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Easyriders

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Easyriders® MAGAZINE

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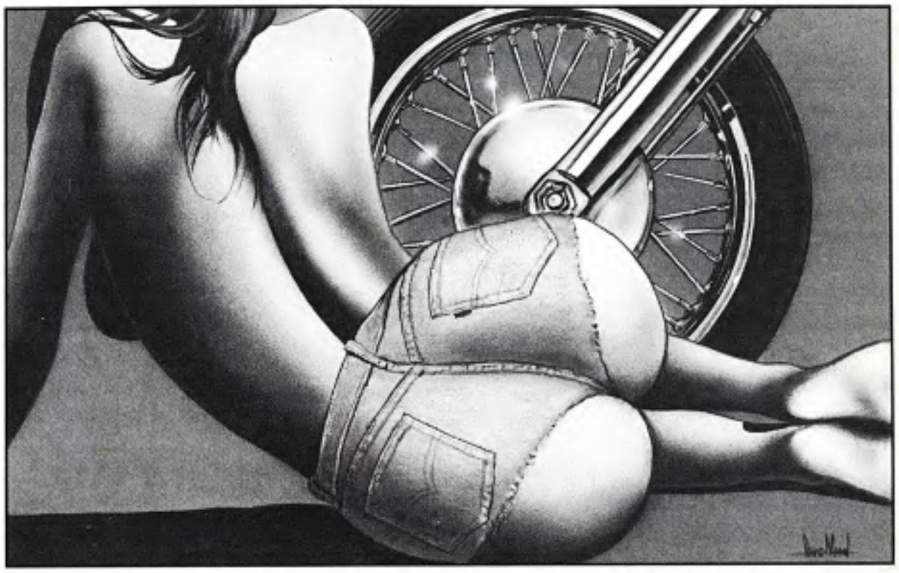

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The next liver-quiverin' issue of this rag goes on sale October 22.

Cover photo of Fox Hunt winner, Laura, on Jim Cruz's 1969 shovelhead by Silvermoon.

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If you guys ever marry a broad bigger than you, think about the horrible things that could happen. For instance, this guy was thrown in jail for peeping into girl's windows. That's simple enough. Well, look what happened. He calls his ol' lady to make bail for him—she comes to jail and bails him out. As soon as he was out, she started clubbing the shit out of him for being a peeping Tom. He's a little bruised—but wiser.

I know you guys think twice before you marry your ol' lady, but I want to caution you. Be sure you don't marry a broad when she's having her period because they can be strange. For instance, this couple got married, left the church, and everyone started throwing rice at them. He started toward his truck when all of a sudden she ran up to him, shot him in the belly, and then shot him in the head while reciting her wedding vows. He flops to the ground and she kneels over him begging him not to die. Does that weirdness sound familiar? They do get raspy you know.

They went into the backyard to talk and get away from their wives. While there, an airplane flew over and dropped a large chunk of blue ice in the yard. It was a hot summer day, and the ice soon began to melt. They caught a whiff, went over to inspect, and found the defrosting contents of a toilet. Ugh!

He paid $10 down on a $100 contract to have his wife killed. The hit man who got the $10 advance decided to turn the cheap asshole into the police. He was no doubt bugged because he thought the guy was so cheap he'd probably get away with just the $10 down payment. Now at least you know the going rate.

The tables are turned department: Three guys in Florida have each filed a complaint against a female department head. I don't know a single guy who would be offended by what a woman does or says to him. So what did the three guys object to? Did she kick them in the balls? Pull their hair? What? All she did was pat them on the butt. Do you know anyone who would be offended by a pat on the butt by a woman? I sure don't.

Dipshit of the month: They burglarized a house and one of the items they took was a camcorder, so they went down to the pawnshop to sell it. The shop owner, being suspicious, asked if he could test it. The burglars were unaware that there was tape inside and said sure, go ahead. The owner panned around the shop and got close-ups of both burglars. He asked them for their names and addresses and you-know-who was waiting for them when they got home.

In New York there was a guy who wasn't too closely wrapped. While escaping from a hold-up with the police in hot pursuit, he made their job a little easier because he actually used his turn signals when making a turn—I guess more from habit than anything else.

While on the subject of turn signals, a new survey has found that women think the most common etiquette infraction is failure to use directional turn signals while driving. Second on the list was people who interrupt and fail to listen when another person is talking. Third was people who don't say "please" and "thank you," fourth was people having the "call-waiting" feature on their telephones, and fifth was being late. Very useful information. Remember who concluded all this—if you care.

Hey! Do you want to improve your memory? Get yourself a jug of Jack Daniel's and pour away. A recent survey by some committee or another has found that the more you drink, the better your memory is. Drunken mice, for instance, stayed clear of certain areas of their cage where they had previously been given an electric shock. Sober mice, on the other hand, headed straight for the areas and got another shock. So when you come in late, tell your ol' lady you've been out trying to improve your memory so you could find your way home.

Here's another medical survey done by a college in California. If you get something stuck in your ear, chances are it'll be a filthy cockroach. "Dead or alive, roaches accounted for more than half of the things we've pulled from people's ears," said the doctors doing the research. "Most crawl in while people sleep." (Keep those eyes open.)

TAKING IT EASY

By Spider

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

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

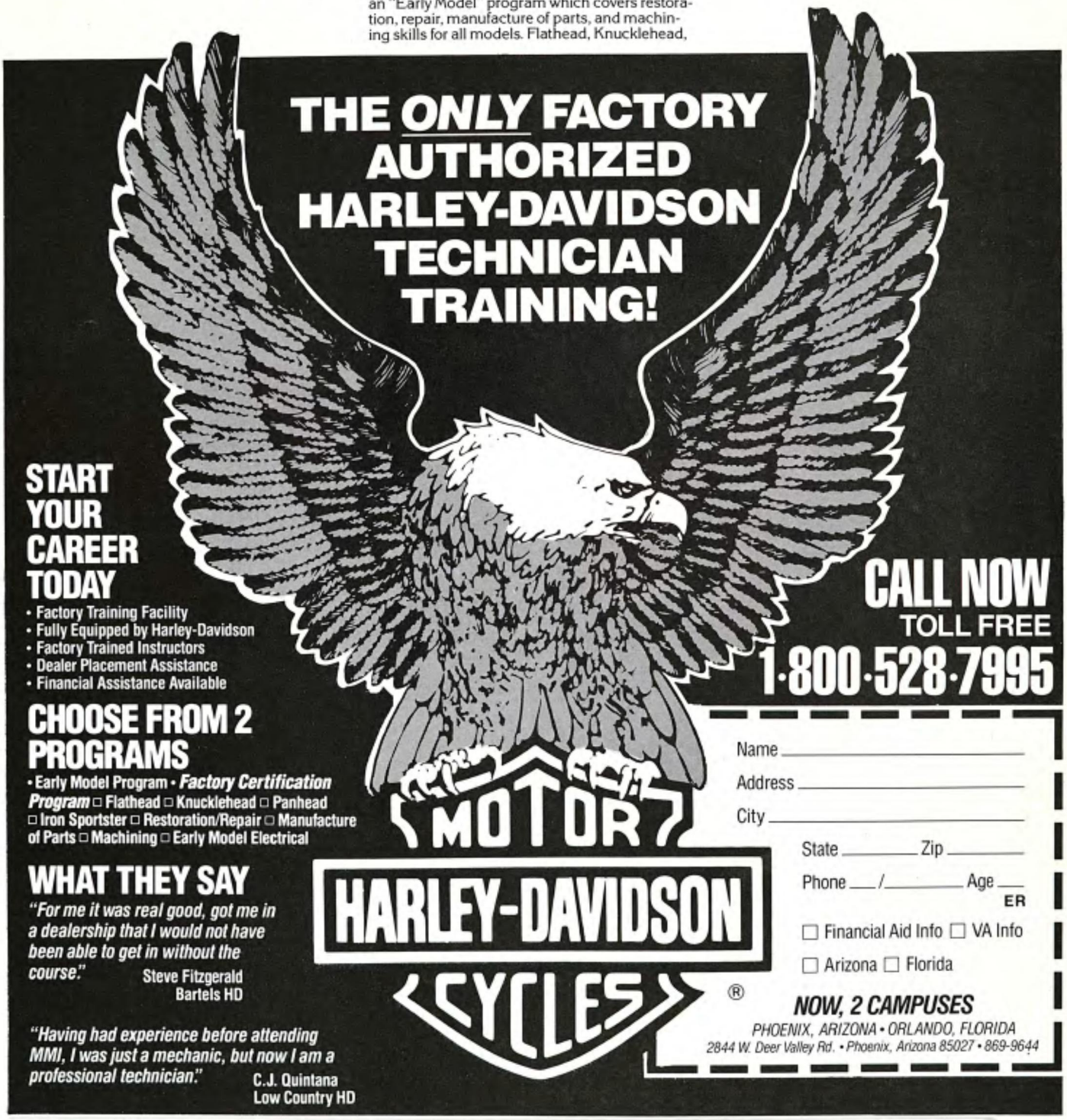
This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced with the addition of factory PHD certified status immediately upon completion of the required course of study and graduation.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sporsters are covered.

If you want a factory authorized program that can earn ***Factory-Trained and PHD Certification*** the Motorcycle Mechanics Institute is the only place to go.

For more information on the Motorcycle Mechanics Institute and the **Harley-Davidson *Factory-Trained Certification* programs CALL 1-800-528-7995.**



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WORDMONGER

He's Wrong

☐ This is to "Wake Up & Smell The Coffee" in the August '92 issue. You're wrong. Evos were in show rooms in late '83. I bought my first Evo in February of '84. But then, New York is a long way from Milwaukee. It may take six to eight months to get the word.

The Machinist
Kennedale, Texas

Pissed Off?

☐ Hey, you bunch of raisin-livered, maggot-legged, messed-up, puckered-up group of asshole-eyed commies—what gives?

In your February '92 issue, page 16, you advertise a one-year's subscription for $34.95 plus a *free* video. Same issue, page 22, in the fine print Statement of Ownership, it says that an annual sub price is $29.95. So the video isn't free, is it? I don't care if we (the yellow-bellied buyers) are getting a video for only $5. That's not the point, is it? I know your reply will probably be that the filing date is October '91 and '92 subs cost $5 more.

Jan (not Jack) Daniels
Cedar, British Columbia

■ Yep

Who Are They?

☐ I stayed in Glencoe Campground during the 50th Sturgis Rally and saw a group of guys (Screaming Pachyderms) rebuild two knucklehead motors right there on the picnic bench. Any info on these guys?

Beaner
Durham, Calif.

Hallelujah!

☐ We celebrated a wonderful thing the other day in South Africa. I'm proud to announce that the word has finally reached us. *Easyriders* magazine, which has been banned in this country for years, appeared on our shelves for the very first time last week. I could have cried when I saw it peeking out from behind some of the local biker mags (yawn). I was introduced to *Easyriders* five years ago when I spent a year in Canada. Since then, I've had to be content with reading the few copies I brought back with me over and over again. You can understand why I'm so happy. It's a grade-A, first-class miracle. Hallelujah, brothers.

Michael White
Dunvegan, Edenvale
South Africa

Film Found

☐ On Memorial Day weekend, May 1992, we were in Red River, New Mexico, for the Memorial Day Run. While there, we found a roll of film, so we had it developed. The photos were family shots and pictures of the run. Write me with a description of the people in the shots so we can send it to the right folks.

Linda Kennedy
1406 Pierce St.
Norfolk, NE 68701

Thanks, Bros

☐ I had to write and give y'all a pat on the back for one of your "Tech Tips." This spring I was pissed to find the battery shot in my '90 XL 1200. No matter how long it was on the charger, it wouldn't start the bike. Being a cheap fuck, I wasn't looking forward to spending $60 of my hard-earned beer money on a new one. Then I remembered "The Barstow Battery Benefit" (*Easyriders* #207, September '90) and figured what the hell. The only thing I did different was replace acid ($3), and it works. It's been two months now and she starts every time.

So if you find yourself with the battery blues, give it a try. Slices all around.

Spinach
Rochester, N.Y.

Needs Good Home

☐ I have a large collection of David Mann centerspreads (137) and the first 11 issues of *In The Wind* mag that I want to give to a good home. They're considered a fire hazard here, but I don't want to throw 'em away.

Shannon Davis #302443
Clements Unit
9601 N.E. 24th Ave.
Amarillo, TX 79107

Helmet Tip

☐ For those of you who ride wearing the "bonnet" (otherwise known as a skull cap) with those handy white DOT stickers affixed to the back, I have some advice for you. You may run across a "hate all bikers" cop who knows the lids are not legal helmets, and while it's just you and him (his word against yours), he'll peel off the sticker and cite you for the full amount. To prevent this I highly recommend you laminate over the sticker—covering the entire lid so that the sticker can't be peeled off.

This is your tip on passive aggressive foreplay, since the government only believes in shoving it to us—and hard.

Get Over On 'Em
Ukiah, Calif.

A Sportster Owner

☐ I am writing on behalf of my boyfriend who is an avid reader of your magazine and a

proud owner of a 1979 Sportster.

It seems as though the majority of Tech Tips in your mag are all Big Twin-related. This leaves Sportster owners feeling rather neglected. I hope in the future you can publish more info concerning the Sportster. Maybe you can include a specialized section for this type of bike. I know it would make many of your readers very happy.

Monica Dominguez
Laredo, Texas

Why? What?

☐I have a Scott Harley-Davidson—that is, a 1932 Harley with a sidecar and a Vicker's machine gun. I think it was built in Germany. Who knows? Why does it bear the name Scott? Why do so few people know about it? What kind of frame and motor does it have? Does it have anything to do with the Indians? Can you tell me or direct me to someone who knows?

Scott
Lincoln, Neb.

■Anyone know?

Helmets In Maryland

☐Maryland is getting a helmet law in October of this year. We of Milwaukee Ghost will not get fat on other's misfortune and have come up with a way to help Maryland bikers. For the remainder of the year we will sell any and all helmets at dealer's cost. We will not profit a penny on such an unfair law.

Barring the repeal of this bullshit, we can at least try to buffer the initial discomfort.

Milwaukee Ghost
2037 Hollins Ferry Rd.
Baltimore, MD 21230

A Libertarian

As a biker, I am tired of losing my freedoms to Big Brother. Therefore, I joined the only political party that supports individual freedom, the Libertarian Party. I called them at (800) 682-1776. They believe government should protect individual freedoms rather than take them away.

Scott Miller
Freeport, Maine

A Message

☐I'm dying. So are you. Come on, face it. We're all dying. Each of us is born with a non-refundable, non-transferable ticket to Boot Hill. Tell me I'm wrong.

We were born on this earth to go with it around the sun 70 or 80 times if we're lucky, then check out. Ain't no getting out of it.

Bikers, more than others, appreciate that fact. Some people want to put us down, calling it our "death wish" or "fatalism." Nah. We just know the truth.

Actually, since my time here is so limited, I want to get in all the living I can. More and more, though, I feel like I'm being reeled in—like a fish on a line fighting for it's life—by the do-gooders who've decided to make it their business to stick their noses into my business.

These sandcrabs want to dictate to me what I should or shouldn't eat and what I can and can't do. "Too dangerous," they say. "You might get hurt." I've got news for them: I'm gonna die anyway and so are they.

To hell with them. I'm gonna run my own life for as long as I have left. It's all I've got. I'll run my life, and what I accumulate or what I contribute is entirely up to me and my wits and my ambitions.

Motorcycles communicate with the human spirit, the spirit we're all born with and the spirit that lives in our bodies for a few decades. Then we die and our spirit takes off to where we go next. That soothing message sent to the human spirit by a throbbing motorcycle engine winding through the gears on a deserted road reaches everyone.

Sarge
Winter Garden, Fla.

Wants To Know

☐I'd like to know who set up the bike used in the movie "Don't Tell Her It's Me," and I'd like to know the model, paint scheme, and anything else about it. My compliments to the builders. It's a sharp-looking machine.

David Holt
Turners Falls, Mass.

■Never seen the flick.

Help!

☐In your August '92 mag I came across an ad for H-D collector's cards. I live in Canada, and the 800 number in the ad doesn't work up here. Where can I get an address for some H-D factory pack sets? I've looked all over hell's acre and back for these cards.

Greg Gorman
Kitchner,Ontario

■Check our catalog.

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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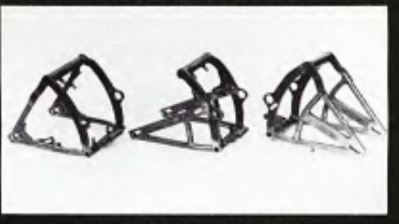

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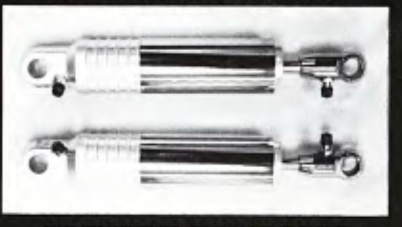

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TWIN TRIBUTE

Two From Tennessee

Some damn fine things hail from Tennessee: sweet-sippin' 'shine as pure and clean as country water; more gifted guitar pickers than a bluetick hound has fleas; and, even better, this pair of prize-winnin' putts that have been grabbin' awards from the East Coast to the West.

Ron Carroll and Steve Roberts are the master crafters behind these bikes. And although they rolled out of the factory 30 years apart, each bike shares a certain sense of heritage, design, and history.

This panhead, for instance, was the very first Duo Glide owned by the Tennessee Highway Patrol. Back then they called them "yellow jackets" because of their distinctive yellow and black paint. To keep with the color scheme, the patrolmen wore black pants with yellow stripes and yellow shirts with black stripes.

That isn't an electric start on the handlebars, either. It's a police speed lock. When the cop was clocking a speeder he'd just punch that button to lock his speedo in place before he pulled you over with the bad news.

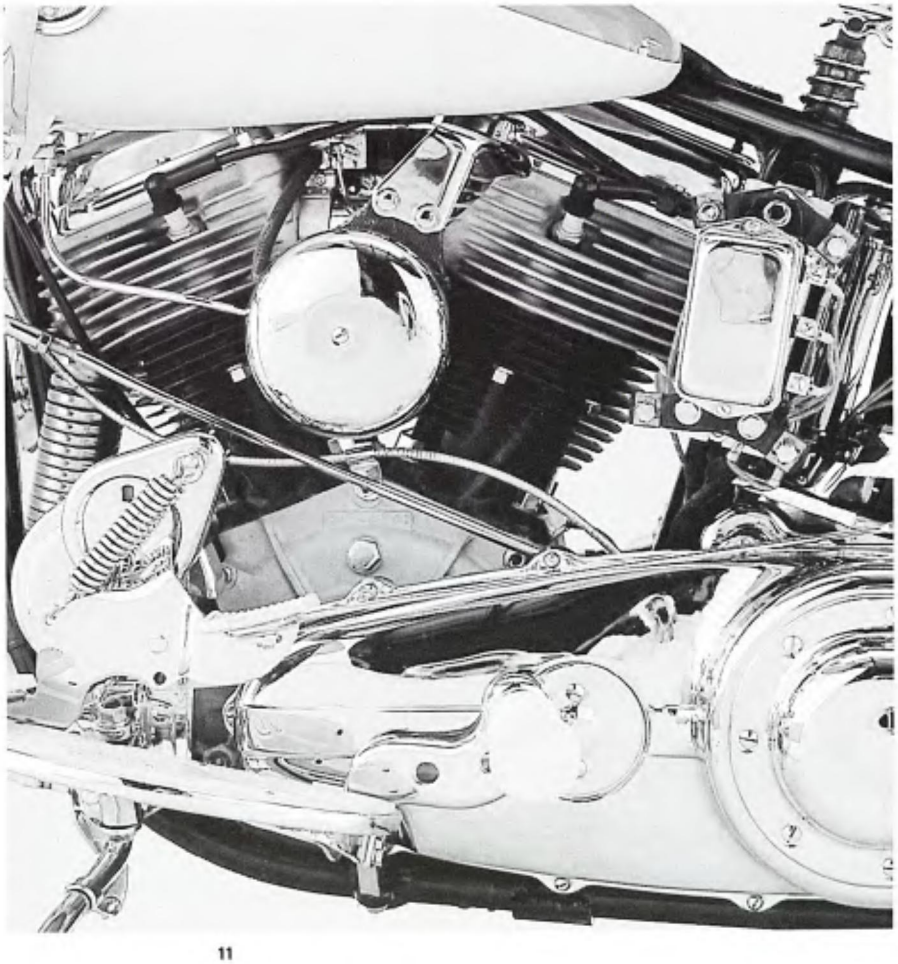
"To me, the panhead is the prettiest engine Harley-Davidson ever built," Steve says. "They ran a long time and they're still running."

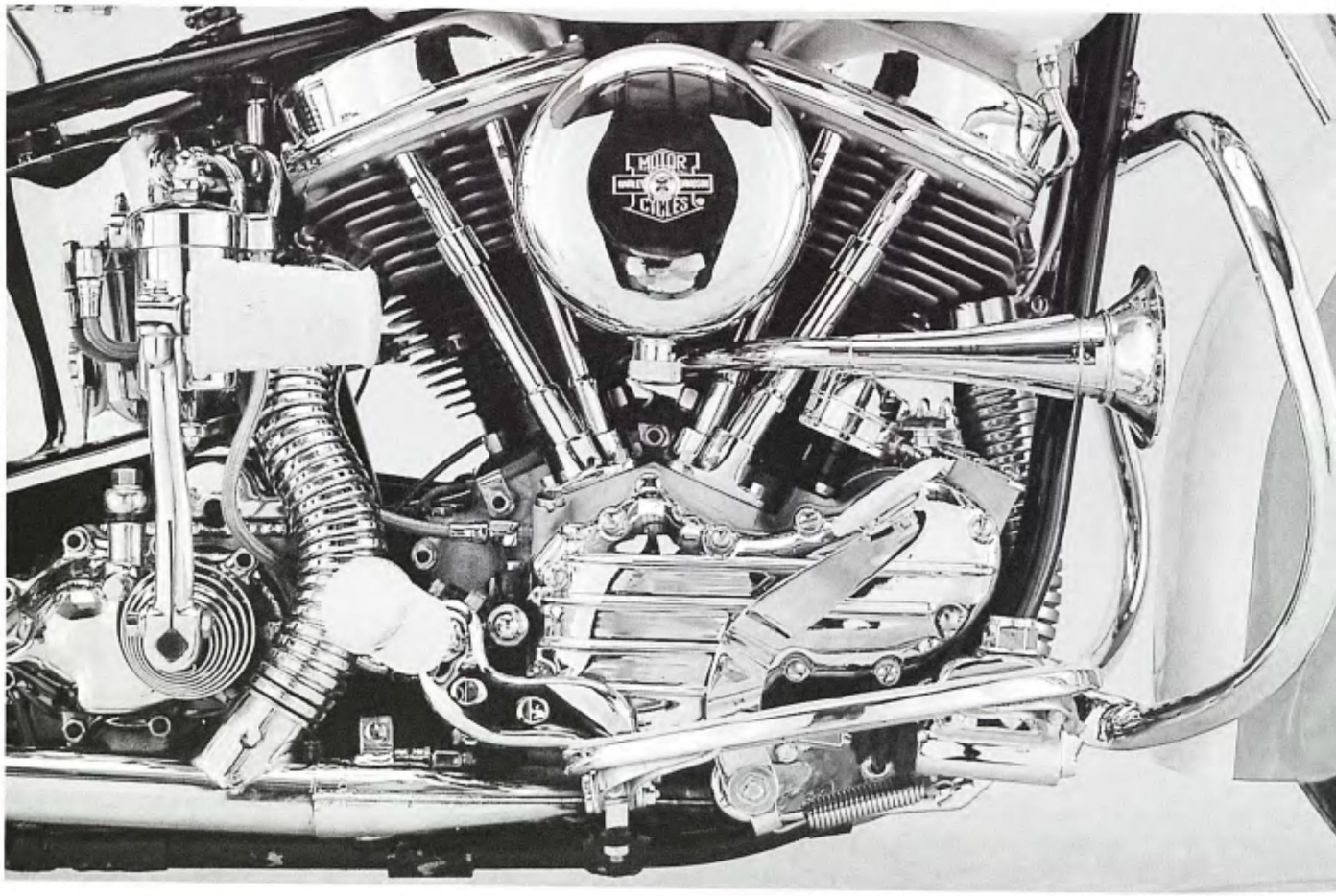
It's the same only different with the '88 FXSTC, which won second place at our Pasadena, Texas, bike show. While the pan remained pretty much stock, Ron and Steve had other ideas for the Softail.

Steve calls it an Evolution evolution. "We had the basic idea of how we wanted it to look, but instead of throwing a bunch of stuff on we took our time."

Ron and Steve aimed for a "low, lean, and mean street machine." To achieve this, they shortened the front end 4 inches and lowered the rear end. Then they made a modification on the swingarm to relocate the shock mounts.

If there was one particular challenge it was the rear fender—hand-fabricated from an old Electra Glide front fender. Steve shortened it, split it down the middle, and widened it by 3/4-inch, so it would fit between the frame rails.




MOTOR
CYCLES

As Steve points out, little details make up 90 percent of any show bike. But all it takes is one person noticing to make all the effort worthwhile.

"We were mainly out to please ourselves," he explains. "We figured if we could please ourselves maybe some other folks would be pleased, too."

Judging by the number of awards these bikes have collected, plenty of other folks agree.

Sadly, Ron Carroll passed away before this issue hit the newsstands. As a builder and a biker, Ron contributed positively to the sport. His will to do the job right and his selfless energy ignited the pride in all who worked and came in contact with him. When asked about Ron, an employee answered, "He was great. He was more like a dad than a boss."

Ron will be missed by all who knew him—and remembered by this twin tribute to his spirit and creativity.

—Southern Connection

Easyriders Bike & Tattoo Regional Show Tour
Pasadena, Texas, March 20-22, 1992
SECOND PLACE WINNER
Owner is eligible to compete in the $25,000
Invitational, Columbus, Ohio, Feb. 1993

Easyriders Bike & Tattoo Regional Show Tour
Pasadena, Texas, March 20-22, 1992
FIRST PLACE WINNER
Owner is eligible to compete in the $25,000
Invitational, Columbus, Ohio, Feb. 1993

Owner(s): Ron Carroll/Steve Roberts	City: Murfreesboro, Tennessee	
General	**Frame**	
Fabrication by: owners	Year and builder: 1958 H-D	
Year and make: 1958 H- D	Type: swingarm	
Model: FL Duo Glide	**Forks**	
Assembly by: owners	Type: Duo Glide	
Chroming by: Advance Plating	Builder: H-D	
Engine	Special features: chromed	
Year and model: 1958 FL	**Accessories**	
Rebuilder: owners	Bars: buckhorn	
Displacement: 74 cubic inches	Lights: H-D	
Pistons: .030	Gas tank: 3.5-gallon	
Lifters: hydraulic	Oil tank: factory	
Carb(s): Linkert	Seat: buddy	
Air cleaner: factory	Other: leather seat upholstery	
Pipes: 2-into-1 fishtail	**Wheels**	
Transmission	**Front**	**Rear**
Shifting: hand	Size:16-inch	Size: 16-inch
Trans sprocket: 22-tooth	Tire: Carlisle	Tire: Carlisle
Wheel sprocket: 51-tooth	Brake: mech.	Brake: hyd.
Painting	**Other special modifications:**	
Painter: J-N-J Customs	a little extra chrome, first Duo Glide	
Color: Calypso Red/Corvette White	owned by the Tennessee Highway	
Type: acrylic lacquer/poly clear	Patrol.	
Special paint: stock color scheme	**Photos:** Mike Lichter	

Owner(s): Ron Carroll	City: Murfreesboro, Tennessee	
General	**Frame**	
Fabrication by: owner/R.C. Cycle	Year and builder: 1988 H-D	
Year and make: 1988 H-D	Type: Softail	
Model: FXSTC	**Forks**	
Assembly by: owner/R.C. Cycle	Type: wide glide	
Chroming by: Advance Plating	Builder: H-D	
Engine	Special features: chromed	
Year and model: 1988 Evo	**Accessories**	
Rebuilder: not yet	Bars: Tiller	
Displacement: 80 cubic inches	Lights: Sparto	
Pistons: H-D	Gas tank: 5-gallon	
Lifters: hydraulic	Oil tank: horseshoe	
Carb(s): Dell 'Orto 2-throat	Seat: little, custom, leather	
Air cleaner: stacks	Other: Robert's Special rear fender	
Pipes: shotgun	**Wheels**	
Transmission	**Front**	**Rear**
Shifting: foot	Size: 21-inch	Size: 16-inch
Trans sprocket: 32-tooth	Tire: Cont.	Tire: Cont.
Wheel sprocket: 68-tooth	Brake: P.M.	Brake: P.M.
Painting	**Other special modifications:**	
Painter: J-N-J Customs	modified fender struts; derby, in-	
Color: black/chrome	spection, & timer covers; Russell	
Type: lacquer and poly	brake lines; P.M. forward controls.	
Special paint: you see it	**Photos:** Mike Lichter	

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		Subtotal	
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		Grand Total	

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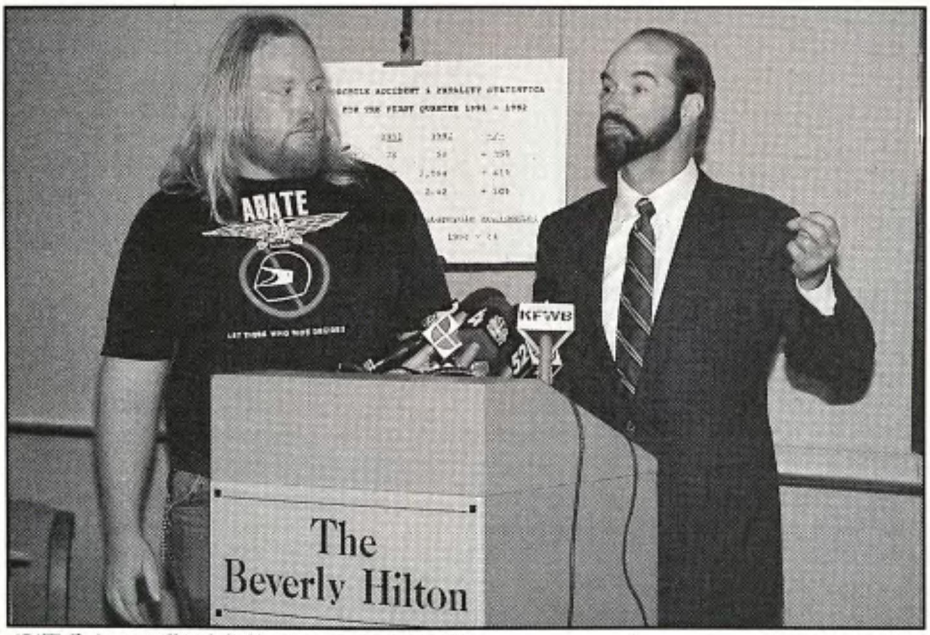
Deduct $10 for ladies • Deduct $20 for boys

Easyriders

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

ABATE Of California Goes Public

"Motorcycle Accidents More Deadly Since Helmet Law"



ABATE Chairman Bill Bish (left) and State Director Paul Lax. Photo: Courtesy of BAM

Under the glare of television lights and camera flashes at the posh Beverly Hilton in downtown Beverly Hills, ABATE of California conducted a press conference July 27 to announce that motorcycle accidents had become more deadly since the controversial helmet law had gone into effect on January 1, 1992.

Using the California Highway Patrol's (CHP) own data released for the first quarter of 1992, ABATE Chairman Bill Bish and State Director Paul Lax demonstrated to the gathered press that the fatality rate had actually increased by nearly 10 percent, soaring from 2.24 deaths per hundred accidents to 2.42.

"Our point is not that the fatality rate has increased," said Bish, "but rather that the rate did NOT decrease as helmet law supporters promised it would. If helmets truly provided a saftey benefit, then the number of riders dying per 100 accidents would plummet . . . in fact, more died."

According to the CHP figures, the total number of fatalities decreased nearly 36 percent, from 78 to 50 for the first three months of 1992 compared to the same period for 1991. *However*, motorcycle accidents decreased by 41 percent, down from 3,472 in 1991 to 2,064 in 1992—meaning that a higher percentage of bikers were killed for the given number of accidents.

Furthermore, Bish explained that the reduced number of accidents and fatalities was likely due to fewer riders on the road and a reduction in miles ridden because of bad weather throughout the state—*not* because of forced helmet use.

"But the *one* statistic that *ought to be* reduced by a helmet law if helmet advocates are correct, is the ratio of deaths to accidents," said Bish. "The fatality rate is the only figure that isn't influenced by weather, riding conditions, fluctuations in motorcycle registrations, or anything else— except survivability. And here in California, motorcycle accidents were more survivable *before* the helmet law!"

—Bikers Against Manslaughter

Say That Again

Here's some quotations from a letter that appeared in the *Emery County Press*, of Price, Utah. The writer is complaining about the fact that Utah didn't pass a helmet law this year.

"Another unfortunate outcrop of the effort to squash the helmet bill was the distribution of misinformation about helmets to the public and legislature. Most of it came from a biker magazine supplement called *Helmet Fighters* [sic] *Handbook. Easy Rider* [sic] magazine continues to support the myth that helmets don't work. They are masters of conjecture.

"ABATE members continue to tout the nonsense that helmets cause accidents by blocking peripheral vision, causing fatigue and reducing critical hearing. . . . They are a small vocal minority posing as beleagured individuals, when really they have the clout of a national organization that lobbies regularly in Washington and across the country . . . "

Marsha Burns
chairperson [sic]
Utah Coalition for
Motorcycle Safety

Well, as the saying goes, "When the quality meet, compliments are passed." Nice to know that somebody noticed.

More On Public Poison

Check "Easynews," May 1992, on "airbags" which aren't. Adding to the fact that "airbags" contain a deadly poison, sodium azide, that can kill if the bags break open, the Knight-Ridder newspapers recently forced the National Highway Traffic Safety Administration (NHTSA) to admit that "airbags" 1) don't always work when they are supposed to, 2) sometimes go off when they aren't supposed to, and 3) injure or kill people either way.

Knight-Ridder had to invoke the Freedom of Information Act to get NHSTA to admit anything at all. While NHSTA claims that 250 people have been saved by "airbags" since 1974, the data also report 124 people injured by "airbags" that inflated in minor collisions or with no collision at all.

NHSTA says 124 people don't amount to enough to justify an investigation. The "If-it-will-save-just-one-life" principle doesn't apply when it might require Big Brother to pull in his own horns.

—Maestro

Rodeo News
From The Midway Mark

As I write this edition of Rodeo News, we are at the halfway mark of our season with five Rodeos down and five more to go. Hopefully, Apollo will shine some light on us and let us finish the season on an arid note. The crew out here on the circuit has a saying, "If we are about to host a show in a town that hasn't seen rain for a while we guarantee that once we are set-up and are ready to roll, it will rain."

But in spite of the stormy weather, the competition has been hotter than ever. Ray Tewksbury is currently in first place, with Gary Freel hot on his heels in second. The third place position is a fierce battle between Rico Padilla, Dave Vancil, Bob Santee, William Van Dyke, and Bob Hanna. It's not over till it's over.

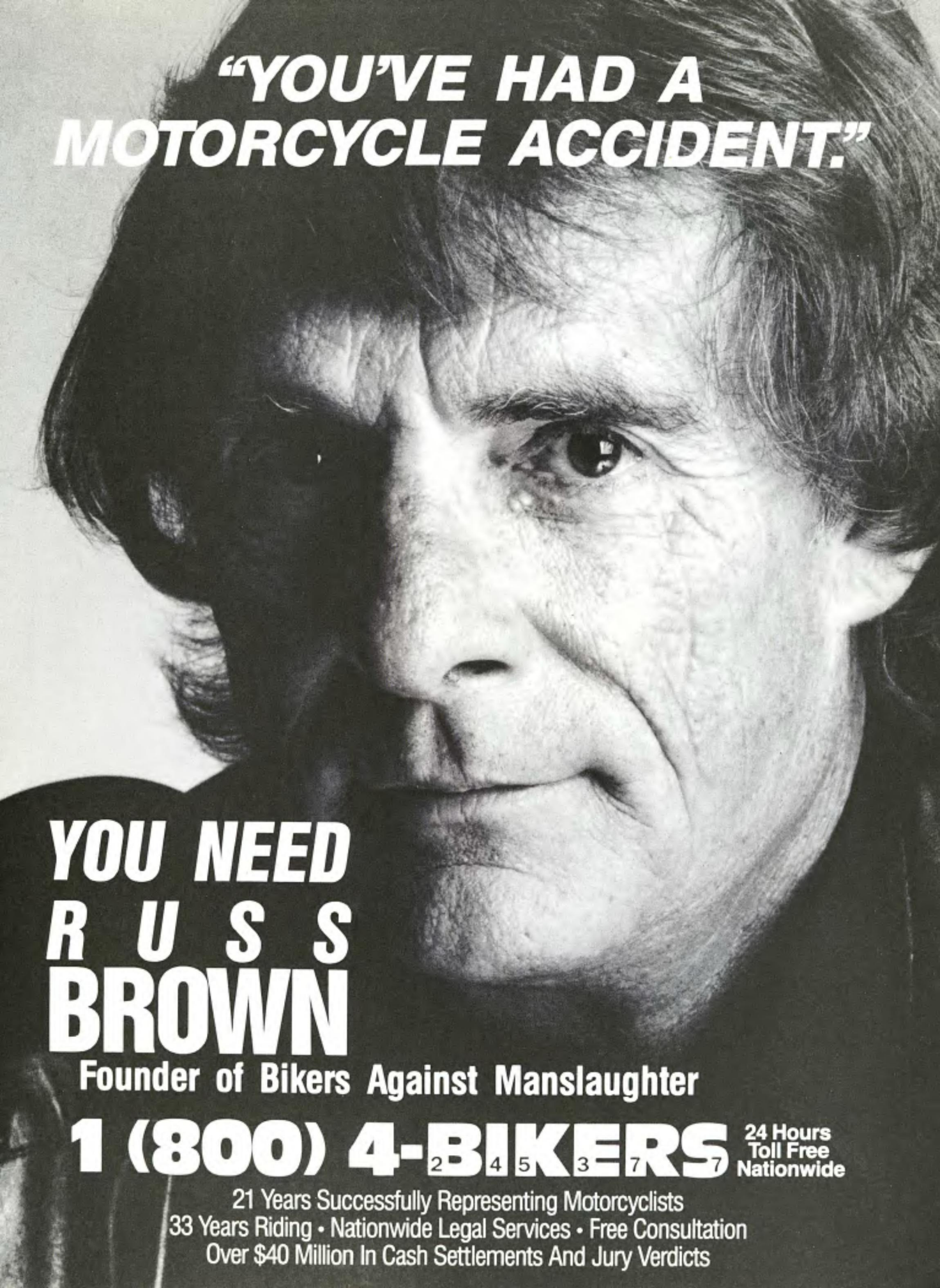
And speaking of over, the schedule for the Rodeo Grand Nationals, October 16-18 in Lancaster, Calif., is shaping up nicely. To complement our down-to-the-wire competition, we will have top-of-the-line entertainment on Friday and Saturday night. We will also be hosting a "Biker Bingo," where our event sponsors will be giving $100 gift certificates to the winner. The games will be held Saturday and Sunday during the Rodeo.

