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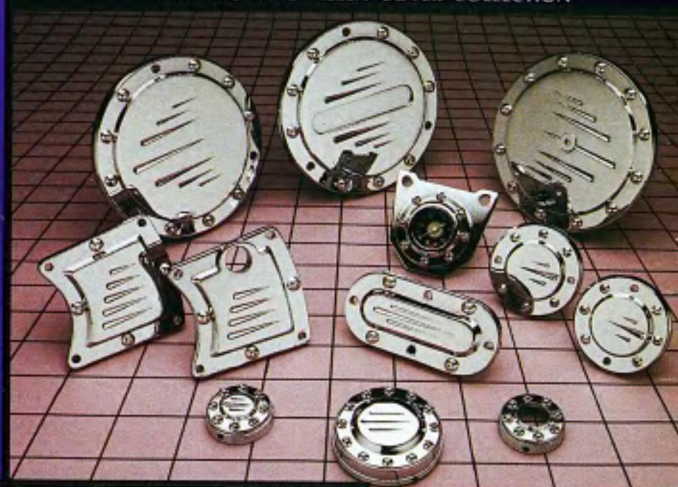
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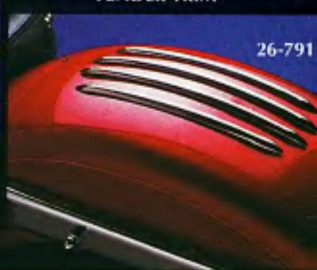
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MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 238 • APRIL 1993

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The next liver-quiverin' issue of this rag goes on sale March 25. Cover photo of Nicole on Bandit's 1992 Evo project by Raiko Hartman.

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Believe it or not, I've never heard of this being done before. In one month's time, I found a woman who had done it to a man, and now here's a case of a man doing it to a man. It seems this guy was on trial and didn't agree with the judge's decision, so he leapt up, ran to the judge, and took a big bite out of his forehead. Come to think of it, maybe I'm missing something by not biting a forehead or two.

We've been hit from left to right lately with pro-women propaganda. For instance, a college just released a four-year study of rats in a maze and discovered that females allegedly rely on landmarks to navigate while men rely on a system of how far and in what direction they travel. I know a female who can't even find north, south, east, or west. The sun doesn't help her at all.

Here's another guy who lost patience with the girl he was hanging with. He went over to her house one night. She didn't let him in, so he sweet-talked her out to the front porch where he pulled her down the steps and threw her in his car. At first he drove around wondering how he could convince her to give him a little head. She refused him, so he decided what it was he had to do. He forced her into an alley, grabbed a pipe, held it to her neck and snatched her false teeth. He said, "Now you can give good head, you toothless bitch."

This is a sad story. He got pissed at his old friend and was arrested for shooting the shit out of him—his Harley Sportster. It seems that he got a bad case of Sportster leg. In the past, when you were starting a Sportster and using a magneto, you had to be certain you didn't advance the spark too much. If you did, when you kicked down the starter peddle to fire it up, the peddle could snap out from under your boot and whap right into the back of your leg and into your muscles. To say the least, you got a king-sized charley horse. And if your leg was locked straight down at the end of your kickstart, it could kick back and throw your entire body over the handlebars. So you can understand why a guy could get pissed enough at his Sportster to shoot the hell out of it.

Ninety-nine out of 100 male rape victims don't tell the cops whereas one in five female victims do. Unlike women, guys tend to get a little salty when they lose their cherries—especially when it's a wham-bam-thank-you-ma'am affair while doing a 30-day stretch in the county jail.

What could be worse than having a limp crank? Well, here's important news. Of course, you won't be able to convince the old geezer on the corner of this, but if you wear polyester underwear for a month, the chances of your

dick going south on you are much greater. It seems that the polyester cloth produces electrostatic fields that affect a guy's nuts! And you know what wilts.

I've heard of guys going into a market, showing a frozen steak in their jockey shorts, walking out of the store, and going home to have dinner with their slightly warmed up steak, but I never heard of anything like this before. A chick went into a store, picked up a package of razor blades, went to another aisle, got some shaving cream, and lathered up—now get this—her arm pits! I guess she wanted to clean up her act for a fast date. You figure it out.

They got into one helluvan argument. She really wanted to have a roll in the hay badly, but he wasn't having any part of that shit—her foul-smelling breath was so bad, it made the hair on his head and his beard start to curl. But she continued to argue with him until he'd had enough. So he strangled her (in an effort to shut her up and to get away from her cesspool-smelling mouth).

Now you have to be concerned about what your ol' lady gives you to drink at dinner. Recently a guy's ol' lady gave him 10 to 15 sleeping pills in his coffee at dinner. He'd asked her for a loan to help pay a debt, and she'd said, "No." So in anger he looked around the house for the baseball bat to teach her a lesson, but he couldn't find it. She got scared but finally wooed him into having his favorite dinner (ha, ha, with the pills). He fell asleep, and then she got a butcher's knife and sliced his dick off. She said, "God made her do it," and besides, he just had a "disgraceful affair" with another woman. Now you've been warned. And to think all he did was stick his nose in it a couple of times.

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 Pat On The Back

☐ You outdid yourselves with the "Red Rider" bike feature in the January 1993 issue (#235). Looks like you're starting a motorcycle/health food mag. How about Seana over easy!

Mooncusser

Inglis, Fla.

Rays For Wrench?

☐ In your *Dyno Run* #1 article in the December '92 issue, Wrench is lookin' awful pale. Don't you guys let him out to get a few rays once in a while? Lighten up on the guy—he's doing a good job. Maybe if the rest of you would share a little raisin pie with him, it would put some color on his mug.

Ogar

Wolfeboro Falls, N.H.

Tire Talk

☐ In response to "A Correction" in the December '92 issue about tire rotation in Germany: Never fear, the folks at Harley can't put a tire on right either. When I saw a problem with the tires on my new '84, I took the bike back to the dealer where I bought it. They told me it didn't matter which way the arrow pointed. I guess the people at the tire factory like putting arrows on for the fun of it.

G.W.

Denver, Colo.

☐ Could Mark Logsdon from Germany and Jerry Lunch from Pennsylvania be talking about a tire on one of the dressers? I have an '88 FLHTC with a Dunlop 402 on it. It looks like it's on backwards, but it isn't. It's a new design by Dunlop.

Craig Bair

Minnesota Lake, Minn.

Looking For Additive

☐ My mechanic told me about an oil additive that H-D made for only a year or so—around '79 or '80. He said it was very effective and puts Slick 50 or any of its counterparts to shame. I have a couple of other engines besides my '80 shovel that might benefit from it. Any ideas where I can get some?

Clay Ogden

Gulf Breeze, Fla.

He's Confused

☐ I heard a rumor that it's against the law to wear your helmet in your car. That's bullshit! I mean, no one ever wrote a ticket for Al Unser. But maybe he doesn't wear a DOT-approved helmet when he drives. Now it's starting to make some sense. When I ride my pan, I wear a DOT-approved helmet so I don't get a ticket,

and when I drive my Chevy, I can wear a helmet that isn't DOT-approved. That way I can protect my skull when I'm driving my truck and not get a ticket for wearing a helmet, because when I wear that non-DOT-approved helmet on my bike, it's the same penalty as if I were wearing no helmet at all.

I guess in order to protect my skull whenever I venture out onto that madness they call the freeway, I should own two helmets, one DOT-approved and one not. Which leads me to my next burning question: How can I tell if a helmet is really DOT-approved or not? Recently, I heard a CHP spokesperson on the radio say that they're not sure which helmets are or aren't legal. Are you as confused as I am yet? Don't worry, it gets even worse.

I called several of our local police departments just to make sure I wasn't allowed to wear my new helmet in my truck. You see, by this time I was growing rather fond of that shiny black bowl (it makes my nose look smaller). Anyway, no one could tell me either way. So I called the Westminster [California] CHP office and spoke to several police and courteous officers until I found a nice young lady with a gun and a badge who knew the answer. Well, sort of. "You cannot wear a helmet in your vehicle," she said.

"Why not?" I asked.

She said, "Because it obstructs your vision and impairs your hearing." Now I'm really twisted. Maybe I should just get some DOT stickers and put one on when I ride and take it off when I drive my truck.

Right now I have to finish installing a safety net in my shower.

Matt Thompson

Anaheim, Calif.

An Adverse Opinion

☐ This is regarding Christensen's Chopper (Dec. issue). A *Modern Machining Miracle*? Obviously, the guy can machine parts. But why build something so ugly? I wouldn't be caught riding that putt in my backyard.

Crazy Kevin

Columbus, Ohio

A Suggestion

☐ I've dreamed of owning a custom Hog for many years. What I want has to be built—they just don't make them that way.

When I read the charts at the end of the features, the "value" part worries me. Why not print the cost to build the bike instead? I'm sure these high-dollar figures have scared away many potential custom riders in favor of the lower priced stock bikes.

Vic

Selma, N.C.

He's Pissed

☐ You people are unfucking believable. After my second brain surgery and months of therapy I built my K-model Harley from the ground up. This project took me almost two years, between scrounging up the parts and putting it all together. Now it seems that you people feel the new \$20,000 - \$30,000 Evo models owned by rich fuckers who never touched a wrench and paid someone else to build "their" bikes are more worthy to be in your rag than mine. Fat chance, moneybags. Your rag doesn't represent the average American biker anymore. It's just a showcase for all the rich boys' play toys.

So why don't you people take the picture I'm sending you and wad it up or cut it in small pieces and shove it up your ass?

Wayne McIntosh
Medford, Ore.



Too Much Flesh

☐ Regarding Sparky's bike in the December issue, whose idea was the gargantuan babe? Whatdafuck? Ya can't see half the beautiful bike what with all that mammary flesh in the way. You should've had a flat-chested broad for that article. Tits are easy to find, but wheels like that are hard to come by.

Tom S.
El Segundo, Calif.

☐ There's one thing I can't get my mind off: that gorgeous, beautiful, sexy lady on Sparky's '66 shovel! Man, I'm in love! What a woman. What's her name? Married? Age? Where's she from? Please tell me where I can see more of her. Magazines, commercials, personal appearances, what?

Jeff Richard
Anaheim, Calif.

Ridiculous Accessory

☐ I came across the fake pan covers for Evos in the January issue. This is one of the most ridiculous bolt-on accessories I've ever seen. It rates right up there with the fake kickstarters

for Evos offered by Custom Chrome. Why does anyone want to change Evos around to look like something else?

I've owned Sportys, pans, shovels, and now I'm the proud owner of a 1990 Heritage Softail. I think the Evo engine is a damn fine one. It has its own place in Harley history. I bet when pans came out they didn't try to make them look like knuckles! I like custom scooters, but this is a little on the stupid side.

Well, I've gotta go now. I'm going out to the garage to try to make a shovelhead look like a flathead.

Ray Hawk
W. Springfield, Pa.

He's Awake

☐ I'm writing in regard to "Wake Up" in the December '92 issue. All I can say to Uncle Sam is that I am awake. If American cars were made worth a shit, then I would own one. But until that time, I'll continue to drive my foreign car with a Harley-Davidson decal on it. If Harley-Davidson could make a car like they do their motorcycles, then I'd own both.

Debra
League City, Texas

Correction

☐ I know you guys don't make many mistakes, but since I found one, I figured I'd better let you know.

In your December '92 issue you mentioned the "Vietnam Veterans MC Chapter 140." Actually, it was the "Vietnam Veterans of America Chapter 140" that gladly helped you boys out. We don't wanna piss off our brothers of VNV MC for taking credit in their name. So how about a correction in your rag?

Dave McMillan
Stamford, Conn.

Thanks

☐ We'd like to thank you and all the people who called us about the Vietnam patch. We received calls from all over. Anyone who would like to order the patch can write to: VNV MC, 1000 S. Market St., Suite 41-238, Bloomsburg, PA 17815.

Jerry & Donna Wright
Silverton, Ore.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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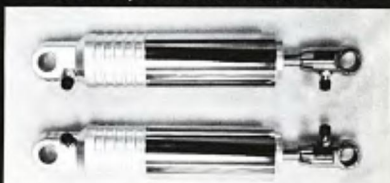
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Fred Fox purchased Drag Specialties back in 1988, and one of the first items on his extensive agenda was to build a bike. He hired Jim Betlach, who had been involved with Drag before the takeover, to handle the project.

Jim decided to build a black lowrider to give them an idea of

how much a decent custom would cost, how long such a creation would take, and what parts were needed to build something worth looking at in the dark. It was an invaluable lesson for Jim, Fred, and Fred's son, Jeff, for they learned firsthand about the trials and tribulations of a ground-up rebuild.

Since then, Jeff, who has taken over the company reins from his dad, has had a couple of bikes built each year.

In 1991, Donnie Smith, of Minneapolis, Minnesota, built a much-acclaimed pink Fat Boy with Drag Specialties parts. In 1992, he put their products into these

DUELING DRAG BIKES



Testing The Distributor Network

pristine
putts. This
year, Don Hotop,
of Don's Speed and
Custom in Fort

Madison, Iowa, and Billy
Westbrook, from Los Angeles,
California, will be turning Drag
Specialties parts into something

special. Sure, these guys are
major talents in the industry,
with the benefit of unlimited
budgets, but the customs they cre-
ate ultimately become tests for
Drag Specialties' suppliers, compo-
nents, and services.

I was particularly intrigued by
the Smith-built bagger and wanted

to share it with the greater biking
world. These days, more and more
bros are riding dressers, so I've
been looking for a custom dresser
made to look like a lowered Cadillac.
Some of us may be looking for more
comfort on the long hauls, but we
still need a major shot of individual-
ity in all of our rides. Donnie Smith



did the job here for Drag.

I'm not ignoring the Softail, and you're more than welcome to check out the chart on Donnie's handiwork, but this time around I'm going to focus most of my attention on the dresser.

Donnie's first challenge was to lower it. The frame was raked half

an inch, the swingarm was turned upside-down to lower the shocks, and 1.5 inches were taken out of the front tubes. Also, check out what Donnie did to the exhaust system. The scoot is now low enough to allow a 5-foot, 6-inch

dude to sit flat-footed.

Special touches include a chopped and channeled TourPak which is snugged down on the fender support, channeled a couple of inches, and narrowed 3.5 inches. The rear



fender was extended 2.5 inches and the tour box and bags were hand-crafted with Drag Specialties spoilers. The windshield was chopped, and Donnie designed and worked the taillights and turn signals into the fairing and saddlebags. And there you have it.

Sure there's more to it than mere

words can explain, but the basics are what made a significant difference. I believe we'll be seeing many more custom dressers popping up around the country.

Now, about that Softail. I don't know where to start. The fenders, frame alterations, oil bag, billet work, taillight, seat, dash . . . you

name it, Donnie Smith altered it or built it by hand.

As a test of what can be accomplished, they passed. Drag stepped up to the plate to test their talents and display their abilities to the biker world.

I still like the dresser, though.

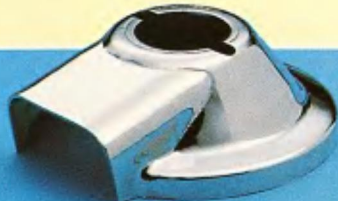
—Bandit

Owner(s): Jeff Fox/Drag Specialties	Engine cont.	Frame cont.	Forks
City: Janesville, Wisconsin	Carb(s): CV	Stretch: none	Type: glide
General	Air cleaner: Dragtron II	Other alterations: upside-down	Extension: 1.5-inch shorter
Fabrication by: Donnie Smith	Pipes: reworked H-D headers	swingarm	Builder: lowered by Donnie
Year and make: 1992 FLHTC	Muffler(s): Drag Specialties/megs	Accessories	Special features: reversed swingarm
Model: Donnie Smith	Transmission	Bars: Drag Specialties	Wheels
Value: \$40,000	Modifications: none	Risers: Drag Specialties	Front
Assembly by: Donnie Smith	Year: 1992	Fender(s): rear extended 2.5 inches	Size: 16-inch
Time: two months	Shifting: foot	Headlight: H-D	Hub: H-D
Chroming: New Dimension/Obinger	Engine sprocket: H-D	Taillight: Donnie Smith	Rim width: 3.5-inch
Engine	Trans sprocket: 35-tooth	Speedo: stock	Tire: Dunlop
Year: 1992	Wheel sprocket: 71-tooth	Front pegs: floorboards	Brake: H-D
Model: 1340cc	Painting	Rear pegs: Drag Specialties	Rear
Rebuilder: detailed by Donnie	Molding: Greg Smith/Pete Wilson	Electrics: Donnie Smith	Size: 16-inch
Ignition: Crane	Painter: Jerry Scherer	Gas tank: custom dash	Hub: H-D
Displacement: 80 cubic inches	Color: red, silver, gray	Oil tank: H-D	Rim width: 3.5-inch
Lower end: factory	Type: House of Kolor	Oil system: standard	Tire: Dunlop
Balancing: H-D	Special paint: Harder/Smith	Primary cover: Westbrook/Drag	Brake: GMA
Pistons: H-D	Frame	Specialties	Other special modifications:
Cases: Pat Obinger (finishing)	Year: 1992	Seat: custom, Drag Specialties	Special thanks to John Fry, Rob
Heads: Bo Kozak (detailing)	Builder: H-D	Sissybar: none	Rohel, Bo Kozak, and the
Cam: Crane	Type: altered	Height: n/a	Minnesota Hamsters.
Lifters: Drag Specialties	Rake: 1/2-inch	Material: n/a	Photos: Thoen & Associates

Owner(s): Jeff Fox/Drag Specialties	Engine cont.	Frame cont.	Forks
City: Janesville, Wisconsin	Carb(s): CV	Stretch: stock	Type: GMA triple trees
General	Air cleaner: Dragtron II	Other alterations: swingarm 1.75	Extension: shortened 2 inches
Fabrication by: Donnie Smith	Pipes: Bad Bones reworked pipes	inches over	Builder: H-D/Donnie Smith
Year and make: 1992 FXSTC	Muffler(s): Samson Mufflers	Accessories	Special features: progressive springs
Model: Corey Harder/Donnie Smith	Transmission	Bars: Arlen Ness	Wheels
Value: \$40,000	Modifications: painted	Risers: Arlen Ness	Front
Assembly by: Donnie Smith	Year: 1992	Fender(s): custom/Donnie Smith	Size: 16-inch
Time: two months	Shifting: stock	Headlight: D.S./Ness	Hub: H-D
Chroming: New Dimension/Obinger	Engine sprocket: stock	Taillight: custom/Donnie Smith	Rim width: 3-inch
Engine	Trans sprocket: 29-tooth	Speedo: Drag Specialties	Tire: 130/90/16
Year: 1992	Wheel sprocket: 61-tooth	Front pegs: Drag	Brake: GMA
Model: 1340cc	Painting	Specialties/Accutronix	Rear
Rebuilder: H-D	Molding: Greg Smith, Pete Wilson	Rear pegs: none	Size: 16-inch
Ignition: Crane Dual Fire	Painter: Jerry Scherer	Electrics: Ness/Accel regulator	Hub: H-D
Displacement: 80 cubic inches	Color: turquoise, orange, white	Gas tank: lengthened 2.5 inches	Rim width: 3 1/2-inch
Lower end: H-D	Type: Ditzler	Oil tank: painted/paneled OEM	Tire: 160/80/16
Balancing: H-D	Special paint: striping by Craig Smith	Oil system: H-D	Brake: GMA
Pistons: stock	Frame	Primary cover: Westbrook/Drag	Other special modifications:
Cases: Pat Obinger finish	Year: 1992	Seat: custom, Drag Specialties	custom axles, progressive suspen-
Heads: painted	Builder: H-D/Donnie Smith	Sissybar: nope	sion rear shocks with Ride 1 low-
Cam: stock	Type: Softail	Height: n/a	ering kit. Ness fat tire kit.
Lifters: H-D	Rake: 5/8-inch	Material: n/a	Photos: Thoen & Associates



D.S. oil filter housing cover for FXST, FLST



D.S. skull mudflaps



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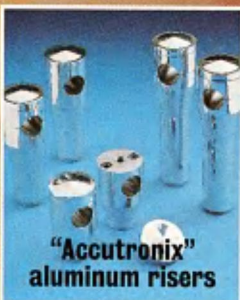
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"Accutronix" aluminum risers



"Hotop" custom taillight



D.S. Stag seat with fringe



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

LETTER FROM A SENATOR—

Ben Nighthorse Campbell Is A Riding Rep With Long Hair And Good Ideas

Editor's note: Just after the elections, we'd heard that Ben Nighthorse Campbell, congressional representative from Colorado's Third District, had won his race for a seat in the Senate—and celebrated by buying a new Harley. Before we could get our own letter of congratulations out, here came this one from the Senator-elect. Campbell voted for the 1991 highway bill, but he was also among the first to sponsor HR- 4207, the bill to remove the penalty sections.

House of Representatives
Washington, D.C. 20515
Ben Nighthorse Campbell
Third District, Colorado
Dear Easyriders/V-Twin:

After reading of the efforts of motorcycle enthusiasts to repeal the mandatory helmet law [provisions of the 1991 highway bill], I thought I would offer some advice on lobbying senators and congressmen.

Last year . . . I was a prime co-sponsor of HR 4207, but we ran out of time . . . to pass it. As a new U.S. Senator and the proud owner of a new Harley, I will take an active part in the new repeal legislation being introduced in the 104th Congress. Your readers can help with that, and here are some tips about writing letters.

1) Send personal letters rather than stock, printed postcards.

2) Don't threaten, but point out your concerns as they apply to individual liberties and states' rights. Also, point out the statistics that support your position.

3) Send your letters to your own congressman/woman. We tend to listen to our own constituents more than someone from another state.

4) Remind your elected officials that you are a tax paying voter, and [that] it simply was not fair to hide a mandatory helmet requirement in a highway funding bill.

5) Tell them (if you know) how many motorcycle enthusiasts live in their congressional district or in the whole state. (Editor's note: and if you don't know, find out.)

6) Point out the precedent a mandatory helmet law sets for horseback riding, skiing, and other forms of recreation.

7) Invite your congressional representative to your next "Toys for Tots" run or other motorcycling activity. They need to be educated about motorcycles.

8) Point out that to deny a person the right to choose to wear, or not to wear, a helmet is poor public policy. Supporters of helmet laws should encourage the use of helmets through education, not legal mandates.



9) Ask for an answer to your letter.

Finally, if you convince your representatives and senators to take an active role in the repeal process, thank them for their help because they will be getting heat from the folks who do want to force bike riders to

wear helmets.

Hope this information helps. I'll be making the Memorial Day run to Red River, New Mexico, and am looking forward to meeting a lot of bikers there.

Sincerely,
Ben Nighthorse Campbell

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FROM THE HOMEFRONT

Keeping Up The Crusade

Arkansas: Rodney Roberts, a shop owner from Little Rock, reports that Arkansas ABATE wasn't able to get a referendum proposal to repeal Bill Clinton's helmet and seat belt law on the ballot last fall.

Roberts says they had to collect 50,000 signatures within five months. If the process went over five months, the early signatures had to be certified a second time, which really means they had to be collected again. This quirk of Arkansas election law, plus the voter confusion arising from 16 other referenda petitions circulating through the state, kept the ABATE bros from getting the issue to the people. Roberts says they'll try again. Since Arkansas ABATE has only 1,000 members, he's hoping for help from other groups, like car clubs and individual rights groups.

Connecticut: Ron Troia, of the Connecticut Motorcycle Riders Association (CMRA), wrote to his Connecticut senators about HR-4207, the bill to repeal the penalty sections of the 1991 highway bill.

Senator Christopher Dodd, as could have been predicted, replied with his variation of the standard "public burden" argument. Scratch that one in the next election.

Senator Gary A. Franks, by contrast, rejected the intrusion of the federal government into state affairs, noted that he is a sponsor of HR-4207, and thanked Troia for writing. Rally 'round that man, CMRA bros.

Illinois: Glory days! First, State Sen. Howard Brookins, the major helmet law advocate, lost his seat in November. He made one more "lame duck" effort to get a helmet law passed, and got turned down when the Rules Committee refused to bring his proposal to a floor vote. Meanwhile, Gov. Jim Edgar vetoed a bill that would have put rider education money into a trust fund so that other state agencies couldn't raid it. ABATE of Illinois persuaded the state House to override that veto by a majority of 89 to 21.

Kansas: Bad news from "Weasel," of Kansas ABATE: In November, two staunch bikers' rights supporters, Ken Francisco and B.D. Kanan, lost their bids for re-election to the Kansas state Senate. Get this: Kanan lost by 84 votes. In other words, if 85 more Jayhawk bikers had voted, Kanan would still be there fighting the state helmet law. A lesson in that for everybody, everywhere.

One bright spot: The Republicans, traditionally less dogmatic about helmets (before Bush, anyway), now have the majority in the Kansas legislature. On the national level, Sen. Nancy Kassenbaum could yet join the move to repeal the helmet law provisions of the 1991 highway bill, which means Kansas bros need to flood her mailbox.

Massachusetts: NHTSA is spending taxpayers' money to urge cops to harass bikers

wearing "beanie" helmets, and the Mass. state police are eagerly obeying NHTSA.

Bill Gannon, of the Massachusetts Motorcyclist's Political Action Committee, reminds Bay State bikers that unless they're formally placed under arrest, a police officer doesn't have the right to search them or to order them to remove any article of clothing. In other words, if a cop wants you to take off your helmet so he can check it against NHTSA's instructions, you don't have to take off the helmet unless you've been arrested, and you can't be arrested without valid "probable cause." A cop who insists that you take off your helmet, Bill says, may be liable for damages under U.S. Civil Code 1983.

Minnesota: The Minnesota Motorcycle Riders Association reckons Minnesota riders will be up against the toughest helmet law fight ever in '93. The highway bill says that states that don't enact mandatory helmet and seat belt laws will have to transfer money from highway construction to highway safety. Accordingly, pro-helmet fanatics are telling highway construction workers that they'd better support a helmet law or they'll be out of work. It's a sickening way of trying to turn one group of Americans against another, but it's the way the government's been operating for a long time now, and the Minnesota highway workers seem to be swallowing it.

New Jersey: Of New Jersey's several Representatives in Congress, only Frank Pallone signed onto HR-4207, the bill to repeal the penalty sections of the highway bill. Jersey ABATE got behind Pallone in November, and he won re-election by 16,000-odd votes. Jersey ABATE feels they had a lot to do with that, and Pallone agrees.

Ohio: The "Take this law and shove it" ride to the capital (sponsored by the Ohio Motorcyclists Coalition and the Independent Bikers Assn.) is coming up in May. 1992's ride brought out 4,000 riders. This year, the Ohio legislature will be looking at HB-584, the helmet law proposal carried over from last year, so the more numbers in the ride, the better chance Ohio riders have to keep plastic off their heads.

Ohio ABATE reports that the state legislators seem to be getting tired of being ordered around by Big Brother in D.C. and may well reject HB-584. That's good news, so help it along by writing and riding. While you're at it, spare a minute and a stamp to tell Congressman John Boehner how much you appreciate his appearance at the "Meeting of the Minds" in Columbus last fall. Boehner's among those fighting to roll back the helmet law provisions of the 1991 highway bill, and he'll appreciate all the support you can give him.

Bros in other states: Don't forget that Boehner is working for you, too.

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WRITE LETTERS

Spread The Word

KLAK



In the ABATE of South Carolina newsletter, "Parkay" reminds us that letters to legislators may change a law, but they won't do much to change public opinion.

To change public opinion, Parkay says, you've got to write a letter to the editor every time an anti-biker, pro-helmet news article appears in a newspaper.

Not every letter will be published, but some will, and that makes a difference.

In addition, sometimes an editor will correct an erroneous impression after a motorcyclist's letter sets him straight.

When you see a prejudiced news article, don't just bitch about it: Send a rebuttal.

—Noose

CYCLE EXPO '93

Bike Show In Blue Ridge Country

Departure Bike Works, of Richmond, Virginia, will be sponsoring their 5th Annual Cycle Expo, March 26-28. The show has grown in size and popularity each year, and Lee Clemens, the head honcho at Departure, expects the '93 show to be their best yet.

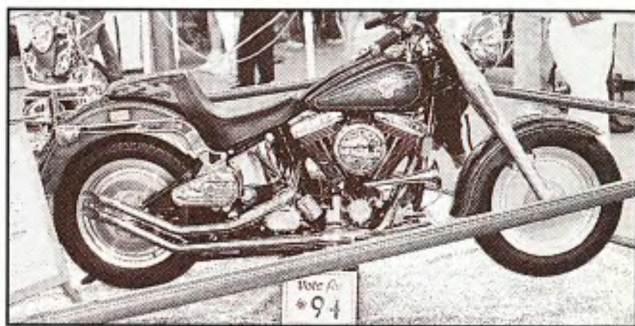
Over the last four years, the show has raised over \$13,000 for a local children's hospital. This year, the proceeds will be donated to The Children's Miracle

Network Telethon, and the money raised will benefit a number of needy children in the Richmond area.

The all-indoor show will feature some of the finest rides on the East Coast, so why not check out the metal masterpieces and help out a good cause at the same time?

For more info, call the bros at Departure Bike Works: (800) 292-0244, (804) 231-0244.

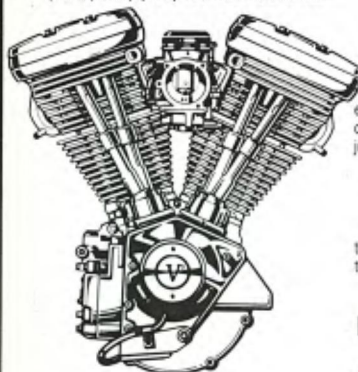
—Thin Foot



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PUBLIC BURDEN

Who's Really Liable For All This Liability?

Here in California, ex-assemblyman Dick Floyd ("ex-" because of California bikers) spent eight years peddling the lie that injured bikers cost the state \$100 million or more per year. Floyd appointed himself the West Coast distributor of this "public burden" theory, and his loudmouthing encouraged legislators in other states to beat the same drum—and they're still beating it.

Besides harassing bikers, the "public burden" theory has another purpose: It detracts attention from where the big lumps of taxpayers' money really go. For example, the City of L.A. just reported its bill for liability over the past year: \$42.5 million.

The figure includes such things as the guy who smashed up his car at the end of a dead end street and sued the city because they didn't have a sign to warn that the street ended. He got \$151,000. Then there's the lady who got knocked down crossing a street at an intersection that didn't have painted crosswalks. She got \$1.6 million.

The \$42.5 million expenditure applies only to civil liability. To get the full picture, you have to add another \$83.8 million in workman's comp payments. A lot of those payments come from bureaucrats who claim "stress disability" at, say, the age of 35 and retire at half-pay or better.

L.A. is just one example. Check your own state and find out how much money the cities are shelling out for liability claims for things that range from the laughable to the disgusting. Next time a legislator starts raving about "public burden," ask why the real "public burden" never gets any attention—and demand an answer.

—Toejam



ROUGH RIDERS

Wyoming Bikers Brave The Elements



Ever so often something in an ABATE newsletter just stops us cold. Like this item from Wyoming Central ABATE, headquartered in Mills, just outside of Casper: ABATE planned a run to Cheyenne, the state capital, on December 7, 1992, to speak up against helmet laws. One member, George Lynch, casually mentioned linking up with riders from Riverton.

Check the *Rand-McNally*: Riverton is a good 300 miles from Cheyenne, half the distance on two-lane mountain roads, with the entire trip at 6,000 to 8000 feet. (The bros from Mills had only a 180-mile run down Interstate 25). Remember, this run was in early December, and above 42 degrees North latitude, yet—no summer run, bros. It just goes to show how hard some guys will work to ride free.

A good example to note, and follow—especially since they didn't ride in vain: The Legislative Transportation Committee decided not to offer up a helmet law this year.

While on the subject, the Central ABATE newsletter contains a suggestion from "Dusty," who says ABATE should try to get some time on the guest editorial program run by the local radio station.

Good point. Every local radio station, TV station, and cable network has a certain amount of time for these editorials, and they usually need good stuff to fill up the time. Hook up with them and have the articulate bros make the points that 1) helmets don't save lives, and 2) that helmet laws are just one more step on the road to total government control.

—Sharp

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SHORT STROKES

The Heat



What's the deal? It seems as if everything rolls along all right for a while, then I go through a week when I feel like an alien, or I do everything wrong. Is that Mercury in a downslide? I took the ol' lady flowers and they were the wrong color. I stopped to help a woman who was broken down alongside the highway and got a ticket for parking on the freeway....We promoted Sturgis, but the damn Consortium changed the dates of the 1993 Rally to August 9-15, and I'm getting all the heat....Here's a kid who hasn't been having any better luck. Seems this 12-year-old was arrested in Florida for bike and car theft. It was his 25th arrest since he turned 9....Even Harley has its bad days. They announced the recall of two models to repair electrical and fuel problems. The bikes affected are the FX, CXR, FL and FXD groups made from June 1989 to July 1991. Also some Softails (1989 to 1992) are being recalled to correct a flaw that could result in a short circuit of the starter relay while the bike is parked....Jeep may enrage the Harley licensing people with their new model—the Hummer....And on the public burden front, here's more ammo, and another deep question for the pseudo intellectuals (and Clinton's economic summit). Talk of the government's budget and deficit often leads to discussions about downsizing. But the government payroll continues to grow. Since last January, state payrolls are up 50,000 employees, and local governments gained 173,000 full-time workers. Okay, so are people willing to work for a living, or is the answer to the future job market socialized, cushy government jobs that have guaranteed raises, pensions, and perks?...Lacey Parker's parents had another bad day recently. Their daughter was killed by a drunk motorist while she was sitting astride her father's parked motorcycle following a MMA Toy Run. In 1990 Peter Dushane was convicted, but, recently, the New Hampshire Court of Appeals overturned the conviction. Dushane was drunk at the time of the accident. He'll be re-tried. And that's all the news that's worth a damn. I'm going to have a shot of Jack and help Renegade work on his new Dyna. We should escape and ride to Laconia. This year, the event will be June 14-20.

—Bandit

U.S. AND CANADIAN MOTORCYCLE LAWS

	Special License	Helmet Law	Eye Guards	Lights On 24 Hours
Alabama	Yes	Yes	No	No
Alaska	Yes	No 1,11	Yes 13	No
Arizona	Yes	No 2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	No	Yes 8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No 12
Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes 6
Kansas	Yes	No 2	Yes 3	Yes 8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No 14	No	Yes
Maryland	Yes	No 2,4	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes 7,3	No
Minnesota	Yes	No 2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No 2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes 3	No
New Hampshire	Yes	No 2	Yes	No
New Jersey	Yes	Yes 4	Yes 3	No
New Mexico	Yes	No 2,4	Yes	No
New York	Yes	Yes 4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No 2,4	No	No
Ohio	Yes	No 2	Yes 3	No
Oklahoma	Yes	No 2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 11	Yes	No
South Carolina	Yes	No 9,4	No 9,3	Yes
South Dakota	Yes	No 2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes 4	No	No
Utah	Yes	No 2	No	No
Vermont	Yes	Yes 4	Yes 3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	Yes	Yes 4	Yes	Yes
Wisconsin	Yes	No 2, 10	Yes 13	Yes
Wyoming	Yes	No 1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes 3	No
Yukon	Yes	Yes	No	No

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

BROS CLUB NEWS

Bill Bish Named As National Director



Photo: Kim Peterson

The Bros Club finally has a head Bro. After months of searchin' and siftin' through tons of resumes, sorting out the ones scribbled on paper towels, *Easyriders* has appointed Bill Bish as National Director of the Bros Club.

Bish, 35, hails from Des Moines, Iowa, though he's spent much of his adult life puttin' from watering hole to watering hole across the country. With tons of touring miles under his kidney belt, Bill plans to use his experience to assist other traveling bros.

Of course, it took a whole raisin pie and a three-year sub to *In The Wind* to bribe Bill into plantin' his feet in Southern California long enough to get the Bros Club into high gear. But grass won't grow under his feet here either. Come spring, he'll be traveling to all the *Easyriders* Bike Shows to meet members in person. Then comes the summer Rodeo Tour where Bill will make sure all you Bros Club members get the VIP treatment . . . including special camping areas and reserved grandstand viewing for all the events.

And if you signed up for the Emergency Road Service, he'll even make sure you and your bike get to and from the events without getting stuck somewhere. Bill will be keeping tabs on over 12,000 service outlets to make sure they get help to downed bros,

no matter where they are or what time of day or night it is. You'll never ride alone when you ride with the Bros Club.

As our club enters its second year, we are looking forward to lots of growth and good times. We're already one of the fastest growing rider organizations in the United States.

And between the bike and tattoo shows, rodeos, and all the other special events and activities we have planned for 1993, we'll be keeping Bill pretty busy. But he'll never be too busy to hear from a fellow Bros Club member. So if you've got a question, complaint or compliment, call Bill at (800) 547-2767.

Bill's a gentle giant, but don't let the easygoing style fool ya. He's a tough organizer who brought respect and credibility to such groups as ABATE of California and Bikers Against Manslaughter (BAM). He's used to dealing with all sorts of folks, from high muckety-mucks to fellow gearheads.

So if you see this massive redheaded fella amblin' your way, hide the women and cattle, then hold out a friendly hand and brace yourself for a hearty handshake. He's real friendly, but just don't feed him or get him drunk—he'll never come back to L.A.!

—Buster

H-D'S 90TH

Anniversary Bash

The Harley-Davidson Motor Company will be celebrating its 90th anniversary this June, and in true biker style, the folks at the top are throwing a cross-country bash befitting the occasion.

A slew of activities are planned including a cross-country fundraising ride for the Muscular Dystrophy Association (MDA) and an anniversary celebration. Tens of thousands of motorcycle enthusiasts are expected to roll into Milwaukee to raise money for MDA and join in the revelry.

Ten routes have been selected for the ride, departing from L.A.; San Francisco; Washington, D.C.; Orlando, Florida; Augusta, Maine; Kitty Hawk, North Carolina; and San Antonio, Texas. Three of the routes will start in Canada—Edmonton, Montreal, and Vancouver—before joining up with the routes in the U.S. that will funnel into Milwaukee on June 12, 1993. You can enter and leave the ride at any point along these routes by registering at participating Harley-Davidson dealerships. In addition to a \$25 entry fee, pledges for the amount of miles you travel during the ride will be donated to MDA.

Naturally, Milwaukee is the final destination of the rides, and a day-long party at Mayor Meir Festival Park is planned for both participants and the general public. The celebration will feature food and beverages, topname entertainment, and Harley displays (including the limited-edition 90th Anniversary models and various antiques).

Check with your local H-D dealer for more information.

—Jersey



PASSIN' GAS

Rippin' Off Some Good Ones

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

"The next time I see you," said the obstetrician to the biker's very pregnant ol' lady, "I imagine it'll be in the delivery room."

"But what happens if I go into labor and the baby starts to come before I get to the hospital?" she asked nervously.

"No problem," the doc assured her. "Childbirth is a completely natural event. Just lie in the same position as when you conceived, and nature will take its course."

Frowning, the biker's ol' lady said, "You mean, one foot over the handlebars, an' the other one on the ground?"

—John Beverly
Tribes Hill, N.Y.

A Martian lands on Earth and meets up with a woman. They begin to talk about their physical differences, but all the while, the Martian keeps staring straight at her tits. After a few minutes, the chick starts to feel uncomfortable and asks him why he's staring.

The Martian says, "Don't get me wrong, you're a very attractive lady—it's just that on Mars, our women's breasts are on their backs."

"Well, I don't see what's so great about that," she says.

"You have to admit," replies the Martian, "that it sure makes dancing a lot more fun."

—Fat Boy
Rockies



"That reminds me, did you ever get the gap set on your points?"



"I got 17,093 rats... and eight lawyers."

Didja know that today's soaring divorce rate is largely the end result of simple arithmetic?

It usually happens when our ol' ladies put two and two together.

—The Midget
Stayin' Strong

What do a Honda dealership and yer lower digestive tract have in common?

They both have a lotta crap to get rid of.

—Alan Strub
Chancellor, S.D.

Okay, then, what do bleached blondes and beer bottles have in common?

They're both empty from the neck up.

—Giggler
Barsville

Wino Willie finally got his rat shovelhead up and running, and getting carried away with celebrating the big event, he downed two quarts of Mad Dog and scarfed a half-dozen magic muffins. Then, his head reeling like a carousel, he tried to get his ol' lady to suit up for what he promised to be her wildest ride ever.

"Oh, yeah? And what do you think I should wear?" she asked.

"Depends," replied Wino Willie.

—Apollo
Down In Ohio

One definition of thief: an Iraqi with a war medal.

—Death Dealer
Lurking

Getting dressed after hitting the showers at the local gym, Hacksaw stared in disbelief as his closest bro, Mongo, stepped into a pair of lacy panties.

"Holy shit, bro!" he gasped. "How long ya been wearin' women's underwear?"

Mongo said, "Ever since my ol' lady found a pair in one of my saddlebags."

—Lady Toad
The Tracks



Whaddaya call a pit bull with steel balls and no back legs?

Sparky.

—Dennis
Diablo, Calif.

Tiny came home and found his ol' lady packing a suitcase.

"Whatdafuck ya doin'?" he demanded.

"I'm goin' to Las Vegas," she said. "I found out I can get \$200 a shot fer what I give ya free at home."

Right away, Tiny started packin' a suitcase of his own.

"Whatdafuck are you doin'?" snapped his ol' lady.

"I'm comin' with ya."

"What the hell for?"

"Shit, bitch, I wanna see how ya can live in Vegas on \$400 a year."

—D.A. Boe

Spearfish, S.D.



Baloo

What's a major change in the new Clinton Administration?

The Cabinet is now called the Closet.

—Fast Eddie
Not Flying

Why do politicians have one more brain cell than horses do?

So they won't shit in the street during parades.

—Gypsy
Terre Haute, Ind.



TIM MCLEAN

"Why in Hell can't he be satisfied with a rubber duck like other kids?"

Everybody knows what elephants use as Tampons—sheep, right? But do ya know why elephants have trunks?

'Cause sheep don't have strings.

—Brasso
Durango, Colo.

Rumor has it that during his college days, President Clinton was widely known for being able to eat pussy for hours on end—I guess he didn't inhale then, either.

—Sportster Chris
New Mexico

Whaddaya call a leper in a sleeping bag?

A burrito.

—Michele Perkins
Escondido, Calif.

Hung over and hurting like a sonuvabitch, Crowbar woke up one morning to find he was sharing a bed with the ugliest woman of all time. He jumped out of bed, started to dress, and reached into his pocket for some cash.

Dropping a \$20 bill on the nightstand next to the snoring sweatog, he swore solemnly to himself that from now on, he would never, ever drink himself to the point where this could happen again.

As he was tiptoeing out of the room, Crowbar passed the open bathroom door, where another, even uglier hag was squatting on the toilet. She had obviously been watching him through the mirror since he'd awakened.

Smiling, she asked, "What, nothin' for the bridesmaid?"

—Bobby Shields
Crescent City, Calif.

Fast Freddie went to the clinic, complaining about a dripping cock. The doc took one look at his ailing pecker and told him he had VD.

"That's impossible," said Fast Freddie. "Ya sure it ain't just a cold?"

"Could be," replied the doc, "but until it sneezes, we'll have to treat it like VD."

—Barry Fields
Stripe City



"Hmm, I see you like to play games."

How are the Easyriders Fox Hunt and a ping-pong game alike?

They both improve hand-to-eye coordination.

—Greyslayer
USA

Toejam's ol' lady was thinkin' about gettin' a boob job, so she hit him up for the dough to pay for the operation.

"Fuck that drill," Toejam said when she asked for the cash. "Just grab some toilet paper outta the shitter and rub it between yer tits every day."

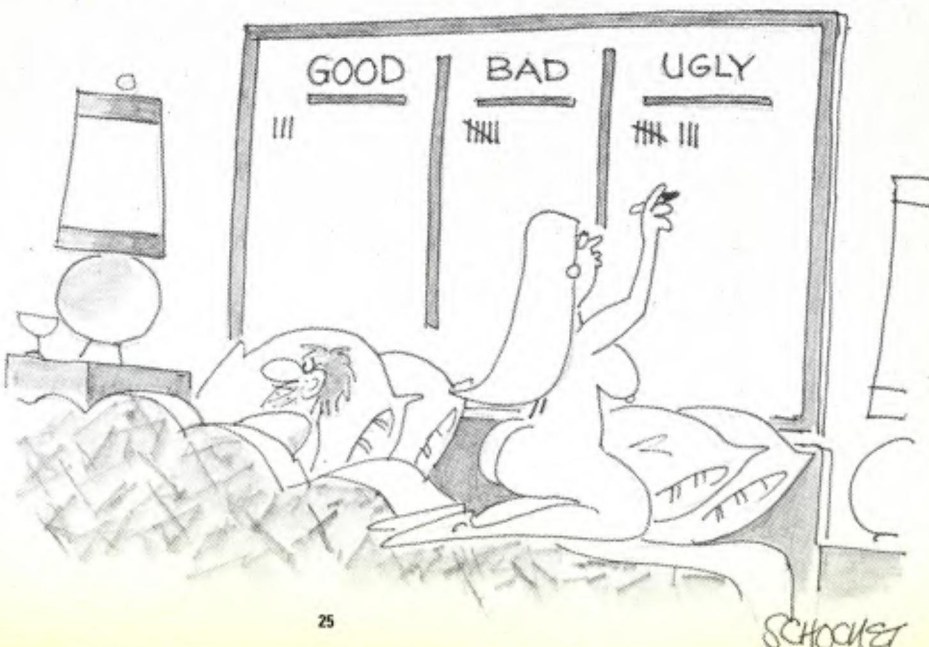
"And just how is that gonna make my boobs any bigger?" she demanded.

"Beats me," said Toejam, "but it sure as hell worked on yer ass, didn't it?"

—Mr. Chaos
Metroplex

Schizo's ol' lady just had a baby boy, and it's obvious the little bastard's a chip off the old block. The baby's testicles, all by themselves, weigh in at five pounds—the kid's half nuts.

—Springboard
The Alamo



SCHUCHTER

EVO CAM SWAPPING SHORTCUT

No Rocker Cover Removal Or Pushrod Cutting

During our dyno test (December 1992 issue, #234), Wrench's bike demonstrated what can happen if something is not dialed in. His bike sported some of the best head work I'd seen in a long time. Unfortunately, with the cam timing somewhere out in left field, the engine didn't hit the power band until just before the rev limiter shut it off. So here's what we did:

The cam was changed to a Crane, and the ignition was converted to a Crane single-fire system. It's not that the Accel system didn't work, but with the adjustment switches easily accessed, the mechanic went ahead and made adjustments without reading the instructions.

His scooter went from a grumbling 68 horsepower to over 70. And with a Bartels' Performance Products exhaust, and additional S&S carb adjustments, it jumped above the 80 hp mark.

Here's Keith Ruxton's shortcut to the Evo (Crane) cam installation:

To remove the old cam:

1. Remove pushrod clips so pushrods can be observed.
2. Remove spark plugs to ease engine rotation.
3. Remove timing plug so flywheels can be observed.
4. Put bike in gear and bump engine over in the forward direction until the front exhaust pushrod is lifted to its highest point.
5. Looking through the timing plug hole, continue to slowly bump the engine over in the forward direction until the crankpin nut relief is centered in the timing plug hole.
6. In this position, the only valve with any pressure on it will be the front exhaust. Both pistons will be the same distance down from the spark plug holes.

