

Easyriders

**Chick Wants In
The Hells Angels**

***The Dealers' Meet
In Myrtle Beach***

**The Two-Wheeled
Garbage Barge**

***Freedom Fighter
Coverage in Iowa***

**Baddest Bikes
In the Nation**

***Handy Harley
History Chart***

**Waco Blonde
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Easyriders

NUMBER 176

ENTERTAINMENT FOR ADULT BIKERS

FEBRUARY 1988

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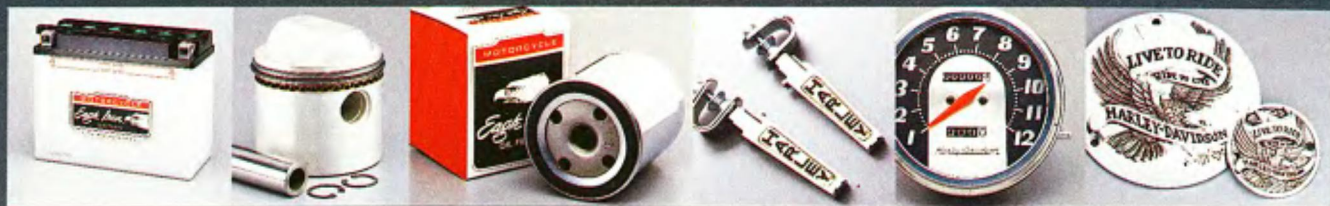
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Cover, feature, and gatefold photography of Mike Murray's 98-cubic-inch 1987 shovelhead and Reda, September Fox Hunt winner, by Mike, with assistance from makeup artist Cindy Crites.



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Hold on to your family jewels, for this item will blow you out for sure. This white man and his white wife had a baby, but the baby was black. She convinced her husband (believe it or not) that she had the black baby because she had eaten too much licorice!

Then there was the guy who was sick and tired of his wife's constant nagging—so much so that he drugged her tea, and while she was sleeping, he got a needle and thread and sewed her mouth shut. Can you believe that his wife actually sued for divorce because of it?

What're the odds of this happening to a guy? He was a professional pickpocket and had gone down to the local mall to select a likely subject to pickpocket. He went up to a guy and lifted his wallet, but when he got home and opened it, he found a nude picture of his (the pickpocket's) wife!

This 80-year-old man was confined to a wheelchair. He was in the bedroom while his wife was fixing dinner in the kitchen, which was right next to the bedroom. He called for her several times, but she didn't answer, so to get her attention, he fired off a couple of rounds. The bullets went right through the wall and into the kitchen, hitting her in the head. He was still trying to get her attention when the police arrived.

There must be a story here somewhere. You remember the virile, rugged cowboy who was the Marlboro man back in the '50s? Well, he just croaked—he died from emphysema.

Here's another guy (who was a barber) whose wife constantly nagged him for a fur coat, so one night he came home with a fur coat. Because he couldn't afford a fur coat, he told his wife it was llama, and she believed him. But he had actually made the coat himself by gluing his customers' sheared hair onto a cloth coat. Six months later, his wife found out what he had done, and can you believe it? She divorced him.

This gang of thieves broke into a house, and while they were burglarizing it, the owner came home and caught them. The thieves wanted to make sure he didn't call the police when they left, so to make sure he couldn't, they nailed his feet to the floor.

This might be a reason why there are so many divorces. They took a survey and found that 19% of the men slept in the nude, while only 6% of the women did.

This girl was walking in the tomato patch when she decided to lie down and take a nap. She fell asleep, was snoring away, and was awakened by a strange feeling in her throat. She was choking and didn't know what was wrong, so they took her to the hospital and made her throw up. Out of her mouth came a two-foot-long snake, which had apparently wiggled down her throat while she was sleeping.

This reminds me of the time that my friend Ross was having fun and games with a girl in the bedroom while the rest of us guys sat around and played cards. Suddenly the bedroom door opened, and he came out wiping his mouth, saying that we guys ought to have a go at her toes.

This guy went into a shoe store, told the lady he was a podiatry student, and talked her into taking off her shoes. When she did, he got down on his stomach and started sucking on her toes. She freaked and ran out of the store. For some reason he was arrested for lewd conduct in a public place. When he was arrested, there were 10 other complaints from various women. Now munching on a chick's toes may sound strange to you, but don't knock it until you've tried it. (Oooh!)

At last we have a reason for wearing a helmet. Ann Landers recently had a letter from a guy who complained that his ol' lady could climax only if he was wearing a helmet while having sex. Over the years, I've heard a lot of dumb reasons for wearing a helmet, but this is the only one that might be a possible reason.

TAKING IT EASY

By Spider



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Piss-Poor Joke

□ This is just to set the record straight pertaining to a letter in the December issue of *Easyriders*. The letter titled "Dipshit" was a very mild description of the person who wrote it. I would probably be more inclined to describe him as a spineless coward.

Obviously he has a problem but doesn't want to confront it, so instead he writes a letter to your magazine and signs my name to it. He writes a slanderous and caustic article about bikers to agitate and use them to voice his hostilities. Unfortunately for him, his remarks were way off target, as the bikers in our area are nothing like his description. Most of your readers probably knew this was an attempt to affect my credibility; the bikers I know who read this article knew I didn't write it from the start. By the way, "Dipshit," stop by and chat sometime — I'd like to see you again.

Rick Hydro
P.B.G. Fla.

Wants To Build Bike

□ I'm an 18-year-old guy who lives at home, and I want to build my own bike. I'm a Harley man from day one and would rather build my own bike than ride Jap crap.

What I need is a book (if there is one) that will help me start from the tires up, or some real good advice on how I can get started without going to mechanics school.

Drop me a letter.

Barney
5 Brattle Ct.
Arlington, MA 02174

Closed Down

□ Your September '87 issue featured the little bar in Clarksville, Tennessee, called The Crossroads, where the local bros hung out. Well, after Rip passed through, the place closed down. A sad day for those of us serving our time in Uncle Sam's Army (Fort Campbell) and for the locals. This happened before the month of July. It hasn't reopened since, which leaves

nothing but the local tail-shake joints and pussy lounges here. Let's hope this fine local establishment opens again.

Also, where did all the local scooter bros go to hang loose?

"Raven" Ryan
Fort Campbell, Ky.

Wants To Build Trike

□ I'm writing to try to find out if anyone can tell me where I can get some info on building trikes with V-8 car engines. I used to ride Harleys until a cage ran me over. Now I'm paralyzed, but I still want to ride and think I can build a trike with hand controls.

I need info on everything from the frame up.

Jerry "Bull" Baylor
RD #3 Box 342
Leechburg, PA 15656

Tight Pussy

□ I know Mike's little sister. She owes me \$30. I want my money. She has a tight pussy, but we did not take it out in trade.

M.D.
Somewhere, Okla.

Duo-Lift Comes Through

□ I was puttin' home from work after a double shift at 3:30 a.m. It was as dark as Mutha's crotch at that hour. I was on the 405 northbound when I ran over a five-inch nail. I pulled over to pull out the bastard, 'cause it was clacking on the inside of my '79 FLH's rear fender. I pulled it out and all the air started to piss out, so I jumped on the bike to shit and git to the nearest off-ramp to use the phone. I got as far as the off-ramp when the tire went flat. Well, as you know, bros, when you have an 800-pound "bagger" and your tire goes flat, you ain't goin' nowhere! So I gave my better half a call to bring my "Duo-Lift." This is where it gets hairy.

The off-ramp was sloped downhill and banked to the right about eight degrees. Not the flattest, most level spot to leave your dresser on a jack

stand. I raised the beast off the ground without a drop of sweat, pulled the rear wheel, and left the bike right there. No tire shops were open at that hour (5:00 a.m.), so I went to the house for some welcome shut-eye.

Well, at 7:40 or so on October 1, 1987, I was jolted out of the sack by "The Quake." All I could think about was that my bike had to have fallen on its side off the Duo-Lift for sure. After 2½ hours of sheer torture until the tire shop was open to get a new tube, I was on my way to see what the damage was. There is no worse feeling than not knowing if your ride is even still going to be there or on its side with all the fiberglass broken to pieces.

Well, guess what, bros? The *Easyriders* Duo-Lift came through the "quake-test" like a champ. I was one happy s.o.b. when I came around the turn on the off-ramp and the FLH hadn't even moved an inch on the Duo-Lift.

Oh, by the way, the ol' lady sends her thanks, too, 'cause now she doesn't have to shove bricks and 2-by-4s under it while my nuts are hanging on the ground trying to lift the beast. I'd also like to put in a word for Lyle's American Rider Motorcycle Shop in Huntington Beach for carrying such outstanding *Easyriders* products.

Biker Bill
Huntington Beach, Calif.

Help!

□ I hope someone out in biker land can help me. I've been looking around here with no luck whatsoever. I'm looking for a trike frame in fair condition at a fair price. Any info would be appreciated no fuckin' end.

Please send info with pics to address below.

Kevin "Buzzard" Rumsey
Box 164
New Paltz, NY 12561

Insurance Rates

□ Need the lowdown on insurance rates in Germany

(that's West Germany) for a 74-inch ('76). Uncle is shippin' me over for a few years with his Air Force.

Anyone with any info, please write quick!

Rockhead Schaefer
2523 5th Ave. N.
Great Falls, MT 59401

Chick Down

I thought you'd all like to know that Peaches (featured in your "Foxy Rider" article in the November '87 issue) was involved in an accident. She was traveling too hot on a curve and smashed into a brick wall on her motorcycle.

End result: three broken ribs, a punctured lung, a brain concussion, and a few scratches, but she'll be just fine, will recover nicely. She says she's anxious to get started fixing up her motorcycle again.

Her Mom
Payson, Ariz.

Peaches



Brick walls can be unforgiving to males and females at times. We wish her well.

She Earned It

Please print this in your magazine for my cunt. She just got a Sporty, and it would mean a lot to her to be surprised by this in *Easyriders*: Congratulations, Levern, on your '78 Sporty. You earned it.

Rider
Oxnard, Calif.

'Nam Vets Chapter

I was reading your October '87 issue, where you had an article about the Vietnam Vets. I was hoping you could give me some information about joining this elite group of bikers. Could you also tell me if they have a chapter in the Atlanta, Georgia, area? Thanks; I owe you one.

Tom
Atlanta, Ga.

Write: Vietnam Vets MC,
L-Z Friendly, Inc., Box 169,
Hull, GA 30646.

More Mule

How about more "Mule and His Ol' Lady"? He seems like a brother to me.

Sleazy Bear
Palestine, Tex.

Fucked Up

Just wanted to write and tell you that you fucked up in your September '87 issue. In the Harley article, "Who Made Who," you said AC/DC is a British band. Well, you'd better check your data, pal. They're from the land down under, Australia. I hope you'll apologize to the band.

Michael J. Kellar
APO New York, N.Y.

Oh, God — how could we make such a mistake? I guess it's because only one freak here follows rock bands.

English Bird

I collect *Easyriders* every month, even though I only get £25 to live on from the state. So you can tell that I'm a fan, but I strongly object to all this chauvinism, as I'm sure many other women do — we are not tarts.

My fella is great. We do everything together. He doesn't expect me to cook all the time. Our sex life is great after two years together.

I've been to the States three times, but then I had an indefinite visa. Now I have to get a new passport, and with my convictions, I doubt if I'll be hitting the States again.

Jaki
London, England

Either cook or get a job, bitch.

Jaki



Mass Run

I am asking for your assistance in organizing a nationwide run all across America, for as many bikers as possible to ride to Washington, D.C., on Memorial Day 1988 to bring about an end to the POW/MIA problem. I feel we should get thousands of bikers to carry American flags and POW/MIA flags and merge all together in Washington, D.C., ending up at the Vietnam Veterans Memorial (where we would all pay homage to our fallen comrades), carrying flags and a banner telling Washington and the American people that we not only want answers, but we want our POW/MIAs home now.

Raymond F. Manzo
21 East Main Street
High Bridge, NJ 08829

Righteous Gents

A group of righteous gents who ride only H-Ds are looking for new prospects for the 1988 season. Good people, good runs, no drugs. If you live in Connecticut and are interested, please inquire.

Frank Herman
Southern Connecticut
Riders Association
Box 2333
Milford, CT 06460

Another Diaper Freak

In your September '87 issue, there was a letter titled "Diaper Freak." I, too, am a diaper wearer, but in my current job and situation, I am unable to indulge in one of my favorite pastimes.

At the current time I am employed by the United States Marine Corps and am stationed in Okinawa. Because of the fact that I live with other male Marines, my wearing of diapers is strictly out of the question.

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The reason I'm writing is because I want more information on the DPF (Diaper Pail Fraternity) that was mentioned in the letter. Then when I get back to the States, I can again take up this one kinky pastime with other people who share the same feeling about wearing diapers as I do.

A Devil Dog
Okinawa, Japan

■ Sorry, I know a lot of freaks, but I don't know any diaper freaks.

Thanks

□ I'd like to send a big thanks out to Andy of the Mystic Warriors in Queens, New York.

On August 31 my Norton crapped out on the Ocean Parkway. Andy stayed with my scooter while I went to get help. He also stayed until he was sure I'd get home.

It's great to meet a decent bro like this.

Bob Mayer
East Islip, N.Y.

Attention, Flying Coffins MC

□ The Flying Coffins MC chapter in Germany needs to make contact with a club officer of the home chapter as soon as possible. This contact is requested by the president of the German chapter and is considered by the chapter members in general to be of extreme importance.

Please contact SSC John D. Houston (J.R.) HHC 4/8 Inf., Box 235, APO NY 09028. Phone: 001-49-6206-54969 (J.R.) or 001-49-6146-4603 (Joe, chap. v.p.)

J.R.
West Germany

Needs Parts

□ I'm 23 years old and wonder if anyone out there knows of any parts for a '65 pan. Would like to build my own pan. So if you know of any parts with reasonable prices, please write.

Norman Brown
Box 27
Harrietta, MI 49638

Help For Handicapped

□ Attention, all handicapped brothers and sisters! There is now someone who wants to get you all back where you belong — in the wind!

There is a small welding and fabrication shop in Indiana that is owned by a biker who wants to hear from you.

What they want to know

are your specific situations and problems so they can try and help — things like your disability, limitations, the bike you ride or want to ride or modifications to a trike, so they can work on getting wind back in your face.

Write Precision Welding & Fabrication, Box 41, Oldenburg, IN 47036, or call us at (812) 934-2262.

Charles Kaiser, owner
Oldenburg, Ind.

Soap Operas

□ Well, guess what! You guys made it into a soap opera. I was sitting here at home reading with the TV on when I hear this woman on TV say, "Why are you reading a biker magazine?" I look up to see this guy with a copy of *Easyriders*.

So you can't say too much about soap operas, 'cause they used your rag! Even made it so you could read the name *Easyriders*.

Scorpio Ruthie
Puyallup, Wash.

Saw The Light!

□ Just had to write and say thanks to all of you out there and to the dudes of *Easyriders*. In October of '86, I wanted to buy a rice burner — until I saw the November issue of *Easyriders*. This was the first that I had ever seen, and it changed my life.

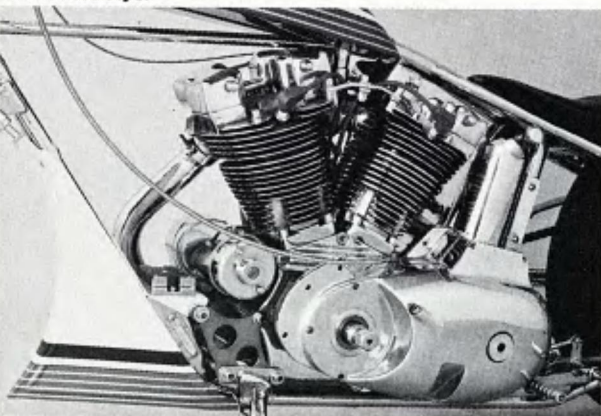
In December of '86, I ordered a 1987 1100 Sporty. It finally got over here to England in June, and I already have over 4,000 miles on it.

I love it. Thanks a million.
Pig
APO New York, N.Y.

Where Is It?

□ Whatdafuck! I was just checking out the "Los Gatos Flyer" in my October issue, and I'm real curious to know how such a righteous ride

Los Gatos Flyer



can be driven without a primary drive. I've looked as hard as I can at the picture on page 32 and still can't see an engine sprocket or primary chain.

Dirty Dan
FPO Miami, Fla.

■ It's in the enclosed primary. The visible shaft is used to drive a blower or an electric start motor at the drags.

Thanks

□ Hi! Want to tell all the bros out there about your help in getting insurance on my 1953 FLE.

In case someone else has trouble getting insurance on an H-D that is 25 or more years old, in Abbeville, Louisiana, there is the Dave Holly Insurance Co., located at Highway 14 Bypass, Abbeville, Louisiana 70510. The name of the carrier is Hallmark Insurance Co., and they were happy to insure a 34-year-old Harley-Davidson. Big Bubba, C.J. Montgomery Kaplan, La.

Rodeo News

□ Well, the Stafford Springs Rodeo was great. This clipping from the paper was the best write-up we could ask for, because at first they said no. I'd like to thank you all for a good weekend.

Art Debarge, Jr.
Chicopee, Mass.

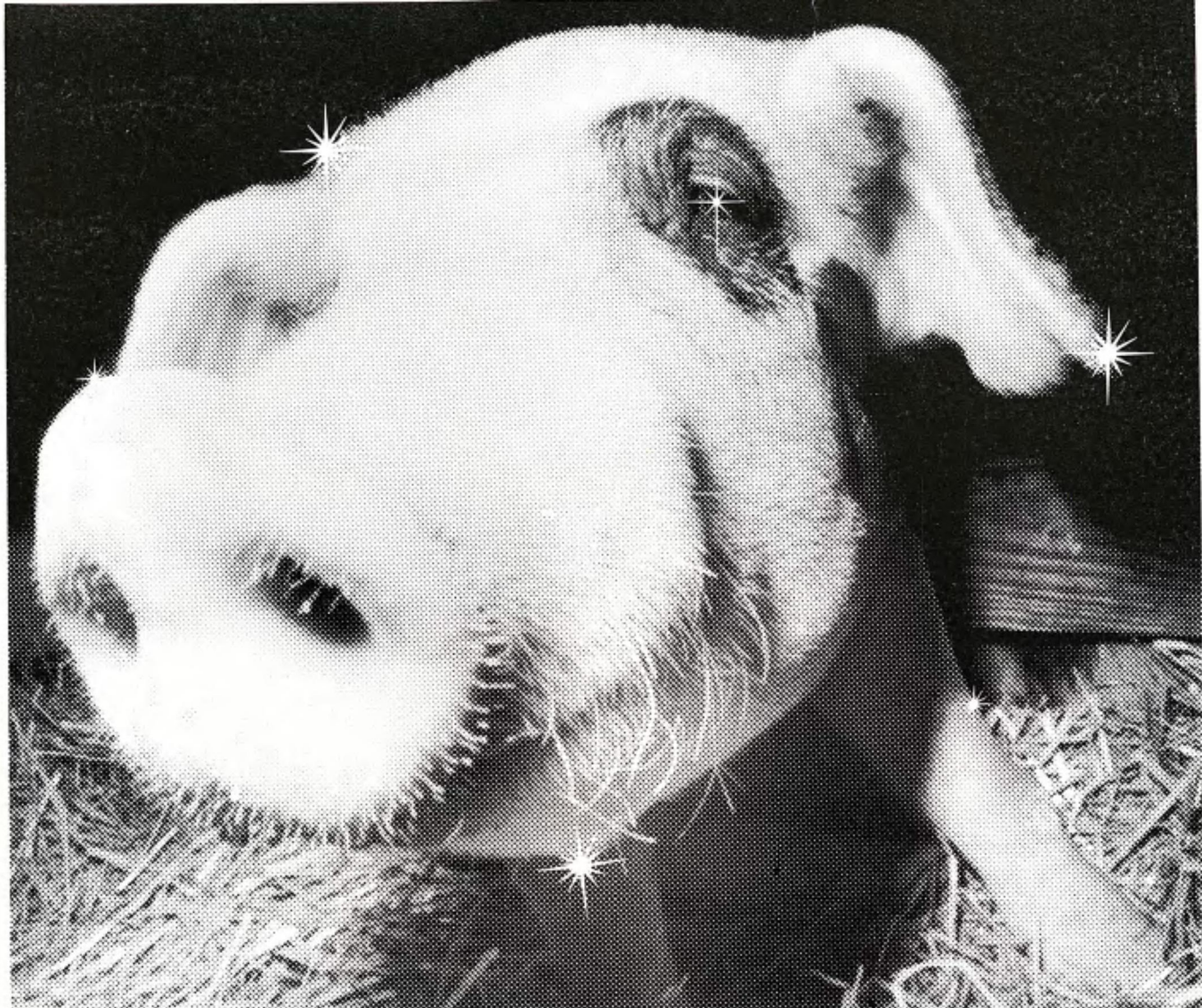
Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the — back? Poison pen letters, porno mall, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Easyriders, Box 3000, Agoura Hills, California 91301. ■

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D. Free distribution by mail or other means, samples, complimentary and other free copies	2,148	2,100
E. Total distribution (sum of C and D)	290,897	281,004
F. Copies not distributed		
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2. Returns from news agents	225,590	221,732
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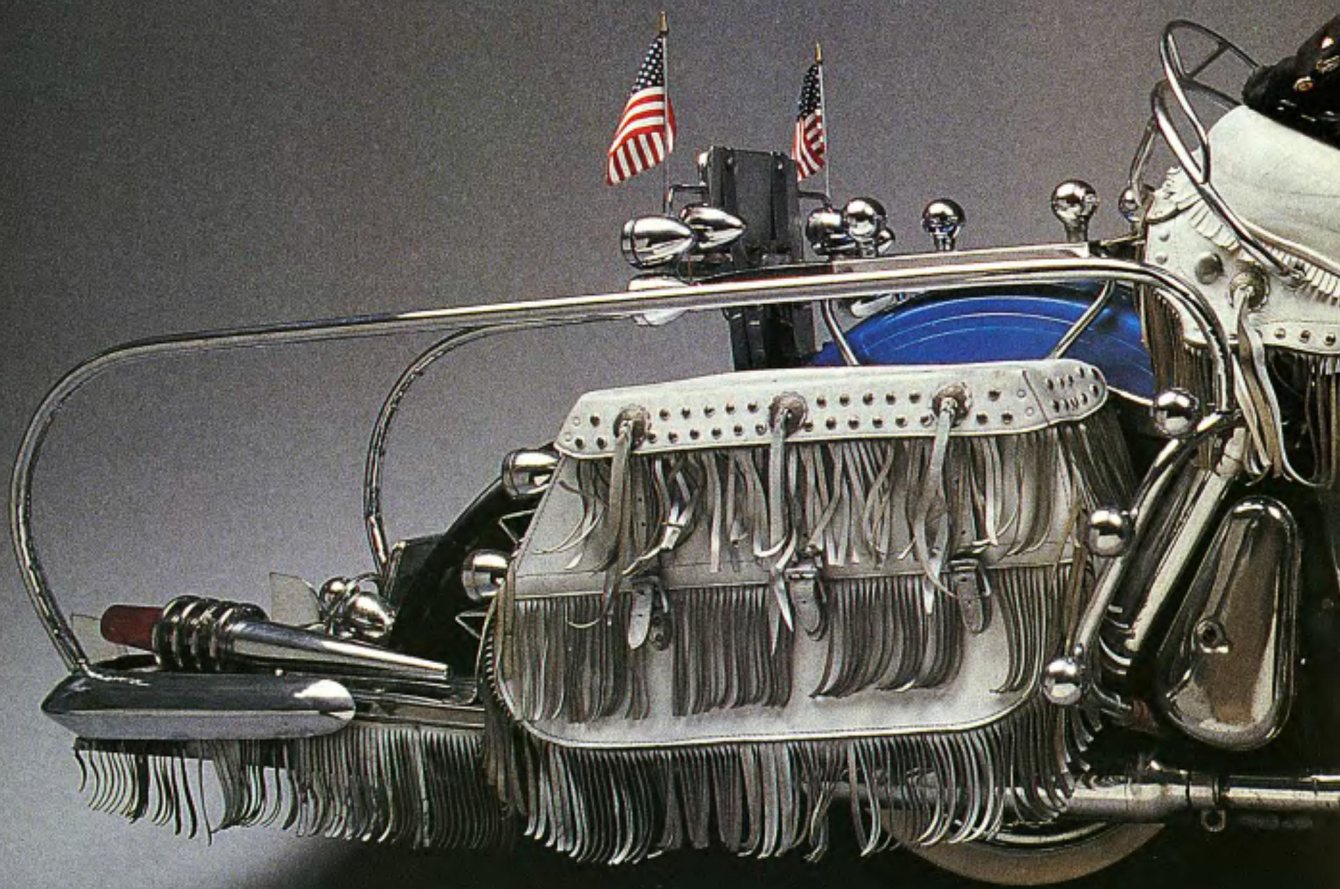
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HOLY COW!

