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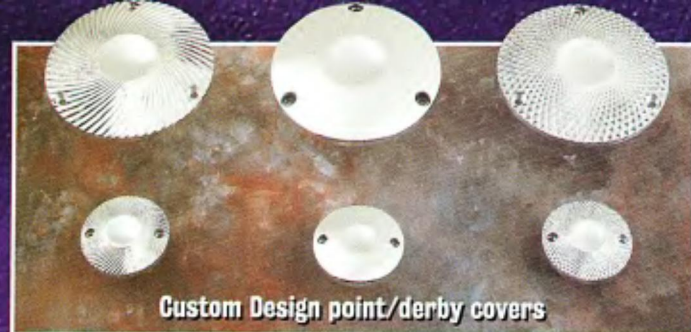
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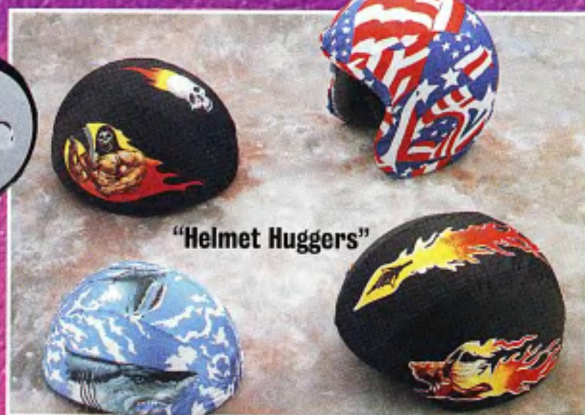
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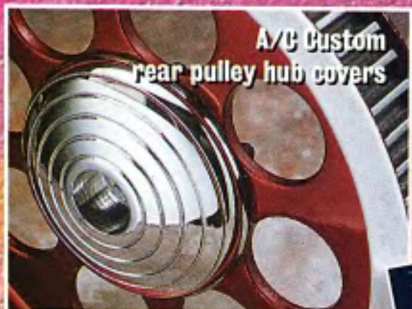
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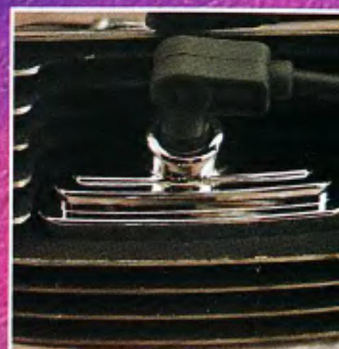
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Easyriders® MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 245 • NOVEMBER 1993

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She wanted to help her sister have a baby, so she conceived a baby for her by using a \$2.95 turkey baster as a male crank (sterilized in the dishwasher). She got her sister's ol' man to pound his meat to make his contribution. Then she stood on her head, leaned her body against a wall, and squeezed the turkey baster into her box—and voila! A 7-pound boy!

A female lawyer visited a biker in jail about a bum beef. (The court had appointed her for him.) When she went to see him, her hair was very neat and her makeup was just right. But when she came out, she was a wreck! Her hair was all messed up as though she had just awakened, and her makeup was in the same condition—lipstick smeared all around her mouth. She really looked fucked up. (Was she ever!) It was as though she had been doing some serious tongue wrestling, and she was arrested for some reason. She did learn that you can't have just a quick wiff-bam-thank-you-ma'am affair with a biker. With a biker you've got to be prepared for some righteous balling—among other things.

Now get this! Females get fat because you guys supposedly rag on them too much. They become porkers because we allegedly nag them! All I want to know is, who nags who? We all know it's not just beer that makes us gain weight!

Enough is enough! Their kissing got real heated and pretty soon they frantically pawed each other's bodies. Then off came their clothes and she had a chance to get a real good look at him. Trying not to laugh, she said, "What a sorry excuse for a crank!" That pissed him off so bad that he grabbed her by her scrawny neck and strangled her to death. Then he built a fire and barbecued her. Shit, no one's gonna make fun of his pretty little wee-wee!

What's this world coming to? A seven-year-old girl accused a little boy of sexual harassment while at school. She claimed he "called her names and did some unwelcome touching," and she was upset. The Feds decided her civil rights had been violated! Where did the little boy touch her? Did he poke her on the arm? Flirt with her by pulling her pigtails? Well, he certainly didn't bother touching the bee stings on her chest—hell, he had two of those! He certainly wouldn't fool around with her butt because his mommy had taught him that's where (ugh!) number two comes from! I think her male-hating mother put her up to it—what do you think?

Hey, here's an interesting fact. Breaking up a marriage 20 years ago was mainly initiated by men. Now, six out of 10 divorces are started by women. What happened? Could we have given them too much freedom too fast, or are we getting softer?

A woman claimed sexual harassment by two co-workers who made sexual advances and innuendos. But a federal judge decided she shouldn't have been offended because she had posed for Easyriders! That decision is binding in federal courts in Arkansas, Iowa, Minnesota, Missouri, Nebraska, and the Dakotas. So you females had better cool it at Sturgis if you have any future plans. (We do carry on there, you know.)

Princess Caroline of Monaco could have had a lot of things stolen from her—diamonds, furs, fancy and expensive shoes, etc., etc. So what did some low-life creep steal from her? Only her soiled panties! He must have had a thing for royal hash marks I guess.

A survey found that a baby who is breast fed for the first four months of life has half the ear infections of a baby who is not breast fed! Now if they'd just figure out what females do to us males during breast feeding to make us addicted to and worshippers of female tits. Hell, they don't even give us milk after a while. So what do they do to us males that makes female tits so attractive to all of us? And that doesn't mean they have to be large either. I've always felt that all a guy needed was a mouthful.

A rabbi in Israel discovered a new way to get a divorce legally. He found in ancient Jewish law that bad breath was just cause for a divorce! Whoopee! Some of us can be free now. We're free! Hot damn, we're f-r-e-e!

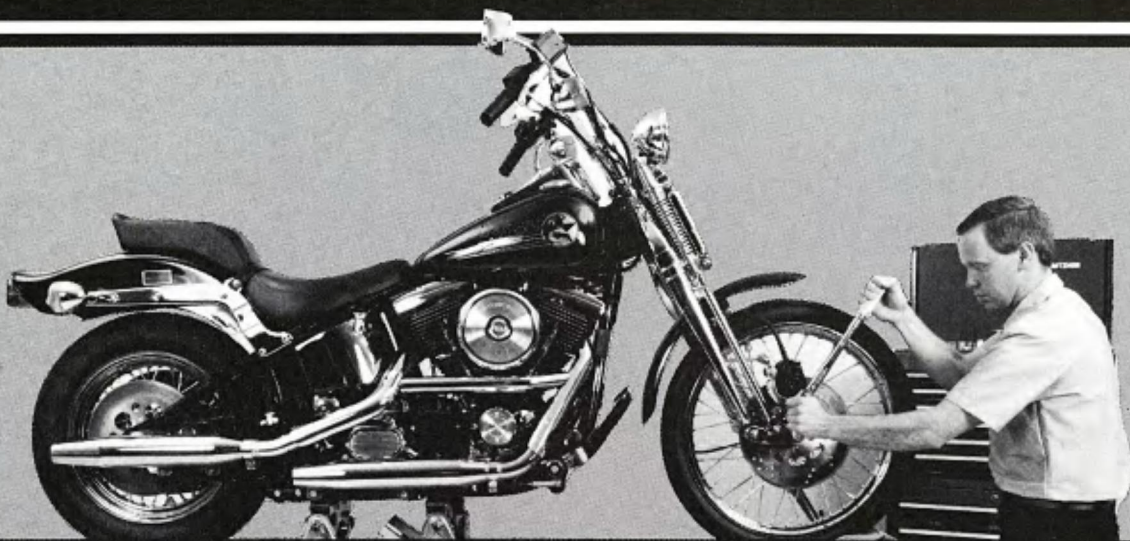
TAKING IT EASY

By Spider



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An Impression

□ I was impressed by "Moscow's Night Wolves MC," a feature in your July '93 issue. Being a bike rider and truck driver, I've had my share of police harassment and cannot begin to imagine the shit those guys went through. California doesn't have enough raisins for the pie they deserve. Brothers and sisters like them make me proud to be a biker. I'd be honored to share a bottle (make that a case) of vodka with them anytime.

J.J. Headhunter
Daytona Beach, Fla.

We're Demented?

□ I liked the set of pictures of Wendy in the August issue. It was nice to see one of these chicks photographed in a place that looked like a dwelling rather than a photo factory. An especially nice touch was the deer head on the cabin wall that looked like it was possessed by the devil. I may never get over it. I'm havin' a hard time deciding whether you dopes are gettin' your sense of humor back or if the lifetime of vices is finally forcing you middle-aged duffers into the first stages of genuine dementia. Either way, it's workin' out.

Spamhead
Blackhawk, Colo.

Kudos For Solari

□ I've got about 15 years' worth of copies of *Easyriders* at home, and the funniest thing I've ever read in your mag was in your May '93 issue: J.J. Solari on *British politics*. Tell it like it is, mate!

Caz
England

A Mad Brit

□ Give that cunt J.J. Solari a serious kick up the arse for badmouthing our next king and queen. Unless he knows the full s.p. (starting price), I suggest he keep his gob shut if he doesn't want someone to fall in his great cake 'ole.

J.M. Pitcock, Esq.
Berkshire, England

A Helpful Hint

□ When a bro and his wife returned from the Memorial Day Run in Red River, New Mexico, on their 1973 FLH, the two rear bolts that attached the front bumper of their bike broke off. From all signs, one broke first, and the stress on the remaining bolt caused it to break later. When the second bolt broke, the front fender tilted forward, locking the front tire.

After lengthy inspection, several long-time riders and one Harley mechanic came to the conclusion that this happened because the FLH had a bumper installed. This conclusion

was reached for two reasons: 1. The added weight of the bumper caused the fender to tilt forward. 2. This bumper had a sharp edge that locked the front tire immediately.

The FLH in question was completely restored with no neglect. I say this only to squelch any reader's attitude that it was old equipment that caused the mishap. The bros I ride with had never heard of this happening, but after inspecting the bumper on my own '91 FLHS (with bumper) we found a rubber guard installed to keep the bumper from digging into the front tire. Regardless, I took my bumper off.

This accident took the life of a very dear sister. Please inspect your fender bolts and your bumpers. Left-turning cagers are enough for us to worry about.

Pat Knight
Vernon, Texas

A Correction

□ Concerning Dave Reed's '58 pan featured in the July '93 issue ("Rat To Classic," pages 9-15) you did a great job with the feature. Why'd you blow it with the wrong facts?

In 1958, Harley built 2,953 FLHs with foot-shift which (unless I'm really fucked up) yours had. They built only 195 handshift FLHs—probably due to the fact that the police generally only bought FLs, and most handshift bikes went to PDs.

Now, hopefully, some dumbass is not tempted to purchase this FLH based on rarity. Although any '58 is relatively rare, let's not fuck things up any more than they already are by creating a false idea of what rare is.

R. Knight
Taos, N.M.

Work Of Art!

□ Sometimes you guys really piss me off — and other times you do real good, like the July '93 issue's feature spread on the '58 pan belonging to Dave Reed. That bike is a true work of art! I'm so glad you didn't drape the scooter with one of those dime-a-dozen broads.

Donald Cleland
Las Vegas, Nev.

A Disgruntled Reader

□ Your magazine does not in any way do a service for the legitimate motorcycle owner. All this magazine does is promote nudity and lust. It is a disgrace from cover to cover (I've included several examples). This is the very thing that is tearing this nation apart. Be it understood that should any member of my family be stupid enough to purchase this magazine again, I will burn it just as I have the copy these pictures were taken from.

Harley-Davidson had a good reputation. You have tarnished it with the vulgar, disgusting display of nudity. The enclosed pictures have nothing to do with bikes. There are still some people who would like to promote decency, morals, and keep this nation on the right track.

You will not damage my family ever again.

Unsigned
Greenfield, Tenn.

■ Our disgruntled reader sent in pictures from *V-Twin*. Can't imagine what kind of letter we'd have received had it been *Easyriders*. (Gasp!)

Heartfelt Thanks

□ I wanted to write and give my heartfelt thanks for giving us locked down bros a chance to have your mag via your prison discount. *Easyriders* is by far the favorite among the population here. Great bikes, great broads and info galore—what more could you ask for?

Tell all those folks who write in to bitch to get a life and quit snivelin'. Hell, at least they're in the wind.

Mike Garrard
Norton, Kan.

Thanks From Ruthman

□ Dear Mr. Teresi:

I am writing to thank you and your staff for the help and support you've given me and my family, especially Keith Ball for his interest in my case, and Gregg Daniel for being a good friend and always offering his support. And, of course, a special thanks to Tex Campbell for his interest in my case, for the long hours he spent researching it, and for the well-written and sincere article published in your March 1993 issue. I feel he has become a true friend.

I'd also like to thank the many brothers and sisters, as well as the many clubs, groups, and organizations, who took the time to write and offer both moral and monetary support.

I truly believe that if I had been riding Jap crap and wearing shorts, a tank top, or fluorescent leathers, the driver of that Japanese shitbox would have respected my right to share the road. The treatment I received from the media and from the system made me wonder who the true Americans really are.

I wish all the best to everyone riding on American steel, and I look forward to meeting you all someday on the road.

Marty Ruthman and family
Southern California

■ See the update on Marty Ruthman's case on page 66 of this issue.

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

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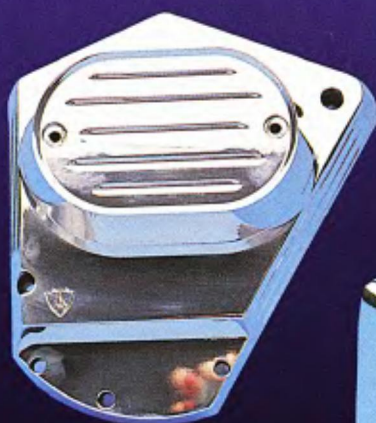
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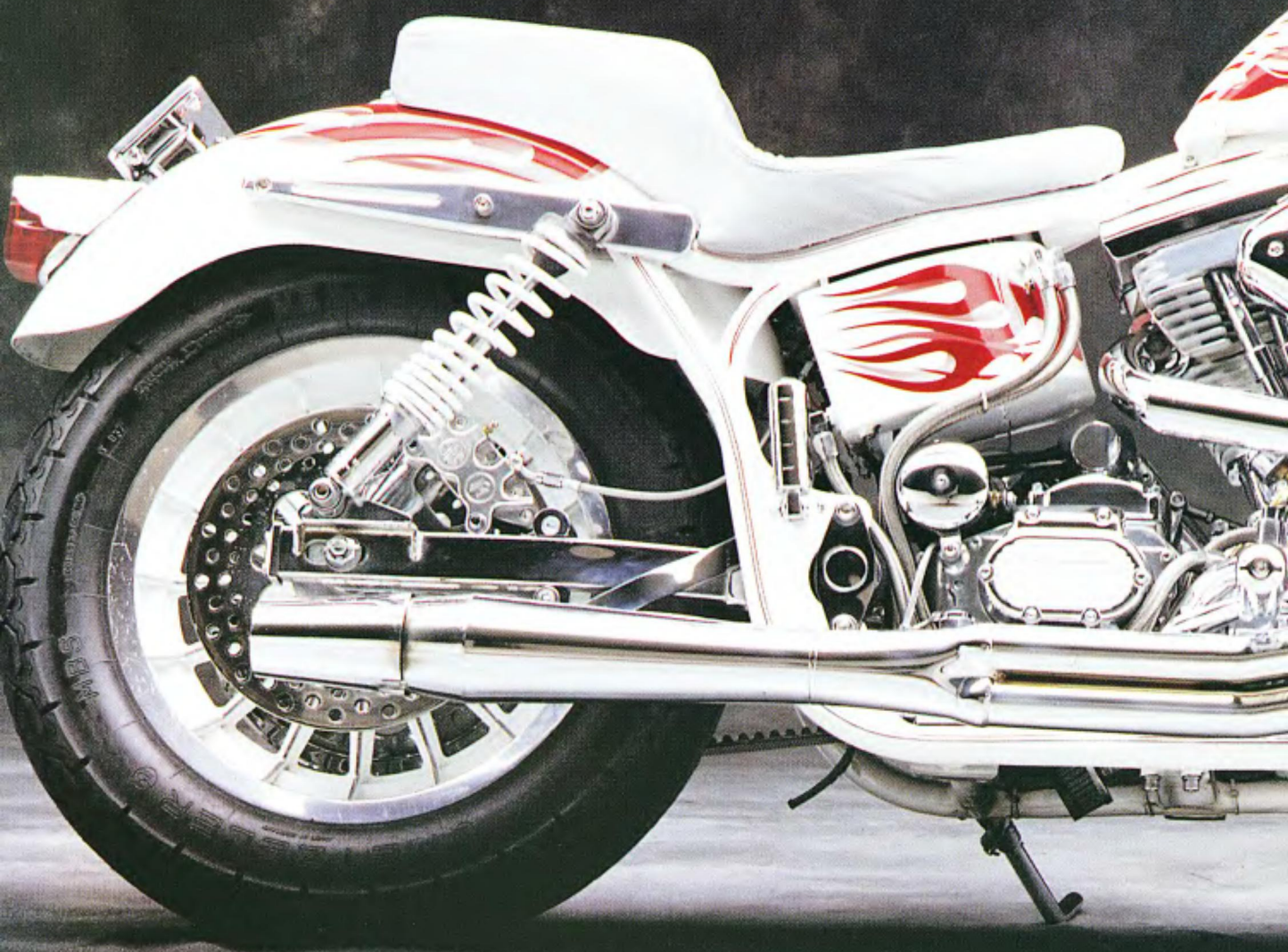
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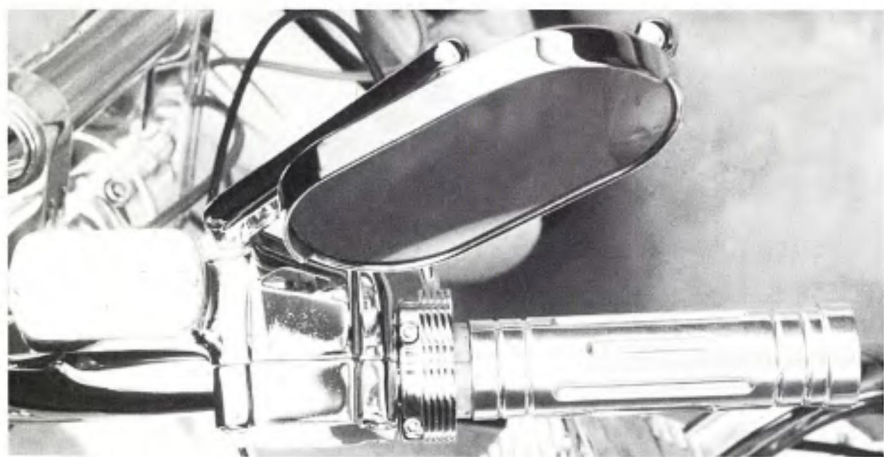
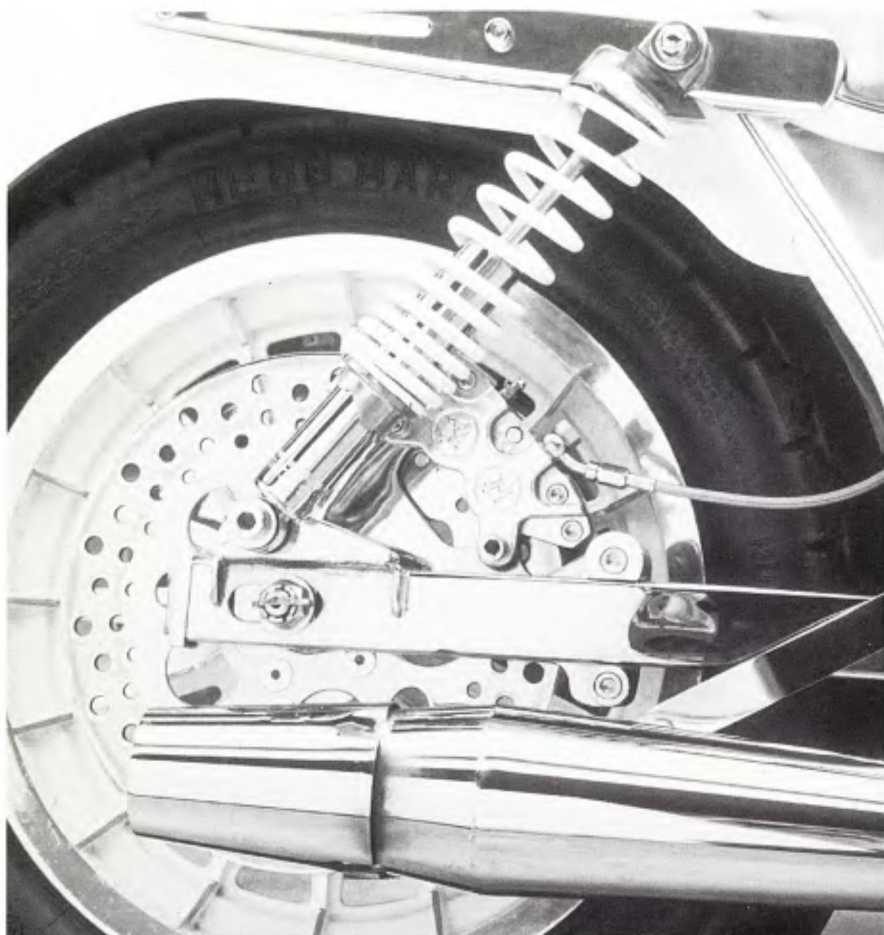
You're looking at the bike that rode away with first-place honors at the *Easyriders* 1993 Regional Bike and Tattoo Show in the Northern California city of Vallejo. Rudy Villaseñor is mighty proud of that fact. Pride definitely comes with this man's territory. One look at the tank tells you that. And it says all you need to know . . . or ask.

Riding free has bone deep meaning to Rudy. Those words vibrate through his hands and soul with every twist of the wick. He just finished doing a five-year stretch in January. But being down didn't mean being out. In fact, that's where and why his bike was born.

"When you're doing time," explains Rudy, "you just think a lot about motorcycles, if you've been into it. My idea was to build a bike that was nice enough to get into the magazine and enter into a couple of shows."

There's more to it, though. Rudy wanted to build a bike as a tribute to his brothers and their friends who were still down. That's why





*Rudy wanted to
build a bike as
a tribute to his
brothers who were
still down*



the license plate reads "81 BHC," for the Big House Crew. Rudy got the idea as soon as he went in. With the help of Ron Simms and his Bay Area Custom Cycles shop, he was determined to make it happen.

"I started reading the bike magazines," says Rudy, "cutting out pictures of little bits and pieces that I liked. Then I'd send them to Ron and call and tell him that this was what I'd like to get done."

From the looks of this award-winning '87 FXR, it must have been one helluva phone bill.

"We only had a frame to start with," says Ron, recalling the FXR's construction, "so we fabricated →





the whole bike—the mounts, the hardware, all of it. And the front end, that's an in-between glide—not quite a wide glide and not quite a narrow glide."

Rudy had an existing '87 Evo that was later beefed up to an 81-incher. Ron dropped it into a Marc Rowe frame with Dyna rubber motor mounts. The tell-tale flames and paint scheme (done by Horst) were Rudy's idea, with design help from a good friend. But all that tech stuff was downhill.

"Our biggest challenge was to put the bike together from start to finish in about a three-week period," says Ron. "We didn't really start on the bike until just before the Oakland [California] Roadster Show in January. We got the tank the day before, and we didn't get the front fender until the day of the show."

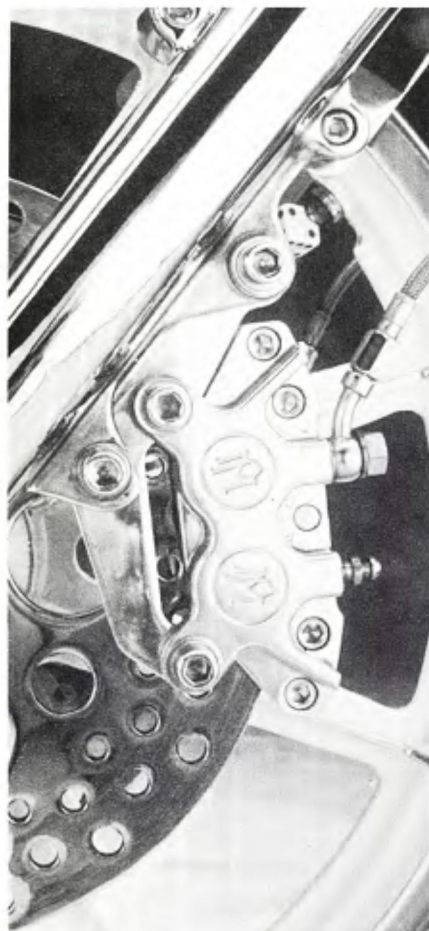
Which didn't stop Rudy's bike from grabbing first place in its class (including best paint) at Oakland. Next stop, Vallejo. The only problem was . . .

"I couldn't go there because →



FIRST PLACE WINNER

Easyriders Bike & Tattoo Show Tour
Vallejo, California, March 5-7, 1993
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1994



my parole agent wouldn't let me," says Rudy. "That's out of my district, so I had to send my bike over there to make sure it got in."

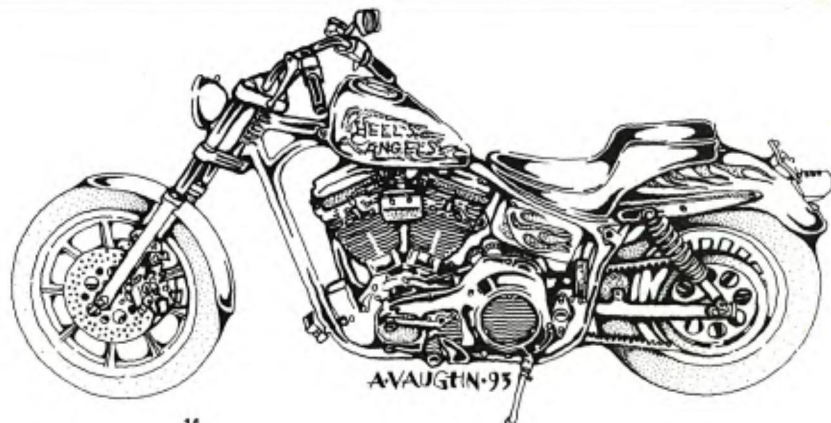
Whatta drag. And it figures he'd win first place overall, don't it? You attentive readers know that *Easyriders* Regional Bike Show winners get to compete for the grand prize in Columbus, Ohio, at the granddaddy Invitational Bike And Tattoo Show. But it's a sure bet that Ohio is out of Rudy's district, too. So what's next?

"I have another project in mind," says Rudy. "I'm gonna build something more for traveling. As for this tribute bike, I've retired it—no more competition." But you can almost hear the man smile when he says, "It's just being ridden every day."

Well, Rudy, the next time you're puttin', give that wick a long, hard earned twist. Sound and pride carry mighty far when you're in the wind, and you know the Big House Crew will be all ears.

—Drummer

Owners: Rudy Villaseñor		City: Hayward, California	
General		Frame	
Fabrication by: R. Simms, Bay Area Custom Cycles		Year: 1993	
Year and make: 1988 H-D		Builder: Marc Rowe Frame	
Model: FXR		Type: FXR	
Value: your life		Rake: 36 degrees	
Assembly: Bay Area Custom Cycles		Stretch: 2 inches	
Time: three months		Other alterations: molding	
Chroming: Valley Plating		Accessories	
Engine		Bars: CCI	
Year: 1988		Risers: none	
Model: FXR		Fender(s): CCI	
Rebuilder: Ron Simms, BACC		Headlight: CCI	
Ignition: Dyna		Taillight: CCI	
Displacement: 81 cubic inches		Speedo: what for?	
Lower end: Rich Products		Front pegs: KüryAkyn	
Balancing: Rich Products		Rear pegs: KüryAkyn	
Pistons: S&S		Electrics: Bob Gomes	
Cases: polished		Gas tank: Frisco Cycles	
Heads: Hannon's		Oil tank: Paughco	
Cam: Sifton		Oil system: it works	
Lifters: Sifton		Primary cover: chromed	
Carb(s): S&S		Seat: Mike Corbin	
Air cleaner: S&S		Sissybar: no way	
Pipes: Rich, Thunder Header		Height: n/a	
Mufflers: don't think so		Material: n/a	
Transmission		Forks	
Year: 1988		Type: FXR/BACC	
Modifications: nada		Extension: some	
Shifting: stock		Builder: H-D/BACC	
Engine sprocket: 24-tooth		Special features: chromed	
Trans sprocket: 37-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Horst		Hub: H-D	Hub: H-D
Painter: Horst		Rim width: 3.5	Rim width: 5 inch
Color: white and red flames		Tire: Metzeler	Tire: Metzeler
Type: urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: pinstriping by Horst			
Other special modifications: Thanks to Ron Simms, Bay Area Custom Cycles, Frisco Cycles, Big Wayne, and HAMC Frisco Chapter.			
Photos: Steve Coonan			



Smokin' Selection!

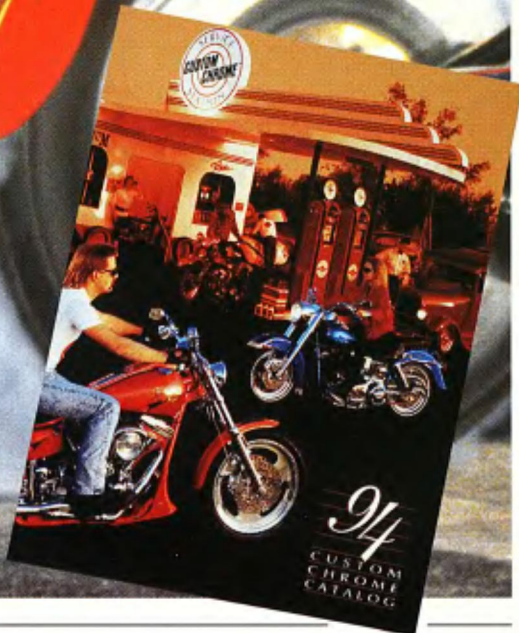
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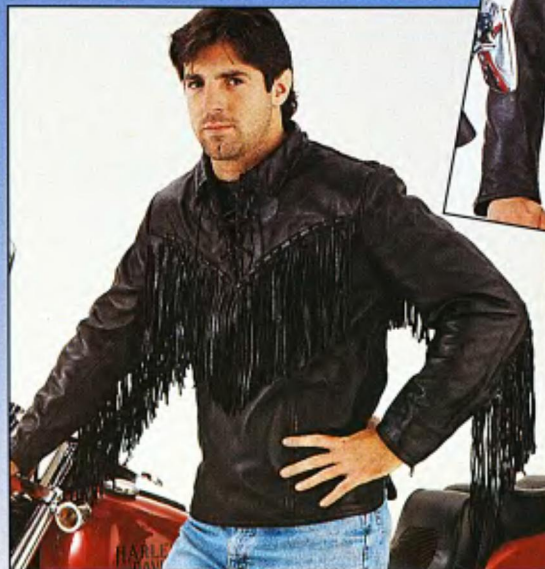
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If it's of interest to bikers, we'll print it

EXCERPT FROM THE RULING CLASS

A Funny . . . And Frightening Look At Our Political System

In the early hours of Wednesday, November 27, 1991, a string of lawmakers took to the floor of the House of Representatives to declare their support for the Intermodal Surface Transportation Efficiency Act of 1991. Representative Rosa DeLauro was among them. In the Congressional Record is a long speech by the Connecticut Democrat extolling the virtues of what was commonly known as the Highway Bill.

But Representative DeLauro never did deliver that speech. As a routine matter, it was given to the typesetters at the Congressional Record, where the text was inserted as though she had spoken at length. So far so good. But somehow the pages of her speech on the Highway Bill became mixed up with the pages of her speech on the Crime Bill. The result was that DeLauro's text jumps from a discussion of all the new jobs that would be created by building roads to comments on tough gun control law. She concludes the defense of the Highway Bill by imploring her colleagues to "vote for the omnibus Crime Control Act."

DeLauro's mixed-up speech is a perfect example of today's Congress: a non-speech that was (not) delivered as part of a non-debate about a bill that no Member had actually read. Indeed, the non-debate on the Highway Bill raged on well before staff aides had even finished writing the bill. Members voted overwhelmingly for the measure without ever seeing it. A hefty thousand pages of small print, the bill was dumped onto a table in the House chamber just one hour before the final vote. This is how Congress spends \$151 billion.

No doubt, \$151 billion is a great deal of money—more than \$41,300 in taxes from each and every one of the 112 million taxpayers in America.

Representative Christopher Cox, a California Republican who sits on the Public Works and Transportation Committee, which drafted the initial House version of the Highway Bill, looked on in astonishment. As a committee member, he

*Somehow the pages
of her speech on the
Highway Bill
became mixed up
with the pages of
her speech on the
Crime Bill*

had hoped to have an intimate knowledge of the bill's details. But not even committee members had the opportunity to read the bill's text. In fact, several months earlier the committee chairman had made the committee vote on the original measure on the same day the several hundred-page document was passed out. After the committee approved the unread bill, it was sent for the first time to the House floor where only a dozen amendments were allowed. By the

time the measure reached the Senate-House conference committee, the final stage before a bill gets its last up-down vote in each house and is sent to the President, no one but the conference participants knew what the bill would look like. In a conference, leaders from the House and Senate committees that initiated the bill worked out the differences between their bodies' respective versions. Because the Senate version of the Highway Bill was wildly different than that approved by the House, everything was up for grabs in the meetings.

And grab they did. Each member knew there would be some road, bridge, tunnel, sidewalk, bus, or subway earmarked for his/her home district. Conferees bought off their colleagues with the promise that each legislator would get his own little slice of pork, something to tout when the next election rolled around.

On the afternoon of November 26, the next to last day before Thanksgiving (when Congress planned to close up shop for the year), the leaders of the conference announced they had reached an agreement. They then handed out a two-page outline of the 1,000-page bill. Staff aides were still busy writing up the compromise text. Although Representative Cox tried to get the conference staff to show him the measure, they told him he would have to wait. At around 2 in the morning on the 27th, the bill was taken up by the House Rules Committee, which sets the ground rules for debate on legislation before it is sent to the floor, specifying what amendments can be considered and in what order.

In the case of the Highway Bill,

however, there was not much point in specifying amendments because the Rules Committee itself did not have a copy of the measure, which was still being drawn up.

Without seeing the bill, the Rules Committee waived the House requirement that no measurement be taken up until three days after it has been printed in the Congressional Record. They then sent the bill to the floor.

At 4 a.m. debate began—though no one had seen the text. Not until nearly 5 a.m., halfway through the debate, was

one copy of the document plunked down on the Speaker's table. There it sat—all 1,000 pages-plus of it—until 6 a.m., when the vote was taken. Approval was overwhelming: 372 members voted for the bill, and only 47 opposed. Not a single member, Cox realized, had read it.

This is all too typical of how today's Congress legislates: empty votes on bills known only to unelected staff aides, all crammed into the last hours before vacation. Legislation has become the stepchild of Capitol Hill. Cumbersome and difficult, legislating requires coalitions and compromises.

How much easier it is for lawmakers to act without having to legislate? Just call a bureaucrat and demand a favor for a constituent. Write a regulator and insist that a federal rule be changed. Hold a hearing and drum up some press. Fly to the Third World and exercise some personal diplomacy. Congress was created to make laws, yet the modern Congress has all but abandoned legislating, choosing instead to exercise power more directly and with less accountability.

Welcome to the ruling class.

—Parkay

THE RUN TO THE WALL '93

The New York and Washington, D.C., Tributes To Those Who Never Came Home

On the third Sunday in September, New York City and the neighboring New Jersey cities of Weehawken and Jersey City are awakened by the sound of over 12,000 Harleys rapping their pipes for the start of Rolling Thunder. The run, which started in September 1988, was formed as a complement, not a rival, to the original Rolling Thunder that began in Washington, D.C. on Memorial Day 1987.

By 10 a.m. motorcycle police escorts from the Elizabeth, Jersey City, and Weehawken police departments were taking up their positions to lead the 12,000-plus bikers on their run through Jersey City to the Lincoln Tunnel. Some 12,000 bikes rumbling through the tiled walls and ceiling of the Lincoln Tunnel, the underwater link between New Jersey and New York, is the ultimate definition of Rolling Thunder.

The greenish-brick-glass wall that is New York's Memorial to Vietnam veterans has segments of letters written by soldiers to their mothers, fathers, wives, sweethearts, and friends back in the states. Some of these loved ones never received a reply, instead, there was a knock at the door and a message that, "On behalf of the U.S. Government, I regret to inform you . . ." The NYC Vietnam Memorial is at Battery Place near the Staten Island Ferry, and is accessible 24 hours a day.