Photo: Chuck Emery

The *Easyriders* headquarter Hotel for the Grand Nationals will be the Antelope Valley Inn. Call (805) 948-4651 for reservations. Be sure to mention you're with the *Easyriders* Rodeo to get the special rate.

See ya there!

—Cathy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News From Around The States And Canada

Illinois: Remember a year ago, when the Tennessee legislature passed a resolution telling the federal government to quit blackmailing the states? This past summer, both Illinois and South Carolina passed similar resolutions, partly under encouragement from state ABATE chapters. Enough Davids like that from the states, and the federal Goliath will go down.

While on the subject: Illinois State Senator Judy Baar-Topinka opposes both federal blackmail and mandatory helmet laws. Remember her name when you see it on the ballot.

West Virginia: As of July 1, 1992, West Virginia riders have to pass a "knowledge and skills" test to get a motorcycle endorsement on their drivers' licenses. Sounds like more Big Brother, but it's actually a result of West Virginia ABATE's efforts to get the state to recognize that "education, not legislation" or helmets is the way to safe biking.

Connecticut: Despite the opposition of Governor Lowell Wicker, the Connecticut legislature voted out the law that makes radar detectors illegal.

Virginia: The legislature repealed the driver's license "points" penalty for people caught with radar detectors.

Pennsylvania: Thomas DeWorken, of the Allegheny County (Pittsburgh area) chapter of ABATE, received a proclamation from County Commissioner Tom Foerster that proclaimed the month of June '92, as "Motorcycle Awareness Month" in Allegheny County.

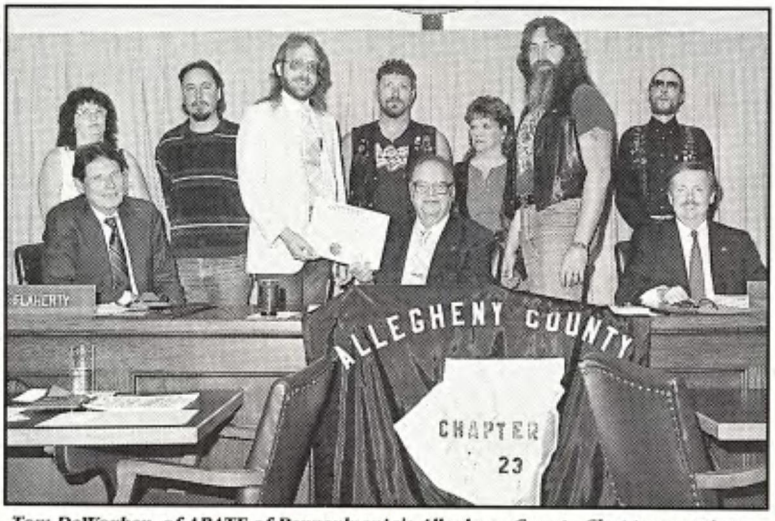

Photo: Binnie, Allegheny County Division of Photography

Tom DeWorken, of ABATE of Pennsylvania's Allegheny County Chapter, receives his proclamation from County Commissioner Tom Foerster.

The proclamation recognized Allegheny ABATE's many, many runs on behalf of muscular dystrophy, the Child Fund, the Central Blood Bank, the Rainbow Kitchen, Children's Hospital, and many more—not to mention the annual "helmet optional" run. In that run, motorcyclists who so choose don't wear helmets, despite the state helmet law, and The Man leaves them alone. Goes to show that ABATE can make friends in political places, friends that can help out in the helmet fight. Good work, Allegheny bros.

Hawaii: In July, we told you how Henry Otani, of Hilo, helped organize a protest against a proposed helmet law. Henry kept up the good work, and reports that attempts to tie helmet exemptions to higher registrations have also gone down. Hawaii rides free for the next legislative year.

Henry reminds that killing the helmet law for a year doesn't stop the work. Bikers in the Islands have to keep at it to get a rider training program and sensible insurance reform. To keep bikers informed, so they can rally quickly when needed, Otani has organized a state-wide list of bikers and biker organizations who can be reached by phone or FAX.

This is an idea whose time has come, and several state ABATE groups are pursuing it. The idea is to get the members of all the bikers' rights organization connected via FAX or computer so that legislative information can be circulated quickly and widely. Note, for example, how often a legislature tries to pass an unpopular law in a late night session. With a statewide communication system, the word can be gotten out and bikers can respond in a hurry.

In the long run, the network could cross state lines and provide an instant response to federal threats to bikers' rights. Think about it for your state.

Canada: Varying the theme of hauling toys to an orphanage or suchlike, Quebec members of the Canadian Bikers Rights Organization took toys to battered women's shelters. In late May, around 5,000 riders on around 4,000 bikes distributed around $60,000 worth of toys to shelters in the Montreal area. Following the toy run, some of the bros had their bikes blessed and sprinkled with holy water, then made a run through Montreal to protest streets being closed to motorcycles. A good day's work from the sound of it.

—Maestro

Preparing To F.I.G.H.T.™

As a professional truism lawyers say, "Preparation wins cases." Sam McCloud, the bikin' lawyer from Minneapolis who reckons to take our F.I.G.H.T.™ to federal court, and on to the Supreme Court if need be, says, "That's right. If you want to win, you need to get everything in place before you start."

Right now, Sam is working with Dr. Jonathan Goldstein to develop statistical evidence that helmets cause deaths. Goldstein, you remember, has already shown that the statistical studies used to justify helmet laws are wrong, virtually without exception (*Easyriders* #217 July 1991). For the F.I.G.H.T.™, Goldstein is taking the numbers a step further to show that helmets do, in fact, injure and kill. Goldstein's numbers will provide Sam with one more piece of preparation for his arguments before a federal judge.

"This F.I.G.H.T." is going to be a tough battle, though," says Sam, "so don't expect a dramatic development every week or even every month. One step at a time, and we'll get there."

—Sharp

Bros Club Member Spotlight
Rudy Alvarez and The Regulators

After a long, hard work week, Rudy Alvarez and his squeeze, along with a few of their Orange County, California, Bros Club bros and sisters fire up their scoots and set out for some serious road stomping and bar stumping. They call themselves "the Regulators"—of Young Guns fame.

Rudy puts in a ton of hours running his Jaguar shop, but come Wednesday nights and weekends, nothing gets between him and the road—except for his '85 FLT. He calls his bike "Frankie," short for Frankenstein, because it was brought back to life from the remains of a wrecked dresser.

As #1 Regulator, Rudy leads his pack down Southern California's finest cruising stretches to some righteous watering holes. Wednesday, Friday, and Saturday nights there's always plenty of pool playing and partying with bros to some good foot-stomping live country music at Orange County's scooter bars, Cook's Corner and La Vida Hot Springs. Sunday's set aside for a great putt out on the made-for-steel-horses Ortega Highway. Taking the highway up around Lake Elsinore, they look down a good 3,000 scenic feet into Perris Canyon, which is surrounded by the San Gabriel Mountains with the famous Mt. Jacinto standing proud less than 50 miles away. After hanging with Bros Club members from all over the state and chasing breakfast grub with a cool one at Lake Elsinore's "The Lookout," it's time to kick on down the road to "Swallows," an old Capistrano bar that's been around since the 1800s.

Photo: Rudy Alvarez

The Bros Club keeps growing strong thanks to the good word (and pics) from brothers like Rudy.

—Clay Dog

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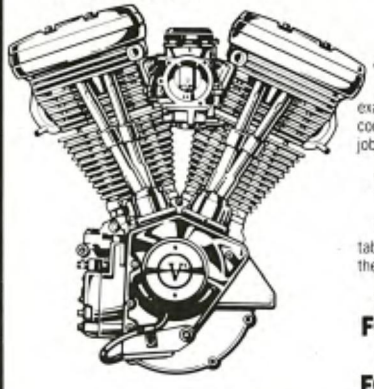

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Changes, additions, and deletions should be sent to: Bikers' Rights, Box 3000, Agoura Hills, CA 91301. Unfortunately, since space is at a premium, we are unable to list every chapter, phone number, and contact.

NATIONAL
American Motorcyclist Association (AMA)
Box 6114
Westerville, OH 43081-6114
(614) 891-2425

Bikers Against Manslaughter (BAM)
5455 Wilshire Blvd. #1600
Los Angeles, CA 90036
(800) 424-5377

Motorcycle Riders Foundation (MRF)
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Washington, DC 20013-1808
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ABATE Of Alaska Anchorage Chapter
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Anchorage 99517-2213
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ABATE Of Alaska Tanana Valley Chapter
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Casa Grande 85221
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Connecticut Motorcycle Riders Association
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Kapaa, Kauai 96746

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Blackfoot 83221
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Idaho Coalition For Motorcycle Safety
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Cranston 02910

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Concerned Bikers Association State Office
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Lexington 29072

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Box 742
Sturgis 57785
(605) 335-8772

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(703) 780-4948

ABATE of Virginia Old Dominion Chapter
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Fairfax 22030
(703) 591-6215

WASHINGTON
Motorcycle Safety Association Of Washington
Box 622
Omak 98841
(509) 826-5068

ABATE Of Washington Skagitt Valley Chapter
Box 2101
Mt. Vernon 98257

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Concerned Bikers Of West Virginia
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Morgantown 26505

ABATE Of West Virginia State Office
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Princeton 24740
(304) 425-0769

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ABATE Of Wisconsin
Box 25369
Milwaukee 53225
(414) 367-1188

ABATE Of Wisconsin
Box 466
Hartland 53029
(414) 367-1188

WYOMING
ABATE Of Central Wyoming Box 475 Mills 82644

ABATE Of Wyoming
4011 E 13th St.
Cheyenne 82001
(307) 577-5638

CANADA
British Columbia Coalition Of Motorcyclists
#202 - 14888 104th Ave.
Surrey, B.C. V3R 1M1
(604) 582-0165

Bikers' Rights Organization Of Nova Scotia
18 Russell St.
Dartmouth
(902) 897-9968

ABATE Of Ontario
Box 65, Station "D"
Scarborough M1R 4Y7

Bikers' Rights Organization Of Quebec
Box 426
Lachine Quebec H8S 4G2
(514) 654-0756

SHORT STROKES

As I'm typing this, Pat Kennedy is putting the final touches on my new sled. I'm leaving for Sturgis in a few days. Life couldn't get much better—unless the economy would improve and this election campaign bullshit would be over. Don't forget to vote. My platform would be to build motorcycle-only lanes on all highways ....**Grateful Dead lead man, Jerry Garcia,** is putting his art on ties for the business suit types. It's the eight-piece J.Garcia collection....**In Sacramento, Calif., Sen. Marian Bergeson** (R-Newport Beach) introduced a bill that would allow individual cities to pass helmet laws for bicyclists. It didn't pass the Senate or Assembly, wonder why? California Assemblyman Steve Peace (D-Chula Vista) said,"The reality is life has some risks." Where was he when the helmet law came through?...**Some riders pack security** in one form or another, but Darrell Norder's protection follows his bike in a trailer. Tina, Lacy, and Sheeba are his Dobermans and they ride behind his dresser in their home on the road... **Hang on for this:** A recent study by the Western Insurance Industry Service estimated that up to 25% of the 570,000 accidents it surveyed were staged....**The AIDS crisis has spawned** something called the Dick Club, a gimmick started by a Pittsburgh-based advertising specialty company. They are marketing T-shirts that state, "See Dick with an erection. See Dick with no protection. See Dick with an infection. Don't Be A Dick!" Their target market is kids....**R.V. Texter, from Lancaster (Calif.) H-D,** Inc., told us about seven-year-old Craig Shergold, who is fighting a battle with a brain tumor and has little time to live. Craig has made a wish to the Children's Wish Foundation to have an entry in the *Guinness Book Of World Records* for the largest number of business cards ever received by an individual. Here's his address: Craig Shergold, c/o Children's Wish Foundation, 322 Perimeter Center East, Atlanta, GA 30346....**Here's a good one:** Ross Perot pulled out out of the race and soon after one of his supporters sued him for breaking his promise to run for President. An interesting concept....**From the growing Democratic front,** big Al Gore wrote a book-long advertisement for himself that Houghton-Mifflin published under the title, *Earth In Balance: Ecology and the Human Spirit.* In the book, Gore says the country should set a "strategic goal of completely eliminating the internal combustion engine over, say, a 25-year period." You're right, it's not funny....**But I'm gonna have a blast next week.** To hell with the laws, we're sworn to fun. —Bandit

Presenting this month's

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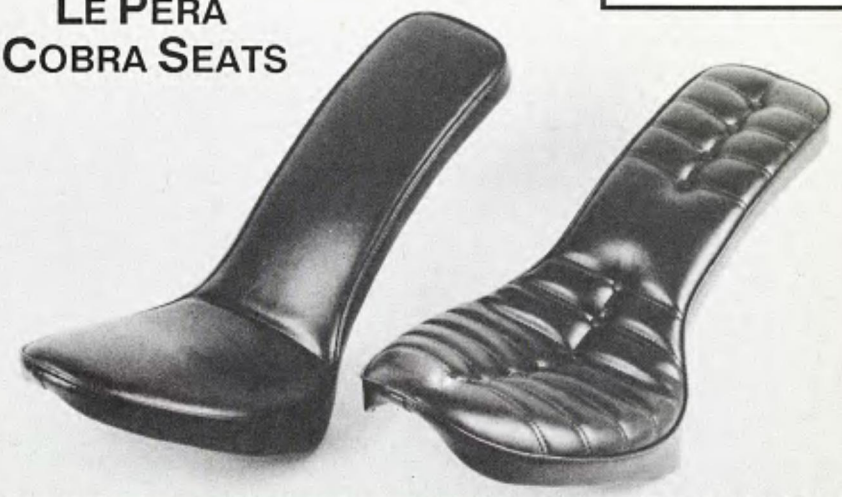

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PASSIN' GAS

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

"Is this goodbye, Jerry?"

"This isn't a radar gun, it sniffs out doughnut shops!"

The biker was so fixated on female breasts that he decided to seek professional help. The first test the psychiatrist performed was one of simple word association.

"Just say the first word that comes to mind," instructed the doctor. "Oranges."

"Tits," said the biker.

"Plums."

"Small tits."

"Grapefruits."

"Great big tits."

"Windshield wipers."

"Yeah, more tits!"

"Now, hang on a second," interrupted the psychiatrist. "I can see oranges reminding you of breasts. Plums and grapefruits too, if you're stretching it. But windshield wipers?"

"Sure," explained the bro, "first this one, then that one..."

Mark
Hotel California

Rumor has it that John Deere has come out with a new tractor that has no seat and no steering wheel.

It's for farmers who've lost their asses and don't know where to turn.

Gary Bonnett
Torrance, Calif.

The judge glowered at the haggard burglar and said, "Then you admit breaking into the clothing store?"

"Yes, your honor."

"And why was that?"

"Because my wife wanted a dress, your honor."

The judge consulted his records. "But it says here you broke into that same clothing shop four nights in a row!"

"Yes, sir. See, she made me exchange it three times."

Glasscutter
Locked Down

After Hardluck Hank was nabbed for a bank robbery, he was convicted and sent to prison. The loot from the heist, however, was never recovered.

In his first letter to his ol' lady, Hardluck Hank wrote advising that whatever she did, not to till up the garden plot this year, and not to plant anything until he gave her the word.

The prison censors and the warden got a big kick out of that, and laughed aloud at how stupid this new convict was for putting that information in a letter. Immediately the feds were dispatched to get a warrant, and they dug up the entire garden, from one end to the other. But they didn't find anything.

Of course, Hardluck Hank's ol' lady wrote him immediately to let him know what had happened. She soon received this answer from him: "Okay, honey, *now* you can plant the garden."

Scott Hosier
Doylestown, Pa.

On the day before her 12th baby was due, Mrs. Tweedler told her husband over dinner, "I've had it—you men always want more and more children, so we women have fixed it. Last Sunday we all went to church and prayed to the saints to make the fathers share the pain of childbirth—and from the way the candles flared up, we know the saints were listening."

Her husband just laughed it off and told her she was full of shit.

Late that night, Mrs. Tweedler began to feel her first labor pains. Smugly her husband touched his stomach; he felt nothing, not even the least twinge. Then, suddenly, from out on the street came a terrible scream, and he rushed to the window.

It was the biker next door, clutching his belly and rolling on the sidewalk in agony.

Kippy
Crescent City, Calif.

"Nurse! I think this bed is free!"

"Dammit, Jane, do you have to bathe in the river?"

What's the difference between secretaries and ol' ladies?

Secretaries get a little behind at work. Ol' ladies get a big one at home.

Al Troxler
Greensboro, N.C.

Medic at dispensary: "What's that on your shoulder, soldier?"

GI: "A birthmark, sir."

Medic: "Hmm. How long have you had it?"

Buzz
The Pit

"Harold, sometimes you're such a boob."

Why is Vice President Dan Quayle in such demand as a speaker?

Because everyone loves to hear the real inside dope.

Wagonmaster
Trailhead

A biker widow was dating again at the age of 62. One night she was sitting outside the bar on her date's dresser, when all of a sudden the old graybeard reached over, patted her leg, and said, "Now I suppose you're gonna tell me I can look, but don't touch."

"Honey," she said, "at my age you can touch—but don't look."

Red
Springfield, Mo.

"When my ol' man climaxes, the biker's ol' lady sniveled to the marriage counselor, "his reaction always includes an ear-shattering yell."

"All things considered," commented the counselor, "I'd think that might be a source of some satisfaction for you."

"Oh, it would be," she said, "if it just didn't wake me up."

Joey
Motel Hell

General Norman Schwarzkopf was viewing the battlefield in the aftermath of Desert Storm when he kicked something in the sand. Upon closer inspection, he noticed it was a lamp, and he began to rub it. Out popped a genie who offered Stormin' Norman one wish.

General Schwarzkopf pulled out a map of the Middle East and said, "I would like to have peace for this entire region."

"Sorry," the genie replied, "that's fuckin' impossible."

Schwarzkopf sighed, folded the map, and began to walk away. "Hey, wait a minute," the genie called. "You can still have a wish."

The general thought for a moment, then said, "Okay, I'd like to see the Chicago Cubs win the World Series."

"Hmm," the genie pondered, "let me see that map again."

Lucky Larry
Gold Coast

"As parades go, this ain't the best one I've ever seen."

How many college football players does it take to change a light bulb?

Only one, but he gets four credits.

Fast Eddie
West Coast

When will a lawyer pick up a check?

When it's made out to him.

Bosco
Down South

How is marriage like divorce? They both begin when a man finds a woman who really understands him.

The Midget
The Colony

What do Michael Jackson and a Honda have in common?

Plastic parts.

E.S. Mills
Crescent City, Calif.

The pilot and co-pilot of a transcontinental flight were in the cockpit when the co-pilot noticed one of the four jet engines catching fire. "Gee, Frank, how are we gonna cope with this?" he asked nervously.

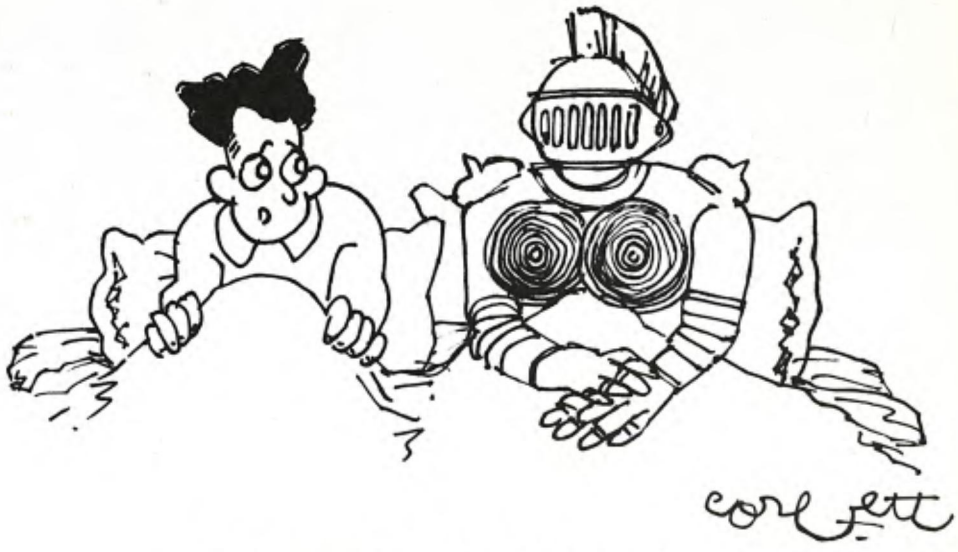
"No problem. Listen." The pilot picked up the microphone and announced, "Attention all passengers: this flight will be 20 minutes late."

Ten minutes later, engine number two quit, and the pilot announced, "Attention all passengers: this flight will be 45 minutes late."

Pretty soon engine number three conked out. "Attention all passengers: we will now be an hour-and-a-half late."

Two politicians in first class looked at each other, and one said, "Shit, if that last engine dies, we'll be up here all day."

Rube
Countin'



"Um, Wanda, I really think we should talk about our sex life."

TECH TIP

MAKE IT BLACK

Custom Upholstery By Bob Le Pera

When it came time to throw a saddle together for Bandit's project putt, he went straight to the king. Bob Le Pera's been shaping, stretching, cutting, tucking, pop riveting, and designing custom upholstery for over 30 years. His family-run business, Le Pera Enterprises, Inc., not only handles custom work but also manufactures Harley seats distributed worldwide through Custom Chrome, Drag Specialties, Chrome Specialties, Nempco, Mid-West, Mid-USA, Jammer, Zodiac in Europe, Cassons in Australia, and Moto Van in Canada. And although Bob's reputation has earned him a whole slew of celeb clientele, from Hulk Hogan and Tom Cruise to Mickey Rourke and Bruce Springsteen, the project he's been chompin' the bit for is the one he finally sunk his teeth into—Bandit's bike.

When Kennedys Custom Harley-Davidsons (Pat Kennedy designed and built the seat base) sent the seat base plate to Bob, he asked Bandit what he was after. Thinking he was gonna get an hour-and-a-half lecture about this incredible wonder scoot and all the intricate needs for some revolutionary seat design, Bob was caught flat-footed when Bandit simply said, "Black." Bob responded, "Okie-dokie." 'Course, it's only fair to mention that Bandit had already sent Bob an artist's rendering of his scoot, including the seat. The problem was that the angles of the frame to fender on the actual bike were too tight to accomodate the seat design in the drawing. The other problem was the fact that the bike's frame had been offset to accomodate a belt drive, which meant that the seat base plate ended up 1-1/2 inches half wider on one side. So, as Bob had done many times before when confronted with this type of dilemma, he consulted his company's design department whiz kid, who also happens to be his son—Bob Jr.

Bob told his kid they needed to come up with something "low and zoomy," but with enough lift to fill the fender-to-frame angle, and at the same time something capable of absorbing (hiding) 1-1/2-inch width variance. Bob Jr. knew that the top of the seat would have to end up perfectly centered on the bike, so he'd have to target the bottom portion to compensate for the offset. After disappearing into a pile of foam with a carving knife, Junior returned, tossing around a foam configuration with the aerodynamic fins, curves, and recesses of an advanced fighter jet. Bob looked at his kid's creation, scratched his head, and mumbled to himself, "How in the Hell did he do that?" With prototype in hand, it was time to call out the rag's writer and photog to cover the actual assembly.

The process began with a hot cup of Joe served by a drop-dead gorgeous young receptionist. The seat building procedure was off to a good start. Bob and his son began with a rough premolded foam pad for a full-sized FXST with a similar (tight) fender to frame angle (1). They marked the dimensions on the polyurethane pad and used a foam cutter to trim it down to fit the custom base plate (2). Bob took a file to

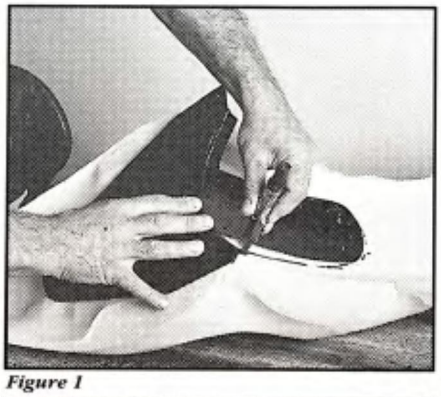
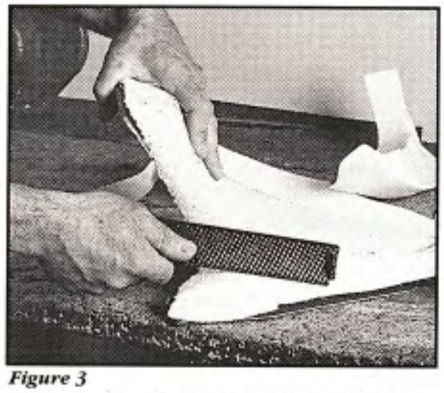


Figure 1



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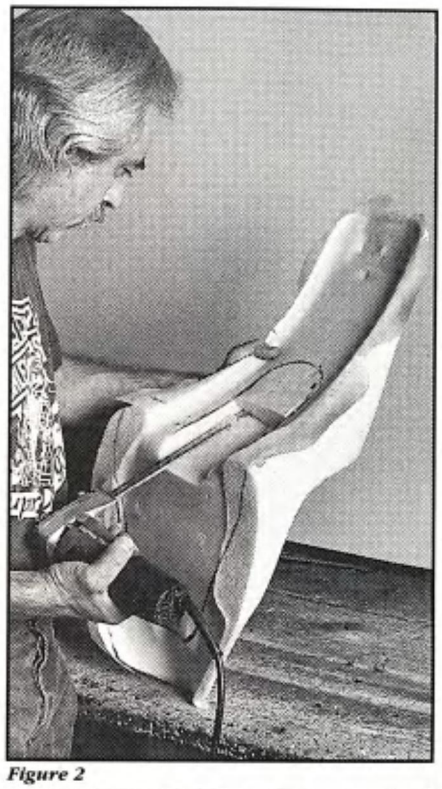

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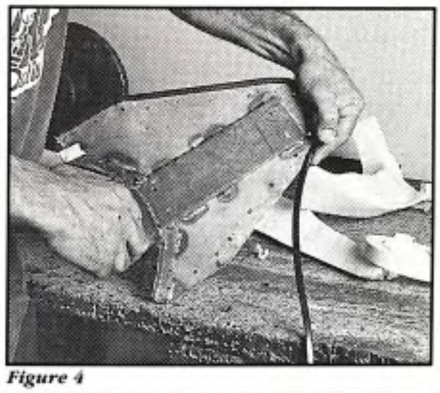


Figure 4

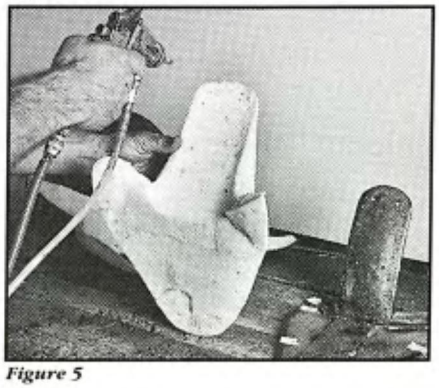


Figure 5

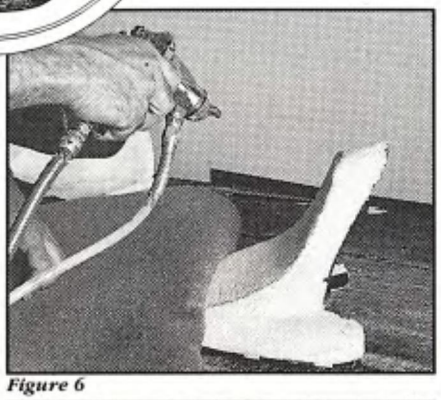
it to insure a smooth surface for the next phase (3). He also put a vinyl edging around the sharp metal base plate to prevent it from cutting the eventual cover (4). Then Bob took a glue gun to the top of the base plate and the bottom of the pad and sealed them together (5). He glued a 1/4-inch poly foam to the pad for additional comfort, then cut away the excess (6).

Referring back to their prototype's sleek floating design, Bob decided to accentuate the sleekness by running a basket weave along the top of the seat, giving the smoother material the appearance of melting into the fender and frame. The basket weave portion will also be perfectly centered with the bike, which will help further resolve the offset problem. (But, right about now, the writer has to take care of his problem in the john and hit on that good-looking secretary just one more time.) Not making any real headway with the knockout "coffee server," there wasn't much else to do but see if Bob and the photog were set up for the next phase. Almost. Damn—couldn't even get her name. Shoulda brushed my teeth.

After pinning the basket weave over the pad (7), Bob marked it according to his design (8). The smoother material was then lined up and marked according to the pattern. Bob sewed the basket weave center piece to the outer smooth material, mindful not to include one of his fingers (9). He pulled the finished cover tight over the seat and pop-riveted it to the bottom of the base plate—after drilling the necessary holes (10). When he pulled the material tight around the "fins," he double and triple checked to make sure there were no wrinkles before his final rivets (11). To protect the paint, he glued a felt pad to the seat bottom.

Bob Jr. walked over to scope out the finished product from his original foam prototype. "Bitchin', Dad," Junior said. Now let's just hope Bandit agrees. And if he doesn't, next time we'll just write about the bombshell babe who serves the hot java. Ooops—just found out she's Bob's daughter. Hey, chill, bro!

—Clay Dog



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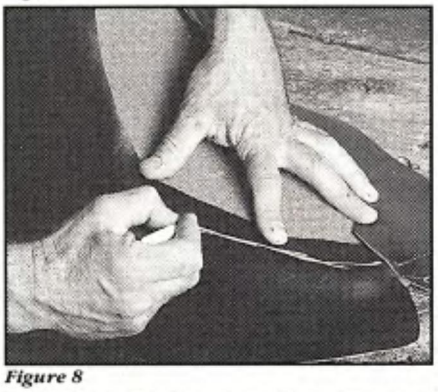
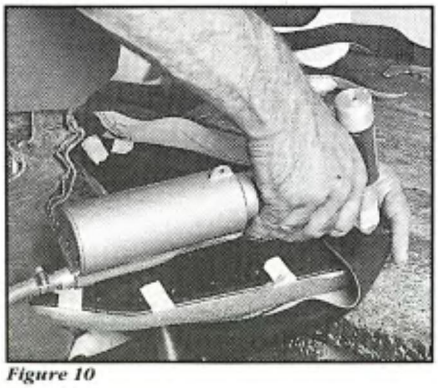


Figure 8

Figure 9



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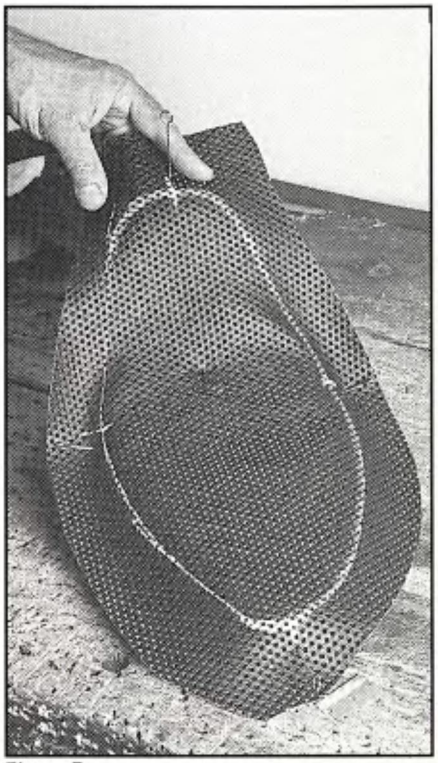


Figure 7

Figure 11

Photos: Markus Cuff

SEAT GUIDE

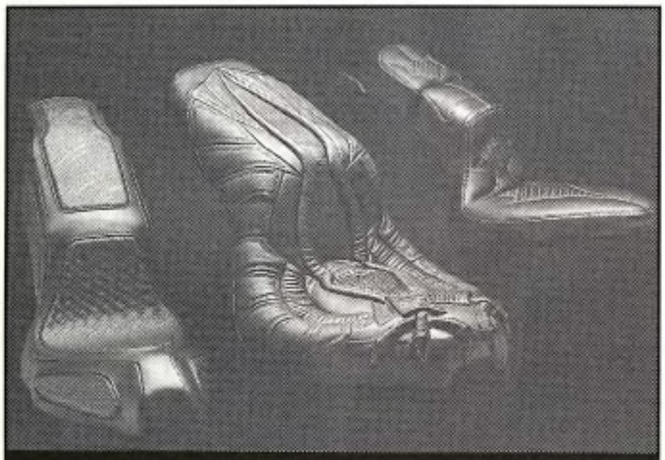
One Size Doesn't Fit All

When I was first given the task of checking out what custom seats were available, I thought it would be an easy assignment. I figured there'd be a dozen or so. Wrong! I sorted out the top manufacturers from hundreds of shops and companies that make seats. These are some of the best, not only because of quality, but because they are available almost everywhere. All the seats are handmade, so there are slight variations from one seat to the next. Most are available with optional colors or designs. The main differences between makes are the types and styles of base plates and the kinds of material used for the padding, design, and cover.

Another important consideration is how a seat can change the feel of the bike. Sitting lower, forward, or back a few inches can make a dramatic change in feel, control, and comfort.

Prices range from around $79 to $3000.

—Keith Ruxton



Rude Leather, Box 340026 Sacramento, CA 95834
(916) 925-2002

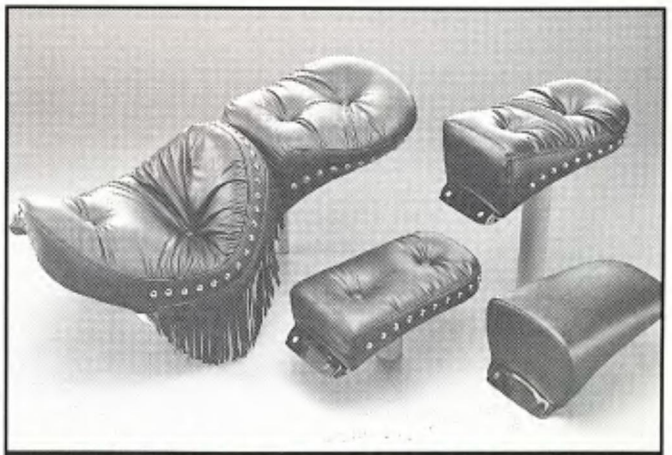
All seats are handcrafted in leather on fiberglass seat pans. High-density foam, hidden mounting hardware, and felt backing are standard features. Perforated panels for long trips or any of six top-grain or exotic skins for styling are available—including snake and lizard. Rude Leather also makes one-of-a-kind seats to custom specifications (in a variety of materials and exotic leathers) by appointment.

DG Enterprises, 625 3rd St., Clovis, CA 93612
(209) 299-1000

Over 70 styles available, ranging from low-profile to humpback, and from pillow-style to sleek-looking, jet-style seats. All Danny Gray seats are handmade, using American-made materials. They're double-stitched for durability and a high-quality look and have high-tech, no-rust base plates. These seats and many more styles are available from Arlen Ness. (See ad) Custom, one-of-a-kind seats available by appointment.

Mile Corbin 1145 Commercial Pkwy., Castroville, CA 95012
(800) 538-7035 /(408) 633-2500

This seat builder has come up with a component system for Softails. It features a mix-and-match assortment of seats for drivers and passengers in naugahyde, leather, plain, scalloped, or colored welting. The original "Gunfighter" design still exists, but has also evolved into the "Gunfighter & Lady" and "Widowmaker" styles. Also available are passenger backrest pads, driver backrests (removable), and tank straps. Call to get their latest catalog.



Le Pera Enterprises Inc., 8207 Lankershim Blvd.,
North Hollywood, CA 91605, (818) 767-5110

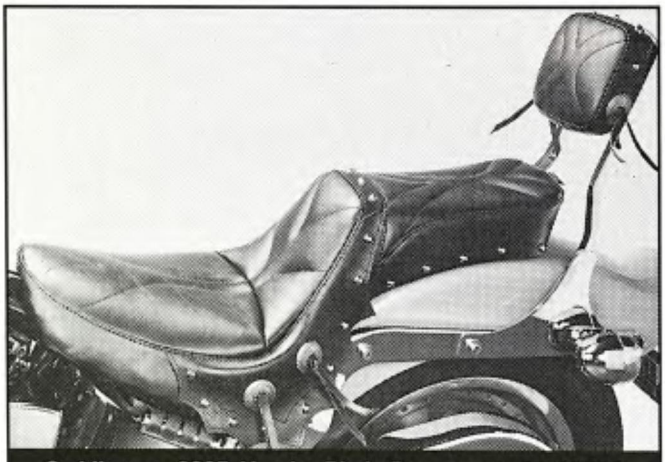
Bob has over 30 years of experience in custom upholstery. He features a full line of aftermarket seats for most H-D models. Seats are made from 16-gauge, powdercoated steel base plates, one-piece molded foam, premium grade Naugahyde or genuine leather, and have carpeted bottoms to protect your paint. Also makes one-of-a-kind seats to custom specifications (in a variety of materials and exotic leathers) by appointment.

