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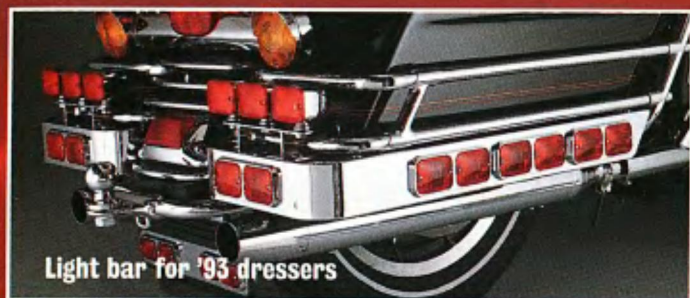
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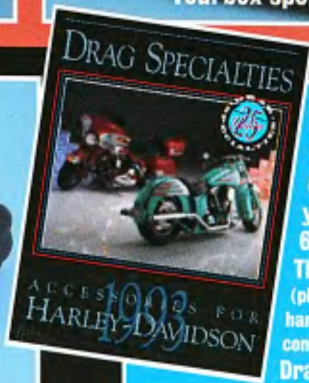
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The next issue goes on sale July 29.
Cover photo of Fox Hunt winner
Wendy on Craig Holzem's 1977 FLH by
Steve Coonan.

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Your ol' lady will outlive you according to a recent survey. It seems that the more grouchy and bitchy she is, the longer she'll live! You thought there was daylight ahead, but you'll croak before you see the light!

A survey states that if you ball your ol' lady twice a day, you'll both live longer—that includes ballin' twice a day when you're both 60, 70, or 80 years of age! You'll have to convince her that if you both start younger, you'll both live longer. It didn't say anything about having to be married or any shit like that. So start ballin' your woman twice a day. NOW!

They yelled, "Bum Beef," but they were all suspended for three days and put on six months' probation. What for? It seems they got bored thumping guys on their heads and wanted to do something different. Not being guys whose elevators could make it to the top floor, they decided to have a farting contest. They didn't say who won, but the officer in charge of those policemen said he thought "it was very unprofessional." Oh well, back to thumping heads.

Amazing as it is, four out of five motorists have sex while driving! A guy might lust for a feelie while driving, but I can't imagine a guy ballin' a chick while driving. How? They have found that 46% of the drivers had "intimate contact" with their passengers. Big deal, that's not screwing them. Hell, I've had some good knob jobs while I was driving, but my eyes never left the road. At the right moment though I did swerve a little.

Pregnant women may not use the phone while in that condition—at least not in Pakistan. They believe that if a pregnant lady uses a phone, her baby will be born with extremely large ears!

Here's another survey. It states that humans—both men and women—are 10,000 times more active having fun and games in bed—now get this—than are rabbits.

In an attempt to retrieve 23¢ that he accidentally dropped down into a sidewalk grate, he leaned in with some gum on a coat hanger, but he leaned in too far and over he went. With shit up to his eyebrows, he wondered if there was a better way to earn a buck.

He was canned and got angry with his boss for doing that to him. So he got even with his boss by cutting off one of his own fingers and mailing the bloody mess to him. That'll show him, he thought, while wiping up the blood.

They had been married 30 years, and they had sex from after lunch until 7 p.m. Well, shit, she'd had enough. So they argued about it—so loud and so long that the neighbors called the police. The cops talked him into taking a walk to cool off. So he did, but returned afterwards with the same throbbing hard-on. He needed some relief. Damn, he needed some now, or he thought he would get the "stonies." She told him she wasn't interested, so they started arguing again until she got up, got a gun, and shot at him four times, hitting him twice. So big deal, this happens all the time. Well, she was 54, and—here's some cheers to him—he was 74! Damn, he must have been an ex-biker.

You know I've warned you not to go to sleep before your ol' lady does. But I guess I should have warned some of you that there may be two women in the house—your ol' lady and your daughter! For instance, he got home late one night thoroughly trashed. He wasn't getting any from his ol' lady, so he went to the head to take a leak before hitting the sack. While in there he passed out. When he came around, he saw his daughter standing in front of him with a shovel in her hands. Before he could get his shit together, she beat the hell out of him. With cuts everywhere and blood running out of his mouth, nose, and ears, he wondered what he had done to cause this. He probably didn't take her to a slumber party or something. It doesn't matter, as long as you guys remember a daughter is a female, too—so watch it!

TAKING IT EASY

By Spider



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WORDMONGER

No Pie

□ In the "Paughco's New Oldies" article (May '93), Ron fucked up. The '64 FL was not the last kickstart pan. The '65 had kick and electric. No pie for him.

Pat Willis
Locke, N.Y.

■ '64 was the last year of kicker only.

A Complaint

□ I want to see more tech tips, more bikes, and more spreads on the real gearheads who make it all possible.

In your April '93 issue there are two of the finest looking panheads I've seen in a long time, but I can't see through the tits. Hey, I love tits and ass more than the next guy, but that's not why I buy your rag.

I've been reading your rag for about 10 years now, and until you do a spread on some piece of Jap shit, I won't stop. But do a bro a favor and put the women behind the bikes where they belong.

B. Durant
Winfield, Kan.

He's Hooked

□ I bought my first issue of *Easyrider*s (Feb. '93) and was rather pissed at the mag being sealed in plastic. Must have been the pair of cantaloupes on the front. Anyway, it was a killer issue.

I haven't the money to get a Harley yet, nor have I even been on one yet, but this mag has got me hooked. I'd like some info on where I can purchase reliable second-hand Harleys, as I'd like to ship one home and show the British public what they're missing.

George Santos
8 Ascension Close
Popley 2, Basingstoke
Hampshire RG24 9AZ
England

Any Significance?

□ In the 14 years I've been riding, I've noticed several variations in the sew-on Harley-Davidson emblems many of us wear on our vests and jackets. The winged bar and shield has four color variations: silver wings and yellow bar and shield on black background; brown wings, yellow bar and shield on black; gold wings, yellow bar and shield on black; and orange wings with a red bar and shield on a green background.

There are also three variations in color of the lone bar and shield: blue and gold; black and gold; and white, black and gold.

I've heard that each design has its own significance. The meaning behind the "crash

wings" is kind of obvious, but do the color variations of the bar and shield or the winged bar and shield have any significance, or are they simply a matter of personal taste?

I've heard a couple of ideas but would like to know the straight scoop.

Kevin "Bigfoot" Delaney
Pomona, Calif.

■ Yep.

What Is It?

□ Just a damn minute. You can't use new words on us without explanations. I'm talking about the March 1993 issue, page 88, #302 in the "Fox Hunt." What the hell is *dinkum*? I checked the dictionary, and it ain't in there. Am I missing out on something? I asked around at the club meeting, and no one seemed to know except for Arlo. He said he knew but he wasn't gonna tell us. The man eats dog food—nobody believes a word he says anyway.

She says she doesn't give "fair dinkum." Does this mean there's good, fair, and poor dinkum or is it just fair and unfair? This has a number of us here at the club kinda concerned. Let's get this shit straightened out so we can go on enjoying your rag.

Dr. Duck
Klamath Falls, Ore.

■ If you don't know fair dinkum, you don't know a rat's ass.

A Harley Beef

□ I own an '84 Sportster and a spankin' new 1993 Sporty 1200. I have one small bitch. What's with the magnifying rearview mirrors? It's hard enough trying to stay alive out there among the crazies in cages, but I hate like hell to have to guess who is and who isn't on my tail. If I have to keep lookin' back, then why do I need mirrors? Come on, Harley—just plain glass mirrors, okay?

Charlie Van
Corpus Christi, Texas

Shame On Geraldo

□ Here's something you might want to consider for your "Shack O' Shame" column. I was watching Geraldo this morning (February 5, 1993) when he had as one of his guests a "biker." This "biker" was an extremely crude man who beat his girlfriend, was cheating on his wife, and had numerous children scattered across the country.

While I agree that there may be some bikers who live like this, it is by no means an accurate representation of the whole group. This man was obviously not the norm in the

world of bikers, but anyone who saw this program and had not had any previous contact with bikers would think we were all like that. I especially protest Geraldo's portrayal because at the time this show aired, the audience was more than likely the middle-class American housewife—not the people we want to have against us.

Eric A. Wardrum
Lebanon, Ohio

A Word From Norway

□ I want to buy a single Harley-Davidson share and have it framed and glazed on my living room wall—just to own a small part of the company that built my motorcycle. Besides, I can't think of a better way to ruin a rice rider's day than telling him that I'm a co-owner of the factory, not just the owner of a Harley.

The problem is that the greedy stock brokers want \$153 in commission on the sale of

one share. This just makes it too expensive. Does anyone know a less costly way to buy a Harley-Davidson share?

John Berg
Skogvegen 19
N-2312 Ottestad
Norway

Helmetless Runs

□ I'd like to see some organized helmetless runs. To cut down on arrests, these rides could be something as simple as a mass ride through a large park or a short stretch on a country road. The media should be notified of these rides to get the point across to the populace. A ride fee or donation could be arranged to deal with any potential hassles such as tickets or arrests. It's time to put our collective asses on the line. Organize some of these events, and I'll see ya there.

Scribe
Tacoma, Wash.

Help!

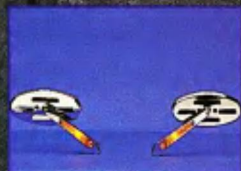
□ I found a basket case 1975 XLCH (4A10550H5). The numbers match, the frame is straight, but everything else is a mess. The paperwork is more screwed up than the bike. The state of Alabama let the guy from whom I want to buy it register the bike in '86 without a title! Now, not surprisingly, the Alabama DMV isn't interested in helping. The last titleholder was Mark Lloyd of Anniston, Ala. Please help me find Mark so I can start wrenching.

Keith Adams
523 Glenwyth Drive
Brighton, MI 48116

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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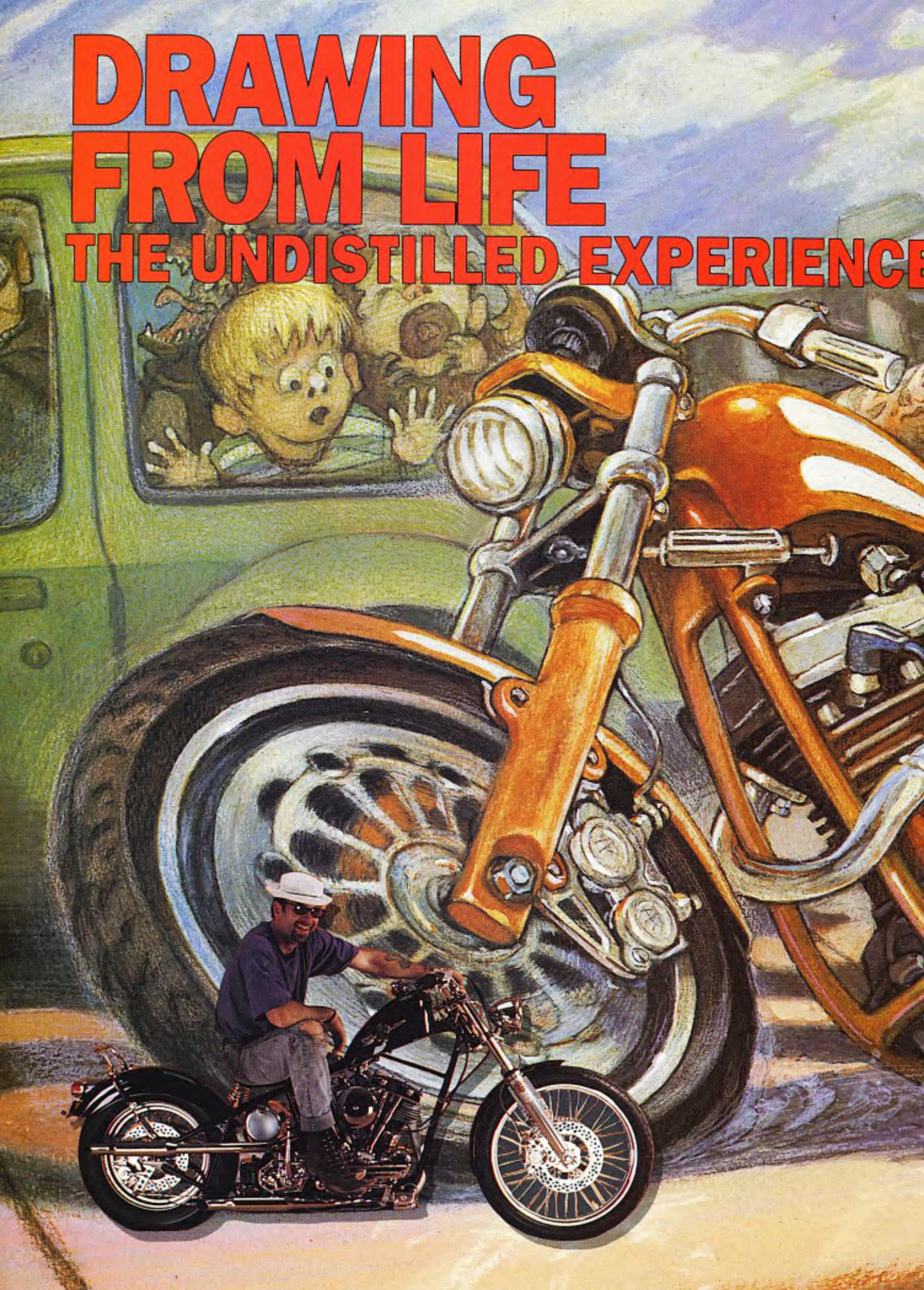
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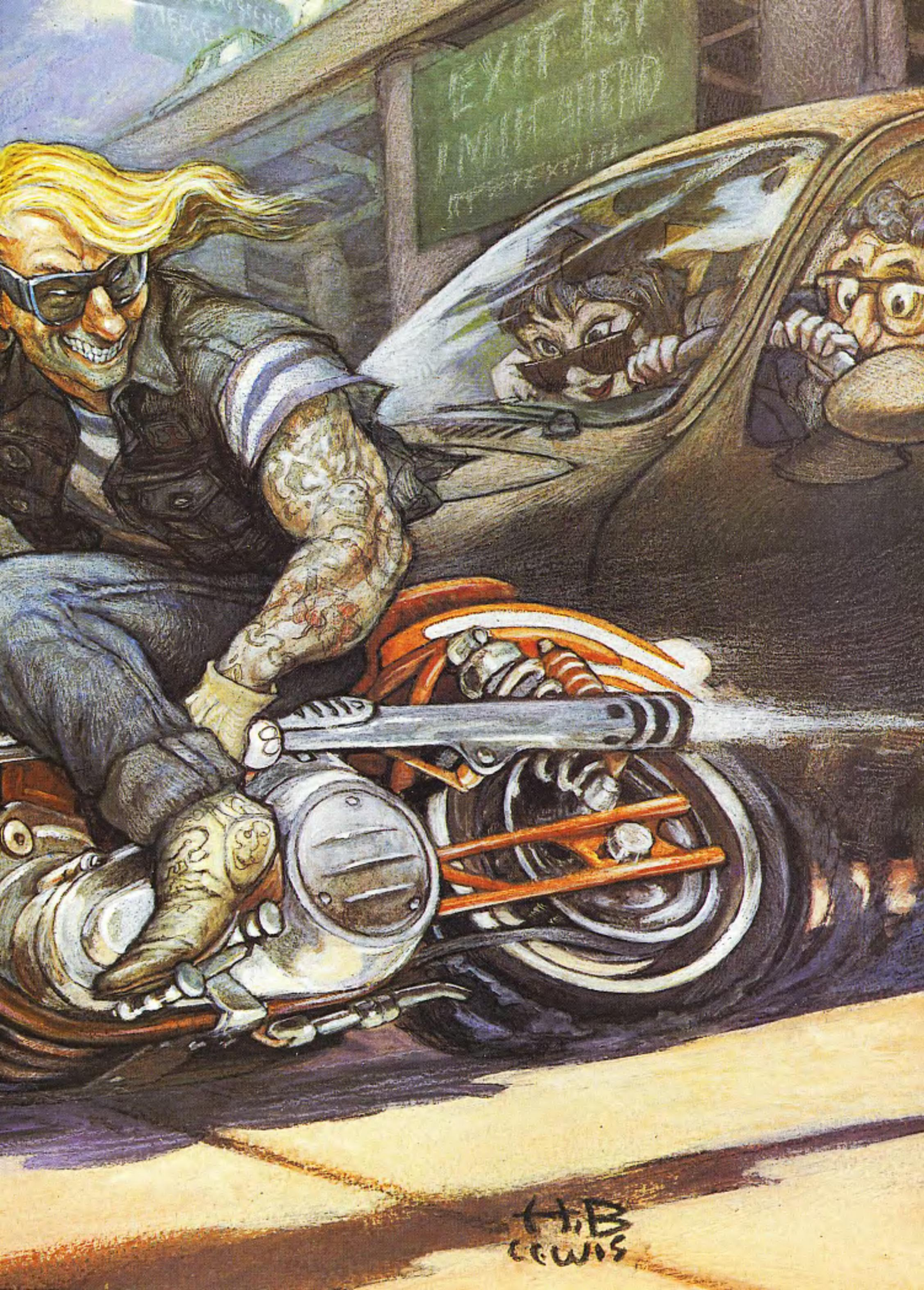
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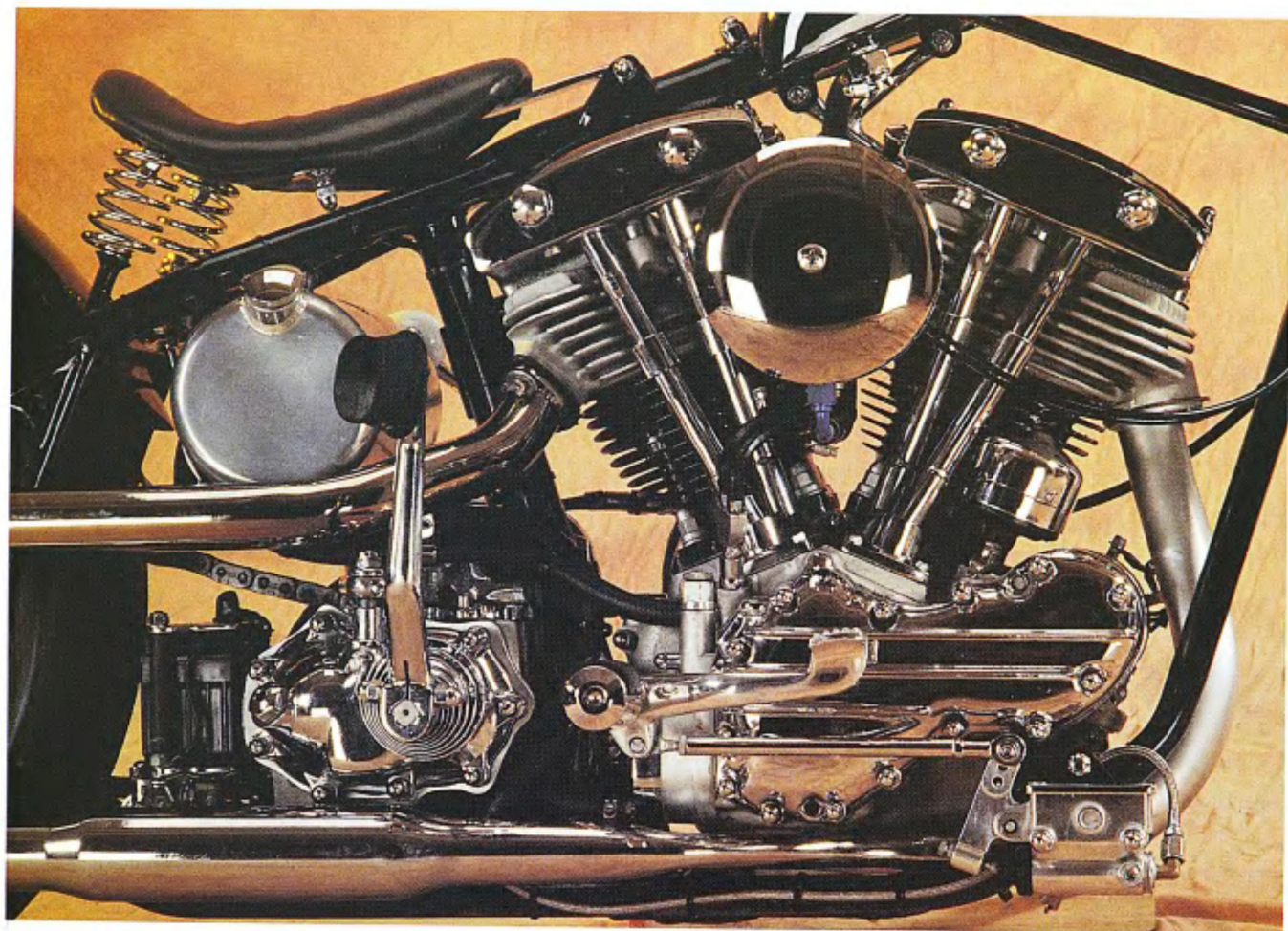
DRAWING FROM LIFE

THE UNDISTILLED EXPERIENCE





T.B.
COWS



One hundred years ago, Spanish-born philosopher and poet George Santayana downed a couple of glasses of vino and said, "Art either makes the viewer feel something, or it expresses a feeling the artist had."

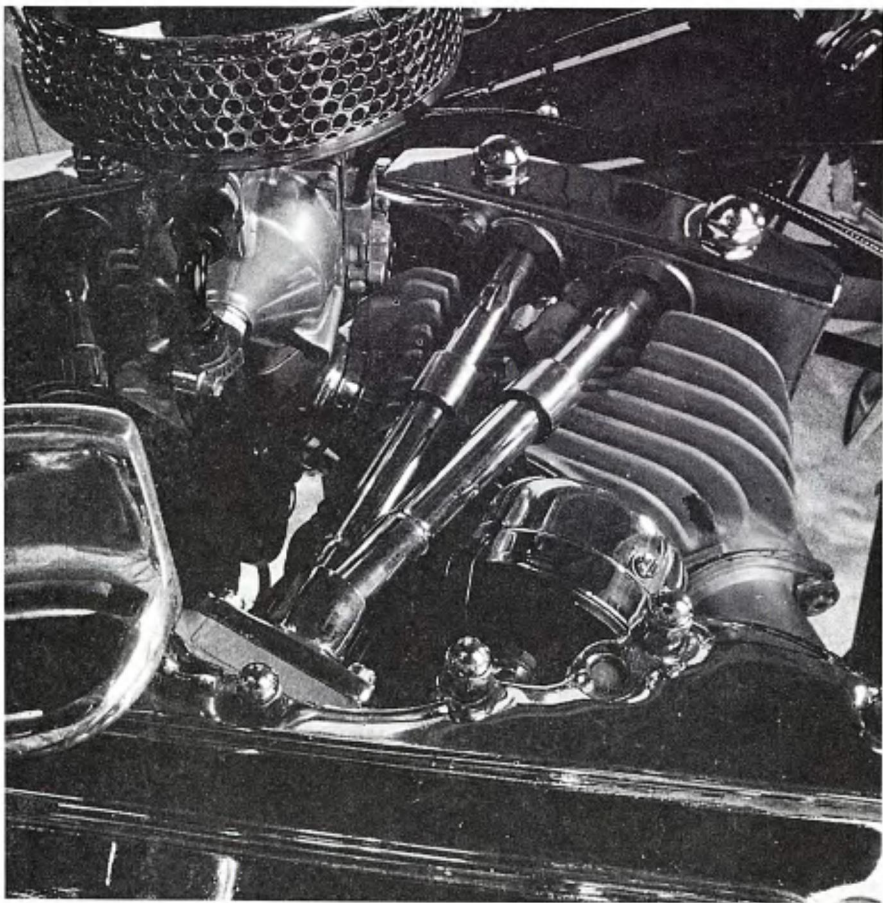
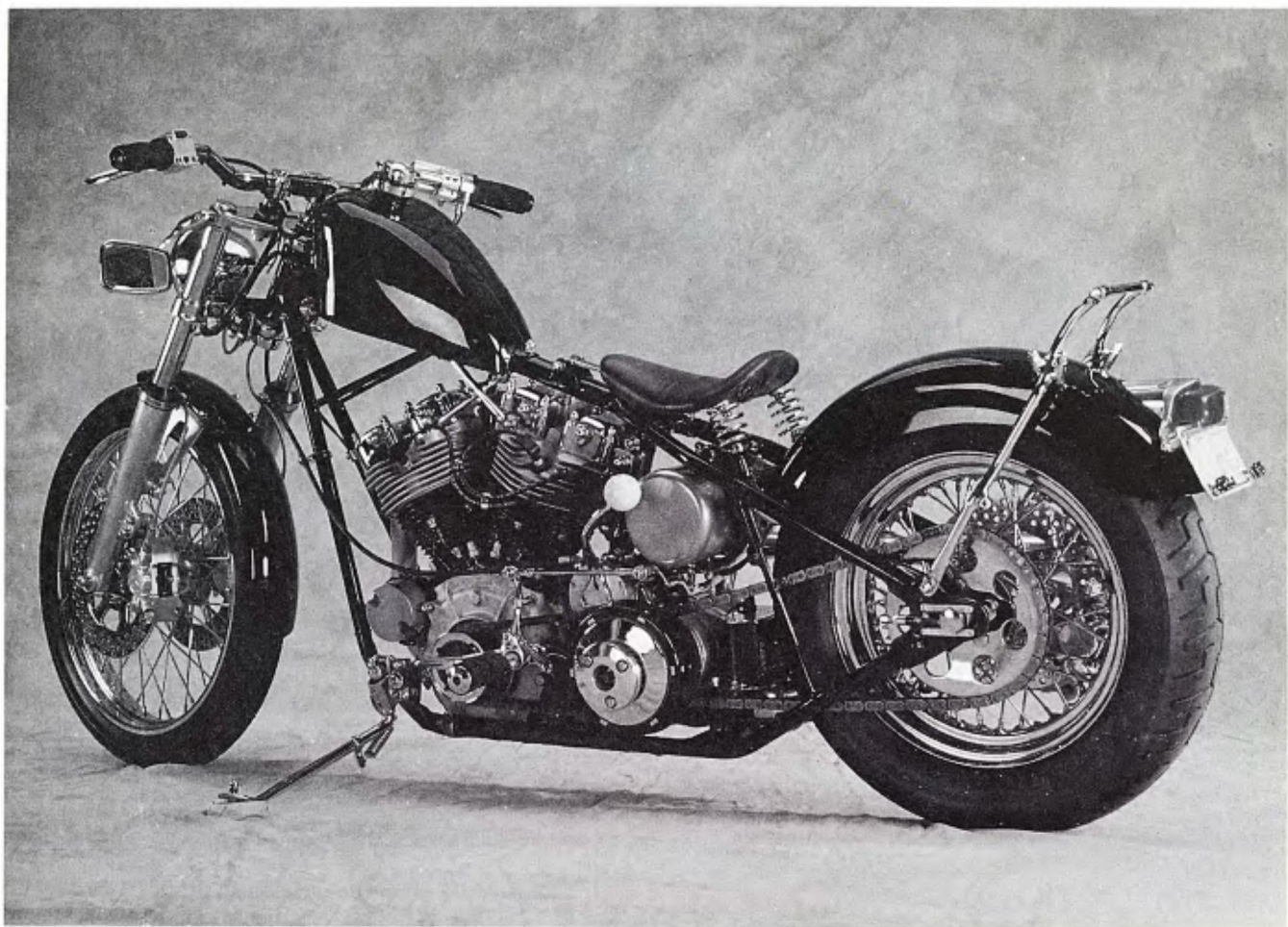
To understand what ol' George meant, check out the brushwork and custom 1957 FLH of H.B. "Buck" Lewis. This artist and bike builder works with a creative process that just may remind you of something.

In 1981, Buck graduated from the Rhode Island School of Design. His artwork now hangs in the halls of Fortune 500 companies and can be seen in magazines like *Time* and *New York*. These canvasses pay the bills for tinkering on his six rides that are in an ongoing state of—"Hmmm, what can I change here?"

Hey, that *hmmm* sounds kinda familiar . . .

After a stint as a bass guitarist in the Big Apple, Buck chose art full-time because "it's entirely your



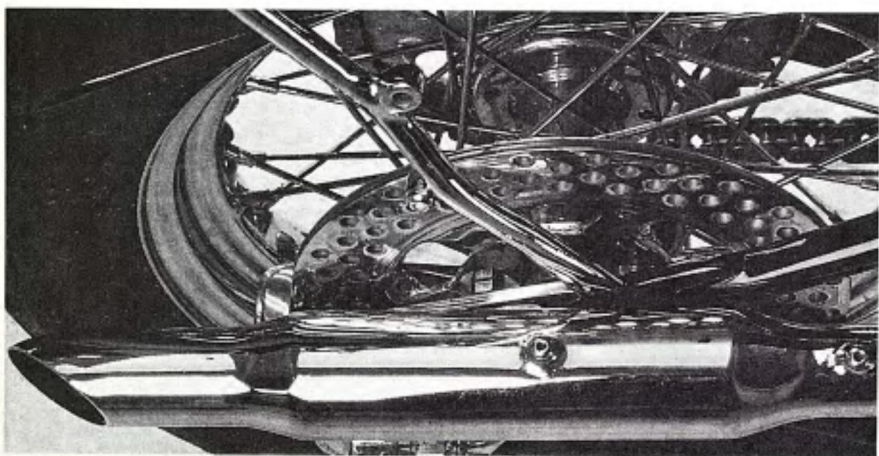


own expression, an intense path of self-discovery." Buck handled painting and illustration assignments for both advertising and editorial work.

The Madison Avenue suits would come to him and say, "We're thinking of a fat lady, running down a set of stairs." And he would give them just that—with his unique take on it. Buck found the editorial work more challenging because they would leave the solution up to him, based on an idea.

But ever since he was 18, he'd have an art project in the garage that required his unique mechanical take and solution. Buck calls it "kinetic sculpture."

"I used to have an art studio in Manhattan," Buck says. "I had this 88-inch stroker with straight pipes, and I was always changing things on it. I would be adjusting the timing, roaring up and down the street at 4 o'clock in the morning, and people in the neighborhood would be leaning out their windows, yelling, 'Shut the fuck up!'"



Yeah, this *definitely* sounds familiar . . .

With a serious list of clients under his belt, Buck returned to Rhode Island, where he collected a few more scooter sculptures to tinker with. Buck also began developing his motorcycle art, which is actually a recent pursuit. "It was a way of approaching two interests from a different angle," he says. "I have always been into bike building and art."

But there's something else his two interests have in common that make Buck Lewis so uncommon. It's the process that creates them, and it comes from drawing live models (not unlike the ones you'll see in this fine art rag).

"It's the most challenging thing available," explains Buck, "to be able to interact with a living subject. When you're drawing from life, it's the undistilled experience. If you *really* look when you're paying attention to something, you see so much."

Hmmm, like the sensations you







experience when you're riding down the highway, feeling the wind and sun in your face. And the emotions that come over you when the vibrations of the engine and road take over your entire body, and it all melts into one moving experience that you just disappear into and become a part of?

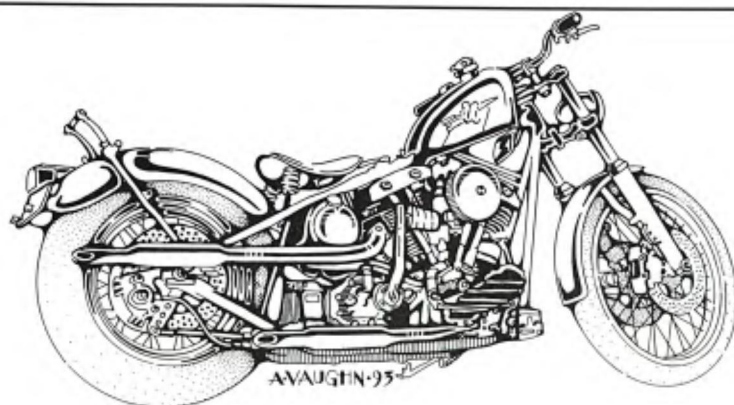
Yep, it's very familiar indeed. These feelings aren't discussed much, but they're the stuff that the *ride* is made of. And when they all come together, there's absolutely no mistaking it. Yeah, you do see so much . . .

That's the stuff that Buck turns up when he creates his artwork, whether it's on a painter's canvas or on a solid chunk of American metal. "A lot of people ask me, 'Are you a musician, an artist, or a bike builder?' I'm always uncomfortable with those distinctions, because, to me, it's all the same. It all comes from the same place."

Hey, George, I think we got it.

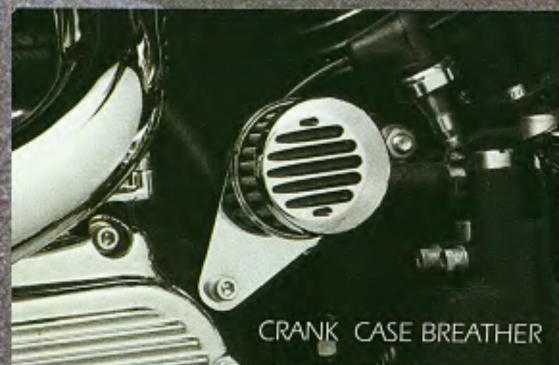
—Drummer

Owner(s): Buck Lewis		City: Providence, Rhode Island	
General		Frame	
Fabrication by: owner		Year: beats me	
Year and make: 1957 H-D		Builder: Sy "The King" Ross/Indian Larry/owner	
Model: FLH		Type: double downtube, full cradle rigid	
Value: take a guess		Rake: enough	
Assembly by: owner		Stretch: take a look	
Time: endless		Other alterations: lots	
Chroming by: Hi-Grade, Best, Precision		Accessories	
Engine		Bars: swap meet special	
Year: 1957		Risers: same	
Model: FL		Fender(s): modified rear, Sportster	
Rebuilder: Beatnik (N.J.)/Big John (Hope Valley)		Headlight: pointy	
Ignition: points, mechanical		Taillight: old-style	
Displacement: 88 cubic inches		Speedo: oops	
Lower end: 4-3/4-inch, S&S wheels		Front pegs: Jap	
Balancing: big hammer		Rear pegs: nope	
Pistons: S&S		Electrics: 12-volt sealed	
Cases: scrapers built up		Gas tank: low tunnel Sporty w/extended filler neck	
Heads: Mackey/Manley valves		Oil tank: 4-quart, remote filter	
Cam: .485		Oil system: shovelpump w/big spring	
Lifters: Sifton		Primary cover: watch yer fingers	
Carb(s): S&S B		Seat: just enough/owner	
Air cleaner: yep		Sissybar: twisty	
Pipes: Paughco		Height: short	
Muffler(s): nope		Material: mild steel	
Transmission		Forks	
Modifications: '79 FX gears		Type: old glide	
Year: Cal Products, early style		Extension: stock	
Shifting: suicide		Builder: owner/Indian Larry	
Engine sprocket: Karata belt		Special features: shaved, w/ tabs added	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 46-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Rachel		Hub: Perf. Mach.	Hub: H-D
Painter: Valentis Chevrolet		Rim width: 3-inch	Rim: 3.5-inch
Color: basic		Tire: Continental	Tire: Dunlop
Type: urethane two-stage over lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: shoe polish			
Other special modifications: controls, backbar, brackets, motor mounts, shifter, fender, and seat fabricated by owner. Replaced and lowered backbone, narrowed seat post tie-in.			
Photos: James Beards			





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LAST NEWS

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

HAWKEYE HELMET HASSLES

Iowa Bikers Battle To Stay Free

Remember a few years back when the state of Iowa cancelled Halloween because of a bad blizzard? That was simple. But getting the lowdown on Iowa's helmet fight was almost impossible. Not a day went by without something changing. Steve Eggleston, state coordinator for ABATE of Iowa, and "Lizzurd," manager of the Hard Luck Saloon in Council Bluffs, Iowa, along with her "renegade crew" of freedom fighters of ABATE District #2, kept me informed, sometimes on a daily basis, of their progress. As of March 30, 1993, here's the latest:

The helmet issue started in the Iowa Senate. It was amended to reflect an overall increase in registration fees for motorcycles to offset the reappropriated Federal Highway Funds and requires mandatory rider education for all first-time riders. A sunset clause was added to nullify this legislation if Federal penalties are repealed.

When the bill went to the House, there were more amendments ready than could be imagined. Attempts were made to change it back to a helmet bill, but that failed. The current attempt is to design a two-tiered license plate system. One plate for those who wish to ride without a helmet, and one plate for those who wish to ride with a helmet, and not pay an increase in registration fees. The bill was sent to the House Ways and Means Committee after the passage of this last amendment and came out of the Committee unchanged. The bill is supposed to be brought back to the House floor for debate soon.

If this changed legislation is passed by the House, it will go to a Joint Conference Committee comprised of select members of the House and Senate. After this Joint

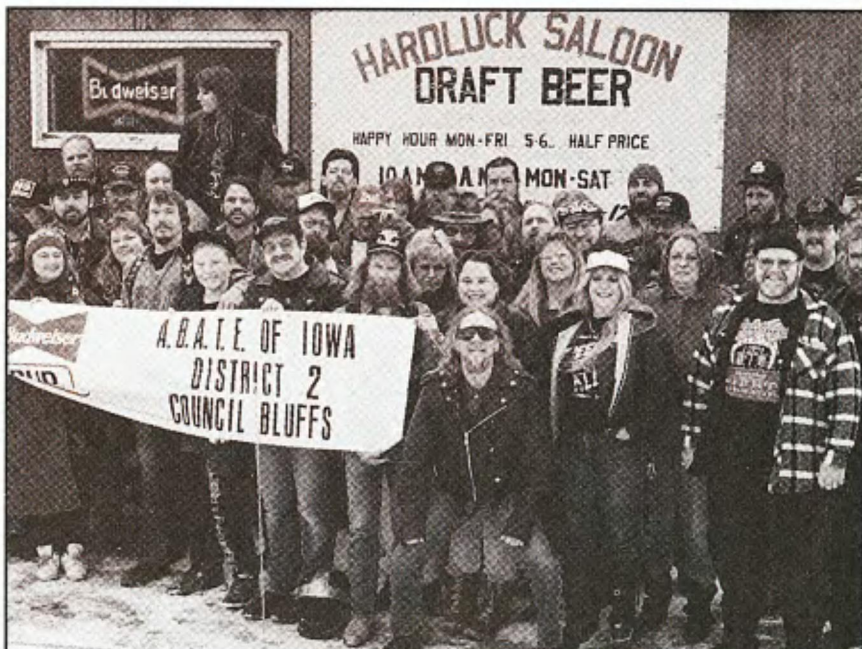


Photo: Charlie, ABATE of Iowa, District 2

Committee gets finished, the bill must go back to the house and the Senate for final approval. Stay tuned.

Now, if you live in Iowa, and your scooter is insured with the Midwest Mutual Insurance Company of West Des Moines, Iowa, check this out: Robert D. Meyer, president of Midwest Mutual, wrote a letter to the editor of the *Des Moines Register*, which was printed in their March 3rd edition. He said, "Midwest Mutual Insurance Company is easily the largest domestic Iowa insurance carrier writing insurance for motorcyclists. The company was founded for that purpose near-

ly 45 years ago. I know it may not be smart to voice an opinion on the motorcycle-helmet legislation, which is pending at the Statehouse, since many of our policyholders may not agree. However, not to get involved only ignores the reality that people are dying and are maimed for life because they do not choose to protect themselves..."

There's no need to bore you with the rest of his letter. Obviously he's never heard of "freedom of choice."

Need I say more Iowa policyholders?

—Twiggy

A CARING CURATOR

Ed Netterberg Is Named Executive Director Of The National Motorcycle Museum

Congratulations to Ed Netterberg, state coordinator of ABATE of South Dakota, who just signed on as the new Executive Director of the National Motorcycle Museum in Sturgis.

Ed said, "I'm looking forward to being part of further developing what I foresee as The National Motorcycle Museum and Hall of Fame. What better place to have a national motorcycle museum than in the capital city of motorcycling—Sturgis, South Dakota. Thousands of motorcyclists from all over the world come to this mecca each year. It's my goal to help make this museum a local and national landmark.

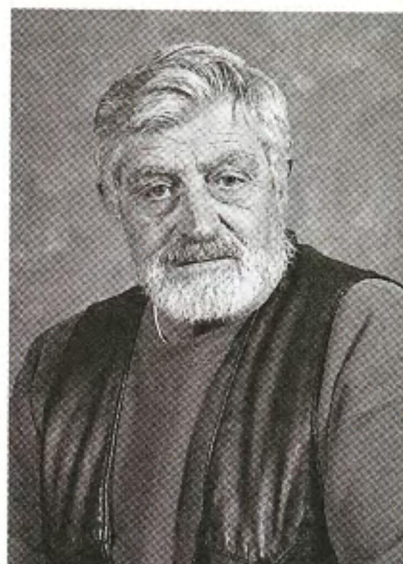
"I see this position as being an extension of my life and the lives of all motorcyclists. I only ask that you stop in when you're in the neighborhood to say, 'Hi' and check out the most expensive (\$140,000) vintage motorcycle ever purchased at an auction [a 1907 H-D]. This is part of the Texas Collection on loan from Competition Motorcycles, Inc. of Houston, Texas."

Ed has served as state coordinator for ABATE of S.D. since '88, during which time he spent many hours lobbying for bikers' rights. Before becoming state coordinator he was active in the Black Hills Chapter of ABATE, serving as vice president and president.

Ed would like to thank the hundreds of people who took the time to write letters to the Sturgis Rally and Races, Inc., protesting South Dakota's proposed helmet legislation. Besides posing a threat to the loss of personal freedom, the legislation threatened to destabilize the entire state economy—not to mention the success of the Sturgis Rally and Races itself. If you haven't heard, their helmet bill was defeated (7-6) in South Dakota's House Transportation Committee.

In other news, the National Motorcycle Museum and Hall of Fame, Inc., of Sturgis, S.D., will hold its fourth annual Hall of Fame Induction Breakfast on August 11, 1993, at the Phil-Town Inn in Sturgis (9 a.m.) This year's inductees are William G. Davidson, Ernie Beckman, Mary Cutright, and Ray Price.

Tickets for the Breakfast are \$15 per person and may be purchased by calling the



museum at (605) 347-4875, or writing to: National Motorcycle Museum, P.O. Box 602, Sturgis, SD 57785.

—Twiggy

ALASKA ABATE'S STRUGGLE

Freedom Threatened In The Last Frontier

MAKE ME WEAR ONE OF THESE?
YOU CAN KISS MY BIG
BROWN REAR!



The following information comes to us from ABATE of Alaska:

Alaska is facing a helmet law for the first time in 15 years. SB-110 was introduced and passed through the Senate Transportation Committee in only five days. Many legislators thought this bill would move quickly into law, not realizing

that Alaska has the highest per capita population of motorcyclists in the U.S. This gives a strong voice in a sparsely populated state.

Juneau, Alaska's capital, is miles away from the main cities, accessible only by plane or boat. This made it impossible for me to attend the first hearing. We'd been informed that, due to the many freshman legislators, the government was much more open-minded. But shady deals still take place.

The day before the hearing, I took 12 pages of information directly from *Easyriders* and faxed it to them as evidence. But it didn't do any good because the "use of helmets" wasn't even discussed during the hearing. We found this out by obtaining a cassette recording of the proceeding. Here's what went down:

A senator asked the commissioner of the Department Of Transportation (DOT) if other states were resisting the federal government on this issue. The DOT representative lied and said, "No."

Then someone told the senators he could provide letters of support for SB-110 from labor and truckers unions and the Alaska General Contractors Association, in exchange for the senators' support with the opening of

the Dalton Highway. I'm sure the rank and file knew nothing of this. Only two of the five senators were present at the beginning of the hearing. Minutes before the end of the session, a third senator showed up (the other two never did) and was casually asked by the chairman if he'd "like to be brought up to speed before he voted?"

