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INSIDE

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DAYTONA



Last year sure was a rush. We challenged our competitors, and everyone else to face us on the Dyno. And we won each and every time. This year, we're again challenging the supposed high-performance manufacturers, Rivera, Branch, S&S and Screamin' Eagle to beat our RevTech™ bike for rear wheel horsepower.

Meet us on Main Street in Daytona Beach, Florida, Thursday, February 4th at high noon. We'll have the Dyno, the bike and the crowd. Just like last year, we'll blow you away.
Or maybe, just like last year, you won't have the guts to show up.

The Rules:

- (1) Stock fit in, lower end, pistons and cylinders (fly-cutting pistons for clearance is OK)
- (2) Use only bolt-on, over-the-counter parts
- (3) Parts that can be changed are limited to carburetor, cam, pushrods, heads, pipes and ignition
- (4) Parts to be used cannot require machining or engine removal to install
- (5) All parts must be cataloged and/or readily available to any retail customer
- (6) No nitrous or exotic fuels
- (7) Street driven bikes only

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Easyriders[®] MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 241 • JULY 1993

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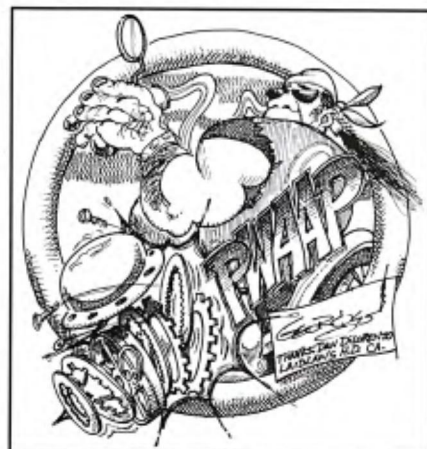
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Cover photo of Fox Hunt winner Kira
on Mike McGinley's stroker shovel by
Raiko Hartman.



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He was playing darts with a 20-year-old broad. At one point they tied, but she had one more dart. So being a fair guy, he warned her that if she used her last dart and thereby won the game, he would cut one of her toes off! She threw her last dart and won the game. He whipped out his Buck knife and tossed it at her, pinning her shoe to the floor. When they got the shoe off, they found that the knife had gone through her shoe sole and into the floor—and as it made its way through her shoe, it cut off one of her pinkie toes! Well, he did warn her. What else could he do?

The teacher told the class how the farmers in the old days bit off the nuts of sheep in order to castrate them. So a few days later one of his students brought a young sheep into the class and promptly bit its nuts off to show his teacher he could do it. Not being into animal husbandry, the school board canned the teacher's ass. I've heard of salted nuts before—but hairy nuts?

He was arguing over something and finally got so pissed off at her that he cut off his ears and private parts! He was so pissed he refused to reattach them! Shit, what could get a guy so mad that he'd mutilate himself? Hell, I don't know. I just report the facts.

I always thought I'd find something like this in the newspapers. A gust of wind actually blew a Yamaha and its rider off the road while it was traveling along at 65 mph (probably at its top speed). The bike and rider were mangled, but they oughtta be happy it was a Yamaha, as it only cost \$700 to fix the bike and him!

Now here's a really bright guy. He got into a beef with another guy. The police were called, and after they interviewed the other guy first, they let him go, turned to the bright guy and started to quiz him. While talking, he absent-mindedly pulled out a joint from his jacket and asked the police for a light! He took a long drag, held his breath, and then exhaled. The police took a sniff. He muttered "shit" as they arrested him—for being stupid I guess.

Most of the dipshit bikers I've written about before were males. So being fair, I'd like to let you know there are a lot of (surprise, surprise) female dipshits too. For instance, she noticed that the local police started a "Ride Along Program" where you and other nose pickers can ride along with police officers to get an idea what they go through. When she got into the police car, she noticed the computer near his dash. She asked him how it worked so he asked her for her complete name and

birth date. He fed the info into the computer and on the screen it said she was wanted for forgery in Texas! He rode along with her to jail. Remember, if you ask a question, you may get an answer.

Don't ask for more facts because they'll say it's "secret." The Feds are working on a weapon, and they need one million dollars' worth of softballs! They're also asking \$250,000 for a used nuclear bomb shelter—something that cost us taxpayers six jillion bucks. What would you use it for? Probably as a soundproof bedroom because your ol' lady makes loud and strange sounds at times—especially when you brush across her G-spot with your big toe.

I've repeatedly warned you not to go to sleep before your ol' lady does. Now I have to give you another warning: Don't fuck with your ol' lady when she's busy on the bedpan! This 79-year-old, one-legged woman was busy grunting on the bedpan when her ol' man said something she didn't like. So what? She actually beat the shit out of him with the partially warm bedpan! Women do get salty at times.

Here's another dipshit. He was in the police station on a bum beef. He noticed on a narc's desk a lot of confiscated pot. So he asked if he could get some. The Heat, wanting to do a favor for his fellow man, said, "sure thing—how much do you want?" He said, "Two ounces." So the cops wrapped it up, collected the money and let him walk away. He went three steps and would you believe it? They busted his ass. A lot of dipshits this month—you pick the dipshit of the month.

TAKING IT EASY

By Spider



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WORDMONGER

Adverse Opinion

☐ I want to say that it is definitely an esoterically motivated society of individuals who ride Harley-Davidsons, a bunch of mentally incompetent morons! The guys are a bunch of no-bath-taking, pseudo-tough guys with frivolous attitudes concerning responsibility (they get girls pregnant and then don't give a fuck about the kid). The women—same hand, different finger—are a bunch of errant, decrepit, immutable ding-dongs who are oblivious to the many strangers who have lanced their pugnaciously odoriferous beavers. If I looked like most of you Harley bitches, I'd be ashamed to show myself in public—with those flaccid tits and droopy asses

Mary Rider
Richmond, Va.

What?

Pissed-off Response

☐ In response to "Ridiculous Accessory" in the April '93 issue: Who gives a flyin' fuck what you do in your garage? Fuck you if you think I'm stupid to customize Evos! I've owned and customized knuckles, pans, and shovels. Customizing says something about the relationship between a man and his sled. Maybe you're too much of a pussy to handle one of those Big Twin badasses. My next project will be to customize an Evo.

So if you still think it's stupid, why don't you untie your nuts from your mama's apron-strings and come tell me all about it.

Pitbull
Chester, Ga.

☐ Yeah, Ray, I can see what you mean about those ridiculous accessories. Look at the cover for the issue in which your letter appeared. I've always liked pans best. When you get done making your shovel look like a flathead, let me know how you did it so I can make mine look like a pan without buying the expensive E-motor. Looks like I'll have to buy a new bike so I can make it look old. Do I have that right? (Seems backwards to me!)

J.J. Jordan
Bloomfield, Conn.

A Pat On The Back

☐ Raisin pie and beer to the guys in charge of the *Helmet Fighters' Handbook*. In a time when the truth is needed, it came in handy. Good luck to the bros in California and elsewhere in getting these bullshit laws tossed out and freedom and justice back.

In case you need a guy to clean the pisser, I hear Dick(head) Floyd is out of a job and, hopefully, your sorry excuse for a governor

Pete Wilson is next.

Keep fighting—we repealed our death-laws and so can you. To you guys at *Easyriders*, keep up the good work.

The Big Guy
Lenexa, Kan.

Ambiguous?

☐ In your April issue the helmet law chart mentions that there is no helmet law in Kansas. I called the cop shop to make sure, and they said, "Well, yes and no. We can't pull you over for it, but if we get you for a burned out taillight or something, we can tack on the no helmet charge."

You can't get pulled over for it but it's illegal. That's some fucked-up shit. Maybe you should mention this kind of info at the bottom of your charts.

Eagle Foot
Ft. Riley, Kan.

We're Innovative

☐ Fortunately, Wayne McIntosh's comments in the April 1993 issue (#238) don't represent the opinion of all your readers. In my opinion, if I want to see the average custom motorcycle, I'll just go for a putt on an average American day, on an average American road, and look at the average motorcycles. But when I'm reading my favorite rag (*Easyriders*), I want to see motorcycles built by hardworking Americans with new and innovative ideas.

Now, Wayne, the next time you pick up an *Easyriders* magazine, try reading it (i.e., Tech Tips, Easynews, Hall O' Fame, etc., etc.) instead of just looking at the pictures.

Reverend Jim
First Church Of The Apehangers
Largo, Fla.

A Correction

☐ I noticed your article on powdercoating by Sumax in the April issue and couldn't help but notice the last sentence, "It's so tricky to do, no one else even tries."

My partner and I have a small powdercoat shop. We've been putting Eastman Kodak clear powder on top of about everything we powdercoat. I would also like to add that we do not charge extra for this "option." We do it as part of our normal service.

Steve Powell and Bill Orentas
Custom Paint & Powdercoat
St. Louis, Mo.

Brotherhood And Quality

☐ This is to Debra (April '93 issue), who bitched about the quality of American-made cars, claiming that if American cars were

made like Harleys, she'd drive one. Well, Deb, I can remember a time when Harley's rep was not what it is today. There were a lot of us who rode them anyway to show our support for Milwaukee iron and what it represented. If you were riding at that time, lady, I bet you would have ridden a Jap bike and been one of those snivelin' assholes bitching about the lack of quality of American bikes.

If it weren't for faithful bike trash like us, you wouldn't be able to buy a Harley today, 'cause they'd be out of business. Brotherhood, whether it's to a lifestyle you believe in or a country you believe in, has nothing to do with quality. You don't deserve to sit your ass on Milwaukee iron if you don't know what it's about.

Robin Lynn Kroll
Nederland, Colo.

☐ Americans not only make the finest motorcycles, we make the best cars and trucks in

the world. Why don't you just put your Japanese car on a big concrete pedestal and go bow down to it every morning? The rest of us would like to put this great country back to work.

Randy Posey
Camden-on-Gauley, W. Va.

☐ Why don't you pull your head out of your ass long enough to take a look at what's going on in this country. The Japs are buying us piece by piece. The way things are going, they'll eventually own this great nation of ours, and there won't be a damn thing you or anyone else can do about it. Maybe then you'll realize the error of your ways. You and every other person like you makes me sick! So take your Jap car, or whatever foreign car you choose to drive, and shove it up your ass!

Lizard
San Diego, Calif.

Mickey Rourke Bike

☐ I'd like some info on the bike Mickey Rourke rode in *Harley-Davidson And The Marlboro Man*. It's the hottest H-D I've ever seen. I'd like any specs on it you can give me: rake, trail, frame extension, etc. I'd like to build one similar, except that I'd like it to be a Softail. Do you know who built/owns it?

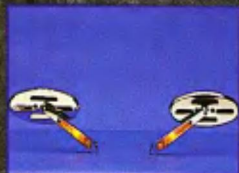
Brent Baughman
Tacoma, Wash.

■ Bartels' Harley-Davidson, Marina Del Rey, California, built it for Rourke.

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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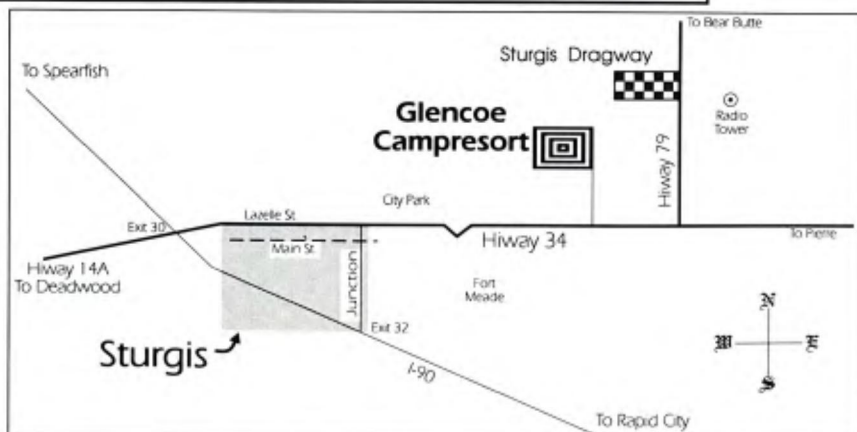
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RAT TO CLASSIC

A Restorer's Dream





It's an old story—one we've all heard before. You know, the one about the bro who's puttin' down a country lane and happens to catch a flash of rusty chrome outta the corner of his eye, then upon investigation finds an old panhead or knucklehead sitting in a crumbling shed or barn, or maybe even stashed in some brush along a fence row. Of course, the owner just happens to be plowing the field next to the bike, which the bro picks up for pocket change and restores in his living room.

Now *that* tale doesn't have a fuckin' thing to do with *this* one—other than the fact that the bike

was restored in the living room. But, whatdafuck, Dave's story—that's David Reed, the owner of this bike—is close enough to bring the old legend to mind.

No, Dave didn't discover this classic '58 Duo-Glide collecting dust in a dilapidated barn somewhere. He picked it up off a bro in northern Minnesota. But, considering the condition it was in when it passed into Dave's hands, he might as well have.

RAT, in big, bold, capital letters, is the only way to describe what the '58 looked like on the day the day that Dave purchased it. It was chopped and struttin' a 6-inch-over

tube and a king and queen seat, the mill was sportin' enough grease and grime to make ya wonder if it had been washed since '58, and the paint and chrome had enough rust to make ya wonder how the mill got so fuckin' wasted. Hell, it didn't even make the run home.

Nothing major—just a flat. But it was the wee hours of the morning. Dave was 100 miles from home, with his ol' lady following in a cage, and he had to be at work in less time than most people sleep. So the bike ended up stashed behind a rest area shithouse.

Kinda hairy. That's what Dave said. I would call it downright

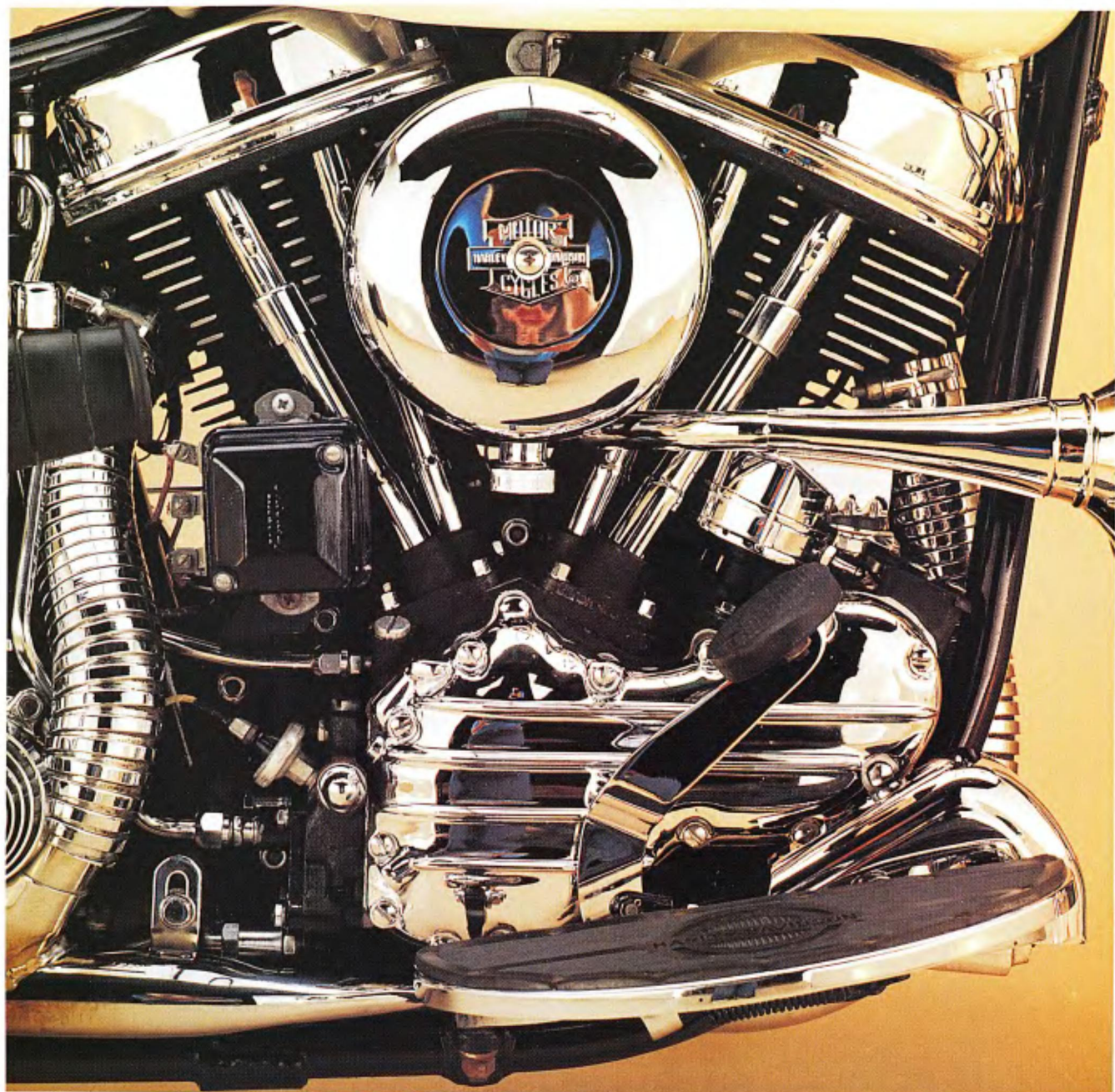


fuckin' hair-raising. Sure it was a rat, but it was also a 1958 FLH. Hell, there were only 195 FLHs made in '58. Even ratty, it was a classic, and I'm sure we all know people (I wouldn't taint the word "bro" by using it there) who would love to find a classic '58 FLH stashed behind the shithouse in an abandoned rest area.

Fortunately, Dave's luck was running high. The pan was still there when he went to pick it up after work the next evening. But the pan's condition hadn't improved any. Even a thorough clean up and new rubber didn't help. Oh, she looked better, →







but her second time out she blew a brake line and spent the night stashed behind an old farmhouse.

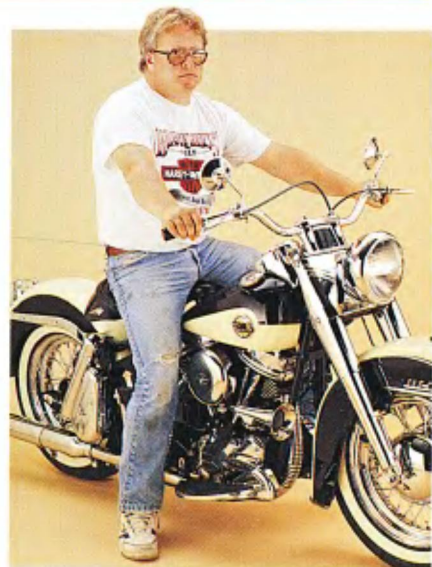
It was then and there that Dave decided her planned restoration couldn't be put off. Even though it was his first restoration project, Dave decided if he was gonna do it, dammit, he was gonna do it right.

His first step was to strip the pan. The frame, tanks, fenders, etc., were then sandblasted and sent to Dave's bro, Paul Hornbacher, for primer and paint. The mill was given to another bro, Terry Carmine, with instructions to go through it with a fine-toothed comb. While this was going on,

Dave was going through the rest of the motorcycle. Every bearing was replaced. Even nuts and bolts were fitted with exactly the right size lock-washer. Parts were sent to Brown's for chroming. Missing parts were found. After all that, Dave sat in the living room and put her together.

The end result? Hey, what you see is what you get. But you can bet your very last dollar that if this baby blows a tire on the highway and has to spend the night behind a reststop shithouse, Dave will be sleeping there, too.

—Silent



Owner(s): Dave Reed	Engine cont.	Frame cont.	Forks cont.
City: Fargo, North Dakota	Carb(s): Linkert	Stretch: none	Builder: Harley-Davidson
General	Air cleaner: stock	Other alterations: none	Special features: cleaned up
Fabrication by: owner	Pipes: stock	Accessories	Wheels
Year and make: 1958 H-D	Muffler(s): H-D	Bars: stock	Front
Model: Duo-Glide	Transmission	Risers: original	Size: 16-inch
Value: \$20,000	Modifications: none	Fender(s): original	Hub: H-D star
Assembly by: owner	Year: 1958	Headlight: original	Rim width: 3.5-inch
Time: nine months	Shifting: mousetrap	Taillight: original	Tire: Carlisle
Chroming by: Brown's	Engine sprocket: Karata belt drive	Speedo: CCI	Brake: stock
Engine	Trans sprocket: Karata belt drive	Front pegs: footboards	Rear
Year: 1958	Wheel sprocket: chromed	Rear pegs: none	Size: 16-inch
Model: panhead	Painting	Electrics: 6-volt	Hub: H-D Star
Rebuilder: Terry Carmine	Molding: none	Gas tank: original	Rim width: 3.5-inch
Ignition: points	Painter: Paul Hornbacher	Oil system: stock	Tire: Carlisle
Displacement: 74 cubic inches	Color: classic cream/black	Primary cover: H-D	Brake: stock
Lower end: stock	Type: Deltron	Seat: solo H-D	
Balancing: H-D	Special paint: all of it	Sissybar: none	Other special modifications:
Pistons: H-D	Frame	Height: n/a	Front fender light, swingarm
Cases: factory	Year: 1958	Material: n/a	toolbox, and stock horn bugle.
Heads: original, redone	Builder: H-D	Forks	Engine detailed in black.
Cam: H-D	Type: swingarm	Type: wide glide	
Lifters: hydraulic	Rake: none	Extension: none	Photos: Michael Lichter



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LAST NEWS

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

ONLY IN BANGKOK

Thai Riders Reject Helmets

Did ya hear about the bikers in Bangkok, Thailand, who took on their nation's government over helmets? Seems that Thailand's very misguided Prime Minister, Chuan Leekpai, thought he could simply force motorcyclists to wear 'em. Now he wishes he'd stayed in bed that day, 'cause that's when motorcycle riders roamed the Bangkok streets in a noisy protest against his helmet law.

Motorists driving through the capital's major streets encountered horrendous traffic jams when hundreds of protesting bikers jammed the streets in large disorderly groups, many of whom were taxi motorcyclists. Not only was traffic disrupted, it put the cops on full alert for major riots.

Some bikers even rode up the Port Dao Khanong Expressway, where motorcycles are banned, breaking through a tollgate in the Sathupradit area. At the same time, another group surrounded the Bang Pong Pang police station and demanded that police return all riding licenses seized from those already booked for breaking traffic laws during the protest.

Another large group of protesters staged a noisy demonstration outside Parliament, demanding that their government 86 the helmet act, which would take effect December 15, 1993.

Led by a group calling themselves Democracy Beaming, the bikers torched dozens of helmets while yelling that they weren't gonna wear 'em.

Two hours after the rally began, Thailand's Interior Minister, Chavalit Yongchaiyudh, was forced to come out from the safety of the Parliament compound and meet face-to-face with the protesters, asking them to send in representatives to discuss



their demands with him.

After the meeting, Chavalit told a cheering crowd that he would push for an amendment of the helmet act. "I will make your demand known to the government, and the amendment will definitely take place," he pledged.

The result of this incident? The mandatory helmet law was abolished immediately.

Need I say more?

The question is, where are we gonna find room in this magazine for all the new "Hall O' Fame" entries? In the meantime, slices of raisin pie all around for you bikers in Thailand.

—Twiggy

MLAC ATTACK

In California Appellate Court

The California Appellate Court in Orange County has given permission to the attorneys for the MLAC (Motorcyclist Legal Action Committee) to present oral arguments against the helmet law. The long, complicated constitutional case has been fighting its way up the ladder despite ongoing roadblocks and setbacks, some accidental, some possibly purposeful.

MLAC is made up of virtually every major bikers' rights advocate in California, including ABATE of California, *Easyriders*, the Modified Motorcycle Association (MMA), Russ Brown (BAM), the California Motorcyclist Association (CMA), and the American Motorcyclist Association (AMA).

Even with continued opposition from the state and the refusal of the California Highway

Patrol (CHP) to supply requested data, the case is being pushed along. The efforts of Lascher and Lascher, MLAC's attorneys, have produced some of the best legal work seen lately. The case is tentatively scheduled to be heard in late April or early May. We know we're right. It's a shame we have to go through this to prove it.

—Mike Osborn

DOIN' IT—

Texas Style

The *Easyriders* store of Houston, Texas, the Stevens and Pruett Ranch, and nearly 4,000 participants raised \$40,000 at the *Easyriders/Stevens and Pruett* 1993 Charity Rodeo Run, benefiting the Harris County Children's Protective Services (CPS).

The money was used to purchase more than 3,000 rodeo tickets, which enabled the CPS children to attend the 1993 Houston Livestock Show and Rodeo.

David Greenberg, owner of the

Easyriders store in Houston said, "I understand it's the first time all the children from CPS were able to go to the rodeo, and I'm glad that we helped to make it possible."

In addition to the rodeo action, the kids were treated to a performance by Sinbad and



entertained by the sounds of Maze, featuring Frankie Beverly and The Winans.

—Lisa Gochman

MIKE'S FLAG

Condensed From A Speech By Leo K. Thorsness, As Printed In Reader's Digest

You've probably seen the bumper sticker somewhere along the road. It depicts an American flag, accompanied by the words "These Colors Don't Run." I'm always glad to see this, because it reminds me of an incident from my confinement in North Vietnam at the Hoa Lo POW camp, or the Hanoi Hilton, as it became known. Then a major in the U.S. Air Force, I had been captured and imprisoned from 1967 to 1973.

Our treatment had been frequently brutal. After three years, however, the beatings and torture became less frequent.

During the last year, we were allowed outside most days for a couple of minutes to bathe. We showered by drawing water from a concrete tank with a homemade bucket.

One day as we all stood by the tank, stripped of our clothes, a young Naval pilot named Mike Campbell found the remnants of a handkerchief in a gutter that ran under the prison wall. Mike managed to sneak the grimy rag into our cell and began fashioning it into a flag. Over

time we all loaned him a little soap, and he spent days cleaning the material. We helped by scrounging and stealing bits and pieces of anything he could use.

At night, under his mosquito net, Mike worked on the flag. He made red and blue from ground-up roof tiles and tiny amounts of ink, and painted the colors onto the cloth with watery rice glue. Using thread from his one blanket and a homemade bamboo needle, he sewed on stars.

Early in the morning a few days later—when the guards were not alert—he whispered loudly from the back of our cell, "Hey gang, look here." He proudly held up this tattered piece of cloth, waving it as if in a breeze.

If you used your imagination, you could tell it was supposed to be an American flag. When he raised that smudgy fabric, we automatically stood straight and saluted, our chests puffing out, and more than a few eyes had tears.

About once a week the guards would strip us, run us outside and go through our clothing. During one of these shakedowns, they

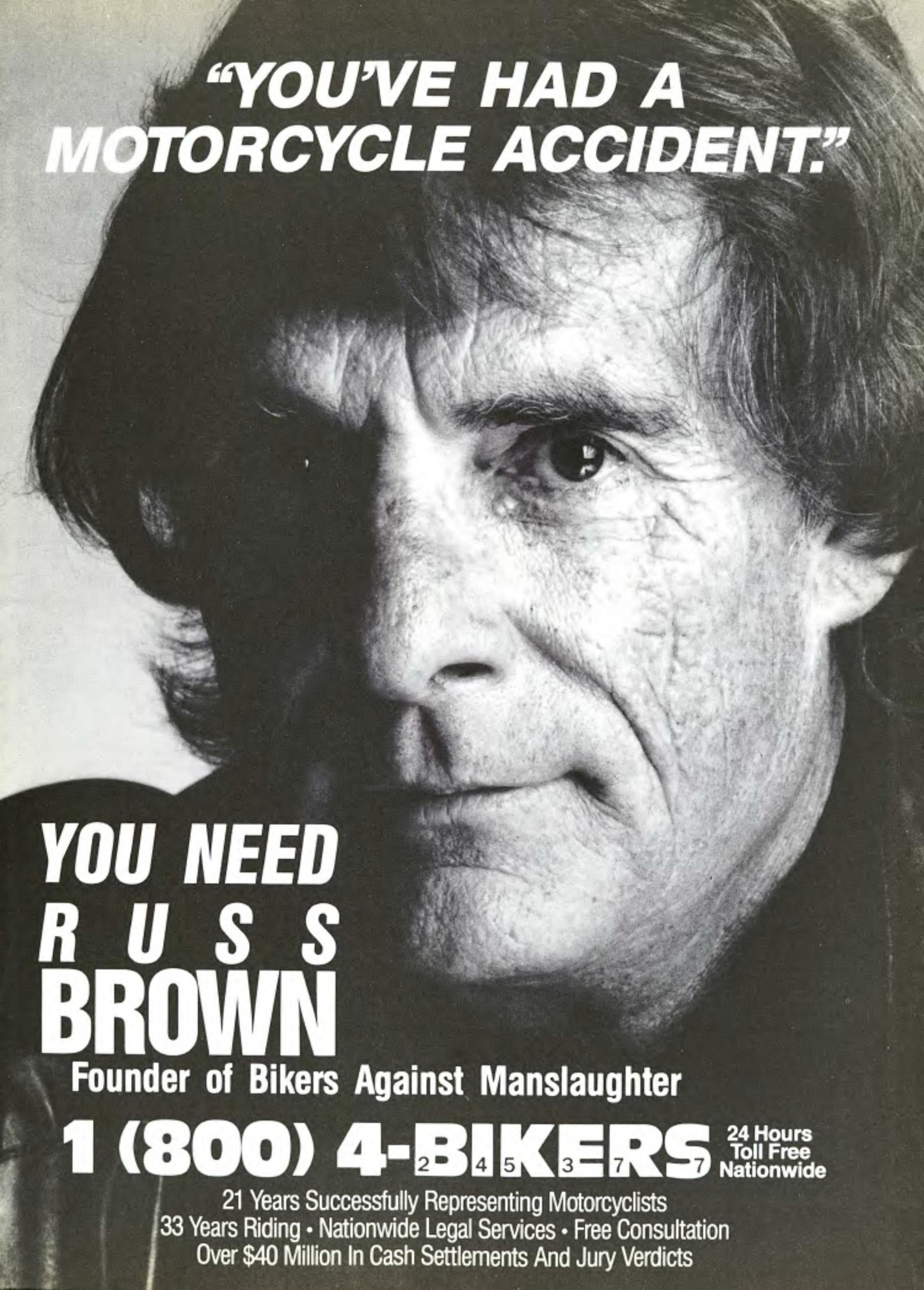
found Mike's flag. We all knew what would happen.

That night they came for him. Night interrogations were always the worst. They opened the cell door and pulled Mike out. We could hear the beginning of the torture before they even had him in the torture cell. They beat him most of the night. About daylight they pushed what was left of him back through the cell door. He was badly broken; even his voice was gone.

Within two weeks, despite the danger, Mike scrounged another piece of cloth and began another flag. The Stars and Stripes, our national symbol, was worth the sacrifice to him.

Now, whenever I see the flag, I think of Mike and the morning he first waved that tattered emblem of a nation. It was then, thousands of miles from home in a lonely prison cell, that he showed us what it is to be truly free.

Leo K. Thorsness, awarded a Congressional Medal of Honor in 1967, is a Washington state senator.



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TRUCKERS TAKE HEED

Random Roadside Drug And Alcohol Testing A Reality

Since many of you make a livin' driving an 18-wheeler, we thought you'd be interested in this information:

Recently, the Owner-Operator Independent Drivers' Association filed a lawsuit against the U.S. Department of Transportation in an attempt to halt a pilot program for random roadside drug and alcohol testing.

Four states—Utah, Nebraska, Minnesota, and New Jersey—are participating in this project. Utah and Nebraska are making the tests mandatory, while New Jersey and Minnesota are using less coercive programs.

The intent is to develop a program where truckers can be stopped, at any time or place, and ordered to produce a urine sample. A refusal in Utah means an automatic 24-hour out-of-service order. A refusal in Nebraska means a fine up to \$500 and/or jail time up to 90 days.

We view the forcing of citizens to urinate or give blood at the command of any law enforcement official as degrading, abusive, and in violation of



our most basic Constitutional rights.

First it was pilots. Next it was anyone connected with the commercial aviation industry. Then it was bus, subway, and train operators. Now it's commercial truck drivers. Who's next? Teenagers, school teachers, or

anyone using the Interstate highways?

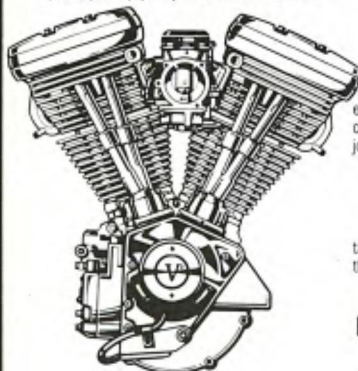
For additional information write: Todd Spencer, c/o Owner-Operator Independent Drivers Association, Inc. P.O. "L" Grain Valley, MO, or call (816) 229-5791.

—Twiggy

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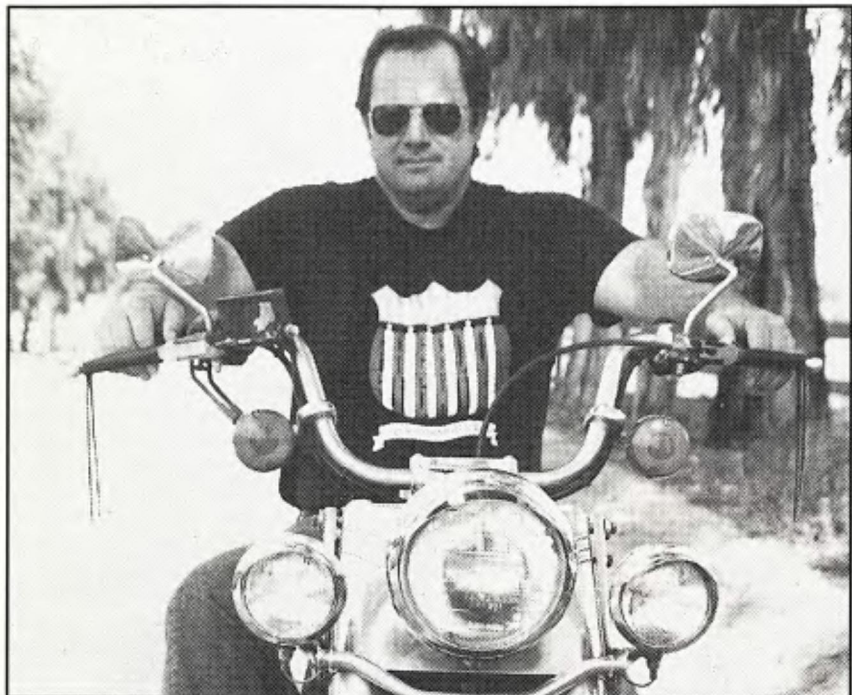


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CHIPS AND BEANIES

California Biker Takes The CHP To Court



It's no secret that many Harley-riding Californians have been targeted, harassed, and cited for wearing helmets the California Highway Patrol (CHP) has considered (on their own) to be "unapproved or illegal."

Steve Bianco of San Marcos, California, is a victim of this heavy-handed "biker bashing." His girlfriend Connie gave him an E&R baby beanie for his birthday. Subsequently, he was ticketed twice by officers who told him the helmet wasn't DOT approved. He fought both tickets and won in two separate trials, in two separate traffic courts.

"Following these rulings, the CHP didn't amend or modify their enforcement policies," says Steve. "I'd been charged with something twice and found not guilty twice on the same offense. Seems their posture would have changed, and they'd leave me alone, but they didn't. I complied with the law and proved it. But I can't ride across town without the cops hassling me over my choice of helmet. Harley riders are far more likely to be pulled over for a helmet inspection than those people in their color-coordinated outfits riding other kinds of bikes."

