of her own, she has spent many an hour warming a p-pad. While growing up in

Colorado, her best friend was Sonny Barger's sister. She says that while she was too young to really understand

who he was, she remembers the feeling of awe she experienced whenever he was around. As she got older, Cassandra found herself attracted to men with tattoos and bikes. She spent a lot of time with members of the Sons Of Silence MC and grew to love riding on the back of a bike through the scenic Rocky Mountain roadways. When the desire for fame took Cassandra out of the Colorado mountains and lead her to the Hollywood hills, she brought her biker roots with her.

So many Hollywood people are jumping on the Harley bandwagon these days, it's scary. But Elvira isn't headlining this horror story. Whether Mistress Of The Dark or Cassandra Peterson, this lady's fondness for Harleys, tattoos, and the biker lifestyle is no act.

—Lisa

Flyin' Free is our forum for women in the wind. Send your suggestions and submissions to: Box 3000, Agoura Hills, CA 91301.



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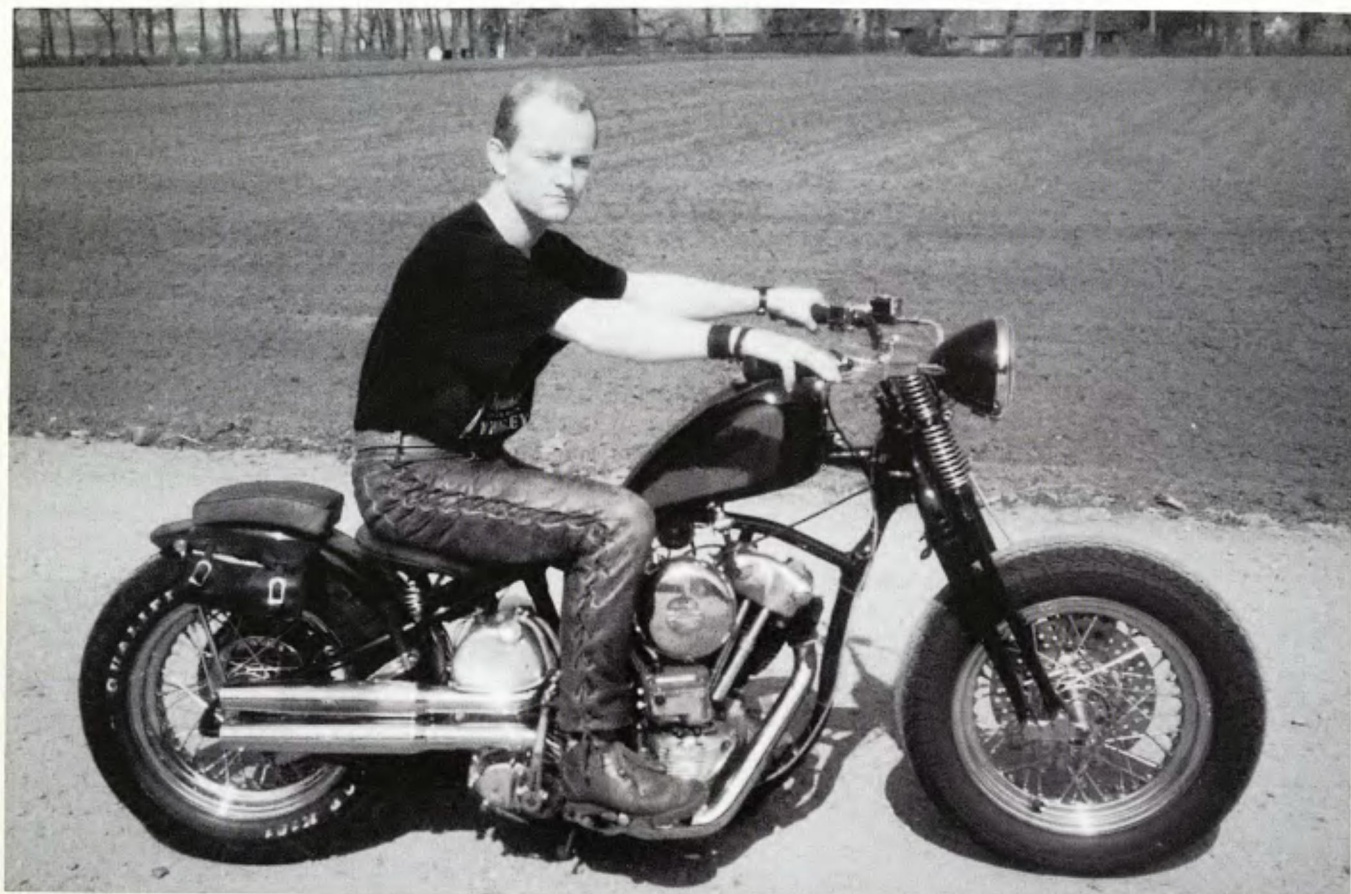
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Photos: Ingo Wenzel

Michael Koch, Bühren, Germany

1936 H-D shovel/pan/knuckle

It all started in 1988 when Michael bought himself his first Harley, a '64 panhead, which he spent 18 months rebuilding. That's when the bug hit him. He sold the pan to someone who made him an offer he just couldn't refuse and bought himself this little gem.

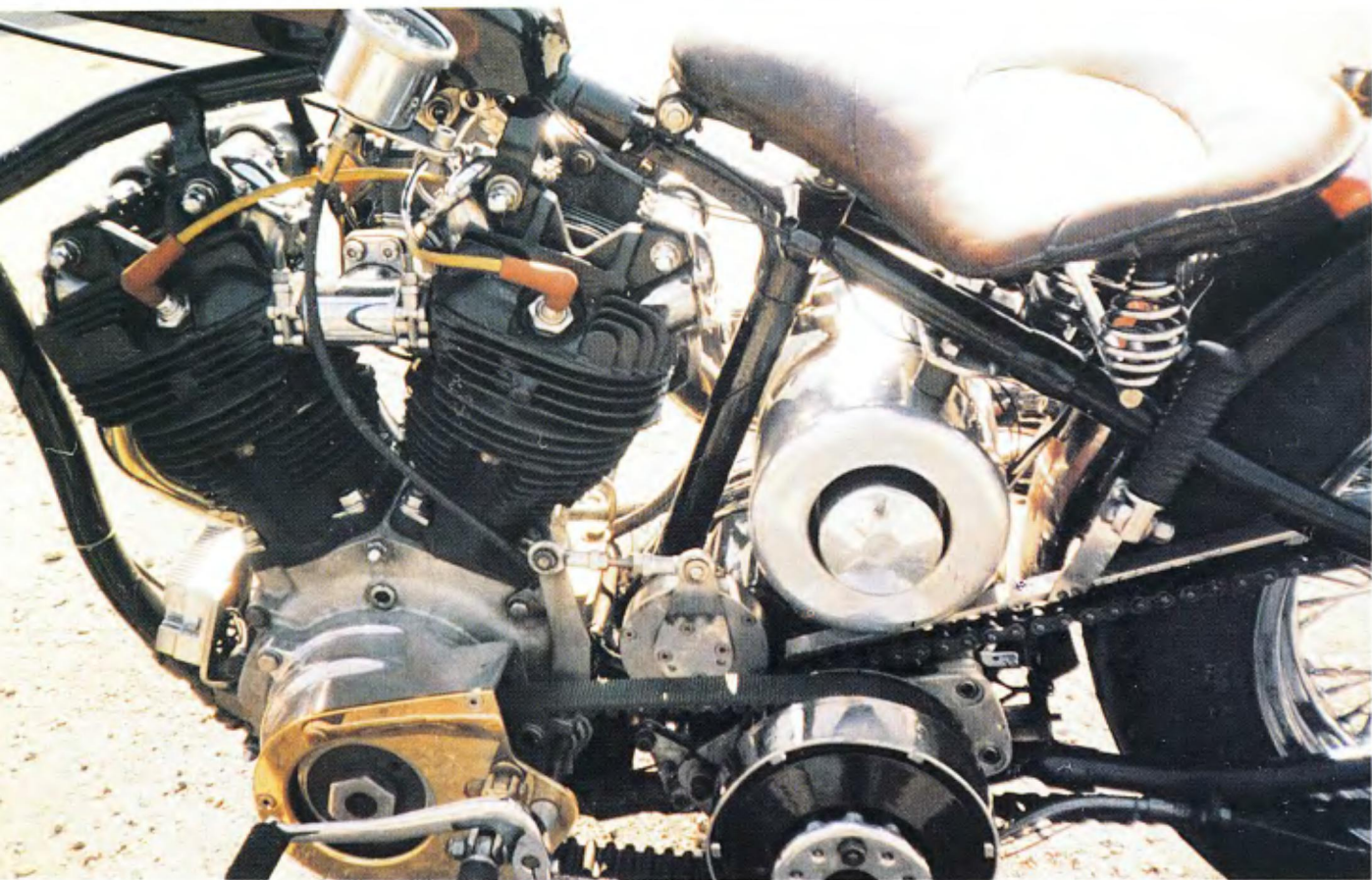
Michael is a mechanic by trade. His buddy, Norbert Pille, is a tool and die maker. Together they spent the next nine months taking things apart and putting them back together, making this scoot a one-of-a-kind concoction of three generations of Harleys unlikely to be seen elsewhere on the European continent.

Much of the engine work has been done by Norbert, such as the balancing, the addition of an Andrews S cam, and the adjusting of the pan lifters to make sure they would work with the knuckle top end. Michael, on the other hand, did all the lathe and milling jobs and everything else that needed to be done (which covers too much ground to be listed here). He teflon-coated the rocker boxes, sculpted the primary cover just right, registered the bike (a piece of work in itself), and hit the road for last year's Super Rally in Norway.

What generation gap?

—Red Baron

General		Forks	
Fabrication by: Michael		Type: springer	
Year and make: 1936 H-D		Builder: H-D	
Model: VL		Special features: they fit	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: handmade	
Year and model: 1936		Lights: tractor taillight	
knuckle/pan/shovel		Gas tank: Sportster	
Rebuilder: Norbert		Oil tank: aluminum, with filter	
Displacement: 1200cc		Seat: H-D, handmade p-pad	
Transmission		Other: sculpted primary cover	
Shifting: foot		Wheels	
Trans sprocket: 24-tooth		Front	Rear
Wheel sprocket: 48-tooth		Size: 16-inch	Size: 16-inch
Finish		Tire: rubber	Tire: Dunlop
Color/type: black, wine-red/lacquer		Brake: H-D, disc	Brake: H-D, drum
Special paint: not really			
Frame		Special features:	
Year and builder: 1936 H-D		38mm Dell'Orto, handmade pipes,	
Type: VL, rigid		tapered mufflers, speedo mounted	
Alterations: none		to frame.	



Fox Hunt

MAY
WINNER

This story sounds too bizarre to be true, but it is. Last February, Lana decided to get out of the cold and head into the bold. She left her home in Columbus, Ohio, for Bike Week '92 and days of rays in Florida. Lana was lyin' on the beach in Daytona when she looked up and saw a dude on a '90 Softail Springer hoverin' above her. "You are bad, man," she said.

"Hop on, babe," he said. The rest is history. Lana and Don have been an item ever since. Fairy tales do happen. And they continue for Lana, your Fox Hunt winner, who went back north to spruce-up Ron Iannotti's Evo. See it all on page 59.

—Loudmouth



My first ride was on a rigid '49 pan. I rode on a 6-inch flat fender with no seat. What more can I say?

Sheila, Minnesota—#1001



While I was waiting for a taxi on the Sunset Strip, a biker pulled up and asked if I need a ride. I couldn't refuse.

