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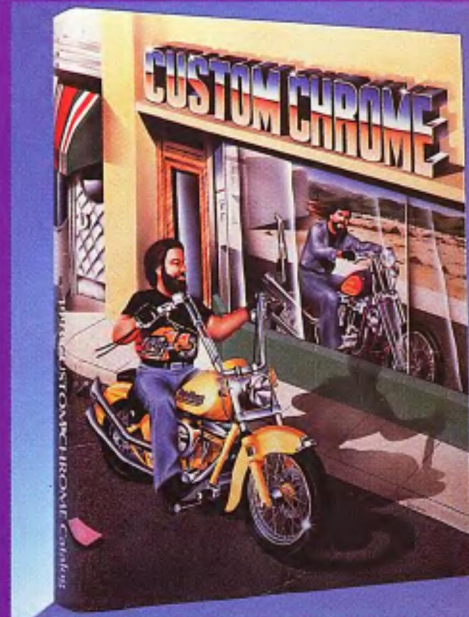
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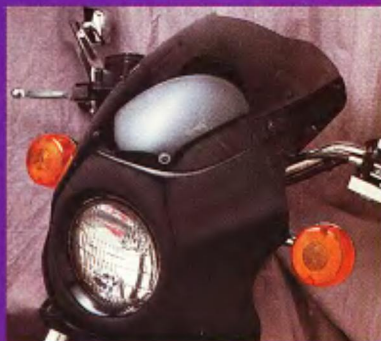
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The next liver-quiverin' issue of this rag goes on sale December 22.

Cover photo of Seana on Gary Muñoz's '46 knucklehead by Raiko Hartman.



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The
Audit
Bureau

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You women should really shape up, for you will find that all kinds of things can happen. For instance, this 61-year-old dude who went to the refrigerator to get a glass of milk, but he couldn't find any. He'd asked his 50-year-old ol' lady time and time again to organize the refrigerator and quit putting big items in front of the things he wanted. The milk was in the refrigerator after all, but she had hidden it behind the veggies. Something snapped, and he felt he had to teach her a lesson so he stabbed her 219 times (count 'em— 219). If he did all that for a glass of milk, I wonder what the hell he'd do if he couldn't get his favorite dinner of pickled pigs' feet.

This dude who owned a cattle ranch had to remove a brass statue of a cow from a pasture because real bulls were trying to mate with it. (The brass cow was very pretty and had long eyelashes.) He woulda left it there, but the bulls were hurting themselves when they tried to make it with a hunk of brass. The workers on the ranch said the real cows were getting fat and lazy so they figured the bulls were starting to get bored when along came Veronica (the brass cow).

He broke into a refrigerated truck and stole the largest box he could find, figuring there might be some steaks inside to give to his ol' lady for her birthday. He went home, made a big deal out of this present for his dear old overworked wife, and the two of them broke the carton open to discover the box was filled with 1,200 beef assholes. Now you tell me what a person would do with 1,200 assholes. Premium cat food or extra bracelets for your ol' lady? What?

The case of the fucked up face. It seems this guy went to the refrigerator to get together the things he needed for lunch. When he opened the door, an over-pressurized keg of beer exploded, hitting him square in the face. That should teach you—get your ol' lady to make your lunch. He died immediately—not to say anything about all that wasted beer.

This dude was filling out identification papers in a courtroom in an effort to be released from jail without a money bond after an arrest on a crack cocaine charge. He listed his occupation as "drug dealer." Surprise, surprise. The judge didn't go for letting him out for some reason.

He wanted to reduce his sex drive. (Don't ask me why.) So he figured he should whack his joint off. He got together a scalpel and clamps and got the job done.

The sheriffs went to this house to evict the man for a dispute over nonpayment of rent,

and they discovered over 300 creatures—pythons, rattlesnakes, turtles, dogs, cats, rabbits, and an owl. When the dude found out that the sheriffs had been through his house, he was very upset—shit, to think all he wanted to do was protect his Harley-Davidson.

Here's some good news for you juicers. Yet another survey reveals that if you take two or three ounces off 100-proof Jack Daniel's a day, you'll reduce the risk of dying of a heart attack. So if you're a teetotaler, you'd better start drinking.

What goes around comes around dept.: These looters broke into a department store and stole as much merchandise as their car could carry, jumped in it, and split. While speeding along, they wrapped their car around a utility pole. The noise attracted a bunch of people and pretty soon the car was surrounded by 75 people who in turn looted the car. How's that for a payback?

A rich English couple decided to get a divorce. Everything was going fine until she discovered he had moved in with another woman who was a neighbor. So in anger she cut the sleeves off 32 of his suits, poured paint on his BMW, and gave away 70 of his prime bottles of wine. If a woman gets pissed, she really gets pissed.

I've heard of women biting off a guy's crank to get even with him, but I've never heard of this one. A woman was arrested for taking a big bite out of her boyfriend's forehead (now that's forehead, not foreskin). Just another example of how pissed women can get.

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

A Correction

☐ In reference to the article "Hog Wild" in the September issue, you stand some correcting. Perhaps Lance had never seen a Harley sand dragster, but he probably didn't look far enough. We have one that was built by Robert Mackey about three years ago. The idea came from racing in an outskirt of Orlando, Florida. We have raced competitively and have had these bikes probably before Lance dreamed of them.

Unfortunately, the sand drag sponsors felt it more profitable to charge admission to chili and beer parties and have deleted the sand drags except the "Run What Ya Brung" type of races. Hopefully we'll be able to hold sand drags of our own attended by the many racer friends we've made and the many who don't know much about sand drags.

We can't knock Lance for being in print, but his idea is not new nor is it unique. Actually, your "Picture Pat" attended one of the races in Bithlo, Orlando Speed World, approximately two years ago, a race we attended. Too bad he wasn't interested in it—maybe we were just before our time.

Rosemary Mackey
Altoona, Fla.

Proud Posthumously

☐ In regard to your article "Show Indians: Two Celebrated Chiefs," I was engaged to Paul, the mechanic who put the engine together at the Indian Reservation Cycle Shop. Paul's been gone three years now. He always wanted to be in your mag and would have been so proud that you acknowledged his talent. The remembrance is a privilege.

It's a great feeling to know that every time that bike kicks over, Paul's memory lives on.

Lisa Busnach Horst
Boyertown, Pa.

Headwear For Mud Ducks

☐ I've been reading your magazine for 20 years, and this is the first time I've ever seen something that really made me sick. On page 109 of the May 1991 issue (I know, I know, an old issue), second row of photos, last one on the right, there's a head wrap for either mud ducks or whatever. No bro I know or ever hung out with would let a mud duck around, never mind wearing a head wrap. What's up? Are we ridin' in Iraq?

Ron White
Concord, Mass.

Collectibles

☐ I have a lot of Harley collectible items for sale: steins, pewter bikes, Christmas plates

and ornaments, knives from 1978 and up (including the "Mastadon" knife), etc. Let me know what you're interested in.

Tom Camire
Box 174
Flowrey Branch, GA 30542

A Rebuttal

☐ I'm writing concerning a serious technical error J.J. Solari made in his September '92 bike feature ("Dead Trees") when he said that bike pussies are interchangeable. This is not true.

I once had an old Indian that was loose and worn out. Worse, it leaked.

Then I had a puny Japanese thing that whined and made irritating exhaust noises when over-stroked.

After that I tried something German but we didn't speak the same language.

My British affair always broke down around tea time.

Now I ride only the finest American maid. She's still got all her original parts and loves my wrench the most.

Just setting the record straight.

A Concerned Reader
Rocky Mount, N.C.

A False Assumption

☐ When I got home the other day, in my mailbox was a copy of *International Male*, a full-blown fag mag. Worse yet was the realization that I had been sold out by *Easyriders*. You assholes sold my name and address to a bunch of fags. I demand an apology.

Extremely Mad Matt Johnson
Post Falls, Idaho

☐ Before you mouth off, remember what the first three letters of a-s-s-u-m-p-t-i-o-n are. We absolutely do not sell any of our lists of names to anyone!

Needs Help

☐ While paging through the September '92 issue, I came to the two Indian Chiefs on pages 9-14. What the hell is the black round thing on the handlebars? I thought it was some kind of steering lock or some shit. Help me out.

Boobie
Boswell, Pa.

☐ It's a steering damper

A New Project

☐ I'm starting another project—a basic lightweight, go-fast bike with a twist: It won't run on gasoline. Yeah, that's right, an alternative fuel bike. Now I'm not about to preach

Greenpeace to anyone, but if this works, it might just help the biker image a bit. We could always use more of that.

If anyone out there knows anything about alternative fuels, please let me know.

One last note (not to change the subject or anything), but any of you out there whose jobs require drug testing, stay away from poppy seed muffins. They leave a residue in the blood that will read positive for morphine.

Redeyed Pete
3536 Watt Ave. #B101
Sacramento, CA 95821

Who Is She?

Where and who is she (cover and pages 76 - 83 in the September '92 issue)?

My ol' lady just brought me the new issue and I haven't stopped drooling yet. She's making my short stretch seem shorter.

Steve
New Hampton, Iowa

A Salute

I had my knees in the breeze when some rat in a cage decided to run my ass straight into hell. When I saw my scoot dying like a dog that I couldn't get up to save, some bro I never saw before picked my ass up off the ground and noticed a patch on my shoulder from the Bros Club. Now, fellas, I ride a rice-burner, but that patch and that bro picked my ass up off the ground. I give you a stand-up salute for your Bros Club. Thanks, dudes.

GDD
Columbus, Ohio

A Winter Project

I recently bought a 1956 K-model Harley and am looking for a company or person with parts. I want to rebuild it this winter for next year's events. Hardtail all the way.

Ronnie Couch
953 W. Dryden Rd.
Freeville, NY 13068

An Address?

In the October '92 issue (pg. 121) there is an awesome picture of a babe. It gives the phone number of the madman who created it, but I think it would be kinda rude of me to call collect. How 'bout an address?

Chris Darmofal
Boonville, Mo.

Jordan's Art Studio, 229 N. Curley St., Baltimore, MD 21224.

Stock Info

This is to Ken Hoffman in the Oct. '92 issue. Any stockbroker can sell you H-D

stock. All it takes is money, currently approximately \$27.50 per share. If you ask, they'll have the shares mailed to you instead of just issuing a statement saying you own a certain amount. The trick is having a safe place to keep them, as the certificates are negotiable. Not as easy as cash but negotiable nonetheless.

This is a fairly good time to buy, as the stock just split two for one in June and probably won't get any cheaper. Find a reputable discount broker, Charles Schwab or the like. Dean Witter tracks Harley stock and was one of the underwriters when H-D went public in '86, but they are not discount brokers. Harley has been an excellent long-term investment. Just ask anyone who bought originally in 1986 for approximately \$7.50 per share. It has split two for one at least twice since then and has been at a high of \$65 per share.

Savage
Arlington, Va.

Thanks

Thanks for the double centerfold. Sometimes I look at those beautiful women and forget about the bike. At least now I can see the bike without thinking about hooters.

Jug
Rolling Meadows, Ill.

We're In A Time Capsule

The so-called leaders of our fair city (Cortland, N.Y.) put together a time capsule consisting of historical info and a lot of dribble from the elite of the community. I was fortunate enough to be around when they sealed up the capsule. Being a good biker, I decided the capsule needed another view of today's society so I included the cover, David Mann poster, and your centerspread girl and scoot from the August '92 issue.

The Shit House Phantom
Syracuse, N.Y.

Another Thank You

Concerning the letter in your Sept. '92 issue ("Who's Sorry Now?"), I'd like to say thanks. I'm a disabled vet who's waited years for someone to say, "Hey, it was your job" and "Thanks, I'm glad you're home."

Shorty
Waco, Texas

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301.

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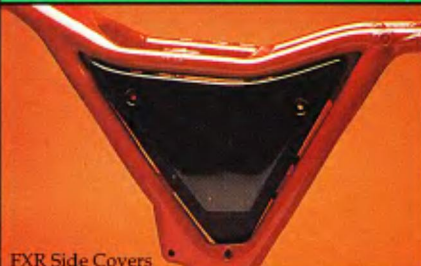
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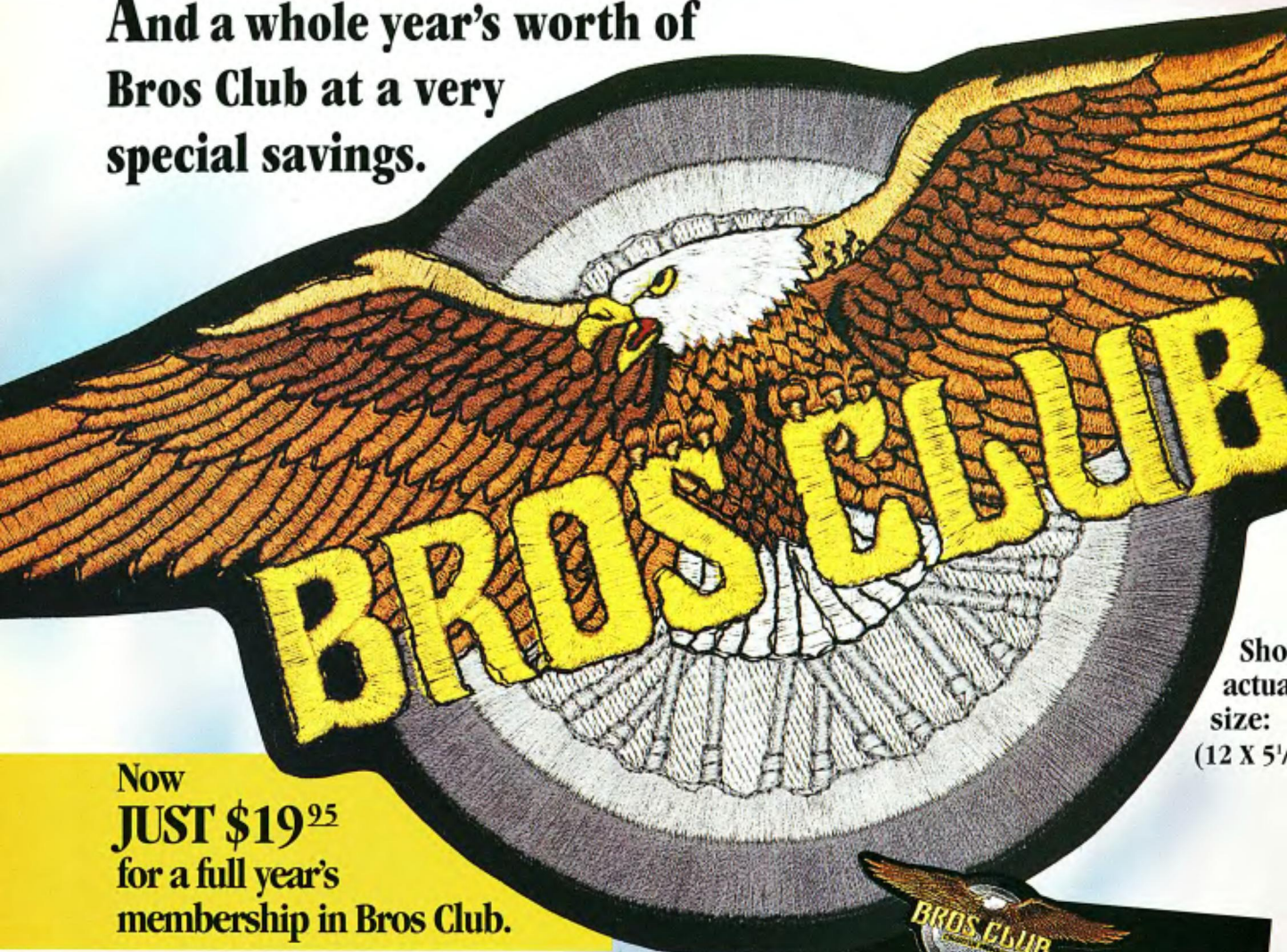


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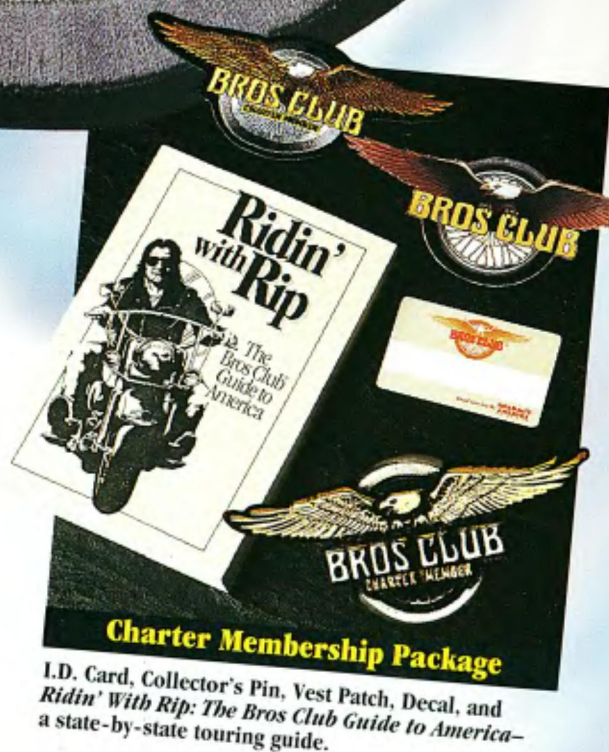
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SO YOU WANT TO BE A WRENCH?

Here's Your Chance







Okay, I know you've already eyeballed the flicks. Hell, everybody looks at the pictures before they read this drivel. But I'd sure like to be a fly on the wall when you flip to the bike chart. Back so soon? Hell, I figured you would be yelling about the incompetence of the staff for a lot longer than that. Well, sorry to disappoint you, but—at least this time, anyway—we didn't fuck up. We meant to leave it blank. How else could we get you to fill it out? Okay, okay, I'll quit pulling your







chain and tell you what's going on.

See, it's contest time again. It's time for you to put your Harley knowledge to the test and maybe win one helluva prize. The rules are simple: You look at the photographs, read the copy for whatever hints I might drop, then try to guess what the bike chart would look like if it had been filled out. Whoever is closest, and gets it to us first (in case two of you come up with the same answers) wins a 39-week Motorcycle Technician Program and 12-week Harley-Davidson Factory Elective course scholarship (an \$8,726 value) to the Motorcycle Mechanics Institute (MMI). The winner will, of course, be responsible for his own tools, lab fees, and boarding.

For those of you who don't know, the MMI is an accredited post-secondary, vocational school with campuses in both Phoenix, Arizona, and Orlando, Florida. The MMI offers courses in all phases of motorcycle repair. It is also a Factory Authorized Harley-Davidson Training Facility.

Okay, okay, enough about the school. By now I'm sure all you serious wrenches—and other avid readers—are screaming, "The hell with MMI. What about the bike?"

Well, the bike belongs to Jeff Scozzaro. Any of you who are into cages, especially classic, custom cages, have more than likely heard of Jeff. Back in the late '60s and all through the '70s, he was heralded as one of the best rod painters in the country. Jeff's spray-gun mastery showed up on cars like the \$30,000 "Mafia Mixer" and promotional cars for the *Pink Panther* and *Star Wars* movies. Jeff was also entrusted with the maintenance of the *Happy Days* car when it went on tour. Jeff's trademark as a painter was simple—perfection. He took this trademark with him when he gave up painting to work as a photojournalist for McMullen & Peterson →

Publishing in the early 1980s.

All right, back to the motorcycle. Jeff picked Dave DeWoody of ... No, we're not going to make it that easy. Lemme start again. Jeff got Dave DeWoody of Somewhere, USA, to assemble the bike. Like Jeff, Dave is a perfection junkie. "Dave is the kind of guy who makes his own parts and modifies the manufactured parts that—surprise—don't fit," says Jeff. "He simply will not tolerate a half-assed job."

But what about the bike, right? Hell, bros, this is a fuckin' contest.

I can't tell you about the bike. But I will give you a few hints:

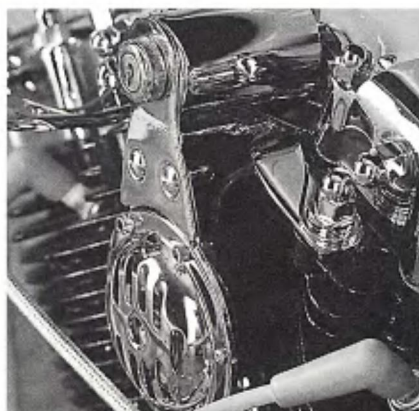
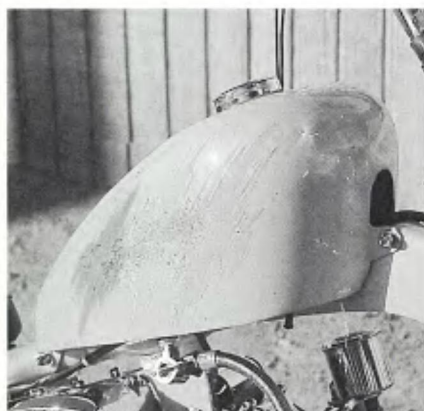
- (1) The mill's been completely gone over—but Jeff isn't a speed freak.
- (2) The paint is well done.
- (3) The tranny is there.
- (4) The tires are black.
- (5) The frame is steel.

Big help ain't it? So, go ahead, call me a few choice names. I'm sure I've been called worse things in my lifetime. But when you're done cussing at me, check out the photos again—carefully this time—

then give the chart your best shot. When you're done, drop it in an envelope addressed to: MMI Contest, c/o Easyriders, Box 3000, Agoura, CA 91376-3000.

Who knows? You might be the lucky bastard who wins and gets a once-in-a-lifetime opportunity to make big bucks as a certified Harley-Davidson wrench. Hell, you have as good a shot as anybody, because nobody but Jeff and Dave really know what's behind all that chrome and paint.

—Silent



Owner(s): Jeff Scozzaro	Engine cont.	Frame cont.	Forks cont.
City: Chino, California	Carb(s):	Stretch:	Extension: ___ -inch
General	Air cleaner:	Other alterations:	Builder: Harley
Fabrication by: Dave DeWoody	Pipes: Paughco	Accessories	Special features: _____ lowers
Year and make: '67	Muffler(s): yes	Bars: Apes	Wheels
Model: FLH	Transmission	Risers: ___ -inch	Front
Value: \$16,667.67	Modifications: none	Fender(s):	Size: ___ -inch
Assembly by: Dave DeWoody	Year: '67	Headlight: cracked	Hub:
Time: 2 years, 9 months, 23 days	Shifting:	Taillight:	Rim width:
Chroming by: Superior, Pomona, Calif.	Engine sprocket: stock shit	Speedo: VDO	Tire: Avon
Engine	Trans sprocket: 22-tooth	Front pegs: Union Pacific	Brake:
Year: '67	Wheel sprocket: ___ -tooth	Rear pegs: Southern Pacific	Rear
Model:	Painting: "Wild"	Electrics: custom	Size: ___ -inch
Rebuilder: J&J, Victorville, Calif.	Molding: Jeff Shear	Gas tank:	Hub:
Ignition:	Painter: Custom Sign Studio	Oil tank:	Rim width:
Displacement: 74 cubic inches	Color: candy, yellow, orange	Oil system:	Tire: Bridgestone
Lower end: stock	Type: urethane over lacquer	Primary cover:	Brake:
Balancing: J&J	Special paint: dry brush, CSS	Seat: Bar Enterprises	
Pistons: TRW	Frame	Sissybar: custom	Other special modifications:
Cases:	Year: '67	Height: low	Lots of them.
Heads: shovel	Builder: Paugcho	Material:	Special thanks:
Cam: stock	Type:	Forks	Dave, Phil, John, Steve, Dickens, and
Lifters: TRW	Rake:	Type: wide glide	Motley Crie.
Photos: Silvermoon			

HEART AND SOUL

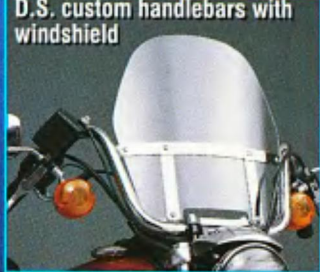
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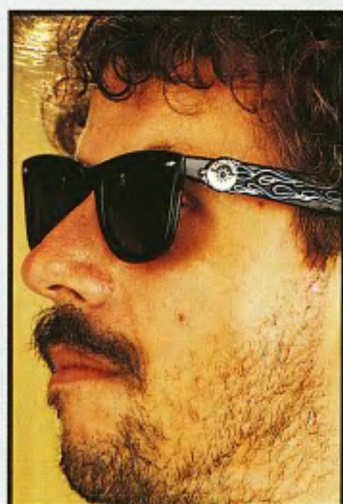
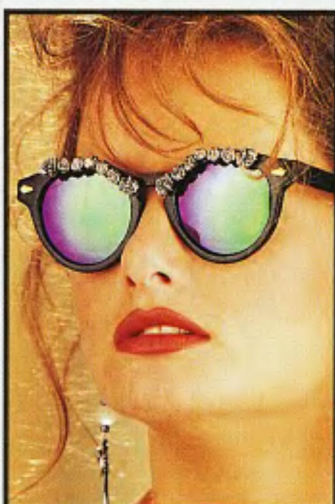
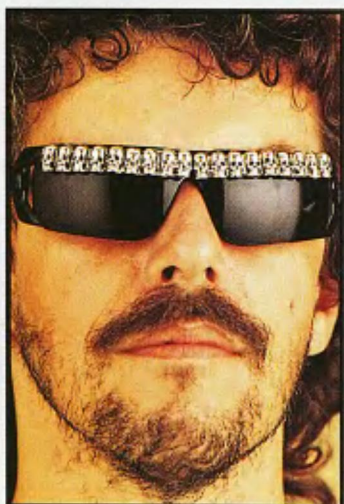
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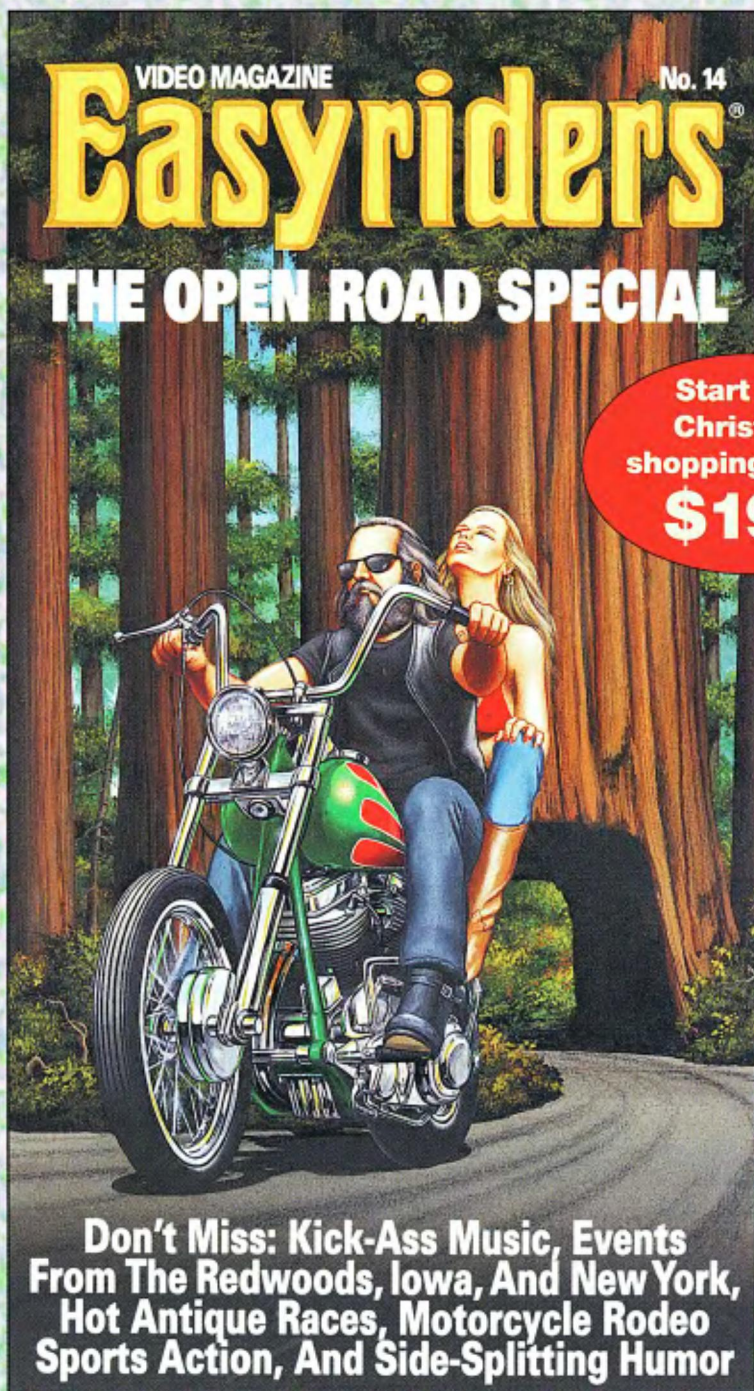
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EASTWINDS

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

BIKIN' LAWS OF THE LAND

The city of Brockton, Massachusetts, wouldn't allow bikes into the public parks, so Massachusetts riders and the American Motorcyclist Association (AMA) spent five years fighting the ban in court. Last summer, a federal judge ruled that Brockton was wrong, that all legal motor vehicles had equal access to public roads.

That victory helped the

Kentucky Motorcycle Assn. persuade city officials in Covington, Kentucky, to repeal a similar ban.

In Rhode Island, the Rhode Island Motorcycle Association, again with support from the AMA, deflected the helmet law bullet for all riders with an over-21 compromise—not as good as the old passenger-only law, but better than what the

helmet lobby wanted.

In Nevada, the Nevada Association of Concerned Motorcyclists got the law requiring "both" hands on the handlebars amended to require "either" hand.

In Pennsylvania, the high-occupancy-vehicle parts of the 1991 highway bill paid off, and bikers can now use the HOV lanes on I-279, the 12-mile con-

nection between Franklin Park and Iron City itself.

Small victories, but they show an attitude—on the part of the public. Legislators keep one eye over their shoulders, and they won't give bikers a break unless they think the public is with the riders. The public will go with you on helmet laws, too, bros. Keep working on them.

—Maestro

HARD-ASS TEXAS COPS

They take that helmet law very seriously in the Lone Star State. For example, a state cop in Parmer County saw two kids riding bareheaded and gave chase. The kids ditched their bikes and hid out in a cornfield.

Next came the Parmer County sheriff. Then two black-and-whites from Curry County, New Mexico (since the bikes were apparently stolen in New Mexico). And two dog units from the Clovis, New Mexico, city police. And two cars from Texico, Texas. And more state cops from Deaf Smith, Castro, and Bailey Counties, not to mention four more state cops from Parmer County in addition to the first one. And a helicopter from Lubbock, Texas.

And five cowboys from a nearby feed lot. And several neighboring farmers on ATVs.

After three hours, this combined force flushed one of the kids out of the cornfield. A local farmer captured the other

one later that night. The kids got sent back to New Mexico to answer for their misdeeds, including the Texas charges of resisting arrest and "failure to wear protective head gear." With that threat to public

order under control, the Parmer County sheriff got back to serious business: tracing stolen power mowers.

No doubt about it, bros—don't mess with Texas.

—Tocjam



BROS ACROSS THE WATER

Hassles Over There May Wind Up Over Here

From the top of Scotland to the tip of Cornwall, the biker's way of life is in danger. The things we are up against today would make the cafe racers of the '60s turn in their graves. Indeed, some of us see a hidden agenda to get rid of bikers altogether.

Suppose you turn 16 and want to ride in England. First off, you have to save enough money for a bike—along with helmet, gloves, training, taxes, test, insurance, leathers and, finally, the license itself. None of this comes cheap, either.