His reply? "No, I don't care, whatever you do is fine with me." Now *there's* a guy who takes his job seriously. Then they all started laughing as another senator recanted his memories of the California bikers who rode around the capitol in Sacramento during their helmet protest. Our elected officials have shown only contempt for us. Seems the more things change, the more they stay the same.

I'd like to thank *Easyriders* magazine, Wayne Curtin of the Motorcycle Riders Foundation (MRF), and all our brothers and sisters in Alaska and across the nation who have been so supportive in our struggle to ride free. But the struggle's not over yet—we must all continue to fight helmet legislation on a national level.

—Scott Mamann,

President, Kenai Peninsula ABATE

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ONE BADD BIKER

Ray Scarlett Has Had It With Drunk Drivers

How many of us have lost brothers and sisters due to drunk drivers? It always seems the scales of justice have leaned in favor of the cage driver, and he or she literally gets away with murder. But this could change.

Ray Scarlett, of Lake Havasu City, Arizona, has a good reason for wanting to take drunks off the road: His nephew and several of his friends died on their bikes at the hands of drunk drivers. Ray says, "My nephew was killed when he was run down from behind. Drunk drivers simply don't look out for people on bikes. At the most they get 60 days in jail, probation, a slap on the hand, and off they go, some repeating the same offense and killing again."

Ray, known as Uncle Ray to his friends, knew it was up to him to make a difference. He is currently working to get others involved in his BADD, Bikers Against Drunk Drivers, program. He first thought of the idea in 1988, but wasn't sure how to begin. "In the last year, this project has really come together," Ray



Photo: George Tenney

says. "I'd like attorneys in each state to join in to help the victims of drunk drivers."

It hasn't been easy for Ray. He's financed all the funds for T-shirts, baseball caps, skull caps, and other items with the BADD logo (which is trademarked) by himself. Portions of the pro-

ceeds from the sale of these items go to a special fund for victims and the families of victims.

Ray will be touring other states this summer with a modified H-D trike and trailer in tow to promote BADD. Lately, he's been attending events in Arizona, such as the Yuma Prison Run, the annual Toy Run conducted by the River Riders MC, of which he's a member, Love Ride 9 in California, the Laughlin, Nevada, run, and the Easyriders Motorcycle Rodeo in Casa Grande, Arizona.

Ray's motto is: "Not to worry, it'll get better tomorrow." With people like Ray Scarlett looking out for us and making sure there are fewer drunk drivers on the road, things will definitely get better tomorrow. But he can't do it alone. He needs our support.

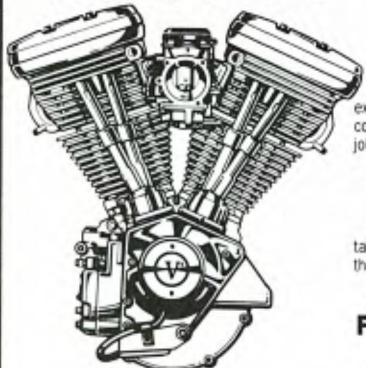
If you're interested in helping Ray, write to: Uncle Ray and Company, P.O. Box 1410, Lake Havasu City, AZ 86405-1410. To contribute to the funds for victims or the family of victims call: (602) 764-3720. To order BADD clothing call: 1 (800) 98BADD1.

—Twiggy

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LEGISLATIVE UPDATE:

States Taking Action To Defeat The Helmet Law

ARIZONA: After a hearing in the House Transportation Committee, the sponsor says he feels the bill is dead and won't push for a vote in committee. (Feb. 2)

COLORADO: Defeated in Senate Transportation Committee, 6-1 (Feb. 2)

CONNECTICUT: Defeated in Joint Transportation Committee, 14-9 (March 15)

HAWAII: Defeated in Senate Transportation Committee, 6-4 (Feb. 17)

ILLINOIS: Senate Transportation Committee refuses to take action on SB-69. (March 23)

KANSAS: Defeated in Senate Transportation & Utility Committee, 6-4. Also defeated four attempts to offer floor amendments on helmet law to other bills House was taking action on. After Senate amends helmet law to HB-2452, House repeatedly rejects Senate amendment. Final vote was 76-46 to strip helmet law amendment. Senate votes 39-1, and House votes 80-42 to pass HB-2452 without helmet law amendment. (April 6)

MINNESOTA: Defeated in House Transportation Committee, 15-11. (March 24)

MONTANA: Defeated in Senate Highways and Transportation Committee, 8-0. (Feb. 20)

NEW HAMPSHIRE: Defeated on House floor on an overwhelming voice vote. (March 16)

NORTH DAKOTA: Defeated on Senate floor, 35-14. (Feb. 1)

OKLAHOMA: Sponsor withdraws bill when chairman of the Public Safety and Corrections Committee offers amendments during committee action. (Feb. 15)

RHODE ISLAND: Defeated in House Health, Education, and Welfare Committee, 11-0. (April 6)

SOUTH DAKOTA: Defeated in House Transportation Committee, 7-6. (Feb. 9)

WISCONSIN: Governor Thompson doesn't include a helmet law requirement in his 1993-95 budget. Makes provisions to transfer federal penalty money to safety instead. (Feb. 12)

STATES PAST BILL FILING DEADLINES WITHOUT MANDATORY HELMET LAW BILLS BEING INTRODUCED: Idaho, Indiana, Maine, Utah, and Wyoming

STATES WHERE NO MANDATORY HELMET LAW BILLS HAVE BEEN INTRODUCED: Delaware, New Mexico, Ohio, and South Carolina

STATUS OF OTHER STATES: Alaska and Iowa, are in various stages of fighting active legislation. Both states are doing well, with good chances of defeating the helmet laws.

—From Wayne Curtin
Motorcycle Riders Foundation

CALIFORNIA UPDATE:

Defense League Puts A Dent In The Lid Law

On April 16, the Helmet Law Defense League (HLDL) confirmed the fact that since January 22, 1993, violations of California's helmet law—specifically not wearing a helmet—have been correctable violations (better known as fix-it tickets).

The HLDL approached Rick Neal, Traffic Coordinator for the Administrative Office of the Courts, for clarification of the bail schedule. This resulted in the issuance of a memo from his office on April 23, informing all the courts in

California of the change.

We just received this information and haven't had the time to check it out. But it appears to say that if someone forgot to put on his/her helmet—or it was lost, stolen, broken, eaten by a dog, or whatever—the penalty is only about \$10, instead of the \$100 plus it's been in the past.

Something *must* be working if it's come to this. Stay tuned, and we'll get back to you later with more information.

—Twiggy

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P.O. Box 324
Pickens, SC 29671

SOUTH DAKOTA

ABATE of South Dakota
P.O. Box 742
Sturgis, SD 57788

ABATE of South Dakota
Sioux Falls Chapter
P.O. Box 864
Sioux Falls, SD 57110
(605) 335-8772

TEXAS

Texas ABATE Confederation
P.O. Box 253
Angleton, TX 77516
(409) 849-0258

UTAH

ABATE of Utah
P.O. Box 520204
Salt Lake City, UT 84152
(801) 945-1306

ABATE of Utah
3015 W. 4850 S.
Riv. UT 84067
(801) 773-5154

VERMONT

FOR-Vermont
9 Central Ave.
Burlington, VT 05401

VIRGINIA

ABATE of Virginia
Mason Dixon Chapter
P.O. Box 4348
Alexandria, VA 22303-0348
(703) 780-4948

ABATE of Virginia
Old Dominion Chapter
9826 Hampton Ln.
Fairfax, VA 22030
(703) 591-6215

Leather & Lace
Shenandoah Chapter
c/o Julie Chism
412 East Oak Lane
Front Royal, VA 22630

WASHINGTON

Motorcycle Safety Association
Of Washington
P.O. Box 622
Omak, WA 98841
(509) 826-5068

BIKE PAC Of Washington
12209 21st Ave. S.
Seattle, WA 98168

ABATE of Washington
Skagit Valley Chapter
P.O. Box 2101
Mt. Vernon, WA 98257

WEST VIRGINIA

Concerned Bikers Of West Virginia
Rt. 7, Box 245
Morgantown, WV 26505

ABATE of West Virginia
State Office
P.O. Box 5266
Princeton, WV 24740
(304) 425-0769

ABATE of West Virginia
Mountain State Chapter
269 Berkeley Station Rd.
Martinsburg, WV 25401

WISCONSIN

ABATE of Wisconsin
438 N. Water St.
Black River Falls, WI 54615
(715) 284-7415

WYOMING

ABATE of Central Wyoming
P.O. Box 430
Mills, WY 82644

ABATE of Wyoming
4011E 13th St.
Cheyenne, WY 82001
(307) 577-5638

CANADA

British Columbia 22 Coalition Of Motorcyclists
#202, 14888 104th Ave.
Surrey, B.C., V3R 1M1
(604) 582-0165

Bikers' Rights Organization
Of Nova Scotia
18 Russell St.
Dartmouth, Nova Scotia
(902) 897-9968

ABATE of Ontario
P.O. Box 63, Station "D"
Scarborough, Ontario, M1R 4V7

Bikers' Rights Organization
of Quebec
P.O. Box 426
Lachine, Quebec, H8S 4C2

SHORT STROKES

Life Is Bananas



Here's the latest shavings, hot off my drill press: **The government in Holland** plans to reduce the maximum horsepower of bikes from 110 to 64....**In Italy it's against the law** to work on your bike—only dealers can turn wrenches....**Linda Greaves**, who was on the cover of our third issue (August '71) with her 1965 Triumph 500, sold the D&D Distributors-built scooter and wants to know what happened to it. She's still riding....**Make sense outta this** item from the California Vehicle Code Book, V.C. 23120: No person shall operate a motor vehicle while wearing glasses having a temple width of one-half inch or more if any part of such temple extends below the horizontal center of the lens so as to interfere with lateral vision....**The first domestic company to head up** offices in Vietnam is none other than Bank Of America. The infamous Hanoi Hilton is coming down and B of A's 24-story office/hotel towers will replace it....**Here are some scary facts** about ice hockey and helmets: A cadaver, when dropped on its head, requires 150 foot-pounds of force to break its neck. A 170-pound hockey player striking a ring board at skating speed (10 mph), suffers an impact of 600 foot-pounds—four times the force necessary to end all plans for a normal life. In almost every case, the spine fractures in the cervical vertebrae, or neck. It bursts under compression, and fragments of bone are driven into the spinal column. The hockey player is left paralyzed from the neck down. These injuries were nonexistent before the mandatory helmet rule was introduced into regulation play....**Good news:** On March 9, a Helmet Repeal Bill was filed in California. If passed, no one over the age of 18 will be forced to wear a helmet. If you don't know who your legislators are, look them up in the phone book under Government, or join your local bikers' rights group—they'll keep you informed. —Bandit

7th

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PASSIN' GAS

Rippin' Off Some Good Ones

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

The hotshot furniture salesman had cornered Panhead Pete and his ol' lady and was giving them a big sales pitch about the new living-room set they'd been looking at. The salesman wound up his spiel with: "And one more thing, friend—you only put down a \$20 deposit, then you don't pay another cent for six months."

Panhead Pete grunted and quickly grabbed his ol' lady by the arm. "Let's get da fuck outta here," he told her. "This guy's already heard about us."

—Glasscutter
At the Window

What's the first thing a lawyer does after rear-ending someone?

Hangs up the phone.
—Risky
Takin' Chances

Come to think about it, an early-model Sportster is a lot like your ol' lady—on a cold morning, when you really need it, neither one of 'em will turn over.

—E.L. Farris
Rogers, Ark.

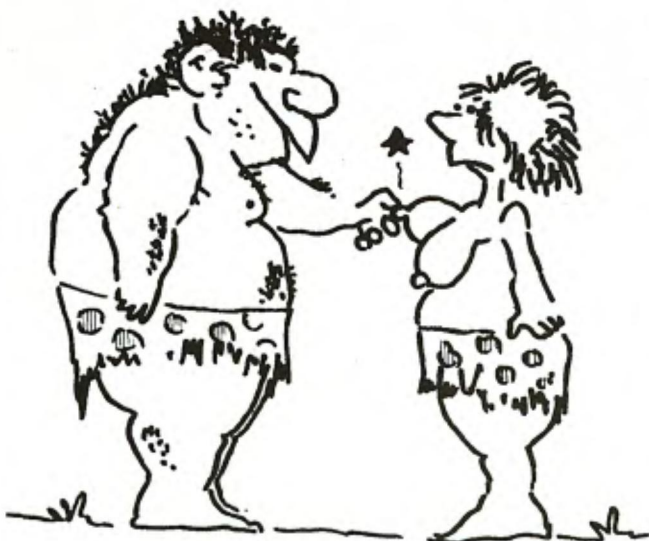
Definition of a real loser: a guy whose only sex life is when his doctor tells him to cough.

—Wagonmaster
Tennessee Colony,
Texas

Why does NASA recruit female astronauts?

So that in case the crew gets lost in space, there'll be someone on board who will ask for directions.

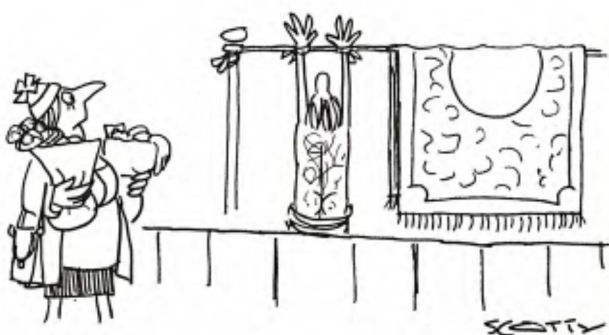
—Whitey
Scimitarland



"Hey, look at me! I just invented foreplay!"



"Come on in now, baby, and check out the new V-twin I got for you to ride."



A blind and retired biker walks into the Chicago warehouse for a little action. A blonde takes him into the nearest room and starts giving him an excellent blowjob. After a minute or two, the blind biker suddenly stops her and asks, "Excuse me, but aren't you Karen Cooperman, and didn't you used to go to Cordozo High School in Detroit?"

Surprised, the blonde exclaims, "Why, yes! How on earth did you know?"

"I thought so," said the biker. "I never forget a face."

—Eugene Cherry
Portage, Wis.

Having a beer with her best friend, Crazy Debbie said, "I've gotta be extra careful not to become pregnant these days."

"Why's that?" asked her girlfriend. "I thought you told me Shotgun had a vasectomy a few months ago."

"Exactly," said Crazy Debbie.

—M.A.G.
Countin' Down

Tommy, the biker's rugrat, was strolling down the street and happened to come across a priest. He looked at him curiously and asked, "Hey, mister, why are ya wearin' yer collar backwards?"

The priest replied, "Because I'm a Father."

"Oh, yeah?" said Tommy. "My dad's got three boys an' five girls, an' he don't wear his collar backwards."

"You don't understand, son," explained the priest. "You see, I have thousands of children."

The rugrat thought about that for a minute and said, "Then mebbe ya oughtta wear yer fuckin' pants backwards."

—Hood
Motorvating

What's the difference between your ol' lady yelling at you from the front porch and your dog barking on the back porch?

If you bring the dog in, it'll shut up.

—Dr. of Darkness
Salmon Arm, B.C.

One day a young chick was walking home at night when a man grabbed her, dragged her into a back alley, and started molesting her.

"Help! Help me, someone!" she screamed, "I'm being robbed!"

"You ain't bein' robbed, lady," interrupted the attacker. "You're being screwed."

"Well, if this is being screwed," she retorted, "I'm being robbed!"

—Rube
Inside

Whaddaya call a tourniquet that's worn on the left hand and is meant to cut off yer circulation?

A wedding ring.
—El Vee
Blazin' Away



"The good news is, we outran the cops..."



"I've got a date tonight, Dad—can I borrow the condom?"

After taking his new squeeze for a Saturday-night putt in the hills, Bighorse brought her back to his pad, and soon they were tearing away at each other's clothes. "Before we go any further," said Bighorse to the panting hardbelly, "tell me, do ya have any special fetishes I should know about before we hit the sack?"

"As a matter of fact," said the babe, "I do happen to have a foot fetish—but I'd settle for six or seven inches..."

—Shotgun
Com(edy)stock, N.Y.



"So, how's my red dragon tattoo comin'?"

Ugly Eddie came home from a three-week run to find his son riding a very fancy new bicycle.

"Where the hell didja get the money for that bike?" he asked his kid. "It musta cost over \$300!"

"That's easy, Dad," the snotsucker replied. "I earned it hikin'."

"Come on, son, don't be lyin' to yer old man. Tell me the truth," warned Ugly Eddie.

"But that is the truth," insisted the boy. "Every night while you were gone, Snake would come over to see Mom, and he'd give me a 20-dollar bill and tell me to go take a hike."

—JAG
Crescent City, Calif.



"It's a jack-off rabbit!"

EASYRIDERS 1993

Guide To Custom Shocks

Rear shock spring rates can (and do) vary dramatically from one model to another. Keep that in mind when you buy custom, lowered shocks for your new custom. The main factor used to determine what spring rate to use is the weight of the loaded bike at the axle multiplied by the leverage ratio.

Springs are rated by how much weight they will carry when compressed 1 inch. For example: Using a shop hydraulic press and a bathroom scale, press an unknown spring down 1 inch. Say it reads 75 pounds. If it's a "straight" rate spring, it should read 150 pounds at 2 inches of compression, or 225 pounds at 3 inches. This rate of increase keeps going up until the spring stacks solid with straight rate springs. A dual rate spring might read 50 pounds at 1 inch and 150 pounds at 2 inches. All these readings have been doubled because you have two rear shocks.

So how much does the back end of your bike weigh when your ol' lady and your saddlebags hit the scales? Big Twins can easily hit the 600 pound mark. However, the shocks are not carrying the weight of the wheel, tire, brake, etc. So starting at 600 pounds, subtract 70 pounds for unsprung weight and that leaves 530 pounds divided between two shocks, which equals 265 pounds. Hmmm... No wonder the shocks bottom out all the time. This also explains why full dressers have an air boost system.

There are other things to consider also. The Dyna and the older 4-speed Big Twins use a lever against the

shocks (the shocks are mounted in a different position on the swingarm). Because of this, the spring rate is fighting to overcome the leverage the swingarm has against it. So the rates go up 180 percent just to maintain a decent ride. Also, as with the Sportster Hugger,

as the shocks get shorter, there isn't enough travel for the spring to gradually tighten up, so the spring has to start at a higher tension. This means that the ride quality is fairly rough when the bike isn't fully loaded.

Another point is the damping rate of the shock. Very stiff damping will keep you from bouncing down on the spring as fast as a softer damping rate, so a slightly softer spring rate can be used. The opposite is also true.

When picking custom shocks, consider all the above before you order. A lighter rider on a light bike may want the rates changed to get the ride he wants. Ask the manufacturer. Below are the spring rates for various models. Make sure you're getting the right spring rate for your bike.

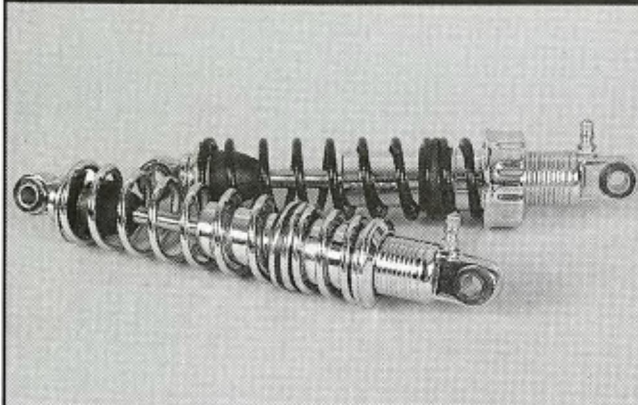
—Keith Ruxton

FXR & FXLR	98 pounds
FXRS-SP & Convertible	75 pounds
Dyna	200 pounds
FLT	77 pounds + air
XL-1200-DLX-Std	55 pounds
XL Hugger	84 pounds



Works Performance

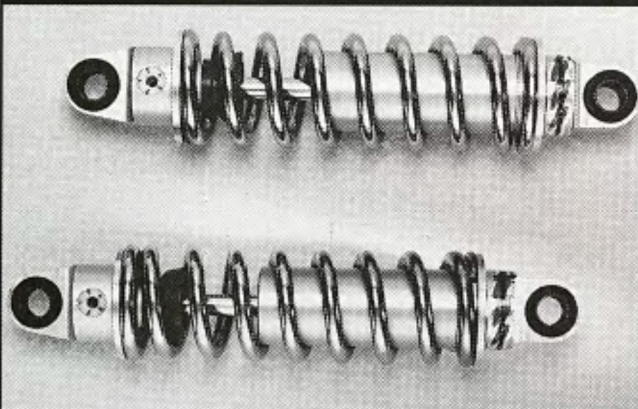
8730 Shirley Ave., Northridge, CA 91324 • (818) 701-1010



Works Performance is a manufacturer of custom motorcycle shocks. They can make virtually anything with any spring rate, damping, or length. They also make them in various styles for looks and performance. Their shocks are designed primarily for performance-minded riders and racers.

Progressive Suspension

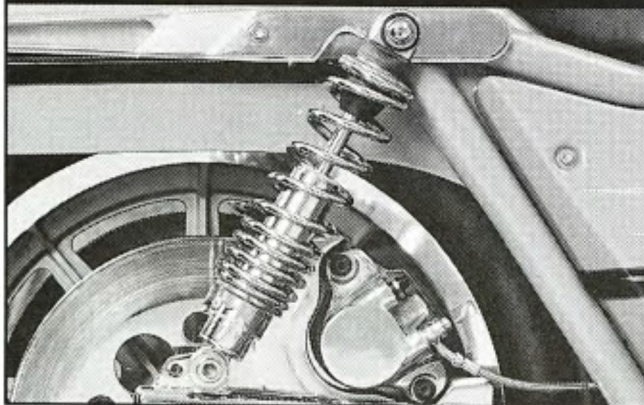
1129 G Ave., Hesperia, CA 92345 • (619) 948-4012



Progressive Suspension is also a U.S. manufacturer of custom and stock-styled shocks in various lengths for Harleys. Call them for a complete application guide. They also make 11-inch shocks (1 inch shorter) for Dyna Glides. They also make completely chromed shrouded replacement shocks for FLs and FLHs.

Koni's From Arlen Ness

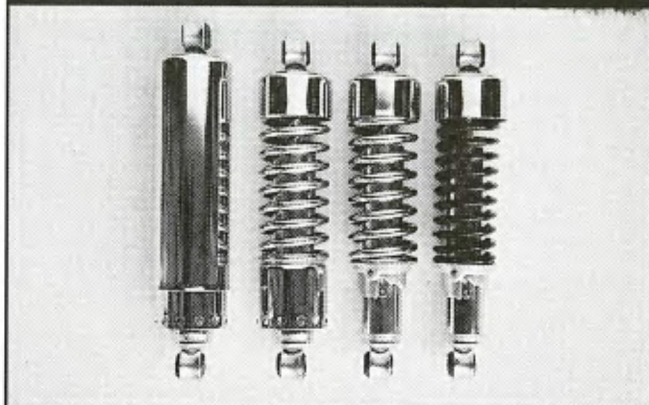
16520 E. 14th St., San Leandro, CA 94578 • (510) 276-3303



Koni shocks offer a lower adjustable spring platform that has three different positions to vary the spring rates according to load or rider preference. Four positions of touch adjustments are available on the top of the shocks. Konis are the popular make for FXRs and come in several lengths.

MB Products

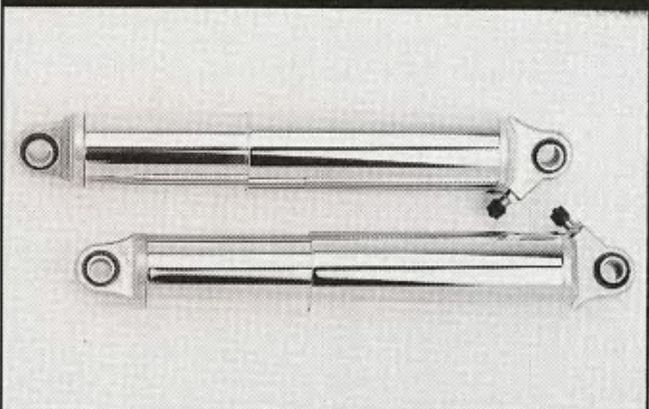
8025 Aerostar Falcon, CO 80831 • (800) 852-5545



MB modifies or makes replacement shocks for all Harleys. They make shorter shocks for '79 and later Sportsters and all 5-speed frames, except Softails. Available lengths are: 10.5, 10.7, 11.1, 11.5, and 11.7-inch models. Prices range from \$129 to \$224 per pair. Check with them on the model you need.

Fournales Shocks From White Bros.

14241 Commerce, Garden Grove, CA 92643 • (714) 692-3404



Fournales shocks utilize air pressure, internal volume, and speed-sensitive damping for easy adjustment. If a passenger or added luggage is piled on, an increase in air pressure will correct the suspension for the load. The shocks offer a plush initial ride yet are extremely resistant to bottoming.

Drag Specialties Drag-Lift Shocks

See your local dealer



These chrome-plated shocks replace existing shocks on Harleys. Nine-stage valving combines with chrome silicon steel springs to offer true controlled suspension damping. They're built for Sportsters, FXRs, and Wide Glides. They're new for the 1993 Drag Specialties lineup.

F.I.G.H.T. UPDATE

RESEARCHING THE HELMET MYTH

If you're familiar with the judicial system in this country, then you know that the wheels of justice turn very slowly. The money raised from our Helmet F.I.G.H.T. kits have kept the wheels on the right track, but, unfortunately, no amount of grease can speed them up.

So, in the meantime, we will continue to collect and catalog all your responses to the Helmet Questionnaire. Your stories are important to the case. So, if you've had an accident or a close call, or been injured because of a helmet, please write and let us know about it.

As preparations for our lawsuit continue, Attorney Sam McCloud has contacted some of the top human-factor experts in the country to design original clinical studies that will demonstrate the dangerous side effects of helmets. For example, Volvo researchers conducted their own studies on interior temperatures in automobiles and determined that the reaction time of drivers was 22 percent slower when the mercury climbed from 70 to a mere 80.5 degrees.

Can you imagine what wearing a helmet in 100-degree heat would do to your reflexes and reaction time? These are the kinds of scientific studies we need to conduct to prove our point that helmets can actually be an instrument of death and destruction.

As I write this, McCloud is arranging a meeting with these experts to determine what types of studies to pursue. If you have any ideas or can assist in this type of controlled, clinical research, send us a note on the back of the questionnaire form below, or drop a line to *Easyriders Freedom F.I.G.H.T.*

—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 (____) _____

Address _____ Night Phone (____) _____

City _____ State _____ Zip _____

Brief story: _____

(use separate sheet of paper if you wish)

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

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HALL O' FAME

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Al Banks

Phoenix, Arizona

It's not every day that we get a chance to send a bro to the U.S. Senate.

As a member of Veterans of Foreign Wars, the NRA, AMA, American Legion, Arizona Right to Choose (Pro-choice), MRF, and ABATES of Ariz., Ind., Kan., Wis., and Calif., Al Banks has dedicated the better part of his 42 years fighting for personal freedoms and bikers' rights.

In '68, Al was one of the first Marines to stand up for his right to ride his '51

pan on base without a front fender or a skid lid. In '71, while working at his own bike shop, Al paid his dues on the front lines, fighting Arizona's helmet law, which he helped to repeal in 1976. Over the years, Al has continued to be a leader in keeping a helmet law off their books.

If elected to the Senate in the '94 elections, he'll be in a position to make a difference for bikers at a national level. To help, call (602) 273-9221. —Clay Dog

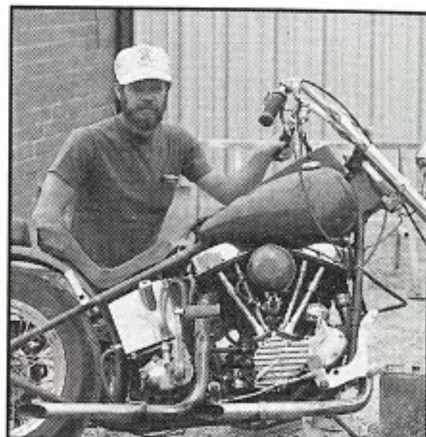


Photo: Redbone

Bob "St. Knucklehead" Hawley

Los Angeles, California

After returning from the Korean War, Bob Hawley hit the road on a 1941 knucklehead named "Gerdie." In nine months he and his bro, Chuck Williams, covered 48 states.

He called his first bike shop "Bike Sanctuary" and had printed on the back of his business cards: "Surely this Hog will follow me all the days of my life and will dominate the roadway forever."

Gerdie disappeared after a party one night, but, with help from Richard

Nelsen and Chris Denaso, Bob restored a '46 FL which took a 1st-place trophy at the '82 Del Mar Bike Show.

Bob had always admired Streamliner crew wrench, Micah McCloskey, and wound up working for him at his shop. In January of 1992, Bob died of cancer with Rich, Chuck, and Micah at his side.

His '46 knuck is an example of what makes Harleys the number one seller in America today—the dedication of people like Bob Hawley. —Roberta Lin

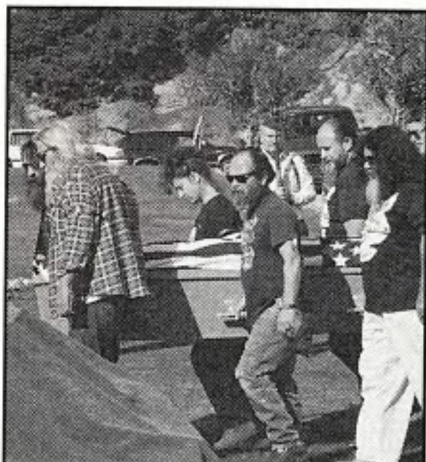


Photo: Roberta Lin

Shack O' Shame

Senator Jean Lloyd-Jones

Iowa Senate Floor, Feb. 17, 1993

Senator Jean Lloyd-Jones tries to be a freedom advocate when the issue is abortion, but when it comes to the helmet law, she sings a different song.

Senator Jack Rife said it best during a discussion about the helmet law on the Iowa Senate Floor when he addressed Lloyd-Jones: "As a mother you're pro-abortion, but you want me to wear a helmet and seat belt. I'm tired of Big Brother, or in your case, Big Sister, deciding what's best for me and my body. You're also telling me that I can't smoke

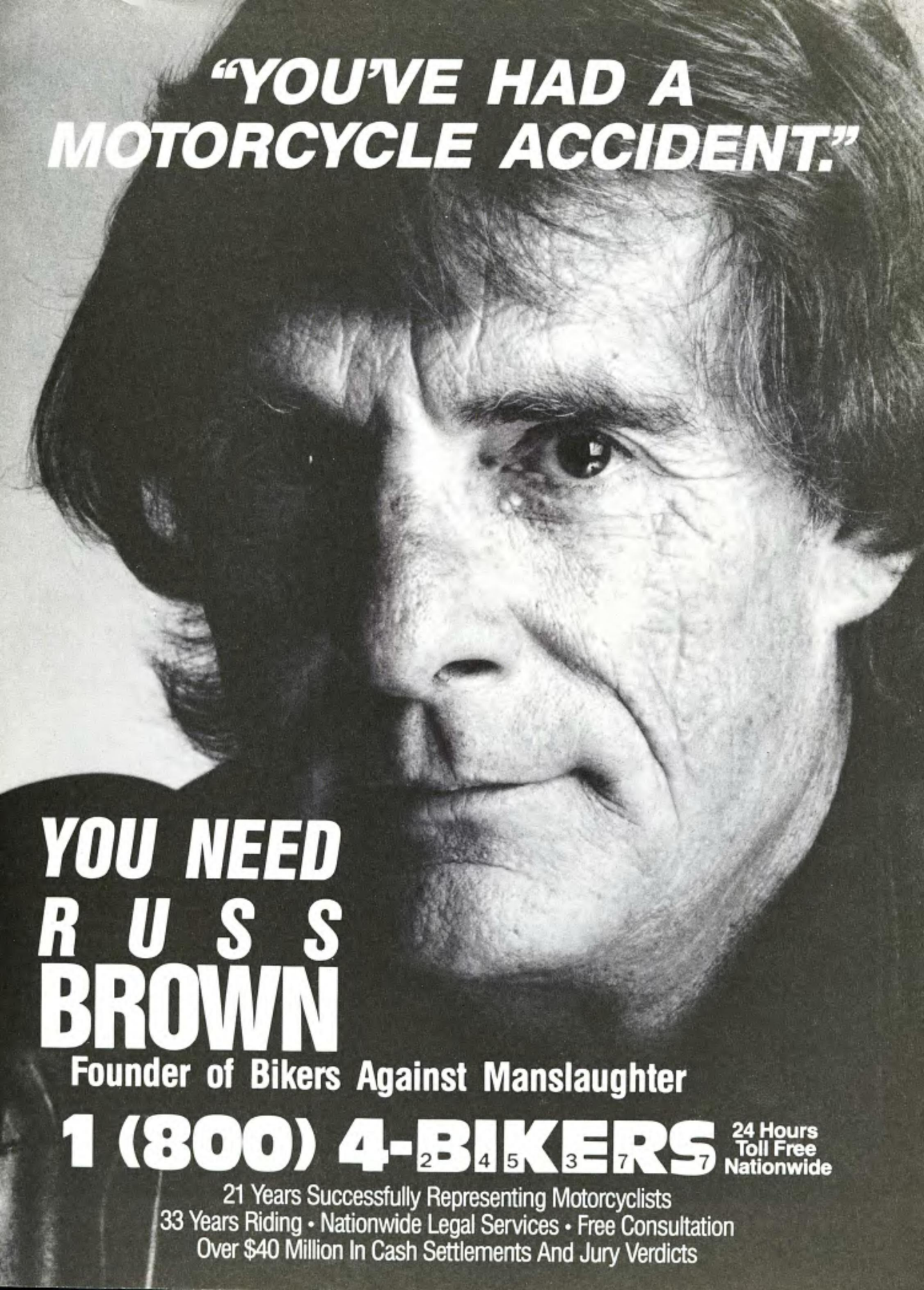
in a public building. Now, according to government studies, if I'm bald, I'm a potential heart attack victim. What's next, Mrs. Jones? Are you going to pass a bill that says I have to grow hair?"

Lloyd-Jones squirmed in her seat as her peers chuckled. Then she jumped up and yelled, "If I were your mother, I'd choose for you to have a heart attack."

The one good thing about the Senator is that she doesn't need anybody to make her look bad—she does a helluva job on her own. —Clay Dog



Illustration: Jon Towle



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WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In July, August, and September

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.

California

SAN DIEGO ABATE LOCAL 6 POKER RUN—July 4. To benefit Steve Bianco's Helmet Law Defense League. Info: (619) 560-4775 (Red Barron).

ABATES LOCAL 12 & 13 BINGO RUN—July 18. Sign in: 9 a.m. - 11 a.m., American Cycle, 4228 Petaluma Blvd. North, Petaluma. Info: (707) 887-0704.

M/C SWAP MEET—July 30. Orange County Fairgrounds, Costa Mesa. Info: (714) 364-2542.

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

OUTTA WEED, AROUND THE MOUNTAIN POKER RUN—July 18. Sponsored by MMA Div. 1, Northern Calif. Start: 10 a.m., Black Butte Saloon, Main St., Weed. Info: (916) 938-2477/938-4991.

Colorado

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 IDAHO, CENTRAL DISTRICT CUSTER RUN—July 24-25. Elk Bend. Info: (208) 756-4186.

Illinois

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

EASTERN ILL. ABATE POKER RUN/SOUTH SUBURBAN ABATE HELMET ROAST—July 10. Info: (217) 352-5152 (Ridgerunner)/(217) 352-5152 (Davy).

Kansas

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

Louisiana

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

Michigan

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

Michigan cont.

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

Montana

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

New Hampshire

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

Nevada

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

New Jersey

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

New York

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

OLD CROW MC BIKERS' DICE RUN—August 7. Starts at noon, Black North Inn, end of Rt. 98, Pt. Breeze. Info: (716) 682-4364 or (716) 659-8449.

Ohio

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.

HAWG HOLLER POKER RUN—September 4-6. Meigs County. Info: (614) 698-7121.

5TH ANNUAL TOYS FOR TOTS RUN—September 11. Start: 1 p.m., 571 Homeview, Leavittsburg. Proceeds to Salvation Army. Info: (216) 399-3179.

Oklahoma

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

Oregon

ABATE 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. Tunatis Farm, Benton. Info and advance tickets: (717) 925-2933/(717) 864-2755.

South Dakota

STURGIS RALLY AND RACES—August 9-15. Info: (605) 347-6570.

RAT'S HOLE SHOW—August 15. City Park football field, Sturgis.

Tennessee

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

Texas

VOYAGERS OF SANTA FE: VOYAGE TO ASGARD II—August 13-15. Info: (409) 948-6249 (Wolf) or (409) 925-1206 (Crash).

Washington

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

Wisconsin

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

Wyoming

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-Beloeil (30 min. from Montreal). Bands, fireworks, etc. \$25/weekend or \$15/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 drag racing event information see *Biker*. AMRA: (708) 250-0838 ECRA: (609) 652-1159 AHDRA: (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.

Michigan

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

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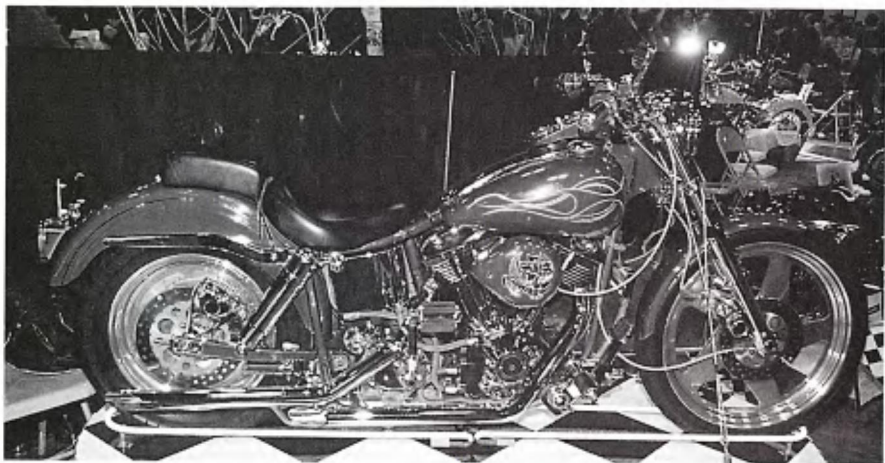
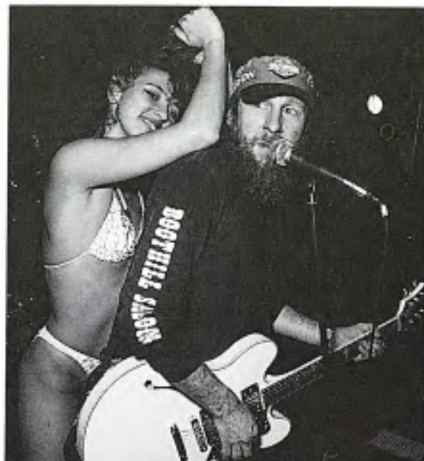
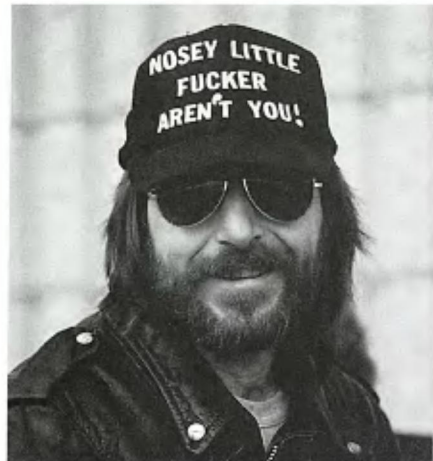
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SKY-HIGH SCOOTERS AND HUED HIDES

*The Fifth Annual Easyriders
Invitational Bike And Tattoo Show*





The following coverage of this year's Fifth Annual Easyriders Invitational Bike and Tattoo show is dedicated to the memory of our good brother and trusted friend John "Farmer" Eggers, who passed away suddenly as we went to press with this issue. Farmer, a dedicated motorcycle safety instructor with the Motorcycle Safety Foundation (MSF), was a longtime motorcyclists' rights leader, coordinator of ABATE of Ohio, Inc., and member of the Motorcycle Riders Foundation.

Farmer and his security staff have helped our crew in innumerable ways every time we've had an event in Ohio. The Easyriders staff sends its condolences to Tonia and the family.

The lifestyle that we all enjoy has lost a great man. All brothers who ride free thank him for his lifelong efforts.

An additional tribute will be upcoming . . . "Front gate secured, Farmer on duty."

