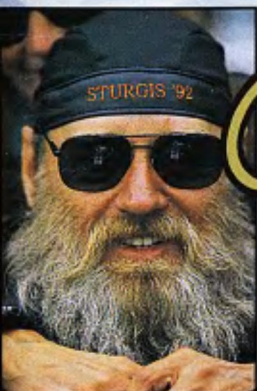


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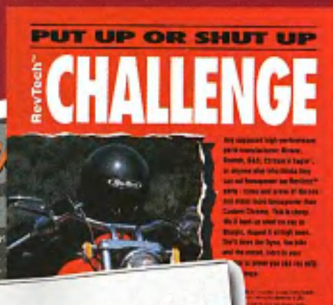
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Easyriders[®] MAGAZINE

NUMBER 234 ENTERTAINMENT FOR ADULT BIKERS DECEMBER 1992

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The next liver-quiverin' issue of this rag goes on sale November 26.

Cover photo of Santa's Little Helper on Don Lee's '66 shovelhead sled by Raiko Hartman.



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The
Audit
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This burglar took one nap too many. He'd been real busy that night—broke into two model homes, took a refrigerator, stove, microwave, and a kitchen sink. He was so tired from all that work that he decided to take a nap before robbing the third home. But a suspicious neighbor had made a phone call—so the police had to interrupt the tired dude's sleep.

You've all heard about how college students decorate their mortarboards. Trying to startle the other graduates, a dork in Ohio hung a condom from his mortarboard. They didn't say whether it had been used or not, but his employer who had just hired him promptly fired him.

This guy wanted a handicapped parking sign so badly that he chopped off his right arm to get it! He said he was spending half of his life looking for places to park and now he never has to wait. When he first started thinking about it after a particularly frustrating day looking for a parking space, he called the DMV and was told that "just about any handicap" would entitle him to one of the signs. So he claimed to have flat feet, but they wouldn't buy it. Then he went back and was told that most people who get the signs are crippled. He didn't want to chop off a leg so he figured an arm would do. And he did it with his own chainsaw! Now that's determination.

Two dudes were swimming off the coast of Florida when they spotted a trunk. They pulled it ashore and found it full of white powder. Figuring they'd best do the right thing, they reported the find to the police. When the police came to investigate, what do you think they found? Coke? Talcum powder? Baking soda? What? It turned out to be someone's cremated remains.

They came up with an anti-nudity law restricting women from exposing their butts to male ogles. Here's the legal description they came up with for a butt: "Buttocks. The area at the rear of the human body which lies between two imaginary lines running parallel to the ground when a person is standing; the first or top of such line drawn at the top of the cleavage of the nates (i.e., the prominence formed by the muscles running from the back of the hip to the back of the leg) and the second or bottom line drawn at the lowest visible point of this cleavage or the lowest point of the curvature of the fleshy protuberance, whichever is lower, and between two imaginary lines on each side of the body, which lines are perpendicular to the ground and to the horizontal lines described above, and which perpendicular lines are drawn through

the point at which each nate meets the outer side of each leg." I don't know why we need a legal description of a female butt—we all know what it is.

Why did he do it? Fuck, I don't know—all I do is report the news. It seems that a guy went into a gym to lift weights, but he was interested in only one thing: If he put his dick through the center hole of a barbell, could he get a hard-on, and if so, could his hard one be strong enough to hold the 7-1/2-lb. weight? So he put his joint through the hole (without hair yet) and managed some way or another to get a hard-on. He could get his limp dick in, but he couldn't get it out, so he was stuck for hours trying to relax his dick. The rescue firemen who came to the scene were unable to remove the weight so a urologist was called who made an incision in his dick to deflate it. It worked. Why did he do it? What did he prove? Only he knows. He hasn't been heard from since.

Don't knock it unless you've tried it department: A 28-year-old guy got a hankering for some toes to suck on so he righteously sucked the toes of eight separate girls. He'll probably get six months or a year—all because he brought contentment to eight women and to himself. (What's wrong with sucking toes as long as they're washed?)

Do as mommy says or else. This mom tried to get her 14-year-old son to clean up all the shit in his room. But he kept on watching TV. So what else could she do? She walked into his room and shot him in the chest. Man, that room must have been a mess.

TAKING IT EASY

By Spider



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

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

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WORDMONGER

The Constant Battle

☐ I'm writing in regard to the constant battle between big bikes and Sportsters. I own a Sportster and thought it was very good until one fateful day. On that day a very, very superhumanly strong friend of mine smashed my bike in a fit of rage. He lifted my bike over his head and proceeded to slam it against the ground over and over again. The bike was demolished in no time, and I was very sad.

Shortly after this incident my friend did the same awful deed to an acquaintance of ours. The man owned a big bike. He got wise, and my friend lifted the bike and began slamming it against the ground. But this time the bike was not demolished, only slightly damaged.

These incidents have led me to the conclusion that big bikes are better than Sportsters because they can take a better beating.

Thank you for your time.

Philip Gugliotti
Waterbury, Conn.

A Correction

☐ Just in case I'm on a putt in Germany and need someone to put a tire on my bike, I'll have to get someone who reads the directions before installation instead of after the screw-up like Mark Logsdon of Schweinfurt, Germany (August '92 issue).

While I don't know the engineering principles that apply to directional front tires, I do know how to read the sidewall and install as instructed. In case anyone should doubt the veracity of this statement, just check out the four tires I'm looking at now: Dunlop K-505F, Yokohama F-209, Bridgestone CY ROX, and Dunlop Qualifier.

Jerry Lynch
Oil City, Pa.

Joleen's A Hit

☐ I just got the September '92 issue. After ripping it out of the postman's death grip, I saw why he looked so dazed: Joleen! What a fox. You guys outdid yourselves this time.

Roger "Red" Turner
Oklahoma City, Okla.

H-D Snow Machine

☐ I recently came across an early '70s H-D 440 snow machine in fair condition—lots of chrome with Harley-Davidson AMF stamped on the engine. Where, when, and how many were made? How rare are they? Can I get parts? What parts are interchangeable with them? Is it a collector's item? What are they worth? I'd appreciate any input. Call me collect at (303) 736-8425.

Burr
Steamboat Springs, Colo.

Support For Judy

☐ This is to Judy DesLauriers whose story appeared in "Flyin' Free" (September '92).

Your story touched my heart. And whoever told you that you don't look bad for an "old broad"—well, they were 500% correct. Truth is, you look fantastic.

It is spirit like yours that makes me proud of being both an American citizen and a Harley rider.

Ride on, Judy. Someday I hope to meet you in Harley Heaven. I'd be proud for you and "Black Rose" to cruise the roadways beyond the clouds with Ol' Blue and me.

Ol' Blue and Bob
Loveland, Texas

☐ I read your September "Flyin' Free" article on Judy DesLauriers many times. Her story has haunted me. I really admire this lady for her courage and perseverance. I lost my mother to cancer a few years back and know what she's facing.

Be free in the wind, Judy. And keep up the great work with Flyin' Free.

Scott Warner
Redstone Arsenal, Ala.

Wake Up

☐ I am so damned tired of seeing foreign cars with Harley-Davidson stickers on the windows. You people need to wake up. If you *ride* American, then *drive* American. We are already pressured to keep Harley-Davidson in American hands. So fuck the rest! Buy American!

Uncle Sam
Marina Del Rey, Calif.

Where?

☐ Do you know where we can purchase the black patches with red letters that say: "In memory of over 58,044 brothers who never returned. Vietnam '62 - '75." My husband is a Vietnam vet, and we know other vets who would like to wear this patch.

Donna Wright
Silverton, Ore.

We're Subtle

☐ It was too subtle for you assholes to have planned it, but the incredible photo of Deon on page 11 of your August '92 issue shows crease the way it should be: unplanned. That chamois swimsuit bottom hides just enough to be outrageous. Great beaver shot.

"T-Bone" Taylor
Rocky River, Ohio

A Turn-On

☐ This is in response to the letter written by

I-Bean in the September '92 issue, I wish my wife rode a Harley, be it a Sportster or a full dresser. I think a woman in leather on a motorcycle is a turn-on.

"Pig"
Wilkes-Barre, Pa.

Outstanding Piece

□ The piece Bud did on the new sprung hub was outstanding. It sounds like the perfect solution to the beating my ass has been taking for the last 15 years.

How about publishing an address for Custom Cycle Engineering so we ditched rigid frame riders can drop them a line. Remember, if you don't ride a rigid frame, you ain't shit—or is it if you ride a rigid frame, you can't shit?

Owen Jett
Osan, Korea

■ Custom Cycle Engineering: 1970 Peacock Blvd., Oceanside, CA 92056, (800) 472-9253.

Snivel, Snivel

□ This refers to the "Purple Passion" bike feature in the July '92 issue. I guess this guy is related to someone—but take a close look, boys! True, it's a nice ride, but for \$18,000 I think he could have used a 90-degree fitting for the front brake line out of the master—it looks like a fuckin' sail. The rear brake line lies right on top of the front pipe going into the caliper, the fitting on the nitrous bottle touches the rear pipe, and, last but not least, the rear brake master cylinder is low enough that any driveway entrance would tear it off. But I guess that's what happened to the other axle slide screws on each side.

No raisin pie for Dave's Custom Cycles. I've seen better scoots come out of backyard shops for less than \$10,000.

Nasty Neil
Kansas City, Mo.

A Pissed Bro

□ In response to Dr. Mess Munroe's carrot comment—Fuck you. Jack Steigler is my brother. I respect him, although I don't practice some of his ideas or beliefs. He's trying to do some good. So stick it up your ass.

Ron Nemeth
Austin, Texas

Proud Indian Owner

□ I just finished reading your September 1992 issue (#231) and was happy to see the Indian Resource Guide.

While in Pakistan I was lucky enough to find a "741" basket. With a lot of phone calls

and help from people like Mike (of "Kiwi" Indian), George Yarocki, Chuck Myles, and Mark Woods, I am now the proud owner of an "almost complete" Indian.

Thanks to all these guys for their long distance help—and thanks to *Easyriders* for keeping the Indian tradition alive.

Steve "Bopper" Bopp
Guatemala

Response

□ This is in response to "Big-Time Problems" in the August '92 issue. I've got a '54 pan-head with a 1973 assembled title in Michigan. Here are the folks who were kind enough to insure it:

Agent: Stedman Ins. Agency, Inc., 508 28th St., S.W., Grand Rapids, MI 49509. Insurance company: Michigan Mutual Insurance Co., Amerisure Companies, Box 5110, Southfield, MI 48086-5110. This is for PLPD coverage, and they're charging me approximately \$370 for 12 months.

Hornz
Grand Rapids, Mich.

He's IRATE!

□ Your "Reader's Ride" in the August '92 issue (#230) on Ron Stratman's buffalo/shovel really sucks the big one. Buffalo have had enough abuse and slaughter from the American society for you to glorify some slobfuckin' redneck riding a Harley draped with dead animals.

This fuck should be hunted down and have his balls ripped out. Animal exploitation sucks!!

Smelly
Medford, Mass.

Helmets For Cowboys

□ I recently received a copy of my hometown newspaper, the *Reno Gazette*. I came upon an article covering the Reno Rodeo in which a doctor stated that he believes that in some of the events the cowboys should wear helmets. Mind you, this isn't the Reno Gay Rodeo, but the world-famous "Reno Rodeo." (Incidentally, they do have a gay rodeo. No shit.)

Tony Del Torto
Sheridan, Ore.

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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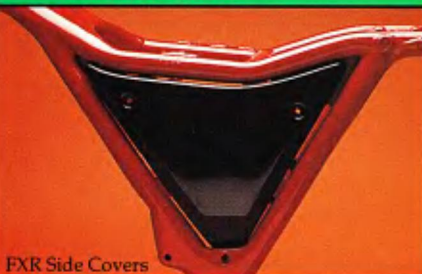
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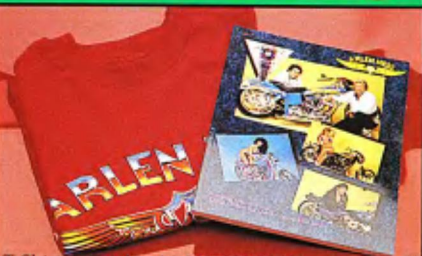
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HERITAGE ROYAL

A Modern Collectible



When Bob Dron was riding this bike around Daytona Beach during Bike Week, cops tried to ticket him for creating a nuisance.

"The bike caused such a stir it tied up traffic," Bob says. "So the police told me to get off the street when all I was trying to do was ride down the road myself."

Next there was the old man who came up and told Bob he had never seen a finer old restored Indian.

"I told him he was a little off base but he'd hit on exactly what I was





trying to do— take a brand new Harley and give it that quality look of the past."

That look was so successful that Bob's creation swept every motorcycle award at the Oakland Roadster Show, including First in Class, Best Motorcycle Display, and Best Bike of Show.

Then Bob made history by capturing the coveted Al Slonaker Memorial Award, an honor given to the one designer showing the best new innovative design in customizing. The Heritage Royale was the







first bike ever to win that tribute.

As Bob explains it, his idea was to build a custom bike without modifying the chassis. "Anyone can make a bike look good by lowering the frame," he says. "But then you can lose rideability."

Because this bike looks so low, Bob is often questioned about the handling. His reply is, "It handles just like any other Softail."

It sure as hell doesn't look like any other Softail.

"I love the styling of the older bikes that had those flowing bodies," Bob says. "I wanted to show what real craftsmen did before computers."

Back in the '30s and '40s, custom coach building was an art form. People would have a one-off body custom-crafted for their own personal automobiles.

Custom-crafting, however, is meticulous, painstaking and time-consuming. Handforming this body ate up a good five months and well over 900 hours.

"Everything is handformed aluminum," says Bob. "We rolled the edges differently than most people. We rolled the metal around stainless steel wire, which gave it more strength and a finish you wouldn't believe." The Royale Red paint goes around those rolled edges, and from there in it's all satin black.

The pipes and mufflers are custom-crafted too. "It has a very slow taper that goes from three to three and five-eighths inches in a forty-inch distance."

The turn signal lenses are old magnifying lenses from 1930s-era cowl lights. Back then the electrics were all six-volt and the magnifying lenses were an accessory to make the lights brighter.

"Because the seat looked so plain, I wanted something exotic covering it," says Bob. "I chose ostrich skin, but I didn't realize how hard it would be to get a hide out of Australia."

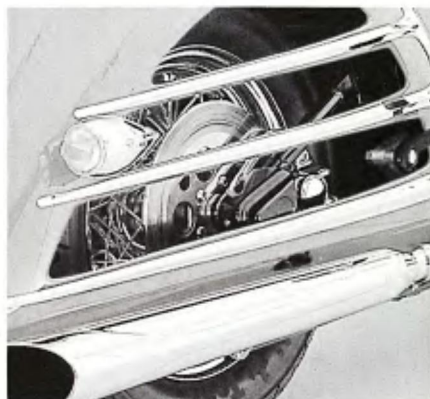
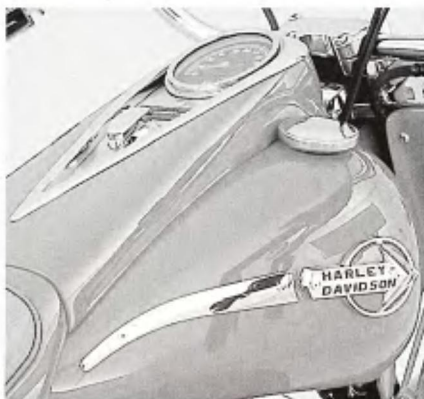
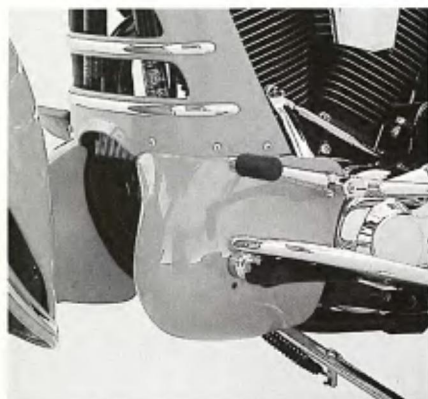
The chrome strips took almost as long to craft as the body. Each piece was built from flat brass, laid out and cut apart, then peaked and silver-soldered back to the original. They were so flimsy they had to be left bolted on the body and sent to the chrome shop to be polished. Then they were removed and dipped. →

Bob explains that the antique Bugatti Royale automobiles were an influence, in name as well as tradition. "Those cars have become the most desirable collectibles in the world," he says. Only six were built and each one is distinctive and different in its own way.

"This is more than a motorcycle," Bob sums up. "It's a rolling piece of art. In the future I think you're going to see more bikes custom-crafted in this mode."

We certainly hope so.

—Southern Connection



Owner(s): Bob Dron	Engine cont.	Frame cont.	Forks cont.
City: Oakland, California	Carb(s): H-D	Stretch: factory	Extension: stock
General	Air cleaner: Screamin' Eagle	Other alterations: none	Builder: factory
Fabrication by: Bob Dron H-D	Pipes: custom	Accessories	Special features: H-D
Year and make: 1992 Harley-Davidson	Muffler(s): custom	Bars: H-D	Wheels
Model: FLSTC	Transmission	Risers: factory	Front
Value: \$125,000	Modifications: none	Fender(s): hand-formed	Size: 16-inch
Assembly by: Bob Dron	Year: 1992	Headlight: custom	Hub: factory
Time: five months	Shifting: foot	Taillight: handmade	Rim width: stock
Chroming by: Veriflo	Engine sprocket: H-D	Speedo: stock	Tire: Continental
Engine	Trans sprocket: stock	Front pegs: custom running board	Brake: H-D
Year: 1992	Wheel sprocket: factory	Rear pegs: Eagle Iron	Rear
Model: FLSTC	Painting	Electrics: factory	Size: 16-inch
Rebuilder: none	Molding: none	Gas tank: H-D	Hub: factory
Ignition: factory	Painter: Steve Moal	Oil tank: stock	Rim width: stock
Displacement: 80 cubic inches	Color: Royale Red	Oil system: stock	Tire: Continental
Lower end: H-D	Type: Sikens	Primary cover: factory	Brake: H-D
Balancing: factory	Special paint: you bet	Seat: custom/ostrich	
Pistons: stock	Frame	Sissybar: none	Other special modifications:
Cases: H-D	Year: 1992	Height: n/a	hand-formed aluminum body, hand-formed
Heads: stock	Builder: H-D	Material: n/a	chrome strips from brass. Bob Dron and Don
Cam: Screamin' Eagle	Type: Softail	Forks	Varner, designers.
Lifters: factory	Rake: stock	Type: H-D	
Photos: Mike Lichter			

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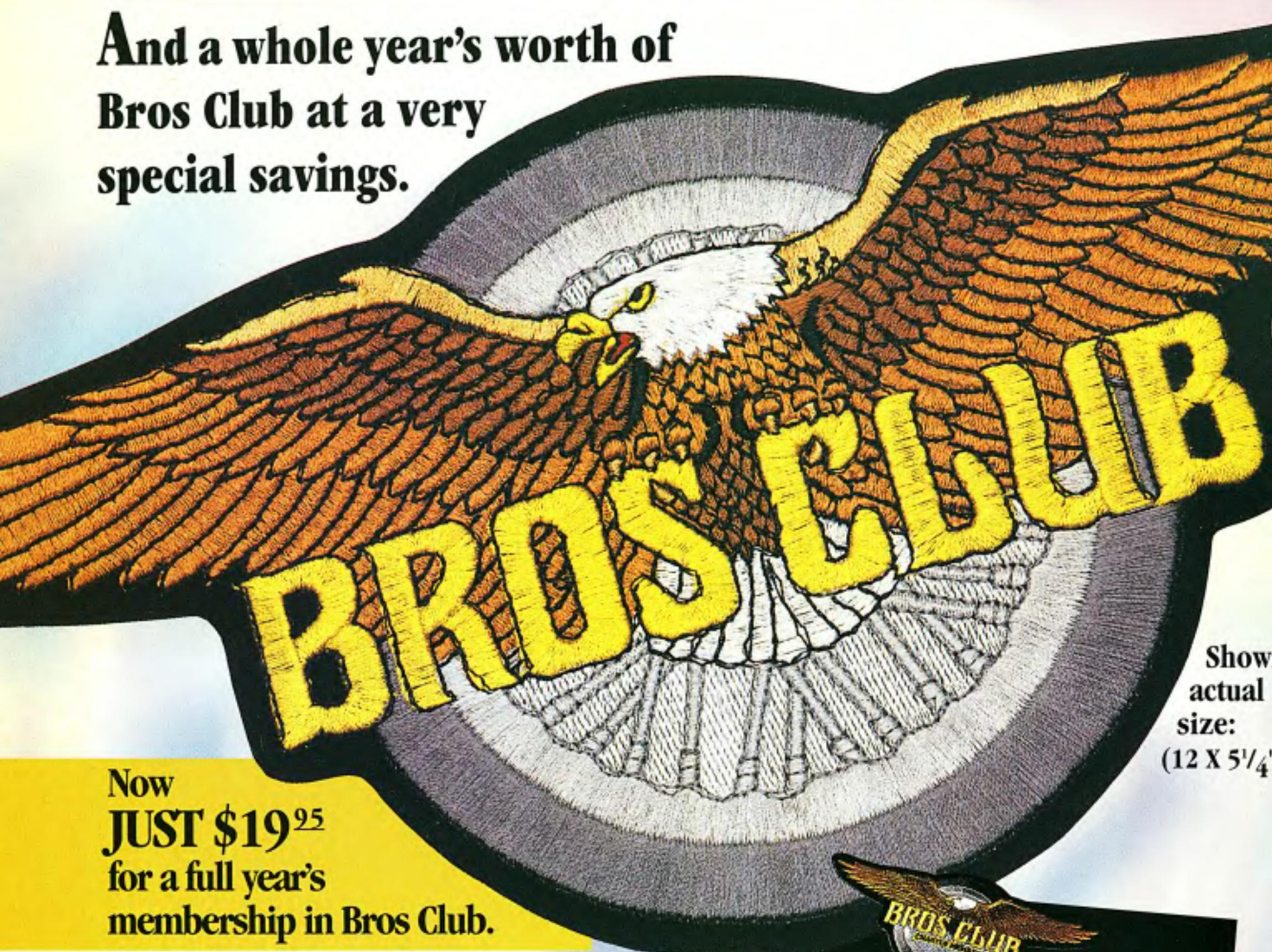
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LAST NEWS

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

AMAZING DEVELOPMENTS But Then, This Is An Election Year

Good news from Louisiana, a prime helmet law state: Congressman Robert Livingston added an amendment to a house appropriations bill that effectively prevents the Occupational Safety and Health Administration (OSHA) from putting its own helmet law into effect.

In 1990, you will recall,

under the influence of Labor Secretary Betty "Claybrook" Dole, OSHA proposed to require employers to require employees to use seat belts and helmets while driving or riding on the job. The OSHA regulation was reckoned to cost businesses around \$221 million per year and save around 20 people per year from getting wiped out

(assuming the seat belt or helmet didn't kill them instead).

Congressman Livingston's amendment effectively kills the regulation by limiting the money OSHA can spend enforcing it. We got this word too late to pass it on before election time, but we hope the Louisiana bros heard in time.

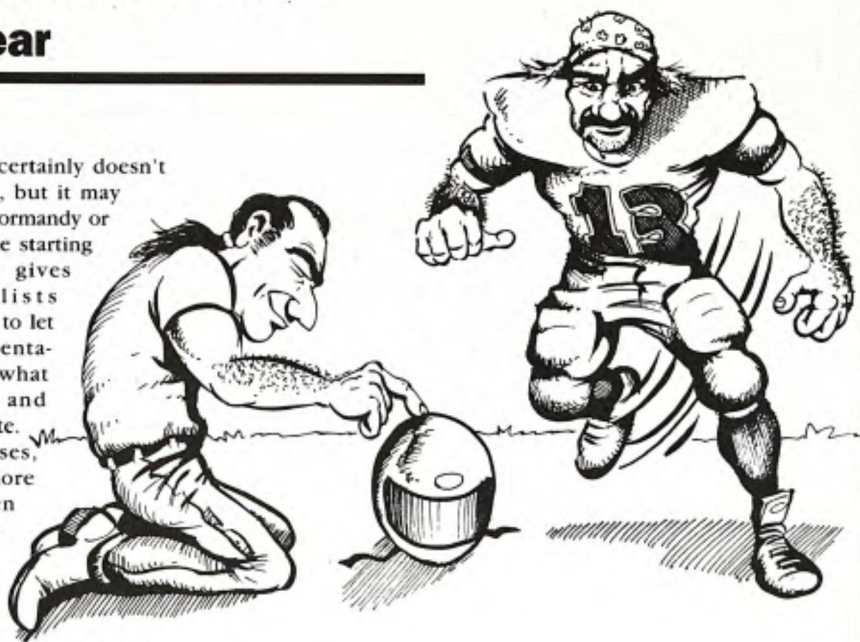
—Toejam



FEDS RETREAT IN THE HELMET WAR Bikers Get Another Year

For a year now, the ongoing assault on the mandatory helmet law provisions of the 1991 highway bill has mostly consisted of support for S.2204 and H.R.4207, the two bills that would wipe out the penalties laid on states that don't pass helmet laws. While this campaign grinds on toward total victory, motorcyclists have won a major rear-guard action: the House of Representatives voted in favor of H.R.5753, a bill that postponed the penalties for a full year—until September of 1994. If the Senate reads the election returns properly, they'll also vote for the delay.

H.R.5753 certainly doesn't end the war, but it may stand with Normandy or Inchon as the starting point. It gives motorcyclists another year to let their representatives know what they think and how they vote. As time passes, more and more congressmen think less and less of the seat belt and helmet law requirements. —Maestro



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BAT-NESS, MAYBE

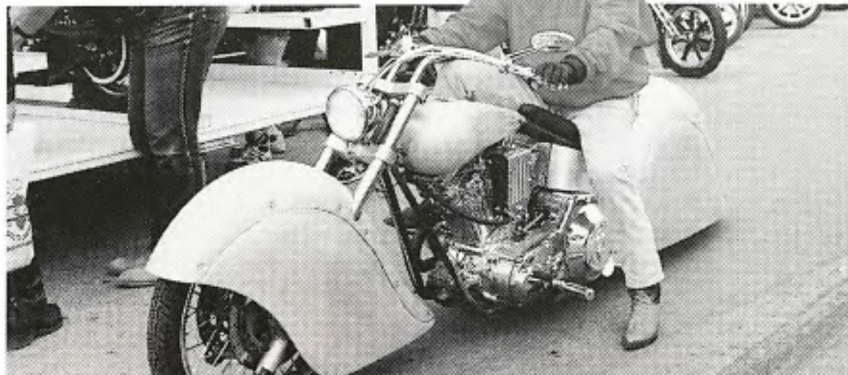


Photo: Arlen Ness

Here's what Arlen Ness took to Sturgis this year. It is definitely a Ness work, but it is most definitely not a ZZ Top thing. You old-timers may remember something like it in the Batman comics of 40-odd years ago—only Batman's ride had a sidehack so his prospect, Robin, could go along.

Bikes like this are a matter of taste, but this one meets the two most basic specifications: First, it looks like it's moving even while it's sitting still. Second, it turns heads and would bring recess to a halt if it passed a junior high school. With

that much aerodynamic fairing and a bunch of high-performance goodies in the engine department, it ought to be one smooth-handling highway hustler, to boot.

Some critics say you have to be crazy to like a Ness bike. Maybe you just have to appreciate a guy who never does the same thing twice, an artist who constantly seeks new forms for his material while maintaining his respect for function. If you don't like this one, don't worry—Ness will have something different for you to chomp over next year. Look for a full-blown feature on this bike in an upcoming issue. —Weasel

LOVE RIDE '92

Riders Gather For The Annual MDA Run



Photo: Glendale H-D

For its 9th Love Ride, one of the biggest runs for MDA in the country, Glendale H-D anticipated that 15,000 riders would make the 100-mile run (from Glendale to Lake Piru in Ventura) led by Jay Leno.

The first Love Ride, in 1984, consisted of 500 riders and raised \$42,000. Last year, the ride brought out around 10,000 and raised \$850,000. This year, Glendale H-D expects to raise over \$1 million.

Not bad, but some perspective here won't hurt. The Love Ride gets massive

publicity, brings out a lot of bikin' celebrities, and takes place in California weather. By contrast, as many as 8,000 riders have turned out in Chicago in December for a toy run publicized by little more than biker gossip, and even Maine, with almost as many moose as people, can get over 1,000 out for a cold-weather charity run. The point here isn't to put the Love Ride down, but to recognize those runs in other parts of the country—and, encourage more riders to join in. —Slippery

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GOING THE EXTRA MILE

First, we have to give ABATE of Wisconsin credit for being among the early ones to get out-of-state riders to join their helmet law protests—and, to return the favor to their bros in Illinois, Michigan, and Minnesota. Next, we have to mention that riders from New Jersey, Maryland, Pennsylvania, and New York—and maybe other states, too—help each other out in the same way. Third, we have to say that this is the way to do it, and add that mutual help can go beyond joining in protest rallies.

An example of how this interstate cooperation works can be found in the middle South. Freedom Of Road Riders (FORR) of Missouri has hooked up with ABATEs of Arkansas, Kansas, and Oklahoma, along with the

American Motorcyclist Association (AMA) and the Motorcycle Riders Foundation (MRF), under the name of Motorcyclists Improving Legislative Effectiveness (MILE).

By sharing ideas and energy through MILE, each group will be more effective in its home state, and by acting together they will give riders more influence over federal legislation.

Good work, bros. The next step is to get motorcyclists to speak with a national voice that transcends all state lines. Basically, that's what the MRF is trying to do.

Hey, everybody, put a hand across the state line and see if you don't find another biker to shake it. Enough joined hands, and we'll really shake up the helmet lobby.

—Maestro

FOOLING WITH RIDER TRAINING

Don't Train—Just Take Da Cash

In Missouri, the legislature approved a rider education program by a substantial majority. Yet, Governor John Ashcroft vetoed the bill because it applied to riders as young as 15-1/2. Ashcroft seemed to think that allowing people that young to ride usurped parents' authority, despite the fact that parental consent was written into the bill. Fortunately, Ashcroft is a "lame duck," so Freedom of the Road Riders (FORR)—Missouri hopes to get a rider education program in the next legislative session.

Meanwhile, bureaucrats in Florida and legislators in Maryland are killing rider education programs—but keeping the money from license/registration surcharges that pay for rider training.

In Florida, where the bureaucrats have made a practice of

skimming money from the rider education fund, the legislature voted almost unanimously to continue rider education. In a move that allows the bureaucrats to keep on skimming, Governor Lawton Chiles vetoed the bill. With no money being spent on rider training, the bureaucrats get it all.

Much the same thing happened in Maryland, the difference being that the legislature, rather than the bureaucracy, looted the program. In both states, riders continue to pay the surcharges.