At the age of 16, the law allows you to ride a 50cc scooter that is restricted to 33 mph. To ride it on the road, you must pay for and pass the Compulsory Bike Training (CBT). The CBT test involves balance, handling, doing figure-eights, riding through cones, emergency stops, etc. After a year on the 50cc, you can pay more money and take CBT Part 2. The catch is that you must take Part 2 on a bike between 120cc and 125cc, which means you have to sell your 50cc and buy a bigger bike.

Part 2 is a road test. You wear a helmet with an inter-com and the examiner follows you on a police bike, radioing instructions to you. If the examiner fails you, you can take the test again—and pay again, too. Legally, you can appeal the examiner's decision, but in practice you would have to file a lawsuit to make any headway. If you pass Part 2, and

ride for two more years, you are then eligible for a bike of larger displacement—if you can afford the insurance, that is.

Our leading insurance companies recently raised their rates from 50 to 75%, but some riders have reported increases of up to 130%. This prices riders out of comprehensive insurance, and that means they can't get loans for bikes. Worst of all, the insurance companies no longer insure the rider. They only insure the bike, which means that if you've got three bikes, you must insure each one.

The big, black cloud up ahead called "Type Approval," is our next nightmare. Type Approval means that every bike manufacturer must meet up to 1,500 government specifications for design, materials, safety, etc. Customizers will have to have type approval for custom jobs, and since the process will be quite costly, the customizers will be driven out of business. Owners will have to have approval for any change they make from the manufacturer's original specifications and/or equipment. Basically, this means the end of the aftermarket: You'll get parts from a dealer.

Type Approval isn't here yet, but the bureaucrats are working on it. They'll get a big boost if the European Community (EC) thing forms up, since Type Approval is a major item on the EC agenda.

The EC agenda also includes

mandatory leg protectors, an awful looking pair of things bunged onto the front of the bike. They are so big and bulbous that a rider can't assume a normal position. They are death-traps. If you take a slide, the leg protectors won't let you loose from the bike. If you hit something dead center, they break your legs and smash your kneecaps. Otherwise, they dislocate your hips, which flips your body forward so that your face smashes the handlebars. In one test with a dummy, the head wound up stuck between the bike and the car. In tests without leg protectors, the dummy flew over the car the bike hit. To protect us even more, the government also wants "airbags" on our bikes. [Editor's note: "Airbags" contain sodium azide, a deadly poison. See Easynews, May 1992.] The device to trigger it will be up on the forks somewhere, and it can't tell the difference between a crash and a pothole. If some punk kid kicked the front tire of a bike parked in front of a pub, the rider would come out to find his airbag tangled up in the front wheel. And, if the thing tears, you get a faceful of sodium azide, which can stop your heart by the time the day is out.

Along with daytime headlight laws, we're also faced with wearing reflective clothing and more noise restrictions—restriction that will effectively eliminate air-cooled engines. Our



Motorcycle Action Group (MAG) is doing its best against all this and has actually scored some victories with our Transport and Road Research Laboratory, the agency that serves up recommendations to our Parliament. However, if the European Community bit carries, our Parliament takes a back seat to a bunch of bureaucrats in Brussels—so that's our next fight.

Across the Channel, we've joined forces with the Federation of European Motorcyclists (FEM). This is a consortium of biker groups from England, France, Germany, Belgium, Austria, Holland, Ireland, Denmark, Greece, and Czechoslovakia. Besides help for national MAG groups, FEM gets help from the National Chopper Club, which has members in Ireland, Holland, Belgium, Luxembourg, and the U.K. Working together, we may be able to save biking over here. If we lose it, you can bet that you'll be next, American bros.

—R. P. Reaney,
Motorcycle Action Group,
United Kingdom

CLASS ACTS

Bikers in Homestead, Florida, just didn't feel at home in the tent cities set up by the government in the wake of Hurricane Andrew, so they set up their own at the Blarney Stone Tavern.

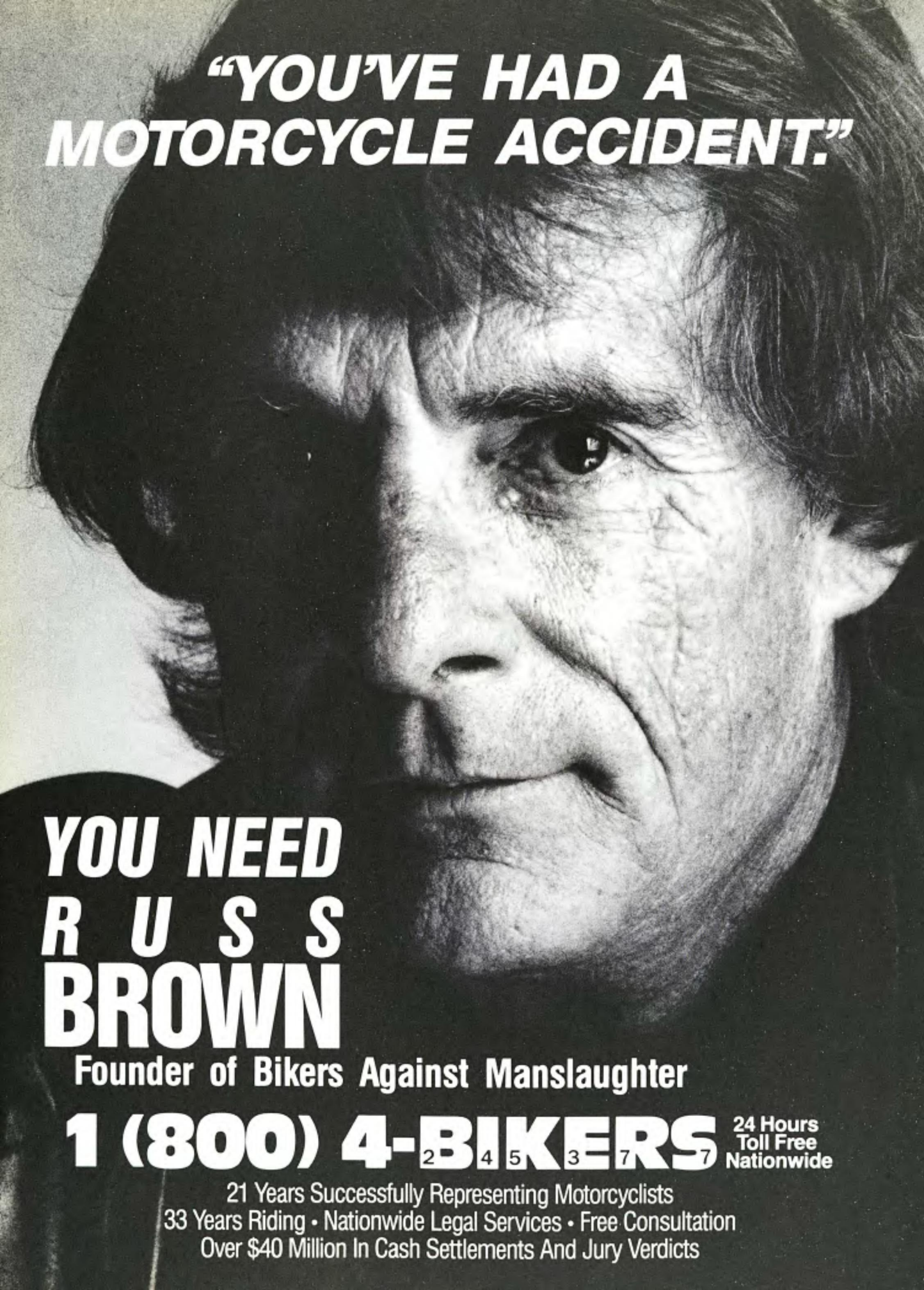
Bikers from upstate clubs sent food, and the local bros hunted up portable generators to keep milk cold for babies. For the grown-ups, the Budweiser truck

dropped off 100 cases of beer every day or so.

As Andrew moved on to Louisiana, ABATE literally stopped the press on the newsletter to insert a last-minute message from the Eastbank Chapter: Bring food and clothes to the Spillway Run on Labor Day. Another example of bikers doing their thing.

—Perfesser





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BROS CLUB NEWS

Riding With Rip Made My Trip

I've been planning my vacation cross-country putt for over a year, but when it got down to the wire, I realized that something had slipped my mind: I'd forgotten to order a membership to the Bros Club for road service. The one thing I didn't want was to get out on the long stretch with my new girl and break down and not be able to get help.

I'm not a member of any other organization that could assist me, and I don't like the H.O.G. club. Guess my bike's not new enough.

So I sent in my order for membership—way late. About a week after I sent it in, I called the office. I spoke to a bro named Renegade. He told me that if I had a problem on the road to call, even though I didn't have a membership card or number. He said one of the bros would connect me to the

agency that would confirm my membership application and get me a tow truck.

When I told him that I was kickstarting my shovel for a cross-country trek in the next couple of days, he said I couldn't leave without a copy of Rip's Book, *Ridin' With Rip*.

Now, I'm just a rider and don't follow any travel itinerary or tourist guide. So I didn't have a damn thing to go by, other than a map. But Rip's book got me checking out places. Shirley and I started reading the book at night when we were camping. It even gave us fishing tips down to what bait to use in different regions when it came time to pull out a slippery supper. The Bro's Club book has some sections that are funnier than hell to read, but eventually we got down to plotting on our run map the best places to hit. I got parts at a discount in

Milwaukee, met some great people in Minnesota, Iowa, Ohio, and Tennessee, and went on great runs through different parts of the country, all referred by the Bros Club dealers in the book. I'll also never forget camping with bros up in the beautiful Adirondacks, the Great Smokies at sunrise, or losing my ass on a Mississippi riverboat.

My wife, Shirley, wasn't too fond of some of the topless bars, but overall, we saved wheelbarrels of money by hitting the different watering holes and restaurants at the discounted or "special" nights mentioned in the *Ridin' With Rip* (Bro's Club) book—not to mention the cook-outs, free camping, pool tournaments, historical sites, biker tailored backroads, and some great partying spots. Although the Bros Club road service saved our neck

when my shovel's battery went dead out in scorching hot no man's land, it was that greasy dog-eared paperback that made everything come together for our best trip ever.

Thanks, bros.

—Jack Porter

Denver, Colorado

Hey, bros, we want to hear from you. Tell us about your travels, the bros and broettes you've met on the road, the party places you've discovered, and the good times you've had. Send a pic or two for "Bros Club News." Tell us about yourself and why you joined the Bros Club. Be sure to include your name, address, and phone number. The same rules as in "In The Wind" apply: If we use your pic, we'll pay. Don't forget to include a self-addressed stamped envelope, if you ever expect to see your shots again—Ride safe.

INSURING A TRIKE Or A Bike, For That Matter

If you want to see your insurance agent break out in a cold sweat, just tell him you want to insure a trike. Chances are he'll think you're asking him to insure a three-wheel ATV, and that he'll have to explain to the head office why he wrote a policy on a machine with a safety record worse than the Exxon Valdez.

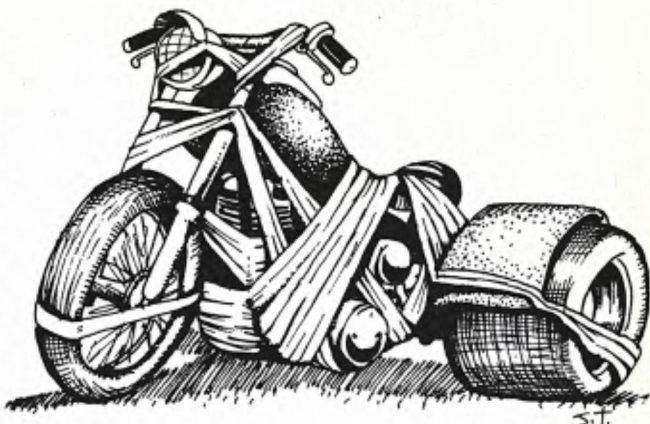
Despite what insurance agents will tell you, trikes can be insured. The first thing to remember is that letting your fingers do the walking may work for pepperoni pizza, but for insurance you want to do business eyeball-to-eyeball. An agent won't be so quick to say he can't help you if he has to watch you and your checkbook walk out the door.

Go prepared. Most states classify a trike as a "reconstructed" or "special construction" vehi-

cle, and require an inspection before issuing a title. Take all the paperwork you used to get the trike registered, and make sure the agent understands that the trike is legal in every respect. Bring pictures of the trike or, better yet, ride it down to his office so that he can see that it is not an ATV but a truly roadworthy machine.

If you insure your life, your house, and your car with the same company, remind your agent that if you have to go somewhere else to insure your trike that you'll take all that other business with you. If you're talking to a new company, let them know you'll probably bring all that business over to them.

After you've found an agent, what will it cost? That depends on where you live. Here in the midwest, I get liability insur-



ance for \$100 per year and full coverage for \$350. On the other hand, we have trikers in California who pay \$1500 just for liability.

Be persistent. Nobody said this was going to be easy. If all else fails, drop us a line. Brothers of the Third Wheel keeps a database of every insurance company known to write insurance on

trikes. We have contacts throughout the U.S. and Canada, and can usually put you in contact with someone who can help with insurance—or any other aspect of triking.

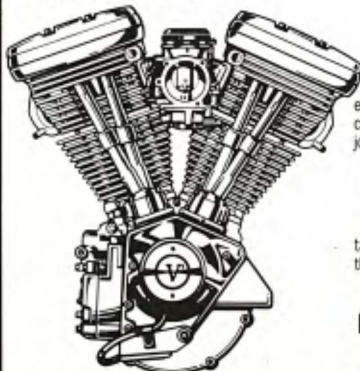
—Jim Sickler

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The struggle for motorcyclists' rights is not exclusive to North American soil. Our brothers and sisters in Europe are feeling the tightening noose of restrictive laws and are coming together to fight for their freedoms.

After a huge bikers' rights rally in 1988, the Euro Demo in Strasbourg, France, the Federation of European Motorcyclists (FEM) was found-

ed with charters from four different countries.

Because of increasing European Commission laws and the need for bike riders to have representation in parliamentary proceedings, it became evident that an office near the lawmakers in Brussels, Belgium, was necessary. This was achieved by September of 1991.

Now, from its headquarters in Brussels, the FEM coordi-

nates the efforts of its member groups in presenting a cohesive motorcyclists' voice to the European Parliament and Commission.

The FEM's aim is to promote the interests of the motorcycle rider by cultivating and sustaining relationships with those in power and assisting them in developing acceptable road transport legislation.

Eleven countries now have

delegate membership status in the form of one or more national bikers' rights organizations (see list below). A recent addition is a delegation made up of concerned clubs in Hungary, and delegates from Spain and Italy will soon be recruited to bring the FEM to full European Community membership. The FEM is also a member of the U.S.-based International Coalition of Motorcyclists.

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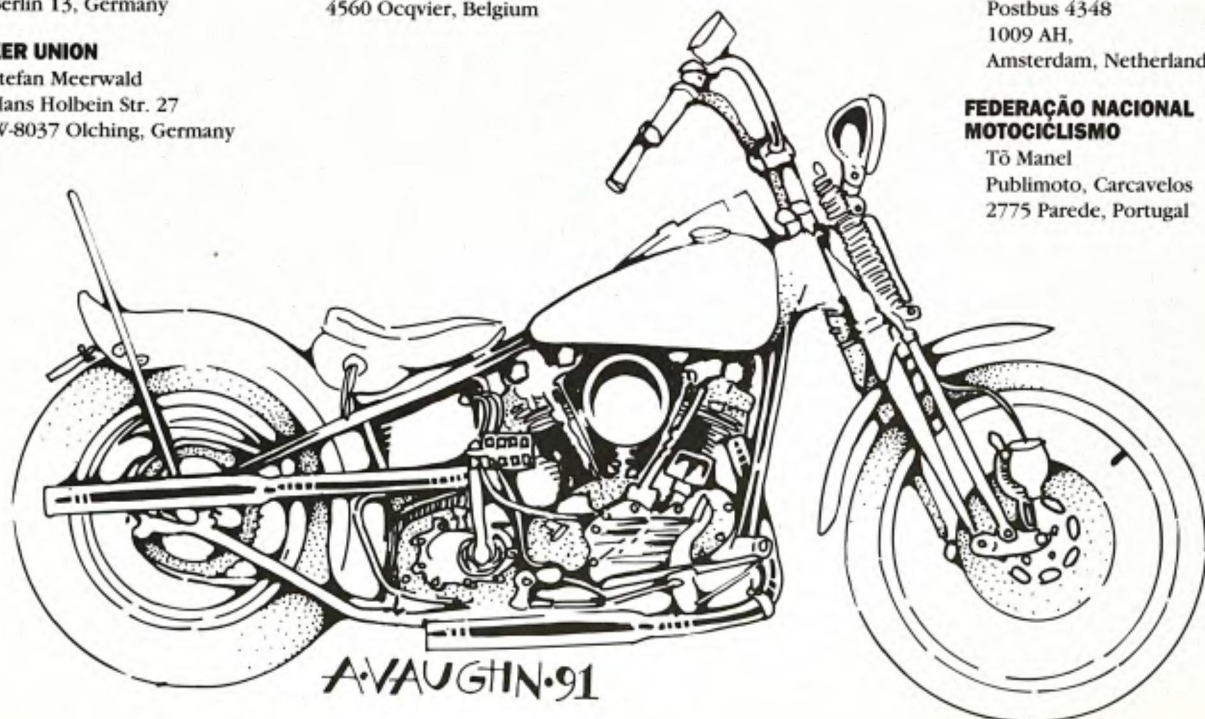
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SHORT STROKES

The Biking World Is Growing

There are two major reasons that we need to pull together: 1) Our lifestyle is spreading like wildfire around the globe. 2) The regulatory powers that be are like the tentacles of a monster reaching out to legislate us in the U.S., Australia, Europe, and other points around the world. We need to pull together to keep freedom alive....**Harsh isn't the word.** An off-duty cop in Norwich, Conn., pulled over some bikers, complained about their pipes, and shot both bikes with an assault rifle, wounding one of the riders in the process. He's been arraigned....**Pepper Massey, a real cute redhead** (I can't resist 'em), asked me to run a shot of the National Coalition of Motorcycles (NCOM) Helmet Protest Stickers. So here it is. For your own sticker call (800) 235-2424.



Now bikers can network through computers. Biker's BBS has linked over 1,000 bros. It can be used for getting parts, insurance rates, news, and events. Call (414) 365-0403. I've had enough of computers myself....**David Alcon, a Salinas, Calif., man,** has been sentenced to 20 days in jail for refusing to comply with the new helmet law. Stick by your guns, bro....**More harshness.** A man and woman were executed in Pakistan for living together. The statement released by the local village read, "The couple was executed so that nobody dare indulge in such activities in the future."...**A New York City cop** demanded that a man move the car he was sitting in. The man mowed down nine pedestrians. He didn't know how to drive....**What's the world coming to?** Levi Strauss Co. may stop manufacturing the Big Bell line of jeans. According to L.E. Zeigler, we need to protest now. Write Levi Strauss And Co., 1155 Battery St., San Francisco, CA 94111....**In March of '92** we did a Reader's Ride on Tom Christman's custom pan and sidecar. Tom lives in Hawaii and has a helluva plan to keep bikes from deteriorating in harsh climates. But last I heard, he was in jail. So if you wrote to him for the plan and didn't get a response, drop me a line. I'll send you the info....**The governor of Maine led 15,000 bikers** in the largest toy run they've ever staged. Watch for it in *Easyriders* Video #15....**As a final restrictive note,** Sen. Ted Kennedy has introduced a bill (S-2949) that would require helmets for bicyclists, skateboarders, and rollerbladers.... **That's it for this month.** I don't know what the world is coming to, but I do know that no matter what country we live in, we're all a part of the biker nation, and we'd better stand together. I'm outta here for a ride. —Bandit

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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 91376-3000.

Apriest and a rabbi were shooting the breeze one afternoon when the priest asked, "Rabbi, I know you guys aren't supposed to eat pork, but have you ever tasted it?"

"Well, Father, I cannot lie to you—I have tasted it," admitted the rabbi. "Now you tell me the truth. You priests aren't allowed to be with a woman, but have you ever eaten one out?"

The priest blushed and said, "I can't lie to you, either, Rabbi—I have indeed."

"It sure is better than pork, ain't it?" said the rabbi.

—Connie
Tennessee

Dirty Dave walked into the local watering hole, all starry-eyed, and plopped down beside Gypsy Joe. "Tell me, Gyp," he said dreamily, "have ya ever met the kind of woman who only comes along once in a lifetime?"

"Sure," replied Gypsy Joe. "Plenty of times."

—El Vee
Kingsland, Calif.

What do Jap bikes and the summer Olympics have in common?

The same life span.
—Fast Eddie
Stripe City



"Until death do you part, or until your Hog breaks down, or until you find a foxier mama."



"I think Hammer's about to learn a new word . . . 'transsexual.'"

Kimbo was a real sports fanatic who pored over the sports pages every morning, subscribed to every sports magazine, and spent the better part of each day switching channels from one game to another.

One night, as he was lying next to his ol' lady in bed, watching a baseball game, she abruptly got up, walked across the room, and unplugged the TV set.

"Hey!" Kimbo shouted. "Whatdafuck do ya think yer doin'?"

"Listen," said his ol' lady, "I'm sick and tired of sports. You haven't touched me in months—I want you to get your mind on sex for a change."

"All right, honey," sighed Kimbo, giving in. "How often do ya think Orel Hershisser gets laid?"

—Dave Chance
Crescent City, Calif.

How can a chick tell when her ol' man is losing interest? When his favorite position is "next door."

—The Midget
Stayin' Strong

"Mommy, where did I come from?" asked little Suzy.

"Why, dear, you came in a bucket," her mom replied.

So Suzy wandered out into the garage and asked her dad, "Daddy, Mom said that I came from a bucket—is that true?"

He considered the question a minute, then grumbled, "Yeah, kid, I guess that's about the size of it."

—Virge
Dixieland

What's the opposite of bigamy?
Monotony.

—Risky
Countin'

During the Stone Age, one dinosaur asked his running partner, "Hey, bro, how you makin' it with yer new squeeze these days?"

"Shit, wouldn't ya know?" replied the other. "Just when I thought I was gonna score, she started her century."

—Greyslayer
USA



"Okay, which one of you assholes left the fucking door open?"



"If you don't mind, Mrs. Crawbottom, I'd rather have the 50 cents for cutting your grass."

What's the best part of a blowjob?

The five minutes of silence.

—Slim

Mound, Minn.

When the wealthy 83-year-old scooter tramp proposed to the beautiful but very young hardbelly, she was more than a little hesitant.

"I'll give you everything you could ever want," promised the graybeard biker. "I'll buy you a new Harley Sportster, provide you with a fat bank account, and treat you like a queen. It'll be great, believe me."

Still unsure, the fox asked, "But what about sex?"

"Infrequently," said the old bro.

The chick thought a moment, then asked, "Is that one word or two?"

—Earl the Pearl

Tallahassee, Fla.

Definition of love: the myth that one pussy is different than any other pussy.

—Wagonmaster

Trailhead

Cisco was packing a fine new hardbelly on a run through the mountains. The ride went up some pretty hairy canyon roads, twisting and turning, with no room for error. The sweet thing was growing increasingly nervous as Cisco kept picking up speed, and she asked nervously, "Do you ever lose anybody up here?"

Cisco hollered over his shoulder, "Naw, I usually find 'em on the way back down."

—Erik Hansen

Yuma, Ariz.

What's a surefire indication that yer ol' man is incredibly well-hung?

He works part-time as a speed bump.

—Droop's

Southside

What did the chick say to the centipede crawlin' across her snatch?

"No, no, a thousand times no."

—Norm

Vacaville, Calif.



"Very impressive, but there isn't any demand for someone who can belch in four octaves."

Why do chicks go to nude beaches?

To snatch a few rays.

—Woodrow

Midway, Texas

Ziggy reeled outta bed late one morning and stumbled into the kitchen with a terrific hangover. He had just poured himself a cup of java when he turned to see his ol' lady glarin' at him. Takin' a sip, he muttered, "Whatdafuck's the matter with you? I was quiet when I came in last night, wasn't I?"

"True," said Ziggy's ol' lady, "but the four guys who carried you in weren't."

—Lucky

Crossbar Inn

Being married is a lot like going to a 7-Eleven store: not a helluva lot of variety, but come 3 a.m., it's always there.

—Herm Albright

Indy

Why should ya treat yer ol' lady like a dog?

So she'll wag her tail instead of her tongue.

—Bosco

Down South



"Hurry . . . my ol' lady's still in there!"

Remember, bros: yer only as old as the woman ya feel.

—T.J.

Fullerton, Calif.

Why do male bodybuilders shave their legs? So they won't be mistaken for lesbians.

—Millstone

Not Flying

How are a bungee jump and a date with a hooker alike?

They're both a quick ride for \$50, and if the rubber breaks, yer dead.

—Lucifer

Everywhere, USA

Exactly how bad is the California economy?

So bad that over in Russia, Boris Yeltsin has been telling Pete Wilson jokes.

—Jeremy Gore

Gatesville, Texas

To a biker, what does PMS stand for?

"Packin' My Saddlebags."

—Sneaky Pete

Walker, Minn.



"Fetch, boy! Get paper! Fetch! Stupid fuckin' dog!"

LATE BREAKING NEWS

FIGHTIN' SAM FINDS A WAY!



Sam McCloud was chosen by *Easyriders* to head up the legal end of the F.I.G.H.T. program (Freedom From Inept Government Helmet Tactics). Sam is a highly respected Minneapolis-based attorney with a reputation for taking on and winning the "tough ones." He is also a Harley rider of many years and a champion for the freedom of choice.

We met with Sam in April of '92 and turned over to him a two-foot-high stack of research compiled by *Easyriders'* corporate attorneys in preparation for a federal court challenge on helmet laws. Since then, Sam has been "burnin' the midnight oil" to come up with the best approach to the lawsuit. Just as we were going to press with this issue, Sam called with the good news that he believes he has found an effective way to go forward. I asked him to fax a letter condensing his findings in layman terms so we could get the word out in a form a non-lawyer type could understand.

Sam was quick to point out that if we cannot develop strong evidence that helmets have "dangerous side effects" such as loss of hearing and vision, added fatigue and inattention due to the weight of the helmet, etc., this

approach wouldn't work. Well, all of us who ride know that these "dangerous side effects" do exist, but that's not good enough in a court of law — we need to prove it! How do we do that? By hiring experts who are not on the payroll of the anti-freedom helmet mongers, experts who will sort through the flawed data compiled in favor of mandatory helmet use and refute it. By hiring testing laboratories to prove that there are dangerous side effects to wearing a bowling ball on your head! By citing examples of accidents or injuries caused by helmet use!

Read Sam's letter on the next pages and then if you want your freedom to choose to wear a helmet retained or restored, pitch in! We need valid examples of when helmets were responsible for a dangerous side effect, accident, or injury. Use the form on page 28. Could you use a new T-shirt? A patch to cover the hole in your jeans? Or a sticker to cover that rust spot on your bumper? Sure you could! Buy an *Easyriders* Freedom F.I.G.H.T. kit and all the proceeds will go toward hiring the data experts, testing labs, and legal costs to fight the federal helmet law. Do it now before it's too late . . .

—J.T.



Samuel A. McCloud

ATTORNEY AT LAW

SUITE 1000

5101 HIGHWAY 55

MINNEAPOLIS, MINNESOTA 55422

October 7, 1992

Mr. Joe Teresi
Paisano Publications
28210 Dorothy Drive
Agoura, California 91301

Re: Federal Helmet Law

Dear Joe:

As you know, my staff and I have been researching the Helmet Law situation. The bad news is (I'll get to the good news later) that every challenge to mandatory helmet laws on almost every conceivable basis has been rejected by both the State and Federal courts with the notable exception of Illinois. The Illinois Supreme Court ruled that mandatory helmet laws violated the Illinois State Constitution. Short of an amendment to the Illinois State Constitution or a different interpretation by the Illinois Supreme Court, the citizens of Illinois will have the freedom of choice we all desire.

For the rest of us, the battle continues. Should we give up? No way. Freedom never comes without losses and freedom can never be achieved if we give up.

In order for us to prevail we must establish that our right to choose whether or not we wear helmets is a "fundamental right" recognized by the Constitution. Federal courts are going to be reluctant to so find. However if helmets are, in fact, not safe in that they have "side effects" that increase the likelihood of certain types of accidents or injuries, we may be able to convince the court that freedom of choice in the context of helmet laws is a "fundamental right."

Now for some good news. There is a body of case law that says that a person has a constitutional-ly protected interest in making his own decision whether to accept or reject the administration of potentially dangerous drugs. In other words, since drugs have potentially dangerous "side effects" a person has a "fundamental right" to decide whether or not the potential benefits outweigh the potential dangers of the drug. Many courts have dealt with the right to refuse unwanted medical treatment and those courts have recognized the person's interest in making decisions about his own body. This comes from the doctrine of "informed consent" which deals with a person's right to reject treatment, and even cure, if it entails, what for him, are intolerable consequences or risks how-ever warped or perverted his sense of values may be in the eyes of the medical profession, or even the community, so long as he doesn't fall into the category of being incompetent. Courts have gone

→

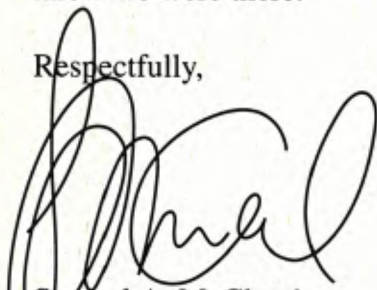
so far as to say that individual freedom in this context is guaranteed only when people are given the right to make choices which others might regard as foolish.

What this all means is that, yes, we do have a chance to maintain a viable lawsuit and, yes, we do have a chance to win. Our task is to develop evidence that helmets are, in fact, potentially dangerous and, because of that potential, forcing a person to wear a helmet violates the Constitution.

As we all know, the federal helmet law is an attempt to circumvent the political process in those states that have refused to enact helmet laws. Some more good news. There may be a hidden benefit in that passage of the federal helmet law has given us a new reason to renew our efforts to find a constitutional basis for rejecting mandatory helmet laws. If we are successful, not only will the States that presently have no helmet law be prevented from enacting one, all the states that currently have adult helmet laws would be unable to enforce them.

Keep the faith. My father always told me, "I don't care whether you win or lose, just make sure the other bastard knew you were there." The only thing I can guarantee is that the other bastard will know we were there.

Respectfully,



Samuel A. McCloud
Attorney at Law

QUESTIONNAIRE

Have you had a close call, an accident, or an injury because you were wearing a helmet? Tell us about it.

Name _____ Day phone (____) _____

Address _____ Night Phone (____) _____

City _____ State _____ Zip _____

Brief story: _____

(use separate sheet of paper if you wish)

Mail to: **Easyriders - F.I.G.H.T. - Box 3000 - Agoura Hills, CA 91376-3000**

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HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Sonny Copeland

Summerfield, North Carolina

Sonny is sort of a local legend in his neck of the woods. For a mechanic, his "bedside" manner is very surprising, much more like that of a doctor than a grease-covered wrench. Sonny has helped educate scores of new motorcyclists on riding skills and the care and feeding of their Harleys. A graduate of the AMI, Sonny took all the power

courses available at the school.

Before he opened his own shop last year, Custom Cycles and Machining, he had worked as chief wrench at two different Harley dealerships. Sonny has also racked up some good experience as the former director of the local H.O.G. Chapter.