—The Editors and Event Crew—>



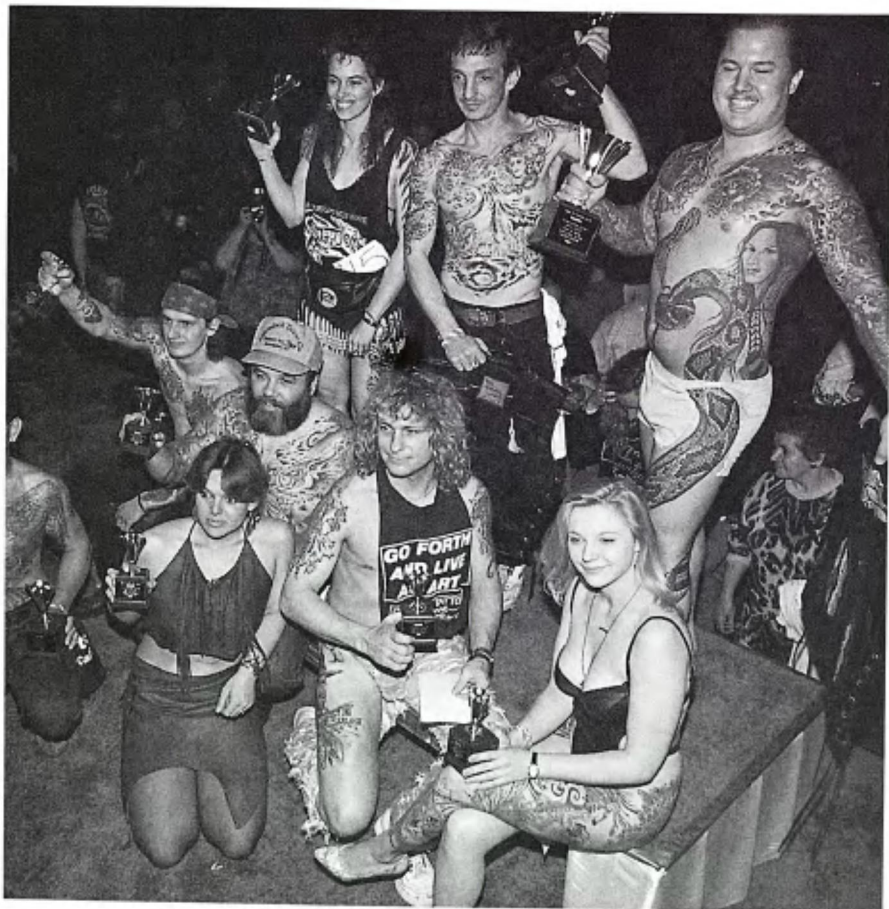
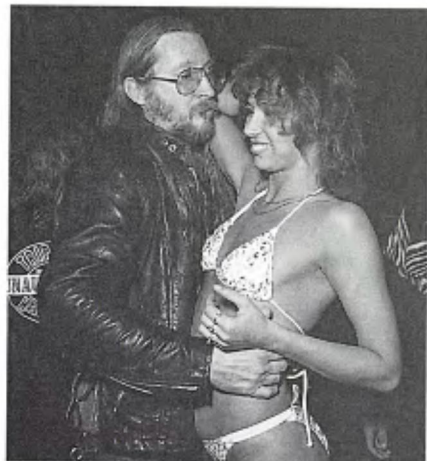
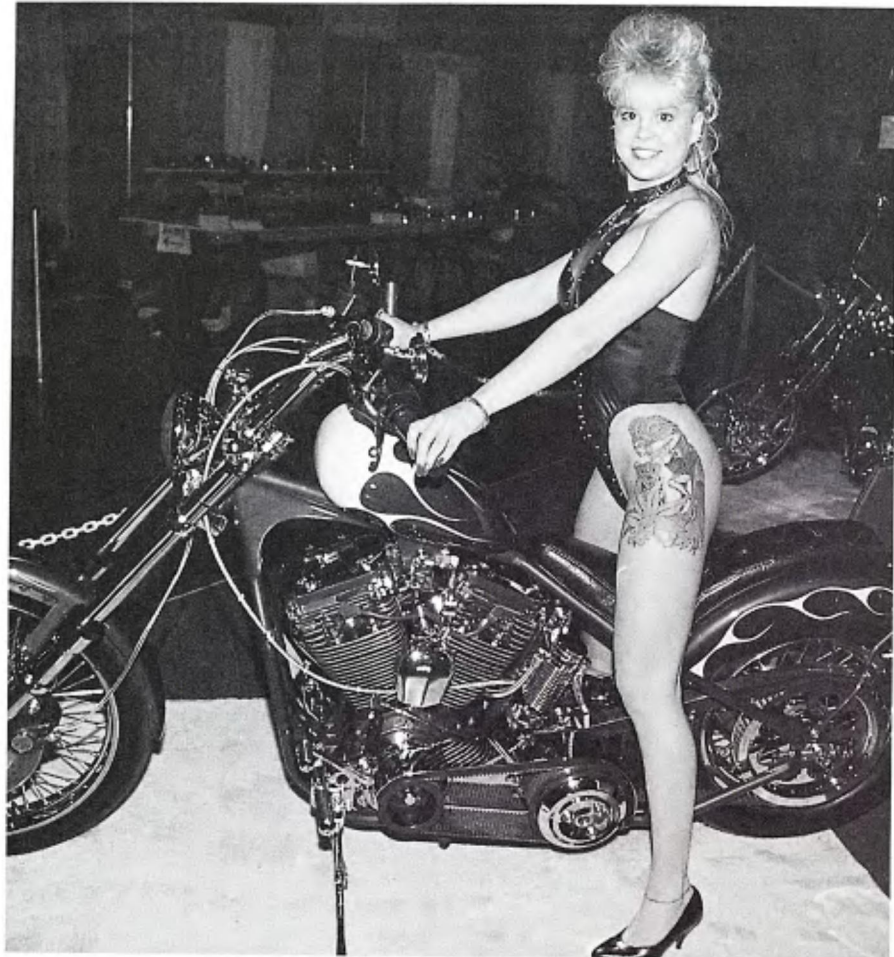
From the bottom of a ditch off of I-80, just outside of Battle Mountain, Nevada, assessing the damage to his truck and overturned rental trailer that had just skated off a patch of black ice, the *Easyriders* Show in Columbus, Ohio, seemed a long way away to Bill Bartholomew. And it was—more than 2,200 miles, to be exact.

After Bill made sure his wife and young daughter were safe, he took a nervous look inside the trailer, half expecting to see his '64 pan lying on its side in a puddle of gas and disintegrating paint. When he realized his knots and tie-downs were more secure than he'd thought, he breathed easier. He then proceeded to work on getting a tow truck with a winch, instead of a case of bondo.

Like many others headed to Columbus this past frigid February, Bill found the getting there more than half the fun. Bikers from across the U.S. and Canada dealt with everything from icy roads and zero visibility to turbulent skies.

Bill, like other bike owner invitees





and tattooed tramps, was able to get out of that ditch and proceed east to the Big Show. After all, he'd earned this trip by having his 1964 red and white pan awarded a class distinction in a regional show nearly a year earlier in Vallejo, California. That led him to being featured on the cover and inside of the November 1992 issue of *In The Wind*.

Upon arrival in Columbus that chilly Thursday night, there was a collective sigh of relief heard in bars all over town, and the party was on.

It's hard enough to explain the feeling of fraternity you get when a group survives a traumatic experience. The exhilaration just won't wear off, no matter how many tumblers of J.D. and beer backs get shot down in the celebration.

Which led us to Friday morning at the Columbus Veterans Memorial Hall. Surrounded by air so cold and crisp that your breath is literally taken away from you, we gathered at the rear of the hall waiting for the doors to roll up and the load-in to begin. Hot coffee did its trick, →

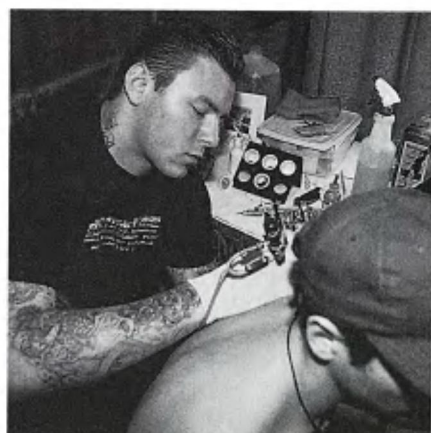


and friendships brewed as the show began to take shape.

Each person, vendor and bike owner alike, was lasered into his or her own setup, getting his/her display space secured. But you couldn't help but take a quick glance at the outrageous iron that was being unloaded and rolled into the Exhibitor's Hall. At one point, our ol' buddy Bill, taking a break from polishing his pan, walked over with a bewildered look on his face and said, "Man, there's some great stuff here. I don't know why I'm even polishin'." We told him to hang in there, his pan was prime, too.

Big Wave Dave and I had the awesome responsibility of takin' care of Christy, your 1992 Fox of the Year. Yeah, we won the coin flip at the office. One look at the built-to-last lady from Maryland, featured in the March 1992 issue (#238), told us we got lucky.

Five o'clock was fast approaching, and waiting outside the doors was an anxious crowd, eager to get out of the bone-chillin' cold and into the

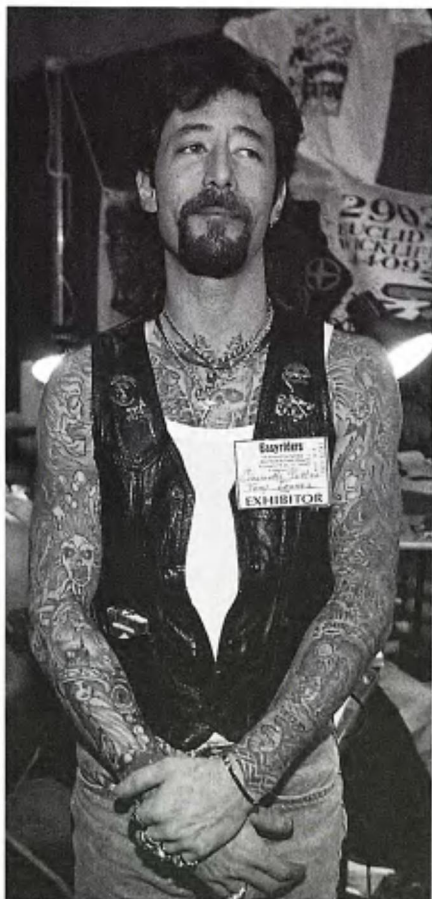




warmth of a biker hoo-down. Hell, it couldn't have been too bad a spot, Willie Nelson was right next door, singing 'bout blue skies, Texas, and the women who'd done him wrong.

Friday night quickly turned into Saturday, and as Christy melted the red, white, and blue hearts of every bro who sat with her on the "Easy Rider" Captain America bike, the constant hum of tattoo needles, backed by a soundtrack of tunes from the Burnt River Band's howling axes, kept the energy level jacked to the max. The eyes didn't get much rest, either, what with intermittent fashion shows, tattoo contests, and door prizes drawn by your ravishing Fox.

It was evident that the scooter-lovin' attendees, primarily nuts-and-bolts brothers of the Midwest, understood and admired what they were looking at. Bill noted later that the folks he had the pleasure of rapping with were "regular people who got down on their hands and knees to scope out the bike and check out my work."



Meanwhile, the bike owners' tension over the voting was getting so thick you could slice it with a cutting torch. Judging on the bikes was determined by the popular vote of the people attending, who were given one ballot and five choices. There are two classes: Invitational, for bikes that have been featured during the previous year in any one of the rags (*Easyriders*, *Biker*, or *In The Wind*), and the Preview Class, consisting of bikes that are new to us, and thereby eligible for future feature bragging rights.

Tattoo judging is determined by an applause vote, gauged by a decibel meter manned by *Tattoo* Editor Billy Tinney.

Late Sunday afternoon, with *Easyriders* Editor Keith Ball presiding from the stage, an anxious group of talented bike builders nervously waited to hear what they had all come for—the final results. All had done their jobs spectacularly, and a feeling of camaraderie was in the air. All winners would be deserving and guaranteed to be honored by their →

Easyriders 5th Annual Invitational Bike And Tattoo Show Results

Columbus, Ohio, February 19-21, 1993

Bike Show Results

Preview Class

(\$5,000)

- 1st Place: Raymond Demers: 1990 Softail
- 2nd Place: Frank Gates: 1943 U model
- 3rd Place: Craig Holzem: 1977 FLH
- 4th Place: Gene Leal: 1981 shovelhead
- 5th Place: Bruce Whitted: 1947 Indian Chief
- 6th Place: Ron Shapiro: 1991 FXRS-SP
- 7th Place: Gary L. Thoria: 1961 Sportster
- 8th Place: Jim Eagleson: 1957 panhead
- 9th Place: Michael McPeak: 1987 Heritage
- 10th Place: Al Whitehead: 1987 FLST
- 11th Place: Harry Milano: 1977 Sportster
- 12th Place: Ron Ewsich: 1981 FL
- 13th Place: William Mike Knox: '58 Duo Glide
- 14th Place: Bob Kitirnic: 1973 Sportster
- 15th Place: Richard Roomian: 1990 FXSTS

Invitational Class

(\$20,000 + contingency prizes)

Best Of Show

- 1st Place: Glen Hartzell: 1948 Indian Chief
- 2nd Place: Chuck Falkoff: 1989 FXR
- 3rd Place: Michael Fisher: 1947 Indian Chief

Blockhead Class

- 1st Place: Steve Roberts: 1988 FXSTC
- 2nd Place: Ron Iannotti: 1988 Heritage

Shovelhead Class

- 1st Place: Scott R. Davis: 1967 FLH
- 2nd Place: J.R. Dawson: 1983 FLH
- 3rd Place: Ray Tewksbury: 1990 shovelhead

Sportster Class

- 1st Place: John Kasmarski: '74 XLH

Panhead Class

- 1st Place: Bill Bartholomew: 1964 FLH
- 2nd Place: Dennie L. Lauer: 1954 FL
- 3rd Place: Terry & Darlene Shaw: 1963 FL

Knucklehead Class

- 1st Place: Andy Taylor: 1947 FL

Foxy Rider Class

- 1st Place: Lynn Keppler: 1955 panhead
- 2nd Place: Margaret Nicastrì: 1985 Roadster

Best Display

- 1st Place: Todd Harrington: '77-'92 shovelhead
- 2nd Place: Michael Fisher: 1947 Indian
- 3rd Place: Ron Ewsich: 1981 FL shovelhead

Editor's Choice Trophy

- 1st Place: Art Mazzeo: 1992 FX

Tattoo Show Results

Preview Class

(\$2,500)

- 1st Place: Don Abel
- 2nd Place: Frank Woesman
- 3rd Place: Melissa Adams
- 4th Place: Garland Black
- 5th Place: Lynn Thur

Invitational Class

(\$5,000)

- 1st Place: Joe Piolet, Pittsburgh, Pa.
- 2nd Place: Michael Runyon, Galloway, Ohio
- 3rd Place: Debby Klick, Rock Island, Ill.
- 4th Place: Jim Bean, Yuba City, Calif.
- 5th Place: Heidi Szabo, Seven Hills, Ohio
- 6th Place: Mark Catlin, Schenectady, N.Y.
- 7th Place: Jim Hawthorne, Brighton, Mich.
- 8th Place: David Hans, New York City, N.Y.
- 9th Place: Tina Sosinski, Schenectady, N.Y.
- 10th Place: Penny Elliott, Elyria, Ohio



Photos: Mike Lichter

*With the audience
hushed in expectation,
Editor Ball primed
the crowd like a
vaudevillian*

competitors for their efforts.

After all the individual class prizes had been awarded—including a triumph for a stunned Bill Bartholomew and his pan—it came down to the biggies: Best Of Show in both classes. In the Preview Class the winner was Raymond Demers, from Brossard, Quebec, for his staggeringly beautiful Evo (see page 160 of this issue). With the audience hushed in expectation, Editor Ball primed the crowd like a vaudevillian, then let out the news in a bark, "Best Of Show Invitational Class . . . from Bechtelsville, Pennsylvania, Glenn Hartzell and his 1948 Indian Chief!"

With that, this year's show came to a close. An honored but low key Glenn, surrounded by friends and fans, was only too happy to have his picture taken on his pride and joy.

And Bill? When he got back home he threw a massive party for those who had supported his dream, specifically his local ABATE 17 chapter, T.J.'s Tavern, and Napa-Solano H.O.G. It was truly worth the hassle.

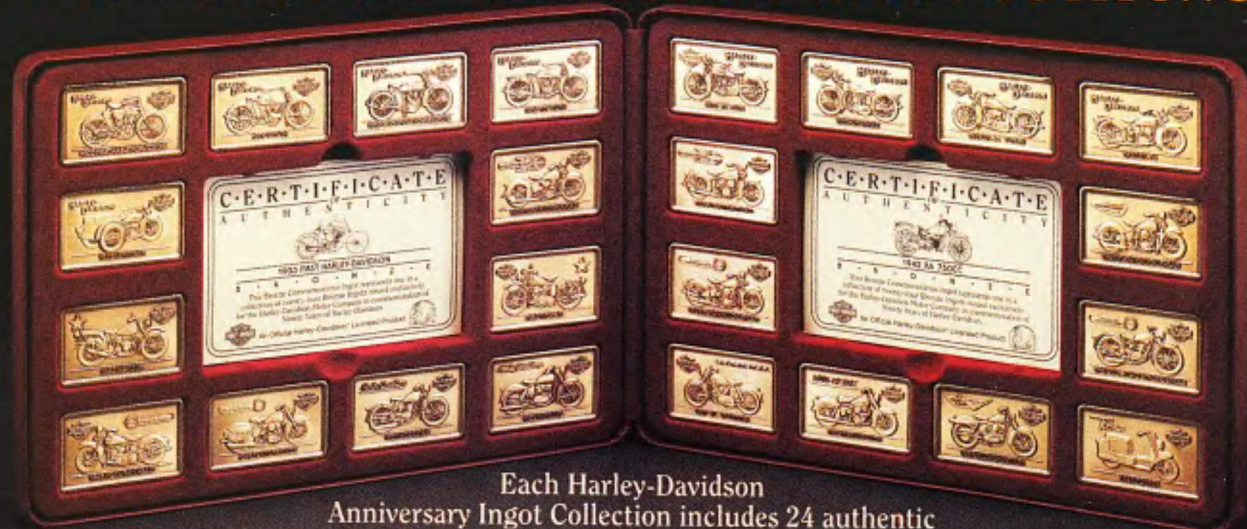
—Bomber

the 90th

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THE INK LINK

A Colorful History Of Tattoo Pigments

Bricks and Bibles, colored sand and dog shit, pregnant virgin insect extract—what do they all have in common? At one time or another they've all been shoved under somebody's skin to make a tattoo.

The history of pigments stretches back beyond books, beyond Buddha and Christ, to before man even had control of fire.

It's a history of experimentation, of trial and error, of various people daring to try what no one had ever tried before . . . and sometimes shouldn't have.

"There's never been a group of people studied, discovered, or even known about that didn't practice permanent body modification," Diamond Glenn tells us.

As a cultural anthropologist with a degree from the University of Texas, Diamond Glenn studied tattooing from within the academic environment. Since opening Diamond Glenn's River City Tattoo in Austin, Texas, 20 years ago, he's gained additional first-hand knowledge of the art.

"You can go into any tattoo studio and see maybe thirty or forty colors mixed up and ready," he continues. "But everything we're using today is really just different shades of the basic primary colors."

The seemingly endless rainbow of hues to choose from is a relatively recent development. In the beginning, everything was black.

Most artists agree that the first tattoo was very likely an accident that occurred before primitive man could even cook. Someone probably tripped over a log from a forest fire and got poked with a burned stick.

From then on it was a race to discover better forms of black, not to mention easier ways of getting them under the skin.

Lyle Tuttle started slinging ink in 1949. In addition to his San Francisco studio, he also runs a museum with a variety of displays he's collected over the years.

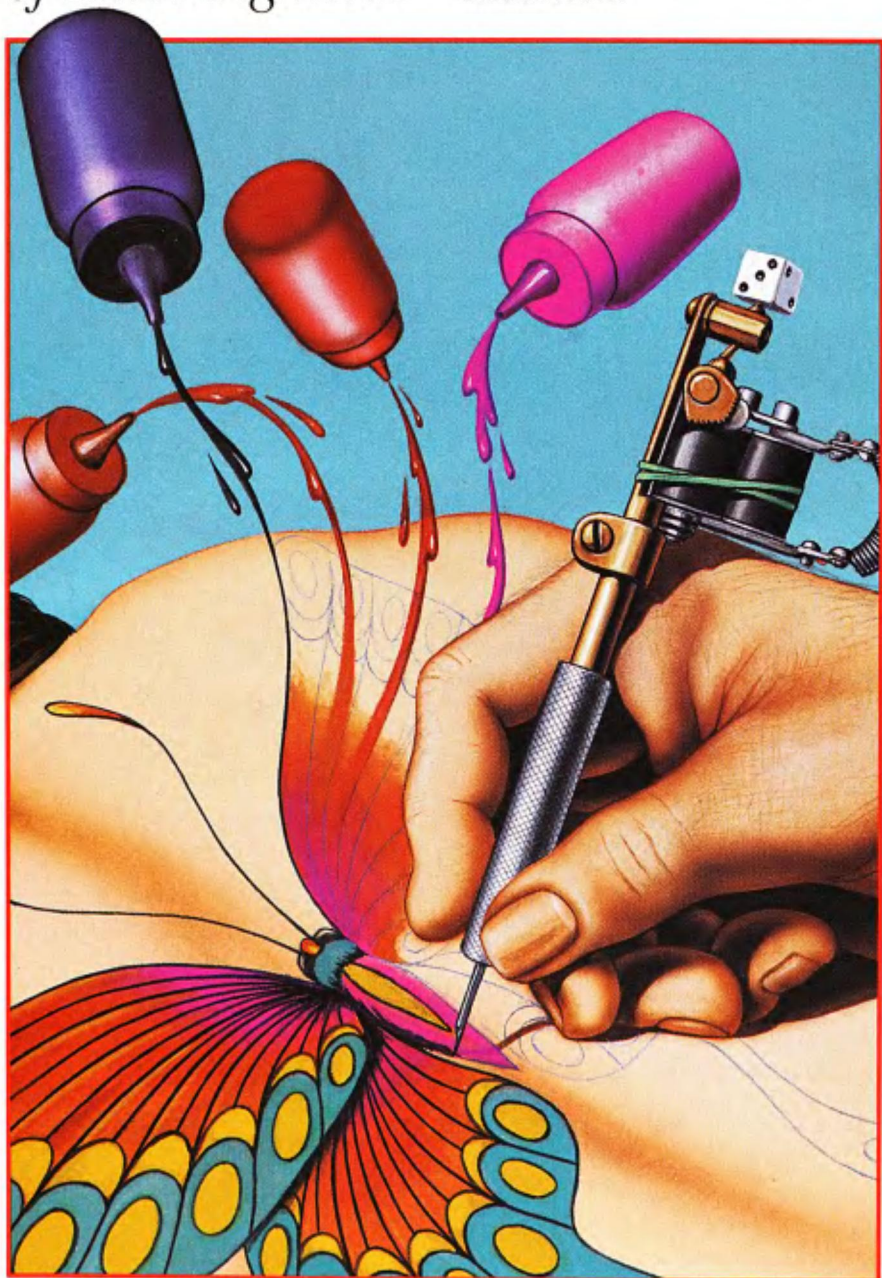
"The human race has an illustrious history of research and development," Lyle explains. During his career, he has traveled extensively throughout the world, studying different people and their tattooing methods.

"I was tattooed the traditional way in Samoa," he says. Preparing the ink and then getting it under Lyle's skin turned out to be both elaborate and time-consuming.

The pigment originated from the oily nut off a native tree. "First they got a real hot fire going," Lyle says. "Then they piled the nuts on the fire and covered them with half of a coconut shell."

As the nuts smoldered, the coconut shell captured the soot. When enough soot was produced, the Samoans added seawater.

"They had an instrument that



looked like a garden hoe with a boar's tusk attached to the handle," Lyle explains. "They dipped it in the soot and laid it on my skin." Then they hauled off and whacked it a half-dozen times with a striker.

"It was enough to fucking rattle my teeth," he continues. And it took over four hours before the tattoo on his lower back was finally completed.

Lyle went on to discover that in New Guinea they use the branch from a specific tree that burns like punk and produces a crumbly powder.

He also learned that the Maori's of

So when did color come about? A long time ago, if you count certain tribes whose members sliced open their flesh and stuffed colored sand in the wounds.

But most accounts credit the Japanese with using the first tattoo colors 200 or 300 years ago. Unfortunately, these weren't always the safest pigments.

Take cinnabar, which produces a beautiful red, for instance. Cinnabar is another name for mercury sulfide, and mercury is toxic.

It wasn't uncommon for a Japanese client undergoing a lot of work to get

about two or three tattooists in the country who did, and they weren't telling anybody."

Lyle Tuttle remembers some yellows had sulfur in them. "I had some pigment in me that used to swell up and itch like a bastard when I went out in the sun," he says.

Some artists, most notably the legendary Bert Grimm, worked only in black and red.

Pigments continued developing as tattooists explored using cadmium, ferric oxide and a group of synthetic green and blue organic dyes labeled phthalocyanines.

Lately, a few adventurous artists have experimented with gold dust, hoping to achieve a metal-flake effect.

But one problem facing artists until recently was that most pigments were dry. The challenge was finding a liquid to mix them with.

The Samoans added seawater because it was handy. When the soot-mixture they were tattooing Lyle with dried up, the chief simply spit in it.

Fortunately, American artists developed improved—and definitely more sanitary—alternatives.

But what they added and how they mixed it all together remained a fiercely guarded secret.

"There was a guy I knew in San Francisco who wouldn't even let his customers watch him tattoo them," Lyle recalls. "If they asked him one single question he would point to a paper bag and tell them if they asked another question he'd put the bag over their head."

Each artist purported to have his own superior formula, Diamond Glenn explains. It was Julia Child versus Betty Crocker.

"I've seen some hellacious mixing rituals," he continues. Put so much of this and so much of that in a blender and then dance around it for two hours. But in a way it's kind of like voodoo—if you think it works, it does.

Over the years, tattooists combined their pigments with a variety of ingredients including witch hazel, glycerine, rose water, and several other liquids in varying amounts and combinations.

Colonel Todd remembers some artists believed that adding kerosene would make certain inks go in easier.→

So when did color come about? A long time ago, if you count certain tribes whose members sliced open their flesh and stuffed colored sand in the wounds

New Zealand revere dogs. Their recipe for ink involves heating dog excrement to a very high temperature and extracting the carbon.

"Now *that's* what I call hot shit," Lyle says, laughing.

But perhaps some of the more unique tattooing formulas originated in prison.

Julie Moon has been needling clients for over 15 years in Scabrook, New Hampshire. She remembers the strangest pigment she ever heard of.

"Twelve years ago a guy came in with this huge rough snake tattooed on his arm," she recalls. The tattoo was colored an unusual reddish brown, so she asked him about it.

"That's crushed brick!" he proudly exclaimed. During his stretch behind bars he'd spent part of his time grinding down a brick between two spoons. Then he added some water and went to work.

The Bible also provides a self-contained tattoo kit for convicts. The binding is burned for soot. Then the staples are used for needles.

A crude method, of course, but the underlying principle is still the same. Today's black ink is nothing more than fine carbon particles suspended in solution.

so sick he needed to wait several weeks before continuing.

Even today, many old-time needle jockeys still remember some of their patrons suffering from "red reaction."

Luckily, nature provided a safe alternative—a tiny louse-like insect called a cochineal.

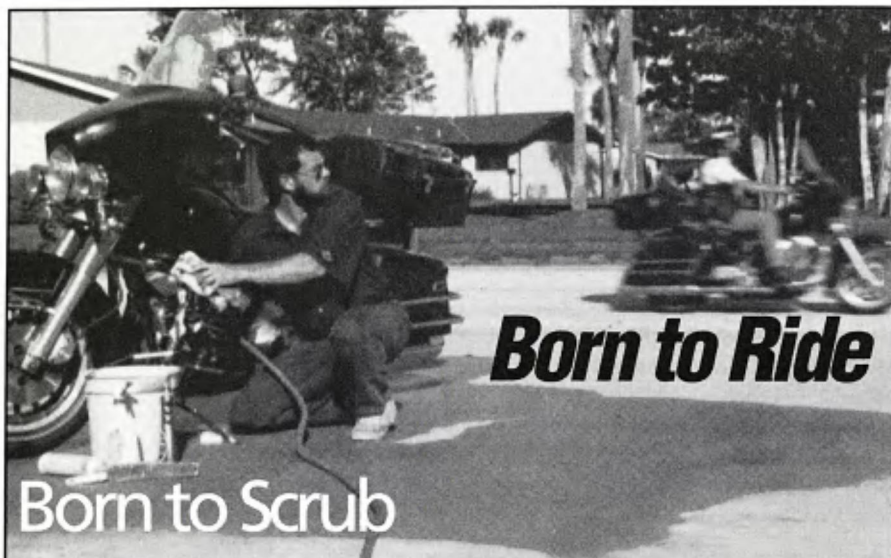
The cochineal lives on cactus plants. The little bug's been used for dye since at least 700 B.C. Montezuma even required that people pay part of their taxes with cochineal.

Only the pregnant female is used. Once she's bloated with eggs, she's scraped off the plant and killed in boiling water. Interestingly, virgin females can reproduce without the male. It takes about 70,000 bugs to yield a pound of pigment.

The basis for white was also relatively safe, originating from zinc oxide. Since antiquity, zinc oxide has had special uses in ophthalmology. The compound was also effective in reducing inflammation.

The rest of the colors, however, didn't evolve quite so easily.

Colonel Todd has seen many changes since he started tattooing in 1948. "When I started out I didn't have a yellow or a green that was any good," he recalls. There were only



Seem like you spend all your time just keeping up with the dirt your bike gets into? Make you feel like you were born to scrub? Know what? S100 Total Cycle Cleaner can get you riding faster than you ever dreamed. See, both of these guys started cleaning their bikes 15 minutes ago. The guy with the old fashioned stuff's got an hour of scrubbing left. The guy on the bike used S100 and he's gonna get an extra hour of riding in.

What's S100? S100 is the Total Cycle Cleaner that everyone's raving about. Spray it on the whole bike, touch a sponge to the real grundgy spots, rinse it off with a garden hose and go. *Rider Magazine* called it a product "...likely to revolutionize the Saturday morning wash." Of course, since S100 is approved by Harley Davidson, your authorized Harley Davidson dealer stocks it too. Just ask a friend who uses S100. After all, you were born to ride, not to scrub!

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What eventually seemed to work best was mixing pigment with a solution containing thymol, eucalyptol, methyl salicylate, menthol, water, alcohol, benzoic acid, caramel, and poloxamer 407. This liquid is better known as Listerine.

Walk into any shop, and that's the first thing you would smell.

Still, mixing up inks in the sink was messy and time consuming. Various artists around the country began developing pre-mixed colors to market.

Philadelphia Eddie was one of the pioneers.

"Forty years ago you needed an ice pick and hammer to put in some of the colors," he says. "Back then the pigments were coarse powders containing little chunks the size of pinheads."

One day, Philadelphia Eddie was in

Philadelphia Eddie covered both of his legs with small test areas

a bar discussing the problems of pigments when someone approached him. The fellow was a chemist and had overheard the conversation.

"He invited me to his lab and we started looking into safer pigments and better chemicals to break them up with," Philadelphia Eddie says. "He'd give me little samples of what he thought might work, and I tried them on myself."

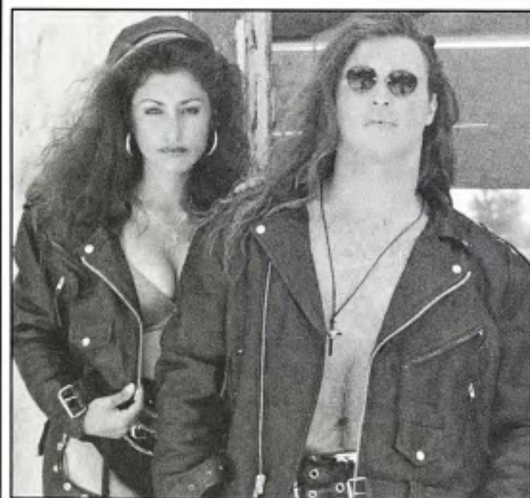
It took over eight years of trial and error, during which time Philadelphia Eddie covered both of his legs with small test areas.

He went on to improve the process by grinding and regrounding the pigments into extremely fine powders. Then Philadelphia Eddie and his chemists evolved a superior surfactant that continued to dissolve the powders until a homogeneous liquid resulted.

Today the inks developed by Philadelphia Eddie, Phil Fairweather, and other pioneering artists set the standards for the entire world. They're safer, longer lasting, and more resistant to the sun.

Even the Japanese masters, whose ancestors first introduced the use of colors, insist on using American ink.

—Mark Petterson



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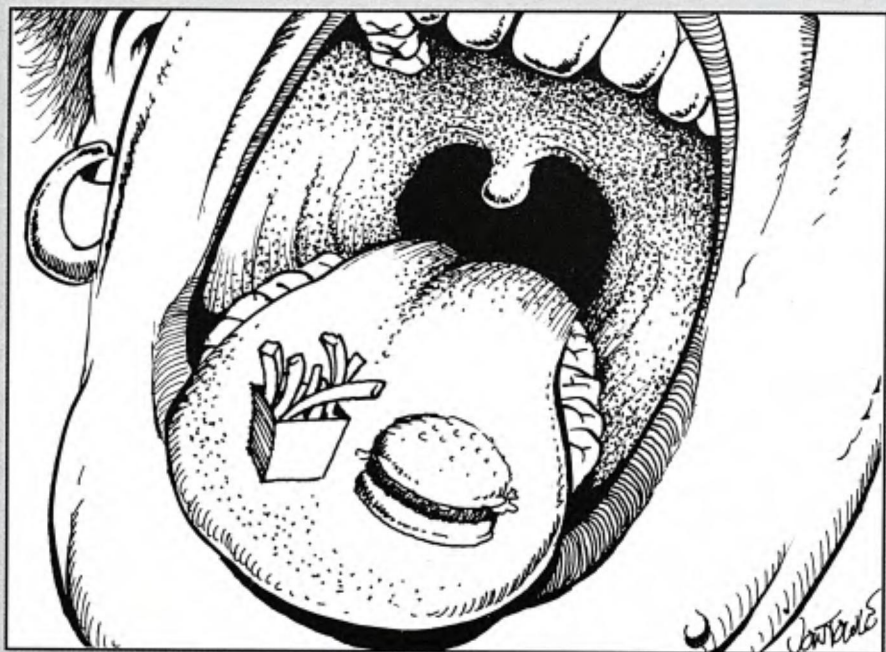
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TALKIN' TATS

The real skinny...



At Last, A Diet That Works—Too Well

In Louisville, Kentucky, lardass tubster Hilda Hindenberg had a small hamburger and fries tattooed on her tongue so she would stop feeling hungry all the time. She shed 188 pounds, going from a 275-pound school bus to an 87-pound titless stick in two months. Feeling constantly stuffed to the gills, she was unable to eat more than a dozen raisins a day, and continued to lose weight. Sadly, she was forced to undergo a tonguectomy in order to regain her appetite. As of this writing, she had ballooned to 312 pounds, but considered herself lucky. As Hilda put it, "Uunnghh, ahddrhgg. Hhgguggh hnn gghggmm."

Work You Can Get Your Teeth Into...

Don't buy the current hype about using laser technology to get rid of unwanted tattoos. What has doctors and patients really excited is a new process called SCAM, short for Skin-Crawl-Assisted Maceration. Using this technique, the doctor scrapes his fingernails across a blackboard until the patient's flesh crawls. Then, when the section of skin bearing the offending tattoo crawls past the patient's mouth, he or she simply gnaws it off.

Tinney's Tats

Judging the big Invitational Tattoo Contest at the *Easyriders* Bike and Tattoo Show in Columbus, Ohio, was our Billy Tinney. Billy's outstanding photography has graced the pages of this mag for many years, and more recently he became the editor of *Tattoo*, popular sister publication to *Easyriders*. Challenged to display his own skin art, Billy hemmed and hawed, tried to pass off his appendectomy scar as a tattoo of a hairy red worm, then claimed that his tats were internal and not visible to the casual observer. Most of the crowd was skeptical, but Billy convinced them when he produced several X-rays depicting bones and organs tattooed in his chest cavity by the renown artist, Perry Stallsis.

They're Heeeere ...

An upcoming issue of the nationally-distributed tabloid, *Inside Investigator*, will blow the lid off government attempts to conceal the astonishing facts surrounding the events that occurred in Baltimore, Maryland, earlier this year. On Tuesday, May 4, around 7:30 p.m., 36-year-old Claude Pecker sat in a lawn chair in his back yard, drinking a can of malt liquor. Without warning, Pecker was beamed aboard an alien spaceship where he was examined, forced to chug-a-lug a bottle

of Windex, and then tattooed with a detailed rendering of Fenway Park in Boston. The tattoo, Pecker believes, is the first tangible proof of alien visitation. When asked why the alien had tattooed a major league ballpark on his chest, Pecker paused to ponder, then said, "To make me look like an asshole, I guess." Watch the skies, they may come again.

And It Comes With Two Pair Of Pants...

In these tough economic times, more and more executives are turning



to full-body tattoos of business suits to save big on clothing bills. New England workers say the suits aren't as warm as wool, but that they save a bundle on dry cleaning. While most tattoosuits had rave reviews for the new duds, a first-time wearer in Jackson, Mississippi, forgot about the change and removed his shirt. Doctors say series of skin grafts will cover the shredded tissue, but unfortunately, the coat will always look somewhat tattered.

—Tex

FLYIN' FREE

ANNA COLLINS

Hollywood, Florida



Photos: courtesy of Big Beat Productions

There's nothing funny about a good-looking blonde who rides her own Harley... unless the woman is Anna Collins.

Sick and tired of the wake up, go to work, come home, go to sleep, get up and do it all over again routine, Anna decided to quit the daily grind and put her sense of humor to work. "To me, it's more of a joke to do nine-to-five for a whole year just to get a two-week vacation," she says.

After a move from Boston to south Florida, the Swiss-born funny lady hit the comedy club circuit in and around Fort Lauderdale where she quickly won over audiences with her sharp wit and offbeat observations. Anna draws her material from everyday life and everyday people, poking fun at

everything from PMS to bad drivers. Her talent is bringing to light the little things in life that annoy us and turning them into something amusing. Getting people to laugh at themselves is a gift, and, in Anna's case, it's a gift that has gained her national acclaim and recognition.

It comes as no surprise that a talented, independent lady with a lighthearted attitude and a loathing for regimental living would ride a Harley. Women who ride are women who have shunned the stereotypical standards of society to travel down the road not taken. It's a rough and bumpy road at times, but the scenery is a helluva lot better, and what's waiting at the end is well worth the trip.

Anna can certainly attest to that.

Making a name for herself in the male-dominated world of stand-up comedy has been far from easy, but having the courage to take that route has proven to be very profitable—for both her pocketbook and her peace of mind.

Those of you who punch a clock and dream of being able to earn a living some other way, know what I mean. Sure, we have an advantage over the others—we're able to get on our bikes and lose ourselves and our problems in the wind. But can you imagine being able to do both? Anna Collins is living proof that it's possible. She gets the mind liberating high of riding her Heritage in the Florida sunshine and the rush of being up on stage in front of hundreds of people.

What Anna's story amounts to is



simply this: Seize the day, ladies. Tomorrow may be too late. The fact that we ride proves that we have courage to break away from the norm. Now all we have to do is push that limit a little further to make the rest of our dreams come true.

—Two Step

You can catch Anna's act at a comedy club near you. She's a regular at the Improvs in Los Angeles and Chicago, Dangerfield's in New York City, the Comic Strip and Casey's in Ft. Lauderdale, and Stitches and Giggles in Boston.

Flyin' Free is our forum for lady riders. Send your suggestions and submissions to: Flyin' Free, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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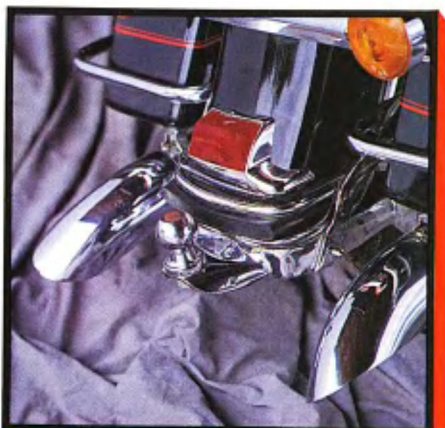
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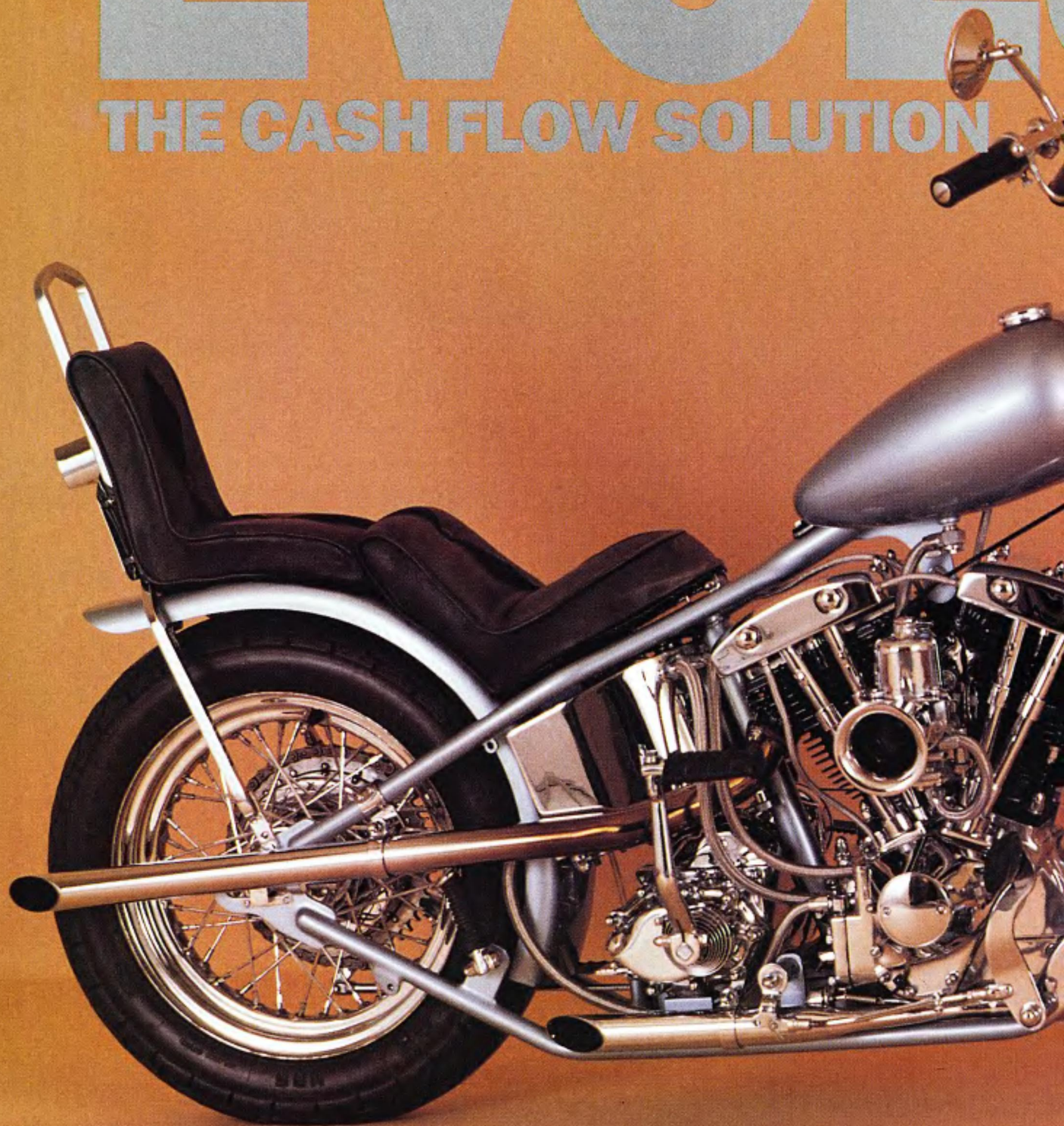
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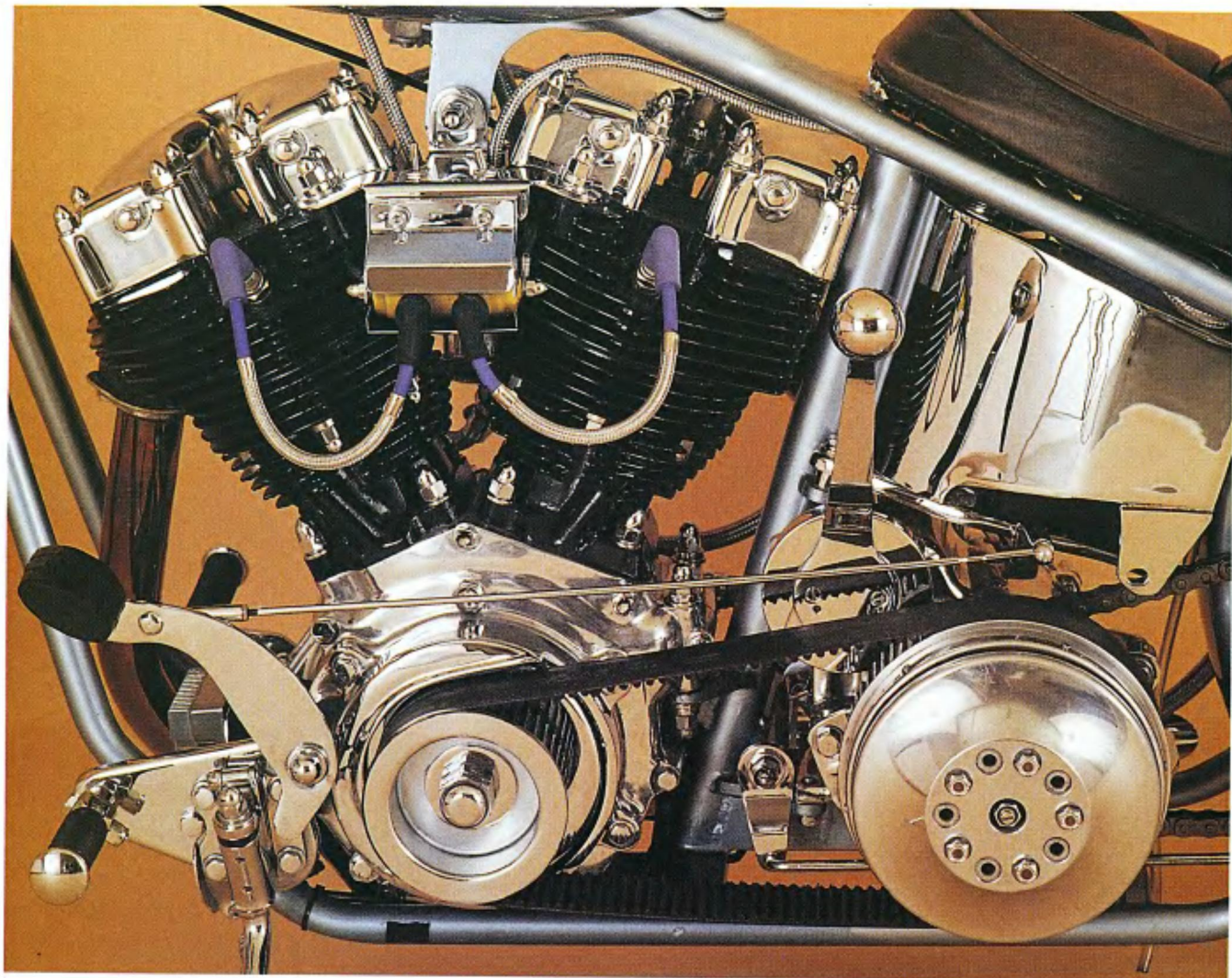
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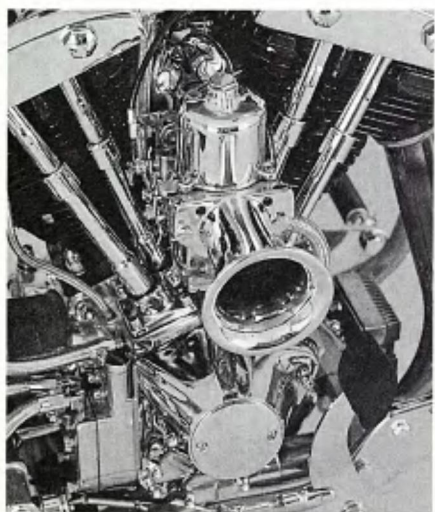
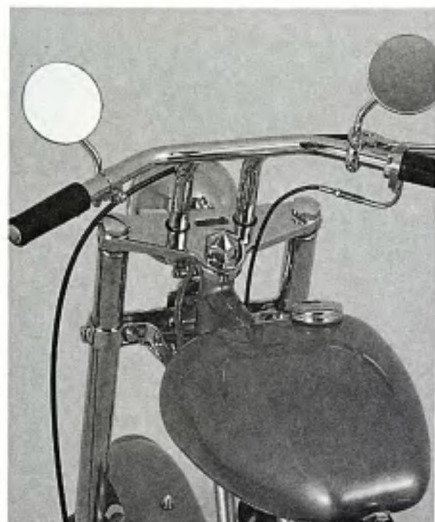


Cash flow. She's the nickel-plated bitch which keeps us all from having classic, ass-kicking rides. Let's get real. Custom work, even something as essential as a paint job, doesn't come cheap these days. The other option is to do the work yourself. But, fuck, that isn't even much of an option these days if ya don't have access to a fully equipped shop. You disagree? Flip open a tool catalog.

