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Easyriders

NUMBER 168

ENTERTAINMENT FOR ADULT BIKERS

JUNE 1987

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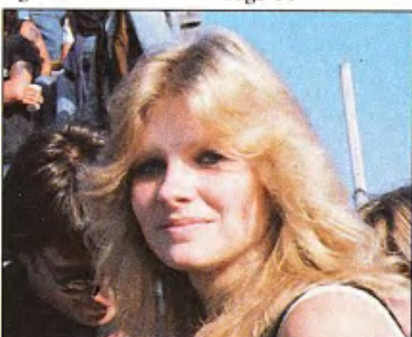
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The next liver-quiverin' issue of this rag
goes on sale May 26.



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COVER AND GATEFOLD

Cover photo of Kristi Lynn, as well as inset and gatefold
photography of **Easyriders'** "Easy Rider" replica bikes,
by Pete Chiodo.

Or how about the guy who was zipping along the highway without a helmet, and the trusty policeman, doing his job, chased him to arrest him for not wearing a helmet, because he could be killed by not doing so. So what the fuck does the policeman do? He couldn't stop him, so he shot his ass.

TAKING IT EASY

By Spider



Well, there are three dipshits-of-the-month this issue. The first one is a guy who got angry at his friend and decided to lob a Molotov cocktail through his window, so he went home and constructed it. To make sure it worked, he lit it. It blew the fuck outta his place, killing his mother and his niece. He's still walking around dazed, wondering what the fuck happened.

Then there's the dipshit who was in a liquor store. He pulled his knife and told the girl behind the counter that this was a stickup. But he started asking personal questions, such as if she had sat on anyone's face lately or if she had pulled a train last week. He got so hot and bothered that he asked her for a date. She said she couldn't do it right now, but if he wanted to come back at 12:30, she could go out with him. You know the rest. Her husband was there, along with all the cops in the city, and they busted his ass. His brains must have been in his dick.

The third dipshit went into a liquor store, grabbed a jug of J.D., and went to the counter. He pulled out his wallet



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and started to pay, but then reached in his pocket, pulled out a knife, and told the clerk that this was a stickup. He grabbed the store's money and split. But surprise, surprise! He left his wallet on the counter with his I.D. in it. Before going home, he called the police to report his missing wallet, and they gladly came over to his house to bust his ass.

Now, we hear repeatedly how helmets will save your life. But how about all the times that the helmet is the cause of death? For instance, take the girl who was riding on the back of a bike that was sideswiped by a van. As the bike fell on its side, the driver was thrown into the median strip and got scratched a little, but the girl fell into the path of an oncoming car that drove right over her—almost. The car didn't touch her, but the helmet she was wearing got snagged on the underside of the transmission, and she was dragged 80 feet before the driver realized she was there. If not for the helmet, the car would have passed right over her. So much for helmet safety.

I don't know if it's the full moon or what the fuck is happening, but two different women were arrested for killing their children. The first woman had to pay \$1,000 for stabbing her son and throwing him through a closed window. She did that because she thought he was an anti-Christ. The other woman, feeling that she had to exorcise her two-year-old son, put her baby boy on the carpet and then, along with her husband, pounded the shit out of him. While doing so, she prayed to exorcise demons that they believed were inhabiting his body. They believed that the bruises were proof that the demons were leaving his body.

The police have come up with another trick. The 9th U.S. Circuit Court of Appeals said that it was okay to break into a guy's apartment even though he was away. That means that if they have 'probable cause,' they have a right to come into your apartment and snoop around. It's okay for them to break in and snoop, as long as they advise you they have done so within seven days. Big Brother is getting stronger and stronger with Meese mentality.

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To The Meat

First, let's get it straight. Love your new rag setup. More scoot pics, "Foxy Riders" section, etc.

Now to the meat: The gatefold. You were doing fantastic with the layout, especially the February issue, but you blew it in the March issue. Just a broad by herself. Come on, I thought I had a copy of *Penthouse* in my hand. Let's keep that gatefold as great as before. Put the scoot back with the chick.

Bart (Snake)
Alden, N.Y.

Response To Thunder

I wrote a letter requesting info on the brotherhood's version of A.A. The response I received was overwhelming. To say the least, I was very moved. I didn't think that many people would care.

I was unable to return every call, but I would like to thank all of you. Most of all, I'd like to thank a sister in North Dakota and a bro in Boston who didn't leave a name or phone number.

I'm going to N.A. meetings with a local bro who also responded.

Thunder
Cicero, Ill.

I know right where you're at. I also lost the option of chemical peace of mind. I can only tell you of the organizations on the West Coast, but I believe one is nationwide. It is called "Fifth Chapter" and is one hell of a group. The best way to contact them is to visit an A.A. or N.A. meeting in your area. They are listed in the phone book.

J.J.
Green Forest, Ark.

In Response To Ozzi

Ozzi, if you still need a manual for your Trump, I have an extra one. If I had your address, I'd send it to you. Mine is a '69 650cc Triumph Bonnie.

One of my books covers '63 to '83. The other covers '63 to

'80. They are both Haynes Manuals, and you are welcome to one of them.

I hope to have mine running for summer of '87. The frame has a few modifications in it. They changed it to a hardtail. I bought it in a box for \$150. I've got about another \$100 into it. I want to get it running and tear it back down this winter to do all new paint and chrome.

Send me a line, and I'll send you the book.

Bobby Johnson
23502 Cimber
Spring, TX 77373

Just read the February issue. If Ozzi from N. Cape May, N.J. is reading this, I can get him manuals, shirts, badges, patches, British bike mags, smaller parts, etc., etc. if he (or anyone else) wants them — that is, if you want to write to England.

Steven Southgate
88 Bell Lane
Kesgrave
Ipswich
Suffolk
England IP5 7JJ

I own an owner's workshop manual for your Trump. I will gladly let you have it. Just send \$10, and I will send it to you.

Peter Lafrenz
Manogade 8 1 TV
2100 Copenhagen East
Denmark

A Mad Jap

I'm writing this letter in response to a letter from J.G.L. of Ontario, Canada in your March issue. Hey, fuckwad, what's wrong with Japs riding Harleys? I'm a Jap, and I ride a Harley. I own three Sportys, a '67 XLH, a '69 XLH, and a '78 XLH.

I was born in Tokyo and was raised in different parts of the world. I've been riding since I was 15. Started out on a Honda 305 Street Scrambler. I progressed to a 650 BSA Lightning and then to Sportys.

No man should be put down because he appreciates

good machinery.

You're probably a prejudiced white boy (you sure sound like one).

So, J.G.L., if you're ever in San Jose, California, drop by the "Dawg House" and look for a 220-lb. Jap, and I'll be happy to stick my .357 up your ass and blow out your brains the easy way.

Yosh Inomoto
San Jose, Calif.

In response to the "Jap On A Hog" letter in your March '87 issue, as a citizen of the world, I'm shocked and damned pissed at this asshole J.G.L., who obviously walks around with his head up his butt, blinded with hatred toward people he doesn't even know and is probably afraid of for some damn reason or another.

Being a biker means brotherhood with others of this great ridin' breed, and that "little yellow bastard" is a biker, too, J.G.L., just like you and me — or just like you think you are. A biker is a biker, no matter what religion, race, or creed — and all us road tramps are tied together by one great thing, our love of motorsickles and the free feeling riding gives us. And that makes us all part of the same family — most importantly, the human race.

So take off your white hood so you can see that, J.G.L. And if you can't, then consider this: the Jap is on a Harley, at least.

Bone
Springfield, Mass.

In response to a letter in the March '87 issue from a J.G.L. in Ontario, J.G.L. was bitching about a previous article featuring a Japanese rider on an H-D. I'd sure like J.G.L. to tell what nationality a person must be to ride a Hog. Does the skin tone or slant of one's eyes make the determination? My ancestry is documented and dates back into the U.S. to the 1600s. They fought in the American Revolution, the

Civil War, and one ran for president (is that "white" enough, J.G.L.?) And, I'm also proud to say, my "other half" were Samurai warriors.

My point is you don't have to be any one color or nationality to know a good thing when you see it. So get off your high horse, J.G.L., and save your bitching for something worthwhile.

T. Himanga
Roswell, N.M.

☐ You see a lot of assholes in the U.S.A. on Jap junk. I would like to see more Japanese on Harleys and less Americans on Jap junk.

American
Waterloo, Iowa

Needs Info

☐ I am a tattoo artist in Waynesboro, Mississippi. My problem is the \$500 a year we have to pay for a tattooing license. A license to open a beauty shop is only \$50.

I would like to hear from tattooists in other states to see how much they pay a year. If other artists in Mississippi would write me, maybe we could get together and raise enough hell to get the license fee in line with other professions.

C. Wayne Pearson
Rt. #2 Box 292C
Waynesboro, MS 39367

Mann Ripped Off — Again

☐ I was looking through a rag called *Road Rider* (Sept. '86 issue) when I saw something that totally pissed me off. Some son-of-a-bitch named Gregory Perillo stole the "Ghostrider" theme from Dave Mann's drawing. This asshole put a dude on some rice shit and threw a statue of Lady Liberty in the background, with a pony express rider following the "biker."

I don't know the laws about stealing someone else's artwork, but this is plain old theft to me. What does Dave Mann think of this?

Will someone tell me what the fuck happened to Sioul Yezmick?

Doc Tripper
Lebanon, Ohio

☐ Dave's work is ripped off a lot — he's getting used to it. Sioul Yezmick is Lou Kimzey spelled backwards — he was just fucking off.

A Patch

☐ Need some assistance on a patch matter. The top of the

3" x 4 1/4" patch says "Losers." The middle of the patch has a skull with a long jaw and horns coming out of the sides of the top of the skull. It has the letters "M" and "C," one on each side of the skull's jaw, the eye sockets are red, and the bottom of the patch says "Nomad." Everything is in white, except for the eyes on a black background.

I picked this up at a swap meet just to have and would like to know where it originated. If there is a club with this patch or if anyone knows anything about it, I would appreciate knowing.

Paul Opie Jacques
Andover, Mass.

☐ I hope someone can help me. I'm looking for an album by the Godz. Someone turned me on to it about ten years ago, and I don't know what it was called or if it was their only release or what. But if anyone has any info for me, I'd appreciate it.

Cathy Blake
39 Bristol Ct.
Stafford, VA 22554-8737

Still Lookin'

☐ We've been living in Montreal for a couple of months now and just can't find any bikers. It's lonely without you.

Drop us a line and tell us where you are. We'll be checking the box. See ya soon!

Star & Candi
3819 Coloniale St., #1
Montreal, Quebec
H2W 2B7, Canada

Made His Day

☐ I want to congratulate Mickey John of Dallas, Texas for making my day by taking a photo of a long-time lost friend in the March issue of *Easyriders*. The photo is on page 53 in the lower left-hand corner of the "Wind" section. I think Mickey John deserves an extra piece of raisin pie.

Tony Bowles
Lansing, Kan.

Wrong

☐ Around August-October 1986, a letter writer (he was too stupid to be a bro) said servicemen couldn't take their new putts to Japan. Wrong! The only restrictions are on newer cages, but I recommend shipping your ride with your household goods. Most bikes shipped as POVs arrive damaged.

Second, if Cowboy's Girl (February '87) doesn't mind buying foreign-made goods,

there are some Korean tailors who specialize in good quality leathers. Write me for more info.

Debbie McKinnon
Box 936
APO San Francisco
96293-0006

Southern Biker Bars

☐ I'm just dropping a line to say that if you're ever in South Carolina (Beaufort, Port Royal area) and looking to wet down your throats, there are two scooter bars in Port Royal to party at. One is Sands Bait Shop, and the other is Jeanne's. Both are in Port Royal. The folks there are all excellent people. They have cold brew and ample parking. Most of the people who go there are ABATE members and can party with the best of 'em.

Todd "Dog" Maas
Beaufort, S.C.

Funky Doo-Doo

☐ I've got a question for ya. A couple of my bros and I are having an argument about a song written by Biker Joe Warren. Being unable to convince these assholes they're wrong, we've decided to pass the problem on to you and the other shitheads at *Easyriders*.

The song is "Dingleberry Blues" in which, I believe, he says, "Funky doo-doo on her bo-bo." But these guys think he says "Funky doo-doo on her boo-boo." Well, bro, it's up to you now. If you can dig up a copy of his tape, give it a listen and let us know what you decide.

Slab
Spartanburg, S.C.

☐ Don't know. It's funky either way.

Taking A Trip

☐ I'm planning a cruise out west to Phoenix, Arizona, then up into Colorado. I'd like info on places to party that are cool to bikers. I don't need any hassles. I'm leaving from Indiana the last week in July and will spend three weeks seeing the sights.

Alan Plikerd
612 N. Harrison St.
Syracuse, IN 46567

Smaller Deer

☐ This note is in regard to Tumbleweed Maggot's disagreement (March '87 "Word-monger") with Dave Mann's December centerspread's believability.

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I live here in Humboldt County, on the Hoppa Indian Reservation in northern California. We also eat a lot of venison, and the species of deer we have here are called Columbian Blacktail. They are a small deer, especially compared to your White-Tail or our Western Mule variety — but damn tasty just the same.

In regard to the antler count, a Western 4 point is an Eastern 8 point. We only count antler tips on one side, not counting eye guards.

I have killed many deer, draped them over my back and shoulders, tied their hooves together, and putted home. I am a good-sized man, but it's been done by smaller men around here routinely.

I'm sure I could find something to fault in Dave's picture if I wanted to do so. But fuck it, man, I enjoyed the portrayal of a man and his ride in a natural setting. Give ol' Dave a break.

Dan The Bearman
Hoopa, Calif.

More Sniveling

I agree totally with Henry's Kitty (March '87). If you're gonna print bike photos, how about putting the girls on the "In The Wind" pages or somewhere else in the rag? Don't get me wrong. I love beautiful women just like the next guy does, but I buy *Easyriders* because of the scooters, not because of some honey draped over a bike!

The front cover of *Easyriders* claims to be the "Largest-Selling Motorcycle Mag On Newsstands." All right then, let it be. I'm a red-blooded American biker who loves both bikes and babes. You do the bikes. Let Hefner do the babes! Also, let's see more choppers — long and low.

Don Moore
Gastonia, N.C.

Goin' Down Under

All you bros and sisters down under, I'm planning a trip through Australia within the next few months. I'm shipping my FLH to Sydney. Would appreciate places to stay, people to meet.

I'm 26 and comin' alone. I'm gonna be selling the scooter at the end of my run, so any info on that or interested parties, please write.

The Howz
879 Maple Lane
East Meadow, NY 11554

Hey, you know anyone who's been to Australia on his/her H-D? I'm going the winter of '87-'88 and would like some info on the down under. Also, anyone out there interested in going?

Sam
Box 341
Montpelier, ID 83254

Honda Rider

Concerning "Honda Rider Lipping Off" in the March '87 issue, hey, J.M. Towers, did you ever stop to think that it's assholes like you who make the Harley riders think that way about Jap bike riders? Quit talkin' out your ass. Trash your bike and buy a Toyota, 'cause you don't belong on any bike. (P.S. I ride a Honda, too.)

Bill N.
Ft. Lauderdale, Fla.

Towers, you ignorant Jap-riding bastard, the best part of you is still running down your uncle's chin!

Al Kapone
Seattle, Wash.

I don't see where you made any attempt to lend a hand. Probably knew the man would be back, and you didn't want to come face to face with a man and let him know what you think of him and his machine.

Big Lou
Jessup, Md.

By the way, did your righteous self offer any help? I highly doubt it. You probably viewed the scene as an outsider, and that's the way we Harley riders like it.

"Big Mama" Maria
Colebrook, Conn.

Instead of bad-mouthing the biker and wasting your lack of knowledge in the matter, why not mouth off for a worthy cause, like the helmet law and our right to not have to wear one.

Rusty Duron
Santa Maria, Calif.

If the truth were known, chances are that you dreamed up the whole incident in your wretched, twisted imagination.

Cyclops III
Oak Park Heights, Minn.

Hey, you pukel! Go stick your lips into a bucket of shit.

Loner
Columbus, Ohio

It's fuckwads like you who make me say that I'm very, very proud to own and ride my Harley-Davidson.

David Rosan
Dowagiac, Mich.

If you're such a righteous Honda rider as you claim we Harley riders ain't, why didn't you stop to offer help?

R.N.
New York, N.Y.

Did you ever think that maybe — just maybe — he took off to call an ambulance? An American Biker in The Philippines
Sta. Rita,
Olongapo City, P.I.

Big Girls

In regard to the letter written by Cowboy's Girl, I, too, have trouble finding women's biker clothes. I'm 5'11" and don't wear size 5. I bought my leather jacket from Vanson Leathers, 58 Thayer Street, Boston, Massachusetts, because they are willing to custom-make leather clothes. Their quality is excellent, and they do have a mail order catalog.

Skip's Girl
Keene, N.H.

I'm also a big gal (6'1", 150 lbs., 44-31-44), and I have two places build me my Harley clothes to fit. These places do a fine job, but you will have to write and get the measurement charts to get the fit you want. It took me six years of wasting money to find these people.

I hope it's a help. These are mail order: Cycle Wear, 10311 Aurora North, Seattle, WA 98133, (206) 524-0800; Number One, 27 Kensington High St., London, England W8 5NP, 011-4461-434-3809.

Windy S.
Frankfurt, W. Germany

Thanks

I just want to thank all the great readers of *Easyriders* for sending me information on a 1952 Francis Barnett. I received countless addresses of places for parts. The bike will roll down the road once again in the spring.

A special thanks to Jan Bealey of London, England and the British Two Stroke Owners Club.

Chris Griffin
Canada

Easyriders Rodeo

Just wanted to send you a short note to tell you how much fun we had at the Ventura Easyriders Rodeo. The people were great, the contests were fun, and there was plenty of great tits and ass! But next time, please get a bigger stadium.

Bob Whitney
Canyon Country, Calif.

The first rodeo was a test, and we learned a lot from it. The next stadium will be much larger.

I just returned from your 1st annual motorcycle rodeo. Had a fanfuckingtastic time. All the bros, the foxy babes, and all that American iron together says it all, and that's what it's all about.

You came up with a great idea and busted your asses to make it happen. So in appreciation for all your hard work, you get two weeks off with pay and a month's supply of your favorite herb (for medicinal purposes, of course).

Special thanks to Bob Tessier and Bill Van Dyke. Great job. See ya next year.

Super
San Pedro, Calif.

Bike Stamps

In your November '86 issue, you had an article on stamps with Harleys on them. I have three of these, uncirculated, if anyone is interested in them.

James M. Kaufman
Box 96
Bladen, NE 68928

Needs Info

I was wondering if any of the readers out there could help me out. I bought a Triumph unit construction 650 with engine and frame #DU27099 and would like to find out what year it is. The shop I took it to says they don't know what year it is, other than it's an early model.

It has two Amal concentric carbs with air horns instead of filters. Anyone with information can reach me at P.O. Box 255, Ossipee, N.H. 03864.

Many thanks, and keep your wheels turning.

John Knowlton
Ossipee, N.H.

Questions, Questions

Save a death! I have a couple of knuckleheads here who say '65 was the last year panheads were made. I say

'58. I owned one and was always told it was the last year they made them. What do you say?

Huck
Navasota, Tex.

Rest in peace. 1965 was the last year panheads were built. 1958 was the first year panheads came with a swing-arm frame and juice rear brakes.

Jarhead Response

This is a letter to "Pissed Off" (October '86), the sailor in Japan who is crying that he can't get his '84 Hog over there. You dumbfuck! It's obvious you don't pay attention to what the fuck you're doing. The Jap mandate and DOD directive is for cages, you asshole!

Try looking again. You can't buy a Hog in Japan unless you want to pay the tariffs, but you can buy it in the states and ship it there. Just make sure it is stock (or at least be able to bullshit the ricers enough to make them think it is), or you won't get it through the J.C.I. inspection and get it on the streets.

Only stipulations are (1) Stock, (2) Reflectors all around, (3) Turn signals, (4) You can't sell it to a local for 18 months after you get it there, and then the Jap has to pay the tariff, which is 100 percent cost of bike (so very few Japs have Hogs), (5) Last but not least, you pay for the shipment on an unaccompanied/accompanied tour.

So quit your sniveling shit and check it out.

While you're at it, check out our club in Okinawa, Japan. We all have our Harleys!

Thumper
Okinawa, Japan

Hog Group

In response to Mr. Mus-selwhite (September '86) and all other Harley people: Do yourselves a favor, join HOG (Harley Owners Group). In addition to numerous other benefits, they offer members insurance at very reasonable rates. I joined HOG and got insurance coverage on the same day. (They didn't even ask if I wore a helmet.) Membership costs \$30 a year or \$300 for a lifetime membership. All membership fees are chargeable to your Visa or MasterCard. The toll-free numbers are as follows: In

Wisconsin, call 1-800-242-2664. In Alaska or Hawaii, call (collect) 414-935-4522. In Canada, call 416-741-5510. All others, call 1-800-258-2464. The address is: Harley Owners Group, 3700 W. Juneau, P.O. Box 453, Milwaukee, WI 53201.

Harley
Racine, Wis.

Thanks

Hey, bros! Just wanted to drop you a short line to say thanks. I asked for a copy of your mag to help time fly in this hellhole, and I got the September issue about ten days later. I also wrote the Harley-Davidson Company and asked for reading material, and they sent me a bunch of catalogs. I was watching some cop show on the tube, and what's the first thing I see? A gang of bikers robbin' a grocery store. Okay, if the fuckin' assholes are gonna show how bad we can be, why can't they show some of the good things we do? Fuck 'em. Anyhow, thanks a lot! As soon as I'm free next May and can afford to, ya got a new subscriber. Ride free!

Troy Meeba
Fairmont, Minn.

A Harley At Last!

Just bought my first H-D at the ripe age of 38 — a life-long dream. Along with the satisfaction and pride of doing this on my own, came some stark realizations. There are a lot of men(?) out there who just can't handle the fact that a woman can have it all, too! I worked my ass off for this and am not about to let someone with a pecker for a brain (has to be a little one, too) take any of the glory away.

To every woman who's ever wanted to ride free on an H-D of her own, you can do anything if you want to bad enough. As for the man who thinks she can't, she deserves better!

In the wind at last. . .

Marg Goodness
Whitefield, N.H.

Eat It And Die

Talk about a bunch of shit. I work my ass off so I can buy a Harley and pay for the insurance, just to have it yanked out from under my feet. My policy was with Farm Bureau. I had the policy for less than a month when I received a phone call from my agent

saying the home office had decided that they wouldn't insure my bike without some supporting business. After asking how much my cage would be, I told them to eat shit and die.

I hate to mention those lowlifes more than twice, so I just thought I'd let all the brothers and sisters know just how good Farm Bureau can fuck you over. And they don't even use Vaseline.

Ron Carleton
Waterloo, Iowa

Goodbye, Mutha

Regarding Mutha being swapped for a '47 Indian Chief: Count me among the tens of thousands who are grateful. I just hope this isn't an April Fool's joke. If it is, I'll damned sure never buy another issue.

Shortster
Marina Del Rey, Calif.

A Letter of Thanks

In April I took off on a two-day putt to finish breaking in my bike. I'd been down for over a year and a half, so needless to say, I was really anxious to put my face in the wind again. My two days turned into seven and about 1800 miles. Before I knew it, I was in Mesa, Arizona, where my generator decided to quit. There I was, far from home, getting real low on bucks, and no generator.

The Harley dealership in Mesa wouldn't work an exchange with my shop from home, because it wasn't an authorized dealership. Things were beginning to look real bleak. Then I came across the people from River-bottom Hawg Farm. They went out of their way to get me on the road again. I'd like to thank Rex, Clacker, and Blizzard for all the help and hospitality that they extended. I made it home just fine, thanks to these people.

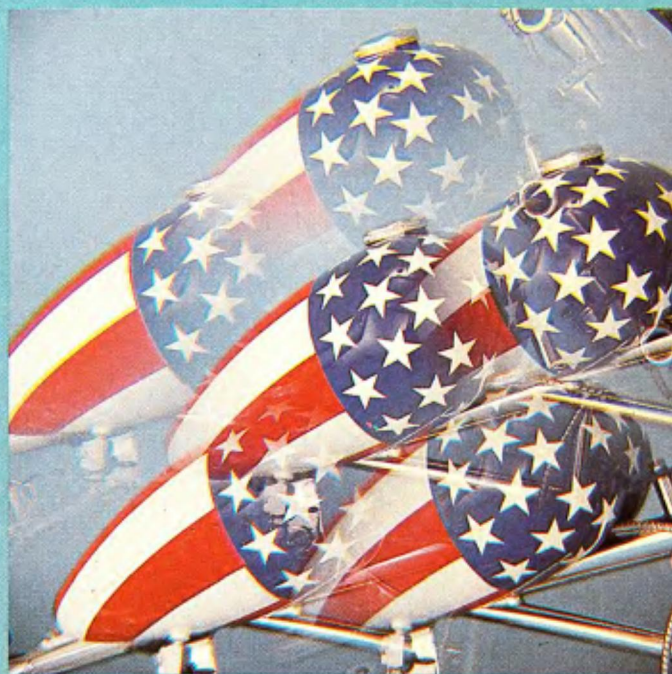
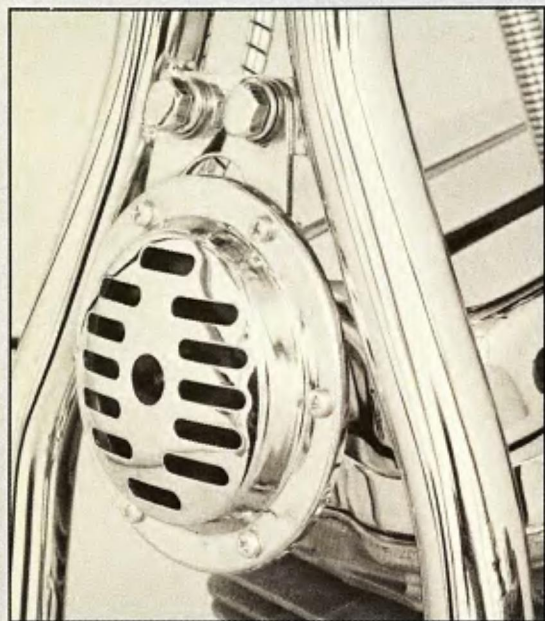
J.P.
Morgan Hill, Calif.

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, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Easyriders, Box 3000, Agoura Hills, California 91301. ■

STARS & STRIPES IN THE



WIND AGAIN



Easy Ridin' Panhead Won't Stay Down

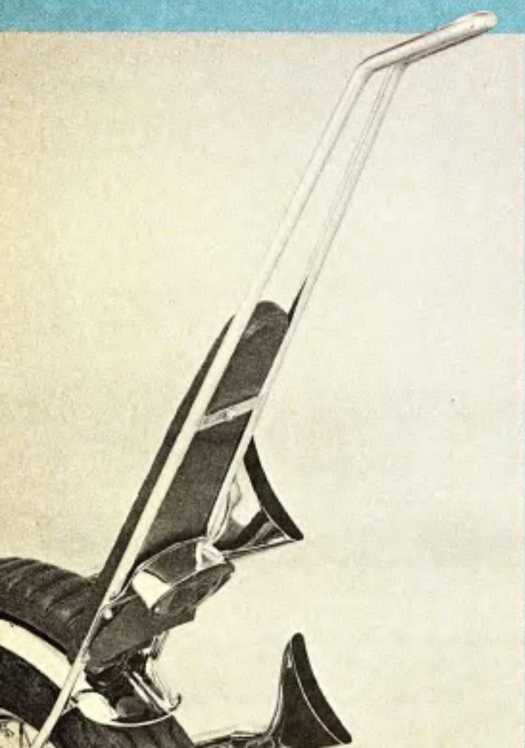
Jimmy Joe Hardeman, Jr.
Muleshoe, Texas 79347

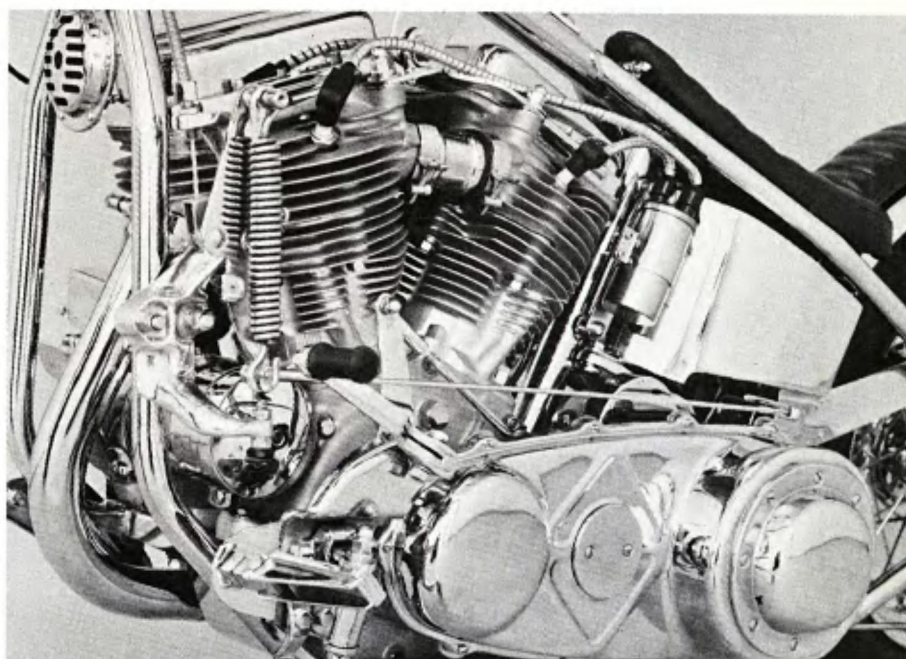
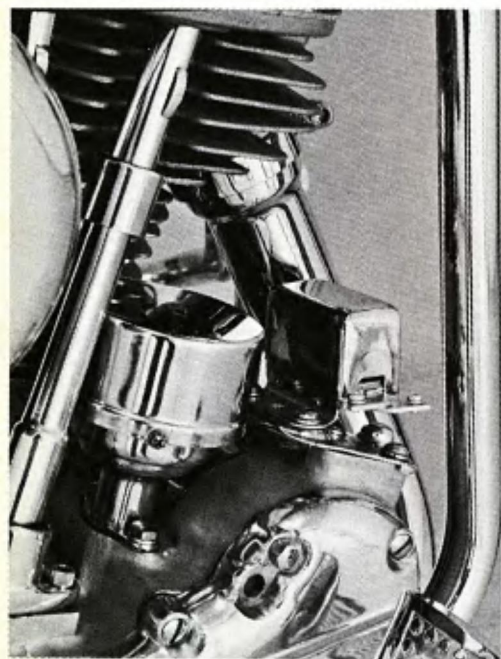
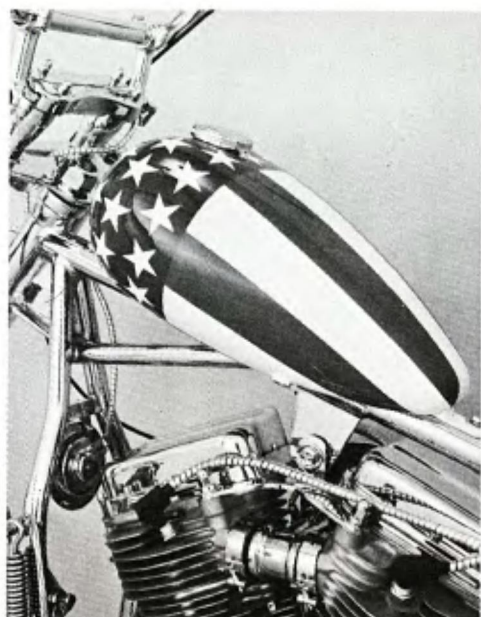
Dear Jimmy Joe, Bubba, ya coulda blowed me over with a bluetick fart when I opened my door last Sunday mornin' an' seen yore little sister, Emma Jean, standin' there, pretty as all gitout, with a case of Lone Star under one arm an' my trusty bullwhip an' spurs under t'other, all oiled up an' ready to go — the bullwhip an' spurs, I mean.

"I done got fired from mah job at the 'YAll Come' Massage Parlor, Hoss," she said, the tears a-brimmin' in her purty green eyes, so natcherly I gave her all the comfortin' I could — until we run outta saddle soap, anyways — an' I promised her I'd ask Spider if'n he could find some kinda work for her, which might have been a mistake, I don't know yet. I ain't seen her since he yanked her into the cave he calls his office day afore yesterday.

But shee-yit, pard, that warn't even what I was writin' ya about, anyways. Ya remember when you an' me snuck into the Big Tex Drive-In with the Marino twins way back in '69 to watch "Easy Rider," with Peter Fonda and Dennis Hopper? An' ya remember how at the end of the movie, ya was so pissed off 'bout them burnin' up Captain America's bike, an' how ya was sayin' that it was a puredee-damn waste of a good panhead?

Well, I got some good news for ya, bubba.





