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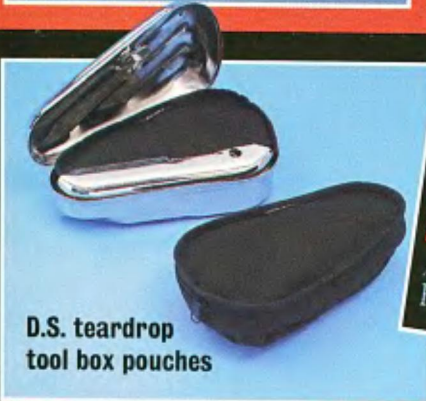
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 243 • SEPTEMBER 1993

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At last I found out one of the uses for a bull's crank! Remember a few issues ago when I wrote about a guy who had swiped a few crates of frozen what he thought were beef steaks but turned out to be crates of frozen beef assholes? At that time I wondered what a person did with frozen beef assholes and then got to wondering what they did with the steers' cranks. A reader wrote and told me what a famous hamburger joint did with the asshole's, and another reader wrote and told me what they did with a bull's crank. With the letter he sent an advertisement selling a bull's reproductive organ stretched out full length and coated with polyurethane to keep it stiff! By doing so, the organs are made into three-foot long canes, putters, and walking sticks. As a buddy, I'll tell you where you can get them. Call 1-800-888-3006.

I thought the guy in my last column was the dumbest of the dumb, but get a load of this one. This guy holds up a bank and gets away with \$4,325. But wait! He comes back to the very same bank and tells the very same teller that he wants to open an account (using the loot that he robbed her of two—count 'em—two hours earlier!) She remembered him and surprise, surprise, he was busted. Do you think there might be a "dumb" disease of some kind that makes some people so stupid? Maybe it's contagious. Better remember to wash your hands after taking a leak, I guess.

Big Brother is at it again. The Feds have developed a method to determine if you have used any illicit drugs within the last six months or longer. How? By checking out a few strands of your hair!

She didn't have a mask or any disguise to hide her identity from the store clerk. So she took off all her clothes, went into the liquor store, and held it up—bare-assed naked—right there in front of God and everybody! The clerk was so shook up seeing her with no clothes on that all he could remember of her was that she was nude and had a bitchin' wiggle when she walked out of the store. When asked for a description of the robber by the police, he did remember these really important facts, but he didn't remember her face!

He bet his buddy that he couldn't catch a grape in his mouth if he dropped it from the third floor. He took the \$5 bet. The grape went right into his mouth! He won the five bucks but never collected. He croaked. The grape went right into his mouth but also caused him to choke to death!

A woman was rushed to a hospital to remove a 5-inch furball from her stomach! She told the doctor she had been licking her poodle dog "to keep him nice and clean."

We all pay in one way or another, of course, but I don't know any friend of mine who would pay cash to a broad for a piece of ass. But in the case of an emergency, I must warn you that the Florida Senate just passed a law whereby they will take the cars away from the prostitute, her pimp, and you, if you dip your wick where the law doesn't want you to (i.e., in her).

Better eat before you read this. In China, because of its huge population, they want to boost their country's food supply. So they started a program to fatten up sewer rats. It seems that the sewer rats have gotten scrawny and sickly over the years, and they've become so contaminated with parasites that the diners often get sick when they eat them. So now the government wants to fatten them up and make them healthy for the dinner table. I wonder what a boiled, fat, furry sewer rat would taste like? I wonder what part tastes the best?

The two bros decided to go through the ritual of becoming blood brothers—you know, the bit where each of them cuts a finger and then puts them together to mix their blood, and then with the mixed blood, they become blood brothers. But wait. They got into an argument over which of them worked the hardest, and it ended up with one of them getting stabbed in the top of his head. So now, I guess, they're considered bloody brothers.

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By Spider



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WORDMONGER

Sad Cop

□ Your March 1993 issue contains a very interesting article titled "Dead Reckoning." I read it again and again. It makes me sad for a number of reasons.

Your article exemplifies media hype at its worst. You blast the print media for practicing "impartial journalism" (sic). *Easyriders* is the epitome of "biased journalism."

I work for a small police department in the Los Angeles area. I have 12 years of street experience in accident investigation/reconstruction. I know in my heart that if a murder charge was leveled by the LAPD against Marty Ruthman that it was justified. You have not given the facts in this case as they were uncovered by LAPD's thorough investigation. I fuckin' guarantee it!

You guys are so caught up in the Us vs. Them syndrome involving Bikers vs. Society that you lose touch with reality. If there is any conflict at all, it is bikers like you that are cramped by the police officers who enforce laws you try to break. There is enough hatred going around without you guys furthering it through misinformation like in the "Dead Reckoning" article.

T. Parker

Los Angeles, Calif.

■ The magazine stands behind the facts as presented in this article—no evidence was suppressed or altered. Watch for an update on the Ruthman case in a forthcoming issue—but the latest is that the murder charge was dropped!

He's Mad

□ This is for the bitch who shot her mouth off about having a Jap car with an H-D decal in the back window because America doesn't make a car good enough for her. Make up your mind—you ride American so *buy American!* I hope you get up to Milwaukee for the 90th because I'm going to hire a band to play the "Star Spangled Banner" while I drag you around by your hair on my Harley. Then I'll take you down to an empty Chrysler plant where a lot of bros lost their jobs because of you.

Yeah, we had some tough years for American cars, but so did Harley (AMF years). But you gotta stand strong and support the blue collar man because a lot of people like you sold out.

Milwaukee's Mojo Rider

Milwaukee, Wis.

No Rights

□ I am a convict in the South Carolina Department of Corrections. A few bros and I

have a real bitch. The librarian at one of our prisons is trying to get your rag taken out of the library, saying that the centerfold is pornographic. The actual comment was, "She is making love to the motorcycle."

This librarian is trying to get your rag banned from all the prisons in South Carolina. They take our leathers, colors, courtesy cards, and flicks of our sisters giving us a little tit shot. But this has to stop. What can we do?

J.D., Jo Jo, Animal, Scooter, Peg Leg

c/o Forrest J. Killian (J.D.) #127575

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A Good Question

□ I have a life and health insurance policy. If I die or am killed, it pays my beneficiary \$10,000. If I get sick or hurt real bad (lose a leg because of a no-lookin', left-hand-turnin', cage-drivin' sonuvabitch, for example), it will pay me up to \$1,000,000 to rehabilitate me and nurse me back to health.

My insurance company is a business which, as we all know, deals with the bottom line—profit or loss. So to protect its financial position, they hire a professional lobby to campaign for helmet laws. The helmet will save my life in the event of an accident so they'll only have to pay up to \$1,000,000 instead of the \$10,000 they'd pay if I were to be killed.

Have I missed something obvious here? Or does the insurance company know something they don't want to admit?

Bill "Gator" Greene

Interlachen, Fla.

Which company?

Not Relevant

□ What the fuck does J.J. Solari's "On British Politic" have to do with anything relevant? At the beginning of *Easynews* you say, "If it's of interest to bikers we'll print it."

Now what self-respecting biker gives a rat's ass about who Prince Charles and Diana are fucking? Sell it to *Royal Family* magazine. Don't waste print space on such bullshit.

Andy McWilliams

Clarksdale, Miss.

It Was Worth It

□ While lying on the bunk in the back of my van, I tried to get my copy of *Easyriders* from under the front seat. I fell under the steering wheel and broke a rib. I guess it was worth it. But it makes riding hard.

Darrell Criddlebaugh

Aurora, Colo.

She's Irked

□ In September '92 and again in January '93 you printed letters of thanks to Vietnam vets. But when I wrote a letter of thanks and sent it to you, it wasn't printed. Every time I write to you, my letters are never printed.

This is a very important issue to me, and I would have appreciated a chance to have my views expressed to the vets who read this magazine.

Connie Bramley
Painesville, Ohio

Wedding Advice Needed

□ Can anyone there give me the guidelines for planning a traditional ball and chain wedding? I have some friends who want to have one, but they don't know all the specifics. Please advise.

Kristin M. Holsapple
947 Clearfork St.
Lockhart, TX 78644

Kudos

□ Congrats, kudos, and extra helpings of raisin pie for the April issue. Bandit's steel warrior! What a putt! Tough! And the young lady—the perfect accessory. She has to be one of the finest chicks ever caught in your lens. I'd walk a country mile for that smile. Do us a favor and feature her again and again.

P.M.
Council Bluffs, Iowa

Quality Problem

□ We were flipping through the June '93 rag and stopped at one of our favorite sections, "Fox Hunt." My attention quickly went to Holly from Texas. I pointed to her and said, "Hey, bro, I've seen those tits before!" So we went to our file cabinet that protects and preserves the cherished collection of rags. We found her in the October '92 Fox Hunt.

We found it interesting that back then

said she'd ridden only once with her brother, and now in June she's saying her first ride was topless. Man, they must be a close-knit family. I'd loved to be related.

What type of wads do you have screening these applications. Obviously there's a quality problem. My bro and I are professionals in "Titology" (the study of tits). Why, we can pick out tits we've seen years ago, not to say anything about just nine months ago.

Dave
Warsaw, Ind.

■ She deserved a second look.

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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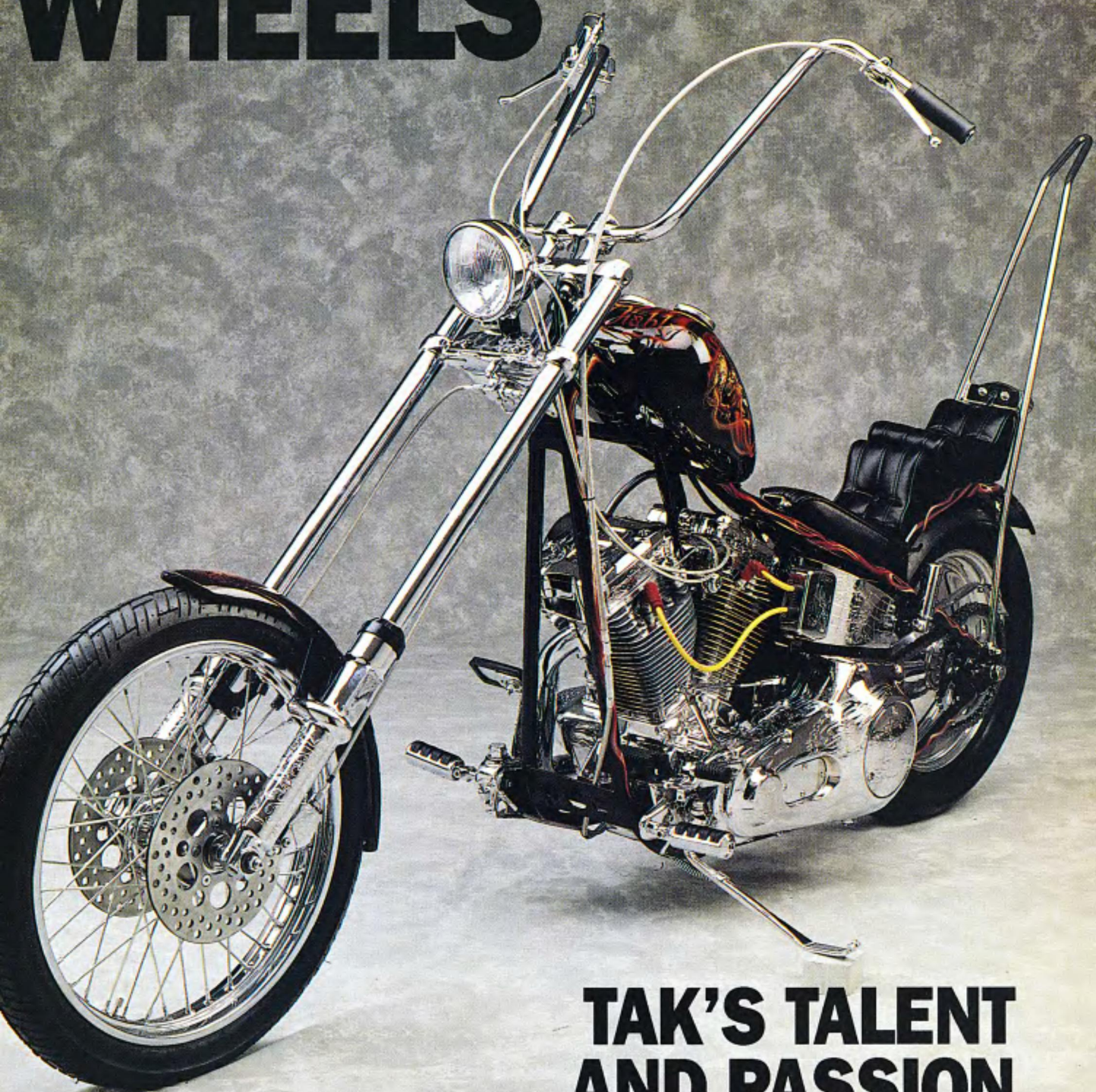
to America” book has 272 pages of places to go and folks to meet. Rip has checked most of them out personally and qualifies them biker friendly.

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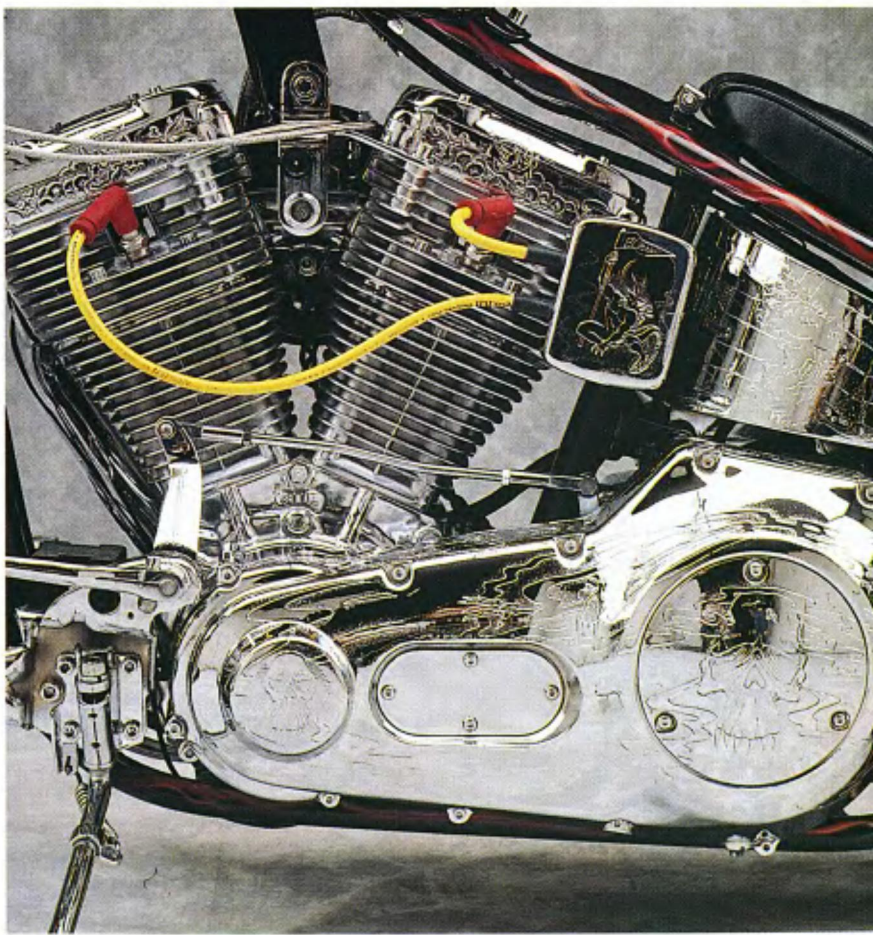


**TAK'S TALENT
AND PASSION
TAKES HIM
ALL THE WAY**



British Columbian native, Takis "Tak" Asproloupou, was born into a conservative, old-country community and raised by conservative, old-country folks. They insisted that the only way their son would amount to something in life is if he blindly accepted their rigid beliefs and obediently followed the restrictive lifestyle they demanded of him. 'Course, by their standards, "amounting to something" strictly meant working toward a "respectable" profession, which required nothing short of a suit and tie—not exactly what young Tak had in mind. Unfortunately, with all their fierce moral convictions, the iron-fisted folks hadn't reckoned with one simple truth: lurking somewhere in their conservative, respectable residence was a literal hell on wheels.

The day of reckoning came while Mom was mindin' the kitchen and Dad was returning home from work when all of a sudden a thunderous roar exploded down the hallway and damn near took down the house. As the two stone-faced





figures peered sternly into their young son's room, they saw their future suit straddling a fireball from hell with a welding torch in one hand and a fistful of throttle in the other. Tak's father couldn't believe the chopped and stretched nightmare that in his mind could only have erupted from some dark and forbidden place. And the sight of his kid's two full sleeves of freshly injected ink didn't exactly help smooth things over.

After the teenage Tak was disowned by his family, he resolved to never let anything keep him from following his true passion in life—no matter who tried to get in his way. And his folks were by no means the last who tried. Over the years, Tak lost many a girlfriend for jumping out of bed in the middle of the night to work on one of his many scoots. But bein' that a good scoot's hard to find, our bro stuck to his guns. And for good reason. From day one, this bro was packin' a serious bike-buildin' talent locked and loaded for bear.

Forced to make ends meet at an →





early age, Tak used his welding skill to pay the bills and put bike parts on the table. As a welder by day and a bike builder by night, he discovered yet another ability that would lead him to his ultimate domain—custom engraving. Tak had always respected the originality and sheer defiance of the old-style chopper, and wanted an original theme engraved on his own putt in progress. After ridin' out to a local engraving shop and being quoted \$600 for a set of lowers, and being told it would take two to three



months minimum, and being warned that he was too young and inexperienced to do serious engraving himself, and that he couldn't afford to buy his own equipment, Tak started his engraving career with nothing more than an old-fashioned, worn-out tool marker, a clear vision of what he wanted, and the raw talent to carry it out.

Like the skulls forming out of mist engraved on the primary case of Tak's featured '92 Evo, his primeval engravings of a living, breathing hell on wheels were forged from the fiery passion burning within their creator. Tak's genius is his ability to tell a story with his engravings, while at the same time making them appear to be alive and moving—even when the bike's standing still. Consistent with his chopped blockhead's hellish theme, he engraved a demon clawing at a brick wall on one side of his oil tank. On the opposite side of the tank, another demon breaks through to the other side. Burning snakes trying to escape infernal flames almost seem to sizzle →

against the bike's metal as they slither up its lower legs. While screaming snake skeletons flee the fiery pit below, a demon, surrounded by wisps of flame, sits atop the gas tank with ghouls at his feet.

This showcase scoot is an artistic feat, all right, but it was our bro's talent with a torch that prepared the ultimate canvas for this motorcycle mural in motion. Tak's free-flowing theme required hacking, chopping, and stretching away until everything flowed with no sharp angles. And after achieving the look



he wanted by shortening the rear section of the frame (to get rid of open spaces and to bring the rear wheel in tighter), expanding the body of the frame to accommodate the engine, and stretching the front end, he threw on Mikuni carbs and a Screamin' Eagle cam to beef up the ride, moved the petcock back to get more fuel out of the Mustang tank, shortened his CCI pipes 8 inches, and cut out the baffles so you could hear him comin'.

Against the warnings of naysayers that, like his engraved demons, have haunted him his whole life, Tak recently left his "regular [welding] job" and forked out his last dime to open up his own custom engraving shop in White Rock, British Columbia. Stickin' to his guns paid off again. Just like it did when he entered his '92 Evo chopper in this year's *Easyriders* Seattle Bike Show and the 24-year-old hell on wheels smoked outta there in a blaze of glory with first place for Best of Show.

—Clay Dog



Owner(s): Tak Asproloupos	Engine cont.	Frame cont.	Forks cont.
City: White Rock, B.C.	Carb(s): Mikuni	Stretch: 12 inches	Extension: 18 inches
General	Air cleaner: Mikuni	Other alterations: shortened 3 1/2 in.	Builder: Frank's
Fabrication by: owner	Pipes: custom	Accessories	Special features: long and shiny
Year and make: 1992 H-D	Mufflers: eh?	Bars: apehangers	Wheels
Model: Evolution	Transmission	Risers: 3 1/2 inches	Front
Value: a whole bunch	Year: 1992	Fender(s): flat	Size: 21-inch
Assembly by: owner	Modifications: none	Headlight: H-D	Hub: H-D
Time: six months	Shifting: big toe	Taillight: catseye	Rim width: 3.5-inch
Chroming: Dependable Plating	Engine sprocket: 23-tooth	Speedo: none	Tire: Metzeler
Engine	Trans sprocket: 24-tooth	Front pegs: ISO	Brake: H-D
Year: 1993	Wheel sprocket: 45-tooth	Rear pegs: ISO	Rear
Model: Evolution	Painting	Electrics: hardly any, 12 volt	Size: 16-inch
Rebuilder: Lee Uhrich	Molding: owner	Gas tank: Mustang, 2.7-gallon	Hub: Perf. Mach.
Ignition: Crane single fire	Painter: Melbary	Oil tank: horseshoe	Rim width: 3.5-inch
Displacement: 80 cubic inches	Color: churple	Oil system: braided lines	Tire: 150 Avon
Lower end: stock	Type: House of Kolor	Primary cover: H-D	Brake: H-D
Balancing: not yet	Special paint: Jim Beveridge	Seat: custom	Other special modifications:
Pistons: H-D	Frame	Sissybar: Gus	special theme engravings by
Cases: STD	Year: 1992	Height: 40 inches	owner. Thanks to Jim in
Heads: H-D	Builder: owner, Pro Gas Eng.	Material: steel	Edmonton.
Cam: Screamin' Eagle	Type: rigid	Forks	
Lifters: solid	Rake: lots	Type: wide glide	Photos: Michael Lichter

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EASYNOWS

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

THE EAGLE IS STILL FREE IN '93

States Say No To Helmet Laws

Thirteen state legislatures have rejected helmet laws since January 1993. In 10 other state legislatures, no law has been introduced. Two state legislatures have active helmet law bills, but neither seems to be moving. Despite facing federal penalties on state highway construction funds, not one state legislature has passed a helmet law in 1993.

In December 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) became law. A provision of ISTEA required states to have in effect both motorcycle helmet laws and automobile seat belt laws prior to October 1, 1993. States failing to comply face having millions of dollars in federal highway construction and maintenance funds redirected to safety programs. When ISTEA became law, 26 states did not have adult mandatory helmet laws. In 1992, Maryland succumbed to the federal "blackmail" and passed a mandatory helmet law. It was the only state to pass a mandatory helmet law in 1992.

But with the October deadline fast approaching, bikers' rights activists knew they were in for a tough fight in the state legislatures in '93. Frankly, we expected many of the remaining 25 states to pass helmet laws. Instead, we've had a very successful year. As of April 16, not one freedom-of-choice state has enacted a helmet law. In fact, numerous helmet laws were curbed.

The first vote took place in the North Dakota Senate, where the helmet law was defeated 35-14. In March, New Hampshire's House of Representatives defeated a helmet law with an overwhelming no voice vote.

Kansas had the most active floor action of any state in fighting helmet laws. After the Senate Transportation and Utility Committee defeated a helmet law (6-4), and the House



Transportation Committee refused to act on a helmet law, the advocates of helmet laws decided to try amending it to other bills. In the house, four attempts to offer amendments were defeated. The senate, however, amended a helmet law provision to a bill dealing with trailer tires that had already passed in the house. The house voted twice to nonconcur with the amendment, thereby rejecting it. The conference committee that was established to work out a compromise deadlocked (3-3). The agreement the conference committee reached was to send the bill back to the house for one more vote on the amendment; if the house rejected it again, the conference committee would recommend stripping the amendment off the bill. On April 6, the Kansas House of Representatives defeated the helmet law amendment (76-46). The trailer tire bill was passed by the Senate (39-1) and by the House (80-42), without the helmet law attached.

Though helmet laws were defeated on the senate and house floors in three states, the most success came in committee actions. In Arizona and Oklahoma, the sponsors of helmet law bills withdrew the bills during or after committee hearings. Eight other states defeated helmet law bills in committee: Colorado's Senate Transportation Committee killed a helmet law (6-1); Connecticut's Joint Transportation Committee voted down a helmet law (14-9); and Hawaii's Senate Transportation Committee defeated a helmet law (6-4). When Hawaii's house passed a helmet law, the senate committee held the house bill without taking action, thereby killing the helmet law. In the Illinois Senate Transportation Committee, the sponsor of the helmet law couldn't even get a member of the committee to move the bill for action. Minnesota's House Transportation Committee defeated helmet legislation (15-11). The first unanimous vote to kill a helmet law came in Montana's Senate Transportation Committee when all eight members voted against the helmet law. Rhode Island brought the second unanimous defeat of a helmet law in committee. South Dakota's House Transportation Committee killed a helmet law (7-6) to defer action on the bill until the 41st day of the legislature (the South Dakota Legislature only meets for 40 days).

There are 351 state senators and 889 state representatives in the legislatures of Delaware, Idaho, Indiana, Maine, New Mexico, Ohio, South Carolina, Utah, Wisconsin, and Wyoming. These 1,240 legislators decided they liked their state's helmet law, believed in state's rights, didn't like the federal government restricting highway con-

continued on next page

struction funds or mandating to state governments, wanted to apply the funds to safety, felt they had more important issues to deal with, or respected/supported an individual's right to decide. Therefore, no helmet laws have been introduced in these 10 states.

Wisconsin Governor Thompson submitted his two-year budget to the Wisconsin State Legislature with the federal highway funds already transferred. His administration said they weren't going to push for a helmet law and could find useful ways to

spend the money on highway safety. The Idaho, New Mexico, Utah, and Wyoming legislatures have adjourned, and the deadlines by which bills must be filed have passed in Indiana and Maine. In Alaska, helmet laws are bogged down in committees, and Iowa is another story altogether. Legislation is still active, so I'll leave the details for next issue, but it involves user fees for those wanting the right to decide.

Bikers' rights advocates can't let up. For those states where the legislature is still in session, we must protect against floor

amendments like those in Kansas. We must use these actions by the state legislatures to help repeal the federal penalties passed in ISTEA. We must prepare for 1994, when the push to pass helmet laws will be even stronger. But as we roll toward summer, enjoy the rewards of your hard work as you ride lidless in the 25 states that still believe in freedom of choice.

—Wayne Curtin, MRF

(Chris Kallflez & Tracy Powell contributed to this article with research and background material.)

INDIAN SUMMER

See 'Em Run In Sturgis

Indian Motorcycle Manufacturing, Inc. President, Wayne Baughman, announced he will sponsor the Vintage Motorcycle Show and 1/2-mile races at the Sturgis Fairgrounds, August 10 and 11.

Wayne, who will have the new Indian prototype on display during the Rally, is excited about his company's participation. "Sturgis historically hosted Indian bikes and riders, and we're delighted to

choose this event to display our new line of modern, yet traditional looking, Indian motorcycles," said Wayne.

AMR president, M.D. "Thunder" Klunder, said, "Indian Motorcycle Manufacturing, Inc., is a sponsor who connects the past to the

future. Their participation at this year's event will add a lot of excitement and fun.

For more information contact: AMR, 7640 Knox Ave., South Minneapolis, MN 55423, (612) 866-8280.

—Twiggy

DON'T LET YOUR GUARD DOWN

Insurance Problems In Alaska Pose A Nationwide Threat

The following article came to us from Charles Gerlit, editor of the ABATE of Alaska newsletter:

From reading the various motorcyclists' rights publications, I'm very aware of the attacks being made on bikers in other parts of the country. Helmets and catastrophic health insurance seem to be receiving the most attention, but here in Alaska we have been hit with something I've never encountered before.

A bill was passed last year and we of ABATE missed it, since it didn't mention motorcycles. The bill raised the bodily injury requirements on automobile insurance. Unfortunately, that also means motorcycles. We are now required to have \$2 million of coverage for injury or death of two or more persons.

One new customer at the bike shop where I work was quoted an annual cost of \$6,000 for full coverage on a '92 Harley costing \$12,000. This person lives in Valdez, Alaska. Another person was given a quote of \$3,000 annually for coverage on a '92 Sportster. I've heard of a \$4,000 Honda costing \$5,000

for full coverage. This is something that affects all riders.

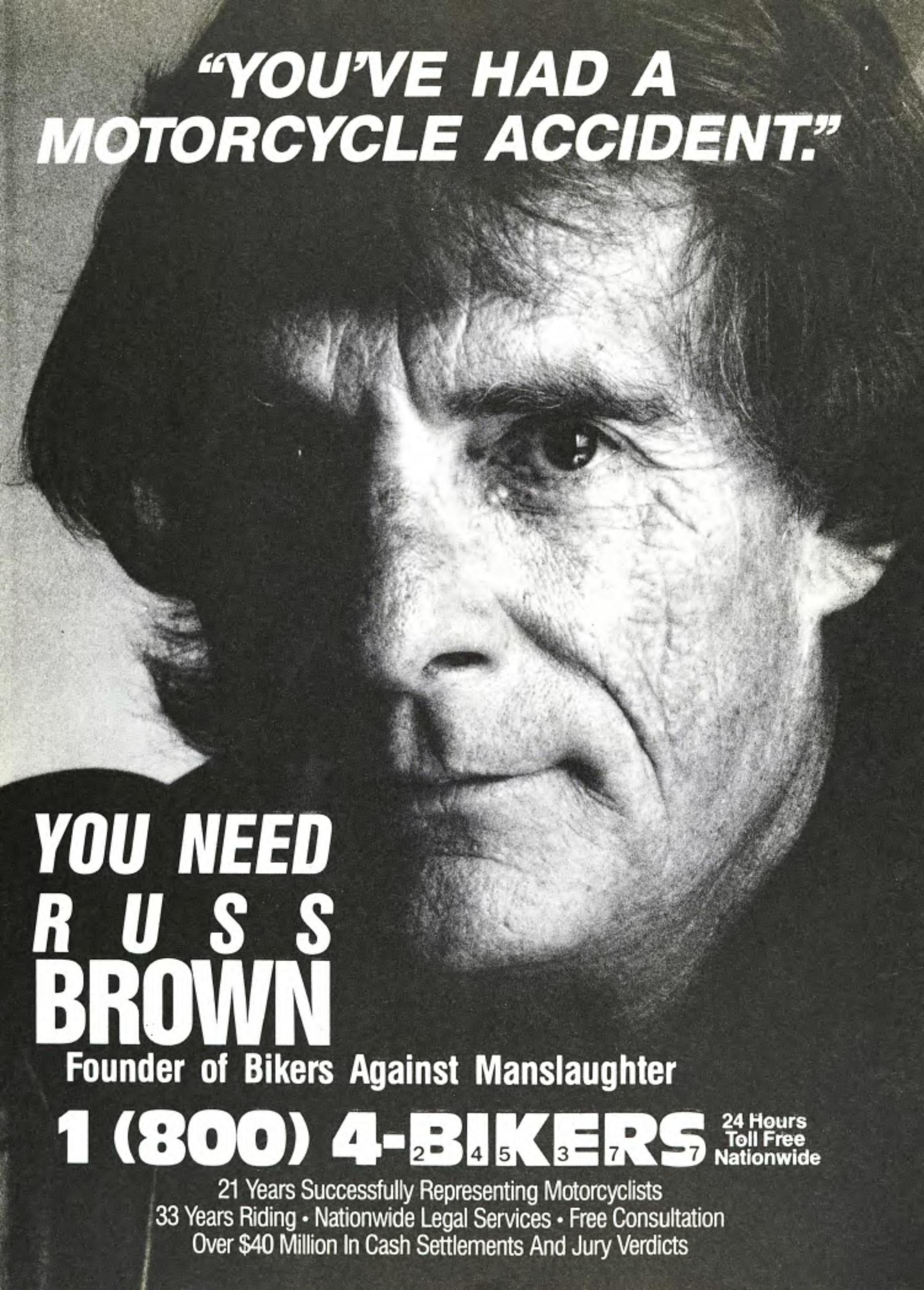
I've been informed that basic liability costs haven't gone up as drastically. Another effect of this bill has been the pull-out of all but three insurance companies

from Alaska. These companies also don't like modified motorcycles. Will changing the brand of tires or spark plugs be considered a modification?

