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PHOTOS BY E.C. WISNER

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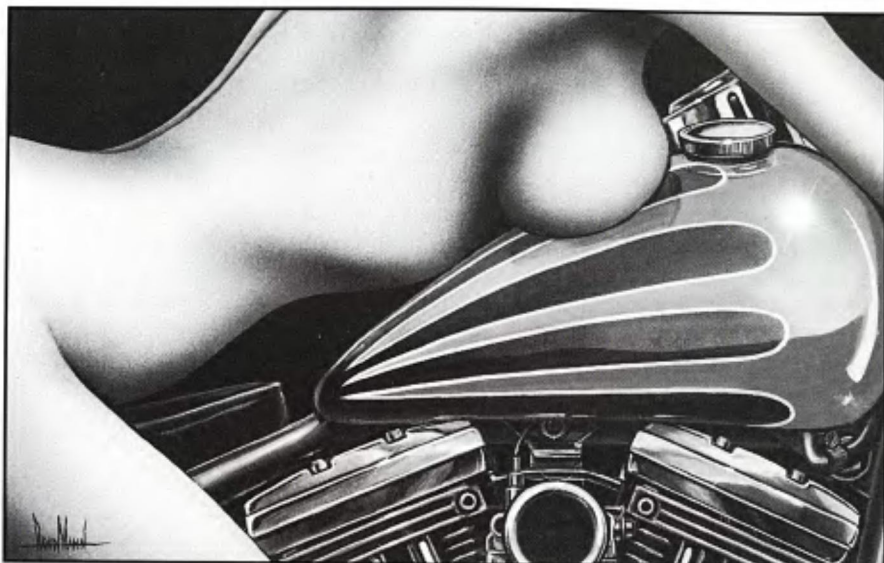
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The next liver-quiverin' issue of this rag goes on sale February 25

Cover photo of Raidere Rhonda on Arlen Ness' Convertible by Raiko Hartman. Rhonda's outfit provided by Malibu Sew and So, Malibu, California.



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I'm bummed out this issue. Nothing ever happened to me like this before. I drove up to my joint early one morning to find two police cars out front. It didn't bother me 'cause I've always felt that a party wasn't really a good one unless the cops were called out at least once and there was at least one knock-down-drag-out fist fight. But wait! This wasn't my party. My party was with a hardbelly in town. But back to the story. The cops were coming out of the house with a smirk on their faces. I figured they musta cracked one of the fighter's gourds. Anyway, I went in the house and saw all the damage. Must have been a helluva fight I thought. Blood on the walls, clumps of hair everywhere—damn, it was a bitch fight. Now I've had bitches fight over who was going to have me first, but this one was different. They were fighting over who was going to use my dildo first! (I keep a dildo around the house to liven up a party if it starts to fade in the early morning hours.) Believe it or not, this actually happened.

I was watching a dipshit TV talk show that featured male haters. One bitch actually said that if you unzipped a male's pants, all his brains would fall out. Ha ha! We put up with shit like this while women coerce all us males into making love to them. Look at these facts: A survey was just released stating that men worldwide are being forced into making love to women 100 million times a day! That figures out to be 69,000 couples making love every hour! So watch out. It's a plot.

A Utah doctor has a real strange way to determine if the medicine he prescribed was strong enough. He asks his patients to stand on one foot, close their eyes, hold their arms out straight and kick him in the nuts with their foot. Don't ask me why, I just report on strange news items. He probably gets a thrill out of pain or he gets off barfing all over the place.

Now here's a guy who's not too tightly wrapped. He went into the bank to hold it up. He demanded all the cash the clerk had in her drawer. When she gave him the cash, he leaned over the countertop to look in the drawer to make sure she had given him all the money. As he did so, she pressed a button and wham! Down came a heavy bullet-proof window that pinned his head to the counter!

News flash! It has just been discovered that if a baby is breast fed, he/she will be much more intelligent than a baby who is merely tossed a baby bottle to be fed with.

She was playing cards and juicing it up a little while traveling on a train. She got so involved in the card game that she forgot to take a leak

until nature told her she had to. NOW! She got up to find a cat box. Not being familiar with the train, she went from one rail car to the next in an effort to get some relief. Finally, she got to the end of the train and walked right off. When she hit the rail bed below, along with the rocks or whatever, she at last found relief. (She was a little bruised and bent, but she lived through it.)

A 29-year-old chick was shot between the eyes. What did she do? Get caught in bed with some guy? What? It seems her ol' man came home with his riding buddies and asked his ol' lady to make sandwiches for all of them. She asked him who the hell he thought he was coming home late, fulla booze, and on top of that wanting a mess of sardine sandwiches. And he even knew she didn't like those things. The bottle of wine he was drinking must have upset his stomach or something 'cause when he finished the bottle, he got up from his chair and shot her between the eyes.

You like to gamble because you just like to gamble. Now they've come up with an odor that makes you feel bolder and in turn, makes you want to take bigger risks. A study in Las Vegas revealed that when they put this odor into the air conditioning system, 45% more money was gambled!

Surprise, surprise! Don't ask me how they did it, but a group of researchers had to come up with the fact that 80% of American doctors want to have sex with their female patients—and that includes dentists. I suppose most women already know this, but it surprised the hell out of me to think that 80%—get that—80%—want to roll in the hay.

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 Response

□ In response to Philip Gugliotti in the December issue, listen up you pussy-whipped sonuvabitch. Get your balls out of your wife's purse. If you let any man, regardless of whether he's a friend or not, destroy your bike and not do a damn thing about it except get very sad, you don't deserve to ride a big bike or a Sportster.

Les
Azusa, Calif.

Patch Info

□ In response to Donna Wright in December's "Wordmonger," you can get patches stating, "In memory of over 58,044 brothers who never returned from Vietnam '62-'75," by sending \$6 (includes postage) per patch to: VNV MC, P.O. Box 28244, Green Bay, WI 54304.

Semper Fi
Green Bay, Wis.

An Eye-Opener

□ The helmet law that is being forced on the people of certain states seems to be more than for the safety of the riders. There seems to be some interest in making the helmet manufacturers a ton of money besides.

I have a Bell Star that I bought in 1982. Because I live in Arizona, where it gets very hot and I sweat heavily, the foam padding has deteriorated. I bought a helmet for my son and my wife at the same time and their foam is still fine. I sent my helmet back to Bell to have the foam replaced, and they said they didn't make the foam for that model anymore. They also told me that I should buy a new helmet every two years because the helmet itself deteriorates and is not safe anymore. When I bought my helmet, there was nothing in the owner's manual that said to throw the helmet away on the second anniversary of the date it was manufactured. As a matter of fact, nowhere did it state the date of manufacture. This means that if a helmet sits on a dealer's shelf for six months, then the helmet can only be used for 18 months and then thrown out. I hope all the helmets on the market are not 24-month helmets, because I'm sure that there are a lot of unsafe helmets on the heads of people who think they're safe from head injuries. Of course, the dollar amount that these two-year helmets is going to create is overwhelming.

G. Gardner
Gilbert, Ariz.

A Correction

□ In your Dec. '92 issue you gave us your 1993 catalog. Now how about giving us the

correct fuckin' order number for Ace Martin's book, *Live The Good Life*. It sure as fuck ain't no service manual! No raisin pie for you shitheads.

Jay
Lake Wales, Fla.

■ Our fault. The correct number for *Live The Good Life* is #060113. The cost is \$24.95. See Ace's bike on page 52 of this issue.

Why? What?

□ This is to Scott from Lincoln, Nebraska, in the November issue, who wanted to know about a Scott Harley-Davidson.

It's called a Scott for A.A. Scott, a 2-stroke pioneer in the early 1900s. It was built in England. In the '20s and '30s, Scott supplied mainly two engine sizes: 496cc twins (yes, V-twins, probably where the H-D connection entered someone's brain, but not a proper addition to the name). Anyway, the 496cc with a 68.25mm bore/stroke and the 596cc with 68.25mm bore and 74.6mm stroke. Model name: FL Squirrel. Very few were made. What about Indians? Every good Indian I know will ride whenever he gets a chance.

What you have appears to be a rarity, so hang tight.

Mrs. Red
Staney, Ohio

Solari Speaks

□ You know, when Columbus landed here, all he saw were billions of naked chicks. *Playboy* has made the most of this cultural heritage by putting out naked chick videos. *Penthouse* has made the most of this cultural heritage by putting out naked chick videos. Meanwhile, *Easyriders* is putting out videos of greasy men. This is not what Columbus wants.

It's time for Biker Fantasies videos. I'm already thinking 'em up just writin' about 'em.

Penthouse has come out with a bikes and chicks video. One segment has a bunch of bozos sitting in an empty garage, and then naked chicks show up. The naked chicks dance around the biker bozos and then leave. The biker bozos sit there and look at each other, like they're sayin' to each other, "Gee whiz, boys. Why did they leave?"

Why did you assholes let them leave? Five guys should have jumped up and made for the door and stood there with their arms folded and said, "You bitches come in here, take your clothes off, sit on our laps, shimmy in our faces—and now you think you're leavin'?" HAHAAHAHAHAHAHAHAHA.

Okay, maybe this is a little too aggressive. But the biker is more than just a bozo. He's a terrifying bozo. Well, maybe that's a little too

aggressive, too. But he sure ain't represented in film the way he is in *Easyriders* magazine.

I think some biker fantasies would not only provide some boners but some laughs, too.

J. J. Solari
Burbank, Calif.

A Comment

□ I'm writing about the "Heritage Royal" in the December issue on page 9. I know we all have different tastes, but for the life of me I can't understand why someone would take a righteous scooter and make it look like a cross between a Vespa and a rice rocket.

Turk Tasca
Leominster, Mass.

Buffalo Controversy

□ Tell Smelly from Medford, Mass., (Dec. issue) that buffalo are still raised for slaughter around here, and the meat is really good. I could pick up a carcass and drape it over my bike, too, only I've got enough dead animals on it when I'm wearing my jacket and stuff after chowing down on some cheeseburgers. Animal exploitation sucks? Stupidity sucks worse. Leave the man alone.

Paul "Paublo" Juhl
Fairbury, Neb.

A Sprint Club

□ I'm currently working on a project involving the older model Sprints. A few others and I are starting a Sprint club which will include a newsletter, monthly updates, a once-a-year gathering, and other activities (we're not trying to be a motorcycle club). We're looking for contributors to our newsletter, i.e., photos, histories, stories, drawings, and other info pertaining to Sprints.

If you want to help, you can write our treasurer, Nancy Sasser, 1525 E. Sunnyside #B, Phoenix, AZ 85020, or me, Allen Moller, 80432 ASPC, P.O. Box 3300, Goodyear, AZ 85338.

Allen Moller
Goodyear, Ariz.

More Ball!

□ I've been reading your rag for more than just a few years. I've developed an addiction to the K. Randall Ball fiction series about Sam "Chopper" Orwell. Do us all a favor and convince him to write a book. I think others will agree we need a book of fiction that follows one story line.

After 16 years I finally wrote you guys a fuckin' letter.

The Wizard
Denver, Colo.

P.S. Print this shit, I don't plan on writing for another 16 years.

What's Up?

□ What's up with the panhead in the December issue? God must have done some serious puttin' on this eye-catching pan. Or someone's been doing some serious puffing.

Barbarian
Pelican Bay, Calif.

Righteous Lady

□ I'm writing this to let other people know about a lady in Illinois who is willing to help anyone find anything for your Hog that you thought was impossible to find.

Her name is Mrs. Lubeck, and she's with Finder's Service International, 454-458 West Lincoln Highway, Chicago Heights, IL 60411, (708) 481-9685. Mrs. Lubeck did me right by finding a right side saddlebag for my '83 FLHT. I spent three months looking myself. A buddy of mine told me about her, and when I found her she located what I needed in less than two weeks. Another thing that really impressed the hell out of me was that she was really easy to work with on the payment for the parts I needed (Being in the military, I'm on a real limited budget.)

Gunner
Pearl Harbor, Hawaii

We're In Error?

□ The layout of the Harley-Davidson history chart is in error. It shows a knucklehead in production after 1947. That's wrong. Panheads were produced in 1948, not knuckleheads. A 61-cubic-inch panhead was produced until 1962, and between the knuckle and shovel, a 45-inch K model was produced in 1952. In 1953, the K and KK 45-inch flathead were produced. In 1954, a 55-inch flathead KH model was produced, and in 1955-56 the KH and KHK 55-inch flathead were produced.

This info has been verified by the senior technical advisor at Harley-Davidson.

You might be interested to know that the official history of the Harley-Davidson Motor Company, The Harley-Davidson Motor Company—An Official 80-Year History, is now available from your local Harley dealer. It's part #99311-84V, and it gives an accurate year-by-year history.

The Rebel
Lexington, Okla.

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, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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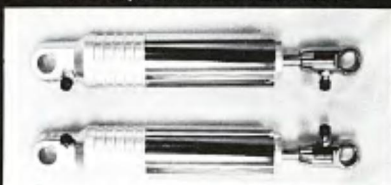
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"FINE, WE'LL JUST EA

90 years ago, four men decided to take a motorcycle ride. There was only one catch. They had to build it first. So Bill Harley and Arthur, Walter and William A. Davidson rolled up their sleeves and got to work. After countless gallons of midnight oil and who-knows-how-many missed meals, the first Harley-Davidson® motorcycle rolled out of the "factory." At the time, they had no way of knowing that they had created much more than a motorcycle. That machine

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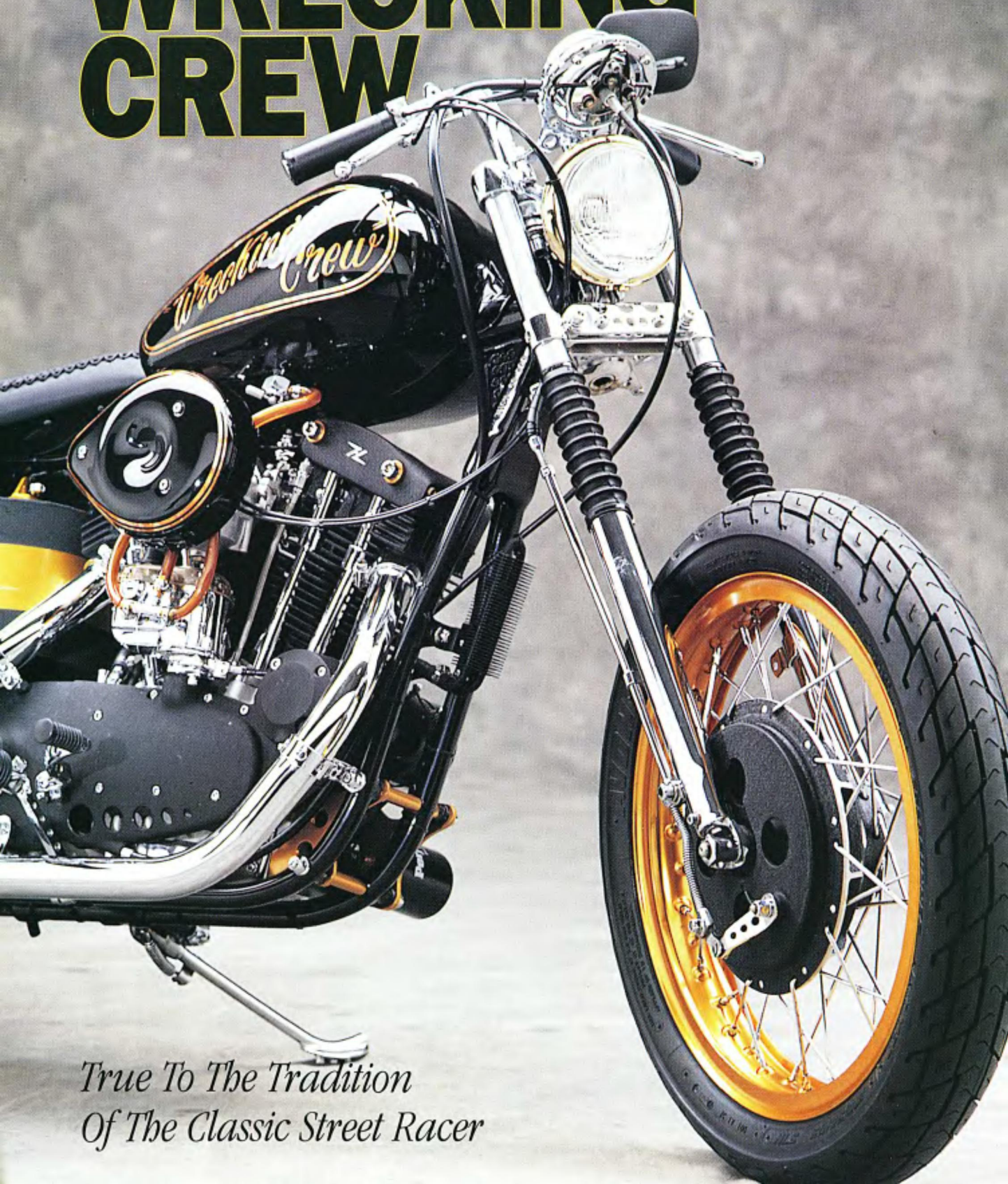
was the start of a commitment, a powerful relationship between rider and motorcycle that continues to this day in garages across America. If you've been there, no further explanation is necessary. So here's to anyone whose mom ever yelled because you were spending too much time with a motorcycle. And here's to the four men who were able to build a machine so powerful, it became a way of life.



Through and Through.

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THE WRECKING CREW



*True To The Tradition
Of The Classic Street Racer*

Chet Hall's one of the more straighter shootin' bros you'll find north of the Mason/Dixon line—not that the Paul Bunyon-sized bro needs a shooter to get his point across. So when it comes to painting a history of how he came to love Sportsters, the 6-foot-something, 19-1/2-inch neck, 280-pounder makes no bones about the fact that it was the lean, mean, and not all that powerful putt of British descent that first inspired him. But it was only a matter of time, growing up back in those early-'60s, dog-whip-dog Detroit street days, before Chet grew weary of the smaller-cubed

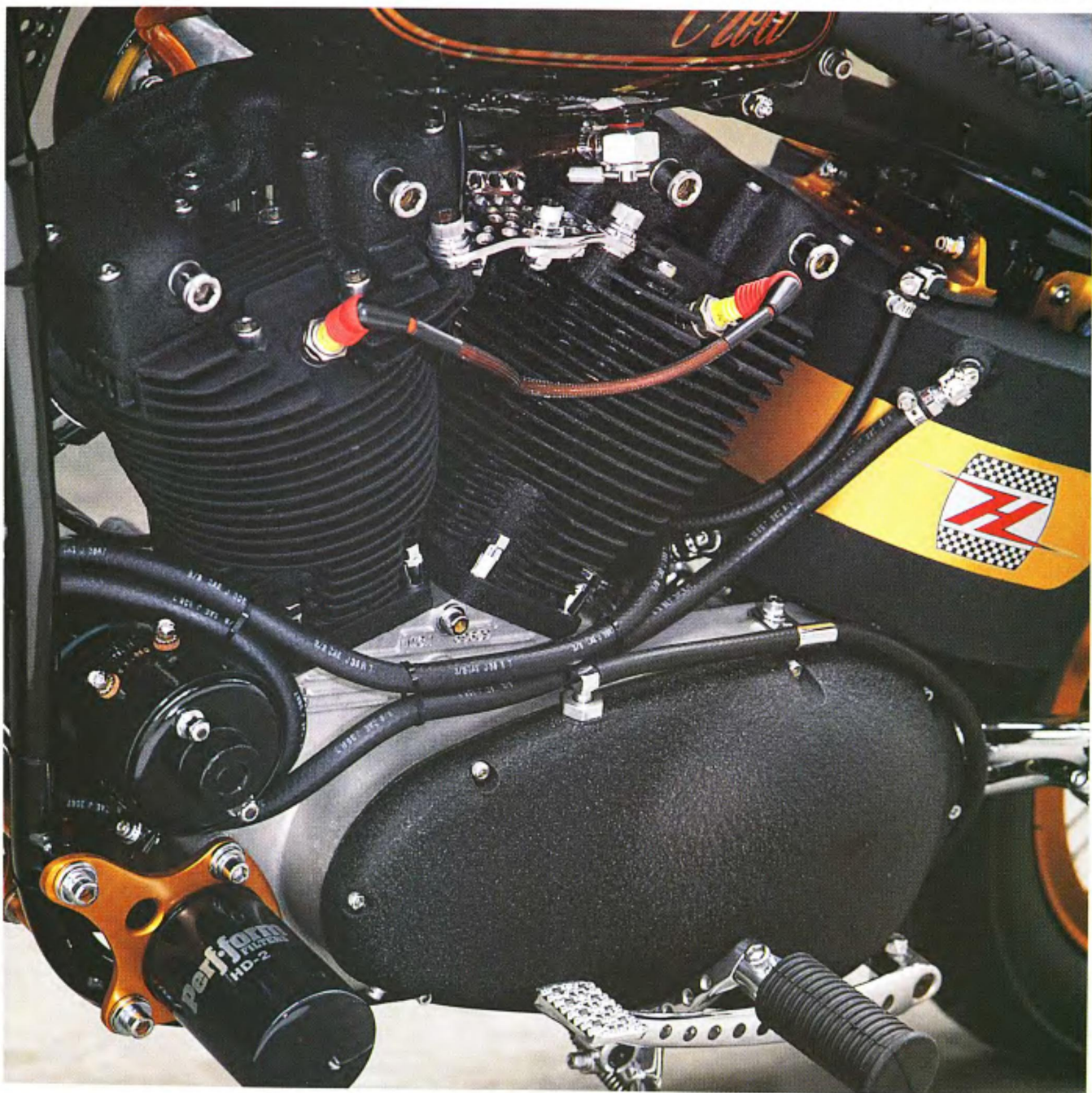
Triumphs, Vincents, and the infamous Ariel Square Four (sorta cousin by royal marriage to the BSA).

Influenced by the clean crisp look of the ancient Brit bikes whizzin' down the back alleys of Detroit during his childhood, with their shorter front ends and swingarms in the rear, the Sportster with its swingarm suspension and its bigger stable of horses seemed a natural American-made progression of a style of bike that Chet has remained faithful to for over a quarter of a century.

Chet's been building and customizing scooters in the Detroit area since the mid-'60s. His style of

ride could be described as the classic street racer—"not high-tech in any way or form." Although more recently Chet has built his share of custom Super Glides and Softails, he credits his loyalty to Sportsters with his first memories of the unique-looking Vincent V-twin, most mighty in the '40s and '50s—especially the trapdoor tranny, right-side chain drive, and the engine with its unit construction.

It wasn't till the late '60s that Chet grabbed this one-of-a-kind, old-style XLCH. After buying the '69 Sporty brand-new and breaking it in basically stock (except for the XLR drag →





pipes), he decided to disassemble it and get on with his plans. "The goal was to make it look unique, but still look like a motorcycle," says Chet. Again, he was after his trademark street racer look as opposed to the more laidback stretched chopper spanning the West Coast.

His theme, true to the Sportster racing tradition, meant using as many Harley factory racing parts as possible, with a strong emphasis on function and detail. The genuine racing parts that Chet was after are called "R-parts" by the factory, which is also how he named his bike, "Wrecking Crew" (H-D's in-

house nickname for their racing team back in the '50s and '60s). As both a shop teacher and bike shop owner in Detroit (Chet Hall Enterprises: "where the gangsters shop"), the handmade parts required for the bike's ultimate uniqueness and efficiency were a welcomed task for Chet.

When all was said and done, the frame was rewelded and all welds were ground and filled. The swing-arm is the 1-inch longer XLH version, with custom brackets to hold the 14-inch Koni aluminum shocks in their special location. The wheels are a collector's dream: matching



KRTT drum brakes (front and rear) with gold anodized alloy rims.

The 77-cubic-inch engine and close-ratio trans were built to the streetable maximum, the XLR heads were done by Jerry "The Godfather" Branch, and the cases were reworked by Donny Rich. The cams and all trans gears were personal courtesy of John Andrews out of Chicago.

But the most unusual part of Chet's 20-year-old Wrecking Crew are the hundreds of holes drilled in almost everything—all brackets, mounts, supports, and even the frame. When Chet was asked if he was hoping to discover oil, or if maybe he got a lit- →



tle too close to The Godfather, he replied, "I just like drilling holes." 'Course, he did go on to say, "it makes everything lighter weight, unique, and still strong." Sounds consistent with his racing theme, since those were the same reasons the racers used back in the old days.

Chet says he's got no intention of changing his ways over the next 25 years. He'll keep right on buildin' 'em "plain, low-tech, simple, and efficient." And if you ever happen to be in his neighborhood looking for some action, be sure to stop by and ask him, "Hey, bro, aren't Sportsters for girls?" —Clay Dog



Owner(s): Chet Hall	Engine cont.	Frame cont.	Forks cont.
City: Roseville, Michigan	Carb(s): S&S Super B	Stretch: none	Extension: none
General	Air cleaner: S&S	Other alt's: molded, filled, drilled	Builder: H-D
Fabrication by: Chet Hall Ent.	Pipes: XLR, 40-inch	Accessories	Special features: filled and drilled
Year and make: 1969 H-D	Muffler(s): huh?	Bars: handmade by owner	Wheels
Model: Sportster XLCH	Transmission	Risers: built-in	Front
Value: too much	Modifications: close ratio	Fender(s): KRTT aluminum	Size: 19-inch
Assembly by: owner	Year: 1969, all Andrews	Headlight: Bates K-D	Hub: KRTT
Time: too long	Shifting: steel forks	Taillight: catseye	Rim width: 3.25-inch
Chroming by: Brown's	Engine sprocket: 34-tooth	Speedo: none	Tire: Avon
Engine	Trans sprocket: 23-tooth	Front pegs: KR aluminum	Brake: KRTT
Year: 1969	Wheel sprocket: 51-tooth	Rear pegs: KR aluminum	Rear
Model: XLCH	Painting	Electrics: Cycle Electric	Size: 18-inch
Rebuilder: Chet Hall	Molding: owner	Gas tank: 4-gallon, handmade	Hub: XL
Ignition: mag	Painter: Jerry Matthews	Oil tank: 5-quart, handmade alum.	Rim width: 3.5-inch
Displacement: 77 cubic inches	Color: black	Oil system: cooler and filter	Tire: Avon
Lower end: S&S	Type: Centauri	Primary cover: MPD	Brake: KR
Balancing: owner	Special paint: gold leaf	Seat: Mexican Jerry	Other special modifications:
Pistons: S&S	Frame	Sissybar: none	handmade brackets, tach, head-
Cases: reworked by Donny Rich	Year: 1969	Height: n/a	light, motor mounts, regulator,
Heads: XLR by Jerry Branch	Builder: H-D	Material: n/a	rear suspension, etc., and some
Cam: Andrews V-9	Type: XLCH	Forks	serious hole drilling.
Lifters: H-D Carb(s): S&S Super B	Rake: none	Type: Sportster	Photos: Steve Coonan



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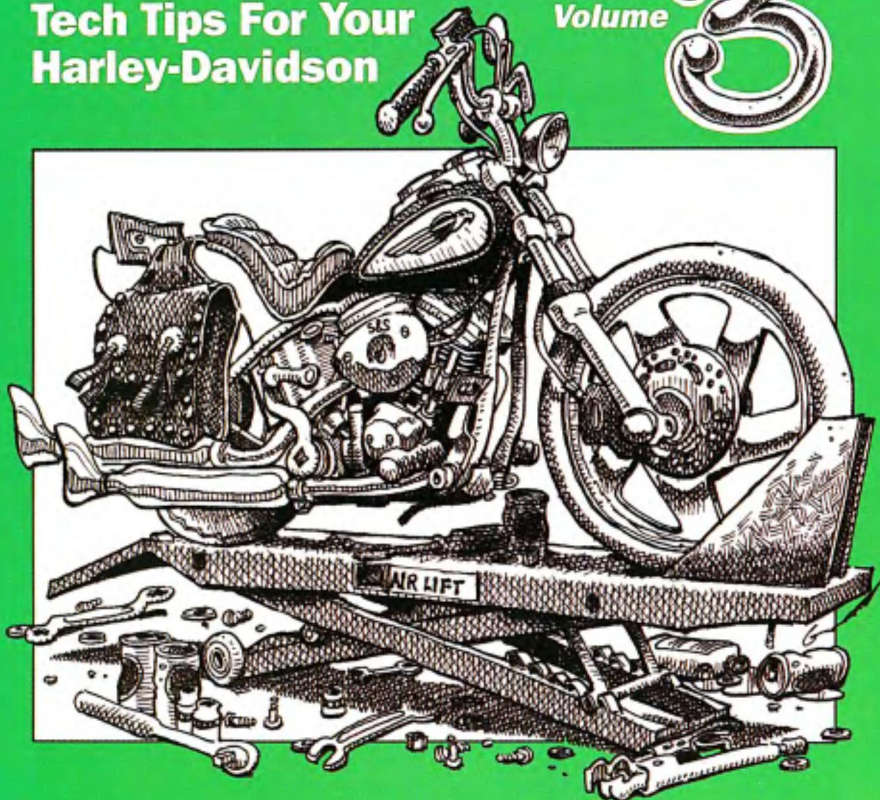
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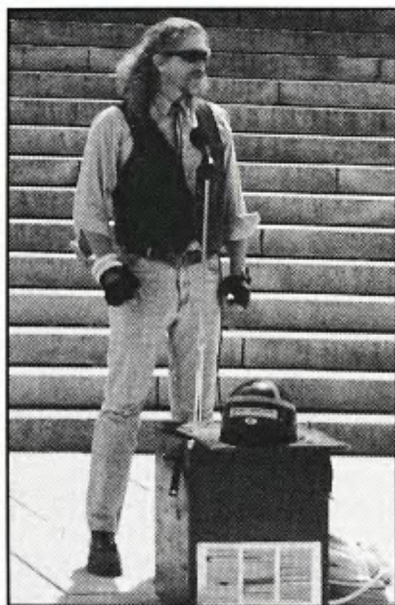
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EASY NEWS

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PROFILE IN ENDURANCE

Nebraska Bros Keep Fighting



Thom "T-Bone" Emal reminds the crowd that ABATE doesn't just work for bikers; ABATE's fight helps everybody.

Photo: S.J. Fiala

Editor's note: Nebraska spreads over 400 miles east to west and over 200 north to south, most of it wheatland and Hereford cattle. Yet, with only around 800 members, ABATE of Nebraska puts up one helluva good helmet fight. Here's their latest:

First the bad news: The Nebraska Supreme Court ruled that the helmet law did not violate the state constitution. Adding insult to injury, the Court announced its decision right after ABATE's protest ride to the state capitol in Lincoln, a ride that brought out 250 riders to hear good words from Thom "T-Bone" Emal, state coordinator; John Aman, ABATE attor-

ney; Angelo Bruno, ABATE activist; and Dave Kendle, Libertarian Party candidate for the legislature.

The good news is that ABATE did score a point. The riders planned to go bare-headed, get the tickets, and appeal every one of them. This got the state police worried, and they accused T-Bone of "inciting" a riot.

After measuring public reaction, the state cops agreed to let the riders dump their lids outside of Lincoln and finish the ride with their hair in the wind.

ABATE's protest is expected to be even bigger next year.

—S.J. Fiala
Lincoln, Nebraska

SAME ALL OVER—

And Spreading

Our thanks to the concerned Canadian bro—he didn't give his name—who sent us the newspaper clipping from the St. John's, Newfoundland, *Evening Telegram*.

The story was that the all-wise city fathers in the town of Paradise passed a by-law requiring bicycle riders to wear "protective headgear."

Ever eager to spread good work, Paradise Mayor Dianne Whalen said, "The main reason for the bylaw is to send a message to the provincial government to pass legislation making bicycle helmets mandatory."

While Big Brother and Sister Whalen were busy "protecting"

yuppies cruising on bicycles, the same newspaper has a story about a fellow being harassed by a gang of 40-odd punks who hang out in a vacant lot near his house. The guy doesn't dare complain because the punks might trash his place—and the good town of Paradise just can't seem to take notice or do anything to help him.

So while the cops can't—or won't—protect a citizen from a real threat, they can always find time to protect the citizen from himself—and imagined threats.

Sound familiar?

—Toejam



CALIFORNIA HELMET LAW

Hit From All Sides



We've already reported how California ABATE kicked Dick Floyd, the author of the California helmet law, out of office, and that his successor, Juanita McDonald, has pledged to introduce a repeal bill early in 1993.

California bros, however, are not sitting back waiting for McDonald's bill to work its way through the legislature. Steve Bianco, of San Marcos, and his brother, Thom, of San Diego, have registered protests with Attorney General Dan Lundgren about the way the California Highway Patrol (CHP) officials have tried to make a legislative body of the CHP.

The argument arises over the fact that CHP officials effectively made a list of "approved" helmets by listing the E&R Fiberglass helmet as "unapproved." However, federal law prohibits the federal Department of Transportation (DOT) from publishing a list of approved helmets, and the Bianco brothers argue that the CHP can't do what the federal DOT can't do.

Problems with E&R helmets started from yuppie beach towns that wanted to keep bikers away from the beaches.

In lining up with the beach cities, CHP officials issued several contradictory memoranda, including the one that amounts

to passing a law. The Bianco brothers say the CHP directives so conflict that nobody can tell whether a helmet is legal or not.

The treatment given E&R by The Federal Man gets stinkier and stinkier. The independent laboratory that tested E&R helmets did not permit E&R to witness the tests, has not let E&R see the results of the tests, and has even reported that they "lost" the helmets they tested, so E&R can't see what the helmets looked like after the tests. Yet, on the basis of the lab's so-called "tests," DOT ordered E&R to recall their "beanie" style helmet.

Besides the Bianco brothers' administrative fight, several challengers want to take the law to the state Supreme Court. Repeal will last only until the next Dick Floyd comes along, but a favorable Supreme Court ruling will stop helmet laws entirely, so the legal fights are worthwhile even though McDonald's bill could render the current law moot.

In one challenge to the law, Bill Elkins' lady, Shilo, argued that the helmet law violated bikers' constitutional rights (see "Easynews," Feb. '93, and page 28, this issue). The Appellate Division of the state Superior Court rejected her arguments, so with some help from M.L. Clifton, the lawyer who beat the Arizona helmet law, they're filing

a brief with the state Supreme Court—again arguing against the law on constitutional grounds.

Specifically, 1) that mandatory helmet laws are prohibited by the right to freedom and free expression guaranteed by the First Amendment; 2) that helmet laws violate the "search and seizure" provisions of the Fourth Amendment; 3) that Elkins (and others) have suffered a violation of their "due process" rights under the Fifth Amendment; 4) that the rights "reserved to the people" by the Ninth Amendment preclude helmet laws; and, 5) that helmet laws violate the "equal protection" clause of the 14th Amendment. Quite a battery of argument in all that. Elkins, Shilo, and Clifton hope to get to the Supreme Court this spring or by summertime.

Meanwhile, California ABATE has its own constitutional challenge going, but on somewhat different grounds. ABATE argues, among other things, that the California helmet law discriminates against the handicapped by preventing them from riding bikes, and further infringes on religious freedom. (That may sound strange to folks in other parts of the country, but remember this is the land of the "Twinkies" defense. Jerry Brown was governor here once.)