Debra, California—#1002



Riding on a Harley is my second favorite thing
in the world. Can ya guess what's first?
Nancy, Virginia—#1003



I've only ridden on a Harley once. It was with my brother.
I don't really know any men with bikes.
Holly, Texas—#1004



Riding a Harley-Davidson is like having an orgasm.
There simply is no greater feeling.
Becky, Missouri—#1005



My father took me on my first Harley ride when I was 10.
I was addicted. I love the freedom.
Angie, Pennsylvania—#1006

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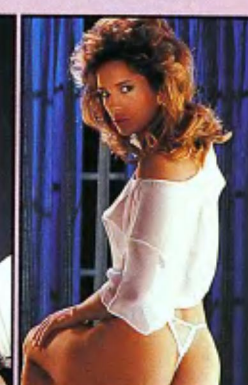
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☐ Linette Gyser
☐ Roxy Hart
☐ Nina Hartley
☐ Candace Heart
☐ Iesha
☐ Jacqueline
☐ Kimberly Kane
☐ Sharon Kane
☐ Keisha
☐ Lactallica
☐ BeBe Le Badd
☐ Candace Lee
☐ Jeanna Lin
☐ Tamara Lee
☐ Charlotte Leigh
☐ Janette Littlelove
☐ Chantilly Lace
☐ Stacey Lords
☐ Heather Lere

☐ Trinity Loren
☐ Cara Lott
☐ Kitty Luv
☐ Amber Lynn
☐ Shanna McCullough
☐ Sharon Mitchell
☐ Alicia Monet
☐ Bridgette Monroe
☐ Chessi Moore
☐ Loni Morgan
☐ Stacey Nichols
☐ April O'Toole
☐ Para-Dice
☐ Purple Passion
☐ Jeannie Pepper
☐ Ali Kramer
☐ Michelle Monroe
☐ Taija Rae
☐ Kimi Gee

☐ April Rayne
☐ Tammy Reynolds
☐ Rustie Rhodes
☐ Sexy Sade
☐ Ashley Dunn
☐ Shawna
☐ Devon Shire
☐ Heather Sinclair
☐ Sissi
☐ Lori Smith
☐ Micki Snow
☐ Sonja
☐ Spice
☐ Stella Starr
☐ Tabitha Stevens
☐ Alex Storm
☐ Tiffany Storm
☐ Samantha Strong
☐ Brittany Stryker
☐ Rikki Lee

☐ Sukoya
☐ Angela Summers
☐ Susie
☐ Tanya Sweet
☐ Lyn Tars
☐ Sunset Thomas
☐ Tianna
☐ Tiara
☐ Vanity
☐ Heather Torso
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Fox Hunt

Ladies, make \$500 by being selected as the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote.

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

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

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes 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 Fox Hunt 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.

That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

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 reader of this rag, and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #232 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending in votes starting September 1, 1992.



Here she is, bros, the fifth monthly winner in our 14th Annual Fox Hunt, Lara, #605, from Columbus, Georgia. See more of her next issue.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our life-style, you can vote for another girl.

The deadline for voting for this month's crop of cuties is September 30, 1992. We'll print the winner in the Feb. '93 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

232

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.

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

PAINTING YOUR SCOOT AT HOME

Saving Bucks By Doing It Yourself

Okay, okay. Not everybody is gonna run right out and borrow a paint gun and compressor just to lay some new color on their scooter, right? Too much hassle, and besides, only a high-dollar pro can lay on trick pearls and candy colors. But what if I told you that for less than \$400 in materials and a couple weekends of spare time, you could have a great-looking new, two-color, candy pearl, urethane paint job—and the rush that comes from doing it yourself?

Here's the proof that it can be done. Using Jon Kosmoski's House of Kolor materials exclusively, some of my bros and I were able to refinish a tired Low Rider shovel, with no hassles, right in my own front yard. We used an old compressor with only a basic water trap, a \$20 gun from a swap meet, and no other special equipment—except for a good charcoal respirator to keep from breathing the toxic paint fumes.

We began by deciding the colors we wanted: Candy Pearl Gold and Candy Root Beer. Then, we worked out a paint



Jon Kosmoski's House of Kolor quality, user-friendly materials made painting a Harley a sharp, in-home accomplishment.

design that would look good and fit the overall theme of the bike. With a fatbob rear, narrow glide front fenders, and CCI 5-gallon fatbob tanks with Eagle Iron '46 knucklehead trim, we took some time to figure out a paint scheme that would look like "Harley did it," yet be totally unique.

We ordered the paint in urethane, rather than lacquer, including all the compatible primers, sealers, basecoats and toners, directly from Kosmoski's House of Kolor (2521 27th Ave. So., Minneapolis, MN 55406; (612) 729-1044/(800) 328-5139). We sandblasted and repaired the battered fenders and spot-welded the emblem backing strips to the tanks. We also Kreemed the tanks and filled the filler neck seams with 3M Drip Chek Calk to prevent future problems.

We found the Kosmoski's House of Kolor materials to be extremely easy to work with, including the two-part Kwikure Epoxy Primer. It filled quickly, sanded easily, and allowed us to block sand the minor ripples from the fenders and tanks right after filling. After a light second coat of spray can black-primer, wet-sanding with 500-grit paper brought the surface to absolute perfection.



It is imperative that everything to be painted be cleaned right down to bare metal. Basic bodywork techniques fixed the fenders.



'46 knucklehead tank trim required attachment strips spot-welded to the tanks. Primer was ground for good electrical contact.



Primer builds thickness and block-sands (with 500-grit wet and dry) easily. Palmolive dish soap prevents fingerprints and clogging.



Using the House of Kolor tech sheets as a guide, we mixed and applied the Lite Grey Ko-Seal first, followed by the White Shimrin Universal Basecoat and the Gamma Gold Shimrin Universal Basecoat. Applying the white basecoat first makes the gold basecoat even brighter and more radiant. We then applied a light dusting of gold pearl toner for added brilliance. Because we would be applying tape to create the two-tone paint scheme, we sprayed three coats of Inter-Coat Klear to protect the Shimrin Basecoat from tape marks. The Klear also allowed us to color-sand the surface to eliminate the few bits of airborne trash we'd accumulated (all our spraying was done outdoors with no spray booth).

After color-sanding the parts completely, we laid out the two-tone scheme using 3M Fine Line Tape, a vinyl material which leaves a crisp edge. To completely cover the areas which would remain gold, the Fine Line was followed by narrow masking tape, wide masking tape, and, finally, masking paper. The second color, semi-transparent Candy Root Beer

The colors are deep and rich, and the surface has a smooth, glossy, wet look that will stay for years

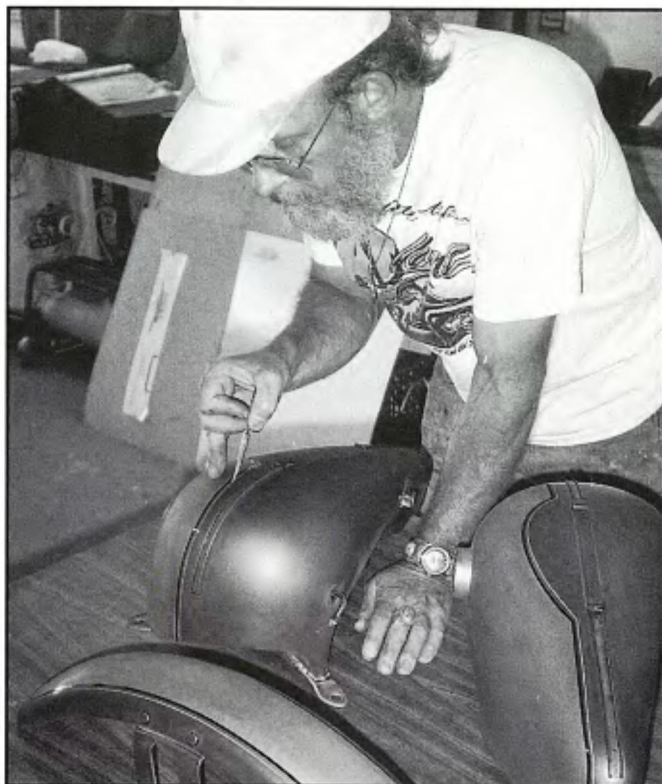
in this case, was mixed with Klear to dilute it slightly and applied over the areas we'd left exposed. The gold color was used as the base. It took three light coats to achieve the color we wanted—a good thing, since care must be taken to avoid excessive material thickness. This was followed by a full wet coat of Klear to allow wet-sanding of the surface without affecting the Root Beer color.

Once we removed the paper and tape, we wet-sanded the parts again to smooth the tape edges and prepare for the final coats of Klear. Bob Bond, a well-known stripper from Sylmar, California, applied the pinstripes which separate the two colors. Because we wanted a factory-like appearance, Bob made his stripes the same width as Harley-Davidson does, one thicker than the other. He used One Shot sign painter's enamel, but mixed it with Kosmoski's House of Kolor catalyst to prevent a reaction with the same urethane Klear which would follow.

After waiting a full week for the stripes to completely cure, we mixed and applied the final coats of Kosmic Klear. The results speak for themselves. The colors are deep and rich, and the surface has a smooth, glossy, wet look that will stay for years. No rubbing or buffing required—or desired, for that matter.

The final finish is just as it came from the gun—smooth, deep, and so colorful your bros will think you paid a helluva lot more than you did. But once your scooter is back together, you had best be mellow, because nobody's gonna believe you did it yourself.

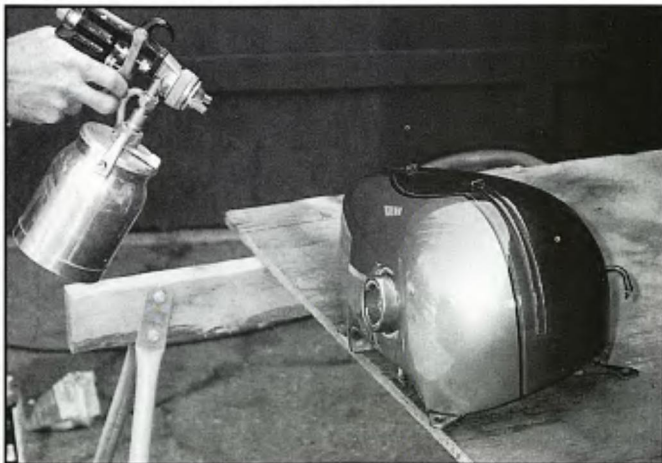
—Eric "Truckdawg"



Bob Bond mixed urethane catalyst with painter's enamel to prevent reaction. Parts were color-sanded to prep for Klear.



Tanks were coated with Kreem to prevent rusting and leaks. Because of acid, this should be done before primer.



Final finish shows through when the final coats of Kosmic Klear are applied. No color-sanding or buffing required.

BREAKING INTO THE SKIN GAME

Easyriders Guide To Tattoo Equipment

Breaking into the skin game is sorta like stepping into the ring—you never really learn the ropes till you're tired of getting tangled up in 'em. If you're planning on joining the ranks of ink slingers, the good news is that no two are alike, so everybody has something unique to bring to the trade. But when it comes to choosing your path to learn the craft there are plenty of pitfalls to watch out for.

First, there's deciding between one of two roads: apprenticeship or just doing your own thing. The advantage of apprenticeship is a chance to learn from the experience, knowledge, and (in some cases) wisdom of tattoo artists who have been at it for a good chunk of years. The problem lies in the mentor's motivation. There's nothing worse than learning the ropes from the inside of a noose. And in an occupation where things can get competitive and sometimes downright cutthroat, it pays to know where your teacher's coming from.