7. Remove ignition components from the end of the cam cover—and anything else in the way of pulling the cam cover straight out about 2 inches.

8. Remove the cam cover.

9. Look at the cam timing marks. The mark that is supposed to line up on the crankcase breather valve should be centered on the pinion gear (photo 2). If it's not perfectly centered, temporarily reinstall the cam cover and bump the crank in the direction required—while observing flywheel movement at the timing plug hole so you don't go too far.

10. When the mark on the cam lines up, remove the front tappet block screws and lift the tappet block up. As it comes up, it will tilt rearward and the tappets will drop into the cavity in front of the cam. This will release the cam.

11. Tug on the cam shaft, it will pop right out.

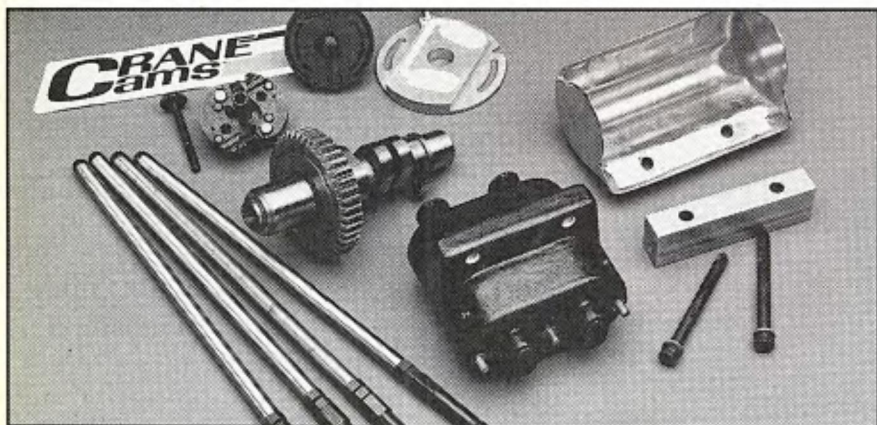


Photo 1

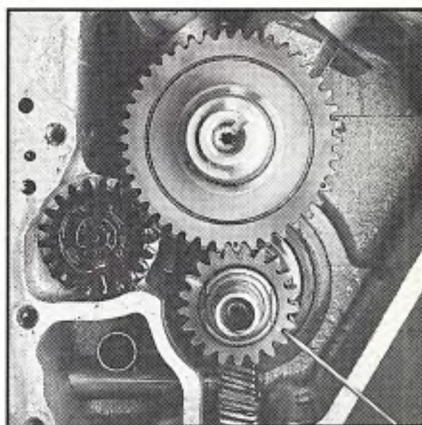


Photo 2

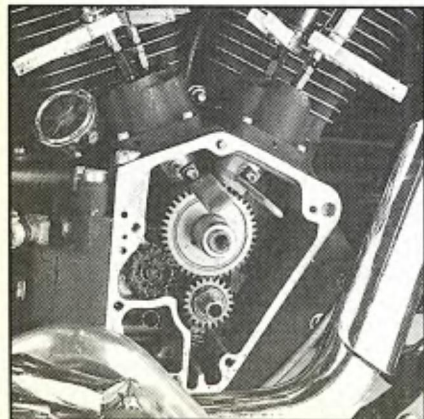


Photo 3

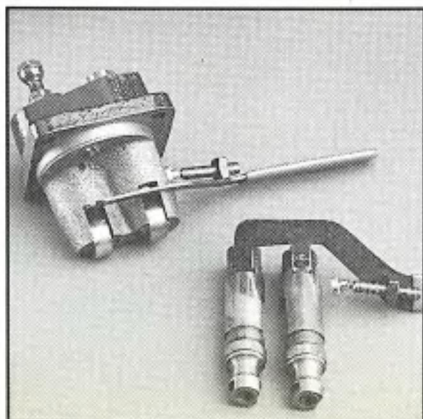


Photo 4

12. Remove pushrods and tubes by removing both tappet blocks.

13. Install adjustable pushrods (we installed Crane adjustables—photo 1), tubes, and tappet blocks with new gaskets and seals. Use clothes pins to hold pushrods in place (photo 3).

14. Install tappets. Back in tappet blocks from the bottom, in their original location and facing the same direction so that the original wear patterns match up. The Crane tappet-holding tools will save time and eliminate a wrestling match here (photo 4).

15. Measure the old cam's length to determine what shim washer thickness to use on the new cam (1988 and newer engines don't have a shim washer, and a shim washer is required for the new cam).

16. Turn the engine rearward to get the timing mark back on top of the pinion gear.

17. Install the new cam, making sure the timing marks are lined up (photo 5). Don't forget the breather valve washer.

18. Install the cover and check the cam end play. The factory says endplay should be .001-inch to .050-inch on 1988 and later. I found that the best setup is .010-inch-.015-inch.

19. Adjust the rear cylinder pushrods one at a time and wait until the lifter bleeds down (the pushrod can be turned by fingers) before adjusting the other one (wait until the lifter bleeds down before continuing).

20. Bump the engine over till the front cylinder comes up on compression. Repeat step 19. Tappet (pushrod) adjustment is three-and-a-half turns tighter from the "no-slack" starting point.

21. Follow the service manual for ignition timing procedure.

Parts required:

1. Camshaft that requires no head or spring modification
2. Adjustable pushrods
3. Cam cover gasket
4. Tappet guide gaskets: one front, one rear
5. Pushrod tube seals (eight small, four large)
6. Cam seal
7. Service Manual (ignore the rocker teardown section.)

The cam was the tough part. When it was installed, we went on to install a Crane single-fire ignition system, which includes Custom Chrome flyweights and eliminated the module (photo 6). With the single-fire system, we used a Custom Chrome integrated dual coil (photo 7), which we mounted to the top position (photo 8). Follow the directions with the components and rock and roll.

—Wrench

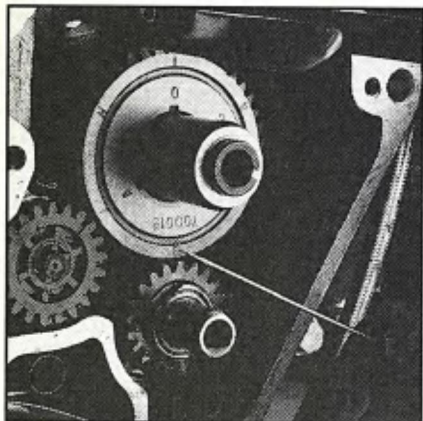


Photo 5

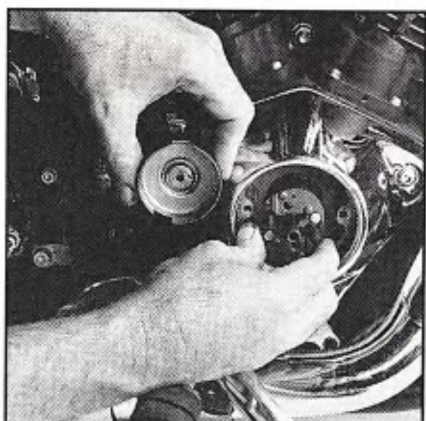


Photo 6

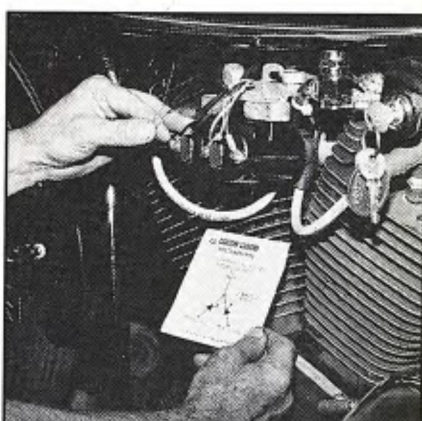


Photo 7

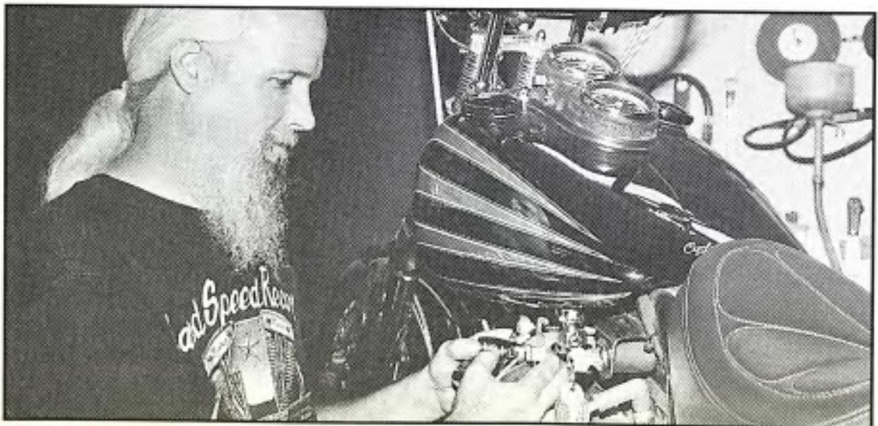


Photo 8

F.I.G.H.T. UPDATE

EVIDENCE PILING UP: KEEP THOSE LETTERS COMING

Here's a brief update on your most recent letters describing accidents or near-accidents caused by wearing a helmet: Many letters testified to accidents directly linked to hearing and vision impairment caused by helmets—stories of cars speeding by on either side of the motorcycle without being safely spotted due to limited peripheral vision. Other letters report near-accidents from the glare or fogging of a face shield. One bro simply sneezed and fogged up a shield bad enough to nearly cost him his life. A sizable number of reports came in from downed riders who couldn't hear vehicles approaching from behind—especially emergency vehicles. Helmets were also reported to have kept riders from hearing a wheel bearing on its way out or a tire going bad. One bro lost a rod and locked up his engine, but didn't know what was happening until he saw smoke from the sliding rear tire in his mirror.

A surprising number of injuries were reported resulting from helmets being jerked by gusts of wind. In other instances, helmets broke necks and collarbones when riders went down. And though fewer in number, some of the more encouraging letters tell of riders going down bare-headed, and being assured afterward by a doctor that they would have been killed if they had been wearing a helmet. And the largest number of reports were those of bees getting inside helmets. Some riders managed to handle the situation, but others went down while trying to claw a helmetful of yellow jackets off their heads.

As our F.I.G.H.T. continues to move forward, you can help make the critical difference by keep filling out those coupons and sending us your helmet stories. The more testimony from you, the stronger Sam McCloud's arguments will be.

—Noose



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: _____

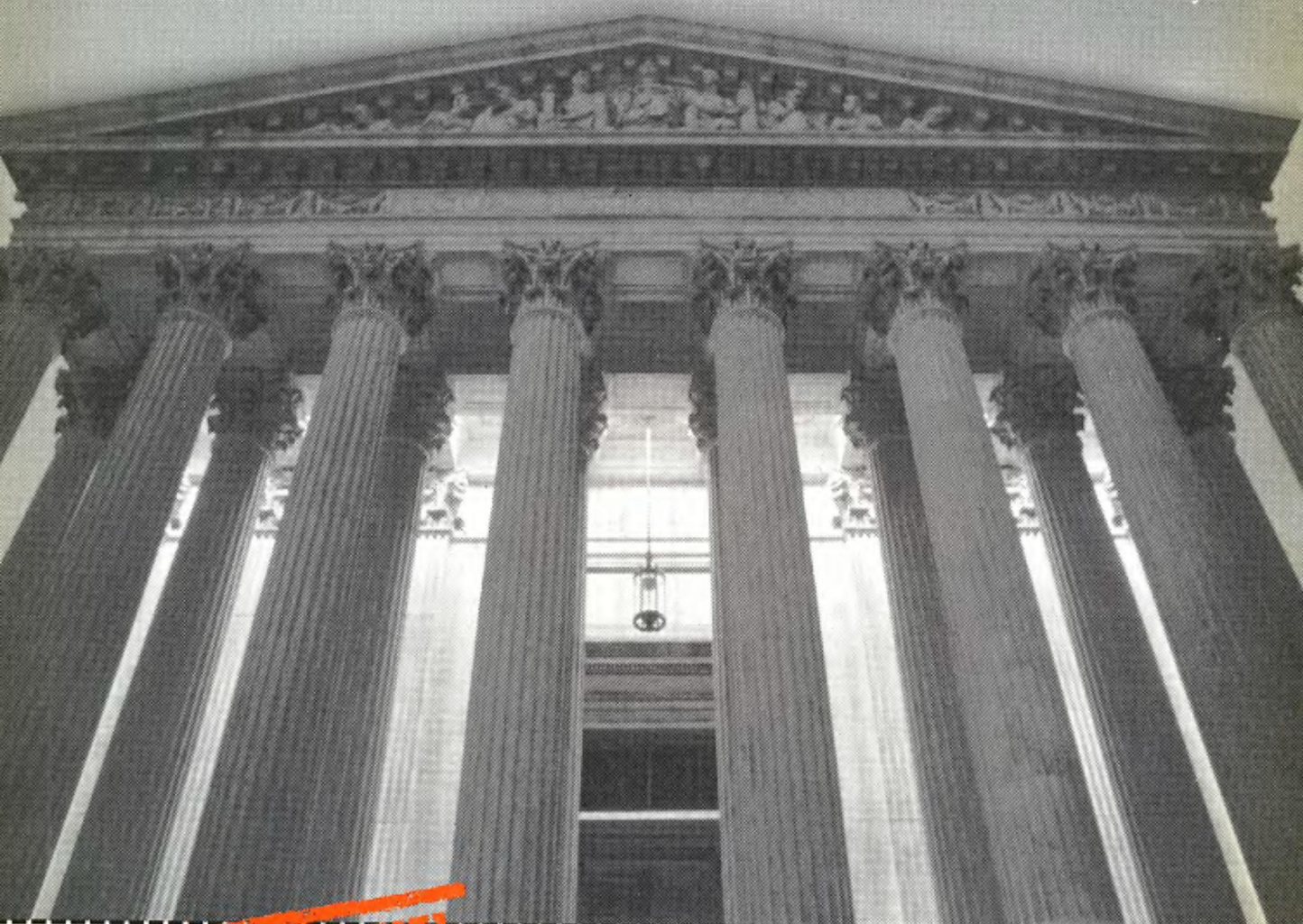
(use separate sheet of paper if you wish)

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You CAN make a difference.

HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Hans-Dieter Regelmann

Spenge, Germany

Hans-Dieter is a Harley fan from way back, and if all goes well, he should finally be able to ride one this year. "What's the big deal?" you say. "We all ride 'em, too." True, but I bet you've got hands to ride 'em with.

See, Hans-Dieter was born without them, and because of that he had to fight and wrestle with the German version of the DMV for several years before he was, very reluctantly I might add,

granted a Class 1 (motorcycle) license.

There were some restrictions, however. He can't pack any foxes on the back, and he had to have his brake lever as well as his ignition/fork-lock-combo modified.

After years of going through Harley withdrawals, Hans-Dieter has found his fix in the form of a 1987 Softail with shotguns and drag bars.

Gotta hand it to him. (Oh, shut up!)

—Red Baron

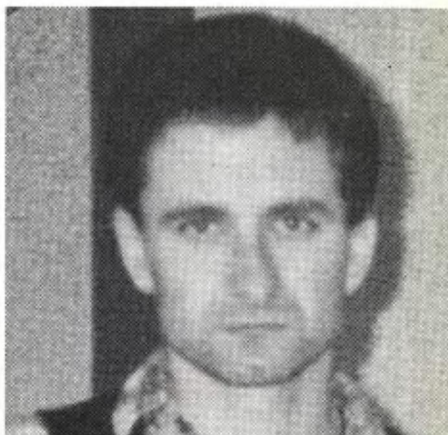


Photo: from H.D. Regelmann

Rep. Olympia Snowe

New Sharon, Maine

Motorcyclists in that backwoods part of Maine have, as you can see, already expressed their sincere thanks to their riding representative, Congresswoman Olympia Snowe, for being the original sponsor of HR-4207, a bill designed and put on the ballots to repeal the helmet and seat belt provisions of the law.

Regardless of how the bill fared, it is this kind of listening to the people of your constituency and the appreciation

of what restrictive legislation can do to this country and its citizens that ultimately matters.

Congresswoman Olympia Snowe has done just that, and she deserves a big hand (this column is really getting outta hand, dammit!) for her tireless efforts on behalf of bikers everywhere. May her political roads be as smooth as those under her two wheels.

We need more politicians like her.

—Stu Pead



Photo: Dr. Bob

Shack O' Shame

California Highway Patrol

A new "training" video currently distributed by the California Highway Patrol (CHP) to its motorcycle officers focuses entirely on the "relatively new problem with motorcycle helmets." More precisely, the topic of the "training" is how to discern fake helmets from real ones, meaning those approved by the Department of Transportation (DOT). Built entirely on a structure of guesswork, estimated numbers ("From 1984 through 1990, it is estimated that helmet use saved the

lives of 4,740 motorcyclists..."), and confusing, if not contradicting, statements, as to how the patrol officer on the street can tell if a helmet—or the DOT sticker on it—is fake.

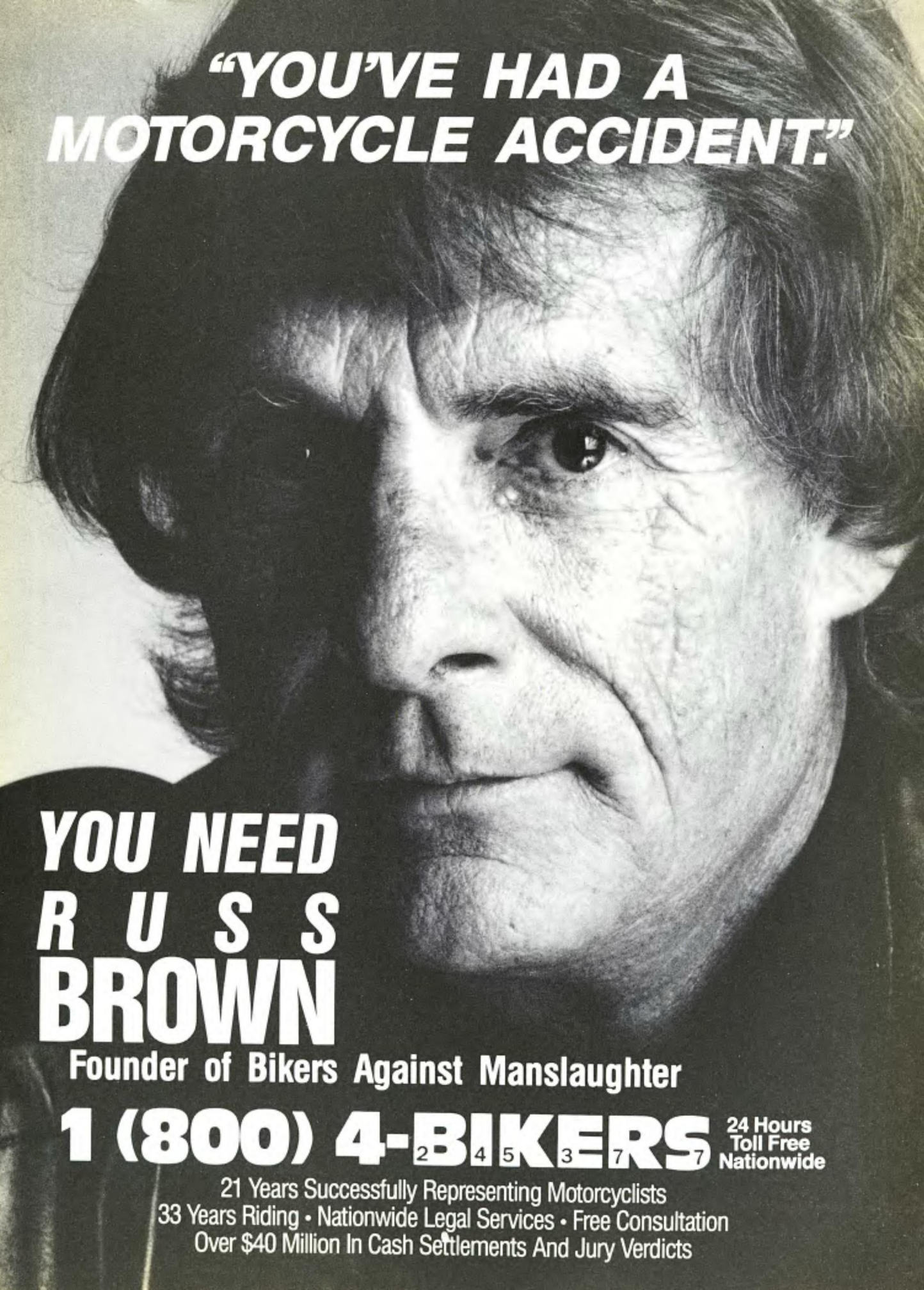
It is interesting to note, that the CHP is currently reviewing its own training techniques after a recent series of injury and fatal accidents involving some of its motorcycle officers.

Maybe a review of priorities would be in order here?

—Red Baron (info from R.J. Quigley)



Illustration: Jon Toule



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WHAT'S HAPPENIN'

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

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. Information: (205) 285-9478.

Arizona

AHDRA DRAGS—April 24-25. Firebird Raceway in Phoenix. Info: (319) 462-6011.

EASYRIDERS RODEO—May 14-16. Pinal County Fairgrounds in Casa Grande. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Information: (818) 889-8740, ext. 281.

California

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 5-7. Solano County Fairgrounds in Vallejo. See the best custom bikes and tattoos. Daily door prizes, live music, and fashion show on Fri. & Sat. Information: (818) 889-8740, ext. 281.

INTER-SHOWS INDOOR M/C SWAP MEET—March 12. Orange County Fairgrounds in Costa Mesa. Information: (714) 364-0515.

3RD ANNUAL CANYON CRUISE FOR KIDS—March 14. Miles Square Park in Fountain Valley. Information: BJ: (714) 541-8044

Florida

BIKE FEST '93—March 1-7. Free swap meet on 10 acres in Daytona. Information: (800) 484-1107, sec. code 1244. Tattooists welcome.

CUSTOM CYCLE & RIVER RUN M/C SUPPLY POKER RUN—March 2. Benefits MDA. Cabbage Patch in Daytona. Registration: 8 a.m. - 11 a.m. Info: (407) 677-6665.

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 30 - May 2. Howard Johnson's Conf. Center in Daytona Beach. See the best custom bikes and tattoos. Daily door prizes, live music, and fashion show on Fri. & Sat. Info: (818) 889-8740, ext. 281.

Georgia

AMRA SOUTHERN SWING ALL-HARLEY DRAGS & SWAP—April 24-25. Twiggs County Dragway in Macon. Information: Big John's Cycles: (404) 478-2120.

Illinois

9TH ANNUAL M/C PARTS EXTRAVAGANZA—March 14. McCormick's Place in Chicago. Information: (319) 462-6011.

Massachusetts

NEVERMORE MC BENEFIT AUCTION—May 16. Sign-up: 10 a.m. - 12 p.m. in Bridgewater (intersection of Rte. 106 & 28 W. Bridgewater). Food, drink, music.

Michigan

M/C SWAP MEET—March 21. Wings Stadium in Kalamazoo. Info: (616) 668-2175.

Minnesota

6TH ANNUAL PARTS EXTRAVAGANZA & BIKE SHOW—March 7. St. Paul Civic Center, Roy Wilkins Auditorium (upstairs). Information: (319) 462-6011.

Missouri

2ND ANNUAL RUN & SWAP MEET—April 15. Leaves Petal City Park in Petal at 1 p.m. Ride to New Orleans. Information: (601) 544-6060.

New Hampshire

LEATHER & LACE POKER RUN—March 3. Leaves Finky's at 10 a.m. sharp. Information: (800) 526-LACE.

New Jersey

11TH ANNUAL BIKER SWAP MEET—April 4. Fireman's Field and Clubhouse. Plenty of used parts and vendors. Information: (908) 681-2784 or (908) 229-2262.

New Mexico

1ST ANNUAL FUN RUN—March 6 in Albuquerque. Information: (505) 275-0895.

EAST PLAINS SPRING RUN—March 21 in Clovis. Information: (505) 769-0920.

4TH ANNUAL TULAROSA BASIN SWAP MEET—March 20. Info: (505) 585-9789.

New York

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 16-18. Orange County Fairgrounds in Middletown. See the best custom bikes and tattoos. Daily door prizes, live music, and fashion show on Fri. & Sat. Information: (818) 889-8740 ext. 281.

North Carolina

SWAP MEET & BIKE SHOW—March 27-28. Metrolina Expo in Charlotte. Sponsored by Concerned Bikers Assn. Info: Rick: (704) 455-6245/Emily: (704) 399-3990.

Ohio

3RD ANNUAL SWAP MEET—March 28. St. John's Arena, Steubenville, Ohio. Sponsored by ABATE of Ohio Inc., Eastern Region 1. Information: (614) 598-4228.

Helmet Protest Rally—May 6-9. Centurions MC. Run goes through six county seats. Proceeds benefit Ohio Motorcycle Coalition. Info: (419) 472-2428.

Oklahoma

Cherokee Strip ABATE Poker Run—April 17-18. From I-35 and Tonkawa Conestoga restaurant to Wagon. 1st bike out at 7 a.m. Last bike out at 9 a.m.

NCOM CONVENTION—May 6-9 in Tulsa. Information: (800) 525-5355.

Pennsylvania

5TH ANNUAL M/C PARTS EXTRAVAGANZA & BIKE SHOW—March 28. Farm Show Complex in Harrisburg. Information: (319) 462-6011.

Texas

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 19-21. Heart O' Texas Fair in Waco. The finest custom bikes and tattoos will be on display. Daily door prizes, live music, and fashion show on Fri. & Sat. The Easyriders truck will be there. Information: (818) 889-8740, ext. 281.

EASYRIDERS RODEO—May 29-31 Heart O' Texas Fair in Waco. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Information: (818) 889-8740, ext. 281.

Washington

ABATE OF WASH. SWAP MEET—March 7. Evergreen Fairgrounds in Monroe. Hours: 9 a.m. - 6 p.m. Vendor information: (206) 742-0783 (ask for Diane).

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 2-4. Seattle Int'l Trade Center in Seattle. The finest custom bikes and tattoos will be on display. Daily door prizes, live music, and a fashion show on Fri. & Sat. The Easyriders truck will be there. Information: (818) 889-8740 ext. 281.

Wisconsin

3RD ANNUAL CUSTOM SWAP MEET—March 13. Sheboygan Armory in Sheboygan. Information: (414) 452-2700 (ask for Tina).

M/C SWAP MEET & BIKE SHOW—April 25. Waukesha Expo in Waukesha. Live music. Hours: 10 a.m. to 5:30 p.m. Information: (414) 548-3633.

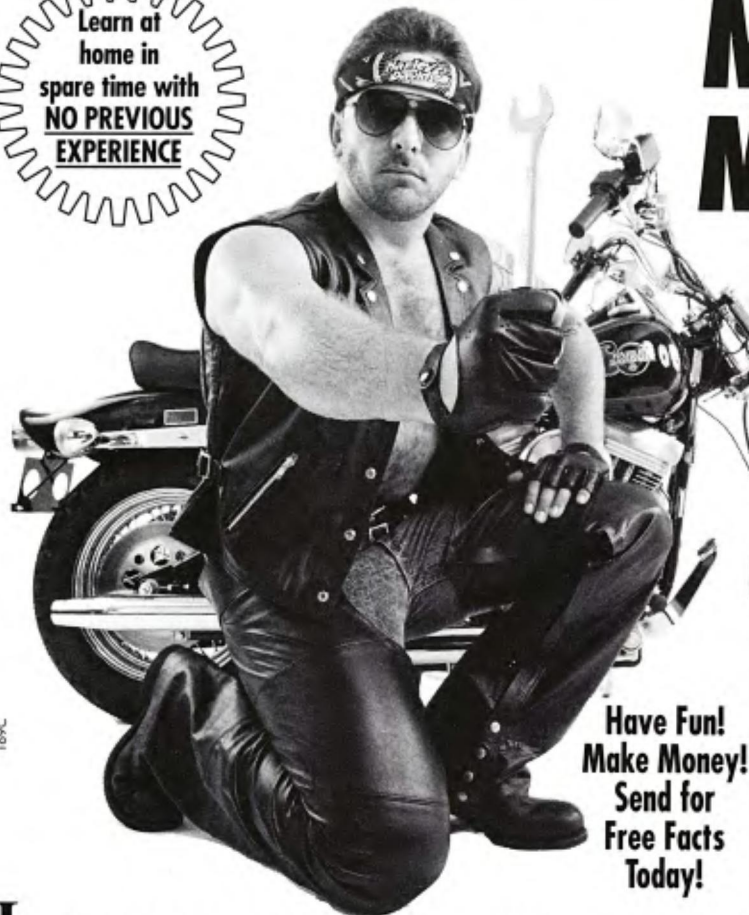
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Myron Larabee, Scottsdale, Arizona

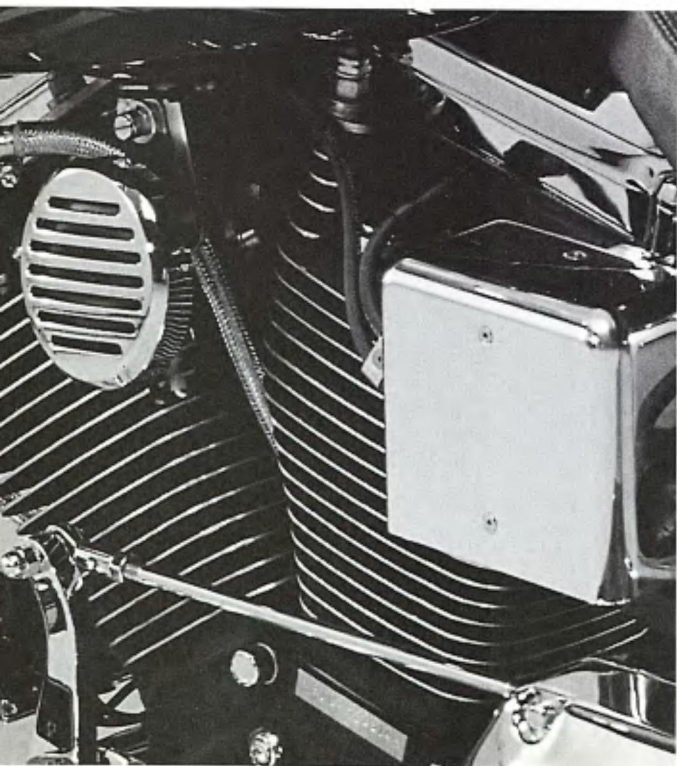
1989 Harley-Davidson Softail

Myron works hard holding on to his many weightlifting titles, including Mr. Arizona. He also takes pride in gearing his own award-winning Scottsdale World Gym to helping bros weight train toward their first belt, in addition to recently adding an *Easyriders* store to his own entrepreneurial belt. But when he's not at his gym pumping iron, or at his new store powerlifting everything from T's and leathers to headbands and bun huggers, you can find him out riding this Softail.

Myron's many years of bustin' butt have yielded their rewards. But nothing gives him more satisfaction than riding and showing the fine scoots he's been building the past 20 years, including a shovelhead that won back-to-back titles at the World of Wheels Bike Show. In fact, the more I think about Myron's accomplishments, the shittier I feel about my own life. What have I ever accomplished other than bein' only six months late on my alimony and bein' able to crawl to the same barstump blindfolded?

And now the sumbitch has just opened his own full-line parts, service, and custom bike-building shop next to his *Easyriders* store, taking up damn near a full city block in Scottsdale. Fuck Scottsdale! And all their dogs, cats, and rabbits too! Who is this fuckin' guy? I've been bustin' my nuts my whole life and I'm still flat-ass broke! Myron deserves his success. But what I wish, bro, is that you'd spot me some coin. —[Ex] Clay Dog

General		Forks	
Fabrication by: owner		Type: custom wide glide	
Year and make: '89 H-D		Builder: H-D	
Model: originally a Heritage		Spec. features: chromed, lowered 2 in.	
Chroming by: American Plating		Accessories	
Engine		Bars: 12-over apes w/4-in. risers	
Year and model: '89 Evo		Lights: old-style springer headlight	
Rebuilder: owner		Gas tank: factory	
Displacement: 80 cubic inches		Oil tank: H-D	
Transmission		Seat: custom, flamed	
Shifting: foot		Other: flamed derby, mirror, pts. cover	
Trans sprocket: 38-tooth		Wheels	
Wheel sprocket: 72-tooth, chromed		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color/type: black, blue, purple, and candy red with blue enamel		Tire: Metzeler	Tire: Metzeler
Special paint: Nick/Butcher		Brake: slotted	Brake: slotted
Frame		Special features: custom front fender, shotguns with fishtail pipes, single-fire ignition, ET custom coil cover, boltless rear fender struts.	
Year and builder: 1989 H-D		Photos: Paul Martinez	
Type: swingarm, chromed			
Alterations: lowered			



NEW YEAR, OLD F

Work To Do In '93

Taking stock of bikers' rights in the interval between Election Day and the opening session of Congress in January 1993, Motorcycle Riders Foundation (MRF) President Paul Vestal says: "We've got work to do."

Looking back, Paul sees some very close calls in '92. For the first time in about 20 years, the helmet lobby finally got a national helmet law, of sorts, and the pressure for leg guards, fluorescent clothing, catastrophic insurance, and so on continues to mount. Big Brother will push for these things in 1993, and bikers are going to have to put up a helluva fight to stay free of them.

On the other hand, 1992 left bikers with a lot to be proud of: By lobbying their legislators during the legislative season, motorcycle rights organizations (MROs) kept helmet laws from spreading despite the 1991 highway bill. In the fall elections, MROs exercised a sufficient presence to elect a number of their favored candidates. In stalling helmet laws and in electing some of our own, we have established ourselves as a political force to be taken seriously.

1993 is going to be rougher, but our troops are also more experienced and better organized. We have the strength in their numbers and we have improved in our political savvy. What we must not lose, must not slack off on, is the will to continue the fight.

Every good soldier knows that you don't win a war from a defensive position. Eventually, you have to take the battle to the enemy and force the engagement on your own terms. Paul says '93 is the year to do that. "Bikers are the new kids on the political block," he says, "and everybody's watching us. Now that we've got their attention, it's time to set the agenda."

Over the 25 years or so since the first national helmet law of 1966,

bikers have been arguing against proposals that somebody else thought up. Now, says Paul, bikers need to get there first. We need to get to our legislators with our own ideas before the legislators think of something else.

"In the long run," says Paul, "we have to get legislators to ask us

legislative committee meeting. When you do meet with a legislative committee, you may be surprised to find out that they really care about what you have to say. After all, you're a voter. Legislators don't enjoy passing stupid laws. They pass stupid laws because they hear only one side of a question. Meet with

"We wear beards and leathers and tattoos because that's us, and the legislators respect us because we don't put on double-knit suits and try to pretend we're something we're not."

when they propose a law, rather than having them propose and then wait to see how we react." In other words, Paul proposes a wholesale shift in political power. Sounds pretty ambitious and revolutionary, yes? Not really. All that it requires is for more people to get politically active. "That means registering and voting, of course," says Paul, "but it also means joining an MRO and helping them lobby at the state level. For example, when a helmet law or leg guard proposal comes up, the bikers need to meet with the legislative committee handling the proposal and offer to state the case against it.

"You have to remember," he reminds, "that the pro-helmet lobby has already spoken to the committee—maybe a dozen times or more. In fact, they've been deluging the committee members with propaganda for years. On the other hand, the committee members have never heard the bikers' side of it—and they never will unless bikers go tell them.

"We all bitch about 'politicians'," he says, "but the fact is that most of us have never met a politician, especially on his home turf of a

them. Tell them why a certain law is stupid. Show them your better information. They'll listen."

Obviously, you have to have the better information to show. *Easyriders Helmet Fighters' Handbook*, published with the January 1992 issue is available in single or bulk copies, and for 1993, the MRF plans a series of *White Papers* on helmets and other elements of motorcycle safety. MRF's papers will be available to state MROs, and the *White Papers*, plus the *Helmet Fighters' Handbook*, will provide a legislator with a full review of the whole helmet and safety question.

"Stay authentic when you go to present your case to a legislative committee," says Paul. "We wear beards and leathers and tattoos because

Paul Vestal has been an active leader in the freedom movement for over two decades. He played an integral role in the growth of the United Bikers of Maine and was a founding member of the Motorcycle Riders Foundation (MRF), a national organization which, among other things, functions as our watchdog in Washington. Paul now serves as president of this politically active bikers' rights organization.

IGHT

that's us, and the legislators respect us because we don't put on double-knit suits and try to pretend we're something we're not.

"After you've met with them," he adds, "invite them to look at your Harleys. While you're at it, tell them how people in cars knock off bikes like bowling pins—and get away without so much as a traffic ticket. Get them to see life from our side, rather than seeing us as some sort of low-life minority that any safety peddler can push around."

As a longtime president of the United Bikers of Maine (UBM), Paul can speak with authority about state matters. More recently, as the president of the MRF, he has shifted his focus to Washington, D.C., which simply amounts to the state scene written large. The same principles apply, but the legislators are more jealously guarded by aides of various rank and, for most people, D.C. is a long way from home. For that reason, a visitor from the home district makes a very strong impression.

"Bikers need to go to Washington more often," says Paul. "We had a good example last year. ABATE of California sent Jim Lombardo to

meet with Norman Mineta, the California congressman who's on the House Transportation Committee. Mineta was really impressed when a 'down home' voter showed up, and Lombardo was able to get his support for a bill to delay the penalty provisions of the 1991 highway bill.

"That's what it takes. All state bik-

*"All state bikers'
rights groups . . . need
to send a member to
Washington . . ."*

ers' rights groups—not just ABATE, but UBM, the Connecticut Motorcycle Riders Association, the Concerned Motorcyclists Association, the Minnesota Motorcycle Riders Association, and all the MRO groups operating under their own names—all of them need to dig into the treasury and send a member to Washington to meet with the home state congressmen. When you do that, they listen."

Besides maintaining a lobbyist in Washington, the MRF provides lessons in lobbying, the annual Meeting of the Minds being the prime example. "But active lobbying is really the third step," says Paul. "The first step is to form an organization, and the second step is for several organizations to find out how to work together."

That isn't as simple as it sounds. Of all organizations, a bikers' group comes closest to a collection of true equals, a collection of equals so fiercely individual that they don't take to subordination well. In a bikers' lodge, everybody is a chief—which doesn't leave enough Indians to do the work. In practice, bikers groups do work pretty well together, but strong personalities still clash and MROs splinter not over issues—everybody agrees on the issues—but over personalities.

No one can claim to know how to settle the differences that arise within and among the MROs, but the need to work together is greater than ever simply because the bikers' enemies grow constantly. If bikers can bring themselves together, they can have things their way in '93. If



Photos: Chuck Emery

Presenting
this month's

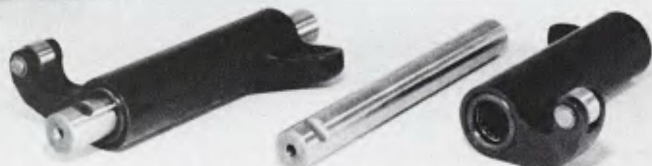
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they don't bring themselves together, within states and across state lines, the pro-helmet lobby is going to pick them off one at a time.

Don't forget: Big Brother mandated helmets in '91, but bikers generally kept the states from taking Big Brother's orders. The only state that got a new helmet law in 1992 was Maryland, and the pro-helmet lobby had been working on that one for years. The 1991 highway bill may have helped, but it wasn't the cause.

On the other side, though, even before the highway bill was passed, Congressman Scott Klug of Wisconsin had introduced HR-4226,

"We've got the respect of the legislators. Now, we have to get them to agree with us."

a bill to restrict the law to riders under 21. The ink old Read-My-Lips (remember him? Used to be work for the government, like Dick Floyd of California) put on the highway bill was hardly dry before Olympia Snowe, the bikin' congresswoman from Maine, had introduced HR-4207, a bill to repeal the helmet and seat belt provisions of the law. About as quick, Senator Dave Durenberger, of Minnesota, introduced S-2204, a Senate bill to repeal the penalty sections. Within a few more months, the House passed HR- 5753, a bill that postpones the penalties of the highway bill until late 1994.

"Bikers can claim these bills as victories for '92," says Paul, "and everybody knows it. When people see bikers succeeding like that, they begin to respect what we can do. We've got the respect of the legislators. Now, we've got to get them to agree with us. To do that, we've got to lead, not follow. Here we go in '93. See ya there." —Maestro

Ed. note: One way you can get involved is to join our F.I.G.H.T. program and give Sam McCloud the ammunition he needs to blow helmet laws away. Our troops have gained a lot of ground, but we need your support to keep the attack moving forward.

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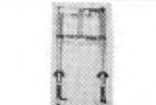
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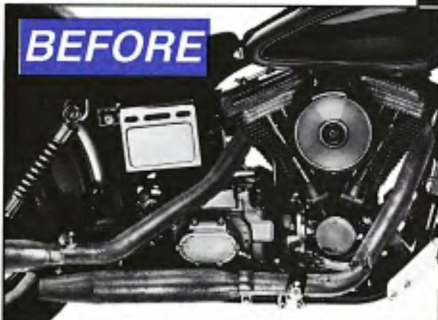


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Saddlemen
by TRAVELCADE



One hundred years ago raw-boned, optimistic young men, with hopes of becoming professional ballplayers, packed their mitts and spikes and left the safety and comfort of the folks' farms and inner city homes to pursue their big league dreams.

Their destination? A ballpark somewhere in rural America, where they hoped to catch the eye of a scout from a pro club in either the American Association or National League. It was a shot at finding their destiny doing something they loved.

These early day baseball pioneers—from Cap Anson, Wee Willie Keeler, and Nap Lajoie, to Cy Young and Ty Cobb, and thousands of others who didn't make it—all paid the price and unknowingly laid the groundwork for future players in the next century.

Whatdafuck's this got to do with Grand Nationals weekend in the California desert town of Lancaster? Well, nothin' and everything. See, today's *Easyriders* Rodeo riders mirror yesteryear's ballplayers. The first

Today's Rodeo Stars Pave The Way For Tomorrow's Rider's

and most important reflection is their similar loves for their sport and the competition it breeds.

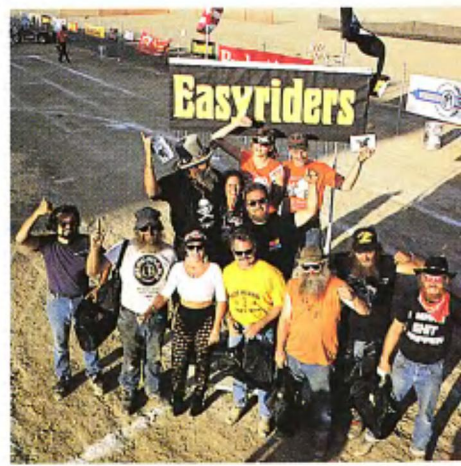
This year's season came to a head at Lancaster's Antelope County Fairgrounds, where they came to crown a Grand National Champion and the season's top 10 finishers.

It was a prime weekend of partyin' with scooter people and buying food, drink, and motorcycle-related items in a gigantic complex. You could find anything from a new tattoo to flame-painted shorts. Before I forget, we'd like to thank

Charlie Hyde and the MMA crew for their tremendous organizational efforts and security.

At the end of eight 1992 Rodeos, the leader of the pack was once again Tampa Bay Ray Tewksbury, the four-time king. Within shouting distance were Gary Freel, Bob Santee, and Bill Van Dyke.

That gap had a good chance of being narrowed on Saturday, because Ray found himself beset with mechanical problems. In practice, his solo sled puller leaned out and burned a hole in the head. Then,





NATIONALS

a 10¢ c-clip popped loose on the rod of the clutch arm, making shifting impossible on his trike.

To retain his championship Rodeo Ray would have to rely on others, and hope that the challengers would get a piece of his bum luck. A dismal prospect.

The tournament in Lancaster started off with the Gas Trike Sled Pull. Don Seabolt found a good groove in one lane, but had trouble on the inside and finished third. The finals found new neighbors Kari Sioux Tewksbury and David

"Parts" Vancil pitted against one another. During the season, Kari and Ray bought into a spread that Parts owns in Mark Twain's Missouri hill country. This battle could've been for water rights. If so, Kari Sioux's goin' thirsty.

The Slow Race crawled by at a turtle's pace, with Bob Santee showing off his brilliant balancing act, earning first place honors.

A new class, the Novice Solo Sled Pull, for riders with fewer than 500 total points, gives newcomers a chance to get involved. Delbert

Jones of Ames, Iowa, had the right stuff, beating out fellow Hawkeye Jeff Kyle, Kelley, Iowa, and D.L. Rippey, from Merced, Calif.

Santee came right back for a first in the Keg Derby. Next up was the Tire Ride, where Tewksbury made the most out of one of his rare chances to gain points when he dragged a spud-totin' Kari Sioux behind him the fastest. The win over Freel gave Ray a glimmer of hope.

But that ray of light began to fade when Gary took the Barrel Race, withstanding the pressure from a →



talented group of riders. Bob Hanna, Jack Chapman, and Bob Santee rounded out the Barrel finals, but not until they'd beaten a strong field of local riders. A rider named Rick Cole put up a particularly tough fight.

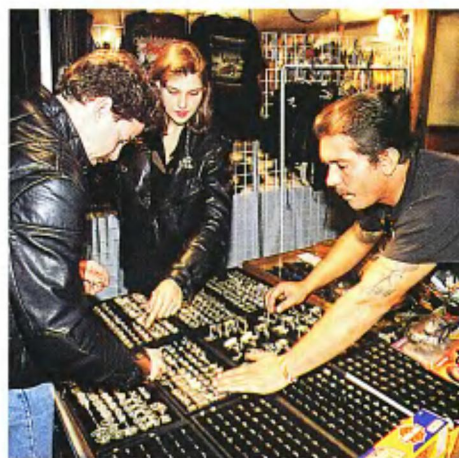
The pack began to tighten considerably in the Expert Fuel Sled event when Bill Van Dyke stunned the crowd by beating out Gary Freel, with Michigan's Mike Poisson, a real comer, placing third.

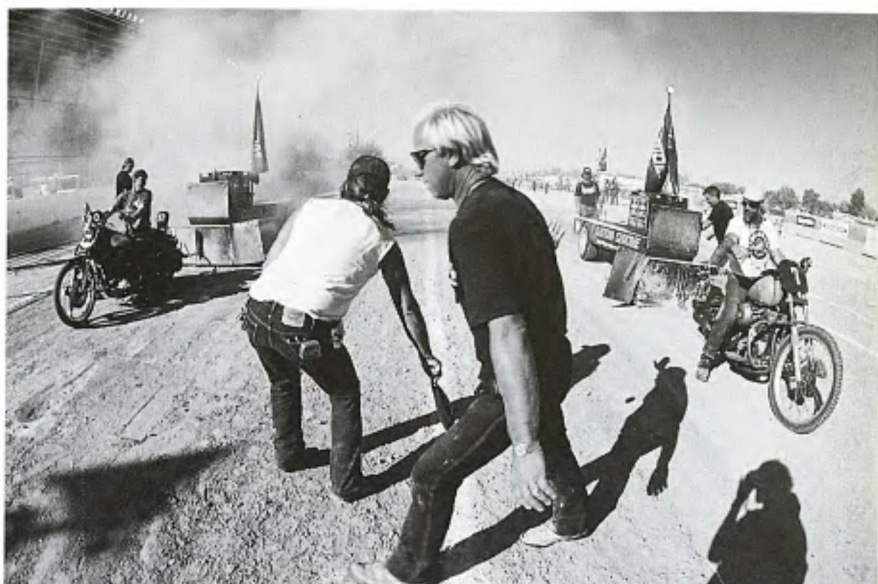
A repeat win followed in the Potato Haystack for Van Dyke, with his partner, Wanda, being the first

to unearth the spud from the straw.