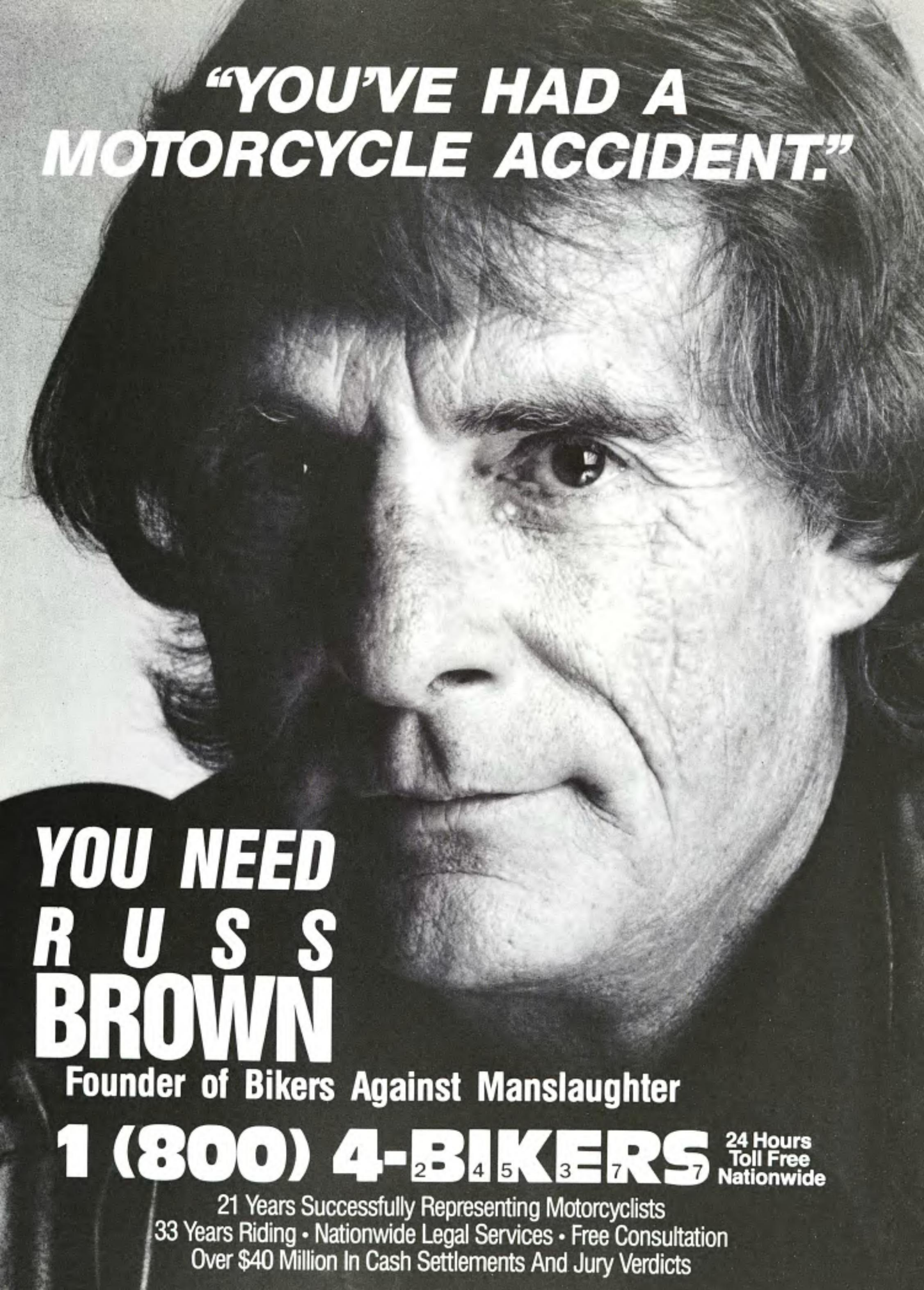
The religious issue arises

from among Sikh immigrants from the Punjab region of India. The Sikhs take a vow to let their hair grow, but keep it wrapped in a turban to keep it clean. Since no one makes a helmet that fits over a turban (or even an extra-big head), the Sikhs have to violate their religious vows or give up riding two-wheelers.

Sadu Singh Johl, a Sikh from the Bay Area, rides a moped, but moped or not, he still refused to have his helmet ticket dismissed. He wants to fight for the right to ride free—all the way to the state Supreme Court if necessary. Johl's case adds one more to Shilo's and ABATE's even though he will be using ABATE's same arguments.

—Sharp

Editor's note: DOT and state agencies in several states are building an unlawful attack on various helmets. The bottom line is that riders and cops are not helmet experts, and they are not required to know anything more about a helmet other than the fact that it had a DOT sticker on it when it was purchased. We are working on both a brief and a video to be used in court to fight these citations. Watch for information on them in an upcoming issue.



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TIME TO ROLL

To The Wall

If you haven't begun, start planning for Rolling Thunder VI—The Ride to The Wall, in Washington, D.C., May 30, 1993. The '92 ride attracted 40,000 bikin' vets and their bros, and the '93 ride looks to be bigger and better.

ABATE chapters all over the country are working to bring riders from north, south, and west into a series of two-wheel (and trike) convoys that will converge on D.C. in massive numbers. Check in with your state ABATE HQ to find out when riders will depart your area, what route they will take, and who they will link up with along the way.

If enough riders turn out, Rolling Thunder '93 will become a "bikes across America" affair. Think of how the citizens will

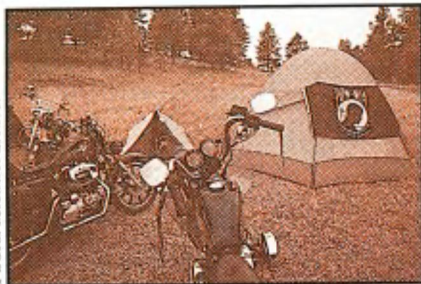


Photo: Michael Lichter

feel when they see lines of bikes heading to D.C. to remember those who didn't come back from 'Nam. Think of all those kids in cars turning their heads to watch a string of H-Ds pass. And think how those citizens and kids will feel about the Vietnam vets—and about helmet laws—after they've seen it.

Daytona and Sturgis? That's fun. Rolling Thunder? That's a duty—and an opportunity.

For more info about Rolling Thunder '93, call: Artie Muller at (908) 369-5439.

ELECTION '92

Some Friends In High Places

Goods news in the 1992 elections: First, Sherman Packard, the bro who got elected to the New Hampshire House of Representatives two years ago, got re-elected. Packard got a seat on the Transportation Committee, and re-election may move him closer to the top of that committee.

In the bikin' spirit, incumbent Dave Zien of Wisconsin rode his Harley, equipped with a big American flag, on the campaign trail, and won re-election to the state Assembly.

In the state of California, Randy Cunningham won his race for a seat in the U.S. House of Representatives. Randy's more into dirt bikes than custom H-Ds, but he's still on our side and a good asset to have in D.C.

What this proves is that you don't have to be a chicken thief and a liar to win in politics. Honest people can do it.

Furthermore, bikin' people can do it. If more bikers will get out there and do it, bikers can get The Man and his helmets and harassments and searches under control. All you have to do is get together and elect your own.

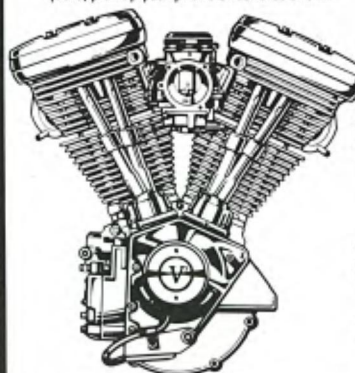
—Noose



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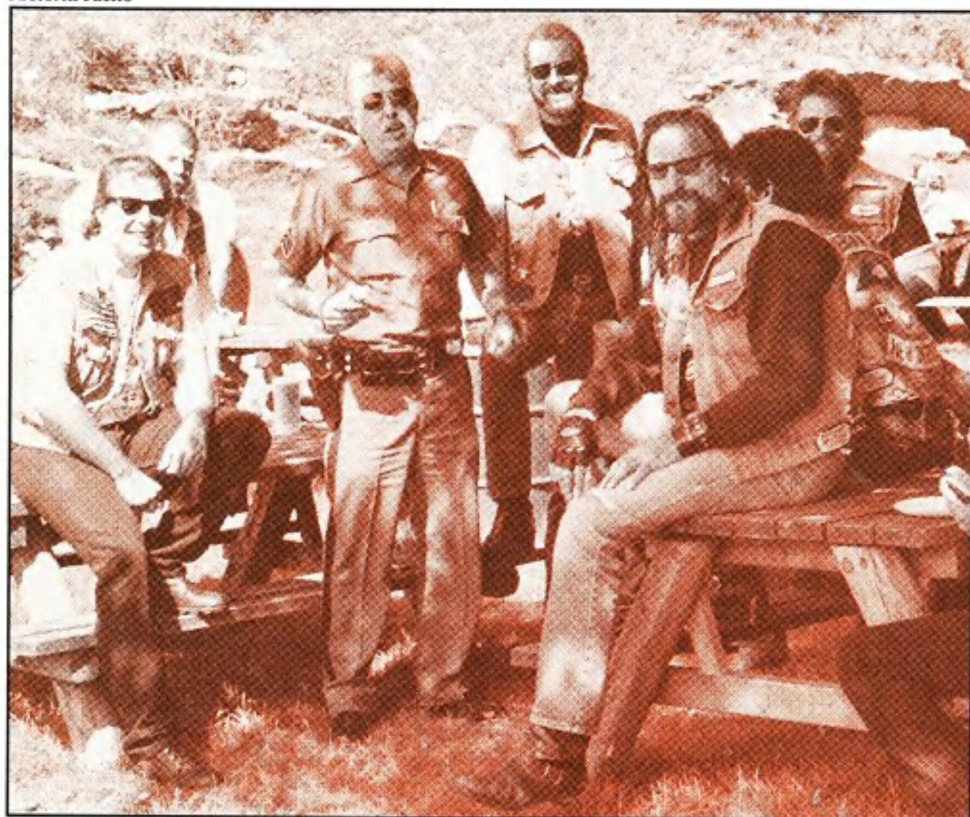
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BROS CLUB NEWS

Al Fucito, Middletown, New York

Photo: Al Fucito



Big Al's love of scooter riding sprouted into a life-long passion even before Cadillacs sprouted fins. After seeing much of the country over the years from different saddles of his rumblin' steed, he started leafing through the Bros Club *Ridin' With Rip* book to see what he might have missed along the asphalt trails while he was busy tending to the needs of his business, Orange Heating Company, Middletown, New York. He says, "Rip's book got me thinking about checkin' out some biker spots I've heard about through the grapevine, but haven't got around to seeing."

In the meantime, he never lets work interfere with his weekend putts. From his hometown of Middletown, Big Al likes to cruise on his Heritage Softail along State Routes 44 and 55 via the small town of Ellenville up to Lake Miniewaska.

The peaceful ride affords him some of Ma Nature's more stand-up displays of rich foliage, majestic waterfalls, and an incredible panoramic view—

looking down from a rare vantage point—over the tops of the Miniewaska Mountains.

In late spring and early summer, Big Al stops in at Bill's East Main Street Pub, in Middletown, New York, to tap a couple and kick back with the bros before heading out on Route 97 to Hawk's Nest Mountain. The putt takes Big Al and his bros along the Delaware River, famous for white water rafting; not to mention all the shuttles available up and down the river, so when it's time to park and plunge you don't have to worry about getting back to your scooter. While you're braving the rapids, though, it's not a bad idea to have one of your bros hang back with the bikes—always better to be safe than scooterless.

After navigating a few rapids and monitoring the bikini traffic, the Hawk's Nest area's Route 97 boasts equally satisfying dips, curves, and bends that make for some of the best riding country around. Big Al and his bros generally end up at Hawk's Nest Restaurant for their supper stop.

It's a cozy mountain steakhouse where you can wolf down some steak, choke on some tall tales in front of the fireplace, and watch the powerful Delaware gush by as it threads its way through wooded bluffs.

'Course the one run Big Al has never missed since it first began 17 years ago, is the Lost Wheels poker run. Every September 7, bros from the Lost Wheels MC, along with ABATE members of Dutchess County, get together with 1,500 bikers from all around the tri-state region (New York, New Jersey, and Connecticut). They start out at a meeting spot in Fishkill, then putt along routes 9W, SR 32, up SR 9D, and then over the Bare Mountain Bridge, Westpoint, N.Y., and on to their final destination at Sabagio Lake in Harriman, New York.

Tug-o-war, beer drinking, slow racing, bike competition, and just a plain good time are all part of the annual run that keep Middletown bros like Big Al coming back year after year.

—Clay Dog

LOVE RIDE 9

Big Bucks Raised

TTrue to its reputation as the largest motorcycle fundraiser in the world, an estimated 12,000 bikers raised \$900,000 for the Muscular Dystrophy Association in Love Ride 9.

On November 9, 1992, a ribbon of riders made the 100-mile putt from H-D of Glendale to the run's new destination of Lake Piru (Ventura County). Because of the Southern California locale, this ride always brings out a bunch of celebs. Among this year's scootin' stars were: Jay Leno, Peter Fonda, Judd Nelson, Dwight Yokam, Peter Fonda, Lorenzo Lamas, and Mary Hart.

Once the riders reached Piru they were served up some barbecued chicken and ribs and entertained by the tunes of the Robbie Krieger Band, the Strawberry Alarm Clock (featuring Spencer Davis), Dwight Yoakam, and Little Feat.

But more important than all the Hollywood hoopla was the cause itself, represented most clearly when the MDA poster child, Christopher Houle, was carried on stage by his father.

There seems to be no end to what bikers will give for charity's sake. This run just keeps getting bigger every year, despite tough economic times and restrictive legislation. There were almost 3,000 more riders in Love Ride 9 than in '91's Ride, and they raised \$50,000 more than Love Ride 8's \$853,000. Just another example of power in numbers.

—Jersey

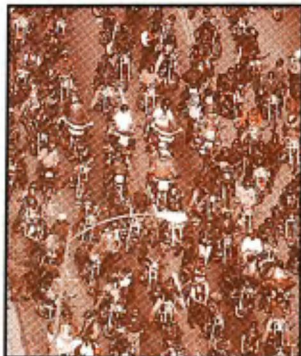


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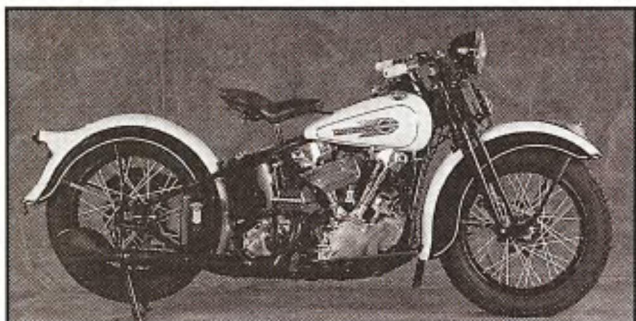
Send In Your '36 EL Serial Numbers

Most of us really get off on antique bikes, and here's one we can really get worked up about and a project we can help with: the 1936 EL. That is, the first knuckle, all 61 cubic inches of it, the bike that fathered the pan and the FL series.

Gerry and Lisa Lyons are heavy-duty EL enthusiasts. They publish a bi-monthly newsletter devoted to EL stuff, including personal ads for restoration materials and drawings of parts you may have to fabricate. Amid these projects, they're making a list of all the 1936 EL models that still exist.

Gerry says they don't know how many ELs H-D built in '36. The more-or-less official number is given as around 3,000, but Gerry thinks Harley may have pumped up the number to impress the folks at Indian. To date, owners have sent them serial numbers for 50 1936 model ELs, and they've located other ELs they don't have numbers for. If you have a '36 EL, or know of one, send Gerry and Lisa the serial numbers at 1240 Vineland Rd., C-3, Winter Garden, FL 34787-4319, or call them at (407) 654-0230.

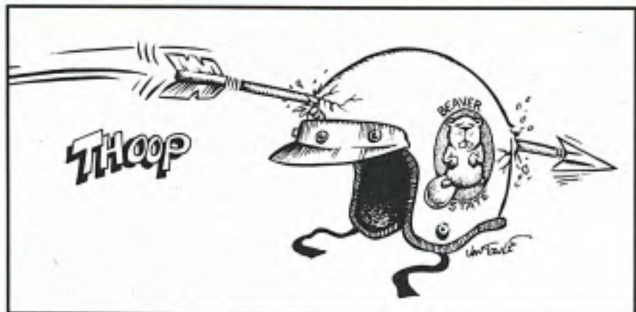
—Toejam



1936 EL belonging to Bruce Lindsay, Bedford Heights, Ohio.

Photo: Motorcycle Heritage Museum

At Oregon's Helmet Law



California (and about every other state in the country) isn't the only place where bikers are raising Cain about helmet laws. In Oregon, Aid to Injured Motorcyclists (AIM) lawyer Sam Hochenberg is challenging the helmet law in the Court of Appeals.

Hochenberg says that the cop who gave his client, Dave Miller, a ticket admitted that Miller had

no way of knowing whether his E&R fiberglass helmet met the requirements of the state helmet law. Hochenberg says the law is unconstitutional for "vagueness."

If the Court of Appeals agrees, the Oregon helmet law goes down the drain (courtesy of AIM; Hochenberg isn't charging Miller for working on his behalf).

—ABATE of Oregon Newsletter

The Craziest Continues



If you're like nearly 5% of the population, you're probably kicking back at the crib, waiting for Mr. Mailman to deliver your next party coupon, er, unemployment check, from Uncle Sam. This month's column, then, is dedicated to YOU, the 5%ers....If you see Dick Floyd in the unemployment line, say "high" for me." Pass a helmet law, lose your job!" was the battle cry for ABATE of California in the November elections as bikers worked their collective asses off to elect pro-motorcycle legislators. It worked! Over 63% of ABATE-endorsed candidates won office....Following ABATE of California's lead, riders in the Lone Star State ousted helmet law sponsor Ted Lyons. Congratulations to Texas ABATE Confederation and Texas Motorcycle Riders Association....Did I hear the word repeal? Speaking of repeal, Congress will again consider bills to repeal the national "blackmail" helmet law. Contact your local ABATE organization to find out how you can help rid us of this coercive crap....Back on the job hunt scene, it seems a Carson City, Nevada, prison shrink was dismissed when he announced plans to open a Wild West theme-park brothel. He was reinstated with full back pay — his wife's a warden. Calamity

Jane, where are you?...A narc dog in Uruapan, Mexico, has job security, but can't seem to find anyone to sell him life insurance. Seems Marco can sniff dope in vehicles moving 60 mph! Smugglers have offered a \$25,000 bounty to anyone who kills him.... Surprise! Surprise! A teachers' study revealed the top problems in public schools in 1940 were talking out of turn, chewing gum, making noise, running in halls, cutting in line, Dress Code infractions, and littering. In 1990: drug abuse, alcohol abuse, pregnancy, suicide, rape, robbery, and assault. And you wondered where the job market went....If you're already planning your summer vacation, why not follow in the tracks of Sam Finely, a Freedom of Road Riders of Missouri member who's doing a butt-breaking 25,000-mile tour of 49 states in less than six months. He accomplished the feat in 1976, so he's on the road again. Why? Why not?...And for you real iron butts, Dave Barr, a double amputee from Los Angeles, has visited 38 countries in an around-the-world trip he has undertaken on his Harley to inspire disabled people to lead as full a life as possible. Way to go....I'm so inspired I'm goin' to ride to 38 bars in one week-end. Later...

—Bandit

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Burlington, CT 06013

Connecticut Motorcycle Riders Assn.

P.O. Box 186
Terryville, CT 06786

DELAWARE

ABATE of Delaware

New Castle County Chapter

P.O. Box 275
Middletown, DE 19709

(302) 378-3076

FLORIDA

ABATE of Florida

Daytona Beach Chapter

P.O. Box 3483
Daytona Beach, FL 32018

(904) 255-9497 (eves)

ABATE of Florida, Inc.

West Coast Chapter

P.O. Box 15585
Sarasota, FL 34277-1585

ABATE of Florida, Inc.

1015 North Combee Rd.
Lakeland, FL 33801

(813) 665-7222

GEORGIA

ABATE of Georgia

P.O. Box 669
Pine Lake, GA 30072

(404) 294-8982

HAWAII

Street Bikers United

P.O. Box 1314
Honolulu, HI 96807

Associated Committee for Bikers

5609-24 Housai Rd.
Kapua, Kauai, HI 96746

IDAHO

ABATE of Idaho

P.O. Box 331
Blackfoot, ID 83221

(208) 784-4382

Idaho Coalition For Motorcycle

Safety
P.O. Box, ID 2732

Boise 83701

ILLINOIS

ABATE of Illinois

State Office

311 E. Main St. #418
Galesburg, IL 61401

(800) 87-ABATE

ABATE of Illinois

Chicago Chapter

4034 W. Montrose
Chicago, IL 60641

(312) 286-8079

ABATE of Illinois

DuKane Chapter

P.O. Box 188
West Chicago, IL 60186

(708) 513-5904

ABATE of Illinois

Eastern Chapter

P.O. Box 2264 Station A
Champaign, IL 61825

(217) 384-8467

INDIANA

ABATE of Indiana

P.O. Box 81
Greargr, IN 46530

(219) 272-5555

IOWA

ABATE of Iowa, Inc.

P.O. Box 70
Eldora, IA 50627

(515) 858-3001

ABATE of Iowa

State Office

District 2
444 South 1st St.
Council Bluffs, IA 51503

(515) 397-5140 (800) 657-5763

Concerned Motorcycle Association

653 Franklin Ave.
Council Bluffs, IA 51501

KANSAS

ABATE of Kansas

650 Elm
Perry, KS 66073

(913) 597-5140 (800) 657-5763

KENTUCKY

ABATE of Kentucky

P.O. Box 2071
Lexington, KY 40594

Kentucky Motorcycle Assn.

P.O. Box 972
Winchester, KY 40391

(606) 234-9955

LOUISIANA

ABATE of Louisiana

Capital Area Chapter

10844 W. Robinson Dr.
Baton Rouge, LA 70815

ABATE of Louisiana

West Central Area Chapter

1403 Aaron Ave.
Leesville, LA 71446

(318) 238-5267

MAINE

United Bikers Of Maine

P.O. Box 844
Ashum, ME 04210

United Bikers Of Maine

P.O. Box 745
Skowhegan, ME 04976

MARYLAND

ABATE of Maryland

P.O. Box 1733
Annapolis, MD 21404

(301) 845-8868 (800) 843-0252

MASSACHUSETTS

MMA of Massachusetts

P.O. Box 2747
Farmington, MA 01701

(800) 432-1-MMA

MICHIGAN

ABATE of Michigan

P.O. Box 1032
Dearborn, MI 48121

(313) 427-3244

Paralyzed Wheels Foundation

4705 S. Division
Wayland, MI 49548

(616) 877-4749

MINNESOTA

Minnesota Motorcycle Riders Assn.

P.O. Box 27528
Minneapolis 55427

(612) 541-1704

ABATE of Minnesota

4610 Colfax Ave. N
Minneapolis, MN 55412

(612) 522-8024

MISSISSIPPI

ABATE of North Mississippi

P.O. Box 575
Olive Branch, MS

(601) 429-7993

MISSOURI

Freedom Of Road Riders

6210 Sherman
St. Joseph, MO 64504

(816) 238-3132

MONTANA

ABATE of Montana

Billings Chapter

P.O. Box 30395
Billings, MT 59107-0395

NEBRASKA

ABATE of Nebraska

P.O. Box 50332
Lincoln, NE 68605

(402) 796-2525

NEVADA

Nevada Assn. Of Concerned

Motorcyclists

P.O. Box 26566
Las Vegas, NV 89126

(702) 870-6121

ABATE of Nevada

Eldo CO. Chapter

5531 Desert Plains Ave.
Elko, NV 89801

(702) 738-1305 or (702) 753-5238

NEW HAMPSHIRE

New Hampshire Motorcycle Rights

Organization #18

724 Old Derry Rd.
Londonderry, NH 03053

(603) 627-3528

NEW JERSEY

ABATE of New Jersey

Manville Chapter

P.O. Box 575
Manville, NJ 08835

(201) 442-2788

Jersey ABATE

State Office

P.O. Box 10442

New Brunswick, NJ 08906

(908) 549-1990/24-hour info:

(908) 549-1990

NEW MEXICO

ABATE of New Mexico

P.O. Box 26544
Albuquerque 87125

ABATE of New Mexico

1st Mountain Chapter

P.O. Box 1003
Tijeras, NM 87059

NEW YORK

ABATE of New York

State Office

P.O. Box 125
Westfield, NY 14787

(716) 326-4153

ABATE of New York

Dutchess County Chapter

P.O. Box 668
Wappingers Falls, NY 12590

(914) 297-2057

ABATE of New York

4250 Six Corners Rd.
Trumansburg, NY 14886

NORTH CAROLINA

Concerned Bikers Assn. of N.C.

P.O. Box 28082
Raleigh, NC 27611

NORTH DAKOTA

ABATE of North Dakota

1001 South 23rd St.
Bismarck, ND 58504

(701) 223-5609 (800) 247-1213

OHIO

Concerned Motorcycle Riders Assn.

P.O. Box 688
Madison 44057

PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Mongo staggered into the doctor's office, screaming in pain and holding his torn genitals in both hands. Examining the damage, the sawbones asked, "Holy cow, how did this happen?"

Through clenched teeth, Mongo said, "I went over to an old maid's house to fix her bathroom sink, see? Well, I guess she hadn't seen a man in a good long while, because right away she was all over me like stink on shit. And Doc, I couldn't help myself—I ended up in the sack with her."

"I don't get it," said the physician. "Did she change her mind and attack you?"

"No way," Mongo said. "She dug it . . . but when I slowed down during the third time, she forgot who she was with and tried to change my batteries."

—Mosquito
Crossbar Inn

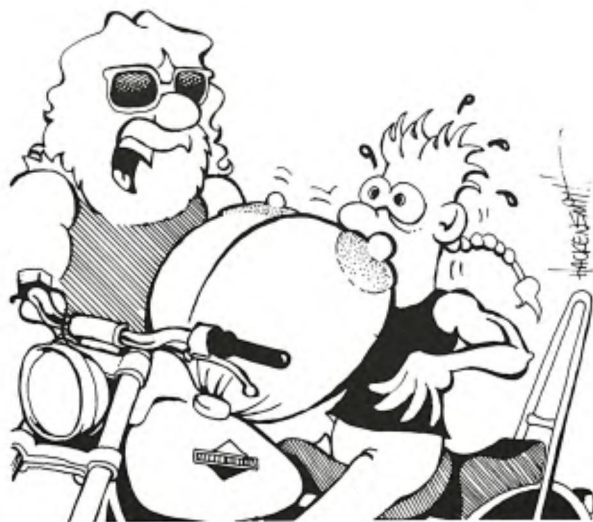
As Sammy stepped into the travel agency, the manager beamed and said, "Good morning, good morning, it's good to see my favorite customer again. And what can I do for you this time?"

"Frankly, I need your help," explained Sammy. "Remember two years ago, when you booked me a vacation trip to Bermuda and my ol' lady got pregnant? And then last year, when you booked me for three weeks in Paris, and again my ol' lady got pregnant?"

The manager said, "Sure I remember, and gosh, I see your problem, but I honestly don't see how I can be of help."

"Easy," said Sammy. "I want ya to suggest someplace cheaper, so I can bring the bitch along this time."

—Skeeter
Club Fed



"Now that's a driver's-side airbag!"

On foot, Dirty Dave starts to cross the United States/Canada border, where one of the crossing guards yanks him out of the customs line and demands, "Where the hell do you think you're going?"

"I'm goin' home to America," replies Dirty Dave.

"Like hell you are," snarls the guard. "Do you have any identification proving you're an American?"

"Shit, no," says Dirty Dave. "I was robbed blind this morning—the assholes took my bike, my wallet, everything."

"Uh-huh. So you got any way to prove you're an American?"

"Fuck, yeah," says Dirty Dave, dropping his Levi's and bending over in full-moon posture. "You see this tattoo on my left cheek? That's President Clinton!"

"Well, I'll be damned!" exclaims the guard, taking a closer look. "I guess it is, sure enough."

"Awright," continues Dirty Dave, "now ya see the other tattoo on my right cheek? That's Vice President Al Gore!"

"Dang if it isn't," says the border guard apologetically. "Son, I guess you must be an American, to have those tattoos. Okay, go on across . . . and hey, have a safe trip back to California."

"California? How'd you know I was from California?" asks Dirty Dave.

"Simple," says the guard. "Isn't that Governor Pete Wilson in the middle?"

—Bill Higginbotham
Yuba City, Calif.

Roller walked into the bar and bragged to his road dogs, "Bros, I'm tellin' ya, my ol' lady loves me more than any other chick loves her ol' man."

"Yeah? How can ya tell?" one of the tramps asked.

"Dig this," Roller said. "Last week I had to take a coupla sick days off from work, and my ol' lady was so fuckin' thrilled to have me around, that every time the milkman, mailman, or the UPS guy came up the driveway, she'd run outta the house shouting, 'My ol' man's home! My ol' man's home!'"

—Juggernaut
America



Is sex better than drugs? Depends on the pusher.

—The Midget
Stayin' Strong

How can ya tell that you've cut loose a really powerful fart while standin' in line at the supermarket?

The lady behind you is checkin' her eggs again.

—El Vee
Your backyard



"Of course I can explain the lipstick on my bandana—I used it to wipe off my dick!"

Running up the road to the local church, Mrs. Carter saw a man headed in the opposite direction.

"Tell me," she panted, "is Mass out?"

"No, ma'am," he replied, "but your hat's on crooked."

—Coyote
The Gulch

How can ya tell good mushrooms from bad ones?

Simple: serve 'em to your mother-in-law—if she croaks, they're good.

—Buzz
The Pit
SEX AIDS



"I think it's a wet spot."

How can ya tell a blonde did yer landscaping?

When all the bushes are darker than the rest of the yard.

—Bama
Cheyenne, Wyo.

What's the difference between Miraculous Mutha and a vacuum cleaner?

You gotta plug in the vacuum cleaner.

—Jerry Clark
Stripe City



"These 'miniature vibrators' you sold me are nothing but Mexican jumping beans."

What's the difference between ridin' a Jap bike and performin' unnatural sex acts with a sheep?

Ya don't feel so embarrassed about climbin' off the back of the sheep.

—Schemer
St. Louis, Mo.



"I guess as prison guards go, he's okay."

Pissed off after a 30-minute wait, the prospect and his ol' lady stormed toward the exit of the local Denny's restaurant. The manager, noticing, quickly ran over and said, "Are you folks leaving before eating?"

"Fuckin'-A," said the prospect, "thanks to yer damned sign."

"Sign? What sign?" the confused manager asked.

"That one, the one that says, 'Wait for hostess to be seated.'"

"Well, yes, sir, that is our policy," the manager said. "Is there a problem?"

"Hell, yeah," said the prospect. "That fuckin' bitch never sits down!"

—Wiley
The Gate, Texas

What's a surefire way to tell when yer ol' lady's gotten too fat?

She can only play Seek.
—Lee
Laidaway, Pa.

Approximately 60 percent of the females in this country are working women.

The rest are working men.
—Jimmy Gamache
Crescent City, Calif.



"How do you know you don't like him, Daddy? You haven't even met him yet."

The bruised and bandaged motorcyclist limped into the lawyer's office and announced that he'd just been run off the road by a cager. He was fucked up bad, he said, and wanted to sue the driver of the car.

"Don't worry," said the attorney. "I promise you'll get everything you deserve. By the way, what kind of bike were you riding?"

"A Honda Gold Wing," said the dude.

The lawyer pressed a button on the intercom and said, "Billy Bob, get your ass in here right now—I got a job for you."

In waddled a mountain of a man who looked like he whipped grizzly bears with a flyswatter for exercise.

"Is this the guy who's gonna get me my money?" asked the rider.

"Naw," said the lawyer. "He's the guy who's gonna throw your rice-burning ass out the fuckin' window."

—Farley Grossmann
Phoenix, Ariz.

After years of hard work, John took his first vacation on a luxury ocean liner. While sunning on the deck, he recognized a former high-school classmate, a long-lost friend from his old hometown.

Crossing the deck, he shook his old friend's hand and said, "Hey, how's it going, Jacob? Haven't seen you in years. What are you doing these days?"

"I'm practicing law," said Jacob. "But don't tell Mother—she thinks I'm still a pimp."

—Mister Chaos
Metroplex

EASYRIDERS 1993

BIG BORE CYLINDER GUIDE

Is your Hog a dog? Well, here's a popular method of putting throttle response into your motor. First of all, your engine is basically an air pump, and the more air it can pump, the more power it can produce. Bigger carbs, wilder cams, free-flowing exhausts, and cylinder head porting will help; however, there's a limit to how much you can stuff into a stock-sized engine—that is, if you want to have a rideable engine that will run on pump gas.

Stroker kits can add more inches to your engine, but with longer piston travel, the piston speed tends to wear them out faster than pistons coupled to shorter strokes.

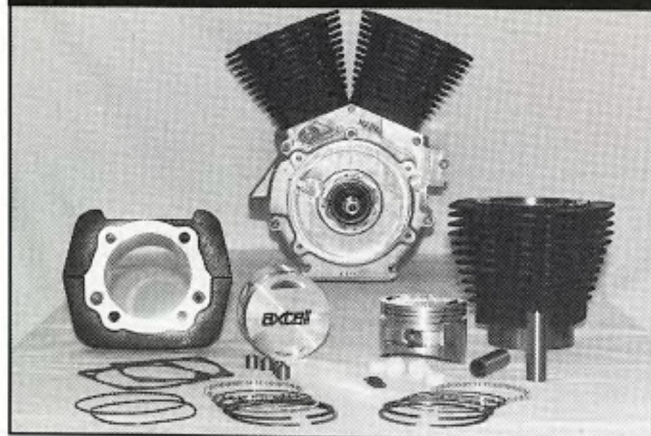
This is where big bore cylinders come in. They will also add cubic inches, but without the increase in wear associated with long strokes. The pistons are generally available in a variety of materials and dome shapes to allow the engine builder to tailor the engine to its usage.

So check out the assortment of companies below, and then go get your inches. Size does matter.

—Keith Ruxton

AXTELL

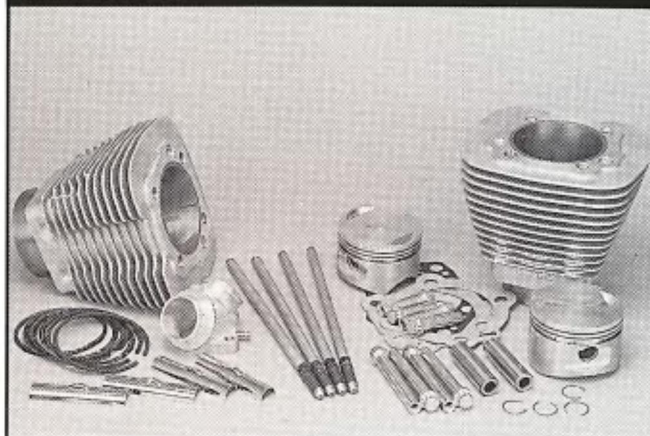
1424 S.E. Maury, Des Moines, IA 50317
(515) 243-2518



Axtell's new EV Mountain Motor Cylinders have a stock-like appearance, but they're made of cast iron to eliminate expansion problems associated with aluminum cylinders in high-output applications. Bore sizes range from 3-1/2 inches to 4 inches. Traditional-style cylinders are available for all popular models, using base-stud mounting. The most popular Mountain Motor is the stock stroke Evo, 3-13/16 bore 97 cubic-inch Big Twin or 88-cubic-inch Sportster. They can supply Big Twin Evo short blocks (assembled) from 80 to 130 cubic inches.