So what do ya do? Why not try evolution. No, I'm not talking about Evolution, as in the Harley engine. I'm talking about *evolution*, as in Darwin's theory that man evolved from apes.

In this case, though, it simply means taking a good thing, like a piece of Milwaukee's finest, and letting it grow—as the bank balance permits—until it turns into what you want.

That's what David Pittman, the



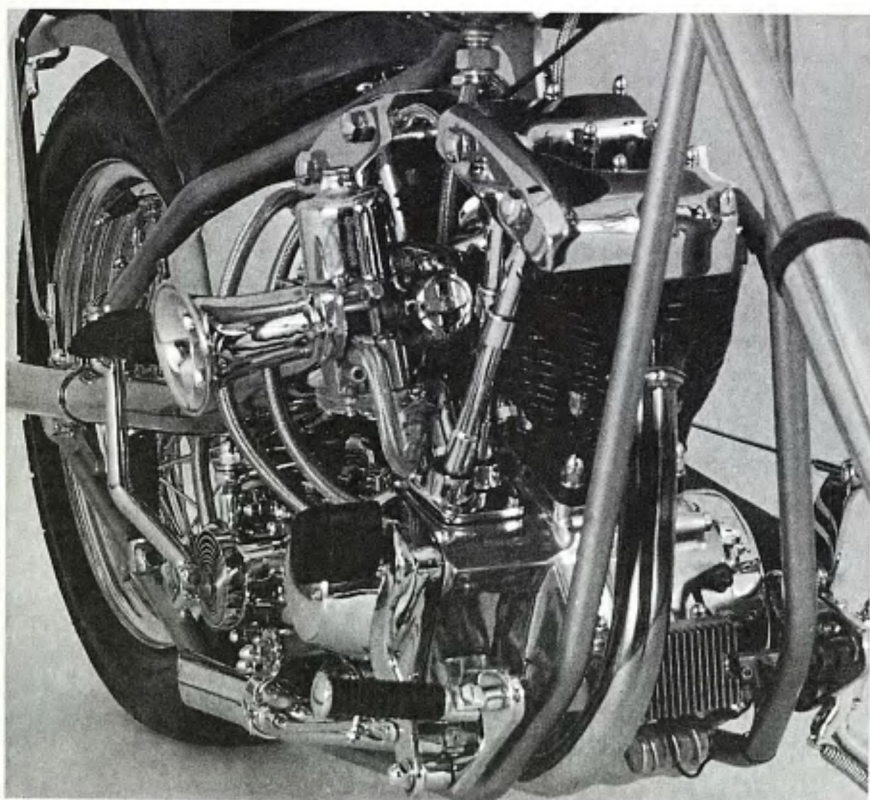
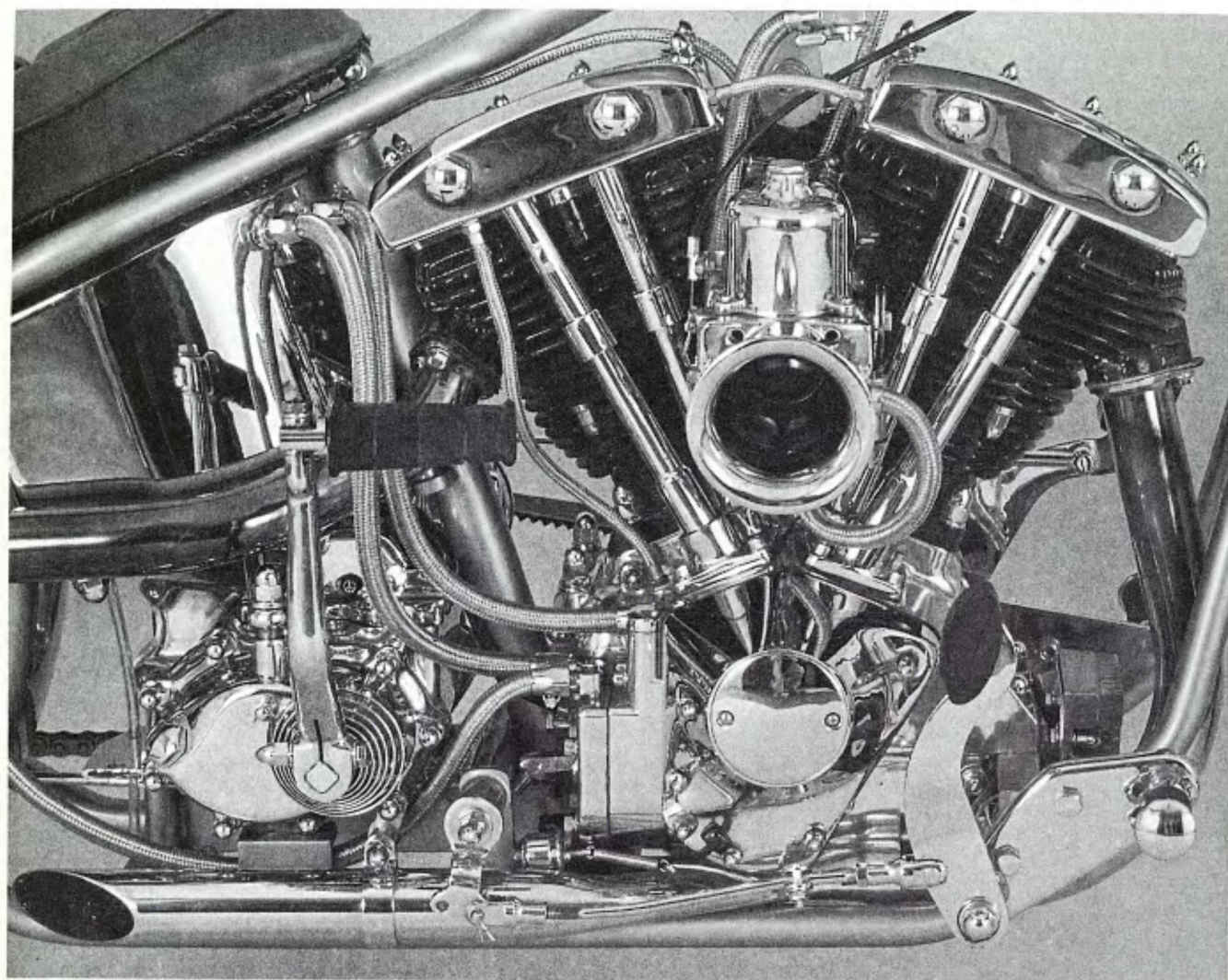
master of the scooter in the photos, did. When Dave bought the bike on July 11, 1974, during the AMF strike, it was a stock Super Glide. It was black, squeaky new, and should have been painted yellow—a bright, lemon yellow.

It was full of AMF problems including a nightmare of a wiring harness and lousy brakes. Those problems were taken care of immediately. But Dave had another problem with the bike. Seems the 74-cubic-inch mill just wasn't fast enough for a die-hard speed freak. So in 1975 he stroked her up to 86 cubic inches.

In 1976, Dave decided she'd look better seated in a rigid frame than in the stock swingarm. So the swingarm was traded for a rigid, and the lady sported new lines.

A year later, Dave figured he would take a break. But as Murphy's Law would have it, he →







went down on the way home from Daytona Beach. So the bike went to the shop again.

In 1978, Dave changed from a foot to a jockey shift and gave the bike its first real paint job. Until then it had been "a rat with nothing but spray can paint jobs." But when it came out of the shop in '78, it was basically the same as you see it now.

Oh, it's seen several paint jobs since. It was black for a year, but Dave couldn't get into that, so in October of '88 he painted it gray.

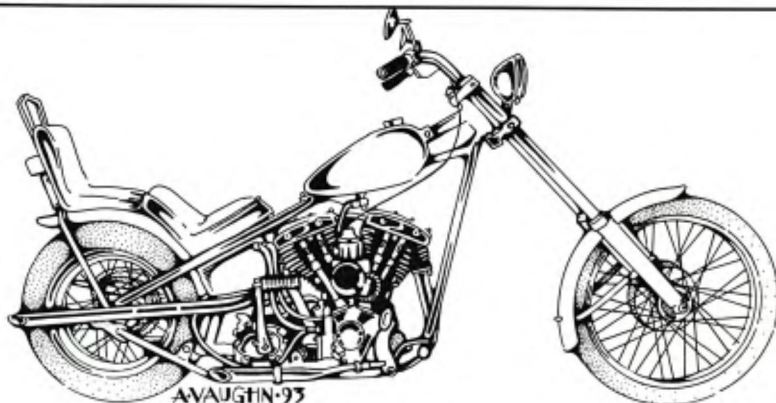
And on April 1, 1989, fate played the shittiest April Fool's joke in history on him—the engine and tranny were lost in a fire at a bro's shop. But Dave persevered. The parts which could be retrieved were polished up and saved, and the parts which couldn't be rescued were replaced. In 1990 his shovel was up and running again. But it had changed color once again to the '64 Stingray silver-blue and silver you see here.

So I guess the question is: Has the bike evolved? Is this AMF shovelhead—which looks nothing like the Super Glide it started life as—finished? Has it reached the peak of perfection, or can it still go on?

When I asked him these questions, Dave just chuckled. He's in the process of supercharging it. I guess Dave figures that if there's an opportunity for growth, there's no reason to leave a good thing alone. More power to him.

—Silent

Owner(s): David Pittman		City: Seattle, Washington	
General		Frame	
Fabrication by: owner		Year: 1975	
Year and make: 1974 H-D		Builder: reworked Wasco/Jammer	
Model: Super Glide		Type: rigid	
Value: nothing		Rake: a little	
Assembly by: owner		Stretch: a lot	
Time: two years		Other alterations: none	
Chroming by: Queen City Plating		Accessories	
Engine		Bars: Dangerous George	
Year: 1974		Risers: Dangerous George	
Model: shovel hot rod		Fender(s): two	
Rebuilder: Northwest Cycle		Headlight: yes	
Ignition: points		Taillight: Knightlight	
Displacement: 86 cubic inches		Speedo: excess weight	
Lower end: S&S 4.5- inch stroke		Front pegs: yes	
Balancing: smooth		Rear pegs: yes	
Piston: two		Electrics: owner/John Davis	
Cases: polished		Gas tank: Paughco	
Heads: Dave Mackie 83s		Oil tank: Paughco	
Cam: Sifton 485		Oil system: owner	
Lifters: Sifton solids		Primary cover: none	
Carb(s): SU Eliminator		Seat: leather	
Air cleaner: sometimes		Sissybar: yes	
Pipes: shotguns		Height: just right	
Muffler(s): fell off		Material: 5/8-inch square	
Transmission		Forks	
Modifications: Andrews		Type: wide glide	
Year: 1974		Extension: 10 over	
Shifting: jockey		Builder: Frank/Harley	
Engine sprocket: Phase 3 belt		Special features: swap meet special	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Clark Swenson		Hub: H-D	Hub: Timken Star
Painter: Clark Swenson		Rim width: narrow	Rim width: stock
Color: '64 Stingray silver/blue and silver		Tire: Avon	Tire: Metzeler
Type: lacquer		Brake: H-D	Brake: mechanical
Special paint: slick			
Other special modifications: Special thanks to the Hell Hogs and Russ and Cole at Downtown Harley. Dedicated to the memory of my shovelhead bro, Steven Key. RIP.			
Photos: Silvermoon			

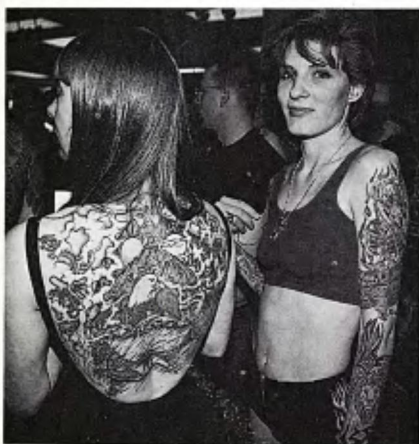


NEWS

BROS CLUB

LIGHTS ... CAMERA ... ACTION

*Didja Hear
The One About...?*



Why'd the biker cross the road?
What's the difference between
your ol' lady and a light bulb?
What's the difference between a
rice rider and a head of lettuce?

The answers to these riddles—and jokes that are way too funny to waste on paper—can be found in the upcoming *Easyriders* Video magazine Number 17, on sale in August.

And if you watch closely, you

might spot a fellow Bro playing stand-up comic, 'cause when the *Easyriders* Video crew needed to capture some jokes on film for their Hog Jokey Joke section, they brought their camera down to the Bros Club VIP Lounge at the *Easyriders* Regional Bike and Tattoo Show in Seattle, Washington, and everybody got into the act.

We all know that bikers tell the best jokes, but the Bros Club folks

were really cuttin' up. Particularly good belly laughs came from Bros Club members Darrell Vacca of Kent, Washington, and Billy McQuail from Salem, Oregon.

So, didja hear the one about this priest who walks into the Harley shop and asks the bro at the counter...?

Naw, I'll save it for the video camera. See ya at the movies.

—Bill Bish



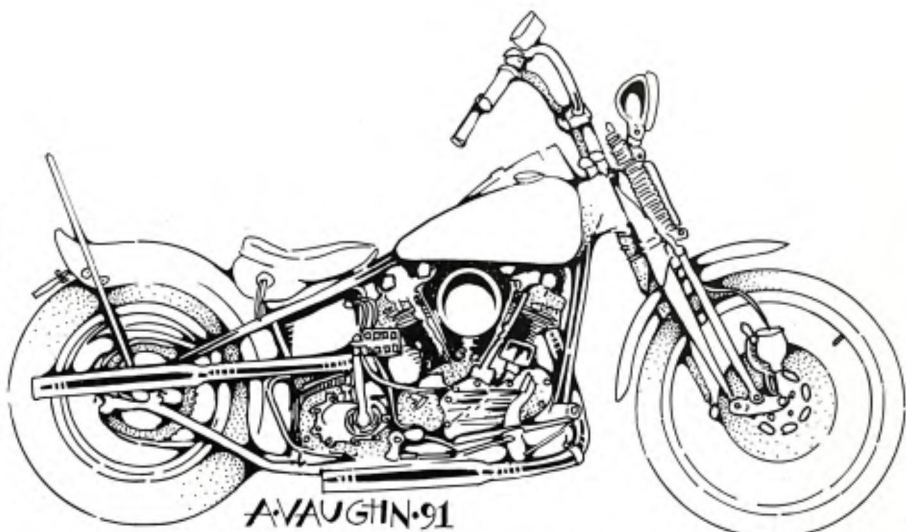
Photos: Mike Lichter

STRENGTH IN NUMBERS PAYS OFF

Bros Club Lowers Membership Fees

When was the last time you heard of anything coming down in price? Surely not taxes, or your insurance, or your alimony payments, or . . .

But effective immediately, Bros Club yearly membership dues will be \$29.95 and will include our Premium Emergency Road Service program. Whatta deal! This membership was previously priced at \$45, but because Bros Club is grow-



ing so large, so fast, our road service company has given us a great break on fees—so we're passing along the savings to our membership.

And the Bros Club Premium Emergency Road service is the best road service anywhere, with over 12,000 tow and service providers nationwide to get help to a downed bro *fast*. Whether you're broken down in your own driveway, or 2,000 miles

from home, all you have to do is call an 800 number, and they'll dispatch someone out to you *pronto*. And Bros Club will pick up the tab for the first \$35—anytime you use the service. You got it—the very first time you use the service, your membership has already paid for itself.

This same great deal applies to renewal, too.

—Bill Bish

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RAZORBACK'S REVENGE

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You've heard of the "E" ticket ride, right? It's the one that knocks your socks off. It's also known as the "thrill ride." While most attractions in this category fall in the area of roller coaster, simulators, and high tech 'drop 'n' pukes, there is another sort all together.

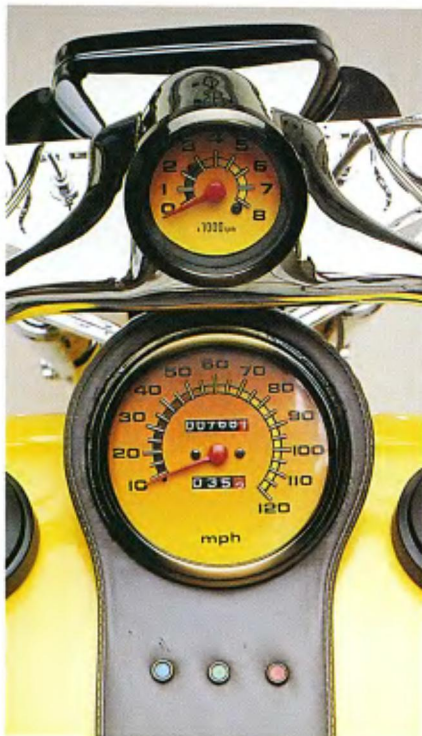
The thrill ride I'm talking about has the same heart-pounding, white knuckle adrenaline rush of a four star roller coaster, and it's pictured here.

Like such high-speed thrill rides as "Colossus," "Viper," "Ninja," "Free Fall," and "Psyclone," the name of *this* thrill ride says it all . . . **Razorback**. I can hear the TV ad now . . . "Just when you thought it was safe to twist the throttle—Razorback lifts you to the heights of sensation *then*, plunges you down a twisty, mind-melting road to madness!"

Sorry . . . I got carried away.

The razorback is a monstrous saber-toothed Hog that stalks the out-back of Australia. It's a snarling, land shark, hunting its prey with ruthless abandon. But that isn't how this Space Age beauty got its name.

Wyatt Fuller, owner of Razorback Motorworks, makes functional parts for Harley-Davidsons. He is one of the new





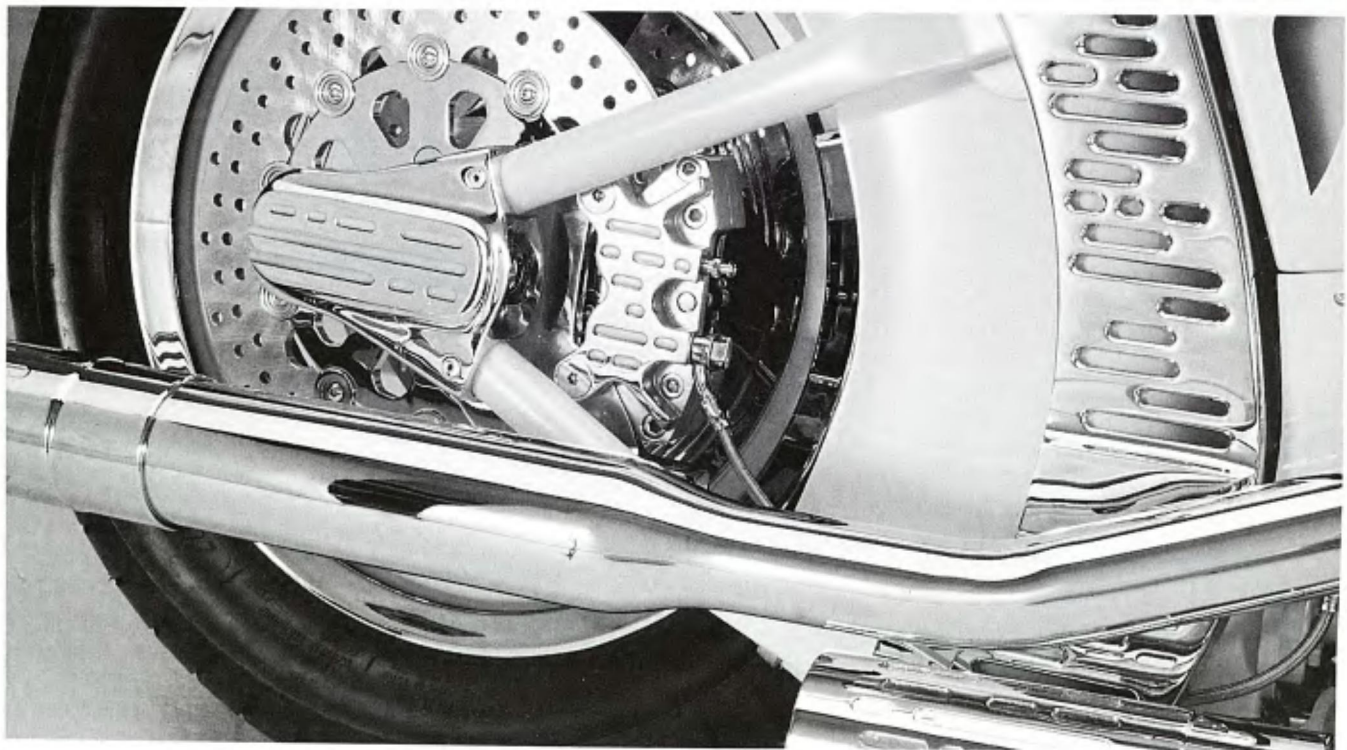
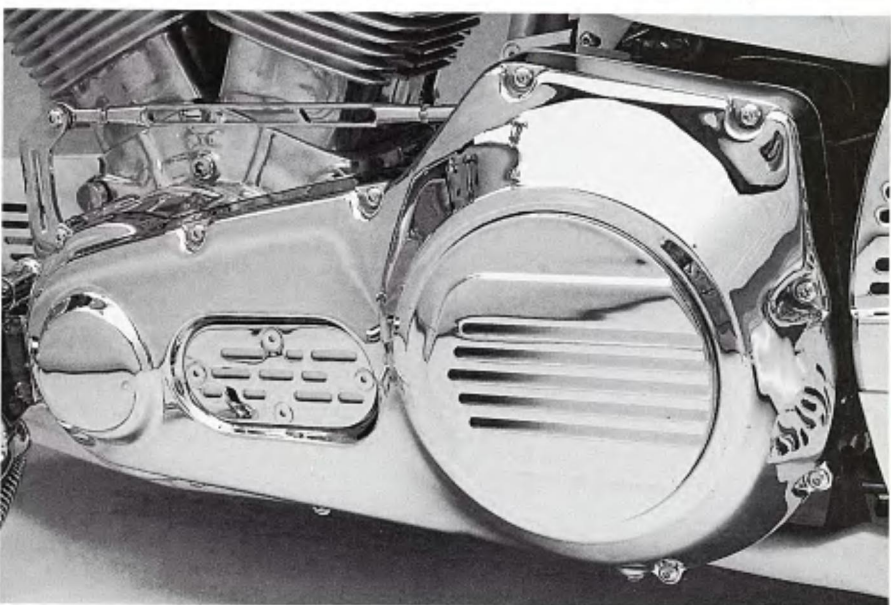
breed of fabricators who has thrown his hat into the custom goodies ring.

Wyatt is in good company. Today, anyone bitten by the customizing "bug" can choose from an amazing array of high-tech billet covers and accessories designed by the best. The list reads like a bike builder's "Who's Who." I'm talking Pat Kennedy of Pat Kennedy Custom Cycles out in Tombstone, Arizona; Billy Westbrook of Westbrook Custom Cycles; Randy Simpson of Milwaukee Iron in Lynchburg, Virginia; Ron Simms of Bay Area Custom Cycles; and, of course, "the original" Mr. Arlen Ness. And that's just to name a few.

As an example of his handiwork, Wyatt built ol' Razorback here, using every trick in his custom arsenal.

Over seven sweat-soaked months went into building this wild ride. Most of what you see—and plenty you can't—was hand-fabricated by Wyatt. He says there's probably not one square inch on the entire bike he hasn't touched. I feel the same way about my ol' lady.

Take a good close look at this scoot. Where are the apehangers and mile-high sissybar? Where →



are the upsweeps and Mustang tank? Oh, I'm sorry, I must have had a '60s flashback. Now, where was I?

You say it's the '90s? Okay, let me shift gears here.

Right . . . new fabrication and high-tech stuff. Take the handlebars, for instance. They're a base set, originally from Ness—until Wyatt got to them. He considers them both a sculpture and a nightmare.

"I've got four and a half days just in the bars," Wyatt says. (Hell, I can relate. I've spent a lot of time in bars, too.) He raised the bars an inch to clear the tank, and bent a section of exhaust tubing to make the piece where the tach goes. And all of those tiny micro-switches are machined in, too.

The back fender is made from two Heritage fenders which were welded together and cut. Then Wyatt took the back of a bobtail fender and welded it on top.

Apparently, Carl's Speed Shop was pretty insistent on using the pipes you see for performance. Wyatt thought they were well . . . sorta ugly. So he machined some aluminum ends for them and *viola!* A whole new look.

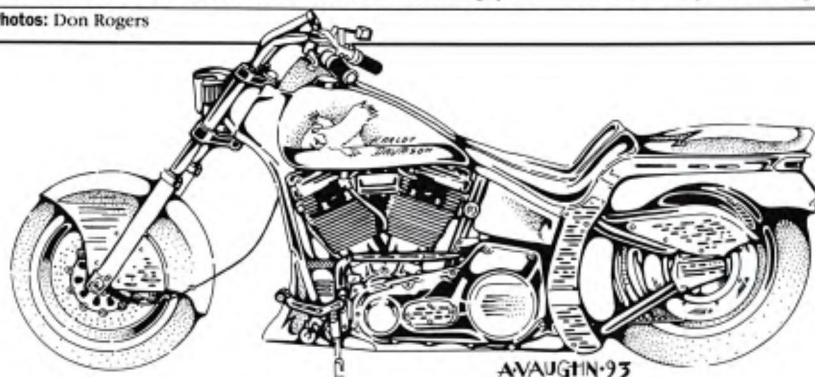
Wyatt ended up finishing the motorcycle and taking it to Daytona Bike Week, where his custom creation took "Best In Class" in the Harley Pro-Class.

Bottom line here. Just what *is* the Razorback? Is it, "A," a new, "E" ticket thrill ride? "B," a demon Hog with a mean temper? "C," a pretty neat fabrication job by Wyatt Fuller? Or "D," all of the above? You be the judge.

—Southern Connection



Owner(s): Rolando Santos		City: Miami Beach, Florida	
General		Frame	
Fabrication by: Razorback Motorworks		Year: 1992	
Year and make: 1992 H-D		Builder: H-D/Razorback	
Model: Fat Boy		Type: Softail	
Value: \$60,000		Rake: stock	
Assembly by: Razorback		Stretch: stock	
Time: seven months		Other alterations: 5° rake, triple trees by Razorback	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: Ness/modified by Razorback	
Year: 1992		Risers: Ness/modified by Razorback	
Model: Special Construction		Fender(s): modified/Razorback	
Rebuilder: Carl's Speed Shop		Headlight: Razorback	
Ignition: Crane		Taillight: Razorback	
Displacement: 98 cubic inches		Speedo: H-D/Aircraft	
Lower end: S&S		Front pegs: Ness	
Balancing: Carl's		Rear pegs: none	
Pistons: S&S		Electrics: Razorback	
Cases: STD		Gas tank: stock 5-gallon modified by Razorback	
Heads: STD		Oil tank: H-D/modified	
Cam: Carl's		Oil system: factory with aircraft fittings	
Lifters: factory		Primary cover: stock	
Carb(s): S&S Super G		Seat: Keith's Upholstery, Ft. Lauderdale	
Air cleaner: Razorback custom billet		Sissybar: none	
Pipes: Carl's/Razorback ends		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Andrew's 1st and 2nd gears		Type: FL, modified by Razorback	
Year: 1992		Extension: stock	
Shifting: custom, Razorback		Builder: factory	
Engine sprocket: Super Max Products		Special features: hand-fabbed fender brackets	
Trans sprocket: Super Max belt		Wheels	
Wheel sprocket: Super Max belt		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Bob Thorn		Hub: factory	Hub: stock
Painter: Dawne Holmes		Rim width: 3.5-inch	Rim width: 3.5-inch
Color: Corvette yellow/pearl		Tire: Avon	Tire: Avon
Type: lacquer/urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Dawne Holmes, Aircraft			
Other special modifications: all accessories, metalwork, and fenders handmade by Wyatt Fuller. Thanks to Phil Ross, the guys at Kasler's Car Creations, Dawne, Al and the guys at Atlantic Coast Plating, and the hospital.			
Photos: Don Rogers			



This bike and another were featured in our first Posterzine spotlighting new Harley-Davidson bikes. We blew it—mistakenly giving credit for the bike's construction to another shop.

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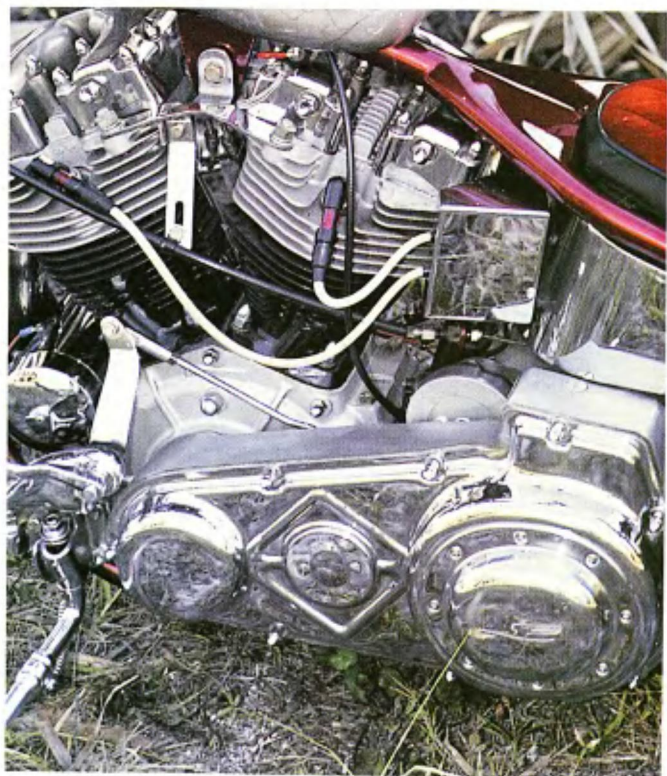
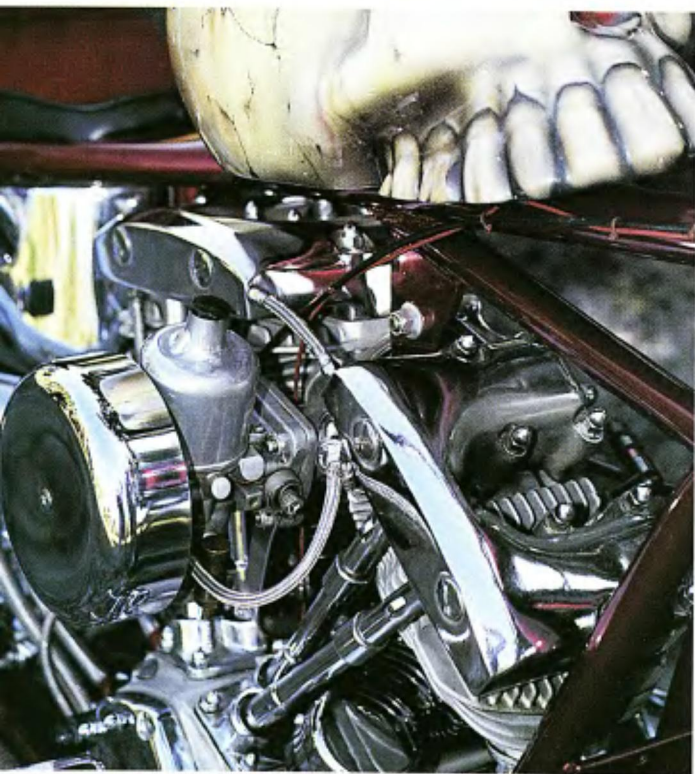
1966 Harley-Davidson FL

There I was shootin' pool at Froggy's when a pair of Ann Margaret legs reaching damn near to Heaven stood right in front of the same corner pocket where I was lookin' to stuff the 8-ball. After I missed bigger than shit, some bro nudged me and said he had a message from Renegade back in L.A.: "Picture Pat told Mickey, who called Renegade back on the West Coast, who told Hogbreath in Denver, who passed the word to Mad Dog in one of the Dakotas, who relayed to his cousin Booger on his way to Daytona, that Clay Dog better check out this guy's chopper with the badass-lookin' skull tank in Tampa." Whatever happened to Ma Bell? And who the hell's Booger?

Then it dawned on me that the bro with the skull-tanked stretch was Tampa Ray Hall (not to be confused with Rodeo Champ Tampa Bay Ray) who, 'bout 16 years back, sold a '55 homemade, cut-and-weld, heat-and-twist-as-ya-go, stretched pan and picked up this '66 shovel to put to use with a shitload of his swap meet stash. When he's not wrenchin' on school buses by day and drag bikes on the weekends, Ray goes at it sprocket tooth and toenail wrenchin' his own rides through the night. His Top Fuel buddy, Johnny Rodriguez, even said he'd burned some of his own midnight oil on Tampa Ray's radical-ass scooter.

Daytona '93 may've been 400,000 strong, but nothin' stands out like a bad-to-the-bone, home-cooked chopper. —Clay Dog

General		Forks	
Fabrication by: owner		Type: girder	
Year and make: 1966 H-D		Builder: Durfee	
Model: FL		Special features: adjustable rake	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: short pullbacks	
Year and model: 1966 FL		Lights: square halogen headlight	
Rebuilder: Johnny Rodriguez/owner		Gas tank: deceased	
Displacement: 78 cubic inches		Oil tank: custom Amen wraparound	
Transmission		Seat: Lifter Lip Castellano custom	
Shifting: foot		Other: early diamond primary cover	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color: medium red pearl		Tire: rubber	Tire: Metzeler
Type: Dupont		Brake: nope	Brake: disc
Special paint: Ronnie Setser (tank)		Special features: Thanks to Pop for encouragement and Jan and Del at Tampa V-Twin.	
Frame		Photos: Pat Randle	
Year and builder: old, Savior			
Type: Softail			
Alterations: a bunch			





A Harley-Davidson®, a pretty lady, and Bros Club®.

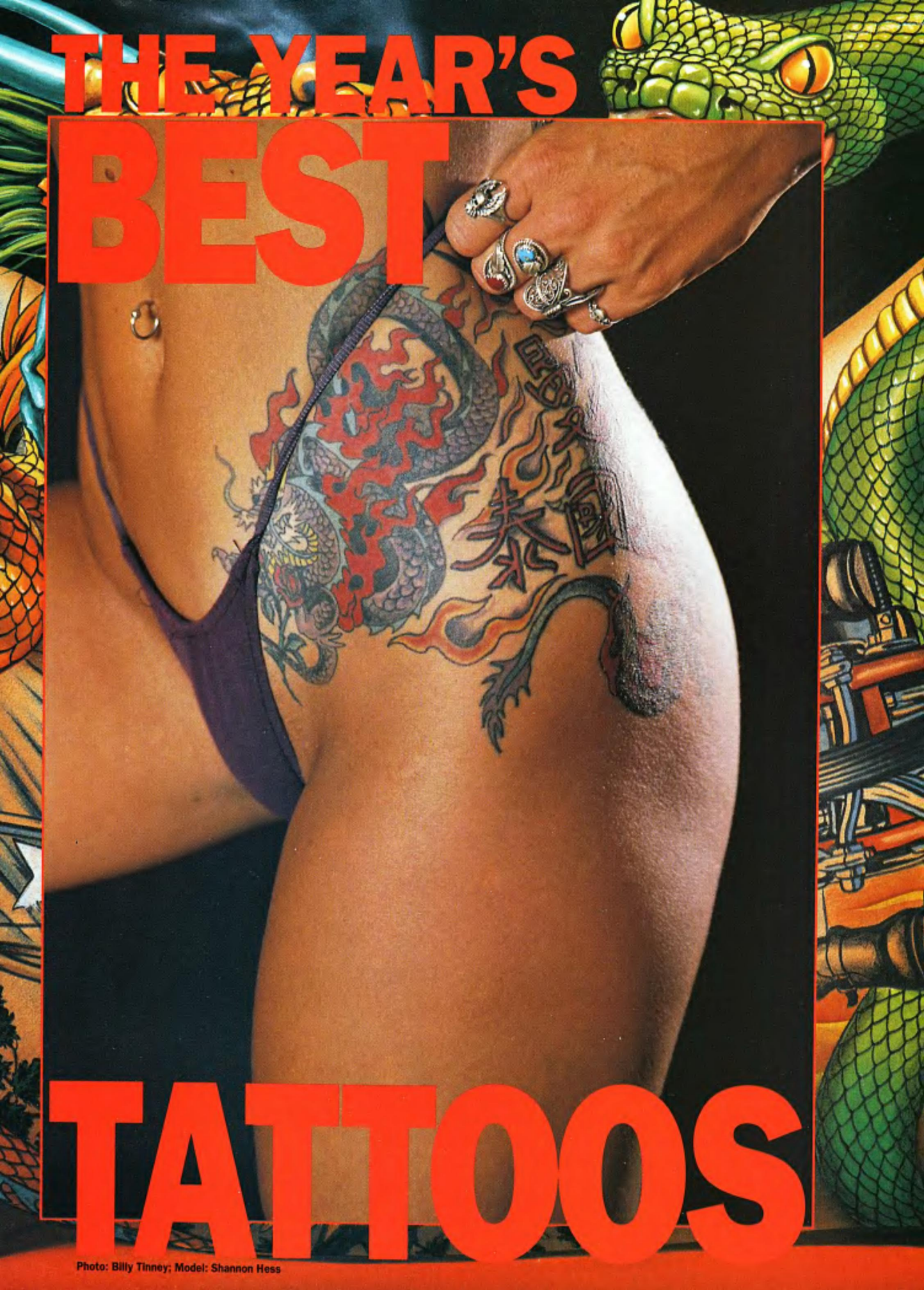
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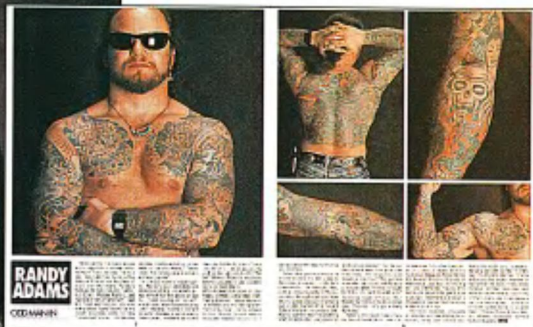
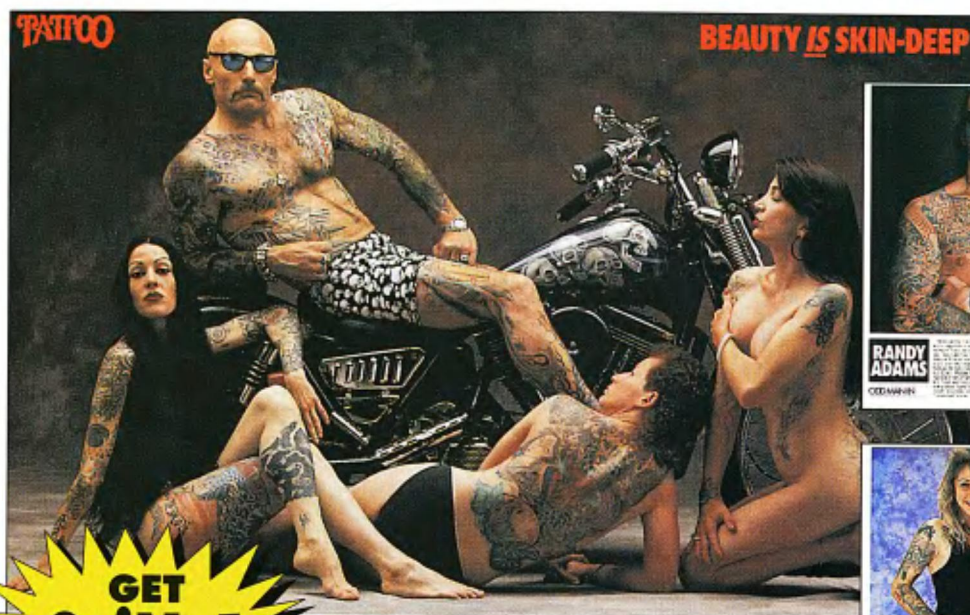
TATTOOS

Photo: Billy Tinney; Model: Shannon Hess



Photo: Billy Tinney; Model: Melinda Bruckner; Artist: Sister Bear

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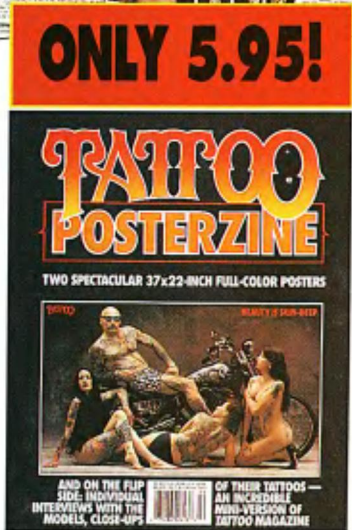