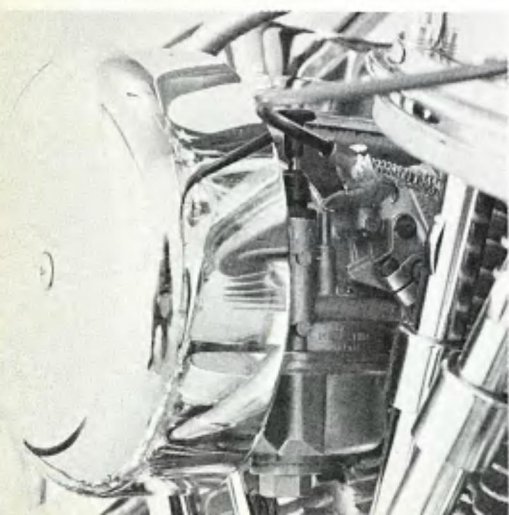
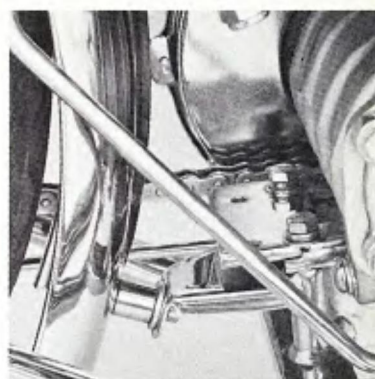
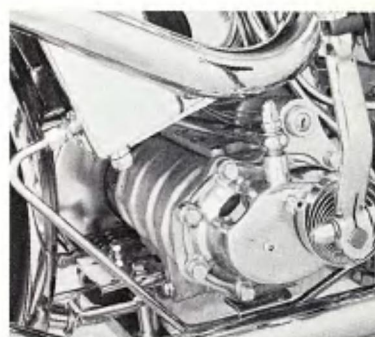
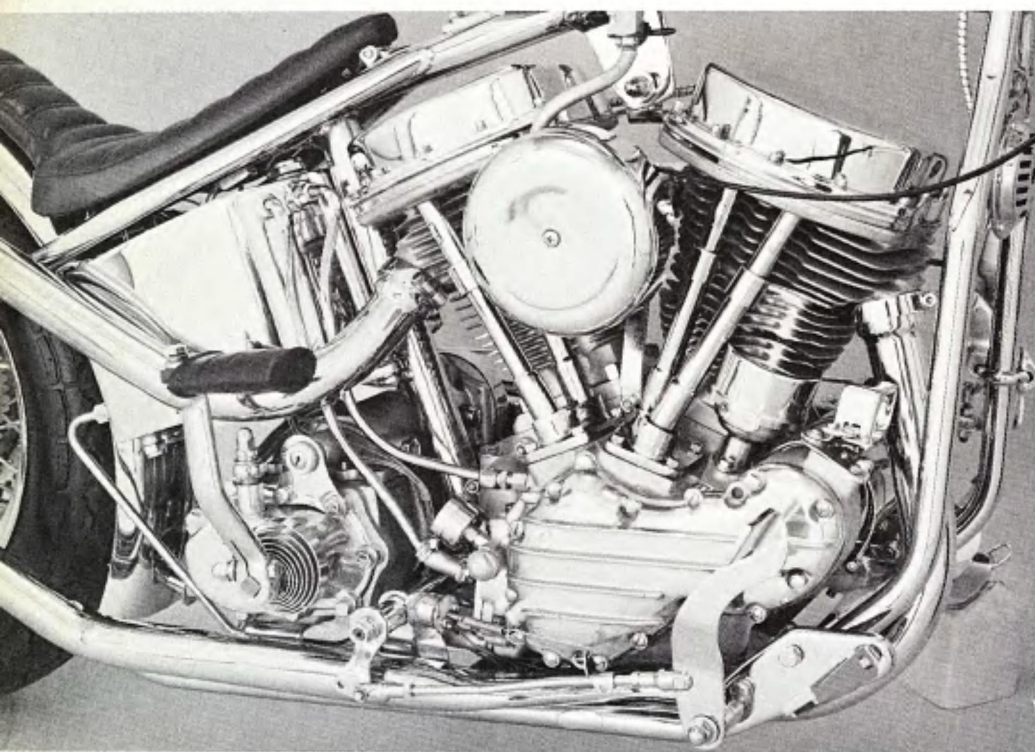
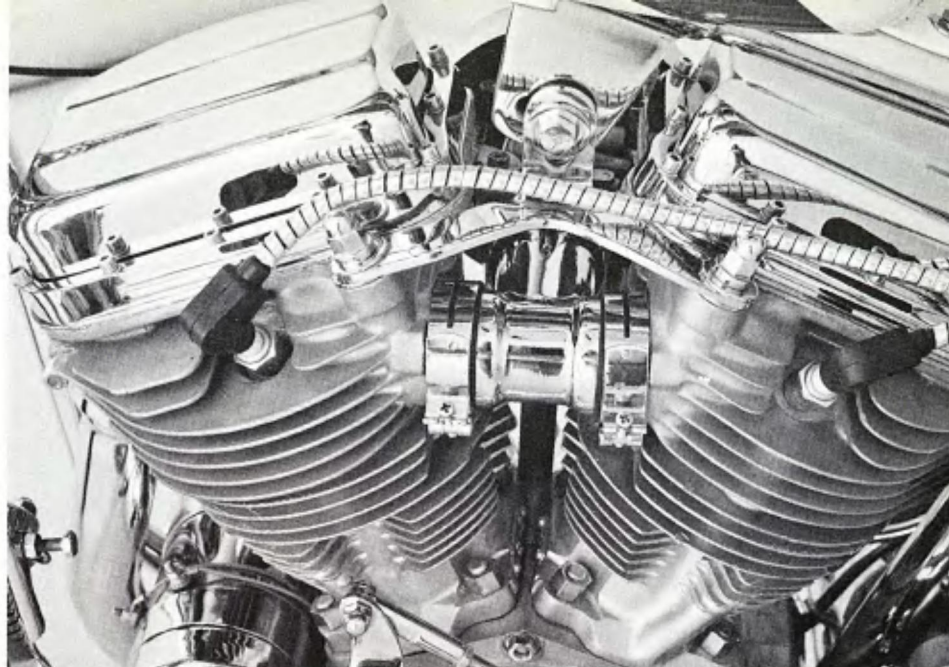
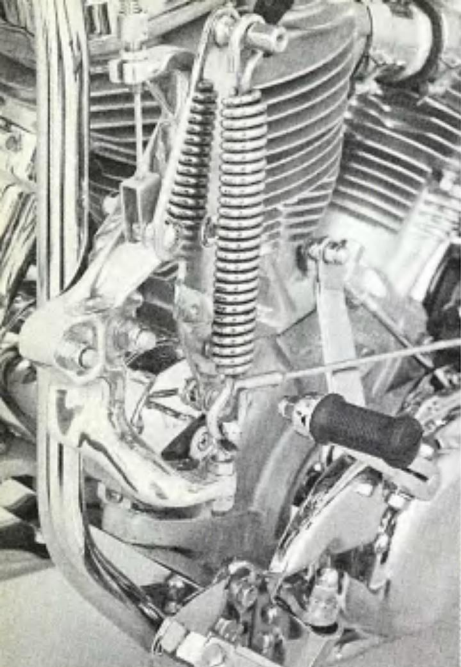
The ass-kickin' motorcycle rodeo tour that I was tellin' ya about last month has got that ribbon-winnin' stars-and-stripes scooter ridin' in it. Well, not exactly that *same* bike, but a reproduction put together by the folks at Jammer Cycle Products, and it's so spot-on authentic that I don't think even Fonda hisself could tell it apart from the real McCoy. T'ain't all, neither — they done made a duplicate of Hopper's scooter, too, with the same hair-splittin' attention to accuracy and detail. (Ed. note: see High-

Flyin' Repro Pan feature, page 104 of this issue.)

The frame on the Captain America panhead, for example, had all its welds ground down and was polished and buffed from stem to stern, just like the original was, so's it'd take all that mirror-perfect chrome from neck to axle slot. Take a look at the pictures here, an ya'll see what I'm talkin' about.

Or ya kin see it in person, if ya got a hankerin' to. Like I said, these crazy yahoos here in Californy have made both bikes into

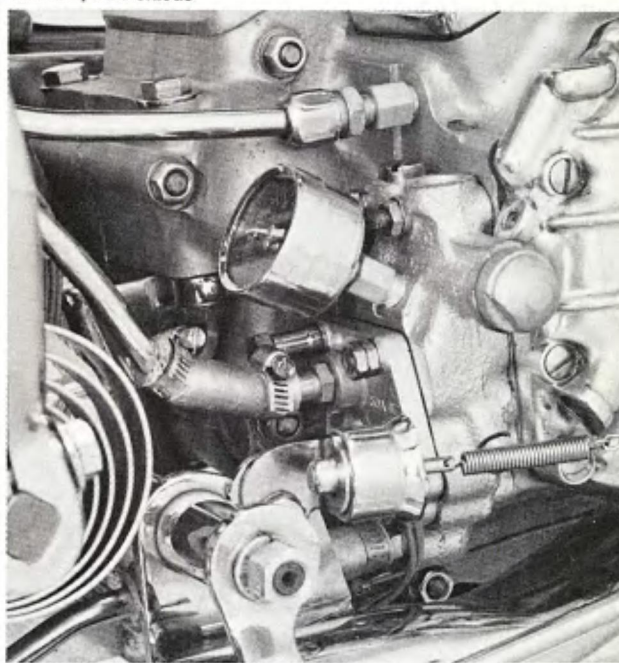




Owner: Paisano Publications		City: Agoura Hills, California	
General		Frame	
Fabrication by: Jammer Cycle		Year: 1986	
Year and make: 1950 H-D		Builder: Jammer/Paughco	
Model: Captain America Special		Type: rigid	
Value: \$15,000		Rake: 38 degrees	
Assembly by: Mil Blair/Paul Larquier		Stretch: 2 in.	
Time: 6 weeks		Other alterations: chrome	
Chroming by: Mestas Plating		Accessories	
Engine		Bars: Jammer	
Year: 1950		Risers: Jammer/Barnett	
Model: panhead		Fender(s): rib/chrome	
Rebuilder: H.E.S.		Headlight: Jammer	
Ignition: points/battery		Taillight: Jammer	
Displacement: 74 cu.in.		Speedo: none	
Lower end: stock		Front pegs: Jammer	
Balancing: H.E.S.		Rear pegs: none	
Pistons: Gary Bang		Electrics: Accel	
Cases: H-D		Gas tank: Paughco	
Heads: H-D		Oil tank: Paughco	
Cam(s): Andrews A grind		Oil system: Jammer	
Lifters: solids		Primary cover: Jammer	
Carb(s): Andrews Flowmaster		Seat: Laperla special	
Air cleaner: Andrews		Sissybar: Jammer special	
Pipes: Paughco		Height: 50 in.	
Muffler(s): Paughco		Material: 9/16 in. round steel	
Transmission		Forks	
Modifications: close-ratio gears		Type: glide	
Year: 1987		Extension: 10 in. over	
Shifting: foot		Builder: H-D/Jammer	
Engine sprocket: belt drive		Special features: chrome	
Trans sprocket: 23		Wheels	
Wheel sprocket: 51		Front	Rear
Painting		Size: 21 in.	Size: 16 in.
Molding: none		Hub: H-D	Hub: H-D
Painter: Blue Silver Ind./Ken Arno		Rim width: WM1	Rim width: 3.5 in.
Color: red, white, and blue		Tire: Avon	Tire: Avon
Type: lacquer		Brake: none	Brake: drum
Special paint: yes			
Special thanks to Flathead Richard and Cotton Ball Art			



Photos by Pete Chiodo



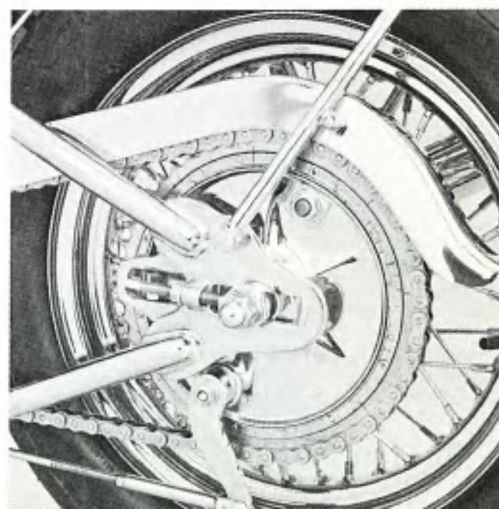
workhorses for the rodeo tour, an' lemme tell ya somethin' else — neither of the scooters is one of them high-falutin', park-it-in-a-showroom-but-don't-touch-it jobs; these irons were built for *ridin'*, and we're gonna run 'em hard an' put 'em away wet all summer long.

An' bubba, I saved the best for last. Without givin' too much away, I gotta tell ya that one of the things that keeps happenin' at the rodeo is that them pick-em-

up-truck rednecks from the movie keep showin' up, tryin' to blow these bikes to hell and gone, all over again — 'ceptin' I think yer gonna like the way it turns out this time around the milepost.

Well, Jimmy Joe, I just seen Emma Jean crawlin' outta Spider's office on all fours, so I better see if n she managed to git a job lined up around here after all. I'll talk to ya agin in a short-short.

—Hoss



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handling sport chassis, the Low Rider Custom breaks away from the crowd again.

New, heavy-duty 39 mm front forks go to work around every corner, over every bump.

When it's time to stop, the crowd you left behind will suddenly reappear, to see for themselves the heartrending custom styling, feature by feature:

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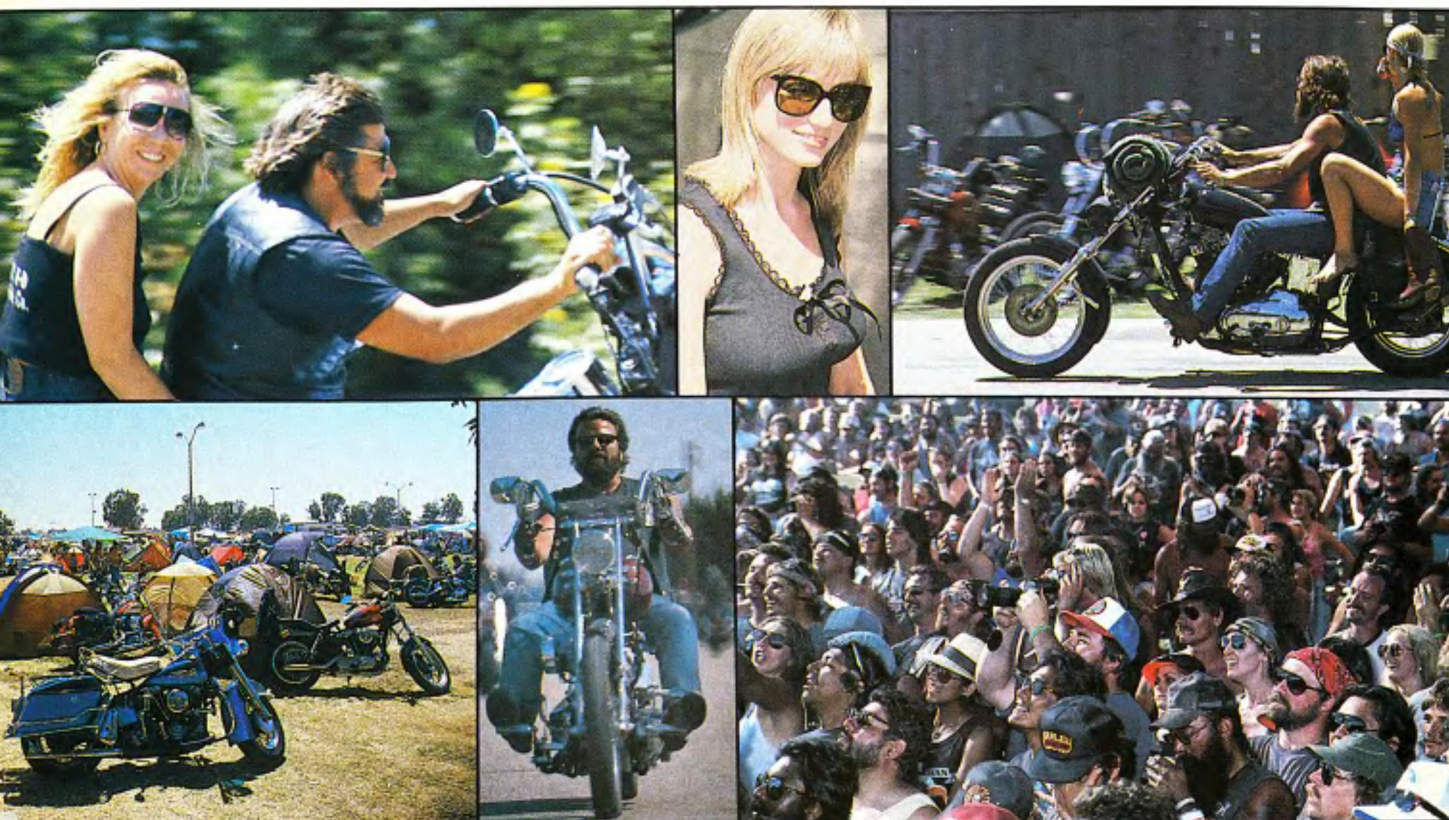
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KINGS COUNTY FAIRGROUND
HANFORD, CALIFORNIA

JUGGERNAUT'S



Illustration by Duffy Duggan

Day 1: Started 11th new job this month. Bad hangover. Drizzling shits, too. Defective milling machine. Tried fixing machine. Hurt hand. Lost temper. Ruined milling machine. Foreman pissed off. Bawled me out. Ruined foreman. Shop snitch called supervisor. Ruined snitch. Supervisor fired me. Ruined supervisor. Went home, shitting in pants all the way. Sick all night.

Day 2: Ol' lady pissed off. Lectured me about losing jobs. Ruined ol' lady. Hunted work. Found nothing. Sold old Harley shovel to tightest bro. Drinking beers at The High Place. Hangarounds mouthing off. Warned hangarounds. More beers with bro. Hangarounds jumped me. Ruined hangarounds. Barmaid pissed off. Minor damage to booth. Paid for it. Left. Got peace present for ol' lady. Went home. Cops waiting for me. Ol' lady jubilant. Went quietly.

Day 3: Spent whole day in cell. Bored. Celly some kinda book nut. Loaned me one: *Self-Control: The Only Way To Go*. By some guy

named Watson. Makes sense. Bought book from celly (3 unopened packs of butts).

Day 4: Still in cell. Reading book. Liked it. See the light. Watson's right. Violence sucks. Took his advice. Started this journal. Gonna be a new man. Celly reading *Child Molestation Made Easy*. Jeez, the types ya meet in jail.

Day 5: Appeared before judge. Pleaded guilty. Absorbed judge's shitty opinions. Showed judge my book. Judge impressed. Reduced fine. Paid fine. Released. Wonder if ex-celly will show judge *his* book. Went home. Ol' lady gone. Snotsuckers gone. Read book again, sipping and toking.

Day 6: Feel great. Feel brand new! Had immense breakfast, like Watson says. Still rereading book. Little waitress (big ass, huge boobs, pretty face) was curious. Showed her the book. Waitress awed. Made a date to discuss book with her. Parked scooter in park. Got more fresh air, got more sunshine, like Watson says. Communed with my Inner Self, like Watson says.

Counted remaining money. \$2,310.51. No point in a new job until I've memorized book. Damn thing's gonna be my *bible*. Went home. Alternately slept and reread book. Picked up waitress, Lolly, at sundown. Took Lolly to my place. Drank and toked. Discussed book. Showed her the part where Watson says, "New attitudes *must* include sex." Lolly liked that. Discussed other things. Lolly has no kids. Hates her job. Verna's snotsuckers aren't mine. *Fuck* Verna. Gotta focus on new experiences, Watson says. Humped Lolly all night. Asked for head. Lolly refused. I apologized. First time in my life. I must be improving. I knew this book would change my life.

Day 7: Lolly gone to sell her junker, get her stuff, and quit her job. Slept late. Totally pooped. Lolly doinks like an insatiable robot-whore. Pure Sagittarian. Prefers screwing outdoors. Woman after my own heart. Lolly returned via cab. Made lunch. Showed her how to pack the bike for the road. Phoned some bros. Sold my Harley trike to

JOURNAL

by Carl Kohler

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JUGGERNAUT'S JOURNAL

Continued



Ashcan Harrison. Cash. Ashcan arrived, paid, asked about sharing Lolly, shrugged, and left with his old panhead in the trike's bed. Counting Lolly's money, we now have \$6,510.51. Who needs a job?

Day 8: Booking for Arkansas. Gonna visit Lolly's folks. Stopped in Arizona for burgers and suds. Trucker got fresh with Lolly. Politely asked him to leave her alone. He threw my ass outta the cafe. Fought old attitudes, hastily reread Chapter Seven: "Temper Must Be Leashed." Trucker threw Lolly's ass outta cafe. Lolly *really* upset. I read to her from the book. Lolly suggested we shove the book up the trucker's asshole. Talked her out of it — paybacks are a thing of my past.

Day 9: Engine trouble with my last remaining bike, the trusty panhead. Scoot in repair shop. Lolly still sulking, shitfaced. Reread book, napped, brought fast food back to motel. Lolly demanded hot food. Took her to nice restaurant. Dunno where all this new patience is coming from. They wouldn't let us in restaurant. Considered ruining the snotty manager but remembered the book. We settled for a puke joint still open. Lolly developed a bad headache. Got a full night's sleep.

Day 10: Bike repaired. Paid bill. Guy really stuck it to me. I gently rebuked him. He offered to stomp the shit outta me. I declined on the grounds violence is uncool. Left shop with gritted teeth. Packed machine. Departed, packing an aloof Lolly. Scanned book in rest area, later. Couldn't find anything to explain worsening circumstances. Brought journal up to date. Continued riding.

Day 11: Reached Lolly's home-

town. California plate on bike drew much attention. Local constable checked scoot down to nuts and bolts. Grilled us for an hour. Lost interest when Lolly admitted being local girl. Rode eleven miles into mountains. Found Lolly's family place. Everybody — except Uncle Lafe, camped in tool shed — gone to Florida. House burned to ground. Family argument.

Day 12: Spent day shitfaced on moonshine with Uncle Lafe. Complained Lolly won't screw. Lafe mystified. Admitted she fucked him silly last night. Shoved thoughts of ruining Lolly from head. Gotta earn new life, like Watson says.

Day 13: Lolly gone. Money gone. Lafe laughing. Admitted Lolly split with old boyfriend. Spent entire day and night, reading book desperately. I ain't no fuckin' quitter.

Day 14: Rode scoot to town. On fumes. Phoned bro in California. Collect. Explained situation. Bro understood. Hung around Western Union. Made clerk nervous. Constable showed up. Questioned me. I showed him book. Admitted he couldn't read. Pissed him off. I expressed sympathy. Pissed him off even more. Constable asked about Lafe. Seemed to think I mighta destroyed good ol' Lafe. Dragged my ass to jail. Gone to check Lafe. Spent rest of night in cell. Had to use book pages for toilet paper. Depressed.

Day 15: Constable back. Brought judge to cell. Lafe gone. Bastards convinced I wasted whole family, buried them somewhere, burned house. I'm in deep shit. They won't believe facts. Much talk. About first mass murder in years. They left. I hunted through fucking book for something on deep shit. Watson

overlooked it. Spent night worrying.

Day 16: Made grim decision. Innocent, but framed. Could get legally dead. Fuck that drill. Must escape. Split fast for elsewhere. Spent night smoking last of stash. Used book pages for paper. Vowed never to read another fucking book.

Day 17: Constable's sexy daughter brought crappy breakfast. Red beans, nice, and cockroaches (live). Daughter built for lust. Named Matilda. Nickname: Humpi. Hates town. Offered me freedom. Price: take her along. Opened cell. I agreed. Got bike out of impound area. Packed Humpi to Western Union. Clerk tried stalling. Ruined clerk some. Got cash bro sent. Split with Humpi. Stopped twice for gas. Crossed Louisiana line. Famished. Exhausted. Found motel. Humpi went for food, booze. Got lucky; scored weed. Spent night living up to her nickname. Sucks like a greedy cum-vampire. Position freak. Fucks like she's gonna forget how any minute. Humpi satisfied by dawn. Me numb. Raw. Strung out for zeeks.

Day 18: Slept around the clock.

Day 19: Split while Humpi was showering. Stopped five towns later. Phone bro. Warned against coming home. Verna pushing phoney charges. Advised to cool off. *Anywhere*. Agreed.

Day 20: Booking to Texas.

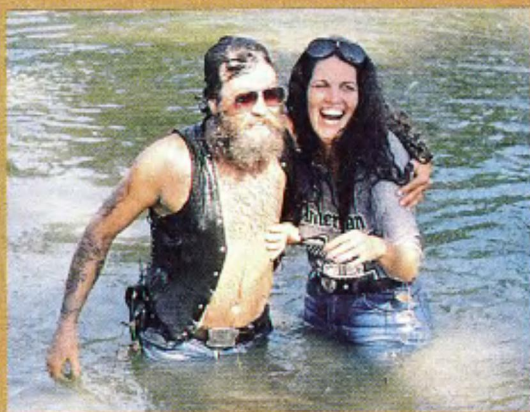
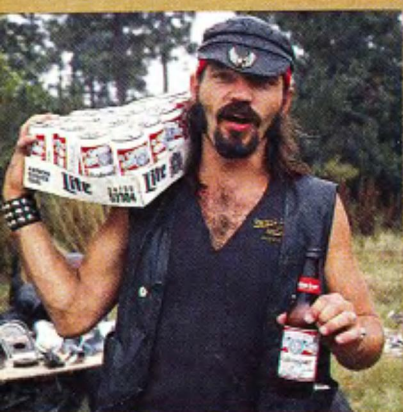
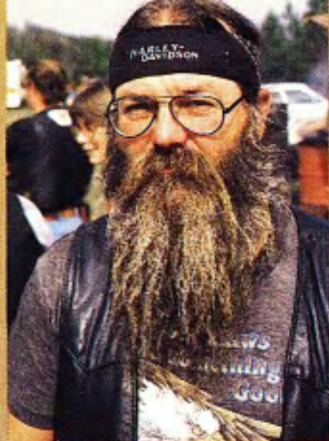
Day 21: Reached Beaumont. Ate. Had brews. Slept. Found apparent biker bar. Fifty machines in the fog. Entered the place. *Fag* bar. Swarmed by perverts. Everybody wanted to bite me. Ruined fifty cocksuckers. Two and three at a time. Left hurriedly. Noticed all the machines were Jap-built. *Figures*.

Day 22: Reached Houston early. Found work. Good pay. Foreman a biker. Supervisor a biker. Found apartment. Landlady a biker's ol' lady. Stocked the cave. Searched Houston. Found a biker bar. Genuine bros. Hordes of ladies. Took a foxy one home. Nobody *ever* sucked and fucked like Sweet Thang.

Day 23: Lazy Saturday. Partied at Handlebar Heaven all night. Helped ruin some straight shit-stirrers.

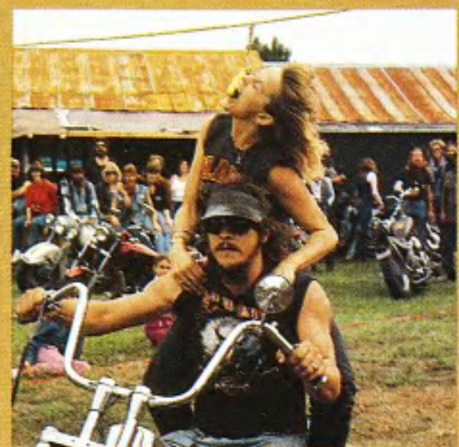
Day 24: Lazy Sunday. Loafed. Played with Sweet Thang. Off and on. Mostly on. Feel like my old self. Gonna be my old self. Flushed tattered book down toilet.

Day 25: Only one hang-up left. *How the holy fuck do I kick this journal habit?* ■



GOIN' SOUTH WITH MULE & HIS OL' LADY

With sincere apologies to Dennis Kilgore, we visit a turkey shoot with his, and America's, most romantic bikin' couple — Mule and his ol' lady.

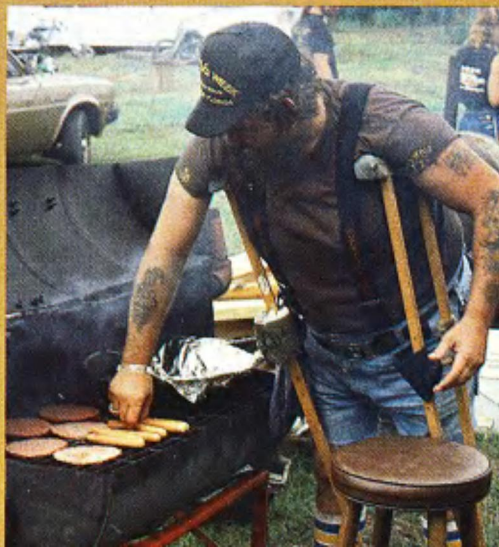


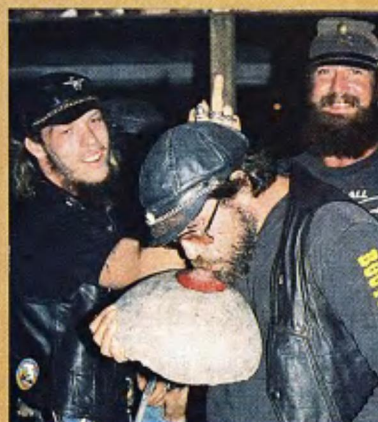
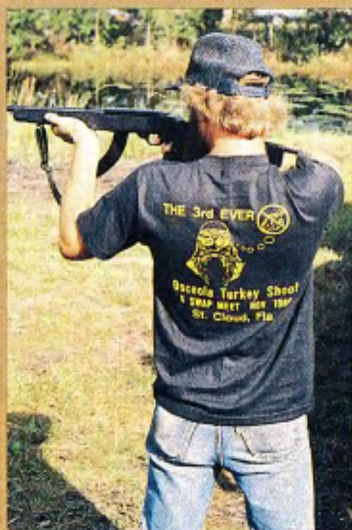
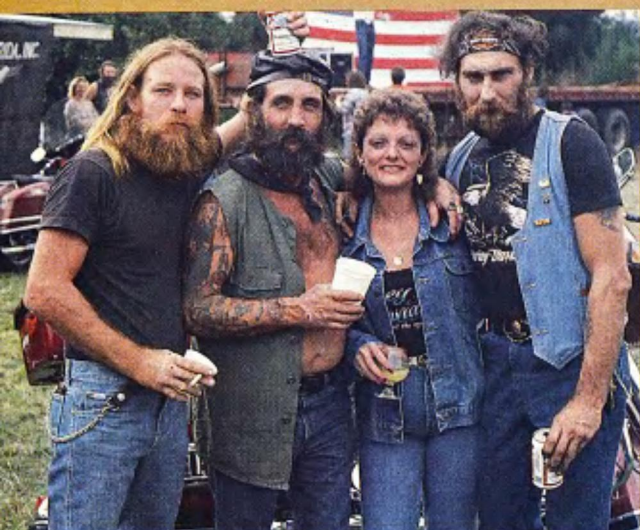
Dear Ma:
I'm so excited I kin barely
keep the crayon
between the lines. Mule finally
took me on a run. You know I
could never go with him before,
'cause he said a woman's place
was in the kitchen an' I should
practice in case I ever became
a woman. But this one time he
said I could go 'cause the run
was sponsored by ABATE of Flor-
ida and the money was bein'
used to fight the helmet law.
Besides, Mule said, it was a tur-

key shoot, and he'd need me to
pluck all o' them birds after he
done blowed their heads off.

It took us two whole days to
get down there to Osscerolla, or
whatever that funny town is
called, and boy, was my butt
sore. Mule said it was my own
fault fer not takin' the pillow like
he said, but I figured I'd be too
excited to sleep anyway. I still
don't see what it had ta do with
my butt, though.

Ma, you shoulda seen all
them Harleys. There was more





GOIN' SOUTH WITH MULE & HIS OL' LADY

Harleys in one place than that time Daddy was in jail and all his friends came over fer an eviction party after the landlord sent the marshall around. But there weren't no turkeys. Mule said they was probably keepin' 'em penned up until the shooting so's they wouldn't run off, but it turned out they was never gonna be no turkeys. Leastways, no live ones. All the shootin' was ta be





done at targets, and the winners was ta get turkeys as prizes. But those already had their necks wrung and feathers off.

"Guess I didn't needja here after all," says Mule, "but ya better hang til I'm ready ta leave. It'd be a blind sonuvabitch trucker that would pick up a hitchhiker that looked like you, anyhow."

Right after that we got separ-

ated somehow, but I was worried Mule might miss some of the events that was startin', so I went ta look for him. I finally found him off in the middle of some kinda creek, all nekkid with a bunch of girls wrapped around him like he was drownin', and they was tryin' ta save him or somethin'. . . 'cept they wasn't doin' too good a job of it 'cause they was making waves and stir-





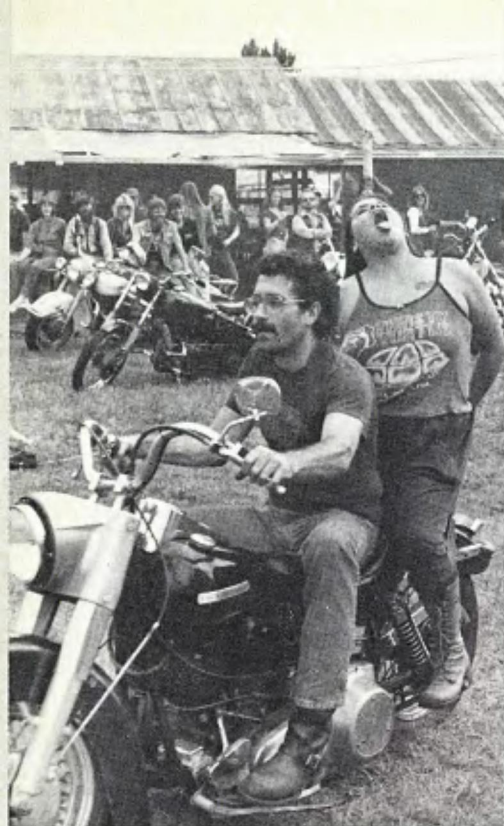
GOIN' SOUTH WITH MULE & HIS OL' LADY

rin' up mud but not gettin' no closer to shore.

Jeez, Ma, I thought that two-day ride musta jarred somethin' loose in Mule's gourd, 'cause he don't normally even like his jeans ta get too near water, let alone hisself. "Mule," I called out, "Mule, whatcha doin' in there? Ya already had yer bath this month."

And then, Ma, one o' them





Photos by Pat Randle



girls that was tryin' ta rescue Mule said the strangest thing. She said, "Shit, he's lost it." It was just like she'd rather Mule be dirty than clean. All of a sudden Mule seemed ta come to his senses, though, and got right out of there.

And Ma, Ma, he was so happy ta see me he said we could even enter one of the events, the barrel push, together. It was so

romantic, I remember every word he said. "I'm gonna put yer scrawny ass in that barrel and be the first dude to push one right over a cliff." Ain't that just like Mule, Ma? So much self-confidence. So sure he was gonna win. Too bad they'd already done the barrel push. Maybe next time, though. I know they'll be a next time, too, 'cause I asked Mule an' he said he was

gonna take me on another run as soon as he fixed his Harley so's it could fly. . .or somethin' like that. He probably figures that would make it easier on my butt, but I don't mind havin' chapped cheeks as long as I'm with my mucho macho Mule. Yer loving child, MOLPOM (Mule's Ol' Lady, property of Mule) P.S. And proud of it!