S&S

Rt. 2, County G., Viola, WI 54664
(608) 627-1497



S&S offers a variety of cylinders and kits. Sidewinder top end kits are also available with various stroker kits including flywheels, rods, and mainsbafts. Evo-style cylinders feature a 3-5/8-inch bore and an increased cooling fin area. They are available with forged pistons for various stroke lengths. Knuckle, pan, or shovel cylinders are cast-iron alloy and are 3-5/8-inch bore. Iron Sportster finned cylinders are 3-7/16-inch bore sleeved steel. Also have cast-iron-lined, finless steel cylinders, from 3-7/16-inch to 3-13/16-inch bore for racing.

HYPERFORMANCE

5152A N.E. 12th Ave., Pleasant Hill, IA 50317
(515) 266-6381



Big Jugs are available for all popular H-D models and use the earlier-model, base-stud mounting system to eliminate case damage from over-torqued head studs. They carry street bores up to 3-13/16 inches and racing bores up to 4-7/16 inches. Coming soon are 4-5/8-inch bore, de-stroked long blocks with special billet aluminum heads for street use (117 cubic inches). Also available are full machine shop services for any type of repair or custom modifications for street or race engines.

REVTECH

For the nearest dealer call: 1-(800) 359-5700



RevTech high-performance cylinders for shovelbeats use a much higher chromium content for better wear resistance and improved ring life. In addition, they have a thicker wall section around the base for improved strength. Sizes are: 3-1/2 inch bore, 3-5/8 inch bore, stock, or .125 inches longer for (strokers). RevTech forged pistons for 4-1/4-inch to 4-3/4-inch strokes with compression ratios from 8 to 11.5:1. RevTech forged pistons are also available for Evo Big Twin strokers and big bore strokers.

R&R CYCLE

6622 W. 87th Pl., Los Angeles, CA 90045
(310) 645-9067



The R&R Cycle cylinders are for extreme duty engines. They were originally designed and tested in '76 for shovelbeats. Bore sizes range from 3-7/16 inches to 3-5/8 inches-plus. They're cast from a chrome moly alloy that has proven to be extra durable, even in nitro racing applications. Water jackets provide excellent cooling for large engines and allow closer piston fits for better ring sealing. Additional plumbing and hardware required (but easily installed). Can be ordered with a blank bead flange to allow any type of bead installation.

SPUTHE ENGINEERING

11185 Lime Kiln Rd., Grass Valley, CA 95949-9715
(916) 268-0887



Nitralloy Evo Big Twin cylinder kits will increase the engine's displacement to 95.4 cubic inches (96mm). They feature a cast-in cylinder liner that is 60% thicker than stock, a greater cooling fin area, and a symmetrical fin pattern to reduce thermal distortion and allow sustained full-throttle operation. The pistons are available in two versions: dish top or flat top. They are also available for a 4-5/8-inch stroker (104 cu. in.). Sputhe recommends that '91 and later crankcases be avoided and that his #7001 (or other aftermarket cases) be used.

TROCK CYCLE SPECIALTIES

13N417 French Rd., Hampshire, IL 60140
(708) 683-4010



Trock Cycle has big bore, ductile iron cylinders for almost any combination of bore and/or stroke without using cylinder shims (stroker plates); knuckle and pan direct replacement, stock bore; or 3-5/8-inch bore, heavy-duty cylinders; or shovelbeats cylinders (shovelbeats on your 1000 Sportster lowers). Big bore, 3-13/16-inch for shovels, pans, and Evos use the base-bolt mounting system and come in a variety of compression ratios with Trock's forged pistons. Complete machine shop services are available. Shop tools also available.

F.I.G.H.T. UPDATE

SEEING AND HEARING IS BELIEVING

Last month's "Easynews" reported Bill Elkins' fight against the California helmet law. Elkins took vision and hearing tests with and without a helmet, and proved that helmets do interfere with a rider's ability to see and hear. *Easyriders* F.I.G.H.T. movement could use more evidence of that kind. If any of you readers can find the time to take vision and hearing tests, do it and send us the results. One important point: The tests have to run on equipment that is accepted by the Occupational Health and Safety Administration (OSHA). In other words, you have to test to OSHA standards to get results that will be taken seriously, and finding a laboratory or optometrical clinic that can satisfy OSHA standards may take some time and effort.

In Elkins' case, the audiologist concluded that wearing a helmet so reduced his ability to hear enough to place him a risk in traffic. Elkins' ol' lady, Shiloh, who's ram-rodding his fight, says the results of the vision test say even more: According to California law, the effect of wearing a helmet puts Elkins in the category of being "partially disabled and handicapped." In addition, Shiloh says, a rider can't meet federal Department of Transportation hearing and vision requirements while wearing a helmet.

In other words, wearing a helmet forces you to put your health and your life at risk. According to the Supreme Court, a state can't compel you to take medicine that you don't want, especially if the medicine has unhealthy side effects. By the same logic, the state should not be allowed to force you to wear a helmet that can't be proved to be beneficial but which, most definitely, has unhealthy and potentially fatal side effects. We need all the proof of this point that we can get. Take a hearing and vision test for F.I.G.H.T. and let us know the results. We'll pass them along to Sam McCloud.



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. - P.O. Box 3000 - Agoura Hills, CA 91376-3000

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HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Jerry Glanville

Atlanta, Georgia

Jerry Glanville, coach of the Atlanta Falcons, is one of the more colorful figures around the NFL. In an image-conscious organization that stresses conformity, Glanville is an oddball. It only stands to reason that anyone who isn't afraid to express his opinions would ride a Harley.

Glanville is an outspoken maverick, whose quotes often end up in morning sports sections around the country.

One thing that separates him from the crowd is his desire to rely on emotion in preparing his team for battle. This technique transformed the formerly woebegone Atlanta Falcons into a team now feared by the best.

Glanville displays the pride and attitude of riding Milwaukee iron throughout the South, just as he has raised the self-esteem and confidence of his team and town.

—Raider Rider



Photo courtesy of NFL Pro Line

John Kay

Tampa, Florida

If one would have to pick a biker anthem, it would have to be "Born to be Wild" by Steppenwolf, headed by singer and leader of the pack, John Kay.

Hell, I remember playing in a band 20 years ago, and this was one of our "standards." 'Course, back in the ol' homeland, none of us spoke any English, so we just faked it à la Milli Vanilli (cept we did our own singing). But to all of us in that garage band, the most important part of the song was the feeling that

came across when you heard the words "born to be wild." It transcended any language we could have mutilated, any culture we could have misinterpreted, and any score we could have destroyed.

But to that group of young musical misfits, John Kay and his band were the avant-garde of rebellion, the cutting edge of pubescent exuberance forged with the steel and heat that made motorcycling what it was back then and what it is today.

—Red Baron



Photo: Pat Randle

Shack O' Shame

Huntington Beach P.D.

Huntington Beach, California

The self-proclaimed surfing capital of the country, Huntington Beach, California, has become a regular hunting ground for radar-totin', biker-chasin' Elmer Fudds in police uniforms.

Unless you're wearing a full-face helmet, you're likely to get stopped and slapped with a ticket for not conforming with their particular interpretation of California's helmet law. The popular beanie helmet seems to be a real thorn in their eye of the law.

Considering how many surfer dudes

annually suffer serious head and neck injuries while hanging ten, why doesn't the Huntington Beach Police Department use its "wabbit hunters" to patrol the local beaches, making sure that no one tackles the waves without wearing a fully-enclosed brain bucket? (This could also be a gold mine for insurance companies: mandatory surf-board insurance!)

I'm sure *someone* will build a doughnut shop right on the pier.

—Red Baron



Illustration: Jon Towle

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(800) 525-5355



WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in February, March, and April.

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. Hall of Industry, State Fairgrounds, Little Rock. For more info call: (501) 942-7553.

California

EASYRIDERS REGIONAL BIKE & TATTOO SHOW—March 5-7. Solano County Fairgrounds, Vallejo. Bands, bikes, Tattoo Show, tattoo artists, fashion show, vendors, food, beer, and more. For more info call: (818) 889-8740. To enter your bike or tattoo ask for Susan.

Colorado

15TH ANNUAL MOTORCYCLE SHOW & SWAP MEET—February 6-7. Western Stock Show Complex, Denver. For more info call: (719) 836-2403.

Florida

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

DAYTONA BIKE WEEK—February 27-March 7. Look for more info in the Daytona section of this issue. Don't forget to stop by the *Easysiders* store on Main Street.

FREE BBQ—2nd Saturday of every month at Dilligaf's in Pomona Park. For more info call: (904) 649-4105.

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.

BIG BIKE WEEKEND—3rd weekend of every month at the Cheyenne Saloon. Highway 17 South, East Palatka. Camping, events, beer, food, and more. For more info call: (904) 328-9216.

Georgia

EMMETT T'S ANNUAL BIRTHDAY BASH—February 19-21. Sponsored by Hog Wild Motorcycle Repair. For more info call: (912) 776-9056.

Illinois

J&P'S 12TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—February 14. Will County Fairgrounds. For more info call: (319) 462-6011.

J&P'S 9TH ANNUAL MOTORCYCLE SWAP MEET & BIKE SHOW—March 14. McCormick's Place, Chicago. For more info call: (319) 462-6011.

Iowa

13TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—February 28. Hawkeye Downs Fairgrounds. For more info call: (319) 462-6011.

Louisiana

SWAP MEET AND MOTORCYCLE DISPLAY—February 14. Spencer Iowa National Guard Armory. Vendor space available. For more info call: (712) 262-8910, (712) 262-4872 or (712) 933-2363.

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

Minnesota

6TH ANNUAL PARTS EXTRAVAGANZA & BIKE SHOW—March 7. St. Paul Civic Center, Roy Wilkins Auditorium.

Ohio

5TH ANNUAL EASYRIDERS INVITATIONAL BIKE & TATTOO SHOW—February 19-21. Veterans Memorial Hall, Columbus. Bands, bikes, Tattoo Show, fashion show, vendors, food, beer, and more. For more info call: (818) 889-8740. To enter your bike or tattoo ask for Susan.

Pennsylvania

ABATE STATE POOL TOURNAMENT—February 27 in Milesburg. For more info call: (717) 234-3777.

5TH ANNUAL M/C PARTS EXTRAVAGANZA AND BIKE SHOW—March 28. Farm Show Complex, Harrisburg. For more info call: (319) 462-6011.

ABATE OF PA, BUTLER COUNTY CHAPTER #13, SWAP MEET—February 20. East Butler Firehall, East Butler. For more info call: (412) 285-9059.

South Dakota

5TH ANNUAL BLACK HILLS MOTORCYCLE SHOW & SALE—April 10-11. Rapid City Civic Center. For info: 1211 Hill St., Rapid City, SD 57701, (605) 348-4226.

Texas

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

13TH ANNUAL H-D SWAP MEET & AMA PRE-DAYTONA 1/2-MILE RACES—February 21. Devils Bowl Speedway, Dallas (Mesquite). Gates open at 9 a.m. Races start at 2 p.m. Admission: \$10/adults. Vendor spaces are free. For more info call: (214) 216-5520.

2ND ANNUAL H-D EXPO SHOW & SWAP MEET—March 14. San Antonio Convention Center, San Antonio. Vendor set up: 8 a.m. Doors open: 10 a.m. - 5 p.m. Vendor spaces: \$10. Admission: \$6 (adults). For info call: (214) 216-5520.

Wisconsin

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

MIDWEST BIKER GIANT MOTORCYCLE SWAP MEET—March 28. Riverside Ballroom, Green Bay. Vendor spots: \$20. For more info call: (414) 725-BIKE.

12TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—March 28. Dane County Expo Center. For more info call: (319) 462-6011.

MOTORCYCLE SWAP MEET & BIKE SHOW—April 25. Waukesha Expo. Live music, full bar, food, more. Admission: \$5. For more info call: (414) 548-3633.

Canada

12TH ANNUAL NATIONAL MOTORCYCLE SWAP MEET & BIKE SHOW—March 27-28. Exhibition Place, Toronto. For more info write/call: Neveu Productions Inc., Box 659, Havelock, Ontario, K0L 1Z0, (705) 778-2275.

HOW BOB TRAINED AT HOME TO BE A MOTORCYCLE MECHANIC!

...and told his jerk boss to hit the road!

BOB, QUIT STANDING AROUND AND GET TO WORK!

DAMN! I'M SICK OF SHOVELING PAVEMENT FOR PEANUTS!

LOOK, BOB, YOUR ATTITUDE STINKS AND YOU DO LESS WORK THAN A LAME MULE! YOU'RE GONNA HAVE TO WORK OVERTIME TONIGHT!

I CAN'T! I'M GOING TO A HARLEY RODEO!

YOU EITHER WORK OR YOU'RE FIRED!

Later...

I'M SORRY I'M LATE MIKE, BUT I HAD TO WORK OVERTIME! I HATE MY JOB... NEVER ANY FREE TIME, NEVER ENOUGH MONEY, AND I'D RATHER RIDE ON PAVEMENT THAN SHOVEL IT!

DON'T BE A FOOL, MAN... GET ANOTHER JOB!

I'VE TRIED, I'VE TRIED! WORKING FOR THAT JERK IS AS MUCH FUN AS WEARING A HELMET, BUT I DON'T HAVE ANY FORMAL TRAINING THAT BOSSES LOOK FOR WHEN HIRING. WHO'S GOT THE MONEY AND THE TIME TO GO TO TECH SCHOOL?

TELL YOUR SOB STORY TO SOMEBODY ELSE! YOU DON'T SEE ME CRYING THE BLUES DO YA? THAT'S BECAUSE MY LOVE OF BIKES AND MY DESIRE TO BE A MOTORCYCLE MECHANIC DROVE ME TO GET THE TRAINING I NEEDED...

I SAW AN AD IN EASYRIDERS THAT SAID I COULD TRAIN AT HOME IN MY SPARE TIME TO BECOME A MOTORCYCLE MECHANIC THROUGH ICS!

SURE, I WAS SKEPTICAL AT FIRST, BUT WHEN THEIR FREE INFORMATION ARRIVED THAT SHOWED ME EVERYTHING I WOULD LEARN AND EXPLAINED HOW EMPLOYERS RECOGNIZE AN ICS CAREER DIPLOMA, I WAS SOLD!

NO KIDDING? IS THAT HOW YOU GOT YOUR JOB AS TOP MECHANIC?

YEP, AND NOW I'M MAKING THE KIND OF MONEY I DESERVE AND DOING WHAT I LIKE TO DO! AND JUST LOOK AT MY BIKE! IT'S THE BEST RUNNING PANHEAD IN THE RODEO!

MAYBE ICS IS THE WAY TO GO...

Six months later...

HEY MIKE! I JUST WANTED TO CALL YOU TO THANK YOU FOR TELLING ME ABOUT ICS. I FINISHED MY TRAINING, AND GUESS WHAT? I LANDED A MECHANIC'S JOB TODAY AT THE LOCAL HARLEY SHOP!

TAKE MY ADVICE. MAIL IN THE CARD OR COUPON TODAY FOR ALL THE FACTS ON ICS TRAINING. IT COULD DO AS MUCH FOR YOU AS IT DID FOR ME, AND WHAT THE HELL, THE INFORMATION IS FREE!

Back at the construction site...

YOU'RE LATE BOB, GET TO WORK!

GET LOST, MAN! I JUST GOT A NEW JOB AS A MOTORCYCLE MECHANIC.

YEAH, RIGHT... YOU'LL BE A LABORER ALL YOUR LIFE.

OH NO I WON'T! WHAT'S MORE I QUIT!

ICS
SINCE 1984
OVER 100 YEARS OF EXPERIENCE

If card is missing mail coupon to:
School of Motorcycle Repair, Dept. PEU0235
925 Oak Street, Scranton, PA 18515

Yes! Rush me FREE FACTS that tell how I can train at home for a great career as a Motorcycle Mechanic! I understand I am under no obligation, and no salesman will visit me.

Name _____ Age _____
Street _____ Apt. # _____
City/State _____ Zip _____
Phone () _____



DAYTONA 1993

Shiny Chrome, Rugged Leathers, And Thong Bikinis



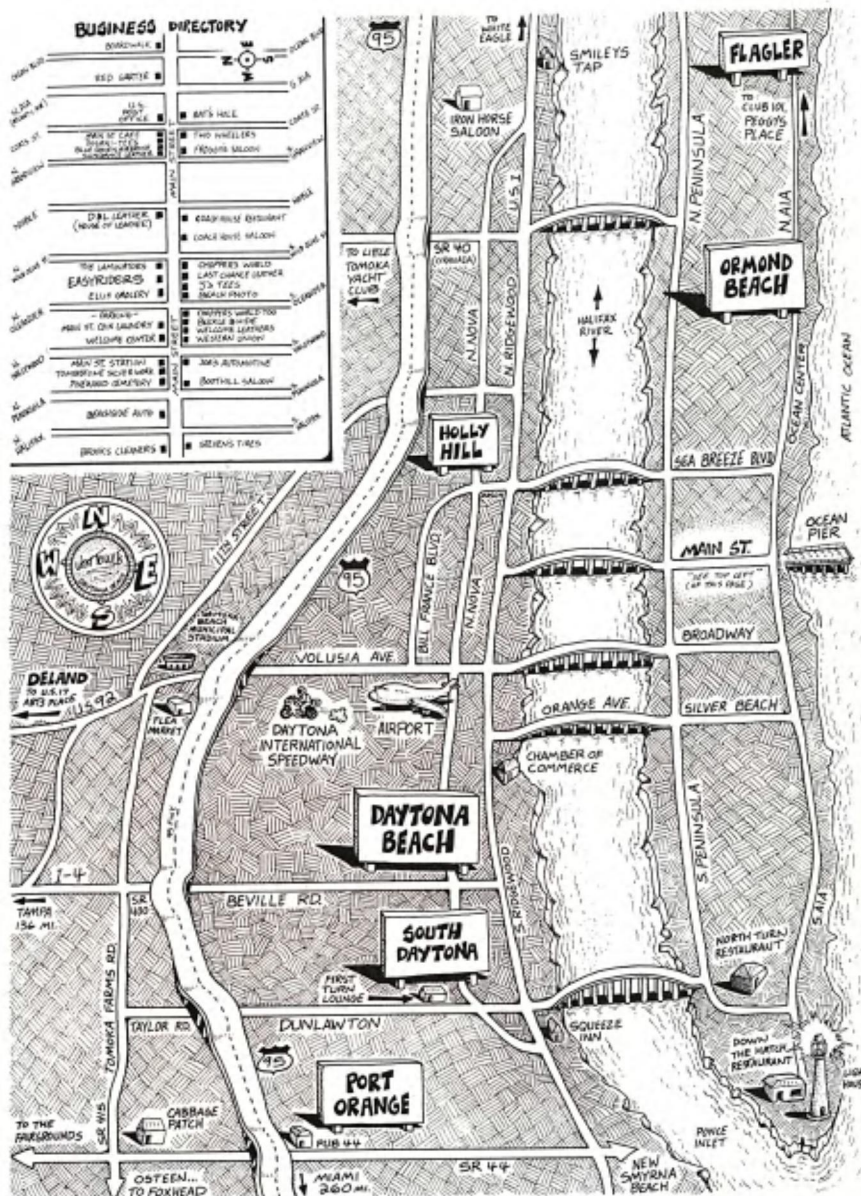
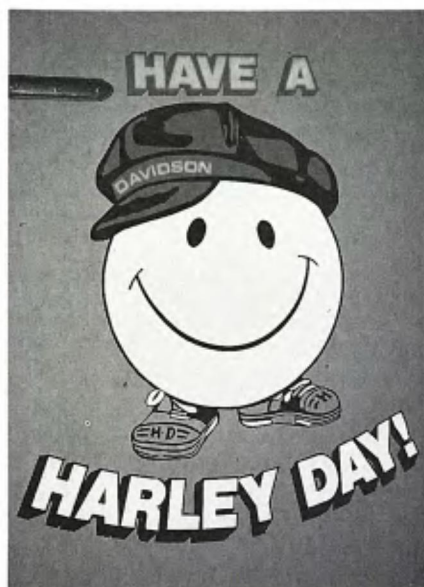
Are you overworked and underpaid?
Full of stress and ya can't get laid?
Well there's a place where you can go
Where there is no chill or icy snow
Just ride down south to the Sunshine State
Go alone or take your mate
Enter into biker land
Where once a year we take a stand
To raise some hell and have some fun
Riding on sand and soaking up sun
'Course there's plenty of beer to cool you down
Main Street's packed in the heart of downtown
You can enter your ride in the Rat's Hole Show
Or shake the hand of righteous Paul Crow
Girls are aplenty in their barely-dressed best
And there's racing action if speed is your quest
There's plenty of things to do, see, and hear
So make your plans to be there this year

Oh, yeah ... February 26 to March 7 are the dates
The info to follow will set ya straight

HOTELS

1. Hilton Hotel
2637 S. Atlantic Ave. (A1A)
(904) 767-7350/(800) 525-7350
2. Marriott Hotel
100 N. Atlantic Ave. (A1A)
(904) 254-8200/(800) 228-9290
3. Sheraton Inn (D.B.)
3161 S. Atlantic Ave. (A1A)
(904) 761-2335/(800) 874-7420
4. Holiday Inn Boardwalk (D.B.)
400 N. Atlantic Ave. (A1A)
(904) 255-0251/(800) 535-2036
5. Holiday Inn Oceanside (D.B.)
905 S. Atlantic Ave. (A1A)
(904) 255-5432/(800) HOLIDAY
6. Howard Johnson's Oceanfront (D.B.)
2560 N. Atlantic Ave. (A1A)
(904) 672-1440/(800) 874-6996
7. Best Western La Playa (D.B.)
2500 N. Atlantic Ave. (A1A)
(904) 672-0990/(800) 874-6996





8. Quality Inn Oceanside Resort (D.B.)
251 S. Atlantic Ave. (A1A)
(904) 672-8510/(800) 227-7220

CAMPGROUNDS

1. Daytona Beach Campground (D.B.)
4601 Clyde Morris Blvd.
(904) 761-2663
2. Sunshine Holiday Camper Resort (D.B.)
1701 N. US 1
(904) 672-3045
3. Nova Campground (P.O.)
1190 Herber St.
(904) 767-0095

BARS

1. Billy Bob's (D.B.)
2801 South Ridgewood
(904) 756-0448
2. Boot Hill Saloon (D.B.)
310 Main St.
(904) 258-9506

3. O'Malley's (D.B.)
612 Broadway
(904) 253-1551
4. Finky's (D.B.)
640 North Grandview
(904) 255-5059
5. Froggy's Saloon (D.B.)
800 Main St.
(904) 253-0330
6. Iron Horse Saloon (O.B.)
1068 North U.S. 1
(904) 677-1550
7. Kathy's Toad Pub (D.B.)
5654 South U.S. 1
(904) 760-3083
8. Our Place (S.D.)
2842 S. Ridgewood Ave. (US 1)
(904) 760-5287
9. Pub 44 (NSB)
SR 44
(904) 428-6523

10. Punchy Callahan's (D.B.)
308 Seabreeze Blvd.
(904) 248-2392
11. Shakey Jake's Center Court (H.H.)
144 Ridgewood Ave.
(904) 258-5171
12. Smiley's Tap (O.B.)
(US 1)
(904) 677-9609
13. Sopotnick's Cabbage Patch (NSB)
549 Tomoka Farms Rd.
(904) 427-9751
14. Squeeze Inn (P.O.)
5005 S. US 1
(904) 760-2564

EVENT SITES

1. American Motorcycle Institute (D.B.)
1445 Skytrooper (904) 255-0295
(US 1 south > US 92 east)
Next to the Airport

- Daytona Flea Market (D.B.)
(904) 252-1999
(US 92, Volusia Ave.)
- Finky's Country Showplace (D.B.)
N. Grand View Ave.
(904) 255-5059
(north of Main St.)
- Municipal Stadium (D.B.)
(904) 255-2876
(US 1 south > US 92 west > 11th St. north)
- New Smyrna Speedway (NSB)
SR 415 & SR 44
(US 1 south > SR 44 west > NSB)
- Ocean Center (D.B.)
101 N. Hwy. A1A (904) 254-4500
(Main St. east > Hwy. A1A north)
- Riverfront Park (D.B.)
(904) 252-9717
(US 1 south > US 92 west)
- Spruce Creek High School (P.O.)
(US 1 south > US 42 west > Taylor Rd. > Port Orange)
- Volusia County Fairgrounds (D.L.)
(904) 738-5015
14 & State Road #44
- Bellair Plaza (D.B.)
North Atlantic Ave. (2500th Block)
Daytona Beach, FL 32115
- Jackie Robinson Ballpark (D.B.)
Orange Ave.
City Island

SHOPS/PARTS

- Choppers World (D.B.)
618 Main Street (904) 252-1922
- Daytona Custom Cycle (D.B.)
5993 South U.S. 1
(904) 756-4811
- Magnum Cycles (D.B.)
612 N. US 1 (904) 253-1398
- Miller's Custom Parts (S.D.)
1863 S. US 1 (904) 761-0858
- Preen's Precision Motors (H.H.)
627 Ridgewood Ave.
(904) 252-9569
- Progressive Harley Diagnostics (O.B.)
672 S. US 1
(904) 672-1222
- Robison's H-D (D.B.)
508 US 92
(904) 255-6788

TOWING

- A-1 Auto & Truck Towing (D.B.)
(904) 437-3438
- Michael's Towing
128 Carswell
(904) 258-5232
- Speedway Shell (D.B.)
1392 Volusia Ave.
(904) 253-9188

HOSPITALS

- Halifax Medical Center (D.B.)
303 N. Clyde Morris Blvd.
(904) 254-4000
(US 1 south > US 92 west > Clyde Morris Blvd.)

- Humana Hospital (D.B.)
400 N. Clyde Morris Blvd.
(904) 239-5000
(US 1 south > US 92 west > Clyde Morris Blvd.)

KEY

Atlantic Ave.: A1A
Daytona Beach Shores: DBS
Daytona Beach: D.B.
Deland: D.L.
Dunlawton Ave.: US 421
Flagler Beach: F.B.
Harbor Oaks: H.O.
Holly Hill: H.H.
New Smyrna Beach: NSB
Olsteen: O.S.
Ormond Beach: O.B.
Ponce Inlet: P.I.
Port Orange: P.O.
Ridgewood Ave.: US 1
Sanford: S.F.
South Daytona: S.D.
Volusia Ave.: US 92



CALENDAR

FRIDAY, FEBRUARY 26

Bike Week Welcome Center: Main Street.
Hours: 10 a.m.-10 p.m.

AMA Championship Cup Series: motorcycle road races including Daytona Continental 3-Hour Endurance Classic. Daytona International Speedway.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

Iron Horse Saloon: 6th Annual Motorcycle Mardi Gras kick-off. Live music, food, free draft from 4 p.m. - 6 p.m.

SATURDAY, FEBRUARY 27

Bike Week Welcome Center: Main Street.
Hours: 10 a.m.-10 p.m.

AMA Championship Cup Series: motorcycle road races including the Daytona Continental 3-Hour Endurance Classic. Daytona International Speedway.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

Iron Horse Saloon: Rug Rat Rodeo and Little Miss Iron Horse Contest. Bring your kids. Live music, free beer from 4 p.m. - 5 p.m.

SUNDAY, FEBRUARY 28

Bike Week Welcome Center: Main Street.
Hours: 10 a.m.-10 p.m.

AMA Championship Cup Series: motorcycle road races including Daytona Continental 3-Hour Endurance Classic. Daytona International Speedway.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

American Motorcycle Auction Registration: Volusia County Fairgrounds.
Hours: 10 a.m.-7 p.m.

Iron Horse Saloon: BBQ and party. Free draft from 4 p.m. - 5 p.m. Live music.

Pub 44's Kick-off Party: live bands from 1 p.m. - 3 a.m. Prize giveaways all day.

Smiley's Tap 18th Annual Pig Roast: good grub and fun. Starts at 1 p.m.

MONDAY, MARCH 1

Bike Week Welcome Center: Main Street.
Hours: 10 a.m.-10 p.m.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

Classic Day Vintage Motorcycle Road Races and Battle of the Legends: Daytona International Speedway.

American Motorcycle Auction Preview. Volusia County Fairgrounds: 10 a.m.-6 p.m.

International Sports Promotions: '93 National Southwest Motorcycle Championships. New Smyrna Speedway.

Iron Horse Saloon: Wall Of Death. Live music, vendors, free draft from 4 p.m. - 5 p.m.

Pub 44's Legs Contest: 10 p.m. Live bands.

TUESDAY, MARCH 2

Bike Week Welcome Center: Main Street.
Hours: 10 a.m.-10 p.m.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

International Sports Promotions: '93 National Southwest Motorcycle Championships. New Smyrna Speedway.

AMA Pro Road Race Practice: Daytona International Speedway.

Harley-Davidson Bike Show: Ocean Center.

Iron Horse Saloon: Mardi Gras and female mud wrestling. Live music and much more. Free draft: 4 p.m. - 5 p.m.

Pub 44's Ladies Tattoo Contest: 10 p.m. Live bands all day.

Our Place's Great American Steak Out II: Milwaukee Iron will have their truck in the lot. Vendors, games, raffles, and more. Happy hour: 4 p.m. - 7 p.m.

WEDNESDAY, MARCH 3

Bike Week Welcome Center: Main Street.
Hours: 10 a.m.-10 p.m.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

International Sports Promotions: '93 National Southwest Motorcycle Championships. New Smyrna Speedway.

Harley-Davidson Bike Show: Ocean Center.

AMA Pro Road Race Practice & Qualifying: Daytona International Speedway.

15th Annual Daytona Swap Meet: Volusia County Fairgrounds. Hours: 3 p.m. - 11 p.m.

Iron Horse Saloon: live music, vendors, burn-out pit, free draft from 4 p.m. - 6 p.m.

Kathy's Toad Pub: Free BBQ. Custom Cycle will be bringing their Top Fuel Bike to exhibit. Discounts, giveaways, bands, and lots of fun.

Pub 44's Men's Tattoo Contest: 10 p.m. Live bands all day.

Our Place's Ole Southern FREE Fish Fry: all the fixings. Happy hour: 4 p.m. - 7 p.m.

THURSDAY, MARCH 4

Bike Week Welcome Center: Main Street. Hours: 10 a.m. - 10 p.m.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

Harley-Davidson Bike Show: Ocean Center.

Arai Twin 50 Qualifying Races for Daytona 200 and Arai/AMA Pro Road Race practice & qualifying: Daytona International Speedway.

Daytona International Motorcycle Show: will feature manufacturers and aftermarket and accessory dealers. Hours: 9 a.m. - 6 p.m. (daily). Free to the public. Located outside the main grandstand of the Daytona International Speedway.

Expert/Junior Dirt Track Races: Municipal Stadium. Racing start at 8 p.m.

15th Annual Swap Meet: Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

Sidecar & Trike Day & Show: Volusia County Fairgrounds. Sign-up: 12:30 p.m. - 2 p.m. Judging: 3 p.m.

World Bike Expo: outdoor exhibits, displays, product demos. Daytona Beach Boardwalk, Oceanfront Park, and Bandshell. Hours: 11 a.m. - 5 p.m. (daily).

World's Largest "Wall of Death": Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

Daytona International Motorcycle Show: manufacturers and aftermarket and accessory dealers. Hours: 9 a.m. - 6 p.m. (daily). Free to public. Located outside main grandstand of Daytona International Speedway.

Iron Horse Saloon: 2-1/2 acres of chrome and fun. Tattoos, T-shirts, food, music, female mud wrestling, and more. Free draft: 4 p.m. - 6 p.m.

Pub 44's 12th Annual Bike Bash: noon - 12 a.m.

FRIDAY, MARCH 5

Bike Week Welcome Center: Main Street. Hours: 10 a.m. - 10 p.m.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

Harley-Davidson Bike Show: Ocean Center.

15th Annual Swap Meet: Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

World Bike Expo: outdoor exhibits, displays, product demos. Daytona Beach Boardwalk, Oceanfront Park, and Bandshell. Hours: 11 a.m. - 5 p.m. (daily).

World's Largest "Wall of Death": Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

Daytona International Motorcycle Show: manufacturers and aftermarket and accessory dealers. Hours: 9 a.m. - 6 p.m. (daily). Free to public. Located outside main grandstand of Daytona International Speedway.

International Lightweight 100K/750cc SuperSport Finals: Daytona International Speedway.

13th Annual Bike Day & Show: Volusia County Fairgrounds.

Sign-up: 12:30 p.m. - 2 p.m. Judging: 3 p.m.

Antique Bike Day & Show: Volusia County Fairgrounds. Sign-up: 12:30 p.m. - 2 p.m. Judging: 3 p.m.

Great American Motorcycle Rodeo: Volusia County Fairgrounds. Begins at 2 p.m.

1993 Daytona Beach Boardwalk Classic Bike Show. Daytona Beach Boardwalk Area—Main Street Pier to Bandshell. Registration: 8 a.m. Show: 11 a.m. - 6 p.m. Awards: 6 p.m. - 8 p.m.

Boardwalk Bikers Ball: Daytona Beach Marriott Ballroom. Hours: 7 p.m. - 2 a.m.

Iron Horse Saloon: Burnout pit always open. Free draft: 4 p.m. - 5 p.m.

Pub 44's Miss Bike Week Contest. Begins at midnight. Live bands all day.

4th Annual Motorcycle Demolition: New Smyrna Raceway. Begins at 8 p.m. Sponsored by Gilly's of Florida Promotions.

SATURDAY, MARCH 6

Bike Week Welcome Center: Main Street. Hours: 10 a.m. - 10 p.m.

Easter Seals Harley-Davidson Give-Away: area-wide registration.

Harley-Davidson Bike Show: Ocean Center.

15th Annual Swap Meet: Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

World Bike Expo: outdoor exhibits, displays, product demos. Daytona Beach Boardwalk, Oceanfront Park, and Bandshell. Hours: 11 a.m. - 5 p.m. (daily).

World's Largest "Wall of Death": Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

Daytona International Motorcycle Show: manufacturers and aftermarket and accessory dealers. Hours: 9 a.m. - 6 p.m. (daily). Free to public. Located outside main grandstand of Daytona International Speedway.

AMA Grand National Championship Kickoff: Dirt Track. Municipal Stadium. Racing begins at 8 p.m.

The Rat's Hole 21st Annual Custom Motorcycle Show: Ocean Center North parking lot. Hours: 8 a.m. until dusk.

Easter Seals Harley-Davidson Give-Away Drawing—Rat's Hole Custom Chopper Show: Ocean Center North parking lot at 5 p.m.

European Bike Day & Show: Volusia County Fairgrounds. Sign-up: 12:30 p.m. - 2 p.m. Judging: 3 p.m.

Boardwalk Bike Classic Fireworks Display: Boardwalk. Hours: 7 p.m. - 9 p.m.

Iron Horse Saloon's Great American Burn-Out Pit Challenge: Smoke 'em till they blow at 8 p.m. Free draft: 4 p.m. - 5 p.m.

Pub 44's Wet T-Shirt Contest: 11 p.m. Live bands all day.

SUNDAY, MARCH 7

15th Annual Swap Meet: Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

World's Largest "Wall of Death": Volusia County Fairgrounds. Hours: 10 a.m. - 6 p.m.

Daytona International Motorcycle Show: manufacturers and aftermarket and accessory dealers. 9 a.m. - 6 p.m. (daily). Free to public. Located outside main grandstand of Daytona International Speedway.