Washington, D.C., Run To The Wall:

The "Run To The Wall '93" was held in Washington, D.C. on May 30, 1993. You could sense that "Rolling Thunder VI" would be different than last year's run. From Georgetown to Old Town, and from the Smithsonian to Arlington, the bikers gathered. There was no blacktop to be seen, just a sea of chrome, colors and leather. There were people from New York, Florida, California, Canada, England, and Australia. Andy and Brian and 43 of their fellow Australians who served in Vietnam made this year's run. The Canadian Vietnam vets came from



Photo: Jay Hirsch

Toronto, Montreal, and Quebec.

At noon, the D.C. Sheriffs, with Col. Klepper in the lead on their birch white H-D Police Specials, led the 75,000-plus bikes out of the Pentagon parking lot onto the Memorial Bridge for the run through Washington that ends at The Wall. We were all riding in memory of the 2,266 still missing and unaccounted for in Vietnam, and the 90,325 Americans that are unaccounted for from WW I, WW II, Korea, and the Gulf War.

As the first procession of bikers came across the Memorial Bridge and past the Lincoln Memorial, one was greeted by over 100,000 spectators who were overwhelming in their vocal support.

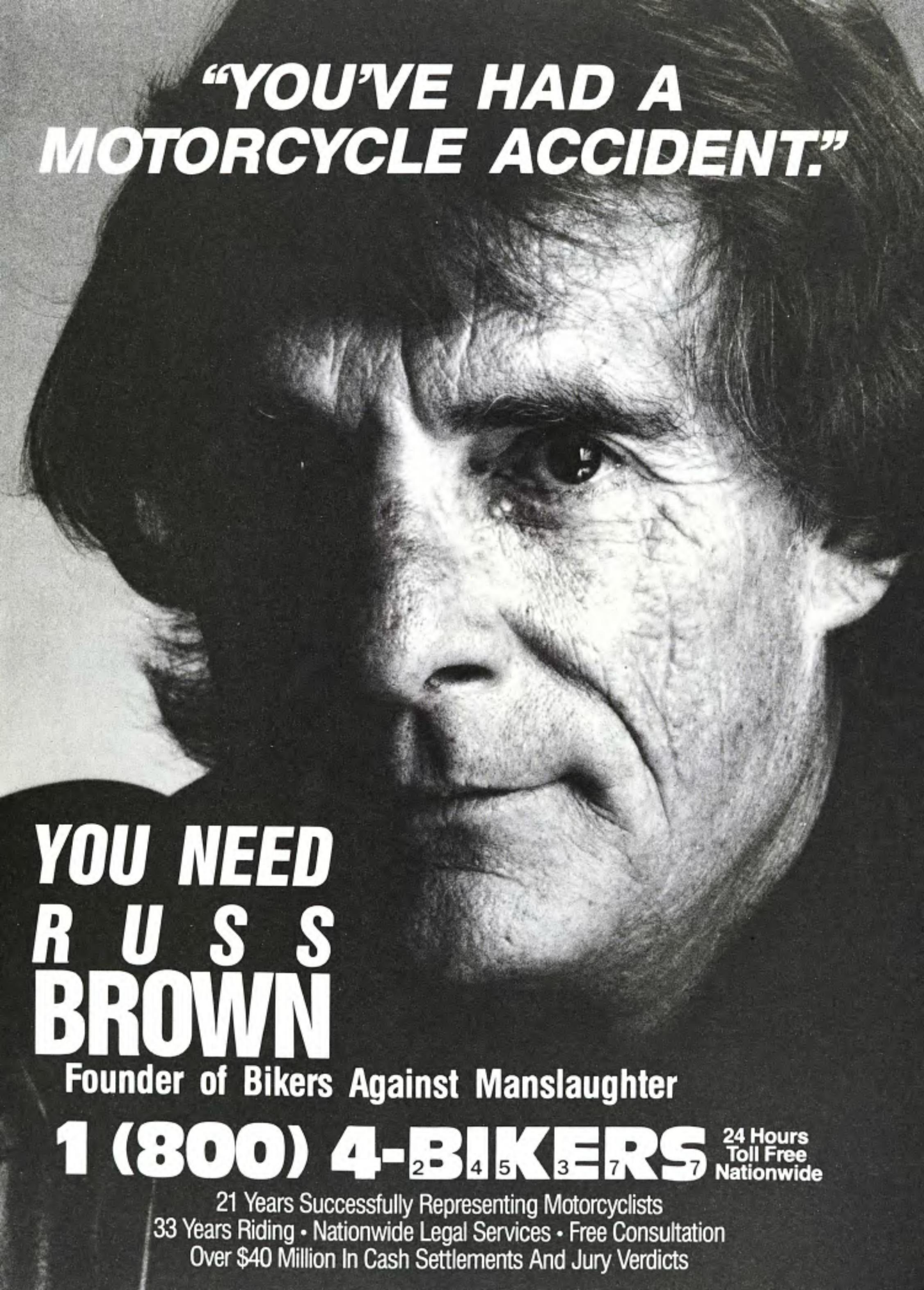
With their bikes parked on the mall area near The Wall, the bikers made their way down to the valley of black marble with its 58,183 names etched in white. As you neared the walkways that lead to The Wall, the hushed tones of silence were more deafening than the Thunder that roared for more than

three hours. One was now entering the "holy ground." Tattooed arms as thick as tree trunks met shoulders as broad as an eight-lane highway that supported a head whose face had tears flowing down its cheeks. Fingertips—white, black, brown, and yellow—gently touched a name, a person, an American on The Wall.

Love is left at The Wall. There was a Father's Day card with the inscription, "You're A Father To Be Proud Of." Also left were a birthday cake, baseballs, a football, and a picture of a 1966 Mustang.

President Clinton is the first Commander-In-Chief to speak at the Wall since its inception. Let's hope he's about more than just appearances and that he'll do something about the MIAs and POWs who are still there. As the words left on a note at The Wall read, "When you remember me, think of your liberty—and some gave all . . ."

—Jay Hirsch



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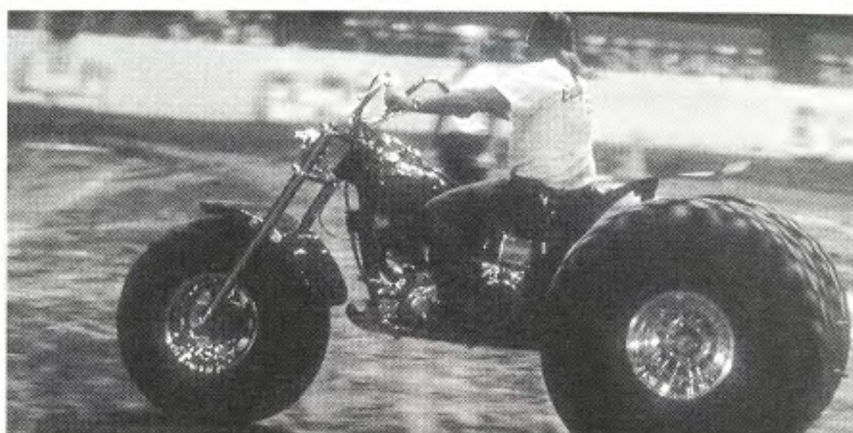
Rodeo-Goer Gets Off On The Fiery Waco Action

Dear *Easyriders* staff (all of you), and especially the Rodeo crew,

Thanks for a great time! The Rodeo weekend in Waco, Texas, was unbelievable, outrageously funny, and just a weekend to remember for a very long, long time. Whoever chose Waco, and the stadium in particular, picked the perfect spot for a rodeo. It was fantastic. No matter where you sat, or how tall the person was you happened to be sittin' behind, you got a great view of all the action in every part of the arena.

The only downer was that my camera had been acting a bit strange. I didn't think much of it at the time; that is, till I lost a complete roll of film—the pulls, the races, the bikes and trikes, the laughs, the spills, the trophy girls, everything! And the worst of it was that I had some really good shots. At least I learned something from it—always bring *two* cameras.

What meant more to me than anything was being able to give my Dad a break from his hospital bed and bring him along to the Rodeo. He said he couldn't



remember the last time he had so much fun. Although my Dad never saw any front line or battle action, he was a Navy C.B. during the Korean War. He chose to help by doing what he did best, so he was a welder and steelworker, building airfields, etc. I've never seen him so proud of being a vet as he was those two days standing there, accepting a thank you from his kind of people and knowing that

every bit of it was genuine.

The thank you that he got from *Easyriders* and a whole bunch of bikers meant more to him than any number of suit 'n' ties saying it, because it came straight from the heart.

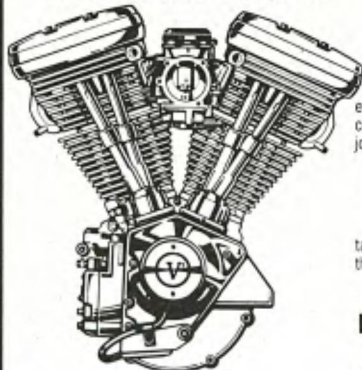
Thanks again to the staff, security, competitors, and sponsors for a great weekend.

—Chuck Ginnich, Palestine, Texas

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MAG U.K. OFFICER

Speaks To America

Allen Burton (in photo) is the National Communications Officer for the Motorcycle Action Group (MAG) in the United Kingdom. MAG's goals are just like ABATE, the MMA, or other motorcyclist rights organizations in the United States, whose goals are the preservation of freedom. Take it away Allen:

The Motorcycle Action Group was formed in 1973 to oppose the compulsory use of helmets. Opposition to this piece of legislation is still firmly held as MAG policy, although many of the new generation of bikers have grown up believing the bullshit about safety and see it as an old-fashioned cause.

MAG's grown to a membership of 20,000 and campaigns against many issues. The European Community (EC) seems determined to remove the problem of bikes and bikers by making laws that make bikes gutless and similar.

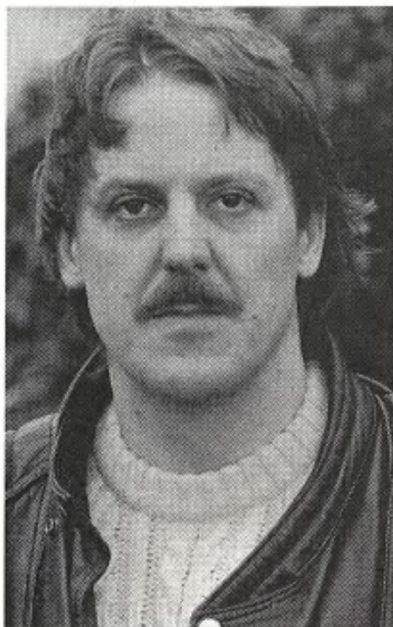
Noise limits are also being proposed which are so low, no air-cooled motorcycle engine could pass them. In June of 1993, a new directive seeks a maximum noise level of 82 decibels (db) for machines of over 175cc that will be lowered again in the mid-1990s, to 80db and 2db for other engine categories. The need for further legislation to control noise hasn't been proven.

Noise attributable to motorcycles has, on investigation (at home and abroad), been proven to come from machines with altered exhaust systems, or by the use of systems designed for the track only. Willie G., take note: this could mean the end of your European market at a time when Europeans are buying your products as fast as the Factory can supply them.

The EC's next move is called anti-tampering. This law would have bike engines manufactured with "shear bolts," so that do-it-yourself maintenance becomes illegal or impossible. The sum total of all fitted performance spares would not be allowed to increase power by more than 10%. Goodbye Screamin' Eagle, hello whimperin' eaglet.

Other villains includes insurance companies, which is no news to you bikers in the United States. If a guy's under the age of 28, he's got to be rich to afford coverage. One year's worth of insurance can cost more than the bike itself. This explains why the majority of Harley riders here have gray hair.

Sometimes I believe they think they can kill us all off by strangling the flow of young riders. Obtaining a full license to ride is a long, complicated, and expensive process. If you don't pass your riding test within two years of applying, they'll take



away your license for one year, making it tougher to get back. Gettin a license to drive a car is cheap and easy, with no time limits.

In the U.K., we have a strong social side to MAG with many runs, parties, and rallies. Events are organized to raise funds for many worthwhile charities. Local groups often take toys to children's homes (such as chocolate eggs at Eastertime), and pet food to animal shelters. But when the time comes, we've been known to kick ass. For example, once we chained up the entrance doors to the Department of Transport. Seems they couldn't get into their building to do much anti-bike work.

The next time we played by the rules. Over 1,000 bikers arrived at the House of Parliament. Each member of Parliament had a biker to see him at the same time on the same day. This changed the United Kingdom's policy on introducing a power limit for motorcycles.

My job as National Communications Officer is to spread the word and gain support for MAG and its aims wherever I can. I'm delighted to be able to tell my stateside brothers and sisters what's going on over here. Hopefully, we can use the lessons learned in our country to help defend the rights of motorcyclists all over the world.

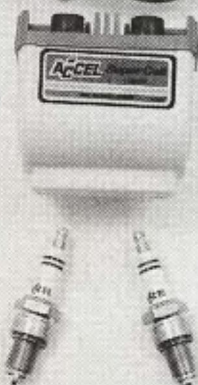
For more information about MAG, write P.O. Box 750, Kings Norton, Birmingham B30 3BA, England, or call 011-44-21 4595860.

—Allen Burton
National Communications Officer
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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
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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.

LOOKIN' UP

For Bikers In South Africa

Biker life in the Republic of South Africa is a bit different than ours. Jakes, who bails from NababEEP, dropped us a kite to shed some light on the differences.

Unfortunately, I don't own a Harley. With S.A.'s poor exchange rate, Harleys are very expensive, and until such time as I can afford one, I'll have to make do with my BMW R100.

I recently subscribed to *Easyriders* and *Biker* magazines, and anxiously await the arrival of my first issues. This may sound strange to you, but after many years of censorship, we're finally allowed to view "tits and ass," but no full frontal shots. This stems from the previous policies of the Apartheid and the extreme measures taken to keep blacks from viewing naked white women.

Mandatory helmet laws and headlights on during the day have been around since 1967. To date, no biker group has opposed these laws. The helmet law is enforced throughout S.A. with stiff fines for culprits. Headlights on is also enforced in most major centers, but in smaller towns and rural areas it's sometimes overlooked. No restrictions are imposed on the number of bikes one can own and bike insurance is optional. But when a bike is purchased on a Hire Purchase [lease option] agreement, insurance becomes compulsory, which is very expensive. When buying a used bike, if you can't pay cash, forget it. Our banks are reluctant to finance them.

Do-it-yourself repairs and aftermarket products are no problem here. The same goes for horsepower and cubic inches (no restrictions). Laws *do* exist to control noise levels, but these laws are not really enforced. I know of only a few instances when bikers were pulled over for loud pipes.

Speed limits for all road users are the same: 120 km on the open road, 60-100 km in built-up areas. In Johannesburg, certain sections of the highway are closed to bikes. This is due to the high volume of cars that use these stretches, as well as road expansion joints that pose a threat to bikers.

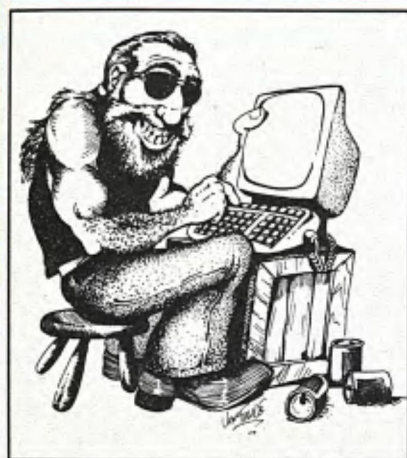
Bikers in S.A. are seen as bad guys, and organizers of motorcycle rallies find it difficult to secure suitable locations. The largest rally is the Buffalo Rally which draws around 2,500 bikers. After being banned from Port Elizabeth (one of our coastal cities), the Buffalo Rally was held this year after a 10-year absence. When it comes to biker bars, forget it. Our strict liquor and moral laws foster a small biker fraternity.

With its wide open roads and fine weather, South Africa has excellent touring prospects. Whilst on holiday, I noticed in two of our major cities a number of outlets selling H-D and *Easyriders* accessories. This proves the Harley lifestyle has finally reached our shores.

—Jakes

SHORT STROKES

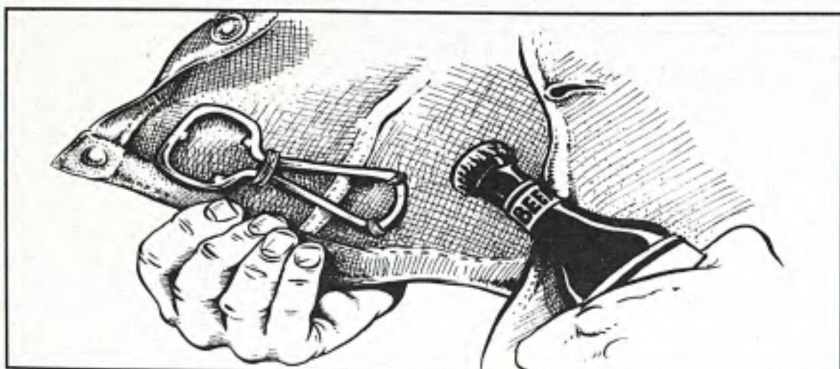
Feast Or Famine?



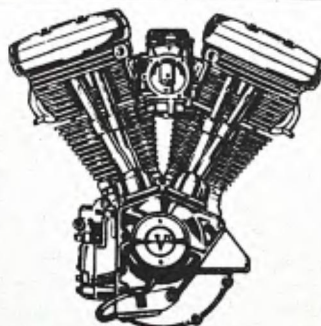
Hang on for the next couple of issues. **Shit is happenin'.** On the way to Milwaukee for the 90th celebration, I had the pleasure of meeting Ron, a Motorcycle Safety Foundation (MSF) instructor and an ex-motorcycle cop. While learning the practical MSF procedures, he had to unlearn everything the California Highway Patrol had taught him for 20 years. While MSF preached of accident avoidance, the CHP taught him what to do when a collision is imminent—jump. The CHP taught officers to keep their fingers poised on the front brake and the tips of their boots on the edge of the footboards. In other words, to get ready to jump....**New Zealand** police commander Murray Jackson told the press that the construction of the new station would be delayed due to a new safety code requiring prisoners to have immediate access to emergency exits in case of a fire....**Montana's new penalty for animal abuse** is two years in prison and a \$1,000 fine. The maximum penalty for second offense wife beating in the same state is six months in prison and a \$500 fine....**If you're in the market** for maintaining or restoring parts, contact Indian Motorcycle Parts, Inc., in Phoenix, Ariz. They have a wide assortment for most models, including 1909-1916 tanks, tanks for Scouts and Chiefs, tank emblems, chrome strips,

headlights, chainguards, belt guards, and front and rear fenders....**Here's the hot tip of the month** from Bob Flanagan, of Dover, N.H.: Take a church key and sew it on the inside of your vest for convenient bottle opening (check out the illo below)....**Hey, this ain't bad.** Peter Witzel from Germany wrote in to suggest that somebody should develop locking gas and oil cap covers. And I thought the inner cities were only tough here in the states!....**And in Italy a group of bikers** kicked off an organization called Better Life International SPA. It's designed to promote runs for charitable causes. Primary sponsors include Harley-Davidson, Jeep/Eagle, Porsche, Coca-Cola, and Levi's Strauss. After their successful Springfest '93 in May, Better Life International will be blasting to life again with Livefest '93 in September. For more info call 011-39-434-660768....**With our credibility expanding** internationally, the first Canadian National H.O.G. Rally took place at Carleton University....**And to top that,** the Vancouver, Canada, Opera Society is raising money by raffling off a 1993 FLSTC. Where's that old bad guy spirit?...**Back down to earth,** Bart Baker spilled polish on the black wrinkle on his mill. He couldn't get it off until the ol' lady gave him a bottle of Avon's Skin So Soft—it came right off. That's the same stuff that repels flies. Hell, it can probably cure cancer. Don't ask me....**And M.K. Barr, from White Rock, New Mexico,** used a 1-7/8-inch trailer ball to balloon his performance mufflers so that he could fit them over his stock exhaust pipes without removing the expanded portion. I haven't tried that one....**And in Hawaii,** Paul Groesbeck, Director of Hawaii's Life Foundation, produced the first "International Bikers' Run For Life" event to raise funds for AIDS patients. It's slated for Easter weekend 1994. Call (808) 926-2526 for more information....**Hell, it looks like we can do no wrong.** Ride on, as Wino Joe used to say.

—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.

Mad Mike was touching up the paint in the bathroom one weekend when the brush slipped out of his hand, leaving a stripe across the toilet seat. So he painted the whole seat over and then headed out to cruise the titty bars.

In the meantime, his ol' lady got home from work, and after she went upstairs and took a leak, she found her butt firmly stuck to the toilet seat.

Mad Mike finally got in at four o'clock in the morning and discovered her still there, furious and embarrassed. Unable to dislodge her without tearing the skin right off her ass, Mad Mike unscrewed the seat, and with considerable difficulty he managed to get her into the car's backseat and haul her to the emergency room.

At the hospital, she was wheeled into an examining room and maneuvered, on her knees, onto the table. At this point, the resident physician arrived and surveyed the scene.

"Whaddaya think, Doc?" asked Mad Mike.

"Nice, very nice," said the doctor, stroking his chin, "but why the cheap frame?"

—Ruben Sanchez
Layin' Low

Li'l Bit frowned sorrowfully after Fish proposed to her. "I'm really sorry, Fish," she said, "but I can't marry you."

"Why not?" he asked. "Is there someone else?"

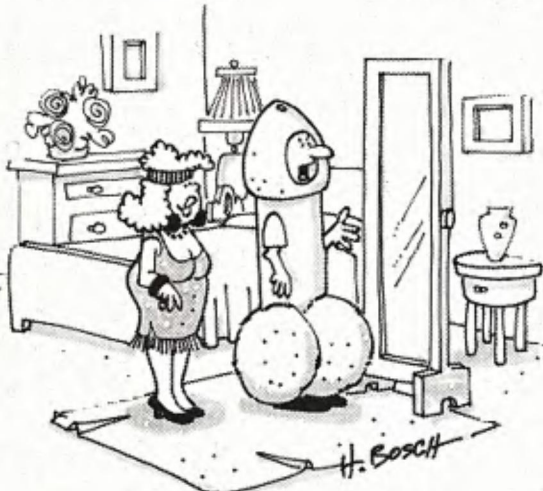
"Shit, there's just gotta be," sighed Li'l Bit.

—Cisco
Stripe City

How are anchovies like telephones?

They're the next best thing to being there.

—Gary Littrell
On Hold



"Next time, I pick the costumes."

Handsome Hank stepped into the empty elevator, and when it stopped at the next floor, a foxy secretarial type got on. She took one look at the bro and immediately punched the emergency-stop button, bringing the lift to a halt between floors. Smiling, she stripped to the skin and stood naked before him.

"Get your clothes off," she purred, and of course Handsome Hank did so. Breathing huskily, she then commanded, "Now make me feel like a woman, you stud."

"Sure thing," said Handsome Hank with a grin. He kicked his pile of clothes over to her and said, "Fold 'em!"

—Doc Tillis
Denton, Texas

What's the difference between a chick's G-spot and a bar?

Most men can find a bar.
—Alan Webster
Victoria, Australia

Abiker was having a bad case of the blues after he'd been laid off from his job. "Oh, don't worry about it, honey," his ol' lady tried to reassure him. "Something'll come up."

"But I won't be able to afford all those nice things ya wanted so much," the bro said.

"That's all right, babe—I'll still love you just the same."

"Also," he continued, "they're repossessing my Hog."

When the bro didn't hear any consoling words after that statement, he added, "Well, ya still love me, don't ya?"

"Don't be silly, of course I still love you . . . and I'll miss you, too."

—Risky
West Coast

What's the difference between an orangutan's asshole and a lawyer?

One of them serves a vital function.

—Brasso
Durango, Colo.

What's short, green, and falls apart?
A leperchaun.

—Tonette
Pullin' the Train



Shorty walked into the bar and saw Harry downing double whiskeys, one after another. Walking over and sitting down, he said, "Hey, bro, what's got ya so down?"

Shaking his head sadly, Harry said, "Man, I gotta problem with my mother-in-law."

"So what? Everybody has trouble with his mother-in-law."

"Yeah," said Harry, "but not everybody gets theirs pregnant."

The Midget
Stayin' Strong

Jumpy Jim had just rolled in one afternoon when his ol' lady greeted him at the door with, "Honey, I've got some good news and some bad news."

Swallowing hard, Jumpy Jim said he wanted to hear the good news first.

"The air bag works," she said.

—Victor
America



"Don't worry about Spike—he just gets a little pissed off when people use his dish."

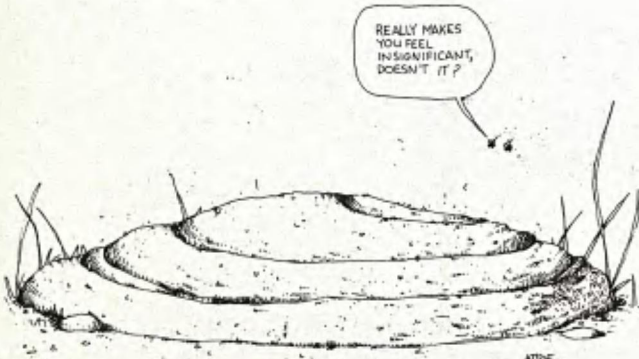
How do you know for sure that your ol' lady is one dynamite chick?

Just try dropping her, bro.

—Fast Eddie
The Northwest

Then there was the circus Fat Lady who had the devil tattooed on one thigh and flames tattooed on the other. When she spread her legs, it looked like Hell.

—Camper
Riverside, Pa.



Strapped for cash, Breezer turned out his ol' lady on the corner, with a sign around her neck that said: "One Hour—\$100. Two Hours—\$50. All Night—\$20."

A prospective john happened along, read the sign, and asked Breezer, "Why does she get cheaper the longer I keep her?"

"Less chance of her finding her way home," said Breezer.

—Dirty Dave
Green Bay, Wis.

The mercenary biker found himself surrounded by a thousand Iraqis in the Syrian Desert, and he was beginning to get worried—he figured they might attack just as soon as their reinforcements arrived.

—Fat Boy
Rockies



"Miss Harris, Pete here can't take a joke. I'd like you to take him out and fuck him."



"You mean to tell me *this* is the 'Big Bike Blast' I rode 600 miles to see?"

After a particularly hard day with the rugrats, Spike's ol' lady sighed over dinner, "Sometimes I'm convinced my mind is almost completely gone."

"Wouldn't surprise me," muttered Spike. "You've been giving me a piece of it every day for eight years now."

—Joey
Graybar Hotel

Definition of the *Mona Lisa*: an oil painting that looks like yer ol' lady does when ya say ya had to work late.

—DeeCee
Club Fed

EASYRIDERS

1993

GUIDE TO CUSTOM SHEET METAL

Some Sheets Ain't Metal

This art of hand-forming metal has been largely forgotten since the advent of the industrial revolution. However there are still a few craftsmen around that can do things with sheet metal that no amount of mass production, high-tech machinery can match. In fact, over the last 15 years I have seen the return of metalsmithing as a popular method for producing truly custom parts.

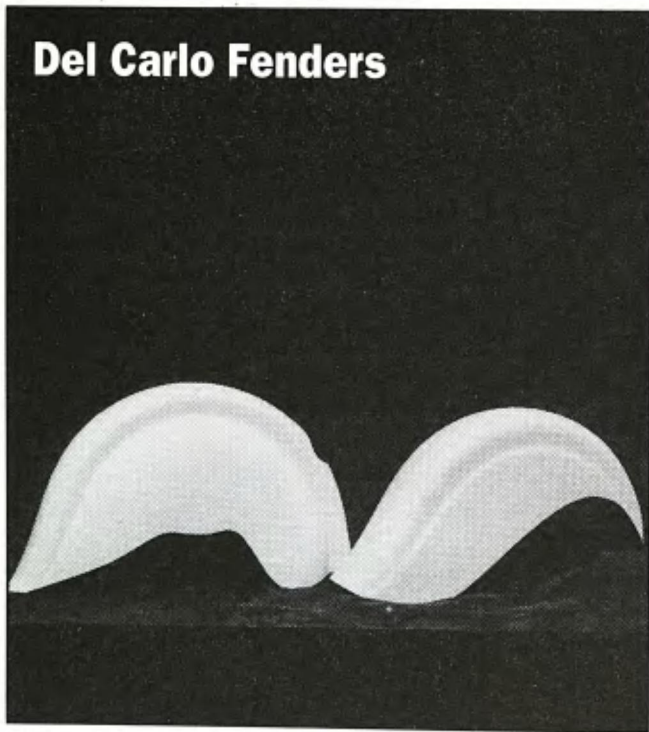
Many parts that were sheet metal in the past are now made

of fiberglass or plastic. Plastic parts, produced in molds, are precision-shaped by this type of craftsmanship. But now individual pieces can be made in volume, which reduces the cost of each piece (if enough parts are made). Additional reshaping, however, is more difficult.

So, when you start personalizing your bike don't just paint and chrome your stocker, use some craftsmanship. Make it look the way you *want* it to.

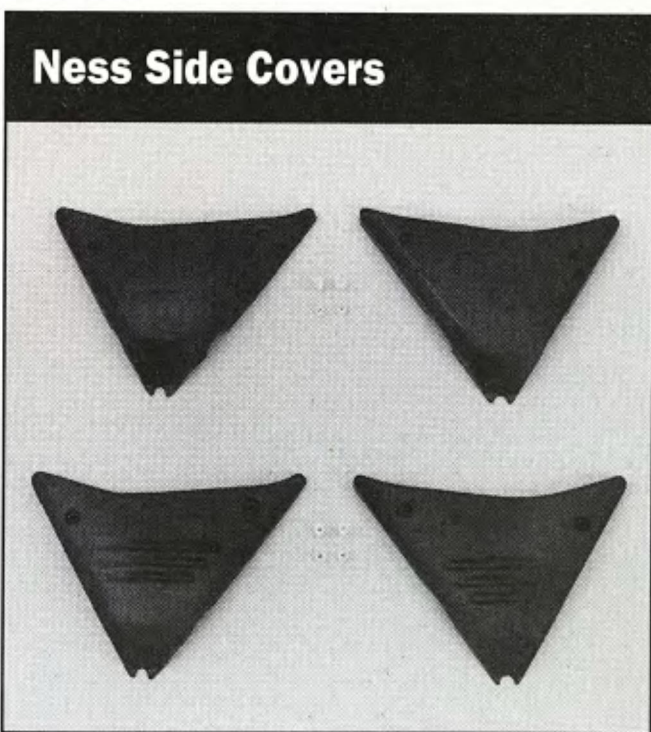
—Wrench

Del Carlo Fenders



Custom, hand-laid fiberglass fenders give your Harley an Indian-style look. T.J. makes them by hand for rigids or Softails. They take some work to install, but the result is dramatic. Info: DelCarlo Enterprises, P.O. Box 223, Huntington Beach, CA 92648, or call (714) 960-2802.

Ness Side Covers



These are exclusively for FXRs. They replace the stock side covers and do a better job of filling the gaps. They're ABS plastic and can be easily painted if desired. A breeze to install, they come with all the necessary hardware. Info: Drag Specialties, (612) 942-7890.

Hotop Air Dams



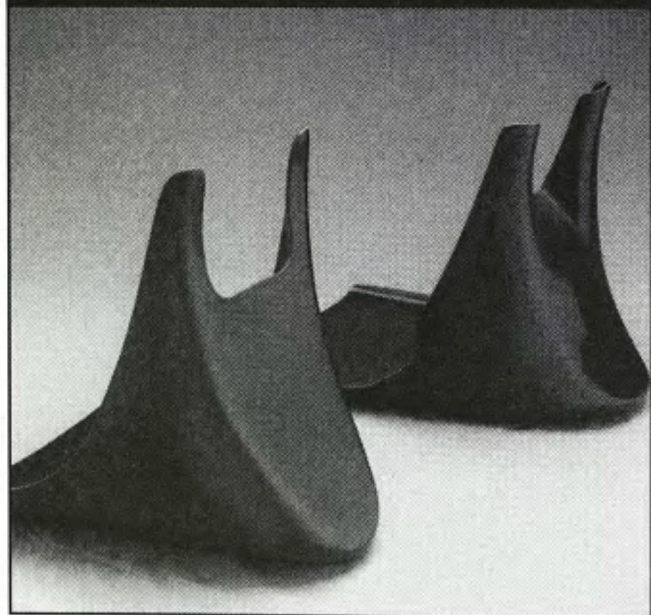
Don Hotop of Don's Speed and Sport builds these air dams for Arlen Ness and Drag Specialties. This scoop gives any scooter the racy look and hides electrical components. Dams are usually painted to match the bike. Info: Drag Specialties, (612) 942-7890.

Arlen's Dash Cover



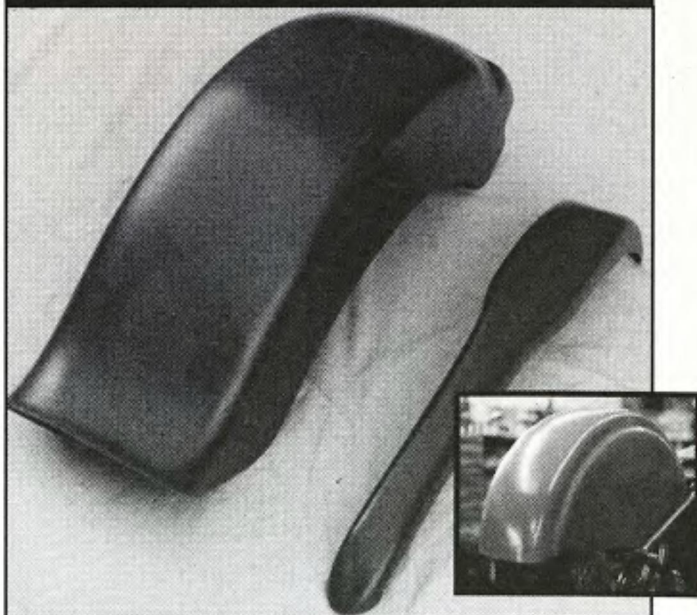
These custom dash covers fill the gap between fatbob-style gas tanks when using either a large FL or FXST-style speedo. All mounting holes are pre-drilled for simple installation (except odometer reset). Ready to sand and paint. Info: Arlen Ness Ent., (510) 276-3303.

Chin Fairings From CCI



The high impact ABS plastic is easily painted and mounts with cushioned clamps. They will clear stock or aftermarket highway pegs. Complete instructions and are hardware included. Info: Custom Chrome, Inc., (800) 359-5700.

Fat Fenders From Pat Kennedy



These full meg fiberglass rear fenders have 8-inch inside clearance and 9-inch bobbed style. Plus, Pat designed the slim fiberglass tank dash panel for use with Kennedy Indian-style gas tanks—super sleek. Info: Pat Kennedys Custom Motorcycles, (800) 331-9903.

WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In October, November, December

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

Arizona

PERFORMANCE CYCLE'S INDOOR SWAP MEET AND BIKE SHOW—October 9-10. Mohave Co. Fairgrounds, Kingman. Motorcycle corral of used bikes for sale, vendors, leather fashion show, food, tattoo show, competition. Info: (602) 753-9886

Arkansas

FREEDOM WEEKEND IN LITTLE ROCK—October 1-3. Kicks off with a chili cookoff to benefit St. Jude's Children's Research Hospital in Memphis. Info: (501) 455-3340

SUN RIDERS' MOTORCYCLE TOY PARADE—December 12 in Tucson. Info: (602) 747-3573

California

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

ANNUAL TAHOE TOY RUN—October 3. Meet at Crescent V Shopping Center to ride to Brother's place in Emerald Bay for an afternoon of fun. Don't forget to bring a toy and canned food. Info: (702) 265-3757

DEAN HENSLEY MEMORIAL ANTIQUE M/C EXTRAVAGANZA—October 29-30. Races, show, auction. Info: (909) 622-2146 or (909) 797-6264

LOVE RIDE 10—November 7. Fundraiser for MDA. Starts at H-D of Glendale. Concert & BBQ to follow at Lake Castaic. Info: (818) 986-1793

ABATE OF FRESNO TURKEY RUN—November 20. Info: (209) 299-7333 or (209) 879-1138

MOTORCYCLE AWARENESS DAY—November 14. Hansen Dam in Sepulveda. Info: (818) 793-8473

CONCERNED MOTORCYCLISTS OF KERN COUNTY TOY RUN—December 12. Cost of the run is one toy and a nonperishable food item. Info: (805) 835-1927 or (805) 834-8677

Florida

ANNUAL SPOOKS 'N' SCOOTERS—October 8-10. Presented by ABATE of Florida/Hillsborough County Chapter. Info: (813) 665-7222

ABATE OF FLORIDA/PANHANDLE CHAPTER'S DECADE OF DECADENCE—October 29-31. Live music, ride-in bike show, costume contest, hog roast, scooter games, more. Info: (904) 722-9005

CHILI CHALLENGE—November 6-7 in Lakeland. Bike show, games, camping. Info: (813) 858-6249

Georgia

ABATE OF GEORGIA BIKE SHOW AND SWAP—November 7. Lakewood Fairgrounds, Atlanta. Info: (404) 476-2322

Georgia cont.