This brought us to the final two events of the day, with the season's championship still hanging in the balance. With a win in the Expert Trike Pull, Gary Freel could wrap it up and begin the celebration. His consistent performances throughout the day brought the gold belt buckle into sight.

But Bob Hanna, from Glendora, New Jersey, along with Van Dyke, Freel's nemesis on this day, had other ideas. The last heat featured Hanna, making his first appearance

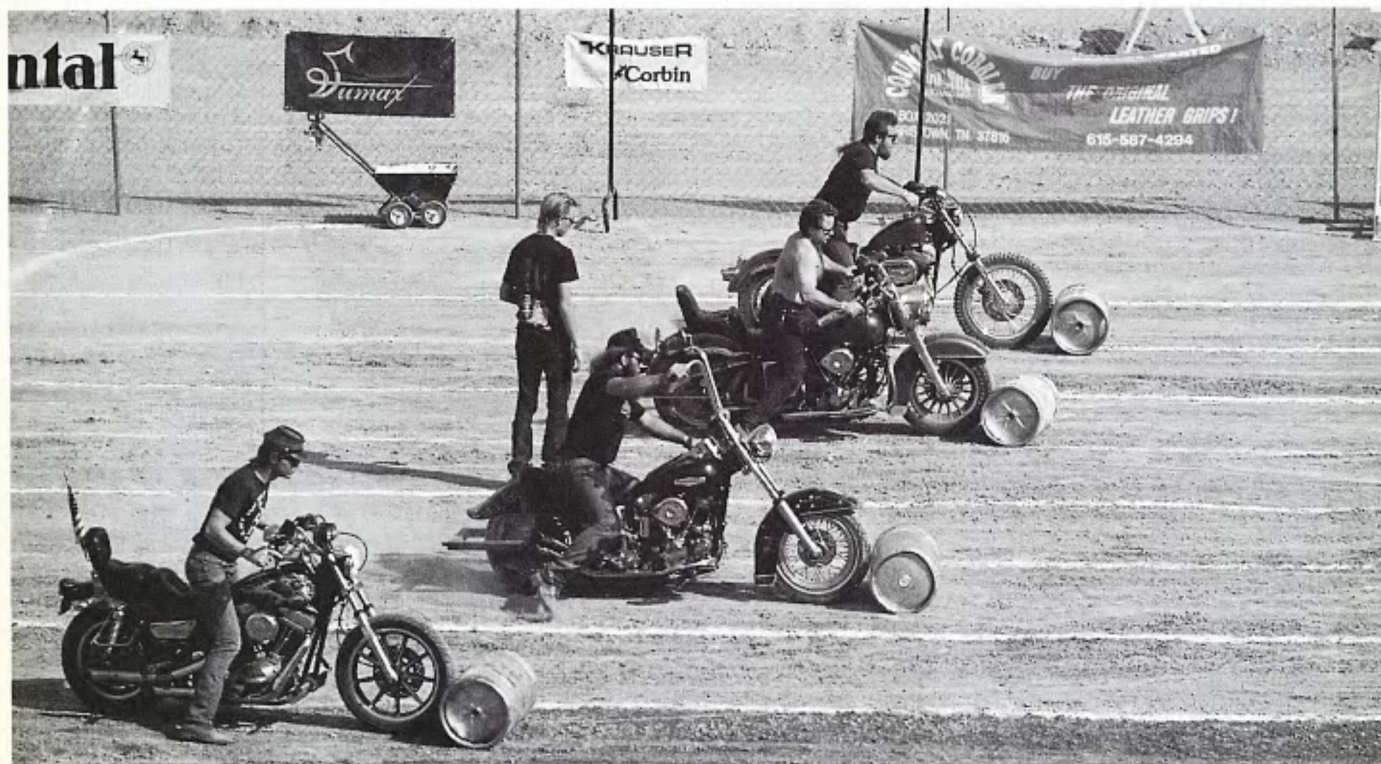




in the Nationals, squaring off against Freel, after both had eliminated Van Dyke. Al Bulling dropped the flag and Bob goosed Ground Hog's throttle. With the 125.6-inch Harley engine howling, the trike blistered down the track, pulling a ton and edging Gary, who got hung up in the turf.

So a year's sweat and blood came down to the final event of the afternoon (and season): The Wienie Bite.

The crowd inched forward in their seats. The riders, with their biters poised behind them, took aim at a mustard-covered hot dog. If Kari →



Photos: Michael Lichter

Sioux, riding behind her Ray, could gag down more all-beef wiener, they could roll back to Tampa in style. If not, Gary Freel would reclaim the title he lost in 1988.

Kari Sioux gave it her best shot, taking better than 4 inches. Unfortunately for her, Melanie, biting behind Parts Vancil, had done her homework and was up to the challenge. The season came down to Melanie chompin' 3/16-inch more, keeping the Tewks tandem from the points needed to preserve first.

The gold belt buckle would now





be shining from a new waist. In a great show of sportsmanship, Ray conceded that he was dethroned fair and square.

As you can see, today's Rodeo stars are building a platform for the future. Who knows? Someday you may be sitting at your local bar, sippin' Space Age suds and watching the Intergalactic *Easyriders* Rodeo Grand National World Series on larger-than-life satellite TV.

Until then, you can catch the current superstars when they come to your area.

—Ben Doverdahl



LANCASTER WINNERS LIST

Lancaster, California, October 16, 1992

1992 ARROW TOP TEN EVENT-BY-EVENT COMPOSITE POINT TOTALS

	TX	IL	NY	MI	PA	IA	OH	N.CA	S.CA	TOTAL
Gary Freel	1275	1300	350	225	650	500	200	2050	1900	= 8450
Ray Tewksbury	775	1750	1100	375	1900	950	200	850	400	= 8300
Bob Santee	225	250	750	525	1400	500	1500	1200	450	= 6800
Bill Van Dyke	400	1100	700	200	600	200	400	300	1300	= 5200
Bob Hanna	0	0	1700	150	600	0	500	1000	1150	= 5100
David Vancil	0	750	50	200	650	0	200	600	1050	= 3750
Kari Tewksbury	0	1000	300	0	700	0	1000	0	400	= 3400
Mike Poisson	0	0	500	75	400	350	700	700	300	= 3025
Rico Padilla	0	0	1000	1050	0	0	300	400	0	= 2750
Don Seabolt	0	0	700	300	300	0	400	300	300	= 2300

1992 TOP TEAMMATE POINT STANDINGS

	TX	IL	NY	MI	PA	IA	OH	N.CA	S.CA	TOTAL
Audra Piittmann	300	400	100	100	200	100	0	450	200	= 1850
Gary Freel										
Kari Tewksbury	50	300	0	25	100	250	150	100	350	= 1325
Ray Tewksbury										
Linda Schwellinger	150	300	0	0	0	0	0	0	0	= 450
Jeff Kyle										

Gas Trike Class

- 1st: Parts Vancil, Shelbina, MO
 2nd: Kari Sioux Tewksbury, Tampa, FL
 3rd: Don Seabolt, Greenville, MI

Slow Race

- 1st: Bob Santee, Waynesburg, PA
 2nd: Jack Chapman, Hillrose, CO
 3rd: Jerry Searles, Anaheim, CA
 4th: Ray Tewksbury, Tampa, FL

1000 lb. Novice Solo Sled Pull

- 1st: Delbert Jones, Ames, IA
 2nd: Jeff Kyle, Kelley, IA
 3rd: D.L. Rippey, Merced, CA

Keg Derby

- 1st: Bob Santee, Waynesburg, PA
 2nd: Jack Chapman, Hillrose, CO
 3rd: Gary Freel, Ames, IA

Tire Ride

- 1st: Ray Tewksbury, Tampa, FL
 2nd: Gary Freel, Ames, IA
 3rd: Jack Moulton, Lompoc, CA

Barrel Race

- 1st: Gary Freel, Ames, IA
 2nd: Bob Hanna, Glendora, NJ
 3rd: Jack Chapman, Hillrose, CO
 4th: Bob Santee, Waynesburg, PA

1000 lb. Expert Solo Sled Pull

- 1st: Bill Van Dyke, Tampa, FL
 2nd: Gary Freel, Ames, IA
 3rd: Mike Poisson, Flint, MI



Potato Haystack

- 1st: Bill Van Dyke, Tampa, FL
 2nd: Parts Vancil, Shelbina, MO
 3rd: David Vineyard, Riverside, CA
 4th: John Brewer, San Bernardino, CA

Expert Trike Sled Pull

- 1st: Bob Hanna, Glendora, NJ
 2nd: Gary Freel, Ames, IA
 3rd: Bill Van Dyke, Tampa, FL

Wienie Bite

- 1st: Parts Vancil, Shelbina, MO
 2nd: Jack Chapman, Hillrose, CO
 3rd: Rick Stecyk, Canoga Park, CA
 4th: Ray Tewksbury, Tampa, FL

Bike Show

- 1st: Walter Seastrand, Chino Hills, CA: '89 FXSTC
 2nd: David Jordan, El Paso, TX: '39 knuckle
 3rd: John Canales, Anaheim, CA: '89 FXSTC

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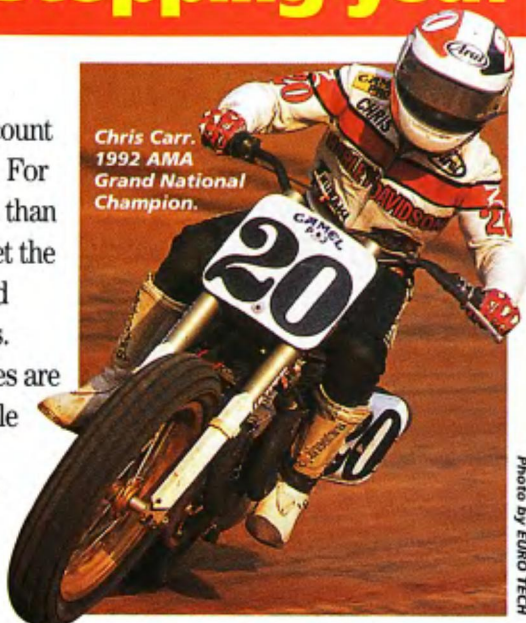


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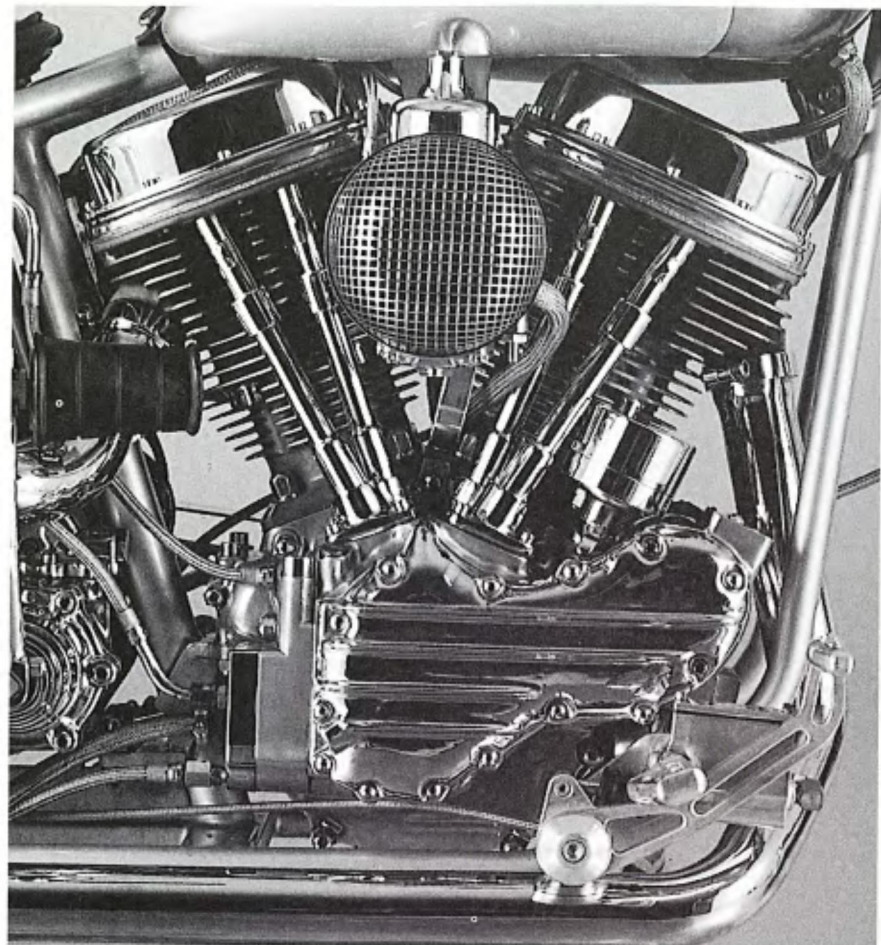


know it's hard to believe, but, like the mythical bird of legend, this Milwaukee lady rose from her own ashes to live again. She has Dan Toal, her owner and designer, and the gang at M.D. Custom Bikes to thank for both of her lives. But most of all, she has Dan to thank for her amazing reincarnation.

Dan first became acquainted with this firebird a couple of years back when Tiny, at M.D. Custom Bikes, called him to let him know he had a line on a panhead mill. No, this wasn't Dan's first Harley. He'd owned three others. But this was a classic—a panhead—and it came at a time when the cash flow was right to build it the way he wanted.

Basically that's the story of this lassie's first rebirth. It was as simple and straightforward as beer and pancakes. With Dan furnishing the cash and the crew at M.D. Custom Bikes supplying wrenching assistance, the pan was reborn in less than a year. Dan was happier'n hell. He was finally sportin' a classic ride. But then fate dealt Dan a bad hand.

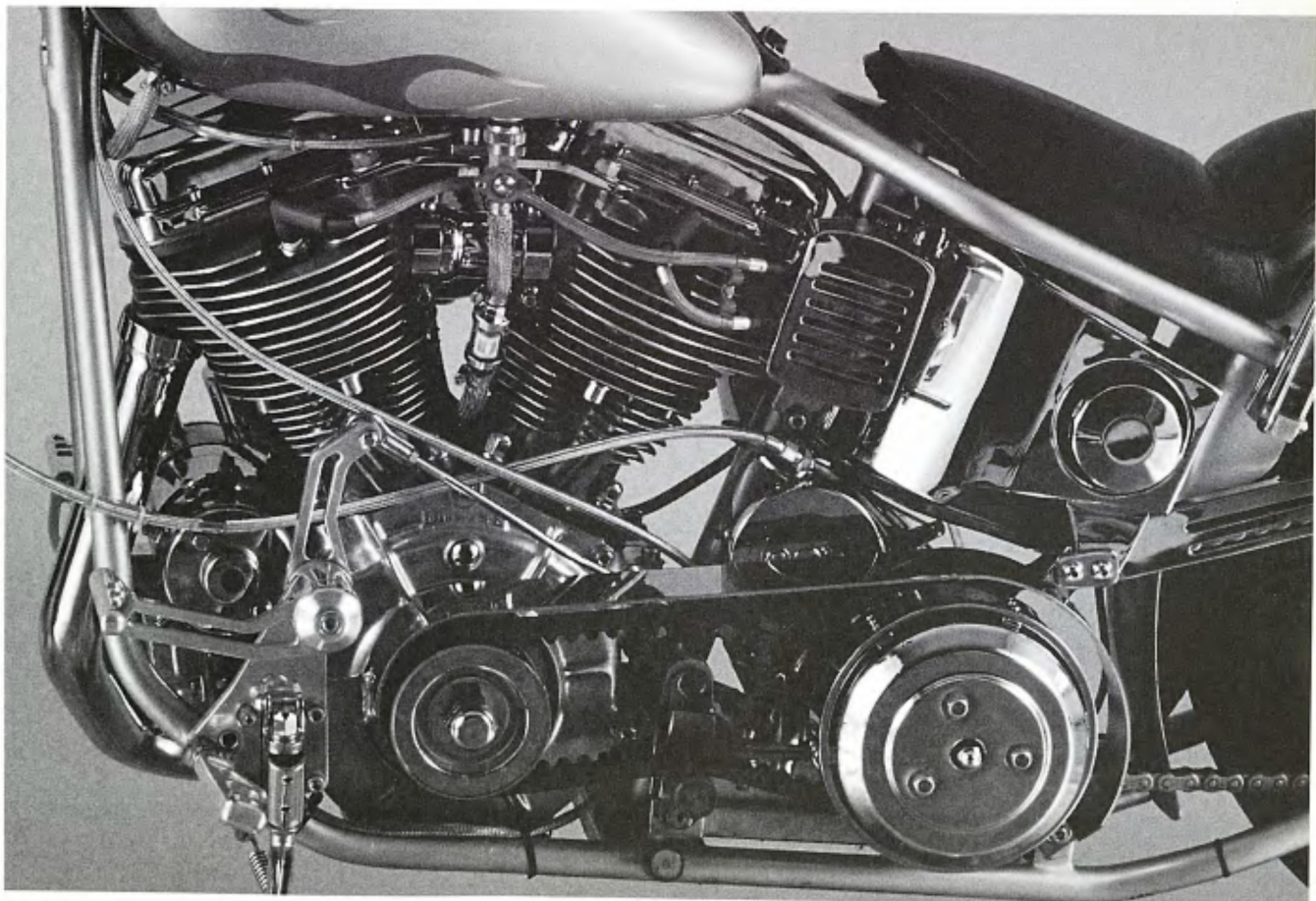




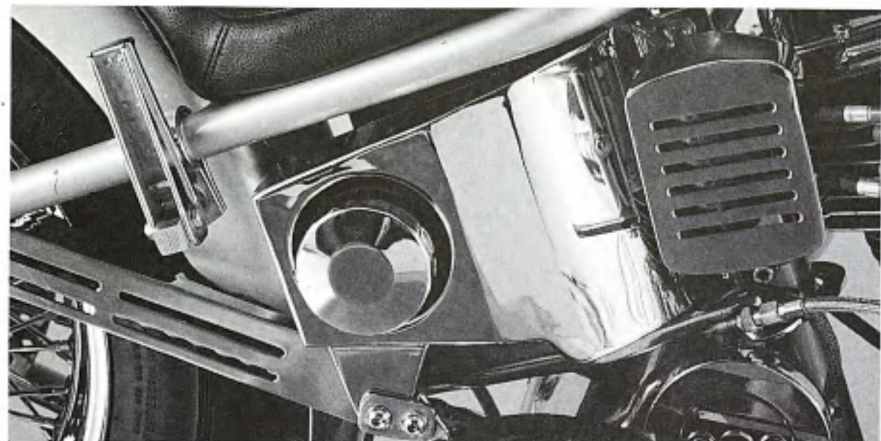
No one knows what happened, not even Dan. When your front rim collapses at 50 mph, you have a whole lot of things going through your mind, but the reason why it happened isn't one of them. Who knows? Maybe it was a pothole the size of a 50-gallon drum. Maybe it was someone's pet. Or maybe it was just metal fatigue. What caused it doesn't matter, though. What *does* matter is what happened afterward. That's the scene that's etched into Dan's memory.

The rim gave in like a bridge in an earthquake, but when his scooter slammed into the asphalt, something ruptured, spraying gas across the hot mill. Dan dove and tumbled, but by the time he got himself up off the pavement, his beloved lady was in flames.

For most folks, the story would have ended there. But Dan isn't like most folks. This was his panhead—the lady he had worked 12 long years for. He wasn't about to let her go after just six months. He quickly made arrangements to send her back to the M.D. shop. →







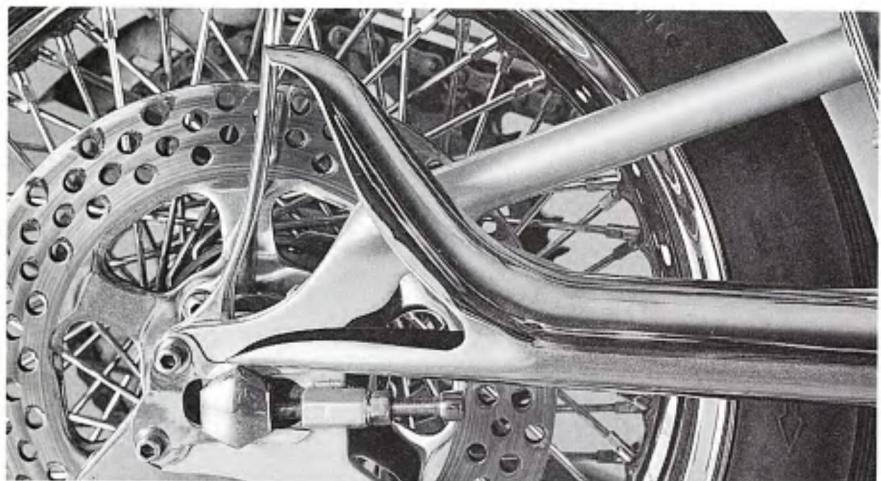
When she arrived, they all shook their heads, popped open a few cold ones, and then shook their heads some more. The blistered paint and trashed front end could be fixed, but did Dan have the cash to replace the chrome and burned components?

The answer was simple: He didn't have the funds, so he would have to clean her up himself. No doubt there were a few more head shakes and popped tabs over that declaration, but in the end, Dan won the argument. Wouldn't ya know it?

Dan spent many, many hours bringing all that chrome back to its original luster. How many? Only the garage walls and Dan know for sure—and they ain't talkin'. This much I *do* know: It was done with rubbing compound, Pledge, and lots and lots of elbow grease.

Was it all worth it? Only Dan can really answer that question. Suffice it to say that he has his firebird back, and we have these righteous pics to eyeball.

—Silent





Owner(s): Dan Toal	Accessories
City: Anaheim, California	Bars: CCI
General	Fender(s): custom, Tiny
Fabrication by: M.D. Custom Bikes	Light: Bates, catseye, CCI
Year and make: 1961 H-D	Gas tank: 3-1/2-gallon, CCI
Model: panhead	Oil tank: wraparound, CCI
Assembly by: M.D. Custom Bikes	Seat: Tiny/M.D. Custom
Chroming by: American Chroming	Forks
Engine	Type: springer, wide
Year and model: 1961 panhead	Extension: 3 inches over
Rebuilder: M.D. Custom Bikes	Builder: Paughco
Displacement: 74 cubic inches	Wheels
Pipes: Martin "Tiny" Miller	Front
Transmission	Size: 21-inch, 80-spoke
Shifting: easy	Tire: Continental
Engine sprocket: 21-tooth	Brake: none
Trans sprocket: 22-tooth	Rear
Wheel sprocket: 51-tooth	Size: 16-inch, 80-spoke
Painting	Tire: Dunlop
Painter: Martin "Tiny" Miller	Brake: Perf. Mach.
Color/type: royal blue, light blue, and light white/acrylic	Special modifications: Thanks to Tiny and Lil and the gang at M.D. Custom Bikes, Anaheim, Calif., for keeping it simple. And
Special paint: all of it	thanks to my best friend, Robi.
Frame	
Year and builder: 1976 Santee	Photos: Silvermoon
Type: hardtail	

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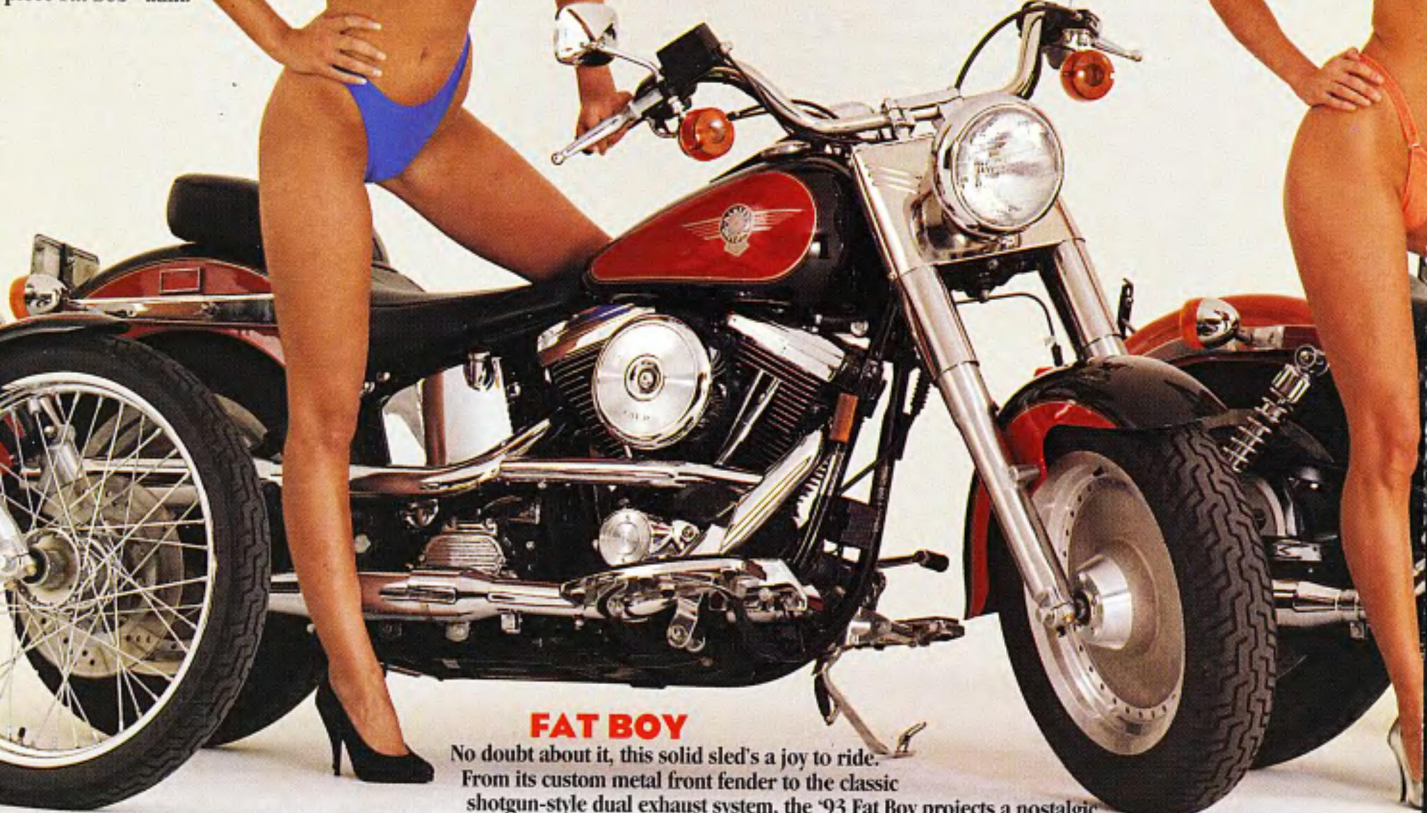
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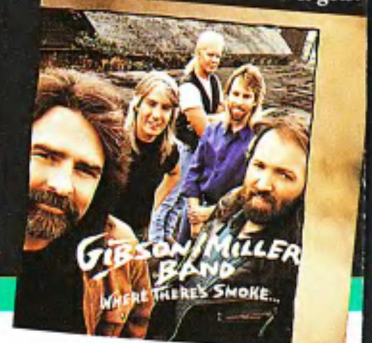
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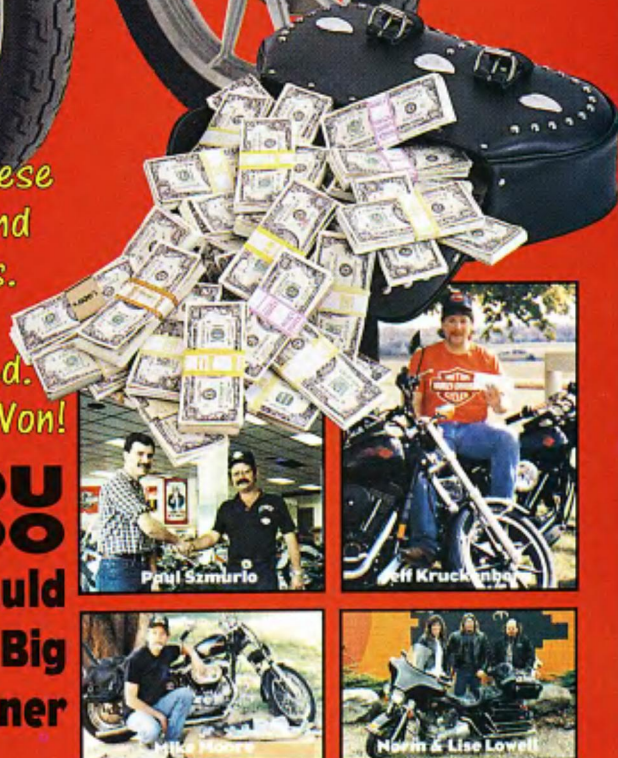
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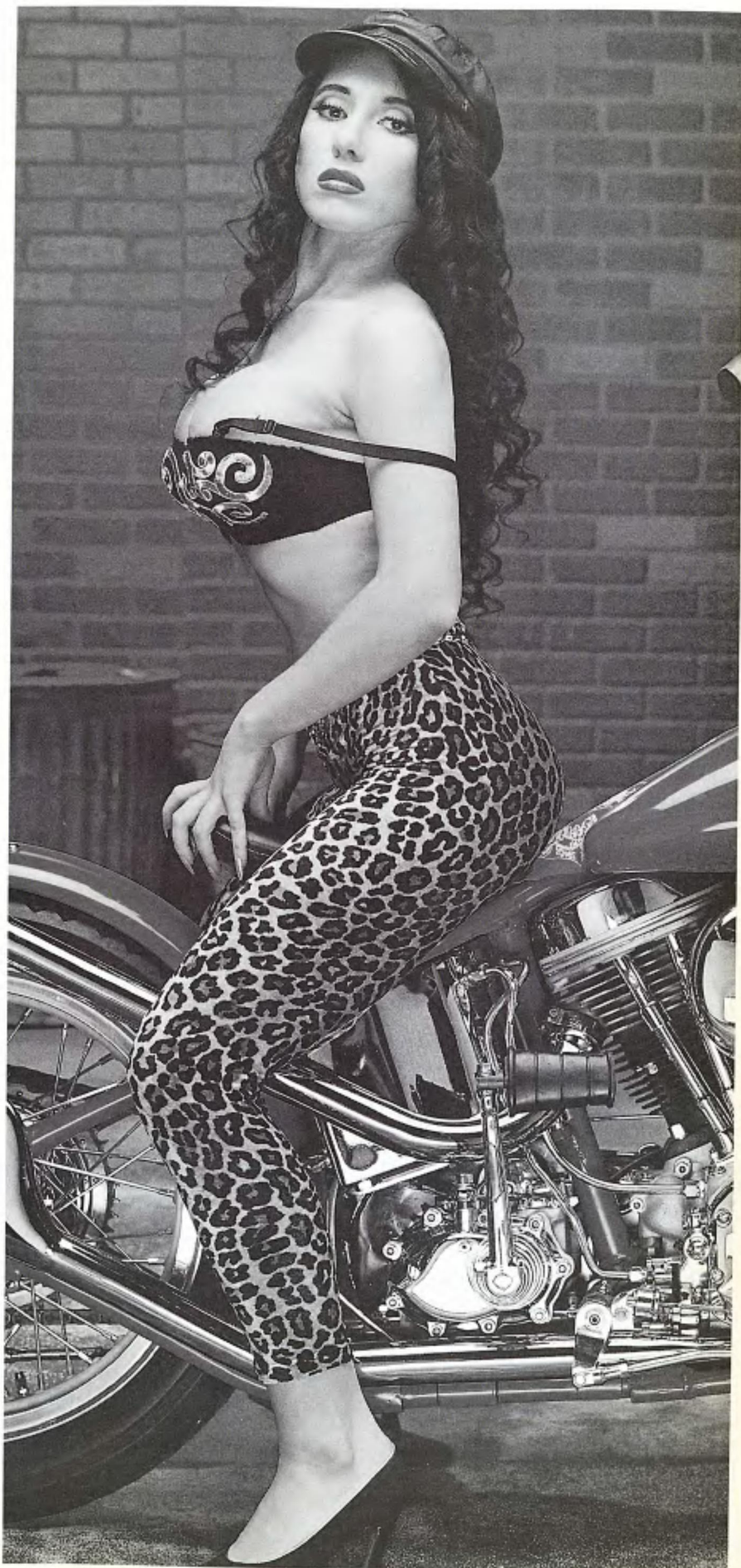
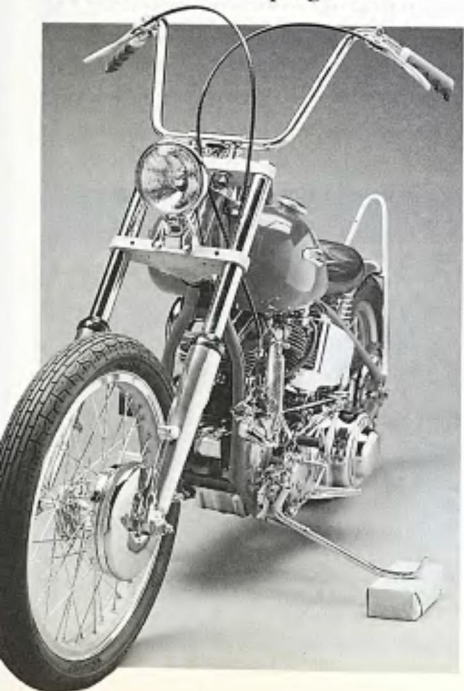
Recently, my wife JB and I were hangin' out at the Cold Springs Tavern in Santa Barbara, California. It was just another lazy day of suds and sounds under the sun. That is, until my buddy Roger "Ram Jett," and his lady, Rusty, rode up. In my opinion, Roger's ride represents the ultimate '50s-style pan, and it was sure a sight for these eyes.

You don't have to be an old gray-beard to appreciate the subtleties of Roger's creation. Then again, this bike didn't fall into place overnight.

Raised in the Bronx, Roger headed west after his high school graduation in '62. It was in Southern Cal that this New York boy experienced his first chopper sighting. He was working at a Richfield gas station (remember those?) at the time. "This guy rode up on a white pan with large upswept megaphones and drag bars," Roger recalls. "I was hooked. Back East in '62, mudflaps with red reflectors and raccoon tails were considered cool." (For you youngsters, the word "customizing" didn't exist back then.)

Roger didn't work as a pump jockey for long. Matter of fact, he became a successful machinist, working his way up the ranks to become a tool and die maker, which brings us up to the present.

It took five years to finish this project, a feat he accomplished in between helping his friends with rebuilds and developing his own



"Ram Jett Products Company." Actually, the finished bike (except for paint) sat parked in front of his fireplace for 15 months.

It was during that time that Greg Sr. and Greg Jr., of Greg's Knucklehead Cycles in Baker, Oregon, stopped in for a visit. Seein' his righteous-looking, unpainted sled, Greg Sr. said, "You're doing this bike a grave injustice, just letting it sit there like that. I'll tell ya what, we'll take it back to our shop in Oregon and paint it for ya." It was an offer Roger couldn't refuse.

A few weeks later, Greg Jr. was splashing on a bitchin' coat of Mercedes Red, while Greg Sr. was busy assembling and fine tuning the old M-74 Linkert carb. The bike no longer sat in front of the hearth

Now, about Roger's company. See, Mr. Ram Jett is a well-known inventor of some ingenious stuff for H-Ds. Roger's the owner of the Ram Jett Retainer. Some of his other products are: Clutch Retainer Kits, Rocker Arm Adjuster Kits (for shovels), the Evo Intake Manifold, and the Wristpin Bushing Tool.

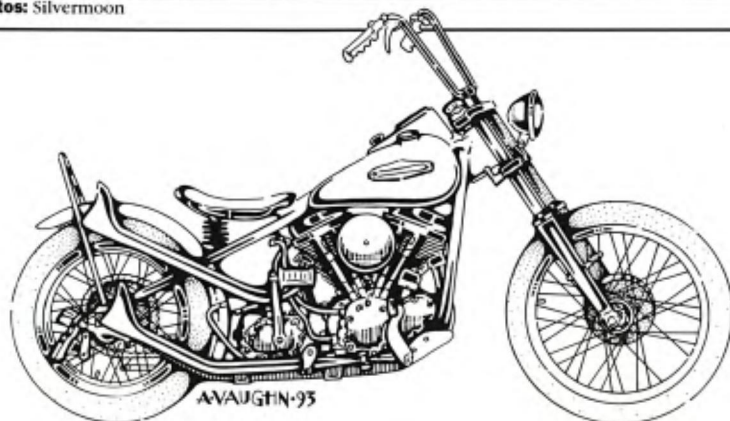
His latest creation is the Ram Jett Performance Computer, a *portable* dyno. It works like this: You strap the unit onto the back of your bike (with the provided cargo net), clip the sensor to a spark plug wire, and then you're off. This unit gives you horsepower reports, torque figures, graphs, and the unique ability to overlay one



run over another. When you return from your dyno run, just hook up the computer to a printer and print out the results. Did I spark any interest?

Speakin' of sparks, check out Julia, this month's firecracker Fox. Julia hails from the former Soviet Union, but she's been in the U.S. for a year now, entertaining the Florida bros at Club Diamonds in West Palm Beach. Eat your heart out Boris Yeltsin—she's ours.
—Twiggy

Owner(s): Roger "Ram Jett" Chatelet		City: Santa Maria, California	
General		Frame	
Fabrication by: Roger Ram Jett		Year: 1954	
Year and make: 1954 H-D		Builder: H-D	
Model: panhead		Type: wishbone	
Value: \$12,500		Rake: none	
Assembly by: Greg's Knucklehead Cycles		Stretch: none	
Time: lots		Other alterations: filled joints	
Chroming by: Cox Custom Chrome		Accessories	
Engine		Bars: Flanders #1	
Year: 1965		Risers: stock	
Model: panhead		Fender(s): Milne English	
Rebuilder: Ram Jett		Headlight: Bates	
Ignition: points		Taillight: Gary Bang	
Displacement: 74 cubic inches		Speedo: CCI	
Lower end: H-D		Front pegs: none	
Balancing: yes		Rear pegs: none	
Pistons: H-D		Electrics: 12-volt, 'lectric Frank's	
Cases: H-D		Gas tank: 3.5-gallon	
Heads: H-D (big finned heads)		Oil tank: H-D	
Cam: Andrews		Oil system: H-D	
Lifters: hydraulic		Primary cover: tin	
Carb(s): Linkert		Seat: Bates, modified by Corbin	
Air cleaner: H-D		Sissybar: Ram Jett Custom	
Pipes: Ram Jett Custom Fishtails		Height: 16 inches	
Muffler(s): none		Material: aluminum	
Transmission		Forks	
Modifications: Andrews gears		Type: wide glide	
Year: 1954		Extension: 3 inches over	
Shifting: foot		Builder: H-D and Ram Jett	
Engine sprocket: Primo belt drive		Special features: chromed oil pump, generator	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 18-inch
Molding: Uncle Don		Hub: Star	Hub: Star
Painter: Greg Jr.		Rim width: 2.15-inch	Rim width: 4-inch
Color: Mercedes Red		Tire: Continental	Tire: Dunlop
Type: lacquer		Brake: H-D mech.	Brake: H-D mech.
Special paint: none			
Other special modifications: Billet aluminum triple clamps machined by Ram Jett. Carved black walnut handlebars by Ram Jett. Special thanks to Greg Sr. and Greg Jr. of Greg's Knucklehead Cycles, Baker, Ore.			
Photos: Silvermoon			

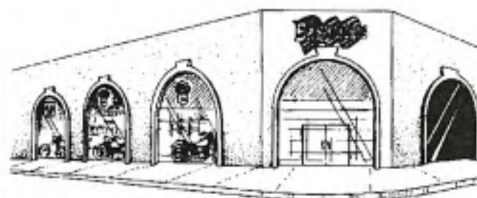


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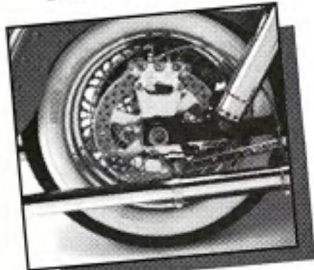
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FLYIN' FREE

KINGA DERYCHOWSKA

Gnieszno, Poland

I got a letter from Kinga about a month ago, and, from what I could decipher from her broken English, Kinga thought that Flyin' Free was a women's motorcycle club (okay, easy on the Polish jokes). Anyway, she was interested in getting some information about it, with the hopes of forming a chapter in Poland.

Many things about the letter intrigued me. First and foremost, I was impressed with the photo of her 1936 NSU 201 ZDB, a single-cylinder, two-stroke, 200cc German motorcycle. From its bicycle-making beginnings, the NSU company manufactured motorcycles from 1892 to 1969. You don't see many of these bikes in the States, so it grabbed my attention immediately.

Another thing that struck me about the letter was the realization that someone from Poland had read Flyin' Free. Yes, *Easyrider*s has been an international publication for quite a few years now, but I have been guilty of focusing my attention and stories solely on lady riders from the United States. Foolishly, I

didn't think that the fever had spread to women from other countries, and I never imagined that the scooter-ridin' spirit lived in the hearts of ladies from Eastern Europe. I know, ignorance is bliss... but it's not good journalism. So, I'd like to take this opportunity to respond to Kinga's letter (I hope you're not too disappointed that we're not a motorcycle club), to apologize for taking this long to acknowledge our sisters overseas, and to encourage women everywhere to submit their stories and ideas to Flyin' Free.

The biker soul knows no borders, and it doesn't discriminate between the sexes. With the newly-fueled feelings of freedom and independence spreading throughout the world, I'm sure it won't be long before women everywhere will be straddling their own two-wheeled machines and discovering the meaning of life on the open road.

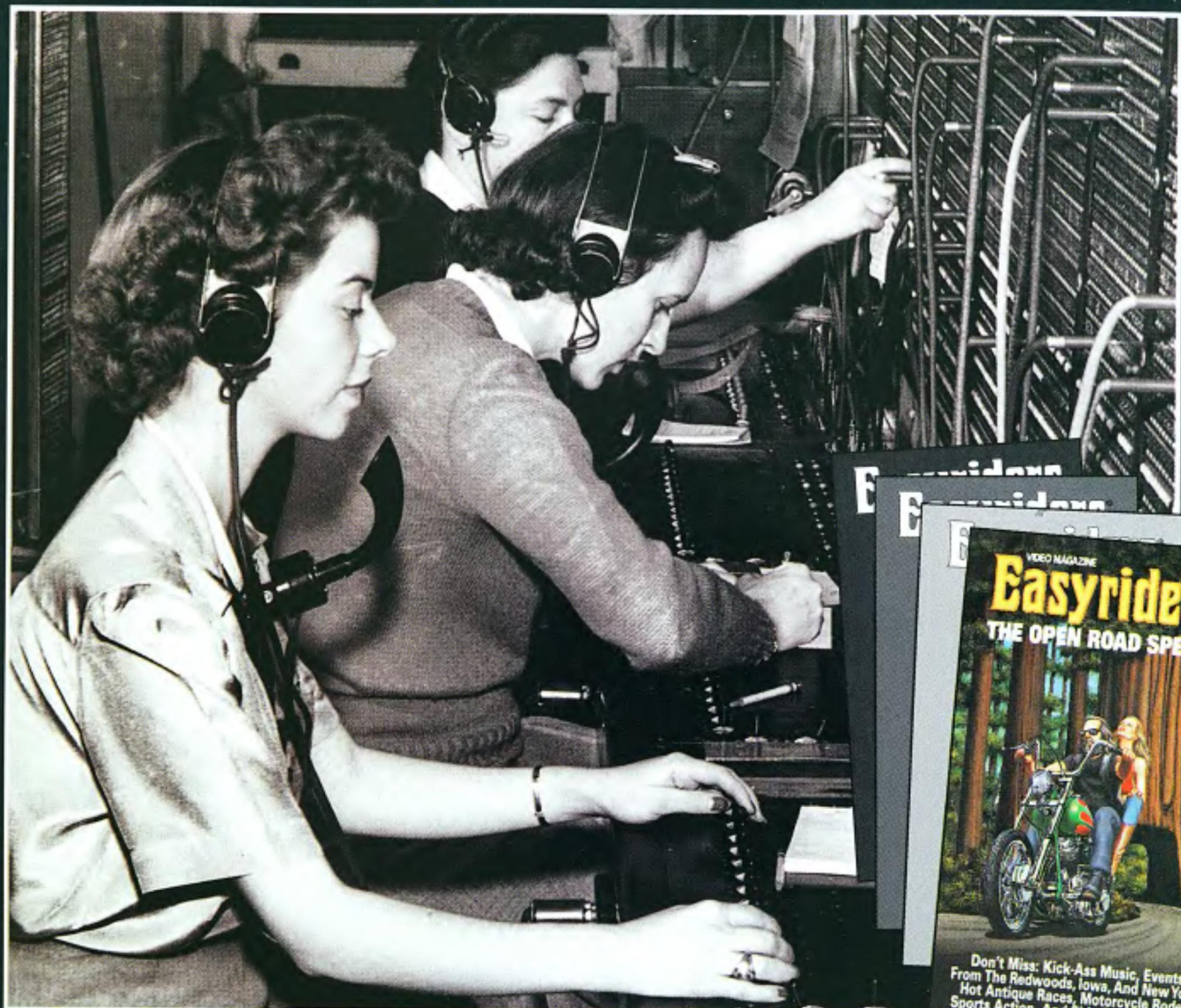
—Two Step

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. ☉



Photo: from Kinga Derychowska

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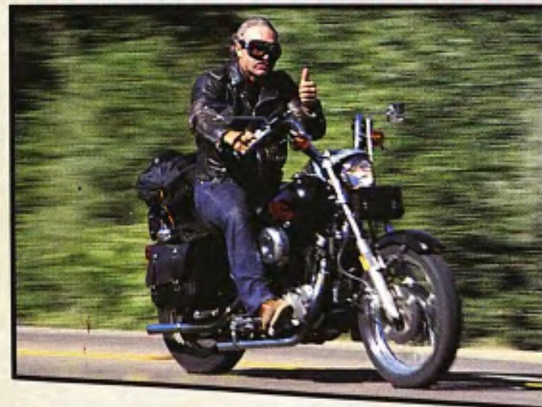
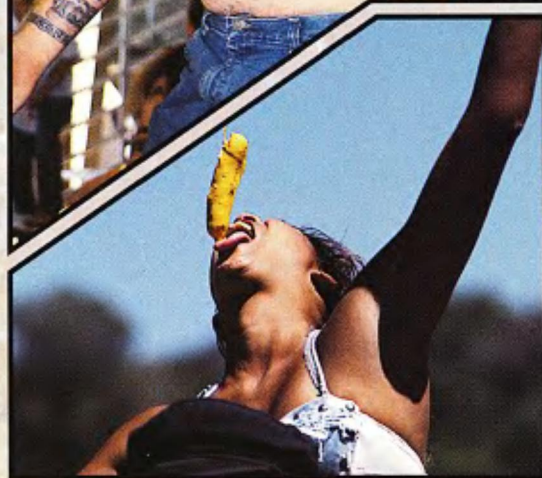
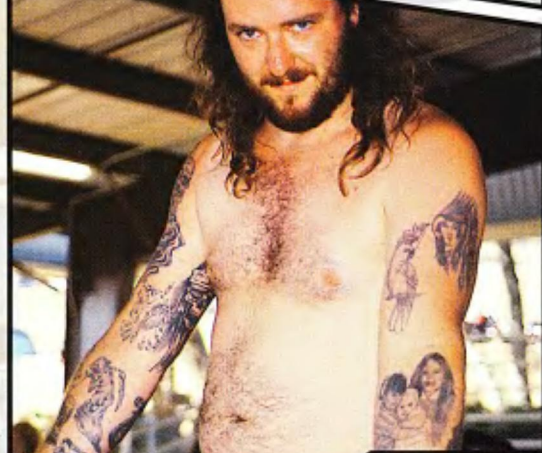
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EASYRIDERS 1993

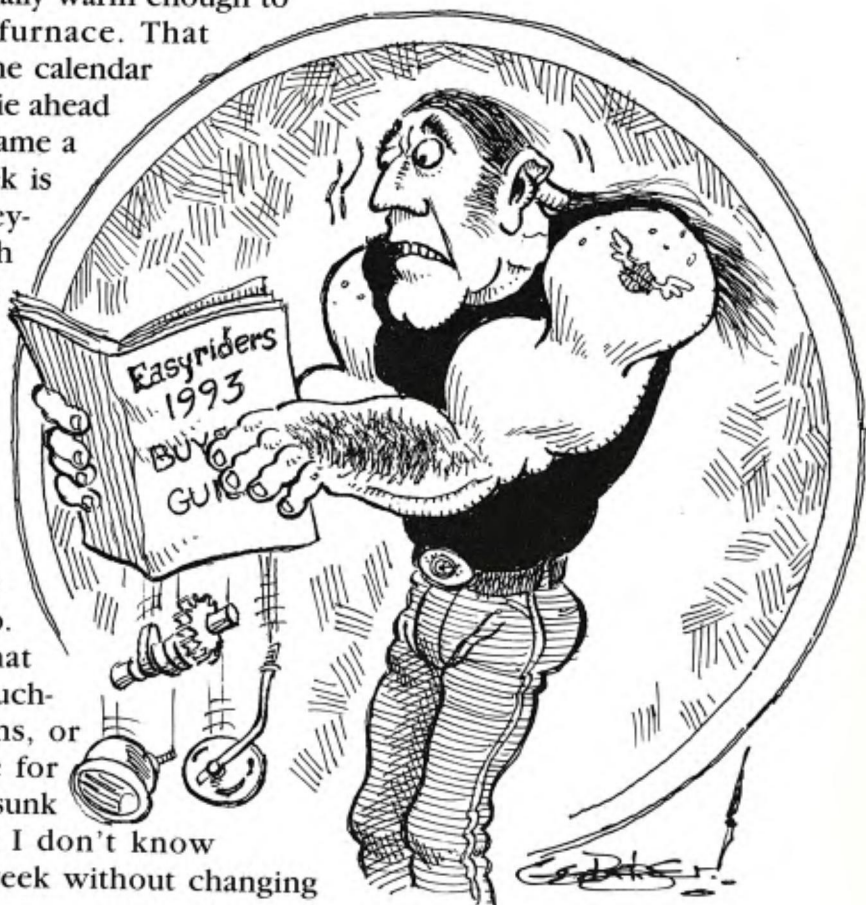
BUYER'S GUIDE

The sun is beginning to melt the last of the snow, and the garage is finally warm enough to handle without a blast furnace. That means it's time to look over the calendar and note all the fine runs that lie ahead for the '93 riding season. To name a few: Daytona Beach Bike Week is just around the corner, Harley-Davidson is celebrating its 90th Anniversary in June, and May's Run to The Wall gets bigger each year. 'Course the growing list of *Easyriders* Bike and Tattoo Shows and Rodeos keeps the spirit alive.