On December 6, 1992, without an attorney, Steve served the CHP with a Petition for Writ of Mandamus. This asks the court to mandate the CHP to either prove their claims about his "beanie helmet," or leave him alone. He also subpoenaed Deputy Commissioner Dwight Helmick, requiring him to show up in court and provide proof of the CHP's legal foundation for the now

infamous "CHP Bulletin #34." Steve calls this the "CHP's amendment to the helmet law." The California Attorney General's office wasn't thrilled with the subpoena served on Helmick. This forced Deputy Attorney General Melvin Segal, to make a special appearance in the San Diego Superior Court as counsel for Helmick and the CHP. The result was an offer by the Attorney General's office of an out-of-court settlement with Steve, on behalf of Helmick and the CHP. The deal offered to Bianco was a court ordered response to his questions in exchange for his quashing his subpoena.

Not satisfied, Steve's at it again. Enter San Diego attorney Jim Manatto, who, in cooperation with Steve and some good friends like Richard Quigley, "Red" Barron, and others, filed a civil rights lawsuit on March 4, 1993, to overturn the state's helmet law. The suit alleges the law is unconstitutional because it restrains personal freedom protected under the 4th and 14th amendments.

There are other lawsuits and actions, such as our *Easyriders* F.I.G.H.T. program, being taken across the state, all aimed at killing the helmet law. But to my knowledge, this is the first suit filed in a federal court, and the first filed as a class action suit. If Steve Bianco and his crew are successful, this could have major ramifications nationwide. Then again, we'll have to wait and see.

In the meantime, we wish him luck. If you'd like more information on Steve's agenda, write: Helmet Law Defense League, P.O. Box 1422, San Marcos, CA 92079. —Twiggy

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Alaska	Yes	No 2,11	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	Yes	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 9,11	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
Newfoundland	Yes	Yes	Yes 13	Yes
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.

WHAT?!

Radar For Radar



The insurance industry has a new toy that they're giving away to police as gifts. This device has been called the Radar Detector/Detector, the VG-2, or a number of more obscene names by citizens who've been stopped when they were just minding their own business. Its official name is "The Interceptor VG-2," manufactured by Technisonic Industries Limited in Ontario, Canada, and its sole function is to identify vehicles that use radar detectors.

The problem for bikers and other highway users is that, despite its billing, it is notoriously inaccurate. Although the manufacturer claims the device is directional, the unit's response to more than one detector at a time can mislead a police officer into thinking an innocent third party is the detector user. The VG-2 may activate when passing a TV satellite antenna, another radio-equipped police car, or many other transmitting sources. Even a household microwave oven has been known to cause this device to alert.

Because the VG-2 reacts only to the amount of emissions received, one brand or model of radar detector can cause the same reaction as another detector that is much further away. For instance, cheap radar detectors often leak electronic emissions more than expensive ones, so they're picked up when much farther away. On crowded highways, this can often lead and result in cases of "mistaken identity." Of course, the activating of a VG-2 is often used by police as an excuse to stop a vehicle. After making the stop, how far will the officer go in searching for that suspected "little black box?" The potential for abuse is obviously huge.

Should your state be considering the enacting of a ban on radar detectors, make your objections known to your elected officials. If you've already had a bad experience, and need help and more information contact: RADAR, Inc. 4949 South 25-A, Tipp City, OH 45371, (513) 667-5472.

—Jim Eagan

SHORT STROKES

Too Fast



The last few months seemed unexciting, but as soon as the sun popped out from behind the storm clouds, things started happening....**The hubbub in Texas** costs us \$2 million a day. Why don't we charge that bastard, Koresh?...**There are three court cases** testing the helmet law in California....**A Winterpark, Fla., woman was sentenced** recently to 18 months of probation, 150 hours of community service, and more than \$19,000 in restitution for her role in a 1992 accident that killed two bikers—Wayne Lancaster and his stepdaughter Tina Marie Heiney. Vicki Anne Henry, pleaded

guilty to misdemeanor counts of driving under the influence with injury and reckless driving. Just where is the justice in our justice system?...**On a happier note, I just got notice from Jill Z. McQuire** (used to be Smith, congratulations) that the Montana ABATE brothers and sisters beat their helmet law 8 to 0 in committee—two more years of freedom for Treasure State riders....**Dave Dupell from Las Vegas** is proposing a Rebuild Sturgis Run. Here's how it works: First, you take the run apart. During the first week of August, plan a run with a destination of anywhere but Sturgis, South Dakota. As he says, "The Harley attitude is everything."...**The bros of ABATE of Mississippi** had a toy run last December to benefit needy kids in the town of Picayune. But before they dropped off their goods, they stopped by the Veteran's memorial to drop off a Christmas wreath and remember those who gave their lives in the war. It just goes to show that ABATE works hard and has class....**Assemblyman Bernie Richter** is trying to get a bill through the California legislature that would exempt public employees from the helmet law—like parking enforcement officers who ride Cushman's. Want to hear his reasons? Helmets add to the heat, make it hard for

officers to see and hear, and add to neck and back strains. Where have we heard that before?...**And on the international front**, a 28-year-old Norwegian man legally took the name Harley Davidsen—with just a slight spelling change. Norway's laws wouldn't allow "son," because that is considered a Swedish name. One more hitch: "I haven't told Mom yet," he said....**On the national scene**, the number of employees working for federal, state and local governments surpassed the level of manufacturing jobs in '92....**Some public burden stats:** In 1991, hospital emergency rooms around the country reported 21,030 injuries to children falling out of shopping carts....**Remember the shooting** of the doctor outside the Pensacola, Fla., abortion clinic? Abortion-rights supporters in Congress now have the votes necessary to pass a Freedom Of Choice Act. But first they want to try and halt the harassment of abortion providers and clinics, stated Pat Schroeder, D-Colo. Why don't we add helmets and seat belts to their Freedom Of Choice Act? **If this is an indication** of what the summer holds, stand back. Between another half-dozen bike shows, 14 Rodeos, the Sturgis Rally, and Harley's 90th, ya need to be rich and retired to be a biker.

—Bandit

HARLEY-DAVIDSON'S NEW MT350

The Military Motorcycle For Britain

Harley-Davidson just won a contract to produce 1,570 military bikes for the BMD (British Ministry of Defense). The vehicles will be produced and delivered over a four-year period, beginning in July.

The motorcycles, which will replace their existing fleet of bikes purchased from 1985-87, will be used primarily for dispatch riding and combat communications. The BMD will use the vehicles worldwide.

The Harley-Davidson MT350s are built exclusively for military use and designed to meet the needs of the Company's military customers where reliability and ease of maintenance are of prime consideration. From five bids that were tendered, the Ministry of Defense selected three finalists for extended durability. Harley's competitors were Suzuki and Cagiva.

The MT350 features a 350cc, air-cooled, electric start, low compression gasoline engine, a welded steel frame with a swingarm, and has a range of 200 miles.

The bike is the development of a design Harley acquired from the Armstrong



Motorcycle Co. in '87. The specs on the unit purchased by the BMD are altered slightly to include forward-mounted panniers (saddlebags) for added carrying capacity.

The vehicles will be built at Harley's assembly plant in York, Pennsylvania, at a rate of approximately two bikes per day.

These vehicles are available only on a contract basis through Harley's headquarters in Milwaukee, Wisconsin. They are not available through the Company's retail dealers and distributors.

—Twiggy

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.

World War III breaks out, and the entire world is annihilated by a nuclear holocaust. The first soul comes floating up to the Pearly Gates, where Saint Peter is waiting.

"My name is George Bush," says the soul. "I was president of the United States for four years and led Operation Desert Storm, restoring the patriotic pride of my people."

"Yeah, George, I heard all about it," says Saint Pete. "Tell you what, I'll let you have the seat on the left-hand side of God, okay?" So the Bushman walks through the golden gates and takes his seat beside God's throne.

The next soul floats up and says, "My name is Bill Clinton, and I also was president of the United States. During my term, I did my best to reorient America to the needs of the people, and I think I should get in, too."

"Yeah, awright, Bill," says Saint Pete. "Tell you what, you can have the seat on the right-hand side of God, okay?" So Slick Willie heads on in and sits down on the right-hand side of God's throne.

Now a third soul comes floating up. "My name's Ross Perot," the little guy squeaks, "and it looks to me like that there big fella in the middle's sitting in my seat!"

—Dave Kappes
Gordonville, Texas

On the average, how much cash do bikers spend on beer?

A staggering amount.
—Jag
Stripe City

"Let me guess," said the hardnosed drill instructor to the new recruit after chewing him a new asshole, "after I die, you're going to make a special trip to my grave just so you can spit on it, right?"

"No, sir," said the recruit. "When I get out of here, I'm never gonna stand in line again."

—Joey
Crescent City, Calif.

The cop pulled over the prospect for swerving across the center line.

"You drinking?" asked the fuzz.

"Depends," replied the prospect. "You buyin'?"

—Al Troxler
Greensboro, N.C.



"I can't talk now, Mom—I'm getting ready to bone up for my Sex Ed. exam tomorrow."

Pogo walked into the saloon and found his bro Cowboy sitting at the end of the bar, looking grim.

"Hey, Cowboy, what's up, man? You look like shit," Pogo said.

"It's my ol' lady," explained his partner. "I came home drunk one night, and she said she wouldn't talk to me fer a month."

"Shit, that's fucked, bro." "You said it," Cowboy grumbled. "Today's the last day of that month."

—Glasscutter
At The Window

Definition of male menopause: a change of wife.

—Skeeter
Club Fed

Why can't the Avon lady walk very fast? Her lipstick.

—Shark
Simi, Calif.



"Who told you to check the fuel level by stickin' your hand in the tank?"

Just before the funeral, the undertaker walked up to the elderly widow and asked, "How old was your husband, madam?"

"He was 104," she said. "Four years older than me."

"So you're 100," observed the undertaker. "Hardly worth going home, is it?"

—Shorty
Stayin' Strong

What do porn theaters and Congress have in common?

They're both full of jackoffs.
—Kelly
Denver, Colo.

How is sex like credit? The people who need it the worst can't get it.

—The Midget
The Colony, Texas



"Oh, stop your whining, dear—you knew I was a people-person when you married me!"

A young dude from New York moved to Montana to become a rancher. He had been working the place about three weeks when a pickup truck drove into his driveway. The visitor was a man about 60, and he introduced himself as a neighbor from a couple of miles down the road.

"I like what you're doing here, young fella," said the old rancher, "and I'm throwing a welcome party for you next Friday night up at my place."

"Hey, thanks," said the kid. "That's real nice of you."

"But I gotta warn you," said the rancher, "a lotta drinking goes on at these parties."

The kid said, "Hey, no problem—I've been known to tie one on now and then. I'll be all right."

Then the older guy said, "And after the drinking, there's

likely to be some fighting."

"No problem there, either," said the kid. "I've been in a few barroom rumbles in my life. I can hold my own."

"Then, after the drinking and fighting," continued the rancher, "there's usually some pretty kinky sex."

"Don't worry about that," said the kid. "I lived most of my life in New York City, and it would take a helluva lot to startle me."

"Okay, great," said his new-found neighbor. "Then I'll see you next Friday."

"Hey, wait a minute," said the kid as the rancher was climbing back into his pickup. "Am I supposed to dress formal or informal for this party?"

"It don't much matter," said the graybeard. "You and me are gonna be the only ones there."

—D.A. Boe



"It started off as a salad bar. Then it became a soup and salad bar. Then it became a soup, salad, and dessert bar. Then..."

A sure-fire sign that yer pick-up lines are getting old: The chicks sit on yer face just to shut ya up.

—Dave Chance
Crescent City, Calif.

What do five-year-old Jap bikes and long-distance runners have in common?

Top speed.
—Fast Eddie
In the Shade



"Is that all you ever dream about, ridin' your fuckin' Harley?"

What should ya do if yer ol' lady walks in her sleep?

Open the upstairs windows.

—Lee
Pen, Pa.

Why do women have fore-heads?

To have somewhere you can kiss 'em after they give ya a blowjob.

—Mad Dog
Capberra, Australia

Have ya heard what the new status symbol for the '90s is?

A job.

—El Vee
The Library



"You better not strip-search me!"



"He's not a sicko, Ma'am. Cats are supposed to lick their own balls."

Baloo

EASYRIDERS 1993

CLUTCH BUYER'S GUIDE

You're cruising down the road and come up on a slow truck. You pull out to pass and open the throttle. The engine roars to life, but the truck isn't disappearing behind you. In fact, the truck seems to be out-racing you.

It's time for a new clutch. What's okay for the average rider, may not last long under heavy-duty use. The clutch that works well in an 883 Sportster probably won't last in a 1200. The clutch that lasts a long time in a Springer Softail

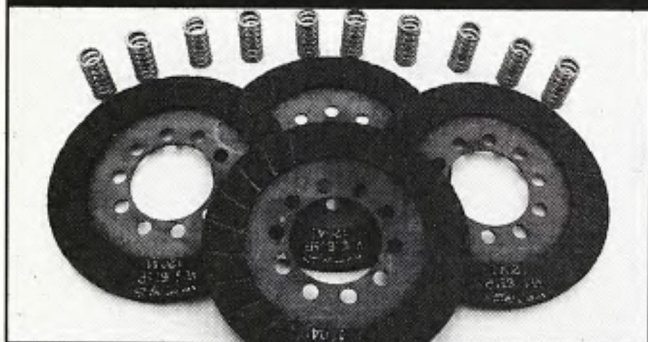
probably won't live long in an Ultra Tour Glide Classic.

Problems will show up if you've had serious engine work done, also.

The cure is to match a clutch to riding style and horsepower levels. Sometimes a change in clutch friction materials is all you need, but in extreme cases a complete re-engineering of the clutch assembly may be necessary.

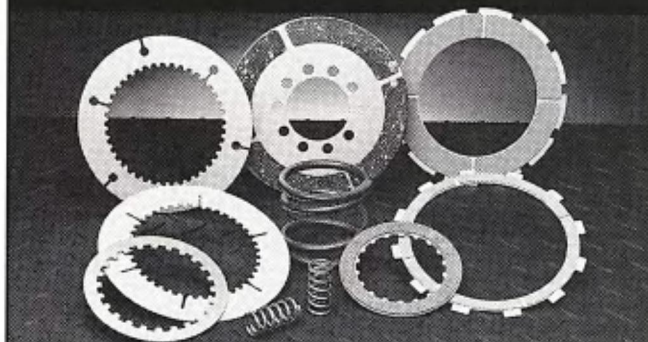
Here are some of the best options available:

Atlas Precision Tool & Die (619) 242-9111



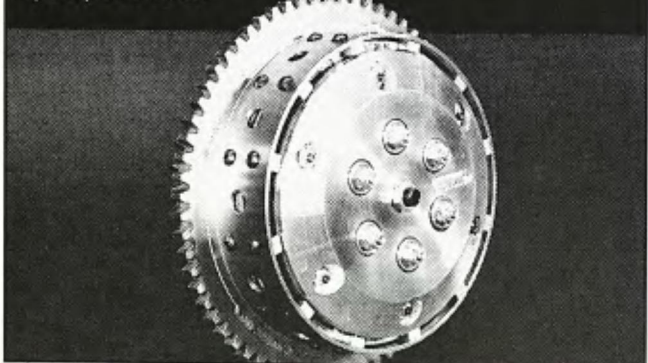
Designed for all belt drives, this clutch is for '84 and earlier Big Twins. It's manufactured from a special blend of composition fibers impregnated with aluminum and bronze for a positive engagement. Perfectly suited for stroker motors, nitrous-boosted, big-inch drag racing engines, and for fuel class sled pulling at motorcycle rodeos. Four plates and ten springs. Simple!

Barnett Tool & Engineering (310) 941-1284



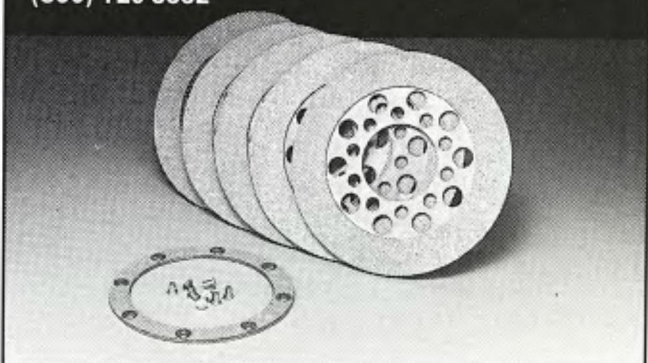
Barnett makes replacement clutches for heavy-duty applications. Clutch lining materials are perfectly matched for the intended use. Wet-and-dry or dry-only compounds are available, as well as extra plate models and stronger-than-stock spring kits. They have lining materials designed for slipper-style clutches to absolute lock-up, no-slip models.

Bandit Machine Works (717) 464-2800



Bandit makes a complete replacement clutch assembly to handle high horsepower applications. This clutch completely replaces the stock unit with a precision-engineered assembly built from bolted together parts instead of cast or riveted pieces. Easily installed and available for wet or dry applications.

Custom Chrome, Inc. (800) 729-3332



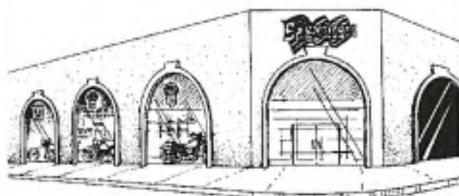
CCI offers the best stock replacement, if price is your major concern. It's a perfect street clutch with high-performance linings, and it's available for wet or dry applications and for Big Twins or Sportsters (not pictured) through 1984. They also have a complete line of parts.

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F.I.G.H.T. UPDATE

MORE AMMO FOR THE F.I.G.H.T.

In preparation for our upcoming federal court case challenging the constitutionality of helmet laws, our staff has been busy cataloging all your replies to our Helmet Questionnaire. Keep those letters coming, as it's important for us to be able to document all the negative side effects of helmet use.

Some of your stories are real tear-jerkers, like the fellow whose father went down and got a tree branch caught in the helmet strap: The strap damaged his carotid artery, and he died that night from a stroke. We also received two separate newspaper articles about riders who were hit by trains after waiting for one train to pass by and then pulling out in front of another train going the opposite direction. They did so because they couldn't hear or see the second train approaching. In one case, car drivers honked furiously to warn the rider, but he couldn't hear their horns, either.

We don't like to be gruesome, but law enforcement agencies and the media have to start informing the general public that helmets don't save lives and can, in fact, be the instrument of injury and death. Take the fellow who got his head split open when his helmet got caught on the bumper of a car, for example. He survived to ride again, but the rider whose chin strap caught a bolt in a guard rail wasn't so lucky. He broke his neck. Rest in peace, bro, maybe your story will save some others.

Not all of the stories we've collected are gory. Some are actually funny . . . in retrospect. One rider caught a bee in his helmet, ripped it off, and threw it behind him—right through the windshield of a highway patrol car. Then there was the bro riding bitch who fell off the buddy seat when his friend dropped his Sportster hard into second. His pants caught on the turn signal, but his buddy couldn't hear him yelling through his helmet and dragged him a coupla blocks on his butt.

Any sensible person can look at these incidents and see quite clearly that helmet laws require people to put themselves at risk. We're betting that attorney Sam McCloud can get a federal court to agree that you have a constitutional right to make decisions about your own safety. Tell us more for him to pass along to the judge.

—Eight Ball

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 (____) _____

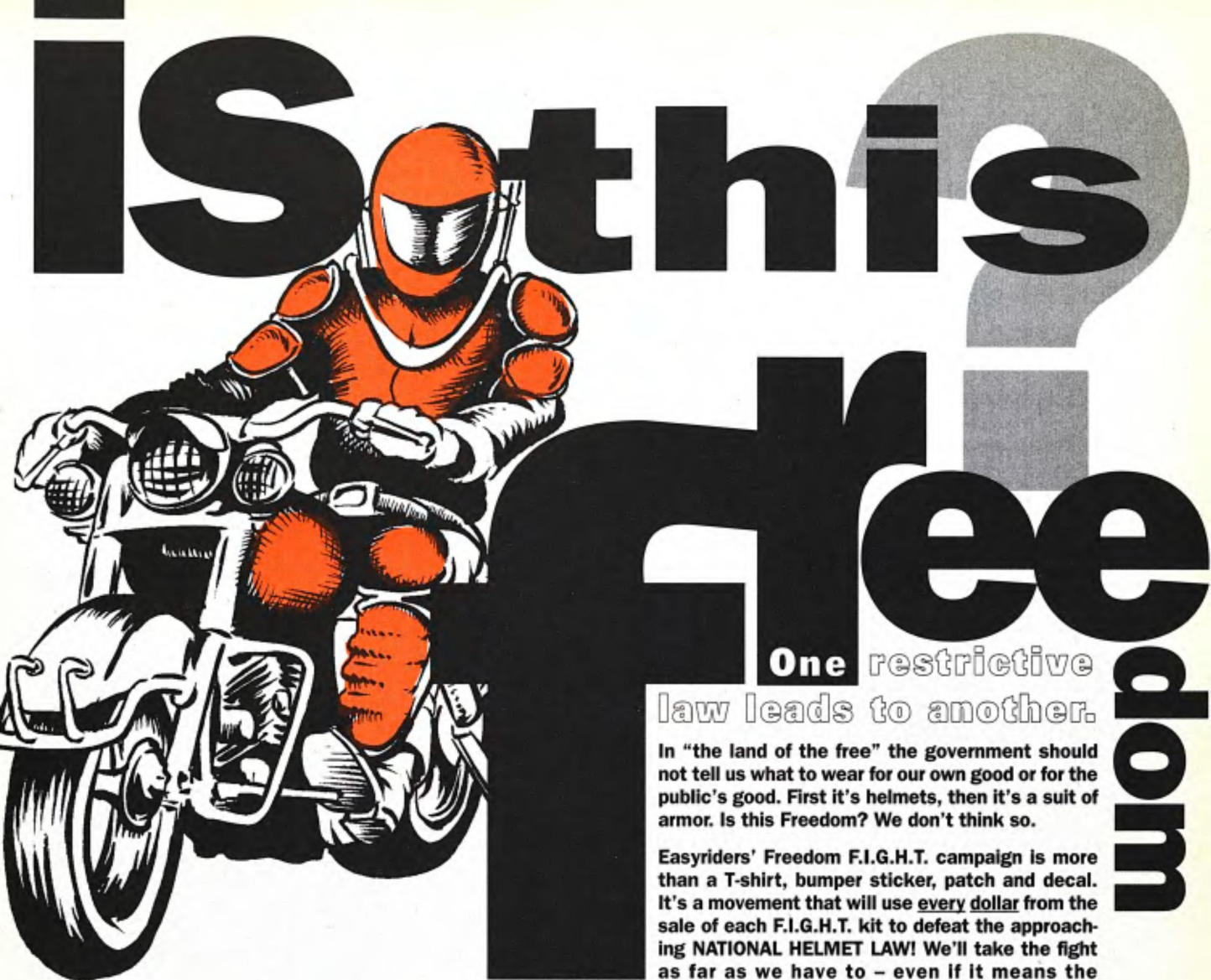
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Brief story: _____

(use separate sheet of paper if you wish)

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Supreme Court. Join the fight and help keep America "the land of the free."

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HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Ed "Animal" Bassett

Phoenix, Arizona

On February 2, 1993, Arizona's House Transportation Committee took up HB-2299, a proposed amendment to ARS 28-964 that would require all motorcyclists to wear a helmet.

A few hundred bikers crammed into the hearing room. Many signed up for the allotted five minutes of speaking time, but all were ready to give their time over to Ed "Animal" Bassett. Animal holds many biker's rights offices including Southwest

Regional Director, National Area Rep Coordinator, and National Legislative Liason for Bikers Against Manslaughter.

When Animal finished his say before the legislators, there was no doubt in anyone's mind that if it weren't for his informative presentation and ability to answer all questions with the hard-hitting facts, a helmet law would've successfully snaked its way through.

—Larry D. Hanna



Photo: Larry D. Hanna

Russ "Pappy" Stalbird

Grove City, Ohio

Russ "Pappy" Stalbird was a Richmond Road resident of Grove City, Ohio, and a retired tree surgeon when he died of cancer on December 28, 1992, at age 73.

Pappy had put in over 60 years of riding and swapping road stories with bros across the country. The Harley-lovin', long-ridin' bro was also a 54-year member of the AMA and was best known as the man who always rode with his dog.

Pappy's favorite scooter co-pilot, his

dog Tootsie, wasn't riding along in her own Harley sidecar the day of the funeral procession. But in true biker tradition, a small army of bikers followed the casket out to Forest Lawn Memorial Park in east Columbus where they paid their respects.

Pappy was never one to turn away from a brother or sister in need. And more than anything else, the good-natured road veteran just wanted to be remembered with a chuckle.

Ride free, brother.

—Clay Dog



Photo: courtesy of CNS/Flash The Week

Shack O' Shame

Governor Lawton Chiles

Tallahassee, Florida

Florida Governor Lawton Chiles signed a proclamation naming May "Motorcycle Safety and Awareness Month."

He called the motorcycle an "energy efficient vehicle that reduces fuel consumption and traffic congestion and is proven to be an important form of transportation as well as touring and recreation." And (pay attention here) "as a matter of safety it is necessary to develop skills and awareness of proper driving habits." Still payin' attention? Every time a Florida biker renews his license, he

pays an education fee. But instead of all the funds going to education, the Governor's been using the money elsewhere.

ABATE of Florida wouldn't stand for it. The Florida House and Senate passed an act to ensure that money marked for education is used for education. Chiles vetoed it. Why? The bill didn't tell him where to get the cash to replace what he's stealing from Peter to pay Paul and because "the excess revenues would create a momentum to unnecessarily expand the program." —Mitch Gross



Illustration: Jon Towle

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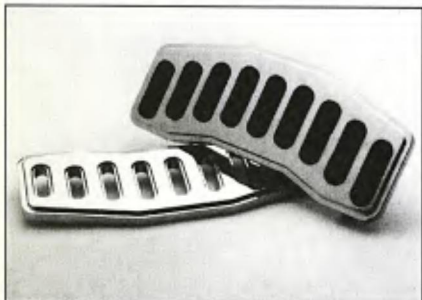


Parts Box *Tell 'em Snake sent ya!*



Famous Leather Grips

You're gonna laugh, but Gene Shacove, famous hairdresser to the stars and custom bike builder, has been handmaking leather grips for several years. Some of the local L.A. shops carry them, and now they're available to the world. These leather grips are manufactured with a smaller diameter than sponge grips for more positive feel. For the lowdown contact Main Street Merchandising, Dept. ER, 2532 Lincoln Blvd., Suite 129, Venice, CA 90291-5874, (310) 521-6912.



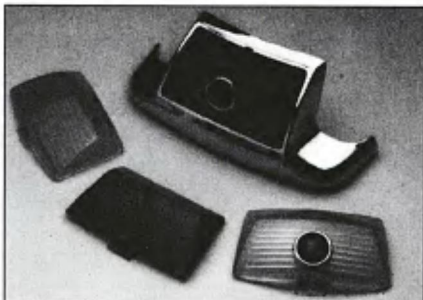
Billet Aluminum Footboards

These new footboards from Razorback Motor Works were a hot item in Daytona this year. Machined on CNC equipment from 6061-T6 billet, they're available either slotted or with rubber inserts, and polished or triple-chrome-plate finished. For more info: Razorback Motor Works, Inc., Dept. ER, 4100 M. Powerline Rd. #A-3, Pompano Beach, FL 33073, (305) 974-5654.



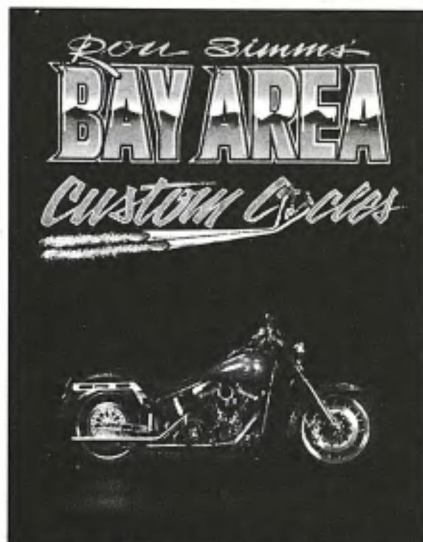
Cross-Over Duals

Here's the nostalgic look for block-head Softails from Bartels' Performance Products. They've concentrated on preventing leaks, and not running into shifting linkage. And since this group is hell-bent on performance, they run well. For the particulars drop a dime to Bartels' Performance Products (310) 578-9888, or write to Bartels' Dept ER, 3237 Carter Ave., Marina Del Rey, CA 90292.



Dress Blues

Now it's a snap to upgrade your original equipment fender tip marker lights to the classic, jeweled blue-dot style with CCI's exclusive blue-dot fender marker light lenses. Contact your local Custom Chrome dealer.



Bay Area Custom Catalog

Ron Simms, founder of Bay Area Custom Cycles, has been building fine scooters for a couple of decades. But the gruff creator has been having too much fun to ever create a catalog displaying the fine, billet, custom, and unique products he's designed for his customs. Well here's the charter edition, should have some hot items in it. For the actual puppy, write Ron at BACC 25224 Mission, Dept. ER, Hayward, CA 94544, or jingle (510) 537-3338.



Bar Hardware

Hardware for handlebars is tough to come by in the nuts and bolts drawer. So Landmark Manufacturing made this set of 303 stainless steel retainers. They will prevent rusting and look cool. For the real shine on this kit drop an old postcard in the mail to Landmark, Dept ER, 4112 Avenida De La Plata, Oceanside, CA 92056, (619) 941-6626. ☉

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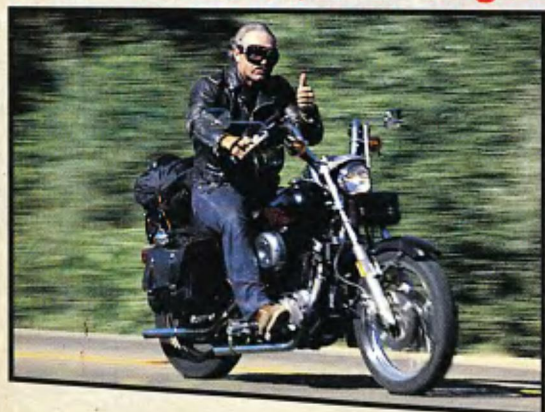
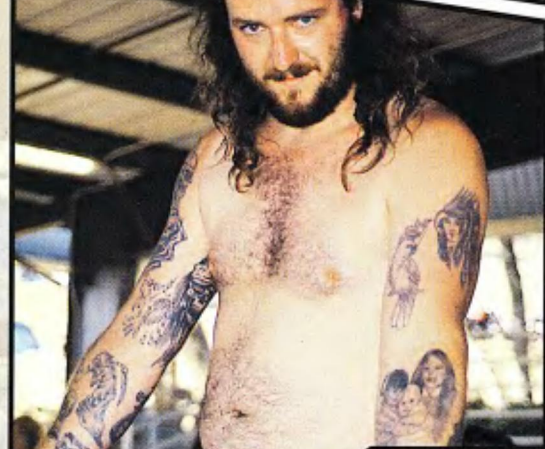
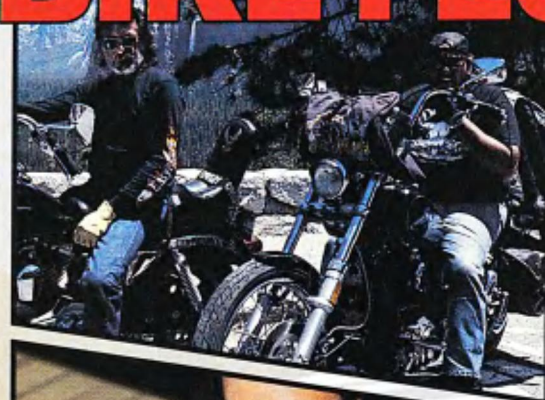
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'WAY OUT IN ALASKA

You're traveling through another dimension, a dimension not only of sight and sound, but of mind, a journey into a wondrous land whose boundaries are that of imagination. That's the signpost up ahead—your next stop, Anchorage, Alaska!



Submitted for your approval, Mr. Arthur Schmidt, ordinary guy. Arthur—or Art, as he likes to be called—is married, holds down a steady job, pays his taxes, and always phones his mom on Mother's Day. It began as just another ordinary day for an ordinary guy. The alarm clock went off at the regular time, launching Art into his usual morning routine—shower, shave, dress for work. Downstairs, as always, Art's wife was putting the finishing touches on breakfast. Nothing seemed out of the ordinary as he sat down to the same familiar meal he'd eaten five mornings a week for more years than he could remember: three warm prunes floating in a big bowl of Instant Ralston, two runny poached eggs, a toasted hot dog bun spread with fig jam and sliced jalapeños, and a hot, steaming mug of Tang. Just as he had on countless other mornings, Art kissed his wife good-bye and drove off to his familiar civil service job at the prison.

But then, as he made his way through rush hour traffic, Art began to notice certain deviations from the norm. For example, some people recoiled in fear at the sight of him, while others simply stopped in their tracks and puked their guts up. At the office, secretaries huddled in small knots, whispering to each other and casting furtive glances his way when they thought he wasn't looking. His usually friendly boss sneered at Art's cheery greeting.

Art racked his brain for some explanation. He checked his fly—zipped securely shut. Had he missed a spot while shaving that morning? He rubbed his hands across his face and felt only smooth skin. Lifting one shoe, then the other, he examined the soles for a telltale hunk of fresh dog shit, but found nothing. Art was ready to dismiss the whole affair as just his imagination. But he knew something was amiss when Biff, his bowling league buddy for the past 15 years, tried to stab him during coffee break.

As Art tightened his grip around the neck of his former teammate, he wondered what heinous crime he could have unknowingly committed

to provoke such loathing and revulsion from people he once knew as friends and business associates. What Art didn't know was that when he arrived at the office that morning, he punched in on a time clock manufactured in the Ramona Zone.

Okay, okay . . . so I exaggerated a little for dramatic effect. But there is an actual, real-life Art Schmidt in

And before long, to no one's surprise, Schmidt stepped down from his job as deputy corrections commissioner and returned to his former post as superintendent of the Palmer Correctional Center. While this move was widely reported as a demotion, Schmidt's appointment as deputy commissioner was temporary from the start, and a return to the

Barnes let Corrections Commissioner Lloyd Rupp know that his department might not fare so well when funding time rolled around unless he dumped the offending Schmidt

Anchorage, and Art's routine world got turned upside down not long ago because of his association with that vile advocate of women's suppression, that tawdry showcase for bare bosoms, that inveterate enemy of everything decent and wholesome—*Easyriders* magazine.

It's a complicated story, but the long and short of it is that Schmidt, an administrator with the Alaska Department of Corrections, found himself at the center of a political shitstorm this January because of an "In the Wind" shot that appeared in the May 1991 issue of *Easyriders* (#215). The photo that stirred up all the controversy two years ago shows Schmidt profiling on his 1988 Harley with the family poodle, Putt, perched on the bike's gas tank.

Sounds like a fairly inoffensive snapshot, you say? It may seem that way to your jaded eye, but to Ramona Barnes, Republican state legislator, Speaker of the House, and Defender of All That's Sacred, the fact that the picture appeared in a smut-saturated sleazebag like *Easyriders* compromised the honor and integrity of Alaska's entire corrections system. According to newspaper accounts, Barnes let Corrections Commissioner Lloyd Rupp know that his department might not fare so well when funding time rolled around unless he dumped the offending Schmidt.

Palmer job was scheduled all along—just not quite as soon as it turned out.

In any event, the *Anchorage Daily News* offered Madam Speaker the opportunity to give her side of the story. Her account appeared in the paper on February 2 in an item titled "*Easyriders* runs counter to prison practices."

Ms. Barnes opens her remarks by denying any role in the "demotion" of Art Schmidt, though she proceeds to elaborate on her previous criticism. And, just to make the whole affair as tacky as possible, Ramona drags in some nose-wrinkling red herrings—vague, half-assed, unsubstantiated allegations that Schmidt mismanaged the Palmer Correctional Center. Since no one can stuff her foot into her mouth quite as adroitly as Speaker Barnes herself, I'll quote a few excerpts verbatim:

[Art Schmidt] returns to [the Palmer Center] job despite his appearance in a magazine which exploits and displays women in a sexist light. *Easyriders* is considered soft porn in nature, and it circulates in the very prisons Schmidt works in.