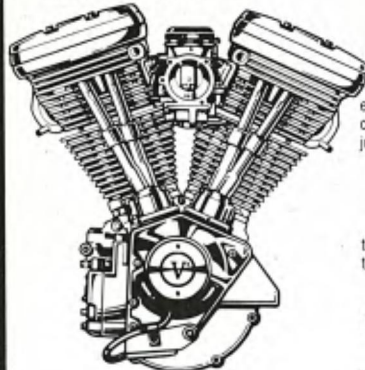
In effect, both states simply established a special tax on bikers. Since the logic that would kill rider training could also apply to driver education, a smart lawyer might find discrimination in what Florida and Maryland have done.

—Noose.

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FLOOD 'EM WITH POST CARDS

Until the weeping, wailing, gnashing of teeth, and smug congratulations over the elections settle down, no one (except the heavy-duty political action committees) is going to be heard in Washington, D.C.

Things will get back to more-or-less normal after the first of the year, so be prepared to let Congress know you don't like the helmet law provisions in the 1991 highway bill. Specifically, ask them to support Senate Bill 2204 and House Resolution 4207, the two bills that will repeal the penalties imposed on states that refuse to pass helmet laws.

To make things easy, Bikers Against Manslaughter (BAM) stands ready to distribute pre-printed post cards to send your representatives. All you need to do is fill in the appropriate name, add a note of your own, sign it, and mail it. A card may not carry the weight of a letter, but it still shows that somebody out there is paying attention. Call 1-800-4-BIKERS and order up a supply of cards for your club, for your bros at the local bar, or to pass out at the next rally or swap meet you attend.

—Bill Bish

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I urge you to support S.2204. This bill will repeal penalty provisions in the Federal Highway Bill that blackmail states into passing helmet laws. Congress should not be involved in formulating our state's transportation policies through coercive tactics. Please let me know your position on this bill.

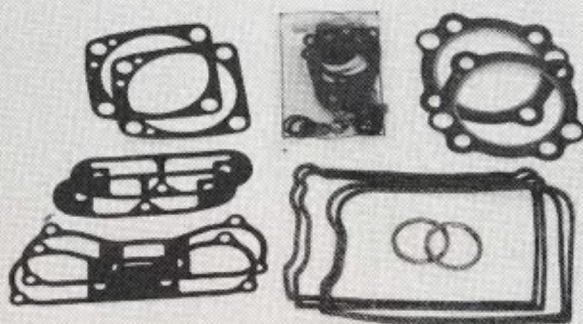
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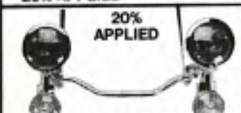
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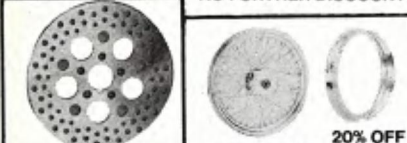


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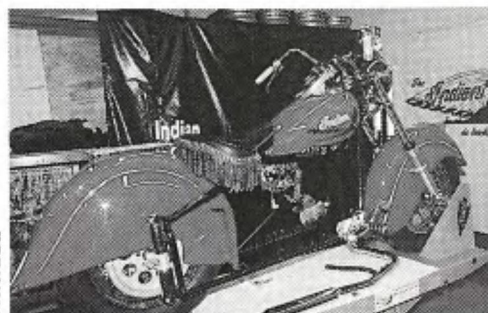


Photo: IMMI

IMMI Scout chassis as shown at Sturgis.

If you made it out to the Fairgrounds during the Sturgis Rally you saw the prototype Indian Scout from Indian Motorcycle Manufacturing, Inc. (IMMI), of Albuquerque, New Mexico. IMMI's rolling frame/chassis, complete with tanks and accessories but without an engine, certainly looks like a traditional Indian. At the same time, though, the chrome accessories, the disc brakes, and the belt drive give the new Scout its own distinctive look.

Besides modern brakes and drive, production models will be available with hydraulic or link-girder forks, rigid or suspension frames, and a variety of options in tanks, fenders, seats, and colors. Prices start at \$10,850.

Originally, Wayne Baughman, president of IMMI, proposed a 60-cubic-inch engine based on the original Indian "wide 45" because 60 inches offered insurance and EPA advantages. In getting design advice from among the high-performance engine builders, though, he was urged to increase displacement. He heard the same thing from prospective buyers and dealers, and wound up with a design that calls for a 60-degree V-twin of 86.8 cubic inches with four-valve heads, electronic ignition, and electronic fuel injection, all mated to a five-speed transmission.

Around 1,200 people visited the IMMI exhibit, a good number of them ready to put down deposits. IMMI didn't take money at Sturgis, but says they'll accept orders after they get their dealer network set up. Half-a-dozen dealers had signed up by mid-summer and IMMI expects to have 20 (five per time zone) in place by December 1992—just in time for an IMMI truck to make a national tour to show off the first bikes.

Production will take place in Albuquerque, either in leased facilities or in a made-to-order factory. The factory will be set up in "production cells" rather than as an assembly line. In the cell system, each cell builds a complete bike, so the guys installing wheels work right next to the guys installing engines and transys. If a drive belt doesn't line up, the wheel guys tell the engine-trans guys right away. Same way with the guys installing brakes. If the wheel guys screw up, the brake guys tell them—right then.

IMMI plans to produce 1,500 Scouts in 1993 and raise the number to 6,000 by '95. Along the way, they'll be working up a Chief model and an in-line four (just like the old days), and production of these models will bring the total up to around 17,000 by 1997. To these projections, prospective dealers say they can sell "all the factory can put out."

Having said all that, we'd better pause for company identification. Many people have heard about one Philip Zanghi's stated intentions to reincarnate Indian in its original home in Springfield, Mass. Zanghi hasn't answered our letters, so we don't know what he's doing, but we want to make one thing clear: Indian Motorcycle Manufacturing, Inc. has no connection with Zanghi.

If you hear about a "new Indian," be sure to find out if the reference is to IMMI or to Zanghi. The first is real, and the other we don't know about. In regard to the first one, you can check 'em out, order a bike, or inquire about a dealership (or, about investing in the enterprise), by contacting Indian Motorcycle Manufacturing, Inc., 3161 San Mateo N.E., Albuquerque, NM 87110, (505) 888-1866. —Maestro

F.I.G.H.T.ING To WIN

You remember Operation Desert Storm: We spent around two months blasting the Iraqi ground forces with ordinance, and by the time our troops moved in, the Iraqis ran toward them to surrender. That's how things work if you lay the groundwork for a F.I.G.H.T. properly.

Lawyers universally agree that "preparation wins cases." Do your homework, go into court with your arguments in order, and you'll probably win.

In our F.I.G.H.T. to challenge helmet laws as unconstitutional, F.I.G.H.T.in' Sam McCloud, the bikin' lawyer from Minneapolis, is presently doing the homework. Sam can't just tell a set of federal judges, "I don't think people ought to be required to wear helmets." He has to show that constitutional law exempts riders from com-

pulsory helmet use, and to do that he has to hunt up every legal precedent that works in our favor, and show how that precedent supports our case. At the same time, he has to identify the precedents that work

"public burden" theory that underlies most state helmet laws (and the mandatory provisions of the 1991 highway bill) arises almost totally from the case of *Simon v. Sargent*, 346 F. Supp. 277 (1972), which was

first place, a second question is whether things have changed over the past 20 years, and a third question might be whether laying the "public burden" on bikers amounts to unconstitutional discrimina-

tion. As a sort of legal "final exam," those are three tough questions and to answer them in our favor means slog-

ging painstakingly through volumes of constitutional legal doctrine.

Sam's on the job, though, and Dr. Jonathan Goldstein is helping him out with some fresh interpretations of accident statistics. When Sam has the pieces in place, he'll make his move—and then, stand back, you helmet law freaks!

You think Stormin' Norman and his bros kicked some butt? You ain't seen nothing yet.

—Lidless

He has to show that constitutional law exempts riders from compulsory helmet use

against us, and develop the arguments that will nullify those negative precedents.

The arguments go beyond the notion of individual rights and into such questions of 1) whether Congress or a state legislature has the authority to pass certain kinds of laws in the first place, 2) whether a legislative body is required to pay attention to facts when they do pass a law, and 3) what the true facts of the matter are, anyway.

To give a loose example, the

later affirmed by the Supreme Court, 409 U. S. 1020 (1972). In *Simon*, the federal court said that Simon couldn't ride bareheaded because he might hurt himself and cost the public money. To support that position, the court cited a National Safety Council report of 1971 and a National Highway Safety Bureau statement of about the same time.

Now, one question to be asked is whether those two reports were accurate in the

SHORT STROKES

The missus and I are buying a crib. The way the current economy is, I sometimes wonder why. But hey, I didn't have to sell my motorcycle, my '55 Buick, or my tools. So, life can't be all bad. Hang on for the news in short....**The Federal Department of Education** reports that defaults on student loans cost the government \$3.6 billion in 1991—almost as much as the \$4 billion spent on AIDS. So where are the public burden complaints?...**An off-duty cop fondled a 13-year-old girl**, and a local judge awarded her \$9.2 million in damages because, among other things, the experience left her with a "deadly fear of police officers." Hell, I've got that....**And as a final fiscal note**, according to a number of sources, federal regulations cost the national economy some \$400 billion per year—just about equal to the national debt. Okay, enough

about money....**A biker in Escondido, California, was injured** on Interstate 15 when he rode up alongside a car with bare feet sticking out of the passenger window. When he reached out to tickle them, he ran into the car in front of him....**On a positive note**, **ABATE of Florida** elected Jay Carlson as president for the next year, with Whitey Marks to ride along as V.P. Boots Sawyer will be the legislative liaison, Steve Tischler acts as legal advisor, and Doc Reichenbach and Boots Sawyer will serve as national reps—congrats....**More good news**: A report from the Highway Safety Research Center at the University of North Carolina by Jane C. Stutts and others, showed that motorcyclists did not impose a "public burden" on the health care system, and that they *did* have insurance as often as people in automobiles. We already knew that....**You'll**

like this one: **ABATE of Oregon's** newsletter published a letter from a lady rider who objected to tit contests. Under the name of Be Cool, a woman replied: "Some of us enjoy being up there on the stage ... runs are the only place we can express our real selves ... we feel proud. We want to show off. We don't feel embarrassed or mistreated ... no one forces us to participate ... This is our fun time.... We are enjoying ourselves and are among friends." What can we say, except that it's nature's way, and we love it....**The weather is cooling off** in most parts of the country. It's time to think about making changes to the scooter. I'm looking forward to some long nights in the garage, creating excitement for the next riding season. Keep yer beards outta the drill press.

—Bandit

Motorcyclists' Hurricane Relief:

a public service message sponsored by: H-D of Washington, the Fort Washington Chapter of H.O.G., the D.C. Ramblers MC, and Bandit

Hurricane Andrew devastated large areas of South Florida and the Gulf Coast. The Salvation Army is on the front lines providing emergency assistance to the victims. They need money to provide for the victims. All money received will be used exclusively for assistance to these victims. Make your tax-deductible donation to: "Salvation Army Hurricane Relief" c/o: Gulf Coast Relief, Salvation Army, Division HQ, 1415 Riverside Dr., Jackson, MS 39202; (601) 969-7560 or South Florida Relief, Salvation Army, Division HQ, P.O. Box 270848, Tampa, FL 33688; (813) 223-3781.

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

Big John invited Panhead Pete over to his pad for a few cold brews, but surprisingly, when Panhead Pete rolled up, he had his ol' lady in tow. Fer crissakes, why'd ya bring her with ya?" asked Big John. "Shit, bro," said Panhead Pete. "It was either bring her along or kiss her."
—Rube
Crossbar Inn

Rumor has it the L.A. Rams have a new football coach, and it's none other than Linda Lovelace—she might blow a few games, but she won't choke on the big one.
—Gary Bonnett
Torrance, Calif.

Two young prospects got a construction gig, installing aluminum siding on tract houses. On their first day on the job, one prospect noticed that his buddy kept throwing about every other nail over his shoulder. This went on for about 10 minutes, and finally the first prospect asked him, "Hey, bro, why the fuck are ya throwin' all those good nails away?" The other prospect held up a nail and said, "See? Some of these nails have the head on the wrong side."
"You stupid shit-fer-brains," said the first prospect. "Those nails go on the other side of the house!"
—Joe Kingdom
Scranton, Pa.



"He hasn't done any work for years, but no one has the guts to fire him."

Whaddaya call a biker who won't eat nothin' but pussy?
A vagitarian.
—Robert Sherman
Wantagh, N.Y.

What does Miraculous Mutha have between her tits that a 20-year-old woman doesn't?
Her bellybutton.
—Sasquach
Hanover, Wis.

After seven years of marriage, the biker's ol' lady was becoming increasingly dismayed by her mate's diminishing sex drive. She tried everything she could think of, from greeting her ol' man at the door dressed in nothing but Saran Wrap, to purchasing exotic paraphernalia from a mail-order sex boutique, but none of it had the desired effect on her ol' man. Finally, she persuaded him to consult a hypnotist. She was delighted that after only a few visits, her ol' man's ardor was restored to honeymoon dimensions. There was only one annoying side effect: every so often during lovemaking, he would jump up and run into the bathroom for a minute or two. At first his ol' lady didn't want to rock the boat, but eventually her curiosity got the best of her. Following him into the john, she found him staring into the mirror, repeating slowly, "She's not my ol' lady . . . she's not my ol' lady . . . she's not my ol' lady . . ."
—Joey
Crescent City, Calif.

What's the difference between a politician, a helmet, and a piece of shit?
Spelling.
—Phil the Pill
Still Outside



"Well it's about damn time you got a strike!"



"Nice tits."

Why is it easier for us bros to sleep on our sides than it is for our ol' ladies? We got sidestands.
—Big John
On Top



"Shit, man, dig out that map!"

Do ya know the difference between Sunday school and a motorcycle club meeting?

In Sunday school, they sing "Stand Up for Jesus," and at a club meeting they holler, "Sit down, fer Christ's sake!"

—Woody
Stripe City

Why didn't the nymphomaniac enjoy her date?
'Cause she just didn't have it in her.

—Victor
In the Wind Again

Do-it-yourself acupuncture:
Dan Quayle with a fork.
—Dave Chance
Maintaining

The fighting on the front lines was fierce. Marshaling his troops, the commanding officer yelled over the thunder of artillery, "More enemy is coming, men! And they outnumber us four to one, so each of you must do his job and do it well."

A rawboned GI from Kentucky proceeded to blaze away for five minutes or so. Then he put his weapon down and proceeded to pick calmly at his teeth.

"Just what the hell do you think you're doing, soldier?" yelled the irate CO.

The Kentuckian drawled, "Got my four."

—Glasscutter
Club Fed



"We'll take them all."

How many straight San Francisco waiters does it take to change a light bulb?
Both of them.

—Kippy
On the Bay

Abro had been out in Wyoming doing some hunting. When he went to the game check station with his kill, the game warden noticed that he must have been busy—the back of the truck was loaded down with a moose, an elk, an antelope, and a bear.

The warden started looking the moose over and noticed it had been killed with a single slug right between the eyes. Admiringly, he said, "Jeez, you're a pretty good shot."

"I guess I am," the bro replied. "I've had a lot of practice."

Now the warden looked over the elk and antelope, and sure as shit, both of them had also been shot right between the eyes. "Man, you are a helluva good shot," said the game warden, now rolling the bear over to check it out too. "Well, I was really impressed until I saw this bear. He's been shot through the left paw, then the right paw, and only finally between the eyes."

The bro just shrugged his shoulders and said, "Yeah, well, at first I couldn't get him to uncover his eyes."

—Capt'n Zig Zag
Harvey, Iowa



"No, Warren's not a fisherman—he's talking about his wife's pussy."

Toro's ol' lady walked into the bedroom with her scalp bristling with pink plastic curlers.

Toro took one look and growled, "Whatdafuck happened to your head, bitch?"

"I set it," she replied.

"Yeah?" said Toro. "What time does it go off?"

—Earl Branham
Cameron, Mo.

What's wrinkled and hangs out your underwear?
Your grandmother.

—Haystack
Da Joint

What's the best thing about being a husband?
Ya get to screw the boss.

—Toad
Spur City

In Deadwood two bikers were closing down their small casino at about 2 a.m. when a beautiful hardbelly came in and said she wanted to gamble \$2,000 on one roll of the dice. They said they were closed, but she insisted that one roll would only take a minute. The tramps figured, why not?—after all, the odds were in their favor. The chick put down her money and they put down theirs.

"Wait just a moment," she said, and went to the restroom. She came out a minute later, buck naked, and promptly rolled the dice. "Seven!" she exclaimed triumphantly, picked up her winnings, got dressed, and left.

"Say, bro, did you see that seven?" asked one of the stunned bikers.

"No," the other replied. "I thought you did."

—V. Gonzales
Corcoran, Calif.



"You're sure it was the House Ethics Committee?"

BROS GUIDE TO ORGANIZING A TOY RUN

Since it's that time of year again for planning toy runs, we called Paul Vestal, president of the Motorcycle Riders Foundation (MRF) and a retired officer of the United Bikers of Maine (UBM) to get the low-down on how to put together a successful event. UBM puts on one of the better toy runs in the country. Their last one brought in 13,000 motorcycles for the one-day event. Here are some of Paul's recommendations:

The goals of toy runs are generally public relations and publicity. You can't expect to make money (however, UBM has made money the last couple of runs through T-shirt sales). Paul says, "Minimize liability and maximize publicity. Don't worry about the money."

You start by getting together a committee and deciding on your three markers: the gathering point, the drop-off spot (somewhere near the center of town or the capitol), and the party spot. A good time frame to follow is to gather at 1 p.m., drop off the toys at 2:30 p.m., and hit the three-hour party by 4 p.m. That way the whole shindig is over before dark.

Now get ready for the legal mumbo-jumbo. Send a representative or two to the city for permits and a smooth talker to discuss security with the local law enforcement. They might charge you, so be prepared to pay. And talk to your insurance agent. No insurance, no permits. Once you have the cops' okay, the fire department's okay, and the city maintenance department's okay, you're ready to roll.

Next, find a group to distribute the toys. The Marines or the Salvation Army can do the job. Paul has found that the Salvation Army has a broader distribution circuit. Then, give them some idea of the volume of toys expected. It's the Army's responsibility to have enough people and trucks to handle the contributions.

Then plan a program for the drop-off points. Set up a PA and a podium and arrange to have a handful of speakers. Try to shoot for the highest political official. For example, in Maine, the gov-



ernor struts out onto the capitol steps in a black T-shirt to proclaim the UBA as the largest unorganized charity in Maine. Encourage the speakers to be quick and apolitical. Then wind 'em up and head for the party spot.

UBM contracted with the American Legion to host their party. The Legion uses their insurance and permits to sell beer and food at the event. The Legion makes the money, pays for the band, and everyone goes home happy. But don't forget clean-up crews.

The key is for the state organization to ride from the gathering point to the drop-off location. Make sure the procession is slow and highly visible and that all the local press has spots along the route for photo opportunities.

And that's the deal.

As a plug to some of the more active Bros Club dealers, we've listed those involved with toy runs, including one involved with the UBM's run.

—Snake

BROS CLUB DEALER TOY RUNS

Kentucky Kustom Cycles Inc.
4509 Poplar Level Rd.
Louisville, Kentucky
(502) 969-8783
Contact: Joe or Charles

Hawgtown U S A
11201 Colfax
Aurora, Colorado
(303) 340-4295
Contact: Fat Bob

Hawaiian Hawgs Motorcycle, Inc.
74-5590 Alapa St. #F
Kailua-Kona, Hawaii
(808) 326-9396
Contact: Cugo

Harleys-R U.S.
839 Main St.
Lewiston, Maine
(207) 786-2822
Contact: Paul Castonguay

Little Ray's Cycle
222 Seneca St.
Leavenworth, Kansas
(913) 651-0461
Contact: Ray



FREE EASYRIDERS

You got it—just make a purchase of 40 bucks or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Alaska

House of Harley, a division of M/C Times,
4334 Spenard Rd., Anchorage

Alabama

Walt's World, 1407 A. Jordan Lane, Huntsville

Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders Store of Scottsdale, 3748 N. Scottsdale
Rd., Scottsdale

California

H-D of Glendale, 3717 San Fernando Rd., Glendale
Jammer Cycle Products, 6417 San Fernando Rd.,
Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1,
Ventura
Curtis Custom Cycles, 6204 Rogers St., Bakersfield
Dale's Modern Cycle, 225 E. Baseline,
San Bernardino
H-D of Orange Co., 2131 E. 1st St., Santa Ana
Palm Springs Harley-Davidson, 19345 N. Indian Ave.
N. Palm Springs
RPM Cycle, 1727 National City Blvd., Nat. City
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 8910 Washington Blvd.,
Culver City
R.A.M. Enterprises, Same Owner Bros., 1524 Camden
Ave., Campbell
B&B Motorcycle, 15541 A Product Lane,
Huntington Beach
Easyriders Store, 7450 Melrose, Los Angeles

Colorado

High Country Custom Cycles, 302 Arvada,
Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St.,
Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6&50,
Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Florida

Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19, South,
Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave.,
S. Daytona
H-D of St. Petersburg, 5989 Haines Rd.,
St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami
Harley Motor Works, 2330 N. Newhaven, Melbourne
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
H-D of Pensacola, 3205 Mobile Hwy., Pensacola

Georgia

Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

Hawaii

Rydy Custom Cycle, 4548 Kukui, Kapaa

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Oak Lawn H-D Sales, 9030 S. Cicero Ave., Oak Lawn

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

Indiana

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

Iowa

Walkers H-D, 101 Broadway, Red Oak
Cyclepedia Corp The, 1824 Dean Ave., Des Moines

Kansas

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

Maryland

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

Massachusetts

H-D Freedom Center Inc., 220 Boston Rd.,
N. Billerica
Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan

Motor City Harley-Davidson, 8755 Inkster, Westland
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd.,
Roseville

Minnesota

Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri

County M/C Parts, 7348 North Lindbergh, Hazelwood

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Jersey

Kosco H-D, 8 E. Garden Place, Pompton Plains
GT Cycle Specialties, 500 Salem Quinton Rd., Salem

New Mexico

New Mexico Motorcycle Salvage, 4123 Broadway
S.E., Albuquerque
Excaltor Custom Motor Work, 22004 Mabry Dr.,
Clovis

New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd.,
Brewster
Brooklyn H-D, 2487 Coney Island Ave., Brooklyn
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St., Rome

North Carolina

Carolina H-D, 1994 Remount Rd., Gastonia
Deal Harley-Davidson, 3618 Sycamore Dairy Rd.,
Fayetteville
Cyclone Cycle Parts, Box 9, 104 N. Central Ave.,
Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd.,
Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E.,
Asheville
H & H Cycles, Inc., P.O. Box 491, Clemmons
Browning's East Coast Seat & Custom, 2002 East 5th
St., Lumberton
American Horse Cycle, 1085 Sweeten Creek Rd.,
Asheville

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleves

Oklahoma

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

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville
Brian's H-D, 1223 W. Lincoln Hwy. (U.S. 1),
Langhorne
Rask Cycle, Evans City
Moylan Repair, 446 River Rd. Blvd., Hudson

South Carolina

Doug's H-D, 2790 Pamplico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd.,
Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill

Texas

American Cycle, 116 W. Highway 190, Killeen
Stubbs H-D, 4436 Telephone Rd., Houston
D&M of Dallas, 11620 Plano Rd. #3, Dallas
H-D of North Texas, 11320 Harry Hines Blvd.,
Dallas
Belknap News & Video, 4016 E. Belknap St.,
Fort Worth

Tennessee

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

Utah

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

Virginia

H-D Cycles, 4648 Jefferson Davis Hwy.,
Richmond
Departure Bike Works, 3093 Hull St., Richmond

Washington

American Cycle, 2519 Tacoma Ave. South, Tacoma

Wisconsin

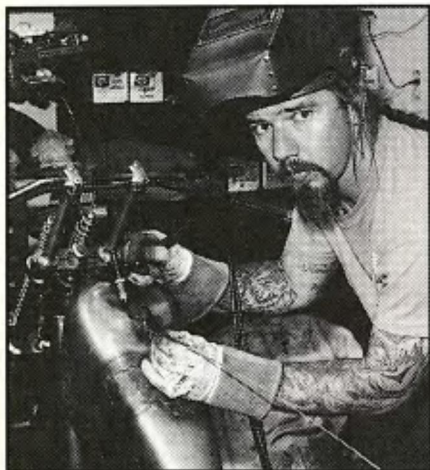
Mischler's Cycle Shop, Hwy. 33 N., Rt. 1,
Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B,
New Richmond
Harley-Davidson Motorcycle of Appleton, Inc.,
2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay ☺

TECH TIP

A LESSON IN SHEET METAL

Pat Kennedy: talented fabricator

Just as the right dress really sets off a fine woman's body, the sheet metal "clothes" on a custom bike bring the parts into an eye-catching whole—provided you do the sheet metal right.

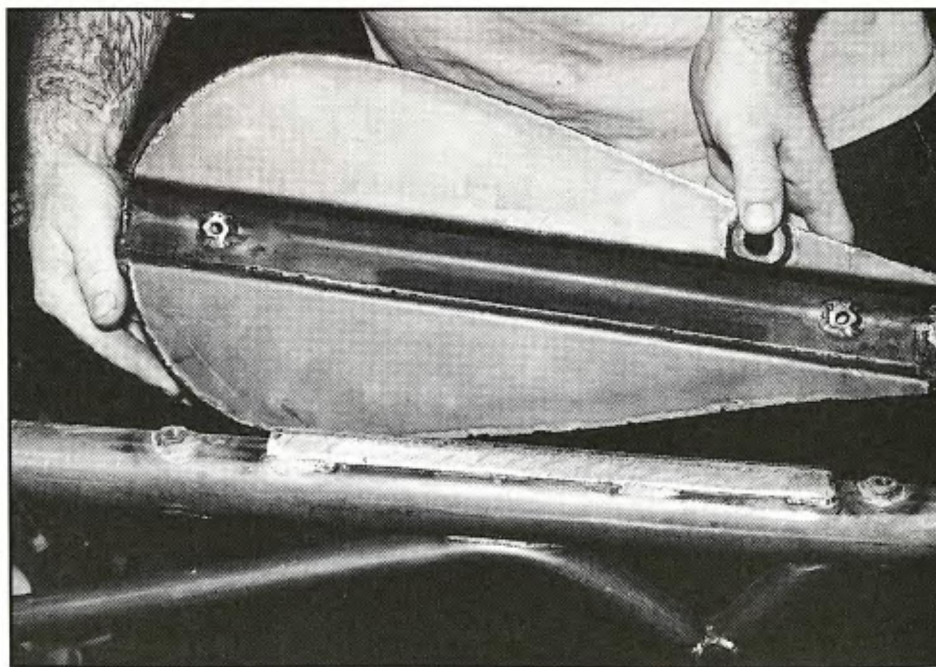


Pat Kennedy, of Kennedy Custom Cycles (800-331-9903), does it right. For example, Bandit wants a narrow look for his tank, so Pat started with a Sportster tank from Drag Specialties. The object: to take 2-1/2 inches out of the width, and lengthen it by 5 inches.

Pat first scribed a line right down the middle, front to rear, then scribed parallel lines to the right and left of center and exactly 1-1/4 inches away. Cutting the tank along the parallels gave him two matching halves. Since he had his own ideas about mounting the tank, and since his ideas called for a new treatment underneath, he cut the bottoms out of the halves, too.

The width established, Pat welded the two halves together. Now for the length. Pat wanted to add 5 inches. Picking a place a few inches from the front, he cut the tank in two again, this time from side-to-side. Now, he had to shape a band of sheet metal to match up with the curves of the front and rear pieces.

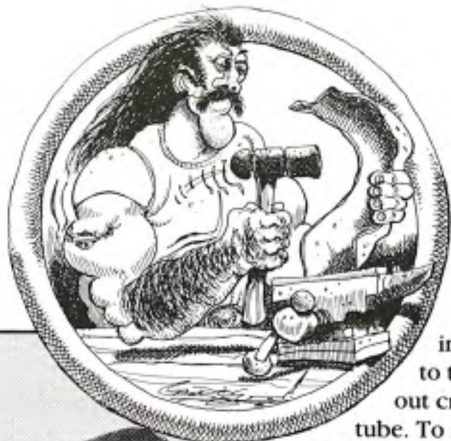
With the shape established, Pat set the tank on the frame—and reckoned the tank needed some extension at the rear so it would flow into the lines of the frame. To find the right amount, he



cut a piece of cardboard, bent it into shape, and taped it to the rear of the tank. He didn't like the first one, so he made another. After several trials, he found the shape that fit, and the final piece became the template for the sheet metal to fill out the end of the tank.

The endpiece was a masterwork. With the metal cushioned against a sandbag, Pat spent hours tapping and nudging the metal into shape, then welded the end on the tank.

With the rear of the tank shaped up, Pat started on the bottom. First, he



ing bolts something to tighten against without crushing the frame tube. To refine the job, Pat

countersunk the sleeves on the bottom so the bolt heads won't be visible.

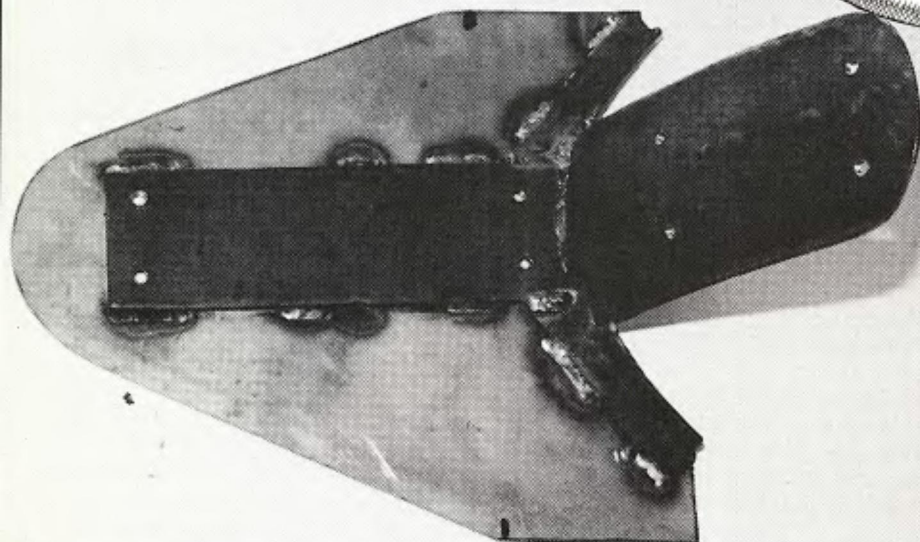
Pat set the tank in place and located the mounts. At each location, he welded a nut on the angle on the bottom of the tank. With the bolts through the frame tight against the sleeves, the tank can't move. Tabs on the tank and frame would have been easier, but would have let the tank vibrate or get bent out of line.