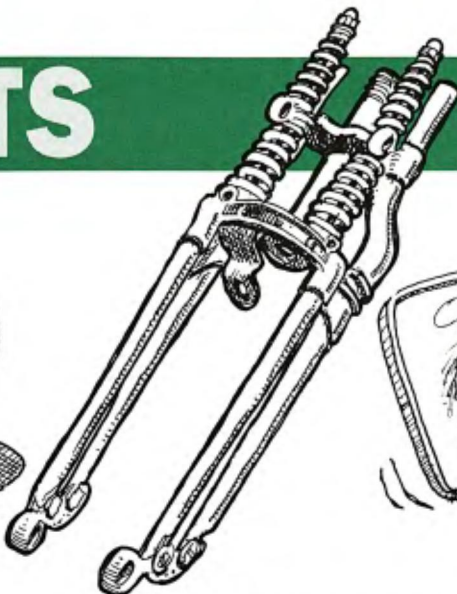
Add those runs to a few thousand new parties and local fundraisers, and there's one helluva season coming up. So now's the time to see what new accessories, finishing touches, performance modifications, or different looks are out there for that distinctive scooter you've sunk your life (and billfold) into. I don't know about you, but I can't go a week without changing something on my bike.

Enjoy this conglomeration of parts and accessories. It was a real bitch to put together, but I got lotsa new ideas during the process.

—Bandit



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ACCESSORIES



Check #1 For More Information

BILLET ACCESSORIES PAT KENNEDY'S CUSTOM CYCLE

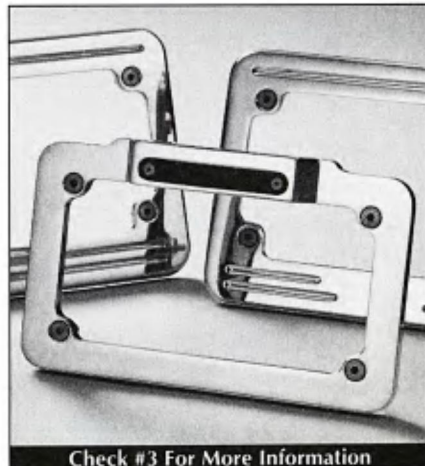
Here's an array of limited-edition billet accessories from Pat Kennedy of Pat Kennedy's Custom Cycles. He has split with the main shop, so when you think of stock frames, stretched frames, or custom fabricated parts, write to Pat Kennedy's Custom Cycles.



Check #2 For More Information

BILLET GAS COVERS PRO-ONE

With a variety of styles to choose from, all Pro-One gas cap covers are installed over the stock cap. They are available in smooth, ball-milled, or spider design styles, and each cap is designed and machined from billet aluminum.



Check #3 For More Information

BILLET LICENSE PLATE FRAMES PRO-ONE

Pro-One offers the most complete selection of license plate frames and backing plate brackets. Bob your rear fender, and mount a new license plate bracket, custom taillight, and sharp-looking plate frame, and the entire bike takes on a new look.



Check #4 For More Information

BOOMERANG FRAME COVER KÜRYAKYN

The only tough aspect about customizing Softails is the swingarm brace. These fully-sculpted, die-cast covers aren't cheaply made in any way, shape, or form. They're available show chromed or with a black powder finish. They fit '86 - '93 Softail belt-drive models.



Check #5 For More Information

CUSTOM MACHINE GRIPS ARLEN NESS

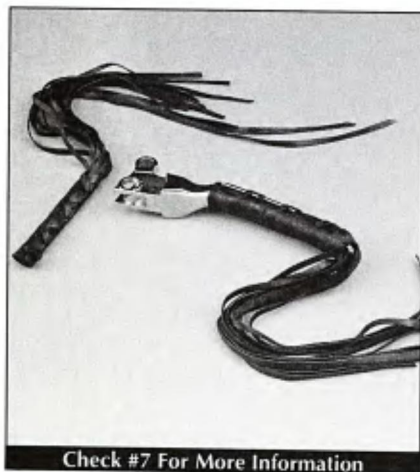
Machined from 6061-T6 billet aluminum, these grips will add the final custom touch to any motorcycle. They are designed to work on 1976 and up, single or dual throttles. Sold in pairs, the Ness family has many types to choose from.



Check #6 For More Information

DERBY COVER BAD BONES

Here's more skull for your buck. The Bad Bones billet derby cover is available for all Harley models and possesses the largest skull available (to date). Kits are chrome-plated and feature stainless steel hardware. And natch, it's made from billet aluminum.



Check #7 For More Information

FRINGED LEATHER GRIP COVERS DRAG SPECIALTIES

These new black leather grip covers feature tough cowhide and foot-long fringe. They're available in two styles and fit either rubber- or foam-covered grips. They're made in the USA and sold in pairs.



Check #8 For More Information

GAS CAP COVERS DAMON'S

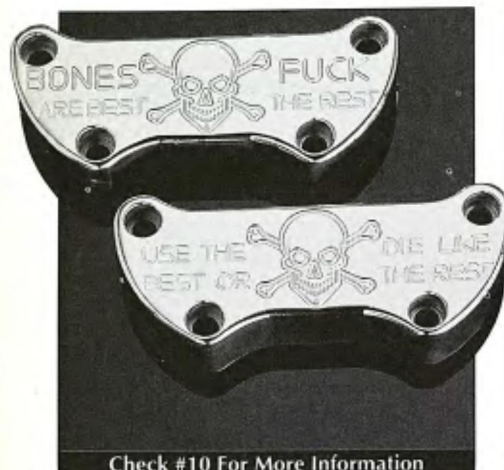
Damon's offer an alternative to the high price of billet gas caps. These aluminum gas cap covers are press fit over your stock gas cap for a billet look at a fraction of the cost. They come fully polished and ready for use.



Check #9 For More Information

HANDLEBARS DAMON'S

Damon calls these his drags bars. They're manufactured from .090 thick tubing and machined to accept internal wiring, with dimples for late-model controls. They're about 2 inches wider than standard drag bars, for better leverage and control.



Check #10 For More Information

HANDLEBAR MOUNTS BAD BONES

Two new pieces of billet artwork available from Bad Bones. Make your own statement from the slogans. These beautiful mounts are ultra-light in weight and come complete with stainless hardware and chrome plating.



Check #11 For More Information

INSPECTION COVER BAD BONES

Double aggression with twice the skulls. This Bad Bones inspection cover is CNC-machined from billet stock and is beautifully chromed for the ultimate show look.



Check #12 For More Information

LEATHER CUSHION GRIPS CHROME SPECIALTIES

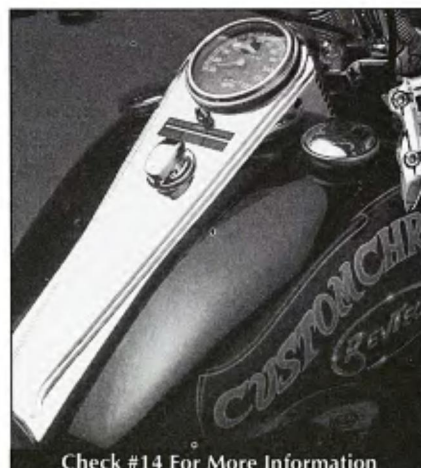
These custom grips come with chrome diecast end caps and feature genuine leather covers with high-density foam backing to absorb vibration. They fit all '74 and up models (except models with handlebar air reservoir). Sold in pairs.



Check #13 For More Information

LIVE TO RIDE ACCESSORY LINE HARLEY-DAVIDSON

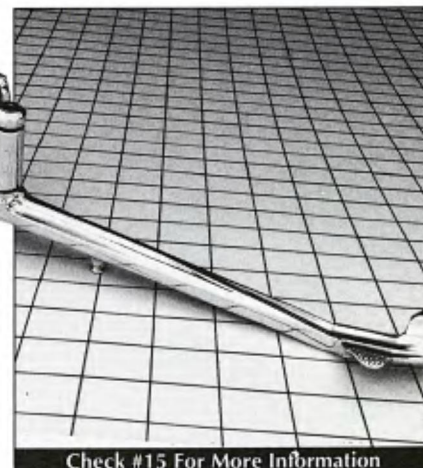
H-D has announced several additions to its popular Eagle Iron line of "Live to Ride" accessories. They've added the upper handlebar clamp with skirt, chain inspection cover, console door cover, and brake caliper trim disc emblems.



Check #14 For More Information

MIRAGE DASH COVER CUSTOM CHROME

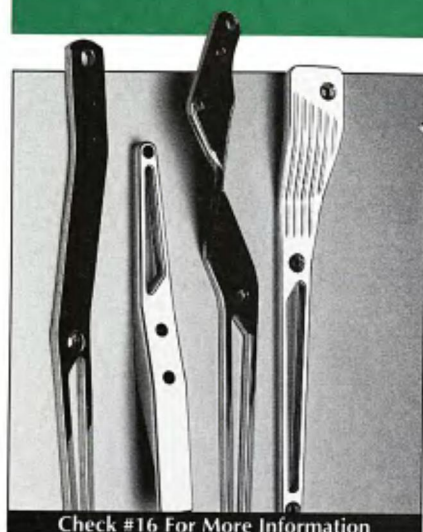
Here's one mirage that gets better and more real the closer you look. It's high-quality, injection-molded, chrome-plated plastic, fits all Big Twins with 2-piece fatbob tanks and large speedos, and has recessed ribs highlighted by black paint.



Check #15 For More Information

MIRAGE KICKSTANDS CUSTOM CHROME

Here's the tough, old-style stand with a new face. A precision cast with the strength of chrome-moly alloy steel, it's available for Softails and FLT models, as well as 4-speeds from 1936 to 1986. And natch, they're chrome-plated.



Check #16 For More Information

NEW FENDER RAILS ARLEN NESS

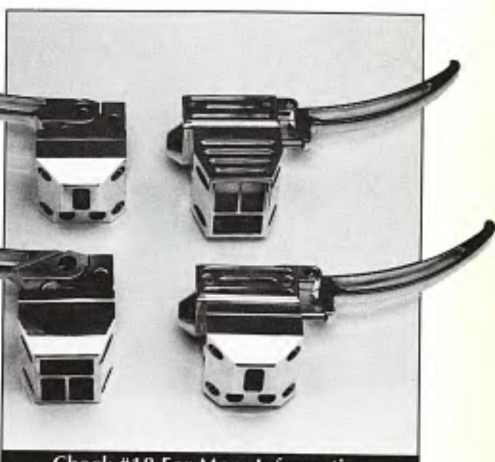
When it comes to custom fender rails, Arlen Ness is the man. He makes billet aluminum fender rails for all FXRs, Dyna Glides, '82 and newer Sportsters, and all FX 4-speeds from 1972-1985. Other Ness accessories are made to match for the finished look.



Check #17 For More Information

FLOATING FLOORBOARDS ARLEN NESS

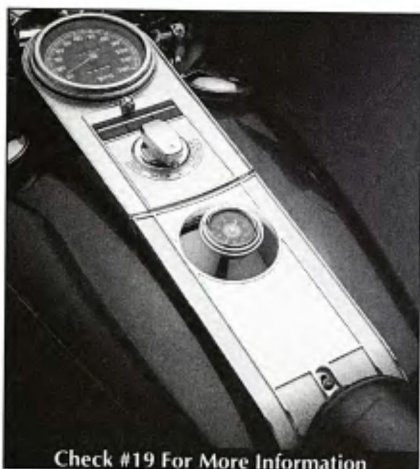
Another bizarre industry first from Arlen. This design eliminates the need for forward footpegs, as well as center control footpegs. They're made from 3/8-inch billet aluminum plate, then machined and grooved to fit rubber cushion inserts. They are 19 inches.



Check #18 For More Information

CUSTOM HANDLEBAR CONTROLS ARLEN NESS

These are billet-machined handlebar controls designed by Arlen Ness. He's updated his design for better comfort and has all the applications customized to accept factory switches. Nothing cleans up handlebars more than a new set of controls.



Check #19 For More Information

OIL PRESSURE GAUGE PANEL CUSTOM CHROME

Now all Softail and 4-speed FXWG models from '83 to present can easily mount an oil pressure gauge directly in front of the rider. It's chromed, die-cast styling matches original equipment and comes with a 60-lb., oil-filled gauge.



Check #20 For More Information

RAIL FOOTPEGS & SHIFTPEGS DRAG SPECIALTIES

With help from Arlen Ness, Drag Specialties designed this concept of mating rubber cushions to footpegs. The protective rubber rails run lengthwise and completely around the diameter of the peg, so they look great.



Check #21 For More Information

RAIL GRIPS DRAG SPECIALTIES

These Rail grips are designed to match the Rail footpegs and shiftpegs. The grips feature a dual-throttle sleeve (already installed in the grip for easy installation), and they fit 1973 to 1993 H-D models. They're sold in pairs.



Check #22 For More Information

RISER BUSHINGS DAMON'S

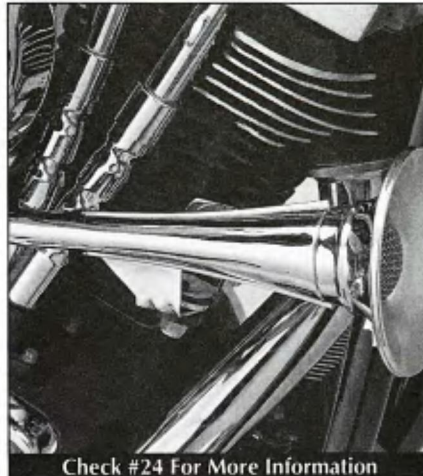
Here's the solution for handlebars that move around too much: hard again polyurethane riser bushings to replace the factory rubber ones. By eliminating the flex and squish, these bushings give you the feeling of more control. A must for apehangers.



Check #23 For More Information

NEEDLE BEARING ROCKERS CRANE

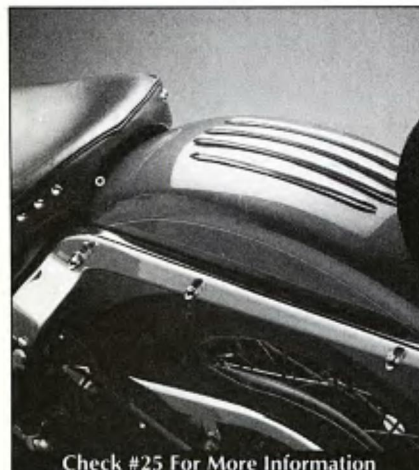
This should be under engine performance, but we blew it. Crane Cams' new needle-bearing, roller-tip rocker arms feature increased strength, reliability, ratio accuracy, and an increase in torque and horsepower through positive friction reduction. Available for shovels and Evos.



Check #24 For More Information

SHOVELHEAD TRUMPET HORN KIT HARLEY-DAVIDSON

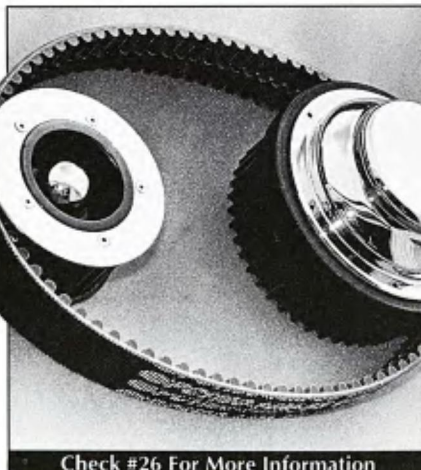
Harley brought back the nostalgic look of the trumpet horn kit from the Eagle Iron line by Harley-Davidson. It's functional, styled after the panhead original, and comes with brackets, necessary hardware, and instructions.



Check #25 For More Information

STAINLESS FENDER TRIM CUSTOM CHROME

Here's an example of subtle style and function: perfectly formed, stainless steel strips made to match the contour of the top of FL-style rear fenders. It's a low-profile alternative to the standard luggage rack. Comes complete with t-bolts and all the necessary hardware.



Check #26 For More Information

MASSIVE BELT DRIVE SUPER MAX

The Predator is Phil Ross' newest, beefiest belt drive system. This 7-pound unit has a 4-1/4-inch wide poly, 14mm belt. It's lightweight and tough as nails. It comes with a chrome dome cover, chrome flange, and motor nut cover. It has a two-year warranty.



Check #27 For More Information

SPORTSTER SUSPENSION KITS BARTELS' PERF. PRODUCTS

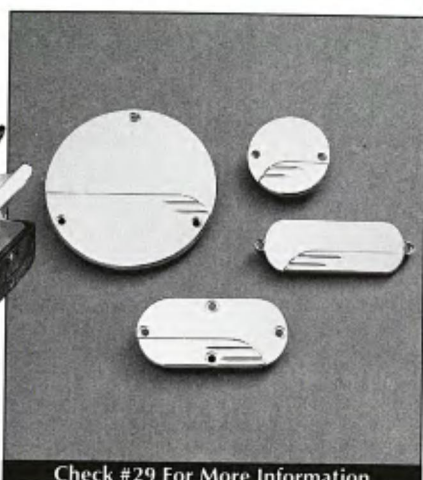
These exclusive components were designed in part by 1989 AMA Twin Sport 883 Harley National Champion Nigel Gale. It comes complete with progressively wound front fork springs, rear shocks, and Bartels' fork oil. The shocks are offered in 15-inch sizes.



Check #28 For More Information

TOUR BOX SPOILER DRAG SPECIALTIES

This fiberglass spoiler was designed for 1980-1992 dresser tour boxes. The lightweight spoiler was formed in a permanent mold so it fits the contour of the tour box lid. Each part is gel-coated for quick sanding and painting to match the bike.



Check #29 For More Information

WESTBROOK ORIGINAL COVERS DRAG SPECIALTIES

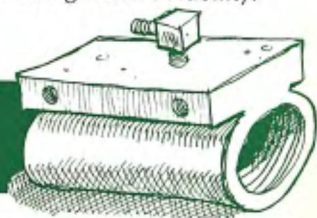
Here's an exciting line of designer covers from the combined efforts of Westbrook Originals and Drag Specialties. These new designs are the beginning of a complete selection. They are die-cast and chrome-plated, and come with mounting hardware.



Check #30 For More Information

ADJUSTABLE TWIN SHOCKS WORKS PERFORMANCE

These shocks are American-made and provide the first twin shock system with a full range of externally adjustable rebound and compression damping. They feature aluminum housing for light weight and a steel pressure cylinder sleeve for strength and durability.



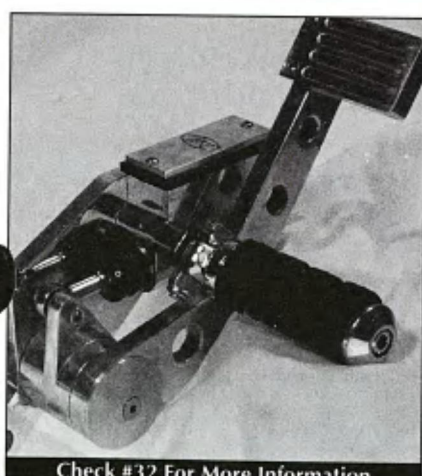
BRAKES



Check #31 For More Information

5/8-INCH MASTER CYLINDER GMA ENGINEERING

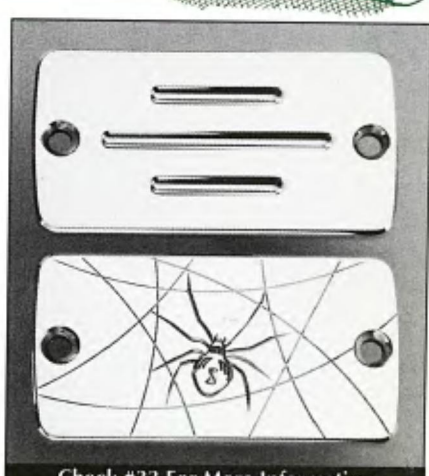
GMA makes master cylinders with a 5/8-inch-diameter piston for dual disc brakes. A dramatic increase in braking power is obtained over the 3/4-inch bore. This unit is CNC-machined from aircraft billet aluminum and takes the original size lid gasket and rubber dust covers.



Check #32 For More Information

ASTECH FORWARD CONTROLS SUMAX

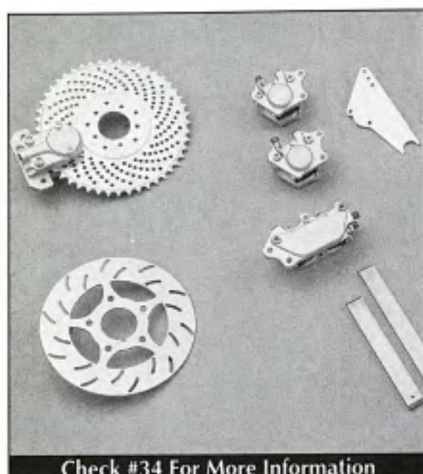
Three models are offered: FX, FXR, and the new Dyna Glide. Riders can utilize their own pegs or pick from the Sumax catalog. Sumax also handles a complete line of Russell stainless brake lines, chrome fittings, and polished calipers to complete the system.



Check #33 For More Information

BILLET CYLINDER COVERS PRO-ONE

I'm getting real tired of the word billet, but it is representative of the wave of new technology and its computer-controlled mills. This product line from Pro One is a good example. Master cylinder covers with machined spiders—what's next?



Check #34 For More Information

KENNEDY'S BRAKES PAT KENNEDY'S CUSTOM CYCLES

Pat's been building radical customs for years. After using several brands, he decided to develop his own braking system using ISR calipers. The parts are tough, but they're easy to work with and flexible.



Check #35 For More Information

BAD BRAKE ROTORS BAD BONES

The Bad Bones "Bone Rotor" is custom-made from billet 317 stainless steel. All machining is CNC-programmed. The rotor is lightweight, tough, and stays looking good due to the stainless construction.



Check #36 For More Information

CALIPER KITS FOR STOCKERS GMA ENGINEERING

GMA has a complete line of brake components. This group completes that line with the 4-piston caliper set that fits late FX, FXWG, and XL models. The kit includes two brackets, two calipers, and all the necessary hardware.



Check #37 For More Information

DUAL DISC CALIPER SET CHROME SPECIALTIES

This chrome, dual disc caliper set comes complete with brake pads, pins, mounting bolts, bleeder valves, and all internal components in place. They fit all FX, FXR, FXWG and XL models 1977-1983 with dual disc brakes. They are sold in pairs.



Check #38 For More Information

RESERVOIR COVER KÜRYAKYN

KüryAkyn, which I find difficult to spell, came up with this eye-catching cover that eliminates the stock look. The chrome cover is very easily installed onto all 1986 to 1993 Harley models. And no, it's not made from billet aluminum.



Check #39 For More Information

SPRINGER BRAKES PERFORMANCE MACHINE

Performance Machine uses the 125X4S, compact and efficient, four-piston, dual-action caliper in this system designed specifically for the new Harley Springer. The dual-action caliper provides a major improvement over the stock Harley brake.

CHEMICALS



Check #40 For More Information

DER STUFF DAMON'S

Damon's has introduced some truly unique bike care products to the motorcycle industry. This co-polymer plastic coating is not like the other waxes and polishes on the market. It contains no silicones, abrasives, or harsh cleaners, yet produces a brilliant shine.

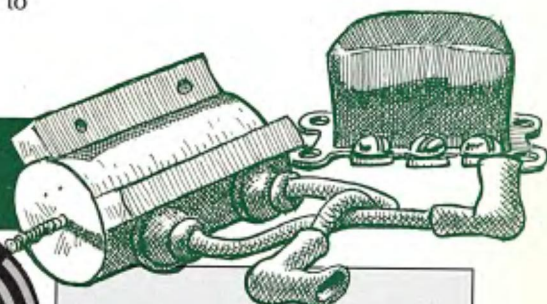


Check #41 For More Information

HARLEY OIL HARLEY-DAVIDSON

This oil was developed six years ago. It is now available in a new package and is the only motorcycle oil designed exclusively for Harleys. H-D engineers spent years and over a million miles of road testing to come up with an oil to live up to our bikes.

ELECTRICAL



Check #42 For More Information

12-VOLT SYSTEM ACCEL

This system replaces the old 6-volt system on pre-'65 H-Ds. It includes a 12-volt generator armature and field coils, brushes, seals, gasket, and the gear to rebuild the generator. It also has a 12-volt solid state regulator and mounting bracket.



Check #43 For More Information

IGNITION SYSTEMS CRANE

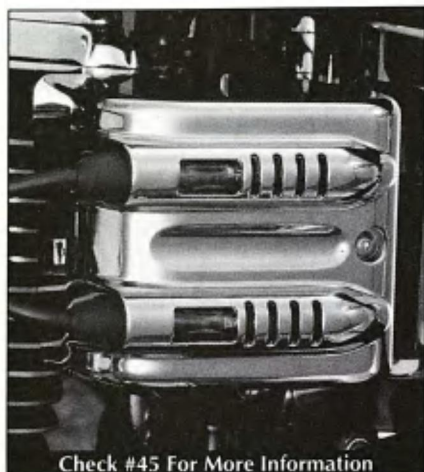
The HI-1 and HI-2 are high-energy inductive storage systems that replace factory ignition systems. They can convert the point triggered ignitions to electronic or replace factory electronic ignitions with a more powerful system.



Check #44 For More Information

TURN SIGNAL EQUALIZER DRAG SPECIALTIES

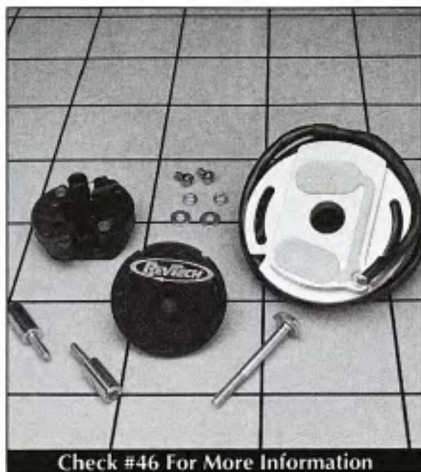
The Badlands electronic unit is designed to return amperage draw to the correct factory specifications when aftermarket marker lights are used to replace stock turn signals on 1991 and later Harleys (with self-canceling turn signals). It's a must.



Check #45 For More Information

LASER COIL COVERS KURYAKYN

This coil cover replaces the stock cover with a statement that'll catch everyone's attention. It is designed to blend perfectly with the bike's looks and features a special angled mount for easy installation over stock coils. They fit all 1965-1993 stock Harley applications.



Check #46 For More Information

REVTECH IGNITIONS CUSTOM CHROME

These systems are available in standard timing or in an advanced single-fire design. The single-fire module increases gas mileage, increases the life of the spark plug, is easier to start, and idles smoother. Some say they get more power with a single-fire unit.



Check #47 For More Information

SINGLE-FIRE MODULE RIVERA ENGINEERING

Morris Magneto and Rivera developed a magneto single-fire module for use with single- or dual-plugged heads. The module delivers spark to the live cylinder only, which eliminates wasted spark. This allows for easier starting and eliminates vibrations in the bike.

ENGINE ACCES.



Check #48 For More Information

SWITCH HOUSINGS CHROME SPECIALTIES

These new Airglide custom switch housings are designed for stock or custom builders. Each set features precision, die-cast construction, high-luster chrome finish, and accepts the stock handlebar control switches and twist grip assembly.



Check #49 For More Information

AIR CLEANER COVERS PRO-ONE

Pro-One is making an array of slotted air cleaner inserts to enhance the stock air cleaner covers. Their CNC-machining equipment will either slot the insert or etch it with a distinctive spider web design. These guys are into the billet aluminum business.



Check #50 For More Information

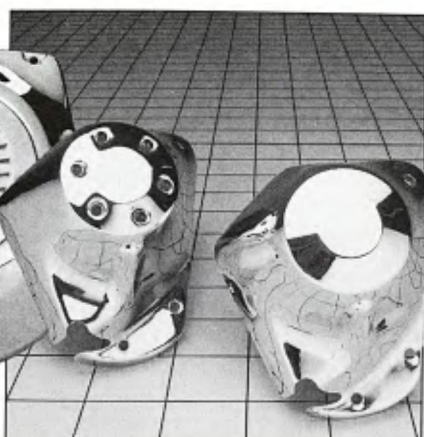
BILLET CONE CAPS PRO-ONE

Here's an example of one of the Pro-One line of spider web designs. This billet aluminum points cover is machined from 6061-T6 material. They are available in ball-milled or spider design, polished, or with a black anodized finish.



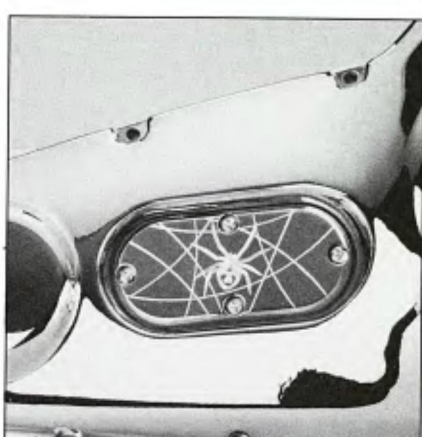
BILLET SLOTTED COVERS PRO-ONE

Here's another selection of Pro-One's billet aluminum covers. These inspection and derby covers are machined from solid stock and are available show polished or black anodized with ball milled or spider design.



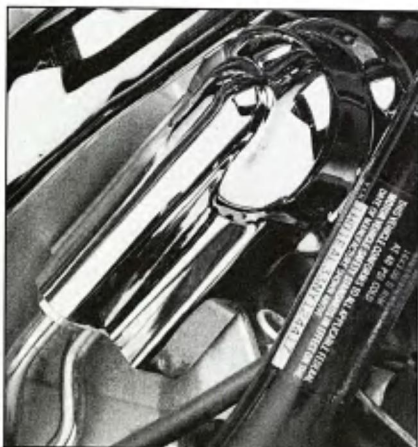
CHROME CAM COVERS
CUSTOM CHROME, INC.

Here's something totally different. You can completely enclose both the cam housing and the point cover on any Big Twin (1970 to present) with this slip-on cover design. It eliminates the cost (and risk) of having the original plated.



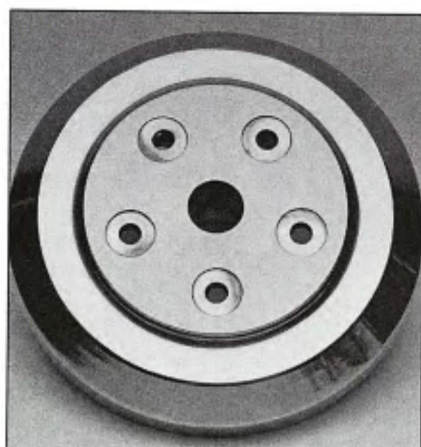
BILLET SPIDER COVERS PRO-ONE

Okay, this oughtta wrap it. This is how the Pro-One Spider design looks on a derby cover. These guys machine a full array of spiders and are most likely capable of machining almost anything on billet aluminum.



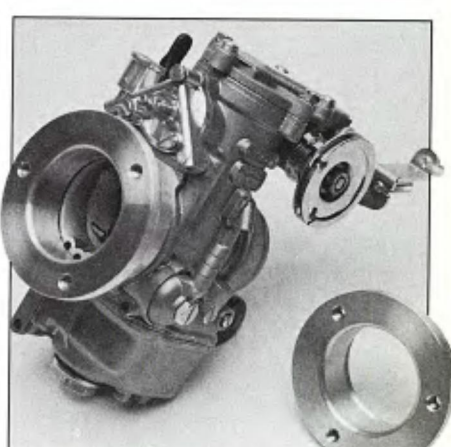
CHROME FILTER HOUSING
CUSTOM CHROME, INC.

This will completely conceal the front-mounted oil filter bracket and lines on the right side of late-model Big Twins. It installs in minutes and is available for all Softail models from 1987 to 1991 and all other Big Twins 1992 to present.



CLUTCH HUB COVER
RIVERA ENGINEERING

Primo Products developed this 5-stud clutch dome for open primary belt drive systems. They're made in the USA of die cast material, heat treated, and highly polished. It adds the finishing touch to open belt drives.



**DELL'ORTO BRACKET
RIVERA ENGINEERING**

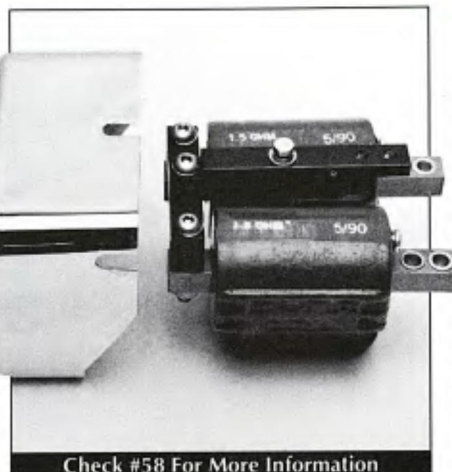
This billet aluminum flange screws onto the Dell 'Orto "Pumper" 38 or 40mm carb. The bracket will allow the use of many year/model stock H-D air cleaners, including the CV carb cover, in addition to air cleaners from other carbs.



Check #57 For More Information

DUAL COIL SYSTEM CUSTOM CYCLE ENGINEERING

Four plugs are hot, but mounting the coils can be a pain in the ass. This system is tight and improves the look of the engine. A billet aluminum bracket attaches two Dyna coils to the top motormount and tucks the assembly behind the cover. Available for FXRs, FLHs, Dyna Glides, and Softails.



Check #58 For More Information

DYNA COIL BRACKET RIVERA ENGINEERING

I didn't intend to run these two products side-by-side, but at least this gives you a look at two available systems. This bracket will also mount two Dyna coils and retain the use of the stock cover. No frame modifications are necessary. Billet construction, precision machined and stainless hardware make up the package.



Check #59 For More Information

HYPER CHARGER AIR CLEANERS KÜRYAKYN

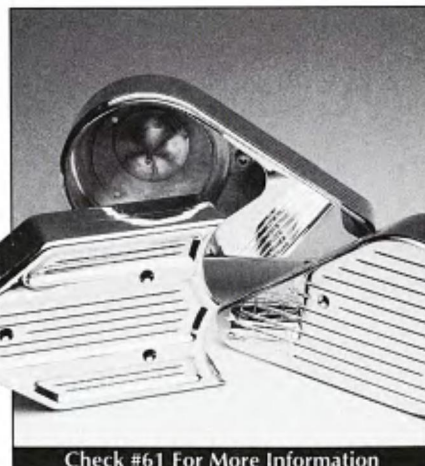
This is a high-flow performance air cleaner. The vacuum pod automatically opens the butterflies as the motor needs more air. It handles up to a 160-cubic-inch engine and fits 1966-1993 Harleys and most popular carbs. It's made in the USA.



Check #60 For More Information

NESS PUSHROD COVERS ARLEN NESS

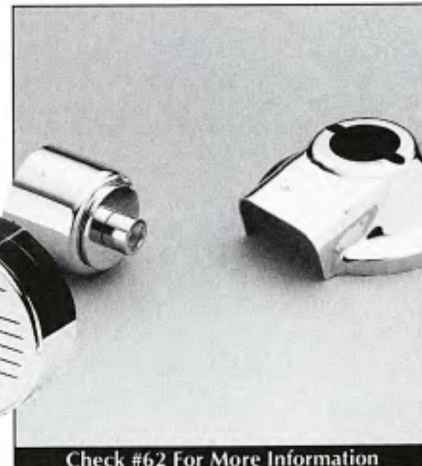
These billet covers come grooved, flamed, satin, or chromed. They use the inner sleeve and spring to assure the proven sealing method. No threads to play with or tightening required. They come with the finest seals available.



Check #61 For More Information

NESS-TECH AIR CLEANERS ARLEN NESS

These are hot. They're designed to fit the S&S E and G series carbs. They start with two 25-lb. chunks of billet and go to work. After they're done, they weigh 2 pounds and work in conjunction with the factory S&S backing plates.



Check #62 For More Information

OIL FILTER COVER DRAG SPECIALTIES

These covers not only dress up the dull aluminum oil filter housing on all 1987-1991 Softails, but they also include a cover for the frame boss. Chrome hardware is also supplied. That bracket needs something to make it shine.



Check #63 For More Information

PAN/EVO COVERS XZOTIC CYCLE

This new company has developed a line of products to make Evos look like old pans. Here's a blockhead with their pan covers, point cover, and headlight housing. They also have gas tank dashes and speedos. The products transform the bulky FLT into a classic pan.



Check #64 For More Information

SKULL POINT CAPS BAD BONES

Here's another item in the Bad Bones, tough-guy line of billet products. Precision machined and polished to the max, each part is five-step chromed for the ultimate show-quality appearance.



Check #65 For More Information

TRICK OIL FILTER SUMAX

Sumax and S&J Products developed this super-trick oil filter housing. This machined and polished billet piece is set up to mount virtually anywhere. Drop in an early pan-style paper filter element. Fitting and lines sold separately.

ENGINE PERFORMANCE



Check #66 For More Information

ADJUSTABLE PUSHRODS RIVERA ENGINEERING

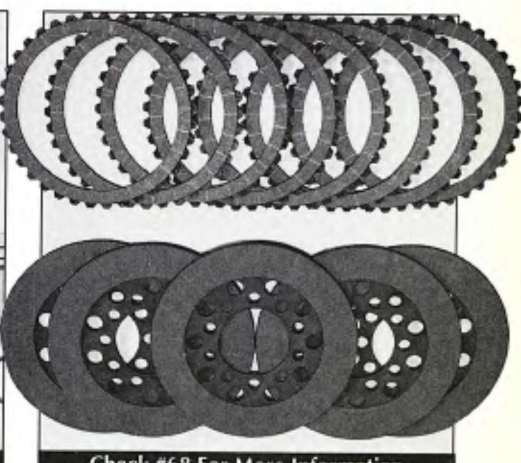
Rivera now distributes Ram Pushrods. The pushrods are designed with a double adjustment to allow cam changes without dismantling the top end. They can save you hours of labor. They're made from 4130 chrome-moly with hardened ball ends.



Check #67 For More Information

ARIAS FORGED PISTONS RIVERA ENGINEERING

These Arias pistons are forged for the 1200cc Evo Sportster. Their precision-machined, high-quality pistons are available for several bore sizes, starting at standard. They supply high-quality, chrome-cased rings, thick wall wrist pins, and heavy-duty wire locks.



Check #68 For More Information

CLUTCH KITS MID-USA

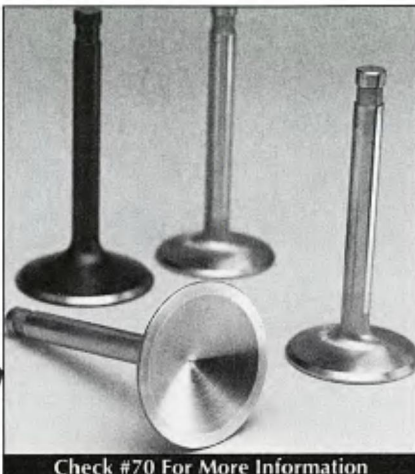
This clutch system is manufactured by the largest supplier of cage clutches in the world. They exceed original equipment manufacturer's specifications and are available to fit all Harley-Davidson Big Twin models and Sportsters.



Check #69 For More Information

FIREBALL CAMS CRANE CAMS

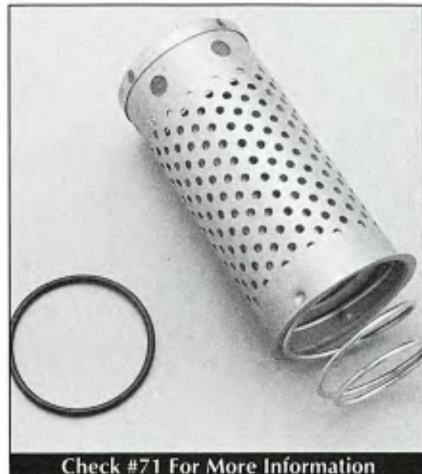
The Fireball cams are computer-designed camshafts, manufactured to the industry's highest standards, and are available in various grinds. They can be used with stock valve springs in stock or modified engines.



Check #70 For More Information

CRANE VALVES CRANE CAMS

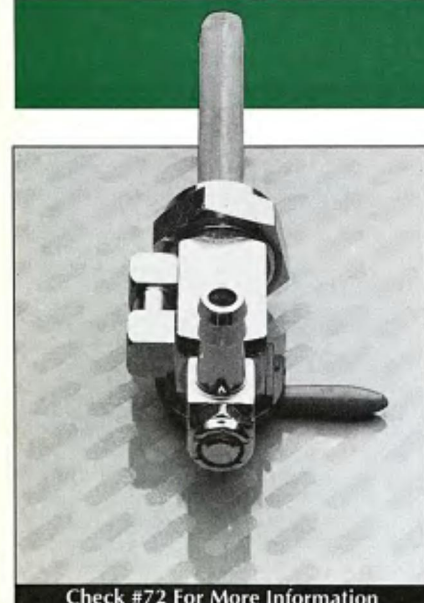
Crane has chosen to use the best material for each area of the valve, using 21-2N stainless steel for the valve head and SAE 8645 Martensitic Alloy for the stem. They're friction welded at mid-stem and then plated.



Check #71 For More Information

DUAL-STAGE FILTER CHROME SPECIALTIES

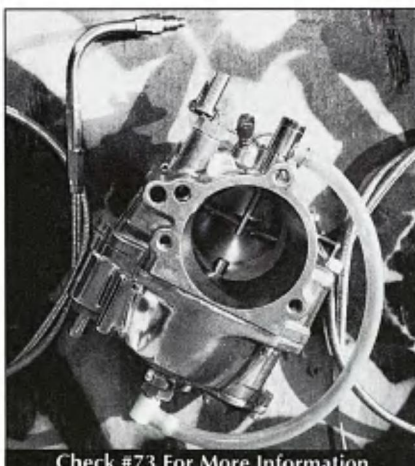
The new Super Filter incorporates a dual-stage filtration system that's actually two filters in one. They fit Big Twins (1953-1982) with drop-in filters. Oil filters are a must and should be changed often, as we all know, right?



Check #72 For More Information

FUEL PETCOCK ACCEL

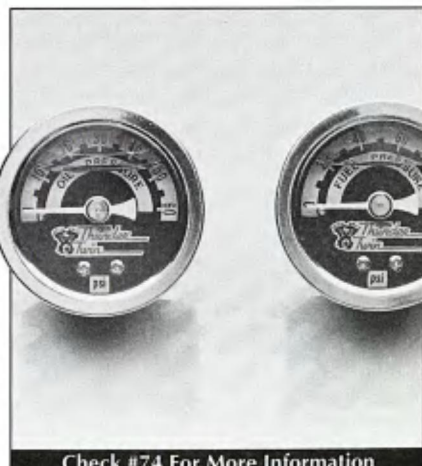
Accel announces an addition to our high flow fuel valves. This valve works with a revolutionary new design which incorporated a banjo type spigot with a 180 degree swivel onto our standard chrome plated high flow valve. It is equipped with an OE style tank fitting.