Photo: Billy Tinney; Model: Carla Spencer; Artist: Cat

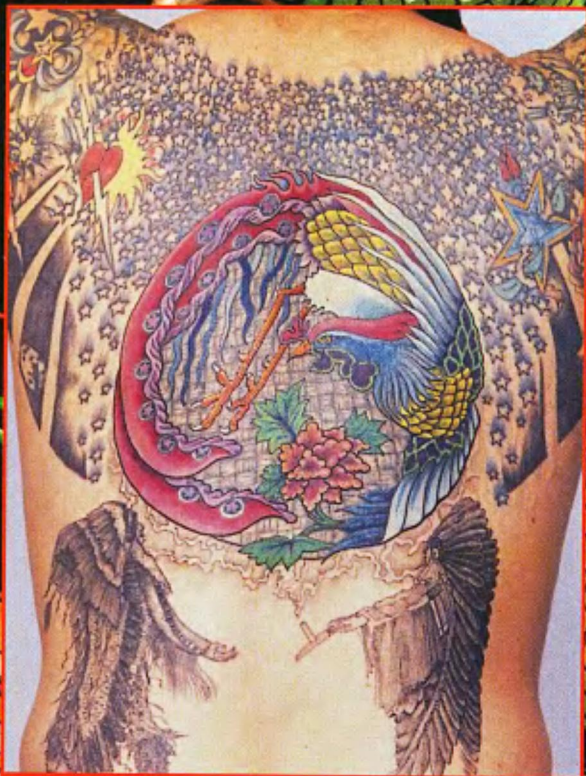


Photo: Billy Tinney; Model: Curt Starr; Artist: Dick Warsocki

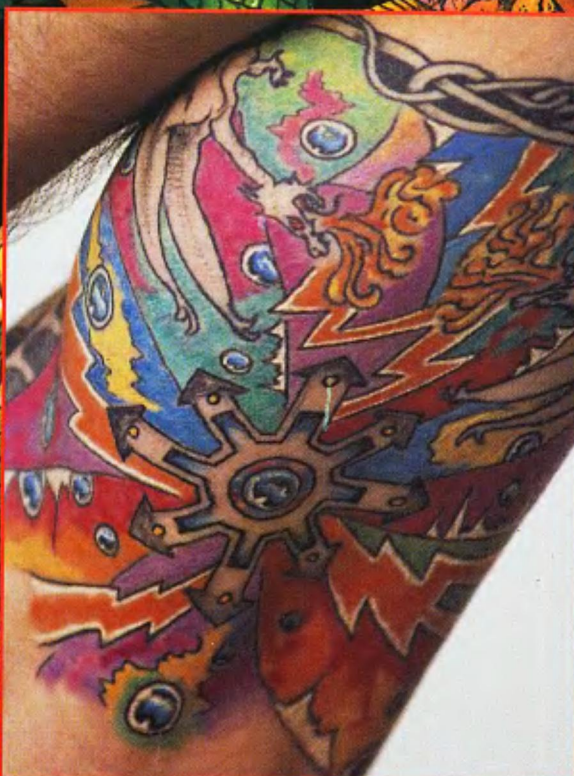


Photo: Billy Tinney; Model: Mike Kahrs Jr.; Artist: Electric Expression

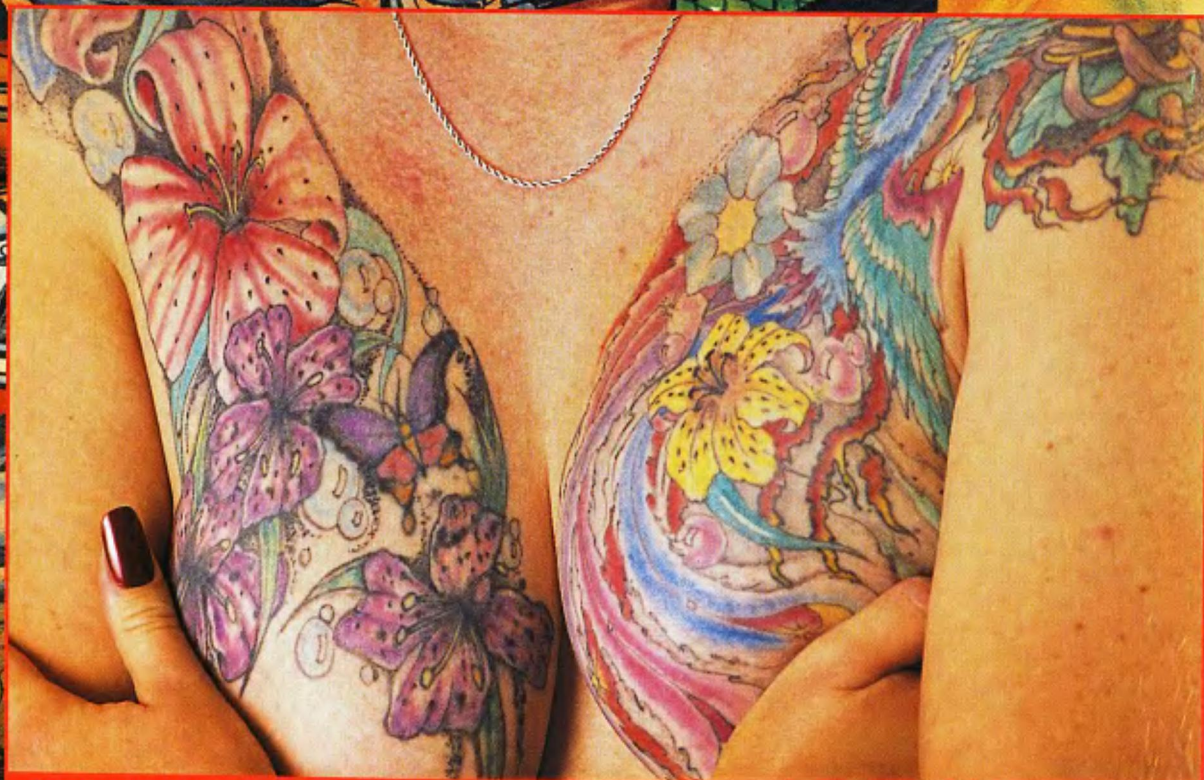


Photo: Billy Tinney; Model: Tami Hafer; Artist: Sugar Bear



Photo and artist: Orlando

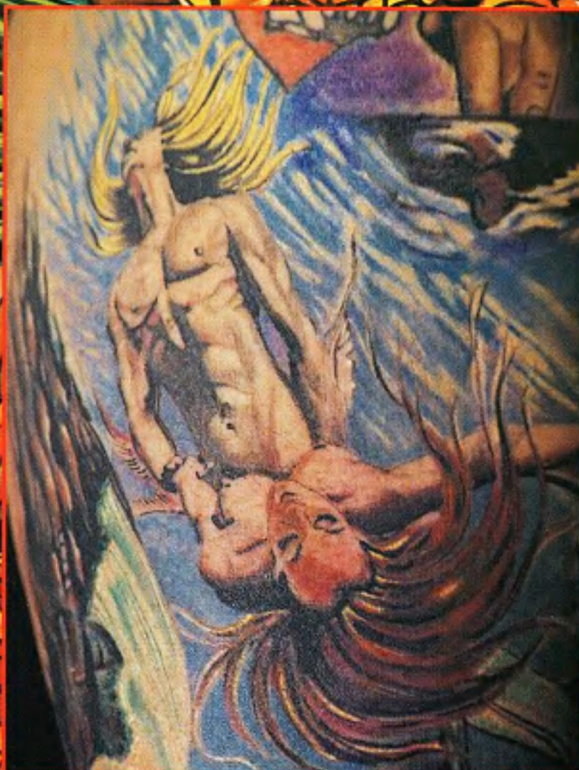


Photo: Billy Tinney; Model: Charlot Anadon Morales; Artist: Alain Meyer



Photo: Billy Tinney; Model: Briss Delval; Artist: Alain Meyer



Photo: Billy Tinney; Model: Bill Jorgenson; Artist: Mike Siderio



Photo: Billy Tinney; Model: Barbara Valverde; Artist: Paul Booth



Photo: Famous Leg Greg



Photo: Billy Tinney; Model: Debby Rohlf; Artist: Fallen Angel



Photo: Billy Tinney; Model: Dave Wilhelm; Artist: Marty Holcomb



Photo and artist: Cheyenne Tattoo



Photo: Billy Tinney; Model: Steve Dray; Artist: Craig Helmich



Photo: Billy Tinney; Model: Jim Reynolds; various artists



Photo: Billy Tinney; Artist: Clay Basket



Photo: Wild Billy; Model: Wanda Harper; Artist: Guy Aitchison



Photo: Billy Tinney; Model: Cyril Marchand; Artist: Alain Meyer

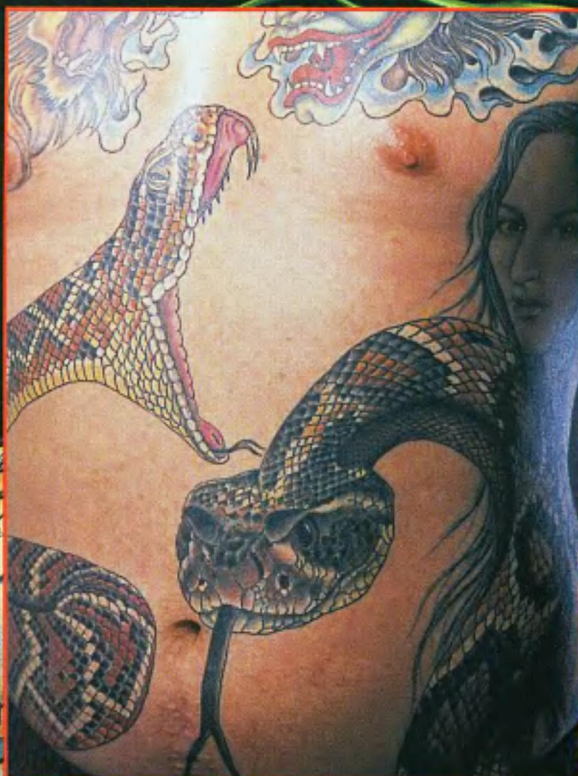


Photo: Billy Tinney; Model: Joe Plote; Artist: Craig Helmich



Photo: Billy Tinney; Model: Charlot Anadon Morales; Artist: Alain Meyer



Photo: Billy Tinney; Model: George Casselli; Artist: Juli Moon



Photo: Billy Tinney

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ER-8



Photo: Billy Tinney; Model: Steven Franklin; Artist: Marty Holcomb



Photo: Billy Tinney; Model: Matthew Jesse; Artists: Dennis and Gina Dwyer



Photo: Billy Tinney

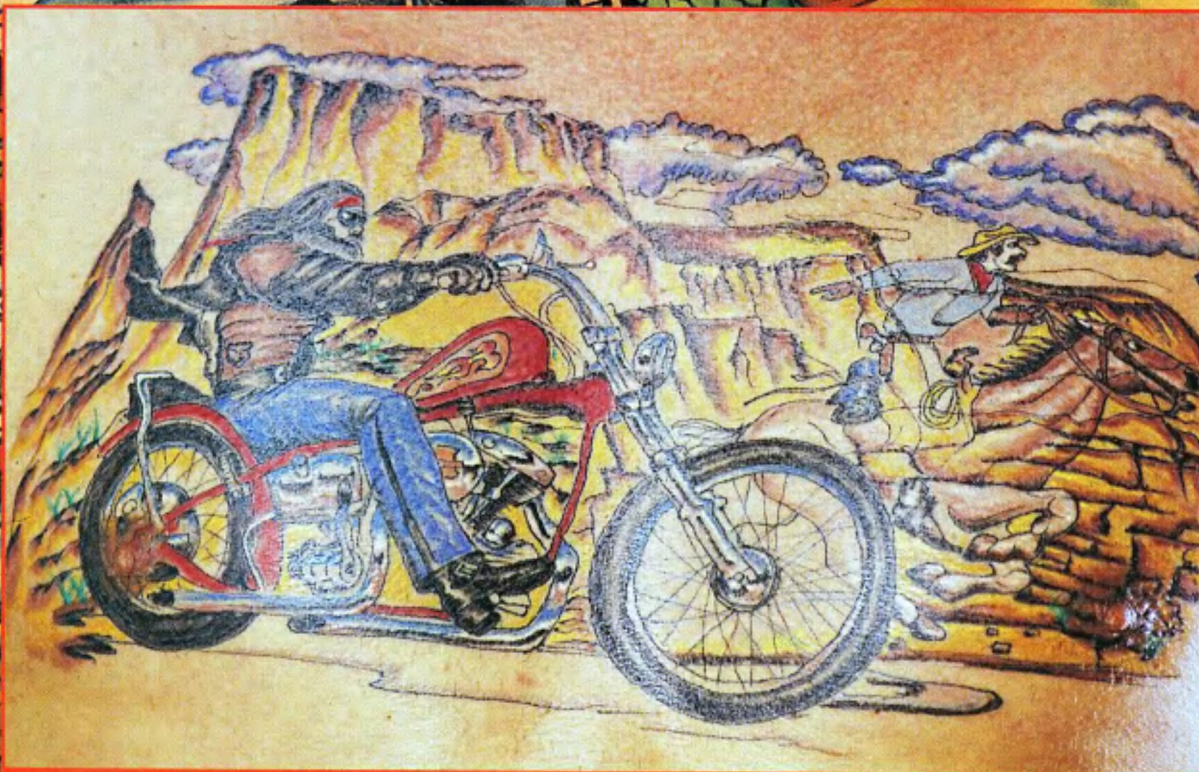


Photo: Billy Tinney; Model: Steve Sinchak; Artist: Tiger Bob's



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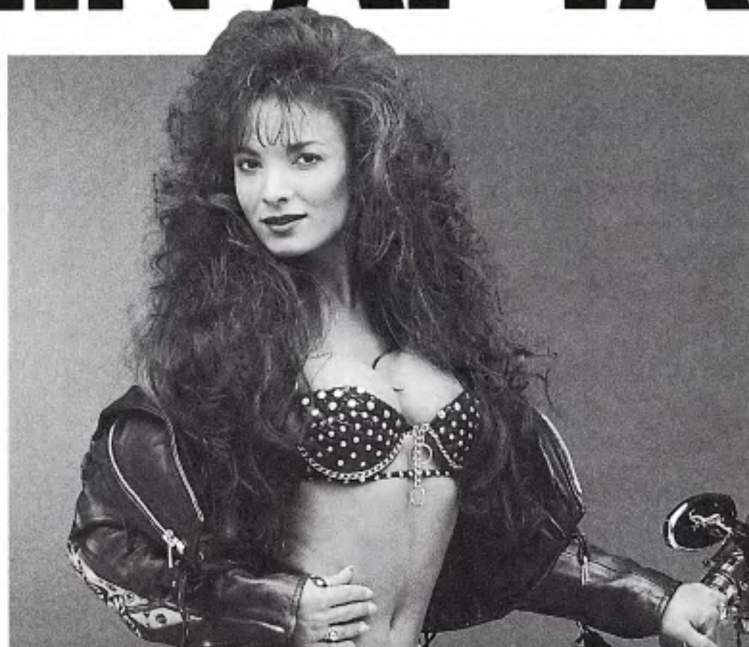
The **September** issue is hotter than an Indian Summer. For starters, we've got a guide to run necessities, featuring everything from bed rolls to long johns. And speaking of features, three of our five feature bikes are *Easyriders* bike show winners. You'll definitely want to see which rides rocked the vote this year. Also in this issue: Spider's story of a biker/sculptor, the Laughlin Run, our Seattle Regional Bike Show, a tech tip on fuel injection, a nostalgic piece about heroic Harley-riding soldiers in WWII, the most beautiful women on earth, and more. Don't let it leave your sight. **On sale July 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 now**

TATTOO

A brilliant display of international ink heats up the pages of the **September** issue. You'll see the artwork of German artist Crazy Greg; Britain's Darren Stares will be the subject of an up-close-and-personal interview; and the shop of the month is Australia's Inkspot III. And we'll give you a triple-dose of *Easyriders* Bike & Tattoo Show Tour coverage that includes the Vallejo, Seattle, and Waco stops. Don't miss it. **On sale July 13**



BIKER

The **October** issue is a golden oldies special. We'll ride ya down memory lane with a look at some righteous American-made motorcycles of yesteryear. You may even learn a few new things about the old stuff. 'Course we've got our own classics on tap, with Mutha dolin' out the advice, Huts drawin' double trouble, T&A from down under, and the wildest biker events in the galaxy. **On sale July 13**

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No-Good Ned and Brenda were locked in the throes of passion when she yelled, "Whoa!" Seems Brenda couldn't take one more minute of lookin' at the tat of Dolores's name on Ned's chest. Dolores was Ned's ex, who'd bailed on him a month before. Brenda proceeded to give him a dose of, "Either she goes or I go," and the poor guy just about threw a rod. What could he do?

Then Ned remembered that scene in Mel Gibson's forgettable movie, "Bird On A Wire" where Goldie Hawn asks to see the tat on Mel's shoulder. She

to ridin' free and bein' down. Either way, recognition because of a tat could send you on a pine box ride.

This article is going to tell you (with a minimum of medical-ecze talk) what's out there in the way of tattoo removal technology, including costs, time involved, scar potential, and pain factors. We've tossed in a couple of goodies, too, like a glossary of terms and a tale about a gen-u-ine biker who tried out the newest removal method: laser beam technology.

Why cram so much info into an issue where you'll probably be distracted by

artists deal with. Look at your forearm for a minute. The skin you see is called the epidermis. It's about half a millimeter thick, and it's the largest living organ on your body (although I'm sure some bros might disagree).

Just below it, about 2-3 millimeters thick, is the dermis. This is where the tattoo needle goes, and it's the layer where the ink is injected. Below the dermis you hit fat, and risk scarring because of permanent damage to growth cells. Professional ink slingers know how to avoid this area of skin, because the tattoo machine needle travels a safe, fixed distance throughout the application.

When the needle cuts through to the dermis and injects ink, the body immediately sends out a team of antibodies to fight off the liquid intruder. Think of them as a group of regulators. Their sole purpose in life is to attack any intruder to the body. These cells (called macrophage; rhymes with rage) are actually scavenger cells: They eat the intruder (like a Pac-Man) and carry it off through your body.

But with tattoo ink, the intruder is too big to handle. So, these little regulators figure that if they can't beat it, they'll hold their ground. They encircle the ink and transform themselves into a protective barrier called a histiocyte (rhymes with fight). That barrier adheres to the fibers in the dermis and keeps the ink from going anywhere—like into your bloodstream. New skin is constantly growing over the tat at the epidermis level, but the ink will stay contained in the dermis until you move on to other highways.

Unless that ink belongs to No-Good Ned. Luckily, it was freezing in his garage, and the cold cleared his head. There had to be a better way to 86 Dolores off his chest than using a belt sander. Ned had heard some pretty gruesome tales about scrapers, acids, →

When the needle cuts through to the dermis and injects ink, the body immediately sends out a team of antibodies to fight off the liquid intruder. Think of them as a group of regulators. Their sole purpose in life is to attack any intruder to the body.

claims to know him, and the artwork will prove it. Mel obliges, but shows her a huge scar instead, says he was shot. Later, Mel cops to the truth: he took the ink off with a belt sander.

Ah ha! So Ned runs out to the garage in his skivvies, starts looking for his power tools, and . . .

Hold it friends. Black and Decker ain't the only answer.

The reasons for taking off ink are as personal as the ones for putting it on. A tattoo might threaten your job: Suppose a larger company buys out your smaller one and brings in their own grooming policies; or, suppose you were up for a position requiring lots of public contact, and your tats didn't enhance that image.

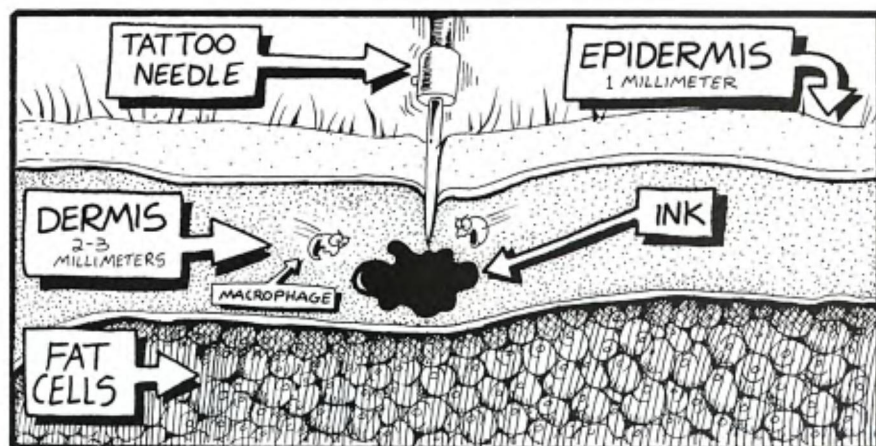
Suppose, like Ned's tat, your ink has a negative effect on a relationship. Some guys would go for the scouring pad, just to stay warm and have some company at night. Others wouldn't want the company; check out the side story of Steve "Red" Barron, whose ol' lady gave him plenty of reason to see a particular tat gone.

Then there's the matter of your lower profile social clubs who frown on members leaving the pack. The ink binds you forever, a fact not lost on rivals with long memories. This applies

jaw-droppin' bikes and babes? Simple. Being uninformed about tattoo removal can cost you money, time, and unnecessary scar tissue if things ain't done right. So sit back and enjoy the ride. You're about to learn that there's more than one way to skin a tat.

To understand how a tattoo is removed, it helps to know how it gets into the skin and stays there. Check out the informative diagram labeled, "How A Tattoo Gets In Your Skin And Stays There." It applies equally to bros and sisters, in case you were wondering.

There are three basic skin layers that dermatologists (skin docs) and tattoo



and even heat gun devices, none of which appealed to him. He'd even managed to call a skin doc, who proceeded to baffle him with buckets of medical-eeze.

All that shit made Ned wonder if it was even worth the money and effort. But with Brenda callin' time-out on him, he figured other women would, too. Truth was, Ned didn't really know what to do or where to start.

Relax bro, we gotcha covered.

Tattoo removal methods fall into two categories: skin is damaged or skin is

not damaged (skin as in the epidermis, what you can see). The method you choose depends on factors like tat size, quality of ink, location of the tat, your pain threshold, and the size of your wallet. We've summarized the two groups and their methods to help you understand what the options are.

Before we cruise, here are some things to remember:

Costs:

They vary according to the method used, the doc's experience, and size and complexity of tat. Oh yeah, and

since tats are considered to be cosmetic adornments by insurance companies, they won't pay a Roosevelt dime toward removal. Start saving your change now.

Time:

Some tat removal methods require multiple visits. The skin needs time to heal between sessions, such as with excision or laser therapy. Up to a month or more may have to pass before the next session, and it may not look pretty in between.

DON'T MESS WITH THE WINGS

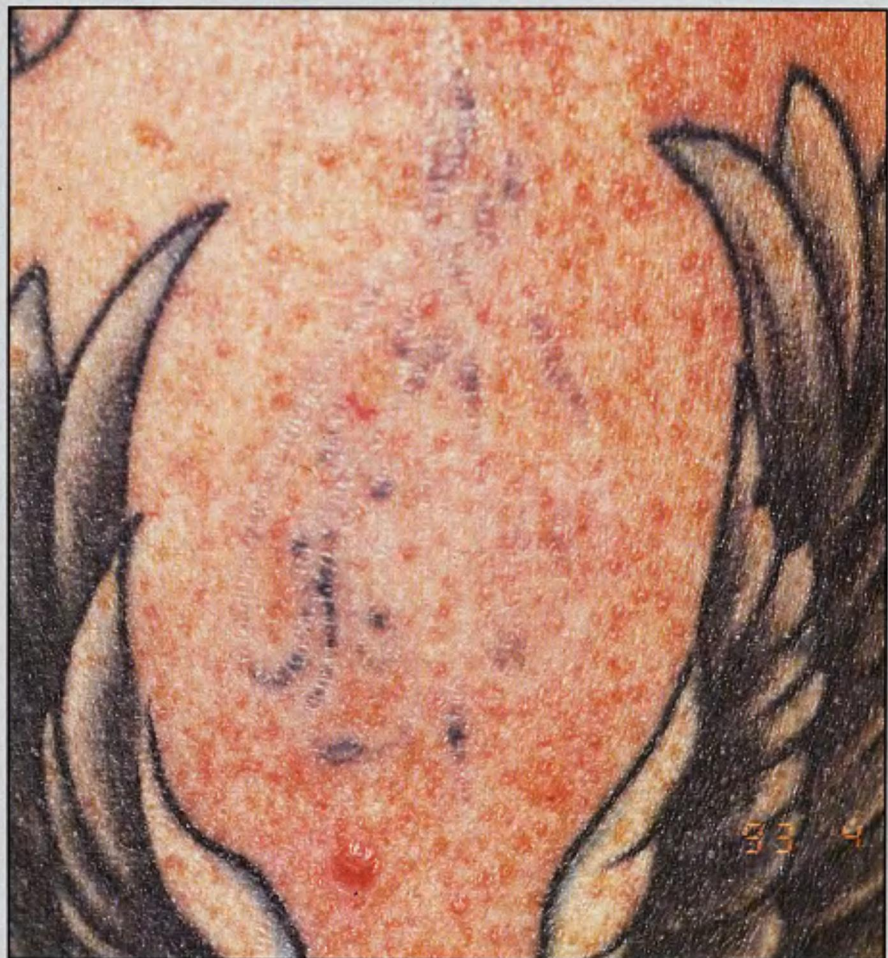


So, what's it *really* like to get your tat zapped? Just ask Steve "Red" Barron, a straight-up biker and victim of love. When Red met the woman of his dreams, he figured it was a done deal. She was an exotic Lebanese redhead, with a very artistic signature. Red liked the Arabic lettering so much, he decided to add it to the Harley wings on his left arm.

Wearing the wings says something about yourself. Adding art to them ain't done so lightly, especially if it's a woman's name. The thought of ever having it removed never crossed Red's mind... until his woman split with his best friend.

It gets better. She'd originally left her husband for Red, and her husband decided that *he also* wanted her signature tattooed on his arm. He *and* Red got the same lettering put on the same day, at the same shop, by the same ink slinger.

Well you can bet your last can of 60-weight that Red Barron wanted her name off faster than he could say, "Deportation." He called a few skin



doctors, and everyone told him there would be scars. Red didn't care. Hell, would you?

Then he found Dermatology Associates, in San Diego, where they specialize in laser tattoo removal. At \$150 a pop, for an estimated five to seven sessions, Red figured the peace of mind was worth it. The first session took about 20 minutes. The skin doc moved a pen-shaped probe over Red's lettering tat, zapping it for fractions of a

second. An acrylic guide prevented contact with the actual probe.

Red said it felt like a rubber band snap, but no real pain. He could see a difference immediately. Since skin can only handle so much zapping at a time, repeat visits were necessary, about a month in between. It's been seven months, and the tat is almost completely gone. No scar, just a light reddening that fades about a week after each visit.

The proud wings remain untouched,

Photos: J. Kaiser, Steve Barron

Local Anesthetic:

This involves multiple injections that numb the nerves around the skin to be worked on. Mandatory for the *skin is damaged methods* (unless you truly enjoy pain), optional for some forms of *skin is not damaged methods*. We'll keep reminding you of this throughout the read by just mentioning anesthetic.

Results:

Vary from brutal to invisible. You definitely get what you pay for. If a method seems too good to be true, read the fine print and get *real smart*. When you go



as does Red's conviction to remove something else in his life. Red is a co-founder of the Helmet Law Defense League. Along with Steve Bianco and Richard Quigley, they have cases pending in appellate courts that could zap the California helmet law. Like Red's tat, it might take a few visits.

But you know what they say. Don't mess with the wings.

—Dave



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in for your initial consultation, you want to understand what's being dangled under your nose. We're gonna throw some more medical terms at ya, but don't let 'em phase you (we've included an easy to read glossary). In fact, if you want to be the one doing the phasing, ask the skin doc to explain how a tattoo gets in and stays in the skin. If he starts to double-talk, thinking you're just some moron Harley rider, drop this on him: "Don't the macrophage cells undergo a conversion process to histiocytes that encircle the tattoo pigment and adhere to the collagen within the dermis?" Then fly us a kite with a Polaroid of the look on his face.

Skin Is Damaged Category:

There are eight basic ways to remove tattoos where the skin is damaged. You can:

- rub 'em out
- grind 'em out
- cook 'em out
- freeze 'em out
- cut 'em out
- slice 'em out
- zap 'em out
- burn 'em out

Rub 'Em Out:

With Salabrasion, the doc mixes up a salt solution, applies it to the tat area, and starts rubbing with gauze. Pure elbow grease is how this one works. Anesthetic is used. Some cheap mail-order tattoo removal kits spell this one out for ya—but you *might* want to keep reading. It leaves a nasty scar and hurts like hell afterwards.

Grind 'Em Out:

Dermabrasion involves a mechanical drill device with either a wire brush or diamond wheel attached. The doctor hits you with anesthetic and starts burrowing into the skin. He drills off

the top layer, then down to the dermis (where the tattoo is) and keeps cranking until all the pigment is gone. This method is often combined with others (salabrasion, excision). It takes four to six treatments and leaves 30-40 percent scarring and a whitened area.

Cook 'Em Out:

Chemical burning commonly uses trichloroacetic acid, applied with a swab to a small area of the tattoo. It kills the surface layer and destroys the ink underneath, which is then scooped out. Anesthetic? Hell, yeah! There's a

blood under the dermis). This tends to scar more than other methods.

Cut 'Em Out:

This is excision, the one you hear a lot about. An incision is made down to tattoo level, and the whole enchilada is physically removed. You need loose skin (and plenty of it) in the tattoo area because the skin is stretched and sewn together. Areas like ankles, front of the leg, the face, fingers, and hands don't work well because there ain't a lot extra flesh to go around.

In some cases, the skin can be

An incision is made down to the tattoo level, and the whole enchilada is physically removed. You need loose skin (and plenty of it) in the tattoo area because the skin is stretched and sewn together.

new cream being used called EMLA that works without a needle. EMLA just became legal in the United States, so your skin doc may not have heard of it yet. And yes, chemical burning does leave a scar.

Freeze 'Em Out:

Cryosurgery involves applying liquid nitrogen to the skin, which freezes and is then scraped until the pigment comes out. To prevent killing growth cells, the doc uses a cryostat to tell how far down the freeze is going. Cryosurgery isn't that effective, because the deeper you go, the warmer the skin gets (from fat and

surgically stretched, but this takes time and serious money. The doctor inserts a small balloon under the area to be stretched, sews it up, and injects water through a port in the balloon over a period of months. Once the skin is stretched far enough, the cut and sew routine follows.

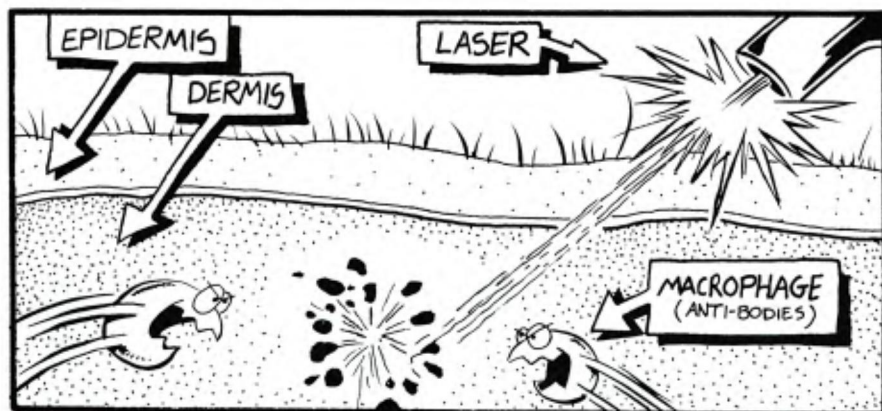
If there's almost enough skin, the tat can be removed in stages. A small portion is cut and sewn, and the skin stretches through natural growth. This takes a few visits, but it's much cheaper than using the water balloon/skin expansion route. The scar is generally smaller and looks better than with other methods.

Slice 'Em Out:

Split-level tangential excision (whatta mouthful) is where the doc shaves off the epidermis and either leaves it open to heal or replaces it with a skin graft. Anesthetic, anyone? You're left with what looks like a big graft or burn scar. You might wanna keep reading.

Zap 'Em Out:

Electro-desiccation uses a needle-tip probe that penetrates the skin. Fulguration uses a similar probe that is moved back and forth across (but not underneath) the skin. Both methods deliver juice, zapping the top layer →



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and the tat pigment underneath. Yes, a local anesthetic is used, unless you like jumping through the roof. This method requires 3-4 visits to get deep enough into the dermis, with time in between to reduce skin damage from the heat. Definite scarring here, folks.

Burn 'Em Out:

Infra-red coagulation is the last stop before we get to lasers. It's actually more of a term than a procedure. Your skin doc just uses some means to deliver concentrated heat to the skin. In this case, it's a heat gun-looking device that shoots a beam of infra-red light.

The epidermis is burned off, and the remaining tattoo pigment is fried out. It differs from the cook 'em out approach because no chemicals are used (except for, yeah, you guessed it, some serious anesthetic). The FDA approved this method about a year and a half ago, so it hasn't had time to get a rep.

Remember, *all* of these methods destroy the epidermis, the skin you can see. The scarring varies depending on skin type and tattoo location. Dark skin scars more than light skin, and certain parts of the body (called keloid prone areas) scar worse than others.

Keloid prone areas are places where skin is stretched in the course of your daily activity (like curling a cold one). These include your shoulders, upper arms, chest, and back. Better healing areas are hair bearing parts of the forearm, the face, just above the knee on the front of the thigh, and the calves. Your ass is a good spot, too—if you don't spend too much time on it (like puttin', grindin', and other two-wheeled leisure lifestyle habits). These activities tend to stretch the skin (hmmm, that may rule out a few of us).

Skin Is Not Damaged Department:

Lasers have been around for a while, and they're the newest means of tattoo removal. You may have heard that they completely remove the tat and leave no scar. This is true in some—but not all—cases. The difference is in what the laser is designed to target (more on that in a minute).

First, a little background on Light Amplification by Stimulated Emission of Radiation. A laser is an amplified beam of light that can be either continuous or pulsed. For tat removal, that beam is shot out of a wand about the size of a ball point pen.

There are six types of lasers presently being used. Two of these models actually fall into the *skin is damaged* category (We're keeping the laser talk

all together, because they use similar principles, so don't think we fell asleep here). The other four lasers are in the *skin is not damaged* group.

Argon laser:

This is the first used for tat removal. It emits a continuous beam that vaporizes the epidermis, the tattoo, and the surrounding skin. The potential for scarring and the slow healing time have significantly reduced the practice of this method.

CO₂ laser:

Not all tattoos are intentional. A traumatic tattoo can occur on those rare occasions when an individual goes down: Asphalt particles get imbedded within the skin. This type of tattoo can also be the result of a gun powder explosion.

It targets water (like the water in pigment ink). It's very precise and can be used for a one-shot removal (90 percent effective). It takes out epidermis and tattoo pigment, but is better on surrounding skin. Doctors at San Diego's Dermatology Associates developed something called urea paste that helps reduce skin damage when using the CO₂. The drawbacks are hypopigmentation (lightening of skin color) and about 20 percent of the patients develop a thick red scar. A ghost of the tattoo often remains, along with slight textural change to the skin.

Now, imagine a laser that ignores your epidermis, goes to only the tattoo ink color, and zaps it clean. Now imagine no skin damage, rarely a scar, and no ghost. No way? You just might want to keep reading...

All colors vibrate at specific wavelengths. The new generation of surgical lasers are built to find those wavelengths—and only them. *That's the key.*

The laser passes harmlessly through other colors (like, say, the color of your epidermis) and hits the ink pigment. It vaporizes the water in the ink, heats up the remaining pigment, and *ka-bluuu-eeee!* It takes a few visits, but, eventually, the tattoo is reduced from a boulder

to little pebbles. Then the regulator cells (macrophages) come along. Now they can do their job of eating the bite-sized intruder bits and carrying them away. Your body takes care of the rest, harmlessly, with no ink poisoning.

So why do they need different lasers to take out different color ink? Well, you can't add water to a full cup. Tattoo pigment reflects laser beams that are of the same color. A red beam won't take out red pigment, for example, because the pigment can't absorb the laser heat.

They're working on ways to dial in wavelength changes in one machine.

But for now, several treatments—stretched out over a period of months—with more than one laser may be required for multi-colored tats. The dermis has to have time to recover, because it can only take so much zapping at a shot.

Other treatment factors include quality of the ink, skin condition, and the size of your wallet. As with all the removal methods we've discussed, insurance doesn't pay squat. A \$190,000 laser costs between \$150-\$250 a visit to work on a square-inch of tat. Multiply that by 4-6 visits, and you've got quite a bar bill.

So, what do you get for your money?

Pulsed Ruby Laser:

Gets out black and blue and has a very low risk of scarring (5 percent get small whitening of skin). May require local anesthetic, otherwise, it feels like a rubber band snapping on your skin. The pulsing prevents excessive heat buildup in dermis, reducing the risk of heat damage to surrounding areas. Takes 6-8 treatments.

Nd:YAG Laser:

Gets out black and blue, but has difficulty with greens and aquablues. It is the most painful of the lasers, produces 4-5% scarring, and lightens skin color. It

is used with hard-to-remove tats (depends on skin type, ink quality, etc.)

Candela Laser:

Contains two lasers in one.

1) Pigmented Lesion Laser: gets out red, yellow, orange, and purple. Designed for specific skin surgery. The FDA is still checking out its success rate with tattoo colors.

2) Alexandrite Laser: similar to pulsed ruby. Gets out green, black, brown, and blue. Less painful and less than 4 percent chance of scarring. Takes four to six treatments. Commercially known as the TATULAZR.

Not all tattoos are intentional. A traumatic tattoo can occur on those rare times when an individual goes down: Asphalt particles get imbedded within the skin. This type of tattoo can also be the result of a gun powder explosion (on those rare misfire occasions). But guess what? Lasers can clean them up and take them out, too.

Well, there you have it, more info in one rag than you'll ever need to know about tattoo removal. You definitely know more than Ned did when he started looking. He did his homework, though (using our *Skin Doctors* info at the end of this article) and finally took the plunge—but it wasn't an easy choice.

After checking it all out from A to Z, Ned went with the Pulsed Ruby Laser. It cost him run money to Daytona, but several treatments later, the Dolores lettering was completely removed from his chest. Ned was such a happy camper that he couldn't wait to putt over to Brenda's to show her the good news. Brenda was a happy camper, too, sure that she now had Ned all to herself, locked in more throes of passion.

But she forgot one thing: Lasers, like a knife, cut both ways. Seems Ned's memory kicked in, and he decided to call it quits in mid-stroke, leaving Brenda high and dry. Now that the tat was gone, Ned could putt to Sturgis and make a few stops along the way, to see Cathy, Laura, Debbie, Julie . . .

Hey, it's just a thought.

—Dave Aldridge

The author would like to thank the following people for their help with this article: Dr. Douglas G. Hamilton, Woodland Hills, CA; Dr. J. Stuart Nelson, Beckman Laser Inst., Irvine, CA; Dr. Mitchel Goldman, Dermatology Associates, San Diego, CA; Dr. Richard E. Fitzpatrick, Dermatology Associates, San Diego, CA; and Randy Webrman, The Sterling Group, San Diego, CA

TATTOO GLOSSARY

Epidermis: surface skin you can see

Dermis: skin level just below epidermis. Where the tattoo goes

Keloid Prone Areas: parts of your body that can scar badly

Hypopigmentation: lightening of the skin color, whiteish

Macrophage: scavenger cells that attack foreign substances in the body

Histiocyte: wall of macrophage cells that envelop the tattoo pigment and keep it in the skin

SKIN DOCTORS

To get started on your skin doc search, try these four headings in the yellow pages of your phone book:

Tattoo Removal
Physicians Referral Service
Physicians-Dermatology
Physicians-Cosmetic/Reconstructive Surgery

Hopefully, this article will have given a good start towards self-education. Ask questions, do your homework, and proceed with caution. Request to see samples of the skin doc's work, and ask for references from patients.

The laser technology is relatively new, so we've included the laser manufacturers' names. Call 'em to help you locate skin docs who use these machines in your part of the country.

Candela Laser Company
530 Boston Post Rd.
Wayland, MA 01778
(800) 733-8550, ext. 444

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Laser Sonics
Nd: YAG
575 Cottonwood Dr.
Milpitas, CA 95035
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Pulsed Ruby Laser
Spectrum Medical Technologies
182 West Central St.
Natick, MA 01760
(800) 828-8622

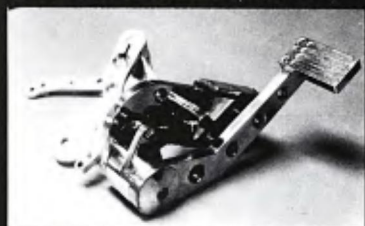
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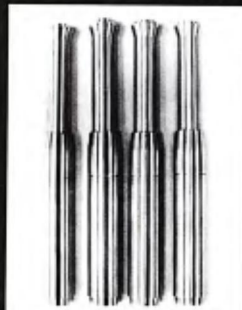
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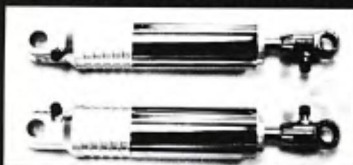
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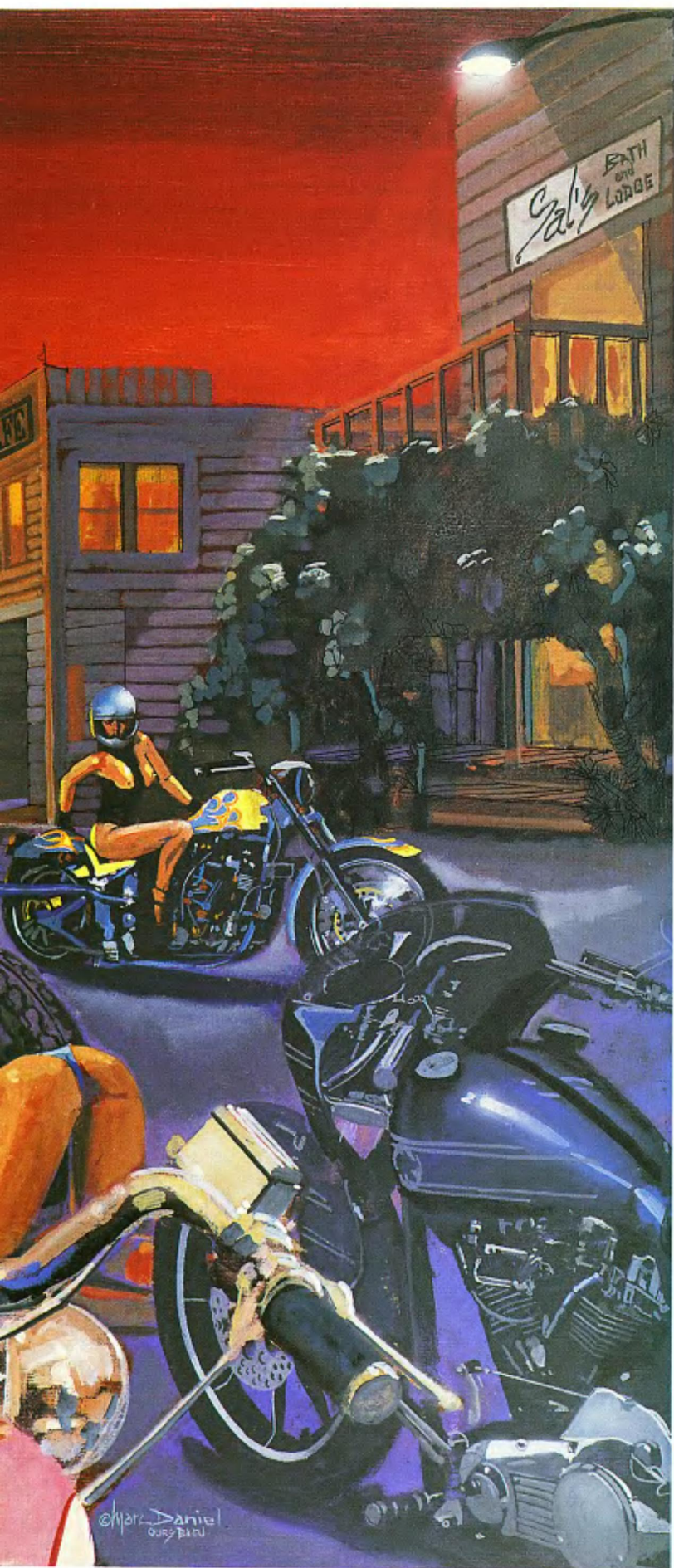
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STURGIS PREVIEW '93

Your Guide To A Blast In The Black Hills

According to the official which-way-the-fumes-are-blowing statistics, bikers are firing up their sleds and lighting up rear skins from every gulch, gully, and garage around the globe and heading for Sturgis this year. Despite minor bullshit contrivances, consortiums, or whatever, the 53rd Sturgis Rally And Races in Sturgis, South Dakota, looks to be one of the biggest and best ever. And to think that this annual Woodstock on wheels all began with six little Indians squirreling around a dirt track back in 1938. Just goes to show that no amount of rain, sleet, empty pockets, or terminal hangovers can stop hundreds of thousands of scooter dogs from having a good time.