The big plus of just doing your own thing is you don't waste time and talent on second-guessing your instructor's intentions; you're working with someone you know you can trust—yourself. The downside of soloing is there's a lot of trial and error involved, and cutting human



Illustration: Spencer Davis

flesh too deep or tattooing the wrong way can leave permanent damage. If you're going around hacking up your customers, leaving behind a trail of lifelong scars and mutilations, repeat business can get a little slim. But whether you're pondering working alone, at a shop, or not at all, it doesn't hurt much more than a tooth pull to hear a couple stories about how others got their first skin wet.

Frank Ball, the street-seasoned son of the infamous Bandit, got his start as an up- and-coming tattoo artist the old fashioned way—he hustled his old man out of some green. Well, not exactly “green.” See, Frank knew in his heart that he didn't have a snowball's chance in Hell of gettin' his dad to cough coin. He was also hellbent on getting his own professional tattoo equipment to venture out on the West Coast circuit where his needle, string, and little rotary motor from his fourth-grade tape recorder most likely wouldn't cut it. So, instead of saying, “Hey, Pops, why don't ya kick down some cash,” he said, “Oh, by the way, Father, I've been considering the merits of building my own business, just like you've suggested . . . something to develop my self-confidence, get me off the streets. 'Course, I'm gonna need some investment capital . . .” Bandit

must've thought to himself, “This kid's fulla shit, but he sounds good. Besides, if he doesn't pay me back I can always get a free tat or two, then break his neck.”

Frank's plan worked and he got himself a new portable tattoo kit. So at age 16, with a trusty six-needle gun at his side, he rode off into the sunset by thumb. After scurrying up and down the West Coast, learning about more than just

squirting ink, Frank started slowing his travels to build a clientele. Frank's always had a natural talent for

drawing. Once prospective customers watched him sketch in seconds what had been in the back of their minds for years, the rest was a matter of how much and when. Within a few months he had his own rod and plenty of cash to boot. Frank credits his fast start to learning tattoo artists' various techniques and ways of thinking by hanging out at different tattoo shops along the West Coast—not to mention a little help from Bandit's billfold (which he swears he'll repay).

When he's not dodging his old man, Frank works at a shop in L.A., where his growing reputation has earned him a chair alongside paint splashers like Mark Mahoney and Bob Vessells. (The truth is, one day Bandit was momentarily in a good mood and introduced Frank to Mark.)

Back in 1975, Mark, having finally scraped up enough change for his own tattoo kit, was having a tough time pursuing his passion for the art. Tattooing was illegal in his home state of Massachusetts. Suffice to say that both struggling on his own and learning from others were instrumental in a talent he now exercises hassle-free in California, where he inks celebs and others at his Shamrock Studios on 3rd Street in Hollywood.

Bob Vessells, known for his dark, twisted tats and original perversions of traditional themes, erupted from

The bottom line is that a good tattoo artist has to know as much about reading his customers as he does about injecting ink

the punk rock underground scene onto the streets of L.A. with a guitar string in one hand and a rotary motor in the other. Bob learned the art of tattooing from a good friend just out of the pen. He also cashed in a couple thousand beer bottles to buy some good second-hand pro equipment. Unfortunately, Bob's schooling was short-lived due to the loss of his good teacher and friend. But what he learned, combined with his own natural ability, can be seen to this day in work that stands on its own.

Like most West Coast tattoo art inspired by the finer line, black ink work done behind the walls, Mark, Bob, and Frank do a lot of freehand work. They use three needles instead of six, reference books instead of flash designs, and a lot of intricate, fine line, shaded tats. Their opinion is that although fine lines can fade, they will never blur like bolder tats, and you can always make a fine line thicker but you can't make a fat line thinner. Then again, there's plenty of "bold line" tattoo artists (who use bolder colors as well) who believe it's not a matter of deciding for the customer—and there are plenty of bros who would take a bold blur over a fine fade any day of the week. The bottom line is that a good tattoo artist has to know as much about reading customers as he does about injecting ink.

Wondo, an acclaimed tattoo artist from Florida, made his first splash into the ink world by getting ahold of some tat-

too equipment (suggested to him by Gill Montie when they were hanging out in Daytona Beach one year) and going at it. After learning the basics from Gill, Wondo paid his tattoo dues by traveling with carnivals for three years. From there, his tattoo education took off when he started tooling around the country on his 1960 panhead. His travels allowed him to apprentice under such ink masters as: Sailor Bill Killingsworth, from the East Coast; Zeke Owens, from Jacksonville, North Carolina; Wes Grimm, of Kansas City; Moonshine, from the Great Smoky Mountains; and old Freddy Negretti, "out of left field." He also had the chance to work directly with the greats of his own apprenticeship lineage: Lyle Tuttle, who taught Asa Lee Crow III; Asa, who taught Doc Dog; Doc, who taught Gill Montie; and Gill, who taught Wondo just about everything he knows, including how to be a teacher to his own apprentice, Clay Basket.

To Wondo, being a tattoo artist is more than just a living, it's a commitment to a way of life. It's one thing to sport a couple trendy little tats here and there, but when you're walking around with close to a full-body suit—including painted chest, stomach, full sleeves, shoulders, and a Statue of Liberty from neck to ass—there's no turning back. For that reason, he's grateful →

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SKIN GAME

to Gill Montie for showing him the best pigments, machinery, and techniques, so he's "not just marking people up and leaving gnarly scars." He's also grateful to Sailer Bill, for giving him his first tat (cross rifles and American eagle banner over "Death Before Dishonor"); Zeke, for teaching him the bold line traditionalist methods; Asa Lee Crow III, for teaching him about life; and his panhead, for getting him around and taking the edge off while he was cutting his teeth.

Rick McNeely, of Ft. Polk, Louisiana, tattoos cajun-style: "If you want it, I'll do it." Rick never bought into the apprenticeship routine. After getting jerked around in New Orleans, he said, "Fuck it. If they can do it, I can do it." He decided to buy his own equipment and teach himself the craft without putting up with all the bullshit. His first few years were slow. But as his skill began to kick ass, repeat and referral customers started coming out of the woodwork. Because a good portion of his business came from the military, Rick earned a reputation overseas. Today, Rick gets a rush from seeing bros return to him (some after as long as 15 years) to get more inkwork. What blows their minds is that Rick makes a point of remembering their names.

To Rick, the most important trait a tattooist can possess is self-confidence. You need the self-confidence to know what the customer is really after, even though *they* might not know, and the self-confidence to know that you're giving them your best work. Rick believes that "practice makes better." Judging by the amount of repeat customers scrawling all over his place, you get the sense this is one ink shooter with some serious notches on his belt.

There are a lot of fine artists who learned by apprenticeship, and there are a fair number who cut their teeth all on their own. Whichever road a person chooses is as individual and personal as the

trail of ink he'll someday be remembered by. But if you were to ask our good Southern bro, Rick, if you can break into the skin game on your own, he'd most likely shrug and glance over at the sign that hangs above his shop—"Louisiana's Best."

—Clay Dog

Tattoo Equipment And Supplies Directory

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Box 462
Massapequa, NY 11762

Custom Tattoo Supplies
Box 60-1693 ZH
Wervershoof, Holland

Joe Kaplan Tattoo & Supplies
Box 1374
Mount Vernon, NY 10550

Panther Products, Inc.
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West Lorne, Ontario,
Canada N0L2P0

Professional Tattoo Kits
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Phoenix, AZ 85011-0326

S&W Tattooing, Inc.
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East Northport, NY 11731

Spaulding & Rogers Mfg., Inc.
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New Scotland Rd.
Voorheesville, NY 12186

**Studio One Tattooing &
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1032 Queen Street East
Toronto, Ontario
Canada M4M 1K4

Tattoo Factory
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Birmingham B18 England

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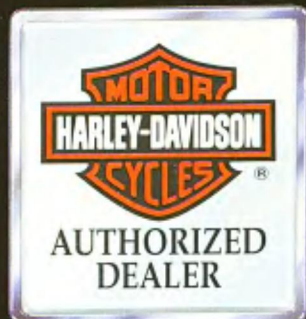
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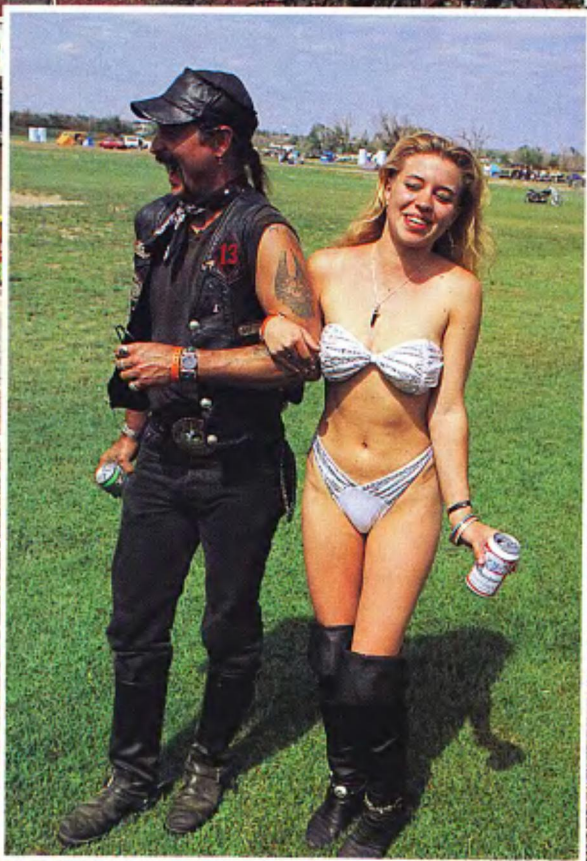
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Where The Legend Begins.



RIP'S RUN



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prairies, rides into and out
of Dodge, then heads for
Buckeye country.*

Dodge

In last month's issue I left you in East St. Louis, Illinois, at the American Motorcycle Racing Association Gateway Nationals All-Harley drags.

After the races, Sugar, my FLHTC, and I split across the Mississippi River into St. Louis, Missouri, stopping at Korn's Cycle Service, a Bros Club dealer at 9440 Breckinridge, to get Sugar ser-

viced. Korn's has been in business for over 20 years, 12 years at their present location. The shop is in the Overland area of St. Louis, not far from the St. Louis International Airport.

They did an excellent job. Bob Korn, the shop owner, races a Pro Stock dragster out of his shop. His son, Rob, rides the fire-breathing monster. In the last

three years of pounding asphalt, they haven't finished the drag racing season any lower than fifth place. Korn's Cycle also sponsors a Top Gas racer, plus three other Pro Stock bikes, a Super Modified putt, and a Hand Shifter that goes so fast that the competition thinks it's illegal.

After hanging out and taking a few



The gang.

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At the Dodge City bike show.

pictures, Sugar and I cut out on I-70
West for Dodge City, Kansas. Dodge
City was originally called Buffalo City,
probably because over 850,000 buffalo
hides were shipped from the Santa Fe
railhead. Between 1875 and 1886, over
4 million Texas longhorns went
through the Dodge City stockyards.
This was also the stomping ground of
Wyatt Earp and his brothers. Luke Short
and Bat Masterson were a couple of his
pals. Earp was on the Dodge City Peace
Commission before leaving for the
Arizona Territory and the now infamous
shoot-out in Tombstone. Dodge City
was a rip-roaring, wide-open cowtown.
Operators of gambling halls, saloons,
and cathouses had to pay large fees to
the city coffers to stay in business.