Bandit's design calls for a super-wide rear tire on an 18-inch rim, and that calls for a super-wide rear fender. Pat started with a flat piece of the right length and pounded the inside until it took on the curve of the tire. Next, he had to form in a crossways curve to follow the tread of the tire. This is the tricky part. The radius has to be uniform all along the length of the fender. At the same time, the radius has to be formed evenly on both sides or the fender will twist like a corkscrew. This requires several patient passes—one screw-up means backtracking or starting over. Not a job for beginners.

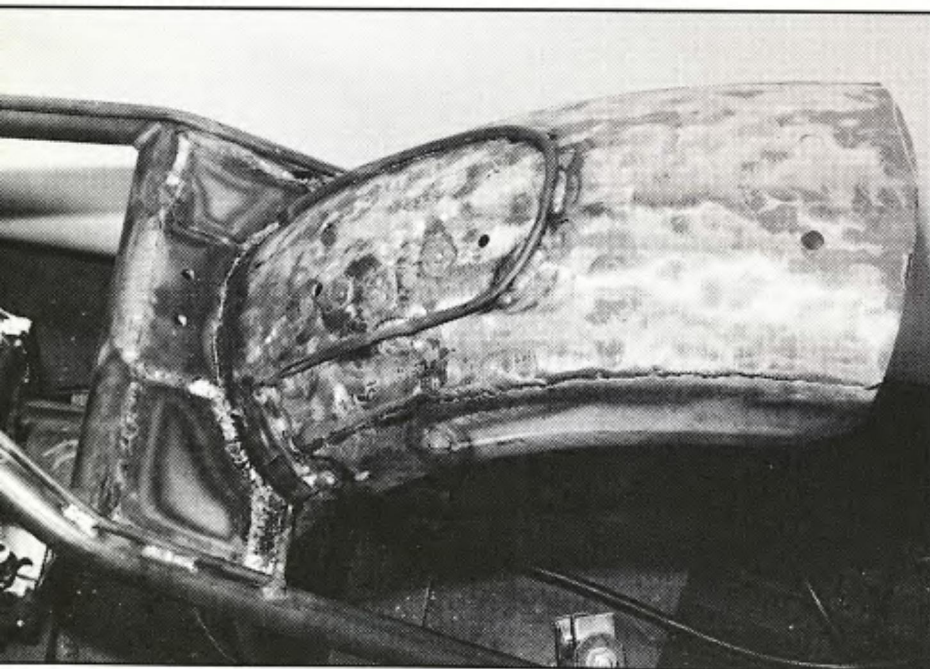
To finish the fender off, Pat cut the side beads off an FX front fender and welded them on the new rear fender. Here again, a lot of careful work was needed to make the cut fit and to avoid distortion from the welding.

Now that he had a nice rear fender, Pat had to find the best way to attach it to the custom frame. He decided to use the seat pan as a support, which was okay since he had to make a seat pan anyway. He cut cardboard for a pattern, cut 1/8-inch flat steel from the pattern, and hammered the steel into a shape to match Bandit's butt. That done, he drilled eight holes in the pan. Four of these he transferred to the fender and the other four to the frame. The net result mounts the seat, secures the rear fender, hides the attachments, and fits the style of the bike. Time now for molding and painting the sheet metal—but that's the next chapter.

—Gene Koch



Photos: Clark Crouse



welded a 1 x 1 angle, 12 inches long, from front to rear, to serve as a mount. Then he filled in the open spaces on each of the angles with sheet metal. Bottom in place, Pat picked a place for the petcock, cut a hole, and welded in a petcock mount.

Pat welded a second piece of 1 x 1 angle on the frame to match up with the angle on the bottom of the tank. Next, he drilled mounting holes through this frame angle and on through the frame, then welded spacing sleeves into the holes. The sleeves give the mount-

HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Terry Fain

Sedalia, Colorado

Terry Fain used to fly choppers in Vietnam. When he got back home, he built himself a shovel-head to ride and continued to run the whirlybird kind of chopper. While on a job in Alaska, he got caught in a nasty wind shear and hit the ground—real hard. That put him on four wheels—like the four on a wheelchair.

But a rider's got to ride, so Terry put together a show-stopping trike with 6-over glide forks and an 80-cubic-inch shovel engine. Knowing what it means to need a little help, he makes Colorado's 100-mile Freedom Run for muscular dystrophy every year. A special rack on the trike lets him take the wheelchair along



Photo: Terry Fain

for the partyin' afterward.

Being grounded left those joystick hands idle, so he turned to gunsmithery. Look him up in Sedalia and he'll make you a nice black-powder rifle.

—Maestro

Animal

Chicago Christmas Toy Run

Navy men say "We do all the work but the Marines get all the glory." Chicago area riders say much the same thing about the annual Toys For Tots run. The Marines get the credit 'cause they provide the trucks to haul away the toys, but local bikers tell us that a bro named "Animal" got the run started in the first place.

Funny thing is, nobody ever learned much about this man known only as Animal. Everybody assumed that he ran a bike shop somewhere, but no one knew for sure. They just heard that Animal was promoting a toy run in December—weather be damned—and wanted a lot of bikers to participate.

As the run grew, the volume of toys got to be more than Animal could handle, so he called in the Marines. A few years ago, over 7,000 bikers came out in



Photo: Paul Collurafici

20-degree weather and brought enough toys to fill a gymnasium to the roof. The Marines had to bring a dozen 6 X 6s to haul the gifts away. Yet, none of the Chicago bikers who've told us that Animal deserves a little Fame know his name or how to get a photo of him.

Well, Animal, whatever your name or what you look like, here's to you for the cheer you got going for those kids. Nothing like showing the Marines how to do it, right?

—Tocjam

Shack O' Shame

Pat Dillon

San Jose Mercury News

San Jose, California

So a cage pulls out in front of young rider on a borrowed motorcycle (which could mean he didn't own one himself and so probably didn't have much experience). The rider swerves to avoid hitting the car, hits a telephone pole, and loses his life. Because the victim wasn't wearing a helmet, Big Brother's media vulture, *San Jose Mercury News* columnist Pat Dillon, swoops down from his political perch and, like a maggot feeding off the dead, helps himself to another morsel of morbidity by using the rider's tragic death to prove that the new helmet law "saves lives" (*Mercury News*,

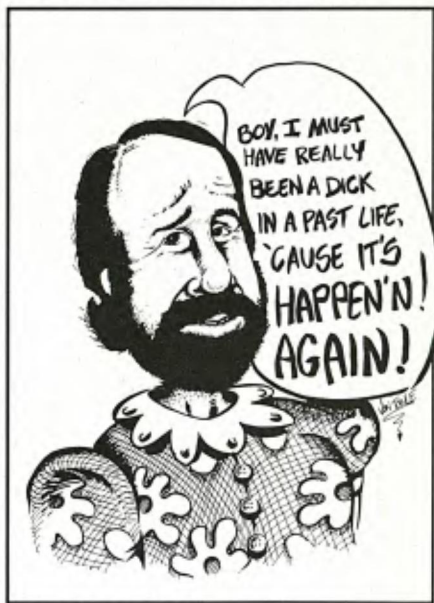


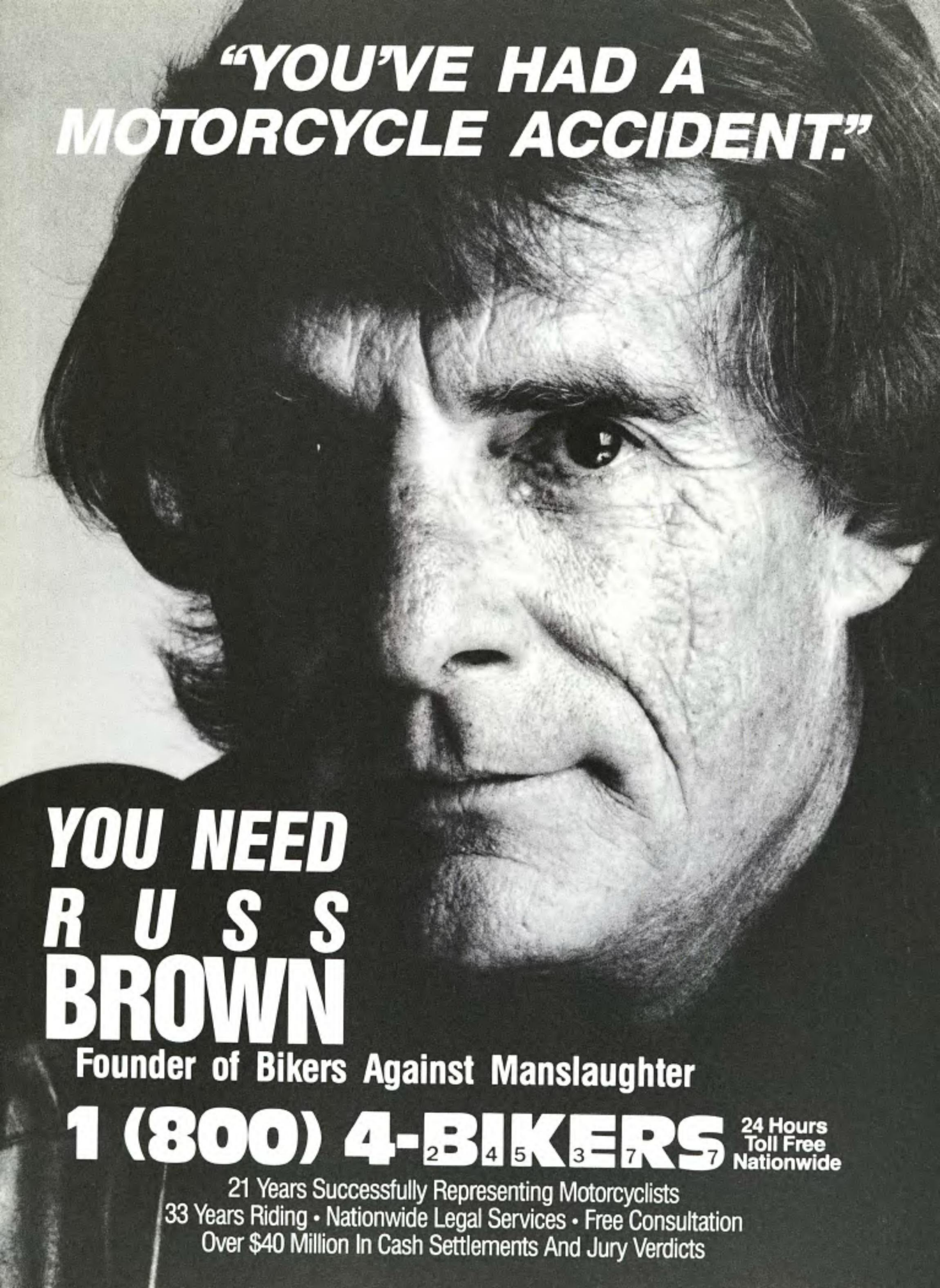
Illustration: Jon Towle

August 6, 1992).

Naturally, Dillon had nothing to say about the person driving the car, nor did he mention what kind of law we need in order to make cagers respect the presence of motorcycles.

Bikers helped defeat Richard Floyd in the primary elections, but, unfortunately, Floyd's spirit lives on at the *Mercury News*.

—Animal



**"YOU'VE HAD A
MOTORCYCLE ACCIDENT."**

**YOU NEED
R U S S
BROWN**

Founder of Bikers Against Manslaughter

1 (800) 4-BIKERS 2 4 5 3 7 7 **24 Hours
Toll Free
Nationwide**

21 Years Successfully Representing Motorcyclists
33 Years Riding • Nationwide Legal Services • Free Consultation
Over \$40 Million In Cash Settlements And Jury Verdicts

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

3RD ANNUAL SWAP MEET—November 29 at the Alabama State Fairgrounds in Birmingham. Vendors, bike show, 50/50 raffle, & door prizes. Vendor doors will open at 12 a.m. Sunday. For more info call: (205) 791-1775.

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

California

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-5 p.m. This benefit is to support the Muscular Dystrophy Associations fight against 40 neuromuscular diseases. For more info call: (818) 986-1793.

CYCLE MANIA & SWAP MEET—November 22 at the Long Beach Veterans Stadium in Long Beach. Hours are 10 a.m.-4 p.m. Music, food, vendors, sponsors, bike show, and more. For more info call: (310) 698-4846.

THE GRAND 'OL MOTORCYCLE SHOW & SWAP MEET—December 18 at the L.A. County Fairgrounds in Pomona. Show hours are from 5 p.m.-10 p.m., admission is \$5. The show will have trophies awarded in four motorcycle categories. There will also be a swap meet with new and used parts. For more info call: (818) 361-0205.

Florida

9TH ANNUAL HALLOWEEN BOOGIE—October 30 - November 1 at the Sand Hills Vintage Cycle in Fountain. Sponsored by Panhandle chapter of ABATE of Florida. Swap meet and party, camping, live music, bike show, contests, bike games, no vending fee. For more info call: (904) 722-9005.

ROSCOE'S 7TH ANNUAL CHILI CHALLENGE—November 7-8 at Roscoe's in Lakeland. Bike show, camping, bike games, and more. For more info call: (813) 858-6249, (813) 682-7058, or (813) 683-9017.

1ST ANNUAL WILTON MANORS KIWANIS SHOT FOR TOTS POKER RUN—November 8. BBQ, cash prizes, food, beer, 50/50, live music, and bikini contest for cash. For more info call: (305) 564-4302 (days) or (305) 565-9716.

HOG'S 2ND ANNUAL THANKSGIVING FOOD RUN—November 22 at the South Seminole Christian Sharing Center in Longwood. For more info call: (407) 643-9241.

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 on Wilmington Island in Savannah. For more info call: (912) 966-5819.

Georgia cont.

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

Illinois

ANNUAL ABATE CHRISTMAS DANCE—December 19 at the KC Hall in Maryville. Hours are 8 p.m.-1 a.m. For more info call: (618) 635-5399.

Minnesota

5TH ANNUAL M/C PARTS EXTRAVAGANZA—November 22 at the St. Paul Civic Center, Roy Wilkins Auditorium. For more info call: (319) 462-6011.

New Jersey

2-WHEEL CONVENTION—January 15-17 at the Budget Motor Lodge in Woodbridge. Sponsored by Union/Middlesex Chapter. For more info call: (908) 549-1990.

New York

CHRISTMAS M/C SWAP MEET—November 29 at E.C. Fairgrounds in Hamburg. Hours: 1 p.m.-6 p.m. Admission is \$5. For more info call: (716) 822-3227.

North Carolina

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

Ohio

SWAP-A-RAMA MOTORCYCLE SHOW & SWAP MEET—November 1 at the Eastwood Expo Centre (behind the Eastwood Mall). Hours: 11 a.m.-5 p.m. Admission is \$6. For more info call: (216) 967-5323 or (216) 967-1152.

MOTORCYCLE SWAP MEET—November 1 at the Franklin County Fairgrounds in Hillard. Sponsored by D&T Promotions. For more info call: (614) 833-1175 or (614) 237-5176.

Pennsylvania

2ND ANNUAL CHRISTMAS SWAP-A-RAMA—December 5-6, at the Expo Mart in Pittsburgh. Hours: Saturday, noon-9 p.m.; Sunday, 11 a.m.-5 p.m. Admission is \$6. For more info call: (216) 967-5323 or (216) 967-1152.

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

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

5TH ANNUAL HARLEY-DAVIDSON EXPO SHOW—January 3 at the Arlington Texas Convention Center. Doors open at 10 a.m. Admission is \$6. Children under 12 free. For more info call: (214) 216-5520.

Virginia

B&R PRODUCTIONS MOTORCYCLE SHOW—November 20-22 at the Virginia State Fairgrounds in Richmond. Inside show with vendors, food, and beer. For more info call: (703) 775-5800.

Washington

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.

Wisconsin

THE SEA OF BLUE TATTOO SHOW—January 30-31 at the La Crosse Center in La Crosse. For more info call: (608) 857-3100.

"Thumbs Up" When You Give Easyriders

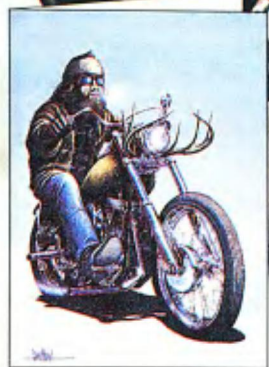
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✓ **check one**

- ☐ **Buy A T-Shirt Kit**
☐ **Wear A Helmet**
☐ **Go To Jail**

KIT INCLUDES

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

A. WINDOW DECAL
8 1/2" x 5 1/2"

B. BUMPER STICKER
3" x 11 1/2"

C. BIKE DECAL
4 1/4" x 5 1/2"

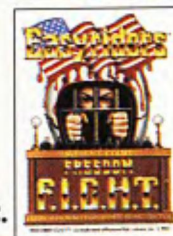
D. PATCH
2 1/2" x 4 1/4"



A.



B.



C.



D.

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

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

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

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

MAKE YOUR CHOICE NOW!!

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

CREDIT CARD ORDERS CALL 800-247-6246!
24 HOURS! 7 DAYS A WEEK!

Name _____
 Address _____
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 State _____ Zip _____
☐ Check or Money Order enclosed.
 Charge my ☐ VISA ☐ Mastercard ☐ AMEX
 Acct. # _____
 Exp. Date _____ Signature _____
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Qty.	Freedom F.I.G.H.T. Kits @ \$20.00 each Circle T-Shirt Sizes: M L XL XXL	Subtotal
	Postage and Handling per order: U.S. add \$3.00. Canada add \$5.00. Foreign add \$10.00.	
	CA residents add 8.25% tax.	
	TOTAL	

Mail to:
 Easyriders Freedom F.I.G.H.T., D3
 P.O. Box 1025, Agoura Hills, CA 91376-1025

Send U.S. funds only, please.

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

TOY RUNS 1992

Bikers Bring Sleds Fulla Toys To Deserving Girls And Boys

Arizona

Sunriders Toy Parade—December 13
Meet at the Tucson Community Center, Lot C in Tucson. Sign-in: 8 a.m.-11 a.m. Sign-in fee is \$15 or a \$10 toy and \$5. Run pins will be given to the first 1000 participants. Party to follow. For more info call: (602) 748-7470.

Alabama

15th Annual Toy Run—November 22
Meet at Speedway Blvd. in East Aboga. Starts at 2 p.m. Food, drinks, free camping, and band. Bring new toy. For more info call: (205) 831-3446.

JR's Harleys & Classics Toy Run—Dec. 12
Meet at JR's in Greenville between 5 a.m. and 8 a.m. Run starts at 8 a.m. Bring new toy. For more info call: (205) 382-5997.

California

MMA Toy Run—November 22
From 10 a.m. until 5 p.m. at the at the Wild Idol Saloon on Main Street in Byron. Bring toys for infants thru teens. Live music, run pins, vendors and more. For more info call: (510) 276-2447.

5th Annual Toys For Tots Motorcycle Rally—December 6

Sponsored by ABATE of California, local 16 of Santa Barbara. Sign-in is from 9 a.m.-10:30 a.m. on Santa Claus Lane. Destination is Oak Park. Donation is \$12 per person/\$20 per couple and an unwrapped toy. Price includes barbecue lunch. Party following the run includes raffle, live music, and more. Grand prize winner wins trip to Hawaii. For more info call: (805) 966-9792.

San Francisco Toy Run—December 6
Sponsored by ABATE of California, San Francisco Local 18. Benefits Salvation Army of San Francisco. For more info call: (415) 585-5897 or (415) 731-5924.

Sierra Road Riders Toy Run—December 6
Starts at 9 a.m. Meeting spot unknown. Call for confirmation. Food, beer, and party. For more info call: (702) 849-0885.

MMA Toy Run/Los Angeles—December 6
Meet at Dodger Stadium near National Guard Armory at 9 a.m. Ride begins at noon. Bring new toy. Party to follow. For more info call: (805) 522-6557.

4th Annual Toy Run—December 6
Sponsored by ABATE of California, W. San Bernadino County Chapter (Local 19). Event will take place at the Moose Lodge in Chino from 10 a.m.-4 p.m. All toys donated to the Salvation Army of San Bernadino County. For more info call Rodney: (818) 917-2243.

MMA Toy Run/Sacramento—December 13
Meet on Front Street at 9 a.m. For more info call: (916) 522-6557.

Southern California Harley Riders Association Toy Run—December 13
Ride leaves at 10 a.m. from Rick's, 7040 Van Nuys Blvd. Party to follow, run pins. For more info call: (818) 992-4234.

Ukiah Bikers Toy Run—December 20
Meet at Ward's parking lot at 10 a.m. Bring a new toy. Party to follow. For more info call: (707) 462-9337.

Georgia

ABATE of Georgia 9th Annual Toy Run—November 22
Meet at Chastain Park in N. Atlanta. Registration is at noon. Party to follow. Bring new toy or cash donation. For more info call: Moose at (404) 294-8982

Illinois

Chicagoland Toys For Tots Motorcycle Run—December 5
Meet at 83rd and Western at 10 a.m. in Chicago. Bring a new unwrapped toy. For more info call: (312) 581-5504.

Kansas

Little Ray's Cycles/XI Worth Rider Association—November 29
Meet at Little Ray's Cycles in Levenworth at 11 a.m. For more info call: (913) 651-2548.

Kentucky

Kentucky Biker Association—November 28
Meet at Pleasure Ridge Park High School in Louisville at 1 p.m. School is located on Greenwood Road. Bring new toy. For more info call: (502) 969-8783.

Missouri

Freedom of Road Riders Inc. Toy Runs—November 1
Toy runs will be held in 11 different cities throughout the state. For more info call: (816) 238-3132.

New Jersey

ABATE of New Jersey Toy Run—October 25
Sponsored by the Morris County Chapter. For more info call: (201) 492-9062 or (201) 697-7327

ABATE of New Jersey

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

New Mexico

ABATE of New Mexico, Tularosa Basin Toy Run—December 5
For more info call: (505) 585-9789

ABATE of New Mexico, Enchanted Toy Run—December 5
For more info call: (505) 585-9789

ABATE of New Mexico, Mesilla Chapter, Las Cruces Toy Run—December 13
For more info call: (505) 585-9789

North Carolina

4th Annual Motorcycle Toy Run—November 15
Meet at Sears parking lot at 11 a.m. Ride starts at 1 p.m. Bring new toy. Party to follow at Berkeley Tavern. For more info call: (919) 778-6978.

10th Annual Toy Run—November 21
Parade leaves J&E Harley in Greenville at 1 p.m. Destination is Hard Times for food and fun. Bring a new toy to be donated to Salvation Army. For more info call: (919) 757-1345.

Oregon

Portland ABATE Shriner's Toy Run—December 7
For more info call: (503) 771-0188

South Carolina

ABATE of Greenville County Toy Run—December 6
Meet at the Stone Mfg. parking lot at noon. Parade starts at 1 p.m. Everyone is welcome: cars, trucks, motorcycles, vans. Bring a new unwrapped toy for ages birth to 18. For more info call: (803) 299-3140 or (803) 292-2249.

ABATE of Horry County Toy Run—December 19
For more info call: (803) 236-6332 or (803) 236-1714

Texas

5th Annual Golden Triangle H.O.G. Toy Run—December 6
Meet at Claiborne Park in Beaumont at 11 a.m. For more info call: (409) 982-0929.

Washington

ABATE of Washington, Skagit Valley Chapter, Toy Run—December 19
For more info call: (206) 357-4170

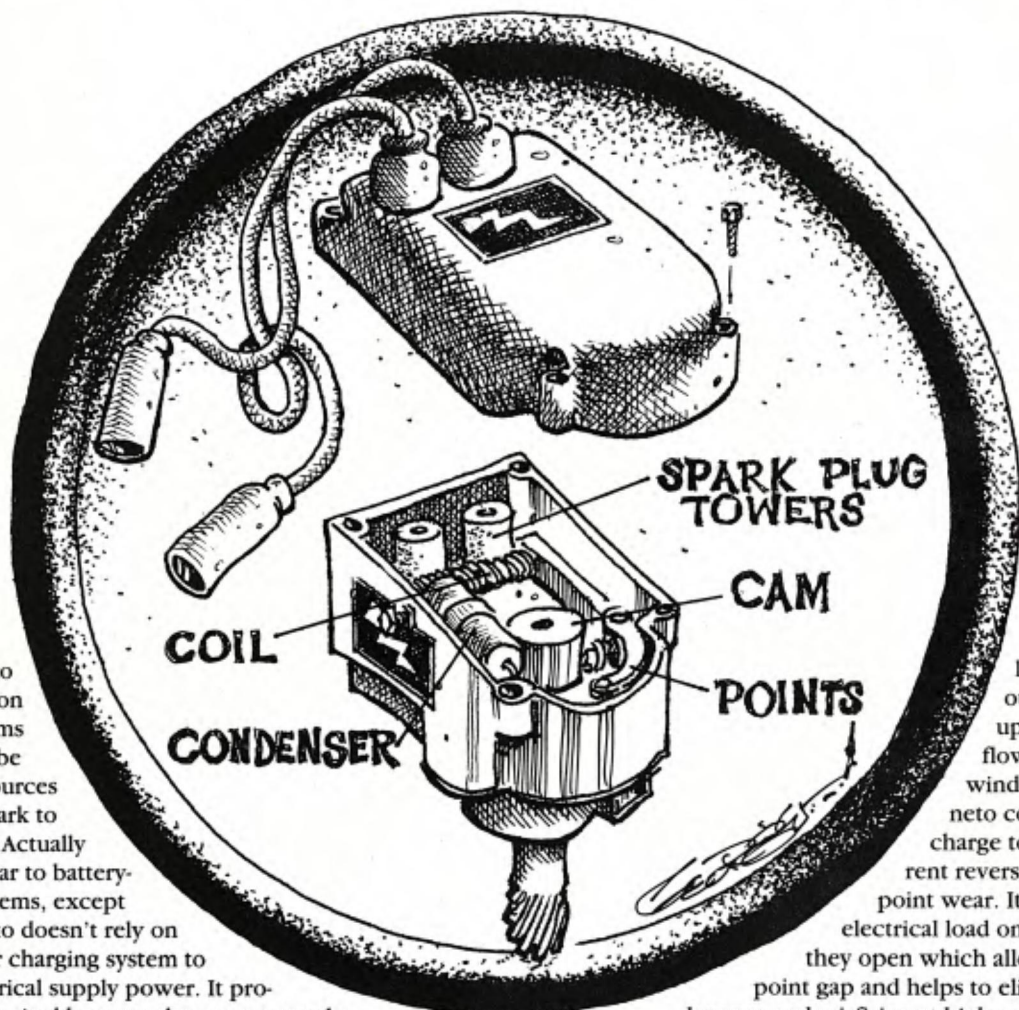
Tijuana, Mexico

Solo Angeles MC Tijuana Toy Run
Bring toys, food, or clothes
For more info call: (818) 882-7290



Easyriders

Guide To Magneto Ignition Systems



Magneto ignition systems may seem to be mysterious sources of ignition spark to most people. Actually they are similar to battery-powered systems, except that a magneto doesn't rely on the battery or charging system to provide electrical supply power. It produces its own. And because the power supply of the magneto is not regulated (like battery-powered ignition systems), the faster the magneto is run, the hotter the spark gets—which is what the engine requires. Battery powered ignition systems provide maximum output at low speed and, hopefully, have enough output that the engine runs past its red line before they run out of spark. Okay, okay, I know I'll be hearing arguments from you electronic wizards. Just remember, the world's fastest piston-powered vehicles are sparked by magnetos. I wonder why?

Magnetos are usually more expensive to buy because the engine may require a special mounting or drive housing. They also require some maintenance from time to time, but the magneto is still the most reliable source of ignition spark. This is because the magneto reverses the electrical polarity each time a cylinder is fired. The current flow reversal actual-

ly boosts spark output by backing up the current flow in the primary windings of the magneto coil, forcing a discharge to occur. This current reversal also reduces point wear. It unleashes the electrical load on the points as they open which allows a narrower point gap and helps to eliminate point bounce and misfiring at high rpm.

Kick-starting with a magneto requires a different procedure. It needs at least a 90-degree rotation to generate enough electricity to produce a spark. The trick is to begin the kicking stroke just past where you feel the engine is on compression. This will give the magneto time to generate a spark. The engine's next compression stroke will be at the bottom of the kicking stroke. This process will allow you to kick-start monster engines, even those with fixed advance magnetos.

The magneto is the most reliable source of ignition spark because it reverses the electrical polarity each time a cylinder is fired

One other source of magnetos (not pictured) is: Bomar Magneto, 2601 E. 28th St., Unit 304, Signal Hill, CA 90806, (310) 424-4131. They were left out of the actual Magneto Guide because they don't have adapters for all of the H-D models. They are FAA licensed for aircraft magnetos.

Magneto tune-up parts are available from almost all aftermarket suppliers.

—Keith Ruxton

Morris Magneto



103 Washington St. Morristown, NJ 07960 (201) 540-9171

Morris has a magneto for almost all Harley models from 1936 to present (except 1981 and newer Sportsters and some XR models). Harley Big Twins (1970 and newer) can be fitted with one or two magnetos. Also available are manual or automatic retard models, single-fire conversion kits, and too much more to list. Call or write for a current catalog.

Karata Fire Vertex Magneto



See your Custom Chrome Inc. dealer.

Karata/Vertex has magnetos to fit 1936 to 1969 Big Twins, 1957 to 1970 Sportsters (with a belt-driven offset drive), or 1970 and newer Big Twins with an option of dual magnetos. All models are single fire and centrifugal advance. These magnetos will produce up to 80,000 volts of spark energy and plug gaps of up to .070 inches are recommended.

Joe Hunt Magneto



(916) 635-5387

These guys have been building magnetos for Harleys the longest. They have magnetos to fit H-Ds from 45s to early Sportsters and all Big Twins. Dual or single fire. They even have magnetos to fit Triumphs (available on special orders only). Repair parts and service available for all Fairbanks Morse magnetos. Call for more information.

Carl's Speed Shop CDI Magneto



9339 Santa Fe Springs Rd. Santa Fe Springs, CA 90670
(310) 941-9385

Carl's Capacitative Discharge Ignition magneto bolts to any Harley side-mount-style cam cover, 1970 and newer Big Twins, or 1971 and newer Sportsters. It features an electronic timing advance and is available for two or four plug applications. The kit is complete and installs easily in about one hour. For more information call or write.

Malibu Mountains Hog Ranch



Hog
Riders
Welcome!

Every
Weekend!
Year 'Round!

We're Makin' Bacon!

Hog
Rodeo Games
Sunday
2:00 p.m.

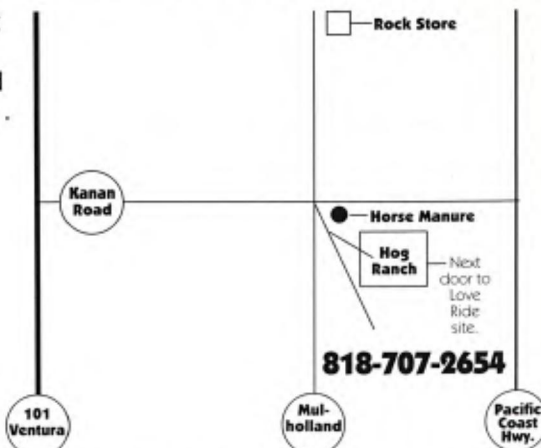
*The Best Damn
Pig • Chicken
Turkey • Trout
ANYWHERE!*

Rodeo
Prizes!