Blessing of the bikes: St. Paul's Catholic Church. Begins at 7:30 a.m.

Annual Motorcycle Parade: leaves Bellair Plaza at 8 a.m., ends up at Daytona International Speedway.

Harley-Heaven: south side of Daytona International Speedway. Begins at 10 a.m.

52nd Daytona 200 by Arai/600cc International SuperSport/Harley-Davidson, Twin Sports finals: Daytona International Speedway.

Iron Horse Saloon: final day blowout. Live music, vendors, and much more. Free draft: 4 p.m. - 5 p.m.

EASYSIDERS PRODUCT TRUCK

Where: Billy Bob's Bar and Restaurant, 2801 S. Ridgewood Ave., (908) 756-0448

When: Bike Week. February 26 - March 8

The Daytona Beach area has a wide variety of accommodations to fit every biker's taste and budget. For detailed information regarding hotels, motels, condos, and campgrounds, write or call: Destination Daytona, 126 E. Orange Ave., Daytona Beach, FL 32114, (800) 854-1234.

We would like to thank Susanne at the Daytona Beach Chamber Of Commerce, Tony at Daytona Custom Cycle, and Bill Chaffin at the Easyriders Store for their assistance in providing information for this guide.



The CITY OF DAYTONA BEACH

Bike Week 1993

Office of the Director
Police - Fire

Dear Motorcycle Fans:

Bike Week 1993 promises to once again be the spectacular event which motorcycle fans from across the nation and the world have come to expect. After the overwhelming success of last year, plans are underway to continue to provide an environment where visiting motorcycle enthusiasts can enjoy a wide variety of planned events and activities.

The high degree of cooperation and brotherhood which has been exhibited by visiting motorcycle fans in recent years is something we all hope to see again. Police and Fire will continue to be, as ever, the most visible and most enjoyable part of the event.

It is with great pride and pleasure that I join the officers of the Daytona Beach Department of Public Safety and the citizens of the City of Daytona Beach in extending a sincere and hearty welcome to all who will be joining us for the festivities of Bike Week 1993.

Sincerely,

Paul D. Crow
PAUL D. CROW
Director of Public Safety

PRC/vl

Paul D. Crow, Director of Public Safety
P.O. Box 2106, Daytona Beach, Florida 32114-2106 (Phone 904/251-1431) Fax 904/251-1428



FOX RIDER



DAISY LEE MAY, SOMERFIELD, NORTH CAROLINA

1976 Harley-Davidson Super Glide

Hi, I'm Daisy Lee May—maybe I will, maybe I won't. Yep, it's a real nickname. I've had it for years. Basically, I'm just a little wild-eyed Southern country girl from the Carolinas who loves to ride. I picked up this converted '76 Bicentennial bike eight years ago.

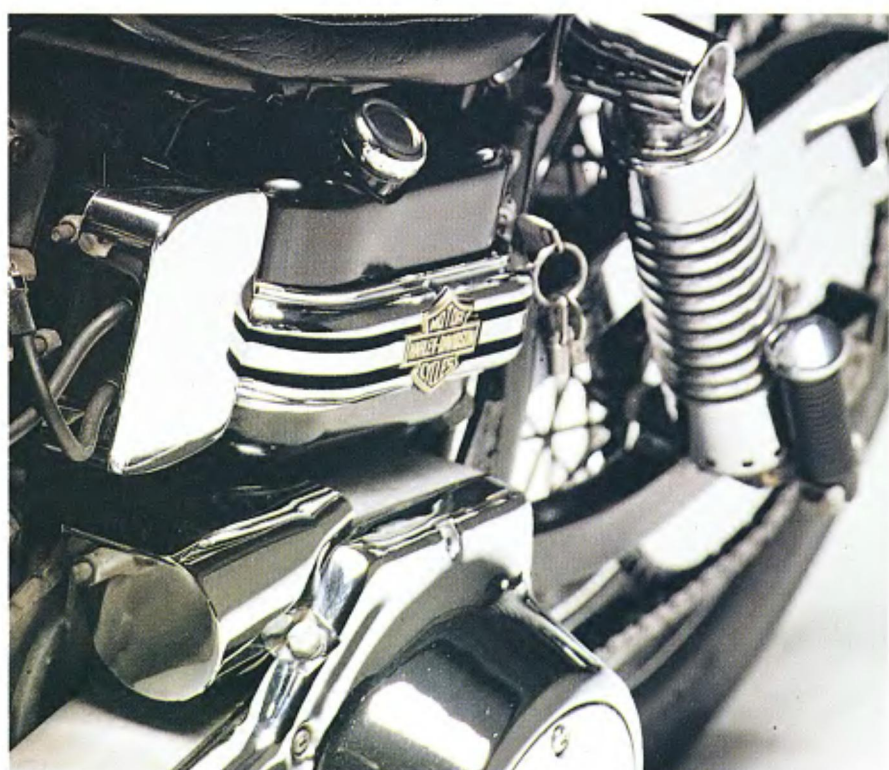
I used to dance in clubs but retired a few years ago to start my own business. I grind tree stumps for a living, and I grind quite well, I might add. If it weren't for the dancing, though, I would never have gotten this bike. Dancing can be quite lucrative if you're good, and I was great. I have to give special thanks to Rick Doss and his crew of mechanics. They'd come into town every so often, usually on payday, and show me how much they appreciated my dancing. It was their generosity that gave me the money for this bike.

I must admit, I still dance once a year at the Crazy Horse during the Myrtle Beach Spring Rally. I do it to get it out of my system and to thank all the people who helped me out.

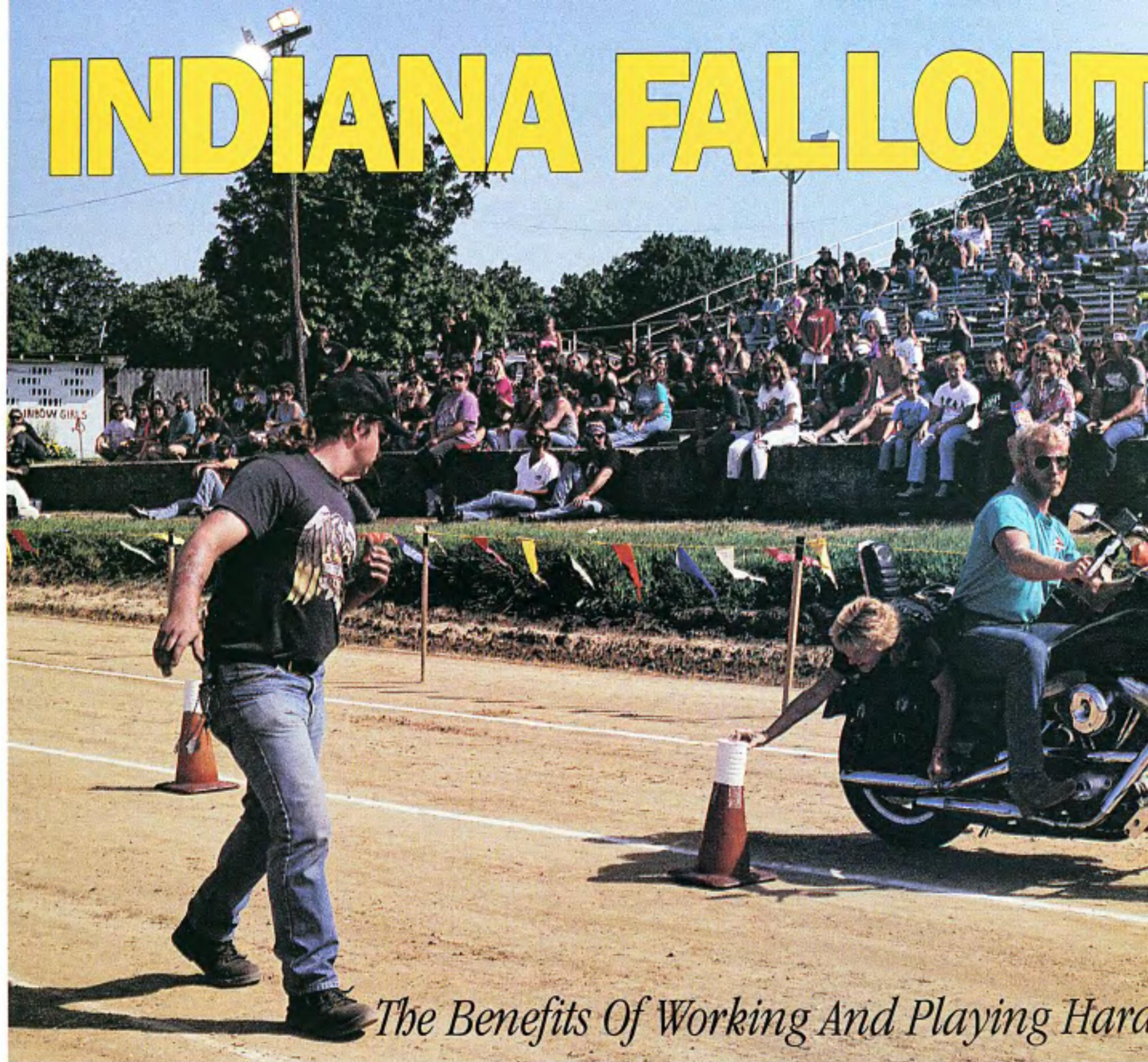
I consider myself the Madonna of riding. Weather permitting, I like to putt around in a G-string or leather bathing suit. People call me, "Little Miss Dangerous." That's okay, I was born to be wild.

—DLM

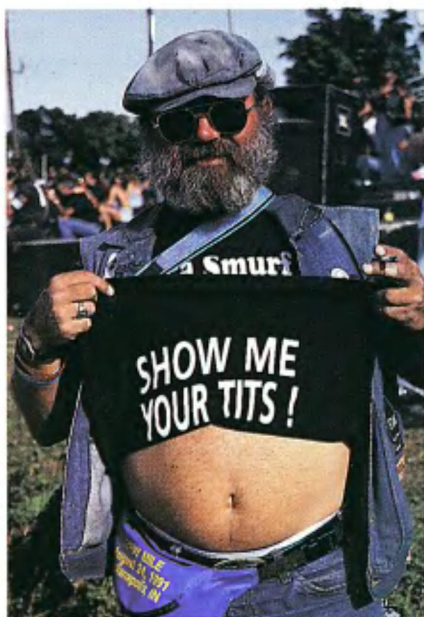
General		Forks	
Fabrication by: Rick Murrow		Type: narrow glide	
Year and make: 1976 H-D		Builder: H-D	
Model: FXE Super Glide		Special features: polished	
Chroming: Guilford Plating		Accessories	
Engine		Bars: buckhorn	
Year and model: '76 shovelhead		Lights: Auteroche/blue dot	
Rebuilder: Mike Regan, Rick Murrow		Gas tank: 3.6-gallon	
Displacement: 74 cubic inches		Oil tank: 4-quart, H-D	
Transmission		Seat: Rick Murrow/Skully	
Shifting: H-D		Other: H-D leather pouch	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color & type: black w/silver metal		Tire: Dunlop	Tire: Dunlop
flake, lacquer.		Brake: H-D	Brake: H-D
Special paint: H-D Liberty Edition		Special Features:	
Bicentennial paint.			
Frame		Thanks to all my loyal tippers and	
Builder: H-D		my ridin' bros, the "Skull Fuckers."	
Type: wishbone		Photos: Bill Ellis	



INDIANA FALLOUT



The Benefits Of Working And Playing Hard



There are two things the 15,000 active members of ABATE of Indiana really know how to do well: work hard and party harder.

Let's start with their work. Back in the late '80s the Hoosier State passed a helmet law. ABATE of Indiana fought it tooth and nail, and, due to their dedicated and diligent efforts, the constrictive legislation was repealed in 1989.

To say these bros take their politics seriously would be an understatement . . . and a slap in the face. They've already convinced five of their congressmen and both senators to make a stand against the national helmet law and the Federal government's blackmail tactics.

ABATE of Indiana has also raised

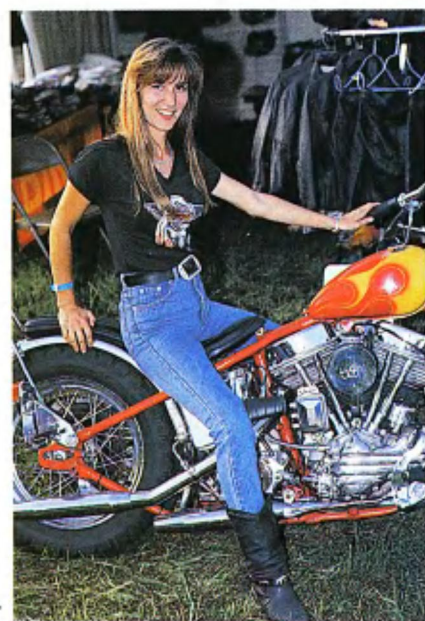


over \$1.25 million for the Muscular Dystrophy Association (MDA) during the last several years. And that doesn't even include their yearly contributions to Toys for Tots and other local charities. Their numerous fundraising events have benefited youth homes, the elderly, and other folks who are down on their luck.

You can bet they get a really good feeling from their positive and successful work.

But all that hard labor deserves some sort of reward—like a party, for instance.

ABATE of Indiana knows all about putting on parties. There's the annual Bean Blossom Boogie that attracts thousands of people from all over the world, and they also put →



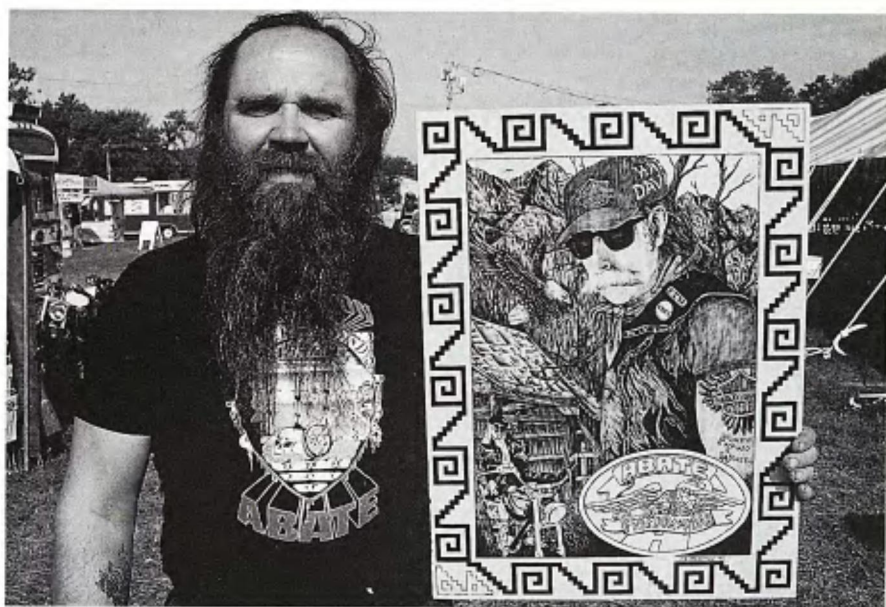
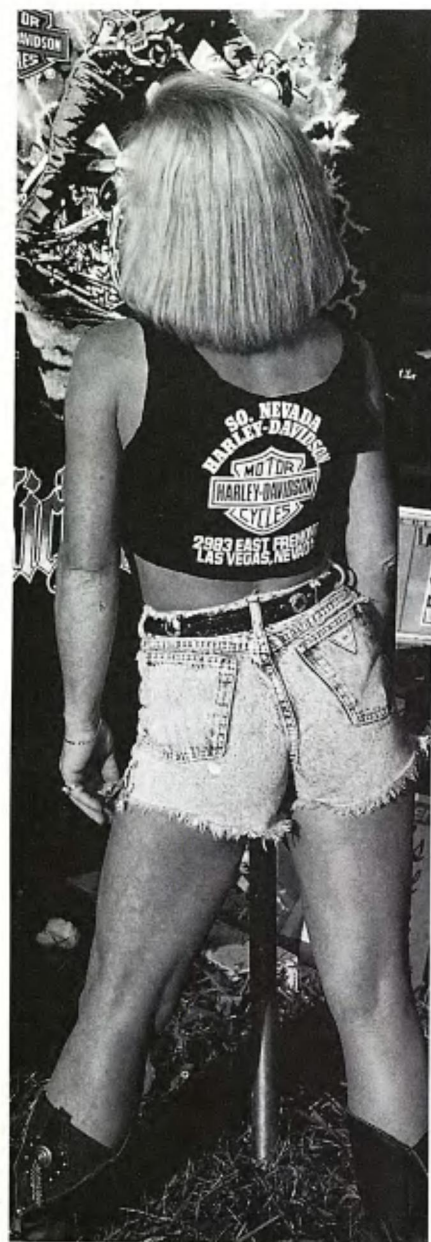


on a bunch of smaller regional shindigs with names like Gonads Go Mad, Rebel Yell, and the Southern Hills Bash.

But throwing parties is work, too. And what these hard-humpin' Hoosiers wanted—for once—was a chance to just kick back and really enjoy their own righteous selves, so to speak.

Which brings us to the second annual Last Blast Of The Summer Fallout. The message on the back of the T-shirts stated it best: "Party till you fallout with your friends."

The whole idea was to endure a minimum amount of work and ensure a maximum amount of fun for everyone. "We wanted this to be sort of an intrastate family affair,"

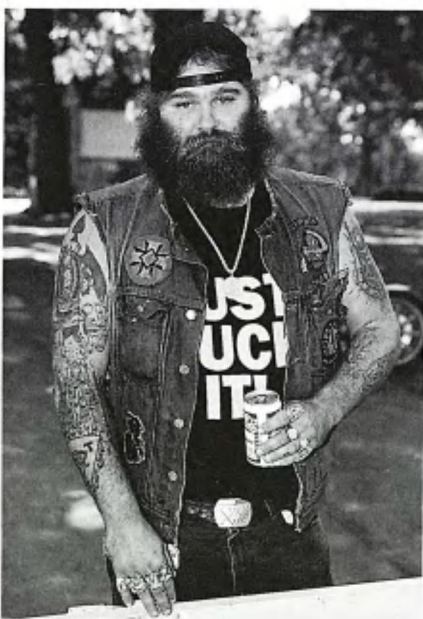


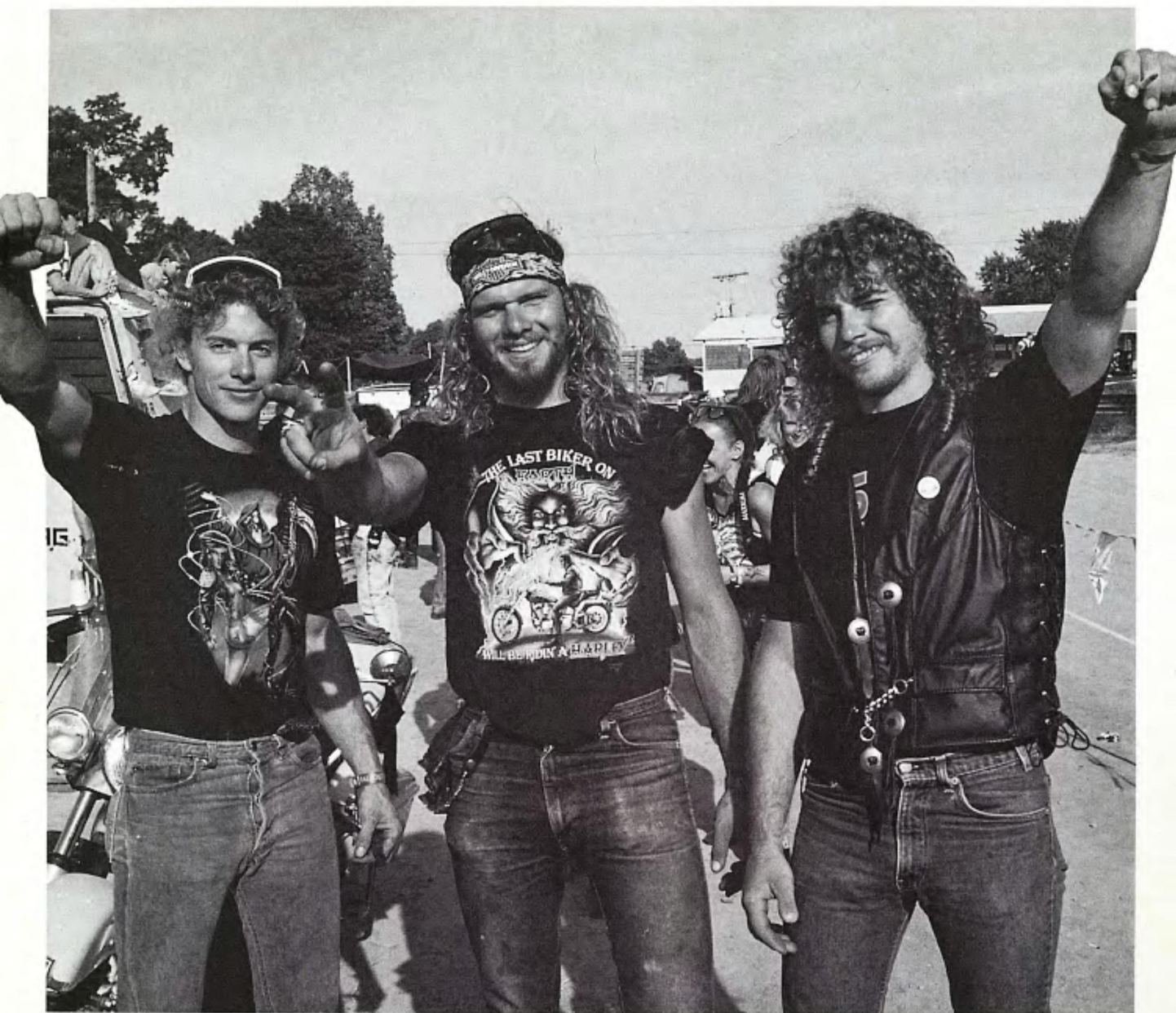
explains Joe DiEduardo, the executive director of ABATE of Indiana.

Indeed, well over 1,200 scooter people showed up from all over Indiana. But so did several hundred additional revelers from places as far away as Florida, California, and even Denmark, believe it or not.

The site for '92's Last Blast of the Summer Fallout was the Gibson County Fairgrounds, which is located in the southwest corner of the state. In the heart of Indiana coal-mining territory, this rolling countryside is tailor-made for two-wheeled aficionados. There is limitless lidless riding to enjoy, as winding, two-lane roads curve past scenic farms and through dense green forests.

On Friday, September 11, the →





Photos: Pat Randle



nearby city of Princeton rolled out the red carpet for the bikers. Signs and banners were hanging everywhere to welcome ABATE of Indiana.

"The town is really supportive," says Joe. "After our first party in 1991, the mayor wrote to invite us back. Everybody had a great time."

But even though the whole purpose of the weekend-long blowout was to kick back and have fun, there was still plenty happening. More than 40 vendors set up shop to sell leathers, food, accessories, biker paraphernalia, and sling a little ink. The *Easyriders* truck was there, and it proved to be as popular as ever.

Registration for the Super Bike Show began at 9:30 on Saturday morning. There were 13 categories

attracting a variety of custom scoots. "It was a ride-in bike show," says Joe. "A lot of people can customize their bikes, but the real driving force is being able to ride, too."

On Saturday afternoon, a rodeo took place, and riders showed off their skills in a variety of events.

But what's a real party without music? Six Indiana bands took the stage each evening to dish up everything from blues, to rock, to country and western. There was even a jam session held on Saturday afternoon.

"When we put on a show, we do it first-class," says Joe. "When Indiana ABATE has a party, you really ought to come."

Count on it, Joe.

—Southern Connection



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DEAD RECKONING

Fatal Fury in L.A. By Tex Campbell

"Hey, bud," said the familiar voice on the phone. It was the editor of this rag. "I'm sending you a couple of newspaper clippings. Thought you might write us some serious non-fiction—you know, hard-hitting crime exposé stuff."

"Yeah?" I replied, my mind suddenly filled with images of myself as a bulldog investigative journalist, blowing the lid off some government cover-up with my taut, Pulitzer Prize-winning article. "What's the story?"

"Oh, basically, some biker's been charged with murder for drop-kicking a car into a tree," he replied.

That phone call led to my interview with Marty Ruthman in the early fall of 1992. This was a full seven months after he had been charged with both murder and manslaughter in the traffic deaths of a Los Angeles-area couple, Mark and Rowena Gold. The charges were extraordinary, to say the least, alleging that last year, on March 12, Ruthman intentionally and maliciously snuffed out the lives of his victims by kicking the door of their car, thereby hurtling the vehicle into a curbside tree at high speed.

From the outset, the case against Ruthman struck me as contrived, trumped-up nonsense. Actually, that's a generous description—the charges not only smelled fishy, they stunk on ice. The open-and-shut case presented by the newspapers was flimsy, superficial, and unconvincing. Eyewitness testimony and newspaper copy both relied heavily on the classic biker stereotype: a long-haired hell-raiser devoted to Harleys and homicide. The absence of substantive evidence, the brutally excessive charges, and the blatant bias of the media seemed coupled to each other like freight cars on a train railroading the biker straight to prison. Ruthman, I concluded, was the victim of a tacit conspiracy of ignorance and prejudice. I was eager to hear his side of the story, and he readily granted my request for an interview.

I met Marty at his neat, attractive

The district attorney's office viewed what appeared to be an instance of accidental death as a case of willful murder

home in the San Fernando Valley, where he lives with his wife and two children. Ruthman, 34, has owned a successful automobile custom shop for more than 10 years. He's also a custom bike builder, a dedicated Harley rider, and a frequent organizer and/or participant in local charity runs and drives. Sitting at the dining table in the comfortable surroundings of the Ruthman residence, I could see nothing in the biker's appearance or behavior to support the media's depiction of him as the enraged perpetrator of a wanton homicide. Instead, he proved to be soft-spoken, friendly, articulate, and cooperative. He told me about his background, his success in the car customizing business, his home life, and his love of motorcycles.

And, of course, I also heard a significantly different version of what occurred on that Thursday in March. Ruthman spoke with a quiet, understated, conviction. To get all the facts, I had to ask Marty a number of pointed questions—the kind he would eventually hear from the prosecuting attorney. Ruthman didn't dodge a one, though his thoughtful replies often reflected the pain he has endured as a consequence of the accident, and how deeply he has

been affected by the accusations against him. Throughout our conversation, what most impressed me was a feeling that Ruthman spoke with absolute candor and honesty.

In the weeks that followed, I researched the case. I collected additional newspaper articles and unearthed any official documents I could obtain, including the Los Angeles Police Department's eight-page, follow-up report, filed four days after the accident.

On a Sunday afternoon, my wife kept track of elapsed times and odometer readings so that I could be free to take notes and shoot photographs while she drove me again and again along the critical 2-mile stretch where the events had unfolded.

Alone one evening, I walked the streets and sidewalks of the fatal route that led to the Golds' deaths and to Ruthman's ordeal. Standing on the curb in the cool dusk of a warm day, I leaned against the tree that had made scrap metal out of Mark Gold's automobile and gazed out at the street, at a loss to understand the contradictions presented by this case.

Finally, I read and reread the testimony of the witnesses almost obsessively, sifting through their statements for some overlooked clue that might explain why the cops and the district attorney's office viewed what appeared to be an instance of accidental death as a case of willful murder.

Based on the evidence I've seen, I believe the events of that fateful morning transpired pretty much as follows:

About 11 a.m., Marty Ruthman, his wife Sandra, and their friend, Dolores Glicksman, left the Ruthman house in Canoga Park, California, riding their motorcycles east on Victory Boulevard toward their destination, Marty's custom shop in nearby Sherman Oaks. Because Sandra was a novice rider, the group rode slowly and carefully, while Marty kept an eye out for potential difficulties or problems.

A few blocks into their short putt, Ruthman became alarmed at one car's excessive speed and its driver's dangerous attempts to pass the motorcyclists. Hoping to protect the women from the motorist's reckless impatience, Marty managed to position himself between the vehicle and his riding companions. Mark Gold, at the wheel of a 1989 Honda Accord, increased his speed and exchanged words with Ruthman. What followed was a rolling confrontation right out of the movies, complete with feints, weaves, and head-snapping bursts of speed.

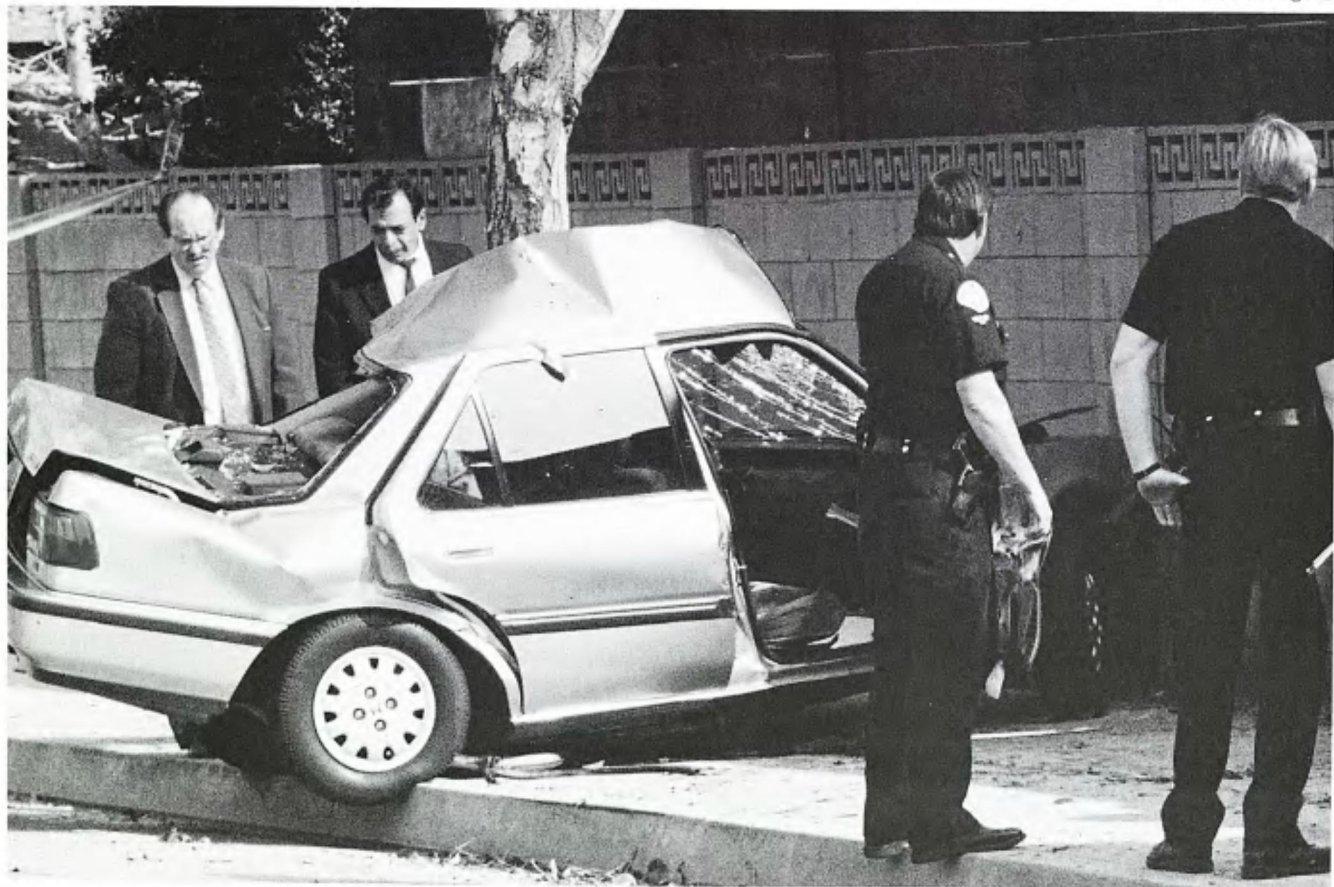
One eyewitness described the automobile as being "right on the male biker's butt." Another said he saw the car "attempt to pass . . . very abruptly,

*As the biker has
steadfastly main-
tained, and as
police laboratory
analysis supports,
Ruthman never
actually came in
contact with the car*

very fast," about the time Gold escalated the altercation by attempting to force Ruthman into the cars parked along the curb. Having virtually no other protective recourse, Ruthman thrust out his left leg almost instinctively in a defensive reflex action. However, as the biker has steadfastly maintained, and as police laboratory analysis supports, Ruthman never actually came in contact with the car. Finally able to break free of the erratic, speeding, vehicle threatening him, Ruthman rode on to his shop, hoping to prevent more danger to himself or others by avoiding further conflict.

Still accelerating, the Accord barreled full-bore through intersections and into a 25-mph school zone before it abruptly went into a high-speed skid and wrapped

Continued on Page 65



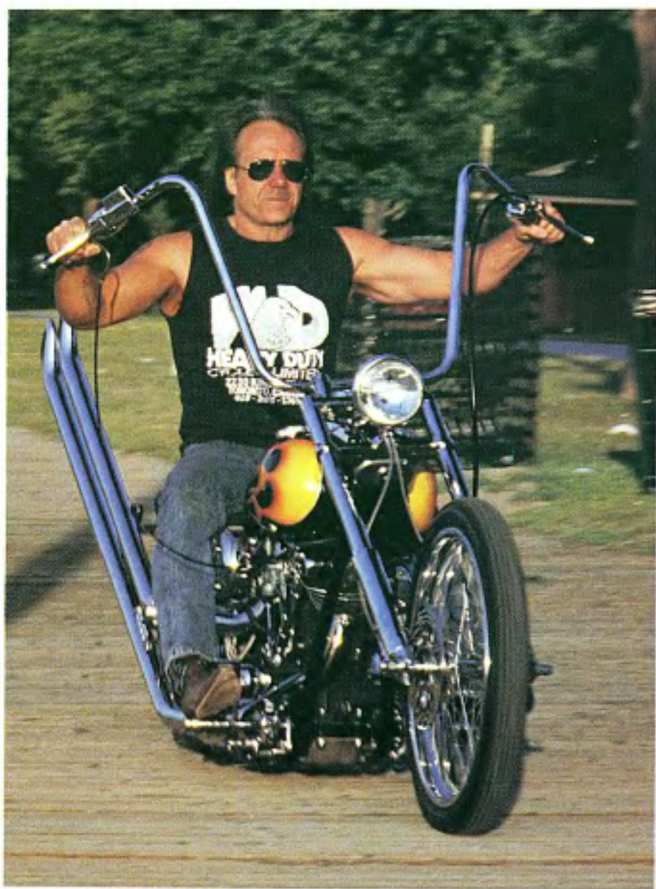
THE TERRIBLE TRIO

HARD BODY CUSTOM

Lascivious Lorne

Toronto, Ontario





Photos: Marty McDougall

Will you guys pay attention? I'm trying to tell you about this bike. Eyes this way, bros—the bike, that's what we're here to look at. Now about this bike and all the stuff that goes with it. It's not what you normally get in these pages—or anywhere else.

What you see here, it's called "outrageous." Check out that chassis: long, tough, and mean.

The bike, bros—yeah, that's what I said, the bike. It started out pretty much stock, but the people at Heavy Duty, in Toronto, Ontario, really put some work into customizing it. Lascivious Lorne designed what he wanted, then he turned the project over to Donny Petersen, owner of Heavy Duty, who put the dream into motion. It just goes to show that the good things aren't all in California or Florida. The bike, bros, the bike. My apologies, Lorne and Donny. You work up this choice ride, and everybody wants to look at something else. Her name's Jan.