Meanwhile, back out on I-70 Sugar
and I were riding in the rain. It came

down like a cow pissing on a flat rock.
The worst part was not being able to
see. Your glasses fog up, and when you
lift them to see, large raindrops want to
punch out your eyeballs. Electric wind-
shield wipers on either side of the
windshield, or maybe a practical pair of
glasses, would be good inventions. I
stopped under several overpasses to
wait it out. Finally, the thunderstorms
rolled by, and off came that sweaty,
muggy rainsuit. You know how it gets
when the humidity is high—like being
in a steam room or a sauna.

Any who, en route to the 9th Annual
Memorial weekend rally in historic
Dodge City, I stopped in at 3345 E. 31
St. South, Wichita, Kan., for a brief visit
with Bonnie Truett and Paul Osborn.
This shop is also a Bros Club dealer
member for the area. I've seen Bonnie
at the racetracks around the country,
but I'd never formally met him. Yeah, I
live a sheltered life. I never go any-
where or meet anyone . . . NOT!
Bonnie builds some really fast racing
frames. Among others, Pete Hill uses
one on his Top Fuel blown knuckle-
head. They gave me the nickel tour of
the shop. Paul showed me a blank set
of stroker flywheels from the foundry
and the lathe that's used to finish them
before they're shipped to customers.
In addition to the cache of K and KH
bikes that Paul is hoarding, they have
beaucoup flatty parts stashed out back
and about 15 to 20 Sportsters out
front—for sale.

I ate and waited till more thunder
boomers rolled by before heading for
Dodge. I guess Sugar was motoring a
bit too-o-o fast, 'cause we got a speed-



Hot, hot, hot panties.



Thirsty rider.

ing ticket from a Kansas Highway Patrolman. The cop and I were coming toward each other from opposite directions when my Fuzzbuster went off like a berserk alarm clock. I jumped on the front binders, but not quickly enough. My radar unit didn't pick up the trooper till it was too fucking late. Sugar and I are used to going fast, so maybe I should slow down? Naw, that would take all the fun out of it.

Speaking of fun, you should've seen the riders at the Dodge City Speedway, Saturday, May 23. These vintage flat track racers are sponsored by the Dodge City Racing Association. I guess I should have gone to my dictionary, 'cause "vintage" ain't the same as "antique." I was expecting to see some spindly, bicycle-looking putts—you know, the kind with leather drive belts



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and pedals to get the engine going. What I saw were scoots from the '50s and '60s, mostly English iron with a few 45 Harleys and Indians. They were fun to watch, but I had my heart set on seeing the old American motorcycles that raced the boardtracks of days gone by. I remember seeing pictures of those old relics in many motorcycle history books.

The original Dodge City track is now a feedlot. During WW II it was a training field. All that remains today are some crumbled chimneys. After hanging out for a couple of hours, I cut out to the ABATE of Kansas campground. While I'm on the subject of ABATE of Kansas, keep your eye on Pat Mead, he's an ABATE member (District 115) who's in the race for the House Of Representatives. Good luck, dude.

Okay, many of you know about the Labor Day party that ABATE of Kansas holds at Perry Lake. This Memorial Day run may not be as well-known as some others, but it has the potential of getting really big. Saturday after the Speedway races, the slow races kicked off the games. They were followed by the keg push. Several blindfolded trike riders entered this event, which made things interesting. Seated behind, their passengers tried to direct them. Another event was the balloon toss. The object was to ride under a goal post-looking apparatus while the passenger tossed a water-filled balloon over the top and (hopefully) caught it on the other side of the goal post—before it hit either the bike, the rider, or the passenger. It got even more hilarious when they went to two balloons. But perhaps the most entertaining event, aside from the wet T-shirt contest, was the dirt drags. Forget the trophies, this was grudge racing at its finest. Drop the



The crew at Korn's Cycle, St. Louis, Mo.

hanky and go. It was great fun and no one went down, despite a short shut down area.

Sunday morning, a large group of riders rode 20 miles south of camp to Minneola, Kan., to see the Vietnam Vets Moving Wall. The bike show started at 3 p.m. that afternoon at the arena area. They had eight classes including a People's Choice. More killer dirt drags and another wet T-shirt contest were held later that evening. Live tunes were provided by Wampus Cat, who played the blues, and Mr. Meaner, who played rock 'n' roll. They both sounded great. I especially enjoyed hearing Kate Wisler do some Janis Joplin songs.

The next day was time to get out of Dodge. Sorry folks, I couldn't help it. You don't know how long I've been waiting to write that. Anyway, I took a

different route east for a break in the prairie scenery. Nothing but gentle, rolling hills with ranches and farms on both sides of the highway for miles and miles. It started raining again, but heavier this time. I couldn't go fast, besides I wasn't looking to pick up another ticket.

I rode into Terre Haute, Indiana, to visit my bro, J.C., and his ol' lady, Donna. While there I did my laundry, got my leather shinguards repaired, wrote a little, and caught up on some rest. Friday, May 29, Sugar and I left Indiana, bound for the Highway Hikers MC 14th Annual Biker Breakout party, 9 miles northwest of Urbana, Ohio. The rain started just east of Indianapolis and stayed on and off all weekend. No matter, the club went on with their business. They had a moderate turnout, but had to cancel the bike show and biker games due to the slippery terrain. We fed on freshly-killed porker (the pork chops and sausage patties were delish) and listened to the sounds of Triple X, Stark Raving Mad, and World Shakers. The cops only showed up once to ask us to turn the volume down. Although it was wet, I didn't feel cold. I tucked my Levi's inside my Nasty Feet boots, put on my leather leggings, and tramped around the camp snapping pictures. I had a large time visiting with many new brothers and sisters. One of the people I met was Gary Sellers, the Motorcycle Rights Foundation (MRF) representative for Ohio. All 50 states now have representatives in the field. By supporting MRF, you are helping yourself and everyone who rides a motorcycle.



At the Kansas ABATE campgrounds, Dodge City, Kan.



Left to right: Bonnie Truett, Nancy Rollins, Paul Osborn, Wichita, Kan.

Those of you who live near the greater Miami Valley can look for this party to happen again next year. It'll be number 15. They've had 14 years behind them to sharpen their party skills and it should be a good ol' good one—rain or shine. Check it out.

Well, that about does it for this month. I'd like to get some mail. I'm looking for neat places to check out or neat doings like those mentioned on these pages. So drop me a line to let me know what's going on in your neck of the woods. Until then.

—Rip

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Pat Mead, ABATE of Kansas candidate for House of Representatives.

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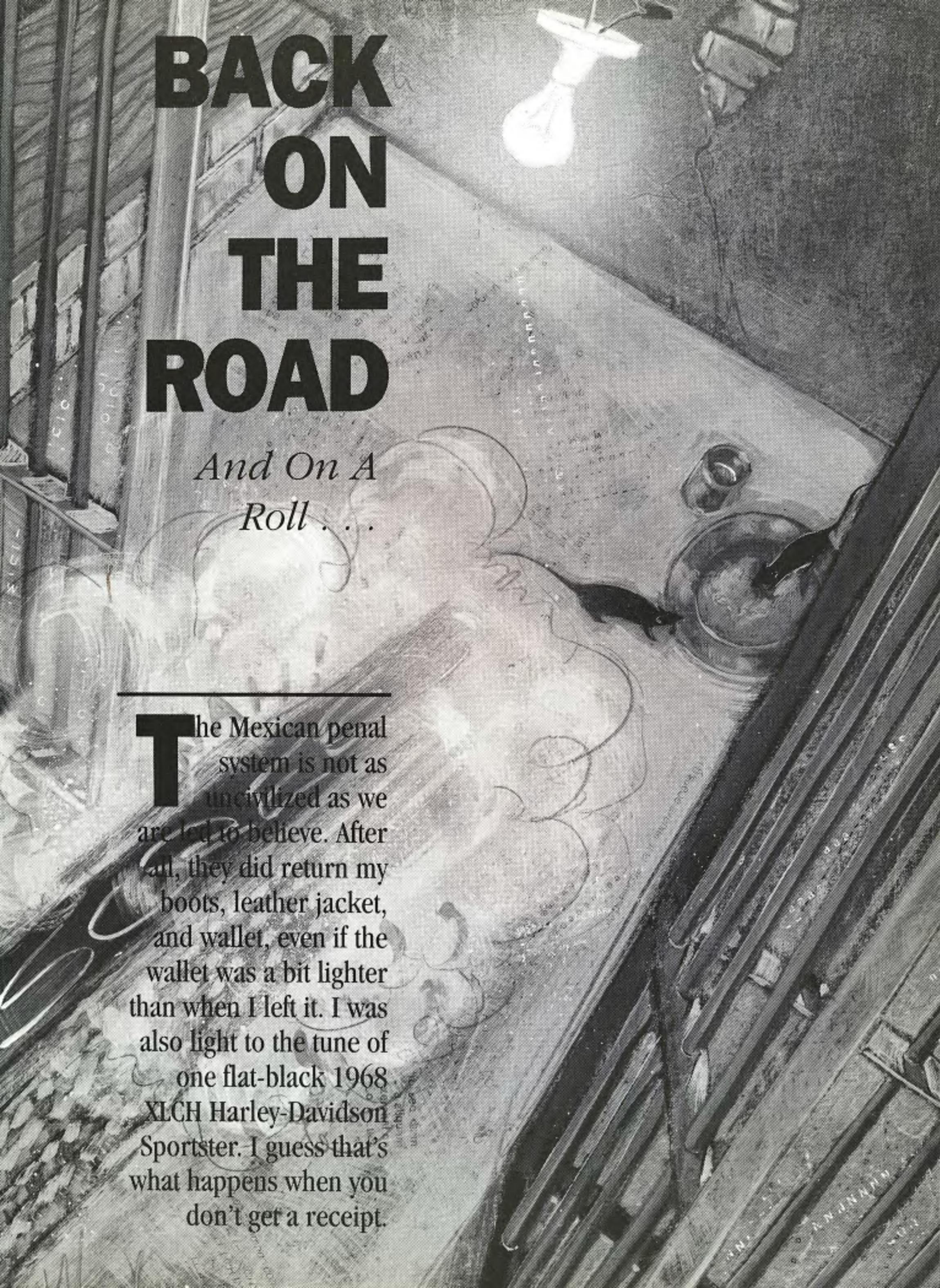
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BACK ON THE ROAD

*And On A
Roll . . .*

The Mexican penal system is not as uncivilized as we are led to believe. After all, they did return my boots, leather jacket, and wallet, even if the wallet was a bit lighter than when I left it. I was also light to the tune of one flat-black 1968 XLCH Harley-Davidson Sportster. I guess that's what happens when you don't get a receipt.

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THE ROAD

I spent the day trying to scare up some cash. Even when I have nothing else, I still have my integrity. I insist on earning my money the honorable way. I beg for it.

By midday, I had found that this was not a good idea. In a country with a devalued currency, where they haggle over everything (and where everything goes for cheap), panhandling doesn't make a secure career. By the time I collected my millionth peso, I realized I had just enough money to buy myself a cup of coffee.

By noon, I was on a barren stretch of no man's land—damned hot and damned thirsty. I was afraid my tequila supply would run out, and that I'd be forced to drink water

I lucked out and found some soft-hearted tourists. By the end of the day I was in a hotel room, complete with hot and cold running roaches. I even found a rat that was eager to share my food. On the stained mattress trying to pass for a bed, a quart of tequila awaited my companionship. I was glad to see that jail hadn't dulled my sensibilities.

By sunrise the next day I was on my way out of TJ. Progress was slow, but I managed to hitch a few lifts. By noon, I was on a barren stretch of no man's land—damned hot and damned thirsty. I was afraid my tequila supply would run out, and that I'd be forced to drink water. That's when I saw them.