Be aware, and don't ever let your guard down!

—Charles Gerlit





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CHICO AND THE MAN

Florida Helmet Manufacturer Takes On The Police

For some time, the Fort Lauderdale Police Department (FLPD) had been writing tickets to bikers wearing helmets that had the required "DOT" sticker on them. On April 12, 1993, Chico Yasko, president of Chico of Fort Lauderdale Inc., sole distributor of Florida Choice-Lite Biker Lids, had enough. He met with representatives of the FLPD and asked them what could be done to resolve this issue.

Chico arrived with a court reporter and the media. Then it seems two of FLPD's reps panicked and left because they wanted representation. Chico took control of the meeting with a prepared statement and a list of questions concerning the harassment of his customers who choose to wear his product.

During this meeting the FLPD could not, or would not, answer any of Chico's questions. They did, however, inform him they'd been advised by John Lee of the National Highway Safety and Traffic Administration (NHTSA) that the helmets he sold were illegal or not in compli-



ance, and went on to say that they had a copy of the formal determination of noncompliance, and would continue to write citations on these helmets. After the meeting, NHTSA's John Lee was contacted by phone. He explained that he had not provided the FLPD with any such letter of

noncompliance and that there had been no formal declaration of noncompliance from his office because the helmets in question were still under investigation.

Because of a letter they had in which DOT had advised Chico that a former helmet model did not have the required labeling (which has since been corrected) and because one model he sells failed tests by an independent testing facility, the FLPD assumed all of his helmets were illegal. The truth is, the noncompliance process is long, drawn out, and could take years. When the FLPD was made aware of this, they decided to postpone enforcement of his helmets bearing the "DOT" label until their legal department advised them otherwise, or DOT issued a written declaration of noncompliance.

This puts the FLPD one up on the California Highway Patrol. At least the FLPD was open-minded enough to meet with Chico, discuss the problem, and make the first move by placing a moratorium on certain helmet citations until all the facts are in.

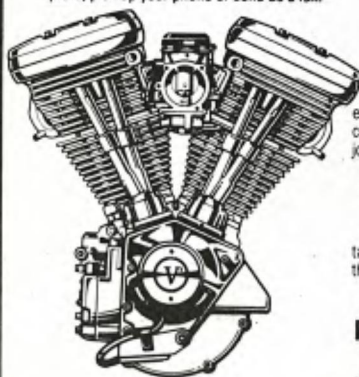
—Mitch Gross

ABATE of Florida, Southeast Chapter

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CHP IN A FIX . . .

About A New Twist To The Helmet Law

In last month's *Easynews*, we reported that the Helmet Law Defense League had confirmed that since January 22, 1993, violations of California's helmet law have been correctable violations.

Rick Neal, Traffic Court Coordinator for the Administrative Office of the Courts, has since sent a memo to all judges and police agencies in the state stating that, from now on, police officers are to treat helmet law violations as fix-it tickets, and if they didn't, judges were to send the tickets back to the police. In other words, if you're cited for not wearing a helmet, you simply take your

helmet back to court to show as "proof of correction," and you'll be fined \$10. By law, any judge is now required to dismiss the citation. It's like having a taillight out in your car.

But get this: Dwight Helmick, deputy commissioner of the California Highway Patrol (CHP), said the CHP is refusing to accept the new interpretation of the law. "Our position is that they are not 'fixable' tickets, and we will continue to write tickets as we have been doing," said Helmick. He went on to say, "As far as the CHP is concerned, not wearing a helmet is an imminent safety hazard and therefore ineligible

for a correction."

What a predictable statement from the CHP, which is in enough trouble already with its infamous "CHP Bulletin #34." Seems the CHP forgot—again—that its duty is to "enforce the law" not "make up the law." It's going to be interesting to see how the CHP will prove to a court of law that riding without a helmet is an "imminent safety hazard."

It's been almost two weeks since the law changed, and many motorcyclists in California are puttin' around without helmets, testing out the system.

—Twiggy

HOG RIDIN' RUSKIES

An Update From Our Russian Correspondent

While back, we reported on a Harley-lovin' bunch of Russian riders who were trying to piece together several WLA military Harleys that Uncle Sam left overseas so they could feel the frosty Moscow wind in their hair. Well, this just in from our Russian correspondent, Alexander Chulitsky. Yep, the Russians are coming, but it may take them a while. If you think we have it rough fightin' helmet laws and such here in the states, check out what Russian riders have to put up with.

Alex grew up, like most of us, watching flicks like "Easy Rider" and "Hells Angels '69" (though such films were strictly taboo in the old USSR), hoping for the day when he could ride a Harley of his own. Now you don't just saunter down to your local Moscow H-D dealership and throw down the cash to buy a new Hog. First off, there ain't no Harley dealership in Russia, and if there were, you could save a lifetime and still not be able to afford a new Hog. But that didn't stop Alex. His dream eventually lead him to other like-minded individuals.

Calling themselves the "WLA-42 Moscow Division," around 15 other Russian Harley enthusiasts banded together to rebuild and ride a handful of old Harleys. See, the Allied Forces left a few hundred Army issue flatheads over there after WWII, and the local boys have been riding them ever since. Alex and his brothers went to work, trying to get the bikes back on the road by fashioning parts out of anything they could. After months of head scratching and

jury-riggin', a few WLAs were up and running. That's when the dung really hit the rotors as one pothole in the road after another opened up to swallow their dreams.

Besides a mountain of red tape and bureaucratic hassles, such as fighting for a bike license and the nightmare of trying to register the antique sleds, the Hog lovers were also having club troubles. Seems the club's self-appointed prez copped a 'tude and told his comrades he wanted to be the King of Russian bikers or something. We all know about the rivalry that can exist inside a club, but this dude plays the game so that when things don't go his way, he takes the ball and goes home. In this case, he was the one who ferreted out the bikes in the first place, and he decided to take the WLAs and split.

Poor Alex and his bros are ass out right now, with no bikes to ride or work on, but thanks to the demise of the old hardline Soviet Union, the Moscow riders have discovered free enterprise and are trying to make their newfound Russian democratic freedom work for them. They're slavin' away to scrape up enough bread to buy their very own Harley-Davidson dealership. It doesn't look too promising though, since opening the shop will cost them over \$100,000 (U.S.), and the average Russian makes about 15,000 rubles a month (\$20). But Alex and his bros are hangin' in there, keeping their dream alive as best they can. Like true bikers anywhere, they ain't about to give up.

Keep the faith, Alex, you have a bunch of American bros rootin' for you.

—Phantom

SLOW-MO

55 MPH Protest Drive



On April 25, 1,000 members of the National Motorists Association (NMA), at 35 locations across the U.S., did the unthinkable: They obeyed the 55-mph speed limit.

Even though the left lane was left open for passing, traffic jams averaged 2 miles in length. Signs and CBs notified passing motorists that the NMA was protesting the too slow, 55-mph limit by obeying it, and most gave a "thumbs up" as they went by. Bikers and street rodders joined truckers, housewives in station wagons, businessmen in sedans, and sports car enthusiasts in the first national protest of the 55-mph speed limit.

For NMA info, call: (800) 882-2785.

—James Baxter

U.S. AND CANADIAN MOTORCYCLE LAWS

MAINE'S MAIN MAN

Vetoes Seat Belt Bill



Requiring Maine's motorists to buckle their seat belts would be an intrusive action to restrict the choice of adults," said Governor McKernan, who vetoed the bill that would impose fines on those caught without their seat belts on.

"I have always opposed legislating the mandatory use of seat belts for all of Maine's citizens," said McKernan, noting that he advocates seat belt use on a voluntary basis only. "This legislation crosses the line between public interest and personal choice," he continued. "Why not prohibit citizens from smoking or drinking, since both personal behaviors result in significant health costs?"

A recent study conducted by emergency room physicians in Maine found that of the \$2.5 million in hospital costs incurred by victims of traffic accidents last year, \$2 million was spent on those who were not wearing seat belts, even though such patients made up a minority of those treated.

Stressing the need for the education of motorists in his veto message, Governor McKernan cited a different study showing 52 percent of New Hampshire motorists use seat belts without a compulsory law, a rate similar to other states with legal mandates. He also cited statistics from the state of Massachusetts, which doesn't have a mandatory seat belt requirement, that saw traffic fatalities plunge from 637 in 1989 to 510 in 1991, a 20 percent drop.

However, during committee testimony on the bill, experts claimed that traffic deaths are down in almost all states because of sturdier automobiles and less miles traveled during the recession—not because of a 20 percent increase in seat belt use.

"Moreover, as Maine children maintain the habit of using a seat belt as adults, and as more parents buckle up as an example for their children, I believe over time we will see seat belt use increase in Maine to a level equal to what we could attain with a mandatory law," McKernan said.

As it stands now, the Maine Senate or House is expected to override the veto.

—Twiggy

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

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

SHORT STROKES

The Warm Summer Sun



What a winter. I can't remember when I've wanted to see the summer sun more. Now that it's here, the open roads are calling me. So here's the latest before I take off....**Minnesota had a mandatory adult helmet law from 1968 to 1977.** During that time, fatalities didn't dip. But since the repeal of the law, fatalities have been reduced 55%, in spite of a doubling in the number of licensed motorcyclists....**Watch out: The feds are recommending that states reduce their blood alcohol level for DUIs to .08....Overseas, the next nightmare is Type Approval,** which means every bike manufacturer must meet up to 1,500 government specifications. That means no customizers and no aftermarket industry, according to R.P. Reaney of the Motorcycle Action Group, U.K....**In Texas, a bill that would require a driver's license suspension of six months for felony drug offenses passed in the senate and is on its way to the house.** Federal law requires that states enact such legislation by Sept. '93 or face a 5% cut in highway funds over the next two years....**I hate snitches,** but the government pays 'em, glorifies 'em, and, recently, a woman in Greenville, S.C., got three years probation for not reporting her husband's drug activity....**Bob**

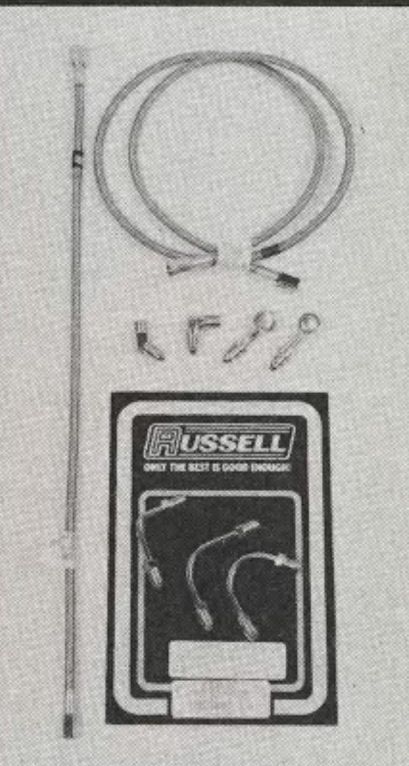
George, who built the original Easyriders Streamliner, is selling his new dual Harley 'liner for \$25,000. If you want to get in the Land Speed Record game, call (310) 645-9067....**A couple were riding into Daytona this year when one of them was run off the road by an 18-wheeler.** Her back was fractured. She wasn't able to locate the driver or witnesses, so if you saw an accident on March 1, about 40 miles south of Daytona on I-95, 2 miles south of Rt. 50, write: Kristi Morrisette, 88901 Overseas Hwy., Tavernier, FL 33070. The info would help to pay the medical bills....**Illinois State Senator John Cullerton felt damn important going off to Washington to testify before a U.S. House subcommittee about the helmet issue.** When he returned to Illinois, his helmet bill received exactly zero votes....**Recently released hostage, Terry Anderson, filed a Freedom of Information Act form requesting information on the nine men who held him captive in Lebanon for six-and-a-half years.** The Justice Department turned it down, claiming it would violate the kidnapper's right to privacy. Well, with that, I'm headin' down the road to meet my old friend Jack Daniel's. Enjoy the sun.

—Bandit

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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.

Adude with a very bad lisp went into a store to buy some nuts. "How muth are your cathews?" he asked the guy behind the counter.

"Fifteen dollars a pound," answered the storekeeper.

"How muth are your pecanth?"

"Twenty dollars a pound," was the answer.

"And the peanuths?" he lisped.

"Eight dollars a pound."

"Okay," said the dude, "I'll take half a pound of pecanth and half a pound of peanuth, and thankth for not making fun of my lithp."

"I understand," said the storekeeper kindly. "You see, I have a rather big nose."

"Goth, ith that your noth?" said the dude. "I thought your nuth were tho high that that wath your dick!"

—Big John
On Top

The word spread like wildfire at the country club that the 70-year-old industrialist had married a 20-year-old chorus girl. One of the other members finally asked him how he'd talked her into it.

"I told her I was 90," he replied.

—Norm
Cheers

How is screwin' like a roll of toilet paper?

After ya tear off the first piece, the rest comes easy.

—The Midget
Stayin' Strong

I just heard that there are over 200,000 battered women in America—and alla this time I've been eatin' 'em raw.

—James Wheeler
Rapid City, S.D.



"Who you going to believe—me, or a bunch of lying shits from a motorcycle gang?"

How is yer favorite squeeze like the tire on yer scooter?

When ya take out yer stem, she goes down on ya.

—El Vee
Simi, Calif.

Definition of hung jury: 12 bikers doin' their civic duty.

—Uncle Polack
Idaho Falls, Idah

BRAS



"I have an 18-hour bra with 19-hour tits."



"So what's it going to be, Adele, waitressing or nursing?"

Lady Luck finally smiled on Froggy. While he was picking up a six-pack, he had a buck in change left over, so he bought a lottery ticket. All the numbers matched, and within a week he was a millionaire. He bought a Cadillac and two full dressers and a huge house.

Since he now had the money to do whatever he wanted, he decided to fly a bro in from New York who he hadn't seen since the Nam. When his buddy arrived, Froggy's ol' lady answered the door and let him in. After a hearty greeting, the bro asked Froggy, "Hey, was that yer ol' lady who answered the door?"

"Yeah," Froggy replied. "Ya think I'd hire a maid that ugly?"

—Kippy
In There

Three young hardbellies were cruising the singles bars, but they weren't having any luck finding a man. Finally, at the last nightclub in town, they spotted a lone biker sitting at a back table.

One of the girls walked over to him. "You don't look very happy," she said.

"I'm not," muttered the bro. "I just spent the last 15 years in prison."

"Fifteen years? Whatever for?" she asked.

"I beat my wife unconscious with a baseball bat, then I threw her into a wood chipper," said the biker.

Immediately the chick looked back at her friends and yelled, "He's single!"

—Joey Hayes
Crescent City, Calif.

This ad was recently spotted in my local newspaper: For sale, real cheap. Harley-Davidson Softail; tools and toolbox; 238 back issues of Easyriders. Call 555-6984. If a man answers, hang up.

—Risky
Takin' Chances

Old biker saying: "Give a bitch an inch, and she'll think she's the ruler."

—Al Troxler
Greensboro, N.C.



"Nothing spoils beautiful scenery more than a roadblock."

Suzy Creamcheese and her best friend are talking one day. "Jeez, have I got a terrible sore throat!" says Suzy.

"When I get a sore throat, I always suck on a Lifesaver," advises her girlfriend.

"Sure, that's easy for you," says Suzy Creamcheese, "you live at the beach."

—Fat Boy
Rockies

Handsome Hank and Whiskers met at a swap meet and were soon in the parking lot, checking out each other's scooters.

"Does yer ol' lady ride?" asked Whiskers.

"Naw," said Handsome Hank. "My bike looked this way when I bought it."

—Trucker
Shiftin' Gears



"No, no, no! It's called a Hog! It was a mistake tellin' the man he's got himself a really good-lookin' pig!"

How can ya tell a biker who grew up with sisters?

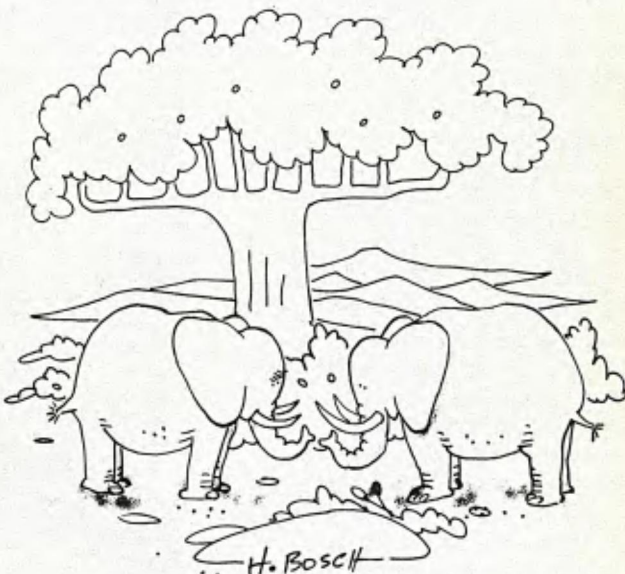
One of his eyes is shaped like a keyhole.

—Dave Chance
Countin'

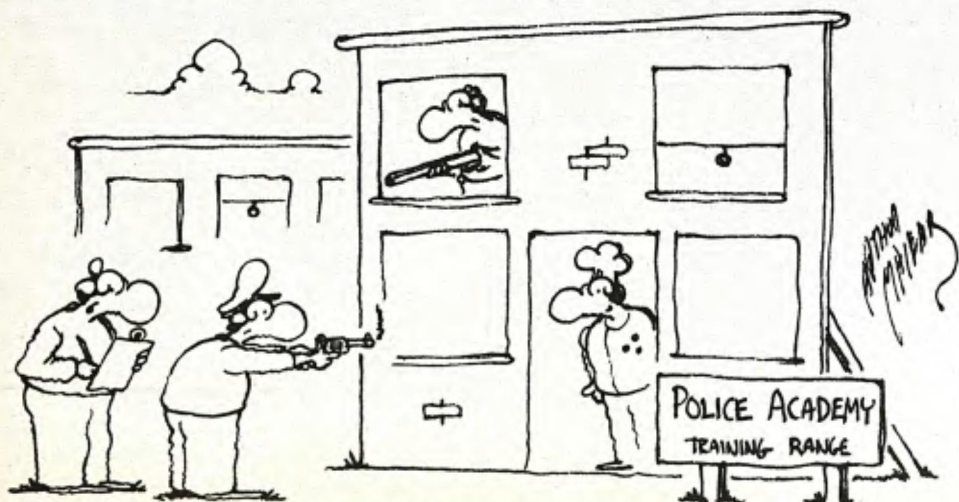
Whaddaya call a vegetarian with a bad case of the runs?

A salad shooter.

—Fast Wendy
Red Oak, Iowa



"How about a trunk job, Edith?"



"Great going, asshole! You just shot the fucking doughnut chef!"

After successfully defending the biker against a paternity lawsuit, the attorney presented him with an invoice for services rendered. "You can pay \$500 now," said the shyster, "then \$213 a month for the next 33 months."

"Shit, man," said the biker, "that sounds just like buying a car."

The lawyer nodded. "I am."

—Victor
Inside

Biker foreplay: "Brace yer-self, bitch."

—Glasscutter
At the Window

ACCEL ELECTRONIC FUEL INJECTION

The Future of Harley Fuel Mixing

Carbs or injectors? Which is the best choice to make? Fixed throat carbs, butterfly or slide type, rely on engine vacuum and air velocity to draw fuel into the air stream. When engine speed is low and the throttle is snapped open, the fuel has a hard time keeping up with the sudden rush of air due to their difference in weight. This sudden rush of air will lean out the mixture for an instant, until the fuel flow rate can catch up with the air flow.

To correct this problem, most fixed throat carbs have an "accelerator pump." This pump is supposed to force an immediate shot of fuel into the air stream (in just the right proportion) to keep the engine from leaning out too much, causing a power stumble or a carb backfire. The problem is that, in low gear, the engine will pick up speed a lot faster than it will in high gear, and the difference of engine acceleration rates demands differences in fuel flow rates from a pump that has a fixed delivery rate. So an average is determined that will not hurt performance too much at any acceleration rate.

But what happens if the air density (think elevation) changes? If the carb is jetted for low elevation (high air density), higher elevations (4,000 or 5,000 feet) probably won't disrupt jetting, because, since thinner air can't draw fuel as well, the jetting will still be fairly close to correct. The problem is that the accelerator pump doesn't care what the elevation is, and every time you open the throttle, a low elevation shot of fuel is forced into the engine. This tends to load up the engine with excess fuel and can cause spark plug fouling.

With electronic fuel injection, the air density problem is easily overcome because the system is metering fuel (under pressure) to the engine and, through a vacuum line, reads how much is flowing in relation to throttle position and engine speed. No accelerator pump is required. With a temperature sensor,



Photo 1

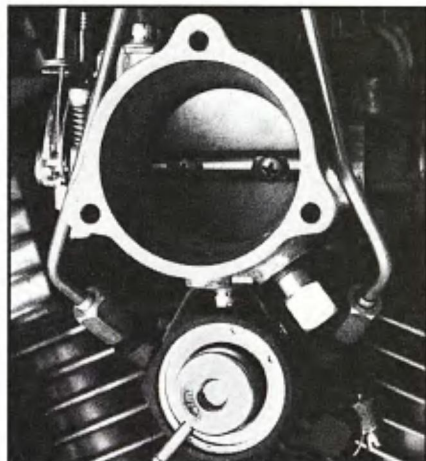


Photo 2

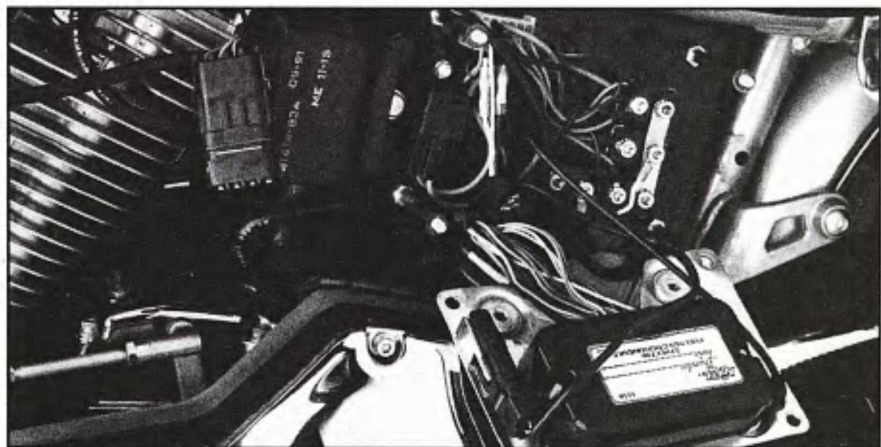


Photo 3

the mixture can be further controlled to provide cold start enrichment (choking) and change the fuel delivery gradually as the engine warms up. This keeps the engine from being over or under choked during warm up.

Another nice feature is that the electronic injector system can also control the ignition timing accurately, because it can also read throttle position to determine actual demand.

Installation:

This project started out as a simple upgrade on a 1992 Dyna Glide that had been ridden by our managing editor, Gregg Daniel. Gregg had plugged over

10,000 miles on the clock, and, though the engine wasn't hurt too badly, something wasn't right with the carb. He'd made a cam change and uncorked the exhaust somewhat, but other than those modifications, the bike was stock.

So when Accel offered us an injection setup to try, the Dyna became the guinea pig. I wish the installation had gone as smoothly as the engine runs now.

The installation looked like it was going to be a horror story, but the instruction book was well-detailed and easy to understand (photo 1). The hard part was trying to figure out where to route hoses and wiring to make a nice,

professional-looking installation.

There are only four major pieces to this injection system: the injector that replaces the stock carb and manifold (photo 2), the Electronic Control Unit that replaces the stock ignition module (photo 3), the fuel pump that mounts at the front of the engine (photo 4), and the Idle Air Control unit that pumps air around (by passing) the butterfly to control idle speed (photo 5).

Everything we needed to install the Accel fuel injection was there—the bolts, wire ties, gaskets, hoses, fuel valve, and a phone number to call if you needed help.

The installation on the Dyna Glide consisted of removing the original ignition module and bolting on the new ECU where the stocker used to be (photo 3). The wiring harness was run through the same notch (at the bottom of the electrics box) that the factory module wiring had been routed through. The vacuum line (Manifold Absolute Pressure) was run through another large hole higher up on the back plate instead of cutting a notch as the owner's manual suggested. The fuel pump was mounted to the supplied adapter plate and bolted to the frame under the voltage regulator (photo 4). The Idle Air Control unit was mounted to the back of the electric box, but it had to be bolted on to the front side of the cover stud instead of the rear so as not to stick up and interfere with the seat pan (photo 5).

The injector had to have its manifold gasket surfaces machined down slightly to get it and the gaskets between the heads (I very carefully used a belt sander and kept checking the fit to make sure it was fitting squarely against the heads). Once all the main hardware was bolted on, the wiring and plumbing were next.

I took my time and made sure that everything was protected from sharp edges and hoses were not kinked or rubbing against anything that would get hot or wear holes (photo 6). There were only four wire ends to install—two on the →

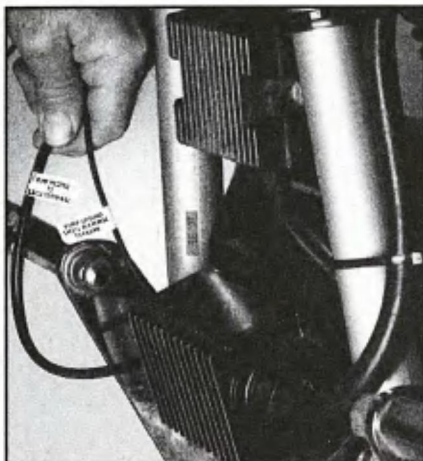


Photo 4

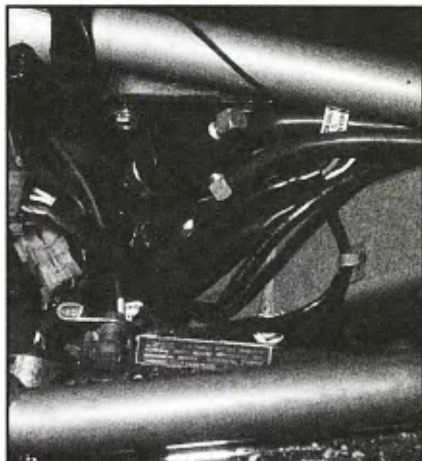


Photo 5

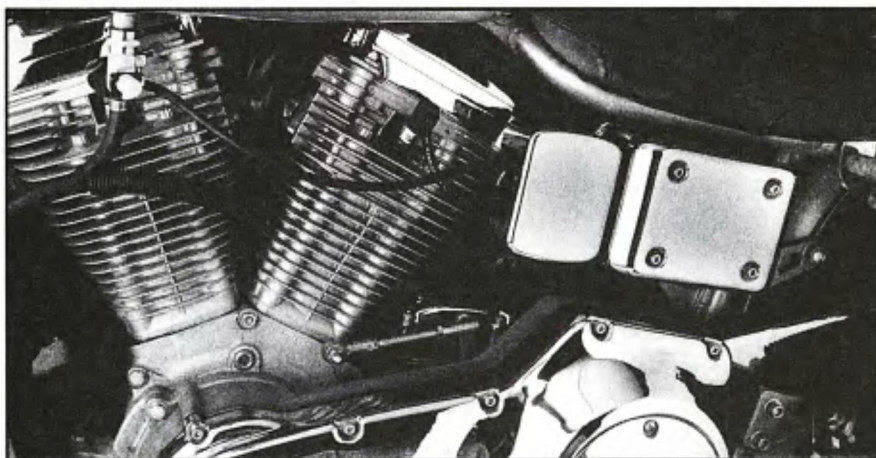


Photo 6

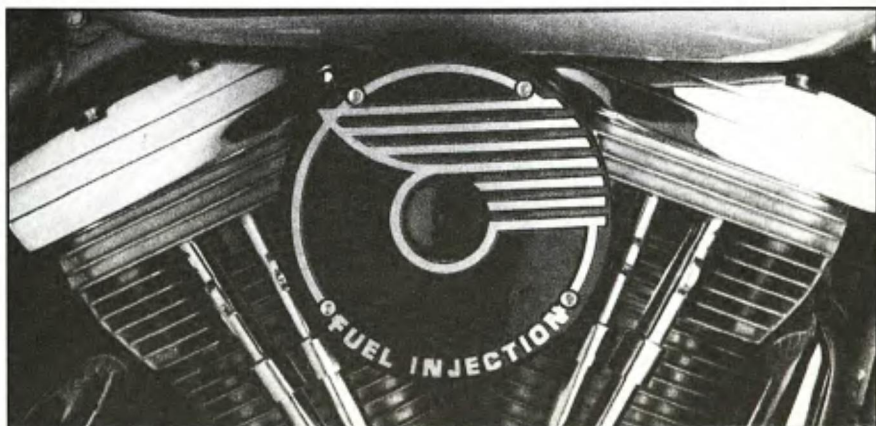


Photo 7

fuel pump and two at the coil. Everything else has water tight plugs that just snap together.

The air filter bolts on like a stocker. On the Dyna Glide, however, the outside cover must be notched slightly to provide about 3/4-inch vertical clearance to the bottom edge of the fuel tank in order to accommodate the rubber engine mounts (photo 7).

The Results:

The system acted a little strange at first, but I've attributed this to new, tight parts (like the fuel pump, regulator and injector nozzles) that seemed to need about 300 miles to get seated in.

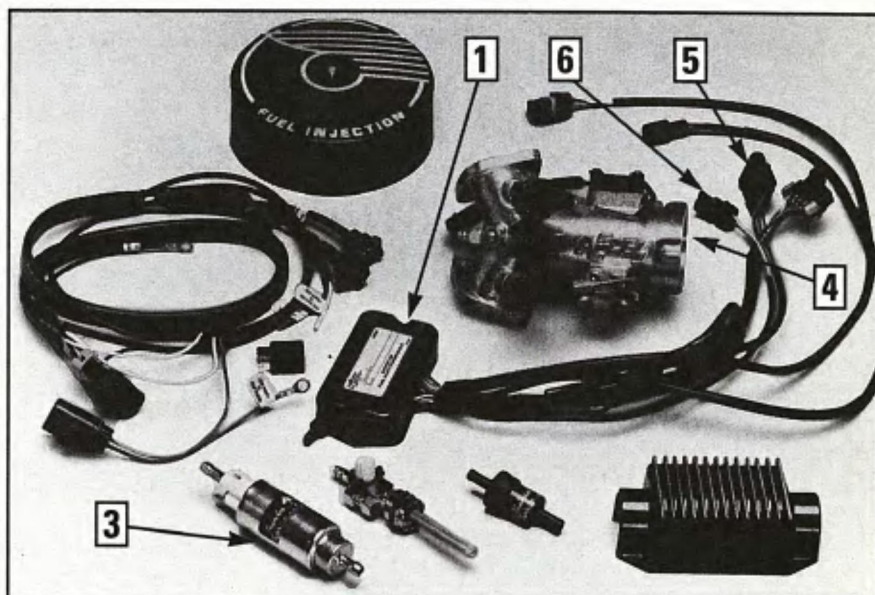
I see great potential for customizing: the fuel pump could be integrated into the fuel tank, the Idle Air Control could be hidden in the air cleaner housing, the wiring harness could be dolled up or integrated into the factory harness, etc.