OPEN EVERY SAT.-SUN.
YEAR 'ROUND!

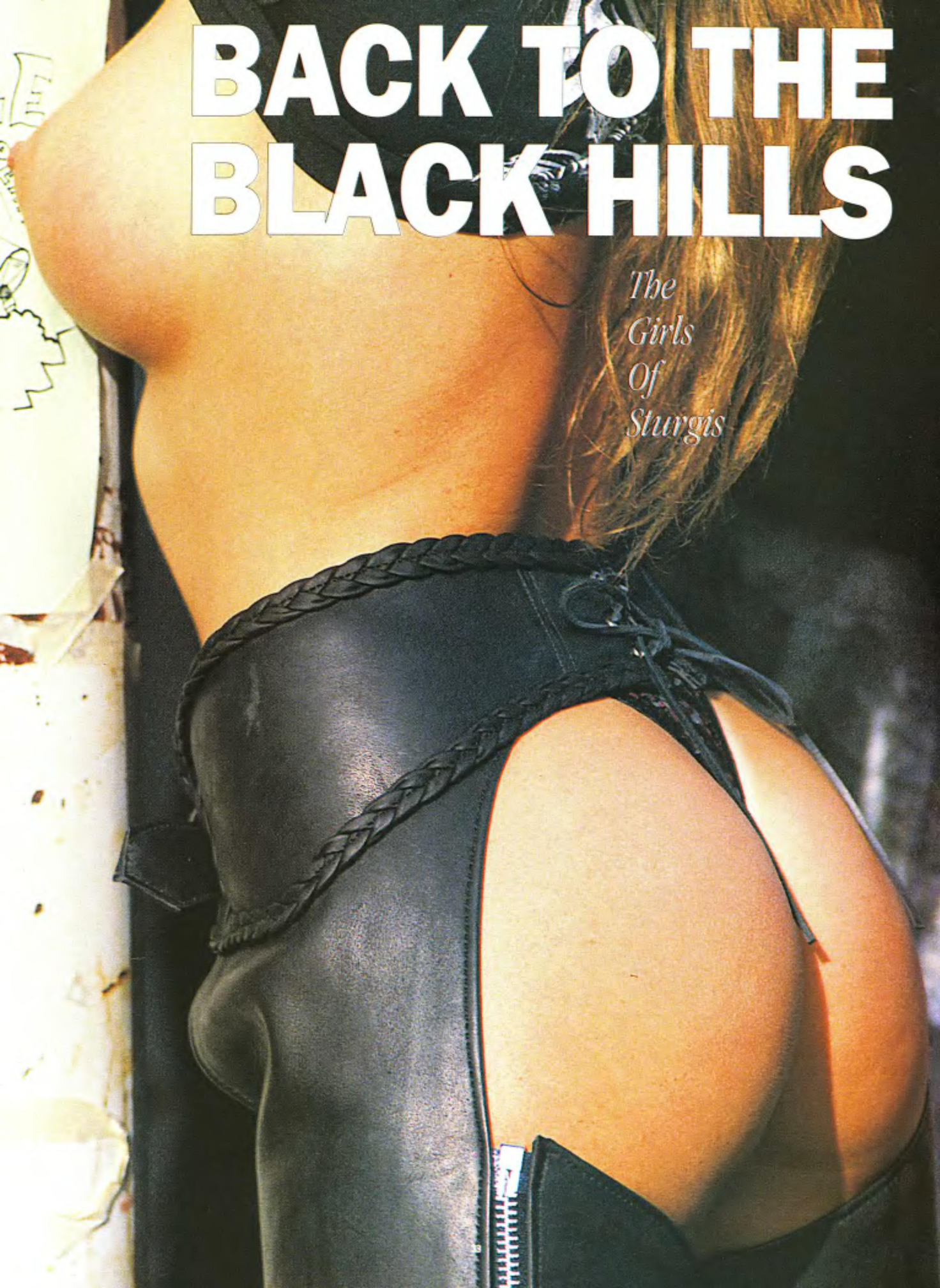
Kanan to Mulholland, go west
on Mulholland 'till you smell
horse manure! Take a left, and
when you hear "oink-oink"...
you're there!



Sorry, no camping allowed.

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

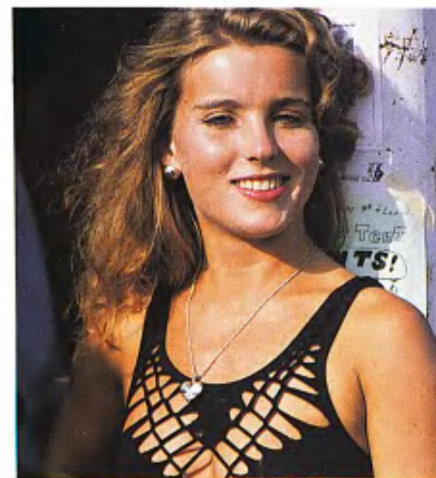
BACK TO THE BLACK HILLS

A woman is shown from the back, wearing a black leather corset. A braided black strap is draped over her right shoulder. To her left is a wooden post with a piece of yellowed paper attached, featuring a simple line drawing of a person. The background is dark and out of focus.

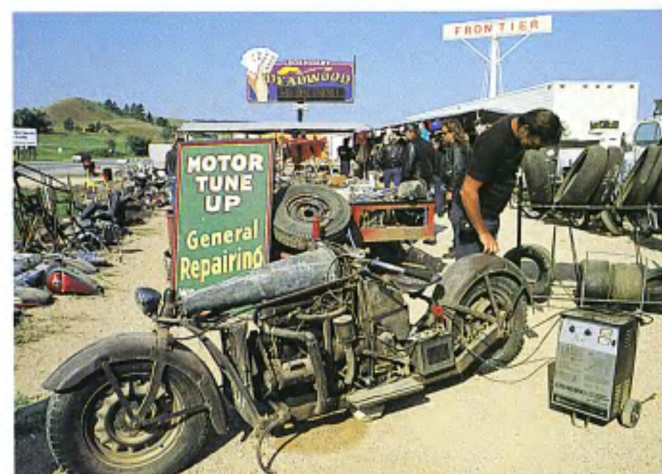
*The
Girls
Of
Sturgis*

Hey, so this is just a taste of the Sturgis conclave this year. The highlights, races, nights, sights, hillclimbs, tattoos, women, campsites, concerts, bike shows and more are all covered in a massive 26-page section in the January 1992 issue of *In The Wind* (#55). In addition, our upcoming Sturgis video will contain more of the hot action as well as a look at the bikes that rolled in from the West Coast, the deep South, the hot Midwest, and the humid Eastern Seaboard. It will also catch you up on some of the controversy that came down in the Black Hills. The Custom Chrome Dyno Blowout is captured, along with an interview with the man who promises to resurrect the Indian heritage.

But to give you a sampling of the slinky sights and sleek scoots in Sturgis this year, here's a peek at the 52nd gathering of the Biker Nation in South Dakota. If you haven't been there, let me tell ya, Sturgis is damn near a religious →









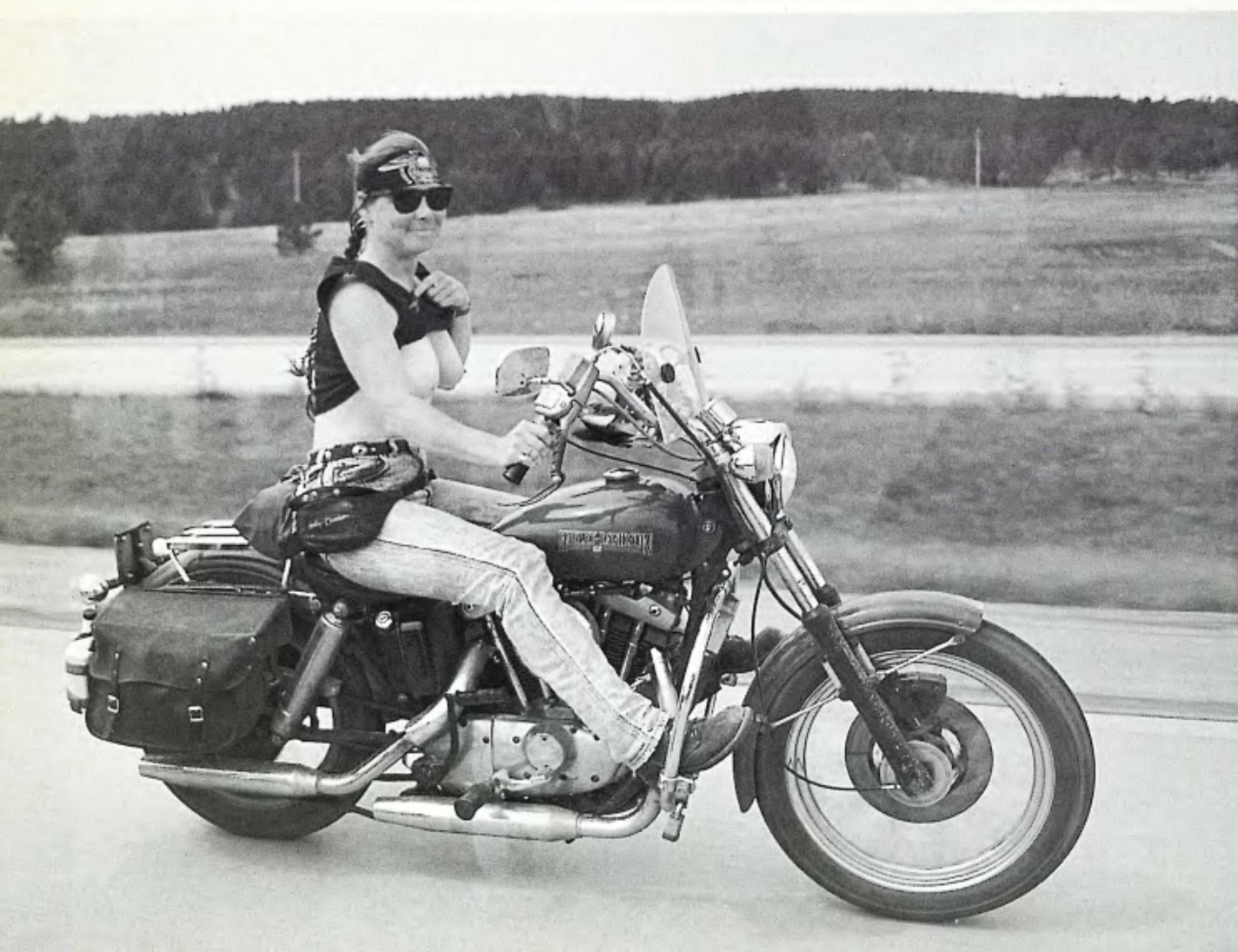
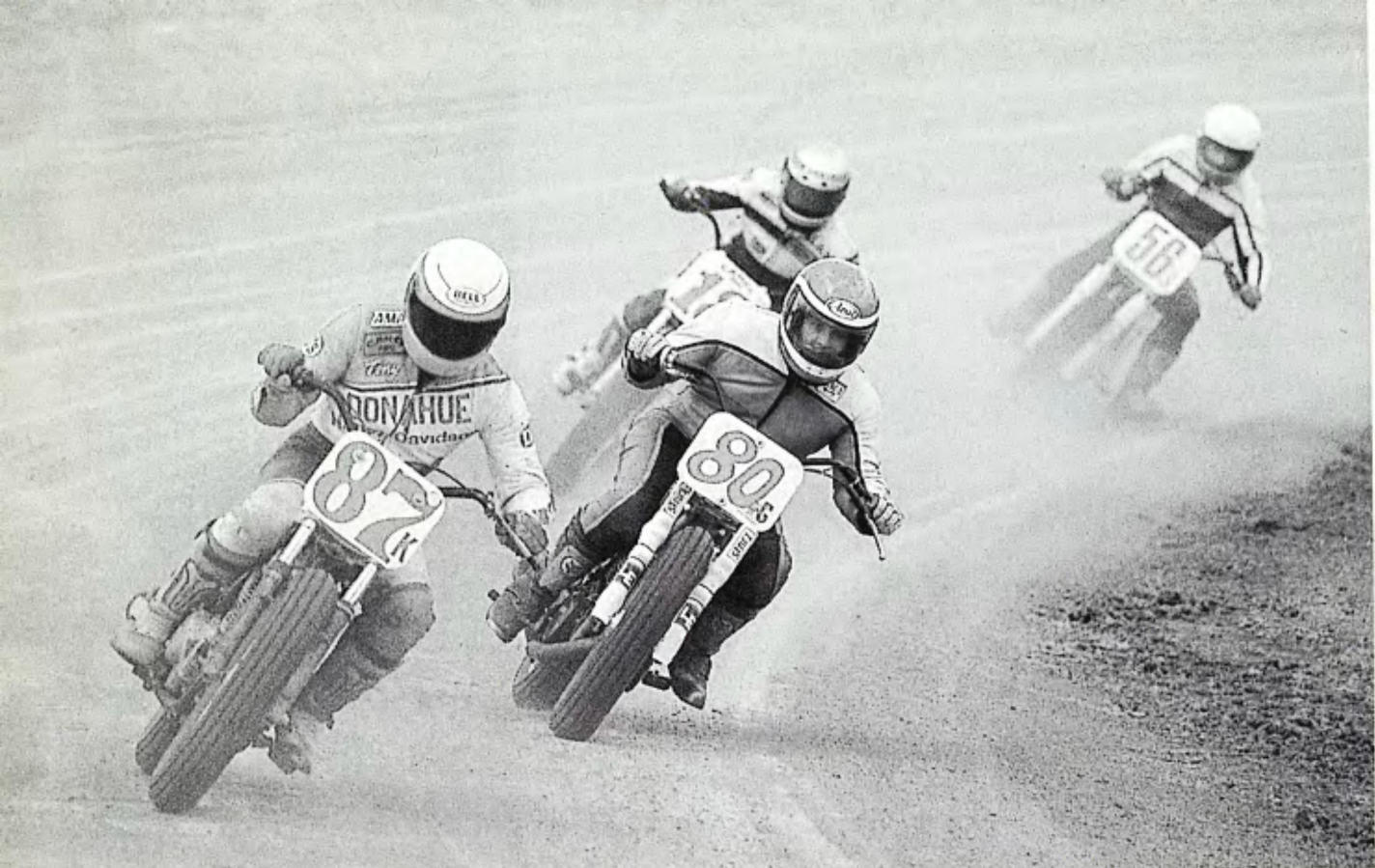
experience. Sure, we're partying, drinking brews, and running from one place to another, but the Sturgis Rally is different from any other biker event in the world. It's a tribal refuge where we can go and be with our people—exclusively. Other than a few of the cops, mer-

The Sturgis Rally is different from any other biker event in the world

chants, and a handful of locals, there ain't another non-puttin' soul on the planet out there.

So, there's nothin' to do with your scooter self other than biker antics from dawn to dusk. Daily poker runs, three bike shows, hill-climbs, half-mile races, short track races, vintage races, drag races, →







ladies' rides, stunt shows, concerts rockin' night and day, runs across the border to Wyoming, and the Harley factory's daily entertainment extravaganza at Rapid City's Rushmore Plaza Civic Center all made the 52nd gathering of the Biker Nation one to remember. That doesn't even include doin' the

The 52nd gathering of the Biker Nation was one to remember

tourist bit by checking out Mt. Rushmore and the Crazy Horse monument, gambling in Lead/Deadwood, and partyin' with friends new and old in the campgrounds surrounding the town of Sturgis. No wonder we're so damn burned out afterward.

—Bandit



The bros here on the staff have to apologize for the limited amount of space we have to devote to the 1992 Sturgis Rally and Races. However, like we mentioned before, the event will be covered in-depth in both our video magazine and *In The Wind*.

If you have any problems locating an *Easyriders* Sturgis video or *In The Wind* Sturgis Special magazine, call us. We'll make sure you get the information and/or the magazine you want. The number is (800) 247-6246.

HARLEYS IN THE HOLY LAND

*Riding On The Sands Of Time
Of U.S. Riders in The Desert*



It's funny. We're always telling each other how God rides a Harley, yet you never think of Harley-Davidsons and the Holy Land in the same breath. Those Bible stories seem about as far removed from the 20th century and the road-ripping roar of Milwaukee metal as any two images could be.

The fact is, though, that wherever dreams live, sooner or later, Harleys will appear. However, Israel's economy isn't the strongest in the world, what with the strain of maintaining a disproportionately enormous military machine and the people having to pay high prices for imported goods (try 250 percent added to the cost of a

stateside Harley for size).

Not surprisingly, there are more single-humped camels than twin-cylinder motorcycles in this corner of creation, which, if you think about it, has its advantages. If you want to turn heads, I mean really turn heads—and who the hell doesn't occasionally—then forget Daytona, forget Sturgis, forget any of the mega biker bashes where Harleys are as commonplace as tourists in Disneyland. Nope, the place to go to really blow minds is Jerusalem. That's where I rode one day in high summer with the Harley Riders of Tel Aviv.

They're a dedicated bunch, this crew of committed American hard-

ware aficionados. Besides the high cost of the bikes, the parts situation is a nightmare of non-availability. The solitary dealer provides precious little in the way of parts backup. This forces the bros to call on all the ingenuity and mutual assistance they can muster to keep their wheels rolling through the sand and bullets of this troubled land.

Helmet laws, sadly, are a reality, though the bullshit is less than rigorously enforced in the desert regions where the cops have more serious problems to occupy their time.

Most of the 40 known motorcycles in the country are Sportsters of basic stock mold. A small minority of wild



Not surprisingly, there are more single-humped camels than twin-cylinder motorcycles in this corner of creation



Photos: Ian Mutch

custom bikes—like the eye-catching panhead in the pics—stands out among this little cache of well-polished rides.

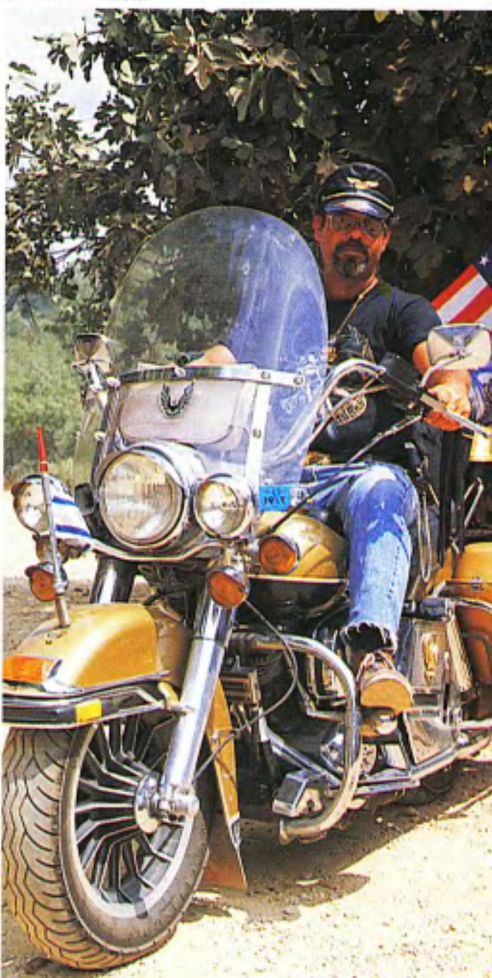
It's hard to believe that Christ's entry into Jerusalem caused more of a stir than the group I joined for a blast around the ancient walls (where these photos were taken). A conscientious cop made a brief attempt to move the gathering crowd off the sidewalk, but gave up when he realized everyone was more interested in photographing the bikes than paying him any heed. The people loved it.

It just goes to show that when you're top dog in town you can park

wherever you please. And there's no better way of staking that claim than aboard a genuine hunk of U.S. iron. Military service is a must for just about everyone on this threatened patch. But when the boys aren't out protecting their borders in tanks, a good old Harley beneath the butt makes something more than a second best choice.

I would like to extend a special thanks to Allon and his mates for returning my phone calls and turning out on a hotter-than-hell day so I could point a lens at them. Then again, it's a helluva nice change from staring down gun barrels.

—Ian Mutch



PAN O' PIECES



*Twelve
Years
A-Simmerin'*



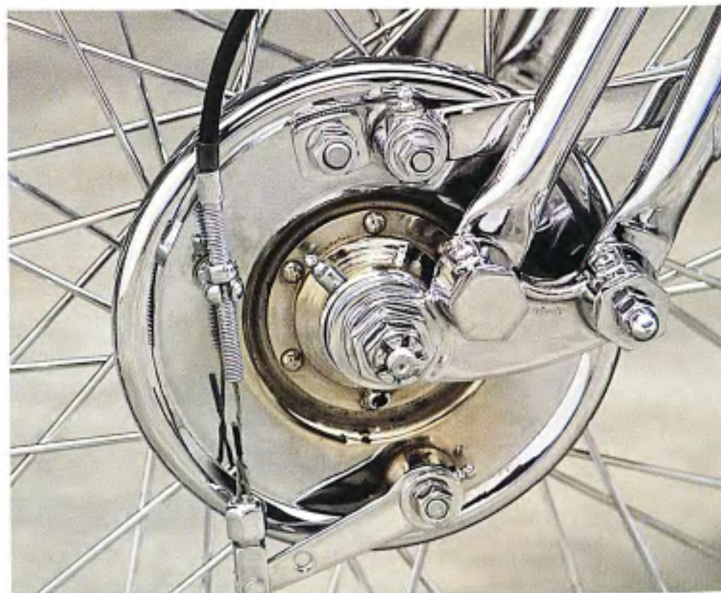
Like the age-old sailor's warning scudding across ancient seas, a time-tested bro's tale warns that, "When two or more women are left alone to their own devices for better than an hour, good fucking luck." Fortunately for Dennie Lauer, he was just plain too busy working, wrenching, and riding to take heed of the warning—not to mention that he preferred his ol' lady hanging out with her girlfriends so he could spend time on his Super Glide. What the lone rider didn't figure on, was that while he was out puttin', his squeeze and her friend were scheming 'bout how to get Dennie hooked up with the other lady's



husband—who was also known to wrench and ride alone.

Don Sager, the other lady's ol' man, had a damn good reason for not being sociable. After three years of working two different full-time jobs, plus taking on extra part-time work to put together his first Harley, a '56 chopped pan, the scooter was ripped off less than 24 hours after its completion. Suspecting the theft was an "inside job," Don decided then and there to close up shop in the friend-making department.

Then, in 1979, when it turned out that Dennie and Don worked for the same company—Dennie drove one of their big rigs and Don →





worked as a pattern maker—the ladies finally succeeded in getting the two non-sociable types together. Dennie had drooled over many a custom motorcycle featured in *Easyriders* and had longed to build one of his own. He knew that although Don possessed strong machining skills and first-hand bike-building experience, his new bro was still gun-shy about throwing heart, soul, and billfold into another project putt.

It was only a matter of time and power-guzzlin' before the two bros

“Let’s build a scoot good enough to be in a magazine.”

shelled out \$1,850 for their first joint venture, a '63 panhead with a munched front end. Using an old chicken shed as their shop, they made a couple modifications, threw on a Sportster front end, and ended up getting all their money back and then some from the original owner who couldn't get over how different his old bike looked. While the bros were still both scratching their heads and counting their cash, Don piped up and said, “Shit, let’s build a scoot good enough to be in a magazine.”

So in 1980, figuring a big slim-to-none at landing a ride in a rag, they picked up a \$500 basket with thrashed heads and began their project with an understanding that they wouldn't take any short cuts. By this time Dennie was practically a walking archive of this rag's most righteous putts. And from images of some of the best custom bikes ever built swimming around in his head, he distilled a concept for one uniquely his own.

Committed to his best work, Don eighty-sixed the old duct tape and baling wire, then cleaned up the chicken shed, adding an old oil burner for long winter nights. Problem was, bringing to life what Dennie had in mind required all stock Harley parts from panheads of different years—and not exactly the kinda stuff you find at your →

local dealership. So while Don was back home sneezing chicken feathers and scraping off his boots, Dennie continued to 18-wheel across the states, keeping an eye out for any remote Harley dealer that might have some of the rarer part(s) he was looking for. His best luck came from the older dealerships (marked by the prehistoric looking, original orange and black Harley-Davidson sign).

The only snag in dealing with these off-the-beaten-path stores is having to deal with the occasional ornery old fart in charge. It's one thing not having a particular part in stock, but it's another to say you don't when it's sitting bigger than

life on a shelf tagged and marked for sale. Dennie all but begged one cantankerous old dealer to sell him a near impossible to find NOS primary cover that would allow a perfect fit for stock running boards. After repeated attempts, and just

A commitment's a commitment, especially between bros

about ready to give up, he "happened" to stop in early one morning while the old varmint's grandkid was in charge. Dennie got

what he wanted (in a hurry) and hasn't been back since.

While months turned into years of Dennie driving his big rig around the country picking up stock pan parts a piece at a time, Don started to get a little restless waiting out in the shed. 'Course it was nothing that going through the woes of everyday life and a couple marriages couldn't fix. A commitment's a commitment, especially between bros.

By 1986, Dennie's original vision of a "pan o' (all stock) pieces" was taking shape. Some of the hardest pieces to find were as basic as a couple good used heads, which Dennie literally fished out of an old



Harley dealer's oil-filled barrel stocked full of "obsolete parts." Dennie had wanted one of the early swingarm frames with the same sleek, low rider look as the rigids—without needing any raking or stretching. He said, "Ever since I learned from an early issue of *Easyriders* that the '58 swingarm was harder than hen's teeth to come by, that's the one I had to have. Not only does the '58 have the lines I wanted, but that's the only year that can be positively identified by the jack mount tab on the side."

Having chewed a few years supply of fat with an old-timer who lost a Harley franchise near one of

Dennie's regular truck stops, the determined bro rummaged through the defunct dealership's warehouse and found his frame. Judging by the dog-eared catalog on top of a dusty old juke box (that still took nickles), Dennie figured the old dude would sell the '58 swingarm for a song. But apparently the gray fox hadn't lost his touch, adding 10 percent a year to the price in his 12-year-old catalog. Still a decent buy. And when it came to hunting down the '53 Harley-Davidson emblems for the tank, the only year that Harley made those streamline-looking double emblems, Dennie went straight to the second oldest dealer in Indiana. They had 'em all right, but gettin' the prune-faced codger to part with them for anything but a restoration project was like pulling teeth, not that the old guy had any. So, Dennie crossed his toes, explained his restoration project, and split with the part.

Just before the project took a snooze in late '86, Dennie went after a splash of paint (a black and honey-gold flake with a flip-flop effect that only seeing in person can do justice). Chuck King, the painter, agreed that if Dennie was gonna have the bike wrapped in separate parts for a while, he would go ahead and wet sand and polish when they were ready for final assembly. 'Course he was surprised when they showed up six years later. It was the rag's ad about a Bike Show to be held in Columbus, Ohio, that got the bros and the bike back together again. Columbus wasn't too far from their home in Indiana, and although they thought there was "no way in hell anyone from *Easyriders* would give the chicken shed creation a second look," they figured they'd give it a shot.

When Dennie told his bro the news that the bike was being considered for a feature in *Easyriders* and asked him how much he owed him for all his hours of wrenching and storing, Don scratched his head and said, "Shit, bro, we did what we set out to do—that's payment enough."

—Clay Dog

Owner(s): Dennie L. Lauer		City: Wabash, Indiana	
General		Frame	
Fabrication by: Don Sager		Year: 1958	
Year and make: 1954 H-D		Builder: H-D	
Model: FL		Type: swingarm	
Value: Hard to say		Rake: none	
Assembly by: Dennie & Don		Stretch: none	
Time: 12 years a-roostin'		Other alterations: none	
Chroming by: G&D (Elwood, Ind.)		Accessories	
Engine		Bars: drag	
Year: 1954		Risers: 6-inch	
Model: FL		Fender(s): 1978 Low Rider	
Rebuilder: Brandt's H-D		Headlight: Sportster	
Ignition: electronic, by Frank's		Taillight: tombstone	
Displacement: 74 cubic inches		Speedo: H-D	
Lower end: factory		Front pegs: running boards/H-D	
Balancing: Brandt's H-D		Rear pegs: none	
Pistons: stock		Electrics: 12-volt/Frank's	
Cases: H-D		Gas tank: 1953-1/2	
Heads: factory		Oil tank: Paughco	
Cam: H-D		Primary cover: H-D	
Lifters: hydraulic		Seat: Bates	
Carb(s): Keihin		Sissybar: none	
Air cleaner: H-D		Height: n/a	
Pipes: Paughco		Material: n/a	
Muffler(s): H-D		Forks	
Transmission		Type: springer	
Modifications: none		Extension: none	
Year: 1954		Builder: H-D	
Shifting: foot		Special features: chrome	
Engine sprocket: 24-tooth		Wheels	
Trans sprocket: 23-tooth		Front	Rear
Wheel sprocket: stock		Size: 21-inch	Size: 16-inch
Painting		Hub: star	Hub: star
Molding: none		Rim width: 3-inch	Rim width: 3.5-inch
Painter: Chuck King		Tire: Avon	Tire: Goodyear
Color: black pearl		Brake: H-D mechanical	Brake: drum
Type: urethane			
Special paint: black/gold, flip-flop			
Other special modifications: swingarm squared to fit, taillight moved down, and rear fender resurfaced by Harold "Brownie" Brown.			
Photos: Steve Coonan			



Parts Box

Tell 'em
Snake sent ya!



Three-wheeled FXR

We get a bunch of calls for three-wheelers. The dude who built this one has been into trikes longer than I've been riding a two-wheeler (any kind). This is his latest contraption, a 2-3 combo. One day a scooter, the next a trike. For more info write George at G.B. Enterprise, Dept. ER, Box 2554, La Habra, CA 90632.



The F-Stick

Okay, so Donnie Smith used digital gauges on his bike and the custom world went crazy. Now, there's digital dipsticks. With a range of 14 to 230 degrees and accuracy within 2 degrees, this gimmick is ideal for checking engine temps under a variety of conditions (from lugging your ride out of Death Valley to getting it ready to run in Fairbanks, Alaska). To get more info send a heat-resistant envelope to Axis Cycle, Dept ER, 107 Windsor Rd, Medford, MA 02155, or put your gloves on and dial (617) 396-9381.



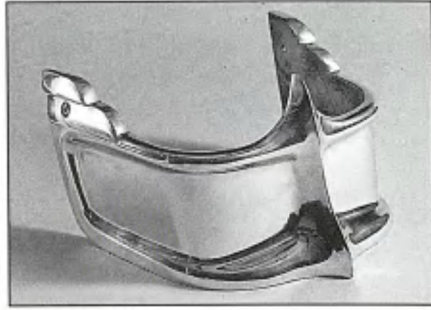
Bandit's Day Roll

Yeah, it sounds like the special at a Sushi bar, but this is actually a shortened version of the bedroll that Bandit designed last year. It's handy as hell and straps easily to the handlebars. In the ends, it holds incidentals like keys, locks, and wallets. The center can hold sweatshirts and clothes. And there's a tool roll on the outside. Wrench sold his FXR recently and the new owner wouldn't take it without the roll—the Day Roll, that is. For more details check the gift collection in the middle of this issue.



