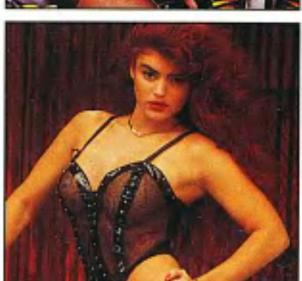
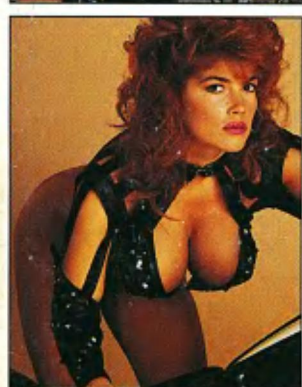


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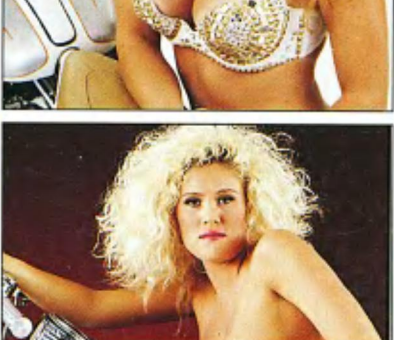
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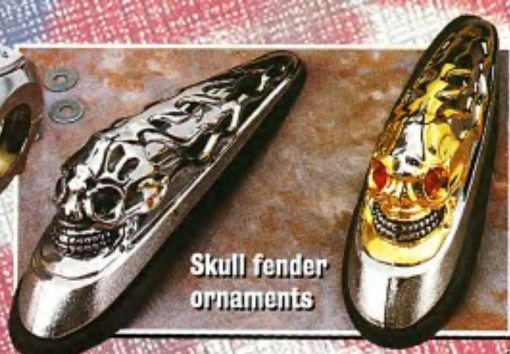
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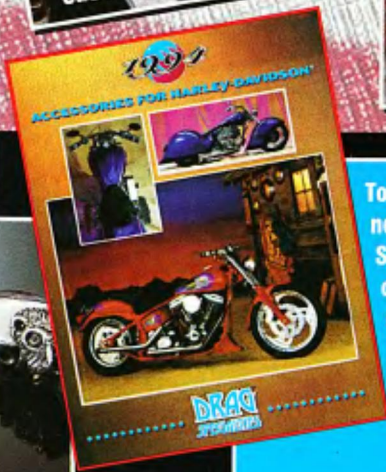
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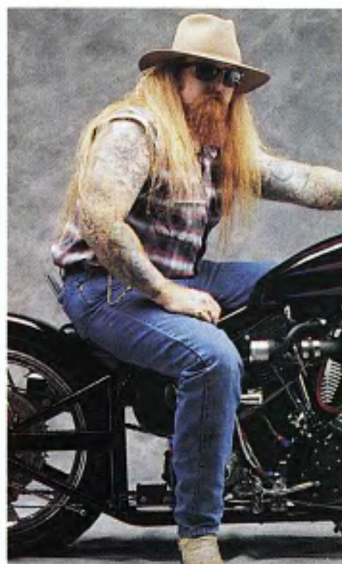
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The next issue goes on sale May 31. Cover photo of Tom Foster's Special Construction shovelhead by Silvermoon.



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The Audit Bureau

Here're some statistics to help you get through your day: The value of equipment NASA blew up or lost in 1993 was \$567 million; federal funds spent in 1992 to study the sexual habits of the Japanese quail were \$29,534; the ratio of Americans who prefer toilet paper to unroll off the top to those who prefer the bottom is 3 to 1; the average amount of fat consumed by an American each year is 59 pounds; the average duration of a yawn is six seconds.

This dude was fighting the deep freeze this past winter and ran into a problem. The fuel line on his car was frozen and he needed to get somewhere fast. He figured he could thaw the line by warming a pot of gasoline on the stove and then pouring it into the gas tank. Guess what? The fuel turned into a fire and fried the dude. (The deep freeze must have temporarily frozen his brain along with the fuel line.)

His ol' lady came home with a new hairdo. But her ol' man couldn't stand it. He got so worked up over it that he sliced open their waterbed and held her head under water. She was saved when their son beat his dad over the head with a cane. (Now that's getting a little too worked up.)

This guy sent a bomb through the mail to someone he was having a beef with and wanted to dispense with. A few days later he couldn't understand what the cops were doing at his door until they told him he had put his return address on the package.

Two guys walked into a bank wearing only their swimsuits. The female tellers were drooling at the sight of their bulges and couldn't take their eyes off the goods. But the bulges suddenly disappeared when the guys put their hands in their trunks and pulled out their rods (guns, that is). They turned out to be just ordinary-size bank robbers.

He was watching a strip show at a strip club for a stag party celebration. He had the best front row seat in the place. But it turned out to be the worst seat when one of the stripper's steel nipple tassels flew off and struck him in the head, killing him instantly. At least he died quickly and very happily.

This man told the cops that he had just scored some coke, and the dealers jumped him, beat him up, and took another \$300 from him. Then the dealers called him later and said they'd give his money back if he'd come and get it. He went to get it and they beat him up again, hitting him with a gun. The cops said the guy hasn't decided whether to press charges.

She loved her ol' man so much that when he died in a car crash, she had his remains cremated and implanted into her breasts. She says she gets great comfort having him so close to her heart (must be a trip for him, too).

This 91-year-old woman beat her husband to death because when he made her have sex with him, he stayed on her for about 30 minutes and then she'd have to kick him off. He got so upset he'd hit and kick her back. It just got to be too much for her. But three years after his death, the murder charge was dropped, one of the reasons being that there was the possibility that some of the injuries were accidental. (If you ask me, I think she was just too damned old to put behind bars. Why bother?)

His ol' lady was in the hospital being treated for a difficult pregnancy, when he decided it was a good time to hack off the head of his rival whom he suspected of having an affair with her. He wanted to make sure she knew about it right away so he bagged it and set it on the night table by her bed. They found the rest of the rival's body in a phone booth, and she's being treated by psychiatrists. (Think she had a miscarriage? They didn't say.)

He finally asked his girlfriend to marry him after 11 years. But the shock of the proposal was so overwhelming that all her hair fell out. She went slick bald. (After all that stress, he called it off.)

I've heard of loving your pets, but this one got to me. A man shot himself in the head after his pet canary drowned in his glass of wine. (He wasn't keeping an eye on his wine like he should have and the bird, knowing a good wine when it saw it, well . . .)

TAKING IT EASY

By Spider



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WORDMONGER

A Correction

□ I just picked up my March issue and right off the bat see that some dickhead named David Valle had to write and let the whole world know that he has the I.Q. of a blade of grass!

He criticized your knowledge of H-D history concerning the "R" in FXR and the 5-speed gearbox. While he may be correct in stating that the "R" stands for rubbermount and that the FXR came out in 1982 (on the Super Glide II), he's been in the sun too long to say that the 5-speed gearbox came out four years later. The 5-speed tranny was introduced in 1980 on the FLT, and the 1985 FXR was certainly a 5-speed. There's one thing you can bank on—if it's a factory rubbermount, it's 5-speed, even if there's no "R" (such as FLT, FLHT). But on the other hand, if it's 5-speed, it may or may not be rubbermount (Softails and late Sportys). That's all pretty common knowledge. He sure had the balls to tell you to do some research.

Rick Welch

Winston-Salem, N.C.

Redeemed Faith

□ You have redeemed my faith in *Easyriders* fiction. Just when I thought everything more confrontational than an exchange of frowns was beyond the present guidelines, here comes a story (*Slugfest*, March 1994) to win the heart of any true violence and gore fan such as yours truly.

Indeed, you outdid yourself. Even at my most mayhem prone best, I doubt that I could have worked in a foot-spearing, an Achilles' tendon slicing, a disemboweling, a shoot-the-disemboweled-guy-in-the-arm-he's-using-to-hold-his-guts-in, a 9mm damn!-Billy-wasn't-the-guy-I-meant-to-shoot, a steady background woman-slapping, a lay-the-cheek-open-to-the-bone, a pool cue workout on the spine and calves, a thigh wound (not a complete list)—all topped off with the female's vicious treachery.

Well, that's it for now—I'm limp, exhausted, and must go lie down with my feet elevated.

Tex

Chatsworth, Calif.

Needs Help

□ I recently became the owner of a 1969 Royal Enfield. After days of flipping through back issues of *Easyriders*, I came across two articles that mention this bike. What I need is help on the history and where to get parts.

Tiger Jarrell

Wadesboro, N.C.

A Female Grad

□ Your help in promoting the acceptance of female bikers ("Foxy Rider" and "Flyin' Free") is very much needed and appreciated.

I recently became the first female to graduate from the Motorcycle Mechanics Curriculum at Central Carolina Community College in the 18 years they've offered the course. Men around here are having a hard time accepting a woman working on their bikes.

I have two bikes of my own. Unfortunately, they're not Harleys. One day I'll own the Harley of my dreams, but for now I'm happy to say my face is in the wind and my knees are in the breeze.

Again, thanks. Keep up the good work!

C. Hicks

Broadway, N.C.

Harleys Are For Everyone

□ Just the other day I heard someone tell me that he couldn't afford to own another Harley because it was now a rich man's toy.

I'm a maintenance man and the proud owner of a '92 FXSTC that I purchased brand-new. I work a second job delivering pizza to pay for my ride. The way I see it—if you want something bad enough, you can get it.

I wish you'd put this letter in your mag so people who are like me don't have to be left out just because they're not some wealthy executive. Harleys are for everyone.

Tommy Symon

Jackson, Miss.

Bitchin' Scoot

□ George Barton's convertible FXRS trike, "Double Vision," (Jan. 1994 issue) is truly a work of art. Do you plan to do any Tech Tips on the conversion process? I've never seen a bike that converts to a trike quite like this one. It's refreshing to see the ingenuity that went into this bike's production. That's a nice touch the way he has the nitrous oxide tank tucked under the frame.

John Franklin

Sembach AB, Germany

Wants More Across The Border

□ I read your rag all the time. It has the best bikes and wild party coverage. There's only one thing I wish I could see more of—"across the border" bikes. If you could, throw in a few, like a good-looking Triumph. I know you did one in January's rag, but one is not enough!

C.J.

Surrey, B.C., Canada

Fly And Ride Hassle

□ I wanted to fly and ride in Hawaii (Hawaii is a no-helmet state). But guess what? To fly and ride you have to wear a fuckin' brain bucket or not ride. So just fly and rent a car.

Fast Eddie

Southfield, Mich.

Raisin Pie

☐ I was flippin' through the March 1994 rag and came across something that really yanked my chain! Some chick asked if there was really such a thing as raisin pie. I had to kick back and think on it—and it finally dawned on me. Not everyone has the good fortune of eating the down-home cookin' we get around here every day. So in the true American spirit, I ripped off mom's recipe so you all can get a taste.

Raisin Pie:

- 1 cup brown sugar
- 3 tablespoons cornstarch
- 1-1/3 cup water
- 2 cups seeded raisins
- 1-1/2 teaspoons lemon juice
- 1 teaspoon cinnamon
- 1/2 teaspoon nutmeg

Combine ingredients. Cook over low heat until thick. Pour into pie crust. Cover with top crust. Bake at 400°. Remove and let cool.

There ya go. Ain't nothin' better than a wedge of that with a scoop of ice cream. Y'all have a piece on me.

T.C.

Bicknell, Ind.

Thumbs Up

☐ Thumbs up to the Sportster-ridin' vet from Oklahoma City for speakin' the gospel in the January 1994 issue. That bitch called a budget keeps a lot of us off what we dream of havin', but most of us are still damned proud to be ridin' American steel.

Bone

LaGrange, Ga.

A Warning From Scandinavia

☐ Just a little warning to all bikers planning to visit Scandinavia.

In Denmark you are not allowed to wear big rings if you are a biker or look like one. Be very careful if you are going to a biker party in

Denmark. They have the BRAVO-group which consists of policemen in civilian clothes. They try to provoke you so you start a fight. Then you're arrested by the policeman on duty.

In Denmark and Norway you're not allowed to carry a knife that has a blade longer than 7cm (in public).

"Norway"

Otta, Norway

David Allan Coe

☐ I've been everywhere looking for David Allan Coe's "Nothing Sacred." Help!

Melody Kauffman

Orem, Utah

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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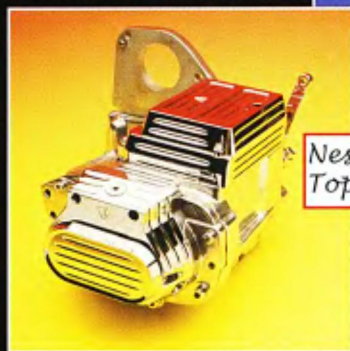
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Bates original. The words alone probably inflict pain on you weathered, iron-assed scooter tramps. Do you feel your kidneys wince, thinking back to when two springs and a pad of leather were about all that let you make it home with vertebrae intact? Well, that classic seat and old-fashioned craftsmanship are what inspired builder/painter/Harley-Davidson salesman Rick Pew to create this riding man's machine. It's a bar-hoppin', hole-shot-hittin' piece of pure and simple chopper days, meant to be seen *and* heard.

Rick found the Bates seat hanging in a buddy's bike shop, just gathering dust on the wall. He kept it for a couple of years, letting a chopper design simmer. When it all came to a boil, the result was an Evo/pan motor with shaved Evo heads, Andrews cams, a blow-it-out Del 'Orto carb, and a set of Kimco pipes that let the neighbors know who was home.

Which ain't that often, 'cause





when you sell new Harleys for a living, you don't sit on the couch and watch Geraldo after work. Rick's got half a dozen Harleys in various road ready stages, and when he put together this one, she was rarin' to break from the pack. Besides the obvious stuff

"I was riding it in broad daylight when a broad knocked the daylights out of me from behind."

you can get from a careful study of the meticulously prepared tech sheet, one design aspect worth noticing—and damn hard to miss—was the choice of paint. Why school bus yellow?

"I built a bike for a guy in California who ended up being →



employed by the Federal government for a few years," says Rick. "I brought the all-black Harley back to Colorado and was riding it in broad daylight when a broad knocked the daylights out of me from behind."

Any more questions?

Rick, who did the molding and painting (with Louie Allison adding the detailed pinstriping), has had this building addiction for years. You've seen Rick's work now and then on the pages of this mag, and if you were at Sturgis in 1992, you mighta caught this yellow streak blasting through the Black Hills. Forget the "all show and no go" nonsense—we're talking land rocket science here.

Unfortunately, the trade-offs for living and riding in the lid-free state of Colorado are high insurance premiums for custom-built bikes. But you'd have to be blind not to see why Rick doesn't care. His mind is on the old days, and not caring is what this ride helps him do just fine.

—Drummer



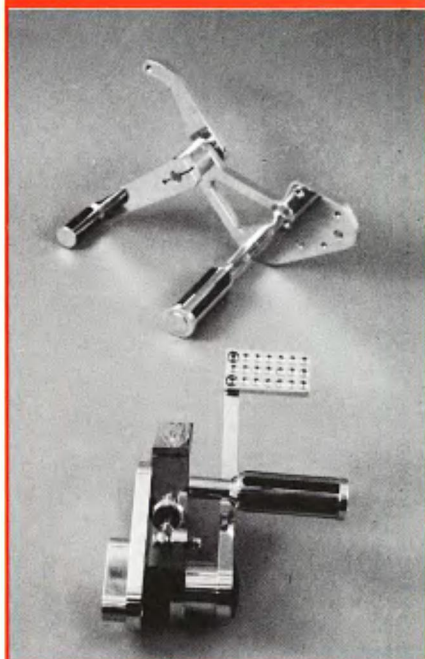
Owner(s): Rick Pew	City: Broomfield, Colorado
General	Frame
Fabrication by: owner	Year: 1990
Year and make: 1990 H-D	Builder: Santee
Model: Evo/pan	Type: rigid
Value: \$15,000	Rake: 2 degrees
Assembly by: owner	Stretch: 2 inches
Time: eternity	Other alterations: neck opened
Chroming by: Classic Chrome	Accessories
Engine	Bars: Gary Bang
Year: 1990	Risers: CCI
Model: Evo/pan	Grips: Gary Bang
Rebuilder: Don Hotop	Mirrors: H-D
Ignition: Dyna S	Fender(s): ribbed 6 inches
Displacement: 80 cubic inches	Headlight: Drag Specialties
Lower end: Evo/pan	Taillight: Gary Bang
Balancing: Don Hotop	Speedo: oops
Pistons: Gary Bang	Front pegs: Drag Specialties
Cases: House Of Horsepower	Rear pegs: don't think so
Heads: shaved Evo	Electrics: alternator
Cams: Andrews	Gas tank: Kimco
Lifters: Evo	Oil tank: Bob Schneck
Carb(s): Del 'Orto	Oil system: late model
Air cleaner: bug sucker	Primary cover: Paughco
Pipes: Kimco	Seat: original Bates
Muffler(s): oh-oh	Sissybar: Fantasy In Iron
Transmission	Forks
Year: 1984	Type: springer
Modifications: Sputhe case	Extension: stock
Shifting: 1 down, 4 up	Builder: H-D
Engine sprocket: Primo belt	Special features: fender tabs removed
Trans sprocket: 24-tooth	Wheels
Wheel sprocket: 48-tooth	Front
Painting	Size: 21-inch
Molding: owner	Hub: H-D
Painter: owner	Rim width: 2-inch
Color: school bus yellow	Tire: Avon
Type: urethane	Brake: GMA
Special paint: Louis Allison striping	
Other special modifications: oil filter where generator was, House Of Horsepower electronic distributor. Thanks to Bill Gardner, Greg, Dennis, Bob, Kim, Gary, Louie, and 2-Wheelers.	
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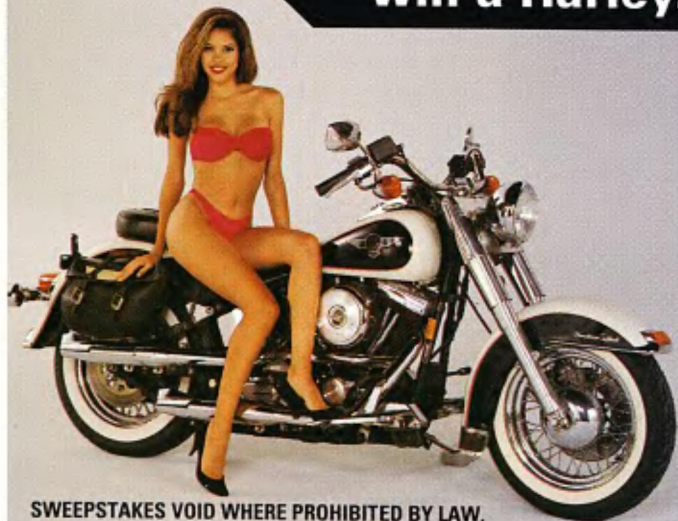


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EASY NEWS

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

HELMET FIRE FANNED IN S.C.

Daniel P. Fanning Is Spreading Lies And Threatening Freedom

A couple of years ago, Daniel P. Fanning was hired as South Carolina's new Executive Director of Department of Highways and Public Transportation. Last year, Dandy Dan discovered that South Carolina is a "donor state." This means that for every tax dollar South Carolinians pay at the gas pump and send to Washington, they only get 82¢ back. Our legislators have tried for years to get these blackmail tactics changed, only to be constantly stonewalled by the larger states that have had it this way since the Eisenhower Administration started the Highway system in the early 1950s. States like Arizona and Montana, at that point in time, needed money from the larger states because their population was so sparse. This obviously isn't the case now, but South Carolina still continues to give away her tax money to the larger states.

Fanning pitched a fit about this item for a while, and then, for reasons unknown, let the issue die. But then he started snooping around for other ways to get money for his highway department. This shows where his priorities are.

On February 8, 1993, Fanning wrote a cover sheet for a 54-page study prepared by S.C.'s Department of Highways and Public Transportation Safety Office entitled "Effectiveness of Motorcycle Helmets and Helmet Use Laws." The cover sheet was a "Dear South Carolina Legislator" letter given to the committee members during last year's session. We weren't supposed to have gotten a hold of this so-called study, or should I say "propaganda," but we did, thanks to some good friends in high places who also cherish their freedom of choice. Once the mandatory primary seat belt bill got out of committee and reached the floor, we were told that mandatory helmet word-



ing would be attached. We never let the bills get out of committee because several of these meetings saw up to 70 of us in force with all the correct answers to testify against a helmet law. S.C.'s legislators are very aware that the motorcyclists of this state will keep our freedom at all cost.

Here's how his "Dear South Carolina Legislator" letter goes: "The study findings strongly support the need for enactment of a universal helmet law in South Carolina. In the next paragraph he states, 'The paper clearly demonstrates the safety benefits of the use of motorcycle helmets and helmet use laws. Also, please be advised that there are federal funding incentives and disincentives concerning motorcycle helmet legislation and use. In 1992, if South Carolina had both a universal helmet law and a safety belt law in place, the state would have been eligible for a \$242,455 incentive grant. Only the safety belt law was in place.'"

He failed to say that our seat belt law is *only*

a secondary enforcement law; therefore, the funds wouldn't have been approved anyway. In the next paragraph he gallantly tries to explain section 1031 of ISTEIA . . . "\$1.75 million the first year, \$3.5 million in subsequent years." His last paragraph is superb: "While the loss to the agency from these federal grants would be significant, I strongly encourage you to consider passage of a universal helmet law based on both the safety benefits and the economic considerations. Working together, we can make South Carolina's streets and highways safer for all who use them."

Calling on the "public burden theory," he states, "Given the indisputable safety benefits of motorcycle helmets, choosing not to wear a helmet constitutes a choice to take an unnecessary, easily preventable risk. Riding a motorcycle on a public road is an activity that falls within the public domain and is therefore legitimately subject to regulation. A rider does so partially at public expense since roads are built and maintained by public funds. The public pays for accident investigations, EMS personnel, and hospital care. Families may have to resort to public assistance and wind up on the public dole. To say that choosing to wear a motorcycle helmet is strictly a personal issue ignores the public aspects associated with risk taking. The public has a right to require reasonable risk reduction measures in order to protect itself against unnecessary cost. Such is the case with motorcycle helmets."

Take the above, then throw in another 52 pages of irresponsible news media grabbing statistics and graphs, and you will surely prove what a wonderful creation the motorcycle helmet is, and how it will save mankind from total →

extinction—not to mention what a snow job this bogus report was.

After the freedom-lovin' bikers of South Carolina won the Battle of '93, Fanning went off to lick his self-inflicted wounds, only to return later with another brilliant idea. "Why not hold a luncheon here in Myrtle Beach, where I live, and invite some lawmakers over under the false pretenses of discussin' the agency's legislative agenda?" he asked himself. "Then I'll simply talk 'em into passin' a helmet law."

Not so fast, Danno. Tell the people how your misconceived caper read in many of the papers: "State Transportation Chief Dan Fanning wants South Carolina to adopt a motorcycle helmet law, but the idea got a cool reception in this beach community where thousands of motorcyclists gather each spring."

State Representative Mark Kelly, who owns a restaurant in the Myrtle Beach area

and is one of our biggest allies, told Fanning at the luncheon, "You're going to have a difficult time with that. We've got a big motorcycle rally here." (Poor Dan forgot about the Grand Strand's annual Spring Rally that attracts thousands of riders to the area and generates millions of dollars for the economy.)

Like a drowning man grasping for straws, Fanning replied, "Without a helmet law, three million dollars in federal money that could be spent on roads would go to law enforcement. Also, the state would spend millions of dollars to care for people left comatose from injuries suffered in motorcycle accidents in which they were not wearing helmets."

The storyline was basically the same in all of the newspapers, except for the *Spartanburg Herald*, and the *Rock Hill Herald*, both anti-biker publications. The *Rock Hill Herald* was headlined: "Fanning Beards the Lion's Den." The last paragraph stated: "Fanning doesn't have the guts to challenge the legislators."

On January 14, 1994, *The Greenville News* (in section "C") read: "Lack of helmet law may cost the state a bundle." This same propaganda hit *The State*, Columbia's paper, the next day, in which Fanning said, "I'm less optimistic about tackling the controversial helmet issue." But get this, he goes right back into his spiel about the \$1.7 and the \$3 million in funds that South Carolina would lose if it didn't enact a helmet law. Even Senator John Land, one of our worst enemies conceded, "I don't think the votes are there, even with the threat of the lost money."

But this time Fanning exposed his complete ignorance by saying, "The state can replace 'twelve aging bridges' with three million dollars. But more important, the Transportation Department fully supports a helmet law on public policy grounds."

How can any state replace 12 aging bridges with only \$3 million? —Parkey

TRUE BROTHERHOOD IN PA.

Family And Friends Find Art With Only Hours To Spare

When Art Jackson didn't report to work at the American Sterilizer Company for several days, Rich Vanhoozer knew something was terribly wrong. "Art doesn't miss work," said Vanhoozer, a friend of Jackson's for the last five years. "The two most important things in his life are his job and his son. He just doesn't miss."

After hearing on Wednesday that Jackson hadn't been to work all week and hadn't called in sick, Vanhoozer and Jackson's brother, Butch, launched a search that ended, remarkably, Thursday evening when the two men found Art, injured but alive, in a thicket off Sterrettania Road.

He had been there for almost four complete days, since early Sunday night when, for unknown reasons, his Harley veered off the road just south of I-90. Jackson, 34, was listed in serious condition Thursday night at Hamot Medical Center. In addition to exposure and dehydration, he suffered from a broken collarbone and a collapsed left lung.

As dusk was setting on Thursday night, Butch spotted a glimmer of chrome in the weeds and thickets off Sterrettania Road in McKean Township. "I was driving half on the road and half off it," said Vanhoozer. "Butch suddenly said, 'Wait a second.' He looked in the rearview mirror and saw some chrome. Then I saw some blue . . . that was Art's bluejeans. I said, 'That's Art! That's Art!'"

They hurried through the weeds. At first, Art's eyes were rolled back, only



the whites showing. Then, in what Vanhoozer calls miraculous, his friend blinked and whispered, "Water."

"That's when I knew he was alive," said Vanhoozer. "It was hard to believe. Three days and twenty-three hours he was lying out there." Doctors later told Vanhoozer that Jackson probably could have only survived for another six to eight hours.

Throughout the search, Rich, Butch and others had a hunch that Art might of had a bike accident, and they also had a good idea about the general vicinity of where he might be.

Art had been at the Elk Creek Inn on Sunday, watching a football game. When he left, he told a waitress he was heading into Erie.

With that in mind, the search was concen-

trated on the roads between the restaurant and Erie. Searchers looked late into the night on Wednesday, using spotlights.

After giving up the search in the wee hours of Thursday morning, Vanhoozer went to work. He left early to resume looking for Jackson. Later in the afternoon, he met up with Butch and they looked together. It was shortly before 6:30 p.m. when they found Jackson and called police.

"He's one of my best friends," said Vanhoozer. "He'd have done the same for me. I couldn't rest when there was a chance he was out there."

—Scott Westcott
Scott is a reporter for the Erie (Pa.) Morning News. Article reprinted with permission

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UTAH'S HELMET LAW TABLED

Freedom Prevails With 4-1 Vote In Senate

The 1994 helmet law battle will go down as one of the toughest fights Utah motorcyclists have ever had. Not only did we have to contend with the usual stereotypical portrayals of motorcyclists as "public burdens" who were unable to make decisions about personal safety, but we were up against a press which seemed determined to mislead the public about the diversion of highway construction dollars to highway safety.

Undaunted by what seemed to be insurmountable odds, Utah's bikers dug in and stood their ground against Senate Bill 103, introduced by Senator Robert Montgomery. By writing and calling their Senators, as well as those on the Senate Transportation Committee, momentum began to swing away from the pro-helmet law contingent and move toward the motorcyclists. A sure passing of the helmet law suddenly became questionable.

The culmination of the efforts of Utah bikers came in the afternoon of February 2, 1994, when hundreds of riders packed a committee room and presented articulate and professional opposition to SB 103. Representing the motorcyclists

were ABATE of Utah, Riders for Justice, and the Utah Sportbike Association.

Much needed support on the committee came from Senator Brent Richards, who declared to the bill's sponsor, "I'm over 21, and I don't believe I need the government

"How far are we as legislators willing to go in telling people what they have to do or what they have to wear?"

telling me what I'm going to wear or not wear. The real problem facing motorcyclists is the unconscious driving habits of people who do not respect the rights of these people to be on the road." Richards then moved to table the bill.

Later, Senator Rex Black joined in opposing the bill. "How far are we as legislators willing to go in telling people what they have to do or

what they have to wear?" he asked. "I think we're intruding on the rights of people," he continued. "The choice of wearing a helmet should be up to the individual." After some intense testimony, the committee sided with the bikers, and Utah's motorcyclists prevailed.

Further proof of the excellent grassroots lobbying of Utah's motorcyclists was seen when there was a move made to lift the bill from the committee the following day. This was not unexpected or an attempt to sneak one by us. Because of the lobbying of the motorcyclists, this attempt was easily defeated.

I'd like to extend my thanks to all of those who testified against the bill. There is no way this victory could have been won without everyone's support. Also, a special round of applause and thanks is extended to Senators Steele and Fordham, and especially Senators Rex Black and Brent Richards. These four stood up against the safety-crats and the federal government and let Utah's adult motorcyclists continue to choose for themselves.

—Chris "Spike" Bojanower
President, ABATE of Utah

YOU CAN FIGHT CITY HALL

Easyriders Proves It—We Sue The Bastards

In 1990 the city of Los Angeles cancelled the *Easyriders* Bike Show scheduled for its convention center. The Police Department said it couldn't "protect the public" if we brought hoards of wild bikers to the crime-free city of Los Angeles. We told them, hey, we have a contract with you, the dates are advertised, and our readers are coming from all over the globe.

They didn't care, but our publisher Joe Teresi *did* care. He said, "We can't disappoint our readers; the show must go on at any cost." And it did. After two frantic weeks of searching for a new location, one of our neighbors rented us his property, and we put up a 60,000-square-foot tent. The only catch was that we knew we could not charge admission without the proper business license, and there would be no way to offset the expenses of putting on the show. Despite the problems, we put the show on anyway—over 15,000 people showed up and had a



wonderful time under the Big Top.

But wait! There's even a happier ending. Last month, after a judge told them they

were wrong, the city of Los Angeles agreed to pick up the tab for the party—a whoppin' \$175,000!

CATALOG SCOOT

Chrome Specialties' Motor Factory Bike



Photo: Chrome Specialties

This is one helluva nice bike isn't it? And the story here is, believe it or not, that this motorcycle was built entirely from parts in the Chrome Specialties catalog.

This is their Motor Factory motorcycle,

and they're changing and improving it all the time. We realize this black-and-white photo doesn't do the scoot justice; however, at a future date we'll be doing a full-color feature for your eyes to behold.

Stay tuned.

—Twiggy

ABATE OF WISCONSIN

Celebrates 20th Anniversary

This year marks the 20th anniversary of ABATE of Wisconsin. State ABATE founder, Tony "Pan" Sanfelipo, wanted a giant celebration for the occasion, including a banquet and rally. Working with a committee of ABATE officials and board members, Pan arranged to have Senator Ben Nighthorse Campbell as the keynote speaker at both the rally and banquet. Also on the program is Wayne Curtin of the Motorcycle Riders Foundation.

Activities begin on Thursday, June 16. Early arrivals will be treated to tours of the H-D factory in the afternoon. Later that evening, there will be a performance at the Comedy Cafe in Milwaukee, featuring a top-name comic. Rooms have been reserved at the Holiday Inn Southeast, Madison, for participants in the banquet and rally. Mention ABATE for special rates. Make your reservations early (Holiday Inn: (608) 222-9121).

Friday, June 17, will be a meeting of National Rights Leaders in the Holiday Inn Conference Center at 2 p.m., chaired by

Wayne Curtin. Following the meeting will be a cocktail reception. The cocktail hour and banquet which follows is open only to banquet ticket holders. This event is reserved for ABATE members and invited guests. This will be the actual celebration commemorating the 20th anniversary of ABATE of Wisconsin. Following the banquet, there will be a party/dance open to the public (at the Holiday Inn).

Saturday, June 18, at 2 p.m., ABATE of Wisconsin will host a national helmet rally. Senator Campbell and Wayne Curtin will join several state legislators and ABATE officers from around the country in leading the world's largest rights parade on motorcycles. A huge program is planned at the state capitol. Pan is putting the program together for the Right to Decide Committee, and expects over 40,000 bikers. As always, Jacobson & Hupy is providing accommodations for the special appearances of key note speakers, and aiding financially to the success of the rally.

—Twiggy

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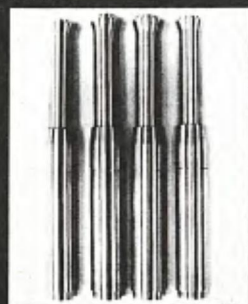
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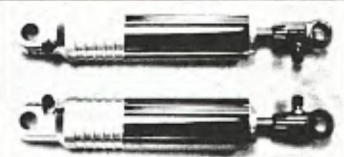
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SHORT STROKES

Nothing Makes Sense



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the Toy Fair in New York will introduce the Roadmaster's Harley-Davidson Motorcycles. They're foot-powered bicycles that cost between \$199 to \$299, but they've got chrome....On December 8, 1993, Bob George, the original designer of the *Easyriders* Streamliner, and Roberta Linn sold their Streamliner (minus the H-D engine package and driveline) to Jack Dolan, due to lack of funding. The fastest speed they attained on The Salt (Bonneville, Utah) was 246 mph, but Bob, Roberta and Leo Hess are confident that Jack, Scott Guthrie, and Don Vesco can make the 'liner sing record breaking songs in the future....Chip Lohman wrote recently and reminded us that one of our products is a lifesaver when it comes to learning the ins and outs of H-D maintenance. He said, "It was like having my own private session with the head mechanic." We distribute the Evo engine assembly and disassembly tape. It's tucked into the back of our catalog, with the speciality publications....Speaking of books, Johnny Running Wolf wrote of his concerns for our dwindling freedoms and recommends that freedom fighters read a book titled *The Complete Patriot* by Phillip Marsh. It's published by The Pilot connection in Stockton, California....Dick Floyd, the father of the

California helmet law, is trying to make a comeback. Rumor has it, he's going to run against the concerned Anita McDonald for another shot at his Hawthorne, California, Assembly seat. California bikers shook him out of office, and we're not letting him back. He refers to bikers' rights advocates as "barbarians and wimps....And on the legal front freedom fighter and Milwaukee lawyer Michael F. Hupy was re-elected to the Board of Directors of the Wisconsin Academy of Trial Lawyers. Mike was among 33 members elected at this meeting to manage the affairs of the Academy. Mike is also on the board of ABATE of Wisconsin....Pauline Wheeler wrote from Parow, South Africa, to ask if her club could become an accredited official South African Chapter of the American Easy Riders. Well, Pauline, we don't accredit clubs or organizations. You can become a Bros Club Chapter, but that's as far as the official business goes. But as far as I'm concerned, as long as you treat all brothers and sisters as your own, your club is automatically a member of the global brotherhood of riders—the last of the free breed.

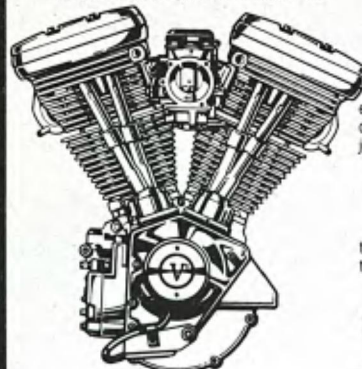
Enough of the craziness—let's ride.

—Bandit

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Donnelly's *Easyriders* U.S. 1, 90 Lafayette Rd.,
North Hampton

New Jersey

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

New Mexico

Dave's Cycle, 122 Alcazar St. S/E, Albuquerque
New Mexico Motorcycle Salvage, 4123 Broadway
S.E., Albuquerque

New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd., Brewster
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St., Rome
Easyriders of Long Island, 201 Main St., Port Jefferson

North Carolina

Deal Harley-Davidson, 3618 Sycamore Dairy Rd.,
Fayetteville

North Carolina cont.

Durham Harley-Davidson, 819 N. Miami Blvd.,
Durham
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E.,
Asheville
Browning's East Coast Seat & Custom, 2002 East 5th
St., Lumberton
Cyclone Cycle Parts, 104 N. Central Avenue, Landis
Easyriders of Fayetteville, 44245 Bragg Blvd.,
Fayetteville

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Clevel
J & J Cycles, 3937 Montgomery Road, Norwood
Mainstreet *Easyriders*, 1275 W. Main Street,
Cleveland

Oklahoma

C&C H-D Inc., 2134 S. Garnett, Tulsa

Oregon

Action Cycles, 1675 Fairgrounds Rd. N/E, Salem
Easyriders of Portland, 17999 SW Lower Boones
Ferry Road, Tigard

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville
Rask Cycle, 373 Reibold Rd., Evans City
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina

Doug's H-D, 2790 Pamplico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill

Texas

Stubbs H-D, 4436 Telephone Rd., Houston
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 502 West Calton Rd.,
Laredo

Tennessee

C&S Harley-Davidson, 6014 Charlotte Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia

H-D Cycles, 4648 Jefferson Davis Hwy., Richmond
Departure Bike Works, 3093 Hull St., Richmond
Shenahdoah H-D, 2800 C West Main Street,
Waynesboro
Whitts H-D, 8790 Commerce Ct., Manassas

Washington

Chrome Horse Custom Cycle, 233 S. 1st., Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd.,
Vancouver
Rebel M/C Mart, 1113 River Road, Puyallup

Wisconsin

Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B,
New Richmond
Harley-Davidson Motorcycle of Appleton, Inc.,
2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay
Hard Drive'n, 103 South Central, Marshfield

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.



"Wanna see where he gets the hair for his striping brushes?"

Tramping along in the woods, two trappers came upon huge footprints in the snow, with a deep furrow running between them.

"Bigfoot!" exclaimed the first.

"Yeah, an' a big dick, too," observed the other.

Bob Sherman
Wantagh, N.Y.

Ladies, why should ya divorce yer ol' man when he turns 65?

'Cause it's awful to feel old age creepin' up on ya.

Juggernaut
Slammed



"And then for the third wish, I told him I wanted my dick to drag on the ground."

Tucker was wrenchin' away on his pan one day when his ol' lady walked into the garage and asked coyly, "Baby, do you love me more than Harleys?"

After a moment, Tucker replied, "Well, sugar, I do love ya more than Hondas."

Lee
Pencilvania

How many bros does it take to change a light bulb?

None. (Hey, if it ain't on the scooter, fuck it!)

Mighty Dawg
Nebraska

Didja hear about the new doll hittin' the toy stores this year?

It's called "Divorcee Barbie"—it comes with all of Ken's stuff.

Ruzie
Fremont, Calif.

After announcing to his fellow patchholders that his ol' lady was expecting their 10th child, Zeke mournfully declared, "If she gets pregnant again, I swear I'll hang myself."

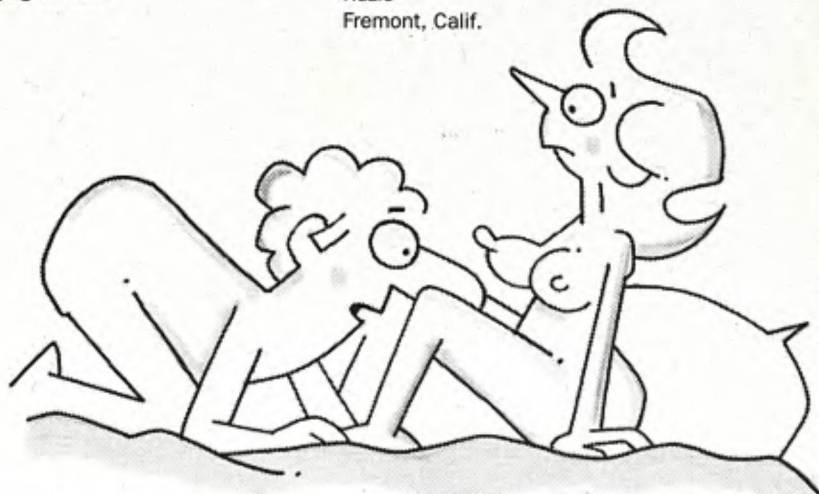
A year later, Zeke had to confess that his ol' lady was in the family way again. The club president reminded him, "Hey, man, ya swore ya were gonna hang yerself if the bitch got knocked up again."

"I almost did," said Zeke. "I threw a rope over a tree limb, stood up on a bucket, and slipped my head into the noose."

"So what happened?"

"Well, bro, I got to thinkin'—maybe I was hangin' the wrong man."

The Cowboy
Mineral Point, Mo.



GLASBERGEN

"Remember that movie *Citizen Kane*? It just dawned on me what Orson Welles meant when he begged for 'rosebud.'"

Gearhead's ol' lady was rip-pin' off a fast afternoon quickie with an ex-sweetheart when she suddenly heard her ol' man at the front door. "Quick," she whispered, "sprinkle this flour all over yourself, stand in the hall, and pretend you're a statue."

"Hi, honey. What's that in the hallway?" Gearhead asked as he stepped into the bedroom.

"It's our new statue," she explained. "The Smiths next door bought one last week, and I thought it'd be bitchin' if we had one too."

In the middle of that night, Gearhead got up out of bed, went into the kitchen, made a sandwich, and grabbed a beer from the fridge. He walked up to the statue and said, "Here, bro, eat something—I stood like an idiot for three days over at the Smiths', an' not a single sonuvabitch so much as even offered me a fuckin' glass of water."

Bryan
Corcoran, Calif.

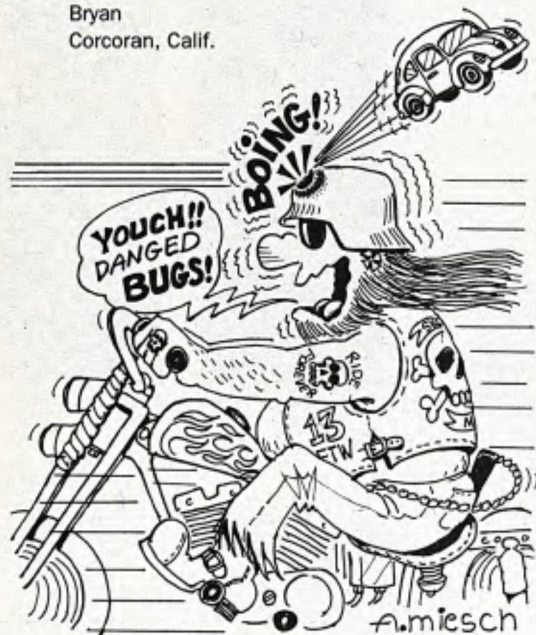


"Rest assured, Mrs. Finestall, that frigidity is not an uncommon problem and can easily be corrected by . . . HOLY SHIT, MAN, YOU'VE GOT FROSTBITE!"

What's the difference between a bottle of beer and a baby?

Ya know who made the beer.

Dusty
Chester, Ga.



Definition of *maniac*: a biker in a warehouse with a gold credit card.

Cowboy
Beaumont, Texas

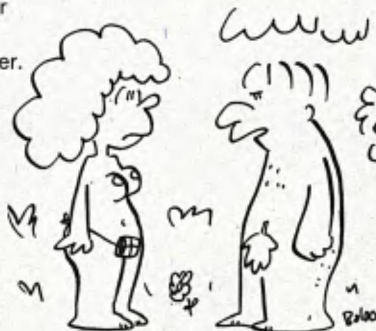
Word on the street is that Kentucky Fried Chicken is introducing a new menu item, the Hillary Clinton Dinner—it consists of two small breasts, two large thighs, two left wings, and twice the tax.

Sham
Kansas

No longer able to take care of himself, the old, old dude checked into a nursing home. He was feeling pretty low about it all, so his buddies decided to buy him a surprise hooker to cheer him up. Later that day, the whore sneaked into his room and said to the graybeard, "Hi, honey. I'm here to give ya super-sex."

The old bro thought about it for a sec and then said, "I guess I'll take the soup."

Jeremy Gore
Gatesville, Texas



"Fig leaf, Eve—not fig bar!"

Slim spotted this sweet splittail watching the pool action at the local watering hole, so he whispered into her ear, "Hey, babe, you're really hot—let's slip out into the bushes and make the earth move."

She smiled back and said, "I'd love to," but pointing to one of the shooters, added, "but if I come back with leaves in my pants, my ol' man's gonna know I've been messing around."

Not to be put off that easily, Slim said, "Well, then let's make it in my buddy's van."

"Nope—carpet burns on my buns is a sure giveaway."

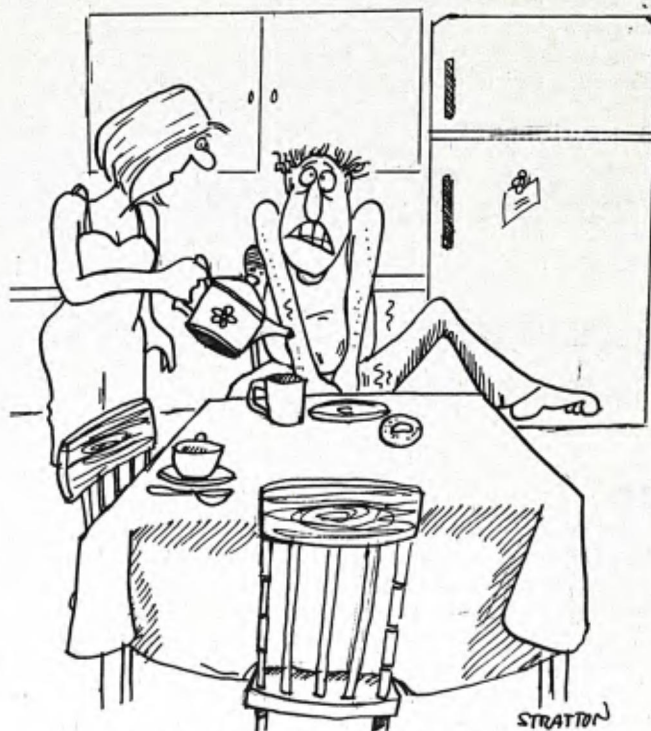
Said Slim, "Then how about we slip over to the graveyard across the street? It's dark, we'll hurry, and nobody'll know." She looked down at the bulge in Slim's pants and just couldn't say no, so off they went to get a little.

Later that night at her own home, the chick was getting undressed for bed, and her ol' man asked, "You feelin' okay?"

"Yeah, I'm feeling great. Why do you ask?"

"Just wonderin'," said her ol' man. "Yer ass says ya died in '76."

Chops
Behind the Walls



"Gee, sweetie, sorry about spilling scalding-hot coffee on your crotch. No sex tonight, huh? Darn."

HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Robert And Mary Beth Hyde Tacoma, Washington

On Sunday, September 26, 1993, Robert "Taco Bob" Hyde and his wife, Mary Beth, were leading a Tacoma H.O.G. chapter ride through Mount Rainier National Park. On that fateful day, as the group finished crossing a single-lane bridge, a converted school bus came around a curve and drifted into the line of bikes. Taco and Mary Beth were killed instantly; four other bikers were critically injured.

Taco was a founder and director of the Tacoma Chapter of H.O.G. Mary Beth served as the club's treasurer. Taco was also a member of ABATE and the AMA.