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AMT.	UNIT	NO.	DESCRIPTION OF ITEM	BRICK	CASE	TOTAL	AMT.	UNIT	NO.	DESCRIPTION OF ITEM	DOZ.	GROSS	TOTAL
		1	40/12 Firecrackers - Br. 480 pcs., Case 15,360 pcs.	5.00	100.00					Missiles and Helicopters			
		2	80/16 Firecrackers - Br. 1,280 pcs., Case 15,360 pcs.	11.00	100.00				36	Buzz Bombs Spin Up	8.00	80.00	
		3	40/50 Firecrackers - Br. 2,000 pcs., Case 16,000 pcs.	16.00	105.00				37	Two-Stage Silver Jet Spin Up - \$1.75 ea.	15.00	150.00	
		4	10/200 Black Cat - Br. 2,000 pcs., Case 16,000 pcs.	18.00	120.00				38	Two-Stage Space Jets (12 to pkg.)	3.00	30.00	
		5	40/12 Black Cat - Br. 480 pcs., Case 15,360 pcs.	5.75	110.00				39	Reconnaissance Planes (2 pkgs. of 6 to pkg. - \$3.95)	3.95	39.00	
		6	Lady Crackers - Br. 1,600 pcs.	10.00					40	Plane Flying at Night (12 to pkg.)	6.50	65.00	
		7	Jumping Jacks - Br. 576 pcs., Case 11,520 pcs.	10.00	180.00				41	Flying Disc or Satellite	1.95	20.00	
			Underwater Firecrackers	BOX	CASE				42	Large Missile - \$1.00 each	10.00		
		8	M-60 - works in water, Box 72 pcs., Case 1,440 pcs.	12.00	175.00				43	Giant Missile - \$1.50 each	15.00		
			Sky Rockets	DOZ.	GROSS					Smoke and Novelties	DOZ.	GROSS	
		9	Pop Bottle Rockets, report - 144-\$4.00, 3,600-\$75.00		4.00				44	Two Colored Smoke	1.50	15.00	
		10	Black Cat Bottle Rockets - 144-\$5.00, 3,600-\$90.00		5.00				45	Cherry Smoke Balls (assorted colors)	1.50	15.00	
		11	Whistling Moon Travelers - 144-\$7.95, 2,880-\$120.00		7.95				46	Small Tanks	5.50	60.00	
		12	Fierce-Tiger Soaring Rocket	6.00	60.00				47	Pull Fireworks - Burglar Alarm	2.50	25.00	
		13	Clustering Bee Rocket	6.00	60.00				48	Cigarette Loads	2.50	25.00	
		14	Wild Geese Rocket	6.00	60.00				49	Auto Foolers (whistle, smoke and bang)	5.00	50.00	
		15	Butterfly Rocket	6.00	60.00						PKG.	DOZ PKG	
		16	Parachute Rocket with Flare	6.00	60.00				50	Red Rat Chasers (144 to pkg.)	7.00	70.00	
		17	4 oz. Skyrocket w/Stars or Report	8.00	80.00				51	Party Snappers (50 to pkg.)	.75	7.50	
		18	6 oz. Skyrocket w/Stars or Report	9.00	90.00				52	Aircraft Carriers (2 to pkg.)	2.50	25.00	
		19	8 oz. Skyrocket w/Stars or Report	10.00	100.00				53	Champagne Party Poppers (pkg. of 12)	1.80	18.00	
			Night Display Shells	EACH	DOZ.				54	Whistling Jacks (24 pcs. to pkg.)	1.00	10.00	
		20	Saturn Missile Battery - 12 shot	1.50	15.00				55	Rocket Guns (pkg. of 12)	6.00	60.00	
		21	Saturn Missile Battery - 25 shot	2.70	30.00				56	Ground Bloom Flower (pkg. of 6)	.90	10.80	
		22	#100 Floral Shell	7.95	70.00					Sparklers and Fountains	BOX	DOZ BX.	
		23	#200 Floral Shell	9.95	89.95				57	Sparklers - 10" (96 pcs. \$3.50)		3.50	
		24	100-shot Magical Barrage	5.50	55.00				58	Sparklers - 14", Morning Glories (144 pcs. \$10.50)		10.50	
		25	Frightened Bird	3.35	35.00				59	Sparklers - 20" (12 to box)	8.00	80.00	
		26	Soiree	4.00	40.00				60	Black Snakes - 72 snakes \$2.00, 288 snakes \$6.00		2.00	
		27	News Transmitter	3.50	35.00						EACH	DOZ.	
		28	Kaleidoscope	3.50	35.00				61	No. 3 Assorted Colors Cone - 7" Fountain	.90	9.00	
		29	Garden-in-Spring	5.25	52.00				62	Jumbo Carnival Cone	1.75	18.00	
		30	96 shot Colored Pearl	8.00	80.00					Roman Candles	DOZ.	GROSS	
		31	48 shot Colored Pearl	3.50	35.00				63	Roman Candle - 5 shot	4.50	50.00	
		32	Box of 12 Festival Balls	12.00	120.00				64	Roman Candle - 8 shot	6.00	60.00	
		33	Double Night Parachute	.55	5.50				65	Roman Candle - 10 shot	8.00	80.00	
		34	Single Parachute w/crackers	.65	6.50					Assortments	EACH	DOZ.	
		35	Marching Cicada (61 4-inch firing tubes)	15.95	159.95				66	Mad Hornet Assortment Box - \$30.00 value	20.00	200.00	
									67	Black Hornet Assortment Box - \$40.00 value	25.00	250.00	
									68	Scott's Giant Family Bag - \$60.00 value	45.00	450.00	
										Add Minimum Freight Costs \$5.00			5.00
										Total Amount Enclosed			
										Send Certified Check or Money Order			

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FIREWORKS



REMEMBERED ON

Dedicated to a friend and destined to be fast, the "Flying Undertaker" soars through the cornfields with all the style and class of an eagle.



THE WIND

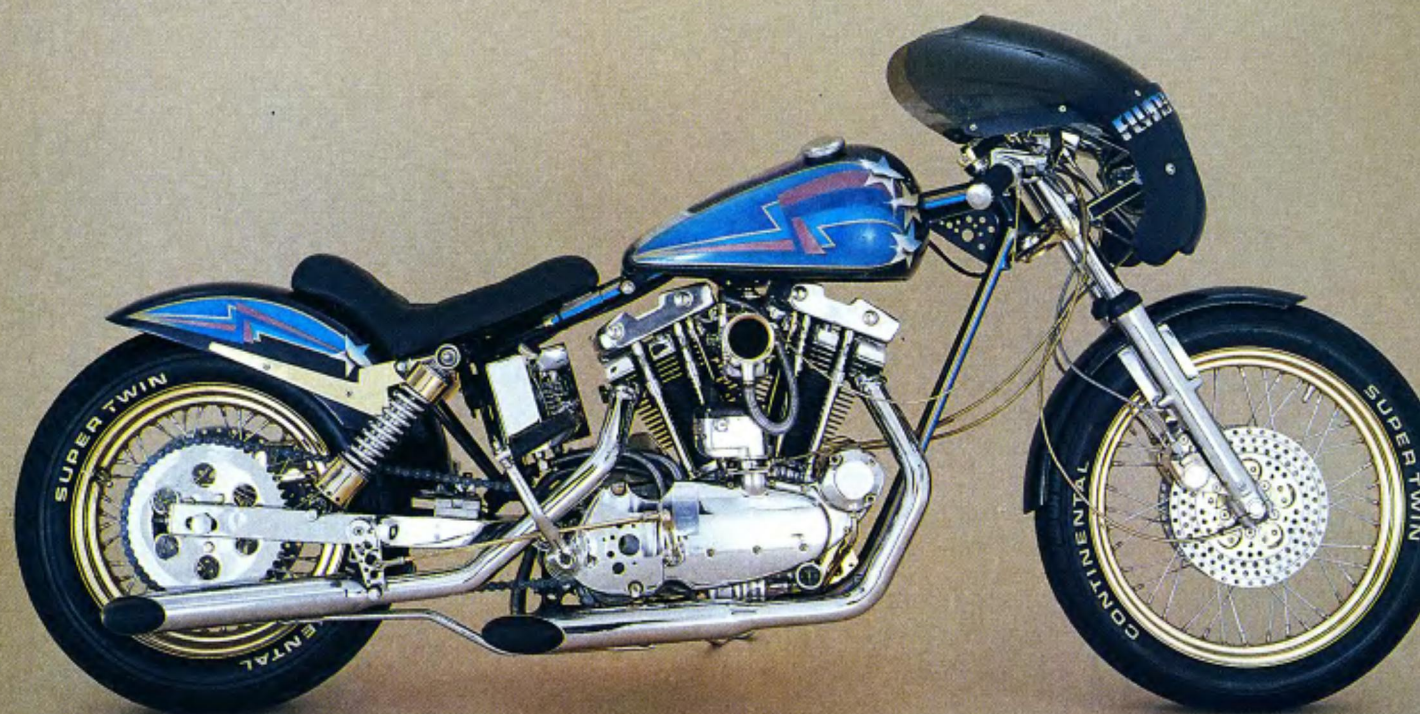


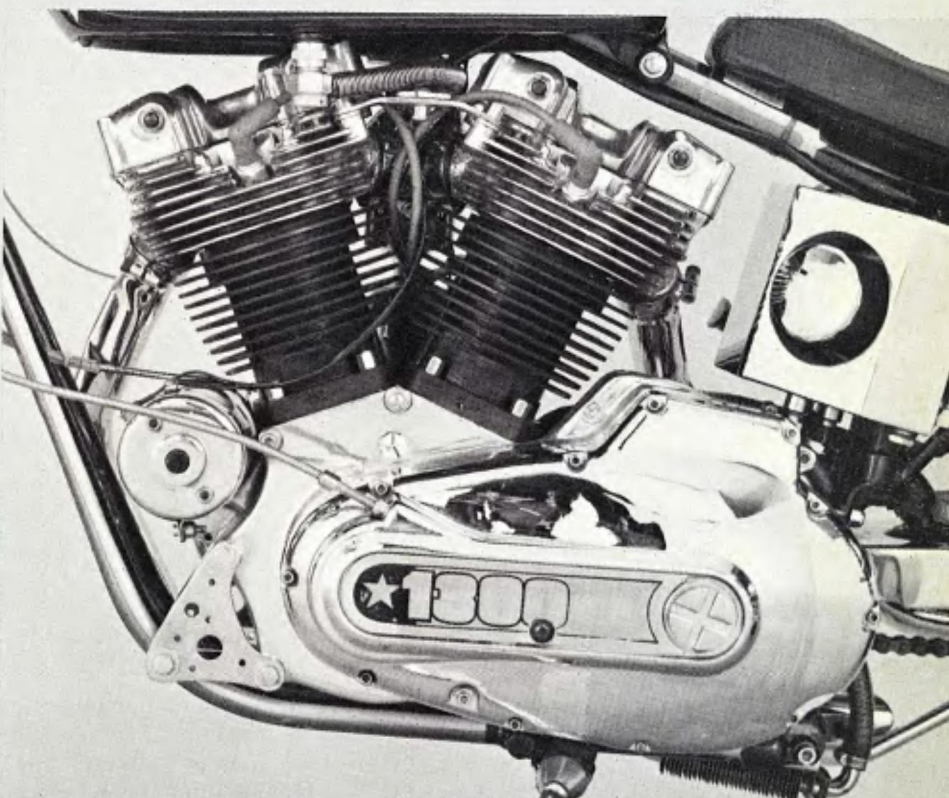
Tonight, tonight the highway's
bright,
Get out of our way, mister, you
best skeet.
Summer's here and the time is
right
for racin' in the street.*

“I like Sportsters for two simple reasons,” says Dave. “Number one is because they’re light, and number two is because they can be made to go real fast.”

If anybody ought to know how fast, it's Dave Feazell. He's spent over a decade rolling fast Harleys out the doors of Two Wheel Travel in Hudson, Iowa, and a goodly number of them have been Sportsters. Some, like the “Flying Undertaker” here, have been powered down the road by as many as 80 cubic inches.

As Dave is the first to admit, Iowa and its environs are hardly the chopper or custom bike capital of the world — at least not these days. With the screwing that farm people have been getting over the past couple of years, many of Dave's potential customers can't make the payments on their homes, let alone on a new bike. A lot of Iowa riders, in fact, are keeping their Harleys together like they do their John Deeres and Fordsons — with spit, baling wire, and grit.





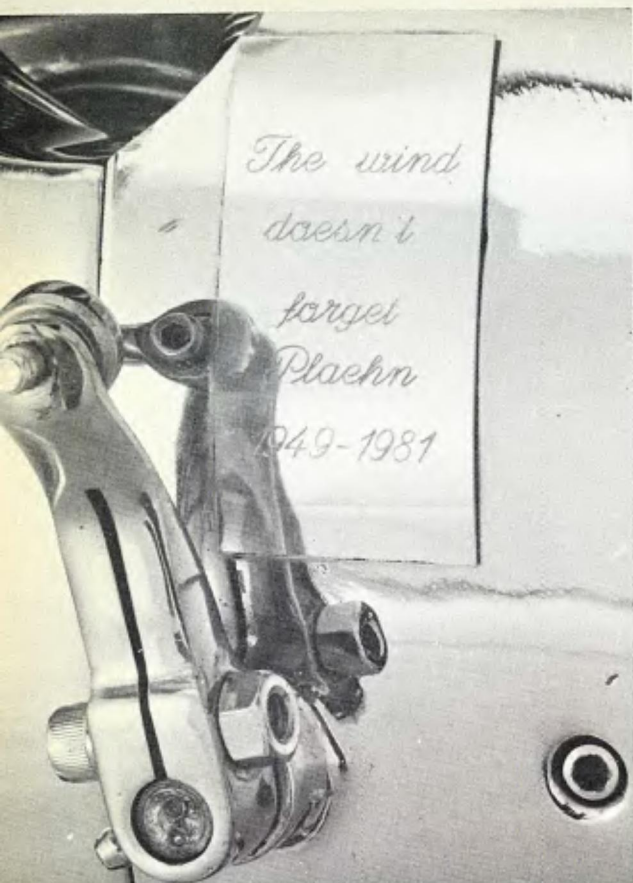
Others, the luckier ones, may be able to afford a newer bike or an engine rebuild, but not a complete chop job.

Still, Dave goes truckin' on, building prize-winning scooters for those who can handle the bucks, givin' top-quality service to whomever needs it, and never, ever being, as he puts it, "in danger of getting rich."

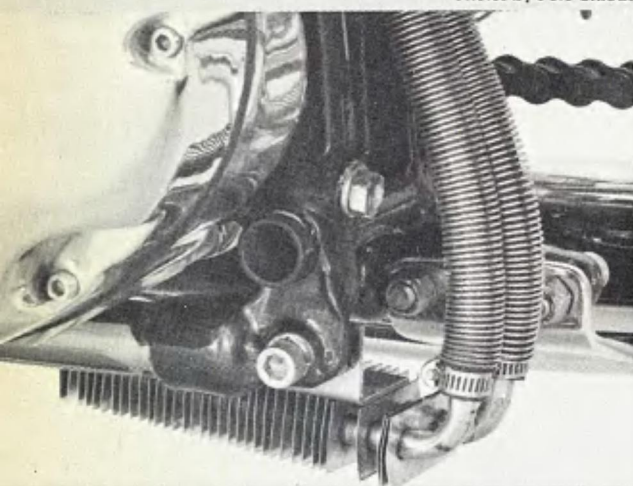
On the other hand, Dave's Midwest location does have its virtues. For one thing, there are

those endless miles of razor-straight, plywood-flat roads perfect for what Bruce Springsteen would call "racing in the street" and what NASA engineers would describe as "field testing the compliance capabilities of the contractor's specification modifications on the project's mechanical infrastructure" — in other words, checkin' to see if the latest bout of wrench-twirling has made the scooter faster or slower.





Photos by Pete Chiodo



In Dave's case, it's almost always faster. On the rare occasions when it's not, he's usually quick to scope out the problem and either fix it or, if it can't be fixed, build a whole new bike designed to overcome it. Take his current project, for instance. Remember back at the beginning, Dave said he liked Sportsters because they were both light and fast? Well, as anyone knows who's ever been around either bikes, women, or both, those two

things are closely related. Make a motorcycle lighter, and you make it faster — thus Dave's next project, an 86-inch Sportster on a monocoque frame that uses the engine as a stressed member. Talk about something to race in the streets.

But there is another side to those long, lonely highways through the cornfields. What they so often give — the exhilaration of life itself — they sometimes take away. Thus the "Flying

Undertaker" proudly carries the legend "The Wind Never Forgets" painted on its flank. It's dedicated to one of Dave's long-time running buddies, Jim Plaehn, who was killed, ironically, in a 1981 traffic accident while his bike was being rebuilt.

Jim may have died in a cage, but like that warm remembering wind, he's free forever now.

—Trampo

*Racing In The Street copyright © Bruce Springsteen

Owner: Dave Feazell		City: Hudson, Iowa	
General		Frame	
Fabrication by: Two Wheel Travel		Year: 1984	
Year and make: 1984 H-D		Builder: Two Wheel Travel	
Model: Sportster		Type: swingarm	
Value: \$10,000		Rake: 34 degrees	
Assembly by: Two Wheel Travel		Stretch: 2 in.	
Time: 2 years		Other alterations: lowered 2 in.	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: clip-ons	
Year: 1973		Risers: none	
Model: Sportster		Fender(s): dresser rear	
Rebuilder: Leo Payne		Headlight: large	
Ignition: Joe Hunt magneto		Taillight: small	
Displacement: 80 cu.in.		Speedo: Drag Specialties	
Lower end: S&S		Front pegs: Arlen Ness	
Balancing: Leo Payne		Rear pegs: none	
Pistons: S&S		Electrics: Accel solid state	
Cases: H-D		Gas tank: Drag Specialties	
Heads: Leo Payne		Oil tank: Prince Products	
Cam(s): Sifton		Oil system: Prince Products	
Lifters: H-D		Primary cover: filled	
Carb(s): S&S		Seat: Drag Specialties	
Air cleaner: S&S		Sissybar: fender struts	
Pipes: Drag Mufflers		Height: tapered	
Muffler(s): none		Material: flat steel	
Transmission		Forks	
Modifications: Andrews C ratio		Type: glide	
Year: 1973		Extension: 2 in. under	
Shifting: foot		Builder: Frank's	
Engine sprocket: stock		Special features: chrome	
Trans sprocket: 23		Wheels	
Wheel sprocket: 49		Front	Rear
Painting		Size: 19 in.	Size: 16 in.
Molding: Richard Reese		Hub: H-D	Hub: H-D
Painter: owner		Rim width: WM2	Rim width: WM4
Color: Cobalt Blue over Black Pearl		Tire: Continental	Tire: Continental
Type: lacquer		Brake: H-D disc	Brake: disc
Special paint: mural on tank			
Other special modifications: fairing, oil pressure gauge, control linkage			

Fearless Floyd tackles new global issue

California Assemblyman Richard "Nobody Fucking Frightens Me" Floyd must have a thing about big dudes or tattoos or something. Not content with dumping on the state's bikers by trying to ram through a mandatory helmet law, Floyd, who also seems to be one of those politicians who thinks his re-election depends on the weight of the paper he generates writing bullshit laws, is now taking on the state's professional wrestlers.

Charging that the big guys bashing each other around the ring are as phony as the idea that a plastic bucket can save your skull at 80 miles per hour, Floyd wants to remove pro wrestling from the jurisdiction of the state Athletic Commission.

"The other day I watched a wrestling match and they put the wrestlers inside a cage, with the man who got out first being the winner. And that's a sport? When is the last time you heard of anybody betting on a wrestling match?"

Why Assemblyman Floyd, don't you know gambling is illegal in the state of California? Or, as columnist Rick Talley asked, "Why are you so upset? Has Hulk Hogan been dating your daughter?"

More to the point, why are you trying to rape the California taxpayers out of \$234,000? Under current legislation, you know, each wrestler appearing in California pays \$25 to the Athletic Commission, and the state also gets five percent of the gross on each match. It added up to \$234,000 in 1986, Assemblyman. What do you, Mr. Floyd, a man who, on an issue of real freedom — motorcycle helmet legislation — weighs everything on a dollar-

and-cents, money-is-everything scale, say about that?

"If my bill passes, it will probably cost that state some money. But I don't care."

Pardon us for saying so, Assemblyman, but that's a mighty hypocritical sentiment from the champion of "let those who pay have their say," the man who thinks America should sell its freedom for the price of a pat on the back from Blue Cross.

But we're probably being critical for nothing. You must have had an excellent reason for introducing your wrestling bill (AB54) and trying to end that hallowed form of entertainment's contributions to the state treasury.

"I got the idea when the three young children of one of my staff members kept watching this garbage on TV and screaming, 'Wrestlemania, Wrestlemania.'"

Dear Lord in heaven, please forgive us for what we, your humble servants, elect to public office. The man doesn't approve of what his employee's kids watch on TV, so he writes a law about it. What do you suppose, Assemblyman, a piece of legislation this trivial says about the legislator who introduced it? What is wrong, Mr. Floyd, with simply telling your assistant to cut the plug off his TV or find another job? Why, in all the darkest reaches of hell, do you seem to demand that the entire population of California conduct their lives according to your whim? You may, sir, have been Julius Caesar in some previous life, but you're damn ordinary Citizen Richard Floyd now. Why don't you grow up and start acting like it?

Easynews

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

Hate letter fails to stop N.M. toy run

Usually, our stories about toy runs are happy ones, tales about a bunch of bros and sisters having a good time helping a good cause. Unfortunately, this is not such a story — though it does have a happy ending. The story takes place in Las Cruces, New Mexico, when Bill and Evelyn Duffy of the B & E Gadgets Motorcycle Shop began organizing the Third Annual Las Cruces Toys For Tots Motorcycle Parade. Everything was going fine until virtually every merchant in town pledged to sponsor the run was "visited" by a mysterious asshole who slipped an illiterate, violently anti-biker, anti-toy run leaflet under their doors.

Acting quickly, toy run organizers put together a point-by-point refutation of the coward's complaints for distribution to the same people. Some of the slurs (we have not bothered to clean up the asshole's twisted syntax, sickening spelling, and gruesome grammar.) The answers: HATE LETTER: Come to drink and drive or ride! The idea that give some toys to some kids, get lots of publicity and get to party, which means drinking alcohol. This is just a cover up to be able to laugh in the face of the citizens and police.

REPLY: In a car OR on a motorcycle, drinking and driving is something that occurs daily. There are clubs, bars, liquor stores, grocery stores, restaurants, etc. that sell alcohol. As for laughing in the faces of the citizens and police, 100% of ALL participants are citizens, and some of those just happen to be police officers. HATE LETTER: Here is the most radical group of people on cycles.

The chopper or gang image of cyclist that was the big Hells Angels garbage of the 60s. Most of the bikes in this run last year were this type, which are illegal on the street anyway with the seat to handlebar limit law and loud pipes with no baffles and some with no insurance.

REPLY: Radical, which by dictionary terms means basic. A very large percentage of our participants are your "basic" nine-to-five employed people. By obtaining all the legal papers and permits, it is considered a "parade," and whether your machine is street-legal or not, you are permitted to ride in this toy run. One of our local police officers will be on a three-wheeler this year.

HATE LETTER: If they are so concerned about their image, why don't they try

wearing helmets and not the usual garbage they do?"

REPLY: This is a toy run, a parade with a special purpose. Therefore Santa suits and hats are very appropriate.

Your name is not signed because you KNOW you are wrong. People who fight for a good cause and firmly believe in their cause aren't too ashamed to sign their name. As far as being illiterate, this is a problem suffered by many Americans, and you shouldn't be ashamed of this, either!

And now the happy ending: The Las Cruces Toy Run went off on schedule, with a record-breaking 574 participants contributing 858 toys to the Salvation Army's Christmas Drive. And if the asshole who tried to deep-six it with his poison pen letter wanted to know what kind of event it really was, he didn't have to look any farther than the pages of the *Las Cruces Bulletin*.

"The most exuberant motorcycle rider of the day must have been Sandra Wikle, auxiliary captain of the Salvation Army," the *Bulletin* reported. "'Did you see me? Did you see me? I really did it,' shouted Wikle to her fellow Corps members. . ."

Right on, Captain, right on!

Big Apple bluecoats get some Harley-ridin' help

If you've read the Harley Highlights item about the new Harley-Davidson Hugger, you're aware that more and more chicks are taking to the roads on scooters, so you won't be surprised that the latest unusual sight among the Big Apple's open-air freak show is a 125-pound lady motorcycle cop — New York's first and, quite possibly, only such officer in the country.

According to her supervisor, Lt. Frank Geyson, the new bike boy (broad?) is a "jock" who, in addition to riding a Harley on patrol, skis and is "a pretty good golfer."

Geyson described motorcycling patrol person Susan Whitmore as "a woman you never have to ask twice to do a job."

Asked how Whitmore managed to qualify as the city's first motorcycle maid, Geyson replied that "the crux of the matter is riding at slow speed and going through those hairpin turns and sudden stops. It takes a lot of strength to continue to do it all day long, and she's the first woman to pass the course."

For those of you who are wondering, New York's finest feminist is 5'7", 22, and single, but her city-issue Hog sports only a solo seat, so she won't be able to pack you on dates.

NCOM, BAM, and MRF gird for latest helmet law battles

In the face of new helmet law threats in such major states as Ohio, Illinois, and California, various combinations and coalitions of bikers' rights groups throughout the U.S. and Canada are gearing up several major efforts to preserve the rights of those who ride, to decide.

The fledgling Motorcycle Rights Fund (MRF) has taken off like an ICBM, with over \$20,000 pledged for use in legislative lobbying against state helmet laws. Early participants in the MRF include ABATE of Florida, ABATE of Texas, ABATE of New York, and ABATE of Utah.

One of the Fund's first actions was to contract with Washington, D.C.-based lobbyist Howard Segermark to act as a troubleshooter in states which request outside help in their lobbying activities. Segermark, whose only form of personal transportation is a scooter (in other words, he don't own a car), is a political conservative who has represented many major businesses in their battles with state and federal legislators. He worked with the AMA in helping to push through the Cranston-Helms bill, ending Department of Transportation blackmail against states without helmet laws, and he has an encyclopedic knowledge of the facts, figures, faces, and forces involved in the helmet war.

Segermark was also a big part of a recent California meeting intended to formulate a plan to oppose attempts to pass a mandatory lid law in that state. Sponsored by Bikers Against Manslaughter (BAM), the meeting featured, besides Segermark and BAM founder Russ Brown, representatives of ABATE of California and several other bikers' rights groups.

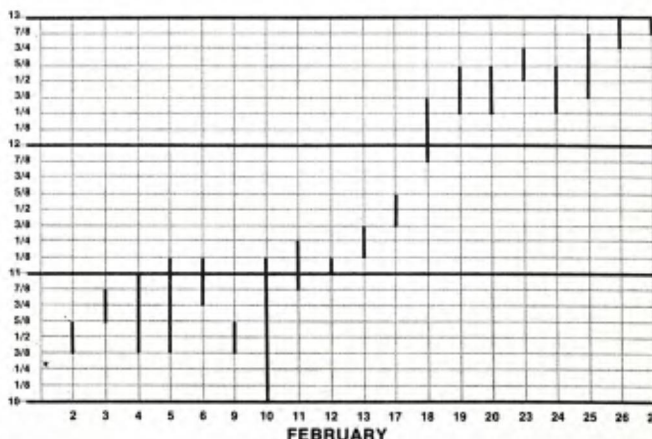
Among the items discussed were: inaccurate, biased TV news coverage of the proposed helmet law, how to respond to the scheduling of public hearings on the bill, and the possibilities of organizing local motorcycle riders to visit their legislators and stress to them the number of motorcycling voters in California and the depth of their commitment to freedom of choice.

In its own response to the growing helmet law crisis, the National Coalition Of Motorcyclists (NCOM) has scheduled a national convention for June 7-10 in Atlanta.

According to NCOM officials, representatives of bikers' rights groups from 41 states and 2 Canadian provinces will gather to attend workshops on developing the non-riding public's awareness of motorcycles, motorcycle safety, the use of the courts to fight restrictive legislation, and other such topics.

Three of the main items on the NCOM convention agenda will be the formation of a game plan for having a national motorcycle safety month or week declared, the establishment of a helmet law task force that can be dispatched to states who need expert help in bucking the bucket brigade, and the production of pro-motorcycle videotapes that can be shown to non-rider groups such as Kiwanis clubs, Elks, PTAs, etc.

HARLEY HIGHLIGHTS



The chart shows the daily high-low price spread of Harley-Davidson, Inc., common stock on the American Stock Exchange for all of the trading days of the applicable month.

The big news out of Milwaukee is the introduction of three new models, two of them Big Twins and one an interesting version of the XLH 883 Sportster.

The new Sporty, to be called the XL 883 Hugger, is a reintroduction of an idea first tried back in 1979 — a Sportster with the look and seating position of a Big Twin. The '79 model, also called the Hugger, derived its lowered seat through the use of shorter rear shocks, while the '87 version has its seat dropped through suspension changes and the redesign of the XLH 883's seat.

The idea, Harley officials say, was to "develop a new ground-hugger for riders who like a low-riding motorcycle." More than that, Harley execs have also noted two emerging trends in the motorcycle industry: more women riders and more beginners taking to the road on medium-displacement motorcycles. A light (just over 450 lbs.), short, reasonably priced American motorcycle is just what both these groups need and deserve. Harley-Davidson believes, and the Hugger is the perfect bike to give it to them.

To give birth to the Hugger, the XLH 883 has had its swingarm extended, allowing the lower end of the rear shocks to be mounted farther back, which reduces the height of the rear frame one inch. Also, the Hugger has different, more compressible seat padding than the XLH 883, producing with a 180-pound rider, another 3/4 of an inch reduction without, Harley claims, any loss of comfort.

"We analyzed how foam displaces under weight," Hugger project manager John Herbrand says. "We discovered that a loose, pillow-like cover allows the foam to squish and to displace more effectively under the rider. The redesigned filler material compresses more, which lowers the laden seat height while providing good cushion."

Altogether, the changes result in a 26.75 inch seat height for the Hugger, versus a 28.5 seat on the standard Sporty. One other major difference between the two: the Hugger uses the buckhorn bars off the XLH 1100. List price on the Hugger is still up in the air, but expect it to be well within sight of the \$3995 XLH 883.

Both other new Hogs, the FLST Heritage Special and the FLHS Electra Glide, are aimed at the touring set. At right about \$10,000 (\$9,999 in 49 states, slightly higher in California), the Heritage Special makes a good thing even better. To the standard Heritage's classic looks, the Special adds a two-tone paint job, featuring shades of blue and cream not used by the factory since the 50s. Other extras include a windshield and spotlights, leather saddlebags with studs and conchos, and a black-and-chrome power train. It's an absolute stunner.

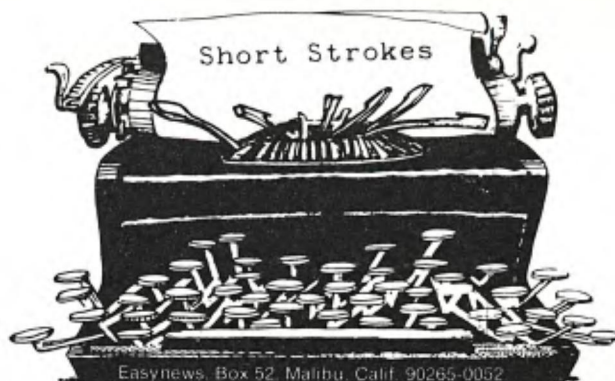
The FLHS Sport shines its headlamp on the other end of the spectrum. Intended for those touring riders who either don't own a bank or do have to use their bikes for day-to-day commuting as well as long runs, the Sport is basically a leaner, lighter, cheaper (\$8,545) version of the Electra Glide. Features include a nacelle-mounted headlamp, windshield, running lamps, rigid saddlebags, luggage rack, and the same seat and floorboards that pamper the butts and boots of Electra Glide riders.

Expect to find all three new Harleys at your dealer's by the time you read this.

U.S./Canadian Motorcycle Laws

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

1-Under 19. 2-Under 18. 3-Required even if bike has windscreen. 4-Helmet must be reflectorized. 6-Lights on if bike was made after 1977. 7-Required for speeds above 35mph. 8-1970 or newer bikes. 9-If over 21. 10-Except drivers under 17 and passengers. 11-Certain cities may require lights. 12-Passengers must wear helmets. 13-Passengers under 15½ must wear helmets. 14-Lights must be on 24 hours if equipped with auto-on wiring by factory. Chart accurate as we go to press — but laws change constantly. Send info on new laws in your area to Easynews, Box 3000, Agoura Hills, CA 91301.



Easynews, Box 52, Malibu, Calif. 90265-0052

The early months of 1987 saw the introduction of mandatory helmet bills in Nebraska, Oregon, Ohio, Illinois, and several other states. In Illinois, the bucket bill was introduced shortly after the state Supreme Court ruled Illinois' mandatory seat belt law constitutional. According to the helmet bill's sponsor, Rep. John Cullerton, the ruling in the seat belt case sets "a favorable precedent for a helmet law". . . Meanwhile, two thousand miles west, in Oregon, a reporter asked state Rep. Mary Alice Ford, co-sponsor of a helmet bill in that state, how a helmet law could be passed or enforced without the support of those directly affected by it. "I don't need their votes to pass this bill," Mary Alice bragged. . . Makes a man wonder whether the editors of Webster's Dictionary are reserving enough space for the word "mandatory" in their next edition. The "m" word seems to be on its way toward becoming a synonym for "American way of life."

If you didn't believe the high school teacher who told you every action has its reaction, you should have. As the power mongers act to try and weld buckets onto our brains, the traditionally independent rider community reacts by coming together to stand up for its rights. New ABATE chapters have been recently founded in Ulster County, New York and North Central New Jersey. We have no information on the Ulster County group, but the new District 4 Chapter of ABATE of New Jersey meets at 7:30 p.m. on the second Monday of every month at the VFW Hall on Washington Avenue in Manville. You can also write them at Box 575, Manville, NJ 08835 . . . HOW-COULD-HE DEPT.: If you're a regular reader of this rag, you know we're not afraid to give hell to almost anyone who deserves it. Still, there are times. . . Dudley Perkins, owner of the world's oldest Harley dealership, Dudley Perkins Harley-Davidson in San Francisco, has come out in favor of mandatory helmet laws. Citing the fact that the motorcycle industry is coming off a "prolonged downturn in sales," Perkins told a San Francisco paper that the state's motorcycle manufacturers and dealers "can no longer afford to stand on the old saw of 'freedom of choice' . . . I feel it is critically important that we motorcycle dealers lead the way by heartily endorsing AB36 Floyd, the mandatory helmet law, in the state of California."

And still more on the helmet front. An Army sergeant was injured when the driver, another GI whose cycle he was a passenger on, lost control and the bike left the road. It was a classic, though tragic, story; the "friend," incidentally, was killed. He was wearing a helmet; the sergeant was not. . . It probably was inevitable that the acquisition of the Holiday Rambler motorhome company by Harley-Davidson would tickle a few funny bones. Two of those so tickled were Brett Arnez and Kent Sager of Wakarusa, Indiana. The pair has designed a creature that appears to be half Hog and half milk truck. They call it a Harley Rambler and are currently selling hats featuring the design. save the 23 cents, we don't know where you can get one (or why you'd want it). . . And finally. They call themselves Mean Bikkie Chicks, but instead of hailing from Australia, where bikers are called bikies, they're a bike club from Chicago whose claim to fame is their annual calendar called, appropriately enough, Mean Bikkie Chicks. While we haven't seen every month, the page we did get to eyeball had us feeling a bit seasick for days. It shows this chick on a scooter and this dude in an apron, pulling clothes out of a washing machine. Why should that make us seasick? Don't know, really — maybe it has something to do with the way the chick is working a Mr. Destroyer-sized wrench around the dude's aproned crank. As Elvis used to say, don't be cruel, all you mean bikkie chicks.