Check #73 For More Information

MAGNUM CARBURETOR BAD BONES

Bad Bones takes the S&S Super E or G carburetor and modifies all circuitry to result in the best performance your machine has ever had. Carb kits are available for all stock Evos and all heavily modified bikes. High performance is the key here.



Check #74 For More Information

OIL FILLED PRESSURE GAUGES ACCEL

This gauge is fuel pressure, 0-100 psi, and the other is oil pressure, 0-60 psi. The 1.5-inch dial face is bathed in a vibration dampening glycerin. The housing is stainless steel, and the internals are solid brass. The pure glass lens will not melt, distort, or fade.

CATALOGS



EASYRIDERS 1993

Catalog Guide

It's riding time, and the best source of parts for the new season is this fine cash crop of catalogs from the best in the industry.

You can obtain any of the catalogs listed below by checking the number on the card inserted on the following page and sending a check. We'll see that the supplier's latest arsenal of parts is sent directly to your door. You must move on this quickly, 'cause we need to allow six to eight weeks for delivery.

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WHITE
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CATALOG #147
STREET
EDITION

Order Catalog #208
WHITE BROTHERS
Distributors For Street and Dirt Products

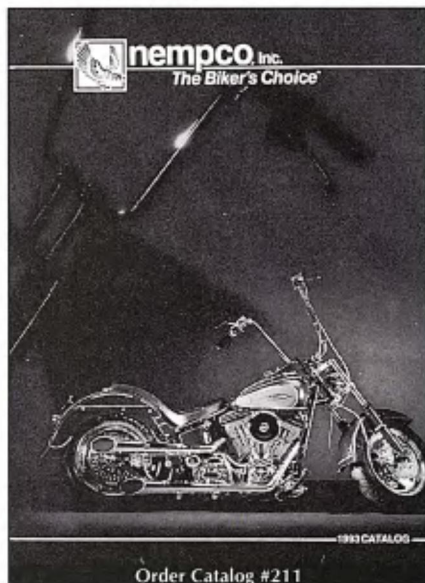
PAT KENNEDY'S
CUSTOM MOTORCYCLES



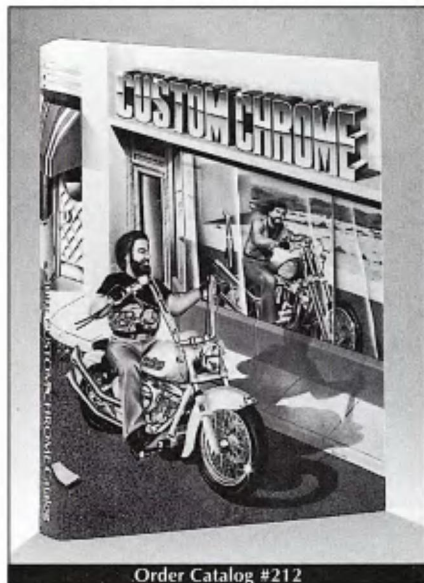
Order Catalog #209
PAT KENNEDY'S CUSTOM MOTORCYCLES
Exotic Custom Frames And Components



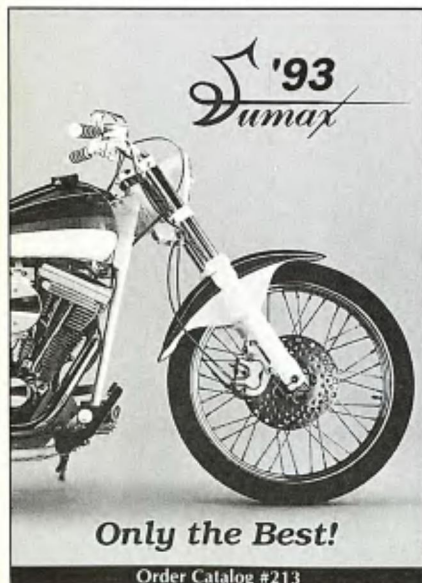
Order Catalog #210
BAD BONES
Wild Billet Evil Parts



Order Catalog #211
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Major Distributor Of Custom Parts



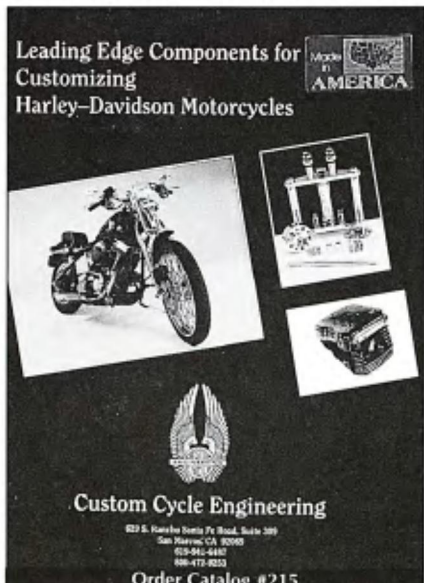
Order Catalog #212
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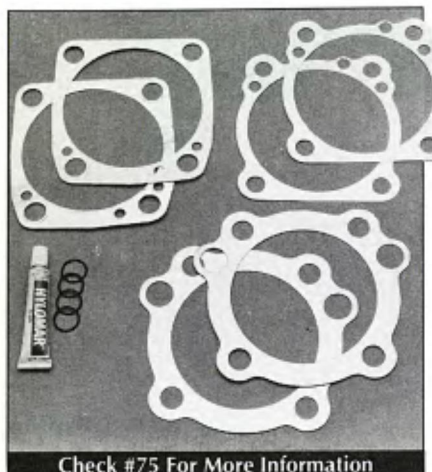
HARLEY-DAVIDSON

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HARLEY-DAVIDSON

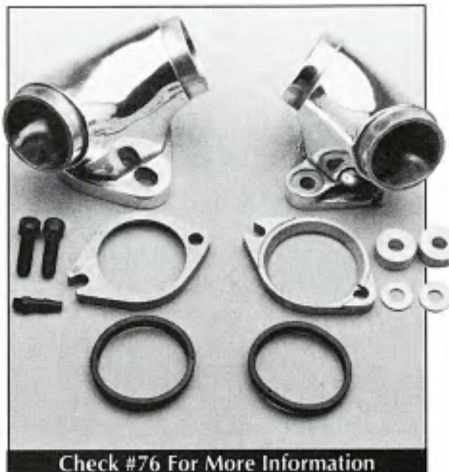
Harley's Apparel And Accessories



Check #75 For More Information

PERFORMANCE GASKETS BARTELS'

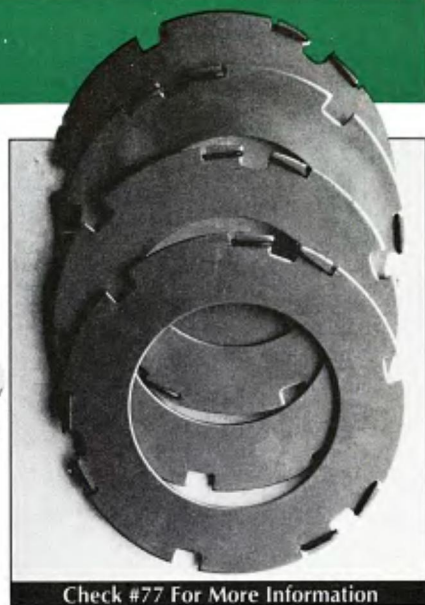
Most stock Evo engines have minor head gasket leaks. High performance Evo engines can make stock gaskets leak at any temperature. The Bartels' aluminum base gaskets are made of .010-inch soft aluminum which are proven. Head gaskets are copper.



Check #76 For More Information

PERFORMANCE MANIFOLDS BARTELS'

These high-quality manifolds offer a deeper Y split and larger diameter openings for an increased volume of fuel flow and efficiency. They also eliminate the need for compliance fittings and are polished on the inside for increased performance.



Check #77 For More Information

QUIET CLUTCH RIVERA ENGINEERING

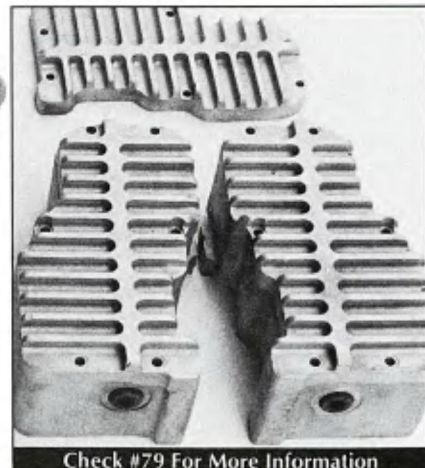
Designed to eliminate the chatter and clunk noise inherent with standard clutch systems. The steel plates can be installed in any Big Twin clutch 1936-1984. They are stamped from 1/8-inch steel, deburred with a brush finish then installed with Viton "O" rings.



Check #78 For More Information

ROLLER ROCKERS RIVERA ENGINEERING

Drag racing tested, these are available for all Evo Big Twins and Sportsters. They're cast from 8620 carbon restored then hardened to 60-62 Rockwell. The rollers and pins are made from tool steel and hardened to 56-58 Rockwell. Stock bronze bushings are used. They reduce friction and increase horsepower.



Check #79 For More Information

SHOVEL ROCKER COVERS PAT KENNEDY'S CUSTOM

These will give any shovelhead a new look and reduce heat. They're cast split-finned rocker covers that come fully equipped with rocker shafts, bushings, and all hardware. They're ready to finish in chrome, polish, anodize, or powder paint.



Check #80 For More Information

TRIPLE VALVE SPRING KIT RIVERA ENGINEERING

Rivera now offers a new triple valve spring kit from Leineweber. The kit is packaged with titanium top collars for race and super high-performance applications. They are available to shovelhead and Evolution engines for go-fast purposes.

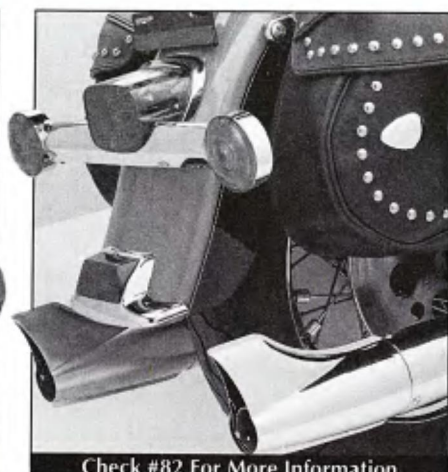
EXHAUST



Check #81 For More Information

BILLET SUPERTRAPP CAPS PAT KENNEDY'S CUSTOM CYCLE

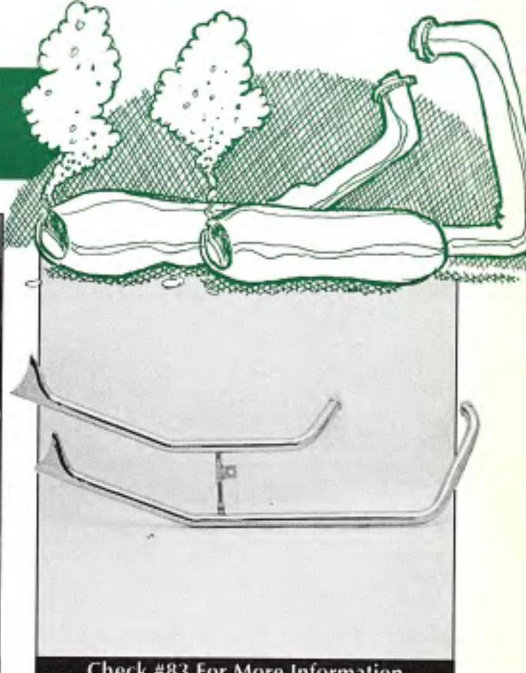
The billet craze has not left a part unturned. Here's the latest: billet aluminum SuperTrapp exhaust end caps in three styles. If you have a Trapp system, this may be the answer to a cleaner exhaust system appearance. A little class never hurt anything.



Check #82 For More Information

DUAL FISHTAIL EXHAUST HARLEY-DAVIDSON

This factory system will give a Harley Softail the nostalgic, clean look of the '50s by adding this 2-into-2 system. It features traditional fishtail-style end caps with the left rear cylinder header pipe wrapped neatly around the inner primary to keep the pipe tucked in.



Check #83 For More Information

FISHTAILS FOR EVOS NEMPCO

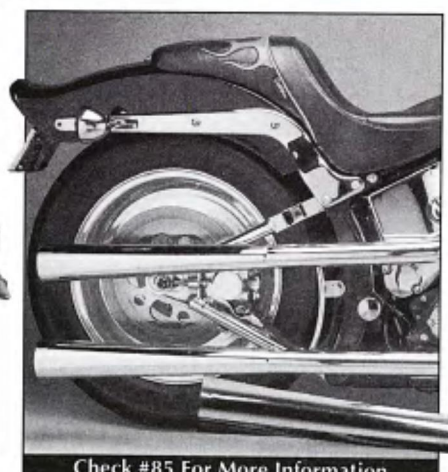
These are Paughco-made, one-piece upswept fishtails. They also give an Evo a smooth, nostalgic chopper look without losing performance. They are American-made and chromed to the max. Paughco has been in the exhaust business for 20 years.



Check #84 For More Information

HERITAGE EXHAUST SYSTEM BAD BONES

For the badder-style Heritage, Bad Bones has a 16-gauge, 1-3/4-inch pipe, all slip fit exhaust system. Polished and chrome-plated with the sleekest of design, it's supplied with all Bad Bones mounting hardware.



Check #85 For More Information

MEGAPHONE EXHAUST SYSTEM CUSTOM CHROME, INC.

Here's a hot shotgun style megaphone exhaust system for Softails. They come in 1 3/4 or 2-inch diameters, straight-cut or slash-cut models and the baffles are removeable. They mount directly to original equipment.



Check #86 For More Information

NESS-DESIGNED SPORTY ARLEN NESS

Performance and style are incorporated into this system for Sportsters. Bub and Ness-designed Supertrapps are fine examples of high-standard, performance-oriented, tight fitting systems. Several different styles to choose from.



Check #87 For More Information

PORKER PIPES WHITE BROTHERS

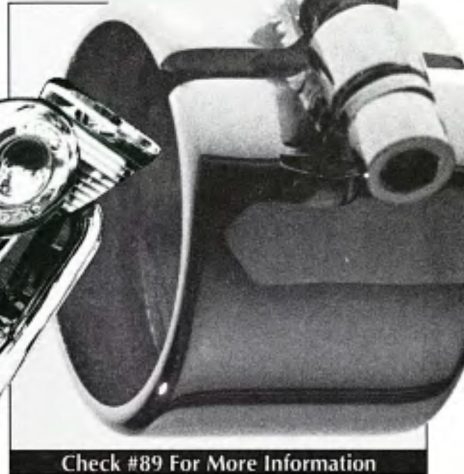
These systems are available for Softails, FXRs, Sportsters, Dyna Glides, and FX shovelheads. The jumbo 2-1/4-inch pipes utilize a unique internal tuned headpipe that improves power and limits blping. Optional baffles are available in three core diameters.



Check #88 For More Information

SHOTGUN EXHAUST BAD BONES

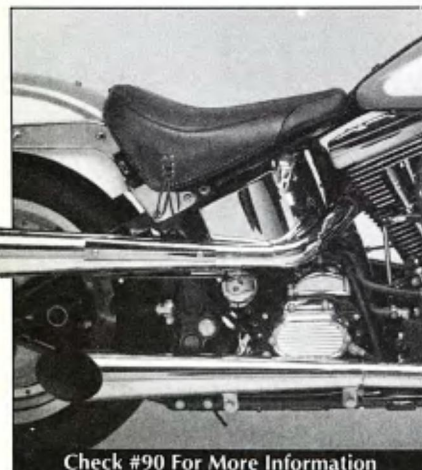
This is their hot performance, 1-7/8-inch pipe tapered power core and tuned length (40 inches) shotguns. The system comes complete with Bad Bones mounting hardware. This system is bad, not meant for areas that are tough on exhaust noise.



Check #89 For More Information

SMOOTH EXHAUST JOINTS RIDE ONE

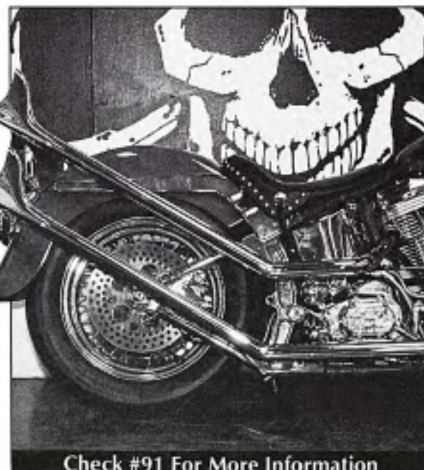
It used to be a bitch to find a decent exhaust clamp, but nowadays there are some options. This tough, smooth, chromed clamp measures 2 inches in width and fits both the 1-7/8-inch muffler end and the 1-3/4-inch head pipe end. It has radiused edges.



Check #90 For More Information

SOFTAIL SHOTGUNS BARTELS' PERFORMANCE

This high/low, shotgun-style, slash-cut, flared, dual-exhaust system is new. They will fit all DXSTC, FLSTC, FXSTS and FLSTF Fat Boys. These are ceramic coated, seamless, 1-3/4-inch header pipes for performance. The exhaust system is repackable fiberglass.



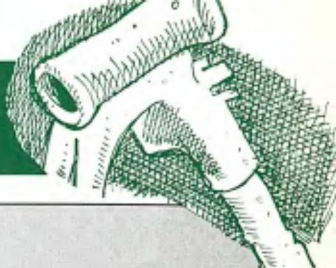
Check #91 For More Information

UPSWEPT FISHTAILS BAD BONES

This setup gives Evos performance, in addition to the nasty styling that fishtails give any scooter. Construction is 16-gauge 1-7/8-inch tubing, combined with a tapered louvered power core. Complete Bad Bones mounting hardware and flawless chrome plating.

**For More Information On
Any Product See The Insert
On Page 84**

FRAMES/FENDERS



Check #93 For More Information

DEL CARLO FENDERS DEL CARLO ENTERPRISES

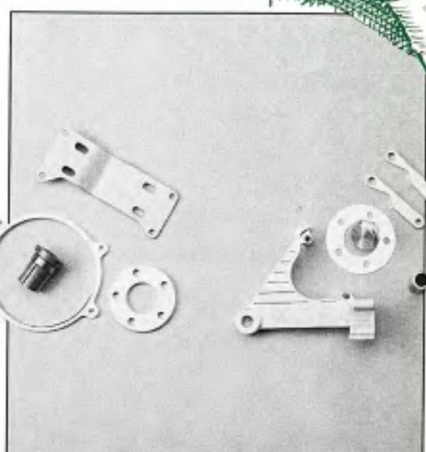
Yeah, she makes them. The stylish Indian nostalgic look in fiberglass makes a Softail come to life. They are now available for all Harleys, except Sportsters. They're as strong as steel and come with all the mounting hardware. Each set is hand-laminated.



Check #94 For More Information

FAT FENDERS SUMAX

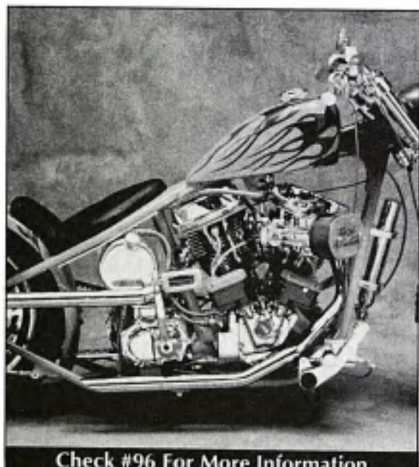
This Pro Comp rear section will make a Softail look meaty. The 8.25-inch fat fender is supported by billet aluminum custom fender rails. Fournales air shocks keep the Pro Comp swingarm lowered. Also included in the kit are rotors with billet calipers and stainless lines.



Check #95 For More Information

FAT TIRE ADAPTER KITS NEMPCO

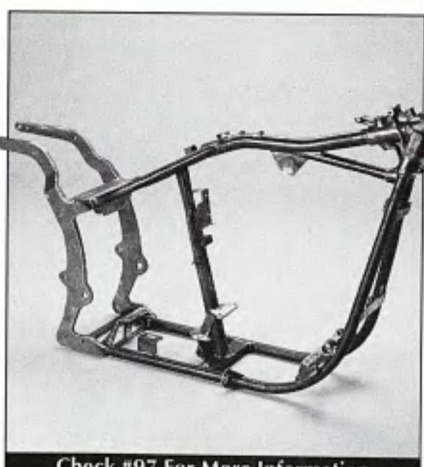
Fat tires look hot, but they aren't always easy to fit on wheels. Nempco has designed a kit to allow some movement in the rear. The large billet ring allows the primary to be shifted, so that the rear pulley can be pulled away from the tire. It works.



Check #96 For More Information

MAIL ORDER BIKE BUILDING DAMON'S

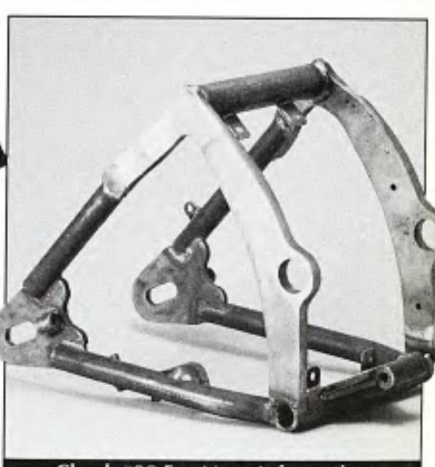
Damon's is a complete bike shop, from parts and accessories to painting and ground-up full customs. With custom leatherwork, frame and suspension modifications, full mechanical services, and engine rebuilding, there's no need to go from shop to shop to get the job done.



Check #97 For More Information

SUNDANCE SOFTRIDE FRAME NEMPCO

Nempco now distributes its own replacement frame for Evolution Softails. This frame is rugged, with a cast neck and stock rake. It's lighter than factory frames but set up for all the stock components, or ready to trim down for a custom.



Check #98 For More Information

SUNDANCE SOFTRIDE REAR NEMPCO

This mild steel rear swingarm section is a stock type replacement unit for 1989 to 1993 Softails. It is much cleaner than stock and will hold chrome or paint without inheriting a polishing and bondo nightmare. They're also tough and lightweight.

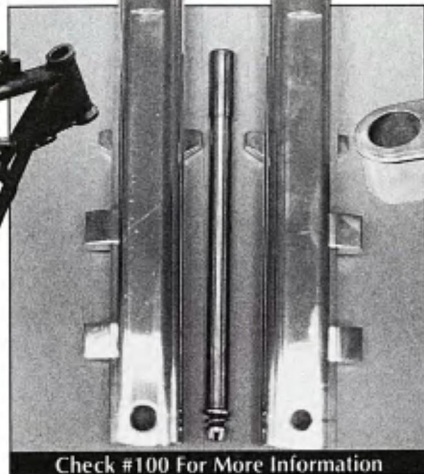
FRONT ENDS



Check #99 For More Information

TRIPOLI SWINGARM FRAME SUMAX

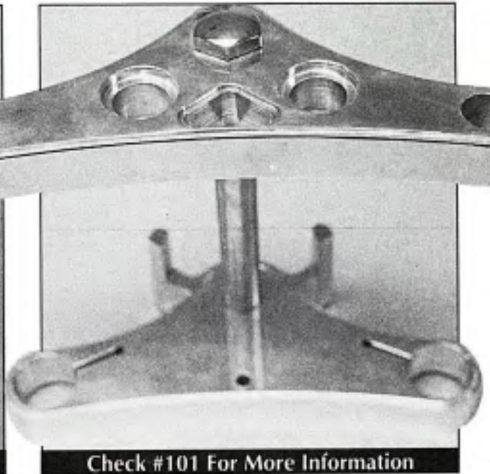
This new, clean frame features a 35-degree rake with a stretched neck and oil tank for a long, lean, and low look. The frame can accept Evo Big Twins with 4- or 5-speed solid mount transmissions. A dual rail matching swingarm is available.



Check #100 For More Information

BILLET LOWER LEGS SUMAX

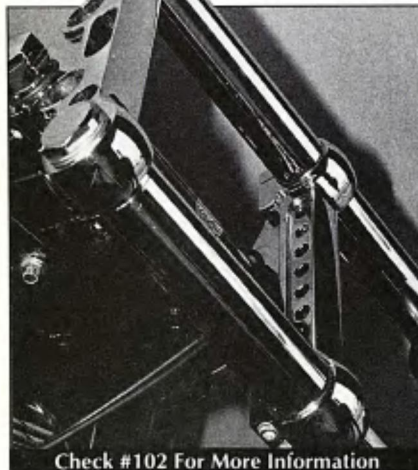
S.J. Performance of Holland designed and manufactures these billet aluminum lower legs for wide glides, and Sumax distributes them in the USA. Sumax includes the hidden axle as part of the kit. Legs are designed to accept 41mm tubes. No fork boots needed.



Check #101 For More Information

ASTECH TRIPLE TREES SUMAX

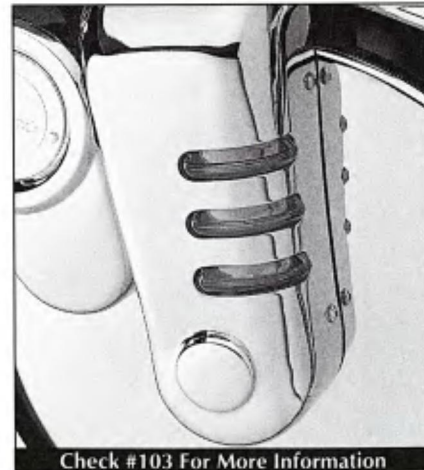
AsTech makes polished aluminum triple trees for wide glides with massive fork stops built in. Components come complete with all necessary hardware. Fork stops are designed to eliminate damage to gas tanks. Stock 41mm tubes slip right in.



Check #102 For More Information

BILLET TREES CUSTOM CYCLE ENGINEERING

The new 6061-T6 aluminum trees are available in narrow, mid, and wide glide styling, and they accept either 35mm, 39mm, or 41mm fork tube diameters. Fork stops and lock hardware are also included. Even the new Dyna Glide lock will work.



Check #103 For More Information

CALIPER/FORK/SLIDER COVERS HARLEY-DAVIDSON

Chrome fork slider covers are made to blend with and accent the lower leg. The hard-polished formed steel covers are highlighted with a triple row of flush-mounted amber running lights for an added glow. Hardware and wiring are included with the kit.



Check #104 For More Information

CUSTOM BILLET TREES CHROME SPECIALTIES

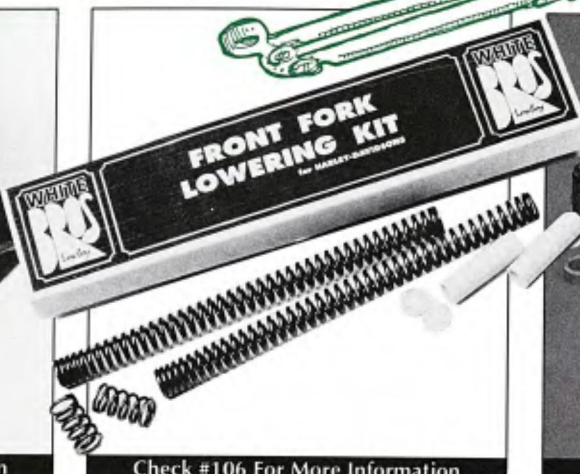
These billet trees are CNC-machined from solid, aircraft-quality aluminum and polished to a high luster. Top tree accepts stock handlebar dampers and feature counter-bores on both sides that conceal the seam of the tube caps. Available with 3- or 7-degree rake.



Check #105 For More Information

FL HEADLAMP NACELLE RIDE ONE

Back to the future with this '60-style nacelle redesigned to fit today's Heritage models. The aerodynamic nacelle will bolt to the Heritage clamps. It's the exact replica of the original and comes polished or show chrome-plated. The handlebar cover is part of the package.



Check #106 For More Information

FORK LOWERING KITS WHITE BROTHERS

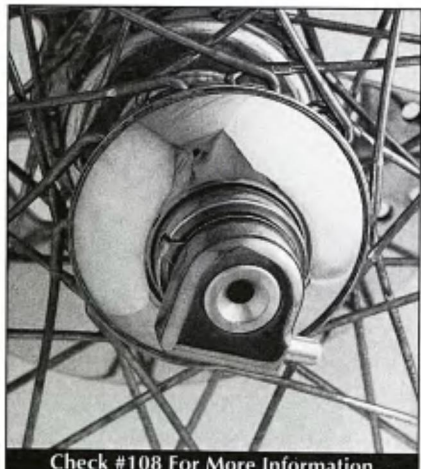
This is an easy way to shorten Harley forks by 2 inches. In less than two hours the rebound springs shorten the forks while the progressive rate fork springs yield a comfortable ride. Lowering forks give a bike the low sleek look without raking frames.



Check #107 For More Information

GLIDE ACCESSORIES PAT KENNEDY'S CUSTOM

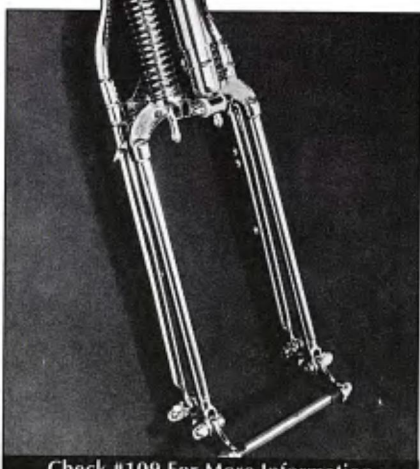
Here's the list: mega fiberglass rear fender, 41mm billet aluminum for trees, 39mm adjusta-glide fork trees, billet aluminum fork brace, 41mm adjustaglide fork trees (up to 15° forward and 3 de-rake), stainless steel rims available in 40-, 80- and 120- spoke, and a mid-glide tree assembly kit.



Check #108 For More Information

SPRINGER HUB COVERS MID-USA

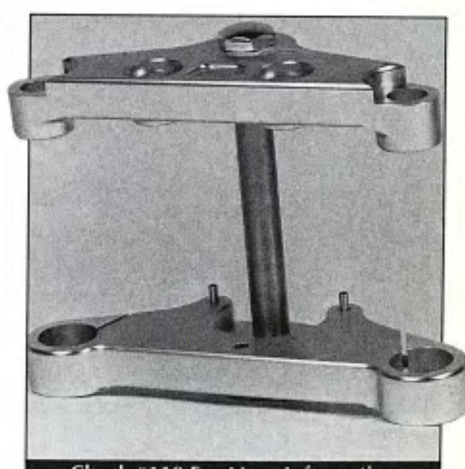
This neat little item built by Wild 1 covers front and rear H-D spoked hubs. They fit all Softail models 1987 and later and the 1993 Wide Glide. Available in Baby Moon, Super Moon, and Cone for front hub speedo drive side and single flat cover for the disc rotor side.



Check #109 For More Information

SPRINGER PAT KENNEDY'S CUSTOM

Here's a work of art. The castings in this springer are like OEM and have tapered oval tubes on the back legs. This complete fork assembly will accept 16-, 19-, or 21-inch front wheels and any style front fender. Available in 2-inch-under to 20-inch-over stock lengths.

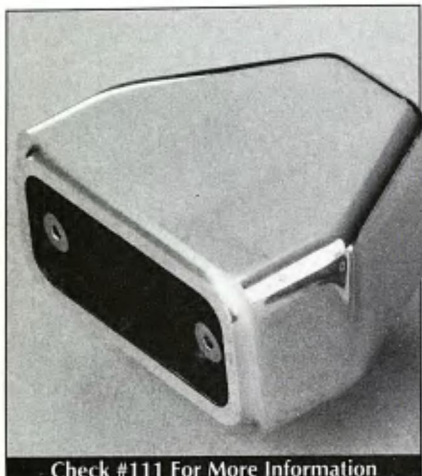


Check #110 For More Information

WIDE GLIDE TRIPLE TREES GMA ENGINEERING

These trees are completely computer designed and machined from heat-treated alloy aluminum and feature a full 3D, multi-layered design. Ultra-light and strong, they come with fork stops and the same turning radius as stock. They are clear anodized.

LIGHTS



Check #111 For More Information

BILLET TURN SIGNALS PRO-ONE

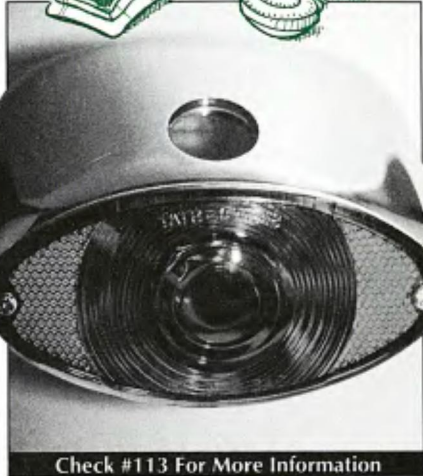
Pro One offers a complete line of trick turn signals and taillights. Cut from solid blocks of aluminum, each light is precision made and will polish easily. The variety of billet components in today's market is staggering.



Check #112 For More Information

FENDER LIGHT LENS GRILL DRAG SPECIALTIES

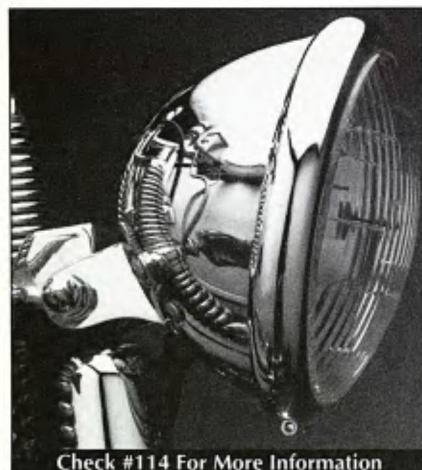
Drag's new lens grills are precisely injected plastic and fit over the front or rear fender tip lenses on all 1980 to 1993 FLT, FFHT, FLHS, FLST, and FLSTC models. Each grill is securely held in place by special adhesive tape.



Check #113 For More Information

HOTOP TAILLIGHT DON'S SPEED & CUSTOM

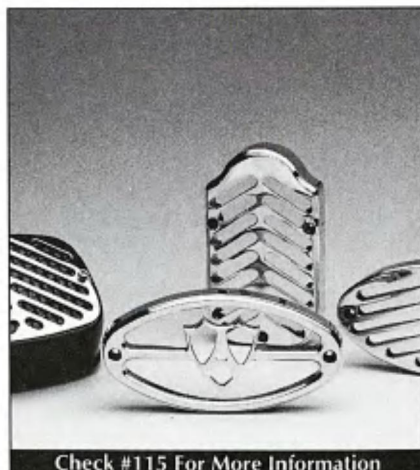
This sleek new unit fits all stock Harley fenders from 1973 to present (except FXWG). The aluminum housing can be painted, polished, chromed, powder-coated, or machined to match the styling of your bike.



Check #114 For More Information

LOWERED HEADLIGHTS CUSTOM CHROME, INC.

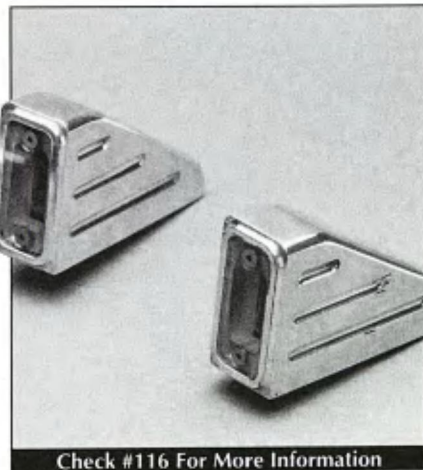
Here's a way to lower your Springer or Softail headlights as much as 5 inches. For bottom-mount applications there is also a version to lower the standard headlight position as much as 2.5 inches on halogen or standard sealed lamps.



Check #115 For More Information

NESS BILLET COVERS ARLEN NESS

There are four styles to choose from. The new Arlen Ness tech shield, horizontal and angle slot catseye, tombstone style, and stock-style taillight lens cover add a special touch to any taillight. Each one is polished to the max.



Check #116 For More Information

NESS TURN SIGNALS ARLEN NESS

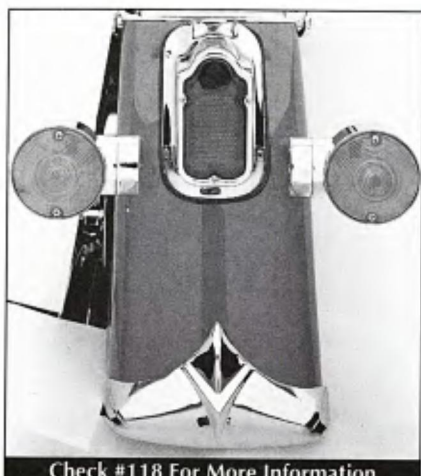
Turn signals can destroy the looks of a bike. Fortunately, Arlen Ness and a few other people have offered a variety of strong, durable replacement lights. These billet lights are available with red or amber lenses.



Check #117 For More Information

DRESSER LIGHTS DRAG SPECIALTIES

More lighting for dressers. This tail-light/turn signal rail with lights is made of 1/2-inch chromed steel tubing with four red micro lights. Mounting system disappears when sandwiched between the turn signals and the OEM bracket.



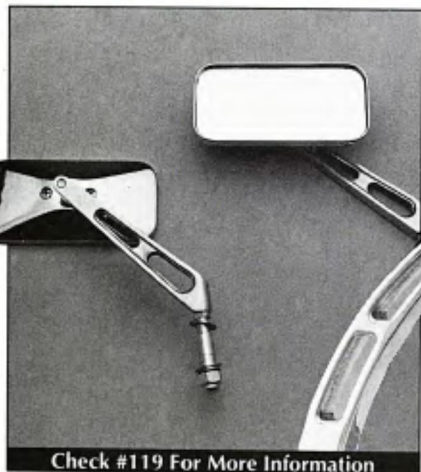
Check #118 For More Information

TURN SIGNAL BRACKETS BAD BONES

The Bad Bones Heritage turn signal kit gives your bike that custom look, while narrowing the rear of the scoot by a foot. It's CNC-machined, comes complete with all mounting hardware, and is show chromed.

Catalogs Are Available
For All The Products
Listed. See Page 84

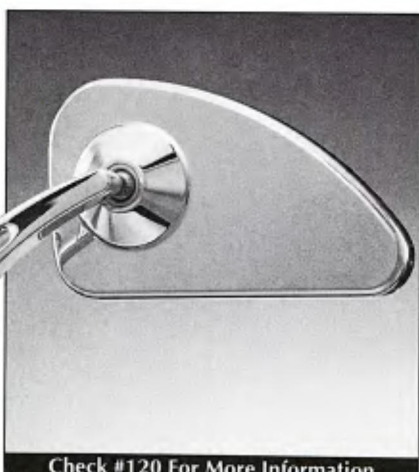
MIRRORS



Check #119 For More Information

AIR GLIDE MIRRORS CHROME SPECIALTIES

These new mirrors are diecast out of billet. Designed to fit left or right side on all models 1965 and up, they are available with oval or rectangular face in chrome or polished finish.



Check #120 For More Information

DECO BILLET MIRROR-PLAIN PRO-ONE

Like the previous mirror, this mirror is billet made from quality, air-craft aluminum. This deco design is also precision machined and polished with hidden adjusting screws.



Check #121 For More Information

PLAIN BILLET MIRRORS PRO-ONE

These quality mirrors are machined from 6061 T6 billet aluminum. Mounting screws are completely hidden and the mirror head floats in an exclusive nylon bushing, thereby eliminating vibration.



Check #122 For More Information

SLOTTED DECO MIRROR PRO-ONE

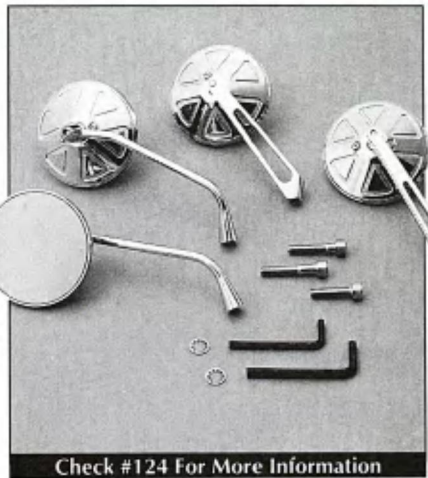
One more time. This company produces a tremendous line of billet aluminum mirrors, over 20 in the group. They obviously have style and the construction is top-quality. The only question that remains is whether or not this mirror fits your style.



Check #123 For More Information

NESS-TECH MIRRORS ARLEN NESS

Here's a sampling of Arlen Ness' mirror line. He has 30 billet mirrors to choose from. They're all machine finished to polished. The workmanship and durability are far superior to other mirrors on the market. The mirror head pivots on a stainless steel head for longer life.



Check #124 For More Information

ROUND MIRRORS DRAG SPECIALTIES/NESS

Drag and Arlen Ness completed this second-generation mirror with new features. This line is completely chrome-plated and features a tapered design with new style triangular cut-outs along with textured recessed areas that can be painted to match the bike.

SEATS



Check #125 For More Information

ROUND BILLET MIRRORS PRO-ONE

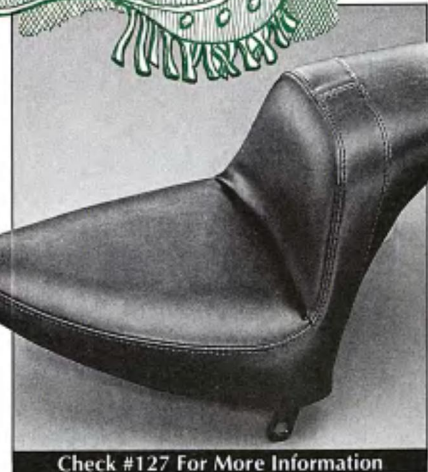
Here's another Pro-One styled mirror. I remember the days when there were maybe two styles of mirror. One looked good but wouldn't last a month. The other looked like shit. Now we have a massive array to choose from and they're all quality products.



Check #126 For More Information

COBRA SEATS MUSTANG

This Cobra will give bikes the clean, sleek look. They provide reasonable riding comfort with a very low profile. Molded, high-density polyurethane foam averages only 2 inches in thickness and is topped with a thin layer of soft foam. They fit FX, Softails and FXRs.



Check #127 For More Information

DAYTONA SPORT SOLO LE PERA ENTERPRISES

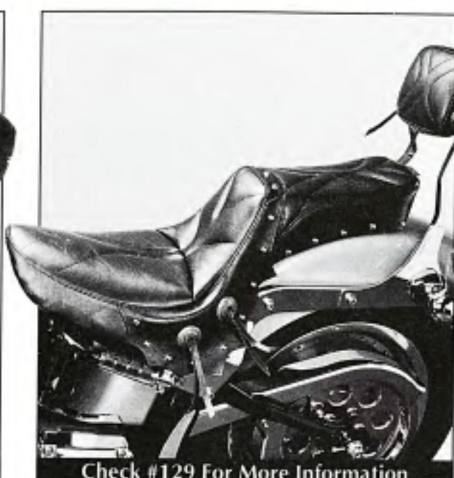
This solo features a low, sleek style while retaining back support. It's designed for solo riding only and will not accommodate a pillion pad. It's made with a 16-gauge, powdercoated steel base plate and one-piece molded foam in Naugahyde or leather.



Check #128 For More Information

DELUXE NOSTALGIC SEATS MUSTANG

These seats feature triple conchos tied into a seat skirt that's trimmed with soft, genuine leather fringe. It's also decorated with plated studs around the base. Mustang seats are built on rust-proof steel baseplates. They fit Softails, FXRs, early FXs, Sportsters, and Dyna Glides.



Check #129 For More Information

DESPERADO SADDLEMEN

The Desperado is a stylish, two-up saddle accented with unique, hot-looking skirts, brightly plated studs, and leather-tied conchos. It's available with matching sissybar pads in 5- and 10-inch versions to fit your puttin' needs.



Check #130 For More Information

DRIFTER SADDLEMEN

The Drifter has show bike styling with a low profile and smooth, sleek lines. It's available in three styles with color-matched inlaid lightning bolts. Each seat is handbuilt in America, using only the highest quality materials.



Check #131 For More Information

EMBROIDERED SEATS MUSTANG

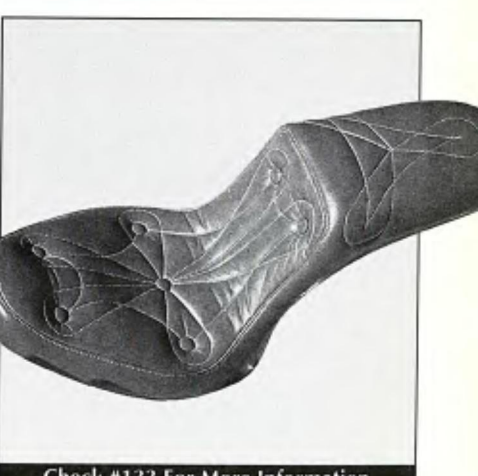
These are not sewn-on patches. The signature edition features the name of the rider's choice, or any phrase up to 15 characters, embroidered across the back of the seat. In addition, an embroidered Mustang designer logo is detailed on each side of the tail section.



Check #132 For More Information

FLAMED FASTBACK MUSTANG

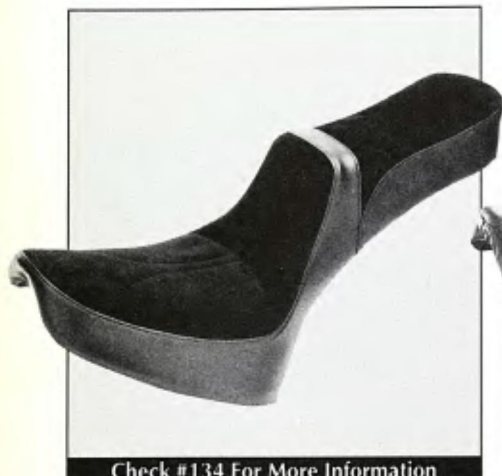
This hand-crafted flame design seat features long, slender, recessed flames intricately stitched around the edges. The overlapping flame pattern appears on the top and sides of the rear of the seat as well as on the front. The flames come in a variety of colors.



Check #133 For More Information

LEATHER SOFTAIL SEAT KEITH'S UPHOLSTERY & LEATHER

This rowdy, handmade seat for Softails is chopped and channeled for that true hot rod look. Each seat is done in color-coordinated leather to match the paint. Keith's custom leather seats have been seen on several *Easyriders* feature bikes.



Check #134 For More Information

LONG RIDER SADDLEMEN

The rider and passenger seating areas are covered in an ultra high grade, weather-proof velour. Available in black or color matching, the durable velour affords a plush ride, cooler in the summer and warmer in winter. It's a unique look.



Check #135 For More Information

MONTEREY FRINGE LE PERA ENTERPRISES

This is a touring seat designed to be easily changed from one pillion pad to another. This can be accomplished with no drilling or alterations. They feature 16-gauge steel base plates, powdercoated paint, and one-piece molded form. Available in leather or vinyl.