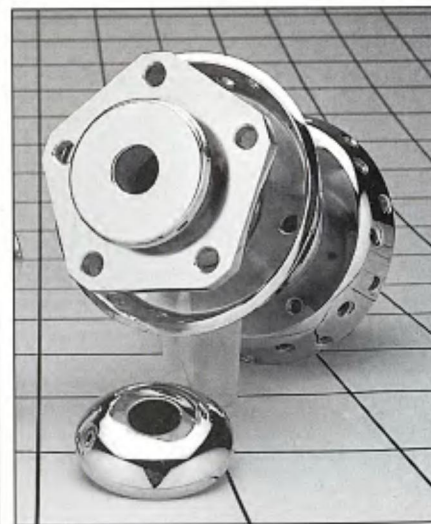
Rug Rat Trike

'Tis the season, so we've included something for you folks with rug rats. This company has built a trike for tikes that sports saddlebags and fringe just like the old man's scooter. For more information, call Take Two Cycle Products at (213) 747-7799.



Dresser Gift

Here's a wild gift for the fat fender types. It's a polished, decorative front fender skirt for FL-series models from 1949 to 1993. They're one unit, polished cast aluminum, and they have stainless steel fasteners. For the real skinny, send a post card to Innovative Designs, Dept. ER, 4226 Vermont Ave., Long Beach, CA 90814; (310) 433-8067.



Custom Hubcaps

If you're doing a ground-up rebuild these small hubcaps do a terrific job of cleaning up the area around wheel axles and bearings. Talk about Custom Chrome stocking stuffers—these do the trick. It's a small item that makes a big difference to the appearance of the wheel. To get a catalog write Custom Chrome, Dept. ER, 16100 Jacqueline Ct., Morgan Hill, CA 95037, or call (800) 729-3332.

Why Me?



Why Me?

David Kudlovich wrote this children's book about a stuffed animal and a toy run. It's for very young scooter people who are just learning to read. It could be their first biker book. Great Christmas gift. For copies write: Vantage Press, Inc. 516 West 34th St., New York, NY 10001.



Have A Skull Christmas

A group of insane dudes in Orange County, California, have a twisted line of skull accessories including these leather boots studded with billet aluminum—all using the skull and crossbones theme. Talk about classy stocking stuffers. The number to dial is (714) 964-0049. ☎

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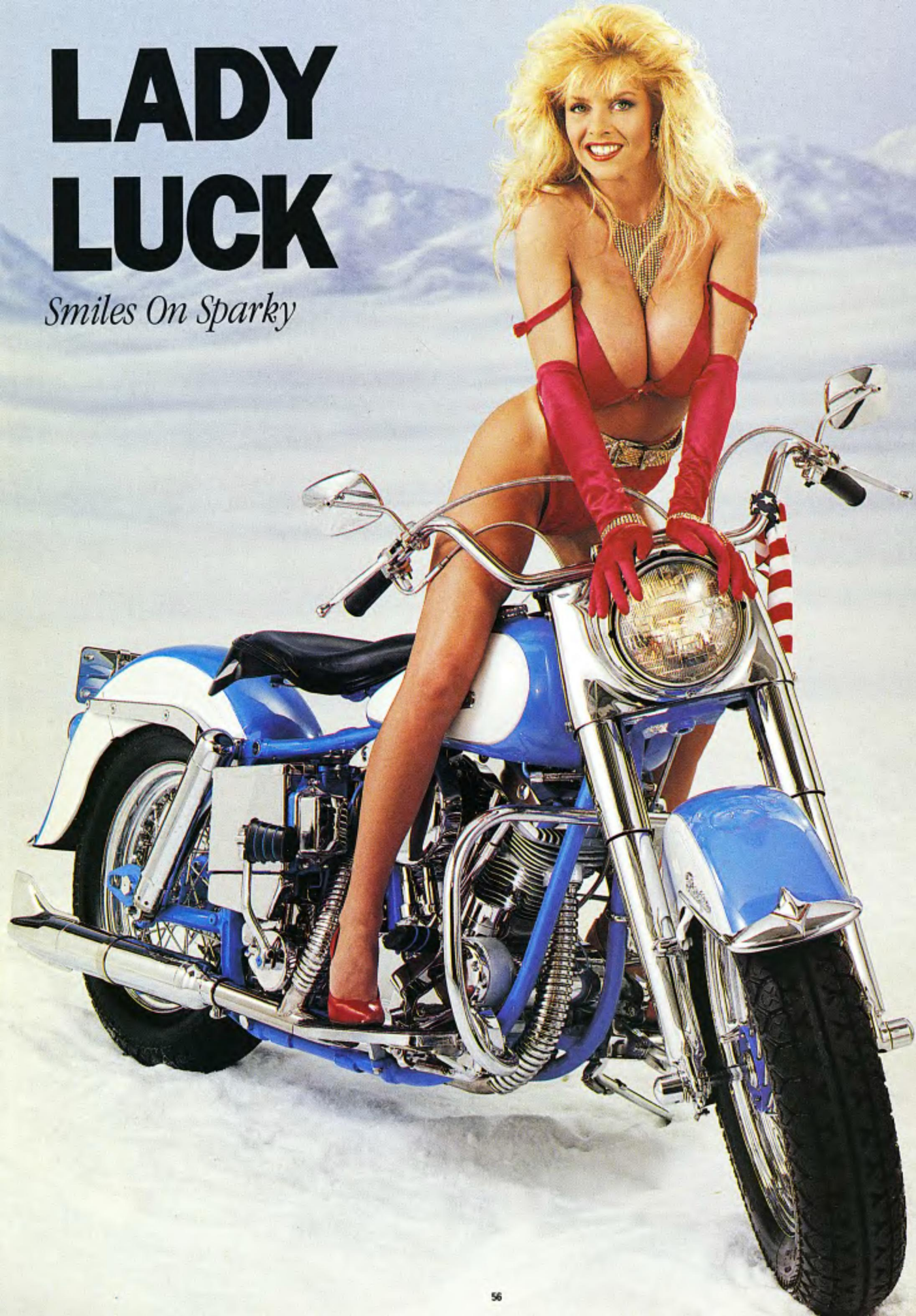
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LADY LUCK

Smiles On Sparky







Anyone who's ever designed and built a bike, or been involved in the designing and building of one, knows that a law enacted by a guy named Murphy usually rules. You know, "If anything can go wrong, it will." But once in a blue moon Lady Luck takes pity on a bro who's been bustin' his butt for years to turn piles of scrap back into the righteous rides they were meant to be. And on those rare occasions, she sends a little good fortune his way.

Don "Sparky" Lee was blessed by good fortune on this classic ride. Not that the Lady didn't make him pay his dues first. Sparky first conceived of this motorcycle over four



years ago. But at the time the Lady was still withholding her blessings. Every time Sparky found a frame that was within reach of his cash flow, one problem or another surfaced. Some were hardtails. Some had all the tabs ground off. Some had been stretched and raked. Sure, any of these could have been used if he had the time and equipment. But Sparky is "a country boy who builds the shit in his garage and scrapes for every nickel and dime." So he had to pass.

Well, he didn't really pass. See, Sparky's a hardcore scooter tramp. He picked up his first Harley at the age of 14, which was 30 something years ago, and he damn sure wasn't gonna settle for tooling around in a cage when he could have the wind in his face. So he put his hopes of a



rebuilt swingarm on the shelf and built something else. In fact, he did so a couple of times.

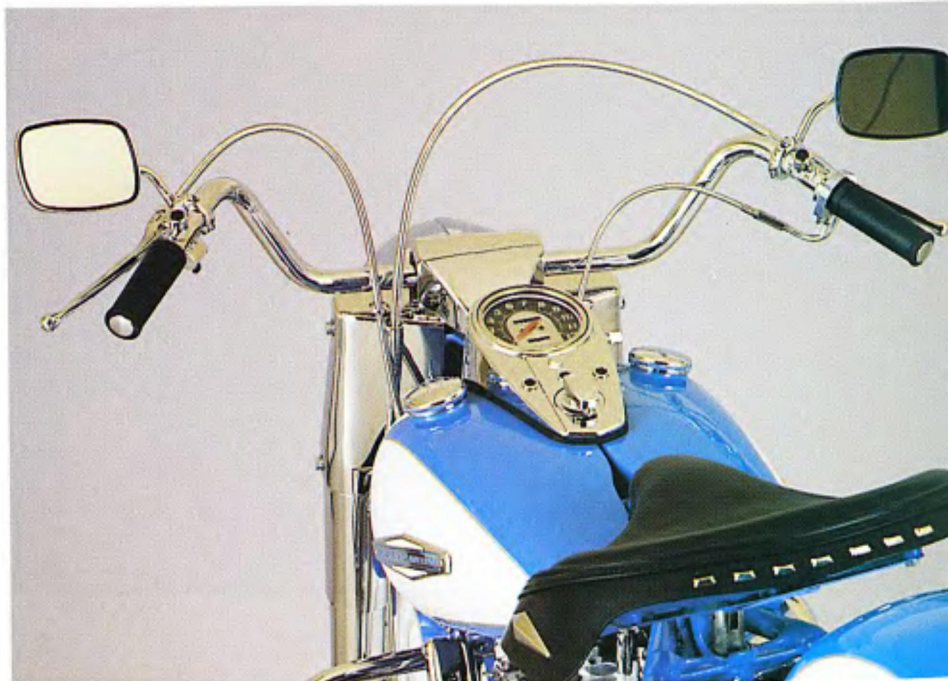
Then, a few months ago, Lady Luck decided it was time to smile on Sparky Lee. When Sparky ran across the scooter you see here, she was "a piece of shit." But everything was there: she hadn't been stretched or raked, she was an original, and all the tabs were still on her frame. She was even a '66, Sparky's second choice of year. Finally, there was nothing between Sparky and his dream but some serious knuckle bustin'.

Surprisingly, even that went smoothly. The Lady was smiling on Sparky, and when the Lady's smile



ing on you almost anything is possible. That's how Sparky felt as he was spraying on the last few coats of urethane and realized that the *Easyriders* Regional Bike Show in Vallejo, California, was just around the corner. He hadn't started out to build a show bike. He was just building a rider, something he could strap the bedroll onto and head for the mountains. But the '66 sitting behind the locked doors of his garage (yeah, he's one of those undercover bros who doesn't want anyone stealing his ideas) was lookin' good. And with the Lady beaming at you, why not go for the gusto?

It was a good call. Sparky showed up at Vallejo's Solano County Fairgrounds with his bike and a \$10 piece of carpet. Then, as he



watched some of the other bike builders unload and set up their elaborate displays, he wondered if he shouldn't have picked a smaller, less pretentious show for the motorcycle's debut. But Sparky needn't have worried. The Lady—along with some damn fine wrenching—carried the '66 through. She took first in her class and third overall.

Only once during the whole project did it look like the Lady had deserted Sparky. That was when we called to set up the shoot and the '66 was down. She'd cooked the left bearing on a run to Yosemite. We called Sparky on Tuesday. The shoot was set for



Friday. There didn't seem to be any way the bike could be reassembled and trailered down south in time. But Lady Luck was still blessing this project. Sparky made a quick call to Marv's Hawg Shop, and they put everything else on hold and burned enough midnight oil to get Sparky to Los Angeles in time for the shoot.

So how does Sparky feel about all this? Well, to tell you the truth, I think he's a little shocked. Sparky wasn't after fanfare, he just wanted to build a Milwaukee beauty to sit astride and ride down the roads of life. But he'll take the attention, too. Lady Luck wouldn't have it any other way.

Owner(s): Don "Sparky" Lee		City: Turlock, California	
General		Frame	
Fabrication by: Sparky		Year: '66	
Year and make: 1966 H-D		Builder: H-D	
Model: FLH		Type: swingarm	
Value: Can't put a price on it		Rake: nope	
Assembly by: owner		Stretch: nope	
Time: three months		Other alterations: none	
Chroming by: A-1, Sacramento		Accessories	
Engine		Bars: buckhorns	
Year: 1966		Risers: H-D	
Model: shovel/pan		Fender(s): shaved FLH	
Rebuilder: owner		Headlight: round	
Ignition: stock		Taillight: molded rectangle	
Displacement: 74 cubic inches		Speedo: stock	
Lower end: stock		Front pegs: boards	
Balancing: stock		Rear pegs: nope	
Pistons: H-D		Electrics: 12-volt	
Cases: H-D		Gas tank: 3.5-gallon	
Heads: stock		Oil tank: H-D	
Cam: Andrews A		Oil system: stock	
Lifters: hydraulic		Primary cover: factory	
Carb(s): Keihin		Seat: solo	
Air cleaner: CCI		Sissybar: none	
Pipes: Paughco		Height: n/a	
Muffler(s): H-D		Material: n/a	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: '66		Extension: none	
Shifting: stock		Builder: H-D	
Engine sprocket: 24-tooth		Special features: chromed	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: owner		Hub: Star	Hub: Star
Painter: Don Lee		Rim width: stock	Rim width: stock
Color: blue and white pearl		Tire: Continental	Tire: Continental
Type: urethane		Brake: stock	Brake: stock
Special paint: garage special			
Other special modifications: Special thanks to Marv's Hawg Shop, Art, Gerald, Bob, J.S., Larry, Casey, and especially my wife, Shelly.			
Photos: Raiko Hartman, Silvermoon			



AVAUGHN-92

DYNO RUN #1

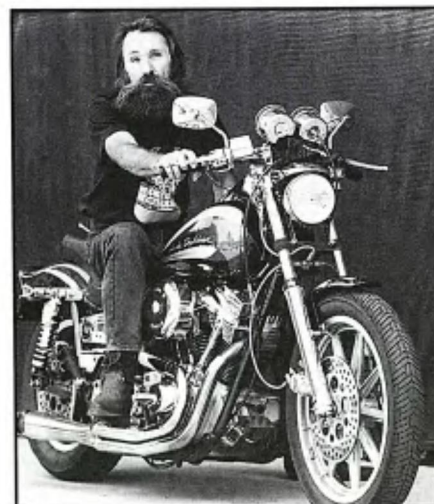
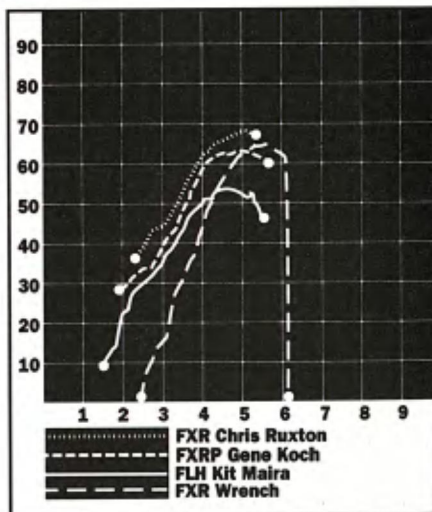
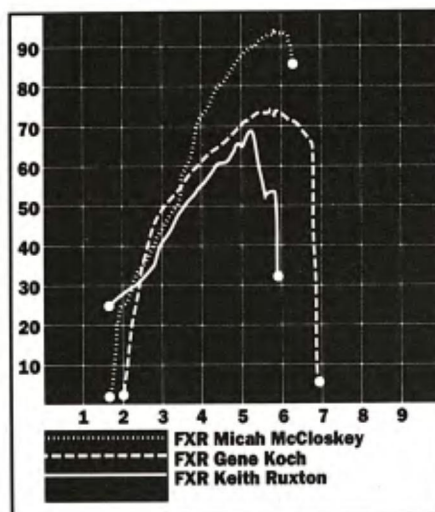
Comparing Performance Packages

This is not a race, but one way to compare the horsepower shot from several like scooters with different performance packages. We had a blast with this project. Scott Bartels and Nigel Gale from Bartels' Performance Products brought their mobil dyno to our garage. It was the first one of its kind built by Dyno Jet Dynos of Montana. Dyno Jet manufactures performance kits for CV carbs. They wanted a more accurate means of testing their carb kits, so they designed a dyno. They now build dynos for shops around the country.

The Bartels' truck was the first mobil unit. It came about because Nigel Gale (the famous racer) was working with Dyno Jet on racing carbs for his Bartels' racing bikes. He's also an integral part of Bill Bartels' Performance products and racing team. So he suggested and assisted in the development of the first mobil dyno to assist the team in developing their product line. The dyno is scheduled to hit various events around the country. For more information about the Dyno schedule or a catalog of Bartels' Performance Products call (310) 842-8081.

The plan was to test several FXRs with different performance packages to give you an idea where horsepower can be developed and how much you can expect for your buck. Below are the bikes, the packages and the horsepower they developed. Keep in mind that total hp does not mean the owner would or could win a drag race with another bike. Take a bike that develops 70 hp at 3,500 rpms and keeps it till 6,000. It will beat a bike that develops 75 hp at 5,500 rpms, 'cause at 3,500 rpms it has only developed 60 hp. It's taking longer to develop power. So the faster a bike rolls up the hp ladder, the faster it will be on the street.

I'm trying to keep this short, so you can check out the charts. In a few months we'll run a comparison of what some of the owners have done to their mills and the different results in horsepower. It oughtta be interesting—and blow the last of the windows out of this here garage. —Wrench



Micah McCloskey

Micah owns Micah McCloskey's Custom Motorcycles in Canoga Park, California. Micah is a serious rider, racer, and performance builder. He rides his 93-inch FXR daily and tries every performance product that can make his bike beat the street harder.

Year: 1987

Model: FXR (93 cubic inches)

Heads: reworked STD

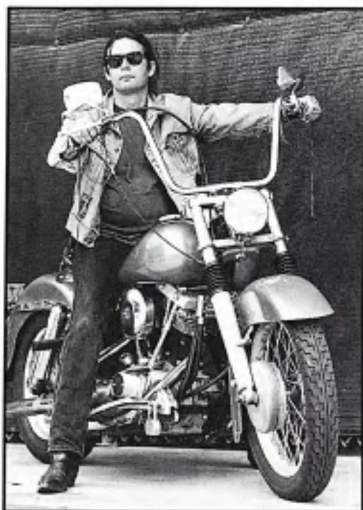
Cam: Rich 500

Carb: S&S G

Pipes: Rich Products Thunderheaders

Ignition: Dyna S Dual fire

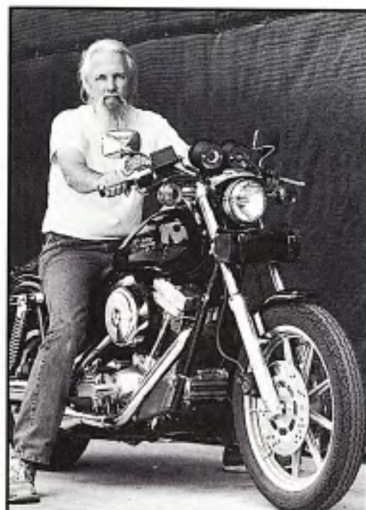
Coil: Andrews



Kit Maira

Kit is the associate producer of *Easyriders* Video Magazine. We ran one shovel for comparison. We gotta give him a tad extra credit for being the only member of the staff to ride a jockey shift regularly.

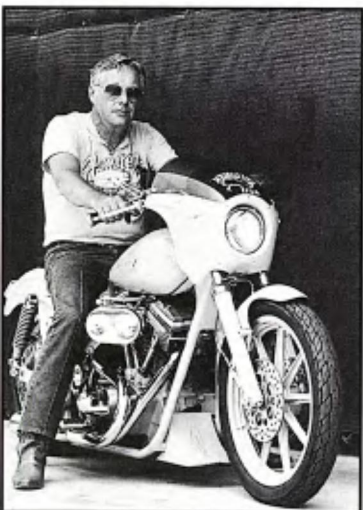
Year: 1970
Model: FLH
Heads: ported
Cam: Andrews A grind
Carb: Bendix
Pipes: Cycle Shack duals
Ignition: Dyna S single-fire
Coil: Rev Tech Single Fire



Keith Ruxton

Keith is our Streamliner Crew Chief. He owns a reasonably new FXRS-SP. It's bone stock except for the cam, but you can bet the farm it's tuned for maximum performance.

Year: 1990
Model: FXRS-SP
Heads: stock
Cam: Andrews EV-3
Carb: stock CV
Pipes: 65A mufflers
Ignition: stock electronic
Coil: stock



Gene Koch

Gene is the knowledgeable West Coast Dealer Developer for Drag Specialties. He brought two bikes: his custom and a stock 1987 cop bike (48-state cam) with Cycle Shack exhaust. The cop bike hit 68 hp, bone stock.

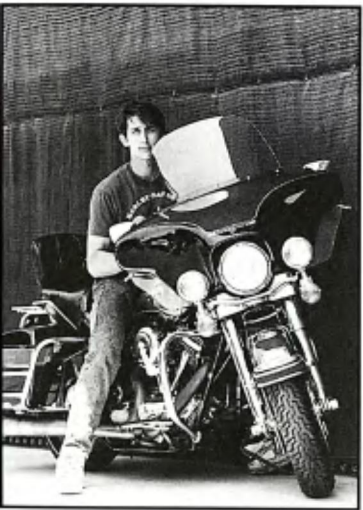
Year: 1985
Model: FXRS
Heads: Branch Stage-4
Cam: Sifton 140
Carb: Dell 'Orto 2-throat
Pipes: Arlen Ness 2-into-1
Ignition: Dyna-S
Coil: stock



Chris Ruxton

Chris is Keith's wife. Her bike is also nearly bone stock, except for the cam and pipes. Note the difference in the performance. She rolls right by Keith.

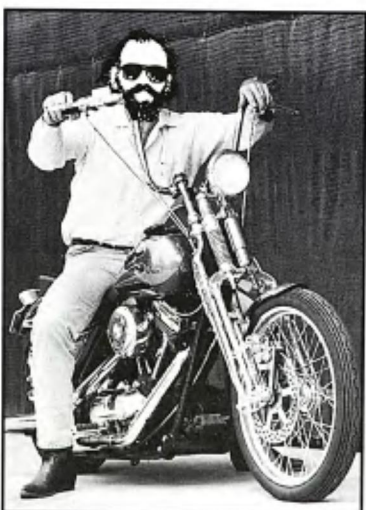
Year: 1990
Model: FXRS-SP
Heads: stock
Cam: Crane H-296
Carb: stock
Pipes: SuperTrapp/staggered duals
Ignition: stock electronic
Coil: stock



Scott Bartels

This is not actually Scott's bike, but one of the Bartels' Performance Products projects. Scott is assisting Nigel with the Dyno truck and the development of new products. This had the big inches and got the massive hp.

Year: 1992
Model: FLHTCU (105 cubic inches)
Heads: milled .080
Cam: Bartels' BP40
Carb: S&S G
Pipes: Bartels' 2-into-1
Ignition: Dyna S 4-plugs
Coil: Dyna



Wrench

Our test FXR has been through two stages of performance products. But as the Dyno chart shows, something was out of synch. The problem's been remedied and the hp pushed to a respectable 80. You'll see the changes in an upcoming issue.

Year: 1990
Model: FXR
Heads: polished and flowed
Cam: .480/.480 lift
Carb: S&S E
Pipes: Staggard duals
Ignition: Accell Mega-Fire



F O X Y RIDER



Jan Manning, Fresno, California

1973 Harley-Davidson shovelhead

When Jan Manning picked up this '73 shovelhead, she wanted to turn it into something that people would gawk at, something that could win a trophy at a bike show. So she set a goal for herself: She would enter her bike in the 1988 Fresno Auto-Rama.

Jan brought her bike, hopes, and dreams to a local bike shop, explained what she wanted, and left the rest in their hands. A week before the show, Jan went to pick up her bike. What she got was the disappointment of her life. At wits end, Jan picked up the red phone and called Superwrench—otherwise known as mild-mannered Keith Ruxton (Streamliner crew chief, head wrench 'round these parts, and former co-owner of Rawlings Motor Maniacs in Fresno).

They met, put their heads together, and decided what had to be done. That's when Jan dropped the bomb on him: The bike had to be finished in 72 hours. Superwrench took on the challenge. For the sake of speed, they worked together—and work they did. As fast as Keith took parts off, Jan was taking them to be chromed. They kept up that frantic pace for three days and nights. Keith and Jan actually tore the bike apart and put it back together—this time to both their likings. The work paid off. Jan took Best of Show at the Auto-Rama.

Keith still beams when he talks about it.

—O'Doole

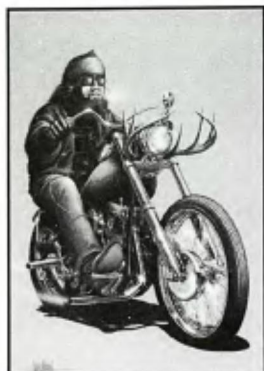
General		Forks	
Fabrication by: Keith Ruxton,		Type: Springer	
Danny Blevins		Builder: H-D	
Year and make: 1973 H-D		Special features: original shocks	
Model: shovelhead		Accessories	
Chroming: Dave Turner		Bars: mini apes	
Engine		Lights: original glass 1929 tombstone	
Year and model: '73 shovel		Gas tank: 3-gallon fatbobs	
Rebuilder: Keith Ruxton		Oil tank: horseshoe wraparound	
Displacement: 74 cubic inches		Seat: Danny Gray solo	
Transmission		Other: hinged fender	
Shifting: foot		Wheel	
Trans sprocket: 24-tooth		Front	Rear
Wheel sprocket: 51-tooth		Size: 21-inch	Size: 16-inch
Finish		Tire: Avon	Tire: Continental
Color & type: candy brandywine,		Brake: H-D	Brake: Perf. Mach.
regal blue			
Special paint: Richard Avery		Other special modifications:	
Frame		Thanks to Maddog Manning and	
Builder: Jammer		Keith Ruxton.	
Type: wishbone			



Photos: Silvermoon



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IN THE WIND



—Robert Allen, Novato, Calif.

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—Lucky, Salt Lake City, Utah

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—Troyper John, Montgomery, Ala.





—Steve Schrillo, Santa Monica, Calif.

—Claude Boily, St. Bruno, Quebec

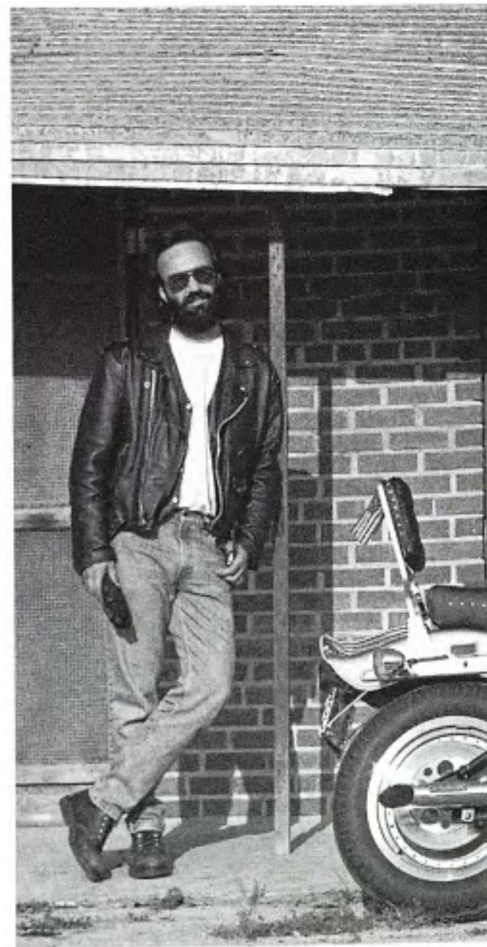


—Blue Bike Mike, New York City, N.Y.



—Cyclops, Weirs Beach, N.H.

—Thomas Holtz, Denver, Colo.





—C.C. Del Thomasis, Gainesville, Fla.

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—Leif Jultussen, Horsens, Denmark 1930



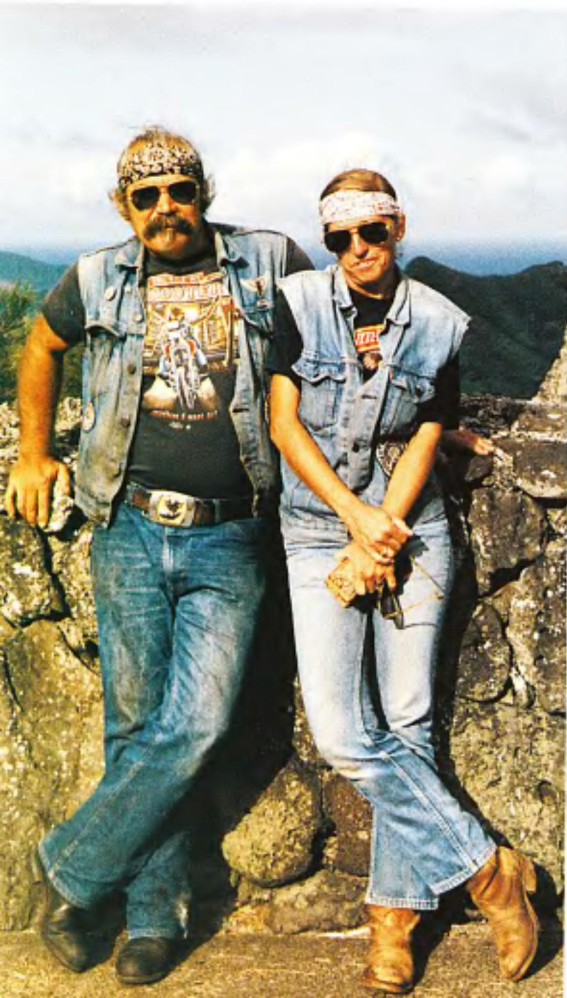
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EXPOSED!

The Grim Reality Of Christmas



Ill probably lose my job for writing this article, but I've decided to throw caution to the winds and tell the raw, unvarnished truth—no matter what the cost. I'm about to spill the beans and let you in on the facts behind the apparently festive flicks you see before you. In short, I'm gonna blow the lid off this whole ugly mess.

First of all, in case you think the pictures for this feature were shot at Santa's Workshop on a clear December day while a toasty fired roared, forget it. The pics were snapped on August 16, 1992, the 15th anniversary of Elvis' death.

Everything happened during a record heat wave, with the photo session taking place in a barely ventilated sweatbox of a studio located

in a Los Angeles suburb known to locals as "The Sun's Anvil." Six or eight of us—model, bike owner, photogs, and staff—breathed and rebreathed the same air in sweat-saturated humidity suitable for growing mutant strains of Amazon Jungle fungus.