BIKERS' RIGHTS ORGANIZATIONS

Because bikers are coming under increasing attack from politicians, pseudo-safety agitators, and even certain elements of the motorcycle manufacturing industry, we feel that it is more important than ever that we organize to protect our rights. To this end, and in response to numerous calls and letters, we have organized this state-by-state list of bikers' rights organizations. Before you reach for the phone, we already know the list is both inaccurate and incomplete. It is inaccurate because some of the groups listed have folded, merged, or moved since we last heard from them.

Unfortunately, many biker groups are held together by the hard work and determination of one or two or three individuals. When they can't handle it any longer, the group goes under. The list is incomplete because many groups haven't kept in touch with us when they've moved. So don't drop a dime to complain, drop a letter instead and give us the latest word on groups in your area. When we get a substantial number of changes we'll update the list. Send your changes to: List, Easyriders Dept., *Easyriders* Magazine, Box 3000, Agoura Hills, CA 91301.

ALABAMA

ABATE of Alabama, Box 511, Weaver,
AL 36277

ALASKA

ABATE of Alaska, Mat Valley Chapter, Box 872505,
Wasilla, AK 99687

ABATE of Alaska, Box 220416, Anchorage, AK 99522

ARKANSAS

ABATE of Arkansas, Rt. 1 Box 296-R, Bauxite,
AR 72011

CALIFORNIA

ABATE of California, Box 327, Oak View,
CA 93022

MMA of California, 2202 16th St., Sacramento,
CA 95818

COLORADO

ABATE of Colorado, Box 667, Sterling,
CO 80751

Colorado West Concerned Cyclists, Box 218, Clifton,
CO 81520

CONNECTICUT

ABATE of Connecticut, 84 Venice Dr., Burlington,
CT 06013

CMRA, 66 Broad St., New Britain, CT 06051

Connecticut MC Riders Association, 86 Broad St.,
New Britain, CT 06051

Manchester Mission Church of Bikers, Box 1854,
Manchester, CT 06040

DELAWARE

ABATE of Delaware, Box 5765, Marshallton, DE 19808

FLORIDA

ABATE of Florida, 1102 Columbus Ave., Lehigh Acres,
FL 33936

GEORGIA

ABATE of Georgia, Rt. 2 Box 282A, Monroe, GA 30655

ABATE of Georgia, Box 1081, Winder, GA 30680

ILLINOIS

ABATE of Illinois, 501 W. Woods St., Avon, IL 61415

INDIANA

ABATE of Indiana, Box 81, Granger, IN 46530

IOWA

ABATE of Iowa, Box 811, Council Bluffs, IA 51502

KANSAS

ABATE of Kansas, Box 781, Lawrence, KS 66044

ABATE of Kansas, 650 Elm St., Perry, KS 66073

KENTUCKY

ABATE of Kentucky, Box 2071, Lexington, KY 40594

Kentucky Biker Association, 5613 Southland Blvd.,
Louisville, KY 40210

LOUISIANA

ABATE of Louisiana, 3540 Stevedore Rd., Baton
Rouge, LA 70819

MAINE

United Bikers of Maine, Box 844, Auburn, ME 04210

MARYLAND

ABATE of Maryland, Box 1733, Annapolis, MD 21404

ABATE of Maryland, 3910 14th St., Chesapeake Beach,
MD 20732

MASSACHUSETTS

MMA, 511-B Melford St., Somerville, MA 02145

MICHIGAN

ABATE of Michigan, Box 1032, Dearborn, MI 48121

MINNESOTA

Minnesota MC Riders Association, Box 27528,
Minneapolis, MN 55427

MISSISSIPPI

ABATE of Mid-South, 3855 Wheeler Rd., Hernando,
MS 38632

ABATE of Mississippi, 814-B 26th St., MS 39501

MISSOURI

Freedom of the Road Riders, 6210 Sherman, St.
Joseph, MO 64504

Freedom of the Road Riders, 3645 Evergreen Ln.,
Columbia, MO 65201

MONTANA

ABATE of Montana, Box 30395, Billings, MT 59107

NEBRASKA

ABATE of Nebraska, Box 30332, Lincoln, NE 68503

NEW YORK

ABATE of New York, Road 2 Box 254-E, Pine City,
NY 14871

ABATE of New York, 350-B Holmes Rd., Porter
Corners, NY 12859

ABATE of Ontario, Box 546, Canandaigua, NY 14424

Coast to Coast Bikers, Box 547, Ithaca, NY 14850

NORTH CAROLINA

Concerned Bikers Association, Rt. 3 Box 354,
Asheboro, NC 27203

Concerned Bikers Association, Box 26445, Charlotte,
NC 28221

NORTH DAKOTA

ABATE of North Dakota, Box 383, Bismarck, ND 58501

OHIO

ABATE of Ohio, Box 5006, Willowick, OH 44094

OKLAHOMA

ABATE of Oklahoma, Box 96113, Oklahoma City,
OK 73143

OREGON

ABATE of Oregon, Box 4504, Portland, OR 97208

ABATE of Oregon, 1042 SE Fir Grove Loop, Hillsboro,
OR 97123

PENNSYLVANIA

ABATE of Pennsylvania, 203 Market St., Harrisburg,
PA 17101

RHODE ISLAND

ABATE of Rhode Island, Box 7868, Warwick, RI 02887

Rhode Island MC Association, Box 10446, Cranston,
RI 02910

SOUTH CAROLINA

ABATE of South Carolina, 2062 Edisto Ave.,
Charleston, SC 29412

ABATE of South Carolina, 502 Rosewood SW,
Orangeburg, SC 29115

SOUTH DAKOTA

ABATE of South Dakota, Box 872, Pierre, SD 57501

ABATE of South Dakota, Box 106, Smithwick,
SD 57782

ABATE of The Black Hills, Box 241, Whitewood,
SD 57793

TENNESSEE

ABATE of Tennessee, 1882 Walker, Memphis,
TN 38114

Concerned Motorcyclists of Tennessee, 2845 Blue
Brick, Nashville, TN 37214

Concerned Motorcyclists of Tennessee, Rt. 2 Box 32,
Mt. Juliet, TN 37122

TEXAS

ABATE of Texas, Box 5173, Waco, TX 76708

ABATE of Texas, Rt. 6 Box 926, Conroe, TX 77302

UTAH

ABATE of Utah, Box 520204, Salt Lake City, UT 84152

VIRGINIA

ABATE of Virginia, 6627 N. 32nd St., Arlington,
VA 22213

ABATE of Virginia, Blue Ridge Mtn. Chapter, Box 59,
Pinhook, VA 24137

WASHINGTON

ABATE of Washington, Box 217, Dupont, WA 98327

ABATE of Washington, 16835 125th Ave. SE, Renton,
WA 98055

WEST VIRGINIA

ABATE OF West Virginia, Box 26, Proctor, WV 26055

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

WISCONSIN

ABATE of Wisconsin, Box 25581, Milwaukee, WI 53225

ABATE of Wisconsin, 3708-A E. Barnard Ave., Cudahy,
WI 53110

Alliance of Women Bikers, Box 484, Eau Claire,
WI 54701

WYOMING

ABATE of Wyoming, 4011 E. 13th St., Cheyenne,
WY 82001

ABATE of Big Horns, Box 56, WYarno, WY 82845

ABATE of The Big Horn Basin, Box 1742, Cody,
WY 82414

ABATE of Wyoming, 401 Laramie #8, Gillette,
WY 82716

CANADA

ABATE of Manitoba, 524 Cherrier St., Winnipeg,
Manitoba R2J0M4

BRO of Nova Scotia, Box 1713, Antigonish, Nova
Scotia, Canada

FREE EASYRIDERS!

You got it — just make a purchase of twenty-five bucks or more and ask for your free copy of **Easyriders** from any of the bike shops listed here. And remember to take this page with you when you're on the road — it's a handy guide to some of the best Harley parts and service outlets around.

ALASKA

House of Harley 4334 Spenard Rd., Anchorage

ARIZONA

Performance H-D 3383 N. Richey Blvd., Tucson
Creative Cycles 1218 S. Alvernon, Tucson

ARKANSAS

Road House Rt. 2 Box 196 E., Dardanelle
Ben's H-D 723 W. Hillsboro St., El Dorado

CALIFORNIA

H-D of Glendale 3717 San Fernando Rd., Glendale
D & G Cycle Parts 15715 Amar Rd., La Puente
Jammer Cycle Products 6417 San Fernando Rd., Glendale
Jim & Jim's Inc. 1424 S. State St., Ukiah
J&J Repair 16511 D St., Victorville
Gordon's MC Madness 1586 Morse, I, Ventura
Bartel's Harley-Davidson 8910 Washington Blvd., Culver City
Hawg Nutz MC Necessities 619 E. Valley Pkwy., Escondido
Cycle Specialties 307 Maze Blvd., Modesto
R.A.M. Enterprises 1524 Camden Ave., Campbell
A&A 5442 S. Sepulveda Blvd., Culver City
The Purple Hog 668 Plumas, Yuba
Palm Springs Harley-Davidson 19345 N. Indian Ave.,
N. Palm Springs
Modesto H-D 1208 9th St., Modesto
H-D of Sacramento 1000 Arden Way, Sacramento
Moonshine Cycle 150 Porter Rd., Porterville
Top Gear 27 Parker Way, Santa Barbara
Hutchins HD 55405 29 Palms Hwy., Yucca Valley
Mars Custom Cycle 78 Shotwell, San Francisco
Curtis Fine Cutlery 10613 Michele Ave., Bakersfield
Beck's Chopper Design & Fabrication 1292 E. 3rd, Pomona
Carlo's Custom MC Parts 2395 Monument Blvd., Bldg. H,
Concord
R.P.M. 1727 National City Blvd., National City

COLORADO

D & C Enterprises 2571 Hwy. 6 & 50, Grand Junction
Colorado Springs
Two Wheelers MC Shop 1433 W. 38th Ave., Denver
Howell's House of Harley 232 So. Federal Blvd., Denver
Quality Machine 9650 W. 44th Ave., Wheat Ridge
A Righteous Ride 2647 8th Ave., Greeley
MC Trading Post 200 N. Commercial, Trinidad

CONNECTICUT

Longriders Custom MC 417 Bridgeport Ave., Milford
Al's Motorcycle Parts Rt. 66, Columbia
Custom Cycle 481 Boulevard, New Haven

DELAWARE

Herbs for Health & Happiness New Castle Farmers Market,
New Castle
Joe's Bargain Cycle New Castle Farmers Market,
Rts. #13 & #40, New Castle

FLORIDA

H-D of Miami 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson 1881 U.S. 19 South, Clearwater
L & K Harley 74 Sales & Service 601 N.E. 44th St.,
Fort Lauderdale
H-D of Stuart 34 E. 6th St., Stuart
Miller's Custom Parts 1863 S. Ridgewood Ave., S. Daytona
Florida Cycle & Chopper 3200 Palm Beach Blvd. Rt. 80,
Ft. Myers
H-D of Saint Petersburg 5989 Haines Rd., St. Petersburg
H-D of Melbourne 6030 N. Harbor City Blvd., Melbourne
H.D. Engineering, Inc. 16336 N. Florida Ave., Tampa
Hog Heaven Cycle Acc. 7254 SW. 40th St. (Bird Rd.),
Miami
H-D of Tampa 7202 E. Hillsborough Ave., Tampa
Mike Denniston's H-D, Inc. 402 N. Bay St., Eustis
Bustin' Chops 2371 SW 57th Ave., Hollywood
Petry V-Twin Performance 5627 15th St. E. #B-16,
Brandenton
H-D of Seminole 490 W. State Rd. 434, Longwood
Nostalgia Cycle of South Florida 1212 S. Dixie Hwy.,
Hollywood
GEORGIA
Big John's Cycle Salvage 7841-B N. Main St., Jonesboro
Southern Cycle, Inc. 4982 North Ave., Buford
Blue Ribbon Cycles 2137 Dixie Ave., Smyrna
Southern Scooter II 5202 Ogechee Rd., Savannah
Banshee Cycle 2507 N. Lumpkin Rd., Columbus

HAWAII

Windward Motorcycles 1051 E. Keolu Dr. Suite 102, Kailua

ILLINOIS

Baba Chop Hole 3117 W. 63rd St., Chicago
Chicago H-D, Inc. 6868 N. Western, Chicago
Oak Lawn H-D Sales 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc. 2200 Rand Rd., Palatine

INDIANA

Buck's Motorcycle Acc. 1311 E. Markland Ave., Kokomo
Brandt's H-D, Inc. 1617 S. Wabash St., Wabash
The Chopper Stop 745 E. Virginia, Evansville

IOWA

Old Man's Harley-Davidson Hwy. 34, Creston
Custom Cycle Acc. 15 S. 23rd St., Council Bluffs
"Zook's" H-D 105 E. Euclid, Des Moines
Cyclepedia Corp. 1824 Dean Ave., Des Moines

KANSAS

Newton Cycle Shop & Leather 115 S. Kansas Ave., Newton
Rebel's MC Parts & Acc. 1511 Central Ave., Kansas City

KENTUCKY

Pappy's Custom Cycles Box 425 Collins Hwy., Pikeville

LOUISIANA

Wallace H-D Sales 5545 Greenwood Rd., Shreveport
Jr.'s Cycle Shop 458 N. Stanford, Sulphur
Ed's Cajun Cycle 817 Grand Cillou Rd., Houma

MAINE

Custom Motorcycle Supply 13 Portland St., Portland

MARYLAND

Ezekiel's Wheel Boutique 136 Carroll Island Rd., Baltimore
Ezekiel's Wheel Boutique 1841 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard Lane, Elkridge
H-D of Annapolis 1929 Lincoln Dr., Annapolis
C&J Cycles 14508 Warrior Dr. Cresaptown

MICHIGAN

Motor City Harley-Davidson 8755 Inkster, Westland
Metro H-D Co. 24560 Groesbeck, Warren
Saginaw Valley Motorworks 2663 N. Euclid, Bay City
Capitol H-D 536 E. Grand River Ave., Lansing
H-D of Port Huron, Inc. 3350 Lapeer Rd., Port Huron
Competition Enterprises 1501 S. Michigan Ave., Saginaw

MINNESOTA

Bowman's Cycle 4063 Ironwood Dr. N.E., Brainerd
American M/C Supply Rt. 3 Box 396 S. Hwy. 65, Cambridge

MISSOURI

County MC Parts 7348 North Lindbergh, Hazelwood
Motorcycle Stuff 4312 Truman Rd., Kansas City
Pappy's Cycle 600 W. College, Springfield

MONTANA

Boss Hawg 1517 Central Ave., Billings

NEBRASKA

Butterfields MC Parts 8025 Blondo, Omaha
D & T Cycle 1026 W. 1st, Alliance

NEVADA

Show Bike Performance Center 1786 N. Nellis Blvd.,
Las Vegas

NEW JERSEY

Morristown Cycle 103 Washington St., Morristown
Competition Cycle, Inc. 249 E. Blackwell St., Dover
Tramontin H-D Rt. 80, Hope
Atlantic County Harley 1966 Blackhorse Pike, Atlantic City
Charley's Harley-Davidson 249 E. Blackwell St., Dover
Millville H-D, 1131 S. Second St., Millville

NEW MEXICO

Vetter Cycle Repair 3600 Osuna N.E., Suite 305, Albuquerque
New Mexico MC Salvage 4123 Broadway S.E., Albuquerque
Dave's Cycle 910 W. Santa Fe, Grants

NEW YORK

Eastern Harley-Davidson Main St., East Moriches
Al's Cycle Parts 315 E. Dominick St., Rome
Brewster Harley-Davidson Rt. 22 Sodom Rd., Brewster
Woodstock H-D, Inc. Rt. 212, Box 7320, Saugerties
Harding Harley-Davidson 32 Bridge St., Corning
Suffolk County H-D, Inc. 360 Rt. 109, West Babylon
Eagle Motorcycle Product 1581 Grand Ave., Baldwin
Zack's V-Twin Cycles Overlook Rd., Poughkeepsie

Superior MC Parts 3041 Hempstead Turnpike, Levittown
Superior MC Parts 162 West Hills Rd., Huntington Station
H-D of Hempstead 4 Laurel Ave., Hempstead
Freebird Cycle Sales 229 Lyell Ave., Rochester
Genuine Cycle Service 2945 Niagara Falls Blvd.,
N. Tonawanda

NORTH CAROLINA

Deal Harley-Davidson 3618 Sycamore Dairy Rd., Fayetteville
J&E Harley-Davidson 1008 Dickinson Ave., Greenville
Durham Harley-Davidson 819 N. Miami Blvd., Durham
Snake's Hawg Shop Hwy. 55 West, Mt. Olive
Carolina H-D 1940 W. Franklin Ave., Gastonia
Cyclone Cycle Parts Box 9, 104 N. Central Ave., Landis
Hawg Wild Rt. 2 Box 463 A, Hubert

NORTH DAKOTA

The Scooter Shak 2424 Memorial Hwy., Mandan

OHIO

Freedom Harley-Davidson, Inc. 256 S. Erie St., Massillon
Kustom Cycle, Inc. 2010 Denison Ave., Cleveland
The Big Bike Shop 581 W. Broad St., Columbus
Custom Cycle City 2191 S. James Rd., Columbus
Streetwise MC Supply, Inc. 4961 Dover Center, N. Olmsted
Don's Custom Cycle 7025 Harrison Ave., Cincinnati
Jim Bailey, Mowrystown

OKLAHOMA

The Chrome Link 2908 Ft. Sill Blvd., Lawton

PENNSYLVANIA

Chop Shop 407 Station St., Bridgeville
Blocker Enterprises Rt. 248, Parryville
Cycledelic Choppers 1407 Lancaster Ave., Reading
Brian's H-D 1223 W. Lincoln Hwy. (US 1), Langhorne
CJ's Scooter Shak 399 W. Chestnut St., Washington
Spirit Harley-Davidson 1023 William Flynn Hwy., Glenshaw
Schoch's Inc. RD 2/Rt. 33, Stroudsburg
Nasty Cycle Repair Rd. #4 Box 184, Slippery Rock
Cycle World RD #2 Burns Ave., Altoona

SOUTH CAROLINA

Doug's H-D 2790 Pamphilo Hwy., Florence
Low Country H-D 4405 Dorchester Rd., Charleston
Country's H-D Inc. 1093 Albright Rd., Rockhill
Southern Scooter Supply 2995 1/2 Hwy. 170, Beaufort

TENNESSEE

Pappy's Custom Motorcycles 244 E. Main St., Kingsport
Colboch H-D Sales 1910 S. Cumberland, Morristown

TEXAS

American Cycle 112 W. Highway 190, Killeen

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"Hey, guys! I just scored a whole buncha cokes!"

The frightened young bride wanted to spend her wedding night at her mother's house. That night, as her new husband began taking his shirt off, the bride took one look and promptly went running to her mother.

"He's got hair all over his chest," she cried. "What should I do?"

"Go back to your husband," her mother replied, "and do your wifely duty."

After she returned to the bedroom, her husband took his pants off. Again, she went running to her mother. "He's got hair all over his legs," she whimpered. "What should I do?"

"Go back and do your wifely duty," her mother said again.

Returning once more, she watched as her husband took off his shoes. Noticing that one of his feet was half-amputated, off she went to mama. "He's only got one and a half feet!" she wailed. "What should I do?"

"Just calm down and wait here, dear," her mother soothed. "Mother will take over now."

—Dave Chance
Tehachapi, Calif.

"We'd like a room, please," the biker said, noddin' toward his ol' lady. "We were married this morning."

"Congratulations," the desk clerk said. "how about the bridal?"

"Naw, just a room. I'll hold her by the ears until she gets the hang of it," he answered.

—M.K.P.
Austin, Tex.



"Compare it to something? Let's see. . . hmmm. . . well, it was sort of like stuffing a wet dishcloth into a pop bottle!"



"A transplant is possible, Mr. Benton, but a 19-inch gorilla joint may be hard to get."

An old biker in the nursing home couldn't talk. One day, while he was sitting in a chair, a nurse walked by and noticed that he was leaning to the right. She sat him upright in his chair and told him to sit still.

A while later, the nurse came by again, and this time she noticed he was leaning to the left. She straightened him up and told him again to sit still, or else he might fall out of his chair.

The next time she made her rounds, she saw the old guy leaning forward, about to topple headfirst to the floor, so she tied him into the chair for his own good.

Later on in the day, his daughter came to visit, and seeing her father strapped into his chair, asked him what was wrong. The old biker handed her a note, which she unfolded and read.

It said, "They won't let me fart."

—Elaine
Tulsa, Okla.

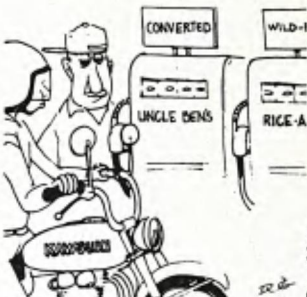
The drunken bro stumbled into the church, making slow progress along the row of pews. A priest watching the sight walked down the aisle to take his place in the confessional next to the one the blitzed bro had entered. Sliding open the window, the priest asked, "Yes, my son, may I help you?"

"Yeah," the bro replied. "Ya got any paper on your side?"

—Pervert
Carson City, Nev.

Q: What does an Eskimo get from sitting on top of igloos?

A: Polaroids.
—Steve Rohrer
Cleveland, Ohio



The biker's ol' lady had died, and the biker put on quite a show of grief at the gravesite. He kept yelling, pulling at his hair, and wailing, "What am I gonna do? What am I gonna do?"

The minister finally came over to him and said, "Son, I know this is a time of sorrow for you, but you'll eventually meet some fine woman, get married again, and forget all about this in the years to come."

"Yeah, Reverend. I know that," said the biker. "But what am I gonna do tonight?"

—Wayne Willhoite
Tehachapi, Calif.

Q: Why did God give women belly buttons?

A: So we'd have a place to park our chewing gum on the way down.

—J. Colgan
Oshkosh, Wis.

Q: How is a suntanned girl like a roast chicken?

A: The white parts are the best to eat.

—Joker
Houston, Tex.



"I admit I married you for your body, Harriet, but that was a long time ago."

What's pink and red and climbs up a woman's leg? A homesick abortion.

—Crash
Loami, Ill.

A man was shipwrecked on an island when he was very young, and he survived for 30 years on coconuts, seaweed, and clams. One day, while searching for clams, he happened upon a beautiful nude girl lying unconscious on the beach. He revived her and asked her how she came to be there.

"I was shipwrecked last night," she said, "and as far as I know, I'm the only survivor." Then she asked him for his story.

"I was shipwrecked 30 years ago," he said. "To survive, I gather seaweed, pick coconuts, and dig for clams."

"What do you do for sex around here?" she asked.

"What's sex?" She promptly pulled him down upon the sand and screwed him ragged for an hour or so. Afterwards, she asked him, "Well, that was sex — what did you think of it?"

"I really enjoyed it," he replied. "It was wonderful. But look what it did to my clam-digger."

—Mark Durand
Spooner, Wis.

A bro's ol' lady was cryin' in her beer. "My ol' man told me last night that he wanted to have wild and kinky sex in the back seat of our Chevy," she sobbed to her best friend.

"Gee, honey, what's so bad about that? Sounds kinda romantic, if you ask me," her friend said.

"He wanted me to drive," came the reply.

—Toad
Texas

One day a certain housewife was going about the usual business of cleaning the house, when she suddenly felt intensely horny. Unfortunately, her husband was still at work, so she resorted to stripping off all her clothes and started to masturbate. She got very excited, rubbing herself and moaning, and when her husband walked in, she was writhing in the middle of the living room floor. He glanced through the mail and said to his wife, "Honey, when you're finished vacuuming the floor, could you get started on dinner?"

—McDuff
Lancaster, Calif.



—Dove

"Oh, hello, Alice. I was just woking the dog."

Then there was a biker named Joe, who worked in a brewery. One afternoon, his foreman stopped by his house to break the news that Joe had fallen into a huge vat of beer and drowned.

Upon hearing the sad tale, Joe's ol' lady began crying hysterically and sobbed, "Poor Joe — he didn't have a chance!"

"Like hell he didn't," said the foreman. "He climbed out of the vat twice to take a piss!"

—Patrick Stewart
Newman, Ga.



"I suppose you realize what this does to your 'time off for good behavior?'"

Two cowboys were captured by a tribe of Indians. The chief told them, "Tomorrow you both die." The next morning, at sunrise, the Indians killed the first cowboy. When they came up to the second cowboy, he made a last request — to say goodbye to his horse. The chief nodded, and the cowboy leaned over and whispered to his horse.

The horse immediately split, only to return fifteen minutes later, with three hookers on its back. The surprised chief told the cowboy that he was a good sport and gave him one more day to live.

The next morning, again at sunrise, the braves were ready to kill the second cowboy. He asked the chief if he could say goodbye to his horse one last time. Again, the chief nodded. The cowboy leaned over to the horse's ear and said, "I said POSSE!"

—Julie Annis
Bloomington, Minn.

Masturbating woman: a bushwacker.

—J.J.
Walla Walla, Wash.

Condominium: a rubber for an extra-small dick.

—D.K.
Sparks, Nev.

There was this naive young country girl who was tired of the boring life out in the sticks and who wanted to go to the big city to lead an exciting life. So after promising Mom and Dad that she'd write regularly, off she went to the city.

She found a place to live, got a job as a waitress, but kept putting off writing to her folks. Weeks passed, and her mother wrote three times, begging her to write home.

One day the still-naive country girl was walking past a record shop, and she spotted a sign that said, "Record Your Voice — Make a Record." So she walked into the store and asked the man at the counter how much it would cost to make a record, to which he replied that the price was \$50.

"Oh, my," she said, "I don't have that much money."

With a twinkle in his eye, the salesman suggested that they go into the back room and work something out. The young girl said okay.

Once in the back room, the salesman told her to get down on her knees, which she did, and then he pulled out his dick, waved it in her face, and said, "Okay, go ahead."

She looked up at him, smiled, licked her lips, and said, "Hello, Mom?"

—Mike Gunderson
Mapleton, N.D.



"I dunno, man. . . maybe he's on to something there."

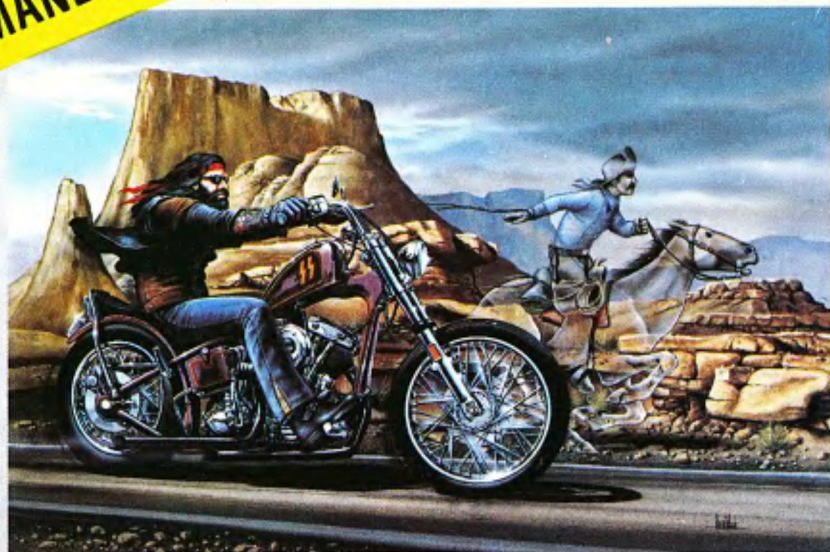
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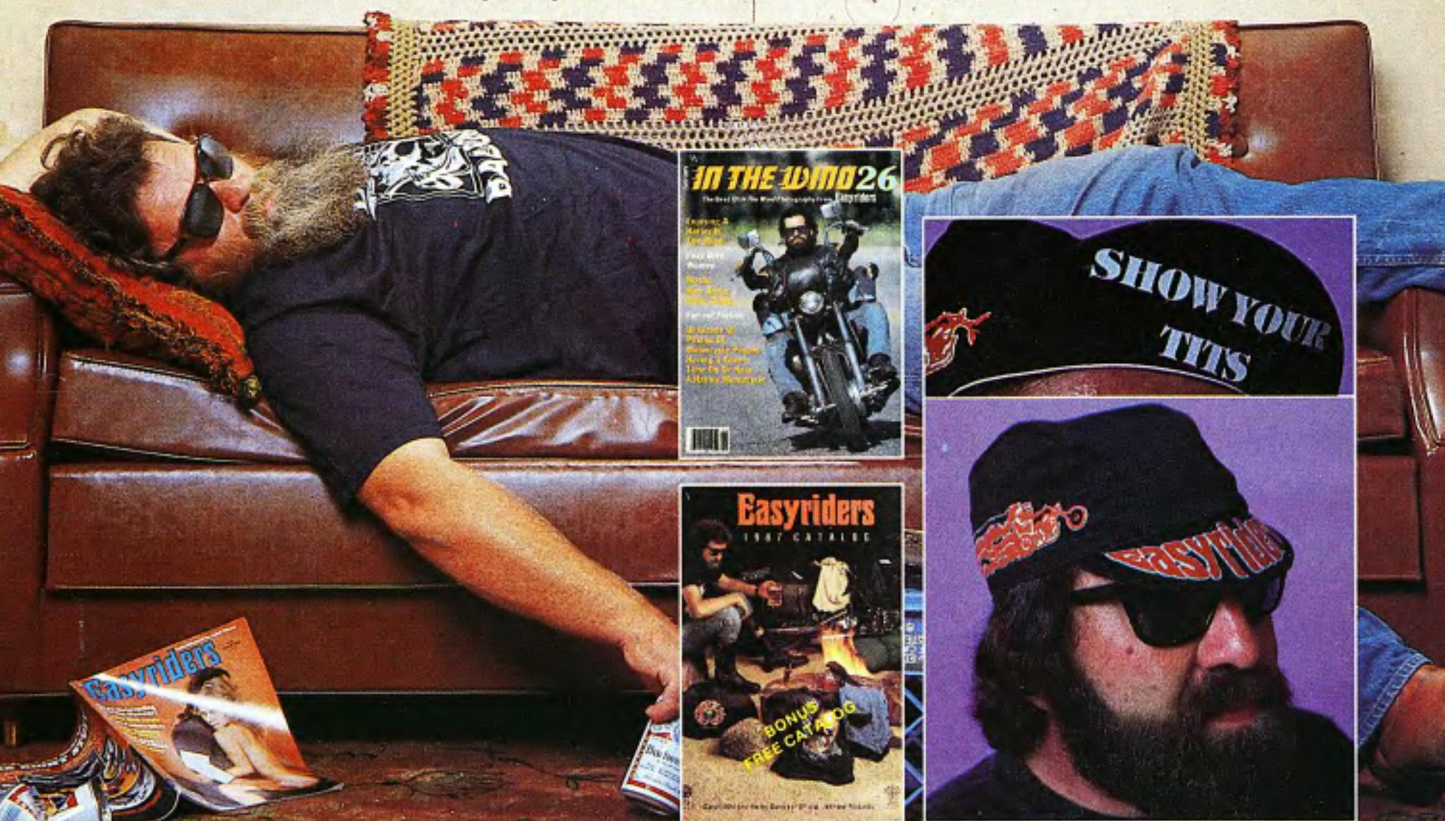
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F R I G H T

BY JOHN WATSON

Some persons are born skittish. That is, they are easily and frequently frightened by the simplest things — a piece of paper blowing along a darkened walkway, the sudden rushing noise a cat makes as it dives across the room in pursuit of a mouse, or the unexpected backfire of a passing car.

Perhaps this reaction to the unexpected is infused in them during childhood, when parents and relatives think it is funny to shout words like "Boo!" or tickle one into paroxysms of laughter while threatening their kids, "The boogie-man is gonna getcha!"

Charlie was one of those persons affected by sudden surprise. It didn't take much to frighten him, and when frightened he seldom stuck around to find out what the cause of his fear might be. He simply took off running and thought about reasons at some later date. Everybody can't be brave, or we'd have no way to measure timidity.

The rain had been falling steadily for a week. It wasn't nearly as bad in New York City as it was here in Roanoke. Charlie's rain suit had leaked like a sieve, and he had almost been tempted to stop at a motel and wait out the storm. But he was aware of the reluctance of motel managers in the South to rent a room to passing motorcycle riders. Some motels even had signs reading, "No Dogs Or Bikers," and just passing through some of the smaller towns required survival skills. A motorcycle ride through redneck territory wasn't quite the same as a picnic with Mary Poppins.

He hadn't seen Rocky in a long time, and he hoped his buddy from Vietnam would remember him. This visit was to fulfill the promise he'd made while lying in a stinking rice paddy with Rocky and half a dozen decaying bodies as they waited for rescue. Charlie had nightmares over that incident. Sometimes he woke up screaming in the night. Other times he saw ghosts. Vietnam and its bad experiences would remain with him forever.

The scrap of paper on which Rocky had drawn a crude map of how to get to his house was tattered and soiled, but Charlie could still decipher the directions. He turned westward out of the city and soon found himself paralleling the river on one side of the

road and dense forest on the other. Occasionally he passed wooden houses, most of which were unpainted and eroded by weather, with bald places on the roofs where shingles had been blown off by the wind, and windows over which sheets of plastic wrapping served as glass.

The rain increased in intensity. Charlie stopped near a turn in the road indicated on his map. Far back in the trees, almost hidden by dense foliage, was a large house with a porch completely surrounding the structure. It fit the description Rocky had given of his home. He was trying to read what

was written on the roadside mailbox when someone placed a hand on his shoulder.

Charlie let out a scream and jumped sideways, flailing his arms. It was an uncontrollable reaction that had haunted him for years. Ever since 'Nam, when he had run out of ammunition and his unit had been overrun by the enemy, his reaction to sudden surprise

had been intensified. Vietnam experiences had done little to temper his inherent susceptibility to fright.

When he was recuperating from his wounds in the Army hospital, he had twice struck nurses who had slipped up on him to give him shots without warning of their approach. And other times he had thrown his entire plate of food skyward, or dumped coffee in his lap when someone had approached him unannounced.

During World War I, such reactions were called "shell shock." Following World War II, they were known as "psychoneuroses." In civilian life, people simply called it "goosey." Half the people Charlie knew got a kick out of goosing him in order to watch him scream and jump around. He didn't think it was the least bit funny.

"Holy shit!" Charlie said to the mailman who had come up behind him. "Don't do that!"

"I'm sorry, son," the mailman apologized. "Who are you lookin' for?"

"Sanderson," Charlie said. "John Clyde. His friends call him Rocky."

"That's the place," the mailman said, pointing.