To those of you who say, "Too Complicated" or "Too many pieces," just remember that your grandpa probably said the same thing in 1928 when Ford came out with the model A.

How does the bike run? We picked up horsepower by 6 and torque by 8 foot-pounds. The fuel mileage under cruise conditions also went up almost 20 percent. Starting is a push-the-button-and-it-starts situation. Being outright skeptics, we thought we'd have to have a tuner module, but after adjusting things all over the place, it ran the best right where we started from.

How about throttle response? Keith and Chris Ruxton and Gregg Daniel have gone on rides together. And since Keith's bike has been whipped by Chris' on more than one occasion, Gregg thought he would like to give it a shot—with the stock carb setup. Keith and Gregg conspired and tuned for almost two weeks to get the most out of Gregg's bike, but in a best 11 out of 20 match race, Chris won the match easily (Gregg weighs more). Then came the Accel Fuel Injection Street 80 kit. Sorry, Chris.

—Wrench



Photos: Mark Cuff, Gregg Daniel, Accel

THE ELEMENTS:

1. Electronic Control Unit: the brain of the system. It reads manifold vacuum, throttle position, cylinder head temperature, and rpm. It controls spark advance, fuel delivery, and tells the Idle Air Control how fast to run to control engine idle speed.

2. Idle Air Control (not shown): air pump meters air past throttle disc to keep the engine running at desired speed and provides slightly higher idle speed during warm ups.

3. Fuel pump: pumps fuel at high pressure (more than 50 psi).

4. Injector body: with nozzles showing on top, including throttle

position sensor. The pressure regulator, which regulates fuel pressure to about 45 psi and bypasses excess fuel back to the tank, is hidden from view.

5. Four-wire plug: for the power tuner module to plug into. Used to tune for very high altitudes. We thought we could tune in better but discovered it was already dialed in.

6. Two-wire plug: connected to the throttle position sensor and used to trigger a nitrous oxide system when the Nitrous Control Kit is ordered.

The only things to watch out for are pinching wires or sharp edges that might cut hoses or wires.

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F.I.G.H.T. UPDATE

F.I.G.H.T. THROWS ANOTHER PUNCH

It was a crisp California morning, January 1, 1992, when Louis "Skip" Raring saw the flashing lights of a California Highway Patrol (CHP) motorcycle closing in on his Harley. Though only hours old, the new helmet law was about to claim another hapless victim . . . or so the chippie thought. See, Skip isn't your average biker. He's an attorney with a hard-on for governmental abuse of constitutional rights. And the fact that he was wearing a helmet didn't help his attitude one bit. The officer didn't like the small, lightweight, beanie-style helmet that Skip was wearing and, despite the fact that it bore a DOT sticker from the manufacturer, a ticket was issued for wearing an illegal helmet.

That's all the excuse Skip needed to start tearing through law books to research the helmet laws, both state and federal. What he found may be the basis for finding helmet laws unconstitutional. You see, some states, like California, are arbitrarily deciding what is legal or illegal for bikers to wear as headgear. While the law requires helmets to be DOT-approved, law enforcement officials in many states are citing riders for wearing helmets that, in the officer's opinion, are too small, too lightweight, or don't have a thick enough inner lining, regardless of the presence of a DOT certification sticker. That's unconstitutional, according to Skip.

In a nutshell, what Skip discovered was that: a) state law must be enforced in accordance with federal standards, b) federal standards provide that helmet manufacturers certify their own helmets and affix the DOT-approved sticker, and c) as long as the helmet was certified by the manufacturer, it is in compliance. It didn't take long for Skip to win his case but,

meanwhile, bikers throughout the state were being stopped, harassed, and cited for illegal helmets. So Skip started taking on cases *pro bono* (free) and won 72 out of 73. He then developed a 16-page legal brief to assist the lay-biker in defending his own case, leading to hundreds of additional "not guilty" verdicts.

Then Skip came across something very interesting in his research. The fact that the owners of "unlawful" helmets are being punished for the noncompliance of their helmets, instead of holding the manufacture responsible, is in direct conflict with federal standards and is therefore unconstitutional as currently enforced.

That's where the *Easyriders* F.I.G.H.T. Program comes

in. Because Skip's constitutional challenge will be filed in the federal courts and will have nationwide ramifications, F.I.G.H.T. will sponsor the lawsuit under the case name *Easyriders Freedom F.I.G.H.T. v.*

Hannigan. In the short term, the lawsuit should put an end to beanie helmet harassment. In the long run, demonstrating the vagueness of the helmet law and the difficulty of enforcement will give a tremendous boost to our other F.I.G.H.T. lawsuit being spearheaded by attorney Sam McCloud.

Easyriders v. Hannigan will be another frontal assault in our battle plan to overturn the helmet laws. We have to keep coming at them and hitting them from all sides. So, while ABATE, the MMA, and other motorcyclists' rights groups keep after the state legislature, and the MRF takes the offensive at the national level, Freedom F.I.G.H.T. will be taking the battle into the federal courtrooms.

—Eight Ball

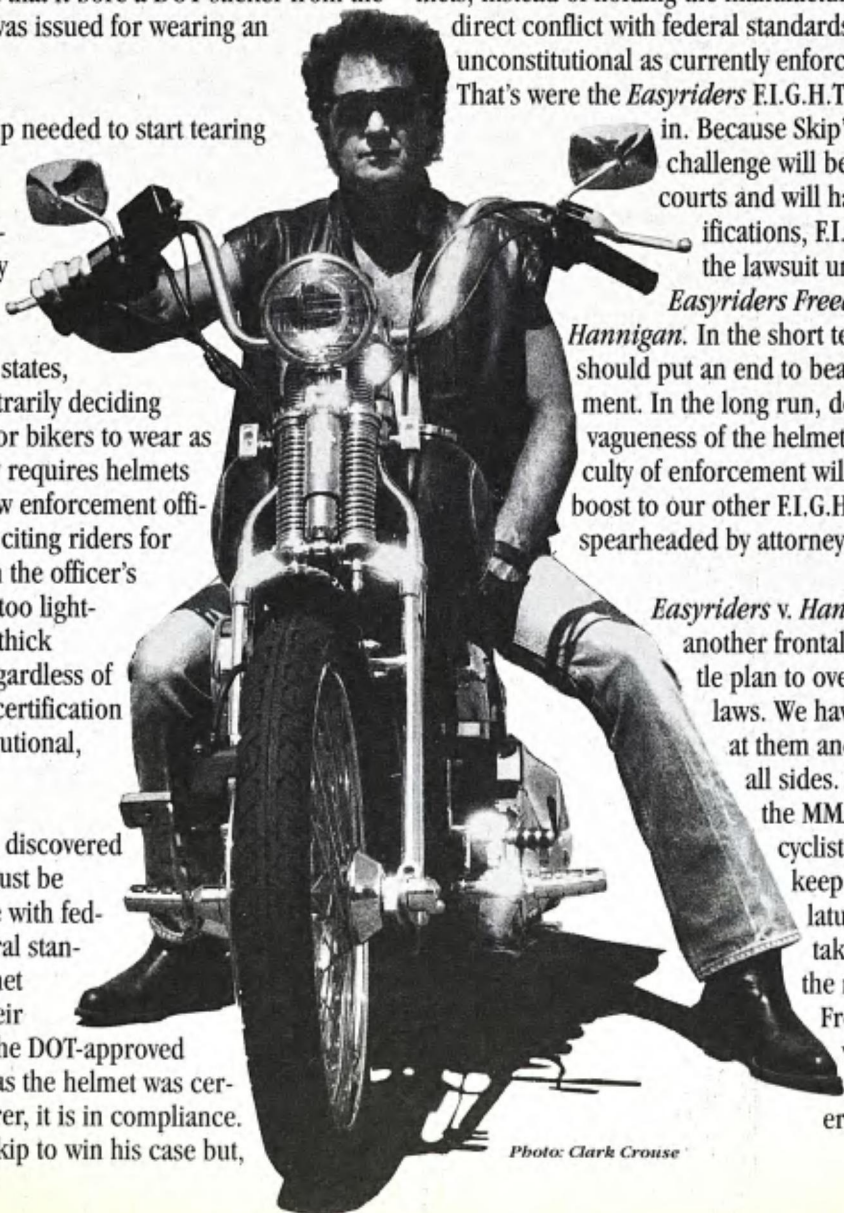


Photo: Clark Crouse

F.I.G.H.T. FOR YOUR RIGHTS



F.I.G.H.T. for your constitutional right to free choice and defeat the helmet laws where it counts—in court! By supporting the **F.I.G.H.T.**—*Freedom from Inept Government Helmet Tactics*—you will be helping us wage a legal battle against the approaching national helmet law. **ALL PROCEEDS FROM F.I.G.H.T. KIT PURCHASES WILL BE USED TO F.I.G.H.T. HELMET LAWS IN THE COURTS!**

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HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Gina Galligan

The New Miss Harley-Davidson

On March 7, 1993, during Daytona Bike Week, Gina Galligan, the 31-year old beauty with brains to match from Laurel, Mississippi, became the new Miss Harley-Davidson.

Gina saddled up her first motorbike at the age of six, and she's been ridin' ever since. These days, when she's not tending to the needs of her media production company in Dallas, Texas, or working toward her pilot's license, Gina lights up

the Lone Star lanes on a Heritage Softail.

As Miss Harley-Davidson, Gina will serve as the company's official ambassador for the next two years, making appearances at numerous events, rallies, and H-D dealerships around the country.

Thanks go out to Krisann Whitley, Gina's predecessor, for her two years of service, and a healthy congrats to Gina Galligan, the new Miss Harley-Davidson.

—Wart Hog

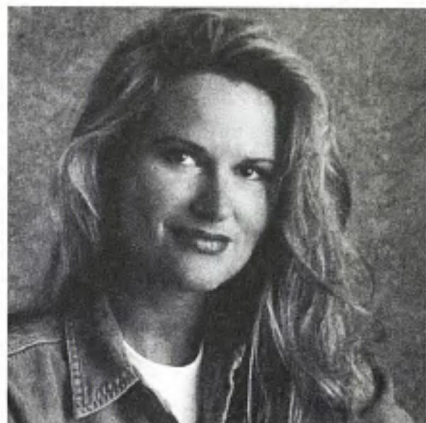


Photo: courtesy of Harley-Davidson

David "Bubba" Theobald

Massieville, Ohio

David "Bubba" Theobald had just saved his family from the powerful flash flood that devastated Massieville, Ohio, when he heard the distant cries of two helpless victims still trapped in debris from the flood. Bubba, 39, gave no thought to himself when he went back and rescued two elderly women and sacrificed his own life in the process.

Bubba was vice president of the Jackson, Ohio, Chapter of the Independent Bikers Association MC. His bros

knew him as "a strongheaded sort who'd do anything for anybody." As a corrections officer, he was respected by the inmates. Bubba also had a big heart for kids and gave much of his time to helping out at Hope Haven where he'd give disadvantaged kids the bike ride of their lives.

Bubba's IBA bros, his family and friends, the downed bros who knew him, the kids at Hope Haven, and the flood survivors will always remember Bubba as a man who gave his life for others. —Clay Dog

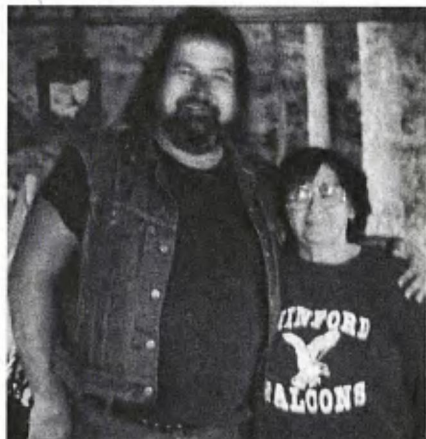


Photo: Swede

John "Farmer" Eggers

West Chester, Ohio

In the course of a few short words, how can I possibly sum up a life that was as full and diverse as Farmer John's? I can honestly say that I have never met anyone who has touched more lives than John "Farmer" Eggers: his ol' lady and kids, the hundreds of students he taught as a motorcycle safety instructor, the members of ABATE of Ohio, the folks he met while organizing security at the Easyriders Rodeo in Chillicothe, and his thousands of friends across the country. He has taken a piece of each and every one of our hearts with him.

Farmer was a staunch ally and a formidable foe. He was honest, forthright, and loyal. Now, don't get me wrong.

The man was no Boy Scout. He was also as stubborn as a mule. But, then, that was Farmer. For those of us who were privileged to count ourselves among his friends, our lives were richer for his presence and are now poorer for his passing.

We said good-bye to Farmer in the best way we knew how, with a pack of motorcycles extending as far as the eye could see. But the lasting tribute to the man will be paid by preserving and protecting the things he held most dear: his family, his friends, and his right to ride free.

If you'd like to help out the surviving children of our lost bro, Farmer Eggers, call: (614) 279-4634. —Teach

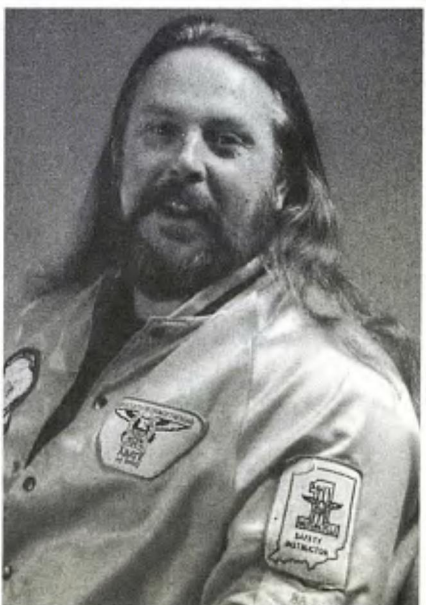


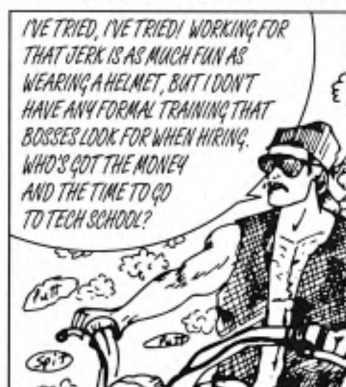
Photo: Balls

HOW BOB TRAINED AT HOME TO BE A MOTORCYCLE MECHANIC!

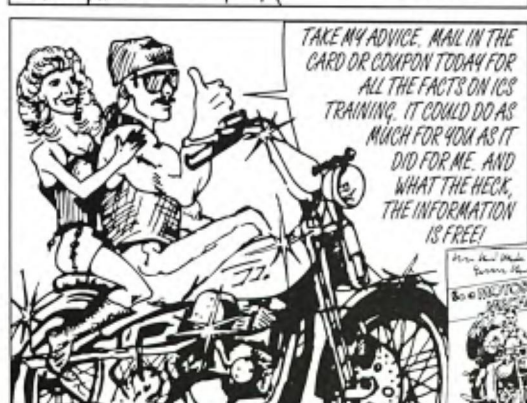
...and told his jerk boss to hit the road!



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John and his fellow Rancho Feliz club members about to leave for Sturgis '92.

THE SEDONA SCULPTOR

John Soderberg Is A Talented, Scooter-Riding Craftsman

Recently I was on a run in Arizona. About 100 miles from Phoenix, I felt the need for a cold one so I pulled off the highway into a small town (which I later discovered was Sedona) and then looked around for a bar that had bikes parked out front. While looking around, I noticed a larger-than-life-size bronze statue (a nude girl with a peacock flying over her head) on the sidewalk in front of the Soderberg/Stevenson Art Gallery. It was so large that I turned around and went back—even forgot my brew for a minute. I was flabbergasted. It was beautiful. I had to find out more about the sculptor so I went into the gallery to ask. I found out that the sculptor had a ranch just out of town. I found his ranch and went to the back of the main house to his studio. When I went inside, I could see only part of him, for he was bent over working on the feet of a sculpture. When he finally stood up, I thought, "Man, he's a big mutha." He was about 250 pounds, 6 feet, 3 inches tall, with a full, long curly beard and long, curly hair. Then I about pissed my pants. He was wearing an *Easyriders* baseball cap! I went over to introduce myself.

His name is John Soderberg, and he's a world renowned sculptor who's done bronzes for celebrities, corporate headquarters, and cathedrals. He creates bronzes ranging in size from 6 inches to 9 feet, and he charges anywhere from \$4,000 to \$88,000 for each of them.

John's been married to his wife Clarissa for 20 years. They have two teen-age daughters, ages 15 and 17. His wife works at their ranch and does she ever! She cares for 150

exotic birds and animals, including two monkeys, two parrots, four cockatoos, one llama, four horses, one miniature horse, 45 peacocks, two Chinese four-horned sheep, one skunk (house trained), two dogs, eight cats, one chinchilla, various finches, one pot-bellied pig, Polish chickens, and a small herd of European deer. She has her hands full.

He does, too. John works every night—from early evening until the pre-dawn hours. He's able to ride during the cool early morning hours;

he rides 10,000 to 15,000 miles a year on his '86 Harley Low Rider.

John belongs to the Bros Club and also belongs to a local club named Rancho Feliz out of Scottsdale, Arizona. The club, whose members range from doctors to tattoo artists, raises funds for several Mexican orphanages just across the border.

All in all, John is a creative, talented, friendly guy . . . what else would you expect from a biker?

—Spider



John, sitting in front of his sculpture, "Merlin the Magician," made for a woman in Sedona, Arizona.

RIDING JAP BIKES IS LIKE SCREWING UGLY WOMEN



IT'S FUN UNTIL YOUR
FRIENDS CATCH YOU DOING IT

1.



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MOTORCYCLIST MAGAZINE
WASHINGTON, DC 20003

2. RIDING JAP BIKES IS LIKE
THE CRAZY MAN SAID ABOUT
BEATING HIS HEAD AGAINST
THE WALL-IT FEELS GOOD ONCE
YOU STOP.

3. I'M FROM HARLEY COUNTRY-
WHERE MEN ARE MEN-AND THE
SHEEP ARE NERVOUS.

4. WHORES MAY BE MORE FUN
TO RIDE-BUT I KNOW MY
HARLEY DON'T HAVE A.I.D.S.

5. I USED TO RIDE JAP BIKES-
THEN I GOT A JOB AND
BOUGHT A HARLEY DAVIDSON.

6. MY WIFE MAY BE MORE FUN
TO RIDE-BUT I KNOW MY
HARLEY DON'T GET HEAD-
ACHES.

7. SHEEP MAY BE MORE FUN TO
RIDE-BUT I KNOW MY HARLEY
DON'T HAVE V.D.

8. MARY HAD A LITTLE LAMB-SO
DID I AND IT WAS GOOD.

9. RIDING JAP BIKES IS LIKE
HAVING THE CRABS-BOTH MAY
BE FAST BUT ARE NOTHING TO
BRAG ABOUT.

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TOO BROKE FOR STURGIS RUN—August 6-8.
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California

VIETNAM VETS MC BIKE SHOW & MUSIC FEST—
August 27-29. Concert, food, events, Bill Kennedy
clinic on customizing. At the Pala Indian
Reservation. Info: (619) 752-1492

ABATE STATE RUN—September 4-6 in Paso Robles.
Info: (209) 299-7333 or (209) 875-1138

M/C SWAP MEET—October 1. Orange County
Fairgrounds, Costa Mesa. Info: (714) 364-0515

CABAZON JAMBOREE—September 18. Live rock,
free camping, BBQ, games, I-10 west of Palm
Springs. Info: (909) 849-7293

Colorado

FOUR CORNERS/IRON HORSE MC RALLY—
September 3-6. Ignacio, Colo. Info: (303) 563-4502
(booths and vendors), (505) 325-9497, (303) 247-
8916, (505) 632-3940

Florida

CLASSIC BIKE, TRUCK, CAR SHOW—August 28-29.
Orlando Sports Club. Info: (904) 357-7600

HALLOWEEN BOOGIE—October 29-31. Fundraiser
for ABATE of Fla./Panhandle Chap. (904) 722-9005

GATEWAY CHAPTER LABOR DAY PARTY—
September 3-6. Info: (813) 665-7222

SPOOKS 'N' SCOOTERS—October 8-10. (813) 665-7222

Georgia

JOHNNY BECKMAN RIDE FOR HEALTHIER
BABIES—August 29. Info: (404) 641-3272

Illinois

EASTERN ILLINOIS ABATE POKER RUN TO CHAM-
JAM—August 28. Info: (217) 384-8467

ANTIQUA & CLASSIC M/C SWAP & SHOW—
September 19 in Pontiac. Info: (309) 473-2979

EASTERN ILLINOIS ABATE TOY RUN '93—
September 25. Info: (217) 384-8467 or 352-5152

Indiana

VNV MC HOG ROAST—August 20-22 in Gas City.
Info: (317) 293-2090 or (317) 662-9431

Kentucky

KMA STATE RALLY & OUTING—August 27-29
Nelson County Fairgrounds. Info: (502) 635-6921

KMA/KBA BARREN RIVER BOOGIE—Sept. 10-12.
Walnut Creek Marina, Barren River. (502) 427-3617

Maryland

SOUTHERN MARYLAND TOY RUN—September
18. New Toy or \$5/person, noon - 5 p.m., at Rick's
Sports Bar, Rt. 5, Callaway

Michigan

PRE-73 AMERICAN, BRIT, EUROPEAN BIKE
SHOW—September 12. Freedom Hill County Park,
Sterling Heights, Michigan. Twelve classes. Info:
(313) 652-4320 (Alex); (313) 757-6383 (Joe)

Minnesota

5TH ANNUAL STATE RALLY—September 4-6.
Gopher Campfire, Hutchinson. Info: (612) 444-7045

Nevada

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

OVERNIGHT DOUBLE POKER RUN—September 18-
19 in Las Vegas. Info: (702) 566-0491

New Jersey

JERSEY IRON MC OCTOBERFEST—October. In
Jackson. Info: (609) 894-9411/(609) 255-6593

5TH ANNUAL MAKE-A-WISH FOUNDATION/FALL
TOUR—October 17. Sussex County Fairgrounds.
Info: (201) 827-8955

New York

HUNTER HARLEY FEST—August 27-29. Hunter.
Info: (518) 589-7055 or 589-5082

Ohio

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

Pennsylvania

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

South Dakota

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

RAT'S HOLE SHOW—August 13. City Park football
field, Sturgis.

Tennessee

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

12TH ANNUAL LESLIE W. WATSON MEMORIAL
TOY RUN—September 25. Leave noon from
Clarksville Fairgrounds. Info: (615) 648-8167

Texas

EAGLE MOUNTAIN M/C RALLY—September 24-26
Eagle Mtn. Lake/Ft. Worth. Info: (817) 489-3717

FALL ROUNDUP RALLY AND RACES—October 10.
Devils Bowl Speedway, Mesquite. Gates open: 9
a.m., Races: 2 p.m. Info: (214) 216-5520

International

LEATHER & LACE INTERNATIONAL CHILDREN'S
WISH RUN—September 19. Info: (800) 526-LACE

Switzerland

M/C Unicorns Helvetia presents 4. Music Weekend and Bike Show. Wittenbach-St. Gallen/Switzerland
Telephone 071/22 50 04 or Fax 41/71-22 01 66

Quebec

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

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:

California

EASYRIDERS RODEO—October 15-17. Solano County Fairgrounds, Vallejo. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, more. Camping available. Info: (818) 889-8740, ext. 281

EASYRIDERS RODEO GRAND NATIONALS—October 22-24. Antelope Valley Fairgrounds, Lancaster. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281

Illinois

EASYRIDERS RODEO—September 24-26. Winnebago Fairgrounds, Pecatonica. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281

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

Michigan

EASYRIDERS RODEO—August 20-22. Fowlerville Fairgrounds, Fowlerville. Rodeo, food, beer, trophy girl contest, live music, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281

Ohio

EASYRIDERS RODEO—September 4-6. Ross County Fairgrounds, Chillicothe. 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

Washington

EASYRIDERS RODEO—October 8-10. Kitsap County Fairgrounds, Bremerton. 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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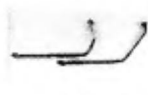
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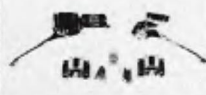
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Bob Roosa, Feeding Hills, Massachusetts

1975 Harley-Davidson shovelhead

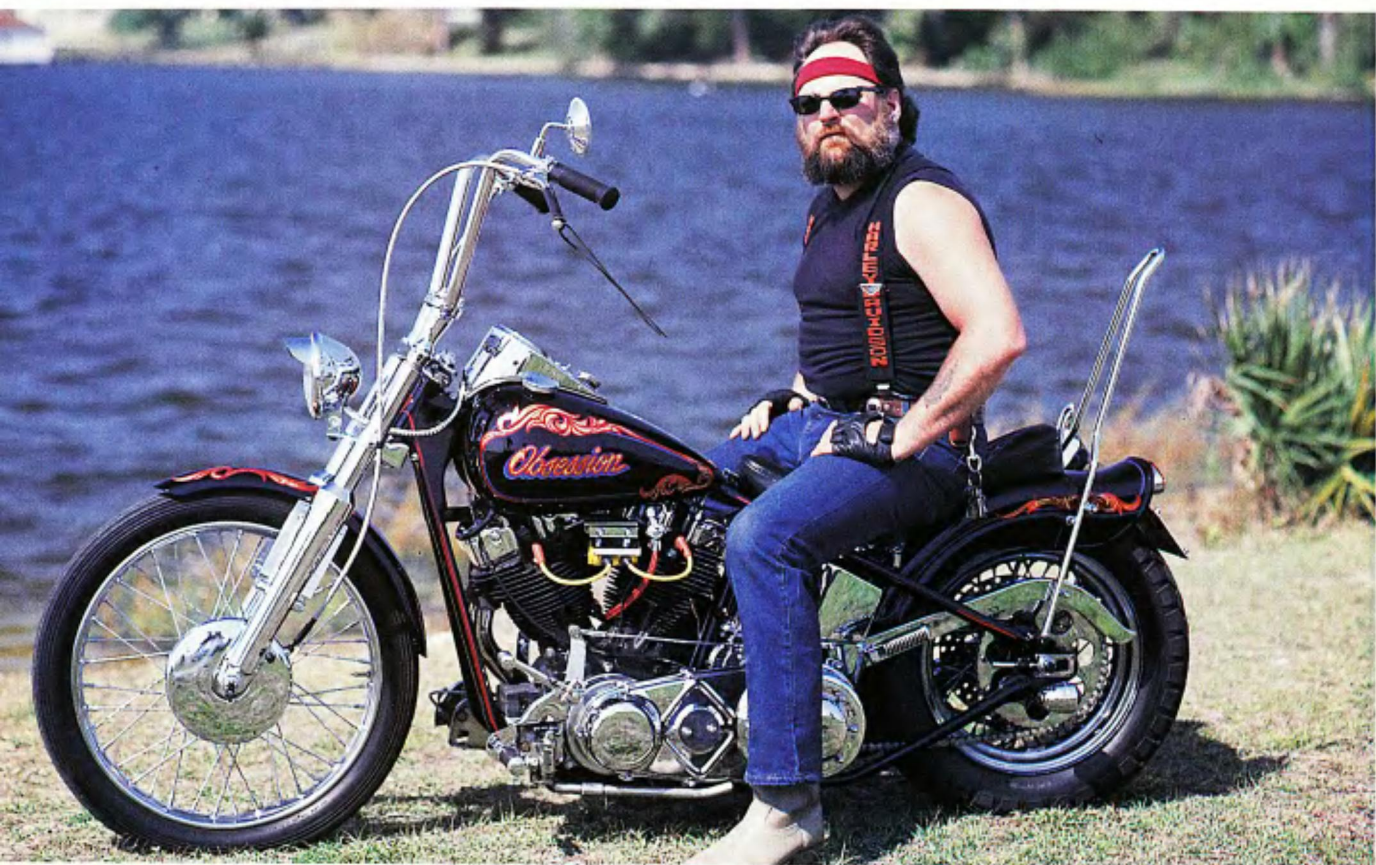
Bob Roosa's been tinkering with his '75 Super Glide ever since he picked it up as his very first ride the same year of its origin. Bob had just been discharged from the service in Sacramento and decided it was time to celebrate being home with a fresh taste of the wind. After riding cross-country he returned to the Bay Area, where classic choppers ruled, and it was only a matter of time before Bob had his scooter undergoing major surgery.

He wasn't sure what look he was after other than he wanted upsweeps with those righteous fishtails. Problem was, there was no way to bolt 'em onto his swingarm. Softails weren't around then, and only a rigid chassis could accommodate the upsweeps he wanted, so Bob compromised and tried to make do with his swingarm by running apes and a jockey shift, splashing on a paint change and bagging the narrow glide front end for a wide glide. But no matter what Bob did to his bike over the years, the look of classic, old-style rigids, especially the ones with those badass fishtails, kept blasting between his ears.

Then, in '86, one of his bros was griping that his rigid frame was too short and compact for what he wanted. Bob wasted no time swapping his swingarm for his bro's hardtail. In '87, Bob entered his creation in *Easyriders* Rodeo bike show in Stafford Springs, Conn., and rode off with second in the Full Show category. Those fishtails never looked finer.