ABATE OF GEORGIA STATE TOY RUN. Leaves from Christian Park in Atlanta. Must bring toy or donation. Info: (404) 476-2322

Illinois

DUKANE CHAPTER OF ILLINOIS ABATE—October 10. Starts at 10 a.m., Country Companies Lot in St. Charles. Live music, beverages, T-shirts, vendors, raffles, chili. Info: (708) 530-0647 or 830-7339

ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA AND RIDE-IN BIKE SHOW—October 17. Will County Fairgrounds, Peotone. Info: (319) 462-6011

BROTHERS RISING MC'S 16TH ANNUAL TOYS FOR TOTS PARTY—December 4. Free beer, prizes, live music. Donation: one new toy (\$10 value). Info: VFW Hall, 124 S. Utica, Waukegan, Illinois.

Minnesota

ANNUAL M/C PARTS EXTRAVAGANZA—November 21. St. Paul Civic Center, Roy Wilkins Auditorium. Info: (319) 462-6011

New Jersey

JERSEY IRON M/C OCTOBERFEST—in Jackson. Bike show, games, live music, German food/beer. Info: (609) 894-9411 or (609) 255-6593

4TH ANNUAL SWAPZILLA—October 10 at Farcher's Grove bar-n-grill grounds. Sponsored by Union/Middlesex Chapter of Jersey ABATE. Swap meet, party, bike show, tattoos, parts, etc. Info: (908) 549-2633 or (908) 381-4456

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

North Carolina

BIKE FEST '93—October 17. Sponsored by Sonny Copeland Custom Cycles & Machining. Info: (919) 643-1367

FALL BIKE SHOW AND SWAP MEET—November 13-14. CBA, Charlotte Chapter. Info: (704) 399-3990 or (704) 455-6245

CBA CHARLOTTE CHAPTER BIKE SHOW AND SWAP MEET at Metrolina Expo, Charlotte. Info: (704) 455-6245

Pennsylvania

BLOCKER ENTERPRISES FALL FOLIAGE CUSTOMER APPRECIATION RIDE—October 17. Food, chair lift rides, balloon rides, live rock, and Miss Coor's will be there for photos. Info: (215) 377-0440

South Carolina

Charleston Poker Run to benefit MDA—October 3. Info: (803) 554-1847 or (803) 556-3654

Texas

HILL COUNTRY TOY RUN ASSOCIATION'S PIG ROAST, BIKE SHOW, & RODEO—October 8-10. Johnson City. Info: (210) 868-7506

TEXAS GYPSY TOUR RALLY—October 9-10 in Dallas. Saturday: poker run, barbecue, dance, camping. Sunday: field meet, swap meet, bike show, races. Info: (214) 216-5520

Texas cont.

10TH ANNUAL HALLOWEEN RUN—Oct 22-24. Lake Mathis KOA. Info: (512) 884-5935

HILL COUNTRY ABATE BIKE SHOW—November 13. Mansfield Park, Bandera. Info: (210) 896-8645 or (210) 995-3025

Virginia

ABATE OF VIRGINIA MASON-DIXON CHAPTER TOY RUN—October 9. Info: (703) 218-7878

ABATE OF VIRGINIA TOY RUN—November 14. Info: (703) 218-7878

Wisconsin

MOTORCYCLE PARTS EXTRAVAGANZA AND RIDE-IN BIKE SHOW—October 3. Wisconsin State Fair Park, Milwaukee. Info: (319) 462-6011

All-Harley Drag Racing

For complete drag racing event information see *Biker* magazine.

AMRA: (708) 250-0838

ECRA: (609) 652-1159

AHDRA: (919) 229-4877

Easyriders Events:

California

EASYRIDERS RODEO—October 15-16. Solano County Fairgrounds, Vallejo. Rodeo, food, beer, trophy girl contest, live music, vendors, ride-in bike show, and 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, vendors, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281

Illinois

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

EASYRIDERS 6TH ANNUAL INVITATIONAL BIKE AND TATTOO SHOW—February 18-20 at the Veterans Memorial Hall in Columbus. Live bands, the world's finest custom motorcycles, tattoo show, fashion show, vendors, food, beer, and much more. Info: (818) 889-8740, ext. 281

Washington

EASYRIDERS RODEO—October 9-10. Kitsap County Fairgrounds, Bremerton. Rodeo, food, beer, trophy girl contest, live music, vendors, ride-in bike show, and more. Camping available. Info: (818) 889-8740, ext. 281

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HALL O' FAME

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Chris Lamblin Mt. Evelyn, Australia

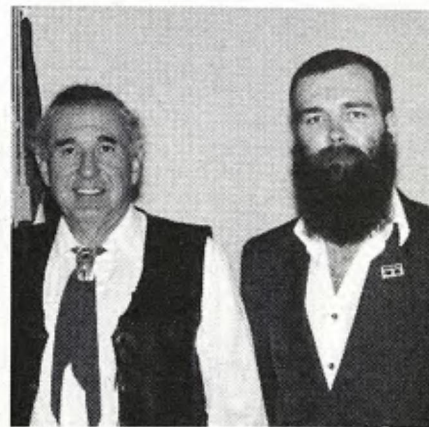
A part from his usual 24-hour-a-day responsibilities in the front trenches of Aussie riders' fight for freedom, Chris Lamblin managed to attend the eighth annual convention of the National Coalition of Motorcyclists (NCOM) in Tulsa, Oklahoma, last May.

Of carrying the motorcyclists' torch of freedom, Chris said, "The Americans have taught me much. First, to fight for our right to ride, be it helmets, lights

on, or other stupid and dangerous ideas our government throws at us to get motorcycles off the road. Second, to take pride in our country of Australia, in ourselves as bikers, and in our lifestyle. And third, to realize that different groups of all nations can bury their differences and band together in their fight for freedom."

'Nuff said.

—Twiggy



Senator Ben Nighthorse Campbell (l) and Chris Lamblin

Jimi Hughes Lomita, California

Jimi Hughes, the 34-year-old lead guitarist, songwriter, and driving force behind the Southern California-based rock band, The Regulators, died March 7, 1993, from a single gunshot wound to the head.

Although there was no evidence to disprove that the fatal wound had been self-inflicted, many close friends and fans still question the way in which Jimi died.

In addition to their recent ass-kickin'

performance at the *Easyriders* Rodeo, Jimi and The Regulators (originally known as "Smith & Wesson" in the mid-'70s) had just finished a major 40-city comeback tour, which included opening for the legendary Allman Brothers Band.

Jimi may not have lived long enough to enjoy his newfound success, but his music will live on forever.

—Clay Dog



Photo: courtesy of Raybo Promotions

Shack O' Shame

Sheriff Bill Ingebrigtsen Douglas County, Minnesota

Bill Ingebrigtsen, Sheriff of Minnesota's Douglas County, has taken it upon himself to speak out against Minnesota bikers' rights to ride free. The Minnesota helmet law was repealed in 1976. Sheriff Ingebrigtsen wants it back.

According to Bill, "A lot of people are being injured because they aren't wearing helmets, seat belts, or protective eye-wear, and with the cost of insurance going up, we're all affected by it. [Helmet laws] should be mandated."

If Sheriff Bill bothered to check his own state's Department of Public Safety, he'd find that Minnesota riders have spent \$6 million on safety programs since 1983. By educating bikers instead of making them wear helmets, deaths in Minnesota have dropped from 73 persons in 1983, to 40 persons in 1991. Injuries have dropped from 2,678 ('83) to 1,357 ('91). Hard to say what you've been investigating lately, Bill, but you might wanna try the facts.

—Clay Dog

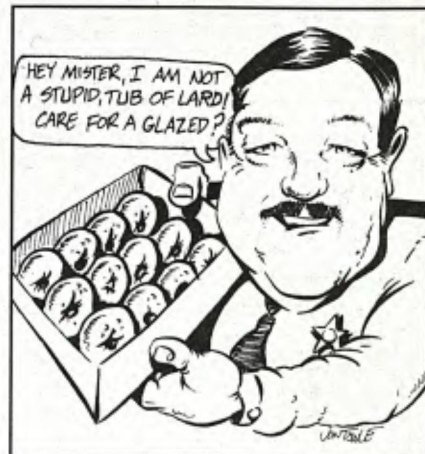


Illustration: Jon Towle

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F.I.G.H.T. UPDATE

PUTTING HELMETS TO THE TEST

A couple of months ago, we told you that *Easyriders* was putting together an A-Team of experts to conduct laboratory testing of helmets. The idea was to design original clinical studies that would demonstrate the dangerous side effects of helmets. The evidence collected could then be given to courts to support our lawsuit and justify our right to self-determination and freedom of choice.

It didn't take long before we started getting feedback from our loyal F.I.G.H.T. supporters. One reader suggested we send two groups of riders through the desert, one bunch wearing helmets and the other bare-headed, and test their reaction time, reflexes, and dexterity at the end of the run.

Another reader, citing the Volvo study, said, "If a car driver's reactions are adversely affected by a slight change in

temperature, you can bet the heat generated inside a helmet would greatly affect a rider's ability to safely operate his motorcycle."

And speaking of heat, a biker from Florida suggested wearing a helmet with heat sensors placed inside to measure how much the temperature rises in various climatic conditions, such as: a hot sunny day, a hot humid day, a cool evening, etc.

Sooo . . . now it's *your* turn! Tell us what kind of testing you'd like to see us perform. Use the form below to give us an idea as to what sort of tests you think we should conduct and what the results of these tests should prove.

We will discuss all your ideas at an upcoming meeting with several of our nation's top "human factors" experts and clinical researchers.

—Eight Ball

QUESTIONNAIRE: What kind of scientific studies should be conducted to prove that helmets cause accidents or severe injury and death?

Name _____ Day phone () _____

Address _____ Night phone () _____

City _____ State _____ Zip _____

Briefly describe experiment/research: _____

What would this prove? _____

(use separate sheet of paper if necessary)

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C. Chaps- Heavy gauge cowhide with durable zippered legs, nickel plated buckle and snap flap pockets.

D. Pants- For riding or fashion wear. Top grain leather features front pockets, snap waist belt loops & lining.

E. Vest- Top grain cowhide with lining. Four buttons & two pockets on front.

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Description	Size (Circle Size/s Desired) Reg., Tall, Big, B/T, Boys, Ladies	Unit Qty	Price
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B. Riding Jacket w/laced sides	S M L XL XXL* XXXL*		\$149
C. Chaps	S M L XL XXL* XXXL*		\$79
D. Pants	S M L XL XXL* XXXL*		\$99
E. Vest	S M L XL XXL* XXXL*		\$49

Add \$20 for fringe • Add \$10 for tails • Add \$30 for bigs/tails

*Add \$20 for bigs (XXL & XXXL)

Add \$10 for white leather

Deduct \$10 for ladies • Deduct \$20 for boys

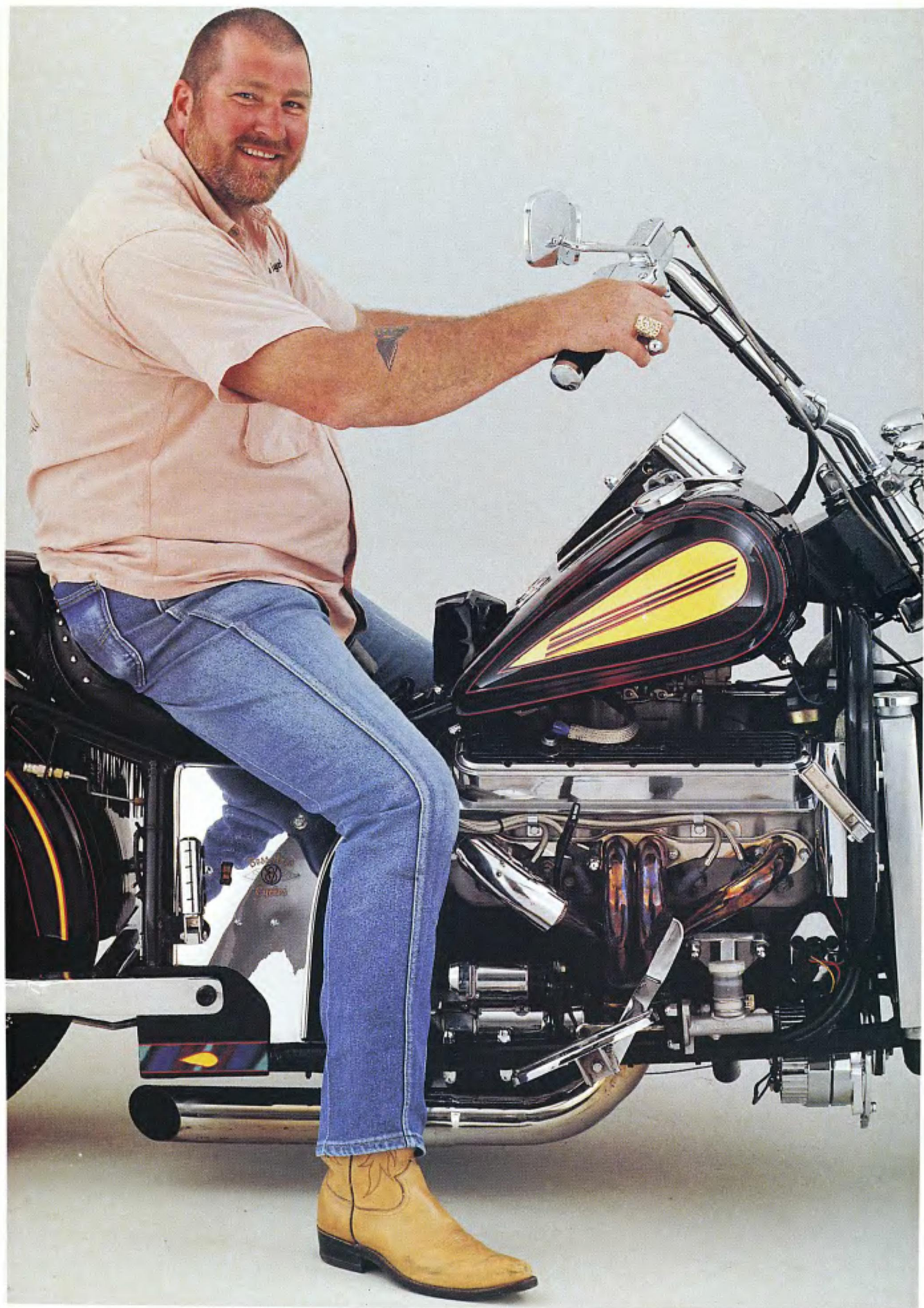
NOTE: White leather available on certain products-please call.

Total

Subtotal

Add \$7.50 shipping per order

Grand Total



BOSS HOSS

A Street-Legal Smoke Machine

There musta been a dozen bros gathered at the local motel parking lot quaffin' cold ones and competing for bragging rights to the longest burnout. Pretty soon the asphalt was covered with so many stripes it resembled a gigantic zebra hide.

Then one of the guys invited Cheyenne Fleniken to lay a little rubber. But the big man just shook his head. "Not enough room," he said.

A couple of out-of-towners traded

*He could have
peeled that tire right
down to the rim, but
the straightaway
unexpectedly turned
into a cul-de-sac*

knowing smirks. It didn't bother Cheyenne, though; he knew a place where there was plenty of room.

So they followed him out to a lonesome straightaway to see what he could do. Grinning to himself, he popped the throttle and disappeared from sight . . .

Oh, you could still *bear* him. But the 15-foot-high wall of smoke billowing out from under his rear tire totally obscured him from the bungee-jawed audience gaping behind him. →



Cheyenne churned on for another 320 feet. He could have peeled that tire right down to the rim, but the straightaway unexpectedly turned into a cul-de-sac.

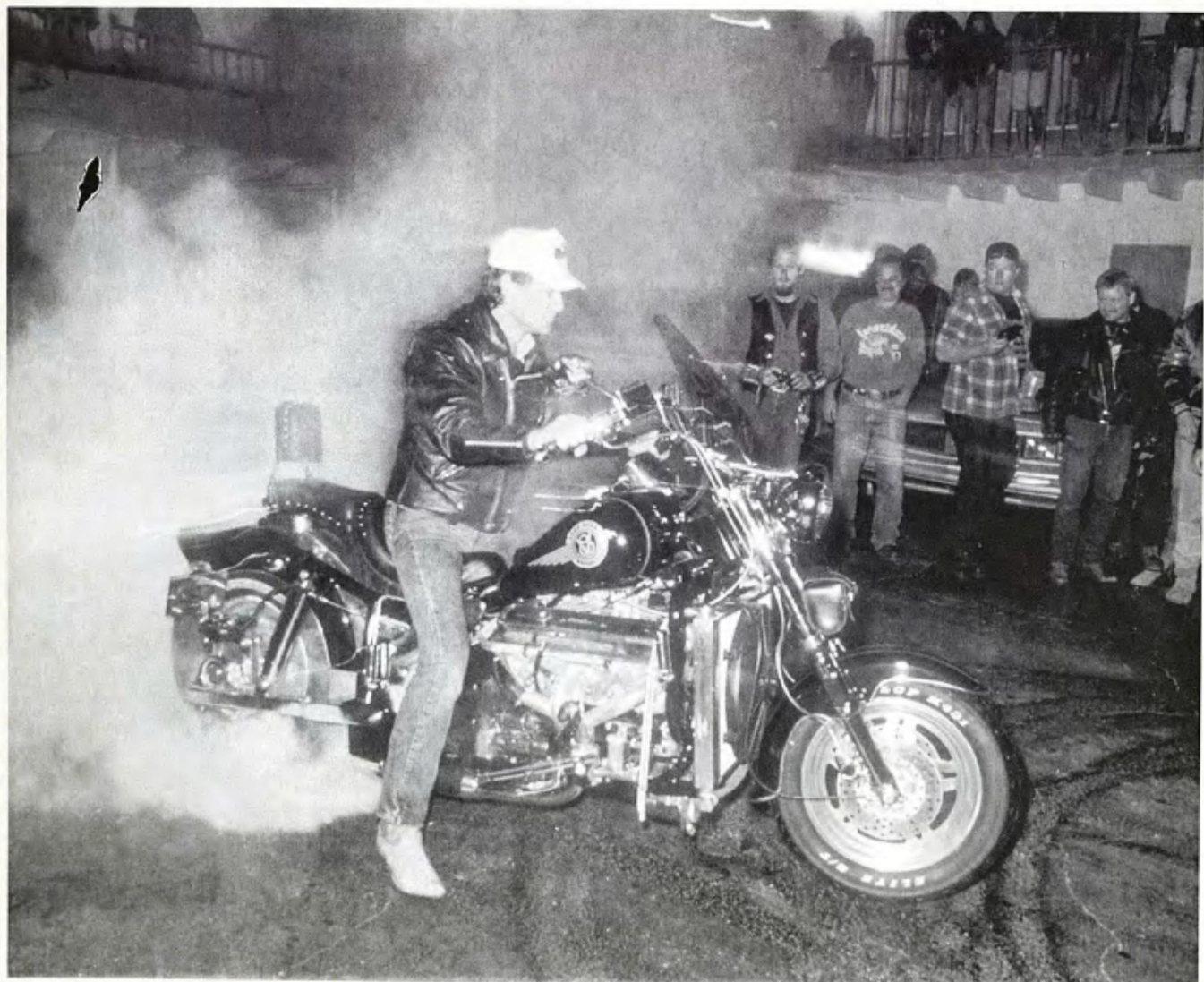
Now the Boss Hoss isn't some exotic high-strung hybrid mating Milwaukee mystique with Detroit determination. Cheyenne built it from a kit he purchased from

*Skids prevent the
swingarm from
ever touching the
ground*

Boss Hoss Cycles in Dyersburg, Tennessee.

The kit took Cheyenne about a month of leisure weekends to finish. It wasn't long after that before he decided to grab a franchise and open his own dealership in Baton Rouge, Louisiana, called Boss Hoss V-8 Cycles.

Besides the capability to lay



more smoke than a retreating Iraqi army, the Boss Hoss boasts several other unique features:

The 350-cubic-inch small-block Chevy engine will boost Cheyenne from a dead stop to 60 mph in 1.4 seconds. Hardly enough time to shift gears, you're thinking; but that's okay, 'cause this bike only has one gear.

The Nova car clutch is vacuum-assisted, so you can cancel your steroid prescription. Cheyenne says a two-finger pull is all you need.

Now, while you may not tip the scales at 285 pounds like Cheyenne, this bike was designed with a low center of gravity and a seat height of just 30 inches. Cheyenne's wife (120 pounds if you hafta know) can pilot this bike around with no trouble at all.

And since we're talking weight, you'll be interested to know that the scooter registers about 1,000 pounds. You'll probably be even more interested to know the bike can't tip over. The secret is tiny little helium tanks that keep the bike floating upright just like a balloon.

Okay, I'm lying. The bike will fall over, but not all the way because the floorboards raise up and skids prevent the swingarm from ever touching the ground.

When Cheyenne finished building this project, he got rid of all his other bikes except his Fat Boy. Then one day he was puttin' down the road at a leisurely 80 mph and stepped off 'cause he thought he was standing still. Now he won't ride anything else but his Boss Hoss.

For Cheyenne, there's nothin' better than coming up alongside a cage and witnessing the shocked faces inside when they turn to check out the hot rod rumbling alongside them and . . . surprise! By the time they realize they just saw a V-8 in two wheels, there ain't nothing else to see but six city blocks of sizzlin' tread.

If you have any questions call Cheyenne at (504) 261-5420. And if you're wondering what kind of reaction the Boss Hoss gets, just ask Cheyenne about the parade he led during Mardi Gras.

—Southern Connection

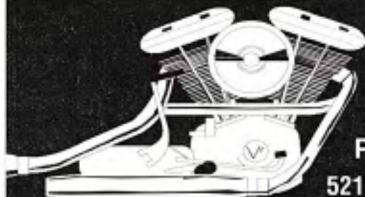
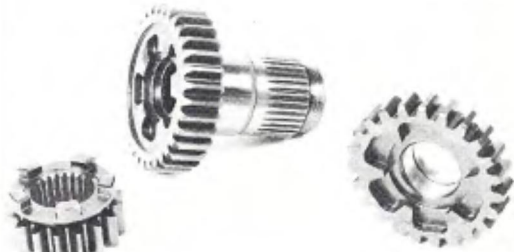


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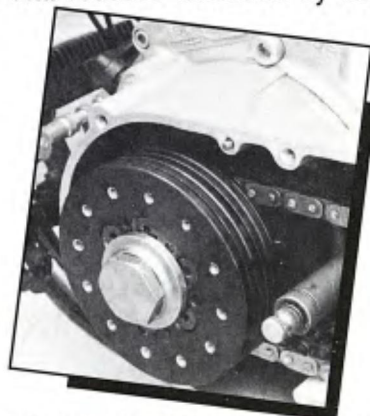
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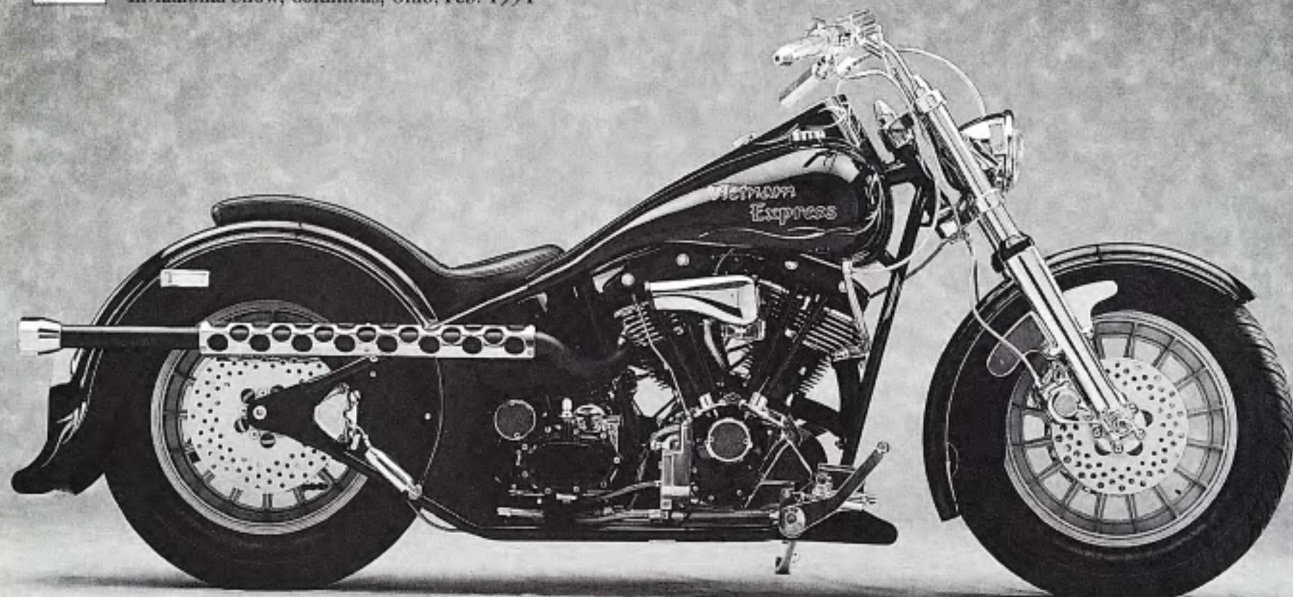
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FIRST PLACE WINNER

Easyriders Bike & Tattoo Show Tour
Daytona Beach, Florida, April 30-May 2, 1993
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1994



Dewey Morris, West Palm Beach, Florida

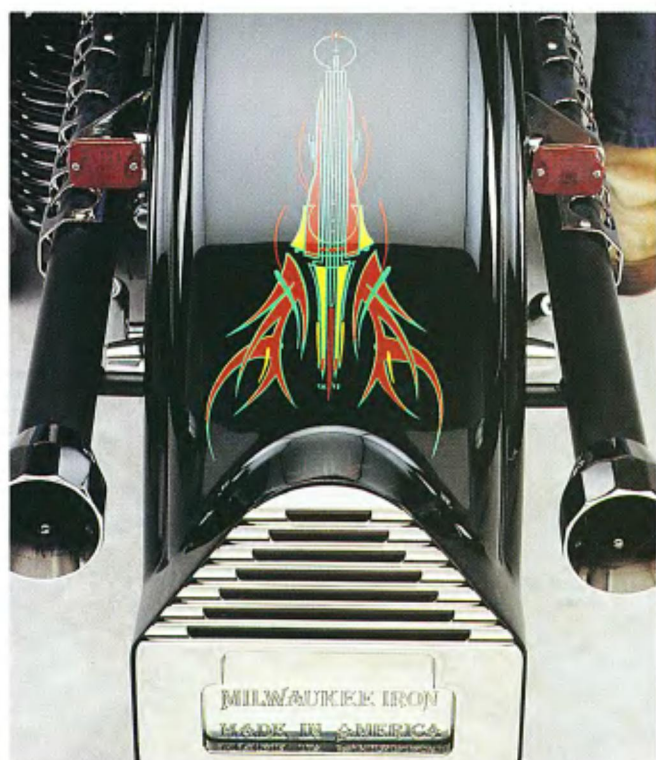
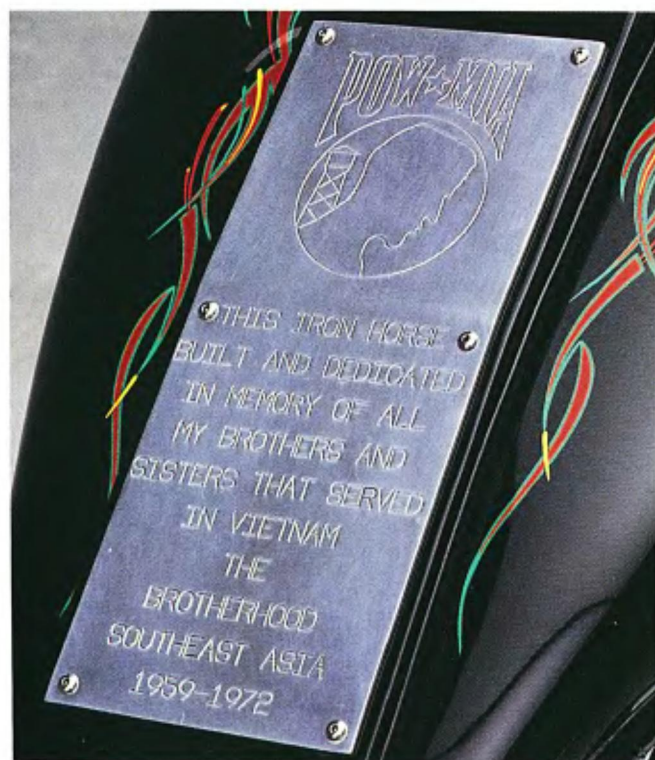
1978 Harley-Davidson FL

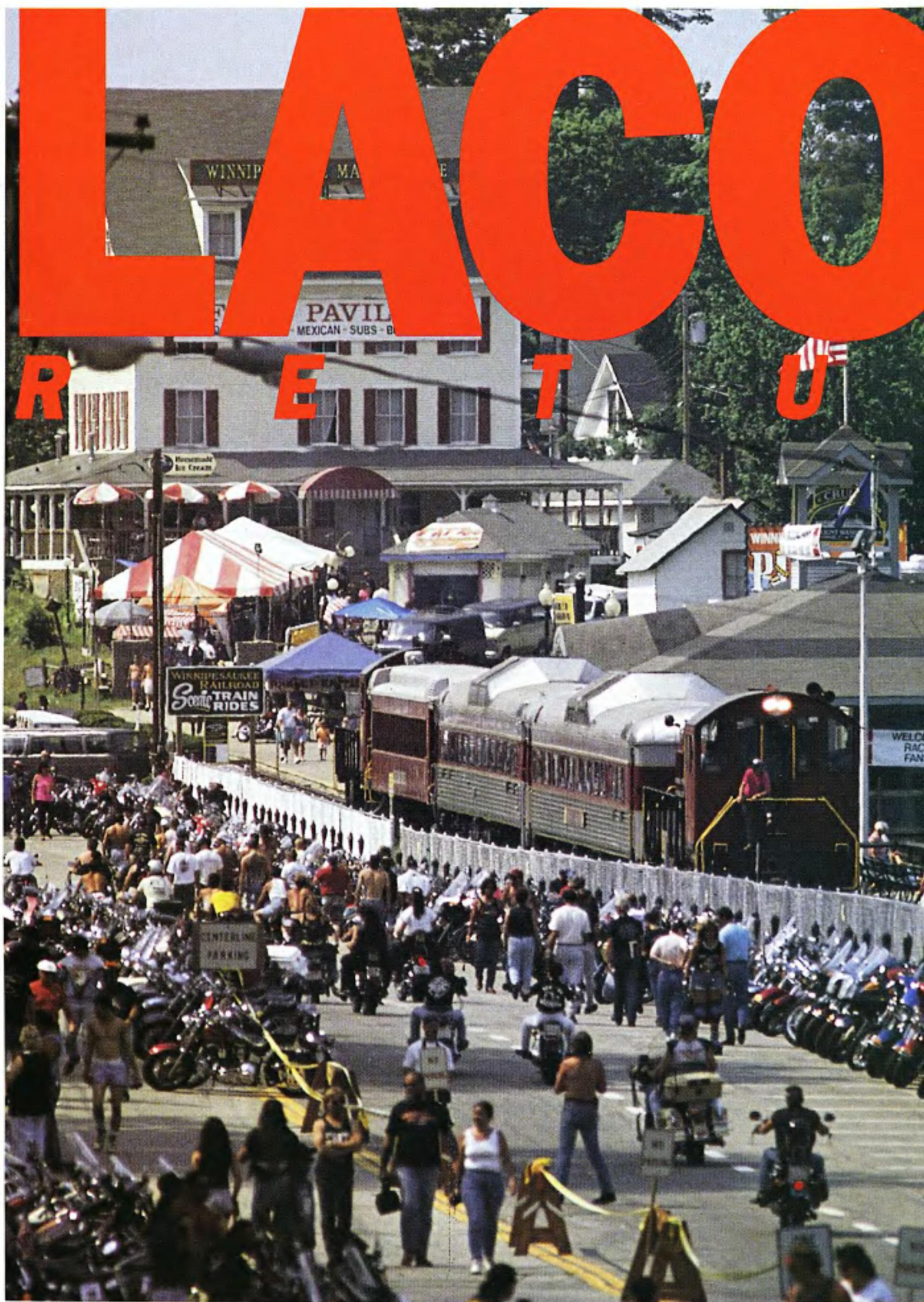
Custom radical is right! Every chunk of this scooter has been either modified or handmade. Over a period of 15 years of customizing eight of his own radical rides, Dewey, a Vietnam vet who served in the Marine Corps with the 7th Regimental Landing Team during the '65-'66 Tour, had a special one brewing in his brain to be dedicated to all those who served in 'Nam. He knew the colors would have to be red, yellow, and green, with black lacquer instead of chrome. And to bare the name "Vietnam Express," the hardtail would have to be slammed to the ground as low as it could go and look like it had been beefed up by loading boxes of M-16s onto a Huey.

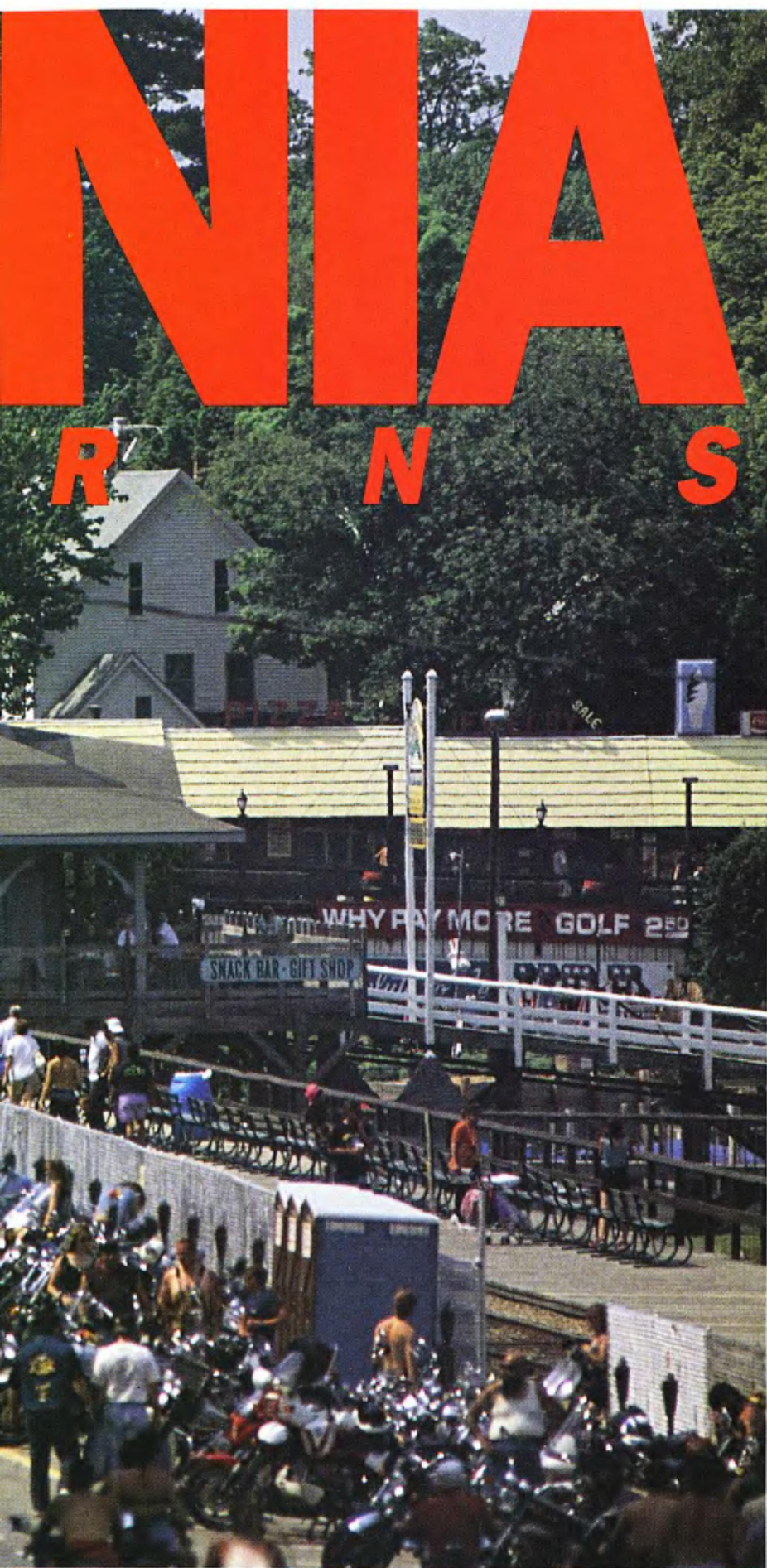
Milwaukee Iron's Randy Simpson, Lynchburg, Virginia, believed in the concept and became Dewey's partner on the project. After raking and stretching the rigid frame, widening the triple trees to make room for a fatter front fender, lowering the forks, elongating the gas tank to mold into the seat, hand-making all the footpegs, clutch, brake and shifter controls out of billet aluminum, and after bending and splitting 1-inch pipe to form the molded-in struts on the outside of the widened rear fender, it was time to beef up the cubes and bolt on the shotguns. Locked and loaded for bear, Vietnam Express took down First Place and Best of Show at *Easyriders* Daytona Beach Bike And Tattoo Show.