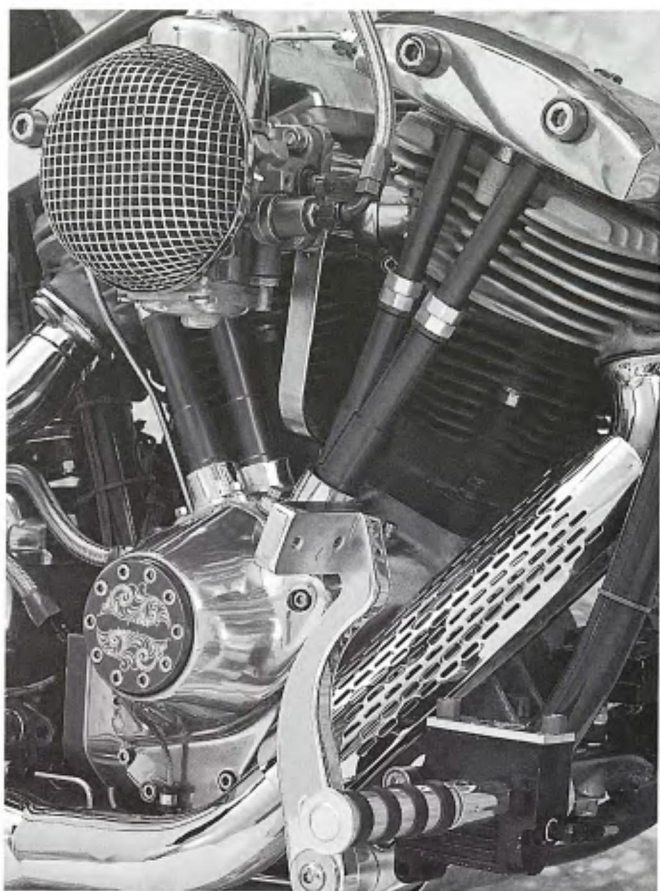
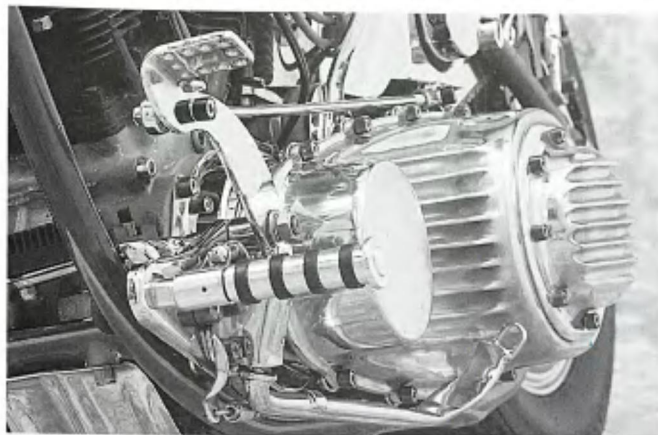
—Sharp



KEEPING THE FAITH

*Steve Sanders
Santee, California*





Photos: Raiko Hartman



We had true chopper believers back in the old days—like 20-odd years ago. Then things began backsliding. We got things like Evolution engines, squishy rear ends, hefty front ends, fatbob tanks, conchos, geegaws, and fringe hanging everywhere. Signs of the times, I guess.

But the Big Black Book holds that the ways of truth will be known only to a chosen few who will bear great witness to abiding wisdom. “Stretcher” Steve Sanders is one of the chosen few, and his ride is nothing short of a religious experience.

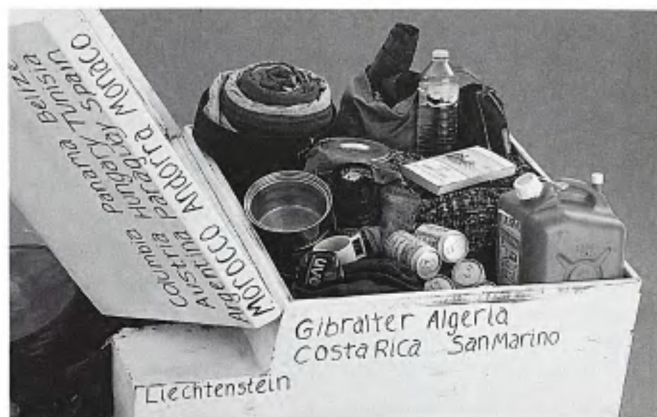
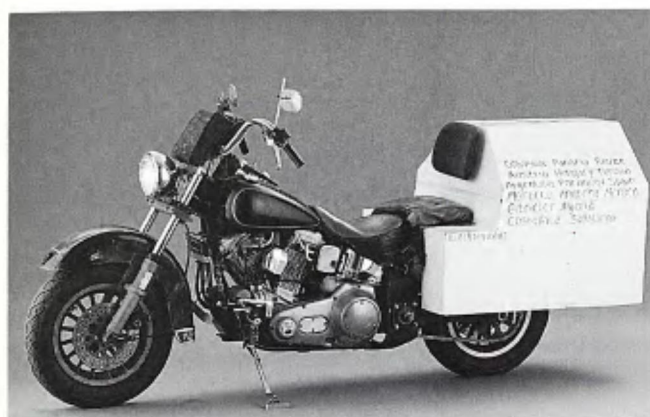
First of all, his bike is a rigid. “You can’t get to Heaven in an old Ford, ’cause an old Ford car won’t go that far,” the old song said. But not to worry, ’cause with its 10 inches of rake and 40-over forks, this motorcycle will reach the promised chopper land long before the rider.

And it’s a shovel, to boot, 87 cubic inches of old-time fire and brimstone chopper religion. You say you can’t handle an oil drip or two and tricky valves? Then keep your Evo. The living may be easy, but believing is not. You won’t work or suffer for the faith? Then you haven’t got it in the first place. For true testimony, you must have 3-inch Paughco pipes spread the gospel. He who hath an ear will hear, ya might say.

When you make that final run, the guy guarding the gate at the final campground is going to make you answer for the things you did with your Harley, and this chopper will give all the right answers.

Amen, brother Stretcher.

—Noose

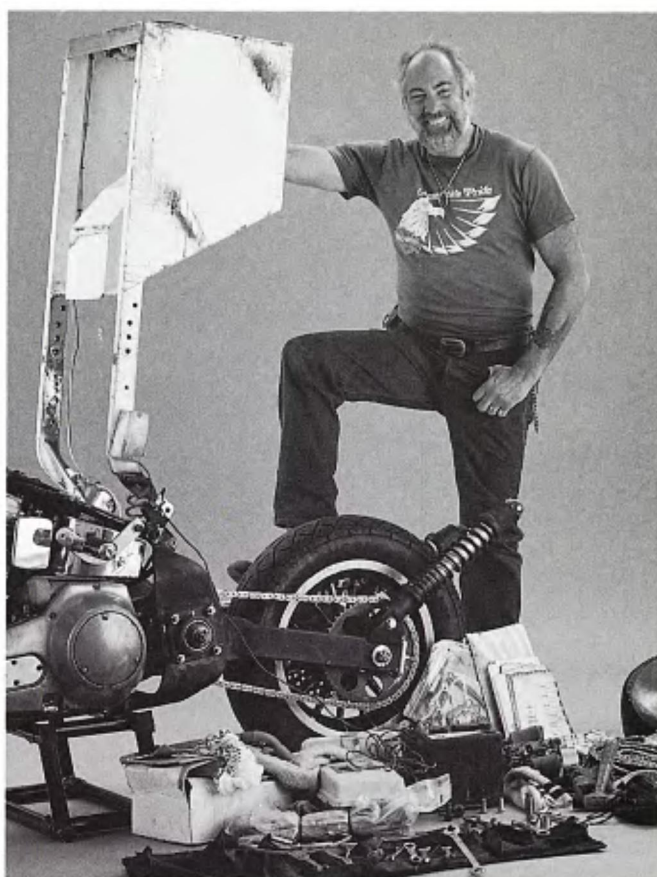


'ROUND THE WORLD HARLEY

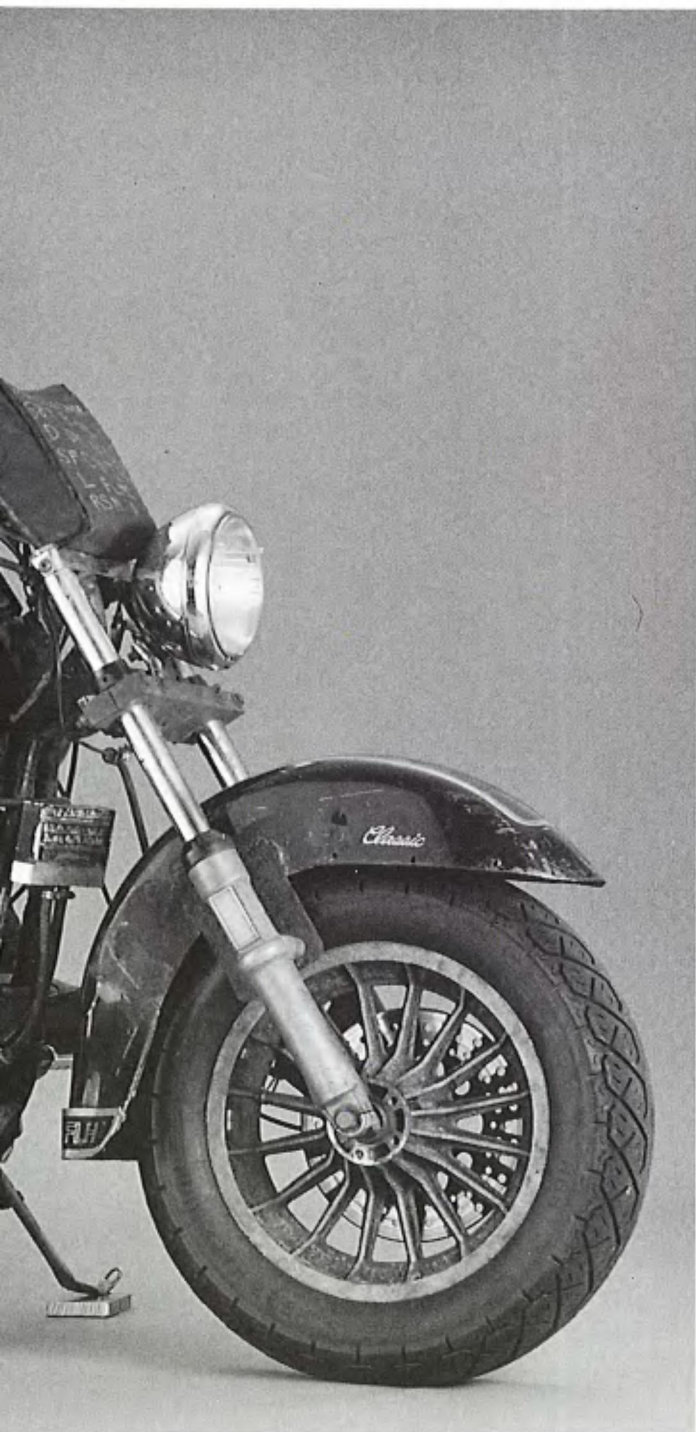
*Ace and Laurie
Martin,
Everywhere*

Ecuador Peru Uruguay
Chile Portugal Guatemala
Norway Sweden Netherlands
Germany Denmark England
France Belgium Finland
Vatican Switzerland Italy
Luxembourg Honduras





Photos: Raiko Hartman



You've met Ace Martin in these pages before. He's the bro who won't stay put because he and his lady, Laurie, stay busy puttin' around the world—270,000 miles, 48 countries, and three bikes so far. For the next trek, which will include most of Asia and much of Africa, Ace took his current FXST to Dan "Steely" Danielson, of Dan's Metal Works in Santa Rosa, California, for some serious long-haul modifications.

Quite a list: oversize springs in the forks, air shocks inside the rear coil springs, and stump-pulling gear ratios to move a bike with a road weight of 1300-odd pounds. The bike had already been lengthened to accommodate a full-size car battery and a 5-quart oil tank, and that modification had led to a jackshaft and twin sprockets behind the transmission. Problem was, the stock swingarm bearings kept going out. To get bigger bearings into the system, Steely worked up longer swingarms of 1/2-inch steel and let them swing off the jackshaft.

Ace and Laurie were tired of wrapping the greasy parts and tools in the same bedroll with the side of bacon and the loaf of bread, so Ace designed a "shop" that attaches to the ends of the fender support and holds the mechanical stuff. The sheet metal "house," which contains the furniture and provisions for life on the road, slides over the shop and is held in place by fastenings concealed under Laurie's seat. Neat, ingenious, and efficient.

"Live the good life," Ace says, and that means bein' in the wind "behind the handlebars of my monster."

—Maestro

Parts Box *Tell 'em Snake sent ya!*



Bike Bag

Yeah, I know, it's spring. It's time to resurrect the scooter, not think about winter storage. But if yer not happy with the way your prized possession came through hibernation—pits are the pits—then maybe a Cycle Sac is the answer to next season's down time. The "Sac" seals out dirt and moisture for longterm storage and includes a drying agent to absorb trapped moisture that can cause corrosion and rust. You can bag a Cycle Sac by writing Gateway Cycle Sac, Inc., Dept. ER, 3405 Creve Coeur Mill Rd., St. Louis, MO 63146, or dialing (314) 434-3214.



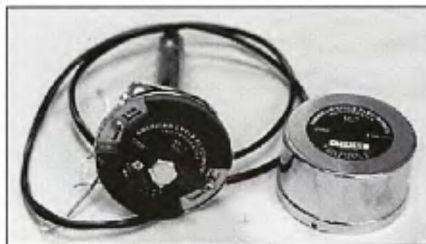
Convertible Glove

If you've ever tried to light one up at 65 mph on a night ride in December, you'll appreciate this combination glove/mitten with five-finger touch. You can go from totally exposed fingertips to mitten warmth in seconds. They're a natural for cold weather riding. For more information about the TipMit, write Tempo Glove Mfg., Inc., Dept. ER, 3820 West Wisconsin Ave., Milwaukee, WI 53208, or get in their ear at (800) 558-8520.



RetractableBULL

Yuck! The only thing messier than a pile of wet, moldy tie-downs is the pile of empty beer cans that inevitably collects next to 'em in the corner of your pick-'em-up truck. American International solves that problem with the RetractableBULL, a fully-retractable motorcycle tie-down strap system. The BULL locks onto trucks, vans, and bike trailers in seconds, swivels a full 360 degrees, and keeps 5 feet of strap stored clean, neat, and rolled. It's incredIBULL (Gawd, I hate Mondays)! Anyway, if you want to hear more BULL, call the guys at American International at (800) 336-6500.



Single-Fire Ignition

If you want a smoother, more dependable ride outta that old pan, Sumax has a new single-fire ignition system with you in mind. The single-fire system installs in your distributor with no modifications, bringing increased performance and reliability to older scooters. With no breakup at high rpm, and unlimited plug gap, single-fire is great for kickstarting. For a full-line catalog, fire off a kite and \$4 to Sumax, Dept. ER, 337 Clear Rd., Oriskany, NY 13424, or call 'em at (315) 768-1058.



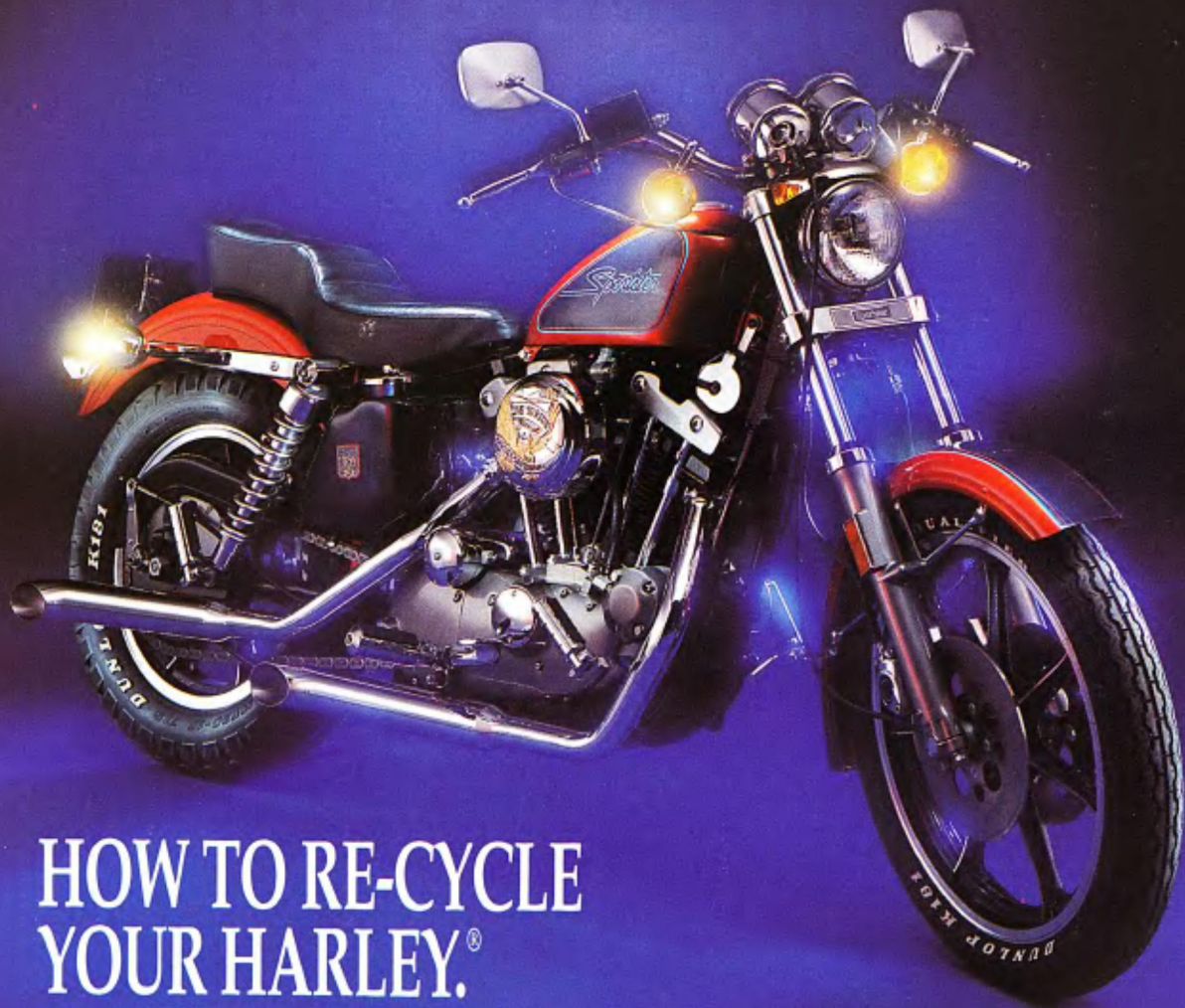
Rear Axle Adjusters For FXRs

This unique, angled design fits FXRs from 1982 through 1992. They are chrome, die-cast aluminum end caps for great looks, and they have forged steel axle carriers for superior strength. They even help prevent distortion of the swingarm caused by over-tightening of the axle nut. For the name of the Custom Chrome dealer nearest you, or to order your own copy of the all-new, 1993 Custom Chrome Catalog, call them at (800) 729-3332.

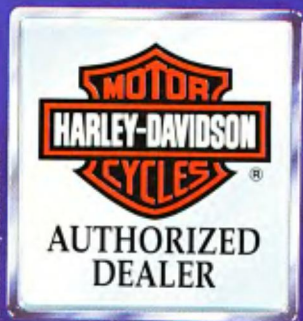


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Want more head? Bartels' Performance Products is offering the BPP Power Head Package to get the most out of your Evo. The horsepower package includes modification of stock valves, a competition five-angle valve job, and cylinder head porting and decking. The procedure increases air flow, reduces the combustion chamber size, and raises compression. Get ahead by calling Bartels' at (310) 578-9888 or write 'em at their new address: 3237 Carter Ave., Dept. ER, Marina Del Rey, CA 90292. ☉



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No doubt about it, this solid sled's a joy to ride. From its custom metal front fender to the classic shotgun-style dual exhaust system, the '93 Fat Boy projects a nostalgic look that demands attention wherever you go. Other features include solid disc wheels and leather detailing.

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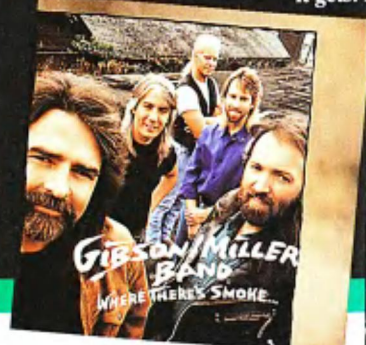
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1. Use the enclosed Official Entry form and subscription envelope. Mail your entry to *Easyriders* \$100,000.00 Sweepstakes, Box 390, Mt. Morris, IL 61054-0390. Entry blank must be legible and completed in full to be valid. All entries must be received by June 30, 1995. Sweepstakes ends June 30, 1995. *Easyriders* assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 2,021 prizes - 1 Grand Prize, 20 First Prizes, 750 Second Prizes, 750 Third Prizes, 500 Fourth Prizes. Total approximate retail value of \$100,000.00.
3. Winners will be selected by random drawing from all entries received by Davis Professional Corp., whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings

will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

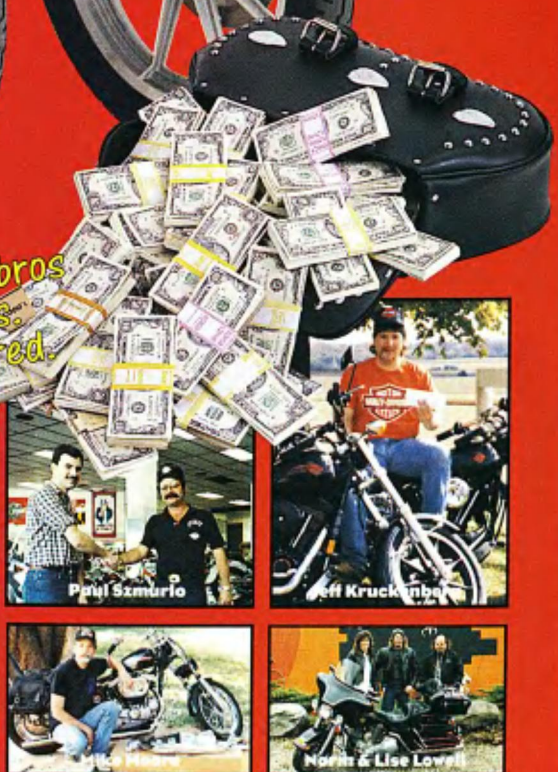
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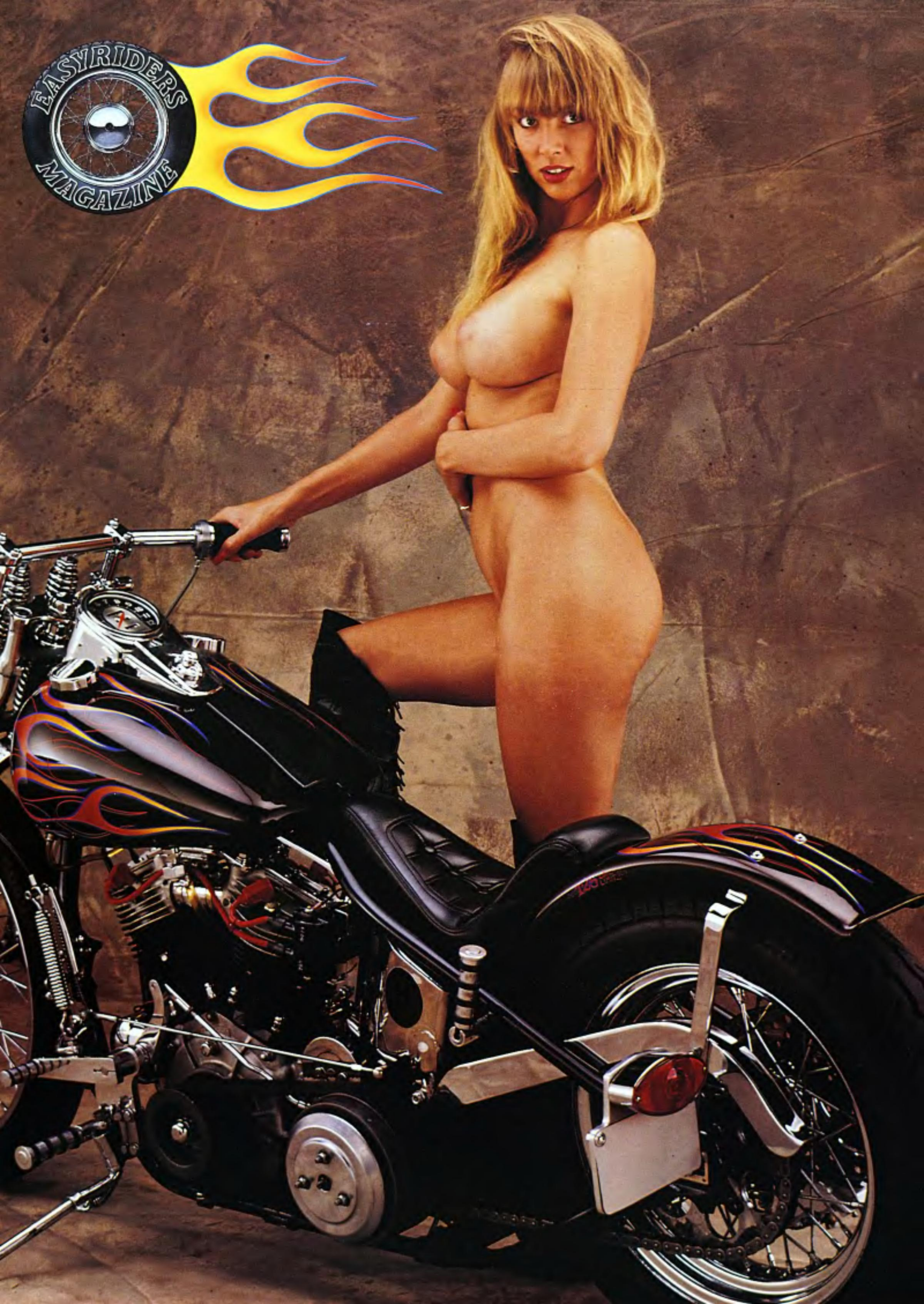
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RINGATE'S RIDE

Grace Under Pressure



Most of this magazine is done with mirrors. That's because the people connected with it reflect a lot of light: other people's light.

Let's give you an example: Let's make you the writer of this feature.

... You're sitting at home with your hand on your dick, running through the latest *Playboy* tape to see if there's a new Rebecca Ferratti sequence. Lo and behold there is, and in this one you get to juuuust baaaarely see some ...

... It's the door. A pile of mail has slammed against it.

You are examining the extremely interesting *Bullworker* brochure when you notice there's a letter

from *Easyriders*. They've also sent you one slide.

They want you to write 600 words about this one slide.

You squint at the slide. It seems to be a motorcycle.

Over on the television screen the tape is at pause. Rebecca Ferratti's verticle smile is shimmering motionless, frozen in the pause button on the VCR.

You hold the slide up in front of the screen to let some light through it to see it better.

SQUIRT!!!

This is more than just a well-modified motorcycle. It exists right in the middle of that elusive flashpoint where pure ugliness and delicate

beauty collide head-on and freeze into something higher than either one of them.

Let's talk emotion for a minute. This bike is big, mean, and badass. Yet, the spaces between things—the silvered brightness and the sparse actual color contained in it—decorate this mean monster in such a way that it almost becomes fragile: You don't know whether to ride it, yelling your head off, into a column of Iraqis, or simply turn on the high-beams and place it atop the piano.

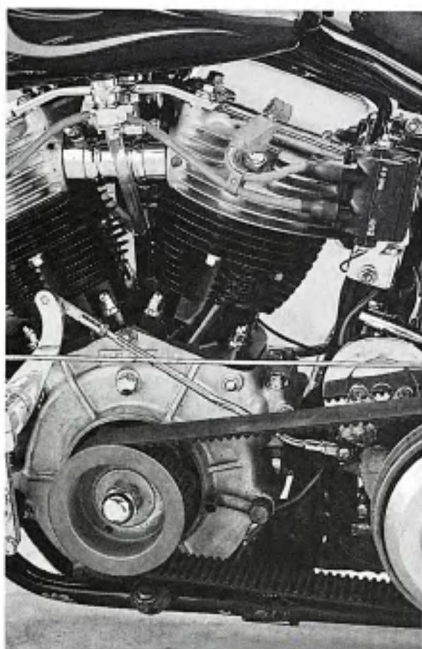
One picture is worth a thousand words. Well, 600, if you work for this embarrassing rag. I can see I've almost used that amount already, and much of it was about Rebecca



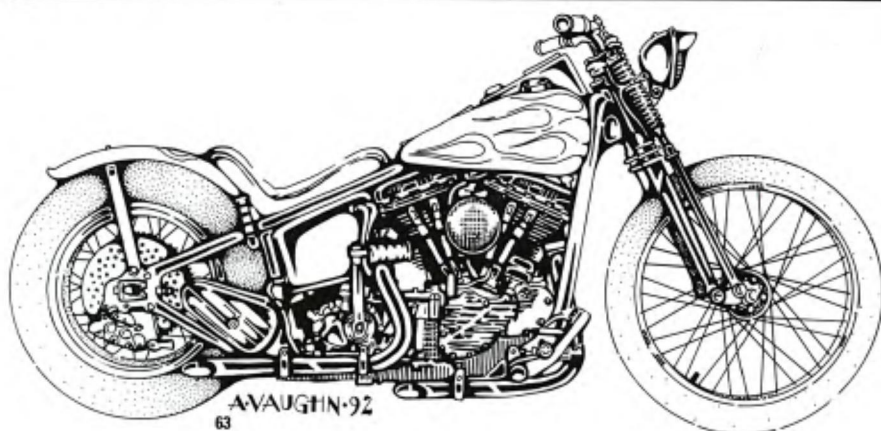
Ferratti. But let me make this one comment: You see on the spec sheet where for "color" the response is "unique"? Well, it's unique, all right, it's a pearl blue base with a tangerine cover, and it was done by Jerry Scherer, an apparent genius who works at (612) 257-9231.

There are geniuses at work all over this motorcycle, but I suppose the chief brain surgeon here is Ringate. At one time, this bike existed only as tiny, crackling electrical sparks in his head. And look at it now. You could stop a fuckin' train with it without even putting it near the tracks.

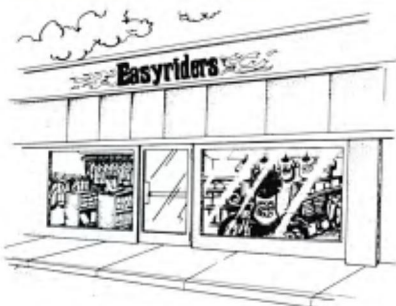
—JJS



Owner(s): Jim Ringate		City: Minneapolis, Minnesota	
General		Frame	
Fabrication by: Tony Barrett Cycle/owner		Year: 1948	
Year and make: 1949 H-D		Builder: H-D	
Model: FL		Type: wishbone	
Value: don't ask		Rake: none	
Assembly by: Tony Barrett Cycle/owner		Stretch: none	
Time: nine months		Other alterations: molded	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: drag	
Year: 1949		Risers: dogbones	
Model: FL		Fender(s): rear: 6-inch flat	
Rebuilder: Tony Barrett Cycle		Headlight: Drag Specialties	
Ignition: points, distributor		Taillight: catseye	
Displacement: 88 cubic inches		Speedo: why bother?	
Lower end: S&S		Front pegs: JayBrake	
Balancing: T.B. Cycle		Rear pegs: JayBrake	
Pistons: S&S		Electrics: 12-volt	
Cases: H-D		Gas tank: 3-1/2-gallon fatbobs	
Heads: H-D		Oil tank: horseshoe	
Cam: Sifton 440 Avenger		Oil system: shovel pump	
Lifters: Velva Touch		Primary cover: why bother?	
Carb(s): SU		Seat: Drag Specialties	
Air cleaner: SU		Sissybar: ain't one	
Pipes: Paughco		Height: n/a	
Muffler(s): why bother?		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: springer	
Year: 1949		Extension: none	
Shifting: mousetrap		Builder: H-D	
Engine sprocket: 22-tooth		Special features: chromed	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: T.B. Cycle		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Jerry Scherer		Rim width: 3-inch	Rim width: 4-inch
Color: unique		Tire: Continental	Tire: Avon Elan
Type: House of Kolor		Brake: what?	Brake: Perf. Mach. 4 piston
Special paint: all of it			
Other special modifications: Special thanks to Tony Barrett at T.B. Cycle, Roger Schultz for the influence, and Igor for helping me along			
Photos: Michael Lichter			



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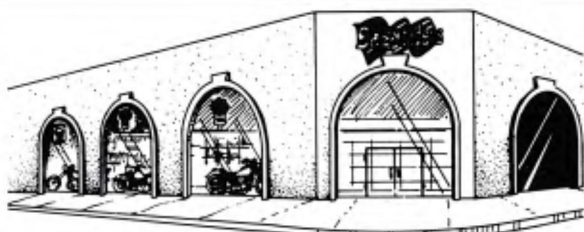
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DEAD RECKONING

itself around a scrawny but unyielding tree on the sidewalk. One witness to the crash thought the car was going about 50 mph. Another guessed 60, and a third put the figure at 70. According to the LAPD's follow-up report, those estimates were conservative. Using crime scene measurements, diagrams, and a skid chart, police investigators "concluded that the Honda car was traveling at 86.69 mph at point of impact."

the accident is a textbook example of "trial by newspaper":

RESEDA—A motorcycle activist was arrested Thursday on suspicion of murder in the deaths of a Reseda couple who crashed into a tree after a man on a blue Harley-Davidson kicked their car and forced them off the road, police said.

In a society where "I didn't see the motorcycle" is almost regarded as a valid explanation for centerpunching a rider, does anyone believe for a moment that the district attorney would press murder charges against the guy driving the car?

Ruthman reached his shop without further incident. The two women arrived 10 or 12 minutes later, shaken, but unaware that both occupants of the Accord died just a heartbeat or two after its driver lost control of the vehicle.

A witness gave police officers the license numbers of the women's motorcycles, and the cops arrived—guns drawn—at Ruthman's place of business half an hour later. All three riders were arrested, cuffed, and made to stand in the glaring sun for more than an hour while the cops allowed the press to catch up with the action and record everything for both television and newspaper audiences.

The *Los Angeles Times* found the crash worth no more than a few paragraphs in its Metro/Valley "Community Briefs" section. But across town, the *Daily News*, with a substantial circulation of 1.5 million papers a week, fervently chronicles crime in the San Fernando Valley. Not surprisingly, the *Daily News* splashed the story across the front page of its March 13 edition, along with a photograph of the crumpled Honda and a shot of the rider in handcuffs after being arrested.

The *Daily News* page-one coverage of

Impartial journalism? Hardly. Instead, it's a shameless stacking of the deck, a trick as transparent as Madonna's underpants, yet one that routinely flimflams an uncritical readership.

To begin with, the terminology used in the paragraph establishes in the mind of the reader the notion that Ruthman is no ordinary bike rider. Instead, he is a "motorcycle activist," a vague but loaded label that conjures up hazy images suggesting some sort of militant outlaw, radical in his bizarre beliefs, unpredictable and probably dangerous in his behavior.