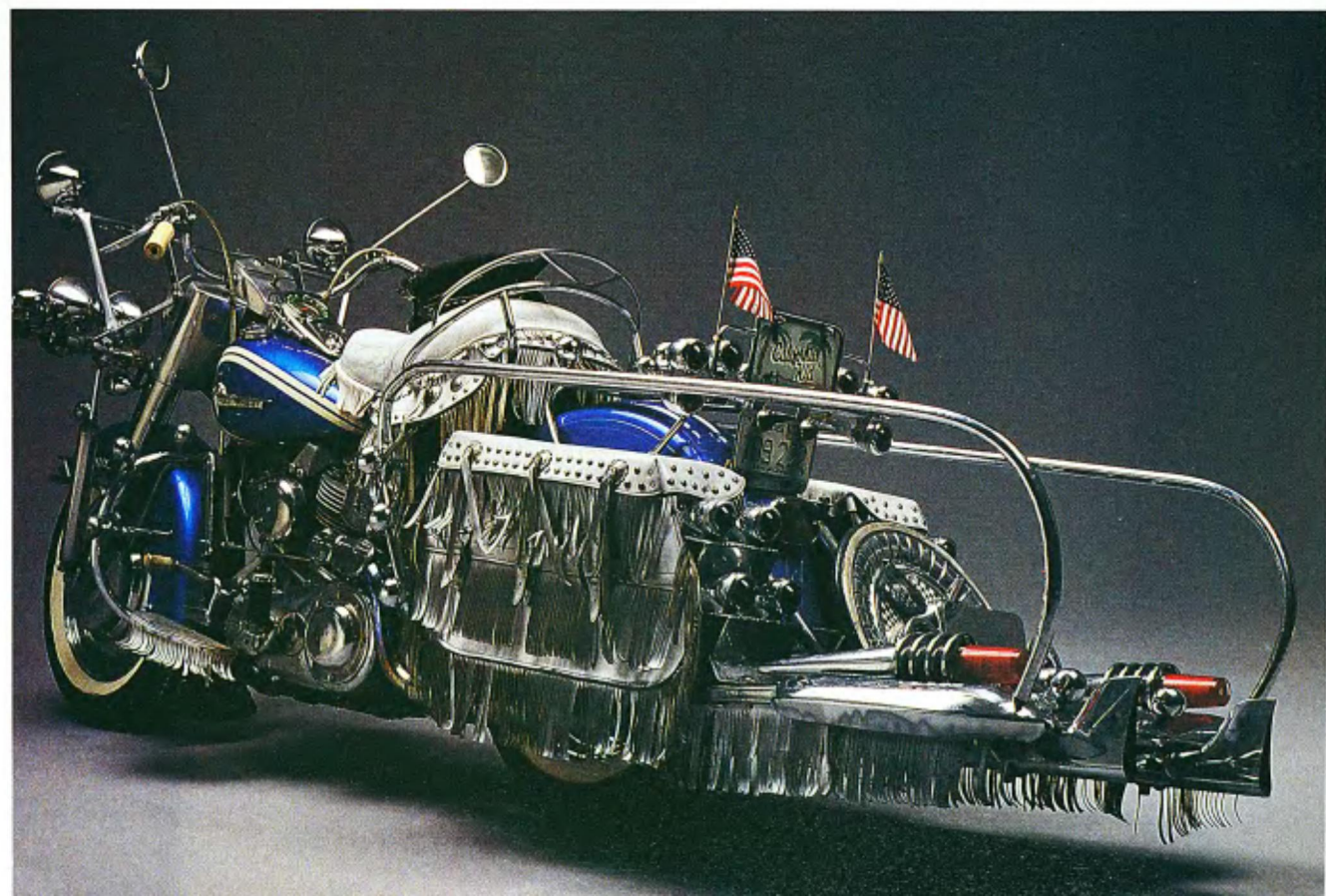
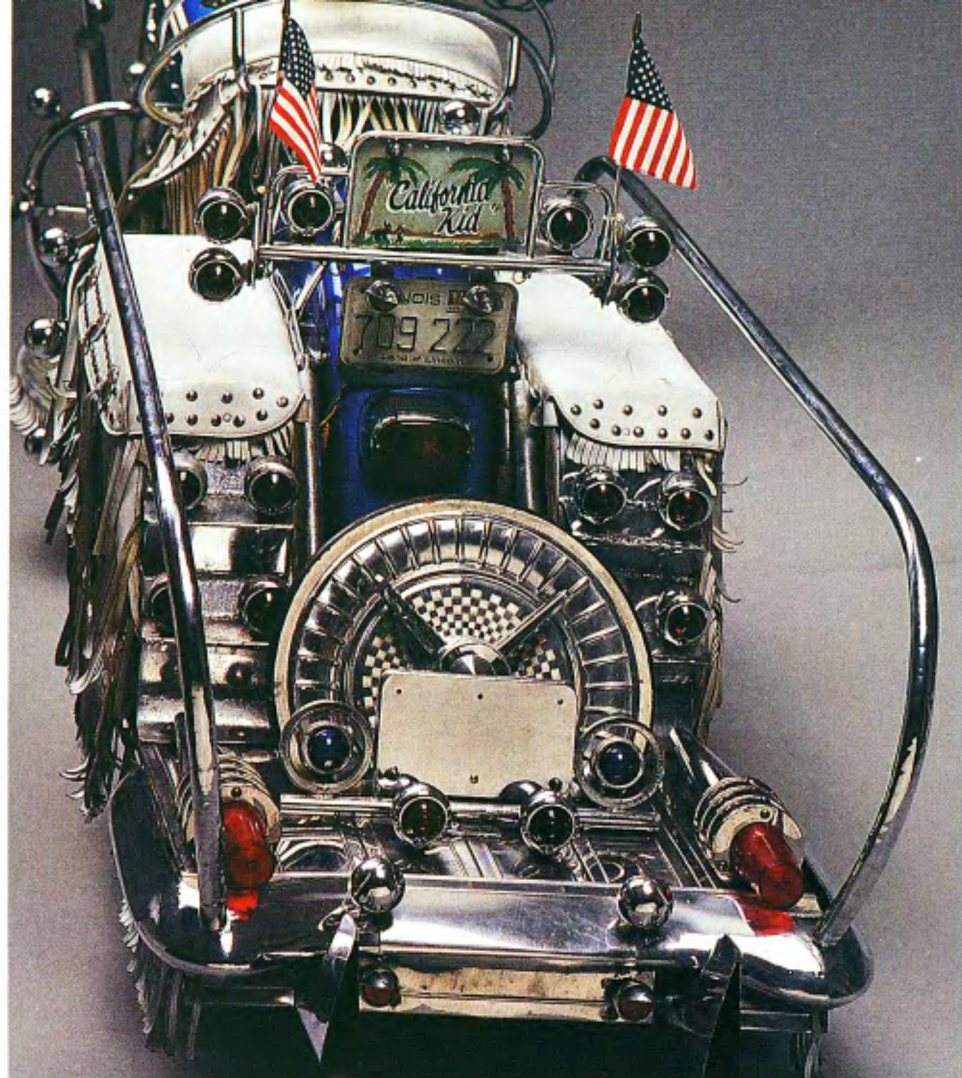
Holy cow isn't a name; it's an expression citizens use when they see this chrome barge lumber through the streets. This bizarre concoction of '50s and '60s Americana is not a restoration; it's an original, unretouched 1961 panhead with 6,300 miles on the original mill — that is, if you can find it.

But its origin is unknown. Mysteriously, the original artist of this taillight jewel must've been a drinkin' man and abandoned the chrome collection behind a bar on the south side of Chicago. The current owner cleaned a few cobwebs, dusted its accessory-laden exterior off, and putted into history.

Back in the early '60s, you had your choppers with





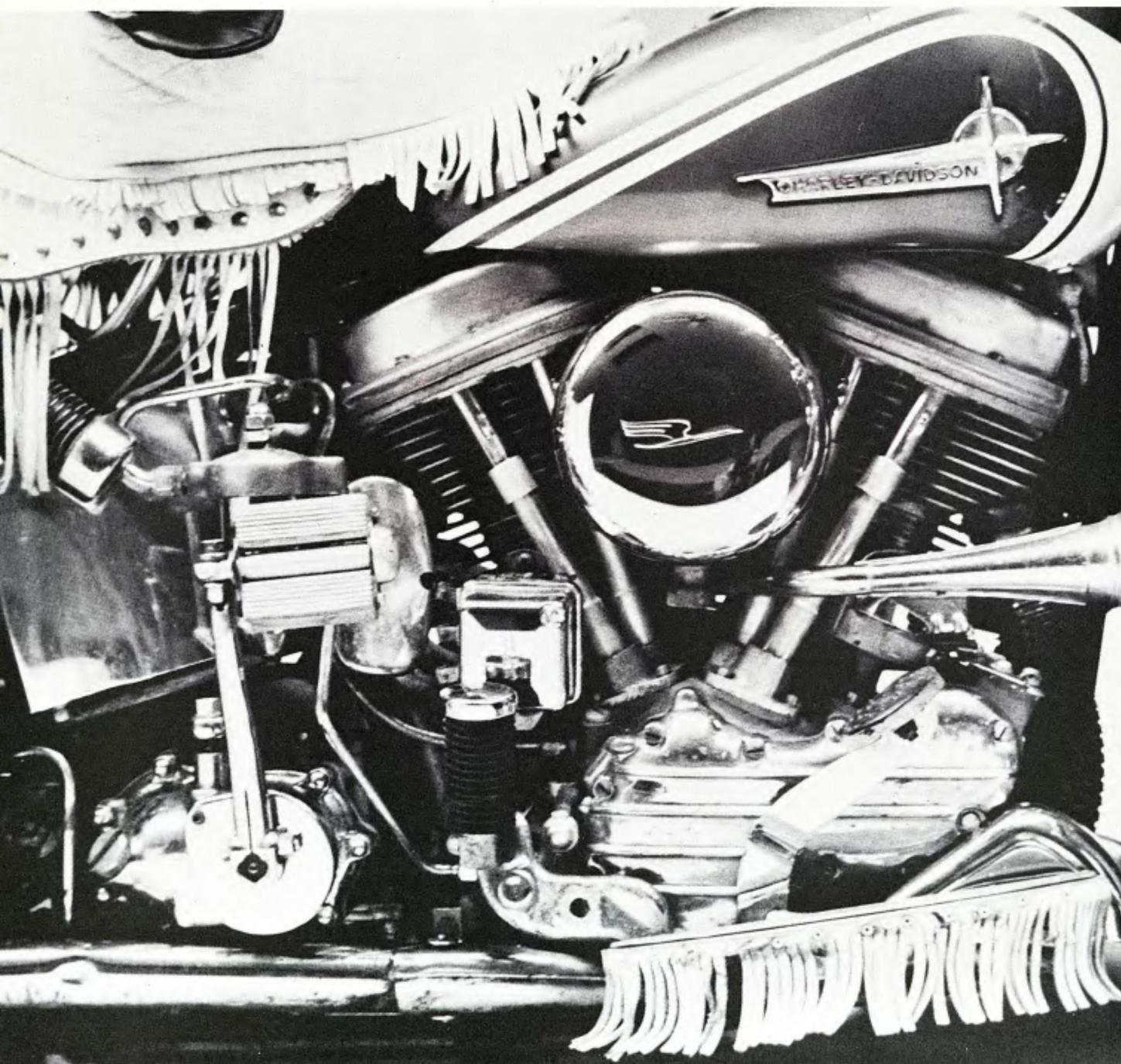


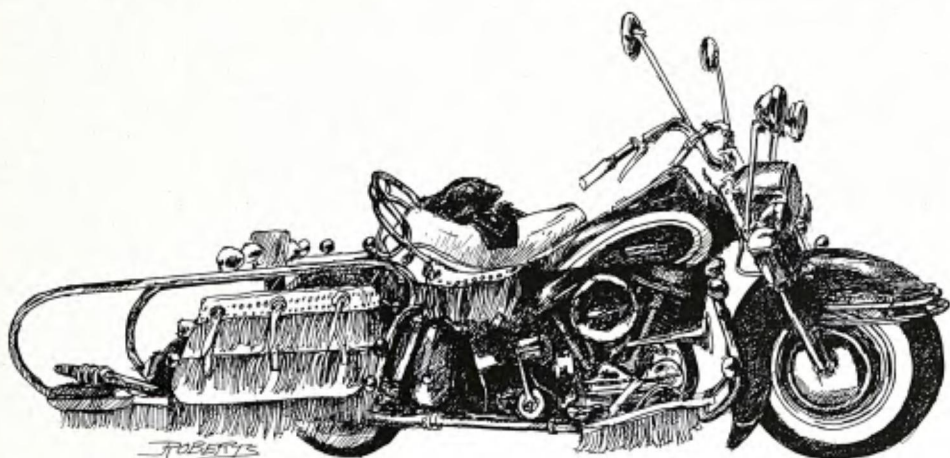
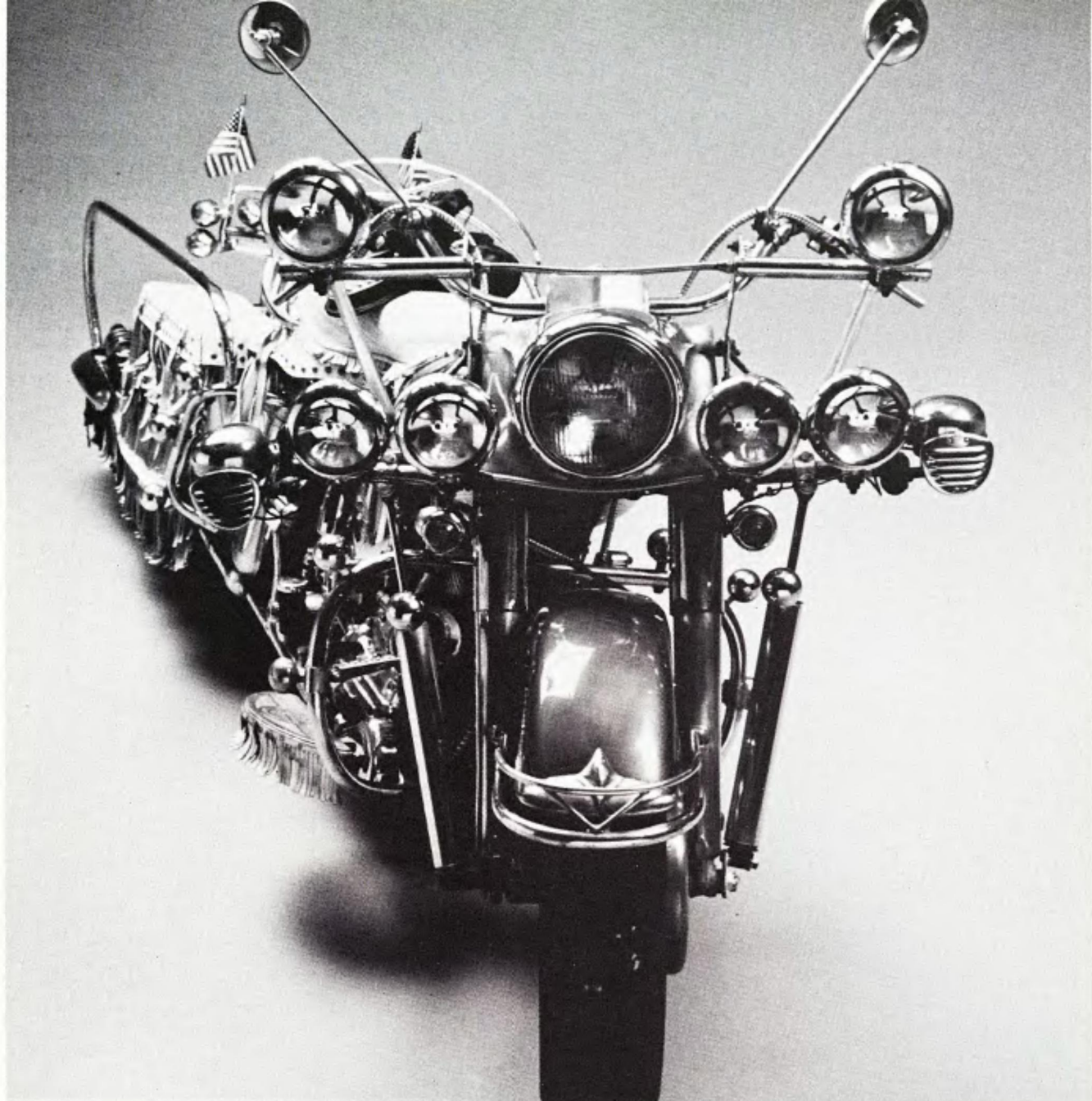


apehangers, and you had your dressers. No question what category this one belongs in. Taking the old saying, "If a lot is good, more is better," you are looking at beyond better.

Some of the taillights are not connected, and just as well, with only a six-volt battery. They are there simply for class — same as the Continental tire and platform with handrails. Did anybody ride on that platform? I am sure the fringemobile attended parties where it served that purpose.

Nowadays dressers have useless junk on them, such as CBs, radios, telephones, air shocks, and the like. This bike predated the Gold Wings by 10 years. It might not "out



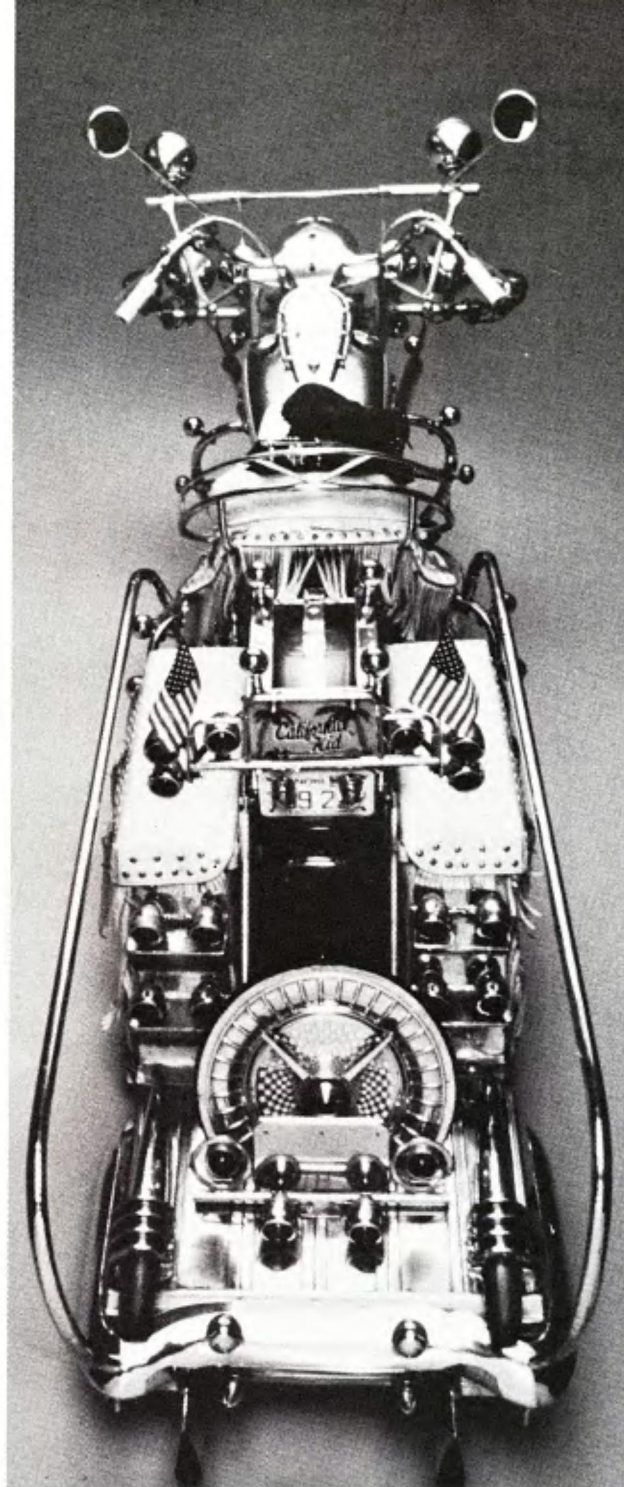


tech" one, but it sure "out taillights" them, and it displays the truly important accessories that never break, like Brookfield bags, fringe, conchos, fringed footboards, chrome balls, and lights that ain't hooked up.

We are looking at 10½ feet and a whopping 910 pounds of Big Twin. There are 27 taillights, including that long, rocket-shaped pair off a Mercury land cruiser (remember them?). Seven working headlights and three horns make its glistening presence known to anybody who might not have spotted history on two wheels.

The engine is perfectly stock, so riding it is just like any other FLH, except for being a tad sluggish,

Owner: Buzz Walneck		City: Woodridge, Illinois	
General		Frame	
Fabrication by: H-D		Year: 1961	
Year and make: 1961 H-D		Builder: H-D	
Model: FLH		Type: swingarm	
Value: \$10,000		Rake: stock	
Assembly by: H-D		Stretch: no	
Time: who knows?		Other alterations: weighted heavily	
Chroming by: H-D		Accessories	
Engine		Bars: H-D	
Year: 1961		Risers: none	
Model: FLH		Fender(s): fat	
Rebuilder: stock		Headlight: many, plus 4 spots	
Ignition: points		Taillight: 27 of 'em	
Displacement: 74 cubic inches		Speedo: stock	
Lower end: stock		Front pegs: footboards	
Balancing: original		Rear pegs: somewhere	
Pistons: H-D		Electrics: 6-volt	
Cases: stock		Gas tank: fatbobs	
Heads: panhead		Oil tank: stock	
Cam: FLH		Oil system: H-D	
Lifters: hydraulic		Primary cover: tin	
Carb(s): Linkert		Seat: with fringe	
Air cleaner: H-D		Sissybar: no space	
Pipes: long		Height: n/a	
Muffler(s): longer		Material: n/a	
Transmission		Forks	
Modifications: none		Type: glide	
Year: 1961		Extension: nope	
Shifting: ratchet		Builder: H-D	
Engine sprocket: ?		Special features: helper shocks	
Trans sprocket: 22		Wheels	
Wheel sprocket: 51		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: H-D	Hub: H-D
Painter: H-D		Rim width: 5 inches	Rim width: 5 inches
Color: Hi-Fi blue		Tire: ?	Tire: ?
Type: enamel		Brake: shoes	Brake: hydraulic
Special paint: where?			

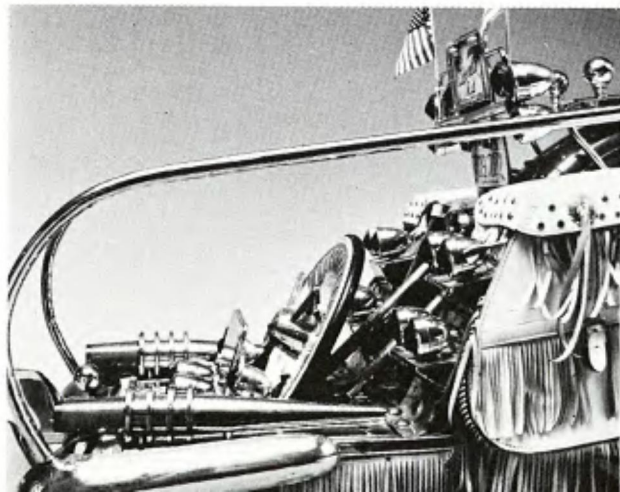


Photos by Jose

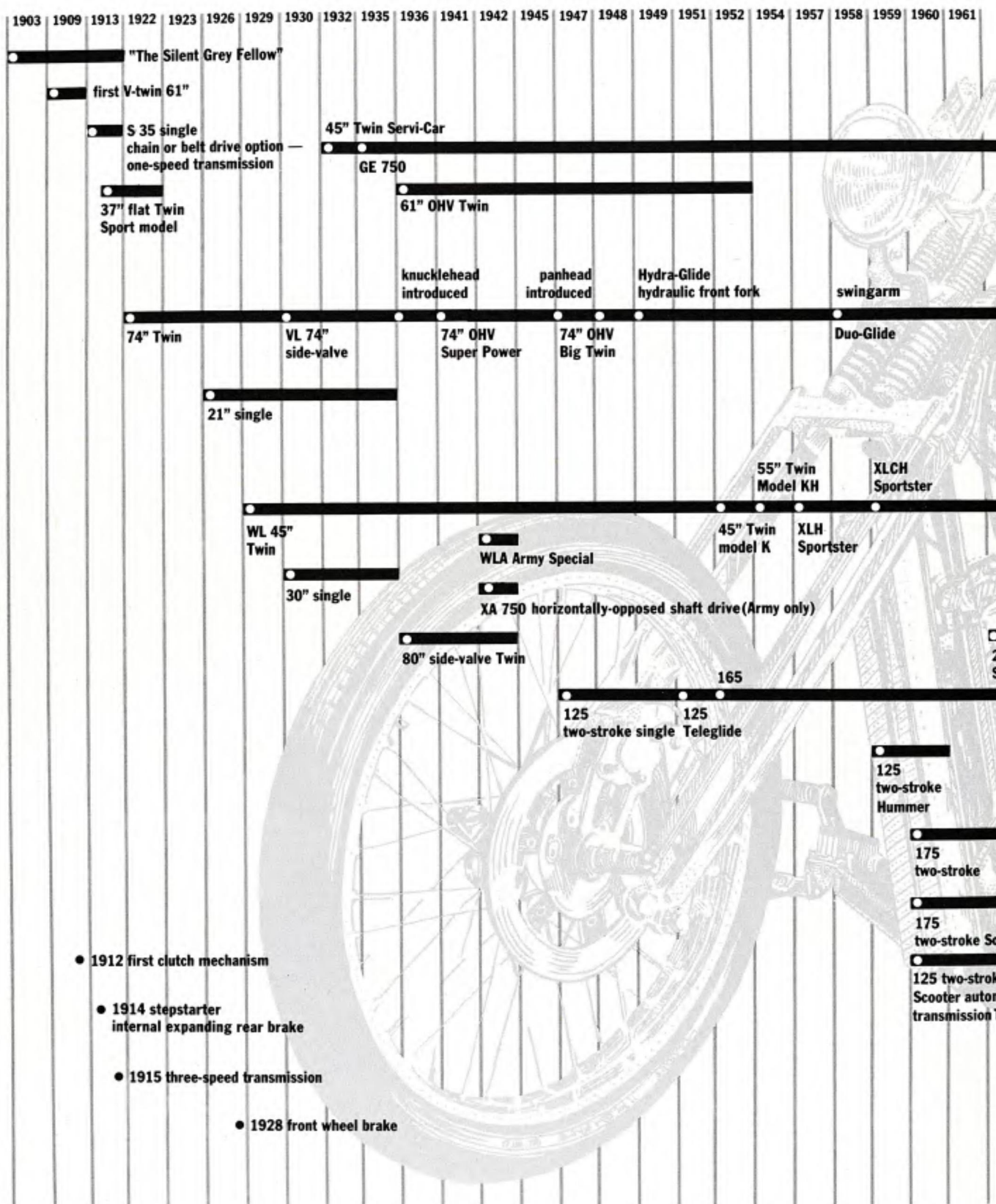
like having a permanent passenger — a *big* passenger — when you are really riding solo. Highway cruising is just a laid-back pleasure, as eyes from everywhere are riveted and fingers are pointed at rolling Americana (usually not that finger, either).