—from Bill Ellis

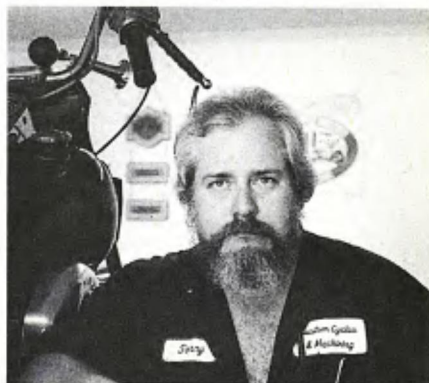


Photo: Bill Ellis

Pedone & Partners

New York, New York

The American Motorcyclist Association (AMA) Board of Trustees picked the advertising firm of Pedone & Partners as the recipient of its Hazel Kolb Brighter Image Award for contributing a positive image of motorcycling to the general public.

"Say what?" you ask. It's like this: The AMA established its Brighter Image Award in honor of former Association

leader, Hazel Kolb, whose personal efforts to represent positive aspects of motorcycling resulted in tons of articles and interviews on the subject (previous recipients of this award include the late Malcolm Forbes and Jay Leno). In other words: It was a buncha yuppies who done good. And that's something worth mentioning.

—Red Baron



Photo: Paul Collura/afci

Shack O' Shame

The Economy Everywhere, USA

At no time of the year are hard times felt harder than during the holidays, especially when young children are involved. When the word came from Baltimore, Maryland, that this year's Operation Santa Claus, an annual toy run involving some 80,000 bikers last year, had to be cancelled due to lack of funds, mouths dropped and eyebrows were raised around the country.

Robert Ritter, who founded the toy run 11 years ago, said that when the Operation Santa Claus committee found out that it would be charged by the city for police overtime and other services it had received for free in the past, the decision was made to cancel. The run cost the committee \$96,000 last year, without any fees being levied by the city.

The reason for the sudden charging of those fees, according to Baltimore mayor, Kurt L. Schmoke, is not that the city was inhospitable or against bikers, but rather that it was poor. "We love the festivals," he said.

Operation Santa Claus is not the only organization affected by the country's economic slump. "Everyone's being charged," said Ritter, "the [March of Dimes] Walkathon, the Fells Point Festival, nobody's exempt."

And that's a true shame. Let's hope that in view of the recent elections a turning point has been reached and merrier Christmases lie ahead.

Wishing you as merry a Christmas as can be hoped for,

—Red Baron



Santa sits this one out.

Photo: Mad Max

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WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in December, January, and February.

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 91376-3000.**

Alabama

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

Arkansas

7TH ANNUAL BIKE SHOW & SWAP MEET—February 21 in the Hall of Industry at the State Fairgrounds in Little Rock. For more info call: (501) 942-7553.

California

THE GRAND OL' MOTORCYCLE SHOW & SWAP MEET—December 18 at the L.A. County Fairgrounds in Pomona. Show hours: 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 many new and used parts. For more info call: (818) 361-0205.

Florida

EASYRIDERS DAYTONA POKER RUN—December 13 at the *Easyriders* Store, 605 Main Street in Daytona. Sign-up is 10 a.m. - 12:30 p.m. For more info call: (904) 238-1645.

3RD ANNUAL BIRTHDAY BASH—February 6 at the White Tiger Emporium in Hudson. Tattoos, beer, food, bike show, games, tattoo contest, and more. For more info call: (813) 857-0200.

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

SWAP MEET & BIKE SHOW—December 13 at Henderson's Auction Bldg., Roosevelt Hwy. on the southwest side of Atlanta. Sponsored by Walton Cycle Club & Georgia Motorcyclist Political Action Committee. For more info call: (404) 267-9928 or (404) 267-3804.

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.

7TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 24 at the Belle-Clair County Fairgrounds in Belleville. For more info call: (319) 462-6011.

Iowa

13TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 17 at the Downtown River Center in Davenport. For more info call: (319) 462-6011.

Louisiana

MARDI GRAS SWAP '93—February 19-21 at the Sheraton Inn Airport on Veterans Memorial Blvd. Food, beer, and much more. For more info call: (504) 467-3111 (Security code #1244).

New Jersey

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

New York

4TH ANNUAL TOY RUN—December 13 at the Canarsie Pier in Brooklyn. Check-in: 11:30 a.m.-12:15 p.m. Bring toy or give donation. Party to follow at the Wrong Number. Sponsored by Brooklyn Harley Owners Group. All proceeds to benefit the children of the Catholic Charities of New York. For more info call: (718) 238-7004.

3RD ANNUAL AM-JAM—January 23 at the New Scotland Ave. Armory in Albany. Custom bike show, trophies, swap meet, beer, food, bands, and more. Admission: \$6. Free admission with bike entry. Call: (518) 346-0521.

Ohio

5TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 17 at the Toledo Sports Arena in downtown Toledo. For more info call: (319) 462-6011.

Oregon

3RD ANNUAL TOY RUN—December 6 in Cottage Grove. Sponsored by Cottage Grove Jaycees/Dryriders MC. For more info call: (503) 942-0368.

Pennsylvania

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

Texas

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

2ND ANNUAL HARLEY-DAVIDSON EXPO SHOW & SWAP MEET—February 7 at Waco Texas Convention Center in Waco. Hour: 10 a.m. - 5 p.m. For more info call: (214) 216-5520.

Washington

TOY RUN—December 19. Sponsored by the Skagit Valley Chapter of 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.

11TH ANNUAL MILWAUKEE MOTORCYCLE PARTS EXTRAVAGANZA & BIKE SHOW—January 31 at the Mecca Convention Center in Milwaukee. For more info call: (319) 462-6011.

MOTORCYCLE SWAP MEET—February 14 at the Downtown Civic Center in Eau Claire. Beer and food available on premises. Vendor and bike spaces available. For more info call: (715) 834-8389.



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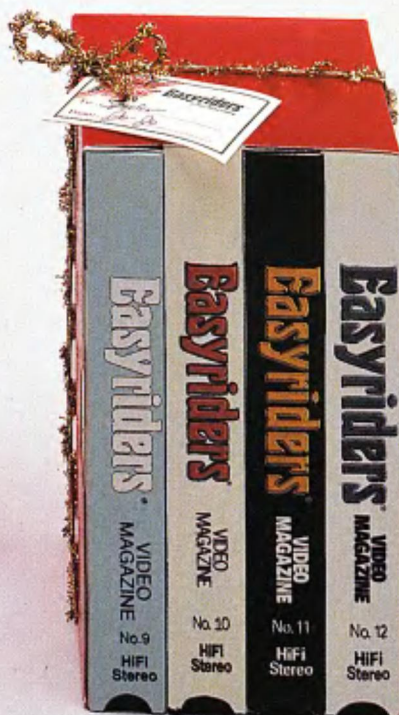
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ROUTE 66

Gettin' Your Kicks—In 1952

Editor's Note: Among the contents of the bulging bags of fiction, fuzzy photos, tech tips, irate letters, and lawsuit threats that arrive at the office in each day's mail, we often get first-person accounts of cross-country bike trips. Most of it is pretty dull stuff, but once in a while there's a diamond in the dung.

Such a gem is the following account written by Chuck McWethy of a memorable trip he took in 1952, riding an Indian Scout along much of that classic American highway—Route 66.

In order to preserve the article's flavor, Chuck's account is presented the way we received it in the mail, warts and all. The writing's a tad rough—but appropriately so, like the rowdy eccentrics who escaped the drab burghs of the Bible Belt and fled west in search of... everything.

Because the close of 1992 marks the end of a special year in U.S. history—the 66th anniversary of Route 66—this piece holds even more sentimental value. Enjoy.

Every so often we read a romantic story about old Route 66 and how most of it is now gone. This set me to remembering the time I rode a 1949, 500cc, V-twin Indian Scout, from Orion, Illinois, to Santa Ana, California—2,027 miles of pain and suffering.

Indians were made by Royal Enfield in England after the American-made Indian went under. The thought of making this ride came to me back in 1951 while I was serving my time in the USAF in Alaska. The first thing I did when I got back to Orion in 1952 was to go to the Tri-Cities (Moline, Rock Island, and Davenport) to find a mount to make this trip. I was 23 at the time and had owned many motorcycles, mostly Harleys, so I was looking for something different.

I went to the cities to try some bikes that I thought might make the trip. Almost all that I looked at were either too expensive or pretty much junk. Finally I got to Smith's Indian Sales and Service in Rock Island, where I found the Scout. I took it for a ride and bought

it for \$495 as soon as I got back.

The eastern end of 66 was about 100 miles east of Orion, so I would be that much short of riding the entire length of the road. I had to travel as light as possible because, at that time, I weighed about 200 pounds, and I had to have at least some of my military clothing when I got to my next base, Hamilton Field, about 35 miles north of San Francisco. All I had were saddlebags on the bike, a duffle bag, a B4 bag, and me, behind a windshield. You could hardly see that poor little bike. For those of you who don't know what a B4 bag is, it is like two large canvas suitcases sewn together at the top under the carrying handle. They were so heavy you usually didn't carry it, you just sort of dragged it.

I thought I was about ready to do it, so I put on a pair of fatigue pants, a black (silk type) shirt with a large collar (which almost beat me to death on the first day out), an army type field jacket, and a pair of brogans (heavy army shoes). For my head, I had an old WW I pilot's leather helmet and a pair of goggles.

Okay, it's 8 a.m. and I'm all set, so away I go toward Springfield, Missouri. I made Springfield all right that first day, but the pain, ooohhh, the pain. My hands were so swelled up you couldn't see the knuckle bones at all. The vibration coming through those very solidly mounted handlebars was fierce. I stopped at an auto parts store outside



I rode a 1949, 500cc Indian Scout from Orion, Illinois, to Santa Ana, California—2,027 miles ...

Springfield and the counterman helped me engineer a pair of rubber mounts from automotive shock absorbers. He also helped me install them, because by this time I could hardly close my hands. That sure softened up the mounting, all right. I now had about 5 inches of up and down movement in the bars. After a few minutes, I was able to find the controls without even looking down, and the best part was, the vibration was completely gone. I thanked the man and went and got some dinner and a room at a motel. I soaked my hands for →

quite a while in cold water to get the swelling down and then hit the sack.

End of day one, 386 miles. The next day I was so sore I could hardly walk or even look at the hard seat. Anyhow, day two started with breakfast before hitting the trail toward Tulsa, Oklahoma. That ride wasn't too bad until the first stoplight in Tulsa, where all the rivets holding the sprocket to the rear wheel sheared off. I guess I pushed the bike about a half-mile before I came to a Harley shop. I asked the man if he could fix the Indian and he said, "Sure, but it's lunchtime now," and invited me along. As we were walking to the restaurant, he asked me if I was in the service. When I told him I was he insisted on buying my lunch. After we ate he fixed my bike and I was back on the road again to Clinton, Oklahoma, where I spent the night.

End of day two, 374 miles. Day three and I'm on the bike early, heading toward Amarillo, Texas (180 miles down the trail), for breakfast. It was cold and windy and generally a crummy morning. I guess that should have given me a clue as to what kind of day I was in for, but what did I know? Shortly after entering the Texas panhandle, I came to a sign which read: "Road Construction. Use Detour." They must have known I was coming, because they really had the road torn up and the detour was 38 miles of washboard ditch. I tried all different speeds with total concentration. Fifty to 55 mph seemed to work.

When I got to the detour's end and back on the pavement, I realized my legs were wet and hot, so I stopped and got off the bike to have a look and give it a rest. I was soaked with hydraulic fork fluid from the knees down. I guess the fork seals just couldn't take the pounding. I stopped in the next town and put some 10-weight motor oil in the forks and forced the whole problem out of my mind. While I was eating breakfast in Amarillo, a state highway patrolman came in and sat down beside me and asked me what I thought of Texas. Now, I know I shouldn't have, but after that detour, I gave him my opinion. I don't think he liked it because he got up and moved to another stool.

Later that day and many miles down the road, I heard this high-pitched whistling that sounded like a low-flying jet off in the distance. I scanned the sky looking for it, but I couldn't see it anywhere. All at once, there, sitting alongside me at 70 mph, was an HRD Vincent with a man and his wife on it. We chatted for a short while and I learned that they had left New York City about the same time I'd left Orion, meaning they'd

ridden almost 1,000 miles farther than I did in two and half days. There was no way my Indian and I could have done that. Anyhow, they said they had to be in L.A. the next day, so we wished each other good luck and they just went out of sight. I went on to Edgewood, New Mexico, where I spent the third night with another 406 miles behind me.

Day four, the Indian was purring along nicely, so I went into Albuquerque for breakfast. After breakfast and a few miles on down the trail, a strong, hot, north wind hit me. Pretty soon the sand started blowing and drifting across the road.

I wound up riding all the way to Kingman, Arizona, where I turned the bike and my frozen body into the first motel I saw and fell over

The visibility went down to almost zero. I had to lean the bike at a pretty steep angle into a wind that lasted all day, more or less. It was miserable out there, but I was on a schedule and had to travel about 400 miles a day, so I kept going. Just before dark, I had to stop and lower the windshield because it was so sand-blasted I couldn't see through it at all. I looked at the bike and it was a real mess. The tires were almost bald on the windward side and most of the paint was stripped off. When the sun set, it really got cold (below freezing) and I didn't have clothes to handle that type of weather. But I had to keep going till I could find a place to get warm.

I wound up riding all the way to Kingman, Arizona, where I turned the bike and my frozen body into the first motel I saw and fell over. The manager saw me and came out and helped me get inside by the heater. Then he went out and set the bike rightside up. When he came back in, he stood there staring at me for some time. Finally, he said, "What the hell happened to you?" I had no idea what he was talking about until he brought me a mirror. The skin on my face was coming off in strips, leaving blood red blotches where the skin was off. After I thawed out a bit, the manager helped me to my room and locked my bike up in a storage room for the night. Another nice guy. I wonder if a person would find these kind of people on a crosscountry ride today?

End of day four, 494 more miles. Day five. I considered just staying in bed and

maybe dying, but I had a long way to go and things to do, so I thanked the man for all his help and courtesy and went to breakfast. While eating, I started thinking about the rest of the trip. After Santa Ana, I still had to get up the coast to my base, an additional 485 miles.

I got 5 miles down the road when the face pain got to me and forced me to stop. After considering the problem for a few minutes, I removed my jacket, shirt, and T-shirt. I cut two holes in the T-shirt for my eyes, just below the neck hole, and put it back on. Then I put the ragged old helmet and goggles over the shirt.

Then I put my shirt and jacket back on and tied a knot in the shirttail as close to my head as I could. I just let the rest of it flap in the wind and headed out again. I sure got a lot of funny looks from people the rest of that day.

Now I can't remember exactly where this high mountain was, but it turned out to be the next major problem. I think it was near Kingman, Arizona. Anyhow, as I mentioned before, the little Indian was grossly overloaded, so I had to run it with a wide-open throttle all the way up the mountain (and it was a long way up). When I crested the hill and started down the other side, I shut the throttle off. To my surprise, the engine wouldn't slow down. By the time I got everything grabbed, twisted, and the key turned off, the brakes were about done for. Brakes back then weren't what they are today.

As soon as I got the bike off the road, I got out my tools and took the carburetor off and apart. Now, having ridden Harleys mostly, I knew nothing about English carbs. But everything looked all right to me, so I put it back on and kicked the bike over. It still idled at about a million rpms, so I just shut off the fuel and started coasting down the mountain, alternating between brakes and compression to slow down. When I got to the bottom of the hill, I turned the fuel on and started the bike. It ran just great. I guess it didn't like the lack of oxygen at those high altitudes, I don't know. The rest of the day went better, so I let that little devil run. I ran 70, 80, and even 90 on the downhill sections of

the road. I roared through Barstow and San Bernardino, California, and Santa Ana.

End of day five and 367 more miles. After resting for two days at my grandmother's place, I headed north up Hwy. 101 toward San Francisco and my new base. I was in for another rude awakening. For those of you who have never been near the Pacific Ocean, let me tell you, it gets cold, foggy, and damp at night. But I had to be at Hamilton Field AFB by noon the next day or face being AWOL. I didn't think I needed that, so onward I went, freezing again. I rode all the way to Salinas that night, where I turned into the first motel I saw and rented a room sight unseen. Big mistake. But I was so cold and beat I really didn't care. I flopped down on the bed in that roach and mouse infested place with all my clothes on and passed out. I was awakened about 6:30 the next morning by all the commotion those critters were making, arguing over who was going to kill me. That got me up and out.

I loaded all the stuff back on the bike, kicked it over, and almost got a hernia right there. The bike had no compression. Zero, zilch, nothing. I looked down at the engine. I thought someone had swiped my spark plugs, but they were still there. So, time to push again.

I pushed the bike only about a quarter-mile when I came to a British bike shop. I had to wait about an hour for the shop to open. When the guy showed up, I told him my problem. He kicked the engine over a couple of times and told me it needed a valve job and \$137 should handle it. That was over a month's pay, and besides, I didn't have it, so I told him I'd have to think about it.

Shortly after, another man walked up and asked me what the problem was. I said it was okay last night when I parked it at the motel but had no compression this morning. He told me to push it a few blocks down the street to the Harley shop and he would meet me there. Once there he asked me a few more questions and said he could fix it for \$10. He loosened up the valves—super loose—started the engine, and told me to go to the edge of town and run it wide open in third gear until I crossed the river bridge. Then ride back to the shop normally. (I thought I had been riding normally). Anyhow, after he reset the valves, the bike ran perfectly. When I asked him why, he said the bike had brass valve seats and if you gave the valves a chance, they would beat in a new seat. What can I say? It worked. So onto San Francisco and Hamilton Field. Another 485 miles and the end of my adventures along Route 66.

—Chuck McWethy

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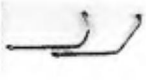
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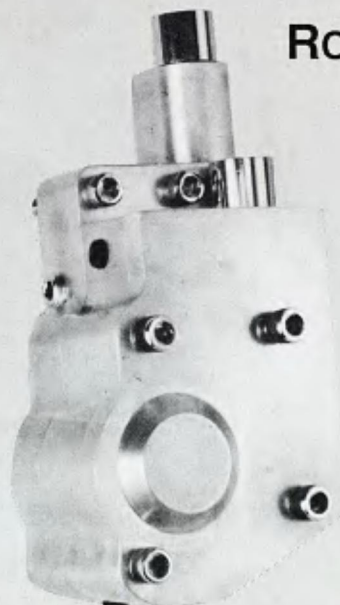
			
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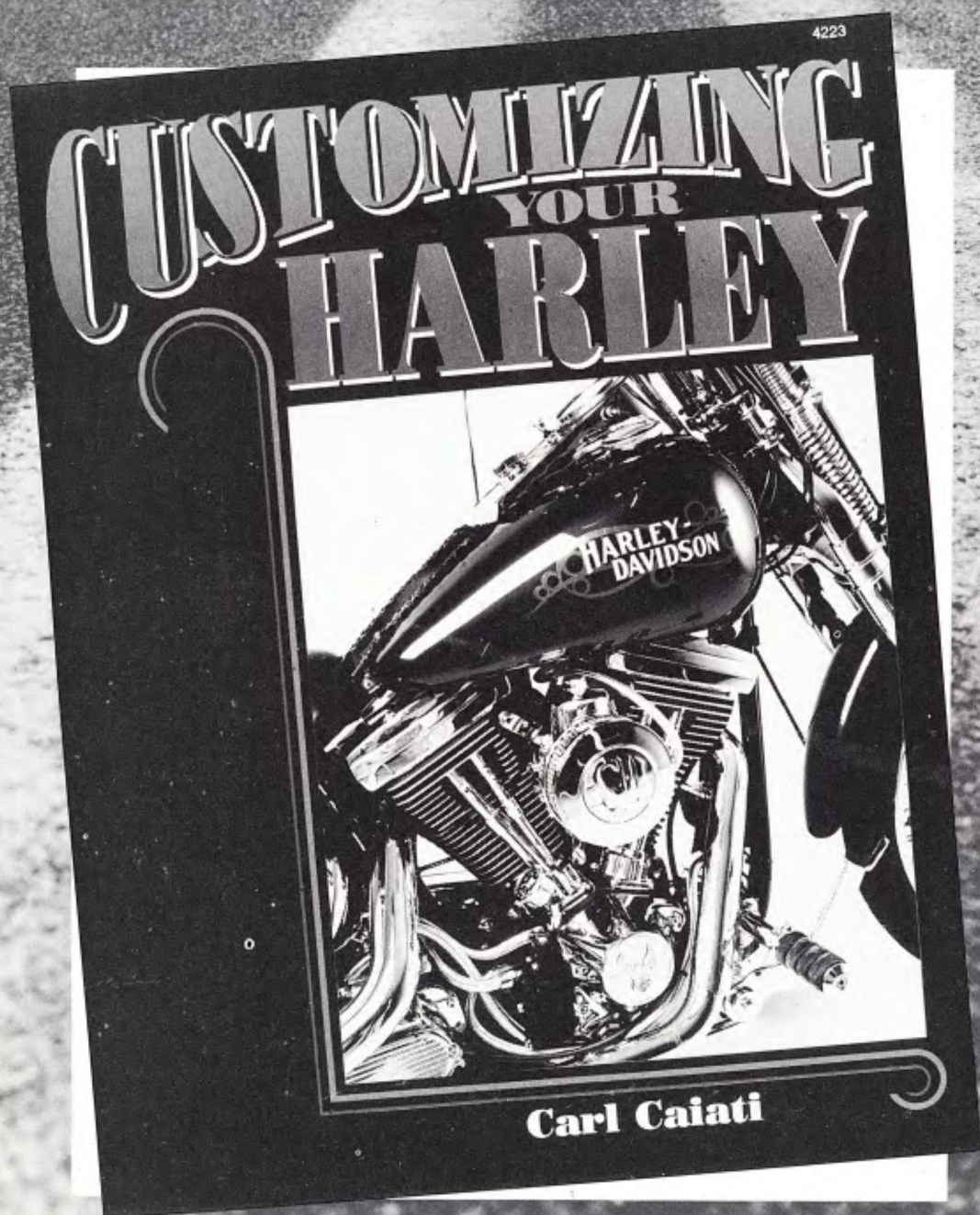
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ROLLING THUNDER V

*Brothers
Remembered*





ROLLING THUNDER



It's a memorial ride for the 58,183 people whose names are inscribed on The Wall

It began in 1987—not as a protest but as a living memorial “for all the brothers who did not make it, and for ones who are still there.” That is what Rolling Thunder or The Run to The Wall, which has taken place in Washington, D.C., each memorial day since 1987, is all about. It’s also about the POW/MIAs from WW I (3,350), WW II (78,777), Korea (8,177), and the Gulf War (21).

It is a memorial ride for the 58,183 people whose names are inscribed on The Wall.

The 40,000-plus bikers who joined this run came from New York, California, Florida, Minnesota, and all states in between. They participated to remind the rest of the nation that there are still 2,266 Americans unaccounted for in Vietnam.

The bikes lined up on Sunday morning in the Pentagon’s huge parking area. From 9 a.m. till 11:30 a.m., the Harleys came thundering in—antiques, full dressers, Sportsters, and a stream of creative customs. Couples sat belly to back or rode “his” and “hers” FLHs. Families brought children in sidecars.

At exactly noon the ground shook as the roar of 40,000 bikes filled the air. Led by the Maryland State Police and D.C. Sheriffs (also on Harleys), the riders saddled up and made their way over the Memorial Bridge and through Washington, D.C. The Harleyscade roared by the Capital, then rolled down Pennsylvania Avenue past the White House—where no one →







With tears in their eyes, brothers and sisters fell to their knees as they spotted familiar names

waved except the people in front of the iron fence—and then went on to the Vietnam Memorial to park their machines.

As the first wave of bikers marched down the walkway to The Wall, its aura reached out. With tears in their eyes, brothers and sisters fell to their knees as they spotted familiar names on The Wall. But it was more than just a name—it was a human being, an American, a friend.

"You know what a hero is?" asked one Marine. "It's 5 feet, 6 inches of blood-soaked skin and shattered bones. It's 135 pounds of flesh torn open from hot lead and part of a guy's gut hanging out from a hole from an AK-47. That's what a fuckin' hero is. Cracky, you sonuvabitch, I miss you." His words voiced the sentiment of the thousands who had gathered.

This year marked the 10th anniversary of The Wall. Some three million people pay their respects there annually, making it the most visited memorial in America. The Smithsonian has even opened a special wing to display some of the thousands of mementos left by relatives, friends, and war buddies.

The memorial is always accessible, 24 hours a day, 365 days a year. The names on The Wall are America: Johnson, Singer, Spitzfaden, Musto, Cohen, Lewis, Slattery, Wysocki, Sullivan, Martinez, Big O, Artie, Blackie, Cajun, Tonto, Alley Oop, Snoopy ...

—Jay Hirsch



PUBLIC BURDEN ATTACK

Don't Blame 2.2 Percent

From helmet laws to catastrophic health insurance, and from Congress to city councils, anti-motorcycle legislation comes in many forms and from many directions. But is all this attention really necessary? Are motorcyclists really dying in epidemic proportions, and are they draining the coffers of local, state, and federal governments?

Anyone who straddles a two-wheeler faces the risks of motorcycling, but according to the latest figures from the National Safety Council (NSC) in its publication, *Accident Facts—1991 Edition*, these perceived dangers may be ill-founded. In 1990, motorcycles represented 2.2 percent of the overall U.S. vehicle population, yet were involved in only .9 percent of all traffic accidents—a significantly low rate of involvement.

Furthermore, only 2.53 percent of all registered motorcycles were reportedly involved in accidents in 1990, and only 3.06 percent of those resulted in fatalities.

At a total of 2,900 for 1990, motorcyclist fatalities comprised 6 percent of the total vehicular fatalities, and ranked well behind passenger cars (25,700), trucks and buses (8,200), and even pedestrians (7,400).

Remember when people used to say that you shouldn't be afraid to fly in an airplane because you were more likely to die in an automobile accident than in a plane crash? Applying this logic, more people should be ditching their cages in favor of the relative safety of a motorcycle. Your chances of

having an accident in an automobile are 110 times more than on a motorcycle—and you are 10 times more likely to die of a head injury in an automobile.

Better trade in those boats, too, because nearly twice as many people drowned last year as died in motorcycle crashes. And forget about walking, because well over two times as many pedestrians were killed in traffic accidents as motorcyclists.

Besides, if you're on your feet, you are also more than four times as likely to trip and die in a fall.

Combining the already low number of fatalities (which is at its lowest point in 20 years) with the fact that motorcycling's safety record is improving faster than any other vehicle group, it is ironic that motorcyclists are being singled out as a legislative priority. Why are motorcycles being targeted when they are

the smallest group of traffic users, have the lowest rate of accident involvement, are in the lowest category for fatalities, and have the most improved safety record of all vehicles?

Why not write to your local, state, and federal lawmakers and ask them why?

—Bill Bish, National Director,
Bikers Against Manslaughter

Total U.S. Fatalities:2,167,999
Motorcycle Fatalities:2,900

Leading Causes Of Death in The United States

(Source: NSC *Accident Facts, 1991*)

Heart Disease	765,156
Cancer	485,048
Stroke	150,517
Accidents	97,100
Motor vehicle:	46,300
Passenger cars:	25,700
Trucks:	8,200
Pedestrians:	7,400
Motorcycles:	2,900
Bicyclists:	1,000
Buses/taxis/tractors:	130
Other:	970
Falls	12,096
Poison	5,353
Drowning	4,966
Fires/burns	4,965
Surgical complications	2,858
Other	20,562
Chronic obstructive pulmonary disease	82,853
Pneumonia	77,662
Diabetes Mellitus	40,368
Suicide	30,407
Chronic liver disease, cirrhosis	26,409
Homicide	22,032
AIDS	16,602

WHY TARGET MOTORCYCLES?

Motorcycles Represent Just 2% Of Total U.S. Vehicles

Total Vehicle Population.....	194.5 Million
Passenger Cars 75%	144.9 Million
Trucks and Buses 23%	44.5 Million
Motorcycles 2%.....	4.3 Million

Motorcycles Represent Only 1% Of Total Vehicle Accidents

Total Accident Involvement	19.8 Million
Passengers Car 72%	14.3 Million
Trucks and Buses 22%	4.4 Million
Motorcycles .9%	180 Thousand

Motorcycles Account For Under 6% Of Total Vehicle Fatalities

Total Vehicular Fatalities	46,300
Passenger Cars 56%	25,700
Trucks and Buses 18%	8,200
Pedestrians 16%	7,400
Motorcycles 6%	2,900
Other 4.5%	2,100

Motorcycles Account For 0.1% Of Total Annual Fatalities In The U.S.

Total U.S. Fatalities	2,167,999
Heart Disease 35%.....	765,156
Cancer 22.3%	485,048
Stroke 6.9%	150,517
Motor Vehicle 2%.....	43,400
Motorcycles 0.1%	2,900

- Automobile drivers are at fault in over 2/3 of all motorcycle vs. car accidents.
- 92% of the motorcyclists involved in accidents had no formal training, and 45.5% had no motorcycle license.
- Motorcycle accidents represent only 1/10 of 1% of total U.S. health care costs.

Motorcyclists have been a political target for such discriminatory legislation as mandatory helmet laws, catastrophic health insurance and an assortment of other "safety" measures. Is the special attention aimed at motorcycles justified in view of the fact that motorcyclists represent only 2% of total vehicular traffic, less than 1% of total vehicles involved in accidents and just .01% of annual U.S. health care costs? Despite their relatively small numbers, an estimated 8% of America's 4.5 million registered motorcycle owners have joined forces in politically active organizations to protect their right to ride. These organizations advocate motorcycle awareness campaigns and rider training courses, both of which are proven to reduce accidents and resulting injuries and fatalities, as reasonable alternatives to legislation that unnecessarily targets motorcycles.

Source: NSC Accident Facts, 1991
Compiled by: Bikers Against Manslaughter



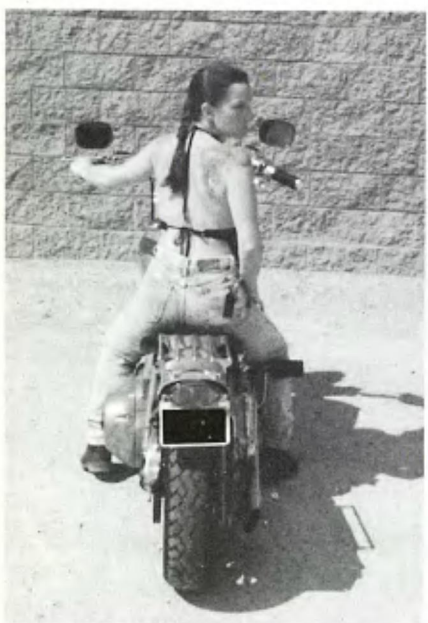
F O X Y RIDERS



Photos: Pat Randle

BEVERLY BENNETT, ST. PETERSBURG, FLORIDA

1979 Sportster: Keihin carb, California turnout pipes, chromed cases and primary cover, metallic blue paint job by Crazy Horse.



Danna Jo Rexroad

DANNA JO REXROAD, TUCSON, ARIZONA

Originally a '76 Super Glide. Everything but engine and tranny changed. '52 rigid wishbone frame, 3.5-gallon fatbobs, horseshoe oil tank, chrome toolbox, matching 16-inch H-D mags.





Photos: Jeremy Eldridge

JOYE COMPTON, INDIANAPOLIS, INDIANA

1956 K-model: Linkert carb, Sportster gas tank, horseshoe oil tank, chromed forks, 12-volt electrics, Corvette Red paint. Rebuilt by Bret VanAlst. Thanks to Lee Orr.