Charlie knocked on the door of the house, and a few minutes later, a nubile girl opened it. Her resem-

"This visit was to fulfill the promise he'd made while lying in a stinking rice paddy with Rocky and half a dozen decaying bodies as they waited for rescue."

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FRIGHT

Continued



blance to photos Rocky had once shown him of a much smaller girl were distinct. She was ten years older now and very well-developed. The top buttons of her blouse were undone, revealing a remarkable cleavage, and Charlie felt a bit embarrassed as he made a concerted effort not to stare. He introduced himself. He tried to explain his presence, hoping the girl would understand that he wanted to surprise his old friend and that they hadn't seen one another for many years.

The girl's name was Mona. She helped Charlie off with his wet rain suit, and then she led him into a large room that took up most of the space in the house. It apparently served as a room of many purposes, for at one end there was a kitchen, complete with stove, sinks, and table. The opposite wall had a huge mantel and fireplace, in which burned a roaring fire. In spite of the fire, the room was chilly, and the cause of this, Charlie noted, was the wide back door of the house. It stood fully open, and now and then gusts of cold wind rushed in. Outside, Charlie could see an open field. It was bordered on the far side by forest

and trees, and on another by a row of wooden sheds with motorcycle fenders and frame parts hanging on their fronts.

Charlie stood in front of the fire, trying to warm himself, and he allowed himself a generous look at the girl. She had crossed the room and was now lounging seductively on the sofa, her short skirt up just a little bit too high, and from the brazen way she returned his gaze, he suspected that she wasn't wearing any panties. He imagined that underneath that short skirt was a palpitating pudendum, just waiting to get someone like him sent to prison for twenty years or more. He envisioned himself as the hero of the local high school football team out on a date with her, parked by the river, his finger buried in her like Jack Horner's thumb in a Christmas pie. Mona read his thoughts, and she flashed him a smile with the sexy arrogance of untouchability.

"My mom will be here pretty soon," Mona said. "She's in the bath."

"Your dad and I were good friends," Charlie said. "We always talked about getting together after the war and doing a lot of riding. I bought a Harley and moved around a lot out West before I came back here. Rocky and I made a lot of plans to ride around the United States for a few years after the war, but I guess you and your mother meant more to him than bumming around." He shivered and turned his back to the fire. The steam rose from his damp clothes like the steam from a stallion in heat. He glanced inquisitively at the open door, through which the cold wind continued to blow. Mona caught his motion and followed his eyes.

"You haven't heard from Daddy in ten years? Then you don't know. I guess you haven't heard," she said, lowering her voice to a confidential tone. "I was going to wait and let Mama tell you, but she gets so emotional. For a couple of years she's been like that. Poor Mama. She lives in another world. A

world of her own making." Mona sighed dramatically. "She keeps hoping and wishing, but nothing can change what happened."

"I don't understand," Charlie said. "What did happen?"

Mona stood up and stretched, and Charlie's guess about her lack of panties was verified. Her little bare ass looked so hard he could have broken a Coke bottle on it. Her breasts pushed out against her blouse, nearly exploding it.

"Well," Mona said, "Daddy

were dead, or who had talked to imaginary buddies. He had seen those whose minds had snapped, and hard as it was, he tried to understand.

A sound made him look up. A tall, beautiful woman entered the room, wearing a silk dressing gown with blue flowers embroidered on it. She had a towel wrapped around her head like a turban, and she was smiling as she held out her hand. Charlie thought her smile looked pale and wan and filled with some

"There was a bridge out, and they didn't know about it. Some people tried to wave at them, but they went right into the swollen river. They were never seen again."

and Uncle Shorty — Mama's brother — went riding their motorcycles one day. It was a day almost like this, except that it had been raining terribly for more than a week. They kept their motorcycles in those sheds over there." She pointed out the back door toward the row of sheds with the motorcycle parts hanging on their fronts. "They went out on some kind of business and were going to go up in the mountains to see somebody. Daddy had on his yellow slicker, and our little white poodle was riding on the seat between his legs. She always liked to ride with Daddy. There was a bridge out, and they didn't know about it. Some people tried to wave at them, but they went right into the swollen river. They were never seen again. When the sheriff came and told Mama, she acted kind of weird. She refused to believe him, and still doesn't. Every day, she says they're going to come back, so she leaves the back door open like that to allow them to come back in just the way they left, two years ago. I know it gets awful cold in here, but Mama freaks if anybody closes it."

Charlie remembered men in the Army hospital who had called constantly to friends who

distant sadness.

"Hello," she said softly. Her voice sounded rich with suffering. "I'm Irene — Rocky's wife. I know who you are. I've seen your picture and heard Rocky talk about you. And the moment I saw you, I knew you had to be Charlie."

"Yes, ma'am," Charlie answered. He was at a loss for words. Rocky had meant a lot to him, but he had certainly meant much more to this beautiful, sad, lonely woman.

"All Rocky ever does is talk about you and the hard times the two of you had when you were in Vietnam," Irene said. "He often spoke of how you both wanted to go riding all over America after the war. I suppose men in the service often do that sort of thing. They make so many plans, never knowing that unforeseen circumstances might arise and change them."

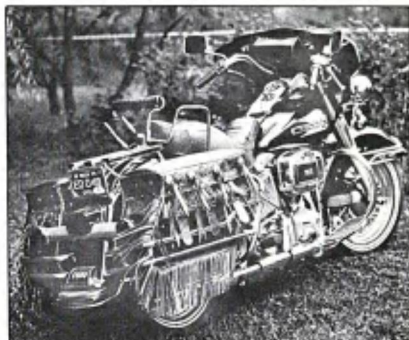
Irene walked over near the fire and bent over. She took off the turban and shook out her dark pretty hair, and after brushing it and running her fingers through it in a combing motion, she turned to face him.

"Rocky and my brother will be back pretty soon," she said. "I hope you don't mind the door being open like that, but I don't know exactly when they'll arrive,

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FRIGHT

Continued

and I don't want them coming in and walking all over the floor in their muddy boots. Men are like children in that respect. They're so messy." She leaned sideways and flipped her long tresses over one shoulder, and as she did so, Charlie caught a glimpse of a bright tattoo on one white breast. What a lucky guy that Rocky had been.

"Would you like a drink?" Irene asked. "Rocky always said Jack Daniel's was your favorite. It's his, too. I always keep a bottle or two handy." She filled a drinking glass and handed it to him, and while she was filling a small glass for herself, Charlie exchanged glances with Mona. The girl was shaking her head back and forth — sadly, it seemed to Charlie. Perhaps some bogus substitute for courage is just what I need, he thought.

He was very angry with the stupidity of death. Here he and Rocky had spent all that time in Vietnam under fire in situations only a few could survive, and Rocky had come all the way home to a beautiful wife and a nice home, only to be killed in some stupid road accident.

He stood dumbly, sipping his drink and gazing out the open door and across the field. The rain continued to pour down, obliterating the landscape and making a blur of the distant trees. It was almost like a scene from one of his childhood nightmares.

Peering through the rain, he stiffened. It was almost as if someone had goosed him, and he made a little grunting sound as he squinted his eyes, trying to see through the rain-blurred afternoon.

In the distance, outlined against the dark trees, he caught a glimpse of bright yellow. Three shapes were coming toward the house. Two men and a small, white dog. The taller of the two men was wearing a yellow rain slicker. They drew closer, and

Charlie recognized Rocky. Rocky walked resolutely toward the house. Both men and the dog were splattered with mud. The front of Rocky's yellow slicker was streaked with blood.

"Yeeow!" Charlie screamed. He dropped his glass, turned, and raced through the room. He grabbed his rain suit from the wall peg by the front door and ran outside. He jumped astride his motorcycle, gave it a push, and coasted madly toward the highway. The engine caught, and in a cloud of muddy spray, he disappeared in the direction of Roanoke.

Rocky and Shorty came up onto the porch. They kicked off their muddy boots before coming inside and closing the door behind them. The poodle romped playfully around the two men's feet.

Rocky took off his yellow rain slicker. Shorty went over and stood by the fire, while Irene got each of them a tumbler full of

whisky.

"Give me a towel or something, Irene," Rocky said. "A tree branch whacked me across the face and gave me a damned nosebleed!"

"A friend of yours was just here," Mona said. "I think he was nutty or something. Just before you got home, he turned and ran out the door and split on his motorcycle."

Rocky took a sip of his drink, then glared angrily at the girl.

"What the hell you doing home from school this early? You been smoking pot in the pisser again?" "Or'd they kick you out for lying?"

"You're going to have to do something about her, Rocky," Irene said. "That's all she does is lie. She's got such an imagination. She told the teacher she couldn't come to school yesterday 'cause her grandma died. Next thing you know she'll be telling it around that **you** died. She's getting to lie worse every day." ■

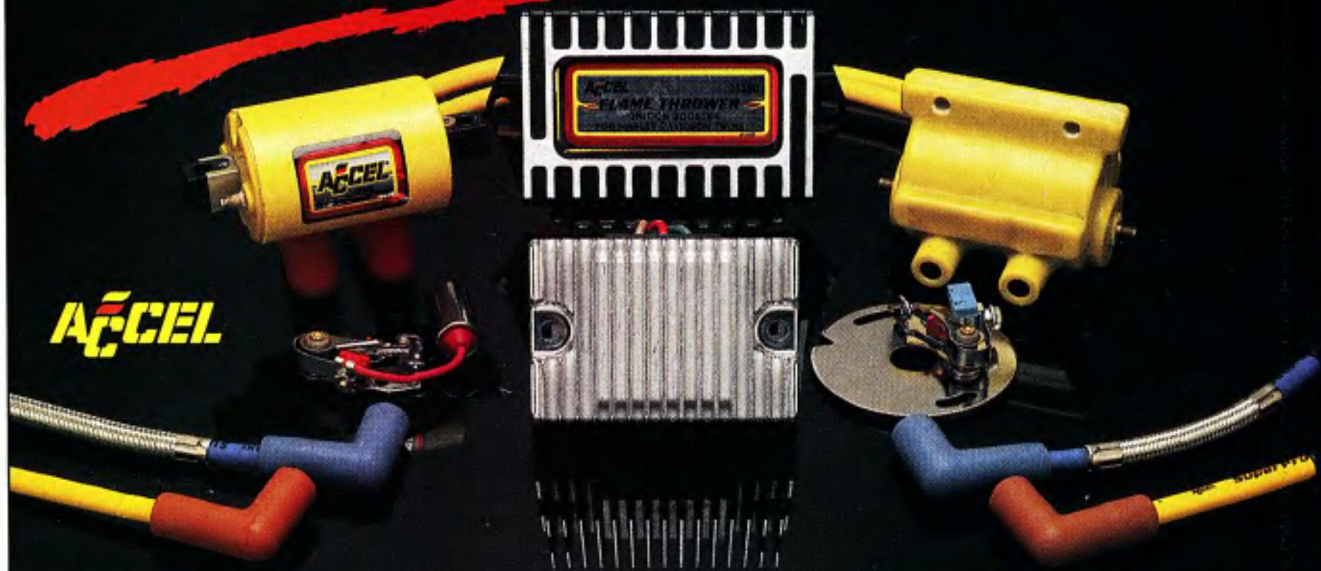
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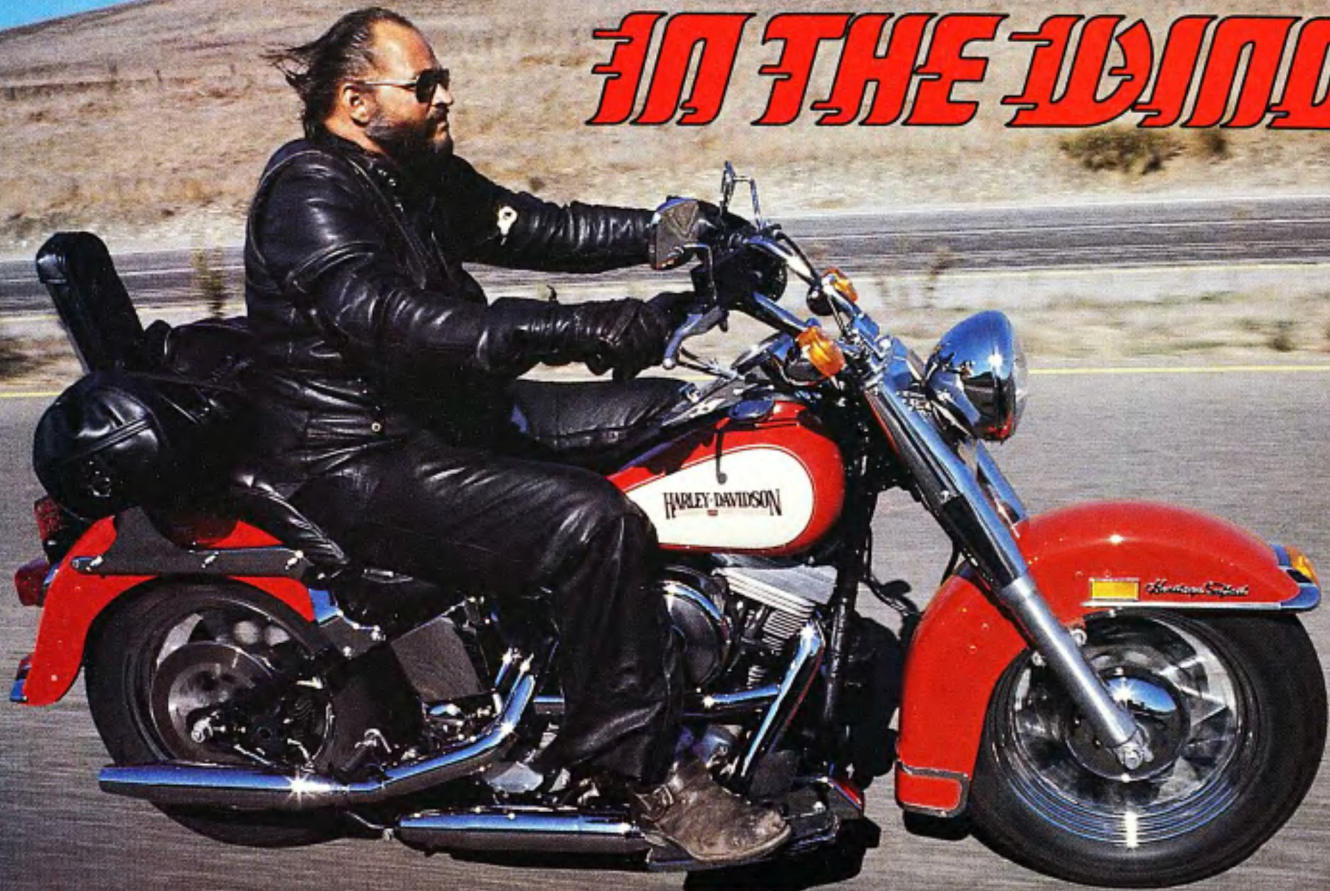
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IN THE WIND



—from Indian Sue, Morro Bay, Calif.

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 or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her stuff — these photos typify the fun, excitement, and freedom of biking. (Oh, 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*.) Send photos to *Easyriders*, Box 3000, Agoura Hills, CA 91301.

—from Ron Inselman, Enid, Okla.

—from The Breeze, Charleston, S.C.





—from Trapper John, Montgomery, Ala.



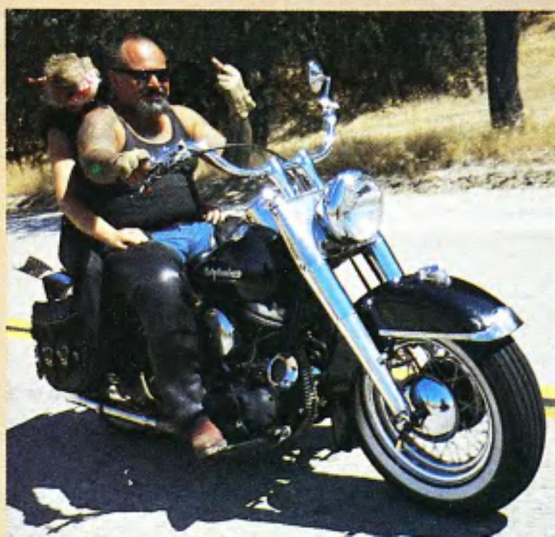
—from Pride of Lions MC, Toledo, Ohio



—from Ben, Westville Grove, N.J.



—from Bob Tower, S. Hadley, Mass.

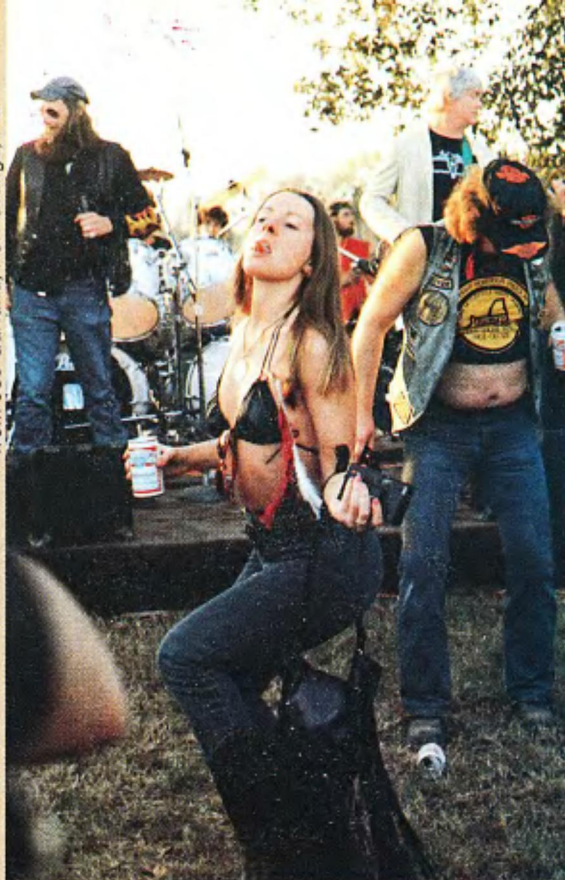


—from Indian Sue, Morro Bay, Calif.



—from Steve Vamos, Monrovia, Calif.

—from Joe Garland, Port Orange, Fla.





—from Velvet Winterbotham, Yarrow, B.C.

—from Reuben Landrum, WAFB, Mich.



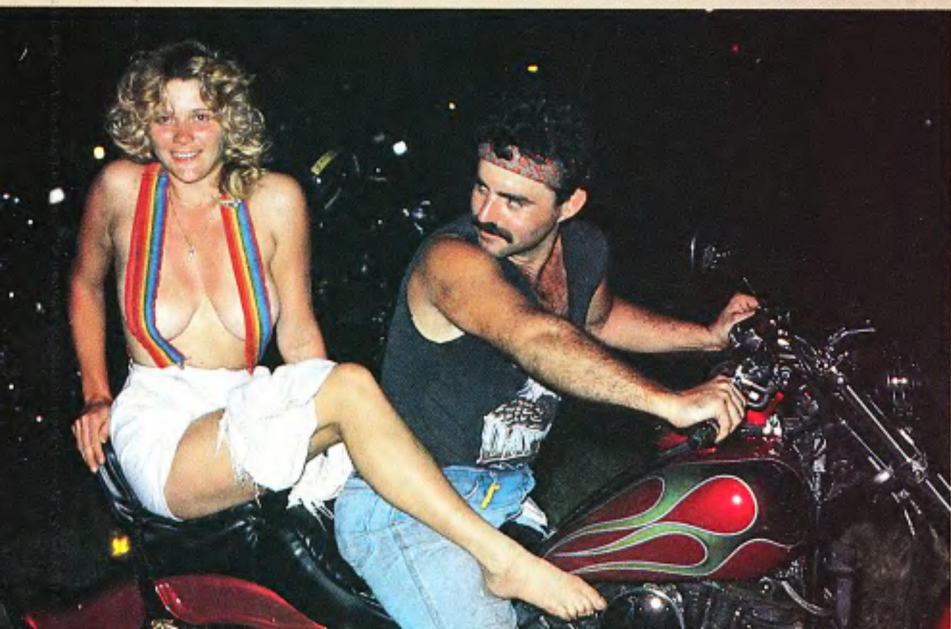
—from J.D., Blaine, Minn.



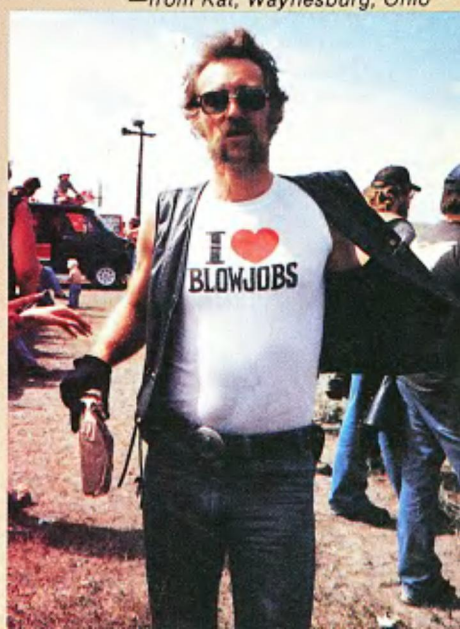
—from Casper, Canaseraga, N.Y.



—from Kat, Waynesburg, Ohio



—from Mudd, N. Ft. Lauderdale, Fla.



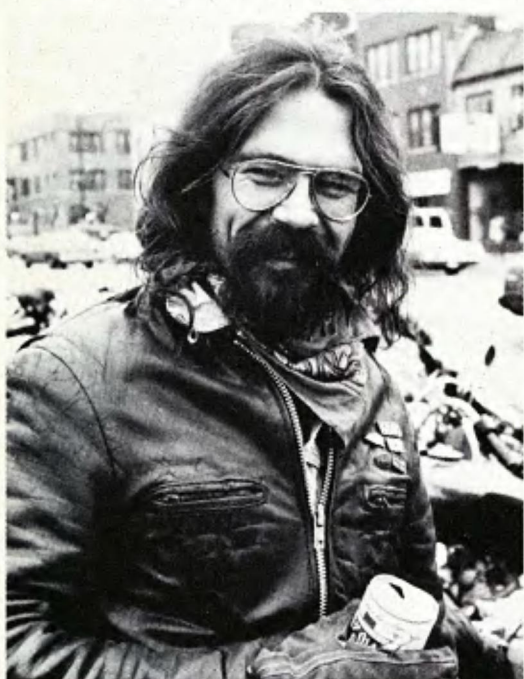


—from Pascal Courtade, Cavailon, France

—from W.G. Willemsen, Gorinchem, Holland



—from Mike, Long Beach, Calif.



—from Bill Lowry, Chicago, Ill.



—from Scooter Bob, Modesto, Calif.



—from James Kemp, Baltimore, Md.





—from Dirty Ernie, Neb.



—from Klaes Palmgren, Solna, Sweden

—from Heather and Lee, Juneau, Alaska



—from Frank Moore, Ridgeway, Va.



—from Tom Finson, Washington, Ill.



—from Pete Legros, Auburn, N.H.



—from Scooter Bob, Modesto, Calif.





—from Bouncer Covell, Wilton, N.Y.



—from Kristiana, Keaau, The Big Island

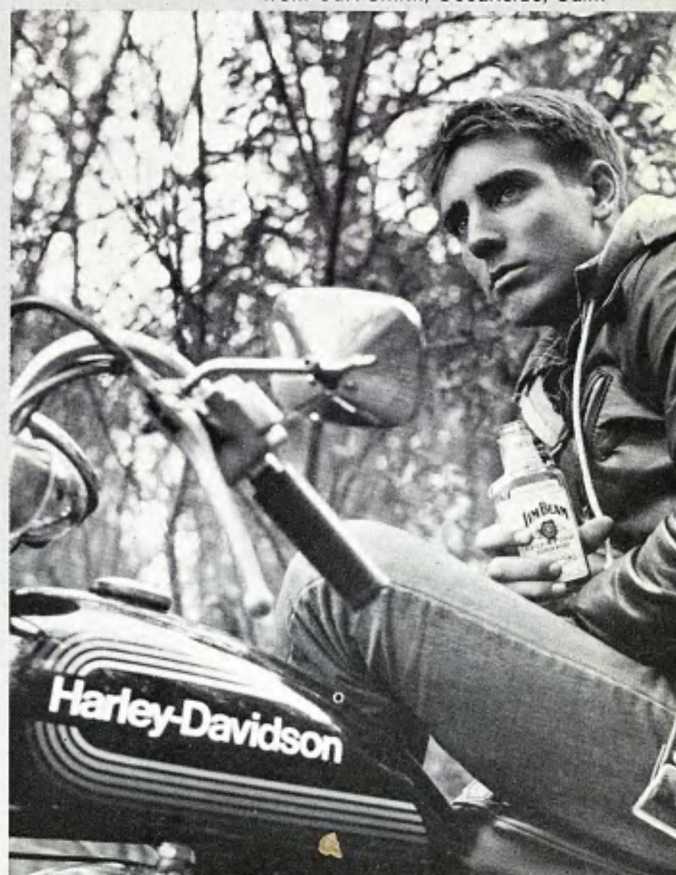


—from Toad, Texas

—from Curt Smith, Oceanside, Calif.



—from Eddie Erickson, Malibu, Calif.





—from Cyclops, Franklin, N.H.



—from Fast Frank, Philadelphia, Pa.

—from J.R. Hines, Maplewood, Minn.



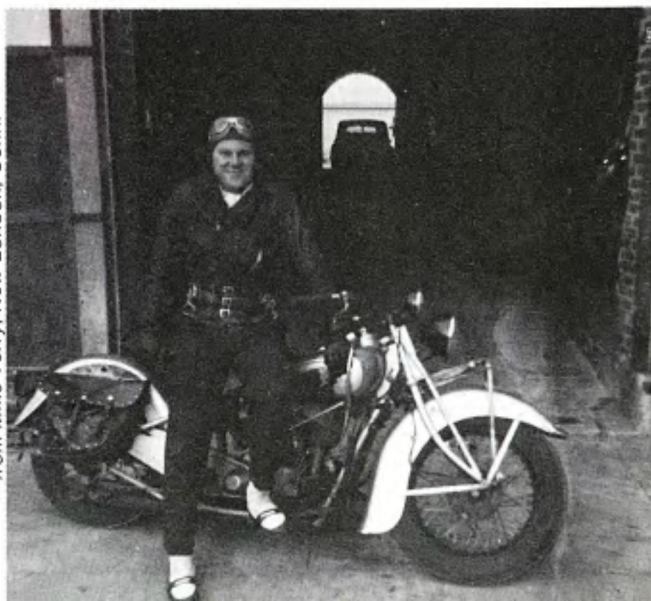
—from Paul Steckel, Schenectady, N.Y.



—from Boo-Boo, Oroville, Calif.



—from Mike Terry, New London, Conn.



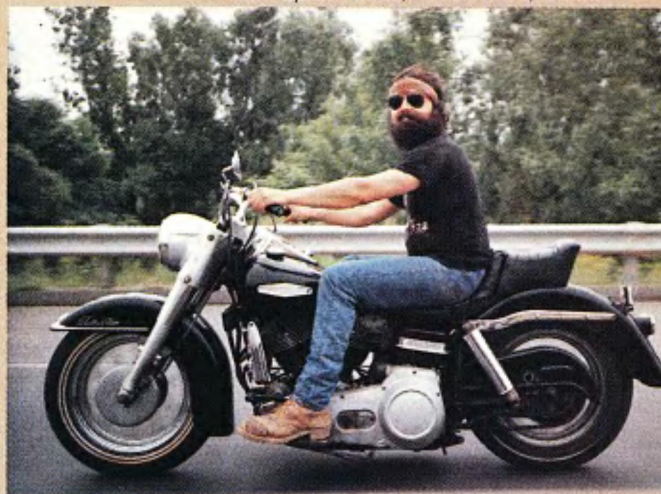


—from H. Fonda, St. Constant, Quebec

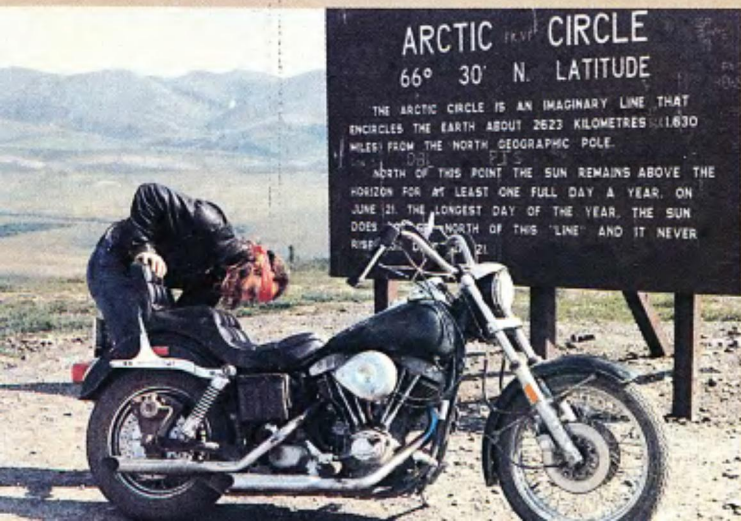
—from Spike Jones, Middletown, Conn.



—from The Breeze, Virginia Beach, Va.



—from Norman Pemberton, Rockville, Md.

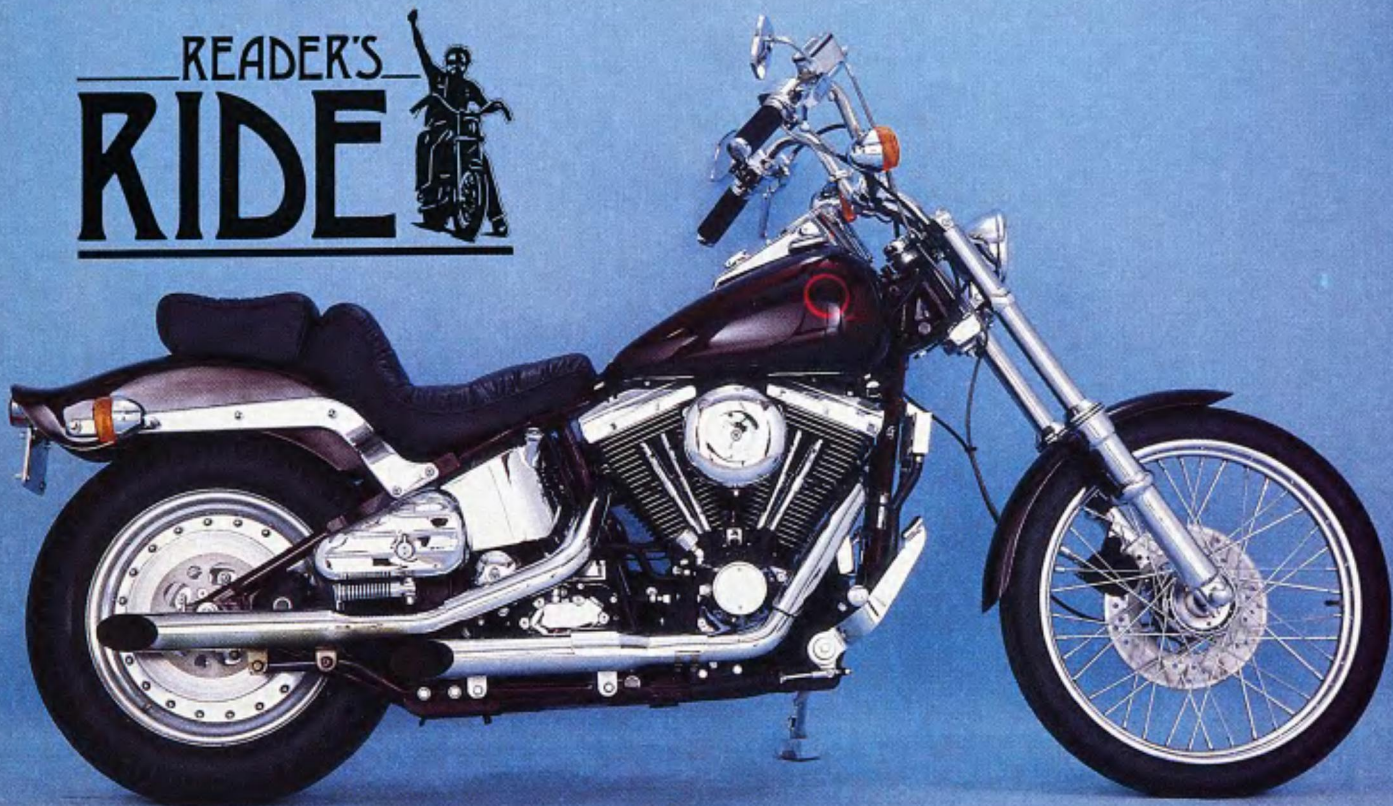


—from Mark Peirson, Dawson City, Yukon





READER'S
RIDE





Tom Stern, Van Nuys, California
1986 Harley-Davidson FXSTC

There is no more perfect example of the American Way than Tom Stern. Born and raised in Communist-ruled Budapest, Hungary, he was nonetheless instilled with the riding spirit at an early age. Cars were illegal at the time, so Tom's dad rode a 125cc Csepel (pronounced Chup-el). As a young tyke, Tom's first ride was his first wipe, but the love affair with two-wheelers was firmly instilled.