Fat Boy® Seat

This two-piece seat has a pigskin-style panel, laced leather accents, and comes with the necessary mounting hardware for installation on any Softail model. Also new to the '92 H-D line, the Sportster Deluxe Seat (not shown) will add both comfort and style to your bike. Designed for the 1992 XL 883 Deluxe, it has the Sportster logo embossed in to the material. Seats for all Harley-Davidson models are available at your local dealer.

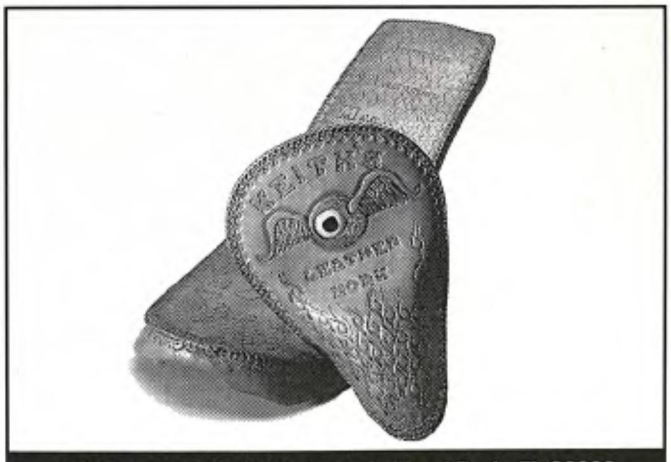
Mustang Products, Al Simmons Co., Inc., Town Hill Rd. Terryville, CT 06786, (203) 582-9633 (800) 243-1392

Mustang is in its 12th year of building bike seats. They feature die-formed, 16 gauge, rust-proofed steel base plates with protected edges, double-stitched seams for strength, controlled density polyurethane foam, and chrome-plated rear mounts. One-year warranty on materials and workmanship. Nostalgics, Pillow Seats, Fastbacks, Double Touring, Prince, Baron, and Cobra are names of the basic models. They all have options and accessories too numerous to list.



Saddleman, 6325 Alondra Blvd., Paramount, CA 90723 (310) 630-4522 CA (800) 397-7709

Known for dresser seats, Saddleman has recently expanded its line to include a wide range of styles and materials, including leather, multi-ply Marine grade vinyl, and weatherproof velour. A variety of colors and stitch patterns are available. The velour material was tested in the dirt at the *Easyriders* Rodeos, and was found to be as tough (or tougher) than most other cover materials.



Keith's, 3565 NW 10th Ave., Oakland Park, FL 33309 (305) 563-2966

This company creates One-of-a-kind custom seats only. There is no production line. Every seat is made to customer specifications—from handcarved and laced horse saddle leather to soft leather and exotic skins (or any type of material in almost any color to match or contrast with your paint job). Keith's also modifies stock seats for special applications.

HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Sammy Roth

Montreal, Canada/Los Angeles, California

As the six-plane Missing Man Formation flew over the gathering at Van Nuys [California] Airport last July 5, a lone Twin Turbo Senaca Cessna pulled its flaps toward the sun and peeled away from the group, signifying an eagle soaring alone and commemorating the last flight for Sammy Roth.

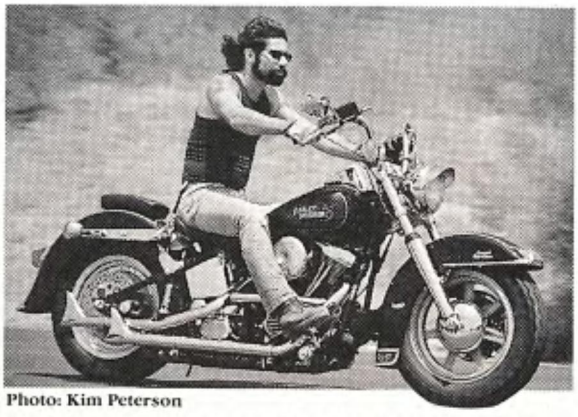


Photo: Kim Peterson

Sammy packed more excitement into his 37 years than most people twice his age. Born in Israel, he grew up in Montreal and raised hell in L.A. He also built some mighty fine bikes in his shop, Sammy's Cycles, located right across from Van Nuys Airport, where he pursued his love of flying.

Clean and sober before it was cool, Sammy never let race, religion, or money get in the way of enjoying people. He always had a joke, smile, and helping hand for those who were down. You've seen his bikes on these pages and his mug in our products catalog.

Sammy got his ticket punched while flying a home-built stunt biplane in thick fog near Simi Valley, Calif. He went down with Julia Chandler, 33, also an experienced licensed pilot.

More than 540 bikes and nearly a thousand friends came by to pay their respects. Rest in peace, bro.

—Kim

Paul Matyka

Bristol, Connecticut

Paul Matyka of Riverside Cycle in Bristol, Connecticut, just became the fastest man in the world on a naturally aspirated, gas-carbureted Harley-Davidson.

Photo: Mustang Products

His new quarter-mile record of 8.71 seconds (151 mph) was set on June 21, 1992 at the East Coast Racing Association's (ECRA) Motorcycle Festival drag races in Atco, New Jersey.

Sponsored by Mustang Motorcycle Products and Barnett Clutch, Paul has been racing his motorcycle for four seasons and owes much of his success to his diligent and dedicated crew, consisting of his wife, Dee, and friends, Joe and Linda Coverty. During the winter, Paul built his new 140-cubic inch, dual-carb engine at his shop.

When he's not out setting records, Paul can be seen riding around beautiful Bristol on his 1977 FLH.

These days Paul is working on an even faster motorcycle in the hopes of breaking his own world record.

—Road Runner

Shack O' Shame

Ralph Martin

Albany, New York

Although Ralph Martin acknowledges, in a recent column in the Albany, N.Y., *Times Union*, that "some motorists don't like bikers, or joggers, or walkers. They swerve toward them, tease them, harass them," he nonetheless is convinced it is the latter group that should disappear from the roads.

" ... is there enough room for cars, trucks, and motorcycles on the highways...?" he wonders, providing (of course) his own answer: "I don't think so ..., the way many riders carry on, the rudeness, the speeds (of the bikers), the noise (of the pipes), the danger."

If ignorance is bliss, Martin must be a very happy man. In his world cages rule, and everyone else should get the off the road. In addition, he recognizes that "... the motorcyclist is no match for the motorist. In most crashes, you know who's going to come out the loser. Helmets may help, but not that much, and there are even some yo-yos who object to being told to wear them."

Maybe Martin should wear a helmet to keep what little is left of his brain from oozing through his bald pate.

—Red Baron

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WHAT'S HAPPENIN'

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

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.

Arizona

4TH ANNUAL ALL-HARLEY SWAP MEET—October 18 at Bob's Cycle Supply in Phoenix. Bikes, babes, beer, music, and fun. Admission is $2, vendor spots $25. For more info call: (602) 437-0829.

California

HATHAWAY CHILDREN'S BENEFIT POKER RUN—October 11 at Rick's, 7040 Van Nuys Blvd. in Van Nuys. Sign in: 9 a.m.-11:30 a.m. Sponsored by Southern California Harley Riders Association. Entry fee: new children's clothing or shoes. For more info call: (818) 992-4234.

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.

19TH ANNUAL VAMPIRE RUN BENEFIT BLOOD DRIVE—October 11 in Millbrae. Trike raffle, food, and entertainment. For info call: (415) 871-1503 or (415) 579-4725.

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.

3RD ANNUAL J&P PROMOTIONS ALL-HARLEY DRAGS—October 31-Nov. 1 at the L.A. County Raceway in Palmdale. AHDRA Western Regional finals, J&P parts extravaganza, ride-in bike show. For more info call: (319) 462-6011.

LOVE RIDE 9—November 8. This 100-mile scenic ride starts at Harley-Davidson of Glendale, 3717 San Fernando Rd., and continues on to Lake Piru in Ventura. Registration begins at 8 a.m. Parade of bikes starts at 10 a.m. Picnic at noon. Concert, shows, demonstrations, auctions, noon-5p.m. This benefit is to support the Muscular Dystrophy Association's fight against 40 neuromuscular diseases. For more info call: (818) 986-1793.

Colorado

5TH ANNUAL HIGH COUNTRY TOY RUN—October 18. For more info call: (719) 633-5392

Florida

12TH ANNUAL SPOOKS 'N' SCOOTS WEEKEND—October 9-11 at the Sertoma Youth Ranch in Brooksville. Camping, live bands, games, tattoo show, food, drink, and vendors. For more info write: Box 21231, Tampa, FL, 33622-1231.

5TH ANNUAL POKER PUTT—October 11. For each can of food donated, you'll receive a free door prize ticket. First bike out at 10 a.m. For more info call: (305) 791-8486 or (305) 583-6659.

FREE PIG ROAST—3rd Saturday of every month, at the Vanishing Point Bar in Tampa. For more info write: Vanishing Point Bar, 4202 West Cayuga St., Tampa, FL 33614.

FREE BIKER BBQ—1st Sunday of every month at the Foxhead Lounge on Rt. 415 in Osteen. For more info call: Glen or Pat at (407) 321-2399.

FREE BBQ—4th Sunday of every month at the Squeeze In Pub, located south of Daytona on U.S. 1 and Port Orange. For more info call: (904) 760-2564.

Georgia

SOUTH EASTERN REGIONAL SEMINAR—November 20-22 at the Sheraton Resort and Country Club on Wilmington Island in Savannah. For more info call: (912) 966-5819.

TOYS FOR TOTS–November 22. For more info call: (912) 966-5819.

Illinois

11TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—October 18 at the Will County Fairgrounds in Peotone. For more info call: (319) 462-6011.

Kentucky

NORTH AMERICAN ALL-HARLEY DRAG FINALS—October 3-4 at the Beech Bend Raceway park in Beechmont. For more info call: (708) 250-0838.

Michigan

MOTORCYCLE SWAP MEET—October 18 at Wings Stadium in Kalamazoo. Hours are from 11 a.m.-5 p.m. For more info call: (616) 668-2175.

New Jersey

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.

10TH ANNUAL TOY RUN—October 18 at Jamesway Shopping Center in Hammonton. Sign-in will be from 9 a.m.-11:30 a.m. For more info call: (609) 567-1113 or (609) 691-0035.

North Carolina

HALLOWEEN COSTUME PARTY—October 31 in Enochville. For more info call: (704) 938-9078.

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

Oklahoma

3RD ANNUAL MOTORCYCLE DRAGS—October 3-4 at the Clyde Burke Rodeo Arena in Comanche. Field events, games, fun for the entire family. For more info call: (405) 353-4498 or (405) 252-6418.

Pennsylvania

CUSTOMER APPRECIATION FALL FOLIAGE RIDE—October 18 at Blocker Enterprises in Parryville. Huge party to follow at Pocono Mountains ski area. Complimentary food and beverage, chair lift rides, live music, prizes, and more. For more info call: (215) 377-0440.

South Dakota

SWAP MEET AND MOTORCYCLE SHOW–October 31-November 1 at the Ramkota Inn Exhibit Hall in Sioux Falls. Tattoo contest, dance, vendors, show bikes, and more. For more info call: (605) 334-2721.

Texas

8TH ANNUAL HARLEY-DAVIDSON FALL RALLY AND AMA RACES—October 18 at the Devil's Bowl Speedway in Dallas. Swap meet, bike show, field meet, and races. Gates open at 9 a.m. Races begin at 2 p.m. For more information call: (214) 216-5520.

5TH ANNUAL BIKE SHOW—November 14 at Mansfield Park in Bandera. Vendors welcome. For more info call: (512) 896-8645 or (512) 995-3025.

Washington

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

TEDDY BEAR RUN—November 22. Sponsored by the Vancouver H.O.G. Chapter. For more info call: (206) 357-4170.

TOY RUN—December 19. Sponsored by Skagit Valley Chapter ABATE of Washington. For more info call: (206) 357-4170.

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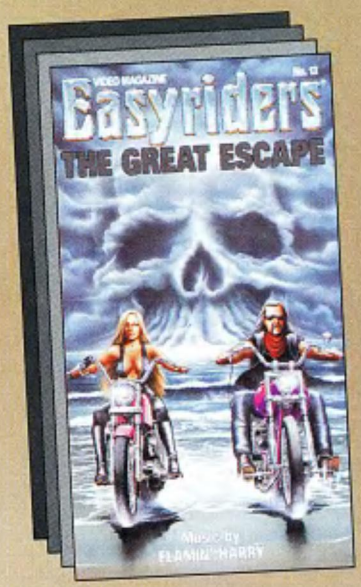

Easyriders

Meet me in the shower...

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Just complete the entry blank below or fill out a 3" x 5" postcard and mail it in by October 16, 1992 or register at any of the three *Easyriders* Motorcycle Rodeos at Chillicothe, OH, Vallejo, CA or Lancaster, CA. If you reside in Los Angeles, you can pick up your entry blanks at the *Easyriders* Store in Hollywood.

Offer good through October 16, 1992. The Grand Prize and 1st Prize winners will be drawn by the Regulators at the Grand Nationals in Lancaster, California on October 18, 1992.

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1. Use the below coupon or use a 3" x 5" postcard. Mail your entry to The Regulators, Box 1050, Agoura Hills, CA 91376. Entry blanks must be legible and completed in full to be valid. All entries must be received by October 16, 1992. Not responsible for lost, misdirected, mutilated or late mail. LIMITED TO ONE ENTRY PER HOUSEHOLD. NO PURCHASE NECESSARY TO ENTER.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes are permitted. You may win one of a total of 53 prizes - 1 Grand Prize, 2 First Prizes and 50 Runner-ups Prizes.

3. Winners will be selected by random drawing from all entries received by October 16, 1992. If winner is not in attendance, the winner will be notified by mail within 90 days of the drawing. In the event that all prizes are not claimed, which is likely, random drawings will be held from among the entries receive to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

4. Contest is open to all residents of the U.S. age 18 and over, except employees of PGD Distribution, Polygram Label Group, Paisano Publications, and Teresi, Inc. and their families, its affiliated companies and advertising and promotion agencies. Contest is void outside the U.S. (except APO/FPO addresses, and where ever prohibited or restricted by law). ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, ARE THE RESPONSIBILITY OF THE WINNERS INCLUDING USE TAX, REGISTRATION FEE, AND ANY OTHER TAXES OR FEES APPLICABLE.

5. Winners may be required to execute an Affidavit of eligibility, release and indemnification. All entries received become the property of PGD Distribution and Polygram Label Group. Winners grant PGD Distribution, Polygram Label Group, Paisano Publications, Inc., and Teresi Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

WIN • WIN • WIN • WIN A HARLEY SWEEPSTAKES • WIN • WIN • WIN

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List your 3 favorite bands: _____

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Mail to: **THE REGULATORS**, P. O. Box 1050, Agoura Hills, CA 91376-1050

WIN • WIN • WIN • WIN A HARLEY SWEEPSTAKES • WIN • WIN • WIN

MODEL HISTORY OF THE WORLD'S BEST

Harley-Davidson 90th Birthday Is Just Around The Corner

Harley-Davidson of Milwaukee, Wisconsin—not just America's oldest motorcycle company, but the oldest in the world. Other marques began as early, but died on the market trail or lost themselves in amalgamations that robbed them of their identity. Of the original turn-of-the-century bunch who set out to put the world on two wheels, only Harley-Davidson survives.

Officially, the company dates itself from 1903, but the story really begins in 1901 with William S. Harley and Arthur Davidson trying to build an engine for a bicycle. Arthur's brother, Walter, a railroad machinist, joined them in 1902, shortly followed by yet another brother, William A. Davidson. By late 1902, they had an engine that ran well enough by the standards of the day, so they designed a "loop" frame to go with it and got ready to build motorcycles.

Noting that the "kids" were playing with gasoline down in the basement, the Davidson father, William C., built them a nice 10-foot x 15-foot "factory" in the backyard. Harley and the Davidson brothers painted *Harley-Davidson Motor Co.* on the door and spent most of 1903 putting three prototypes together. In December, they sold the first one. After that, they kept on building.

Harley-Davidson raced against the best in the early days, went to war in 1917, survived and made progress during the Great Depression, went back in uniform in '42, and made Glide forks as much a part of the '50s as tailfin cars. The success or failure of a family business can sometimes turn on a dime, though, and in 1965 they had to "go public" to raise money. That opened the door to a friendly take-over by American Machine and Foundry in 1969, a take-over that provided a new factory in York, Pennsylvania, but which also diluted the H-D name with a line of low-displacement bikes of foreign extraction.

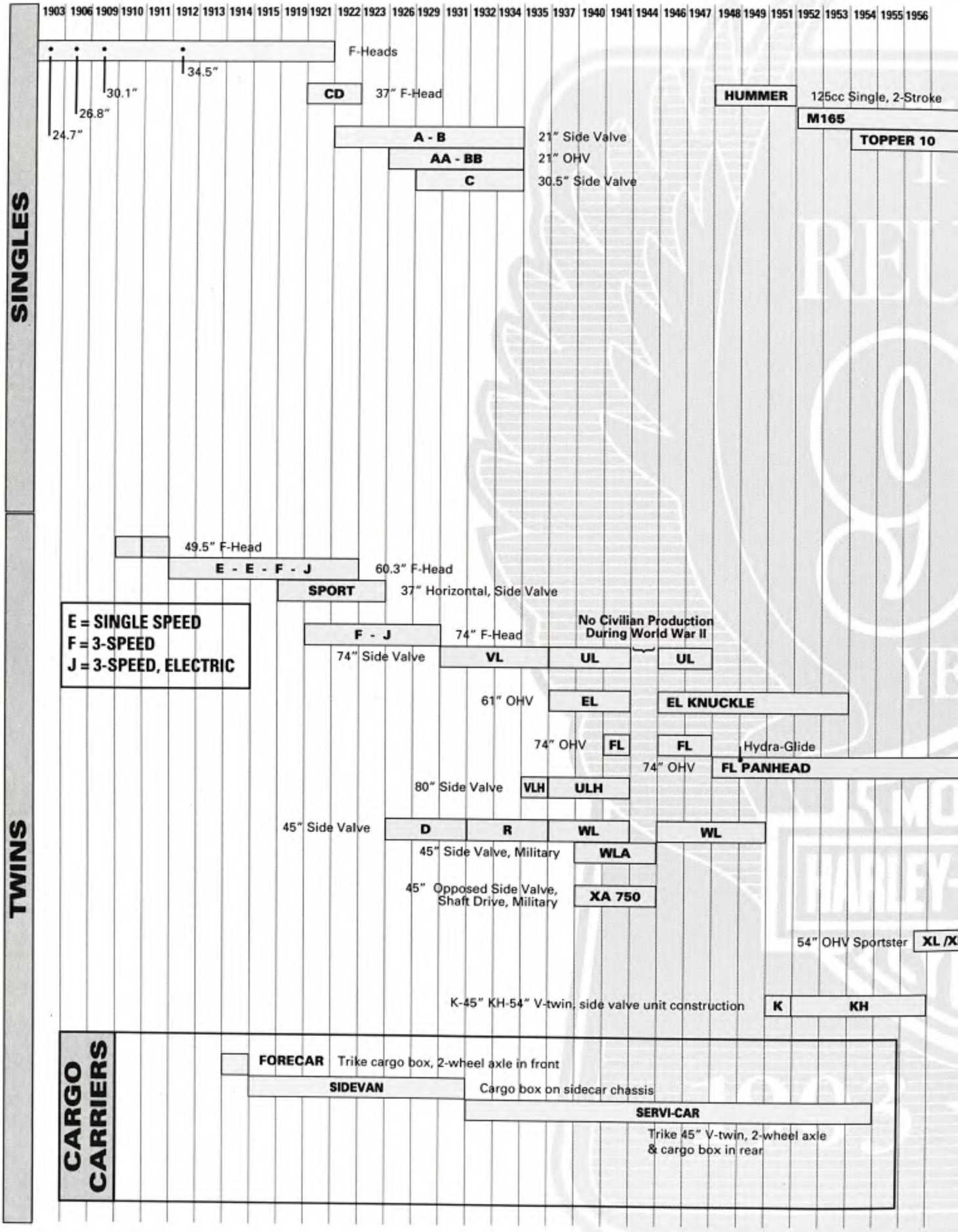
The Nixon-Carter years were bad for H-D (and for everybody else building things in this country). By 1980, AMF corporate management had about all of the motorcycle business it could take and began regarding H-D as a candidate for a mercy killing. Fortunately, a group of H-D officials mounted a plan to buy the company and run it the way it started out: by a close-knit group devoted to motorcycles. After the buy-out in 1981, and after some initial hassles getting re-organized, the new management brought out the new Evolution engine, along with several new designs, including the Softail that has become so popular. They also set up the Harley Owners Group (H.O.G.) and encouraged all other Harley riders to support their runs for the Muscular Dystrophy Association (MDA).

Not a bad record for 89 years. Consider, for example, the hundred or more American companies that built bikes at one time or another but disappeared leaving no more than traces. In the same way, as many as 2,500 companies once built cars in America. Note likewise the way aircraft, truck, and farm equipment names have disappeared from the national roster. Yet, Harley-Davidson survived all that and now builds a bike that more people want the most.

Even Harley riders have trouble explaining the attraction, though all would agree that the V-twin rumble accounts for a lot it. No matter the reason, Harley-Davidson remains, as one Citicorp banker observed, about the only product name that people tattoo across their chests.

To celebrate the past 90 years, in June 1993, H-D invites its riders to come to Milwaukee for a big birthday party. On the way, those who like can participate in a series of national MDA runs that will depart from L.A. and San Francisco in Calif.; from Orlando, Fla.; from Kitty Hawk, N.C.; and, from San Antonio, Texas. Canadians will depart from Edmonton, Alberta; Vancouver, British Columbia; and Montreal, Quebec.

As a birthday salute we dusted off our H-D History Chart, did our damnedest to update it (with some assistance from the factory, thanks John) and have reprinted it on the following pages—enjoy. —Maestro


1903 1906 1909 1910 1911 1912 1913 1914 1915 1919 1921 1922 1923 1926 1929 1931 1932 1934 1935 1937 1940 1941 1944 1946 1947 1948 1949 1951 1952 1953 1954 1955 1956
SINGLES
F-Heads
24.7"
26.8"
30.1"
34.5"
CD
37" F-Head
HUMMER
125cc Single, 2-Stroke
M165
TOPPER 10
A - B
21" Side Valve
AA - BB
21" OHV
C
30.5" Side Valve
TWINS
49.5" F-Head
E - E - F - J
60.3" F-Head
SPORT
37" Horizontal, Side Valve
E = SINGLE SPEED
F = 3-SPEED
J = 3-SPEED, ELECTRIC
F - J
74" F-Head
No Civilian Production During World War II
74" Side Valve
VL
UL
UL
61" OHV
EL
EL KNUCKLE
74" OHV
FL
FL
Hydra-Glide
74" OHV
FL PANHEAD
80" Side Valve
VLH
ULH
45" Side Valve
D
R
WL
WL
45" Side Valve, Military
WLA
45" Opposed Side Valve, Shaft Drive, Military
XA 750
54" OHV Sportster
XL /X
K-45" KH-54" V-twin, side valve unit construction
K
KH
CARGO CARRIERS
FORECAR
Trike cargo box, 2-wheel axle in front
SIDEVAN
Cargo box on sidecar chassis
SERVI-CAR
Trike 45" V-twin, 2-wheel axle & cargo box in rear

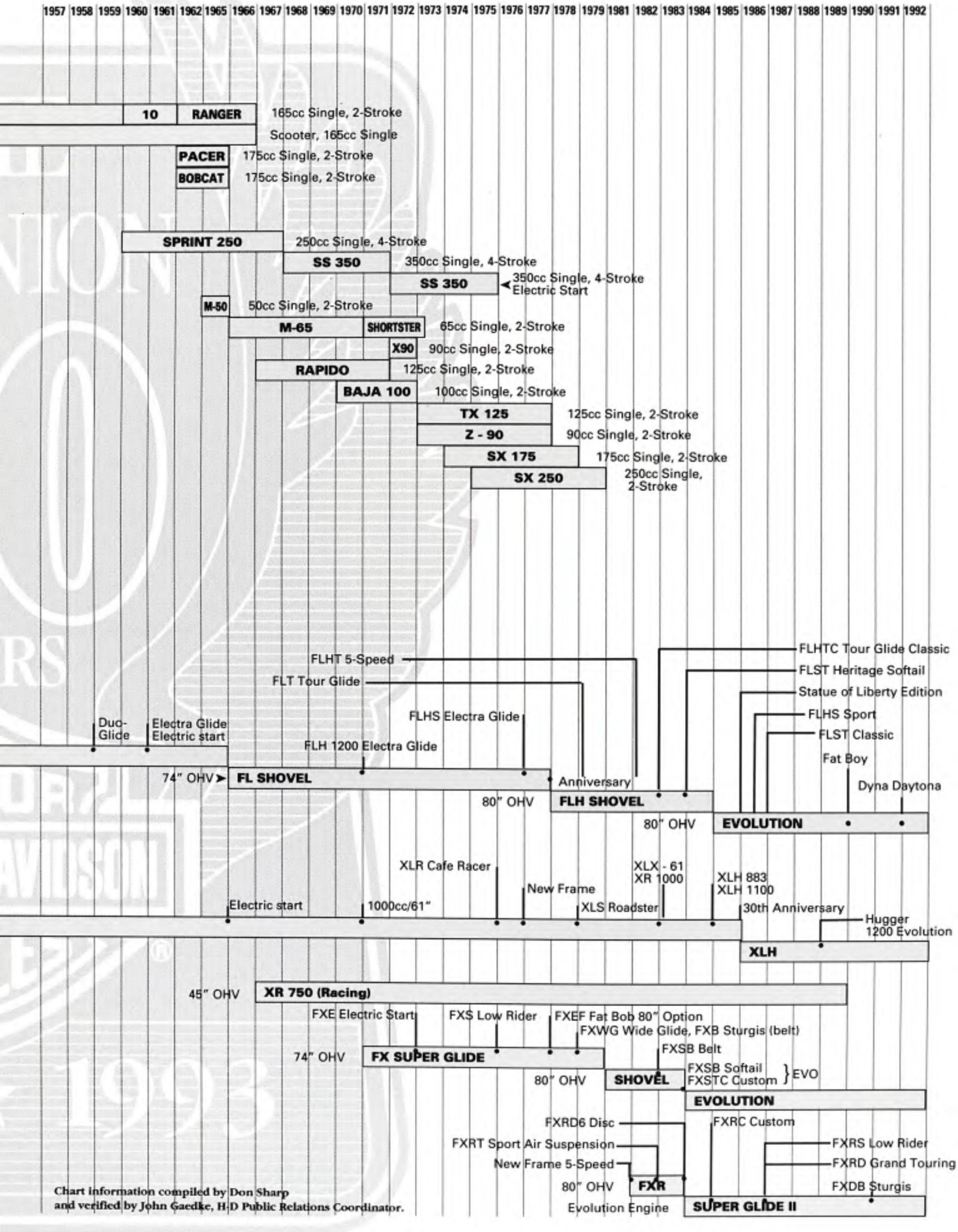


Chart information compiled by Don Sharp
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'92 RODEO SEASON FINALE—BACK-TO-BACK RODEOS!

OCTOBER 9, 10, 11, 1992
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, and trophy girl contest. Food and beverages on sale.

THE *EASYRIDERS* TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!

GRAND NATIONALS
OCTOBER 16, 17, 18, 1992
LANCASTER, CALIFORNIA
ANTELOPE VALLEY FAIRGROUNDS

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

Join us for the Grand Nationals Rodeo competition, as well as for the trade show, tattooists, ride-in bike show, live music on Friday & Saturday, camping, and trophy girl contest. 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.

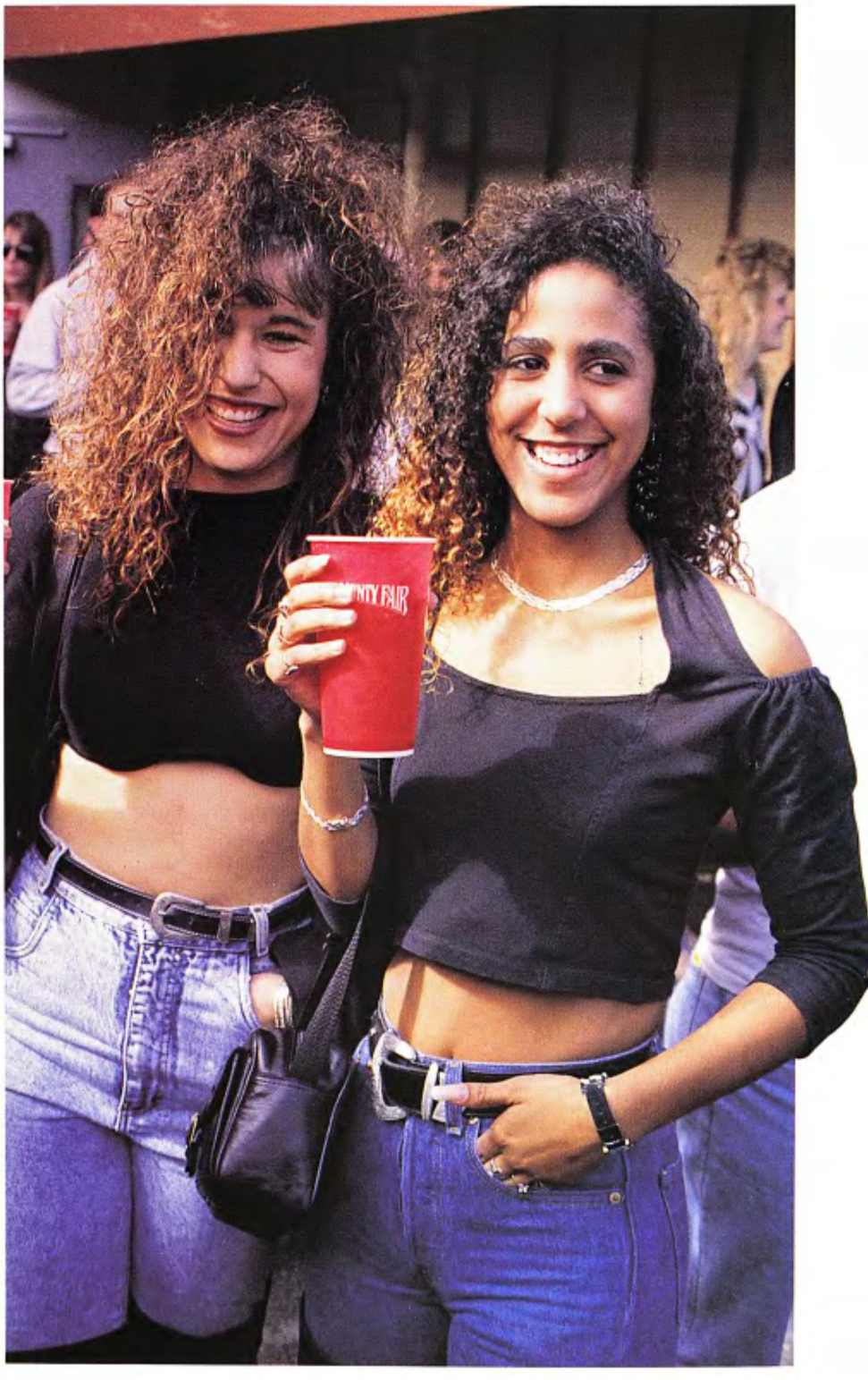
SHOWTIME '92

Easyriders Regional Bike Shows—Vallejo, California, Pasadena, Texas, and Middletown, New York

It all started one drizzly winter night. I was out in the garage raking a frame for my pan when some of the wet crap on the roof crept down to the 100-watter dangling above. The bulb flashed and the garage went dark.

I lit the cutting torch, cut the oxygen back to a dirty yellow flame, and sat on my milk crate. The torch's glow warmed the garage and provided about as much illumination as a lone candle in a dingy Italian restaurant. Dejected, I looked around at shadows of parts that needed polishing, welding, machining, or chroming. My mood slipped deeper into the bucket of used oil beside me. Was all this hassle worth it? I'd planned this bike for two years. The ol' lady hated my long nights in the garage. My boss disliked my naps in the back of the factory. Even the dog was pissed 'cause he was forced to endure the elements outside the garage while I worked.

I've been building bikes for 20 →



SALOON

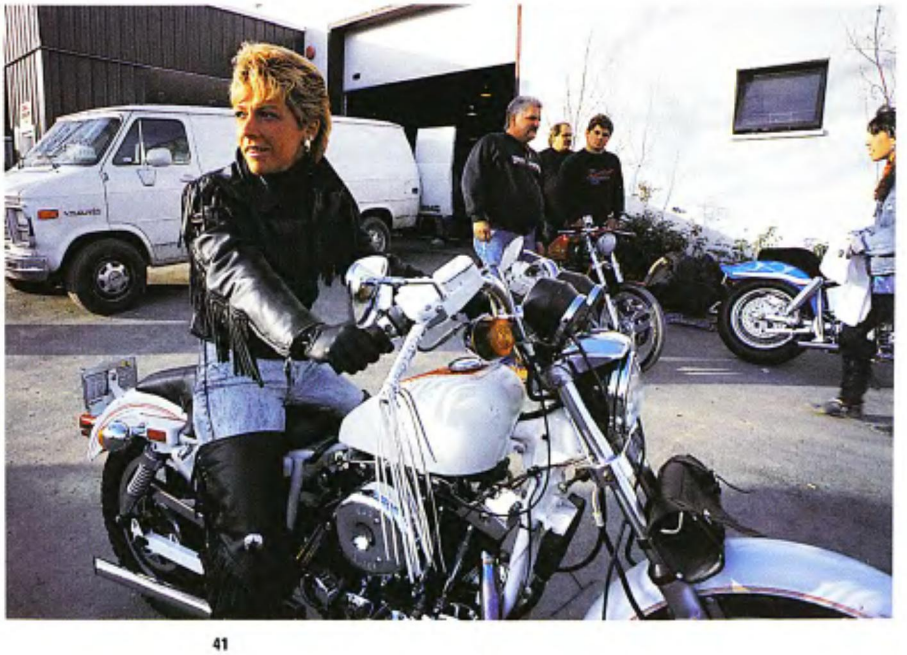
TRIANGLE
Fort Bragg California
Triangle Tattoo

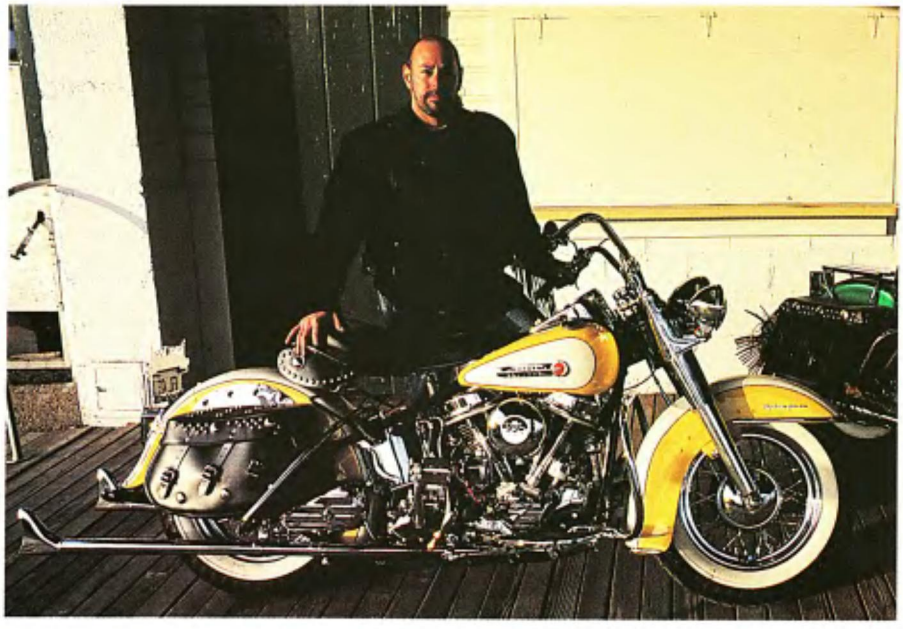
years, but the days of ridin' around in style, pickin' up chicks, being crazy, and having a good time are long gone. I'm married now. I've gotta family to support. But, dammit, the one thing that keeps my blood pumpin' is buildin' a sharp putt. As I scanned the garage, my torch lit on an old *Easyriders*. Blowing the dust off, I noticed an ad for the regional bike shows. I mumbled, "It's about time builders from states other than California got some recognition. *Easyriders* should roll out to the heartland to cover bikes being built in garages like mine."

I got to reading the fine print about the tattoo shows, the prizes, and the serious cash they were droppin'. I was concentrating so hard

that I caught the corner of the mag on fire. Pointing the torch at the bench, I found the phone. I called my brother in California who had a blast at the shows last year. He entered his bike in the Vallejo, Calif. Regional Show. It was a successful weekend. He met a girl, won a trophy, and got his tattoo shot during the tat competition.

Two weeks later he trucked his bike to Pasadena, Texas. The humidity was unreal, but he took another shot at the $1,000 prize and the contingency awards. But most of all, he was after a feature in *Easyriders*—which was guaranteed if he won one of the five best-of-show awards. He did win and his bike was featured. →





Now he'd go to Columbus, Ohio, in February '93, collect his $1,000, and get a shot at the $25,000 purse at the Invitational Bike And Tattoo Show.

He went on to talk about the brotherhood of bike builders. Then he gave me the number of a guy who was going to the N.Y. show. I dialed this dude who lived in Brockton, Mass. It was nearly 1 a.m. (his time), but he was still out in his garage, rubbing out a paint job and desperately trying to finish a bike for Sturgis. "Yeah, I was there," he said about the N.Y. show. "The weather stunk, but the show was great. One restoration freak had a collection of 18 panheads. He brought four of 'em. Another rider had a completely restored pan cop bike, and one bro had a bright yellow chopped pan dedicated to John Lennon." He said that the real show stopper, according to him, was Andy Taylor's knucklehead (featured last issue).

I couldn't shut this guy up. He musta rubbed out his paint job, widened a frame, and rebuilt a top end while he talked to me. We discussed all manner of modifications: paint, how to fit wide tires into swingarms, hiding wires, hydraulic clutches, the list went on.