Photos: Pat Randle

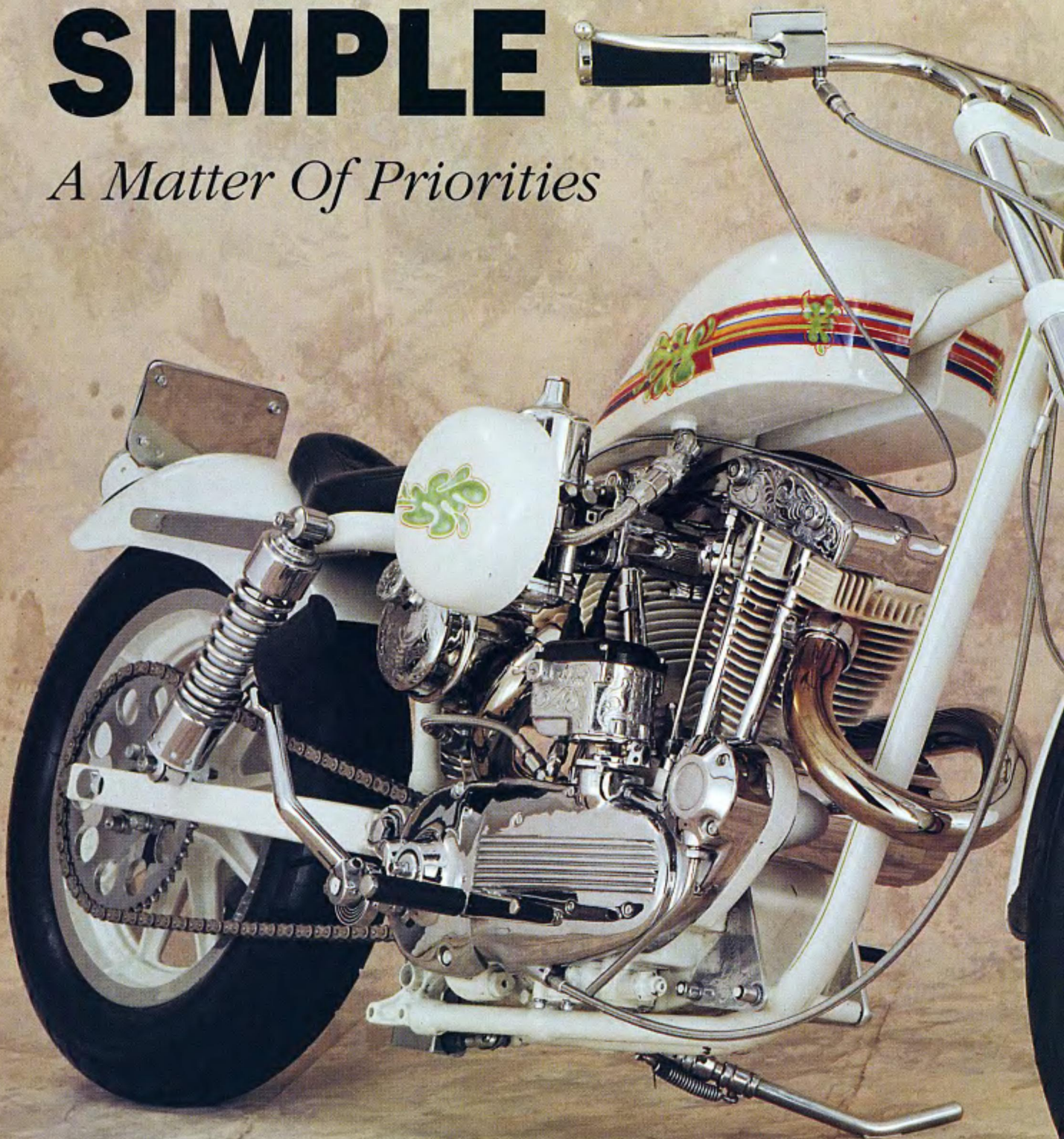
LIZ CORRIGAN, HOUSTON, TEXAS

1989 Sportster: Buckhorn handlebars, H-D windshield, crashbar, turnout pipes. Thanks to Spankie, Fireman Rich, and Fat Rat.



CLEAN AND SIMPLE

A Matter Of Priorities





By the time you read this, Alan Barthelette will be out of his cast. It was just a broken bone in his foot, anyway. Happened when he ran out of runway on his 96-inch drag bike and couldn't shut her down in time.

Matter of fact, he convinced the doc to cut his cast off early so he wouldn't miss the next month's race. It's called "priorities"—putting what's most important first. It's why Alan gave up his boat at the Cape and his camper at the campsite.

But not his motorcycles.

Alan owns his own New England trucking company and has worked pretty hard for the good things in life. "But I just didn't have enough



time for them all," he says. "I had a choice, and you see what I kept."

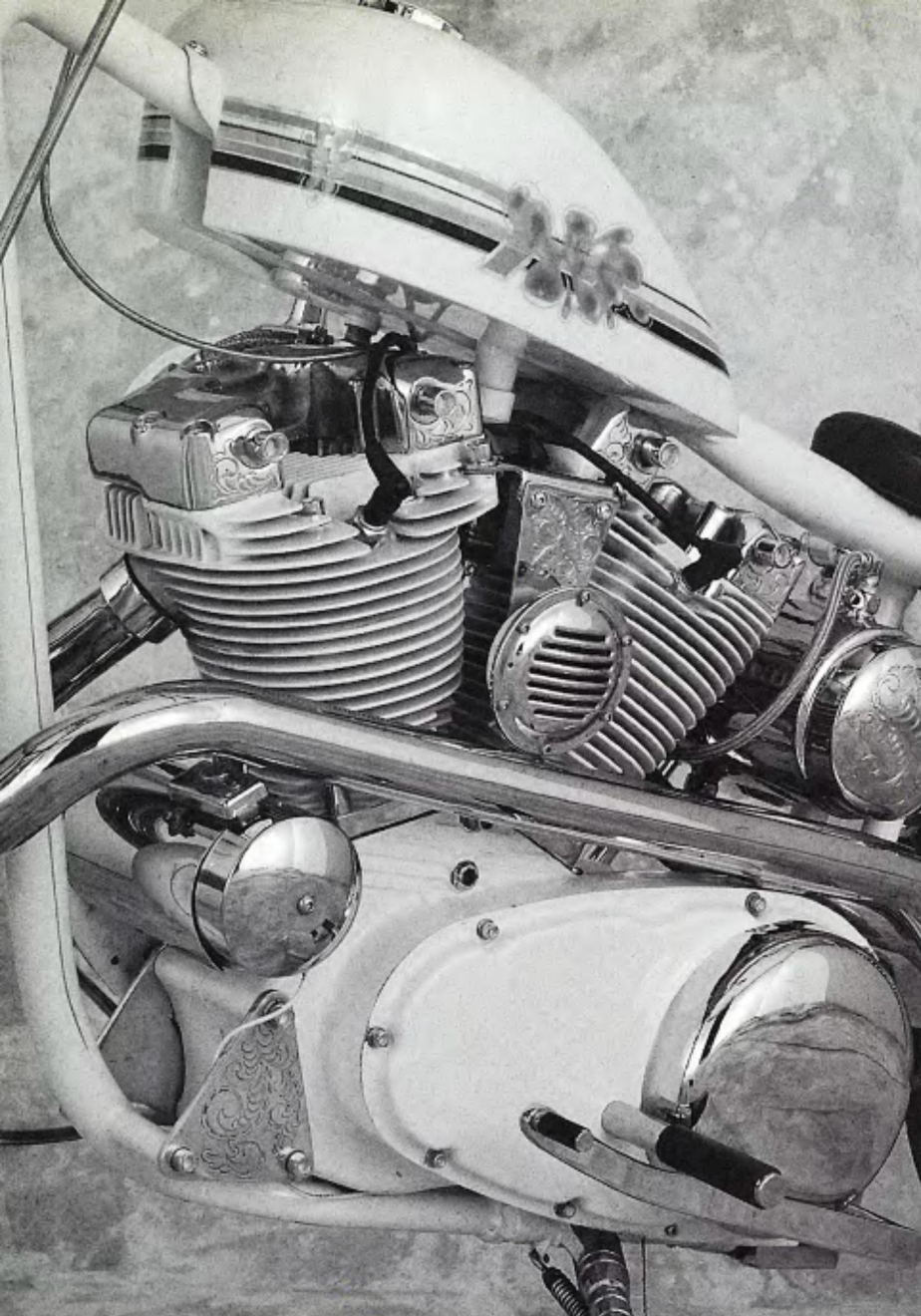
He's talking about that show-stop-pin' Sporty pictured here.

"I like the old Sportsters," Alan says. "For one thing, they're less expensive to work on than big bike motors." He's also partial to the way they handle and perform.

"It just seems to me that the older bikes are a little more basic and simple," he says. "All you need is a half-inch, a nine-sixteenth, and an adjustable wrench, and you can just about rebuild one wherever you are."

He calls it a riding man's bike—something you don't need a computer to tune up. It's a bike the average guy can put a couple tools to the →





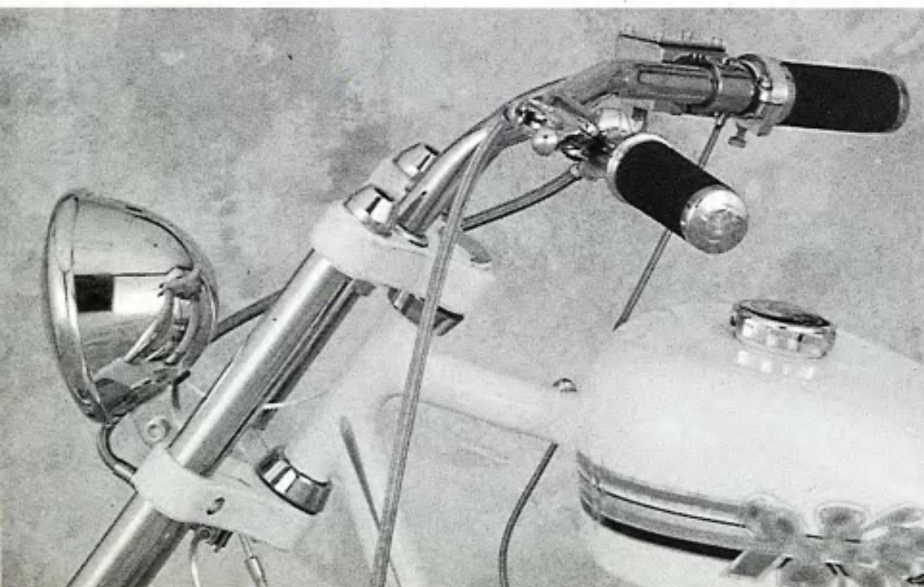
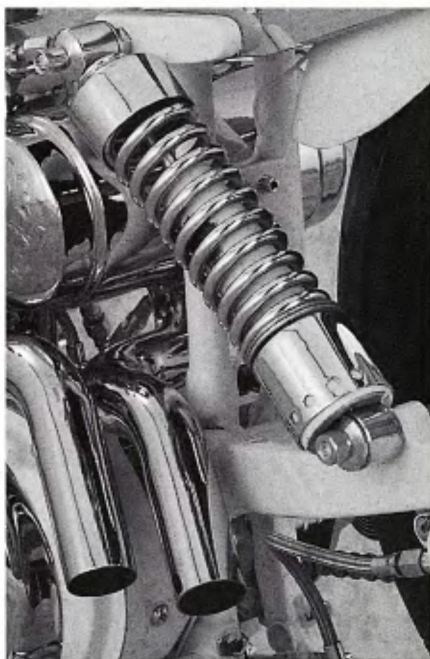
night before and do all he has to do to ride the next day.

What inspired Alan to put this particular putt together was a trip to Daytona. He went to all the shows and decided he wanted a show bike of his own. So he sat down with Stanley Stawiarz of Sundance Creations, and they discussed priorities.

"We wanted everything as invisible as possible," he says. The plan was to keep it neat and functional.

Stanley engineered the look and made parts. Alan assembled the bike on nights and weekends.

"Almost everything on this motorcycle was either altered or made from scratch," he says.

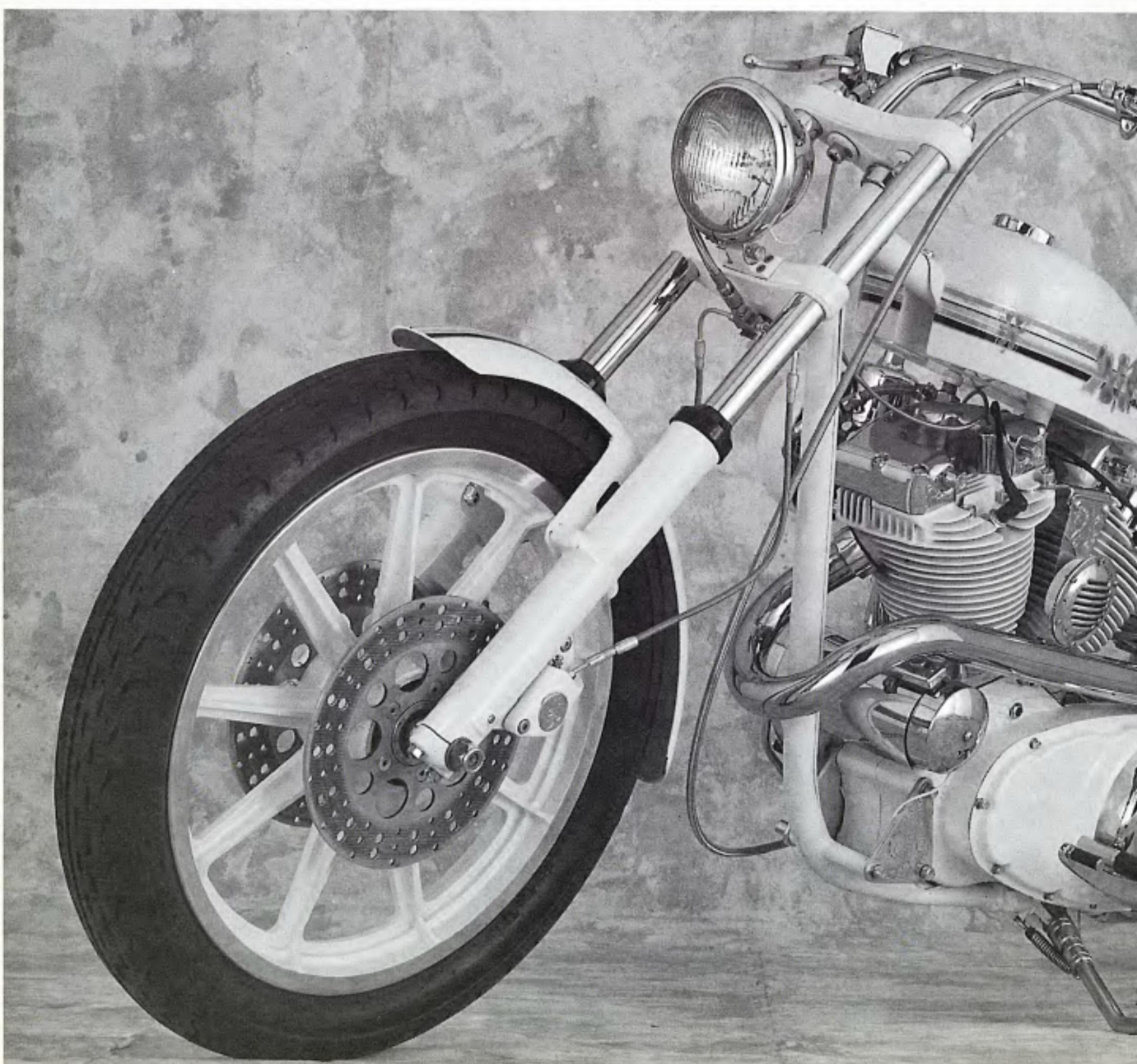
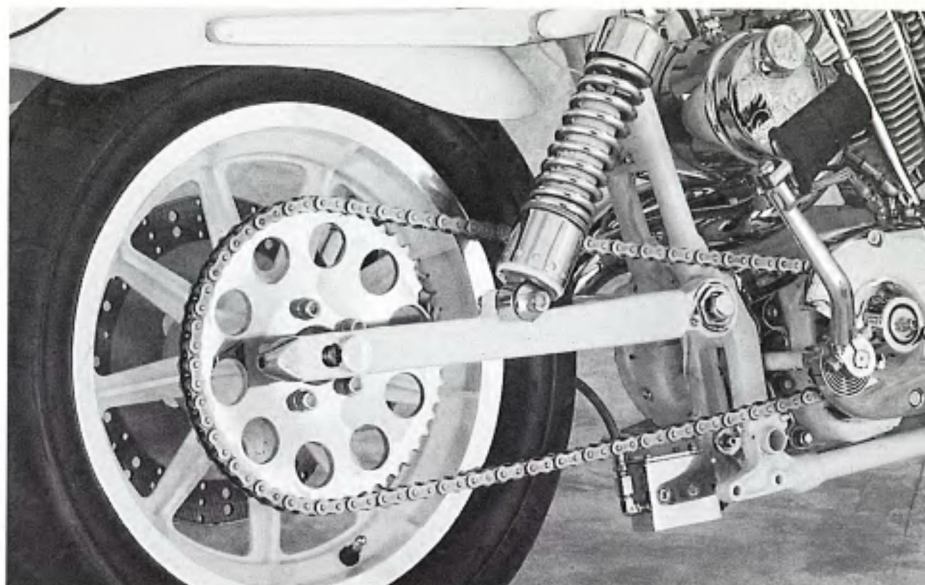


What he did want was a clean look, a design that wasn't cluttered, something without a lot of wires, for instance (which explains the magneto). There are only three wires on the bike: one for the headlight, one for the taillight, and one coming off the generator. The single-loop frame also contributes to the clean lines. "It's neater and less complicated," Alan says.

Then Stanley took an S&S air cleaner, cut the tear off, and molded it into the one-off pictured here.

"I asked John Hartnett to do something different with the graphics," Alan says. "I told him to use his judgment."

The resulting tank job turned out →



to be a fresh idea. Reactions were mixed, though. "Some people liked it and some didn't," he says.

You've probably noticed the pipes, too. "The reason I wanted the exhaust on the left was to improve the cornering," Alan says.

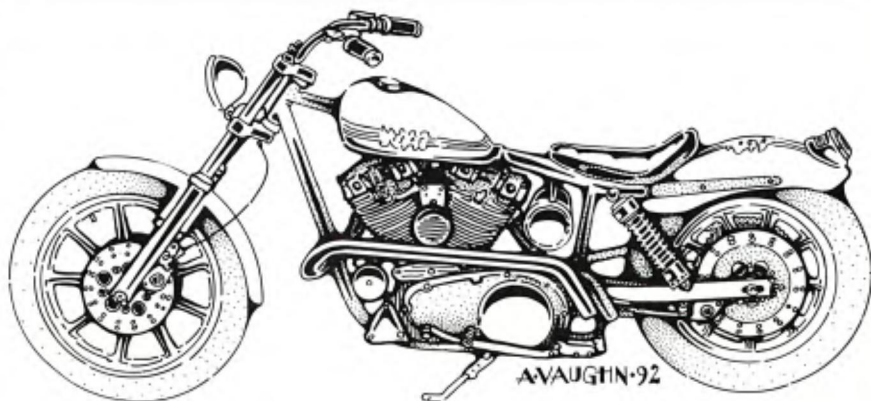
The pipes are hand-fabbed from between 20 and 30 individual pieces that were welded together, ground down, and chromed. And yes, it corners much better now.

See, this isn't a motorcycle built just for show. "I built this bike to ride," Alan says. That's the highest priority of all.

—Southern Connection



Owner(s): Alan Barthelette		City: Holyoke, Massachusetts	
General		Frame	
Fabrication by: Stanley Stawiarz		Year: 1970	
Year and make: 1969 H-D		Builder: Stan Stawiarz	
Model: Sportster		Type: Sportster	
Value: \$12,000		Rake: some	
Assembly by: owner		Stretch: 1-1/4 inches	
Time: six months		Other alterations: single loop, raised swingarm	
Chroming by: Polish Rite		Accessories	
Engine		Bars: hand fabbed	
Year: 1969		Risers: welded to bars	
Model: XLCH		Fender(s): modified H-D	
Rebuilder: Tek Cycle		Headlight: Bates	
Ignition: Morris Magnetos		Taillight: factory	
Displacement: 900cc		Speedo: none	
Lower end: stock		Front pegs: Sundance Creations	
Balancing: Lyn Skogg		Rear pegs: none	
Pistons: Axtell		Electrics: 12-volt	
Cases: factory		Gas tank: Al Waite	
Heads: stock		Oil tank: Moon and Dave Dubuc	
Cam: H-D		Oil system: stock	
Lifters: factory		Primary cover: Paughco	
Carb(s): SU		Seat: Danny Gray	
Air cleaner: handbuilt		Sissybar: none	
Pipes: custom crafted		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: H-D	
Year: 1969		Extension: none	
Shifting: 4-speed		Builder: Frank's	
Engine sprocket: 20-tooth		Special features: Ness trees	
Trans sprocket: 20-tooth		Wheel	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Stan		Hub: stock	Hub: stock
Painter: Stan		Rim width: 3-inch	Rim width: 3-1/2-inch
Color: white		Tire: Continental	Tire: Continental
Type: lacquer		Brake: H-D	Brake: H-D
Special paint: John Hartnett			
Other special modifications: painted primary cases, trees, and wheels. Engraved mag, oilbag, and rockers. Thanks to Stanley Stawiarz and Sundance Creations.			
Photos: Mike Lichter			



Parts Box

Tell 'em Snake sent ya!



Ah, Something Slinky

Now, this is more our style. Bikes are sexy, but women are the ultimate. This furr mitt is a real handy item. Slip it on to finish off a terrific massage. Don't get me started ... for the detailed sleaze write: PRO-MASSAGE, 214 Main St., Avon, NJ 07717. To charge it call (800) 677-4126.



Pan Evo

La Wayne, from XZOTIC Cycle Products, designed pans for Evolution heads. People went nuts over them in Sturgis. And Bandit is even thinking about a set for his new chop. They definitely make an Evo look nostalgic. I hope the screws don't strip out like they did on my pan. For the real jargon write Nick or LaWayne at XZOTIC Cycle Products, Box 532022, Grand Prairie, TX 75053, or call (214) 264-6986, FAX: (214) 264-5564.



\$500 Kicker Kit

Sure it's a lot of money to spend to kick over an electric-start Evo. But if you're stuck in the middle of the desert, it could be worth more. To order a big buck kicker write Billet Bilt, Box 83203, Phoenix, AZ 85071-3203, or call (602) 993-2094/(602) 869-0206.



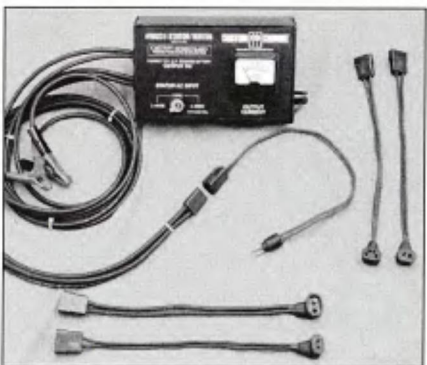
Dominator Wheels

They probably cost a fortune, but they're the nastiest wheels I've seen in a while. They're computer-designed and made from corrosion-resistant alloy, then CNC-machined and heat treated. You can get 'em clear-coated, or they'll make 'em any color you want. Helluva start for the next bike project. To get more info: Hypertek, Dept. ER, 1463 Acadia St., Simi Valley, CA 93063, (805) 583-2447.



Erl

Spectro Oils of America has introduced a new line of heavy-duty motorcycle lubricants. There are many claims that go along with new oil, but the bottom line essentials are whether it works, how easy it is to get (no one likes mixing brands), and how much it costs. We won't know how well it works for a while. Hopefully they're good at distribution and it doesn't cost an arm and a leg. For more information get an oil stained piece of paper and send it to Spectro Oils of America, Dept ER, Rt. 7, Box 208, Brookfield, CT 06804, or call (203) 775-1291 or (800) 243-8645.



Charging System Tester

Not so sexy, but a good shot for the garage. It's designed to test alternator systems, and will handle any starter plug system. So there it is in a knucklehead, I mean, nutshell. See your local Custom Chrome Dealer.

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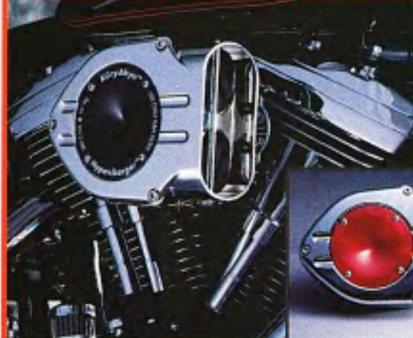
Small-Time Truing

Originally, I thought this item was great for a small, tool-related gift. Granted, it's convenient and easy to use, 'cause you don't have to take the wheel off the bike to true it. But how do you check how centered the wheel is? Something to think about. The answer is only a phone call away. Progressive Suspension: (619) 948-4012. Hey, and they're cheap.



FXR Dish

Whoever came up with this stash tray deserves a bonus. I've been trying to ride without major tool rolls for a while. I feel a helluva lot more secure if I can carry a screwdriver, a crescent wrench, a bungee cord, and a couple of tie-wraps. The tray is made of durable ABS plastic and fits under the seat of a 1982-or-later FXR. For the real skinny write to Mid-USA Cycle Parts, Inc., 4937 Fyler, St. Louis, MO 63139, or dial (800) 527-0501 or (314) 351-3733. ☺



Hypercharger™

Our #1 performance item at the '92 Sturgis Rally! This awesome, head-turning air cleaner looks red hot — and it works. Available in candy red, blue or black access doors and butterflies, and fits most carbs. 100% U.S. made. From \$169.95. Patent Pending

Boomerang™ Swing Arm Covers

In just minutes, these new bolt-on show-chromed covers will give any Softail model a real trick look. No tinny stick-ons, these are fully-sculptured die-cast covers. \$89.95 pair. Patent Pending



Chrome Hub Filler/ Speedo Drive Cover

Finish off that dog-ugly area on your Softail front wheel!

KüryAkyn's new turbo design hub cover and speedo drive cover makes the wheel come alive as the wheel turns. Installation's a snap on all 87-93 Softails. Hub fillers — \$42.95. Speedo covers — \$14.95.

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One look at KüryAkyn's exclusive show-chromed, space-age, die-cast coil cover — you've got to have it! Two distinctive versions: Deluxe has red, blue or smoke accents; Super Deluxe has red, blue or yellow lazer nodes that flash every time the plug fires. For 65-93 Big Twin and Softail models (with coil mounted behind rear cylinder). From \$49.95! Patent Pending



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RED RIDER



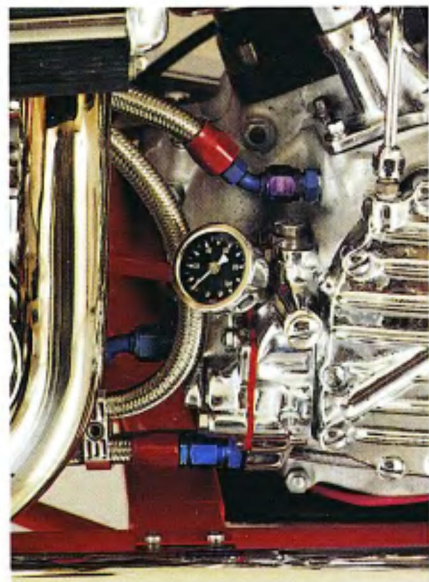
Eye-Stopping, Handmade Excellence





Back when watches had springs and winders, the fancy watchmakers used to show close-up pictures of their escapement mechanisms in their advertisements. A guy who admired machinery executed as an exquisite art form could spend a great deal of time drooling over those pictures, but what can he look at now, in an age of cheap, battery-powered digital watches?

Easy answer—he can look at pictures of custom motorcycles on these pages, and he will look a long time, indeed, before he sees any machinery to top this red rider. It has an original knucklehead engine (heavily modified), bored



and stroked to 88 inches, with the original gearbox. But just about everything else on it was hand-made by the owner, Gary Munoz, a machinist in Hayward, California.

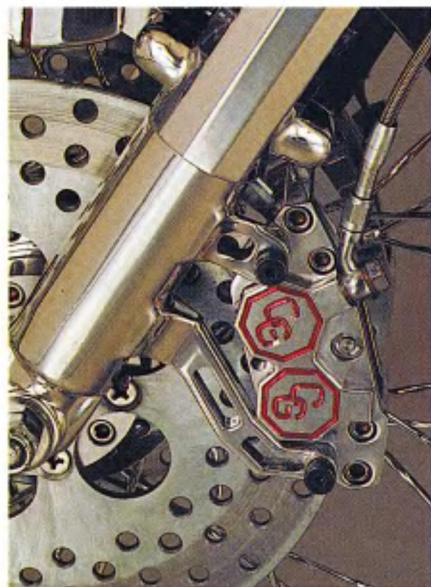
Gary owned several rides before this one and he tried to jazz them up with the usual run of aftermarket goodies—and got disgusted right away by pot metal pegs that broke off as soon as a boot landed on them, or lost their chrome in the first rainstorm. Like many machinists, Gary has a lathe and mill in his garage. So, he decided to make his own stuff and take the time to do it right. After he got through—well, if somebody else wanted the same right stuff, maybe he would make it for them, too.

Inspired by bros who respected →



his work, he incorporated as Chopper Guy's Biker Products, Inc. and began this glistening piece of blood red Harley. He set up a jig on a granite table and built the frame to .002-inch tolerance. Having got that finicky about it, he just kept on with one clever idea after another.

Check out the oil tank, for example. Doesn't it look like you could actually stick a finger in those painted holes? Surprise, bro—you can. Those holes go through and the air flow helps serve as a cooler. And the jugs: those powdercoated and polished fins are two-piece elements that bolt on. Gary says they handle the cooling just right. They also give the knucklehead



one helluva shot of class.

Gary's innovation and attention to detail goes on and on. He decided to supply those 88 inches with a 40 DCOE Weber, a carb known to starve out at high rpm. To keep it full, he installed a 3-1/2-pound Porsche fuel pump, then hid the installation under that finned billet element beneath the gas tank. Not bad, huh? Now see if you can find the master cylinder for the rear brake. While you're looking, you'll notice the seat doesn't have springs. That's because Gary built shock absorbers for it. No butt callouses with this knuckle.

Found that rear brake's master cylinder yet? It's hiding behind that vertical mounting plate. You can see the chrome loop of a tiny



dipstick sticking up about the middle. Speaking of brakes, Gary built those four-piston calipers, too, and set them up to float. The marks on the front disc show how well they bring 88 inches to a halt.

'Course, you can rave on about transparent primary covers and brake discs with accent stripes, but things don't stop there: A piece of work like this demands paint good enough for what it goes on. For that, Gary turned to the talents of Dean's Engineering, and that's who designed the scheme on the fenders and achieved that passionate, wet red.

Put this motorcycle in a show with a hundred others and it will



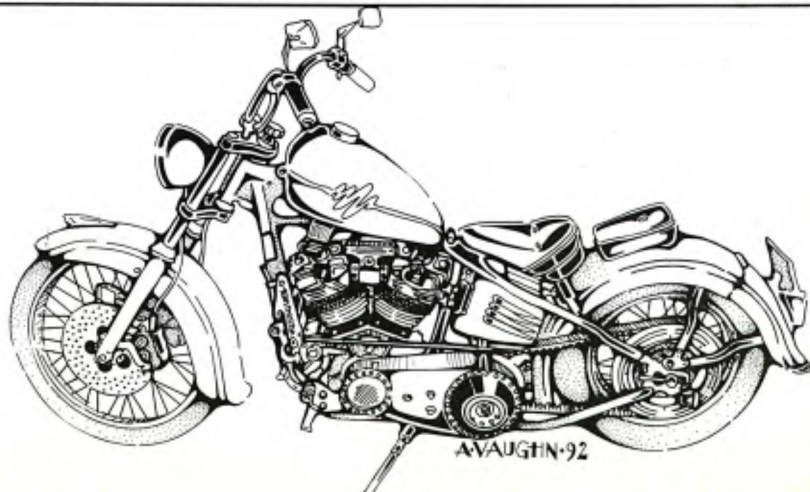
grab your attention like a red rooster crowing at dawn. Your eye will go to this one so fast you won't even see the others. That's exactly what happened at our Vallejo, California, Regional Bike Show, where it took first in its class.