Taco and Mary Beth left us on a beautiful, warm, sunny day; they were on a fantastic mountain, doing what they loved most. Over 3,000 bikers rode in their memorial procession.

—Jim "Alien" Hughett



Photo: from Steve "Mad Dawg" Curran

Richard Quigley & Steve Bianco Southern California

Richard Quigley and Steven Bianco are two "freedom fighters" who deserve a giant slice of raisin pie. As founders of the Helmet Law Defense League, these guys have delivered some powerful punches in our fight for freedom.

Steve "Red" Barron, a member of ABATE of California's Board of Directors, stated it best when he said, "I feel honored that Quigley and Bianco are my friends and brothers in our struggle against the helmet law and all injustices

against bikers. I could go on and on about what they've accomplished, but the list would be too long and probably incomplete. I'm beginning to take for granted their habit of progress and success."

It should be noted that Quigley and Bianco are working closely with attorney "Skip" Raring in our *Easyriders* Freedom F.I.G.H.T. federal lawsuit. With a winning team like this, they'll blow the doors right off the national helmet law.

—Twiggy



Richard Quigley



Steve Bianco

Shack O' Shame

Kenneth R. Janowski Southern California

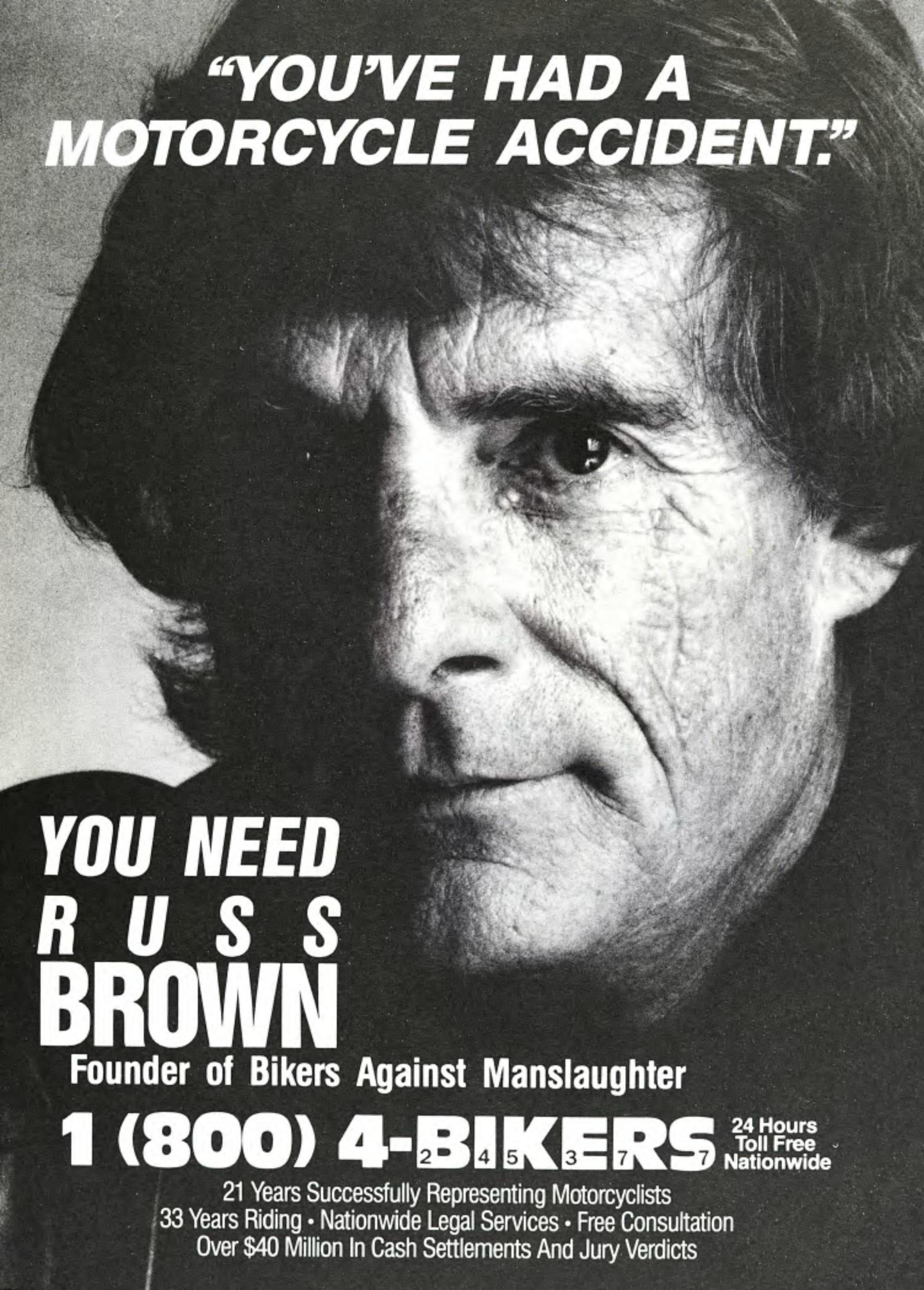
Hell, I like Andy of Mayberry just as much as the next guy, but just 'cause Kenneth Janowski happens to be Andy's double doesn't make him any less dangerous to the freedoms we've worked our butts off to preserve. It's always these well-intended wolves in sheep's clothing that try to systematically snatch away our freedoms. I mean who'd ever think that a respectable engineer at Rocketdyne would sit around dreaming up tests for the risk level of mounting a

bicycle (as in the kind ya pedal).

Janowski's not satisfied that on Jan. 1, 1994, a mandatory helmet law went into effect for kids who ride bikes. He wants to protect all adults from the perils of pedaling as well. To further his helmet-lovin' cause, he has devised an "oatmeal test" in which he prods a bowl of mush to demonstrate its similarity to the softness of the human brain. Unfortunately, what the test fails to take into account is the oatmeal between his ears. —Clay Dog



Illustration: Jon Towle



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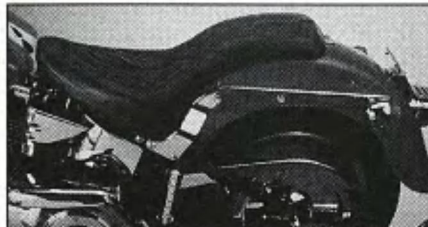
Power Video

I've known the developer of this video for 25 years. He helped me build my first engine. Andy Hanson produced *More Power* after dyno tests recorded a 60-percent horsepower increase, from 44 to 70, at the rear wheel of his Harley. This tape demonstrates bolt-in ridability in a step-by-step procedure and includes specific product recommendations (and tools). *More Power* is available in many shops or directly from H/E/S Performance Products, Dept. ER, 4156 Mildred Ave., Los Angeles, CA 90066.



Freight Truck

This has been the rage, and Competition Motorcycles, Inc. has now developed series #2 (I missed series #1). It's a 61-inch, baby blue 1915 Emblem V-twin. The bike printed on the side of the 1930 Toy Freight Truck Coin Bank was purchased from the estate of motion picture star Steve McQueen. It has "Black Hills or bust, Sturgis 1993" on the back door. All the banks are numbered and available from Competition Motorcycles, Inc., Dept. ER, 8318 Braniff, Houston, TX 77061, (713) 644-4922.



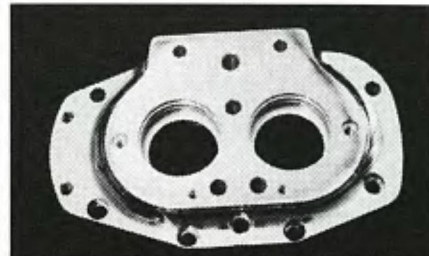
Corbin Cobra

This is one of the many hot saddles from Mike Corbin. This particular seat is made from leather with subtle stitching and perfectly fits the contours of a Softail. Corbin has been in the business long enough to know how to build a substantial bike seat that looks good and retains high comfort levels for long rides. For more information about his line drop a dime and request a catalog: Mike Corbin, Dept. ER, 11445 Commercial Pky., Castroville, CA 95012, (408) 633-2500.



Street Sweeper Cams

From the family dealership that lives to race comes a new line of cams. The Bartels' "Street Sweeper" series was designed and developed to work best with particular engine rpm ranges and to complement engine tuning components for the optimum performance. For the data on which model will work best with your style of riding and performance components, write Bartels' Performance products, Dept. ER, 9461 Jefferson Blvd., Culver City, CA 90232, or call (310) 842-8081.



Billet Transmission Trap Door

Kenny Boise and the Pro Street Chassis crew is building these billet aluminum doors for all 5-speed transmissions. They're CNC-machined from 6061-T6 aluminum. This design is much stronger than standard cast doors, for those of us who aren't satisfied with stock motors and put a greater load on the drive line. The result of the tougher door is less main shaft flex for smoother shifting and added durability. For all the skinny on these units, contact Mike Hogan at Pro Street, 11290 Sunrise Gold Circle, Dept. ER, Suite E, Rancho Cordova, CA 95742, (916) 852-9116.



Fringed Levers

Drag has developed black leather lever covers featuring foot-long fringe for that wild, "in the wind" look. They are designed to fit 1993 OEM spoon levers. Drag Specialties also has complementary grip covers with fringe. For more information contact Drag Specialties, P. O. Box 9336, Minneapolis, MN 55440, or see your local shop that carries the fine line of Drag parts.

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 2,500,000 readers every month, call (818) 889-8740.

HARLEY PARTS

ANTIQUE PARTS: Knucklehead, Flathead, Big Twin and Flathead 45° engine, top-end rebuild parts. 40 page catalog: \$1, outside U.S.; \$2. Worldwide shipping. Kick Start M/C Parts, Box 1338, Big Rapids, MI 49307, (616) 796-3334.

ANTIQUE PARTS: Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200. International source of restoration parts. Catalog, \$5.

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: 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.

HEADS: Port & Flow Heads, dual plugging, hardened seats. Flow bench test and dev. Our heads out flow stock by 35-40%! Let our drag racing exp. work for you! Call for prices of machine shop services. Vee-Twin Cycle, 713 Diamond Lake Rd., Mundelein, IL 60060, (708) 566-4626.

RESTORATION: Harley-Linkert Carbs, complete rebuild with brass floats. Leather solo and buddy seats redone as original. Fat bob speeds, '36-'61, cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

SALVAGE & RESTORATION: H-D motorcycle & Servi-car salvage. Used, rebuilt, new, old, stock parts, rebuilt Harley Linkert carbs. Leather seats redone as orig. Fatbob speeds, '36-'61 complete cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

VALVES: Classic Enterprises, "The Head Masters," unleaded flat valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1R0, (705) 456-6622, FAX, (705) 456-0360, USA: Kayce, Rt 228, Buffalo, NY 82834.

WHEELS: CUSTOM WHEELS lacing & truing. Save \$5 on spiral, diamond, spokes. Complete wheel ass'y, chrome hub exchange & much more. UPS shipping. '93 catalog: \$2 refundable. 975 West St., Attleboro, MA 02703. Orders: (800) 544-6770, Fax/Foreign: (508) 222-0581. Dealer inq. invited.

MAIL ORDER/H-D PRODUCTS

COLLECTOR BANKING: DAYTONA BIKE WEEK '94/Daytona American M/C on discast '31 Int'l freight truck coin bank, mfg. by J.L. ERTL, INC. Sold indiv. or by the case. Call (215) 562-5559. Also Indian, Laconia & other M/C related banks. For list, send SASE to Gallagher Productions, 198 Ridge Rd., Shoemakersville, PA 19555, Visa/MC accepted.

COLLECTOR BOOK: The Magnificent Motorcycle Art of David Mann Vol. 1. 50 of the best David Mann centerspreads from Easyriders are assembled in this large 16 1/2" x 10 3/4" book and personally autographed by David Mann. A collector's item for sure! We have a limited supply on hand so get 'em while you still can! Only \$49.95 + S & H. Call now, (800) 247-6246.

HATS: HATS ON is offering top quality Western style Harley-Davidson hats. 6 different styles to choose from. Send now for your free color brochure. HATS ON, Box 10, Alton, NJ 07501. MADE IN USA.

JEWELRY: GOODNICK NECKLACE—The latest in biker gear! Goodnick comes with quality leather neck strap and care guide. Order you dick today; \$8.50 + \$1.50 S&H. Innovative Products, Box 51706, Bowling Green, KY 42102-6706.

LEATHER GLOVES: Fingerless Shorts, top quality XS-XXL ONLY \$7.95. Send certified check or money order to J.P., 5414 Turtan Ln., Port Orange, FL 32127, (904) 760-1581.

LEATHERS: LAREN LEATHERS, buy/sell, new/used biker duds—from head to toe (hats, jackets, vests, gloves, belts, pants, chaps, all kinds of boots, chaps, dusters, luggage, police gear, etc.). Huge inventory! \$2 for catalog to Box 33, Riner, VA 24149, (800) LARSEN-4. "Have Leather Will Travel".

MC PATCHES: Semel's Custom Colors, made in the USA. Manufacturing colors for over 50 years. Finest quality, discount prices, fast local service. 76 Lexington Ave., Passaic, NJ 07995, (201) 473-3959, FAX: (201) 473-8895.

MUSIC: "Biker Party King," "Pussy Licking Tommy," "Sally's Hairy Pussy," and 14 more nasty songs on two cassettes. Send \$14.95 to Mack Banks, Box 17, West Point, MS 39773.

PARTS & ACCESSORIES: Free 200-page catalog. Harley parts & accessories. Call (216) 364-6519 or write to H & M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail Only.

PARTS & ACCESSORIES: Tans Cycles Parts for H-D parts & accessories. Catalog: \$5. Box 550(EB), North Beach, MD 20714, (410) 257-4619 or (301) 855-8337.

T-SHIRTS: CANADIAN VIETNAM VETERANS, QUEBEC MEMORIAL needs your support. T-shirts; \$18.50, Sweatshirts: \$27, sizes S-XXL. Pins; \$6. Vet or Supporter patches; \$5.50 All postage paid. Donations to C.V.V.Q. and orders with shirt size to Rowend, 5740 Coonbrook Ave., Montreal, Quebec, Canada H3X 2M1.

T-SHIRTS: Barnett Harley-Davidson from \$11.95 ea. (\$9.95 ea. additional). Five colors, all designs in stock, shipped UPS/OD same day. 9501 Montana, El Paso, TX 77925, (915) 592-5804 or (800) 736-8173.

T-SHIRTS: Brooklyn H-D Sales Corp. Various front designs with our back logo; \$17 ea., plus \$2 S & H (U.S. funds only). 3449 R. Hamilton Parkway, Brooklyn, NY 11218, (718) 851-6666.

T-SHIRTS: Hacienda Harley-Davidson of Safford, AZ. First shirt; \$15.75. Each additional shirt; \$12.50. 100% heavy cotton, 5-color design. Credit card or pay in advance. Shipped UPS. XXX available. (800) Bike 4 U 2 or (602) 428-4700.

T-SHIRTS: PRISONERS OF WAR FREEDOM FOUNDATION; black P.O.W. T-shirts; \$15 (short sleeve only), sizes M-XXL and "Jane Fonda, American Traitor — BITCH" patch; \$7 ea. Box 26057, San Diego, CA 92196.

T-SHIRT: Easyriders Store, Coconut Grove, 2996 McFarlane Rd., Coconut Grove, Miami, Florida, (305) 567-9299. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Daytona, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Fayetteville, 4424 Beagle Blvd., Fayetteville, NC 28303, (919) 864-8811. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Hollywood, 7450 Melrose, Los Angeles, CA 90064, (213) 658-8817. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Houston, 5803 Richmond, Houston, TX 77057, (713) 266-5400. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Laredo, 502 West Calton Rd., Laredo, TX 78041, (210) 723-9231. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Long Island, 201 Main Street, Port Jefferson, Long Island, NY 11777. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Memphis, 5124 Poplar Ave., Memphis TN, (901) 767-7433. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Naples, 1450 Airport Rd., Naples, FL 33962, (813) 262-8802. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, San Diego, 363 Fifth Ave., San Diego, CA 92101, (619) 234-6009. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Portland, 17999 S.W. Lower Boones Ferry Rd. Portland OR 97223, (503) 684-5499. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Scottsdale, 3748 No. Scottsdale Rd., Scottsdale, AZ 85253, (602) 947-4423. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: Easyriders Store of St. Louis, 14912 Manchester Rd., Ballwin, MO 63011, (314) 230-6400. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Donnelly's Easyriders, U.S. 1, 90 Lafayette Road, North Hampton, NH 03862, (603) 964-8127. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

VIDEOS: Daytona Bike week videos: 1992, 1993, 1994 just \$16.95 ea. or \$48 for all three. Add \$4.00 S/H for each video ordered. Send check/cash/M.O. to Event Videos, Box 18315, Knoxville, TN 37918 (TN res. add sales tax).

VIDEOS: MOTORCYCLE MEMORIES: Never seen footage of motorcycle action. 1954-67. From tours to drags, this film has it all. 60 min. VHS; \$18 + \$3.50 S&H payable to L.W. Thomas, Box 427-512, Tustin, CA 92681-0427, (714) 544-6318.

VIDEOS: Nudity in the streets. See the party on Bourbon Street. Find out what Mardi Gras and the French Quarter are all about. Mardi Gras Videos. Send \$1 for color brochure. EASYVID, Box 71634, New Orleans, LA 70172.

MISCELLANEOUS

DEALERS WANTED: Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206, Dept. P. 112 page, color catalog. H-D accessories/Genuine Bikerware. Call/write (414) 263-3000, FAX: (414) 263-2001. WHOLESALE ONLY!

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SHOE REPAIR & WATERPROOFING SECRET: For name of best type, where to buy & how to apply. For shoes, boots, golf shoes & chaps. Call Northeast Shoerpair, (900) 786-5555, \$1.95 per call or write Northeast Shoerpair, Box 12661, Reading, PA 19612. Must be 18 years or call.

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GUIDE TO CUSTOM WHEELS



Wow. What happened to wheels? While I was busy looking at carbs and clutches and the other essentials that make Harleys run, I forgot to step back and look at what was under those fenders. I was dreaming about some nice Aero SL wheels from Performance Machine when something grabbed my attention. I think I was snake bit by a "Viper"... or maybe I'd been "Swept" away ... or did I have a "Blade" stuck in my heart? Okay, okay, I could just keep rolling, but some of the manufacturers didn't give me any hot names to play with.

Before I start daydreaming again, there are some facts that need to be mentioned. First is the fact that lightweight wheels soak up less horsepower than heavy wheels. Second, lightweight wheels tend to stay on the ground better than heavier wheels when running on rough roads or over expansion joints in the freeway. In high-speed turns this can make the difference of completing the turn or not. In a straight line, light wheels react better to what your shocks and springs are trying to do. Third, is what happens when you want to go from a straight line into corner. At higher speeds, heavy wheels don't want to change direction. Making them turn requires more muscle, and once in the turn it takes the same force to pull out.

So now you know why you feel tired and beat after a long ride. Looks and performance are the reasons to consider changing wheels. The daydream starts here.

—Wrench

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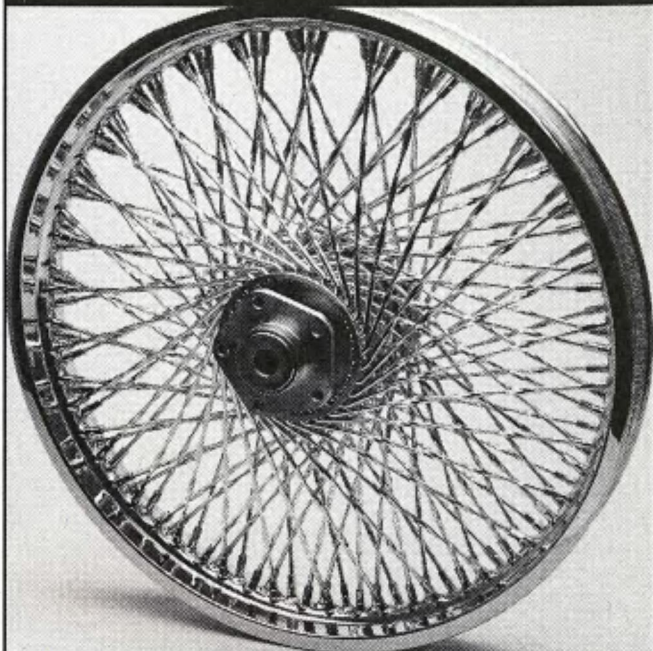
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A new line of custom wheels for Harleys are offered in four dynamic styles. The line features A356-T6 cast aluminum main body and rim construction, coupled with the Billet Sturgis Quik-Change end caps. All wheels come with a new Diamond Lustre finish, bearings, and spacers.

PAT KENNEDY'S CUSTOM MOTORCYCLE

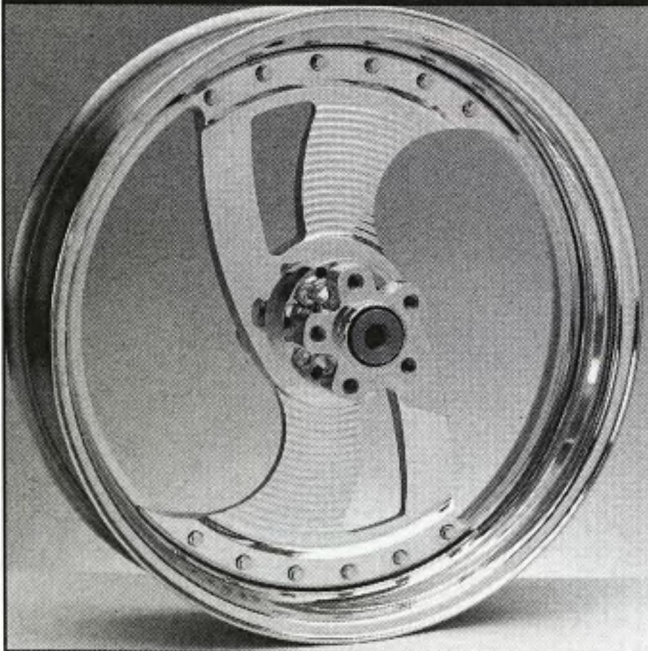
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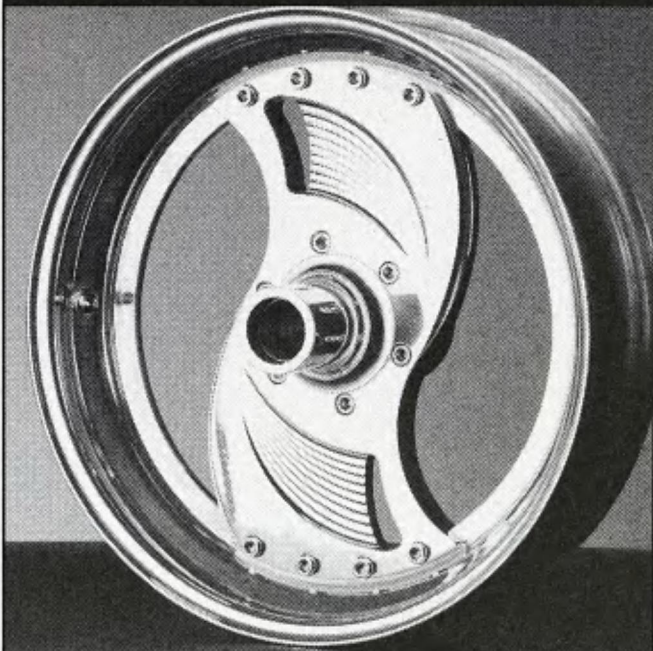
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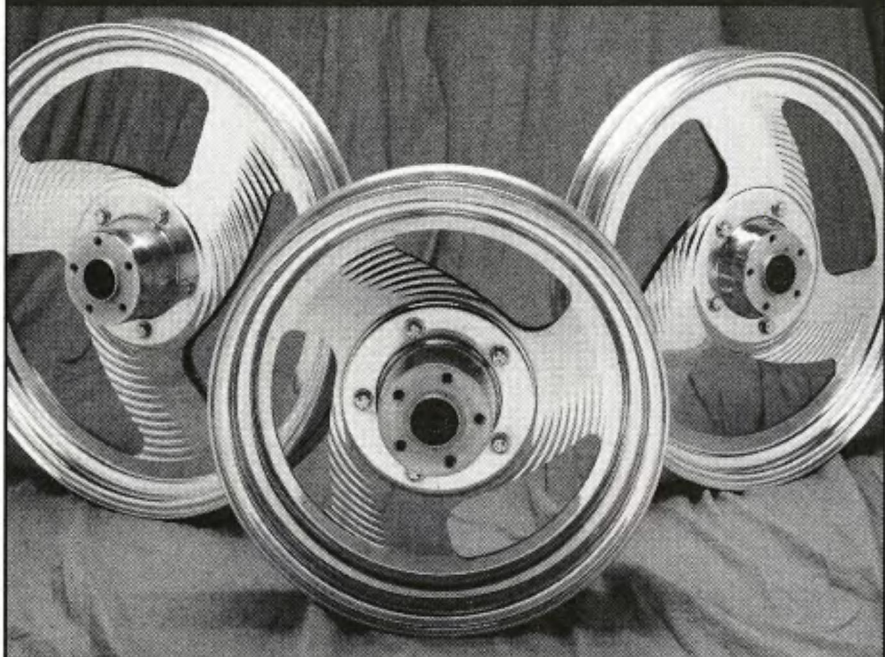
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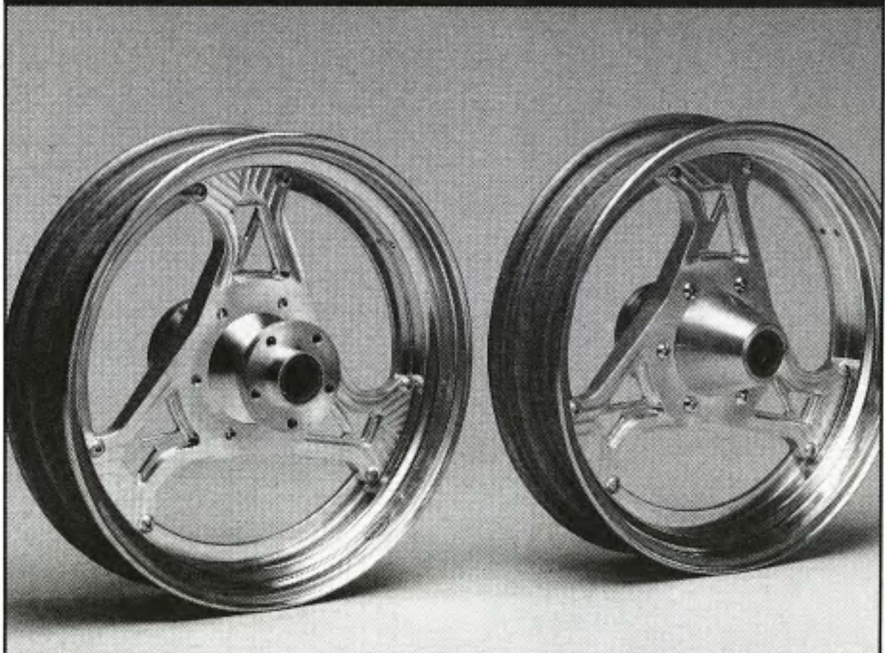
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Valinita Johnson, Hampton, Virginia

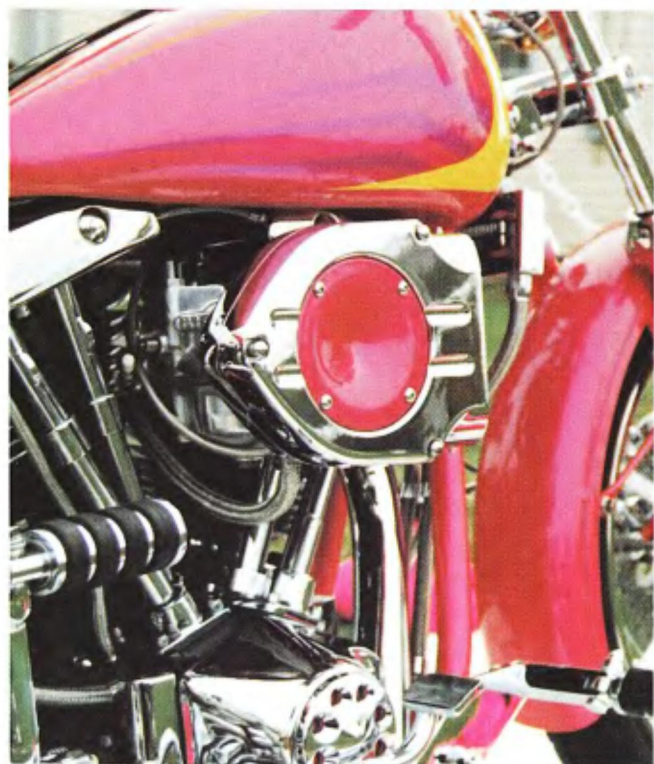
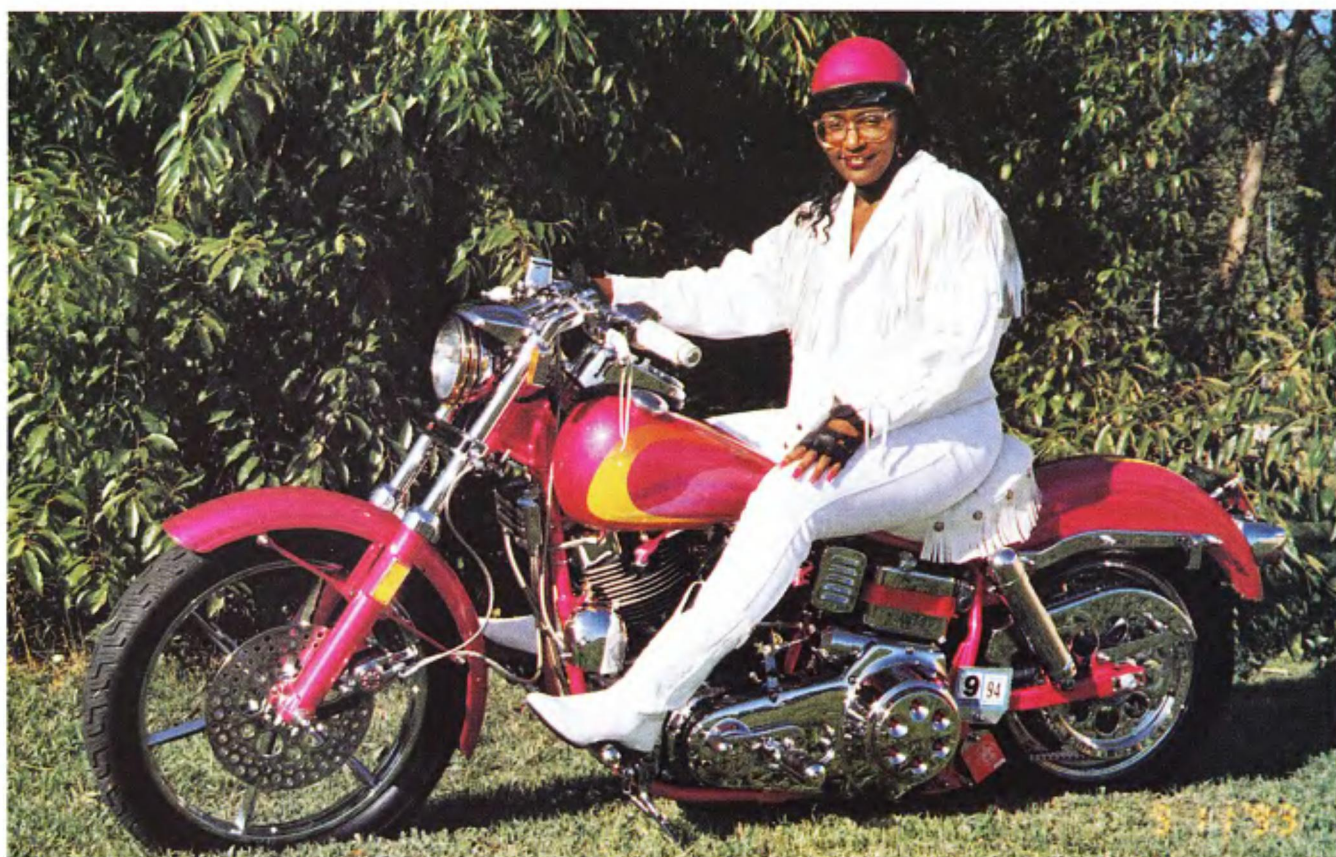
1984 Harley-Davidson Low Rider

During the workday, Valinita Johnson can be found crunching numbers in the finance department of NASA, but on weekends, weeknights, and whenever the temps stay above freezing, she trades in the swivel chair for a rolling rocket ship and blasts off into another dimension. Next stop—Daytona.

When I spoke to Valinita, she and her husband, Gator, the man responsible for bringing this Low Rider to life, were getting ready for Bike Week '94. Though she's been riding for five years, this is her first run to the sun, and to make matters even more exciting, it's her first big event on her own scooter. When Gator picked up this bike in 1990, it was nothing but fenders, tanks, and wheels. Over the next two and a half years, in between getting married, buying a house, and paying all life's inevitable bills, the putt known as Pink Pearl was completed. "I got the idea of the color pink pearl from my husband," says Valinita. "He saw the color on a '49 Mercury. We both wanted a color that was going to catch the eye. I wanted people to see me coming."

People have certainly noticed this scooter. It's picked up a handful of trophies in Virginia shows, and they're planning to enter it in a show in Daytona. But what concerns Valinita most is riding. "What I enjoy most is knowing that I'm in control of my own bike. It's such a great feeling to hear the sound of those drag pipes as I cruise the open highway." That says it all. —Two Step

General		Forks	
Fabrication: Gator		Type: narrow glide	
Year and make: 1984 H-D		Builder: H-D	
Model: Low Rider		Special features: 2-inch under tubes	
Chroming: Royal Silver		Accessories	
Engine		Bars: CCI	
Year/model: 1984 shovelhead		Lights: CCI/H-D	
Rebuilder: Bryant Cycle Service		Gas tank: H-D	
Displacement: 80 cubic inches		Oil tank: stock	
Transmission		Seat: custom	
Shifting: 4-speed		Other: Kuryakyn front pegs	
Trans sprocket: stock		Wheels	
Wheel sprocket: belt		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Painter: Pierce Custom Paint		Tire: Dunlop	Tire: Dunlop
Color/type: pink pearl/urethane		Brake: H-D	Brake: H-D
Special paint: pearl graphics		Special modifications: Special thanks	
Frame		to my husband, Gator, Pierce	
Year/builder: 1984/Gator		Custom Paint, Bryant Cycle Service,	
Type: swingarm		and Billy Cannon.	
Alterations: painted		Photos: Terry Pierce	





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MARIPOSA FEST '93



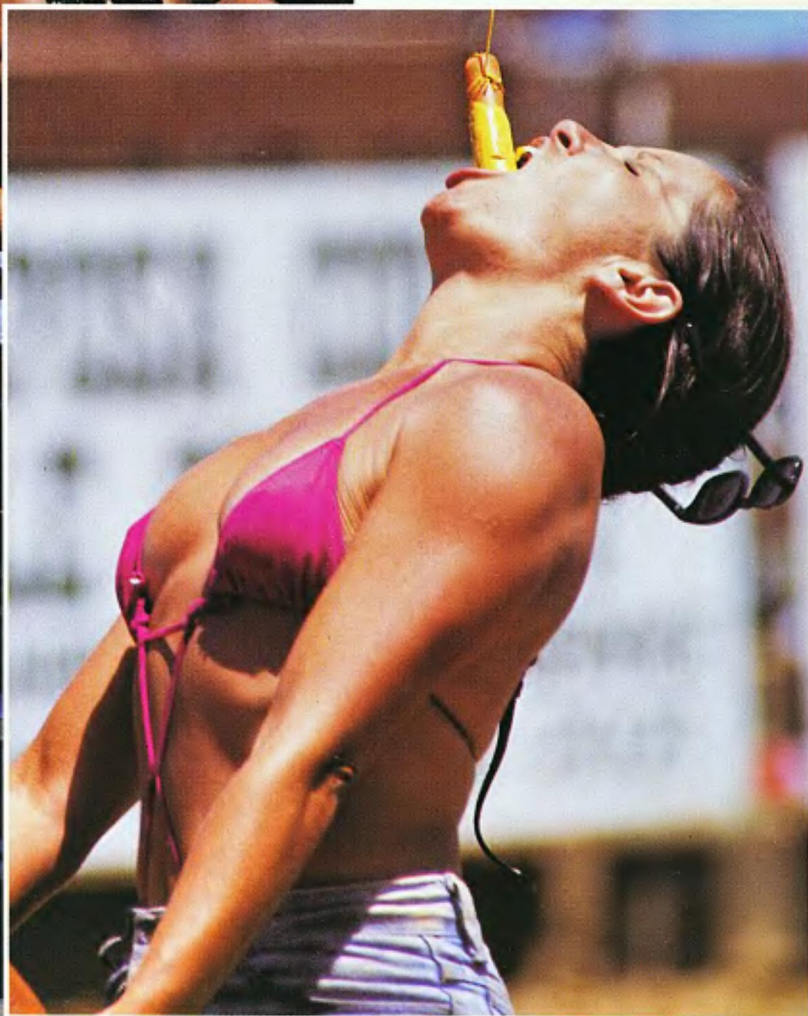
BIKE

What's more fun than 4,000 pounds of wet tits? What serves up more great grub and frosty brew than you can possibly gorge yourself with? What offers nonstop, kick-ass bands playin' the weekend away under a starry sky? No, it's not a Rocky And Bullwinkle Film Festival—it's the world-famous Mariposa Bike Fest.

Every year, brothers and sisters from all across America putt to sunny central California to kick off the summer with a bitchin' biker blowout. One warning, though; if you don't like boobs, bikes, and beer, this event ain't for you. Maybe you wanna try out the bowling tournament in Sacramento, or the nature walk in the Sequoias. Bike Fest is about riding American-made motorcycles and havin' a good ol' time.

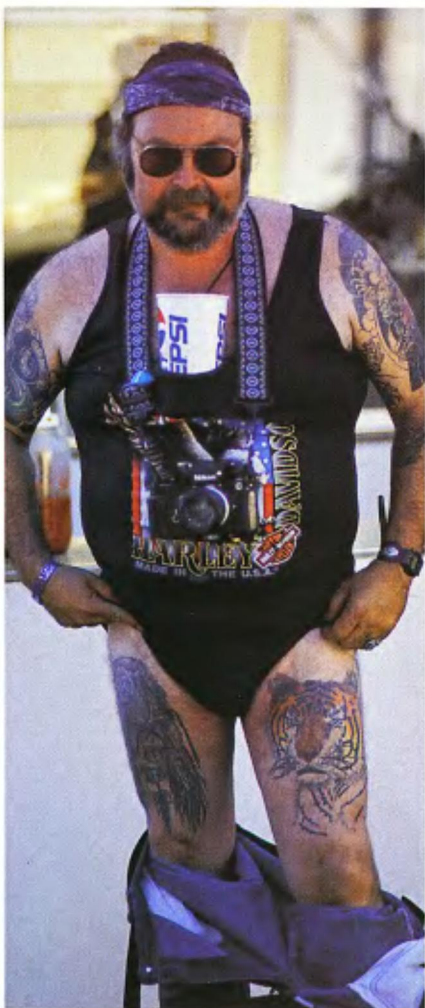
By the time I rode into Mariposa late Friday night, the party was already in full swing. The Fried Brothers Band made me put on my →

*Scooters,
Hooters,
And
Rock 'n' Roll*



boogie shoes, and, in no time, I was hoofin' it up with a sweet l'il gal. Her name was Moonbeam . . . or Moonshine . . . or somethin' like that. I was out to prove to her that you meet the nicest people on a Harley, and she was out to prove that she could drink five times her weight in Jack Black. Ain't love grand?

The bike games and events on Saturday and Sunday were hot; I mean *really* hot, bcin' that it must have been near 90 degrees in the shade at the fairgrounds. But if a cold brew or a wet T-shirt couldn't cool you off, there are some of the most beautiful roads in the country just a heartbeat away. Mariposa sits smack dab on the edge of the Sierra National Forest, a short ride from the Yosemite National Park (I think that's where Yogi Bear lives). Those curvy mountain roads can only be matched by the sultry curves of the fine Harley honeys who make Bike Fest a feast of

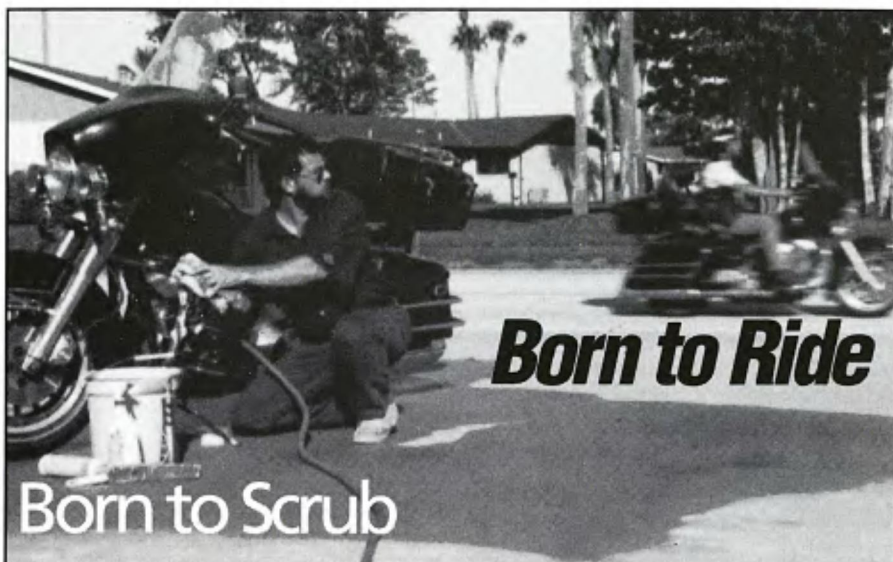


jigglin' jugs and smilin' mugs.

But wait, there's more. The three-day event boasts bike shows, tattoo shows, and yes, beauty shows. If your eyeballs don't get a workout after all that, you must be into flower arranging. Besides the shows, the sound of Milwaukee thunder echoes all weekend long at the bike games and events. There's also an indoor trade show with plenty of vendors for all your scooter needs. For those in need of some fresh ink, talented tattoo artists were on hand to make your skin art dreams come true.

If you found yourself too pooped to party, the campgrounds offered plenty of room to snooze. Best to get to the grounds early for the best spots, though. I particularly enjoyed the midnight appearance of the dreaded watermelon fish. I sure hope that bro found his pants.

You say you missed out on Bike Fest '93, or you attended but trashed so many brain cells that you don't remember it? Not to worry, Bike →



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Born to Scrub

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

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

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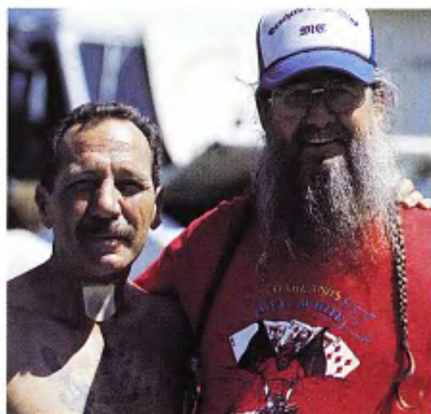


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For more info check out the full page ad in this issue or write to: Bike Fest '94, P.O. Box 1025, Agoura Hills, CA 91375-1025. —Phantom





Photos: Fast Eddie, John Swart



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HOPE IN THE AIR

Motorcyclists Find An Ally In The ACLU

This is the second of a two-part article describing recent trends in health insurance law and motorcyclists. Part one showed how health insurers are stripping or reducing benefits to motorcyclists. This part describes the legal challenges to that trend.

As health insurers and health maintenance organizations (HMOs) are stripping benefits to members who ride motorcycles, the members are looking to the courts and the U.S. Constitution for protection. This makes sense; our nation's courts are the place where individuals' rights are often vindicated.

Constitutional challenges to health insurers' actions in stripping motorcyclists of their benefits have met with some success, primarily in one category: The Equal Protection and Due Process clauses of the Constitution provide protections for government employees against discrimination from the government. For example, the city of North Miami recently enacted an ordinance preventing any smokers from municipal employment. The ordinance is simple: If you're a smoker, on or off work hours, you can't work for the city. However, since the city of North Miami is a governmental body, its employees are protected by the Constitution. Based on this, the American Civil Liberties Union (ACLU) has challenged the constitutionality of this ordinance in court. The result of this challenge will help to determine the extent to which the Constitution protects public employees.

But what about the majority of Americans who do not work for the federal, state, or local governments? The same constitutional guarantees of equal protection may not protect against private employers or health insurers and the battle may have to move to another front.

In some circumstances, state law may provide some protection where federal law does not. In Wisconsin, for example, employees are protected by law from "discriminatory actions." Employers can't discriminate on the basis of arrest record, age, race, creed, color, handicap, marital status, sex, national origin, ancestry, conviction record, or membership in any branch of the armed service.

Nearly all other states provide some protections for employees based on activity outside of the workplace. In

California, for example, employers cannot discriminate against employees who have filed worker's compensation claims, limit their employees' political activities, "spy" or hire "observers" to maintain surveillance on employees, or discriminate on

health care reform package into Congress. The reform package does not have any limitations based on activities the member may have been doing at the time the health care is needed. Importantly, in this proposal, there is no lifetime limitation on bene-

Ninety-six percent of Americans said it was inappropriate to base employment on whether the potential employee is a motorcyclist

the basis of an AIDS test. Florida state law also prohibits employers from discriminating against worker's compensation claimants and protects employees' rights to engage in political activity. Minnesota limits the extent to which employers can require drug or alcohol testing, as well as the use of polygraph tests. North Dakota law allows employees to campaign in political elections and for elected positions in groups and clubs without fear of discriminatory actions by their employers.

However, when it comes to protection for motorcyclists, one ally we have found is the ACLU. Its Task Force for Civil Liberties in the Workplace has become interested in the problem of motorcyclists facing the loss or reduction of health insurance benefits because they choose to ride. The key to ensuring continued protection against discrimination based on nonwork activities is in enacting legislation protecting employees in their nonwork leisure activities. The ACLU is lobbying at the state level to achieve just this goal. They have a model act, the full text of which is set forth at the end of this article.

There is hope in the air. As I mentioned in the last article, members of the New England Teamsters Union successfully lobbied their union to win back health insurance benefits for motorcyclists. A poll taken by the National Consumer's League indicates that 96 percent of Americans said it was inappropriate to base employment on whether the potential employee is a motorcyclist. And on September 7 of last year, President Clinton introduced his

fits, as there is in many other plans.

However, public support must be used to pressure both Congress and the states to adopt the ACLU's model code prohibiting lifestyle discrimination. While the proposed health care reforms allow coverage for all members, the ACLU's Act adds the protection of prohibiting employers from discriminatory employment and promotions based on nonwork activities. Only then will bikers be able to ride freely and openly without the fear of losing their health insurance, jobs, and liberty.

—Michael F. Hupy, Attorney At Law
Jacobson & Hupy, S.C.

The following is a model act adopted from the Legislative Briefing Series, "Lifestyle Discrimination," of the ACLU:

A Model Act

1. Prohibited Practices

1.1 It shall be illegal for an employer to discriminate against any employee or applicant on the basis of that person's conduct during nonworking hours away from the employer's premises or on the basis of personal characteristic, unless that behavior or characteristic affects the person's ability to properly fulfill the responsibilities of the position in question.