Check #136 For More Information

NESS-DESIGNED SEATS ARLEN NESS

Most of the seats that Arlen carries are made exclusively for Arlen and designed by either Arlen, Danny Gray, or Mike Corbin. Arlen has 44 different seats to choose from. These are two very sleek, custom seats. Nowadays, even thin seats can be comfortable.



Check #137 For More Information

PILLOWTOP SADDLEMEN

Here's a version of the classic pillow-style saddles that offers highly-superior comfort through the use of high-density molded foam, covered by a layer of softer foam, and with deeply tufted buttons. They install easily and mount like stock.



Check #138 For More Information

SCORPION MINI KING DRAG SPECIALTIES

Here's a traditional Scorpion stitched, two-up seat for all 1991 to 1993 Dyna Glides. This black vinyl seat features an OEM-style plastic base pan with foam injection comfort and fits the frame and fender like stock. It uses the stock rear mount bracket.



Check #139 For More Information

THUMB SCREW KIT MUSTANG

This is an alternative to replace the OEM seat hold-down screw on most Harleys. The seat can then be removed in seconds with no tools. The 3/4-inch diameter straight knurl knob can be comfortably grasped and easily torqued to assure a secure installation.



Check #140 For More Information

SISSYBAR PADS DRAG SPECIALTIES

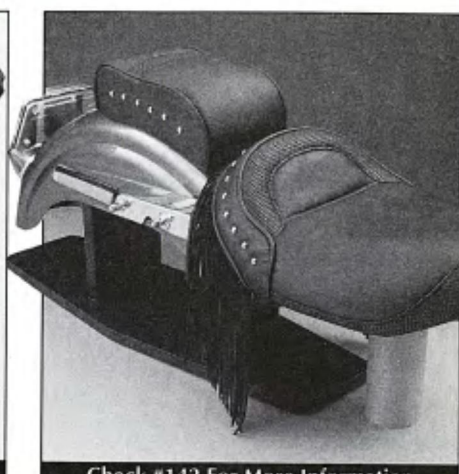
Designed for maximum support and comfort, these new black vinyl pads are available in three different styles: plain, studded, and Scorpion stitched. Each pad features 2-inch padding and an extra wide 8.75-inch base. Pads available in short or tall.



Check #141 For More Information

SOFTAIL PILLOW MUSTANG

The seat base was engineered to conform to the shape of the rider and passenger while matching the contours of the bike. They are built extra wide in the front, and the rear foam buckets are internally supported by welded steel wings to allow low seating.



Check #142 For More Information

STAG SEATS DRAG SPECIALTIES

There are five styles of Stag seats. Stag with stitch flames offers a smooth vinyl seating area with small, short flames stitched in. The pillion pad is matching. The Stag Classic features a basket weave panel. It is available with studs and fringe, studs only, or no studs.



Check #143 For More Information

THIN P-PADS LE PERA ENTERPRISES

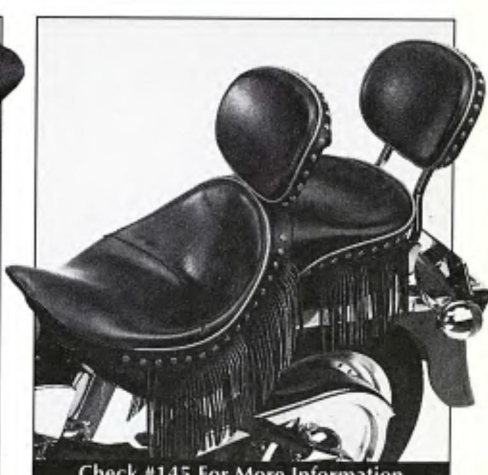
These pillions replace the stock Heritage and Fat Boy pillion with a slim, low-profile look. They mount to stock applications and match the stock seats. This seat is also available for the nostalgic-minded.



Check #144 For More Information

2-UP SILHOUETTE LE PERA ENTERPRISES

The Silhouette features a built-in passenger seat. The rear seating area is so subtle it will go almost unnoticed. It features one-piece molded foam, premium grade vinyl, or genuine leather. The bottom is carpeted to protect the paint.



Check #145 For More Information

DUAL TOURING SADDLE MIKE CORBIN

This seat offers a nice, deep driver's bucket combined with a generous passenger position. It also features a removable driver's rest and/or matching sissybar pad option. Available with our without leather fringe. Colored welts and studs are included.

TIRES



Check #146 For More Information

SM MARK II AVON

A continuous center rib, flanked by rows of interlocking studs, provides excellent traction, safe handling, and a smooth ride. Primarily designed for the classic H-D. Maximum speed is 113 mph. Great for sidecar applications and works well with Speedmaster MK II front tires.



Check #147 For More Information

SPEEDMASTER AVON

The traditional ribbed tire available from 19-21 inches. It is still one of the most popular 21-inch front tires for the custom Harley enthusiast. Affordably priced, it's rated S for speeds up to 113 mph. This classic tire has been the traditional 21 of choice for 20 years.



Check #148 For More Information

ROADRUNNER AM20 & AM21 AVON

This new range of Roadrunners is coupled with Avon's ability to achieve the optimum casing profile. Besides the increase in wet and dry traction adhesion, the rider immediately notices the smoothness of the ride over surface tracks and bumps.



Check #149 For More Information

GANGSTER AVON

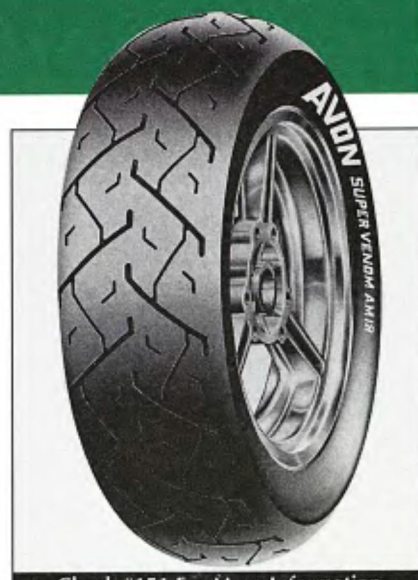
This is the widest white wall available. This 2.75-inch white wall gives you the classic look of the past, with modern construction and compounding techniques. Provides outstanding grip and superior handling over other white wall models. Can be used for front or rear.



Check #150 For More Information

ELAN HL29 & HL30 AVON

These front and rear tourers are designed to run cool with predictable steering characteristics, low rolling resistance, and outstanding wet grip. All sizes carry the H-speed rating (130 mph sustained) and C load range (highest in the industry). Designed specifically for FLHs.

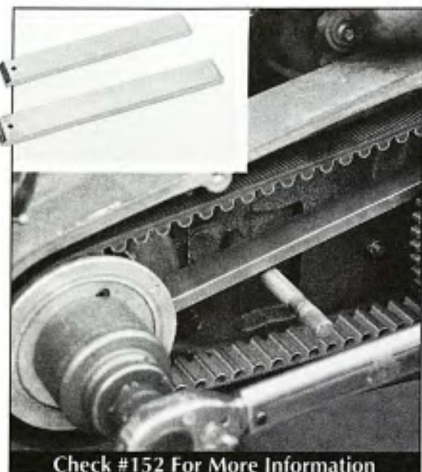


Check #151 For More Information

SUPER VENOM AM18 AVON

The Super Venom is a high-performance, V-rated tire for speeds up to 160 mph. Avon has a full range of sizes including the popular 130/90 V-16 (5.2 inches wide) and 150/80 VV-16 (6.2 inches wide) sizes for the wide, meaty look.

TOOLS



Check #152 For More Information

JAM BARS RIVERA ENGINEERING

Jam Bars allow you to change your primary belt without air tools, whether you're in your garage or on the side of the road. They're available in two lengths for 4- or 5-speed trannys and will work on chain drive primaries or belts.



Check #153 For More Information

WRIST PIN REAMER RIVERA ENGINEERING

Roger Ram Jett designed this precision, heavy-duty wrist pin bushing tool, and Rivera is distributing it. It will precisely ream to size any new wrist pin bushing installed in a Big Twin or Sportster. Will cut a dead straight hole to factory specs.

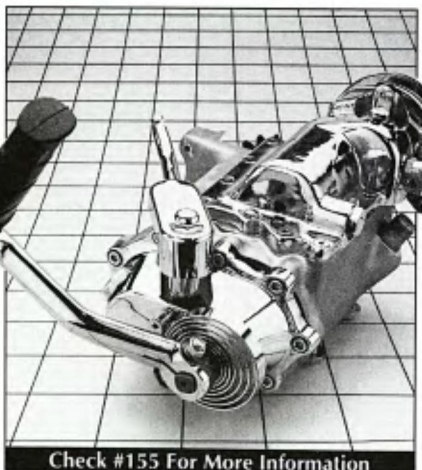


Check #154 For More Information

SHOVELHEAD DRAIN TOOL RIVERA ENGINEERING

Here's a quick and clean way to change oil on shovelheads. The kit consists of all the hardware to attach an oil drain unit with coupling hose and oil tank fitting. When installed, the plug will be accessible for "no mess" oil changing.

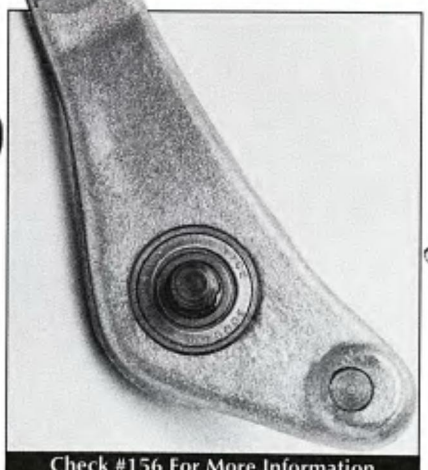
TRANSMISSIONS



Check #155 For More Information

COMPLETE 4-SPEEDS CUSTOM CHROME, INC.

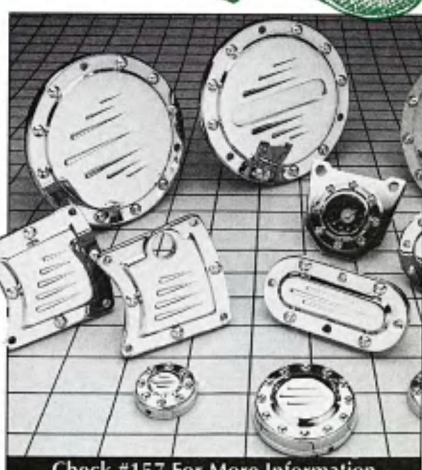
No time wasted on waiting for parts. Just add oil, and go to town. This is a complete 4-speed transmission, ready to bolt into any 4-speed Big Twin frame. Available with close-ratio gears, a chromed ratchet top, RevTech gears, tranny sprocket, and kicker assembly.



Check #156 For More Information

SHIFT LEVERS RIVERA ENGINEERING

Here's a replacement part for worn or sloppy shift linkage. Features sealed ball bearings for lifetime of use. It also includes shoulder bolts. It's designed for all classic FLs and Wide Glides with forward controls. Also available for '79 to '85 FXs (except Wide Glides).

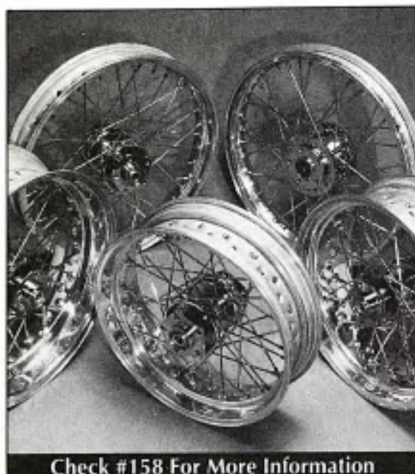
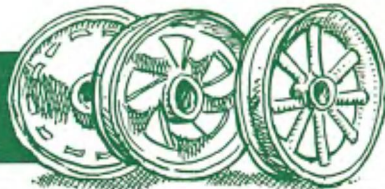


Check #157 For More Information

TEAR DROP COVERS CUSTOM CHROME, INC.

Like many new companies, Custom Chrome offers an array of billet covers. This is just one style they have in a full range of covers: point covers, derby, inspection, gas caps, and oil plugs. Each component comes with stainless steel mounting hardware.

WHEELS



Check #158 For More Information

AKRONT WHEELS CUSTOM CHROME, INC.

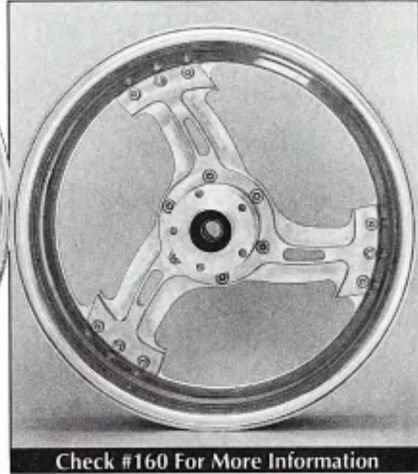
Custom Chrome offers these aluminum alloy Akront rims, from 2 to 5-1/2 inches wide, laced to chromed hubs. The rims are highly polished, the spokes are chromed, and the Timken bearings are pre-load set at the factory.



Check #159 For More Information

SPUN ALUMINUM WHEELS PERFORMANCE MACHINE

The triangulation of spun aluminum wheel halves gives excellent radial and side load strength. Made from 6061 rolled, aluminum sheet heat treated and aged to T6 condition, all hubs are precision machined 6061 T6 billet.



Check #160 For More Information

RC COMPONENT WHEELS DAMON'S

This is an American designed and manufactured wheel expressly developed for Harley-Davidsons. They are machined from solid aircraft billet aluminum for strength and reliability. They are sharp and classy.



Check #161 For More Information

REVTECH WHEELS CUSTOM CHROME, INC.

Forged aluminum wheels available in show chrome. All wheels are built using the NASCAR and NHRA racing experience. American-made, engineered for tubeless tires, installed with Timken bearings, preload set at the factory. And they meet government standards.



Check #162 For More Information

80-SPOKE WHEELS PAT KENNEDY'S CUSTOM CYCLES

Completely custom fabricated with stainless steel hubs, spokes and nipples, each wheel is carefully hand laced for each customer with twice as many spokes as stock. Many standard and extra-wide sizes are available. Rims are steel and show chromed.

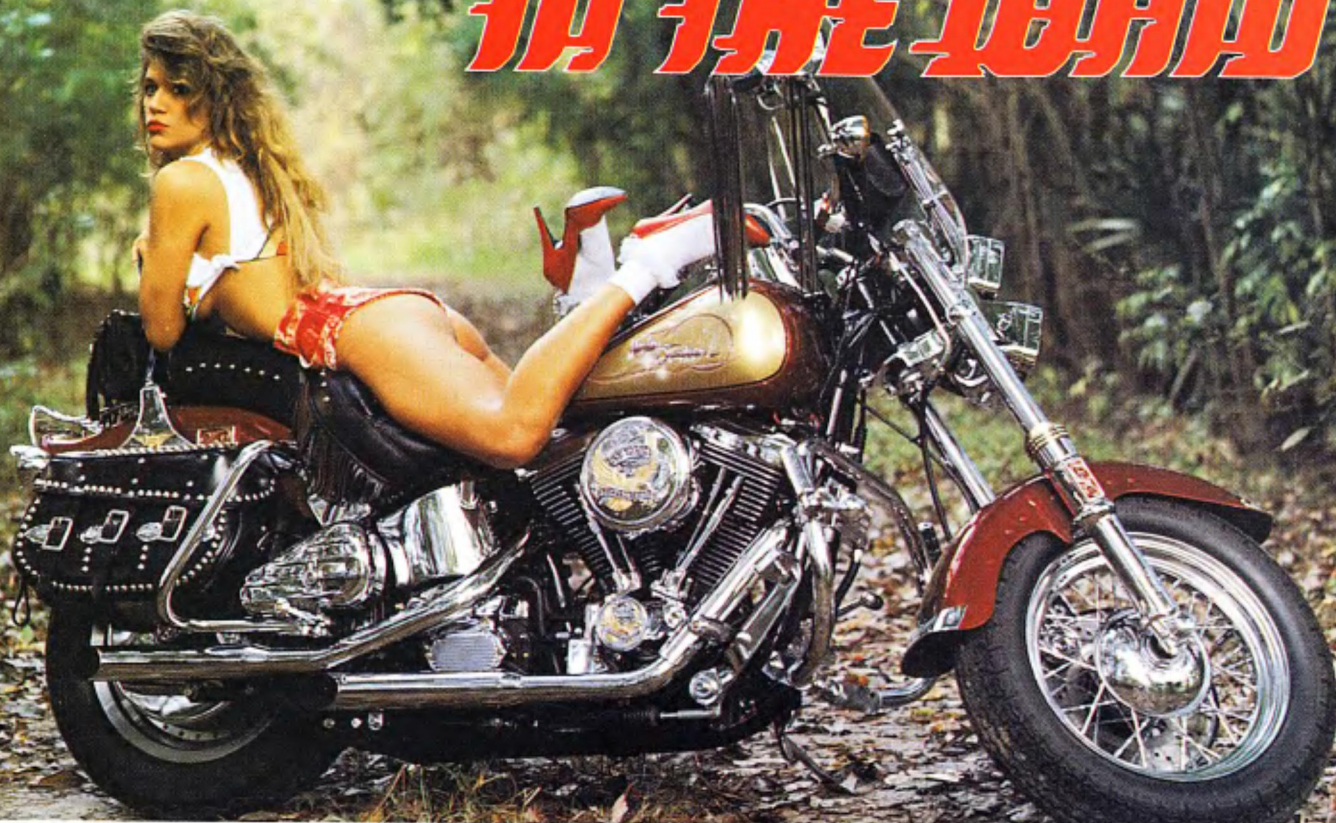


Check #163 For More Information

CONTIS FOR HARLEYS CONTINENTAL TIRES

These were the second biggest brand in Sturgis last year. They make a helluva fine line. All sizes and shapes: from the Conti Tour for long distance and dressers, to the Conti Blitz for cruising (a hot-looking tire—I ran 'em), to the Conti Twins that have been around forever.

IN THE WIND



—Mystery Man, Inglis, Fla.

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

—Brian Neer, W. Lafayette, Ind.

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.

—Roger Alexander, Middletown, N.Y.





—Monty Cox, Walnut Cove, N.C.



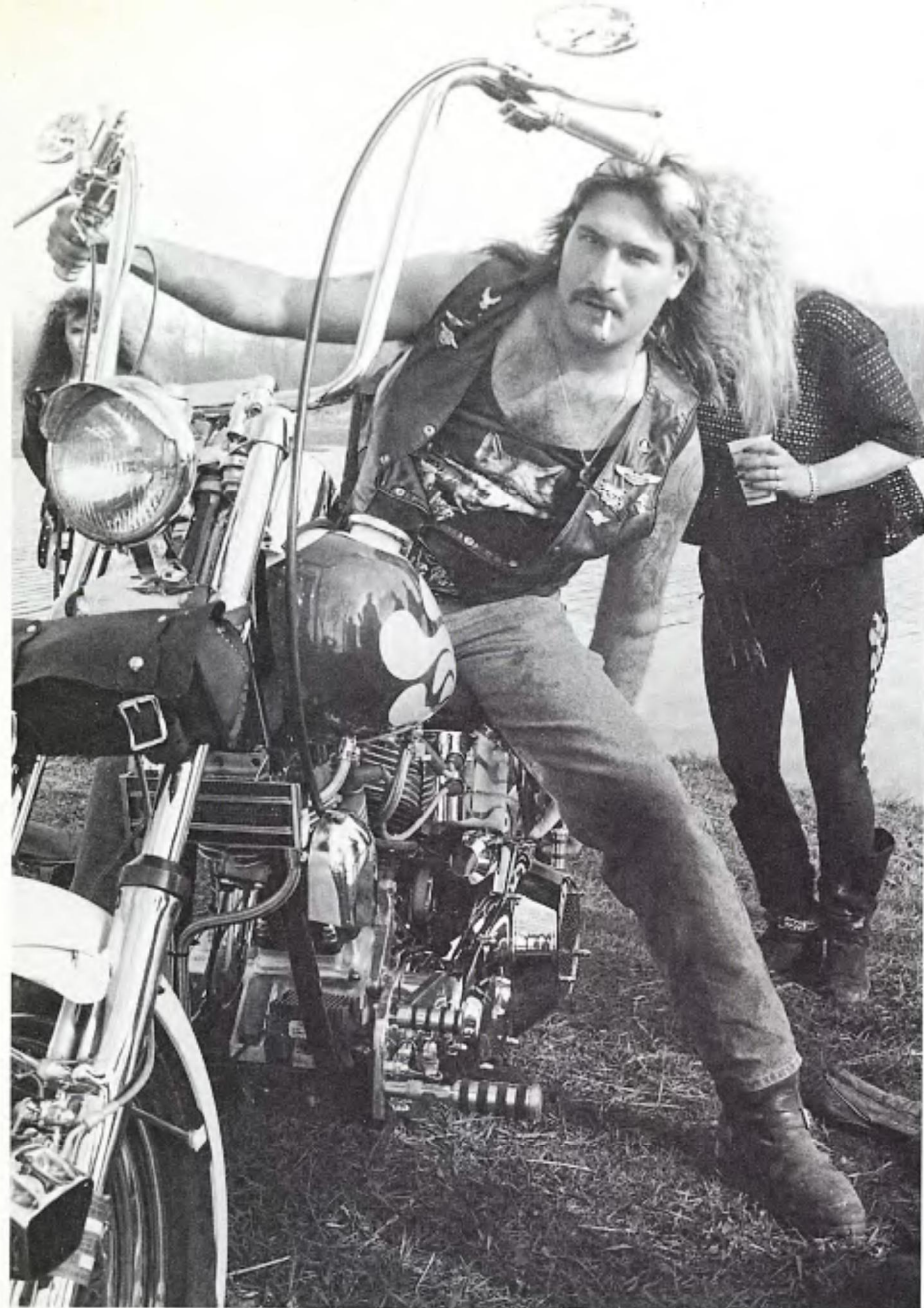
—Denise Passaretti, Watertown, Mass.



—Doug and Wendy Sweeney, Toledo, Ohio



—Van Newman, Brandywine, Md.



—Brad Shepherd, Ingleside, Ill.

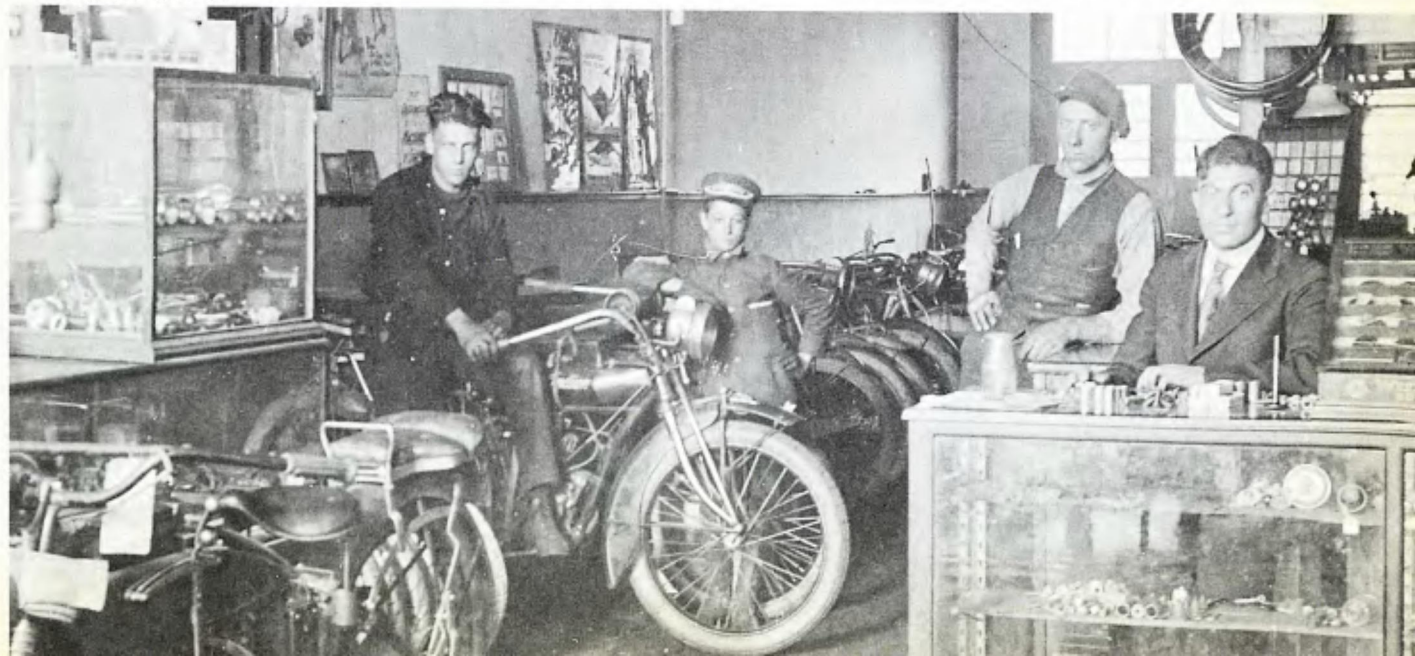
—Blue Bike Mike, Newburgh, N.Y.



—Dave Stallings Sr., Tellico Plains, Tenn. 1950

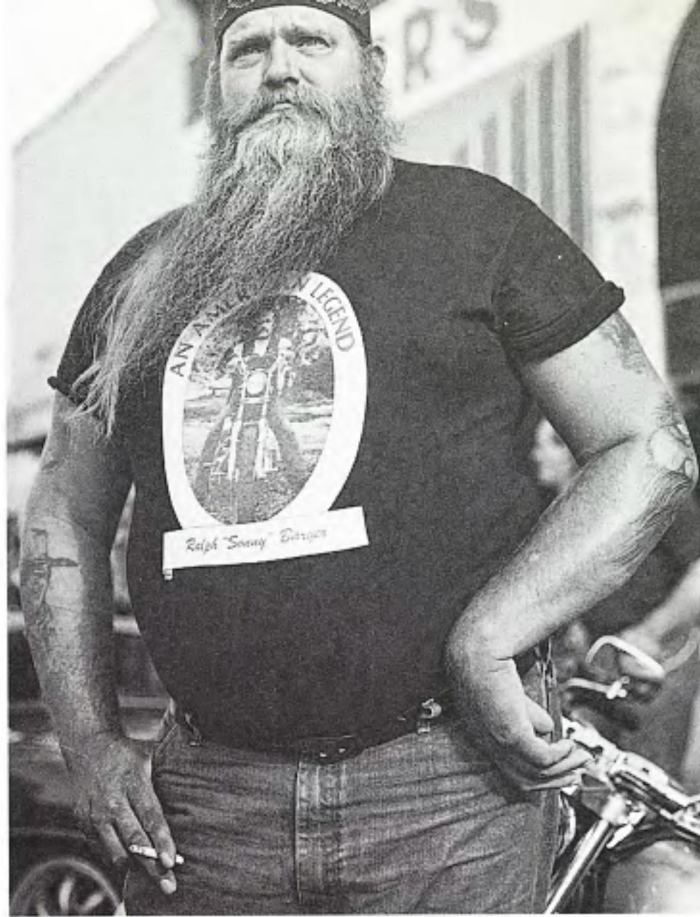


—Dima Bobyr, Moscow, Russia





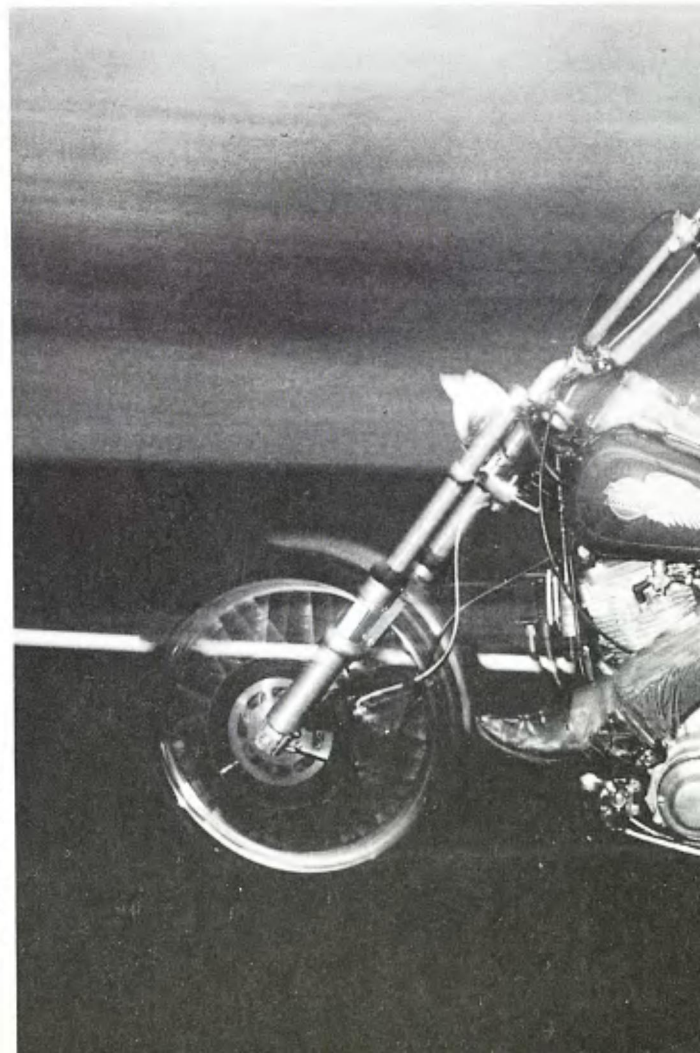
—Chris Procylo, Winnipeg, Manitoba

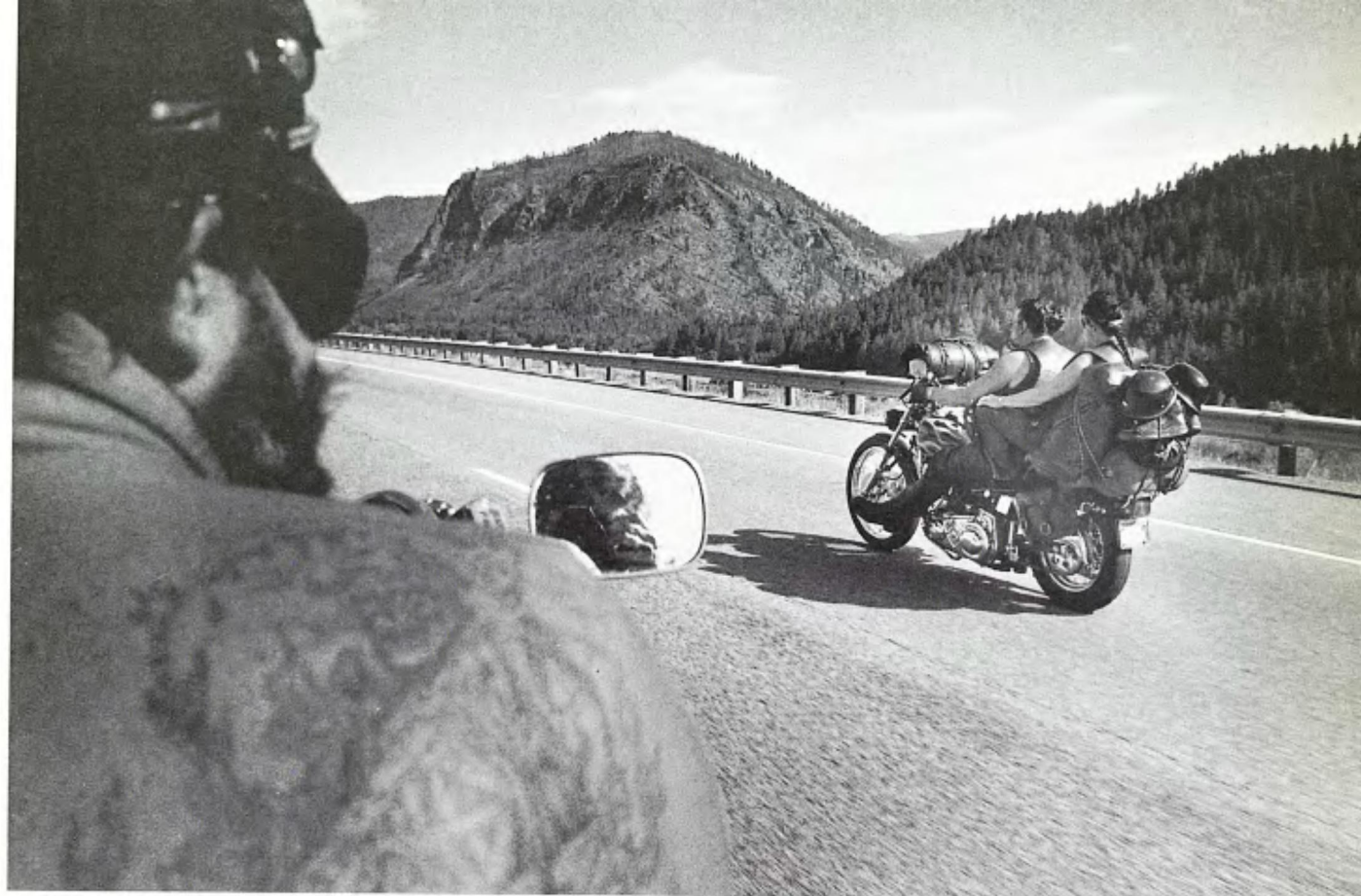


—Craig Cameron Olsen, Sturgis, S.D.



—Berry Pool, St. Basile, Quebec





—Erika Langley, Arlington, Va.



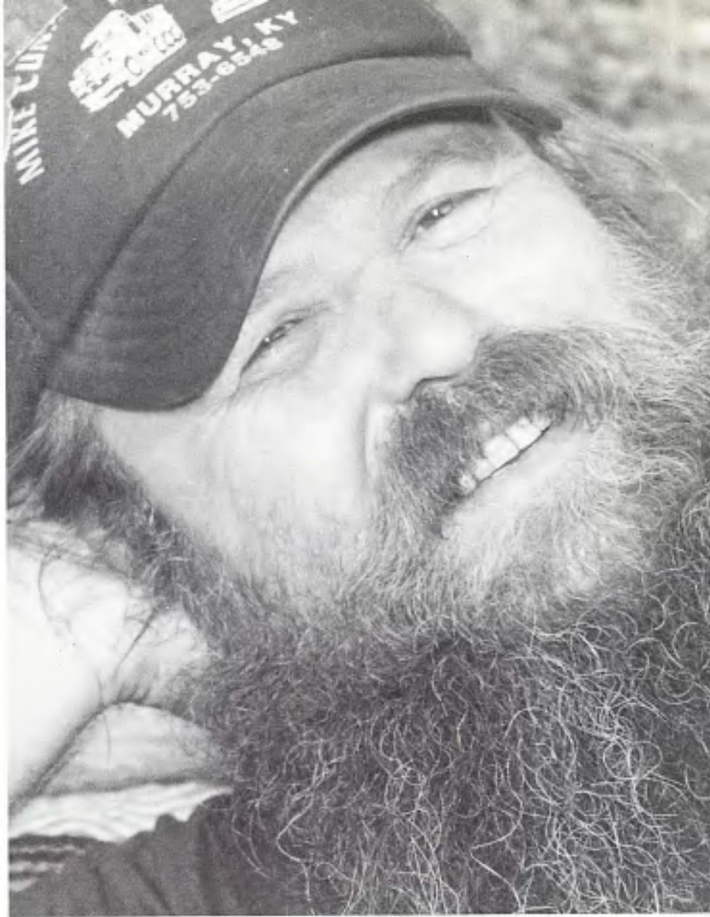
—Will Garcia, Los Angeles, Calif.



—John Lewis, Flint, Mich.

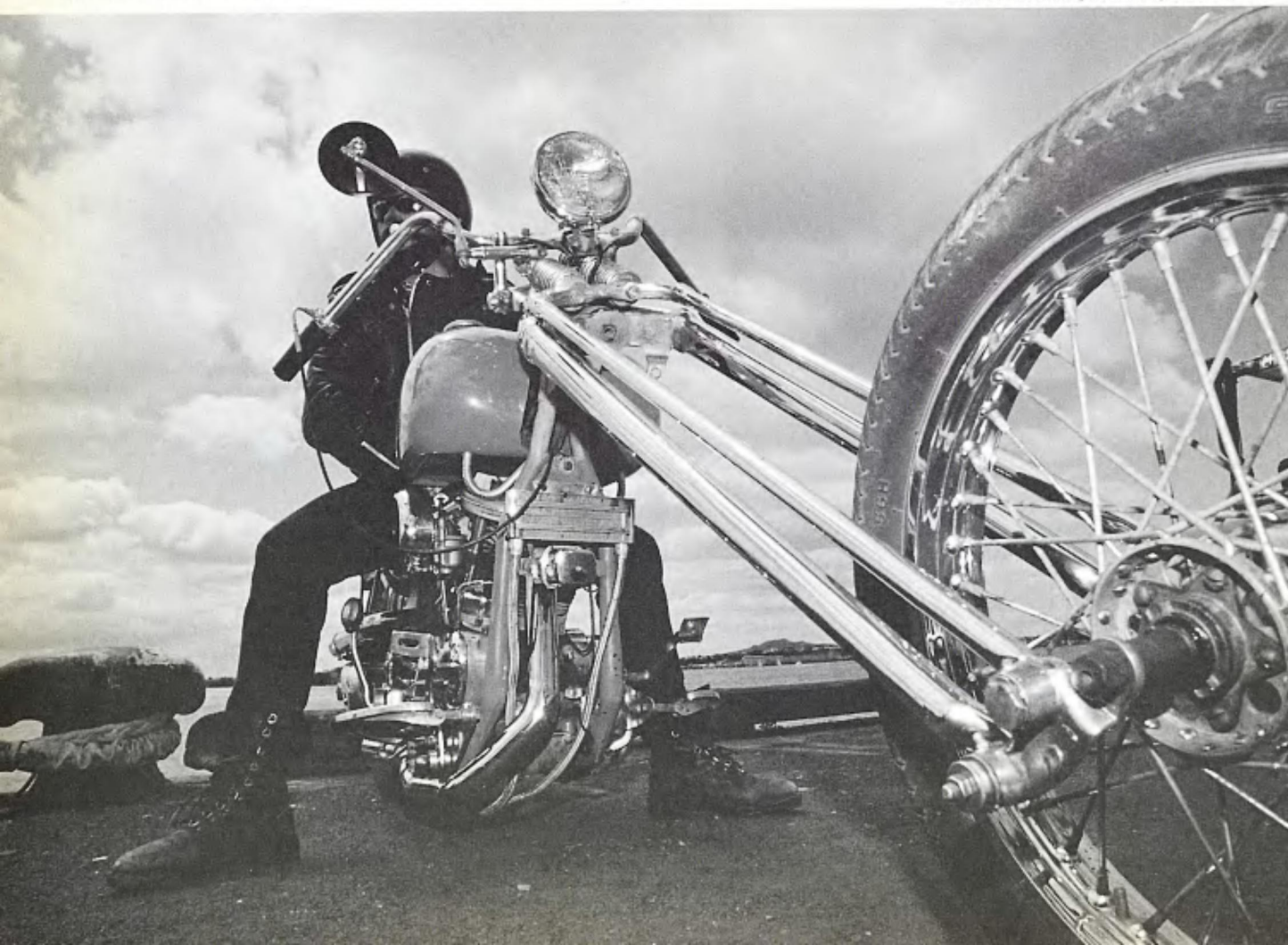


—Panhead's daughter, Stillwater, Minn.



—Turtle, Murray, Ky.

—Loose Bruce Linnell, Tantanoola, S. Australia



Easyriders

1992 STURGIS SPECIAL

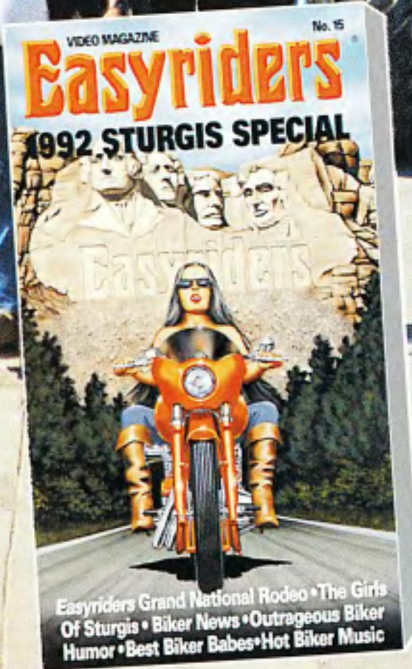
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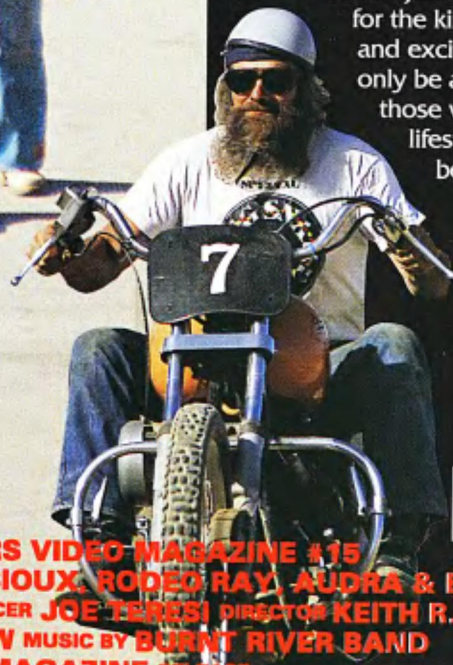
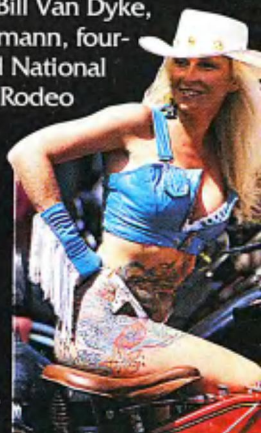
"It reminded me of all the good times I've had out there. I was sorry when it was over."



#15

**video
magazine**

This brand-new video brings you biker entertainment in the highest form: The Girls of Sturgis, 1992 Easyriders Rodeo Grand National, the Black Hills harassment exposed, Big Toe (Leon Hatcher's monster sled puller), plus a close look at the most accomplished rodeo stars ever to tame a Harley - Grand National Champion Gary Freel, runner up Bill Van Dyke, Audra Piittmann, four-time Grand National Champion Rodeo Ray Tewksbury and Kari Sioux, the highest ranking rodeo female! Besides great trikes and righteous rock 'n' roll, this video has sex appeal as big as all outdoors. Join us in the saddle for the kind of adventure and excitement that can only be appreciated by those who live the lifestyle. You'll never be disappointed.



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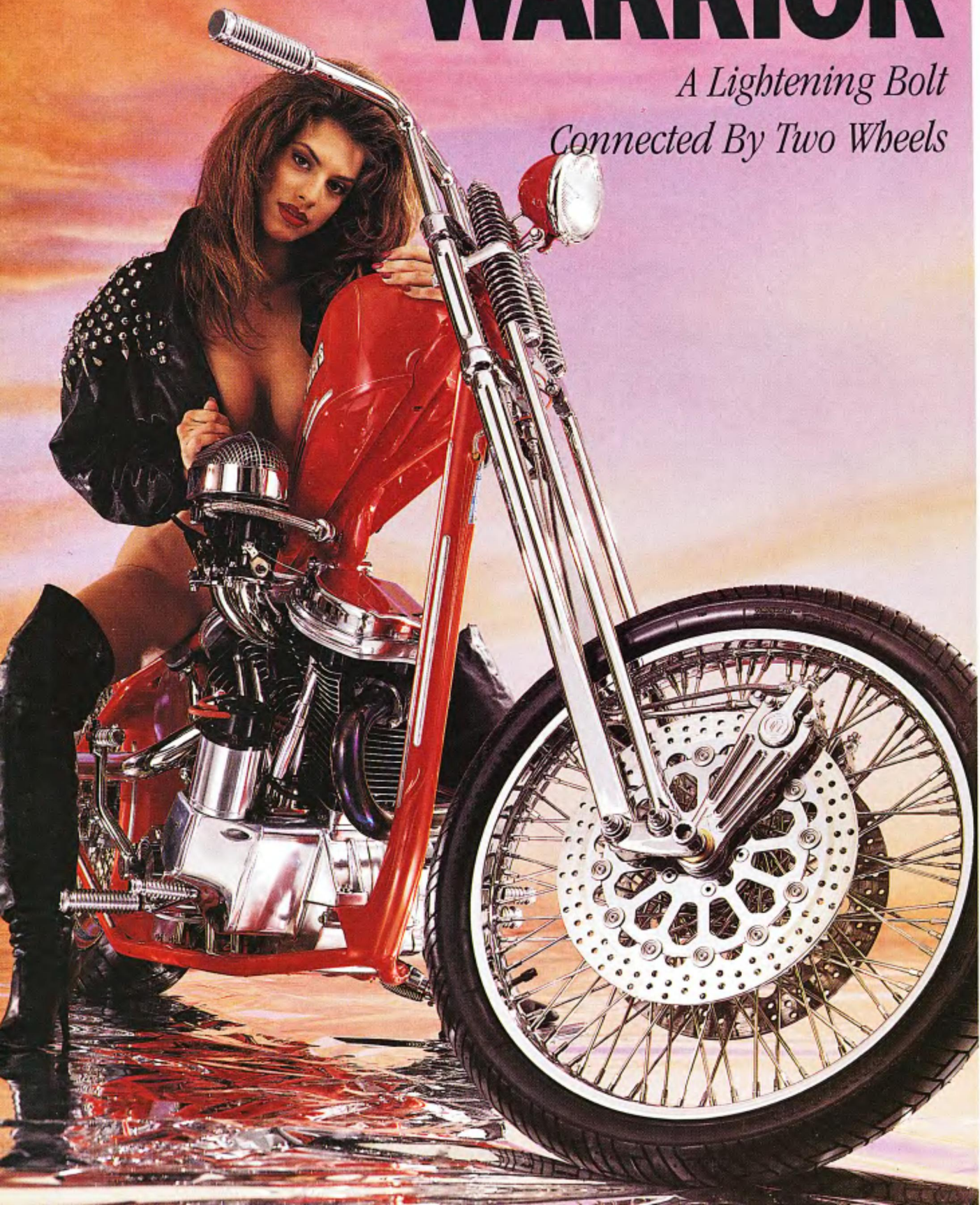


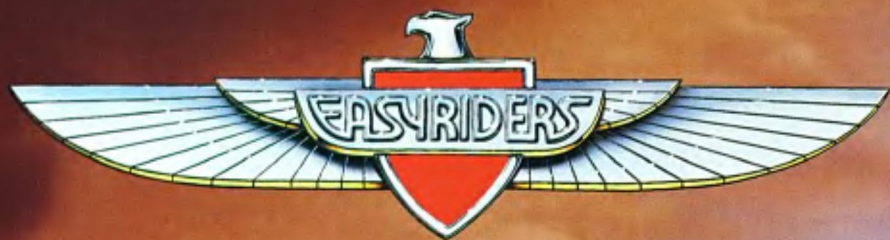
TERESI INC. PRESENTS EASYRIDERS VIDEO MAGAZINE #15
FEATURING GARY FREEL, BILL VAN DYKE, KARI SIOUX, RODEO RAY, AUDRA & BIG TOE,
PLUS A CAST OF THOUSANDS EXECUTIVE PRODUCER JOE TERESI DIRECTOR KEITH R. BALL
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BANDIT'S STEEL WARRIOR

*A Lightning Bolt
Connected By Two Wheels*







Bandit's been hand-building, welding, machining, fabricating, and performing carb rebuilds and tune-ups to his own rides ever since he was old enough to count calluses. The inside of his garage, and part-time bedroom, has seen every project from rat bikes strung together with baling wire and coat hangers to custom show bikes, some of which have been featured in *Easyriders*. But after years of trudging through creation after creation, Bandit realized that he'd never built or even seen anything close to his long-time radical vision of the ideal chopper.