That made Gary feel pretty good, and he got so encouraged that he's now got three frames a-building their way to completion. It keeps him busy, what with machining all those original parts with his own Chopper Guy's logo on them, but he says he'll take orders.

The sweet, little lass gracing the photos goes by the name of Seana. If she's any indication of the women to come in '93, we're in fine shape.

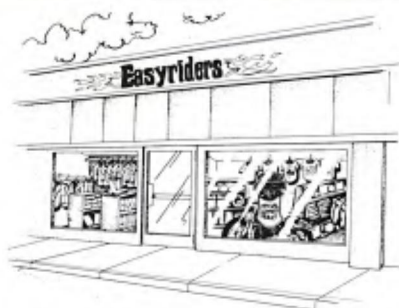
—Noose

Owner(s): Chopper Guy's Biker Products, Inc.		City: Hayward, California	
General		Frame	
Fabrication by: Chopper Guy's		Year: 1991	
Year and make: 1946 H-D		Builder: Chopper Guy's	
Model: knucklehead		Type: rigid	
Value: \$\$\$		Rake: 30 degrees	
Assembly by: Gary Munoz		Stretch: none	
Time: two years		Other alterations: none	
Chroming by: Industrial Plating		Accessories	
Engine		Bars: #1s	
Year: 1946		Risers: Chopper Guy's	
Model: knucklehead		Fender(s): H-D	
Rebuilder: J and T V-Twin		Headlight: 6-inch, Chopper Guy's mount	
Ignition: stock		Taillight: tombstone	
Displacement: 88 cubic inches		Speedo: mini	
Lower end: Truett and Osborne		Front pegs: Chopper Guy's	
Balancing: Truett and Osborne		Rear pegs: none (at the moment)	
Pistons: Arias		Electrics: 12-volt	
Cases: H-D		Gas tank: Chopper Guy's and H-D	
Heads: J and T V-Twin		Oil tank: Chopper Guy's, ventilated	
Cam: Sifton		Oil system: stock, Drag Specialties filter	
Lifters: solid		Primary cover: C.G.'s, laminated plexiglass	
Carb(s): Weber 40 DCOE		Seat: John Crup	
Air cleaner: Chopper Guy's		Sissybar: none	
Pipes: drag type		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Chopper Guy's slick shift		Type: wide glide	
Year: 1981		Extension: 2 inches over	
Shifting: foot		Builder: Chopper Guy's	
Engine sprocket: Chopper Guy's belt drive		Special features: custom machined	
Trans sprocket: H-D belt drive		Wheels	
Wheel sprocket: Super Max		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: none		Hub: spool	Hub: dual flange
Painter: Dean's Engineering		Rim width: 2.25-inch	Rim width: 4-inch
Color: red, black, and gray		Tire: Continental	Tire: Avon
Type: urethane		Brake: Chopper Guy's	Brake: Chopper Guy's
Special paint: pink pearl/red, blue pearl/black			
Other special modifications: machined triple clamps, lower legs, hydraulic junctions, grips, mirrors, pegs, and more.			
Photos: Raiko Hartman and Silvermoon			



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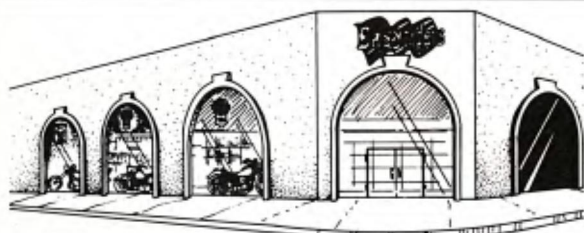
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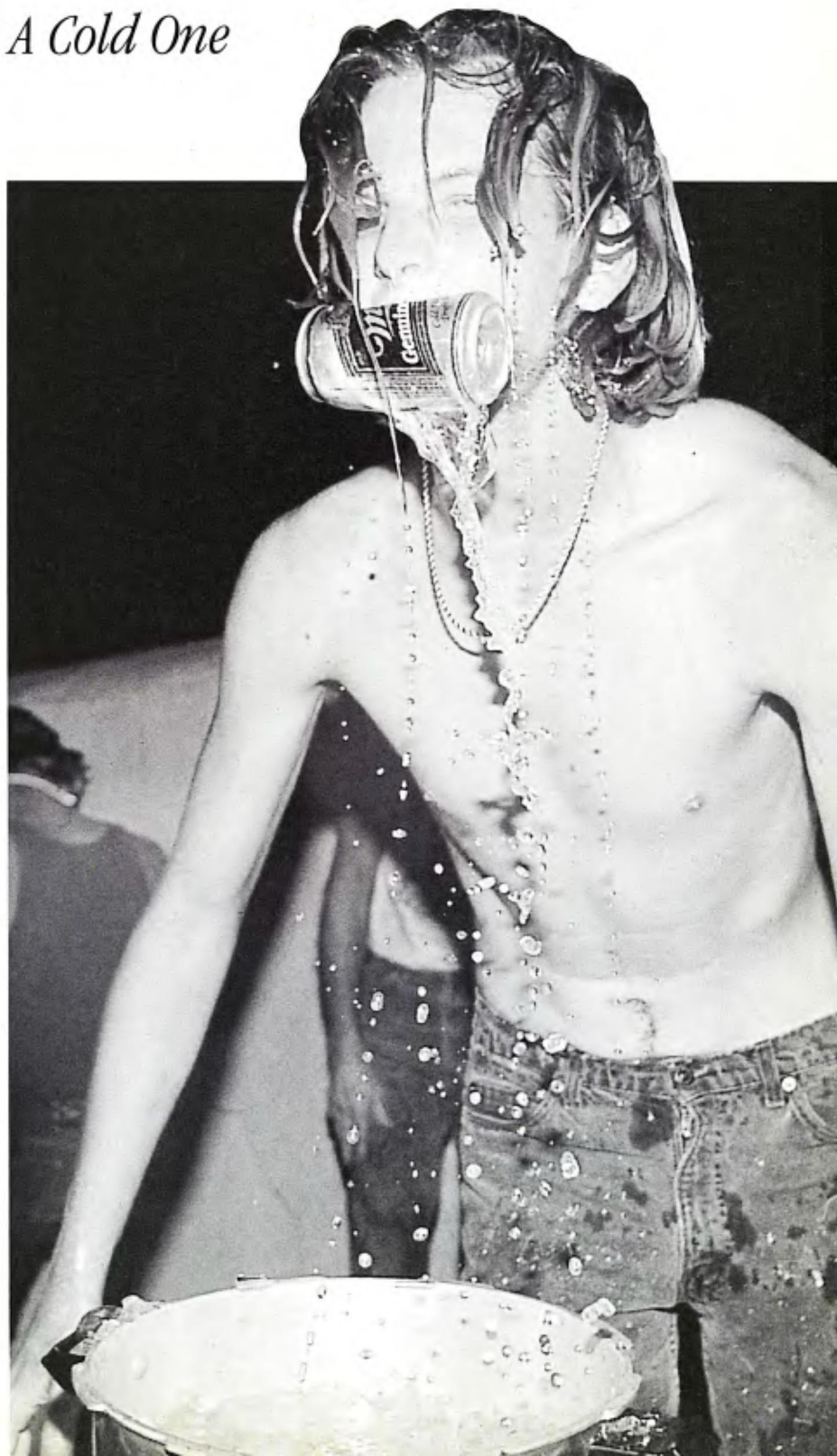
BOBBING FOR BEERS

Whatta Way To Grab A Cold One

It all started back in our nation's home of quality bikes and brew—Milwaukee, Wisconsin. A bunch a bros were shootin' the shit in a local watering hole when one of 'em got a gnarled hair up. The rugged sudser stuck both arms behind his back and buried his face in a bucket full of ice shavings and beer cans. After two full minutes of bein' submerged in ice water, the red-faced bro lifted his head up from the bucket with a can of suds between his teeth. After a truck-load of "Right on, bros" you could tell that everyone was flashing on the same thing: "If that sonuvabitch can do it, I sure as hell can." And they did—or at least they each took a few dozen dunks at it.

None of the bros intended to launch a nationwide craze when they buried their faces in that first bucket of water, beer, and ice. And it wasn't until they started getting serious about their beer bobbing—with official score charts and the whole works—that some of them thought about spreading the word. 'Course about this time Sturgis was just around the corner, and what better place to share their sport with the rest of bikerdom?

When the Wisconsin beer bobbers finally rolled into Sturgis, they were after one thing and one thing only—competition. Hellbent on testing their bobbing skills against some of the nation's most fearless and powerful jaws, they picked the Dungeon Bar as the ultimate no-holds-barred arena. Although they knew they'd be up against some





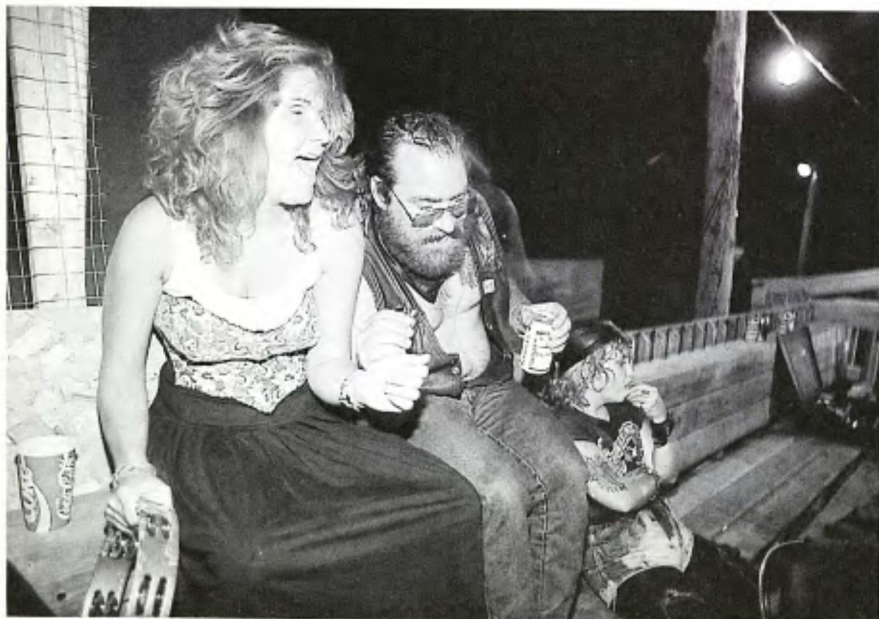
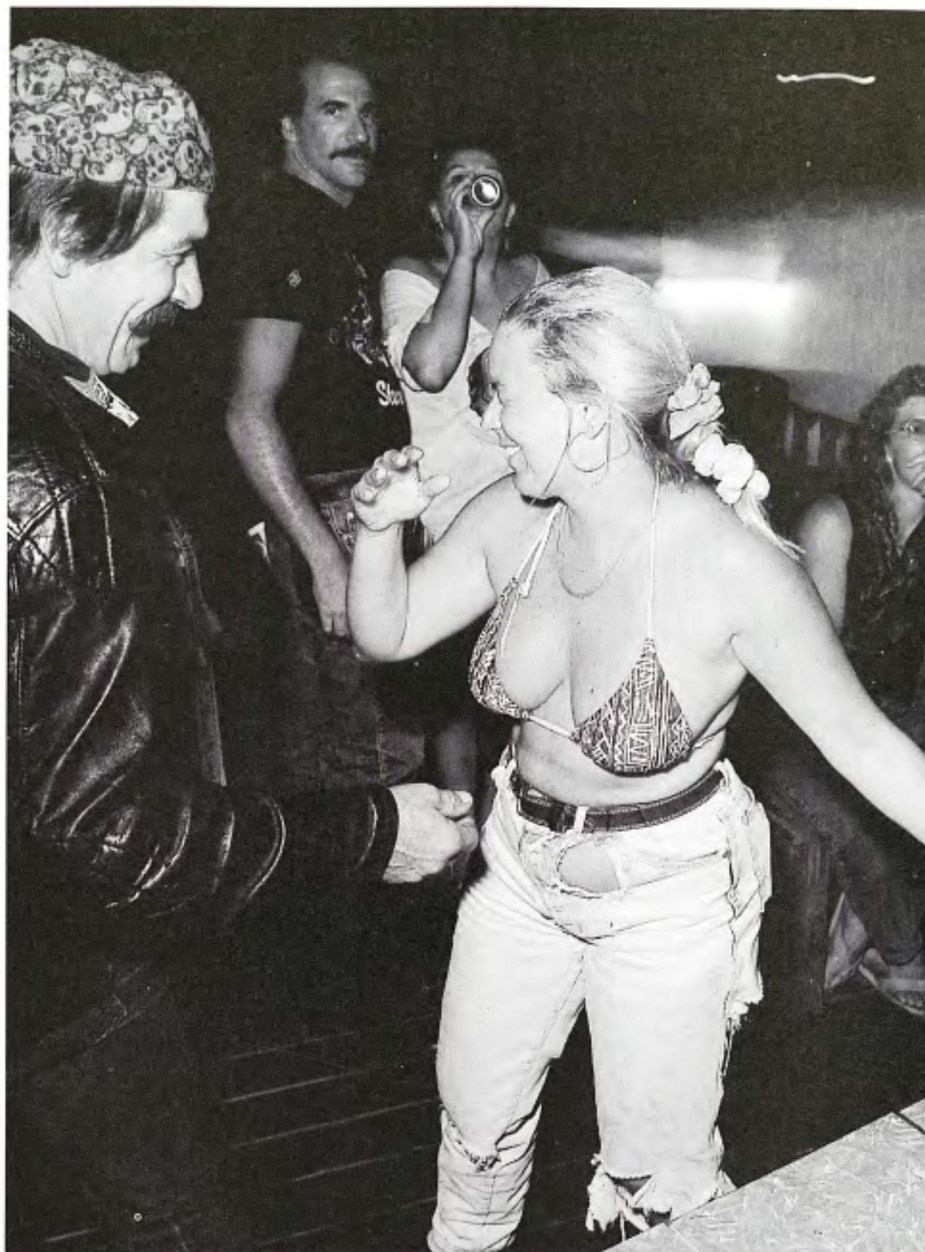
Photos: Michael Lichter

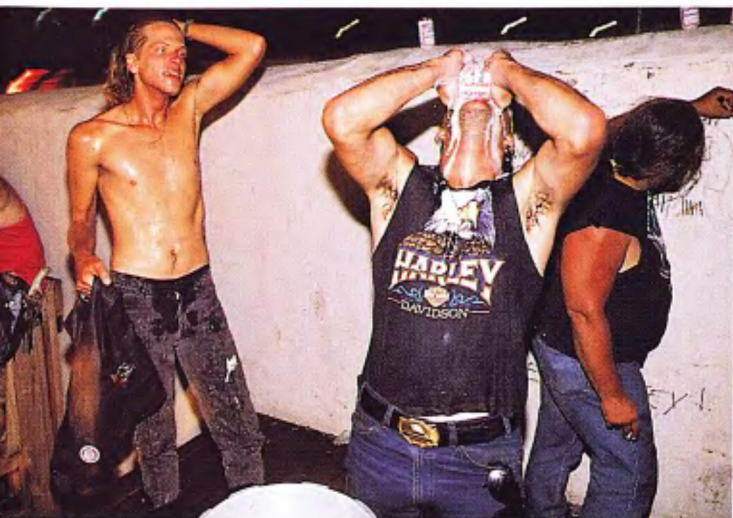
serious sets of teeth, the Wisconsin bros had experience on their side.

After passing the hat to stock the barrel of ice with beer, they hauled it up on to the upper deck where a rock band was kicking down sounds to the bros below. The band never noticed what was going on until the hootin' and hollerin' around the ice barrel got louder than the crowd of bros partying to their tunes. As the ice bucket crowd grew bigger and rowdier, it was only a matter of time before the band members forgot about their audience and joined in applauding the winning team of beer boppers, the bros from Wisconsin.

This may not turn out to be the next phone booth stuffin', goldfish eatin' craze, but, hey, the beer's cold.

—Clay Dog







IN THE WIND



Bruce Mounce, Denver, Colo.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and

Sandie, Baltimore, Md.



freedom of biking. (Oh, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full page, \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photographs returned. Send photos to: *In The Wind*, Box 3000, Agoura Hills, CA 91376-3000.

Gary DeCapua, Reno, Nev.





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Larry Lujan, Cheyenne, Wyo.





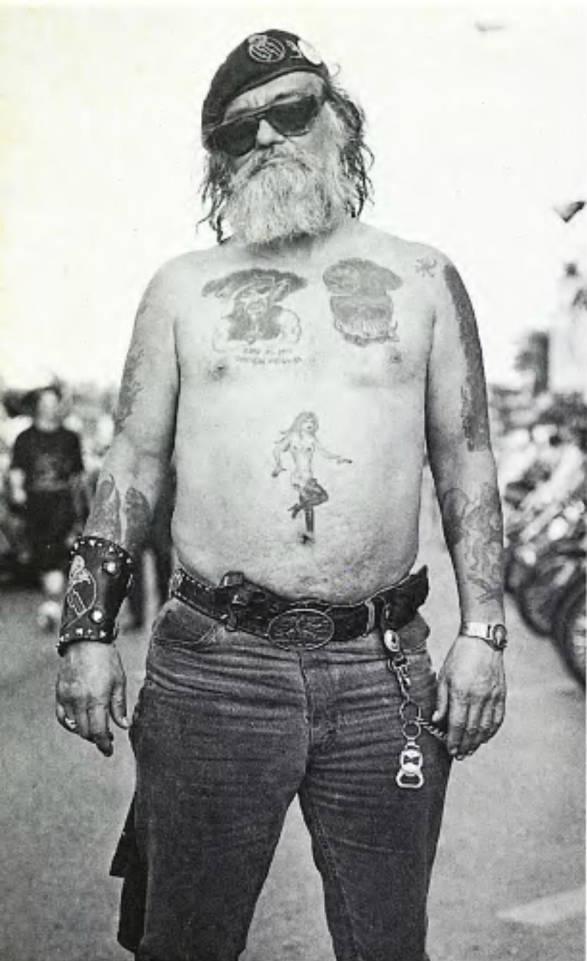
Mad Dog, Lost Again



Terry Bert, Frazier Park, Calif.

Wino Joe, USA





Craig Cameron Olsen, Sturgis, S.D.



Joe Spillman, Pocatello, Idaho

John Lewis, Flint, Mich.



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- 1- magnifying eye loop
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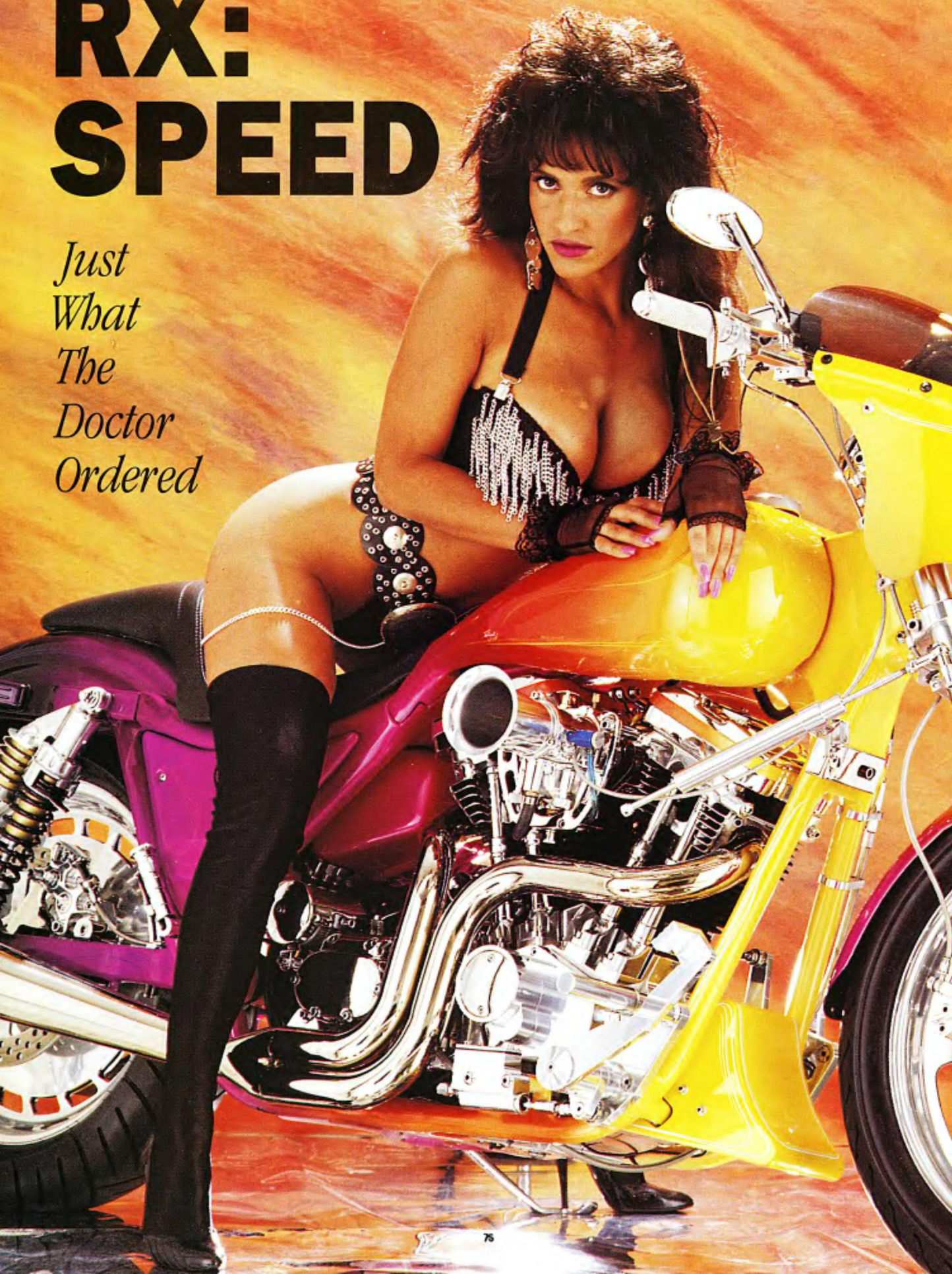
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Believe it or not, Marshall Davis, the owner of this futuristic-looking custom Harley screamer, is a doctor. You got it, he's a no-shit M.D., specializing in the treatment of cancer.

Now, spending day after day helping patients fight the Big C is bound to take a lot out of a guy. And the more Doc Davis thought about what he might do for temporary escape from the pressure cooker of a tough, demanding job, the

more he realized he was faced with a knotty problem. His dilemma was in finding the answer to an age-old question: Who guards the guards, who bounces the bouncer—or in his case, who doctors the doctor?

So Doc Davis grabbed his pad and began scribbling down his own prescription for relief. He wanted his stress-escape medicine to work faster than Alka-Seltzer and pack the punch of a fat spansule of Dexedrine. Davis figured that a

dosage in the neighborhood of 100 cubes would do the trick.

But speed alone wasn't enough—this medicine had to provide more than just raw power. I mean, a jelly jar of white lightning packs a helluva kick, but it's the crude way to go, lacking the class of puking up your guts on 20-year-old Scotch—but that's another story.

Anyway, the doc continued scribbling down the ingredients of his personal prescription: Ceriani



forks, road rocket front fairing and short handlebars, aerodynamic merging of frame and gas tank, two-into-one exhaust, plentiful (but tasteful) use of chrome, and a fluorescent paint job that would hit the eye like a fireball spewed from a roman candle.

Rereading the prescription he had written, Doc was satisfied. He had put together a formula for a unique, hybrid Harley, a lean and responsive roadscorcher with the

look of a cafe racer and the heart of a beast. Take one of these babies when the blues are breakin' your balls—believe me, this medicine will not induce drowsiness and you must operate heavy machinery while under its influence.

Doc had his prescription filled by Burchinal's, a local state-of-the-art Harley-Davidson pharmacy. Burchinal's bike wizards took Doc's 1986 Harley (purchased at a police auction) and transformed it into the



designer drug you see on these pages. Doc is happy as a clam now—provided he takes his medicine regularly.

So feast your eyes on this one-of-a-kind Harley jewel. And for dessert, let your pulsating pupils drink in the scooter's single most impressive accessory—Donna, this issue's featured Fox.

Donna's no stranger to the camera lens. She's appeared on the "Howard Stern Show" several times,

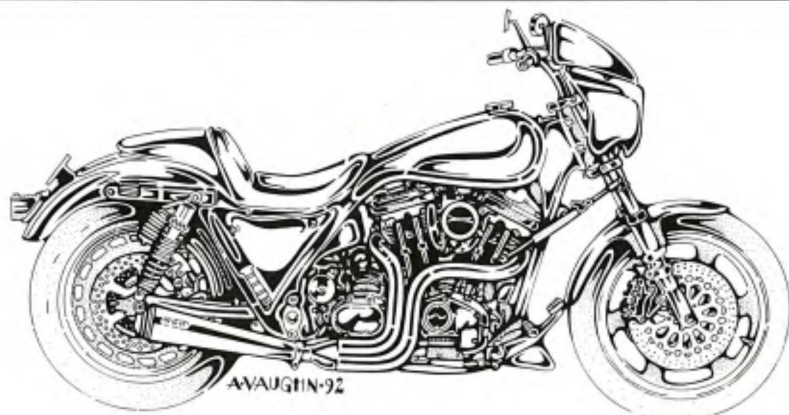


Owner(s): Marshall Davis M.D.		City: Orange County, California	
General		Frame	
Fabrication by: Burchinal's		Year: 1986	
Year and make: 1986 H-D		Builder: H-D/Burchinal's	
Model: FXRP		Type: FXR rubbermount	
Value: huh?		Rake: 30-degree	
Assembly by: Burchinal's		Stretch: none	
Time: mean's nothing		Other alterations: beefed, molded	
Chroming by: just Mike		Accessories	
Engine		Bars: Burchinal's	
Year: 1992		Risers: one piece	
Model: Evolution XL DR-2		Fender(s): Burchinal's	
Rebuilder: Burchinal/Sonny		Headlight: halogen	
Ignition: single fire Dyna		Taillight: late model	
Displacement: 97 cubic inches		Speedo: CCI	
Lower end: S&S, 4-1/4 inches		Front pegs: Lenco	
Balancing: Burchinal's		Rear pegs: JayBrake	
Pistons: 3-13/16 inches, Axtell		Electrics: internal 12-volt	
Cases: Delkron		Gas tank: Burchinal's/XCalibur	
Heads: STD XL		Oil tank: FX-smooth	
Cam: 625 Red Shift XL		Oil system: gravity feed XL pump	
Lifters: solid		Primary cover: FXR	
Carb(s): S&S D 2-1/4 inches		Seat: Bob Le Pera	
Air cleaner: air horn		Sissybar: none	
Pipes: Burchinal's		Height: n/a	
Muffler(s): SuperTrapp		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: tube, 42mm narrow glide	
Year: 1986		Extension: adjustable	
Shifting: close ratio		Builder: Ceriani	
Engine sprocket: 23-tooth		Special features: works as good as it looks	
Trans sprocket: 34-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: Lee, XCalibur		Hub: Mitchell	Hub: Mitchell
Painter: Darrell, XCalibur		Rim width: 3.25-inch	Rim width: 3.5-inch
Color: Star Burst		Tire: Avon	Tire: Metzeler
Type: acrylic enamel		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: always			
Other special modifications: electric shift, Storz steering shock, 1/4-turn throttle, polished roller rockers.			
Special thanks to: Zippers (Danny and John), Mike Hamm, XCalibur, and Eddie "The Monster" Quinn.			
Photos: Raiko Hartman			

done a video with Jessica Hahn, and advertised her assets in various commercials and on billboards. When she's not busy struttin' her endowments, she shakes her stuff for the appreciative scooter tramps in a dance club in her native Long Island, New York.

You know, I've been sorta depressed myself lately. You suppose the doc would prescribe something for me too?

—Full Bore



A LIFE CHANGING EXPERIENCE

Sturgis 1992

Driving down Interstate 90 through Missoula, Montana, my best friend, Julie told me she had this fantasy that we would meet a bunch of bikers and go to Sturgis with them. Now, after driving cross-country together for nearly six weeks, I'd become fairly numb to Julie's ramblings, so I gave her a "yeah, right" look and forgot about it. That changed when something made her get off the highway at exit 72. Much to my amazement, there, just beyond a patch of trees, were five Harleys and several bikers. Julie pulled alongside them, and within minutes we were invited along. "Come with us to Sturgis," they said. "We're stoppin' at every bar in Montana."

This group of bikers had ridden to Sturgis together for the last 10 years. There was Darryl ("Dad"), with his salt and pepper hair and suspenders holding up his leather pants. He was determined to make a daughter-in-law out of me. There was his wife, Sandy ("Mom"), who took us under her wing, teaching us how to play the Montana poker machines and instructing us in proper biker etiquette. Then there was the other Sandee, with her thin figure, long hair, and tattoos. She was going to marry Alex, a boisterous, big-bellied trucker, at a whorehouse near Sturgis. Jack, with his dark aviator glasses, and Renee, the former body builder with tanned muscles rippling under her leather bikini made a picture-perfect couple, and, of course, there was Kenny and Marie, the good-humored duo from Ellensburg, Washington. Keith, the clown, rode alone, so he became our ride. We took turns, one on the back of Keith's bike, the other racing in the four-banger Buick that could barely keep up. When we reached the bar after my first ride, Alex asked, "Was it as good as sex?" "It was better," I said. "I saw God."

Along the way we picked up another biker named Trash, a tattoo artist from Vancouver, Washington. Trash stayed with us when we had our water pump fixed in Bozeman, Montana, while the others rode off to Sturgis. He kept us entertained for the few days that we were stranded, giving us rides on his bike and cooking salmon on an open fire (\$1.25/pound in Montana).



Our adopted family (from left): Alex and Sandee McWain, Darryl and Sandy Cruze (Mom and Dad), Renee and Jack McCullough. Back row: Marie Olsen, Keith Wilant, and Kenny Olsen.

In Yellowstone, the three of us huddled together to keep warm while we waited for Old Faithful. An older biker winked at Trash and said, "Looks like you're fulfilling your destiny, young man."

One night when I stayed up and drank beers with Trash, I pressed my face into his wiry, black beard and kissed him. For days, I'd been infatuated with the leather-jacketed, wind-blown Apache with his tattooed forearms, big, black boots, and kind heart.

En route again, we rode down the Cloud Peak Skyway past Old West towns, red and gold dunes, jagged mountains, wheat fields, cows, and horses. I was on the back when Trash opened it up to 110 mph. It was as close to flying as I'll ever get. As the wind whipped sharp-edged grit against my sunglasses, I held on tight, enjoying the rush of being so close to death and realizing I'd never tasted so much life. The world pulsed with an incredible full-throated song of wind, nature, danger, and speed.

When we finally reached Sturgis the streets roared with the sound of motorcycles and the bustle of bikers. Everywhere I turned I saw leather, denim, tattoos, girls in thongs, men with beards, black boots, and gleaming chrome. Beer and whiskey flowed like water.

Handlebar to handlebar the bikes lined Main Street, each standing out in its own unique way. There were stretched frames, beautifully airbrushed tanks,

studded saddlebags—you name it. One guy had mounted a stuffed buffalo head on his handlebars. Another creative sort merged the rear end of a '57 Chevy with the front end of a Harley.

At night we'd sit around a picnic table at Glencoe Campgrounds with our new family, shootin' the shit over endless cans of Bud and shots of Black Velvet and Wild Turkey. Giddy from the alcohol and sheer happiness I told Trash, "I love your culture."