In point of fact, Ruthman's motorcycle activism consisted of membership in the Harley Owners Group (H.O.G.), and his once acting as negotiator in an effort to allow riders to congregate near a local café. In short, branding Marty a "motorcycle activist" is an intentional misrepresentation of the truth, calculated to provoke a knee-jerk response from the reader, and, of course, to sell papers.

That same opening paragraph states that Ruthman kicked the door of the Honda and sent it out of control, a violent act resulting in the deaths of both occupants and in Marty's being charged with a double murder. While

the absurdity of this notion seems self-evident, it exemplifies the prosecution's anemic case against the biker.

Marty Ruthman's Harley, a 1987 FXSTC, weighs a bit over 600 pounds with no rider aboard. This small chunk of machinery depends on its moving inertia to keep itself balanced on two wheels, each only a couple of inches wide. Mark Gold's Honda Accord had a curbside weight close to 3,000 pounds, a heavy mass of metal, glass, and rubber resting on four wheels, each several inches wide. In view of the fact that the car was approximately five times heavier than the motorcycle it threatened to demolish, you don't need a Ph.D. in physics to recognize the mismatch. Had it not been for Ruthman's defensive responses to the car driver's white-knuckled frenzy, the likelihood is that Marty would have ended up as noontime roadkill growing smaller in Gold's rear-view mirror.

Following a preliminary hearing, Ruthman was at first charged with felony vehicular manslaughter. Shortly thereafter, prosecutors filed murder charges as well. In regard to these charges, the *Los Angeles Times* quoted Deputy District Attorney Andrew W. Diamond as saying that there was "enough wanton activity by the defendant to imply the malice needed for a murder prosecution."

To assert that an individual's actions imply something abstract—in this case, malice—is to enter a legal quagmire, a humid bog of empty rhetoric, forced analogies, and dubious conjectures. Speaking personally, the evidence I've seen and the testimony I've read would suggest malice only to someone already expecting to find it. To an objective observer, these few frozen frames of a street drama show only the two speeding vehicles and the biker's efforts to avoid death at the hands of a furious driver. Nowhere is there evidence of premeditation, willful intent, or wanton disregard for human life—all essential to support a charge of murder.

And finally, suppose this car/motorcycle confrontation had a more typical outcome, with the biker on the way to the morgue and the motorist talking to police investigators. In a society where "I didn't see the motorcycle" is almost regarded as a valid explanation for centerpunching a rider, does anyone believe for a moment that the district attorney would press murder charges against the guy driving the car?

On the contrary, biker chunky-style →

DEAD RECKONING

can be imbedded in a car's grille like hunks of diced Spam, yet the cops almost never slap multiple felony charges on the cage jockey responsible. Instead, they'll ticket the clown for failure to yield the right-of-way, maybe even cite him for negligence—reckless driving at the most. Hell, in some parts of the country, sending a rider to that big biker bar in the sky is regarded as an act of highway beautification, like

now stands charged with two counts of murder and two counts of manslaughter. He faces up to 31 years to life in prison on the murder rap, and a maximum of 8.5 years on the manslaughter charges.

The authorities are doubtless pursuing the murder and the manslaughter charges not because both—or even one, for that matter—can be sustained, but because doing so gives the prosecution a strategic edge. If the district attorney

simply wants another conviction, the prosecution may figure that Ruthman will plea bargain—plead guilty to the lesser charge in exchange for dropping the more serious one.

But Marty Ruthman is seeking justice, not a plea bargain. Agreeing to such a deal would mean compromising his personal integrity, and he remains determined to fight his case in the courts—through whatever trials and appeals

Marty Ruthman now stands charged with two counts of murder and two counts of manslaughter

removing unsightly litter from the shoulder of the road.

Newspaper and television reports have called the deaths of Mark and Rowena Gold a "tragedy." But you can be damn sure that no media tears would have been shed if it had been Ruthman who nailed that tree at a speed that isn't legal on a new stretch of interstate, much less on a residential street in the suburbs. No, had that happened, the various reporters and commentators would have hardly bothered to conceal their self-righteous satisfaction that some Harley hoodlum got what he deserved.

For comparison, consider another L.A.-area traffic case, that of Scott Ellis III. Ellis, 42, was charged with manslaughter after a July 29 accident in which, under the influence of PCP, he hit and killed a Caltrans worker on the Antelope Freeway. The district attorney's office upgraded the charge to second-degree murder after discovering that Ellis had been in an injury accident a year earlier, also while under the influence of PCP.

The outcome? Ellis cut a deal with the prosecutors, trading a no contest plea for a 10-year stretch in the joint, only a fraction of which he will spend behind bars.

By contrast, in addition to the allegations of gross negligence and leaving the scene of an accident, Marty Ruthman

Guilty Until Proven Innocent

Marty Ruthman's ordeal is by no means confined to the legal turmoil surrounding him and the possibility of going to prison for something he didn't do. Naturally, those matters continue to consume much of Marty's time and energy. But he's paid a huge price already—long before going to trial, long before a single charge has been proven in court.

Just by itself, newspaper coverage of the case almost put Ruthman out of business. He has received death threats at his shop and has arrived at work to find the shop's walls spray-painted with obscene and hostile graffiti. In ironic contrast, just inside the building, over 15 feet of Marty's office walls display the plaques, awards, citations, and certificates testifying to the many years of volunteer work he has done for the community and the underprivileged.

Although space limitations prevent citing more than a few examples of his volunteer work, a random sampling might include the fact that Marty was team leader and judge at the National Student Skills Olympics, that he served without pay as a member of the Los Angeles City Schools Technical Advisory Committee, that he organized clothing drives for abused children in the L.A. Foster Care System, and that he received an award from Los Angeles mayor, Tom Bradley, for organizing the Van Nuys Toy Run. This short list only hints at the time and effort Marty has devoted to the attempt, as he puts it, "to give something back to the community in gratitude for all the things it's given me."

Ruthman has not had an accident



Ruthman has not had an accident or so much as a ticket on a motorcycle in over 20 years

or so much as a ticket on a motorcycle in over 20 years; his arrest record is spotless. Nevertheless, a little over a month after his arrest, the California Department of Motor Vehicles (DMV) revoked Marty's driver's license.

According to the Notice of Findings and Decision from the DMV, the basis

may be necessary. Nonetheless, in the days ahead, Marty must weigh his options carefully. And unfortunately, he is by no means the first person forced to consider pleading guilty to a crime he didn't commit.

But no matter what the future holds in store for Ruthman, his biking brothers and sisters are behind him, offering their support and encouragement.

Good luck, Marty.



for this action was Ruthman's being a "negligent operator," unable to drive a motor vehicle safely "because of a mental disorder." This forensic diagnosis of Ruthman's mental health was made by a DMV clerk. That's right, not a doctor, not even a court clerk, but a "hearing officer"—or, to put it bluntly, a state bureaucrat who happens to wield considerable power.

Unbelievable as it sounds, the clerk in question—who also issued the order to revoke—never even talked to Ruthman. Because possessing a driver's license is considered a privilege and not a right, this sort of ruling falls outside the jurisdiction of the courts and is virtually immune to legal challenge. Furthermore, if all charges against Marty were dropped today, the DMV would still be under no constraint to reinstate his license. Since test driving automobiles is a vital part of the work he does for a living, the loss of his license came as an especially severe blow. And to add insult to injury, the revocation of Marty's license led to his losing his business liability insurance, his wife's insurance, and over \$9,000 in paid premiums.

At press time, the case was still struggling through pre-trial hearings, and exactly when Marty will stand before a jury of his peers is anybody's guess. Equally unknown is the final toll for legal representation—defense against the charge of murder is extremely expensive. In the meantime, if you'd like to give a bro a hand with some heavy legal bills, contributions may be made to:

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P.O. Box 101
Woodland Hills, CA 91365



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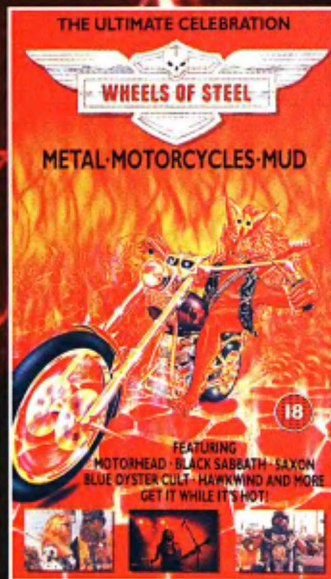
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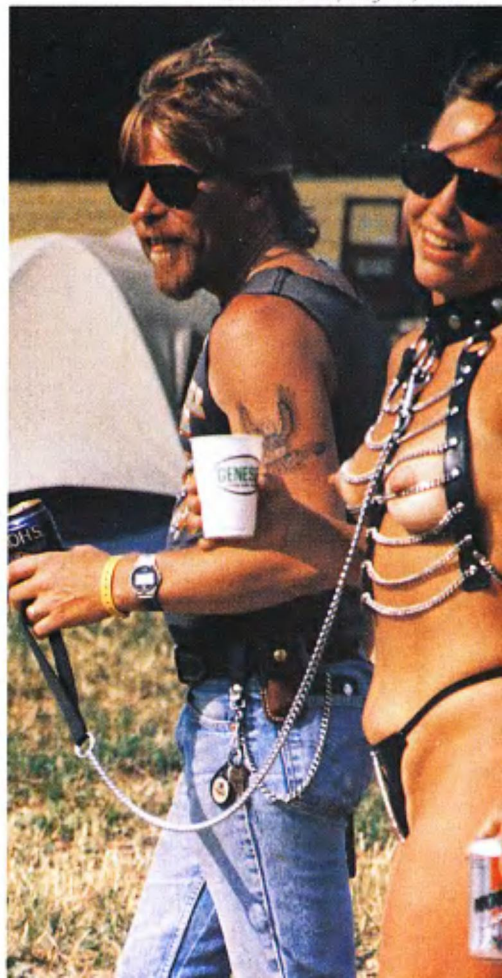
—Gord Maidment, Resolute Bay, Canadian Arctic (-52° C)

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

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

—Bill Turner, Saugus, Calif.

—David Fisber, Dayton, Ohio





—Bret Brandt, Waterloo, Iowa

—Walt Bishop, Delaware Water Gap, Pa.



—Dick "Head" Floyd, San Jose, Calif.





—Blue Bike Mike, In the mud

—Buck Cook, Hominy, Okla.



—Russ Sherriff, Arlington, Mass.



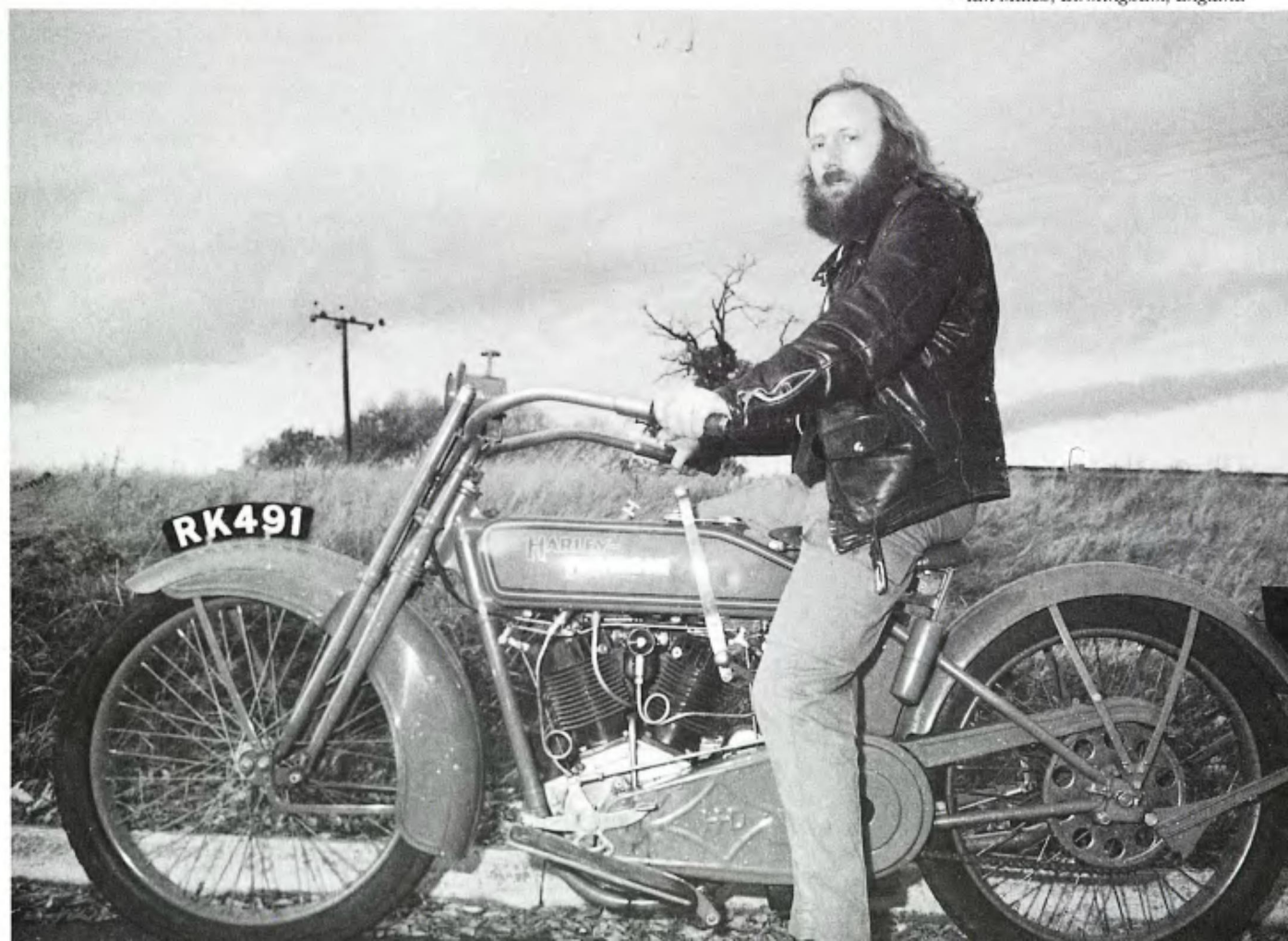


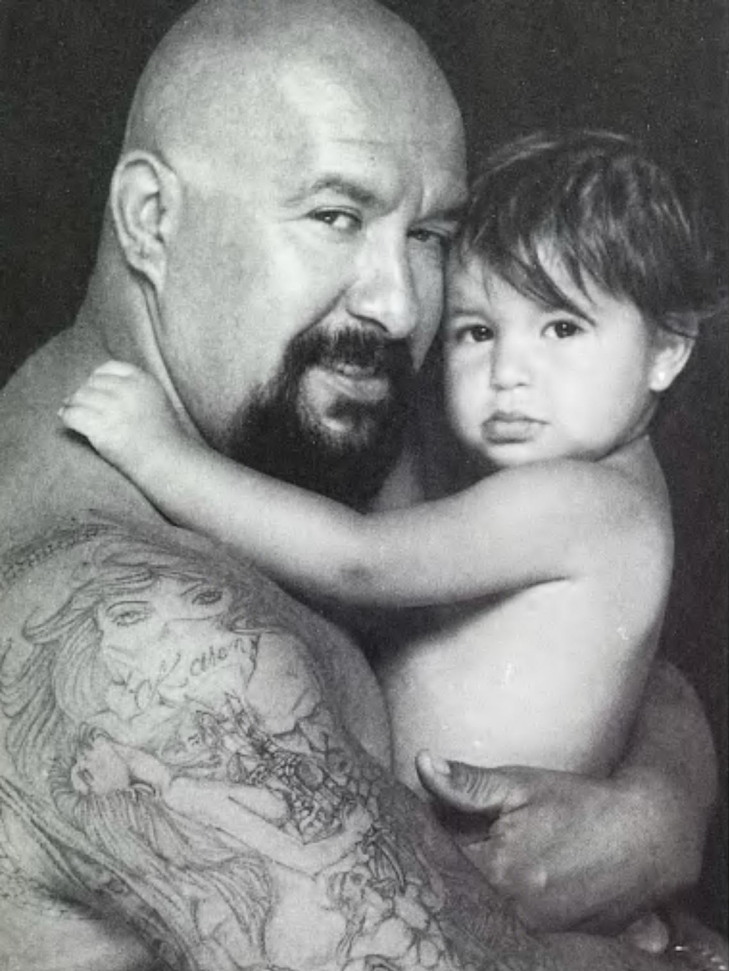
—Oklaboma Pete, Lawton, Okla.



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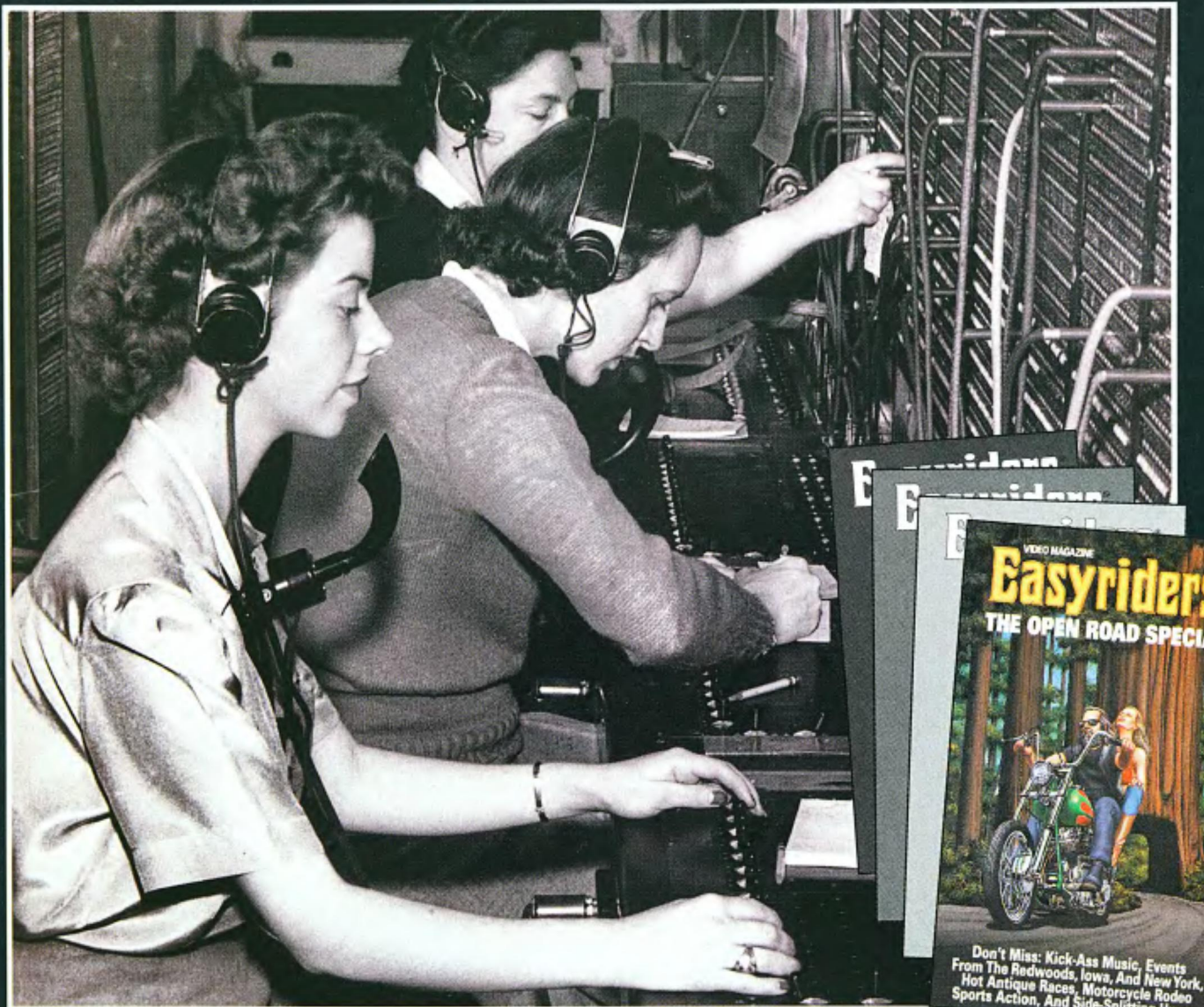
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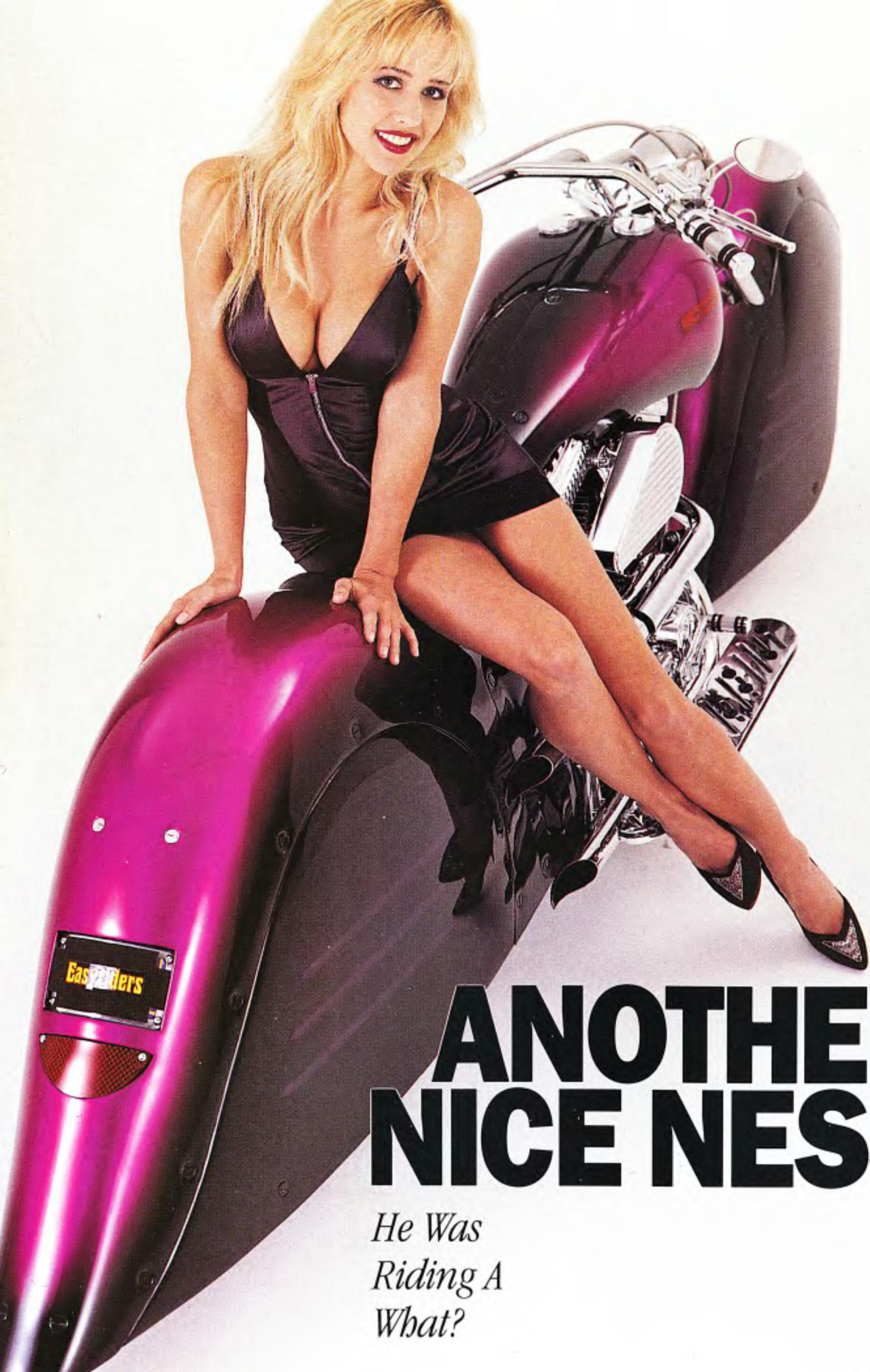
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ANOTHER NICE NESS

*He Was
Riding A
What?*



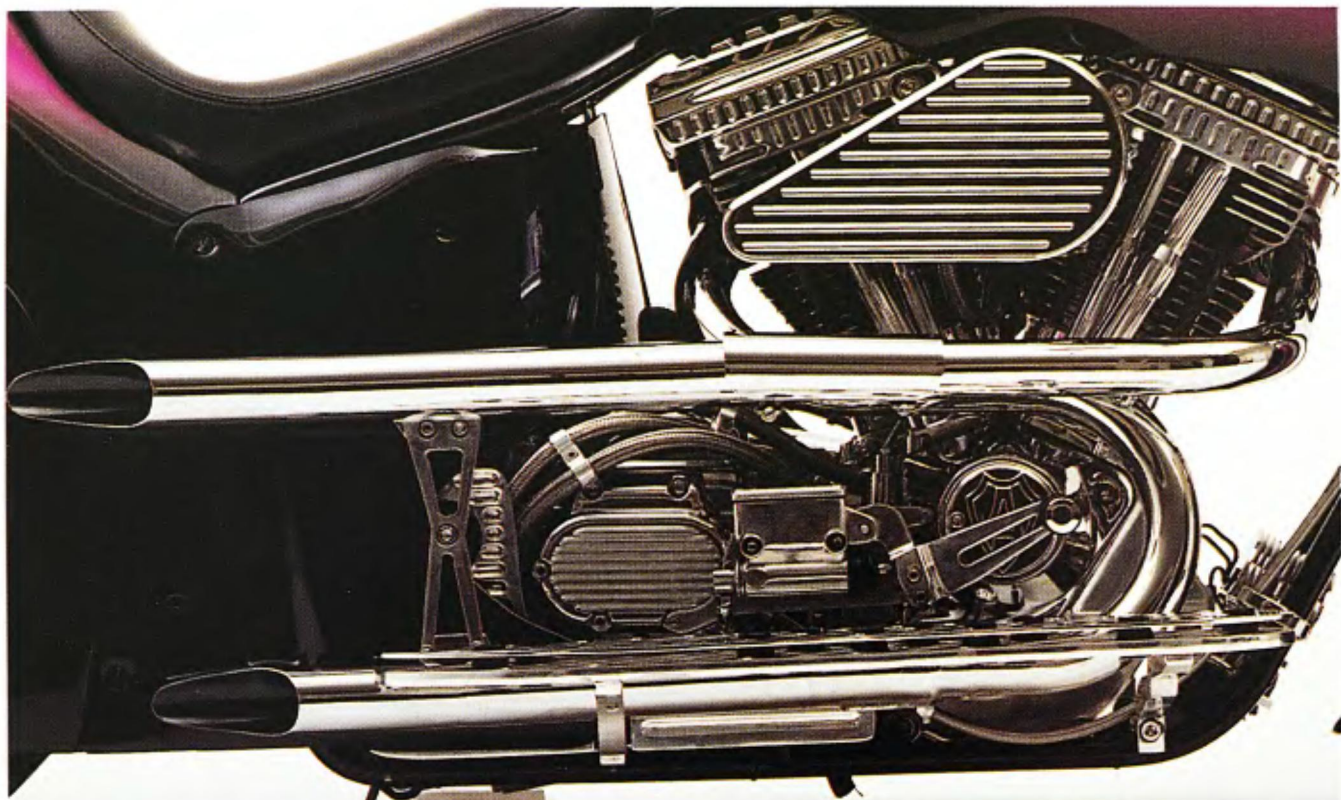




Remember the guy who painted his car red on one side and green on the other? He got in a lot of accidents, and liked hearing the witnesses contradict each other.

So picture this: You cut through an alley between buildings to escape a Blue Flasher and get home safe, but your license plate number is out over the airwaves and another black-and-white pulls you over right after you leave home the next day. Now, you're in court to answer for your disrespect.

"Yes, sir," swears the first cop. "He was riding one of them low-slung lookin' digger-style bikes. Saw it real good. Couldn't miss it. Chased -



him six blocks before he got away."

Then comes the second cop. "Got him, I did," he says. "He was riding this Batmobile-looking thing with fenders that covered both wheels."

"Hey, wait a minute," says the first cop. "That's not the bike I reported."

"Has to be," says the second cop. "Got the same license plate."

About that time the judge gives them both a sour look and says, "Would you two please get your story straight."

Arlen Ness didn't intend to encourage civic irresponsibility when he conjured up "The Convertible," but he certainly

increased the options for guys who want a different ride according to their mood. The basic idea was two styles in one bike—more particularly, two radically different styles.

Arlen thought about this a couple of years before he actually built it, but the delay wasn't in the styling so much as the technical execution. For the "digger" version, Arlen wanted the classic Harley look of a Softail. For civilized mechanical manners, though, he also wanted a rubbermounted engine. The tough job was to convert to a Softail without losing the rubbermount.

Several people have tried that, but

no one has made it work until now. The problem has been that the Softail swingarm shoved the rubber-mount engine around too much. Ness succeeded by finding just the right amount of suspension motion to go with just the right resilience of rubber. After that, the style conversion kit was easy.

Basically, the kit consists of a pair of aluminum "cages" that fit over the digger-style fenders and wheels. That is, nothing has to be taken off to go from high-perf to full shrouding. Bolt on the cages, hang the aluminum sheet metal in place, twist the Dzus fasteners, and—behold! A new bike. It takes about half an hour, the rear cage includes wiring for the taillight, and the aluminum is so light that it doesn't add even 10 pounds. Since "take off" is normally faster than "put on," the conversion elements come off in about 15 minutes.

According to the Indian freaks, the full fender skirts of the old Chiefs gave genuine aerodynamic benefits, especially in the wet. Arlen doesn't claim any such benefits, but he reckons that if wheel pants did anything for a Chief, they'll do the same thing for The Convertible.

There's one difference: That rear fender does stick out a little. Might





kinda hang up coming out of a steep driveway. Actually, it kinda rubs even on a normal driveway, so Arlen stuck a skateboard wheel back there to handle that. The man's built enough of these unusual customs that he thinks of everything.

And this one isn't all show. Stock engine, yes, but a Crane cam and an S&S carb give the stocker a little added boost. Note the air cleaner: It's the latest in the Ness line of goodies and fits the S&S Series-E carbs. The billet aluminum footboards are also a new item, but those pipes, from Bob Munroe, are one-of-a-kind. They aren't in the Ness catalog. If you want pipes like that, you have to go to Bob. If you want the mysterious, ever-changing bike, call Arlen Ness. —Scrapple

Owner(s): Arlen Ness		City: San Leandro, California	
General		Frame	
Fabrication by: Arlen Ness/ Bob Munroe		Year: 1991	
Year and make:1990 H-D		Builder: Arlen Ness	
Model: FXR Softail		Type: FXST	
Value: \$40,000		Rake: 40 degrees	
Assembly by: Arlen Ness		Stretch: 5 inches	
Time: one year		Other alterations: rubbermount	
Chroming by: Hi-Lustre Metal Finishing		Accessories	
Engine		Bars: Arlen Ness	
Year: 1990		Risers: Arlen Ness	
Model: Evo		Fender(s): convertible	
Rebuilder: Arlen Ness		Headlight: Arlen Ness	
Ignition: Accel		Taillight: Arlen Ness	
Displacement: 1340cc		Speedo: none	
Lower end: stock		Front pegs: Arlen Ness	
Balancing: yes		Rear pegs: Arlen Ness	
Pistons: Drag Specialties		Electrics: Accel, 12-volt	
Cases: polished		Gas tank: aluminum	
Heads: ported		Oil tank: Russell lines	
Cam: Crane		Oil system: Russell lines	
Lifters: hydraulic		Primary cover: chrome	
Carb(s): S&S		Seat: Danny Gray	
Air cleaner: Ness prototype		Sissybar: not!	
Pipes: Bob Munroe		Height: n/a	
Muffler(s): Bob forgot 'em		Material: n/a	
Transmission		Forks	
Modifications: polished		Type: custom	
Year: 1990		Extension: none	
Shifting: 5-speed		Builder: owner	
Engine sprocket: stock		Special features: raised axle	
Trans sprocket: stock		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 18-inch
Molding: Dan & Ray		Hub: stock	Hub: stock
Painter: Jeff McCann		Rim width: WM2	Rim width: WM15
Color: violet		Tire: Metzeler	Tire: Metzeler
Type: House of Kolor urethane		Brake: JayBrake	Brake: Perf. Mach.
Special paint: Jeff McCann			
Other special modifications: Too many to list. Special thanks to Tom Taylor for the drawings of the bike.			
Photos: Raiko Hartman			

Pride And Poise

While we were shooting Arlen's Convertible, we discovered that our model, the lovely Rhonda Koch, has been a cheerleader for the Los Angeles Raiders football team for seven years. She's a two-time Raiderette Of The Week, and this past year, she completed a pass by delivering her own future Raiderette.

Rhonda's sequence of success began with her high school cheerleading days

in Downey, Calif., to doing it with the L.A. Express of the defunct USFL, to progressing to cheerleading's big time with the Raiders and football's "fabulous females." She stresses that she and her fellow Raiderettes have always been treated with the "utmost respect" by the players. Her favorites over the years have been the late Lyle Alzado, Bo Jackson, Fred Biletnikoff, Steve Wright, and Todd Marinovich.

Some of Rhonda's career highlights include team trips to Japan and London, an overtime victory against Denver where they were pelted with snowballs, and a return to Oakland for an exhibition game.

Rhonda liked Arlen's sleek, low Convertible, adding it was "quite a turn on being with something that shows its own commitment to excellence."

—Raider Rider

ELAINE PRISTO

Paradise Valley, Arizona

Since I started this column I've had the privilege to meet many interesting, intelligent, and inspirational women. More often than not, I interview these women and write the story from the information they give me. Pretty standard stuff. However, there have been a few times when the query letter I receive has been so moving and so full of heart and character that I have chosen to run it "as is" in the column. This is one of those letters. I hope you are as touched by Elaine's story as I was.

—Lisa

I have never submitted an article to a magazine, so I'm unsure about the proper procedure. I just thought I would tell you my story, and if you thought it was interesting, you might consider printing it.

I grew up in Cicero, Illinois. As a teenager in the '40s I rode Harley-Davidson motorcycles. I owned an old 80 flathead, a 61 OHV, and a 74 OHV. I was one of four girls in the Chicago area who owned a motorcycle at that time.

I later belonged to the Watch City Riders from Elgin, Illinois, and the AMA. I enjoyed hillclimbs and motorcycle rodeos, and I also enjoyed being one of the gang from McCook, Illinois.

My brother, Wally, had a biker bar in Cicero, where I would tend bar on occasion. That is where I met my husband, Paul. He came into the bar one day, and I liked him at first sight. I fed him free beer. It worked. We dated, fell in love, and got married. We've been together for 45 years now.

My motorcycle riding days ended when I got married and had two sons. But my love of motorcycling never vanished. It was definitely not a case of "out of sight, out of mind."

When my 63rd birthday rolled around and Paul asked me what I wanted, I told him I wanted an old, classic Harley. "Are you serious?" he asked me.

I was serious.

Well, Paul found a 1942 74 OHV and bought it for me. It took Bill Hosler (he restores bikes) over a year to finish it. He delivered it to me in February of 1992. He did a terrific job. It's beautiful!



Photos: Elaine Pristo



I call it my "Little Beauty."

It had been 45 years since I had ridden a motorcycle. I asked Bill to help me get started, but it wasn't long before it all came back to me. All those years just slipped away.