The initial design that had been stewing on the back burner of his oil-soaked subconscious was a manifestation of the legendary chopper as the ultimate steel warrior. The warrior had to be free of excess baggage, trimmed to the perfect fighting weight, and armed



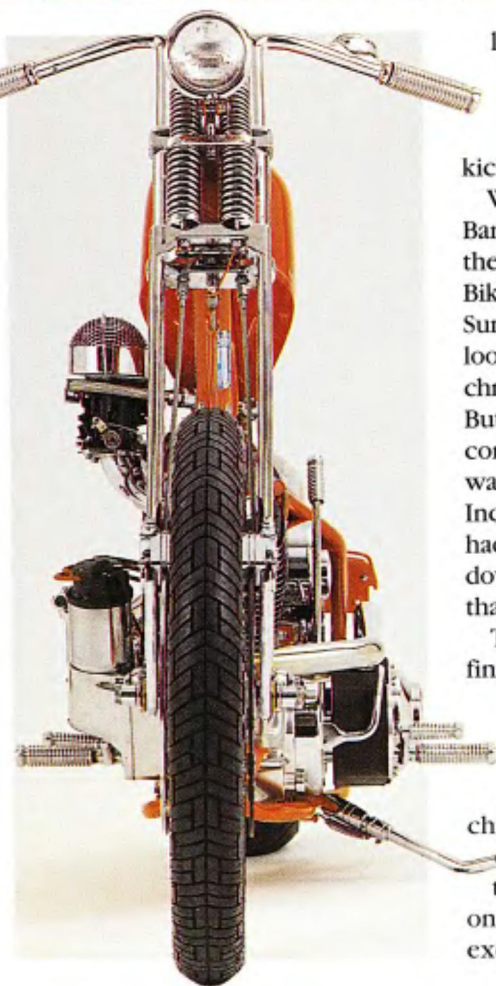


with nothing more than lean, mean, no-holds-barred badness.

Bandit first described the design he envisioned as "a lightening bolt connected by two wheels." Based on the level of extremes he was after, Bandit knew this wasn't the type of project he'd go home and just whip out. In order to bring his radical design to life, it was time to call in the combined talents of some of the best bike builders from around the country.

For better than three decades riding has meant more to Bandit than soft shocks and push-button electrics. And when it came down to picking the right partner for the project, he knew he had to find an accomplice who not only related to his design, but one who understood the radical element—and lived it.

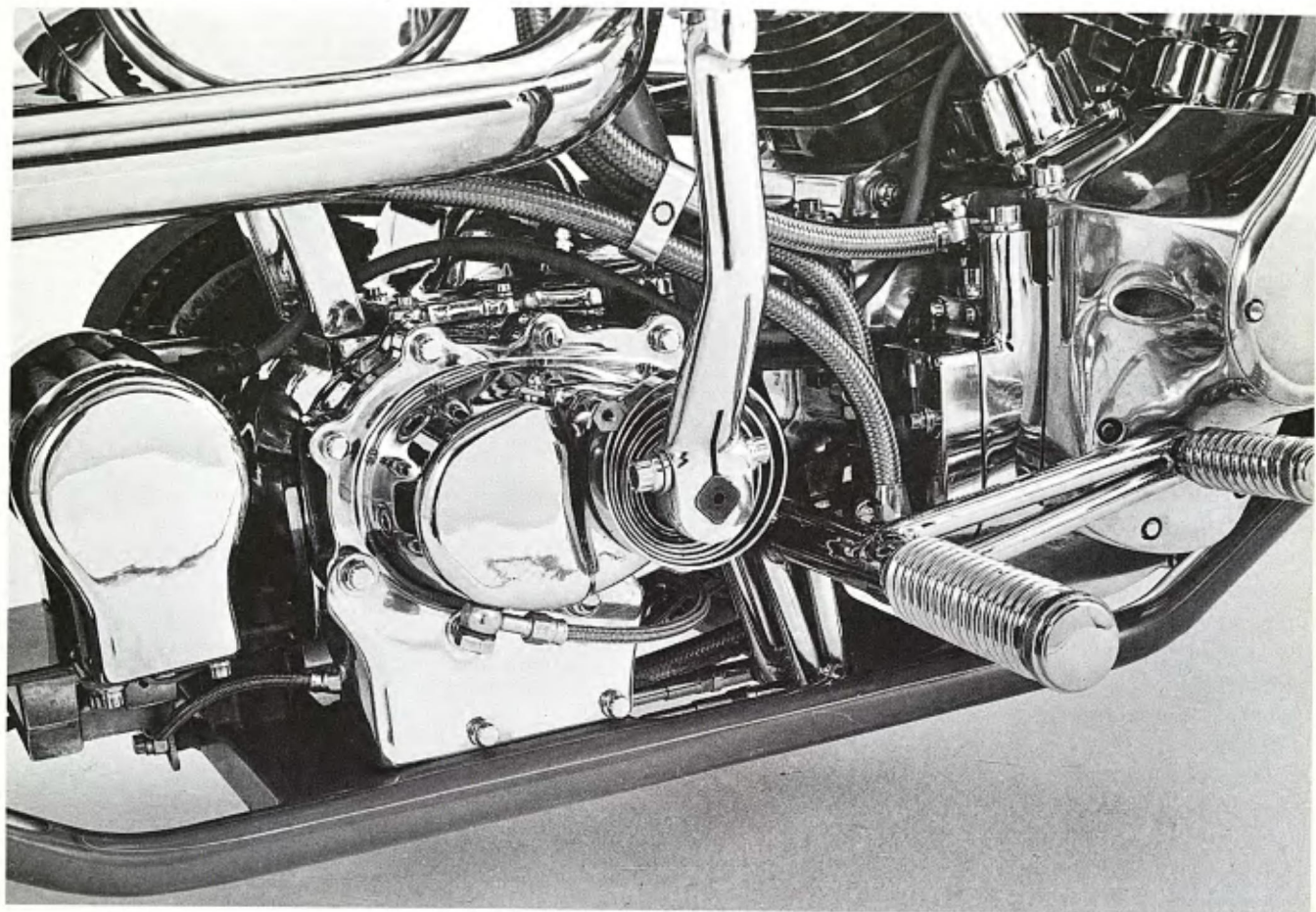
After interviewing several major talents around the country, Bandit decided on Pat Kennedy of Pat Kennedy's Custom Cycles in Carlsbad, California. Pat immediately grasped the revolutionary design, as well as what it would take to make the concept work for Bandit's



large size. And like Bandit, Pat made no bones about the fact that he'd always been hard on scooters and was still a no shit, kickstartin' biker at heart.

While Pat got started on the frame, Bandit worked on the engine with the crew at Lee Clemens' Departure Bike Works in Richmond, Virginia. Sumax took care of the engine's looks: polishing, powdercoating, and chrome (see sidebar on page 142). But the main source for the project's components and engine internals was Nace Panzica of Custom Chrome, Inc. (CCI). CCI's massive selection had everything they needed, right down to the belt drive systems and that badass-lookin' Karata magneto.

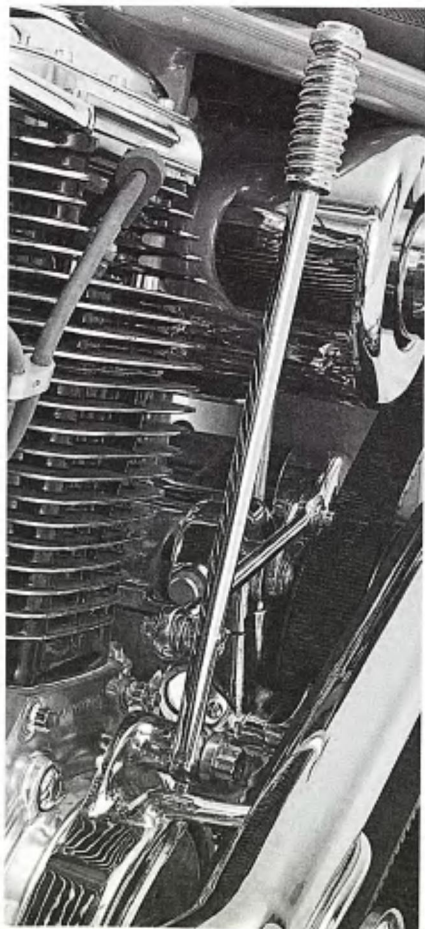
The ultimate steel warrior was finally taking shape—a lean, mean, no frills, no bullshit roughrider built with a stretched, single-loop rigid frame. A Paughco springer front end was remachined providing VL highlights to complement the single down-tube. No controls were installed on Pat's handmade drag bars, except the internal throttle. The



mirror was brazed and formed as part of the bar itself.

Pat mounted three Performance Machine master cylinders under the transmission. One drives the clutch, and the other two handle the brakes. The pedal on the left operates the hydraulic clutch with 1 inch of throw. The pedal on the right controls the front and rear Performance Machine brakes. The CCI alternator, capacitor and regulator handle the electrics, which are intentionally minimal. There's no battery, turn signals, electric starter, etc. The bike has a headlight, taillight and brake light—that's it. Not much remains, except a handbuilt frame, rear fender, and stretched Sportster tank that holds roughly 2.2 gallons.

Bob Le Pera built the seat from Pat's seat pan, which bolts to the frame and fender in five places. The only component not handmade or altered was the CCI spun aluminum oil tank. But Pat made an additional bracket to support it from the transmission, since it's not a good idea to allow the tank to hang on the top mounts. Don Hotop built the 4-speed



trans with Andrews close ratio gears from Drag Specialties.

Brook Bryant, a professional partner to Pat Kennedy and a fine-looking, petite redhead (known to be Bandit's weakness), designed the hub for the rear wheel and the one-of-a-kind 18-inch, 6.5-inch wide rear rim. She then laced it to the hub with 80 stainless steel spokes and nipples—a jewel in itself. She performed the same routine on the front wheel. The dilemma there was the width of the front end. It was real narrow, and the plan for two 13-inch Performance Machine floating rotors didn't help. A tight tolerance, narrow, stainless hub had to be precision-machined to fit the 80 spokes for the 21-inch rim.

Pat's machinist, Ray Neff, hand-machined the hydraulic fluid reservoir to be fitted in the frame's downtube. It feeds all the master cylinders under the tranny. The intake manifold was built by Pat. He also set up the downdraft Weber carb. The bike has, effectively, two carburetor systems. The Weber is dual throat, as is the intake manifold.

The bike starts easily with the Karata mag and this carb system. Although, for a while they thought that a fuel pump might be necessary. Pat also hand-fabricated the twin-side exhaust system with custom cutouts.

Graves Chroming took on the majority of the polishing and chroming. Exotica supplied the new rocker covers to turn the Evolution engine into a panhead. And Phil Ross at Super Max matched the paint with a custom rear wheel belt pulley he designed and formed himself.

The final coating came from Darrell Pinney at X-Calibur Custom Paint in La Habra, California. Darrell is a master at special effects, and he wanted to go wild (see painting tech on page 125). But Bandit held him to the silver leaf panels and orange-over-white pearl, consistent with the "no frills" theme—simplicity at its formidable best.

The night before Bandit left for Sturgis '92, 14 straight hours were spent pouring over last-minute details: wiring, adjustments, bleeding brakes, etc. Pat, Bandit, Wildman



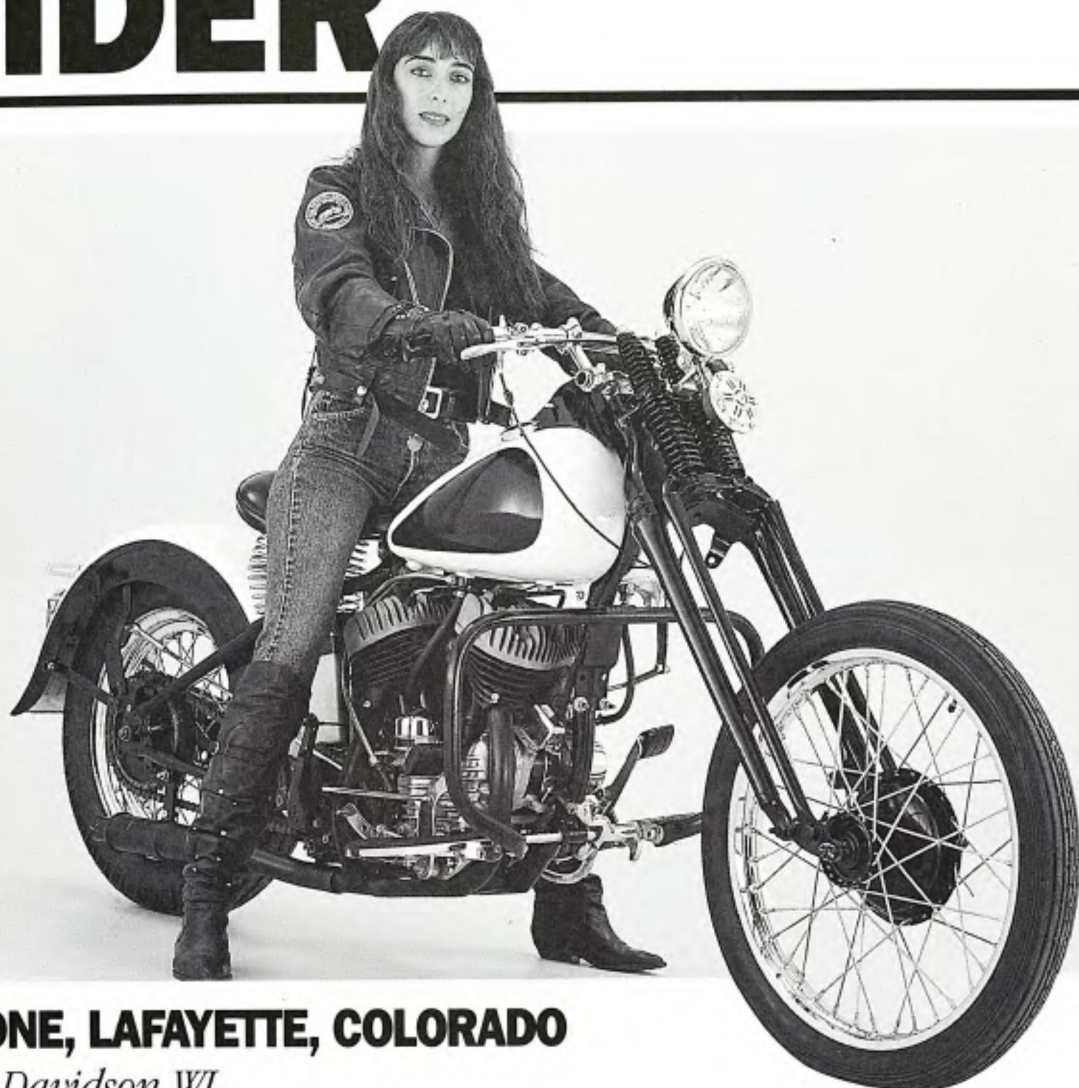
Wayne, and Hamster Dale, who'd flown out the day before from Massachusetts, worked from early afternoon to nine the next morning. When everything functioned properly and the bike finally belted out its first defiant roar, that was enough.

Pat wanted to spend more time fine-tuning, but once that lightening bolt fired to life, Bandit climbed on his steel warrior and said, "Later bro, it's time to roll." —Clay Dog

Owner(s): Bandit		City: Los Angeles, California	
General		Frame	
Fabrication by: Pat Kennedy		Year: 1992	
Year and make: 1992 Bandit		Builder: Pat Kennedy	
Model: Bandit		Type: single-loop	
Value: not for sale		Rake: 35-degree	
Assembly by: Pat and Bandit		Stretch: 6-inch	
Time: nine months, five years		Other alterations: too many to mention	
Chroming by: Graves Plating, Florence, Ala.		Accessories	
Engine		Bars: Drag Specialties/Pat Kennedy	
Year: 1992		Risers: Pat	
Model: Big Twin		Fender(s): one/by Pat	
Rebuilder: Ken Berry/Departure Bike Works		Headlight: CCI	
Ignition: Karata Mag/CCI		Taillight: CCI/bracket by Pat	
Displacement: 80 cubic inches		Speedo: what?	
Lower end: Ken Berry, Departure Bike Works		Front pegs: Ray Neff/Kennedy's	
Balancing: Departure Bike Works		Rear pegs: where?	
Pistons: Axtell		Electrics: alternator/cap, CCI	
Cases: polished, Sumax clear powder		Gas tank: Pat Kennedy/Drag Spec.	
Heads: Giggie/Departure		Oil tank: spun aluminum, CCI	
Cam: Crane H-326-2		Oil system: simple (oil filter in tank)	
Lifters: Crane (roller rockers)		Primary cover: where?	
Carb(s): downdraft		Seat: Bob Le Pera	
Air cleaner: Pat Kennedy/Ray		Sissybar: no way	
Pipes: Pat Kennedy		Height: n/a	
Muffler(s): who?		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears from Drag Spec.		Type: narrow springer	
Year: 1992 STD from CCI		Extension: 9 inches over	
Shifting: jockey by Pat		Builder: Paughco	
Engine sprocket: Karata belt from CCI		Special features: machined rear legs	
Trans sprocket: Super Max		Wheels	
Wheel sprocket: Phil at Super Max		Front	Rear
Painting		Size: 21-inch/80-spoke	Size: 18-inch/80-spoke
Molding: Lee Box, X-Calibur		Hub: Bo/Kennedy's	Hub: Bo/Kennedy's
Painter: Darrell Pinney		Rim width: 2-inch	Rim width: 6.5-inch
Color: white pearl and orange		Tire: Metzeler	Tire: Metzeler
Type: acrylic urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: silver leaf panels/Darrell's pinstriping			
Other special modifications: Sumax coatings on engine and pushrod covers. Gardner Wescott 12-point fasteners throughout.			
Photos: Raiko Hartman			



Catalogue \$3.00



NINA BARONE, LAFAYETTE, COLORADO

1949 Harley-Davidson WL

Take an Italian girl from Queens, send her out to Rocky Mountain country, and what do you get? Well, in this case you get a Harley-riding lady with a soon-to-be-three bike family who can wrench and ride with the best of them.

Nina Barone is one of those Jill-of-all-trades kinda gals. She's a model, an auto body damage appraiser, and an exotic dancer when the moon comes out. But, as you can see from the photos, she's also a lover of classic rides, and the proud owner of this 45 flattie that makes me as green as those Colorado mountains.

Nina picked up this bike as a basket case back in '87, and two years later she had this beautiful baby. Yeah, that's a long time to be expecting, but the pain of those long hours of labor was all worth it when this little beauty entered the riding world. Nina had a big hand in the production of this ride, too, from the initial design, to the endless days spent sanding and refining the frame, to the last-minute cosmetics. 'Course, the fact that she was working at Pearl Auto Body at the time sure helped.

Okay, back to those three bikes. See, Nina wasn't about to have an only child. She's recently added a '92 1200 Sporty to the brood and is already setting things in motion for a custom Evo. Hey, if you're ever in the Boulder area, Nina will be easy to spot: She's the one with the long brown hair blowing in the breeze—and the trail of guys behind her. —Two Step

General		Forks	
Fabrication by: owner		Type: springer	
Year and make: 1949 H-D		Builder: John Chavez, Fat Albert	
Model: WL		Special features: 6 inches over	
Chroming: none		Accessories	
Engine		Bars: drag	
Year and model: '49 flathead		Lights: single, round headlight,	
Rebuilder: John Chavez, Ed Layton		tombstone taillight	
Displacement: 45 cubic inches		Gas tank: H-D, 3.5-gallon fatbobs	
Transmission		Oil tank: in gas tank	
Shifting: 3-speed		Seat: solo	
Trans sprocket: 22-tooth		Other: civilian, hinged rear fender	
Wheel sprocket: 51-tooth		Wheels	
Finish		Front	Rear
Color & type: black and white		Size: 21-inch	Size: 16-inch
acrylic enamel, poly clear coat		Tire: rubber	Tire: Dunlop
Special paint: pinstriping by Rick Neal		Brake: drum	Brake: drum
Frame		Special features: Model A radius	
Builder: H-D, Pearl Auto Body		rods below springs. Thanks to Jack	
Type: hardtail		Auerman, Rat, and George Nieto	
		Photos: Michael Lichter	



FOX HUNT

November Winner

It's been a coupla years now since the walls came tumblin' down in Eastern Europe. Newly-named, breakaway republics are popping up with the frequency of an oil change and gaining their own independence. But that doesn't necessarily mean that their inhabitants want to stay in the homeland.

This month's Fox is proof of that. Julia, whose last name is virtually unpronounceable (I tried for a week and only got as close as Tchaikovsky), is a beautiful babushka who fell in love with H-Ds and the mystique of their riders while growing up in Russia. With the help of a sponsor from Florida, Julia's come to the U.S. to be near her beloved bikes and the men who ride them. We enjoyed giving her a tour of SoCal, and she got off on posing West Side Story-like on Roger Ram Jett's pan. Check her out on page 59. —Loudmouth



I was about 10 years old when I took my first ride. I still feel the thrill each time my man rolls me away.
Honey, California—#401



It was a warm summer night in Lake Placid when he rode me around the lake. It was exhilarating.
Jessica, New Jersey—#402



The intense power of that Big Twin Hog was the next best feeling I've ever experienced.
Letitia, New Mexico—#403



An old friend of mine gave me a ride on his Sporty. Now I have my own license and ride solo.
Tracey, Colorado—#404



I was 13 when I got my first ride (on a Harley, that is). Ever since then, I've been a Harley girl.
Tammy, Michigan—#405

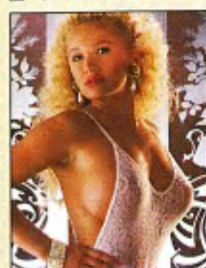


I'll never forget the vibrations. It was truly orgasmic. I've been in love with riding ever since.
Robin, Texas—#406

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□ TONISHA VOL. 10



□ TONISHA VOL. 11



□ TONISHA VOL. 12



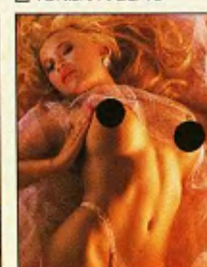
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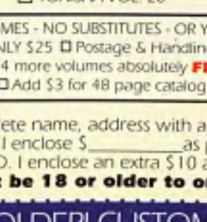
□ TONISHA VOL. 14



□ TONISHA VOL. 15



□ TONISHA VOL. 16



□ TONISHA VOL. 17



□ TONISHA VOL. 18



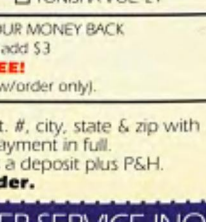
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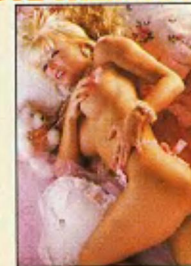
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Fox Hunt

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

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

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

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A 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 #238 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

can begin sending in your votes starting March 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 March 31, 1993. We'll print the winner in the August 1993 issue.



Here she is, bros, the 12th monthly winner in our 14th Annual Fox Hunt, Beth, #1204, from Pittsburgh, Pa. See more of her next issue.

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

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I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

238

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Topless _____ Full Nude _____

Model's Signature _____

Send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name _____

Address _____

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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.

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Bobbed style shown, hinged style available. All steel with tailight bracket welded in, except dresser. Sits lower on tire than stock.

Frame modification needed on 86 & later models.

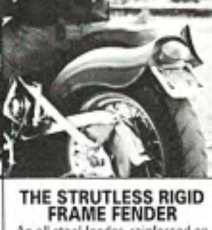
Bobbed style PT #1030 1984-85 \$215.00

PT #3030 86 & later \$215.00

Dresser style PT #2323 1984-85 \$269.00

PT #2383 86 & later \$269.00

Price includes U.P.S. ground shipping



THE STRUTLESS RIGID FRAME FENDER

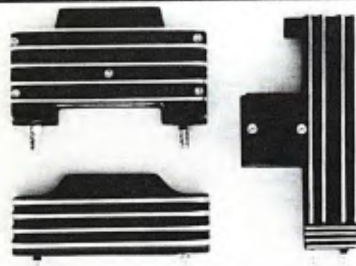
An all steel fender, reinforced on the inside with 1/2" steel bar & 1/8" flame cut steel side plates. Tailight bracket is welded in. Steel tube wire guide & wire exits through a rubber grommet. Mounting instructions included.

PT #1090 Fits bigtwins \$189.00

PT #1095 Fits Sportsters \$189.00

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82 & later 5-speeds 11", 11.5", 11.7, 52-78 Sportsters 13.4"

73 & later FX, FL, FLH, 11.1"

58-72 FL, FLH, W/round swing arm 12.8"

5-speeds W/ Dyna Glide frame 11.1"

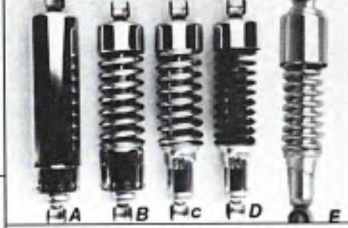
Our 79 & later Sportster shocks, & 5-speed shocks shown at right, (A,B,C,D) are heavy duty, rebuildable, multivalve shocks, W/1/2" dia. shafts. Our PT #3300 11" (picture E) is a stock performance short shock with good chrome. Stock & custom lengths are available. Other shocks not shown look like stock, are all chrome & have adjustable spring tension. Prices include U.P.S. ground shipping.

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10.5", 10.76" 11.1"			
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", A	A	3322	\$224.00

Below fits FX, FXE, FLH, W/square swing arm lowers bike 1.5"

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11.1"	Exp. chr. Spring	2211	\$159.00
11.1"	Full chr. Covers	2222	\$184.00



Below fits 1952-1978 Sportsters

LENGTH	STYLE	PT#	PRICE
13.4"			
(lowers bike 1.5")	Exp chr. Spring	1111	\$164.00
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(lowers bike 1.5")	W/full chr. covers	1122	\$184.00

Below fits 1958-1972 FL, FLH W/round swing arm lowers bike 1.5"

LENGTH	STYLE	PT#	PRICE
12.8"	Exp. chr. spring	4411	\$164.00
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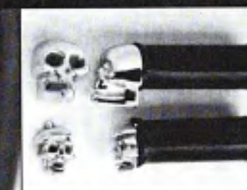
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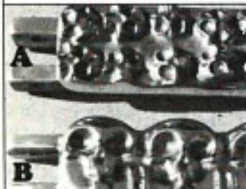
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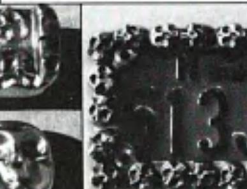


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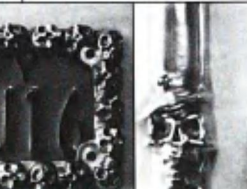
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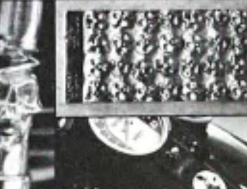


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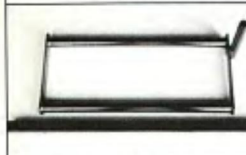
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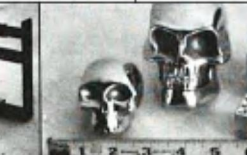
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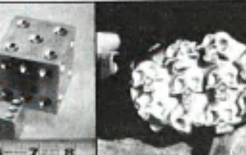
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BANDIT NEEDS A PAINT JOB

Or, I Think I'd Like Orange

Nowadays choosing a paint job involves more than a simple, "I think I'd like orange." Welcome to the age of high-tech finishes. Paint is often the single most important cosmetic decision you can make. Is the look you're after hard-core, hot rod, traditional, or futuristic? These are just a few of the possibilities that are achieved with the advancements of painting techniques. Paint on Harleys is fast becoming an art form unto itself.

So just how do you choose? When it came time to choose the look for the *Easyriders* project bike, we found ourselves in just that predicament. In this case, X-Calibur Motorcycle Art, in La Habra, California, was the talent we chose. With their help, we were able to take the basic concept of a solid orange paint job and give it an upgrade. With the use of a textured gold pearl base and a transparent orange, we were able to create a traditional look, as well as a modern custom. The ultra-fine pinstriping complements the unique Pat Kennedy custom frame. For a closer look, check out the article on page 107.

The men responsible for these special effects are artist Darrell Pinney and graphic designer Lee Box. Darrell, well-known in the entertainment industry for his illustrations and airbrush work, as well as being a pinstriper for almost 30 years, now devotes his talents exclusively to Harleys. Lee has brought his 20-plus years of award-winning hot rod, custom car painting, and fabricating talents to the team. The result is custom paint that's alive. We saw paint with so much depth and dimension that the graphics looked like you could reach behind them. We also saw tanks that seemed to be solid granite.

SPECIAL 3-D GRAPHICS BY X-CALIBUR

If you want to have a paint job that's a work of art, you must start with a properly-prepared canvas. First, Pat Kennedy's hand-built frame was carefully sandblasted and degreased.

With the use of a textured gold pearl base and a transparent orange, we were able to create a traditional look, as well as a modern custom

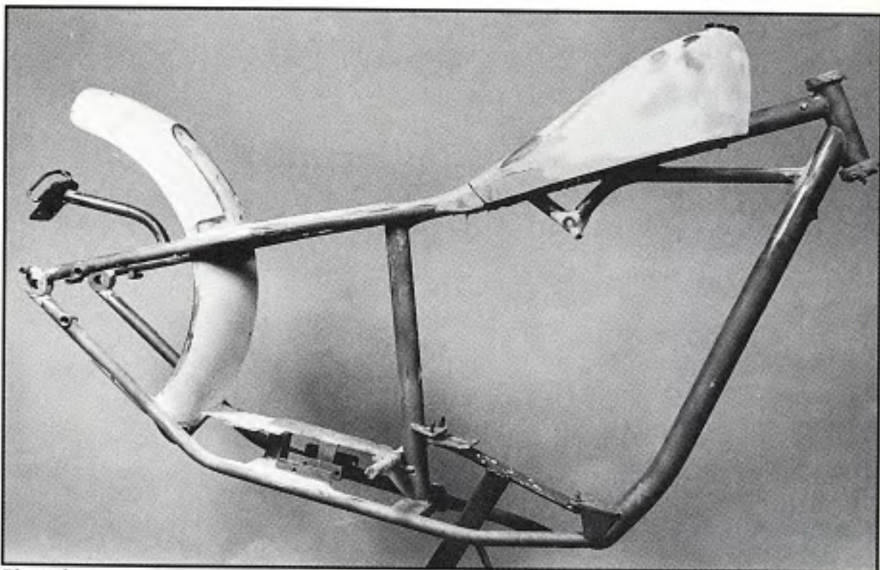


Photo 1

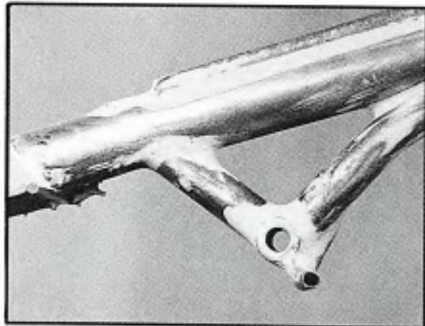


Photo 2

Photo 1. Lee Box and Billy Bondo mix layer after layer of bondo and fill and form every crack, weld, and rough edge. This takes an eye for form and grace. It's easy to sand or grate too far. A flat edge or sanding block is a must. Several special tools are available.

Next, a triple urethane primer system is applied. First, a gray chromate for maximum adhesion, followed by a sanding primer. After block sanding this to a

perfectly smooth surface, we follow with another coat of the gray chromate for maximum paint adhesion. Cutting corners here is a big mistake. This is the lifeblood of your paint job.

3. Lee uses many different pearls in, under, and over the colors, depending on the effect he wants. The colors chosen for this job were well planned out in order to maximize the dimensional effect. Although these are urethane colors, you can use lacquers if you want to. This job was based with white pearl, with orange over it. It is sanded smooth so that the pinstriping and airbrush can be applied. Striping over bumps and edges will show.

4. A delicate and expensive operation is the application of the silver leaf to create the panels. Darrell is lifting the leaf in this photo, while leaving the silver on the fender.

5. To give it a burlid look, he delicately spins the leaf with a piece of →

*Darrell is one of the
finest pinstripers we've
ever come across ...
you won't be able
to feel the stripe or
paint edge*

velvet wrapped around a cotton ball.
The bigger the desired swirl,
the greater the volume of cotton.

6. Darrell is one of the finest pin-
stripers we've ever come across. Here
he pinstripes the edge. After the job is

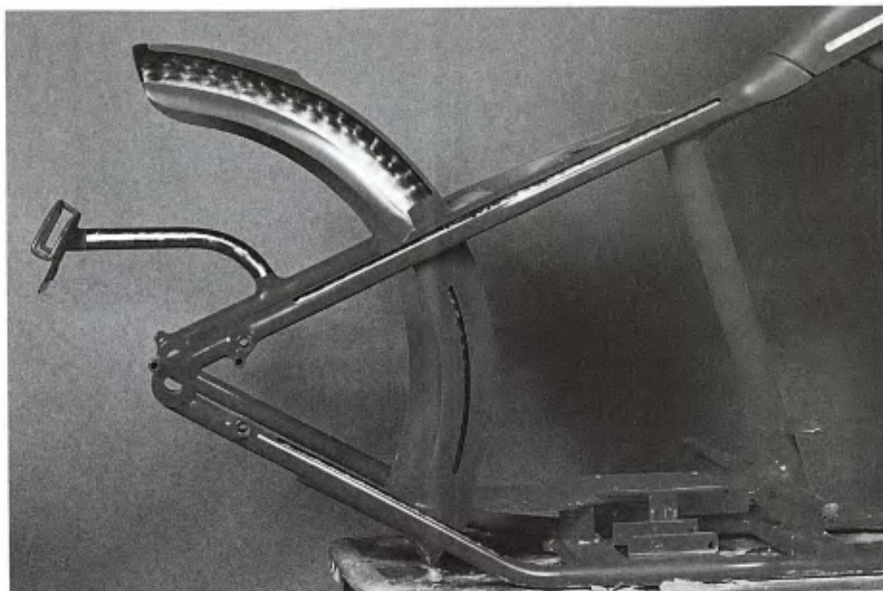


Photo 3

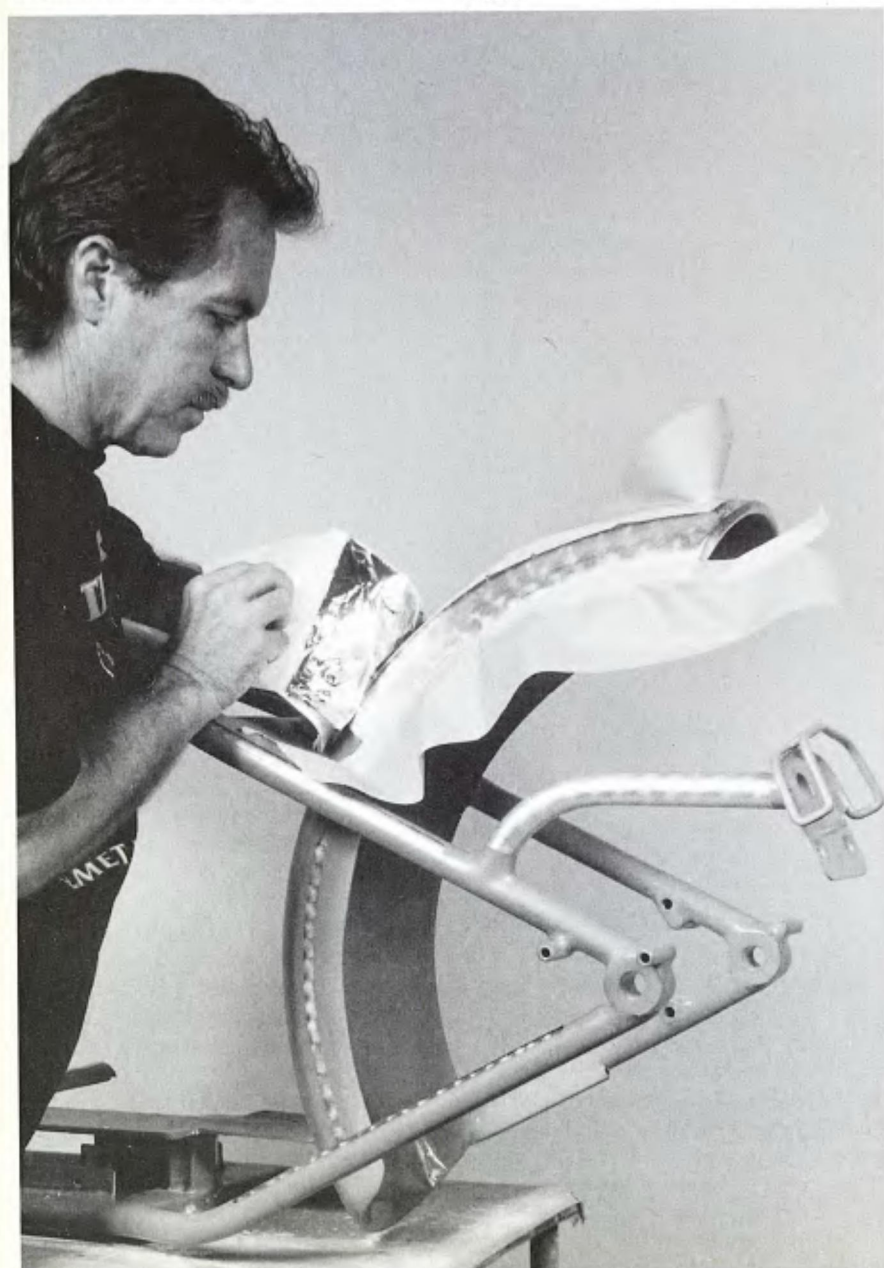


Photo 4



Photo 5

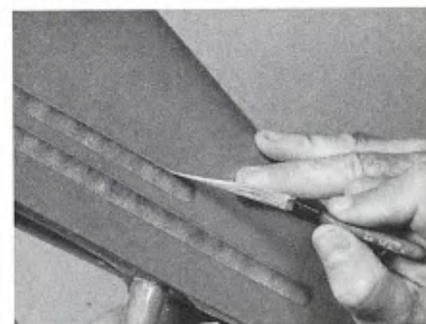


Photo 6



Photo 7

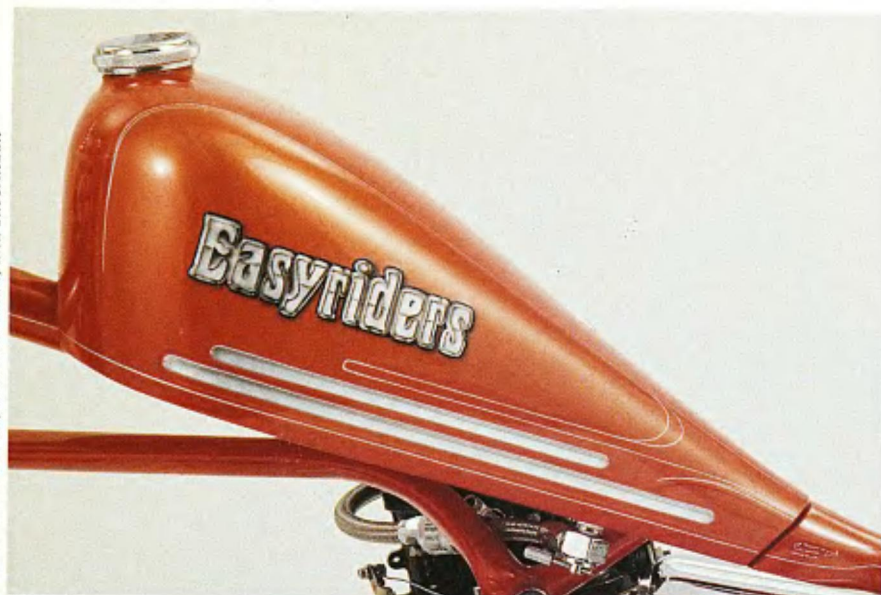


Photo 8

cleared, you won't be able to feel the stripe or the paint edge.

7. Using an airbrush, Darrell carefully outlines our *Easyriders* logo. Shading and highlights are also handled with various adjustments on the airbrush.

8. Another clearcoat is applied. After two days, the surface is sanded with ultra-fine wet-dry, then machine polished. A special glaze is applied by hand, and—presto—you have a custom paint job. A close-up view shows the end result. It's a long and exacting process, but well worth the effort. If any of you would like a list of the materials used to complete this job, send a self-addressed, stamped envelope to: X-Calibur Motorcycle Art, 2115 Emery Ave., La Habra, CA 90631, or call (310) 691-1222. Happy painting.

—Gene Koch

Contemporary Techniques

Darrell is not a stuck-in-his-ways painter. He's constantly pushing the limits. This particular job illustrates more of his techniques:

Photo 1: Lee Box applies a granite texture to the prepared surface. He achieves this special effect by varying the air pressure, as well as the consistency of the material. It's a back-and-forth process, typically using gray, black, and white colors.

2. The layout itself. Lee has masked off the areas to be painted with 1/8-inch tape. The type we use is the "blue" tape from 3M. The rest of the area can be masked off with larger tape or paper. After each color is painted, it is left to dry and then backmasked so the adjoining color can be painted. The tape that runs across the panels is removed so that the colors butt together. This is a much more refined look than the old method of leaving a tape line for pinstripe.

3. Again, Darrell uses airbrushing to create a shadow and three-dimensional appearance.

4. The master pinstriper works his magic. Even the pinstripes have shadows, giving them a floating effect.

5. The finished masterpiece: graphics, textures, scallops, and pinstriping in a three-dimensional plane. A helluva job, and it's smooth as glass.

—Gene Koch



Photo 1



Photo 2



Photo 3

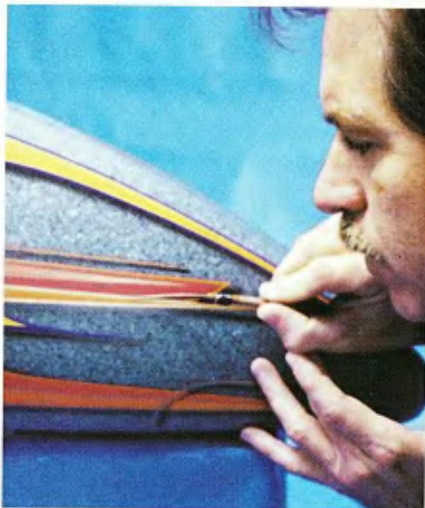
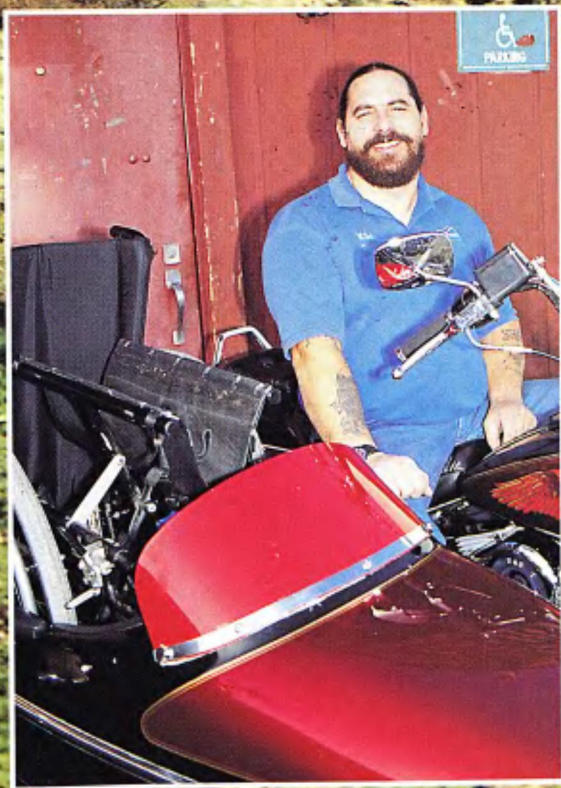


Photo 4



Photo 5



RIP'S RUN



*Rip Homeys Around
His Golden State,
Checkin' Out
The Big-Inch Scene*

Horsepower

Howdy. In last month's issue, I left you off in Sacramento, California. While in that area of Northern California, I had the opportunity to visit with some major motorheads.

One of them was Denis Manning, who operates BUB Enterprises in Grass

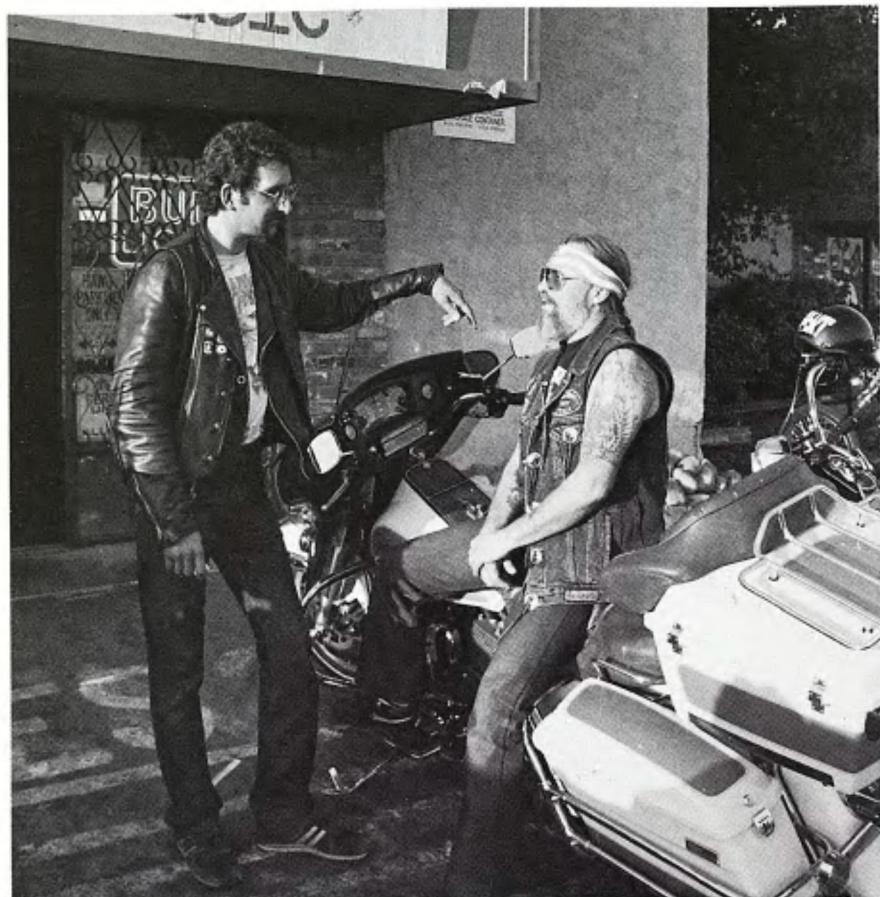
Valley. Primarily, Denis sells pipes and mufflers. When he's not dealing in exhaust systems, he's working on his own streamliner project. He's heavily into it—to the extent that he'll be casting his own engine. We're talking about a complete set of crankcases and 4-valve

heads. It's gonna be a dual-overhead cam, 4-cylinder, water-cooled motor, and it won't look like any other engine on the market. It will be narrower than a Harley. As Denis said, "It's gonna produce mega ponies."