"You must like the minds of children in the bodies of old men," he grinned.

All too soon it was our last night in Sturgis. Jules and I had made a pact that we wouldn't think about tomorrow. We wouldn't acknowledge that it was our last night with these people we'd grown to love, that our final hours of warm, woozy laughter would be too short, that the dawn would come too soon, and that the road back to Virginia would be too long.

Tears rolled down our faces as we watched the bikes roar off west. It was a weird feeling to be in a car again. The ride home was quiet and sad, but our minds were full of wonderful memories, and our hearts had fallen in love with the lifestyle. We vowed to return to Sturgis and our new-found family.

—Erika Langley

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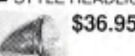
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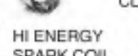
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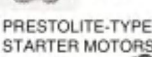
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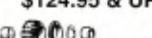
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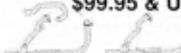


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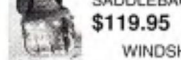
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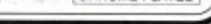
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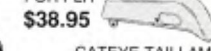
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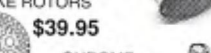
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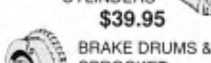
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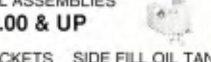
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Hilton Daytona Beach	3 miles south of Main St	\$155
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Dan Gallagher, Long Beach, California

1989 Harley-Davidson Sportster

Dan ain't one to toot his own horn, so we'll toot it for him. This '89 Sporty is his first bike. He bought it bone stock at Bellflower H-D (now L.A. Harley), got a manual, and tore 'er down. He wanted to do it right—that is, build a quick Harley. So he bumped the 883 to a 1200 Sporty.

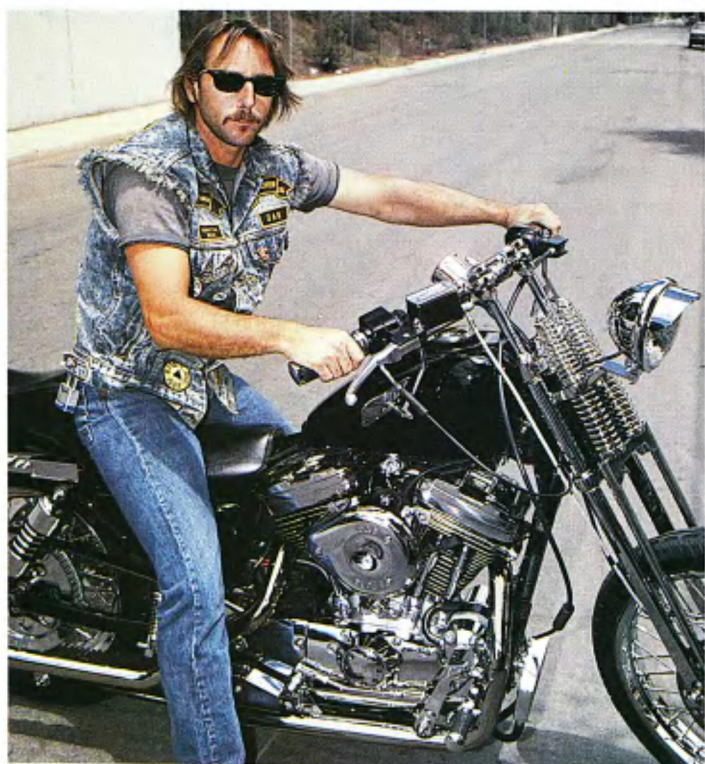
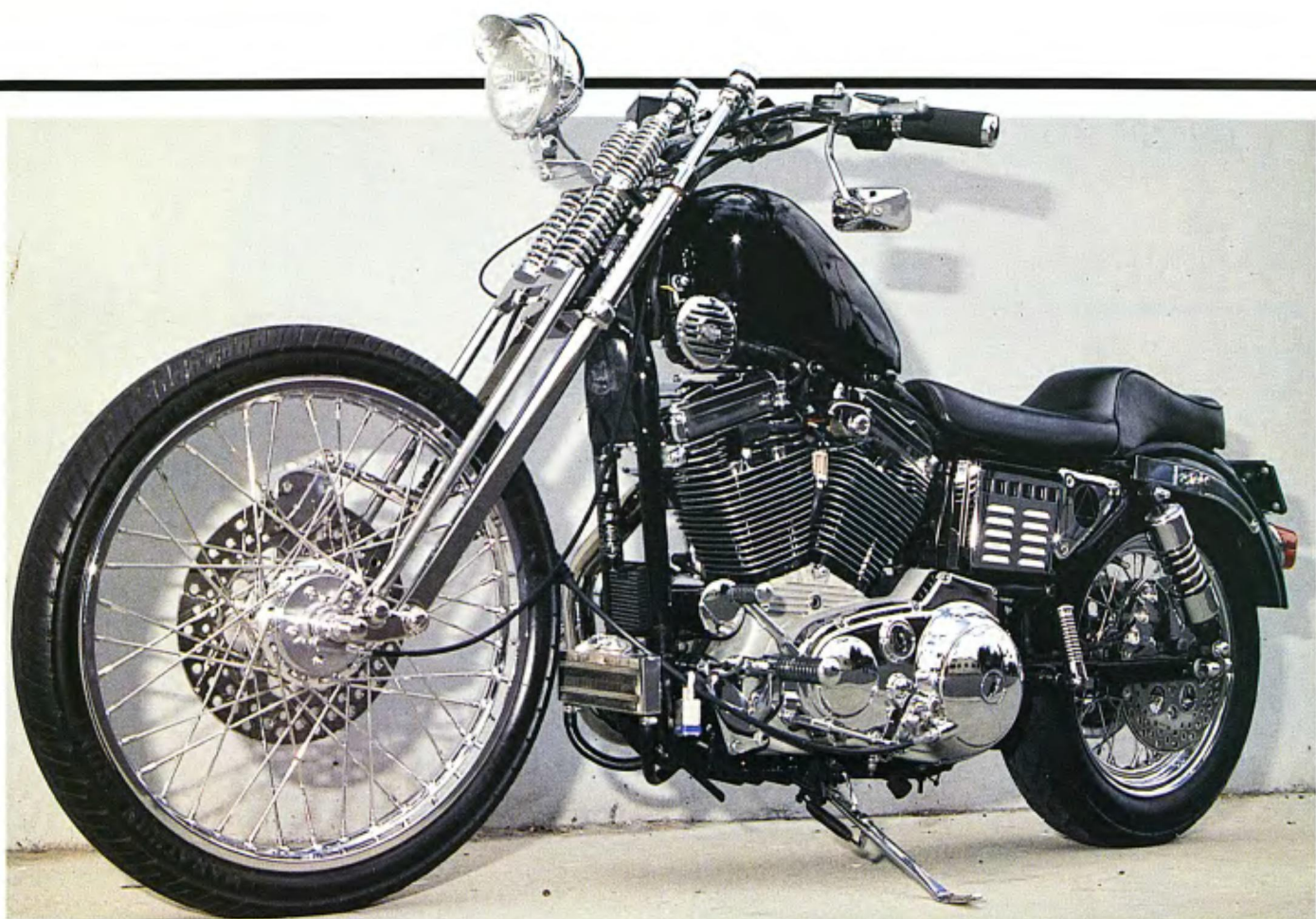
Dan admits that he was intimidated at first, both by the project in front of him, and by riding in general. But compared to kicking the bad shit he was once tied down to, Dan figured he could handle just about anything. Dan once saw himself as a person the mom next door didn't want her daughter to meet—an alcoholic drug addict. But that's changed. "I've got nothin' if I'm not sober," Dan says. Rebuilding a Harley was just another challenge, and he met it straight on.

He now knows his Sporty inside and out, thanks in no small part to his friend, Paul, who supported him in both his sobriety and in wrenchin' his ride. Dan's a well-rounded, out-doorsey type. He's just a truck-driving, surfing, Harley-puttin' kinda guy.

Dave Mackie got him headed in the right direction, performance-wise. Being with his beautiful lady, Terri, didn't hurt either. Together they're on their way to being a riding family.

—Pirate

General		Forks	
Fabrication by: owner		Type: narrow springer	
Year and make: 1989 H-D		Builder: Paughco	
Model: XL Sportster		Special features: chromed	
Chroming by: Brico		Accessories	
Engine		Bars: drag	
Year and model: '89 Sportster		Lights: extended mount solo	
Rebuilder: owner		Gas tank: Sportster	
Displacement: '89 883 to 1200		Oil tank: factory	
Transmission		Seat: Le Pera	
Shifting: foot		Other: oil cooler, Drag Spec. speedo	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color/type: black, by Mike		Tire: Metzeler	Tire: Metzeler
Gallagher		Brake: Sifton	Brake: Perf. Mach.
Special paint: all of it		Special features: Dave Mackie	
Frame		heads, 40mm Mikuni carb.	
Year and builder: 1989 H-D		Barnett clutches. Thanks to Paul,	
Type: swingarm		M.J. Custom Cycles, and Terri.	
Alterations: none		Photos: Kim Peterson	



Fox Hunt

JULY
WINNER

Donna really rocked the ol' ballot box for her month. Votes poured in from sea to shining sea, and she was especially popular with our locked-down bros. Her success in the polls led her to California for a photo shoot. The well-put-together lady (36DD-26-36) is as talented as she is lovely. She used to dance at the Stone Hedge on Long Island (a biker-friendly bar) and now has taken her talents to the tube on the new HBO sitcom, "Hard Core TV." The French-Canadian/Irish lass also rides with her ol' man, Stu, on his FXRSSP and FLT. Their cross-country putt to Sturgis is among her most memorable experiences. Check her out on pg. 76.

—Loudmouth



I only put my ass on American-made class. Every ride is a thoroughly satisfying and unforgettable experience.

Jamie, California—#101



I love the feeling of the wind in my hair, no worries on my mind, and vibrations between my legs.

Elizabeth, Ontario—#102



When I mounted my first Harley, I knew that between my thighs vibrated the thunder of a thousand horses.

Kim, Alaska—#103



I took my first ride on a Harley at the age of 14. I still can't get enough of that awesome Harley fire.

Missy, Iowa—#104



Ever since my first putt on a Hog, I've felt that Harleys and men in leather are the best. The bigger the better, I say.

Ruthie, Massachusetts—#105



With the wind blowing through my hair and the orgasmic sensations from the vibrations, I feel completely free.

Kayla, Indiana—#106



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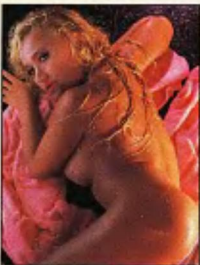
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□ TONISHA VOL. 5



□ TONISHA VOL. 6



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□ TONISHA VOL. 9



□ TONISHA VOL. 10



□ TONISHA VOL. 11



□ TONISHA VOL. 12



□ TONISHA VOL. 13



□ TONISHA VOL. 14



□ TONISHA VOL. 15



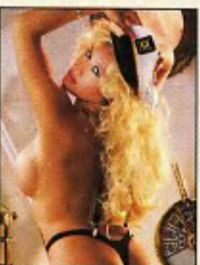
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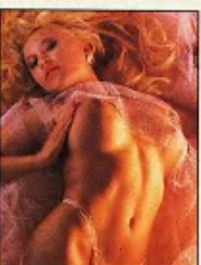
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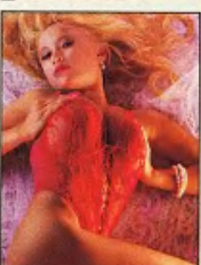
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Fox Hunt

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

in your votes starting December 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 colorful crop of cuties is December 31, 1992. We will print the winner in the May 1993 issue.



Here she is, bros, the eighth monthly winner in our 14th Annual Fox Hunt, Tiffani, #902, from San Luis Obispo, California. See more of her next issue.

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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.

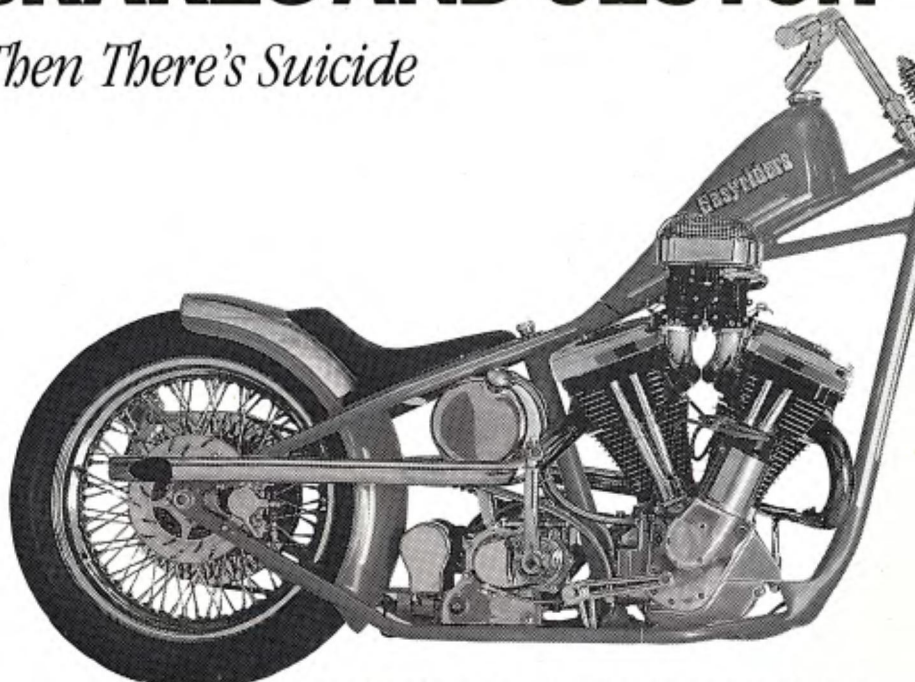
BANDIT'S BRAKES AND CLUTCH

There's Suicide And Then There's Suicide

No shit, this system is not for everyone. In fact, it was designed for Bandit, for a bike designed to be the ultimate chopper—meaning the removal of everything possible. This scooter has no controls on the handlebars other than the internal throttle cable that runs through the handlebar itself.

The hydraulic clutch and brakes are foot operated and shifting is by hand. We don't recommend this setup for just anyone, but for someone as nuts as this owner, it works. Check it out. It's one of a kind and stands out as a variation in the standard configuration. The concept is Bandit's, but we all know he's out there when it comes to riding. If he could have it his way, the bike wouldn't have anything but a motor.

The design and production of the bike is by Pat Kennedy of Kennedys



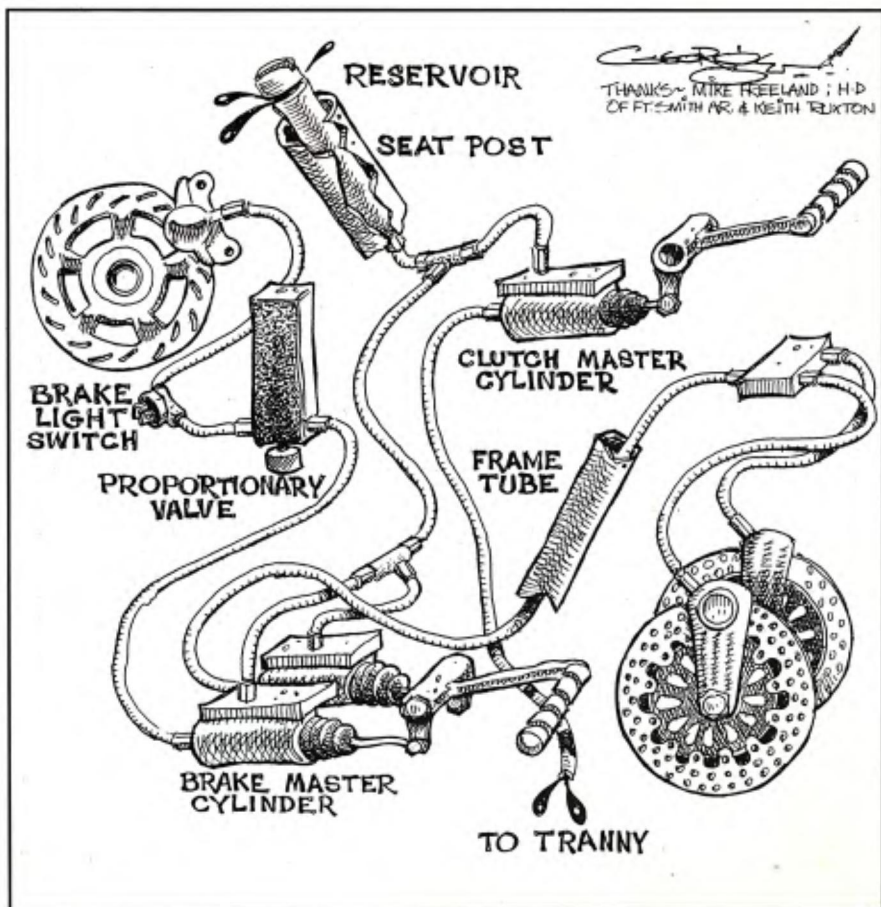
Hey, this is one of the last techs on Bandit's project bike before we feature it in the April issue. Next issue we will cover the tranny rebuild and paint, but if you feel that we've left something out or have any questions, drop Bandit a line. In the feature we will answer any and all questions, dammit.

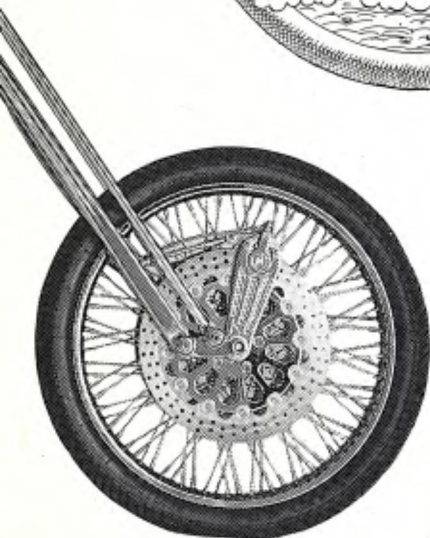
Hide as many components as possible to keep the looks clean

Custom Motorcycles in Carlsbad, California. The brakes are Performance Machine, and the clutch and master cylinder are from Custom Chrome. Pat designed the foot controls. On the left is a hydraulic clutch. On the right is a brake pedal that controls both the front and rear brakes. The problem: Hide as many components as possible to keep the looks clean. For the hydraulic clutch, mount the master cylinder under the transmission.

Set up the pedal ratio so it's not hard to push. Align the lever so that it pushes the plunger into the piston straight and stays that way. Run Drag Specialties stainless steel brake lines to the Custom Chrome hydraulic kicker cover, bleed the lines, adjust the clutch, and go.

The brakes were a little tougher. This time the lever and pedal arm had to operate two master cylinders (one for the front brake and one for the rear.) Both are mounted under the



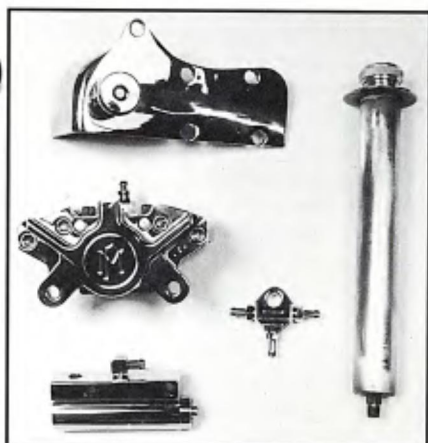
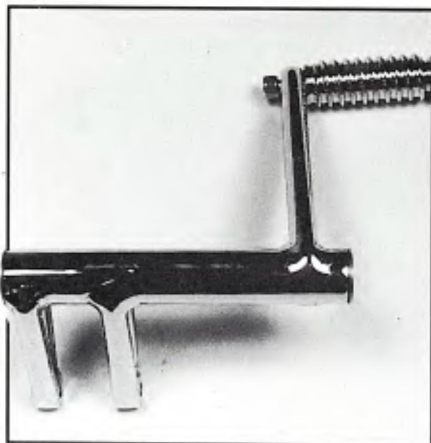


transmission. The rear brake is controlled through a valve proportioner that can be adjusted for any style of riding. The front brake is also controlled by one of these master cylinders. The line out of the master cylinder runs through the frame, up the down tube, and then into a junction block that is machined and welded to the bottom of the rear legs. Then two lines feed out of the bottom of the springer to two separate calipers. Because the Paughco springer was the narrow model, a completely custom hub had to be blueprinted by Pat and machined in the shop to allow enough room for two Performance Machine floating discs and calipers. The fit was a major feat in itself—thanks to Pat.

And, finally, the reservoir for the master cylinders is built out of stainless steel and concealed inside the seat post of the chrome-moly frame.

The design is solid and, as Pat said, "If it didn't do two things, we wouldn't use it." And so it was. The fewer components the better. He has less than 1-inch throw to engage and disengage the clutch and enough braking power to stop two dressers. Just gotta keep yer feet on the pegs.

—Wrench



Photos: Clark Crouse



ROY ORBISON REMEMBERED

Anything But Sad

I first met Roy Orbison in September of 1949, right after I got home to Wink, Texas, after a tour with the Far East Air Force. I had just bought an old Indian 45-76 (whatever that means), and though he was just a kid of 13, Roy loved to ride with me—around and among the oil derricks sprouting around Wink, and up and down Hendricks Boulevard, the main drag through town.

If something exciting (by the standards of the times) was going on in the neighboring towns of Kermit or Pyote, Roy would collect two or three friends, recruit me and the Indian, and away would go the bunch of us—five teenagers draped over and around one bike, hanging on for dear life down a smooth Texas highway in the clear plains moonlight at 65 mph—about all that Indian 45 could do underneath that much weight.

We never had an accident—except once. Roy liked to go slithering around on the sandy dirt roads at night, whether the headlight was working or not. On one occasion when it wasn't working the road bent and we didn't. We found ourselves heading into a barbed wire fence. Roy got enough brake on to stop the bike—and enough to throw us off, too, landing him in a pile of grassburrs and goatheads. Ouch!

As we wrestled the bike out of the sand, Roy saw the local ghost: a Cossack on horseback. That was the Count, a Russian who worked in the oil fields back in the '30s and who was said to have buried some gold in a coyote's den near where we went off the road. Roy said the ghost proved the gold was close by and wanted to go hunting for it. I couldn't see the ghost and wouldn't go. Texas has big rattlesnakes to begin with, and the Wink oilfields have some of the biggest—and they hunted at night, so I'd been told. We pulled the Indian out of the sand and went home.

For the next three years, Roy and I lived on that Indian. Then, I went off to college and Roy went on to become a country singer who could play on the heartstrings with the best of them.

Elvis Presley told him he ought to get a Harley, and Roy didn't have to be told twice. Even after he lost his first wife to an accident, he kept his Harley. Just like when he was a kid in Wink, he always liked the sense of freedom that came with the wind in his hair.

Wink got proud of its local boy and they hold a festival in his honor every year during the first week of June. It's a

good festival—but it's missing one thing: motorcycles. If Roy had his way, that festival would include a parade of the Harleys he loved, and maybe a few races to recall the way he used to chase jackrabbits through the sagebrush on my Indian. Roy sang of heartache and sorrow often enough, but his attitude toward his Harley was anything but sad.

—Leon Thompson

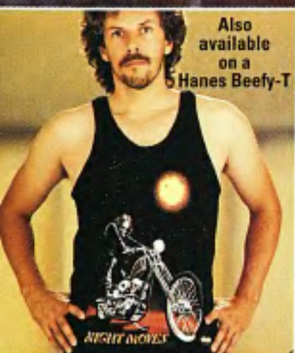


Roy Orbison, age 13, wearing his Wink [Texas] Wildcats band uniform, boists a horse trough to show he's a tough dude.

Photo: Leon Thompson



SALOON NO. 10



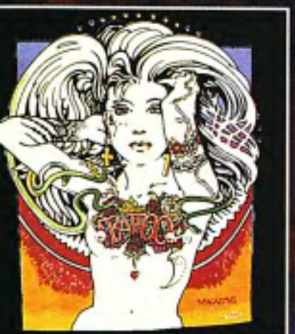
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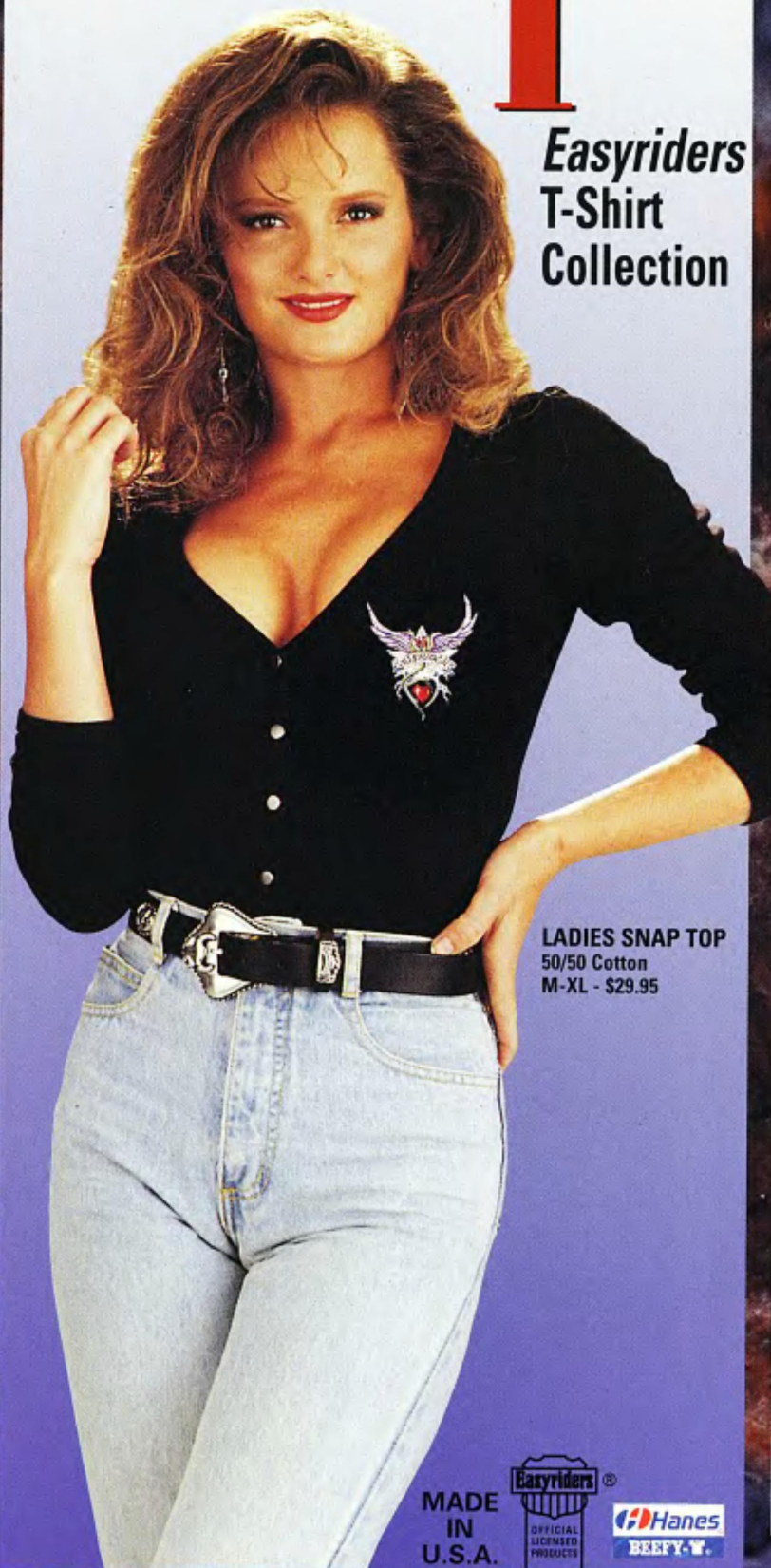


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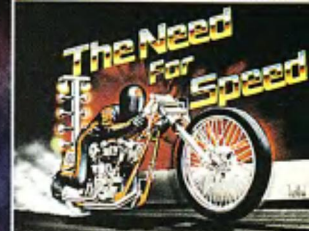
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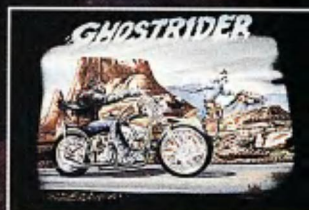
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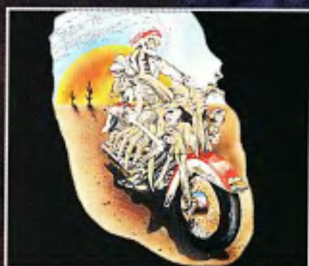
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RIP'S RUN



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Last month, I dropped you off in Sturgis, South Dakota. After the 52nd Rally and Races, Sugar, my FLHTC, and I rode due east on I-90 to Sioux Falls, S.D. Accompanying me were William Paschal, honcho of the All-Harley Drag Racing Association (AHDRA), and Ray Price, an H-D dealer from Raleigh, North Carolina.

After they left, I hung around town and visited with a couple of pals I had met a few years earlier. One of them was Landshark, and his ol' lady, Kathy. The Sharkman is heavily into Indian motorcycles. He collects and builds them in his spare time. Continuing the theme, Landshark also has a large teepee which he carries to bike runs. When he's not on the road, the teepee is erected in his backyard.

The other guy I spent time with was Leo Hess, owner of Full Blast Engineering in Sioux Falls. The shop is located at 3204 S. Walts, and the phone number is (605) 332-2659. They can handle anything you can think of. Leo races in the Top Fuel class. Currently he has the fastest fuel bike based in South Dakota. His best run in the 1/4-mile is 181.34 mph, with a best elapsed time of 7.622. Leo had recently returned from getting his feet wet at Bonneville. For a Salt virgin he didn't do too bad at all. Riding Bob George's double shovel in the A-AF class, he ran 192.75 mph. That's just 7 mph off the record. A-AF is a nitro, open wheel, no fairing class.

While in Sioux Falls, I stayed at the home of Steve Vanden Berg. Steve's a factory-trained technician who works for J&L H-D in Sioux Falls. It was through Steve that I first heard about ABATE of Minnesota's 4th Annual Labor Day Rally. It was to be held at Gopher →



Leo Hess, just back from Bonneville, Utah.

Photos: Rip



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Steve Vanden Berg and Tom Tracy, Worthington, Minn.

Campfire in Hutchinson, Minn.

Before leaving Sioux Falls, Steve and I checked out some of the local night life. We went by Wild Willys on N. Cliff, then dropped in on Edsalar on E. 12 St., the Pomp Room on N. Dakota Ave., and finally, we checked out the Lime Light on N. Phillips.

Thursday, September 3, Steve and I split to the State Rally. En route we stopped at Worthington, Minn., the turkey capital of the world and the place where Steve was reared. His dad has a farm there where he grows feed and raises sheep. Worthington's sister city, Cuero, Texas, also claims to be the world's turkey capital. The two cities make a game out of it by sending turkeys to each other for a race down Main Street during King Turkey Days. This year, the festivities in Worthington were held September 14 to 19. In a repeat performance, the winning turkey trotter was Paycheck from Worthington. I guess he saved his ass



Larry Cooper (l), Rick Cobb, ABATE of Minn. leaders.



Very healthy set of lungs.

from becoming someone's Thanksgiving dinner for another year. There were also carnival rides, a parade, and an antique auto show. After the parade, many of the town folks hung out at the Long Branch Saloon. They served up some mighty fine fixin's along with good country entertainment.

While in Worthington, I spent the night at Tom Tracy's home. Tom is a local character and longtime bike builder who works out of his shop, Tracy's Choppin' Block. He was very interesting, but I heard later that he crashed on his panhead during that weekend. Tom, I hope ya heal quickly and everything works out swell for ya.