With a few hours of unbolting, a guy would find a perfectly stock, low mileage Duo-Glide under all this. But then it would no longer be a "Holy Cow." And that's the way it was.

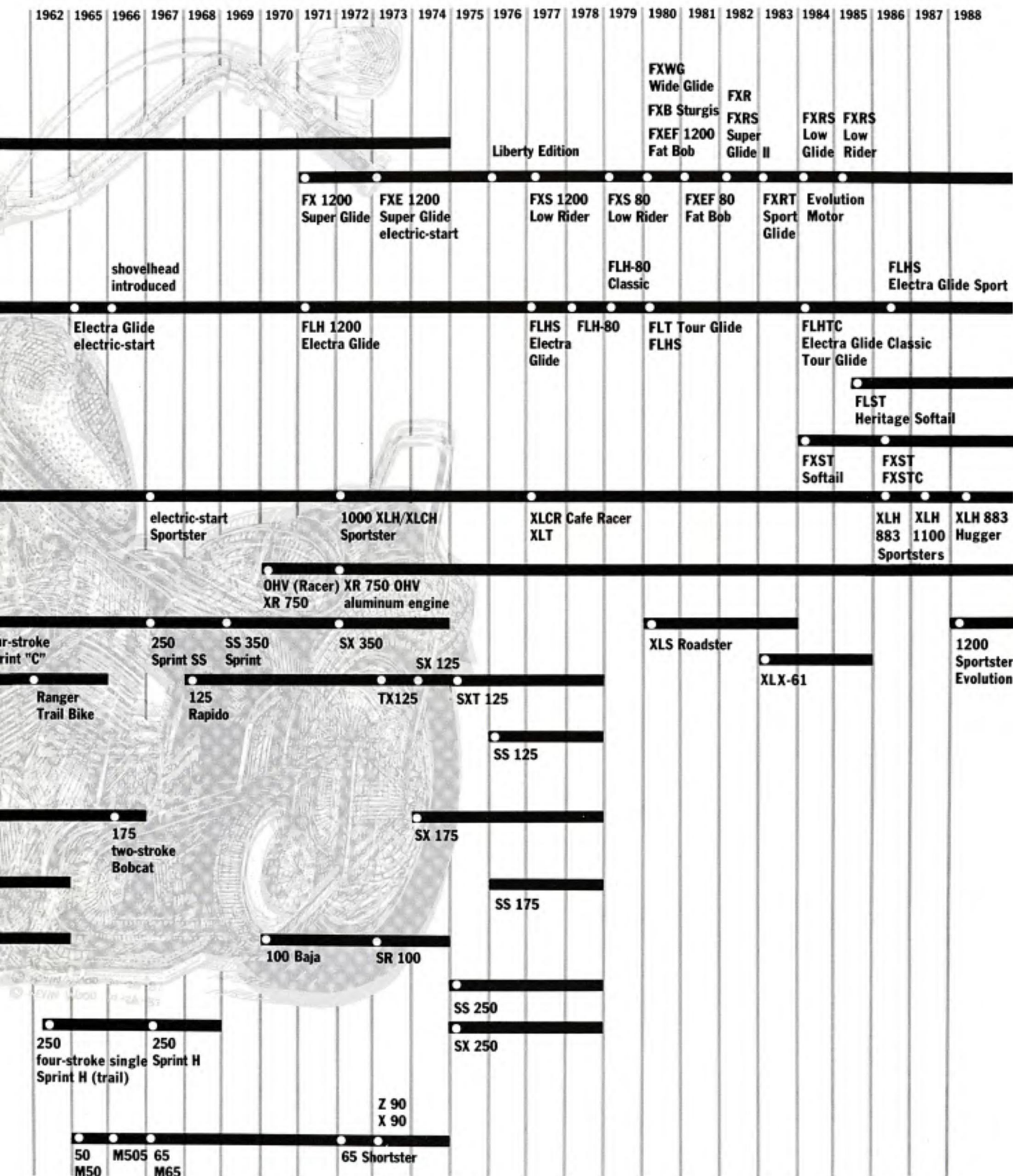
—Wilburn Roach



The History of Harley-Davidson 1903-1988



EVOLUTION O



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Everything is explained in easy-to-understand language, complete with drawings, diagrams and photographs. You'll learn engine design, carburetion, electrical systems... as well as how to adjust and repair frame, wheels, shocks, transmissions, valves, everything you want to know from routine maintenance to a major overhaul.

Work Out of Your Home!



It's easy to get started once you qualify as a motorcycle mechanic. Just let your friends and neighbors know you're ready to repair cycles in spare time—or if you'd rather, get a full time job at a motorcycle shop or dealer.

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More Girls—More Bikes Each Year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year... and more bikes mean more motorcycle repairs. So get in on the action... get in on the fun—start making money as a motorcycle mechanic. Rush post-paid card for free facts—full information.

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Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.



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BIKERS & TRUCKERS

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Scooter and diesel pilots form a natural asphalt partnership, combining mutual respect with shared obstacles and the ever-present legislative threat looming over freedom of the road.

Truckin' down the road is an expression we bikers use to describe traveling down life's highways. Over the last 10 years, it seems like when I'm down and out, flat broke, and my scoot's busted, an 18-wheeler pilot is the first to offer a hand.

Truckers and bikers are always on the road, listenin' to their machines, eatin' up the miles between towns



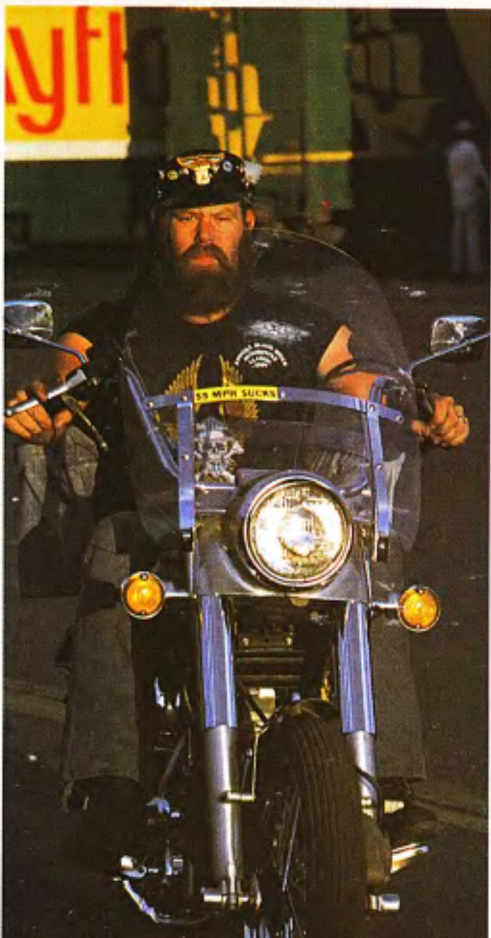
by thinkin' of the next rig or a new scoot — or the woman waitin' at the end of the line. Spendin' time on the road is a trucker's and biker's lifestyle. They both share the enjoyment of puttin' their machines on the asphalt and jammin' for hours.

This group of biker-truckers enjoys a combination of both lifestyles. Susan's and Big John's truck is the business — put the scoot in the back, haul a load to the East Coast, putt around the sights, then pack it in for the West Coast and stop off at Sturgis or Daytona or any major run.

For them, mobile life is perfect and contains all the possible independence you could possibly ask for. Except there's one minor hitch — those big rigs ain't cheap.
—Woody

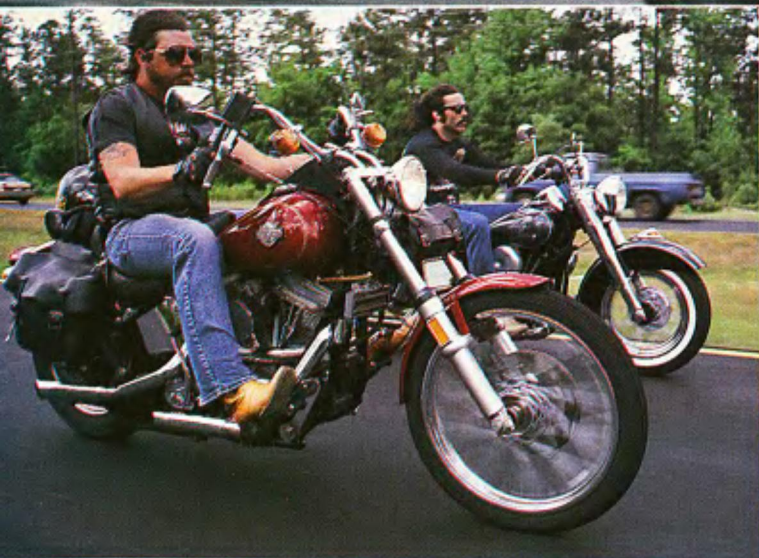
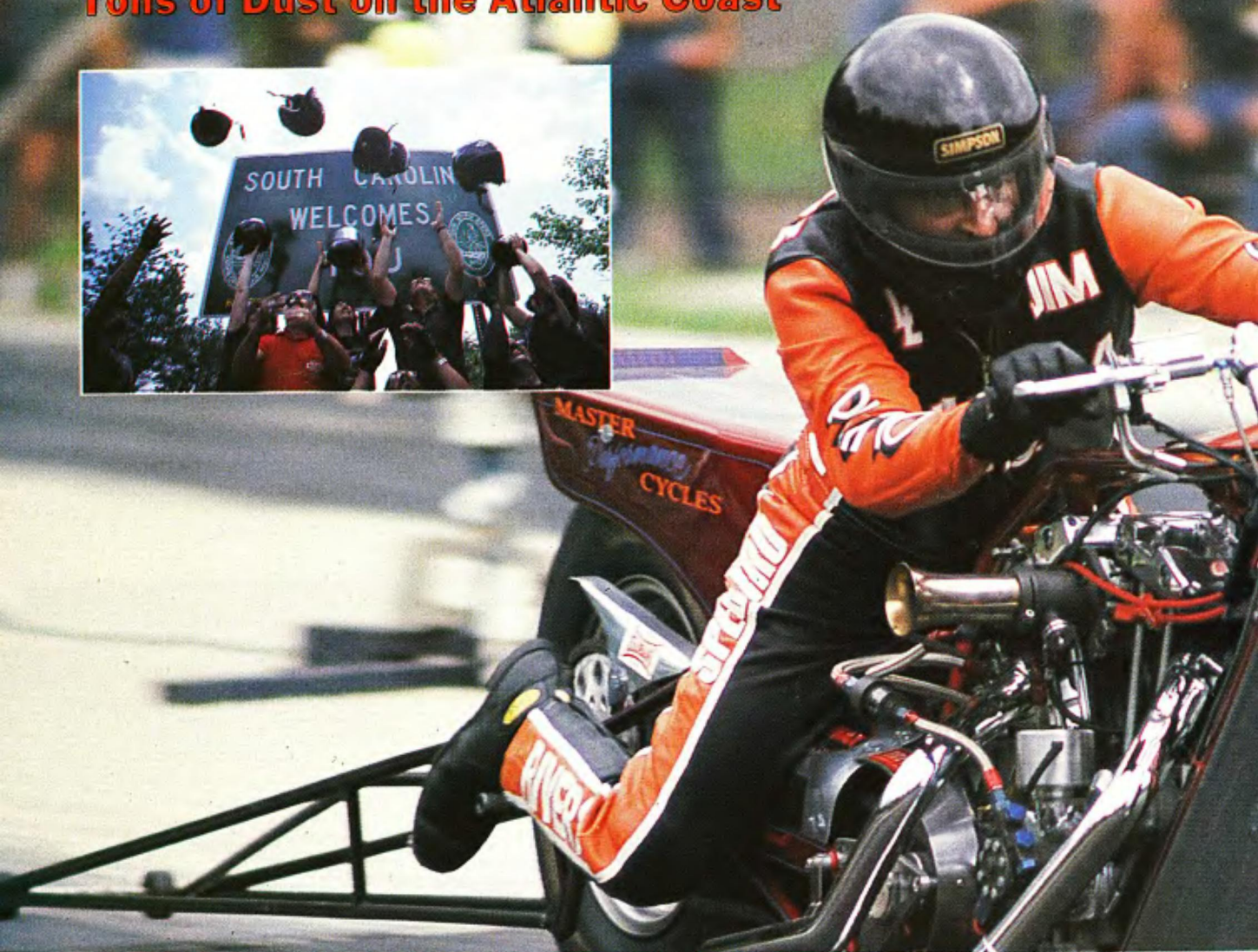


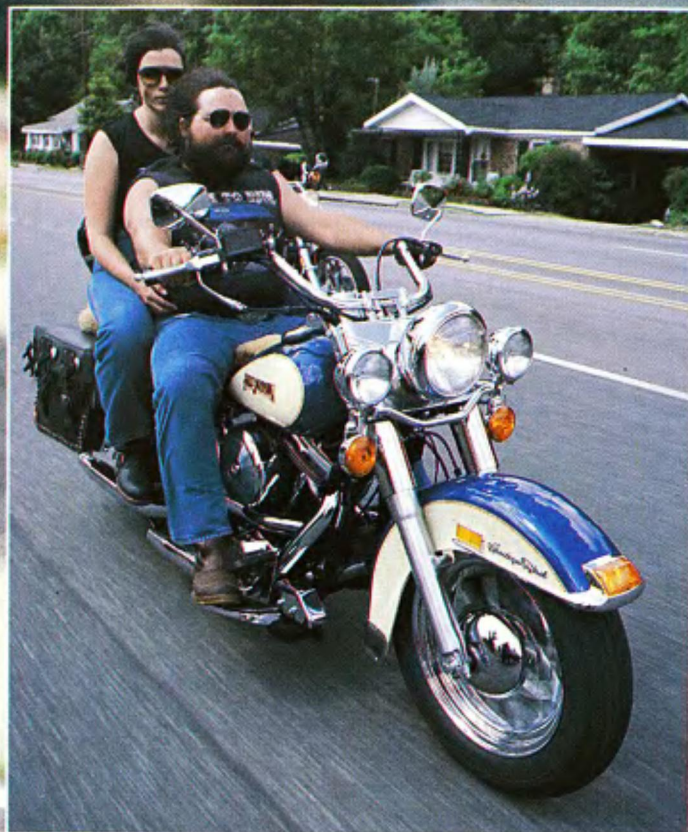
Photos by Billy Tinney



MYRTLE BEACH

Tons of Dust on the Atlantic Coast

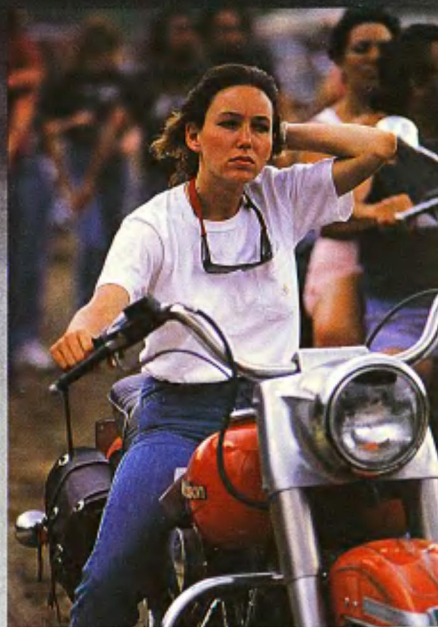
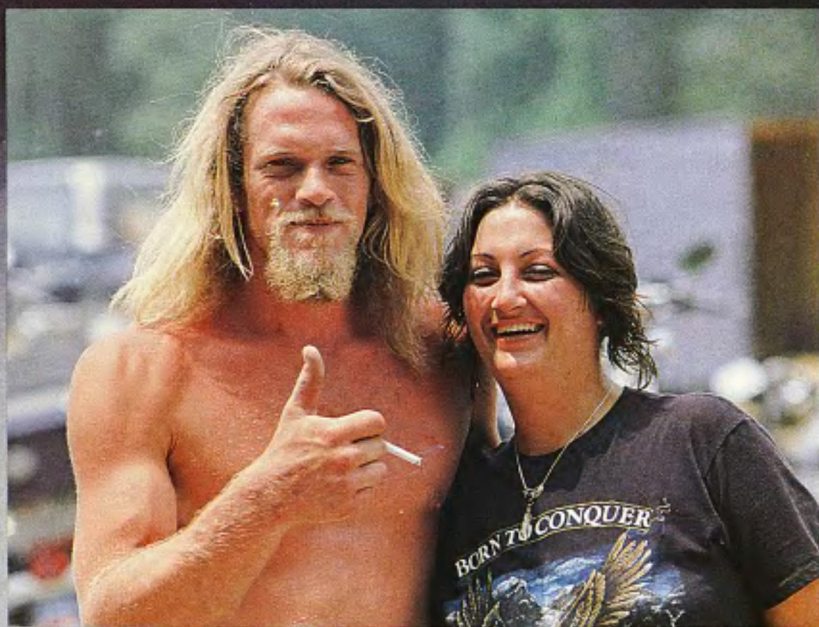
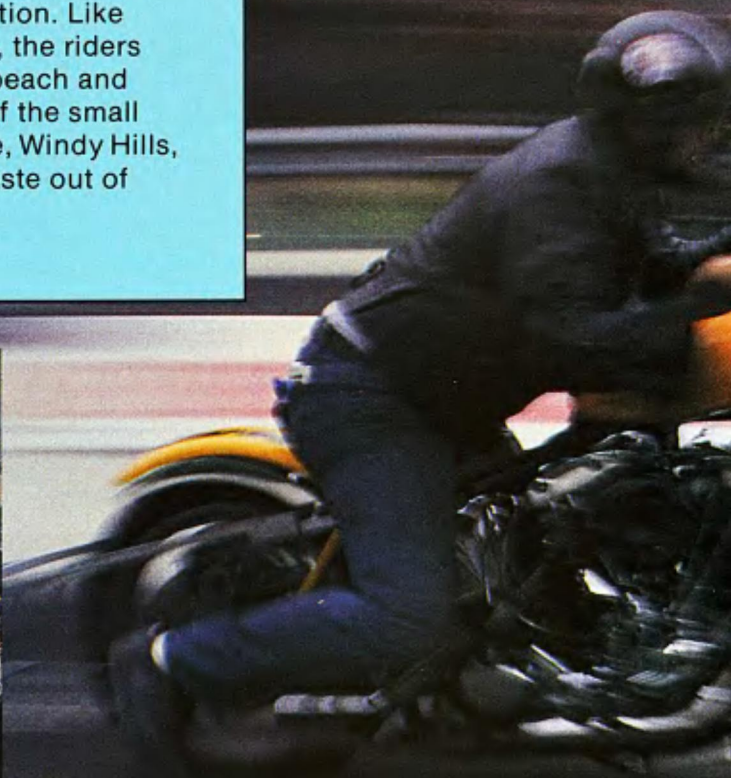


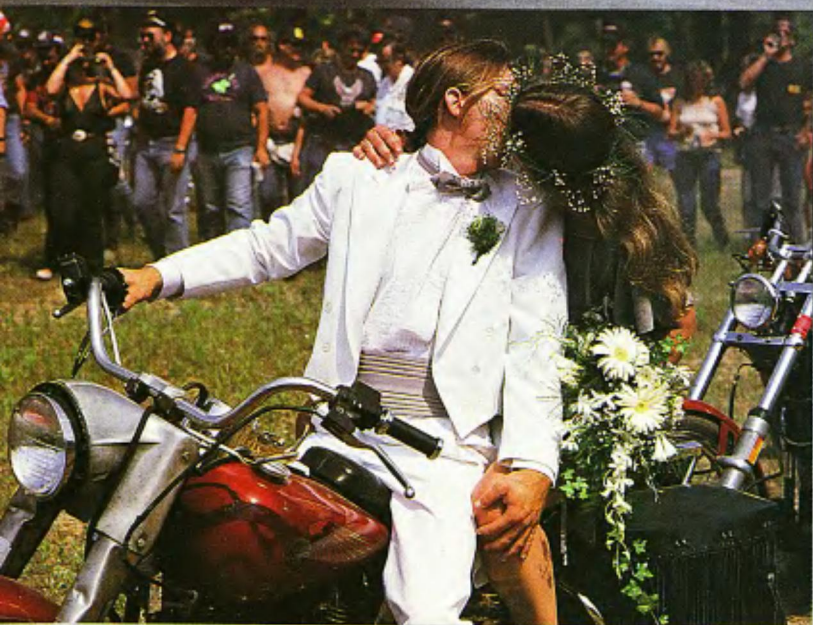


MYRTLE BEACH

Over 40 years ago, the network of Harley-Davidson dealers in North Carolina began the Myrtle Beach Run. There're nearly 20 dealers in North Carolina, so when they party, the scooters fly to their southern sister state.

Some brothers rode from as far away as Danville, West Virginia, to attend one day of events sponsored by the 18-dealer association. Like many of the historic runs years ago, the riders enjoyed quarter-mile drags on the beach and the run of Ocean Drive consisting of the small coastal communities of North Myrtle, Windy Hills, and Surfside. But times got just a taste out of





MYRTLE BEACH

hand, and restrictions washed in with the tide, until today, bikes are no longer allowed on the beach.

But before you put your kickstand down on the Myrtle Beach Run, this dealers' association, headed up last year by Ray Price, brought out 7,000 riders to this H-D-only event. They staged an outdoor custom bike show, potato scramble, plank ride, slow race, balloon toss, and

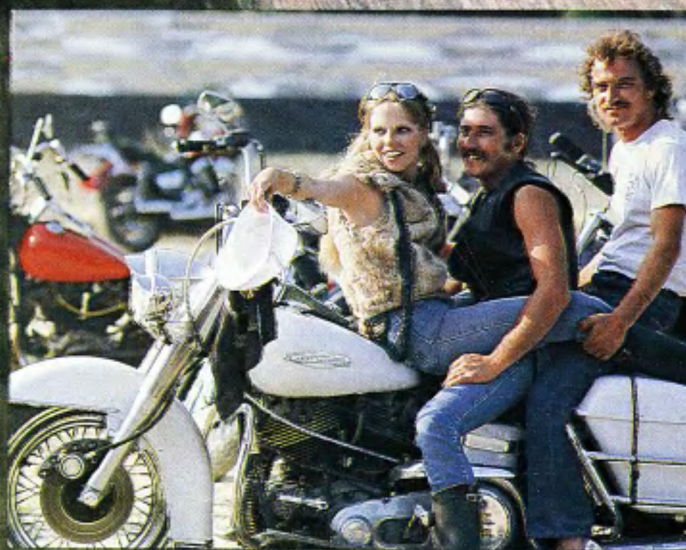




wienie bite. In the afternoon the drags still raged, the nitro filled the air, and brothers and sisters burned the asphalt for the best times.

Ya gotta hand it to these people — they know how to ride, put on an event, and what motorcycles to invite.

—Snake



Photos by Michael Lichier

RECOGNITION-AT LAST

HARLEY-DAVIDSON CIGARETTES

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SURGEON GENERAL'S WARNING: Smoking By Pregnant Women May Result in Fetal Injury, Premature Birth, And Low Birth Weight.

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FUN! FUN! FUN!

this Bud's for you!

For 20 or 40 years, the reputation of bikers rested somewhere in a stratum unmentionable at the family Thanksgiving dinner table. Somehow bikers, like cowboys, frontiersmen, and freedom fighters — the rough and rugged individualists — have always overcome. We're pioneers of an era, a lifestyle. It took its toll on us in the past, but we sustained the lifestyle for the better.

The latest indications of our success at being accepted nationwide has been Lorillard, the nation's fourth largest cigarette manufacturer, naming a new brand of cigarettes after Harley-Davidson.

Lorillard has not only given the biker cigs a level of acceptance which places us alongside Ford (have they ever named a cigarette after a car?), but their efforts are aimed at placing H-D right alongside Marlboro — the biggest in the field.

The impact is auspicious and far-reaching. If you think about it, the lifestyle is what Lorillard wants to associate with — not the factory, not the name. The name creates the association with the millions of riders throughout the world who've stood by the lifestyle through it all.

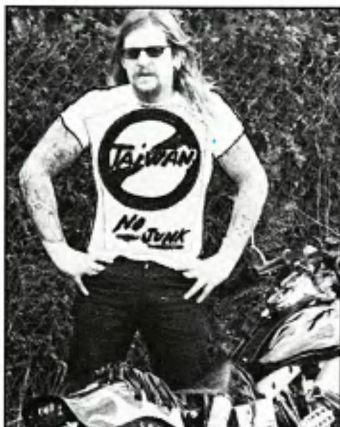
On top of the identification Harley-Davidson cigs have given the lifestyle, just recently Budweiser has stepped forward to sponsor the *Easyriders* Grand Nationals Motorcycle Rodeo in Ventura this year. It's another example of the strength and impact of the ever-growing, always strong biker community.

Budweiser and Lorillard should be congratulated for their wisdom. If you'd like to drop them a note, write 'em at:

HARLEY CIGARETTES
c/o *Easyriders*
P.O. Box 3000
Agoura Hills, CA 91301

We'll take care of compiling the information and putting it under the proper person's nose.