Denis is attempting to break →



Sick Puppy serving Outrider Chuck at The Club House bar.



Bros shooting the bull in front of The Club House.

Easyriders Land Speed Record of 322 mph. We all know that's gonna take quite an effort. Denis, I'm not gonna hold my breath till it's done. If I know Joe Teresi, *Easyriders* will do whatever's required to keep the record, either with the old Liner, or with something brand-new. The more people involved with this type of clock racing, the more exciting it will be.

Another dude I visited in Grass Valley was Alan Sputhc. Alan's developing a 60-degree motor, which features the cam riding between the barrels. The Evo-looking heads are turned to line up with the cam and have relatively short pushrods. Alan said he wanted to go really big with the bore. Harley's famous 45-degree motor allows only so much room, due to the pistons hitting each other at the bottom of the stroke.

I rode one of Alan's 60-degree bikes and found it to be very powerful. The bike has a 5-inch arm, so it really wasn't comparable to say, Sugar Pai, my Evo dresser. Alan builds race motors that come in three sizes: big, huge, and bodacious. Sputhc calls his crankcases Nitroalloy. Besides the 60-degree motor, the bikes incorporate conventional rocker boxes and stock repop heads.

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The bro you see on the color page is Mike Tantillo. Mike's the service manager at Harley-Davidson of Sacramento. His friends call him Wheels. He has lost the use of both legs. Despite this physical challenge, Wheels rides a bad boy stroker with a sidecar, for which he assembled the engine. It sits in a Delkron crankcase. Coincidentally, Delkron is also based in Sacramento.

To make it fly, Wheels hooked up lots of other go-fast goodies. The braking system has a proportioning valve that operates both the front and rear wheel stopping power. Mike said he "didn't want the brake on the tub [sidehack] to work." He said "it didn't feel right," and that it pulled the bike to the right. He prefers his sidecar putt to stop—and perform—the way a two-wheeler should. Wheels enjoys lighting up the rear tire, and he can make it smoke. Wheels hasn't let his handicap stop him. What a guy!

Readers who are in a similar situation, and are interested in information on controls for disabled riders, might try reaching Don "Doc" Welbon, 1009 Ridge Rd., Littleton, CO 87120, (303) 730-8327. Doc built his wife, Cindi, who is handicapped, an FLHS with a sidecar. →



Sonny and Sharon Barger. Welcome home, Sonny. MMA swap meet, S. San Francisco, Calif.



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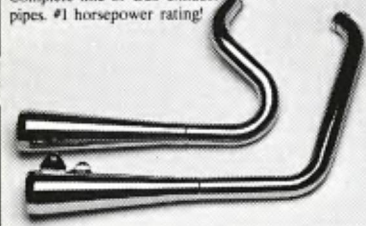
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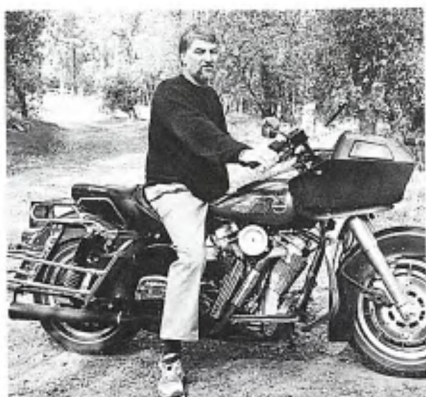
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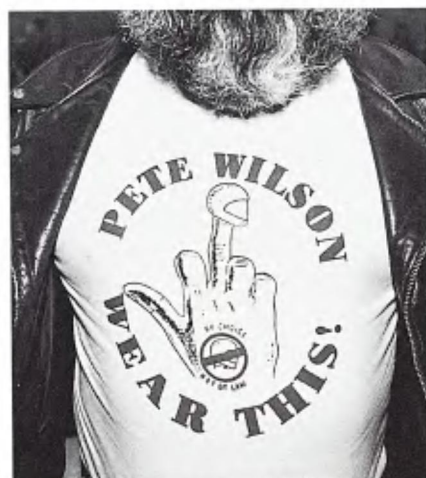
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Alan Spathe on his 60-degree engine bike.



Many Californians feel samo-samo.



In front of Vince's Antique and Modern Cycles, San Bruno, California.

Good luck to all the temporarily downed riders out there. I'm sure you'll feel better once you get your mug back in the wind.

Also, while in Sacto, I got the chance to scope out a couple of biker bars. The Club House, 10089 Folsom Blvd., Rancho Cordova, (916) 362-3367, is a full-on biker bar, complete with motorcycle parts decorating the walls and ceiling. It features different bands every Friday and Saturday night. The Club House bartenders are Pam, Grant, and Sick Puppy. Katie is the happening cocktail waitress.

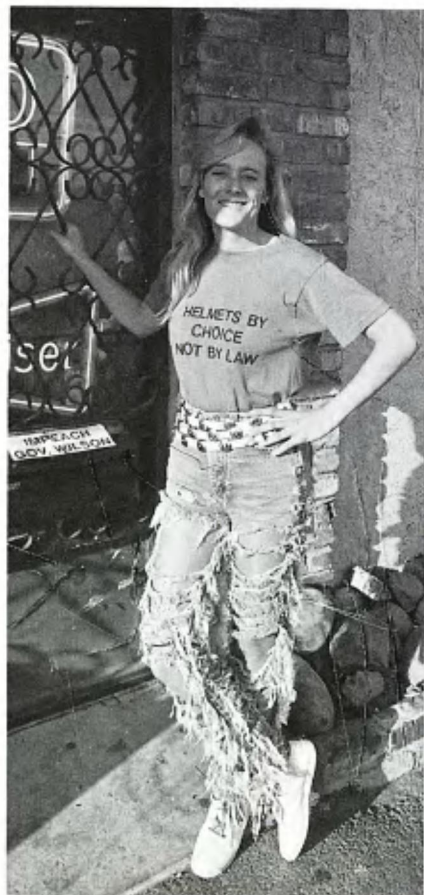
In addition to sponsoring its own annual toy run, last year the Club House hosted the after-run party for the Modified Motorcycle Association's (MMA) Sacto Toy Run. The party, held Sunday, December 13, featured the Fryed Brothers band. I'm sure a lotta folks went to work with fuzzy heads the next day, but their hearts were filled with pride for a job well done.

The Club House has lots of events going on all year: runs, benefits, you name it. They're our kinda people. A couple interesting characters I met there were Chuck, who rides with the Sacramento Outriders Motorcycle Association, and Skitch, who putts with the Misplaced Souls MC.

Another bar to check out when you're in the area is the Argonaut Club, located at 1438 Del Paso Blvd., N. Sacramento, (916) 925-9869. This bar, owned and operated by Uncle Dave and Uncle Fritz, has been established for quite a while, and claims to be "Sacramento's original biker bar." The owners are longtime bike riders who support many MMA functions. The Argonaut features live music on Friday and Saturday nights. Their bartenders are George, Blair, Bobby, and Tammy. It's a very fine bar as well as a prime meeting spot for a lot of folks before taking off on runs. A large group met there to ride to the *Easyriders* Rodeo in Vallejo last October.

Before leaving the Grass Valley area, I had a tasty lunch at the Creekside Cafe on the corner of Broad and Sacramento streets in Nevada City. As the name implies, it's situated beside a beautiful creek, which features a stone staircase. It's a very picturesque spot. During the summer months you can dine on their outdoor balcony and watch the water flow downstream over the rock steps. It looks like a series of mini waterfalls.

Sugar and I left Sacramento and headed west on I-80 toward the San Francisco Bay Area. The trip only took a couple of hours. The weather was on →



Katie works as a barmaid at The Club House.



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the cool side, but it wasn't anything I couldn't handle.

I rode across Hwy. 92, the San Mateo Bridge, to Vince's Antique and Modern Cycle, a Bro's Club dealer located at 908 San Mateo Ave. in San Bruno. Their phone number is (415) 871-9183. Vince has several restorations on his floor, including: three panheads ('51, '52, and '55), a '53 K model, and a really nice 1924 Indian Chief (complete with sidecar). Currently, Vince and his crew are restoring a '48 pan. All the bikes on the floor run, and they are all for sale. All but the Indian, that is. Vince would probably get off of that, too, if someone waved enough bread in his face. Hey, what's he in business for anyway if it ain't to sell and repair bikes? They also do complete service work on today's Harley-Davidsons, and carry a large inventory of speed equipment.

That night, Vince threw a party at a city park called Sigmund Stern Grove (19th St. and Sloat Blvd. in San Francisco). It was held in a cool turn-of-the-century house, that, supposedly, John Muir lived in at one time. If you didn't already know, Muir was a pioneer and a naturalist who helped establish the National Parks system. He was a conservationist long before preserving the ecosystem was popular. In fact, it



MMA Division 4 and 69 officers.



Dr. Trona Holcomb and his creation.

was largely due to the efforts of John Muir that Yosemite came to be a National Park.

Anyway, their party was a blast, with the band Ramcue handling the musical chores. They played a lot of oldies and sounded great. The band featured a hot brass section that shook that old house like it hadn't rocked since the October 17, 1989, World Series earthquake.

It was raining, but more than 50 riders and passengers showed up to party and dance their butts off. Other folks came too, but they were in cages. Hey, either way, a good time was had by all.

The next day I caught an MMA swap meet at the Cow Palace in South San Francisco. It was hosted by Divisions 4 and 69. These chapters encompass the South Bay Area, Santa Cruz, and San Francisco. This swap meet is a biggie, with beaucoup vendors offering their wares. People from all over the West and Southwest showed up. There was even a vendor from New Mexico selling Native American jewelry and art. Of course, there were lotsa Bay Area bike merchants hawking their goods.

It was at this swap meet that I met still another gearhead. His name is Trona R. Holcomb, and he owns Cad-Cam Engineering in Santa Cruz. He told me that he "plans to build new, big-inch monster motors from 100 to 170 cubic inches." That's over twice the stock size. Trona said he's gonna build these motors using automobile crankshafts, rod assemblies, and pistons.

The proof will be in the pudding. I can hardly wait to see some of the engines I've been seeing, hearing, and writing about in action, either on the drag strip or on The Salt. Many of us have this great need for speed. Let's see what 1993 brings forth. Set 'em out on the track and let's see who rules. Remember the cubic dollars that the late, great Mickey Thompson talked about? Are they gonna be affordable and reliable? Will they hang together? Will they fly apart? Only time will tell.

And, speaking of time and space, it's time for me to get back out there. I've gotta answer the call of the open road. And while you're reading, isn't it time that you dropped me a line? I'm looking for locales that you enjoy and visit, runs, events, bike functions, or any related doings connected to a motorcycle person such as yourself.

—Rip

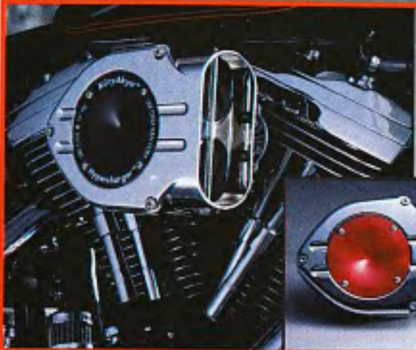
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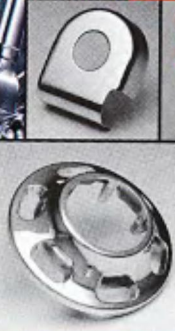
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The only light in the moonless night came from the door of the dilapidated diner. Situated on a backcountry road in rural Georgia, it managed to stay in business for two reasons: It was located on a route between two small towns, and it served as gossip central for the local farmers. 'Course, there had been better times—when they had sold beer and had been called a tavern. But now, with Prohibition, business was slow.

The combination cook, waiter, and sole nighttime employee stood in the open door and breathed in the warm spring air.

A rumble of motorcycles interrupted the cook's reverie. Two uniformed policemen on '27 J models pulled off the road and into the dirt clearing that formed the diner's front parking area.

A large, heavysset cop was in the lead. He killed his motor, dismounted, and raised a hand to greet the cook. A short, thinner cop pulled in behind him, stayed astride his bike, and chewed intently on a toothpick, switching it around in his mouth with his tongue.

The bigger cop stretched and lazily scratched at the double row of jacket buttons straining at his chest. The thin man evidently understood this signal because he dismounted, strolled over to a tree, and settled his back against it. He pulled off his gauntlets and replaced his toothpick with a smoke.

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"How 'bout some of that poison you call coffee and a couple dunkers to go with it?" the big cop asked the cook.

The cook smiled a wry smile and replied smugly, "You gonna pay for 'em this time?"

"Shit, you oughtta be happy to donate doughnuts to the keepers of the peace," the big cop said, laughing. "We protect your establishment!"

The cook smiled again. "Protect it from profit, maybe," he answered, "but that'd be 'bout all."

The cook went inside to fetch the requested refreshment, and the thin cop turned to his partner and asked,

with two cups of coffee and a plate of doughnuts. He turned to the boy.

"They call 'em runners 'cause they're runnin' from Johnny Law," he said, jerking his head at the two police. "There used to be a time when it was respectable for a man to brew good liquor, but nowadays the gov'ment regulates everything a man do, down to the beverage he's allowed to drink."

The big cop pushed back the cap on his head and said, "Well, say what you will, but I hope the eighteenth stays on the books. If they repeal it, that'll put the runners outta business, an', personally, I don't wanna see 'em go."

"There used to be a time when it was respectable for a man to brew good liquor, but nowadays the gov'ment regulates everything a man do..."

"We didn't pay 'im last time?"

"Musta forgot. We had ta take off after a runner, remember?"

The thin cop was nodding his head, remembering the course of events, when a quiet voice from the shadows said, "A runner? What's that?"

The policemen turned to see a young boy stepping from behind the diner.

The big cop recovered and assumed an authoritative stance. "Runners? Well, son, up north they call 'em rum-runners, but down here they's runnin' 'shine," he said.

"Moonshine," clarified the thin cop.

By this time the cook had returned

Chasing these damn runners is the most fun I've had since the day I pulled over the preacher in front of the whorehouse door!"

The cook smiled and handed the steamin' coffee cups to the two men. "But you boys take a nip now and again, don't ya?" he asked.

The large cop shrugged. "Sure," he said. "I don't begrudge 'em the booze, mind you, but these assholes think they own the damn road."

The thin man started on his second cruller. "Yeah," he said through a mouthful of doughnut. "And they don't own the road," he continued, nudging



his partner's well-padded ribs. "We do."

The two cops laughed at this remark and the counterman joined in, politely.

"An' we own a bigger chunk since we got these babies, too." The big cop hooked his thumb at the bikes resting at the ready a few strides from the tree.

"Gee, them's some swell bikes, Mister," the boy said, squatting off to the side and looking up at the bikes with wide-eyed fascination. "What kinda bikes is they?"

The big cop smiled down at the boy.

"Well, son, them's a couple of the finest motorcycles ever made: 1927 Harley-Davidson 74 J Models. And they're ideal for what we do, too. They don't vibrate that bad, so they ain't so hard on the hemorrhoids. They got good traction for these dried mud roads, and they got some low-speed torque that'll throw you back in the saddle. They'll catch a runner all right. Some runners even got the same equipment, but they're loaded down with whiskey an' we ain't."

The thin cop interrupted his verbose partner. "It's like shootin' fish in a pickle barrel," he said. "The runners 'round here is showoffs. They can't resist stuffin' crowbars up their silencer systems, so you can hear 'em comin'. We just wait in the trees and pick 'em off like flies."

"Yeah, these runners is characters, all right," the big cop said, leaning against the tree. "A runner from 'round here is one of a breed. Why, I could tell you some stories . . ." He shook his head.

The boy looked up eagerly. "Stories?" he asked. "Like what?"

The big cop looked down at the boy, aside at his partner, and then over at the cook. Assured that he had an audience, he smiled, scratched again, and slowly began:

"Well, one thing 'bout the local runners is that they got a code. They work together. They back each other up. And they don't cooperate with the cops. They respect the customer, too. They don't sell bad booze."

"So the time I heard 'bout some ol' boy dyin' from some bad shit that was goin' 'round, I knew it had to be an outsider. I put the word out to the runners that if they'd let me know who it was, I'd put him off the road. But no one did."

"Then one night this strange truck come blowing by me, so I fell in behind 'im. As soon as he saw me, he started haulin' ass, so I figured he was runnin'. I tried to catch up with him, but he took off on these back roads like →



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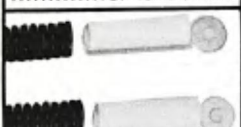
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he'd lived on 'em all his life. I was beginning to think it was a local after all, until we came to a fork in the road. That's when I saw a flash of light down one of the forks."

"I realized there was someone up ahead leadin' this boy—lettin' 'im know which roads to take. I managed to keep up with him for a while, but he took off through a swamp and that slowed down my cycle a mite.

"I was lookin' to take up his trail on the other side of the swamp when I heard this blast and seen a fireball in a clearing up ahead. I headed for it, but by the time I got there, the pickup was completely on fire. I had to let it burn

have the outfit or the extra weight. He musta figured this out 'cause he started tossin' bottles back at me, aimin' to accomplish a couple of tricks: lighten his load, get rid of evidence, and use his projectiles to discourage pursuit.

"It worked for a while. He was a damn good rider and these was some rugged roads, so he was holdin' his own against me. But then he started doin' some fancy maneuverin' that I didn't quite understand the need for. He wound up missin' a rut and throwin' himself in a ditch."

The thin cop paused in his story, and the boy picked up the cue. "Why'd he do that?" he asked.

"Apparently he couldn't bring himself to part with the last pint, so he pulled the cork and downed it.

When I got to him, he was skunk drunk ..."

itself out. I didn't even know there was a body in there till it got cool enough to where I could look inside."

The boy interrupted. "A body!" he yelled. "Who was it?"

"Well, he was burned so bad his mama wouldn'ta knowed him. But the bad booze stopped that night, so I reckon it was the outsider. What I figure happened was that the local boys wouldn't turn him over to me to take care of—but they didn't mind leadin' him down the garden path so they could do the job themselves."

There was silence for a moment while the men contemplated the fat cop's story. Then the thin man spoke. "Yeah?" he said. "Well I gotta story to top that."

The big cop looked over with a sneer. "You think so?" he asked. "Let's hear it."

The thin cop reached for the last doughnut, but the bigger cop overreached him. The thin man shrugged and started talking.

"You mentioned how these runners got a code," he said. "Well, I'll tell ya somethin' else 'bout 'em. More 'n one of 'em has drunk up the profits. They do love they work."

The big cop nodded his head in agreement, but the boy asked, "Why do ya say that?"

The thin man continued, "Well, one time I was chasin' this ol' boy in a big 74 J, jus' like mine, but he had an outfit on it to haul the booze. I was gainin' on him pretty good on account o' I didn't

The thin cop smiled down at the boy. "I found out when I caught up with him," the thin cop answered. Apparently he couldn't bring himself to part with the last pint, so he pulled the cork and downed it. When I got to him, he was skunk drunk, lyin' there in the ditch."

The thin cop laughed at the memory. "I couldn't arrest him for 'runnin', 'cause the evidence was gone, but I popped him a few good ones to let him know I was there. I don't think he felt it at the time, but I'll bet it was the worse hangover he ever had."

The two cops found this particularly amusing. When they'd laughed themselves out, the boy spoke up. "I gotta story to top that," he said, quietly.

The big cop raised an eyebrow at the young boy. "You?" he asked. "How's that?"

The boy poked at the dirt with a stick. "Well, sir, the story's 'bout a picket—a lookout for the runners," he said.

The thin cop looked confused. "Now how'd you know 'bout a thing like that?" he asked.

"Aw, he's just makin' it up," the big cop said, smiling. "Kids do that shit. Go ahead, boy."

The boy drew circles, shrugged, and continued with his story. "Well, one night he was scoutin' a backcountry road when he spotted some trouble ahead, so he piled four big rocks by the side of the road."

The thin cop chewed lazily on his

toothpick again. "How cum?" he asked.

"He was signallin' the runner—tellin' 'im to run quiet and dark."

The big cop had been yawning, but at this he stopped.

"What's that mean?" the thin cop asked, looking at the boy.

"That means kill the motor and the light," the big cop interrupted. His eyes narrowed darkly at the boy. "Why'd he signal the runner to do that?"

The boy smiled. "The picket done that so's he could keep the cop's he'd spotted telling bullshit stories till the runner had pushed his bike down the road behind 'em and been on his way."

The big cop stopped with his coffee cup halfway to his mouth. He looked over at his partner, then whirled around and looked at the road. He turned back to the boy with murder in his eyes. "Why, you little sonuvbitch!" he screamed, doubling up a fist and starting toward the boy.

"Hold on there, hero," the cook said, stepping between the cop and the boy. "What ya gonna do? Stand here and beat up some kid or go catch yourselves a runner?"

The cop considered things, then grabbed his partner by the sleeve and shoved him toward one of the J's. They fired up the machines. "You best not be here when I get back!" the big cop yelled to the boy. Then they took off down the road.

The cook watched them go, then turned back to the boy. "Well, go tell yer old man the coast is clear. As long as he keeps those two in front of him he's okay. And the way they blasted outta here, they're gonna stay in front of him for a while."

The boy and the cook walked to the rear of the diner where a ratty-looking 1912 35 single stood waiting. The long, U-shaped handlebars sported worn grips, and the trapezoid tank needed paint. The frame was pitted and splattered with mud. The boy mounted the bike and turned the rear wheel with the pedal gear. After the motor warmed, he disengaged the clutch and rolled it off the rear wheel stand. He turned to the cook and said, "Thanks for the help."

The cook nodded. "No problem," he answered. "I don't mind playing tricks on those boys now and again. But they's so stupid, shit, its like shootin' fish in a pickel barrel."

"Yeah, they's stupid, all right," the boy sighed, "but they sure got some swell machines."

—C. Cobb

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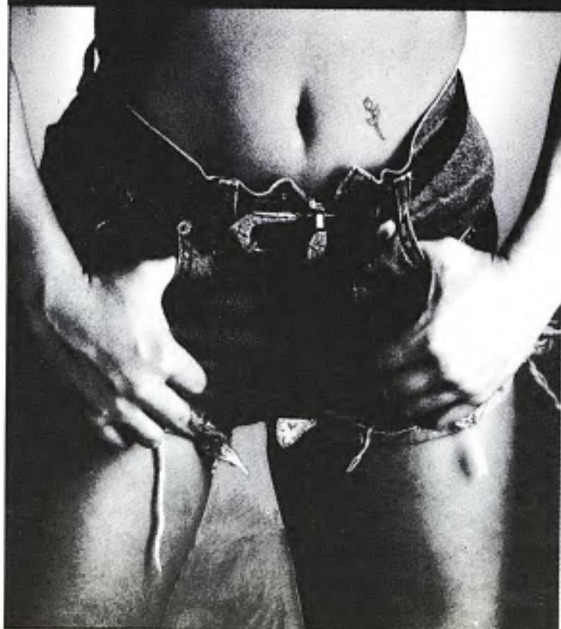
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□ I picked up a 1960 XLH Sporty a few moons back and decided to restore it back to original stock. Problem is, I'm having a hard time finding photos of what it once looked like. Any advice?

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Follow the torquing procedure in the service manual up to 25 foot-pounds.

Rattling Clutches

□ My brother-in-laws and I all own pan-heads, and they all have clutch noise. Is there a way to cure it?

The Panhead Bros

■ The noise is caused by the plates rattling while the clutch is released. This is normal. Enclosed primaries will muffle the noise some. The clutches on Big Twins from 1936 to 1984 all do this. Fresh steels with the rattle stop ball and spring might help for a while.

Besides, how else can you find a pan-head in a crowd? ☺

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Bandit's Sumax-Finished Engine

In brief, here's how Sumax finished the engine:

The cases were polished by Wil Barnes, of Barnes Metal Finishing in Medina, New York, then they were sent to Kirk, the owner of Sumax.

Photo 1: Brett buffed the fins to a high gloss.

Photo 2: Jim cleaned every little crevice of buffing compound.

Photo 3: Rich exposed fin edges by carefully wiping off the powder. Then each part was carefully masked by Greg and Craig. Good masking makes a world of difference when assembling the motor.

Photo 4: Doug carefully wrapped each part to ensure safe shipping.

Sumax also does a polyurethane clear by Eastman Kodak, but only on newly-polished cases. During the curing process, the oven temperature reaches 380 degrees F. This will cause any imbedded oils to surface and spoil the finish. This occurs no matter how many



Photo 1

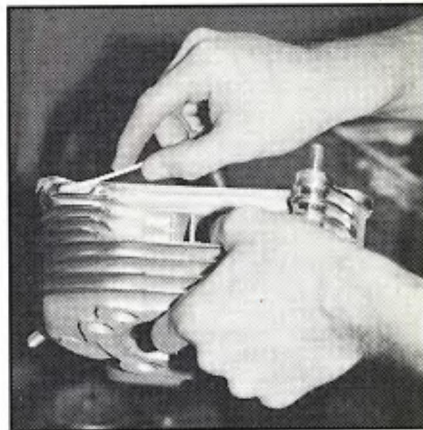


Photo 2



Photo 3



Photo 4

times they outgas and clean the part. Clear over a glass-beaded surface is nice. A clear coat over their standard

powdercoat is a good way to produce the ultimate look of depth. It's so tricky to do, no one else even tries.

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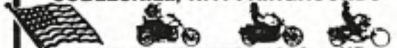
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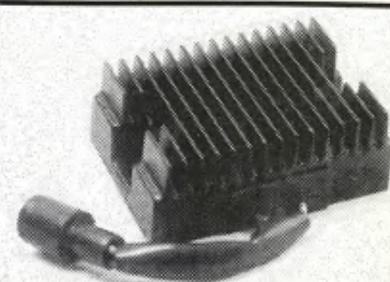
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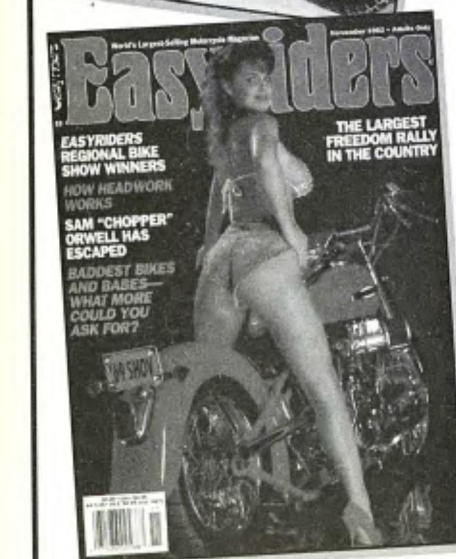
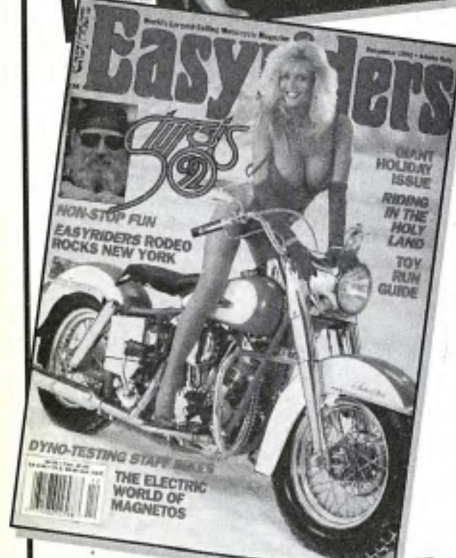
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Waitin' For My Man



Photo: John Jordan

DAY OF THE DOLPHINS (AND TURTLES)



The Clearwater Marine Science Center Benefit Run

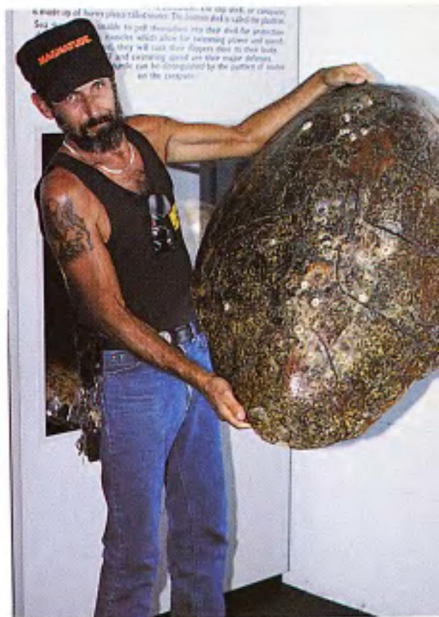
Bikers have had more than their share of bad PR over the years. And when it comes right down to it, what one man thinks about another man's lifestyle doesn't amount to squat unless he's wearing the other man's boots or happens to be caught in his crosshairs.

Throughout most of the 20th century, bikers have come to symbolize the last vestiges of what American historians call "rugged individualists"—a dying breed of true individuals who answer to no one but themselves. And in a world where the social majority kisses up to public opinion, bros who take the "road less traveled" often end up branded with a stereotype that is anything but politically correct.

In this particular run, those who benefit are a little slow and thick-shelled

That is, of course, until that same biker-leary social majority ends up depending on those badass bikers to solve a community problem—in this case, saving and preserving the natural wildlife along the beautiful beaches of Florida's Pinellas County.

Naturally, bros in the nearby Clearwater, Florida, area don't mind putting on the run. There's always





lots of good grub, plenty of beverages, lots of custom scoots, and always a righteous partying time—not to mention some of the prettiest riding country in the Sunshine State. 'Course, in this particular run, those who benefit are a little slow and thick-shelled about their own participation—bein' that 400-plus pound bros like Big Mo have trouble getting a decent grip on the throttle with those slippery flippers. Then again, a near-quarter-ton tortoise like Mo has been known to party with the best of them. And when one of his hard-shelled babes is busy nestin' for their turtle young'ns, our young'ns get a chance to witness the continuance of a prehistoric cycle (different →





from the one Fred and Wilma had).

More than any other two-legged group, it was the children who benefited from this 2nd Annual Benefit Run for the Clearwater Marine Science Center. The run, sponsored by the North Pinellas Chapter of ABATE, takes place the 7th of every June. The good times start rolling at 11 a.m., when the fund-raisin' bros fire up their rides and ride out from Jim's Harley-Davidson in St. Pete. Kids from all across the state enjoy a new outlook on the wornout stereotype of the derelict scooter demon. They see firsthand how it was the rugged-looking bikers who literally protected and preserved some of Ma Nature's most memorable treasures of their youth.

From May through August, the beaches of Pinellas County serve as a nesting ground for the ancient, female Loggerhead (kid's favorite) sea turtle. Because many times the prehistoric turtle's buried nest is in a dangerous location and is needlessly destroyed, the relocation of the nest itself can turn a potential tragedy into a story with a happy ending. This is one environmental consideration that creates jobs instead of destroying them.

Workers are needed to monitor the location of the nests as well as being needed to move them when it's imperative for their safety. And part of the funds raised by the bros who participate in this annual run are earmarked for just that.



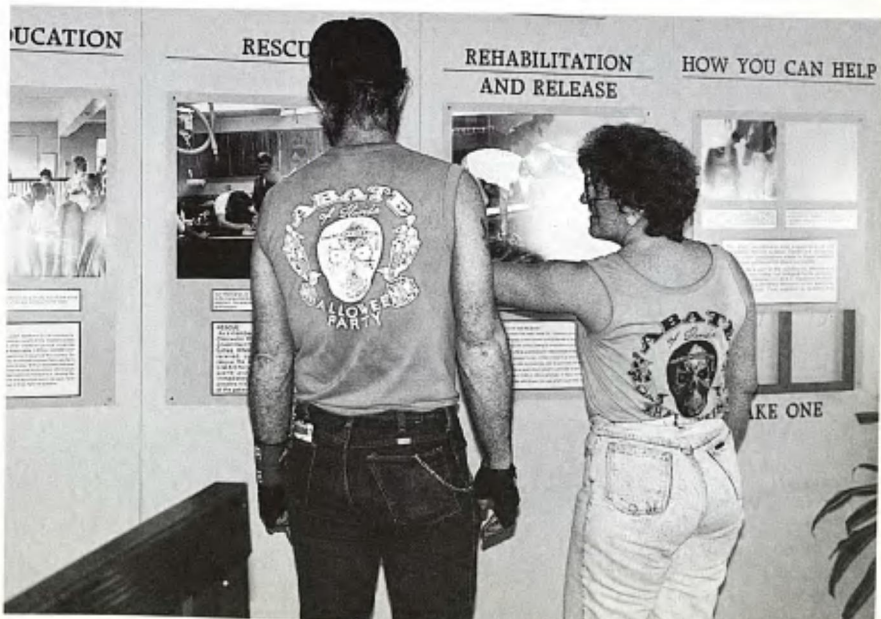


sea turtles are killed by both man-made and natural forces fall prey to many scavengers, especially the vulture, from the sea by artificial lighting. Hatchlings and young a heavy predation when they enter the sea after hatching. Seagulls most natural predators, except sharks and later withdraw into their shells like other turtles, and so depend of swimming speed for defense. Pollution, the loss of nesting brownings in fishing nets or crab traps and boat hits are to the dangerous decline in sea turtle populations.



Most of the proceeds from the event go to the Clearwater Marine Science Center (a nonprofit operation) to maintain its kid-famous aquarium/museum. Another large chunk of the cash goes to feeding the 400-pound, flipper-powered Big Mo, who's a scooter dog at heart and is always on the prowl for "mo" chow. Workers and funds are also needed to maintain the live tanks, which are home to local fish from the Gulf and tropical areas; exhibits; plaster replicas of local sea life; an intensive care unit for injured turtles; and ongoing care of baby sea turtles from the Center's summer rescue efforts.

"Sunset Sam" is a dolphin who gets a rush out of showing off for →





Photos: Pat Randle

kids and is himself an example of how one of the Center's rescue missions can pay off. The bachelor dolphin has become so popular that the U.S. Navy loaned the Center a foxy dolphin playmate for Sam. The dolphin dame's name is Sybil, and the incredible show that Sam and his favorite sea squeeze put on each day has become the marine Center's biggest attraction.

Kids throughout the state of Florida have indicated in their heartfelt letters that they would like to thank all the bikers who helped keep this great source of education and entertainment alive and well.



—Clay "Flipper" Dog

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IMAGINE

A Fan's Tribute





By definition, custom bike owners and builders aren't satisfied with the ordinary and don't run with the pack. If they did, they would be riding stock bikes, with perhaps the only gesture toward individuality a chromed bolt-on accessory, available to anyone with the bucks to pay for it. Instead, the custom bike builder seeks a special look, something uniquely different from the scoots filling the dealer's showroom.

*The bike's
understated style
reflects its owner all
the way*

The custom builder may deviate from the norm only a little, his attention focusing on clean lines and a classic look. Check out his motorcycle and you can readily recognize the configuration of the original machine, but the revamped motorcycle has a style all its own. Perhaps the changes consist of little more than a custom paint job and the removal or replacement of unsightly parts, but the bike's understated style reflects its owner all the way.

At the other end of the spectrum is the rat bike owner/builder. And yes, a rat bike is a custom scoot, of sorts. After all, it takes a sort of inspired, junkman lunacy—as well as plenty of that ol' thumb-your-nose-at-the-world biker attitude—to direct the slow flowering of a true rat. The owner must be a connoisseur of crap, a fan of filth, and a guru of garbage rolled into one. All those traits are required for his ride to display just the perfect combination of primer, cheap spray can lacquer, bondo, twist ties, road grime, battery acid streaks, chunky-style grease, antiquated oil, and baling wire.

Somewhere in between the conservative custom and the radical rat lie the vast majority of custom builders, guys looking for the ideal merging of paint and chrome to make a statement that is uniquely their own. One very successful attempt is the flashy '52 featured here, a scoot named "Imagine," built by Dan Deering of Dover, New Hampshire.

Dan, a 44-year-old dedicated rider and show bike builder, has owned three or four pans before this one, which he bought a few years ago at an auction in Maine. He wasn't altogether sure exactly what he'd acquired, and since he was →



up to his wing nuts in other projects at the time, this bike sat in a crate for 14 months before Dan broke out the crowbar and took a good look at his purchase. Once the crate was dismantled and the panhead carefully examined, Dan turned his talents toward the creation of this custom beauty.

Dan spent over a year building this scoot, and sometime during that period he happened to pick up a magazine devoted to John Lennon. Being a

He happened to pick up a magazine devoted to John Lennon

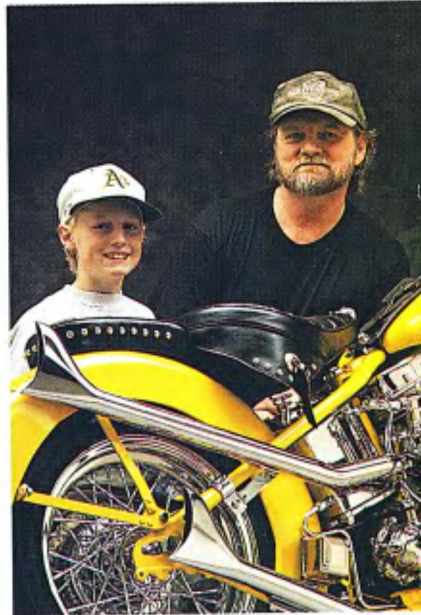
Lennon fan himself and remembering, as he puts it, "the tragedy of 1980," Dan decided to have some artwork from that publication transferred to the tank of the custom bike he was building.

The result was "Imagine," the Corvette yellow '52 panhead displayed on these pages and at numerous bike shows Back East.

Dan is currently at work on two project bikes—a 1991 Heritage and a 1972 FX that began as little more than a cinderized mass of metal and rubber. Dan has dubbed that scoot "Toast." If the bike on these pages is any indication, "Toast" will rise from the ashes like the phoenix, to dazzle any admirer of great custom craftsmanship.

Just imagine.

—Manny Phold



Owner(s): Dan Deering	City: Dover, New Hampshire	
General	Frame	
Fabrication by: owner	Year: 1948	
Year and make: 1952 H-D	Builder: H-D	
Model: EL	Type: wishbone	
Value: \$15,000	Rake: a tad	
Assembly by: owner	Stretch: naw	
Time: one year	Other alterations: none	
Chroming by: Cobb's/Brown's	Accessories	
Engine	Bars: CCI	
Year: 1952	Risers: dogbones	
Model: EL	Fender(s): CCI	
Rebuilder: Ruel's Cycle	Headlight: 7-inch	
Ignition: original	Taillight: tombstone	
Displacement: 74 cubic inches	Speedo: somewhere	
Lower end: tight	Front pegs: on front	
Balancing: enough	Rear pegs: nope	
Pistons: yes	Electrics: 6-volt	
Cases: H-D	Gas tank: fatbobs	
Heads: factory	Oil tank: wraparound	
Cam: works	Oil system: S&S	
Lifters: lift	Primary cover: stock	
Carb(s): Linkert	Seat: CCI	
Air cleaner: stock	Sissybar: none	
Pipes: upsweeps	Height: zip	
Muffler(s): yep	Material: nada	
Transmission	Forks	
Modifications: none	Type: wide glide	
Year: 1952	Extension: some	
Shifting: 4-speed	Builder: H-D	
Engine sprocket: 21-tooth	Special features: not really	
Trans sprocket: 22-tooth	Wheels	
Wheel sprocket: 51-tooth	Front	Rear
Painting	Size: 21-inch	Size: 16-inch
Molding: Jim's Auto	Hub: H-D	Hub: H-D
Painter: Jim's Auto	Rim width: usual	Rim width: 4-inch
Color: Corvette yellow	Tire: Dunlop	Tire: Avon
Type: acrylic enamel	Brake: mechanical	Brake: mechanical
Special paint: Universal Signworks		
Other special modifications: Special thanks to Ruel's Cycle, and to the music and memory of John Lennon		
Photos: Steve Coonan		



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COMIN' AT YA

Easyriders ►

Featuring our annual guide to exotic dance clubs throughout the U.S. and Canada, the **May** issue of *Easyriders* is hotter than July. With fine photos to accent our updated listing, we have all the info a traveling bro needs to choose a warm and friendly club in which to recharge his road-weary body. 'Course there's lots more in store. We'll have a Dyna Glide tech, coverage of the Colorado Nut Run, an article about a Russian motorcycle club, and a Reader's Ride from Down Under—just to name a few. You won't want to miss this one . . . it's a keeper.

On sale March 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 now

TATTOO ►

A bonanza of bold art from the Lone Star state will fill a special 32-page section of the **May** issue. Included will be a colorful show in Dallas and Texas' own heavy metal stars, Pantera, in concert. We'll surround this special section with a display of international ink, more color from lots of inked fans, entertaining stories from artists, and great flash art from around the world.

On sale March 11



BIKER ►

The **June** issue of *Biker* is an action-packed Drag Racing Special. We'll be highlighting last season's fastest and give ya a hint of the rubber-burnin' action to expect in '93. We'll spotlight Tator's high-tech, dual-engined dragster, fill you in on who's fillin' out our Mutha Hunt Contest, and offer up our usual events, beautiful biker babes, a new Double Trouble, and more. Be there.

On sale March 11

Ads Across America	139
Aims Hog Hollow	131
American Eagle Leather	55
AMI, Inc.	139
Arlen Ness	132
Blue Coral, Inc.	39
Canyon Run	54
Continental General Tire Corp.	16
Custom Chrome	C2
Custom Cycle Supply	38
Drag Specialties	15
<i>Easyriders</i> Bike Fest	68
<i>Easyriders</i> Bike & Tattoo Shows	C3
<i>Easyriders</i> Rodeos	C4
<i>Easyriders</i> Stores	65
Freedom F.I.G.H.T.	29
Harley-Davidson	8
Harley-Davidson	160
ICS	33
Jacobson & Hupy	133
Kal Gard	139
KilryMyn USA	135
Lake Shore H-D	20
Late Night Communications	47
M.B. Products	124
Multi Media Dist.	122
Nempco	38
Nostalgia Cycle	140
Pac-Kit Saddlebag Co.	21
Performance Machine	66
Richard Lester	19
Russ Brown	31
SBS	47
Spaulding & Rogers	159
Spider's Bookshelf	159
Sumax Cycle	7
Superior Parts	117
T-Shirt Of The Month	134
Twin Cities H-D	165

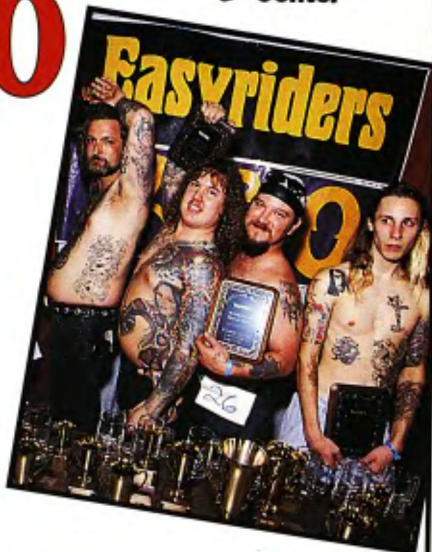
Easyriders Bike & Tattoo Show Tour



- Live Music 8 pm to midnight, Friday & Saturday
- Fashion Show Sat. & Sun.
- Trade Show
- Door Prizes Daily

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Trophies Awarded In
All Classes!**



**Friday 5 pm - midnight
Saturday 10 am - midnight • Sunday 10 am - 6 pm**

Come out and see the best custom bikes and tattoo work from your region of the country (or enter your own bike or tattoo!). It's gonna be a blast! Here's how it works - the twenty-five best bikes and tattoos will be featured in one of our magazines: *Easyriders*, *Tattoo*, *Biker*, or *In The Wind*, and will receive a cash prize to compete in the Ohio \$35,000 Invitational next year!

Awards Ceremonies Start at 5:00 pm, Sunday

To Enter a Bike or Tattoo Call:

Vendor Spaces Available - Call: Kari Roben (818) 889-8740

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NEW THIS YEAR—
TATTOO CONTESTS!

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1993 Motorcycle Rodeo Calendar

Memorial Day Weekend

MAY 14, 15, 16
CASA GRANDE, ARIZONA
Pinal County Fairgrounds
(I-10, Exit 194, go East on 287)

MAY 29, 30, 31
WACO, TEXAS
Heart O' Texas Fairgrounds
(I-35 to New Road exit, go West)

JUNE 4, 5, 6
DAYTONA BEACH, FLORIDA
Municipal Stadium
(I-95 to Rt. 92 Exit, go West to 11th St.)

JUNE
MINNESOTA
Stay Tuned For Details

Fourth of July Weekend

JULY 2, 3, 4
MIDDLETOWN, NEW YORK
Orange County Fairgrounds
(I-84 to Hwy. 17 West, to exit 120)

FIREWORKS!
FIREWORKS!
FIREWORKS!

JULY 16, 17, 18
BOONE, IOWA
Boone County Fairgrounds
(I-35 to Rt. 30 West, 90 North on Story St.)

JULY 30-AUGUST 1
PROSPECT, PENNSYLVANIA
Butler County Fairgrounds
(Located on Rt. 422, 8 miles West of Butler)

AUGUST 13, 14, 15
INDIANAPOLIS, INDIANA
Marion County Fairgrounds
(I-465 to Southeastern Ave., go east to East Troy Ave.)

Labor Day Weekend

AUGUST 20, 21, 22
FOWLerville, MICHIGAN
Fowlerville Fairgrounds
(I-96 to Fowlerville Exit, go North to Grand River)

SEPTEMBER 4, 5, 6
CHILLICOTHE, OHIO
Ross County Fairgrounds
(Hwy. 35 to Rt. 104 North)

SEPTEMBER 24, 25, 26
PECATONICA, ILLINOIS
Winnebago Fairgrounds
(Between Rockford and Freeport, Off U.S. Hwy. 20)

OCTOBER
WASHINGTON
Stay Tuned For Details

OCTOBER 15, 16, 17
VALLEJO, CALIFORNIA
Solano County Fairgrounds
(Located where Hwy. 37 and Hwy. 80 meet)

Ride-in Bike Show • Trophy Girl Contest
Rodeo Action • Trade Show
Weekend Camping • Live Music
Door Prizes • Biker Bingo

OCTOBER 22, 23, 24
LANCASTER, CALIFORNIA
Antelope Valley Fairgrounds
(Hwy. 14 North to Ave. 1 Exit, Right)



Seller spaces available
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