—Clay Dog

General		Forks	
Fabrication by: Milwaukee Iron		Type: wide glide	
Year and make: 1978 H-D		Builder: H-D	
Model: FL		Special features: lowered 2 inches	
Chroming by: Brown's		Accessories	
Engine		Bars: Ness	
Year and model: 1978 shovelhead		Lights: CCI, Milwaukee Iron	
Rebuilder: Milwaukee Iron		Gas tank: H-D, Milwaukee Iron	
Displacement: 80 cubic inches		Oil tank: 5-qt., aluminum, M.I.	
Transmission		Seat: Milwaukee Iron/Danny Gray	
Shifting: foot		Other: billet work by Milwaukee Iron	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Finish		Size: 16-inch	Size: 16-inch
Color: red, yellow, green		Tire: Avon	Tire: Avon
Type: lacquered by T.V. and Bill		Brake: dual disc	Brake: H-D
Special paint: Oriental stripes		Special features: no fiberglass	
Frame		Special thanks to all the iron boys from Milwaukee Iron for making this scooter happen.	
Year and builder: 1990 Paughco		Photos: Mike Lichter	
Type: hardtail			
Alterations: plenty			







Thanks to this mayor's support, the Laconia rally, now in its 70th year, is back to being a major event

In case you missed it, the annual June running of the Laconia Motorcycle Rally and Race Week turned into a bloody riot that generated more publicity perhaps than any other single event in the history of motorcycling violence. In this small New Hampshire town, an innocent man out for a ride with his family and grandchildren had his car overturned and set afire. A full-scale melee ensued that was quelled only when police and National Guardsmen attacked with bayonets and shotguns. The number arrested ranged from 29 to 100, depending on whether you read the New York papers, the Associated Press, or the *San Francisco Examiner*. The mayor of Laconia blamed the riot on the Hells Angels, who he said had planned the disturbance far in advance and had "trained in Mexico." The mayor then said they escaped "behind a wall of fire," a tactic from the Boer War that involves soaking one's escape route with gasoline and then tossing a match. Hell of a week.

I should explain that all the above happened at the 1965 Laconia Motorcycle Week, almost 30 years ago. I should also explain that neither the Laconia mayor of 1965 nor the press of that year seemed to have mounted much evidence behind their allegations. The arrest counts were, for the most part, overstated, and no Angels were ever apprehended or even spotted in the area, wall of fire or no wall of fire. (Maybe the →



mayor got it mixed up with "The Wall of Death," an attraction this past June at Laconia.)

The recent 1993 event, on the other hand, was one of the most successful motorcycle weeks of all time. Some 110,000 bikes filled the town, making the rally the biggest in its history and the largest money-making event of any sort in New Hampshire, according to the week's organizer, Charlie St. Clair. He added that this event was the "finest tuned" scooter week in the land.

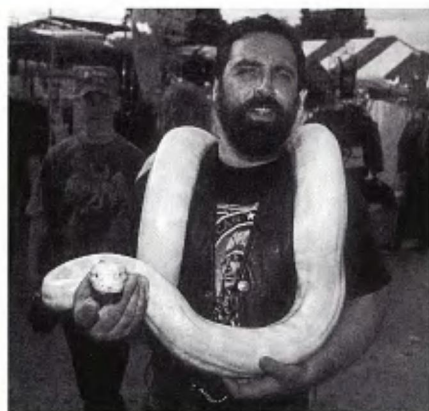
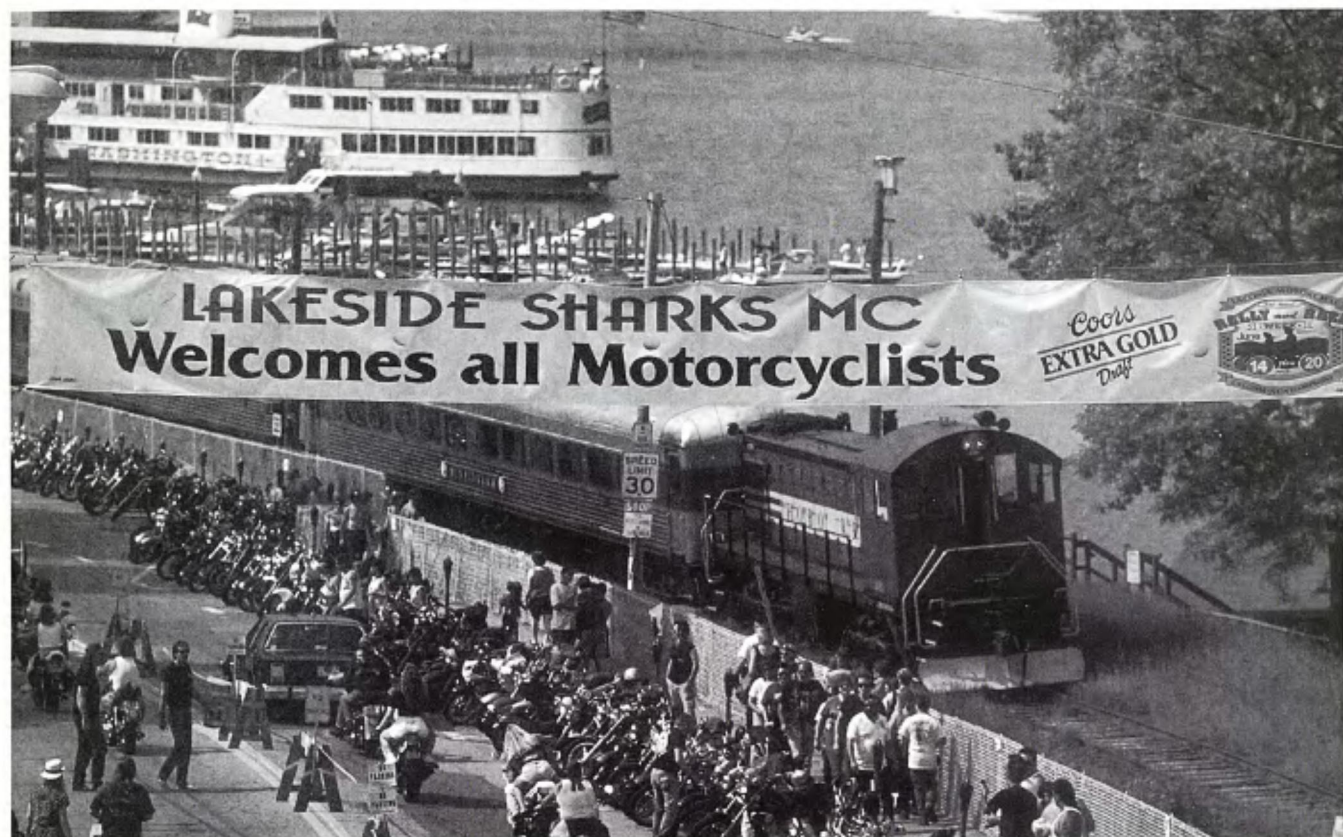
The present mayor of Laconia, Paul Fitzgerald, is a different breed compared to 1965's mayor. He is now a convert to the religion of big-time bike weeks. To allow him

*Some 110,000 bikes
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ing the rally the
biggest in its history
and the biggest
money-making
event of any sort in
New Hampshire*

the opportunity to see Sturgis first hand, St. Clair, along with the Lakeside Sharks, the local MC and other hosts of the event, ponied up the money for Fitzgerald's plane ticket to Rapid City. Harley even loaned him a bike to use in South Dakota. (Not that this fellow is an instant biker—he has an '87 Low Rider at home.) St. Clair claims that Fitzgerald rode around Sturgis for several days muttering, "I had no idea."

Thanks to this mayor's support, the Laconia rally, now in its 70th year, is back to being a major event. What's more, it has a better B/B ratio than either Daytona or Sturgis. What's a B/B ratio? Tell you later.

After the '65 fiasco, the week-long



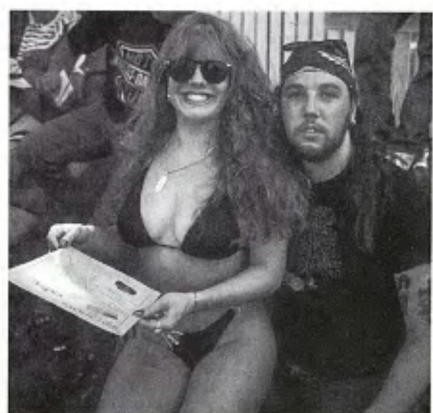
event was cut to a weekend, until two years ago. Thanks to St. Clair, 1993 was the first time that the Laconia rally has been heavily promoted. St. Clair models the Laconia rally after Sturgis, which he's attended 18 years straight. "My first ride to Sturgis was on a '59 pan," he says. "I had so many breakdowns that I made a lot of friends along the way." Today, St. Clair rides a Softail, but during Motorcycle Week he was seen only sleeping on it, catching a few Z's on his bike rather than wasting time by going home.

There were the usual events: a race on Sunday, a killer hillclimb, fireworks, and a custom bike show. But the real scene was Weirs Beach.

Weirs Beach was where it was happening, as Lakeside Avenue was off limits to anything but motorcycles, with centerline parking à la Sturgis

The Weirs, as it's called around here, is a 3/4-mile stretch of honky tonk on Lakeside Avenue, which borders beautiful Lake Winnepesaukee. The Weirs features marinas and a pier for the sightseeing boats, mixed with an assortment of bars, pool halls, miniature golf courses, and a waterslide for kids. Weirs Beach was where it was happening, as Lakeside Avenue was off limits to anything but motorcycles, with centerline parking à la Sturgis.

The parade of bikes coming into town Saturday on Route 3 stretched 6 miles or more in either direction. The constant low revs of 100,000 V-twins resonating throughout the town tuned every living thing to the →



same vibration. In fact, we heard that four golfers on a nearby course inexplicably woke up Monday morning with kidney stones.

The locals were reasonably friendly for New Englanders—remember, these folks used to burn witches for a good time—but once in a while that old New Hampshire wit would rear its head. For example, I gave a parking attendant a \$5 bill for a \$3 lot. “Uh, got anything smaller?” he asked.

“Like what? A four?” I replied. But at least the B/B ratio was good.

One local resident, Janet Brough, says the town has finally warmed to the bikers. She remembers when many of the businessmen would close up and leave town during the

rally. Now the businesses stay open (but I suspect the proprietors still leave town, perhaps behind a wall of fire). Mayor Fitzgerald says early estimates put the local cash injection at \$30 million, though he feels that’s too optimistic. The entire take, I assume, was in denominations smaller than a \$5 bill.

Don’t take my kidding about New Hampshire seriously. Couldn’t be a better place for a bike meet: no helmet law, state liquor stores, beautiful lakes, and a great license plate motto—*Live Free or Die*—stamped out thousands of times a day by guys in maximum security.

Meanwhile St. Clair and the Lakeside Sharks are pushing for a

better bike week every year, building toward the 75th rally in 1998. They’re promising more camping facilities and events. But it’s doubtful the B/B ratio will ever be better. Oh yeah, I promised to explain that.

You’ve probably seen John Britz at Daytona or Sturgis. He’s the guy on a Honda giving out free bibles.

At the Sturgis 50th (300,000 bikers), he gave away 200, and at the last Daytona (400,000), he unloaded 425. But at Laconia (110,000), only 10 people walked off with the good book. That’s a B/B (biker to bible) ratio of 11,000:1. Far better than Sturgis’s 1500:1 or Daytona’s 941:1.

Like I said, hell of a week.

—Fastac Rinpoche



Photos: Mike Lichter



LACONIA BIKE SHOW WINNERS '93

FULL CUSTOM

1. Paul Petonito
2. Ray Daignealt
3. Ken Magg

SEMI-CUSTOM BIG TWIN

1. Vinnie Sciuto
2. Colonial Coach
3. Al Amarantes

SEMI-CUSTOM SPORTSTER

1. Paul Morrison

MILD CUSTOM BIG TWIN

1. Art Despencer
2. Crazy Ray
3. John Miller

MILD CUSTOM SPORTSTER

1. Robert Recchia
2. Dan Mazzoha
3. Vin Colizza

CUSTOM CLASSIC

1. Joe Silvia
2. Bob Coletta
3. Burt Barrett

CUSTOM ANTIQUE

1. Gary "Chimp" Gagnon
2. Ed Reddish
3. Conn. Custom Cycle

LADIES CUSTOM

1. Melinda Davis
2. Genienne Dunham
3. Joan Braun

MODIFIED STOCK

1. Mickey Harrington
2. Jim Rossetti
3. Turk Tasca

CLASSIC

1. Joe Balasco
2. Ron Richardson
3. Russ Sherriff

ANTIQUÉ

1. Ray McCarthy
2. Marcel Leveille
3. Mike Cote

DRESSER

1. Jim Rossetti
2. Earl Brennen

TRIKE/SIDECAR

1. Linda Rossetti
2. Luanne McCarthy
3. Rick Correia

RAT

1. Phil Hanson
2. John Smith
3. Lester Sanborn

STREET RACER

1. Howie Auedisian
2. Big Al
3. Nick Murry

PEOPLE'S CHOICE

- George Demayo, West Haven, Conn., '92 Fat Boy

BEST PAINT

- George Demayo, West Haven, Conn., '92 Fat Boy

BEST IN SHOW

- Ray Daignealt, Assonet, Mass., '92 FXLR

Loudon Racing '93

This Year, the Racing Action Was A Four-Letter Word: R-A-I-N

By the time the 23 Harley-Davidson 883s lined up for the start of Sunday afternoon's all-Harley U.S. TwinSports race at the New Hampshire International Speedway, it was already raining.

Tach needles quivered at redline. Engines with their mouths wide open screamed the Milwaukee symphony, as the racers, bent over like commas, tried to anticipate the starter's flag.

This wasn't going to be easy. This was the kind of misty rain that coaxed the oil up to the road surface. Yes, this was the dangerous kind.

Go! The bikes leaped off the line. Tires reached and clawed for traction. Into the first left-hand turn, the bikes bunched together like an army of ants going after a single crumb. So far so good. Nobody down. They went around turn two and up onto the short straight heading for turn three. It's obvious nobody's after the lap record. Just stay up and in the race.

Turn three, and there's the tight 90-degree right hand at the end of the straight. Tricky even on a dry day. Watch out. Six riders down. Just like that. Race over. Line up for a restart.

They played that same scene *three* times before Harley racing at Loudon '93 finally got into the record books.

The second try lasted two laps and two turns before Treasure Coast Rehabilitation Hospital's Mark Pastir and Manchester Harley-Davidson's Troy Roberts both crashed at the tricky bump in turn two, bringing out the race-stopping red flag again. This bump was the transition point separating Loudon's car-racing oval from the road-racing course infield.

But the story of the race wasn't all bad news and big crashes.

The one constant through it all was Scott Gray of Citrus Heights H-D. Every time the race was stopped, Gray was in the lead, including the most important time—at the finish line. The former superbike racer from Santa Rosa, California, in his first year of Harley 883 racing, completely dominated the day, beating second-place finisher Scott Zampach of Tilley H-D by 12.6 seconds. Coincidentally, it was Scott Z. who got Scott G. to try Harley racing in the first place. "I talked him into this class last year at Daytona and now he whips my butt. I shouldn't do that with any more of my competitors," says Zampach.

But Zampach wasn't complaining. The current class champion's second-place finish gave him the series point lead back. Shawn Higbee of Jamestown, New York, H-D, who had been leading the series, crashed on the sixth lap trying to pass Low Country H-D's Chuck Blackmon, the eventual third place finisher. Zampach's next closest competitor, Mike Hale of Bartels' H-D, didn't race at Loudon because of a dirt-track event near his home in Dallas.

Harley-Davidson of Lancaster, Pennsylvania's Randy Texter, who won the championship the first year the all-

Harley class was created, finished fourth after a bared-teeth battle with Laconia local Brian Tillson from Meredith H-D. And Billy Graef, carrying the flag for Pat Moroney's H-D at Loudon, had his best race of the year, finishing sixth.

So even with the rain tossing in the extra drama, Harley-Davidson racing still provided some of the best action of the Loudon weekend this side of Weir's Beach. And just in case the rain made you think maybe God doesn't ride a Harley, look at it this way—it rained *buckets* on the riceburner races that came later!

—Ricky Racer

Photos: Rick Menapace



70th Annual Loudon Camel Classic June 18-20, 1993 • H-D Twinsports Results

1. Scott Gray, Santa Rosa, California, Citrus Heights Harley-Davidson
2. Scott Zampach, Milwaukee, Wisconsin, Tilley Harley-Davidson
3. Chuck Blackmon, Greenwood, South Carolina, Low Country Harley-Davidson
4. Randy Texter, New Providence, Pennsylvania, Lancaster Harley-Davidson
5. Brian Tillson, Laconia, New Hampshire, Meredith Harley-Davidson
6. Billy Graef, Sheboygan, Wisconsin, Hansen's H-D/ Moroney's H-D
7. Gary Stas, Plympton, Massachusetts, Cycle Craft Co., Inc.
8. Yvon DuHamel, Quebec, Canada, Deely H-D
9. Shawn McNary, Clearwater, Florida, Fletchers Harley-Davidson
10. James Whitaker, Auburn, New Hampshire, Meredith Harley-Davidson





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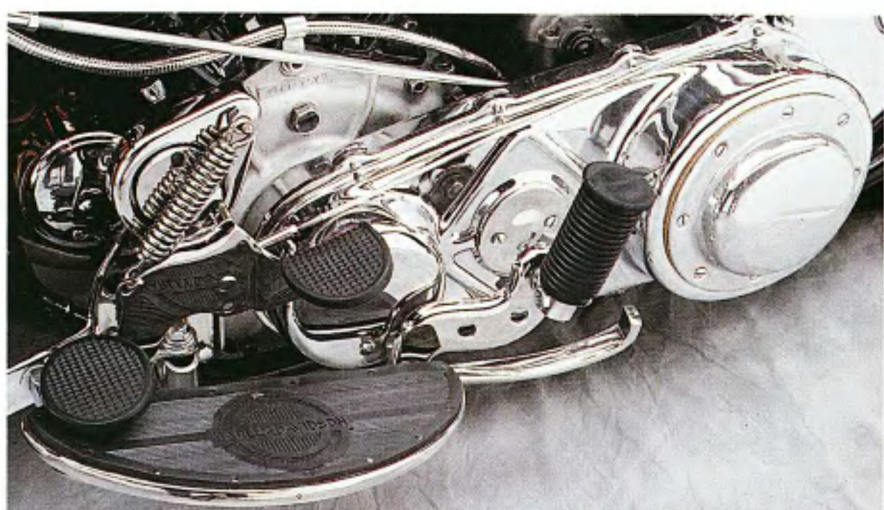
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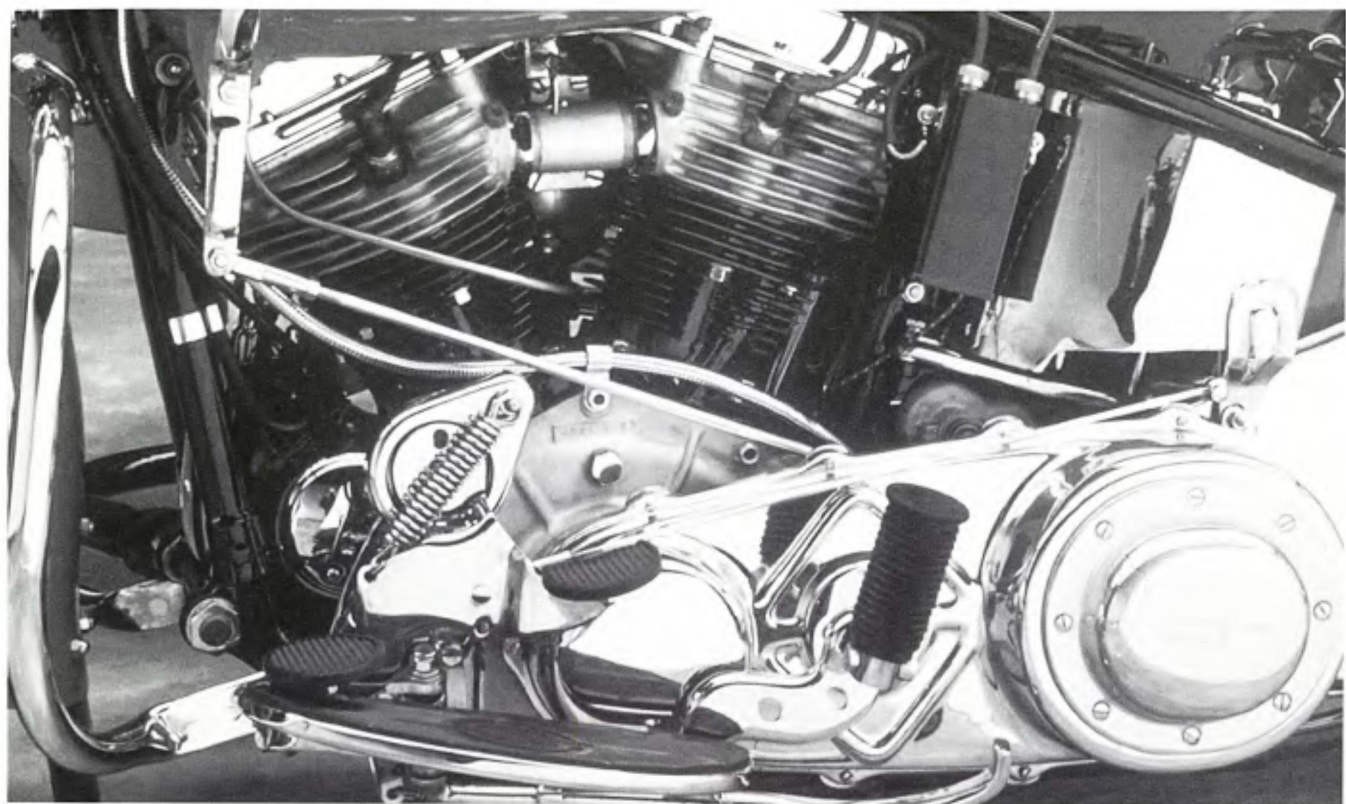




The first time I recall laying eyes on a Harley was in 1959 in Mount Kisco, New York. It was a '59 Hi-Fi Electric Blue Duo-Glide with white bags and tons of chrome. The proud, 350-pound owner informed this then 9-year-old admirer that it was the finest motorcycle on earth, and that if I touched it, I'd get burned. I thought he meant by the engine and pipes.

In the summer of '86, my wife and I drove away from Dudley Perkins H-D in San Francisco with a new '87 Softail. Shortly afterward, I met my bro Dave Newman. His fascination with older bikes stimulated





my interest, and the nostalgic memories of that '59 Duo-Glide returned.

In 1989, I noticed a bike shop with a totally stock '68 generator shovel in front. I stopped. Around back, amid an outrageous collection, sat a '48 pan that had just come in from Kansas. It was a 60-70-point bike in show terms, but it was all stock and a runner; so I bought it. I rode it for about a year, getting good at foot-clutching, but I never could use the reverse gear.

In early 1990 the restoration began. Probably like many of these projects, it began with less ambition than it ended with. I just wanted to

"I just wanted to clean it up a bit, but it turned into an all-out effort to completely restore every aspect of the machine."

clean it up a bit, but it turned into an all-out effort to completely restore every aspect of the machine. I hadn't thought of running a sidecar much, but my friends located a '48 sidecar rusting away in Ted Hetzer's barn in Wisconsin. The frame and running gear were in solid shape, but the bucket was so badly rusted we couldn't save it. We then called on Merle Wolfe at L&W Body in Duncannon, Pennsylvania, to start fabricating a new bucket, interior, and windscreen.

When Dave Newman tore into the tranny, he found that the countershaft gear and low gear →



FIFTH PLACE WINNER
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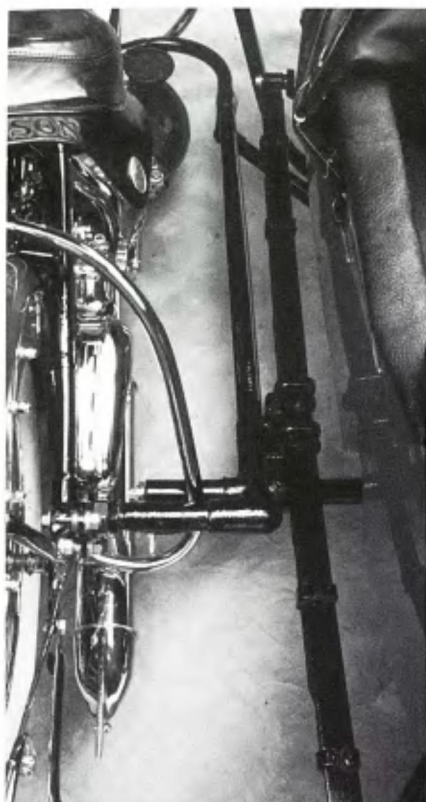
hardening had worn away after 42 years. Finding these for a three-speed reverse transmission wasn't easy, but Jim and Brownie dug deep into the stash of Harley collectible items at Chino's MC in Fremont, California, and struck gold. John at Buster's taught us that preparation is 95 percent of any paint job. He spent six months smoothing out the parts before applying three-plus coats of paint. Jeff and Dee Ganung's American Vee Twin created a stock work of art: this 61-incher starts with three priming kicks and one ignition-on kick nearly every time, and you could put a shot of Jack Daniel's on

*There was no time
 to gawk, though;
 we had to load it up
 in the trailer and
 drive up to Vallejo
 for the Rodeo and
 Bike Show*

the tank and hardly see a ripple.

Eventually, it all came together. I married the sidecar and motorcycle, and, on Friday, October 9, they saw daylight together for the first time. There was no time to gawk, though; we had to load it up in the trailer and drive up to Vallejo for the Rodeo and Bike Show.

For those who don't know, 1948 was the year Harley introduced the legendary panhead engine, the longest-produced engine of any the company has offered. It ran for 17 years, until 1966 when the shovel-heads replaced the upper half of the engine. 1948 was also the last year

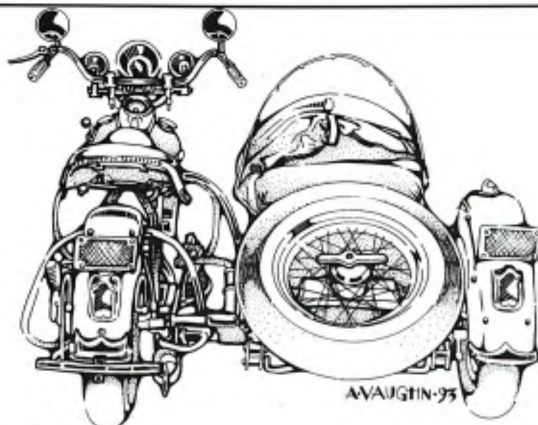


(until 1988, 40 years later), that Harley's Big Twins were equipped with a springer front end. 1949 brought the Hydra-Glide telescoping forks. So, in at least a few ways, the 1948 represents the end of one era and the beginning of a new one.

Riding into the *Easyriders* Rodeo ring, slinging dirt and mud with the rest of the bikes, made me feel proud to prove this bike is not—and will not—be some living room conversation piece. It's a piece of America. It was built to run here, and it will stay here—where it belongs.

This bike is dedicated to the memory of Jan Leslie. —David Milton

Owner(s): David Milton		City: Pleasanton, California	
General		Frame	
Fabrication by: owner, Dave Newman		Year: 1948	
Year and make: 1948 H-D		Builder: H-D	
Model: panhead with sidecar		Type: rigid, leaf springs, sidecar	
Value: winning California Lottery ticket		Rake: none	
Assembly: Milton, Newman		Stretch: none	
Time: 30 months		Alterations: powdercoated	
Chroming: Brown's/San Jose Plating		Accessories	
Engine		Bars: straight-style	
Year: 1948		Risers: Flanders	
Model: EL		Fenders: fatbobs, hinged rear	
Rebuilder: Jeff & Dee, American Vee Twin		Headlight: three, Cycle Ray	
Ignition: points		Taillight: Guide	
Displacement: 61 cubic inches		Speedo: H-D original	
Lower end: balanced, blue-printed H-D stock		Front pegs: H-D footboards	
Pistons: redone to stock specs		Rear pegs: none, sidecar, dummy	
Cases: blue-printed, bead blasted		Electrics: 6-volt	
Heads: reworked		Gas tank: 3.5-gallon fatbobs	
Cam: factory		Oil tank: wraparound	
Lifters: solids		Oil system: solid lines	
Carb(s): Linkert M-35		Primary cover: chromed	
Air cleaner: push-twist-on style		Seat: H-D buddy	
Pipes: stock, for sidecar mount		Sissybar: bumper	
Muffler: Flash Gordon fishtail		Height: n/a	
Transmission		Material: steel	
Modifications: Newman/NOS by Jim at Chino's		Forks	
Year: 1948		Type: springer	
Type: 3-speed, reverse		Extension: none	
Shifting: tank mounted, foot shift		Builder: H-D	
Engine sprocket: 21-tooth		Features: rebuilt rockers/spring end covers	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Sizes: 16-inch
Molding: sidecar body, fenders		Hub: rebuilt	Hubs: powdercoated
Painter: John Norman, Buster's, San Leandro		Rim: 5-inch	Rims: 5-inch
Color: bright flight red, clear		Tire: Coker	Tires: Coker
Type: Delkron		Brake: H-D drum	Brakes: H-D drum
Special paint: powdercoat on sidecar, frame		Special thanks: Colleen, Antique Cycle Supply, Sleepy Larry (Hog Farm), John Norman (Buster's Autobody), Dave Newman, Mary & Merle Wolfe (L&W), Dee Ganung, Chuck Leslie, Ted Hetzer, Jim & Brownie (Chino's).	
Photos: Steve Coonan			



NEWS

BROS CLUB

What It's All About

For anyone who hasn't figured it out yet, Bros Club is all about no-bullshit brothers and sisters bein' there for no-bullshit brothers and sisters. So, why does it have one of the fastest growing memberships across the country? Ya don't have to look a whole lot further than any one of its individual members for the answer. Here's what Joe McKnight, a brother out of Arvada, Colorado, had to say about his Bros Club membership:

Dear Bros,

I am a charter member of Bros Club. When my renewal came up this year I debated renewing, 'cause I wasn't sure if I would need the service. I did renew, and I am glad I did.

I went to Milwaukee this year, by way of Nebraska, for the big H.O.G. rally. Well, the trip started okay, till I stopped for gas in Cozad, Nebraska. That's when my battery decided to quit batting, and with no electricity, bike no run. Well, in Cozad, at 2 p.m. on a Sunday afternoon, there's not a lot of help, or stores that specialize in batteries for bikes. It was then I called Bros Club. They got me a tow from North Platte, Nebraska, and the driver hooked me up with Rooster's shop in North Platte. I think the tow company's called Herb's. Anyway, he called me where I was stranded, told me when he would be there, and even offered to bring me a battery rather than have the bike towed. I thought it better to have the bike checked in the shop, in case it was more than a dead battery. Herb then called Rooster's, and the owner was waiting for us (on a Sunday!) when we got to the shop in North Platte. The battery was shot all the way, and a check was made of my charging system, no problems. The whole time I was down was less than three hours or so, and the tow and new battery after the Bros Club \$35 deduction cost me only \$80. Rooster's is listed in your *Bros Club Ridin' With Rip* book, and I want you to know he did an exceptional job in getting me back on the road.

I just read in the August issue of *Easyriders* that the annual rate for Bros Club is being reduced. That's great news. I personally feel that the \$45 I paid for my renewal was well worth it, and I will continue to renew my membership no matter if the dues go up or down. Put my name at the top of the list if you decide to offer a life membership in Bros Club.

Thanks, and raisin pie to Rooster's Repair Shop in North Platte.
Joe McKnight
Arvada, Colorado

Yeah, Bros Club is part and parcel of that great tradition of bikers who look after their own. And all the patches, decals, road service benefits, and Bros Club *Ridin' With Rip* books wouldn't amount to beans without the brothers and sisters around the country who stand behind 'em.

Keep you letters coming and an eye open for Rip as he makes his way across the land on the front roads of more Bros Club partyin' good times.

GETTIN' WHACKO IN WACO

Texas Bros

Party Hearty At

Local Bros Club Dealer



Jim's Cycle Shop, our Bros Club Dealer in Axtell, Texas, throws a huge biker blowout twice a year. Sometimes Jim hosts the party while the Brotherhood Of Bikers runs security. Other times, the Brotherhood Of Bikers hosts the party while Jim just runs around the shop taking care of business. The latter happened at the blowout the Brotherhood threw May 28 - 30. Nothin' like having a couple thousand bikers raising hell just outside your back door, is there Jim?

Festivities included a field meet, biker games, plenty of food, vendors, and live music till ya dropped.

And if you got tired of all the fun and games at Jim's, you could ride 8 miles up the road to catch the action at the *Easyriders* Rodeo in Waco.

Yeah, that sound of distant thunder was probably a monster trike hyped up on nitrous. Heeding the call, the Brotherhood put together a run to the Rodeo on Sunday morning.

Thanks for the support, guys. See ya next year in Waco.