1.2 No employer shall collect information about the off-duty behavior or personal characteristics of employees or applicants which would not be a legitimate basis for personnel decisions under section 1.1.

2. Exceptions

2.1 Nothing in sections 1.1 and 1.2 shall

be construed to make it illegal for an employer to:

2.2 Maintain a bona fide conflict of interest policy. This section applies only to current employees and does not affect the law of this state regarding restrictive covenants for former employees.

2.3 Refuse to employ a person whose off-duty conduct, while not incompatible with the requirements of the position, is incompatible with the fundamental objectives of the organization.

3. Enforcement

3.1 Any person who has been aggrieved by a violation of this Act shall have a private right of civil action in any court of competent jurisdiction in this state.

3.2 In any such civil action the plaintiff shall have the burden of proving that he or she was qualified for the position in question. The defendant shall then have the burden of producing a basis for its decision which is consistent with this statute. The plaintiff then has the burden of proving by a preponderance of the off-duty behavior or personal characteristics. The defendant then has the burden of proving that this behavior or characteristic is job related.

4. Remedies

4.1 A prevailing plaintiff in a civil action under this section is entitled to:

4.2 Injunctive relief.

4.3 An award of damages equal to the harm caused by the violation (both economic and noneconomic) or \$1,000, whichever is greater.

4.4 Full costs of action plus reasonable attorney's fees.

5. Waiver

5.1 The rights and procedures provided by this Act may not be waived by contract or otherwise, unless such waiver is part of a written settlement agreed to and signed by the parties to the pending action or complaint under this Act.

As of January 31, 1993, 29 states have enacted this statute or some variation of it that guarantees employees privacy and protection in their nonwork activities. These states include the following:

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Connecticut	North Dakota
Illinois	Oklahoma
Indiana	Oregon
Kentucky	Rhode Island
Louisiana	South Carolina
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Knuckle Dragon?*

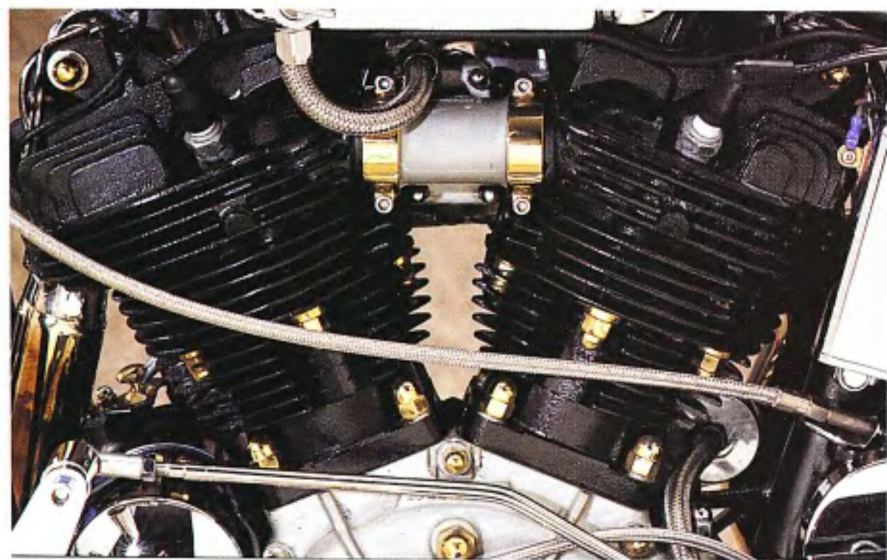
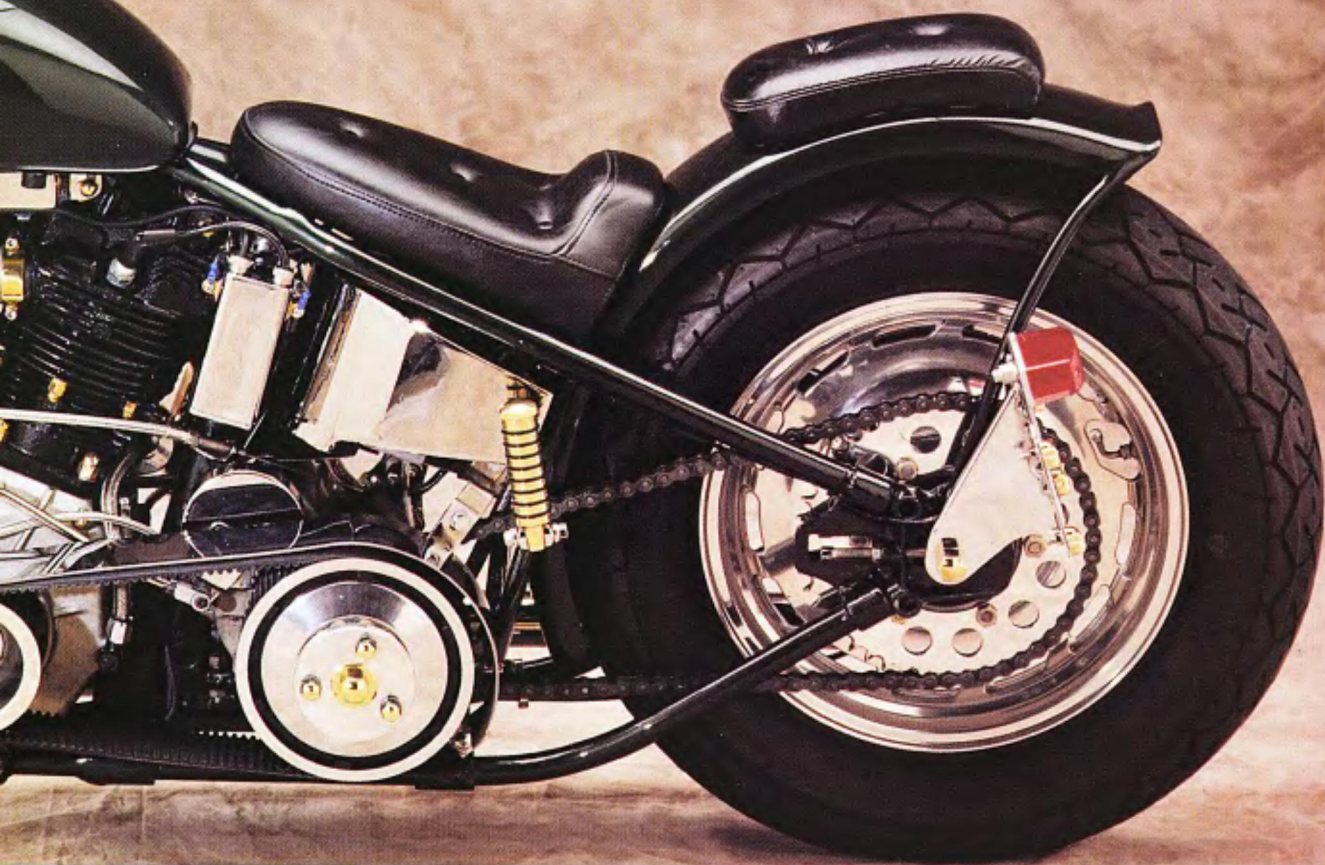




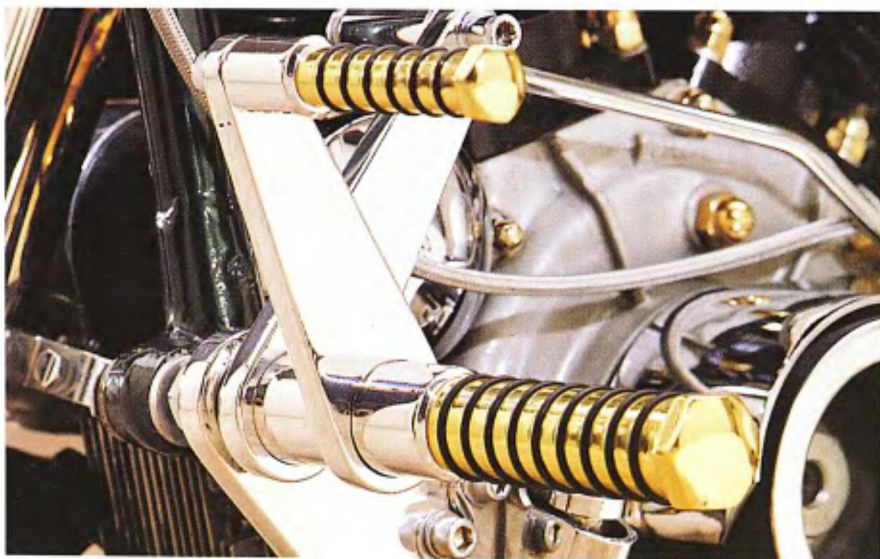
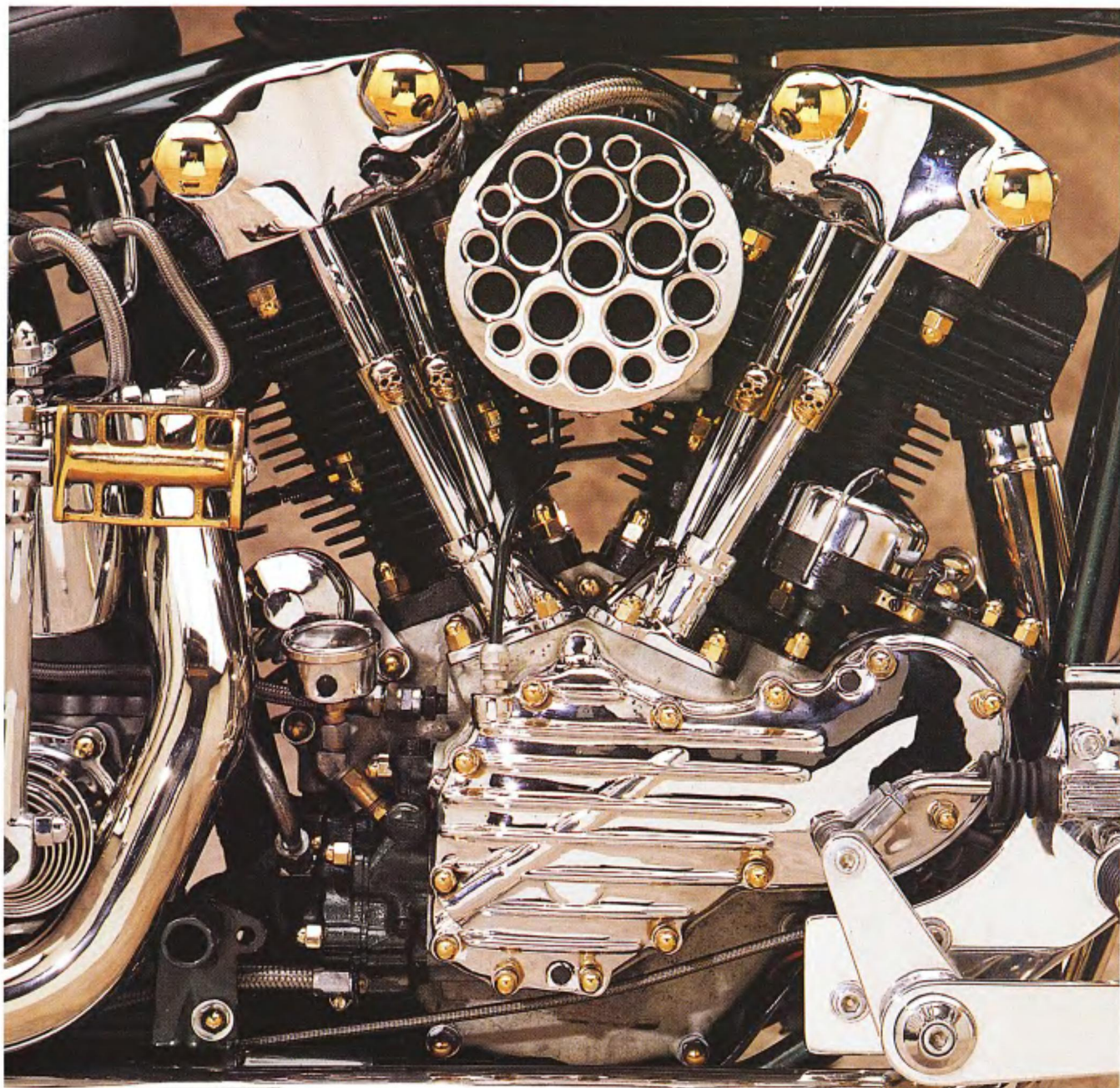
What's dark green, mean as sin, and breathes fire? It could be this dragon dragster belonging to Scott Marshall of Hutchinson, Kansas. Scott's a 27-year-old machinist and tool and dye man with a love for buildin' trick scoots. Believe it or not, this is Scott's first full-on Harley fabrication. Before this bad boy, Scott rode a 1989 1200 Sporty, but he eventually got in the mood for something nostalgic. He found the knuck and picked it up for a steal. 'Course, she was sportin' a jockey shift and barely made it home. That's where the work began.

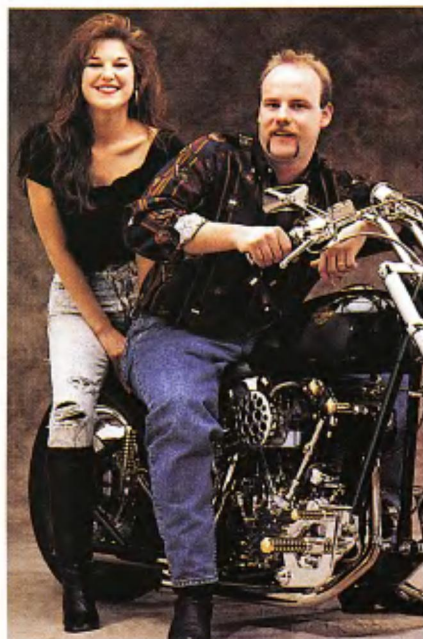
Take a good gander at the





machine work on this scoot. Scott did 90 percent of the one-of-a-kind fabrication himself with a little help from his bro Rick George. It's rare to see a first-time bike builder do so much special fabrication. Check out the pegs, turned lower forks, rear fender, and how about those wicked wheels? Scott stripped the bike down and raked the stock EL frame 40 degrees for a low, lean look. The engine was a stock 61 cubic inches when she sputtered into his shop, but Scott bored her out to 74 cubes. The tank came off of a stock Super Glide and had to be altered to fit, then molded to the frame. →





When it came time to paint his pride and joy, Scott shot a dark green enamel over gold pearl. And yes, Scott painted this primo putt himself. You would think that would be enough; I mean, who goes to the trouble of fabricating his own seat? Scott did. In fact, there isn't one inch of this gnarly knuckle that Scott hasn't massaged in one way or the other. The end result won Scott first place as best overall motorcycle at the Darryl Starbird Bike Show in Wichita last year.

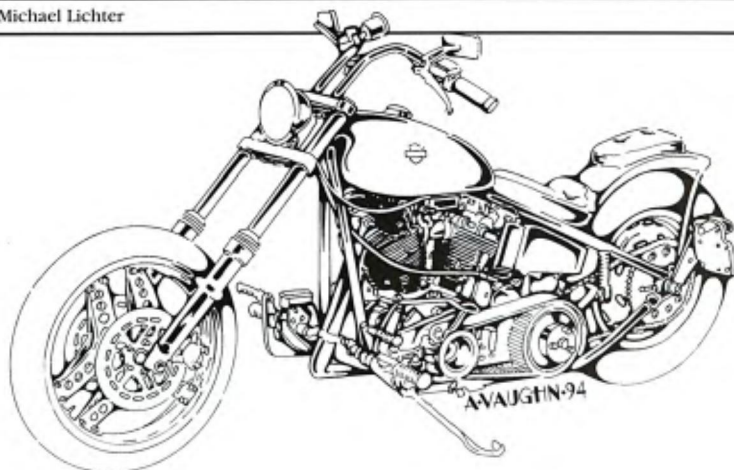
You might think this show bike is one of those just-for-looks deals. It ain't. Scott's piled up thousands of miles on her this year alone, and he spends all his spare time cleaning and polishing to keep the road abuse to a minimum.

Scott's entire family rides, or at least wants to. His wife, Debbi, has been riding Harleys longer than Scott has, and their kids, four-year-old Tarryn and five-year-old Brittany, can't wait until the day that dad will take them for a ride on the back. Maybe Scott ought to get busy building bikes for the rest of his clan.

He's considering a panhead or maybe an Evo in a rigid frame as his next project. Keep it up, bro. Let the flatlands of Kansas hear your thunder.

—Phantom

Owner(s): Scott and Debbi Marshall		City: Hutchinson, Kansas	
General		Frame	
Fabrication by: owner		Year: 1940	
Year and make: 1940 H-D		Builder: H-D	
Model: knucklehead		Type: knucklehead	
Value: within reach		Rake: 40-degree	
Assembly by: owner		Stretch: none	
Time: seven months		Other alterations: none	
Chroming by: Art's Brass & Chrome Plating		Accessories	
Engine		Bars: Drag Specialties	
Year: 1940		Grips: cushion	
Model: knuckle		Mirrors: Ness	
Rebuilder: owner		Risers: none	
Ignition: points		Fender(s): rear, fabricated by owner	
Displacement: 74 cubic inches		Headlight: CCI	
Lower end: H-D		Taillight: CCI	
Balancing: yep		Speedo: ES	
Pistons: S&S		Front pegs: fabricated by owner	
Cases: factory		Rear pegs: fabricated by owner	
Heads: H-D		Electrics: owner	
Cam: Andrews		Gas tank: modified Super Glide	
Lifters: Andrews		Oil tank: yep	
Carb(s): Zenith		Oil system: sure	
Air cleaner: yep		Primary cover: why?	
Pipes: 2-inch drag		Seat: owner	
Muffler(s): why?		Sissybar: nope	
Transmission		Forks	
Year: 1940		Type: FXWG	
Modifications: none		Extension: none	
Shifting: forward		Builder: long gone	
Engine sprocket: 3-inch Primo		Special features: chrome lowers	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 46-tooth		Front	Rear
Painting		Size: 18-inch	Size: 15-inch
Molding: some		Hub: owner	Hub: owner
Painter: owner		Rim width: 3-inch	Rim width: 4-inch
Color: green poly		Tire: Metzeler	Tire: Dunlop
Type: enamel		Brake: dual disc	Brake: disc
Special paint: gold pearl			
Special thanks: to Newton's Cycle (Newton, Kansas) for tech support and encouragement, Marting Metal Polishing, and Rick George. Most of all, thanks to Debbi, Tarryn, and Brittany.			
Photos: Michael Lichter			



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F.I.G.H.T. UPDATE

Higher Stakes

The following is a brief summary of the *Easyriders* Freedom F.I.G.H.T. case and where we are to date, as compiled by biker attorney Skip Raring.

Easyriders v. Hannigan (CHP Commissioner), which was filed in the California Federal Court, attacks the due process violations of law enforcement and its method of enforcing helmet laws. The first court ruling in that case can be looked at as two victories and one setback, moving the case closer to a resolution that will benefit all motorcyclists.

Easyriders v. Hannigan, filed May 27, 1993, in San Diego Federal Court, alleges violations by law enforcement of the rights of motorcyclists under the U.S. Constitution, and that law enforcement practices violated a Federal statute saying that no state may enforce standards which are not identical to Federal standards.

California is experiencing the type of enforcement that is also occurring in other states across the country, where police are using arbitrary standards to determine the kind of helmets we wear. A challenge of this type of enforcement on due process grounds will demonstrate that it is impossible to determine what helmets comply with helmet laws nationally and, therefore, will begin to define the constitutional problems with enforcing such laws nationwide.

On June 18, 1993, certain law enforcement defendants brought the motion to dismiss the *Easyriders* case under Federal Rule of Civil Procedure 12(b) (6), alleging that (1) the Complaint did not demonstrate violations of constitutional rights that can be addressed by a Federal court and (2) the Federal standards do not preempt state law. It was the intent of the defendants to get the case out of Federal court and narrow the issue to state law enforcement.

The court heard oral arguments on September 7, 1993, but didn't rule until January 3, 1994. The first victory came when the court denied the motion regarding the constitutional issues, holding that the Complaint alleged facts sufficient to establish a violation of constitutional rights in the way in which the helmet law was being enforced.

The court stated that if we can prove the

facts we have put forth in our complaint, the defendants will be found guilty of violating the U.S. constitutional rights of motorcyclists.

In a second victory, the court held that Federal standards *do* preempt state law and that state enforcement can only be of identical standards to the Federal standards. This also means that states can't use helmet laws to punish bikers.

The setback came because of the California case *Bubl v. Hannigan*, which was decided after our Complaint was filed. Although our court ruled that the states could not enforce a standard that was not identical to Federal standard, it held that the state law had adopted a standard identical to the Federal standard and, therefore, the acts the defendants alleged were in violation of the state law, not the Federal law. We believe this ruling is in error and have brought a Motion for Reconsideration on that issue alone. Even if we lose that issue, it only means that this particular battle will be fought in state court instead of Federal court. Thus, the Defendant's attempts to derail the *Easyriders* lawsuit is a bust, and the setback mentioned above is not a setback from a legal standpoint.

The court has determined that the battle on constitutional grounds started by *Easyriders* Freedom F.I.G.H.T. will be continued in the Federal courts, and that the defendants must respond to the alleged violations. The process of taking depositions from defendants has begun. As of now, the depositions relating to constitutional challenges have been encouraging. The CHP has been unable to define, with clarity, how a consumer can determine if he is in compliance with the helmet law. The CHP has only given vague standards and admits that even by following its guidelines, there is no assurance that a consumer will be in compliance with the law. This illustrates the constitutional arguments that the *Easyriders* Freedom F.I.G.H.T. is making.

The stakes are going up. You can help by purchasing an *Easyriders* Freedom F.I.G.H.T. kit. Remember, all proceeds from your kit go to battle helmet laws in court.. —Phantom

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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 info to: What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

Arkansas

RUN-WHAT-YOU-BRUNG MOTHER'S DAY DRAGS—May 7-8, Centerville Drag Strip, Centerville. Party on Saturday, racing on Sunday. Info: (501) 942-7553

California

EGAN'S MOTORCYCLE MUSEUM EXHIBIT—June. Wednesdays - Sundays. Info: (805) 933-1557

GRAND OL' M/C SHOW AND SWAP—May 22. Devonshire Downs, Cal State University, Northridge. Hours: 9 a.m.-3 p.m. Info: (818) 361-0205

WEST COAST BIKE FEST—May 27-30. Mariposa, MMA Division 8. Info: (916) 442-4727

NORTHERN CALIFORNIA M/C FEST—June 12. Laguna Seca, Monterey. Info: (408) 972-8063

Colorado

1994 SPRING OPENER—May 14. Canon City. ABATE, District 9. Info: (719) 275-6894 (days)

INAUGURAL IRON PONY EXPRESS—June 18-19. Run goes to Georgetown. Benefits the Colorado Easter Seal Society. Info: Candace (303) 233-1666

Delaware

ABATE OF KENT COUNTY POKER RUN—June 4. Sign-up: 10 a.m.-11:30 a.m., Seafarer Restaurant, Rt. 13, Woodside. Info: Janet (302) 697-1883

Florida

BIRTHDAY PARTY/1994 HERITAGE SOFTAIL GIVEAWAY—May 14-15. Sponsored by ABATE of Florida, Big Water Chapter. Info: (407) 597-3168

Georgia

GATOR SWAMP PIG PICKIN'—May 28-30. Brunswick. ABATE of Georgia, District 15. Info: (912) 729-4026

Hawaii

INVITATIONAL CUSTOM M/C SHOW—June 3-5. Maui Cultural Arts Center, Kahului. Info: (808) 572-0405

Idaho

BSMC OLD HIGHWAY 55 COAST RACE—May 6. Noon to dusk. Music and food to follow. Trophies for 1st, 2nd, and 3rd places. Rain date: 5/12. Info: ICMS, P.O. Box 2732, Boise, ID 83701

Illinois

GYPSY TOUR—June 12. The Dupo Quarterback Club in Dupo. (Highway 255, Exit #9) Info: (618) 277-8864 or (314) 532-4333

Iowa

J&P CYCLES' CUSTOMER APPRECIATION DAY—May 14. In Anamosa. Ride-in bike show. Ten percent off all purchases by phone, fax, or at J&P Cycles' store. Info: (319) 462-6011

ANNUAL SPRING RODEO/CAMPOVER—May 21. Sportsmen Complex, Donahue. Sponsored by ABATE of Iowa, Dist. 15. Info: Jake (319) 386-4856

POPCORN CITY CYCLE CIRCUS—June 11. Benton Co. Fairgrounds, Vinton. Admission: \$10 in advance,

\$15 at the gate (includes beverages and camping). Info/tickets: ABATE Dist. 5 hotline: (319) 396-1169

Kansas

RIVER CITY BLOWOUT MEMORIAL DAY PARTY—May 27-30. Gardner Lake, Wichita. Sponsored by ABATE of Kansas. Info: Ron Wilson (316) 264-3110

Maine

WEEKEND BEHIND THE BARN—May 27-30. Grant's Farm, Saco. Take exit 5 off Maine Tpk., North Saco, Jct. Rt. 112 & 117, Grant Rd. Admission: \$10 in advance, \$15 at gate. Info: Rick/Lisa (207) 282-6968

Maryland

FREE PIG ROAST—May 28. H-D of Washington, 9407 Livingston Rd., Ft. Washington. Hours: 9 a.m.-4 p.m. Info: (301) 248-1200

YELLOW RIBBON POW/MIA RIDE (to join Rolling Thunder VII at the Pentagon)—May 29. Departs H-D of Washington at 10 a.m. Info: (301) 248-1200

Massachusetts

BENEFIT RUN—June 12, Greenfield, Bernardston H.O.G. Chapter. Info: (413) 774-6676

Michigan

FAMILY SWAP MEET—May 22. Ionia Fairgrounds, Ionia. Hours: 11 a.m.-6 p.m. Admission: \$5/under 12 free. Info: (616) 642-6417 or (517) 628-3057

Montana

ABATE OF MONTANA SPRING OPENER—May 27-30. Boulder, south of Helena, I-15. Info: P.O. Box 654, Shelby, MT 59474

Nebraska

ABATE OF NEBRASKA SPRING RUN FOR FUN—May 27-30. Brady. Camping, field events, bands, food, etc. Info: (308) 381-0354

New York

10TH ANNIVERSARY AM-JAM—May 27-29. Sunshine Fairgrounds, Cobleskill. Bands, fireworks, games, and more. Tickets: \$36 (from April 1-May 15). No gate sales. Info: (518) 346-0521

RAIDERS MC PARTY—June 12. At the clubhouse on Bixby Hill Rd. Hours: noon till 6 p.m. Free draft beer. Info: (716) 492-3148 or 492-5715

HUNTER HARLEY SWAP MEET & MUD BOG—June 12. Info: (518) 589-5082

Ohio

JDF POKER RUN & SWAP MEET—May 14. ABATE, Region Zero. Benefits Juvenile Diabetes Foundation. Info: (216) 662-2787 or (216) 425-7830

FACOWEE MC POKER RUN—May 29. Info: Facowee MC, P.O. Box 2224, Ashtabula, OH 44004; Sleepy (216) 992-0811

Oklahoma

RUN FOR FUN—June 10-12. Lake Murray State Park, Ardmore. Forsaken Few MC. Info: (405) 223-9113

Oregon

MEMORIAL WEEKEND RALLY & POKER RUN—May 27-29, Elgin. Info: (503) 437-0848

17TH ANNUAL FOSSIL CAMPOUT—May 27-30. Kinzua Air Park (3 miles out of Fossil). Sponsored by ABATE of Oregon. Info: Rotten Roger (503) 285-4329

Pennsylvania

SWAP MEET & SHOW—May 28, H&F Club, Rt. 618, Conneaut Lake. (412) 588-4559

1ST INTERNATIONAL COALITION OF MOTORCYCLISTS (ICOM) MEETING—May 5-8. Holiday Inn, Harrisburg West, 5401 Carlisle Pike, Mechanicsburg. Info: NCOM (800) 525-5355

South Carolina

CONFEDERATE MEMORIAL DAY RUN—May 7. U.S. Veterans MC, SC Chapter. Info: Colonel (803) 356-1723

BEAUFORT SPRING FLING—May 7-8. VFW Fairgrounds. Info: Samp or Sue (803) 838-4828

POKER RUN & PIG PICKIN'—June 4. Spartanburg County ABATE. Info: (803) 472-5472

South Dakota

BIG BIKE SHOW & SWAP MEET—May 6-8. Ramkota Inn, Aberdeen. Info: (605) 229-5792 (after 8 p.m. central time).

Tennessee

POKER RUN—June 4. CMT/ABATE of Tenn., Forked Deer Chapter. Info: (901) 352-2422, (901) 648-9185

Texas

CINCO DE MAYO RALLY & RODEO—May 6-8. Rob and Bessie Welder Park, Sinton. Sponsored by Gypsy MC, Corpus Christi Chapter. Info: Tank (512) 664-3777

Washington

BOOGIE RUN—May 21. Sign-up: 10 a.m., Safeway parking lot, Omak. Run to Chesaw, live music at the Eagles in Okanogan. Info: (509) 826-5022

Washington D.C.

ROLLING THUNDER VII "Ride For Freedom"—May 29. Memorial Day weekend. Meet at 9 a.m., North Pentagon parking lot. Leaving for the Memorial at noon. Info: (908) 369-5439

Wisconsin

BUBBA'S HONDA DROP—May 7. Great Lakes Dragaway, Milwaukee. Info: (715) 453-8544

BIKE SHOW & DRAG DAYS—May 7-8. Great Lakes Dragaway, Union Grove. Info: (414) 878-3783

POW/MIA BENEFIT HOG ROAST—June 11. Bluff Siding. Sponsored by Road Dog MC. (608) 687-3629

All-Harley Drag Racing

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Easyriders Events:

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EASYRIDERS RODEO TOUR—May 28-30. Lake County Fairgrounds, Painesville, Ohio. Info: (818) 889-8740 (ext. 281)

EASYRIDERS RODEO TOUR—June 10-12. Brown County Fairgrounds, New Ulm, Minnesota. Info: (818) 889-8740 (ext. 281)

EASYRIDERS RODEO TOUR—June 24-26. Boone County Fairgrounds, Boone, Iowa. Info: (818) 889-8740 (ext. 281)

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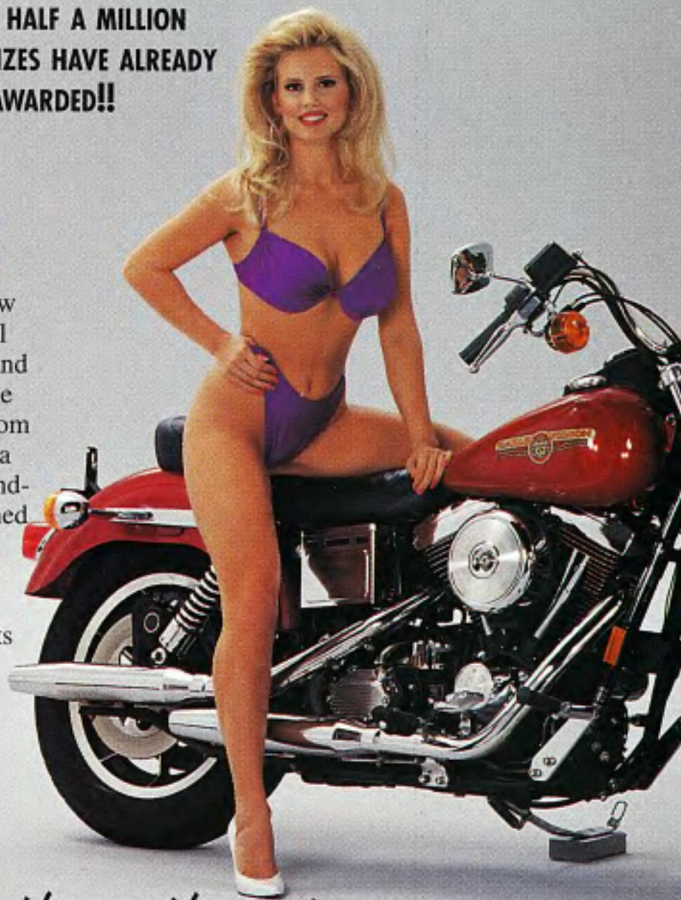
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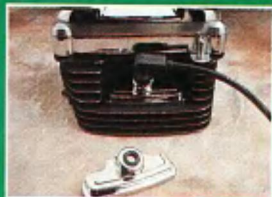


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EASYRIDERS



INDIAN'S FIRE BURNS AGAIN



Tracing His Chief's Heritage



*"I was always thinking
of the old Chief that I
had let get away"*

Tom Stanley, the owner of the immaculate 1948 Indian Chief you're droolin' over (together with Dallas), has a unique biking history. We felt his story rings truer in his own words. So here ya go:

I had a 1947 Chief back in 1950, just prior to joining the Navy. It wasn't in real great shape, and I wasn't much of a mechanic at the time, but I loved that cycle. Unfortunately, I sold it for \$85, and left home to join the Navy and see the world.

After 20 eventful years, mostly in submarines, two wars (Korea and Vietnam), I had seen most of the world I wanted to see. I had owned Harleys, BSAs, Triumphs, BMWs; a little bit of everything, but I was always thinking of the old Chief that I had let get away.

After retiring from the Navy, I worked on the West Coast, and got acquainted with Indian authority Bob Stark, which allowed me to meet Steve McQueen at Bob's Starklite Cycle. I made up my mind in the early '70s that someday I would have another Indian.

Which brings me to March of 1993. I went to Jacksonville, Florida, to attend an antique motorcycle meet and hook up with some old friends, Dick and LaVera Davies. The Davies' had brought me a perfect 1948 Chief frame, donated by Bill and Nels Nelson, and a box of their own merchandise (not junk), so I could start on a new Indian.

I'd kept a rebuilt '48 engine (that I had made into a lamp for my den), and I had a new transmission and a few other items stored in my attic.

So I started getting things together and began contacting old friends for Chief parts.

Building this '48 Chief has given me many hours of pleasure, 850 to be exact, and brought back beautiful memories, and made me a few new friends, like Frank Seger in New Port Richey and Doug and Ian at Rare Rydes in Holiday, Florida, who did the beautiful paint job. They put so many hours into the sheet metal that if they'd charged by the hour I'd have gone broke just paying for the paint job. It would've been worth it, though.

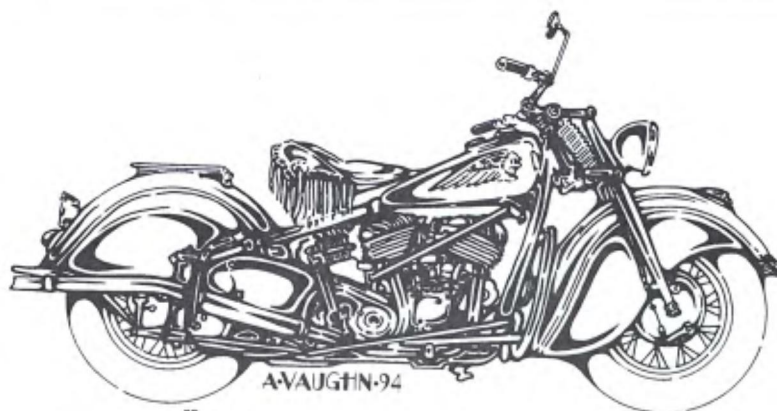
—Tom Stanley

Also "worth it" is the lovely lady in the bay field beside Tom's Chief. Her name is Dallas, a moniker that somehow fits an Indian.

—Dodger



Owner(s): Tom Stanley		City: New Port Richey, Florida	
General		Frame	
Fabrication: owner		Year: 1948	
Year and model: 1948 Indian		Builder: Indian	
Model: Chief		Type: Chief	
Value: \$17,000		Rake: stock	
Assembly: owner		Stretch: none	
Time: 850 hours		Other alterations: nope, best frame ever	
Chroming: original, Dick Davies		Accessories	
Engine		Bars: buckhorn style	
Year: 1948		Grips: rubber	
Model: Indian Chief		Mirrors: Indian	
Rebuilder: owner		Risers: 3-inch stock Indian	
Ignition: points (check)		Fender(s): full skirts	
Displacement: 1200 cc		Headlight: repro	
Lower end: Indian		Taillight: round, stock	
Balancing: Rare Rydes		Speedo: export kilo	
Pistons: .010 over original		Front pegs: footboards	
Cases: OEM		Rear pegs: none	
Heads: factory		Electrics: 6-volt	
Cam: stock		Gas tank: stock, w/early-style decals	
Lifters: solids		Oil tank: in gas tank	
Carb(s): Linkert		Oil system: dry sump	
Air cleaner: LaVera Davies		Primary cover: polished aluminum	
Pipes: repro, Bob Stark		Seat: guy in Albuquerque	
Mufflers: repro, donated by Herb Sweet		Sissybar: none	
Transmission		Forks	
Year: 1948		Type: springer	
Modifications: Kiwi gears		Extension: none	
Shifting: left side, 3-speed		Builder: Indian	
Engine sprocket: stock		Special features: painted black	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 43-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: original equipment		Hub: Indian	Hub: Indian
Painter: Rare Rydes, Holiday, Fla.		Rim width: 4-inch	Rim width: 4-inch
Color: Grand Red, Rio Red		Tire: 510-16	Tire: 510-16
Type: Sikkens polyester urethane		Brake: drum	Brake: drum
Special paint: all of it			
Other Special Modifications: black wheels to complement paint, fringed solo seat, steering damper by Dick Davies. NOS parts from Red Chaney, Indian dealer, Crawfordsville, Ind.			
Photos: Don Rogers, studio; Pat Randle w/model			



FLYING TIGERS

Beijing's Bikers Roar For Freedom

The love of freedom is something shared by bikers all over the world. It's the liberating rush of speed as the ground flies by under your wheels, the scenery, be it open or urban, passing in a panorama of your choice, and feeling the power of the bike as an extension of your life—the way you wish to live it. We're lucky here in America. In spite of the fascist helmet laws, we are a freer place than most countries in the world. Take for example the recent history of motorcycle riders in Beijing.

I lived in China from the middle of 1988 to late 1991, studying Mandarin in the Mainland's communist capital. If you were going to get a shovel and dig that mythical hole to China, you'd find the motorcycle world vastly different. The absence of Harleys is the worst part, but the fact that there are no helmet laws makes it easier to take. Isn't it ironic that one of the most totalitarian regimes in the world allows more liberty on their roads than we are entitled to here in the U.S.? Even though the Chinese government is more enlightened than ours in this regard, don't go packing your bags and crating up your Hog just yet.

While our helmet laws are unjust and repressive, at least our political system allows us to safely exercise our right to protest and change how we are governed. In China, the people are controlled by the words of former Chairman Mao Tse-tung: "Political power grows out of the barrel of a gun."

I want to tell you a true tale of the Tiananmen Square days, a story about the Flying Tigers, Beijing's fearless bikers. Motorcyclists played an important role in the Chinese Democracy Movement that ultimately ended with the massacre of thousands of unarmed people and repression felt by millions more in the aftermath. Those who died, and others who are still in shithole prison labor camps and factories, were fighting for the kinds of rights most Americans take for granted. I think the readers of *Easyriders* can relate to this kind of struggle for freedom.

Remember the guy who stepped in the path of a tank to prevent it from getting to Tiananmen Square? His was the last



great open act of defiance that marked the Beijing Spring of 1989. From April 15, when former Premier Hu Yaobang died, until the massacre carried out by the People's Liberation Army in the early hours of June 4, China's capital was the scene of a peaceful, almost carnival atmosphere of protest for democracy and human rights that I was privileged to witness and participate in.

These protests cut across the full spectrum of age and elements of Chinese society, but it was the college students who originally started the movement, marching from their campuses on the

outskirts of the city to occupy the square. This went on for almost a month, until they began their first hunger strike which brought the students support from everyone in Beijing. Next Gorbachev came to China, which attracted the attention of the Western media. It was during the days of mid-May when there were over a million people crowding the streets, enjoying the parade of pedestrians and every possible wheeled vehicle on its way to the square, that I first saw the Flying Tigers Motorcycle Brigade.

When you say Flying Tigers, most people think of the U.S. pilots who flew for the Nationalist Chinese (the government now on Taiwan) against Japan during World War II (before Pearl Harbor). History's most recent Flying Tigers were men whose job during the 1989 uprising was to relay messages for the students and gather intelligence on the location of Army units sent to put down the protests.

There are no motorcycle clubs in China like the ones we have here because the communist government is suspicious, intolerant, and hostile to any association or organization that it does not create and control. The Flying Tigers, and lesser-known Cavalry Bodyguards that formed in May of 1989, were made up mostly of business-oriented private entrepreneurs who could afford motorcycles after the government under Deng Xiaoping adopted elements of a capitalist market economy. There were also sympathetic members of various government agencies and factories who had bikes and chose to join the Flying Tigers. The reason for this is simple—bikers in Beijing, like their brothers and sisters the world over, love freedom.

During the 1989 Spring Chinese Democracy Movement, I witnessed bikers in action three times. After the parades in mid-May, the role of the Flying Tigers changed when a declaration of martial law was announced to take effect on May 20. The Flying Tigers became a crucial part of the protest by acting as messengers, relaying information to the square from rural districts of Beijing (where the people were blocking military columns), and by spreading anti-government feeling with slogans and

handbills wherever they rode.

On the night of May 21, my Australian buddy and I rode our bicycles about 20 miles outside of town to the northwest, near the temple-studded Fragrant Hills, to see students, workers, and peasants blocking troop trucks with their bodies as others talked to and fed the bewildered soldiers. On the way there (and back) we passed through roadblocks that were made of city buses and concrete center

"Down with Li Peng!" Some of the riders had sharp-looking women on the backs of their bikes, while others brought their kids or grandfathers with them in sidecars. After the month of May, I never saw them that close again.

During the protests there were pictures of Premier Li Peng dressed in a Gestapo uniform, sporting a pig's snout for a nose. The likeness was pretty accurate, given the fact that he was the one

government unleashed on its own people. Since the uprising, they've continued to keep a tight lid on protests and have come out with tons of bullshit propaganda with their own version of what occurred during the 1989 Beijing spring.

In one of their books on the incident, *Capital Blood and Fire*, I came across a chapter on the Flying Tigers. The totally bogus badboy image in which they attempt to portray the bikers would be laughable if it weren't so sad. The Flying Tigers supposedly terrorized the populace, roaring through the streets and running down helpless pedestrians. They were accused of stabbings, as well as stealing gas and oil from service stations. All of these charges are part of the big lie that the communist regime fed to the outside world in a feeble attempt to cover up the Tiananmen Square massacre and the events leading up to it. One day there will be a settling of accounts for justice, when the truth of the role that motorcyclists played in those times will be known.

As American bikers we should be grateful for the rights we have and should continue the fight against all laws that impinge upon our freedom. We need to show our biker brethren in China how a better system works.

—Lazy Crazy Dog

The Flying Tigers became a crucial part of the protest

dividers. Several of these outposts were manned by Flying Tiger bikers. They would ride off to get word on whether or not larger vehicles could pass, then come back to let the driver know the decision.

After checking out one of the stalled military battalions, my friend and I split up. He went back to the dorms of the school where we were studying, and I went down to the Square to see if the Army had arrived. In the early morning of May 22, I saw about a hundred bikers ride around Tiananmen Square, showing support for the cause and shouting things like,

who signed the martial law declaration and was probably partly responsible for the first wave of arrests that came in the week before the Army shot their way to the Square. One of the first groups targeted was the Flying Tigers. Eleven of its leaders were taken into custody on May 30 and forced to reveal other members. Five days later, the massacre occurred.

I lived in China for two years after the massacre because I wanted to improve my skills in the language, and I suspected that there would be another revolution to avenge the atrocities the

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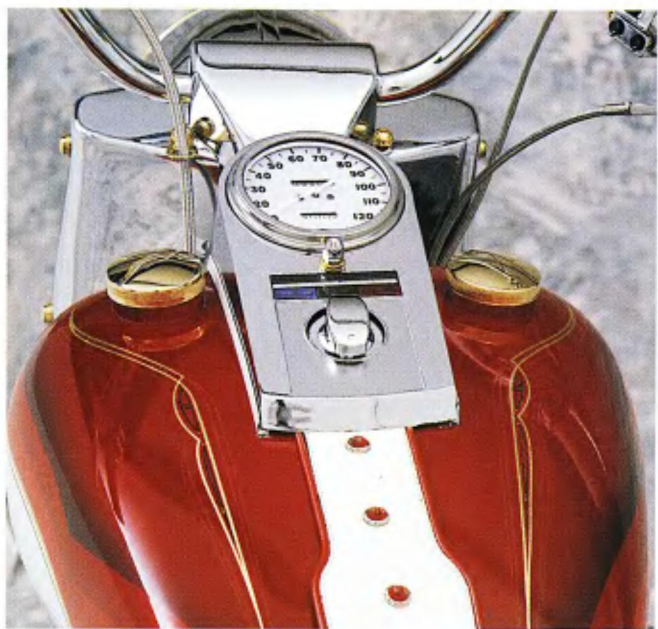
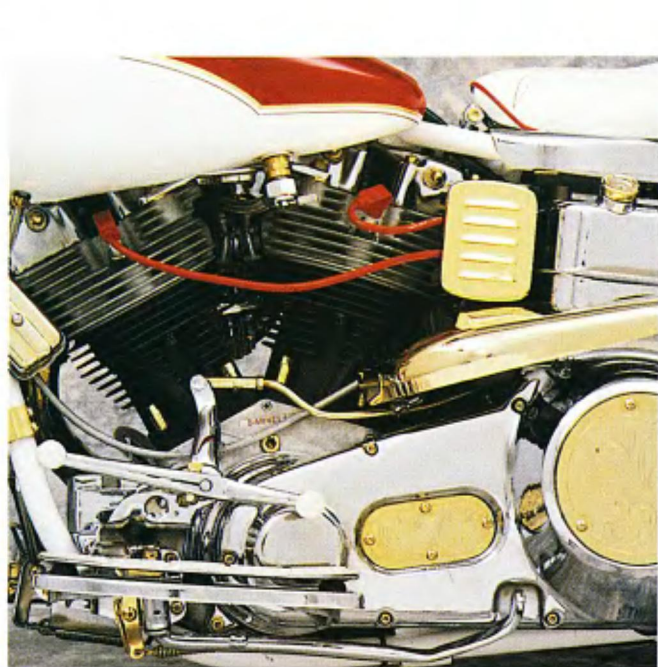
When the editor pulled the file containing the photos of the great-looking shovelhead, that's all he found—photos. The owner's name, Darnell Gray, was scrawled on the envelope, but there was no chart, no notes, no phone number. We double-checked the folder and rummaged through the adjacent files, but there was nothing. All efforts to locate Gray failed, and we were finally forced to admit that this one had somehow fallen through the cracks. Even so, we all

remembered Gray and his motorcycle—and the strange events taking place at the time.

Gray's bike had been entered in the Second Annual *Easyriders* Invitational Bike Show. The show was extensively promoted and was expected to draw large crowds to the Convention Center in downtown Los Angeles. The site had been rented well in advance, but as the appointed date drew near, the managers of the Convention Center raised one objection after another

(assisted, it was rumored, by a contingent of L.A. police hostile to bikers). Negotiations went from bad to worse, and with only two weeks to go, *Easyriders* was informed that the Convention Center was no longer available.