It was the roar of the V-8s that caught my attention. I looked down the blacktop, and through the ripples of heat saw a bro on a big, black, modified muthafucker. At first, I thought it was a mirage, but mirages don't roar like that. As the unit approached, I made it out to be stretched Harley forks and frame mounting twin V-8s, one behind the other. This bike turned out to be a trike, and the ass end was a Heinz 57 of bike and car parts. A swap meet special straight out of Mad Max.

The bro wore a bandana, Harley muscle T-shirt, jeans, and boots. He was big enough to handle his baby. His grim

expression never changed.

Not even when he passed by me. Thanks a lot, bro.

I had only a couple of seconds to be pissed off before I heard the howl of another horse. This one was slowing down. I turned just in time to have it stop in front of me.

It was a cherry red Sporty. I found the color symbolic. One look at the rider told me she'd lost hers some years before. She looked me straight in the eye, and when I looked into her emerald peepers I realized just how long I had been in prison.

"Where're you headed?" she asked.

"Wherever the wind takes me." I

replied.

"Strange. That's exactly where I'm headed. Jump on."

Once I climbed on, and locked my legs around that little leather-clad butt, I realized that I was going to love this ride.

A few days touring brought us to the Texas Panhandle. There, my primary occupation was Texas panhandling. Texans tend to do things big. They have big hearts and big wallets. When they give a panhandler like me a donation, I feel like I've just walked out of a Las Vegas casino.

From my meager earnings, I managed to pay my way. I even bought a few tanks of gas for my chauffeur. We talked a couple of times and got to know each other a little. But it wasn't until we pulled into a small roadside diner that I got the goods on my traveling companion.

I found it odd that our chum on the V-8 didn't sit with us, but my compatriot didn't give it a second thought.

Her name, like her bike, was Cherry. She was certifiably proud of the fact that she'd been made cover girl for Spank Me Illustrated. In fact, she and her road partner, Rosco, were on their way back from a location shoot in TJ when she picked me up. It was her first professional layout, she said. I thought

of offering to be her second. I'd like to lay her out anywhere. I was contemplating the time it would take to sweep all the dishes off the table and haul her on it when a thought struck. I nodded toward our pal, Rosco.

"How are you two connected?"

She smiled and said, "I ride with him, not on him."

Things were lookin' good.

She went on to tell me that she was involved in one of the noblest professions for a woman—stripping. She was on her way to a gig at Big Willy's Roadhouse, which was just outside of Houston. Anyone familiar with the place knew that once you stepped in, you'd sink your teeth into at least one Big Willy by the end of the evening—Big Willy being the barbecued sausages they served. You could chomp on Willys all night, but gentlemen would gladly offer at least part of their Willy to any dancer they happened to like.

When it was my turn to talk, I told her my tale of woe. Tossed into jail for who knows what. Tossed out of jail. No jacket. No sex. No money. No sex. No bike. No sex. Man! How I missed my little rat Elmo!

She told me if I played my cards right, she could help me with one of my problems. I felt part of me rise with hope. She told me she had a connection at Big Willy's who could help me with a job and a bike. I felt part of me shrivel with disappointment. Before I knew it, we were back on the road.

I spent the greater part of my time at



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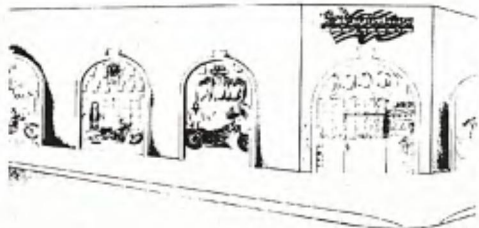
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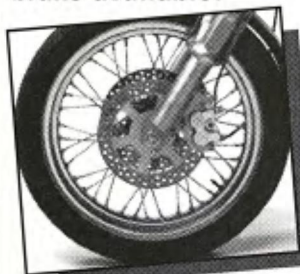
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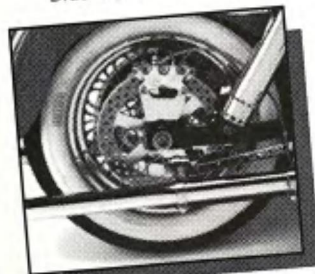
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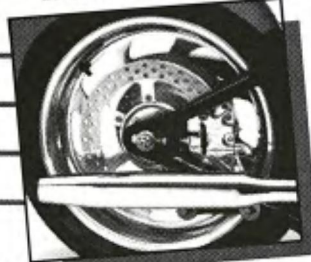


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THE ROAD

Big Willy's in a tequila haze. I rarely moved from my seat on Pervert Row, save to stagger to the bathroom. For a ratty little road house thick with smoke and neon beer signs, the place had an amazingly good stage and sound system. On this stage danced some of the most beautiful and sexy women in the world. Over the course of a few days, I saw more buns and muffins than Ronald McDonald.

She did an encore.

The crowd went wild.

On her second encore, she came straight over and danced for me. She had more curves than a hundred miles of blacktop—and was just as smooth. When she turned, I saw a butt a man could eat breakfast off—or have for breakfast, depending on his tastes. She had the slow, rhythmic moves of a cobra. And underneath that soft, cuddly exterior, you could see every strand of muscle move. I watched the lips I wanted to lip-lock right in front of me

She had more curves than a hundred miles of blacktop—and was just as smooth. When she turned, I saw a butt a man could eat breakfast off—or have for breakfast, depending on his tastes

Although the deep, dark surroundings and rivers of booze made it tough to distinguish one peeler from the next, I remember the first time I saw Cherry take to the stage. Sometime during the afternoon, she had curled her blonde hair into tight little ringlets, giving her the appearance of an innocent little girl.

She was petite, well-proportioned, and solid. When she danced, she spun, whirled, and did mid-air flips, landing on a pair of spiked heels so high that my knees ached just watching her. From the first note of her opening song to the last, she never missed a beat. By the end of her first song, she dropped her black spandex mini to reveal a leather thong bikini. She kept her top covered by a black leather biker jacket.

Unlike the rest of the girls who kept their eyes rolled up and lip-synched the lyrics, Cherry maintained constant eye contact with her admirers. When she locked her eyes on mine, I felt a shiver run up my spine. The vibration that started between my legs made me feel like I was back on my Harley again.

By the time her set ended and she doffed her duds, I finally got a look at the treasure I'd been wrapping my legs around the past few days. Her floor show was done to Bob Seger's "Fire Down Below," and when it was over, the crowd was screaming for more.

(both sets), and I decided that if there was ever a performance machine I wanted to ride, Cherry was it.

She'd been working hard. As the lights played off her, you could see the glistening sheet of sweat that covered her pert breasts. A single drop dangled precariously off one nipple. She leaned as far as she could over me, and with a little shake, the drop came free, landing in an open mouth beneath.

As I savored the salty taste, she pulled the quilt she used for the floor shows over to the edge of the stage. Straddling one corner, she twisted the fabric into a cone and proceeded to give it the best blowjob I'd ever seen.

The music had long since ended. The crowd's screaming took its place. Her tongue snaked up and down the column of quilt. When she got the end into her mouth, her eyebrows knit together, and she gave this low, animal moan that was almost drowned out by sighs of the crowd.

Suddenly, her eyes snapped open, and her pencil-lined lips twisted up into a smile. The corner of the quilt still rested comfortably where I think every guy in the bar wanted to be. She stopped her act and locked those beautiful baby blues on mine. We were in a Mexican stand-off for what seemed like ages.

I blinked.

I never missed another one of her performances. I sat in the same seat. I drank the same booze. I watched the same blowjob. It got better every time I saw it.

On her last night at Willy's, we retreated to a quieter table after her final set. We talked. We drank. The conversation didn't get interesting until about the sixth shot of tequila. I ordered two more, and we were in the process of downing them when I asked her how she got into dancing.

She stopped . . . and smiled.

She spotted the last shooter on the table. She rested her forearm on the table, and reached across with her free hand. She didn't grab the drink. Instead, she dipped her index finger in it and brought it back to wet her lips. Her lips glistening, she sucked on her finger, carefully sliding it in and out. She flashed her pearly whites again, her finger clenched between them. She let her finger go.

"We need to hit the road early if I'm going to make it to my next gig," Cherry said.

With that, she reached for the last tequila shooter. Hoisting the shot glass to her luscious lips, she downed it slowly. As she did, her eyebrows knit together, her brow furrowed, and she looked like she was about to come. A trickle of tequila dribbled down her chin.

Her eyes met mine and her tongue →



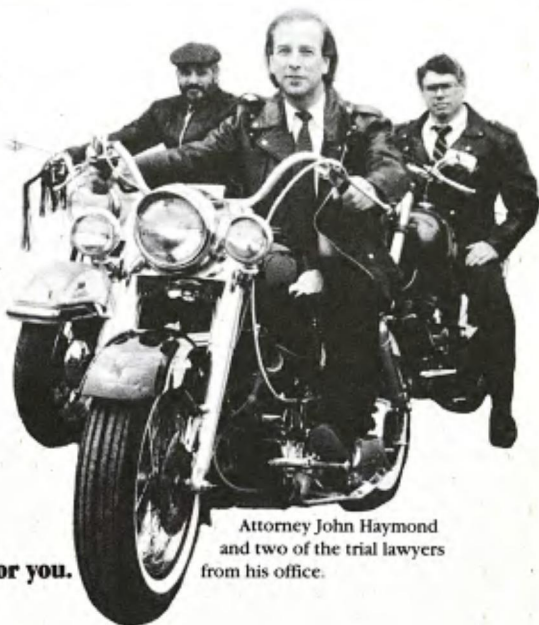
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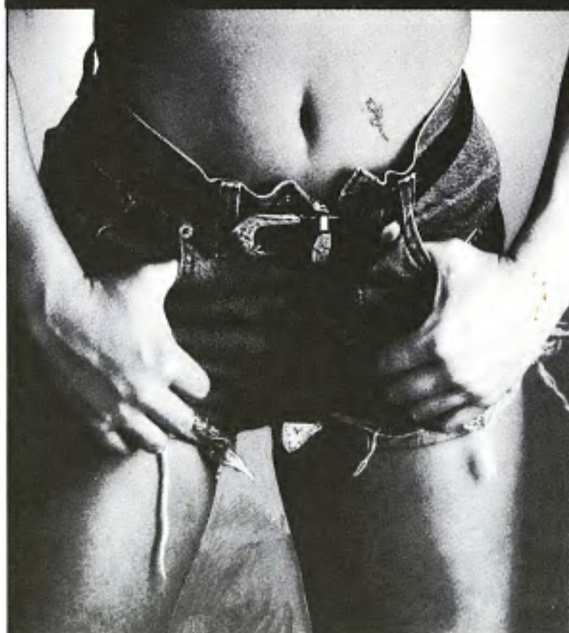
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THE ROAD

snaked down her chin, licking the last of the booze off.

"Mmmmmmm," she moaned, "I love it when it runs down my chin."

Things started to get a little dark then. Pink stucco.

I didn't have a clue where I was, but I knew I wasn't in jail. They don't have pink stucco ceilings in jail cells—unless you're in California. The other

than she did when she was on stage. I felt her sweat drop on me. It felt like warm spring rain. I felt her breath, hot and sweet on my face. I heard her moan and growl like a caged animal. She continued to ride me furiously.

Then I realized . . .

No matter how drunk I get, a part of me still works.

I rolled her over and decided to drive her home. It was the least I could do, since she had done the same for me the night before. Cherry moaned,

I knew I wasn't in jail. They don't have pink stucco ceilings in jail cells—unless you're in California

thing I noticed was that the ceiling was moving. For a split second, it moved closer to me, then it moved back.