Schmidt's appearance in *Easyriders* is more than just offensive. It runs counter to accepted prison practices.

Several judges have ruled that

these magazines aren't fit for prisoners to either view or possess, and the courts even allow prison officials to ban them if it interferes with a prisoner's rehabilitation. A 1987 Justice Department study indicates that soft porn promotes a disrespect for correctional officers in many pictorials, and that they do prevent rehabilitation.

Personally, I've heard from several female prison workers in Alaska who say they felt threatened by inmates after one magazine portrayed the gang rape of a female jail worker.

After all this, how can we expect our prisoners to respect the authority of a prison official if he allows himself to be pictured in one of these magazines?

To make an exhaustive response to Ms. Barnes's tight-assed puritan posturing and preposterous distortions would be to dignify them with an attention and gravity they hardly merit. I will, however, point out a couple of painfully obvious flaws in the legislator's argument. First, Ramona simply asserts—without any supporting evidence whatsoever—that the magazine is "soft porn," a vague but clearly pejorative term she conveniently leaves undefined. Additionally, her remarks regarding an unnamed magazine that allegedly featured a gang rape pictorial is irrelevant to any discussion of *Easyriders*.

Furthermore, her references to court decisions regarding the availability of certain publications to prisoners serves only to demonstrate that expert legal opinion apparently does not regard *Easyriders* as harmful—why else would the magazine be allowed in innumerable state and federal prisons throughout the country? And finally, compared to many publications allowed by the corrections system—including a number of gnarly skin rags featuring gynecological photo layouts of pouting, lubricious jailbait—*Easyriders* is pretty tame stuff.

If, as Madam Speaker would have us believe, a person suffers guilt by association as a consequence of having his or her likeness in the magazine, then Schmidt is in pretty good company, since Texas governor

Ann Richards, late businessman Malcolm Forbes, singer Emmylou Harris, professional wrestler Hulk Hogan, television star Kirstie Alley, movie heroes Dolph Lundgren, Sylvester Stallone, and James Caan, and the late actor Steve McQueen are among a number of well-known and well-respected folk who have willingly graced the pages of *Easyriders*. Moreover, a few years ago country singer Willie Nelson—the driving force behind Farm Aid and celebrated for his efforts to prevent the extinction of an American institution, the small farm—appeared on the magazine's cover.

Barely two or three weeks after her butt show in the Art Schmidt controversy, Ramona did it again. This time she flashed her ass on the floor of the House itself by interrupting another legislator's speech in order to make a verbal attack on a news reporter. From the *Anchorage Daily News* of February 20:

JUNEAU—Speaker Ramona Barnes scolded a television news reporter on the House floor Friday for not videotaping a lawmaker's floor speech, calling it "an obvious and deliberate slight."

The unusual criticism triggered immediate objections from other lawmakers, who suggested Barnes was trying to control news coverage. Barnes said later that she was mad at the reporter for an unfavorable story she did last week.

Barnes' criticism of reporter Sara Mirabito of KTUU-TV Channel 2 in Anchorage came as Rep. Terry Martin, R-Anchorage, was giving a speech about reapportionment.

Her comments caught reporters, Martin and other lawmakers by surprise. Television reporters routinely signal their cameramen to indicate what should and should not be taped. Only portions of the floor sessions are recorded.

Martin said he felt bad for Mirabito. He said he didn't even notice the camera or care if he was being taped.

Since the incident baffled and embarrassed her fellow lawmakers (including the member of her own party whose speech was interrupted by her outburst), this time Ramona

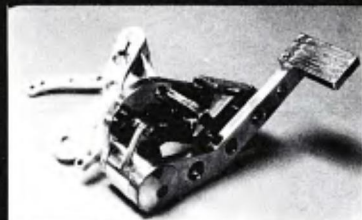
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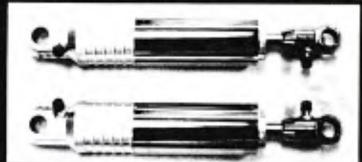
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1993 RODEO SEASON CONTINUES WITH:

JUNE 18, 19, 20

EASYRIDERS RODEO—NEW ULM, MINNESOTA

Brown County Fairgrounds

(Hwy. 14 to 12th North Street)

Tattoo contest, rodeo, ride-in bike show, trade show, trophy girl contest, camping, live music, food and beverages on sale. THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRT!

JULY 2, 3, 4—FOURTH OF JULY WEEKEND

EASYRIDERS RODEO—MIDDLETOWN, NEW YORK

Orange County Fairgrounds

(I-84 to Hwy. 17 West, to Exit 120)

Rodeo, ride-in bike show, trophy girl contest, camping, live music, trade show, tattoo contest, food and beverages on sale. THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRT!

JULY 16, 17, 18

EASYRIDERS RODEO—BOONE, IOWA

Boone County Fairgrounds

(I-35 to Rt. 30 West, 90 North on Story Rd.)

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JULY 30 - AUGUST 1

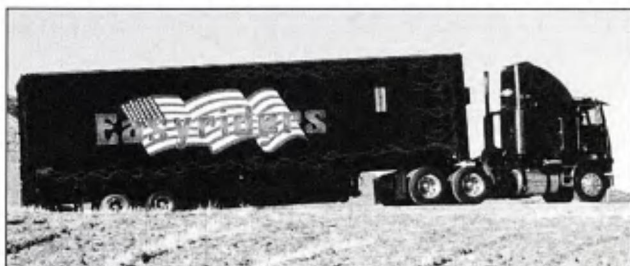
EASYRIDERS RODEO—PROSPECT, PENNSYLVANIA

Butler County Fairgrounds

(Located on Rt. 422, 8 miles West of Butler)

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pulled in her horns fairly quickly. While still not admitting to being out of line, Madam Speaker grudgingly said she was "kind of sorry" for her actions. And, in a move reminiscent of her attempt to confuse the issue in the Art Schmidt case, Barnes attempted to justify her behavior by claiming that the reporter had recently called her a liar.

As for the esteemed legislator herself, I can only say that it's too bad ignorance isn't painful

At any rate, the stink about Schmidt and the *Easyriders* photo has died down, and the state politicians have turned their attention to other matters, including proposed legislation to return a stiffer helmet law to the books. If there's any moral to the whole silly affair, maybe it's that sometimes you're known by the enemies you make. If that's true, then I speak for all of us at *Easyriders* when I say that we're proud to be on Ramona's Shit List. As for the esteemed legislator herself, I can only say that it's too bad ignorance isn't painful.

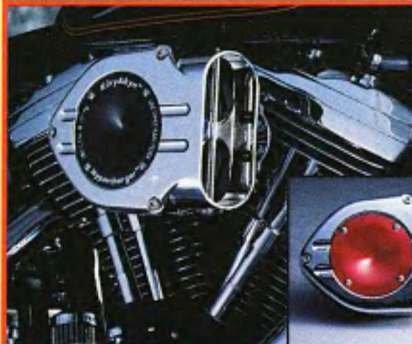
If you are so inclined, you can share your opinions on these matters with Ms. Barnes by dropping her a note c/o the Alaska State Legislature, Anchorage, AK 99510.

—Tex



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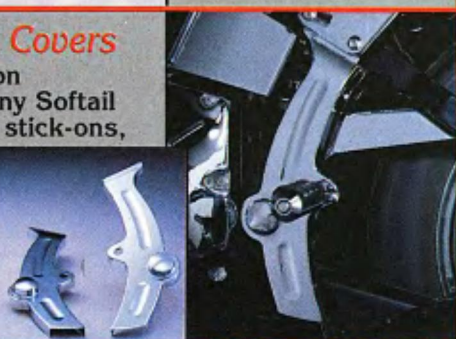


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400,000

STRONG

Daytona Beach Bike Week 1993

When they told me a couple bros were gonna meet up with me at Daytona this year, I wasn't expecting anything like 400,000. Shit, I can count the close friends I have on one hand—and that's the one missin' a couple fingers. It all started when Bandit ventured back into my *Easyriders* cave. "Dogger we're sendin' your ass to Daytona . . ." he began.

Before he could finish I said, "Shit, bro, what about the rest o' me?" He handed me a plane ticket, then started coughing and gagging at some odor most likely attributable to myself. I told him I don't do planes and I wanted to take my scooter. He pointed out that if I couldn't make it out of the parking lot without a major breakdown, then how in the hell would I make it all the way across the country by tomorrow night. I tried to show him my new tools, but the smell was getting to him. Then I noticed the ticket said something about 5 a.m.!

They love givin' me those early-to-rise assignments as a sorta indirect punishment for general misconduct—that, or the rag's travel agent has a cruel sense of humor. But what scared me more than not being able to get up in time—even with four trusty wind-up clocks and one dead rooster—was the idea of ridin' on the aircraft itself. Yeah, statistically, planes may be safer than road transportation, but at least when you get in a road wreck you don't have to fall kicking, puking, and screaming 30,000 feet. And to make matters worse,

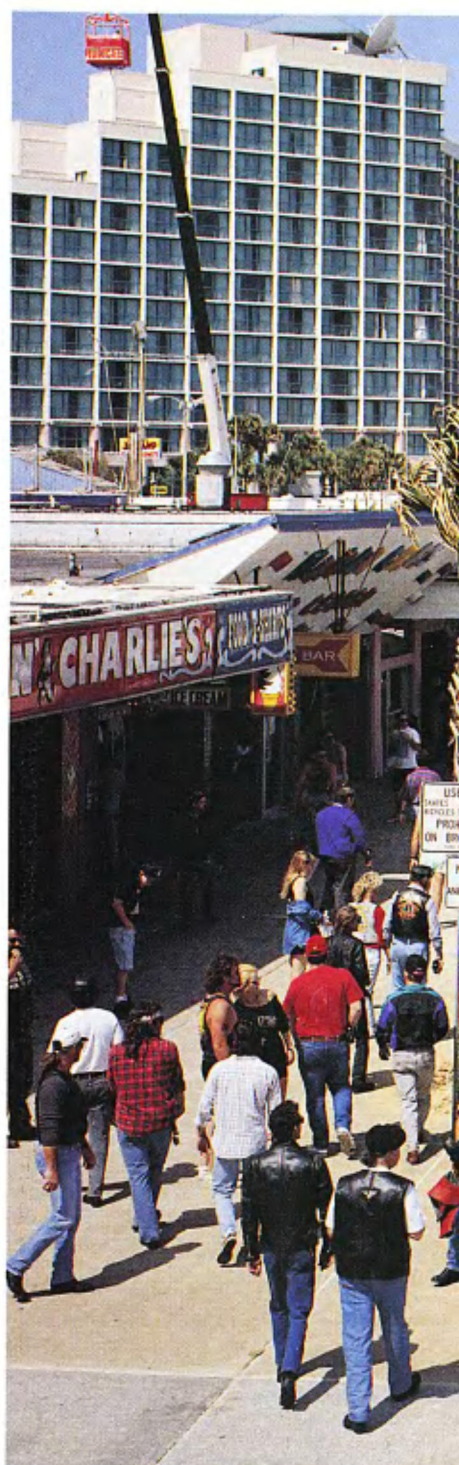
everybody in the office started comin' up to me and congratulating me on getting the Daytona assignment. That's when I knew it must be some kind of setup.

I started getting real paranoid, thinking that the word must be out that no one's gonna show for Bike Week, and that the only thing blowin' down Main Street will be some tumbleweeds and a couple rice-ridin' volleyball players.

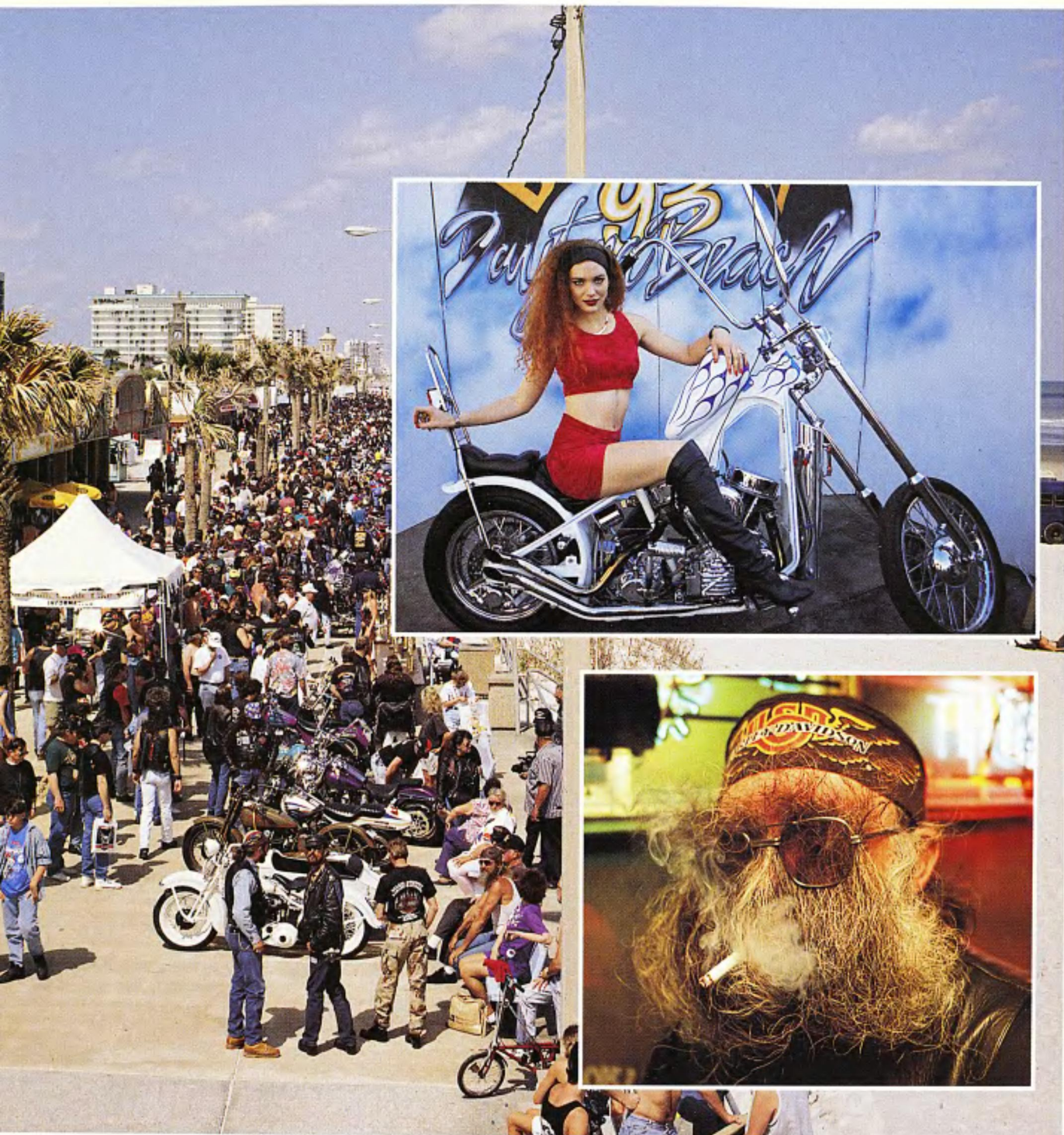
Once I was finally airborne and on my way, the flight attendant's bedside manner kept my mind off any thoughts of possible conspiracies or how far we'd fall if the engines took a shit. 'Course every time we hit one of those air chucks and the "fasten your seat belt" light flashed on, I knew we were goin' down hard.

Luckily, we landed in one solid piece at Orlando International, where we were greeted by galvanized buckets of liquid sunshine. I figured I didn't have to look any further for the setup—no rain no pain, right? Wrong. Before I knew it, the clouds headed south and a perfect ridin' sun took over the Florida sky. Must be the place where they're putting me up, I thought. A hotel on the beach? Shit, most my life's been nothin' but one big sucker punch, and if there was some kind of blindin' roundhouse coming my way, I sure couldn't see it.

I knew in advance that the photos I was supposed to run with would be too busy to haul my hairy mug around. And I also knew that I wasn't any kind of highly trained,



hardcore investigative journalist like Geraldo whatshisface. But my professional sense had at least taught me one basic rule of thumb: Whenever you're on the job, always avoid incarceration. There's nothin' worse than hittin' your boss up for a raise when you still owe him bail money. The days of sweatin' bullets around officers of the law may be long gone, but they managed to leave a few lasting impressions awfully close to my adrenaline



gland. So, you can imagine how relieved I was to see nothing surrounding the hotel except one righteous row after another of pure custom iron.

Unfortunately, trouble presented itself before I even had a chance to scope out my company-paid crash pad. When I walked into the hotel lobby, the first thing I saw was Arlen Ness draggin' his class-act, Suzanne Pleshette-lookin' wife on to the elevator and muttering →

something about free food on the top floor. Before I knew what I was doing, I found myself diving into the elevator, accidentally elbowing the shit out of his wife's shopping bags and knocking some silver-haired dude in a suit to the floor. This wasn't what I had in mind. But after six straight hours of surviving on a single serving of the plastic-wrapped rabbit pellets the airline calls a meal, the boiler was hurtin' for some serious grub. I tried explainin' this to the red-faced suit 'n' tie as I pulled him off the floor, but something about his general expression indicated that he didn't give a shit.

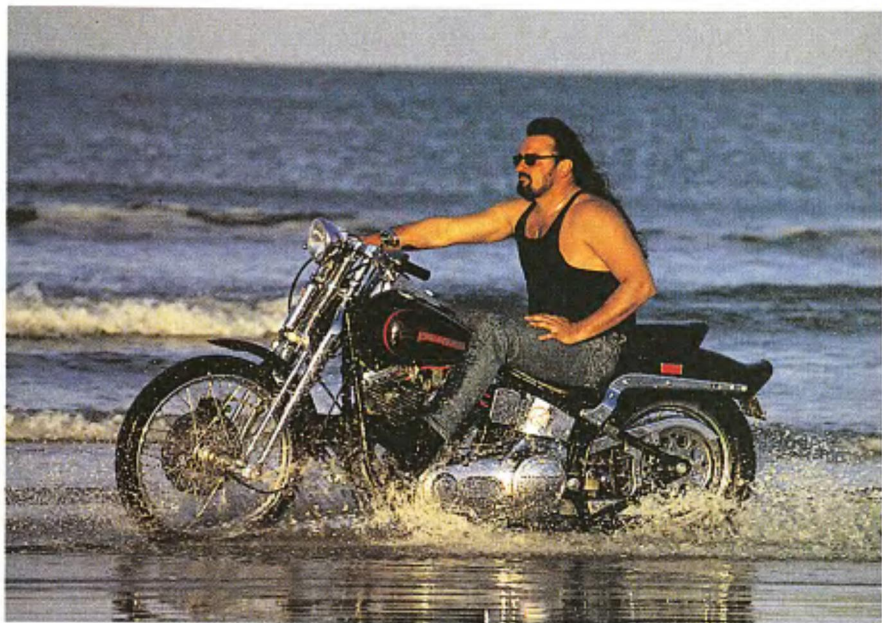
Thanks to my growling stomach and that minor elevator incident, I stumbled into some behind-the-Bike

The sidewalks were lined with some of the finest scoots in the world

Week-scene information that I never woulda discovered just hangin' with the photogs like I was supposed to. First off, after about my 14th roast beef sandwich, I looked up and noticed the same silver-haired dude from the elevator sitting across from me with a name tag that said, "Chief."

I was curious about his nickname, since he didn't really look like an Indian, so I stood up, walked around the table, slapped him on the back, and said, "Hey, bro, sorry about droppin' your ass back on the elevator." Just then, Arlen came up from behind and quietly informed me that I was talking to Daytona's Chief of Police. As I stood there flat-footed with my job flashing before my eyes, the Chief casually motioned for me to sit back down and proceeded to tell a couple biker jokes. His gutbusters weren't half bad, and I did my best to pretend I'd never heard them before. Turns out that the reason the Chief has a soft spot for bikers is that he's a Harley-ridin' scooter hound himself.

He explained that I was sitting at



the banquet for the Daytona Beach Bike Week Task Force. Talk about your armpits turning into water faucets. The purpose of the Task Force, I politely learned, was to accommodate the bikers in every way they could in order to make the week as smooth and hassle-free as possible. I also learned that they had estimated only 250,000 bikers would show for the week and drop a cool \$200 million on everything from souvenirs, to suds, to hotel

accommodations, to food, to suds, and more suds. No wonder Daytona loves bikers. That 200 mil pays for a lot of those orange plastic cones in the road. 'Course it wasn't too long ago when the same town used to lock up the women and children in the basement for a week and wouldn't let them out till all the rumbling engines and black leather had gone. Money talks.

Without my scoot or any luck connecting with my assigned



transportation—the photogs—I hoofed over to Main Street. I never did have much of a green road thumb and ridin' bitch wasn't my thing, but the holes in my socks led me to consider it a time or two when I saw the occasional blonde goddess ridin' solo—not that I had a chance in hell of that ever happening. 'Course the advantage of the long hike was that even with Main Street's elbow-to-buttpatch deep crowd, folks tend to move

aside when you're stinking up a storm. The sidewalks were lined with some of the finest scoots in the world. My only regret was that mine wasn't one of 'em.

I realized the Chief hadn't been bullshittin' me when I saw a Harley-ridin' cop shake hands with a bro on a chopped pan before turning on his siren to bust a rice rider—most likely for humping his gas tank in public. Main Street went wild with applause for the cop on

the Harley who nailed the whiny-assed rice-cooker. D.B. cops had definitely improved. Sure, there mighta been a coupla minor incidents with the police, but overall they followed their Harley-lovin' Chief's laidback lead.

When I got to the Boot, Red Beard was at the door telling some dude in tennis shoes that there was a three-hour wait. Meanwhile, he motioned for me to get my thirsty ass on inside. I don't remember →

much after that, since I was sorta sleepy at the time. I remember some chick standing on the bar in a wet T, showing me what I believe was her naval. I remember feeling like king of the hill, shootin' pool at Froggy's, until some little pregnant lady walked up and kicked my butt. I remember my bro, Dirty Dave, gettin' himself so worked up about meetin' some fine scooter-ridin' chick from Germany out at the pier that he let me borrow his stretched hardtail shovel and putt out SR-44 to the Eagle's Nest. Swamp and his pit crew from hell were there, attempting to break the world uni-motorcyclist drag racing record. Talk about a mud rush.

I'd promised my bro I'd get his

*I woke up at the
Nova
Campgrounds,
wondering how in
the hell I got there*

sled right back to him, so after the one-wheeled show at the Eagle's Nest, the only places I remember partying at on the way back were the Last Resort, Billy Bob's, Crazy Dave's, Art's Place, the Squeeze In Pub, and the Iron Horse, where they were having a tattoo and wet T-shirt contest. There were some walls of death and mud wrestlin' in there, too.

Dirty Dave was pleased as pigshit when I showed up less than 48 hours late without even munchin' his scoot. Hell, the only thing I did was straighten out the apes a little.

After refueling at Froggy's and bullshittin' with sweet Sue the bartender about missing old Window Bob's mug looking out over Main Street from upstairs, some inbred-looking dude in pink sneakers took to arguing with me about whose quarter was up on the table. He seemed to disappear all of a sudden—after the ass-end of pool cue and I were real polite and courteous.

Out at Peggy's Place, I ducked a



wild-ass horseshoe and felt like a dipshit when I realized I was the one who threw it. Then I woke up at the Nova Campgrounds, wondering how in the hell I got there, where everybody went, and who ripped off all the coffee grounds?

I remember trying to squeeze through the crowd at the *Easyriders* store back on Main to meet up with the invisible photogs, then wandering over to Dirty Harry's where Fathom was dedicat-

ing an Eagle's tune to the late Harry who died in the Air Show last year. I was bummed out for the friends and families of the seven riders and one racer who didn't survive Daytona this year. I remember shaking off the edge out in the Daytona sun on the south end of the speedway in Harley Heaven, just kicking back with some brothers and sisters and taking in some track-thrashin' fun (see the September *In The Wind* for



detailed Daytona drag coverage).

I remember ridin' out to a late-night tire bakin' contest on the back of some huge chick's stripped '36-EL and lookin' like a couple hip-
pos on a skateboard. I was pissed about missing the annual Bike Week kickoff pig roast out at Smiley's Tap, but felt some consolation when I made Sopotnik's Cabbage Patch in time to see some bodacious women making coleslaw out of each other. I even remember

donating a buck to charity so I could contribute to improving the looks of a toasted bonzai burner with a sledge hammer out at Pub 44.

Most of all, what I remember were all the righteous rides lining the streets, along those white sandy beaches, and at the different shows. Rat's Hole was still my favorite, but this year's Boardwalk Classic had a lot going for it, too—mainly some outstanding custom scooters, and a chance to see Willie G. starting up →

a restored 1912 H-D—sorta like history repeating itself. Like a fool I shouted, "Hey, bro, just hit the fuckin' starter button!" He wasn't impressed, so I wandered off and crashed on the lawn at the south end of the show.

When I woke up a couple hours later to the sound of live music, I thought I saw the Streamliner's head wrench, Keith Ruxton, wailing on a big black grand piano propped up on the beach. The long white hair and beard looked just like Ruxton, but his voice sounded more like Leon Russell. It was Leon all right, and he was as great as ever.

I was sorta hoping it *was* Ruxton, though, so I could ask him what he thought of those mongo-sized, single-gear V-8 two-wheelers on display at the show. These weren't the cool-looking kind that Boss Hoss makes for around \$30,000 signed, sealed, and delivered. The mongo contraptions on display ran closer to \$60,000 delivered and were uglier than the majority of women I've been with.

On the music front around town Molly Hatchet, Stranger, Foghat, and the 69 Band were among the fine bands kicking some serious ass. Sixty-nine's lead guitarist, Coeman, picked a star-spangled tribute with his teeth to all vets in a way that truly rivaled Jimi Hendrix himself. On their opening night at Finky's, Stranger's lead vocalist stepped up to the mike and belted out no more than two words before walking off stage sick with the flu. As the band was gettin' ready to call it a night, Tracy Caldwell, the group's guitar tech, jumped on stage and blew everyone's mind—including the band members.

But probably one of the biggest musical mind-blowers was a true heart and soul bro named Johnny Hay. The 26-year-old natural born lead guitarist and vocalist, for a group that came outta nowhere called Rythymkings, took ya back to the early Stevie Ray Vaughn days. They opened out at Gilly's Pub 44 and got the place partying the way it should. Even local celebs like John Travolta and his pitbull-lookin' bodyguard forgot who they

were and had a good ol' time.

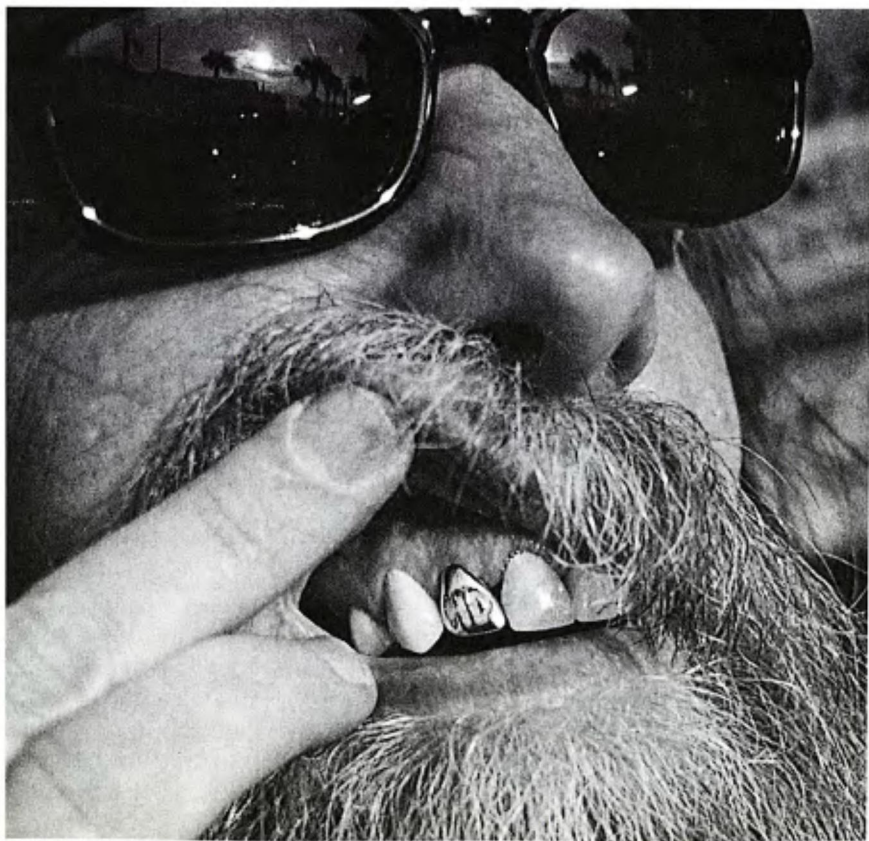
Mighty Mason, whose been puttin' and playin' Daytona forever, hauled the group down to Florida from a gig in New York and lent a mighty harp to the righteous sounds. The final word on the music scene has to go to 69's Hogridin' Coeman with the beer bottle opener set of choppers and the Midwestern wonder Johnny Hay.

Bein' in Daytona Beach around so much damn racing talent, bike-building talent, airbrushing talent, tattoo talent, and even musical talent made me realize about the only thing I'm any good at is once in a blue moon taking a shower without getting my cigarette wet.

As the final parade launched early Sunday morning, I figured, over all, Daytona's Bike Week 1993 was like any other—one big bike-showin', sand-blowin', mud wrestlin', joke-swappin', grub-sloppin', wet-T-toppin', wind-whippin', track-shreadin', tire smokin', pool shootin', music jammin', suds slammin', riceburner sledge hammerin' good time all week long—only this year we were 400,000-strong.

—Clay Dog

Daytona '93 bike show results, speedway race results, Dyno results, drag racing results, events, and coleslaw results will be featured in the Sept. '93 issue (#59) of In The Wind, on sale June 10. Also check out the live action, "Daytona News," "Girls of Daytona," and "Daytona Day-to-Day" in the upcoming Easyriders Video #17.



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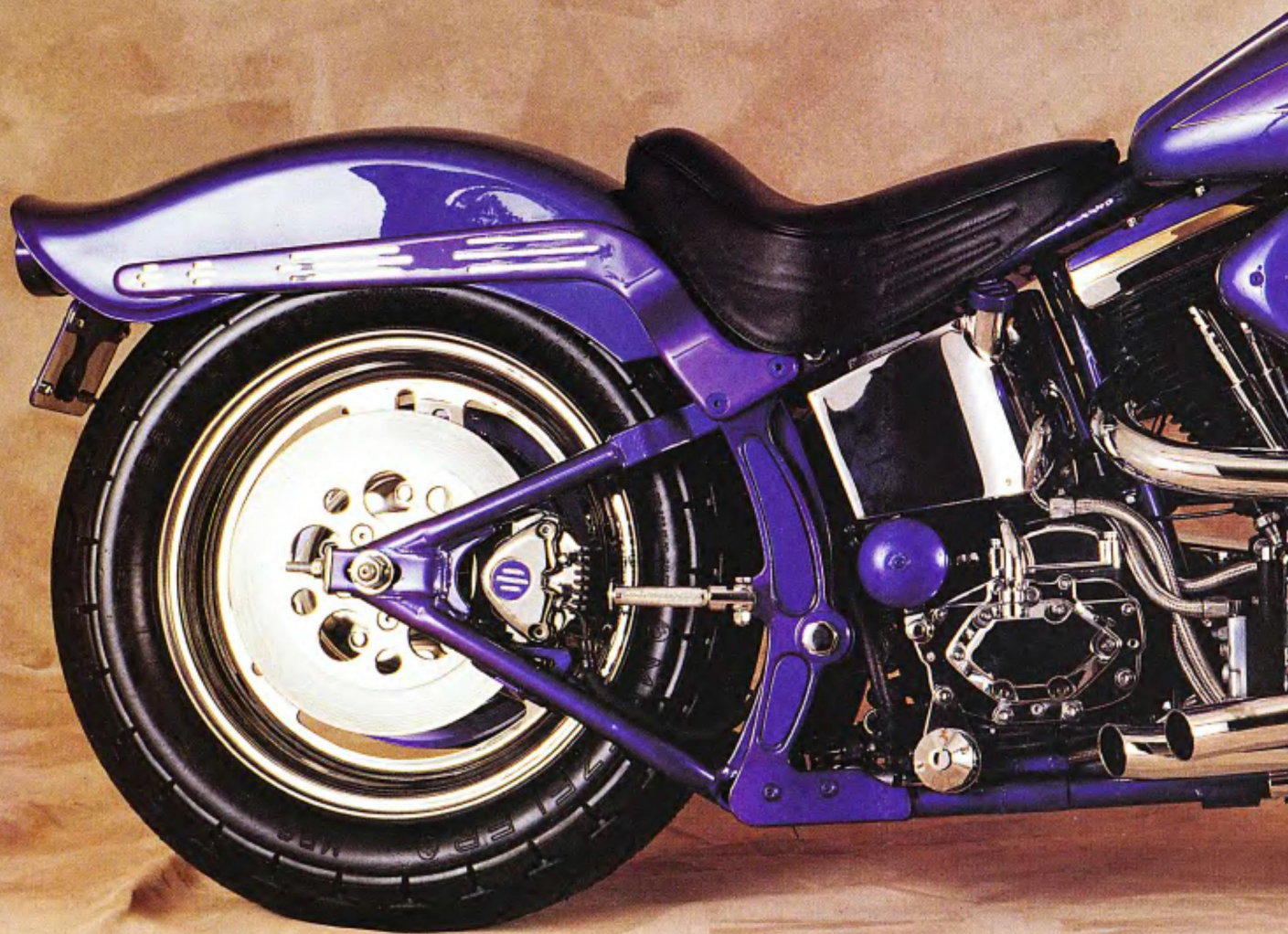
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LE PAIR

EASY ON THE EYES



PAPILLON





It was more than 20 years ago that Dewey Morris met Steve McQueen. They were both racing Corvettes at Summit Point, West Virginia. Paul Newman was around. So was James Garner.

But it was Steve McQueen who made the real impression on Dewey.

"We were both motorcycle enthusiasts," Dewey says. "Steve loved bikes the way he loved life. I just kinda rolled in that same flow."