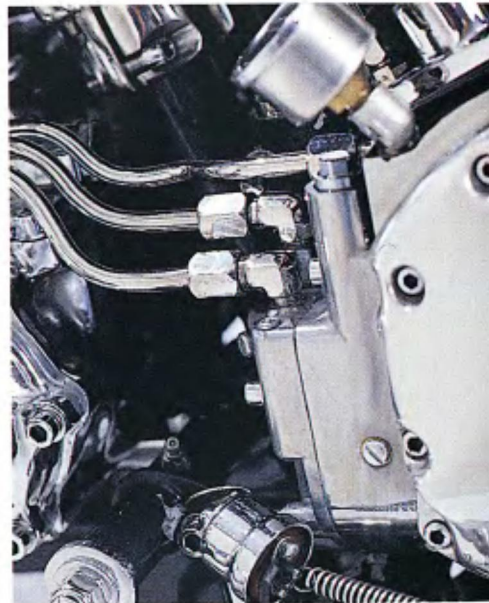
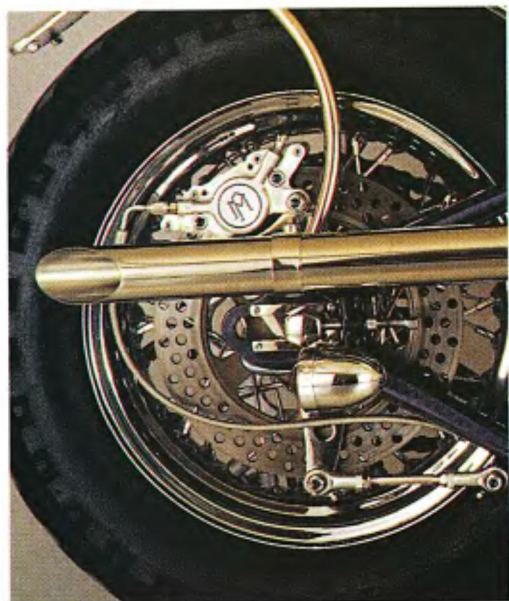
I ain't makin' this up, pal. I was there, and I still remember the sting of salty sweat pourin' into my eyes as they attempted to focus on the luscious, damp, skin of JoJo, our knockout Fox Hunt winner.

Speakin' of JoJo, she's another chapter in this investigative exposé you're reading. Her flight to California from her home state of New York was dogged by repeated delays in departure, until the plane finally crapped out altogether in

St. Louis. JoJo was left stranded overnight with only the shorts and tank top she was wearing on the plane, since the airline had thoughtfully sent her luggage ahead to L.A.

While JoJo was undergoing her ordeal by airline, back in California the *Easyriders* photo editor and his staff went nuts driving in the blistering heat back and forth to the airport, rearranging hotel accommodations, rescheduling studio time, and smoothing ruffled feathers. We all desperately hoped that somehow everything would miraculously come together in time to make a deadline that now loomed over the project like the relentless summer blowtorching our brains.

Bill McCormick, builder and owner of the fine bike you see on →



these pages, and his friend Dennis, hauled the scooter from San Mateo and waited philosophically until all the scheduling hassles were solved. Bill's been aboard this bike for about seven years, and he swears by the extensive use of stainless steel in creating his ride. Fed up with "cheapass parts flying off," Bill says stainless holds up well, stays where it's mounted, and comes clean with a squirt of the hose.

Jojo turned out to be not only an eye-poppin' beauty but a real sweetheart and trooper as well. She took all the travel screw-ups in stride, endured the delays, and worked for hours under the hot studio lights in front of a crowd of heat-crazed strangers. Showin' real class, she shrugged it all off cheerfully, with



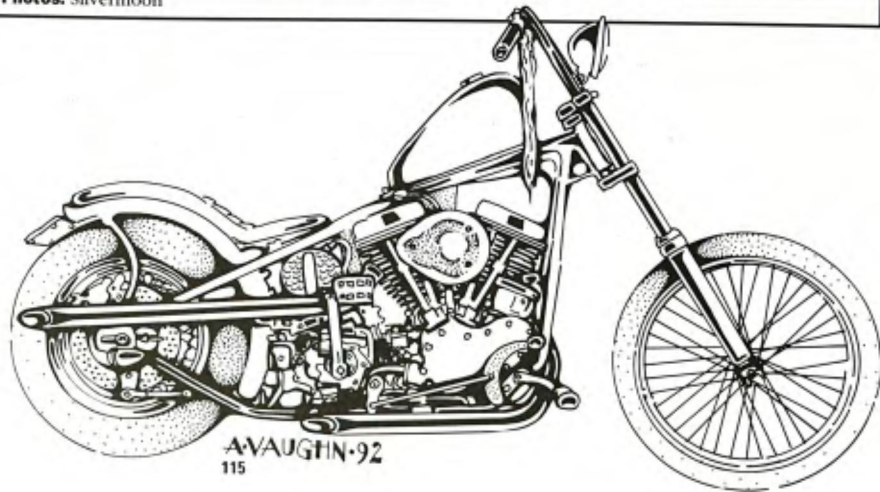
nary a complaint, always flashing that dazzling smile that could charm the bolts right out of a transmission case. Yeah, JoJo is a true winner with a Harley-size heart.

All's well that ends well, as the saying goes. And these dynamite flicks confirm that all the frustration and hard work was worth it. But while you're slobberin' over the scoot and droolin' over the doll, pause for just a second and remember who put this Christmas present together for you to enjoy during the Yule season—a bunch of dedicated people sweatin' their asses off in the middle of a butt-burnin' summer.

And that's a fact, Jack.

—Sidewinder

Owner(s): Bill McCormick		City: San Mateo, California	
General		Frame	
Fabrication by: owner		Year: 1956 wishbone	
Year and make: 1964 H-D		Builder: H-D	
Model: FLH		Type: wishbone rigid	
Value: \$20,000		Rake: stock	
Assembly by: owner		Stretch: stock	
Time: one year		Other alterations: tabs, loops, gussets	
Chroming by: Specialty Painting		Accessories	
Engine		Bars: stainless Z bars, owner	
Year: 1964		Risers: 10-inch	
Model: panhead		Fender(s): 6-inch flat stainless skirts	
Rebuilder: owner		Headlight: CCI	
Ignition: Joe Hunt Magneto		Taillight: stainless bullets, owner	
Displacement: 74-cubic-inch, .040 over		Speedo: not necessary	
Lower end: Rich Engineering		Front pegs: H-D	
Balancing: Rich Engineering		Rear pegs: stainless	
Pistons: H-D		Electrics: 12-volt	
Cases: STD		Gas tank: flat bottom Sportster	
Heads: H-D, Paul Hannan		Oil tank: stainless	
Cam: 468 Sifton		Oil system: S&S pump, Weatherhead Tubing	
Lifters: Dudley's Corrective Engineering		Primary cover: stainless	
Carb(s): S&S Super E		Seat: 3-hinged flexible, owner	
Air cleaner: S&S		Sissybar: owner	
Pipes: 2-inch, stainless		Height: 2 inches	
Muffler(s): not necessary		Material: stainless	
Transmission		Forks	
Modifications: none		Type: wide glide tubes	
Year: 1964		Extension: 4 inches	
Shifting: stainless linkage		Builder: owner	
Engine sprocket: Primo 8mm belt drive		Special features: solid clamps, turned legs	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: spool	Hub: CCI
Painter: owner		Rim width: 3-inch	Rim width: 5-inch
Color: 3 colors of Concord blue, red metallic		Tire: Metzeler	Tire: Metzeler
Type: Imron		Brake none	Brake: Perf. Mach.
Special paint: stencil overlay & striping, owner		Other special modifications: remote master cylinder, remote reservoir, stainless brake levers, stainless struts, soft touch clutch, lightened flywheels, shovel valves, Sifton springs, timed breather.	
Photos: Silvermoon			



JAN HOGAN

Olmstedville, New York

I was touched by the September issue's Flyin' Free column, and couldn't help but relate to Judy DesLauriers, the gutsy lady who went out and bought a Harley after she was diagnosed with lung cancer. I think it's great she did something she always wanted to do.

Like Judy, all I ever wanted was a scooter of my own. Both my parents and my younger brother ride, and I envied them and their freedom so much. What held me back was my job. I'm an office supervisor in a government law office and I work with the local Sheriffs Department on a regular basis. Realizing the image of a "biker" would not have



Photos: Sean Hogan

gone over very well, I thought it best to lay low and not draw any unnecessary attention to myself.

But suppressing my desires soon got the best of me. I quickly became fed up with the everyday workplace bullshit and sick of sitting home alone while my family members were out ridin' and having fun. I finally said the hell with it, and in the spring of '89 I bought a brand-new 1200 Sportster. At first I was skeptical about putting H-D stickers on my car, talking about my bike to co-workers, or getting a tattoo (which I badly wanted). Then one day I realized that you shouldn't have to pretend to



be something you're not simply for the approval of others. Each person is unique, and if someone doesn't like you for who you are, then he or she isn't worth your time.

Four years have passed since my big purchase and I can honestly say that buying my Sporty was the best thing

I've ever done—besides snatching my ol' man (who, in many ways, came into my life as a result of the bike). I bought the Sportster stock, and over the years have customized it a bit—adding new stuff whenever I can. These days I have H-D stickers on my car, two tattoos, a picture of my scooter on my office

desk, and I even ride to work when I can. I get harassed every now and then, but I can handle it. When others start with their smart ass remarks, I ask them if they would like to go for a ride. More often than not they are interested, and my comeback is, "Too bad, I only have one pad." I love it!

My other half and I ride every chance we get. There is nothing like riding free on a Harley-Davidson. It's the best. Even my little sister, who is just 3-1/2 years old, loves it!

So whoever you are or whatever the circumstances, do what you've always dreamed of and live it up. Thanks for your story on Judy DesLauriers. She has

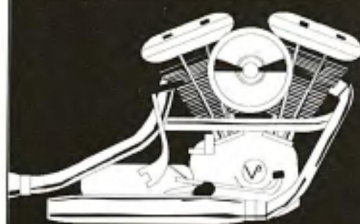


a great deal of courage and I wish her many more great rides on America's beautiful highways.

—Jan Hogan

We do too, Jan.

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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Photos: Stephan Olgilvy

Dennis Mikhael, Beacon Falls, Connecticut

1985 Harley-Davidson FXWG

Whether you're jawin' about Dennis Mikhael's 25 years of huntin' down WWII memorabilia, his training techniques for pumpin' iron, or his neck-twistin' pan featured in our May '89 issue, you start to get the sense that this is a bro who won't let loose of the bull's horns till he gets every ounce of ride he's lookin' for. Problem is, his '55 pan turned out so perfect, he couldn't bring himself to use it for everyday pavement thrashing. So with building a softer-riding twin version of his pan in mind, and one that would keep up with his squeeze's 98-inch stroker, Dennis picked up the Rivera 4-valve heads and Sputhe cylinders—that boast bore without stroke—for more power without short-changin' the big 95-cuber's life.

Although H-D said it couldn't be done, he went ahead, with help from Mike Grega (owner of Poor White Boyz, Milford, Conn.), and stuck the mongo motor in a wide glide frame with a springer front end. Dennis admits that the cylinder fins needed a little shaving to make room for the pipes. And when it came time to changing plugs, he had to buy a midget buddy of his a 12-pack for the use of his small hands. But after throwing on the springer front end, then cutting the fender tabs off and rechroming to give the bike his pan's chopped look, Dennis had no regrets. When it comes down to ridin', pumpin', or shapin' iron, this bro knows his shit.

—Clay Dog

General		Forks	
Fabrication by: Sturgis Mike Grega		Type: Springer	
Year and make: 1985 H-D		Builder: H-D	
Model: FXWG		Special features: no fender tabs	
Chroming by: Reliable Plating		Accessories	
Engine		Bars: Longrider Pete	
Year and model: 1985 H-D Evo		Lights: stock	
Rebuilder: Poor White Boyz		Gas tank: stock	
Displacement: 95 cubic inches		Oil tank: chopped Paugcho	
Transmission		Seat: Keith's Jiffy Seats	
Shifting: foot		Other: WWII memorabilia	
Trans sprocket: 33-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color and type: Candy Red, Poly		Tire: Dunlop	Tire: Dunlop
Special paint: Jay-C Designs, Inc.		Brake: H-D	Brake: H-D
Frame		Special features:	
Year and builder: 1985, H-D		handmade exhaust, stainless spokes,	
Type: swingarm		fueling-Rivera 4-valve heads and big	
Alterations: nothin' special		bore Sputhe cylinders.	



Fox Hunt

JUNE
WINNER

Jojo, your lovely lady from Long Island, N.Y., thanks the men at Hempstead Harley-Davidson in Nassau County for giving her the inspiration to get the ball rollin' for the Hunt. The bustlin' brunette made our Christmas wish come true. It could have been the weekend from hell, due to a soon-to-be-defunct airline that will remain nameless (Teeney Weeney Airlines ring a bell?). But her upbeat rock 'n' roll attitude prevailed, showing why she is the ultimate accessory and holiday reward for a man and his pan. Get a gander at what Santa left under the tree on page 111. —Loudmouth



At first I was worried about what my husband's friends would think.
After the ride I didn't care.
Marrissa, Texas—#1201



I love the sound of the clutch and tranny slamming into gear
on his shovelhead.
Karen, California—#1202



I jump at the chance to get on the back of a bike and
let my hair down.
Angela, Kentucky—#1203



The way I see it, if at first you don't succeed, go for it again.
Ride me easy, rider
Beth, Pennsylvania—#1204



That first ride was like having sex—I never got enough
of the raw enjoyment.
Patricia, Tennessee—#1205



There's nothing like the feeling of being on a Harley
to get your juices flowing.
Sharon Lynn, New Jersey—#1206

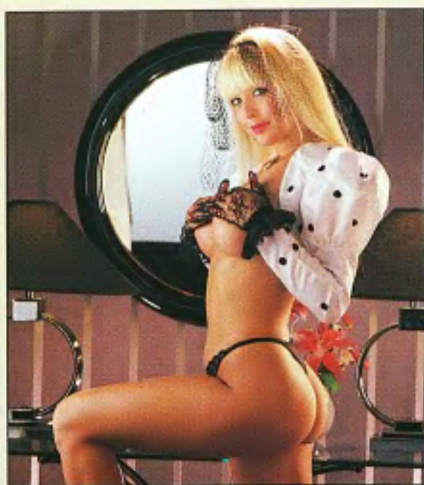
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Fox Hunt

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

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies 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, please fill out the entry form and answer the question at the bottom of the page.

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

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.

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 #234 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending

in your votes starting November 1, 1992.

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 November 30, 1992. We will print the winner in the April 1993 issue.



Here she is, bros, the seventh monthly winner in our 14th Annual Fox Hunt, Donna, #806, from Farmingdale, New York. See more of her next issue.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

234

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.

LAST STAGE

Proving The Prospect

Nice-looking mess of hardware there, right? Cases shining like new money. Connecting rods and flywheels inside and one cylinder in place. Heads modified to suit Axtell Angle-Top pistons and standing by. Crane camshaft waiting its turn. That round cover belongs on the other side with the alternator, but it can be in the picture, too. The round cylindrical thing is a Karata magneto, and it eventually goes in the top of the Karata gear cover.

This isn't a display, much as it might look like it. It's the engine for Bandit's new custom on the way to completion. That surgical cleanliness is just the way Giggie, the mechanical wizard at Departure Bike Works, Richmond, Virginia, does things. Fancy high-performance machine or street commuter, Giggie says every Harley engine deserves the same treatment.

Clean isn't all. Although everything has been measured and calculated before, the way the Angle-Top pistons fit with the modified heads and the way both pistons and heads fit with the Crane cam and pushrods must be checked with extreme precision. The piston must not go into the combustion chamber so far that it touches, and the valves have to get out of the way before it gets there. A degree off on the gear timing, or a thousandth or so off on the adjustments, and those parts could meet in mutual disaster.

Disaster can come from another source, too: the oil breather timing must also be right, or the parts won't get oil. Because oil breather timing doesn't involve ignition, some people think you can get sloppy with it. Not so. Get sloppy with the breather timing, and the engine will spew oil everywhere.

Giggie checks and double checks as he torques the fasteners down and, here again, he says every engine deserves such care, whether it belongs to the most famous drag racer, the most famous bikin' editor, or just some ordinary guy at the tail end of a Sunday run.

After getting all the parts together, Giggie fills the crankcase with oil and turns the engine 'round and 'round 'til he gets oil everywhere—especially

upstairs on the valve rockers. A good coating of oil protects the new parts from any threat of rust or even minute elements of corrosion from fingerprints, and guarantees lubrication when the engine first fires up. In fact, modern oils adhere to metal so well that the engine can sit for a week or more after pre-oiling and still be protected at first firing.

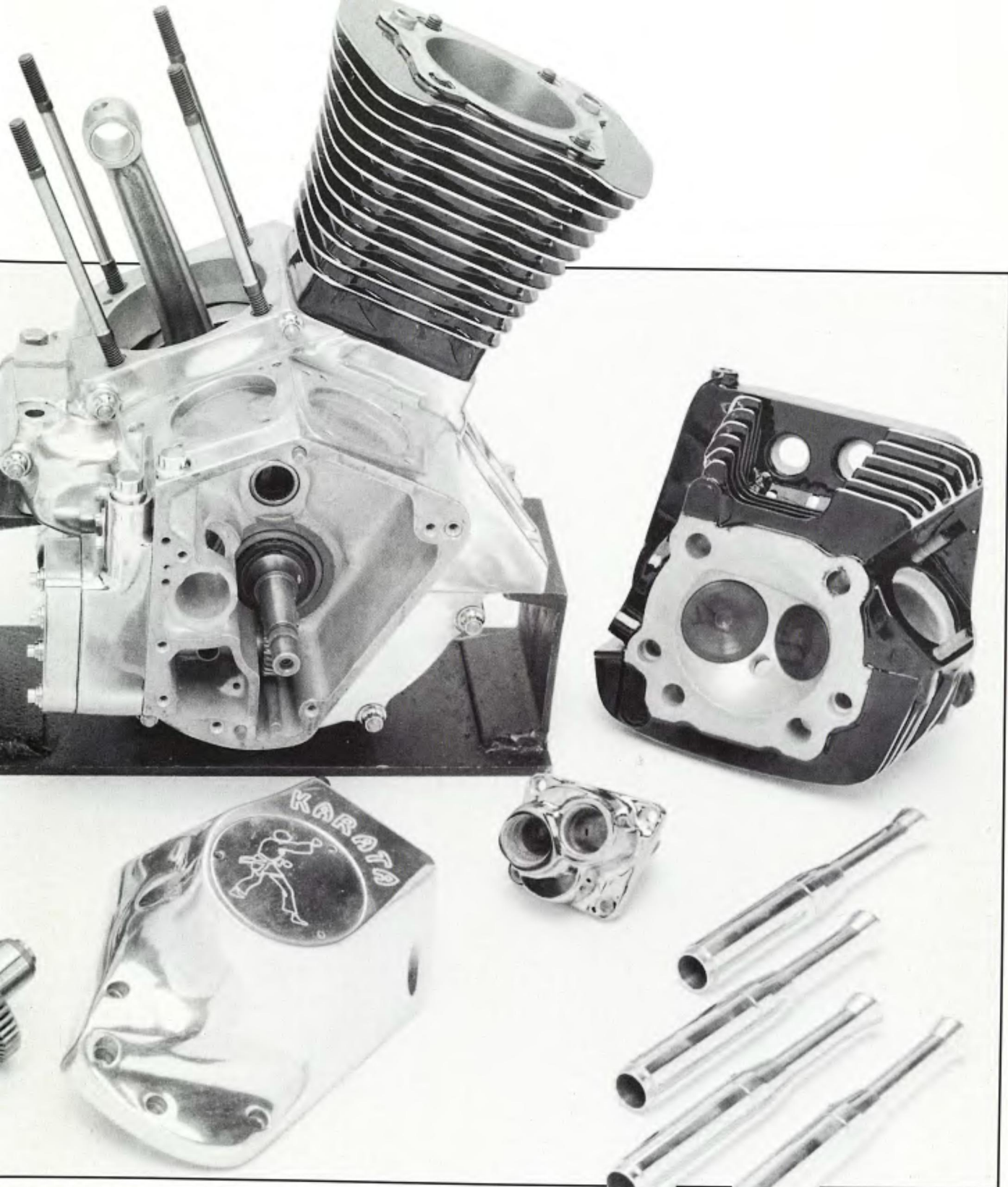
After putting the engine together,

Giggie shipped it to Kennedys Custom Harleys. Pat Kennedy no more than got it bolted in the frame when Bandit showed up with two other bikes on a trailer and wanted to haul the new one to Sturgis. After pouring some gas in the tank, they gave it a few go 'rounds with the starter. It wouldn't start.

Bandit had to get moving, so he hauled his new (non-functional) bike to



Engine was assembled at Departure Bike Works by Ken Barry



Sturgis and began fiddling with it there. It still wouldn't start. He called the Karata people for advice. They listened patiently (as one does to a dim-witted child) and ever so gently (and tactfully) suggested he turn the magneto 180 degrees. Bandit did and the bike fired up on the first turn.

Now, have you ever heard of such a thing? Ever had such a thing happen to

you? Don't you feel better knowing that it happens to everybody now and then? With its magneto on right, the new creation purred like a kitten, ran like a cheetah, and rode like a—well, like a true easy rider.

So Bandit has his new ride, but it's not really his. In a way, that bike belongs to Giggle at Departure, Rod Graves at Graves Plating, Crane Cams,

Sumax, CCI, Drag Specialties, Gardner Wescott, and Pat Kennedy.

They're the ones who made it, and maybe even Harley-Davidson deserves a bit of credit, too. Bandit says he'll agree that the bike really belongs to the other guys, so long as they let him ride it.

—Noose

*Step up to the throne,
big boy.*

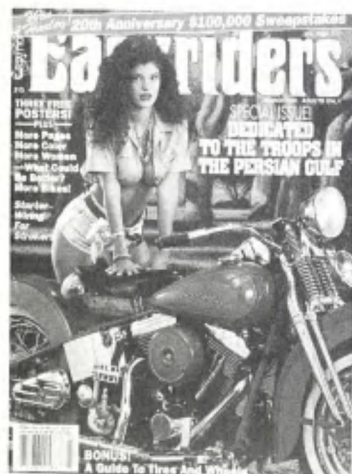
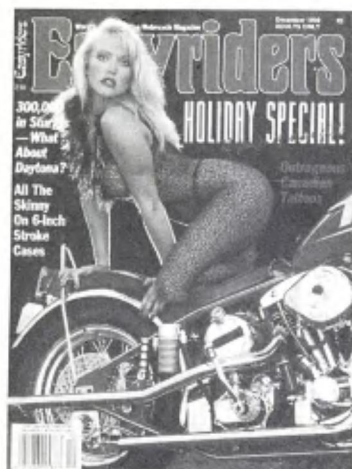


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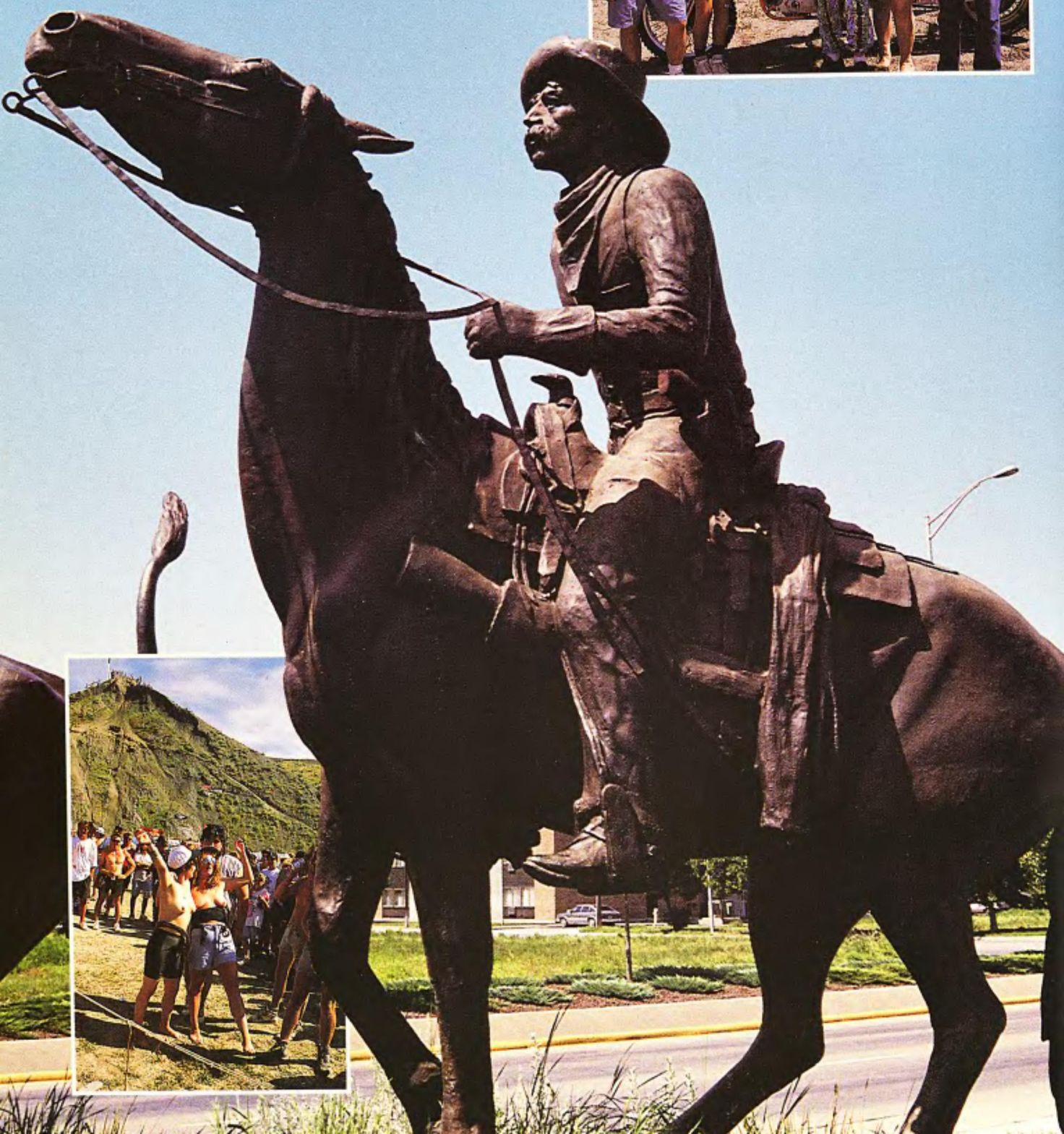
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RIP'S RUN



*Rip Bites The Bullet Through
Bullets Of Ice Across The Great
Mountain States*

Like Hail



Members of David Johnston's pit crew, waiting for their turn.

In last month's column I left you readers in Oklahoma. After the Fourth of July, Sugar, my FLHTC, and I rode north to Leavenworth, Kansas, to get Sugar serviced at Little Ray's Cycle (222 Seneca St.). The Bros Club dealer for the area, Ray's is a good-size store that stocks many aftermarket products. The XI-Worth Riders Association meets here. They do many charities throughout the year for needy folks.

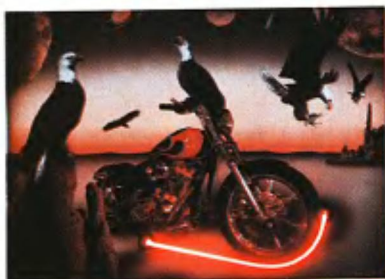
From Leavenworth, I pointed Sugar's front wheel due west on I-70 toward Denver, Colorado. A few years ago, I wrote about about how bad the surface of I-70 was. It may have improved, but not by much. Those brutal winters in the Rockies tend to fuck up a road.

Anyway, while in Denver I visited with Noodle, an old pal. We cruised over to Aurora to check out Hawgtown USA (11201 E. Colfax, (303) 340-4294). The owner, Fatbob, has a pretty nice operation going. The service in back is handled by a couple of pros. The store in front has lots of goodies for your Hog and they also stock lots of T-shirts and leathers.

After showing me around and giving me one of their T's, we cut out for lunch at Amici's Italian Restaurant and Pizzeria in Arvada, a suburb of Denver. Amici's is famous for pizza, ravioli, and spaghetti. The grub was delish.

After lunch we stopped and visited with Paisano, a friend I met last year on my way home from Sturgis. Paisano is a fledgling publisher. He is trying to get a mag called *Evolution Changing Times* off the ground. It's a regional rag that

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Tom Mannix, from Dayton, Ohio, on vacation aboard his 1990 Low Rider FXRS, at Beartooth Harley-Davidson, in Billings, Mont.

covers biker news and events for the mountain states area. Paisano is a Bandido MC patchholder. Good luck, bro, I hope it works out for ya.

The next morning, Sugar and I cut out on I-25 for the Magic City of Billings, Montana. After my first gas stop, about 130 to 150 miles north of Denver, Sugar didn't want to start. The battery was dead and didn't even make the solenoid click. The filling station was a convenience (inflation station) store with gas pumps out front. What to do? After taking off the right saddlebag and cleaning the battery cables, I noticed that the acid level was low and some of the plates were showing. I went back into the store, found a paper cup, got some warm water from the men's room, and

filled the battery to where it should have been.

You'd think that a mechanic servicing my putt, knowing the miles I put on, would check the acid level. But nooo, I've got to discover this out in the middle of the high desert in a filling station with no service, much less a battery charger. Remember, 5-speed Harleys don't come with a kick starter. There I was, waiting for someone to come along with jumper cables, when up drives a pretty young cowgirl in a 4x4 black Ford crew cab, pulling a trailer with a couple of hay burners in tow. She was a tall gal, wearing tight Levi's under a pair of farrier chaps. She wore red suspenders and had a colorful bandana around her neck over a



Having fun at the Great American Hillclimb, Billings, Mont.



well-filled denim shirt. She helped me start Sugar Pai, then was gone before I had a chance to really thank her.

I got out on I-25 north and hoped that the running motor would charge the battery. I even kept it running when I was stopped by a Wyoming Highway Patrolman. Yeah, I got another fuckin' speeding ticket. The cop said, "It will charge just as fast at 65 mph as it will at 80 mph." The worst part was having to leave the motor running while he issued the citation. This southern high plains part of Wyoming is hot, and it seemed like he took his sweet time to write me up.