Closer. Further. Closer. Further. Closer. Further.

I thought I was just sweating the tequila out of my system.

Closer. Further. Closer. Further.

Then I heard it.

Squeak. Squeak. Squeak.

Then I felt it.

Bounce. Bounce. Bounce.

The next thing I knew, her face was over mine. She was sweating more

cried, dug her long fingernails into the tops of my shoulders, and ripped canals down my back. Finally, it slowed to a halt. Releasing a low, guttural moan, she wrapped her arms around me and squeezed with all her might. After she released her grip, we spent the next few minutes running our hands over each other's sweat-covered bodies.

I missed my Sportster more than ever, but it sure felt good to be back on the road.

—Zoner



"What a pussy!"

Choppershopper

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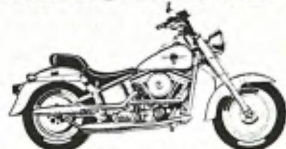
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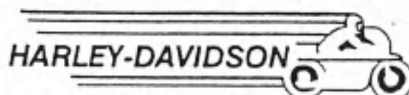
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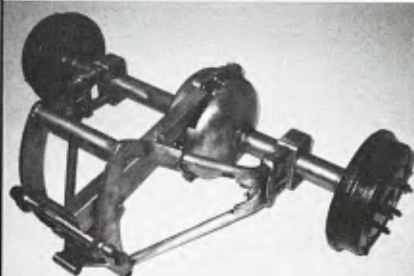
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Pan Restoration

□ Recently I bought a 1951 pan. I'm serious about restoring it to original. It has changed hands many times and has a lot of parts and pieces missing. I have many aftermarket catalogs, but none seem to have restoration specifics.

Steve Hemby
Nederland, Texas

■ Gary Bang has a spare parts catalog for '49-'57 models. It lists factory part numbers (GB-4210). Also, check Bikers' Bulletin Board, Antique MC and Parts, Restoration Parts, and Salvage Parts.

NOS Mystery

□ I need a factory named "NOS." Also, who makes wide glide springers?

Hans Merixbauer
Altea, Spain

■ NOS means New Old Stock. This refers to obsolete parts that may still be in inventory, but not in production. A springer is a springer. H-D made only one width from 1936-1948. Try: Throttle Masters, 3921 S. Archer, Chicago, IL 60632; David Sarafan, Inc. Box 293, Spring Valley, NY 10977; Antique Cycle Supply Rt. 1, Cedar Springs, MI 49319

Artist Primary Cover

□ I'm trying to locate a primary cover that was in a David Mann centerfold (*ER* #101, Nov. '81). I've seen them on other guys' bikes, but no one knows who made them.

David Prowker Sr.
Flemington, N.J.

■ It was produced by Jerry Magnuson. He's not makin' them anymore.

Thunderheads

□ The other day a bro was telling me about a Harley that could take on the

Jap makes. This H-D was called "Thunderhead," and had a cloud with a lightning bolt stamped into the heads. Anything you can tell me about this bike—year, trans, frame type, etc.—would be greatly appreciated.

Bob "Hands" Hudson
Gainesville, Fla.

■ Thunderheads was the name given to an aftermarket set of replacement aluminum heads for the iron head Sportster. Basically, they were a bolt-on, single carb street version of Harley's XR750 heads.

They were designed by C.R. Axtell and produced and sold by Robinson Industries in the late '70s and early '80s. H-D funded the project. On a stock '78 Sporty they boosted horsepower by 20 horses and torque by 50%. Power levels went up even more dramatically with carb, cam, and exhaust work. Other features: running temp of the heads is 175 degrees cooler; 10.5:1 compression ratio; forged pistons; unleaded compatible valves and seats; valve guide seals; valve springs set for up to .550-in. lift.

I had a 1979 XLS with these heads,

but I sold it. It was too tempting to pick on rice rockets with it.

Rain Probs

□ I've been caught in the rain a few times on my '91 FXR. The problem is that the running lights/turn signal lamps (front and rear) get water inside. I don't know how the water gets in.

Bobby Bear
Alton, Ill.

■ The front signal lights should be water tight if the lens O-ring, lens screw O-rings, and wire sealing grommet are in place. The rear turn signals can get water inside through the mounting stud. The water follows the wire (under the rear fender) inside. Finger paint some silicone glue around the wire where it enters the stud under the fender.

In a recent Tech Tip (Jan. '92), Keith Ruxton talks about H-D primary oil. He says, "It's a light gear oil that the chain seems to like better than motor oil." Okay, I'll bite. Now, what is the SAE rating on that oil?

Tony Wank
Dolton, Ill

A BRAND-NEW BAG

I came up with this idea while deciding whether or not to put bags on my 1975 FX. If you have a permanently mounted seat, it's a real hassle to take it on and off. The seat would have to be removed to attach the bags.

Anyway, this was my solution: I sewed pockets on the inside of the bags. They are made of heavy-duty leather and slip over the saddlebag support brackets. Then the straps are pulled up into the pockets. Instead of laces, I installed snaps. There are eight



of 'em, so no-way will it pull apart.

These bags have been mounted like this since last spring, and after many comments from my bros, I decided to share the tip with you.

—Bill "Monk" Phillips
Pittsfield, Mass.



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RPM Cycle, 1727 National City Blvd., Nat. City
South Coast Harley-Davidson, 345 E. St., Chula Vista
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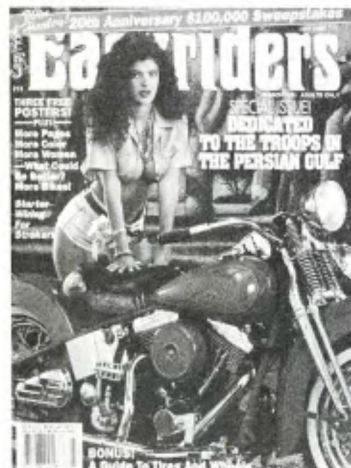
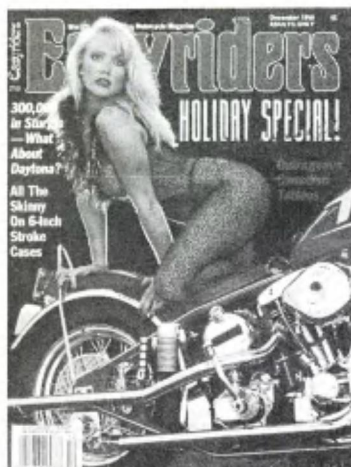
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TRANSPORTATION

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MEDIEVAL MELTDOWN

Middle Ages Crazy

The bizarre event you see in these here photographs is a throw-back in time. The inspiration for returning to the Dark Ages came one day when a bunch of us were hanging around Russian's garage, suckin' down some suds and blowin' smoke on a sultry night in central Florida.

We were kickin' around the idea of holding some kinda major weekend bash, a real castle rocker to remember fondly during the approaching winter. But nobody could muster much enthusiasm for throwing another plain-wrap rodeo with the same old familiar events.

"Suppose we came up with some new events," I suggested.

"Like what?" Deadweight countered, doubtfully.

Actually, I hadn't thought the thing through, but with a head fulla haze and hops, I gave it a shot.

"Oh, I dunno," I replied. "Like we could have a Bash Into The Brick Wall Contest. You know, contestants run into a brick wall at, say, 80 mph, and if one of them survives, he wins. Or how 'bout a Gal With The Littlest Tits And Hairiest Butt Contest? Or the Blow Up A Flat Tire With Your Mouth Contest? Or the Flaming Gasoline Haystack of Death Race? Or—yeah, this would be great—we could hold the Wienie Bite on bikes doing 50 mph, and we could use lengths of round steel stock painted to look like hot dogs, with the winning gal to receive her choice of a new set of choppers or reconstructive surgery for her jaw! Or how 'bout a . . ."





My voice trailed off as I realized I was jabberin' away to a crowd of deadpan faces, each face featuring a single raised eyebrow. I get carried away sometimes, and I guess the blither overruns my brain, or what's left of it. I licked the front of my split lips, poured a few ounces of tequila into my half-full can of warm beer, and drained it. I stared back at my audience defiantly—after all, at least I had some ideas.

To my relief, Russian broke the awkward silence.

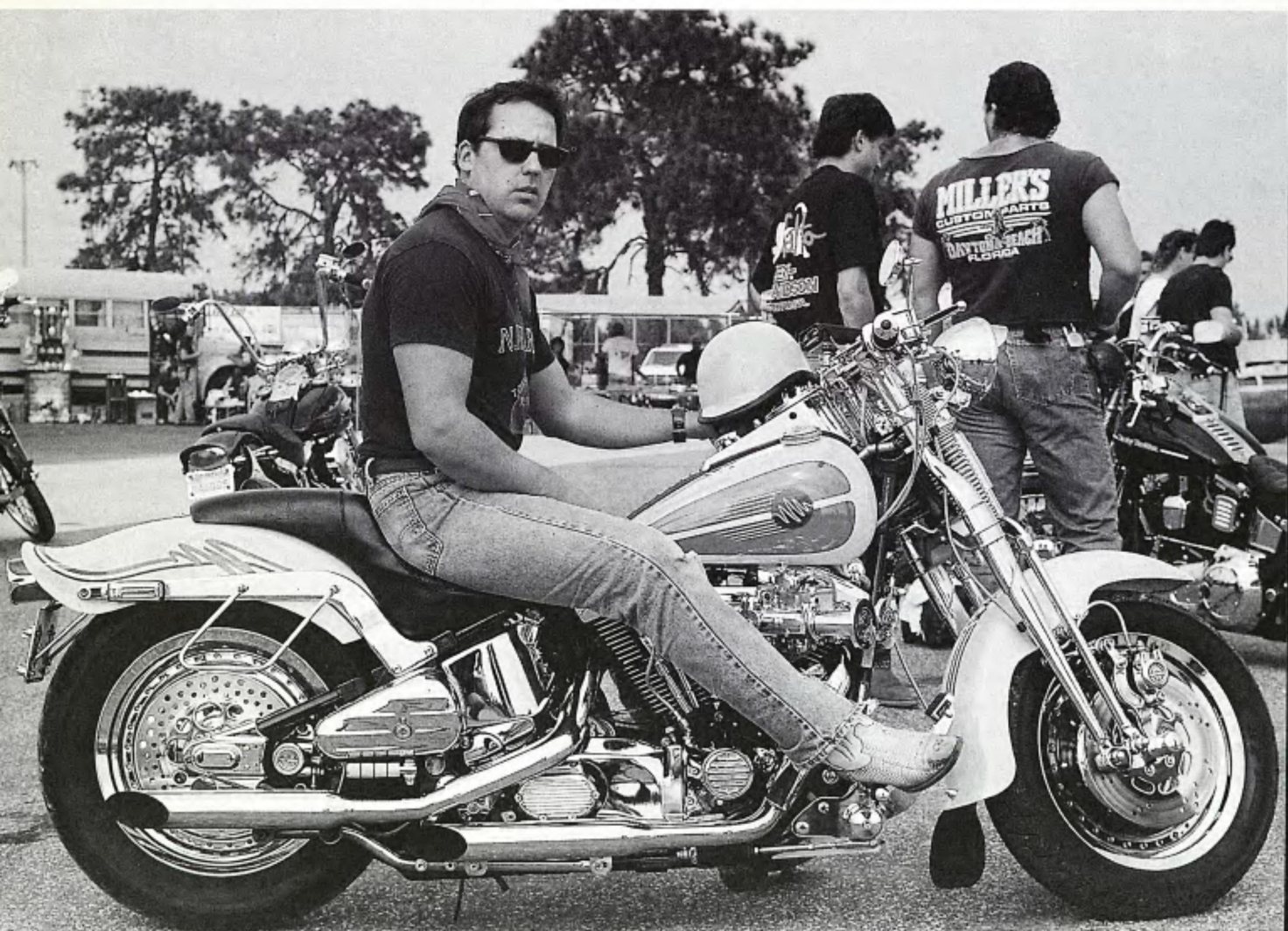
"Look," he said, ignoring my out-

burst, "I was thinking we could throw a blast with sort of a medieval theme—you know, a combination rodeo/swap meet/pleasure faire/beer bust. Bikers are like those knights of the Dark Ages—loners on steel steeds and all that sorta stuff."