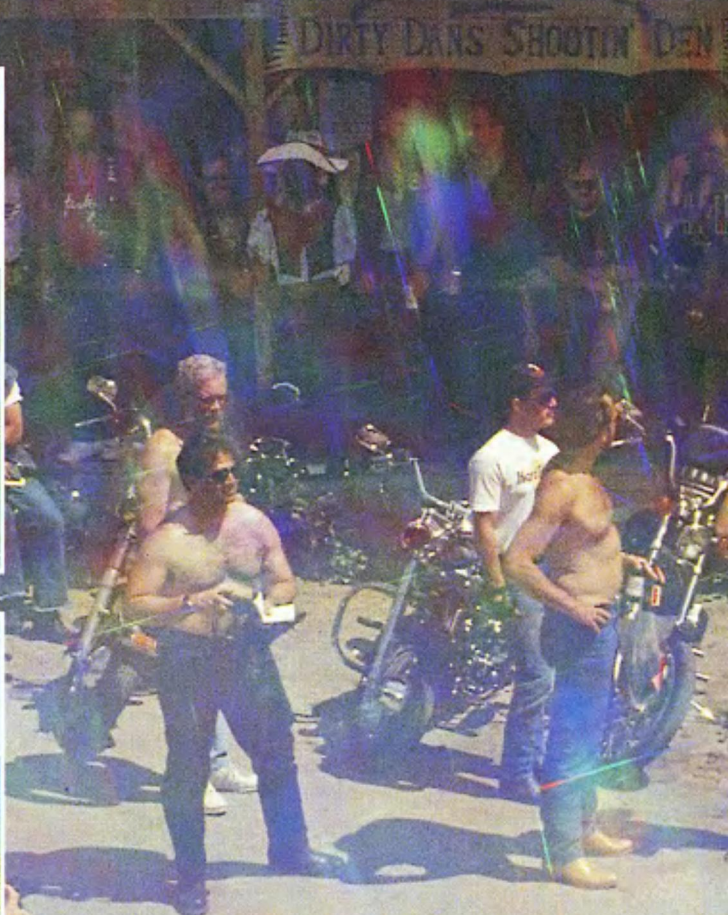
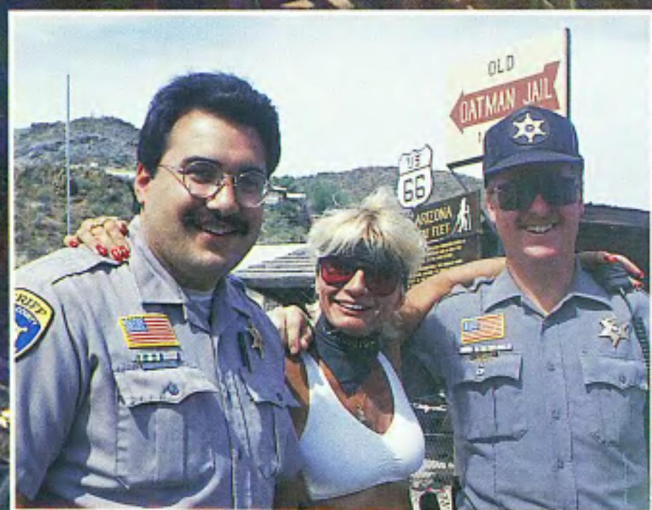
—Clay Dog

General		Forks	
Fabrication by: owner		Type: FLH	
Year and make: 1975 H-D		Builder: H-D	
Model: shovelhead		Special features: fully chromed	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Flanders, 12-inch apes	
Year and model: 1975 shovel		Lights: Bates, catseye	
Rebuilder: owner		Gas tank: fatbobs, 3.5-gallon	
Displacement: 74 cubic inches		Oil tank: wraparound	
Transmission		Seat: Danny Gray	
Shifting: jockey		Other: Jammer sissybar, CCI speedo	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color: black		Tire: Avon	Tire: Avon
Type: lacquer		Brake: drum	Brake: Perf. Mach.
Special paint: gold leaf/pinstripe		Special features: upsweeps and	
Frame		fishtails, stainless lines, gold leaf	
Year and builder: 1987 Paughco		and pinstripe by John Hartnett.	
Type: rigid		Special thanks to Roy and Stan.	
Alterations: exhaust mounts, brake tabs		Photos: Billy Tinney	



LAUGHLIN RIVER

LIFE BEYOND THE LIMITS



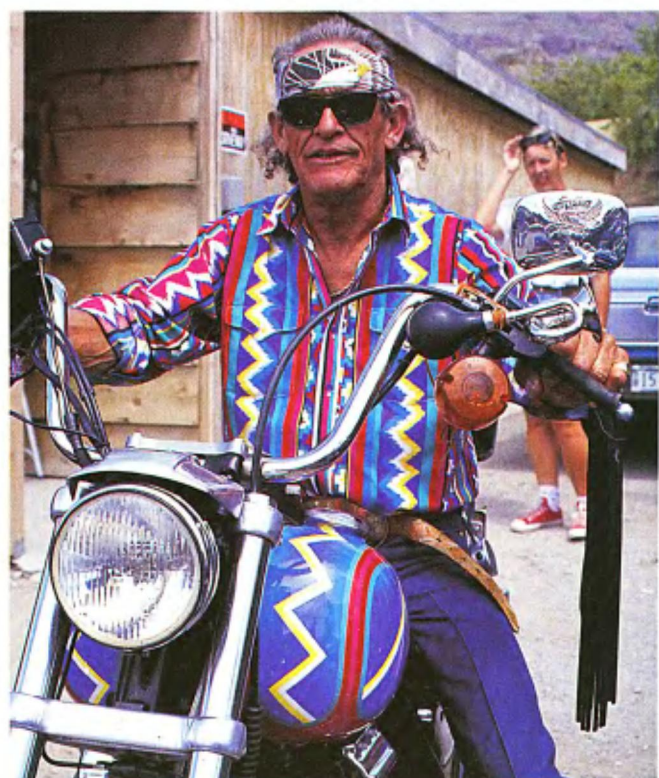
RUN 1993



In a small cafe in Needles, California, a tall biker, looking a little haggard, was talking with the cashier while paying his bill. "How was Laughlin this year?" the cashier asked. Smiling, she added, "Guess a person has to know their limits, huh?"

"That's why we're here," he replied, looking out the window at the riders roaring home after a weekend full of wildness. "We don't know our limits, but it sure is fun looking for 'em!"

The Laughlin River Run brings out the party animal in plenty of folks. Dale Marschke, of Dale's Harley-Davidson in San Berdo, California, brought this party to Laughlin, Nevada, back in 1983, with a grand total turnout of 426 riders. If the locals thought *that* was something, imagine the look on their faces this year, when over 20,000 Hog lovers showed up to stretch their limits. →





You gotta wonder if Don Laughlin had any idea that the little town he chose to redevelop 27 years ago would explode into a gaming mecca—especially when it fills up wall-to-wall with bikers.

"The casinos love 'em," Dale told me. And the charities do, too. Over \$30,000 was raised for Easter Seals, the local Kiwanis Club and the Muscular Dystrophy Association. The Southern California Harley-Davidson Dealers Association sponsors the event, and they claim that Laughlin is the largest motorcycle gathering west of the Rockies. So what did Laughlin '93 have to offer?

Well, things got rolling on Thursday night with a free beer bash, a 1993 FXR Super Glide giveaway and a row of casinos rolling out the red carpet to bikers. If you stepped into the Riverside Casino on Thursday night, you witnessed a T-shirt contest that the judges are →



still talking about. The winner knew her limits, and she used all of them to their fullest.

Friday's activities included a three-hour poker run, factory demo

The other part of the Laughlin Run goes on down the road in Oatman, Arizona

rides (883s to Electra Glide Classics), and a tour of the Harley-Davidson Traveling Museum (with 90 years of V-twin history).

Saturday and Sunday offered much of the same, including a rider stunt show by the Victor McLaglen Motorcycle Drill Team, and daredevil Keith Kardell, who rides a street legal 1200cc Sportster backwards





at over 100 mph.

The other part of the Laughlin Run goes on down the road in Oatman, Arizona. Once you cross over the bridge, you can chuck your lid and work your way through an old gold mining town jammed full of custom rides and plenty of wanton woman. Seems they have an uncontrollable urge to hang from balconies and rooftops, making bros beg for a view. Most of them oblige, with no shortage of headlight heaven.

And speaking of heaven, where else would you be when they're giving away half-a-dozen 1993 Hogs? These folks on the winners list will probably all say, "Laughlin!"

Thursday: Anthony Skett, '93 FXR

Friday: Donn Dencer, '93 FXDL

Saturday: David Gongoria, '93 FLSPC; Dave Martin, '93 FLSTC; Lori Wampole, '93 FXSTC

Sunday: Ben Gill, '93 FXSTC →



Photos: Nancy Cairns, Dennis Carver

The Golden Nugget gave away \$10,000 in Harley gift certificates, and the Gold River raffled a dinner with a Penthouse pet. Wonder what was for dessert?

Toss in a custom bike show, plenty of field events (I bow my head to whomever invented the Wienie Bite contest), the Eric Burden-Brian Auger band, the Oak Ridge Boys, women, women, and more women, the stunning Miss Harley-Davidson (Gina Galligan, a rider, not just a looker), no attitudes, some colorful, blessed-by-beer biker marriages, and . . . well, you get the picture. It was simply America at its best.

Freedom is a privilege well kept when individuals get out and exercise those limits most Americans never even dream of. Finding those limits really is half the fun.

Wonder how far they can be stretched at Laughlin '94?

—Drummer and Dennis Carver





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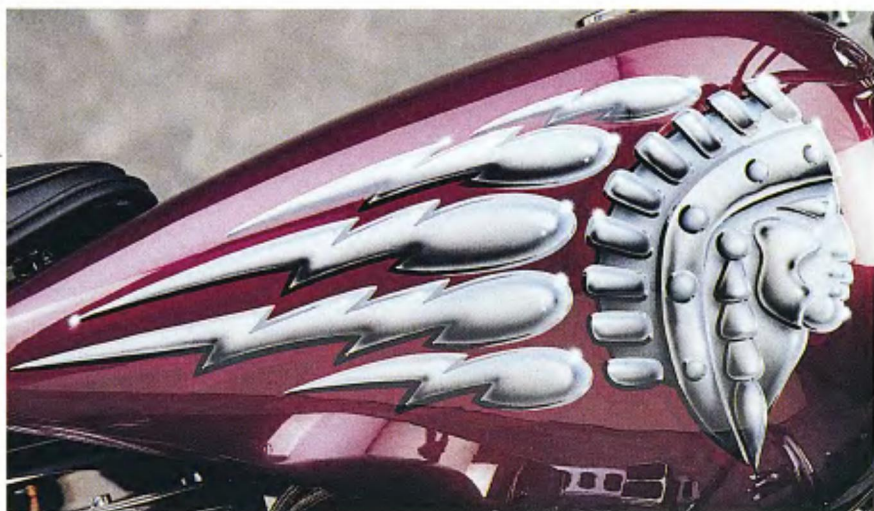
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EVO INDIAN



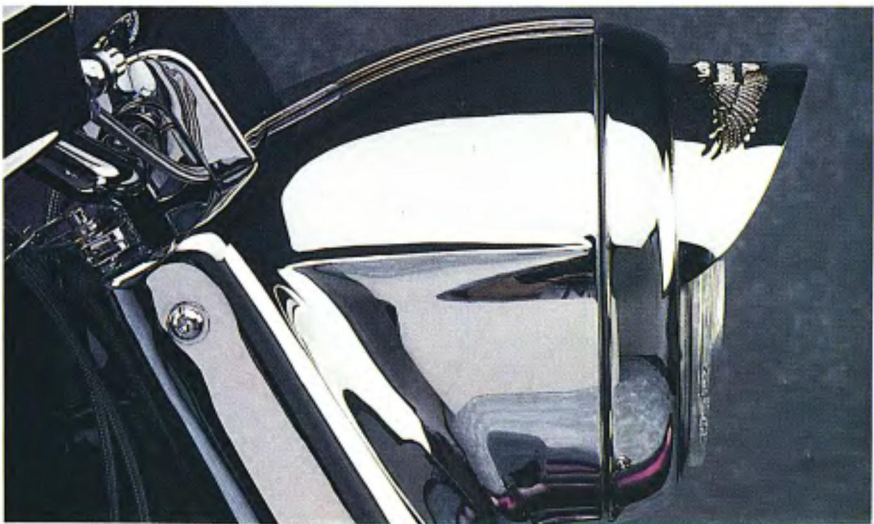
THE BEST OF BOTH WORLDS

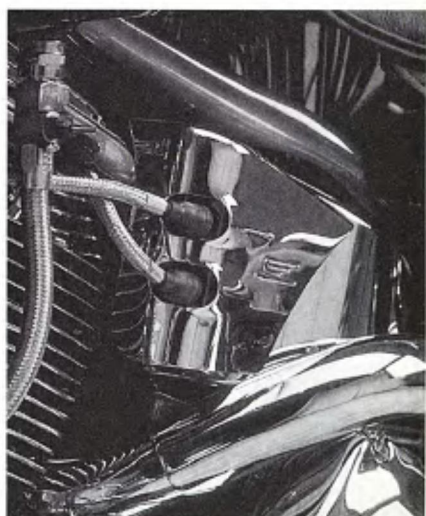
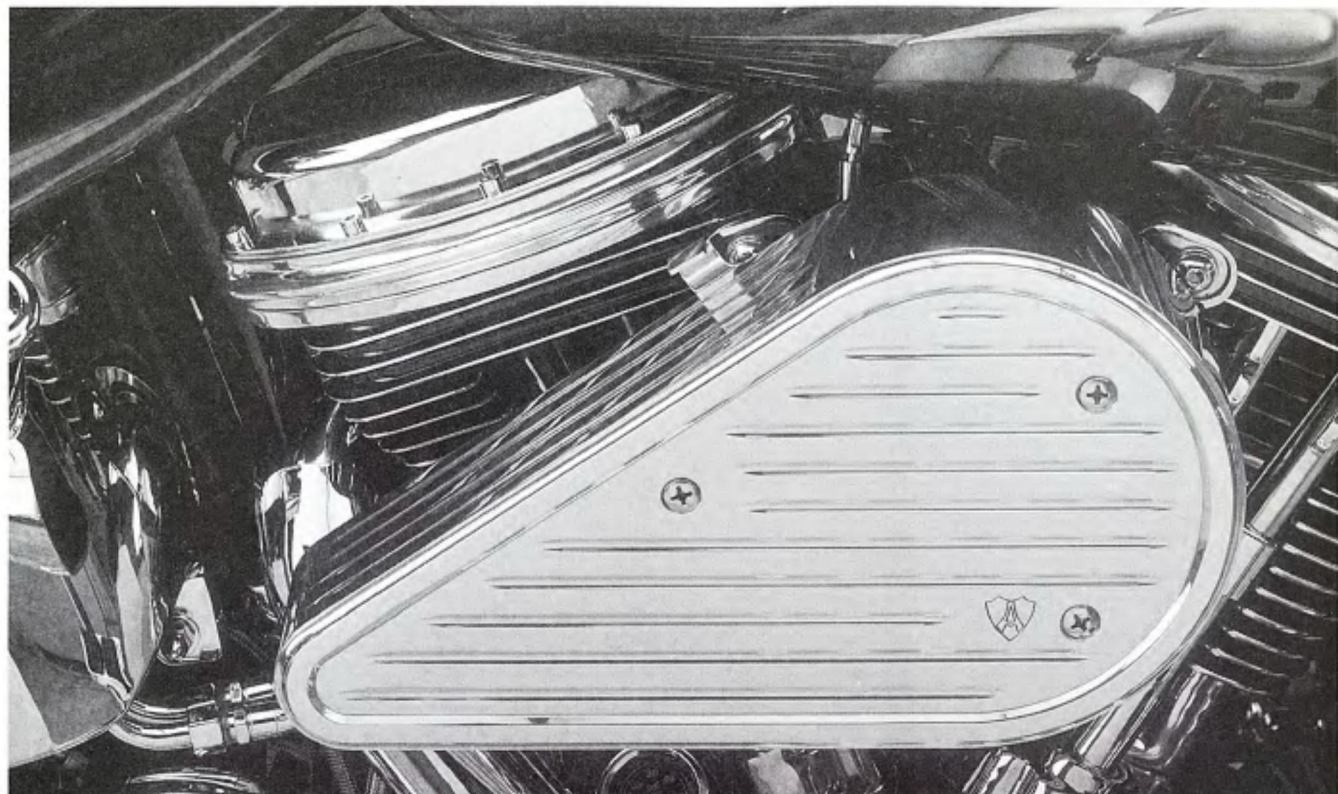




Rumors have been circulating for a while now: Indians are coming back. Actually, various renditions have been showing up here and there, even some Indian-looking shovelheads with full fenders and custom molding. But Mac Turnipseed couldn't wait for the real thing, so he decided to mix and match. And *what* a match.

This Evo Indian is the product of a 93-inch S&S stroker kit (complete with panheads no less), living in a 1991 Heritage Softtail frame, surrounded by DelCarlo fenders (Huntington Beach, California). It has a stock tranny, frame, and

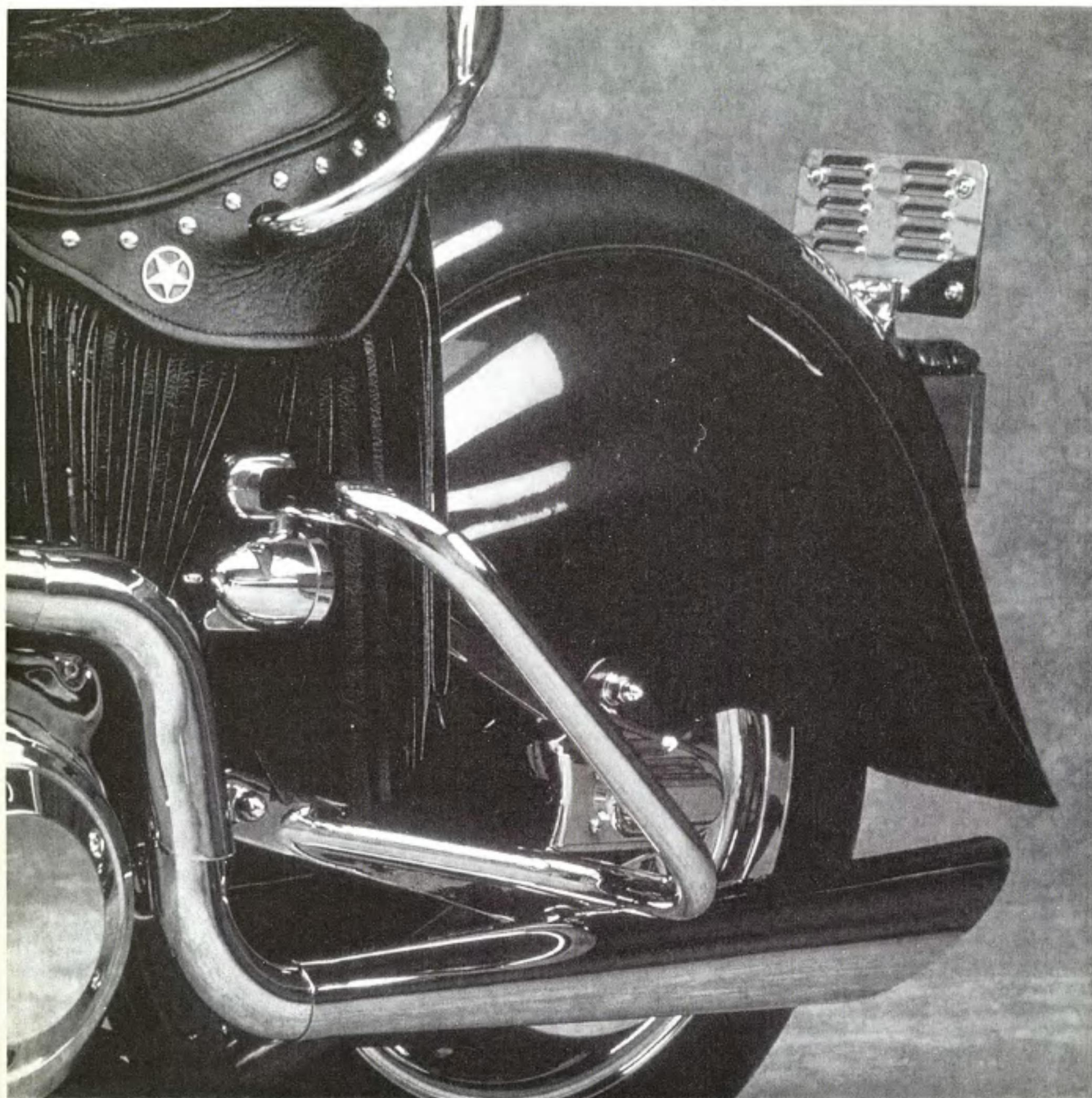




forks, an S&S carb, an Andrews cam, Prototec mirrors and handlebar grips, R.C. wheels, GMA brakes . . . and it only took five months?

But the tech sheet only tells half the story. That trough of a gas tank is actually *six* tanks, their pieces and parts cut and welded to form contours and sleek lines. The rear fender rails were cut off to create the illusion of a rigid frame, and, according to Mac, everything was designed to give the bike its "Flash Gordon" look.

Inspired by some Ness-terpieces at Daytona a few years ago, Mac began acquiring parts, knowing →



exactly what he wanted to do. Finding the folks to help him do it was harder. According to Mac, one shop he was working with "seemed to take pride in their own limitations." On the other hand, Russ Tom and the people at Downtown Harley-Davidson in Tacoma, Washington, were just the opposite. They took on the design and quickly brought his vision to life. Mac couldn't say enough about how flexible Russ' team was in accommodating and solving the challenges presented to them.

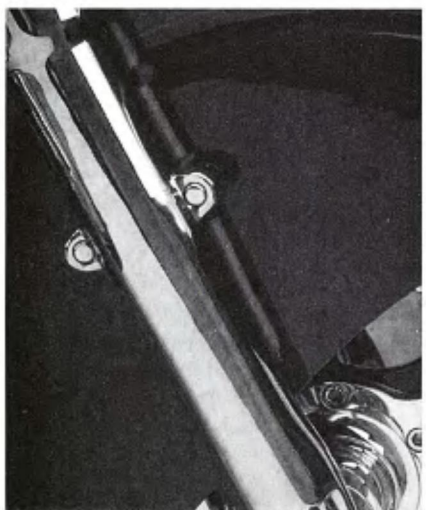
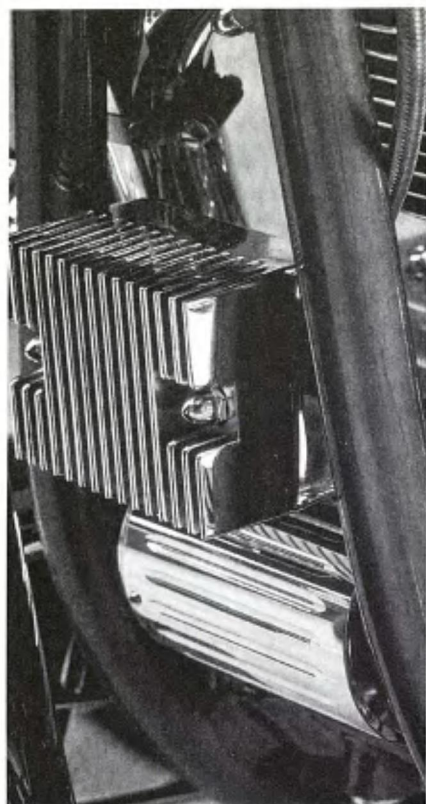
That fine seat and leatherwork originally came off an old panhead

and was brought to life by Dave Putnam at Rude Leather in Sacramento, California. In fact, the seat arrived and was slapped on the bike with about 20 minutes to spare. Seems there was a bike show sponsored by this rag across town, and Mac had until 4 p.m. to get in and set up.

Roy Dunn of Auto Accents crafted the detailed Indian tank graphics, and Russ and Charlie at Tanks Only laid down the candy purple paint job. It was actually supposed to be another shade—but hell, if this is a mistake, what does flawless look like?

Notice the running lights? Mac added them because he's got this little quirk about being rear ended at high speeds, says it's not a fun thing. We'll take your word for it.

The owner of this majestic ride believes firmly in self-determination. He is a Native American, a member of the Puyallup tribe. They were originally fishermen and traders who canoed up and down the Puget Sound. Mac manages a family bingo hall with 100 employees, and he gives anyone who wants to work a chance. What he really does is give back to the community so that his



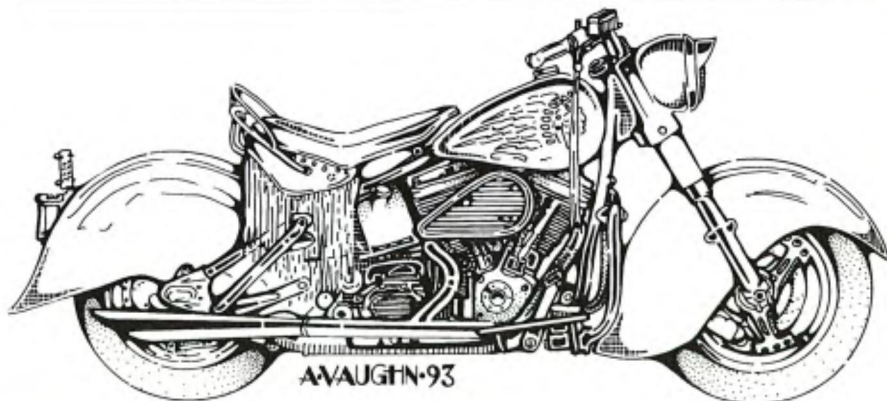
people can be self-sufficient.

His hybrid Indian is a real head-turner, but Mac still wants the real thing. He's first on the wish list at Carmen Tom's (Russ' dad) Downtown H-D, the scheduled Northwest dealership for Indians when they start rolling off the line.

Meanwhile, rumors are still flying about when proud Indians will be back. Looks like Mac will just have to suffer for now, sporting his one-of-kind, head turning ride. Must be tough having the best of both worlds.

—Drummer

Owner(s): Mac Turnipseed		City: Tacoma, Washington	
General		Frame	
Fabrication by: Dick Washer, Downtown H-D		Year: '91	
Year and make: 1991 H-D		Builder: H-D	
Model: FLST-I(Indian)		Type: Softail	
Value: \$35,000		Rake: stock	
Assembly: Dave Kattie, Downtown H-D		Stretch: none	
Time: five months		Other alterations: none	
Chroming: Art Brass		Accessories	
Engine		Bars: knuckle	
Year: 1991		Risers: 2-inch	
Model: Evolution		Fender(s): DelCarlo	
Rebuilder: Dave Kattie, Downtown H-D		Headlight: H-D	
Ignition: Dyna		Taillight: tombstone	
Displacement: 93 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: Razorback footboards	
Balancing: S&S		Rear pegs: none	
Pistons: S&S		Electrics: 12-volt	
Cases: H-D		Gas tank: Downtown H-D	
Heads: Fast Co.		Oil tank: horseshoe	
Cam: Andrews		Oil system: braided lines	
Lifters: H-D		Primary cover: Prototec	
Carb(s): S&S Super E		Seat: Rude Leather, Sacramento, Calif.	
Air cleaner: Ness		Sissybar: nope	
Pipes: Downtown H-D		Height: n/a	
Mufflers: Downtown H-D		Material: n/a	
Transmission		Forks	
Year: '91		Type: Heritage	
Modifications: none		Extension: none	
Shifting: foot		Builder: H-D, Downtown	
Engine sprocket: 24-tooth		Special features: FLH shroud	
Trans sprocket: 35-tooth belt		Wheels	
Wheel sprocket: 70-tooth belt		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Tanks Only		Hub: R.C. Components	Hub: R.C. Components
Painter: Roy Dunn, Auto Accents		Rim width: 3.5-inch	Rim width: 3.5-inch
Color: candy purple		Tire: Metzeler	Tire: Metzeler
Type: Radiance		Brake: GMA	Brake: GMA
Special paint: Roy Dunn			
Other special modifications: very special thanks to Dave, Dick, and Mike at Downtown H-D, Tacoma, Washington.			
Photos: Mike Lichter			



RIDIN' WITH RIP...

Don't Leave Home Without It

When Lt. John Lorincz, DMD, was transferred a year and a half ago to the dental offices at Boron Prison in California, he found himself in the middle of the Mojave desert with nothing but sand, cactus, and his copy of *Ridin' With Rip*—The Bros Club Guide To America.

So, naturally, it didn't take long for John, his wife Renate, and his best bro Jeff to locate the hot spots. For starters, they checked out the Lost Hawg Saloon in Oro Grande. This desert oasis serves as a way station for dry, tired, hungry bros who are trekking through some of Mother Nature's most desolate areas.

And, as if serving a cold brew on a hot day weren't enough, the Lost Hawg draws in bikers from as far as the eye can see for their semi-annual Lost Hawg Motorcycle Rodeo. The bar is also home to the Lost Hawg MC.

As *Ridin' With Rip* describes the place, it's a "genuine biker bar with live rock and country bands every Friday and Saturday night. When you're done partying, they let you crash outside on their premises. Most nights they have wet T-shirt, shorts, and tattoo contests."

So if you're ever in the Victorville, California, area, be sure to take Rip's book because the Lost Hawg isn't listed anywhere else, not even in the phone book!

Of course bikers are a hearty bunch who can make themselves at home most anywhere, so it's not surprising that there are a few other biker-friendly establishments in the high desert. For example, the Mother Lode in Hesperia is a must-see with its tree trunks for barstools. If drinking isn't entertaining enough for you, they also have pool tables, dart boards, and a juke box.

During their travels, our Bros Club trio also rediscovered a biker haven that somehow escaped mention in Rip's guide: the Screaming Chicken Saloon in Devore. At first glance, the Chicken looks like any one of hundreds of abandoned gas stations that dot the desert highways. But, inside... Well, let's just say that the bikes parked outside are not a mirage. This is a biker bar and, thanks to John and company, we'll get it listed in the next edition of *Ridin' With Rip*.

If you know of any biker-friendly bars, restaurants, campgrounds, etc., that aren't listed in Rip's book, please drop us a line and let us know. Send the name, address, and phone number, and we'll include it in the next reprint. We expect to go to press soon, so put that beer down and send us the information right away.

—Bill Bish

TOY RUN

Hurry, There Are Only 146 Riding Days Till Christmas!



Yeah, I know, it's the middle of summer, the sun's reflecting off that brand-new paint job, and the road's calling your name. The last things on your mind are sleigh bells, snow shovels, and Christmas trees. But last December we ran a list of Bros Club dealers who were sponsoring toy runs, so we thought you might like to know how one of them turned out.

Ray Boone of Little Ray's Cycle, our Bros Club Dealer in Leavenworth, Kansas, teamed up with the XI-Worth Riders Association to co-sponsor their first annual toy run on November 29.

In spite of a thermometer reading that bottomed out somewhere around the "damn cold" mark, Santa led the parade of motorcycles through the oldest city in the west, Leavenworth, Kansas, packed down with toys and goodies for the Marine Corps' "Toys for Tots" program.

After delivering a truckload of cheer to all the needy tots, the XI-Worth Riders sponsored a chili and cornbread dinner at the local VFW Post 56.

Enjoy the summer runs while you can, but keep an eye out for a future listing of Bros Club dealers sponsoring toy runs this year. Ho! Ho! Ho!

—Rodeo



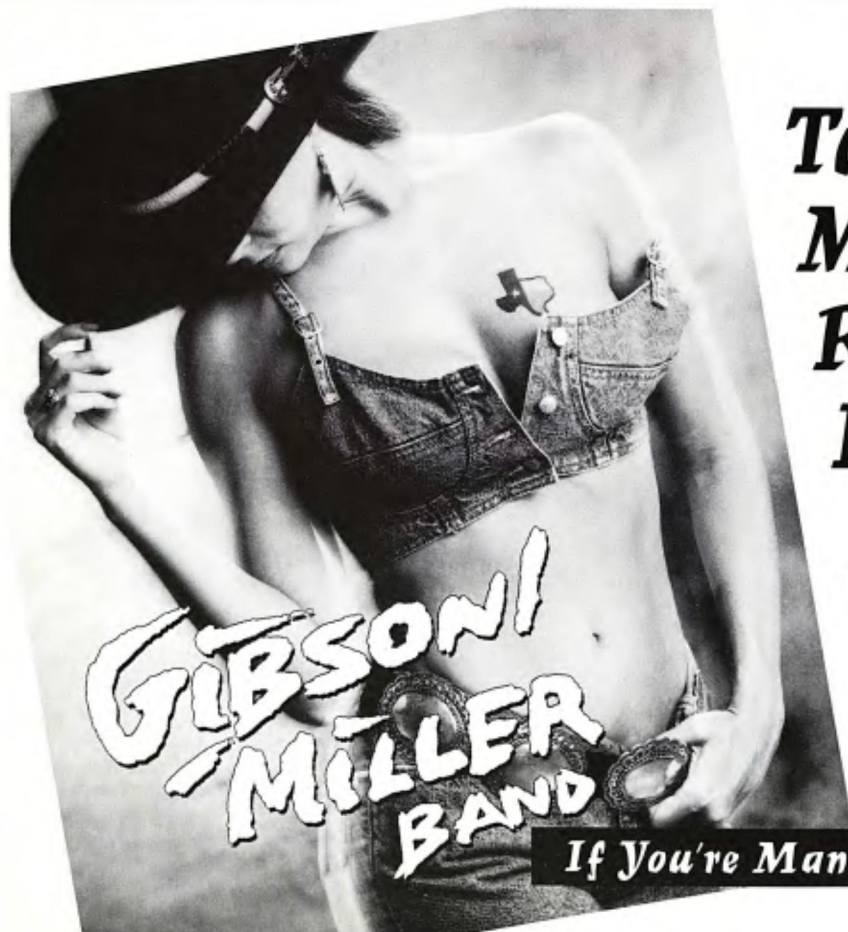
NEWLY HITCHED

Bros Club Members Tie The Knot That Binds

Congratulations to newlywed Bros Club members Mike and Allisyn Madsen who tied the knot in Sioux City, Iowa, on July 25 and then did their honeymoon gig in Sturgis.