"Whatdafuck is gonna happen next?" I asked myself as I got back on the highway. So far I'd been lucky in the wet weather department, but that was about to change drastically. Sure enough, it was raining up ahead. But just about the time I thought that I was gonna get wet, I managed to ride in between the rain clouds. That was cool. It was a rush to watch the lightning bolts strike the ground. A fast, hot zap and it was gone. Occasionally, a second bolt would flash near where I was looking. Wow, it was heavy. In the horizon I could see low, dark, billowing clouds, packed with scattered showers and charged with electricity, moving along the green, hilly country of northern Wyoming. That's the way it was all day—blue skies, then dark clouds carrying rain, moving across the ground from the west. The sun's rays bounced off the heated ground, sending fingers of thermal waves back up to



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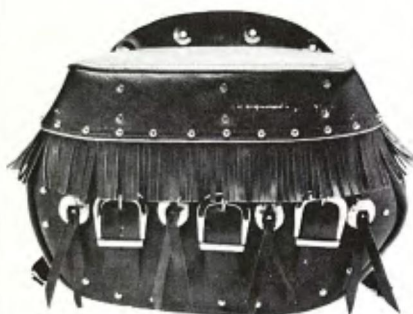
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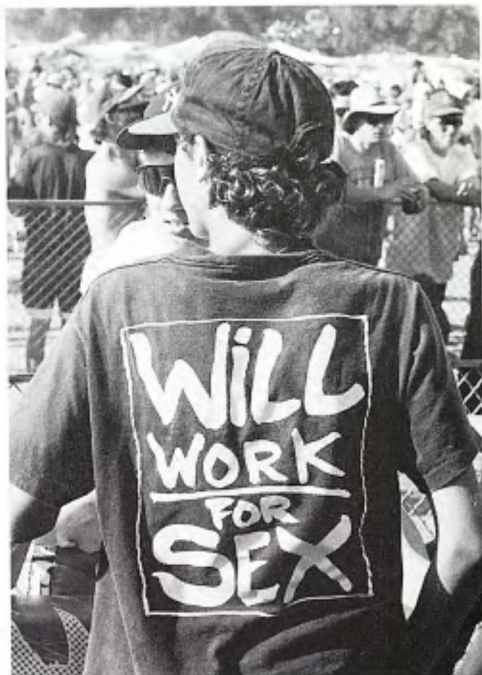
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Susan works at the Powder Horn Lounge in Billings.



Young hillclimbing crewmember, Billings, Mont.

the bottom of the clouds, pulling the rain from the wet clouds. That is, until Casper, Wyo., where it not only rained, but it quickly turned cold and started to hail.

That's right folks, hail. It was one hail of a ride. Riding in hail will wake ya up and get your attention. Those of us who have done it know what I mean. I flipped open the door on the jukebox and tried to stuff my head inside. When I thought that the windshield was gonna be torn off, I braced it with my left hand, while holding up Sugar with my throttle hand. I had two helmets strapped on the Tour-Pak—a lotta good they were doing me. There weren't any overpasses handy to provide shelter from the pelting ice bullets, so I just bit the bullet and kept riding till I rode out of unfavorable conditions. Yeah, it was an experience I won't soon forget. It's etched in my cranium—or maybe I should say it's been beaten into my gourd.

From there on to Billings it was nothing but blue skies all the way. It was as if Ma Nature said, "Okay, Rip, that's enough for now. Enjoy the ride." I did.

En route to Billings I rode through the Crow Indian Reservation, the spot where, in 1876, General George Custer lost his long-flowing, blond locks and, more importantly, a lotta troopers. If ya have the time, you can check out the park on the reservation where the battle took place. George split his troops up before he spotted the redskins, thinking he'd squeeze them between the horse soldiers in a flanking move-

ment. What he hadn't figured on was the great number of tribes that had come together for a powwow. He saw himself as a great Indian killer, yet he was the one who ended up being killed, *yut-ta-bay*. Sitting Bull, a Sioux Indian Chief of Dakota, gets the credit for leading the tribes in this uprising. He cut out for Canada after the attack and was never caught or brought up for trial. Sitting Bull died in 1890.

As you can gather this is serious cowboy and Indian territory. How serious? In Billings, Montana, they have nightly rodeos during June, July, and August. I had come to Billings on the invitation of the Road Dogs MC and the Billings MC. The Road Dogs gave me a T-shirt that reads: "Montana, where men are men and sheep are lying little sluts." Don't let anyone shit ya. Montana has many more females than men. And many are easy on the eyes. Speaking of lovely ladies, check out Shotgun Willie's for some fine topless entertainment.

While in Billings, I stayed at Stick's trailer house. I met Stick back in '86 on a trip through Yellowstone National Park. Stick is a bartender at Shotgun Willie's. Before I forget, I caught Foghat in concert at the 17 Club, a rock 'n' roll saloon located at 1123 1st Ave. North in Billings. Bikers also hang out at The Wheel Bar. Then there's the Muzzle Loader Cafe, which serves good food at reasonable prices. Attached to the Muzzle Loader is the Powder Horn Lounge and bar—a fun spot if you're into gambling.

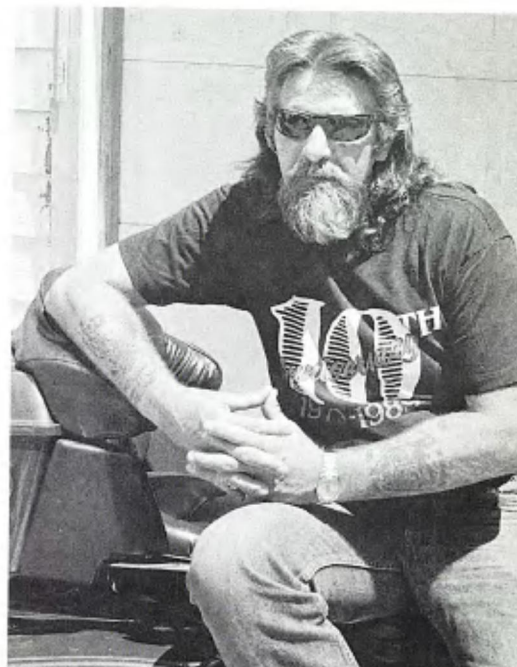
The Billings MC is America's oldest active motorcycle hillclimbing club. For



Harley hillclimbing fan.



Why are ya taking my picture?



Paisano, of Denver, Colo., on his 1990 FLHTC.

their annual hillclimb the club puts up a 10 grand purse, with six classes of machines and three different chutes from which the riders would attack the 350-foot hill. Eleven thousand fans showed up to cheer the riders on. The

professional riders came from 18 states in the West and three Canadian provinces. There was a traffic light at the base of the hill, which let the riders know when the hill was clear. The club had light beams at both ends to

clock the riders. They also provided foot markers along the incline. Pretty standard stuff for a hillclimb. What made this climb so different and tough was the severe degree of angle. It was 76 degrees near the top, and many



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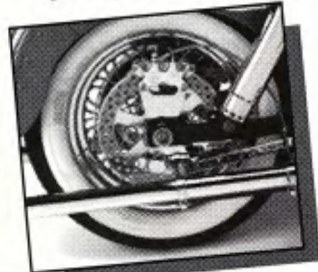
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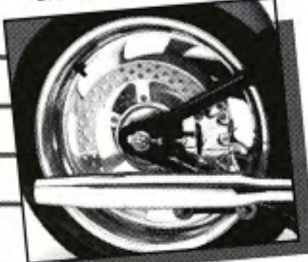


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A couple of Canadian bros on their way to Sturgis in Alzada, Mont.

bikes, after clawing their way to the top, couldn't crest the hill and came back down backwards. If the rider fell between the bike and the bottom of the hill, he had to quickly scamper out of the way or get crushed. These were killer hillclimbs. I only wish there were more American-made bikes competing.

In their riding garb, the hillclimbers looked like modern-day gladiators—or something out of a *Mad Max* movie. Putting on their body-protecting armor before saddling up, they looked like they could stop anything short of a teflon-coated bullet.

I went to the hillclimb to interview Kerry Peterson, a hillclimbing legend, for *Easyriders* Video No. 14. He has a record that will probably stand forever. Kerry is the only man who has gone over the 1,500-foot Widowmaker five times. The Bee's MC (who sponsored the Widowmaker hillclimb) lost the lease to the South Salt Lake City, Utah, property where they used to hold their event. Speaking of which, I remember seeing old movies of hillclimbs, where the bikes were older Indians or flathead Harleys. It was totally bitchin'. We need to keep this sport alive. We have to get something going in the West before they're all history. Like many drag strips, the hillclimbing sites seem to be disappearing.

Luckily, the Billings MC forefathers saw this coming and bought their beautiful property along the banks of the Yellowstone River many years ago.

Anyway, back to Kerry. He has several rides, but the one I was interested in

was his big-inch injected shovelhead. When Kerry goes up a hill he makes it look easy—just a few blips of the throttle and he's over the top. He said, "We only run 50-percent nitro, 'cause it gets too wild and hard to handle after that."

After the hillclimb, I took off for Sturgis. I rode through the upper Cherokee and Crow Indian Reservations on Highway 212. Along the way I stopped at the Mint Bar in Hardin. A few hours later, I dropped by the Alzada Bar on the Montana/Wyoming border. The Alzada is owned by two bikers, Glenn and Kevin. Glenn puts an '85 FLT, and Kevin rides a '90 Softail. Actually, all the businesses in Alzada, formerly known as Stoneville, are owned by bikers.

From Alzada I continued on Highway 212 toward Belle Fourche, South Dakota, then took Highway 85 into Spearfish. By taking this route instead of the interstate, I was able to see some beautiful country, in addition to knocking some 70 miles off the distance and about an hour off the time.

By the time this column sees print, it's probably getting cold in some parts of the country. While you're sitting around relaxing, why don't ya drop me a line? Let me know of the biker happenings in your area or the biker-related places that I might visit and write about. Please include a good phone number.

—Rip

Write to: Rip's Run
Box 3000
Agoura Hills, CA 91301



Did he make it over the top?



They do make 'em big in Texas. Brazos Valley Drag racing crowd member, Kim.



Hawtown USA, Aurora, Colo. L to R: Mike Moog, Shawn Stringfellow, Fatbob Logan, and Cathy.

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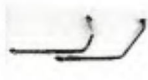
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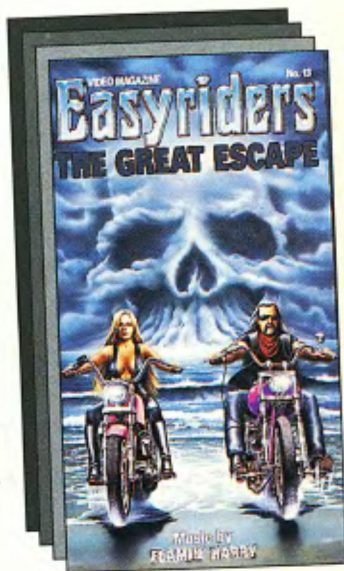
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A Christmas Story

Rat pushed aside the curtains and peered out the window, scanning the Christmas Eve nighttime sky. Dark clouds seemed to be grouping for an attack. The ensuing precipitation would surely be snow. Ordinarily, he wouldn't care, but Rat had an important date to keep this evening, and the only available transportation was his bike. "Shit," he thought to himself, "it's not like I've never ridden in the snow before."

Stepping out of the shower, Rat

spotless. He had built it himself, stuffing a new 80-inch blockhead engine into a rigid frame, producing a classic bike whose simplicity was also its beauty.

Rat carefully rolled the bike out of the shed and rested it on the side-stand while he secured the shack's door. The wind was blowing intensely and the first few swirls of snow whipped through the night air, stinging Rat's eyes, causing him to shudder involuntarily.

The engine required six exhaust-

Snow fell steadily in great white sheets, obscuring everything but the few yards of pavement illuminated by the bike's headlight

dried himself the best he could with a small towel—no easy task, considering that he stood six-two and weighed 235. This being a special night, he splashed on some Old Spice cologne. The one thing Rat recalled about his father was his scent—Old Spice. As the alcohol cooled his skin, he began absent-mindedly humming the Old Spice jingle.

Rat shook his head abruptly and smiled, reminding himself not to let his mind wander when he should be getting ready to leave for this night's very special date. Snow or no snow, he was determined that nothing would keep him from being with her. After all, it had been way too long already since he'd last seen her.

Rat made for the back door, lifting his leather jacket from a hook in the hallway as he went. A cold wind greeted him when he stepped outside. He removed the padlock from the shed door and groped in the darkness for the pull chain. Jerking the chain brought life to a bare 60-watt bulb, illuminating his pride and joy.

Even in the dim light, the bike shone. Rat might clean his toilet only once a year, but he was a fanatic about keeping his scooter

ing kicks before it coughed, then three more before it fired. The erratic exhaust noise hammered the walls of the house. Within a short while, the engine settled into a soul-satisfying rhythm. Rat pulled the bike in gear and headed down the cold road toward the city limits and his long-anticipated date.

Rat kept his speed down. The wind howled like a banshee, whistling through the tiny crevices in his clothing, chilling him to the marrow. Snow fell steadily in great white sheets, obscuring everything but the few yards of pavement illuminated by the bike's headlight. Rat rode on cautiously, determined that no accident would spoil this night of nights.

He had made it halfway across town, sometimes at a crawl, when he saw a blinking neon sign promising hot coffee. His numb fingers were barely able to work the controls as he pulled into the parking lot of a small diner. Uncurling his nearly-frozen fingers from the handlebars, he went inside and found a seat at the counter—not hard to do on Christmas Eve.

Except for an old wino asleep in a back booth, the cook and a waitress were the sole occupants of the cafe. The waitress, a raw-boned

bleach-blond with coarse good looks, yawned and eyed Rat with indifference.

"Coffee?" she asked. Rat nodded and gratefully accepted the steaming mug she shoved at him.

As Rat drank the scalding liquid, he noticed the cook lurch from behind the counter and stagger toward the front window. A nearly-empty pint of Seagram's 7 protruded from his back pocket, and the tangy odor of Whiskey wafted across the room. The cook—all 300 pounds of him—peered drunkenly into the snow outside.

"Shit!" he said, turning toward Rat, belching and farting simultaneously. "Only a damn fool would ride a motorsickle on a night like this! You a damn fool, biker boy?"

Rat's initial impulse was to deck the drunken tub of guts, but he decided to ignore the bastard, lest the ensuing hassle prevent him from making his destination across town. Pitching a dollar onto the counter, Rat stood up and headed for the door.

"Leavin' so soon, scooter trash?" the sloshed cook bellowed as Rat walked by. "Then take this with you!"

Rat easily dodged the clumsy roundhouse punch, which missed his chin by a foot. The cook, however, wasn't so fortunate. The momentum from the missed punch upset his balance and he crashed heavily to the floor, knocking himself unconscious on the corner of a table as he fell. Blood spurted from his split forehead and his fat lips opened and closed like a fish out of water. →



"Sorry, but I already promised Drew Barrymore to a kid in Wichita."

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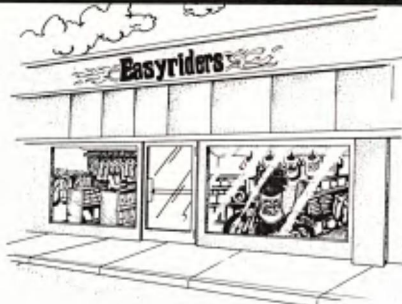
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Christmas

The waitress was already on the phone and Rat had a hunch he'd better haul ass or he'd be spending the night in a holding tank rather than in the warm, familiar house where a special woman patiently awaited him.

Outside, the snow had given way to a stinging sleet, blasting through the streets on a wind that from time to time seemed to reach hurricane fury. Rat kicked the bike to life and twisted the throttle, fishtailing on the thin sheet of ice that now

particularly bad section came up on him without warning and he was sliding on the ice before he knew it. He spread his feet and pulled back on the handlebars, desperately trying to keep the skid under control. Abruptly, the bike slammed to the pavement and Rat felt the hot pipes burn the flesh of his calf through two layers of denim.

He came to a rest in a snow bank a few feet from his bike. Sleet raked at his face and the wind tore at his clothing. He grabbed a handful of crusty snow and held it against his burned leg. When the pain subsided, he limped to his bike and righted it

The bike slammed to the pavement and Rat felt the hot pipes burn the flesh of his calf through two layers of denim

glazed the parking lot. For the first time, he felt the beginnings of doubt—maybe he'd undertaken an impossible ride after all. Still, he pressed on.

Rat was less than 3 miles from his destination when he felt his bike slip. The moisture on the highway had long since frozen and formed large areas of black ice, difficult to spot, except for the glare thrown by an occasional street light.

Though Rat was careful, one par-

with a gut-wrenching heave.

The damage to the bike was minor—a bent footpeg. But the damage to Rat's determination was more serious. He could barley see the road anymore and felt disoriented, no longer sure where he was. He knew he could die of hypothermia within sight of his goal if he didn't push on.

Rat craned his scorched leg over his scooter. By some miracle it fired to life on the third kick, but he still



"I'm not sitting on a the lap of any man who dresses like Liberace!"

couldn't see through the thickening veil of white. He knew his destination was less than a mile away, but it might as well've been 50. Venturing back out on to the road's bed of ice, he spotted familiar church lights through frosted stained glass windows on the corner. Rat went into the turn faster than he cared to, but like a lucky pool shot, a huge mound of slush provided a well-cushioned bank preventing him from going down again. With his throttle opened up and a roostertail of snow behind him, Rat aimed his front end at the fourth house on the right.

At this point he didn't care about making a smooth entrance, just getting there was all that mattered. As he neared the house he struggled to let off the throttle and engage the clutch, but his hands were frozen numb. The steaming sled, still aimed at its target, flew up over the curb, tore through the picket fence, slid across the front yard and disappeared into a massive snow drift.

Rat pulled himself to his feet, looked at his bike buried in snow and said "fuck it." Barely able to walk he stiff-legged his way on to the porch, stumbled and braced himself against the front door.

Rat turned the knob and pushed the door inward. His senses were assailed by warm air laden with the smell of roast turkey and all the trimmings. As he closed the door behind him, Rat became aware of the diminutive figure of the woman he had traveled so far to see. Instantly, he knew it was worth everything he had gone through to get there. She smiled and held out her arms to him.

"Oh, Ronald," she said as she came toward him, "it's so good to see you!"

Rat winced inwardly. She was the only one who could call him by his given name and get away with it. Still, a huge grin slowly spread across his face as he opened his arms and enveloped her in a bear hug. With her closeness, he could smell her lightly scented perfume.

Rat sighed. "Hi, Mom," he said softly. "Merry Christmas."

—Ron Ryczak

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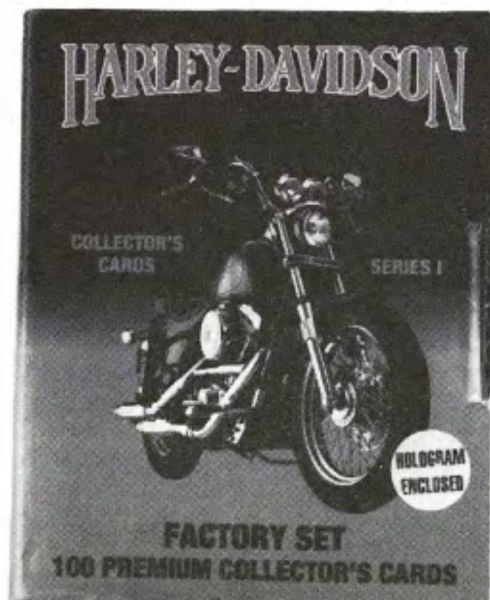
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Where's Weber

□ I have a 40 DCOE Series 18 dual-throat Weber. I've run this carb for many years and have had great performance, but the years have taken their toll. Where can I order internal parts for my Weber?

Kenneth Wilson
Christiana, Tenn.

■ Red Line Inc. (310) 637-7774

Where To Find S&S Pistons

□ I have a '64 Sportster. Three years back I stroked it with an S&S kit, 4-1/2-inch wheels and rods and .030 over pistons. Last summer I smoked my top end. I can't find .040 over S&S 3500 series stroker pistons, forged. S&S stopped making them. Are there any back orders out there?

Flat Bed
Canandaigua, N.Y.

■ I can't find any pistons for you, either. Even if someone has a set, you won't find any the next time. Your best bet is to have the cases bored for 61-cubic-inch top end parts. Mid-'73 to '85 will give you the best service.

To bolt on the later model cylinders, the base bolt holes will have to be elongated slightly and several trial fits made to make sure that the base nuts clear the sides of the cylinders and all the upper end parts line up.

Linkert Help

□ Which issue contained the scoop and tips on Linkert carbs? I believe somebody rebuilt or had access to these old beasts.

Mr. Dixon
Port Charlotte, Fla.

■ November '91 (#221), Street Carbs. December '91 (#222), Race Carbs. Also check Biker's Bulletin Board.

Softail Vibrations

□ Why do '92 Softails have engine vibration at speeds of 60 to 85 mph? Any ideas on the cure?

John Schlote
Fresno, Calif.

■ Production line engine balancing is not very accurate. The engine balancing is done by "average

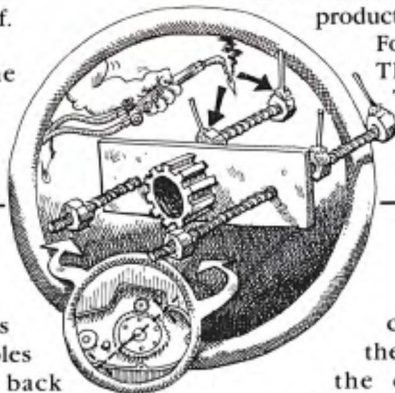
component" weights. This system produces an average of about 30% that are relatively close to being correctly balanced. The other 70% are either over or under balanced. Also the 45 degree engine design does not lend itself to being perfectly balanced at different speeds. The trick is to get the vibration to happen at speeds or rpms you don't reach, or at such low speeds you don't notice. The next thing is that not all the vibration is caused by the engine. Sometimes the alternator, rotor, primary chain, or clutch will cause problems. Check your wheels and tires also.

NOS Mystery

□ I need to locate a factory called "NOS." Also, who makes wide glide springs?

■ NOS means "New Old Stock." This refers to obsolete parts that may still be in inventory, but are not in production.

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With the rods threaded into the

crankcase and the spacer against the clutch center, tighten the middle nuts until the tool takes the pressure off the clutch springs. Take off the basket nuts, and your tool will release spring pressure without throwing discs all over the shop. With new discs in place, use the tool to squeeze the springs as you put the basket nuts back on. Painless, huh?

—Ed Pace

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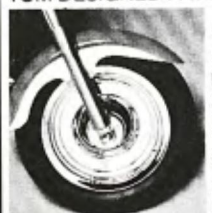


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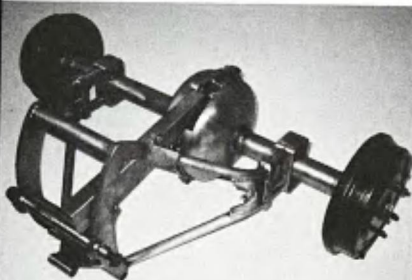
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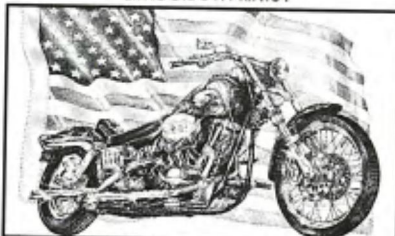
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T-SHIRT: PRISONERS OF WAR FREEDOM FOUNDATION: Black, P.O.W., T-Shirts; \$12, short sleeve only, M-XXL. RFTW and "Jane Fonda, American Traitor—BITCH" patch; \$5 ea. Box 65 MCRO, San Diego, CA 92140.

T-SHIRT: Easyriders Store, Daytona, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Hollywood, 7450 Melrose, Los Angeles, CA 90064, (213) 658-8817. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Scottsdale, 3748 No. Scottsdale Rd., Scottsdale, AZ 85253, (602) 947-4423. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

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.

T-SHIRT: Earl Small's Harley-Davidson, multi-colored back, 50/50 or 100% cotton, M-XL; \$15 includes S&H, XXL; \$17, 3x, 4x, 5x, available. UPS daily. Send M.O. or Visa/MC and save the \$4 COD fee. 465 Pat Mel Rd., Smyrna, GA 30081, (800) CYCLE-69.

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 Niklaas, BELGIUM, (800) 292-5369.

T-SHIRT: Authentic Harley-Davidson Dealer Logo Backprinted T-Shirts. These T-shirts are the exact same that you would buy at selected H-D dealers across the U.S. and Canada. For catalog, send \$1 to Biker Marketing, 1820 Coit Rd., Ste. #110, Plano, TX 75075.

T-SHIRT: Blocker Harley-Davidson, Rt. 248, Box 204, Perryville, PA 18244-0204, (215) 377-0440, from Kids to XXXL; \$15, includes S&H. U.S. funds only. Large selection with multi colors.

T-SHIRT: OFFEND YOUR FRIENDS. Adults only T-shirts from \$10.95. Funny, disgusting, good gag gifts. Quality guaranteed. For catalog, send \$2 to Howies Custom T-Shirts, Box 271, Stn. E, Duncan, B.C., CANADA, V9L 3X3.

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, (800) 645-6153 (TN res. add sales tax).

VIDEOS: MOTORCYCLE MEMORIES: Never seen footage of motorcycle action. 1954-67. From tours to drags, this film has it all. 60 min. VHS; \$18 + \$3.50 S&H payable to L.W. Thomas, Box 427-512, Tustin, CA 92681-0427, (714) 544-6318.

VIDEOS: Nudity in the streets. See the party on Bourbon Street. Find out what Mardi Gras and the French Quarter are all about. Mardi Gras Videos. Send \$1 for color brochure. EASYVID, Box 71634, New Orleans, LA 70172.

MISCELLANEOUS

AERIAL PHOTOS: HARLEY-DAVIDSON'S 85TH ANNIVERSARY, Milwaukee, WI, Lakeland 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 85705, (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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CUSTOM SERVICE: Phil's Speed Shop: Complete Custom Service. From ground-up building to regular maintenance. 941 W. Collins Ave., Orange, CA 92667, (714) 771-6727.

PERFORMANCE: Bartels' Harley-Davidson, 8910 Washington Blvd., Culver City, CA 90230, (213) 838-3003, FAX: (213) 204-0376.

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.

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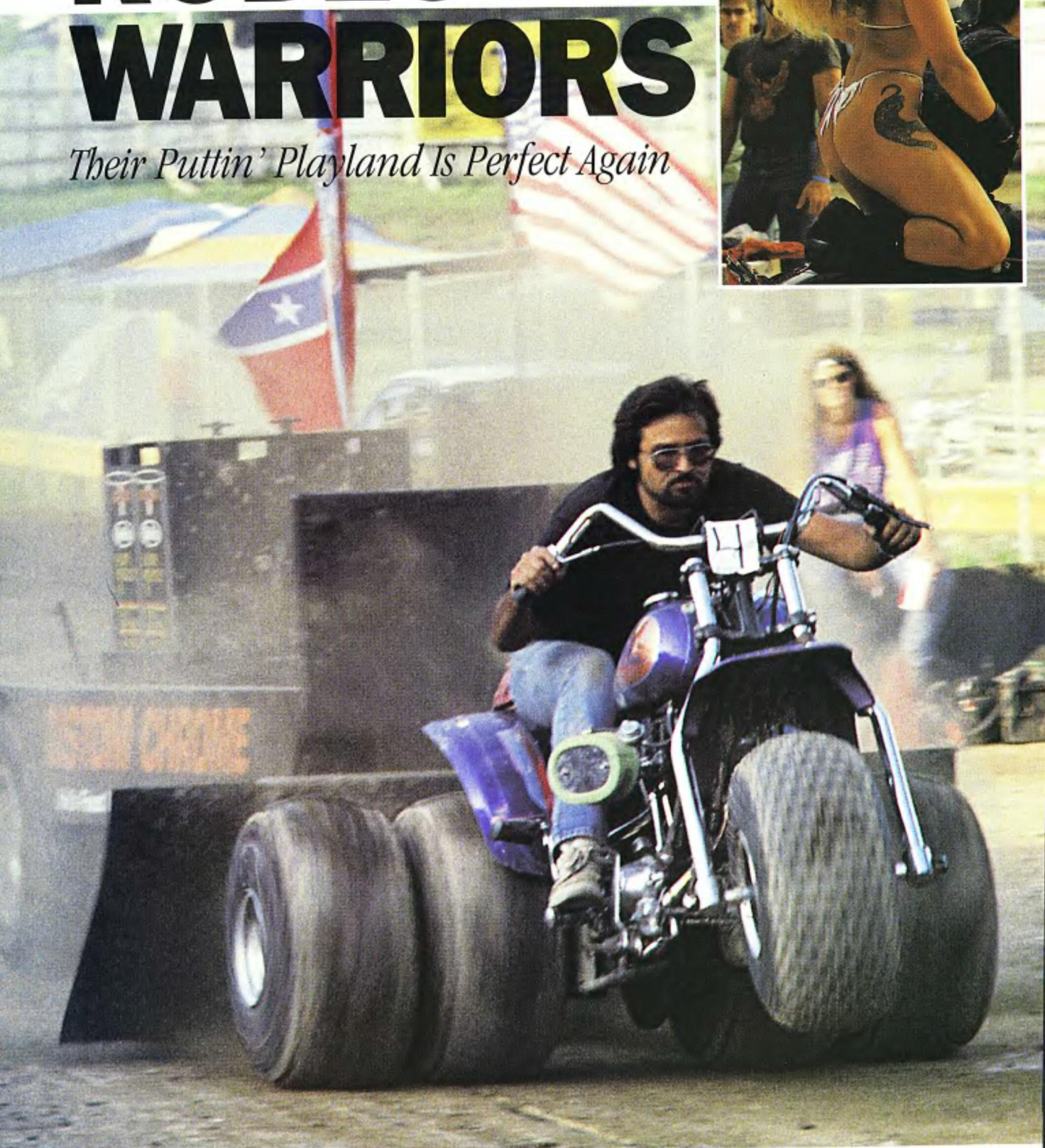
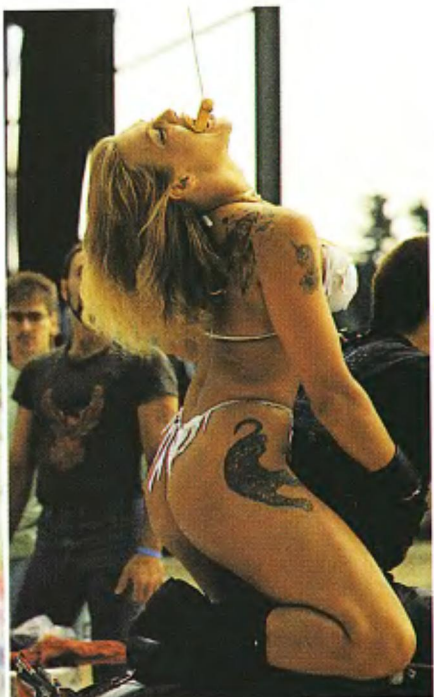


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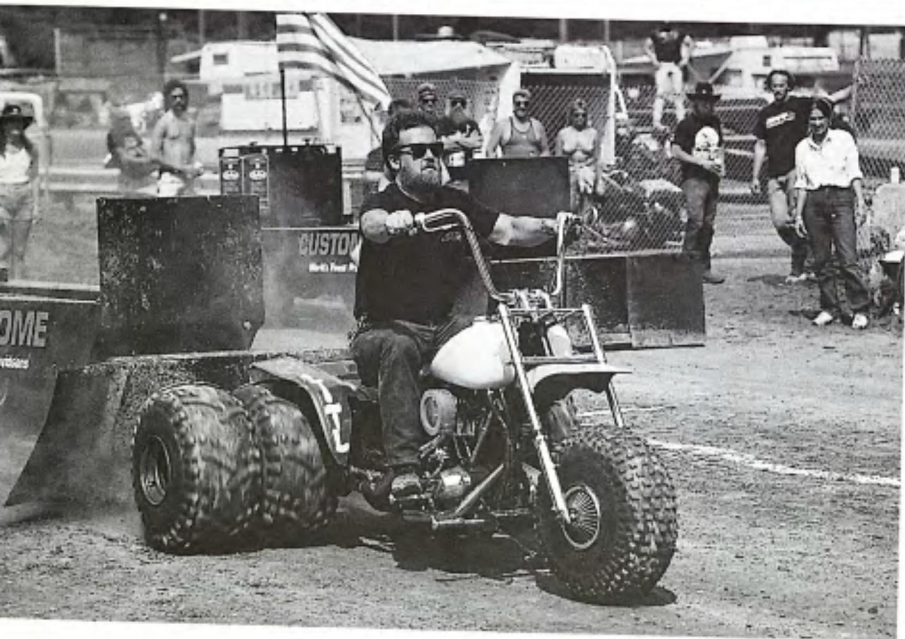


One of the most popular stops on the *Easyriders* Rodeo tour is the annual pilgrimage to rural Middletown, New York. The crew has always enjoyed the spacious Orange County Fairgrounds and the well-organized staff that mans it. What it all adds up to is an exciting, balls-to-the-walls event for the fans who come from all over the tri-state area and beyond.