That night rekindled my desire. I hammered on my bike for months. When it was done it gleamed like a jewel. Now I'm chasin' trophies and shootin' for the Invitational Show in February. —Wilburn Roach

VALLEJO, CALIFORNIA, REGIONAL BIKE & TATTOO SHOW WINNERS — MARCH 6—8, 1992

BEST OF SHOW

1ST PLACE: Michael Fisher, Oakdale, CA, 1947 Indian

2ND PLACE: Skot Ramos, Burbank, CA, 1989 Evo Softail

3RD PLACE: Donald Lee, La Grange, CA, 1966 shovelhead

4TH PLACE: Bill Bartholomew, Fairfield, CA, 1964 panhead

5TH PLACE: Michael Osage, Martinez, CA, 1991 panhead

1ST SHOVELHEAD: Mickey Hindman, Modesto, CA, 1981 modified

2ND SHOVELHEAD: Rick Brown, Guerneville, CA, 1972 rigid

3RD SHOVELHEAD: Milo Anderson, 10 Mile, OR,1959-1970 rat

4TH SHOVELHEAD: J.J. Vogel, Honolulu, HI, 1978 FLH

1ST BLOCKHEAD: Frisco Gary, Vallejo, CA, 1985 FXR police special

2ND BLOCKHEAD: Denton Hollifield, Fortuna, CA, 1992 Special Construction Softail

3RD BLOCKHEAD: W.J. Amussen, Cathedral City, CA,1991 Fat Boy

1ST PANHEAD: Steve Gato, San Jose, CA, 1961 stretched

2ND PANHEAD: Emil Nahapaahu, Vallejo, CA, 1950 Duo Glide

3RD PANHEAD: John Reed, Morgan Hill, CA, custom pan/Evo

1ST KNUCKLEHEAD: Gary Munoz, San Carlos, CA, 1946 customized

2ND KNUCKLEHEAD: Frisco Gary, Vallejo, CA, all brass miniature

1ST SPORTSTER: Gary Deskins, Modesto, CA, 1990 1200

2ND SPORTSTER: Kim Colla, Cotati, CA, 1974 XLCH

3RD SPORTSTER: Mike Dunlop, Modesto, CA, 1976 XLCH,

1ST RESTORED: Dave Royal, Yorba Linda, CA, 1936 VL

2ND RESTORED: Michael Sowders, Campbell, CA, 1981 Sturgis,

3RD RESTORED: Rex Ames, Modesto, CA, 1954 K-model.

TATTOO WINNERS:

1. Jim Bean, Yuba City, CA
Artist: Tattoo Sue

2. Mark Moorhead, Milipitas, CA
Artist: Choo-Choo

3. Ken Crippen, Oakdale, CA
Artist: Kinko

4. Debby Klick, Rock Island, IL
Artist: Dave Heydn

5. Jim Zuvich, Fairfield, CA
Artist: Sleepy

PASADENA, TEXAS, REGIONAL BIKE & TATTOO SHOW WINNERS — MARCH 20—22, 1992

BEST OF SHOW

1ST PLACE: Ron Carroll, Murfreesboro, TN, 1958 FL

2ND PLACE: Ron Carroll, Murfreesboro, TN, 1988 FXSTC

3RD PLACE: Pete Vela, Conroe, TX, 1985 FXWG

4TH PLACE: J.R. Dawson, Silver City, TX, 1983 FLH

5TH PLACE: Danney L. Holley, Houston, TX, 1992 Evo trike

1ST SHOVELHEAD: Bob Gerlich, Waxahachie, TX, 1978 FXS Low Rider

2ND SHOVELHEAD: Boogie Eckert, Beaumont, TX, 1987 Wide Glide

3RD SHOVELHEAD: Paul Tisdale Jr., Conroe, TX, 1979 FXSB

4TH SHOVELHEAD: Douglas Sapper, Dallas, TX, 1983 rigid frame

1ST BLOCKHEAD: J-Bird Amussen, Cathedral City, CA, 1991 Fat Boy

2ND BLOCKHEAD: Skot Ramos, Burbank, CA, 1989 Heritage Softail FLSTC

3RD BLOCKHEAD: Fred Cool, San Antonio, TX, 1986 FXRD

PANHEADS: No prizes given

1ST KNUCKLEHEAD: Varmit, Montgomery, TX, 1946 FL

1ST SPORTSTER: Robert Holt, Houston, TX, 1974 1000cc

2ND SPORTSTER: J.D. Higgins, Pasadena, TX, 1975 XLCH

3RD SPORTSTER: Patrick Bailey, Austin, TX, 1986

1ST RESTORED: Jim Williams, Mission, TX, 1945 flathead 80

TATTOO WINNERS

1. Joe Piole, Pittsburgh, Pa.
Artists: Jack Rudy, Craig Helmich

2. Shannon Hessong, Davenport, Iowa.
Artist: Dave Heydn

3. Sean De Foster, Houston, Texas.
Artist: Richard Stell

4. T.W. Hunter, Alvin, Texas.
Artist: K.C., Pearland, Texas

5. Little G., Seaside, Calif.
Artists: Kenny Cameron, Lyon King, Miller Cotton

MIDDLETOWN, NEW YORK, REGIONAL BIKE & TATTOO SHOW WINNERS — APRIL 10—12, 1992

BEST OF SHOW

1ST PLACE: Andy Taylor, Staunton,VA, 1947 FL

2ND PLACE: Chuck Falkoff, Rochester, NY, 1989 FXR

3RD PLACE: Glenn Hartzell, Bechtelsville, PA, 1948 Indian Chief

4TH PLACE: John Kasmarski, Cos Cob, CT, 1974 Sportster

5TH PLACE: Scot Davis, Poughkeepsie, NY, 1961 FLH

1ST SHOVELHEAD: Ray Trainor, Rock Tavern, NY, 1984 FLHS

2ND SHOVELHEAD: Manny Ferry, Westport, MA, 1980 FXS

3RD SHOVELHEAD: Randy Souza, North Dartmouth, MA, 1977 FLH

4TH SHOVELHEAD: Jerry Greenberg, Montreal, Quebec, 1968 FLH

1ST BLOCKHEAD: Don Babcock, Vestal, NY, 1985 Softail

2ND BLOCKHEAD: Steven Weinstein, Glen Cove, NY, 1987 Heritage Softail

3RD BLOCKHEAD: David Noland, Danville, VA, 1987 FXR Super Glide

1ST PANHEAD: Michael Mees, Honeybrook, PA, 1958 trike

2ND PANHEAD: C. Rasile/Fast Lane Cycles, Stamford, CT, 1950

3RD PANHEAD: Daniel Deering, Dover, NH, 1952 EL

1ST KNUCKLEHEAD: Connecticut Custom Cycles, Plainville, CT, 1938 EL

1ST SPORTSTER: Willie Gee, Bronx, NY, 1985 1000cc

2ND SPORTSTER: Flash Custom Cycles, Suffern, NY, 1986 XL 883

3RD SPORTSTER: Vincent Trasatti, Audubon, NJ, 1985 XLH

1ST RESTORED: Bob "Tooch" Santee, Waynesburg, PA, 1957 FL Police Special

2ND RESTORED: G. Falcone, Oley, PA, 1933 Excelsior

3RD RESTORED: Rick Newman, Loch Sheldrake, NY, 1966 FLH

MIDDLETOWN, NEW YORK, TATTOO WINNERS

1. Tina Sosinski, Schenectady, NY
Artist: Shotsie Gorman

2. Stephen Mitchell, Middletown, NY
Artists: Danny Frank, Buddy Mott, Zee

3. Ronnie Bodnarczuk, Middletown, NY
Artist: Tattoo Don, Tin-Tin, Suzanne Fauser

4. Inkmark Cartin, Schenectady, NY
Artist: Zapp, Adirondack Tattoo Co.

5. David Hans, Brooklyn, NY
Artist: Tattoo David

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HAVE STATE LEGISLATURES REPEALED THEIR CONSTITUTIONS?

We Have The Right To Die But Not The Right To Decide

In 1981 the United States Supreme Court stated unequivocally that every human being has a right to self-determination: "No right is held more sacred, or is more carefully guarded by the common law, than the right of every individual to the possession and control of his own person, free from all restraint or interference of others, unless by clear and unquestionable authority of law." *Union Pacific Ry. Co.* v. *Botsford*, 141 U.S. 250, 251 (1891).

This independent right to liberty includes an individual's choice of whether or not to accept medical treatment. Under this theory, an individual has the right to go as far as refusing artificial nutrition and hydration, a decision that would ultimately end with death. However, several state legislatures have somehow found it within their power to sidestep this basic and well-established right and have passed laws requiring motorcyclists to wear helmets, a device that not only does not and cannot guarantee safety, but may also increase the chances of spinal injury in the event of an accident.

Why does an individual have the right to decide to die, yet not the right to decide what type of "self-protection" he should use? An individual who makes the decision to refuse artificial nutrition and hydration, in effect, makes the decision to end his life. That same person however, is not allowed to decide whether he should or should not wear a helmet while riding his motorcycle—a decision which not only doesn't cause death, but may actually save his life.

The right to self-determination is not a new concept in this country. It is guaranteed in the Bill of Rights of the United States Constitution and repeated in every state constitution. The Fourteenth Amendment of the United States Constitution states:

"No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."

These rights are so cherished by the people of this nation that each state has reinforced them by incorporating them into their own state constitutions.

The importance of self-determination was summed up nicely in *Matter of Conroy*, 486 A.2d 1209 (1985) where the court held: "Indeed, insofar as the sanctity of individual free choice and self-determination are fundamental constituents of life, the value of life may be lessened rather than increased by the failure to allow a competent human being the right to choice."

If the American people value individual rights, how can helmet laws be upheld as constitutional when they, in and of themselves, restrict individual choice? Pro-helmet advocates have largely depended on the logic that injured motorcyclists constitute a "public burden," presumably because they don't have medical insurance to cover their injuries. This theory assumes that only injured motorcyclists, and no other people, impose a burden on the public health system. According to a 1989 survey conducted by the National Safety Council, automobile accidents account for 45.5 percent of head injuries patients and 37.1 percent of all fatalities involving head injury, but "motorcyclists comprise 2.5 percent of U.S. vehicles yet are involved in only 1.1 percent of the accidents, and make up only 1/10 of 1 percent of all medical expenses." (This subject will be covered indepth in the January 1993 issue of *Easyriders*.)

So why have so many state legislatures singled out and imposed restric-

> If the major goal of helmet legislation is to save taxpayers' dollars, then the restrictions should affect the entire vehicle population and all people using public roadways—including pedestrians

Like most other states, the Wisconsin legislature has recognized the right, even of incompetent persons, to refuse unwanted medical treatment. "The natural Death Act, ch. 154, Stats., as amended on December 5, 1991, allows competent individuals to give specific instructions regarding health care decisions, including the withholding or withdrawal of life—sustaining procedures and artificial nutrition and hydration, which physicians are bound to honor even if the patient becomes incompetent." *In Matter of L.W.*, 167 Wis.2d 53.

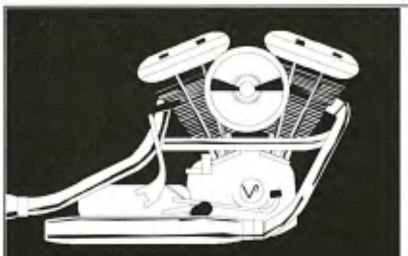
Judge Cardozo succinctly captured the essence of this theory as follows: "Every human being of adult years and sound mind has a right to determine what shall be done with his own body; and a surgeon who performs an operation without his patients' consent commits an assault, for which he is liable in damages." *Schloendorff* v. *Society of New York Hosp.*, 211 N.Y. 125, 129-30, 105 N.E. 92, 93 (1914).

tions on motorcyclists? Why shouldn't every person using public streets and sidewalks be required to wear helmets? The social burden costs of head injuries due to car accidents per year in the United States far outweigh those due to motorcycle mishaps. If helmets for motorcyclists make sense, then it appears that helmets for automobile occupants make much more sense. If the major goal of helmet legislation is to save taxpayers' dollars, then the restriction should affect the entire vehicle population and all people using public roads—including pedestrians. Motorcycle helmet laws, in whole or in part are unlawful restrictions imposed upon a select group of people. A fair and just law is said to be one that affects the population as a whole. To pick a small minority of individuals, however, and deny them the right of free choice, is outright discrimination. Furthermore, until motorcycle helmets can be manufactured to prevent or sufficiently reduce injury, they must not be made a requirement. Not only do helmets restrict vision and hearing, they have also been shown to increase the likelihood of injury in the event of a crash.

Motorcyclists as well as non-motorcyclists are affected by this type of legislation. Sooner or later all people will become victims of some type of illegal restriction. And then, the Bill of Rights and guarantees of liberty in all state constitutions will also be gutted into meaningless words on paper.

—Michael F. Hupy

Michael is a partner in the Law Firm of Jacobsen and Hupy, based in Madison, Wisconsin. They specialize in personal injury cases. Michael is deeply involved in motorcycle rights organizations, including ABATE in his state.



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FOXY RIDER

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LIZ SHARPTON, GREENSBORO, FLORIDA

1984 Harley-Davidson Evo

Liz Sharpton and her husband were ambling down Main Street during Bike Week '87, when she saw something that stopped her dead in her tracks. Parked in the street, with a "for sale" sign dangling from it, was a beautiful 1984 FXST. Liz knew that one day that bike would be hers. She took down the phone number on the sign, tugged excitedly at her ol' man's arm, and proceeded to talk about it for the rest of their vacation. The first thing she did when she got home was dial that number. As it turned out, the owner was also of the female persuasion, and she was hoping that a woman would buy her bike. After getting all the necessary details, Liz hung up the phone, gave her ol' man her best puppy dog eyes, and the bike was hers in no time at all.

Naturally, some modifications were in order. Liz needed the bike lowered, so she called Rick Doss. After he took it down 3 inches, and Liz was able to come to a full stop with her feet on the ground, it was time to think about paint. The paint job was left up to the talents of Teresa Crane, who gave this black beauty its wings.

These days Liz and her eagle are in the wind as much as possible, and as she cruises down the Florida streets with the sun on her face and freedom in her heart, she thanks her husband for making her dream come true. —Jersey

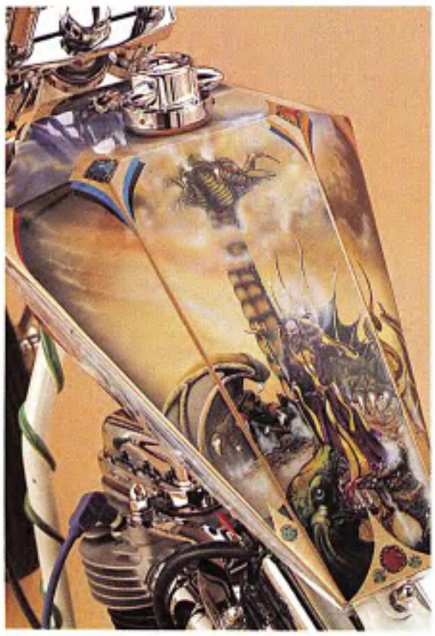
General	**Forks**	
Fabrication by: Rick Doss	Type: wide glide	
Year and make: 1984 Evo	Builder: Rick Doss	
Model: FXST	Special features: chromed	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: buckhorns	
Year and model: '84 Evo	Lights: H-D	
Rebuilder: stock	Gas tank: on reserve	
Displacement: 80 cubic inches	Oil tank: 1 quart low	
Transmission	Seat: Danny Gray	
Shifting: foot	Other: pullback risers	
Trans sprocket: stock	**Wheels**	
Wheel sprocket: stock	**Front**	**Rear**
Finish	Size: 21-inch	Size: 16-inch
Color and type: black lacquer	Tire: rubber	Tire: rubber
Special paint: eagle graphics	Brake: H-D	Brake: H-D
Frame	**Special thanks to:** Rick Doss for making it possible for me to touch the ground and ride with ease, and Teresa Crane for an excellent paint job.	
Year and builder: 1984 H-D		
Type: Softail		
Alterations: lowered		

LIVE TO RIDE
RIDE TO LIVE
HARLEY-DAVIDSON

SLIDER'S GOLD

Silver Spoke Man On The Chopped Pan

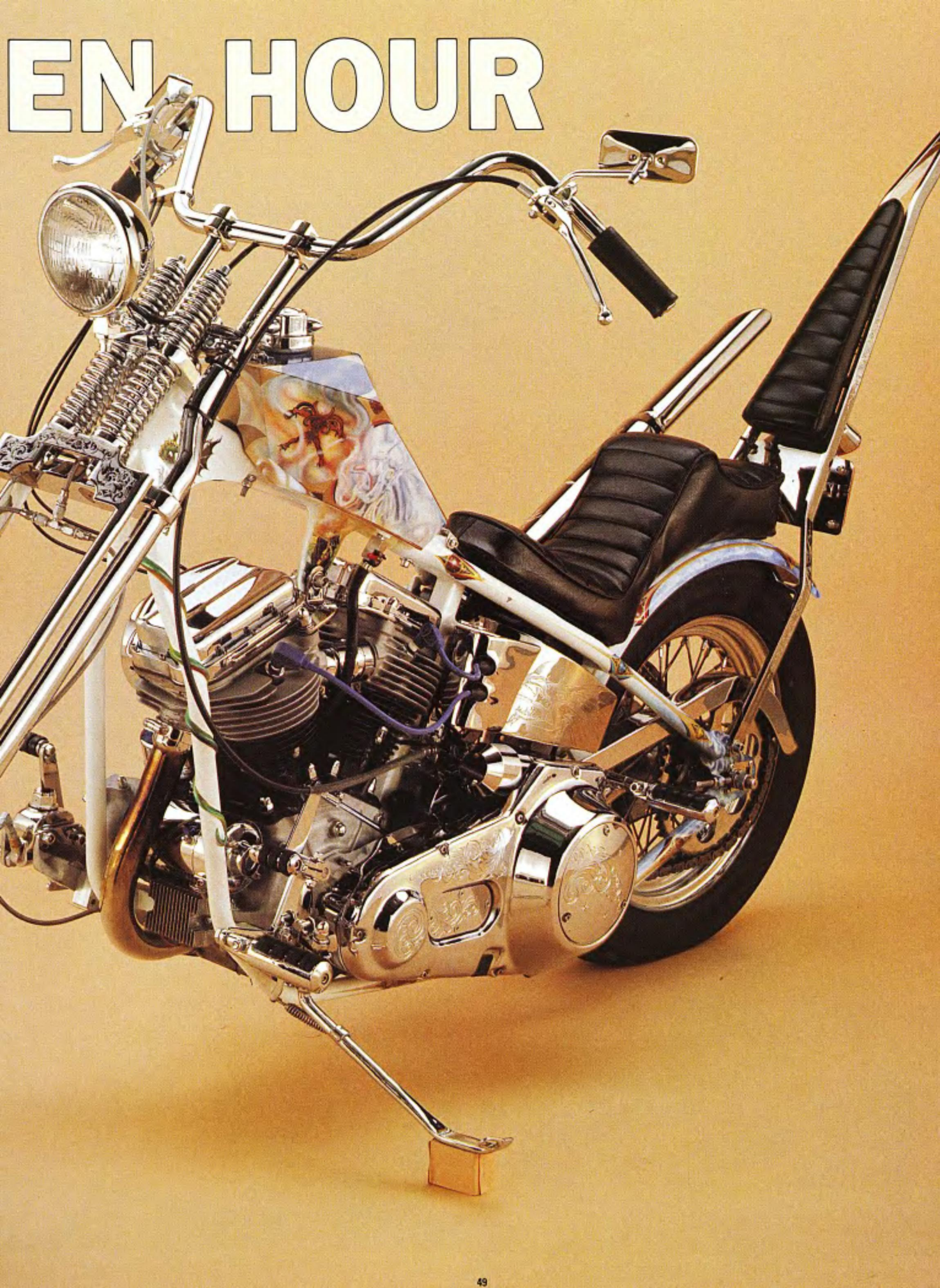
It's not every day you run across three brothers equally dedicated to riding, restoring, and rebuilding Hogs—not to mention raising a few thousand of 'em (the four-legged kind). Brothers Tator, Chopper, and Dick "Slider" Gilmore (featured in the November '86 issue of *Easyriders*) took over their folks' farm some years back, managing to plow in just enough to slop up three squares a day. Since then, Tator launched his 200-plus-cube, twin-engine, drag-

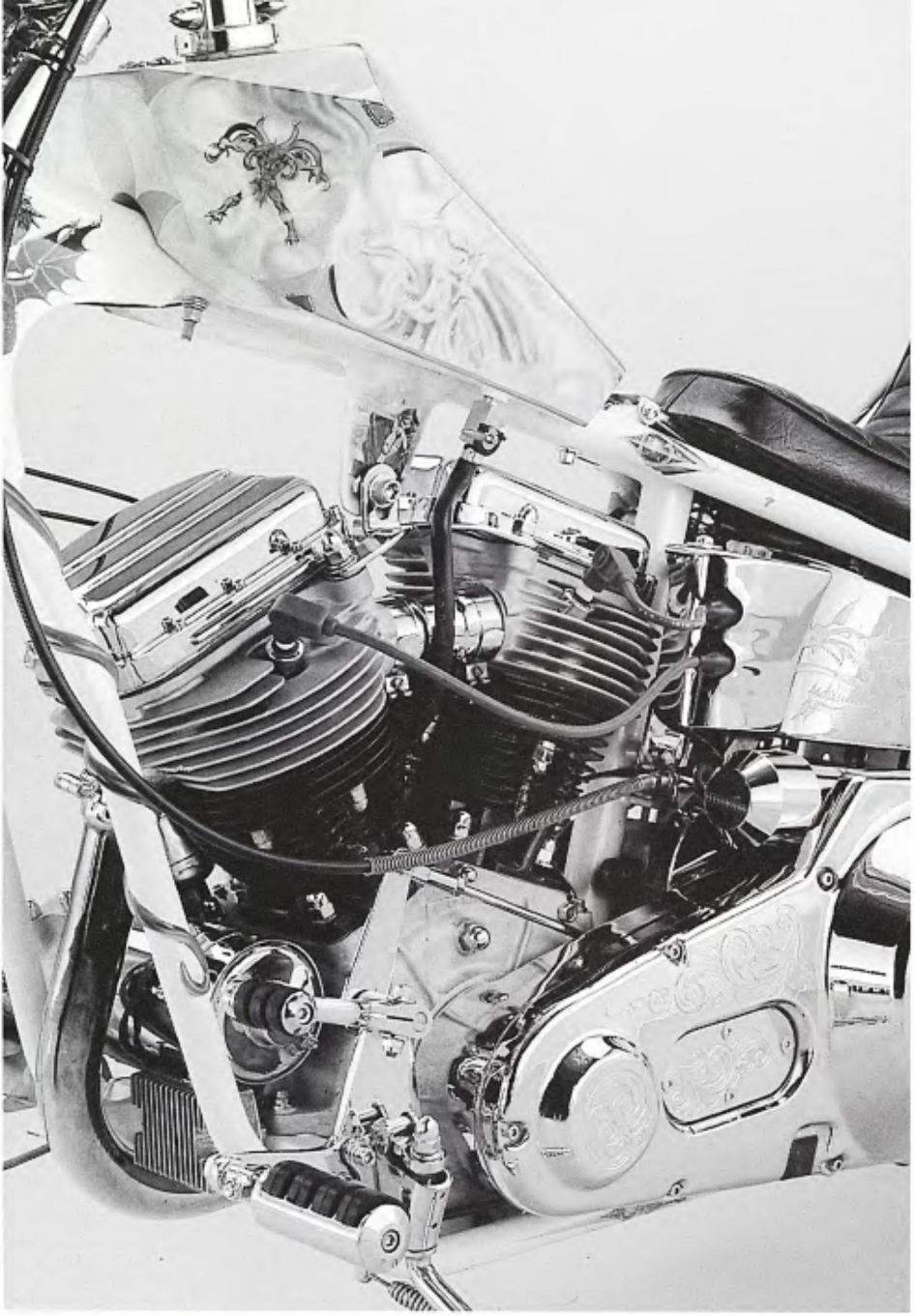


circuit winning Hog (and his own chop shop to boot), while Chopper went on to rebuild custom scoots, help Tator with his drag Hogs, and collect and restore rare antique putts. But what about Slider?

Well, with the good help of his bros, he found himself on this stripped-to-the-bone classic. Slider always had a fondness for hogs—both types. But ol' Slider's love affair with that flawless chrome honey doesn't tell the whole story behind the man himself.

For over 15 years, Slider's been saving lives with his ambulance work. Somewhere along the line, he realized that paramedics (and other pre-hospital care people in →


EN HOUR



general) were unable to take care of a downed biker as effectively as a cager victim. They knew, for example, how to put two and two together when it came to a bloody forehead and shattered windshield. But when it came to assessing injuries by deciphering the twisted remains of a whacked scoot, forget it.

So rather than gripe about it, the soft-spoken, skyscaper-size bro put together a training course to educate the "non-motorcyclist" medical professionals and paramedics. In so doing, Slider became the third man in biker history to receive NCOM's Silver Spoke In Commerce Award—preceded only by Willie G. and the late Malcolm Forbes.

But Slider was just getting warmed up. He'd seen firsthand how critical time is in determining whether or not a victim lives. He created a seminar for bikers on the basic life-saving tools of how to make each minute count during what Slider calls the victim's "golden hour."

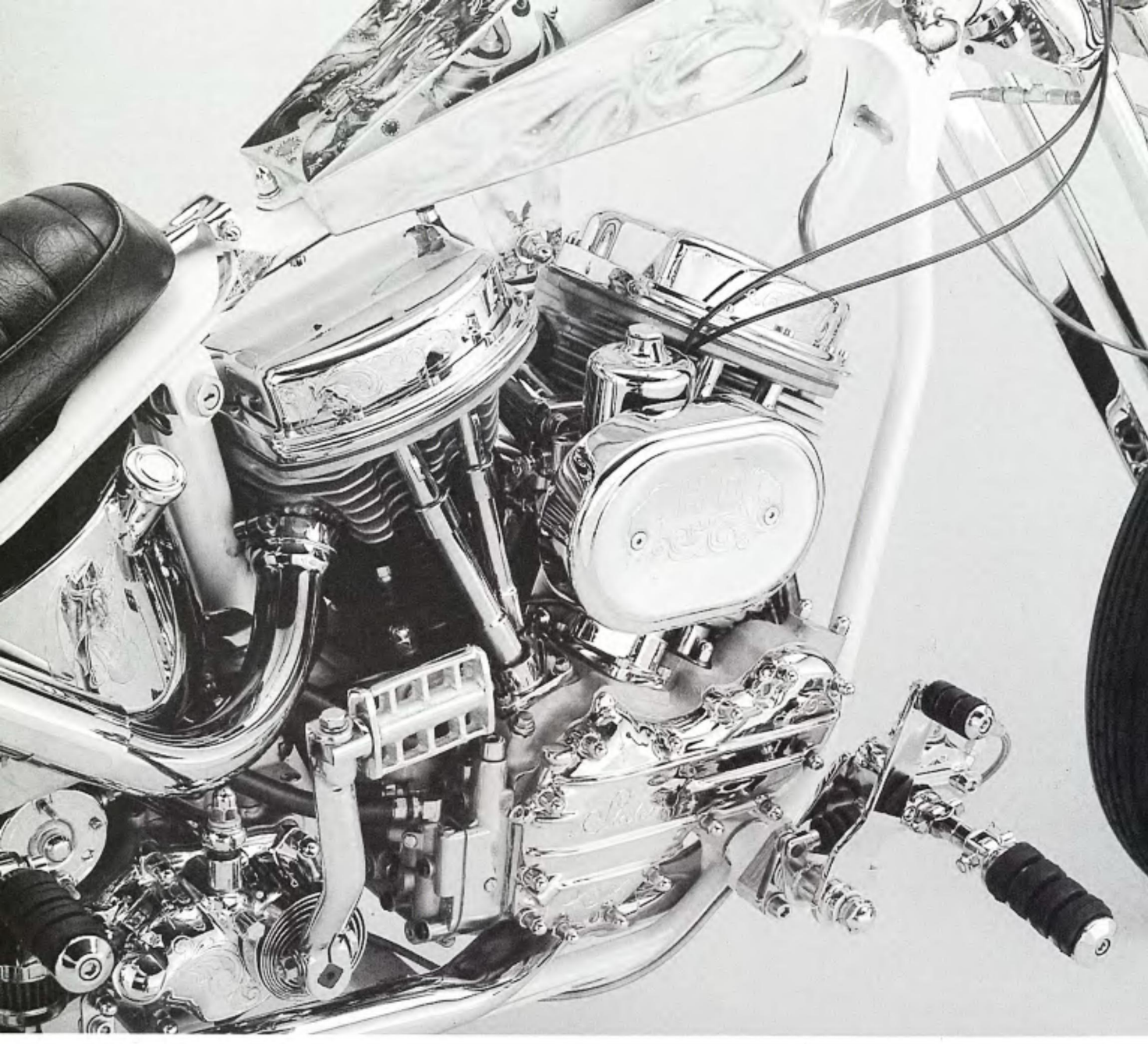
Here are some rules of thumb discussed in Slider's seminar:

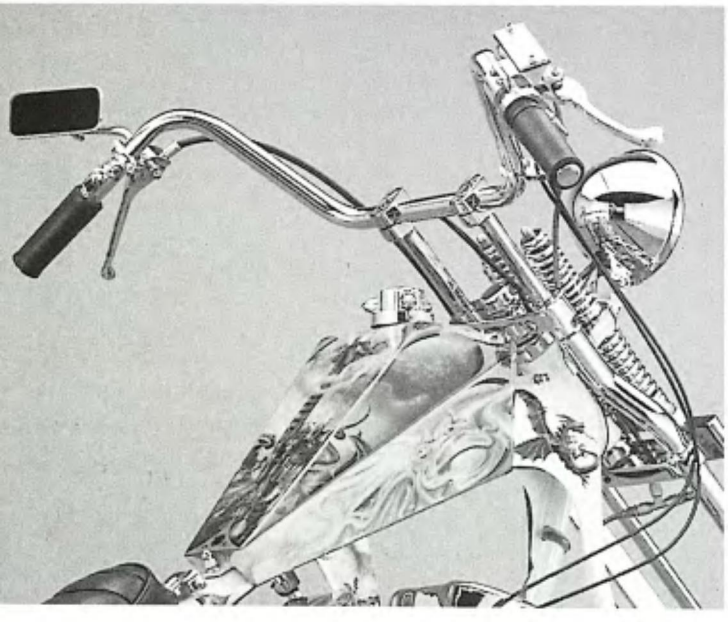
1. Remain calm and think—panic leads to mistakes and lost time.

2. There are two main factors at the scene of an accident: SAFETY and MEDICAL. SAFETY refers to a protected area around the victim(s)—making sure the area's well-marked with someone to safely divert and direct traffic. MEDICAL refers to knowing basic life support (CPR) as well as first-aid (knowing how to stop bleeding, making sure the victim doesn't move, etc.).

3. Whenever possible, throw a woman on the back of your bike when you go to call 911. The last thing you need is someone not letting you use his/her phone because they're afraid of bikers. And be sure to ride safe.

4. The person calling 911 should be prepared to answer the following questions: How many are injured? What are (in lay terms) the extent of the injuries? Where is the location of the accident (mile section in county, block section in city, landmarks, etc.)? Slider points out that if poor directions take the ambulance just a couple blocks off course, it could cost the victim the most critical part





of that first hour.) Are power lines down at or near the site of the accident? (If so, 911 will immediately dispatch the power line people to provide safe entry for the ambulance.) If a victim is embedded in a car, be sure to tell 911 that "jaws of life" are needed. The final thing to remember about calling 911 is to always HANG UP LAST. Emotions can run high when someone may be dying, and it's tempting to get pissed off and hang up when the dispatcher puts you on hold. But the question you weren't able to ask might be the one to help save a life.

5. If you're watching over the scene of the accident while someone else calls 911, Slider suggests the following:

First: Make sure no one moves the injured unless they absolutely have no choice—for example, if he/she is drowning.

Second: Make sure more than one person calls for help in case something happens to the first one.

Third: Make sure someone is constantly monitoring traffic. Also, send your bros to as many nearby crossroads and intersections as possible to help guide the ambulance(s).

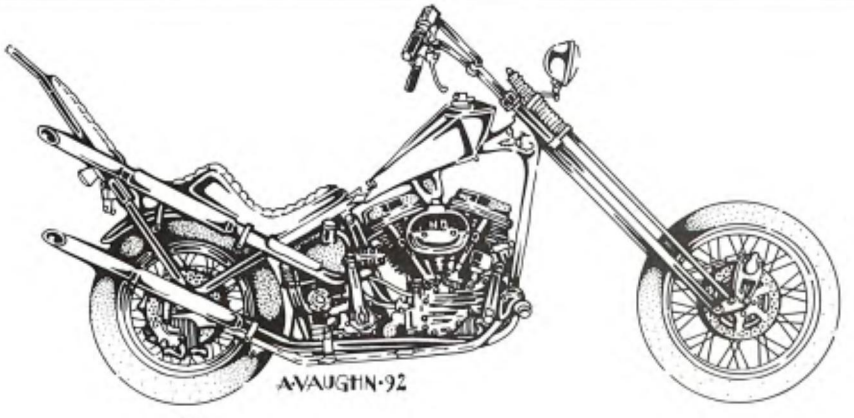
Fourth: If you have the training, apply necessary first-aid or CPR if it could mean saving the victim's life; otherwise, wait for ambulance help.

Fifth: Check and note the victim's pulse and respiratory rate (breaths per minute) every 3-5 minutes or so to save the ambulance people time in assessing the patient's immediate needs upon their arrival. Also, approximately every 3 minutes, ask the victim: "Who are you?", "Where are you?", and "What time is it?" to establish his "baseline" (a scale to measure shock—again, saving time).

Tator and Chopper will be the first to agree that if anyone deserves the pleasure and freedom that comes from riding that sweet scoot, Slider does. He still finds time to tend to the needs of the family's farm while staying on 24-hour emergency call. And as a result of his continued work with his seminar, more and more EMTs are now looking to bikers as their primary pre-hospital rescue resource when it comes time to fight for the road victim's golden hour.

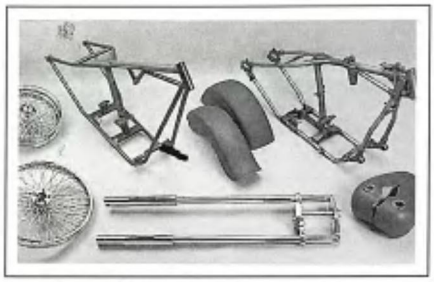
—Double Down

Owner(s): Dick "Slider" Gilmore	**City:** Linn Grove, Iowa	
General	**Frame**	
Fabrication by: Tator, Dewey, & Skinny	Year: 1990	
Year and make: 1960 Harley-Davidson	Builder: Paughco	
Model: FLH	Type: wishbone	
Value: $20,000	Rake: 10 degrees	
Assembly by: Chrome Horse, Spencer, Iowa	Stretch: 2-inch	
Time: six months	Other alterations: none	
Chroming by: Warren Custom Plating	**Accessories**	
Engine	Bars: CCI	
Year: 1960	Risers: 6-inch	
Model: FLH	Fender(s): CCI	
Rebuilder: Chrome Horse	Headlight: CCI	
Ignition: Dyna	Taillight: catseye	
Displacement: 74 cubic inches	Speedo: none	
Lower end: balanced	Front pegs: KüryAkyn	
Balancing: Chrome Horse	Rear pegs: KüryAkyn	
Pistons: 9:1	Electrics: 12-volt	
Cases: H-D	Gas tank: prism	
Heads: ported and polished	Oil tank: Softail	
Cam: 414 Sifton	Oil system: S&S	
Lifters: solid	Primary cover: CCI	
Carb(s): SU	Seat: Maxwell House	
Air cleaner: engraved	Sissybar: rectangular, by Shawn	
Pipes: upsweeps	Height: couple o' feet	
Muffler(s): glasspacks	Material: bar stock	
Transmission	**Forks**	
Modifications: Andrews gears	Type: springer	
Year: 1970	Extension: 12-inch	
Shifting: foot	Builder: Paughco	
Engine sprocket: belt drive	Special features: engraving	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Vilio	Hub: Harley	Hub: Harley
Painter: Vilio	Rim width: WM2	Rim width: 3.5-inch
Color: white	Tire: Avon	Tire: Dunlop
Type: pearl	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: graphics by Vilio		
Other special modifications: Engraving by Jeremy Potts, Denver Colo; chroming by Warren Custom Plating, Warren, Mich.		
Photos: Mike Lichter		



Parts Box

Tell 'em Snake sent ya!

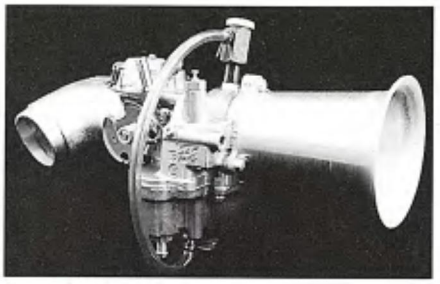


Kennedys Moved

So if you're looking for 80-spoke wheels, stretched frames, stock reproduction rigids, custom wide glides, or custom, fiberglass, Indian-style gas tanks, their new address is Box 4429, Carlsbad, CA 92018-4429, This is the new Kennedys Custom Catalog Department. They're getting so professional Bandit's afraid to call about his own bike project. For straight, knowledgeable answers, ask for Brook at (800) 331-9903 or fax (619) 434-6850.

Serious Pushrods

Occasionally you come across a machined cam or shaft with such fine machining and finishing that it looks like an object of art, like these from Ram Push. They are designed for Evo Big Twins and Sportsters. They save you time and money because the multiple adjustments mean you don't have to dismantle the engine to adjust them or remove the cam. The photo doesn't do them justice. To get a set write Ram Pushrods, Inc., Dept. ER, Box 1232, Smithtown, NY 11787, or dial (516) 979-7186.