Good luck and remember Spider's advice, Mike, "Never go to sleep before she does."

—Bros Club



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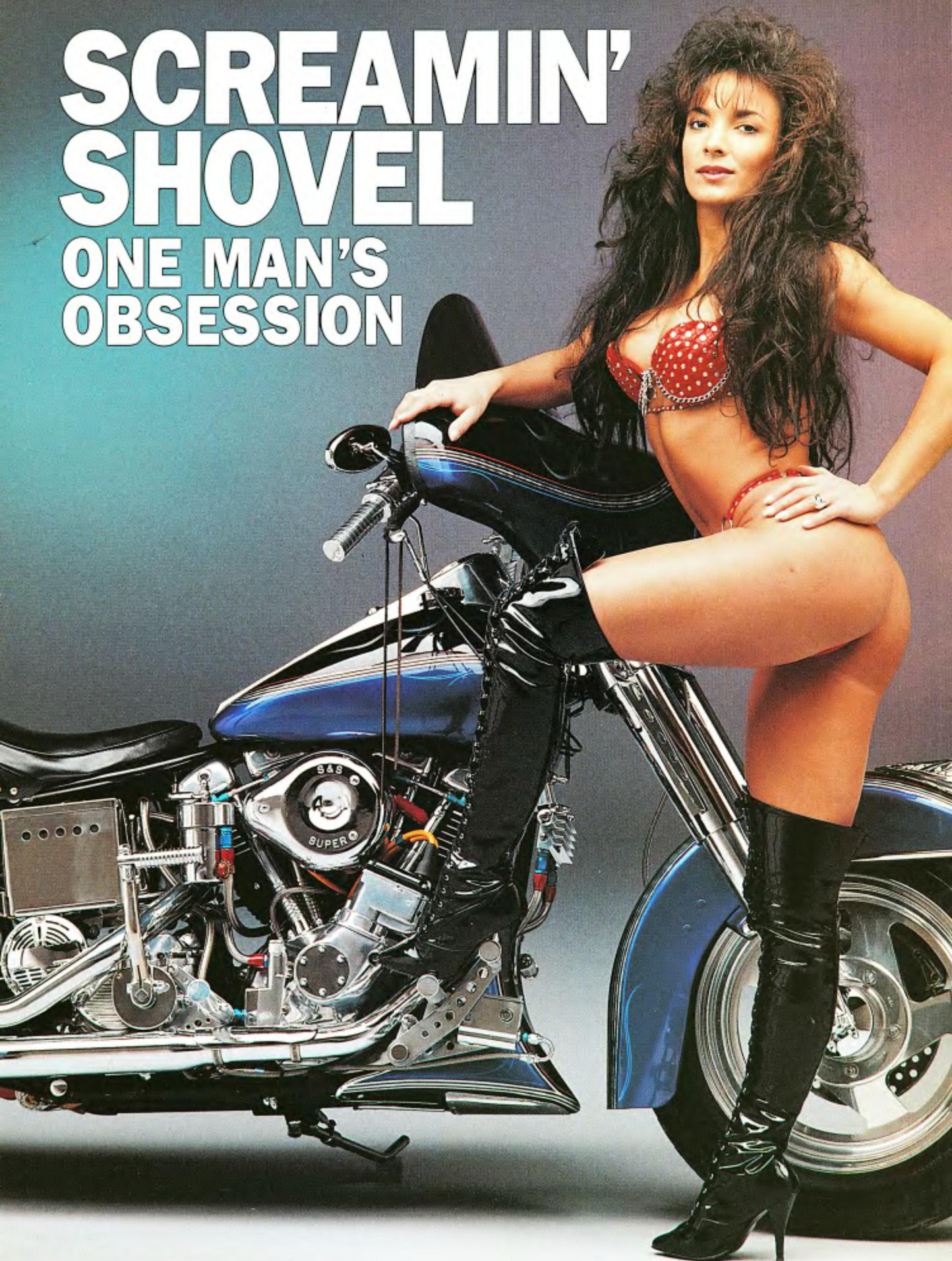
PHOTOS BY E.C. WISNER





SCREAMIN' SHOVEL

ONE MAN'S
OBSESSION



*Up on the white veran-
dah, she wears a neck-
tie and a Panama hat.
Her passport shows a
face from another time
and place—she looks
nothin' like that.*

—Bob Dylan
“Black Diamond Bay”



I've worked in periodical publish-
ing more years than I care to
recall. And even though I work
for *Easyriders*, the best rag in the
world, I'll never get used to the
inevitable and inescapable horror
show that rolls around each month
like clockwork—deadline. Earlier
this year, Johns Hopkins University
released the results of its exhaus-
tive study of 177 magazine editors
throughout the United States. The
report identified deadline as the
cause of a variety of ailments afflict-
ing the nation's editors, including
sticky saliva, high stool, tongue
turds, delayed borgarigmas, run-
ning of the mouth, drooping dick,
and shortness of pants.

When it comes to bike features,
deadline problems may be com-
pounded by the extremely compli-
cated arrangements sometimes
required to bring owner, machine,
photographer, and model together
in the same studio at the same
time. A typical issue of *Easyriders*
contains five bike features. That
comes to 60 bikes every 12
months, year after year. To satisfy
this long-term demand, we try to
shoot bikes well in advance of
the issue in which they are to
appear. Since a new deadline and
unforeseen catastrophes always
loom on the horizon, these photos
are like money in the bank. But
sometimes the bike's been
wrecked, rebuilt, or sold during the
period between the photo session
and publication of the issue featur-
ing it. Such was the case with the
amazing shovel on these pages,



the creation of master customizer Ron Lindquist, who owns a shop in Warren, Michigan.

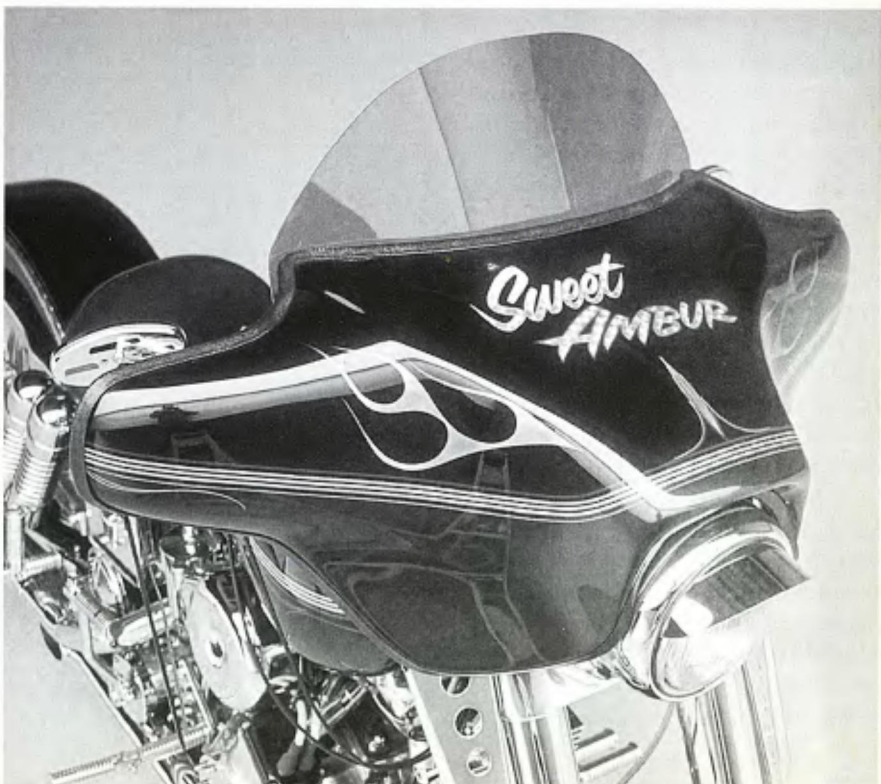
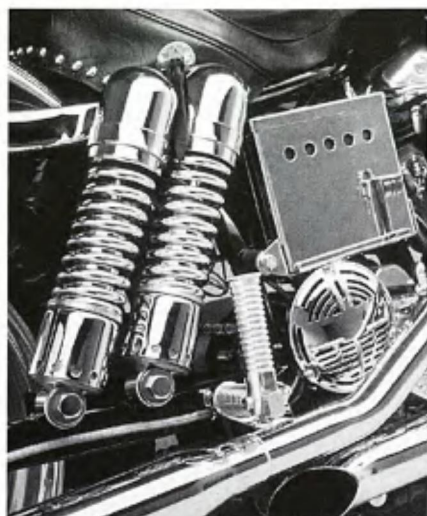
Ron's been in the customizing business for over 20 years. With the exception of two parts—the frame and the triple trees—Ron modified everything on this bike. And I ain't talkin' Harley stickers and aftermarket bolt-ons, either—just check out the one-piece, aluminum console, or the specially lengthened swingarm, or the unique, hand-crafted controls, or . . . well, you get the idea.

One of Ron's friends, a state trooper, agreed to clock him on radar while Ron cranked the bike to the max as he ran it through the gears. One night on a deserted stretch of Highway 696, the bike flashed past the trooper's electronic gun at 156 mph. Sweet Ambur—the name of both the bike and Ron's 10-year-old daughter—was indeed an amazing bike, but this bedazzling beauty exists now only in the photos you're lookin' at, shot last year in October.

Well, not exactly.

Turns out Ron rebuilds the scoot annually. For this year, he pumped another 14 grand into the 1992 version of Sweet Ambur shown here. The bike now displaces 110 big cubes and features wider fenders, Shoemaker polished billet aluminum cylinders, Delkron cases, a side-draft Weber carb, two-stage nitrous, dual-disc front end, different paint, new risers, altered grips, a new dash, and a computerized alarm system. The bike's long stroke, big bore, and 13.2-to-1 compression ratio make it, for all practical purposes, a Top Fuel machine. As Ron himself said, "The current version makes the one goin' in the magazine look like a rat bike."

A beast like that would be plenty for most guys, but not for Rabid Ron. Changes planned for 1994 include a blower, a radically modified Paughco frame, low compression pistons, and Hilborne fuel injection. If all goes well, Ron expects next year's model to achieve escape velocity, thereby becoming the first Scoot Satellite circling the planet. →



Obviously, Sweet Ambur plays a uniquely significant role in Ron's life. You see, for many years, Ron was a no-shit, hell-raising, biker badass, spending every day in metabolic overdrive—always pushing the redline on the the ol' Tachometer of Life. He made sure his meals always included the five basic food groups—starch, carbohydrates, sugar, grease, and alcohol—but nothing helped. To paraphrase Willie Nelson, Ron found himself drownin' in a whiskey river, suckin' down oversize glasses of 100-proof all day, every day, around the clock. In short, he was headed straight for the Big Swig, the Casket Cocktail, the Morgue Martini.

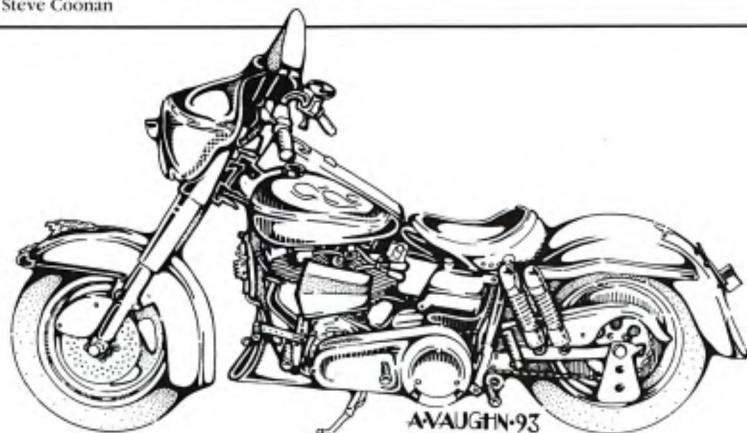
Eventually, Ron's system refused to run on the all-booze, no-sleep, never eat diet, and one day in 1988 he was surprised to find himself waking up from a 14-day coma, the result of alcohol poisoning. But, as Ron tells the story, God, Alcoholics Anonymous, family, and friends (especially Gary Orbine of G.O. Performance) eventually hauled his sodden ass out of the bottle. After drying out, and with the support of both the human and the steel Sweet Ambur, he reclaimed his life.

Then, on June 12, 1989, Ron received a call informing him that his wife had been killed in a motorcycle accident. The news scattered his shit bad, leaving him twisted by grief and half crazy from despair. The doctors had warned Ron that a return to drinking would be a death sentence. Even so, he came close to chucking eight months of sobriety for a shot of 100-proof anesthetic. And who could have blamed him if he had? Instead, he turned to Sweet Ambur and found the strength to resist chemical suicide.

Ron has steered clear of the sauce for almost five years now, all the while fabricating fantastic custom motorcycles like this one. The so-called real world rarely provides the kind of happy ending seen in the movies. But this time it did, and Ron is living proof.

—“Cool” Ling Finn

Owner(s): Ron “T” Lindquist		City: Warren, Michigan	
General		Frame	
Fabrication by: Line-Quest Performance		Year: 1978	
Year and make: 1978 H-D		Builder: H-D, Line-Quest Performance	
Model: FLH Classic Pro-Street		Type: swingarm	
Value: \$46,000		Rake: stock	
Assembly by: Line-Quest Performance		Stretch: none	
Time: over 2,000 man-hours		Other alterations: 3.5-inch longer swingarm	
Chroming by: Warren Custom		Accessories	
Engine		Bars: 6-bend buckhorn	
Year: 1978		Risers: Line-Quest Performance	
Model: shovelhead		Fender(s): Ultimate Welding	
Rebuilder: Double A Cycle		Headlight: H-D	
Ignition: Morris magneto/coil		Taillight: G.O. Performance	
Displacement: 67 cubic inches		Speedo: Mac Cycle	
Lower end: top secret		Front pegs: G.O. Performance	
Balancing: Cornell		Rear pegs: G.O. Performance	
Pistons: Arias		Electrics: E.Z. Time	
Cases: polished		Gas tank: Line-Quest Performance	
Heads: G.O. Performance		Oil tank: Hot Rod Mike	
Cam: macho		Oil system: Auto-Cycle; marine	
Lifters: solids, one piece		Primary cover: Line-Quest Performance	
Carb(s): S&S series G		Seat: modified Mustang	
Air cleaner: S&S		Sissybar: where?	
Pipes: Line-Quest Performance		Height: no inches	
Muffler(s): yep		Material: reinforced nothing	
Transmission		Forks	
Modifications: all Andrews		Type: FLH	
Year: 1978		Extension: 4-inch	
Shifting: 4-speed, fast		Builder: Line-Quest Performance	
Engine sprocket: 3-inch Primo belt		Special features: hidden	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 45-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: all steel, owner		Hub: RevTech	Hub: RevTech
Painter: KC		Rim width: 4-inch	Rim width: 4.5-inch
Color: blue and black		Tire: Dunlop	Tire: fat Dunlop
Type: Imron		Brake: disc	Brake: dual Perf. Mach.
Special paint: flames, silver leaf			
Other special modifications: stainless steel and aluminum. Special thanks to: Ambur, KC, Mac, Ed, Gary Osborne, Gary Orbine, Mike, Jerry, Chet Hall, Line-Quest, my family, AA, and God.			
Photos: Steve Coonan			



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FLYIN' FREE

TERI SWEET

Oxford, Ohio



Photo: from Teri Sweet

I got married when I was 16 years old. It was 1974, and, at the time, my husband owned several motorcycles. Well, it wasn't long before the children came, and he was forced to sell his bikes off one by one in order to provide for us. I never saw what the big deal was . . . I had never been on a bike and didn't understand.

Then, in 1990, with the kids mostly grown and our finances at a point where we could afford to spend some money on ourselves, my husband was able to replace his lost bikes with a new 1989 FXST. I was a bit apprehensive at first, but, in addition to being a good husband and father, he'd worked hard and long and deserved to have something for himself. Well . . . what a thrill!!! I loved it! It was just him, me, and the Harley. Now I understood what the big deal was. Every chance we got, we were out on the bike, just cruising around and enjoying life.

Then tragedy struck. One July night in 1990, on a dark, country road full of unmarked "S" curves, we went down after hitting a fresh patch of pea gravel

on one of those dreaded curves. I wound up in a soybean field with the FXST on top of me. My husband was thrown clear and suffered some bruises and road rash. I was airlifted to the nearest trauma center. I'd caught my left calf on the belt guard, torn the left

Whenever the weather is good, you can find me flyin' free on my very own Harley

calf completely off my leg, dislocated my left knee, shattered my right femur (my right leg was wrapped around my neck), and broke three vertebrae in my lower back—not to mention the other bruises, bumps, cuts, and scrapes. I was a mess.

Of course, everyone immediately said things like: *No more bikes for you . . . You're 32 years old . . . You have kids you need to think of . . . Don't you*

have more sense? And so on and so forth. But guess what? I'd already caught the biking fever, and their words went in one ear and out the other.

Insurance put the FXST back together. The doctors put me back together (with operation after operation). But I was determined to get back on that bike and worked hard until I was back to "normal." I rode a little the next summer (1991), but I was nervous and couldn't really relax when I was on the back of that bike. Then in May of 1992, I took the Ohio Adventure Bike course. Yes, I was back on a bike, but with a difference: I was in control. This just thrilled my husband to death. The sweetie went out and bought me my own Harley: a 1986 Sporty!

Now, whenever the weather is good, you can find me flyin' free on my very own Harley. I encourage everyone to take a rider training course. Even if you've been riding for years, the course will teach you something. It gave me the confidence I needed and taught me the importance of safety first.

—Teri Sweet

SANDY PRANCIK

Marion, Indiana



Photo: Bill Myers Photography

Ever since I was a young girl, I was mesmerized by the sight of Harleys. They were so majestic and beautiful. I started riding Harleys, as a passenger, back in '58 and swore to myself that one day I would have one of my own.

After I got married and busied myself with the raising of two young girls, I put my Harley dreams on the back burner. . . till 1962 when my husband and I walked into a Harley dealership in Illinois. I fell in love with this beautiful '62 Super Glide and told my husband, "If you don't buy it, I will." Two weeks later, he brought it home. I knew how to operate the front brake, back brake, and clutch, but I didn't know how to work the foot shift. My husband wouldn't show me, either. Then one night when we were out cruising he stopped the bike in the middle of the highway and told me to sit in front of him and put my foot on his. I learned quickly, and, soon I was riding more than he was.

Then, after 17 years, the marriage ended in divorce. I sold the bike and took a job with General Motors.

In 1984, my daughter Wendy bought a 550 Yamaha. I was disappointed in her

choice of bikes, but what could I say? At least *she* was riding. Wendy was dating a man who rode a Harley, and when he rolled up on his machine, it stirred up all those old feelings. Wendy kept telling me to ride her bike, but I knew that if I got on it—I'd never get off. One night, that's exactly what happened. Once I was on her bike, I realized that the passion never leaves you. But a bike like hers simply wouldn't do. I had to have a Harley. I went to the dealer three times before I sat on the 1985 Softail. When I picked it up off the kickstand, I felt like I was in heaven. I bought it that day.

I've put 100,000 miles on that bike, riding in all kinds of weather and to all kinds of places. As a member of HOG, and Women On Wheels, I always have plenty of runs to go on. And as long as I'm riding, I think nothing of a 200-mile putt (one way) for a good catfish dinner. I know I'll always own a Harley, and I look forward to another 100,000 miles in the wind. My daughter Renee says, "I'd like to see you when you grow up, ma." As long as I'm riding, that'll never happen.

—Sandy Prancik

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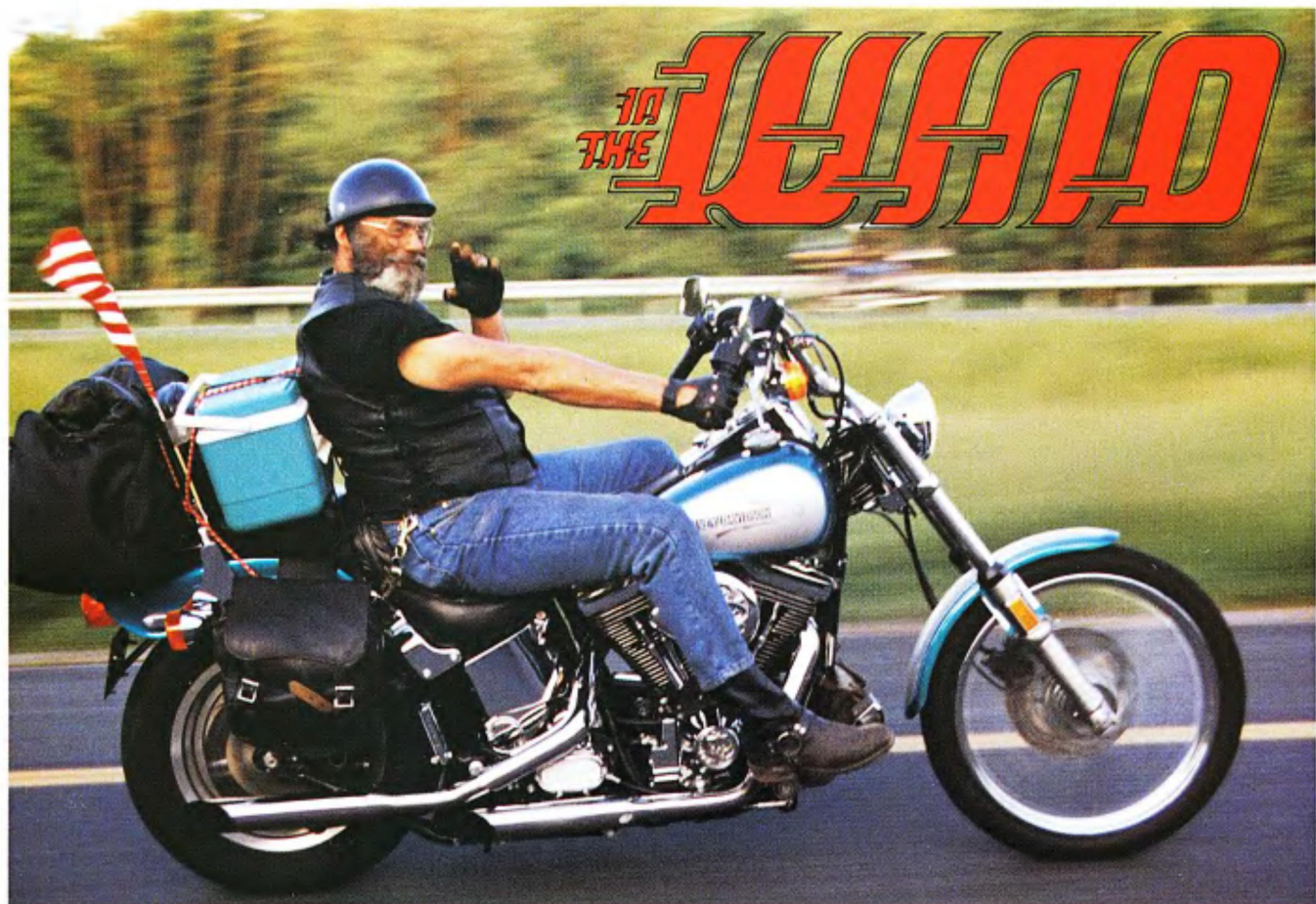
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Monday Night
RIDE





—Snap Shot, Manchester, N.H.

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—Joe Biker, Waupun, Wis.

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.

—Kenny Sullivan, Sumerduck, Va.





—Bill Adams, Cherokee, S.C.

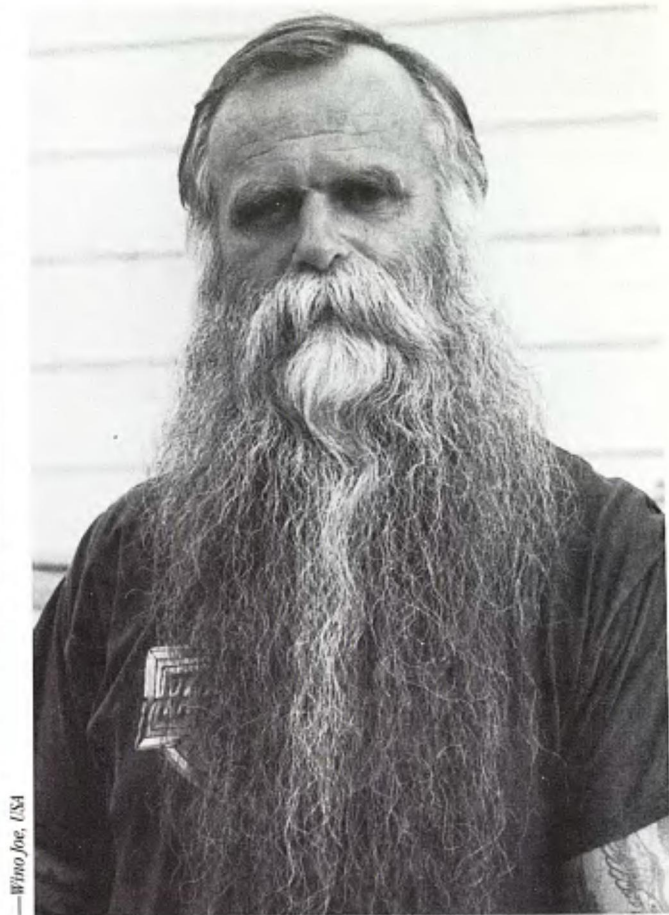


—Blue Bike Mike, on the road





—Ghost Rider, Restless Few MC Pig Roast



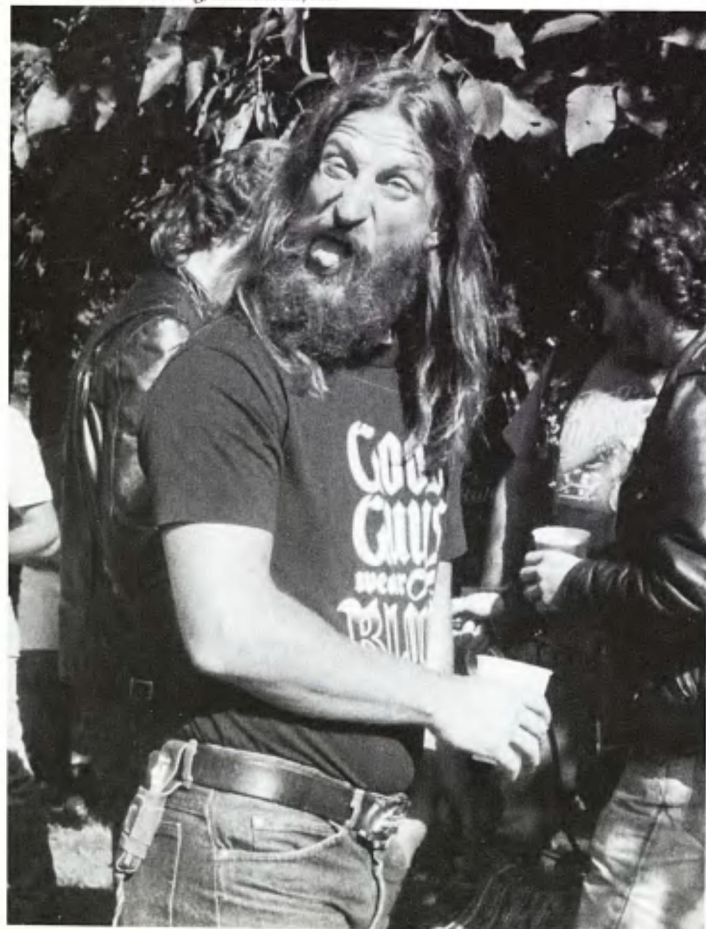
—John Lewis, Flint, Mich.





—D. & R. Van Valkenburg, Halcottsville, N.Y.