The main advantage of returning to the same location is the familiarity it breeds. This can be seen in the primo working arrangement that has developed between the local Harley Owners Group (H.O.G.) chapter and the Vietnam Veterans Motorcycle Club (chapter 140). The hard-working members of these organizations assist in many ways, from working gates and selling tickets to flag-raising and national anthem ceremonies.

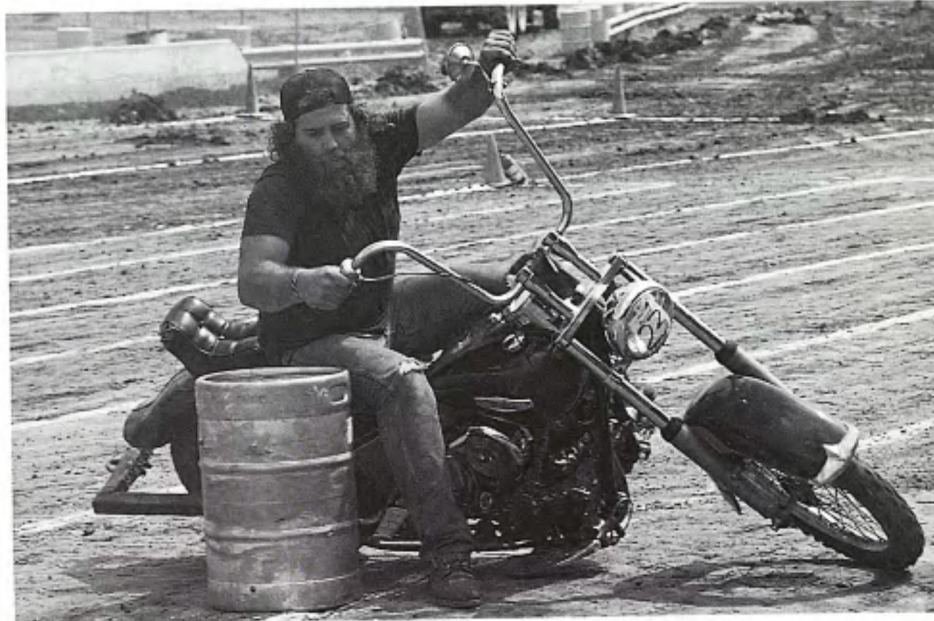
The comfortable environment has also helped to shake off the heebie-jeebies for nervous first-time rodeo competitors. They have seen their friends out there, taking their lumps and going head-to-head with the regular ARROW rodeoers, and realized, hey, whatdafuck, *I* can do that.

Charles Zick, from Elmira, New York, was one of those first-time rodeoers. He entered into the Novice Sled Pulls when he got his "fat ass motivated" by his bros, Sand Man and Albert, and thor-



oughly enjoyed himself. Even though Zick, a one-armed rider, fell down during his actual pull, he said he dug the campground's party scene and is planning to make serious modifications to his stroker trike so he can go after the big boys next year.

Another bro making his debut in the motorcycle rodeo arena was Albert Austin, a 26-year-old water well driller who rode for four hours on his stock '58 panhead to enter the solo sled pulls. As it turned out, Al's clutch couldn't handle the weight, and he didn't move an inch. But even though he fried his clutch in the attempt, Al really got into the thrill of competing. He will definitely be back.



Mike Poisson, #69, an electrician who came from Flint, Michigan (800 miles), was participating in his fifth rodeo. The experience really paid off. He rode away with a first-place finish in the 1,000-pound Novice Gas Class. Mike's hard-earned win over Robert Redman, of Clarksburg, Ohio, and Karen (pronounced car-n) Christiansen, outta Ames, Iowa, bumped him up into the Pro Fuel Class. He's accepted the challenge. "You can't win if you don't enter," Mike said.

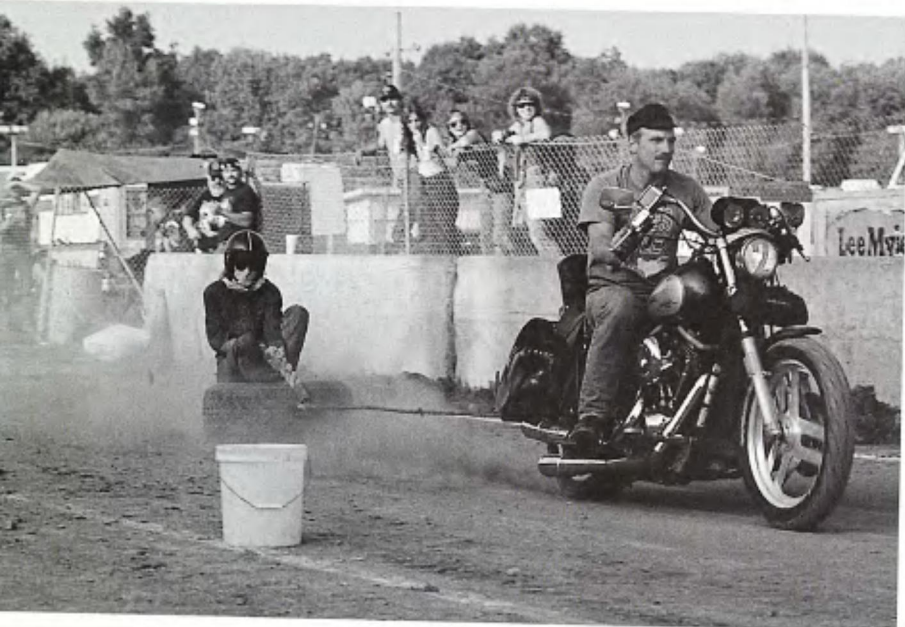
Easyriders Rodeo veteran, Frank Olenick, 37, of Effort, Pennsylvania, got the lion's share of crowd sympathy for his tough luck in the solo sled pulls. Though repeatedly





thrown from his mount, Frank, a tried and true competitor, kept getting right back on. Frank considers the friends he and his wife, Marilyn, have made on the circuit as the high point of his rodeo career.

Then there's Mark Gruchy, #22, from Needham, Massachusetts. Mark is a bike shop owner (Mark's Motorcycle Magic) who rode 220 miles to have some fun. He found that—and more. Mark's anything but shy. He has entered every rodeo that's rolled through the northeast. This year, with rider, Kim "Pan Pan" Becker, a stranger he picked out of the crowd to ride with him on his '66 Sportster, he took first place in the wienie bite and potato haystack events. Mark



always has a good time.

Saturday night, after a spectacular Fourth of July fireworks extravaganza, Middletown saw a rodeo first: a doubleheader crowning of twin trophy girls. The men just couldn't decide between hardbelly blonde Kim, from nearby Wurtsboro, New York, and the bronze-bodied Wanda, out of, honest-to-god-this-is-no-shit, Brilliant, Ohio. Both talented trophy queens put on a great show for the appreciative troops. These lovely ladies even got into the rodeo action the next day, showin' their stuff with a couple of man-sized chomps in the wienie bite (in between handing out prizes to the winners).

Well, all good things must pass,



and this event did—but not before a send-off bladder shower from the sky at the end of Sunday's fierce action.

Evidently, Mother Nature just couldn't hold back any longer. After drizzling on and off all weekend, she finally let loose with a barrage that bathed everyone and sent them running for cover—and the highways leading home.

We'll be back next year, though. Same time. Same rockin' station. Same cookin' location. Expect bigger and better fireworks in the air and hotter and heavier action on the field, rodeo fans.

—Pirate



Photos: Ron Inselman

Rodeo Results, Middletown, New York, July 3-5 1992

Slow Race

- 1st: Bruce Murray, Hanson, MA —\$200
2nd: John Longstreet, Bensalem, PA —\$150
3rd: Bob Santee, Waynesburg, PA —\$100
4th: Ray Tewksbury, Tampa, FL —\$50

Wienie Bite

- 1st: Mark Gruchy, Needham, MA —\$200
2nd: John Longstreet, Bensalem, PA —\$150
3rd: Robert Redman, Clarksburg, OH —\$100
4th: Dave Vancil, Shelbyville, MO —\$50

Potato Haystack

- 1st: Mark Gruchy, Needham, MA —\$200
2nd: Robert Tabor, Canton, OH —\$150
3rd: Bob Hanna, Glendora, NJ —\$100
4th: Karen Christiansen, Ames, IA —\$50

Keg Derby

- 1st: Gary Freel, Ames, IA —\$200
2nd: Robert Tabor, Canton, OH —\$150
3rd: Bob Santee, Waynesburg, PA —\$100
4th: Ray Tewksbury, Tampa, FL —\$50

Barrel Race

- 1st: Bob Hanna, Glendora, NJ —\$200
2nd: Bob Santee, Waynesburg, PA —\$150
3rd: Todd Calboun, Kannapolis, NC —\$100
4th: Gary Freel, Ames, IA —\$50

Tire Ride

- 1st: Bob Hanna, Glendora, NJ —\$300
2nd: Frank Olenick, Effort, PA —\$200
3rd: Gary Freel, Ames, IA —\$100

1,000-lb. Gas Sled

- 1st: Michael Poisson, Flint, MI —\$500
2nd: Robert Redman, Clarksburg, OH —\$400
3rd: Karen Christiansen, Ames, IA —\$300

1,000-lb. Fuel Sled

- 1st: Bob Hanna, Glendora, NJ —\$700
2nd: Rico Padilla, Stamford, CT —\$400
3rd: William Van Dyke, Tampa, FL —\$300

Trike Gas Class

- 1st: Don Seabolt, Greenville, MI —\$700
2nd: Bob Santee, Waynesburg, PA —\$400
3rd: Kari Sioux Tewksbury, Tampa, FL —\$300

Trike Fuel Class

- 1st: Ray Tewksbury, Tampa, FL —\$1,000
2nd: Rico Padilla, Stamford, CT —\$600
3rd: William Van Dyke, Tampa, FL —\$400

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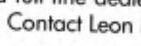
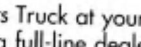
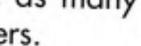
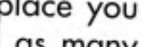
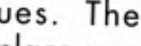
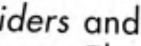
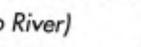
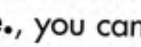
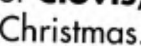
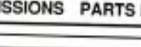
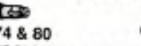
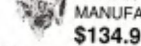
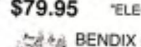
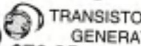
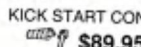
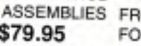
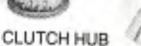
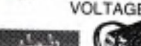
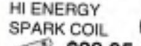
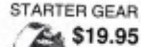
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Easyriders Truck Tour Schedule

Christmas Thru Daytona

December 14-25, 1992

The truck will be in it's home town of **Clovis, CA** during the 2 weeks prior to Christmas. Located at **7017 N. Clovis Ave.**, you can take care of your Christmas Shopping.

February 19, 20, 21, 1993

Easyriders Bike and Tattoo Show
Columbus, Ohio, Veterans Memorial
300 W. Broad St. (just west of Scioto River)

Featuring Harleys seen in *Easyriders* and Preview bikes for future issues. The *Easyriders* truck will be the only place you can get your event T-shirts as well as many other products from T-shirts to leathers.

February 28 thru
March 6, 1993

Daytona Bike Week '93

The truck will be a located at a convenient locale throughout Bike Week '93. See future Truck schedule ads for dates and locations.



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.

CHRISTENSEN'S CHOPPER

A Modern Machining Miracle



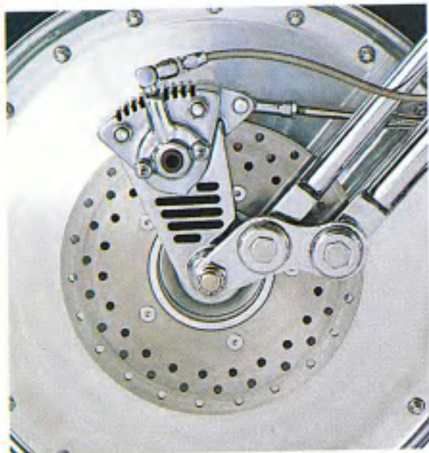


Around 10 years ago, the bikers who put the word "chopper" into the English language began forsaking their creations to get weepy-eyed about the fat tanks and big fenders of the '50s. Dave Christensen had nothing against glide forks and fringed seats, but he also thought that the stark, clean simplicity of the classic chopper shouldn't be tossed aside too quickly. To make his point through a real example, he put together this elegant "modern" chopper, a bike that combines the '60s- and '70s-style swingarm suspension with the billet aluminum theme of the ultra-modern "high-tech" custom.

Extremists who insisted on forks that put the front wheel half-a-block away will object that 37 degrees of rake doesn't make a true chopper. Maybe not, but it makes a damn good rider for the road conditions an everyday bike has to contend with, and it has the distinct advantage of a front brake. Dave didn't build the bike to show how far out he could go. He built it to show how readily a stock swingarm could take on the chopper style without sacrificing anything of performance.

To make his point, though, Dave had to have the right pieces to fit the design, and to get those pieces he had to make them himself. No problem. He's an airline machinist.

Now, you never see a plumber go home from work and stick his head under the sink or an electrician spend his spare time blowing fuses. Yes, you do see a few carpenters who mess around at home →



with a hammer and saw, but most craftsmen put their tools down at the end of the day.

Not machinists. They're a truly different breed. In fact, you can hardly find a machinist who doesn't have at least a lathe in the basement or out in the garage, and many will have a vertical mill and a precision grinder to boot. They go home, eat some dinner, pass by the TV, and spend evening and weekend hours with their machines—making all kinds of things, such as the fine

work Dave did here.

Try the air dam. Whether it does any good at speeds under 90 mph can be argued, but so what? First, it fits the style and, second, it's actually an oil cooler—and Dave made the whole thing from the oil tank to the spin-on filter to the braided lines and on down to the oil lines hidden in the brackets that hold the air dam.

He built the forks, too, but says they weren't much of a job (did you catch that? Build yourself a set

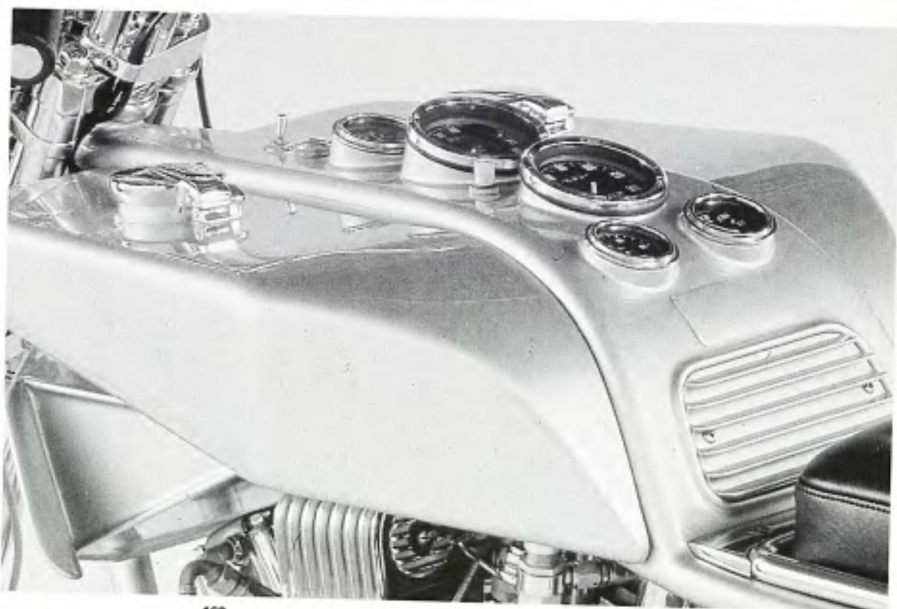
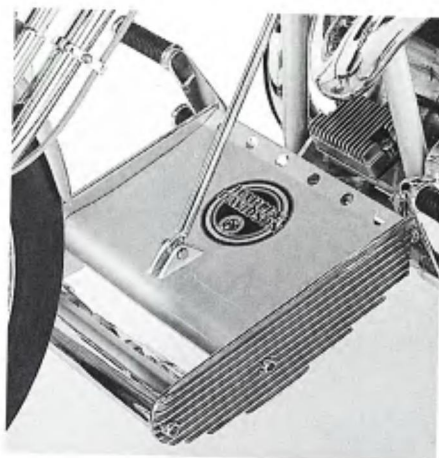


of forks one day and find out how "easy" it is). The gas tanks weren't much of a job, either, he says. They just took a lot of time—around two weeks of spare time—getting the welds and the surface polished enough to suit him.

For a really tough act to follow, though, check out the exhaust pipes. True, they started out as stock bends you can buy from a pipe shop, but the bends have to be cut just right to weld up just right to make just the right curves

and come out in just the right place—as these do. Then, for a little refinement, Dave added those riveted heat shields.

Adding more and more of this kind of thing, that little hatch at the base of the tanks provides access to the wiring for the instruments, and the cover on the opposite side of the oil tank gives access to the other wiring. That's a toolbox above the front cylinder, and the petcocks, like the air cleaner, are his own machine work. →





Maestro, the guest lecturer here, once owned a 12-foot inflatable boat. He got tired of being harassed by the big boys when the fog set in, so he put a 15-inch air horn on it. Then, he could slip up alongside, let off a blast, and watch a 40-foot sportfisherman try to jump sideways. When the inflatable got so porous that it wouldn't hold air anymore, he put the air horn on an MG-B and uses the same technique to discipline the suburban riff-raff coming up freeway ramps in mini-vans. In the longer run, the same horn will go on the 45 flat-head "custom" he thinks he's going to build one day.

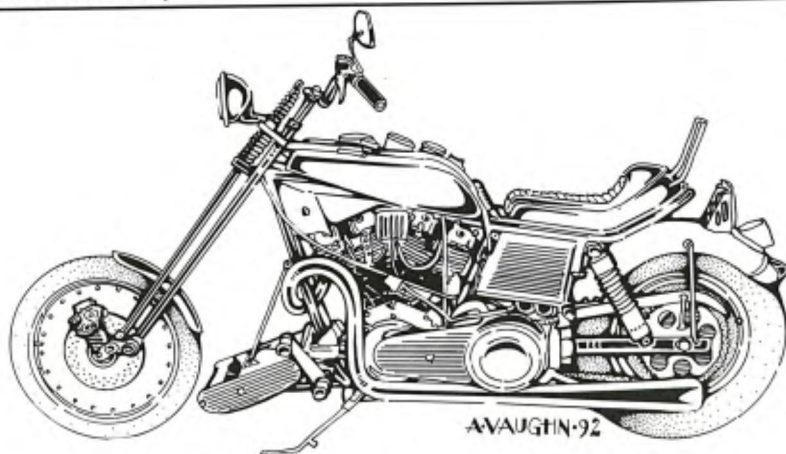
So take note of those two mouths opening just under the oil tank. They're a pair of air horns, supplied by a small pump, that Dave uses to keep the cagers away from his chrome. Highly effective, highly recommended, and maybe an accessory one of the big distributors ought to offer to everybody.

Actually, that's what Dave had in mind for this motorcycle. He didn't exactly expect Harley-Davidson to take notice, but he did want to show them what a sporty, riding custom might look like. If Harley chose to build a factory model along the same lines—well, his point would be made. Harley, of course, went the Fat Boy and Heritage route instead.

Never giving those machines of his much rest, Dave's got two or three other projects going now, including a "far out" creation he'll tell us about when it's done. Watch this space.

—Noose

Owner(s): D.W. Christensen		City: Minneapolis, Minnesota	
General		Frame	
Fabrication by: owner		Year: 1978	
Year and make: 1978 H-D		Builder: owner	
Model: swingarm shovel		Type: swingarm	
Value: love it		Rake: 37 degrees	
Assembly by: owner		Stretch: none	
Time: 2 1/2 years		Other alterations: none	
Chroming by: Ken's Plating		Accessories	
Engine		Bars: narrowed H-D	
Year: 1978		Risers: rubber dogbones	
Model: shovelhead		Fender(s): modified H-D	
Rebuilder: H-D		Headlight: 5-3/4-inch quartz halogen	
Ignition: electronic		Taillight: stock	
Displacement: 74 cubic inches		Speedo: H-D	
Lower end: stock		Front pegs: original	
Balancing: factory		Rear pegs: original	
Pistons: H-D		Electrics: alternator	
Cases: original		Gas tank: owner	
Heads: stock, needle bearing rockers		Oil tank: owner	
Cam: stock		Oil system: owner, air dam oil cooler	
Lifters: hydraulic		Primary cover: owner	
Carb(s): Keihin		Seat: owner and Gary Wood	
Air cleaner: owner		Sissybar: owner	
Pipes: owner		Height: 6 inches	
Mufflers: owner		Material: steel	
Transmission		Forks	
Modifications: none		Type: springer	
Year: 1978		Extension: 4 inches	
Shifting: foot		Builder: owner	
Engine sprocket: Karata belt, 8 mm		Special features: nope	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 17-inch	Size: 15-inch
Molding: owner		Hub: owner	Hub: owner
Painter: owner		Rim width: 2.5-inch	Rim width: 5.5-inch
Color: silver		Tire: Pirelli	Tire: Pirelli
Type: Deltron		Brake: Airheart	Brake: Lockheed
Special paint: clear coat			
Other special modifications: air dam oil cooler, machined petcocks, left-hand clutch control, airhorns.			
Photos: Chuck Emery			



COMIN' AT YA

Easyriders ▶

The latest of the greatest is comin' at ya in January. The girl on the cover will make ya do flips—and she's featured inside, too. If you can tear your eyes off of her, we've also got emotional coverage of Rolling Thunder V, a cross-country tale celebrating the anniversary of Route 66, a look at the new sport of bobbing for beers, and the final chapter of the Sam Orwell saga. Add an antique meet, a how-to-deal-with-chrome Tech, and our other not-to-be-missed articles, and you've got one helluvan issue. Don't miss it. *On sale November 26*



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 now*



TATTOO ▶

Tattooing is everywhere—TV, movies, commercials, you name it. You can't get enough of tattooing. In the January issue we'll talk with Larry Allen from Anchorage Tattoo, and we'll feature a wide variety of world-class art. Whether you're serious about ink or just casually interested in the exotic, forget all the trendy coverage you see everywhere else. Come to the source—*Tattoo* magazine. *On sale November 10*



BIKER ▲

It'll soon be a year since this rag underwent art and editorial staff changes that gave it a new look. Although *Biker's* been in the Paisano family for years, the February issue will be *our* first anniversary special. You're gonna see some unusual stuff, like a Harley with a 238-inch-over front end. We've also got our usual unusual events, feature bikes, advice from Mutha, and more. *On sale November 10*

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Tricks aren't just for kids.

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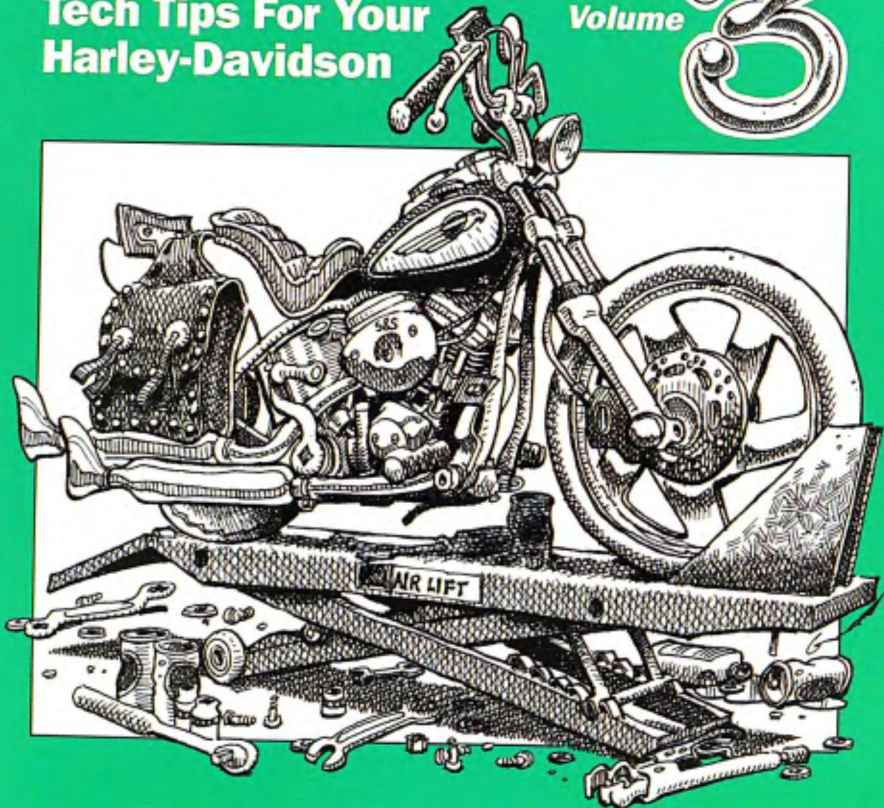
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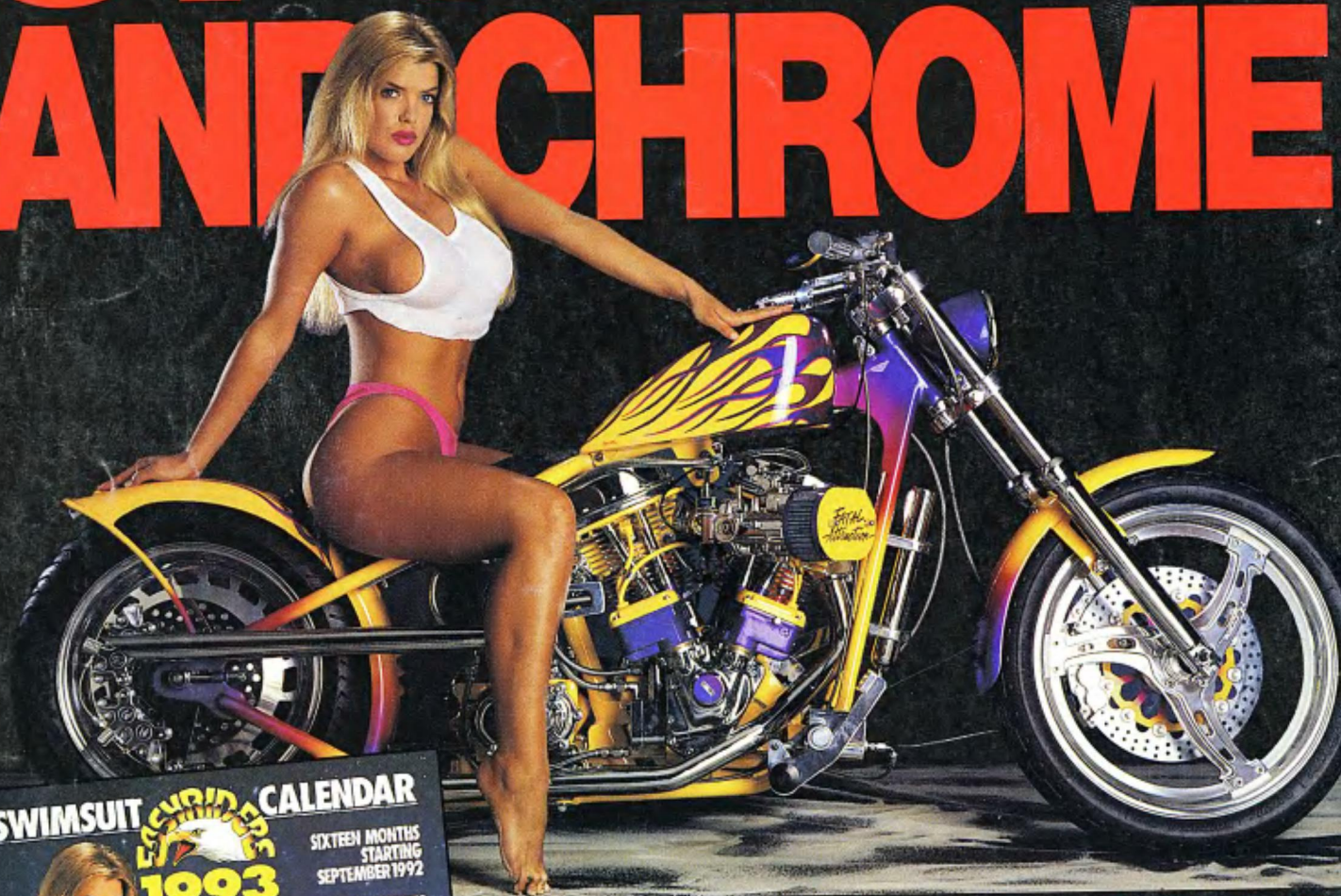
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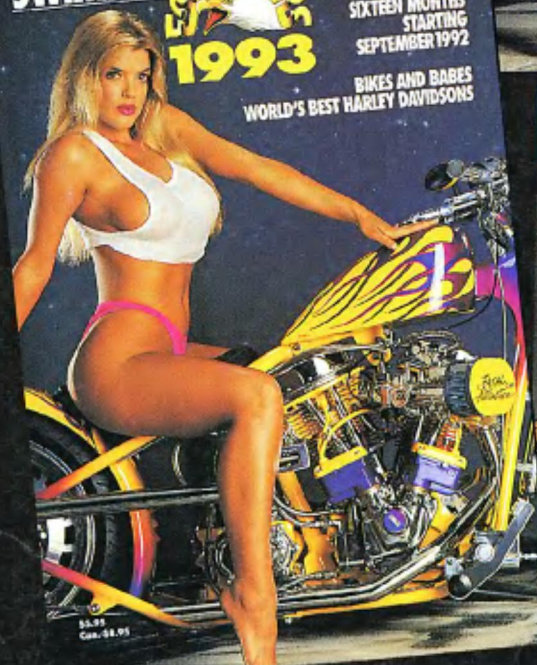


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