'Course it doesn't hurt to have all that Harley thunder echoing throughout the beautiful Black Hills with the great Mt. Rushmore as a backdrop, or some of the hottest bands partying through the night, or one of the best All-Harley drag strips on earth, or truckloads of track purse for the best flat tracking, hillclimbing, and Big Twin showdownin' around—not to mention all the remote open air roads, small historical sites and towns, and some of Ma Nature's most prized wonder spots only a short putt away. Best of all, Sturgis is a time to get the hell out of Dodge, dig into some asphalt, rinse down the road dust with bros and sisters, and check out all that made in the good ol' U.S. of A standup iron.

But as any seasoned road hound can testify, the most important part of the Sturgis rally tradition is just plain getting there. And once you get that outta the way—no matter how bug-battered, wind-whipped, saddle sore, or sunburnt to death you might be—don't forget to dip into the old saddle stash for your complete lowdown on daily events, including your resource guide (bike shops, hospitals, parts and service, towing, hotel accommodations, private housing, campgrounds, rally events, music events, track and tour calendars) covered on these next pages of your Sturgis Preview '93.

—Clay Dog



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STURGIS 1993 DAILY EVENTS:

BUFFALO CHIP CAMPGROUND

Where: Hwy.34/Airport Rd.

When: swap meet vendors, Street Class "Hole Shot" dirt drags, 6 p.m.; headliner band, 10 p.m.

Live bands: August 6-14

Info: (605) 892-2033.

CUSTOM CHROME DISPLAY

Where: new truck and dyno will be parked in front of the museum on Junction Ave., Sturgis

When: daily

DRAG SPECIALTIES DISPLAY

Where: in the Armory, downtown Sturgis

When: daily

Info: (605) 347-6570

EASYRIDERS TRUCK

Where: Texaco Truckstop as you enter Sturgis from Deadwood (on your right)

When: daily

HARLEY-DAVIDSON DEMO RIDES

Where: Super 8 Motel, Sturgis

When: 9 a.m. - 3 p.m., August 8-13

Info: (605) 347-6570

INDOOR HARLEY-DAVIDSON SHOW

Where: Rushmore Plaza Civic Center, Rapid City

When: 10 a.m. - 6 p.m., August 8-13.

Info: (605) 347-6570.

JACKPINE GYPSIES TRACK

Where: short track, hill climb, and TT events held at the Jackpine Gypsies Club Grounds. Half mile events held at the City Fairgrounds.

When: short track gates open at 5 p.m., TT and 1/2-mile gates open three hours prior to race time. Hill climb gates open at 9 a.m.

Info: (605) 347-6570.

MOTORCYCLE EXPO AND TRADE SHOW

Where: Sturgis Community Center

When: 10 a.m. - 8 p.m., daily.

Info: (605) 347-6570

NATIONAL MOTORCYCLE MUSEUM & HALL OF FAME

Where: South Junction Ave., Sturgis.

When: 9 a.m. - 10 p.m. daily.

Info: (605) 347-4875.

STURGIS DRAGWAY

Where: off Hwy. 79, northeast of Glencoe Campresort

When: August 10-13, AHDRA motorcycle drag racing, including a double bike field of 16 Top Fuelers. Gates open 4 p.m., everyday. Eliminations at 6 p.m.

Info: (605) 347-3571

STURGIS 1993 CALENDAR OF EVENTS:

SUNDAY, AUGUST 8

Harley-Davidson Demo Rides: Super 8 Motel, Sturgis, 9 a.m.

H-D Display: Rapid City Civic Center, noon-6 p.m.

ABATE Easter Seals Poker Run: meet at Rally headquarters between 10:30 a.m. - 1 p.m.

Buffalo Chip Campground: Back Ally Gators and No Man's Land will be performing at 9 p.m.

MONDAY, AUGUST 9

AMA Pro Am, Vintage TT racing: Jackpine Gypsies Track, 1 p.m. \$1,500 purse. Gates open three hours prior to race time.

Buffalo Chip Campground: scheduled bands are No Man's Land, Ross & Rotten, Back Ally Gators, and headliner to be announced.

TUESDAY, AUGUST 10

Northern Hills Tour: meet in front of Rally headquarters on Main Street, 9 a.m.. Round trip to Devil's Tower in Wyoming. Pre-register for all tours at Rally Headquarters on Main Street. Info: (605) 347-3418

King of the Hill Drag: Sturgis Dragway. AMA Pro Am Short Track Race: Jackpine Gypsies Track, 7 p.m. \$1,000 purse.

Rapid City Civic Center: major headliner night Info: (605)394-4111.

Buffalo Chip Campground: performing bands: Back Ally Gators, 69 Band, Ross & Rotten, No Man's Land. Headliner to be announced.

WEDNESDAY, AUGUST 11

Southern Hills Tour: meet in front of Rally headquarters on Main Street, 9 a.m.. Round trip to Crazy Horse Memorial & Custer State Park. Info: (605) 347-3418.

National Motorcycle Museum & Hall of Fame Induction Breakfast: Philtown Inn, Sturgis, 9 a.m. Inductees are Willie G. Davidson, Mary Cutright, Ray Price, and Ernie Beckman. Tickets: \$15 per person, can be purchased by calling (605) 347-4875.

Ride-In Bike Show: Rapid City Civic Center parking lot. Registration: 8 a.m. - 11 a.m. Awards: 4 p.m.

Amateur Hillclimb: Jackpine Gypsies Track, 11 a.m.

Sturgis Dragway: AHDRA Tune & Test. FLASH (Fastest Legal American Street Harley) race

AMA Pro Am Short Track: Jackpine Gypsies Track, 7 p.m. \$1,000 purse.

AMA Grand National Dirt Track & 883 Sportster Dirt Track Series: Black Hills Speedway, Rapid City, 8 p.m.

Buffalo Chip Campground: Japanese bike melt, Sturgis schoolbus jump, live bands all day and night including: Molly Hatchet, 69 Band, No Man's Land, Back Ally Gators, Ross & Rotten, and the Burnt River Band.

THURSDAY, AUGUST 12

1/2-Mile Pro-Am: Jackpine Gypsies Track, 1 p.m. First time Big Twin 883 Harley class (\$2,000 purse). \$6,000 total purse.

Sturgis Dragway: AHDRA semi-finals.

Buffalo Chip Campground: 2nd Annual World Championship Flaming Shithouse Jump. Music by the Back Ally Gators, No Man's Land, Ross & Rotten, 69 Band, Burnt River Band, and John Kay and Steppenwolf.

FRIDAY, AUGUST 13

Rat's Hole Custom Chopper Show: held from sun-up to sun-down at the Sturgis City Park football field

2nd Annual Governor's Tour (one way): ride with South Dakota's governor to Mt. Rushmore, 9 a.m. Leaves from Motorcycle Expo. Pre-register at Rally Headquarters on Main Street.

Jackpine Gypsies Open Hillclimb: 11 a.m., \$2,000 purse.

Sturgis Dragway: AHDRA National Finals

Jackpine Gypsies Track: Pro-Am Short Track, 7 p.m., \$5,000 purse.

HOG'S FEET

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

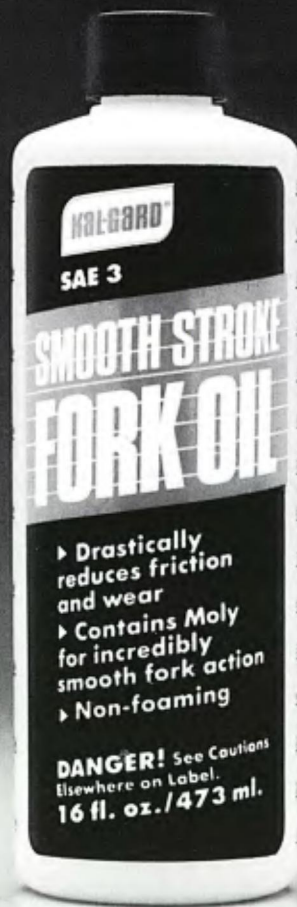
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Buffalo Chip Campground: Japanese bike melt, Sturgis schoolbus jump, live bands day & night. Surprise killer band at 10:30 p.m. (to be announced).

SATURDAY AUGUST 14

Pro-Am 1/2-Mile: Fairgrounds, 1 p.m., \$4,000 purse.

Buffalo Chip Campground: Delbert McClinton at 10 p.m.

CAMPGROUNDS:

BEAR BUTTE STATE PARK

Exit 32 off I-90, 7 miles east of Sturgis on Hwy. 79. No showers or RV hook-ups. Info: (605) 347-5240

BUFFALO CHIP CAMPGROUND

Hwy. 34, Airport Rd. Hot showers, vendors, restaurants, and entertainment nightly. Info: (605) 347-2331

DAYS END CAMPGROUND

Exit 30 off I-90. Full hook-ups, showers, tent sites, laundry, and groceries. Info: (605) 347-2331.

EAGLE'S LANDING CAMPGROUND

Exit 30 off I-90, 1/2 mile west of Sturgis. Showers, firewood, RV hook-ups, bands, vendors, tattoo artists, field events with trophies, free BBQ & beer Wednesday night. Info: (800) 484-9629, ext. 2735.

ELK CREEK CAMPGROUND

Exit 46 off I-90. Full RV hook-ups, cabins, heated pool, laundry, beer, food. Elk Creek Steakhouse nearby. Info: (800) 846-2267.

GLENCOE CAMPRESORT

2 miles east of Sturgis on Hwy. 34. Shaded creek camping, picnic tables, showers, food, beer, toilets, free firewood. Info: (800) 272-4712

HOG HEAVEN

Exit 30, left off I-90. 1818 West Blvd., Rapid City. Showers, food, daily events, entertainment, Side Car Sally's Saloon. Vendor spots. Info: (605) 348-5175

LUND'S CAMPGROUND

Exit 30 off I-90, Whitewood Rd. Showers, free firewood, vendor spots. Info: (605) 347-5083

RUSHMORE SHADOWS RESORT

South on Hwy. 16, 40 minutes from Sturgis. 200 sites, laundry, store, pool, showers, breakfast-lunch, clubhouse. Info: (605) 343-4544

STURGIS RUN CYCLE CAMP

1 mile from downtown Sturgis. 80 acres, private showers. Info: (605) 347-4395

TILFORD GULCH CAMPGROUND

Exit 40 or 44 off I-90. Group rates, meals, showers, and picnic tables. Info: (800) 827-1573

VANOCKER CAMPGROUND

Exit 32 off I-90. Showers, shade, tables, 5 hook-ups. Info: (605) 347-4556

HOTELS & MOTELS:

STURGIS

Best Western Phil-Town Inn: (605) 347-3604
Junction Inn: (605) 347-5675
Lantern Motel: (605) 347-4511
Molly B's: (605) 347-2372
Star Lite Motel: (605) 347-2506
Super 8 Motel: (605) 347-4447

DEADWOOD

Adams House 1892 B&B: (605) 578-3877
All Seasons Motel & Casino: (605) 578-2393
Best Western Golden Hills Resort: (605) 584-1800
Best Western Hickok House: (605) 578-1611
Bullock Hotel: (605) 578-1745
Cedar Wood Inn: (800) 841-0127
Cheyenne Crossing B&B: (605) 584-3510
Collins Vacation House: (605) 584-1736
Days Inn '76 Motel: (605) 578-3476
Deadwood Gulch Resorts: (800) 695-1876
El Rancho Motel: (605) 578-2725
4-U Motel: (605) 578-3464
First Gold Hotel: (800) 274-1876
Goldiggers Hotel: (800) 456-2023
Historic Franklin Hotel: (800) 688-1876
House of Roses B&B: (605) 578-1879
Jackpot Inn: (605) 578-7791
Lariat Motel: (605) 578-1500
Mountain Creek Lodge & Camping: (605) 578-3449
Nemo Guest Ranch: (605) 578-2708
Ponderosa Motor Lodge: (605) 584-3321
Super 8 Lodge: (605) 578-2535
Terry Peak Lodge: (605) 584-2165
Trout Haven: (605) 324-6009
White House Inn: (800) 654-LEAD
Whitetail Court: (605) 584-3315
Wicki-Up Village Cabin Inn: (605) 584-3382

SPEARFISH

Ambler Motel: (605) 642-5753
Bell's Motor Lodge: (605) 642-3812
Best Western of Spearfish: (605) 642-8105
Best Western Sundown: (605) 642-4676

Budget Host Sherwood Lodge: (605) 642-4688
Canyon Gateway Motel: (605) 642-3402
Capp Motel: (605) 642-3611
Christensen's Country Home B&B: (605) 642-2859
Days Inn: (605) 642-7101
Hilltop Hotel: (605) 642-7105
Historic Lown House: (605) 642-5663
Holiday Inn: (605) 642-4683
Kelly Inn: (605) 642-7795
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La Rancho Motel: (605) 642-2061
Luxury Lodge: (605) 642-2728
Queen's Motel: (605) 642-2631
Rimrock Lodge: (605) 642-3192
Royal Rest Motel: (605) 642-3842
Shady Pines: (605) 642-9909
Spearfish Canyon Lodge: (605) 584-3027
Spearfish Creek Inn: (605) 642-9941
Super 8 Lodge: (605) 642-4721

BELLE FOURCHE

Ace Motel: (605) 892-2612
Kings Inn Motel: (605) 892-2691
Labelle Lodge: (605) 892-2634
Motel Lariat: (605) 892-2601
Reid Motel: (605) 892-2521
Sunset Motel: (605) 892-2106
Super 8 Motel: (605) 892-3361
Weyer Motel: (605) 892-2154

HILL CITY

Alpine Inn B&B: (605) 574-2749
Best Western Golden Spike: (605) 574-2577
Black Forest Inn B&B: (605) 574-2000
Blue Spruce: (605) 574-2366
B.H. Llama Lodge: (605) 574-2455
B.H. Mountain Resort: (605) 574-2985
Cozy: (605) 574-2411
Crooked Creek: (605) 574-2418
Edelweiss Mountain Lodge: (605) 574-2430
Harney Camp Cabins: (605) 574-2594
Harney Peak: (605) 574-2544
Heart of the Hills B&B: (605) 574-2704
Horse Creek: (605) 574-2908
Horse Thief Lodge: (605) 574-2668
Jay's: (605) 574-2364
Johnson Motel: (605) 574-9488
Lantern Inn: (605) 574-2582
Lewis Park: (605) 574-2565
Lode Stone: (605) 574-2347
Mountain Meadows Resort: (605) 574-2636
Peaceful Valley: (605) 574-2316
Pine Rest: (605) 574-2252
Pines Edge: (605) 574-2236
Robins Roost Cabins: (605) 574-2252
Spring Creek Inn: (605) 574-2591
Super 8: (605) 574-4141
The Homestead: (605) 574-4226

KEYSTONE

Kelly Inn: (605) 666-4483
Powder House Lodge: (605) 666-4646
Rushmore View Motel: (605) 666-4466

CUSTER

All American Motel: (605) 673-4051
Allen's Rocket Motel: (605) 673-4401
American Presidents Motel: (605) 673-3373
Bavarian Inn: (800) 351-1477
Best Western: (800) 523-1234
Blue Bell Lodge & Resort: (800) 658-3530
Blue Roof Inn: (800) 351-1477
Buzzard's Roost Cottages: (605) 673-2326
Calamity Peak Lodge: (605) 673-2357
Chalet Motel: (800) 843-1300
Chief Motel: (605) 673-2318
Custer Mansion B&B: (605) 673-3333
Custer Mountain Cabins: (605) 673-5440
Custer Motel: (605) 673-2876
Dakota Cowboy Inn: (605) 673-4659
French Creek Inn Motel: (605) 673-3003
Grey Rocks Resort: (605) 673-4366
Hartman Haven B&B: (605) 673-2714
Legion Lake Resort: (800) 658-3530
Mile Hi Motel: (605) 673-4048
Palmer Gulch Resort: (800) 233-4331
Rock Crest Motel: (605) 673-4323
Shady Rest Motel: (605) 673-4478
State Game Lodge: (800) 658-3530
Super 8 Motel: (800) 800-8000
Sylvan Lake Resort: (800) 658-3530
Triple R Ranch: (605) 666-4605
Valley Motel: (800) 252-2446
Western Star Motel: (800) 743-6572

HOT SPRINGS

Battle Mountain Motel: (800) 888-1304
Bison Motel: (605) 745-5191
Braun Hotel: (605) 745-3187
Best Western Inn By The River:
(605) 745-4292
Black Hills Motel: (605) 745-5873
Dakota Inn: (605) 745-5873
El Rancho Motel: (800) 341-8000
Hide Away Cabins: (605) 745-5683
Log Cabin Court: (605) 745-5166
Skyline Motel: (605) 745-6980
Super 8 Motel: (605) 745-3888
Wayside Motel: (605) 745-3199

RAPID CITY

Alpine Motel: (605) 342-3701
Avanti Motel: (800) 658-5464
Bel Air Budget Host Inn: (605) 343-5126
Best Western Gill's Sun Inn: (605) 343-6040
Best Western Town & Country: (605) 343-5383
Budget Inn Motel: (605) 342-8594
Canyon Lake Heights B&B: (605) 348-0141

College Inn: (605) 394-4978
Colonial Motel: (605) 342-1417
Covered Wagon Motel: (605) 787-4440
Days Inn: (605) 343-5501
Family Inn: (605) 342-2892
Four Seasons Motel: (800) 332-3161
Happy Holiday Motel: (605) 342-8101
Hilton Inn: (800) 456-3750
Holiday Inn: (605) 348-1230
Hotel Axel Johnson: (800) 888-2539
Howard Johnson Motor Lodge: (605) 343-8550
Johnson Siding Motel: (605) 348-2280
Lake Park Motel: (605) 343-0234
Lamplighter Inn: (605) 342-3385
Lazy U Motel: (605) 343-4242
Ox Yoke Ranch: (605) 578-2279
Prime Rate Motel: (800) 456-0061
Ramada Inn: (605) 342-1300
Rushmore Plaza Motel: (605) 348-5080
Rushmore Plaza Holiday Inn: (605) 348-4000
Sands of the Black Hills: (605) 348-1453
Super 8 Lodge: (605) 342-4911
Super 8 Motel: (605) 348-8070
Thrifty Motor Inn: (605) 342-0651
Tip Top Motel: (605) 343-3901
Western Thrifty Inn: (605) 348-8890

PRIVATE HOUSING:

Randall Bailey: (605) 343-5844
Heidi Baldwin: (605) 347-3635/347-6183
Jerry Barton: (605) 347-2819
Leo Bestgen: (605) 347-5287
Don or Alta Common: (605) 456-2635
Mike or Vicki Crackel: (605) 341-6572
Don or Doris Grosz: (605) 343-0517
Tom or Beverly Groth: (605) 787-5420
Bonnie Henrikson: (605) 342-5324
Art or Dora Jones: (605) 892-3893
Barbara Knott: (605) 342-2261
Paul Lindstrom: (605) 347-2673/347-5891
Scott or Paula Marr: (605) 347-5401
Ardith McFarland: (605) 347-3153
Aletha Meyer: (605) 347-2338
Linda Moelter: (605) 347-6984
Betty Musilek: (605) 347-3342
Annette Myers: (605) 347-2023
Erma or Pete Nikkila: (605) 347-0056
Nadine Patterson: (605) 255-4678
Starling Quenzer: (605) 347-5476
Emil or Blaine Wingenbach: (605) 642-2810

CHAMBERS OF COMMERCE:

Belle Fourche Chamber of Commerce:
(605) 892-2676
Deadwood/Lead Chamber of Commerce:
(605) 578-1876
Rapid City Chamber of Commerce:
(605) 343-1744

Spearfish Chamber of Commerce:
(605) 642-2626

Sturgis Chamber of Commerce:
(605) 347-2556

INFORMATION:

Sturgis Rally and Races, Inc.
Box 189, Sturgis, SD 57785

Phone: (605) 347-6570

FAX: (605) 347-3245

HOSPITAL:

Sturgis Community Health Care Center
949 Harmon St., Sturgis
(605) 347-2536

POLICE & AMBULANCE:

(605) 347-2573

PARTS & SERVICE:

2-Wheelers Shop (parts)
1124 Main St., Sturgis

Black Hills H-D

141 E. Omaha, Rapid City
(605) 343-9362

Blackhawk V-Twin's Custom

(parts & service)
11720 JB Rd., Blackhawk (Exit 48)
(605) 787-6363

Rock's Place (parts & service)

1008 North St., Whitewood
(605) 269-2492

Sturgis H-D (parts)

1073 Main St., Sturgis
(605) 347-3585

RACING GROUNDS:

Jackpine Gypsies Club Grounds
I-90 west, exit 30, Sturgis

Sturgis Dragway

Hwy. 34 east, Hwy. 79 north, Sturgis

TOWING:

Walt's Towing
Raccoon Rd., Sturgis
(605) 347-2764

TRAIL GUIDE:

On your way to Sturgis, if you're puttin' via even close to Wyoming, steer your sled back in time through the historic town of Casper for their 150th Anniversary celebration of the dusty Oregon Trail.
—Clay Dog

Be sure to check out Jon Towle's map of Sturgis on the following page. ☉

SOUTH DAKOTA

DON TOWLE SEZ:
THIS MAP IS NOT TA
SCALE... AND, PLEASE
RIDE SAFELY!

BEAR BUTTE
STATE PARK

BELLE
FOURCHE

STURGIS
DRAGWAY

BUFFALO CHIP
CAMPGROUND

SPEARFISH

DEADWOOD

LEAD

STURGIS

BOY, IS MY
ASS SORE!

RAPID
CITY

MT. RUSHMORE
NATIONAL
MEMORIAL

CUSTER

HOT SPRINGS

LOOK AT ALL
THOSE FOLKS
HAVIN' FUN

I WISH I
HAD A BIKE!

YA BETTER START
WISHING FOR A
BODY, FIRST, CREEP!

SPEAKIN' OF
BODIES... LOOK
AT THAT HONEY
ON THE CUSTOM!

PUT YER EYES
BACK IN YER
HEAD, ABE!

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WORLD'S LARGEST-SELLING TATTOO MAGAZINE • MAY 1993

TATTOO

#45



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MUSEUM**

If you read *Easyriders*,
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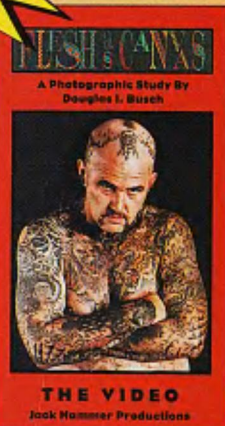
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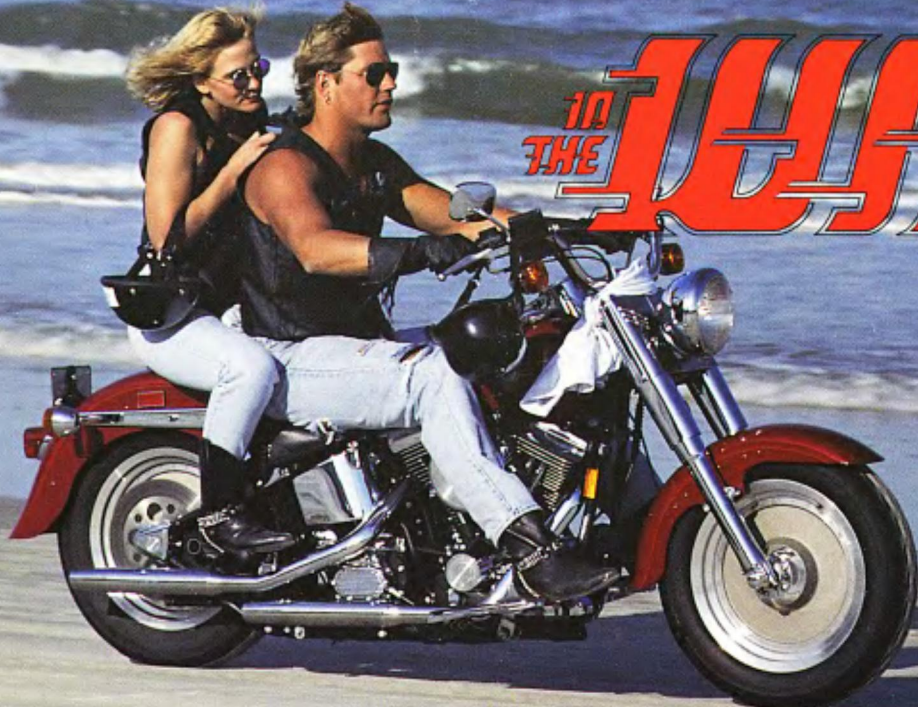
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BA242

IN THE WIND



—Louis Camerota, Daytona Beach, Fla.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-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

—Ron Inselman, Syracuse, N.Y.

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.

—Judd Allison, Miami Beach, Fla.



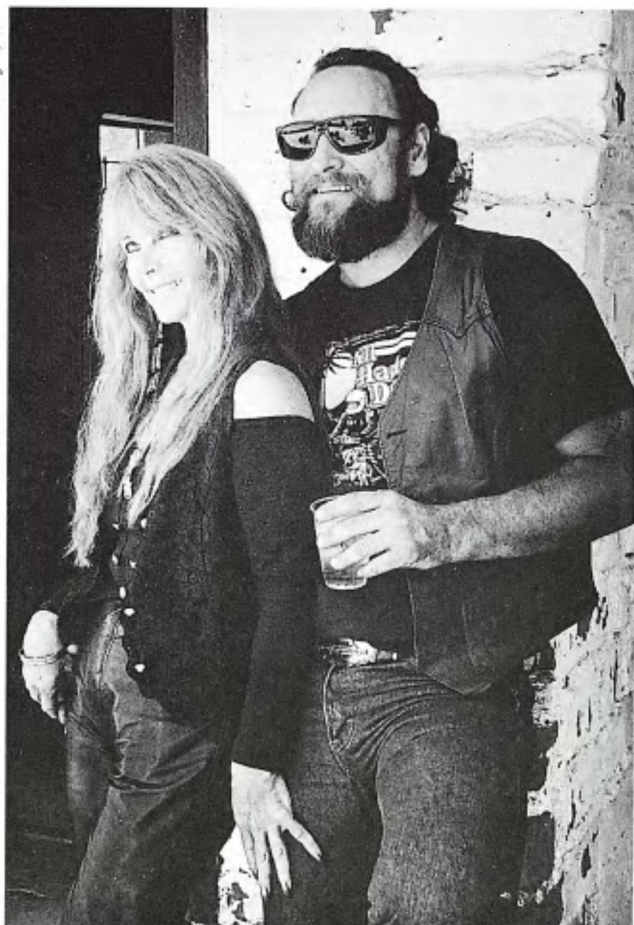


—Randy Cullen, Yuma, Colo.

—Joe "Flash" Radocba, Jonas, Pa.



—Wino Joe, USA

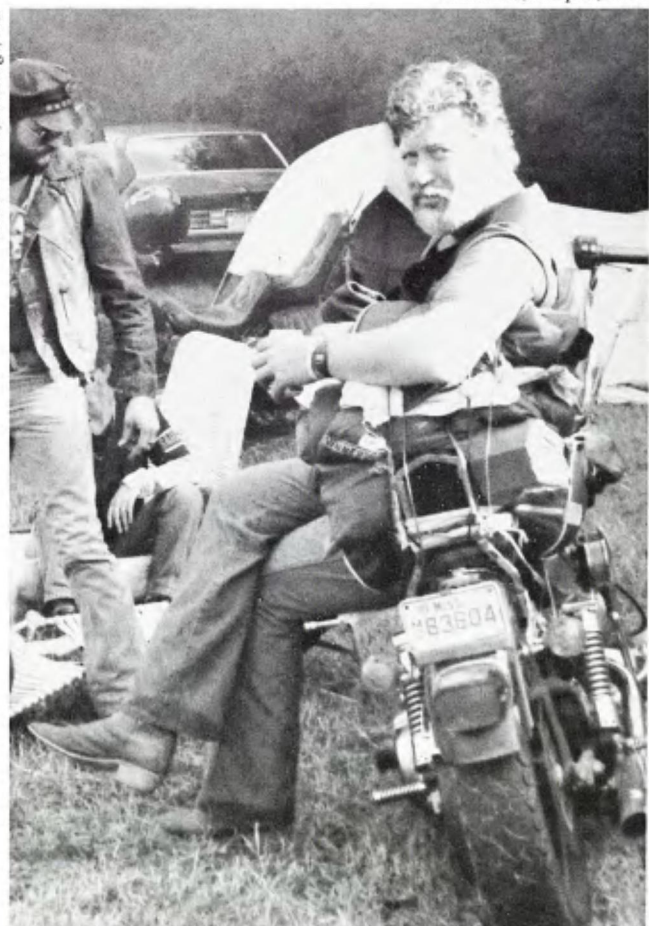




—Buck Simpson, Exeter, R.I.



—Blue Bike Mike, Newburgh, N.Y.



—Kodak Bill, Memphis, Tenn.



—Paul Quince, Daytona, Fla.

—Wayne Benvenuti, New London, Conn.



—Simone, Melissa, and Lucy, Ft. Ord, Calif.





—Bret Brandt, Waterloo, Iowa

—Larry Thomas, Tustin, Calif.



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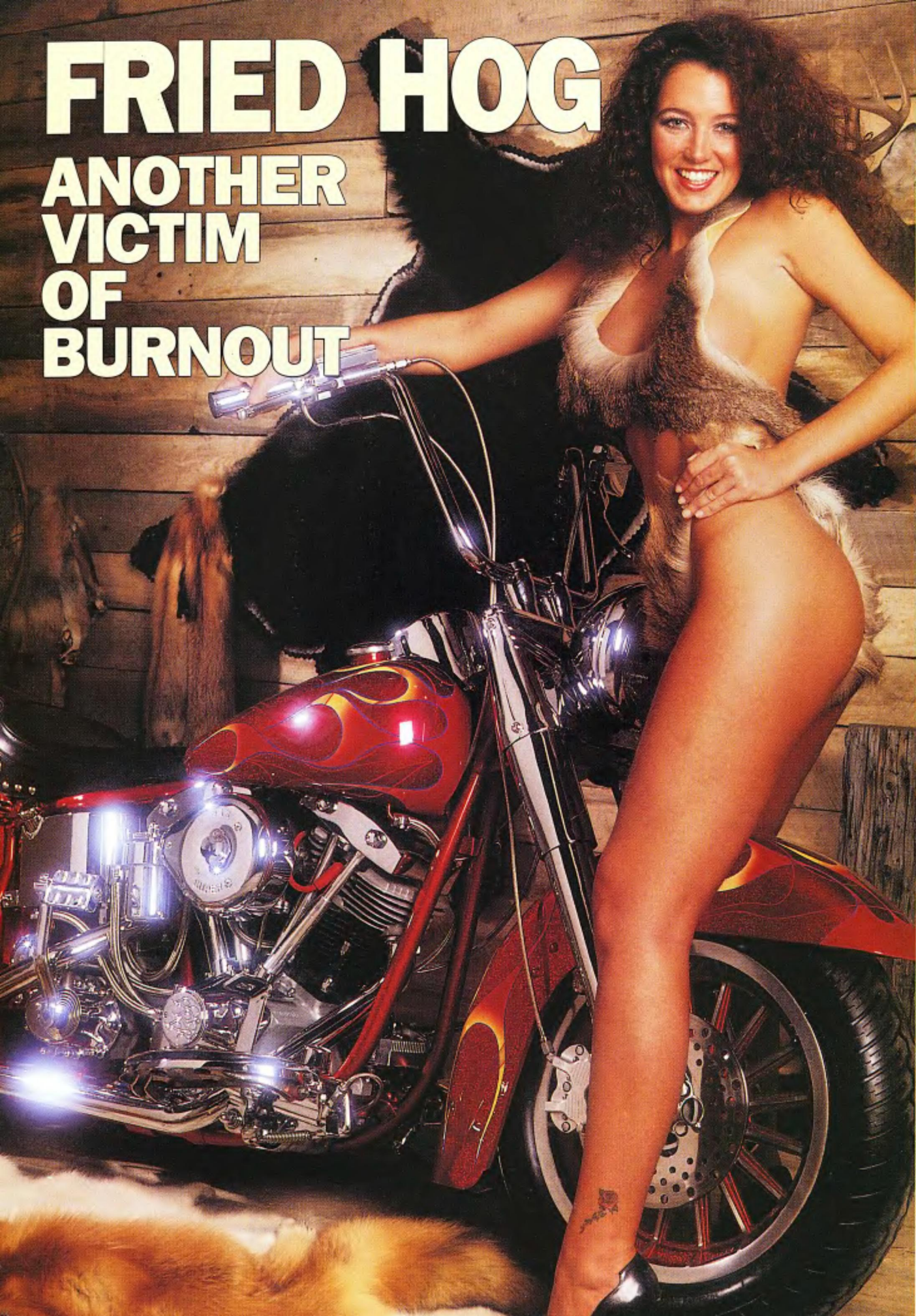


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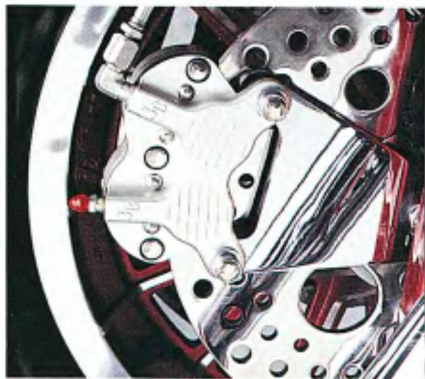
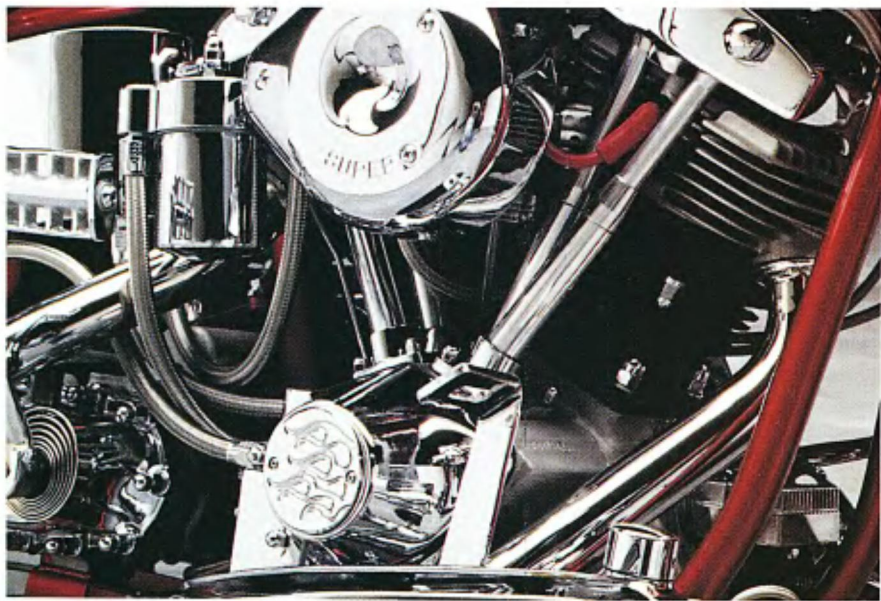
FRIED HOG

ANOTHER VICTIM OF BURNOUT









I found a certain irony in whipping up some copy for this bike feature, because—indirectly, anyway—it brought to mind one of my pet peeves. I'll explain.

A few weeks ago I decided to spend Saturday doing some long-needed maintenance on my ol' panhead. I rolled out of the rack before 9 a.m., heaved open my garage door, raised up the bike with the lift, turned on the radio, and grabbed a wrench. The dirty oil had just started to pour from the drainplug when I became aware of the crowd collecting outside. In a matter of minutes, the street and sidewalk were choked with cars, people, and pets. My heart sank with the realization that my neighbor was doing it again—having another damned garage sale.

I'd seen the movie before—the squalling brats, the barking dogs, the squabbling couples, the haggling over a nickel or two, the creeps who wander onto my turf, thinking any open garage must signal a sale in progress. Spitting curses, I heaved the garage door shut and went back inside to fume in front of the tube till the frenzy died down enough for me to resume working on the bike.

The whole business just doesn't make any sense to me. Call me unimaginative if you want, tell me I've got a stick up my ass, whatever. Nonetheless, the garage sale strikes me as a genuinely bizarre institution, right up there with frog-juggling marathons and spittoon chug-a-lug contests.

For openers, let's blow the whistle on the bullshit about finding great bargains among the rags and refuse on display at garage sales. *Bargains?*—don't make me laugh. It would be damn near a miracle to come across an item even remotely resembling something you would want to take home—except to give it a decent burial. The average ass-pickin', louse-munchin', pud-pullin' spider monkey could figure out that there was no chance of findin' a treasure buried among the plastic dishware, chipped coffee mugs, broken toys, old furniture, →

ugly shoes, stupid shirts, hideous hats, collapsed chairs, and mangled 8-track tapes.

In short, I'm calling this sad shit what it is—garbage masquerading as trash, like some sort of distasteful domestic dandruff accumulating in vile piles on the dying grass and grimy cement of suburbia. There are no treasures here, amigo—only the seller's hope that you'll be stupid enough to pay for the privilege of lugging away part of his crap collection.

Then there's the bargain-hunters themselves. You'll see every type, from snarling sociopaths to pathetic pea-brains, wandering around on some jerk's front lawn, elbowing each other aside as they jockey for position. Frowning, pinch-faced, perspiring, 300-pound housewives waddle among the racks and boxes, towing behind them shriveled, brittle old men wearing pants pulled up to their armpits. Pregnant teenagers paw through the rubbish with their depressed boyfriends. Smelly, unshaven boozers, on their way to buy another pint, pull their smoke-belching cars to the curb just because they noticed the crowd. It's all too weird for me, pal. I tell ya, these people belong in the State Home for the Terminally Tweaked.

The foregoing drivel leads me, at long last, to the tastefully dazzling custom motorcycle you're lookin' at. Craig Holzem, the current owner, bagged the scooter for a measly 500 bucks at—you guessed it—a garage sale.

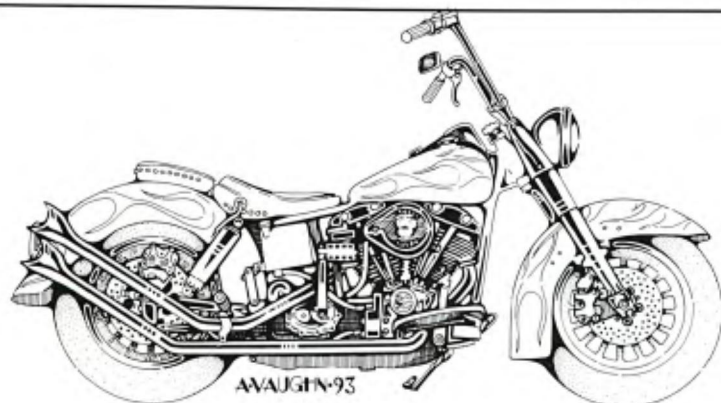
At first, you might think that Craig's experience disproves my no-bargains-at-garage-sales theory. Well, I gotta confess that I omitted a couple of minor details. For example, prior to the sale, the garage in question burned to the ground. And what Craig purchased wasn't exactly a motorcycle—it was more like a burnt-black Frito on wheels. The deep-fried dresser was stock—except for the couple-hundred running lights its previous owner had bolted on over the years. The fire had reduced the light show to a revolting blob of



THIRD PLACE WINNER

Easyriders Bike & Tattoo Show Tour
Columbus, Ohio, February 19-21, 1993
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1994

Owner(s): Craig Holzem		City: Milwaukee, Wisconsin	
General		Frame	
Fabrication by: Milwaukee Iron Custom Cycle		Year: 1977	
Year and make: 1977 Harley		Builder: H-D	
Model: FLH		Type: swingarm	
Value: 20,000 portraits of George		Rake: stock	
Assembly by: owner/Milwaukee Iron		Stretch: none	
Time: four months		Other alterations: shocks lowered 1 inch	
Chroming by: Graves		Accessories	
Engine		Bars: 10-in. buckhorn	
Year: 1977		Risers: CCI	
Model: shovelhead		Fender(s): H-D/MB Products, strutless	
Rebuilder: Dale at Milwaukee Iron		Headlight: 7-inch halogen	
Ignition: Dyna-S single-fire		Taillight: tombstone	
Displacement: 80 cubic inches		Speedo: early-style	
Lower end: stock		Front pegs: oval shakers	
Balancing: Milwaukee Iron, Rick Z.		Rear pegs: ISO	
Pistons: factory		Electrics: 12-volt	
Cases: H-D		Gas tank: 3.5-gallon	
Heads: H-D dual-plug, ported		Oil tank: rubbermount	
Cam: Andrews		Oil system: early-style remote filter	
Lifters: hydraulic		Primary cover: CCI	
Carb(s): Super E		Seat: Le Pera	
Air cleaner: S & S		Sissybar: none	
Pipes: CCI		Height: n/a	
Muffler(s): yep		Material: n/a	
Transmission		Forks	
Modifications: none		Type: dresser	
Year: 1977		Extension: stock	
Shifting: foot		Builder: Harley	
Engine sprocket: original		Special features: tins/turned legs	
Trans sprocket: same		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: owner/Smith Customs		Hub: H-D	Hub: H-D
Painter: Smith Customs		Rim width: stock	Rim width: stock
Color: candy red over gold metal flake		Tire: Avon Elan	Tire: Avon Elan
Type: House of Kolor		Brake: JayBrake	Brake: JayBrake
Special paint: flames have white pearl base			
Other special modifications: custom fork stops; hinge removed from rear fender. Special thanks to Ron and Dale at Milwaukee Iron.			
Photos: Steve Coonan			



fused glass, wire, and plastic. From its heat-warped valves to its blow-torched bars, the once-mighty Harley looked like it was ready for a body bag—"burned beyond recognition," as the tabloids say.

Craig began to have second thoughts. Maybe he hadn't made such a great buy after all. Maybe there wasn't enough left of the original dresser to serve as the basis for a project bike. Maybe in order to transfer the pink slip, the Department of Motor Vehicles would have to identify the remains through dental records.