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—Marie Soderberg, Uppsala, Sweden

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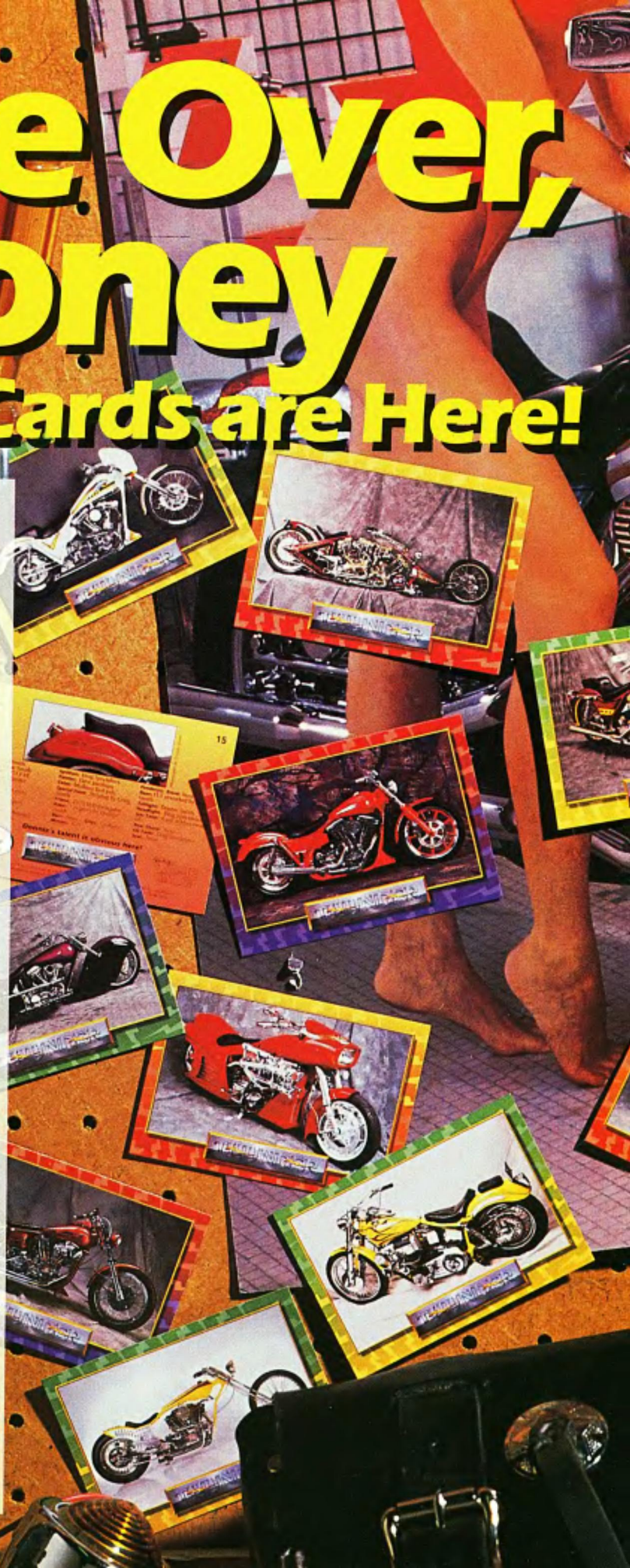
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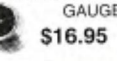
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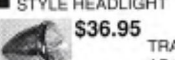
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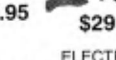
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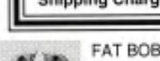
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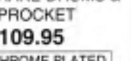
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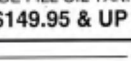
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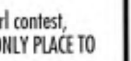
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AUGUST 20, 21, 22

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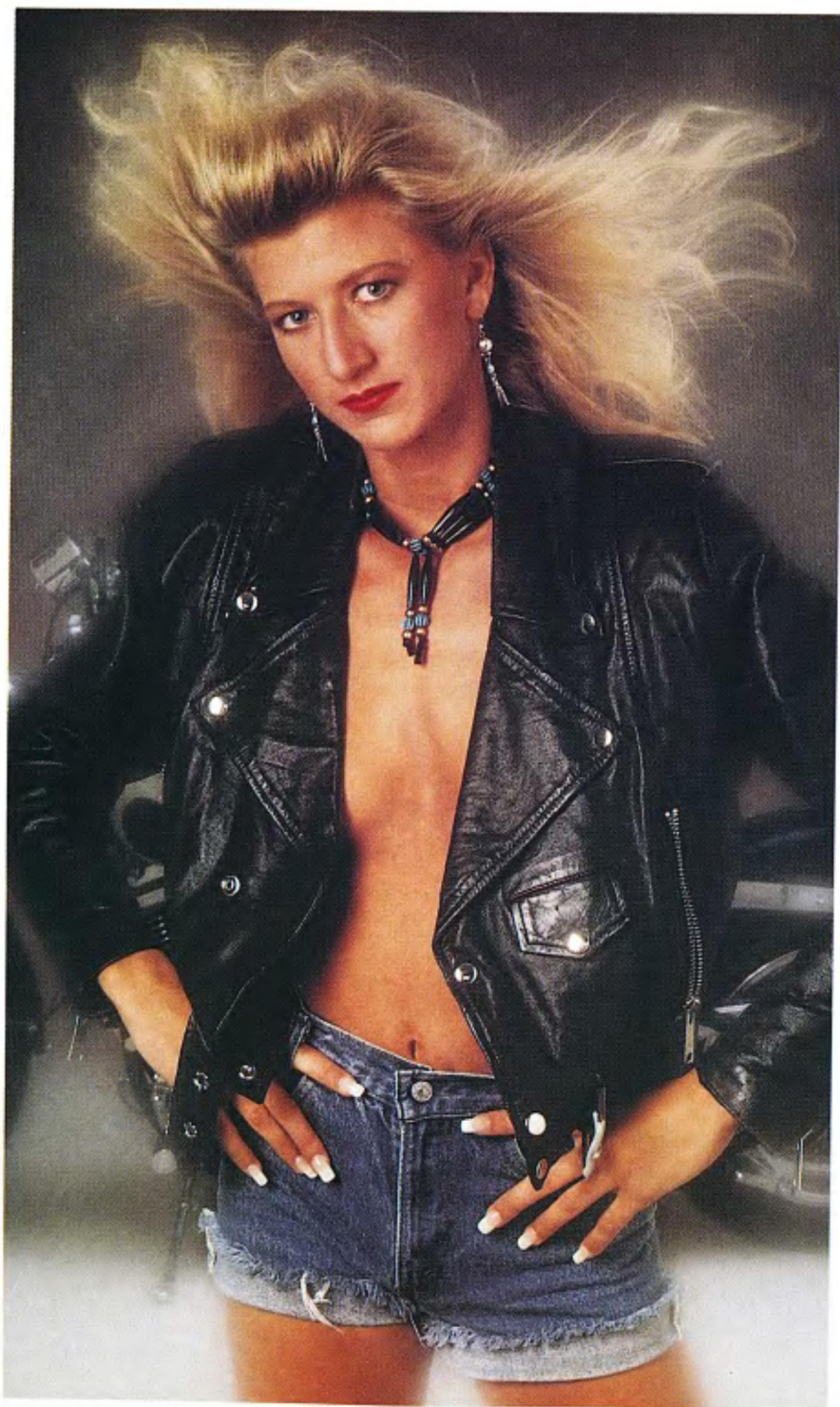
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Texas Style



Why Texas style? Why not? Texas is the land of fast women, fast cars, and even faster bikes; everything's larger, better, and more plentiful there. If you don't believe me, ask a Texan.

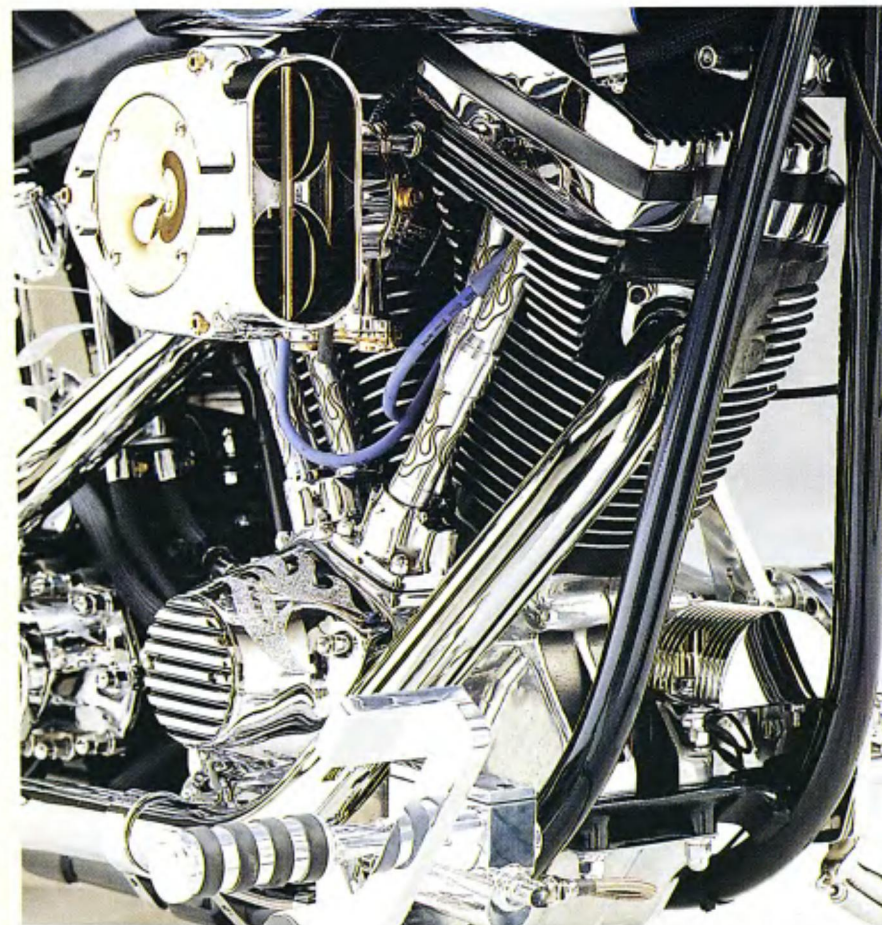
You're skeptical? Then stop to check out the flicks and spec sheet before you read on, because the 104-cubic-inch mill sported by the monster pictured above is pure Texas gold. We ran across this bike at the *Easyriders* Regional Bike and Tattoo Show in Waco, where it took first. The bike and its owner, Frank Williams, hail from Keller, Texas. But that isn't what makes it a Texas-style stroker. To get a Texas-style stroker, you have to add Dyna electrics, an S&S lower end, Spu the pistons, Branch Flowmetrics heads, a Crane cam, an S&S Super G carb, and a KuryAkyn Hyper Charger to the 104 cubic inch mill. You've got to build a machine that'll put ya into triple digits with a flick of the wrist, a machine that'll eat up long, straight stretches of asphalt, with nothing between you and the horizon but Texas speed bumps (armadillos).

This monster was built by Frank Williams, Tom Goodpaster, and Bill Marks. It wasn't all peaches and cream (or cold beer and beef steak, if you prefer), either. But when is it? To start with, you don't build a beast like this for chump-change. Frank's eaten enough macaroni and cheese over the years to testify to that.

Yes, I said, "Years." Frank started customizing this bike shortly after he bought it in November of 1983. The low-down look it's sporting is the latest of the five or six different styles Frank's tried. The bike's had a king and queen seat, pullbacks, a stretched-out front end, solo pads, drag bars, and a half-a-dozen different paint jobs. You name it, and Frank's tried it.

The bike's been shown since 1985, originally on the East Coast, then later in Texas. But even if you've seen it before, it's doubtful you'd recognize it. It's always changing.

The engine was originally stroked a couple years ago. In fact, that was the reason for this latest rebuild. During the process, someone put one too many spacers on the cam, →



throwing it outta balance. It was macaroni and cheese time again. And time to look for another wrench.

The bro Frank found was Bill Marks. I could easily do a whole article about Bill. In his late 70s, Bill rides regularly, parties hardy, and has probably forgotten more about Harleys than most of us will ever learn. I won't go as far as to say he's the best wrench in Texas, because I have no way of knowing that, but he's a damn good one. He'd have to be to put together a 104-cubic-inch mill that could hold up under a wick twister like Frank.

As for the rest of the rebuild . . . Over the years, Frank had grown kinda fond of macaroni and cheese, so he figured that while the mill was torn down, he would change the bike a little. But a little turned into a lot. Doesn't it always? What you see in the photos is where things ended up.

Ralph Dorsey from PPD in Moreno Valley, California, did the custom metal work, making the coil cover, gas cap, and shifting linkage, among other things. Sumax did the engraving. Palmer handled the molding and paint. Of course, the chrome had to be redone so it went to ALBA Metal. Then Frank and Tom Goodpaster put it all together.

The only problem Frank faces now is what to do with his wife's Sporty so it can keep up.

Someone else who is hot and bothered is the sleek honey next to Frank's ride. She is Tracey, your fine Fox from the Mile High City. Tracey added a lean, warm dimension to Frank's big incher.

—Silent



Owner(s): Frank Williams	Engine cont.	Frame cont.	Forks cont.
City: Keller, Texas	Carb(s): S&S Super G	Stretch: none	Extension: 2 inches under
General	Air cleaner: KuryAkyn	Other alterations: molded	Builder: owner
Fabrication by: Custom Touch	Pipes: Paughco	Accessories	Special features: check it
Year and make: 1984 H-D	Muffler(s): none	Bars: CCI drag bars	Wheels
Model: FXST	Transmission	Risers: 4-inch straight	Front
Value: \$35,000	Modifications: none	Fender(s): stock w/louvers	Size: 21-inch
Assembly by: Tom Goodpaster/owner	Year: 1984	Headlight: H-D	Hub: RevTech
Time: six months	Shifting: Land Mark Manufacture	Taillight: catseye w/B.W. billet	Rim width: 2.5-inch
Chroming by: ALBA Metal Finishing	Engine sprocket: 24-tooth	Speedo: 1991 speedo head	Tire: Metzeler
Engine	Trans sprocket: 35-tooth	Front pegs: JayBrake	Brake: H-D
Year: 1984	Wheel sprocket: 70-tooth	Rear pegs: none	Rear
Model: Evolution	Painting	Electrics: 12-volt	Size: 16-inch
Rebuilder: Bill & Tom	Molding: Custom Touch	Gas tank: factory	Hub: RevTech
Ignition: Dyna	Painter: Custom Touch/Palmer	Oil tank: stock	Rim width: 4-inch
Displacement: 104 cubic inches	Color: blue fade to black	Oil system: CCI pump	Tire: Metzeler
Lower end: S&S	Type: acrylic	Primary cover: H-D/Sumax	Brake: H-D
Balancing: Bill Marks	Special paint: pearl flames	Seat: Custom Leather Designs	Other special modifications:
Pistons: Spathe Engineering	Frame	Sissybar: none	engraving by Sumax, powdercoat-
Cases: H-D	Year: 1984	Height: n/a	ing by Show-N-Go, coil cover by
Heads: Branch Flowmetrics	Builder: H-D	Material: n/a	Ralph Dorsey,
Cam: Crane	Type: FXST	Forks	
Lifters: H-D	Rake: stock	Type: wide glide	Photos: Michael Lichter

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Tracking Turn Signals

□ I'd like to know who made the turn signals featured on Jim Cruz's red '69 shovel in your November '92 issue?

Joe
San Rafael, Calif.

#230289 Chrome Specialties

Electric Trike

□ I'm rebuilding a 1960 Servi-car and would like to put an electric starting unit on it. Is there a kit that mounts to the trans? If so, who distributes it?

Dale Svehla
Tinley Park, Ill.

■ For the last few years of production, the Servi-car had electric start. Get later model parts.

One Up, Three Down

□ I just bought a sharp-looking, stock '74 Super Glide with 11,149 original miles. What nobody seems to know, including my mechanic, is why it shifts backwards—yeah, one up and three down. Does anyone know what inspired AMF to build such an oddity. Also, what years and models had this shifting pattern?

Honi Greenelee
New Straitsville, Ohio

■ '72 to '74 FX models have the reversed shift pattern because they use FLH linkage. Later FXs shift through the primary. The difference is which way the shift lever points. There are also two shift drums (mirror images of each other) that can be used to (re)reverse the pattern on any pre-1979 4-speed ratchet top.

Trump Parts

□ To all Triumph owners who wrote in asking where to find parts, here you go:

British Cycles Supply Co. Ltd.,
Box 119, Wolfville,

NS, Canada, B0P 1X0; (902) 542-2258

British Only Motorcycle Parts
32451 Park Ln.
Garden City, MI 48135; (313) 525-1980

British Parts Suppliers
21608 Cold Spring Dr.
Leander, TX 78641; (512) 267-2354

Trip Planning

□ The ol' lady and I are planning a 5,000-mile trip: Chicago, to the Grand Canyon, to Sturgis, to Wisconsin, back to Chicago.

I have a '51 bottom, '80 shovel top, with a Bendix carb, an adjustable main, and a 12-volt system with manual points.

What adjustments will be necessary to insure that I won't fry my rebuilt motor while traveling through different states and altitudes? I run drag pipes.

Rowdy Dowdy
Chicago, Ill.

■ Be prepared for hot weather. Arizona temps can be way over 100 degrees. Keep the plugs a tad on the rich side.

Sporty Woes

□ I have an early '73 900cc XLH which was factory bored to 1000cc. My pistons are .50 over. I know it's thin, but she's still on the road. Conversions? Options?

Hobbit
Atlanta, Ga.

■ Sportys up to early '73 are identified by hex-headed head bolts. Late '73 to '85 models have 12-point head bolts. Heads alone aren't interchangeable, but the '72 and early '73 models can be updated to later-model heads and cylinders because the cylinder base pattern is the same.

Sportster Primary

□ Has there ever been a gear manufactured to replace the primary chain and

sprockets on Sportsters? If not, why? Wouldn't it take some of the lash or jerkiness out of the system?

Richard Beach
Dallas City, Ill.

■ The lash is not so much in the chain as in shift dog clearances in the tranny. This clearance is necessary to allow shifting at higher rpms. The jerkiness will go away when you aren't lugging the engine.

Proportioning Brakes

□ I have a '92 FXLR. I'm interested in having a special steel-braided line made with a "T" in it that will run from my front brake master cylinder, to a proportioning valve, to my front and rear brake calipers. I'd like to shitean the rear master cylinder, brake pedal, fluid reservoir, and light switch.

If the front master cylinder is powerful enough, where can I get the hydraulic line and proportioning valve? Cost?

Aaron Luethe
Tacoma, Wash.

■ This modification requires serious re-engineering. The one master cylinder must be able to pump the same volume of fluid and pressure as two. You'll need to understand how the system functions and what its handicaps are. Call Performance Machine: (310) 634-6532.

Coil Comment

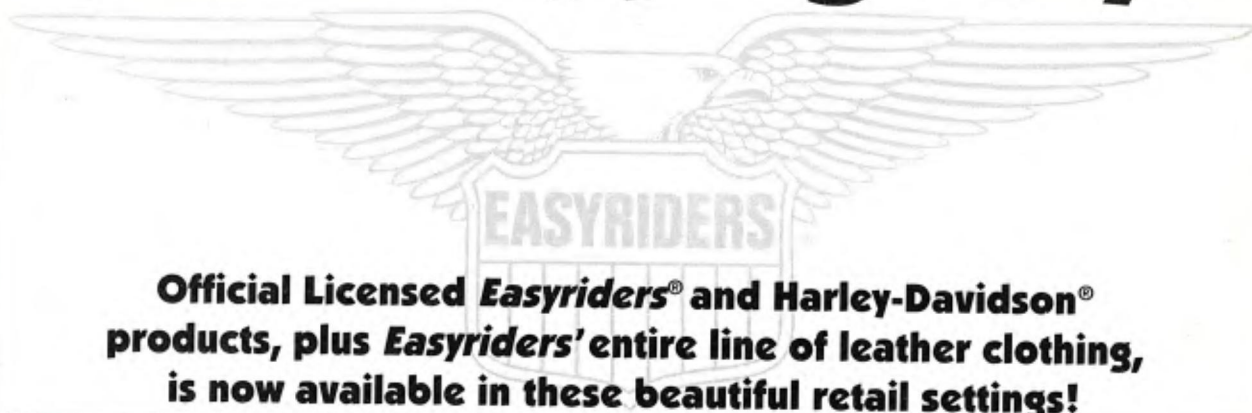
□ I dual-plugged my '76 FXE and had 'em fired by an Accel 4-wire coil. Accel recalled the coil because of cracks that developed all the way around it. I took it off, sent it back, took two 6-volt boat coils and hooked 'em in series. It works fine!

Rolli
Renton, Wash.

■ Any coil with the correct Ohm rating will work. ☺



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Gail Calhoun, Longview, Texas

1991 Harley-Davidson FXRP

Hey out there all you scooter fans. Once again it's that time of month when we introduce you to the Foxy Rider and her pride and joy. Gail Calhoun parks her cowgirl boots in Longview, Texas, and, in Gail's case, those boots were meant for riding—as much as possible.

It all started when Gail's husband Keith, part owner of The Harley Shop Inc. in Longview, sold a truck he had fixed up and used the money to buy Gail a bike. Keith brought the bike home on July 4, 1991, and it was truly a day of independence for this Lone Star lady. The first thing she did was take a motorcycle safety course, and the next thing she did was get in plenty of puttin' practice.

After logging the necessary miles of experience, Gail graduated to this custom 1991 FXRP, built by Keith and his partner Jeff Brown. Needless to say, she spends a whole lot of time on it, riding with Keith, friends, and her Ladies of Harley sisters. When she's not in the wind, Gail's the full-time mother of a five-year-old future biker named Cody and a hard-working waitress at a local fish restaurant.

All in all, it sounds like life is pretty darn good for Gail. And if any of you guys reading this get inspired by Keith's generosity, I'm sure your wives wouldn't mind a bit.

—Crusty

General		Forks	
Fabrication by: Calhoun/Brown		Type: FLT Heritage	
Year and make: 1991 H-D		Builder: H-D	
Model: FXRP		Special features: Fat Boy rear fender	
Chroming by: Brown's		Accessories	
Engine		Bars: buckhorn	
Year and model: 1991 Evo		Lights: Heritage	
Rebuilder: stock		Gas tank: CCI	
Displacement: 1340cc		Oil tank: chromed	
Transmission		Seat: Drag Specialties	
Shifting: 5-speed		Other: footboards	
Trans sprocket: stock		Wheels	
Wheel sprocket: belt		Front	Rear
Finish		Size: 16-inch	Size: 16-inch
Color: pearl white		Tire: Dunlop	Tire: Dunlop
Type: lacquer		Brake: stock	Brake: disc
Special paint: custom airbrushing		Special thanks: to my husband Keith for the wonderful gift and Jeff McCann for the excellent paint job.	
Frame		Photos: Michael Lichter	
Year and builder: 1991 H-D			
Type: FXR			
Alterations: none			



FOX HUNT

April Winner

Tracey, a tanned-to-the-bone, Harley-lovin' lady from the home of the new (base)ball-bustin' Colorado Rockies, exudes all the exuberance, excitement, and sense of adventure you'd expect from a 21-year-old. Especially when you consider that the young, computer-wise brainiac has a game plan for life—namely, riding her own Harley-Davidson motorcycle. Her goal is to save enough dough to buy her own Sportster and make it to Sturgis.

Tasty Tracey entered the Hunt, even though she didn't think she could win with her smallish tits. That's what you get for thinkin', eh, bros? She liked the fact that the women in the contest looked like *real* women who ride *real* bikes. See Tracey's full-body tan on Frank Williams' real Evo on page 77.

—Loudmouth



The wind was blowing on every inch of my body as the vibrations on my ass sent orgasmic chills up my spine.

Laura, Florida—#901



I was thrown on the back of a scooter and taken straight to a titty bar where I found the true side of life.

Jeannie, Indiana—#902



The strong vibration of that Harley-Davidson heavy metal was a true turn-on.
Niccole, Iowa—#903



My first ride on a Harley was when I was a little girl, and it was scary as hell.
Jackie, Nevada—#904



There's nothing like making love with your ol' man in the woods . . . on his Harley.
Roxie, Georgia—#905



Three things that turn me on are: lovin' my ol' man, the wind in my hair, and the throbbing sensations from a Harley.
Lisa, California—#906

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FOX HUNT

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

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

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

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

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

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

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

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

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

or color slides—no negatives. Color slides are best. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #243 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

can begin sending in your votes starting August 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 August 31, 1993. We'll print the winner in the January 1994 issue.



Here she is, bros, the fifth monthly winner in our 15th Annual Fox Hunt, Tammy, #504, from Daytona Beach, Florida. See more of her next issue.

FOX HUNT

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

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

243

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 _____

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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.

EASYRIDERS 1993

GITCHER-MOTOR-RUNNIN' GUIDE

Planning The Long, Hot Hauls Of Summer

It's a highway itch that only one thing can scratch. That thing is sitting and waiting very impatiently, damn near ready to start itself up and take off without you. The itch only gets worse every time you hear straight pipes ripping down the road. Yep, it's definitely run time.

V-twin fever starts setting in all over the country right about now. This run guide will give you a basic packing list that can be tailored to your own route and ride. Trip planning can be organized into three sections: Camping Gear, Personal Stuff, and Mechanical Goodies.

WEIGHT DISTRIBUTION AND LOAD

This is extremely important for two reasons: overall balance and tire wear. Shifting the load a couple of inches either way shows on the tires. Try riding 200 miles on hot asphalt with a slightly unbalanced weight on the front forks. Then take a look at your tread at the day's end. Check the distribution and overall tire wear often. Both can change quickly, especially if you're in a hurry.

SLEEPING BAG:

One open bag can cover two people, along with some bedsheets over your bedrolls. Go with a lightweight one and pack some sweats, you'll be fine.

SACK TIME

Roughing it? If you haven't hit the campgrounds in a while, remember that the rest of America is out there discovering nature, too. Think reservations. KOA campgrounds are definitely your friend, and having seen 'em firsthand from Maryland to California, I wouldn't stay anywhere else. They're clean, safe and reasonable. They also have a nationwide guide.

WEATHER

Weather moves *quickly*. I've seen Tennessee skies go from clear blue to black in 10 minutes, and mountains can block your view of what's coming. Wait'll you meet your first hail storm with no trees or bridges for cover. Study the weather pattern for your route by contacting the local weather service. Check it out every day of your ride.

PERSONAL STUFF • CAM

Aw right, enough lecturing. Load 'em up!

EASYRIDERS DAY-OR- WEEKENDER BAG:

The Day Bag has room for tools on the side zipper flaps, in addition to space for some clothing. The Weekender comes with a built-in zippered tool pouch (tools can be ordered with it), and there's plenty of room for clothes and your bedroll.



INFLATABLE BEDROLL:

Three words I swear by are Therm-a-rest. A fearless redhead and I moved across country sleeping on these rolls, and if 21 ays on a Sporty ain't product test enough, tell me what is. Cascade Designs, Inc. 4000 1st Ave. South., Seattle, WA 98134, (800) 531-9531.



TENT (WITH PATCH KIT):

We literally lived in a two person dome tent bought at REI, a nationwide outdoor supply store. Very helpful folks. Our tent was lightweight, came with a rain cover, and was easy to set up. Three multi-sectioned aluminum poles, mosquito screens front, back and top.

Recreational Equipment, Inc. (REI) 1700 45th St. East Sumner, WA 98352, (800) 426-4840.

Then there's the first-aid kit, canteen and compass, snake bite kit (might wanna read the instructions *before* you need to), and your trusty Killa-Bear, multi-purpose, hunting/utility knife. Hmmm, wonder if anybody really makes one called that?

PLASTIC GROUND TARP:

Tarps are available at hardware and camping stores. Get something lightweight that's good on ground or pavement (which is where you'll pitch the tent if yer in Oklahoma off of I-40, 'cause those burrs are *nasty*).

BLACK-AS-NIGHT SUNGLASSES:

Be sure to get some with tons, and I mean tons of UV protection, 'cause a day of heading west will fry yer eyeballs. Wearing contacts? Ya might wanna get shaded goggles for the dusty routes.

RAINSUITS:

Spend as much as you need to be absolutely comfortable and dry. Enough said.

PING GEAR • MECHANICAL GOODIES

EASYRIDERS TOOL ROLL WITH TOOLS:

You may want to pick up a second set, just for road use. This bag contains enough S-K products (wrenches, bailing wire, needle nose, vise grips, multi-tip screwdriver, hexes) to build

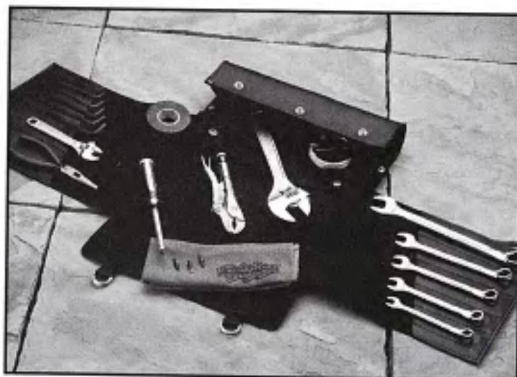


EASYRIDERS SADDLEBAGS:

If ya don't have them already, you can get them here in two sizes. You can slip 'em right off and into your tent or room at night. Oh yeah, pack everything in zip-lock bags to keep dry, organized, and for easy in and out.

EASYRIDERS CHAPS:

Don't let summer fool ya, 'cause wind protection prevents fatigue. Chaps are also your friend if a storm pops up outta nowhere. Plus, night riding can cool off real quick. *Easyriders* makes 'em with or without fringe.



'Course you've also got the miscellaneous items, like spare parts, bungee cords, tire patch kits, oil and tranny fluid, and a high-power flashlight.



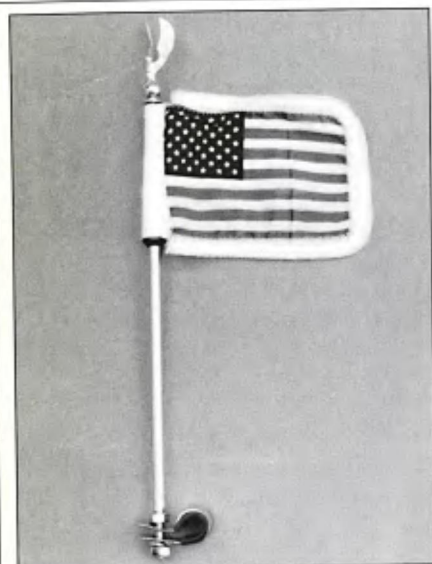
THE BROS CLUB:

Bros Club is your essential run companion, featuring a travel guide, product discounts, bike insurance, and 24-hour save-ya-ass road service. Let your imagination wander: late night, full moon, open road . . . and a nail with your name on it. The pay phone's back about a quarter of a mile, and you're 200 miles from home. Call (800) 547-2767 for membership information.

Whether it's 50 or 5000 miles, there's nothing like an extended putt to make you appreciate the world of Harley. Chasing sunsets night after night is a dirty job, but somebody's gotta do it. Get there safe, and watch out for the slippery spots.

—Drummer

Parts Box *Tell 'em Snake sent ya!*



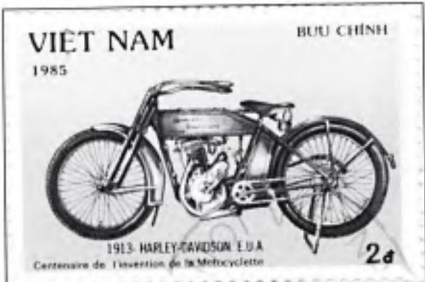
Flagpole

This may be small, but it's not insignificant. It's a 15-inch flagpole featuring the POW-MIA or good ol' American red, white, and blue flag. Each pole comes complete with a chrome 5/8-inch clamp for easy mounting. For those major events the nearest Drag Specialties dealer should have this item on hand.



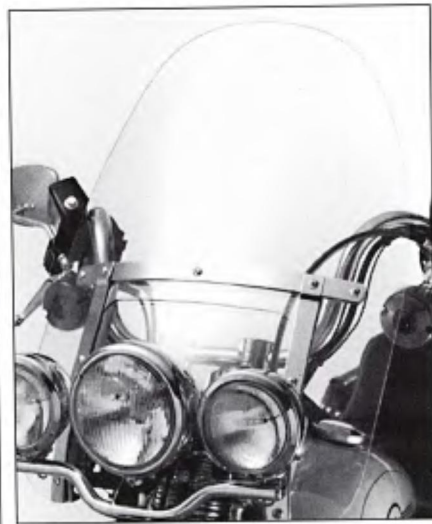
Chromed Mini Gas Caps

Top off your tanks in truly premium style with CCI's new mini gas caps. For all Harley models with screw-top gas tanks from 1982 through 1991. For the name of the Custom Chrome dealer near you call (800) 729-3332.



Bike Stamps

This is a Vietnamese stamp from 1985. This and other bike stamps are available. Whether you like Vincent Black Shadows, British bikes from the teens, German NSUs or BMWs, or solid American machines, they're all available on stamps. For a catalog send a SASE to M. Fineman, Dept. ER, POB 4323, San Leandro, CA 94579-0323, (510) 614-8408.



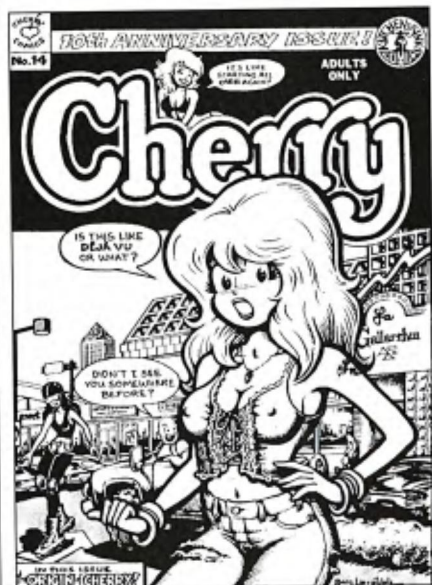
Springer Windshield Kit

It's made from tough Lexan polycarbonate and is hard coated to resist scratches. The kit comes complete with adjustable brackets, headlamp window to allow for various height settings, chrome windshield braces for a traditional look and instructions. Check at a dealer for the particulars.



Skull Covers

Bruce Vonstetina designed and cast these gas cap and brake reservoir covers. They're aerospace-quality 356 aluminum and are available in polished aluminum or chrome. What can I say? They are skulls and fit early or late gas caps and 1985 and newer reservoirs. For more evil info call Vonstetina Artworks at (813) 545-4972.



Cherry's In The Kitchen Sink

Don't ask me. I don't have the slightest idea who this chick is. But if you do, you'll be pleased to know that Cherry has joined Omaha the Cat Dancer and Meldy in Kitchen Sink's adult comic lineup. All three are regarded as the longest-running of any adult comics. If you've got to see more, write the Kitchen Sink, #2 Swamp Rd., Princeton, WI 54968, (414) 295-6922.