—Clay Dog

—Eight Ball

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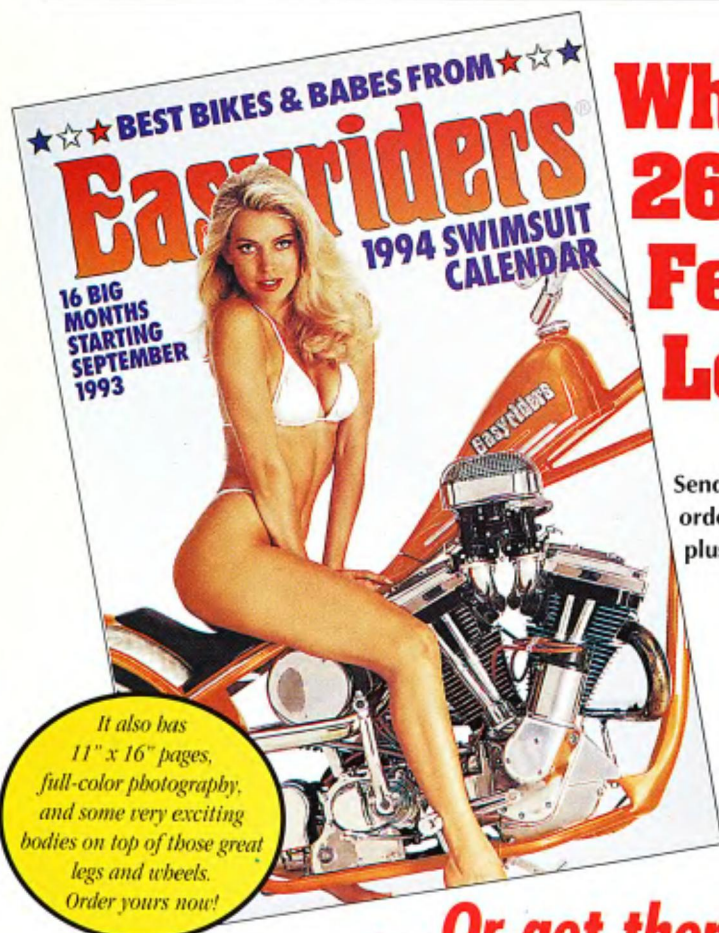
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DAVID MANN



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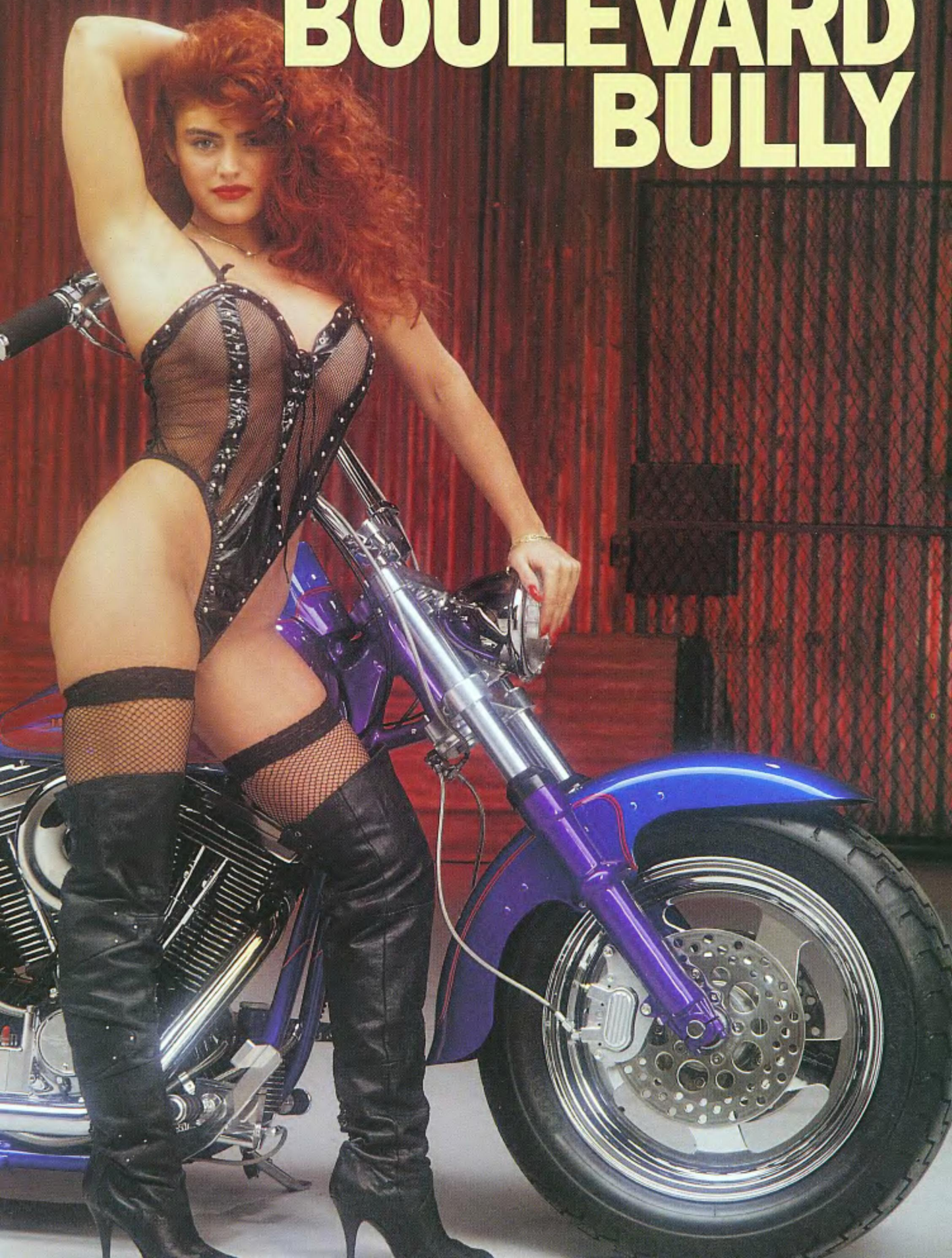
EASYRIDERS

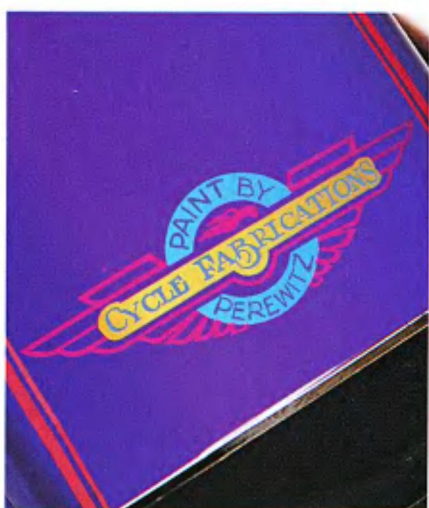


EASYRIDERS



BOULEVARD BULLY





You know the drill: shit happens. It could be that you've just fired up your scooter for that three-day run down the coast . . . and then the mother of all monsoons hits.

Or it could be that the luscious redhead with the bodacious butter boxes takes up your offer to go for a little spin . . . and then your back tire blows.

Seems something is always getting in the way of what you're setting out to do.

So you've gotta admire Bob Kay's patience. What with one thing or another, it took three and a half

years to finally get this ride together.

One thing or another included the birth of Bob's daughter. That made him decide to put a sidecar on his old FL. But to do the sidecar he had to sell the chassis and all the other components he'd collected for this project. Then he got involved in . . .

Okay, okay, you get the picture. Skip the rest of the crap and fast-forward to three years later:

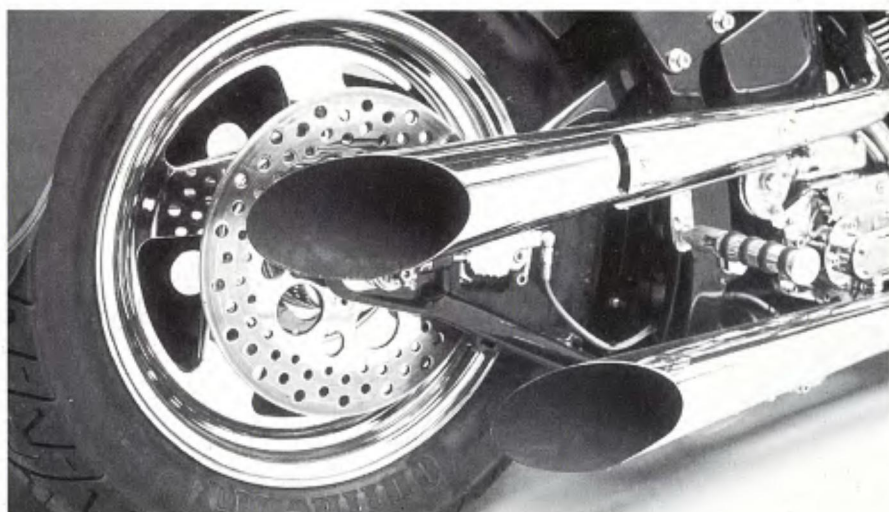
As vice president of Nempco, Bob's always on the lookout for ways to showcase his company's products. So he's shootin' the breeze with Dave Perewitz and mentions he's got this motor that needs a frame.

Dave mentions he's got this frame that needs a motor. And Dave's never turned down an opportunity to showcase Cycle Fab's creativity.

"We put our heads together and came up with the idea for a low, sleek boulevard cruiser with lots of power," Bob says.

Problem is, most 96-inchers lack manners. They're hard starting, unreliable, and they heat up too fast and die too young.

"They're great wide open, but you can't cruise the streets," Bob explains. What he wanted was a well-behaved beast, something that wouldn't embarrass him in polite



company. He wanted something subtle, elegant, and refined.

Yet he wanted enough of an animal that when the company got too damn polite, Bob could dust 'em off in a throttle-rockin' burst of white knuckled brute force.

To achieve this Jekyll and Hyde effect, Bob enrolled the engine at Thompson Cylinder Head Service and Etiquette School in Deadham, Massachusetts.

"Jim Thompson's not just good at building motors," Bob says, "he's excellent at matching components." And that's the *real* key to reliability and smoothness.

According to Bob, everything on the bike was designed to flow. You can see how the one-piece dash flows down into the seat. Then the back of the seat is cut to match the angle on the license plate frame, which flows into the early-style taillight.

"In other words," Bob says, "it looks like it's going fast even when it's just sitting there."

The really extensive work went into the frame, as opposed to the sheet metal. That's one reason Bob used the narrow Cobra seat, so you can look down and appreciate the full effect.

One thing you can't see so easily is the special motor mount coil bracket. "Joe at Motorway made it out of a giant block of billet aluminum," Bob says. "It's polished and just so beautiful that people go crazy when they notice it."

Bob and Dave also wanted a low-slung beast, but they didn't want to use a kit. Instead, the swingarm was cut and welded so the bike could be lowered and sit perfectly level.

The only bitch Bob has now is that the scooter's clocked more miles *without* him than *with* him. As soon as the project was finished, →



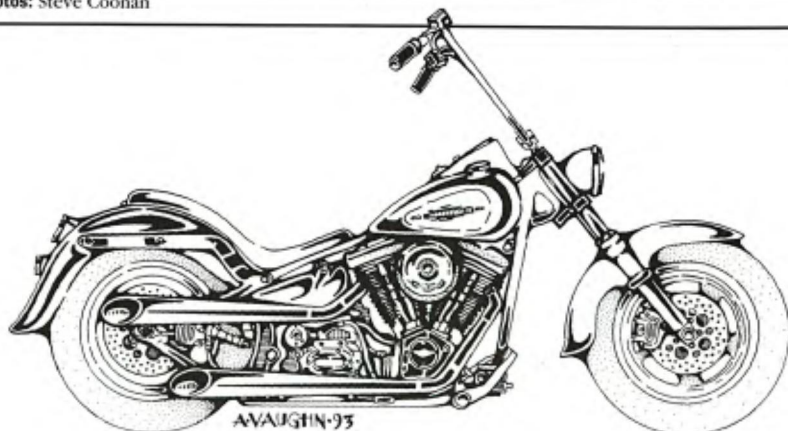
the Softail was shipped from coast-to-coast, doing so many shows and displays that Bob reckons the scoot's traveled 10,000-plus miles. Nothin' like bustin' your butt on a righteous bike, only to have it miles away from you during the prime New England puttin' months. That's what ya get for bein' a success in the scooter trade, I guess.

"It's more than surpassed our goal of showing off Nempco's parts and Dave's talents," Bob says. "It looks good and goes like hell. What more do you need?"

I can't think of a thing.

—Southern Connection

Owner(s): Bob Kay and Dave Perewitz		City: Foxboro, Massachusetts	
General		Frame	
Fabrication by: Cycle Fab		Year: 1992	
Year and make: 1992 H-D		Builder: modified H-D	
Model: custom Softail		Type: Softail	
Value: \$30,000		Rake: plus 8 degrees	
Assembly by: Cycle Fab		Stretch: none	
Time: six months		Other alterations: plenty	
Chroming by: Kustom Metal Finishes		Accessories	
Engine		Bars: Khrome Werks	
Year: 1992		Risers: Nempco	
Model: Evo		Fender(s): Fat Boy front, Cycle Fab rear	
Rebuilder: Thompson's Cylinder Head Service		Headlight: Arlen Ness	
Ignition: Dyna		Taillight: Cycle Fab	
Displacement: 96 cubic inches		Speedo: Nempco	
Lower end: S&S		Front pegs: JayBrake	
Balancing: Thompson's Cylinder Head Service		Rear pegs: JayBrake	
Pistons: S&S		Electrics: Accel, 12-volt	
Cases: Delkron		Gas tank: Nempco	
Heads: Dave Mackie		Oil tank: Paughco	
Cam: Andrews EV 57		Oil system: braided lines	
Lifters: Andrews solid		Primary cover: H-D	
Carb(s): Mikuni HS-40		Seat: Le Pera Cobra	
Air cleaner: Mikuni		Sissybar: none	
Pipes: shotguns		Height: n/a	
Muffler(s): yeah		Material: n/a	
Transmission		Forks	
Modifications: yep		Type: Dew	
Year: 1992		Extension: minus 2 inches	
Shifting: 5-speed		Builder: Cycle Fab	
Engine sprocket: stock		Special features: GMA triple trees	
Trans sprocket: Andrews overdrive		Wheels	
Wheel sprocket: H-D belt		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Don Perewitz		Hub: custom	Hub: custom
Painter: Dave Perewitz		Rim width: 3-inch	Rim width: 3-inch
Color: passion purple and blue		Tire: Continental	Tire: Continental
Type: House of Kolor		Brake: GMA	Brake: GMA
Special paint: striping by Roy Mason			
Other special modifications: special frame modification and molding in strut area. Thanks to: Mel at Rivera, Allen at Delkron, Carolyn at Andrews, Bill at GMA, Bob at Le Pera, Greg at Continental, and Joe at Motorway.			
Photos: Steve Coonan			

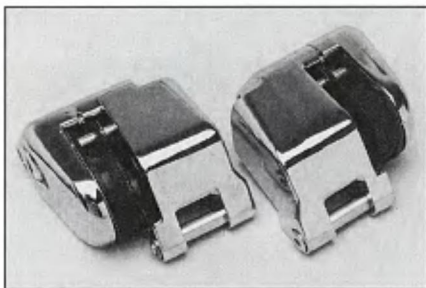


Parts Box *Tell 'em Snake sent ya!*



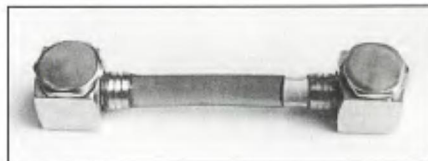
SuperTrapp Caps

These polished billet aluminum end caps are made by Badlands Motorcycle Products. They replace any end cap on a 4-inch SuperTrapp exhaust system. They're available in five styles, and the existing hardware works—so don't lose it. See your local Drag Specialties dealer for catalog or info.



Chrome Dual Disc Caliper Set

This chrome dual disc caliper set comes complete with brake pads, pins, mounting bolts, bleeder valves and all internal components in place. They fit all FX, FXR, FXWG and XL models 1977-1983 with dual disc brakes. For the real deal contact your local Chrome Specialties dealer or call (800) 527-1635.



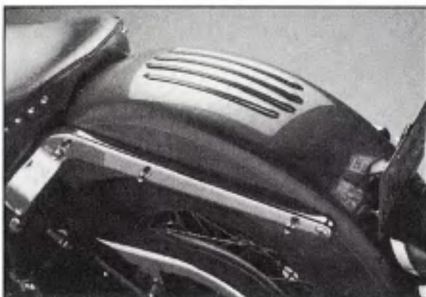
Oil Eye

Years ago some customizers played with an accessory like this: a clear tube that ran alongside an oil bag indicating the level of oil. Now, it's an official product of Giesler Engineering. It's built with pure rubber Burma Seals and specially engineered Tygon Tubing. They swear it won't discolor or distort for years. Comes complete with hardware. Giesler Engineering, Dept. ER, P.O. Box #80, Lenni, PA 19052, (800) 428-8616.



Trike Kits And More

This old-time rider and builder now builds trike conversion kits for late-model bikes, trike rear ends, and trike frames. If you want to check it out write for the brochure above, and watch for the FXR to be featured on the cover of this mag in a couple of issues. Last winter, he put a ski on the front tire and chains on the rear, and he rode it in the snow. To chase down George drop a postcard to G.B. Enterprise, Dept. ER, 420 Via Del Monte, Oceanside, CA 92057, or dial (619) 757-7881.



Slim And Trim

Perfectly formed to match the contour of the top of FL-style fenders, these satin-polished stainless steel fender trim sets provide a great-looking alternative to a complete luggage rack. Available in complete 4-piece sets in either 9- or 10-inch lengths or in a combination kit which includes two trim pieces of each length. For the name of the Custom Chrome dealer near you call (800) 729-3332.



Johnny Pag's Sprocket Rotors

The freeway flyer decided to design his own rotors. In my book, rotors are rotors, with the exception of the design. And trying to find the right design can be tough. It's good to see a variation to go along with the theme of a bike. Johnny uses stainless steel, and they're blanch ground for this trick 11 1/2-inch design (no they're not sprockets—they just look like it). For the hard and fast info write Johnny at Pag Bros. Cycles, Dept ER, 2380 Newport Blvd., Costa Mesa, CA 92627, or call (714) 650-9016. ☉

DEAD RECKONING— A YEAR LATER

The Damage Report

On March 12, 1992, a Los Angeles motorcyclist named Marty Ruthman was charged with murder for his alleged involvement in a traffic accident that killed two people. Determined to prove his innocence, Ruthman found himself battling media stereotyping, as well as the undisguised hostility of law enforcement officials and the arbitrary exercise of power by a smug state bureaucracy.

A full account of the Marty Ruthman case appeared in the March, 1993, issue of *Easyrider* in an article titled *Dead Reckoning* by Tex Campbell. The magazine went to press well before Marty went to trial, so we promised an update whenever the outcome of the case was decided. Recently, Tex sat down with Marty to discuss the trial, the sentence, and the future. His follow-up on the case appears below.

—Editor

The Marty Ruthman case is now officially closed. I'm happy to report that Marty walks among us a free man, no longer living under the threat of lengthy imprisonment. But his ordeal is by no means over, nor his determined effort to obtain justice. More about that shortly, but first, the concluding chapter in the case of *People v. Martin Ruthman*.

The first major victory of Marty's legal battles came last December. In response to a motion filed by his attorney, and over the stringent objections of the prosecution, murder charges against him were dropped. Although the court's ruling removed the threat of a 31 years-to-life sentence, Ruthman still faced charges of vehicular manslaughter carrying a maximum sentence of eight years and eight months in state prison.

From the moment of his arrest, Marty has fiercely and steadfastly insisted that he is innocent of all charges. Unwilling to plead guilty to a crime he never committed, he rejected suggestions that he seek a plea bargain. Nevertheless, he had to make a realistic evaluation of his options in order to choose the one that

would be best not merely for him, but also for his ailing car customizing business, for his dwindling financial resources, and most important, for the other members of his family, whose lives had been a holding pattern since that fateful Thursday in March.

Full exoneration would necessitate trial by jury, a protracted and expensive process at best. That prospect was rendered all the more distasteful when Marty reflected on the previous 12 months' time-consuming, emotionally draining, and financially devastating litigation. Reluctantly, he told his lawyer that he would consider any plea bargain offer that didn't require him to serve time in jail. When none was forthcoming, he began preparing for lengthy and arduous litigation.

During the weeks of continuances and legal maneuvering that followed, the March issue of *Easyrider* hit the stands. Ruthman's story generated widespread interest among readers, many responding with encouragement and offers of support. One of those readers was a San Diego civil engineer named Guy Winton. Winton, a 40-year-old, self-described "gearhead" with a passion for cars and bikes, is a trial-experienced expert in reconstructing traffic accidents.

Winton identified both procedural and mathematical errors in evidence developed by the LAPD. Moreover, his examination of the dead couple's demolished Honda indicated the distinct possibility of brake system malfunction, contradicting the police investigation's conclusions that the car had been mechanically sound. This new evidence cast serious doubt not only on the accuracy of critical calculations made by police investigators, but also on their conclusion that hostile and irresponsible actions by the biker had precipitated the wreck that killed Mark and Rowena Gold.

On May 17, shortly after Superior Court Judge Darlene Schempp informed prosecuting attorneys of Winton's findings, Marty's plea of no contest to the charge of vehicular manslaughter was accepted. (A plea of

no contest is not an admission of guilt, but simply means that a defendant will not offer a defense to the charges against him.) He was then given a fine and five years probation, with the understanding that, upon satisfactory completion of 18 months of his sentence, the felony conviction will be expunged from his record.

Reviewing the past 14 months, Ruthman is quick to praise the work of his attorney, Mitchell W. Egers, whose efforts not only thwarted the district attorney's ludicrous determination to prosecute for murder, but also helped greatly in obtaining probation for his client. And he is profoundly grateful for the support and encouragement he received from motorcycle folks from all over the country (see his letter in this issue's *Wordmonger*). Marty knows that it could have worse, and he, more than anyone, is glad that it wasn't.

But Marty isn't exactly what you'd call "happy" about the disposition of his case. You can hardly blame him after all, he got stuck with the bill:

- Item: \$70,000 or more, most of it out of pocket and unrecoverable, paid in bail, impound charges, legal fees for two attorneys, time away from work, court costs, insurance cancellations, and other expenses too numerous to list.

- Item: an established, lucrative custom car business destroyed, the victim of media sensationalism, canceled insurance, fickle clientele (though many customers remained loyal), police harassment, and most of all, a legal system that presumes the accused (especially the long-haired, bike-riding variety) to be guilty from the moment of arrest.

- Item: driving privileges suspended for one year, and possibly much longer, depending on the whim of state bureaucrats. For Ruthman, a driver's license is not merely an essential convenience, but a tool vital to earning a living. Marty shelled out \$200 in fees and wasted a full day re-taking tests and doing endless paperwork, only to have the Driver Safety Legal Liaison Unit of the DMV refuse to reinstate the license in spite of a judge's order to do so.

The foregoing is only a partial



Photo: Silvermoon

itemization, mind you, and of course the list fails to include the intangibles. How do you assess the cost to you and your family of living in limbo for more than a year? What's adequate compensation for lost peace of mind? Where do you apply to get restitution for stress damage to a marriage?

Angry about the treatment he received and the DMV's specious justification for denying him a driver's license, Marty has hired a second attorney, Michael Berke, to challenge the laws giving the agency the autocratic powers it presently enjoys. He has vowed to fight all the way to the U.S. Supreme Court itself, should the issue prove to be a matter for adjudication at the federal level.

If his experience at the hands of the judicial system has left Ruthman a mite embittered, it has nonetheless failed to break his spirit. More than anything, he wants to put the whole affair behind him so that he and his family may return to some approximation of life as it was prior to March 12, 1992. Marty hopes that with hard work, his custom car business can recover a measure of its former success. Meanwhile, he recently moved his motorcycle business, Hi-Tech Custom Harleys, to a new location in Van Nuys, California. And finally, Marty remains active in charity work, such as this

year's clothing drive and Easter egg run to benefit Hathaway Children's Center, home to the most abused kids in the Los Angeles Foster Care system.

That's about all there is to tell. Whether or not this tangled tale has a moral, I couldn't say. I doubt it, though. There is no substantive evidence that Marty did anything other than attempt to protect his companions from being injured or killed. So I won't trivialize this story by tacking homily to its conclusion.

For those who find consolation in the thought, yes, it could have been worst. But as a character in *The Last Picture Show* commented, you can say that about almost anything.

—Tex

The David Mann centerspread on the following pages has special significance. The scene depicts the 1947 party on the streets of Hollister, California, that started it all.

The bobbed knucklehead is a rendition of a bike that was there at the scene. It was impounded when the owner was arrested for public drunkenness and later sold at auction.

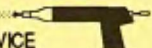
Eventually, it ended up with Ron Paugh, a noted frame and front end manufacturer, and was ultimately enshrined in the Paughco museum in Carson City, Nev.

Knucklehead restorations and making a knuck perform will be the subjects of several Tech Tips next year as we attempt to duplicate and upgrade this bike which was featured in the May '93 issue of *Easyriders* (#239) and comes to life again through the artwork of David Mann.

—Bandit

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HOLLISTER HOTEL



David M. Hall

IN THE WIND



—Navi Boix, Sevilla, Spain

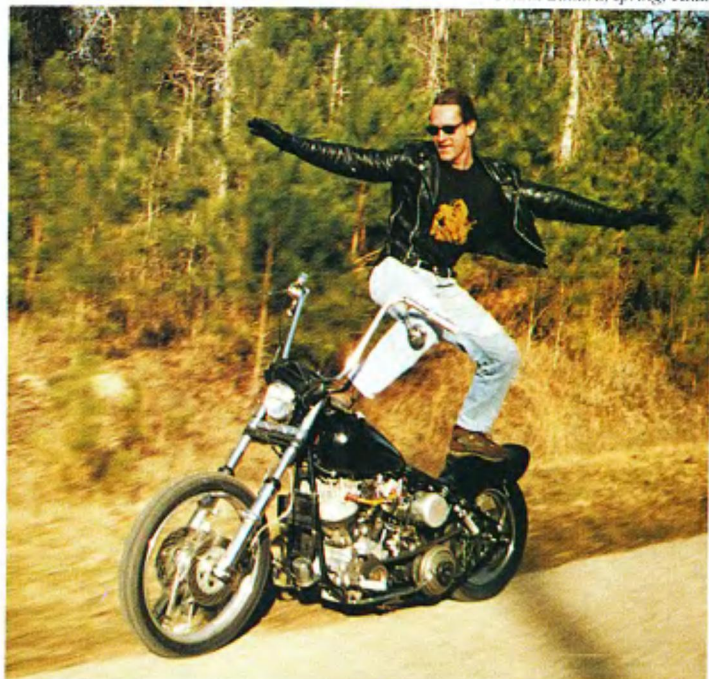
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin'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

—Jackie, Denise, Shauna, American Canyon, Calif.



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—Ron Sublett, Woodland, Calif.

—Merle Vander Sluis, Holland, Mich.



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—Beauregard, Memphis, Tenn.



—George Guignot, Cocoa, Fla.



—Charles Beardsell, Cheltenham, England

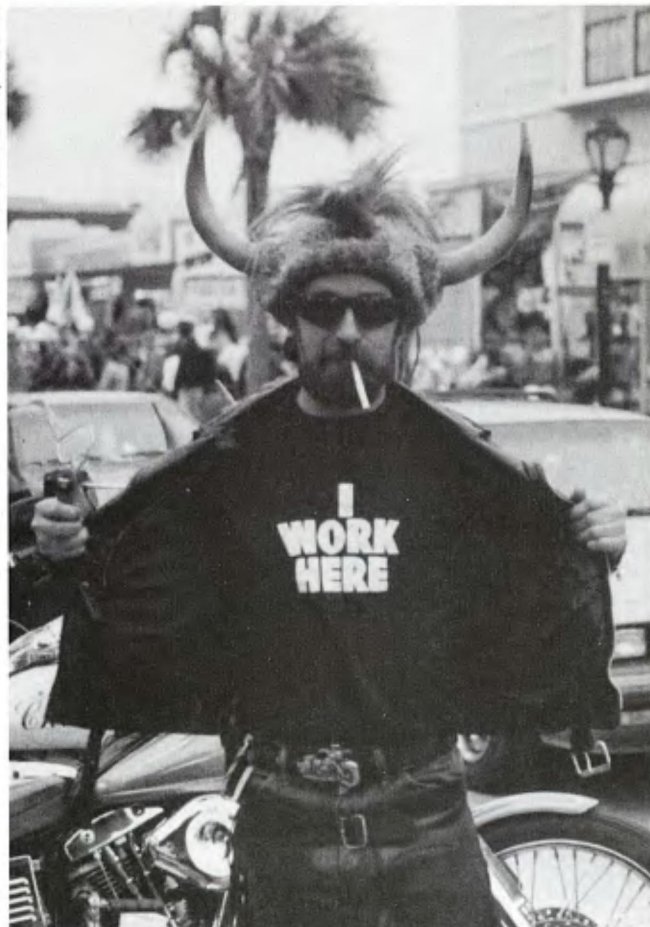


—Karen, American Falls, Idaho

—W.R. Franklin, Jackson, S.C.



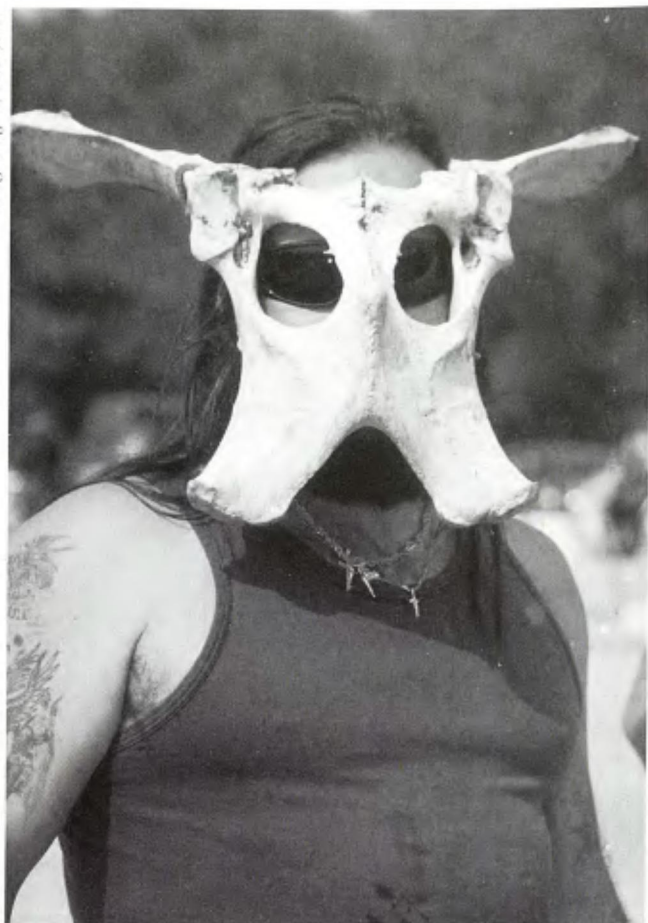
—Van Newman, Daytona, Fla.





—Kevin Vargas, San Antonio, Texas

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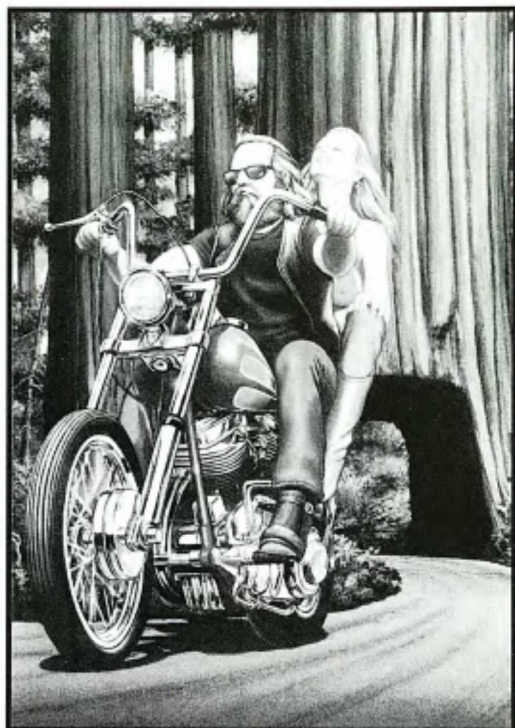
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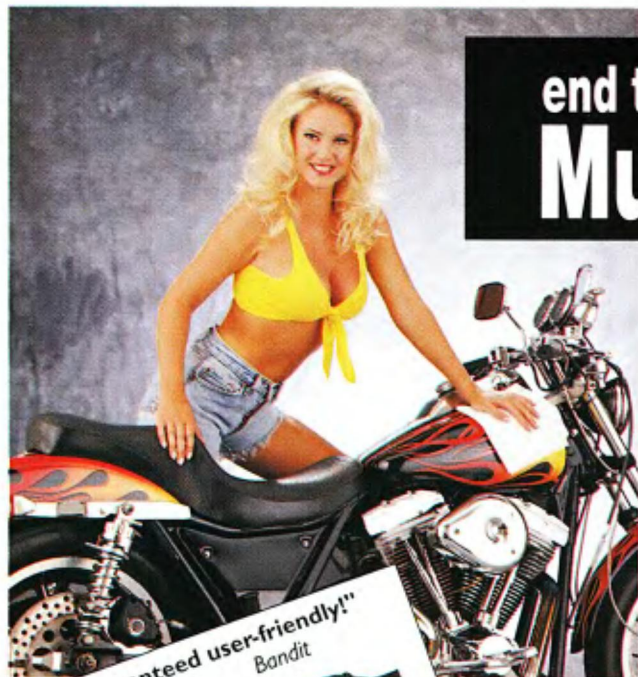
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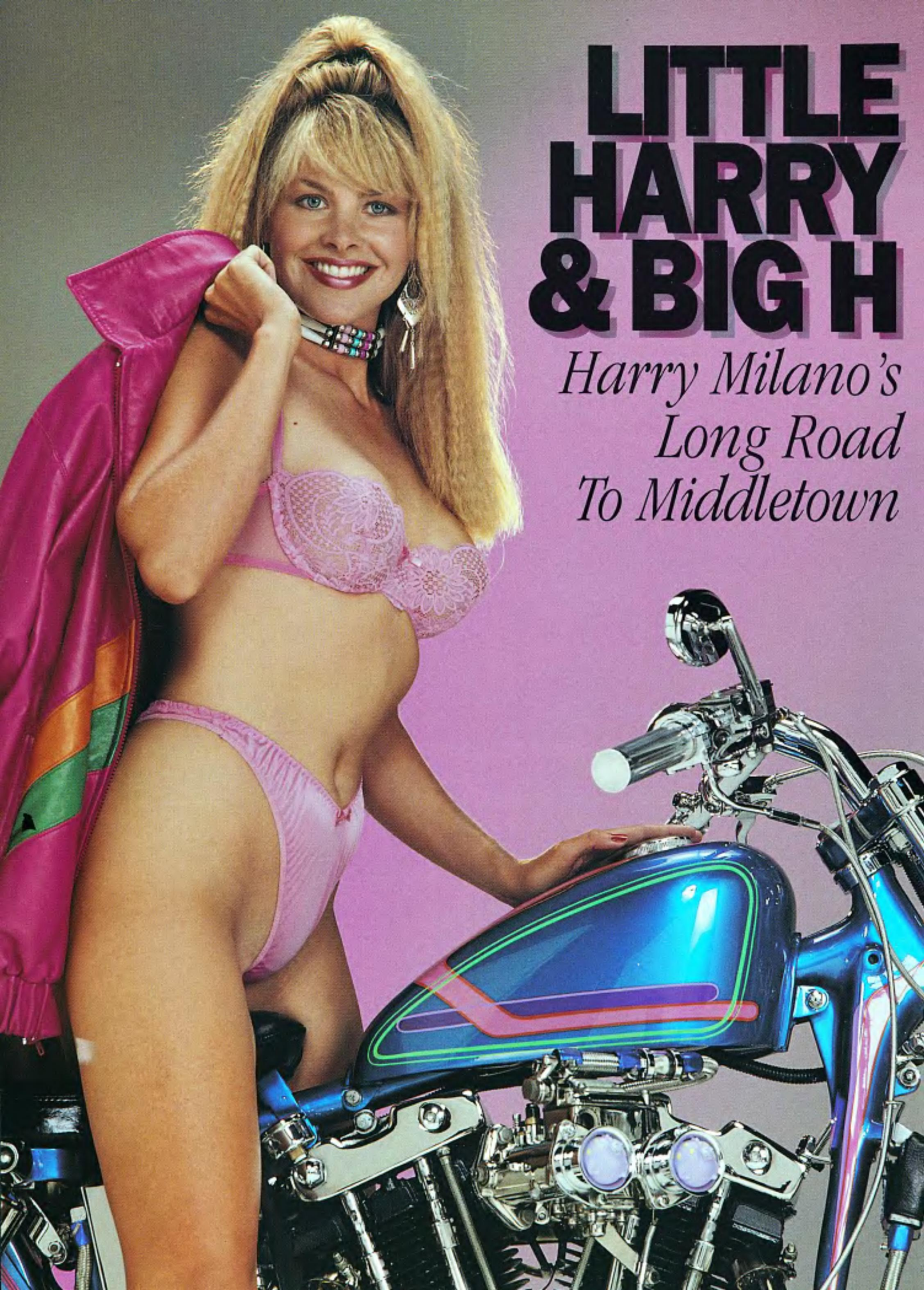


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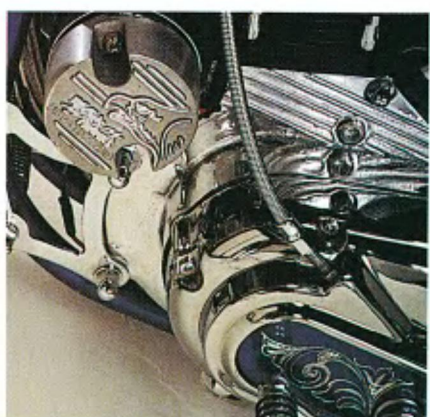
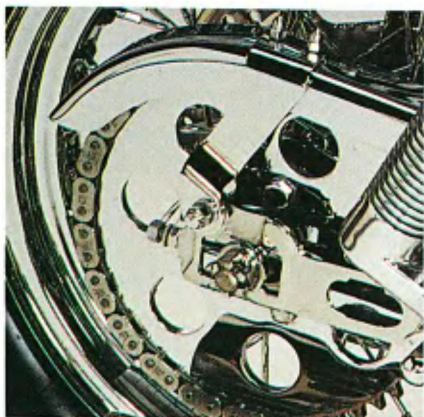
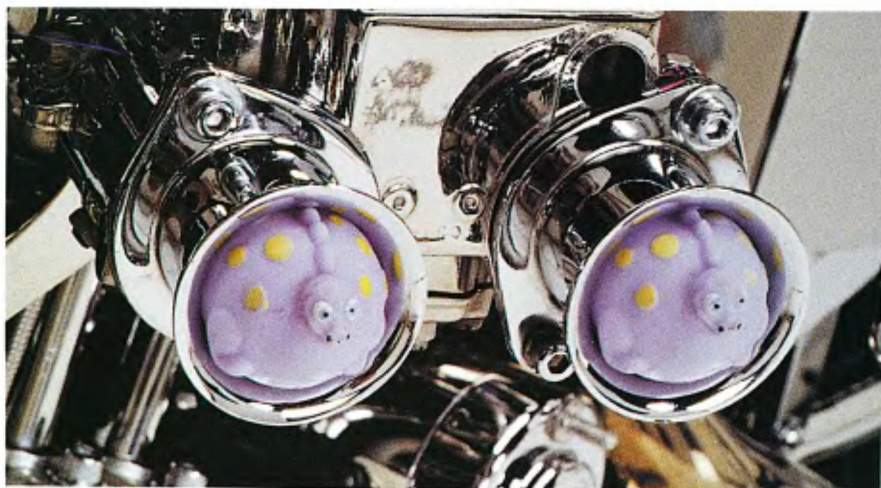
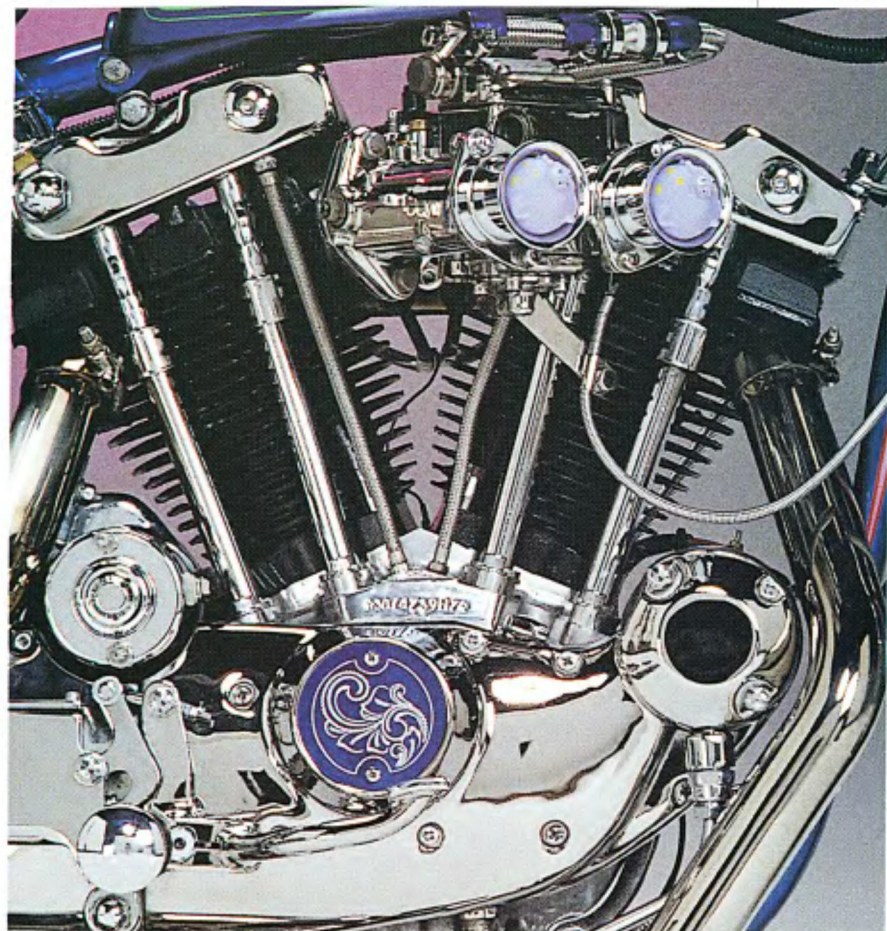


SECOND PLACE WINNER

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By age eight or nine, Little Harry, as he says he was called before he discovered pizza, and subsequently filled out into a 300-pound family-sized, thick crust himself, had slobbered enough over Sportsters blatin' around his neighborhood to fill Lake Michigan—and up around his stem of the Big Apple, there were plenty of custom street-smokers to keep him drooling. Harry Milano was New York-born and raised in the town of Eastchester—considered by locals to be the Sportster capital of the western hemisphere. To make matters worse, both of Harry's older brothers thrashed around on Sportsters of their own.