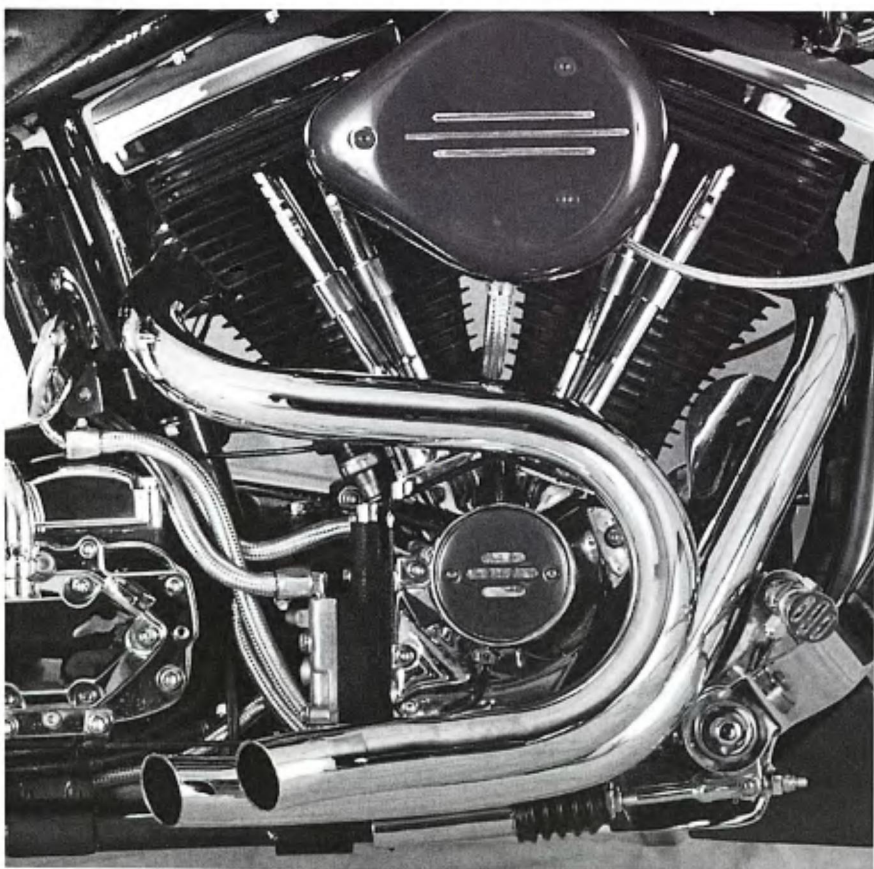
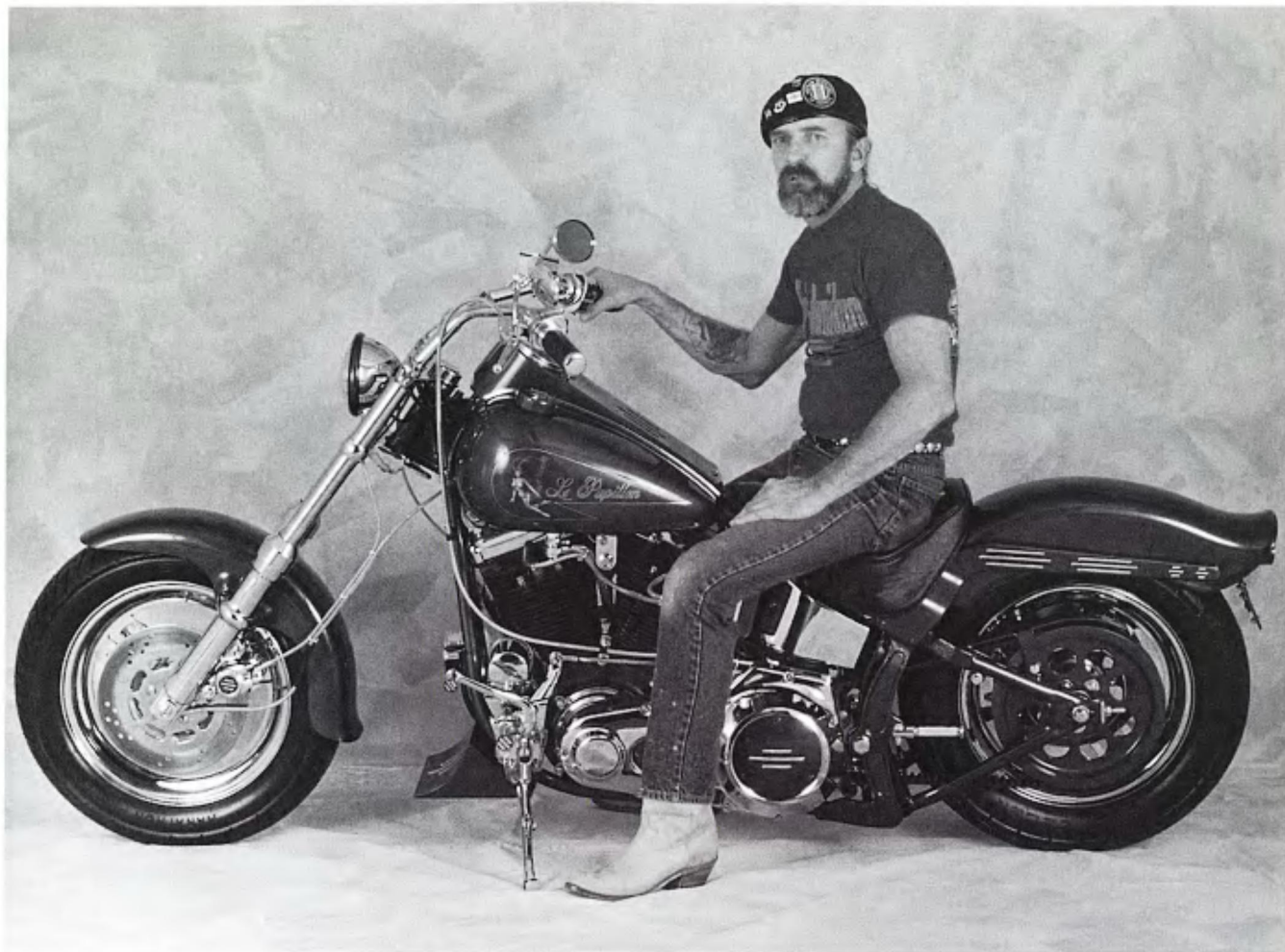
The kind of flow Dewey means is an easygoing, low-key, laid-back attitude. "Steve wasn't an egotist. He was intelligent, and he listened to people."

There were also a couple of Steve McQueen movies that left an impression on Dewey.

The Great Escape was one. "I ride the way Steve rode—with a little flair," Dewey says. "I ride within the limits and sometimes I ride outside the limits."

The other movie was *Papillon*. *Papillon*, of course, is French for butterfly. It's also the name and





theme behind Dewey's award-winning scooter.

"The butterfly woman is a picture of my wife," Dewey says. "I've got a picture of Le Papillon on my arm as well as on the tank of my bike."

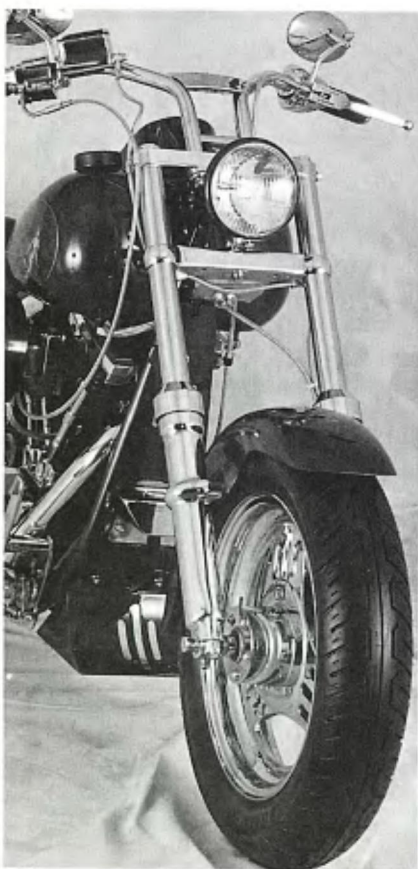
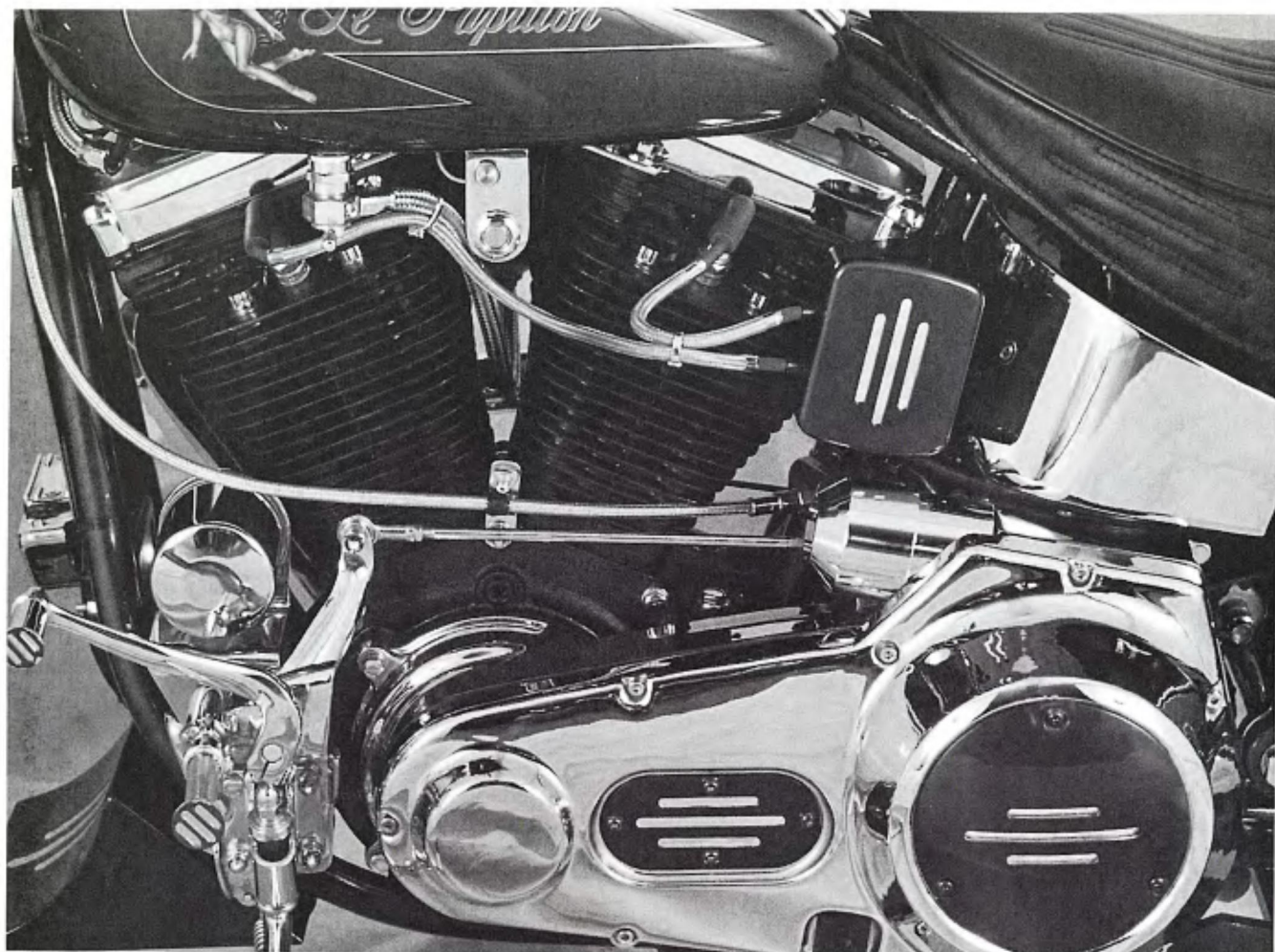
If you're gettin' the idea that Dewey's devoted to his ol' lady, you're right. They've been hitched for 26 years. "Ginny and I enjoy doing the same things together. Biking bonds us."

When Dewey says they enjoy doing the same things together he doesn't just mean ridin' and partyin'. He means all the knucklebustin' labor that goes into producing a putt as pretty as this one.

Ginny and Dewey fabricated the entire bike together. Even their daughter Heather pitched in.

"We didn't just do this overnight," Dewey goes on. Two solid years went into the thinking and planning alone.

"My wife and I were trying to create a motorcycle that was soft and pleasant to look at," Dewey →



The bike changes color depending on whether it's day or night, sunny or cloudy. Even wearing shades will modify the overall appearance

explains. He wanted something that was easy on the eyes.

"Some bikes are gaudy and have too much shit on them," Dewey says. He and Ginny wanted the theme and scheme to gently flow from one end to the other.

Finding the right color was important. "A lot of people put too many colors on a bike and that distracts from everything." They settled on a cobalt blue and had Tim Chalker blend the paint with a pearlescent flip.

Now the bike changes color depending on whether it's day or night, sunny or cloudy. Even

wearing shades will modify the overall appearance.

"The butterfly wings were air-brushed on real fine by Dawn Holmes," Dewey says. "They flow back like flames, but they're not loud. You have to look closely to appreciate what's been done with the graphics."

To keep the lines flowing, as well as to match the RevTech mags, Dewey three-slotted the dash, primary cover, coil cover, inspection cover, and cam cover.

He turned down the footpegs at work. He also hand-fabbed the chain guard and spoiler.



The mirrors were custom-made out of billet aluminum by Milwaukee Iron.

What started out as a family affair turned into a real show-stopper. Le Papillon grabbed Second Best of Show at the 1992 *Easyriders* Invitational Bike And Tattoo Show in Columbus, Ohio. The same year it also won the Custom Class at the Harley-Davidson Show in Daytona Beach. Then it turned heads at the Rat's Hole Show in Essen, Germany.

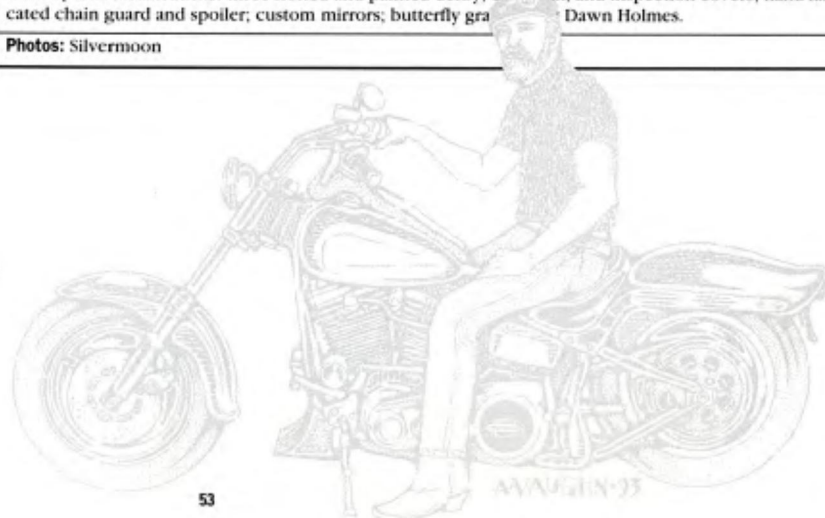
"It's bonded us into a closer-knit family," Dewey says. Maybe he means that the family that shows together grows together.

But what Dewey enjoys even more are the reactions he gets wherever he rides.

"Cars full of people keep yellin' at me to pull over so they can snap pictures or shoot videos," Dewey says. "I really love that. It's more fun than winning the shows."

—Southern Connection

Owner(s): Dewey and Ginny Morris		City: West Palm Beach, Florida	
General		Frame	
Fabrication by: owners		Year: 1986	
Year and make: 1986 H-D		Builder: H-D	
Model: FXSTC		Type: FXSTC	
Value: \$25,000		Rake: stock	
Assembly by: owners		Stretch: ain't been stretched	
Time: nine months		Other alterations: front tubes cut 2 inches	
Chroming by: Elite Polishing and Plating		Accessories	
Engine		Bars: '87 Low Rider	
Year: 1986		Risers: factory	
Model: Big Twin		Fender(s): Canadian Sport	
Rebuilder: owner and Tom Topeka		Headlight: CCI	
Ignition: 1988 Sportster		Taillight: H-D	
Displacement: 1340cc		Speedo: stock	
Lower end: tight		Front pegs: owner	
Balancing: true		Rear pegs: owner	
Pistons: only need two		Electrics: 12-volt	
Cases: sealed		Gas tank: fatbobs	
Heads: Branch 525 strip-flowed		Oil tank: horseshoe	
Cam: 485 Sifton Warrior		Oil system: braided lines	
Lifters: hydraulic		Primary cover: slotted by owner	
Carb(s): S&S Super, Branch bored/flowed		Seat: Mustang	
Air cleaner: bad to the bone		Sissybar: need no ass brace	
Pipes: owner		Height: n/a	
Muffler(s): you shittin' me?		Material: n/a	
Transmission		Forks	
Modifications: 1st and 2nd Andrews gears		Type: H-D	
Year: 1986		Extension: 1-inch under	
Shifting: foot		Builder: owners	
Engine sprocket: stock		Special features: chrome	
Trans sprocket: 38-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Tim Chalker		Hub: RevTech	Hub: RevTech
Painter: Tim Chalker		Rim width: 4.5-inch	Rim width: 4.5-inch
Color: flip cobalt blue		Tire: Metzeler	Tire: Metzeler
Type: lacquer		Brake: H-D	Brake: H-D
Special paint: graphics by Dawn Holmes			
Other special modifications: three-slotted and painted derby, custom, and inspection covers; hand-fabricated chain guard and spoiler; custom mirrors; butterfly graphics by Dawn Holmes.			
Photos: Silvermoon			



COLUMBUS BIKE & TATTOO SHOW

Midwest Bros Show Their Stuff

Ridin' into Chi-town on that big DC-10, all wishes of riding in on my own two-wheels dissipated as the pilot announced, "The current temperature in Chicago is 10 degrees, with winds out of the north gusting to 40 miles per hour."

I saw a visible chill go through Kimbo and, though it could've been the landing gear coming down, I swear I heard his teeth chatter. At this point, I felt compelled to say, "The bad news is, it's warmer *here* than in Columbus!"

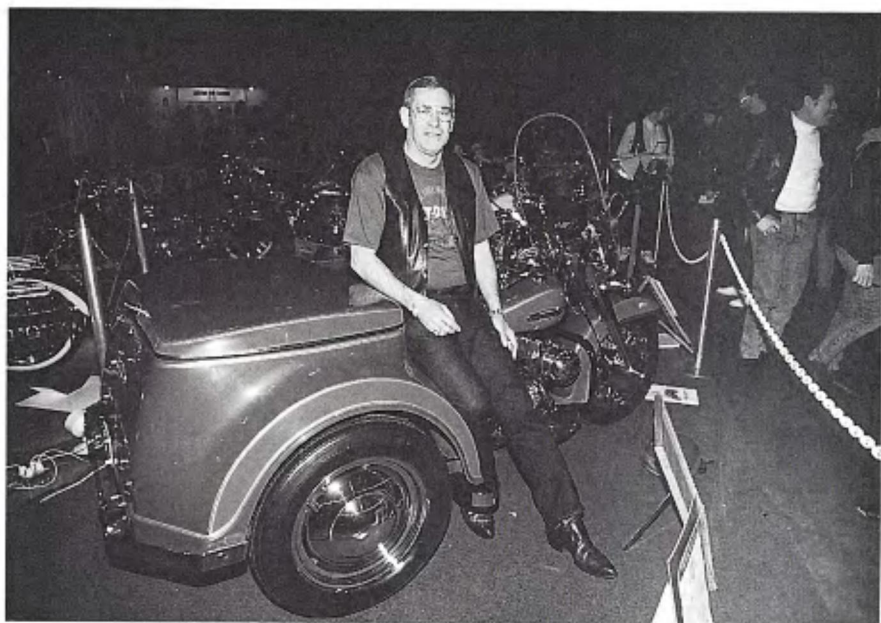
Sho'nuff, after a brief layover in Chicago, we jetted into Ohio and were welcomed by snow and 4 degrees of bone-chilling cold.

But it warmed my heart to see thousands of hardcores, including Bros Club members, brave the frigid air to check out all the fine scoots and colorful skin at the *Easyriders* Invitational Bike and Tattoo Show, February 19-21.

Yeah, it was damn cold outside, but inside the Veteran's Memorial were the hottest pieces of Harley iron you could ever hope to see.

One of 'em was a flatty trike belonging to Bros Club member David Gamble. It was a beautiful red 1971 Servi-car that he restored with his son Mike. It didn't win, but David and Mike said they had a blast just checking out the competition and meeting new friends.

If you got tired of eyeballing all the artistry in iron (is that possible?), there were several aisles of vendors and their wares to browse through.





Photos: Michael Lichter



In one of these aisles was a colorful guy, decked out in tie-dye and Lennon glasses, hawking jewelry. Though many who attended the show thought they were having a flashback, what they were actually experiencing was Bros Club member Gypsy. He'll be earning his nickname this summer by traveling around with a boothful of trinkets to most of our *Easysiders* events. That's why he joined Bros Club, cuz he figured the emergency road service might come in handy. So, if you spot Gypsy at our next gig—and you can't miss him—stop by and say hi.

While some Bros Club members were competing for prize money, most of us were there just to have a good time. And boy did we! One of the high points was the Bros Club social hour held in our VIP Reception Area on Saturday. It was such a blast, I think we'll do it again.

Be sure to check the *Easysiders* Rodeo calendar in this issue for an event near you. Then keep an eye on your mailbox for a special Bros Club invitation.

—Bill Bish

SUPER SAVER TATTOO OUTFIT #2



The Super Saver tattoo outfit has been put together with the beginner in mind. It has only the bare necessities for you to get started in the field of tattooing. Later on you add to it as you progress along. Listed below is everything that comes with the Super Saver.

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- 1- 2 oz. bottle black tattoo ink
- 1- Puma 3 needle liner w/lexan round tip tube
- 1- Puma 6 needle flat shader w/lexan tube
- 1- Pad tracing paper for stencils
- 1- D.C. power unit 1, with footswitch and clipcord
- 1- Spray bottle
- 2- Hektograph pencils

- 1- Roll surgical tape
- 1- magnifying eye loop
- 1- box 3 needle liner bars
- 1- box 6 needle shader bars
- 1- #9 cap holder
- 1- package 100 #9 caps
- 10-1/2 oz. bottles #2 Sta-Glo color
- 10-11x14 design sheets, your choice, B&W only
- 1- Razor
- 1- Box surgical gloves
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- 5- Bacitracin foil packs
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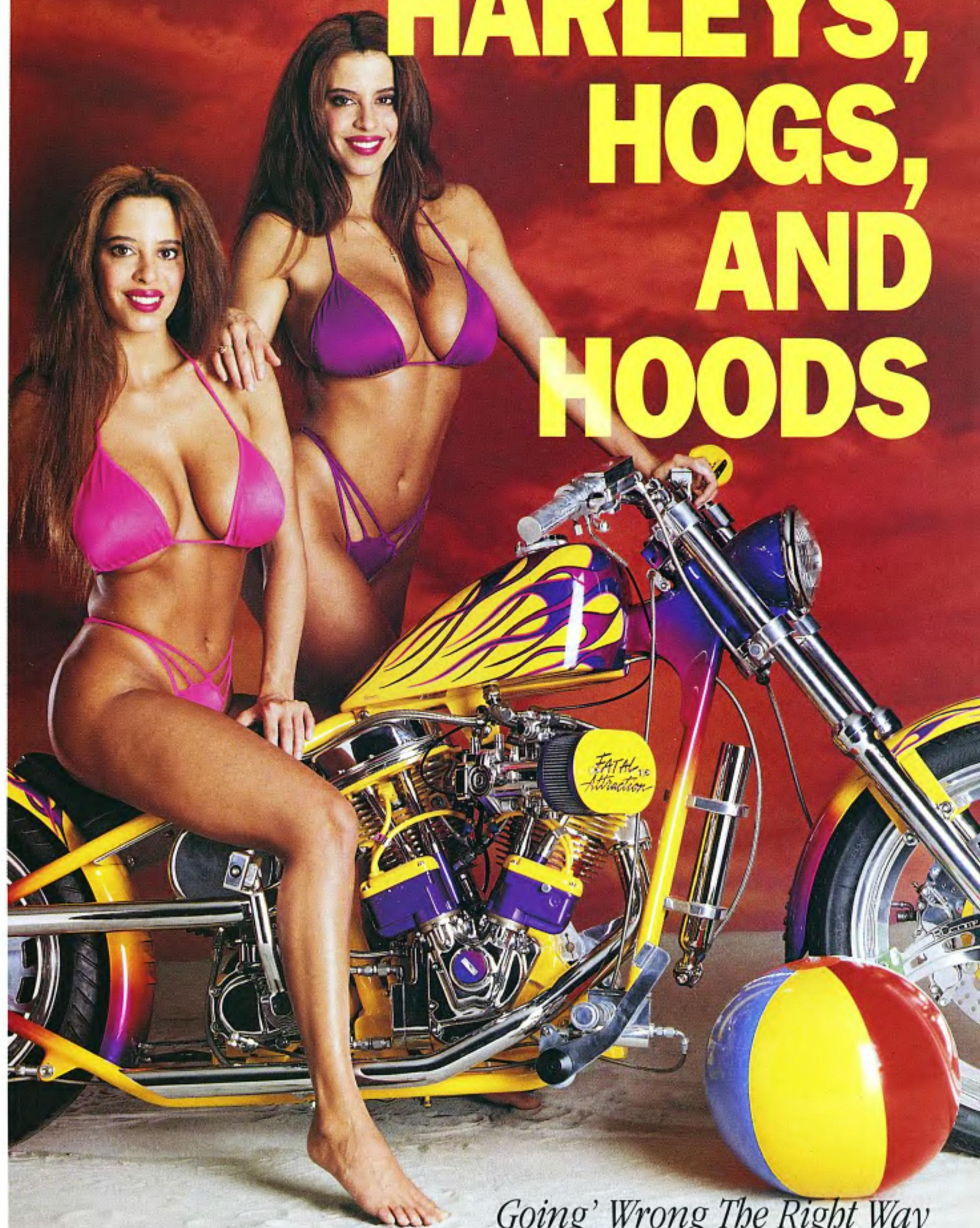
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EASY RIDER

HARLEYS, HOGS, AND HOODS



Going' Wrong The Right Way

While examining the photos of the fire-spittin' bar-to-bar road rocket you see on these pages, I found myself thinking—for reasons I still don't altogether understand—about the days of my misspent youth. And since the bike chart pretty well tells the story of the scoot featured here, I want to drag your ass down memory lane with me, at least long enough to mourn the passing of an American institution, the old style high school hoodlum.

In our junior year of high school, a buddy and I bought a wrecked '56 Chevy, then rebuilt it during the summer. When we finished, the transformed Bel Air sported a pair of monster 4-barrel carbs that fed a bored and stroked V-8 mill delivering power through a clutch with springs so heavy that you damn near needed both feet to depress the pedal. Coughing and snarling, the engine loaded up below 2,000 rpm, while the 3/4 race cam made the beast rock on its suspension when idling. All the while, dual exhausts belched noxious, noisy fumes into the faces of dumbfounded squares at every stoplight.

Believe me, pal, when you cranked up the revs and popped the clutch on that Detroit Demon, you'd better be sittin' on your nuts or they'd be left behind in the intersection when the light turned green. Yeah, we were bad to the bone, and ready to stomp a mud-hole in the ass of anyone dumb enough to cross us.

Back in those days, a pawn shop was like a department store for thugs. My wannabe hoodlum friends and I spent long hours debating whether to buy a truly cool gravity knife, a tastefully slim, leather-covered blackjack, or a gleaming set of teeth-scatterin' brass knuckles. To this day I regret losing a particularly fine sap I bought from the bloated, foul-tempered old bastard who owned the place. The sap was no bigger than a child's sock, but even a light tap on a sensitive spot like an elbow or shin would raise an ugly blue-black lump and cause the victim to double over, howling in pain.

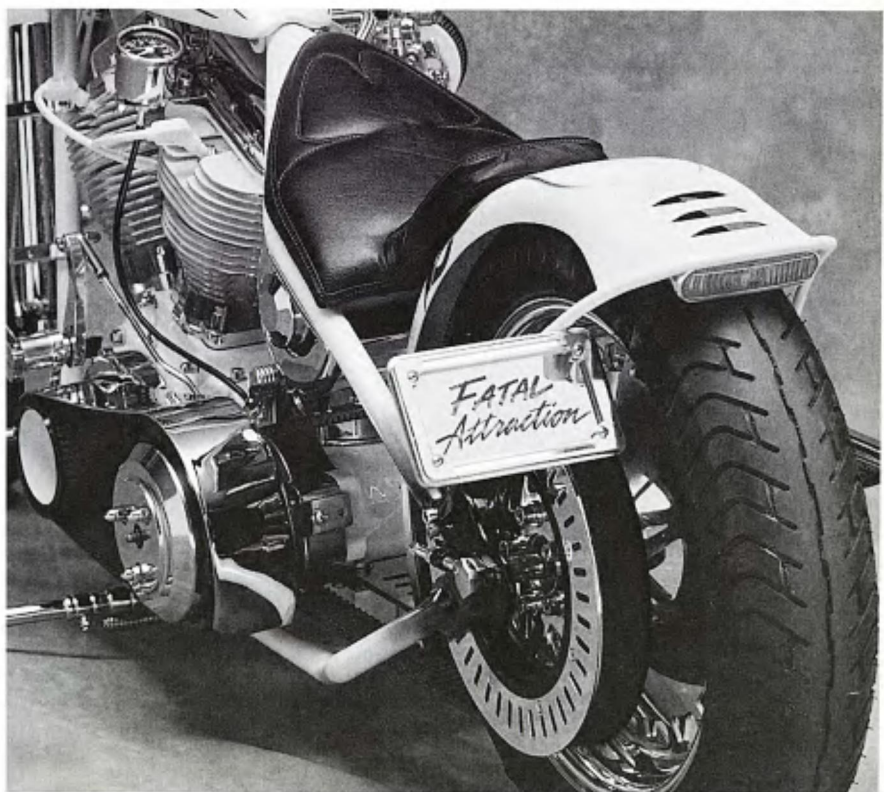


By contrast, most of the kids I see today are wimps who couldn't sucker punch their own grandma if ya got the ol' gal roarin' drunk and hid her eyeglasses for good measure. Take my neighbor's brat, for example. He just turned 15 and his dad gave him an elaborate Swiss Army knife for his birthday—cost over a hundred bucks, he said. Holding the knife reverently, he informed me that the Museum of Modern Art had made the design part of their permanent collection. He was filled with the unique pride and confidence of a veteran outdoorsman who knows that now he'll never be caught in the wilderness without a corkscrew or toothpick.

I tried to act impressed, but the knife looked like a toy the kid had found in a cereal box. I was struck by the essential *silliness* of the thing, its purpose blurred by an unnecessary profusion of blades and geegaws. Hell, if my yuppie-ass teenage neighbor wanted *art*, I could show him the bone-handled, 11-inch, Italian-made, INOX switch-blade I bought in a Dallas pawn shop in 1954. If you appreciate the stark power of unadorned functionality, you'd love this menacing masterpiece with one purpose only—stickin'. What can I say? Fact is, my tastes run toward the rude and crude, and I'm proud of it. Fancy foods like Velveeta cheese, and lofty intellectual discussions like those on Oprah Windbag may be okay for the highbrow pansies in the crowd, but that kinda shit leaves my ass cold. Naw, gimme a coupla 49¢ pumice-burgers from the 7-Eleven Barf Buffet, followed by a dozen powdered doughnuts, and washed down with a 45-ounce cup of ice-cold, cobalt-blue, synthetic death slush.

Anyhow, like I say, something about this bike hit an old nerve and took me back to those glorious days of gasoline and testosterone. Maybe it's the scooter's obvious street racing heritage, or it might be the tread-shreddin' power of an engine with a 3-digit displacement, or perhaps it's the nitrous oxide the beast sucks down into its 101-cubic-inch gut.

Speaking of lungs, I suppose one or two of you hormone-crazed →



scooter bums would like to know about the customized cuties posing provocatively in the shots you're slobbering over. Well, can't say I blame ya—every guy at the photo session wanted to drag out his dipstick and check these gals' oil.

These mouth-waterin' morsels are twins, but they're not the identical variety, as you can see. For the record, the sister with the humungous hooters is Titania Titté, and the flat-chested one is her sister, Teenie. They both love custom motorcycles, so I figured they'd jump at my offer to give them some free custom work. But when I suggested they climb up on the workbench for some precision borin' and strokin', they declined . . . even hinted that I probably didn't have the right tool for the job. Likewise, they passed on my offer to tighten their fittings, lube their bearings, and hose off their chassis. Oh well, I admit that the box-stock model is pretty impressive, as is.

The bike's owner is a professional photographer who goes by the name of Silvermoon. If you read this mag with any regularity, you've no doubt already admired his work behind the lens. Back in the '70s, he played football for the University of Arkansas. The school's mascot is a razorback, and if you happen to be unfamiliar with these hogs from hell, lemme tell ya that the critter is as ugly and gnarly a varmit as ever walked on four legs. Their misshapen bodies bristling with coarse hair, these pig-thugs glare at you with a mindless hostility through beady, malevolent eyes set deep in their vile little pork faces.

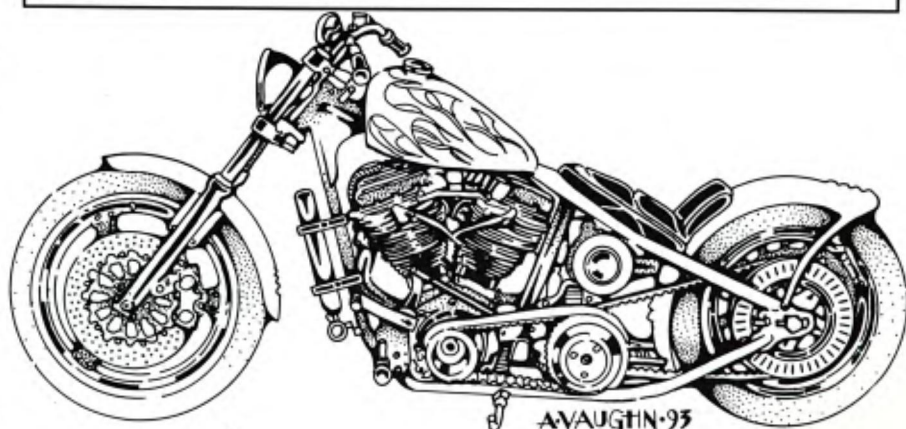
And talk about an eerie coincidence—every damn razorback sports a grotesque snout distorted by two vile, yellow tusks as sharp as dual switchblades behind the grimy glass of a pawn shop display case. Makes your flesh crawl, don't it?

So check out the photos of this eye-poppin', bar-hoppin' screamer—comin' at ya like a rabid razorback, all tusks and slobber, foam-in' at the mouth and ready to turn some sucker's butt into ground round.

Sooo-eeeee.

—Wormgear

Owner(s): Silvermoon		City: the good ol' USA	
General		Frame	
Fabrication by: Classic Cycles		Year: 1992	
Year and make: 1992 H-D		Builder: Paughco	
Model: custom pan		Type: rigid	
Value: 40 grand		Rake: some	
Assembly by: Damon's		Stretch: a little	
Time: 14 months		Other alterations: molded to hell	
Chroming by: Astro		ACCESSORIES	
Engine		Bars: Damon's	
Year: 1992		Risers: CCI	
Model: panhead		Fender(s): H-D/Classic	
Rebuilder: Williams Motors		Headlight: Ness	
Ignition: dual Morris mags		Taillight: Classic Cycles	
Displacement: 101 cubic inches		Speedo: CCI	
Lower end: S&S		Front pegs: J.B.	
Balancing: Williams Motors		Rear pegs: none	
Pistons: S&S		Electrics: Morris Magneto	
Cases: STD		Gas tank: Jammer	
Heads: STD		Oil tank: CCI	
Cam: S&S		Oil system: Classic Cycles	
Lifters: S&S		Primary cover: none	
Carb(s): dual throat		Seat: Damon's	
Air cleaner: yes		Sissybar: none	
Pipes: MAC		Height: n/a	
Muffler(s): nope		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: mid glide	
Year: 1992		Extension: none	
Shifting: foot		Builder: Damon's	
Engine sprocket: intact		Special features: B.W. triple trees	
Trans sprocket: Super Max		Wheels	
Wheel sprocket: Super Max		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Damon's		Hub: R.C.	Hub: Perf. Mach.
Painter: Damon's		Rim width: guess	Rim width: 4-inch
Color: yellow		Tire: Avon	Tire: Pirelli
Type: urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: purple and magenta pearl flames			
Other special modifications: Nitros is hard wired. Thanks to Jammer, B.W. Billets, Mike Greco, and Ed's Sled.			
Photos: Silvermoon			



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WHICH PIECE IS THE BASKET?

Learning About Building From The Ground Up

"Just send me the photos and a list of what I'll need to finish the restoration and get her on the road."
"No problem," he said. "I'll put it in the mail tomorrow."

A week later, I called back.
"Musta got lost. I'll take more pictures and send them right out."

"Don't forget the list," I said. "It's the most important thing."

"Like I said, 'bout everything is here. Just slosh out the case and get her on the road. Needs paint, though."

"I still need the list so I can figure out what it will cost me. I'm pretty sure I'll take her, so don't bullshit me."

"I understand," he said. "Baskets can be expensive by the time you're done, but you won't need much to finish this one. You can probably finish her for a couple hundred."