But Craig refused to panic, and with an able assist from Ron Zabinski and Dale Kuehn at Milwaukee Iron Custom Cycle in Oconomowoc, Wisconsin, he painstakingly resurrected the singed shovel. But he didn't stop at a simple rescue; instead, he redoubled his efforts until he had transformed the barbecued bike into a true head-turner. Craig's achievements in scooter sorcery were further rewarded earlier this year in Columbus, Ohio, where his sleek sled took third-place honors at the *Easyriders* Fifth Annual Invitational Bike and Tattoo Show.

The mouthwatering morsel posing provocatively with the motorcycle is Wendy, from Clearwater, Florida. Wendy likes it rough, so we took the pictures, appropriately enough, at the site where the bike was brought back from the dead. Milwaukee Iron Custom Cycle occupies a 3-acre lot in the boonies, 25 miles west of the city itself. Back in 1989, the guys began decorating the shop with gnarly wood, animal traps, old weapons, animal skeletons, and such, so the place provided an ideal rough-hewn backdrop for the photo session.

Well, I gotta split . . . I'm getting restless just sittin' here on my rump. Checking out these shots of Wendy surrounded by all that frontier gear has given me a bad case of cabin fever. I think I'm gonna go fire up the scoot, ride down to the beach, and see if I can shoot me some beaver.

—Deadeye

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.

What Do They Stand For?

□ Every H-D model has a letter code like XLX, XLH, or FXRS, FXDB, or FLHT, FLHS to name a few. Can you tell me what the letters stand for? I can't find anyone who knows.

Fred Burrow
Michigan

■ The first letter is easy: X=Sportster, F= Big Twin. The second letter says intended use: L=Road, X=sport use, R=race. The third letter and on says specific equipment or model, and this gets complicated. R= rubber engine mounts, T= touring, D= Dyna rubber engine mounts, H= high compression on earlier models of Big Twins and electric start on Sportsters, B=Sturgis (FXB,FXDB), S=Big Twin Low Rider (FXS, FXRS), S= Sportster Roadster (XLS), ST= Softail. And on and on...

Belt Replacement

□ I have an '88 FXR with a belt drive. How often should the belt be replaced? It has 12,000 miles on it now.

Don
South Florida

■ Maintenance and abuse determine belt life. I have seen rear belts last over 120,000 miles in highway service and as little as 5,000 miles when drag raced continuously. The average is between 60,000 to 80,000 miles.

Wants It Wider

□ I need information about putting wide glide forks on a '76 Sportster. Everyone tells me it can't be done. Also where do I find a forward control kit?

Lum
Marietta, Ga.

■ There are two ways to go on the wide glide forks. The first is to use a

conversion kit that converts your narrow glide to a wide glide, the second way is to change the steering stem on the wide glide lower tree to the smaller diameter Sportster stem.

The forward control kit problem can be solved by updating your "odd year" model to a later model, like '77, then the kit will bolt right on.

He Likes The Look

□ I like the look of a pullback bar riser with separate caps instead of the standard single cap as found on most Harleys. Problem is, I can't find 'em anywhere and don't really have the scratch to have any made. Do you or any of the other bros out there know where I can find someone who would (for a reasonable price) make me a set?

Crossover
Culver City, Calif.

■ The stock one-piece cap is used as a connector to keep the rubber-mounted risers lined up with each other (to keep the handlebars pointed in the same direction as the front wheel). With tall factory risers, it is fairly important to keep a one-piece cap. With short risers, cutting the cap is okay. You can do it yourself with a hacksaw, file, sandpaper, and, finally, a little time with some polishing compound.

Oil Circulation System

□ Every so often one of your bike features will show a scooter with a custom oil circulation system. There are usually hoses which run into the case's flywheel timing mark hole and up into the rocker box section of the motor.

If possible, could you explain how such a system would be run in, say, a mid-'70s shovelhead motor.

Tight Spokes
Long Island, N.Y.



■ Outside oil drains are usually done to accommodate large-bore engines or engines with compression ratios so high that head gaskets won't stay sealed. Oil drainage passageways are drilled into the side of the heads, between fins, to keep the oil level below the valve spring.

The procedure requires the welding shut or plugging of the drain holes at the head gasket surface on both the head and cylinder. A light resurfacing cut is required to assure a good seal. At this point, the method of the head-to-cylinder sealing should be considered. I've successfully used O-rings, 3M weather stripping cement, and Permatex blue gasket maker silicone glue, and, in large-bore, high-pressure engines, just lapped the surfaces to each other (this method leaks a little until the engine warms up).

Engineering Mistake?

□ I'm writing to inform you of an engineering mistake on the part of S&S. I own a '69 XLCH motor and recently overhauled it at Dudley's Basement in Central Islip, New York.

The problem I've encountered is that the S&S Shorty model E sits on top of the transformer leads on the magneto. The fuel inlet is directly above the transformer leads, which makes fuel line installation impossible unless you install an L-shaped fitting. The problem now is that your needle and seat are in this fitting.

The carburetor kit costs about \$300. I think that's a lot of money to spend on something that doesn't work properly.

Motorhead
Kings Park, N.Y.

■ Part numbers 347 and 349 cure this problem by changing the straight down inlet to a right-angle swivel banjo fitting that can be rotated to a position you need. You'll also need O-rings numbered 265(1) and 345(2).

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DENNIS KIRK.

955 SOUTH FIELD, RUSH CITY, MN 55069 USA



Sylvie Lavoie, Danbury, Connecticut

1975 Harley-Davidson XLH

I rang up this little gal the other day, just as soon as I could pour a cup a coffee down my neck. It was pretty early in the a.m. (8:30 here, 11:30 there). I'm not sure whether I was still half asleep or she just doesn't like to blow her own horn, but I couldn't get her to do much talking about herself.

What I *did* manage to decipher from our discussion was that this humble, hard-working young lady works at J.D. Cycle in New Fairfield, Connecticut, six days a week, wrenching on and painting motorcycles. She says she's now starting to get into airbrushing. By the end of this summer, Sylvie will be a partner at the shop, and it will be called S & J.D. Cycle.

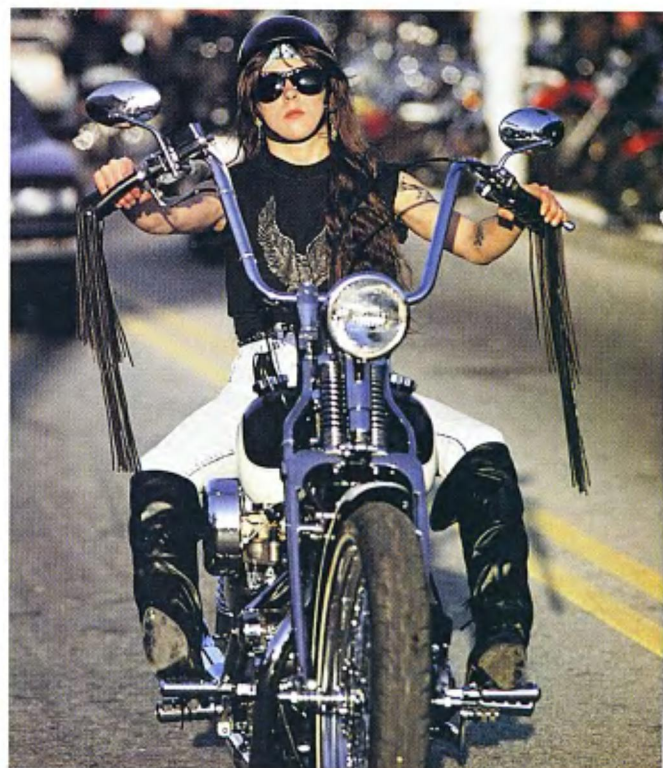
This little black-and-white Sportster that she built is her main mode of transportation, as well as her Sunday ride. Yep, every Sunday Sylvie and her pals ride helmet free through the Danbury wind and end the day with a barbecue and beverages.

And even though she was much too modest to tell me, I just learned that Sylvie grabbed second place in the Sportster class at the *Easyriders* Regional Bike and Tattoo Show in Middletown, New York.

High ho Sylvie! Away!

—Crusty

General		Forks	
Fabrication by: owner		Type: springer	
Year and make: 1975 XLH		Builder: Paughco	
Model: Sportster		Special features: shock absorbers	
Chroming by: Brown's		Accessories	
Engine		Bars: KNN, 15-inch apehangers	
Year and model: 1975		Lights: CCI	
Rebuilder: owner		Gas tank: CCI fatbob	
Displacement: 1000cc		Oil tank: stock	
Transmission		Seat: Mustang	
Shifting: foot		Other: custom fenders	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: twisted spoke	Size: 16-inch
Color: black and white		Tire: Dunlop	Tire: Dunlop
Type: acrylic/urethane		Brake: stock	Brake: disc
Special paint: two-tone		Special features:	
Frame		custom-made rear struts, rear chain-guard, CCI fishtail pipes.	
Year and builder: stock '75, owner			
Type: stock swingarm			
Alterations: molding		Photos: Michael Lichter	



FOX HUNT

March Winner

Wendy saw half the country last spring, but the highlight of her trip was her stay in the home of Harley-Davidson and, in particular, her weekend getaway at Ron Zabinski's woodsy motorcycle shop in Oconotowoc, Wisconsin.

Your Fox snuggled up with the wildlife in the shop. Frontier living at its furry best, huh? Despite the 30-degree weather, Wendy really warmed up to Craig Holzem's 1977 FLH, especially when she got to take her first helmetless ride in eight years.

It wasn't exactly Florida, where she's from, but it sure beat the hell out of Bean Town, where she'd frozen the week before at her anything-but-frigid photo shoot.

See it all on page 108.

—Loudmouth



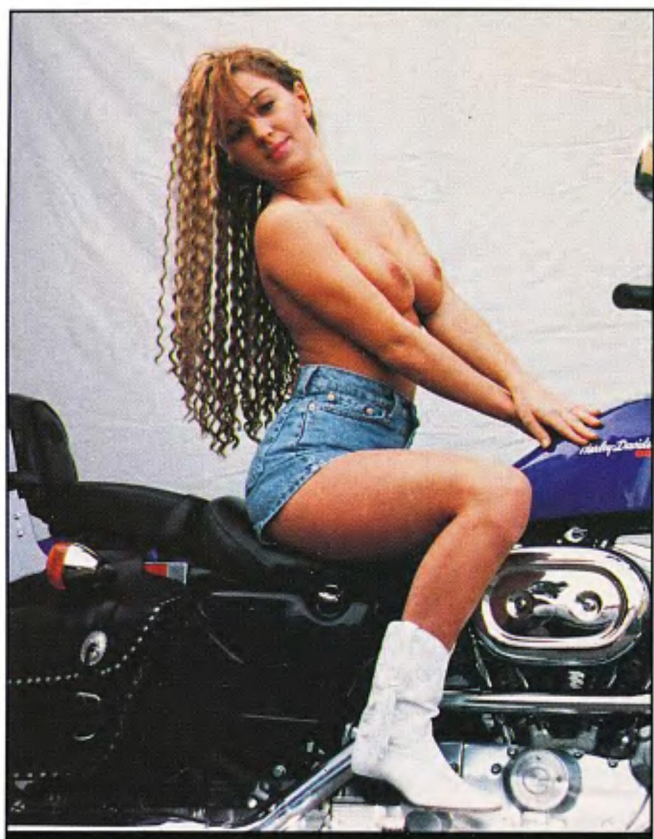
While my date was flirting with another girl, I found a guy with a Hog, and we went for a ride. I felt very free.

Ann, Maryland—#801



The best part about riding a motorcycle is being able to go wild. Put me to the test to see the rest.

Stacey, Ohio—#802



It was so smooth and graceful that I immediately fell in love. I've been riding them ever since.
Santana, Oregon—#803



With the earth moving rapidly beneath my raised feet, I felt like I was flying. It was the ultimate high.
Kara, Florida—#804



My first ride was to Angel's Camp when I was three years old. There's never been anything harder between my legs.
Koni, California—#805



I was on a Softail. Now my goal is to find a man willing to do the wild thing while cruising on his Harley.
Trina, Oklahoma—#806



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Fox Hunt

Ladies, make \$500 by being selected as the winner and modeling for an *Easyrider*s 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 hardbilly with all bikerdom on the pages of *Easyrider*s! 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 *Easyrider*s.

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 *Easyrider*s.

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 #242 *Easyrider*s Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

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



Here she is, bros, the fourth monthly winner in our 15th Annual Fox Hunt, Tracey, #404, from Broomfield, Colorado. See more of her next issue.

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

I hereby give *Easyrider*s 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 *Easyrider*s photo session

242

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 _____

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.

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

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

CUSTOMIZING THE DYNA

*With A Few Tools And A Ton Of Elbow Grease,
A Dyna Takes On A New Face*

The Dyna's rubbermount, swingarm frame is reminiscent of the early shovel swingarms. I never liked those bikes in the '70s and promptly ripped the drivelines outta them and jammed 'em into rigids. So this particular project posed a completely new set of variables—and no easy rigid to slip it into. My artistic challenge was the line along the top of the bike. It appeared too flat and long. I like the feeling of sitting *in* the scooter, not on top of it. The line across the top of the bike needed to dip at the seat, and, natch, all new bikes are too tall. So here's what I've done since the last article in the May issue.

Because of my height, I can't lower a

*The intention was
to clean up a stock
bike without
having to use thou-
sands of dollars of
accessories*

bike front and rear without making it look like a half-baked Hamster custom. I decided to leave the front end alone, except the bars were changed to black FXRS-SP bars, for the racy look, with Harley-Davidson 4-inch risers. That wasn't high enough, so Will at Ride One designed riser lifts in several lengths, and I went for the 1.5-inch models. That helped. Ultimately, I will detail the brakes and lines and polish the rotors. And Brook at Pat Kennedy's added the final touch with an 80-spoke, stainless-steel-spool, 19-inch front wheel.

I began by stripping off as much as possible from the chassis. The intention

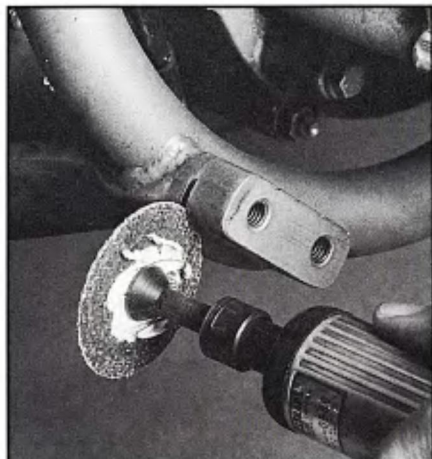


Photo 1

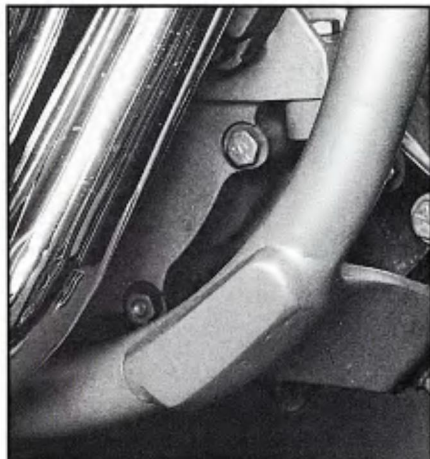


Photo 2

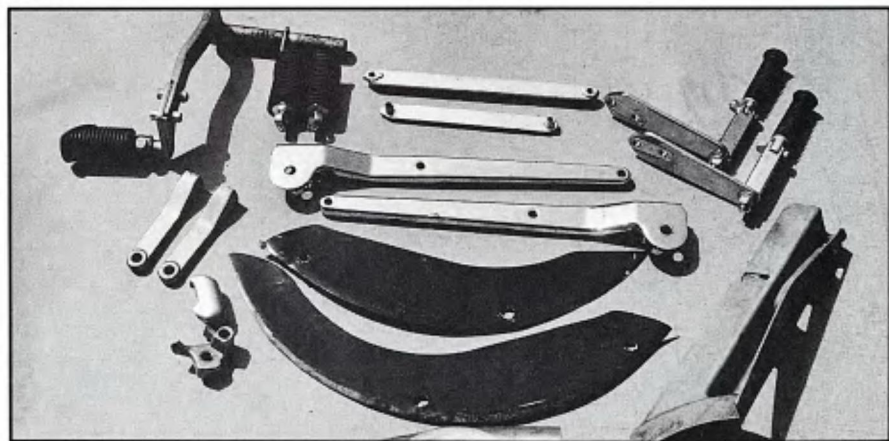


Photo 3

was to clean up a stock bike without having to use thousands of dollars in accessories—just tools and elbow grease. The only aftermarket accessories used were: mirrors and license plate bracket from Arlen Ness, wheels from Pat Kennedy's Custom Cycles, shocks from Progressive Suspension, and an exhaust system from Bartels' Performance Products. The air cleaner, derby cover, and chrome disc cover are Harley-Davidson accessories.

First, the highway pegs went. I've found that if you can get used to the jockey controls, you have more control. And with your legs tucked under, you

take the load off your back. So the pegs went. And so did the turn signals.

A Dyna Glide weighs 20 pounds more than a stock FXR (photo 3). With the highway pegs removed, I used a 3M cut-off blade on a stout, high-speed electric drill to remove two-thirds of the mounting boss (photo 1). First, I drew a line on the top and bottom, staying 1/4-inch off the weld which maintained the strength of the front motormount.

After hours of grunting and groaning, a chunk of metal was finally removed, and I changed the tool in the drill to hold a coarse emery disc. After smoothing and rounding, the bondo was mixed,

and the area was coated with a generous slab of body filler. The basic shape was grated, then filed, sanded, primed, sanded, filled with bondo again, filed, sanded, primed, sanded, primed, sanded, left to cure, and then painted. Depending on how picky you are, you can sand with various degrees of wet and dry sandpaper between coats of primer and paint until the area is as soft and contoured as a woman's thigh. And once painted for the final time, it'll be as smooth as glass (photo 2).

Then I moved to the rear. Shorter shocks were installed. I ultimately used 11-inch Progressive Suspension shocks. They look stock, ride well, and lowered the bike to 4 inches off the ground (from a little over 5 inches). I removed the fender rails and cut off the fender support segments of the frame. Intending to chop a fender and mount it to the swingarm for a lower look (I didn't plan on packing anyone much), I reviewed the other fenders on the market. I even bought a standard flat fender and a fiber glass Fat Boy front fender from Drag Specialties. I wanted a fender to match the clean lines of the stock front fender. I couldn't find anything that jumped out at me, so utilizing the cutting tool again, I attacked the stock rear fender.

First, I sketched a cut 1 inch above the stock taillight mounting holes. Once satisfied, I taped it off with 1/4-inch masking tape and went to work. I didn't like the speed or control of cutting the sheet metal with the cutoff attachment on my pneumatic speed tool, so I switched to the massive, hand-held drill. No good. Then I tried a small hand-held jigsaw with metal blades. It worked well for a clean, even cut—although additional taping was necessary to prevent the guides on the saw from scratching the paint. After the length was cut and the bottom of the fender was removed so that the front end of the fender would rest against the top of the swingarm, I went to work on chopping the sides of →

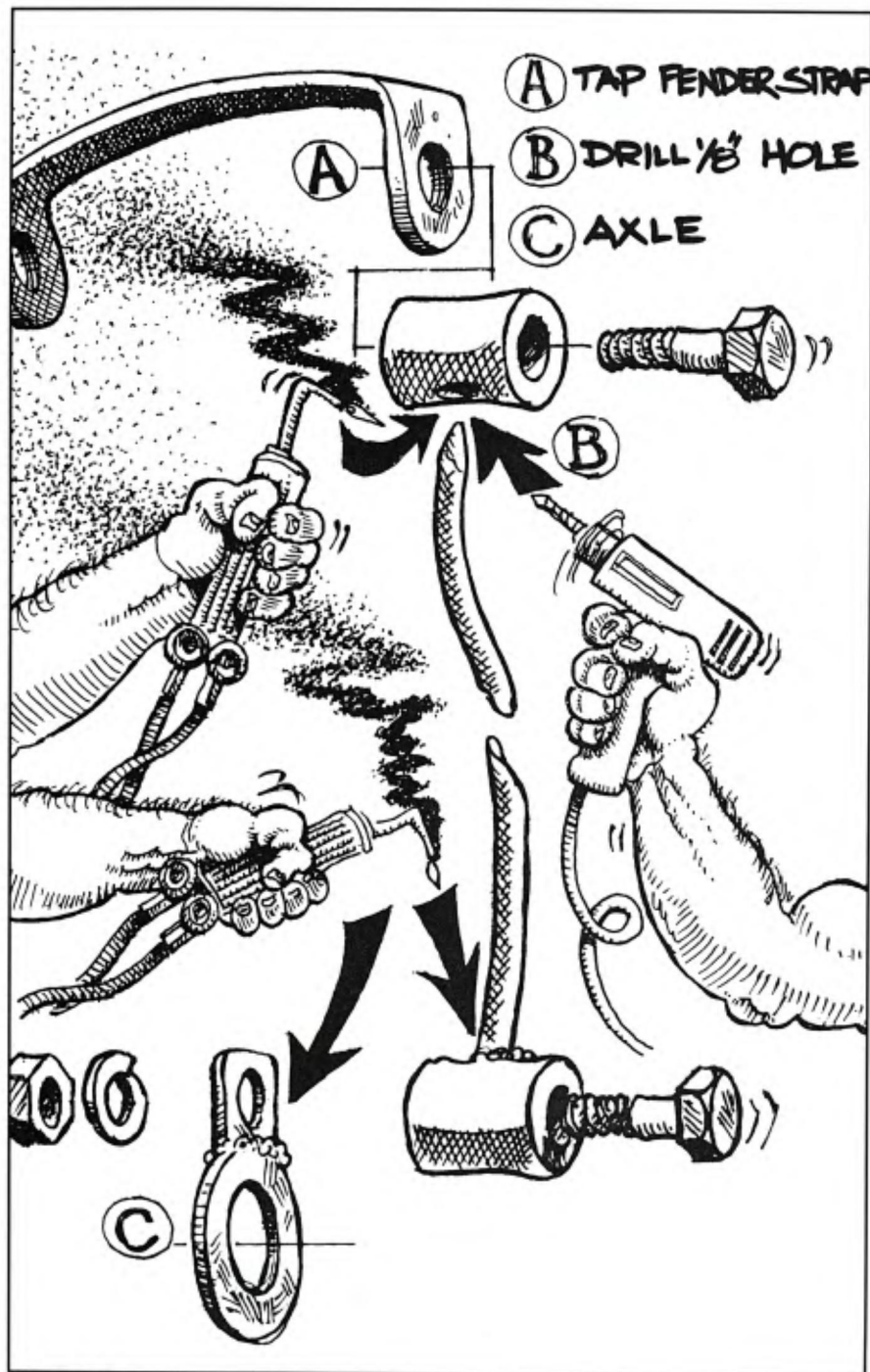


Illustration 1

the fender (photo 5).

About 4 inches were taken off each side. With the masking tape in place, including an extra 1-inch tape along the 1/4-inch line and paper to protect the paint, I was able to cut the fender and shape it without repainting. With a pin-striper's brush, I touched up the black paint along the bottom edge. With the rear wheel in place, the fender was placed on the tire with a series of 1-inch spacers taped to the tire. Once the fender was mounted, it would remain exactly 1 inch from the tread. Then, I fashioned a fender support to be mounted under the fender and bolted to the original seat mounting hole (illustration 1).

The fender bracket was made from 3/4-inch mild steel strap, 1/4-inch thick. I made it by heating and bending the strap in a vise to match a piece of hanger I used for a guide. Once the strap was fashioned and mounted, I drilled and taped 5/16 holes into the ends, 3/8 of an inch up from the bottom. Then I welded 1-inch tall, 1/4-inch thick tabs to stout washers that would fit around the axle, so welding to the swingarm wasn't necessary. With all these elements in place, I began measuring for the fender straps. Bending and brazing the 1/4-inch round stock to the bored 3/4-inch mild steel spacers was easy once I drilled pilot holes in the spacers so they would hold the arms in place for fitting (see illustration). With the fender in place and the washers and fender strap bolted on securely, the spacer and arms were fitted exactly, then taken off and tack brazed, fitted again, and taken off and brazed solidly. The fender supports were then sent out to be chromed.

Next the massive side fender brackets, originally welded to the frame, were whittled away at with almost anything I could find that would make the cuts. (I'm still working on them.) Since the frame was not going to be stripped of the driveline, all the brackets could not be completely removed. I fashioned



Photo 4



Photo 5



Photo 6

Photos: Silvermoon

some reflectors out of the strips of plastic reflector that were mounted under the fender rail, then polished and formed them to fit the ends of the frame where the fender rail bracket was removed and on the side fender mount on the right side of the frame (photo 4).

Eventually, 23 pounds of metal and plastic were removed from the bike. Brook, at Pat Kennedy's, laced a rare 18-inch, 80 spoke wheel for the rear and the Metzeler tires improved handling. The rear wheel lifted the bike slightly, so it's difficult to scrape in corners, yet the line of the bike is improved. With the Bartels' performance package in

place, pushing 90 horsepower, and the weight reduced by 23 pounds, although the wheels are heavier, this bike is a charger with a rubber mount for a smooth ride.

Keith Maschinot in Florida made the seat for the low, lean look.

Let me know what you think. In a couple of issues, we'll show you the final results of this project, complete with new brakes and who knows what. We'll be featuring a lineup of customized Dynas, so you can see what some of the top builders in the country are doing with them. Till then—ride on.

—Renegade

Parts Box *Tell 'em Snake sent ya!*



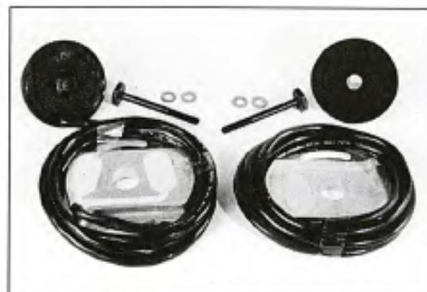
Official Sturgis Truck

The talented Meredith Betlock, wife of a traveling Hamster, researched and developed these fine-looking truck/banks for Sturgis and Daytona. This '37 Chevy Panel, the only officially licensed truck to be sold in Sturgis this year, can be found in the Armory and with officially licensed vendors. A portion of the proceeds are returned to the Sturgis Chamber of Commerce. This is a limited edition run, only 5,500 of this model were manufactured. Watch for 'em.



Something New: A Battery Indicator

This indicator gives you early warning on charging problems and monitors your battery's water level. Batteries were and still are the enemies. The bright red lens lets you know if your battery's water level gets too low, voltage drops below 12 volts, or the voltage rises above 165 volts. For more info call The Indicator: (916) 272-4821.



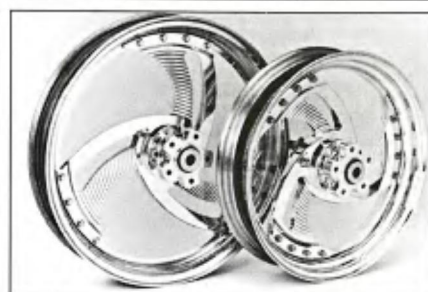
Crane Single- and Dual-Fire Ignitions

We tried a Crane Single-Fire ignition on Wrench's FXR. It worked well and helped solve a low horsepower rating. Both of these systems are self-contained and fit under the stock timing cover. The dual works well on stock bikes, and the single-fire module can be used on single- or dual-plug applications for longer plug life, better gas mileage, and smoother engine operation—they say, and Wrench will testify to. For the real skinny call the knowledgeable bros at Nempco: (800) 343-9687 or (800) 622-7700.



Mirage Twin-Bulb Marker Lights

The brightest look of the '90s—CCI's exclusive Mirage marker light—is now available in a new twin bulb version. It comes in amber or red and single or dual filament. Call Custom Chrome at (800) 729-3332 for the name of the nearest dealer.



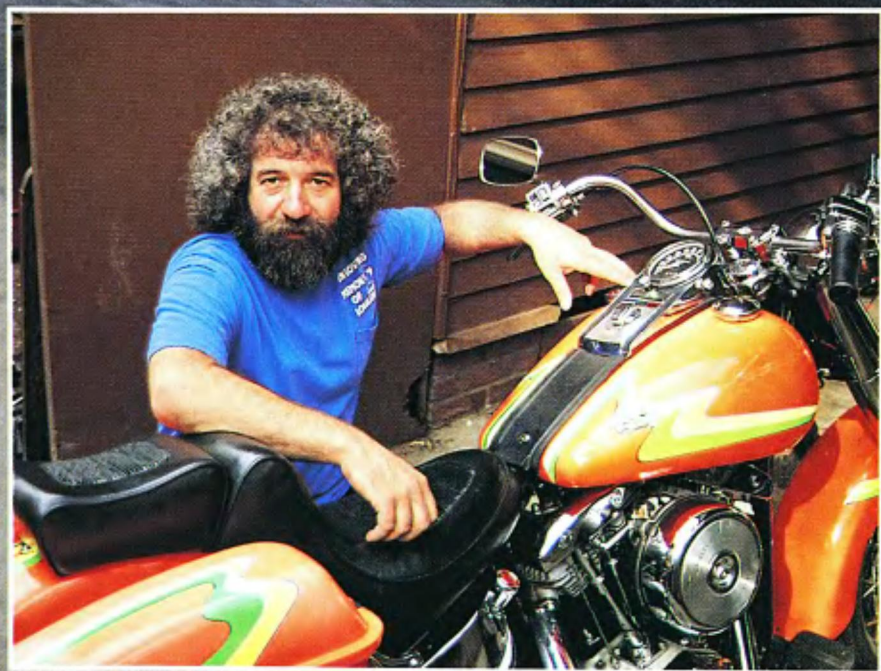
Performance Machine Wheels

I don't know what to say about these wheels. The photo does the job. They're hot, light, accurate, and expensive, but they're bitchin', CNC-machined, and polished. This new design is called the Viper. For more information call Performance Machine: (310) 634-6532.



Five-Speed Kicker

This is hot for the kick man. I don't like the idea of relying solely on the button, but kickers haven't been available for a while. Now Chrome Specialties has the complete kit with a reinforced aluminum end cover for strength, billet aluminum transmission adapter, chromed top pivot kick arm, and all the little shit that makes it work. For more information track down the nearest Chrome Specialties dealer or call (800) 527-1635. ☺



RIP'S RUN



Rip Samples The Best Of Cajun Country Before Rolling Into The Lone Star State

Ed Ingram and family, Baton Rouge, La.



Gator Bait

Howdy, in last month's issue I left you readers in Louisiana. Yeah, Sugar and I had a fun time catching the St. Patty's Day parade in Metairie.

A while back, I received a letter from Bob Guilbeau from Lafayette, La. He owns Prejean's, a 100-percent Cajun restaurant, 3480 Hwy. 167 North, (318) 896-3247. Along with the letter, Bob included a gift certificate and an invitation to "come try some cajun food." I took him up on the offer and was pleasantly surprised. I've eaten what I thought was good cajun grub, but it didn't compare with Prejean's. Boar and Rhoda, some friends I was staying with in Baton Rouge, came along and they also enjoyed eating what they ordered. Rhoda and I tried the alligator *grand chentier*. The grilled gator filets were stuffed with baby shrimp and blue crab meat. Boar went for the fried gulf shrimp with jambalaya. At Prejean's ya even get to hear live authentic cajun sounds. I kinda liked that. Gervais Matte and the Branch Playboys did one of my old-time favorites, "Jolie Blonde." I guarantee you would enjoy dining here. It's the real McCoy.

Bob rides a 1992 Dyna Glide and almost won this year's CCI Dyno horsepower challenge in Daytona with 80 horsepower out of an 80-cubic-inch motor (on pump gas). Bob's FXDC is →

equipped with a Screamin' Eagle bolt-in cam, S.E. valve springs, and an S.E. 8,000 rev-limit ignition module. The carb is a RevTech Accelerator II. The heads were shaved, ported, and polished by Cajun Cycles in Lafayette, 1317 Surrey, (318) 235-2302. Don Istre, the head wrench, said, "The carb is sensitive." He also told me it was a "bolt-on," and he "never changed any of the jets." I think what Don meant to say was that the carb was responsive when the throttle was tweaked. Bob's been riding since 1969.

Back in Baton Rouge, I stopped and visited with Coyote. He's an old bro who will soon be building a new Pro Fuel, high-gear drag bike for the Hawaya racing team. They're a colorful group, with Johnny Vickers doing the riding chores. The frame was built by John Storage of Weekend Frame in Dallas, Texas, (214) 727-1203. The old unit is up for sale (504) 774-5384. Give them a call if you're serious. Coyote has several personal bikes. One is a double shovel street bike. Another is a 1980 shovel in a 1988 Softail frame.

I left Red Stick after having Sugar Pai serviced at Ingram Custom Cycle, 3516 N. Foster, (504) 357-6760. Ed is listed in *Ridin' with Rip, The Bros Club Guide To America*. He is currently building a



Aaron Wyatt and his good-looking redhead of lady, Laura.

SUPER SAVER TATTOO OUTFIT #2



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Pro Gas dragster to campaign on the drag strip next year.

While riding out of town along about Opelousas, it started sprinkling. It continued till the outskirts of Shreveport, La. I took off my rain suit and called Cajun Cycle Express, 2662 Barksdale Blvd. Bossier City, La., (318)746-7082. They said, "Come on down." Billy Tinney, one of Paisano's prime photogs, had called them earlier in the week and alerted them, so they were expecting me. Cajun Cycle Express is a Bros Club dealer. It turns out that Flash, the shop owner, lived on the West Coast before moving back to Louisiana. He lived in Orange County for a while, and it turned out that we knew many of the same people. Flash rode to California on a rigid frame putt, sporting a '59 pan long end under a '73 shovel top end.

Business at Cajun Cycle Express is doing really well. They have many Harleys to service, and they keep a large inventory of leather products on hand. Their registered gator logo T-shirts have been sold worldwide, as well as in all 50 states. They rebuild engines and transmissions, any way and any size ya want. Flash's favorite saying is: TSWRA (The South Will Rise Again). There's a personalized California license plate with →



Lynda Sullivan on her 1986 Sportster 1200.



Bob Guilbeau and his zany crew, Prejean's Restaurant, Lafayette, La.



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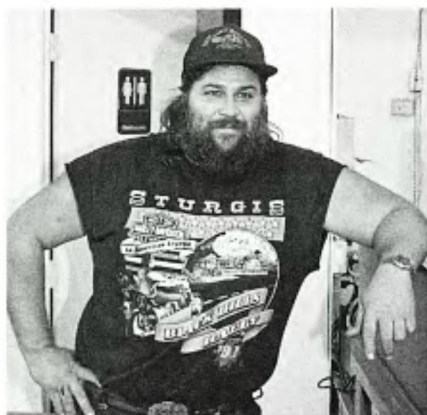
Linda in front of Mom's, Longview, Texas.



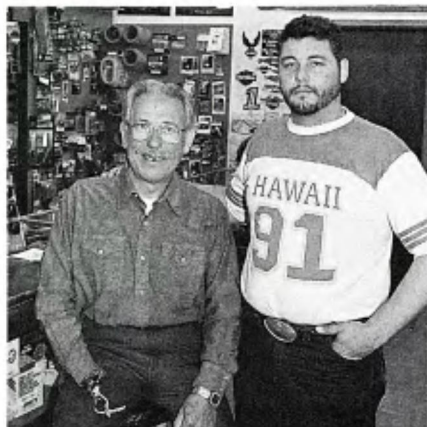
L to R: Flash, Pamela, Bo, Longview, Texas.



Russ Welch (holding Chico), Sharon, Ken (middle), Phil (right).



Kenny Kersey, head wrench at Russ Welch Motorcycle Service, Bryan, Texas.

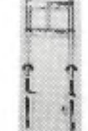


John McGovern (on stool) and his son John. these letters hanging on the wall at Cajun Cycle Express.

While in Bossier City, I got to meet Bo McIlwain, Harley riding city councilman. He rides a black-and-white Nostalgia Softail. When he's not banging heads with the Bossier City city council, he's operating the Teddy Bear, a sandwich den at 3380 Barksdale Blvd., (318) 747-7350. His burgers are great. They don't contain lots of greasy fat. There's just enough in them to keep them firm and together. The ratio is top secret. Bo knows hamburgers. I liked the Guacamole Bear sandwich. It's got guacamole sauce, bacon, lettuce, tomato and mayo. With french fries and a beer, it hit the spot. Thanks, Bo.

After a few days in Bossier City, it was time to ride to Mom's, a biker bar, 819 Ryder, Longview, Texas, (903) 236-9132. Flash, and his lovely wife, Pamela, took some time off and accompanied Sugar and me. Bo also rode along, rounding out our pack of four. Pamela has her own Fat Boy and likes to ride fast. We left on a gloomy, overcast, and windy April Fool's day. It was just a short ride across the Red River into Texas.

Last month I received a flyer inviting me to the 9th Annual Crawfish Boil to be held at Mom's on April 17. Colors are welcome, no problem. One of the groups of riders we met there were the →

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Left to right: Mike Mitchell, Randy, and Jeanie at the Russ Welch open house, Bryan, Texas.



L to R: Bobby Marshall and Craig Ferrel enjoying a cold brew at Russ Welch's store.



Austin Caldwell, future biker, Bryan, Texas.

Photos: Rip

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Threaded Posts



Ugly Mother Fuckers of America. I met members 21 and 22. I remember these guys from around San Diego a few years back. They can—and do—party down. On the flyer it said they were gonna have biker games at the crawfish boil. Sounded like fun.

While in that area, I got to meet and party with the ABATE of Texas, Kilgore chapter officers, (903) 643-2806. Marty and Lynyrd had me over to their house for dinner. Lots of folks dropped by. We had a fun time visiting. I ended up crashing at their house for the evening.

The next morning, I cut out for College Station, Texas, to see the North American Spring National. It was the AMRA opening drag race of the '93 season, and it was billed as the largest of all Harley drags ever in Texas. They hawked it as being the baddest North American double-engine match race ever. They did have quite a few. Ain't it always bigger and better in Texas? This was to be the first drag race ever held at the large Texas World Speedway. The AMRA got the cherry on that sucker. It damn near didn't come off. It rained Friday night and all day Saturday. There ain't enough room in my column to do it justice. You'll have to scope out the next issue of *Biker* for the results and flicks.

While in that neck of the woods, I dropped in to Russ Welch Motorcycle Service, 2112 E. William J. Bryan Parkway, Bryan, Texas, (409) 776-4282. They had an open house party at the store Saturday, April 3. They gave away free grub and draft beer. Russ is a graduate of the MMI in Phoenix, Arizona. Russ said he had "worked on Harleys for many years, but the schooling helped a great deal." Education never hurts. You youngsters reading this, keep it in mind.

Anyway, Russ has a fairly large shop. The service area can accommodate many scooters. They have a couple of top-notch wrenches helping out. Welch's has machine shop facilities, and they also sell used Harleys, new tires, and do computer balancing. They stock and sell T-shirts and lots of leather apparel. They also have emergency road service.

Well, I'm gonna cut it off right here. I'm not gonna tell you which way I'm headed. You'll just have to read the next issue, if ya wanna. I'm still looking for info on bike doings. So if your not too busy, how about a card telling me how things are in your area?

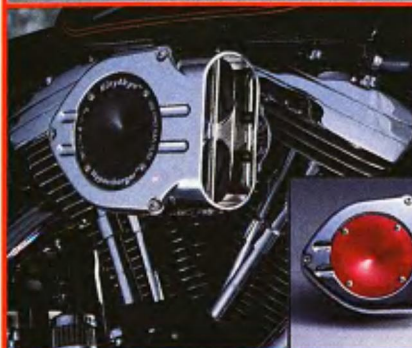
See ya.

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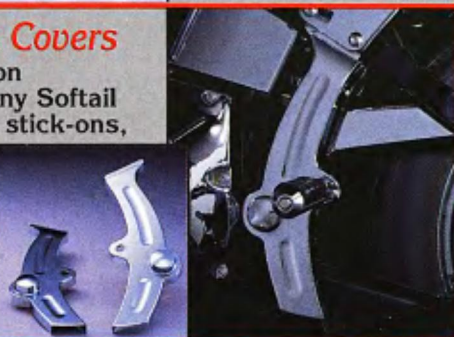
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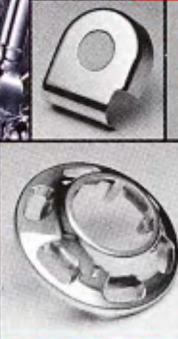
In just minutes, these new bolt-on show-chromed covers will give any Softail model a real trick look. No tinny stick-ons, these are fully-sculptured die-cast covers. \$89.95 pair. Patent Pending



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

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Michael Kuczyński

RIDE THE RED THUNDER

*Where Dark Luck Meets Fate
At The Crossroads Of Life*

"Twelve fuckin' hours."
"What, son?"
"Nothin', talkin' to myself."

The withered woman stares back out the rain-streaked bus window into the gray Montana storm.

Buses: rolling buckets of weirdos and wackos. But I didn't get wheels with my get-out-of-the-pen card. So I'm crawling back to my childhood home, a 38-year-old beat dog with no place else to go.

After Link's wife died, he wrote me regular. Old man Link 'n' my father were friends for over 30 years. Even after Pops was laid off from his job with the railroad and we moved, they hunted elk every fall—right up to the winter of my father's death. I'd read Link's letters over and over. Those letters were my only taste of the world.

Link wants me to stay in Red Rock and wrench for him. His offer of a job and place to stay sounded better than a kick in the nuts, but it ain't no winning lottery ticket. There's no way I can live in Red Rock, the fastest-growing ghost town in the west.

Prune face's worn whiskey voice creaks, "I hate May rain . . . cold, dark . . . makes me lonely."

I ignore her.

"My name's Victoria. Everyone calls me Vicki. Those are beautiful tattoos on your arms. Looks like jailhouse work, except the eagle, a great talent did that one. How long were you in for?"

It's either strangle the bug bag or talk long enough to shut her up.

"Eleven this stretch."

"Mind telling me what for?"

"Lady, that's none of your fuckin' business."

The wrinkle nods, then looks out her dirty window,

I shoulda told the ol' bag I was in for rapin' raisins in a nursing home.

That woulda shut her up. →

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Sixteen of my last 20 were inside. I'm still dancin' the tough-luck shuffle. Bad luck is like steppin' in dog shit—it's hard gettin' the stink and slime off yer boots.

When I got on in Boise, Idaho, the seat by the old woman was the last empty spot—except for a place by a 300-pound Indian. He was rockin' side-to-side in a puddle of his own piss and arguing with the back of the seat in front of him.

"My Johnny's in the penitentiary in Deer Lodge. I'm going to see him."

The emptiness in her voice touches me somewhere I thought had burned-out long ago.

"How much he pullin'?"

*In the gloom I hear Dark Luck's heavy
step, his heels swaggering wickedly
toward me*

"Life. No parole."

She rubs a single tear slipping down her creviced cheek.

"He's a little slow in the head, always had to go to Special-Ed. He was sweet and kind—before the pen stole his soul."

Silence settles over her. Her face wet as the rain-drenched countryside.

"Johnny killed a man. He was stopping a brawl in the bar where he worked as a janitor."

"How in the hell did he get life for somethin' like that?"

"He killed a state senator's son. In Montana, there are rules for the rich and rules for us."

I've heard that song before.

"Lady, I'm sorry 'bout jumpin' ya. Just feelin' ragged."

Her wrinkled hand pats me on the leg and a smile wide as the Big Blue Sky State lights up in her face. "You don't need to apologize, son. It's not my business."

"Hell, lady, talkin' might pass the time."

She reaches into a purse twice the size of my duffel bag and pulls out a fresh pint of Daniel's Black. After a lady-like sip she hands it over.

"Here. Have a nip or three. Jack's a good time passer."

I thank her as the soft warmth of the sour mash glows between us.

"When I was 18, I heisted a 426 Hemi Roadrunner, stripped it, then put the mill and seats in a cherry '55 Chevy that belonged to the mayor's son. The rich kid talks around town . . . 'fore long I was lookin' through bars. They never even picked rich boy up."