Unfortunately, for their Sportster-stricken kid brother, Harry Sr. had decided that the youngest son would not be allowed the luxury of two-wheeled freedom like his other two scooter squirts. "The Big H" didn't want to put his wife through any more sleepless nights of waiting up for her rebels without a muffler. And no matter how much Little Harry tried to wrestle his old man on the subject of Sportster-mania, The Big H made it painfully, belt-strap clear that he'd have no more scooter saplings leaking 60-weight all over the house and sprouting fried valves, fouled plugs, and munched forks in Mom's petunia garden.

'Course, what Harry's old man failed to realize, was that his youngest son had been raiding his older brothers' hidden stash of *Easyriders* and sprouting a few scooter plans of his own. Throughout many years of collecting and compiling every custom creation rumbling across the pages of his brothers' dog-eared motorcycle rags, ideas for his own custom creation started taking shape in the back roads of Little Harry's mind. And the more he was told he'd never own or ride a Milwaukee maiden of his own, the more he knew deep down that all those skull-scorchin' images burning within his brain would someday erupt into his own prized putt.

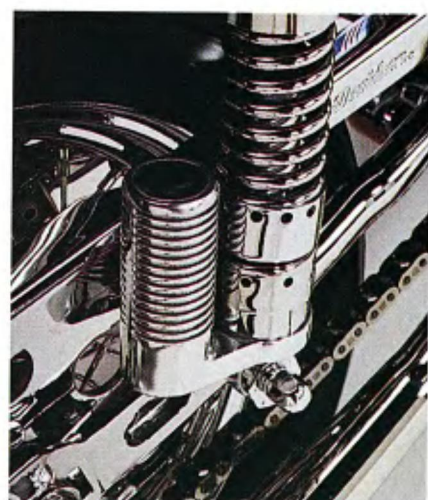
Ironically, Pops himself had enjoyed a number of post-WWII →

years on a Harley-Davidson service trike. And no matter how hard he slammed his foot down on the subject in later years, Harleys had become an unspoken family tradition that Little Harry was determined to carry on. Two weeks after his father passed away, Harry cashed in every last dime of his hard-earned savings on his first and only true love—a 1977 Sportster. After a couple (thousand) mile spin around the block, Harry went to work on compressing a decade of custom images floating around in his head. The result was a near-flawless gem.

Between weekend runs to the Chili Station in Connecticut, where the owner has a Sportster called "Midnight Express" (featured in the December '92 issue of *Biker*). Harry searched out the best of the best for paint and fabrication. For paint, he decided on Tommy Caldara of Custom Auto Body after seeing the result of Tommy's talent on a yellow Ford Falcon featured in *American Rodder's Swimsuit Edition* ('92).

After the skilled bros at the Motorcycle Center customized the bike to Harry's specifications, Harry wrapped the parts that needed paint in blankets and hand delivered them to Tommy. "What I'm mostly concerned with is a design that will carry from the top of the tank, across the sides, and along the fenders," he explained to Tommy. After they experimented with different colors to get just the right mix, Tommy transformed the tank and fenders into one continuous jewel.

Harry entered his bike in a couple of shows in the Midwest, and although he didn't place in the first one, and placed 11th in one of the *Easyriders* Invitational shows, he did make a ton of friends and had a chance to exchange ideas with bros from all across the country. After placing 11th, Sal at the Motorcycle Center talked Harry into throwing some twisted spokes on his scoot. And while he was at it, John the co-owner of the Motorcycle Center fabricated his brake pedal and linkage into one piece, leaving the master cylinder exposed instead of



burying it under the rear fender.

At about this time, Harry heard of a big, upcoming *Easyriders* Regional Bike Show to be held in Middletown—only a short putt from Harry's home. No amount of combination pizza could get between Harry and that upcoming bike show—not after making those two critical improvements. But by the time they called out fifth, fourth, and third place, Harry figured he might as well start loadin'

up for the road home. When they announced the 2nd place winner, and a name that sounded a lot like his own, Harry said, "I couldn't believe my ears." He also couldn't believe his eyes when this fox Cindi graced his standup New York putt with her fine North Carolina butt.

There's no doubt in our bro's mind that things just wouldn't've been the same without that long road to Middletown.

—Clay Dog

Owner(s): Harry Milano	Engine cont.	Frame cont.	Forks cont.
City: Eastchester, New York	Carb(s): Dell'Orto	Stretch: none	Extension: 2-inch under
General	Air cleaner: stacks	Other alterations: molded neck	Builder: Motorcycle Center
Fabrication by: Motorcycle Center	Pipes: Cycle Shack	Accessories	Special features: Ness trees
Year and make: 1977 H-D	Mufflers: loud	Bars: Ness	Wheels
Model: Sportster	Transmission	Risers: none	Front
Value: Who knows?	Year: 1977	Fender(s): Ness	Size: 19-inch
Assembly: Motorcycle Center	Modifications: none	Headlight: Ness	Hub: Ness
Time: one year	Shifting: foot	Taillight: Drag Specialties	Rim: twisted spokes
Chroming: Brown's Plating	Engine sprocket: pepperoni	Speedo: thick crusted	Tire: Avon
Engine	Trans sprocket: 21-tooth	Front pegs: Drag Specialties	Brake: Perf. Mach.
Year: 1977	Wheel sprocket: 38-tooth	Rear pegs: fell off	Rear
Model: Sportster (ironhead)	Painting	Electrics: 12-volt	Size: 16-inch
Rebuilder: Motorcycle Center	Molding: Custom Auto Body	Gas tank: Sportster	Hub: Ness
Ignition: Accel	Painter: Tommy Caldara	Oil tank: Santee	Rim: twisted spokes
Displacement: 1000cc	Color: tons	Oil system: stainless lines	Tire: Avon
Lower end: H-D	Type: urethane/Ditzler Deltron	Primary cover: H-D	Brake: Perf. Mach.
Balancing: Motorcycle Center	Special paint: striped by "Bats"	Seat: custom, Harbor Marine	Other special modifications:
Pistons: .060	Frame	Sissybar: none	Special thanks to Shorty, Bubba,
Cases: polished	Year: 1977	Height: n/a	John, Sal, Big Toe, Billy and Frank
Heads: ported and polished	Builder: H-D	Material: n/a	for loanin' me the truck.
Cam: factory original	Type: swingarm	Forks	Photos: Bill Ellis of Fox Hunt winner,
Lifters: hydraulic	Rake: none	Type: H-D, narrow glide	Cindi; Steve Coonan, bike feature.



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I don't know what it is, but this sport of motorcycling brings out that longing to be off and longing to be off and away some place. It satisfies that craving for action and to feel abundant power under your control. It supplies speed, travel, all the scenery, fishing, hunting, picnics, and joy rides you could ask for to relieve the monotony of everyday life.

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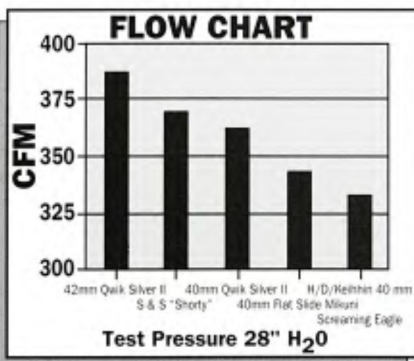
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Danielle McGuire, Pinewood Springs, Colorado

1990 Harley-Davidson FXRSP

They say that everyone has a soul mate, the perfect "other" to spend your life with. Some search their whole lives for that person and never find him/her. Others, like Danielle, are more fortunate. In her case it was "love at first sight," and though both of them had been burned by earlier relationships and never thought they'd marry again, they found in one another the perfect formula for success and happiness.

Danielle and Kevin, her husband of nine years, spend a lot of time together. Partners in M-Tek Customizing of Longmont, a company specializing in building parts for just about anything that moves, they collaborate in both the design and manufacturing of their products. Working and living together can take its toll on even the best relationships, but Danielle attributes their harmony to communication and a mutual love of the outdoors: riding, skiing, and golfing, to name a few.

Danielle likes to go fast, and sitting atop her roaring tiger, nothing stands in her way. Diagnosed with lupus back in '75, she's refused to let her disease slow her down. She's in remission now, but even when times were tough, she kept her spirits in high gear. She sees riding as therapy and long trips help to keep both her mind and body sound. This summer they made Red River, H-D's 90th, and Sturgis. With her tiger beneath her and her soul mate at her side, Danielle's got life by the tail. —Two Step

General		Forks	
Fabrication by: owner/M-Tek		Type: H-D	
Year and make: 1990 H-D		Builder: M-Tek	
Model: FXRSP		Special features: White Bros. springs	
Chroming: H-D		Accessories	
Engine		Bars: 883 Sportster	
Year and model: 1990 Evo		Lights: halogen head	
Rebuilder: M-Tek		Gas tank: 3.5-gallon, custom emblems	
Displacement: 80 cubic inches		Oil tank: chromed cover	
Transmission		Seat: Le Pera	
Shifting: as fast as fast can be		Other: Police Special speedo	
Trans sprocket: factory		Wheels	
Wheel sprocket: belt drive		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color: tiger stripes, Darren Crocker		Tire: Dunlop	Tire: Dunlop
Type: candy		Brake: dual disc	Brake: dual disc
Special paint: gold pearl		Special modifications: billet gauge	
Frame		covers, cable clamps, gas cap cover,	
Year and builder: 1990 H-D		fender rails, lic. plate frame w/ light,	
Type: FXR		and modified windscreen by M-Tek.	
Alterations: steering stabilizer		Photos: Mike Lichter	



FOX HUNT

June Winner

Sporty Cindy loves the outdoors and all the healthy stuff that goes with breathing fresh air, like keeping her body trim and fit—which is only appropriate since she made a perfect fit posing next to and on top of Harry Milano's spry Sportster.

The North Carolina native is no dummy, either. She has three years in at North Carolina State, where she's studying to be a horticulturist. She's into her roses, particularly mini varieties. When Cindy's not fending off Wolfpack students and biker studs, she might be found going down—under water, that is. She's a certified diver who has been to Tahiti, New Zealand, and Australia, checking out the sea life, including a scenic view of the Great Barrier Reef and the topless beaches of Tahiti. See her topless on page 76. —Loudmouth



My first ride was the most erotic sensation I've ever felt. The only way to satisfy myself was to do it again and again.

Edwina, Michigan—#1101



I've loved the excitement of riding a Harley since my first ride down the California coast on a hot August afternoon.

Lynn, California—#1102



I went to a biker party and fell in love with the loud bikes and crazy men. God help that poor guy who took me for a ride.
Julie, Pennsylvania—#1103



I haven't actually had my first Harley ride yet, but I'm definitely looking forward to it
Zenith, Arizona—#1104



Harleys and nudity are freedom and nature. Anyone who doesn't understand this doesn't know what they are missing.
Natasha, North Carolina—#1105



I remember the hard steel between my legs and the wind flying through my hair. It was second only to a mustache ride.
Nursy, Texas—#1106

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FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #245 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

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



Here she is, bros, the seventh monthly winner in our 15th Annual Fox Hunt, Tracy, #704, from Liverpool, New York. See more of her next issue.

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

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

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

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

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

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

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

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

245

WIDE GLIDE CONVERSION

The Ins And Outs Of Widening A Narrow Glide



You notice a wide glide that you like on another bike, and when you go back to your own, all of a sudden the front end looks skinny. Rest easy. You don't have to mortgage your home to buy a new front end. You can just convert your narrow glide to a wide glide.

To make the conversion project go smoothly, do a little homework. There are several styles available, from custom billet (like Bay Area Custom Cycles' Lightning Bolt units, 510-537-3338) to original cast style (from Custom Cycle Engineering, listed at the end of the article). However, aside from immediate eye appeal, there are many questions to consider. For instance, if the trees have fork stops, are they designed to work on your model? Or if stops aren't provided, are you capable of doing some fabrication? If no stops are provided on the new trees, it's important to pre-fit them on the bike with the gas tank in place. It's a good idea to put a towel over the tank when doing this. Carefully turn the new forks from right to left and check clearance. When the new trees are approximately 1/4- to 1/2-inch from the gas tank, mark the bottom tree where it meets the fork stop on the frame. Disassemble and install the stops where necessary. What about the fork lock? Dyna Glides have a neck lock, but is the stem from the chosen kit notched for this? Most bikes are set up to use a padlock. Is the new lower tree on your bike set up for a padlock?

Other things to consider: the hydraulic brake lines are set up for a narrow glide, so you may have to purchase some hydraulic hoses and miscellaneous parts to make it correct for a wide glide. We used Russell Lines distributed by Drag Specialties. If the bike is already custom painted, fender spacers are available to run the narrow brace fender, or you can purchase a new fender with a wider brace. If you're running a dual disc front end, an extra brake rotor spacer will be needed. I recommend having a shop manual at hand.

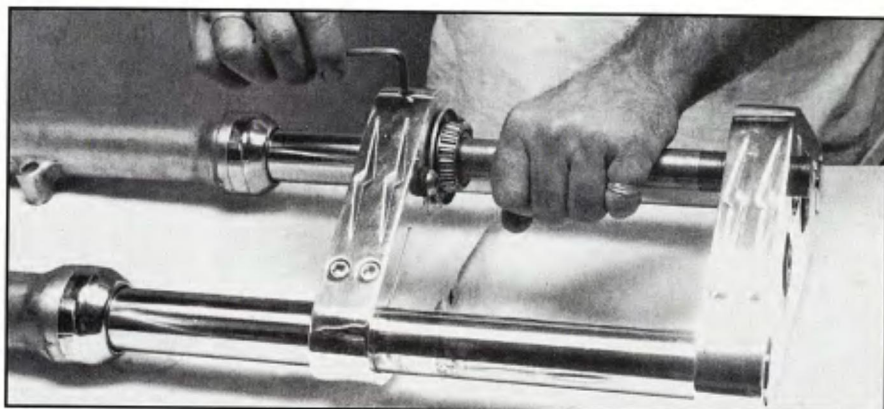


Photo 1



Photo 2

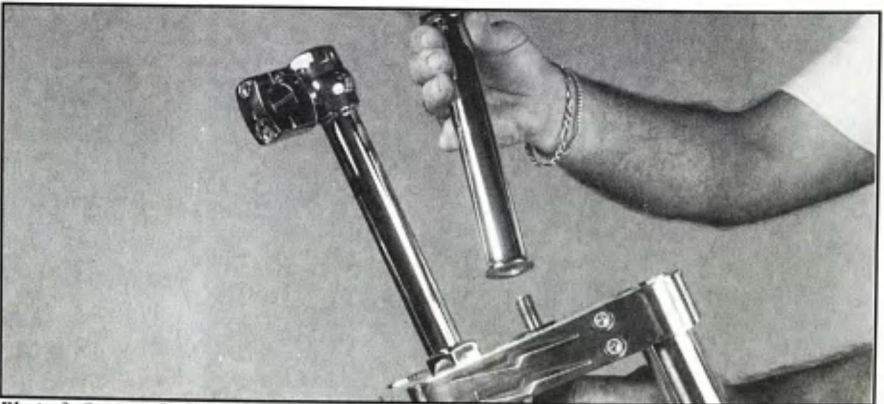


Photo 3: Custom Cycle Engineering risers

Renegade decided his Dyna Glide's narrow front end had to go. Since his bike was already getting a lot of other work done at Jim Waggaman's Air Stream Studio in Carlsbad, California

(619-931-5931), he decided to have Jim and his partner Mike Maldonado give it the wide glide treatment.

Installation:

It's real easy to screw up the paint on



Photo 4

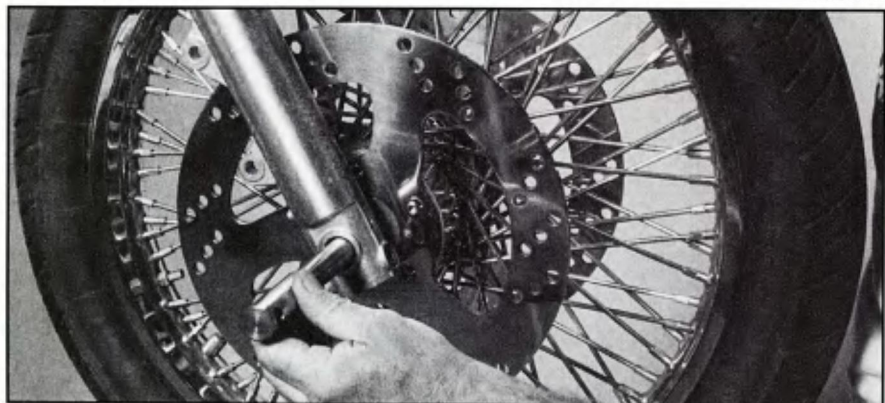


Photo 5

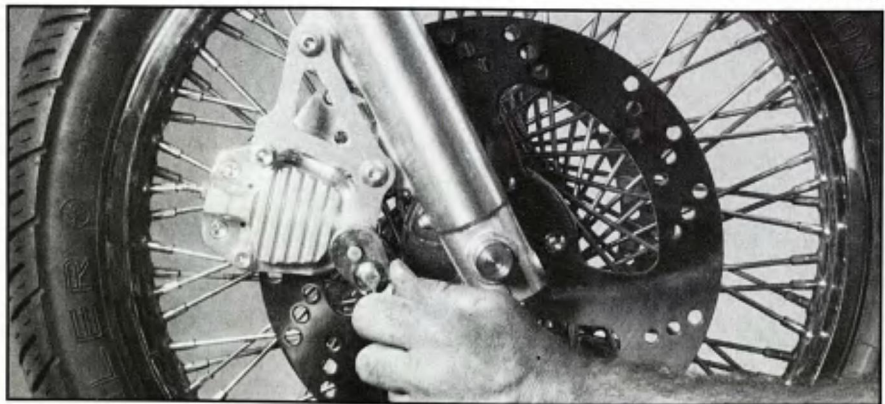


Photo 6

the gas tank when changing the front end, so remove it and set it aside before you even start. Be careful what type of stand is used to get the front end in the air. Make sure the bike won't slide off or

fall over (check our Duo-Lift). Since the calipers get in the way of removing the wheel, start by removing them first. Next, remove the wheel and fender. The Dyna has a 39mm front end, so all Jim had to do

was loosen the pinch bolts and slide out the lower leg assemblies. With a 35mm front end, you have to remove the fork tube caps (careful, they're spring-loaded).

Remove the hydraulic junction under the lower triple tree. Remove the headlight and handlebars from the upper triple tree. Put a rag on the frame (the gas tank has been removed, right?) and set the bars behind the triple trees. Be careful not to pinch or kink the cables and wires. You can leave the controls and cables in place this way. Loosen the pinch bolt and remove the stem nut, but be careful because when the stem nut is loose the lower tree may drop below the fork stops, turn, and bang into the frame. Slide out the lower tree and remove the bearings and dust shields. Check the upper and lower bearing races in the steering head. If they are either pitted or grooved, then replace the bearing sets.

We're now ready to assemble the new wide glide parts. If the stem and fork stops aren't installed in the lower tree, then install them. Also, now is the time to drill the top tree for wiring. Pack the bearings with bearing grease, install a new lower dust shield and bearing on the fork stem (photo 1), and slide the bottom tree into the steering head. Install the upper bearing, dust shield, and top tree. Hold the lower tree up into the steering head so it does not flop from side to side, damaging the frame. Then put on the stem nut (photo 2). Tighten it until you feel no shaking in the trees and they turn freely. Be careful not to bind the front end.

Install the lower legs and tubes, then tighten the pinch bolts. Grab the lower legs again and check for shake in the trees. If there's no shake—and they still turn free—tighten the pinch bolt on the stem nut. Install the handlebars and the headlight. Install the front fender, using spacers or wider fender braces. This will keep the lower legs lined up to install the axle easier. Remove the brake rotors from the wheel. You may have to use heat to loosen the Loctite on the bolts. Reinstall

rotors (we used polished RC Engineering components) with the new spacers behind them and Loctite the rotor bolts so they don't come loose (photo 4).

With the new axle and spacers, install the front wheel (photo 5), and don't forget the speedometer drive. After you torque the axle nut and leg caps, make sure to check the end play in the wheel. Check the manual because it varies with different models. This end play is important. If it's too loose, it could cause handling problems. If it's too tight, it could cause bearing seizure. Install the brake calipers and lines (Renegade worked with Bill Gardner of GMA Engineering-photo 6). Spin the wheel and make sure the brakes are positioned properly and not binding. (We had problems here, and Rick Whitehead of Custom Cycle Engineering helped with his rotor spacers and expertise.) Fill with DOT 5 and bleed the brakes (photo 7).

If you made any changes in the handlebars, make sure the cables don't hit the tank. Throttle cables can ruin paint jobs.

Double-check all bolts to make sure everything's tight, then take it out for a ride. This conversion will give your bike a new attitude (photo 8). Enjoy it.

—Gene Koch

Wide Glide Conversion Kit Manufacturers:

ACCUTRONIX, 17650 N. 25th Ave., Phoenix, AZ 85023, 602-993-2606, FAX: 602-993-1909

Arlen Ness, 16520 E. 14th St., San Leandro, CA 94578, 510-276-3303, 800-223-6377, FAX: 510-276-3534

Custom Chrome, Inc., 6100 Jacqueline Ct., Morgan Hill, CA 95037, 408-778-0500, 800-359-5700, FAX: 408-778-2042

Custom Cycle Engineering, 629 S. Rancho Santa Fe Rd., #309, San Marcos CA 92069, 800-472-9253, FAX: 619-941-6489

Drag Specialties, 9839 W. 69th St., Eden Prairie, MN 55344, 612-942-7890, 800-222-3400, FAX: 612-942-7891

GMA Engineering, 2808 Q St., Omaha, NE 68107, 402-734-6141, FAX: 402-734-1574

Milwaukee Iron, 3000 Lennox St., Lynchburg, VA 24501, 804-845-7688, FAX: 804-845-7687

Pat Kennedy's Custom Motorcycles, 905 E. Fremont St., Box 670, Tombstone, AZ 85638, 602-457-2237, FAX: 602-457-2239



Photo 7

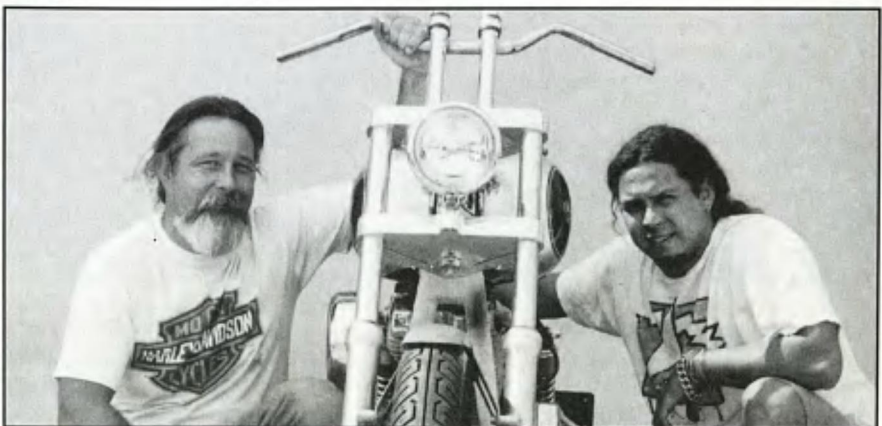


Photo 8: Jim Waggaman and Mike Maldonado



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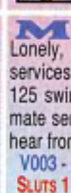
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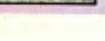


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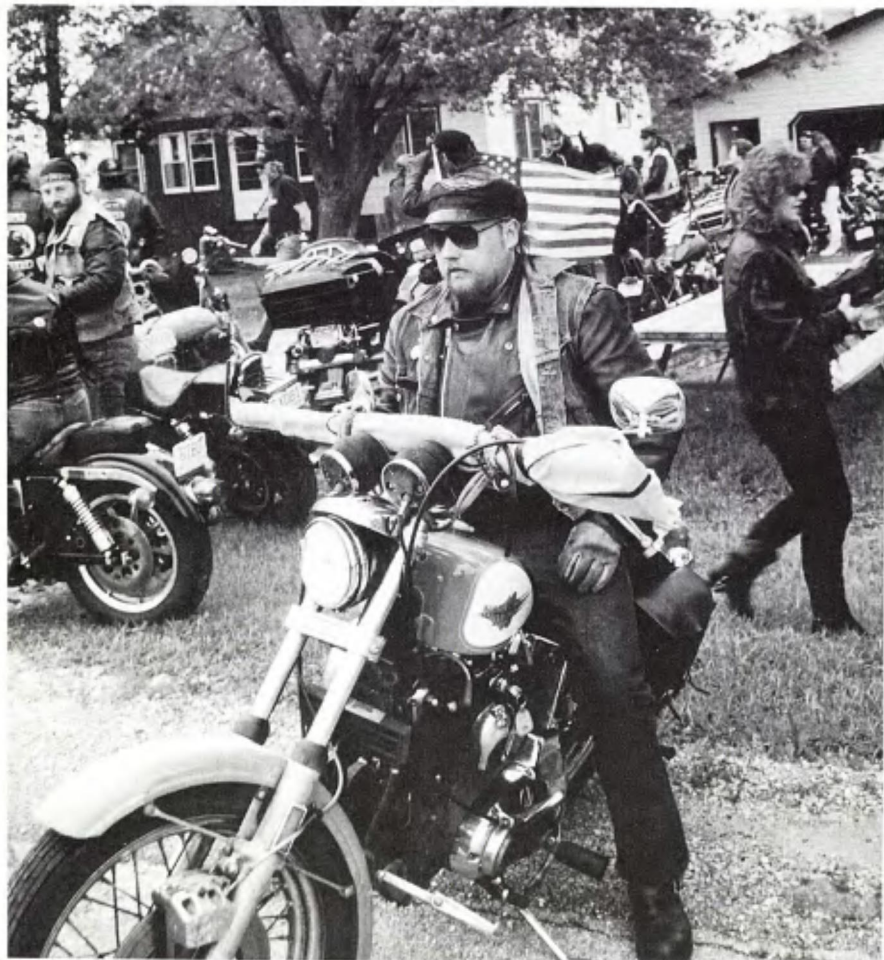


RIP'S RUN



*Rip Rides To The Reunion,
Witnesses A Shootout, And Raises
Awareness For Kids In Dakota*

Shotgun bowling participant.



BLOWN AWAY

In last month's issue, I left you readers in Missouri. From there, Baby and I rode north to Wisconsin for the 90th Anniversary celebration the Harley folks were hosting. I'm not gonna dwell on it, since it's been covered by the media around the world. I rode Baby out from California in honor of the Reunion. It was like bringing her back to where she started from five years ago. Baby is a Wisconsin bike bought at Suburban Motors in Thiensville on a fly-and-ride deal. She's an '88 FLHS with 113,000-plus miles on the speedo. I love my Baby. She has taken me all over this great country of ours, plus parts of Mexico and Canada.

While in that neck of the woods, I had her serviced at Hal's H-D in New Berlin. Brian, one of Hal's mechanics, gave Baby a good going over. He went way beyond the normal service. Hal's H-D has a large service facility. This shop is involved in drag racing as well as fielding a very fast 883 in Twin Sport races around the country. Hal has a Dyno that's used to keep these competition bikes in tune for the races.

While in the Milwaukee area, I stayed with Brian and his lovely wife Juli. After the Reunion doings, he finally got a day off. All the shops in town were open Sunday and Monday to help get the folks home who were having trouble →



Loading up the black power noisemaker.

with their rides. Anyway, on his day off, Brian, Rob (another wrench at Hal's), and I rode to Viola, Wisconsin, to visit the S&S Cycle facilities.

On the way there, I called R.J. Rubel of the Columbia County ABATE chapter. He wrote Rip's Run and is trying to get some things going on a local level with the Diabetes chapter in Columbia.

We left the Milwaukee area late and didn't get to Viola till after the R&D guys left for home. However, Ken Smith and Bruce were still around. We got the tour and were impressed with what we saw. The complex was away from town and quite large. We saw several large CNC machines which will be going into production shortly, along with some great parts which I can't write about.

S & S Cycles is a family operation and employees find it very hard to leave the company.

On the way home, on three separate occasions, deer jumped out in front of us. The Kickapoo Valley has a large deer population. It's a good thing we weren't going fast 'cause we would have smacked them. The closest deer leaped 5 to 10 feet in front of Brian and Juli.

Did I tell ya that I met these folks back in 1988 in Tucson, Arizona, at the Rainbow Tavern? They were riding around the country, working a little



The family that plays together stays together.



Tit man doing his thing, Minot, N.D.

here and there, then moving on to greener pastures. Brian still has his FLHS and Juli was riding a Sportster. Currently, her bike is down 'cause Brian is gonna punch it out and make it really fast.

The next weekend, Baby and I rode north to Denmark, Wisconsin, for a visit with Joe and Tina Schley. Joe rides with the Satans Outcast MC. His club brother, Al Brunette, wrote back in April 1989 telling me to come visit. Al sent the annual schedules for many of the area's motorcycle clubs. Joe is the originator of Shotgun Bowling. It is literally a .12-gauge blast, although a participant can use a .410-, .20-, or .16-gauge if he/she chooses to do so. The object is to get a strike by shooting at bowling pins with deer slugs, at a 50-yard distance. It's harder than you think and a whole lot of fun.

Four teams of six shooters went at it. Two of the teams were Satans Outcast, one from the Green Bay Wisconsin chapter, the other from the Shawano, Wisconsin, chapter. The two teams they shot against were the Magnetos MC from Green Bay and the Road Rebels from Casco, Wisconsin. The shooters from Shawano took the winning honors with a 324 score. They were Brian, Mike, Perry, Keith, Old Goat, and Jimmy. Way to go, you guys.

They also had a spud cannon, made



Pretty North Dakota lass, Minot, N.D.



Poet Bruce Vandervest and friend on his Sporty.

from PVC pipe and reducers glued together, which fired potatoes. It made a large boom when fired and launched a spud several hundred feet in the air. Behind Joe and Tina's house is an old silo missing its aluminum cover.

One of Joe's club brothers, Ray, spent a good part of the day firing taters at the opening. Finally, after what seemed like a long time, he dropped one in. Those who were paying attention let out a big cheer. The barrel has to be held correctly to arch the projectile where it's supposed to go. The propellant was squirted in the rear of this spud gun mortar, then the cap was screwed on. The ignitor used was a flint mechanism like on a Coleman lantern. Joe's gonna have mucho spuds growing in his back yard one of these days. The yard was soggy and soft because it had been raining quite a bit. As you know, Wisconsin, Iowa, and Minnesota were among the Midwest states hard hit by the rain and flooding.

It had been trying to rain all day, but held off till the competition was over. If you want a copy of the rules, send me a stamped envelope with your name on it, and I'll see that you get one. I'll also put you in touch with Joe, who is the president and chairman of the professional Shotgun Bowling Association. He started the sport September 13, 1987. If you



Nice-looking couple, Denmark, Wis.



Scooter Shab crew, Mandan, N.D.

want to get more info write to Joe Schley, Rte. #3, Denmark, WI 54208, or call (414) 863-6275. Good shooting, amigo.

After that great weekend it was time to ride to North Dakota.

Last November, Sandy Schlag, the district director of North Dakota MDA, wrote *Rip's Run* with an invitation to their annual run. It was an honor, and I accepted the invitation. Baby took Route 29 to Chippewa Falls, then I-94 across the Gopher State to Moorhead. Nice ring to it, don't ya think? I spent the night in Fargo, North Dakota. The next day it sprinkled till mid-morning. On the west side of Jamestown, N. D., I stopped and put on my rain gear. The flat horizon was totally pitch black. After riding 10 minutes in the storm, I saw a small patch of blue in the distance and broke into the clear after another 15-or-so minutes.

I called the ABATE state headquarters looking for Cutter. I spent most of the week at his house. Cutter lives in Mandan, across the Missouri River.

Cutter's job with ABATE is to take care of gaming. North Dakota state law allows a certain amount of gambling revenue to go into the ABATE coffers. Which reminds me, the folks at the headquarters definitely have their shit together. They own a corner piece of property in a commercial area. They have several →

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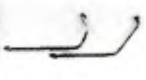
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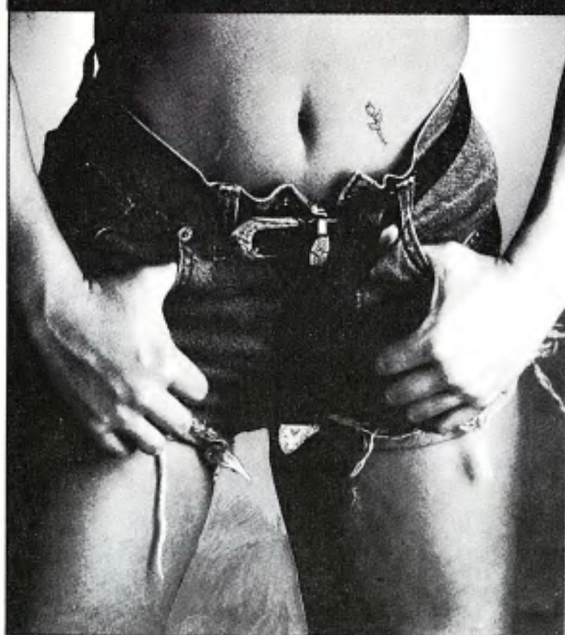
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Michiel and Elaine (Irisb) Stephenson.



Local Bismark, N.D., musician, Katz, entertaining us after the poker run.