When the photos and list finally arrived, I sat down with my parts book and some catalogs and went to work.

You'll need a front fender, headlight and shroud, a speedo and voltage regulator . . . Ob, and I don't have the medallion, he wrote. Like I said, slosh out the case with some kerosene, bolt her up, and be on your way.

I made some calls and located a headlight and shroud (total cost \$90). Then I found a few medallions for sale (\$250-\$500), but I knew that would have to wait. I couldn't find a speedo, but I did get my name on a couple of waiting lists.

I called the guy back and made the deal over the phone, agreeing to wire him \$2,000 the next day. I'd pay the balance when I picked it up (in six weeks).

I'd chosen the K-model because of its light weight. This was my first Harley, and since I only weigh 100 pounds, I knew that in addition to picking her up off the kick-stand, I might have to pick her up off the ground.

Anxiety built up while I awaited the trip to Missouri. In the interim, I located an affordable medallion (\$150) and enrolled in an H-D course with the AMI.

My boyfriend asked to join me on the trip. I welcomed him with open arms and the keys to my old Ford.

We arrived in Branson, Mo., on Friday afternoon. We met the seller on Saturday. I was anxious to get my bike but not

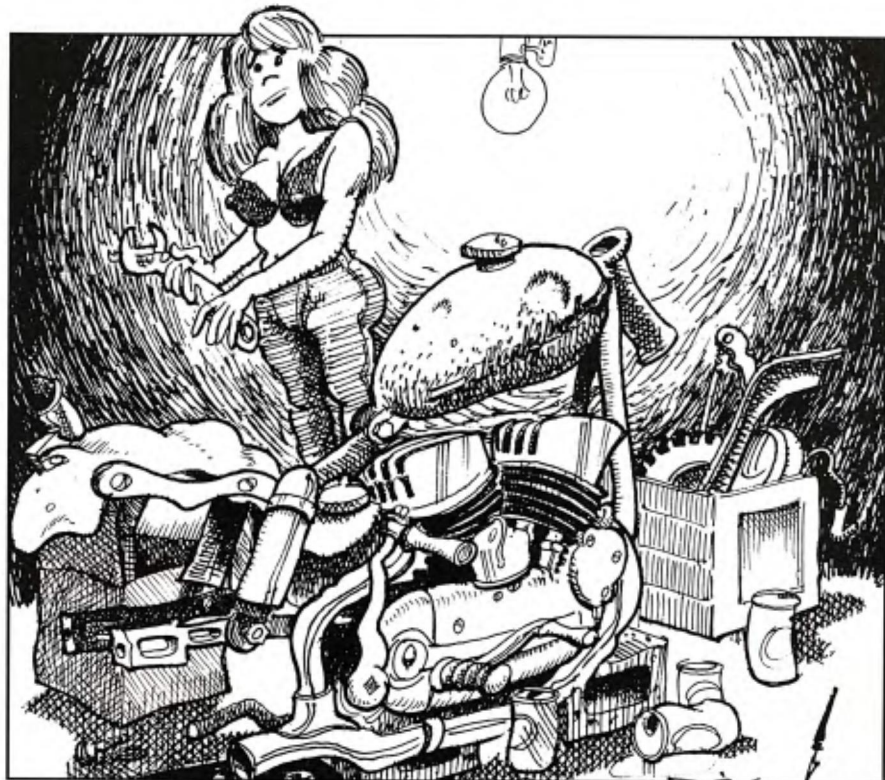


Illustration: George DiLucca

quite prepared for what was ahead. There she sat in the middle of a garage floor, held together with screwdrivers and coat hangers. She was a pathetic little thing, crying out to me for her resurrection. I asked about the other parts.

"They're in the cabinets. I'll box them up for you."

After a trip to the notary to seal the deal, we returned to the garage to load up the vintage Harley. I was surprised that the seller was nice enough to volunteer to do it all for us. It was much later that I understood why. With the back of the pickup filled with boxes, parts, and pieces, we were on our way. I studied my parts book and talked my honey's ear off all the way back to Georgia. There wasn't a shop manual made for the KH, so I had to do the best I could with what I had.

We got home late Sunday night and carried everything into my dining room.

And so the restoration began. The first obstacle was a bent frame, which my guy straightened and sand-blasted. I spent the next few weeks layering her with coats of black lacquer. Then I started polishing the cases. They were dull and rough, and

I didn't have anything to work with except my hands, steel wool, wadding, and Blue Magic. Four months later, the aluminum resembled chrome, and my nails were shot to hell.

I took the "good rubber," what the seller called the air-rotted stuff clinging to the wheels, and tossed it. The rims, only one of which was original, were a disaster. The spokes were solid rust. When I finally broke them loose and sent the rims for chrome, I learned it couldn't be done. I'd have to buy new rims or settle for peeling chrome. The latter option didn't turn me on, so I decided the wheels could wait till the project was closer to completion.

It was time to send the engine to the local pro to check tolerances, etc. The bottom end wasn't perfect, but the mechanic advised that it might last as long as I own it, or it might need a rebuild in no time. He said that if it were his, he'd ride it until it *bad* to be rebuilt. I decided that if it was good enough for him, it was good enough for me, so we proceeded with the rest of the motor.

The shiny outline on the otherwise dull bottom of the case indicated that the oil

pump had recently been removed. Could that have been why the seller was so happy to load it for us? By the time we had the top end bolted down with the new/old parts we'd found, I was another \$750 in the hole. Then there was the missing distributor—another 200 bucks.

With the motor finally in the frame I felt more encouraged, till I realized that there weren't any motor mounts. It wasn't too hard to come up with alternatives for the front and rear, but the top mount, that gadget that looks like a black widow doing push-ups on a mirror, was another story. It took nearly six months to locate that little number.

Surprisingly, the coil checked out, and I was up to mounting the footpegs. "Shit! There's only one. And where's the other support?" The support cost me \$45, and the bolt, an H-D-only part, was another \$6; the peg, rubber included was \$10.

It took nearly a can of Bondo to get the tank to resemble something you could put gas into, and I lost count of how many cans of flat black I bought. It seemed like every time I had something finished, I'd be starting over again. Take the rear hub, for example. It didn't spin clean, so we dismantled it and cleaned the bearings in kerosene. But we forgot the paint job and had to shoot it all over again. I know I put every part on that bike at least two times. At least I won't forget where the parts go if my scooter falls apart. Heaven forbid.

The oil bag was easy. All it needed was a new cap to go with the new type of filter I'd decided on. It was only \$5—the best deal since I'd bought the thing. But the oil pressure switch was a toughie. I still haven't found the right one, but I'm building up a pretty nice parts supply.

The generator was the next thrill—no end gear. That amounted to another \$55. The armature was a mess—one winding one was deceased, a missing bearing (yeah, missing)—but the brushes were good and the cover still said Harley. For \$200, we can rebuild or replace it.

The horn is mounted, but I don't know if it works. Yes, I bought a new battery. I thought it'd be nice to have something to fill the space of the missing battery box.

The front end was great fun—only half of the handlebar, one piece of the

damper, the wrong slides, no hand levers, no brake tube . . .

The broken kickarm was useless and the pedal was nonexistent. I had to buy a brake pedal and arms for front and rear. The rear drum was warped, but even if it hadn't been, the sprocket was welded on, leaving lumps all around it.

The seat wouldn't work. I still don't know if it was the right one for a KH. A kid in Between, Georgia, is using it on his bicycle. I bought a Corbin police-style seat for a Softail and hand-mounted it with the aid of a bracket between the struts. It feels good and looks better now that I've pulled off the metal trim on the sides.

The rear fender is a '58, but I'll get the right one someday. I put a tombstone taillight on in lieu of the \$150 original bullet light—I couldn't find one anyway. The front fender is the best piece on my bike. The medallion will look great, but I'm holding it till last . . . the final touch.

I don't like the looks of the shroud, so I've stuffed it under the bed for safe keeping. I've used a couple of brackets to mount my switches and added a couple of rearview mirrors for safety. I learned more than I thought possible before settling on the 375 front and 425 rear Dunlops. If you're building a K, don't think you can use the snazzy, chrome rear chain adjusters. I tried. They're all different widths, even in the same pair, and I had to go back to the originals to get the axle spacer to fit. More parts.

The 18-inch aluminum rims I chose look good (now that I shined them). I guess I was being ridiculous when I expected the pipes to fit. More parts.

There's a lot more to this basket stuff than you might think. Hopefully, my K-model will be on the road this fall, flat black and all. My \$2,500 bike wound up costing more than twice that amount, and it's still not totally original. But what the hell—it's mine. I love it, and it will be a cold day in hell before I forget what I've learned. And it'll be an even colder day in hell that anyone talks me into selling.

But, ladies, if you're looking at a basket, here's some advice: Know your parts, take your time, load the stuff yourself (a part at a time if necessary), and be sure to find out which piece is the basket.

—Robin Fletcher

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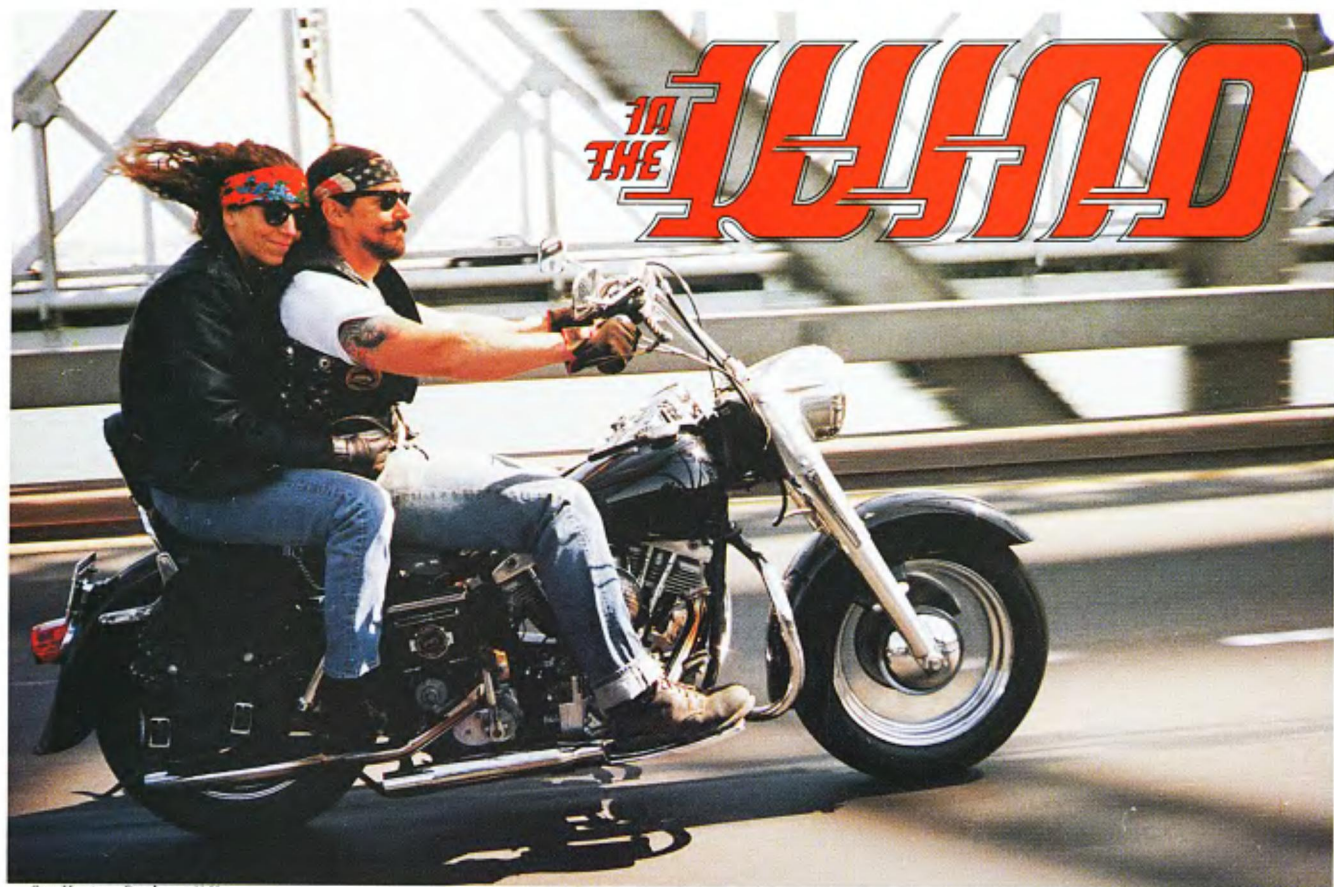
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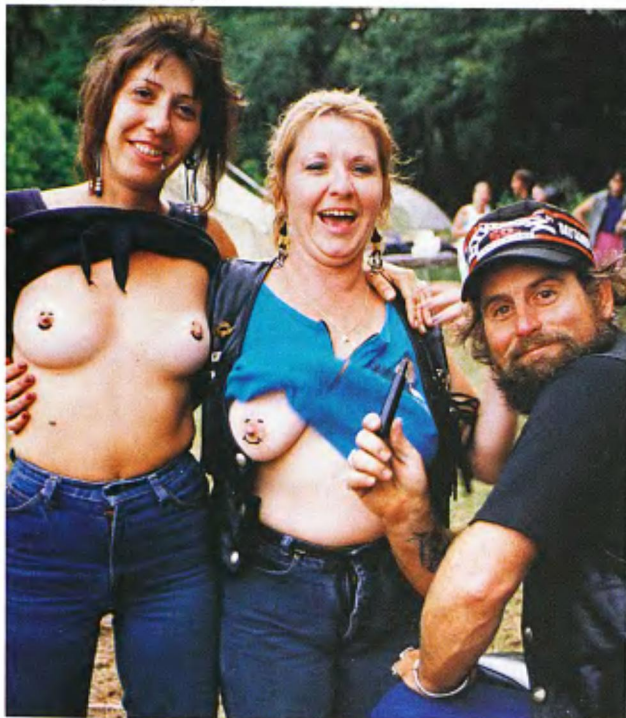


—Sue Hoopes, Durham, N.H.

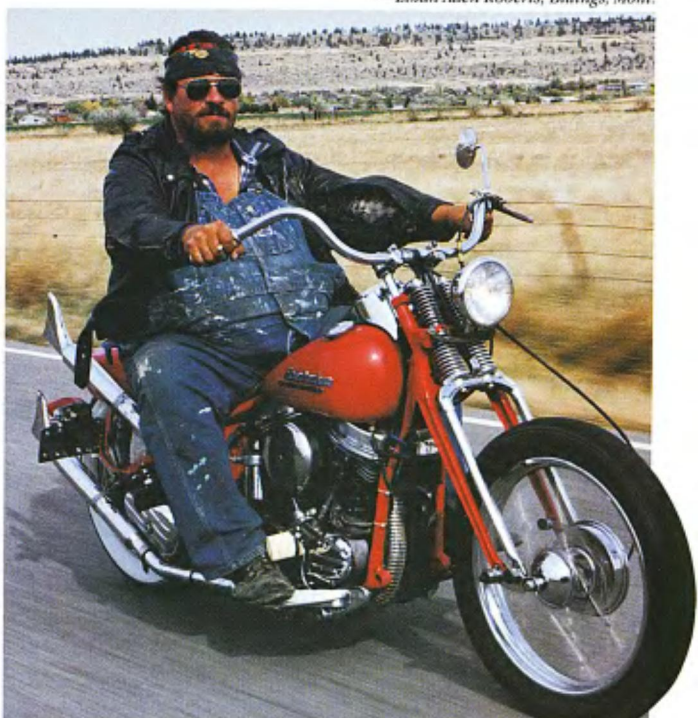
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin'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

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

—The Breeze, Charleston, S.C.



—Ethan Allen Roberts, Billings, Mont.





—Bobby Weaver, Breed, and C.D., Tuscaloosa, Ala.

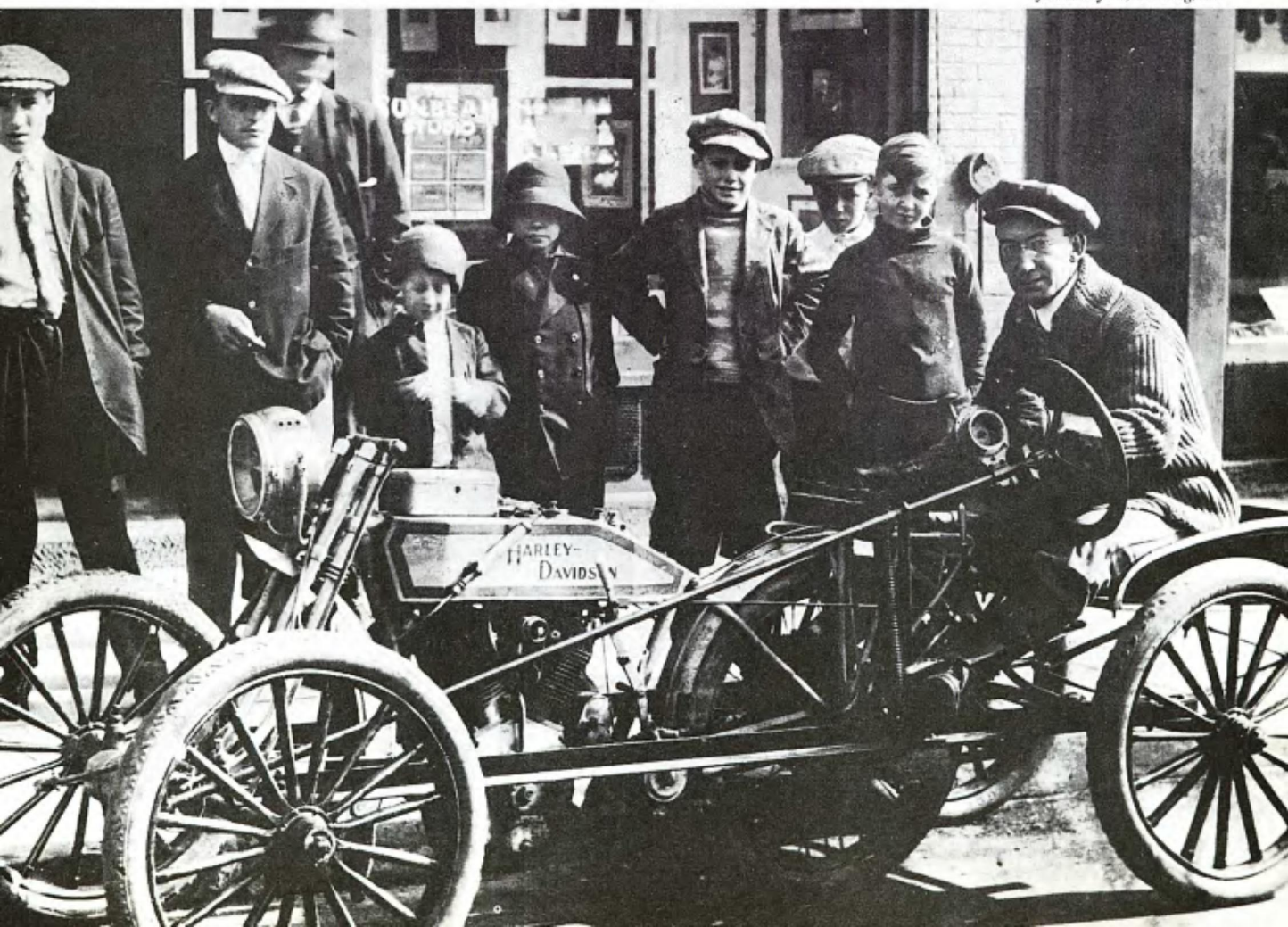


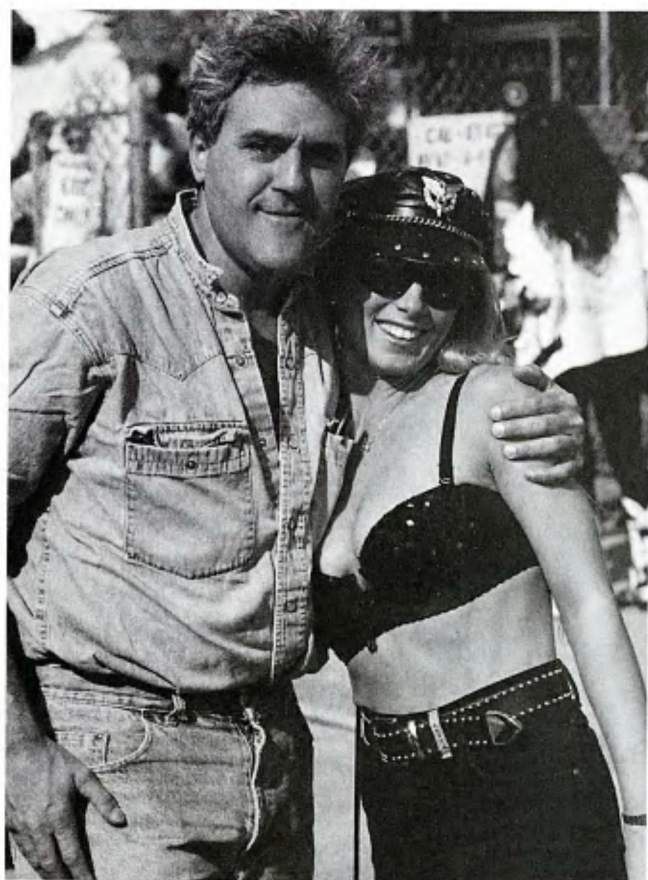
—Jim and Susie Kranz, Waconia, Minn.



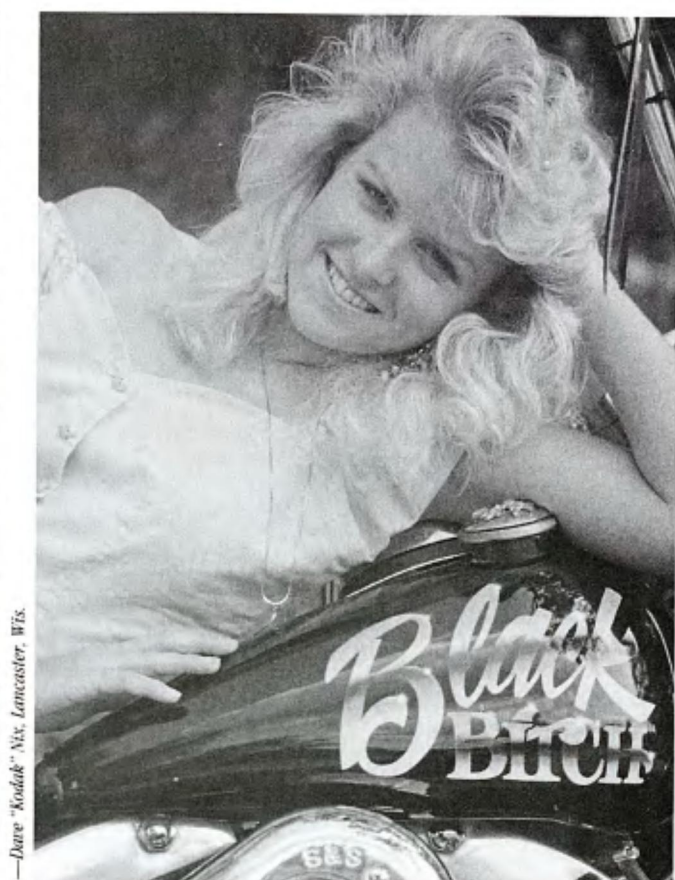
—Oklahoma Pete, Lawton, Okla.

—James Mejuto, Ossining, N.Y.





—Bogie, Woodland Hills, Calif.



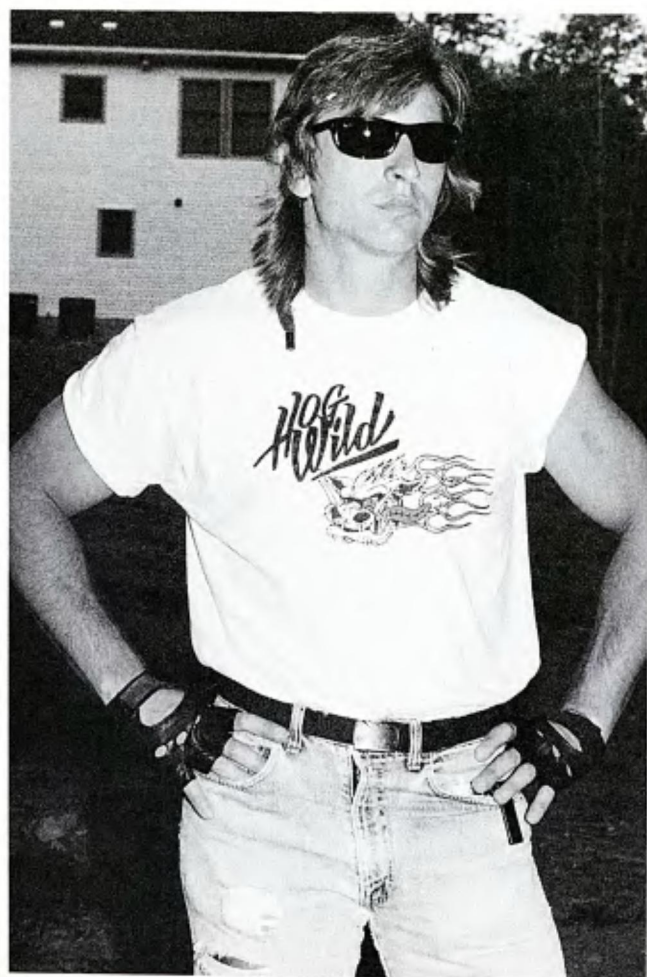
—Dave "Kodak" Nix, Lancaster, Wis.

—Bob Parker, Willow Springs, Calif.





—John Lewis, Flint, Mich.



—Kriuk, Centerville, Va.



—Jacques Morel, Carouge, Switzerland

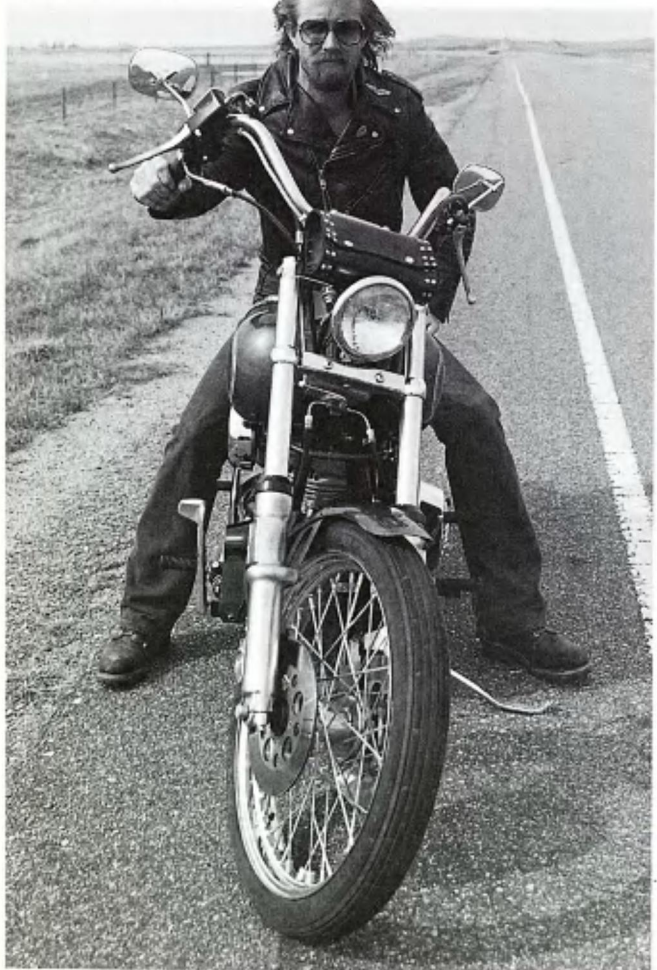


—Marilynn, Howell, N.J.

—Gary Smith, West Palm Beach, Fla.



—Gene Pullen, Gainesville, Fla.

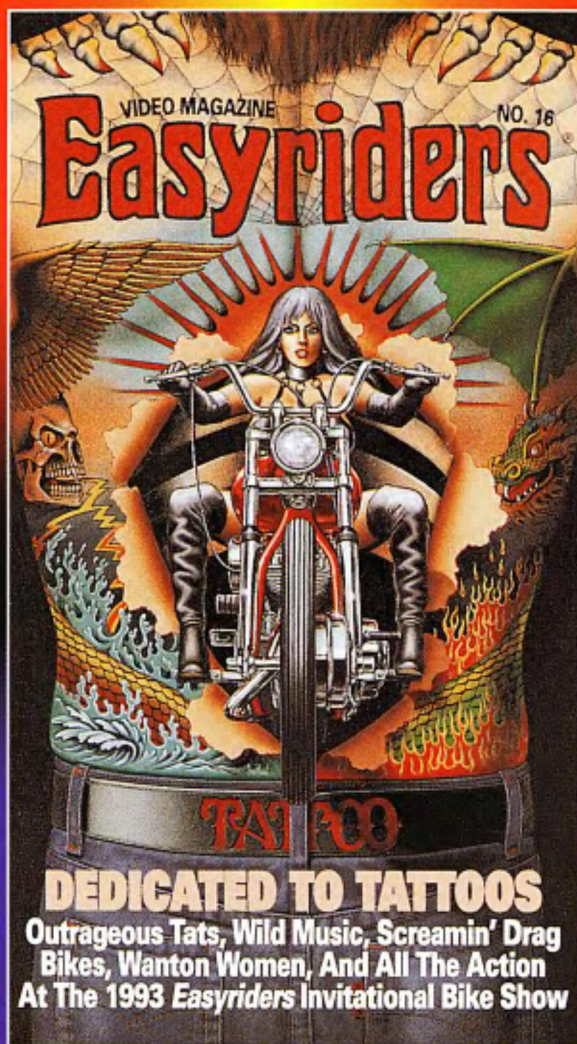


—Randy Cullen, Yuma, Colo.



N E W R E L E A S E

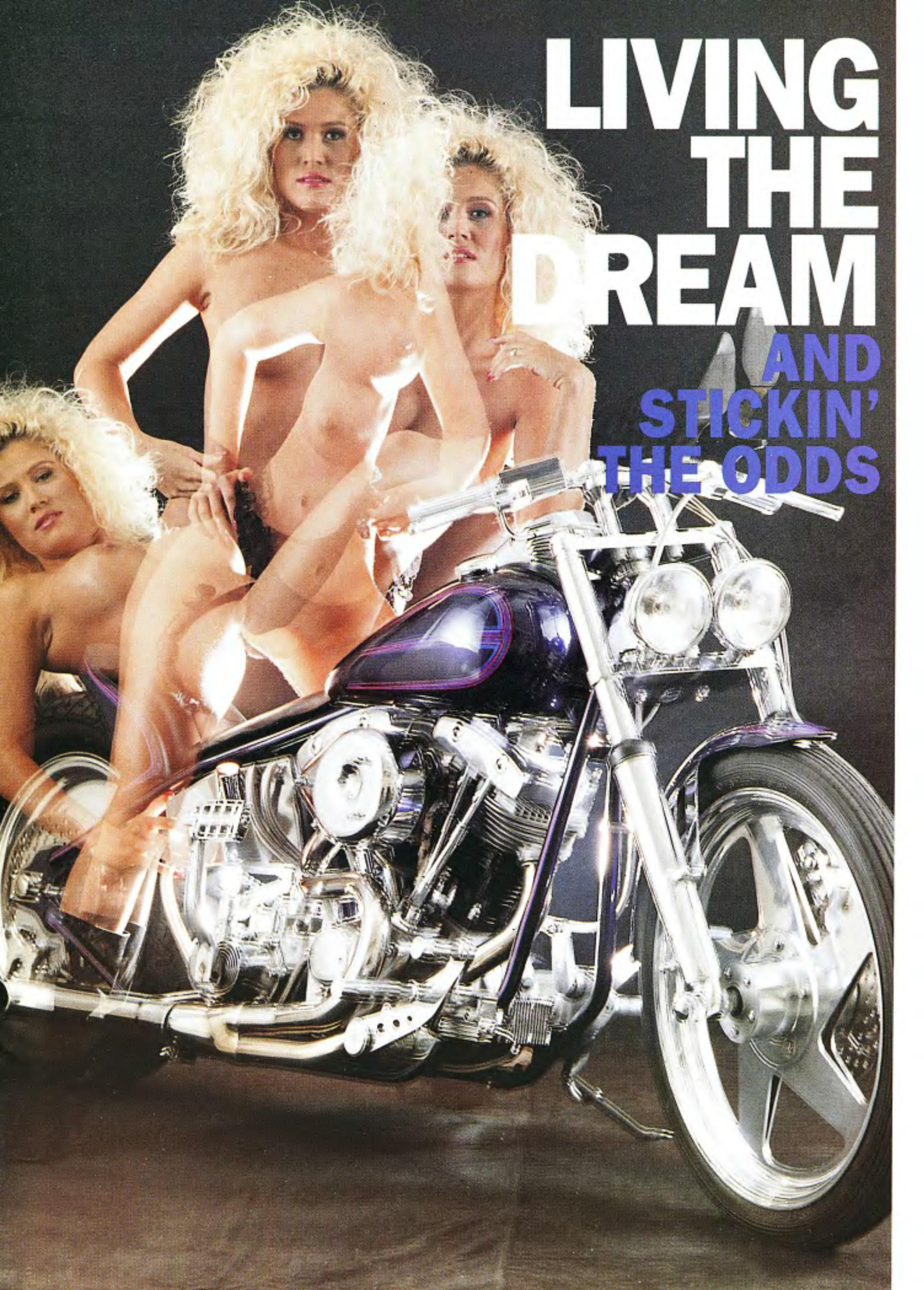
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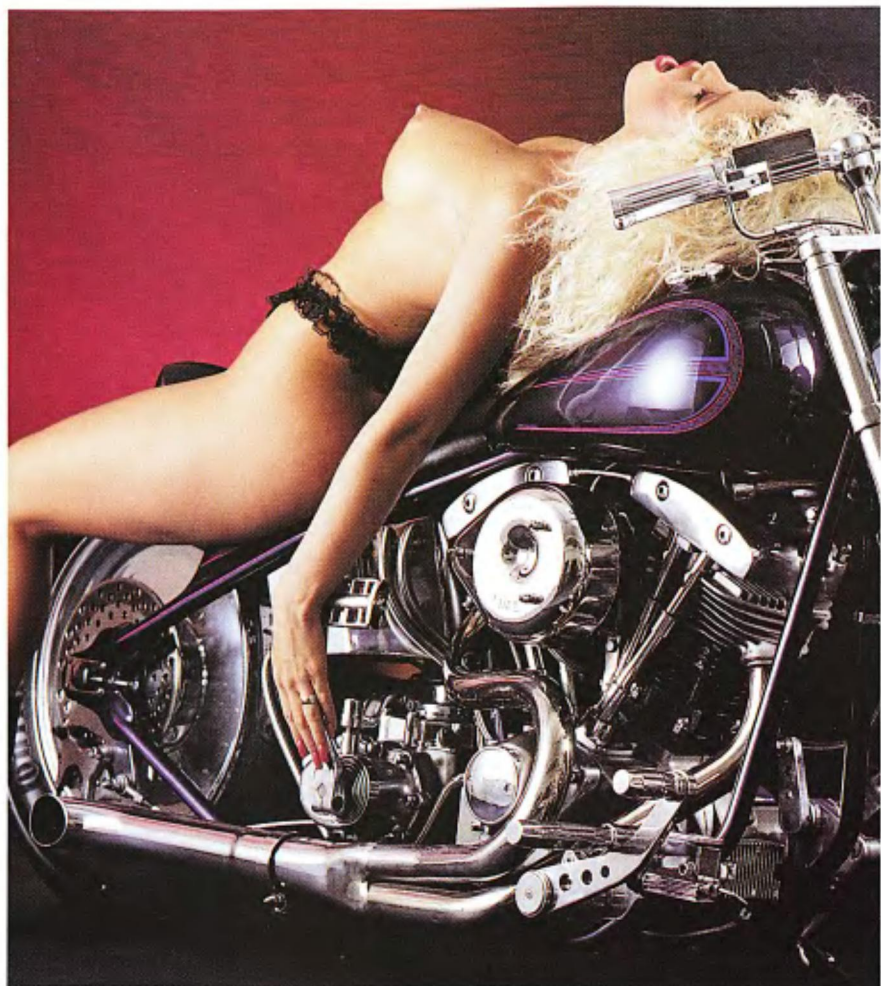
A photograph of three blonde women posing with a purple motorcycle. One woman is sitting on the motorcycle, while the other two are standing behind her. They are all wearing dark, low-cut clothing. The motorcycle is a cruiser style with a purple paint job and chrome accents. The background is dark.