Wrinkle woman takes another sip then hands me the pint. "Have a manly slug this time, son."

The J.D. is warm and sweet. It's hard to hand the bottle back.

"Damn, that's good, lady. Anyway, this last time I was workin' as a wrench for some guys who turned out to be runnin' automatic weapons to Canada. I knew bad luck had struck again when I got hauled in as one of the runners." She nods her head and looks back at my tattoos.

"The eagle on your arm looks alive. My Johnny is getting a collection of tattoos himself—but none so beautiful. What's the eagle landing on?"

"It's the outline of the Harley bar and

shield. Billy, the guy who did the work, died in the pen of tuberculosis before he finished."

"Will you ever finish it?"

"No. Wouldn't be right havin' anyone else work on it."

We passed Monida, Montana. Just 30 minutes to Red Rock. The rain falls harder and grayer. A shiver skates down my spine. In the gloom I hear Dark Luck's heavy step, his heels swaggering wickedly toward me.

"Harley bar and shield. Do you have a bike?"

"No. I had a Japper when I was 18. But my Pops rode for years till he got hurt on it. Mom told him to sell his goddamn Harley or she and the kids were leaving."

"Your father picked his family?"

"Yeah. I was eight or nine. Mom bundled up me and my little brother and drove six-hundred miles to my grand-folks. We stayed a coupla weeks before Pops sold his bike."

Quietness glides between us. The withered woman whispers a deep sigh of sleep. I settle back to ride the last few miles in peace.

Reeling, I feel coldness stab my body like I'm standing naked in a Montana blizzard. My nostrils are burnt by the nauseating stench of an outhouse roasting in the July sun. The old woman must have taken a dump in her drawers. I glance at her.

Her eyes are riveted shut. Sweat boils down her face in salty streams, shining blood red off her burning skin. Blue throbbing veins jab out of her forehead.

Her face is going to explode. It's a stroke or somethin'. I can't look away. She turns to me. Eyes burst open. A mischievous smile dances over her lips. The hazy mist of age fades from her eyes. Her voice is as sweet as a child's.

"Your future is not a slithery snake of chaos. Your future is firm, fixed, almost unchangeable. Chance for you is skinny and small. You're near a rupturing of time's river, a chance to stave-off ruin."

"Whatdafuck you talkin' woman?"

I shoulda sat by the drunk Indian sittin' in piss and talkin' with the bus seat.

She grabs my arm just above the wrist. Her grip is scalding steel, too strong for such an old bag. A blistering electrical charge burns into my wrist.

"Hey! Lady! Let the fuck go!"

It's gotta be a stroke, or maybe she's just crazier than a shithouse rat. I can't move my arm. She speaks and my asshole clamps tight as a virgin on her wedding night.

"Young fool, I teach of power and gifts. Your past, your future are mine to know. I see your life from beginning to end. You must learn, Jeffrey."

"Howdahell do you know my name?"

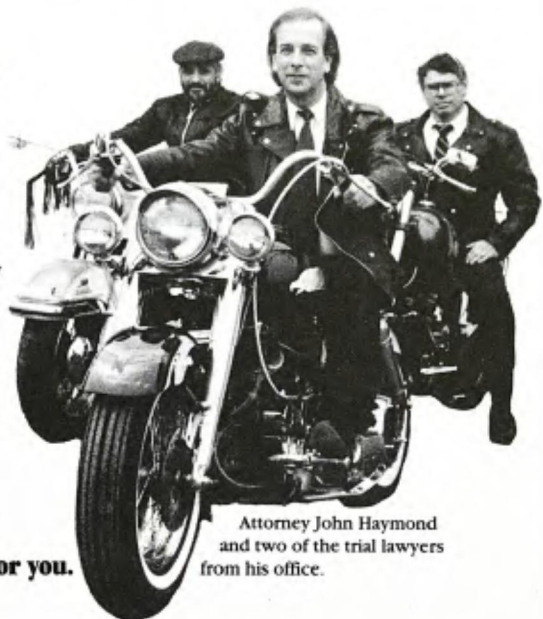
"Listen, fool. You're nearing the fourth and final fork of your life. Three times you have followed the destroyer, My Enemy! Fail again, and your fate will be loneliness and darkness till death. Choose correctly, and you'll live with love and happiness."

Her hold momentarily softens as her voice weakens. *Is she letting go?* No! The scorching snare slams down. Pain flashes through my teeth and spine. I wretch at the stinking smoke of my sizzling flesh.

"You must listen and believe, young →



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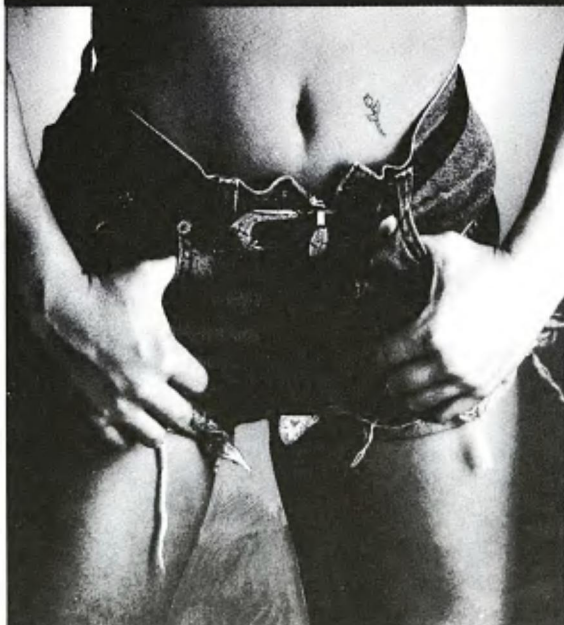
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man. Many years I have searched for the one who can spawn my seed. You are the one of this timeline. You must not fail. Your final fork shall follow red. Seek a woman of painful beauty. Her red hair shall glisten as if the setting sun always shines from it. You must ride the Red Thunder. Listen. Learn."

Her right hand slides down to my crotch. She grabs my crotch and a white pain flashes my sight away. The pain fades faster than it came. I can see again.

"Your first born shall be female. She shall carry my gift. Her powers shall unfold as petals of a flower. At the age of sixteen she will have her strength. Till then you must watch and protect

Trudging toward Link's house, I get pissed at myself for thinking about it.

What's this shit? You're takin' the crazy ol' bag's bullshit like it was true as an Eric Clapton riff. Fuck. You're losing it, bro. Besides, the chick's hair was brown.

Walking up to Link's door, it opens before I knock.

"Jeff. Goddamn ya, kid, get in outta of the rain. Didn't realize it was so late or I'da picked ya up."

Link hasn't aged a year. He looked 100 years old when I was 18, and he looks 100 years old now.

I put down my duffel bag and pull off my drenched jacket.

"Only when you ride the Thunder can I reach you and teach you. You must learn . . . or all is lost."

her. My Enemy shall seek to destroy you, your family, and my seedling."

The old woman's voice falters.

"Ride the Red Thunder again and again. Only when you ride Thunder can I reach you and teach you. You must learn . . . or all is lost."

She shutters and slides into sleep. Clear, sticky fluid seeps from the torn blisters on my wrist, weeping down trembling fingers to fall on the filthy bus floor.

Ride the Red Thunder again and again. Only when you ride the Thunder can I reach you and teach you. You must learn . . . or all is lost.

The last miles rumbled beneath the Greyhound's tires. In Red Rock, I leave the snoring woman and climb down to the rain covered ground.

Bizarre old bitch. She musta slipped me some new kinda acid shit with the Daniel's. And while I was tripping, she burnt the shit outta my wrist. Too fuckin' weird!

A wet southwest wind screams down Red Rock's only paved street. The disintegrating blacktop runs from nowhere on the south, to a dead-end against the freeway on the north. Picking up my suitcase, only silence and wind take the place of the bus's diesel.

Standing in the darkening little town, cold rain runs down my jacket and splashes on broken asphalt. Across the sloppy street, a dark haired woman leaves the post office, and drives away in a thrashed Jeep.

Red hair? Fourth? The color red. Red Rock, Montana?

"Shit, kid, ya look like ya spent the last twenty years in a weight room. Check out those fuckin' arms, bigger 'n my damn leg. Like yer eagle tattoo. Looks like it'll fly away and take yer arm with it. What the hell happened to yer wrist, kid? Shit I'll get the first-aid gear."

Link helps me with my burn without asking about it again. He opens some beers then cooks up elk steaks and baked potatoes. After the meal we settle into his wood-heated living room. Link talks of his dying town.

During the late '60s, it seemed Red Rock might stop its gaudy-dance toward ghost-township. Then she fell off the tracks. The railway station and stockyards were closed up, then torn down. The hospital was shut down and boarded up. The restaurants, hotel, and two of three bars succumbed to the dance of death. Link runs the last service station. The rest were abandoned, left to decay in the harsh Montana wind.

"Let's talk about the deal I got for ya." I take another pull on my Bud.

"You want me to wrench for you."

"Well, like I said in the letters, my eyesight's so bad I can't see to work no more. The boys I've hired are either no good or they end up leaving. Red Rock's too slow fer outsiders."

"Link, thanks for the offer, but Red Rock looks damn slow to me, too. I can't stay here. Hell, ya know as soon as I squirrel away some cash, I'm gone."

"Jeff, ya ain't seen the whole shootin' match yet. My shop is the last one in a fifty-mile radius. There's always work

and good money for a shop like mine. Put yer jacket on and come and look at somethin' in the shed."

We step into the hushed night. The rain has stopped, but the air is still chilling and wet. A full moon casts a cold gray glow over Red Rock.

"Look at this, Jeff, we're a coupla sorry sons-a-bitches. Your father and little brother dead from cancer 'fore you's fifteen. Yer ma married to a shit-eating farmer who kicked yer ass out when you were still a kid."

"Then me. Chuck, my only kid, killed in 'Nam. Just two winters ago, Leanne, God rest her soul, freezin' to death in a stalled car less'n a mile from home."

"People with our luck should stick together, Jeff. That way our stink don't rub onta no one else."

Link steps into his shed and turns on a weak, hanging light bulb. He lifts a dirty tarp off something sitting in the silent dimness.

I gasp, like I've just been kicked in the guts. Wobbling, my head spins, then lurches.

"That looks like Pop's Harley."

"That'd be it, a '51 panhead. Your old man bought her new up in Helena. He bought it in the middle o' winter. Your ma had one hefty shitfit, I'll tell ya."

"How...?"

"Your dad sold it to some ranch hand. The rancher never changed or added oil. When the engine finally seized, I bought and rebuilt 'er. Chuck drove it to high school 'n' such, up ta '67 when he died in Nam."

I walked over to the bike... faded red paint, cracked and torn black leather seat 'n' bags, tailpipes rusted and cracked.

"Looks rough, but she runs strong. Ever ride one of these?"

Link doesn't wait for an answer. He gives me a quick lesson on the foot clutch and hand shift. I wheel it out into the hushed night.

"Okay, kid, just run up the road a ways. It's too cold fer much of a ride."

"The Harley fit into the deal, Link?"

"Ya wrench fer me. Ya stay out of trouble with the law. End of two years, the Harley's yours, free and clear."

"Link, if somethin' sounds too good to be true, most times it is."

"Well I ain't gonna shit ya. If Chuck hadn't been killed in 'Nam, I don't suppose I'd be making ya this offer."

Our eyes meet. There is nothing to say.

"Ya gonna sit 'n' stare at it all night, or are ya gonna ride?"

I turn on the ignition and jump on the big starter pedal. Three kicks and the old Harley howls to life. The tomb quiet night is blasted away. With no muffler, the old bike bellows with enough bluster to bludgeon the deafest corpse back to life.

I fly toward the freeway. For the first time in my life, I'm free. It's the best sex, the best drug, the sweetest, purest rush I've ever had. The very best rolled into one red rumbling body.

I stop at the freeway ramp, shut down the bike, and step off. I light up a death stick and lust over the machine. I want the faded red beast more than I've wanted any woman.

But... I can't do it. I can't live in this ghost-town for two months, let alone two fuckin' years. No way.

As I get ready to mount the powerful beast again, I hear a voice like an angel outta nowhere. "That yours?" As I turn to source the sweetness of her voice, her firm, young body and long, flowing red mane is illuminated by what must have been the brightest flame

of the setting sun.

"Where'd you come from?" I ask.

"I just moved into town, and I love to ride."

She has no trouble gauging from my dumbfounded expression that she's welcome to climb aboard. As she throws her leg over the back of my Pop's scooter, I kick the machine back to life and pour on the coal. Thundering back to Red Rock, with her firm breasts pressed against my breast-sensitive back and the Montana wind in my face, Dark Luck seems gone forever. But just when I feel like maybe things are turning for the better, a hard, icy pain stabs my body, and the outhouse stench of the bus lady is back again, burnin' my nose.

I feel her. It's as if she's on the bike with us. Insanity eats my brain. I turn to look behind me and the old hag is nowhere in sight.

What kinda shit did she slip me? This ain't like no flashback I've ever had. Damn.

The stench disappears as the red bike rumbles between my legs, and the cool night air and the girl's sweet flesh push against my body. It's like having the best sex of your life. No other sensation even comes close.

I can't leave this bike. I'll only stay two years. Shit, I could do two years in the joint without breakin' a sweat. And whoever this bodacious babe holding on for dear life may be, well she sure sweetens the whole damn package. Weird old bus bitch and her flashbacks don't matter. I need this bike. Not just any bike. Pop's bike. This bike.

Pulling into Link's driveway, me and my knockout riding companion shakily step off Red Thunder. For a second, the Harley gleams bright and new. New like the day Pops brought it home.

Link walks up to me, smiling.

"I'm staying, Link. I'll start work tomorrow."

"Damn right!" Link slaps me on the back and looks curiously at the girl beside me.

Pop's bike had me so mesmerized I forgot to even ask her name. "Oh," I stumble, "this is... ah..."

Old Link comes to the rescue. "No matter, ya'll come on in now and help me celebrate my new partner here over a coupla cold ones."

Never did hear from the old hag again, or catch as much as a whiff of her, either. But when it came to her words of warning, me and my new bride, Scarlet, were too damn content to second-guess fate.

—Fiction by Joe Keele



Easyriders Truck Tour Schedule

1993 RODEO SEASON CONTINUES WITH:

JULY 16, 17, 18

EASYRIDERS RODEO—BOONE, IOWA

Boone County Fairgrounds

(1-35 to Rt. 30 West, North on Story Rd.)

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AUGUST 13, 14, 15

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AUGUST 20, 21, 22

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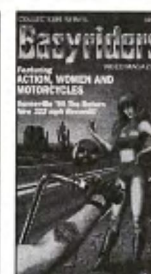
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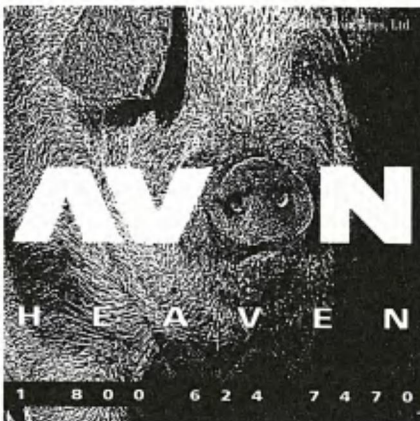
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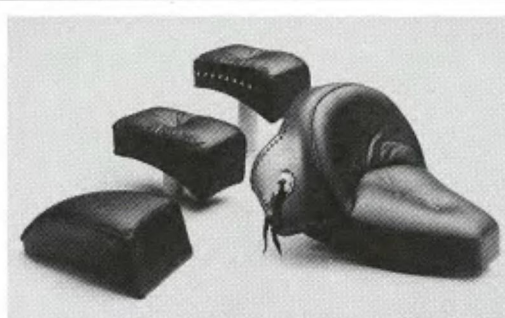
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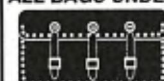
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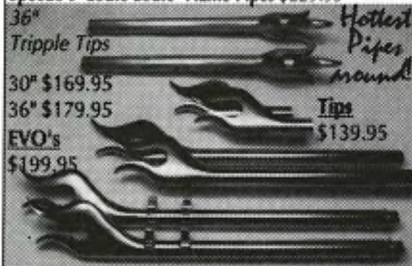
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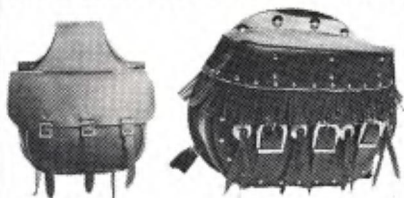
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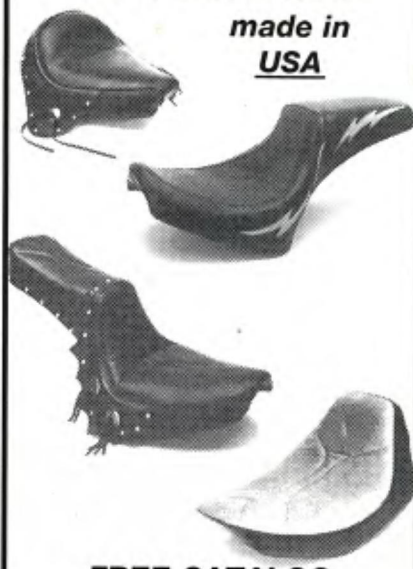
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Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd.,
Scottsdale
M/C Brothers Park, 2226 North Stone, Tucson

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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
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High Country Custom Cycles, 302 Arvada, Colorado Springs
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La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6850, Grand Junction
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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
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Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
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Privateer Cycle Co., 4115 Barrancas Ave., Pensacola
Easyriders of Coconut Grove, 2996 McFarlane Rd.,
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Georgia

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

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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

Kansas

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Newton Cyle & Leather, 115 S. Kansas, Newton

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

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Dave's Cycle, 122 Alcazar St. S/E, Albuquerque
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New York

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Brooklyn H-D, 2487 Coney Island Ave., Brooklyn
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead

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USED HARLEYS WANTED: Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: (915) 591-8889. Cash for used H-D's. We pick up nationwide, crate & ship overseas. We trade for anything.

SPECIAL/CUSTOM SERVICES

CASE REPAIR: Hacksaw's complete machine shop, Heli-Arc welding, custom fabrication, parts & accessories, ground-ups. Your one stop shop. 717 S. Auburn St., Grass Valley, CA 95945. For more details call (916) 274-7626.

CHROME PLATING: Watson's Chrome Plating Service. Free price list. Self addressed stamped envelope to Watson's 2900 E. Broadway, Alton, IL 62002.

CUSTOM SERVICE: Phil's Speed Shop: Complete Custom Service. From ground-up building to regular maintenance. 941 W. Collins Ave., Orange, CA 92667, (714) 771-6727.

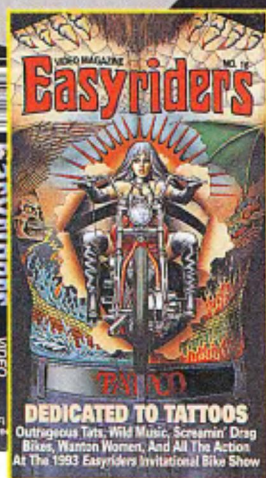
PERFORMANCE: Bartels' Harley-Davidson, 4141 Lincoln Blvd., Marina del Rey, CA 90292, (310) 823-1112, FAX: (310) 823-0899.

SPEEDOMETERS: PARAMOUNT SPEEDOMETER, specializing in Harley-Davidson speedometers, repair & sales, cable & housing, front wheel adaptors. 8845 E. Alondra Blvd., Paramount, CA 90723, (310) 630-9753.

TRANSPORTATION: D & D Motorcycle Services, crating and shipping from California to anywhere in the world! Monthly storage available. Call (310) 530-5634 for more information. ☺

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EASYRIDERS VIDEO MAGAZINE

UNIMOTORCYCLE DRAG RACING



*No Holes Barred
Racing At The
1993
A.N.U.S.
Grand
Nationals*





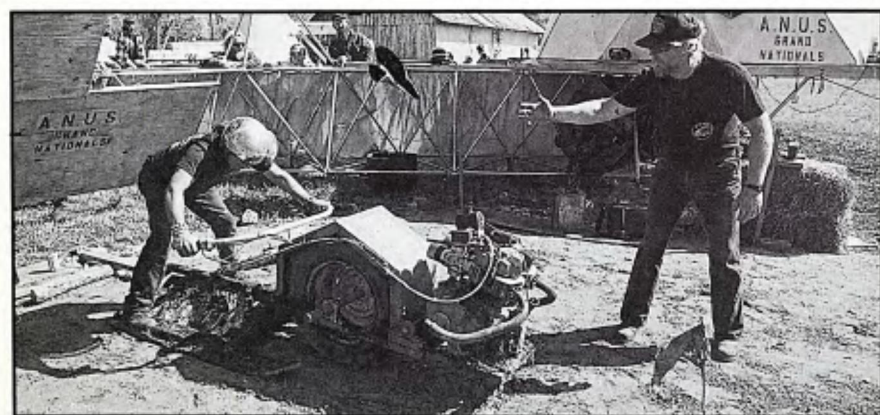
Photos: Mike Lichter

When life starts getting a little crusty around the edges, there's nothing like ripping the front tire off your bro's scooter and promising to be back in a few days after wheelstanding your way to Samsula, Florida, and taking down the world unimotorcyclist drag racing championship. Also sounds like a dead sure way to end up in traction, especially when your bro finds out you're serious. But when a one-wheeled scooter jockey by the name of Swamp heard about a dude on a riceburner challenging

any Harley rider to break his world unimotorcycle record, Swamp wasted no time proving that even on one wheel, Harley-Davidsons rule the world—even though he borrowed his bro's scooter to do it.

It all began back in 1988 inside the tortured mind of Sidecar Willy. Magellan may have been the first to sail the world, and Columbus the first to stumble into America, but when it came to exploring the madness and mayhem of one-wheeled machines in mud, Sidecar Willy knew his time had come. After

taking a long, hard snooze on his favorite barstump at the Cabbage Patch, where all great pioneers hatch their plans during Daytona's Bike Week, Sidecar Willy turned to his bro, Bubba, and said, "I'm bored shitless—I've done everything there is to do, how 'bout we come up with something that gets us out their kicking life's ass again. I mean, if ya can't have some fun in life, what's the point?" So, like all the great historical figures before them, Sidecar and Bubba rolled up their sleeves, grabbed their bar napkins, →



and tediously labored over painstaking plans for what would later become the first American National Unimotorcyclist Society, better known as A.N.U.S.

As the founding father of A.N.U.S., Sidecar Willy laid down the 10 commandments of unimotorcycle drag racing. And although he hadn't spent 40 long years in the desert like Moses, both he and Bubba had managed to see their share of burning bush. So with Bud and bar napkin in hand, Sidecar Willy decreed 10 commandments for A.N.U.S.'s Annual

World Drag Racing Championships with the following "Thou shalt's":

1. Race from a standing stop to the end of a 100-foot strip which is constructed of an unpaved surface. Winner having the fastest time.
2. Use only one wheel.
3. Use a power plant that is over five years old.
4. Use a power plant that is stock for whatever its intended use was.
5. Not exceed the size limits of 4-foot width or 8-foot length.
6. Compete in any of these classes: electric, 0-199cc, 200-399cc, 400-749cc, 750cc-unlimited.
7. Employ a deadman's

switch which will render the beast inoperable in the event that the pilot is launched.

8. Consider steering and brakes optional.
9. Not touch the ground forward of the axle during any run.
10. Touch the ground rear of the axle during any run, but may not exceed size limitations.

After Bubba and Sidecar tore apart a 150cc disposable riceburner in Sidecar's kitchen, they took it out behind the Cabbage Patch where Sidecar Willy set the first world unimotorcycle record ('88) of 52 feet before burying his face in the mud.





Other than the stock 1000cc engine, H-D electrics, Sportster gas tanks, and front frame, the rest of Swamp Special was fabricated by Swamp and his Pitcrew From Hell: Tom, Vito, and a few beer carriers.

Instead of rear shocks, they made two steel struts by cutting up some square pipe and welding it on. The rear sled portion consists of angle iron and bucket loader teeth as counter-weights. The wheel is a factory 18-inch mag with a Teraflex off-road tire. The knobies were cut down to 45-degree angles to keep the wheel from diggin' too deep. A girder front end was cut in half, and both side rails run from the top of the struts to the back of the sled.

A modified FLH front fender fits over the cleated rubber. Although a deadman's switch is mandatory, brakes weren't installed since there's usually trees around. Pipes were shortened to about 14 inches for less back pressure, and a set of 4x4 leveling gauges were thrown on to confuse the competition.

Wait till ya see Swamp's beast next year.

—Clay Dog



In 1990, a second attempt resulted in a 68-foot mud run, making any hopes of the elusive 100-footer look grim. Then at Daytona's 50th in '91, on a beast called Desert Stormer, the team of Sidecar Willy and Shit-n-Get-Scheskie set the world's first elapsed time for a power unicycle of 5.2 seconds in 100 feet.

After everyone was done a-hootin' and a-hollerin', a thunderous voice, belonging to a bro named Swamp, bellowed out, "If you can do a hundred feet on a Honda, I'll be back next year to do the same in less time

on a Harley." No one took him seriously, since they figured anyone on a single-wheeled Harley—with all that additional weight and power—would end up 6 feet under the mud before they even got started. But Swamp returned the following year.

Problem was, when he was getting his Harley-powered beast ready to drag, the engine took a shit. The race that year ('92) was held at the Good People's Campground in Samsula. And in keeping with the brotherly spirit of A.N.U.S., a good bro by the name of Tony Titts let

Swamp borrow the motor from his Sportster for the race. Swamp's new Sportster-powered beast echoed his challenge louder than ever. With the help of his Pit Crew from Hell and the moral support of his mom, who won't miss a unimotorcycle race for the world, Swamp one-wheeled 100 feet in 3.75 seconds, setting the new world record on a Harley.

This year's A.N.U.S. Grand Nationals (March 3 - 5, '93), held at the Eagle's Nest in Samsula, proved that Swamp's record was unbeatable in the unlimited class, except →

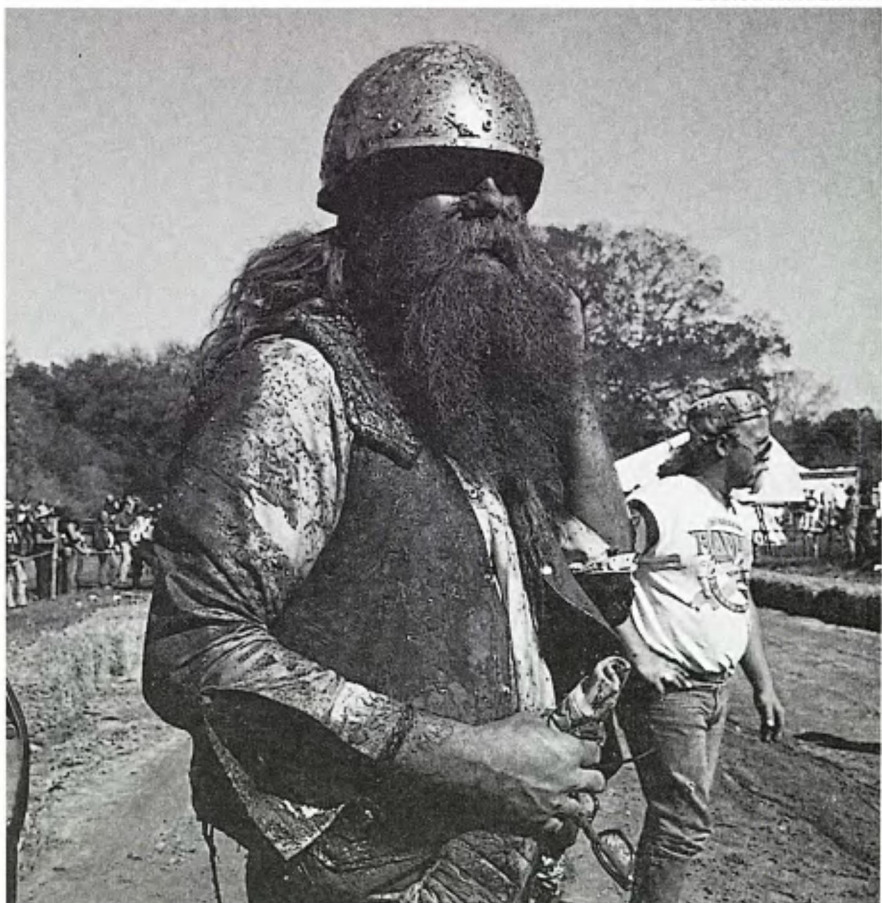


Photos: Mike Lichter

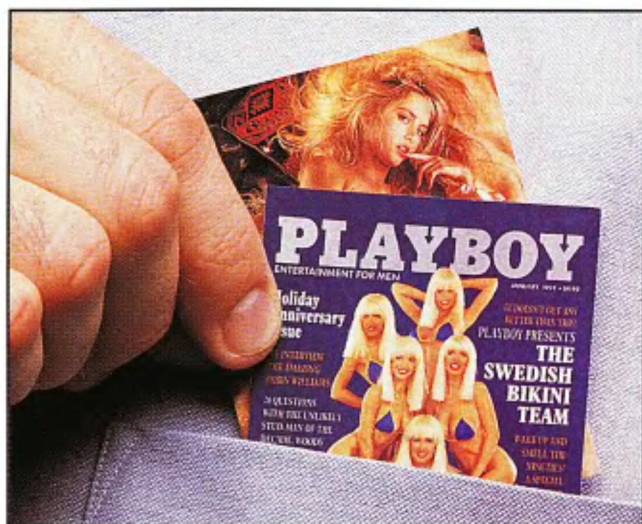


when he beat himself turning 100 feet in 3.6 seconds—again on a Sportster-powered machine. But the big surprise was a dude who came outta nowhere and did 100 feet in 3.2 seconds on a snowmobile-powered single-wheeler called Junkyard Dog for a new record in the 400-749cc class. His name turned out to be Nelson Back, and he'll definitely be back next year to go up against Swamp and the Pitcrew from Hell for the Unlimited Class world record. See ya in the mud, bros.

—Clay Dog



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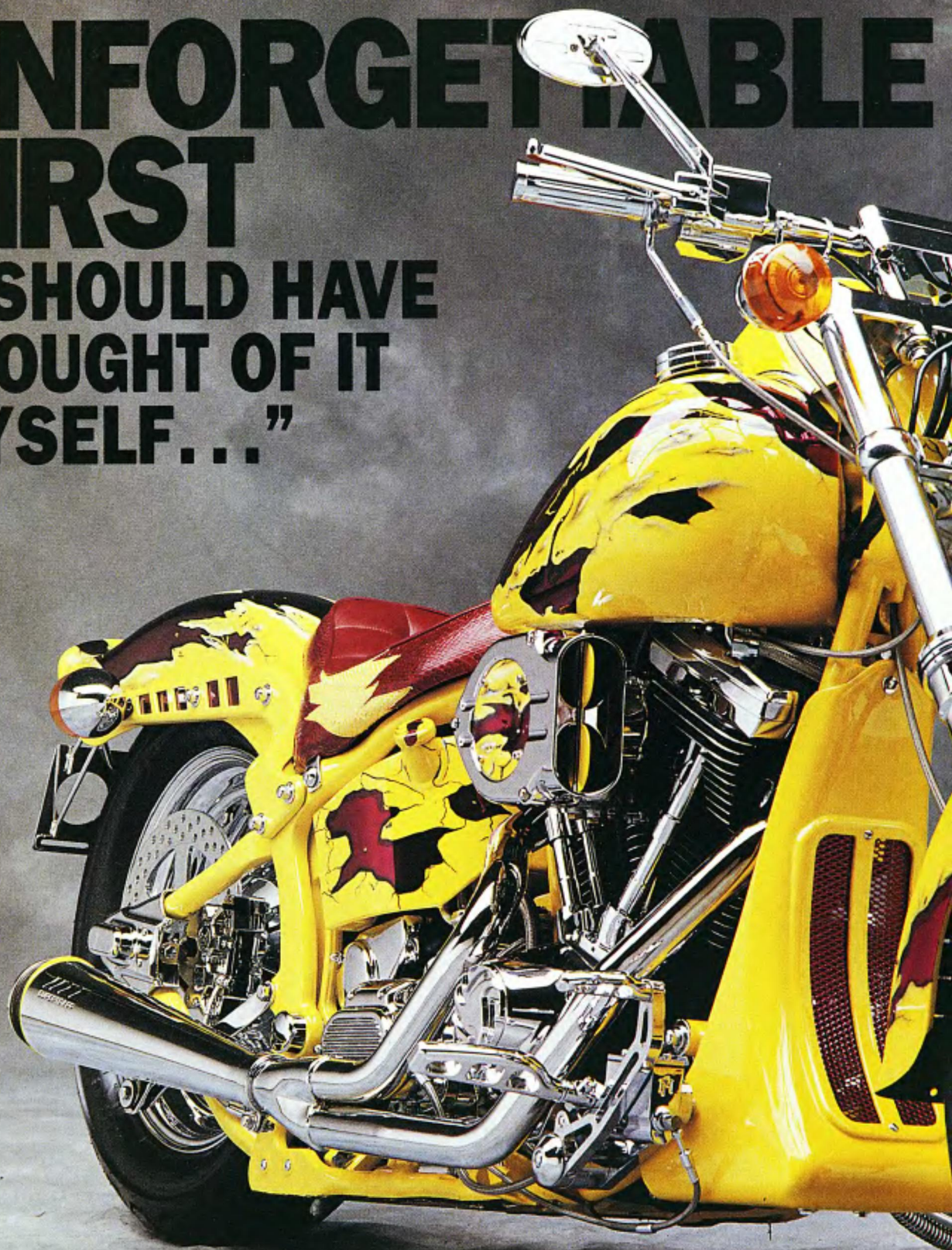
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UNFORGETTABLE FIRST

**"I SHOULD HAVE
THOUGHT OF IT
MYSELF..."**





It's just another day in the city of Brossard, Quebec, Canada. But not for everybody . . .

The doorbell rings at the Demers' house.

It's the mailman.

Raymond Demers opens the certified letter he is given . . .

Suddenly, all hell breaks loose.

Yelling and cursing, he turns to his girlfriend, M.C. who, alarmed by the screams, is now rooted to the floor.

"Listen to this: 'We are suspending your driver's license for three months . . . ' Can you believe this shit? Fuck, what am I gonna do without my Harley for three fuckin' months? Do they want me to go fuckin' crazy?"

• • •
"Yeah, that's right" recalls Raymond. "I became plain crazy. Stuck in the house, I thought I was going to lose it. M.C. was freaking out, seeing me doing nothing but turning in circles. One day, she sat me down and said, 'Listen, why don't you use that idle time to work on your Harley? In three months you could give it a new look and maybe even enter it in the Montreal bike show . . . '

"Finally, a light switched on in my foggy mind. What a bitchin' idea she had! I should have thought of it myself . . .

"Anyway, it was September 10th, →





and the show was scheduled for November 8th. There was no time to waste, sitting on my butt, wondering why I didn't think of it sooner. I had to start moving—and fast, if I wanted to make things happen. First, I needed help, so I

“All the parts were chromed, then coated with a special solution to allow the paint to stick to the chrome”

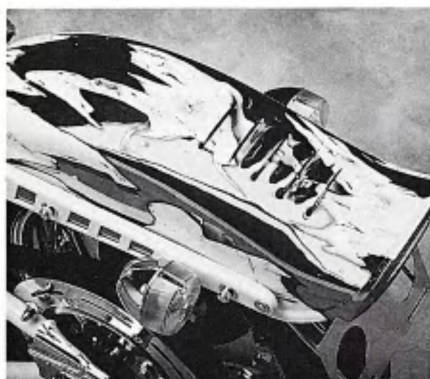
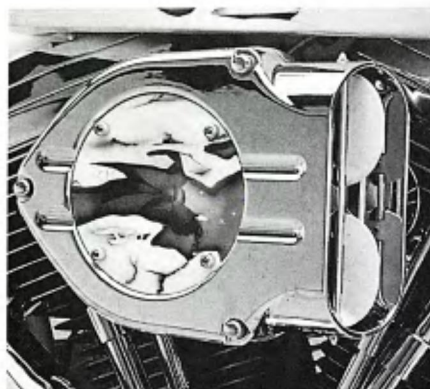
called my bro, Mike Messier. I guess he liked the idea, too (really, it could have been my idea!) because he immediately offered his assistance and some space in his garage. Then, we had to hurry and strip down the bike, because a lot of parts had to be chromed. I went to G.G. Buffing and Plating, and there again, the idea seemed to make a lot of sense as I was offered a very good deal. They'd chrome all the parts, and, in exchange, my bike would be sitting on their exhibit stand at the Montreal show.

“Next step, the paint. I explained what I had in mind to Patrick at Diwolf Pro Design, and his first reaction was to tell me, ‘Man, you’re crazy! But hey, I’m game.’ I must say the work was a challenge and a lot of patience and talent were required to obtain the special red effect that I wanted. All the parts were chromed, then coated with a special solution to allow the paint to stick to the chrome. (Don’t bother asking what’s in the special coating. It’s a secret.) After that, the designs were covered with tape, and the bike was sanded and painted again. That long process took 90 hours of work, and, worst of all, Patrick had to do it all over again, as the first try wasn’t exactly perfect. But watch out, the final →



FIRST PLACE WINNER

Easyriders Bike & Tattoo Show Tour
Columbus, Ohio, February 19-21, 1993
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1994



result is unbelievable! So what? I'm proud of it.

"It was looking great, but my bike could not be all show and no go, so with the help of HDR Performance, we assembled a 96-cubic-inch motor. Leo Harley provided us with the parts, and Mike and I busted our asses to put everything back together.

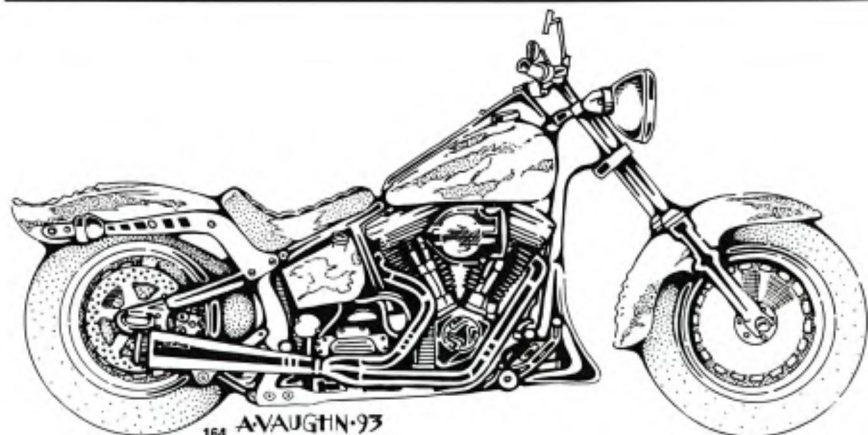
"On November 7th, the motorcycle was ready. On November 8th, it took first in the Best Bike category at the Montreal show."

Raymond, proudly calls his bike "Eruption." He could not have chosen a better name. Since the Montreal show, his Harley has "erupted" in seven other shows in Toronto, Canada, London, England, Columbus, Ohio, for the famous *Easyriders* Invitational Bike and Tattoo Show, and more. Each time, it won the same award.

Not too bad for his first time up to bat, huh? Matter of fact, his success lead him to a new occupation. Raymond quit his job and is now putting his bike-building talents to work full time. And it all came about because of a suspended license. Ain't it a shame it wasn't his idea?

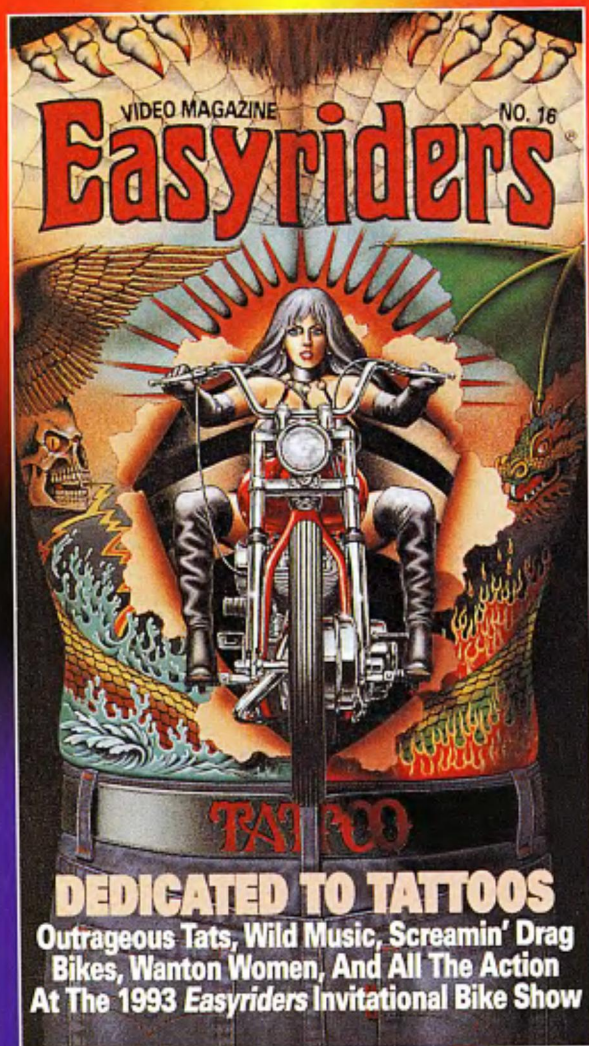
—Grumpy

Owner(s): Raymond Demers		City: Brossard, Québec	
General		Frame	
Fabrication by: owner and Mike Messier		Year: 1990	
Year and make: 1990 H-D		Builder: H-D	
Model: FXSTC		Type: Softail	
Value: \$40,000		Rake: 38-degree	
Assembly by: owner and Mike Messier		Stretch: none	
Time: three months		Other alterations: none	
Chroming: G.G. Buffing		Accessories	
Engine		Bars: Arlen Ness	
Year: 1990		Risers: Arlen Ness	
Model: Evo		Fender(s): H-D	
Rebuilder: HDR Performance		Headlight: H-D	
Ignition: Dyna		Taillight: Custom Chrome	
Displacement: 96 cubic inches		Speedo: owner	
Lower end: S&S		Front pegs: Performance Machine	
Balancing: H.D.R. Performance		Rear pegs: none	
Pistons: S&S		Electrics: 12-volt	
Cases: H-D		Gas tank: 5-gallon	
Heads: Headquarters/HDR		Oil tank: horseshoe, sidefill	
Cam: Crane		Oil system: H-D	
Lifters: Crane		Primary cover: Arlen Ness	
Carb (s): S&S		Seat: Leather B.M.	
Air cleaner: KuryAkyn		Sissybar: none	
Pipes: SuperTrapp		Height: n/a	
Muffler(s): SuperTrapp		Material: n/a	
Transmission		Forks	
Modifications: Andrews Gears		Type: wide glide	
Year: 1990		Extension: short, 1.5 inches	
Shifting: 5-speed		Builder: H-D	
Engine sprocket: H-D		Special features: chromed	
Trans sprocket: H-D		Wheels	
Wheel sprocket: Super Max		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Yvan Jodoin		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Diwolf Pro Design		Rim width: 4-inch	Rim width: 4-inch
Color: yellow and red		Tire: Metzeler 130	Tire: Metzeler 150
Type: Imron		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: chrome base, red special effect			
Other special modifications: Special thanks to G.G. Plaquage & Polissage, Mike Messier, Leo Harley, and to all the Harley fans.			
Photos: Steve Coonan			



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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 Fairgrounds
(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, North on Story St.)

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

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

Labor Day Weekend

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

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

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

OCTOBER 8, 9, 10
BREMERTON, WASHINGTON
Kitsap County Fairgrounds
(Hwy. 3 to Newberry Hill Road exit)

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

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

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

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