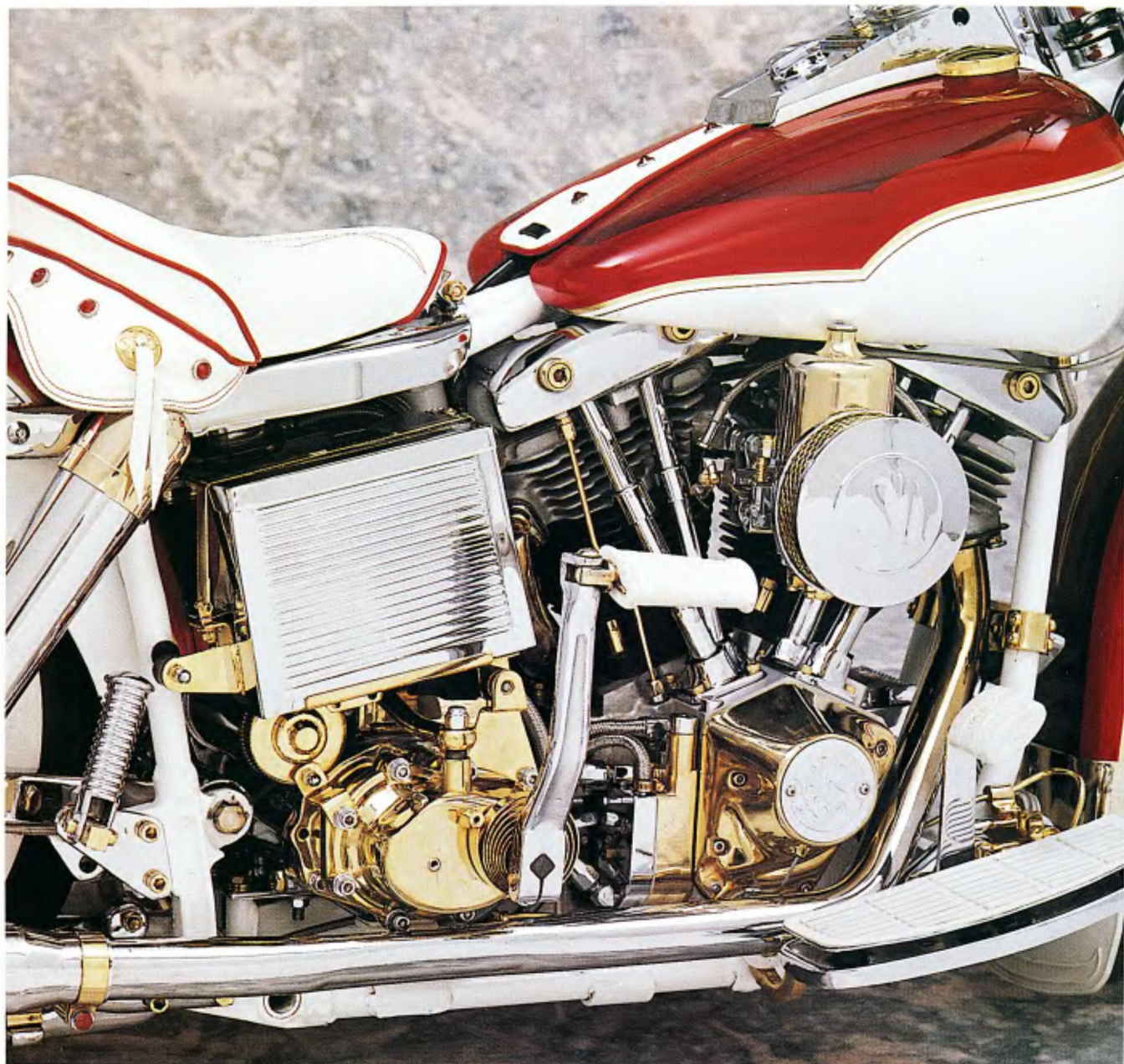
With only a few days before the scheduled date, there was no time to debate the issue. Another site was quickly found and the event was relocated, moved to a scenic ranch in the Malibu mountains. Darnell Gray had been extremely



cooperative in arranging for his bike to be in the show as originally planned. And when the event was abruptly relocated, he came through like a champ, accepting the change of venue without complaint.

The show took place amidst rolling hills etched against a sky so vividly blue that it was almost painful to look at. The day was post-card-perfect Southern California—72 balmy degrees, not a sliver of a cloud in sight, and a fresh breeze blowing in from the nearby Pacific. →





Photos: Raiko Hartman

Two huge tents were erected to house the event, and upwards of 10,000 people showed up, despite the change in location and the short time for advertising the new site. Good to his word, Darnell Gray and his eye-catching shovelhead were among the throng gathered in Malibu.

The photos you see here were taken at the show, then filed away for future use. Although we lost touch with Darnell sometime during the intervening years, we imagine (and hope) he's out on the highway, perhaps still riding this very bike. Wherever he's riding today, *Easyriders* wishes him the best.

Ride safe, brother.

—Basket Case





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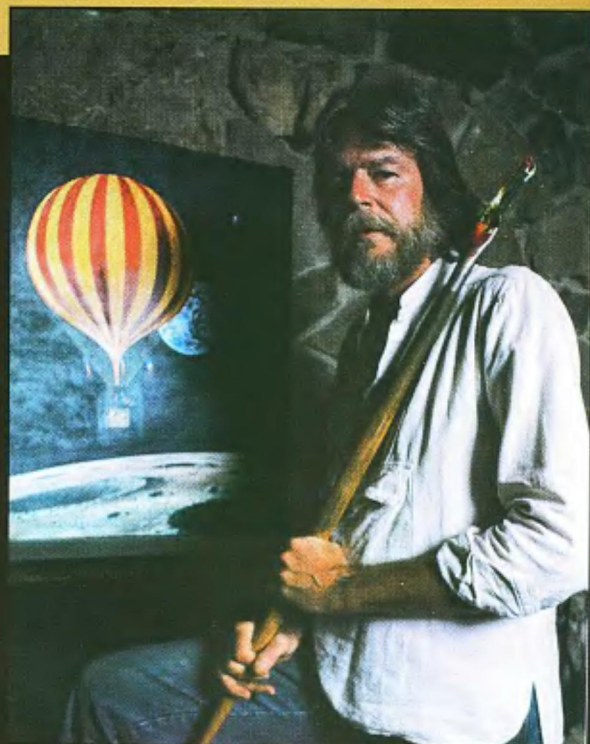


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She was somethin' fine, all right. And there she was, again, up to her same ol' tricks—hauntin' his dreams, stalkin' his thoughts, temptin' and teasin' the pants off him till he was damn near ready to pop. She'd spent many a-moon tryin' to con him into

believing he was still young enough to grab her by the ass and ride her till the cows come home. But each time he stood his ground, convinced that her youthful beauty would best serve someone half his years. What the hell, he'd had his chance and he wasn't a damn kid

anymore. He'd worked hard his whole life as a plumbing contractor, managed to squirrel away a few clamshells, and had no complaints.

As the freeway traffic inched along, Randy rolled down his truck window to grab an earful of a Big Twin approaching from the rear. In

THUNDERDOME



his side mirror he watched a small black dot enlarge into a leather-clad biker astride a black and chrome stallion. The rush hour traffic was frozen in gridlock as the lone biker roared into view and shot past Randy's truck. That was it. No more bein' tortured by the sweet voice of

pure Harley thunder. It was time to bite into some freedom of his own.

Within minutes, Randy Aron was standing on the showroom floor of San Diego Harley-Davidson with pockets full of hard-earned cash, and a head fulla ideas. After a long, hard ride on his new FXLR, the

plumber-turned-road warrior figured he had some catchin' up to do in the *rush* department. Visions of exploding from the thunderdome on a nitrous-fueled beast raced through his Mad Maxed-out mind as he parked his new scooter in his garage and started tearin' it apart →





before the pipes had even cooled.

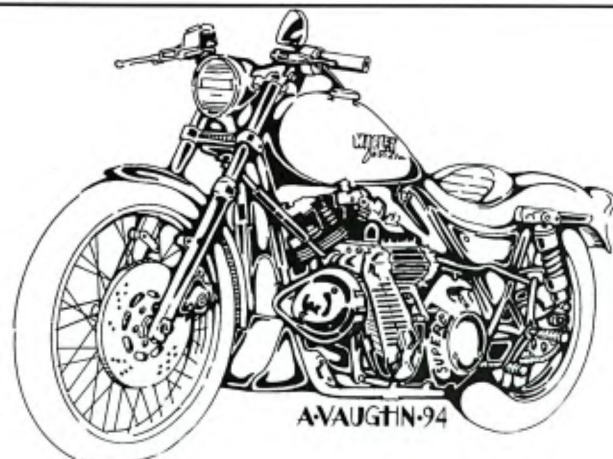
He knew he had to keep the compression low if he were to throw on a blower. And 80 cubes were fine for what he had in mind. The blower would take him to 92 horsepower, and with a flip of a nitrous switch, 107 horses would come chargin' out, hellbent on shovin' his face behind his head. And he knew just the spot to unleash those nitrous-breathin' ponies—the toll road from Tijuana to Ensenada in Mexico. Randy figured the motor might have trouble takin' the 15 pounds of boost with stock cases, but he'd find out one way or another soon enough.

First, he had to make sure his sled was ready to bust the sound barrier. He lowered it front and rear two inches, threw on some Tomaselli (clip-on) racin' bars, moved the shift and (rear) brake controls to the far rear to keep him in go-fast mode, added a steering stabilizer to keep her on the road, chopped and retro-fit some Softail tanks, custom-made triple trees to accommodate his boost gauge, replaced his 16-inch rear wheel with an 18-inch, and relocated the carb to the other side of the scoot and stuck the nitrous bottle where the carb used to be—which has since become his trademark.

And as far as what took place on that toll road in Mexico—the locals couldn't see much more than a blur, but judging by the deep-throated roar, they could swear it was a funny car.

—Clay Dog

Owner(s): Randy Aron		City: La Jolla, California	
General		Frame	
Fabrication: owner		Year: 1989	
Year and make: 1989 H-D		Builder: H-D	
Model: FXLR		Type: FXLR	
Value: \$28,000		Rake: stock	
Assembly: owner		Stretch: none	
Time: three months		Other alterations: Brilhante supercharger	
Chroming: Tri City Plating		Accessories	
Engine		Bars: Tomaselli	
Year: 1989		Risers: none	
Model: Evo		Grips: Ness	
Rebuilder: owner-modified		Mirrors: Ness	
Ignition: Dyna		Fender(s): stock	
Displacement: 80 cubic inches		Headlight: round	
Lower end: H-D		Taillight: red	
Balancing: stock		Speedo: V-twin	
Pistons: H-D		Front pegs: lost 'em	
Cases: strained		Rear pegs: Marvin Brown	
Heads: factory		Electrics: owner, 12-volt	
Cam: Sifton 141		Gas tank: Softail, 5-gallon	
Lifters: hydraulic		Oil tank: wraparound	
Carb(s): S&S Super G		Oil system: stock	
Air cleaner: S&S		Primary cover: Brilhante	
Pipes: J. Bittle America		Seat: AB Upholstery	
Mufflers: none		Sissybar: never been to one	
Transmission		Forks	
Year: 1989		Type: stock glide	
Modications: none		Extension: 2-inch under	
Shifting: rear controls		Builder: H-D	
Engine sprocket: small		Special features: custom billet triple trees	
Trans sprocket: smaller		Wheels	
Wheel sprocket: bigger		Front	Rear
Painting		Size: 21-inch	Size: 18-inch
Molding: Uptown Cycles		Hub: H-D	Hub: Akront
Painter: Tony Lalicata		Rim width: 2.5-inch	Rim width: 4.5-inch
Color: Midnight Blue		Tire: Dunlop	Tire: Bridgestone
Type: acrylic enamel		Brake: H-D	Brake: H-D
Special paint: Rob Gagnon			
Other special modifications: supercharged, nitrous-injected; Tomaselli (clip-on) racing bars, striping and graphics by Bob Gagnon.			
Photos: Silvermoon			



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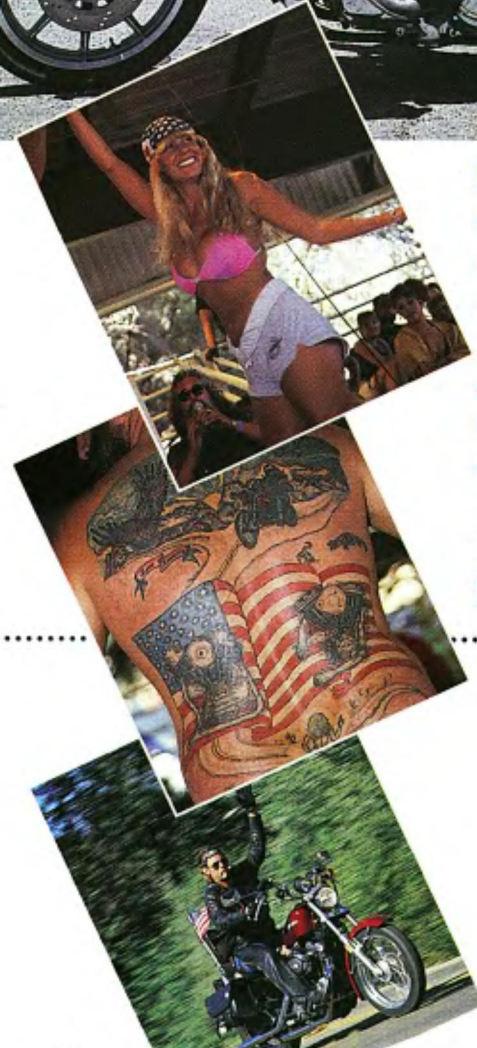
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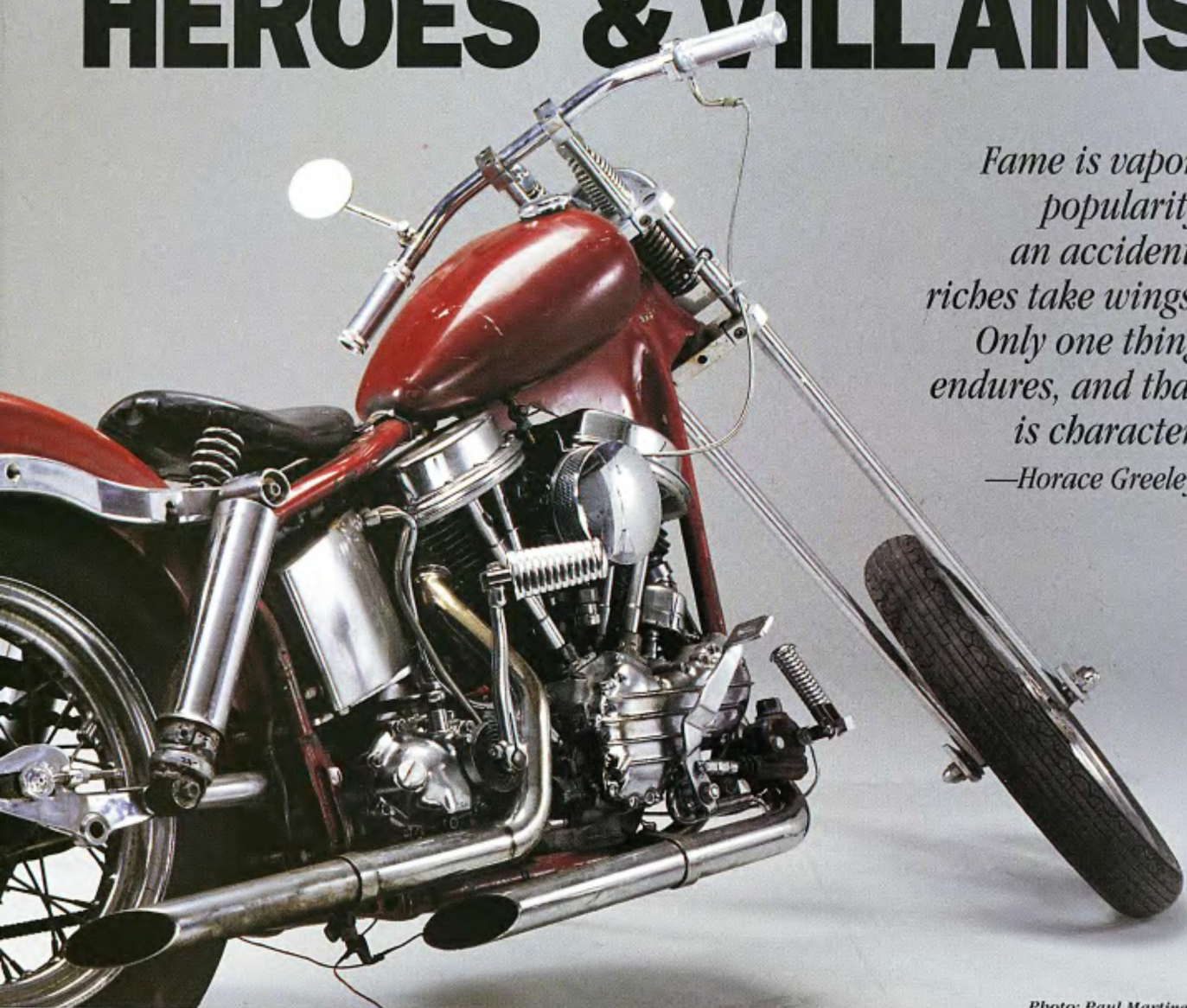
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HEROES & VILLAINS



*Fame is vapor,
popularity
an accident,
riches take wings.
Only one thing
endures, and that
is character.*
—Horace Greeley

Photo: Paul Martinez

Right about now you may be wondering why the mag decided to feature this particular motorcycle. The answer—not a very good one, but it's the only one we could come up with—is that it once belonged to a former near-celebrity: Shane Stant, the forlorn character shown facing the music in the photo above.

Name doesn't ring a bell? Well, Stant is the guy who admitted wielding what the newspapers referred to as the "police-style baton" used earlier this year in a botched attempt to kneecap figure skater Nancy Kerrigan. The attack—intended to prevent Kerrigan from competing in the Winter Olympics—was conceived and executed by supporters of rival skater Tonya Harding: co-conspirators included Harding's ex-husband, Jeff Gillooly, her former bodyguard, Shawn Eckardt, and Stant's uncle, Derrick Smith. These guys left a trail of clues broader than Tonya's butt, and

Stant, 23-year-old high school dropout, martial arts bullyboy, and aspiring hit man, surrendered to FBI agents eight days after the January 6 assault.

Shane Stant's somewhat tattered '55 FLH was brought to our attention by Jim Haney and Don Corleski, of Superstition Choppers in Phoenix, Arizona. Their shop is known for its outstanding custom and restoration work, as well as its sponsorship of an enormously popular series of indoor swap meets, the next one scheduled for June 12. Anyway, Jim happened to be in Detroit when he heard that Stant's lawyer had put the bike up for sale, and on a whim, he checked it out. Then, for no special reason other than the scooter's novelty appeal as an artifact of the Great Figure Skating Shitstorm of 1994, Jim bought the beast and took it back to the shop in Phoenix.

Will this motorcycle, this minor footnote to history, find rebirth at

Superstition Choppers? Will it someday rise from its own ashes like the celebrated bird from which the city of Phoenix takes its name? Don was doubtful, admitting that he and Jim have no particular plans for their souvenir of the 1994 Winter Olympics.

"Hell, I don't know what we'll do with it," Don said. "The thing's a mess. The top end is shot, the seat is in shreds, and the paint looks like it was brushed on—I repeat, *brushed* on. We spruced it up a little for the photos, but there's wires and cables hanging out all over, draggin' the ground. And on top of everything, the foot clutch is set up for a short person, so you gotta operate that damn suicide shift while restin' your foot on the outer primary. I don't know—we might enter it in the rat bike contest next swap meet."

America has always loved outlaws, especially when they showed the flair of a Jesse James, the innovation of a →

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- Mens Police Fringe \$139.99
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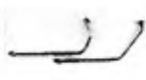
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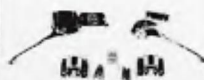
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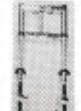
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Nostalgic Seats

GET YOUR MOTOR RUNNIN' . . .



FOR THE 1994 EASYRIDERS TRUCK TOUR

The Easyriders full-line products truck is on it's way and coming to your area soon. Keep watching for future truck stop dates.

Join us for an action-packed weekend when we kick-off the '94 EASYRIDERS Rodeo Tour!
APRIL 29, 30 & MAY 1
Casa Grande, Arizona,
Pinal County Fairgrounds
(I-10, Exit 194, go East on 287)

DON'T MISS this day, Bubba's Honda Drop
MAY 7th
Great Lakes Dragway: Union Grove, WI
5 Bands, a What T-Shirt? Contest, Human
Bowling Ball and the incredible Human Missile!
See over 100 Hondas demolished, burned and
run over by tanks!

And then it's on to the Lone Star State for some real iron horse excitement!
EASYRIDERS Rodeo
MAY 13, 14 & 15
Waco, Texas
Heart O' Texas Fairgrounds
(I-35 to New Road Exit, go West)

And finally we'll be Eastbound & down to Myrtle Beach, South Carolina
MAY 18, 19, 20, 21
for the 53rd Myrtle Beach Spring Rally
at Dune's Cycles on Hwy 501.
Watch the races, join the fun
and party, party, party!

The Easyriders truck will be the only place to get your official event T-shirt!

All Easyriders Rodeos feature a competition rodeo, trophy girl contest, trade show, tattoo contest, ride-in bike show, weekend camping, live music and food & beverages on sale.

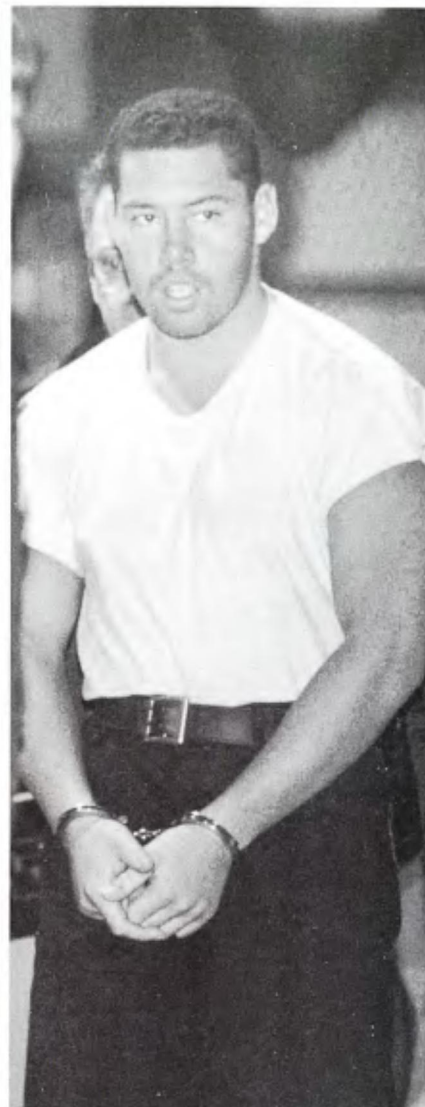


Photo: courtesy of The Oregonian

D.B. Cooper, or the perseverance of a Willie Sutton. Books, movies, television all abound with tales of desperadoes. They may have fought the law only to lose eventually, but along the way they earned a place in the nation's folklore. The names and places still fascinate us—Bonnie and Clyde, the Great Northfield, Minnesota Raid, Billy the Kid, the Hole-in-the-Wall Gang, and so on.

Now, *those* folks knew how to break the law and show class at the same time. But that was long ago and far away. What do we get today? I'll tell you—astonishingly inept wimps who attempt to rig an amateur sports competition by means of a cowardly surprise assault on an unarmed young woman. Ladies and gentlemen, I give you Jeff Gillooly, Derrick Smith, Shawn Eckardt, and Shane Stant—out-laws for the '90s.

I don't know whether to laugh or cry.

—Kickstart Paul



Easyriders®

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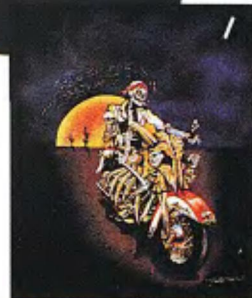
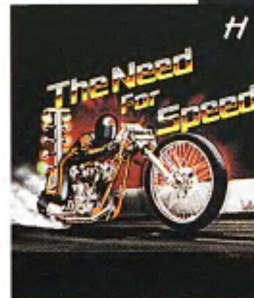
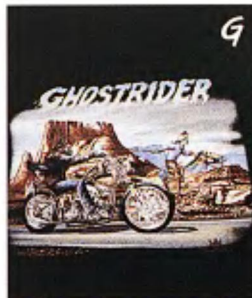
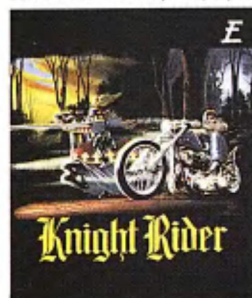




Easyriders T-Shirts

Great to work, play and ride in, Easyriders and Tattoo T-shirts are printed on high quality 100% cotton Hanes Beefy T's so they keep their shape and hold their color wash after wash.

All Shirts M-XL \$14.95, XXL \$16.95 unless marked otherwise.



Easyriders Men's Tank Top

Exercise your right to bare arms in a black Night Moves tank top. Cool comfort is yours in a Hanes Beefy T. This design also available in a short-sleeved Hanes Beefy-T!

J. David Mann's Night Moves Tank Top

MD #208108 LG #208109 XL #208110

K. David Mann's Night Moves T-Shirt

MD #208052 LG #208053 XL #208054

XXL #208055

A. Eagle with Shield Pocket-T, MD - XXL \$16.95

MD #208104 LG #208105 XL #208106 XXL #208107

B. Eagle Flag Pocket-T, MD - XL \$16.95

MD #208224 LG #208225 XL #208226

C. In The Wind

MD #208129 LG #208130 XL #208131 XXL #208132

D. Easyriders Motorcycle

MD #800784 LG #800785 XL #800786 XXL #800787

E. David Mann's Knight Rider

MD #208080 LG #208081 XL #208082 XXL #208083

F. David Mann's Time Warp

MD #208072 LG #208073 XL #208074 XXL #208075

G. David Mann's Ghost Rider

MD #208068 LG #208069 XL #208070 XXL #208071

H. David Mann's Need For Speed

MD #208076 LG #208077 XL #208078 XXL #208079

I. Bad To The Bone

MD #208096 LG #208097 XL #208098 XXL #208099

L. Saloon #10 T-Shirt

MD #208084

LG #208085

XL #208086

XXL #208087

M. Heart With Bike,

MD #208100

LG #208101

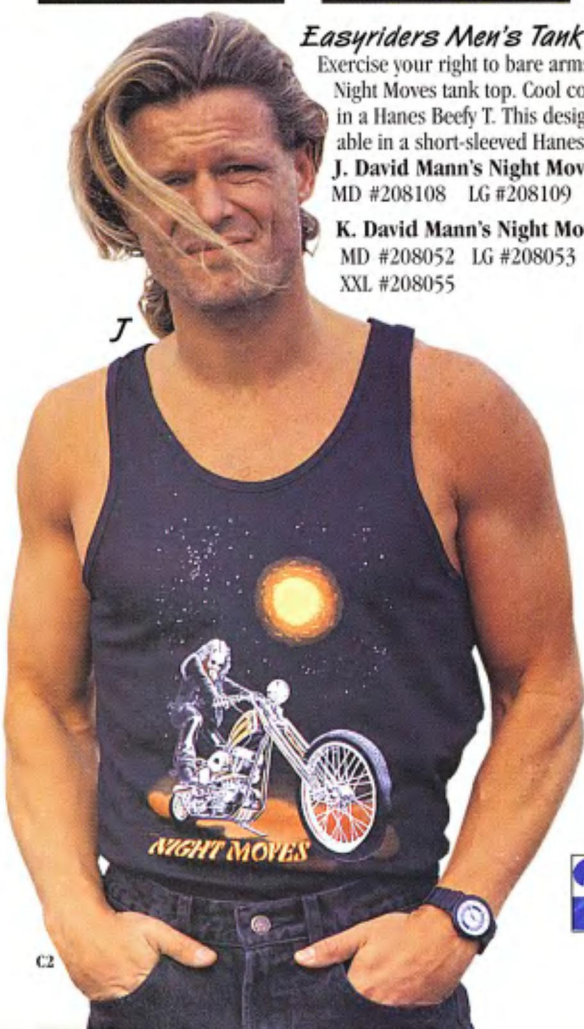
XL #208102

XXL #208103

N. Land Speed Record

MD #800704 LG #800705

XL #800706 XXL #800707





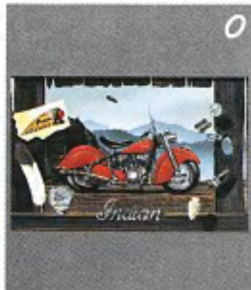
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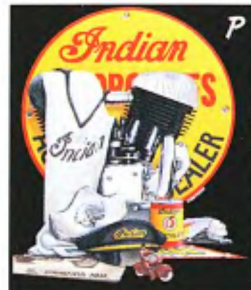
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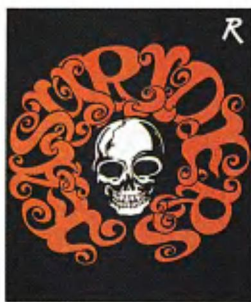
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S



T



R



U



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O. Red Indian Bike on Gray Shirt

MD #800755 LG #800756

XL #800757 XXL #800758

P. Indian Collection

MD #800759 LG #800760 XL #800761

XXL #800762

Q. Easyriders Flag Logo

MD #800633 LG #800634

XL #800635

XXL #800636

R. Easyriders Skull Logo

MD #202002 LG #202003

XL #202004

XXL #202005

S. Flaming Skull

MD #800780 LG #800781

XL #800782

XXL #800783

T. Road Hog (Front-n-Back!) - M-XL \$19.95, XXL \$21.95

MD #800776 LG #800777

XL #800778

XXL #800779

U. Native American Half-Tee - - M-XXL \$14.95

MD #800788 LG #800789

XL #800790

XXL #800791

V. Indian Headdress

MD #800724 LG #800725

XL #800726 XXL #800727

W. Tattoo Tank

MD #20811 LG #208113

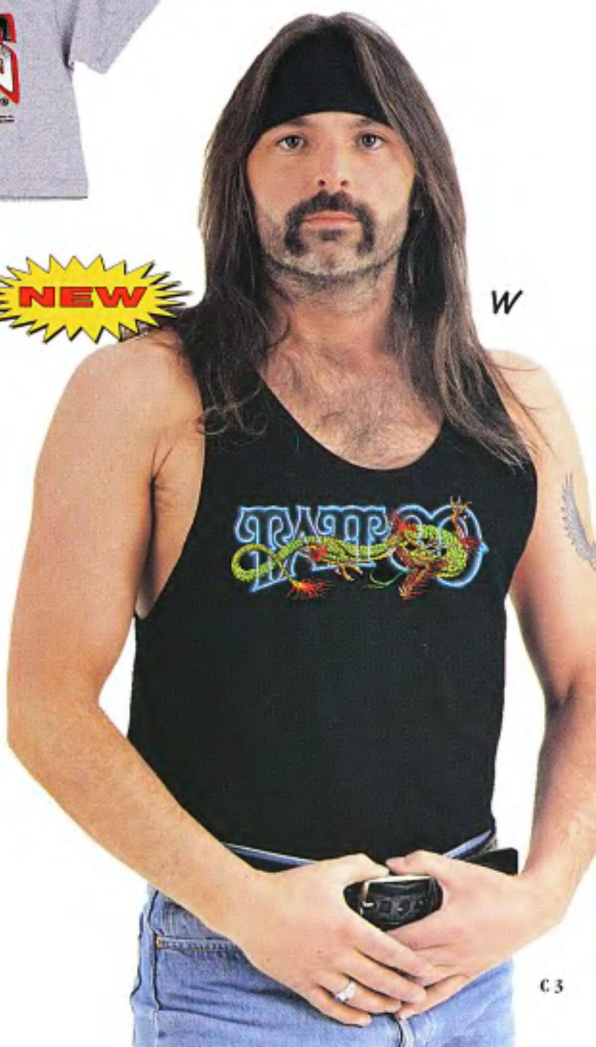
XL #208114



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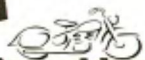


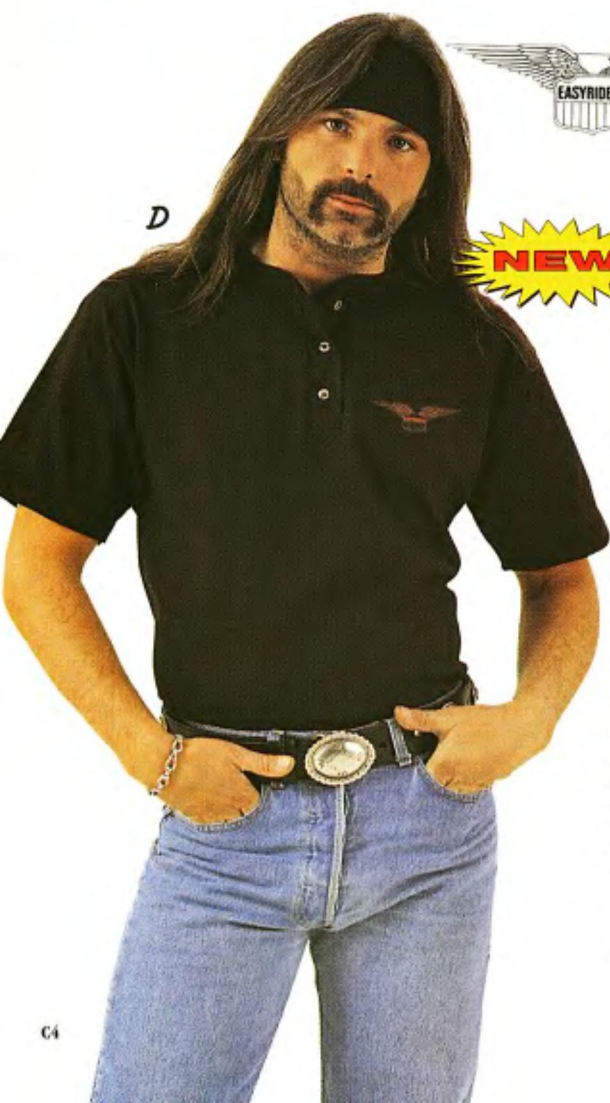
W



Made in the U.S.A.




Easyriders





Easyriders Henley Shirts

These thick and comfortable long-sleeved shirts are just great for days when a sweater's too warm and a T-shirt's too cold. 100% cotton with three-button closure. Made by Anvil. Black or Natural.

M-XL \$24.95 XXL \$29.95

A. Natural Long-Sleeve Henley Shirt

MD #208276 LG #208277 XL #208278 XXL #208279

B. Black Long-Sleeve Henley Shirt

MD #208273 LG #208274 XL #208275 XXL #208280

Two great follow-ups to our popular Easyriders motorcycle logo Henley shirts are these great short-sleeved Henleys with our Easyriders eagle logo. They're 99% cotton, pre-shrunk with a three-button closure. Available in Black and Ash Gray.

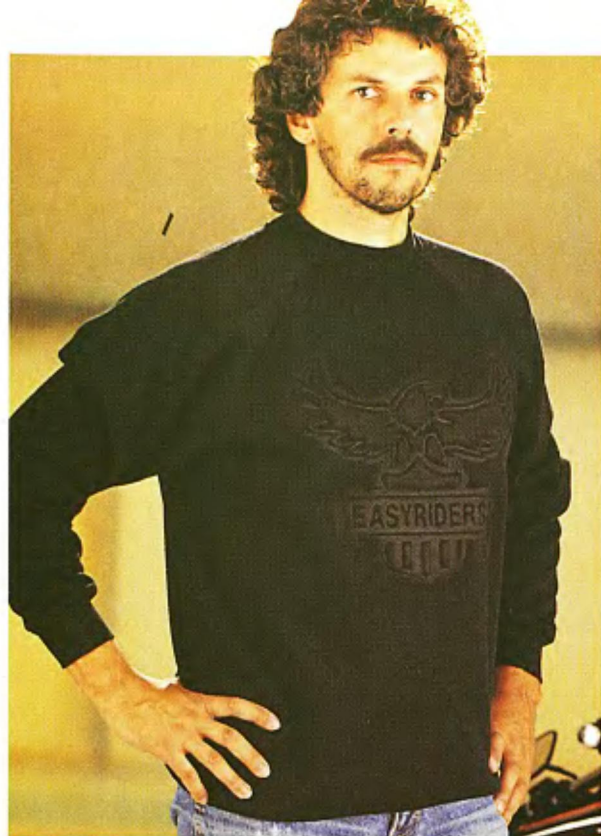
M-XL \$24.95

C. Ash Grey Short-Sleeve Henley Shirt

MD #208290 LG #208291 XL #208292 XXL #208293

D. Black Short-Sleeve Henley Shirt

MD #208286 LG #208287 XL #208288 XXL #208289



Easyriders Flame Shirts and Suspenders

Long-sleeved flame shirts
—100% cotton— or
suspenders.
Choose eagles or
skulls.

E.-F. Shirts

M-XL

\$29.95.

G.-H.

Suspenders

Reg.-XL

\$16.95.



- | | | | |
|-----------------------------|------------|------------|------------|
| E. Eagle Flame Shirt | MD #203030 | LG #203031 | XL #203032 |
| F. Skull Flame Shirt | MD #203039 | LG #203040 | XL #203041 |
| G. Eagle Suspenders | RG #290606 | XL #290607 | |
| H. Skull Suspenders | RG #290608 | XL #290609 | |

Sweats and Thermals

I. Easyriders Embossed Sweatshirt— This understated embossed design is made in the U.S.A. on a Hanes 50/50 cotton/polyester sweatshirt.

I. Easyriders Sweatshirt M-XL \$29.95

MD #208194 LG #208195 XL #208196

J. Brand new and hot is the thick, warm and comfortable Easyriders thermal shirt, embroidered with the popular Easyriders eagle logo. It's faded blue, soft and an instant favorite with him and her.

J. Easyriders Thermal Shirt M-XL \$44.95

MD #208294 LG #208295

XL #208296 XXL #208297

K. The Easyriders Hooded Sweat Shirt is an all-time favorite with outdoors men and women. It combines soft, warm comfort with casual good looks and practicality. It's silk screened with the Easyriders diamond logo and features a zippered front and tie hood closure.

K. Easyriders Hooded Sweatshirt

M-XL \$39.95 XXL \$44.95

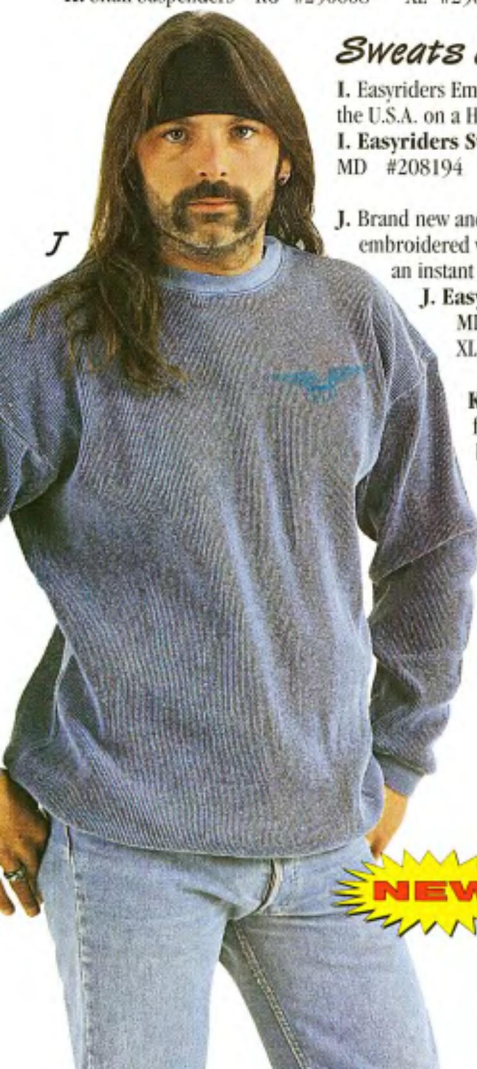
MD #208190 LG #208191

XL #208192 XXL #208193

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**Made in the
U.S.A.**



Easyriders Denim Shirt

This all denim stone-washed workhorse looks great, feels great, and is built to last. Plenty of room in the shoulders, with sleeve lengths to match your riding style. Embroidered Easyriders logo. Made in the U.S.A.

A. Easyriders Denim Shirt \$49.95

SM #208268 MD #208269 LG #208270
XL #208271 XXL #208272

Easyriders Hooded Denim Shirt

Soft and ready to wear on those cool evenings is the new faded 8 oz. denim shirt with heavy 12 oz. cotton fleece sleeves and hood. With pearl snaps and embroidered with the Easyriders motorcycle logo, this practical new fashion is perfect for men and women alike.

B. Easyriders Hooded Denim Shirt \$54.95

MD #208281 LG #208282
XL #208283 XXL #208284



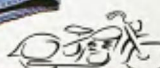
Easyriders Leather & Wool Baseball Jacket

Stay warm this fall in a black wool Easyriders baseball jacket with leather sleeves and snap down leather collar. Classic styling includes snaps and side pockets. Embroidered Easyriders motorcycle logo.

C. Sizes 38-50 \$169.00

SM #214203 MD #214204 LG #214205
XL #214206 XXL #214207

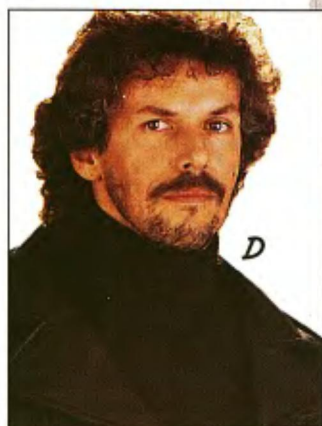



Easyriders®

Easyriders Chillbuster

Staying warm is a breeze in this nylon windbreaker with flannel lining. Cuts the cold like nothing you've ever worn! Just slip it on under a sweater or jacket and you'll be insulated from wind, rain and freezing temperatures. Velcro closure is designed for convenience and a perfect fit. Made in the U.S.A.

D. Chillbuster #700047 \$29.95



Made in the U.S.A.

Call 800-247-6246
for information and location of
your nearest dealer.



Gambler™ Men's Open Leather Vest

Men's open leather vest has western yoke, two pockets and is fully lined. Imported.

E. Gambler Vest, SM-XL \$129.00

SM #214352 MD #214353 LG #214354 XL #214355 XXL #214356

Men's Montana Chaps™

These classic chaps give you the luxury of comfortable movement while providing warmth and protection. Features include expandable rawhide tie waistband; lace-up inner thigh; brass zippers; replaceable belt buckle, adjustable extra-long length; with fringe for a western look, and shotgun-flare legs that slip easily over boots. Imported.

F. Monatan Chaps, SM-XXL 329.00 —

See Page 9 for Chaps with Customized Bone Treatment!

26-28 SM #214257 30-32 MD #214258 34-36 LG #214259
38-40 XL #214260 42-44 XXL #214261

Tombstone Chaps™

The same great features as the Montana Chaps™ (see text above) but without the fringe. Imported.

G. Tombstone Chaps, SM-XXL 279.00

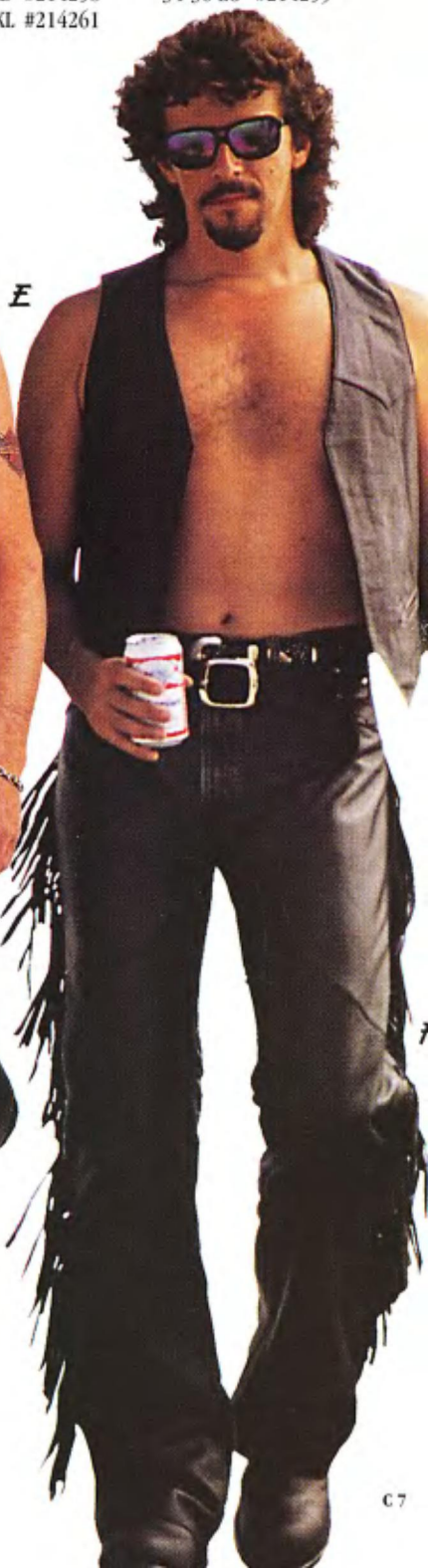
26-28 SM #214366 30-32 MD #214367
34-36 LG #214368 38-40 XL #214369
42-44 XXL #214370

Indian® Motorcycle Denim Jacket

The classic denim jacket just got better! The 100% cotton, button-down denim jacket features a red Indian motorcycle screened on the back for added excitement and style. This will really set you apart from the rest!

H. Indian Denim Jacket M-XL \$99.00

MD #214198 LG #214199 XL #214200





Cheyenne™ Ladies Fringed Leather Jacket

Fringe on the front, back and sleeves give this jacket western style. **NEW** back design for a smoother better fit (see inset), zippered pockets and tapered sleeves are extras. Choose your look — original or customized. Natural bone beads and brass accessories (conchos, beads and bolo tips) have been added for a sensational jacket! Order by chest size.

A. Cheyenne Jacket, Sizes 32-46 \$329.00 — With Bone Treatment \$439.00

Size	Part #	w/Bone	Size	Part #	w/Bone	Size	Part #	w/Bone
32	#214222	#214923	38	#214225	#214926	44	#214228	#214929
34	#214223	#214924	40	#214226	#214927	46	#214229	#214930
36	#214224	#214925	42	#214227	#214928			

Fringed Biker Jacket™

Extras include: plenty of pockets inside and out; built-in kidney protector for riding support; expandable waist for comfort; action back for easy movement; and tapered sleeves with zippered closures to keep out the cold. Also available with natural bone beads and brass accessories for a customized look.