JayBrake Systems

Sumax is offering complete custom brake systems: JayBrake billet controls and calipers and Russell braided lines, chrome fittings and polished stainless rotors with Gardner-Westcott fasteners. For the catalog with all the shit write Sumax, Dept. ER, 337 Clear Rd., Oriskany, NY 13424 (Don't forget to include \$4.)



Illustrated Cards

Artist Harry Miller has captured the excitement of a Sunday afternoon long ago in this limited-edition pencil portrait. A set of six cards has an array of interesting illos. I enjoy all motorcycle art, and this isn't half bad. For the real skinny send a buck to MotoGraphix, USA, Dept. ER, 2320 W. Vermijo, Colorado Springs, CO 80904. ©

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RIP'S RUN



Rip Rolls Into Big D And Parties And Putts With Lone Star Bros

The Kirchner family, with Barron the shop dog.



Cowboys

Howdy, how's it hanging? In last month's issue I left you in Bryan, Texas. I had gone there to do the American Motorcycle Racing Association's (AMRA) spring opener.

After the Harley drags, Sugar, my FLHTC, and I rode north to Dallas. We stopped in at Dallas H-D and got her a rear tire and a new door for the juke box.

From there we rode across town to visit with Trent Kirchner in Irving, Texas. Trent lives in a large industrial building. I slept on his pool table. I hung around with him for over a week. We had a great time running around Dallas. He belongs to the Scorpions MC, Dallas chapter.

One of Trent's club brothers, Buck, owns Tattoo of Texas. They do all kinds of fine line tattoos and have two other artists besides Buck slinging ink. Custom Motorcycle of Dallas is located at the same address (see listing at end of column).

It had been six years or so since I'd visited Dallas. I've got to tell ya, I fell in love with the town. There's always something exciting going on. When I was there (April), they had free outdoor concerts happening on Monday nights, at the West End in Dallas Alley. Musicians from Dallas and Fort Worth like to think that Austin musicians ain't got shit over them. A little rivalry ain't bad.

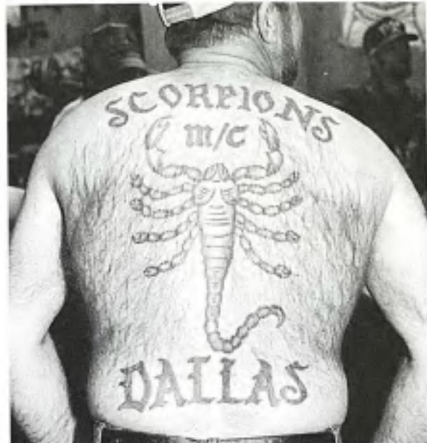
I like the modernistic Dallas skyline; it's different. There's one tall building that stands out in particular. It has green, neon stripes running the full length on all four corners and some bright neon running horizontal across the top. There are also many other futuristic-looking glass buildings. There are at least three bars with airplane fuselages and wings protruding from the roofs.

Someone once said that the best things in life are free. And sometimes the best times to be had are also free and easy. For instance, one night Trent, Don Taylor, one of Trent's bros, and I rode up a 12-story parking lot to view the Dallas skyline. When we left, we had a race, with our engines turned off, down to the street level. In other words, we coasted all the way down in a cork-screw manner. They let the new kid on the block go first but he came in last when he thought he was taking a short cut. It didn't cost us anything, and it was tons of fun. I think Don Taylor won going away. I brought up the rear and really didn't see who crossed the finish line first.

Later that night, a cager tried to run us off the road. He was saved by The Man but not before losing a mirror. If he would have stopped and gotten out of



Buck from Tattoos of Texas.



Lt Ron, bike rider.



At the Scorpions clubhouse, Dallas, Texas.

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his car he would have lost a lot more than a stinking mirror. I'd say he was pretty lucky to get off as light as he did. Trent's and Don's actions thrilled me a bunch that night. They're both really good riders who like to go fast on their FLHS Harleys.

On a historical note I got to see where President Jack Kennedy was assassinated, the schoolbook depository where Lee Harvey Oswald worked, and the infamous grassy knoll where the mysterious shots may or may not have come from.

The blues music scene in Dallas can't be beat. Sunday, April 25 we went to a street concert called Art Walk '93. They had four stages set up in the Deep Ellum area, the artsy part of town. Texas blues bands played from noon till 6 p.m. that weekend. About 60 different bands entertained the folks, and they all sounded good. You could walk around with a drink in a paper cup. Bottles and cans weren't allowed, but the Heat didn't get excited if you were cool about it. We parked our putts near the stage area on Main Street, kicked back on them, and enjoyed the sounds.

We were treated to the sights of tattooed head bangers wearing outlandish clothes, burned out punkers, and wannabes with wild hairdos. It's sorta →



Der beir gartens, Muenster, Texas.



Don Taylor and Mary.



Birthday boys.



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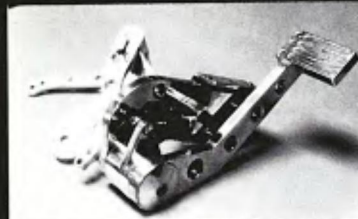
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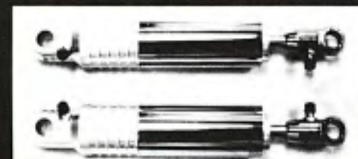
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Bernie and Marsha.



Scorpions MC brothers.



Checking out the Texas blues sounds, in Deep Elm.



Same to ya, baby.



Garfield's patron.

like Hollywood on a smaller scale. The primary sponsors were the Texas Tourism Development Company, the Deep Ellum Neighborhood Association, Fox 33 KDAF TV, some production companies, and *Buddy*, the original Texas music magazine.

The morning before Art Walk '93, a bunch of us rode by Texas Stadium, home of the World Champion Dallas Cowboys, for the IBCA Barbecue cookoff. The officials took one look at Buck and sized him up to be one of the judges. He went for it. The grub was free and very delish. I liked the beef brisket the best, although the chicken breast with barbecue sauce was also great.

During the weeknights we hit several night spots. One that I remember was the Greenville Bar and Grill. The Greenville B&G is the oldest in Dallas. Its located in the lower Greenville section. We caught Cold Blue Steel performing. Both the bass guitarist and drummer ride Harleys. They looked pretty normal, although the bass player dresses funky. I sorta like that. I mean he *does* play in a band. Cold Blue Steel was voted Dallas' best band. Their current album is called "Drivin' to Mexico."

One night we checked out the talent at the Dallas Gentleman's Club, a titty bar. They had some of the finest dancers anywhere. Most of them were young →

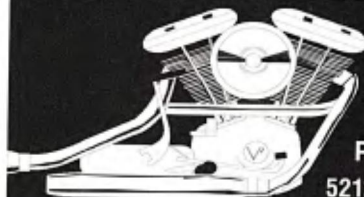


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Lawayne Matthies, Xzotic Cycle Products, Dallas, Texas.



George from G&C on his 1958 panhead.



Helen, tending bar at Garfield's, Dallas, Texas.



Who dealt this band? Jones, Okla.

and had firm, hard bodies. There is a \$3 cover charge and a dress code. That means you can't wear a patch inside. The Texas Trap in Dallas has biker action. Check it out. Also there's Garfield's a biker bar featuring live music on Friday and Saturday nights. Inside you'll see lots of biker banners and posters. The people are friendly.

The next weekend a pack of us rode north on I-35 to Hwy. 82, then west 14 miles to Muenster, Texas. It's about a 70-mile trip from the Dallas-Forth Worth area. We rode there for the town's Germanfest celebration, a festival where Texas hospitality and German customs meet. They had German-type entertain-

ment along with carnival rides, lots of German cuisine, and several large beer gardens. They also had three stages set up around the grounds. One was strictly for polka music. The other two had Texas blues and rock sounds. There were also country bands and old rock tunes for our listening and dancing pleasure. We also got to see some cloggers and a magic show. The Germanfest is held annually, Friday through Sunday, on the last full weekend in April. We got to hear Swine Cadillac, a band that performs at lots of North Texas ABATE functions. They are from Denton, Texas. Their current tape is their first. It's called "It Creeps Up On You." The

songs on this tape are mostly home-grown originals written by one of the band members. Bruce Weaver does a good job on the mouth harp and vocals.

On the way back to Big D we stopped in Denton, Texas. At the Red Rose, we caught Jim Suhler and Monkey Beat. Their current tape, "Radio Mojo," has a catchy tune on it, "Ain't Coming Home Tonight," which I liked. You could tell that they were influenced by Canned Heat and the Doors. They gave me a copy which sounded pretty good in Sugar's fixed-up tape player.

Also in Denton is G & C Hog Shop, a Bros Club dealer. The shop is very small and hard to find, but they can do whatever you need. Best of all, they'll come like the cavalry to the rescue if you're broken down within a 50-mile radius of them. Back in Dallas, I had a set of latter-day pan heads put on Sugar. Lawayne Matthies installed them on her, and they look mighty fine. Lawayne's company is called Xzotic Cycle Products.

Mid-week it was time to leave Texas. Heading north out of town, Sugar and I stopped back in Denton and ate at the semi-world-famous Mercado Juarez. They serve excellent Mexican grub and the tunes are in Spanish, which lends a certain ambiance, if you know what I mean. They have piñatas hanging from the ceiling, which are for sale.

The ride north to Oklahoma was done behind a rain cloud. It was warm and sunny when Sugar and I rode in. I had come to visit the High Plain Drifters MC headed up by prez, Gary Sweet. Gary works at Tinker Air Force Base redoing B-52s. I spent the night at his house before riding back to Cal. But before crashing, we rode to the Gofer Hole in Jones, Oklahoma, where I met lots of real people.

It was great fun meeting these folks but, I had to split to make it back to the coast in two days. The first jump was to Gallup, New Mexico. The second leg was home to Berdoo, through the desert on old Route 66, out of Needles, Calif. The highway led me to Essex, over to Amboy, then to 29 Palms, then Hwy. 42 to Joshua Tree, and then to Yucca. This route cuts off maybe 100 miles. From there, Sugar and I went westbound on I-10.

Well, that about does it for another issue. This one's for Tex Campbell and Savage Williamson, a couple of righteous cowboys. Thanks, boys.

Right about this time of the year it should be warming up around the country. I know you folks are gonna be hitting those runs and party sites. I don't blame ya, I would be also. But if ya get the chance, would ya drop me a line or two and let me know what the haps are in your area. I'm looking for interesting places to visit. See ya.

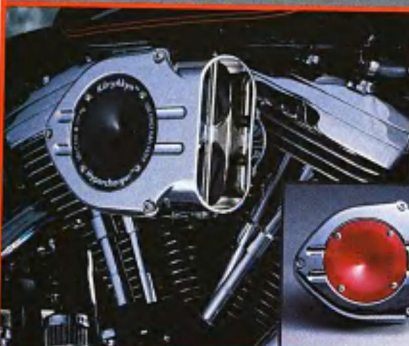
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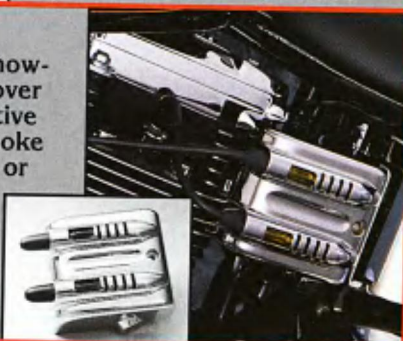
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THE LONG ROAD TO KUNMING

Harley-Riding World War II Soldiers Travel The Burma Road From India To China, 1945

Late December, 1944. Ledo Military Headquarters, the forward command post of General Joseph (Vinegar Joe) Stilwell, was a tent and bamboo city nestled in the foothills of the Himalayas. It was also the Engineering Headquarters of General Lewis A. Pick, project engineer of the Ledo (Stilwell) Road. Before being closed by the Japanese army, the road had provided an open supply route over the Himalayas, through the Burmese jungle, and into the back door of China.

Our squad of the 699th Combat Military Police Company was stationed at the Digboi Traffic Control Station. Sergeant Chuck Robertson, Private Cleon Watts, and one lonely corporal—me—were assigned to motorcycle patrol duty, assisting incoming convoys along the 20-mile stretch of road to Ledo.

On the evening of the 27th, our squad leader, Sergeant Joe Sims, and the three of us were summoned to the office of Lieutenant Bob Mahoney, the C.O. When we arrived, we were informed that the Japanese were in retreat and that the entire road was now open to traffic. Our job would be to provide motorcycle escort for a 100-truck convoy on a 1,200 mile excursion across Burma and into China. New Harley-Davidsons for the trip were scheduled to arrive soon. Finally, we were cautioned to say nothing about the plan to anyone.

As soon as we left the C.O.'s office, the three of us burst out laughing. Only a week or so before, we'd talked about riding to China over the Burma Road on motorcycles. We were only half serious then—the feat had never been done before. Now, we would be the first. Maybe not quite the same as climbing Mt. Everest—but close, as far as we were concerned. →

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The bikes arrived less than a week later. During the early days of January, while awaiting our final orders, we discovered that escorting Army trucks and chasing violators was hazardous—in fact, it could kill you. Our main problem was that the trucks made so much noise the drivers couldn't hear us coming when we tried to pass them. Every now and then, one of us would be run off the road into a ditch.

Spotter Watts—we called him "Spotter" because he could spot an Indian or Burmese girl a mile

notified by Sgt. Sims that departure time had been established at 0900-hours in the morning, 12 January 1945. With only one day to pull everything together, we didn't sleep much that night.

Chuck, Spotter, and I split the convoy. Chuck took the lead, Spotter carried the center, and I brought up the rear. We were to alternate each day.

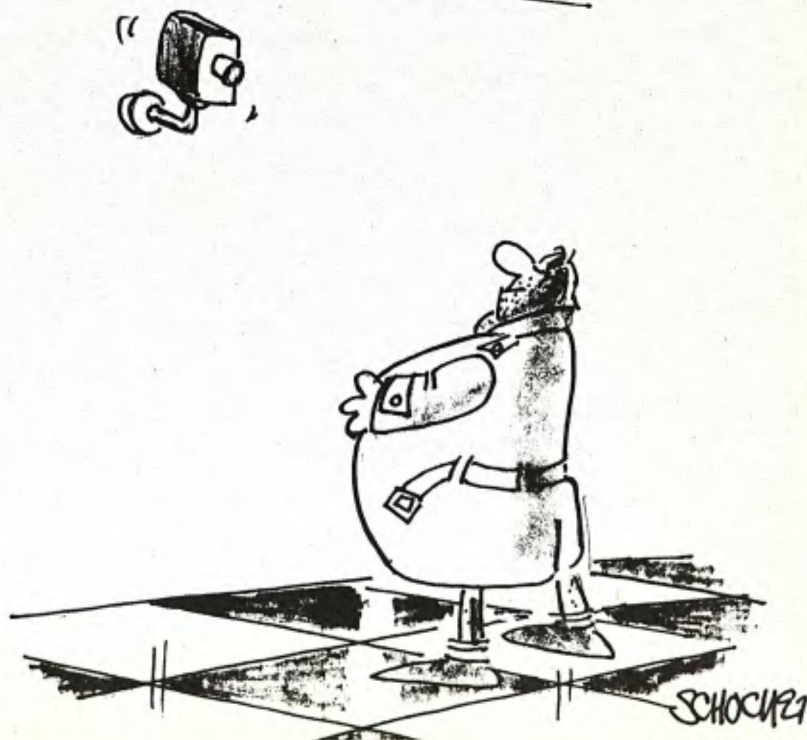
As we passed Hell's Gate, the 20-mile mark on the Ledo Road, I recalled we had opened this first traffic control point with nothing

We had the run of the city, and since we rode the only American bikes in town, we were quite the rage

away—came up with an idea. What we needed was more exhaust noise, a real roar. We replaced the mufflers with sections of a wrecked Army truck's drive shaft. Now we could be heard 2 miles away, and whenever we wanted to pass, the drivers pulled over immediately.

Several days later, we were last

but a winding path to walk up. All the deserted bamboo *bashas* were down, and the unrelenting jungle was already filling what was left of a very small compound. Farther up the road, as I approached Shadazup, an old Naga hamlet, I saw a small hill on the edge of the jungle that will always be a solemn place for me.



Two years before, when our platoon had walked in, an engineering major, wearing his rank on his fatigue jacket, was shot through his helmet by a Japanese sniper. I had been assigned to head his burial detail. With a rifle squad that didn't dare fire their weapons and a bugler that didn't dare blow taps for fear of getting picked off, the major was buried with full military honors. It was the best we could give him. His grave overlooked the road he had given his life for.

At camp on the first evening, Chuck, Spotter, and I formed a protective triangle with our Harleys, laid our blankets and bedrolls in the center, and crawled in. The last thing I remember was the radio operator getting weather information from base headquarters.

Hours before daylight and everything black as pitch, we were awakened by Captain Perry, the convoy commander. Hurriedly, we slipped on our boots and tried to wake the sleeping truck drivers. That's when we realized we had forgotten to bring flashlights.

By now we were coming out of the flat valley country of Assam and into the foothills and jungles of Burma. Our speed had been around 40 to 45 mph, but no longer. It would now be 15 to 20 mph, and later even as slow as 5 to 10 mph, going up and down hills. Try riding your cycle at these reduced speeds for days on end, and you'll know the meaning of the word "grueling."

In a few days we reached Myitkyina, the bombed-out and totally destroyed railhead link to China from India, on the Burma Road. Our company commander was advised that the enemy, though still in a combative mood, had pulled back to the other side of a ridge about 15 miles distant.

Residents of the city, who had been hiding in the jungle, began returning to their homes. Shops began to open. The smell of Burmese food cooking over charcoal braziers drifted over the convoy compound. We hadn't eaten a hot meal in days. Assured there were no enemy snipers in the city, the convoy commander permitted →

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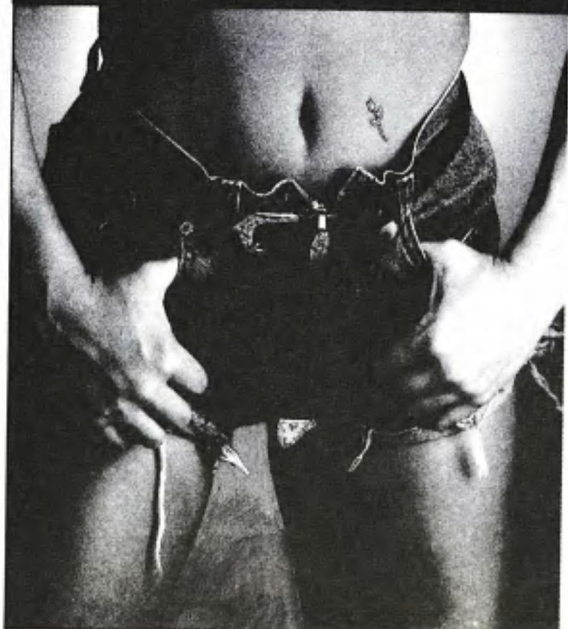
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the three of us to go to the local restaurant to eat. We had fish 'n' chips, banana fritters, rice and noodles, oriental vegetables, and, of course, Burmese beer. What a delight after K rations, and for only pennies a meal.

We had the run of the city, and since we rode the only American bikes in town, we were quite the rage. A small bar had opened in the center of town featuring food, beer, and a bit of a topless stage show. Of course, most of the young ladies of Myitkyina walked around bare-breasted anyway. It was their custom and who were we to change them?

The convoy then proceeded to Bhamo, where the scars of battle were severe. Bomb craters, as much as 20 feet across and 12 feet deep, were everywhere. Enemy equipment and decomposing enemy bodies lying along the road attested to the violence and the ferocity of battle. Since Bhamo was off-limits, we continued through the outskirts of town and found a couple of dry rice paddies where we finally stopped for the night.

As we approached the outskirts of Namhkan, our next scheduled checkpoint, three Chinese army tanks approached us. The American officer in charge advised General Pick that the road, and parts of the city, were still in Japanese hands. The General decided that it was best that we lay over for the night. The tank commander appeared to take great delight in telling us that he'd been following Tokyo Rose's nightly broadcasts. Apparently, she knew exactly where we were and how many trucks were in the convoy. So much for secret military movements.

The next day, we headed for Wanting, a ruined little Chinese border town of gray drab buildings roofed with corrugated sheet iron. In half an hour we would be in China. Upon our arrival, the townsfolk decorated all the trucks with Chinese and American flags in anticipation of an official review. On the platform, as we passed in review, were Chinese dignitaries, as well as Generals Daniel Sultan,

Clair Chennault and Howard Davidson, of the 10th Air Force and General Lewis Pick.

From this point on, it would be mountains, mountains, and more mountains. We were approaching the Salween River Gorge area. This meant a climb of about 4,000 feet to the 9,000-foot crest, then down the other side for 3,000 feet across the 200-foot rope-and-wood plank bridge, and up 4,000 feet on the other side to exit the gorge.

It was Chuck's turn to ride convoy leader. Spotter was somewhere

maybe three, miles per hour. The few times I saw Chuck or Spotter, they appeared to be walking their Harleys up the mountain while sitting astride them.

When I finally reached the grade, I found that we were indeed, hillclimbing. I had to use low gears and high revs to produce the necessary torque. I expected my carburetor to foul up from dust, and I knew the bike's clutch plates must be red hot, ready to burn out. And finally, I was certain that my drive chain would break from the strain.

I expected my carburetor to foul up from the dust, and I knew the bike's clutch plates must be red hot, ready to burn out

around the center, and I brought up the rear—I eat dust so well, you know. As the lead trucks approached the winding, climbing mountain road, the drivers had to shift down to low range and low gear. The convoy twisted along like a huge, green snake.

Since I was at the end of the convoy, the view from an inside curve gave me the opportunity to watch the long line of trucks winding their way back and forth to the unseen summit. The grade was a good ten percent or better. You could hear the six-wheel-drive gears grinding and straining at two,

But everything held. That roaring Hog made it to the top, down the other side, and back up to the top of another mountain.

About noon, we reached a flat piece of real estate and took an hour's break before starting down the other side to what we were told was a skimpy suspension bridge. After some K rations and some cooling-off for the Harleys, we had time to adjust the loose stretched-out drive chains. In the meantime, the truck drivers checked their brakes and drive lines. It was going to be a long way down.



It was on this portion of the road that Tokyo Rose had predicted that the convoy would be wiped out. She said that we would never reach Kunming. Of course, she had also said that we'd never reach China.

After several more miles struggling up hill, we finally reached the summit. And, there it was, the Salween Gorge. What a sight—a straight-down drop of about 4,000 feet with the very thin, gray-brown thread of the river at the bottom. From this vantage point, it was possible to see the bridge, taking off at a right angle along the sheer face of the canyon wall.

The convoy planners had timed it just right. On the way down, the road would be in the afternoon shadows of the canyon wall, excellent for concealing a truck convoy in the event of an air attack. The Salween Gorge was so narrow that a strafing attack was out of the question. And once in the canyon, there was no airspace for the light Japanese fighter planes to maneuver. Any attack would have to

come from high-flying bombers.

Low gear and low range was the order for all downgrade movement. Among the vehicles in the convoy was a Corbett tractor pulling a tank trailer loaded with a Sherman tank. A brake failure, a blown clutch or gear box, or a broken drive shaft would be disastrous—any disabled vehicle that couldn't move under its own power would have to go over the side. The road was strictly one way.

About an hour into the canyon, the message came from Bhamo that a flight of Japanese bombers were indeed headed in our direction. The convoy commander ordered the trucks to find some shade and pull over. Since I was in the lead, I had to hustle back up the mountain and tell each truck driver to find shade to park. I met Chuck halfway as he was coming down to see why the convoy had stopped. I passed the message on that he and Spotter were to come to the head of the convoy when they had informed the remaining drivers of the possi-

bility of an air attack.

Most of the six-by trucks carried .50-caliber machine guns mounted over the passenger side of the cab. These were to be manned, loaded locked, and ready to fire. All other personnel were ordered to grab whatever weapons they had and get ready. An air attack seemed imminent.

At 1330 hours we heard the bombers' engines in the far distance. Within minutes they flew overhead, making two such passes but apparently unable to spot us in the shadows of the canyon. In a few minutes, all was silent except our pounding hearts. A radio call to Bhamo revealed that the bombers had turned Southeast into French Indochina and were no longer a threat.

By 1500 hours all of us had reached the bridge, a truly remarkable sight. Constructed by Chinese Army Engineers, the giant, 12-inch, hand-woven hawser suspension bridge hung from wood towers at either end, each from 50 to 75 feet high. Four-inch-thick planks, side- →



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by-side, were woven into rope. A double row of 12-inch planks were woven into another hawser and laid out to fit the wheels of the convoy's trucks.

Our road engineer estimated the bridge's holding power at about 6 to 8 tons. We all wondered whether the Corbett tractor hauling the giant tank trailer and tank could make it across. Nothing like our convoy had ever tested this bridge before. The Salween River was still raging from the last monsoon rains. If a soldier, truck—or

crossed over, it was old stuff, but we still cheered.

Almost convinced that the bridge would hold me and my Hog, I clenched my teeth and rode across. The last two vehicles, the tank-hauling Corbett and the wrecker, now waited at the bridgehead. Recognizing the exceptional danger in getting the big rig to the other side, General Pick gave the driver of the Corbett, a staff sergeant, the option of declining the task. The driver never hesitated. "General," he said, "I got this

one deserved a medal, he did.

The day, 4 February, 1945, we enter Kunming where we were greeted by Governor General Lung Yun of the Yunnan Province of western China. The streets were filled with cheering crowds proclaiming our welcome. At the convoy compound, we turned the vehicles, equipment, weapons, and ammunition over to our Chinese counterparts. After 24 days and 1,079 miles of wild road, we reached our destination—mission completed.

That evening, we were invited to a banquet in our honor, a garden party with delicious Chinese food, and entertainment provided by opera star Lily Pons and conductor André Kostelanitz.

The next day we were transported to Kunming airstrip to fly back to Ledo in C-47s, a six-hour return trip. It had been a long journey, with hard miles of dirt, dust, mud, rain, heat, cold, landslides, pot-holes and bomb craters—and, of course, an unforgettable bridge.

Now, 48 years later, I still remember those events as if they took place only yesterday. We three, Charles Robertson, Cleon "Spotter" Watts, and I, were the first to travel from India to China over the Burma Road by Harley-Davidson motorcycle.

Like I say, maybe it wasn't exactly the first moonwalk. But for us, it was close—very close.

—Nonfiction by Fred Janzen

Almost convinced that the bridge would hold me and my Hog, I clenched my teeth and rode across

motorcycle—fell in, they would be on their way to the China Sea in seconds.

The down-canyon wind caused the bridge to sway back and forth as much as one foot off center. With each gust, the rope twisted and groaned. No one envied the first truck driver as he started across in low range and low gear. We all expected the bridge to collapse. When the first driver finally pulled to a stop on the other side, we sent up a wild cheer that could have been heard all the way to Tokyo. By the time the third truck driver

rig this far, and I'll be damned if I'm going to let someone else take it across for me now."

In the lowest gear range, and with the throttle set for crawl, the sergeant stood on the running board outside of the closed door of the tractor cab and guided the huge rig across the 200-foot chasm. Again, the troops gave a hearty cheer. Although the bridge was only 100-or-so feet above the water, had he gone in, there was no way that he could have been rescued. I never did find out the name of that sergeant, but if any-



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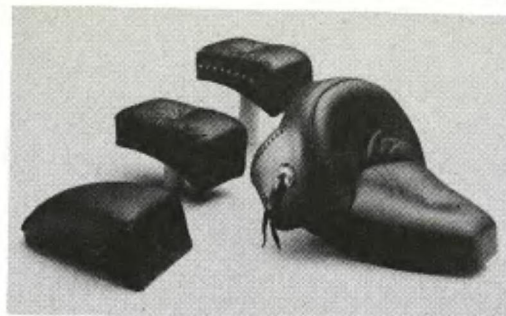
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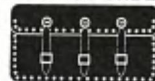
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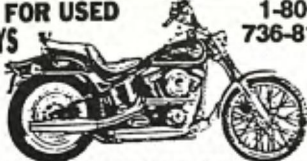
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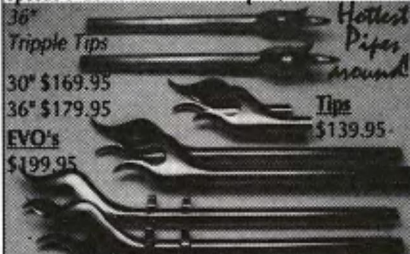


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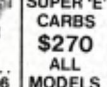
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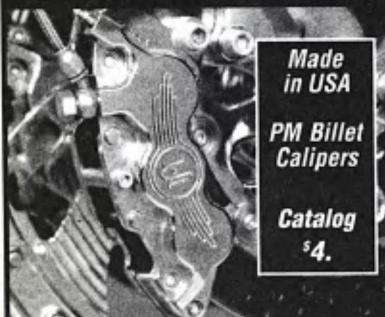


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USED HARLEYS WANTED: We buy, export, sell used Harley-Davidsons. Top cash paid. Yaroock Music & Motorcycles, 8149 N.W. 103rd St., Hialeah Gardens, FL 33016. We ship worldwide. Phone: (305) 558-3345, Fax: (305) 558-0791.