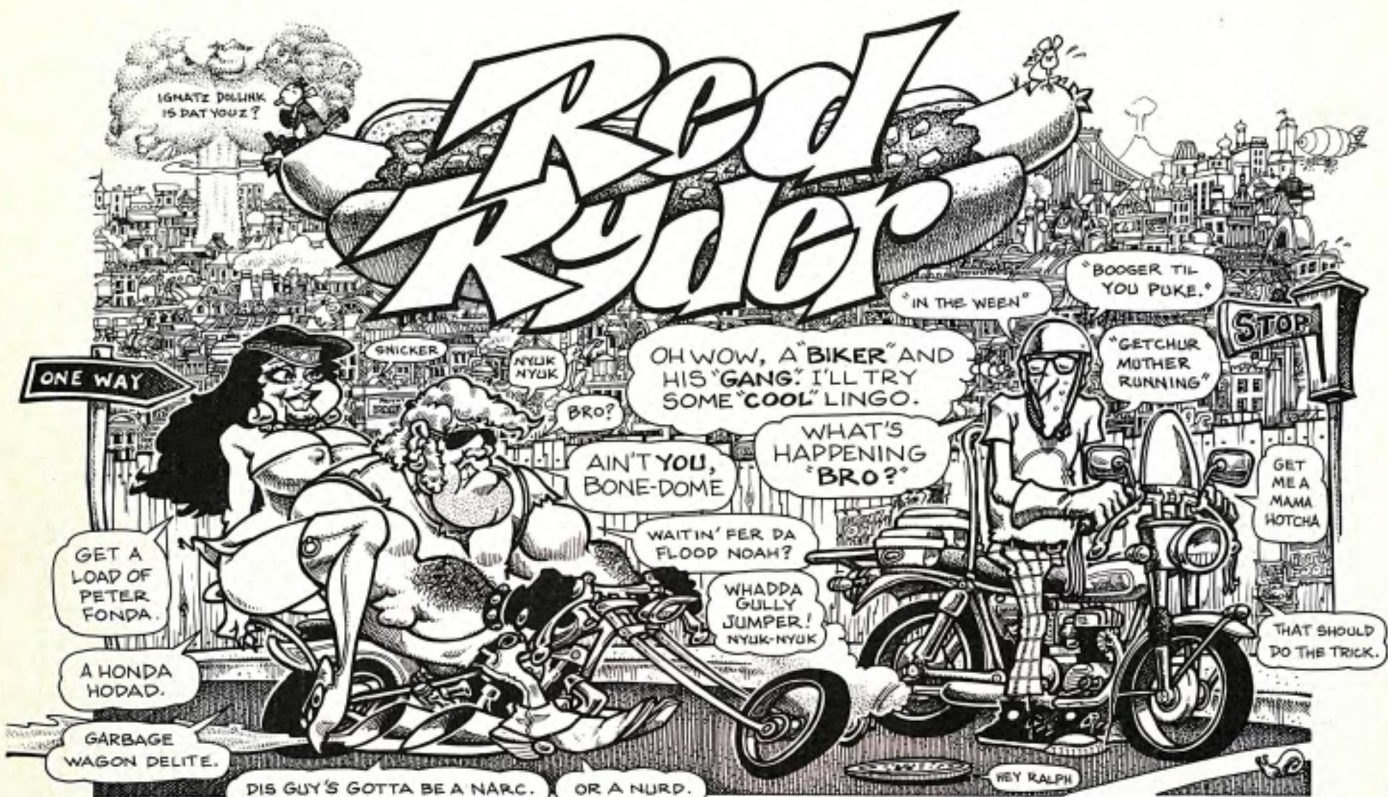
He came to America in 1957, where he got his first breath of free wind, and in '61 collected his first speeding ticket on a friend's Harley. Four bikes later, Tom's into an '86 Softail. He loves the traditional, stock look.

Stern works in the insurance industry and is proud to be an American citizen. He's amazed at the lack of respect most people have for their basic rights. He rides to freedom every day, getting out of the office environment and into real life.

—Ram Pan

Photos by Pete Chiodo





Two-Wheel Tale

Changing Weather

by P. L. Johnson

Well, the weather's changing; the geese are either flying south or heading back up north again. You can hear their voices in the early morning hours, and I know there'll be other sounds soon, not quite as pleasant. The first sign comes when I catch him pacing around the house a lot, and of course he doesn't realize that he's doing it. Soon he's grumping and growling, especially after having heard the geese himself. Spring's the worst, with fall almost as bad. But I don't get mad; it's just the gypsy in him, a little leftover from his ancestors — DNA at work?

I know his ride's ready; he's already spent a lot of time tuning the engine and polishing all the chrome he could find. The colder or wetter it gets, the more time he seems to spend cleaning it up. The kids and I have grown used to this routine by now. Just the idea of parking that horse for a few months seems to eat away at my guy.

But I found the cure and know exactly what to do. While he's trying to keep his daily schedule together, I start my planning. I often think he'd turn into another Attila the Hun if I didn't. As the days progress and I listen to him complaining about the cats, dogs, kids, house,

and job, it's all I can do to keep from laughing out loud. Instead, I pack his saddlebags, get him some cash together, and take his riding jacket out of its special place in the closet.

A few days before the weather gets snowy or rainy, I make my move. One morning over breakfast coffee, I hand him the road atlas — its pages turned to the Gulf Coast, of course — lay the cash on the table, and throw his saddlebags over the chair next to him. His eyes begin to sparkle with anticipation, and a smile comes to his lips.

It doesn't take him long to back the bike out of the garage and disappear. I can hear the sound of his pipes for a long time after he leaves — or maybe those are the sounds of other husbands leaving, too.

Now I'm sitting here by the phone; he'll be calling me any minute just to tell me of this day's adventure. Within a week, he'll be back, sweet ol' man I married so long ago; the wanderlust finally satisfied — until the next change of seasons, when the geese fly over the house again.

I give him his freedom as a gift; he gives me back a husband, father, provider, lover. Thank you, Harley-Davidson. ■



"Why don't you walk around a little and see how they feel?"

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Two-Wheel Tale

Cat Scratch Fever

By Jesse Tebo

Ridin' a Harley is a fact of life to me. Tamin' a cat is somethin' I ain't never thought about.

Just because you work for the circus, it don't make you no lion tamer. Or a trapeze artist.

I'm a welder, an' when I ride, I ride a Harley, an' when I walk, I walk right down on the good ol' earth. Things like tightropin' ain't for me — I figure, at its best, it's a damn good way to make a permanent exit.

So like I said, when I'm ridin', it's on the scoot. An' this day I'm mindin' my own business headin' to work, bleary-eyed, 'bout six in the mornin'. I round the corner goin' into the yard, an' just as I come to the gate, me an' my Super Glid[®] damn near run dead-on into a cougar! An' I ain't talkin' about the one Ford makes, with rubber feet. I'm talkin' paws, man!

What did I do? I shit my pants, whaddaya think?

Me bearin' down on 'im, motor rumblin', and that cat didn't fade an inch. Just sat right there. Then he tried gettin' on my lap!

Harleys scare a lot of people an' animals, I thought. Why not this cat?

Now this ain't no house cat, mind ya. The critter's bigger'n Rin Tin Tin! So I freeze until he decides to let go of me. I should be lookin' for a john, but there's more pressin' things to consider — like what the hell to do!

Well, calm down, I say to myself. You're at Venice, Florida's Barnum & Bailey Circus. There're lion tamers here — although I ain't so sure one's about to round the corner and save my ass.

Hey! Someone is comin' around the corner! The cat sees 'im, too — and goes for the guy's chest!

The rest of the workin' guys are comin' now!

So they corner the cat, an' one "brave guy" grabs his collar an' ties the "old man" to a tree.

I can't believe it! The thing's tame. Next day the guys are still talkin' about the "wild cat."

Ya know what I'm thinkin'... how am I gonna get the shit out of my drawers? Maybe I can get my ol' lady to wash 'em. ■

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PRETTY ON A PAN

Sometimes you never exactly know where an extended conversation is going to lead you.

“**H**i, my name is Debi. I'm supposed to be in some pictures. Is this the right place?”

“Yeah, you got here awright?”

“Should I take my clothes off now?”

“Sweet tits, you should always have your clothes off.”

“Where can I stash them?”

“The incinerator's out back behind the building.”

“Very funny. What do I do first?”

“Go over to that panhead and pretend like you're making love to it.”

“You mean like wrap myself around it?”

“Yeah, like wrap yourself around it. You're a real fast learner.”

“Wrap myself around *that*?”





"Yeah, around that old panhead."
"I had an ol' man with a panhead once, but it looked like a motorcycle."
"Listen, bitch, that is a motorcycle."
"You sure you don't mean *was* a motorcycle?"

"Right. You ain't gonna quit, are ya? Listen, I come up from Texas with that scooter."

"Did you use a van or a pickup?"

"Jeez, I sure love funny bitches. You know, you're lucky Spider's got a policy against runnin' shots of chicks with bruises and lumps. By the way, were you born with that mouth, or did you find it in an alley after somebody ripped it offa the original owner's face?"

"It's not my fault I always tell the truth. It's heredity."

"If *you* always tell the truth, I always piss sittin' down. What's heredity got to do with it?"

"My great-grandmother grew up in the Polynesian Islands, and the women there can't lie."

"I know I'll be sorry I asked, but why can't they lie?"

"They never learned how."

"They never learned how?"

"That's right. Women over there don't wear anything over their tits. So when they're young, they don't have bras to stuff Kleenex in, and they miss learning the art of deceit."

"No Kleenex, so they can't lie. Right. They could always lie about whether they're virgins."

"I'm not sure."

"You're not sure?"

"I'm not sure they know what virgins are."

"That's a damn shame. If they had more virgins, the world might have been spared you."

"That's nasty. Now you've hurt my feelings. Hey, would you like some pictures of me crying? I can cry real easy."

"Save the tears for somebody who really needs 'em. Like your boyfriend. Even I feel sorry for him."





Photos by Pete Chioldo

"I don't have a boyfriend right now. The last one went away."

"You sure you don't mean ran away?"

"Oh no, he didn't run away. He couldn't have run very well with his arms all wrapped up like that and those two guys hanging on to him."

"I'll bet those guys were wearing white coats."

"How did you know?"

"Bikers is psychic. Why don't you quit this shit?"

"Quit? We haven't even started yet. Besides, I never walk off the job — it's unAmerican."

"What's America got to do with it? I thought you was a Polynesian princess?"

"Sure, I'm a Polynesian princess, and that heap over there is Cinderella's chariot."

"Hey, if you're just gonna keep revvin' your mouth, why don't we go someplace where we can get more comfortable? You might be able to babble even better if ya weren't standing on your brains."

"What exactly do you mean by more comfortable?"

"Someplace where we can like get horizontal. You know, where I can get rid of these clothes."

"The incinerator's out back behind the building."

"Ah, fuck you."

"That's the first intelligent thing you've said yet. Why don't you fire up that righteous-fuckin' pan and ride me to a bed?"

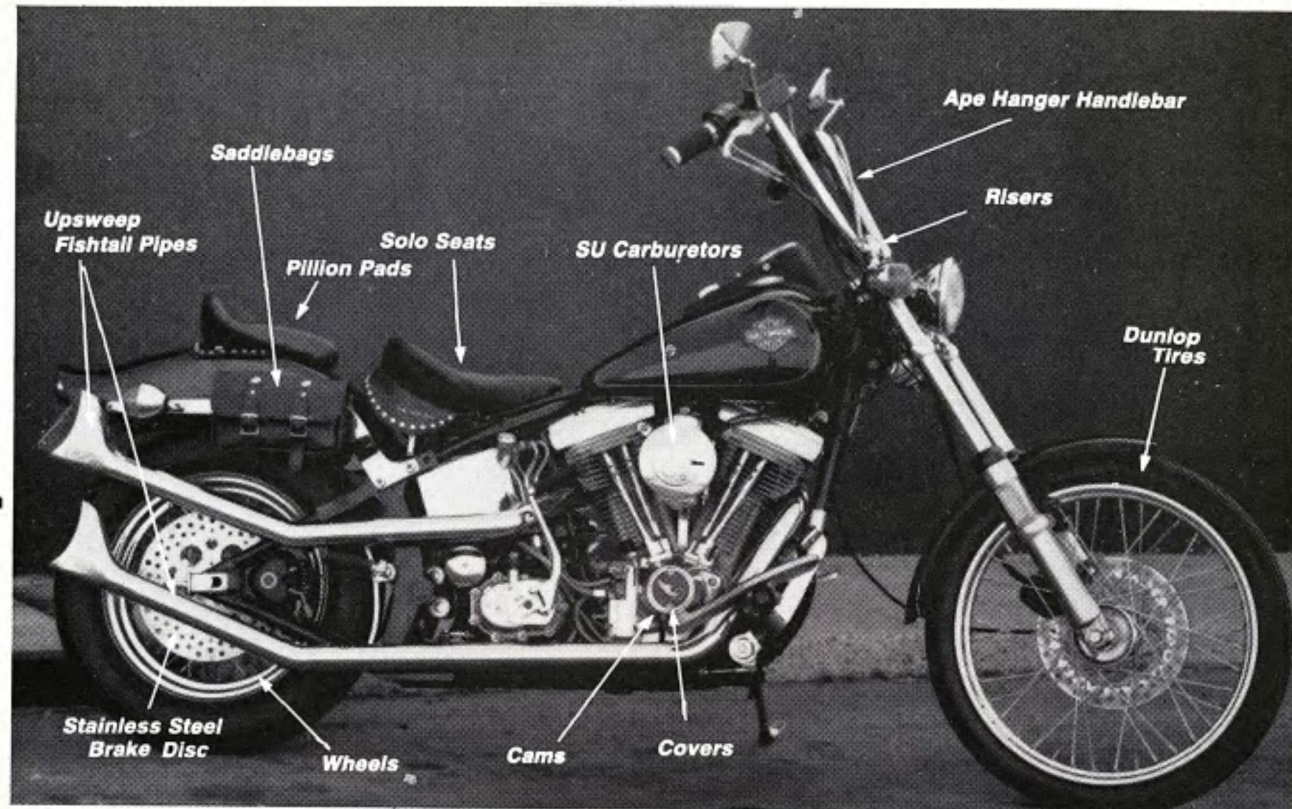
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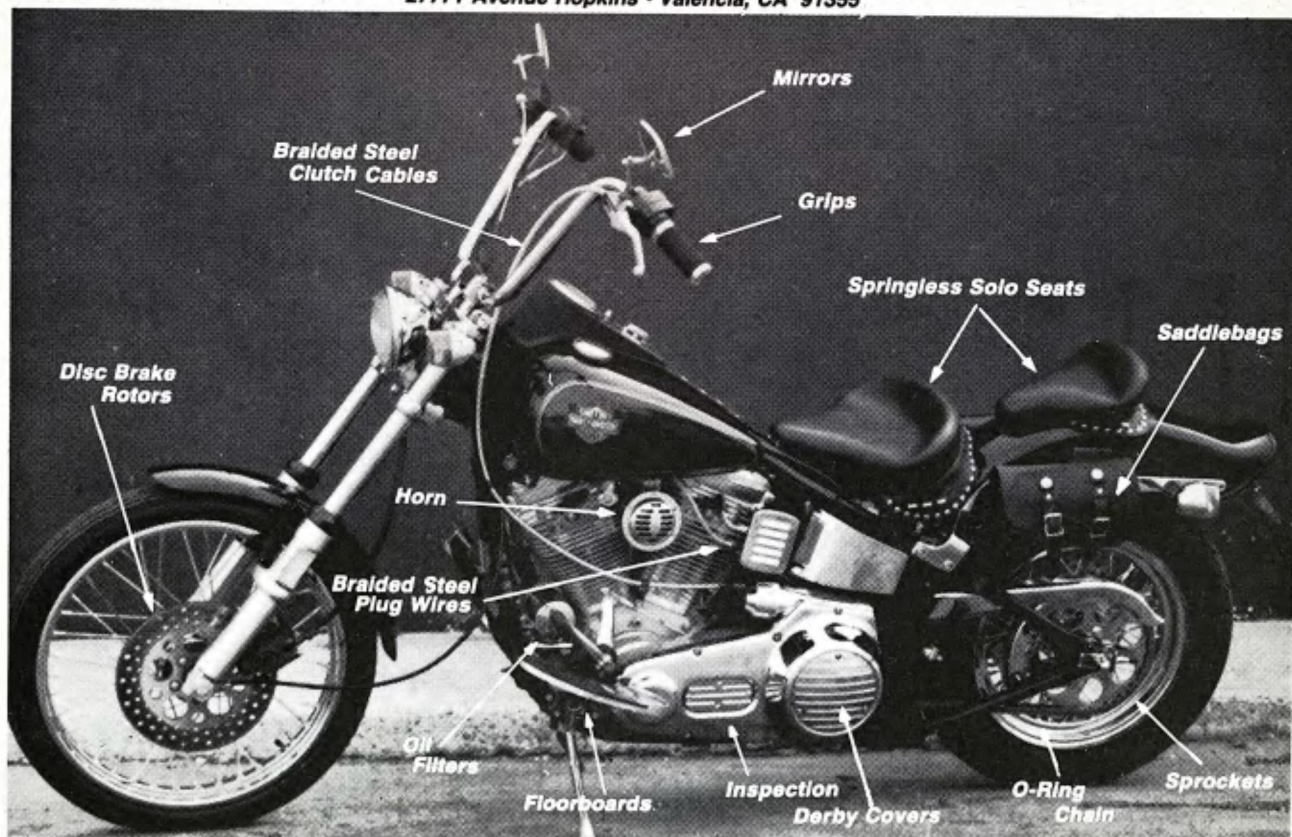


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Two-Wheel Tale

Livin' Cheap

by Tightwad Ted



Illustration by Duffy Duggan

Okay, so I'm so fuckin' cheap I wear my underwear inside-out before I take it down to the laundromat. I eat shredded cardboard instead of cornflakes, and I watch TV through the neighbor's window. Laugh if you want, but sooner or later, it happens to us all: your ol' lady goes temporarily nuts, maybe from that home brew you cooked up, quits her perfectly good part-time job in the hardware department at Penney's, runs off to Pensacola with a Redi-Mix salesman, and leaves you stuck with the rent on the hundred-and-seventy-five-buck-a-month luxury apartment you've been sharing.

Every spare cent you have is already spent on the essentials: gas, oil, beer, Twinkies. Short of handcuffing yourself to a paycheck or a new ol' lady (hopefully one with a little more class), how are you going to come up with the dough you need for frivolous bullshit like a roof over your head?

Back before I got evicted from high school for getting caught in the girls' locker room (I would've made it out if I hadn't tried the wheelie through the shower stalls), I read somethin' by this guy H. D. Thoreau. He set up a shack almost for nothing at a place called Walden Pond. The interesting thing was not

that the guy was a tramp (unfortunately, this was before the invention of the scooter), but that he listed how much he paid for everything he needed to build his hovel: eight bucks for wood, four bucks for a thousand used bricks, fourteen cents for hinges and screws (no, the metal kind), a penny's worth of chalk (don't ask me why), and some other shit. Built his mansion for a total of twenty-eight and change. My kind of guy.

The point is that you don't have to be broke to live cheap. You just have to think broke. Hone life down to the drive train, and ride bare-knuckled.

First, you need a place to live, right? How big? Think about it. You can only be in one place at a time, so the most rooms you really need is one. Any more than that is just wasted space that *you're paying for!* You can rent part of a basement, especially like a furnace room or crawl space, for a dime or two. Better yet is a garage or shed. Find one with no windows. The owner probably won't even know you're there.

It's also a well-known fact that landlords charge fifty, seventy-five, a hundred bucks a month — or more — extra just because a place comes equipped with plumbing.

Who needs it? If you're within walking distance of an all-night gas station, you've got it made. Otherwise, why do you think they call it a "can"?

Time for a shower? Sure, we can all use a yearly wash-down. Pick your place carefully — make sure it's got a drain in the middle of the floor. Then just connect a piece of garden hose to the neighbor's faucet whenever it's time to spray the crud off. Keep your clothes on; you can be getting them clean at the same time.

And you don't need anything fancy and expensive, like a sleeping bag or mattress, to sleep on. What's one of the most delicate things in the world? An egg! And what keeps eggs from breaking? Egg cartons! That's right, you can make a nice comfortable bed out of egg cartons, and you'll get up every morning "sunny side up."

Maybe, like me, you live in the northern part of the country, where it's cold half the year. You need some warmth in the place. But don't throw your money away on kerosene heaters, wood stoves, or charcoal. Some places in the world, they keep a cow in the hut. Cows do give off some heat, but they can also generate some pretty nasty side-effects. Imagine bringing some chick home and forgetting to remind her to watch out where she steps. Better than a cow is a Hog — just roll your scooter in after a hard ride and listen to those pipes crackle. The place'll be toasty in no time. This works especially well if you live in a garage. It's tougher if you have to muscle it up and down basement stairs, and if you're squirreled away in an attic, forget it.

All right, but what about those few months when it's hot out? You need a refrigerator, you say? What for, you miserable pussy, to keep the frozen yogurt from melting? Face it, the only thing you got to keep cold is the beer, and you can solve that problem by only buying a case at a time and drinking it all before it gets warm.

Speaking of food, you don't need to bother with plates and shit, since everything worth eating comes in cans: chili, tuna, crushed pineapple, Alpo — all of your basic food groups. You can open cans with a hammer and screwdriver, eat with a spoon, and never have to wash a single dish. Now, one guy I know insists on heating up cans of condensed New England-style clam chowder with his acetylene torch.

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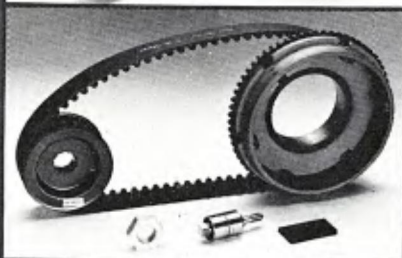
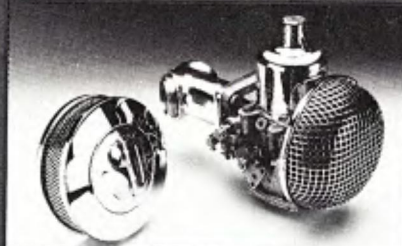
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Two-Wheel Tale

Continued

but he's the kind of pathetic wimp who takes the bus whenever there's a blizzard. Stoves, obviously, are for women and the French.

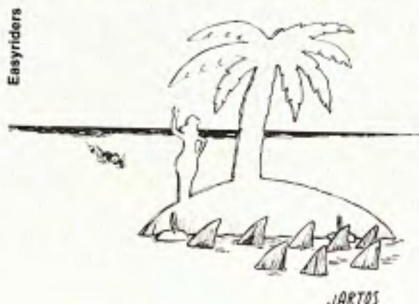
But man doesn't live by Twinkies alone. Not even by Twinkies, beer, and weed. And gasoline. And female companionship. No. Because you also got to have tunes! Maybe you think you need to go out and buy some 200-watt-per-channel monstrosity with graphic equalizer, compact disc player, and speakers the size of a Chicago Bears lineman. Are you kidding? Where are you going to get that kind of bread? Anyhow, the first time you wander down to the store to pick up another six-pack of groceries, some drug-crazed sewer scum will rip you off, and then you'll have to go through all the hassle of hunting him down, rearranging his vital organs, and toting your shit back home. Why bother?

It's a proven scientific fact that after two weeks of riding above straight pipes, the human ear cannot distinguish between a slide gui-

tar, a slide trombone, and a slide hammer. So what's the deal? Go out and paint the words "Absolutely No Parking" in big white letters on the pavement in front of your dump. Before the paint is dry, some mouth-breather will have abandoned a '65 Pontiac Bonneville there. Although the engine (if it has one) won't be worth shit, it is sure to have a perfectly good eight-track tape player.

Okay, so maybe they didn't make eight-tracks with Dolby stereo, but you can still pick up lots of great tapes cheap — Sergio Mendez and Brazil 66, Gary Puckett, the Sandpipers, all of your favorites. Just roll down all the windows and crank that baby up good and loud so you can hear it fine when you're inside

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your house with the doors closed. When the battery runs down, no problem. Swap it for one from another car. After all, you're sharing your music with the whole neighborhood, so why should they mind charging up the battery for you once in a while? An added bonus is that you can make a swell jacket out of the seat covers.

These are only a few suggestions. If you've been trampin' long enough, you probably have a few of your own to share. You know, like adopting wharf rats for pets instead of dogs. (They can be mean as the best mutt, they find their own food, and in a pinch, you can always eat 'em.) Or making reusable toilet paper out of old innertubes. Just remember not to violate the three basic rules of cheap livin': you never skimp on anything that goes in, on, or over your sled; you never stiff a bro; and you don't live as a supplicant, ward, or guest of the state, 'cause it just ain't worth it.

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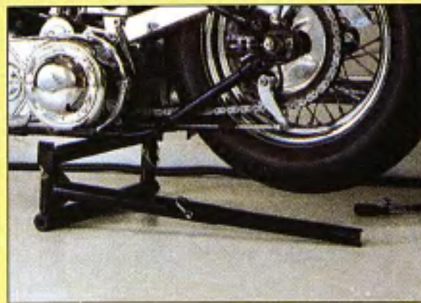
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INTERVIEW

Dave Zien: The Eagle and the Flag

From hell to the White House? No easy march, that, not even for a foot-calloused combat Marine. Not a particularly easy ride, either, even if your vehicle is a flag-flying Harley-Davidson.

From hell to the White House? That's a long, hard ride. How about hell to the state House? That's easier, a better place to start. Why not give it a shot?

So he did. He? Who? David Zien, that's who. David Zien, a Harley-riding ex-Marine from Wisconsin, who went through hell in Vietnam and last fall came within 250 votes of knocking a 16-year incumbent out of his seat in the Wisconsin legislature. And he did it on his Harley, wearing out 14 flags, clocking 16,000 miles, and giving innumerable free Hog rides to senior citizens in the process.

Dave Zien's passion for motorcycles began in high school and, if anything, became even stronger during his tour of duty in 'Nam, where he rose from an infantryman to E-5 sergeant, was awarded a Vietnam Combat Action Award, and won Leatherneck Magazine's Blues Award.

Returned to civilian life in 1970, Dave went through a two-year "period of adjustment," during which he pretty much kept to himself and his bike as he tried to sort out what he had seen in the war and reconcile it with the attitude of a public that seemed hell-bent on turning its back on those whom Dave calls the country's "warriors."

Having got his head back together, Dave became involved in numerous bikers and veterans groups and, as vice-president of the state Better Bikers Association, played a large role in getting Wisconsin's mandatory helmet law repealed. For over ten years he has been a member of the Wisconsin Governor's Motorcycle Safety Tech-

nical Committee, for seven years he was State Vietnam Veterans Director for the Wisconsin Department of the Veterans of Foreign Wars, and he was on the board of directors of the National Association of concerned Veterans for five years. Currently he's the director of the Taylor County Community Education Center in Medford, Wisconsin. In this post, he supervises vocational and other courses offered to nearly 4,000 students.

And then there's carrying the flag. Dave first proudly flew Old Glory from his bike at the national VFW convention in Los Angeles. Since then, he's ridden with it to Sturgis, the Wisconsin Capitol building, and, of course, throughout his campaign.

From hell to the White House? A lengthy and winding road, for sure. But never forget that Abraham Lincoln and Harry Truman were both ex-soldiers who were beaten in their first tries for elective office. And as Mao Tse Tung, the man who tried to kill Dave and all his bros in Vietnam, said, "the longest journey begins with the first step."

ER: When did you come back from Vietnam?

DZ: 1970.

ER: What made you decide to get involved in politics?

DZ: I started getting interested in politics when we were working to get Wisconsin's helmet law repealed. The big thing was probably the sense of exultation we felt at working to get rid of an unjust law and succeeding.

ER: What groups were you involved with then?

DZ: I was vice-president of the Wisconsin Better Bikers Association. We worked with ABATE of Wisconsin and other groups and individuals. We worked real hard all during 1975 and 1976, and we finally won repeal in 1977.



Photo by Don Woerpel

That showed me that the political system really does work, if you're willing to put in the effort to make it work. People do listen to the majority. It's like the old saying, "the squeaky wheel gets the grease." That was very evident in the helmet law situation. We made a lot of noise, and we showed that we were responsible and safe and cleaned up after our parties and all that, but we also showed that we weren't going to be pushed around.

In other words, we made a positive impression on the public, but we did it without selling out. We still let our hair grow and our beards grow, but we were very organized and very sincere in our efforts. The people who got to know us, the legislators who repealed the helmet law, knew that. They could tell that we weren't going to follow the path of least resistance and accept having to wear helmets as inevitable. We were movers and doers. One thing that surprised them was that we came from so many different backgrounds. Some of us were highly educated, some were blue-collar workers, some were Vietnam vets. . .

ER: Did you get more respect because you had some vets in your group? After all, the war had only been over a few years then.

DZ: Yes and no. In those days, Vietnam vets weren't looked up to like they are today. . . there was a lot of ill feeling. But still, in that particular legislature, some of the members had strong positive feelings towards Vietnam veterans.

ER: When did you start riding?

DZ: When I was 14 or 15. I started with a Wards 49cc moped, and it just changed my life. A few years later, I even wrote a poem about it. When I grew up from that moped to a real scooter, I changed the cycle parts in the poem to Harley, and I have been known to get up at biker parties and recite it at the top of my lungs. Everybody always loves it, too.

You know, whenever I had a chance in Vietnam, I'd always want to get out a Jeep or a truck and drive somewhere, just to feel the wind in my face. I'd always fantasize I was on my bike, just cruising. You know how that wind is on your face and going through your hair, and your chin is up, and you're on top of the world. I just love that feeling. . .

We were right on the DMZ; we could see North Vietnam a lot of times. Whenever there was a nice wind, I'd face into it and close my eyes and think about being on my bike. You see, people into motorcy-

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I guess I've always felt that, especially in Vietnam. After I left Vietnam, I was stationed at Camp Pendleton in California for three years. I had guard duty, three days on and three days off. On those three days off, I would just get on my scooter and cruise and cruise. I'd just go to San Francisco or the Sequoia National Forest. Twentynine Palms, Yosemite, Tijuana, Death Valley. Anywhere that two wheels could take me. I did a lot of traveling while still in uniform.

ER: What did you do after your discharge?

DZ: I rode my bike back to Wisconsin and partied for a couple of years.

ER: Just partied?

DZ: Yeah, that's about right. I never cut my hair or my beard in those two years, either. Looking back at it, I think it was just my way of getting back, of retaliating, of rebelling and living the way a lot of the anti-war demonstrators were living while I was over there fighting.

ER: What unit were you in?

DZ: Yuma Company, Third Battalion, Fourth Marine Regiment, Third Marine Division.

ER: Still got it memorized pretty good, right?

DZ: Yeah. I was. . . I considered myself an expert point man. I loved being point because I wanted to live, I wanted to come back to the United States. Somehow I believed I was more conscientious than some of the other guys. Maybe we all felt like that and just didn't realize it. I don't know, but I do know I didn't want to leave my bones over there.

Sometimes I'd have nightmares that I was getting my throat cut, and I've had them all these years since.

ER: Were those just random nightmares, or were they based on things that had happened to some of your bros?



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DZ: We had some pretty hairy ambushes. One time my unit got overrun on what we called Witch's Tit, [an encampment] not too far from the Rock Pile in Kheshan. The NVA came through with sappers. They overran our unit and wiped us out pretty good. I think some of the nightmares started with that.

ER: Are the nightmares the only symptom of post-traumatic stress you had after you came home?

DZ: I had a hard time adjusting to

want to get in contact. See, we didn't want to risk getting killed or wounded when the thing was winding down.

We'd go outside the concertina wire, outside of the perimeter, and we'd just kinda hang tight. Some of us would see smoke coming from up in the hills, and we knew we were supposed to go up there and look... but we never went up there. And sure as hell, that's where the gooks came from when they overran

complete rebellion. Aside from that, which was really something you had to work out for yourself, what was the hardest thing you had to adjust to?

DZ: The hardest part was always remembering what had happened and feeling responsible for it and not being able to talk about it. Look, any warrior that comes back from a war, any veteran, no matter what they've done in war, it's rationalized... it's justified, atrocities happen in every war. But in Vietnam, we did not win; we lost it. So people took after the warrior, resented the warrior. Subtly, unconsciously, and even overtly.

And that made me defensive about Vietnam. I was always trying to explain that it was right, to prove that those Marines didn't die in vain, and that it was a worthy cause.

ER: What got you past that?

DZ: A big part of it was my bike. It enabled me to be by myself, to be one-on-one with the environment, at ease. After a couple of years, I started joining biker organizations, and that helped me. A lot of vets have done that, and it really helps. I also started being active in veterans groups.

But the first couple of years after I

"I have a belief that the wind is the soul of all living things... trees, plants, flowers, people — all of that soul is carried on the wind. I guess I've always felt that, especially in Vietnam."

what happened to my unit that time we were overrun. Even after all these years, it's hard to adjust to. I guess I felt kind of guilty...

ER: Because a lot of your buddies were killed and you survived?

DZ: Yeah, that was part of it. But the thing is, President Nixon had his phase three troop pullout going at that time. We knew there were gooks up in those hills, but we cut our patrols short because we didn't

us, right from those hills were the smoke was.

They'd been up there cooking meat or monkeys or something, and when the Pentagon pulled the whole Third Division out, there were a lot of guys that weren't alive to go. That was hard to take.

ER: After your discharge, you rode your bike from California back to Wisconsin and went into what you've called your two-year period of

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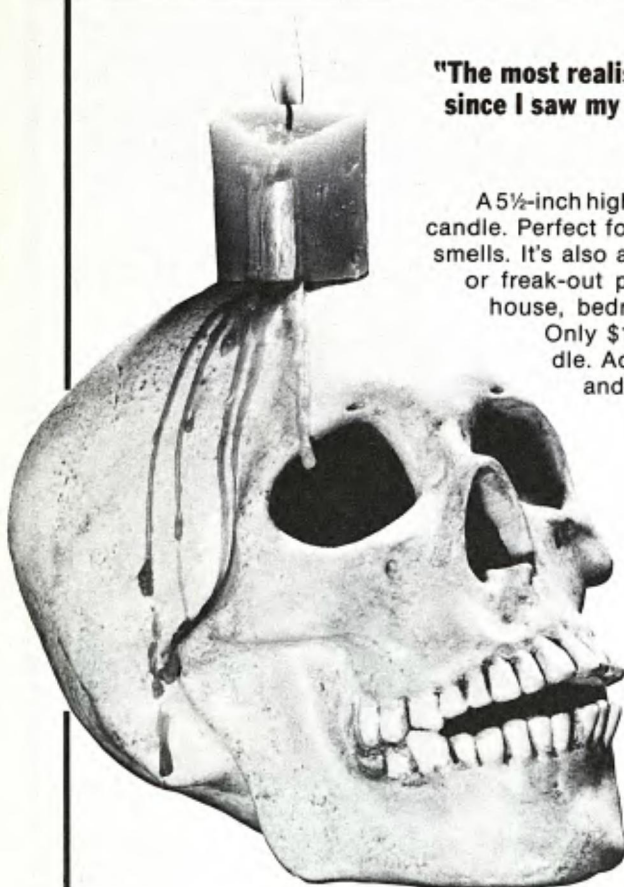
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got out in 1970 were really oblivion. I was enrolled in college, but I was just barely scraping by. After I started getting active again my grades went up to A's and B's.

But those first couple of years . . . nobody understood what was happening to us back then. And the war was still going on, and I couldn't even stand to watch TV, because something on the war might come on. A lot of Vietnam veterans couldn't. . . they couldn't listen to TV, or watch TV, or listen to the radio, or look at the newspapers. I was just one of the many. I stayed away as far as I could.

ER: Why do you think that was? Were you afraid you'd see a picture of somebody you knew being loaded into a body bag, or was it guilt feelings, pure and simple?

DZ: I always felt that I should have been over there. That I should have gone back. I always felt like that. And I guess I always felt bad that other people, other Marines, were dying. And I always felt that we weren't there to win, that we were just there to make a showing.

ER: It seemed to me that the guys pulling the strings in Washington were more concerned about the effect their decisions would have on the American public than they were about whether they were making the correct decisions militarily.

DZ: I think they were. I think the protests made a big difference. I'll never forget what it was like over there when Kent State went down. A bunch of the guys in our unit just jumped up and cheered and clapped. They were cheering that some of those college students had finally gotten it.