B. Fringed Biker Jacket, Sizes 38-50 \$359.00 — With Bone Treatment \$449.00

Size	Part#	w/Bone
38	#214420	#214916
40	#214421	#214917
42	#214422	#214918
44	#214423	#214919
46	#214424	#214920
48	#214425	#214921
50	#214426	#214922

KB Special™ Men's Fringed Leather Summer Jacket

Rawhide drawstring yoke at neck, a removable leather wind breaker, action back, contour-tapered sleeves with brass zipper closures and a hidden inside pocket. Fully lined with 100% nylon taffeta and made from Super A cowhide. Western weave and fringe gives your KB Special that authentic look.

D. KB Jacket, Sizes 38-50 \$359.00

Size	Part#	Size	Part#
38	#214265	46	#214269
40	#214266	48	#214270
42	#214267	50	#214271
44	#214268		

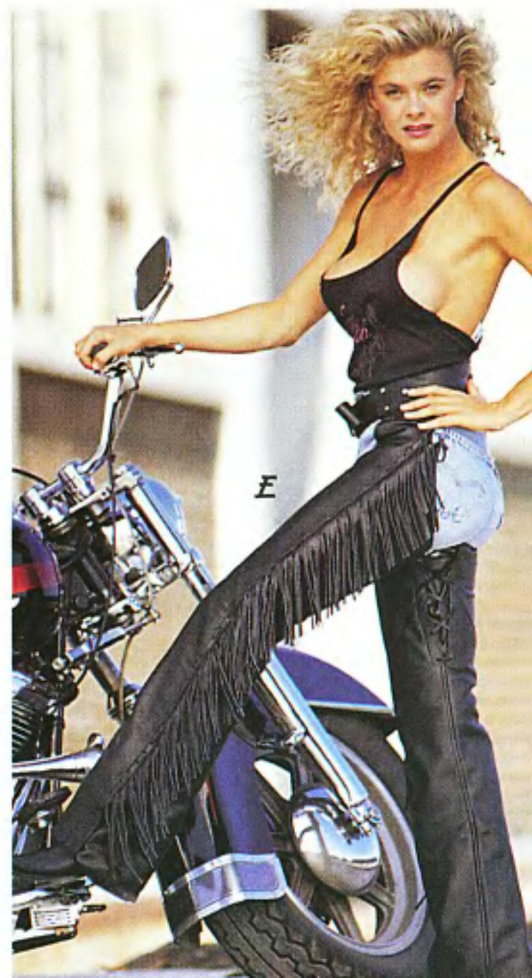
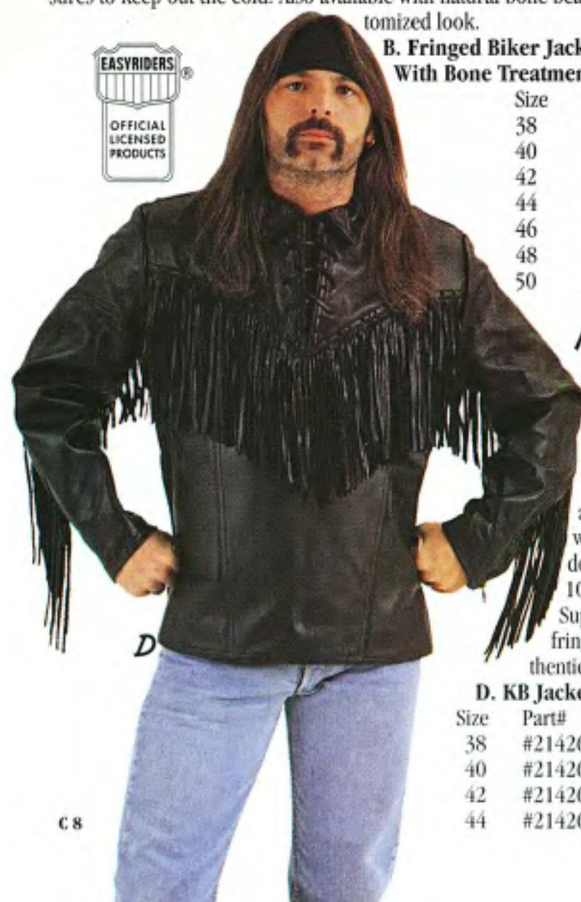


Ladies' Biker Jacket™

Extras include: plenty of pockets inside and out; built-in kidney protector for riding support; action back for easy movement; and tapered sleeves with zippered closures to keep out the cold.

C. Ladies' Biker Jacket, Sizes 32-46 \$349.00

Size	Part#	Size	Part#	Size	Part#
32	#214319	38	#214322	44	#214325
34	#214320	40	#214323	46	#214326
46	#214321	42	#214324		





Cheyenne Fringed Vest™

Our snap-down leather vest with fringed yolk and western weave on the front and back features two front pockets. And now you can buy this same great looking vest with our new bone treatment.

Natural bone beads, feathers, and brass accessories (conchos, beads and bolo tips) give this vest a sexy customized look.

F. Vest, M-XL \$199.00 — With Bone \$309.00

Size	Part#	w/Bone
SM	#214241	#214939
MD	#214242	#214940
LG	#214243	#214941
XL	#214244	#214942

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nearest dealer.

Wildfire Leather Lace-Up Skirt™

This eye-catching leather skirt leaves just enough to the imagination. Sleek styling includes zippered front, elastic back and two front pockets. 18" length is adjustable.

G. Wildfire Leather Skirt, M-XL \$119.00

SM #214360 MD #214361 LG #214362 XL #214395

Wildfire Leather Lace-Up Shorts™

Your leather wardrobe is not complete without a pair of enticing lace-up shorts. They're cool to wear and hot to look at with a side slit that offers just the right peek. Leather covered elastic waistband makes them comfortable and secure, yet easy to slip on (and off).

H. Wildfire Leather Shorts, SM-LG \$69.95

SM #214363 MD #214364 LG #214365

Montana Chaps™ With Bone

Same great chaps as seen on page 7, but customized with natural bone beads, feathers, leather lacing, and brass accessories (beads, conchos, and bolo tips).

E. Mens Montana Chaps, SM-XXL \$409.00

Size	w/Bone	Size	w/Bone
26-28 SM	#214931	38-40 XL	#214934
30-32 MD	#214932	42-44 XXL	#214935
34-36 LG	#214933		

Ladies' Montana Chaps™

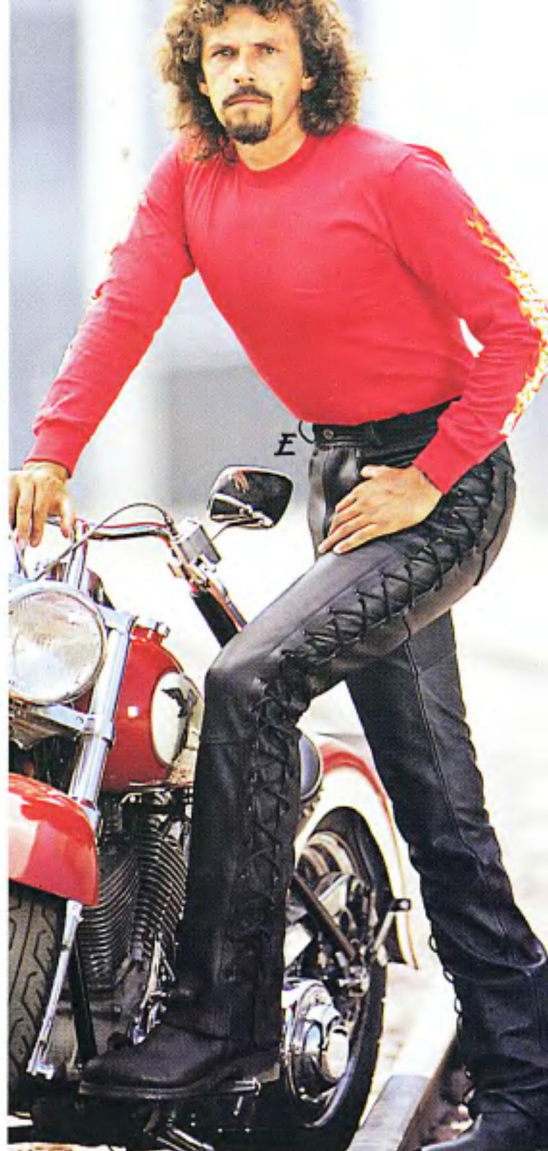
E. Ladies' Montana Chaps, SM-LG \$329.00 — With Bone Treatment \$409.00

Size	Regular	w/Bone
26-28 SM	#214257	#214931
30-32 MD	#214258	#214932
34-36 LG	#214259	#214933





A



Easyriders Leather Duster

At last, a leather fashion coat that's as practical as it is good looking. This western design has been popular with horsemen for generations. Now it's back, in leather, for riders of iron steeds. With removable Thinsulate™ lining, leg straps and rear gusset for extra comfort.

A. Leather Duster, Sizes M-XL \$349.00 XXL-XXXL \$379.00

MD #214208 LG #214209 XL #214210

XXL #214211 XXXL #214212

Biker Jacket™

A basic, no-frills style, the Biker Jacket is simple yet loaded with the same special details as the Fringed Biker Jacket (see page 8). Available in regular and long sizes.

B. Biker Jacket, 38-50 & 42L- 50L \$349.00

38 #214301 46 #214305 44L #214313

40 #214302 48 #214306 46L #214314

42 #214303 50 #214307 48L #214315

44 #214304 42L #214312 50L #214316

Dakota™ Ladies Weave Leather Jacket

New Back Design (pg.8)—same great features as the Cheyenne Jacket (pg. 8) but without the fringe. Order by chest size. **C. Dakota Jacket, Sizes 32-48 \$289.00**

32 #214232 34 #214233 36 #214234

38 #214235 40 #214236 42 #214237

44 #214238 46 #214239 48 #214240

B

C



Call 800-247-6246
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and location of your
nearest dealer.



Made
in the
U.S.A.



Nasty Feet Boots

Easyriders biker boots can take anything you can dish out. They're made to withstand harsh weather, dangerous work, years of wear and thousands of kick starts. Tough steel toes and shank give you extra protection and reinforced, oil-resistant soles insure your safety.

Additional features include:

- Handcrafted leather uppers • Fully cushioned insoles • Stash pocket for money or cigarettes • Knife or tool pocket with Velcro strap • Choose from 17" or 11" height • Women's boots include inner stash pocket and lace-up sides to accommodate pant legs.

Whether you like them short or tall, Nasty Feet are long on comfort. All boots are ANSI rated: Z41, 1-1972-75, and made in the U.S.A..



H. Men's 17" Tall Nasty Feet
Size 8-12 Med.-Wide \$239.00

Size	Med.	Wide
8	#251001	N/A
8-1/2	#251002	N/A



I. Men's 11" Tall Nasty Feet
Size 8-12 \$209.00

8	#250001	10-1/2	#250006
8-1/2	#250002	11	#250007
9	#250003	11-1/2	#250008
9-1/2	#250004	12	#250009
10	#250005		



G. Women's 17" Tall Nasty Feet
Size 5-8 1/2 \$219.00

6-1/2	#252004	7	#252005
7	#252005	7-1/2	#252006
5	#252001	8	#252007
5-1/2	#252002	8-1/2	#252008
6	#252003		

9	#251003	#251203
9-1/2	#251004	#251204
10	#251005	#251205
10-1/2	#251006	#251206
11	#251007	#251207
11-1/2	#251008	N/A
12	#251009	#251209

Easyriders Tube Tops

The classic Easyriders logo looks great on a black or white tube top. Tight and sexy, these tops stretch to give everyone a perfect fit.

D. Tube Tops, One size fits all \$14.95

Black #212012 White #212013

Maverick™ Lace-Up Pants for Men & Women

Lace-up leather pants give you a truly custom fit. Rugged styling includes expandable lace-up sides, sturdy zipper fly, five-pockets, shotgun-flare legs that slip easily over boots and extra-long length that you just cut to fit. Order by waist size.

E. Maverick Pants, Sizes 26-42 \$269.00

26	#214327	32	#214330	38	#214333
28	#214328	34	#214331	40	#214334
30	#214329	36	#214332	42	#214335

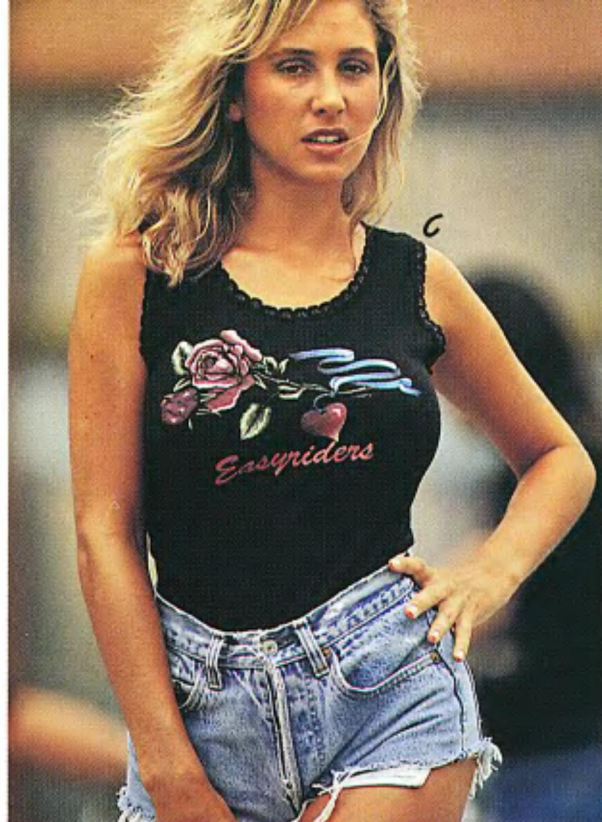
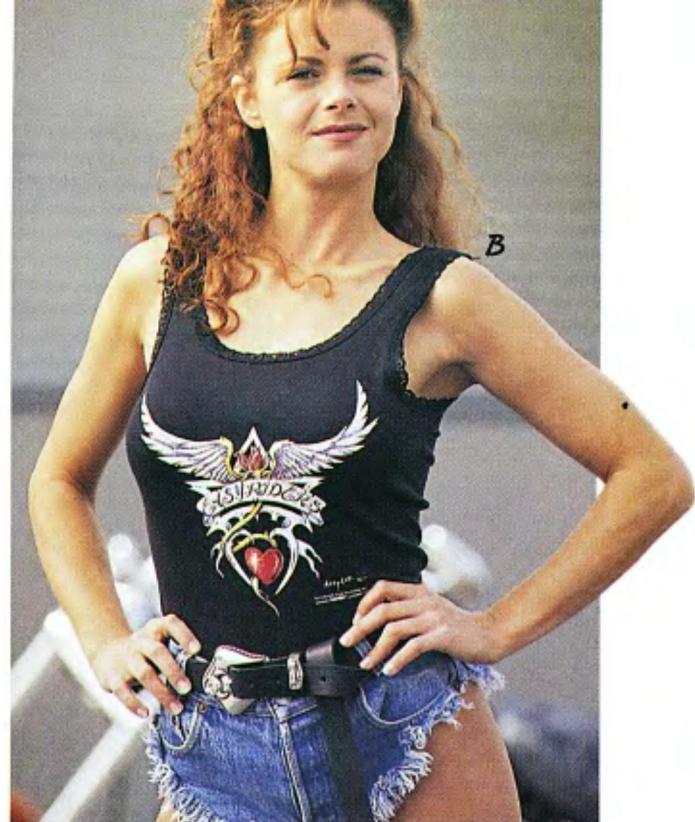
Rampage™ Ladies' Leather Jeans

The best fitting pants ever designed for women who ride. Loaded with extras, the Rampage's™ great looks and comfortable design make them the perfect leather jeans for any occasion. Zippered side pockets give you a tight fit when they're closed and easy access to contents when they're open. Special details include expandable waist panel for easy movement and a satiny lining for a smooth change.

F. Rampage Pants, Sizes 5/6-15/16 \$229.00

5/6	#214377	11/12	#214380
7/8	#214378	13/14	#214381
9/10	#214379	15/16	#214382





Easyriders Denim Shirt

Same great shirt as seen on page 6 — available for women too! It's a classic men's stonewash denim button-up shirt that's soft and comfy. Looks great tied at the waist or layered with something sexy underneath.

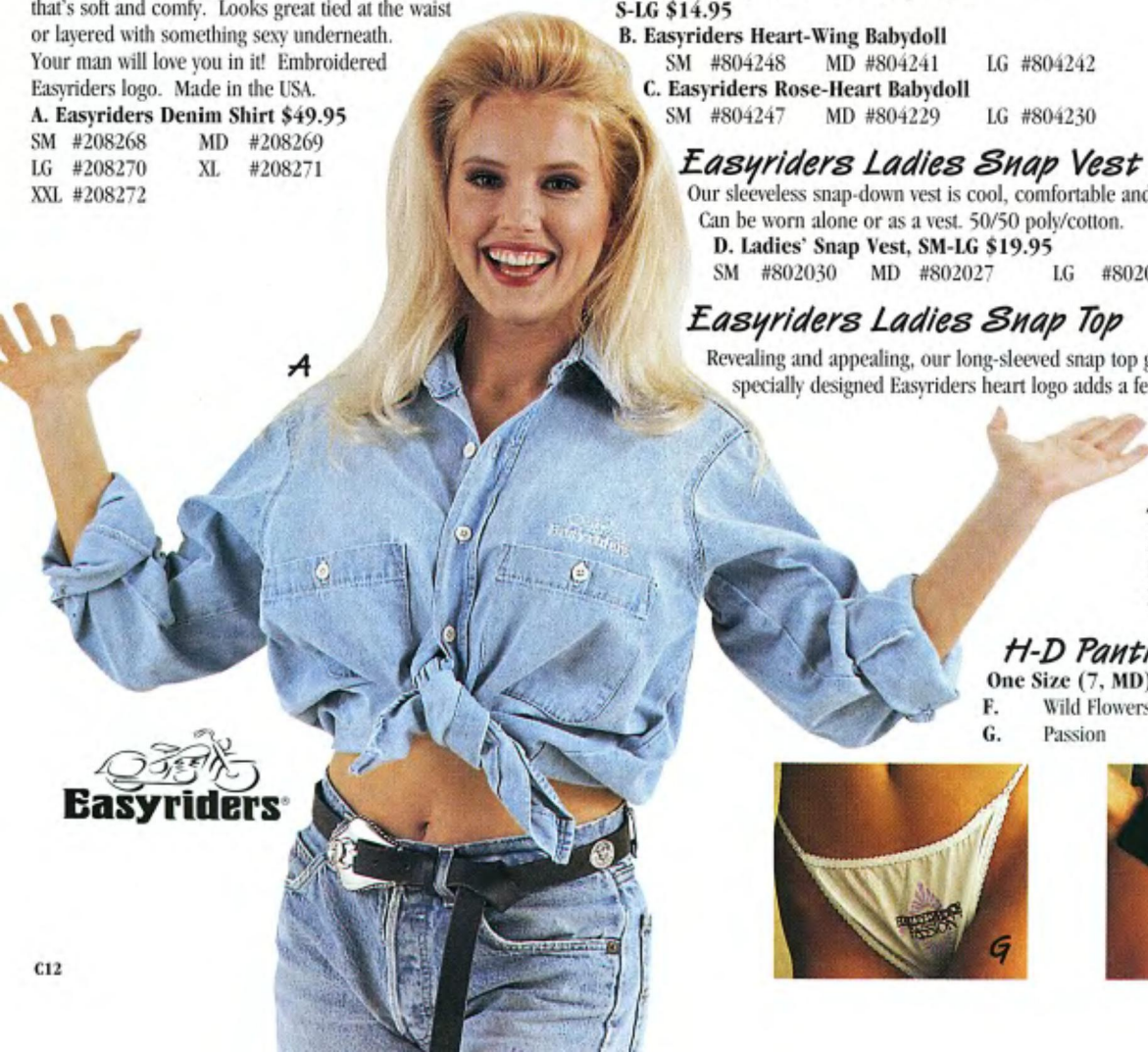
Your man will love you in it! Embroidered Easyriders logo. Made in the USA.

A. Easyriders Denim Shirt \$49.95

SM #208268 MD #208269

LG #208270 XL #208271

XXL #208272



Women's Easyriders Babydolls

Soft, sexy and super comfortable, Easyriders' babydoll tops are trimmed in lace. 50/50 poly/cotton keeps them from losing shape.

S-LG \$14.95

B. Easyriders Heart-Wing Babydoll

SM #804248 MD #804241 LG #804242

C. Easyriders Rose-Heart Babydoll

SM #804247 MD #804229 LG #804230

Easyriders Ladies Snap Vest

Our sleeveless snap-down vest is cool, comfortable and great looking.

Can be worn alone or as a vest. 50/50 poly/cotton.

D. Ladies' Snap Vest, SM-LG \$19.95

SM #802030 MD #802027 LG #802028

Easyriders Ladies Snap Top

Revealing and appealing, our long-sleeved snap top gets a 10 from the men. A specially designed Easyriders heart logo adds a feminine touch to this

flattering top. 50/50 poly/cotton for wash-and-wear ease.

E. Ladies' Snap

Top, M-XL \$29.95

MD #212037

LG #212038

XL #212039

H-D Panties

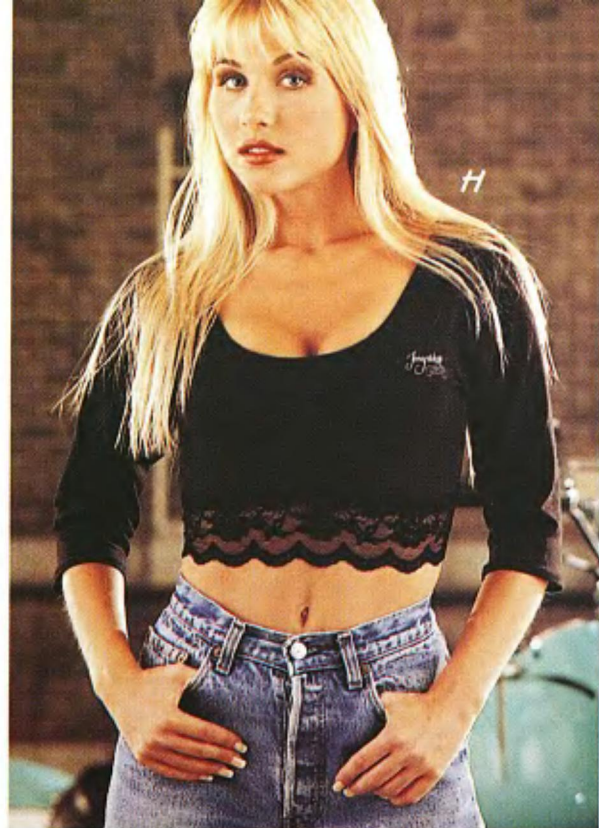
One Size (7, MD) \$6.95

F. Wild Flowers #803292

G. Passion #803290



Easyriders



Easyriders Lace Tops

Made of easy-care cotton Lycra, these Easyriders lace tops are as comfortable as they are good looking. They hug the curves like a Sportster, with lace trim and quality construction throughout. Sure to be a warm-weather favorite. The stylish Easyriders logo is silkscreened on style H, embroidered on style I.

H. Lace Top MD-XL \$29.95

MD #802024 LG #802025 XL #802026

I. Lace Crop Top SM-LG \$24.95

SM #802034 MD #802035 LG #802036

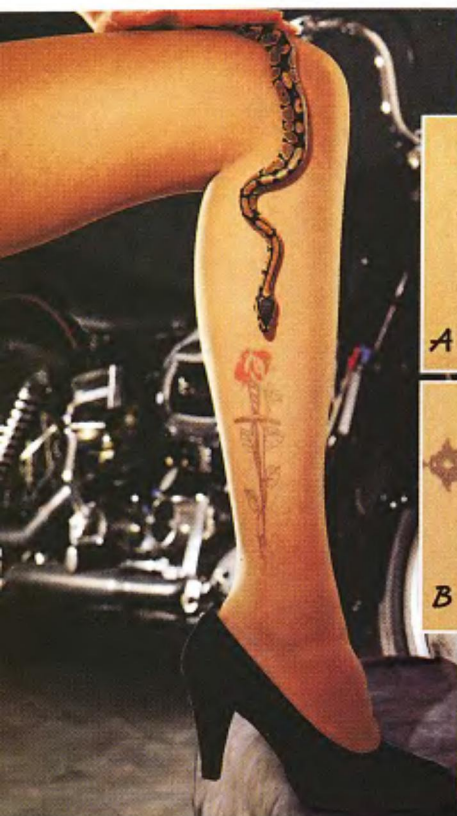


Call
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**Made in the
U.S.A.**





Easyriders Pantyhose

Cleverly designed to look like a real tattoo under your pantyhose, these stockings feel as great as they look. Sheer to the waist with a comfortable cotton pantyliner.

A.-C. S/M - M/L
\$13.95.

S/M 5' to 5'4"
and 100-125 lbs.

M/L 5'4" to 5'8"
and 125-151 lbs.

A. S/M #804194

M/L #804195

B. S/M #804192

M/L #804193

C. S/M #804190

M/L #804191



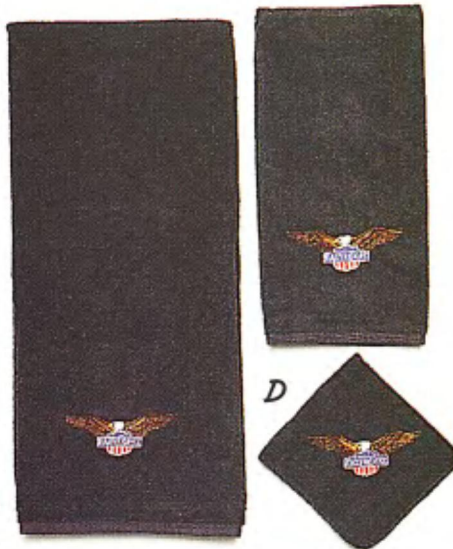
A



C



B



D

Easyriders Towel Set

Don't get soaked, dry off with Easyriders bath towels, hand towels and wash cloths. 100% cotton and made in the U.S.A. Set includes one of each: bath towel (23"x 42"), hand towel (16" x 26"), and wash cloth (12"x 12"). Set contains one of each.

D. #401106 \$34.95

Easyriders Faux Leather Bra Top

You'll be a certain standout in this comfy bra top, made of warm and washable faux leather with studs like a motorcycle seat and a fit that's bound to turn heads from Sturgis to Daytona. Thin straps and a delicate tie in front provide elegant touches to complete this stylish fashion favorite.

E. Easyriders Bra Top, Sizes SM-LG, \$29.95

SM #214620 MD #214621 LG #214622

Easyriders One-Piece Bathing Suit

Just the thing for down at the beach this summer, the new Easyriders one-piece bathing suit looks hot while providing comfort and ease of care. It's available with an embroidered Easyriders logo. Even without your leathers, everybody'll know you'd rather be riding.

F. Easyriders Bathing Suit, Sizes SM-MD, \$44.95

SM #802045

MD #802046

LG #802047

Made
in the
U.S.A.



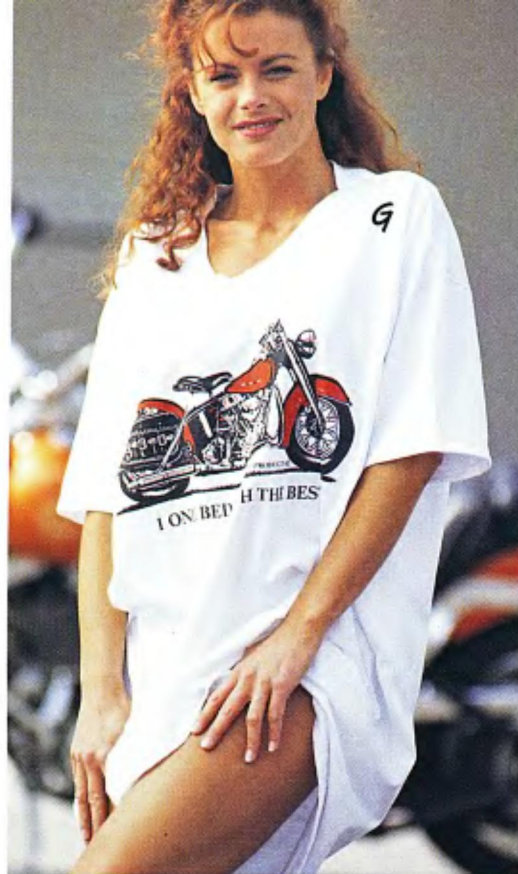
Call
800-247-6246
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of your nearest dealer.



E



F



Easyriders Nightshirt

"I Only Bed with the Best," is a motto to live by. Announce your preference in our ladies V-neck 100% cotton nightshirt. Comfortable, extra roomy and matches our pillowcases. One size fits all. **G. #208234 \$29.95**

Pillowcases

This novelty pillowcase is great for when your system's exhausted. Made in U.S.A. Set of 2. **H. #400002 \$24.95**

Tiger Nightshirt

Be true to your wild nature in the tiger sleepshirt. Our Tattoo Magazine logo looks sharp on a black T; 100% cotton. One size fits all. **I. #208235 \$16.95**

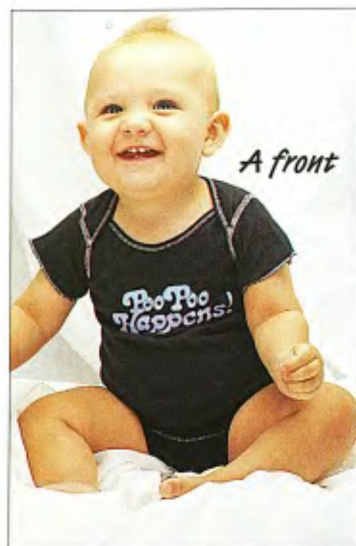
Hooded Nightshirts

Our one-size-fits-all nightshirt gets a feminine touch from the heart-and-rose Scooter Fox design. Made of 50/50 poly-cotton blend with a comfortable slit at each leg.

J. One Size \$34.95

Pink #810110 Black #810109





A front



A back

Baby Outfits

100% cotton baby outfits include a short sleeved shirt and matching diaper pant (SM-13/18lbs., MD-19/26 lbs.; LG-22/34 lbs.). Available in black only.

A. Poo Poo Happens SM-LG \$19.95

SM(13/18 lbs.) #213000 MD(19/26 lbs.) #213001 LG(22/34 lbs.) #213002



Ghost Rider Kids T-Shirts

Our classic David Mann design on a kids 100% cotton Hanes T-shirt!

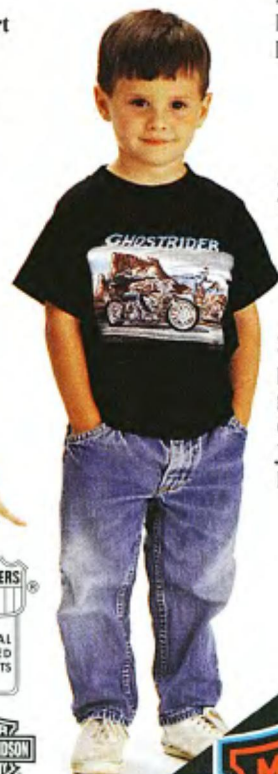
2/4-10/12 \$14.95

I. Ghost Rider T-Shirt

2/4 #213019

6/8 #213020

10/12 #213021



Made in the U.S.A.

Easyriders and Harley-Davidson Bandanas

Multi-purpose bandanas measure 24" x 24".

Easyriders bandana measures 22" x 22".

B. H-D Black Bandana	#801129	\$6.95
C. H-D Red Bandana	#801227	\$6.95
D. Easyriders Bandana	#801132	\$6.95
E. H-D Roses Bandana	#801225	\$6.95
F. H-D Eagle Bandana	#801229	\$6.95

Harley-Davidson Stuffed Pig

Adorable stuffed pig wearing a traditional biker jacket and cap.

G. H-D Pig, #321005 \$14.95



Harley-Davidson Infant Baseball Cap

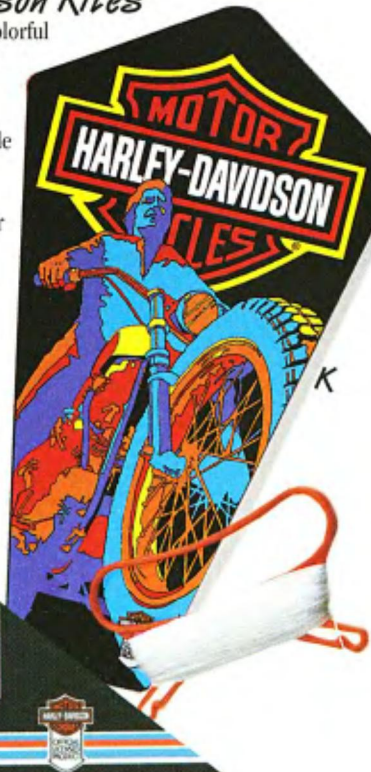
Protect baby's skin and eyes from the sun with a Baby Harley Cap featuring the classic bar and shield logo. H. One Size, #300241 \$11.95

Harley-Davidson Kites

Take to the sky with a colorful Harley-Davidson plastic kite. The 50-inch Hi-Flier (J.) and the 51-inch Skyflier (K.) include 200 feet of pre-wound polyester cord. Adult guidance is suggested for children under eight.

J. #290034 \$5.95

K. #290038 \$8.95





Saddlebags

Packing is easy when you've got a pair of roomy saddlebags to hold your gear. Ruggedly constructed of Easyriders HOG-A-HIDE – a revolutionary man-made material that looks like leather but is sturdier, more weather resistant and much less expensive. Secure buckle closures keep belongings safe and dry. Made in the U.S.A.

L. Cross Country Saddlebag With Tool Pouch

Double strap saddlebags (14" x 14" x 6"); Double strap tool pouch (10" x 4 1/2").

Matching braided weave on both saddlebags and tool pouch. Nice 'n' roomy.

Measurements listed reflect size after usage. #700068 \$169.00 (set)



M. Short-Fingered Leather Gloves

Comfortable on even the hottest days, these abbreviated gloves provide hand and palm protection while leaving your fingers free. Velcro closure.

M. Short-Fingered Gloves SM-XL \$14.95

SM #214610 MD #214611
LG #214612 XL #214613



Call
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and location
of your nearest
dealer.

N. Summer Leather Gloves

Made from soft yet durable leather, these cool Easyriders gloves have an open back, knuckleholes, ventilated fingers and a Velcro closure. N. Summer Gloves SM-XL \$24.95

SM #214600 MD #214601
LG #214602 XL #214603



O. Gauntlet Leather Gloves

Insulated with Thinsulate, these gloves have a hidden rain cover to keep your hands warm and dry. Made of heavy, supple cowhide. Velcro closure.

O. Gauntlet Gloves SM-XL \$54.95

SM #214605 MD #214606
LG #214607 XL #214608



A



B



Belt Buckles

Buckle up with more great designs in natural brass and nickelplate finish.

C. Skull Pile

#290217 \$29.95

D. Brass H-D Wing #290201 \$14.95

Easyriders Two-Tone Collector's Belt Buckles

Our two-tone collector's belt buckles feature two famous David Mann designs that will never go out of style. The unique two-tone look comes from the combination of brass and pewter finishes. Each buckle carries a message about the art, a limited edition number and the Easyriders seal of approval on the back.

A. Ghost rider #290205 \$34.95

B. Rendezvous/Time Warp #290204 \$34.95

Easyriders "Classic" Belt Buckles

Two new designs that are sure to become classic favorites. The first features a chopped shovel with a bro and his ol' lady astride. The other shows the Easyriders Magazine logo with the motto "Live to Ride, Ride to Live":

E. Chopper #290215 \$14.95

F. Live To Ride #290214 \$14.95

Easyriders Belts

Choose from a great selection of high quality leather belts with beautiful buckles featuring Easyriders logos and western themes. All men's belts are 1-1/2" wide. Women's are 1" wide with extra length for wrapping. Made of top-quality leather with excellent workmanship and durable metal buckles.



G

H

G. Women's Wrap Concho Belt

XS-LG \$44.95 ea.

28 (XS) #290366

32 (SM) #290367

34 (MD) #290368

36 (LG) #290369

H. Easyriders Concho Belt

SM-XL \$44.95 ea.

32 (SM) #290399

36 (MD) #290400

40 (LG) #290401

44 (XL) #290402

I. Easyriders Chain Wing Belt

SM-XL \$19.95 ea.

32 (SM) #290395 36 (MD) #290396

40 (LG) #290397 44 (XL) #290398

J. Easyriders Ghost rider Belt

SM-XL \$24.95 ea.

32 (SM) #290371 36 (MD) #290372

40 (LG) #290373 44 (XL) #290374

C18



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Made in the U.S.A.



Easyriders Leather Back-Pack Purse

This black leather bag was created especially for women who ride. It may be worn as a backpack when you're on the bike (saves storage space) and then easily transformed into a purse when you arrive at your destination. Easyriders heart & fringe concho on front flap; adjustable clip-on strap and carrying handle; roomy interior; inner stash pocket and large outside pocket on the back. Secure zipper closures.

K. #216544 \$99.00



Easyriders Purses

L. Easyriders Fringe Rose Wing Purse

Our black leather purse is nice and roomy! Bucket-style bag zips at the top and features long fringe plus the Easyriders metal logo for style.

#216547 \$89.95

M. Easyriders Fringe Concho Purse

The black leather Fringe Concho purse has a western style that looks great with our fringed jacket, chaps or vest. #216536 \$89.95

N. Concho Pouch w/Key Hook #216509 \$16.95

Easyriders and Indian Wallets & Keychains

O. Indian Credit Card Chain Wallet

#216457 \$29.95

P. Indian Keychain

#216458 \$9.95

Q. Indian Colored Belt Buckle

#290200 \$24.95

R. Engine Wallet,

#216524 \$29.95

S. H-D Kid's Chain Wallet,

#216532 \$19.95

T. Easyriders Trifold Wallet,

#216455 \$14.95

U. Easyriders Chain Wallet,

#216456 \$14.95

V. Easyriders Keychain

#216454 \$5.95

W. Easyriders Eagle/Flag

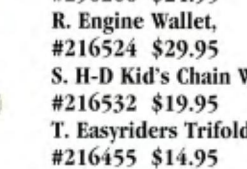
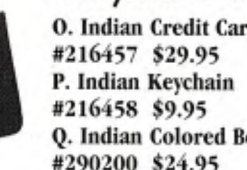
Trifold Wallet, #216513 \$29.95

X. Easyriders Fringed Keychain,

#216453 \$5.95

Y. Easyriders Trifold Wallet

w/Inlay, #700022 \$24.95

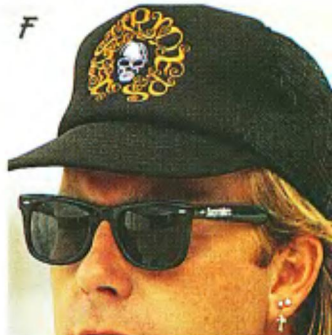




Easyriders Tote and Belly Bag

Made of heavy duty woven nylon, these great-looking carry-alls make travel easy. Accented with an Easyriders flag or the traditional eagle logo, both bags feature reinforced webbing for extra support and extra-strength hardware to handle tough loads. The handy carrying strap comes off to become a waist pouch. Comfortable and convenient, they'll go where you go.

A. Tote & Belly Bag, #300190 \$29.95



Easyriders Butt Bag

Here's another place to stash your stuff when you're on the bike, and a great way to keep your hands free once you get to your destination. Big and roomy, our leather butt bag keeps your belongings safe and dry, yet easy to reach. Hidden pockets let you grab money and keys without a lot of digging. Adjustable strap. B. Easyriders Butt Bag, #216548, \$54.95

Easyriders Leather Barrel Bag

For longer trips, or when there's two of you, this all-leather bag is great for packin' all your stuff. Small enough to fit on the bike and durable enough to take to the airport. Includes a removable leather carrying strap (18" x 10" x 10"). C. Easyriders Barrel Bag, #216545 \$139.00

Easyriders Leather Travel Bag

This one's just the right size for some overnight stuff and a few extra T-shirts. Strap it on the scooter and go! (13" x 9" x 9").

D. Easyriders Travel Bag, #216546 \$109.00

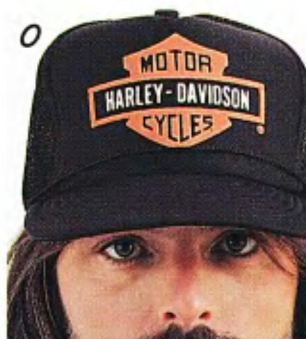
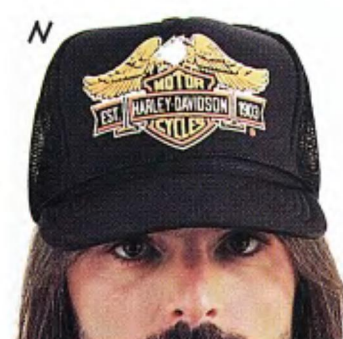
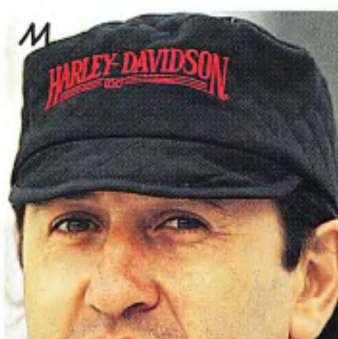
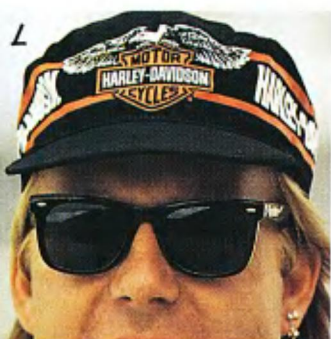
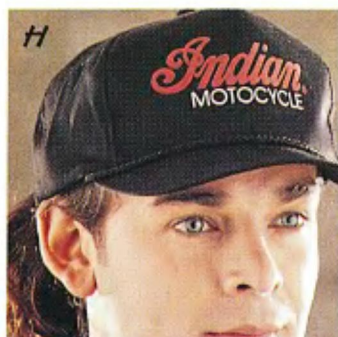
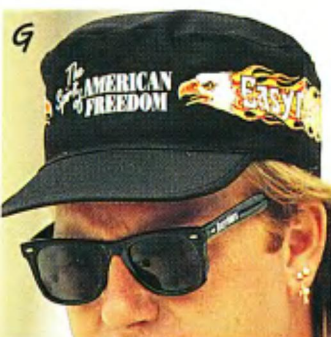
Easyriders Tote Bag

All-purpose tote bag comes in handy as a gym bag, diaper bag, book bag or for packing. Nylon bag sports Easyriders logo (20" x 11" x 11").

E. Easyriders Tote Bag, #300199 \$19.95



Made in the
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Easyriders Caps and Hats

F-K.—Easyriders hats come in handy against the heat, cold, wind and rain — or just because.

F. Summer Cap #300211 \$14.95

G. Painter's Hat #300213 \$8.95

H. Indian Hat #300222 \$13.95

I. Easyriders Leather Cycle Cap with Easyriders Pin—One size fits all.

L. #300282 \$24.95

J. Easyriders Leather Flyer's Cap— (Goggles not included.)

J. SM-LG \$29.95

SM #300287 MD #300288 LG #300289

K. Easyriders 100% Wool Beret—

Military-style beret includes an Easyriders pin.

K. SM-LG \$29.95

SM #300297 MD #300298 LG #300299

H-D Caps and Hats

L-O. — Classic H-D caps and hats show your pride and preference for the world's greatest American-made motorcycles!

L. Painter's Hat #300235 \$12.95

M. Welder's Cap #300237 \$14.95

N. Baseball Cap #300225 \$9.95

O. Baseball Cap #300227 \$9.95

H-D On-The-Road!

The H-D Six-Pack Cooler is a soft-sided, insulated carrying case that keeps beverages cool. May be used with blue ice. The H-D Arctic Chiller contains a removable ice pack for maximum chilling power—Velcro closure. Protect your favorite tunes in the lightweight H-D Tape Cassette Carrying Case featuring 3/8" double density foam insulation and a self-repairing industrial zipper—holds 12. When you're going by foot, the H-D Tube Cooler beverage carrier is just what you need to keep 3-6 cans cool. Just sling it over your shoulder and go. Insulated with 3/8" double density foam.

P. H-D Six-Pack Cooler #500006 \$14.95

Q. H-D Arctic Chiller #500008 \$5.95

R. H-D Cassette Carrier #500004 \$14.95

S. H-D Tube Cooler #500007 \$14.95



P



Q



R



S



H-D Beer Can Holster

Strap-on holster attaches to your belt and ties around your thigh to keep brew upright. Great for when you need both hands but want to keep a cold one close by! T. Beer Can Holster #500002 \$14.95



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Easyriders Darts

Be the first in your area to use genuine Easyriders darts at your local bar or in your own game room. Available in soft or steel tipped models with tungsten or brass shafts, they each have a different Easyriders logo on the flights. You'll have no difficulty telling which darts are yours.

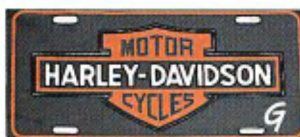
- A. Tungsten Soft Tip, #160072 \$39.95
 B. Tungsten Steel Tip, #160070 \$34.95
 C. Brass Steel Tip, #160071 \$19.95
 D. Nickel Silver Soft Tip, #160073 \$29.95

H-D Clocks

- E. H-D Eagle #290036 \$29.95
 F. H-D Bar & Shield #290035 \$29.95

H-D License Plate

- G. H-D License Plate #150182 \$6.95



Handcuffs & Case

Nickel plated Double Lock or Heavy Duty Double Lock handcuffs. Also available is the Hog-A-Hide belt pouch for convenient transport.

- H. Belt Pouch, #700053 \$14.95
 I. Heavy Duty Double Lock Handcuffs, #160011 \$39.95
 J. Double Lock Handcuffs, #160010 \$19.95

H-D Rug

H-D rug is 3/4" thick and measures 36" x 27".

- K. H-D Rug, #300115 \$34.95

Indian, and H-D Mugs and Ashtray

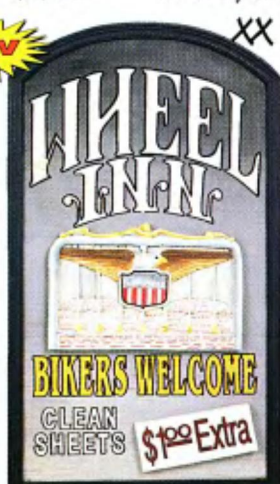
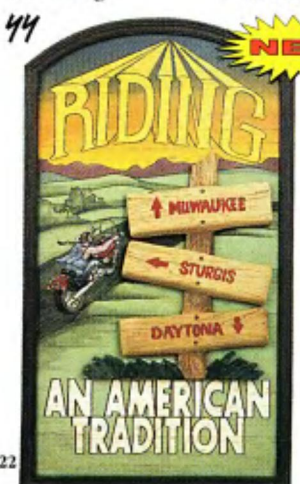
- L. Indian Oil Mug (16-oz.), #600204 \$12.95
 M. H-D Oil Mug (16-oz.), #500001 \$12.95
 N. H-D Ashtray, #600006 \$7.95
 O. H-D 13-oz. Coffee Mug, #600102 \$7.95

Decorator Wooden Signs

There's nothing like a bright and humorous old-style sign to brighten

up your living room, den or shop. These rustic 3-dimensional signs are hand-carved and painted and come framed and ready to hang. Your choice of four original Easyriders designs.