It rained that night but the ground had dried out by the time we left the next morning on our way to the campground in Hutchinson, Minn. Steve and I stayed at Rod Kullman's place that weekend. Rod was going to college at Hutchinson Technical College. A major portion of the curriculum there is the study and testing of nondestructive metals and metallurgy.

It rained Saturday, making for a lotta sliding around in the campgrounds. They had pretty good drainage, so it didn't become a complete mudhole. The ABATE folks had a yellow big top tent erected in which vendors had booths set up to sell their wares. Four bands played that weekend: Blue Max, Rock N Sixties, Detonators, and Crow. All the bands sounded damn good, and dancing was the order of the night. Some of the women folk showed that they could shake their bootie real good. I particularly enjoyed listening to Larry Cooper when he joined in with a couple of the groups. Coop plays a mean mouth harp.



At the wet campgrounds, Hutchinson, Minn.

Before I get into it any further, I'd like to thank everyone from Minnesota and North Dakota who showed me their Great White Northern hospitality. I had a smokin' good time.

ABATE of Minnesota has 28 chapters across the state. Since 1988 they have developed motorcycle awareness programs in the local school systems to promote education and awareness of



Out behind O.D.'s, Powhatan Point, Ohio.

motorcycles. Other states' organizations have used the ABATE of Minnesota educational program as a model. The Gopher State's ABATE also sponsors a Dial-a-Ride program. Volunteers will pick up a rider, and his or her bike, and make sure they get home safely. If the person lives far from home, ABATE of Minnesota will pick up the cost of a motel room for the night. (They'd go

broke with some of the people I know.) But being serious for a moment, their program to reduce traffic fatalities has earned them a couple of safety awards, one each from the Motorcycle Riders Foundation and the Motorcycle Safety Foundation. Way to go. These folks are on top of it and doing a fantastic job.

Speaking of fantastic, so was the State Rally. It was operated in a professional—



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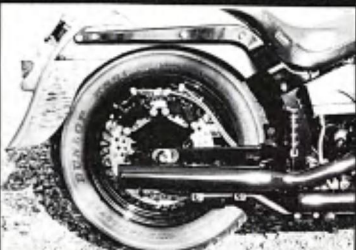
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Best of show winner, Larry Liesener Jr., on his 1979 Super Glide.

manner, and although it rained a lot on Saturday, it didn't seem to dampen any of the enthusiasm from the folks who showed up to party. And party they did. Big time. On Saturday afternoon they were supposed to hold a practice for the games scheduled for the following day. But due to the sloppiness, all they could muster was the bike show. At least it had many categories. The best of show winner was Larry Liesener Jr. from Hines, Minn., and his 1979 Super Glide.

Some of the events scheduled for Sunday were a men's and ladies' boot race, men's and ladies' slow race, balloon toss, clothesline race, plank walk, leg race, egg race, and of course, the wienie bite. The games were all hosted by the Mesabe and Flatlander Chapters. Perhaps the most interesting game was the wienie bite, because it had an unusual twist. It seems that the wienies set aside for the contest were sold (unintentionally) by concessionaires to hungry campers. So they went to

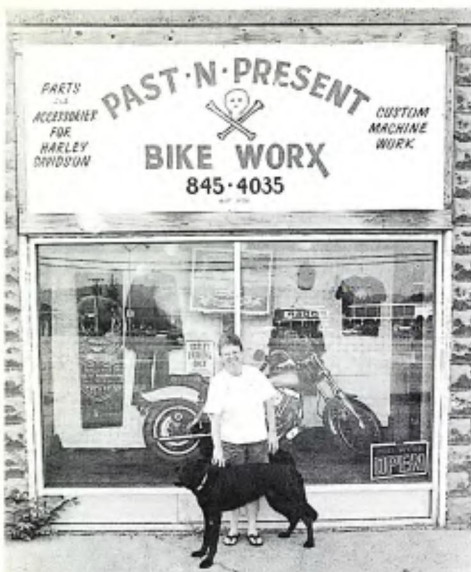
Plan B and substituted bananas. The bananas were shaped kinda the same as hot dogs, but to add insult to injury, someone came up with the idea of dunking the bananas in mustard. Yuck. There were lots of game people who went for it, though. Whatdafuck, it was done in the spirit of fun.

Also fun to watch were the shuttle rides around the camp. They used John Deere tractors to pull low, flatbed trailers. It was great fun for me, 'cause all I had to do was point my cameras toward the female passengers, and I saw gobs of tits. You know how much I really hated that—Not!

Labor Day, September 7, Sugar and I pulled out of Rod's house in Hutchinson, heading east. We putted south around The Twin Cities, went through Madison, Wisconsin, on I-94, and rode around Chi-Town to I-65 south. I stopped somewhere near Indianapolis that night. Yeah, it was raining—so what's new? The next morning I caught



Bill Speaker, King of the Hill at the drags, Hopedale, Ohio.



Bike shop owner in Moundsville, Ohio.

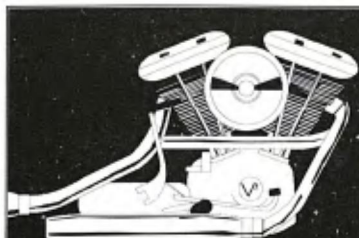
I-70 out of Nap-Town to Morristown, Ohio, where I lit for a spell.

While in that neck of the woods, I got to visit and ride with some ol' pals I had met in Daytona during Bike Week '88. Gary Rogers, a handicapped bro I wrote about in issue #219, is riding again. Although he's paralyzed from the waist down, he puts a shovelhead trike. Through the grace of God and help from his friends, he has a small shop in his backyard from which he sells bike parts. He stocks tires, spark plugs, and many smaller items to keep the locals up and running. It did my heart good to see him riding. We went by Barnesville, Ohio, and visited some old friends before heading back to Gary's pad.

While in that area, I went by Past and Present Bike Works, a Bros Club dealer located at 1305 Lafayette Ave., (304) 845-4035, Moundsville, West Virginia. As the name implies, they do repairs and restorations. I also hit a shitload of the local bars that bikers frequent. One of →



Tongue me, baby, tongue me.



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Dale's Place, Powhatan Point, Ohio.

these was Coal Miners Haven, on Big Grave Creek Rd., in Moundsville, W.Va., where I met many Vietnam Vets who are Chapter H members. They were a lotta fun to meet, as were the bike riders at Dale's Place (the locals call it O.D.'s) in Powhatan Point, Ohio, just across the Ohio River. Another tavern, not as large but still mucho fun, is Nicolozakes in Fairpoint, Ohio. Also, ya might check out Wet and Wild in Moundsville, W.Va., where we tried booze frozen in jello. The only drawback about partying in W.Va. is having to wear a helmet. After riding without one in Ohio, ya tend to get spoiled and forget about the damn lid.

On a happier note, ABATE of Ohio held their Eastern Region rodeo and dirt drag races at the Hopedale American Legion property on Saturday, September 12. At the drags, Bill Speaker, of Steubenville, Ohio, was King of the Hill. He beat all comers. And, if you can believe this, he did it on a near-new

Ultra Classic. Bill confided to me that he and his dad had taken the heads off and massaged them themselves. Evidently they did a pretty fair job.

The Eastern Region chapter featured a couple of unusual games that I've never seen anywhere else. One was a jousting contest, where a pair of riders with passengers left the starting line on their bikes holding pole sticks that were pointed forward. The object was to spear the most rings, which were held inside hanging fire hoses and suspended in the air by a large "T" apparatus. But the game that knocked me out, and was the most original and unusual, was something called "pole in the hole." This game took place in a 30-yard area and began with two contestants standing at the starting line with a plumber's plunger between their legs. Then they left the starting line and walked 10 yards toward their partners, who each had a roll of toilet paper between their legs. They had to put the handle of the



With bros from Vietnam Vets Chapter H, Moundsville, W.Va.



Ya got some nice bumpers, Wanda, Hopedale, Ohio.

plunger in their partner's roll of toilet paper, then walk with both items another 10 yards to their bikes. Once they got to their bikes, they dropped the plunger and toilet paper and rode another 10 yards to the finish line. The first one across won. Oh yeah, they couldn't use their hands and if they dropped the plunger they had to go back to the starting line and begin all over again.

It was hilarious. I laughed my butt off. What will they think of next?

The Legion folks liked the bikers so much they cleared and graded a special area for ABATE to run their events.

That evening, Sugar and I rode up to Salem, Ohio, to catch the AHDRA Nationals at the Quaker City drag strip. You can see a shot of the tower and Larry "Drums" Brancaccio doin' his thing on the color page. I'd like to do an in-depth article about this race, but space won't allow it at this time. I'll just say that Eric Hannon, from Greenville, N.C., was the Top Fuel winner that day.

This winter, when you're sitting around reading this rag and waiting for the sun to shine, why don't you take the time to drop me a line? I need info on biker happenings in your neck of the woods. Also, I'd like to know of interesting places to visit, like motorcycle museums, hillclimbs, Harley drags, or anything that you enjoy along those lines. Please include a good telephone number and remember— keep the rubber side down.

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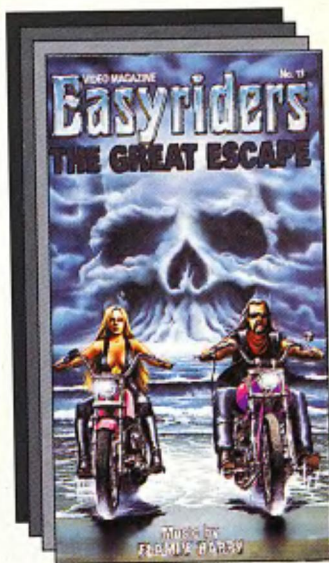
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Sam, Red, and two others camouflaged their bikes and started to hike toward the Desert Inn. It took them an hour to reach the city's pavement on foot. The core group that Red had developed and could trust consisted of three men and one woman: Red, Sam, Jimbo (an ex-boxer and runner), and the only redhead in the compound, Margaret. They called her Amber. She was sharp, a one-time paralegal and full-time biker babe. The two sides to her personality were essential to the overall communication in and out of the camp. The group had less than a week to find the girl who held the key to their freedom before the anx-

stress showed in the questions she hammered at Red while they knelt between the trucks.

As darkness fell, Red rubbed his hands together and said, "Time to take our shot. Sam, you and Amber meet the 9 o'clock tourist bus. Jimbo and I will line up a vehicle to get us out."

Sam nodded, wondering how many surveillance devices were being used to keep unwanted characters out of the city. Someone had scored a reasonably new Hawaiian shirt for Sam to wear, hoping it would help him blend in with the tourists. But his tan gave away the outdoor look that few had when arriving in Glittertown. Amber exchanged

Sam and Amber feigned jubilation, but the last black-and-white slowed, flashing its spotlight in their direction

ious troops mobilized for their attack.

They knew that locating her would not be an easy task. Once guests checked into casinos they were given bright, fluorescent name tags the size of credit cards, which were hung around their necks with high-test, monofilament line. The line was unbreakable. Once an individual stepped off a bus, was escorted to the reception area to check-in, and received his tag, he or she couldn't move around the city without the tag being in full view at all times. It listed the guest's identification and designated his hotel or casino. Nowhere to run to, nowhere to hide.

It was almost dark again when the foursome reached the outskirts of the strip. Red had fabricated a couple makeshift ID tags that would pass only from a distance. They took great pains to blend in, but they knew it wouldn't work for long. Vegas was crawling with cops—one officer to every four tourists.

As dusk settled, the desert sky took on redish purple streaks, and the city's explosion of neon began to shine against the flaming sky. For a base of operations, the group found a warehouse located less than a quarter-mile from the Desert Inn.

They huddled between two semi trucks to refine their plan one last time. They had little hope without this woman—even less to escape the city at all. Sam, the inexperienced consultant, relied on Red. Red, the fearless one, appeared calm, but much of his calm was derived from his brother's support. Amber was also strong, but

her military garb for a white miniskirt, a T-shirt, and some funky costume jewelry. She popped a large wad of bubblegum into her mouth, tossed her hair about her shoulders, and chewed frantically to look the part of a ditzy redhead. It was time to go for it.

Sam took Amber by the arm and walked her briskly toward the main drag. As they turned onto the Strip they were hit with the blinding impact of a myriad of flashing neon. They deliberately walked in a carefree manner to appear like tourists on a winning streak. As they sauntered, skipped, and danced along the sidewalk, a police cruiser turned onto the street in front of them.

Sam made sure his tag was in full view, then he hugged Amber so the tags weren't available for closer scrutiny. The Desert Inn Casino was only two blocks away. Twice, more cruisers passed, and twice Sam and Amber feigned jubilation, but the last black-and-white slowed, flashing its spotlight in their direction. Sam's coarse, deep tan was readily visible. Just as Sam and Amber stepped up their act with squeals and laughter, one of the officers called out, "Hey, folks, can I have a word with you?"

Pretending that they hadn't heard the cop, Sam grabbed Amber's freckled arm and ran for the casino entrance, knowing full well he couldn't go in unless a busload of new tourists arrived as they did. Officers flanked the doorways.

The cruiser followed, passing the buses lined up in the driveway. Sam and Amber tried to make it across the

entrance before the cruiser could block their path. He looked to the left, moved into the street, then turned to the right just as two bright lights hit him in the face. A roar drowned out all the existing traffic noise. Sam was blinded and momentarily disoriented. He pulled Amber to his chest and kissed her. "This could be it," he said.

"It's the bus," she replied.

Air brakes hissed as the Greyhound lurched to a stop. Sam and Amber jogged around the bus, tucked their tags into their shirts, and fell in line with the vacationers getting off the bus. Since their phony ID tags wouldn't pass the scrutiny of hotel check-in, they had to quickly hatch a plan. Sam stepped behind a pillar, allowing Amber to scan the crowd of travelers until she attracted a young male with her flaming red hair.

Within a few minutes her young male target was duped into thinking he'd scored the hottest tail on the strip. He excitedly signed her into his room and got her a legitimate tag as his girlfriend. She told him she had to make a couple of calls to pick up a variety of sexual aids and would meet him in his room in an hour. He reluctantly conceded and she was free.

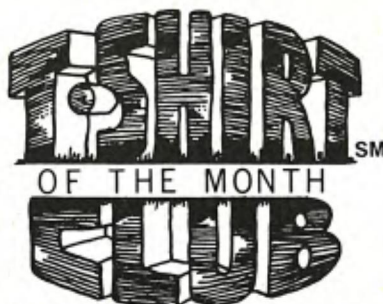
Sam couldn't run the same number, so they shared the tag. She busied herself with a slot machine while Sam took the tag and roamed the aisles looking for the girl. He had less than an hour to find her and get out.

They were under the impression that they had not been detected and could move about the casino unhampered. But the two cops who had tried to question them on the street had already

→



"If you don't see what you want, get the hell out of here."



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alerted hotel security. The guy whom Amber had befriended became suspicious and asked another officer about the call girls on the premises. The legitimate whores were regulated and had their own tags registered on computer. Sam wasn't aware that his tag was marked with infra-red to indicate that it was a woman's.

Sam noticed the cops and began to keep an even lower profile, crouching between flashing slot machines and boisterous gamblers. In his effort to go undetected, Sam ducked inside a coffee shop. He sat at a remote table where he could still keep an eye on the entrance.

As the stunned cop reached for his bloodied nose, Sam's right hand slammed him in the chest

Meanwhile, Amber sat in front of a slot machine, surveying the room intently. She had run out of quarters and one of the cocktail waitresses circulating nearby spotted her without an ID tag and contacted security. While the security's investigative wheels were set in motion, a rotund guard was dispatched to look into the situation.

"Excuse me ma'am, can I see your tag?" he asked.

She looked toward her chest and feigned surprise. "I must have dropped it in the restroom," she said. "I'll go back and get it."

"I'll go with you," the guard said. She looked around desperately.

In the coffee shop, Sam looked up at the doorway. All was clear, just another old woman entering the coffee shop. He looked back at his food, and then something hit him. He turned to look at the old woman again. Something about her looked familiar.

She walked toward him, but kept her head down. As the hostess passed he stood up and bumped into the elderly woman. Instantly aware of the firmness of her young body, disguised beneath old woman's clothing, Sam knew he'd found the girl.

"How are you?" he asked.

She was stunned. Her eyes darted around in fear. Obviously scared for her life, she clutched a massive handbag and held it tightly to her chest.

"May I sit with you?" she asked tentatively, sitting down before he could respond.

"Are you ready?" Sam asked.

"I have to go back to my room," she

said, still not sure about him.

"There isn't time," Sam said firmly. "I'm with someone. We need to find her and get out. It's our only chance."

"How do I know I can trust you?" she asked, searchingly. Sam looked into her eyes then off in the distance toward passing security guards.

"You don't. Let's go." He threw some money on the table and they headed out to look for Amber.

They immediately spotted her. She was being lead across the room by a security guard. "They've got Amber," Sam said.

He pulled the girl behind a tacky concrete statue. "What's your name,

anyway?" Sam asked her.

She whispered, "Rebecca."

"Well, Reb, are you up to seeing what's going on?"

Rebecca smiled confidently, assumed her best old woman's pose, and grabbed Sam's ID tag. She stormed over to Amber like a scorned spinster and grabbed her by the arm.

"Where in the hell have you been?"

Rebecca barked in a scolding voice. "You dropped your tag in the bathroom. I've been looking all over for you." Sensing the guard wouldn't mess with an old woman, Rebecca flashed the ID, took Amber by the arm, and quickly lead her away. They were gone before he had a chance to say anything.

Watching the scene from behind the statue, Sam joined the women as they walked toward the rear service exit.

They were making their way down the hallway beyond the casino floor when a loud voice yelled, "Hey, wait just a minute." Sam turned and looked directly into the eyes of the same officer who had tried to flag him down in the street. Sam motioned to the women to go on ahead, then returned to face the officer.

"Where's your identification?" the officer asked.

"I hate these things," Sam said, reaching in his shirt for the tag. The officer reached for his gun, leaving his left side open. Sam stepped forward, bent his knees in a martial arts stance, yanked his hand from his shirt, and in one motion broke the officer's nose. As the stunned cop reached for his bloodied nose, Sam's right hand

slammed him in the chest. A final left put the cop into a deep sleep. Sam dragged him into a maid's closet and ran down the long hallway toward the hotel's delivery dock.

Red and Jimbo had come through with a van, but loading dock security wasn't buying their bullshit about being on the premises. They had no paperwork or identification. When the girls anxiously appeared in the doorway, the security officers' suspicions turned to alarm. Just as they walked over to question the ladies, Sam burst onto the dock in a full sprint, knocking the guards out of the way. "Let's go," Sam yelled.

Amber threw open the van's rear doors and pulled Rebecca inside. Security seemed to be coming from every direction. Jimbo ran to the driver's side, laying out a guard who had grabbed his shoulder with a couple of accurate slugs. But another guard unloaded a 9mm Browning into Jimbo. The bullets slammed him against the side of the truck. Sam took the driver's seat, started the truck, jammed it into reverse, and backed into a cruiser trying to block their getaway.

"Shoot the driver, they're getting away," someone yelled. Just then, Red jumped out from behind a storage container, his automatic rifle spraying bullets and sending the officers running for cover. Red ran over to where Jimbo lay in a pool of blood and knelt at his side. "Are you coming with us, brother?" he asked. When he looked down he could see that Jimbo had just taken his last breath. Staring at his lost friend, Red readied his weapon and opened fire. He let up just long enough to make a break for the van. He grabbed the rear door

handle and hung on for his life. Red continued to fire at the oncoming officers as the van drove away.

"Jesus, that was close," Red said, as he finally pulled himself into the van.

"The cops will be all over us before we get a block," Sam yelled. As sirens wailed in the distance, Sam's eyes scoured the terrain for a way out.

"Swing this thing around and let's take the back way to the warehouse," Red ordered. Sam obeyed. When they arrived at the warehouse, Sam saw that another van was parked inside.

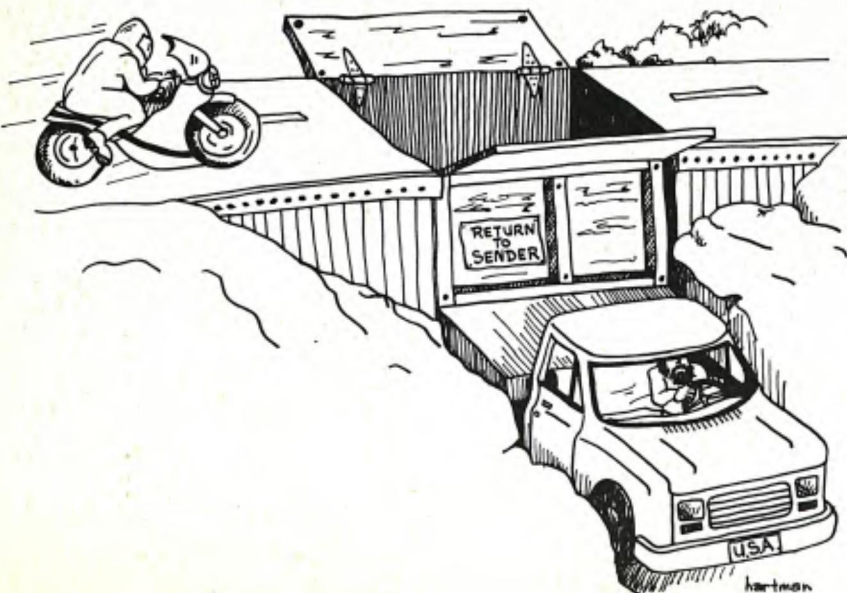
"That's our ticket out," Red said. "Park this sonuvabitch and let's get the hell out of here." Sam pulled up beside the other van. They quickly switched vehicles and peeled out.

Sam pushed the accelerator to the floor, and they sped out of town. When they finally reached the open highway, Red, still standing guard at the rear of the van, shouted out to his brother, "So, what's she have that will keep us riding?"

"This," Rebecca yelled, pulling off her wig to free her thick, brown hair and reaching into her satchel for a video cassette. "It's a tape that will turn this country around. It's a recording of a governmental meeting where plans were outlined to systematically take away our freedoms and portray any who resisted as madmen in order to justify the killings in the desert."

The team looked at each other in disbelief. Then shouts of joy pierced the night air as the van reached the edge of the desert.

—Fiction by K. Randall Ball



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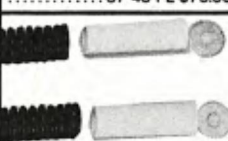
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Short Shocks

☐ Can you hook me up with a company that makes good shorter shocks for my '87 FXRS? My stock shocks are trash, and I'd like to lower my seat height a bit and not have the bike bottom out when I'm riding double.

Bo
Wakefield, Mass.

■ Progressive Suspension, available from: CCI, Nempco, Arlen Ness, and Drag Specialties, etc.

Suicide Softail

☐ I'm looking for a suicide shift for a 1990 Softail Custom. Any info you can give me would be much appreciated.

Ren Davis
Smiths, Ala.

■ It can be done with a shortened clutch cable, a bracket to shifter pedal, and a custom lever of your design.

Welding Tip

☐ As a welder, I really related to your July '91 centerfold. To show my appreciation, I'll let you in on a tech tip. Next

time you decide to do some welding on your frame, make sure your ground is hooked on the frame close to where you're welding. This way you won't wind up with burn marks through the chrome on your new apehangers.

Scooter
Alta Vista, Kan.

Fat Tires

☐ I have a new FLSTC on order. I really like the looks of the bike—except for the stock MT90S16 rear tire. Has anyone tried a larger tire? If so, what's the max I can go to without having to do major modifications to the bike?

Steve Ruda
Blairsville, Pa.

■ Without modifications, some 140-sized tires will fit without causing clearance problems. Arlen Ness has a kit that moves the trans and primary over, along with the rear pulley so a fat rear tire can be installed. But it requires considerable labor to install.

Springer Tach

☐ I would like to install a tachometer

on my '93 Springer Softail and still maintain the original look. Eagle Iron makes a speedometer/tachometer combination that would fit nicely in place of the original speedo. However, this unit doesn't incorporate the necessary circuitry for models with self-canceling turn signals. What can be done to resolve this?

Bill Wilkins
Aiea, Hawaii

■ Until an aftermarket speedo/tach comes out with a "Reed Switch," or Harley-Davidson offers a tach, you're going to have to kill your turn signals yourself—or live without a tachometer.

Spoiler Search

☐ Who makes a front spoiler (plastic or metal) for a straight-leg panhead?

Tiny
Girard, Ohio

■ You must change the exhaust to make the air dam fit. Don Hotop (Don's Speed & Custom) makes the only one designed for your model. It is distributed by Drag Specialties and Arlen Ness.

Circuit Breakers Out —Fuses In

What I did was get rid of the circuit breakers and replace them with fuses. I found that by doing this I ended a lot of electric problems. Also, I can now see if the circuit has power to it by looking at the fuses.

I purchased a four-fuse block. I removed the oil tank and attached the fuse block to it with pop rivets. I used a small magnet inside the tank to catch the metal droppings. (I could have mounted it somewhere else.) Then I cleaned and rinsed the tank

twice. To prevent the pop rivets from leaking, I used a dot of silicone seal to cover the ends of the rivets. Not a wet spot in the tank in three years.

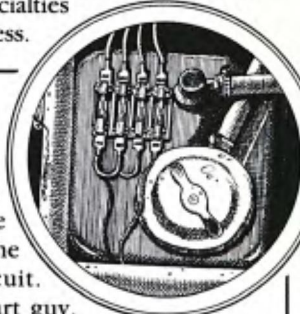
From there I ran a 12-gauge wire with an in-line fuse from the battery to the key switch. This way, any short in the system would be caught there, rather than burn the wiring. I used heat-shrink insulation on the power wire up to the fuse block, then made the (pink) jumper wires for the ignition, accessories, and brake light circuits.

The (black) wire on the right is for the lighting circuit.

I'm a kickstart guy, but tying a starter release into the accessories circuit is no problem.

As I was saying earlier, since doing this wiring project, my electric problems have seemed to disappear.

—Chris Schell
Las Vegas, N.M.



Choppershopper

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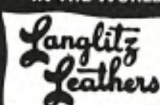
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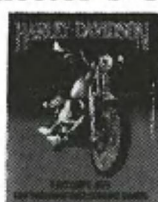
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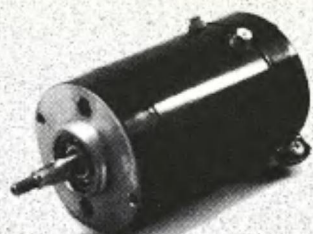
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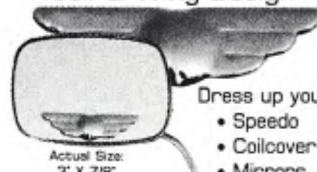
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GASKETS: Jan's Cycle Gaskets, for Harley-Davidson's. Available in kits or individually. Made in USA. Call or write for the distributor near you. Box 5790, Somerset, NJ 08875-5790, (908) 359-6611, (908) 359-5665.

HANDLEBARS: CUSTOM BENT BARS/Apes/Drag/Cruisers/American Steel—American-made. 20 years experience. Over 30 popular styles at \$39 or less. Send \$1 cash for brochure. Satisfaction guaranteed. California Designs, 1330 South St., #4, Long Beach, CA 90805.

HEADS: FLO DYNAMICS 1150 Pike Lane, #2, Oceano, CA 93445, (805) 481-6300. Space-Age technology and parts used. Satisfaction guaranteed. Two-week turnaround. Technical info and prices available upon request. Go with the Flo. Crane Cams in stock.

HEADS: Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call (209) 533-0290 or (800) 553-8992 (outside CA) or mail request to 20883 Lynn Ln., Sonoma, CA 95370.

HEADS: VEE-TWIN CYCLE, 713 Diamond Lake Rd., Mundelein, IL 60060, (708) 566-4626. Port, flow heads, hardened seats, flow-bench testing. State of the art tooling, material. Let our drag racing experience work for you. Call for price list.

ITALIAN HARLEY PARTS: Charleston Cystem Cycle, 211 Washington, Charleston, IL 61920 (217) 345-2577. Half-million parts in stock.

ITALIAN HARLEY PARTS: Sprint Parts Catalog, 1961-1974; \$3 (postage paid). Also parts for two-strokes. Moto Italia, 13960 Highway 9, Boulder Creek, CA 95006.

OIL PRESSURE INCREASED: E.R.T. Products, Inc., Box 321, Delphi, IN 46923. Oil pressure increased on all H-D Big Twins using the aluminum bodied oil pump. "SUPERPUMP"—KIT and the "PRO-JUST". (800) 245-5064, FAX: (317) 564-2296.

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

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

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

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

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

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

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

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

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

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

T-SHIRTS: Barnett Harley-Davidson from \$11.95 ea. (\$9.95 ea. additional). Five colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 78925, (915) 592-5804 or (800) 736-8173.

T-SHIRTS: Brooklyn H-D Sale Corp., Various front designs with our back logo, \$17 ea. + \$2 S&H (U.S. funds only). 2487 Coney Island Ave., Brooklyn, NY 11223, (718) 998-6666.

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

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

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

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

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

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

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

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Shiver me timbers.