BUDWEISER
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THE SPORTBOB

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Designed for 1984 & 1985 Softails. '86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in — all you need is a taillight. Part #0303 \$189 (includes shipping)



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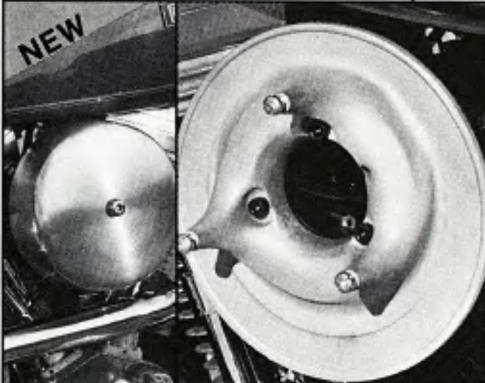
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For 1952-85 Sportsters and 1966-85 shovelhead Big Twins. Now you can put your oil gauge where you can read it. Will clear all seats and 5-gallon tanks. Liquid Filled gauge Part #0099 \$19.95; '71 & later Part #0011 \$19.95 (Add \$2 for C.O.D. orders); '52-'70 Part #0022 \$19.95 (Add \$2 for C.O.D. orders)



Lower your bike with American-made Shocks. These shocks are show bike quality. Stock lengths available upon request. Add \$8 for shipping. Year, '52-'78 Model, XL Length, 13.5" Finish, Covered Price, \$139.95; Year, '52-'78 Model, XL Length, Lowers bike 1 1/2" Finish, Chrome Spring Price, \$139.95; Year, '52-'78 Model, XL Length, Lowers bike 1 1/2" Finish, Gold Spring Price, \$149.95.

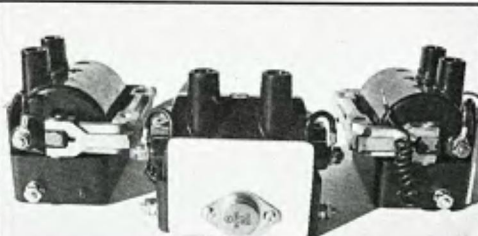
Year, '73-'85 Model, FL-FX Length, Lowers bike 1 1/2" Finish, Chrome Spring Price, \$159.95; Year, '73-'85 Model, 4-speed Length, Lowers bike 1 1/2" Finish, Gold Spring Price, \$159.95. Year, '79-'80 Model, XL Length, 11" or 12" Finish, Chrome Spring (only), Price, \$149.95; Year, '81 & up, Model, XL Length, 11" or 12" Finish, Chrome Spring Price, \$149.95; Model, Chrome Covered Price, \$149.95; Year, '82-'86 Model, FXR Length, 11" or 12" Finish, Chrome Spring Price, \$149.95; Model, All 5-speed Finish, Chrome Covered Price, \$149.95; Model, Frames Finish, Gold Spring Price, \$159.95.



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Pat. Pending. Flow tests show this is the best intake system available for the Harley-Davidson, short of running an open velocity stack. If you want maximum horsepower from your engine, then Super Flow is the only way to go. Below are Flow Test Results. Flow tests performed at a vacuum of 6" of water:

Stock H-D Air Cleaner 116 Cubic Feet Per Minute
Breather-style Advertised as
Flowing 300 C.F.M. 138 C.F.M.
S & S Super Air Cleaner 145 C.F.M.
The Super Flow Air Cleaner 176 C.F.M.
Will fit Bendix, Tillotson, Keihin, S&S, and soon S.U. carbs. The stock H-D Round Evolution outer cover will fit the Super Flow Backing Plate. H-D part #29259-83A air filter needed or the equivalent. Part #0077 Super Flow Air Cleaner with Aluminum Cover, \$48.75; Part #0088 Super Flow Back Plate only. Use H-D Chrome Cover \$39.95 (Add \$2 for C.O.D.)



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Performs as well as the Lockhart oil cooler, but for less money. Oil passages have been enlarged for even better cooling. Now available in polished aluminum and black wrinkle with highlighted fins. Fits all Harleys. Black Wrinkle Part #8080 \$69; Polished, Part #8888 \$89.



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4- and 5-Quart Aluminum. These aluminum tanks are hand-fabricated from 1/8" aluminum plate mig welded and polished (5-quart tank is shown above). They will replace the stock tank on the FX, FXE, & FLH models with 4-speed frames. No oil filter. 4 Quart, Part #0055, \$179.95 shipping \$5; 5 Quart Part #0066, \$189.95 shipping \$5



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**Grady's late start
hasn't put a damper
on his puttin'
presence.**



FERRARI RED AND FLYIN'

It's never too late to discover the wonders of ridin'. To hear some guys talk, you'd think they popped down their ma's chute straddlin' a tractor seat an' steerin' an 18 with apehangers. That ain't to say that a lot of us don't start white-linin' at an early age, but it's also not the exclusive way.

Grady Pfeifer didn't start his puttin' days until 1981, when he bought this bike, fresh as the driven snow and box stock, from a local Hog dealer. The feelin' for gettin' out an' about had been there for years, but the final kick-in-the-butt inspiration came when his divorce was final. (He is now happily remarried — she loves ridin'.)

Funny how freedom in the home, or lack of it, can dictate a guy's riding relationship with the open spaces and freedom that is inherent in puttin'.

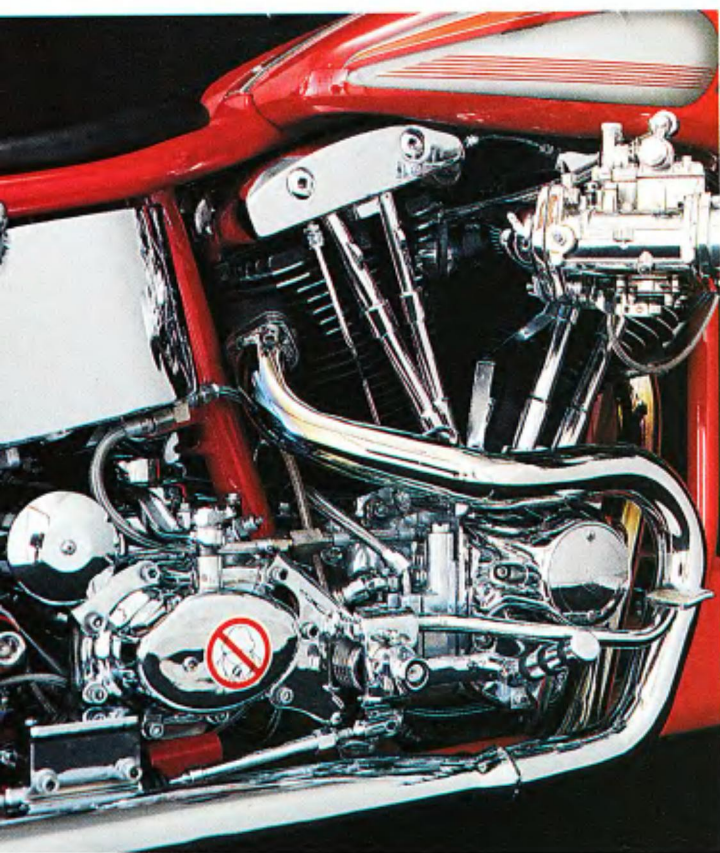
The lure of the road had caught him. It gave Grady a

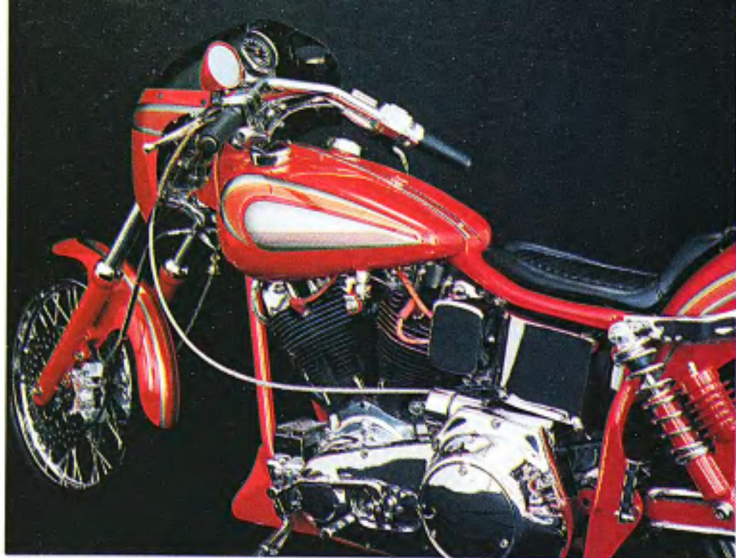




chance to air his brain. The impulsive decision that led him to purchase the Low Rider now instructed him to get into customizing. He had always admired Arlen Ness's creations, and the Ferrari red bike now has Ness-essities on it. Along with the swingarm, pipes, bars, an' pegs, the owner also got himself an Arlen hairdo to top it off, so to speak (just kiddin').

While Arlen's influence is easily seen, the major refabrication was done down south in the San Fernando Valley by Williams Motors, who made an asphalt animal out of the dependable, though comparatively docile, Low Rider. Complete with



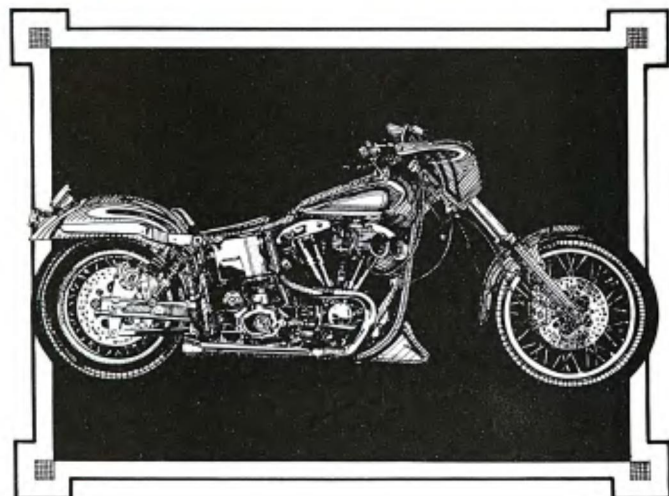


Photos by Pete Chiodo





Owner: Grady Pfeiffer		City: Northridge, California	
General		Frame	
Fabrication by: Grady Pfeiffer		Year: 1981 FXS	
Year and make: 1981 H-D		Builder: H-D	
Model: Low Rider		Type: swingarm	
Value: expensive, but for sale		Rake: raked	
Assembly by: Grady Pfeiffer		Stretch: none	
Time: 5 months		Other alterations: front spoiler and molding	
Chroming by: Astro Plating		Accessories	
Engine		Bars: Arlen Ness	
Year: 1981		Risers: none	
Model: shovelhead		Fender(s): Arlen Ness	
Rebuilder: Williams Motors		Headlight: H-D	
Ignition: H-D electronic		Taillight: modified H-D	
Displacement: 93 cubic inches		Speedo: H-D	
Lower end: S&S		Front pegs: Arlen Ness	
Balancing: Williams Motors		Rear pegs: Arlen Ness	
Pistons: S&S		Electrics: 12-volt battery	
Cases: polished		Gas tank: 3.5-gallon H-D, modified	
Heads: flowed with Manley valves		Oil tank: Paughco	
Cam: Sifton 118		Oil system: H-D and O'Berg filter/cooler	
Lifters: Rivera Valva Touch		Primary cover: chrome	
Carb(s): 40 mm dual-throat Dell 'Orto		Seat: Lepera	
Air cleaner: velocity stacks		Sissybar: n/a	
Pipes: Arlen Ness collector		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: polished		Type: '87 FXLR	
Year: 1981		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: H-D		Special features: painted lower legs	
Trans sprocket: 23		Wheels	
Wheel sprocket: belt drive		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Westbrook Originals		Hub: H-D	Hub: H-D
Painter: Westbrook Originals		Rim width: 3½ inches	Rim width: 5 inches
Color: Ferrari Red		Tire: Conti Blitz	Tire: Conti Blitz
Type: acrylic lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Other special modifications: Arlen Ness swingarm, Works Performance rear shocks, and much, much more. Special thanks to Gary Bang, Arlen and Cory Ness, and The Hamsters.			



cowcatcher, no less — oh, that's an oil cooler/filter spoiler? What the hay, the handmade welded and molded fins were apparently individually made by O'Berg.

From here, the former operator of flat-bottom racing boats and souped-up cages, who is a vice president of marketing for an electronics firm, is completely satisfied with the bike as is. He's reached the peak, hit the zenith, and is now look-in' for new worlds to conquer. Grady's grown attached to his bike, but for the right price, who knows? It has proved to be a trusty vehicle for rides to Northern California's Redwood Run, the Bike Fest, and a coupla cruises to Sturgis that remain the favorites.

—Bomber

EASYNEWS

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

Meeting of the Minds

Political meetings, a Washington pundit once remarked, was where "seconds are made, minutes are recorded, and hours are wasted."

That sure ain't the case when the political confab is comprised of leather- and denim-clad freedom fighters. The 250 members of bikers' rights groups from 32 states who converged in Davenport, Iowa, last October for the Meeting of the Minds conference did anything but waste time — instead, assholes and elbows were flyin' for three days straight, while the attending bros and sisters

filled their notebooks and skulls with a wide range of practical information.

The seminar encompassed the nuts-and-bolts particulars vital to any politically viable group, from basic communications handling to lobbying techniques, and a considerable portion of the long weekend was devoted to more sophisticated fare, such as database handling and the more tedious treatment of statistics manipulation and how to combat that bias.

The Meeting of the Minds was the idea of Mike "Balls" Farabaugh, executive director of ABATE of Indiana, and

the Iowa gathering was the third of an increasingly impressive series of annual brainstorming sessions with a common theme: shared knowledge equals power, and organized power equals victory in the legislative arena.

"It was my idea, but that's all," said Balls. "The fact is, none of this could've come about without the incredible amount of talent contributed by the brothers and sisters across the country who have dedicated their time, energies, and wallets to make it happen. There are a tremendous number of people involved in this."

Tremendous is the right word for it. From a handful of advocates a scant 12 years ago, membership in rights organizations has swelled to an estimated 140,000.

It's the stamina and unflagging dedication of these member bikers that enables this type of cooperative fact-sharing to gel into a productive and effective vanguard against biker discrimination.

What can you do to help? Check out the listings of the bikers' rights organization on these pages — spin that phone dial and get active. It is, after all, your ass.

—Savage

Bikers' Rights Organizations Nationwide

The following groups and individuals are bustin' ass to keep our faces in the wind, an' they need your support to keep the legislative wolves at bay. Write or call the organization nearest your crib an' see what you can do to help. Changes, additions, an' deletions should be sent to Bikers' Rights, *Easyrider*s, Box 3000, Agoura Hills, CA 91301.

ALABAMA

ABATE of Alabama
Box 511
Weaver, AL 36277

Alabama Riders Association
Box 360095
Birmingham, AL 35216
Dixie Bikers Association
Box 196
Wetumpka, AL 36022

ALASKA

ABATE of Alaska
2512 Guam
Anchorage, AK 99507

ABATE of Alaska
Mat Valley Chapter
Box 872505
Wasilla, AK 99667

ARIZONA

ABATE of Arizona
12416 N. 28th Dr.
Suite 18 248
Phoenix, AZ 85029
Modified Motorcycle
Association of Tucson
Box 22558
Tucson, AZ 85734-2558

ARKANSAS

ABATE of Arkansas
c/o Ralph and Terry Owens
Rt. 1 Box 206 R
Bauxite, AR 72011

ABATE of Central Arkansas
Rt. 2 Box 1388
Dardanelle, AR 72834

ABATE of Northwest Arkansas
Box 3280
Fayetteville, AR 72702

CALIFORNIA

Bikers Against
Discriminatory Legislation
20175 Ricardo Ave.
Hayward, CA 94541
Contact: Bob Mannah
(415) 278-8808

Bikers Against Manslaughter
5455 Wilshire Blvd., Suite 1600
Los Angeles, CA 90036
Contact: Bill Durning
(800) 424-5377

ABATE of California
4384 Clairemont Dr.
San Diego, CA 92117

ABATE of California
Box 219
Oak View, CA 93022

Modified Motorcycle Association
of California
2206 16th St.
Sacramento, CA 95818

CANADA

ABATE of Alberta
Box 685
Station J.
Calgary, Alberta T2A 4X8

Coalition of Motorcyclists
100 W. Pender, 16th Flr.
Vancouver V6B 1R8

ABATE of Canada
1844 Alexander Ave.
Winnipeg, Manitoba R2R 0G7

ABATE of Northwest Ontario
Box 1311
Thunder Bay, Ontario P7C 5W2

Bikers Rights Organization
31 Adams Ave.
Simcoe, Ontario N3Y 4P4

Bikers Rights Organization
Box 684
Coaldale, Alberta T0K 010

Ontario Road Riders Association
17 Injin St., Site 9
Borden, Ontario L0M 1C0

Bikers Rights Organization
30 Circle Rd.
Pointe Claire, Quebec H9R 1X1

Bikers Rights Organization
244 Dupont
Chateaugay, Quebec J6J 1E9

Biker Rights Organization
Box 218
Coleville, Saskatchewan S0L 0K0

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

Concerned Motorcycle
Riders Association
86 Broad St.
New Britain, CT 06051

Mission Church of Bikers
Box 1854
Manchester, CT 06040

DELAWARE

ABATE of Delaware
Box 10765
Wilmington, DE 19850
(302) 731-4758

ABATE of Delaware
Box 5765
Marshallton, DE 19808

FLORIDA

ABATE of Florida, Inc.
1102 Columbus Ave.
Lehigh Acres, FL 33936
Contacts: "Grandpa" Stewart, President
Lynda Stewart, State Treasurer
(813) 369-5175

ABATE of Florida, Inc.
Southeast Chapter
Box 4943
Hollywood, FL 33083
(305) 473-2238

GEORGIA

ABATE of Georgia
Box 669
Bethlehem, GA 30620

HAWAII

Associated Committee for Bikers
5609-2A Honua Rd.
Kapaa, Kauai, HI 96746

American Motorcycle Association Opposes Proposed Amendments To Clean Air Act

Motorcyclists and the motorcycling industry could be hard hit if current legislation before the U.S. Senate is passed. Senate Resolution Bill 1351 would deliver a staggering blow to the motorcycling industry by limiting the amount of two types of exhaust emissions.

The amendments, sponsored by Sen. George Mitchell (D-Maine), would reclassify street motorcycles.

Mitchell's proposal would cut allowable hydrocarbon emissions from its current 8 grams per vehicle mile for motorcycles to 0.25 grams per vehicle mile by 1992. Late-model motorcycles are actually much cleaner than current standards because most already meet the more stringent standards in effect in California. Motorcycles sold in California must meet a 2.25-gram-per-mile hydrocarbon limit.

S-1351 also proposes that

light-duty vehicles, including motorcycles, meet a level of 0.4 for oxides of nitrogen per vehicle mile. There have never been any standards set for oxides of nitrogen emitted by motorcycles.

The American Motorcycle Association opposes these proposed standards for motorcycles for two reasons: the possible dangers and excessive costs. Catalytic converters operate at extremely high temperatures, up to 1,800 degrees Fahrenheit. On cars, they can be safely tucked underneath, away from gasoline, clothing, and human flesh. Not so on motorcycles. Motorcycles also account for less than 1 percent of the vehicle miles traveled in this country and less than 1/100th of 1 percent of the nation's total pollution problem.

The costs for motorcycle manufacturers to comply with these new standards

will be staggering. In an already declining market, where marginal companies have already gone under and the major companies are tightening their own belts, a program that will require a huge investment of money just to preserve sales at current levels would be devastating. Harley-Davidson estimates that it will cost in the neighborhood for \$1,300 per motorcycle to comply with the proposed 1992 standards.

If S-1351 is approved, European-based companies such as BMW, Moto Guzzi, and Cagiva might abandon the American market altogether. Even the Japanese manufacturers could decide that there are more profits to be made in automobiles, airplanes, and musical instruments. The shrinking list of motorcycle manufacturers could get much, much shorter. —AMA NEWS

Hells Angels and Sex Discrimination



Debbie Beall, who rides a shovelhead and has two kids in Ventura, California, wants to be a Hells Angel. Her photo was on the front page of the local newspaper, in which she alluded to a sex discrimination lawsuit to provide her an opportunity to join.

She rides, and she testified for George Christie, President of the Ventura chapter. She told the jury about the FBI coercing her to testify.

Although she has no intention of being as good or bad as a member, she feels confident she can contribute to the organization.

Missouri's Fight

It has become very plain the state of Missouri seems to be a breeding ground for anti-motorcycle legislation, groups, and elected officials who are hell-bent on destroying us! The simple fact is that these anti-motorcycle groups talk out of both sides of their mouths. They express no shame as they discriminate against you and me. Safety is not the real issue — it's FREEDOM, the right to make your own choices and to live your chosen lifestyle without fear of government interference.

How do you fight back? Before I tell you, keep in mind that the opposition works together and does pay attention to business at hand.

In order to fight back effectively:

(1) We must learn to live, ride, and work together as brothers and sisters, or we shall all perish together as fools!

(2) We must learn that Freedom of the Road Riders' business is safety, brotherhood, and freedom for all riders on any kind of motorcycle.

(3) We must learn to leave personal or petty differences at home, bring an open mind and a friend to your local meeting — participate, and don't just belong.

(4) You must keep informed, share your knowledge, use it, and follow through or follow up on plans of action — it's up to you to make things happen.

(5) Last and very importantly, register to vote, then exercise your right to vote, and encourage your whole (adult) family to do the same — be the leader!

FORR doesn't need excuses. It needs your input, your time, and your effort. You are the other rider; just look into your rearview mirror. The people who make the laws don't ride motorcycles. Think about it, member, and then do something, like writing the politicians. Voice concern in your local paper. Whatever you do, do it now; tomorrow will be too late.

—Pompeii

Freedom of the Road Riders
Box 801
Independence, MO 64052

Florida Irony



Al Lowd got stuck in traffic on Westshore Boulevard in Tampa Bay, Florida, recently. "Stuck" is an appropriate term, because while being stuck, he got himself nailed by a cage. Well, along comes officer Gray, who calmly writes the woman cager a ticket for negligent operation and Al a ticket for no insurance.

Al is no slouch. He knows motorcycle insurance isn't required in Florida, and he

explains his case — no good. He went to the Hillsboro County courthouse the next day and verified the fact — sho'nuff.

He went back to the station. They weren't going for it and demanded he pay \$32. Al finally got the sergeant at the desk to call the state attorney — sho'nuff again, they had been writing mandatory motorcycle insurance tickets improperly for years.

Way to go, Al.

Vets Recognize Helpers



Photo by Rip

The Vietnam Vets partied in Aguanga, California, recently. Aguanga means running water in the Indian lingo. The vets had a party for the folks who helped them

put on their first annual bike show in Prado park, California, on August 2, 1987. These were members of the Loners MC, Vagos MC, and friends.

Survivors

A couple was recently clobbered by a pickup while riding in the hills on Maui. They stated they both could have had serious neck injuries as a result of the accident, but fortunately were only scuffed.

The outcome of the accident inspired a very interest-

ing suggestion. The brother suggests that any vehicle of a thousand pounds or more be mandated to have airbags.

Only these particular airbags would be attached to the front bumpers, "so when the asshole steals my fuckin' right-of-way, I won't be killed or crippled."



Helmet Almost Electrocutes Man

Richard Blair, 40, of Arizona, was riding his motorcycle on U.S. 9 out of Phoenix when he was struck by lightning. The bolt ran up his leg, then leaped from his right shoulder to the metal chin strap clasp and entered his right ear, exploding the eardrum, then sizzling through a portion of his brain before escaping.

Richard spasmodically opened the throttle as he slumped unconscious against his son, Kvik, and took off down the highway. The bluish-white flash had burned a hole through the

center of Richard's forehead as he rested against his son on the speeding motorcycle. Kvik groped for the handlebars for almost two miles before he was able to reach the clutch and finally bring the scooter to a halt.

When he reached the hospital, Richard's face was blue, he had no respiration, the hair on his arms was charred, and the tips of his shoes were blown off. He was in a coma for two days. In October of '87 he was still suffering from deafness, severe muscle pain, nerve damage, and short-term memory loss.



HARLEY HIGHLIGHTS



Shares of U.S. Super Heavyweight Motorcycle Market* (Above 850cc Displacement)

	Year Ended December 31,					Two Months Ended February 28,	
	1982	1983	1984	1985	1986	1986	1987
Percentage Market Share:							
Harley-Davidson	28.8%	23.3%	27.1%	27.8%	33.3%	35.4%	42.0%
Honda	35.9	44.3	38.1	38.8	31.1	33.1	26.5
Kawasaki	12.5	9.4	11.7	10.7	12.7	13.0	12.6
Suzuki	10.5	8.1	7.0	5.6	6.9	4.1	6.2
Yamaha	10.1	13.1	13.7	13.8	12.6	9.5	10.3
Other	2.2	1.8	2.4	3.3	3.4	4.9	2.4
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Information derived from R.L. Polk & Co. and Harley-Davidson, Inc.