- WW. Handlebar #150064 \$65.00
 YY. Riding #150065 \$85.00
 XX. Wheel Inn #150062 \$85.00
 ZZ. Rusty Cafe #150063 \$65.00



Size: 27" x 15"

Size: 24 1/2" x 12 1/2"

Patches

Choose from our great selection to add to your patch collection. Three sizes available.

P. H-D Crown (3 1/2"x3")	#180036	\$5.50
Q. H-D Bar & Shield (4"x3")	#180016	\$2.95
R. H-D Eagle		
SM (3-3/4"x5")	#180081	\$6.95
MD (8"x10")	#180082	\$19.95
LG (10"x14")	#180083	\$39.95
S. H-D Bar & Shield/Flames (3-1/2"x3")	#180017	\$4.95
T. H-D Wings (6"x2-1/2")	#180030	\$5.95
U. Easyriders Wings/Wheel (4-1/2"x6")	#180121	\$9.95
V. H-D Maple Leaf		
SM (2"x3")	#180011	\$2.50
MD (2-1/2"x5-1/2")	#180012	\$5.95
LG (6"x9")	#180013	\$12.95
W. Easyriders Logo (3" round)	#180101	\$4.95
X. Easyriders Eagle		
SM (4"x2-1/2")	#180117	\$5.95
MD (7-3/4"x4-1/4")	#180118	\$10.95
Y. Easyriders Wheel/Flame		
SM (1-3/4"x4")	#180119	\$5.95
MD (3-1/2"x8-1/4")	#180120	\$15.50
Z. Easyriders Wheel (3")	#180113	\$5.95
AA. H-D Silver Wing		
SM (3-3/4"x1-1/4")	#180071	\$1.95
MD (12-1/2"x3-1/2")	#180073	\$11.95
LG (16-3/4"x4-1/2")	#180074	\$15.50
BB. 1903 H-D Eagle		
SM (3-1/2"x3")	#180033	\$4.95
MD (6"x5")	#180034	\$10.95
LG (12"x10")	#180035	\$19.95
CC. H-D U.S.A. #1		
SM (2"x2-1/2")	#180094	\$2.25
MD (2-3/4"x4")	#180095	\$4.50
DD. H-D Upwing Eagle (3" x 5")	#180085	\$5.95
EE. Easyriders Eagle		
SM (1-1/2"x4")	#180114	\$3.95
MD (3-1/2"x9")	#180115	\$10.95
LG (5-1/2"x15-1/2")	#180116	\$16.95
FF. Last Biker (2"x3")	#180049	\$2.50
GG. Easyriders Eagle Head		
MD (3-1/2"x6")	#180122	\$11.95
LG (6-3/4"x12")	#180123	\$24.95
HH. H-D Broken Wing		
SM (4"x1-1/2")	#180001	\$2.50
MD (9"x3")	#180003	\$8.95
LG (15"x5")	#180004	\$24.95
II. H-D Rebel Flag (5-3/4"x6")	#180028	\$15.50
JJ. H-D American/Rebel (5"x3-5/8")	#180037	\$7.95
KK. H-D Motorcycles		
SM (4"x1-1/2")	#180005	\$2.50
MD (8"x4")	#180006	\$7.95
LL. Easyriders Chrome Eagle		
SM (1-1/4"x4")	#180110	\$2.50
MD (2-1/2"x7")	#180111	\$8.50
LG (15"x4")	#180112	\$14.95
MM. H-D V-Twin (6-1/2"x6")	#180029	\$19.95
NN. H-D Motorcycles/Chain		
SM (4"x1-1/2")	#180047	\$3.50
LG (11-1/2"x4-1/4")	#180048	\$9.95
OO. H-D Pegasus		
SM (6"x6-3/4")	#180031	\$15.50
LG (13"x13")	#180032	\$39.95
PP. Easyriders Flag (1 1/2"x4")	#180105	\$4.95
QQ. H-D Girl (3"x3")	#180024	\$3.50
RR. H-D Teddy Bear (3-7/8"x2-5/8")	#180038	\$3.95
SS. H-D Boy (3"x3")	#180025	\$3.50
TT. H-D Butterfly (3-1/2"x2-1/2")	#180020	\$3.50
UU. H-D Flowers (3-7/8"x1-1/2")	#180043	\$2.95
VV. Lady Harley (4"x2-3/4")	#180040	\$2.95



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dealer.

Made in the U.S.A.

Easyriders Bota Bag

If your days are filled with wine, women and song, Easyriders' bota bag (50-oz.) is what to bring along! Complete with sanitary latex lining, screw-on cap, shoulder strap and Easyriders skull logo.

AAA. Bota Bag #600403 \$16.95

Easyriders Collector Cards

Unique in the world of collectibles, the Easyriders Metallic Images collector cards are embossed and printed on metal for maximum durability. Series #1 features 20 metal cards, 16 with images from the Easyriders Calendar Collection plus 4 with scenes

Collector's Page

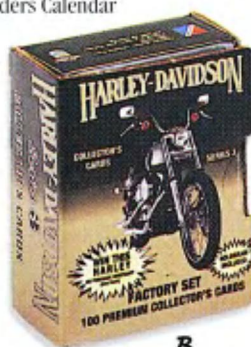


NEW

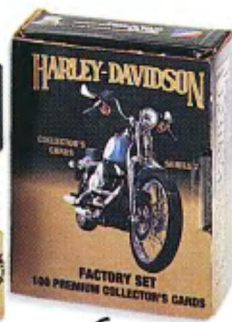


A

from the talented brush of artist David Mann. The limited edition set comes complete with the matching metal collector container and certificate of authenticity. **A. Metallic Collector Cards, #160012 \$69.95**



B



C

H-D Collector Cards Series II and III

Here's another way to collect and invest in the greatest motorcycle ever made. Series I is already gone but it's not too late to buy Series II and III. These collector cards will be classics!

B. H-D Series II #160007 \$35.00

C. H-D Series III #160008 \$35.00

Easyriders Collector Steins

Available in two unique styles, these quality Easyriders collector steins are sure to have a place of honor on your mantle. Both feature pewter trim and superb Dave Mann artwork. The sleigh scene and the ghost rider are perfect all year 'round. The edition is limited to 4900 of each design, with certificate of authenticity. And, they make perfect gifts for your Harley-riding friends, too.

D. Ghost Rider #600003 \$89.95, E. Sleigh Ride #600004 \$69.95



NEW

D

E

Easyriders Bulova Watch

Ride on Easyriders time and you'll never be idling. But hurry, only a few of these Bulova black quartz watches are left. Capable of accuracy to within a minute a year and engineered to deliver years of excellent and dependable service. Comes with a one-year warranty. **G. #310400 \$89.95**



F



G

Stamp Collection

There will never be another stamp like the Harley-Davidson 10¢ stamp, issued on July 22, 1922. Each stamp features a mail carrier delivering a package on the new (at that time) Big Twin Harley.

Sometimes even the government needs the speed of a Harley. This framed collector's set of original stamps can be passed on to your kids!

F. #290039 \$99.00

Easyriders Collector's Truck

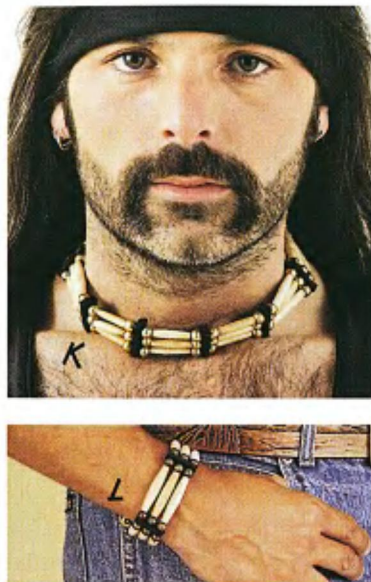
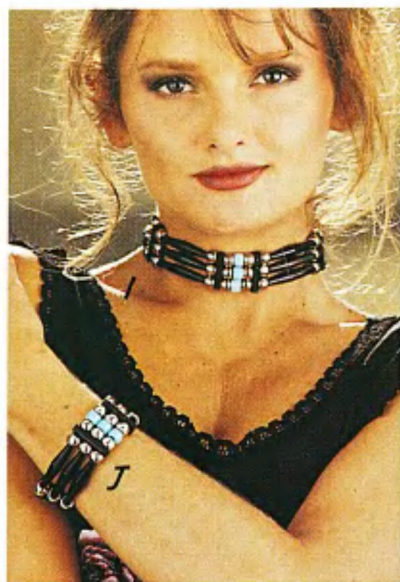
Only 5,000 of these highly detailed, 1/64 scale, Easyriders trailer/coin banks were made. Made entirely of die cast metal, features include a Kenworth cab-over and a locking coin bank (the key is tucked away under the trailer). Comes in a sturdy four-color carton complete with a brief Easyriders history.

H. #253003 \$44.95



H

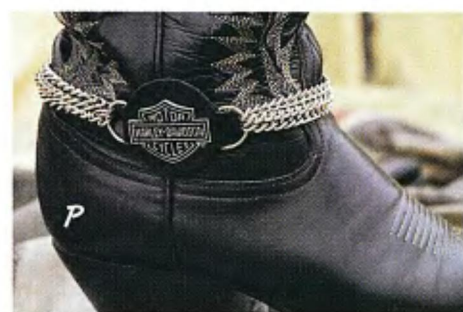




Bone Accessories

Authentic bone is dyed black or left natural to make these unique accessories for men and women. Matching chokers, boot chains and bracelets look great separately or as a set. Wear them when you're feeling bad to the bone!

- I. Black Bone Choker #310617 \$84.95



- J. Black Bone Bracelet #310622 \$34.95
K. Natural Bone Choker #310618 \$84.95
L. Natural Bone Bracelet #310621 \$34.95
M. Black Bone Bootstrap #310619 \$84.95 (pair)
N. Natural Bone Bootstrap #310620 \$84.95 (pair)



H-D Boot Chains

- P. H-D Bar and Shield Boot Chain #310104 \$29.95
Q. H-D Turquoise Boot Chain #310100 \$24.95



R. #310320



S. #310322



T. #310323



U. #310321



V. #310319

Pins

Harley-Davidson pewter pins, and Easyriders gold pin. \$4.95 each.



W. #310477

NEW! Harley-Davidson Jewelry



Bar & Shield
#310337
\$7.00



Bar & Shield
#310338
\$7.00



Wing
#310335
\$7.00



Wing
#310339
\$7.00



Fatboy
#310334
\$7.00



1903 "V"
#310333
\$7.00



Oakleaf
#310336
\$7.00



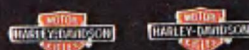
Eagle & Shield
#310340
\$9.00



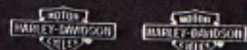
90th
#310341
\$9.90



Fatboy
#310344
\$7.00



Bar & Shield
#310348
\$7.00



Bar & Shield
#310347
\$7.00



Wing
#310345
\$7.00



Bar & Shield
#310342
\$9.00



Oakleaf
#310346
\$7.00



Wing
#310349
\$7.00



Eagle & Shield
#310351
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Bar & Shield
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1903 "V"
#310343
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Bar & Shield
#310354
\$7.90



Oakleaf
#310356
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90th
#310358
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1903 "V"
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Eagle & Shield
#310357
\$9.00

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Lighting Bolt
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\$15.90



90th
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Bar & Shield
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\$11.90



Lighting Bolt
#310353
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Eagle & Shield
#310360
\$9.90



90th
#310361
\$9.90



Eagle & Shield
#310364
\$11.90



Bar & Shield
#310359
\$9.90

NEW WIDER DUO-LIFT— NOW LIFTS ALL HARLEY MODELS!

Duo-Lift

The new Duo-Lift is wider for greater stability and comes with a sliding bar for accurate positioning. This one-man operation puts both wheels in the air and keeps the bike stable.



Step 1



Step 2



Detachable handle and fold-up feature make for easy storage. Locking pin and safety clips prevent the bike from being pushed off the side of the lift.

A. #280101 \$139.00

Extra Lift Bar For Duo-Lift

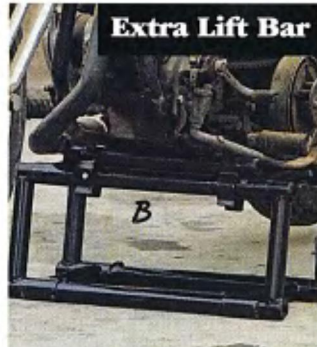
This is an additional piece of tubing that will simply bolt onto the front upright of the Duo-Lift. Made for extended front ends and tall scoots (more than 5-1/2" of ground clearance) that need an extra lift to get the front wheel off the ground.

B. #280102 \$19.95

Step 3



Extra Lift Bar



Made in the U.S.A.

Adjustable EZ-Lift

The perfect setup for any mechanic working alone is the versatile, durable EZ-Lift. Three-way adjustment feature is designed for Softails (high position), swingarms (middle position), or rigids (bottom position). A single tubular bar allows you to lift either the front or rear of the bike separately. Handle can be attached to either side of the lift, making it possible to use on either side of the motorcycle. It's powder painted with electronically bonded, aircraft grade, chip resistant paint. A telescopic arm and compact design allow the complete unit to fold into one easy-to-store piece.

C. #280104 \$99.00



EZ-Haul

This front wheel motorcycle hauler is made of solid construction steel to pull the heaviest bikes. If you can tow a trailer, you can also use the EZ-Haul. Fits easily into a trunk or behind the seat. Tie-downs not included (see item on this page). Made in U.S.A.

D. Receiver Hitch EZ-Haul

Bolts directly to standard Class 3 receivers. Strap front wheel securely into EZ-Haul, and run tie downs from handlebars to bumper or EZ-Haul tie-down bar (not included—see item this page).

#280110 \$99.00

E. Ball Hitch EZ-Haul

Used with ball hitch construction.

#280111 \$119.00

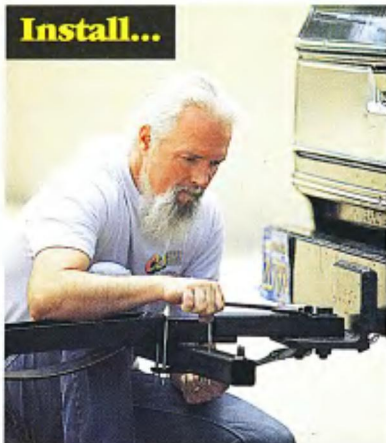
F. EZ-Haul Tie Down Bar

Bar attaches to front of Receiver Hitch EZ-Haul with two C-clamps and plate.

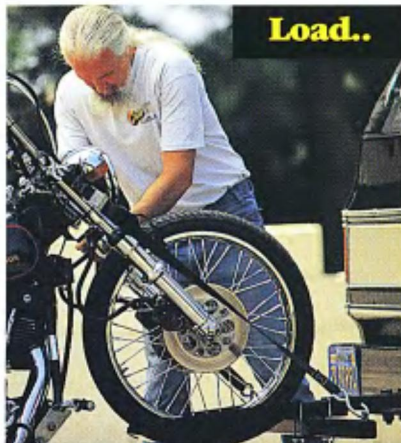
Tie downs hook directly to eyelets in each end of bar.

#280112 \$49.95

Install...



Load..



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And Haul!



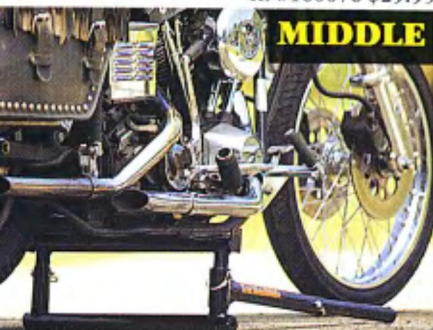
Polycord

These black polycords are virtually indestructible and have a lifetime replacement guarantee. Not affected by sunlight, oil, most chemicals, salt water, or salt air. Designed to last a lifetime when used as recommended (twice its length). G. 12" #160001 \$3.75, G. 18" #160002 \$4.25, G. 24" #160003 \$4.50

Tie Downs and Extenders

These extra-duty, aircraft-style tie downs feature a full 2" wide strap of 3000 lb. test nylon webbing, vinyl coated hooks and tough, quick-release ratchet assemblies, yellow zinc coated to resist rust. The handy nylon extenders are rated at 4000 lb. test, are 13" long with loops at both ends. They're also great for looping around painted surfaces and places where hooks would be unsuitable.

H. #160076 \$29.95 (ea.) #160077 \$49.95 (pair) I. #160078 \$3.75 (ea.)

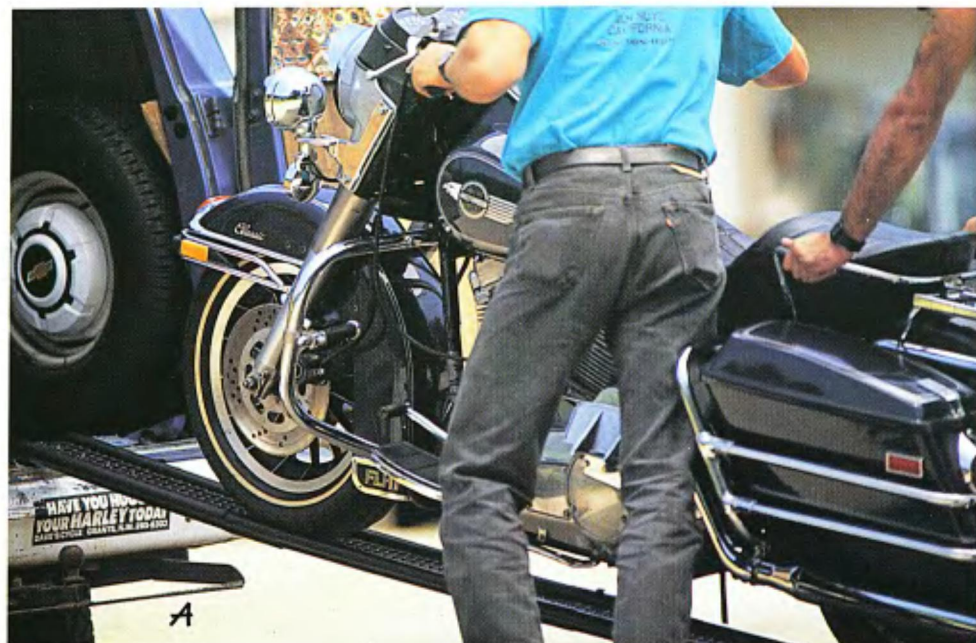


MIDDLE



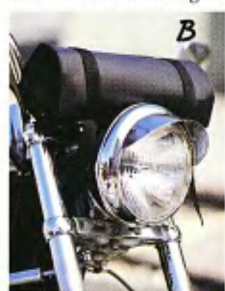
HIGH





EZ-Load

The EZ-Load Ramp is a three-piece eight-foot-long ramp made of the best U.S. tubing and steel and strong enough to load the heaviest bikes. It's made to fit between the frame rails to keep the bike from high-centering. Features include a 20-degree bend to fit flush on the tailgate, cleats to



keep it from slipping, safety clips to keep it together, round rail guides for tires and expanded metal floor for traction. Can be stored behind your truck's seat.

A. #280200 \$129.00

Easyriders Deluxe Tool Roll with Tools

You never know what's going to happen when you take to the road, so this tool roll is designed to let you handle most curbside repairs. We put the

best top-quality S-K tools in a handy roll-up tool holder for those on-the-road emergencies. Straps easily to fork tubes or front frame tubes. Tools include: 12" adjustable wrench, electrical tape, bailing wire, screwdriver, 6" adjustable

wrench, needle nose pliers, grip pliers, open/box end wrenches (7/16", 1/2", 9/16", 5/8", 13/16"), 6 hex keys. Made in U.S.A.

B. #700078 \$199.00



Made
in the
U.S.A.



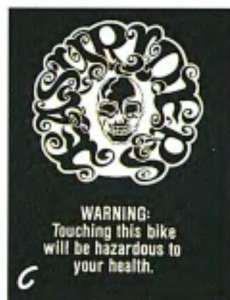
Bike Covers

Your bike may be too beautiful to cover, but it beats exposing it to the elements 24 hours a day. Protect your investment with a fitted black motorcycle cover that keeps out the bad stuff yet doesn't trap moisture. Fits all Harleys except ones with fairings or scooter boots.

Made in U.S.A.

C. Easyriders Warning #700099 \$99.00

D. Make My Day #700000 \$99.00



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Day Bag (14" long x 9" diameter)

Great for leisurely day trips, the Day Bag has just enough room for an extra shirt, or lunch for two. Tools can be stored in the two zippered compartments on either side.

E. #700087 \$89.95

Weekender Bag (24" long x 8" diameter)

Easyriders Weekender Bag with built-in zippered tool pouch mounts easily to your handlebars. Zippered pockets at both ends provide extra storage space. Purchase with or w/o tools — 12" adjustable wrench, electrical tape, bailing wire, screwdriver, 6" adjustable wrench, needle nose pliers, grip pliers, open/box end wrenches (7/16", 1/2", 9/16", 5/8", 13/16") and 6 hex keys.

F. Weekender w/o tools #700083 \$99.00

F. Weekender w/ tools #700082 \$249.00

H-D Mud Flaps

Dress up your vehicle with H-D mud flaps! When you've got to hit the road without your Harley, you can still show your pride in American iron. Available for semi's, pick-ups and cars.

G. Auto (7"x 12")	#300191	\$14.95
H. Van (12"x 18")	#300192	\$19.95
I. Pick-up (12"x 22")	#300193	\$29.95
J. Light truck (24"x 12")	#300194	\$24.95
K. Truck (24"x 18")	#300195	\$39.95
L. Semi truck (24"x 24")	#300196	\$44.95
M. Truck (24"x 30")	#300197	\$49.95
N. Truck (24"x 36")	#300198	\$64.95



Easyriders Tool Decal

Whether you're a seasoned pro or beginner, "Tools for your Harley-Davidson" is a decal that comes in handy. It's a model-specific reference guide listing the tools used on most Harleys and which bike calls for what wrench. Stick it on your tool box, or post it in the garage. O. #150100 \$4.95

Bike Cleaning and Detailing Kit

Easyriders Bike Cleaning Kit contains everything you need to clean, protect, condition, wax and shine every part of your bike — including a rag and convenient carrying bag. Each specially formulated product is gentle and effective, giving you maximum results for your effort. The kit contains Metal Polish, a chrome and aluminum cleaner and polisher for all bright metal surfaces; Cleaner Degreaser, a gentle but effective spray-on cleaner that is also kind to the environment; Leather Conditioner to clean, soften and protect leather, vinyl and naugahyde; Cream Wax, designed for today's new paint technology (especially effective on red, black or metallic finishes); and Carnuba Wax, the ultimate paste wax for the ultimate shine. Whether you need to do a quick clean up job on the road or a thorough garage maintenance, this kit has it all.

Take it to your next bike show!

Refills may be ordered for Cleaner Degreaser.

P. Kit #290020 \$29.95
Cleaner Degreaser 16 oz. Refill #290021 \$8.95



Easyriders Video Magazines

All videos \$29.95

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O. Video #15	VHS	#600090	PAL	#600091

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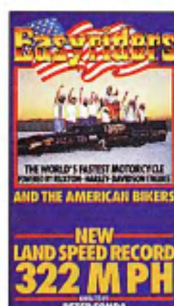
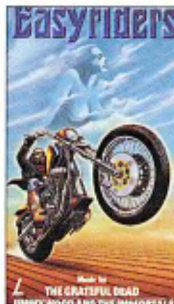
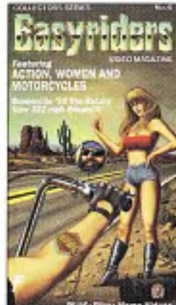
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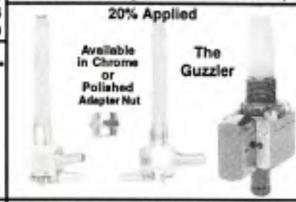
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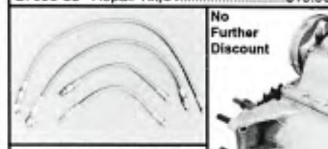


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Easyriders



BEST BABES
OF THE YEAR



Cover page: Barbara, featured with the 1994 H-D FLHR Electra Glide Road King, December 1993 issue. Photo: Raiko Hartman.

Left page: Cat, Antoinette, & Hannab, featured with Joshua Doren's 1992 custom hardtail, June 1993 issue. Photo: Raiko Hartman

Top right: Felicia, featured with Ron Lindquist's 1978 shovelhead, September 1993 issue. Photo: Steve Coonan

Bottom left: Adare, featured with Bob Kay & Dave Perewitz's 1992 Softail, November 1993 issue. Photo: Steve Coonan

Bottom right: Tammy, featured with Ken Bruno's 1974 shovelhead, October 1993 issue. Photo: Steve Coonan



In 1971, *Easyriders* Volume 1, Number 1, hit the nation's newsstands like a defensive tackle flattening the quarterback with a blindside tackle. The straight world was amused and confused at what it read and saw in the magazine—the gross cartoons, the tattooed crazies, the whole bizarre package. Less obvious were certain wrinkles likely to be noticed only by the knowledgeable rider, for example, the way the magazine presented motorcycles, especially the feature bikes.

Three things distinguished *Easyriders* bike features from those appearing in other publications. First, where other bike mags filled their pages with photos that were badly composed, grainy, poorly focused, and garishly colored, the photos for an *Easyriders* feature bike were carefully and brilliantly lighted, razor-sharp, and color correct. Second, rather than →





Top left: Terri, featured with Rolando Santos' 1992 Fat Boy, August 1993 issue. Photo: Don Rogers

Bottom left: Kira, featured with Mike McGinley's 1993 stroked shovelhead, July 1993 issue. Photo: Raiko Hartman

Right page: Carla and Carmen, featured with Silvermoon's 1992 custom panhead, July 1993 issue. Photo: Silvermoon



show nothing but unimaginative, full-frame shots of the bike, each *Easyriders* feature included close-up shots showing special details or unusual custom touches. And third, whenever possible, the editors would toss in a gorgeous gal when photographing a beautiful bike.

No one will argue the merits of shooting a beautiful custom with all the care and professional skill it deserves, but over the years the magazine has taken some flack about having a woman share the spotlight. A few old Harley traditionalists always grouse that the women only distract from a full appreciation of great custom bikes. The more common beef is that the women serve a decorative purpose only, that they appear as mere "accessories" to a machine. This portrayal, it is argued, reinforces the male reader's belief that women are simply mindless ornaments. →





*Top: Layna, featured with Barry Cooney's 1987 FXR, December 1993 issue.
Photo: Raiko Hartman.*

*Bottom left: Dominique, featured with James Caan's 1988 FXRD, February 1993 issue.
Photo: Silvermoon*

*Bottom right: Shanna, featured with Ron Craft's 1993 Evo, May 1993 issue.
Photo: Raiko Hartman*



Rather than be sucked into editorializing about such weighty topics, we'll simply say that bikers appreciate women for a variety of reasons, and that nobody needs to defend enjoying a knockout gal posed alongside a fine-looking bike. Let's face it: women are smooth, pretty, and smell nice. Men, on the other hand, are hairy, ugly, and stink. Virtually all civilizations throughout history have recognized this fundamental fact, and have taken every opportunity to glorify the female by including her in its art, architecture, and popular culture. So who are we to buck thousands of years of tradition?

Accordingly, we've selected 14 of the best models featured last year. With sincere admiration and respect for all the ladies who made the landscape easier on the eyes, we present this tribute to the gals of 1993.

—Filly Fancier



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—Christine Berbow, Klemme, Iowa

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

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

—T.J., Stevensville, Mich.



—Linda Kimball, Des Moines, Iowa





—Willard King, Quaker City, Ohio

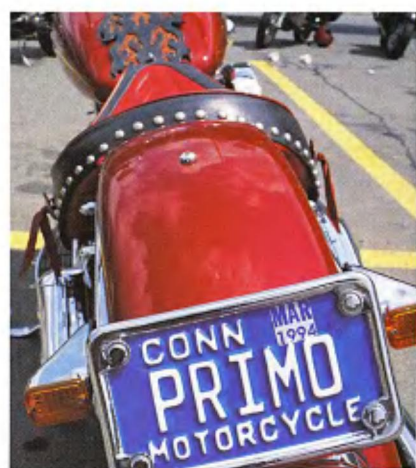
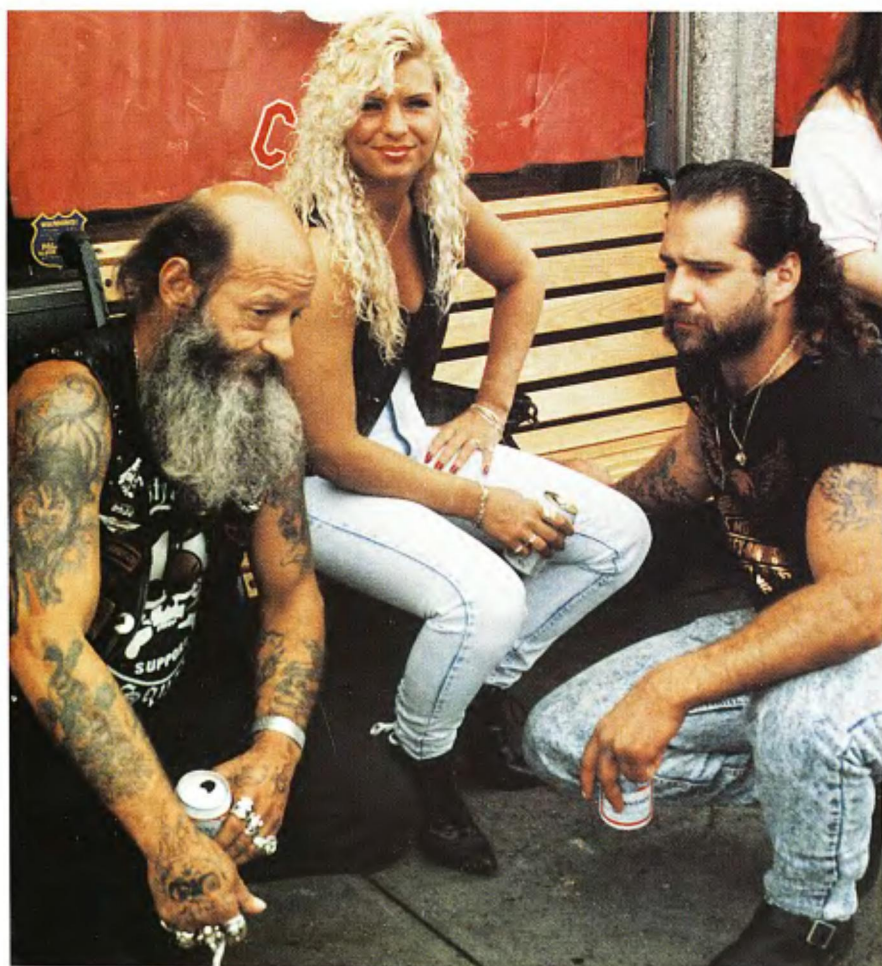
—John Price, Darien, Conn.

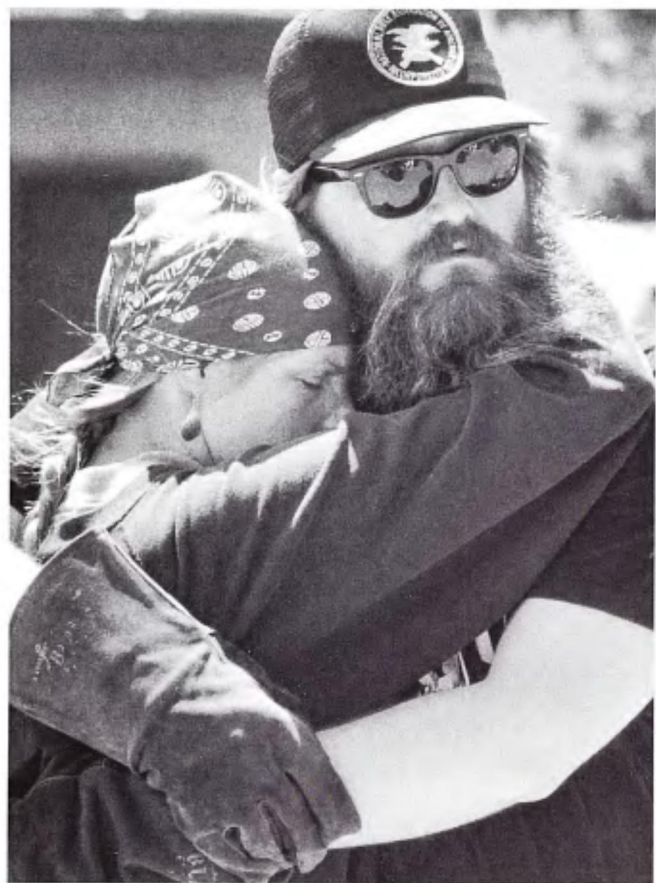


—Jeffrey Tucker, Gainesville, Fla.

—J.A.B., Dayton, Ohio







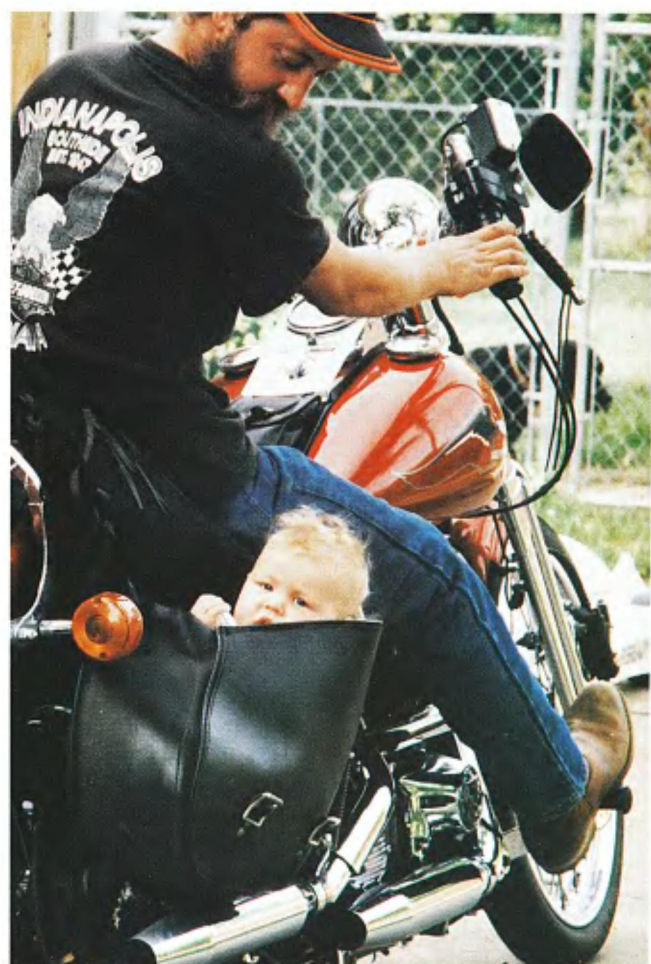
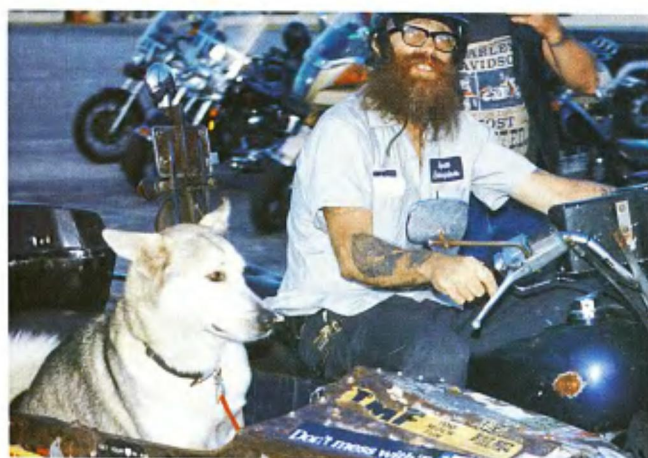
—Steve and Linda, In memory of Jim and Lee



—Laura Solomon, Suffolk, Va.

—Michael Cornett, Charleston, S.C.





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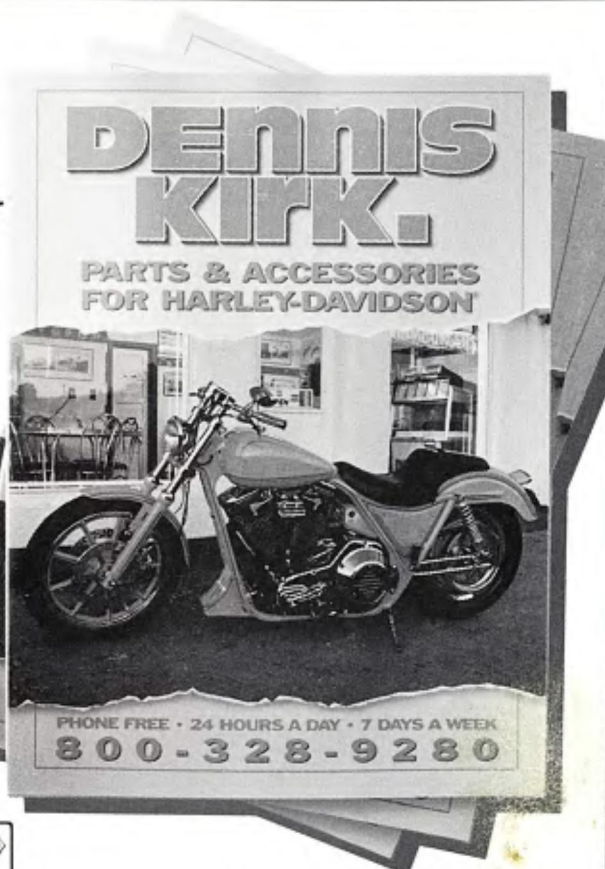
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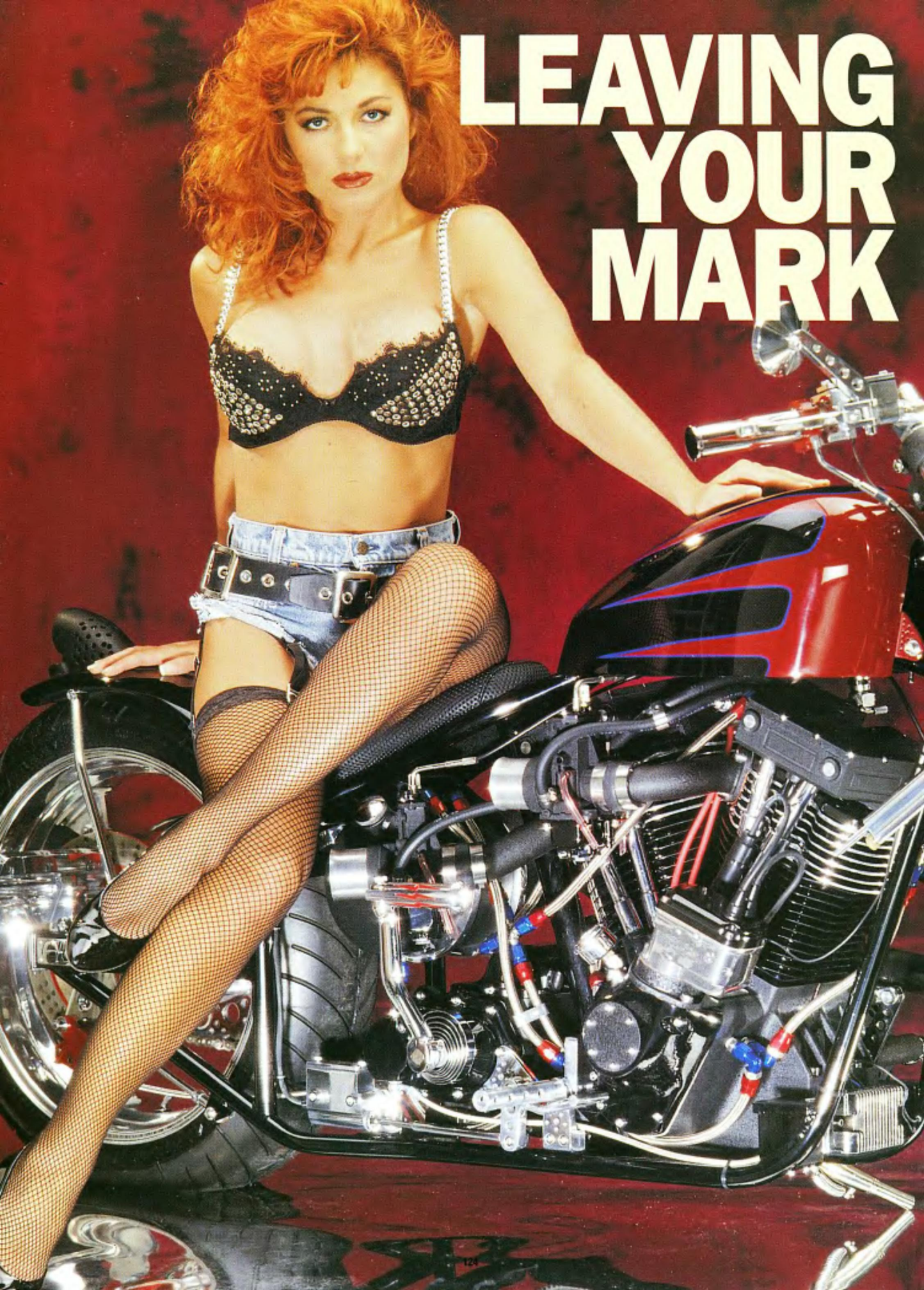
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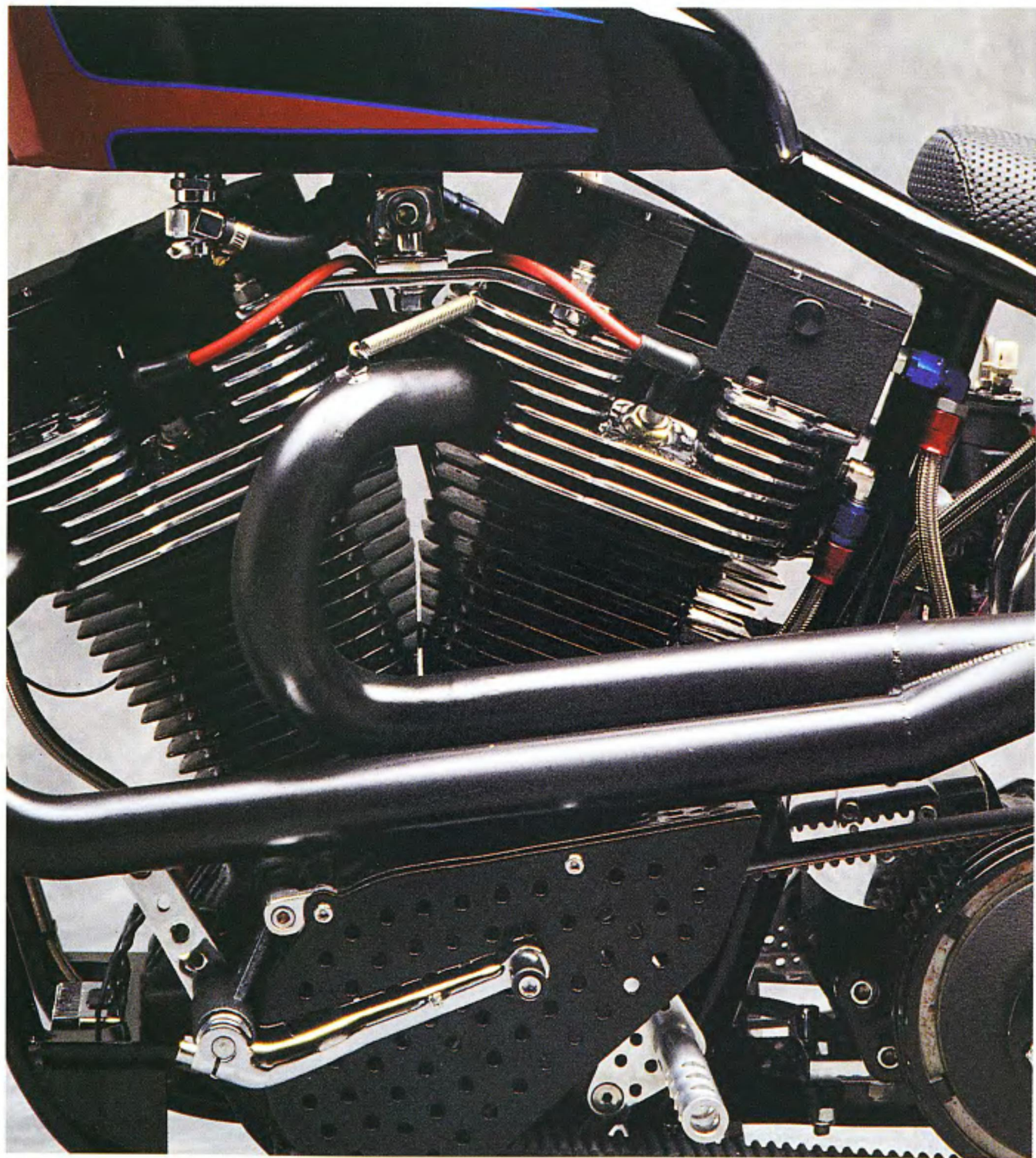
David M. Reed

LEAVING YOUR MARK



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A while back, bike builder Tom Foster pulled up to a Los Angeles Harley gathering on a special creation, and you'da thought Moses was parting the Red Sea. Talk stopped and heads turned, but Tom wasn't saying much. This little show was a mild warm-up compared to the dream bike he had in mind . . . and it wouldn't take him 40 years to deliver.

A chance meeting with Will

Pfizenmaier of Bartels' Performance fired up the mix Tom needed to make this hot rod happen. Will was designing a Big Twin motor that he hoped would develop the cubic inch/horsepower ratio he'd pumped out of his legendary XR-750cc modified. Beyond a certain displacement, bigger doesn't make it better, so Will decided to experiment.

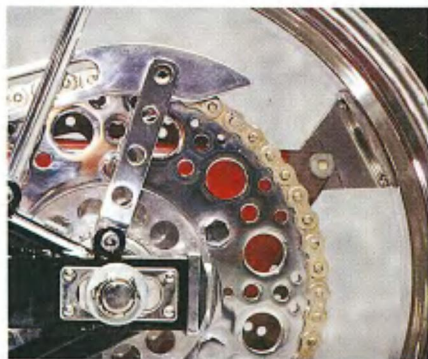
He took a design class at Santa

Monica College, cast his own heads in their foundry, grabbed two blocks of billet for his rocker boxes, and whittled the whole shebang out on a Weatherby. Yeah, by hand, the old-fashioned way, no computer assistance here, folks. This man put the "P" back into prototype, 'cause, like Tom, he wanted to leave his mark.

But the dream would need some help from the big boys, 'cause building handmade bikes from →



scratch ain't cheap. That's where an arm-long list of sponsors came in: Bartels' Performance, Quality Powder Coating, Hypertech, Unique Twist, Atlas Precision, Pacific Broach, Noleen Racing, Bob Le Pera, Mastercraft Polishing, and Champion Frames. What's *important* is that they all believed in Tom and Will's project as much as they would one of Arlen's. That's some serious handwriting on the home-built wall.