Thunderjet 3rd

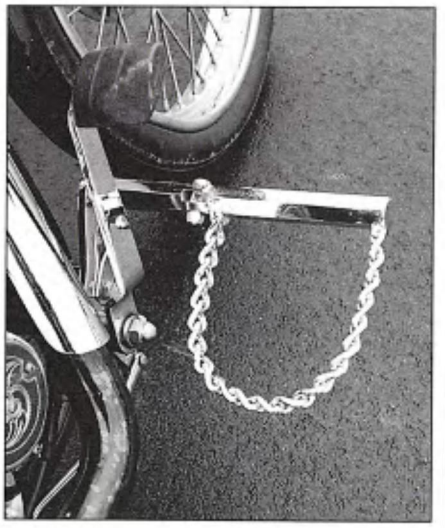
S&S sold nearly 20,000 E and G series carbs, and Thunder Tech built the 3rd fuel circuit to maximize the performance of the carb. It assists with tuning and varies fuel delivery up to 100 times every second. The engine will run smoother and give you more power across the entire rpm range. If you have one of these carbs Zipper's Performance recommends that you get in touch with Thunder Tech, Dept. ER, 8040 Washington Blvd., Jessup, MD 20794, (410) 799-9451.

Smooth Pegs

The boys at Drag Specialties and Arlen Ness got together and designed these pegs—nice work. Rubber cushioned pegs absorb a tremendous amount of vibration, and the rubber keeps the chrome on the pegs longer. See your local dealer or drop a note on a shop rag and ask for a catalog from Drag Specialties, Dept. ER, Box 9336, Minneapolis, MN 55440.

Generator-Mounted Electronic Regulator

The title says it all. This is a new Custom Chrome doodad. It's American-made, installs in minutes, eliminates mechanical regulators, and cleans up the scoot. I'm in favor of eliminating everything possible. The entire assembly is concealed in a show-chromed, die-cast end cover for maximum protection. Contact CCI for more info. Custom Chrome, Dept. ER, 16100 Jacqueline Ct., Morgan Hill, CA 95037-5598, (800) 729-3332.



Boot Cuffs

Here's a unique product. You can get real creative with pegs as long as they fold and you can get your boots out of them when need be. These cuffs allow comfort to the legs and feet by fully supporting the arch and heel. They come in three styles and are a breeze to mount using standard hardware. Try American Bike Life Products, Dept. ER, 559 South St., New Britain, CT 06051, (203) 827-1206.

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We Are Looking For Strange And Unusual Books

PASS

Now, if this paint job just stops you in your tracks and leaves your mouth drooling as your eyes roam over that lavender sleekness—well, that's all right by us.

But it's not nearly enough. Sure, the powdercoating on the frame exactly matches the acrylic lacquer on the fenders and tanks. And the pinstripe put down by the very skilled and human hand of Rick Grindle looks like it was laid down by a computer controlled machine. But to appreciate this bike, you've got to go beyond the puke purple paint and see the details. Details. That's what Skot Ramos' jewel is all about.

Take the jugs. Yeah, they have powdercoating just like the frame, but look at the edges of the fins. Notice that somebody polished them, that somebody being Skot's friend, Edd the Sled. While Edd spent hours and hours polishing the fins, Skot spent more hours masking them against the powdercoating.

Keep looking. Notice that every piece of visible metal has been polished, whether it got paint or not. Think about the commitment you have to make to spend that much time polishing your own parts. And after all that polishing, you can't slack on the nuts and bolts. They have to be chrome-plated, even if that detail alone adds $800 to the whole project (which it did).

Skot didn't have any particular reason for the detail work, other than the fact that he likes it. A tour of duty as a Navy jet mechanic may have helped, but people who know him say Skot is just that way. He makes his living as a carpenter and builder, and his friends say he handles wood the same way. Anyway, once started on detail, he couldn't stop, so check those ventilated brake discs. See? Even the vent holes are powdercoated inside—now, how's

Easyriders

ION FOR DETAIL

Skot's Purple People Pleaser

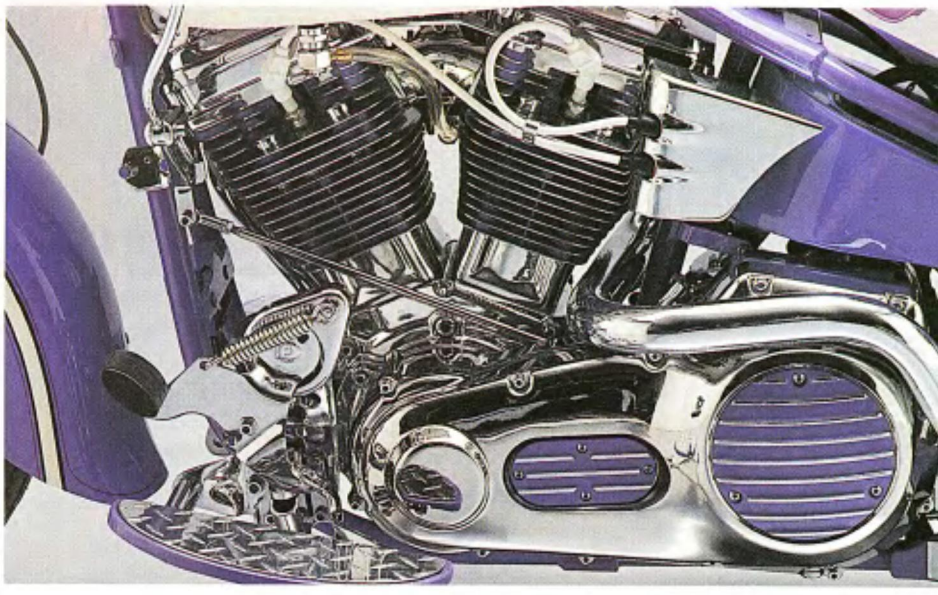
that for a masking job?

Skot came to Harleys relatively recently, although he's been thinking about them a long time. As a kid in Oakland, California, he worked in a tire shop patronized by bikers who rode up on all kinds of choppers with wild color schemes, and he reckoned he'd have a Harley, too—as soon as he made up his mind which style he wanted.

Came the Heritage and he said, "That's it!" He got his hands on an '89 Softail and tore it down to the last piece. Then, he started back up again. Shave the heads a little, port and polish, and stuff in a Crane cam. Meanwhile, figure out what this bike is supposed to look like when it's →

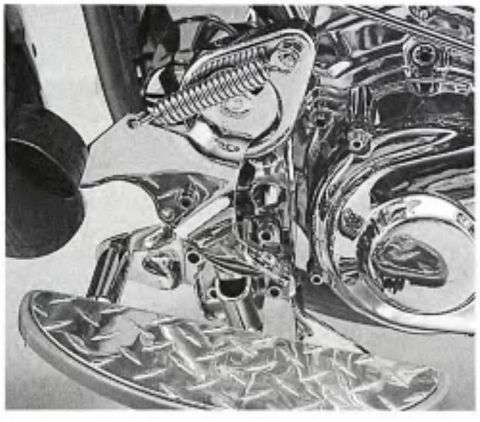
complete. Skot wanted what he calls the "Hollywood" look—a sort of enhanced version of the standard "rubbie" bike. This one, as you can see, is very enhanced, indeed.

That color may be the main enhancement. Skot's lady, Teri—a biker star in her own right, as our June "birthday" issue shows (she's the redhead)—liked the lavender, so Skot knew when he was getting good advice and agreed, adding the cream on his own. But he still had details to work out, like the switches up on the bars and the hidden wiring he strung himself, right down to making his own low-profile connectors. He did have to use a few tie-wraps, but they got painted, too.

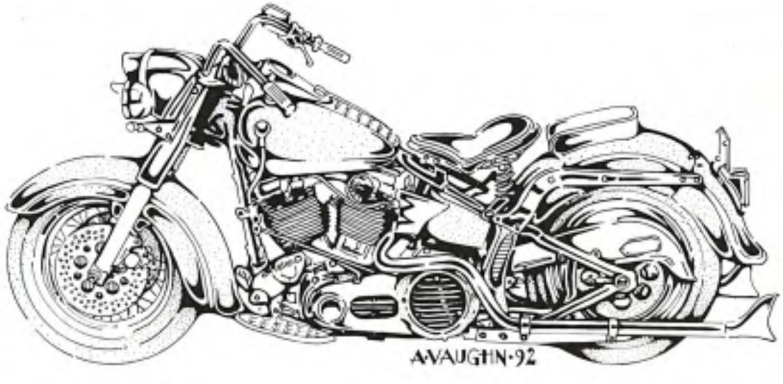


He wanted a little garnish on the seat and p-pad, so he picked up a sample of a fine brocade to see how it would look against the lavender. It looked good, so he made a speedo face of it. To add one more refinement, he sandblasted the numbers into the speedo's glass.

Like I said, fine detail all the way through: braided, chromed oil lines; upholstered tank cover (added after this bike won second in its class at Vallejo); and chrome plating under the seat. So, you say you want to see real, total commitment to detail and color scheme? Can you see the lock on the front disc? It's powdercoated, too. Skot didn't miss a trick on this one. —Noose



Owner(s): Skot Ramos	**City:** Burbank, California	
General	**Frame**	
Fabrication by: owner and friends	Year: 1989	
Year and make: 1989 H-D	Builder: H-D	
Model: FLSTC	Type: Softail	
Value: no counting	Rake: none	
Assembly by: owner	Stretch: none	
Time: 16 months	Other alterations: powdercoating	
Chroming by: Supreme, Highland	**Accessories**	
Engine	Bars: knuckle style	
Year: 1989	Risers: H-D	
Model: Evolution	Fender(s): front: springer; rear: hinged FLH	
Rebuilder: owner & Wil Fitzmiller	Headlight: FLH	
Ignition: Dyna single-fire	Taillight: tombtstone	
Displacement: 80 cubic inches	Speedo: upholstered by owner	
Lower end: stock	Front pegs: diamond-plate footboards	
Pistons: H-D	Rear pegs: H-D	
Cases: H-D, polished	Electrics: 12-volt	
Heads: H-D, polished	Gas tank: 5-gallon	
Cam: Crane H286	Oil tank: painted	
Lifters: hydraulic	Oil system: braided lines, chromed aircraft	
Carb(s): S&S shorty	Primary cover: H-D	
Air cleaner: S&S	Seat: Bob Le Pera	
Pipes: Paughco	Sissybar: no way	
Muffler(s): tubular, fishtail	Height: n/a	
Transmission	Material: n/a	
Modifications: polished	**Forks**	
Year: 1989	Type: FLT	
Shifting: hand shifter	Extension: none	
Engine sprocket: stock	Builder: H-D	
Trans sprocket: stock	Special features: chrome	
Wheel sprocket: stock	**Wheels**	
Painting	**Front**	**Rear**
Molding: none	Size: 16-inch	Size: 16-inch
Painter: Rick Grindle	Hub: H-D	Hub: H-D
Color: lavender and bone	Rim width: 3.25-in.	Rim width: 3.25-in.
Type: acrylic lacquer	Tire: HDS Classic	Tire: HDS Classic
Special paint: powdercoated frame	Brake: H-D disc	Brake: H-D disc
Other special modifications: polishing by Edd Sled. Special thanks to: Ed, Jim Schaefer, Billy, Rick Grindle, Rick Diaz, Bob Le Pera, Teri, Rochelle, and Bartels' H-D		
Photos: Silvermoon		



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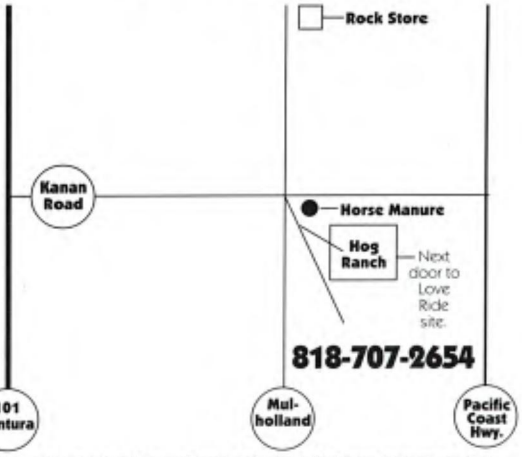


Sorry, no camping allowed.

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

LOUDON LEANERS FOR '92

Just Your Normal, Average, Plain Old Helluva Good Time

Scott Zampach, U.S. Twinsports winner at Loudon.

Bob Kay, Loudon bike show promoter and Nempco VP, with Ms. H-D, G. Reedy. Proceeds from the show went to MDA.

Remember Loudon last year? Have you dried out yet? After last year's Noah's Ark preview on Saturday night, a lot of water-logged folks headed out before the races on Sunday and missed some exciting Harley racing action.

This year, the Harley god made it up to us. Sure, it rained again (a little), but at least it held off until the day's competition was over. And for those of us for whom the eagle screams loudest at the race track, that's all we can ask for. As always, the racing action at the New Hampshire International Speedway was fast and furious.

In the All-Harley U.S. Twinsports final we had a little Daytona '92 déjà vu. Remember the first three guys across the finish line who were all disqualified for "illegal engine modifications" (even though one of them was later re-instated)? Well, it happened again.

Series leader, and Milwaukee native, Scott Zampach, got into a major bring-'em-to-their feet duel with Jim Leslie for the lead. Leslie, an up-and-coming young racer, spent most of the time hammerin' on Zampach's door. He even passed him for the lead a couple of times before the big dog caught and ate him at the end. But in the end the judges determined there was a reason—other than skill—for Leslie's second-place showing. In the post-race tech teardown, Leslie's bike was →

Lynford Garland, Manchester, Conn., on his XR750, in the AHMRA Vintage final.

Everyone likes flames.

Photos: Rick Menapace, Marcia Divver

disqualified for—you guessed it—"illegal engine modifications." In his defense, it appears that Leslie knew nothing about the changes.

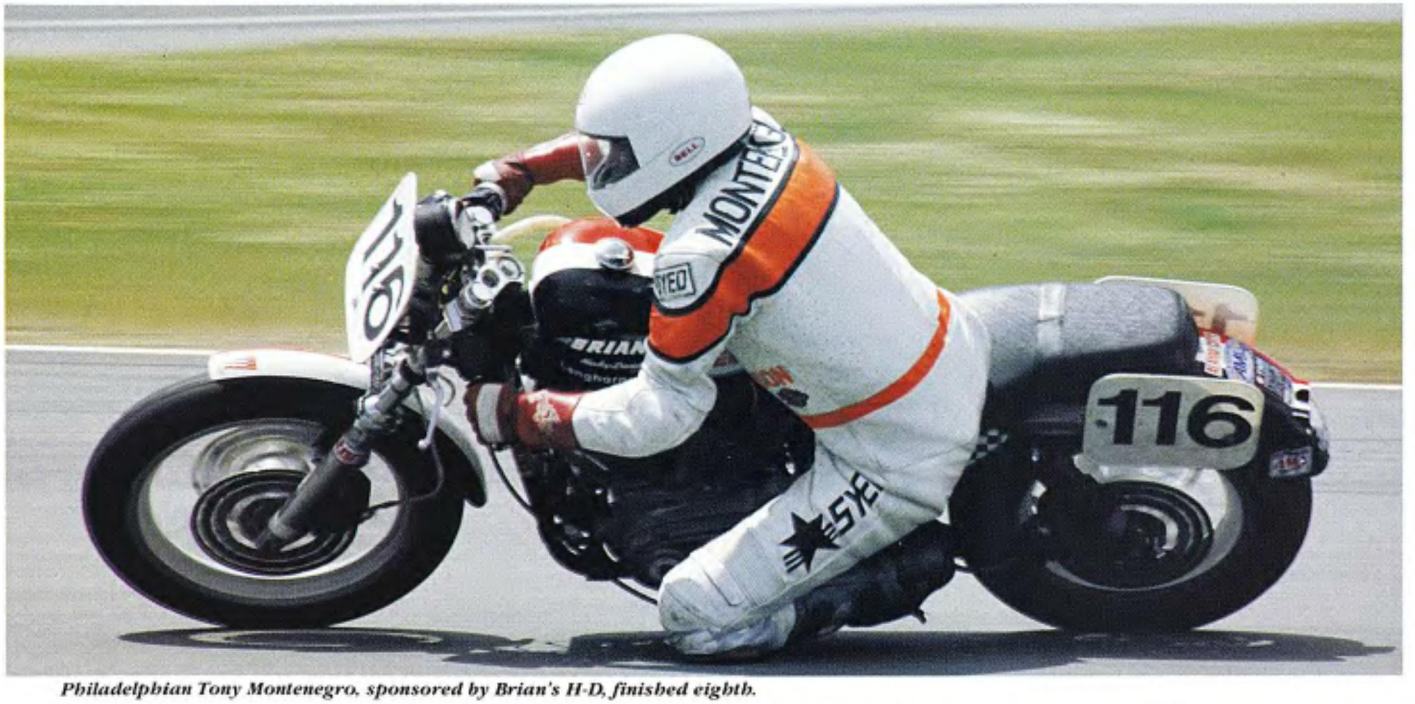
Ironically, it was Scott Zampach who'd had his Daytona win taken away for the very same reason. In fact, that race was the only U.S. Twinsport race Scott lost all year. And, really, he was first across the line in that one, too. The man can ride.

Texan Mike Hale finished third for the second straight time at Loudon.

The other highlight of Loudon '92 took place during Thursday's AHMRA Vintage Race. Dave Roper, on his Matchless, and Pat Moroney on his '70s-era H-D racer, had the spectators screamin' with another race-long lead battle before Moroney faded to second near the end.

There were two Harleys in the SuperTwins race on Sunday. But Nigel

Pat Moroney (#8) and his Vintage Harley were involved in one of the week's most exciting races in this dogfight with Dave Roper and his Matchless during Thursday's AHMRA Vintage finale.



Philadelphian Tony Montenegro, sponsored by Brian's H-D, finished eighth.

Gale, who finished third last year and consistently runs at the top—he's in second place in Harley Twinsports overall points—broke on the seventh lap and turned the reins over to Shawn Higbee. Shawn finished 13th.

There you have it. Come Sunday night, I was outta breath, outta time, and outta there. See ya next year.

—Ricky Racer

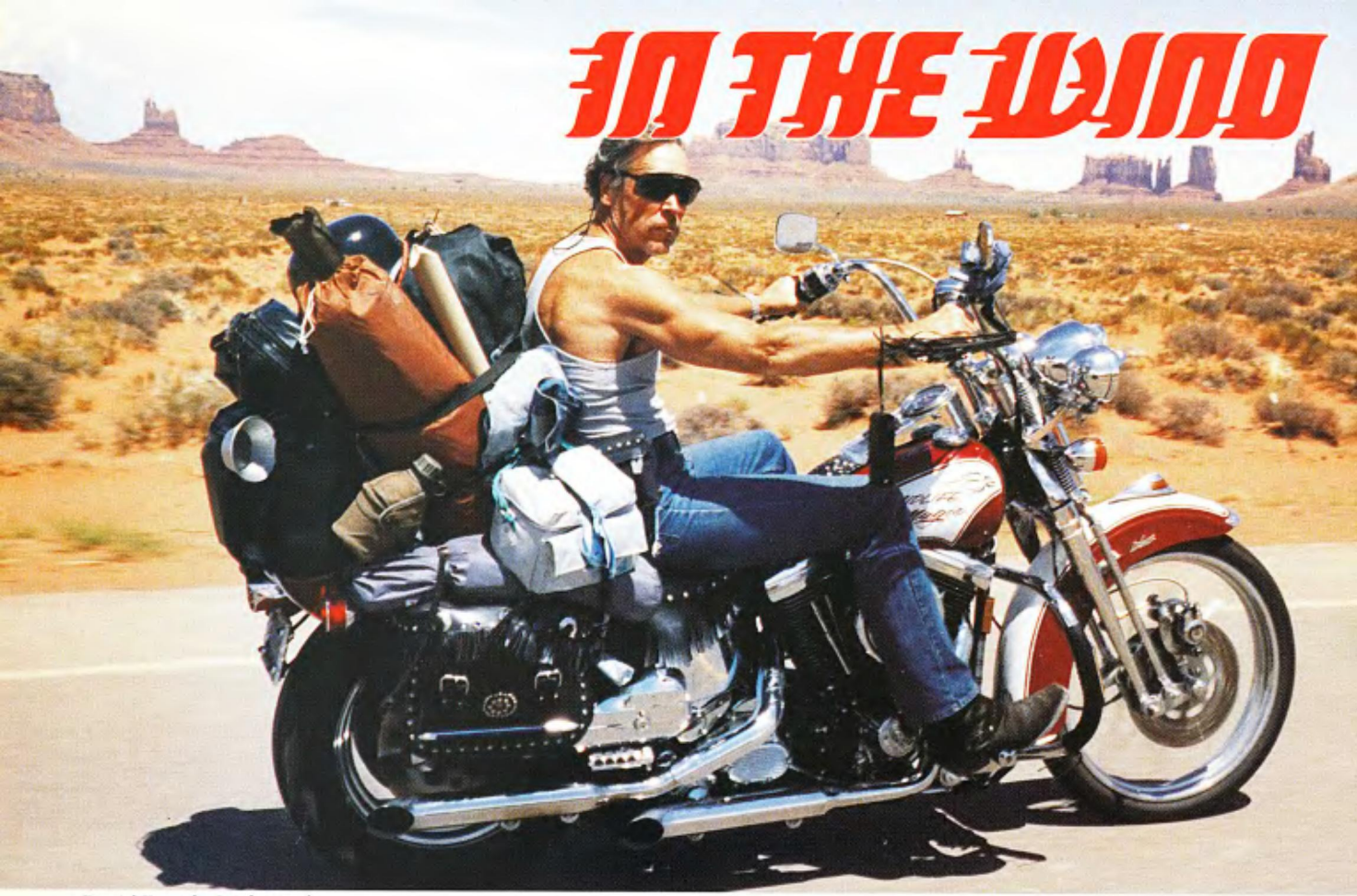
Loudon Camel Classic: June 19-21
H-D Twinsports Results

1. Scott Zampach, Milwaukee, Wis.
2. Mike R. Hale, Carrolton, Texas
3. Andy Fenwick, Neenah, Wis.
4. Nigel Gale, Culver City, Calif.
5. Ronald McGill, U.S.C., Pa.
6. Chuck Blackmon, Greenwood, S.C.
7. Tony Montenegro, Philadelphia, Pa.
8. Shawn Higbee, Jamestown, N.Y.

Some nice full custom bikes, always crowd pleasers.

Easyriders Magazine ®

IN THE WIND

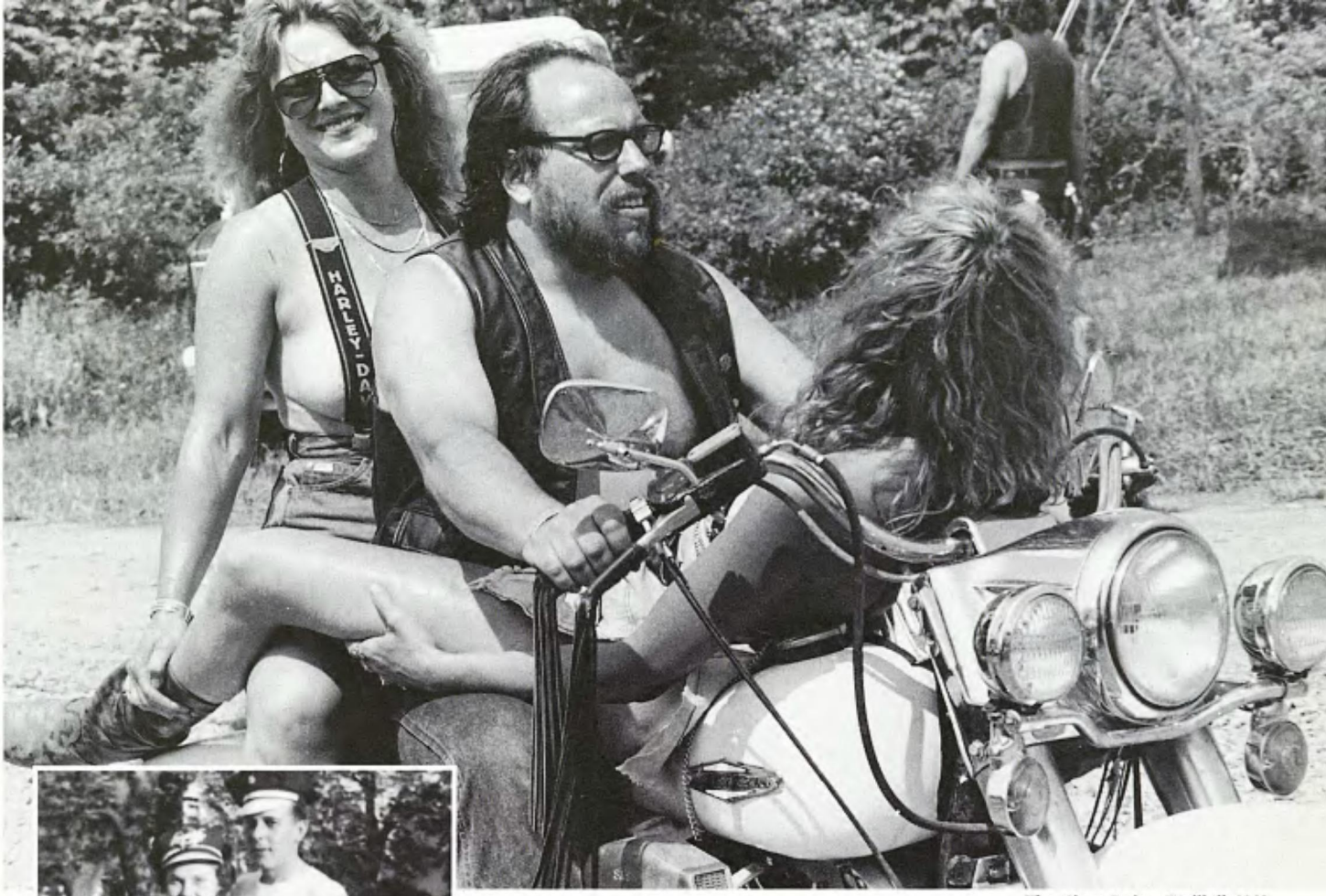


–Daniel Keough, On the road

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for every black-and-white photo we print, $100 for every color photo we print full page, $50 for every color photo we print half-page, and $40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photographs returned. Send photos to: In The Wind, Box 3000, Agoura Hills, CA 91301.

–Jinx, Fire Lake, Wis.

–Lloyd Henderson, 86, Manhattan, Kan.



–The Ghost Rider, Wallkill, N.Y.

-Bud and Dolores Dintelman, 1950, St. Louis, Mo.

–Kelly Jones, ABATE of W. Va. 6th Annual Chili Bash

–Irv the Perv, Stafford Springs, Conn.

–David Ros, Denver, Pa.

–Eddie Gold, Malibu, Calif.

–Janett Meredith, Carlinville, Ill.

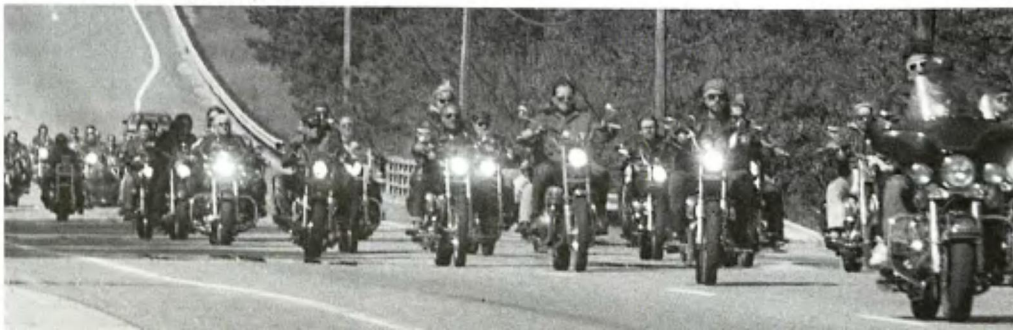
–Bret Brandt, Waterloo, Iowa

–Hambone, Somewhere in Kansas

–Bingo, Norwood, N.J.

–Bob Touchette, On the road, N.H.

–Jack Cobb, Coldwater, Ohio



–Gary Dispenza, Oatman, Ariz.

–Blue Bike Mike, Middletown, N.Y.

–Bloody Red, VFFV, Michigan City, Ind.

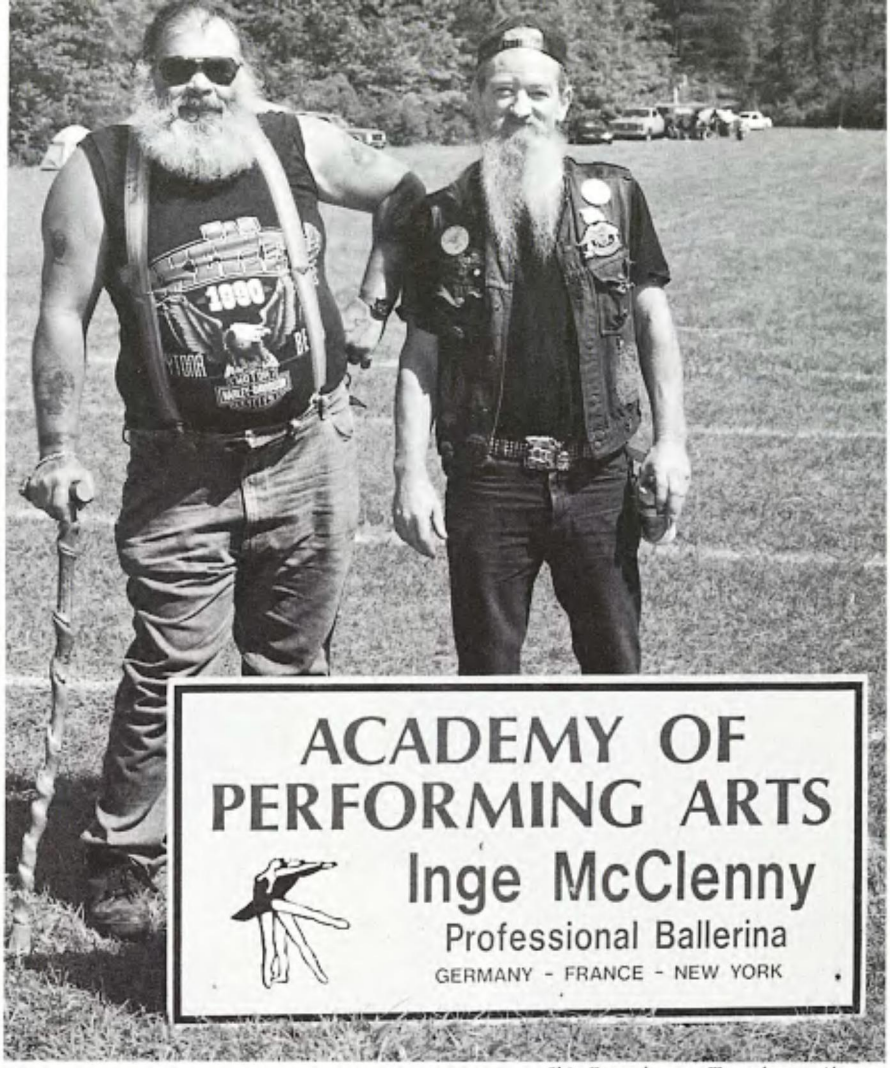
–Jeff Arend, Oak Creek, Colo.

-Oklahoma Pete, Turner Falls, Okla.

–The Breeze, Ladson, S.C.

–Jim Patch, Saskatoon, Sask.

–Paul Butala, Southfield, Mich.



–Skip Baumbower, Tuscaloosa, Ala.

–Don Lipps, Plantation, Fla.

–Thomas Johnson, Pacific, Mo.

–Jimbo, Riverside, Mo.

–Cyndy Costanza, Teton Mtns., Wyo.

– Spiderman, Ft. Wayne, Ind.

THE CRUZER

A Tale Of Brotherhood

Easyriders

USA

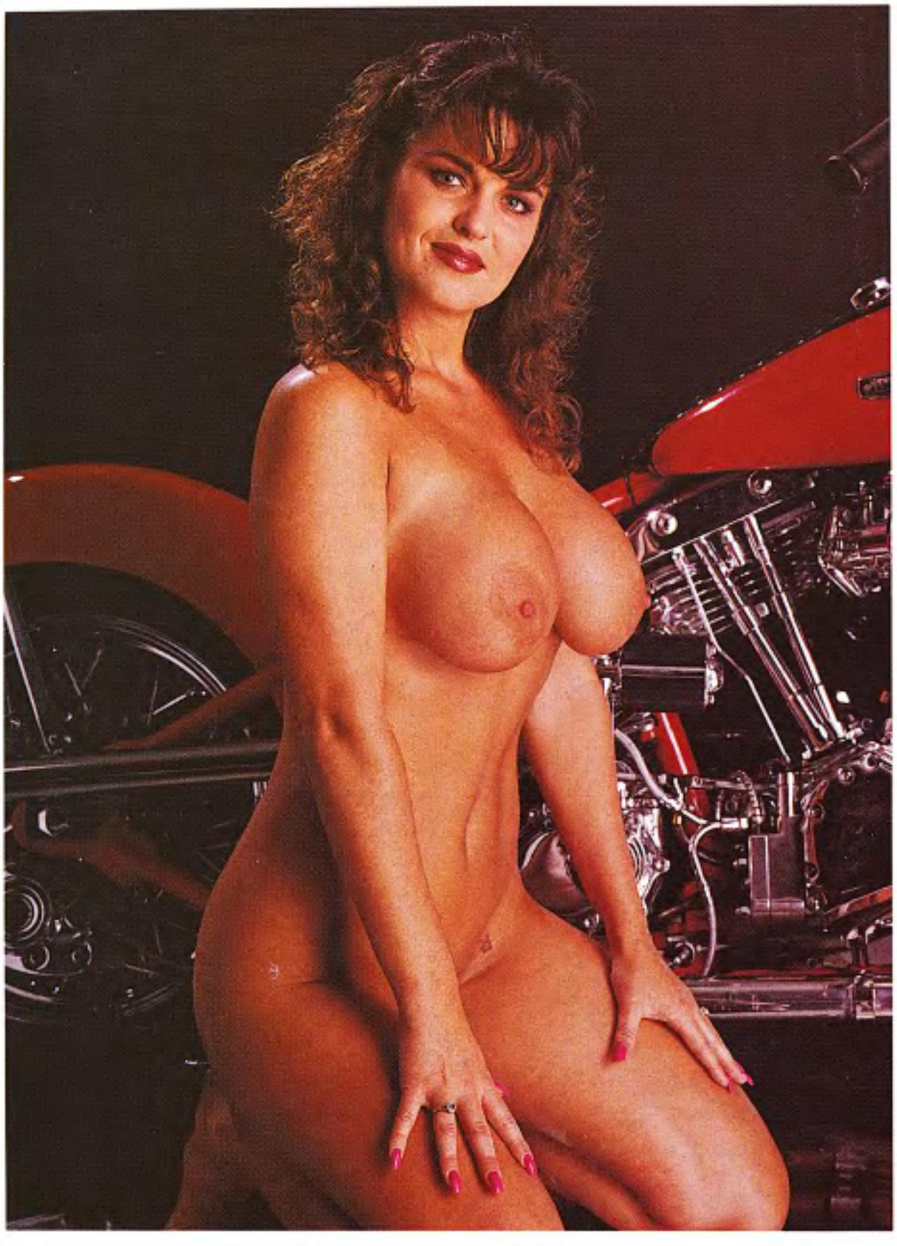
It began a long time ago, before strip malls loaded with franchised instant gratification and disposable junk replaced mom and pop stores, dotting and blighting every neighborhood in the country like a snake oil seller's wet dream. Two American boys of Mexican ancestry often sat on the curb of the local gas station in San Jose, California, watching in awe and admiration as the local bike club, the Gypsy Jokers, rolled in to fill up their choppers. "Some day, brother, that will be us," predicted Joe to his younger brother, Jim.

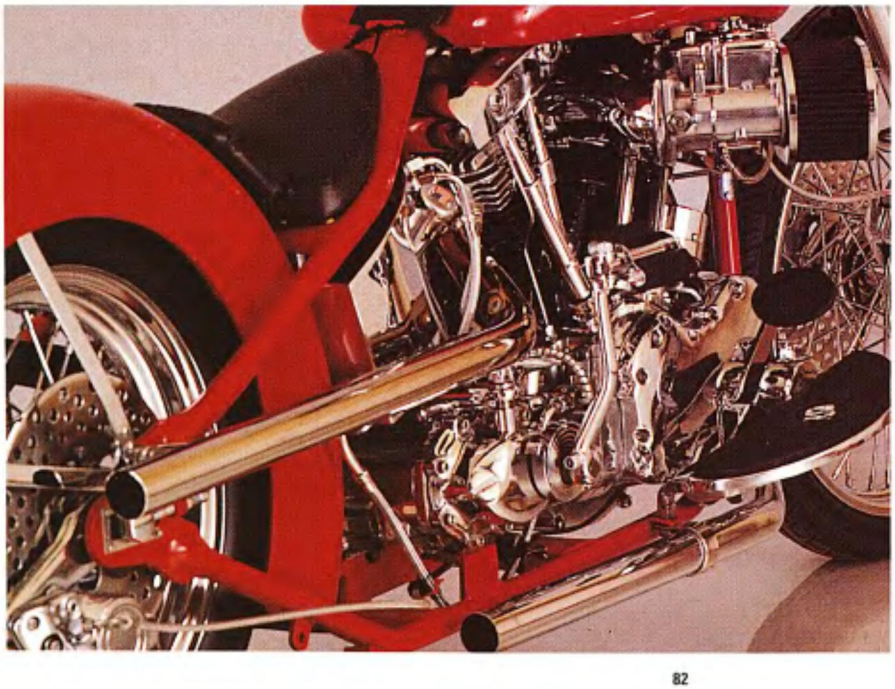
While they never did fly a patch, it wasn't long before Jim got his first motorcycle, a Triumph Bonneville. Soon after he traded up for a Harley 45 trike. But when Jim found himself in need of a beater truck, he reluctantly traded the trike to his pal, Tuna Can Sam, for a classy (but trashy) '51 Chevy pick 'em up. Soon after, though, the truck took a New Year's Eve plunge off a cliff. Way to ring it in, man. So where did that leave him? Rideless and truckless.

Jim got busy raising a family, but his brother didn't forget him—and vice versa. They would always be best friends—with good memories of those tough putts.

But the image of those early choppers haunted Jim. Between his desire to have one and Joe's ability to build one, the Cruz boys were cruisin' every swap meet around in an effort to assemble parts for what would be a rolling tribute to the choppers of yore. They scavenged and scrounged, feverishly rootin' through piles of discarded metal like hogs goin' for slop. And they'd generally leave happier than L.A. looters caught on a minicam. At least these guys paid.