Bikers' Rights Organizations (continued from page 35)

Street Bikers United
Box 1314
Honolulu, HI 96807

ILLINOIS

ABATE of Central Illinois
Box 1084
Galesburg, IL 61401
Contact: Bruno
(309) 343-5393

ABATE of Illinois, Inc.
311 East Main St.
Galesburg, IL 61401
Contact: Willie Lagerstrom
(309) 343-6588

ABATE of Illinois
Blackhawk Chapter
460 Ridge Rd.
E. Moline, IL 61244
Contacts: Denny Qualls (309) 755-5668
Sparky (309) 762-3740

ABATE of Illinois
Lincoln Land Chapter
c/o John Schoenleber
1301 Knox
Springfield, IL 62703

ABATE of Illinois News
Box 124H
531 South Main St.
Gifford, IL 61847
Contact: Steven "Sleepy" Mitchell, Editor
(217) 568-7783

ABATE of Chicago
Box 59416
Chicago, IL 60659

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

United Motorcyclists of Illinois
c/o George Tinkham
423 W. Vine
Springfield, IL 62704

Richard S. Hood
919 N. Henderson
Galesburg, IL 61410

INDIANA

ABATE of Indiana, Inc.
Box 81
Granger, IN 46530
Contact: Bulls, Co-Chairman
(219) 674-5694

ABATE of Indiana
Hendricks County Chapter
2121 Country Club Road
Indianapolis, IN 46234
(317) 271-2804

IOWA

ABATE of Iowa
Box 811
Council Bluffs, IA 51502
Contact: Clay Johnson
(712) 322-9228

ABATE of Iowa
District 14
810 Wedgewood Dr.
Okaloosa, IA 52577
Contact: John Uchtman, Coordinator
(515) 673-4982

ABATE of Iowa
District 14
804 E. Main
Fremont, IA 52561
Contact: Jerry Neymeyer,
Assistant Coordinator
(515) 933-4169

Vietnam Vets MC
Box 816
Waterloo, IA 50704
Contact: Jungle Jim, Iowa State Rep.
(319) 233-4098

Concerned Motorcycle Association
653 Franklin Ave.
Council Bluffs, IA 51501

KANSAS

ABATE of Kansas
650 Elm
Perry, KS 66073
(913) 597-5140

ABATE of Kansas
Box 781
Lawrence, KS 66044

KENTUCKY

ABATE of Kentucky
Box 2071
Lexington, KY 40594

Kentucky Biker Association
5613 Southland Blvd.
Louisville, KY 40210

LOUISIANA

ABATE of Louisiana
3540 Stevedale Blvd.
Baton Rouge, LA 70819

MAINE

United Bikers of Maine
Box 844
Auburn, ME 04210

United Bikers of Maine
Box 745
Skowhegan, ME 04976
Paul K. Vestal, Jr., President

MARYLAND

ABATE of Maryland
Box 1733
Annapolis, MD 21404
Contact: Debbie Lough

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

MASSACHUSETTS

Modified Motorcycle Association
of Massachusetts
511-B Medford St.
Somerville, MA 02145
Contacts: Bill Gannon, Scott
"Skunk" Reading
(617) 666-4337, (617) 479-8217

Modified Motorcycle Association
of Massachusetts
Box 23
Dorchester, MA 02122

MICHIGAN

ABATE of Michigan
Box 1032
Dearborn, MI 48121

ABATE of Michigan
30924 Rosslyn
Garden City, MI 48135
Contact: John Rhoades
(313) 427-3244

MINNESOTA

Minnesota Motorcycle Riders
Association
Box 27528
Minneapolis, MN 55427
Contact: Bob Illingworth
(612) 541-1704

ABATE of Minnesota
2277 East Ave.
Worthington, MN 56187

MISSISSIPPI

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

ABATE of Mississippi
Rt. 2 Box 127-A
Decatur, MS 39327

MISSOURI

ABATE of Missouri, Inc.
RR 1 Box 65
Princeton, MO 64673

Alaska Jim (816) 583-4992
Larry Casey (816) 586-2291

ABATE of Missouri
Box 366
Hamilton, MO 64644

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

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

Freedom of the Road Riders
Box 801
Independence, MO 64052

MONTANA

ABATE of Montana
Box 30359
Billings, MT 59107

NEBRASKA

ABATE of Nebraska
Box 30332
Lincoln, NE 68503

NEVADA

Modified Motorcycle Association
Box 26566
Las Vegas, NV 89126

NEW HAMPSHIRE

New Hampshire Motorcycle
Rights Association
3 Harvard St.
Hooksett, NH 03106

NEW JERSEY

ABATE of New Jersey
Box 714
Mays Landing, NJ 08330

ABATE of North Central New Jersey
Box 575
Manville, NJ 08835

NEW MEXICO

ABATE of New Mexico
Box 26544
Albuquerque, NM 87125

NEW YORK

ABATE of New York
3925 Sharrondale Dr.
Hamburg, NY 14075
Contact: Lee Zawadzki
(716) 822-1488

ABATE of New York, Inc.
Bikers Behind Bars Program (BBBP)
c/o Nancy Lewis, MRF Steering Committee
RD 2 Box 173
Corning, NY 14830
(607) 524-6772

ABATE of New York
RD 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

ABATE of Ulster County
Box 298
West Hurley, NY 12491

Coast to Coast Bikers
Box 547
Ithaca, NY 14850

Tod Dessoir
64 Brentwood Dr.
Cheektowaga, NY 14227

Doug Hess
RD 2 Box 173
Corning, NY 14830

NORTH CAROLINA

Concerned Bikers Association
Box 26445
Charlotte, NC 28221
Contact: Rick Nail, President
(704) 536-8535

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

NORTH DAKOTA

ABATE of North Dakota
Box 383
4023 State St.
Bismarck, ND 58501
Contact: Beth Volk
(701) 223-5609 (800) 247-1213

OHIO

ABATE of Ohio
Region 5
3295 Sharon Rd.
Cincinnati, OH 45241
Contacts: John "Farmer" Eggers,
Assistant Director
(513) 777-1616
Gary Martin, Regional Director
(513) 563-4023

ABATE of Ohio
Region 4
Box 157
Kipton, OH 44049
Contact: Chuck Bond, Director
(216) 774-2080

American Motorcycle Association
Box 141
Westerville, OH 43081
Contact: Bob Rasor
(614) 891-2425

ABATE of Ohio
Box 5006
Willowick, OH 44094

ABATE of Ohio
5459 Ford Rd.
Madison, OH 44057

American Federation of Riders
3646 Glenmore Ave.
Cincinnati, OH 45211

OKLAHOMA

ABATE of Oklahoma
Box 96113
Oklahoma City, OK 73143

ABATE of Shawnee
203 East Bently
Shawnee, OK 74801

OREGON

ABATE of Oregon
Box 4504
Portland, OR 97208

PENNSYLVANIA

ABATE of Pennsylvania
Beaver County Chapter
Box 1573
Beaver Falls, PA 15010
Contact: Dan Boyd, President
(412) 393-7511

ABATE of Pennsylvania
Box 15226
Harrisburg, PA 17105

ABATE of Pennsylvania
1820 Pennsylvania Ave.
Irwin, PA 15642

Motorcycle Rights Fund
Box 1573
Beaver Falls, PA 15010
Contact: Rebecca Boyd,
Legislative Assistant
(412) 846-6279

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 88213
Sioux Falls, SD 57105

ABATE of South Dakota
Box 872
Pierre, SD 57501

ABATE of South Dakota
Box 106
Smithwick, SD 57782

ABATE of South Dakota
816 NW 1st St.
Madison, SD 57042

ABATE of the Black Hills
Box 241
Whitewood, SD 57793

TENNESSEE

ABATE of the Mid-South
Box 281137
Memphis, TN 38128
Contact: Jerry Rose, Director

ABATE of Tennessee
1882 Walker
Memphis, TN 38114

Concerned Motorcyclists of Tennessee
Rt. 2 Box 32
Mt. Juliet, TN 37112

TEXAS

Association of
Independent Motorcyclists
Texas Custom Motorcycles
Box 5173
Waco, TX 76706
Contact: H.E. "Sundance" Mitchell
(817) 752-4202

ABATE of El Paso
Box 8044
El Paso, TX 79908

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

Motorcyclists for Political Awareness
136 Becky Lane
Waxahatchi, TX 75165

Texas Motorcycle Riders Association
4258 Larson Lane
Fort Worth, TX 76115

UTAH

ABATE of Utah
Box 520204
Salt Lake City, UT 84152
Contact: Jim Baker, President
(801) 943-1306

VIRGINIA

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

ABATE of Virginia
Box 59
Pinhook, VA 24137

WASHINGTON

ABATE of Washington
Box 1334
Renton, WA 98057
Contact: Larry Bowman
(206) 939-3815

ABATE of Washington
14133 E. Lake Kathleen Dr. SE
Renton, WA 98056

WASHINGTON D.C.

Lobbyist Coordinator,
Howard Segermark
The Segermark Company
1701 Pennsylvania Ave. NW
Washington, DC 20006
(202) 223-5353

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 53401

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 Central Wyoming
612 North 7th St.
Douglas, WY 82644

ABATE of Wyoming
401 Laramie #8
Gillette, WY 82716

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
M&R Cycles 579 N. Arizona Avenue, Chandler
Satan's Cycle Works 1706 W. Hatcher Road, Phoenix
Jo's Cycle Machine 2350 W. Phelps, Suite #1, Phoenix
M/C Brothers Parts Inc. 3401 S. Park, Tucson

ARKANSAS

Road House Rt. 2 Box 196 E., Dardanelle

CALIFORNIA

H-D of Glendale 3717 San Fernando Rd., Glendale
D & G Cycle Part 15715 Armar 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,
Bartlett'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 Leathers 668 Plumas, Yuba City
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 1221 N. Main St. Unit 6, Porterville
Top Gear 27 Parker Way, Santa Barbara
Hutchins HD 55405 29 Palms Hwy., Yuca Valley
Mars Custom Cycle 78 Shotwell, San Francisco
Curtis Fine Cutlery 10613 Michele Ave., Bakersfield
Carlo's Custom MC Parts 2395 Monument Blvd., Bldg. H,
Concord
R.P.M. 1727 National City Blvd., National City
Bellflower Harley-Davidson 8846 Alondra Blvd., Bellflower
American Rider 19478 Beach Blvd., Huntington Beach
Silvie's Cycle Salvage and Repair 323 N. "P" St., Imperial
Bad Motorcycles 2240 B Del Monte Ave., Monterey
The Belt & Chain Place 330 Railroad Avenue, Grass Valley
Randy Smith Custom Cycle 13740 Golden West Street,
Westminster

CANADA

Phantom Ranch 6815 104th Street, Edmonton, Alberta
Rider Motorcycle Accessories Box 1245, 420 Island Hwy.,
Parksville, B.C.

COLORADO

D & C Enterprises 2571 Hwy. 6 & 50, Grand Junction
Two Wheelers MC Shop 1433 W. 38th Ave., Denver
Howell's House of Harley 232 So. Federal Blvd., Denver
Quality Machine 9005 W. 44th Ave., Wheat Ridge
A Righteous Ride 2647 8th Ave., Greeley
Rocky Mountain HD 4204 S. Broadway, Englewood
Heads of States 4407 N. Federal Boulevard, Denver

CONNECTICUT

Longriders Custom MC 417 Bridgeport Ave., Milford
Al's Motorcycle Parts Rt. 66, Columbia
Hartford H.D. Sales 317 W. Service Road, Hartford
D&S Cycle Supply 27 Willowbrook Street, Willimantic

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 Cycle, Inc. 601 N.E. 44th St., Fort Lauderdale
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Passin' Gas

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not yer meat!) and slip it to us. We'll pay \$25 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, c/o Easyriders, Box 3000, Agoura Hills, CA 91301.

Not realizing that the in-flight PA system was still on after takeoff, the airline pilot remarked to his co-pilot, "Man, all I need now is to take a good healthy shit and then get a blowjob from the stewardess."

When the message was loudly broadcasted over the speakers, the shocked stewardess hurried forward to warn the pilot.

As she rushed up the aisle, an old woman stopped her and whispered, "No need to rush, dearie. He said he was going to take a shit first."

—R. Yocum
McAlester, Okla.

A sure-fire way to tell if a chick's too fat to fuck: When you pull her panties down to her knees, and there's still pussy in 'em.

—Cobra
Charlotte, N.C.

Abiker's young son was outside, playing in the sprinkler on a hot summer day with the little girl next door. After he got good and wet, he took his clothes off.

"What's that?" asked the girl, pointing to his dick.

"Don't know, but I'll go ask my dad. He knows everything," said the boy.

He caught his old man in the can, taking a leak, and asked him, "What's that called?" and pointed to the old man's crank.

"That's a penis, son, and as a matter of fact, it's an example of a perfect penis."

The boy ran back outside to find the girl and report his discovery.

"Well, what is it?" she asked.

"It's a penis," said the boy. "And if it were four inches shorter, it would be a perfect one!"

—Paco
Oak Harbor, Wash.

Easyriders



"There's something awfully damn unappetizing about a glass of scrambled eggs."

In the old days," lamented one bro to another, "my ol' lady an' I used to fist-fuck at the drive-in, trade blowjobs in the bathroom, an' swap hand-jobs in the kitchen."

"But now," the bro went on morosely, "it seems the romance has gone out of our marriage."

—Don Linda!
Winnipeg, Canada

A young blonde was invited up to a bro's pad to admire his so-called "etchings." Upon walking through his door, she discovered there weren't any etchings, and, to her surprise, there also weren't any chairs, table, or bed — in fact, no furniture at all.

She was floored.

—Pelota
Cut and Shoot, Tex.

Easyriders



"Where are we going? This is not our usual walk, Sammy..."

A group of tourists were being shown through the Grand Canyon. Their guide, standing at the edge of the precipice, looked down and spied something at the bottom of the canyon.

Raising his binoculars and focusing, he was able to make out a donkey, deader'n hell, with all four hooves straight up in the air.

Upon closer inspection, he discovered a man pinned underneath the donkey — he, too, obviously dead.

The corpse was wearin' a T-shirt that read:

"EVEL
GONZALEZ."

—B.B.
Lost

Q: What do you have when you've got eight Honda riders up to their necks in sand?

A: Not enough sand.

—Beck
Tenn. Colony, Tex.

What's the worst thing about being an atheist? There's no one to talk to when you're having an orgasm.

—Wolf
Waupun, Wis.

How about the Polack who locked his keys in his cage? It took him 45 minutes to get his family out.

—Tiny
Dayton, Ohio

Easyriders



A biker was thrown off his bike and suffered a badly broken jaw, which had to be wired up at the hospital. To his horror, the bro discovered that the only way he could be fed was through a funnel stuck up his ass.

One afternoon, the nurse asked him if he'd like some iced tea, and he nodded. The nurse screwed the funnel in and began to give it to him.

Suddenly the biker began to scream from behind his wired-up teeth and shaking his head violently from side to side.

"What's the matter, honey?" asked the nurse. "Is it too cold?"

"No," squeaked the bro. "Too sweet!"

—Barge
Locked Up

On his way home from work, a driver came upon a horrible wreck, in which one car looked exactly like his neighbor's. Stopping on the side of the road, he hurried toward the smoldering debris.

"Sorry, mister," a policeman said, holding him back. "You can't come any closer."

"But that may be my neighbor, Henry, in there," the anguished man explained.

"Okay, but it's pretty grisly," the cop cautioned. "There was a decapitation."

The policeman reached into the back seat of one of the demolished cars and pulled out a mangled, bloody head, holding it at arm's length.

"That's not him, thank heavens," the man said. "Henry's much taller."

—Lobo
USA



"Could you call back? I'm in the tub right now."



"Are you crazy, Mildred? The mailman doesn't deliver on Sunday!"

The New York subway car was crowded at rush hour. A woman hanging onto an overhead strap turned to the biker in back of her and snapped, "If you don't stop poking me with that thing, I'm going to call a cop."

"It's only my paycheck envelope, lady," the bro replied with a smile.

"Yeah? You must have one hell of a job," she said, "cause that's the fourth raise you've had in the last 10 minutes."

—B.B.
TDC, Tex.

What do ya have when there's an epileptic in your lettuce patch?

A seizure salad.

—Big Time's ol' lady
Elgin, Ill.

Old Mother Hubbard went to the cupboard To get her poor dog a bone. The cupboard was bare, But when she got there, There was a bitch in the shack, And the dog had a bone of his own.

—F.C.B.
Long Beach, Calif.



"Please excuse Edna — she's a cat person."

Why do so many Honda riders wear neckties? To hold back the foreskin.

—Doc Gloom
Anaheim, Calif.

Q: Why does pussy cost so much?

A: Because it's center-cut.

—M.J.D.
Rockville, Md.

Little Joe came home from school early and surprised his parents in the bedroom, where they were rippin' off an afternoon quickie.

"Hey, Dad," the youngster said, "can I get up on your back and go for a ride?"

Startled, his father said, "Well... I guess it would be okay," and the boy climbed on. While Little Joe was enjoying his ride, his mom down below soon started to moan and groan and lettin' out squeals.

"Hang on, Dad," the boy said. "This is where the milkman and I always get bucked off."

—Rob Larson
Rapid City, S.D.



"Can I use your phone? I just ran over someone's bike."

A cowboy was complainin' to the used-horse dealer about the mare he'd just bought, claimin' that he couldn't get her to move an inch.

"Shit, I forgot," said the apologetic horse trader. "That mare used to belong to the town preacher. When you want her to go, you simply whisper, 'Jesus Christ' in her ear, and when you want her to stop, just say, 'Amen.'"

The cowboy saddled up, whispered, "Jesus Christ" in the horse's ear, and immediately she bolted off, haulin' ass, with the cowboy hangin' on for dear life.

To his dismay, the cowboy looked ahead and saw that the horse was bookin' right toward a cliff, and she showed no sign of slowin' down — and the cowboy momentarily couldn't remember the word to make her stop.

When it finally came to him, he hollered, "Amen! Amen!" at the top of his lungs, and the horse came to a slidin', frantic stop, halting just an inch from the edge of the cliff.

Shaken, the cowboy wiped his brow and looked down at the sheer drop-off below.

"Jesus Christ," he sighed.
—Ed Sandoval
Escondido, Calif.

Vince and Paul sat in separate stalls of the toilet. Vince, as was his custom each morning, was busy working a crossword puzzle. Suddenly, he spoke to his friend in the next toilet. "Hey, Paul, what's a four-letter word meaning woman? The last three letters are U-N-T."

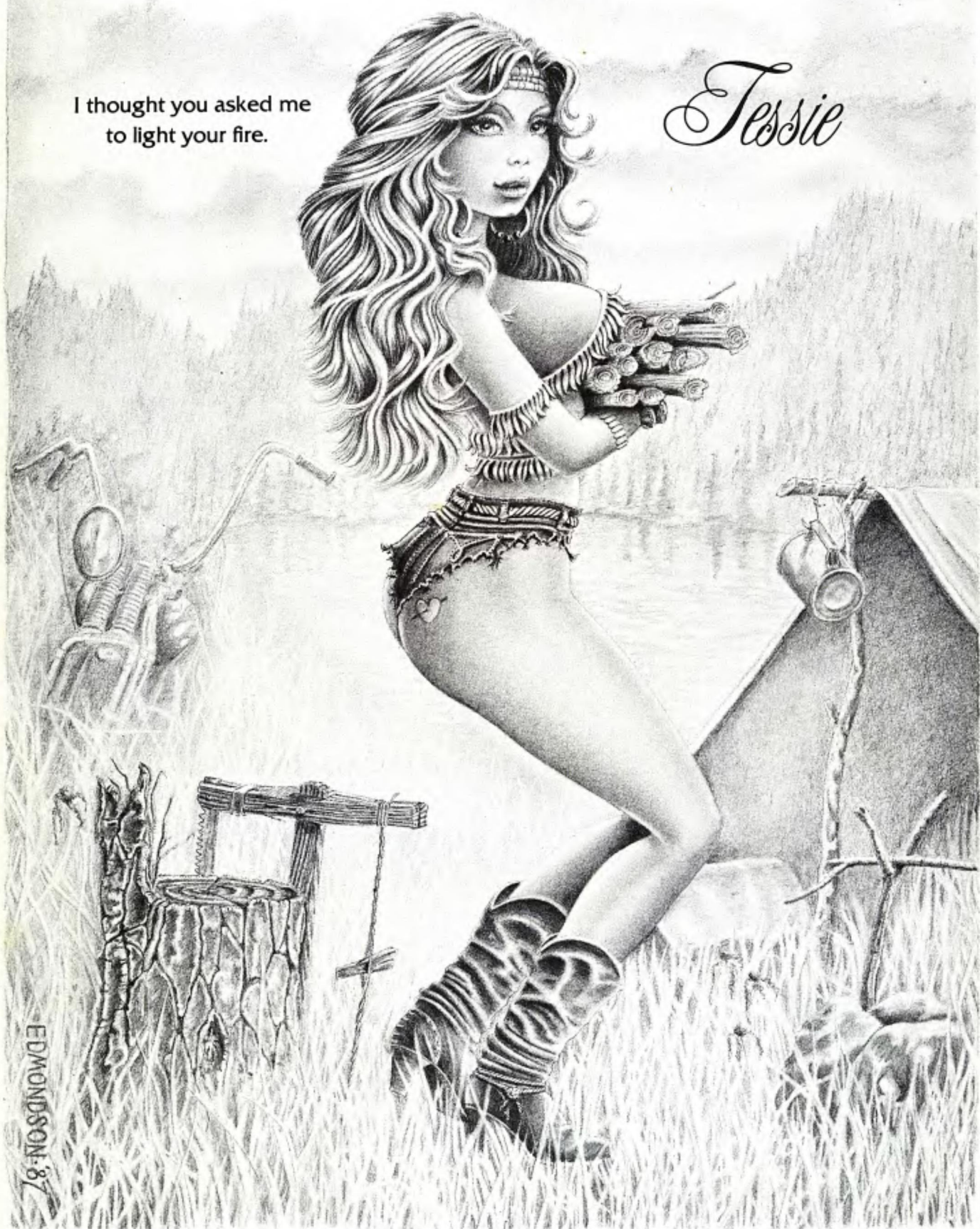
"That's easy," answered Paul. "Aunt!"

"Gosh, you're right," said Vince. "Got an eraser with ya?"

—Roger Sadauskas
Inglewood, Calif.

I thought you asked me
to light your fire.

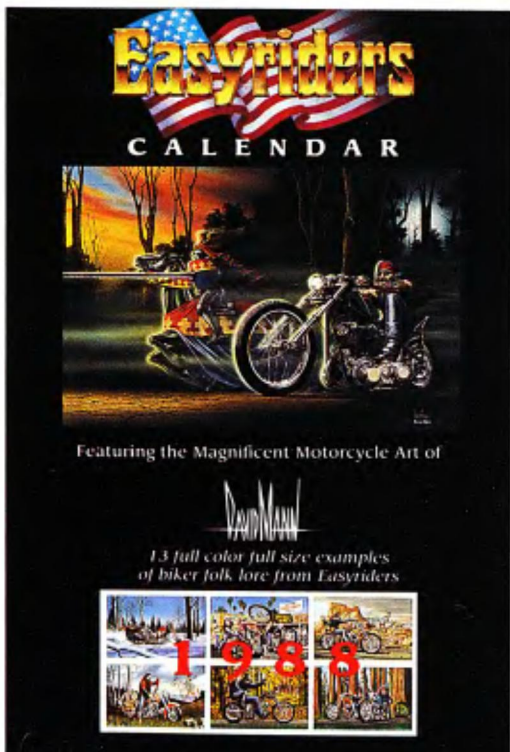
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GOOD NEIGHBORS

By Carl Thames

I know we were getting out of hand, but then again, we always get out of hand. That's why we party. The cops had already been here twice, which I really couldn't understand, since our nearest neighbors were a quarter of a mile from here, and they were both deaf. It must've been the assholes on the other side of them. How they could hear us from a half a mile away, I don't know, but then again, I never was one for figuring out that technical stuff. I consider it a major accomplishment just keeping my Sporty running. Why sweat the small stuff, right?

Anyway, we got this banging on the door. I knew it must be banging, because the last time the cops showed up, they had to fire a couple of shots in the air. Nobody would have noticed then, but Blaster had made it known he was out of ammo.

"Yeah!" I tried to yell over the stereo. "What the hell is going on here?" A voice came screaming back at me.

"We're having a fuckin' party! What's it to you?" Usual question, usual answer.

"I just wanted to let you know you are starting to bother us, and that maybe you should consider whether you want to do that or not."

Hey, now this was something new. I got a house full of half-crazed bikers, fully crazed broads, and some asshole wants me to consider whether I really want to bother him? I had to see this guy. I crawled off the couch and landed right on top of Jammer, who was right on top of Cherry. I rolled over them and got to the door. I pulled myself up by the door handle and just about shit myself.

Standing right there in the door were two old farts in early nineteen- or late eighteen-hundred-something clothes, and a wheezy bag lady who was standing in front of the other two, smiling.

"Who the fuck are you?" I asked. I try to be diplomatic, because you really can't tell who some people turn out to be.

"We're your neighbors." The geeziest of the two guys said.

Now I know my neighbors, and neither one of them looks like either of these guys. And that silly-assed bag lady just kept grinning.

"Look," I said, "I know both of my neighbors, and you ain't either of them." The first geezer shook his head.

"Not from that side, from that side." He pointed away from the direction of my deaf neighbors' house.

The only thing in that direction for five miles is a graveyard. I looked a little closer.

**Standing right there
in the door
were two old farts
in early nineteen-
or late eighteen-
hundred-something
clothes, and a
wheezy bag lady.**

"You mean you're from the . . .?"

"That's right." The old geezer just stood there.

Now I am not a particularly religious person, nor do I scare easily, but this one obviously called for some backup.

"Hey, Gearbox!" I yelled back into the crowd.

It took a couple of seconds, then I heard a loud grunt coming from the other room.

"Com'ere, will ya!"

A couple of seconds later Gearbox came out of the bedroom, holding a couple of gears. He was obviously rebuilding the transmission on his pan again. He wasn't happy unless he was in somebody's transmission.

"What the fuck you want? Can't you see I'm busy?"

"I want you to meet our neighbors."

"I already met the stupid neighbors, and . . ." He looked past me at the three people standing in the door. He looked at me with a what-in-the-hell look on his face.

"These ain't our neighbors. I met them, and they don't look nothing like these three."

"They live on the other side."

"Aw. . . bullshit! There ain't nothing there but a . . ." He looked real hard at them and then he looked real hard at me.

"You mean . . .?"

"You got it, ace. They're from the graveyard."

Gearbox really didn't know how to take this. As often happens with people who are really into technical stuff, he has a lot of trouble handling the abstract — or should I say bizarre.

"What are you going to do?" he asked me.

Excellent question. Now all I had to do was to come up with an excellent answer for it. What the hell, I thought, why not do to them the same thing I would do to anyone who showed up in the middle of a party? I looked at them.

"You all want to come in and have a brew?" I asked them. The bag lady was starting in when Pickle-face in the lead drew himself up as tall as five-feet-seven or so would let him.

"Sir, are you asking if we wish to imbibe evil spirits?"

"Hell, no," I said (he winced). "We're fresh out of that kind. All we got left is the good stuff!"

He considered it for a second, then shrugged and looked at the other two. They were ready to go for it, so I moved aside. They moved past me and into the room.