"This hot rod Harley was built for taking it out and tearin' it up," says Tom. No kidding. At 400 pounds, his red-hot rigid leaves no road unburned. What's funny is that the very folks who wish he'd slow down helped to speed up the final stages.

"I took the bike to the DMV with my special construction receipts, and this guy was strictly by the book," says Tom. "It would have taken two or three more months to make him

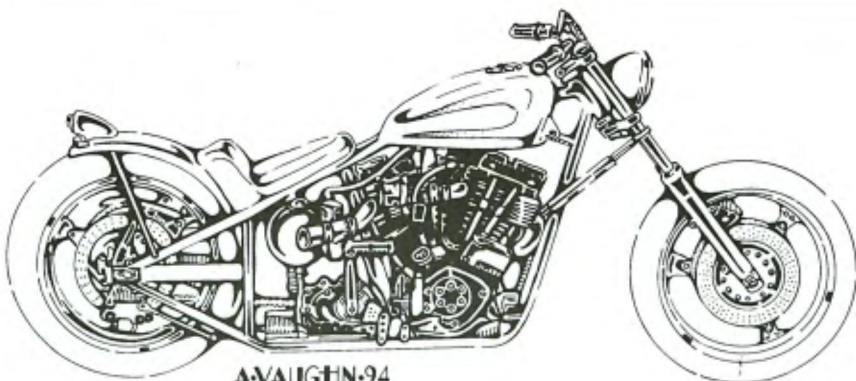


happy, until a motor cop stepped outside and started looking things over. He was so blown away and helpful, that two days later, I showed up with some minor changes and was ready to roll."

So how many horses are in the dream machine? Well, if you divide the cubes in half, multiply the torque by pi, mix 'em together, and have another cold one—*plenty*.

—Drummer

Owner(s): Tom Foster		City: Los Angeles, California	
General		Frame	
Fabrication by: owner		Year: 1993	
Year and make: 1993 Land Shark		Builder: Atlas Precision	
Model: Seek and Destroy		Type: Pro Street	
Value: extreme green		Rake: 36 degrees	
Assembly: owner		Stretch: a little bit	
Time: many moons		Other alterations: Quality Powder Coating	
Chroming: AAA Polishing		Accessories	
Engine		Bars: CCI	
Year: 1993		Grips: Ron Simms/BACC	
Model: Fitz Special		Mirrors: owner, Pro-One	
Rebuilder: Will/Bartels' Performance		Risers: owner	
Ignition: Morris Magneto		Fender(s): owner	
Displacement: 93 cubic inches		Headlight: Arlen Ness	
Lower end: Harley Evo		Taillight: Sparto/owner	
Balancing: always		Speedo: Yeah, right . . .	
Pistons: Will/Bartels' Performance		Front pegs: owner	
Cases: Delkron		Rear pegs: oops!	
Heads: Will/Bartels'		Electrics: owner	
Cam: Andrews		Gas tank: Chris Dinaso	
Lifters: Evo		Oil tank: Chris Dinaso	
Carb(s): Branch-prepared Mikunis		Oil system: oils, braided lines	
Air cleaner: Branch		Primary cover: owner	
Pipes: Bud Carroll		Seat: Le Pera	
Mufflers: SuperTrapp		Sissybar: no sissys	
Transmission		Forks	
Year: 1972		Type: FX	
Modifications: Pro Comp Gears		Extension: none	
Shifting: 1 up, 3 down		Builder: owner	
Engine sprocket: 47 shark teeth		Special features: It's all special	
Trans sprocket: 25 (see above)		Wheels	
Wheel sprocket: 52 (see above-above)		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: no mold		Hub: Hypertech	Hub: Hypertech
Painter: Unique Twist		Rim width: 3-inch	Rim width: 5.75-inch
Color: Black Jag/Imperial Red		Tire: Metzeler	Tire: Metzeler
Type: lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Bruce the Brush			
Other special modifications: steering dampner by Ohlins, titanium kickstand by Paul Berg, tranny madness by Mark Sands. All machine work by owner. Special thanks to Will, Nick, and Ron Simms.			
Photos: Silvermoon			



DID YOU KNOW?

True Biker Facts And Scooter Trivia

Yes, it's time once again to take that wild, white knuckle ride into the shivering bowels of our endless vault of scooter trivia to squeeze out a bounty of bizarre and astounding biker facts. Pull down on the padded shoulder strap and hold on as we once again ask . . . DID YOU KNOW?



Did you know that helmets can become dangerous projectiles in accident situations? Take the case of Phil Drury, who was jammin' down South Bay Road in Onondago County, New York, when a truck turned into his path, prompting a collision. Drury was dragged by the weight of his state-mandated skid lid through the windshield of the truck. The driver, 53-year-old Arthur Hossbein, met Drury face to helmet, sending both to the hospital. Hossbein suffered severe cranial damage.

Did you know that Harleys once flew four and a half times the speed of sound? Back in 1985, H-D's stock prospectus included info on some of the company's nonmotorcycle-related businesses. Harley-Davidson was contracted to build such goodies as Harley-powered drone rockets, which blasted through the skies faster than sound, and 500-pound bomb casings for the defense industry.

Did you know that Harleys were used instead of fire trucks back in 1914? It's true. *Popular Mechanics* featured a Harley-Davidson fire-bike on the cover of its February issue of that year. It seems that rural fire companies used the bikes to get to fires fast. The magazine stated, "Motorcycles offer rural firefighters quick service over any roads, even where only winding paths through woods or across fields lead to the burning building." At the Chicago Motorcycle Show that year, a Harley fire-bike was on display featuring twin mechanical extinguishers, a fireman's ax, a small reel of hose, and a lantern.

Did you know that Harley was not the first motorcycle company to come out with a factory custom, or "chopper"? That honor goes to the little-known northern Italian company Fantic. Its 125cc chopper debuted in 1977, featuring a small Minarelli power plant, long telescopic forks, a peanut tank, upswept pipes, a king and queen seat, and a 3-foot tall, padded sissybar—all stock.

Did you know that Ford built motorcycles?

Did you know that a granite Harley marks a tombstone in Texas? According to the spring 1986 issue of *The Antique Motorcycle*, in an overgrown cemetery somewhere in the Lone Star State, a burial stone dated 1830 features an ancient two-wheeler hewn from solid rock. As far as it is known, it is the only motorcycle carved into a headstone in the world.

Did you know that Ford built motorcycles? This is an odd one. Back in 1961, Ford Motor Company designed and built an experimental two-wheeled "car" called the Gyron. The vehicle made use of a gyroscope to keep it upright. This followed the lines of the earlier Wolseley gyrocar (which weighed two and a half tons), but was not any more practical. It seems that Ford never got the bugs out when it came to braking and steering.

Did you know that Harleys are the most musical bikes on the planet? If you don't believe me, check this out. Connecticut biker Bill Traverse owns a dresser that's decked out with 18 antique train whistles and 64 horns. *Easyriders* ran a picture of the scoot in the November 1986 issue, and this thing looks like a church pipe organ! Traverse has traversed the country from coast to coast on his musical Hog, and says his two-wheeled wind section can play 64 different songs.

Did you know that millionaire biker Ronn Teitlebaum researched the development of his Johnny Rockets restaurant chain by going on midnight excursions through the trash dumpsters of burger joints? Find out the whole story in Paisano Publications' new, up-scale Harley magazine, *VQ*, available at a newsstand near you.

Did you know that the first Harley was *not* the Silent Grey Fellow? The gray finish didn't begin production until 1906. The first Harleys were black with gold pinstriping. Sorry, teal was not available back then.

Did you know that famed 17th century witch-burner Matthew Hopkins was the inventor of the modern "biker boot"? The original stomper was made of metal and was clamped on the foot after being heated up, in order to make the wearer confess to just about anything . . . much like the modern engineer boot. Or as the graybeard said to the prospect who was tryin' on his first pair, "See, now ya know why bikers are an ornery lot." Hey, I'm just kiddin; don't flex up. Later. —Phantom

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Buddy Akina, Wailuku, Maui

1981 Harley-Davidson FXE Low Rider

Here's a coconut-buster built to ride! Buddy Akina is a Vietnam vet who'd always been satisfied with his scoots until he saw his cousin, Kevin Gomes, buildin' this one. It was a year and seven months in the makin', during which time Buddy found his pineapple achin' over his cousin's righteous creation. Kevin knew Buddy was hurtin' in a big way for the stroked shovel, and he made sure that he had first crack at buying the proud putt.

As a kid, Buddy'd grown up with motorcycle mags stashed under his bed, dreamin' of the day he'd be ridin' a custom scooter like the one his cousin was about to sell him. Out in the middle of the ocean, a custom sled of this caliber is bound to spin a few heads. The putt was finally his, and he hadn't been riding it more than an hour when he was motioned to pull over by a longhaired, bearded mountain man with tats crawling up his massive arms.

Buddy said he was scared at first but figured the bright orange paint had probably caught the guy's attention, and he was just wantin' to check out the bike. Buddy nearly pinched a papaya when the guy introduced himself as a photog for *Easyriders*. Buddy hadn't been on his new ride for more than an hour and *Easyriders* was already bangin' on his door. Buddy climbed outta the saddle, looked up at the towering photog, and pointed back at the lowered Low Rider: "We like 'em nice and low 'cuz we got shorter legs than you bros on the mainland." —Clay Dog

General		Forks	
Fabrication by: Kevin Gomes ("cuz")		Type: wide glide	
Year and make: 1981 H-D		Builder: H-D	
Model: FXE		Special features: chromed	
Chroming by: Brown's		Accessories	
Engine		Bars: drag	
Year and model: 1981 shovel		Lights: Bates	
Rebuilder: Kevin Gomes		Gas tank: 3.5-gallon fatbobs	
Displacement: 93 cubic inches		Oil tank: Paughco	
Transmission		Seat: custom (mainland)	
Shifting: Andrews gears		Other: custom headlight brace	
Trans sprocket: Phase III		Wheels	
Wheel sprocket: yeah		Front	Rear
Finish		Size: 18-inch	Size: 18-inch
Painter: Manuel "Bully" Gomes		Tire: Cont.	Tire: Cont.
Color/type: Harley orange/acrylic		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: silver/black striping by Bully		Special modifications:	
Frame		"It has so much compression that we have to pull it with a pickup to start it."	
Year and builder: 1981 H-D		Thanks to my cuz, Kevin Gomes.	
Type: Low Rider		Photos: Billy Tinney	
Alterations: ground to make heads fit			

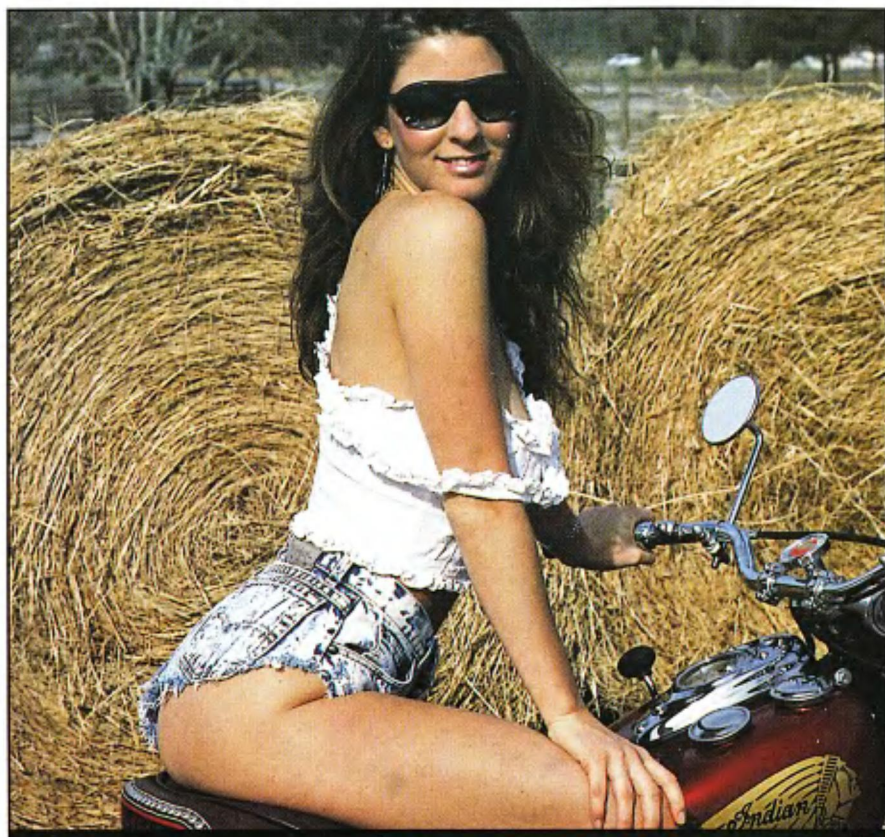


FOX HUNT

January Winner

Here's a woman who'll inspire you to cut hay all day, and then ride all night just to get near her before the sun rises. Dallas, from Treasure Island, Florida, is this month's deserving Fox. She's a paralegal in St. Pete who enjoys water and snow skiing, dancing, partyin', and puttin'. Dallas rode her brothers' Sportys while growing up in Riverside, Calif., but for the past eight years has done her riding in the Sunshine State. She was looking forward to drinkin' an' dancin' at Daytona Bike Week when we talked, but her big goal is to own a flower shop. Dallas dedicates her feature photo shoot to her late friend Beau Kunkle.

—Loudmouth



It was great! I stayed on from sun-up to sundown. There's no better place to see the sunset than from the back of a Harley
Karen, Illinois—#601



The feel of the bike between my legs and the wind engulfing me just made me want to get naked—so here I am.
Tondra, North Carolina—#602



My first ride on a Harley-Davidson was better than sex, or so I've learned in later years.
Kris, Nebraska—#603



I was riding through the Pocono Mountains, with the thunder of the Harley drowning out the sounds of nature.
Dominque, Pennsylvania—#604



My husband cranked the throttle, and I felt a vibration in my crotch. I loved all that power between my legs!
Cinnamon, Ohio—#605



The feeling of a Harley between my legs and the wind blowing in my face and through my hair is a high all its own.
Theresa, Indiana—#606

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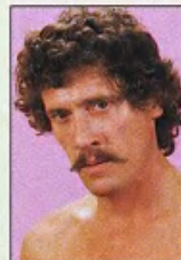
☐ Angel Kelly



☐ Angela Baron



☐ Annette Haven



☐ John Holmes



☐ Tami Monroe



☐ Tiffany Towers



☐ Madison



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☐ Lauren Hall



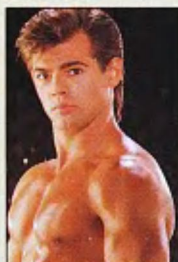
☐ Lisa Lipps



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| ☐ Gabriella | ☐ Charisma | ☐ Hyapatia Lee | ☐ Rikki Lee | ☐ Jeannie Pepper | ☐ Tracy Star | ☐ Tabbetha Stevens |
| ☐ Samantha York | ☐ Viviana | ☐ Missy Warner | ☐ Renee Morgan | ☐ Patty Plenty | ☐ Holly Daze | ☐ Christy Canyon |
| ☐ Johnny Rocket | ☐ Tiffany Mynx | ☐ Cameo | ☐ Alicia Monet | ☐ Para-Dice | ☐ Tish Ambrose | ☐ Melissa Melendez |
| ☐ Cumisha Amado | ☐ Tori Wells | ☐ Monique Hall | ☐ Gypsy | ☐ Arcie Miller | ☐ Danyel Cheeks | ☐ Lewanda Peabody |
| ☐ Bianca | ☐ Shelene | ☐ Mona Lisa | ☐ Meo | ☐ Kitty Luv | ☐ Heather Torso | ☐ Patricia Kennedy |
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FOX HUNT

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

you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and 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,

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 on the back of a sealed envelope—and mail it in to #252 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue,

you can begin sending in your votes starting May 1, 1994.

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 May 31, 1994. We'll print the winner in the October 1994 issue.



Here she is, bros, the 2nd monthly winner in our 16th Annual Fox Hunt, Bella, #206, from Manhattan, N.Y. 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.

252

Model's Name _____
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In the space below, or on a separate page, tell the staff about your first ride on a Harley.

THE REVTECH PRO-STREET KIT

Custom Chrome's Street Horsepower Combination

Experts agree that performance modifications made to an engine must be carefully coordinated in order to produce the biggest gains for the least amount of money. This approach to engine building is the key to the ability of Custom Chrome's RevTech Pro-Street Kit to produce from 88 to 92 honest, dyno-proven rear wheel horsepower from a stock 80-inch California Evo motor. That's more than double the 43.7 hp the California motors put out in stock form (49 state versions average 47 hp stock) at a total parts cost of just \$2,700.

According to RevTech and R&D Manager Bob Deiss, the Pro-Street Kit is designed for use on the lighter bikes in Harley-Davidson's lineup including the FXR, Dyna, and Softail families.

The RevTech kit has five basic groups: special-grind cam and adjustable pushrods; free-flowing, 'trapp-style, 2-into-1 exhaust system; single-fire electronic ignition; all-new high-performance heads; and a special replaceable-venturi carb—all manufactured by CCI and bearing the trademarked RevTech logo. All of these parts were developed through extensive testing on the flow bench and dyno to work together as a team, each one complementing the others (photo 2).

The RevTech 40 camshaft has a computer-designed profile which features both a higher lift and a longer duration than the stock H-D design (see chart). Valve timing is also a key factor to minimize the effects of reversion and stand-off at high rpms, and the technicians at RevTech have worked very hard to optimize the efficiency of the combination as well as maximizing the power it produces. The RevTech 40 cam, supplied as part of the kit, was developed to work with the flow characteristics of the RevTech carb, the porting of the RevTech heads and the back pressure inherent in the RevTech by SuperTrapp 2-into-1 exhaust. It's designed to work best between 2800 and 6500 rpm, but still retains strong mid-range power.

Made of 356-T6 aircraft-quality aluminum, RevTech's 4-Plug High Compression heads are the result of many well-documented flow tests as well as countless trips to the dyno room. The combustion chambers have been cast and machined



Photos: Eric Pierce

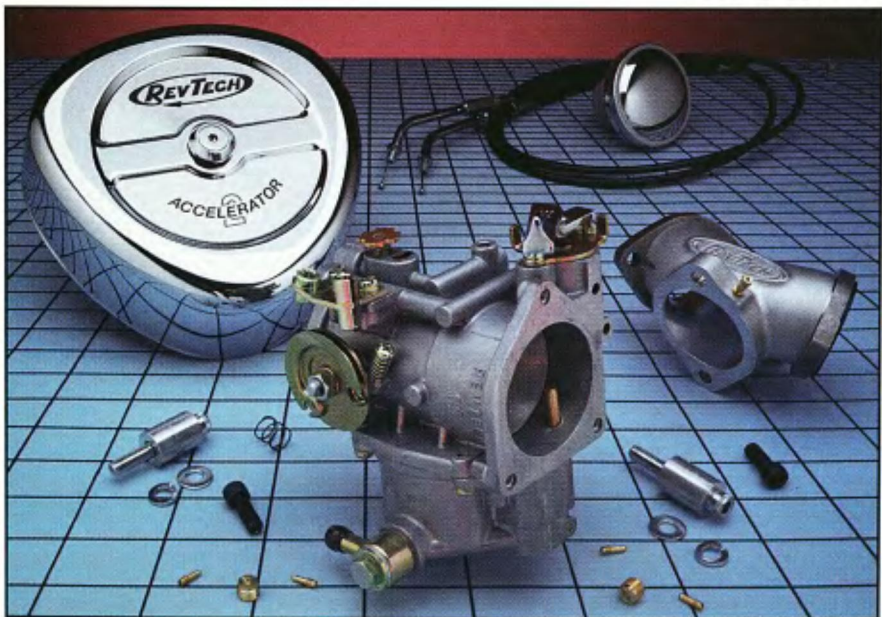


Photo 2

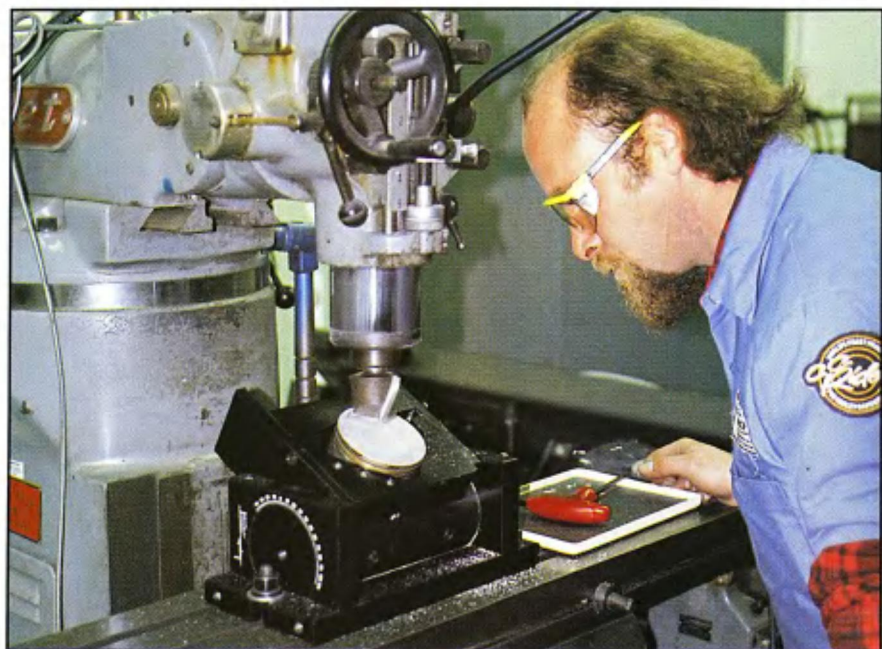


Photo 3

into semi-bathtub shapes that are more turbulent and thermally efficient than stock chambers. The stainless intake valves are 1.940 inches, .100 larger than stock, while the stainless exhaust valves are 1.610 inches, the same as stock. The heads feature redesigned intake runners with floors raised .100 inches to maximize flow and D-shaped exhaust ports to minimize exhaust pulse reversion. The compression ratio has been raised to a reasonable 10:1, as well as the seats hardened to be compatible with all fuel types.

The RevTech Accelerator 2 high-performance carb follows the same philosophy, featuring a replaceable venturi so that its flow characteristics can be tailored to the engine on which it is installed. The version supplied with the kit has been calibrated specifically for this application and should be installed just as it comes from the box. No adjustments or tuning is required, just a light tweak of

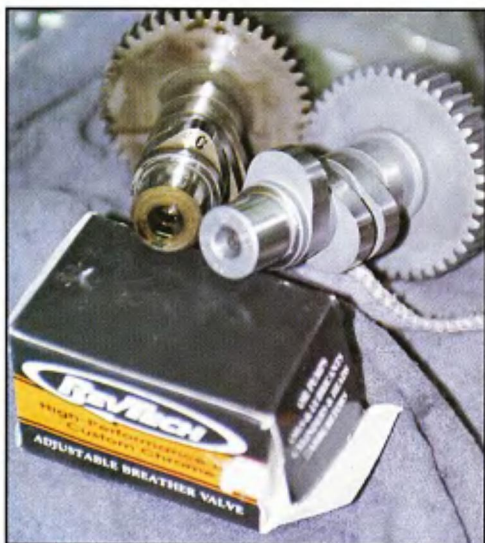


Photo 4



Photo 5

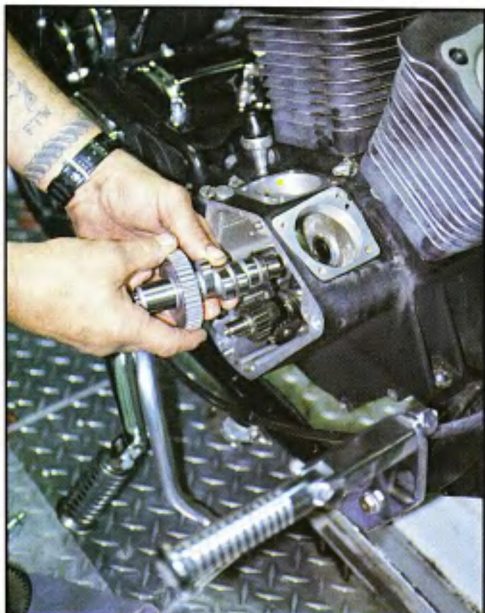


Photo 6

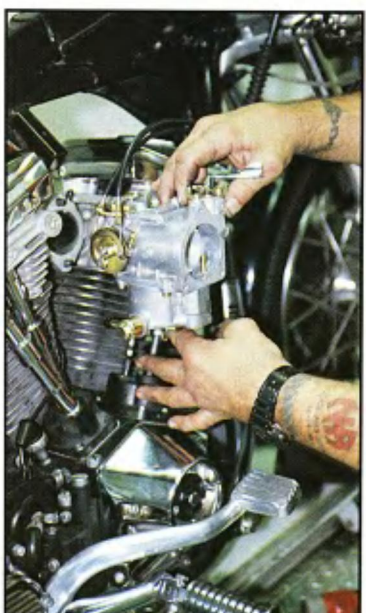


Photo 7

the idle speed screw once the setup is up and running. Installing the various kit parts is no problem for bros with mechanical aptitude, a reasonable selection of tools, a little experience with V-twins, and a good attitude. The pipes, ignition, and carb are straightforward bolt-on items.

Because the RevTech custom heads require the valve pockets in the pistons to be opened up slightly for clearance (photo 3), or replaced with new ones (which CCI sells for this purpose), the barrels and pistons must be removed from the engine. This is a good a time to freshen up the cylinder walls with a ball hone and replace the piston rings with new ones, even if the engine only has a few miles on it—better safe than sorry. Puddy comes with the kit, for checking valve clearance (photo 5).

Installation of the high-performance cam also requires a bit of minor modification in order to work as it should. In addition →

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Photo 8

CAMSHAFT SPECIFICATION			
	OPEN	CLOSE	
Stock Harley-Davidson "C" (California) Camshaft			
INTAKE:	-18°	6°	168°
EXHAUST:	5°	18°	168°
Valve Lift			
INTAKE:	31°	55°	266°
EXHAUST:	59°	27°	266°

to carefully checking the end-play and adjusting it properly with the shims provided, it's usually necessary to grind the case slightly to provide extra clearance for the inner-most cam lobe (photo 6). This is easily done with a high-speed grinder using a small dome- or ball-shaped burr. RevTech recommends the use of a degree wheel to check the timing of the breather valve to avoid pressure build-up in the lower end that could negate power gains.

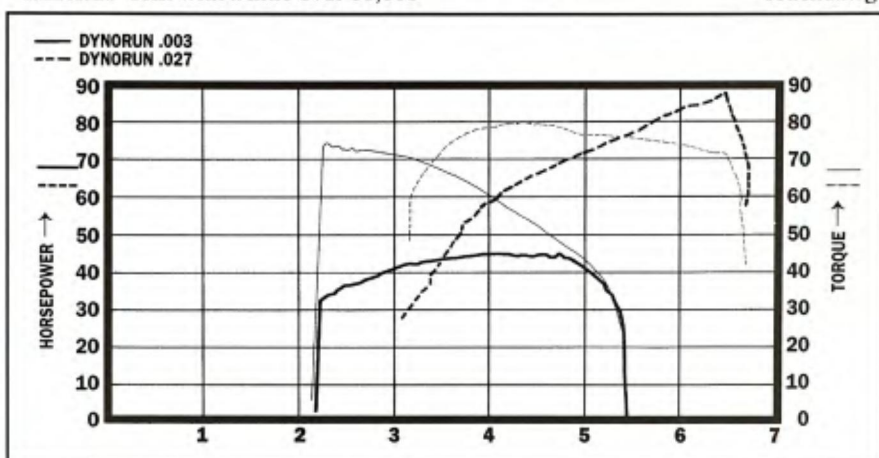
To prove that the RevTech Pro-Street Kit is everything they say it is, Bros Club Director Al Gelfand and I rode up to CCI's Morgan Hill, California, headquarters with one of our Easyriders test bikes, an '89 "California" FXR with a little over 16,000

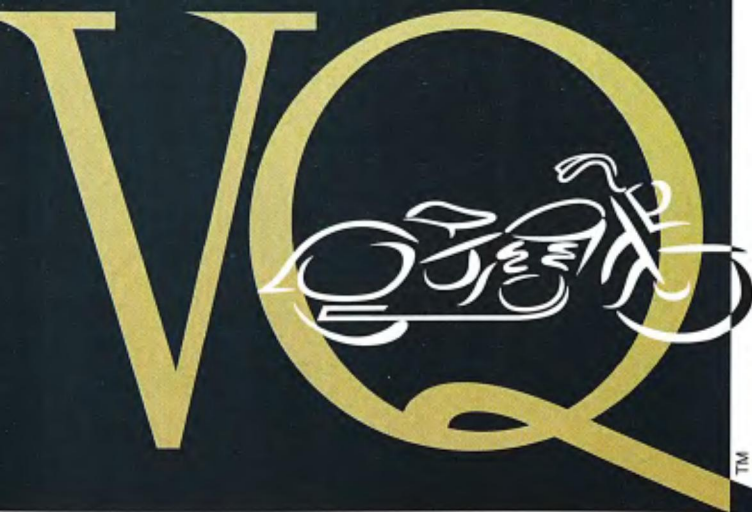
miles on it, owned and ridden by Paisano employee Bob Cain.

After running base-line dyno tests to check the bike's stock output, technicians Bob Deiss and Tom Butler spent the better part of a day installing the Rev-Tech kit on the FXR. At the end of the day, it was back on the dyno. The motor produced more than double the stock horsepower—a healthy 88 at 6,400 rpm (photo 8).

"Horsepower sells parts," Bob Deiss explained between dyno runs, "but smoothness and reliability is what makes a nice ride. The RevTech kit provides a combination of parts that produces power in a very smooth, civilized way."

—Truckdawg





PREMIER ISSUE

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East On Sugar Pai To
Texas and Louisiana.*

ROAD READY

In last month's issue, I left you readers in Hawaii. It was great being with the bros on Maui and the Big Island.

After flying home for the holidays I pretty much hung around Southern California, charging up my physical batteries. Spending time with my homeys and catching up on the haps helps me to relax. I was sorry to hear that an old-time bud and Harley dealer, Sam Kleinow, passed away from a heart attack. He was in his mid '50s. Last year we also lost Denver Mullins (Denver's frames, etc.), in a drag boat racing accident.

While home, I caught the Grateful Dead in concert, both in L.A. and San Diego. Jerry Garcia never sounded better. He laid down some powerful, hot, dulcet sounds. The Friday night I heard the Dead in L.A., Branford Marsalis jammed with the band. Jerry and he played a tune where Jerry would do some licks, then Branford would duplicate them on his horn. They went back and forth that way for quite a while. It was great watching and listening to two master musicians interplaying with each other. Jerry can make his guitar sound like a horn when

he wants to. I spotted David Crosby on stage, wearing headphones and digging the sounds.

A couple of nights later in 'Dago, the band brought the house down when they played the old Beatles tune "Lucy In The Sky With Diamonds." I had to get up off my seat and boogie along with everyone else. It was great going into the new year with those sounds still ringing in my ears. Their new album, *Dick's Picks*, is out now, but available only by calling (800) 323-2300. It's a live set that was taped by Kidd, one of the band's →



Sugar Pai is ready for the 1994 riding season.



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crewmembers, in 1973 in Tampa, Florida. It's great. Dick refers to Dick Latvala, official keeper of the Dead's tape archives. Also, congratulations go out to Jerry and his new wife, Deborah. They tied the knot Valentine's Day, February 14, 1994.

While in San Diego, I went by the *Easyriders* Store and met the dudes who operate it. They sell mostly soft goods at their main store, which is located in the gaslight district. The service area is located in National City, about 7 miles south of the store. By the time this column sees print, they should be going full-tilt at the service annex. They'll be building custom bikes from the ground up. If you need any work done, give them a call, or better yet, stop by. They have a 3,500-square-foot building to operate, complete with a spray booth.

My road bike, Sugar, has been getting some new parts, like an Accel high-flow gasoline petcock (part # 5106). It has a 5/16-inch nipple, versus a 1/4-inch stock nipple, with a banjo fitting that swivels. She also now sports a bright yellow Accel super coil (part # 140407).

Sugar likes her new Barnett Tool and Engineering Kevlar clutch plates and cables. They work just fine and are high quality. Barnett will work with you if you need a particular length or application. You'll see their products at the drag strip, and anywhere else bikes are competing.

Sugar has 92,500 miles on her clock, so I've changed all the oil lines, motor mounts, top and front stabilizers, and the rear brake line. The old ones had some meat rubbed off at the clamps. I also put on a new rear rotor along with a Performance Machine caliper (part # 0052-2401) and bracket. Performance Machine is the standard of the motorcycle aftermarket brake industry. It works fine, although I have to apply a bit more foot pressure. Also, the exhaust is now a SuperTrapp system. The beautiful part is that they have discs that can be used for tuning, which, in Sugar's case, is the maximum, 24 for her singular muffler. Not being able to find a suitable 2-into-1 exhaust for her, I made do with what I had. I cut off the left crossover pipe and had the hole welded shut. I'm looking for a bit more on the performance scales. I picked up a pair of mufflers at White Bros. (parts #628-78052). Dan and Tom White are brothers who used to race in the dirt and are now sponsors. They handle many top, name-brand motorcycle products, custom as well as track and road bikes.

The rocker arms are now the Crane Cam needle bearing (part # 4-1010). Also, the cam was changed to a 1-1100 Crane Cam. It's a bolt-in cam for a broad →



The Grateful Dead, my favorite band.

Photo: Ken Friedman



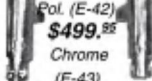
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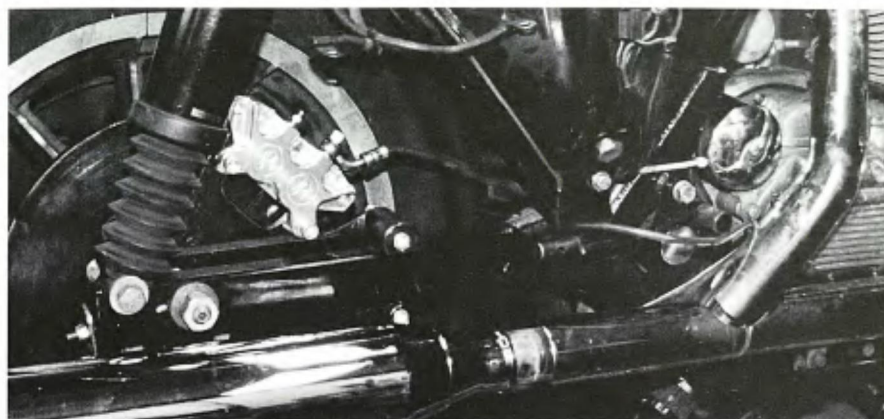
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Sugar Pai getting a new SuperTrapp muffler and a Performance Machine rear brake assembly.



The Robert Guilbeau family, Lafayette, Louisiana.

power range. I like the Crane 1-1001, but I had to install the 1-1100 due to the Accell Thunder Twin fuel management system computer being programmed to the 1-1100 Crane cam.

Yeah, life's a bitch and then you die. Sorry for the cliché. Forget it. I'm having fun checking out all this new stuff. I'm like a kid in a candy store—sorta like the first time I went to the Harley assembly plant in York, Pa., or Milwaukee to see the H-D engine and transmission plant.

While switching the cam, the needle bearings in the right crankcase were replaced with American-made Timken needle bearings. They have more bearing surface area than the stock imported ones found inside.

The old pushrods were swapped for the new Crane # 4-0030 pushrods. They screw together short enough so that the rocker box covers remain untouched—just the ticket for shop owners who want to save time in either a cam installation, hydraulic lifter, or with a cam follower problem. Or, those who simply want to get into the right side of the crankcases with a minimum of disassembly. They are beefier than other Crane Cam push- rods.

For drag racing, you'll probably want the lighter Crane Cam pushrods. The 4-0030 will work with Evo hydraulic or mechanical shovelhead lifters as well.

Sugar Pai's saddle was looking pretty shabby. Two buttons had disappeared somewhere, and the Naugahyde had a few tears. She now has a Mike Corbin (part # FLH 89-91). It's a quality product with leather inserts in the seating area. It's pretty spiffy and comfortable. With the backrest (part #297), and my feet up on the highway pegs, it's as nice as sitting at home in the recliner watching my L.A. Raiders on the boob tube.

The Mike Corbin saddle is luxury in leather. The orange welts accent the pin-striping on the sheet metal. The silver studs were left off, because rain water will creep into every hole it can, stitching and studs included. I'd rather it shed water. The fringes are solely for appearance. It dresses her up and adds some flavor to ol' Sugar Pai, don't ya think?

For her feet, Sugar Pai got a new set of Avon tires. They're the Elan high-load series with a 2-year, 20,000-mile motorcycle tire limited tread life warranty, as well as a road hazard policy for touring class



Lonnie and Marianne Isam on their 1905 H-D

bikes. An HL 29 straddles the front rim, the HL 30 rides the rear. They are smaller than the Dunlop Elite II tires that came off. Sugar should have more grunt on the lower end of the power band. I'll let you know how they stick to the road and wick rain water. Don't worry about me riding in the snow—that ain't gonna happen. I'm used to servicing both of the wheel bearings and seals when the rear tire gets changed. I'm gonna →



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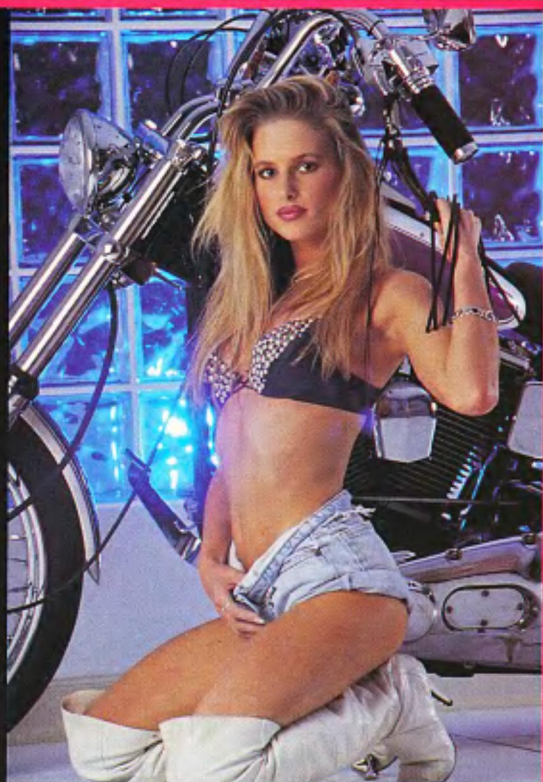
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have to keep a closer eye on them now.

I like to be on the cutting edge of things, motorcycle-wise. I'd also like to add that I try like hell to use only American-made products, as much as possible.

Sugar and I left San Bernardino (Berdo) Sunday, February 6, heading east on Interstate 10. The first stop was Willcox, Arizona, a 500-mile ride. The second stop was after a 600-mile putt to Ozona, Texas. So far, for this scribe, it had been the best cross-country trip ever. Great in the weather department—no rain, and it wasn't that cold. Earlier this winter, I'd been preparing cold weather gear for the chilly ride east, but thus far I hadn't had a need to put it on. You can bet your ass that if I hadn't been prepared, it

I headed east for the Mardi Gras in New Orleans and in Lafayette

would've been colder than a witch's tit. As it was, by the time I reached San Antonio I was getting hot and sleepy and had to take off clothes.

It was windy all the way from San Antonio to Houston. There were lots of cops sitting in the median. My radar detector saved me from a few tickets.

Her Sugar Pai-ness and I pulled into Houston late that afternoon. We rode directly to Kel Dog's, one of our Bros Club dealers. I stopped and saw their operation, taking pictures while there. They don't provide service work, but they do handle lots of aftermarket stuff.

From there I rode to the *Easyriders* of Houston store. It's large and would fit about five Kel Dog's inside. *Easyriders* of Houston has a service bay with two wrenches working. I'm sure they can do whatever ya need—whether it's repairs or custom work. The owner, David Greenberg, has a nice-looking Low Rider.

From there, I rode to Competition Motorcycles, near Hobby Airport, to see Lonnie. It was kinda hard to find, since the DOT is tearing up the road near their store and shop. If you love to scope-out old American motorcycles as much as I do, go by Competition Motorcycles and see their museum pieces. You'll drool over these ancient art objects. They have the oldest running Harley on hand. It was built by Walter Davidson himself. Competition Motorcycles specializes in building Harley fuel bikes. Four were



In Red Stick for the Spanish town parade

shipped to Europe this winter. They are getting into it in a big way.

Next, I headed east for the Mardi Gras in New Orleans and in Lafayette, Louisiana. While in Louisiana, I went by Prejeans Restaurant in Lafayette and caught a Mardi Gras party. Bob Guilbeau, the owner, is a Bros Club member who has two rides, a dresser and a Dyna. We had lots of fun that night, partin' with the many Cajun brothers and sisters who showed how they do it in southwestern Louisiana. Later, we rode with a group of riders from Lafayette to Baton Rouge and the Spanish town parade. A bunch of us also got to ride in the Mardi Gras parade in Carencro. You'll see more of that next month.

Well, I guess I got long-winded, I'm gonna cut it off right here so there's more room for the photos.

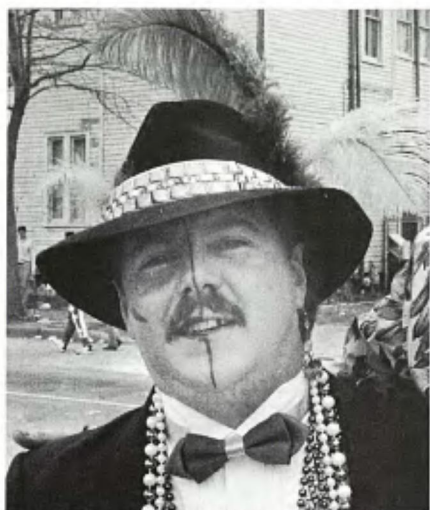
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Cajun tattoo



Mardi Gras party goes in Baton Rouge, La.



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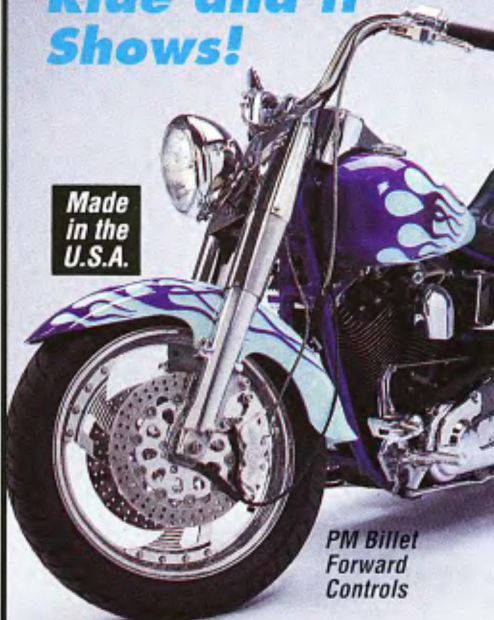
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SAM "CHOPPER" ORWELL

PART V

The Sound Of Freedom Fades

EDITOR'S NOTE: *In the last segment of Sam "Chopper" Orwell (January 1993), Sam and a handful of renegades secured hard evidence against the government's deceitful propaganda practices in hopes of negotiating in the desert . . . a free haven.*

Vultures, pallbearers with wings, circled ominously above the mountain range that divided the expanding city from the desolation of the vast desert. Sam stood on the jagged ridge and peered through blistering waves of heat, waiting for tyranny to arrive in a camouflaged jeep. His 6-foot-2-inch frame was lean, taut, and leathery tan; his graying hair was shaggy and bleached by the sun. He had lived in a half-buried catacomb of steel and chrome, making the rubble and gnarled remains of abandoned car and truck hulls his home.

Practicing Zen and embracing Indian spiritualism, Sam had survived the uninhabitable desert. He had learned to live off cactus root, snake meat, and an occasional C-ration from the stash he had risked his life to score from an underground contact in a cordoned-off area. The crate of canned grub was nearly gone, but it had helped to keep his renegade brothers and sisters nourished, strong, and, most important, alive. →

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Sam was committed to the survival of his handful of outlaws, and he'd spent many silent hours pondering their plight. They were few in number, but as long as a single voice remained to cry out for freedom, Sam would defend it to his death—even if that last voice

Apart from the 100 outlaws who had built a free haven in the desert, the social majority lived under the tight scrutiny of a tyrannical government that perpetuated its stronghold through martial law—for the public's safety, of course. Sam's narrowed green eyes

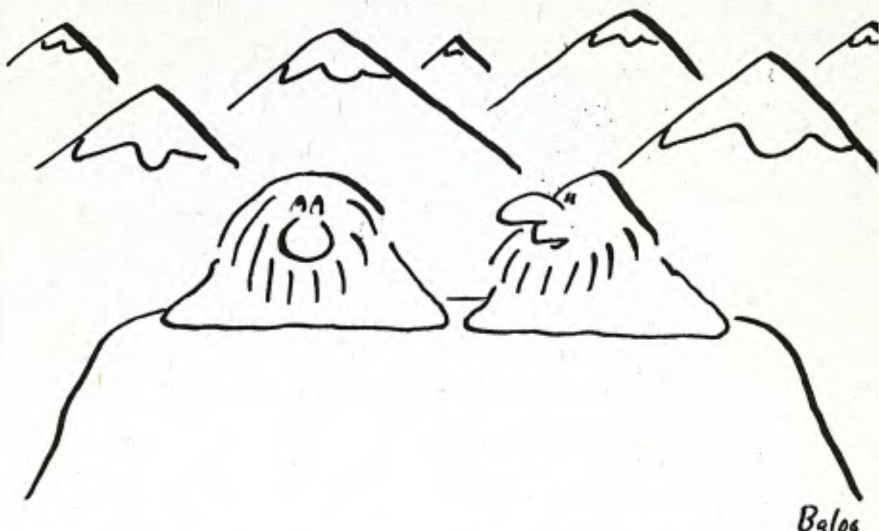
No investigations, no autopsies, no burials—only faceless corpses left to rot in the desert sun, their identities picked up by ravenous vultures

were his own.

He had seen how the social majority had willingly sold its collective soul to the government in the name of the public's safety. In his lifetime he had witnessed an entire society voluntarily surrender its most fundamental rights. The nearsighted majority had allowed the government to systematically take away their freedom in the name of preserving public safety—no more right to bear arms or freedom of speech. The majority had willed its own fate, blindly handing the government a categorical mandate to protect its citizens from themselves, and failing to ask who will protect the citizens from their protector.

scanned heat waves rising from the desert floor. Wearing torn and sun-faded khakis, a 49ers ball cap, and desert boots, he spotted a trail of swirling dust headed his way. An ancient Chippewa song wafted through his tired, sun-baked brain . . . "The sound is fading away. It is of five sounds. Freedom. The sound is fading away."

It had been two and a half long years since he escaped the Government's grasp and fled from the far-reaching tentacles of its encroaching law enforcement and found freedom among other outlaws, warriors, rebels, and undesirables. Sam was one of a small band who captured enough hard



"You're not either getting old—those aren't gray hairs, they're just birdshit."

evidence against the Government to hold the bureaucracy at bay. The incriminating videotapes could have destroyed the confidence of the majority and turned the tightly controlled masses into bedlam. And although the Government could easily drum up pre-emptive propaganda, discrediting the tapes before exposure, they opted to play it safe by dealing directly with the renegades. In exchange for the outlaws' silence, the Government allowed the troublesome band to live in the desert, undisturbed. Sam knew it wouldn't last . . . it was only a matter of time.