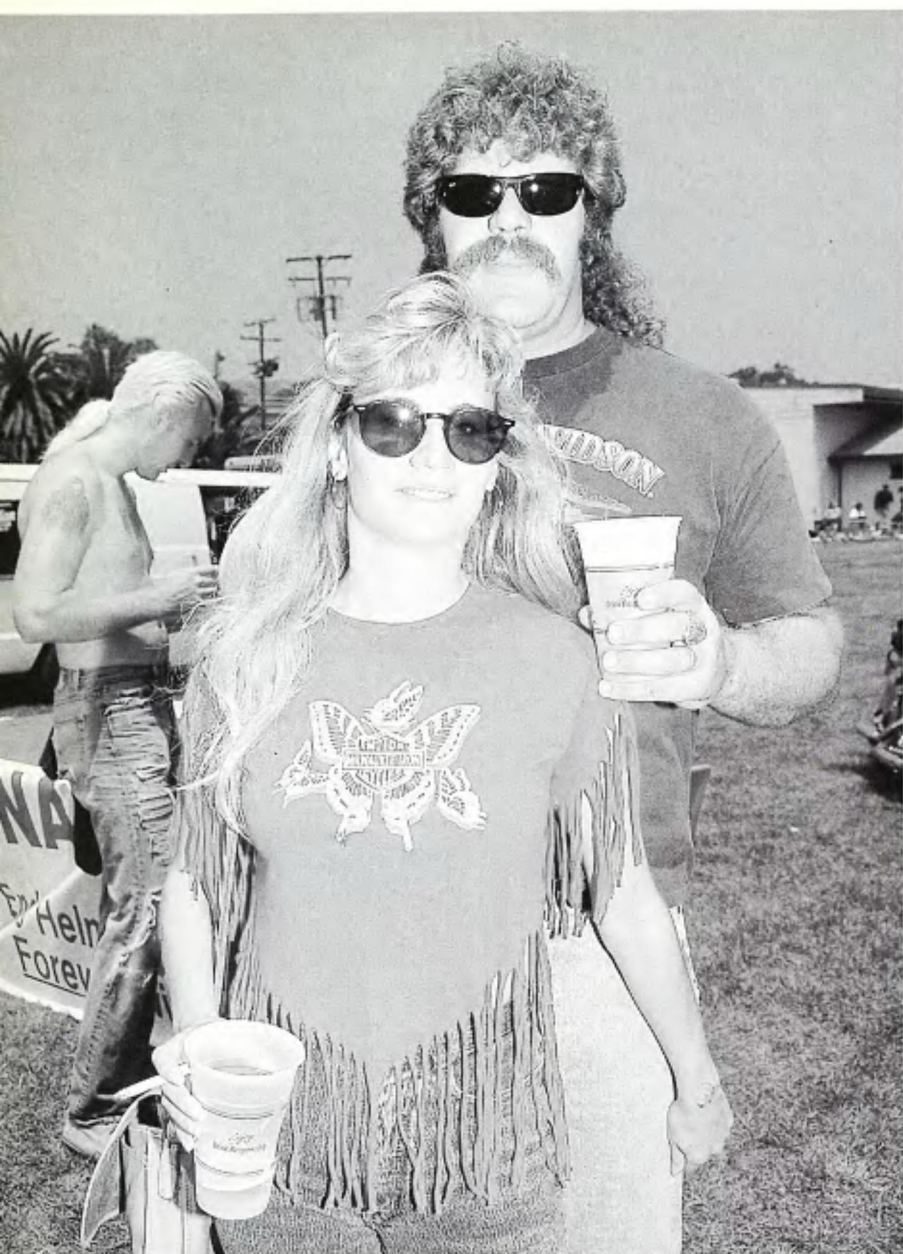


Photo illustration by John Jordan

VINTAGE RIDES AND RACES

Ventura's Annual Celebration Of Antique Iron

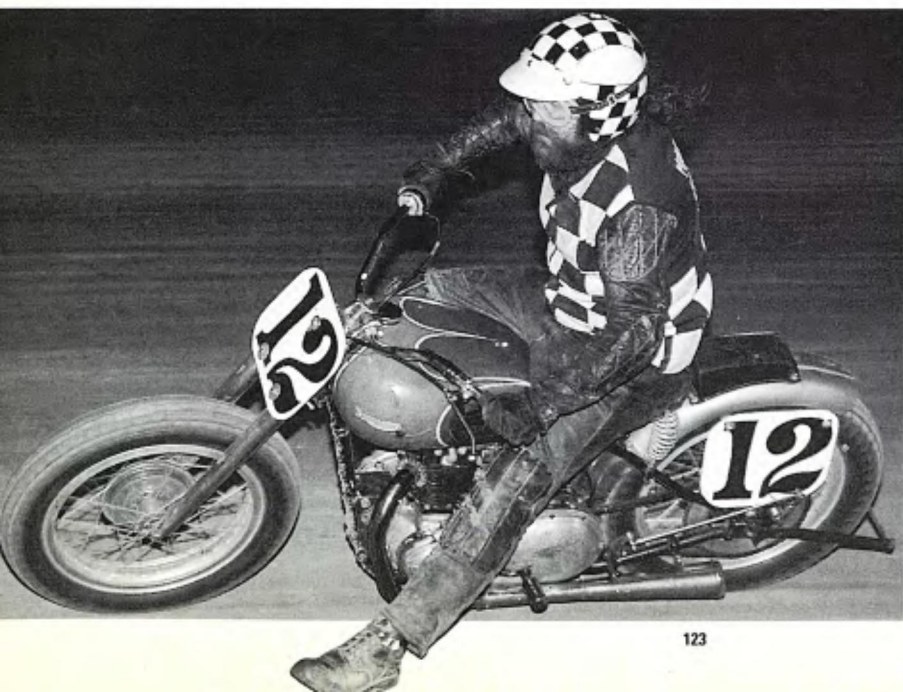




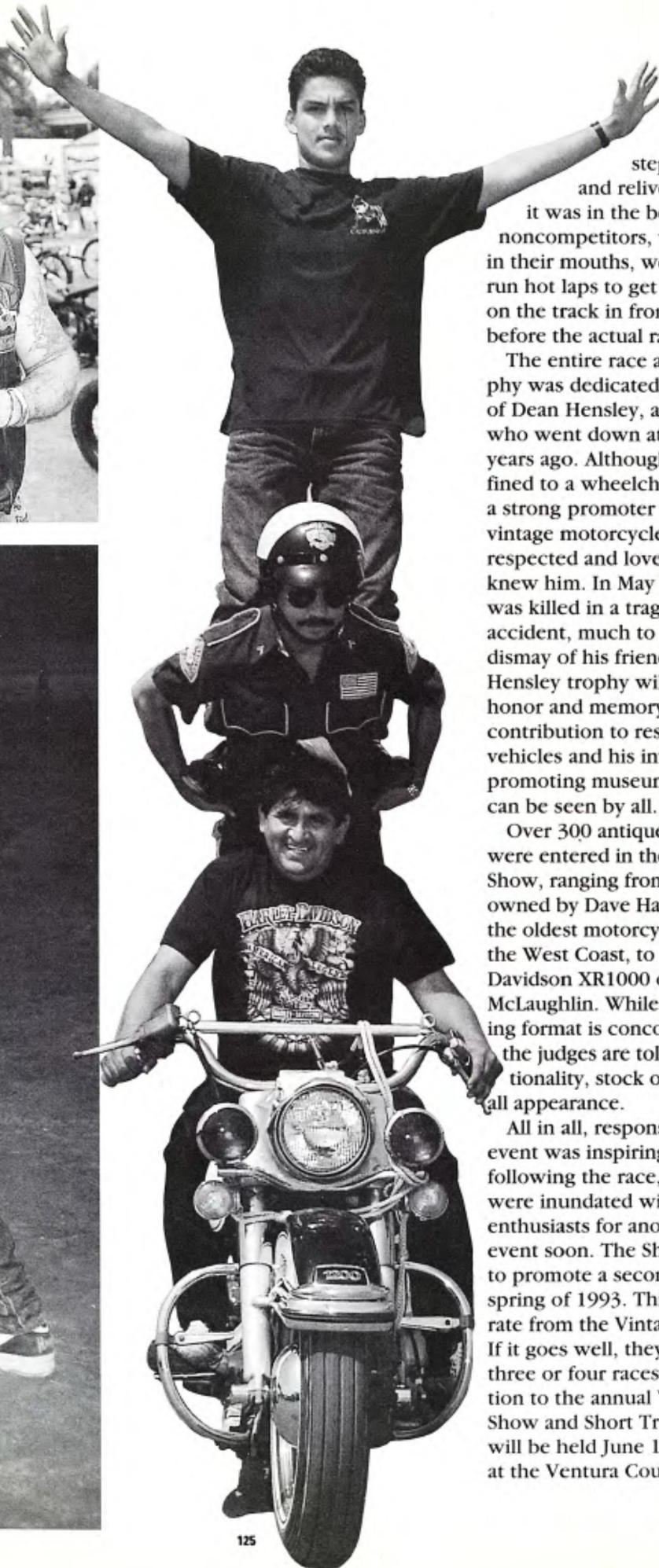
Passion for the way it used to be is the driving force behind owning and racing vintage motorcycles. As overaggressive real estate developers continue to eat up the land that has hosted these events for nearly 100 years, there are still the diehard enthusiasts who put heart, soul, and a lot of cash into restoring, showing, and racing these precious antiques.

Dave Hansen, owner of The Shop in Ventura, California, is one of these dedicated promoters who lives and breathes old iron. Dave initiated the Ventura Antique Bike Show five years ago to provide a locale for his fellow iron workers to strut their stuff. The show has been held at the Ventura Fairgrounds where weather, time of the year and location have proven to be a big plus in making this event more successful each year. And this year they went all the way by adding the Vintage Short Track Motorcycle Races, one of the first of its kind on the West Coast.

Over 50 vintage motorcycles took to the track for the sheer joy of riding them the way they were meant to be ridden. Dave said that the motorcycles are worth more as static displays than dynamic vehicles, but a race bike's true value is in it running on the track doing what it was made to do. And the grandstands filled up to prove his →







point with over 5,000 spectators who got to step back in time and relive racing the way it was in the beginning. Even noncompetitors, with their hearts in their mouths, were allowed to run hot laps to get their bikes out on the track in front of a crowd before the actual races began.

The entire race and a special trophy was dedicated to the memory of Dean Hensley, a former racer who went down at Ascot a few years ago. Although Dean was confined to a wheelchair, he remained a strong promoter and collector of vintage motorcycles and was respected and loved by all who knew him. In May of 1992, Dean was killed in a tragic automobile accident, much to the shock and dismay of his friends. The Dean Hensley trophy will live on in his honor and memory, along with his contribution to restoring historical vehicles and his involvement in promoting museums where they can be seen by all.

Over 300 antique motorcycles were entered in the Vintage Bike Show, ranging from a 1902 Indian owned by Dave Hansen, which is the oldest motorcycle recorded on the West Coast, to a 1984 Harley-Davidson XR1000 owned by Mac McLaughlin. While the basic judging format is concours d'elegance, the judges are told to look for functionality, stock originality, and overall appearance.

All in all, response to the entire event was inspiring. Immediately following the race, the promoters were inundated with requests from enthusiasts for another similar event soon. The Shop is planning to promote a second race in the spring of 1993. This would be separate from the Vintage Bike Show. If it goes well, they will put on three or four races a year in addition to the annual Vintage Bike Show and Short Track Race, which will be held June 19 and 20, 1993, at the Ventura County Fairgrounds.

—Nancy Cairns

1992 SHOW RESULTS

1915 - Earlier	1912 Sears	Urban Hirsch
1916 - 1927	1926 Cleveland	Richard Morris
1928 - 1939	1939 BSA	Danny Stephens
1940 - 1967	1946 VFI Velocette	Dave Edwards
1958 - 1969	1960 H-D panhead	American M/C Exch.
1970 - *	1984 H-D XR1000	Mac McLaughlin
Best Competition	1919 Ind. Powerplus	Steve Huntzinger
Best Sidecar/3-Wheeler	1968 HD Servicar	Reggie Drew
Best Indian	1948 Chief	Gary Phelps
Best Harley-Davidson	1949 panhead	Larry McQuay
Best Triumph	1967 Tiger Cub	Walter Worsch
Best European	1956 AJS	Lynn Snodgrass
Best Power Bike/Scooter	1949 Ind. Stylemaster	Dave Royal
Best Vintage Motorcross	1973 Maico	Jim Bevil
Best Restored	1955 Triumph Cub	George Penrod
Oldest Motorcycle	1904 Thor	Urban Hirsch
Most Unique Motorcycle	1914 Douglas	Rusty Kay

1992 VENTURA VINTAGE M/C RACES

2- and 3-speed class:

1. David "Preacher" Ewing	1925 H-D	Venice, Calif.
2. Homer "Drowned" Knapp	1928 H-D	No. Hollywood, Calif.

450CC AND UNDER:

1. Joe Pope	AJS	Culver City, Calif.
2. Lenny Rodriguez	BSA	Los Angeles, Calif.
3. Rick Stecyk	AJS	Canoga Park, Calif.

CLASS C (500CC OHV/750CC SV):

1. Art Carter	AJS	Ventura, Calif.
2. Eddie Dodge	Indian	Acton, Calif.
3. Joe Dodge	H-D	Granada Hills, Calif.

650CC - 999CC:

1. Norm Neumann	Triumph	Foster Park, Calif.
2. Tony Herrera	Triumph	Santa Barbara, Calif.
3. J.C. Clopton	BSA	Santa Ana, Calif.

HOOGLIGAN (1000CC AND UP):

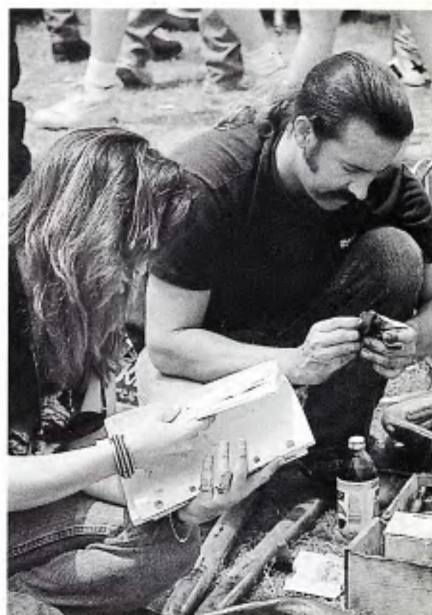
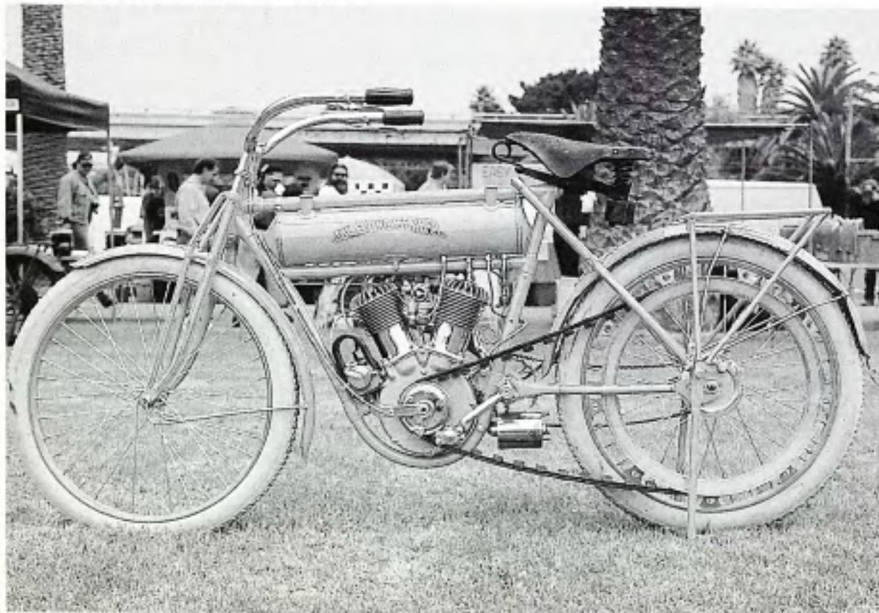
1. Homer Knapp	1928 H-D	No. Hollywood, Calif.
Bobby Hill	1946 H-D	Ventura, Calif.
2. Dave DeVarney	1932 Indian	Ventura, Calif.
3. Gordy "Merkel" Clark	1915 H-D	Santa Paula, Calif.

Trophies sponsored by Gary Bang Cycles

Racers' T-shirts sponsored by H-D of Ventura



Photos: Kim Peterson and Nancy Cairns



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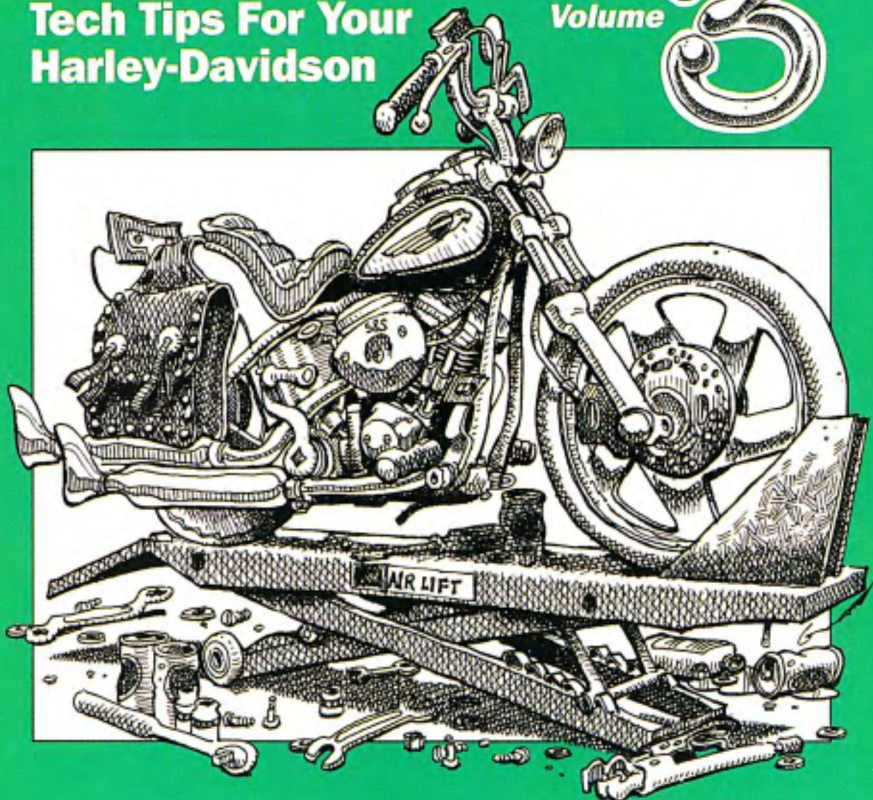
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And a \$50 reimbursement on ambulance services.

Emergency Road Service is available to Bros Club members only. For information on how to become a member please see page 8, or call this toll-free number:

1-800-247-6246

(24 hours - 7 days a week)

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P.O. Box 525 Mt. Morris IL 61054-7984

BIG-INCH BLACKTOP BAKER



*Wakes Up Cows
And Punishes Pavement*

A couple of young Ivy League executives leave their corporate offices perched over Northern California's Silicon Valley and strut down a corridor past a small cubicle where Desmond D'Anna is hard at work on his computer. The diminutive Desmond, all of him amassing to not much more than 130 pounds, pays no mind to the two suits poking fun at him as they walk by.

"Ol' D'Anna's lucky," says one. "All he has to do to work out each day is bench press a couple of bread sticks."

"Ever wonder how little Desmond gets to work?" the other jumps in. "I bet his mommy gives him a lift."

What they don't know about Desmond—besides the fact that he doesn't give a rat's ass what they think about him—is that he is the designer, mastermind, co-builder, and sole rider of one of the most radical, wrist-twistin' shovelheads to braze the boulevards of San Martin. Those who have ridden with the miniature Mad Max say, "The only way to keep up with Desmond on that wicked big incher of his is to be pushing the throttle

in a fighter jet."

Desmond first acted on his passion for scooters almost two decades ago when he joined the Navy in order to save up for his first Harley. Knowing that it would take years to piece together the screaming dream putt in the back of his 17-year-old brain, he went ahead and bought his first Sportster for everyday riding while he was stationed in Virginia.

When he made his first cross-country run from Norfolk, Virginia, to San Jose, California, the hard-ridin' 130-pounder said, "I started



out thinking I was Peter Fonda in the movie *Easy Rider*, but after taking me an average of an hour and a half to kickstart my bike each time I pulled over for gas, I ended up feeling more like Gilligan."

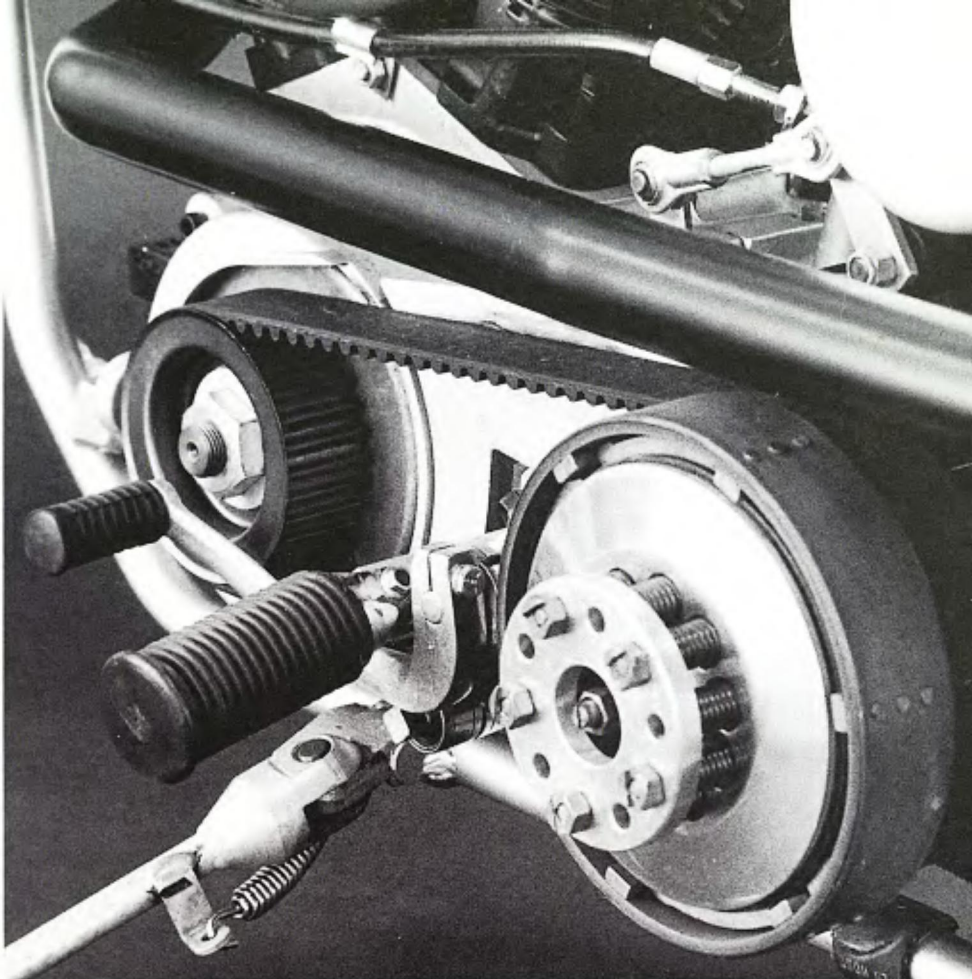
Over the years, Desmond threw together a custom panhead and a Sportster, both with wheel-to-wheel chrome for show. But not until he straddled his good bro Johnny Lightning's 87-inch stroker did Desmond find the inspiration he needed to refine the vision of the bad-ass, smokin' machine he had wanted since he was a kid.

Like Johnny's digger, Desmond wanted a lightning stick with the raw power and speed from big inches and the defiance of the low digger look. No chrome. No comfort. Just your everyday, high-tech, glass-beaded radical road thrasher built solely for baking blacktop and smoking asphalt.

When Johnny Lightning met up with the Grim One, Desmond was more determined than ever to build the motorcycle inspired by his lost brother. He began his quest by picking up a transmission and motor from a downed bro who didn't want to see them go to waste. Dissatisfied with stock displacement, he stroked it to 102 inches and resolved himself to making the fender, frame, and tank accommodate the massive cubes. Desmond spent much more time than originally planned to fabricate the rear fender, dialing it in and gusseting the frame to reinforce the monster motor. He also had to cut the louvers in the fender to allow the smoke to escape after some serious rubber burning.

Drag bars gave his shovelhead a lean look and low wind resistance during high-speed endeavors. Even the mirror had to be smaller than usual—not that anything could last in its view much longer than the twist of a throttle.

When it comes to registering pounds on the scale of character, a man's size is measured by heart and will. And the radical rider from San Martin, California, has a helluva lot both—not to mention that he's been power lifting much more than

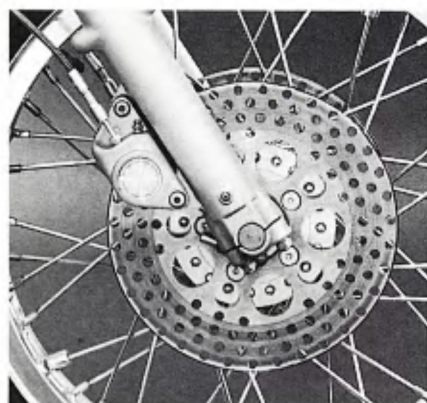


bread sticks lately to put enough lead in his pencil to fire up those monster cubes.

Desmond D'Anna makes no apologies for his big-inch scoot, his hard riding, or his loud pipes that wake up the neighbor's cows and stir life into the blood of local and state law enforcement for miles around. Hell, what else would there be for the cops to do after scarfin' down breakfast at Denny's other than go looking for Desmond?

Best of luck in your pursuits, bro.

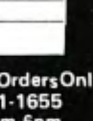
—Clay Dog



Owner(s): Desmond D'Anna		City: San Martin, California	
General		Frame	
Fabrication by: owner		Year: 1988	
Year and make: 1983 H-D		Builder: Paughco	
Model: shovelhead		Type: rigid, wishbone	
Value: 14 K		Rake: stock	
Assembly by: owner		Stretch: none	
Time: two months		Other alterations: regusseted	
Chroming by: none		Accessories	
Engine		Bars: drag bars	
Year: 1983		Risers: none	
Model: shovelhead		Fender(s): owner-fabricated	
Rebuilder: Ram Enterprise		Headlight: H-D	
Ignition: Morris Magneto		Taillight: something British	
Displacement: 102 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: H-D	
Balancing: S&S		Rear pegs: none	
Pistons: S&S		Electrics: magneto	
Cases: stock		Gas tank: Sportster	
Heads: H-D, ported/polished		Oil tank: spun aluminum	
Cam: Crane		Oil system: H-D/S&S, braided steel lines	
Lifters: Crane		Primary cover: open	
Carb(s): S&S Thunder Jet		Seat: Calamity Jane	
Air cleaner: S&S		Sissybar: fender struts	
Pipes: Pipelyne		Height: n/a	
Muffler(s): n/a		Material: flat stock	
Transmission		Forks	
Modifications: some		Type: FXE	
Year: 1983		Extension: none	
Shifting: reverse pattern		Builder: H-D	
Engine sprocket: Primo belt		Special features: steering damper	
Trans sprocket: H-D belt		Wheels	
Wheel sprocket: 71-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Jim "Bondo" Galata		Hub: H-D	Hub: H-D/FXR
Painter: Bondo		Rim width: 3-inch	Rim width: 4-inch
Color: candy red/silver		Tire: Dunlop	Tire: Avon
Type: lacquer		Brake: H-D/dual drilled	Brake: Perf. Mach.
Special paint: flames			
Other special modifications: reinforced engine/tranny plates; compensation roller to the primary belt. Special thanks to Rich, Paul, Al, Kenny, Snyder, Ram Enterprise and Puccio Welding.			
Photos: Peter Dokus			



We Will Beat Any Price...in this Magazine on Parts we stock.



COMIN' AT YA

Easyriders ▶

Look out—February's incredible \$25,000 Invitational Bike Show bonanza issue is on its way. We have all the bikes from the 1992 issues of *Easyriders*, *In The Wind*, *Biker*, and *Easyriders Videos* for you to vote on. We've also rounded up all of last year's foxes, so you can decide which lovely lady deserves the prestigious title of Fox Of The Year. You can also look forward to coverage of our Labor Day Rodeo blowout in Chillicothe, Ohio, and the Kent Bike Show in England, a story about the first Harleys in Red Square, and all the rest you've come to expect from the best.

On sale December 22



IN THE WIND ▶

The March issue of *In The Wind* promises to keep you entertained during those tough sledin' winter months. The riding shots will give you the urge to wrench on your ride and Rockin' Robin will give you the urge to ride on your wench. We'll also take you on an exotic Far East Travelin' Trails to China, show you some tantalizing tank art, and bring you Toy Run shots from around the land.

On sale December 15



TATTOO ▶

February will be our biggest issue ever! We've added 32 pages to cover the biggest tattoo breakthrough since the invention of electricity—the Inkslingers Ball! In addition to complete coverage of all the wild Inkslinger's action, we've jammed the rest of the mag with special features. You'll tour the studios of Hollywood, explore tattoo history with LeRoy Minugh and Bert Grimm's tattoos, and see the most varied ink coverage ever.

On sale December 8



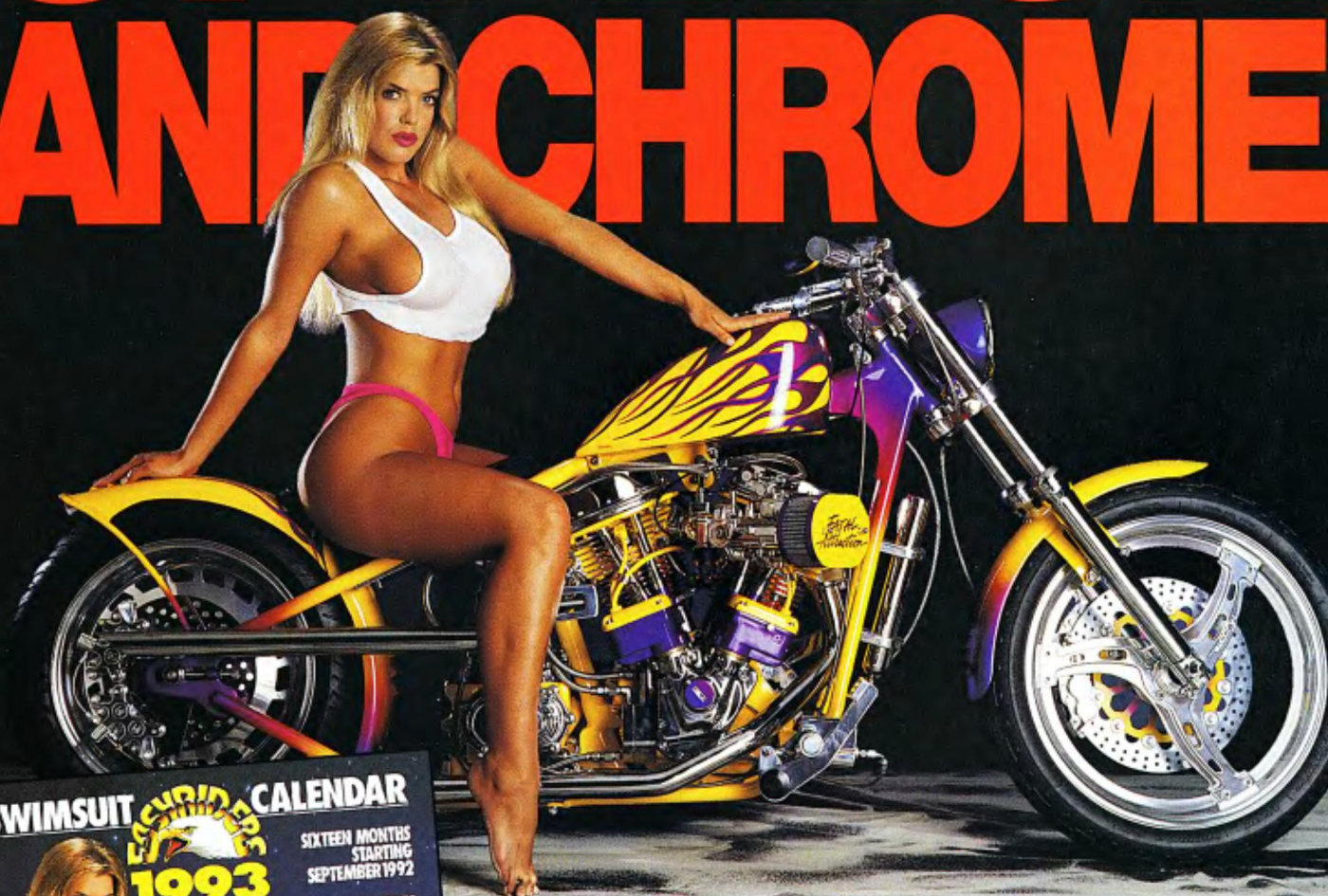
BIKER ▲

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.

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16 MONTHS OF FLESH AND CHROME

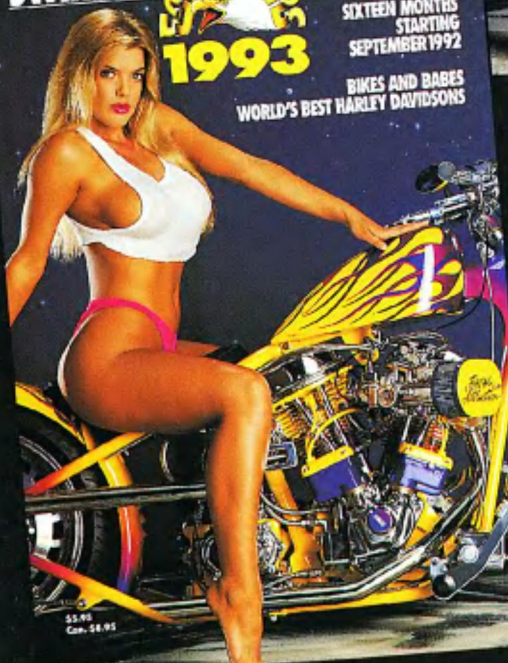


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