Dawn and Cutter, Mandan, N.D.

MSF instructors on staff giving classes and hands-on training to the novice motorcycle rider. They also have an advanced course for those who wish to attend. I'm really proud of those folks. They are doing it right. Lots of continued luck in the future, folks.

While in town, I stopped and saw Ross Haibeck at the Scooter Shak. Ross has a fairly large shop with plenty of room for servicing Harleys. They stock lots of parts for just about any need you may have. They are a Bros Club dealer and have built many local show winners. They also sell leathers and T's.

Of course, I had to check out the local nightlife while in the capital city of Bismarck. The Mexican food at the Fiesta Villa ain't half bad. It's located in the old Northern Pacific railroad depot. The owners did a good job of remodeling. It's got a touch of old Mexico.

In Mandan, Cutter and I went by the Mirror Bar. The gaming there includes pulltabs and blackjack. Oh yeah, before I forget, we also went by The Stage Stop, a saloon and liquor store. The Stage Stop sells some mighty fine burgers and pizzas. A large wooden Indian face sits out front. It was carved by Peter Toth. It's a tribute dedicated to the Sioux Nation and to other Midwestern tribes that have disappeared in the last 100 years. The wood

for this wooden statue came from the trunk of a 150-year-old cottonwood.

Around noon on Friday, June 25, after Cutter caught up with his paperwork at the ABATE office, we left Tree City (Mandan, N.D.) for the MDA poker run in Magic City (Minot, N.D.).

On the way north to Minot, Cutter, who rides with the Freedom Riders MC, Fridge, another Freedom Rider patchholder, and I rode on Highway 83, which follows the Missouri River. It was pretty to scope, but along about Washburn, N.D., the wind picked up, and then it started to rain very hard. Going across a section of road that goes over Lake Sakakawea was a challenge. We had to lean our bikes to the left quite a bit to keep them on the road. The combination of strong winds and rain made for rough going, but we all made it without dropping our putts.

Later that afternoon, I met Neal Widme, who operates Dakota H-D. Neal lost his brother Richard last year to cancer. Dick used to ride with the Ray Ramblers MC. Neal took over after Dick's death and helped with this poker run and overnighter.

The run started at Dakota H-D then we rode to the Idle Hour in Burlington. From there we went to the Fox Den in Foxholm. Next was the Laramie Lounge in Carpio and the Windbreak in

Berthold. Then back to Minot and Saturdays.

The last and final stop was on the Kevin Clen Farm on County Road 14. Kevin's great grandparents homesteaded this farm over 100 years ago. The log cabin that they lived in is still standing near the main farmhouse that Kevin lives in today. This great-looking old pad has the gingerbread style of the Victorian age.

The principle sponsors of the MDA poker run were the Association of Harley-Davidson Riders MC from Minot, Tillys, a country-western dance club, and KYYX (Kicks) 97 FM, playing today's hot new country tunes.

The motorcycle groups that helped support this poker run were: ABATE, Black Widows MC, BPM MC, Crusaders MC, Dakota Jammers MC, Freedom Riders MC, H.O.G., Individuals MC, Magic City Dressers MC, New Horizons MC, Norsemen MC, Ray Ramblers MC, Rough Riders MC, and the Vietnam Vets MC Chapter 150.

This far north, the sun doesn't set till around 10:30, so late that afternoon they held biker games. You know, the usual slow race, wet T's, tire toss, bite the wienie, etc. There were vendors selling leather goods, T's, patches, pins, plus they had a large bonfire and live music way into the night. I had a great



Freedom Riders clubhouse Mandan, N.D.



Ready to ride the MDA poker run, Minot, N.D.

time and recommend it.

Well, that's it for now. How about some cards and letters? A few flyers wouldn't hurt, either. See ya.

—Rip

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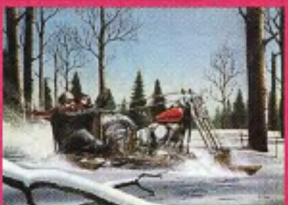
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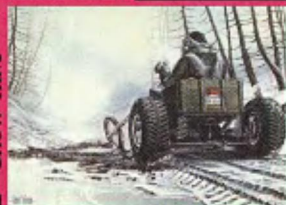
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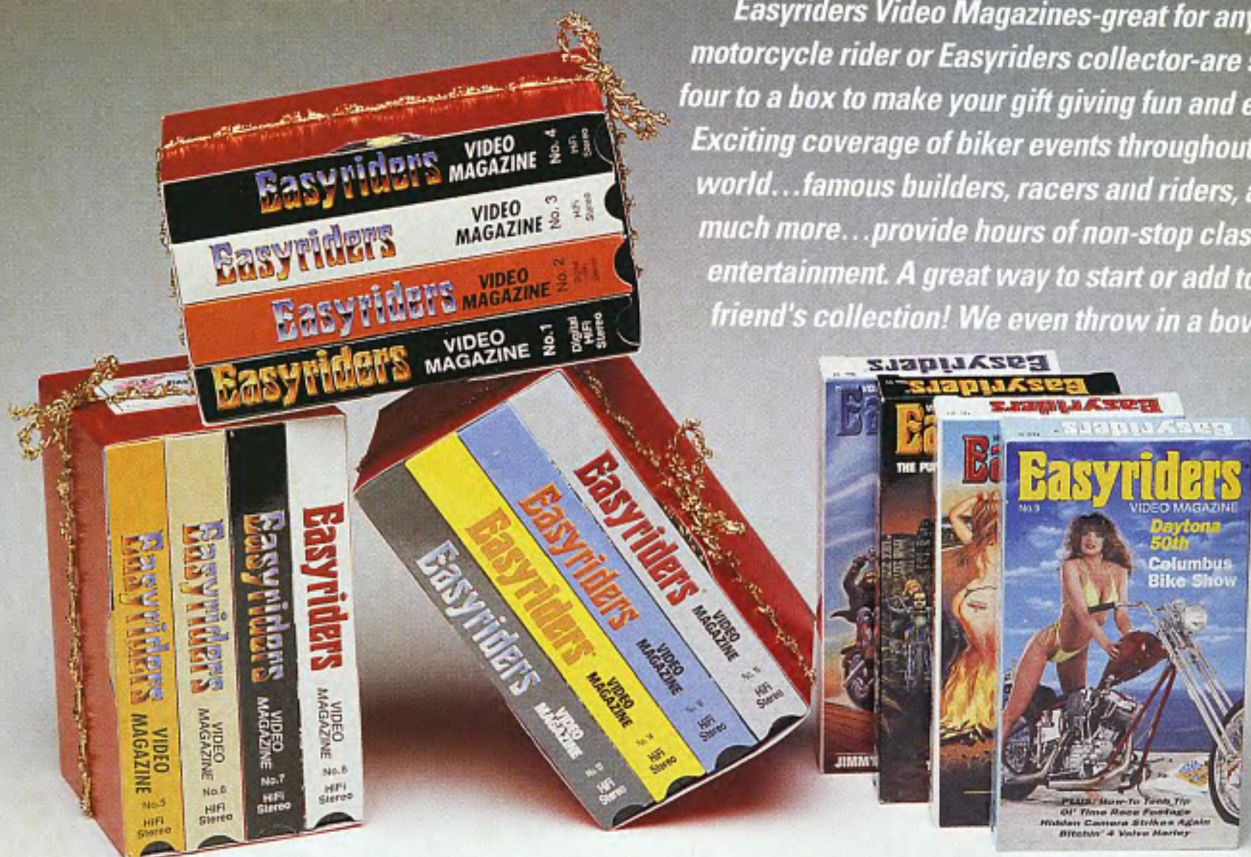
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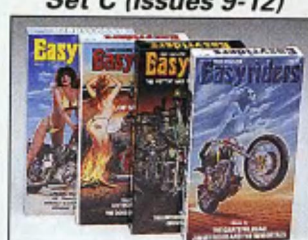
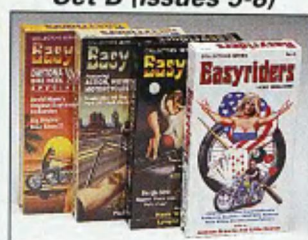


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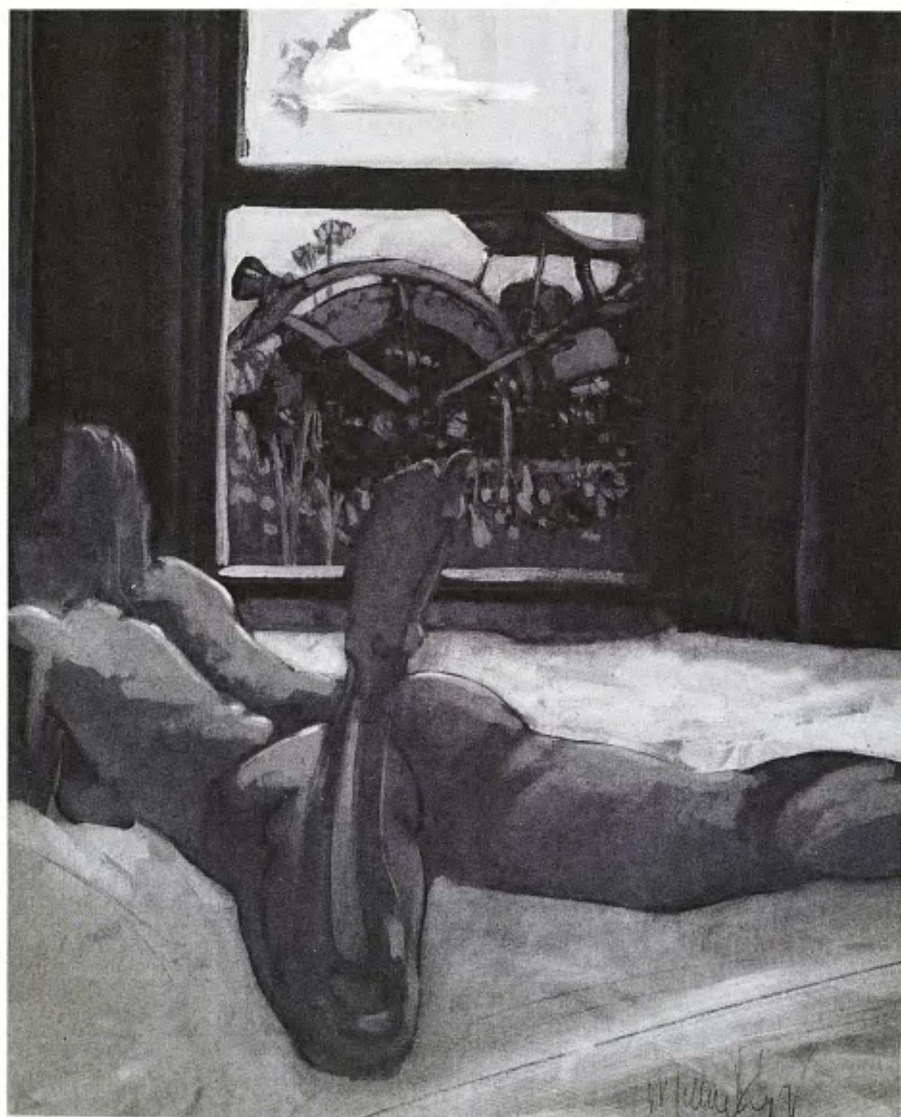
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A HELL OF A DAY



Monday morning. As usual, Fearless awoke with a moan, anticipating the heavy head of weekend party residue. He stopped mid-moan because, well, because he felt great. Eyes closed, he tried to remember the night before, but in that respect it was indeed Monday morning. The previous night was a hazy blur of smoky bars, righteous rock, and the cool night breeze through his scraggly beard as he rode his ancient rat. There was a vague, buried sense of something—but it just wouldn't surface.

"Fuck it," he mumbled as he stretched. About the same time he let loose →

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with a huge beer fart, his hand met soft tit flesh. His eyes popped open as he gazed upon lush perfection in the female form. Her eyes briefly fluttered open as she purred and made a graceful feline stretch that caused her perfect breasts to pop out from under the blanket. This was David Mann airbrush art, brought to life.

Now Fearless was 5-foot-9 and 215 pounds, with a spotty, scraggly beard whose only purpose was to hide his acne-scarred mug. And,

pang of regret that this morning's bonus had made him late for work. Then he caught a whiff of his gamy smell.

"I'm going to be late, might as well be clean," he thought, padding into the shower.

The hot water heater was in fine form, for a change, blessing Fearless with an endless supply. After three verses of "Freebird," he emerged from the shower and grabbed a towel. He noticed something strange. This towel was clean and fluffy.

Not only was the helmet law recalled but, as of today, the inside lane on all state highways were "scooters only"

while he had gone to bed with many a beautiful woman, he had never woken up with one. Midnight transformations were a one-way street in his life. Shaking his head did nothing to make this dream girl disappear.

"Ooooh, Fearless," she whispered, cuddling up and nearly killing him with a small wiggle, "last night was the best ever."

As her fingertips made little swirls in his pubic hair, she whispered, "Umm, I see you could be, uh, persuaded to do a repeat performance before I make you breakfast."

Fearless had yet to say a word.

An hour later, Fearless watched the enticing waggle of departing butt perfection. He felt a very mild

"Did I do laundry this weekend?" he asked himself, drawing a blank. A tantalizing aroma then lured him into the kitchen. On the table was a huge breakfast and a little note.

"Have to run, see you tonight. Just leave the dishes, I'll get to them. Thanks for letting me clean your bike!" The note was propped up against a tall stein of ice cold Budweiser, a perfect companion to the bacon, eggs, grits, biscuits, and pancakes artfully laid out on the rickety, wooden table.

After breakfast, Fearless dressed for work and, with a fleeting look of resigned disgust, grabbed his helmet. Walking out the door, he kicked a newspaper.

"Damn, I canceled this month's ago," he said, while picking it up. He was about to shitcan it when the headline grabbed his eye.

Brain Buckets Banned screamed the massive bold type.

"Holy shit," he kept repeating as he read. Not only was the helmet law recalled but, as of today, the inside lane on all state highways were "scooters only." With a yelp of glee he tossed the fiberglass torture device into the trash and ran to the ramshackle hut next to the house. He stopped cold.

His rat was immaculate. Oh, the faded, peeling stickers were still on the fatbobs, and the tear in the seat



"All we have here are Suzukis."

was still as big as ever. But two years of road grime and grease were gone.

"Man, that's some woman," he said, straddling his bike and giving it the first of the three kicks it usually took to get her started. Today, the rat fired up first try.

"This is my fuckin' day!" he screamed as he popped the clutch, dirt and gravel spraying against the garage. Fearless forgot he was supposed to be babying the front primary sprocket; two teeth were broken and the rest were badly worn. But that never crossed his mind as the bike popped out of the garage like a brand-new Evolution. It was a truly glorious putt to the parking lot of the job from hell.

He'd been at Joe's Hitch and Trailer for six months. One thing Fearless could do, and do damn well, was weld. However, the steady progression of old farts with RVs, closely followed by the yuppie fucks in Range Rovers, had begun to take its toll on him. He had been warned by short, fat, bald Joe himself about his "attitude."

"Let's see, three hours late," Fearless thought as he turned off the Hog and scanned the lot, "and a shitpot of work waiting." He then spied Joe heading his way, carrying an envelope.

"I just might be heading to the California Office of Unemployment today," he thought, until a warm breeze ruffled his beard. "Or tomorrow," he quickly amended.

"Fearless, I got some bad news," said Joe upon his arrival. He found it hard to stare into Fearless' Ray-Bans, opting for the ground instead.

"Yep, figured so," replied Fearless.

"Seems . . . uh . . . well, the wife's kid brother just graduated from welding school, and I've gotta hire him. You know she don't like you, so . . ." He finally looked up at Fearless and continued, "Here's eight months' severance pay," he said, thrusting the envelope at Fearless and then quickly walking away.

"Holy shit," whispered a stunned Fearless. He tore open the envelope and there it was, eight months' pay—in cash! "This is fucking impossible. I haven't been this lucky since . . . since . . ." He searched his

memory and realized he had never been this lucky.

Though he was trying, he still couldn't remember shit about last night. "I probably started at The Tapa," he thought, swinging his leg over the bike. "A cold beer would sure be righteous," he added, emphasizing the word righteous with the down stroke of the kickstart, just a little harder than necessary.

The ride over was just too good. Cagers waved and changed lanes to get out of his way. There was an abundance of beautiful women giving him suggestive looks. And a cop just smiled when he ran the stop sign at Grim Street and Northpark Way. Fearless was beginning to get irritated. Something was wrong.

After he backed his bike into its usual spot over the oil stain, he walked through the dirty vinyl slabs that tried vainly to keep the sun at bay. The place had the garish look of a noontime whore. Billy wasn't behind the bar, so, assuming he was in the pisser, Fearless sat down to wait.

After 10 minutes, he yelled out, "Sure could use a beer out here."

"Help yourself," said an icy voice from a far, dim corner of the bar.

Now Fearless didn't get his handle from being a chickenshit, but this voice sent a chill down his spine that puckered his asshole. Fearless slowly turned and croaked, "Billy?"

"Nope, not today," answered the voice. "Drink up."

The clunk of a beer mug hitting the bar made Fearless spin around. The only thing that had changed on the vast stretch of mahogany was the addition of an icy mug of draft. Foam was dripping down its side.

"Holy shit!" yelled Fearless, jumping off the stool. "What the fuck's going on? Where's Billy?" Fearless took two steps toward the corner of the room.

"Sit down. Billy's here," replied the voice.

At that, Billy and three patrons shimmered into view, transparent, but very visible.

"Oh fuck," Fearless croaked, "they're dead."

"Not quite," replied the voice as a stranger walked out of the shadows.

The man who emerged seemed normal enough at first glance, but he moved in a surreal way, almost seeming to float across the room. He was dressed in Levi's, scuffed boots, and an old bomber jacket over a white T-shirt. A faded yellow bandana covered his head and, oddly enough, seemed to cast a shadow across his bearded face—except for his eyes. The eyes were incredibly shiny, reflecting every light in the bar. The red neon of the beer signs made them glow, as if they were eyes in a cheap flash photo.

Fearless sat down heavily and downed the beer, momentarily losing himself in the exquisite sensation of icy brew coursing down his pipes. He then closed his eyes, trying to recall something that kept coming up blank about last night. But when he opened his eyes, Billy was still there, as were his bros Wheeler, Mango, and Reverse Rider. They were all still transparent. Fearless looked over at the stranger and spoke.

"So what's the deal, bud?" Fearless asked. "These guys dead or . . . or do I have it flip-flopped?" Despite the 12-ounce mug he had just downed, his throat was dry and scratchy.

"Well, my friend, here's the deal," said the stranger.

At that, the bar disappeared, or rather Fearless did—as did that nagging memory lapse.

Fearless was riding like a maniac, his normal mode, swooping down the steep I-8 on-ramp from the 805. He was doing 80. His bros lagged behind, as usual. He needed to slow down to 70 and downshift to third so he could power through the curve. He wrapped his fingers around the front brake lever. If he didn't get this just right, he'd be giving the guardrail a high-speed kiss. The 200-foot drop to the highway below just added to the thrill. He'd done this run a thousand times, drunk, stoned, straight, and various combinations thereof; it was the perfect moment when he pulled in gently on the front brake lever. Deep inside the hydraulic housing, an ancient seal gave way.

"Oh shit," thought Fearless as the lever went limp. Already in third, he dumped the clutch and gunned →

the ailing twin. He then felt a massive snap as the long overworked primary sprocket finally gave way. The engine revved uselessly as he drifted toward the guardrail in a slow, deadly arc. He was pushing frantically on the rear brake pedal but it wasn't going to be enough. "I'd sell my soul to have fixed that!" he thought.

Suddenly he was back at The Tapa, sweaty, shocked, and shaking. "Have another beer," the stranger offered with a smile and a wink, nodding to the full mug at Fearless' elbow.

Fearless looked up at the stranger, down at the beer, and snapped. He swept the beer off the bar, away from the stranger. In the return motion he swung a backfist to the stranger's face. It had worked in countless bar fights; it was a Fearless invention, and one he was proud of.

Still smiling, the stranger drew back a scant half-inch and never flinched as the meaty fist breezed by his nose. Not connecting with the stranger shook Fearless up, and suddenly he was sitting on the floor gasping for air, trying hard not to puke. The stranger reached down and, with one hand, picked up Fearless like an old boot sock after a two-day run. He gave Fearless a rough shake as he dangled there and then set him down hard on the bar stool.

"No more of that," he said in a menacing tone. "Now will you or won't you?"

"Will I or won't I what?" gasped Fearless, already understanding the question.

"Sell your soul to have fixed the primary."

Fearless couldn't speak. He couldn't think. He may not have been breathing. "We'll get you out of this jam," the Stranger continued, "and, as an added incentive, the rest of your allotted time will be quite pleasant, as we've demonstrated. Of course, all your days won't be like this one. We tend to go a tad overboard in our . . . uh . . . test rides."

Behind his slack-jawed face, Fearless' mind was racing. He made

his decision.

"Fuck you," he said as he spat into the stranger's face.

It flew back and hit him in the forehead as he was immediately back on his bike, heading toward that rail. Suddenly, his spasmodic pumping of the brake lever started to have effect. The pressure in the front brake line grew. He leaned the big machine over hard, grinding the footboard into the pavement with a shower of sparks. The tires then touched the concrete barrier. For a brief moment,

knucklehead pulled up. As the rider stopped next to Fearless, a street light shone upon his face like a spotlight from heaven. Its soft glow revealed a blond beard, a smiling face, and bright eyes reflecting the parade of cages whizzing past. He wore a half helmet that was totally black except for a small white circle that seemed to float above his head.

The rider took off the helmet, revealing a yellow bandana wrapped around his head. He turned to Fearless and said, "Let's keep it that way, bro. You never know when

He leaned the big machine over hard, grinding the footboard into the pavement with a shower of sparks

he actually drove up onto the short wall that separated him from a deadly free fall, but the rapid pumping of the front brake had begun to work. He started to slow down. At the end of the ramp, on the shoulder of I-8, he finally pulled to a stop. His bros pulled up beside him and stared, mouths open in amazement.

"I thought you were dead," said Wheeler.

"Man, you must have a deal with the devil," said Reverse Rider.

There was a long pause as Fearless stared past his bros at some unseen point in the darkness. "I sure the fuck hope not," he stammered.

At that moment a beautiful white

the other side is listening."

He then turned to Wheeler and Reverse Rider and said, "You know, these helmets really do suck! We'll have to do something about this." He then dropped the helmet onto the shoulder and roared off into the night.

"Who the hell was that?" asked Wheeler.

"Hell isn't the right word," Fearless replied.

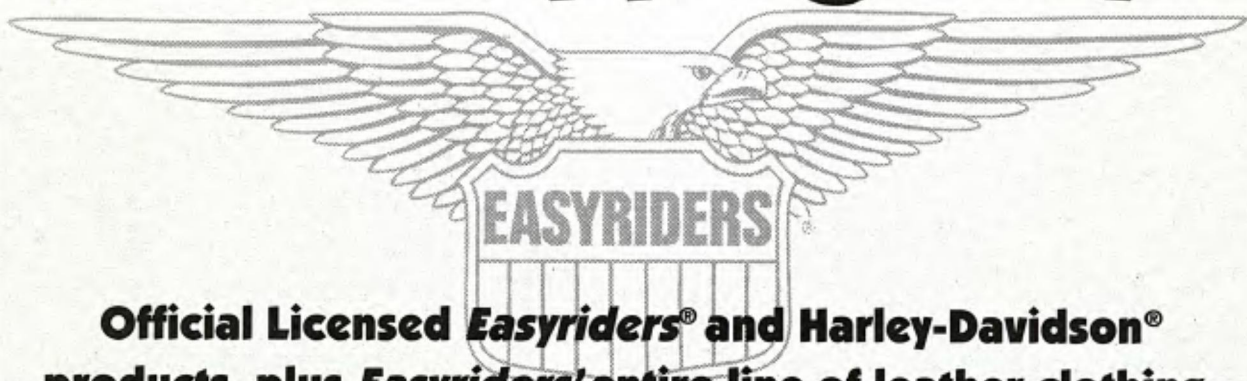
As Wheeler and Reverse Rider left to get Wheeler's pickup, Fearless sat on his broken bike. He wasn't in any hurry, he had a lot to think about. It had been a hell of a day . . . or had it?

—Fiction by J. Daniel Jones



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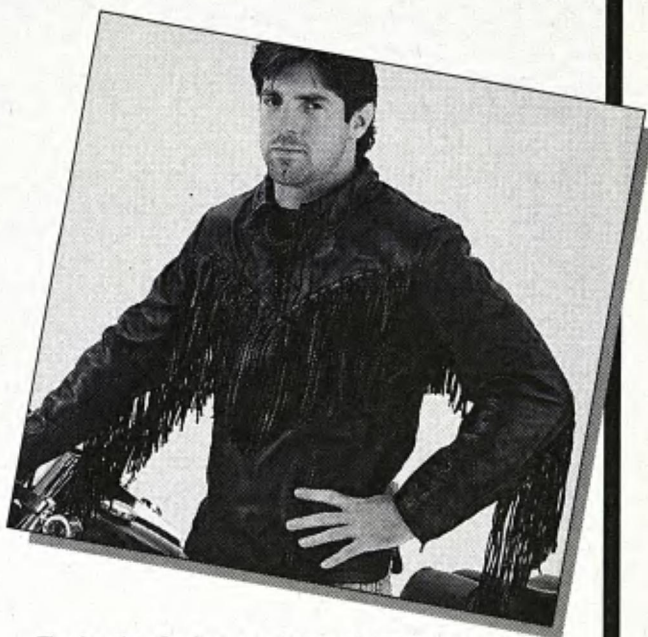
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Rebecca Defuentes, Weiser, Idaho



Photo: Val Blevins

When I think back to my early childhood, I vividly recall lying down to take my nap in the back of my parent's station wagon, lulled to sleep by the thundering of motorcycles and the pungent odor of searing mufflers as they raced for the checkered flag.

My father was the late West Coast flat track racer, Jack DeLay.

In November 1990, I became an *Easyriders* Fox Hunt winner (featured in the February 1991 issue). It all came about purely by accident—it was a dare from my husband. When I received the call telling me I'd won, the timing was less than perfect. My father-in-law had passed away unexpectedly just two hours before, and I had a house full of people, a devastated husband, and a 13-month-old baby. I didn't even tell anyone about it for a while, but the staff of *Easyriders* was, as always, working on deadline. When I told my husband "D," I let him know that I thought I should say no under the circumstances. But he said, "This is a once in a lifetime shot. Do you want

to go for it now, or look back on it for the rest of your life and only wonder?" I couldn't argue with that, so I boarded the plane for sun-drenched Arizona

*My motorcycle
has been an
inspiration for me
to keep my body
in shape and
strong, for
Sir Henry is no
lightweight*

while Idaho was in the grips of another frozen winter.

What an exciting experience! I was so flattered to have my own hair and

makeup person. It was a lot of fun, but *very* hard work (never believe models have got it easy).

On April Fool's Day 1991, I was diagnosed with Multiple Sclerosis. I didn't think it was a very good joke. After all, I had only gone to the eye doctor because I thought I needed glasses! When all was said and done, I really believed I would never be able to get another bike and ride solo again. It's not that I didn't enjoy riding shotgun on my husband's shovelhead, but as all women riders know—once you ride your own, it's never quite the same! I prayed for a miracle.

One day in 1992, I received a phone call from our good friends "Doctor John" and Sandy Lester who live in my hometown of Sacramento, California. They told me to get a truck and come pick up a bike. I was shocked and speechless. We were in California within a week!

They had been storing and maintaining a beautiful 1978 FLH. It was turquoise cream with hot pink heart-beat stripes and had belonged to a

great biking lady by the name of "Dallas Alice." Alice had died several years earlier of liver cancer (shortly after fulfilling her last dream of riding to Sturgis). The bike, dubbed "Sir Henry" by Alice, had been her greatest and last joy. Out of love and respect for Alice, the bike had been kept, polished, and maintained, never to be sold or disposed of. I was awestruck. It was this motorcycle that after long thought and deliberation John and Sandy had decided was meant for me to ride.

There were only two conditions: that I ride as much and as often as I possibly can, and that I return the bike to them when I was no longer able to ride it.

After completing Oregon's Rider Course (it had been many years since I'd ridden solo and you never can get enough education), I was more than ready to fulfill my part of the "bargain." These days I spend a lot of time puttin' down the peaceful, scenic back roads of rural Idaho. My motorcycle has been an inspiration for me to keep my body in shape and strong, for, as you can see, Sir Henry is no lightweight! He's the perfect physical therapy. In so many ways, this bike keeps me "on track."

Since I can no longer work, except for my writing and photos (I've had my work in *In The Wind* magazine over the years), I spend all my time taking care of my three-year-old daughter and being "in the wind." Whenever my physical symptoms get me down, I just get out and ride.

The joy and natural high I get from riding that gorgeous Harley can never be expressed in words, but I believe Doc John and Sandy know exactly what a gift they have blessed me with. Sir Henry was one very special lady's last key to freedom, a means to escape the chains of her body on her own shining thoroughbred. And he shall be mine, as well. Who says miracles never happen?

I hope that "Dallas Alice" is looking down from Harley Heaven and smiling as she watches a gleaming Sir Henry proudly carry another lucky lady down the winding road of life.

—Rebecca Defuentes

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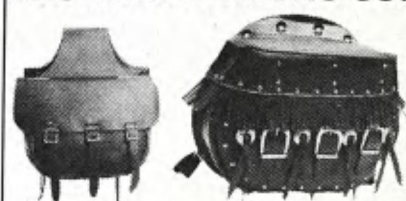
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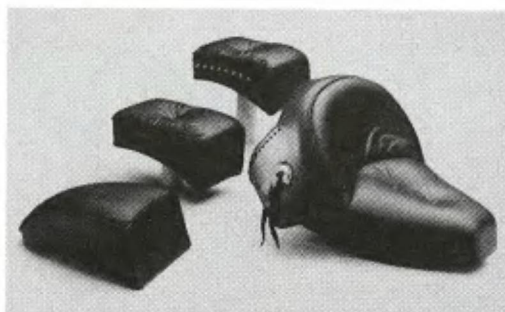
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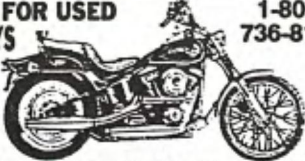
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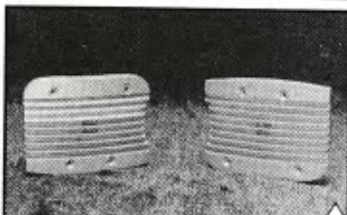
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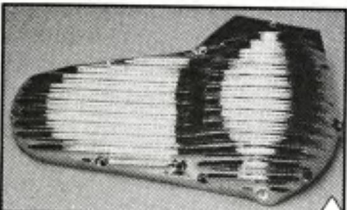
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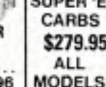
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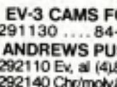
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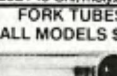
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GASKETS: Jan's Cycle Gaskets, for Harley-Davidson's. Available in kits or individually. Made in USA. Call or write for the distributor near you. Box 5790, Somerset, NJ 08875-5790, (908) 613-4494, FAX (908) 613-4593.

HANDLEBARS: CUSTOM BENT BARS/Apes/Drags/Cruisers/American Steel—American-made. 20 years experience. Over 30 popular styles at \$39 or less. Send \$1 cash for brochure. Satisfaction guaranteed. California Designs, 1330 South St., #4, Long Beach, CA 90805.

HEADS: FLO DYNAMICS 1150 Pike Lane, #2, Oceano, CA 93445, (805) 481-6300. Space-Age technology and parts used. Satisfaction guaranteed. Two-week turnaround. Technical info and prices available upon request. Go with the Flo. Crane Gains in stock.

HEADS: Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call (209) 533-0290 or (800) 553-8992 (outside CA) or mail request to 20883 Lynn Ln., Sonoma, CA 95370.

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VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1R0, (705) 456-6622, FAX, (705) 456-0360, USA; Kayce, Rt 22B, Buffalo, NY 82834.

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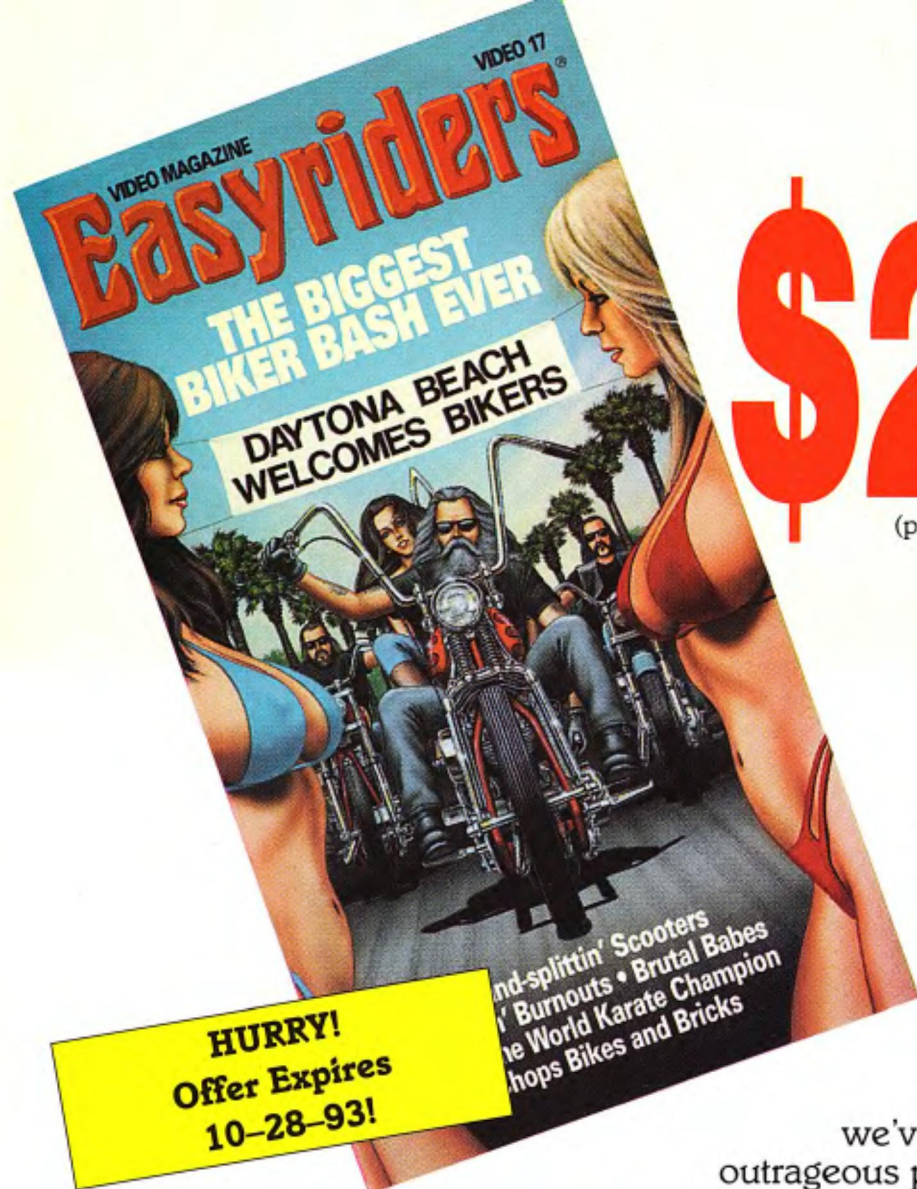
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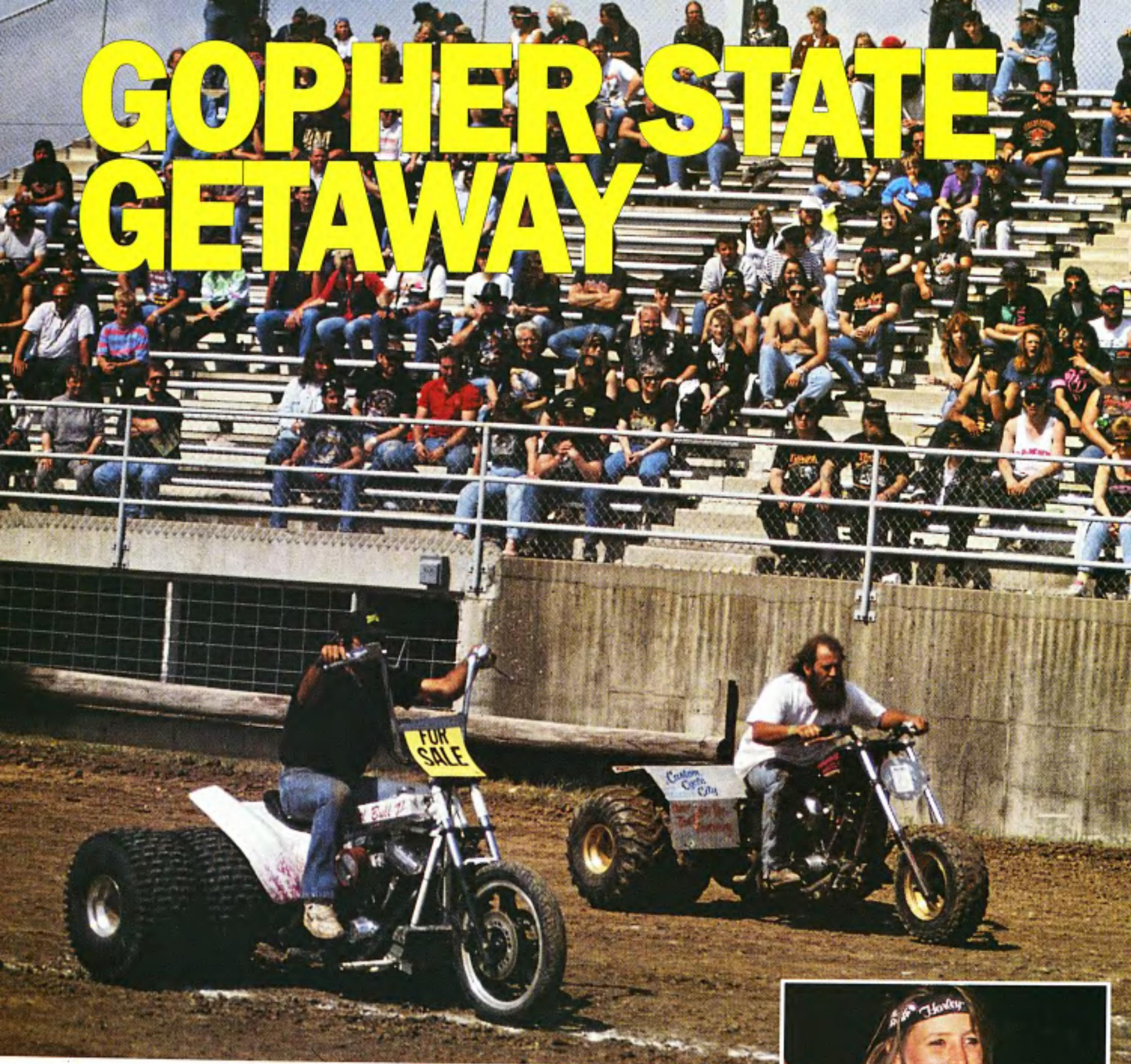
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GOPHER STATE GETAWAY



A Little Rain Caused No Pain For Minnesota's Diehard Bikers

It all started when I saw on the back of my rag that the *Easyriders* Rodeo was coming to Minnesota.