The faint swirl of dust coiled thicker with the vehicle's approach, but it was still too far away to see or hear. Everything was quiet, except his tired, sand-worn shovelhead. It waited faithfully behind him, creaking in the heat, its kickstand slowly sinking in the loose dirt. Sam lifted the sweat-soaked bill of his ball cap and wiped his brow with a faded bandanna. He stuffed the rag back in his pocket and turned toward his best friend who was standing at his side. Red shifted the sizzling hot uzi onto his other shoulder and counted the clips in his bandoleer. When he finished, he looked over at Sam and they acknowledged each other with knowing glances.

They knew that their safe refuge in the hot sand was fleeting. Once a week Sam and Red would climb to Badman's Ridge and watch the militia-controlled city spread across the desert toward the hillside like mold on a neglected peach. Over the past couple months they could feel The Man watching, getting ready. The Government met its own supply trucks with careful scrutiny, checking their own uniformed guards for possible infiltration by the desert desperadoes. Escapees from the city no longer survived the hike from the highway to the renegade fold. A few quick bursts from heavily armed police 'copters tore the hopefuls to shreds. No investigations, no autopsies, no burials—only faceless corpses left to rot in the desert sun, their identities picked clean →

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by ravenous vultures.

Underground contacts had reported the Government's media blizzard of new propaganda aimed at further discrediting the outlaws. The restless element in the renegade band responded with plans of war. Sam and Red knew that an attack was

enacted the "Mandatory Identity Safeguard Act," and Government-regulated tat stations were instituted around the country to insure that S.S.I.D. numbers were injected on the back of every citizen's right hand. Many citizens were outraged, but they reluctantly

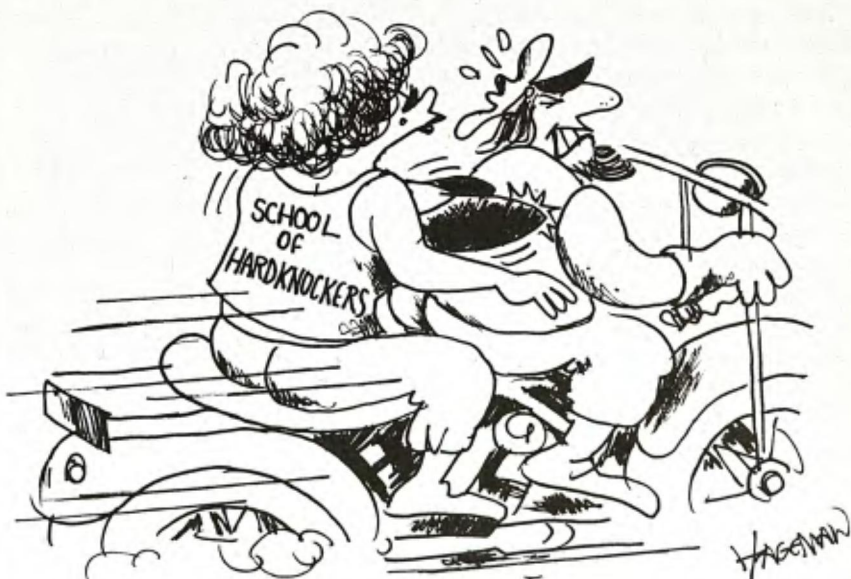
Sam casually squared off with the weapon, staring deadpan at its operator crouched safely inside the 4x4's armored interior

just what the Government wanted, an excuse for wholesale slaughter. Surveillance would have them cut down like dogs before they reached the freshly formed pavement on the outskirts of town.

Recently, a fearful Congress had reinstated its Commander-In-Chief's executive privilege with an unprecedented martial authority in order to rid society of any threat of rebellion. The last of any fleeting individual rights disappeared when the media-manipulated public agreed to be tattooed with their social security numbers—no more rebel impostors! Although the art of tattooing had been abolished years ago, the Congress swiftly

complied when fugitive shootings resumed in the desert. Again, the rebels were being publicly blamed for something they had no part of. Finally, the word came down: The Man wanted a meeting.

The swirl of dust enveloped Sam and Red as the desert camouflaged patrol carrier skidded to an abrupt stop near the ridge's edge. Several armed and uniformed military police poured out from the armored 4X4. Two men, also wearing desert fatigues, remained inside the air conditioned vehicle; one was the driver and the other manned a computerized .50-caliber machine gun. The state-of-the-art weapon was mounted atop the



vehicle's roof and made an electronic buzzing sound as it slowly swiveled on its turret and aimed directly at Sam.

Sam casually squared off with the weapon, staring deadpan at its operator crouched safely inside the 4X4's armored interior. Sam wasn't armed. And he knew the fact that he wasn't made him all the more feared in negotiations with the Government's top brass.

A stout, tough-looking man with a grayish crew cut stepped out from the passenger door and winced at the sweltering heat. His boots hit the loose dirt and he raised his arms in mock friendship. "You must be Sam," General Platt said as if he were greeting one of his own men. Red had a wild glint in his eyes as he stepped slightly in front of Sam, his hand poised on the weapon's trigger.

"Yeah," Sam said, breathing in the dust and the fresh smell of diesel and gun powder.

"Well, at last we meet. We've got some serious talkin' to do," said the General with a cocky air as he swaggered up to the notorious outlaws. His rotund mid-section jiggled while he attempted to hitch up his military belt that supported a holstered .45 automatic and several clips.

"Go ahead," said Sam, sizing up the General through thin sunglasses. Sam was tired of the bullshit. He could think only of how much he wanted to be on his vintage scooter riding free on a winding stretch of highway—no military checkpoints, no surveillance, no 'copters hovering overhead, no monitors—just the open road.

Red's eyes were Sam's pitbulls, warning the General's contingent not to get any closer as they formed a loose half-circle around him. "Don't come any closer, assholes!" Red grumbled in a parched, gravelly voice.

The General casually motioned for them to step back as he directed his words at Sam. "You people have to move."

Behind his shades, Sam's eyes squinted in the sun as they leveled steadily on the General. "We →

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made a deal. We're fine right here."

The General's stern face turned to stone, his eyes instantly blood-shot with rage. He spat on the ground, took a deep breath, and with the swagger of Schwarzkopf and the impatience of Patton he shuffled within inches of Sam's

undaunted, at the General. The General's face softened slightly, unable to hide his private respect for the competent soldier standing before him.

"You've been warned . . . soldier," said the General as he turned crisply on his heel and marched

The silver oak leaves resting on his starched lapels glistened in the sun as he looked into the outlaw's unwavering stare

face. "You move that fucking tribe of yours or we'll move it for you. Am I understood?" The silver oak leaves resting on his starched lapels glistened in the sun as he looked into the outlaw's unwavering stare and continued, "We don't give a shit about those goddamn tapes. They're nothin' but fiction to the public. A new order was elected. The city's expanding and the public wants any threat of crime removed. You have thirty days. Have I made myself clear?"

Sam was in the mood to take the power hungry blob out with his bare hands, but he knew better. He ignored all the artillery trained on his chest as he stared,

back to the armored carrier, his men falling in line behind him.

Sam and Red stood on the bluff and watched the 4X4 slowly shrink into a distant trail of dust as it inched its way across the desert floor to the outskirts of the city. Sam felt a gentle breeze and listened for the faint voice of freedom that society had so willingly surrendered . . . "The sound is fading away."

—Fiction by K. Randall Ball

Watch for the next segment of Sam "Chopper" Orwell and his band of freedom-loving renegades. How will they survive?



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Steve Fleck is a Bros Club member and one helluva standup dude. This fun-lovin', Sportster ridin', bearded 300-pounder appears to have the world by the balls. The unhappy fact is the world has *him* by the balls.

It was on April 27, 1992, after not feeling quite up to par, that Steve was told by doctors that his heart was only pumpin' at 23-percent power. That's worse than only firin' on one jug. Due to his uncontrolled diabetes, a heart transplant was out of the question. As Steve said, "They took away everything from

from heart disease, and the American Heart Association spent over \$117 billion in 1993 to combat this disease. Also, unlike any other illness of its kind, heart disease is hidden. That means the heart patient may have serious disabilities, yet still look and act healthy. When you realize that one out of every four people in this country has heart disease, it becomes mind boggling.

After learning all of the figures pertaining to heart disease, Steve vowed to ride his '72 Sporty across the country and tell as many people as he could about the

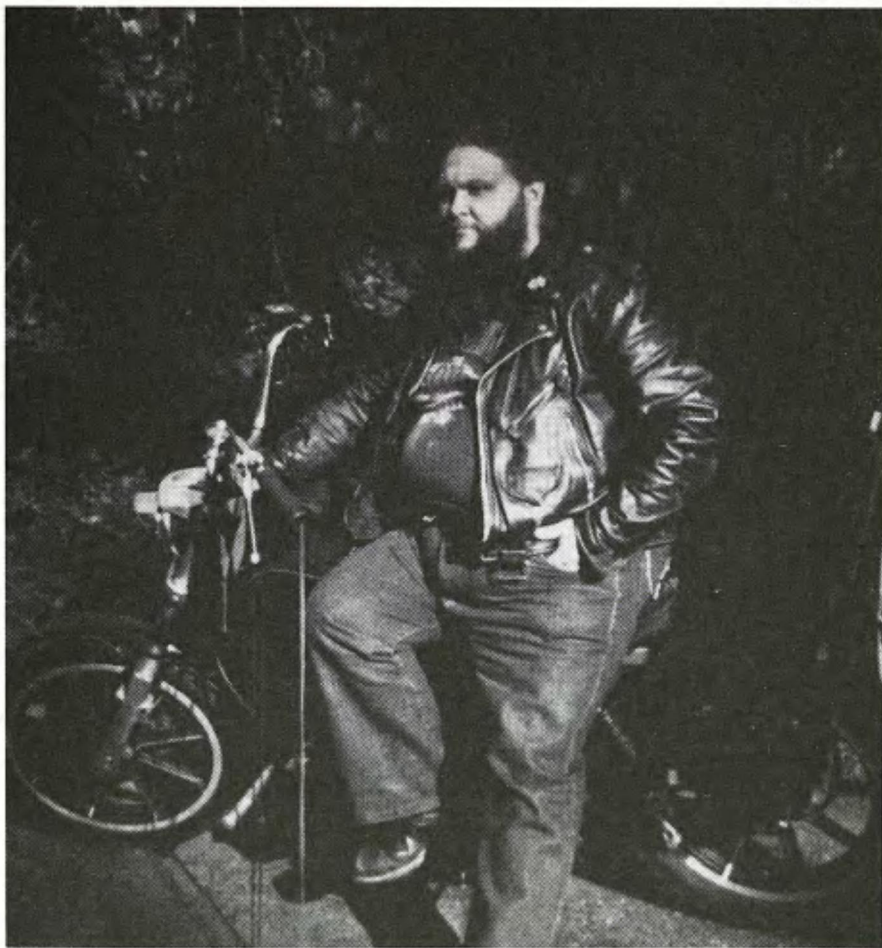
Heart Association and the fine work it is doing. The ride will start from his home in the Tacoma area and will cover 45 cities in 26 states. Following Steve in their van will be his wife, Rosemary, so they can load the bike, and he can take a rest from time to time. Steve plans to get the word out by utilizing both civic and motorcyclists' organizations.

The mileage on this trip will be approximately 9,000 miles, and the out-of-pocket expenses will be about \$4,000. Steve says that when the ride is finished, he plans to write a book. The projected

*Most people have a
generous heart,
particularly
motorcyclists.
They're so used to
being put down, they
dont mind helping
people up.*

—Malcolm Forbes

me that day." But they couldn't take away his Sportster or his will to live and ride free. It was then that Steve decided to make a study of the facts and figures pertaining to the American Heart Association. Working with Monica Hess of the Tacoma, Washington, office, Steve discovered some incredible facts. First off, in 1993 almost five million folks in the U.S. died of heart disease. Secondly, 70 million Americans suffer



title is: *Is The Brotherhood Still Alive?* Steve's favorite quote, which he's always usin', is from Malcolm Forbes. "Most People have a generous heart, particularly motorcyclists. They're so used to being put down, they don't mind helping people up." It may only have 23 percent of its power left, but this Bro's heart is the biggest of all. Let's all get out and support him. We here at Bros Club Headquarters wish you nothing but the best, Steve. Drop us a card periodically and let us know how the ride is goin'.

All you Bros from the northeastern part of the country, check this out. The North Hampton, New Hampshire, Bros Club Chapter will be joining the Rolling Thunder/Run to the Wall ride this year. The local Bros Chapter, which is sponsored by Donnelly's North Hampton *Easyriders* Store, will, in addition to the Run To The Wall, tour the Harley-Davidson factory in York, Pennsylvania, and the Gettysburg Battlefield. A leisurely day of touring the capitol is on tap. The run leaves Donnelly's at 8 a.m. on May 26. Dave Donnelly tells me this run should be bitchin'. He says, "All Bros Club members, groups, or individuals are welcome to join the group from the start, or from anywhere else en route." I suggest that you call Dave or his wife, Kathy, at (603) 964-8127 to reserve a spot. This is one run that I'm trying to fit into my schedule. If you want to go on the run and you're not yet a Bros Club member, you can join up at Donnelly's the day of the run.

Hey, that's all the news this month. Hang in there, and, remember, watch out for the other guy. —Al

Bros Club members: We want to publish your photos, stories, and event information. Send your stuff to Bros Club News, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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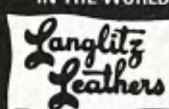
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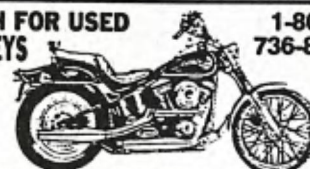
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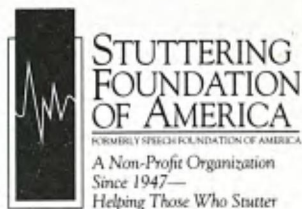
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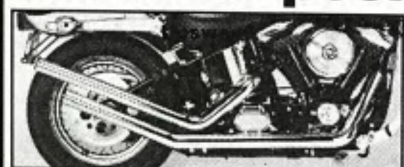
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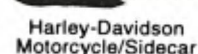
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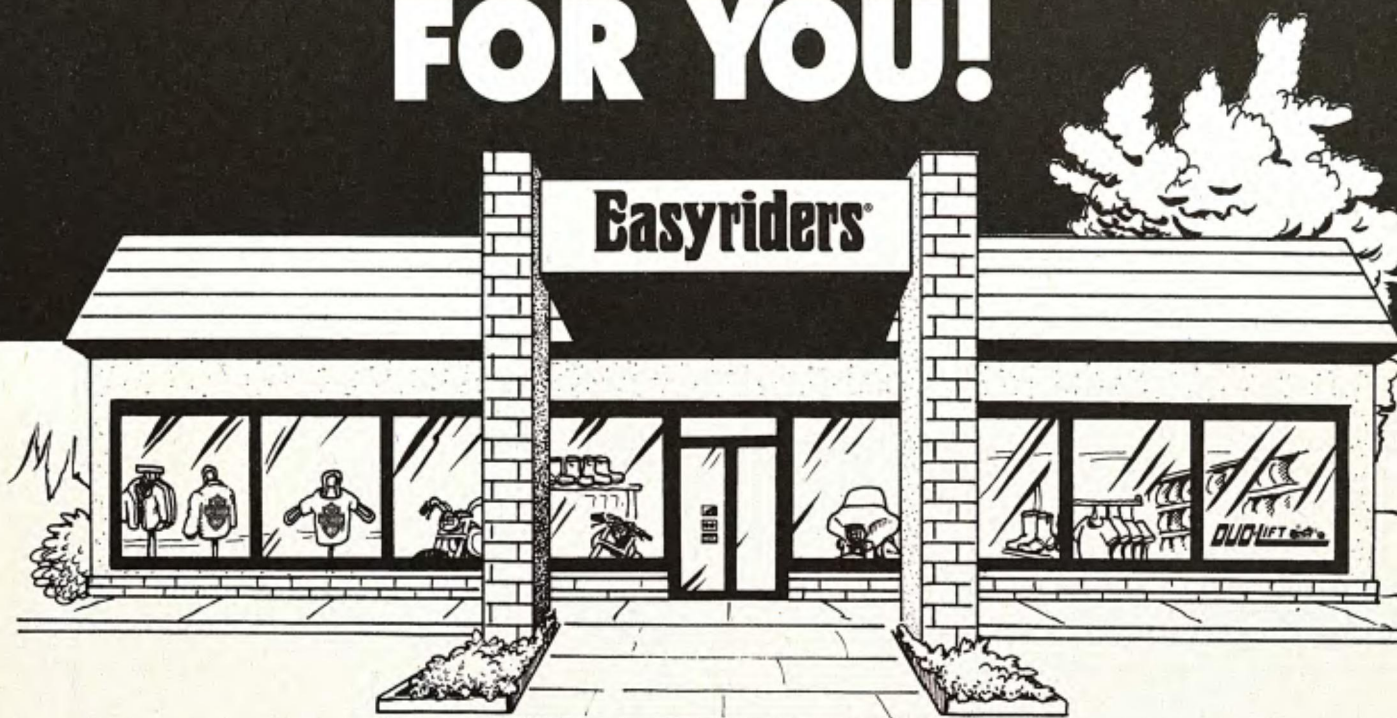
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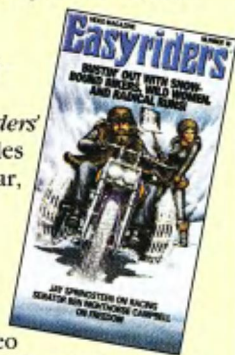
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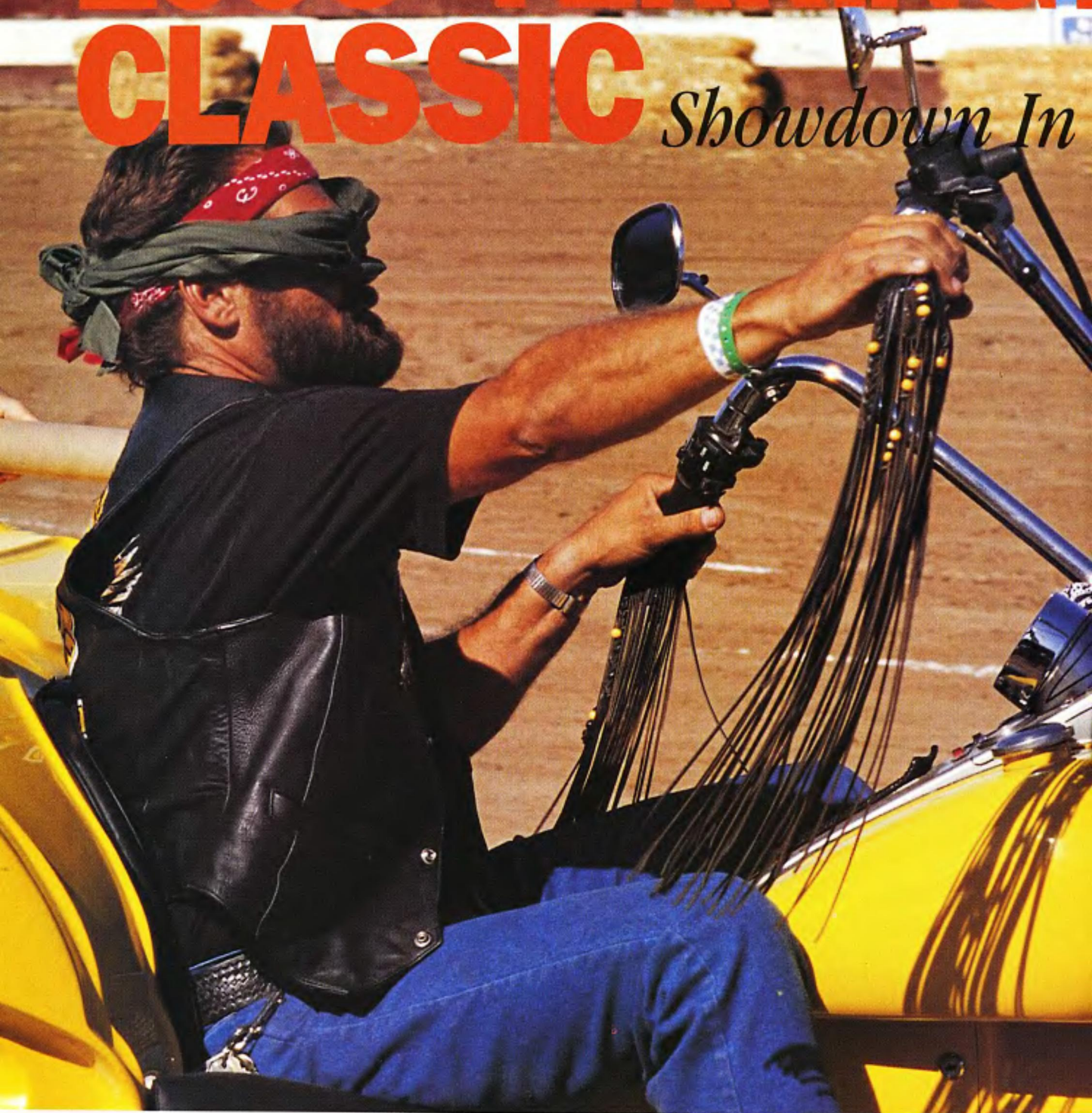
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1993 YERRINGTON CLASSIC

Showdown In



The sleepy, ranching community of Yerrington, Nevada, revved up last July 30 through August 1 and headed for the local fairgrounds and the city's first annual Yerrington Classic, an event attracting hundreds of bikers from throughout the country, and as far away as Anchorage.

What can you say about Yerrington? It's far enough north to have left the typical barren Nevada desert far behind. It's a rich, lushly green part of the world, boasting 1,000-acre ranching spreads, one in particular owned by the likes of Barron Hilton himself. You get the

picture. There's big money in these parts. The country air is fragrant with the aroma of cow dung and a profuse explosion of other indigenous vegetation. It's also adjacent to a sizable Paiute reservation, and locals characteristically describe their home as Paiute country.

ON

evada



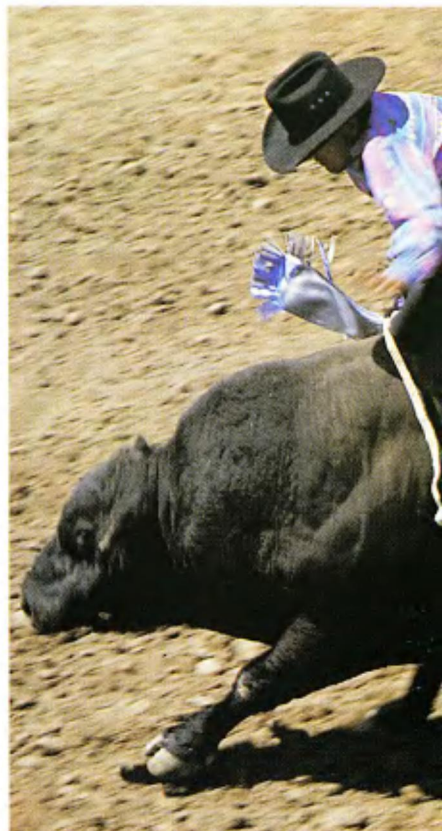
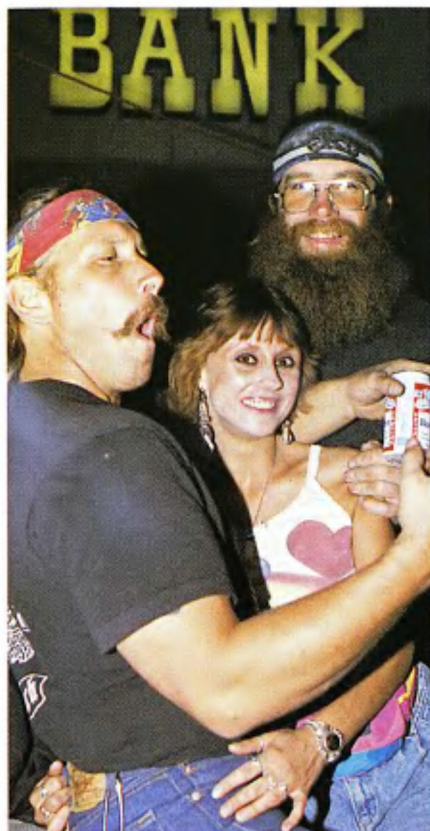
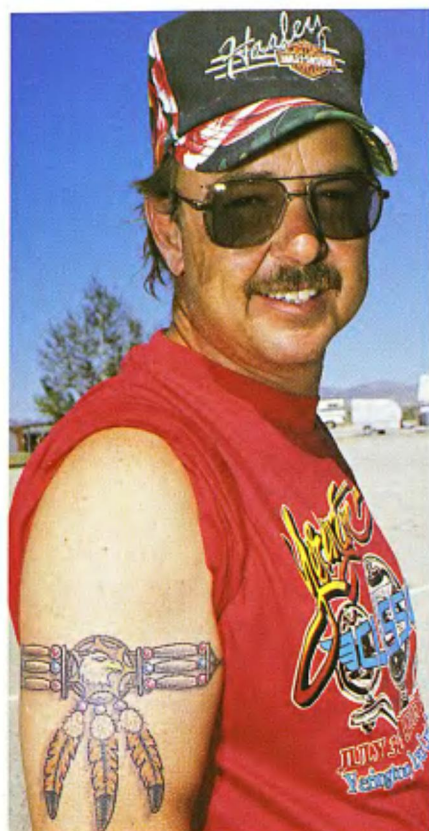
Photos: Nancy Cairns

There's also not much to do save for herding in the cattle, so the town was ripe for a fun time like the Yerrington Classic and a string of other family-oriented events.

The first-time event featured a \$5,000 poker run (First Place winner was Kathleen Ramey) and, in

typical down-home style, bikers and trikers joined in a variety of other activities, including exhibition bull riding, cattle roping, Scottish games (a seemingly improbable affair, consisting of tossing telephone poles), and vintage motorcycle racing (Sideways Carter took First Place for

his vintage AJS that was built by Jack Hurst). Bikers got so into the simple country scene, they even kicked the dust off their boots and got them dusty all over again by tossing cow chips across the desert (the one who could sail it the farthest won, and yes, I was assured that →



the cow pie was dry . . . hmm).

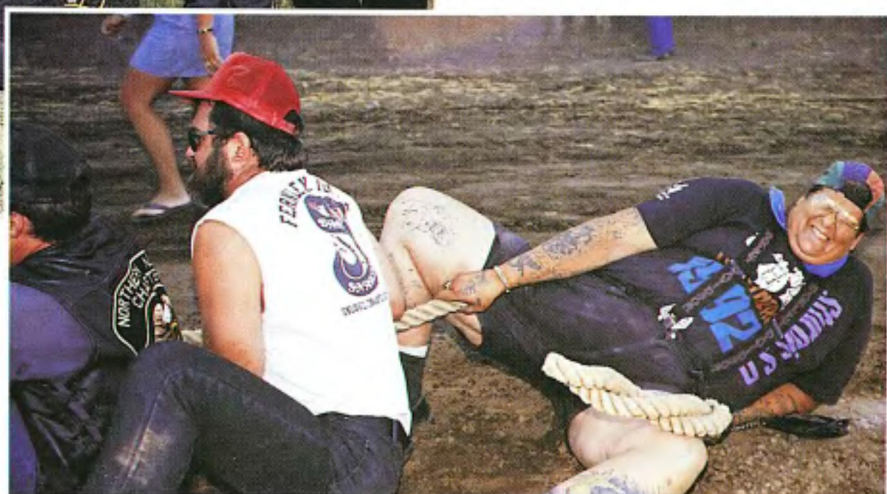
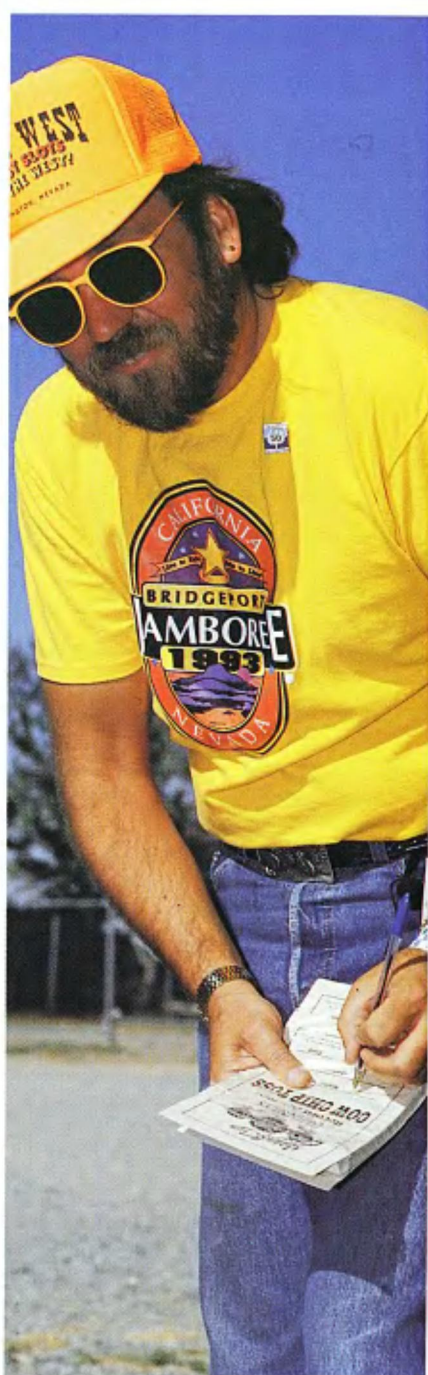
According to Ralph Burdeck, a local who coordinated the event with its promoter, Performance Productions (PPI), "We even decided to close down the main road on Friday and Saturday evenings and put on a street party with

motorcycle parades, bands, and dancing in the streets."

To give you an idea of how laid-back the "townies" are in this place, members of the local police department conducted their own race: riding children's tricycles through the town. If this wasn't

spectacle enough, a few feisty riders took to racing pigs in the arena—a sweaty, smelly exercise. Let me tell you, when the Classic came to its inevitable close, it was a group of very weary bikers waving their good-byes.

Next year's Classic is now in



the planning stages, and Burdeck claims it will be a bigger and better version of this past one. It's planned for the last weekend in July and, instead of vintage racing, PPI is planning either a stadium motocross or semi-pro short track races.

—P.J.

TALKIN' TECH

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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.



Wants Pan Covers

□ I'd like to know where I can find a set of panhead replica valve covers like the ones on Mac Turnipseed's Evo Indian (September 1993 issue).

Doug
Seymour, Wis.

■ Xzotic Cycle Products
P.O. Box 532022
Grand Prairie, TX 75053
(214) 264-6986

Blowin' Out The Pipes

□ I have an '87 FXR with 13,000 miles on it. It had 8,000 miles when I bought it. I use a quart of oil about every 1,000 miles. It's blowing out the pipes. The local Harley dealer said it's probably valve seals and not to worry about it. Why would they go bad so soon, and why shouldn't I worry?

Don
West Palm Beach, Fla.

■ Here at the mag we have a couple of bikes with the same problem. They're using a quart of oil every 500 miles, so yours isn't too bad yet. Fix it when it fouls plugs or you can't stand the smoke cloud. Valve guide seals are ruined by engine overheating, over-revving the engine, and floating the valves

Performance Project

□ I've just started a winter project, rebuilding a '78 Sportster. I've rebuilt the motor before, but I used all stock parts. This time I want to add some performance to it. The problem is that I'm not sure just what performance changes are needed. Any suggestions?

Rick Tomer
New Bedford, Mass.

■ Call Trock Cycle Specialties: (708) 683-4010.

Wants Tent Trailer

□ I'm trying to find a manufacturer/dealer of motorcycle tent trailers. I saw a metal one that looked flat (with rails on top). When it opens, a tent pops up and the rails end up on the ground. I think it was called a Hangaroo? Any clue?

William Orrell
Forestburg, Texas

■ Quicamp: (219) 262-9823

Lowering A Heritage

□ I have a '93 Heritage Softail that I'd like to lower (from both ends, if possible).

Burak
Turkey

■ Works Performance, (818) 701-1010, has adjust-as-you-ride rear shocks and fork springs. Another good place to check is Progressive Suspension: (619) 948-4012. Lowering kits for front ends are available through Drag Specialties, Custom Chrome, or White Bros.

□ I have a 1990 FXR Low Rider Convertible. The rear shocks are set on the stiffest setting, which is adequate for me (I'm 6'2"/230 lbs.), but with a passenger the bike bottoms too much. I want to replace the shocks, but I want the solid look, as on early FLs. I've checked with my H-D dealer, custom shops, CCI, and other catalogs: solid shocks and/or shock covers are not available for my bike. Will the early FL solid shocks fit my bike? Will the saddlebags clear? If not, where can I get quality shocks (13 in.) with solid chrome covers to fit my bike (must clear the saddlebags)?

Bear
Ellicott City, Md.

■ You're right about old FL-style shock covers. They're not available. The easiest shocks to adjust (that I've found) are from Works Performance. They have (in a dual

rate shock) an adjuster collar at one end of a soft and stiff spring. This collar has stepped notches cut in it that are engaged by a tang or space washer between the springs. By turning the tang to a deeper or shallower notch, the soft ride spring can be allowed to work or dial out of operation for heavy loads. No tools are needed. They also have triple rate shocks. Call (818) 701-1010.

883/1200 Conversion

□ I have an '88 883 Sportster that I want to take to 1200. A bro I work with loaned me a copy of *Tech Tips & Tricks II*. Pages 60-63 deal with 883/1200 conversion. Concerning higher compression, *Hot Rod* mag said high-compression engines and the low octane fuels nowadays don't mix.

Dual plugs, a special set of coils, and a 1200 Sportster ignition module are required for the conversion. The next article in *Tech Tips & Tricks II* is on dual plugs. They need an ignition booster to work. Is this only on point systems, or does this also apply to electronic ignitions?

Chris
Lawrence, Kan.

■ This 883-to-1200 conversion works well. CCI now shows a few part numbers for Wiseco dished top pistons that eliminate the need to modify your 883 heads. These pistons will reduce the compression to 10:1. This is a reasonable number that will work fine with 91 octane or better fuel. Dual plugging or other head work (chamber, ports, and valves) should be considered with the flattop (stock 1200) pistons to get maximum power and engine life. This extra work is necessary because the flattop 1200 piston matched up with your smaller 883 combustion chamber produces a compression ratio of 10.8:1 or higher. This is just a little too much. ☺

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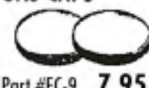
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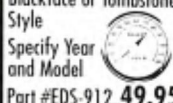


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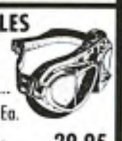


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SCHAAR'S FX







Before Daryl Schaar decided to put up his first Harley custom, he spent a while practicing on British bikes. He finished the trip from novice to pro customizer with a 1958 Royal Enfield Indian.

Daryl's next step led him to this Softail. For his first Harley effort, this sleek, dual-purpose creation was admirably fabricated. You can see the degree of handcraftsmanship and design that stretched the Softail into a true custom.

Daryl had no problem with risking the seven months of skull sweat and hand-crafting that went into his show-and-go-ster. His efforts were well rewarded with Best of Show

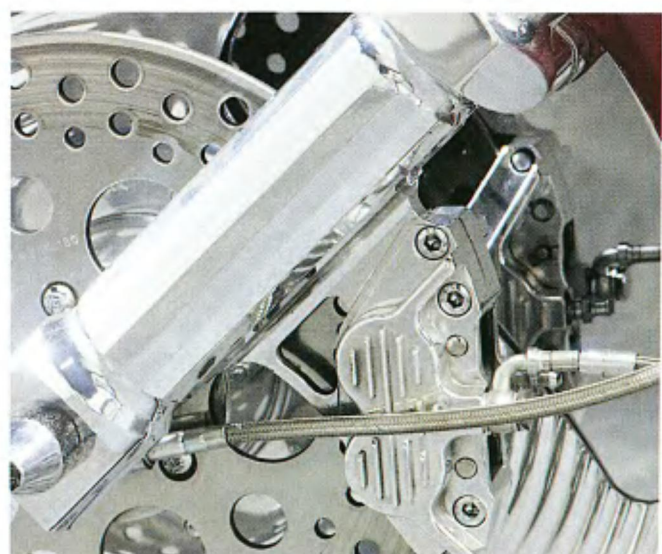




honors in his first two outings—the Carson City Harley Dealers meet and the Yerrington Classic in Northern California (see page 170 in this issue).

"We're basically ridin' it," he says. "We don't have the traffic like California, where whitelining pisses people off. We all get along here."

Speakin' of traffic, part of a cage wound up being part of Daryl's idea of what an '84 FXSTC oughtta be. Daryl wanted to leave a wide track in the road, so he shaped an extra inch into the stock rear fender that he billet-bracketed over a 6-1/2-inch wide rear tire. The taillight is off a 1952 Buick. Daryl →



turned it sideways and stuck the rear turn blinkers under each bullet lens.

Daryl musta had the '50s on his mind when he picked a paint job for what he calls his Art Deco bike. But the true artistry of this prize winner is the billet strips Daryl used both for looks and mechanical magic.

Once he finished hand-fashioning and torching billet strips on the reworked fenders and tank for looks, he got down to business. He crafted a dash and rear fender struts that bolt over the standard Harley rails, to allow the use of saddlebags and/or a sissybar. When he wants to solo, he pops off the step seat and back brace to hook on a single seat. The rails have a T-slot for quick installation and dismount.

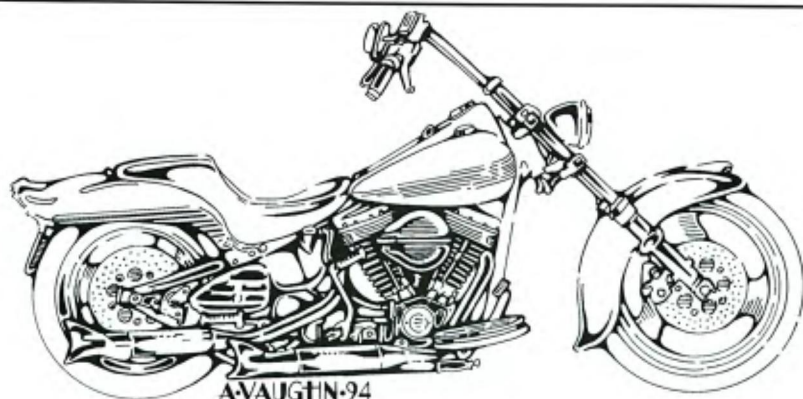


The ride has its ups and downs. To match-up with adjustable front forks by the French firm Techno-Plus, Daryl put in a cam at the fulcrum, where the rear shocks and swingarm connect. Turning the cam raises or lowers the bike up to 3 inches.

Note the design details from CCI's Mirage elements. These include the derby and points covers, which tie in with the slots on the air cleaner, wheels, and brake calipers. He carried out the Deco theme with the eagle on the front fender and the X-otic pan covers.

Makes ya wonder what he'd come up with if he was designin' bikes for a living. —Irish Mike

Owner(s): Daryl Schaar		City: Carson City, Nevada	
General		Frame	
Fabrication by: Daryl Schaar		Year: 1984	
Year and make: 1984 H-D		Builder: H-D	
Model: FXSTC		Type: Softail	
Value: undetermined		Rake: stock	
Assembly by: owner		Stretch: none	
Time: seven months		Other alterations: none	
Chroming by: Paughco		Accessories	
Engine		Bars: Paughco, 12-inch	
Year: 1986		Grips: CCI foam	
Model: Evo		Mirrors: Stealth 1	
Rebuilder: Sputhe		Risers: 4-inch	
Ignition: M.C. Power Arc		Fender(s): front: CCI; rear: H-D	
Displacement: 96 cubic inches		Headlight: Paughco	
Lower end: H-D		Taillight: '52 Buick	
Balancing: Sputhe		Speedo: CCI	
Piston: Sputhe		Front pegs: CCI	
Cases: H-D		Rear pegs: CCI	
Heads: Branch		Electrics: H-D, 12-volt	
Cam: Andrews 7.9		Gas tank: H-D fatbob	
Lifters: Velva Touch		Oil tank: stock	
Carb(s): S&S Super		Oil system: S&S	
Air cleaner: S&S		Primary cover: H-D	
Pipes: SuperTrapp		Seat: Corbin	
Muffler(s): none		Sissybar: CCI	
Transmission		Forks	
Modifications: none		Type: Techno-Plus	
Year: 1984		Extension: none	
Shifting: stock		Builder: Made in France	
Engine sprocket: 22-tooth		Special features: adjustable rake	
Trans sprocket: 35-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 21-inch	Size: 18-inch
Molding: owner		Hub: RevTech	Hub: RevTech
Painter: owner		Rim width: 2.5-inch	Rim width: 4-inch
Color: Candy Cranapple		Tire: Metzeler	Tire: Metzeler
Type: Deltron urethane		Brake: Thunder	Brake: H-D
Special paint: pearl over candy			
Other special modifications: owner-built "Strut Ur Stuff" strut covers and billet dash, adjustable rear lowering, and hard lines for oil lines.			
Photos: Silvermoon			



COMIN' AT YA

Easyriders®

The season is in full swing, and we're riding high on an issue packed with all your summer riding essentials and fueled by the energy of millions of bikers in their puttin' prime. Daytona is the main feature of our **July** issue, and Loudmouth locked his lens on all the Bike Week '94 action, from the barely bikini-clad beach beauties, to the Main Street mayhem, to the righteous rides. Also on tap is spirited coverage of our Invitational Bike Show in Columbus, Ohio. You won't believe your eyes. The coast-to-coast craziness continues with a trip to Northern California for a tour of the best biker bars in the seaside town of Santa Cruz. Natch, we have seven outrageous feature bikes, informative tech tips, legislative updates, and our usual unusual surprises. Grab one! **On sale May 31**



The **second issue** of VQ offers interviews with Art Annecharico, a Harley-riding movie producer, and master bike builder Rick Doss. It also features eight incredible motorcycle features, tech tips, news, the latest products, our hangout of the month, L.A.'s Thunder Roadhouse, and a special calendar insert featuring a Nempco maintenance chart. VQ is the all-Harley, all-color magazine for the serious cycle connoisseur. **On sale May 17**



It's time to get out of the cold and into the . . . uh, uh . . . ah, the hell with it. Strap on a sixer of your favorite politically correct beverage and let's go where the women are. You'll be oglin' barely bathing-suited babes in the **July** issue. Then we pick up sticks and open the wick with a Travelin' Trails putt near Yosemite. We're jammin' the pulp with a sidecar full of your flicks—watch the action. **On sale now**



The **August** issue of *Biker* is a favorite to a lotta folks for a lotta reasons. Ya see, it's the Summer Delights issue, featurin' many steamy pages of beauties hot enough to melt shoe leather. Oh yeah, we'll also have quite the selection of fine ladies for ya to drool over. Only the finest for the most authentic biker rag this side of Pluto. Check out *Biker*, the always unpredictable, always eventful scooter rag. **On sale May 17**



July's edition of *Tattoo* will be an action-packed adventure featuring coverage of colorfests on both sides of the USA—New Jersey's Ink-credible Tattoo Convention and Alaska's Tattoo Show '93. Then we'll stop off in Virginia to showcase the work of tattooist Jason Camford, plus we'll give you an in-depth report on the state of the ink in Australia today, making this issue a truly unique celebration of skin art at its best. **On sale May 10**

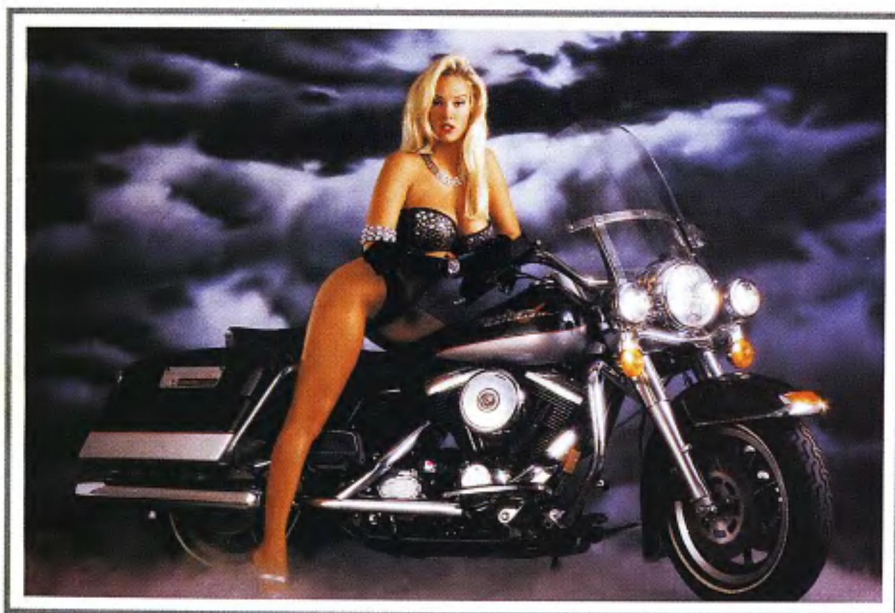


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1994 MOTORCYCLE RODEO CALENDAR

April 29, 30, May 1
Casa Grande, Arizona
 Pinal County Fairgrounds
 (I-10 exit 194, go East on 287)

May 13, 14, 15
Waco, Texas
 Heart O' Texas Fairgrounds
 (I-35 to New Road exit, go West)

Memorial Day Weekend
May 28, 29, 30
Painesville, Ohio
 Lake County Fairgrounds
 (Hwy. 44 to Mentor exit, go West)

June 10, 11, 12
New Ulm, Minnesota
 Brown County Fairgrounds
 (Hwy. 14 to 12th North St.)

Fourth of July Weekend
July 2, 3, 4 *Fireworks!*
Middletown, New York
 Orange County Fairgrounds
 (I-84 to Hwy. 17 West, to exit 120)

July 15, 16, 17
Fayetteville, North Carolina
 Cumberland County Civic Center
 (I-95 to Hwy 301)

July 29, 30, 31
Prospect, Pennsylvania
 Butler County Fairgrounds
 (On Rt. 422, 8 miles West of Butler)

August 19, 20, 21
Fowlerville, Michigan
 Fowlerville Fairgrounds
 (I-96 to Fowlerville exit, go North to Grand River)

Labor Day Weekend
September 2, 3, 4, 5
Chillicothe, Ohio
 Ross County Fairgrounds
 (Hwy. 35 to Rt. 104 North)

September 16, 17, 18
Morris, Illinois
 Grundy County Fairgrounds
 (Hwy. 80 to Rt. 47 exit, go North)

September 23, 24, 25
Des Moines, Iowa
 Iowa State Fairgrounds
 (Hwy 235 to East University exit)

October 7, 8, 9
Bremerton, Washington
 Kitsap County Fairgrounds
 (Hwy. 3 to Newberry Hill Road exit)

October 14, 15, 16
Northern California
 Stay tuned for details

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

Grand Nationals
October 21, 22, 23
Lancaster, California
 Antelope Valley Fairgrounds
 (Hwy. 14 North to Ave. I exit)



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