My ears perked up. Determined to contribute to the brainstorming and hoping to regain face lost in my first attempt, I interrupted Russian's explanation.

"Dark Ages!" I blurted. "They weren't really dark, you know.

There was all sorts of pageantry, pussy, feasting, farting, revelry, and romance! Only trouble, though, is that most folks lived to about the age of 40, then died a painful death from gangrene caused when they stubbed their toe and infection set in. Or maybe they took a header down some stairs and busted a leg and big shards of bone popped through the skin, so they had to lop off the whole sucker with an axe—without anesthetic. Or maybe the famine forced 'em to eat flea-infested rats for supper, and that gave →





'em a dose of the Plague, and they'd turn black and swell up like an inner tube before they died.

"Anyway," I continued, in spite of a hunch that I was blowin' it again. "I know what I'm talkin' about because I once held the chair for Medieval Studies at the University of Texas. No, wait—I was nearly sentenced to the chair in Texas, but . . ."

Again I fell silent.

"Ya gotta excuse our outpatient here," Russian said to the crowd, jerking his thumb in my direction.

"His behavior is a mite unpredictable ever since they put the steel plate in his head and prescribed Phenobarbital four times a day. Where was I?"

Anyhow, Russian went on to sketch in the basic idea of Medieval Meltdown—or, as the handbill for the event put it, "A Week of Joustin' Around, Southern Style." Russian had promoted some events in the past, and so he set about making the arrangements for what proved to be one of the most successful biker bashes outside of

Speed Week in Daytona Beach. Along the way, Russian received great support from everyone involved, including ABATE of Florida, which maintained 24-hour-a-day security for the event by providing two volunteers from each chapter in the state.

The medieval motorcycle tournament featured lots of colorful dress and heraldry, and plenty of gnarly weapons (fakes—not the real thing), thanks to the efforts of a local re-enactment group. They provided all the necessary →



Photos: Pat Randio, Buzz



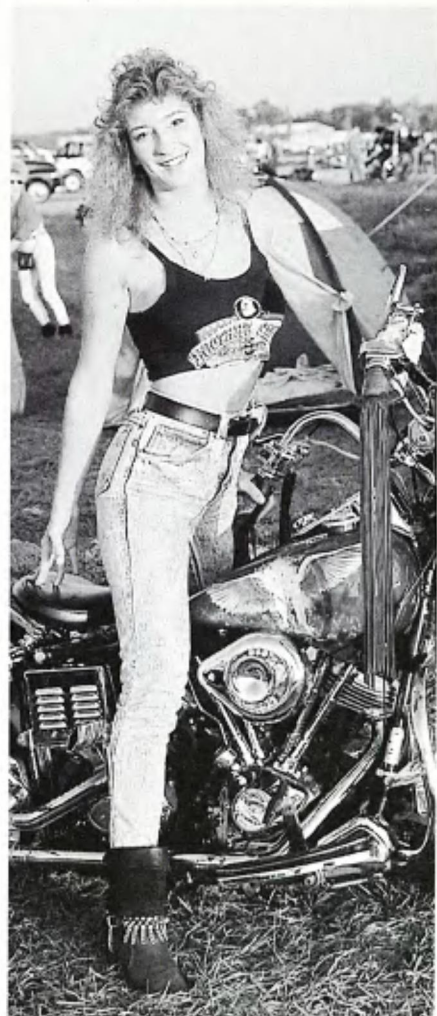
garb and props to create the atmosphere of a Middle Ages pageant right there in Florida at the Lakeland Dragstrip.

Attendees and participants revelled in jousting on Hogs, chasing saucy wenches in costume, listening to live music, camping, drag racing, watching a rice rocket red-line till it joined its ancestors, and cheering the melting of a Jap scooter by the dragon's tongue exhaust from the Green Mamba Jet Dragster, to cite only a few of the raucous weekend's highlights.

The best news is that last year's smashing success set the stage for a larger, longer (three days) event in 1992. Russian tells me that he has a few surprises up his sleeve, so if you find yourself in the vicinity of Lakeland, Florida, around mid-November, don't miss this year's medieval madness. You won't be sorry.

Now, if I can just get Russian to reconsider my suggestion for the Ol' Lady Hot Tailpipe French Kiss Contest.

—Scattered





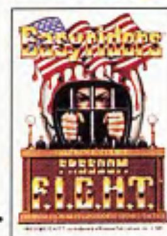
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A.



B.



C.



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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.

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To sign up for Emergency Road Service coverage fill out the attached form.



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BIG BAD DOG

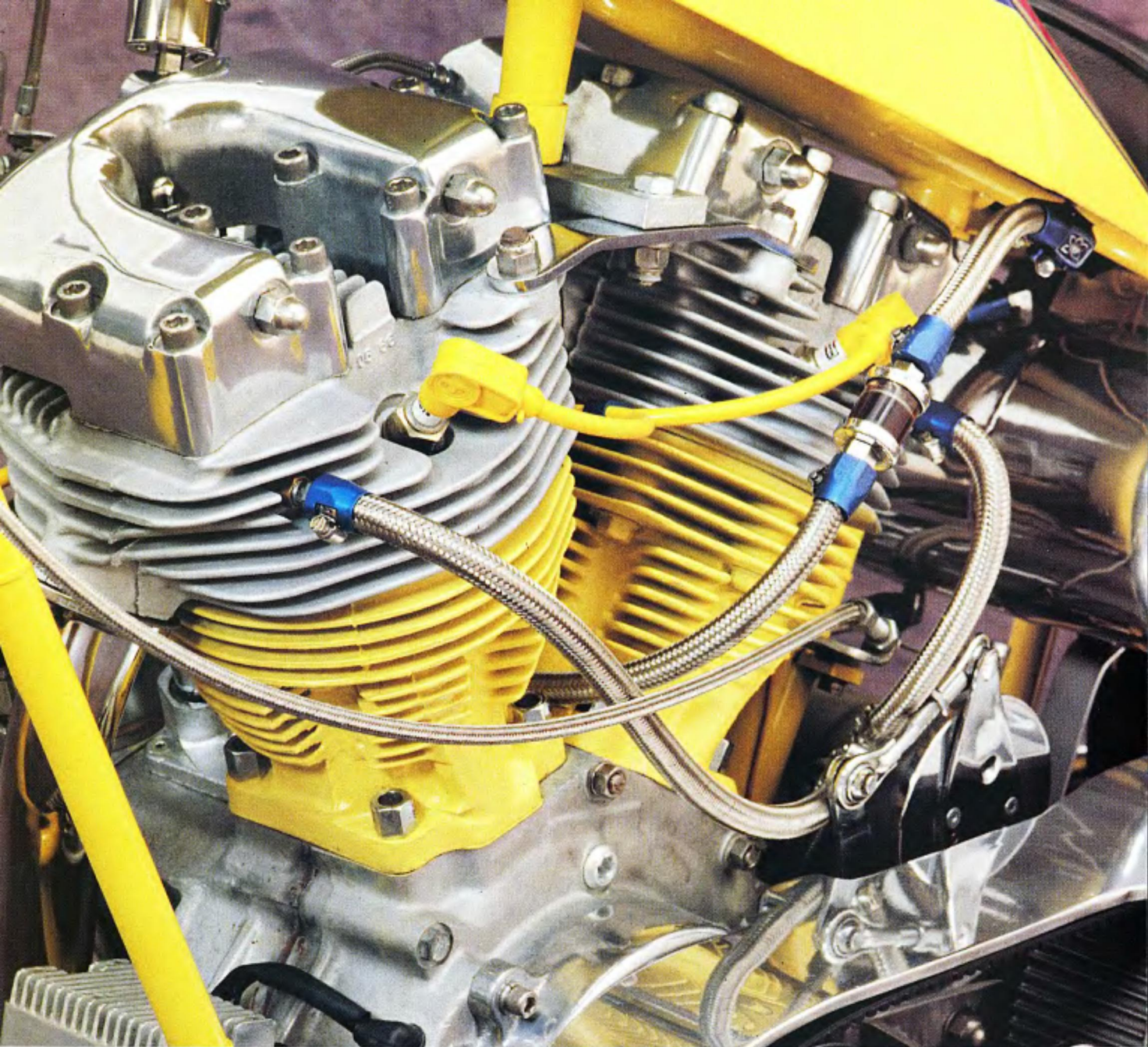
*Mark
Builds A
Ness-Style
Road
Hog*



This is a success story. It has chapters on work, romance, motorcycles, and tattoos, but the overriding theme is success. As a rule, brothers and sisters who build their own bikes are creative, energetic individuals. They know what they want, understand how to get it done, and have the ability to see a project through to completion. Mark De Furio is no exception.

Mark is a talented carpenter, cabinetmaker, and kitchen finisher who has built a name for himself from Connecticut to California and points in between. One of those places was the great state of Texas. In 1978, Mark's uncle offered him \$300 a week to be his bodyguard. Seventeen-year-old Mark hopped the next plane to Houston. Mark's uncle, who was in the cabinet-making business, was in the midst of a partnership war and needed a little "protection." Rather than just stand around, Mark went to work. It was a boom year for housing in Houston and he quickly developed a knack for the craft of woodworking. After a year in the Lone →



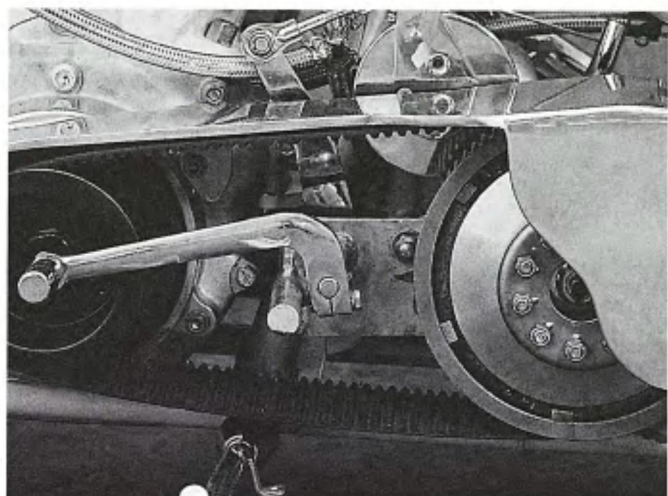
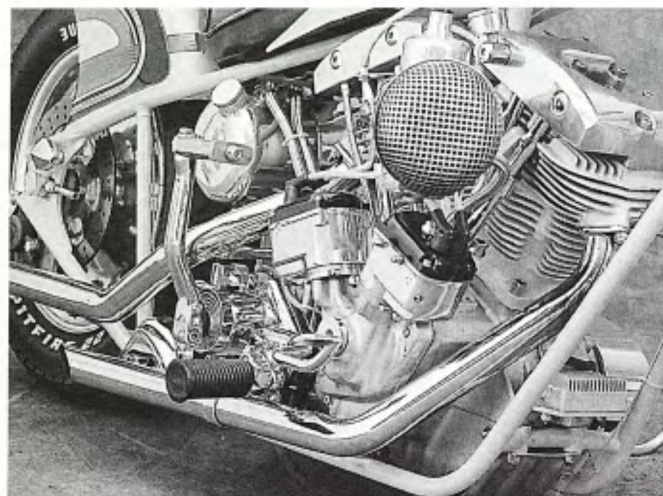


Star State, Mark returned to Connecticut. One day he borrowed a miter box from a local cabinetmaker for a project he was working on. The man was so impressed with the quality and speed of Mark's work, he hired him to trim his own house. Mark completed the job in three days and not long after went to work for the man full time.