It all started coming together. To paraphrase Rod Stewart, every part tells a story: a used Paughco rigid frame of unknown year, the shovelhead engine, an original Harley-Davidson rear fender, buckhorn bars, and a classic tombstone taillight. The hard work, dedication, and sheer determination was payin' off. "It was a lot of blood, sweat, and beers," Joe recalls.





The engine was sent to a local shop, 45s Forever, in San Jose, for a rebuild, balancing, and polishing by R.J. Enriquez. Meanwhile, Jim, with help from Ruben Cruz, got busy on a paint job—a stark, no-frills, hot red reminiscent of the clubbers' rides. Five months later and Joe had the bike assembled.

That was a year ago. Since then, Joe (35), on his own FLH, Jim (34), on his butt-breaker, and friends, Chris and Tuna Can Sam, have been puttin' all over. Among other events, they've been to the Redwood Run, West Coast Bike Fest in Mariposa, Frog Jumps at Calaveras, and the *Easyriders* Regional Bike Show in Vallejo. Jim entered his bike in our show, and it turned many a head (including the editor's) because of its old-time, classic, hardass look.

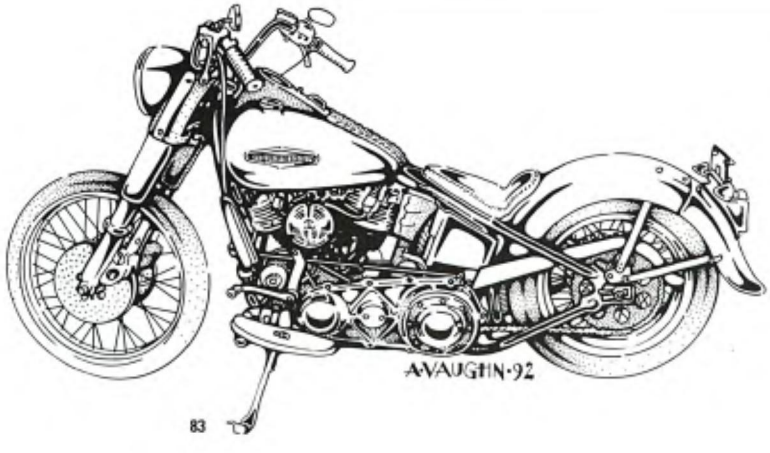
This custom creation came together because of the tight family ties between two brothers and their unconditional loyalty to each other. These brothers are so close that when Jim gets off work at the General Motors plant in Fremont, California, where he assembles cages for the NUMMI local, he often rolls over to his brother's garage and swaps rides, takin' to the streets on Joe's swingarmed, saddlebagged, comfort deluxe machine.

Like Jim says, "His is mine, and mine is his." Despite having a bent body himself from a spill a few years back, Joe digs the feel of the Cruzer. I'd venture to say it's his own rigid reminder of what cool was, is, and always will be.

Kinda like the babe who's proudly parading her wares on these pages. That'd be your Fox, Laura. This lovely lady came off the assembly line with what she's sportin'—no aftermarket, bolt-on parts for her, either. The soft-spoken, easy-going belle is from Georgia—by way of Kentucky and Texas. There must be somethin' in that Southern water. Laura makes a living by shakin' those bodacious bra-busters for admiring men. Whatta life.

—Rags

Owner(s): Jim Cruz	**City:** Milpitas, California	
General	**Frame**	
Fabrication by: Joe Cruz	Year: why?	
Year and make: 1969 H-D	Builder: Paughco	
Model: FL	Type: rigid	
Value: make offer	Rake: none	
Assembly by: Joe Cruz	Stretch: none	
Time: five months	Other alterations: nope	
Chroming by: DeLeon	**Accessories**	
Engine	Bars: buckhorns	
Year: 1969	Risers: H-D	
Model: FL	Fender(s): H-D	
Rebuilder: 45s Forever	Headlight: round	
Ignition: points	Taillight: tombstone	
Displacement: 80-plus cubic inches	Speedo: CCI	
Lower end: reworked	Front pegs: footboards	
Balancing: perfect	Rear pegs: none	
Pistons: two	Electrics: 12-volt by R.J.	
Cases: polished	Gas tank: 5-gallon	
Heads: machined	Oil tank: wraparound	
Cam: H-D	Oil system: braided lines	
Lifters: solids	Primary cover: tin	
Carb(s): Weber	Seat: Jim Cruz, solo	
Air cleaner: K&N	Sissybar: don't go for 'em	
Pipes: straight	Height: n/a	
Muffler(s): none	Material: n/a	
Transmission	**Forks**	
Modifications: rebuilt	Type: wide glide	
Year: 1965	Extension: none	
Shifting: foot, 4-speed	Builder: H-D	
Engine sprocket: belt	Special features: chromed, polished	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: none	Hub: chromed	Hub: Akront, chromed
Painter: Jim Cruz, Ruben Cruz	Rim width: 2.15-inch	Rim width: 4.25-inch
Color: hot red	Tire: Metzeler	Tire: Metzeler
Type: Centauri acrylic enamel	Brake: H-D dual disc	Brake: H-D disc
Special paint: none		
Other special modifications: Special thanks to: R.J. Enriquez and 45s Forever, San Jose, Calif., Tuna Can Sam, Phil DeLeon, and cold beers.		
Photos: Silvermoon		



JAYNE KELLY DE LOPEZ

San Francisco, California

These days with the gap between the have and the have nots ever widening and the American dream becoming nothing short of a nightmare, it's inspiring to hear the story of Jayne Kelly de Lopez.

Twenty years ago, Jayne was living the stark reality all too many American women face. She was left on the losing end of a failed marriage with four young children to support and nothing but a monthly welfare check to sustain them. But Jayne had something in her favor, something a lot of women in similar situations don't. A devoted Harley rider since the age of 16, she knew the meaning of independence and the feeling of freedom. She picked up her kids and possessions (including the Harley, of course) and moved to the San Francisco Bay Area, where she got a job as a receptionist for a female criminal defense lawyer. Inspired by the success of her employer, she found the will to enroll in college. Jayne managed to earn a bachelor's degree in political science from UC Berkeley, and then go on to University of San Francisco where she earned her law degree. Naturally, the years brought changes, including two more children and another failed marriage, but the one thing that stayed the same in Jayne's life was the Harley. Jayne found strength in the American steel, and it carried her through the tough times.

Photos: Cook Public Relations

Now, the 46-year-old mother of six and grandmother of five is one of the most successful and prominent family law attorneys in the city. Success has certainly changed her style of living, but it hasn't changed the lady inside. Jayne rides daily and creates quite a stir when she putts to court in her boots and full leathers before changing into a skirt and heels. But what really shakes them up is her formidable record of success. With a case load of clients ranging from bikers to celebrities, Jayne keeps herself rolling at a high-energy pace. But when she does find tjme to relax, Jayne leans on an old familiar friend—her Harley. 'Course the fruits of her success have given her a few to choose from. She has five to be exact, ranging from a 1951 panhead to a 1992 Springer Softail.

To Jayne, relaxation means riding. Whether she's pounding local pavement with the Golden Gate Chapter of H.O.G., taking a leisurely putt with her favorite riding partner and fiancé, Pablo, or flying free in exotic places such as Russia (where she just spent her summer vacation riding on the freedom tour), Jayne is happiest and most comfortable when she's in the saddle.

This remarkable lady is living proof that anything can happen if you believe in yourself and not let anything stand in the way of your dreams. —Two Step

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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READER'S RIDE

Photos: Sam Callaway Jr.

KEITH BOWERS, BOISE, IDAHO

1948 Harley-Davidson panhead

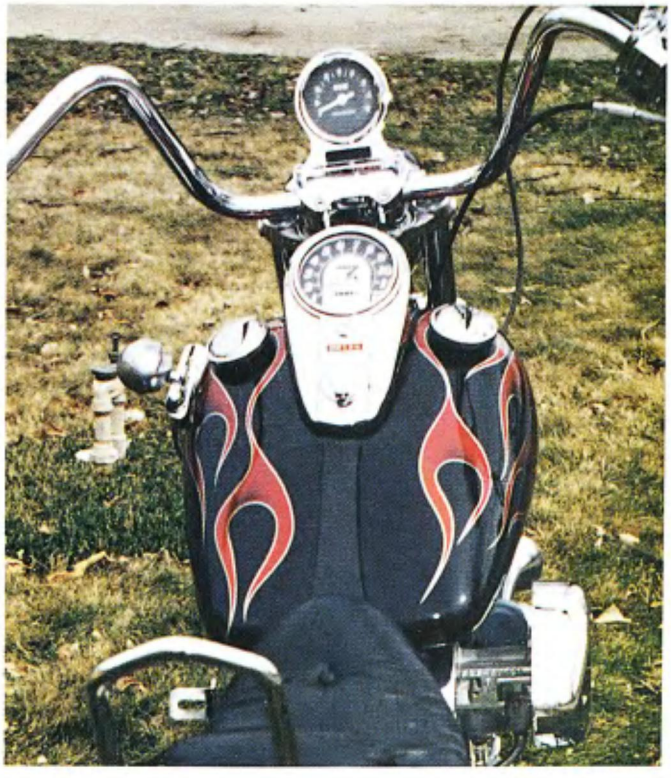
Keith Bowers always wanted a scoot that would blind bystanders as he rode through town, making them wonder, "Howdahell did that sorry sonuvabitch get his paws on the coin to put something like that together?" 'Course, up until a few years ago, the only bystander asking was Keith himself; that is, until 1985 when he happened to see a '48 pan sitting under layers of dead flies and dust in a friend's garage.

At first, he wasn't sure just what he'd gotten himself into: a '48 pan on a '38 single tube frame, an ahhsonippon front end, a suicide clutch with an ass-tickler shift, and no money to shape it into the bystander blinder he'd always wanted. Then one day when he was gear jamming down the freeway in his 18-wheeler, the big rig's fifth wheel assembly took a dump, leaving Keith shit out of luck, out of work, and off his feet for a year.

With his hands on enough cash to choke a large pony, he began a piece-by-piece assembly of the head spinner he now calls "Blood Money." After three years, when she was finally ready to ride, Keith putted straight to the Boise Roadster Show. The pan took first place in the "mild bike" class. Keith's bike has twisted a lotta necks all right, but he's the first to admit that the ultimate satisfaction comes from just climbing on the iron beauty and tearing up some asphalt.

—Clay Dog

General	**Forks**	
Fabrication by: Competition Cycles	Type: narrow glide	
Year and make: 1948 H-D	Builder: H-D	
Model: pan/shovel	Special features: lotsa chrome	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: 14-inch highbars	
Year and model: '48 pan/'78 shovel	Lights: Sportster headlight	
Rebuilder: Competition	Gas tank: fatbobs	
Displacement: 74 cubic inches	Seat: CCI	
Transmission	Other: floor boards, air horns	
Shifting: 4-speed, on tank	**Wheels**	
Clutch: rocker, jockey	**Front**	**Rear**
Other: 8mm belt primary	Size: 21-inch	Size: 16-inch
Finish	Tire: Avon	Tire: Continental
Color and type: candy red & orange lacquer, black & silver urethane	Brake: single disc	Brake: P.M. disc
Special paint: Dale Hopkins		
Frame	**Special features:**	
Year and builder: '87, Paughco	oil cooler, braided oil lines, 2-foot	
Type: doubledown wishbone rigid	sissybar, skull shifter	



Fox Hunt

JUNE WINNER

Laura is bustin' out all over, wherever she may roam. The Kentucky-born, Texan-raised beauty was livin' in Georgia when she entered the Hunt, but soon afterward moved to the San Jose area in California. Laura caught up with us in L.A. for a photogenic weekend that won't soon be forgotten. The outrageous curves of her body are rivaled only by her sweet-as-honey personality. Yeah, she's got that sexy Southern drawl. She had the crew hangin' on every word. See her doin' her thing on Jim Cruz's red, rigid shovel on page 76.

—Loudmouth

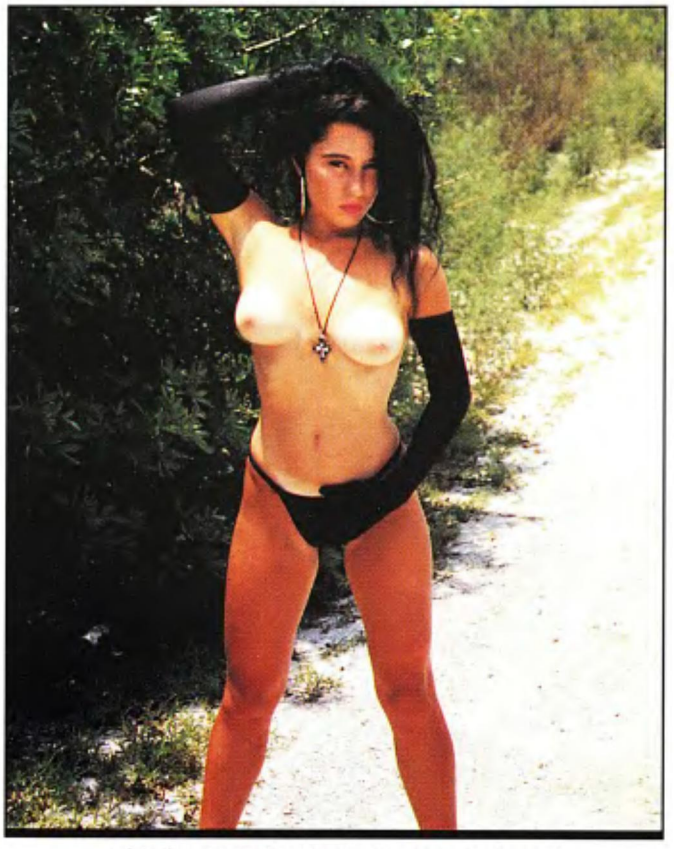
My first ride was something I'll never forget—short but sweet. His bike was very loud. It was exciting.

Anne, Maryland—#1101

I felt excited, free, and uninhibited. I gave my first tit shot to an old man at a stop light.

Elisa, North Carolina—#1102

To me, riding in the wind is the only true feeling of freedom.
Mel, Ohio—#1103



I felt the air and freedom I'd never experienced before. I was the hottest gal in town.
Julia, Russia/Florida—#1104

I was 16 and my car broke down. He pulled up, and I threw caution to the wind and jumped on.
Kellie, Colorado—#1105

My first ride was hot and slippery (bare fender), with vibrations that drove me wild!
Roxanne, California—#1106

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☐AJA

☐SAMANTHA STRONG

☐CHRISTY CANYON

☐JADE EAST

☐JEAN AFRIQUE

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☐STEPHANIE RAGE

☐KELLY BLUE

☐ERICA BOYER

☐NIKKI RANDALL

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☐TABITHA STEVENS

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☐ASHLEY DUNN
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☐ANGELA FAITH
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☐LINETTE GEYSER
☐ROXY HART
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☐JANELL HEIST
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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.

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.

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.

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 #233 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending in votes starting October 1, 1992.

Here she is, bros, the sixth monthly winner in our 14th Annual Fox Hunt, JoJo, #703, from Ronkonkoma, New York. 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 lifestyle, you can vote for another girl.

The deadline for voting for this month's crop of cuties is October 31, 1992. We'll print the winner in the March 1993 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

233

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 _____

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

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

_____

_____

_____

TECH TIP

STUFFING IN AIR ...

Or, Getting Your Head(s) Together

Relatively small changes to stock cylinder heads can make big changes to performance"provided you do exactly the right thing and in exactly the right way. Here's a review of some modifications to the heads for the Evo special Bandit's putting together. Check it out.

First, study the two heads in photo 1. The one on the left is a stock H-D head from the early Evolution engine, along with the piston and valves that go with it. The head on the right is from Departure Bike Works (Richmond, Va.), worked over by their machinist, Giggie, along with an Axtell Angle-Top piston and a pair of Black Diamond valves.

The Departure head has a different shape at the upper right corner, doesn't have the web running from upper right to the exhaust port on the upper left.

The depression that contains the valves and the spark plug is the combustion chamber. The tighter the piston squeezes the air-fuel mixture up in there—that is, the higher the compression ratio—the more heat the air-fuel mix generates and, therefore, the more power it delivers to the rear wheel. That's the good news.

The bad news is that squeezing the mix too much can cause it to explode all at once rather than burn progressively as the piston goes down. At the least, the explosion will produce "gas knock." At the worst, it'll blow the piston and connecting rod out through the bottom of the cases. To play high- compression games, then, you have to control the combustion event.

Whatever the compression ratio, you want to get lots of fuel-air mixture into the cylinder. Furthermore, you want the mix to be thoroughly stirred up. On a stock head (photo 3), the inside of the passage from the manifold to the intake is a little rough, and the roughness provokes turbulence that helps stir the mixture. At the same time, though, the roughness also impedes the flow. The ideal head would have smooth passages to assure maximum flow, but would also have some way of producing violent turbulence to assure mixing.

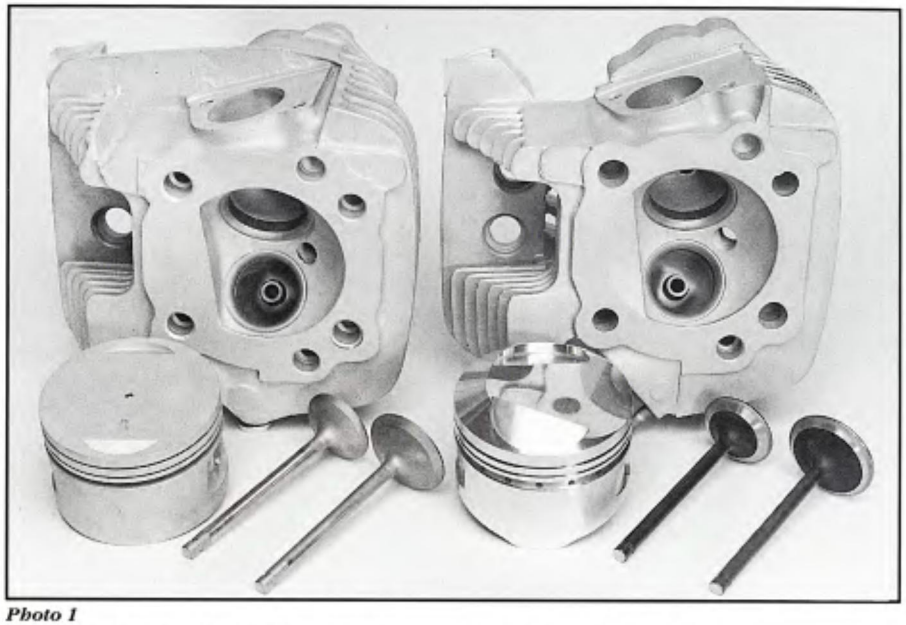

Photo 1

Giggie polishes the valve passages and ports until the air-fuel mix slips through like Jack Daniel's going down (photo 5), and polishes the inside of the combustion chamber until it feels like bar-top lacquer. That lets lots of mixture into the combustion chamber—but what about turbulence?

Turbulence? You want turbulence? We'll give you turbulence! Study that Axtell Angle-Top piston. The depression on the near side accomodates the intake valve. The depression on the far side allows for the exhaust valve. Note the angle of the metal from one valve depression to the other. This is the genius of the Axtell Angle-Top, and it works great if you know a Giggie who can fix the head to match it.

The stock head has a flat area on the left side of the combustion chamber. That's the "squish area." On Bandit's head, Giggie has machined the squish area down to a curved angle that matches the Axtell piston. During the compression stroke, the piston shoves the fuel-air mix into the combustion chamber. Then, wham! Right at the last second, the rising piston traps the mix under the squish area and gives it one helluva push that creates one helluva lot of turbulence. Even Harley-Davidson knows how to do that.

But look at Axtell's way: that upward-angled squish area gives the fuel charge considerable extra whirl up and across the top of the combustion chamber and right into the spark plug. The plug doesn't just sit there waiting for fuel to come by to get ignited. Rather, the squish area feeds fuel to the plug just like a welder bringing the torch up to the striker.

Axtell's Angle-Top, then, makes up for any loss of turbulence due to polishing. Besides that, it sets up a flame front—a wave of fire that proceeds through the fuel charge—that makes the most of the extra fuel that the polishing let in. It does something else, too. The turbulence, and the pace of the flame front, keep the fuel-air charge from going off all at once. Using Angle-Tops, and provided you follow up with the right cams and ignition timing, Giggie can finish a head to a compression ratio of 10.2 to 1.

Photo 2 shows a stock rod (upper) after Giggie has worked it over (lower).

Metal can take a lot of beating, but underneath it is very much like glass: a scratch or imperfection in the surface can open up into a crack that shortly becomes a complete fracture. To bullet-

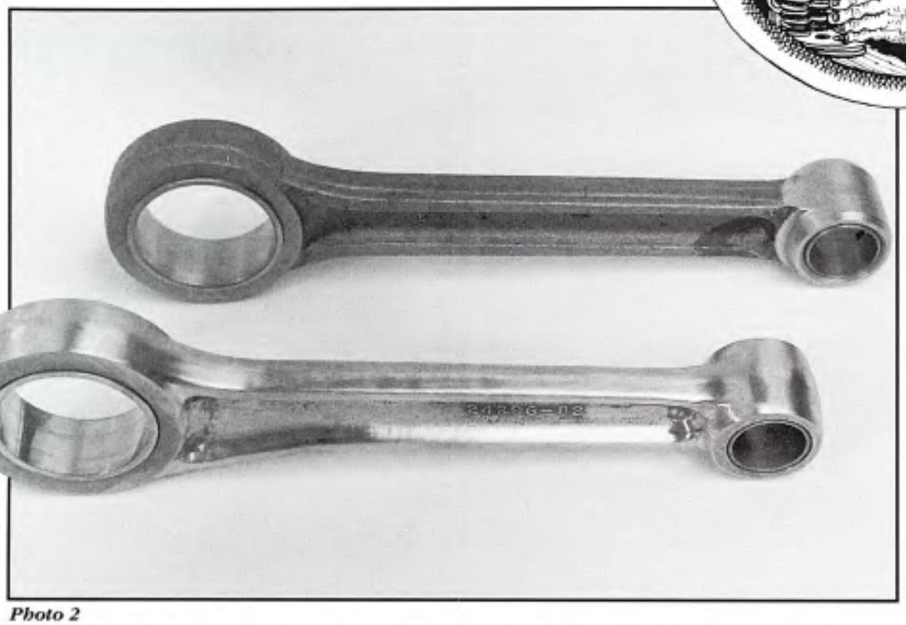

Photo 2

Photo 3

proof a rod, then, you must get rid of every surface irregularity that might act like a scratch. Note how Giggie smoothed out the casting ridges visible on the back and the rough edges of the I-section formed by the sides.

But that rod came out of the casting mold with a certain surface hardness, and the depth of the hardness might well vary. To polish metal off the surface means the depth of the hardness will most certainly vary. Since surface hardness produces a tension that helps the rod keep its shape, to vary the hardness produces a rubber-like rod—not good for going places.

Giggie settles that with shot peening (although some would recommend reheat treating). In case you didn't know, the surface of a hammer that you hit something with is called the "peen." Hence, flat peen, ball peen, cross peen, and so on. When the blacksmith lays hot iron on an anvil and beats the hell out of it, he's "peening" it, although not very precisely.

Nowadays, you peen by airblasting steel shot—just like buckshot—against cold metal. Since the force of the blast, and the weight and the composition of the shot can be controlled, shot peening can put just exactly the right amount of surface hardness on whatever kind of (ferrous) metal you want to harden.

Top end, bottom end, and middle, you have to prepare before you start to assemble. We're about ready, though, so we'll tell you about that next.

—Noose

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Special thanks to Ken "Musky" Berry

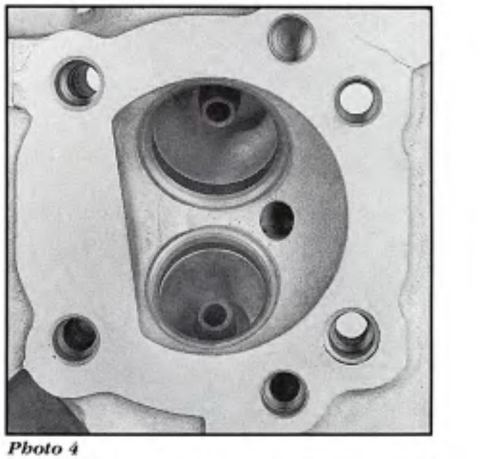

Photo 4

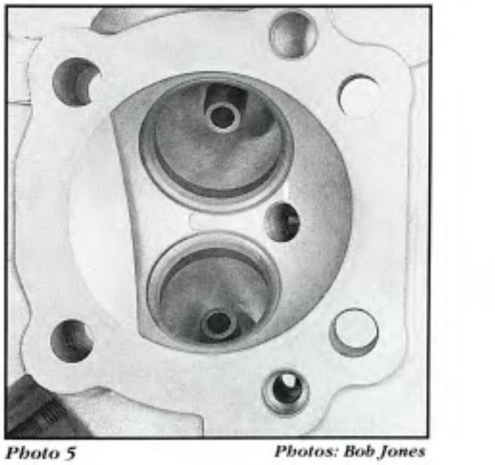

Photo 5

Photos: Bob Jones

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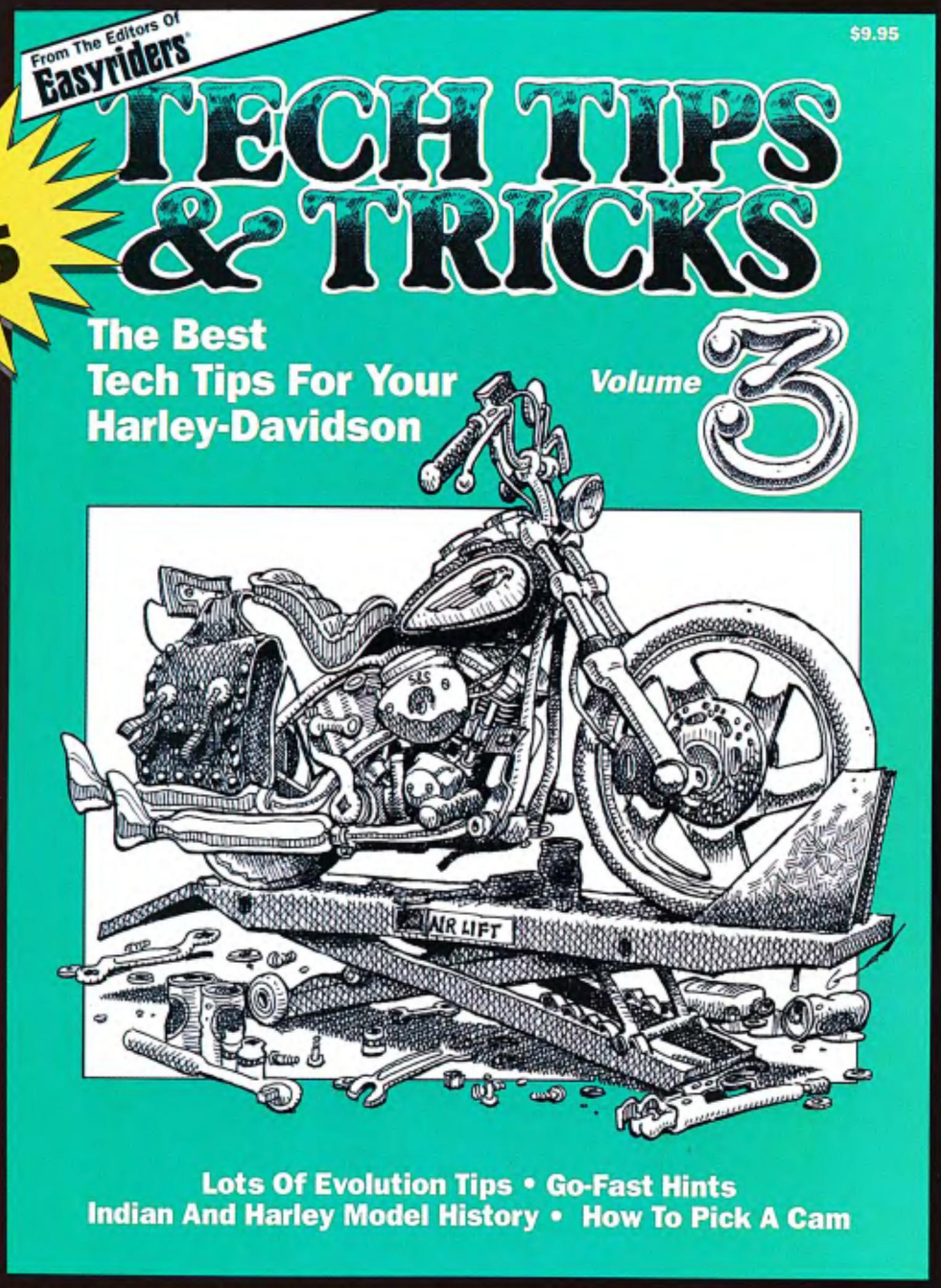

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LONERS

RIP'S RUN

After partyin' in central Michigan, Rip rolls southwest to do it again in Oklahoma.

Da Fourth

Last month I dropped you off in Ohio's greater Miami Valley. After partying with the Highway Hikers MC at their annual Biker Breakout, Sugar (my FLHTC) and I rode north to Stanton, Michigan, to catch the drag racing action at the American Motorcycle Association's Michigan Motorcycle Extravaganza (June 20-21).

En route to the drags, Sugar's left muffler blew off. Over half the lip on the crossover exhaust pipe eroded away. I patched it up to make it through the weekend, then headed to Biker's Unlimited (2555 South Division, Grand Rapids, Mich.) to visit with some folks I met at the drags. Kim Schaner fixed it so I could continue traveling with a minimum amount of noise. I need to replace that part of the exhaust system but have had a hard time finding a Harley dealer who has it in stock.

Sharing a building with Biker's Unlimited is Magnum Tattooing, a city-licensed and medically-approved tattoo parlor.When you're in the neighborhood,

Members of the Iron Coffins MC, from Detroit, Michigan, in Hag Valley.

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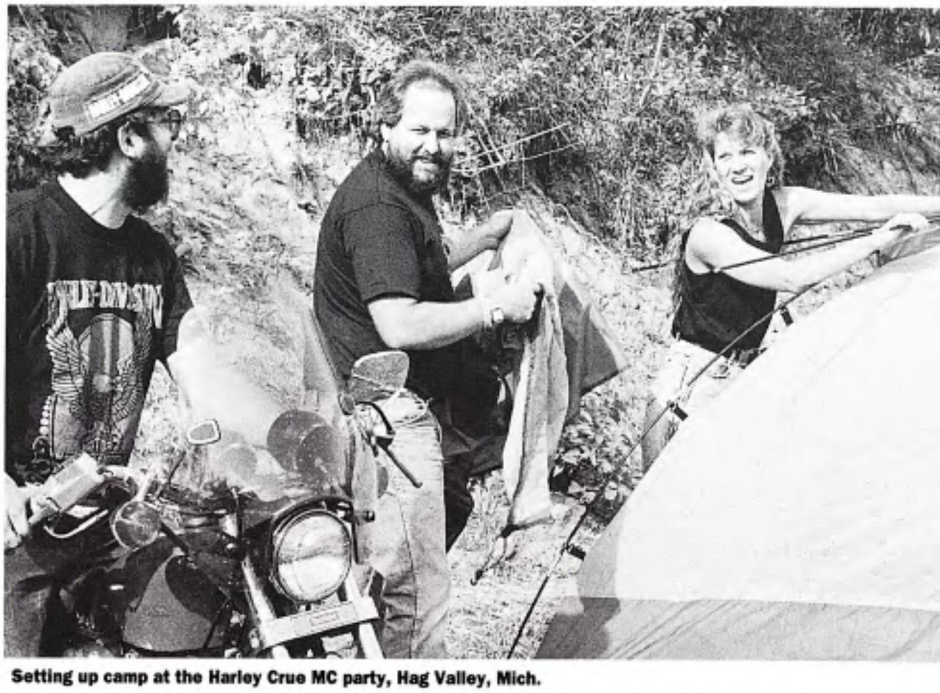

Setting up camp at the Harley Crue MC party, Hag Valley, Mich.

stop by and tell Jay, the tattooist, you read about him on these pages. Also, if you like Mexican food, try the Beltline Bar's Mexican Cafe, where a group of us chowed down. The below-the-border food they serve is better than average—especially for a spot so far away from Mexico.

While in that neck of the woods I stopped to visit with Mark Hunt, a Bros Club charter member/dealer and owner/operator of Hunt's Hog Shop (3030 South Cedar, Lansing, Mich., (517) 394-7840). Hunt's carries just about anything you need for your putt. It also sells used motorcycles under consignment in addition to some of its own customs.

One evening, Mark, Gary Holcomb (the parts man at Hunt's Hog Shop), and I hit some of the local biker hot spots. We went by Bishop's Inn, Frank's, and the Colonial Inn. But, by far, the hottest place we visited was Omar's, a titty bar where some of Lansing's finest exotic dancers work. We also had a blast when we stopped by the Family MC clubhouse before calling it a night.

During my stay in Lansing I also had the opportunity to meet the ABATE of Michigan Region 8 officers—a fine group of folks. On Friday, June 26, Don Wythe, an ABATE officer and president of the Rat Pack MC, and I rode north to his backwoods property. While we were sitting around the campfire that night, Don told a story about this humongous black bear that tore the doors off a shed he'd built.

ABATE officers at Biker's Unlimited and Magnum Tattoo, Grand Rapids, Mich.

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Gary Holcomb (left) and Mark Hunt, Hunt's Hog Shop, Lansing, Mich.

Kicking back at the Hawg's Rest Campground, Quapaw, Okla.

The bear was after some bags of corn Don kept around for the birds, squirrels, and smaller animals. Luckily, we didn't get any uninvited furry visitors that night.

The next morning we cut out for Johannesburg, Mich., where the Harley Crue MC were holding their summer party. Actually the festivities took place in an area called Hag Valley, but you won't find it on any road map. We had a great weekend, highlighted by good weather and company. Although beaucoup motorcycle clubs from all over Michigan were in attendance, I didn't see any fights. It was a tranquil weekend. I'd like to thank the Harley Crue MC for the hospitality they extended to this nomadic scribe. A couple of events stand out in my mind. One was the smoke bomb that refused to go out. The smoke from the stubborn sucker filled the whole fuckin' valley. It was fun watching the

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Eating a delish steak dinner at Hawg's Rest.

clubbers dealing with it. The fucker even burned under water. It wasn't until they dug a hole and buried it that it finally died. The other incident occured when an import bike was fired up with the throttle locked on. It took between five and seven minutes before it expired, with small chunks of it flyin' off and hitting the closest bystanders. First the pipes sizzled to a cherry red, then the barrels glowed before it blew. No one was hurt—permanently anyway. Bikers are a tough breed. Two large cheers went up from the crowd: one when the motor went and the other when the import was thrown on the roaring bonfire the Harley Crue members had built.

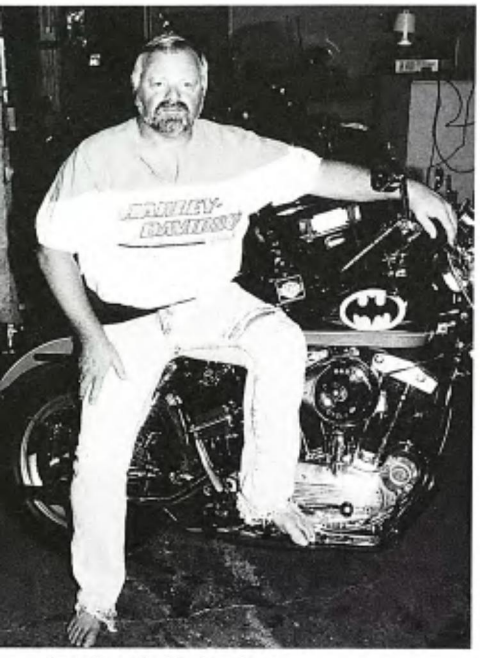
The following is a list of some of the motorcycle clubs who showed up to party with the Crue that weekend: The Chosen Family, Confederate Riders, Iron Coffins, Loyal Riders, Northern Knights, Northmen, and Vietnam Vets. There were a few more, but I didn't get a courtesy card or simply can't remember all of them. You know, short-term memory loss. I destroyed many brain cells that weekend.

Sunday morning we broke camp and rode back to Don and Connie Wythe's home in Holt. Connie putts her own FXRT. Don pulls a 2-wheeled trailer behind his 1987 dresser. He putts down the road rapidly, his radar unit on alert and his dog, Buddy, riding on top of the gas tank.

I left Michigan the next day and headed southwest toward the Hawg's Rest campground in Quapaw, Oklahoma. Yeah, a long putt. I was going to visit and party with my old pals Lee Lovett and Buffalo Bill Whyte, some Californians turned Okies. They ride with the Loners MC and have formed a local chapter in Quapaw.

But instead of riding directly to Oklahoma, I decided to cross Iowa on I-80 before going south. From a rest area near Davenport, I called Jim Long in Bellview, Iowa. Jim's an old friend who recently moved from California to set up shop in Iowa. He got tired of the rat race in California, and wanted to slow down and enjoy life a bit more. I can't say that I blame him—sometimes it gets overwhelming out there. Jim and his partner, Bob, can and have done it all, from wild customs to restorations. Jim has one of the prettiest red knucks to come down the pike

ABATE of Michigan, Region 9, chapter officers, Lansing, Mich.



Leon Hendrix, Newton, Iowa.

in many a moon. I spent the night at his new place. The building he bought was originally opened in 1861, the first year of the Civil War. From his back door you can see the river barges going up and down the mighty Mississippi. Jim showed me pictures of flooded buildings when the river had overflowed its banks not long ago. All the best to you guys, and good luck Jim, Terry, Bob, and Fallon.

The next day, I stopped in for a visit at Kev's Custom Rebuilding in Newton, Iowa. The owner, Leon Hendrix, is the Bros Club dealer for this area. He works out of his house and has many fine-looking scoots. Leon is heavy into Batman memorabilia. His place is covered with either Harley paraphernalia or Batman-related stuff. It's a pretty artsy-fartsy

Happy camper, Hag Valley, Mich.