LIVING THE DREAM

AND STICKIN' THE ODDS







Who gives a rat's ass if you've never been to that new location you're headed for, and you don't know a soul there? It's time for a change of scenery. Ya pick up sticks, find a new place for tricks, and let the dice roll.

Mike McGinley can tell ya something about new vistas, particularly about following through on dreams to make them realities.

This self-described "proud white boy" was on a treadmill goin' nowhere: waking up, hangin' dry wall, drinkin' with the boys, and putting off what was important—gettin' a ride together. It was just one blithering day after another of forced fun, obligatory buzzes, and an overall apathetic look at life. Ever been there?

It ain't just in Tom's River, New Jersey. It's everywhere. But Tom's River was home to some history Mike would just as soon leave behind. So in 1987, he did. Mike stuffed a few Harley T-shirts and two pair of Levi's into a set of

saddlebags, and, with a grand in his pocket, left the monotony of central Jersey behind in the gray exhaust of his '79 Sportster.

Not exactly an earth-shattering or groundbreaking move, but it represented a giant first step toward Mike's dream. After all, people have been rolling westward since the covered wagon days, and lots of folks have simply changed the address of their gutter. The key is to stay focused on your goals and make them happen. This trip forever changed the big picture in Mike's life.

The first things he encountered out west were hard times. Unable to find work, and renting floor space in a studio apartment, Mike's cash began to dwindle rapidly, like gas in a stoker. He was eating what was available, mostly oranges and avocados, kind of an unwilling veggie head.

Life was looking pretty bleak, and to top it off, a drunk cager (from Jersey, ironically enough) →





tuned left in front of Mike and put the Sporty out of commission. Mike fixed his scoot, then sold it for a '77 FLH. That transaction lead to a new phase in Mike's life.

He was makin' the rounds to every construction site in San Diego County, when he putted up to a union job where they were building a 14-floor Hyatt Hotel. The foreman came down, took an interest in his motorcycle, and started gabbin' with Mike. Soon after he was on the crew, hangin' drywall.

Michael rode that FLH to work every day, tool belt slung over his shoulder, with a clearness in his eyes that hadn't been there for a long time.

Dollars saved from drywall work went into bike parts, not body parts. It wasn't long before he was able to quit the construction scene and go full-bore into fabricating custom Harley-Davidsons. Mike made his passion more than a lifestyle—he made it a means of life.

He met talented, creative

Southern California scooter people like Tony Lalicata, an independent painter whose work has been represented on these pages before, most notably in the March 1992 issue (#225), on Raul Sandoval's shovelhead. Mike has elevated himself beyond back yard bike building with his American-Made Motorcycles shop in San Diego.

But that was just half the battle. The rest involved extending his original dream with the desire to be on the road.

He currently spends lots of time on the highways and byways of the country, scouting and scrounging worn-out sleds in need of a facelift. That's where this monster yer scopin' out came from.

He found himself in Lafayette, Louisiana, where he ran into David Robinson, a brother who had gone down on this 98-inch stroker shovelhead, losing a leg in the process.

The big Hog was in pieces, and Mike was going to rebuild and sell it, but an inspection of its guts





(4-3/4-inch stroke, for one) revealed some goods that convinced him to keep it himself. "I knew the fuckin' thing was gonna fly," he says. He cleared out his other jobs and gave three months of devoted attention to his personal project and got it to where he wanted it.

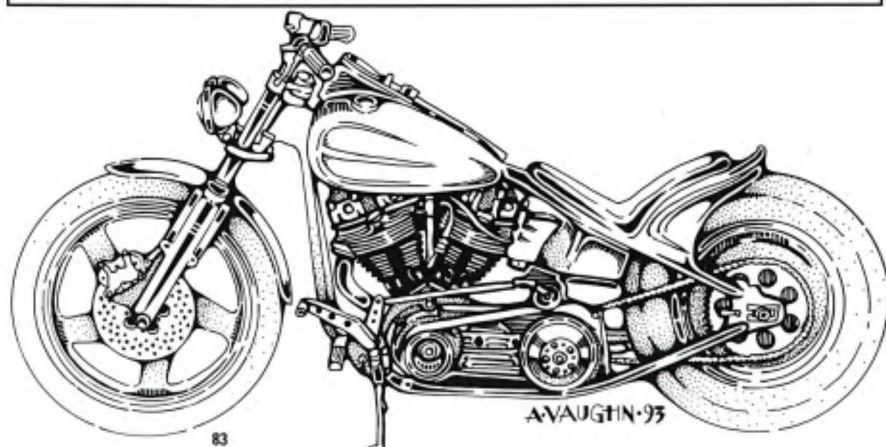
This pavement peeler represents the value of hard work, and it is righteously worthy of running at the front of the pack with any custom Harley-Davidson.

Speaking of pack leaders, the blonde babe sittin' pretty and makin' ya see triple (and double) takes no back seat, either. She's Kira, your 22-year-old February Fox from Temecula, California. She's livin' out a dream of her own on these pages.

Thanks to Christine Copeland for makeup and hairstyling and Malibu Sew and So, Malibu, California, for jewelry and costume.

—Buster

Owner(s): Michael McGinley		City: San Diego, California	
General		Frame	
Fabrication by: American-Made/owner		Year: 1993	
Year and make: 1993 H-D		Builder: Paughco	
Model: custom		Type: rigid	
Value: \$18,000, call me		Rake: 33-1/3 degrees	
Assembly by: me		Stretch: none	
Time: I don't know		Other alterations: lots	
Chroming by: Equality Plating		Accessories	
Engine		Bars: Flander's	
Year: 1974		Risers: CCI	
Model: shovel		Fender(s): owner	
Rebuilder: owner		Headlight: couple of 'em	
Ignition: points		Taillight: rectangular, owner	
Displacement: 98 cubic inches		Speedo: it fills the hole	
Lower end: 4-3/4 stroke		Front pegs: Acutronics	
Balancing: what do you think?		Rear pegs: I don't think so	
Pistons: big		Electrics: yeah, 12-volt	
Cases: Harley		Gas tank: 3-1/2 gallon 'bobs	
Heads: late Harley		Oil tank: small	
Cam: Sifton 475		Oil system: it flows	
Lifters: solid		Primary cover: open	
Carb(s): S&S Super G		Seat: owner	
Air cleaner: S&S Super G		Sissybar: never been to one	
Pipes: two-into-one		Height: n/a	
Muffler(s): a little		Material: n/a	
Transmission		Forks	
Modifications: some		Type: wide glide	
Year: 1982		Extension: 2 inches under	
Shifting: foot		Builder: owner	
Engine sprocket: yeah		Special features: they work	
Trans sprocket: big		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Tony Lalicata, owner		Hub: RevTech	Hub: RevTech
Painter: Uptown Cycle Paint, Tony Lalicata		Rim width: don't know	Rim: don't know
Color: purple, blue pearl		Tire: Avon	Tire: Conti Sport 160
Type: Deltron		Brake: JayBrake	Brake: JayBrake
Special paint: graphics by Robert Gagnon			
Other special modifications: Special thanks to Eric Dorman, John Hoy (RPM Cycle), Vanessa Harris, Patrick McGinley, David Robinson (Cadillac), American-Made M/C (619) 287-3459.			
Photos: Raiko Hartman			



TALKIN' TECH

Your Technical Questions Answered Here

How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

Thread Tech

□ The bike shop wanted \$80 to repair a stripped exhaust bolt with a Heli-Coil. I figured out a way to do it for less than \$10, and it never has to be done again.

First, drill out the old threads with a 5/16 drill bit, to a depth of 13/16.

Next, take a 5/16, fine thread bolt, 2 inches long, with threads of only 1 inch. Cut the bolt to 1.5 inches. Now tap the cut bolt into the drilled-out hole, leaving 3/4 inches out. Cross drill a 1/8-inch hole through the exhaust port and through the bolt.

Take a 1-inch x 1/8-inch tension pin and drive it through the exhaust port and bolt until it just comes through the other side. You now have 1/4-inch of the pin sticking out that is not noticeable.

If you ever have to replace the bolt you pull the pin with a pair of vise grips, tap the bolt out and put a new one in. The pin will squeeze together to keep the exhaust from leaking. You can also put a pinch of J.B. Weld into the bolt hole. I've done three with no leaks.

Paul E. Cole
W. Mifflin, Pa.

Grabby Clutch

□ I have an '81 FXS Low Rider. My question is: Why does this bike have a grabby clutch even when it is disengaged? I've tightened and loosened, but nothing seems to make a difference.

This usually happens when I'm puttin' slow, with the clutch lever pulled in, and taking a tight corner. Any ideas about how to fix this?

Vic "Iceman" Boring
Grafenwoehr, Germany

■ Oil soaked, gummed-up fiber plates, warped steel plates, uneven springs, over-tightened springs, loose-fitting roller bearings, along with a stretched or over-tightened primary chain

will cause a grabby clutch.

Check the chain adjustment at full operating temperature.

Tranny Modification

□ I have a 1970 FLH. I'm looking for a place that can make a five-speed out of my four-speed transmission, or a place that sells a five-speed that'll fit my scooter.

Willet Friedland
Port Hope, Mich.

■ Sputhe Engineering has the case (916-268-0887). H-D has the guts.

Lookin' To Lower

□ I would like to lower the rear of my '82 XLH. Are there any shocks or swingarms I can use to do this?

Joe Etinger
Laurens, Iowa

■ XLH Hugger shocks should do it. Watch for our upcoming guide to custom shocks.

Parts Supplier

□ I want to pass along the name of an outfit that has proved most helpful in locating genuine OEM, NOS, and even used parts for restoration projects: Finders Service Int., 454 West Lincoln Hwy., Chicago Heights, IL 60411-2453, (708) 481-9685.

Duane Hallback
Anchorage, Alaska

□ I know you can get a set of aftermarket panheads, shovelheads, and blockheads, but do you know where I can get a set of aftermarket knuckleheads?

My old set is getting kinda whooped, and good head(s) is/are hard to find (pun intended).

Burn
USA



■ Try Finders Service Int. Address and phone number listed in previous letter.

Oily Mess

□ I'm currently having an affair with a 1982 FXRS. Everything from the pistons up is new.

At sustained speeds of 70 mph and on the interstate, everyone riding behind me gets covered with oil.

Is it possible that my pushrods are adjusted too long, thus keeping the valves open during the compression stroke and allowing the case to pressurize and blow oil through this overflow?

Dirty Richard
St. Pete., Fla.

■ Blown head gaskets at the oil drains will do this. Shovels must have the heads retorqued several times during break-in.

Problem Years?

□ In the November 1992 issue someone wrote that a 1981 Sturgis was a bad year and model for Harley-Davidson.

Four years ago I bought an '81 Sturgis (my first H-D), and I haven't had any problems with it (knock on metal).

So, is my Sturgis going to fall apart, blow-up, or what? I'd appreciate an answer. I'm worried.

J.C.
Sturgeon Falls, Ontario

■ The problem with the late '70s and early '80s models was quality control. Your 1981 Sturgis model is included in this group.

Problems that plague Harleys built during this time period are: 1) bad (wrong) valve and guide materials; 2) engine sprocket shafts improperly torqued to the flywheel; 3) weak transmission mounting plate; 4) broken primary case problems at the support bearing of rear chain models ('78-'80);

5) early failure of the engine pulley (rubber damper pads) on the Sturgis models; 6) rear belt transmission pulley splines not heat-treated (causing early pulley and seal failure); 7) engine main bearing case inserts work loose.

All of these problems can be fixed, and when they are, these "bad year" bikes will run and last as good as, or better than, stock "good year" bikes.

Whose Frame?

□ I'd like to know who made the frame for the '92 STD panhead that graces the

cover of your 1993 swimsuit calendar?
Marc Beljon
Velserbroer, Netherlands

■ It's a Paughco 140A. Paughco has over 500 frame combinations. You can reach them at: P.O. Box 3390, Carson City, NV 89702, (702)246-5738.

What's The Truth?

□ I've heard lots of rumors about keeping exhaust pipes the same length. I'd like to customize the pipes on my '73 XLH and need to know the truth about

keeping them the same length.

Jeff
Northern Ontario

■ Exhaust pipe tuning or length and size of pipe will affect engine performance at full throttle. A major change from what was on the engine will probably require carb rejetting. An extreme difference in front and rear pipes will result in carburetion problems that can't be tuned out. The cure would be to connect the pipes in a manner similar to what Harley does now, or like the 1978 XLCR. ☉

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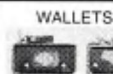
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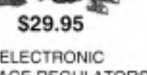
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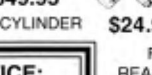


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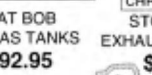
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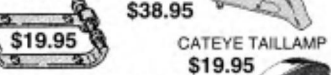


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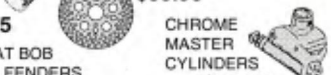


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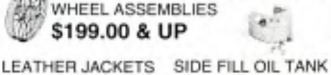
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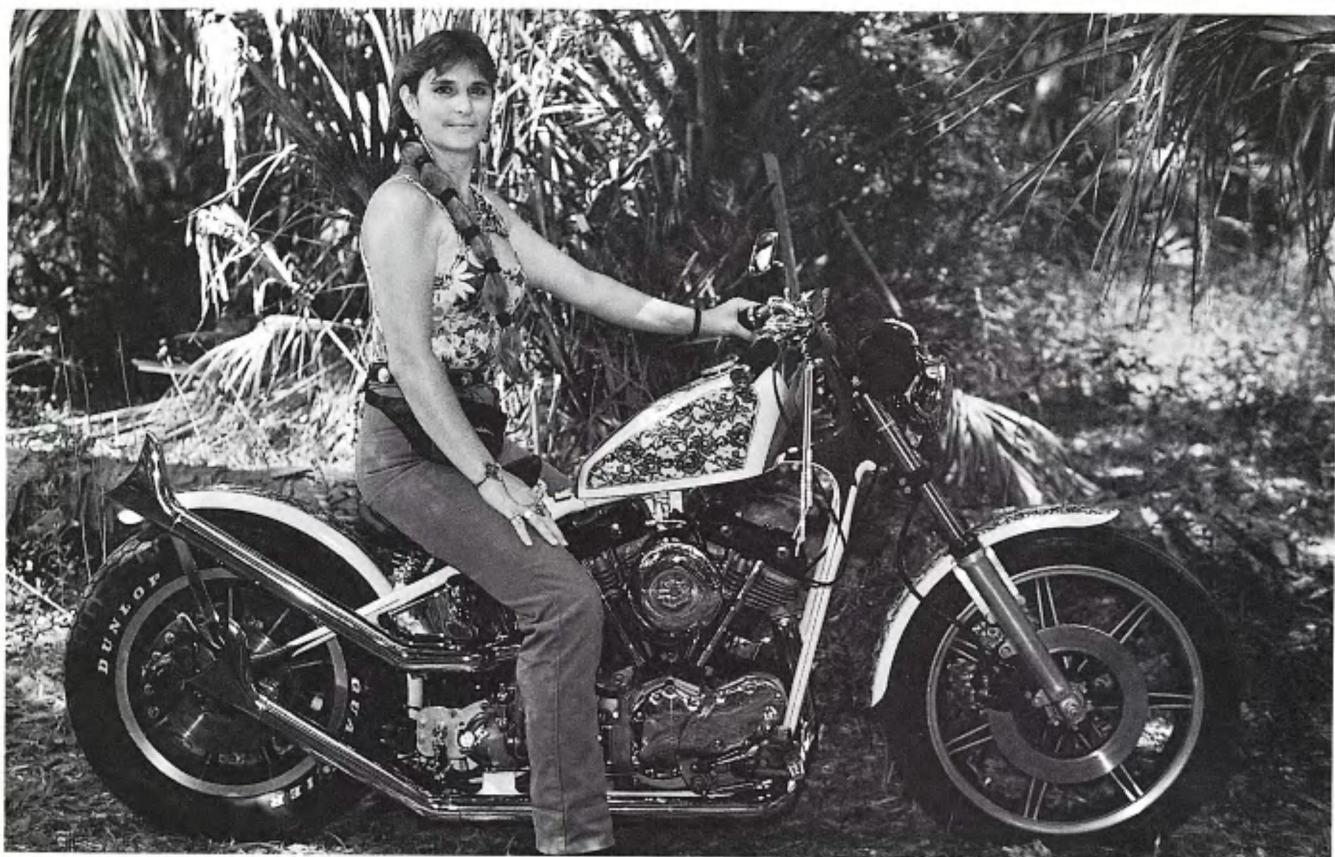


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Rene Segraves, Leesburg, Florida

1965 Harley-Davidson pan-shovel

She can bring home the bacon and fry it up on her own pan-shovel. 'Specially if it's been a busy day huntin' renegade critters while makin' the rounds as an animal control officer in Leesburg, Florida.

The "happy" homemaker/working mother in question would be Rene Segraves, the proud owner of this racy, lacy 1965/1978 road basher.

When her ol' man Stump couldn't handle her backseat badgering anymore, he relented, and let her have her own ride. There were a couple of conditions, though: She would love it the way he does his, and she would be responsible for its upkeep.

'Course Stump wouldn't be gettin' off Scot-free, he had to endure the semi-goodhearted sneers and jeers of his bros during the fabrication of "Stroke of Passion," which was more like "Stroke of Pission." But he stood by her through it all, talking her through the hard parts.

To top it off, this hard-workin', hard-ridin' lady has a 17-year-old daughter (no phone numbers fellas). Though she's four-wheel bound during the week, lockin' up errant 'gators and stray hounds, Rene is on the road every weekend—come rain, shine, hell, or high water—with the big dogs . . . or is that Hogs? —Itchy

General		Forks	
Fabrication by: Chris "Stump" Segraves		Type: glide	
Year and make: 1965 H-D		Builder: Showa	
Model: FLH		Special features: H-D stem	
Chroming by: who knows?		Accessories	
Engine		Bars: Super	
Year and model: '65 bottom/'78 top		Lights: Bates	
Rebuilder: Stump		Gas tank: Sportster	
Displacement: 74 cubic inches + .030		Oil tank: wraparound	
Transmission		Seat: solo	
Shifting: Andrews gears		Other: custom saddlebag	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color: white/passion purple		Tire: Kenda	Tire: Dunlop
Type: lacquer/urethane		Brake: disc	Brake: disc
Special paint: Stump/Wes Dial		Special features:	
Frame		Thanks to Stump for all the work, and for the ridicule he took for building a bike for his ol' lady. I love you.	
Year and builder: '87 Paughco			
Type: rigid			
Alterations: none		Photos: Pat Randle	



FOX HUNT

February Winner

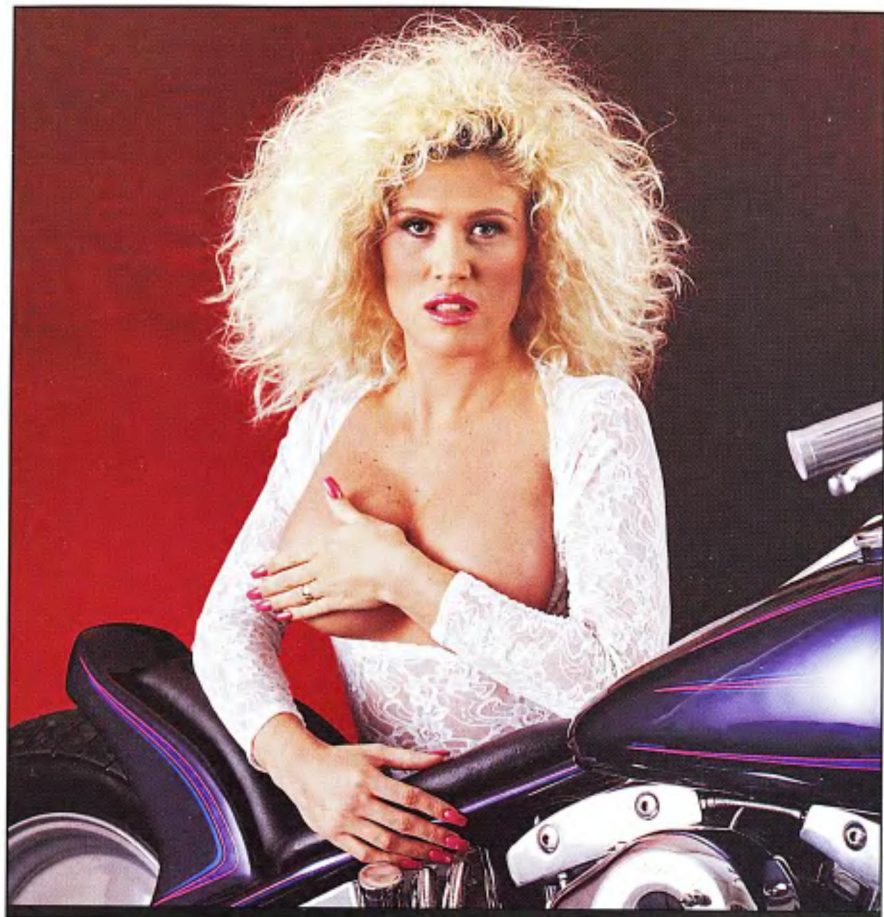
Kira and her happy home were nearly washed into oblivion this winter when a succession of heavy rains and flash floods hit the California desert. But yer blonde, busty, playful Fox found high ground and came out all right . . . and pregnant.

Something happened during one of those rare times her ol' man came outta the rain and took a break from sandbagging and preventing homes from sliding at his job with the Temecula Fire Department.

By the time we got ahold of her, she was looking prime. Her hormones were going nuts and the blood was rushing to those all-important areas we men are so interested in.

Kira will pique yer interest when she gets together with Michael McGinley's stroker shovel on page 76.

—Loudmouth



On my first Harley ride, I wanted to let loose and just cruise the country. I felt wild and free.
Roxanne, Texas—#701



I was riding along the beach with my boyfriend, enjoying the scenery, fresh air, and sunshine.
Ora, California—#702



Ever since my first ride on a Harley-Davidson, I've been hooked.
Now it's a way of life. I love it.
Patti, Utah—#703



It's been a long, cold winter, but I'm anticipating a long, hot summer
for late night Harley rides.
Tracy, New York—#704



After I felt the throbbing power of a Harley, I knew I would never
enjoy any other ride.
Sheri, Michigan—#705



I was a little leary, but when I got on that Hog, it was great. The ride
gets a girl ready for sex.
Ellie, Wisconsin—#706

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□ BARBARA DARE



□ CARA LOTT



□ NIKKI RANDALL



□ CASSIE NOVA



□ TAMARA LEE



□ STACY NICHOLS



□ TISA



□ DANIELLE



□ SUZANNE ST. LORRAINE



□ ANGELA BARON



□ NINA HARTLEY



□ BUNNY BLEU



□ CAROL CUMMINGS

PICTURED ARE THE TOP FANTASY GIRLS IN ADULT MOVIES TODAY. HOWEVER DUE TO SPACE LIMITATIONS WE'LL LIST THE OTHER 146 BY NAME.

- | | | | | | | | | |
|---------------------|------------------|---------------------|-----------------------|--------------------|----------------------|--------------------|-------------------|--------------------|
| □ Deliah | □ Blanca Trump | □ Lactalia | □ Para-Dice | □ Carla Ferrari | □ Sharon Kane | □ Raven | □ Rachel Ashley | □ Jaguar |
| □ Tori Wells | □ Shaunee Cates | □ Melanie Lee | □ Purple Passion | □ Jessica Wilde | □ Carmel St. Clair | □ Shelly Rae | □ Audra | □ Kimberly Kane |
| □ Isha | □ Cherise | □ Meo | □ Ebony Ayes | □ Jeanne Fine | □ Hana Ku | □ April Rayne | □ Bianca | □ Shelene |
| □ Loni Morgan | □ Jamie Lee | □ Jessica Fox | □ Jeannie Pepper | □ Dallas St. Clair | □ Alicia Anderson | □ Barbi Dahl | □ Fefe Bardot | □ Trinity Loren |
| □ Courtney | □ Blondie Doll | □ Holly Ryder | □ Patty Plenty | □ Yoyo | □ Shanna McCullough | □ Alicia Rio | □ Erica Boyer | □ Dana Lynn |
| □ Mary Beth Holiday | □ Krystal Dream | □ Sabrina | □ Taija Rae | □ Stella Starr | □ Tracey Adams | □ Sade | □ Brandi | □ Melissa Melendez |
| □ Devon Shire | □ Ashley Dunn | □ Shaika | □ Tish Ambrose | □ Tabettha Stevens | □ Brandy Alexander | □ Santana | □ Tiffany Myxx | □ Sukoya |
| □ Desiree Fox | □ Lelani | □ Sharise | □ Brigitte Aime | □ Alex Storm | □ Heather Sinclair | □ Busty Bell | □ Nikki Charm | □ Tanya Sweet |
| □ Rustie Rhodes | □ Natalia Harris | □ Veronica Valdez | □ Lois Ayers | □ Tiffany Storm | □ Ona Zee | □ Tara Blake | □ Chelsea | □ Angel |
| □ Porsche Lynn | □ Angela Faith | □ Lyn Tars | □ Kristara Barrington | □ Sasha Strange | □ Robin Lee | □ Brianna | □ Cherrie | □ Dusty Rose |
| □ Lele Adams | □ Linette Geyser | □ Tatiana | □ Suzi Bartlett | □ Brittany Stryker | □ Regina Bardot | □ Lauryl Canyon | □ Careena Collins | □ Velvet Touch |
| □ Sasha Lynn | □ Roxy Hart | □ Patricia Kennedy | □ Kristi Allin | □ Holly White | □ Heather Leigh | □ Jane Tyler | □ Stacey Donovan | □ Tracy Star |
| □ Venus | □ Candace Hart | □ Kristarrah Knight | □ Buffy Davis | □ Kym Wilde | □ Rhonda Leigh | □ Susan Vegas | □ Candi Evans | □ Toy |
| □ Aurora | □ Flame | □ Nikki Knights | □ Nina De Ponca | □ Mandi Wine | □ Jeanna Lin | □ Brandy Alexander | □ Gail Force | □ September Raines |
| □ Lauren Brice | □ Scarlett O. | □ Jessica Pachard | □ Jade East | | □ Janette Littlelove | | □ Angel Kelly | □ Mona Lisa |
| □ Cameo | □ Jaguar | | □ Becky Easton | | | | □ Kathleen Gentry | □ Tabettha Fox |
| □ Monique Hall | | | | | | | | □ Tammy Reynolds |

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USE ENTIRE AD TO ORDER



Fox Hunt

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

That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

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

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 #241 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

can begin sending in your votes starting June 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 June 30, 1993. We'll print the winner in the November 1993 issue.



Here she is, bros, the third monthly winner in our 15th Annual Fox Hunt, Wendy, #303, from Clearwater, Florida. See more of her next issue.

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

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

241

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____

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

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

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

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

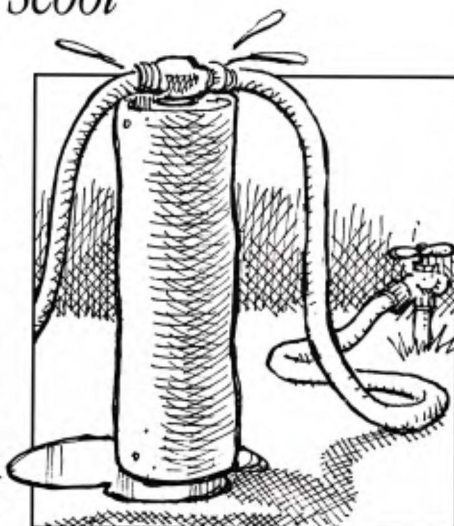
MAINTAINING THE SHINE

Tips On How To Keep The Dazzle On Any Scoot

Three years ago, while vacationing in Hawaii, I met a strange ex-Southern California hippie who was puttin' a '64 pan with a sidecar. I had seen the bike before. Some 18 years ago it had been featured in shows and magazines. His father had built the bike in the '60s. What blew my mind beyond its timeless styling was the pristine shape it was in. Rolling down a sandy street, the bike looked like it was fresh out of the box. We partied, and the smoke and juice session turned to a discussion about maintaining bikes. Between the two of us, we came up with a series of suggestions. They're here for your review.

Storage: The humidity and salt air on the islands eats chrome like dogs scarf Alpo. He kept the pan in an old wood slat garage. But he made a waterproof tent for the bike and had a light bulb inside to keep the air dry. The Golden Rod (available from Buenger Enterprises, (805) 985-0541) that boat owners use to keep compartments and clothes dry, works well, too. It's also a good idea to find a material for tent that will breathe (let moisture out). Set up the tent on a pulley so it can hang from the ceiling of your garage when it's not in use. Bike covers also work well when you stick a Golden Rod under it to dissipate the moisture. But because a bike cover rests against a bike, don't put it over a dirty scoot. It will pick up the grit and grind it into the finish. Wipe down the bike before you utilize a bike cover.

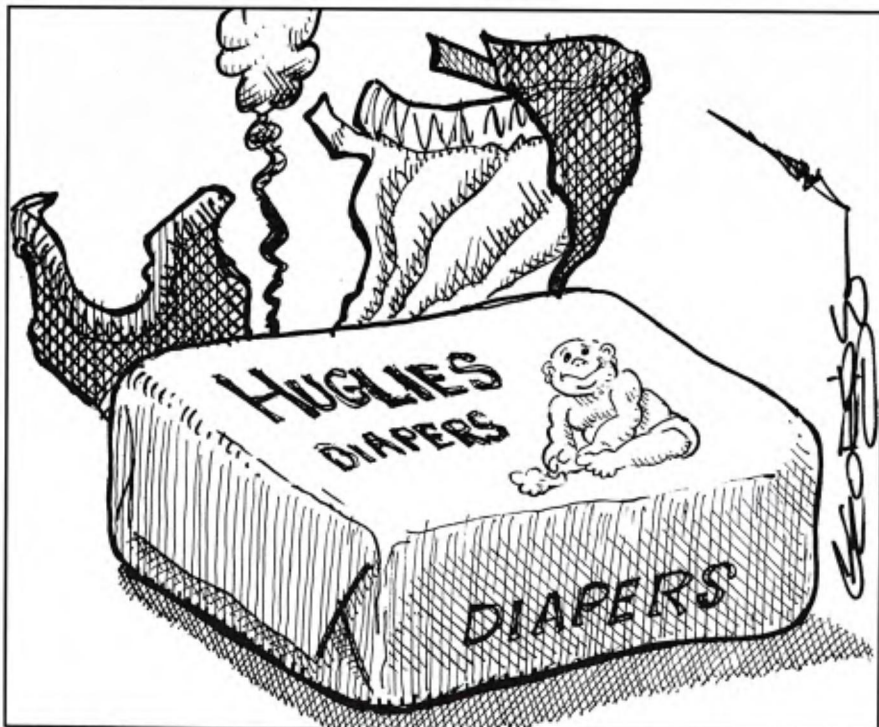
Cleaning: Naturally, bikes are attacked by every bullshit element on the road and in the air. Removing that shit from the surface is the tough part. You need to get the bike as clean as possible without rubbing it with any coarse material or rubbing the grit into the surface. Don't use detergents. Use soft water at high pressure and blow it dry. That way you've removed the filth without touching the bike with any abrasives:



In line water softener



Oven cleaner



Soft cloth diapers

detergents, polishes, or rags.

If you have a water softener on your home water system, you're ahead of the game. If not, find a small water softener system for your home or hose. And if you can build the water pressure, go for

it. Use your air compressor to dry the bike and only use soft rags, like diapers. Don't reuse rags, either. Gunk works well on grease, and oven cleaner will take the burnt shit off the pipes. Avoid chemicals on painted surfaces.

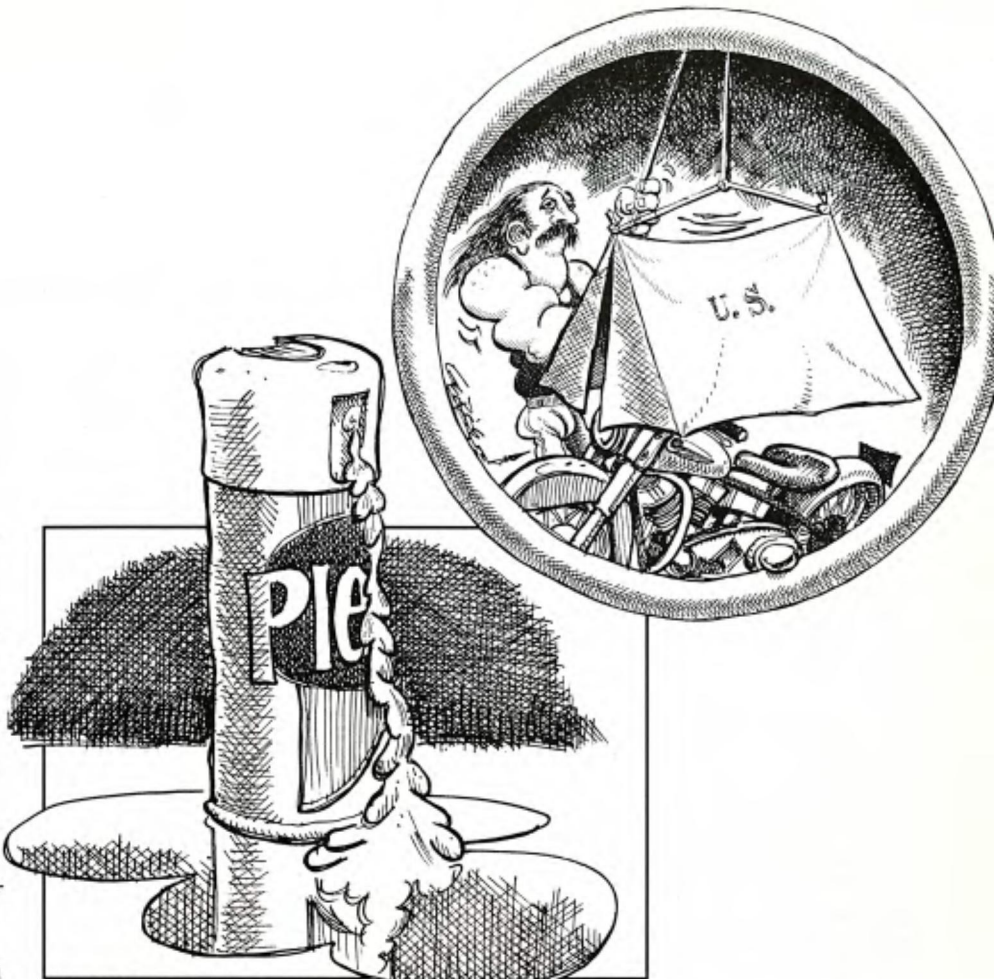
Chrome: If you have a new bike, follow the above directions, then use Pledge or Protech-All to clean the chrome. They protect without scratching. Due to the sprays, the mist gets into the threads and cracks and prevents rust. Also, sprays don't leave a white residue like polishes do.

If the bike has some rust, try to find Bright Boy. It's a nonabrasive, marine metal polish that works really well on aluminum, brass, and chrome (without scratching). It's like Never-Dull in a bottle. After you have completely cleaned the rust from the threads, cracks, and grooves, spray the bike's chrome down with WD-40. From then on use Pledge or Protech-All on the chrome. Spray it on liberally. In the case of a springer, it's impossible to polish every angle of each spring. Spraying it with Pledge will protect it, even though you can't wipe it off. Use the softest, cleanest rags possible, and don't reuse them until they've been thoroughly cleaned.