Here were Marines who had been fighting to save America and they were *cheering* because Americans had been killed. As I look back on it, I can see that it was kind of a defense mechanism, a form of retaliation that was being voiced out. That's another thing that reflects back on all those warriors who served. Those warriors had to internalize all those feelings over all these years. And in internalizing it,

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different ones of us had different scapegoats, different ways of getting the frustration out. For some it was suicide, for some drugs, for some alcohol, for some bizarre behavior. Some just retreated into themselves and got ulcers and high blood pressure. Some took it out on other people, their families, their friends. It (the uncertainty of why we were fighting) reflected very seriously on the warriors as well as the people at home.

ER: Did this obviously deep feeling you have for your fellow Viet vets and the way they've been treated have anything to do with your decision to enter politics?

DZ: To an extent it did. But overall I did it because I want to help out wherever I can. I don't think any officeholder should speak for himself; he should be the voice of the people. And that's what I want to be... a linkage or conduit between the lawmaking process and the people who are on the receiving end of all those laws.

In my campaign, I did bring up the issue of veterans on occasion, but I didn't stress it all that much. I talked a lot about what constitutes proper representation — about the importance of electing people who have had a diversity of experiences,

who have a vision for a better future.

ER: Clearly, you didn't work all this out in your head the day before you announced your candidacy. I would guess that these concepts were developing ever since you got out of the Marines. What made you decide to step forward from the ranks of the biker rights groups and veterans groups you were working with and put yourself forward as a candidate for public office? What makes you think Dave Zien will be better as a leader than a follower?

DZ: I worked as a farmhand, as a longshoreman, a roofer. I went to college, I took care of a child care agency, I was a veterans counselor for seven years. Because of these diverse experiences, because of all the different kinds of Americans I'd served with in the Marines, I felt that I knew people from every walk of life, that I would be an effective spokesman because I'd been in their shoes.

ER: What made you decide to make your Harley such a major part of your campaign?

DZ: It's American. It's something purely and simply American. People all over the United States, and especially in Wisconsin, feel a lot of bitterness over foreign products, par-

ticularly Japanese products. And there's so much pride and prestige in Harley-Davidson. It's an American motorcycle, it's an American dream, and it's a real link to our past.

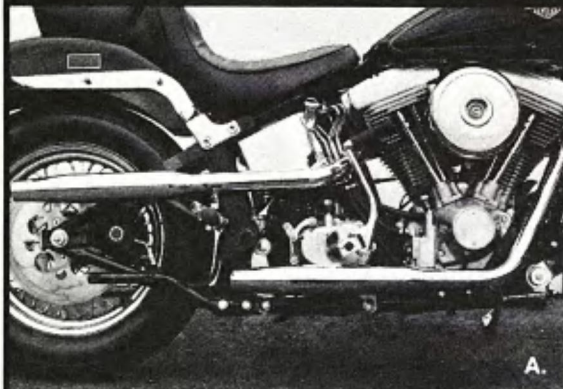
When I made my campaign announcement, I talked a little bit about explorers. Particularly, the French-Canadian pioneers who discovered this part of Wisconsin in the late 1500s and became trappers for the big fur companies. They're an important part of our past. How they lived, what they did, had a lot to do with making this part of the country what it is today. The same is true of Harleys and what they represent.

On a Harley, you are as true a red-blooded American as anyone can be.

Riding that Harley and flying that flag just got an immense amount of attention and introspection from people. People could examine themselves, be reminded about what being American meant to them. I had people salute, people would put their hands over their heart, people would wave... all the time, all the time.

In our next issue, Dave Zien describes his unique two-wheeled campaign for office and talks about his future political plans. ■

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Puss: Third time's the charm. Let's get in the wind together again. Mullet.

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Dutch Shultz: Happy birthday, April 24th! Your dad, "Knucklehead" Rider.

Rayme David: Haven't forgotten our B.C. time. What's lost in Albuquerque is here. No strings. Let me help. 304-466-2247. P.W. (168)

Laree: I love you and always will, baby. Even tho' you're a fish! Love, Jimmy J.

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DOWN THE ROAD

Here's your guide to what's happening "down the road" into the future. To have your club or organization's event listed, get the information to us at least three months beforehand. We are as accurate as possible, but events are often canceled, moved or rescheduled after publication. If you're goin' a long way just to catch a specific event, it pays to contact the sponsors a week or two ahead of time to make sure that everything's still cool. Send info on your upcoming parties, runs, and other events to **Down The Road**, c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301.

MAY

May 2 — TATTOO PARTY five miles south of Russell, Kansas, on Highway 28 (follow signs). Starts at 10 a.m. Door prizes, live music, beer, camping. Neutral grounds. Sponsored by Ride The Iron MC, Box 454, Russell, KS 67665.

May 2 — GOOD SAM RUN to benefit the Good Samaritan Hospital. Sponsored by the Tacoma and East Pierce County chapters of ABATE of Washington. For info, call Mike at (206) 537-3457.

May 2 — SWAP MEET at the New Oxford Social Club Pavilion, New Oxford, Pennsylvania. Sponsored by Mason-Dixon Chapter, ABATE of Pennsylvania. (717) 334-4670.

May 2 — SPRING DANCE at the VFW Hall in Sussex, Wisconsin. Live music, free beer, starting at 7 p.m. Sponsored by ABATE of Wisconsin.

May 2 — OPEN HOUSE AND BIKE SHOW at O.C. Shreffler and Son's, 46 E. Division St., Manteno, Illinois. Special guests: Tamara Ja'nell, Miss Harley-Davidson 1986, and her successor.

May 2-3 — 9TH ANNUAL TEXAS HOG RALLY at Texas Raceway, Fort Worth, Texas. Camping available. For more info, write H-D News, Box 6, Covington, TX 76636. (817) 687-2751.

May 2-3 — BIKE SHOW AND SWAP MEET at the Adams County Fairgrounds, Hastings, Nebraska. Sponsored by District 8, ABATE of Nebraska, 1838 Bateman Ave., Hastings, NE 68901. (402) 463-6951.

May 2-3 — BIKE SHOW AND SWAP MEET at the Picton Arena, Picton, Ontario, Canada. For more info, call Kevin, (613) 968-6271.

May 3 — SWAP MEET at the Boone County Fairgrounds, Belvi-

dere, Illinois. Eleventh semiannual event, sponsored by the Brothers MC, Box 72, Belvidere, IL 61006. (815) 544-3666.

May 3 — HELMET PROTEST sponsored by ABATE of Hudson, New York. Thirty-five-mile run followed by a party. All participants are requested to bring an American flag. For more info, write ABATE of Hudson, 2 Roxbury Rd., Chatham, NY 12037.

May 3 — SWAP MEET at the Trexlerturn Fire Company, northwest corner of Routes 222 and 100, west of Allentown, Pennsylvania. Sponsored by Lehigh Valley Chapter of ABATE of Pennsylvania, Box 187, Tower Rd., R.D. #2, Ottsville, PA 18942.

May 9 — POKER RUN in Charleston, West Virginia. Spring Fever Run begins at Shawnee Park (take the Dunbar exit off I-54), with registration from 9-11 a.m. Proceeds to Special Olympics. Over \$1000 in trophies and prizes. Sponsored by Capital City Civitan Club.

May 9 — SPRING KEG PARTY sponsored by ABATE of Broome County, Box 41, Kirkwood, NY 13795. Write for info and location.

May 9 — POKER RUN leaves VFW Hall in Farmington, Wisconsin in the a.m. Proceeds go to local Food Pantry. Sponsored by ABATE of Wisconsin.

May 9-10 — ANTIQUE CYCLE RALLY at the Hidden Valley Campground in historic Dahlonega, Georgia. Historic bike display, poker run, field events. All may attend, but competition limited to pre-1970 bikes. For info, call John Landstrom at (404) 923-0066.

May 10 — SHOW AND SWAP MEET at Ricks Armory, 4700 W. 8th, Little Rock, Arkansas. Sponsored by ABATE of Arkansas. For info, call John at (501) 868-5890.

May 10 — HARLEY HOMECOMING at the Great Lakes Dragway, Union Grove, Wisconsin. Harley-only race, show, and swap meet. For info, call Broadway Bob at (414) 462-5520.

May 11 — BIKER RIGHTS RALLY in Harrisburg, Pennsylvania. Sponsored by ABATE of Pennsylvania, Box 15226, Harrisburg, PA 17105-5226 or call (717) 761-6680. Please include SASE when writing for info.

May 17 — BIKE SHOW AND SWAP MEET at the Kalamazoo County Fairgrounds, Kalamazoo, Michigan. For info, write to T.G. Promotions, 423 Parker Ave., Kalamazoo, MI 49001.

May 17 — SWAP MEET AND SHOW at the Wintergarden Ballroom in Dallas, Texas. Features include antique and custom show, door prizes, and free ham and beans. For info, call Bob Bagwell at (817) 488-9133.

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Primo Products, Inc., 6416 S. Western Ave., Whittier, CA 90606. (213) 692-8944. (178)

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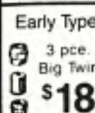
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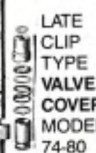
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Two-Wheel Tale

Hang In There by Hardway

My first contact with two-wheeled society came when NBC decided to air the "Then Came Bronson" pilot.

Anyways, I was hooked.

But for some reason, my dad seemed to keep his cool about the whole thing, though at the time I didn't really know why.

I was in for a revelation.

One day my sister's boyfriend and his buddy came over to impress her with how bad they were with their new motorcycles (I think they were Hondas or somethin').

Anyhow, my dad happened to be there, so they decided that it'd be a good way to show him how cool her friends were.

My dad asked if he could ride one.

I guess they figured it might be cute to let the little old man ride the big, bad pieces of aluminum.

You could see them smirkin' at each other as he asked where the shifter and clutch were.

They had to stifle a laugh when they had to show him where the starter button was.

Their smirks left their faces as he revved it to redline.

They were about to save him from killin' himself, when he popped the clutch, smoked the rear tire, and did the baddest burn-out I've ever seen to this day.

When the smoke cleared, my dad was out of sight, and the only thing left was a black tire mark in our driveway.

The two bad dudes had their mouths wide open when my dad came back a minute later and told them it didn't seem to have much spirit, did it?

When they left, in silence, it was as if they were kids that had just found out there wasn't a Santa Claus.

Years later, when I was lookin' through some of our old family albums, I found a bunch of old photos showin' my dad and his buddies in the 1930s.

I was shocked to see him on an Indian Scout.

Of course, he shrugged it off.

But when I bought my first scooter, I finally found out why he had been so cool.

But that's another story. Till them, hang in there. ■

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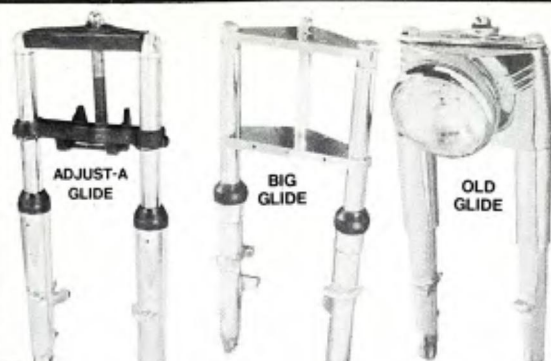
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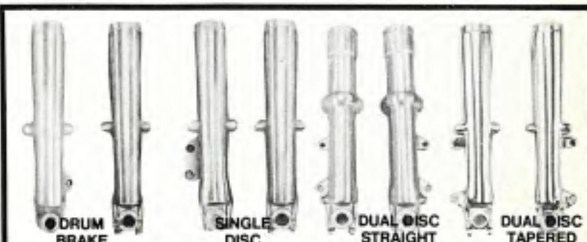
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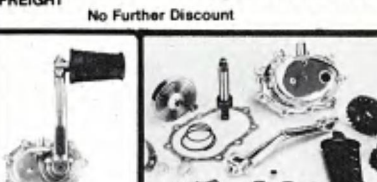
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- 45800-50 Lower Legs (2) Drum Brake... 49" FL, FXWG \$275.00
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NOTE: All lower legs are designed to utilize both early and late damper tubes.

No Further Discount

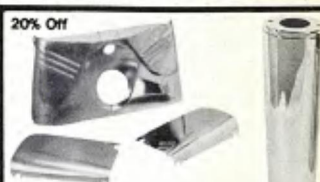


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- 33157 Kickstarter Kit, comp. w/o cover... 57-70 XL \$119.95
- 45-0710 Kickstarter Kit, elec. w/cover... 71-73 XL \$175.00
- 45-0711 Kickstarter Kit, kick w/cover... 71-73 XL \$175.00
- 45-0712 Kickstarter Kit, elec. w/cover... 73-76 XL \$175.00
- 45-0713 Kickstarter Kit, kick w/cover... 73-76 XL \$175.00
- 45-0714 Kickstarter Kit, elec. w/cover... 77-78 XL \$175.00
- 45-0715 Kickstarter Kit, kick w/cover... 77-78 XL \$175.00
- 45-0716 Kickstarter Kit, kick & elec... 79" XL \$175.00

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- 46283-49 R/R Fork Panel... 49-59 FL \$19.95
- 26-752 R/R Fork Panel... 49-59 FL \$19.95
- 46281-49 L/R Fork Panel... 49-59 FL \$19.95
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TOP TRIPLE TREE COVERS

- 45741-50 Triple Tree Cover... 49-59 FL \$15.75
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READER'S RIDE



**Buck Spicer, Ellenton, Florida
1970 Harley-Davidson FL**

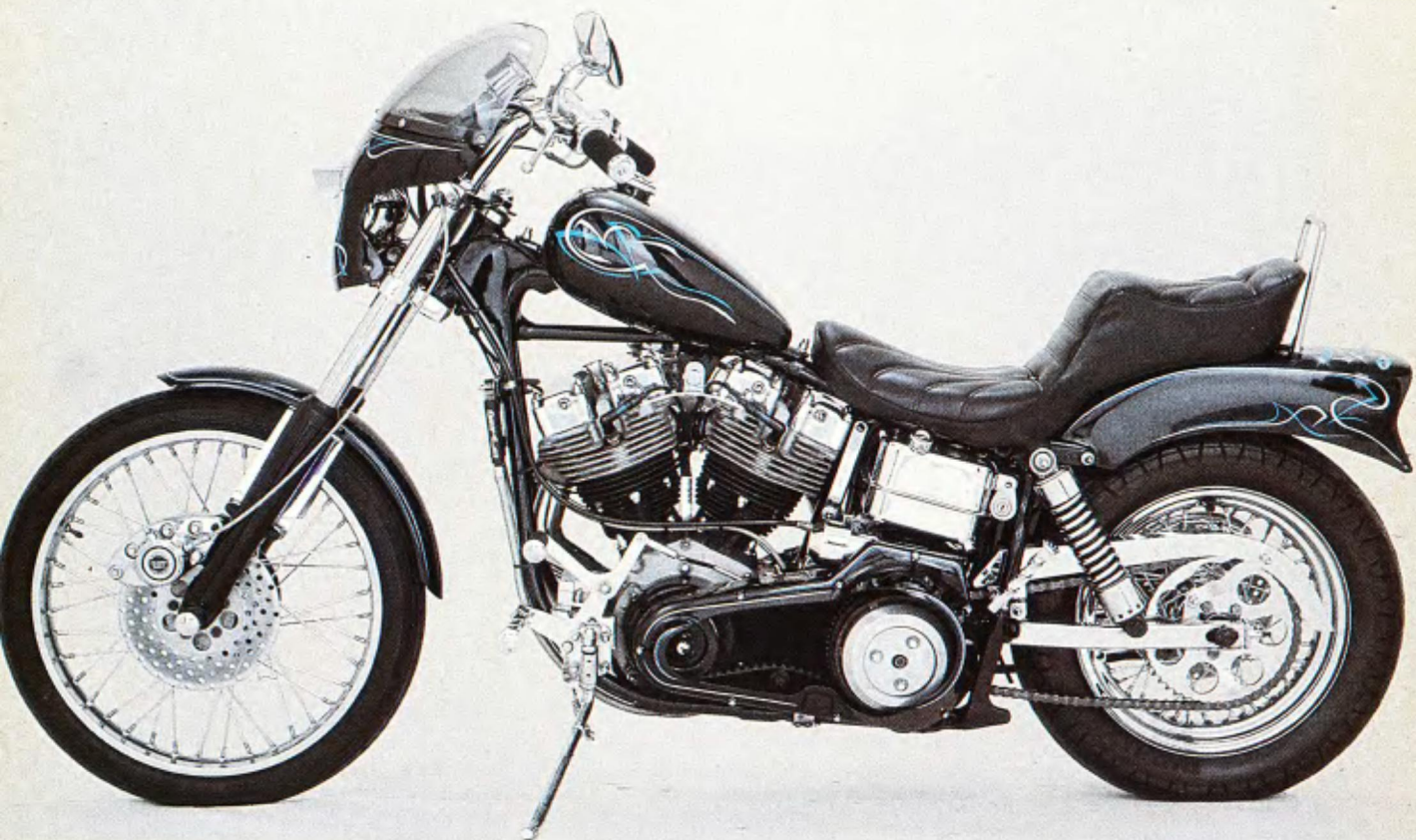
This is one bro who knows the meaning of flying high and running low. Buck is familiar with the layout of the roads from a pavement angle as well as from an eagle's viewpoint. That's right, the man's as handy with the controls of his drag bars behind the fairing, seated on his Corbin-Gentry, as he is in his airplane, scopin' out road hazards like Florida's famous sinkholes.

Living on the southwestern edge of Florida's Tampa Bay, Buck has equal access to all of the Sunshine State. Centrally situated, he's a quick blast up I-4 to Orlando and on to Daytona, or down south to the 'Glades for a little "gator wrasslin'," or all the way down to the Keys for some rasta and rumba. Them gators bail when Buck blows by.

Buck calls it his mini-dresser, and I don't know why. I mean, it ain't exactly loaded down like the image I have of a garbage barge, but whatever. Buck and his friend Carl collaborated on the fabrication and setting up, with Daniel Boone doing the trans work and Terry taking care of the molding and the polyurethane-and-acrylic paint job.

—Wahoo





Photos by Pete Chiodo



Let's face it — there's a lotta dudes out there who are never satisfied with havin' just one woman on the line for any extended period of time. They wander from one split-tail to another, dippin' their tools into every beaver-burrow they can find that ain't got a pick-proof chastity belt guarding it. An' quite a few folks think that that's the only way for a man to be.

I lean in that direction, myself — it always seemed to me that I'd be shortchangin' a sizeable parcel of all the young belly-rubbers if I didn't bury the family jewels into as many pulsatin' pleasure pads as I could before cashin' in my last chips — an' it never even mattered too much to me that most of the broads I seem to end up flailin' the ax with don't appear to appreciate my dedicated attentions maybe as much as I



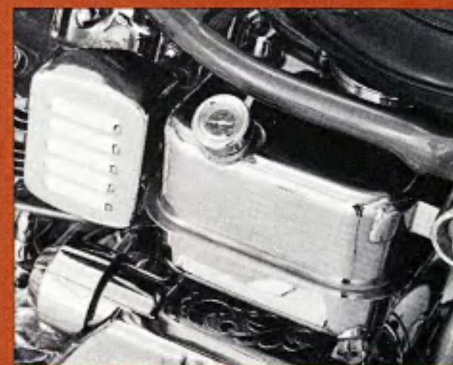
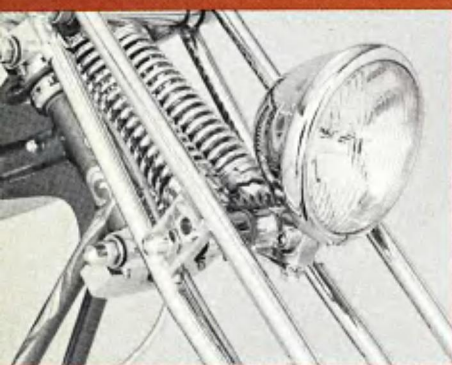
LADY IN R

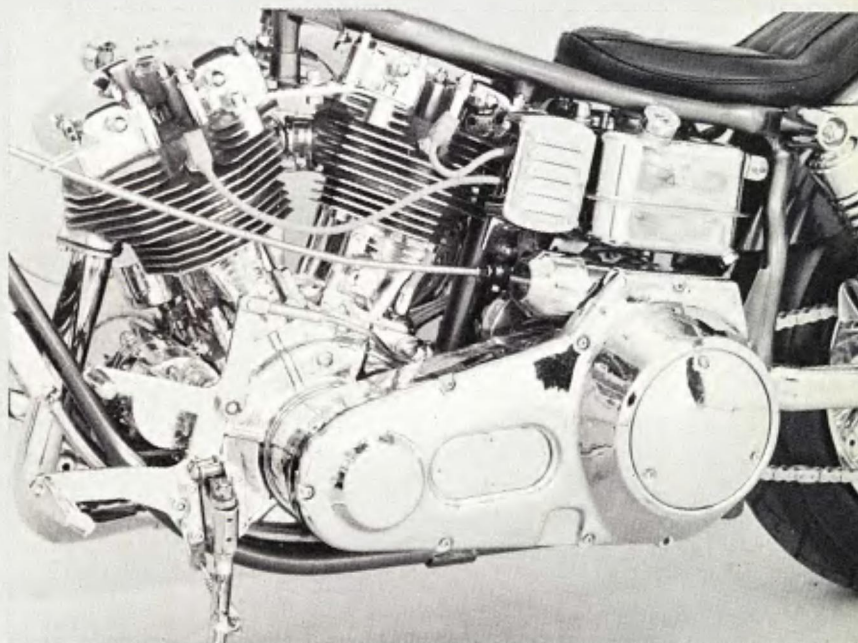
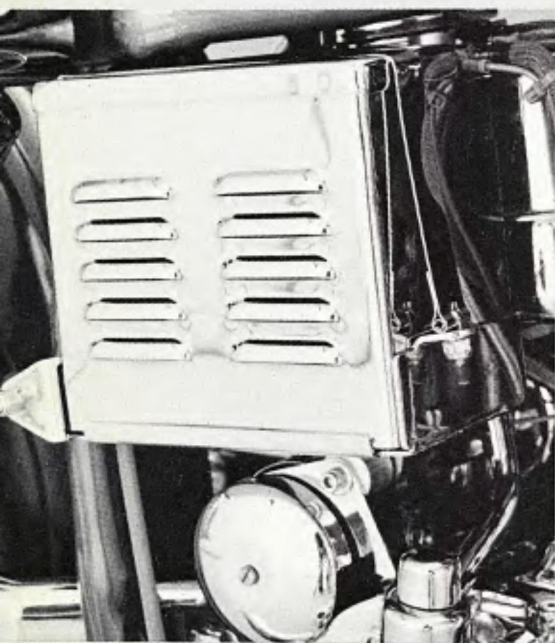
This Connecticut bro has found true love in his iron



ED







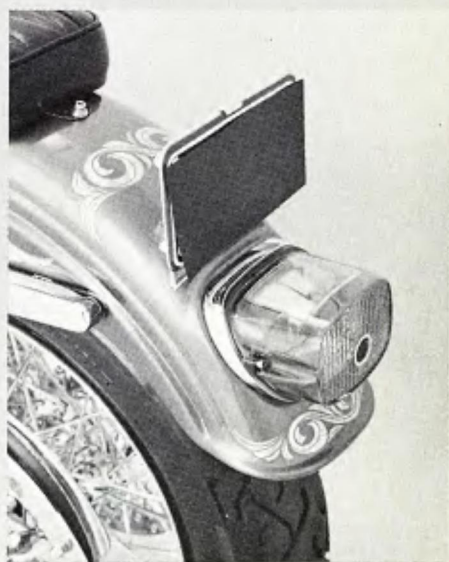
think they should. I just consider it my humble and lonesome call-in' in life, thankless one that it is.

That's my personal outlook, anyway. At least it's the way I see it when it comes to the ladies — but scooters, now, are another brand of bitch completely. Ya find yerself a good one, an' ya latch onto that Milwaukee honey, bravin' hell or high water for her, an' ya treat her in all the right ways and places, and yer gonna have a faithful, lovin', sweetheart of a steel-an'-chrome bride that will still tickle yer oysters long after ya've started to fergit what they're for.

A sled like Pete's blemish-free shovelhead, for example. When

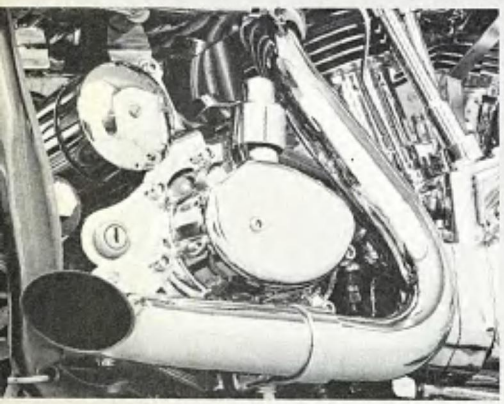
he first flashed on her, back around Thanksgiving of 1972, he knew right away that she had to be his and only his. Today, over 14 years later, ol' Pete still smiles like a moonstruck kid whenever he swings a leg over her saddle, and frankly, it got to be downright embarrassing in Daytona last year, 'cause Pete was whisperin' sweet nothings into her Weber carb when he thought nobody was listenin'.

"I'm never gonna sell you," he'd promise her, strokin' her float bowl. "I'll still have you on the day I die. Just you an' me, sugar cherry plum, forever and ever." Then he'd reach down and give her a slow finger-rub between her 87-inch jugs, and ya'd





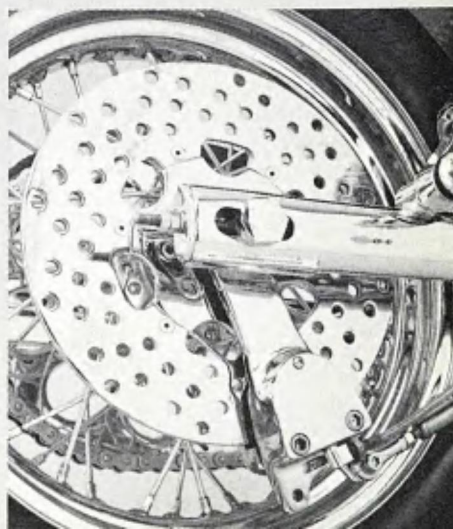
Photos by Pete Chiodo



swear that that silver- and gold-leafed frame would give a quick shudder, and that the oil under the primary would start to drip a little faster than before. Shit, just watchin' the way Pete'd slide the ignition key in her made ya feel kinda like a window-peeper, an' that faraway, lip-bitin' look on his face when she'd fire up was enough to make ya reach for yer trusty snog.

True love, plain an' simple.
Now, if they only made women like that. . .
—Rapper

Owner: Pete De Crescenzo		City: Sandy Hook, Newtown, Connecticut	
General		Frame	
Fabrication by: owner		Year: 1967	
Year and make: 1967 H-D		Builder: H-D/Arlen Ness	
Model: shovelhead		Type: swingarm	
Value: priceless		Rake: no rake	
Assembly by: owner		Stretch: some	
Time: 14 years, off and on		Other alterations: Astro Welding by Mouse	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: girder bars	
Year: 1967		Risers: none	
Model: shovelhead		Fender(s): bobbed	
Rebuilder: owner		Headlight: H-D	
Ignition: points		Taillight: H-D	
Displacement: 87 cu.in.		Speedo: none	
Lower end: S&S		Front pegs: Drag Specialties	
Balancing: Andrew		Rear pegs: Drag Specialties	
Pistons: S&S		Electrics: owner	
Cases: STD		Gas tank: Arlen Ness	
Heads: Manley valves		Oil tank: H-D	
Cam(s): Sifton 485		Oil system: H-D	
Lifters: solids		Primary cover: H-D	
Carb(s): Ingelese Weber		Seat: Drag Specialties	
Air cleaner: velocity stacks		Sissybar: fender struts	
Pipes: gooseneck		Height: tapered	
Muffler(s): none		Material: steel	
Transmission		Forks	
Modifications: Andrews gears		Type: girder	
Year: 1967		Extension: 16 in. over	
Shifting: left foot		Builder: P&P	
Engine sprocket: belt drive		Special features: dual shocks	
Trans sprocket: 23		Wheels	
Wheel sprocket: 51		Front	Rear
Painting		Size: 19 in.	Size: 16 in.
Molding: Cycle Fabrications		Hub: custom	Hub: H-D
Painter: Cycle Fabrications		Rim width: 3 1/2 in.	Rim width: 5 in.
Color: Candy Apple Red		Tire: Avon	Tire: Avon
Type: lacquer		Brake: Hurst	Brake: Sifton
Special paint: mural, gold leaf, silver leaf, and scrolling.		Other special modifications: Arlen Ness swingarm, engraved license plate bracket, rocker boxes, fender struts, points cover, inner primary. Special Thanks: Chris Rasile of Fast Lane Cycles, Stamford Ct.; Cycle Fab., Brockton, Mass.; my dad Joe D.; Cuz: Steve Maciejewski; Astro Welding; and my encouraging friends, Andrew and Vito "The Boss."	



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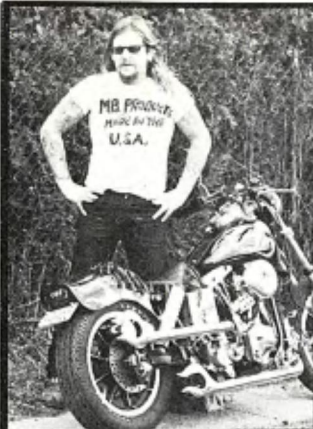
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74 & later Sprinter	105		\$558
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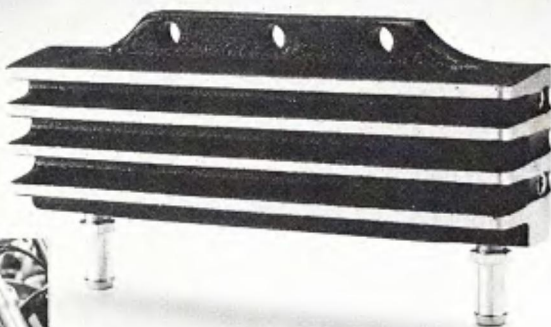
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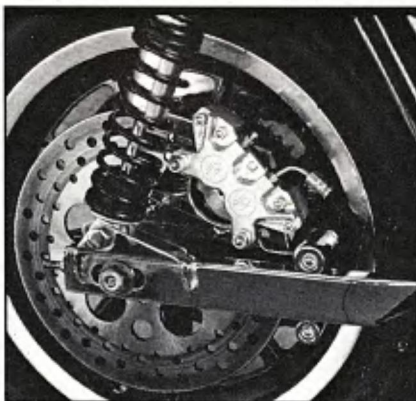
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two-pad design caliper develops excellent braking power with less pressure at the master cylinder. The new bracket assembly mounts in the stock caliper location, utilizing the stock swingarm, with no modifications necessary for installation. The system includes the caliper and caliper bracket assembly and mates up with the stock frame, disc, brake line, and master cylinder. It retails from \$210 and will fit 1984 and up H-D FX, FXR, FXRS, FXWG Super-glides and 1979 and up Sportster 883s and 1000s.

For more information or a complete catalog of brake systems and wheels, contact Performance Machine, Inc. at 15520 Illinois Avenue, Dept. ER, Paramount, CA 90723.



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Easyriders FOX HUNT

A New Twist On An Ol' Contest

Make \$500 by being selected to model for an *Easyriders* feature!

New winner every month! See next page for entry form —>

OKAY, BROS — here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

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

The winner is selected by our lecherous staff, based on how many votes are received and the reason given why you want to pose for *Easyriders*.

All entrants must be 18 years of age or older, and the model release form on page 95 must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model.

PEGGY



Ladies, one last favor. In your own sweet, legible handwriting and in very few words (under 25, if possible), tell us exactly why you want to be the *Easyriders* monthly fox feature. The scuzworthy staff will be gruntin', sweatin', slobberin', and letchin' over your flicks until the wee dark hours of the night, tryin' to get a grip on themselves to pick the monthly finalists, and your 25-word message of inspiration just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides — no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*. Judges' decisions are final.

Readers, exercise your God-given right as a biker and a reader of this rag — vote *now*. The deadline for this month's issue is May 31, 1987. We'll print the winner in the October issue. Send your vote — on a postcard or the back of a sealed envelope — to #168 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

LYNN



Easyriders FOX HUNT

A New Twist On An Ol' Contest

PEPSI



DONNA



SUSAN



ELIZABETH



Bros, it's up to you — choose which one of these honeys ya want to see more of in **Easyriders**. The deadline for this month's issue is May 31, and we'll print the winner in the October issue. Send your vote — on a postcard or the back of a sealed envelope — to #168 **Easyriders** Fox Hunt, Box 3000, Agoura Hills, CA 91301.



Here she is, bros, the first winner in our Ninth Annual Fox Hunt (formerly Ol' Lady of the Year Contest) — **UNRULEY JULIE**, from Savannah, Georgia. She will be fully featured in next month's issue.

LESLEY



RANAE



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

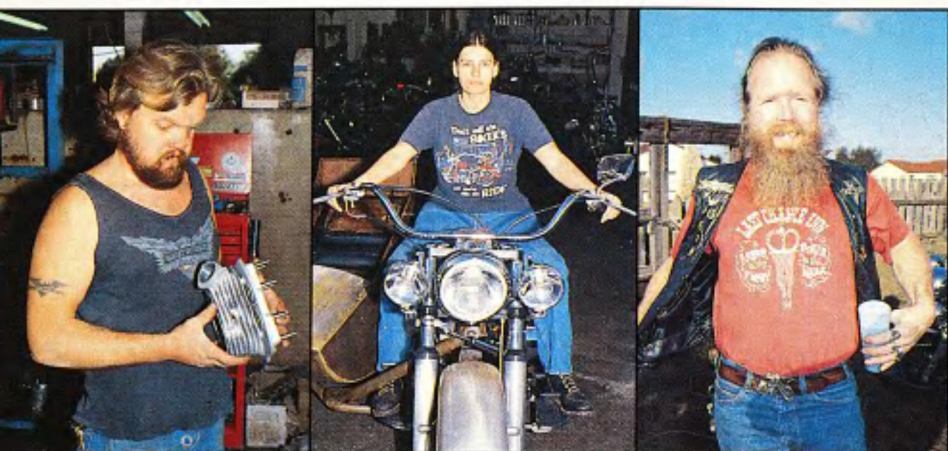
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Model's Name _____
Address _____
City _____ State _____ Zip _____
Phone day () _____ night () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____
Notary _____

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Phone day () _____ night () _____
Photographer's Signature _____
Notary Seal

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

In your own handwriting and in 25 words or fewer, tell the staff why you want to be the *Easyriders* monthly foxy woman feature.
Why I want to pose for *Easyriders* (25 words or fewer):



RIP'S RUN



Photo by Kim Petersen

WAXING NOSTALGIC By Rip

In the last issue, I left off by saying that as soon as it warmed up a bit, I would be out of here. Well, brothers and sisters, it doesn't look like it's gonna get warm any time soon. Right now we are having a freak winter storm. I say "freak" because we have snow on the ground, which is highly unusual in Southern California, to say the least. It's not supposed to rain in California, much less snow. But here it is, nevertheless. All I can say is, it is pretty to look at for a very short while, but it makes for fucked riding conditions. We've even had snow at the beaches. Funnel clouds were spotted in Fontana, California, and waterspouts flipped a few small boats over in San Diego. And that's totally weird.