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Rode in for the Loners MC party.

motif and interesting to scope out.

Sugar and I left Newton and made it to Kansas City, Kansas, by afternoon. From there we rode to Baxter Springs, Kan. Baxter Springs is a border town in the extreme southeast corner of the state, just a stone's throw away from Joplin, Missouri, and Miami, Oklahoma. Baxter Springs is often called the original cow town. The Sante Fe railroad stopped there before the rails were extended to Wichita, Kan., and then on to Dodge City (see issue #232), Oklahoma was Indian territory back then. Baxter Springs is in Cherokee country, and Route 66 ran through the center of town before the interstate system was built.

Well, so much for your history lesson. Now on to Quawpaw, Oklahoma,

How ya doin', Wizard?

and the Loners MC party. This party was a family affair. By that I mean that Loners from the other three chapters showed up to help inaugurate their newest chapter. A few homeboys from Baxter Springs showed up on their putts. Some of the clubbers who had the time rode all the way from California, where their club originated. Samo-samo for their other chapters. Some trailered their bikes, others rode. I didn't take a survey, that's not my job.

I will tell ya that Gary Spear, a Bros Club member, rode in from Long Beach, Calif., to take home the long distance rider trophy. Gary putts a Softail. Shondi Taylor from Wichita, Kan., won two trophies, one for the oldest female rider and the other for the long distance female rider. Her bride is a shovelhead in a rigid frame. Her ol' man, Richard, won the custom class. The dresser class went to a Kentuckian, Daddy O, from Bowling Green. Gene Tunks from Commerce, Okla., took home the rat prize.

The couple who came the longest distance were Mike and Becky Green from San Gabriel, Calif. The oldest male rider, Boyd Drumsford from Collinsville, Okla., was born in 1926. Of course Boyd rides a Harley. Lee's ol' lady, Tripper, dominated the single's domino tournament. Bob and Sue Collins won the domino doubles tourney. They ride with the Christian Motorcycle Association. In the horse shoe throw-off, Lucky Dog from Bowling Green, won the single end. Kenny Arnold and Danny Wallace took the doubles.

Pony, a proud Evo Sportster owner.

I've got to tell ya that I fell in love with this area. Well, maybe not madly in love, but I became rather fond of the locale. That is, until Mother Nature made it a sizzling hot killer Fourth of July. More on that later.

During the day people were lighting the regular store-bought fireworks, but come nightfall the really loud stuff started exploding. The club set off a good-looking pyrotechnic display, sporting their logo. Then, as if to call down the thunderous clap of lightning flashes that we'd been seeing in the northern skies all day, Mother Nature let loose of some big, fat, heavy rain drops, putting an end to all out-door activities. It's not nice to fool Mother Nature. But the storm didn't single out our little corner of the world. Its effects were felt as far north as Kansas City, where two people were struck by lightning and killed. Several others were stunned and knocked to the ground. Yeah, when I hear about something like this happening, it kinda reminds me of Lightning Alley in Central Florida.

Well, I hate to close the column on a bummer note, but we all enjoyed ourselves until the rain came. Ya just can't have it all, I guess.

I'd like for you readers to drop me a line to tell me what's going on in your area, biker-wise. I need to know about the biker doings near you. So how about it?

—Rip

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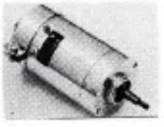
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SAM "CHOPPER" ORWELL

Dissension In The Desert

Editor's note: In the last segment of Sam "Chopper" Orwell (June 1992), Sam escaped his restricted existence to find freedom and solace in the desert. Or so he thought . . .

The coffin hit the hard earth, split, and dumped Sam onto the ground. He gasped for air. The bright sun seared his clamped eyelids. He was covered with sweat and his body reeked from the confined, seven-hour trek into the mountains. Sam rolled over and pulled himself onto all fours, his lungs drawing in the hot, arid air. Several men and a couple of women, their faces weathered from months in the desert, surrounded him. One raised a large, galvanized bucket and dumped several gallons of lukewarm water on Sam's limp torso. His longtime friend and riding partner, Red, kneeled at his side and held him from trying to respond to the watery assault.

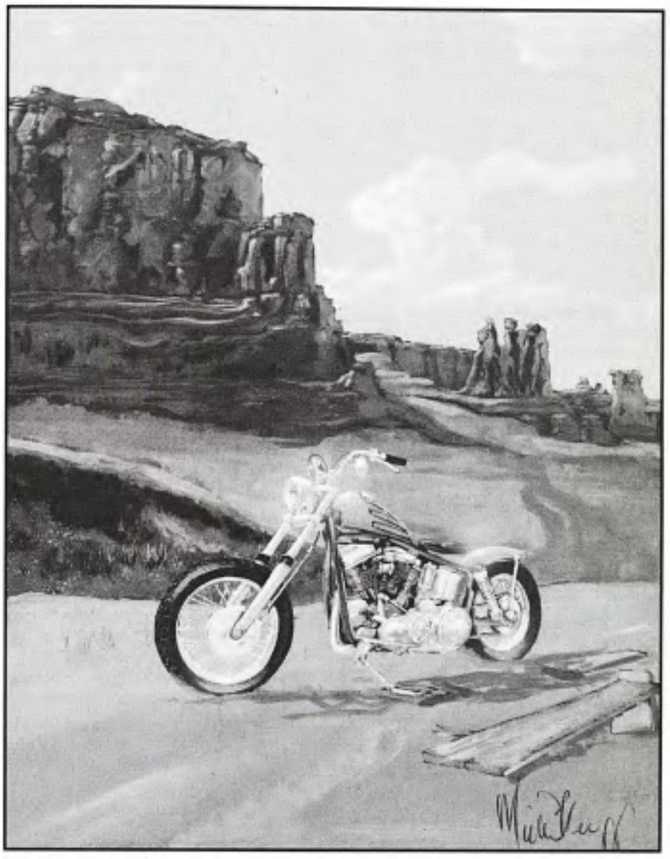
"Sam, it's Red. Don't move and don't open your eyes—the sun will burn the shit outta them."

A young woman stepped up and said, "I'm going to slip some welding glasses over your eyes to assist you in adjusting to the sunlight." The caress of her hand felt alien to his cheek. It had been a long time.

He tried to open his eyes, but the harsh light slammed them shut. She helped him into a truck and they sped along the edge of a mountain.

His eyes adjusted to the light as they twisted their way through a deep gully and into the camp. At first, the area struck Sam as a junkyard gone city—or *vice versa.* But it fulfilled two purposes. Thousands of vehicle shells provided both ample shelter and excellent camouflage. Atop sandy ridges, security patrols kept the renegade homes secure. From the sky, this assemblage of gnarled metal appeared to be an auto graveyard. No one outside would ever associate it with the guarded image of glitter town. A rusted jeep lead the caravan of trucks into camp.

People emerged from burnt-out trucks, trailers, and vans to get a glimpse at the new visitor. Sam's friend was obviously in a position of high command. As he stepped out of the jeep, he was greeted with respectful and congratulatory remarks. Another successful mission. Sam was lead to a small cluster of station wagon shells that were stacked together and covered with corrugated sheet metal. The area belonging to the girl was neat and



tidy, and Sam was made to feel at home. He washed up and was given some old, but clean Levi's and a khaki shirt. As Sam was dressing, Red knocked at the entrance of the woman's hovel. "May I come in?" he asked.

"We're decent," the woman replied, folding the towel Sam had just used.

"Sam, we're having a meeting in an hour, so I need to brief you on the situation here," Red explained.

"What situation?" Sam asked. "I thought I was going to ride again and be free from all the bullshit."

"That's part of it, Sam," his friend explained. "I mean, that's what our original intentions were . . . "

"So what happened? And, more important, why am I here?"

"That's a long story," Red began. "See, the more laws and regulations they enacted, the worse the law enforcement became. Then those shows started and it was →

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Orwell

open season out here. More people fled from the cities. It's gotten out of hand. We've got the makings of a rebellion here. Just come to the meeting. Then you'll understand."

"I don't want to get involved in another bureaucracy," said Sam. "That's what I came here to escape."

The two men stared at each other. Sam looked Red over. His friend was a strong and imposing figure, but in his eyes Sam could see a tired, disillusioned man. There was the air of an impending fist fight between them. The feeling rekindled Sam's spirit of adventure. He slipped on his last boot and said gruffly, "Okay, dammit, I'll come to the fuckin' meeting."

Red left, vowing to return in 45 minutes. The woman gave Sam a simple meal of rice, bread, and pinto beans. Over dinner he learned that her name was Amber. She wasn't bad on the eyes, with her long, wavy, red hair and athletic frame. Her eyes were brown and direct. Looking at her caused Sam to reflect on the government's hollow AIDS PR campaign, which resulted in outlawing casual sex and relationships other than marriage. As he studied her form, he became intensely aware of how long it had been since he'd been with someone.

Sam was snapped out of his daydream by a couple of men who came to deliver his bike and belongings. Amber moved around her abode quietly, never discussing the camp's politics or its history.

Red returned on the dot. "It's time," he said. "Let's go."

Red was quiet during their brief, dusty walk between the sharp scraps of metal, burnt-out hulks of cars, and stacks of hubcaps and engine parts. A maze of dark, jagged corridors lead them to the camp's meeting hall. It was a dark, vast cavern of rusted and charred steel. Both makeshift and sophisticated weapons lined the walls, which were built from truck beds that had been crudely split with cutting torches and welded to form a massive, secure enclave of steel.

The room was crowded with bikers—hardcore renegades with long hair and beards. Most were armed with long knives, bandoleers of ammunition, and sidearms or automatic weapons. A massive table fashioned from cable-spool tops and straps of bar stock stood like a warriors' round table in the center of the room. All types of chairs lined the perimeter, from milk crates to hubcaps with legs. Men sat around the table with pistols in front of them. Rifles, shotguns, and automatic weapons replaced briefcases. Their weapons were freshly oiled and ready for action.

Men sat around the table with pistols in front of them. Rifles, shotguns, and automatic weapons replaced briefcases

Sam's senses became increasingly alert as he took inventory of the number of men in the room. Every so often he noticed a woman, her sex only distinguishable by the lack of facial hair. The women wore the same clothes as the men and had their own choice of weapons.

"Sit here," Red said, pointing to one of two chairs left at the table. Red was obviously the group's leader. Though his friend carried himself like a seasoned general, Sam could see his tension.

"All right, quiet down," Red began. "This is my brother, Chopper. I'd like you to treat him like anyone who's been checked out. He's okay."

"Now what's this I hear about a run to Vegas?"

Sam watched as a big, burly Viking of a man, stepped forward. "It's on," the man said, shifting the weapon hanging over his shoulder. "We're tired of The Man killing our people in the desert and then blam-

ing us. We're tired of the bastards in Vegas getting everything while we rot here in the desert. And we're going to do something about it."

"Look, we came out here to get away from the bullshit," said Red. "If we attempt anything they'll just mow us down."

"That's a bunch of shit," yelled the Viking. "If you don't want to fight, then maybe it's time for a change in leadership."

Sam began to survey the room. He could see where the Viking's back-ups were. They rustled, their weapons at the ready.

"Have you thought about … " Sam began.

"Who the fuck are you?" said the Viking. "You don't know shit about what's going on around here. I say we ride in, burn the place, and take over."

Sam could sense signals. The men lining the jagged steel walls moved their weapons into alert positions. Sam looked at Red then stood up and began to move around the table toward the other man.

"How long have you been here?" Sam asked.

"Six months," he answered, staring down at Sam. "What's it to you?"

"Are you a brother?" Sam asked. "Do you care about every man in this room, and do you understand the fire power that's waiting for us out there?"

"I know how strong we are," said the Viking "That's all I need to know."

"Then let's hear your plan," Sam said, challenging him.

Momentarily, the burly, swaggering bear of a man stammered and →

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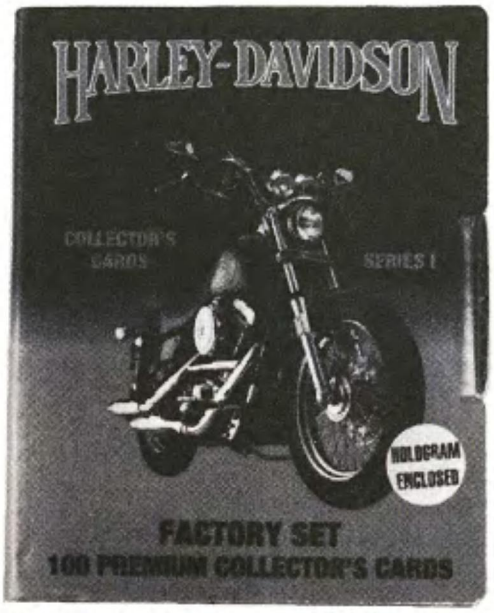

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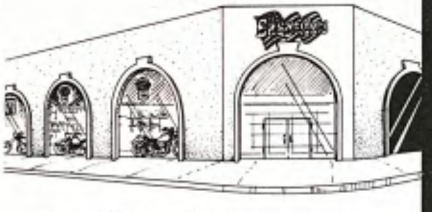

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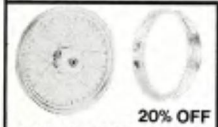

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Orwell

lost his ground. But the questioning of his plan put him back into the attack mode. His arms were flailing as he explained his plan in detail. His lieutenants aided in the description by producing maps and vivid illustrations. When he'd finished, the Viking stood as proud as any general ready to defend his military tactics.

"Let's take a vote," Sam said. "See how the rest of the men feel."

Red was four years older than Sam. His mane was coarse and thick and his eyes were a deep-set green. Sam had sandy blond hair and soft blue eyes. His demeanor was one of thought rather than violence. With Red it was the other way around.

Suddenly, Red grabbed Sam and threw him against the wall. "This is bullshit," he said. "I've got enough trouble without my own brother sidin' with that shit-stirrin' sonuvabitch."

He took a fighting stance and

One hour of forced daily exercise doesn't make a man ready for the rigors of rugged living and barefisted brawling

"What?" Red blurted from the other end of the room. He was stunned.

"All right," said the Viking, "all in favor say 'aye.'" The big man's chest grew as the response came in his favor. He had obviously been politicking. "All opposed say 'nay.'" His eyes darted around the room as if to take note of who had the balls to oppose his a plan. The room was silent, except for Red.

"I don't think we're ready," he said.

"I need a couple of days to train and learn the terrain," Sam cut in.

"Who cares?" said the Viking. "I say we go tomorrow."

Sam's mind whirled. "We need a holiday—a day when The Man will be lax and celebrating something."

The Viking piped up, "Okay, Memorial Day is only a month or so away. We'll go then."

"All in favor . . . " The decision was made, and Sam and Red left the room with the others. The troops were pumped.

"What the hell did you think you were doing?" Red asked Sam once they were alone in a dark corridor. "We don't have a snowball's chance in hell of a full-on attack." Red was furious. "Dammit, Sam, I thought . . . "

"Wait just a fuckin' minute," Sam interrupted. The two men stopped and stood eyeball-to-eyeball in the center of a steel hallway with a floor of sand. They were similar heights, close to 6 feet, 3 inches. moved to swing. Sam was still weary from the trip, and weak from the anti-physical society he had just escaped. One hour of forced daily exercise doesn't make a man ready for the rigors of rugged living and barefisted brawling. Sam moved to the side, blocking Red's punch. The two men slammed into the hood of an old Buick and fell to the ground. Sam struggled to his feet. Red was alert and powerful. He spun and sidekicked Sam, launching him toward the sandy floor again.

Sam hit hard and rolled for the momentum he needed to get back on his feet and out of the way of more abuse. His side burned with pain. "Why?" he asked himself. He pulled himself to his knees just in time to catch an engineer boot in the ribs. He gasped for air and collapsed to the sand. Squinting, he could see Red about to strike again. He grabbed the bumper of an old Chevy for support and kicked out, catching Red in the knee.

Red stumbled long enough for Sam to get to his feet. But Red was still in much better shape than Sam. He back-handed Sam with a caloused hand, drawing blood from Sam's nose. Sam was losing the fight but gaining in anger. He ducked the next punch, then nailed Red with two shots in the solar plexus. His knee felt the crack of Red's nose, but Red responded with a ferocious head butt and a left jab that immedi-

ately blackened Sam's right eye. Sam slammed against the hood of an old Studebaker, and the ornament stung his back. "I came out here to get away from this shit, you bastard."

Sam pushed himself off the hood. The ornament was covered with blood. "You're supposed to be my brother," said Red. "I don't take back-stabbing from anyone," he continued, spitting blood at the cloud of dust at his feet. They clashed again, both going for the other's throat.

"You stubborn sonuvabitch, I got us six weeks," Sam gasped.

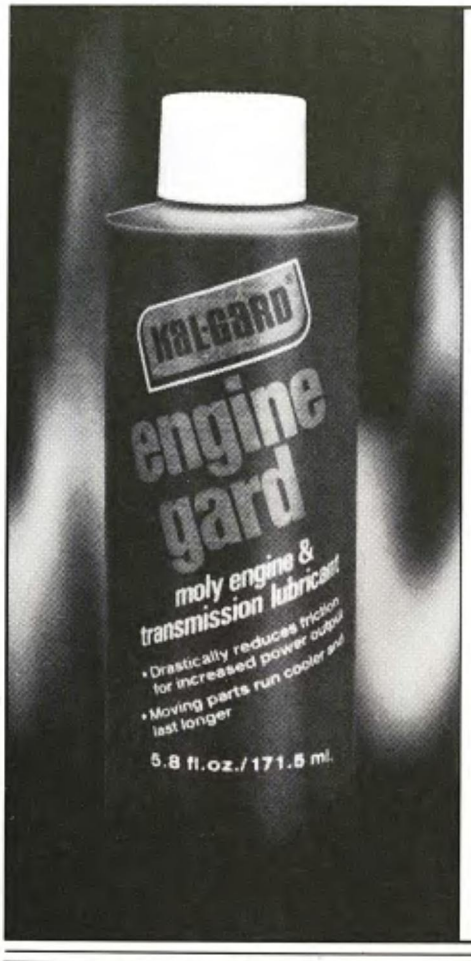
Red wrapped his hands around Sam's windpipe. Sam's face was turning red and his eyes were beginning to bug out. Suddenly, Red relaxed his grip and stared intently into Sam's eyes. "I'm sorry, man," he sighed. Red hugged Sam like a brother. "I've been going crazy. For months I've been trying to protect this band of renegades from the outside, and now he wants to get us all annihilated in one night."

Sam looked hard at Red and understood the frustration that had been building inside him. "Okay, hotshot, what the fuck am I gonna accomplish in six weeks?" Red asked as they walked together down the dark steel hallway into the blistering desert heat.

Sam looked at him through a swollen eye and chuckled, "That's your problem, bro. I'm sure you'll figure something out."

—Fiction by K. Randall Ball

See the January 1993 issue of Easyriders for the final chapter of Sam "Chopper" Orwell.



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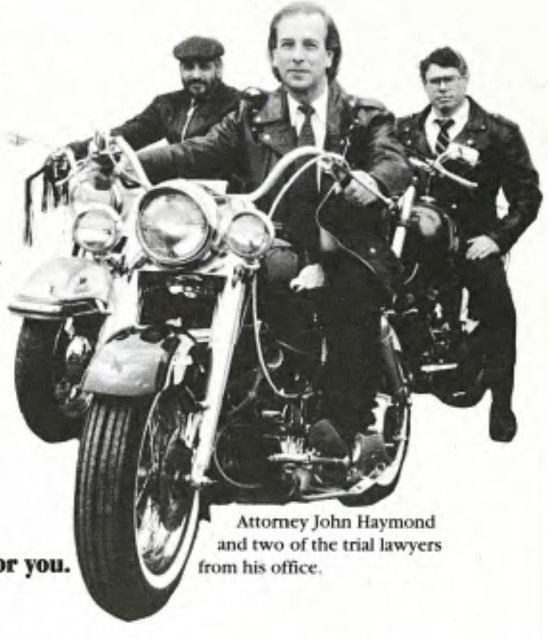

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Confused Timing

☐ I have a 1984 Sportster with a 1983 gear case cover and a 1983 front exhaust cam gear. On the 1983 cover the timing plate screws are vertical as compared to the 1984 which are horizontal, which was the reason for the cam. The 1984 timing plate is turned 90% but works fine. My problem is I'm unable to use a strobe light to time the bike. Is there a reason for this?

L. Shore
Howard Beach, N.Y.

■ 1983 and later Sportsters have a vacuum switch that bumps the timing up or down in conjunction with the ignition module. To time this engine with a light the rpm must be over 3500 rpm to reach full advance. To check retard timing the vacuum switch needs to have the hose removed and the intake manifold fitting plugged. Retard timing is then checked at about 700-800 rpm.

Seat Exchange

☐ I'd like to install an old-style "buddy seat" (the big bike seat H-Ds had in the '50 and '60s) on my 1990 FLHS Electra Glide. I have an FXRP solo seat, but I can't haul a passenger. Do they make a conversion kit, or is there an aftermarket set up?

Bob Baughman
Petrolia, Pa.

■ No aftermarket or factory kits are available to do this. The closest you can get is the FXRP mount, but passenger booster springs and mounts will have to be custom adapted.

Kick Sportsters

☐ Soon I will be getting a new 883 Hugger. Do you know of anyone who makes kickers for late model Sportsters? Sure would appreciate it.

Timster
Pecatonica, Ill.

■ There are no provisions for a kicker. Also, the stock ignition does not allow a spark to occur until the engine has turned more than one revolution to prevent starter kick back.

Decal Search

☐ I have a friend who owns a 1981 Sturgis, and even though it was a very bad year in Harley-Davidson history, I'm looking for the original decal, P/N 61159-80 with the AMF sticker attached to the bar and shield (one piece decal). I'd appreciate some help.

Bobby Fox
Walkertown, N.C.

■ AMF seems to have disappeared from all the replacement decals and emblems. The closest I could get was P/N 61159-80A, no AMF, or 14315-90/14314-90 (left and right) bar and shield with Sturgis attached.

Wheel Alignment

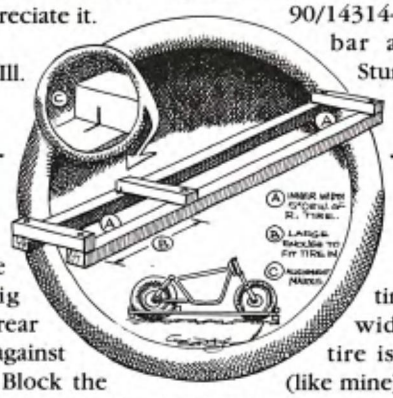
When I adjust the rear chain on my Sportster to align the rear tire with the front tire, it's quite a task. So, to make the job easier, I made myself a jig. You can do it, too. Here's how:

Rip a 2x4 down the center. Make three short braces about 8-1/2 inches long. Screw one brace on each end and the middle of the long pieces so that the space between the two long boards is exactly the width of your rear tire.

Stand the bike up. I do this by parking the bike in my garage doorway and running tie-down straps from the handlebars to the garage door tracks.

After you adjust the chain, unscrew the front and middle braces and slide the jig along the tires from the rear until the rear brace is up against the back of the rear tire. Block the jig up about four inches, front and rear, then screw the front brace in place. Rest the front brace on a piece of round pipe so it can move side-to-side as you adjust the rear wheel.

Put a clamp across the long runners near the center brace and tighten the clamp until the long runners are exactly the right distance apart. This clamps the jig to the rear tire. As you adjust the rear axle, the rear wheel will shift the front of the jig from side-to-side.



If your front tire is 3-7/8 inches wide and your rear tire is 5 inches wide (like mine), you must have 9/16 inches on each side of the jig at the front tire. Turn the handlebars to align the front tire with the long runners, then adjust the rear axle until the spaces on each side of the front tire are equal. Check both sides of the front tire, at front and rear. All four measurements should be the same. When they are, both front and rear wheel are on the same track.

—Pat Ponsonby

Illustration: George DiLucca

Choppershopper

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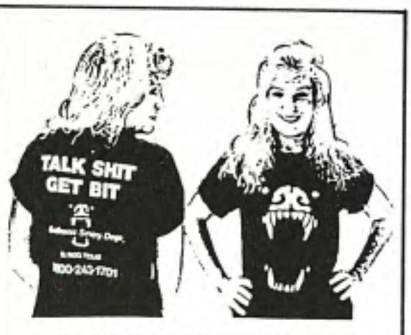

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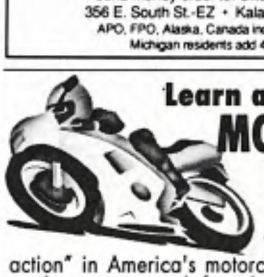

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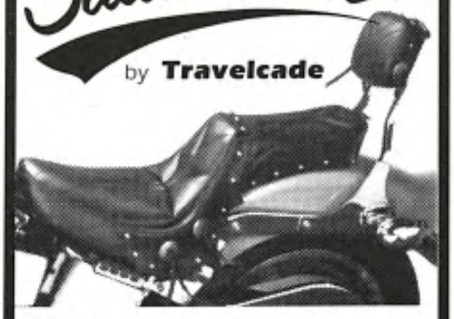

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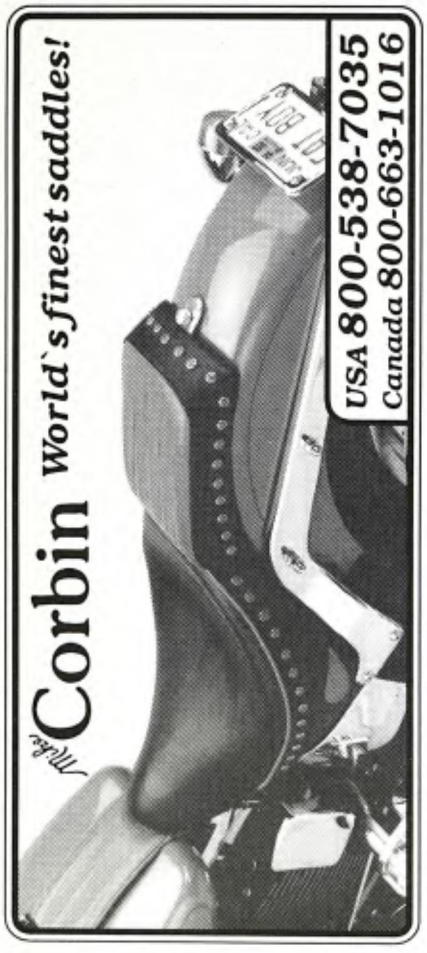

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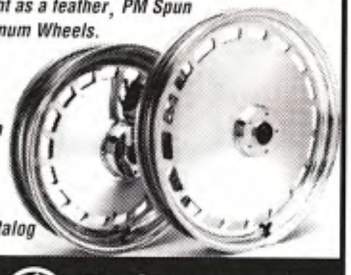

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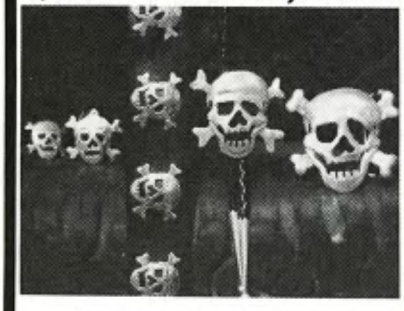

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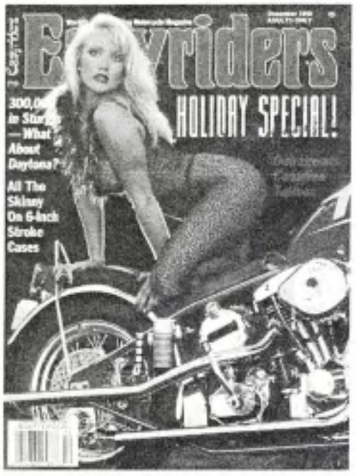

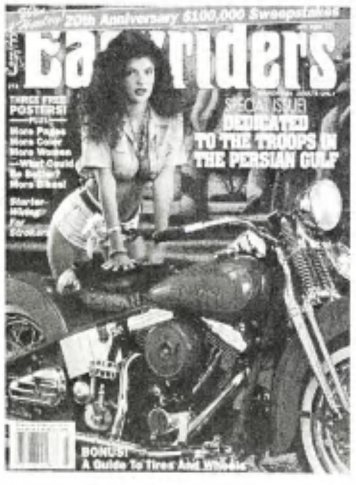

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RESTORATION: Harley-Linkert Carbs, complete rebuild with brass floats. Leather solo and buddy seats redone as original. Fat bob speedos, '36-'61, cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

SALVAGE: Throttle Masters, H-D motorcycle & servi-car salvage. Used, rebuilt, new, old stock parts from dismantled bikes & former dealer inventories. 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

SISSYBAR PADS: Pillow or smooth look. Stainless steel bracket mount or slip over. 7"; $19, 10"; $22. plus $3.95 S&H. Shipped UPS/COD or send check or M.O. to Starch Cycle Products, 527 Cape Coral Pkwy. West, Cape Coral, FL 33914, (800) 398-8124. MADE IN USA.

TOOLS: SPECIAL SERVICE TOOLS for your H-D. Call or write for FREE CATALOG. (813) 856-1264. The Service Dept., Co., 12907 Valimar Rd., New Port Richey, FL 34654.

VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1K0, (705) 456-6622, FAX, (705) 456-0360, USA; Kaycee, Rt 22B, Buffalo, WY 82834.

WHEELS: Custom Wheels, specializes in lacing & truing. Save $$ on spiral, diamond and stainless spokes. Complete wheel assemblies, chrome service. UPS shipping. Latest catalog; $1. 975 West St., Attleboro, MA 02703, Phone/FAX: (508) 222-4981. Dealer Inq. Welcome.

WHEELS: Chrome aluminum Harley-Davidson original equipment wheels; Fat Boy style and spoke type. Chrome plate or exchange your wheels. (209) 464-7771, (800) 395-WHEEL. Stockton Wheel, since 1883.

MAIL ORDER/H-D PRODUCTS

H-D PRODUCTS: OLD PAN M/C "Remember when SEX was safe . . ." & others. w/custom back, blk. Oneida, M-XXL; $14 (tax, S&H incl.) U.S. funds, MC/VISA, foreign + $3. 40-pg. cat.; $3 (foreign $5). LIFESTYLE ACCESS., Box 792, Bodega Bay, CA 94923, ph/fax: (707) 875-2579.

LEATHERS: Sleepy Hollow Saddlebags, Inc. Free info and price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800) 238-8625.

LEATHERS: GLIDE WITH PRIDE LEATHERS: Top quality American-made leather clothing & accessories at discount prices. Jackets, vests, saddlebags & much more. $2 gets catalog—deducted from 1st order, Box 875, Janison, MI 49429-0875

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PARTS & ACCESSORIES: Free 128-page catalog, Harley parts & accessories. Call (216) 364-6519 or write to H & M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners.

NOVELTY ITEMS: RATFUK PRODUCTS XMAS CATALOG. T-shirts, nasty lingerie, inflatable sheep & pig love dolls, turd coilers, farting compounds. Send $5.95 to RATFUK PRODUCTS, Dept. ER, 6341 Industry Way, #B, Westminster, CA 92683.

MC PATCHES: Semel's Custom Colors, made in the USA. Manufacturing colors for over 50 years. Finest quality, discount prices. Fast, loyal service. 76 Lexington Ave., Passaic, NJ 07995, (201) 473-3959, FAX: (201) 473-8895.

MUSIC: "Biker Party King," "Pussy Licking Tommy," "Sally's Hairy Pussy," and 14 more nasty songs on two cassettes. Send $14.95 to Mack Banks, Box 17, West Point, MS 39773.

MUSIC: Angels, Gypsies & Me: Newest release by Jim Brady. "The music understood by the H-D enthusiast". Tape & T-shirt; $18.95 ($10.95 ea.) plus $2 S&H. Tapa Enterprises, Box 1685, Reseda, CA 91337 (602) 939-4369 or (818) 341-6025.

MUSIC: EASY JAKE—New 10 song cassette featuring "Bikers Xmas" & "Outlaw." 1st cassette SHOWIN' CLASS also available. Send $8.95 ea. or $14.95 both. Jennelle Music, Box 2029, Anna Maria, FL 34216.

T-SHIRTS: Action Cycle Machine, 1425 Fuselage, Baltimore, MD 21220, (301) 391-6872. Shovel motor on black, blue or red shirt, S-XL. Custom back; $13, UPS/COD.

T-SHIRTS: Barnett Harley-Davidson/from $11.95 ea. ($9.95 ea. additional). Five colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 79925, (915) 592-5804 or (800) 736-9173.

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

T-SHIRTS: Hacienda Harley-Davidson, $11.95/first shirt, $9.95/second. Heavy black, 100% cotton, 5-olor design. Shipped UPS/COD, XXX available. 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700 or (800) BIKE-4-U-2.

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

T-SHIRT: Harley-Davidson of New York, Inc., 32-86 47th Street, New York, NY 11103, (718) 278-1515. Large selection of styles & sizes—$10 and up.

T-SHIRT: Stubbs Cycles Harley-Davidson, S-XL, $14, XX-XXXXL, $17. 4436 Telephone Rd., Houston, TX 77087, (713) 644-7535.

T-SHIRT: Miller's Custom Parts, S-XL, $14.95; XXL-XXXXL, $17.95; XXXXXL, $22.95. Prices include shipping. 1863 S. Ridgewood Ave., So. Daytona, FL 32119, (904) 761-0858.

T-SHIRT: DOGMEAT'S, "Flathead, Knucklehead, Panhead, Shovelhead, Blockhead, Gimme Head" on front, orig. logo on back, 100% heavy blk, cotton; $10.95 incl. S&H. Dogmeat's, 4713 California Ave. SW, Seattle, WA 98116, (206) 935-4710.

T-SHIRT: PRISONERS OF WAR FREEDOM FOUNDATION: Black, P.O.W., T-Shirts; $12, short sleeve only, M-XXL. RFTW and "Jane Fonda, American Traitor—BITCH" patch; $5 ea. Box 65 MCRD, San Diego, CA 92140.

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T-SHIRT: Lombardi's Harley-Davidson; $15 each, includes S&H, 440-442 Bay St., Staten Island, NY 10304, (718) 447-4009. U.S. funds only.

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T-SHIRT: American Motorcycle Supply, Belgium's exclusive Harley-Davidson dealer. Black, 100% cotton T's, M-XL; $16 includes S&H. Add $4 for COD. XXL-XXXXXL available. Oostjachpark 6, 2700 Sint Niklass, BELGIUM, (800) 292-5369.

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VIDEOS: DAYTONA BIKE WEEK '92. The places, people and events of the world's largest biker gathering. $19.95 + $4 S&H, Visa/MC. Allow 2 weeks to deliver. (615) 970-5990. Event Videos, 5209 National Dr., Knoxville, TN 37914, (TN res. add sales tax).

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MISCELLANEOUS

AERIAL PHOTOS: HARLEY-DAVIDSON'S 85TH ANNIVERSARY, Milwaukee, WI, Lakefront 1988. Aerial photos of 1,000's of Amer. #1 people and their #1 machines. Professional, custom, color photos, 3 diff. views, size; 8 x 10. 1 view; $10, 2 views; $18 or all 3; $25. Larger portraits avail. Skyview Aerial Photography, 1912 Prospect St., Racine, WI 53404.

BIKER BARS: Rainbow Tavern, T-Shirts with H-D design & bar logo on back, S-XL; $13. Cert. Check, M.O., or cash only. 3425 E. Benson Hwy, Tucson, AZ 85706, (602) 889-9165.

DEALERS WANTED: Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206, Dept. P. 112 page, color catalog, H-D accessories/Genuine Bikerware. Call/write (414) 263-3000, FAX: (414) 263-2001. WHOLESALE ONLY!

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ROLLERIZED CAM COVER: H-D Rollerized Cam Cover conversion. Call Wayne's Harley & Machine Shop, (619) 448-7139. 10020 Prospect Ave., Santee, CA 92071.

TRANSPORTATION: D & D Motorcycle Service/Crating and shipping from California to anywhere in the world. 1338 W. 228th St., Torrance, CA 90501, (213) 530-5634.

WHEEL POLISHING: Fatboy & Softail solid disc wheels. Mirror-finishing is our specialty. Wheels, lower fork legs, no part too small. UPS to & from anywhere. Pictures available. Call (215) 588-6594 or FAX (215) 759-7030. Industrial Components Co.

SMALL WONDERS

Cycle Art In Miniature

Some artists express themselves on the grand scale—giant murals or barbell-heavy books containing sagas of epic proportions. A few artists work not just on a small scale, but instead create art on a scale that can only be called "minute"—like inscribing the entire book of Genesis on the head of a pin or assembling a perfectly detailed and full-rigged schooner inside a whiskey bottle.

The artists who create these tiny Hogs work with mosquito-size hardware, with gears suitable to a doll's watch and with springs as fragile as strands of fine hair.

The tiny brass bike in the accompanying photos is owned by Frisco Gary, a Hells Angel belonging to the Vallejo, California, chapter. Gary acquired the bike about 10 years ago from Scott Bibbern, the artist who built it. Gary hasn't seen Bibbern since the day the mini-scoot came into his possession, but he had plenty to say about the specifications of this amazing replica of a 1940 knuckle-powered rigid.

For example, everything on the outside works like a real bike, including the rear chain, kicker, throttle, plunger-operated wide glide seat, and even the retard on the distributor. More amazing, each piece was hacksawed, ground, filed, and buffed by hand. Miniscule ferrule pins were cut with a jeweler's saw, and all holes drilled and tapped to accommodate the screws, nuts, and bolts. The wheels and spools were turned on a jeweler's lathe. The entire bike can be stripped down to its basic components with a few mini-size wrenches and a screwdriver.

Frisco Gary is both owner and curator of this low-profile putt. I say "low profile" 'cause, until recently, Gary's turned down all offers to put the bike in a magazine or display it anywhere but his home. But he seems to be softening a mite lately ('cause he brought it to our Vallejo regional bike show this year), so if you happen by California Performance Iron in Vallejo, he might let ya have a look.

The miniature swingarm shovelhead is the work of John McGauley, a long-time Harley rider and owner of The American Jeweler in Zimmerman, Minnesota. The sculpture is a 1/10 scale replica made from a pound of sterling silver with an ounce of 18-karat gold trim. The model also incorporates 12 gemstones, including two stud earrings, and a special-cut, synthetic 40-carat diamond headlight that pops out for wearing as a pendant.