Use Bright Boy for all your aluminum. It won't scratch the surface, but will chemically remove the oxidation without sanding the metal.

Paint: The bottom line with paint is to avoid using abrasives. Look for a glaze or a pure carnauba wax. Use clean rags. If you use a good wax and don't use detergents when you clean your scoots, the wax will build up and protect your paint. *Easyriders* has a carnauba wax line you might want to consider.

Okay, so you have a rat bike that's completely blacked out, except for the front end. If you'd rather lose a fist fight in front of your latest girlfriend than clean it, but don't want the bike to turn into a rust bucket, spray down the entire front end with WD-40 every once in a while. This will create a build-up of greasy film which will protect the surface. When you decide to clean up your bike and marry the girl who didn't leave you after the embarrassing fight, the front end will still look like new. —Wrench



Nonabrasive cleaners like Pledge



Golden Rod from Buenger Enterprises



Easyriders formulated products

WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In June, July, And August

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your information to: **What's Happenin'**, Box 3000, Agoura Hills, CA 91376-3000.

Alabama

ALL-AMERICAN BIKE & STREET ROD EXPO—June 26-27. Valley Sports Colosseum, Decatur. Info: (205) 350-3006.

HARLEYWOOD BLOWOUT—June 11. Elmore County. Info: Dixie Bikers Association, P.O. Box 196, Wetumpka, AL 36092-0196.

Alaska

1993 CAN-AM—June 30. 28-day, 10,000-mile motorcycle tour to Alaska. Tour departs from Denver, Colo. 5,000-mile tour departs from Seattle, Wash. (July 9). Info: (303) 762-6579.

Arizona

MMA TUCSON BBQ/BIKE SHOW—June 6. Reid Park. Info: (602) 836-7596/836-2737.

California

ANTIQUÉ & CLASSIC M/C SHOW/EXCHANGE—June 20. Ventura County Fairgrounds, Ventura. Info: (805) 656-6777.

BIKE FEST '93—June 25-27. Mariposa. Info: (800) 247-6246/(805) 522-6557.

INTER-SHOW MOTORCYCLE SWAP MEET—July 30. Orange County Fairgrounds, Costa Mesa. Info: (714) 364-2542.

GOLD COUNTRY POKER RUN & BBQ—June 13. In Grass Valley. Info: (916) 274-7626.

3RD LEGACY MC CLEAN & SOBER FINNON LAKE RUN—August 13-15. Finnon Lake Resort. Info: P.O. Box 5851, Cocord, CA 94524.

Colorado

WOMEN IN THE WIND SUMMER NATIONALS—June 25-27 at Silver Creek. Info: (303) 726-8995.

7TH ANNUAL LADIES RUN—July 10-11. Sponsored by Rocky Mountain H-D. From Denver to Fairplay. Info: (303) 322-5769.

Florida

REBEL'S ANNUAL ROUND-UP—July 30-August 1. Camp Rotary, Lakeland. Info: (813) 858-4180.

Georgia

ABATE'S REACHING HANDS RIDE (CP benefit)—August 8. Starts at noon, Cedar Village Shopping Center, Norcross. Info: (404) 476-2322.

VIETNAM VETS MC JULY JAM—July 10. KOA Campground, Commerce. Info: (404) 335-6797.

Idaho

ABATE OF NORTH IDAHO SPRING OPENER—June 4-6. Carlin Bay. Info: ABATE, P.O. Box 2244, Couer d'Alene, ID 83816-2244.

Illinois

POKER RUN BENEFIT FOR MARYVILLE ACADEMY—June 20. Sign-up: 10 a.m., 26945 S. Gov. Hwy., Monee. Info: (708) 534-1423.

RB CHAPMAN AUCTION, SHOW, SWAP—June 27. USARTC, Danville. Info: (217) 446-7115.

OLD FARTS IRON BUTT CHALLENGE—July 9-11. Destination: Memphis, Tenn. Info: (312) 327-7263.

Iowa

ABATE'S ANNUAL FREEDOM RALLY—July 2-4. Humboldt. Info: (515) 858-5001.

Kansas

VIETNAM VETS BENEFIT RALLY—July 23-25. Hawg's Rest, 8 miles southeast of Baxter Springs. Info: (316) 431-6186.

Kentucky

Vietnam Vets MC Colson Hollow Bash—June 11-13. Info: (615) 552-9122.

Louisiana

ABATE'S ANNUAL POKER RUN—July 16-18. Info: (318) 239-0010.

Maine

UNITED BIKERS OF MAINE PARTY—July 2-4. Athens. Info: (207) 445-2112.

Massachusetts

ANNUAL ALL-BRITISH BIKE SHOW—June 6. Auburn Elks Club. Info: (508) 745-7088 (Ron).

Michigan

ABATE FIELD MEET—July 9-11. Flint MC Campground, Otisville. Info: (313) 629-2707.

BOB'S PICNIC—August 21 & 22. Bay County Fairgrounds, Bay City. Info: (800) 798-4578.

Missouri

RUN WHAT YA BRUNG ALL-HARLEY DRAGS—June 20. Kansas City International Raceway, Kansas City. Info: (816) 358-6700.

ANNUAL SALINE SCREAM—June 19. Highway 16, north of St. Mary's. Info: (314) 547-5733 (Jeff)/(314) 334-9399 (George).

Montana

ANNUAL ABATE'S MDA FREEDOM RALLY—July 17-18. Fergus County Fairgrounds, Lewistown. Info: (800) 841-7546 (MT).

Nebraska

ABATE DISTRICT #3 LOUP CITY HOG ROAST—June 19. Loup City Fairgrounds, Loup City. Info: (402) 887-2661.

New Hampshire

1ST ANNUAL BIKE-A-RAMA—July 16-18. Lancaster Fairgrounds. Info: (603) 788-2121.

LACONIA MOTORCYCLE WEEK—June 14-20. Weir's Beach. Info: (603) 366-2000.

New Mexico

FOOD DRIVE AND POKER RUN—June 26. Farmington. Info: (505) 632-0303.

Nevada

CATHOUSE POKER RUN—August 27-28. Virginia City. Info: (415) 756-3547.

New Jersey

ABATE BLOWOUT PARTY—August 15. Info: (908) 549-1990.

KING OF THE ROAD/ANTIQUÉ MC MEET—June 5-6. Warren County Fairgrounds, Harmony. Info: (201) 835-2566.

New York

HUNTER HARLEY FEST—August 27-29. Hunter. Advance tickets: \$20. Gate tickets: \$25. Info: (518) 589-7055 or 589-5082.

North Carolina

CBA INDEPENDENCE DAY JAM—July 2-5 in Sanford. Info: (919) 947-3918.

Ohio

10TH ANNUAL IBA RUN—June 26. Taylor's Tavern, Cincinnati. Registration: 10 a.m. Destination: Adena Music Center, Jackson. Info: (513) 792-0974.

6TH ANNUAL FREEDOM RALLY—July 2-4. Toronto Band Camp, New Somerset. Gates open: noon, Fri. Info: (216) 484-3962.

CENTURIONS BIKE RAFFLE, ROAD RUN, & SWAP MEET—July 9-11 in Toledo. Info: (419) 472-2428.

WETZEL MC SWAP MEET/PARTY—July 23-25. Info: (419) 968-2507/(419) 238-3743. Day of party: (419) 587-3826.

Oklahoma

CHEROKEE STRIP SUMMER SIZZLE—July 9-11. Wentz Camp, Ponca City. Cherokee Strip ABATE: P.O. Box 124, Ponca City, OK 74602.

Oregon

AMO'S INDEPENDENCE DAY CELEBRATION—July 2-4. Paradise Park, Sweet Home. Info: (503) 928-6306.

ABATE'S 4TH ANNUAL SUMMER RUN—July 23-25. Umpqua Falls Campground near Tiller. Info: (503) 855-7345.

Pennsylvania

ABATE'S RIDE FOR A NEW LIFE TOUR—August 28. Benefit for Infant ICU. Info: (814) 371-1310.

TRI-COUNTY ABATE SUMMER SPLASH—August 6-8. Tunaitis Farm, Benton. Info and advance tickets: (717) 925-2933/(717) 864-2755.

South Carolina

SWAP MEET AND CAMPOUT—June 19-20. Louisville. Info: (803) 845-5722.

South Dakota

STURGIS RALLY AND RACES—August 9-15. Make a note of the correct dates. Info: (605) 347-6570.

Tennessee

12TH ANNUAL TOYS FOR TOTS RUN—August 21. Paris. Info: (901) 364-5848.

ALL-AMERICAN BIKE AND STREET ROD EXPO—June 26-27. Info: (205) 350-3006.

Texas

ABATE CONFEDERATION'S FREEDOM FIGHTER RALLY—July 3-4, Jim's Cycle, Axtell. \$10 cover. Info: (903) 643-2806.

GRYPHONS MC POKER RUN—June 26-27. AMA sanctioned. In Waxahachie. Info: (214) 723-3434 (Doug)/(214) 923-1552 (Dave).

Virginia

ABATE/RICHMOND BIKERS' RIGHTS RALLY—June 27. The Showplace, Richmond. Info: (703) 218-7878.

ANNUAL BUDDY NICHOLS SWAP MEET—June 27. White Oak Motor Cross Track, Rt. 603, Stafford. Info: (703) 775-5800.

Washington

ABATE 15TH SPRING OPENER—June 17-20. East of Tonasket on Hwy. 20, 13.4 miles to Aeneas Valley Rd., then follow signs. Info: (206) 894-3928.

ANNUAL HAWG RUN 'N' PIG ROAST—July 3. Renton Chapter of ABATE. Info: (206) 264-2000.

10TH ANNUAL "DO-WA-DIDDY"—July 10. Tenino. Info: (206) 264-2000.

West Virginia

TRI-STATE POKER RUN—June 26. Reedsville. Info: (304) 864-6446.

Wisconsin

SECOND ANNUAL TATTOO EXPO AND MOTORCYCLE SHOW—July 18. Schwabenof Pavilion, Meno Falls. Info: (414) 255-4884 (Scott) or (414) 246-4300 (Tim).

CENTRAL WISCONSIN MOTORCYCLE SHOW AND SWAP—July 11. Marathon Park, Wausau. Registration: P.O. Box 552, Wausau, WI 54402-0552. Info: (715) 847-5364.

Wyoming

WACM'S THUNDER ON THE PLAINS—June 26-27. Casper Speedway, Casper. Info: (307) 266-571.

ABATE'S BOONDOCKER PARTY RUN—July 23-25. West of Casper. Advance tickets: \$30. Tickets at the gate: \$35. Info: (307) 235-1324.

Canada

Quebec
BIKERFEST 1993—August 6-8. Alouette camping. Exit 105, Autoroute 20, St. Mathieu-de-Beloil (30 minutes from Montreal). Bands, fireworks, etc. \$25 for weekend or \$15 per day. Info: (514) 671-2422.

Europe

Germany
Rolling Thunder H-D Party—July 30 - August 1. 8038 Grobenzell, Munich. Info: 0049 8142 50924.

All-Harley Drag Racing:

For all your drag racing event information see *Biker* magazine.
AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHIRA: (919) 229-4877

Easyriders Events:

Indiana

EASYRIDERS RODEO—August 13-15. Marion County Fairgrounds, Indianapolis. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281.

Iowa

EASYRIDERS RODEO—July 16-18. Boone County Fairgrounds, Boone. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281.

Florida

EASYRIDERS RODEO—June 4-6. Municipal Stadium, Daytona Beach. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281.

Michigan

EASYRIDERS RODEO—August 20-22. Fowlerville Fairgrounds, Fowlerville, Michigan. Rodeo, food,

Michigan cont.

beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281.

Minnesota

EASYRIDERS RODEO—June 18-20. Brown County Fairgrounds, New Ulm. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281.

New York

EASYRIDERS RODEO—July 2-4. Orange County Fairgrounds, Middletown. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281.

Pennsylvania

EASYRIDERS RODEO—July 30-August 1. Butler County Fairgrounds, Prospect. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, camping, and more. Info: (818) 889-8740, ext. 281.

HOG'S FEET

No two Hogs are alike. Just look at their feet.

Continental



CONTI TOUR
For Long Distance
and Customs

CONTI BLITZ
For Cruisers

CONTI TWINS
For Classics

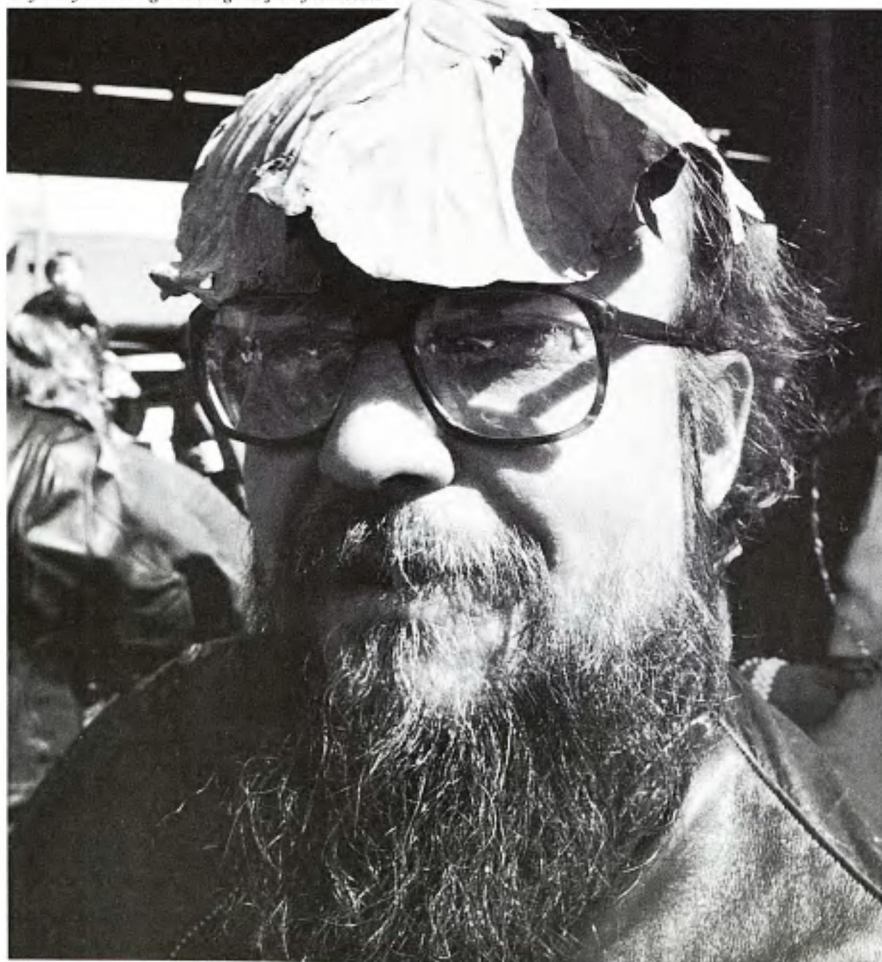


RIP'S RUN



Rip Rides To Big Easy And Celebrates The Wearing Of The Green

Why are ya wearing a cabbage leaf on your head?



ST. PATTY'S

In last month's issue I left off by saying that you readers would know where this column would be coming from. Yeah, Daytona was a blast.

First off, I'd like to start by thanking Billy from the Iron Horse Saloon. You're the best, bud. And thanks to Steve, the service manager at Regency H-D in Jacksonville, Florida, for swiftly taking care of a major problem with Sugar Pai's charging system. It would have been a fucked Bike Week for me without my Sugar Pai. I owe ya, bro, thanks.

Saturday afternoon, March 6, *Easyriders* sponsored a Bros Club party behind our store at 605 Main St., Daytona Beach, Florida. We cooked a few burgers, ate some hot dogs, and swilled brewskies. It was laid-back and gave me the break I was looking for. I enjoyed being with the folks who had showed up to meet and greet this scribe and picture-taker.

Okay, so much for Speed Week '93. Moving right along, Sugar and I rode north up the Eastern Seaboard. I wanted to visit some Bros Club dealers and see how some bars operate.

But first I stopped back at the *Easyriders* store to borrow some ducats (\$). Bill Chaffin, who manages the store, recently took second place in a Daytona shuffleboard championship held at O'Malley's. Bill said that next →

year he's "gonna win the damn thing!" He only lost the crown by one point. How close can ya get? Good luck, Bill.

The next place I stopped was the Ormond Pub on A1A in Ormond By The Sea, Fla. A gal called Strawberry was working there. I shot her in front of the bar. She said, "It didn't hurt."

From there, Sugar and I rode to Tri-City Cycles, 308 S. 2nd St., Flagler Beach, Fla., (904) 439-3967. Tri-City is owned and run by Ed and Denise. It's a mom-and-pop type shop. That is, it's small but adequate. They're nice folks who work on all kinds of putts.

From there, I rode north again to Peggy's Place in downtown Hammock, Fla. Peggy's has a camping area behind their place. They also have a big backyard complete with a stage area where musicians played every night during Bike Week. There were beaucoup smiles all around from the folks who survived the madness of the previous week.

After leaving Peggy's, Sugar and I stopped to visit Butch and Doug at Street Iron; 355 U.S.1 South, Unit 4, St. Augustine, Fla., (904) 797-6513. They are both certified technicians, as well as customizing specialists. They can do 99 percent of all modifications in-house, including paint. A spray booth is



Warming up to the parade.



Sid, my sidekick, on the Mississippi River.



Strawberry and Shelly at the Ormond Pub.

THINGS THAT MAKE YOU GO ZOOM!

8.8 Wire Set—Ultra dependable jet black wires, with extra thick, high temperature silicone jacket and extra strong fiberglass braiding.



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located over the shop area in back of the store. The retail area in the front part of the shop isn't cluttered and has a comfortable feel to it.

Sugar and I then rode I-95 north to I-295, around the western part of Jacksonville to American Cycle, 6614 Old Kings Rd. N. Jacksonville, Fla., (904) 783-1209. American Cycle is owned and operated by David Foster. He loves old Indians and Harleys. They like to do restorations but can and do work on all newer bikes. I checked out Dave's big-inch Sportster. Before Bike Week he'd put a new skin on the rear. One week later it was almost bald. Now how do you suppose it got that way? Duh, ya don't think he likes to do burnouts do ya?

While at American, I saw a couple of large flathead engines lying about. They are either going into a frame, or are up for sale as is. If you're interested, give them a call. Dave has some relatives working for him and runs the shop like a family operation. The shop is of average size, but Dave told me he "has five acres to grow on." I wanted to hang out, but by then it was getting late, and I also wanted to make some time on the road.

I left American Cycles and rode about 130 miles that night to the town of Perry, in northwestern Florida. Once in

Perry, I called Noel and Vickie Norris at their home, and they invited me to stay for the evening. I'd met them at the Bros Club party in Daytona. They said to give them a call if I was ever in their neighborhood. So I did, and we spent half the night talking. Noel and Vickie are fine folks who putt a 1976 FXE called Maude. Noel is gathering parts for a knucklehead. I think he said it was a '47. The next morning we got up early and split. They went to their jobs, and Sugar and I got on I-10, heading west.

So far the weather had been perfect. But that would be drastically changing in short order.

That evening, I stopped in Baton Rouge, Louisiana, at the home of Boar and Rhoda. I met these folks back in the mid-'80s. We did Mardi Gras together a couple of times. But that's a different story. I made it to their place just in time, 'cause the next day the mother of all storms—the worst one this century—hit Baton Rouge. It dumped snow on Louisiana before traveling north and leaving death and destruction in its wake all along the East Coast.

My original reason for coming to this area was the St. Patrick's Day parade in New Orleans the following weekend. And what a party it was. But before →



Marie broke her leg breaking up a catfight.



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Butch and his tough-looking pan, St. Augustine, Fla.



Capitol Area ABATE chapter officers at their headquarters, 9068 W. Hwy 936 Amant, La.



American Cycle family, Jacksonville, Fla.



Hung heavy. Nice yams.



Tribute to Stevie Ray, Metairie, La.

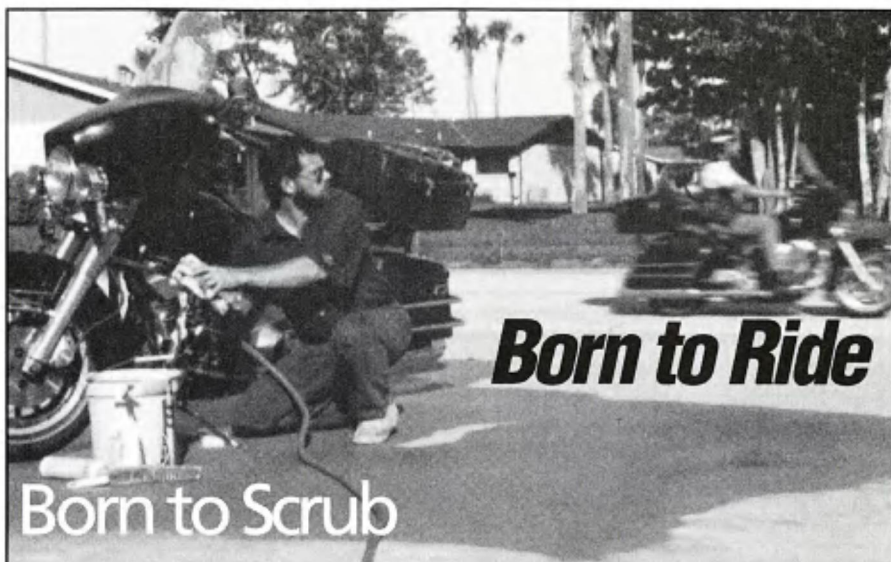
that, I got to visit with some of the officers of ABATE of Louisiana, Inc.—Capitol Area Chapter—at their headquarters at 9068 W. Hwy 936, in Amant.

I attended one of their meetings, which turned out to be a house party before it was over. I enjoyed meeting these Cajuns. They were fun and do take care of business. That weekend they had to go to a state-wide ABATE meeting in Lafayette and weren't able to catch the St. Patty's Day parade in Metairie. That's too bad, but someone's gotta take care of the brothers and sisters. I'm sure they partied down after the meetings.

Okay, for the rest of us, the party started Saturday, March 13, at the Tavern, 3613 Airline Hwy., Metairie, (504) 832-8164. The Tavern is open 24 hours a day, seven days a week. Norman and Marie are the hosts with the most. Ya know, sometimes I think New Orleans should change its name to Party Town, USA, because there's always something going on.

The Tavern was packed with riders all weekend. The group I rode in with stopped partying about three in the a.m. We were back at it around 10:30 the next morning. Yeah, real hardcore, to the bone, down-and-dirty partying. That's what it's all about.

A group of us riders left the bar and rode a couple of blocks to the parade →



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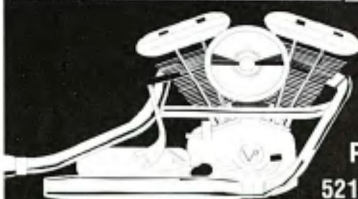


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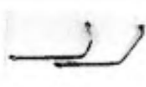
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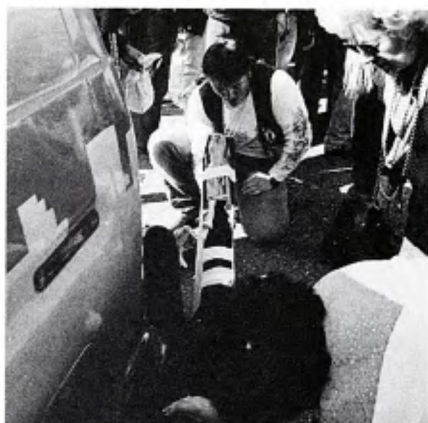
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Next to Gennaro's, at the parade site.



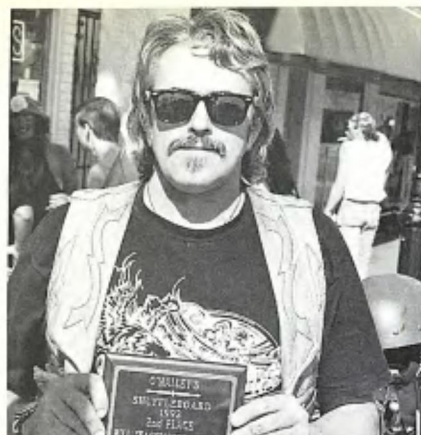
Janie, attending a wounded parade watcher.

area. It was the happening place to be. The parade reached us at about 1 p.m. We parked our putts under an overpass next to a bar called Gennaro's. Not exactly an Irish pub, but on St. Pat's Day, we're all Irish. There were also street vendors selling grub and green beer.

A local radio station (106.7) was broadcasting oldie tunes curbside from a van. On top of the van was an excited fan. How excited was she? So excited that after jumping up and down for a couple of hours, she slipped off the van roof, fell to the street, and broke her ankle. She was lucky though 'cause one of the riders in our group, Big Janie, is a paramedic. Janie attended to her needs until the police were able to pick her up and transfer her to a hospital.

By the time the small ambulance arrived, Janie had the patient in a splint and ready for transport. I felt really proud of her at that moment, because someone from our group, a fellow rider, was able to assist this lady and was able to alleviate some of her suffering. Janie rides her own 1975 shovelhead Low Rider. Way to go, sister.

The street party and parade continued all around us. It was a total blast. Music was blaring from the van, and the people riding on the floats were throwing goodies at the crowd as they went by. They tossed beads and aluminum



Bill Chaffin with his award.



A couple of fun girls at the parade.

coins like during Mardi Gras, but they also threw cabbage heads, carrots, and potatoes. Boar caught one end of a package of good-looking beads, at the same time another dude was pulling on the opposite end—that is, until he was hit in the back of the head by a spud thrown from a float. He went down like a rock. Hey, ya had to be ready for whatever was coming your way.

While the floats were passing, there was a lot of incoming. The beads I caught went to the girls back at the Paisano offices. I'd look pretty dumb wearing all that stuff, and, besides, they have kids who would dig them.

Well, that about does it for this issue.

This is the part of the movie where I ask for mail. I'm not looking for just any mail. I want to know the happenings in your neighborhood—the runs, parties, shops, bars, and the like. So how about it? Don't bother writing if ya can't share. Life's too short, and I'm gonna be too busy riding around to open bullshit mail. Until then, brothers and sisters, enjoy the warm weather.

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CASH ME IN



It began with the sound of glistening Harleys rumbling down the main street of our small desert town. It was early September, just three days shy of Labor Day, and summer was still in the air.

Every face turned to watch them, some with disgust, others with fear. Mine, however, must have shown regret. Many years before, I rode free, too, and at that instant I felt the familiar pain of the old loss. The bikers looked happy, and those women riding behind them, tightly clutching their waists, looked heartbreakingly sexy and desirable. →

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My eyes followed them until they disappeared into the morning sun. Then, following years of habit, I adjusted my tie for the third time, turned, and entered the bank, just as I had done almost every working day for 15 bland years. At 35, I was assistant vice-president—an inflated title for a low-paid bean counter.

Sitting behind my desk that Thursday, I kept picturing myself,

leading to the row of teller's windows. I needed only to verify that all cash had been returned to the vault, close the door, and set the time clock for the following morning.

As always, that familiar routine would signal the close of another soul-smothering day in this prison known as Municipal Bank & Trust.

I was about to close the vault door when Marie rushed into the

Just that afternoon we had received an even larger quantity of cash to hold overnight for safekeeping

George Kelley, floating down a smooth black highway, slender hands wrapped around my waist, firm breasts pressed against my back. As far-fetched as the idea seemed, I clung to the dream of someday owning a Harley again.

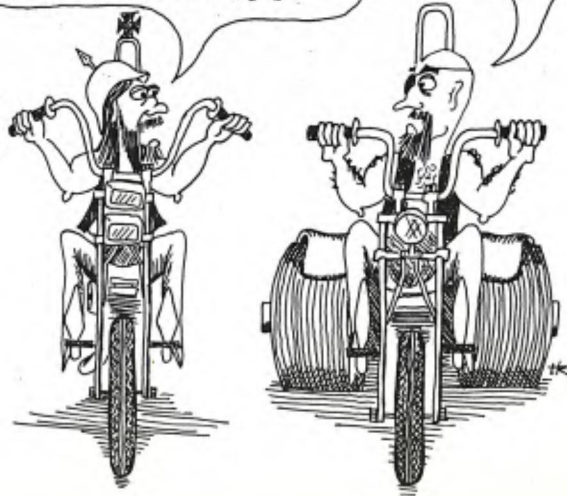
The hours creaked by, the bank closed, and when I finally pushed myself away from my desk, the place was deserted, except for me, Marie, my spinster secretary, and Eric Snyder, the kid hired as security officer after old Buck Fletcher retired. Stretching and yawning, I left my office and entered the gate

counting area, followed by a man dressed in khaki. He held a large-caliber revolver at arm's length, and I found myself staring into the black hole at the end of its huge barrel.

Strangely enough, my first reaction wasn't fear, but amazement. We always laid in quite a bit of extra cash for the Friday before the Labor Day payday and the beginning of a three-day weekend. And just that afternoon we had received an even larger quantity of cash to hold overnight for safekeeping until a pair of state auditors arrived the next morning.

SAY MAN?!
WHAT YA GETTIN'
FOR YER OL' LADY
ON HER BIRTHDAY
TOMORROW?!

I DONT
KNOW!
MAKE ME AN
OFFER!



How, I wondered, could they have known to hit us on the very day that the bank held more hard cash—much more—than it had in years?

When I turned to look at Marie she was smiling. Then I knew. "It's just the money we want, George," she said calmly. "We won't hurt you if you'll just help us."

I couldn't reply. My eyes were riveted to that hand cannon.

Marie gestured toward the man standing behind her. "Max loves me and we're going away—far away. And we're going to be happy. All we need is the money. Just stay away from the alarm button and you won't get hurt."

As Marie spoke, Max shifted the gun to his other hand, then calmly and deliberately drew a sheath knife from his shirt. With an abrupt, powerful thrust, he buried the blade under her rib cage, lifting her up while twisting the knife savagely.

Marie let out a startled gasp, too surprised to scream. Her eyes rolled back in her head and she slumped to the floor, gurgling. A single convulsion shook her body, then she lay still, her blood soaking the carpet beneath her.

I stared at the man in disbelief. "I prefer a one-way split," he hissed, shoving a pair of small briefcases toward me. "Get busy."

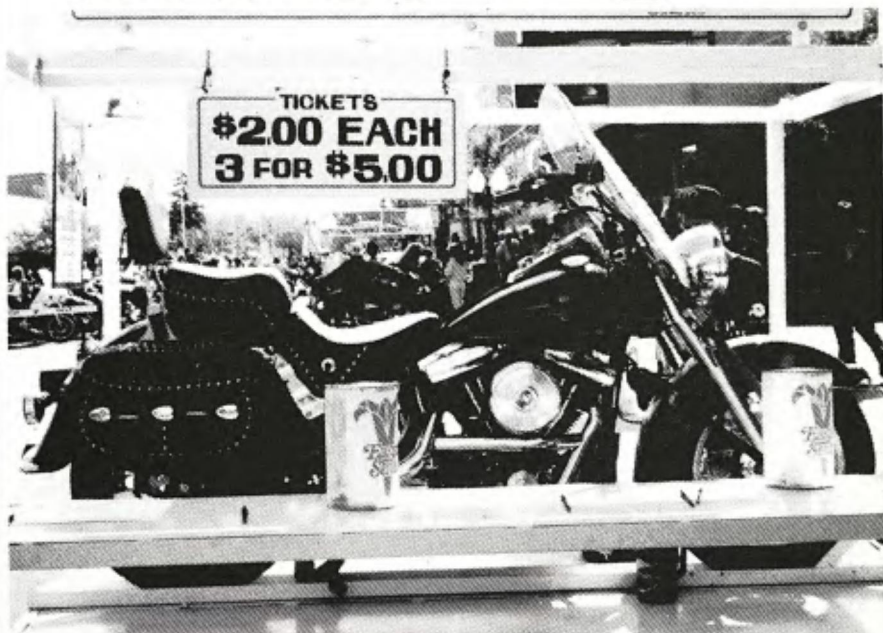
I filled the briefcases with cash—maybe a quarter of a million, I guessed. By then I was scared shitless, and it showed. While I tried to cope with the idea of dying, I desperately hoped that kid Eric would burst in and waste the bastard.

I shut the stuffed briefcases and turned toward Max. The metallic click of the gun's hammer being drawn back was all that broke the eerie silence. The man smiled. "Well, chump, looks like—"

The noise of a telephone crashing to the floor in an adjacent office interrupted his farewell speech. Only then did I realize Marie was no longer in the room. While the two of us had been preoccupied with packing the briefcases, apparently Marie had crawled off and tried to call for help. She now lay on her back, her face ashen white, her sightless eyes fixed on the ceiling. →

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Max waved the gun toward the briefcases in front of me. "Okay, shithead," he snarled, "grab the money. You're my insurance in case that bitch tripped the alarm. If the cops force my hand, you'll go first, dickhead. Now, move your ass!"

I picked up the briefcases and nodded weakly. Just beyond my office I could see Eric crumpled face-down in a pool of thick blood.

A guy can do a lot of thinking when he's about to die. I thought about that new bike I'd dreamed of for so long, and about how I'd never live to ride it. I looked back at my life and saw only an empty, meaningless succession of wasted days and wasted nights.

Half-an-hour later, with the sun low on the horizon, we bounced along a rut-filled dirt road leading

"If you so much as blink funny, this .44 mag is gonna turn your ugly head into dog chow."

We used the rear exit, and Max nodded toward a new Thunderbird—probably stolen, I remember thinking—parked behind the building. "You drive," he said, "and if you so much as blink funny, this .44 mag is gonna turn your ugly head into dog chow."

I did as he said, driving carefully and obeying all traffic rules. In a few minutes we'd left the town behind us, and we were headed west, toward the mountains. There was no indication that we were being followed.

toward some long-abandoned gypsum mines in the mountains. We topped a ridge, and Max ordered me to stop the car at an abandoned, ramshackle cabin. Out here, I thought glumly, only lizards and rabbits would hear the blast of a .44.

Max shoved me ahead of him toward the decaying shack. The dusty interior was empty except for a small wooden table, two straight-back chairs, a ratty sleeping bag, and a rusted shovel leaning against the door frame. The barrel of his pistol stung the side of my head, and as



directed, I sat down while Max removed a length of coil clotheslines from a nail in the wall. He stuffed the gun between his belt and the small of his back, quickly lashed my arms to the chair's legs, and then walked out. Through the open doorway, I peered into the twilight.

Dimly, I saw him walk to the top of a small hill and gaze out toward the desert and the highway beyond.

I realized he was scanning the night for signs of pursuit, delaying my execution until he was certain that he didn't need a hostage. In the enveloping blackness, I could hear the pounding of my own heart. Maybe sheer terror took over then, or maybe it was the miserable prospect of dying alone in the desert. At any rate, the crunch of Max's returning footsteps snapped me out of my doomed trance, and I discovered that for the past few minutes I had been straining frantically against my bonds. My wrists were raw, but suddenly—to my astonishment—one hand was free, then the other.

With a silent, fluid leap, I crossed the room, grabbed the shovel by the door, and flattened myself against the wall. I guessed Max figured that a candyass pencil-pusher like me would die as meekly as he had lived. Anyway, when he reached the door he didn't hesitate—and neither did I.

My first blow caught him just above the ear. He dropped to his knees, too stunned to ward off the second blow, or the third, or the fourth. I knelt beside his motionless body. My heart racing, I pulled the pistol from his waistband and searched his pockets until I found the car keys.

After that, everything was a blur. The cops said I was lucky to be alive, informing me that the dead guy they found in the shack was wanted by the state for two murders and by the feds for a series of bank robberies. My story was a hot item in the papers for a while, but in a few days I went back to work and things returned to normal.