Talking about weird, I feel like the cartoon character who has a dark cloud following him wherever he goes. While riding back east last year, I had more than my share of rain.

A couple of weeks ago, I thought that I would ride up north to visit some longtime friends of mine. Since I've been riding around the country, I haven't been able to see most of these folks since the spring of '86. It was in April that I rode up to see Scotty Parker beat Bubba Shobert at the Sacramento Mile. Scotty got past Bubba about lap 22 and beat the rest of the pack going away. The half time entertainment was handled by Jeff Weinke, whom



Wink



South Coast Harley-Davidson Crew



Polock



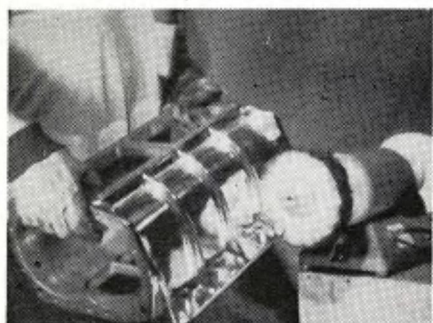
In front of Polock's house

I call "The Honda Killer." This brother plants rice bikes into cages at 50mph. He then sails over the roofs of said cages and lands on a slew of cardboard boxes arranged behind the auto. The cardboard boxes are taped shut by using duct tape. He puts on one hell of a show.

Since I've received many letters asking about the wind machines I wrote about in the last issue, I decided to show you folks what I was talking about. See the lead color page of this column.

The people on page 96 are friends of mine. A couple of them

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Fawn and Landon



Tim

are real artsy-fartsy. Take C.J. (Crazy Jim), bottom right corner; Jim does some righteous engraving on motorcycle parts. He says that engraving should follow our lifestyle. In other words, H-D logos, skulls, daggers, flames, etc. are more suitable than sissy flowers and the likes — in a word, masculine. And I'm in complete agreement with him.

Personally, I like things that are mechanically functional — hand-built, unique, one-of-a-kind items not found behind counters at the local bike shops. Gold leaf should be put on furniture, not gas tanks and fenders, unless of course, you're a sweetie, and then this doesn't apply. Of course, whatda-fuck do I know? Beauty is supposed to be in the eye of the beholder, and only skin-deep. What may be pleasing to one may not be to another. I guess that's why we have blondes, redheads, and bru-

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Randy



Lorna



Pete



Nancy

nettes — for variety and the spice of life. Viva la difference! C.J. has a couple of neat-looking bikes, which we may feature if he ever completes them. You know, of course, that arty people are known to be a bit crazy. In Jim's and my case, we killed many brain cells earlier in our lives and just now are getting the trash out of our systems. I met Jim over 20 years ago.

Ronald Tyrrell is the dude on the top right of page 96. He operated a bar down in Escondido, California called The North Bar. In Spanish, Escondido means hidden or hideout. Ron is also a poet. Here is an example of his works. This poem is titled "Bikers Are People, Too."

*The steed he rides is made of steel,
Instead of legs it has chrome wheels.*

*The sunlight flashes off chrome and paint,
A bum, a biker, maybe a saint.*

*His long hair and beard blowing in the wind,
He rides the roads of the land he's in.*

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With help from A.B.A.T.E. of South Dakota



*He asks no favors, except maybe
one,
To take his bike where it wants to
run.*

*His boots and Levi's, his leathers
too,
Are to protect him, not frighten
you.*

*He lives his life as he sees fit,
You fear and judge him, think he's
shit.*

*He's different and therefore must
be bad,
You judge on appearance, now
ain't that sad.*

*For bikers are people just like you,
Living the life that they want to.*

A life in the wind.



J&J Repair in Victorville, California

I like it — simple and to the point. Keep it up, Ron, and when you readers are in the area, drop on by the North Bar for a visit. Also, if you're in Imperial Beach, stop by the Rathskeller bar. The beer is always ice-cold.

Tom, the dude on the top left picture of page 96, runs Big Bore Engineering in Cerritos, California. he has machined many dual spark plug shovelheads. Tom also holds eight top gas records and is currently building a fuel bike. Look for it later this year at your local drag strip. Tom is currently changing the guts out of a 5-speed trans for me so I can update my Softail to accommodate the wet clutch setup. The trans case he will be using came from Sputh Engineering in Grass Valley, California U.S.A. I am currently using one of his first trans cases, and it works bitchin'. It just drops right in.

The lady on page 96 upper left, between Tom and Ron, belongs to Wink. She rides an electric-start shovelhead with a sidehack. The tub was handmade by Wink, a fine fabricator. He has built many fine custom motorcycles throughout the years. One of his most recent projects was to build a scooter for Hulk Hogan, the WWA wrestling champ. I left my 92-inch stroker with him to finish while I'm on the road. And I might add I wouldn't do that if I didn't respect his ability as a craftsman. The 92-incher is a TT bike,



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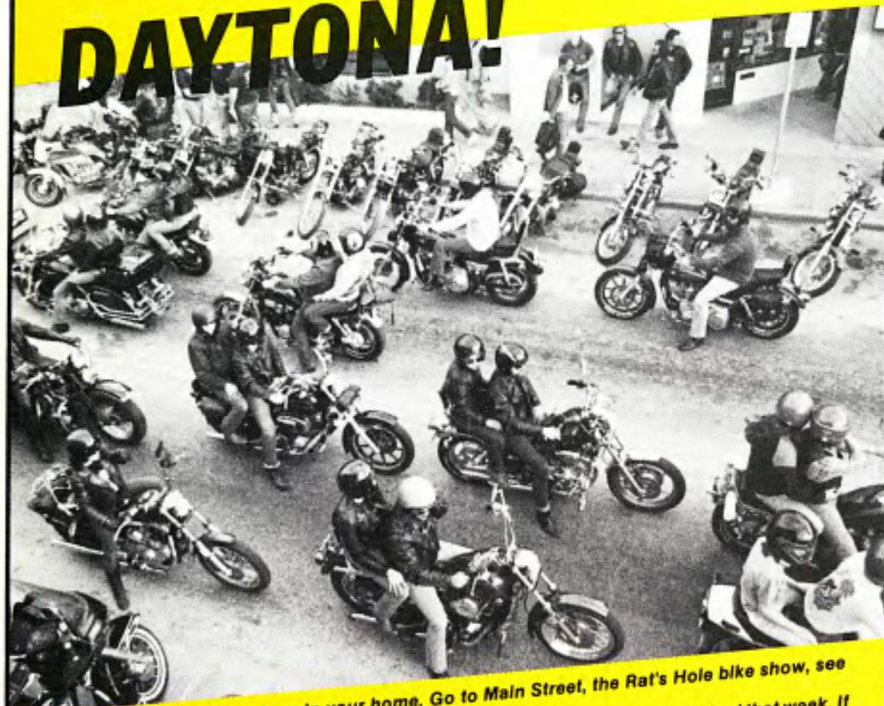
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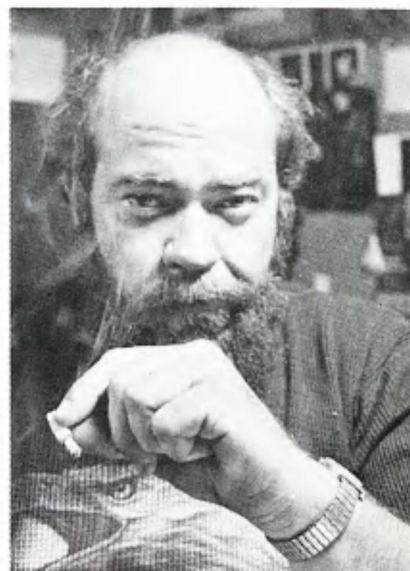
Steer clear of replacement brakes that may lose their grip in wet weather. For the system that works well in wet or dry weather choose the one designed by Harley for your Harley. Braking power you can

depend on with hardened stainless steel discs and pads that work rain or shine. So, don't get caught in foul weather with fair weather brakes. See your Harley dealer for genuine replacement parts.



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Photos by Rip

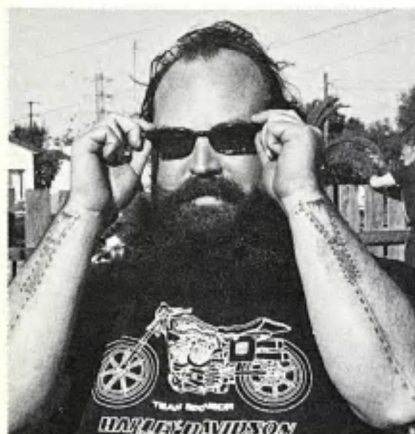
Tiny

that is, Tavern to Tavern — not a roadworthy machine. It's just a play toy: fast, but not too reliable, due to all the exotic aftermarket parts.

The rest of the people in the black-and-white pictures are for the most part new friends from the San Diego area of California. That is, except Polock, whom I met back in 1971 in Ventura, California. The weather in Northern California was wet and wild, so after a week and a half of rain and strong wind, I called Polock, whom I hadn't seen in close to a year, and he invited me down to his pad in Chula Vista. Loosely translated in the Mexican vernacular, Chula Vista means beautiful view. It borders the international boundary line.

While down in Dago, I had the opportunity to visit with the folks at South Coast Harley-Davidson. It is a relatively new shop. It's nice and clean, with some very competent people working there. Al is the parts manager; he's the guy with the tattoos on his arms that look like zippers of a motorcycle jacket. The Polock is on a shovelhead trike.

The two youngsters on Bear's bike are blood brother and sister. Their names are Fawn and Landon. They were well-behaved kids for their age. The elderly gent who has white hair and beard is Tim. The tough-looking dude with the skull tattoo on his right arm is Randy. The brother wearing a vest without a shirt on is called Pete. The brother smoking the controlled substance is called Tiny. We are old-time friends going way back. The sister sitting on her scooter is



Al

Lorna. The other sister with the shades on is Nancy. The picture of the old flattie and the license plates was taken in Victorville, California at J&J Repair. Hanging among the group of plates is a 1914 California license plate, made out of porcelain. Imagine what the same plate would cost nowadays. The plate would never rust or wear out. Jim, the owner, is also a longtime friend (over 20 years). He will service the wheels of my Softail, making sure the races, bearings, and spacers are properly installed. Sure, I can do it myself, but he's got all the neat stuff right there to do the job. Besides, I haven't visited with Jim and Bob since last spring.

Jim Long and his head wrench, Bob, piece Harleys together during the winter. Come summer, you will find the newly-assembled motorcycles in front of the shop, waiting for their new owners. They have built many deluxe motorcycles featured in *Easyriders*. They do an excellent job. Restoration is what they specialize in.

O.K., so much for that. It doesn't look like I'm gonna make it to Daytona during Speed Week, after all. I will be going to Florida, but I don't know when. There are lots of places to stop in between. By the time this column sees print, I should be back on the road again. That sounds almost like a song title, don't it? (Excuse me, Willie.) I hope to visit and party with as many people as humanly possible. Ride safe. ■

Help! We're trying to find all the bars, beaneries, and barnyards where bikers are really welcome. If you know of one, drop us a note and we'll have Rip check it out. Send your suggestions to "Rip's Run," Box 3000, Agoura Hills, CA 91301.

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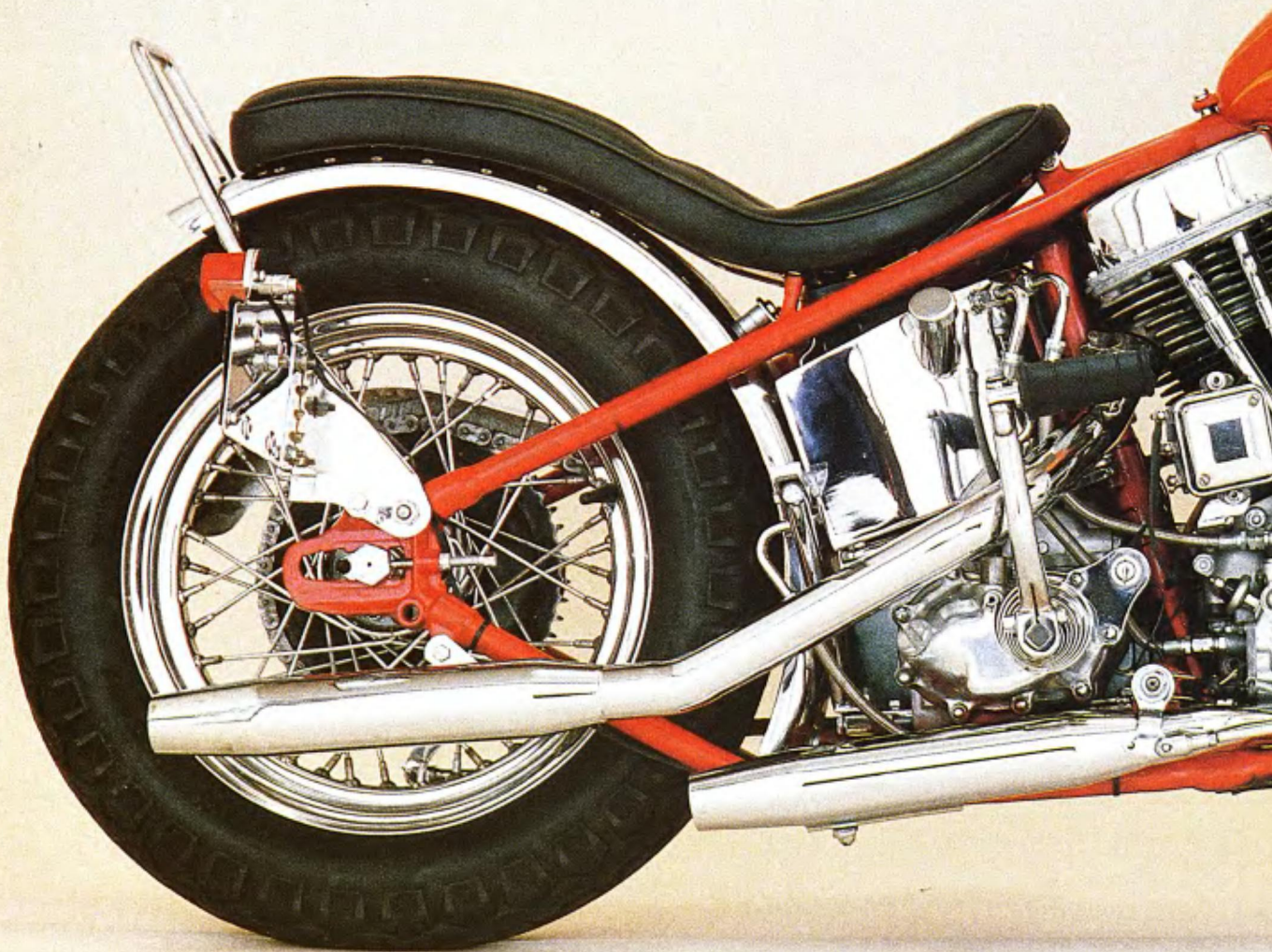
HIGH-FLYIN'

Dear Jimmy Joe,
Me again, pard.
Well, slap my face, ol' buddy, but it seems like yore kid sister — an' my favorite filly — Emma Jean, didn't have no trouble 't'all gettin' herself a job down here at the rag, and Spider says he's gonna personally supervise her, "every inch of the way." I tell ya, bubba, a lotta folks around these parts think Spider's more than a little on the mean an' ugly side, but I reckon that deep under all that wind-twisted hair and those tattoos of dog turds, there's a soft-hearted saddle tramp inside. Somewhere. 'Course, there ain't a whole helluva lot that kin be done about the ugly part, but nobody's perfect, right? At least, nobody outside of Texas.

Anyway, it turns out that ya've *already* been lookin' at Emma Jean's first bonny-fido job assignment. Seems Spider put her right to work on her first day — after an

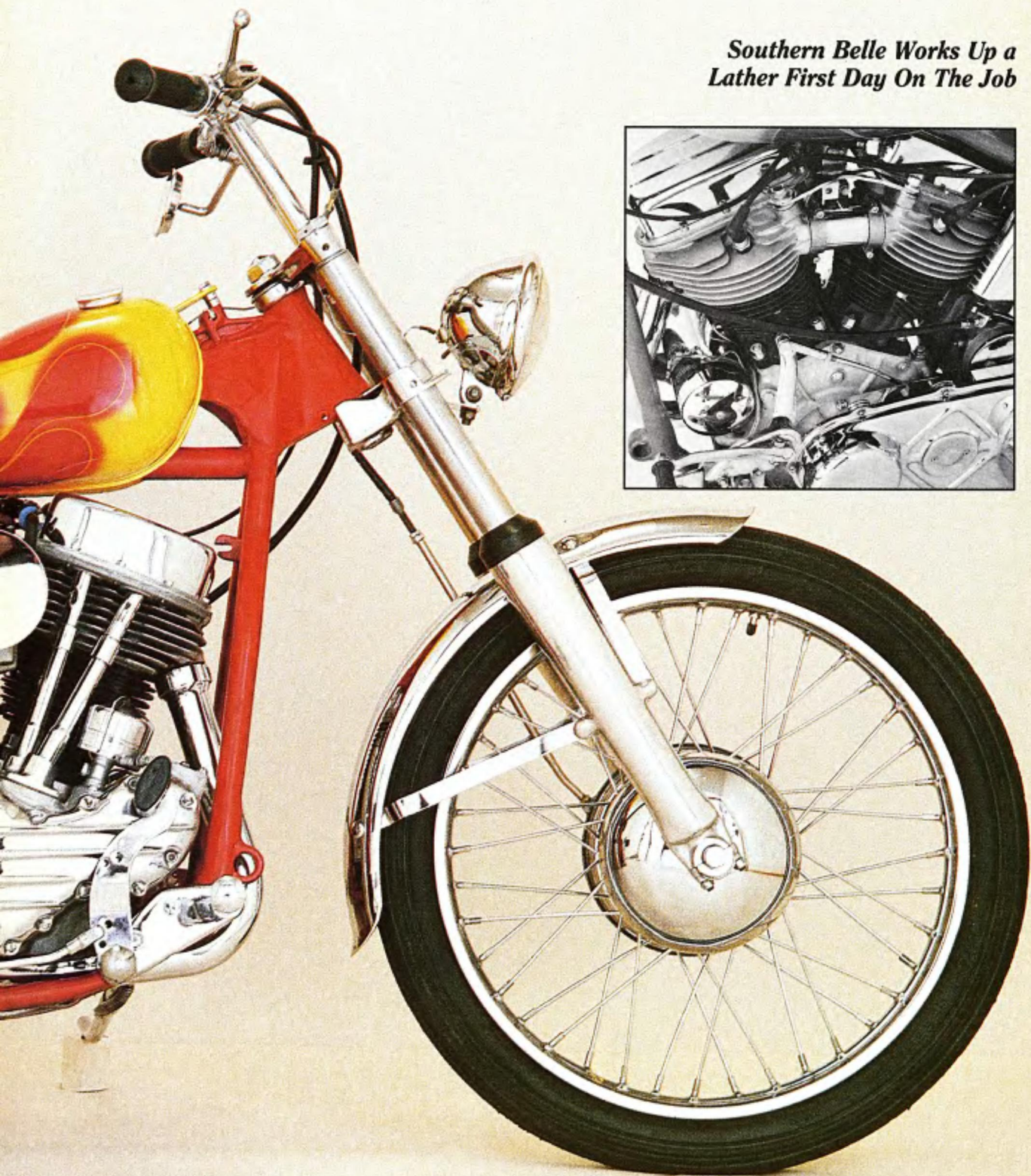
hour-long, closed-door "orientation" session of how-the-cow-eats-the-cabbage (that's as close as I wanna describe what he *really* said, pard) — puttin' the elbow grease and the polishin' rag to both the Captain America pan ya jist seen on page 10, and the Billy the Kid bike pictured here, which the Jammer Cycle Products wrench-turners put together at the same time. Like I toldya, both of these dazzlin' FLs are hoofin' it up in our rodeo tour this year.

Which is kinda how these Milwaukee mares came due for shine jobs, by the way — what with all the churnin' an' burnin' that goes on at them shindigs, both scooters came back from the last go-around lookin' like they had been dragged sideways through a pig waller three or twelve times. And if'n that warn't enough, two of the crazier-than-usual leather-asses around this nuthouse — Mad Mil and Butt Breath — decided that they was gonna take 'em out fer their own particular version of a road test one



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General		Frame	
Fabrication by: Jammer Cycle		Year: 1947/1959	
Year and make: 1959 H-D		Builder: H-D/Si-Corp	
Model: Billy Bike		Type: rigid	
Value: \$8,500		Rake: stock	
Assembly by: Mil Blair/Paul Larquier		Stretch: none	
Time: 2 weeks		Other alterations: yes	
Chroming by: Mestas Plating		Accessories	
Engine		Bars: Jammer special	
Year: 1959		Risers: Jammer special	
Model: panhead		Fender(s): Jammer/chrome	
Rebuilder: Ventura H-D		Headlight: Bates	
Ignition: points/battery		Taillight: Jammer	
Displacement: 74 cu.in.		Speedo: none	
Lower end: Ventura H-D		Front pegs: Jammer	
Balancing: stock		Rear pegs: Anderson	
Pistons: H-D		Electrics: stock	
Cases: stock		Gas tank: peanut	
Heads: stock		Oil tank: Jammer	
Cam(s): Sifton 440		Oil system: stock	
Lifters: solids		Primary cover: Jammer	
Carb(s): Dell 'Orto/Jammer		Seat: Jammer	
Air cleaner: Dell 'Orto/Jammer		Sissybar: Jammer special	
Pipes: Jammer		Height: 18 in.	
Muffler(s): Jammer		Material: 9/16 in. round steel	
Transmission		Forks	
Modifications: rebuilt		Type: glide	
Year: 1959		Extension: 2 in. over	
Shifting: foot		Builder: H-D	
Engine sprocket: 23		Special features: smooth	
Trans sprocket: 23		Wheels	
Wheel sprocket: 51		Front	Rear
Painting		Size: 21 in.	Size: 16 in.
Molding: Si-Corp Manufacturing		Hub: H-D	Hub: H-D
Painter: Blue Silver Ind./Ken Arno		Rim width: WM1	Rim width: 3.5 in.
Color: red		Tire: Avon	Tire: Dunlop
Type: lacquer		Brake: drum	Brake: drum
Special paint: flames			
Special thanks to Flathead Richard			



Photos by Pete Chiodo



night last week, after way too much of that whacky tab-backy and playin' chase-the-worm with a bottle of Cuervo takillya.

It seems that they got a little carried away in the wick-twistin' department an' grabbed more throttle than there was road in front of 'em, and them and the bikes went sail-in', assholes over elbows, clearin' the high side of the canyon road and pile-drivin' theirselves smack-dab into the middle of a fresh riverwash. Warn't nothin' hurt or broken, but by the time we got 'em pulled back out, it looked fer all the world like two 600-pound mud turtles givin' birth to young'uns.

But as ya kin see fer yerself, Jimmy Joe, yore sis done real good fer a first showin' — so good, in fact, that I

think Spider's even gonna let her work on his own personal scooter, 'cause I overheard him tellin' her to meet him after work, so's she could clean out his pipes and drain his crankcase. Jus' like I toldya — the old guy's all heart, even though he might carry on like a grayin' grizzly that's OD'ed on horse liniment. Hell, he even said he'd ride her around the block tonight. Somethin' like that, anyways.

So don't be worryin' yerself about her, bubba. She's in mighty good hands here, ya got my word on it. Till I hear from ya again, ya old mule thief, keep yer feet in the stirrups and outta the cowshit, an' tilt up a longneck for yer ol' sidekick.

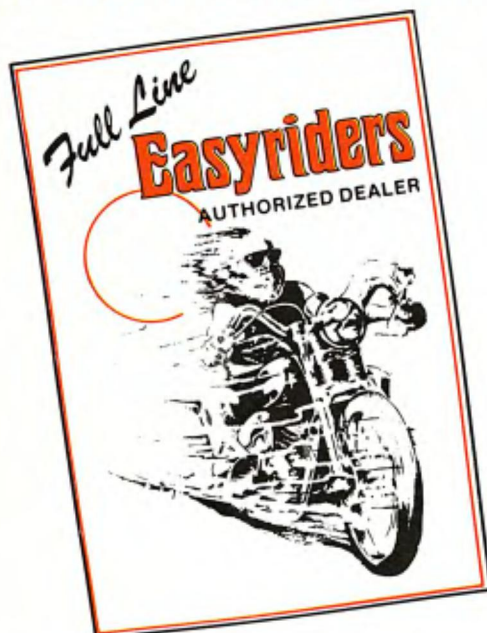
—Hoss



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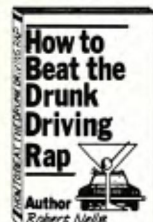
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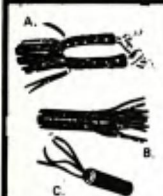
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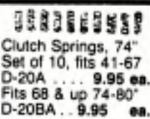
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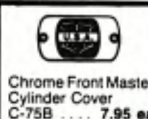
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3227 W. Eulless Blvd., Eulless, Texas 760

1-800-527-1635 (Outside Texas)

1-800-633-7802 (Inside Texas)

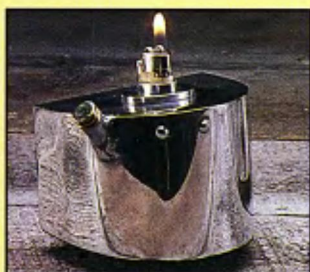
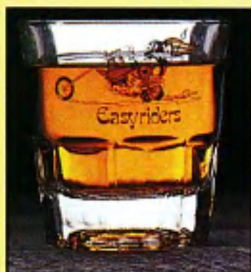
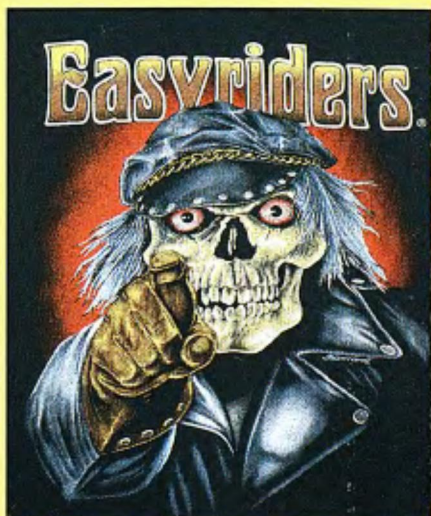
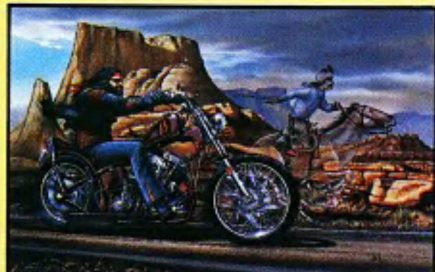
1-800-345-0196 (Canada)

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Springtime Goodies

From *Easyriders* Products

The warm and sunny days of the riding season are right around the corner, so it's time to dust off the leathers and get it together, and what better way to flash some class this summer than with genuine *Easyriders* products? From bun-huggers to beer chuggers, we've got it all, and then some. Check it out.



AVAILABLE NOW!

*At your friendly
neighborhood bike shop*

Call 24 hours day or night for the location of the nearest bike shop handling this fine merchandise, and for information on how to get a **FREE** catalog of all our products.

Dealer Inquiries Invited

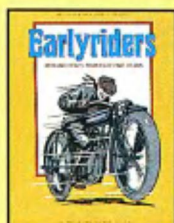
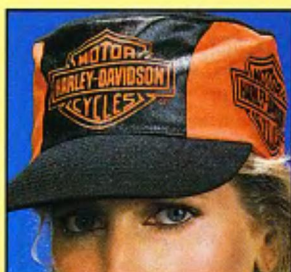
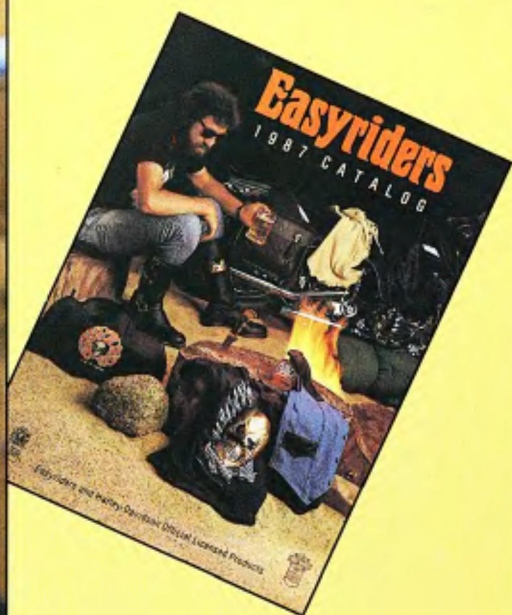
National

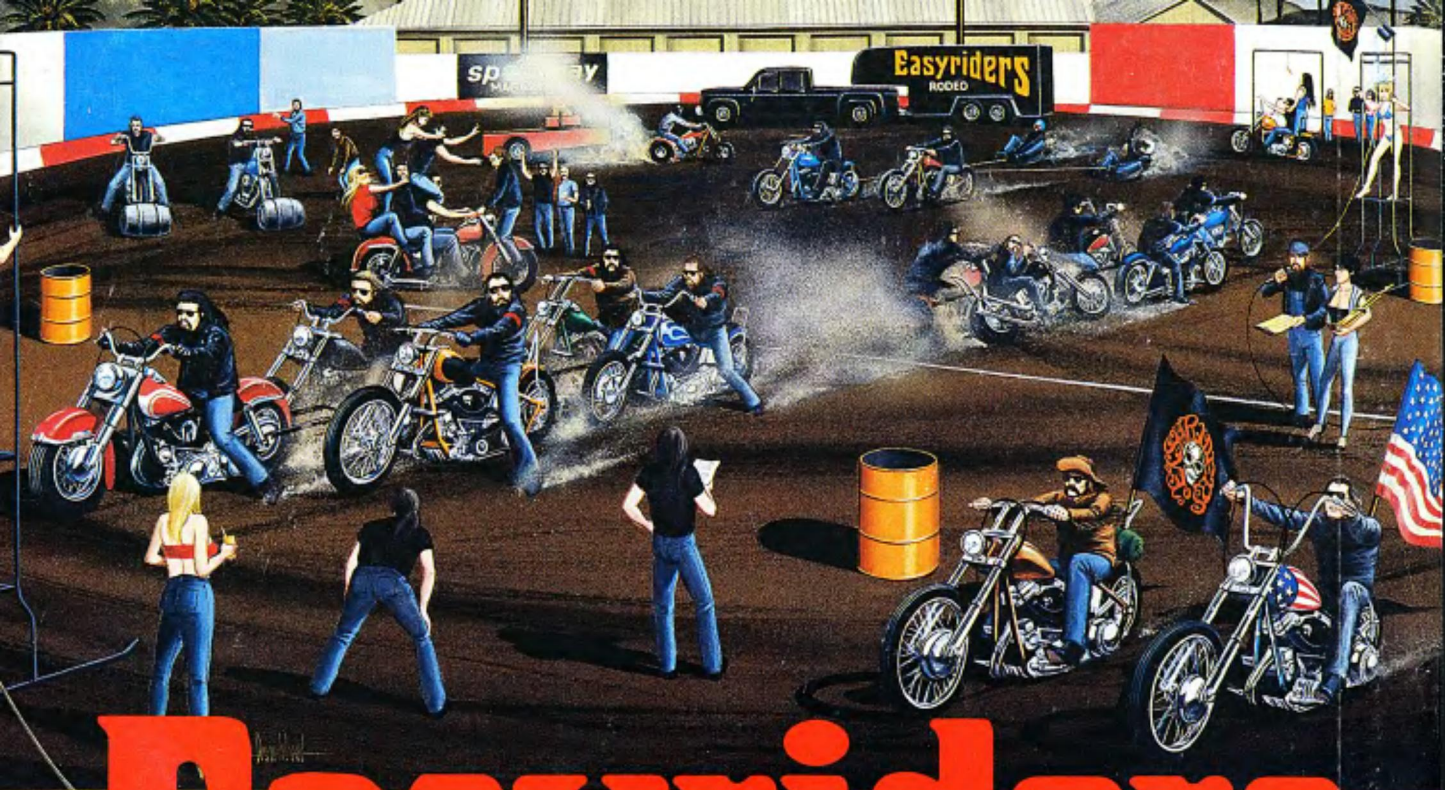
800-247-6246

In California

800-231-2669







Easyriders

MOTORCYCLE RODEO

An All-American Event

SPRING '87
Tour '87

\$5,000^{00*}
Purse

Trophy Buckles and Participant Pins
awarded in all events

Admission

\$6.00 adult

\$4.00 children

Gates open at 12:00 noon

SUNDAY, MAY 3, 12:00 Noon
PHOENIX, ARIZONA
MANZANITA SPEEDWAY

I-17 to Durango Turnoff (19th Ave.)
to Corner of 35th and W. Broadway
beer sold - camping

SUNDAY, MAY 17, 12:00 Noon
PASO ROBLES, CALIFORNIA
CALIFORNIA MID-STATE FAIRGROUNDS

HWY 101 to HWY 46 Bakersfield/Fresno Exit —
turn west towards town to 24th & Riverside.
Turn left to fairgrounds
beer sold - camping

SUNDAY, MAY 31, 12:00 Noon
RENO, NEVADA
LAWLOR EVENTS CENTER
UNIVERSITY OF NEVADA

(indoor arena)
Interstate 80 to Virginia St. North,
15th & N. Virginia
beer sold - camping - no showers

Coming in June:

Denver • Minneapolis • Milwaukee • Detroit

All you fun-lovin' folks come on Saturday for participant sign-up, practice, free camping, (where available) and Keg Party! Entry fee \$25 per bike per event. Two people admitted per entry.

Practice 12 noon — 5:00 p.m.
on Saturdays
Keg Party Saturday night
Qualifying 8:00 a.m. — 12:00 noon
on Sundays
Rodeo starts 2:00 p.m. Sunday

For more information call:
(800) 247-6246 • (800) 231-2669
National In California

*GUARANTEED if all events are
fully entered — if not, prize
money will be adjusted in each
event to match the entry fees.

For illustrated rules and event description booklet send \$1.00 to Easyriders Rodeo, Box 1025, Agoura Hills, CA 91301

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