After living in L.A. for 13 years, making a family, and partying with some of the best, I moved my family last year from Shakey Town to Mankato, Minnesota, 28 miles from New Ulm, which is where they

were havin' the first annual Rodeo of Minnesota.

I felt like it was six years earlier, January 18, 1987, and my bro John and I were puttin' up the coast to Ventura, California, for the first *Easyriders* Rodeo. In those days, we went to all the *ER* Rodeos in Southern California and saw the wildest events ever. Life doesn't get any better. And now they were comin' to our neck of the woods.

I was plenty jacked up as I headed for New Ulm right after work Friday night to check the early action. Since it was raining pretty heavy I took the truck, planning on going back home to get the





scooter Saturday morning. As I pulled up to the gate, I saw that no one else had wussed out and driven their truck. The Minnesota bros only get six months of riding weather, so nothing was stopping them. We got a helluva lot of rain in two days, the most rain since Noah cranked up the ark years ago. I waded my way through the crowd to find my ol' lady Bonnie and her friend Melissa sitting in our tent "condo." It was the place to be. We were among 600 other brave, albeit drenched, brothers who camped out that weekend. I think I'm growing webbed feet.

Being a proud member of the

River Valley Chapter of ABATE of Minnesota, I signed up for security duty at the ABATE security office. While there I met Q-Ball, our State Official Administrator. The work that he and Jazz, our Southeast District Director, did was superior.

I worked from 9 p.m. to 4 a.m. directing the bikes that kept rolling in from dusk to dawn. All those thunderin' rides and flashing women kept me pumped up through the night. After watching all the bikes puttin' around I realized it was time to go and get mine—rain or not.

When I got back to the fairgrounds, I saw Billy Tinney taking

pictures. I stopped and shot the shit and showed him my new tattoo of my bike—fantasy and freedom inked into me. Then he sent me to see Tammy Robinson to sign up for the tattoo contest. Wow, *Easyriders* sure knows how to pick their women. What a doll. Speakin' of good-lookin' women, it was good to see Cathy Chaffin again. She's been workin' on these Rodeos since the beginning.

Later, I went for a cruise through town and saw signs welcoming the Rodeo. Most of the locals seemed curious about the event and all the bikers rolling through their usually quiet community. I overheard →



some of the townsfolk commenting that we were the most polite and courteous bunch they'd had around. It was sure good hearing that, after being labeled undesirables so many times.

As darkness set in, the nightlife began with lots of rounds of New Ulm's own Schell's Deer Brand beer. On stage, Dog's Playing Cards, a rock 'n' roll magnet for Minnesota's tastiest dancin' women got things goin'. Later, they had the Trophy Girl contest with beautiful women in bathing suits. Because of Minnesota's strict obscenity laws, we all had to fantasize about what was underneath.

*The crowd loved all
the events, particu-
larly the way Bob
Santee can sit
upright on a bike*

Afterward, when I returned from putting away my camcorder, my brother Bones said to check the stage—there was a dropdead fox dancin' with the band. We all watched her—and them—jamming

through the night. The spontaneous entertainment ended with M.C. Chris Curry putting a leash on her and leading her off stage. Shortly after, we left the hall and headed for our tents, our heads full of good feelings from the party and excitement about the next day's doin's.

Sunday started off with a non-denominational worship service offered by Brother Gary Nielsen of the Christian Motorcyclist Association of Pocahontas, Iowa. Good sermon, bro.

At about 1 p.m., the show got on the road. The sun came out and that was the icing on the cake. It was a blast watching women



Photos: Billy Tinney

deep-throating mustard-covered hot dogs, trying to find a potato in a haystack, and then being dragged down the track in a tire.

Midway through the show, Field Director Leon Hatcher and Starter Al Bulling asked the crowd and competitors to take a break for a moment of silence in honor of all our war veterans. The pride in people's faces sent chills up my spine. It was especially appropriate because earlier in the week it was Flag Day, a holiday that these days seems to get less attention.

The crowd loved all the events, particularly the way Bob Santee can sit upright on a bike—it may be the

ninth wonder of the world. The sled pulling was nothin' less than awesome. Seeing all that Harley power got a bunch of my Gopher State bros thinkin' about hookin' up their bikes to farm equipment and practicing pullin' out in the fields. Next year we're gonna be ready for Freel, Parts, and Rodeo Ray. There's our challenge.

Good times were had by all, but we wondered how ol' knuckle rider Parts enjoyed his dinner that night? The women around here say the hell with the potatoes, they want cucumbers.

There never was a dull moment with Bruce Henderson, the

announcer, keeping the crowd up on the scores and results of each competition. And the only time you saw Leon sittin' on his ass was when he slipped on it pulling some chick back on a tire. The show came to a thunderous conclusion with Big Toe, the Rodeo's monster trike, pulling two sleds down the track.

It was the tastiest weekend I've had since I don't know when. Many thanks go out to everyone who worked so hard. A lot of guys, and gals, pulled double shifts on security to make it definitely a most excellent weekend. It's appreciated.

—Dallas

Choppershopper

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SCOOTER MATES Introduces biker men and women. 15 *FREE* profiles! Name, address and 5 29 cent stamps. RD 5 Box 209A, Middletown, NY 10940. Sorry, no inmates.

Philippine women, 40 pictures, addresses, \$10, stamps Okay, SASE, J. Sutton, 2316 S. Harbor #233, Anaheim, CA 92802.

California nude beaches 1-20; Maslin Beach, Australia's largest nude beach 1-2; kinky nudist beauty contest 1-26; 2 hrs, \$35 ea or 3 for \$75; catalog \$2. T & A Video, 904 Silverspur Rd. #414-ER, Rolling Hills Estates, CA 90274.

BABES IN THAILAND! Sexy nude Asian women. One hour erotic preview video: \$29. Ten color photos: \$11. Catalog: \$3. Voyage, 41 Sutter #1309-X, San Francisco, CA 94104.

Experienced parts manager wanted to oversee parts department of upscale motorcycle apparel and accessory shop in Southern California. Professional appearance, excellent organizational skills plus an in-depth knowledge of custom Harleys and parts is a must. Reply with resume to Personnel Dept., Box 3025, Agoura Hills, CA 91376-3025. ☉



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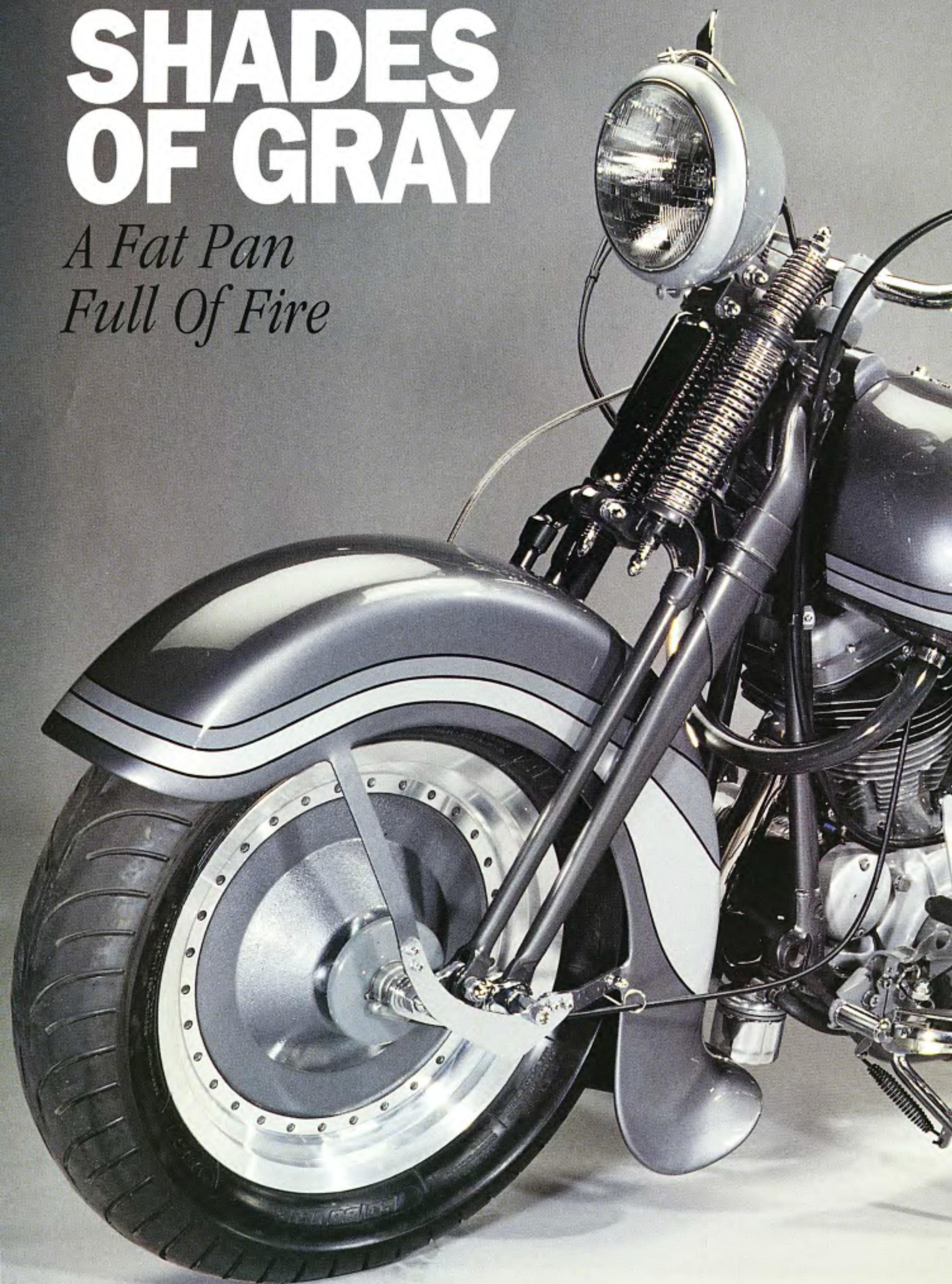
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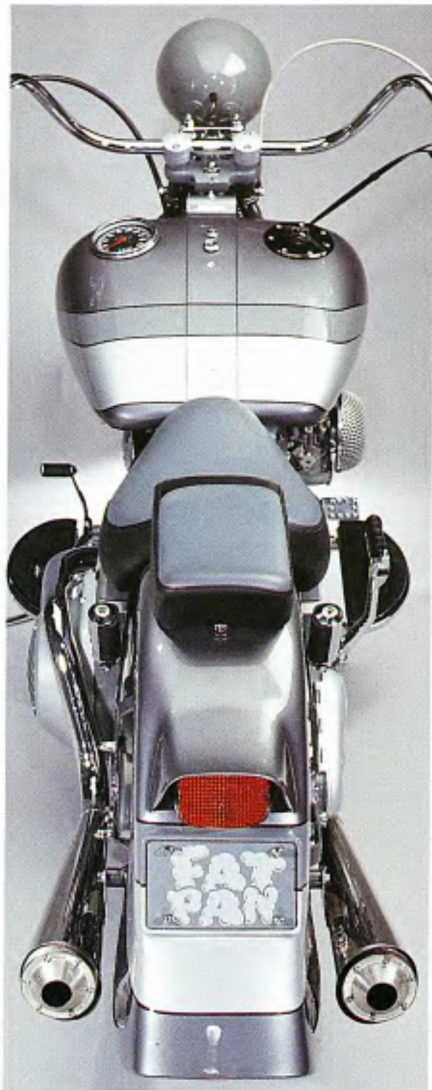
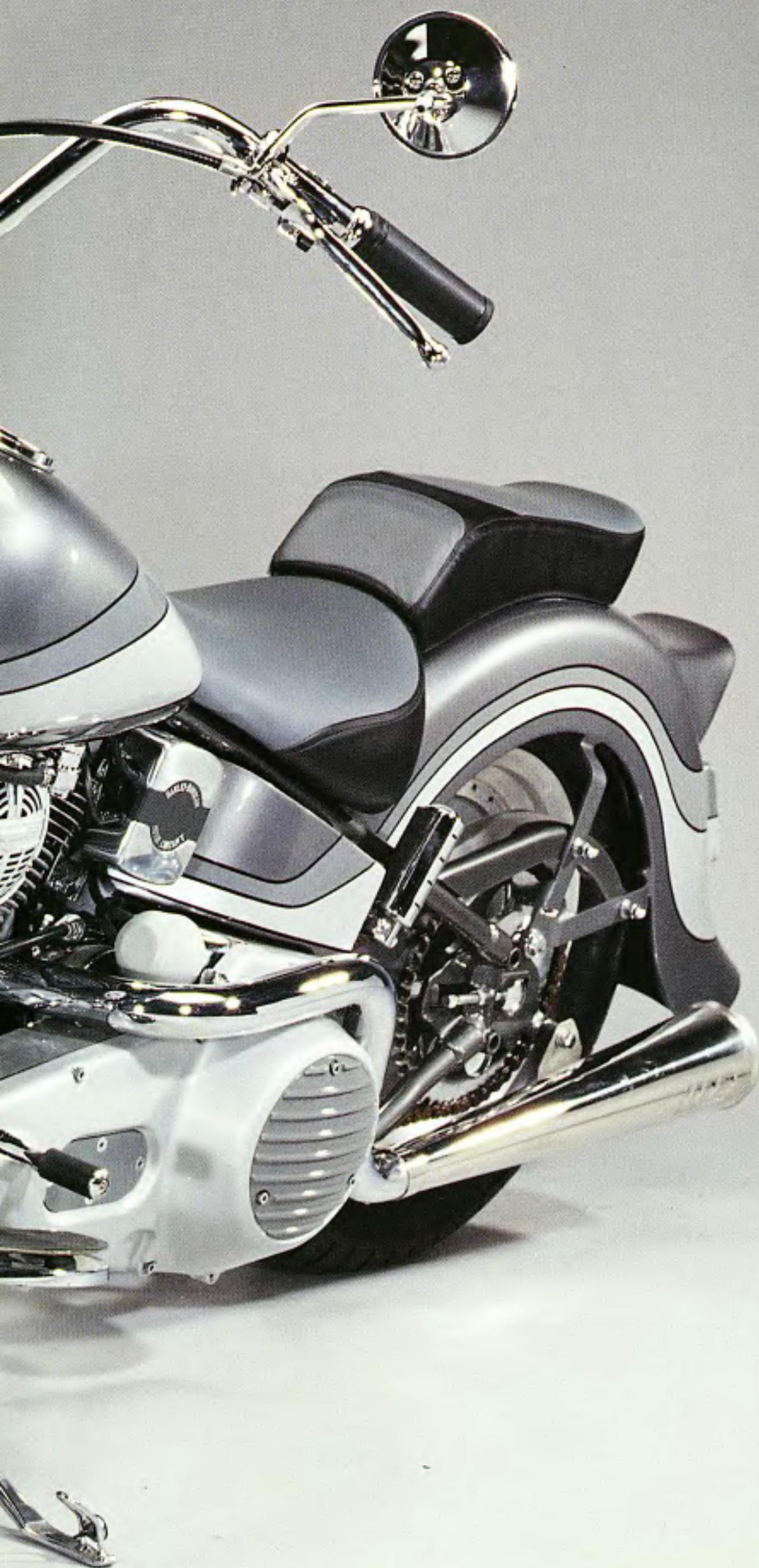
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SHADES OF GRAY

*A Fat Pan
Full Of Fire*

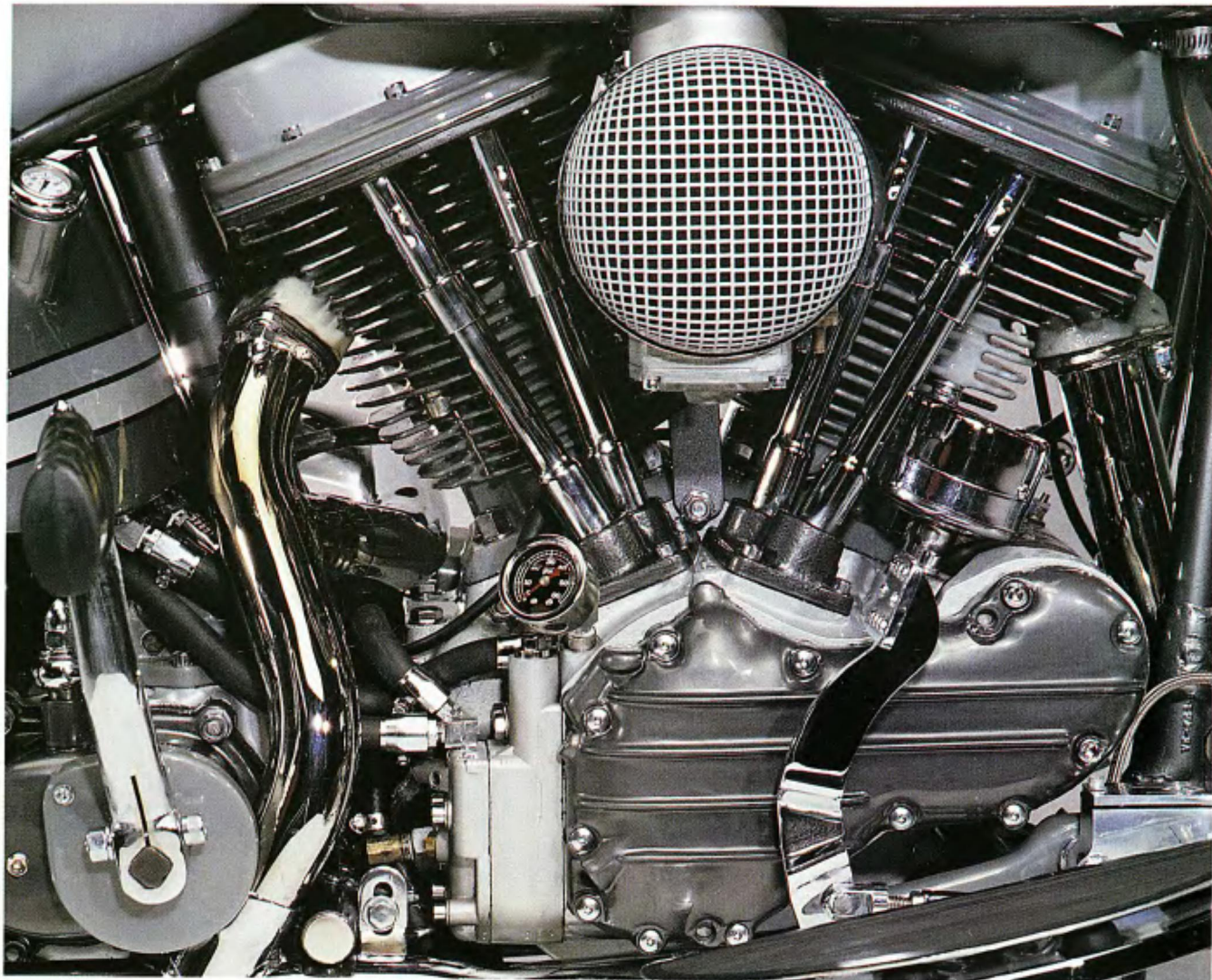




Emmerson Turney is a man who sticks to his guns. Whether it's with international competition shooting or designing his own ride, the man takes aim and hits his target dead-on.

And when you're packing a .45 automatic, it's a sure bet that your bike ain't gonna be no pea shooter. The portly pan has a five-decade history. Its frame is a stock 1955 straightleg rigid (complete with a functional neck lock). The engine is a '66 80-incher (part shovel, part pan). It was rebuilt by Bob McKay of McKay H-D, Shallow Lake, Ontario, Canada (who also assembled, fabricated, and painted this ride).

Next, we have a '78 blueprinted tranny. That and the engine were kickin' a bike Emmerson built about six years ago, so I suppose there's an '80s connection somewhere in the mix. Finally, the entire assembly is listed as a 1992 model. →

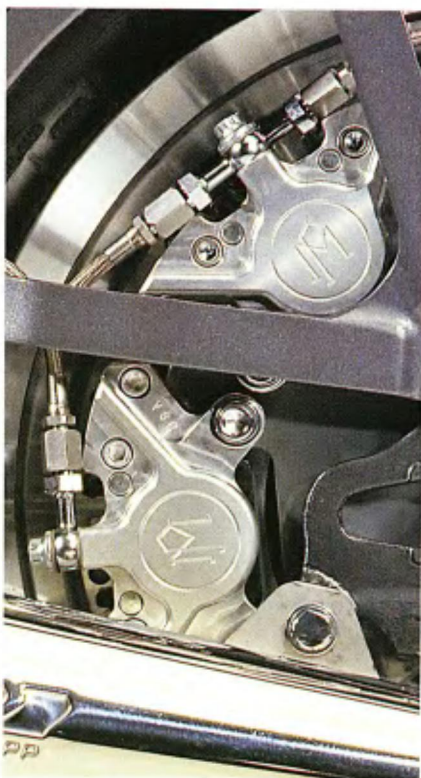


Huh?

"In Canada," says Bob McKay, "when I build a bike for a customer who doesn't have a registration, and it's comprised of parts, the year I build that bike is the model year it becomes." In other words, the year the last nut is wrenched is . . . uh . . . maybe I should have reworded that.

Emmerson went to Bob with the engine, tranny, and frame in tow and three requirements: no store-bought fenders; don't alter the frame; and make it the widest, fattest bike you can. There was some disagreement about engines (pan vs. Evo), color (white vs. anything but), and frame (alter it to accommodate the fenders and oil tank vs. getting clever and leaving it intact). Emmerson says Bob took on the challenge and produced *big* results.

The front fender is actually two fenders, cut off-center (leaving them two-thirds their original width) and



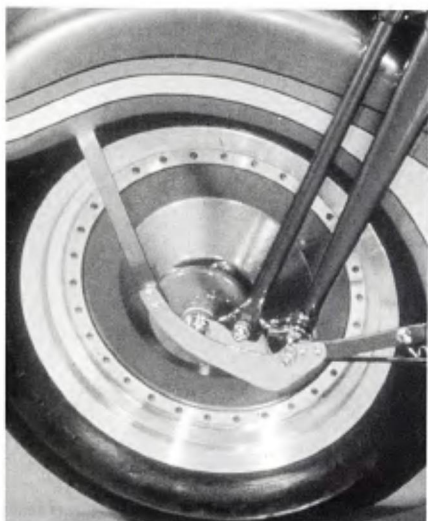
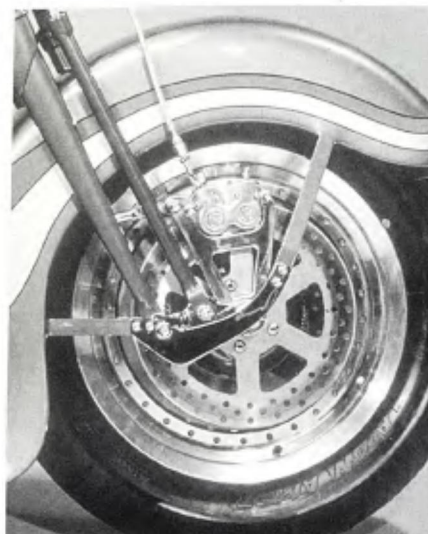
welded along with handmade flanges. Thirteen inches worth.

Bob yanked the old-style lugs and used hidden internal mounts to bolt on the fender. If it had a handle, you could play a mean game of *jai-lai* with it.

Then there's that Hindenburg of a gas tank.

Hmmm, probably another bad choice of words. Okay. And then there's that Goodyear blimp of a gas tank. Seven gallons? Well, Emmerson *did* say he wanted it fat so Bob bansawed and welded four 5-gallon tanks together. How far can you go with those fuel depots?

"Just about unlimited compared to the bikes I ride with," Emmerson says. "My problem is I don't always fill up when everybody else does. Then all of a sudden, I'm the one guy who's gotta pull everybody over to gas up because I'm halfway in between their two pit stops."



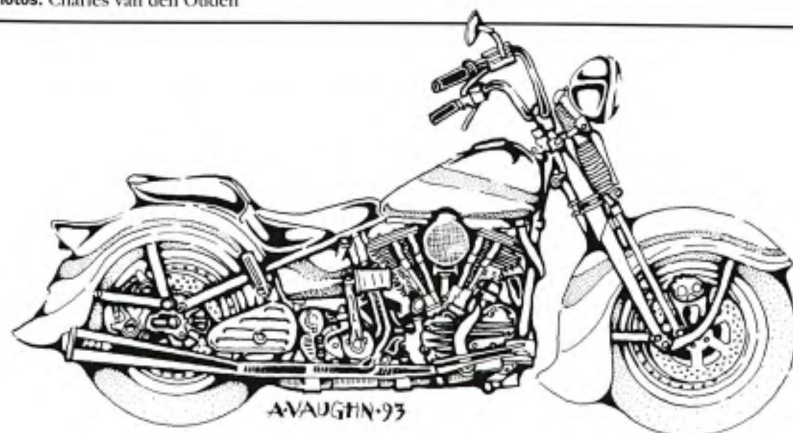
Does anyone recall seeing a bus full of Harleys and happy Canadians at Daytona '93? [*In The Wind*, September '93] Although they were stopped for a bullshit, three-hour, drugs-and-weapons search at the U.S. border, Emmerson and company got to Daytona in one piece. And guess what? People wouldn't leave him alone once he rolled out his powder-coated Canadian version of the USS Indiana. There's someone he can't thank enough for all that attention.

"I went to Bob because he had an exceptional record. When I had the bike built, I wanted it built by someone who knew what they were doing, someone who had the resources, imagination, and ability. I couldn't have picked a better builder or been more pleased."

Sounds like Mr. Turney is sittin' mighty fat—and happy.

—Drummer

Owner(s): Emmerson Turney		City: Guelph, Ontario	
General		Frame	
Fabrication by: Bob McKay's H-D		Year: 1955	
Year and make: 1992 H-D		Builder: H-D	
Model: Fat Pan		Type: straightleg rigid	
Value: leave it hangin'		Rake: stock	
Assembly by: Bob McKay		Stretch: none	
Time: nine months		Other alterations: none	
Chroming by: Plating Masters		Accessories	
Engine		Bars: panhead repro	
Year: 1966		Risers: Bob	
Model: pan/shovel		Fender(s): Bob	
Rebuilder: Bob McKay		Headlight: Fat Boy	
Ignition: auto-advance distributor		Taillight: H-D	
Displacement: 80 cubic inches		Speedo: Fat Boy	
Lower end: H-D, balanced		Front pegs: oval shaker boards	
Balancing: Bob McKay		Rear pegs: H-D	
Pistons: H-D		Electrics: 2-volt	
Cases: H-D, generator		Gas tank: 7-gallon handmade	
Heads: Headquarters, shovel flanges		Oil tank: 6 quarts	
Cam: Andrews B-H		Oil system: aluminum pump	
Lifters: hydraulic		Primary cover: H-D	
Carb(s): SU, Rivera		Seat: leather by Pat Fleming	
Air cleaner: Rivera		Sissybar: none	
Pipes: Bob McKay		Height: n/a	
Muffler(s): SuperTrapp		Material: n/a	
Transmission		Forks	
Year: 1978		Type: H-D springer	
Modifications: blueprinted		Extension: stock	
Shifting: foot		Builder: H-D	
Engine sprocket: 23-tooth		Special features: 16-inch wheel conversion	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Bob McKay		Hub: solid	Hub: solid
Painter: Bob McKay		Rim width: 3-inch	Rim width: 3.5-inch
Color: gunmetal gray/silver, battleship gray		Tire: Avon	Tire: Avon
Type: base clear		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: powdercoat			
Other special modifications: handbuilt fenders and gas tanks, along with many other handbuilt, one-of-a-kind parts.			
Photos: Charles van den Ouden			



TALKIN' TECH

Your Technical Questions Answered Here

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



Sportster Speedo Hook-up

□ I have a 1966 Sportster XLH 900cc. The problem is I can't put a speedo on it because the gear in the tranny is too big to fit a speedo drive gear in. The tranny was redone when the engine was rebuilt, and I don't know what was done with it, or why. I have a stock front end. Is there a kit or a way to put a speedo drive on without having to change the front end or the tranny?

Doug Waukau
Stevens Point, Wis.

■ The early Sportster (up to '72) speedo drive was a weak spot in the transmission. Not only does it leak oil, but when worn excessively it can jam and blow itself right out the bottom of the case. Also, there is a thin spot in the case where the countershaft is supported and is known to crack even when everything is in good condition.

Most repair shops will remove the speedo drive even if no damage has occurred just to prevent future damage.

The speedo drive can be moved to the rear wheel by using a front wheel speedo drive gear as part of the axle spacer along with a longer cable.

Castrol vs. Harley Oil

□ I own an '89 FLSTC that just turned 28,000 trouble-free miles. I've been using Castrol 20w-50 oil since I bought the bike. I change the oil every 3,000-4,000 miles with no problem. My question is: Why should I spend three times as much for a quart of Harley 20w-50 oil when I can get a quart of Castrol 20w-50 for 94¢ a quart? Harley claims that even the best oils designed to perform in liquid-cooled automobile engines won't measure up to the demands of a hotter-running air-cooled V-twin engine. I'm here to tell you, based on 28,000 miles of engine use, that any engine runs smooth

and cool even on 100-degree-plus days here in Florida. What gives? Is Harley's oil so superior, or is Harley just overpricing their oil like everything else they sell?

Mark Scharf
Jacksonville, Fla.

■ Harley oil has an expensive additive package to allow longer service intervals in ideal conditions. Cheaper oil will work, but must be changed much quicker because the additives wear out sooner. In the long run, the price equals out; it just takes more labor and filters to use the automotive oils.

Adjustable Pushrod Installation

□ I have a stock '85 FLHTC with about 35,000 miles on it. I've had some lifter noises and have replaced some, but it seems like just when you replace one, another goes. I consider it a design flaw that you have to tear down everything from the top down just to replace a lifter.

This winter I want to put in a mild cam just to get a little more all-around torque, and at the same time, replace all the lifters and put in a set of adjustable pushrods. Mechanics have told me that the Crane cam is much quieter than all the rest. Even though it's pricier, I'm into a quiet motor. What can you suggest as a great cam, lifter, and pushrod combination? If I go with adjustable pushrods, is there a downside to them?

Joe Osga
West Chester, Pa.

■ The April '93 issue's Tech Tip describes a shortcut to changing cams in Evos. Caution must be used on '85 and '86 models because they don't have notches in the pistons to clear the valves when using hotter cam grinds. Most lifter-type noises on Evos are caused by loose meshing cam and pinion gears. Using a one-size-larger cam or pinion

gear will usually stop the rattle. Use the Crane H-296-2 and S&S aluminum pushrods.

Fitting A 150 Tire On A Sportster

□ I'm building an 88-cubic-inch Axtell motor for my Sportster, and I'm not satisfied with the stock rear tire size. I can run a 140-size tire with no clearance problems, but I want more rubber on the ground. I want to use a 150-size tire, but I need an offset drive sprocket to do this. An offset sprocket is made for '82-'90 Sportsters, but mine is a '92. I called a few companies that carry the sprocket for '82-'90 Sportys, and they don't know about anything for the '92 models.

Mitch Phillips
Charlotte, N.C.

■ Making an offset sprocket is not too difficult. However, making room for it can be big trouble. Both sprockets need to be moved over, which requires sprocket cover clearance as well as swingarm clearance.

Sportster Chains

□ A bunch of us got to talking one day, and it seems that everyone who owns a late-model Sportster feeds the damn thing a final drive chain at least once a year. I even wore out a 25,000-mile O-ring chain in about 13,000 miles. Are Sportsters known to do this?

Matt
Phoenix, Ariz.

■ Worn sprockets will help eat chains faster than normal. Even O-ring chains need lubing. The chain should look wet all the time. The mileage you get is about average. Sportster chain tension should be loose enough to allow the chain to run smoothly at cruising speed. If it appears to be vibrating continuously, it is too tight.

COMIN' AT YA

Easyriders ▶

The massive **December** issue is on its way, packed with a seasonal scooter spirit guaranteed to motivate you during the winter months. First up, we have a colorful scrapbook of memories from Sturgis '93 to remind you of the good times ya had when it was warmer. Then, in addition to our catalog full of gift-giving and accessorizing ideas, we're going the extra mile in the holiday department with a listing of toy runs around the country, coverage of one of the biggies—the Chicago Toy Run, and fiction with a sentimental bent. More of your show-winning scoots will get their well-deserved feature fame, and look out—Harley's hot new '94 Electra Glide will be unleashed on our pages.

On sale October 26



The bikes are loaded and ready, there's nothing but blue skies and clear roads ahead, and we're ready to party. It's the summer biggie, and you'll be there. Where? Why Sturgis, South Dakota, of course. Our special section coverage of the 53rd running of the best biker bash in the world is guaranteed to keep your fingers busy turning the pages of the **January 1994** issue. Issue number 61 is sure to be 61 cubic inches of biker-style fun.

On sale now

TATTOO ▶

A full palette of international color will fill the pages of the **December** issue. We've scheduled events from New Zealand and Germany, along with first-rate ink from Australia. Meanwhile, back in the USA, we'll showcase the ink mastery of L.A.'s Leo Zulueta. It promises to be an intriguing ending for an action-filled year of *Tattoo*.

On sale October 12



TATTOO FLASH

The world's only magazine museum of tattoo art is a 96-page visual feast of color dermagraphics. This book follows in the proud tradition of *Tattoo*, taking ink lovers through Exhibit Halls dedicated to traditional and contemporary skin art.

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▲ BIKER

The **December** issue's theme is sharin' and carin'. Yeah, it's that givin' time of year, and we're gonna expose the whole gory story on bikers givin' of themselves to help others. We won't get too corny on ya, though. You can count on plenty of our usual abnormalities and perversions. Would we let ya down at this givin' time of year?

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Number 1
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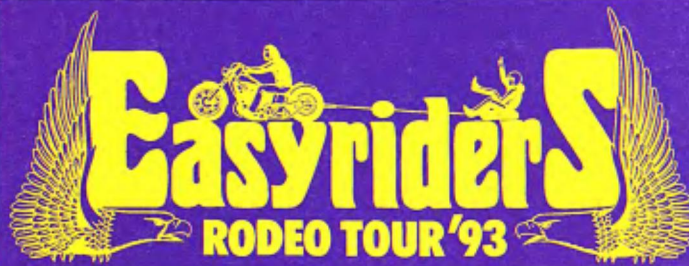
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