I wasn't about to take chances, though. I took a motorcycle safety course and a motorcycle physical skill enhancement rider workshop with T.E.A.M., Arizona Motorcyclists Training Centers. I passed with flying colors.

My goal was to get my motorcycle license for my 65th birthday, which was September 25, 1992. I took my test on September 1 and passed. I was elated.

My dream has come true. Thanks to Paul and Bill, I'm riding my own Harley again. I enjoy it so much! A classic lady on a classic motorcycle—we're the true survivors!

—Elaine Pristo

Flyin' Free is our forum for women in the wind. Send your suggestions and submissions to: P.O. Box 3000, Agoura Hills, CA 91376-3000.

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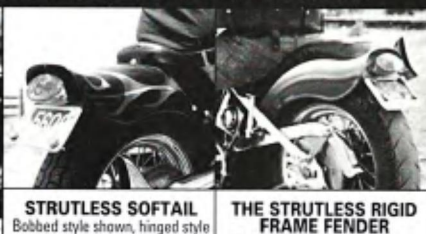
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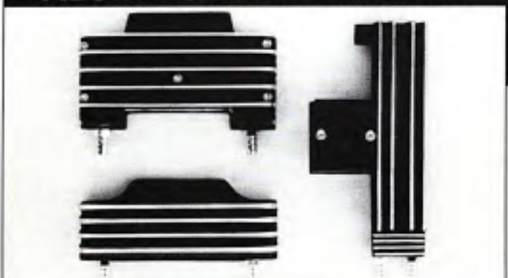
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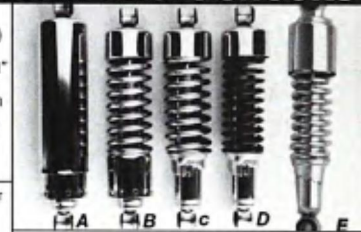
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11.5" 11.7"	C	3311	\$164.00
SAME AS ABOVE	D	3310	\$149.00
SAME AS ABOVE	B	3333	\$185.00
11.1", 11.5", 11.7", 11.9"	A	3322	\$224.00
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LENGTH	STYLE	PT#	PRICE
13.4"			
13.4"	Below fits 1952-1978 Sportsters (lowers bike 1.5")	Exp chr. Spring 1111	\$164.00
13.4"	Below fits 1952-1978 FLH W/round swing arm lowers bike 1.5"	W/full chr. covers 1122	\$164.00
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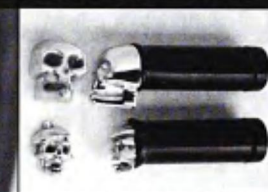
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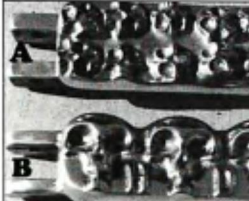
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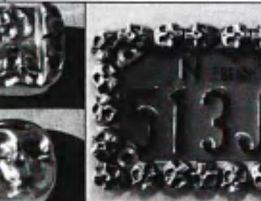
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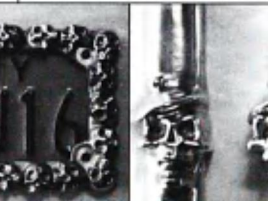
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Percy Barretto Sr., Maui, Hawaii

1977 Harley-Davidson Sportster

Percy Barretto Sr.'s been straddling scoots ever since he was old enough to putt from porch to porch along his first paper route. But before our Hawaiian bro reached his prime years of wrenching and riding, he met up with a near-fatal accident that cost him the use of his left hand for the rest of his life. Not coincidentally, the accident occurred on August 25, 1968, the first day Hawaii's helmet law went into effect. Because Percy believes the distracting limitations of wearing a helmet nearly cost him his life, and did cost him permanent paralysis, he's dedicated his remaining years to fighting mandatory helmet laws.

Nowadays, when he's not busy as president of United Street Bikers (Maui), Percy's either out tinkering on his Sportster or just leaning back in the saddle and tooling the tropics. His bored and stroked, lowrider-looking ride was customized for maximum efficiency, looks, and one-handed use by Percy himself. For handling ease, he added some crossbars, punched up the cubes, and threw on a custom wide glide front end, which he feels is less squirrely and offers better balance than the narrow glide. For his one-handed use, he modified the brakes and forward foot controls with his clutch, gas, and handbrake all on the right-hand side.

For any bro looking for tips on modifying bikes for one-handed use, Percy says be sure to look him up in pineapple paradise.

—Clay Dog

General		Forks	
Fabrication by: owner		Type: custom wide glide	
Year and make: '77 H-D		Builder: owner/H-D	
Model: Sportster		Special features: custom, chromed	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: reproduced from '53-'57 rigids	
Year and model: '77 shovelhead		Lights: extended mount solo	
Rebuilder: Spectrum (Joe)		Gas tank: 3.5-gallon fatbobs	
Displacement: 76 cubic inches		Oil tank: CCI	
Transmission		Seat: Nostalgia	
Shifting: mod. foot from '57 Sporty		Other: crossbars	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color/type: candy apple brandy-wine/Imron		Tire: Avon	Tire: Avon
Special paint: pinstriping/scroll design		Brake: modified	Brake: modified
Frame		Special features:	
Year and builder: '77 H-D		Thanks to Paul Fernandez, Les Maeda, Mark Rapoza, and Tim at Hawaiian Hogs.	
Type: swingarm		Photos: Billy Tinney	
Alterations: none			

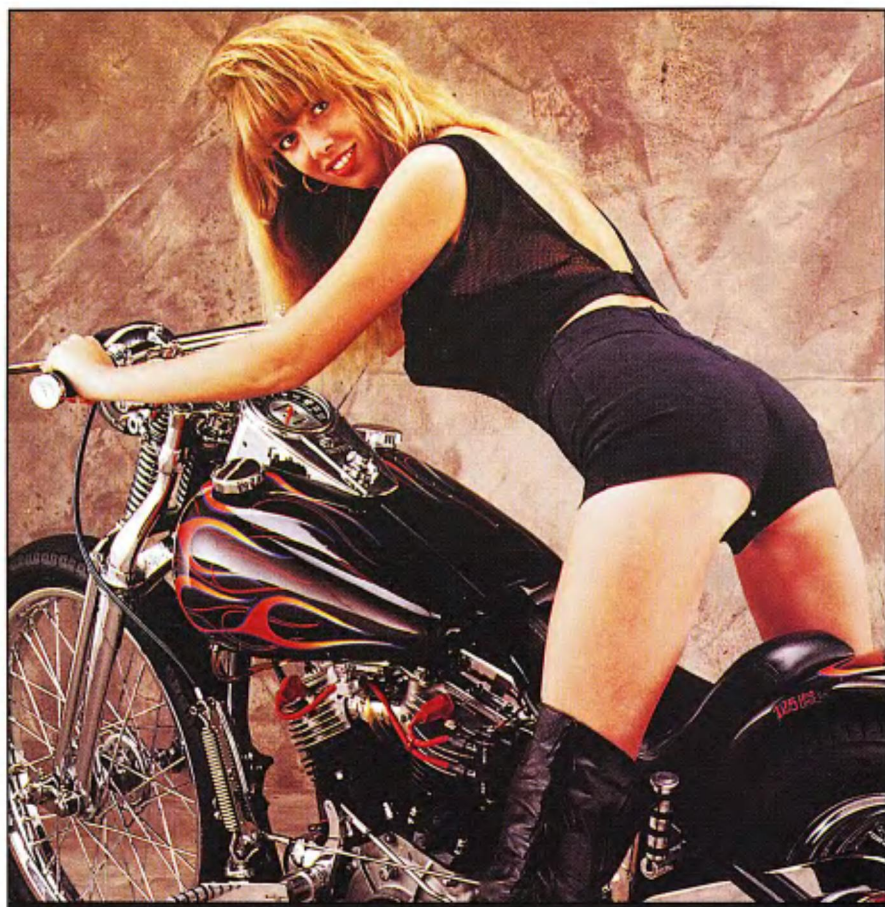


FOX HUNT

October Winner

Sheila loves puttin' almost as much as she enjoys shakin' her made-for-movin' frame around a dance floor, up on a stage, or in front of a lens. That much we found out during her feature shoot with fellow Minnesotan Jim Ringate. At the slightest inkling, she'll pack her rock-hard body behind a bro for a run across the state. Then, when they reach the event, she'll get up on stage, devastate the crowd with a couple of hip shakes, win the titty contest, and roll home happy as a muskrat inna marsh. Apparently, she was the life of the party at Sturgis '92 as she got her hot bod into plenty of photos at the 52nd Rally and Races. Check out her classic Golden Gopher form on page 59 with Ringate's ride.

—Loudmouth



The first time I rode I was a little girl. Now as a big girl I know the feeling is the real thing.

Kristol, Montana—#301



I'm from Down Under, and I don't give fair dinkum for anything but a wild ride on a Harley.

Kelly Ann, South Australia—#302



It was the spring of 1983. I was nervous, but I got on, anyway. I don't know what happened to him, but I'm still riding.
Wendy, Florida—#303



My first Harley ride was 12 years ago. I've been on the p-pad behind the same man ever since. That's what it's all about.
Debbie, California—#304



On my first solo putt I got on my Sporty and rode for a half-mile. I was so scared that my ol' man had to come and get me.
Christina, Maine—#305



I'm a wild and crazy country gal who loved her first vibratin' V-twin ride. It set me runnin' like a herd of bulls.
Janice, Kansas—#306

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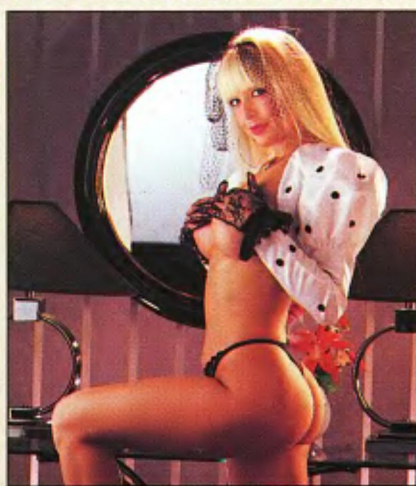


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Fox Hunt

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 hardbilly 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 photograph 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.

Photographs must be black-and-white prints, color prints,

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.

or color slides—no negatives. Color slides are best. Sorry, no photographs 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 #237 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

can begin sending in your votes starting February 1, 1993.

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 February 28, 1993. We'll print the winner in the July 1993 issue.



Here she is, bros, the 10th monthly winner in our 14th Annual Fox Hunt, Julia, #1104, from Kazan, Russia, and, more recently, Lake Worth, Florida. See more of her next issue.

FOX HUNT
P.O. Box 3000, Agoura Hills, CA 91376-3000

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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.

TECH TIP

PUTTING A SHINE ON

Prepping For Chrome

So Bandit's putting together this new lowrider and wants a lot of chrome on it. To get chrome on his stock pieces and on the special fabrications he had made up, Bandit turned to Rod Graves, who runs Graves Plating, in Florence, Alabama. What Rod told him, and what a lot of people don't appreciate, is that plating a brand-new part involves about as much work as plating an old part. The good news in that is that you don't have to be afraid of getting your old stuff plated: The process is almost as easy as plating a new part.

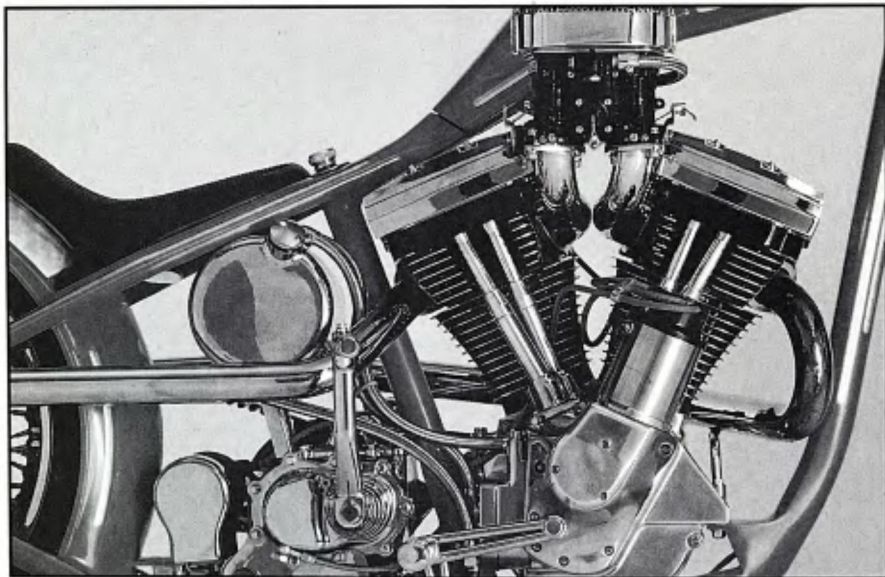
New or old, plating works somewhat like charging a battery: You suspend the thing you want plated in a vat of acid and connect it to the negative pole of an electrical source. The metal that will provide the plating is likewise suspended in the acid but is connected to the positive pole. Supply electricity to the positive side, and electrons take molecules off the plating material, travel through the acid, and leave them on the material getting plated.

This being a chemical process, then, it depends on honest chemistry: The two metals must be exactly what they

are supposed to be. Anything else, and the chemistry gets upset so that the piece won't take plating at all. Or, even if it does, the plating may flake off.

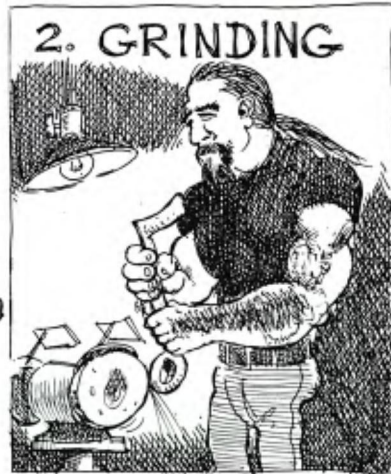
Like with putting on a nice paint job, that means that most of the work in plating goes into preparing the material.

New or old, the part first goes into a de-greasing solution, usually muriatic (hydrochloric) acid. Keep in mind here that "grease" may be no more than oily fingerprints. After de-greasing, the piece goes into a stripper that takes off the old paint. If the part has old chrome on it, it must go through a



Like with putting on a nice paint job, most of the work in plating goes into preparing the material

reverse-plating process that takes off the old chrome, along with a layer of nickel underneath that was put there to provide a foundation for the original chrome. In reverse-plating, the electricity is connected the other way to take material off the part—a careful operation, since you don't want to lose any



3. TAPING & SHIPPING

base metal in the process.

Once down to base metal, the piece must be polished, since chrome will show up surface imperfections even more than paint, and the polishing must take account of the type of metal involved. Steel, aluminum, die-cast, brass, or whatever, the polisher must choose the right grits on polishing belts and must know how to keep from taking too much metal away.

For example, the base part will have minor surface pits. These must be smoothed so they can be filled, but an unskilled hand in the polishing will enlarge the pits—sometimes so much that they can't be filled. Again, like with paint, you have to know what you're doing or you'll screw it up. And, with plating, the polishing has to leave the metal with a mirror finish. Sounds extreme, but that's what it takes.

After polishing, the part gets a thin plating of copper. The copper does two things: it fills pits and provides a tenacious base for the next layer, a thin plating of nickel, which itself is put there to provide a good base for the chrome that comes last.

This means a chromed piece actually gets plated three times. Each time, the areas that don't get plating, such as mating surfaces and bolt holes, must be masked with tape or plugs. Also, the piece must be thoroughly rinsed each time and must be handled with

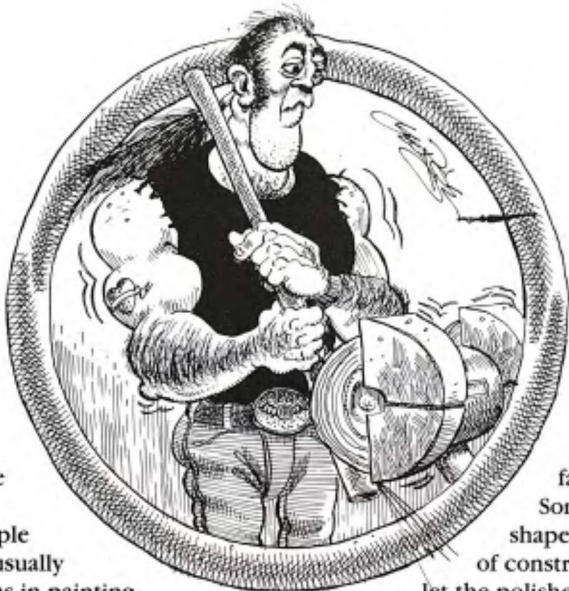
hooks or tongs so that human hands don't leave any residue on the surface.

Sounds simple enough, and usually is, but, again as in painting, Murphy's Law sometimes prevails. For example, Rod says he's run 50 sets of rocker boxes at a time, and had two or three of the bunch fail to take chrome properly.

How come? He doesn't really know, but he suspects excess porosity in the metal, or maybe some slight variation in its exact composition—despite the fact that all the parts were production-run quality.

In Bandit's case, the transmission cover decided it didn't want to cooperate and Rod had to run it through several times before he got an acceptable chrome finish. Having to do it several times means that the piece must go through the reverse-plating procedure each time, and that, of course, adds to the time for the whole job.

Rod says rocker boxes and inner primary covers typically present problems because the shape doesn't allow the polisher to get into every nook and cranny. The piece will take the plating, but the surface imperfections may show



through. The same principle applies to special fabrications: Sometimes the shape or the manner of construction won't let the polisher get to every

bit of the surface. In other instances, pits left over from welding will be too deep to fill.

To tell tales out of school (and to show what your friends will do to you—and for you), Bandit's collection of parts presented Rod with all the standard problems. The handlebars, for example. Pat Kennedy welded the original handlebars, crown, and risers together as one piece. He ground the welds, filled the pitting with brazing, and polished the brazing. This mixture of metals took the plating well enough, but some pits were still too deep for the initial copper layer to fill thoroughly. With the light just right, you can see them—but you have to be looking.

So, plating isn't as cut-and-dried as it may sound, and a good plating shop has to have people with the art and skill to prevail over the unexpected. Check out the photograph of Bandit's new ride and you'll see how thoroughly Rod Graves and his foreman, Greg Turpin, did just that.

—Noose

4. POLISHING



5. DIPPING



VON DUTCH

Tribute To A Tough, Talented Artist

A renowned rebel artist of custom gun, knife, car, and motorcycle fame, Von Dutch lost his battle with a terminal illness and died quietly on September 19, 1992, in his Santa Paula, California, home.

Von Dutch left an indelible mark on the biker world, as much with his stubborn spirit as with his amazing artwork. A tumultuous and talented man, Dutch had a gruff, "my-way-or-the-highway" personality combined with a caressing, creative hand. A good example of this can be seen in a story dating back to right after World War II. Dutch was working in a bike shop that, at the time had a surplus of Indian Chiefs. One day when the boss, who was none too fond of Dutch to begin with, went to lunch, Dutch, painted two sets of webbed ducks' feet all over one of the Indians. When the owner came back and saw the webbed-footed paint job, he immediately fired Dutch. Less than two hours had passed before the owner called Dutch to rehire him. Seems two guys came into the shop, saw the paint job, and were so impressed that one bought the painted Indian off the floor and the other ordered one just like it. Dutch went back to work that afternoon.

During the evening, the shop employees would drop the 50-foot-long lot chain and race the scoots around the sales lot. The owner always participated in this after-hours ceremony, which would often turn into an all-out battle. The very same evening of his firing/rehiring incident, Dutch pulled a true-to-his character stunt. When the boss fired up his Indian, Dutch hooked the end of the chain to his bike's frame. When the Indian hit the end of the chain, it came to an abrupt halt. The owner, on the other hand, was catapulted over the handlebars and landed on the pavement. At that, Von Dutch got on his bike and rode home, vowing never again to take orders from anyone.

He held true to his promise. As a shop owner himself, Von Dutch had a unique method of dealing with his customers. When someone would come into the shop and give Dutch his opinions and suggestions regarding the way he wanted a certain job done, Dutch would agree with everything



Photo: courtesy of M.F. Egan

the customer said. Then, when the customer left, he would ignore the "mediocrity" of the customer's ideas and do the job his own way. Needless to say, this led to many conflicts over the years.

But it was his ornery nature that made Dutch great. He was the first artist to put flames and pinstripes on motorcycles, and he was putting advertising on T-shirts long before it was en vogue. He set styles and trends that others copied. He was the first to flame a Mercedes Gull Wing in the '50s. And once he found a fire department gullible enough to leave a brand-new yellow fire engine with him for pinstriping. While the firemen loved the 50-foot-long, fully-flamed engine, the city fathers frowned upon the idea and had it repainted elsewhere.

Dutch's logo was a bloody eyeball, a symbol which could often be found hidden in his work.

He was prolific and creative in the work he turned out. He had no regrets, and offered no apologies. If he liked you, he always liked you. And if he didn't like you, well, he made no secret about that, either.

Von Dutch's wish was to be cremated and have his ashes flown from the Santa Paula Airport and spread out over the Pacific Ocean—the same place where his long-time friend Steve McQueen was laid to rest.

An appropriate epitaph taken from a placard on his Volkswagen "Thing" summed it up best: "Have fun. Don't grow up."

Smooth roads to ya, buddy.

—M.F. Egan

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RIP'S RUN



*Rip Rolls From A
Monster Mash
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Nice-looking couple at the Hob Nob.



Boo

When this rag hits your mailbox it will be late January, but as I'm writing this column it's Halloween time, and all sorts of strange things are happening. For instance, the speedo on Sugar Pai, my FLHTC, rolled to 66,666 and then, a half-mile later, the six rivets holding the sprocket on the clutch hub broke. Can you imagine how strange it feels when the motor is lit, but you're slowing down no matter how much you goose the throttle or go through the gears? Yeah, it snapped those puppies right off. Maybe they need 12 rivets instead of six. Then again, more holes may weaken that area, right? Or maybe I'm packed down too much. Naw, it was probably that last ride across the country. It was rather fast.

Dale's Harley-Davidson in San Bernardino, California, had it replaced in short order.

Back on the road, Sugar and I rode north on I-15 to Las Vegas, Nevada, to visit with the Nevada Association of Concerned Motorcyclists (NACM). Fred Harrell, their leader and spokesperson, and I have been pals for, how you say, "lo these many years." Earlier in the →



Let's party.



Waiting for a bucket of blood.

year Fred sent me NACM's 1992 calendar of events. That's how I knew they were planning the Freakers Ball for Halloween. It was held at the Hob Nob Saloon, 3340 South Highland in Vegas. If ya want to be part of the action next year, you can get the info by calling the NACM office, (702) 870-6121. Better yet, drop them a line at P.O. Box 26566, Las Vegas, NV 89126. Tell Fred you read about it on these pages. NACM sponsors all kinds of fun events throughout the year. They are supported by many of the local motorcycle

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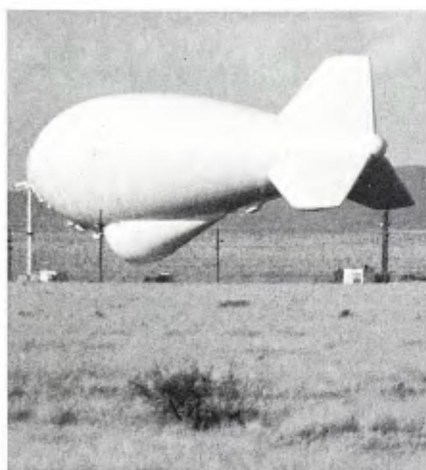
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Foreign spaceship spotted in Texas.



Nice schnozz, Freddie.

clubs, such as: Brothers of the Third Wheel, E-Z Riders MC, Fifth Chapter MC, I.O.O.B. MC, Ironcrossmen MC, One-Way Riders MC, Pirates MC, Southern Nevada H.O.G., Three-of-a-Kind MC, and the Vegas Wings MC. Many of the raffle prizes that were given away were donated by local motorcycle shops. I'm sorry, but there are too many to list here.

Fred said the membership really got into a party mode for Halloween. And from what I saw, I can co-sign for that. As the photos show, they had one helluva blast. A pair of ZZ Top look-alikes showed up, as did a pair of punk rockers, some cowboy and cowgirls, your various assortment of witches, and Doctor and Nurse Death. There were also more than a few vampires. You could say it was a goulsh gathering.

Shortly after midnight, they had a costume contest with 100 bucks going to the winner. Fifty dollars was the second prize and third place collected \$25. The best couple also received 50 greenbacks. As near as my foggy brain can recall, it was a tie between ZZ and the Rude Headbangers. Whenever the band, Remark, went on break, NACM handed out door prizes. I won a white T-shirt and a white baseball cap. It seems that whenever I wear a white

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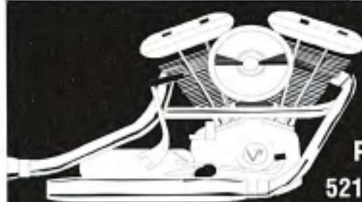
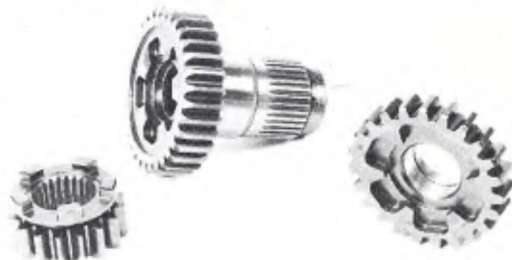


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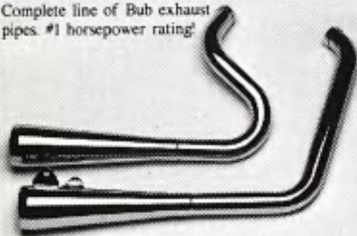
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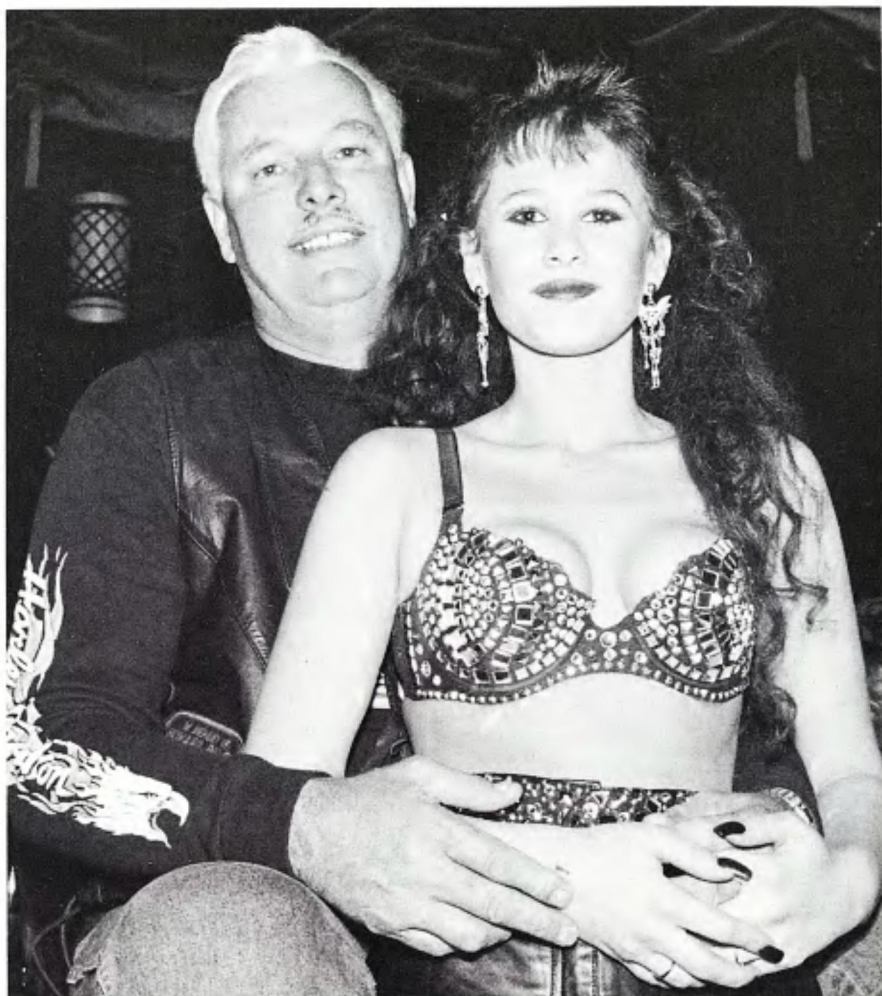
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Catwoman strikes again.

shirt, I end up having to work on my bike or something greasy. The ball cap and shirt went to a couple of folks at the *Easyriders* editorial office. By the way, Remark is a local band that plays kick-ass rock and roll, lots of biker tunes, and some country sounds. I thought they sounded pretty good.

As you know, Vegas never sleeps, and that night, neither did I. That is, you'll never hear anyone say, "Last call." It was after 1:30 a.m. when Sugar and I hit the dusty trail toward Palmdale, California, to check out the AHDRA all-Harley drags, which were being held that same weekend. Actually, the trail wasn't all that dusty. When I left San Berdoo on Friday afternoon it was raining. Staying awake through those long hours I was really beating myself up. But what the heck, I wanted to see the final drag racing program of the 1992 season. The drag racers, friends of mine, came from near and far. They put on one hell of a fine show. The photos I took will be featured in the June issue (#110) of *Biker* magazine, another one of Paisano Publications' fine motorcycle rags.

After the drag races I went home to Berdoo. I needed to get some rest,



Having fun at the Hob Nob.



My bud Ralph, in Pine Grove, California, work on my copy, and get ready for the following weekend.

About midweek, Sugar and I rode north to Sacramento, California. My original itinerary included an interview with country singer, Travis Tritt, for our video department. Unfortunately that fell through and we had to reschedule.

While in the Sacto area I stayed at Ralph's house. Ralph is an old friend who lives in Pine Grove, California. He puts a custom 45 trike. Yeah, check out the photos. He's looking to sell the trike and build a Sportster or maybe something bigger. Ralph's a Purple Heart vet who lost his left foot and part of that same leg at the Chosin Reservoir in Korea, back in the '50s. The town of Pine Grove is located in the mountains. It's curvey, so Ralph can't ride very fast. But now Ralph wants to make longer trips, and the trike isn't quick enough for him. Whatever moves ya, bro. All I know for sure is that you can't drop a trike. I've seen you drop your old Sporty, and it really freaks out the rubberneckers to see a detached leg, complete with a boot, lying next to a downed rider.

On Friday, November 7, eight of us →

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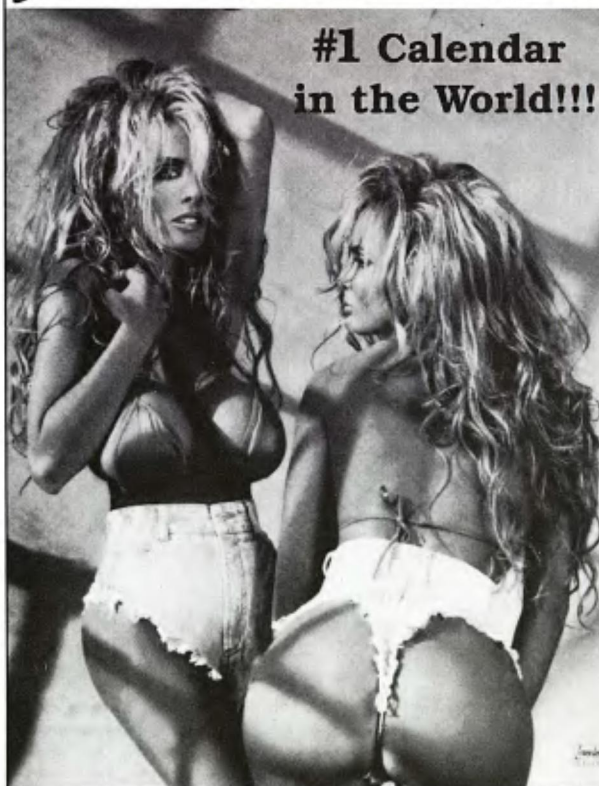
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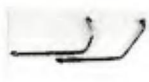
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Travis Tritt, backstage at the Arco Arena, Sacramento, California.

went to the Arco Arena in Sacramento to see Travis Tritt in his "No Hats" concert. It was basically the same show I saw earlier in the year in Murfreesboro, Tennessee, but none of the other folks in our group had seen it before, so it was all new to them. Hey, the price was right, and a good time was had by all who attended.

The huge, Godzilla-looking dinosaurs on the color page can be viewed up close and personal at the Riverside Cultural Center, a children's museum in Riverside, California. Since the theme of this column is Halloween, I thought the shot would be appropriate. In the other photo, the red devil is Pam Boudreau, a Johnny Vickers Pro Fuel crew member.

Well, that about does it for another issue. I'm outta here, but remember: Who loves ya? I'd like to get a calender of events from all the bikers' rights groups throughout the nation. I need to know when you're planning your events, so I can make out my itinerary for next year. I'd also like to be clued in on any interesting, biker-related places to check out—museums, hillclimbs, roundy round races, Harley drags, and the like. You know what I want. So



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Same to ya, baby.

how about it?

Until then, ride level, keep the shiny side up and the rubber side down, and ride carefully. Watch out for those assholes driving cages, 'cause they're out to get us.

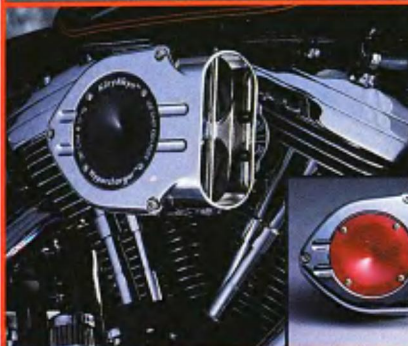
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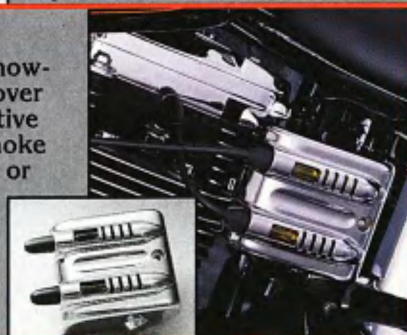
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EVENING THE SCORE

A Poignant Payback

*Other dudes had made the mistake
of thinking too soon that they were
tight with Bull*

If you've seen Bull Kelly I don't want to know nothin' about it. He's a bro, but loyalty only goes so far when it's a one-way thing. You'll find him in some dive, wearing a red bandana and talkin' real loud like he's the only one with anything to say. The tattoo over his heart says "Death" (you'll see it—he won't be wearing any shirt under his jacket, which is open to the gut) and, oh yeah, the best-lookin' broad in the place will be hanging all over him. Count on that.

This morning we decided to ride from Tampa to Pensacola. At least that was the plan—until Bull started being Bull.

The scoots were running smooth as fresh oil, the weather on US 19 North was everything you come to Florida for in the winter. We tanked up at a country store near Otter Creek, bought some beer, and stopped at a roadside rest stop that had an old train in mint condition on display. Being of the "older is better" school, I wanted to check out this antique diesel. Bull had no objection. As usual, he had found something to check out for himself, too.

Bull cracked a Bud as I grabbed my cane. "Hey, Nick," he called, "have fun playing with your trains."

"Yeah, and you play with this," I said, turning around and grabbing my balls, knowing I was about the

only one who could do it, even in fun, and live.