Four years ago, Mark came to California for a little rest and relaxation. He got that—and more. A job offer enticed the East Coast native so he stayed on in Southern California. The move proved to be a wise and profitable one. Mark now has his own business redecorating kitchens, making custom cabinets, designing countertops, and building custom bars for such L.A. celebs as Mort Sahl and Tom Thompson.

But wood isn't the only material Mark has mastered. When he was 20, Mark found a treasure buried under a woodpile. It was a stock Super Glide with a 10-inch-over wide glide, a 5-foot sissybar, and a king/queen





seat. He had his work cut out for him. He picked up an Arlen Ness frame at a swap meet, built the pattern for the rear fender and belt guard out of wood, and had them fabricated. With the help of his bro, Al De Preaux, he rebuilt the mill and assembled this righteous road warrior. The finished bike was good enough to nab first place in the Street Radical Class at the 1989 Connecticut Bike and Auto Show. Originally fabricated for short blasts on Connecticut byways, the bike was ill-equipped to handle the concrete maze known as the L.A. freeway system. But its grizzly, road-warrior appearance is tough enough to tackle the city traffic.

The last chapter in Mark's story revolves around his family. Eight years ago, Mark's younger brother, Mike, came down with life-threatening Leukemia. Mark's older brother, Frank, donated bone marrow, and Mark donated his time. Mark and Mike took on a rigorous exercise program, including daily weightlifting in the gym. Mike, now fully recovered, is married and has a

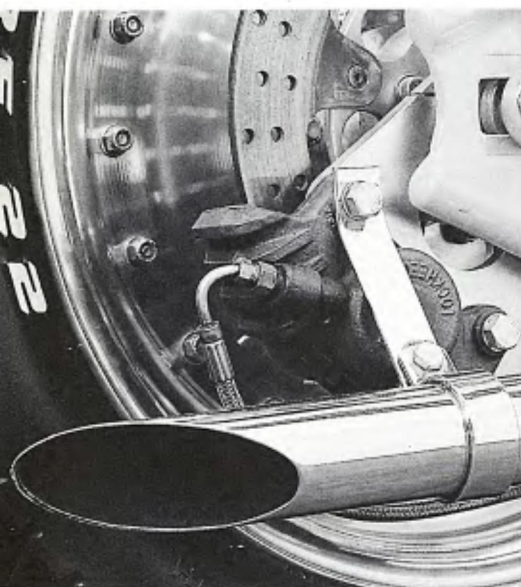
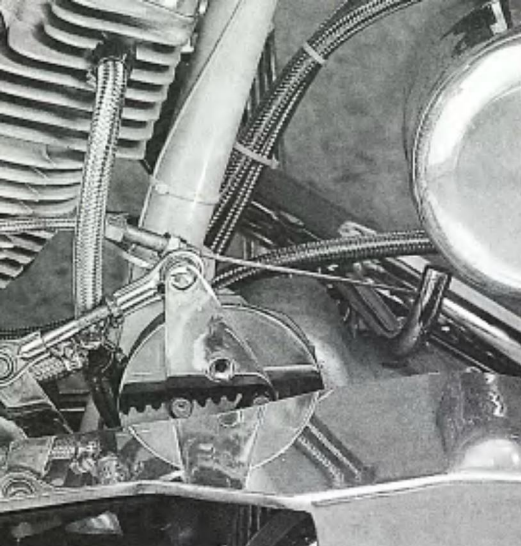
successful career of his own rolling along.

To cap off this success story, Mark is now engaged to beautiful, blonde Christina, a girl he met the day he landed his job in California. True to form, Mark proposed while hovering over Southern California in a hot air balloon.

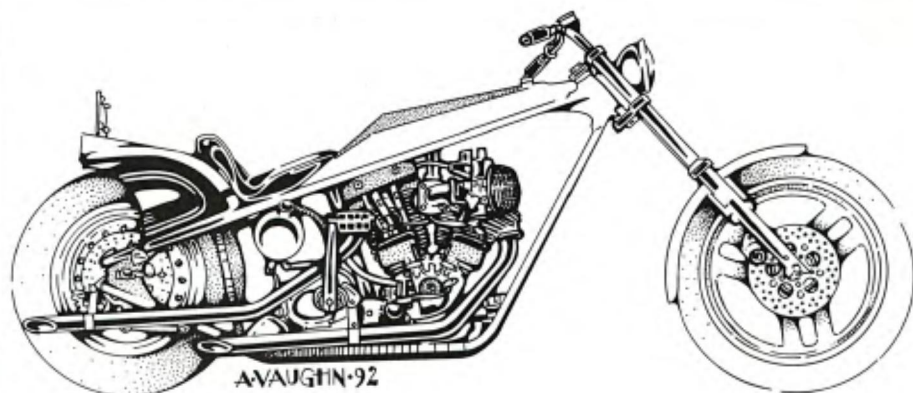
Yeah, I know, I left out the tattoos. So much information, so little space. Let's just say that Mark sports some exceptional inkwork. He's had pieces done by Scootch at Lola's Tattoos in Cliffside, New Jersey, and, more recently, Kari Barba, from Southern California, has been working her colorful magic on him. Keep an eye out for his upcoming spread in *Tattoo* magazine.

It just goes to show that good things come to hard-riding, hard-working, and hard-living individuals—brothers who constantly move forward in their commitment to excellence.

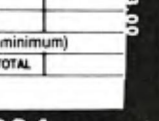
—Bandit



Owner(s): Mark De Furio		City: Weathersfield, Connecticut	
General		Frame	
Fabrication by: owner		Year: custom	
Year and make: 1971 H-D		Builder: Arlen Ness	
Model: shovelhead		Type: rigid	
Value: scared to think about it		Rake: 10 degrees over	
Assembly by: owner/ Al De Preaux		Stretch: 12-inch	
Time: one year		Other alterations: stress bars/gussets	
Chroming by: polished aluminum		Accessories	
Engine		Bars: Ness	
Year: 1971		Risers: Ness	
Model: shovelhead		Fender(s): owner/wood fab.	
Rebuilder: Rivera/Al/owner		Headlight: Bates	
Ignition: dual Morris magnetos		Taillight: into fender	
Displacement: 74 cubic inches		Speedo: none	
Lower end: Rivera		Front pegs: H-D /owner	
Balancing: Rivera		Rear pegs: none	
Pistons: Arias		Electrics: alternator, no battery	
Cases: factory		Gas tank: Ness	
Heads: Rivera		Oil tank: spun aluminum	
Cam: 85 Magnum Sifton		Oil system: Deltron pump	
Lifters: Sifton/solid		Primary cover: wood fab then aluminum	
Carb(s): SU Eliminator II		Seat: custom	
Air cleaner: SU		Sissybar: none	
Pipes: drag		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Andrews quick ratio		Type: narrow glide	
Year: 1971		Extension: 2-over	
Shifting: backwards: one up, three down		Builder: H-D	
Engine sprocket: 3-inch Primo belt		Special features: cleaned	
Trans sprocket: belt		Wheels	
Wheel sprocket: 55-tooth (too low)		Front	Rear
Painting		Size: 19-inch	Size: 15-inch
Molding: Who cares?		Hub: Rev Tech	Hub: Kosman centerline
Painter: doesn't matter		Rim width: 3-inch	Rim width: 4-inch
Color: yellow		Tire: Continental	Tire: Bridgestone
Type: lacquer		Brake: H-D disc	Brake: disc
Special paint: color panels			
Other special modifications: Special thanks to my wallet			
Photos: Peter Dokus			



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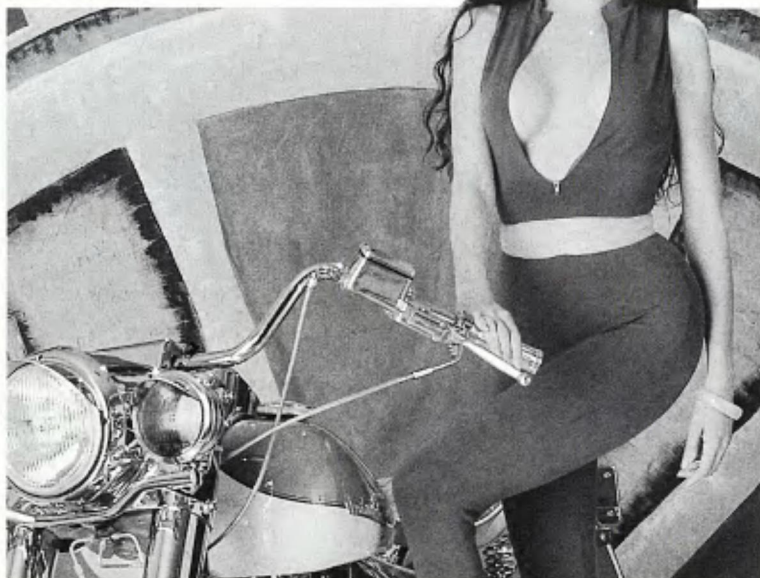
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COMIN' AT YA

Easyriders ►

Look out, the November issue will put you in the hot seat. We've got a sizzlin' selection of p-pads. Bob La Pera even demonstrates how a custom seat is made when he stitches together Bandit's butt sling for his new bike. You can also look forward to: coverage of the *Easyriders* Regional Bike Shows and the country's largest Motorcycle Freedom Rally in Madison, Wisconsin; performance head work tips from Giggie, the master mechanic from Departure Bike Works; and up-to-date legislative news. Don't miss the solid facts and subtle curves of the bikes and babes in the November issue.

On sale September 24



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 *In The Wind* issue. Whether they're draped over a Harley honey, a burly biker, or the nearest keg, their T-shirts tell it like it is—or should be. Besides your rides and 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 now



TATTOO ►

We've got a feature on French tattooist, Alain Meyer, that's gonna frost your eyeballs. It's incredible what this talented man can do with ink, needles, and human skin. We'll also be visiting with world-class ink slinger, Shotsie Gorman, and showing you some of the finest examples of skin art on this planet. If tattoos turn you on, the November issue of *Tattoo* magazine will blow your mind.

On sale September 8



▲ BIKER

Don't miss the shameless December issue of *Biker*. Billy Tinney, our quaint Texas photog, captures the fiery action in Wisconsin at Bubba's Honda Drop; Ravenous Raven haunts Steve Stone's radical, chopped panhead; and Picture Pat shoots Spooks 'n' Scoots in Florida. Our high immoral standards include: wild events, five bike features, outrageous advice from Mutha, and much more.

On sale September 8

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The Affordable Wardrobe



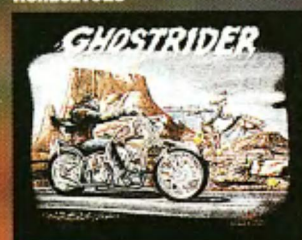
Knight Rider



Discovering America



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Need For Speed



Time Warp



Easy Street



Hummingbird, Baby Doll



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Baby Doll

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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)

**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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