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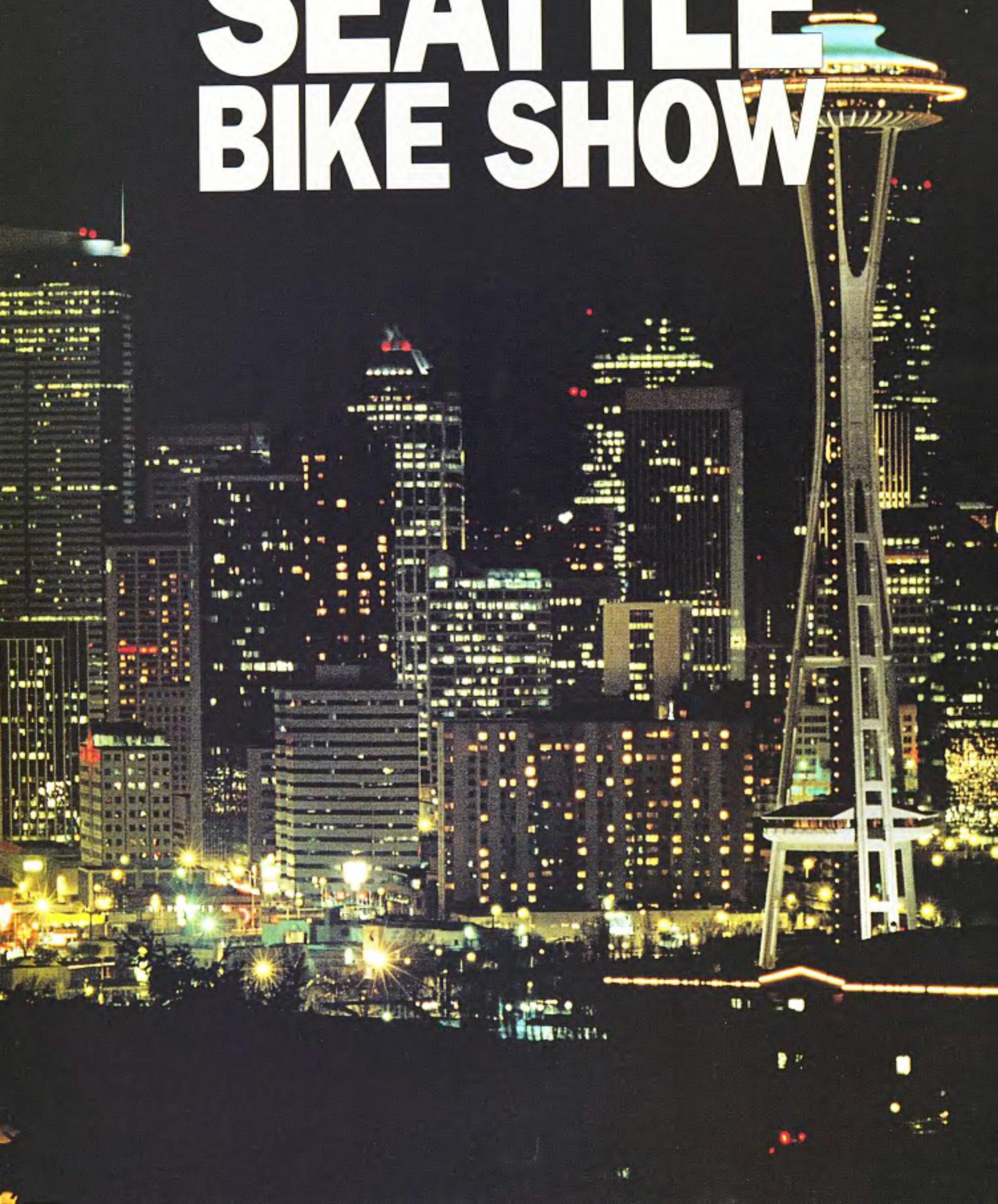
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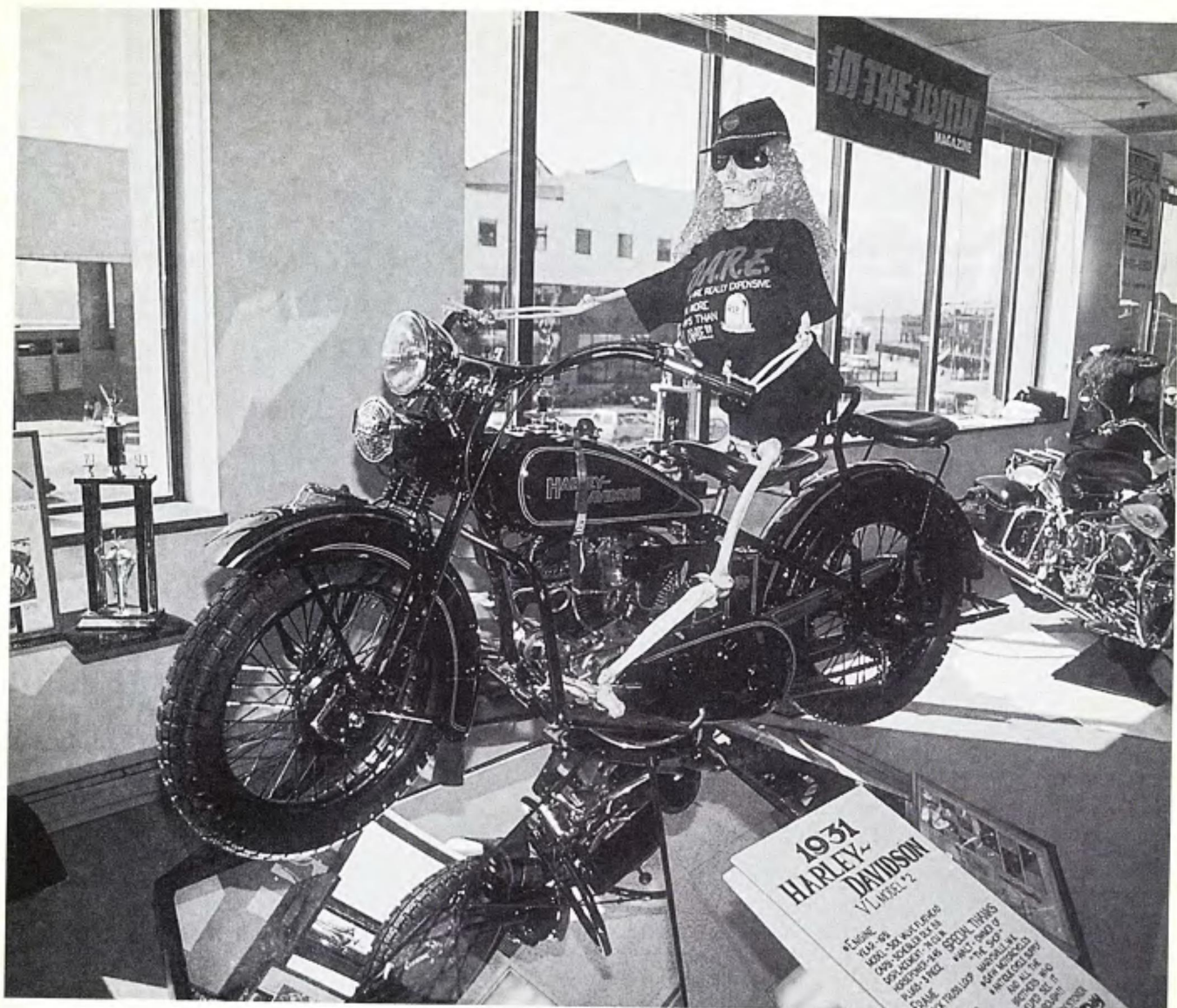
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EASYRIDERS VIDEO MAGAZINE

EASYRIDERS' **SEATTLE** **BIKE SHOW**





Neither Wind Nor Rain Could Stop The Party . . .



The Trade Center is located in the wharf district. The windowed showroom floor of the three-story building loomed over the wharf and looked out over the harbor to the islands beyond. A couple of blocks from the show area, a fisherman's wharf area hopped with more shops and restaurants than seagulls. The place was happening, and the weather cooperated . . . feebly. It rained off and on until Sunday when the sun danced in the sky the entire day of the awards ceremony. But none of this is what makes a bike show a success. What makes it worthwhile are the custom bikes, their builders, and the enthusiastic brothers and sisters who attend.

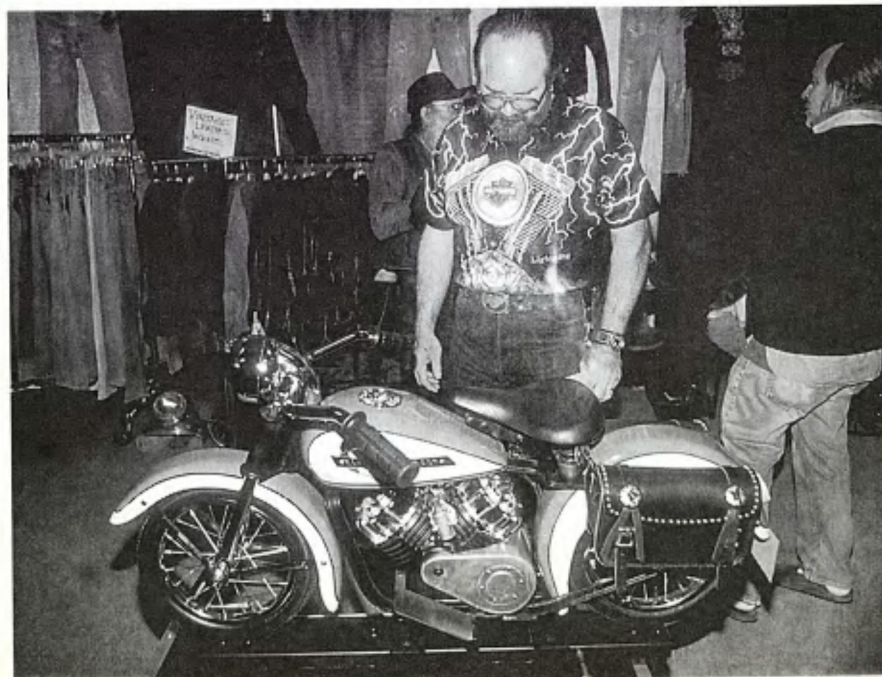
This show housed the largest attendance of bikes and spectators of the 1993 regional circuit. Friday →

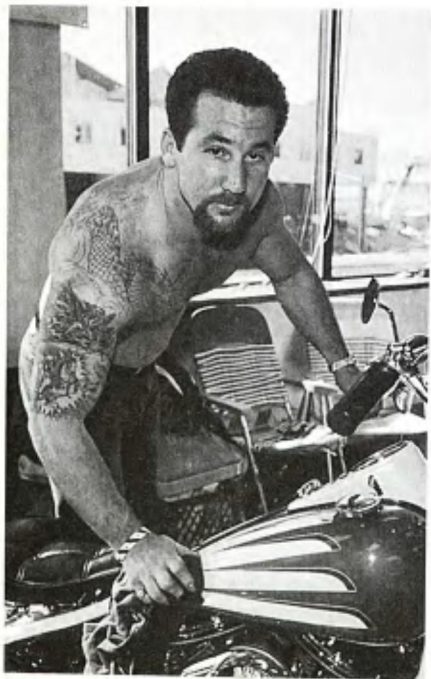
This was the first event we've had the pleasure of staging in the far reaches of the Northwest. Except for the yearly deluge of rain, Seattle is one of the finest cities in the country. From the rugged coastline, to the myriad of islands, inlets, lakes and forests, it's beyond picturesque. We've planned and attempted shows and rodeos in the Evergreen State for years, and this year, we were successful in finding *two* ways to bring the magazine to the brothers and sisters who build bikes and collect tattoos in the Pacific Northwest. The first avenue was the regional bike show at the Seattle International Trade Center, April 2 - 4. The next will be a rodeo coming up on the 8th, 9th, and 10th of October at the Kitsap Fairgrounds in Bremerton. It's sure to be an earth shaker.



kicked it off with check-in, and the custom world poured in from Canada, Oregon, Washington, and California. Brothers and their families built intricate displays, like J.J. Ottinger's sea and sand showcase that surrounded his 1954 pan/shovel. J.J. and his lady worked for hours, spreading the sand, old buoys, and ship's mooring lines around their prized possession.

Restored iron made a fine showing in Seattle. David Day of Marysville, Washington, brought his all-black 1931 VL, and Mad Dog Curran mounted a couple of restored pans on turnstiles to show off their historic glory. Mad Dog is a 13-time Karate World Champion, and we had the opportunity to videotape him for *Easyriders* Video #17. He's a standup, talented guy.





This show also brought out the sidecars. Liberty Sidecars, a Seattle-based company that makes reproduction sidecars, displayed two units—one customized, the other designed to look traditional. They build a tight piece of machinery.

Choppers were also well-represented and acknowledged. Tak Asproloupos of Surrey, British Columbia, showed off his 1993 rigid Evo in a display featuring wood chips and cow skulls. And although it was stuffed in a corner, up against a wall, Tak's bike took first place in the Best of Show category. His highbars, long, wide glide front end, and engraving work proved to be the winning formula. It's in this issue—check it out. Tak's ride wasn't the only chop there. Philip "Philthy" →



Winterholla, of Tukwila, Washington; David Pittman from Seattle; and Dennis Kubas, also from Seattle, all had sharp chops pitted against Tak. Another long front end bike that came close belonged to Doug Jones of Everson, Washington. He has a helluva nice rigid Evo with a long, narrow springer front end, drag pipes, and a sissybar.

By the time the bikes were locked in place, the band, Meantown Blues, was rocking, the tattoo show was rolling, and the party was well under way. With the assistance of ABATE of Washington and the talented participants, the show went down like Jack Daniel's after a cold ride. Check out all winners on this page.

—Bandit

Easyriders Regional Bike And Tattoo Show, Seattle, Washington

BIKE SHOW

Best of Show

1st: Tak Asproloupos
Surrey, B.C.
1993 hardtail Evo

2nd: Russ Tom
Seattle, Wash.
1987 FXLR Block

3rd: David A. Day
Marysville, Wash.
1931 VL

4th: Ed Ransdell
Springfield, Ore.
1946 WL

5th: Bob and Cyndi Bouey
Kendrick, Idaho
1981 FXWG shovel

Blockhead Class

1st: Michael D. Powell
Kirkland, Wash.
1986 FXWG

2nd: Sid Spence
Port Moody, B.C.
1990 FXSTC

3rd: Mac Turnipseed,
Surrey, B.C.
1993 hardtail Evo

Shovelhead Class

1st: Dean Wahlster
Salem, Ore.
1976 custom shovel

2nd: Charlie Dean III
Seattle, Wash.
1948 pan/shovel

3rd: Eldon Wilson
Kendrick, Idaho
1981 FSWG

Panhead Class

1st: Bob Esparza
Sunnyside, Wash.
1951 panhead

2nd: Bob Waters
Seattle, Wash.
1955 FL

3rd: Nick Mildenerger
Southworth, Wash.
1964 Duo Glide

Restored Class

1st: Dan Klemkow
Auburn, Wash.
1946 Indian Chief

2nd: Steve Curran
Tacoma, Wash.
1946 Indian

3rd: Steve Curran
Tacoma, Wash.
1948 EL

Knucklehead Class

1st: Rocky Merryfield
Fife, Wash.
1941 knucklehead

2nd: Mike McKeown
Kirkland, Wash.
1944 EL custom

Sportster Class

1st: Garry B. Deskins
Modesto, Calif.
1990 Sportster

2nd: Toni Marchie
Hoquiam, Wash.
1977 Sportster trike

3rd: Dean Gianelli
Tacoma, Wash.
1991 Sportster

TATTOO SHOW

1st Place: Richard Cody
Joyce, Wash.

2nd Place: Ben Slowe
Wenatchee, Wash.

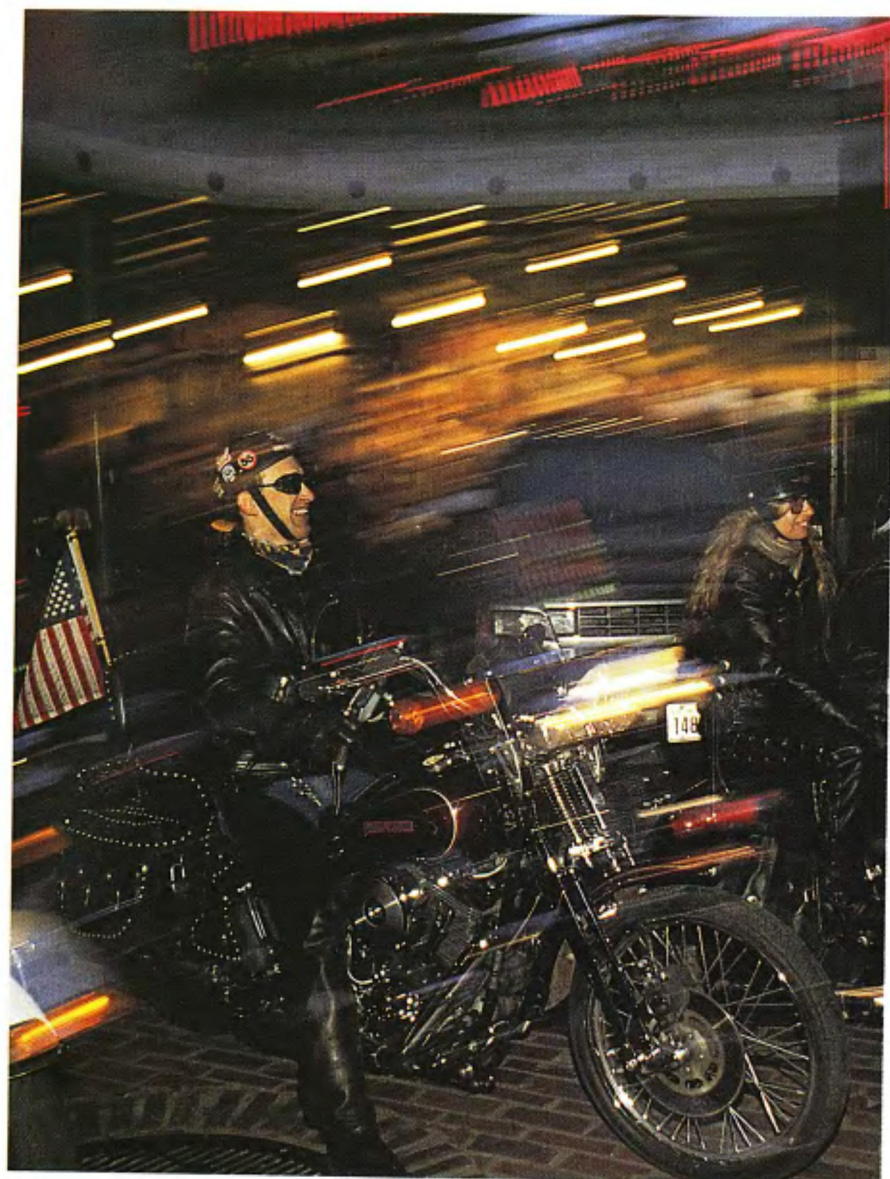
3rd Place: Leah Taylor
Monroe, Wash.

4th Place: Joe Reyes
Bellingham, Wash.

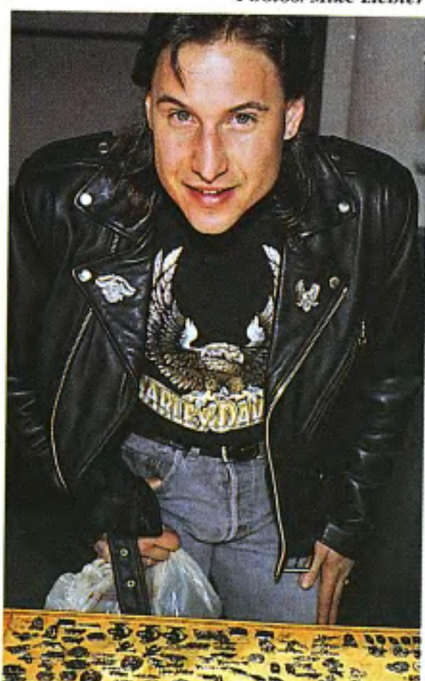
5th Place: Larry Happ
Portland, Ore.

Best Of Show winners in the Bike Show receive \$1,000 and a feature in *Easyriders*, *In The Wind*, or *Biker*.

Best Of Show winners in the Tattoo Show are awarded \$500 and a feature in *Tattoo* magazine.



Photos: Mike Lichter



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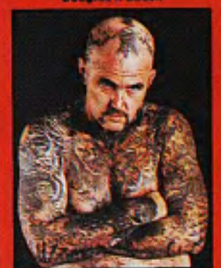
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Indians From Dawn To Dusk



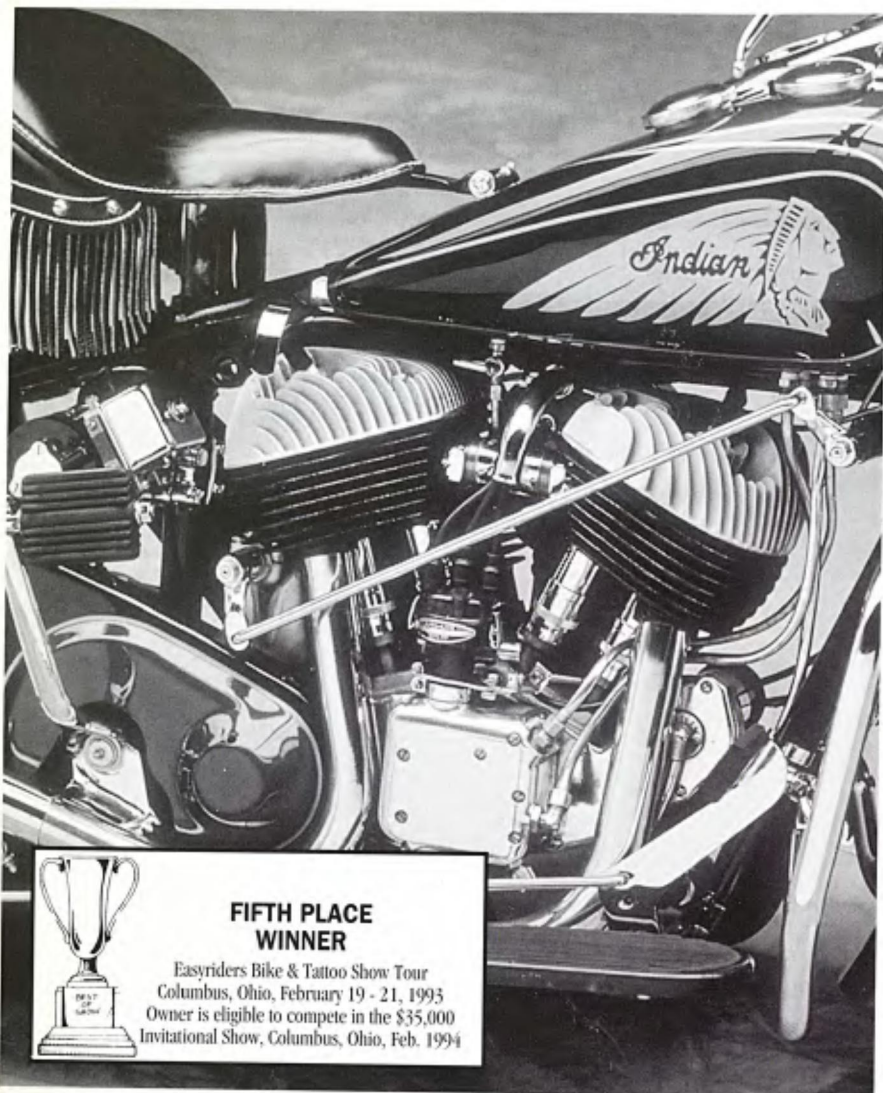


Some guys collect baseball cards. Others are into old train sets . . . or Coca-Cola memorabilia . . . or guns . . . or knives . . . or wives. Bruce Whitted has a collection, too. He's into Indians, and as the title tells you, it's much more than hobby to him—it's his life.

Bruce's thing for Indians goes back a long way. "I had them when I was a kid, in high school and after." He's 58 now, and up until recently hadn't swung a leg over a bike in many years. Then he got a burr under his saddle and began thinking about those old Indians again. "I hadn't had any motorcycles for a long time," he said, "and I decided a number of years ago that I wanted to get back into the iron redskins. So I picked up a few, and I've been restoring them ever since."

Bruce has six Indian Chiefs in all: a '45, a '48, two '46s and two '47s. He also owns a Harley dresser.





FIFTH 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



The bike in the pictures is obviously a runner, and a damn nice-lookin' one at that. It's a '47 Chief, complete and original as it can be, right down to those skirted fenders and the Indian head logos painted on the tank. The amazing thing is, he didn't have a lot of trouble finding original Indian parts. "You can find the old stuff," Bruce explains. "They're expensive, and they're hard to find, but they're out there. You need to get around to the swap meets and talk to the right people. Sometimes the parts are in ragged condition and a machine shop might have to rework them, but they're out there."

This '47 Chief was worse than ragged when he first got his hands on it. "It was a pitiful-looking mess," Bruce says. "The guy I bought the bike from was really old, like 75 or 80. He'd owned this bike for years and years. This old

boy told me he got tired of looking at the thing, so one day he went down to the hardware store, bought a quart of white Rustoleum, and painted the bike with it. He painted the frame, the sheet metal, the forks— everything but the engine and the chrome."

Getting the stove paint off the thing was just the beginning. These ground-up rebuilds don't just happen in a six-pack or two. It took 13 months to finish up the Chief. Bruce describes himself as "just a tinkerer," so he had John Zsinker of the Old Iron Hog Shop in Streetsboro, Ohio, handle the restoration for him. It looks like he earned his money.

Bruce likes the stock look best. "I don't like to see 'em chopped and raked and all that stuff. I like the original look." But he can't help but wonder what a new Indian might look like if the company hadn't gone belly-up 40 years ago. "Think of →

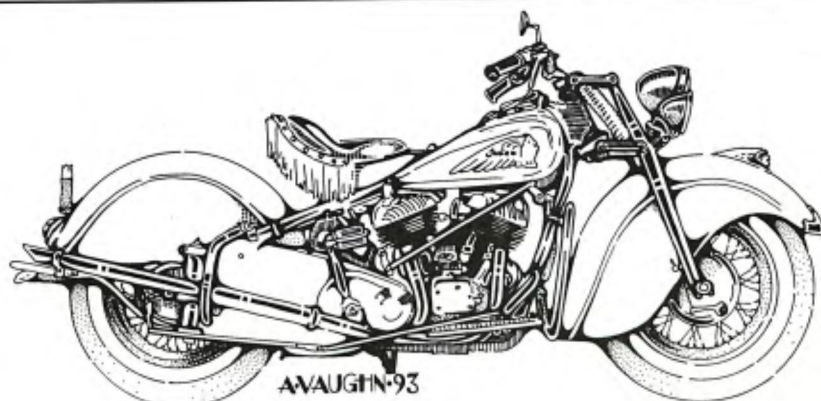


the old Harleys, and how different they are today. It would really be something to see a 1993 Indian."

With Harley playing off its own nostalgic look these days, Indian might have done the same if they'd stayed in business, and you'd probably see Chiefs like Bruce's rolling down the highway. If Wayne Baughman of Albuquerque, New Mexico, has it his way, the proud Indians will be roaming the ranges once again. Wayne's been working night and day, trying to get his 1994 Indian prototype up and running for Sturgis this year. Until then, you'll have to settle for looking at this beauty on these pages or catching it at the next show Bruce attends. He might bring two Chiefs with him then. "We're building a real show bike for the *Easyriders* show next year: a '46 Indian. We're not pulling any punches on this one."

—Red Dog

Owner(s): Bruce Whitted		City: Rootstown, Ohio	
General		Frame	
Fabrication by: Indian Motorcycle Company		Year: 1947	
Year and make: 1947 Indian		Builder: Indian	
Model: Chief		Type: rear, coil compression and rebound	
Value: \$28,000		Rake: stock	
Assembly by: Old Iron Hog Shop		Stretch: none	
Time: 13 months		Other alterations: none	
Chroming by: Portage Plating		Accessories	
Engine		Bars: original	
Year: 1947		Risers: stock	
Model: sidevalve, 42-degree V-twin		Fender(s): original full skirts	
Rebuilder: Dj's Motorcycles, Mesopotamia,Ohio		Headlight: aftermarket reproduction with spots	
Ignition: points		Taillight: original	
Displacement: 74 cubic inches		Speedo: Corbin, cable and gear driven	
Lower end: stock		Front pegs: footboards, rubber covered	
Balancing: Dj's Motorcycles		Rear pegs: none	
Pistons: .020 over		Electrics: 6-volt	
Cases: stock '47		Gas tank: stock, 3.5 gallons	
Heads: flat, aluminum		Oil tank: stock, 3 quarts	
Cam: Bonneville		Oil system: aluminum '48 pump	
Lifters: solid		Primary cover: from an earlier era, Indian script	
Carb(s): single Linkert		Seat: solo with skirt and fringe	
Air cleaner: aftermarket reproduction		Sissybar: none	
Pipes: factory-like reproduction		Height: n/a	
Muffler(s): factory-like reproduction		Material: n/a	
Transmission		Forks	
Modifications: none		Type: girder	
Year: 1947		Extension: none	
Shifting: 3-speed hand-shift		Builder: Indian	
Engine sprocket: 24-tooth		Special features: original (shock rebound)	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 43-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: stock	Hub: stock
Painter: Old Iron Hog Shop		Rim width: 4-inch	Rim width: 4-inch
Color: candy wineberry/black		Tire: Coker	Tire: Coker
Type: Ditzler lacquer		Brake: drum	Brake: drum
Special paint: gold stripes, Indian head tanks			
Special thanks: Ernie Cobbin and John Zsinko, Streetsboro, Ohio; Mac Williams, Wadsworth, Ohio; Rocky's Antique Cycles, Massillon, Ohio; Chuck Myles, Sloansville, N.Y.; and David J. Good, Mesopotamia, Ohio.			
Photos: Steve Coonan			



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The **October** issue promises to give you many hours of viewing pleasure. In addition to the bad-to-the-bone bikes and sexy-to-the-skin sirens, we're throwin' in an enormous color poster—featuring Land Speed Record legends and David Mann artwork—that's sure to dress up your garage wall. We'll also be delivering all the action that went down at Harley's 90th in Milwaukee, the scoop on a New York insurance scam, a feature on Accel's fuel-injected monster, a tech tip on installing turn signals in your mirrors, and much, much more. Don't even think about missing a single line.

On sale August 31



The T's have it. That's right, in the **November** issue, we'll be showing you shirts that show it all—from the lude, crude, and rude, to the political and patriotic. We'll also give you a look at some license plates with something to say. The 60th issue of *Wind* promises to be a panorama of puttin' pictures at our back-to-basics best. Every page is full of your art, your rides, your mugs, and your jugs—so don't miss a single page.

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TATTOO ▶

Tattoo's **October** issue is number 50, and we're celebrating with a giant color pack of the finest tattoo art in our files. We'll start with the National Tattoo Association's adventure on the seas, followed by a profile of Vyvyn Lasonga, a recap of two *Easyriders* Tattoo Shows, and the opening of an Ed Hardy/Nancy Roberts Zulueta art exhibit.

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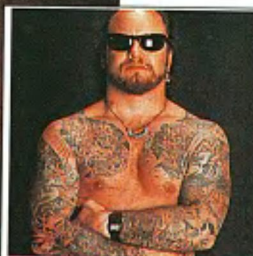
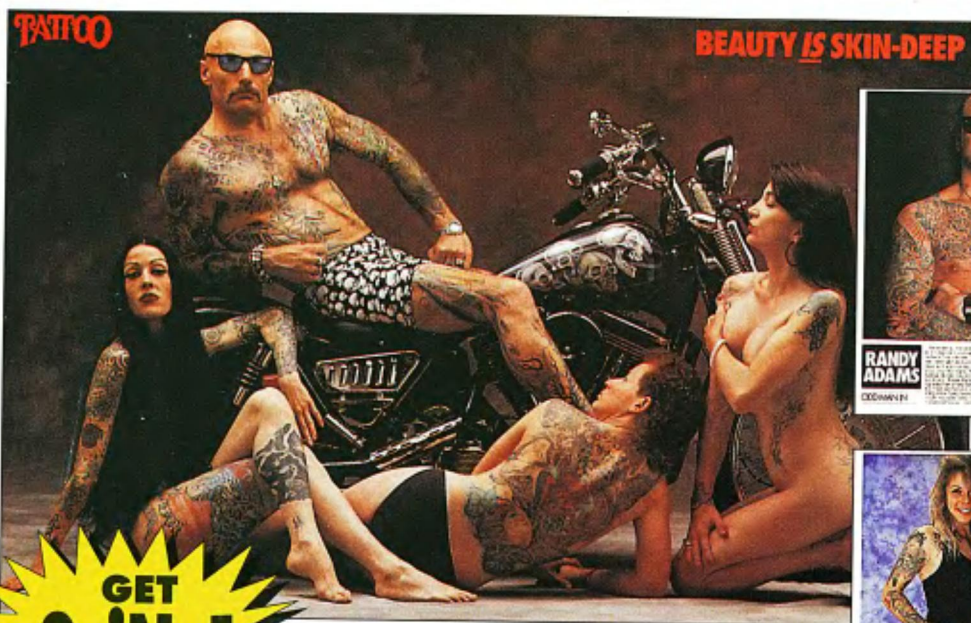
▲ BIKER

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. 'Course we've got our own classics on tap, with Mutha dolin' out the advice, Huts drawin' double trouble, T&A from down under way, and the wildest biker events in the galaxy.

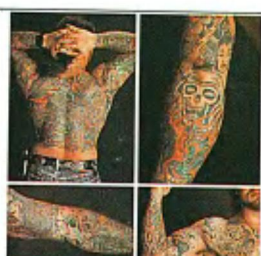
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1993 Motorcycle Rodeo Calendar

Memorial Day Weekend

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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!
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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)

ARROW
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