Well, not exactly normal. Processing the paperwork took three months, but I wound up col-

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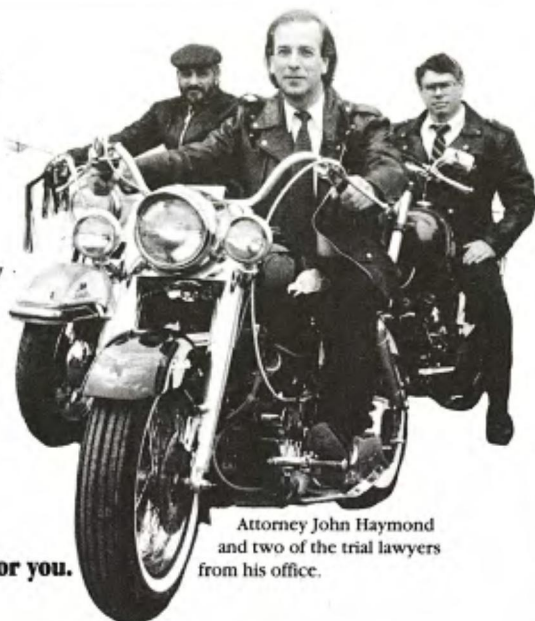
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I never looked back.

Like I said, maybe it was sheer terror that spurred me to action that night in the desert. Maybe it was the basic instinct for self-preservation. But in my heart, I believe it was the fantasy Harley and the thought of never riding it that gave me the strength and guts to free myself and kill Max before he killed my dream.

I'm writing this on motel stationery in Flagstaff, Arizona. A six-month-old Fat Boy with 20,000 miles on the odometer sits outside the room, gleaming in the afternoon sun. I can hear Lisa, my bike and bed partner for the past two months, singing softly in the shower. I know the money won't last forever, but I'll think of something when it runs out—and it sure as hell won't be banking.

Meanwhile, life seems pretty damned good.

—Fiction by Ken Hodgson

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To Reno Baire or anyone who knows him, I've been trying to find you. I'm ready to hit the free world and I want to ride with you, please write soon. Mark Sawyer #00203874, Delaware Correctional Center, Smyrna, DE 19977.

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Esther (Blackie): Been a long time. Lots has happened, including amnesia. Write to me, I'll explain. Get in touch ASAP. Springer, Box 50344, New Bedford, MA 02745.

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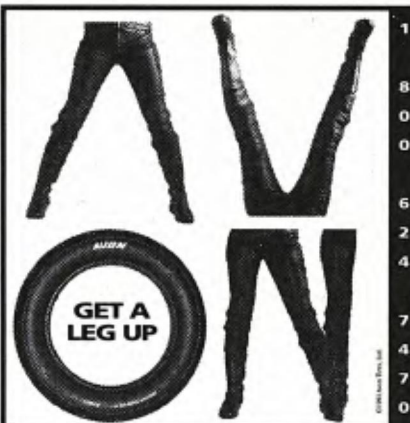
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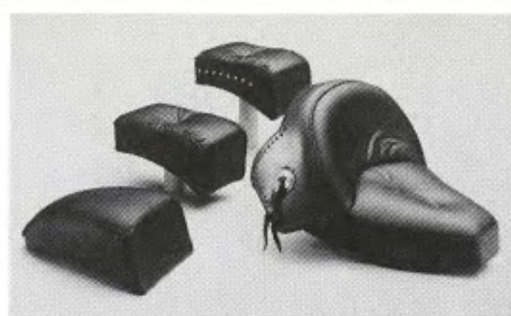
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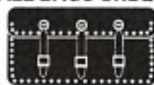
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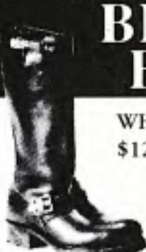
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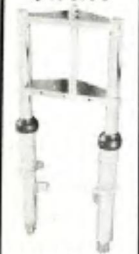
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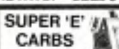
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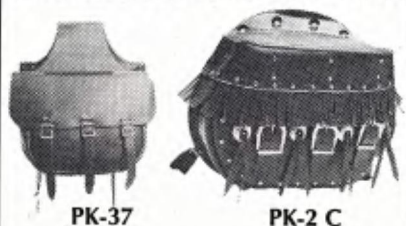
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1987		164	165	166						172	173	174
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1989	187	188		190	191	192	193	194	195	196	197	198
1990	199	200	201	202	203	204	205	206	207	208	209	210
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House of Harley, a division of M/C Times,
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Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd.,
Scottsdale
M/C Brothers Park, 2226 North Stone, Tucson

California

H-D of Glendale, 3717 San Fernando Rd., Glendale
Jammer Cycle Products, 6417 San Fernando Rd.,
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Gordon's M/C Madness, 1586 Morse Ave., #1,
Ventura
Dale's Modern Cycle, 225 E. Baseline,
San Bernardino
Palm Springs Harley-Davidson, 19345 N. Indian Ave.
N. Palm Springs
RPM Cycle, 1727 National City Blvd., Nat. City
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 8910 Washington Blvd., Culver City
R.A.M. Enterprises, Same Owner Bros., 1524 Camden
Ave., Campbell
Easyriders Store, 7450 Melrose, Los Angeles
U.S. Enterprises M/C, 9804 Central Ave., Montclair
Easyriders of San Diego, 363 Fifth Ave., San Diego
Easyriders of Newport Beach, 1230 West Coast Hwy.,
Newport Beach

Colorado

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

Florida

Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19, South,
Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami
Harley Motor Works, 2330 N. Newhaven, Melbourne
Custom AGC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Privateer Cycle Co., 4115 Barrancas Ave., Pensacola
Easyriders of Coconut Grove, 2996 McFarlane Rd.,
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Easyriders of Naples, 1450 Airport Rd., Naples

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

Hawaii

Rty Custom Cycle, 4548 Kukui, Kapaa

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Chicago H-D, Inc., 6868 N. Western, Chicago
Oak Lawn H-D Sales, 9030 S. Cicero Ave., Oak Lawn
Walter's Bros H-D, 1212 S/W Jefferson St., Peoria
Rat's Whole Place, 2777 N. Woodford St., Decatur

Indiana

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

Iowa

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

Kansas

Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cyle & Leather, 115 S. Kansas, Newton

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

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H-D Freedom Center Inc., 220 Boston Rd., N. Billerica
Dave Frank Motorcycle Sales, 81 Bridge St., Salem
Mad Man's Cycle Works, 312 Main St., Hudson
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Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd.,
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Easyriders of St. Louis, 14912 Manchester Rd.,
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Butterfields M/C Parts, 8025 Blondo, Omaha

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New Jersey

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

New Mexico

New Mexico Motorcycle Salvage, 4123 Broadway
S.E., Albuquerque

New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd., Brewster
Brooklyn H-D, 2487 Coney Island Ave., Brooklyn
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester

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H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St., Rome
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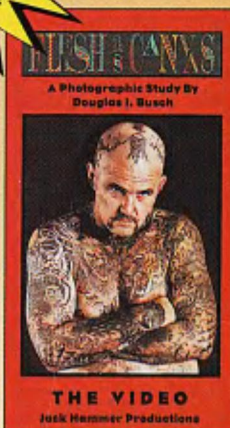
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MOSCOW'S NIGHT WOLVES MC A LIVING LEGEND

Something about the good old US of A and that hell-bent spirit of freedom and independence has a way of reaching some of the most geographically remote and politically isolated corners of the globe. It's truly an eye-opening experience to be tooling around or hiking—or whatever—deep in the Peruvian Amazon, then suddenly come upon a primitive Indian wearing a *ROCKY III* T-shirt. Or better yet, trucking across the Sahara and passing a camel jockey wearing a Madonna button—now there's a fit.

Long hair, earrings, beards, tats, and, especially, Harley-Davidson motorcycles were considered by the government to be revolutionary symbols of Western decadence

One rumor of American influence that was seldom seen but often heard shortly after midnight, was a fierce pack of bikers with black leathers and long hair roaring across Russian soil in defiance of their oppressive government. They call themselves the Night Wolves MC.

Up until recently, no one believed that they actually existed, mainly because acknowledging them as a real life group instead of some kind of modern folk myth or legend would be a direct slap in the face of the old Soviet



government. 'Course, these days, the Russian bros dedicated to their own independent lifestyle are easier to spot, even when the sun shines. In fact, they can usually be seen blasting down the back alleys of Moscow, then along Gorky Street where they pull into an old joint called Margaritas. This restaurant is one of the Night Wolves favorite hangouts, and up until a short time ago, it had been banned and shut down by the Soviet government—to the tune of 30 long, dry years.

The Night Wolves MC was

formed in sworn secrecy in 1982. Back in those days of iron-fisted Soviet rule, long hair, earrings, beards, tats, and, especially, Harley-Davidson motorcycles were considered by the government to be a revolutionary symbol of Western decadence. The government had very specific ways of dealing with anyone who flaunted such symbols. The Night Wolves had good reason to do most of their riding in the blackness of Moscow nights.

Sasha, the Night Wolves president, who rides a '42 Harley-Davidson

flathead, explains that the group was originally formed from a common love of riding and a mutual defiance of the system that suppressed their freedom.

As far as the way they looked next to other Muscovites, any deviation from the proletariat norm was not easily condoned. Russians waited in long lines at the state-owned stores where clothes, like everything else, were scarce. Levi's, for example, were available only on the blackmarket, and if they were available at all they could set you back a good four or →



five weeks wages. It's not hard to imagine how near-impossible it was to piece together their rides. And trusting no one but themselves was one of the primary tools used to get the job done.

Early on, long hair and black leather prompted suspicion from the police, and many a Wolf endured his share of nights in jail, as well as confiscation of his scooter. But the one thing they always maintained through it all was secrecy about their group identity—which on more than one occasion required a stiff price.

*Many painters,
poets, musicians,
and writers turned
to the Night Wolves
for help, relying
on them for safe
haven at their
hideouts*

Back in the hard-line days of communism, when the secret biker group was formed, career advancement for Soviet citizens was often linked to how many people you ratted on, and more important, how close they were to you. Turning in a relative or close friend was worth more than ratting on a recent acquaintance. Those who opposed the system or openly protested it were hounded by the KGB and sent to Siberia if they did not publicly renounce their ideologies and embrace the party line.

As a result, many painters, poets,



musicians, and writers turned to the Night Wolves for help, relying on them for safe haven at their hideouts and for security at their respective concerts and openings.

For years, Night Wolves remained invisible, their true identities revealed only unto themselves and a very select trusted few. Colors would have made them easy prey and were not worn until three years ago. Today, however, the Night Wolves wear their colors with pride, and even in a much freer society they still have to do what it takes to back those colors up.

Just recently, they were partying with some London rockers at Moscow's velodrome when the feared Chen Chen mafia made the mistake of threatening the Night Wolves' leader, Sasha (aka *Hirouka*, which means "the surgeon"), who was just sitting there, minding his own business.

Not more than a half-second later, the Chen Chen tough guy was flying backwards across the room, having fallen victim to an unexpectedly powerful headbutt. The stunned Chen Chen lunged once more toward the fearless

Wolf, who met him with a bone-crunching left to the stomach and a blinding right to the face. The bloody-faced mafioso collapsed to the floor, where he shouted for backup. Thirty Chen Chens with sticks and knives surrounded the biker warrior, who was backed only by a handful of his brothers. With the bikers outnumbered a good three to one, the rumble lasted 15 minutes.

When the police broke it up, there was no doubt in anyone's mind that the Night Wolves had kicked some serious Chen Chen ass. →



Photos: Robert Curran

Even the police showed their gratitude to the bikers for standing up to the formidable mafia. The Wolves were released after only half a night in jail.

Although democracy is making decent progress in Russia these days, the Night Wolves will continue to remain apart, trusting no one but themselves as they continue to make a mark for individual freedom and lay their fiercely defiant tread across a new chapter of Russian history.

—Clay Dog and Robert Curran





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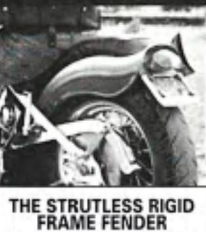
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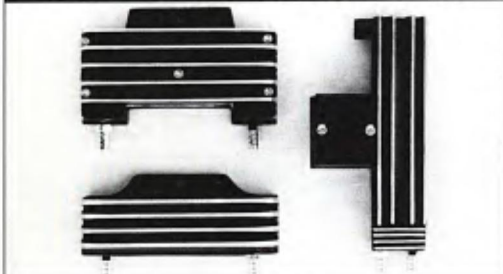


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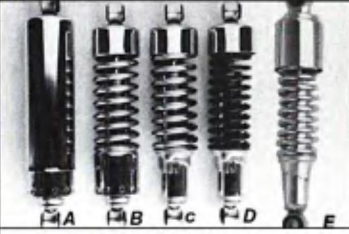
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11"	E	3300	\$129.00
10.5", 10.75", 11.1"			
11.5" 11.7"	C	3311	\$164.00
SAME AS ABOVE	D	3310	\$149.00
SAME AS ABOVE	B	3333	\$185.00
11.1", 11.5", 11.7", 11.9"	A	3322	\$224.00
Below fits FX, FXE, FLH, W/square swing arm lowers bike 1.6"			
LENGTH	STYLE	PT#	PRICE
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
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13.4" (lowers bike 1.6")	Exp chr. Spring	1111	\$164.00
13.4" (lowers bike 1.6")	W/full chr. covers	1122	\$184.00
Below fits 1958-1972 FL, FLH W/round swing arm lowers bike 1.5" Dyna Glide, lowers 2 1/4"			
LENGTH	STYLE	PT#	PRICE
12.8"	Exp. chr. spring	4411	\$164.00
12.8"	full chrome covers	4422	\$189.00

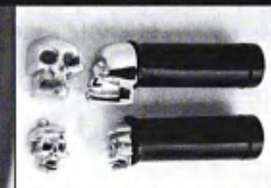
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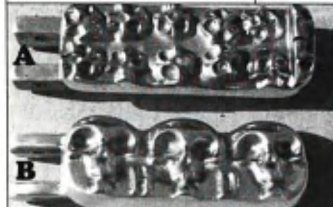
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Sold in pairs
Part #9956 Front Part #1019 Rear
Price both \$29.95 pair
Polished Aluminum



SKULL HANDLEBAR ENDS
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B. Part #1021 (bottom picture) \$29.95 pair
Polished Aluminum



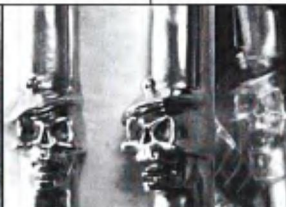
SKULL POINTS COVER
Fits all HD models and years
Part #1012 Price \$24.95 ea.
Polished Aluminum



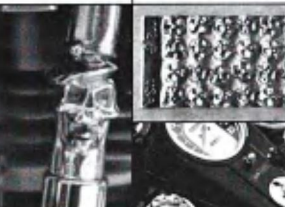
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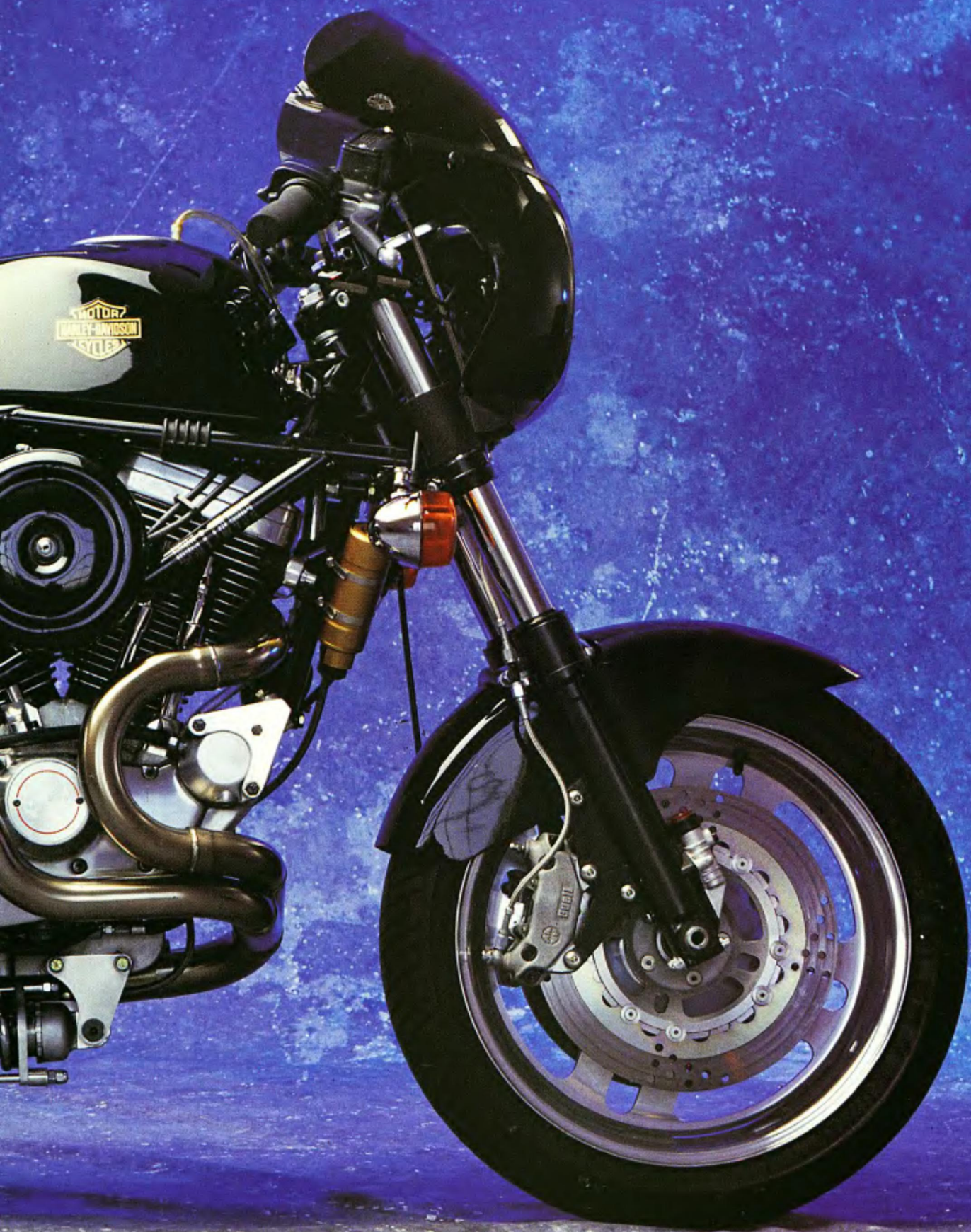
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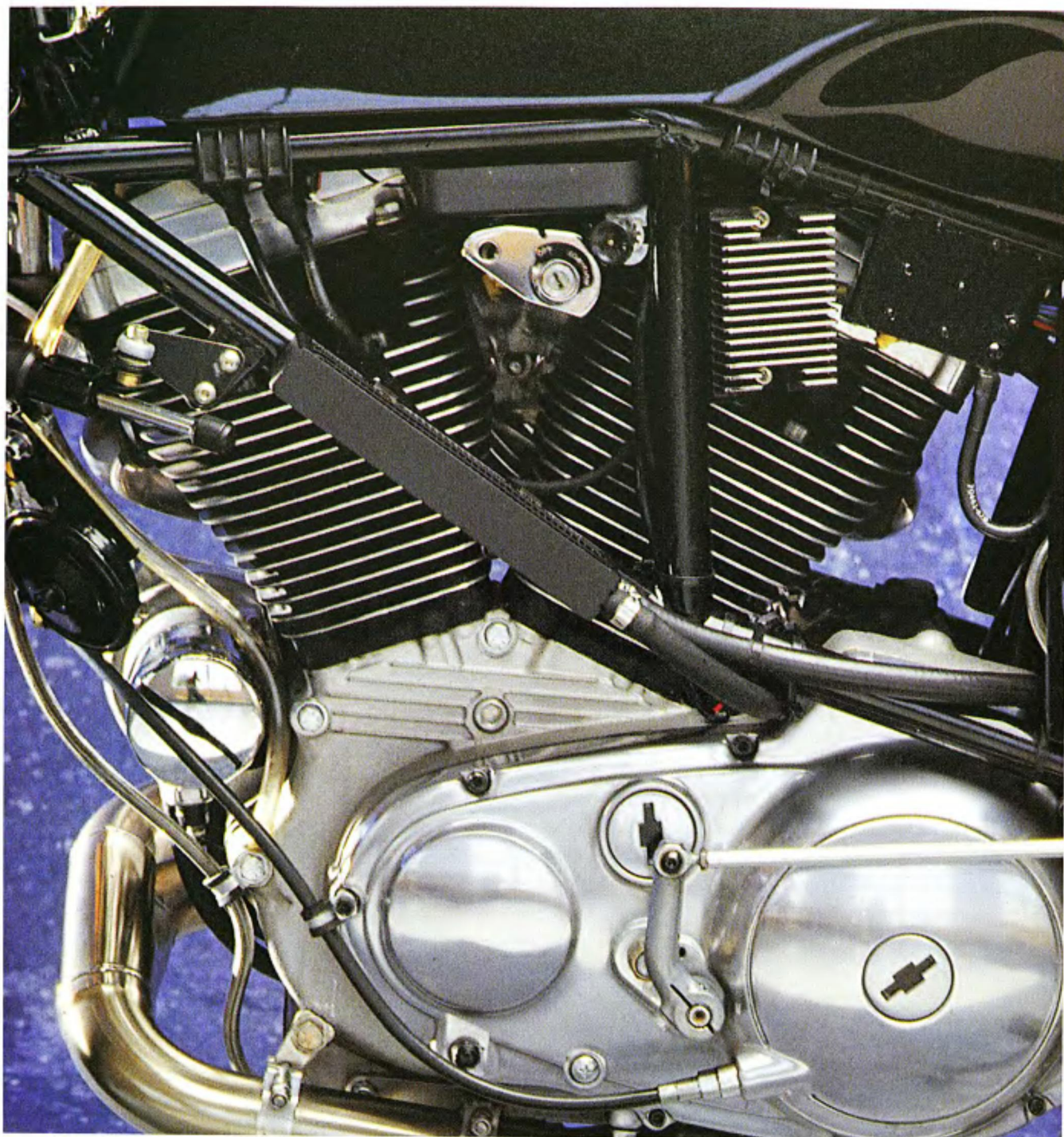
SERIAL NUMBER

OCCASIONALLY
POSSESSED
BY
DEMONS

13







Somewhere in the squad rooms of the California Highway Patrol, there's a conversation going on between a rookie and a veteran:

"Sarge, that streak of black lightning blew by me like I was standing still!"

"One of them Ninja rockets?" asks the veteran.

"No way," the rookie pauses. "It's not possible."

"Whaddaya mean?"

"Well," begins the rookie, "I'd

*When Bruce Dorn
bought this stock
1990 Buell XLCRR
1200, he wanted
something that was
a little different*

swear . . . Now don't write me up, Sarge, but I'd swear it sounded like a . . . a . . . well, it sounded like a Harley, a possessed one, too. But they don't make them like that. And nobody goes that fast."

The seasoned cop laughs and slaps the rookie on the shoulder.

"Yes they do, son," he says. "Sounds to me like you just met Serial Number 13."

When Bruce Dorn bought this stock 1990 Buell XLCRR 1200, he wanted something that was a little



different. He had been a longtime fan of the XLCRs (cafe racers) that Harley produced back in the late 1970s, so he wanted his bike to have that same look and feel—combined with his own vision, of course. What Bruce wanted was a high-tech cafe racer for the '90s.

To bring his vision to life, he enlisted the help of Damian Gregory, owner of Twin Sport in Westchester, California. Bruce refers to Damian as "your basic Harley mechanic/misguided

genius—a true mechanical artist." They met at Bartels' Harley-Davidson in Culver City, California, where Damian worked as a mechanic and parts designer. "He was hacking a garbage can to bits with a six-foot-long broadsword," recalls Bruce, who took one look and thought, "I'm gonna get along with this guy just fine."

The project began with a cafe racer seat pan, used as the basis for designing the Kevlar tailpiece. They took an XLCR tailpiece and

sectioned and widened it about 4 inches. Then they created a basic female mold of the tailpiece and skirted panels. "By using foam core for the flat panels and modeling clay for all the real sensuous curves, we were able to come up with a mock-up of the way the bike would look," explains Bruce. The final sleek body work would be all Kevlar.

Bruce built the seat himself, because no other factory or after-market product would fit. "I took →

a fiberglass seat pan and laid out high-density closed cell foam," he explains. "I laminated it with an aerosol contact adhesion, and, with judicious use of my wife's carving knife and a belt sander, wound up making a damn nice seat. Bob Le Pera at Le Pera Enterprises, Inc., did the final leatherwork."

Take a good look at how the lines—from tank to tailpiece—blend together effortlessly. They went with an original Buell Kevlar fuel cell, then cut and stretched it. Sensuous curves indeed.

Since this photo shoot, Bruce switched to a set of Dutch White Power inverted forks and added machined triple tree clamps for the forks and Harley rubbermount risers. He also went to a larger rear tire, dropped the quarter fairing and swapped the Sporty headlight for a Heritage-style lamp—just in case you don't *bear* him coming.

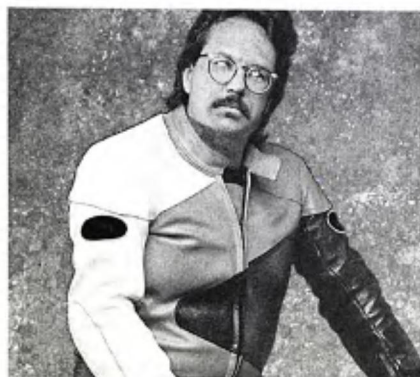
Which isn't likely, adds Bruce, for a bike that "sets off alarms on cars and in the minds of old ladies and young children."

This national television commercial director calls his final product *unique*. No kidding?

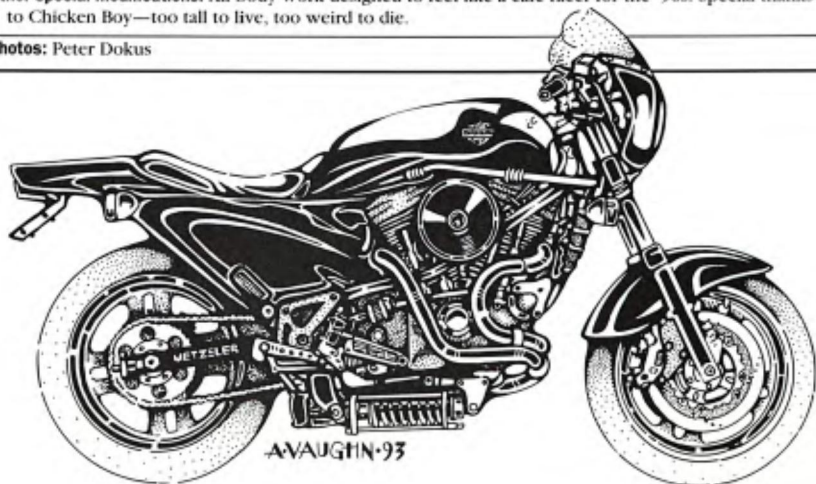
"When I go to the Rock Store [a popular biker hangout in the Santa Monica Mountains], all the Harley guys love it, and all the sport bike guys love it," he says. "Every one of them says, 'Shit, if Harley made one of these, I'd buy it.'"

Really? Well, guess what? Harley is now minority stock holder in the newly renamed Buell Motorcycle Company. Now there's no tellin' what kinda runnin' buddies Serial Number 13 may have.

—Dave Aldridge



Owner(s): Bruce Dorn		City: Los Angeles, California	
General		Frame	
Fabrication by: Damian Gregory/owner		Year: 1990	
Year and make: 1990 Buell		Builder: Buell Motor Co.	
Model: XLCRR 1200 Cafe Nouvelle		Type: RR1200	
Value: I wouldn't trade it for 10 RC 30s		Rake: factory	
Assembly by: Damian Gregory		Stretch: none	
Time: endless		Other alterations: Ohlins Monoshock	
Chroming: chrome won't get you home		Accessories	
Engine		Bars: Buell RS	
Year: 1990		Risers: none	
Model: Sporty Evo		Fender(s): Kevlar	
Rebuilder: Damian Gregory		Headlight: Sporty	
Ignition: XR 1000 module		Taillight: Sporty	
Displacement: 1200 cc		Speedo: European	
Lower end: stock		Front pegs: lots of clearance	
Balancing: factory		Rear pegs: get serious	
Pistons: H-D		Electrics: occasionally possessed by demons	
Cases: stock		Gas tank: Kevlar fuel cell	
Heads: Branch Stage III		Oil tank: aluminum	
Cam: Andrews V8		Oil system: so far, so good	
Lifters: stock		Primary cover: stock	
Carb(s): Mikuni RS 40mm Flat Side		Seat: owner/ Le Pera	
Air cleaner: K&N		Sissybar: no sissy around here	
Pipes: SuperTrapp, stainless		Height: n/a	
Muffler(s): SuperTrapp		Material: n/a	
Transmission		Forks	
Modifications: modified for positive engagement		Type: 42 mm w/ damping adjustment	
Year: 1990		Extension: nah	
Shifting: foot		Builder: Marazooki-Wop forks	
Engine sprocket: stock		Special features: They work	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 46-tooth		Front	Rear
Painting		Size: 17-inch	Size: 17-inch
Molding: nope		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Scott Brien/Bad Bikes		Rim width: 3.5-inch	Rim width: 5.5-inch
Color: black		Tire: Metzeler	Tire: Metzeler
Type: Who's askin'?		Brake: Buell	Brake: Gambler
Special paint: think so			
Other special modifications: All body work designed to feel like a cafe racer for the '90s. Special thanks to Chicken Boy—too tall to live, too weird to die.			
Photos: Peter Dokus			



COMIN' AT YA

Easyriders ▶

The **August** issue is a colorful celebration of tattooing, featuring the finest examples of inkwork the world has to offer and insight into the wild world of the tattooist. We'll also give you a pre-Sturgis rundown, complete with a calendar of events and a list of resources for your week in the Black Hills. On the technical side, we have tips on how to modify Dyna Glides. And from our bold and bizarre files we have a feature on unimotorcycle racing. 'Course, I don't have to tell you that the girls are looking their sizzlin' summer best. This issue is on fire. Don't miss a hot second of it.

On sale June 29



The race-ready **September** issue is our Daytona Bike Week special. If you want a biker's eye view and in-depth coverage of all the action that went down in March, look no further. From the broad beaches, to the foxy peaches, we've got it all. You'll see brothers and sisters gettin' down in bars, havin' fun at out-of-town hot spots, racin', and scopin' out the best in Harley hardware at three custom shows. You're gonna dig it when it hits the street. **On sale June 10**

TATTOO ▶

Tattoo Tour USA got off to a great start at the Bahia Resort Hotel on Mission Bay in San Diego, Calif., last March. The highlights of this four-day bash are the subject of the **August** issue's giant special section. We'll have full coverage of all the action from Columbus, Ohio, at the *Easyriders* Bike and Tattoo Show, plus exotic ink from Australia, a two-page quickie from Russia, and much more. **On sale June 10**

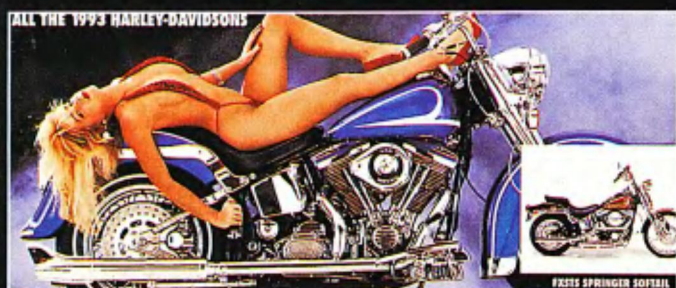


▲ BIKER

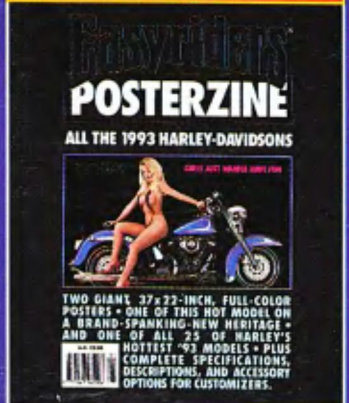
Do ya like to party? Well, we've been known to party a mite ourselves, and "party time" is the theme for the **August** issue. It's summer and the parties are raging everywhere, so we're compiling a list of the most popular biker events around the country. Plus we're gonna run the best party shots we can muster up. Tits? I hope to shout! This issue's so hot that it'll take you a coupla sixers to get through it. **On sale now**

Accel	98
Aim Hog Hollow	99
AMI, Inc.	110
Andrews Products ..	101
Arlen Ness	7
Bike Fest	34
Brookside Imports	101
Bros Club	33
Canyon Run	85
Continental Tires	95
Custom Chrome	C2
Custom Cycle Supply	102
Dennis Kirk	65
Drag Specialties	15
Easter Seals of S.D.	107
Easyriders Stores	27
Freedom F.I.G.H.T.	29
Glencoe Campgrounds	8
Go Slow	67
Harley-Davidson PA ..	56
Jacobson & Hupy ..	102
John Haymond	110
Kal Gard	103
Kiryakyn USA	39
Lake Shore H-D	20
M.B. Products	127
Motorcycle Mechanics Institute	5
Multi Media Dist.	90
Nempco	100
Richard Lester	31
Russ Brown	19
Spaulding & Rogers ..	55
Sumax	37
Superior Parts	133
T-Shirt Of The Month	38
Thunder Products	47

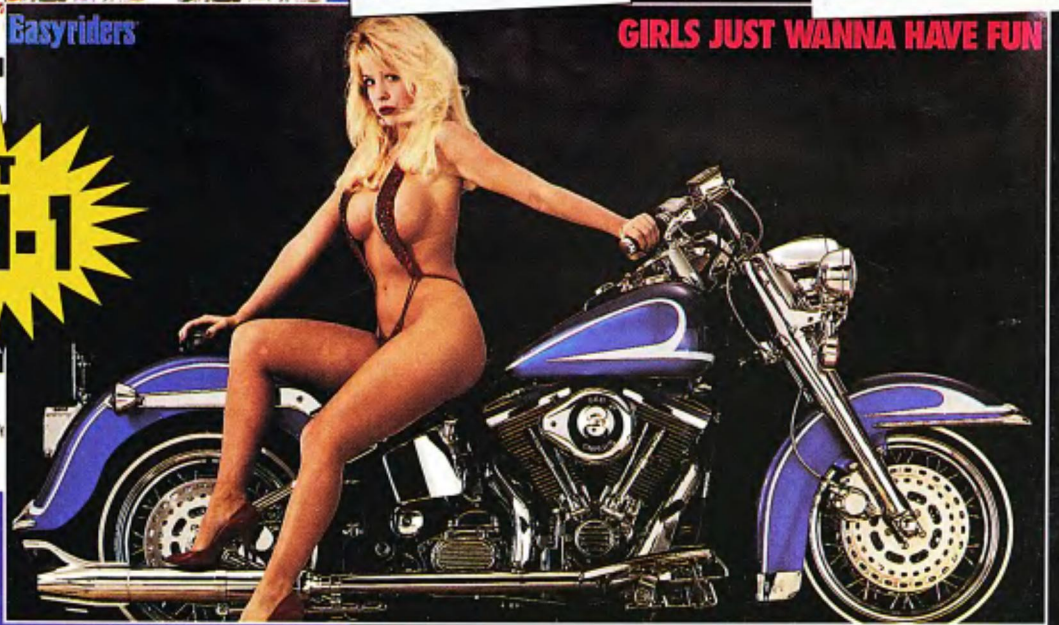
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1993 Motorcycle Rodeo Calendar

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 18, 19, 20
NEW ULM, MINNESOTA
Brown County Fairground
(Hwy. 14 to 12 North St.)

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 Fairground
(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 Fairground
(Hwy. 14 North to Ave. 1 Exit, Right)

ARROW
SANCTIONED EVENT

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