You know, I really don't know what was worse, the look on their faces or the look on the faces of the people in the house. They both acted like they had never seen a living/dead person before. Come to think of it, they were dressed a bit odd, and I'm sure we must have looked odd to them, too. Luckily, I keep a pretty loose group

GOOD NEIGHBORS

around most of the time, so they pretty quickly shook it off and went back to what they were doing. With a couple of exceptions. There are always a couple of exceptions.

Actually, somebody had to say it; it might as well have been Juice. She's pretty nosy, anyway. The only reason we keep her around at all is because she lives to give head, but that's another story.

"Where in hell did you dig these guys up?" she asked.

The first old geezer drew himself up again. "Madam, we were not dug up from hell, we got up and walked away. It seems that the noise from this party made it impossible to sleep any longer." Pickle-face sure told her. At least he tried.

"You mean you got up and came all the way over here to tell us to turn down the music?" She looked at me like they had to be nuts or something. I think the basic problem was that she didn't catch the connotation of what we had said earlier.

"That's right," I told her, "they came all the way from next door to tell us to turn down the music." I pointed to the "next door." She had to think for a second, but she got it.

"You mean. . .next door?"

"You got it, Einstein. How about getting them a brew?" I pointed to a spot on the couch. Jammer and Sherry had finished and were sitting against the wall, telling each other how great they had been. The two old buzzards and the bag lady went over and sat on the couch. At least I think they were sitting. I say that because they were in the position to sit, but I didn't see the cushions go down when they sat.

"So," I asked, "How long have you all been dead?" I hate making conversation — it really smacks of bullshit to me.

"Well," Pickle-face said, "I've been dead for about 95 years now, judging from the calendar, and Herman here, he's been dead for only about 80. Gladys won't tell anyone how long she's been dead, but we guess at about 100 or 110."

"Wow, that's really interesting." Where the fuck was Juice with the brews? "So tell me, I mean, if you don't mind, how did you get it?"

"Get it?" Pickle-face asked.

"You know, the big one, zapped, croaked, offed. . ."

"Oh! You mean, how did we die?"

"Yeah."

Pickle-face had to scratch his chin

on that one. I couldn't understand what the problem was. It would seem like you would know, doesn't it, I mean, it's logical to assume that you would've been there, right?

"Hmmm, let me think, it's really not easy to remember, because it usually comes as a pretty big shock. Let me think."

Gladys, the old bag lady, finally spoke up. Her voice sounded a lot like a chain rubbing on a fender brace.

"I remember how I died!" she croaked out.

Great. A round-heels and a horse thief/horny-old bastard. So far, they had the makings of my kind of people.

Well, give the lady a cigar. Now where the hell was Juice with the brews?

"Exactly how was that?" I asked her. I was hoping for something besides having died of boredom in the middle of a conversation.

"I died in the arms of a jealous woman's husband." She smiled.

Now this was something I could relate to.

"Caught you in the act, did she?"

"Yep. And right when I was getting to the big one, too. It worked out all right, though — he later shot her for the same reason."

"You don't sound very mad about it." I would think getting snuffed would at least piss you off.

"Oh, I was for the first 20 years or so,

then I started noticing how a lot of other people had died, and I didn't feel so bad."

Juice finally showed with the brews. She gave one to each of them, and they sat there, looking at the cans. It finally dawned on me that pop-tops came after they went.

"Can I help you with those?" I asked.

They all looked at me and I took them one at a time and showed them how to open them. Hell, if we were going to be neighbors, at least they were going to know how to open their own damn beer.

"Now I remember!" Pickle-face lit up like a beer sign at dark. "I had just jumped on a horse and was starting out when somebody shot me!" He was satisfied that he finally remembered. Naturally, I was curious.

"Any particular reason, or just target practicing?" I took a long pull and watched as they tried to do the same. Not being used to beer cans, a bit of it went down their chins. I shrugged it off as unimportant and waited for his answer.

"It seems that the horse I picked didn't belong to me." His face looked as if he couldn't be sure why he would pick a horse that didn't belong to him. I wasn't sure I wanted him to figure it out, but, sure as hell, he did it.

"Now I remember! It was her husband's horse! That's why he shot me!"

Great. A round-heels and a horse thief/horny-old-bastard. So far, they had the makings of my kind of people. I still wasn't sure of Herman, the little guy in the middle, though. He probably bought it bobbing for apples at a Halloween party. Come to think of it, his neck was a bit bent, like it had been banged on something.

"How did you go?" I asked him.

He took a long drink before he answered. When he did, he looked me right in the eye, which was something he hadn't done yet.

"Hanged," he said.

Fan-fucking-tastic. A round-heels, a horse thief, and now the last guy said he stretched hemp. I gotta lay off the reds, I thought.

"Hanged?" I asked him. "Any particular reason, or just in the wrong place at the right time?"

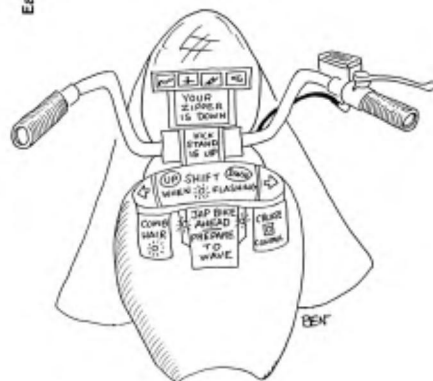
"Oh no," he said, "I got hanged for killing another man."

Okay, so I was wrong. He was a heavy, but damn if he looked like it.

"Was it some kind of accident? Did your lawyer trash the manslaughter case, or what?"

"No. I did it. I had a reason. I smiled at the judge when he passed sentence on me," Herman said.

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"The guy didn't steal your horse, did he?" I took a quick look at the other one and saw that he caught the little joke and was laughing about it. I guessed I had better watch what I was doing here. Who knows what kind of random destruction a damn ghost could do, right?

"Sort of. Only it wasn't a horse. I remember how I'd gotten everything I

I love a kiddie.
"They won't kill you." I told them. All three of them got a laugh out of that one. They reached out and took a couple each and washed them down with the beer. I had some other things I needed to take care of, so I got up.

"Look," I told them, "you guys just kick back for a few minutes and enjoy yourselves."

They nodded and I walked toward the bedroom. As I did, Juice walked over and sat in my chair, shooting Pickle-face a beaver like I bet he ain't

**"I cut his guts out and let them drop
into a pan of gasoline,
then I lit the gasoline. He got to watch
the whole thing."**

had together and went down and bought a brand-new Cleveland motorbike. I had just had it for three days and some man stole it. It took me two months, but I found him."

"And they hanged you for that?"

"Well, it wasn't just that I killed him, it was the way I did it."

This was getting more interesting as it went.

"What did you do to him?"

"I cut his guts out and let them drop into a pan of gasoline, then I lit the gasoline. He got to watch the whole thing." He thought about it and smiled.

Well, that settled it for me. These people were welcome any time they wanted to drop by.

"I can understand why you did it. Listen, any time you guys want to drop in, feel free."

"We would like to, but we only get out every 10 or 15 years. Then we can't stay very long. You don't get much exercise lying six feet under, and you tend to tire quickly."

"No problem. We can fix that right up." I looked around the room. "Yo! Slick! Come here!"

Slick was our resident pharmacist, and he would have what these people needed. He crossed the room and stood by my chair.

"What do you want?" He stuck both hands in his pockets.

"These people need to go a little faster. You got anything for them?"

He pulled out a couple of bottles, opened them, and shook out a few.

"Fix them right up." He stuck out his hand to the three on the couch. Pickle-face looked into his hand and then at me. Gladys looked also, which caused Herman to look. Herman looked up and asked, "Are they safe?"

seen yet. She started yakking at them while giving him a look into her innermost whatever.

Too much of that and he'd likely have had another bad case of rigor mortis on his hands. Or maybe I should say in his pants.

I walked into the bedroom, where Gearbox was rebuilding his tranny again. At least he was trying. There was a couple on the bed rolling around on some of his loose parts. They were getting off on it, but he wasn't. He looked like he was getting ready to throw one or both of them through a window when I walked in.

"Yo, Gearbox. Don't bitch at them. You know about small parts on a bed by now."

"Yeah, but dammit, I was here first!" He evil-eyed the pair on the bed.

"Well, cool out and tell me, what about these new neighbors?"

"Beats the hell out of me. I say fuck 'em. If they get rowdy, throw their asses out."

Easyriders



Gearbox has an answer for everything. I guess he's right, though. In the spirit of community relations or whatever, I decided to just leave them to their own designs. I started helping Gearbox rake some of the smaller parts into a box. We had most of them, when all of a sudden the gawd-damnedest screech you ever heard came from the living room.

I looked at Gearbox and he looked back at me. That kind of noise was the kind you pay attention to, even if you don't want to. The couple on the bed even stopped and looked at Gear and me. We dropped the box and headed for the other room.

When we got there we saw a sight like you can't even read about in scuzzy mags. Pickle-face had Gladys by the hips and was stuffing her buzzard, while she had Herman by the balls and was woofing on his joint. Juice was sitting in the chair, providing a road-show for them all with her finger.

Leave it to Juice to be on the sidelines.

"Juice! What was the fucking screech!"

She turned to me with glassed-over eyes and pointed to Gladys with her free hand. She mumbled something.

"What?" I yelled at her.

"Rusty!" She yelled back.

Figures. I was ready to go back into the bedroom when the three of them started moaning. Now, I ain't much into sex as a spectator sport, but you gotta admit, watching three people who have been dead for almost a century get it on is not something you're likely to see every day.

They kept moaning for almost a minute and Crotch started cheering them on from his place against the wall. Pretty soon, the whole damn room was going with a "rah, rah, rah" in time with their strokes. They picked up the beat, and suddenly all three of them broke loose. And I mean broke loose. I thought they were going to fall into a pile of pieces.

They didn't. When they finished, they fell back against the couch and lay there, panting. The old fucker was right. They were out of shape.

Now that the show was over, I figured they could take care of themselves and headed for the other room. Gearbox was right behind me. Everybody else went back to what they were doing before the interruption.

Gearbox and me had just about gotten all the parts into the box when another damn noise came out of the living room.

Now, I'm pretty cool, and I don't let little shit upset me. I know, when you're having a party you have to expect

some interruptions, but this was twice in one hour.

I sat the box down and headed for the living room.

When I got there I was even more pissed. There was Herman, standing in the front door, shaking his fist at somebody.

People who show up at my house expect a welcome and a brew, and usually get it. Now an uninvited guest was shaking his fist at someone that had dropped by. That didn't seem like any way to act.

I walked up behind him and was about to grab him by the shoulder when Pickle-face stopped me. He waved me over to the window where he was standing.

I walked over and looked. I got more pissed. Standing in my front yard were two of the state's finest. One of them was even holding a shotgun.

Like I said, the damn cops had stopped by twice already, and I figured they had said everything they needed to. I was about to go to the door and start giving them some shit when old Herman beat me to it. He was still in the door when he started yelling.

"What's the matter, dickheads? Ain't you never seen a party?"

One of the cops started looking pissed.

"Sir, we have asked you twice to turn the noise down. You are disturbing people a half a mile from here!"

So it was those assholes.

"Tell those assholes to go fuck themselves!" Old Herman was in good form, I gotta admit.

"Sir! This is the last time I'm going to tell you!"

"Good! Does that mean you're going to stop coming around, too, you dumb jackass?"

Everybody in the house had stopped and was watching. I looked at Pickle-face and he grinned at me. Herman continued.

"You limp dick prick, I bet your mother couldn't pick your father out of a line-up if you held that gun on her! And you come around here telling us to settle down! Why don't you go arrest your grandmother, piss-ant?"

Clearly, Officer Piss-ant was not accustomed to being spoken to in such an unruly manner. His face was red and his hand was twitching on the shotgun. The other cop was picking dingleberries and watching the exchange.

"Better cool off, Bob. This guy is just nuts or something."

"I don't give a shit what his problem is! Nobody talks to me like that!"

"How do they usually talk to you, shit-for-brains? They draw you pictures?" Herman wasn't letting up

for a second.

Normally, I would be getting nervous about now. I try to keep a pretty low profile where the cops are concerned, and usually try not to give them a reason to pay any more special attention to my place than they do already. But I recognized these cops. They had both been here before, and the one with the shotgun had been a real asshole.

"Why don't you come out here and say that, where I can hear you better, old fart?" Officer Bob Piss-ant said.

Herman headed for the porch. "Come on, now, you stupid bastard! You can't be deaf and dumb!"

The way that car was screaming when it hit the end of the lane would have done a Formula One racer proud.

The copper blew his stack. His cork went the same time the shotgun did. I would say he hit Herman dead center in the chest with the round.

Herman staggered back a half a step from the force of the impact, caught himself on the post holding the roof, and looked back at the cop.

"That the best you can do, pussface?"

The cop levelled the shotgun again and let him have another round. Herman was ready for that one and didn't even stagger backward. Actually, he took a step forward and started walking toward the cop.

Dingleberry picker had already said fuck it and headed for the car. Good ol' Bob dropped the shotgun and dragged out his .357. I looked around to make sure nobody was in the line of fire and then turned back to watch. This was great.

Like a true dumbass, Bob started yelling at Herman:

"One more step and I'll fire!"

Easyriders



"Spring is in the air. . . flowers are blooming . . . birds are singing. . . and the weirdos are flashing."

It wasn't like he hadn't already shot Herman twice in the chest with a fucking shotgun or nothing. Herman kept walking toward him.

"After that you going to wiggle your dick at me?" Herman asked as he stepped toward the cop.

One thing about ol' Bob. His word was good. He emptied that .357 point-blank, knocking pieces off Herman with each shot. But Herman just kept walking toward him. After the sixth shot, Bob apparently decided that although it was good target practice, it wasn't doing a hell of a lot of good. He had gone from pissed to scared anyway, and Herman was getting closer.

Bob started walking backward to get away from him.

"Stay back, you, stay back!"

Herman grinned at him. I guess that was the final straw. Bob turned and ran, not walked, to the patrol car. His partner had already started the cage and was backing out when Bob got there. Ol' Bob decided to forego the formality of opening the door and jumped right through the window. As he hit the seat, Herman yelled at him.

"You come back here again and you won't leave!"

I don't think they caught the last of that. The way that car was screaming when it hit the end of the lane would have done a Formula One racer proud. They probably still haven't stopped.

After they left, Herman walked back toward the house. He didn't really look that much worse for the experience, considering. His clothes were pretty ragged out when he showed up, so the holes in them didn't really stand out. He hit the porch and you wouldn't have believed it — the whole damn house started cheering for him!

He stopped on the porch and took a couple of bows before he came on in.

"That wasn't too shabby," I told him when he walked into the living room.

"Yeah," he said. "It was even kind of fun! Cops still haven't changed any."

I nodded to him and then had to stop for a second. "How come you couldn't feel that but you could feel Gladys?" I asked him.

"Because I wanted to." He grinned at me. "Listen, could I get another beer? Then I think we had better head back."

"Sure." I looked around and Juice was heading for the box. I moved over to let him sit down as she trotted back into the living room with a couple of brews.

"That was a pretty decent thing you did," I said. I had the feeling that it would be a while before those assholes came back.

"Well," he said as he popped the top on the beer, "it seemed like the neighborly thing to do." ■



—from Roger Bloomfield, Contoocook, N.H.



—from Ed, San Pedro, Calif.

—from Charlie McGinnis, Mesa, Ariz.



IN THE WIND

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 Steve Warne, Redondo Beach, Calif.



—from Speedy, Houston, Tex.

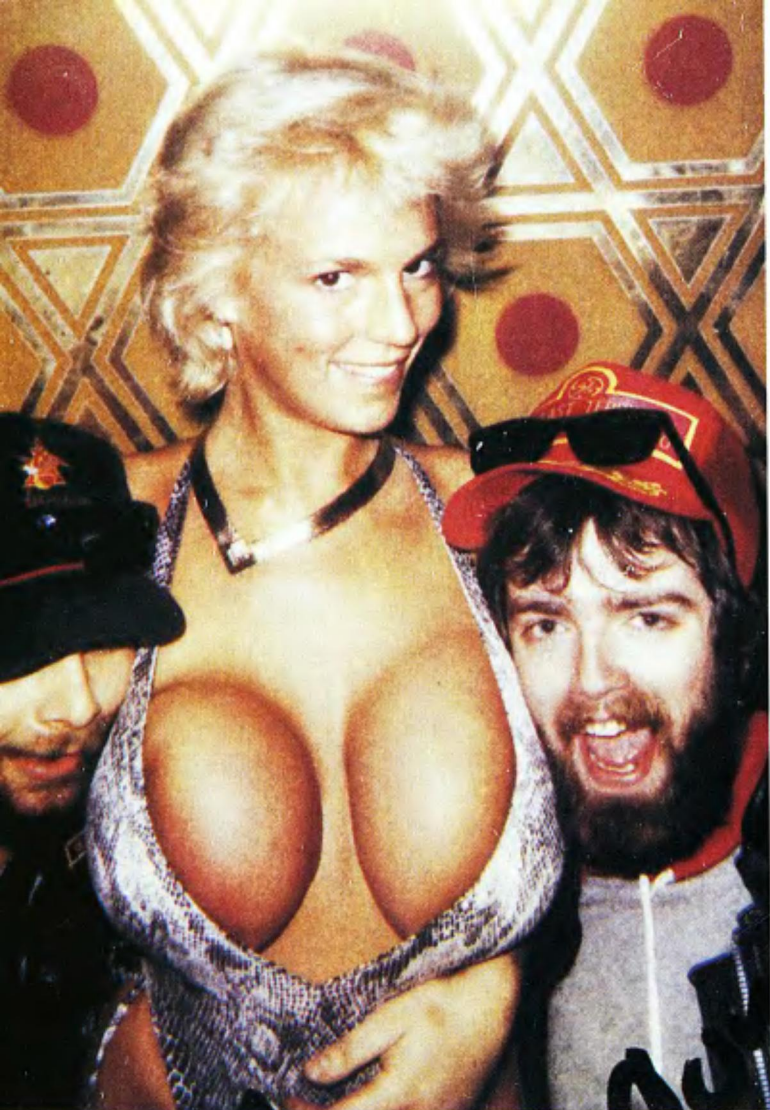




—from C.E. Geult, Fairbanks, Alaska

—from Angus, Trondheim, Norway





—from R. and R., Sin, Mass.



—from Bart Perry, Spring Valley, Calif.



—from Donna Burgess, Carteret-Craven, C.B.A.

—from Beast, Charleston, S.C.



—from H-D Nolan, Butternut, Wis.





—from Spiders MC, South Holland



—from Bob and Tina Rees, Roulette, Pa.



—from Greg Lavin, Wathena, Kan.

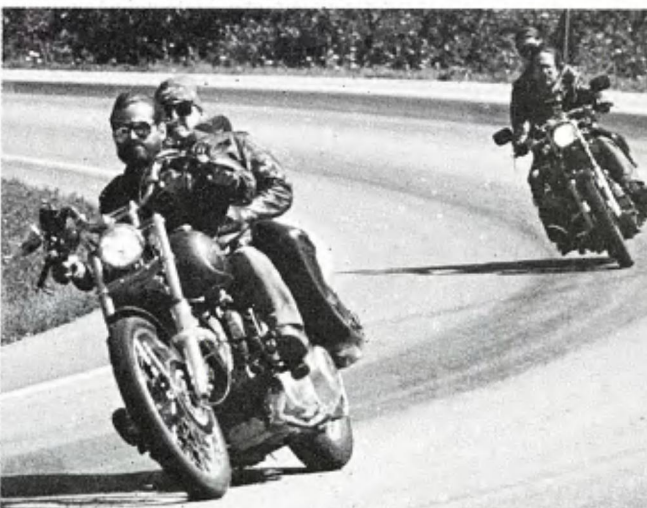


—from The Greek, Medford, N. Y.

—from Indian, Thousand Oaks, Calif.



—from Randy Cullen, Yuma, Colo.





—from John Lewis, Flint, Mich.

—from Susan Homan, Daytona Beach, Fla.



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FOXY RIDER



Sylvia Thomas, Fullerton, California
1981 Harley-Davidson FXWG



Sylvia's a kick-ass rider, get-down partier, and a lovin' mother to her son, Jeremy, who digs packin' behind her and is on his way to becomin' a standup biker for the next generation. Who knows when he'll get his first tat — like mom.

She loves her Wide Glide about as much as she loves her son, and she can be found making nearly all the runs in the Southern California area year round. She enjoys gettin' the elbow grease goin', and not just for cleaning the bike.

The bike has been adjusted for unleaded fuel usage, with Big Bore Engineering doing the work. She's runnin' a Bendix carb with an adjustable main jet.

Sylvia thanks Grizzly, Greg, and Augie for their unselfish help in getting her up and helping her to part the wind on two wheels. Greg Crowe did her gunmetal grey-and-blue pearl paint job.

This girl just wants to have fun, and man, does she. By the way, the bike's named Joe — no Betsy for Sylvia.

— Pan Man



Year: 1981

Model: FXWG

Engine: shovelhead, adjustable main jet on Bendix carb.

Forks: Harley FXWG with four-inch extension.

Transmission: 1981 four-speed with primary belt drive.

Wheels: 21-inch front, 16-inch rear. Continental front, Dunlop rear. Disc brakes.

Chassis: 1981 swingarm, stock.

Finish: gunmetal grey with blue pearl. Acrylic enamel.

Credits: paint by Greg Crowe.

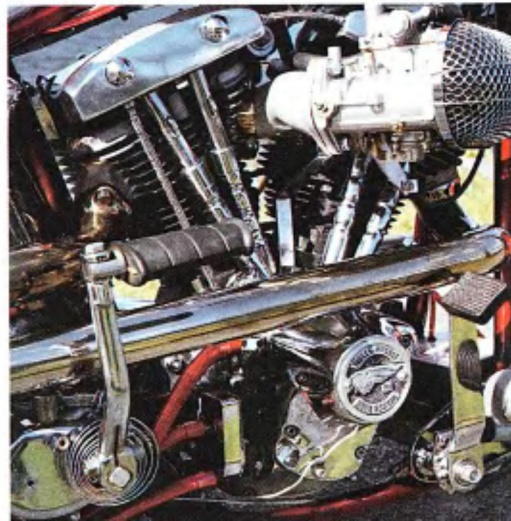
Special features: adjusted for unleaded gas.



Photos by Kim Peterson



READER'S RIDE





Photos by Steve Zwerling

**Mike McCrea, Halifax, Nova Scotia
1978 Harley-Davidson FX**

Mike first got into rebuilding this scooter in the summer of '86. His Softail got him around while the Big Red machine was down. In the meantime, he also caught race fever and has been establishing himself at the local drag strip.

But the Softail won't compare to this screamin' down the track. It was built for the track and the street with the help of Paul Densmore, Doug, and Gyrator at Eastern Bike Parts. Toad did the engraving, and Danny Bulser etched the mirror.

Mike gives a special thanks to his Halifax HAMC brothers.

Year: 1978

Engine: 80-cubic-inch shovel, 0.20
pistons, balanced, ported.

Transmission: fast, air/foot shift-
ing with belt drive and 22/49
gearing.

Chassis: 1986, D-5 rigid custom
wheel adjusters, fork stops, and
heavy-duty top motor mount.

Credits: built by David Gilles, Eastern Bike Parts; engine by
Doug, paint by Ray.

Special features: stainless pegs and oil tank, 5-gallon tank.

Model: FX

Forks: stock Harley-Davidson
wide glide, no extension.

Wheels: beefy front and rear
16-inch wheels with mags, disc
brakes, and Bridgestone tires.

Finish: beautiful red lacquer
with death's-heads; pinstriping
and art by Ray.

THE FANTASTIC FOUR

There's some information you brothers really ought to know to walk with the righteous, and through Snake's research, we're prepared to unveil a few little-known secrets of biker lore on these here pages.

Voltage Intensified



Photo by Mike Harmon

About 1977, when six-volt systems only lasted a week to 10 days and H-D regulators needed a smack from time to time to keep the contact points from frying, Mike Harmon stole an idea from a cop trike in Mesa, Arizona. If a cop trike could charge itself with an auto alternator, why couldn't a 74?

It might be the ugliest alternative to a dead battery, but if you're interested in running a microwave in your saddlebags or a CD player with 60-watt speakers and a graphic equalizer, it might help.

—Weed

Angel Braid



Photos by Rip

This little effort separates the men from the boys. Rip and a bro in Yucaipa, California, just off the edge of the desert, nearly severed a couple of digits, trying to get the razor through the rawhide in the blazin' sun.

Ya take yer bootstrap and divide it into three equal widths, then draw careful lines along the length, from one end to either a half-inch from the holes or to a half-inch from the other end of the strap. Then slice that mutha as carefully as ya unstrapped yer girlfriend's bra the first time — with just enough finesse so as not to lose yer fingers.

Then braid the sucker like ya do yer beard when yer deep into a bottle o' whiskey — and yer cool.

—Wilburn Roach

Carburetor Wrenches

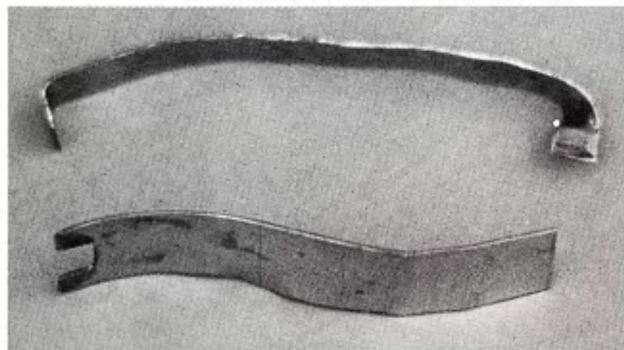


Photo by Rip

They say that necessity is the mother of invention. That being the case — well, out of necessity, I'm the mutha who invented this open-end wrench. You see, I'm the proud owner of one of those fat bikes with five-gallon tanks, and it seems that between those fat tanks and these fat fingers on my hand, I just can't seem to reach the mixture needle on the carb when I want to.