John says he spent about 1,000 hours on the project. Using jeweler's and dental tools, he produced the intricate masterpiece you see here. Every piece on a swingarm shovel has been detailed on the model, and without the use of nuts, bolts, or screws. That's right, everything snaps together, yet it all works, right down to the adjustable rearview mirrors.

If you went to Sturgis, you probably saw this beauty on display, along with a second scoot John fabricated to even closer tolerances than the first. He loves his work and eventually hopes to make a living fashioning these mind-mulchin' minis. For more info on John's work, write: The American Jeweler, Box 17, Zimmerman, MN 55398. —Gulliver

Photos: Michael Lichter, Silvermoon

LIBERTY RIDE '92

1992 National Helmet Law Rally

My participation in helmet law rallies goes back to the early '70s, a time when I was fortunate enough to be put in the position of founding ABATE of Wisconsin. It was a time when federal blackmail was being imposed on the individual states against the will of the people. It was a tactic used by the federal government to bolster the Highway Safety Act of 1966.

It is now 1992. The recently-passed highway bill in Washington includes a section which calls for national mandatory seat belt and helmet laws. There is also a penalty portion (federal blackmail)—just like in 1966.

Without confusing the issue by getting into the semantics of the whole thing, let's simplify the argument with the basic knowledge that in 1976 the bikers of this country reminded our federal government that the states had sovereignty over issues such as these. And we were successful in removing the federal duress, and that resulted in the reinstatement of our freedom of personal choice.

It was an era of political activism and civil disobedience across the land. Thousands of bikers rode helmetless to state capitols, voicing their demands to be left alone to enjoy the liberties and freedoms guaranteed under The Constitution.

Wisconsin bikers excelled in stating their position to the tune of 50,000 riders at a single rally in 1977. In fact, every rally organized in Wisconsin drew record crowds. In 1991, in the midst of a tornado, 30,000 riders gathered on the capitol steps. Trees were uprooted by the tumultuous winds, but the riders stood their ground. The fact that the highway bill passed intact did not diminish their enthusiasm, but actually heightened the level of participation and awareness surrounding our plight.

Rallies can and do act as the catalyst to promote involvement

Tony Sanfelipo

In 1992 two federal bills aimed at removing the penalty portions of the highway bill were introduced. The success of these bills could be the single most important factor in →

Personal safety is the responsibility
of a free citizen- not a
of government!

our pursuit of freedom. It is time to act, and act on a scale reminiscent of the '70s.

Rallies, in and of themselves, are not the solution to the problem, but they can and do act as the catalyst to promote involvement. This biker involvement can take the form of joining bikers' rights organizations, writing or calling legislators, and educating the general public. But unless you've experienced the spectacle of thousands of bikes in parade, it's hard to describe what these rallies mean to the participants.

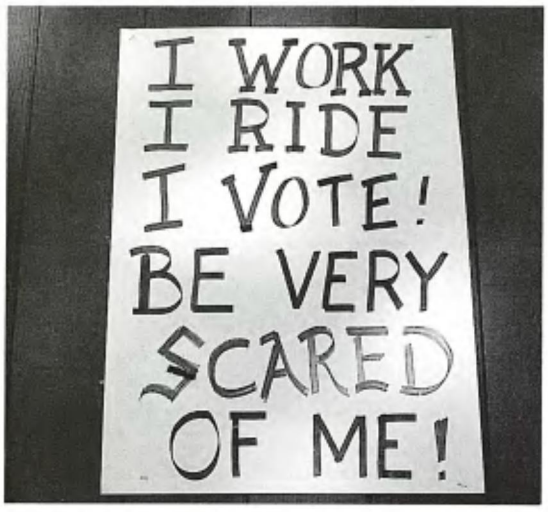
I was able to present the need for such a grand event to the organizers of the Liberty Ride for 1992. A committee was formed which included various motorcycle clubs, individual independent riders, several state legislators, and ABATE of Wisconsin, the most active motorcyclists' rights group in Wisconsin. I also enlisted the help of my employer, Attorney Mike Hupy, of Jacobson & Hupy, to help by writing articles on helmet product liability, contacting state federal legislators, and writing editorials for various state newspapers—all of which he did with fervor.

In addition to this, the law firm mailed over 20,000 flyers to rights organizations and bike shops throughout the country to advertise the event. Attorney Hupy attended every organizational meeting concerning the rally to answer any legal question that popped up. He also donated to the financial needs of the rally, as he'd done the previous year. After delivering closing arguments to a jury in Waukesha, he traveled to Madison for one of the final rally meetings, learning by phone that the jury had decided in favor of his client. Such was his dedication to the rally.

The Liberty Ride committee had assigned the task of crowd control and parade marshaling to the one man most experienced in that duty, Mike Hunter, a longtime member of the C.C. Riders MC, the Madison club which acts as the informal host for these rallies. Mike had the complete cooperation of the City of Madison Police and the State Capitol Police, without which the rally would have been a disaster. The actual rally security was handled by members of the C.C. Riders, Apparitions, Union, Beowulf, Crusaders, and Fifth Chapter motorcycle clubs. Parking over 30,000 bikes can be a real chore if you don't know what you're doing, but these guys are professionals in every sense of the word.

As for the actual program for the rally, I had the privilege of recommending most of the participants. Due to my past experience in setting up these events, the program was pretty easy to decide on. In addition to several local speakers, Keith R. Ball, editor of *Easyriders,* was a featured speaker. He was invited through and sponsored by the Jacobson & Hupy law firm. →

Riders from many states converged on one state's capitol to unify the message



Most people involved with motorcyclists' rights know that ABATE was formed under *Easyriders* leadership, and that under Lou Kimzey, Keith was the national director of ABATE. What better person to speak at our rally, a rally of national importance, sponsored in part by ABATE of Wisconsin? I have known Keith and of his dedication to ABATE for over 20 years. Before the rally he toured the Harley-Davidson manufacturing facilities along with Steve Piotrowski, staff assistant to Senator Herb Kohl, a co-sponsor of S-2204, one of the federal bills we are supporting. Steve delivered a statement by Senator Kohl to the rally crowd. The factory tour was led by Richard "Chopper" Krause, a former state director of ABATE of Wisconsin, and currently a member of the Executive Board of AIW Local 209, which represents the workers at Harley.

Chopper also spoke at the rally on behalf of the union, expressing concerns over the economic ramifications of a mandatory helmet law.

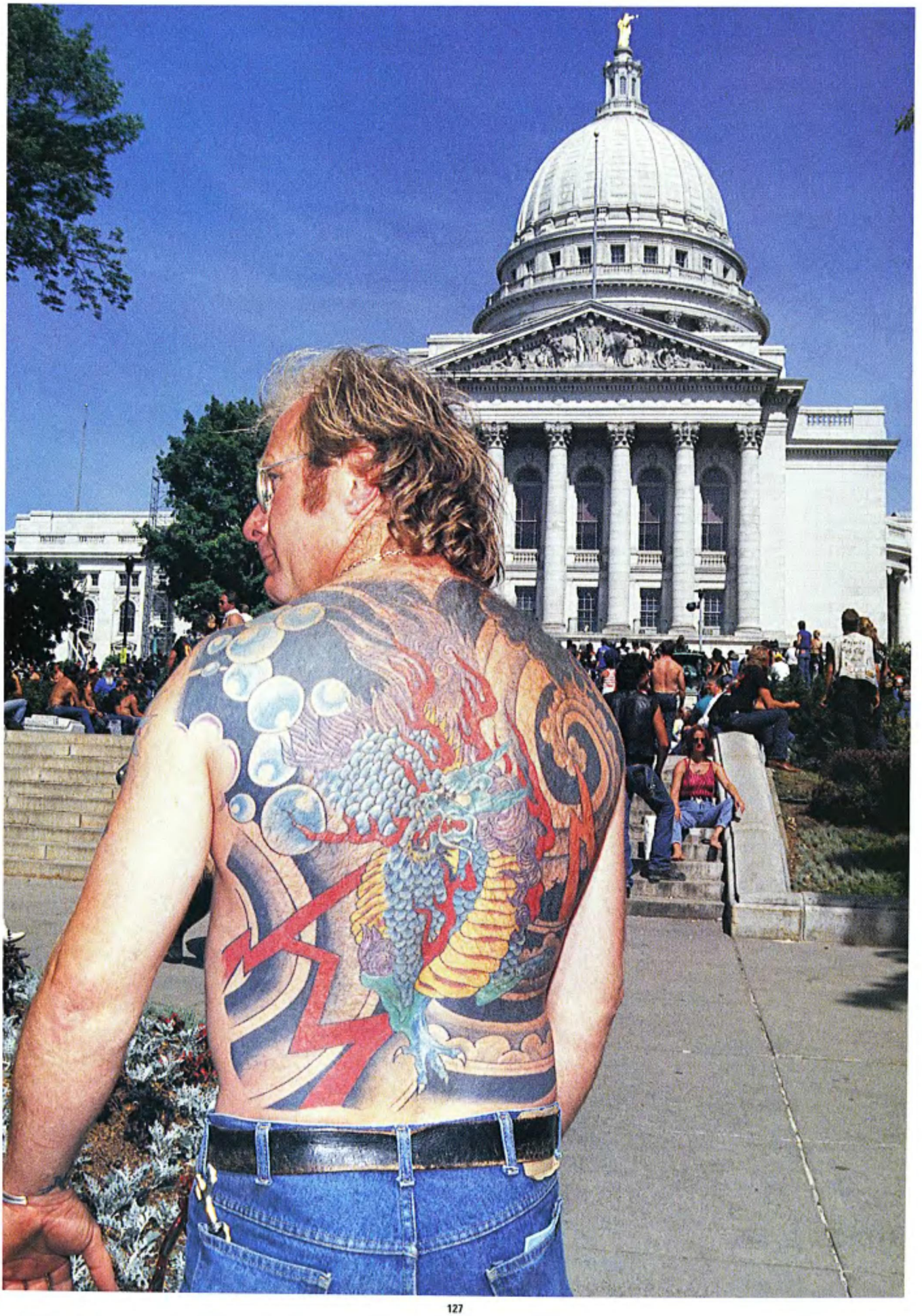
Of note is the fact that Wisconsin has four members of ABATE who are incumbent members of the state legislature, and two members who are running for office for the first time. This was one of the major messages at the rally. We have to take control of our destiny. We need our people to participate in the political process at all levels.

A steady ribbon of bikes (four and five abreast) entered the state capitol. Looking down from the sky, the procession appeared to be a giant rhinestone necklace. The chain was over 10 miles long, with chrome and headlights offering a sparkling tribute to the heavens.

Riders from many states converged on one state's capitol to unify a message. The best decription I can offer is to ask you to visualize the faces, hear the sounds, imagine the smells, and feel the power that this diverse group of bikers produced. They assembled in brotherhood to ask for the simple right to choose what is best for them, without the interference of a legislative body.

—Tony "Pan" Sanfelipo

Photos: Billy Tinney



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

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A WELCOME SIGHT

And A Lucky Stroke

I ran into the owner of this fine-lookin' shovelhead stroker one humid summer night at about two in the morning. I was headed home from a party in the city. I was dying of thirst and hoped to make it to the 7-Eleven before they stopped selling beer.

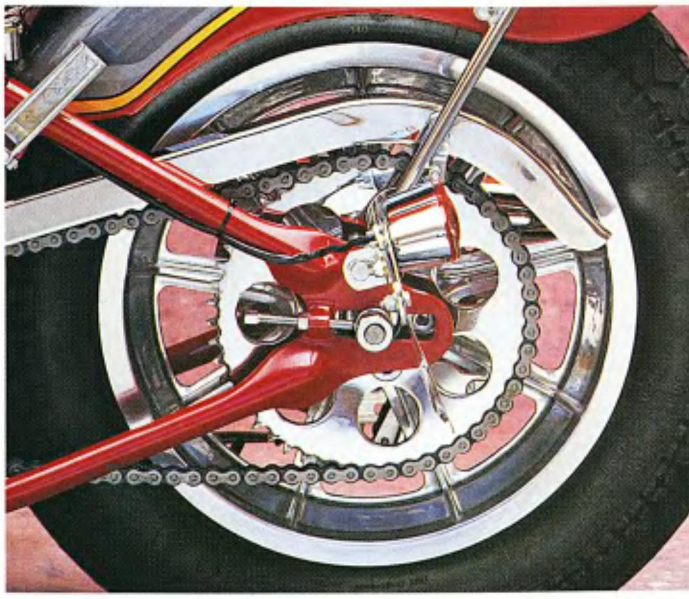
Glenn is an ol' buddy of mine, but I hadn't seen him for years, and at that time he rode some mangy rat bike whose origin and composition could only be guessed at beneath all the grease, burnt oil, and road grime. But there he was after all that time, at the all-night asylum at 2 a.m., sitting astride this knock-yer-eyeballs-out custom job. →

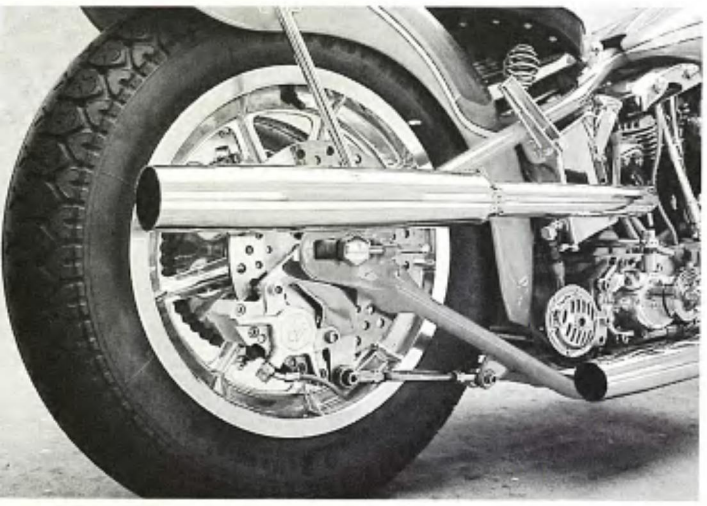
But I'm getting ahead of myself—I was gonna tell ya why running into Glenn at that time and that place was so special.

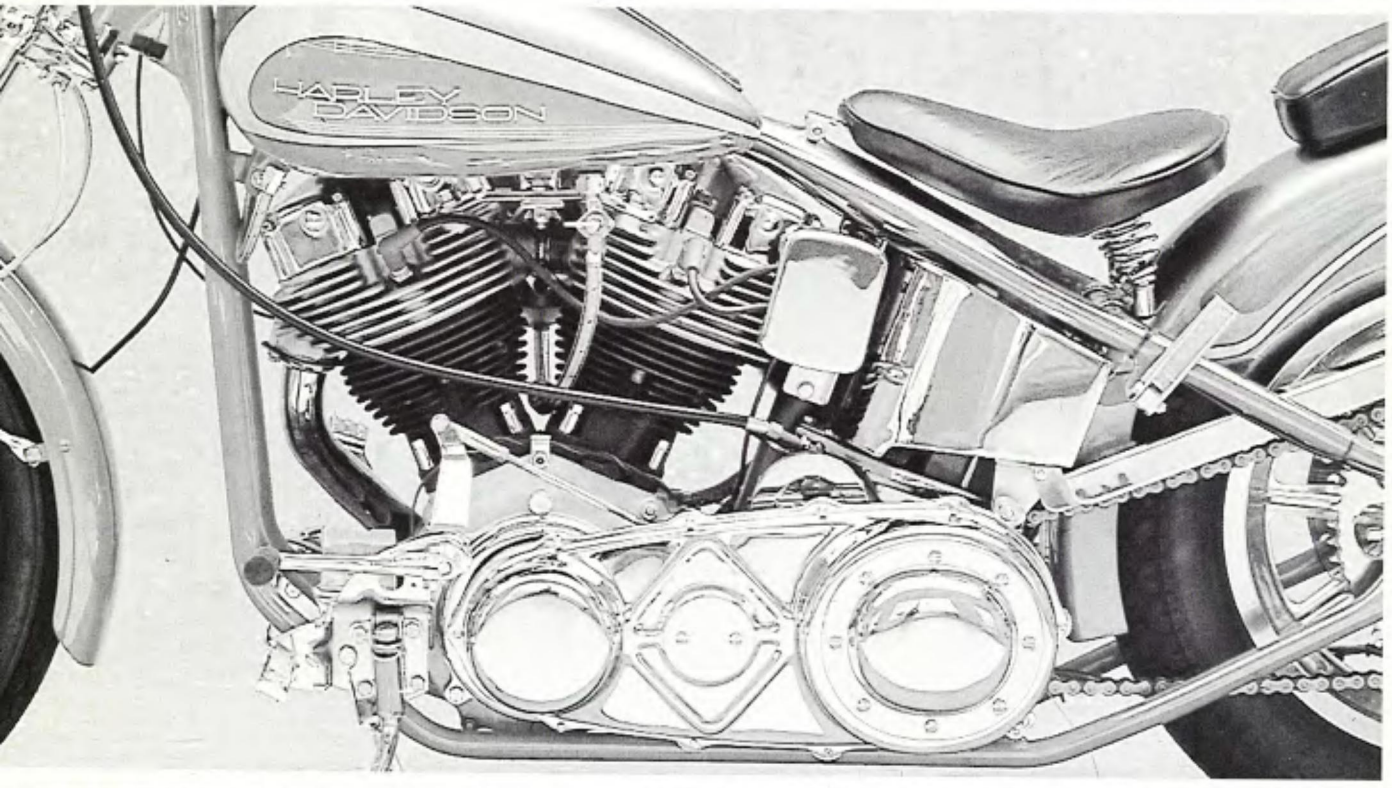
To appreciate that, ya gotta know what it's like at a convenience store in the wee hours of the morning. Some places are just too weird—ya know what I mean? And don't get the idea that I've got a hard-on about bizarre people. Shit, the biker crowd I hang out with has more eccentrics than a warehouse fulla cams, so it takes a lot to faze me.

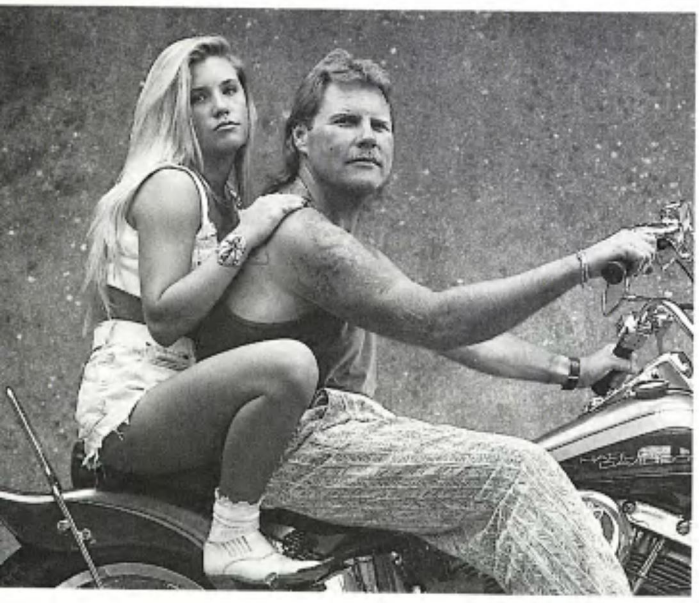
But the 2 a.m. gang at the 7-Eleven fazes me. This bunch looks like a crowd of extras from "Night of the Living Dead." These people leave their burrows and crawl spaces only at night, when the city sleeps and the slime creeps. Like gaunt zombies under a voodoo spell, they are drawn to congregate at the all-night oasis.

Sugar-starved junkies, their dry, yellow skin a faint green beneath the store's harsh fluorescent lighting, huddle around the cookie section, stuffing Chips Ahoy!





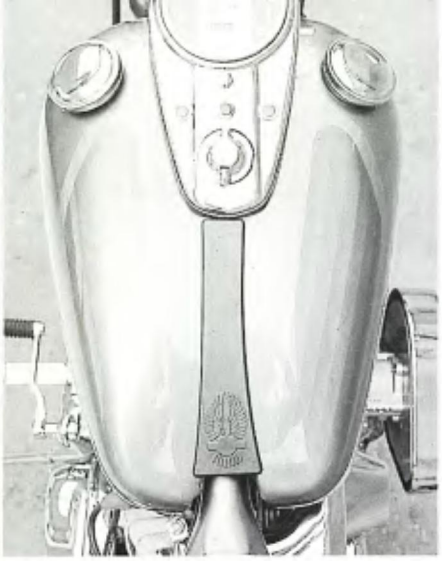


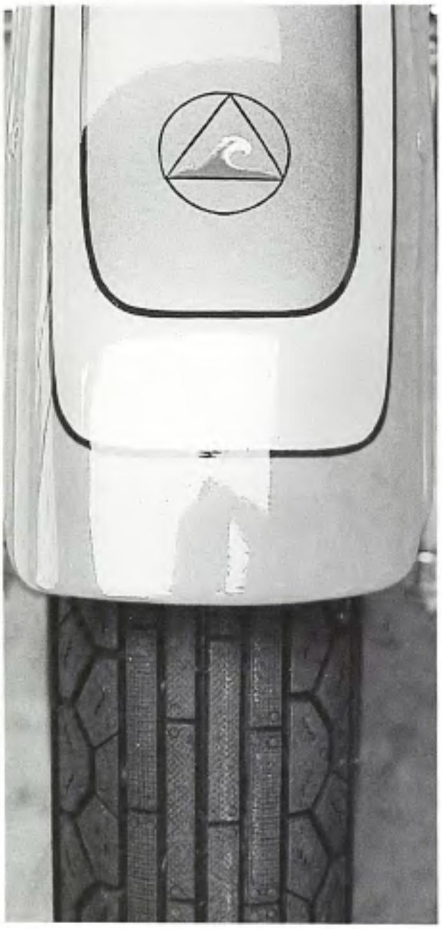


between their decayed teeth whenever the clerk is occupied with a customer. Bug-eyed speed freaks, crashing from a four-day run, lick their chapped lips and run bony fingers through their matted hair, trying to look normal while oozing paranoia from every sweaty pore. Street punks, all makeup, shaved heads, and extra nostril holes for the chains, loiter among the dog food and napkins, awaiting the ideal moment to grab a couple sixers of Bud and run. And this is on a good night.

Yeah, like I say these places are too weird, and walking among the goods at a 24-hour mini-mart in the early morning hours is like flicking on the light in a rathole kitchen and watching the vermin scuttle into the woodwork for safety, leaving behind some of that special shit they secrete, like that unknown stuff that makes your boots stick to the floor at cheap movie theaters.

My skin was crawling in anticipation of entering →





Owner(s): Glenn Ryan	**City:** Northridge, California	
General	**Frame**	
Fabrication by: Micah McCloskey	Year: 1948-55 wishbone	
Year and make: 1972 H-D	Builder: Paughco	
Model: shovelhead	Type: rigid	
Value: $15,000	Rake: none	
Assembly by: Micah McCloskey	Stretch: none	
Time: three months	Other alterations: molding	
Chroming by: Supreme	**Accessories**	
Engine	Bars: Flanders	
Year: 1972	Risers: Gary Bang	
Model: shovel stroker	Fender(s): Bang	
Rebuilder: Micah	Headlight: Bang	
Ignition: stock points	Taillight: Bang	
Displacement: 93 cubic inches	Speedo: Bang	
Lower end: 1972 S&S	Front pegs: CCI	
Balancing: S&S	Rear pegs: CCI	
Pistons: S&S	Electrics: 12-volt	
Cases: factory	Gas tank: 3-1/2 gallon H-D	
Heads: reworked/flowed	Oil tank: horseshoe	
Cam: Andrews	Oil system: S&S	
Lifters: solid	Primary cover: Paughco	
Carb(s): S&S Super B	Seat: Bang	
Air cleaner: S&S Super	Sissybar: Jammer	
Pipes: Paughco	Height: 6 inches	
Muffler(s): Paughco	Material: 5/8-inch steel	
Transmission	**Forks**	
Modifications: STD close ratio	Type: narrow glide	
Year: late-model gears/early-model trans	Extension: none	
Shifting: 1 down, 3 up	Builder: H-D	
Engine sprocket: pully	Special features: shaved and chromed	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 50-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Bob Brouett	Hub: polished alum.	Hub: polished alum.
Painter: Bob Brouett	Rim width: stock	Rim width: stock
Color: red, silver, yellow	Tire: Continental	Tire: Continental
Type: red pearl over all color	Brake: dual disc	Brake: Perf. Mach. disc
Special paint: Corvette red		
Other special modifications: back fender rib taken out. Thanks to A.A.		
Photos: Peter Dokus		

this pestilence-ridden nest, so you can imagine how glad I was to see Glenn. "You look like you could use a brew," he said, grinning and extending a cold one toward me. I took it gratefully and we sat on the curb around the corner, away from the glare of the convenience store's lights, guzzling beer and catching up on old times.

The sixer was gone in 20 minutes, and so is the space allotted for this copy, so I can't tell the story of how the bike was put together from the tank down—check the chart if you want more details.

Meanwhile, see ya down at the 7-Eleven.

—Last Exit Eddie

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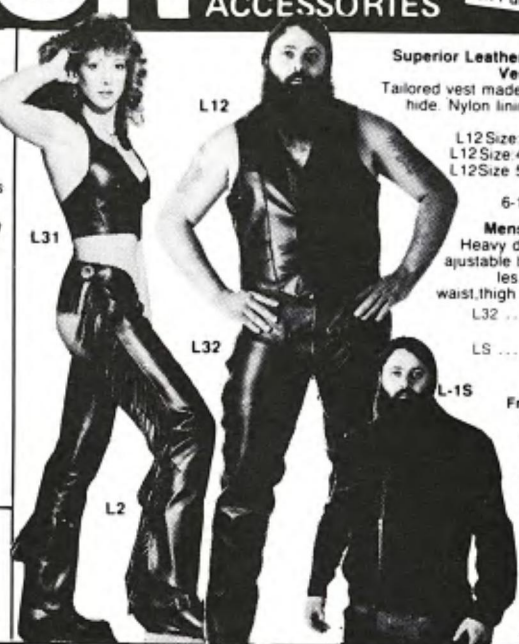
2 to 1 or 1 to 1 ratio
EDS-912 . . . . **49.95**



Superior Leathers Mens and Ladies Vest with Slit Pockets
Tailored vest made fromtop-grade cowhide. Nylon lining, heavyduty snaps American Made
L12 Size 36thru46 . . $59.95
L12 Size 48thru52 . . $64.95
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Heavy duty top grainleather, ajustable back and front buckles Zipper legs. Specify waist,thigh & leg measurments.
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L1 Ladies Sizes: 6thru18 . . . . **$149.95**
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Men's Sizes: 48thru52 . . . **$179.95**
Available in Suede
L-1S Ladies Sizes: 6thru18 . . . . . **109.95**
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L-1S Men's Sizes: 48thru52 . . . **$139.95**

Dash Kit
Includes speedo, dash base plate, sockets, mounting, dash, base plate, hardware, key switch & dash rubber.

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SALE 99.95

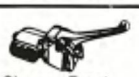
EG-2

Low Rider Chrome Dash Gasket
ER-17 . . **4.95**

Chrome Rear Master Cylinder
EW-14 . . . . . **49.95**

Brake Caliber Assembly
Fits FI front 72-83, rear73-80,FXrear73-80
ECL-1B **124.95**

Dual Disc Pads
Fits FX,FXE,FXS & XL 77 & up set of 4
EBR-4 . . . . **19.95**


Chrome Front Master Cylinder
EC-22 . . . . **49.95**

Chrome Switch Housing
EC 34-A **9.95**
Switch Housing Blank
EC 34-B 9.95

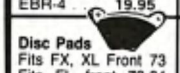
Sparkees 7.95 pair
EMB-18 blue, EMR-18 red,EMY-18 yellow

Chrome Solonoid End Cover
EC-40 . . . . . **9.95ea.**

Chrome Solonoid Body Cover
EC-39 . . . . **9.95ea.**

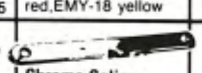
Chrome License Plate Bracket
EC-8 . . . . . 12.95

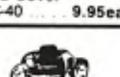
Big Twin Chrome Coil Cover
Fits 65-86
EC-31 . . . . . **9.95**


Disc Pads
Fits FX, XL Front 73
Fits FL front 72-84
Fits FL rear 73-80
Fitx FX rear 73-83
EBR-1 . . . . 9.95 pair

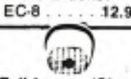
Chrome Bullet Shock Covers
EC-81 . . . . . 19.95

Chrome Pull Back Top Back Risers
EH-2 . . . . . 34.95

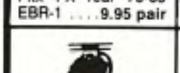

Chrome Caliper Anchor Arm
Fits 73-83 Big Twin
ECL-5 . . . . . **$9.95 ea.**

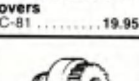

Handlebar Switch
ESW-1 . . . . . 7.95

Handlebar Button Horn/Starter
ESW-4 . . . . . **7.95**


Tail Lens w/Glass Blue Dot
Fits 73 & up
EL-16 . . **reg.** 9.95

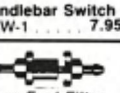
S&S Carb Complete 229.95—
ESU-50 . . **249.95**


Tombstone Taillight
ESC-70 . . . . . **34.95**


Bendix Gear Starter
EBX-1 . . . . . 19.95

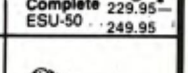
Clutch Plates
Sporty74"&80" specify yr.& model.
D-6 . . . . . 29.95

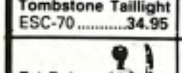
Clutch Hub Puller
Pulls Big Twin hubs on 74"& 80"
T-8 . . . . . 19.95


Glass Fuel Filter
EG-12 . . . . . 7.95
Filter Element
EG-12A **1.95**

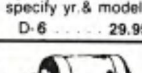
Oil Filters reg. 3.49 each
65&up BT & Sporty
EBR-8 3 For **4.95**

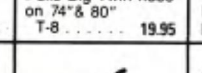
Liquid Filled Oil Pressure Gauge
EBR-9 . . . . . 19.95

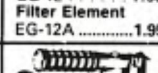

Oil Temp Gauge
EBR-12 . . . . . **14.95**

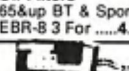

Fat Bob Ignition Switch
Fits 74" to 80"
ESW-3 . . . . 19.95

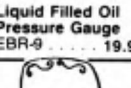
Chrome FLH Primary
EPC-1 . . . . . **94.95**
Chrome FX Primary
EC-51 . . . . . **99.95**

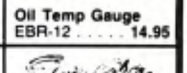

Generators
ChromeEE-7A **129.95**
Black EE7USA **119.95**

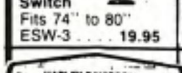

Shock Adjuster
Fits Big Twin & XL's
ET-3 . . . . . 9.95

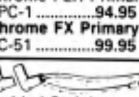

Chrome O-Ring w/Clamps
EC-26 . . . . . **19.95 pr**

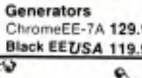

Hawg Chain
EHDC-1
106 Std. **22.95**
EOHC-2
106 O-Ring . . . **59.95**

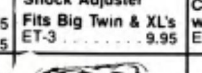

Scroll Replacement Mirrors
ESU-7 . . . 12.95 ea.

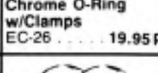

Genuine Harely Davidson Fender Emblem
EEM-1 . . . . **14.95pr.**

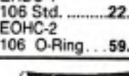

Genuine Eagle Iron Tank Emblems
EEM-3 . . **19.95**

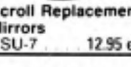

Braided Stainless Steel Ignition Wires
Fits all Big Twins Silconecore ESP18A **19.95**
Fits XL ESP-18B **19.95**

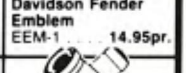

Specify year & model **Chrome Drag Pipes**
EEX-2 **49.95 - 59.95**

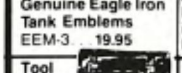

Chrome Tool Box
Includes key
C-31X 34.95 each

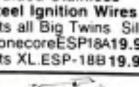

Chrome Fat Bob Gas Cap's
EC-9 . . . . . 7.95 pr.

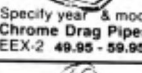

Fat Bob Rubber Tank Divider
ER-23B **9.95**

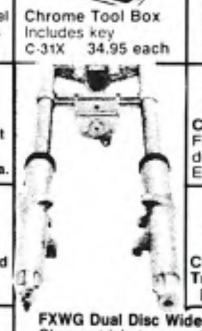

Goggles
EAS-11 . . . . **14.95**

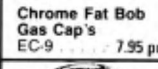

Foam Grips with Chrome Ends
ER-1 . . . $14.95 pr

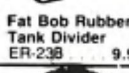

Tool Roll
10" x 4½" x 3"
EACC-14
Plain **22.95**
EACC-15
w/Eagle patch **27.95**

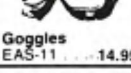

Chrome Spark Plug Holder
SP-11 . . . **14.95 each**


Chrome FLH Spotlight
Does not include sealed beam. L-76 . . **24.95 ea.**

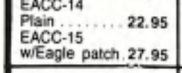

FXWG Dual Disc Wideglide Front End
Chrome triple trees, polished aluminum lower legs 2" over stock FLH tubes. Includes all internal parts, springs, fork oil.
EWG-1 Reg. 549.95 . . . . . Sale 499.95

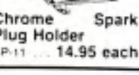

Custom Front Fender
Fits FX,XL,FXWG&Wideglide.Specifymodel.
EFE-1 . . . . 29.95


Fat Bob Swing Arm Fender 74"&80"
EFE-6 . . . . 49.95


Solid Lifter Kit
Fits 66&up Big Twin 74"&80" ESP-24 **34.95**
ESP-24P Fits 48-65 panhead . . . **34.95**

Bullet Light with Red Lens
EL-2 . . . . . **ea. 3.95**
4 for 14.95


Chrome External Oil Filters
Fits 80-84 FL, FLH,XL, Fits 83-84 FL & FX
set of 2 **39.95** each
SALE 39.95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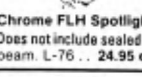
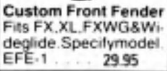

Chrome Chain Guard
Fits FLH 58-84
ECG-6 . . . . . **39.95**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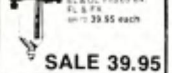
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Complete Kickstarter Conversion kit,designed to add a kickstart to the present 74"or 80" electric start 4 speed transmission.
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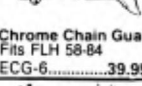
Forward Mount Shifter Kit
ESP-4E fits 52-79 FL, FX,FXE
SP-4L fits 79 & up FL, FX,FXE **74.95**
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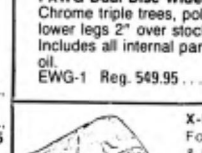
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COMIN' AT YA

Easyriders ▶

The Yuletide season is on its way and we've got an unbeatable issue to go along with it. Our catalog, holiday fiction, and a centerfold that'll light up your tree should get you kick-started for the merriment. If that ain't enough, we've got hot coverage of Sturgis '92, project bike Tech Tips that'll blow you away, and the results of a dyno-test we performed on the staffers' bikes. Throw in five bike features, women that'll warm your cockles, and all the other surprises you've come to expect from the world's best scooter rag, and you've got a holiday issue that'll really spice up your nog.
On sale October 22

IN THE WIND ▶

We're bustin' into '93 with an eyeball-blazin' look back at Sturgis '92. That's right, 30-plus pages dedicated to the folks who got Wind-borne in the Black Hills. You'll see it all: Main St. maniacs, radical racers, bikin' bros, mountaintop mamas, tattooed titans, and the sensational scenery that made the 52nd Sturgis one of the best. There's also plenty of your pics, a near-nekkid lass on a custom roadhog, and Travelin' Trails.
On sale October 13

TATTOO ▶

Listen up ink fans, we've got a great December issue planned for ya. We're gonna take you on the last leg of the *Easyriders* tattoo tour before the finals in February '93 in Columbus, Ohio. Besides checking out the show and the top five winners, you can feast your optics on some of the most mind-blowing inkwork ever to see print. If you want to stay on top of things in the tattoo world, don't miss it. ***On sale October 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.
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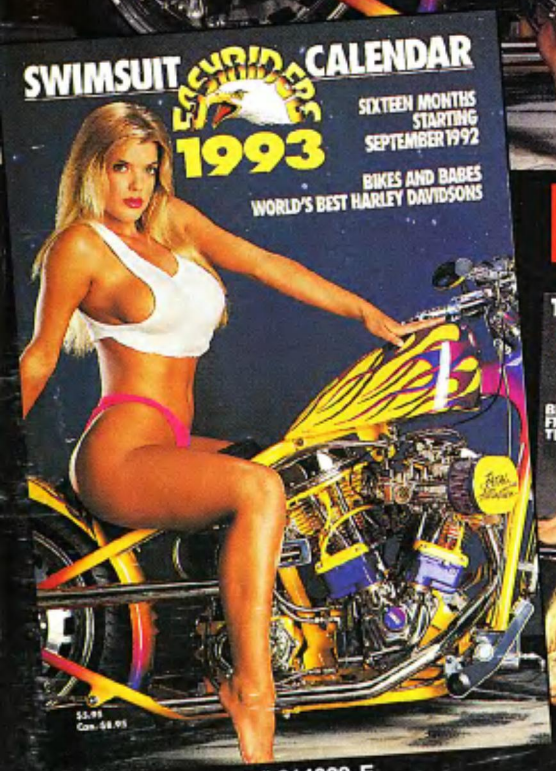
16 MONTHS OF FLESH AND CHROME



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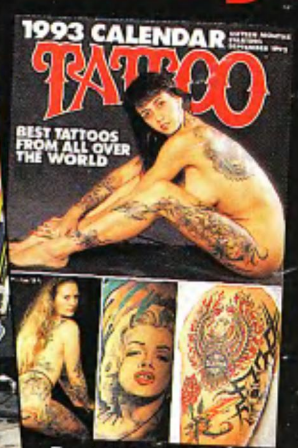

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Featuring 16 months of full-color photography—the best of bikes and bods—starting September 1992. Big size—11" x 16".

Also check-out the new 1993 Tattoo calendar, featuring the best tat's from Tattoo Magazine.

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See page 34

Easyriders

Season Finale— Back-to-Back Rodeos!

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