Other dudes had made the mistake of thinking too soon that they were tight with Bull. One time we were in the Silver Dollar Saloon outside of Washington D.C., when this guy started buying pitchers for the house and talking big, trying to impress everybody, especially the chick who was riding with him. He slid up to Bull at the bar and said, "Hey, bro, what are you ridin'?" Now this dude's about six-foot-four and around 220 pounds and figures he's got nothin' to worry about. Bull's just under six foot, though anybody can tell he's a tough bastard. Bull took a long hit off his beer, looked real serious for a minute, then he stared this mutha straight in the eyes and said, "I'm riding the baddest Hog in the parking lot"—he looked at his watch—"and in about five minutes I'll be ridin' your ol' lady."

The guy was stunned, like somebody hit him in the head with a board, then he came to and reached inside his coat. Before he could do anything, though, Bull backhanded him across the forehead with his bottle, sending beer and blood splashing all over the place. Nobody moved. Bull took the dude's ol' lady by the hand, stubbed out his cigarette on the poor slob's arm, and left the front door of the place →

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swinging in his chopper's exhaust. That time, I didn't see him for a whole month.

So when I came back from checking out the train and noticed two people sitting at the table talking to Bull—a honey-blond with painted-on jeans and a leather vest that showed a lot of what she had, and her ol' man, who had no idea what he was in for—I knew that the five-hour putt to Pensacola would be a solo run.

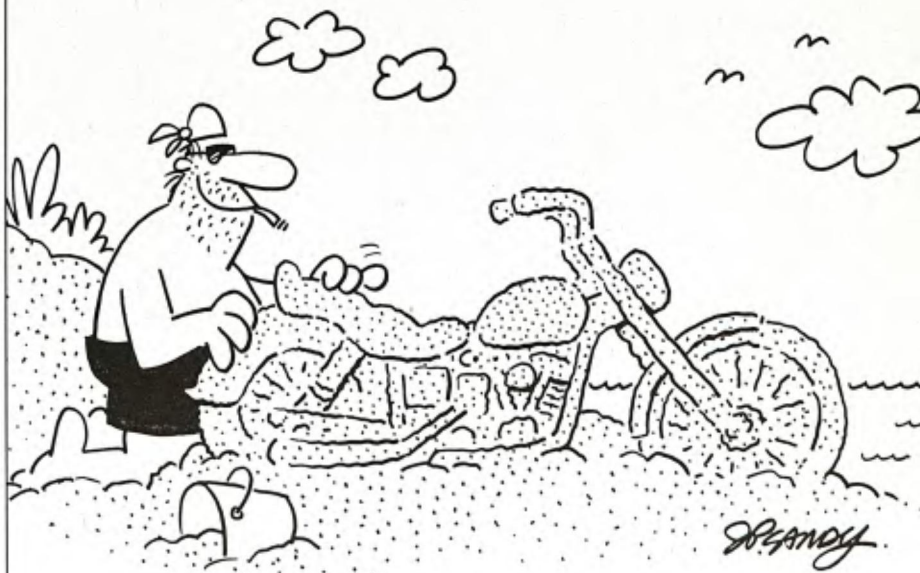
He flashed a smile, but I wasn't falling for it. If he wanted to rip off this dude that was his business. This time, though, he was on his own. I felt the back of my head and the lump was still there, had been for two weeks now, from where I got blackjacked outside a redneck bar in Georgia while Bull rode off with some peach on the back of his shovel. The next day he had roared up beside me on I-75 with a pair of black panties on his head,

Bull hadn't said a direct word to this chick, yet there was no doubt that she was leaving with him

Bull stood up with that big grin on his face and tossed me a Bud. "Hey, man, come meet a bro. This is Snake." I shook hands with the dude and glanced at his ol' lady. She was even better looking up close. She wore a single earring made of blue and black feathers. "This is Nick the Stick," Bull said. I sat down at the table and popped a beer. "He don't talk too much because you can never understand what the fuck he's saying anyway. He's always talking philosophy and shit like that. Ain't that right, Stick?"

laughing his ass off, and I had to laugh, too. But laughing made my head hurt. Bull never bothered to ask what happened.

"Thanks," Snake nodded when Bull handed him another brew. "Hey, man, come check out this paint job a bro in Pittsburgh turned me on to." I knew Bull could care less about paint and chrome. They were walking toward the bikes when I saw it happen: Bull looked back over his shoulder—Snake was walking in front of him—and made some gesture to Snake's woman



with his eyes. Just like that it was settled. Bull hadn't said a direct word to this chick, yet there was no doubt that she was leaving with him. Bull had that kind of power over people.

That's when I understood that history meant nothing to Bull. He didn't owe anything to anybody. The fact that in 'Nam I'd taken a few bullets that shattered my knee—bullets that had Bull's name written all over them—was just water under the bridge to him. Then I got off the plane in L.A. and found out my woman had taken off with a sonuvabitch lawyer. For 22 years I'd been trying to forget this shit, but every time Bull took off with some dude's ol' lady and left me holding the bag, it brought the whole 'Nam thing back. As far as I could tell, Bull couldn't remember yesterday and didn't give a shit about tomorrow.

I downed two more beers while Snake and Bull shot the shit. This real lonely feeling came over me, and I just wanted what I knew was going to happen to go ahead and happen so I could ride away on my '54 panhead.

"Get your shit together, we're moving out as soon as I take a piss." It was Snake's voice, talking to his girl. I didn't even bother to look up. I heard Snake's boots crunch through the leaves as he walked toward the trees. Then I heard Bull's shovel kick over on the first try as it always did. I reached back and pulled the last can from the 12-pack. I looked at the sun and figured there were about six hours of daylight left.

When I hit Perry an hour or so later, I cut across on 98 to look for this oyster dive called Enzo's or Easy's or something like that. I crossed the St. Mark's river and saw the shack. The paint was peeling, the building was nearly falling into the water, and there were 20 or so scoots in the lot.

I gimped in with my cane and ordered a shot of Jack with a chaser. From the jukebox, Bob Seger screamed out that "rock and roll never forgets." There were a lot of things I wished I could forget— →

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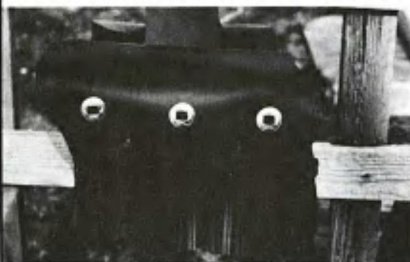
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'Nam was definitely one of them, and Bull was another. I was thinking that if he walked in right then, I would tell him to fuck off, the way I always do, but this time I'd really mean it. And when he tried to make me laugh and forget about it by pulling some crazy-ass stunt like running in front of the dart board and catching one in the side of the head, I'd ignore him.

I was working on a third brew and another plate of oysters when

My heart beat fast. I knew I didn't stand a chance with these guys. One of them had already pulled a 6-inch blade.

"Listen, man, I hardly know the dude," I lied. "We met up in Atlanta. We rode together for a couple weeks, that's it."

Snake's eyes narrowed to slits, and I could see how he got his name. "Bullshit," he said. He moved closer. "Listen, Stick," he said, sneering, "I'll give you one

I gave in to the pain in my head and tried to fall asleep, but someone was pulling me up by the coat

I felt a hand on my shoulder.

"Yeah, this is him," a voice said.

"Where's your buddy? I think he has something that belongs to me."

The hand jerked me around, knocking my plate of shells on the floor. Snake stared at me hard, and a few dudes were backing him up. My bad knee started to throb.

"I don't know what you're talking about, man."

I turned away. He pushed me into the bar.

"Don't give me that shit, man. Your friend, Bull. Where is he?"

more chance before I snap you in two. It's you or him."

I took a swig of beer. "I'd tell you if I knew." What bothered me the most was that I was so pissed at Bull that I might have done it.

I saw it coming out of the corner of my eye. I ducked, but Snake caught me right above the cheekbone. The room spun above me. As I struggled to stand, a boot smashed the side of my head. I figured I was about to pass out because the noise in the bar began to fade. All I heard was a roar that



JOE LENNON

"Dagnab it, Deputy, I said to round up the posse."

drowned out everything else.

I gave in to the pain in my head and tried to fall asleep, but someone was pulling me up by my coat. The first things I saw were a skull-head tattoo and the word "Death."

"Come on, Stick, we don't have all fuckin' day." Bull was holding me steady while I tried to focus my eyes. "Grab your cane, gimp, we got some riding to do." My eyes were clear enough to see him smiling like a muthafucker.

"What are you doin' here, man?" I asked him. My mouth hurt when I said the words.

"Hell, I figured you'd make a stop. Last time we were here you actually quit mopin' around and partied for a change. Or were you too wasted to remember?"

I started to laugh. My head felt like it had been smashed with a hammer. "Who are those guys?" I pointed to the door where about 15 mean-lookin' dudes were standin' around.

"Oh, those are just a few friends of mine. We thought you might end up needing some help if you stopped here." He looked at Snake and slapped me on the back. "I couldn't let you take the rap just because this dude can't keep his ol' lady satisfied." Everybody in the bar, even the guys with Snake, laughed. Then Bull turned to me and said quietly, "Besides, I couldn't pass up a chance to even the score, could I?"

I looked at him. "Even the score?" I asked.

He didn't say anything for a few seconds. His eyes got real serious. I'd never seen him look like that before. "Nam," he said. "You saved my fuckin' life." Then that crazy smile moved across his face again. He gave me a little push. "That asshole must have kicked you pretty hard. Did you forget about Vietnam, man?"

I tried to smile, as though I'd known all along that he would show up.

"No, man, of course not."

Then I thought to myself: I just figured *you* had.

-Mike Gearhart

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More Belts

□ I have a '91 FXRS. I like the belt drive better than a chain final drive. I used to have a '76 shovel on which I installed a belt drive and was amazed at how much it smoothed out the vibration. The manufacturers claimed that much of the vibration was from the primary chain. After I changed the belt, they made a believer out of me—at least for a primary. Does anyone make a belt primary for Evos? Does the clutch have to be changed over to a completely dry one, or will the stock clutch work?

J.L. Rebman
Sargent, Texas

■ The stock '91 clutch won't work dry for very long. Up to mid-'84, a dry clutch was used. From late '84 to '89, a wet clutch was used. The '90 and newer models use a completely new style of wet clutch. Transmission mainshafts are different for each type of clutch. Your starter and primary case are also different (better) than the early style.

Performance Woes

□ I've taken an '88 FXR and put in the following: Crane Fire Ball indexable cam with 4-degree advance (500/510), Wisco pistons (machined as recommended), a Black Diamond 1.94 intake valve with silicone bronze guides, Crane springs (with recommended coil bind), Crane pushrods (adjustable, ported, and polished heads and intake), a Dyna single-fire, an S&S E carb, a SuperTrapp with 2-1 20 discs, and Crane roller rocker arms. The bike runs like a bat outta hell but it knocks at idle. At 3000 rpms it sounds like it has too much valve lash. I've taken the engine all the way down and can find no reason for the knock. I've set the pushrods so I have no compression, then back them off. I'm dissatisfied with the sounds from the engine

but really satisfied with the performance.

Steve
Tucker, Ga.

■ Forged pistons are noisy until full-throttle heat is applied. Cam gear backlash is another noise source when the engine is fully warm. The engine should have a slight gear whine when started cold. Another problem can be oil foaming, which allows the hydraulic lifters to pick up a small amount of air, causing the lifters to pump down. S&S has a travel limiter kit to prevent valve train damage in extreme pump down situations. The stronger-than-stock springs will also increase the lifter pump down at high speed. Oil starvation is usually not a problem. The top end is the first place oil is pumped, the lower end gets oil fed to it above approximately 1500 rpm.

2-into-1 Pipes

□ I ride a '90 FLSTF and want to change the exhaust to a 2-into-1 to make room for larger saddlebags. Any recommendations?

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Single-Fire Four Plugs

□ I have a '73 FLH and plan to go with dual plugs, Dyna coils, a Dyna ignition booster, and an Accel super plate. Will this setup fire the plugs two at a time (front cylinder and then rear)? Or will it fire all four (front on compression and rear on exhaust)? Is there anyone who manufactures a single-fire ignition for a dual-plug setup.

Big Dave
St. Louis, Mo.

■ Try Dyna. The Accel points fire four plugs at once. ○

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I'm an operations manager for a large chain of auto parts stores in eastern Pennsylvania. Do you guys who read this rag know that a lot of parts you need to keep pre-HEI Harley-Davidsons running can be obtained at your local parts store (auto, that is).

Points and condenser? A GM six-cylinder from 1957 to 1973 works fine—I've been using 'em for years.

Oil? Use Kendall 70w nitro at \$1.59 per quart—better than the rest. Why spend \$80 on a battery for electric start Sportys and FLHs that last a freakin' year (if you're lucky)? Get a Motorcraft or Prestolite lawn and garden tractor battery for about \$22. Cut the top off your cover, so terminals come through, or leave it off. Champion H10C sparkies work great at a buck each. Mine last about 5,000 miles. Get Real Lead and put in 1/2-ounce to save your valve seats. Spark plug wires can be obtained as individual units for about \$5 each. An old Harley, a John Deere tractor, or a Chevy 6-cylinder are all close cousins.

—Mark the Shark
Summit Hill, Pa.

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MICHIGAN BILL GRICE: I have always loved you and I always will. We will be together soon. Happy birthday! XMAS CAROL.

LITTLE LOR-LOR: November a busy month. Working every weekend until midnight. All work and no play. Wish you a happy New Year. Love Mom and Daddoo.

Author would like to hear from anyone who has been investigated by federal agencies such as the FBI, IRS, DEA, and BATF. Particularly interested in how you got nailed and the stings, scams and dirty tricks used against you by investigators and prosecutors. Confidential. Details to Mike Kuzma, Box 8, Buffalo, NY 14212.

BL: My heart aches for you. I'm searching for a way back. I can't live without you. Keep in touch. Love, R.L.

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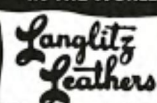
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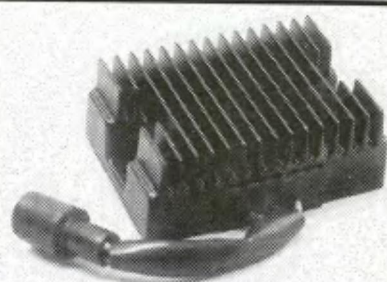
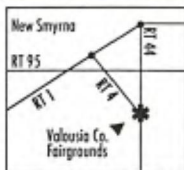
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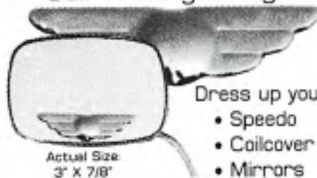
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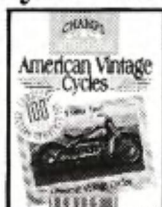
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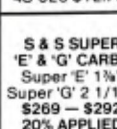
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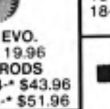
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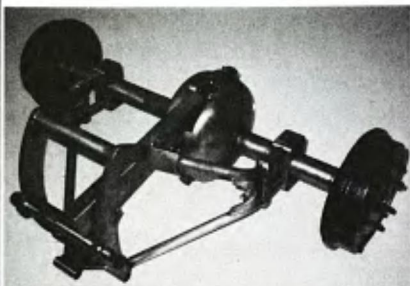
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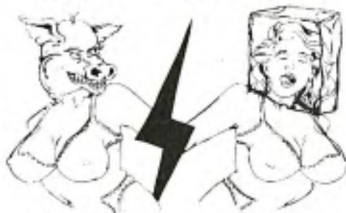
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PHOENIX—Apache Princess of Fire



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German



H.O.G.S. INVADE YORK, ENGLAND

A British Harley Bash

Northern England's historical city of York, with its beautiful centuries-old timbered buildings and famous minster, was invaded by hordes of Hogs and their side-kicks from all parts of England, Scotland, and Wales. Two-thousand bikers came out for the three-day bash, June 26-28, for the first U.K. National Festival in aid of Muscular Dystrophy.

The riders came roaring into York on their Harleys. Their machines were loaded to the hilt with camping gear—some with pots and pans hanging on. They descended upon the race course campsite area, located a mile from the city's ancient Roman walls.

Roy Bodnarchuk and his missus,

Jean (from California), swapped their helmets for sweatbands. Said Roy, "The weather reminds us of home—very hot and blue skies. It's about time old mother country had some decent weather for a change." Jean nodded in agreement. After the 250-mile ride she couldn't wait to change out of her leather gear into something cooler.

Hammering could be heard throughout the campgrounds. Tents of all sizes and shapes started springing up, giving the area the appearance of a refugee camp. National flags were raised without ceremony—Scotland, Wales, England, and, of course, the Stars and Stripes.

A couple of U.S. servicemen





hoisted the American flag up a makeshift flagpole and set about deciding who was going to sleep where in their three-man tent. Mike Smith, of South Carolina, gave the thumbs up, shouting, "It's great to be here and see all these Harleys buzzing around." His pal, Dan Kilpatrick, of New York, was busy repairing a loose wire on his bike. "Gonna get the thing to go," he said.

Down at the main hall on the first evening, Bill Davidson was busy trying to get all his devotees in for the opening ceremony. With everyone crammed in, Bill stepped onto the stage and adjusted the microphone to give a welcoming speech. Next he introduced his guests from the →





U.S., Japan, and New York. [Huh?]

After the opening ceremonies, the H.O.G.s and their friends were treated to a fashion show with models wearing the latest in Harley-Davidson attire. The lads were a bit disappointed that they didn't get to see any sexy leatherware, but perhaps The Motor Company wanted to improve the biking image. One lady biker, Liz Hayhurst, dressed in a leather mini with her bosom almost exposed, said, "My man prefers me like this." Showing off her sexy curves, Liz helped her boyfriend, Will, rebuild his bike in the back of their home. She used an airbrush to paint the mural on the gas tank and bike frame. Will has a 1979 FX

shovel [A jolly fine ride].

There was enough entertainment to keep everyone happy over the long weekend. Music was provided by rock bands and several bars served ice cold beers. No drunken incidents were reported. On the attraction side were dealer and trade stands, test rides, emergency workshop facilities, technical seminars, a classic cavalcade, tyre [tire] and belt checks, a stump the Hog, a ride-in bike show, and the ride out [tally-ho].

Under the heat of the sun at midday on Saturday, 1,400 Harleys gathered for the biggest ride-out ever seen in England. They were led by a police motorcycle escort into the center of York to meet the





mayor and his wife. With the sheer number of Fat Boys, Electra Glides, Softails, Sportsters, and Low Riders, the traffic system drew to a complete halt. Even the mayor's official limousine couldn't get through, so the mayor and his wife got a lift on the back of a couple of Harleys. They were later dropped off at the mayor's afternoon tea party. Alex John said with a grin, "The mayor's wife looked real nice in that floral dress and she enjoyed the ride on the back of my bike."

The 1,400 bikes took a 50-mile ride into the countryside of the Yorkshire Moors, again led by police escort. They drew massive crowds through villages and towns. Three Scot guys dressed in their →





Photos: Richard Sowersby

kilts, each flying the flag of Scotland on their motorcycles, thundered past with their kilts blowing in the wind. Said Roddy McClean, "It's the ideal way of keeping our legs cool in this hot weather and we certainly kept our knickers on!"

At sunrise on Sunday morning, many of the bikers were busy preparing their bikes for the ride-in bike show. The efforts paid off for Malcolm Norman. His Heritage Softail won best Evo Big Twin.

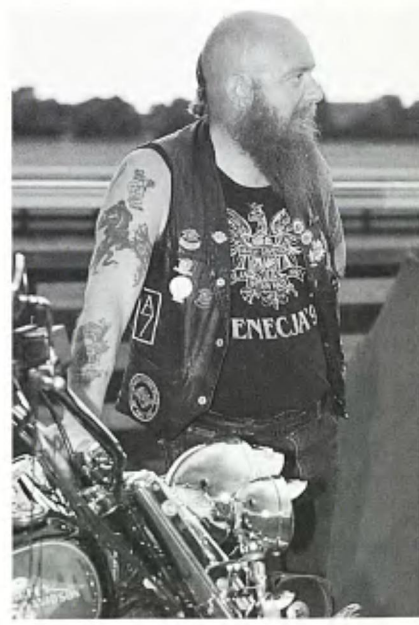
Trish Moss, a shapely grandmother in a figure-hugging outfit, won in the Sportster Class with her cream-and-white Evo. "Five years ago I hated bikes and had never ridden one," said Trish. "I was conned when my other half, Nige, swept

me up on his Harley and took me for a spin." Her love for Harleys and the biker lifestyle grew, and Nige wound up giving her his H-D. He now owns a Springer Softail.

A special award was given to Brian White for his eye-catching, '42 Canadian 750cc army bike and sidecar. Bill Davidson presented Brian with a cut glass bowl. [Huh?]

—Richard Sowersby

After reading this glowing account of the first H.O.G. Rally in York, England, we here at the rag would have to surmise that a jolly good time was had by all the blokes and lasses who attended. Keep those articles on overseas events coming. After all, you don't have to be American to love American bikes. ☉



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FEEDING FRENZY

Lunch With A Hamster



Bo Kozak, the good-natured Hamster who owns this gleaming, modified Fat Boy, is in the restaurant biz in Minneapolis. One of Bo's fellow Hamsters is an old friend of mine, and he invited me to join him for lunch at Bo's establishment. He said that Bo would resent even the suggestion of a plug, so I won't mention the actual name of the eatery. But I can testify that the chow at Bo's beanery is different, to say the least.

Always the gracious host, Bo ushered me into his spotless, elegant facility—ankle-deep carpeting, linen napkins and tablecloths, real crystal glassware, the works. My Hamster buddy—I'll call him "Keith" in recognition of his request to be anonymous—was waiting for me at an immaculately-set table. One glance at the menu and I knew I was in for a unique dining experience.

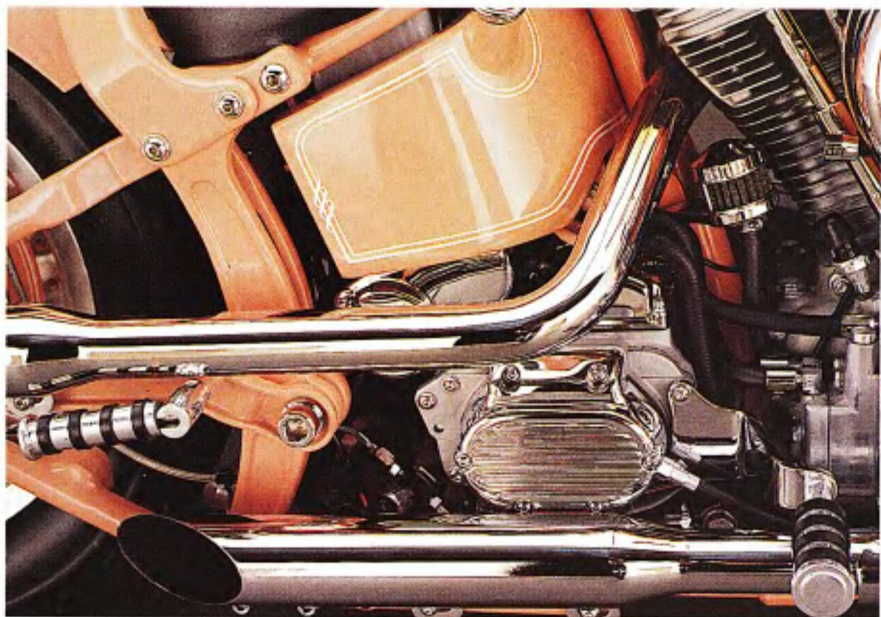
The options for indulging a gourmet's palate were staggering. We could select from such appetizers as crispy cooked valves, spicy battery terminal scale, and rusted hose clamps

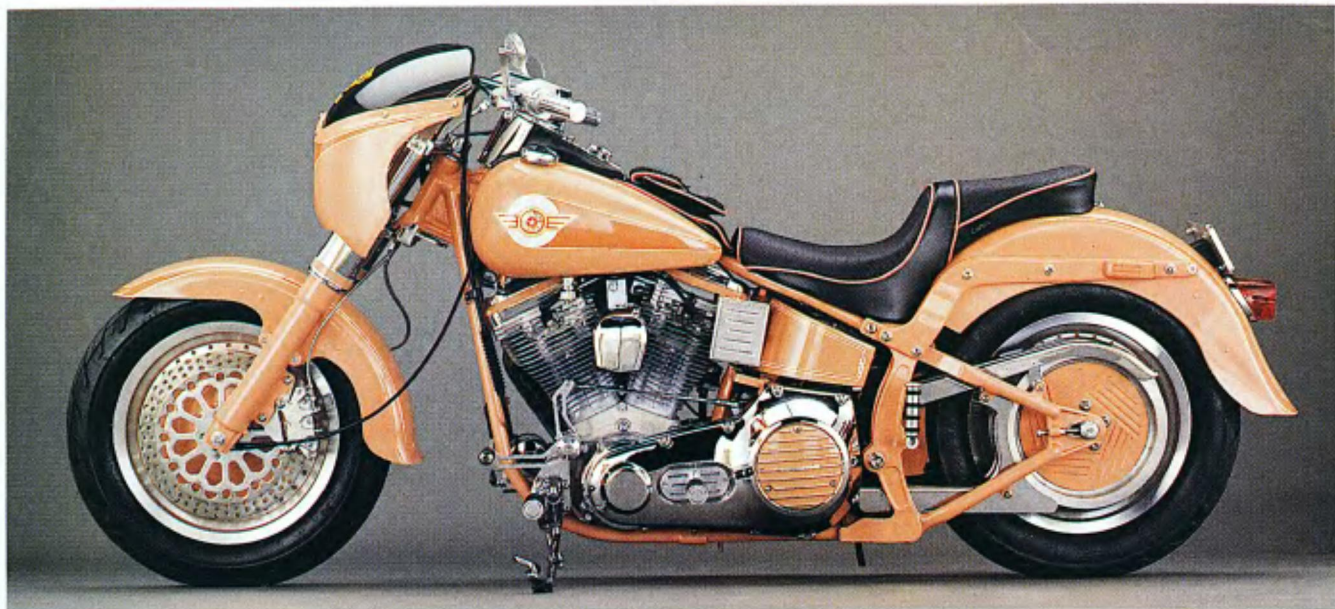
"What's the deal with the Hamsters?"

simmering in waterless hand soap. Among the enticing entrees were Filet of Gear (all the teeth removed and the thick filet baked golden brown), Sprocket Pot Pie (a deep dish delight, loaded with mouth-watering chunks of hot metal), and Handlebar Hot Links (rubber handgrips stuffed with jalapeños and shredded shop rags). And if we had room for dessert, we could scarf down a slice of tire cake, gobble a gasket garnished with razor-edged steel shavings from the kitchen drill press, or savor carb crud cookies heavily frosted with bearing grease.

I finally decided on a bowl of cam chowder, a New York-cut brake (well done), mashed valve guides smothered in Gunk, and a large basket of deep-fried piston rings. All the while, Bo himself served up mug after mug of his trademark house cocktail, the Centerpunch, a refreshing beverage made with equal parts of wood alcohol, raw ether, and Loctite.

As we polished off the last bites of our lunch, I turned to my lifelong compadre, Garth . . . sorry, I mean, Keith, of course. "What's the deal with the Hamsters?" I inquired. "I mean, are →





they the typical biker gang of violent psychotics who'd just as soon ratpack a citizen as give him the time of day?"

My Hamster pal paused thoughtfully in mid-chew, pondered for a moment, then said, "Not really."

I weighed my next question carefully. "Then is it an outlaw motorcycle organization so cloaked in life-or-death secrecy and blood ritual that its sinister membership and cryptic purpose can only be guessed at?"

Oily droplets of sweat beaded from the furrows of his receding hairline

The familiar swarthy face of my old friend, Luigi . . . er, make that Keith . . . grew even more pensive. Oily droplets of sweat beaded from the furrows of his receding hairline. Our grimy undershirts stuck to our bodies in the dank gloom. At last, he spoke, his voice barely audible through the buzzing of the flies swarming densely over our table. "That's not quite it, either," he said, softly.

I raised an eyebrow and glanced nervously around the restaurant. "Then you're suggesting that HAMSTER is some dreadful acronym too frightening to know—like Heavily Armed Maniacs Sworn To Eradicate Right?"

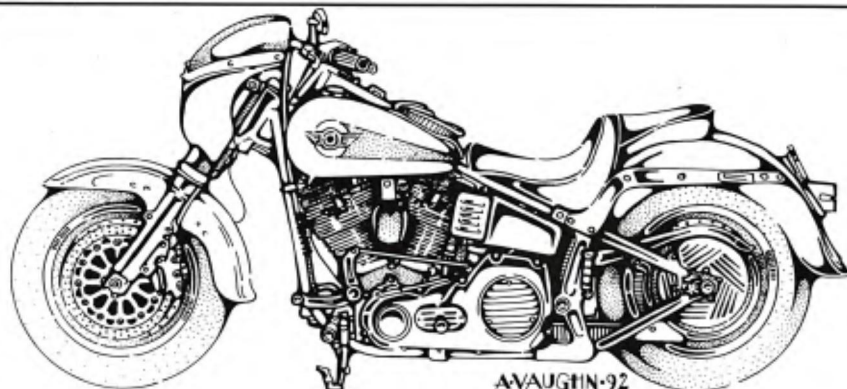
At my question, Klatu the Hamster lowered his head and stared vacantly at his empty plate in deep rumination. The light from the naked bulb dangling above our table glinted off the stainless steel plate in his skull. He remained lost in thought for so long that I began to fear that he had forgotten the question. I know I had. Finally, he broke the agonizing silence. "The Hamsters are the Rotary Club of bikers," he whispered.

My eyes brimmed with tears of enlightenment. I wept freely as Bo performed the ancient and rarely observed Ceremony Of Ripping Up The Check.

So, with our meals congealing in our guts, my old buddy Eduardo and I bid habeas corpus to our host and straddled our scoots. I rode away with a new understanding of what it means to be a Hamster, certain that this insight—as well as Bo's heavy metal meal—would stay with me for a long time to come.

—Sandy "Red" Stool

Owner(s): Bo Kozak		City: Minneapolis, Minnesota	
General		Frame	
Fabrication by: D.S. Specialties/Donnie Smith		Year: 1990	
Year and make: 1990 H-D		Builder: H-D	
Model: Fat Boy (Hamsterized)		Type: Softail	
Value: Who knows?		Rake: 5 degrees	
Assembly by: D.S. Specialties/Jerry Scherer		Stretch: none	
Time: seemed like forever		Other alterations: adjustable triple tree	
Chroming by: Quality Chrome & Polishing		Accessories	
Engine		Bars: Ness, modified by D. Smith	
Year: 1990		Risers: naw	
Model: FLSTFH		Fender(s): Fat Boy	
Rebuilder: not yet		Headlight: 5-3/4-inch halogen	
Ignition: electronic		Taillight: stock/Ness	
Displacement: 80 cubic inches		Speedo: Harley	
Lower end: factory		Front pegs: JayBrake	
Balancing: nothing new		Rear pegs: JayBrake	
Pistons: H-D		Electrics: 12-volt	
Cases: polished		Gas tank: 4.2-gallon	
Heads: cleaned up		Oil tank: wraparound	
Cam: original		Oil system: braided lines	
Lifters: hydraulic		Primary cover: chrome	
Carb(s): H-D CV-40		Seat: Corbin/Keith Nybo	
Air cleaner: Harley		Sissybar: for sissies	
Pipes: Cycle Shack		Height: can't measure	
Muffler(s): top secret		Material: ain't there	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: same as scoot		Extension: what you see	
Shifting: Perf. Mach. controls		Builder: Harley-Davidson	
Engine sprocket: White Bros.		Special features: lowered, tubes cut	
Trans sprocket: White Bros.		Wheels	
Wheel sprocket: belt drive		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Ron Banks		Hub: H-D	Hub: H-D
Painter: Jerry Scherer		Rim width: wide enough	Rim width: satisfactory
Color: peach pearl/orange sherbet		Tire: Avon	Tire: Avon
Type: Deltron urethane		Brake: P.M./D. Smith	Brake: P.M./D. Smith
Special paint: pinstriping/goldleaf by Craig Smith			
Other special modifications: 13-in. floating brakes, rotors, calipers by Perf. Mach.; Ness fairing and grips; custom wheels by CCI/Rev Tech. Thanks to D.S. Specialties, Donnie Smith, Peter Cotrell, Jerry S., and the Hamsters.			
Photos: Michael Lichter			



COMIN' AT YA

Easyriders ▶

The new riding season is finally here and the **April** issue offers up some hot hints to get you fired up. This issue includes a special Buyer's Guide featuring new products to get you rolling in style. And to get you geared up for the 1993 Rodeo tour, we're also servin' up some steamy coverage of our '92 Grand National Rodeo finale in Lancaster, California. A Tech Tip on custom painting techniques will have ya itchin' for a new finish. And we've even got Bandit's project bike featured in all its tangerine glory. If it's worth seeing or reading—it's in here.

On sale February 25

In The Wind ▶

Spring is bustin' out all over, and nowhere is that more evident than in the **May** issue of *In The Wind*. Riders are celebrating their raucous rites of spring on every windy page. The 1992 *Easyriders* Rodeo season is our theme, and we've got coverage of every down 'n' dirty '92 Rodeo from Northern California to upstate New York. We've also got a larger-than-life feature on monster sled puller, Big Toe. If you like righteous shots of real-life scooter people—this is *your* rag.

On sale February 11

Tattoo ▶

All right, ink fans, check out the latest batch of quality skin art in the **April** issue of *Tattoo*. There will be page after page of colored flesh from all over the country, plus Coney Island's yearly bash covered by our own tattooed lady, Pulsating Paula. We'll be talking with Marty Holcomb at his studio in Columbus, Ohio, and showing the most recent artwork done by Georgia artist, Joe Satterwaite.

On sale February 11



▲ BIKER

The **April** issue of *Biker* offers up everything you've come to expect from the mag for dissenting adults. In this issue, we introduce our new Mutha Hunt, a contest where all you wannabe Muthas can let it all hang out for the chance to win a photo shoot in California. Our T&A section is alive and well with Billy Tinney's "Buns and Poses." And we'll visit the first ever Prison Bike Show at USP Lompoc, California.

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T-Shirt Of The Month.....	101

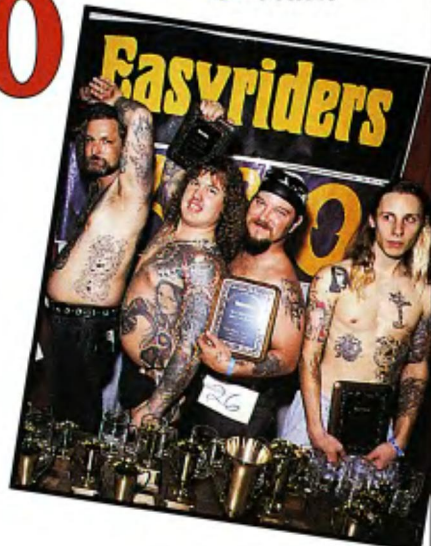
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Awards Ceremonies Start at 5:00 pm, Sunday

To Enter a Bike or Tattoo Call: (818) 889-8740

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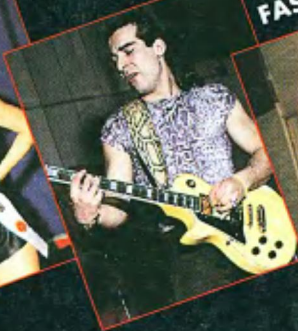
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