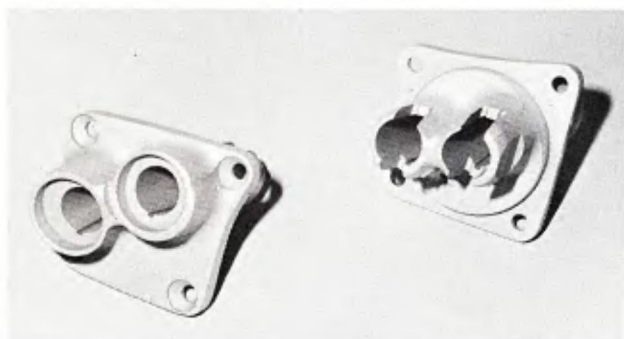
I used to have to take the chrome carb cover and the inner backing plate off, adjust the carb where I thought it should go, and put all the shit back on. Most of the time I then discovered that the mixture was too rich. Take all the crap back off, readjust the carb, and put the covers back — only to discover that the mixture was now too lean! Shit, fuck, piss!

Well, I finally stopped and told myself: "Self, you are smarter than any machine. Why don't you make yourself an open-end wrench?" So I did. It's taken me a lot longer to write this drivel than it did to make the wrench. As you can see, it's sorta S-shaped and has a slot on the end. The slot is 3/8" wide. To make one of these simple tools, find yourself a piece of thin strap, five or six inches in length — something you can bend with a little pressure. I cut the slot first, then bent the strap to fit.

With this wrench, you can get about half a revolution at each turn. Be sure never to overtighten the idle-adjusting needle or low-speed mixture needle. Be extra careful; otherwise, you'll ruin the needle or, worse yet, ruin the seat.

—Rip

A Little-Known Lifter Stool



Photos by Jake

Jake, who resides in a dusty machine shop in Wellesley, Massachusetts, sent in this hard-to-imagine bit of trivia. Seems that for late 1952 and all 1953 pan-heads, the factory went the light alloy route with lifter blocks and valve covers.

The lifter stools didn't last like the steel jobs, but for race freaks they were substantially lighter and expanded at the same rate as the cases, which are also aluminum.

If you're after a set of these, don't run 'em with hydraulics unless ya sleeve 'em with steel.

—Snake



Easyriders

FOX HUNT

**Make \$500 by being selected to model for an *Easyriders* feature!
New winner every month!**

OKAY, MEN — 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 as the monthly winner, 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 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 this page 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.

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us exactly why you want to be the *Easyriders* monthly fox feature. Your message just might make the difference between a no-go and a hell-yes.

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*.

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 January 31, 1988. We'll print the winner in the June issue. Send your vote — on a postcard or the back of a sealed envelope — to #176 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the ninth monthly winner in our Ninth Annual Fox Hunt Jeannie, from Placerville, California. See more of her in next month's issue.



FOX HUNT
Box 3000
Agoura Hills, CA 91301

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

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

176

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 _____

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

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

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):



I would be very proud to be selected in my favorite magazine. Also, to encourage others to live happy and ride free.

Laura Jo



*I want to fulfill my ultimate fantasy, posing nude for **Easyriders**. You only go around once in life; I say make the most of it!*

Cherie



I love to ride a Harley, but I hardly ever get the opportunity. This is my way of keeping in touch.

Shelley



*It's an American mag for American bikers with
American bikes. Ride hard, die free.*

Tracy



*I love a good thrill. I'd like to share this thrill with every-
body — especially all the locked-down bros out there.*

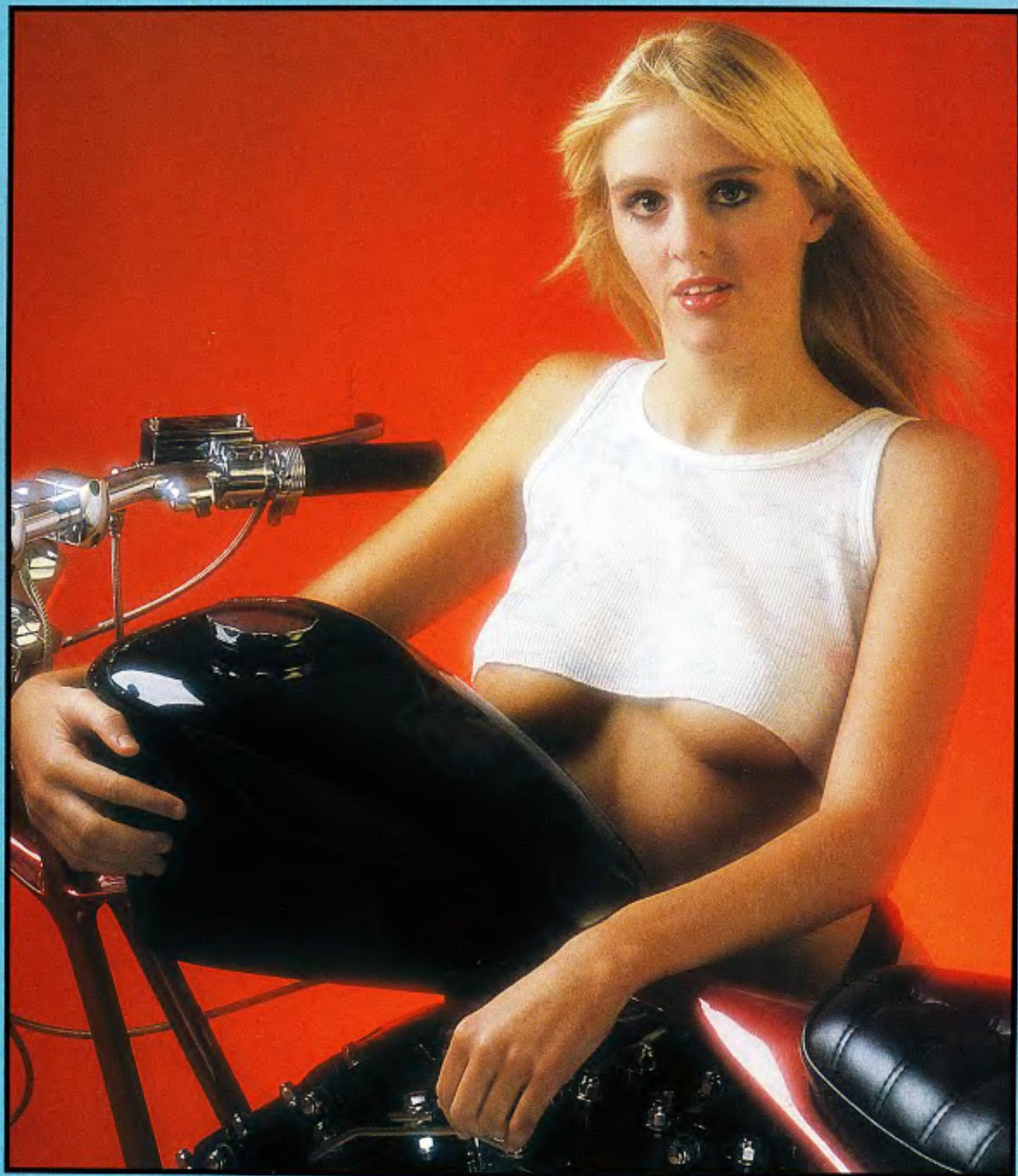
Leslie

*It's a good magazine. It has tips, features, and
a lot of pretty women.*

Missy



OCTOBER FOX HUNT WINNER



A knockout lady of sizeable proportions, Reda of Waco, Texas, a blonde bluebonnet babe, takes the prize for this month's Fox Hunt. Check out page 86 to see how she fits on a shovelhead and how she looks through the lens. She's one tasty Texan who'll make ya drain a longneck in record time.



THE BIKER BRUSH MAN

By M. Chakoian

It was the wrong box. I stood there in Pighead's garage as he tore open the crate, scrambling through the excelsior like a monkey digging for fleas, and I laughed my ass off. Because instead of the tidy little boxes of Colombian vegetable product, and I don't mean coffee, Pighead was pulling out bundle after bundle of handmade Colombian brushes.

"Brushes!" he screamed in disbelief. "Hey, this ain't funny, man. What am I gonna do with a whole shitload of fuckin' brushes?"

"You'll have the cleanest bulldog, toilet, and teeth in town," I consoled him. "How many brushes exactly make up a shitload?"

"I figure I got about 23 more crates," he said dejectedly.

"Well, you said you were gonna clean up on this deal," I reminded him. "Looks like you'll get your chance."

Pighead examined one of the brushes more carefully. "Actually, these aren't too bad," he said. "Maybe I could get some people to sell them door to door. You know, pay a commission and all?"

"Sounds like a hell of a lot of fun," I told him. "I can just imagine what kind of sap would take a job like that. Sorry I can't stick around to share in the excitement, but I have to get home and count cobwebs." I jumped on my indestructible 74, kicked it into life, and roared down the driveway.

Maybe I ran over a brush. Maybe Pighead cursed me bad enough to melt rubber. Or maybe the tread was just worn out after 30,000 miles. Anyhow, before I got to the street I was riding on the front rim, and it was Pighead's turn to laugh.

"Hey, this ain't funny, man," I told him. "Where am I going to get the money for a new front tire?" I sure as hell hadn't been rolling in the bucks lately.

"Wait a minute," said Pighead, still holding the brush. "Maybe I can help you out."

I heard the deadbolt thrown, saw the curtains race shut across the living room windows, and thought I could smell a cauldron of hot oil starting to boil somewhere on the roof just over the porch.

I marked her off on my prospects list as "Interested But Unsure" — after all, she hadn't actually shot at me — and trudged across the lawn to the house next door.

A Biker Brush Salesman never gives up, I reminded myself. Before knocking on the front door, I sat down on the cement stoop, opened up my canvas samples bag, unscrewed the top off my lunch, and took a long, fortifying swallow. Considering it was work, this wasn't too bad. After all, I was outside, I could set my own hours, and I was meeting a lot of really swell people.

A Biker Brush Salesman never gives up, I reminded myself.

I rapped a friendly staccato against the front door of my next sure sale and waited for it to open. And waited. And waited. Just as I was about to move on, the latch clicked and a beady eye behind thick glasses stared at me through the crack. "Sorry, I didn't hear you knock," the old man rasped. "But good ol' Rasputin here, he hears everything. I seen him jumping around, frothing in the mouth, I figured there must be somebody at the door." Behind him came a deep, angry growl. "Hush, Rasputin, or I'll kick your balls. Now, what can I do for you, young feller?"

"I'm the Biker Brush Man," I said.

"Buy a trash can?" he asked. "No, thanks, I already have one. Shut up, Rasputin, or I'll whip you."

"No, I'm selling brushes. Brushes!"

"Russians? I say nuke the whole lot of 'em. Should've done it after the Big War, when we had the chance. Put that in your survey. Quiet, Rasputin. You want me to get the strap?"

"I'm selling brushes!" I shouted, holding up the bag. "You want to buy a brush or not?"

"A bushel of pot? What are you, one of those degenerate Communist drug dealers? Why, you ought to be hung by your thumbs. Now, get out of this neighborhood before I loose my dog on you."

I shook my head and turned away.

"Fuck it," I muttered.

"I heard that!" the old man barked.

"Go get him, Rasputin."

As the door swung open, I reached into the bag and whipped out the first brush I could grab, which turned out to be a short, soft-bristled utensil for applying tinted powder to various female body parts in preparation for ceremonial dances. It might not have been a match for Rasputin's fangs, but it would leave him with something to remember me by.

I raised the brush over my head, turned around, and stared down at the tiniest ball of fur I'd ever seen — kind of like a tarantula, but smaller. Growling ferociously, he began to gnaw the toe of my left boot. In three or four weeks, he might've dug through.

"I'll say this, you got hair, dog," I laughed, picking him up in one hand. I returned with him to the doorstep and shoved him through the opening. "Too small to keep," I informed the old man.

"I accept your apology," he replied.

"Now, git, 'fore I sic my dog on you."

"Yes, sir. We'll have a new catalog out next week. Shall I come back then?"

I hit six more houses without an answer, and then a bleached blonde with industrial-grade makeup yanked the door open before I had a chance to lay my knuckles on it. "C'mon in," she said. "What're ya sellin'?"

"Brushes." She was wearing a long pink robe, loosely pulled together at the waist, over a shiny black nightgown at least one size too small. But as my eyes adjusted to the dim light of the hallway, I saw that she was a few years older and a few pounds heavier than I had thought at first, and that the robe was gray at the cuffs and hem.

"Brushes," she replied. "Well, I might be able to use some brushes. You never

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THE BIKER BRUSH MAN

know, do you, when you might need a good brush?" I didn't disagree. "Come into the kitchen, then, if you don't mind, and we'll talk about it. I was just having a drink. Maybe you'd like to join me. You must get thirsty, hauling that bag all over to hell and gone. Pardon the mess."

She extracted a tumbler from the sink, rinsed it haphazardly, poured a couple of inches of bourbon, and handed it to me. Then she fixed herself another and sat down at the table, shoving paper plates and magazines aside enough to make room for her elbows. "So, brushes, huh? What kind of brushes you selling? You have a catalog, or samples, or what? Cheers."

"Cheers. All kinds of brushes, really. I've got some samples I —"

"Sure, in a minute. So how do you like selling door to door? I bet you meet

"We can talk about anything you like, big boy." She leaned across the table to coo me this message.

lots of interesting people, lots of women, especially, a good-looking guy like you."

"Shit, lady, I think I just put my bag down on your glasses. Here."

"Oh, no problem. I never wear those. You know, my Uncle Horace used to be a salesman. Wood stoves. Remember when they were so popular? Thought he'd cash in on the craze. Poor bastard got a hell of a hernia, hauling his samples door to door. Ha!" She grinned a smelly grin and took another slug on the brown elixir. "Hauling his samples door to door. Get it?"

"Yeah, that's very funny, but . . ."

"Uncle Horace didn't think so."

"Look, lady, can we talk about brushes?"

"We can talk about anything you like, big boy." She leaned across the table to coo me this message, ensuring that her oversized chest had every possible opportunity to overflow the flimsy constraints of the nightgown.

"Great. Let's talk about which of these outstanding brushes you'd like to buy."

"Right. Business before pleasure."

"Business, period. Now this guy right here is really ace when it comes to scraping scales off your ferns. It's on special, today only. How many you want?"

"Let me get a better look at that," she said, sliding her chair around so close

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to me that we could have been lane-splitting side by side. "You sell many of these today?"

"Oh, yeah, they're going like fuckin' hotcakes. Only a couple left. You better hurry, you want to get in on the action." I lit a cigarette, careful to keep it away from her breath, which, if it caught fire, would turn her into a human blowtorch.

"Son, you better believe I want in on the action. I live for action. I go to bridge club, Polka Partners, RV road rallies. That's right, got my very own RV, got it in the settlement from my ex-husband. I'm divorced, you know. I don't drive it, of course, a big old thing like that, but I have lots of friends who like to take me places in it. I've been to some really romantic spots in that thing. Do you know there's an RV park just outside of Bloomington that has its very own miniature golf course? Say, maybe you'd like to drive my RV sometime. It's not so hard for a big guy like you. Hell, if a little shit like Bernard can do it, you can, for crissakes. Maybe go to Weasel Lake. It's really something on a clear night. Of course, last time we were there, a bunch of bikers showed up. All that noise, those loud engines and yelling and laughing. Bunch of scum. Ought to be eradicated. You're not afraid of bikers, are you?"

"No, some of my best friends are bikers."

"Really? Say. Wait a minute. You're not a biker, are you?"

"Lady, put your fuckin' glasses on for shit's sake and take a fuckin' look. You see this hair? This beard? Earring? Scar? Actually, I got the scar when I was a kid, but it's a nice addition. How about the Harley-Davidson T-shirt, that give you a clue? Or the leather jacket? Or the belt? How about the jeans and the boots? What do you think I am, a fuckin' pirate?"

"Well, hey, that's okay. I have nothing against bikers. I just didn't hear your motorcycle, that's all. How was I to

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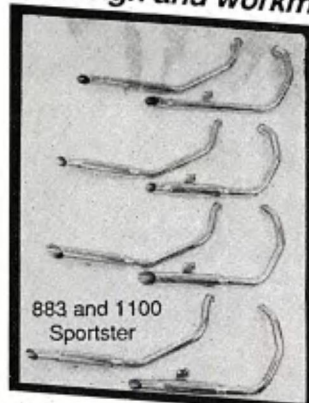
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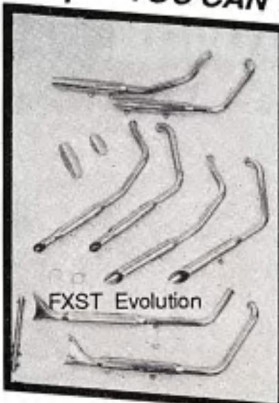
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THE BIKER BRUSH MAN

know? Hey, where are you going? You're not leaving, are you? What if I want to buy a brush?"

"Lady, I wouldn't sell you a brush with fuckin' wire bristles to scrape the shit outta your fuckin' eyes."

"Well, okay, that's not what I wanted anyway. Nice meeting you. Come back soon."

* * *

I was still muttering to myself when I rang the next doorbell. "They're all alike, stupid bitches."

"What?"

A short guy with a gray flattop and quick little gray eyes stood in the doorway. "What? What did you say?"

"I said, would you like some super brushes? You see, I'm your friendly neighborhood Biker Brush Man, and I was wondering —"

"No!" he said. "There's nobody home. Wait. Brushes? Heavy brushes with stiff bristles and long wooden handles? Do you have any like that?"

"Yeah, I got all kinds of brushes."

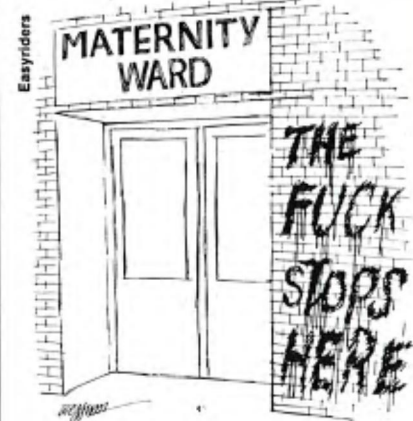
"Show me. Show me one with sharp bristles, sharp little prickly points." And he guided me by the arm through the entryway and into a small, dark living room.

I suggested raising one of the shades so he could get a better look at my product line.

"No, no. That won't be necessary; I can see just fine. Just fine. So. What have you got here? Bring out the samples."

He started rummaging through the bag, not even giving me a chance to make my pitch about this week's two-for-one pastry brush special.

"Yes, yes," he said, "this one will do." His eyes gleamed as he slapped the business end of the large utensil into the palm of his hand. "Just feel the heft of that wood."



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"Very popular item," I assured him. "It's for cleaning the chaff out of thresher blades."

"May I try it out?" he begged.

"Oh, of course. I mean, I figured the minute I walked in that you probably had a thresher in the back room, just waiting to be cleaned."

He smiled joyfully. "Thrasher, yes. You understand perfectly. Be right back."

gain!" and rushed out of the room again.

I naturally assumed he was searching for his checkbook. Again I heard him bounding up the stairs, and again some yelling and slapping. When he returned, his face was the color of cherry Jell-O and his eyes were as big as pumpkins.

"Please don't sweat on the merchandise until it's paid for," I told him.

"What? You mean it's not paid for

terrible thought flashed through my mind: what if he climbed out one of the upstairs windows, slid down a drainpipe, and took off? How could I explain to Pighead that some twitchy little weasel had scammed me out of a \$30 brush?

So this time I quickly tiptoed up the stairs behind him, and I stood outside the closed door of the room he had ducked into. Probably has a ladder already propped up against the balcony, I figured. I tested the door with my shoulder to see how hard a blow it would take to knock it down. But the door was unlocked, and it swung open on its freshly oiled hinges.

It was a pretty weird sight. A nice-lookin' lady was tied face down on the bed, with her undies pulled to her knees and her bare ass sticking up. My favorite customer was applying the flat part of the brush to her round white rump, not real hard, but hard enough to make a little noise and leave a little red mark. The lady wasn't saying nothing about it, on account of something he had tied over her mouth. At least when he saw me, he had the decency to stop.

"Uh, look, pal, I don't really care what you and your ol' lady do for kicks, but you gotta pay me for that brush or give it back."

He looked real confused for a second.

I hate it when people point guns at me. I lose all perspective and control.

He scurried up a flight of stairs. I heard what sounded like a muffled conversation punctuated by a sharp *thwack*. Then maniacal laughter. Then footsteps coming downstairs.

"Wonderful. Just what I've been looking for. How can I ever thank you?"

"Buy the brush."

"Of course, of course. How much is it?"

"Well, it retails for \$28.95," I told him. I was going to add that because he was such a swell guy with a great personality and clean teeth, I could let him have it for twenty.

But before I could drop the price and clinch the sale, he said, "That's a bar-

yet?"

"Unless you slipped some money in my pocket when my back was turned."

"Oh. I thought she had paid for it when she ordered it."

"Who?"

"The lady of the house. Well, just put it on her — I mean our — account."

"You have an account with us?"

"Of course. Don't we?"

"Not likely. What's the name?"

"How about if I get you the cash?"

"Bingo."

He raced back for the staircase, still carrying the brush.

I was beginning to suspect that all was not right with this guy. Suddenly a

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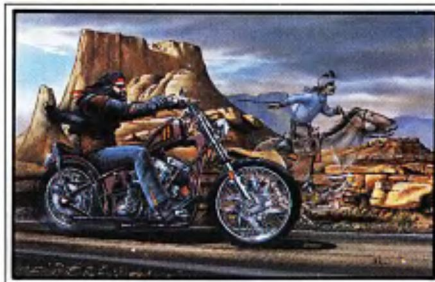
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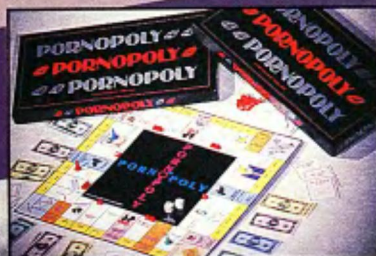
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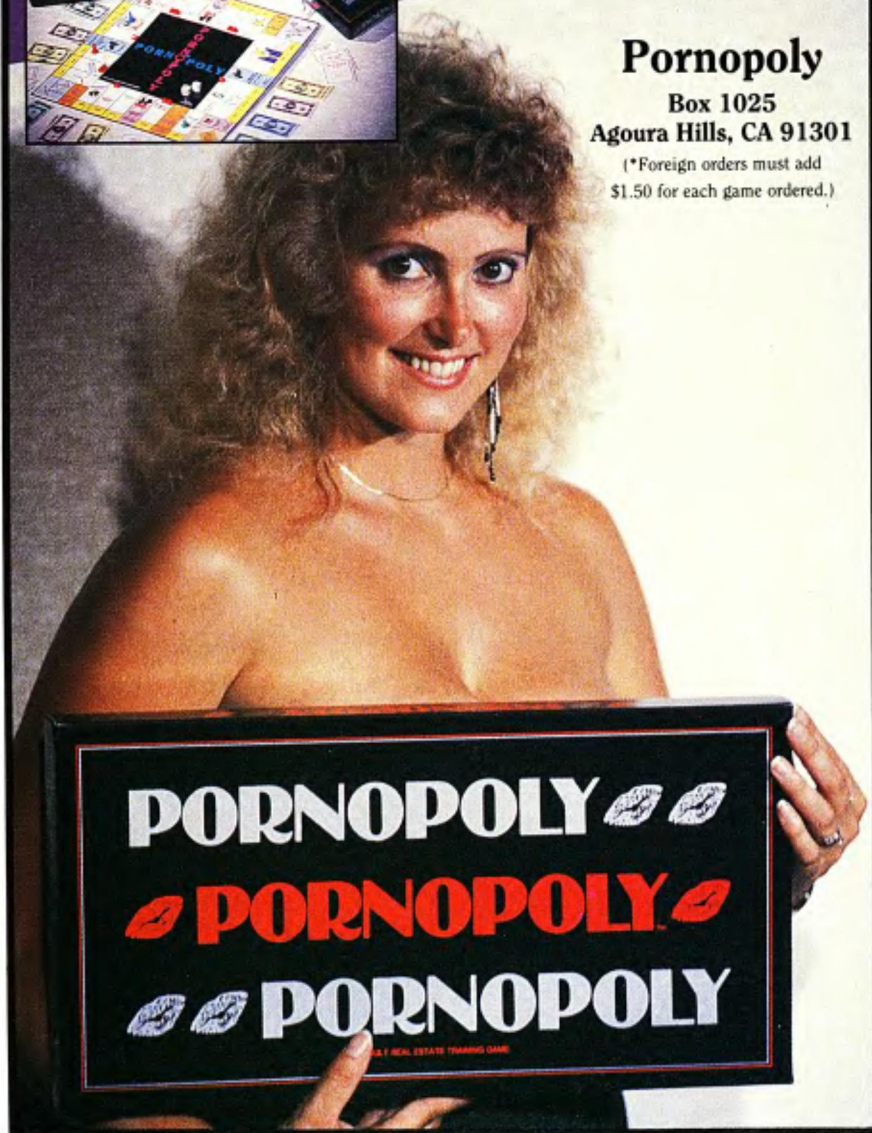
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THE BIKER BRUSH MAN

"Oh, of course," he said, and went over to the dresser. The broad on the bed was going crazy. I figured it was probably pretty embarrassing for her, having a stranger walk in and see her like that. Still, business is business.

The weasel came back from the dresser, only instead of carrying a wad of bills, he was carrying a gun, a wimpy little thing like you buy out of the magazines that used to be in barber shops before they become styling salons. That was probably a mistake. The gun, I mean.

I hate it when people point guns at me. I lose all perspective and control. So even though it probably cost me a sale, when the guy got close enough I took a half step forward, kicked the pistol halfway to Kansas City, and before he could count his broken fingers, came down across the side of his head with both fists, leaving him a writhing lump on the floor.

I untied the chick and took the gag out of her mouth and tried to convince her that since she had been using the brush, in a manner of speaking, she ought to go ahead and pay for it. Instead of discussing it, she jumped into my arms, crying and shaking.

"Shit, lady, take it easy and put some clothes on," I told her. "We ain't even gotten drunk yet."

After she settled down, got dressed, and called the cops, she laid it out for me. To my complete surprise, she said that the creep had broken into her house, tied her up against her will, and was prepared to vent a lifetime of sexual frustrations against her. "So you see," she explained, "you really did save my life. Anything you want from me is yours now."

"Anything?" I asked.

She blushed a little and ran her thin, smooth fingers through her thick brown hair. "You name it," she whispered.

"In that case," I said, "I'd like to talk to you about buying some brushes." ■

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Texas Leather Company, wholesale leather. Box 123, Yoakum, TX 77995. (512) 293-5341.

Sleepy Hollow Saddle Bags Inc./free info. & price list, 105 S. 2nd St., Chesterton, IN 46304. (219) 926-1071 or (800) 338-8625.

A & A Men's & Ladies' Custom Leathers, chaps made to order. Call for catalog. (800) 992-9093 or (213) 390-9093.

Pac-Kit Saddlebag Company (a large and sincere saddlebag company). Literature sent upon request, 1213 Corunna Ave., Owosso, MI 48867. (517) 723-4746.

MAIL ORDER

Hawg Head-Quarters/custom or stock parts, T-shirts, 705 Anderson Street, Belton, SC 29627. (803) 338-8663, EDT 9:30am - 5:30pm, M-F.

H&M Cycle Sales Inc., (Harley-Davidson dealer). Our own 52-page book, \$2.00 (refundable). Box 128, Dover, OH 44622. (800) 828-2875.

MC SERVICES

Cycle Super Market/complete engine and transmission and parts, 6500 Baker Rd., Ocean Springs, MS 39564. (601) 875-9207/875-7627 (exit 57 on I-10).

MOTOR REBUILDING

Custom Cycle, performance & custom parts. 1922 Pine Ave. Niagara Falls, NY 14301. (716) 284-2615.

MOTORCYCLE PATCHES

Semel's Custom Embroidered Patches, 76 Lexington Ave., Passaic, NJ 07055 (201) 473-6868; (201) 473-3959. Free quotes.

MOTORCYCLE RESTORATION

Rolling Thunder Motorcycles, 8808-B Cullen Lane, Austin, TX 78748. (512) 282-0152.

MOTORCYCLE TOYS

Antique Cycle Supply/limited edition 45" Hill-climber cast-iron toy, \$125 postpaid. Cedar Springs, MI 49319. (616) 636-8200.

MUSIC

"Biker Party King," "Pussy Licking Tommy," "Sally's Hairy Pussy," 14 more nasty songs on two cassettes. Send \$14.65 to Mack Banks, Box 17, West Point, MS 39773.

NEW PRODUCTS NEEDED

The Source/looking for new wholesale products. Send photo and information on product to 3164 N. Marks #106, Fresno, CA 93722 or call (209) 486-4646.

OBSOLETE PARTS

Departure Bike Works, Inc., 3091-3093 Hull St., Richmond, VA 23224. (804) 231-0244.

OIL COOLERS

Performance Coolers distributed by CCI, Nempco, Eagle, Gary Bang, V-Twin, Arlen Ness, and Rivers. For more information, call (714) 850-9016.

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SPECIAL SERVICES

Bartel's Harley-Davidson, custom & high-performance. 8910 Washington Blvd., Culver City, CA 90230. (213) 838-3003.

T-SHIRTS

Charley's Harley-Davidson, 249 E. Blackwell St., Dover, NJ 07801. \$12 plus shipping, S, M, L, XL. (201) 361-8844.

Harley-Davidson of Tucson, 5205 E. 22nd St., Tucson, AZ 85711. (602) 747-7304. (Shipped UPS/C.O.D.)

S&S Cycle & Supply, Inc., 816 Amarillo Blvd. E., Amarillo, TX 79107. (800) 251-7770 or (806) 374-8760.

Flagstaff Harley-Davidson, Inc., Box 183, (Old Hwy. 66, I-40 Exit 185) Bellemont, AZ 86015-0183. (602) 774-3896. (Shipped UPS/C.O.D.)

Brooklyn H-D Sales Corp., \$12 each, 2467 Coney Island Ave., Brooklyn, NY 11223. (718) 998-6666. (U.S. Funds only.)

Blue Ribbon Cycles Inc. Easyriders, H-D, custom designs, 2137 Dixie Ave., Smyrna, GA 30080. (404) 432-3614. Shipped UPS/COD

A & A Custom Motorcycle, T-shirts from L.A., S-XL \$10, XXL-XXXL \$10.95, mailing address: 5442 S. Sepulveda Blvd., Culver City, CA 90230 (213) 390-9093.

Oakland Harley-Davidson, 744 E. 12th St., Oakland, CA 94606. Unique design \$15. State size (S-XL) and color (black or white) shipped UPS. Cert. check or MO w/order. Sorry, no CODs.

H.O.G. L.A. #1 Chapter/\$12.00, Bartel's Harley-Davidson, 8910 Washington Blvd., Culver City, CA 90230. (213) 838-3003 (shipping included).

Harley-Davidson of Green River Wyoming/\$12 total, 5-color double. State size, S-XXXL. M.O. or cashier's check. 193 W. Flaming Gorge Way, Green River, WY 82935 (off I-80).

Bellflower Harley-Davidson, S-XL \$9.95, XXL-XXXL \$10.95, shipped UPS/COD same day. 8846 Alondra Blvd., Bellflower, California 90706. (213) 634-9211.

D.M. Best Harley-Davidson/\$11.95 (\$9.95 each additional shirt). Send certified check or money order to 6516 McCart Ave., Fort Worth, TX 76133. (817) 294-8634. (Price includes postage and handling.)

Harley-Davidson of Hiroshima, Japan (Atomic Bomb)/\$12, payable to S.A. Marketing, 902 Lee Rd., Suite 30-449, Orlando, FL 32810-5585 (state size S, M, L, XL).

Arlen Ness Quality T-shirts, black or white/\$14, catalog \$4 extra, 15997 E. 14th St., San Leandro, CA 94578. (Sizes: S,M,L,XL,XXL).

So. Calif. Motorcycles/Licensed Harley-Davidson T-shirt, \$12 total, state size, M.O. payable to So. Cal. Enterprises, 815 E St., San Diego, CA 92112-6005. NO CODs.

Woodstock Harley-Davidson, Inc., \$12 (state size: S,M,L,XL). Mailing address: Route 212, Box 7320, Saugerties, NY 12477. (914) 679-7227.

Pappy's Custom Motorcycles, H-D, Easyriders And American Biker T's \$8.95 - \$9.95 XXs, plus shipping. Send money order or certified check to 244 E. Main St., Kingsport, TN 37660. (615) 246-9594.

Miller's Custom Parts, S-XL \$9.95, XXL-XXXL \$11.95, 1863 S. Ridgewood Avenue, So. Daytona, FL 32019. (904) 761-0858.

Harley-Davidson of Green Bay, Inc., 727 Memorial Dr., (U.S. 41 and Velp), Green Bay, WI 54303. (414) 494-5256. \$10.50 + shipping (UPS).

The Shack, closed 8-3-86. "IN MEMORY OF THE SHACK" men or women (spaghetti straps), black or navy blue, \$11.50 each, state style, size, color. Send money order to Neil Newcomb, Box 1402, Corona, CA 91718.

TRANS CASES

Grannys Trannys, 4- to 5-speed, Box 4637, El Monte, CA 91734. (818) 597-2822.

TRANSPORTATION

Path International, Inc., full service - international cargo agents. 110 W. Ocean Blvd., #320, Long Beach, CA 90802. (213) 435-2334.

WHEELS

A.P.R. Repair/C&G and Hurst-Airheart replacements, 635 S. Raymond #B, Fullerton, CA 92631. (714) 447-3021, "never before noon."

Tell 'em you saw their name here.

An Easyriders Interview with

Phillip Parkhurst

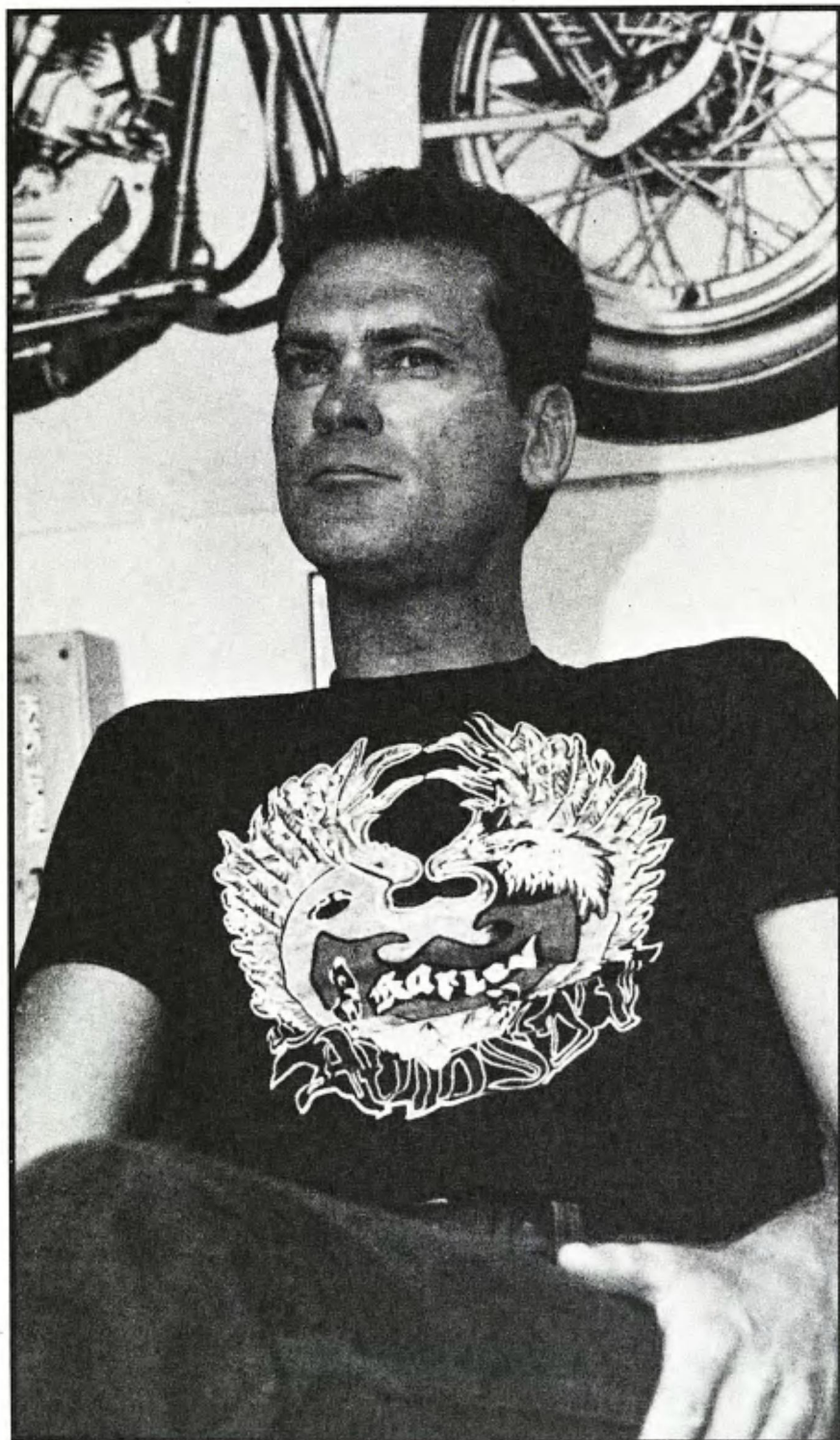


Photo by Kim Peterson

Phillip Parkhurst's father, Red, was Harley-Davidson's first factory rider. Phillip revealed a relationship with the Harley-Davidson factory which spans 60 years and has been lost somewhere in the shuffle — but, hopefully, not for long.

EASYRIDERS: Who was your dad?

PHILLIP PARKHURST: Leslie "Red" Parkhurst, who started working for the Harley-Davidson factory at 13. At that time, the factory was only five years old. The factory started in 1903 but didn't start manufacturing motorcycles until 1907. My dad started in 1909. Bill Harley found him ridin' horses as a jockey, and he asked him if he was interested in ridin' motorcycles. He ultimately moved in with Bill Harley.

He stayed at the factory for 11 years. For most of that time he was motorcycling's world champion. Overall, he worked for Harley-Davidson off and on for 21 years. He was the first race rider they ever had. When Harley-Davidson built a machine, Red tested it.

ER: When did they start to take racing seriously?

PP: 'Round 1909 they started following the race circuit. That's when Indian, Excelsior, and Thor motorcycles were out there. Bill Harley, Walter Davidson, and my dad took three machines, two tents, and got on the train and started following the racing circuit.

When my dad set the world record in Daytona, they were only selling four hundred bikes a year.

ER: When was that?

PP: The first time they went to Daytona was 1913. They set a couple of records then. Then they started the Harley wrecking crew. That's what made Harley-Davidson what it is today. I think if the same crew — my dad, Ralph Hepburn, and Otto Walker — had gone over to Indian or Excelsior, we'd be riding them now.

At the time, Indians were faster, but the company wasn't managed properly, and Bill Harley was a genius. Walter Davidson was the mechanic and promoter, and my dad was the rider.

ER: What happened with the industry then, and where did Harley-Davidson stand?

PP: When Henry Ford built the Model T, it wiped out Indian. Bill asked, "Where else can we sell Harleys, now that the car is here?" You could buy a bike for \$285 brand-new (1913), and a Model T went for \$650. Ford made it easy to buy a car. All you had to do was have a job.

Indian never went to the market. My

dad got the first contract with the police force in Milwaukee. He instigated people into riding motorcycles outside of racing events.

Walter Davidson started by manufacturing bicycles. When my dad started, their bicycle business was much stronger than motorcycles — the wheel hadn't been spinning too long.

ER: If motorcycle manufacturing began before auto manufacturing, why didn't

motorcycle manufacturers build automobiles?

PP: To some extent they did. Harley made parts for Ford, and at one time Harley owned part of the Fisher Body Company. Cleveland bikes and cars were made under the same name.

Did you know Harley made an 81-cubic-inch motor in 1917? My dad rode it. He built many of his own bikes at the factory. He built and designed the original



Harley-Davidson world champion Leslie "Red" Parkhurst

Daytona Bike Week Giveaway



1988 Harley-Davidson Heritage Softail Classic

Win This Motorcycle!

The Daytona Bike Week Giveaway is to benefit The Easter Seal Society of Volusia and Flagler Counties, Inc., which directly helps children and adults with disabilities.

The 1988 Harley-Davidson Heritage Softail Classic will be displayed at various locations around Daytona during Bike Week 1988. Look for it.

Please stop by and give your \$2.00 donation and register to win the Heritage Softail Classic.

OR

Just fill out the coupon below and please enclose a \$2.00 donation. You may enter as many times as you wish. Write additional entries on a 3X5 piece of paper. Please send a \$2.00 donation with each entry. Void where prohibited by law.

Drawing will be held at 5:00 p.m. on Saturday, March 5, 1988 at The Rat's Hole Custom Chopper Show. *You need not be present to win.*

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45 motor. He was a machinist; he did everything.

ER: What type of racing did they perform?

PP: Most of it began at fairgrounds. In fact, most racing events began on fairgrounds. Anyplace where there was a track, they'd race. In the mornings they'd have the fair and horse races. Then the bikes would come out and use the same track in the afternoon. After the horses left, they'd wet the track, and off they went.

Then they started to build motor-dromes, enclosed cylindrical tracks made of wooden boards.

ER: Do you have photos of these tracks?

PP: I have the largest collection of Harley-Davidson memorabilia in the United States. Steve McQueen bought it at one time, with the agreement that it would come back to the family if he died. I recently got it back.

Steve had some of my dad's bikes, but I'm reasonably sure I have the largest collection of original photographs, newspaper clippings, and publications. My dad was 78 when he died. He was tired. He had raced all over — the United States, Australia, Mexico, Europe — 21 years on a Harley. And they didn't have a 747 to get you there. He took trains and ships. He went from bikes to seven years of driving race cars.

ER: Tell us about some of his records.

PP: He set many of them at Daytona Beach. He was the first man to ever go over 100 miles an hour on a motorcycle. In 1920, he did 112 miles an hour on the beach at Daytona.

ER: Chasing women?

PP: He had several wives. He was pretty popular. He told my mom he was 10 years younger than he was. He looked good and had a lot of money.

He also set the world records for the half-mile, mile, three-mile, five-mile, and ten-mile. He set the 24-hour record at Sheepshead Bay in New York City at the horse track — did 1,457 miles, and he had to stop for two and a half hours 'cause of rain. That was in 1916. He averaged around 87 miles per hour for 24 hours. He has 44 world records still outstanding.

ER: What became of his relationship with the factory?

PP: Bill Davidson and my dad got along real well. In fact, they set him up with the first agency when he was 34. He was the first man to own a Harley dealership. It was in Milwaukee, and it grew until it was doing \$100,000 a year. Then the '29 stock crash came, and his partner threw himself out of a window — killed himself.

Once while he was a race car driver, racing in Venice, California, he crashed,

and the newspaper proclaimed him dead. A driver in front of him had lost a wheel. In order for him to avoid hitting the other driver, he plowed the fence, broke his neck, fractured his skull, crushed his shoulder, broke his ankle, and twisted his foot.

There was no safety gear then. He was unconscious for 28 days, and the newspapers pronounced him dead. The next newspaper ya saw had him clowning around with the nurses. He was some-thin' else.

ER: How was he as a father?

PP: I was on the road with him since I was four years old. He endorsed products for Firestone. He was the Muhammad Ali of the era. He was the first man to become a major manufacturer's consistent racer and experimental rider.

He told me stories not commonly known about many of the family. There was an Allen Davidson, who died. He was the son of Walter Davidson. My dad baby-sat many of the current Davidsons and Harleys in their homes. Without question, he baby-sat Willie G.

There was a daughter who had water on the brain. Her head was huge, and my dad helped keep her alive — she was a Davidson. She followed his racing career, and he always made a point to see her when he'd come back into Milwaukee.

ER: What are your plans with the memorabilia?

PP: My grandmother documented everything my dad did. He sent her programs, newspaper clippings. I created a poster series, which I've been traveling around the country selling. This year was my 31st trip to Sturgis. Dad was born in Rapid City — in a covered wagon. I'd like to write a book about my dad's career and create some products. I'd like to connect with the factory — it's a natural.

ER: We wish you all the best. Perhaps the factory will build a model incorporating some of the styles of the racing bikes of that era and name it after your dad. ■



"When I said I wanted love letters in the sand, I didn't mean in the cat's litter box."

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NATIONAL COALITION
OF MOTORCYCLISTS

NCOM



BIKER NEWS

"BIKERS HELPING BIKERS"
THE AIM VOLUNTEER

Any motorcyclist who cares about other riders can be a volunteer. Motorcyclists from any and all sections of North America will be asked to help out in their areas. A.I.M. material, for distribution to all motorcyclists, will be sent to all volunteers. Each volunteer will receive an identification card, as well as information on how to help others "Know Their Rights."

Duties of a Volunteer:

As most of you know, one of the main goals for the Law Offices of Richard M. Lester has been to inform motorcyclists of their rights and how to protect those rights. Now, through the A.I.M. program, this information will be carried by those who really care, A.I.M. Volunteers, to those in real need, the injured motorcyclists. *Bikers helping bikers!*

A.I.M. volunteers will be alert to all motorcycle accidents in their local area (radio, newspaper, T.V., motorcycle shops, friends and motorcycle meetings). Upon hearing of someone going down, the volunteer will go to the injured person, present an I.D. card and explain that he/she is there to help in any way possible. The A.I.M. office will provide, at no charge, a booklet to give to the injured party, explaining all the rights available to an accident victim. In addition, the volunteer will explain these rights, help fill out reports and other papers, offer to find transportation for the scooter to the repair shop, and the family to the hospital. Finally, the volunteer will help with any other needs the biker or his family may have. The volunteer will also enlist other motorcyclists to help. Not only is this the way it should be — biker helping biker, brother helping brother — but this also gives motorcyclists contact with all motorcyclists in their community, no matter what they ride, and a new image to show the general public.

A PROFILE OF AN AIM ATTORNEY



BILL LEY — TEXAS

The A.I.M. office will try to profile a different attorney with each publication so that you might be familiar with the attorneys that are protecting your legal rights.

While attending law school at University of Texas in Austin, Bill Ley was a part-time instructor pilot. As much as he enjoyed the thrills, flying was costly, and he had to pay the rent. Bill's college roommate had a motorcycle that Bill rode more than his own. Finally, at his roommate's request, Bill got his own bike and discovered that riding was almost as exciting as flying. That was the start of a beautiful relationship that has been going on ever since.

Our Texas attorney, Bill Ley, is 42 years old and has been practicing law for the last 18 years. He rides his 650 Night Hawk to and from work regularly and enjoys touring the Rockies, Grand Canyon, and Canada in the summer with his wife Mary.

After law school Bill started working as a claims attorney representing insurance companies. He explained that it became harder and harder to sleep at night because of all the things that he saw and had to deal with so he decided to trade his black hat in for a white one. In between, Bill worked as a hearing judge on the Industrial Accident Board which polices on the job accidents/workers comp. He also took a year off to travel around the United States in his van before settling into private practice in Austin.

Bill was born in Buenos Aires, Argentina of British and American parents. As a small child his family returned to the U.S. where he grew up in Harlington, Texas near the Texas/Mexican border. Along with his other passions, white water canoeing, gun collecting, motorcycling, he lists practicing law. He loves it! When I asked him what his future plans were, he told me he was happy right where he was and doesn't plan on making any changes.

INTERNATIONAL COALITION
OF MOTORCYCLISTS

ICOM — A DREAM COME TRUE

Ever dream of an international brotherhood of bikers?

For years, this has been in the thoughts of biker activists. The international exchange of valuable information and the coming together to fight repressive laws, is now a reality.

The International Coalition of Motorcyclists — I.C.O.M. — has been created as a clearing house, or blanket coalition, of the national coalition forming in each country. Every N.C.O.M. will be completely funded by that country's A.I.M. legal fees.

An example of how proposed laws in one country may be the future legislation in another part of the world is the current proposed law in England, that would require a completely silent motorcycle. Pretty scary stuff! If that becomes a law, and if such a bike could be manufactured, the negligent left turning (right turning in the United Kingdom) driver of a car would now say, "I didn't see you (the most common expression anywhere) and I didn't hear you."

The USA, Canada, England, Scotland, Wales and Northern Ireland, are currently member countries of the new I.C.O.M., with New Zealand and Australia under consideration. Sweden, Brazil and Germany have also made inquiries.

A great big welcome to the Motorcycle Action Group (M.A.G.) of the United Kingdom.

Together, our voice will be heard and there will no longer be a voiceless 2 wheeled minority.
Richard M. Lester

For years, motorcyclists have depended on certain state organizations to fight for our freedom of the road. These bikers rights organizations deserve our recognition, as well as our complete support. If you want your rights protected, join a group in your area. A different member organization of the National Coalition of Motorcyclists will be featured in each issue.

ABATE OF NORTH DAKOTA

Abate was formed in North Dakota in the mid-70's as a result of continued legislation restricting a motorcyclist's rights.

The founder, Wes Erickson, rallied bikers together under the acronym, ABATE, which at the time stood for "American Bikers Against Totalitarian Enactments".

Brothers gathered a thousand strong and rode to the capital without helmets to protest the helmet law. Letters with their opinions on the helmet laws were then written to legislators. Groups turned up at all committee hearings that involved anything to do with motorcycles.

The battle was up hill all the way; but the laws were repealed.

ABATE was instrumental in 1979, in having a bill passed, making North Dakota the first state to offer Rider Education courses, paid for by motorcyclists, paying an extra \$5.00 for the motorcycle registration. That same year, a bill passed stating that all new riders between the ages of 14 and 16, must take a motorcycle safety course before they could get their Class IV permit.

Each year thereafter, we became more involved with education and motorcycle safety.

Aware that a mandatory helmet law didn't necessarily reduce accidents or save lives. No, you put something in the head, not on it, to save lives.

ABATE of North Dakota in the 1980's

In the early 1980's, ABATE of ND changed the meaning of ABATE to stand for "American Bikers Aiming Toward Education".

ABATE is now a non-profit motorcycle organization, whose members are concerned with putting motorcycle legislation in its proper perspective with safety education programs, public awareness programs, and rider training programs for both the novice and experienced riders. These programs are designed to make motorcycling safer for all.

In October of 1985, ABATE signed a contract with the Department of Public Instruction. This contract allows ABATE to administer portions of the motorcycle education program statewide. ABATE was asked to assist in setting the current guidelines for motorcycle instructors. ABATE has been responsible for the promotion of the safety courses statewide. They have worked in conjunction with the Department of Public Instruction, North Dakota State Highway Patrol, and other state agencies.

ABATE's continuing job will be to watch all legislation, to keep its members updated on all concerns of motorcycling, to make motorists aware of motorcycles, and to continue the motorcycle safety education courses. This will make North Dakota's streets and highways a safer place to ride.

Choppershopper

Classified advertisements are accepted at the discretion of the publisher. Rates are 75¢ per word for private individuals; \$2.75 per word for businesses. 10-word minimum. Check or money order must accompany clearly written copy. No charge for zip codes. **Easyriders** box numbers are available, with mail being forwarded unopened to advertiser. There is an additional charge of \$6.50 per advertisement for this service, to cover handling and postage. M.O./canceled check is your ad acknowledgement. If further acknowledgment required, send SASE to **Easyriders**, Classified Department, Box 3000, Agoura Hills, CA 91301. Note: Closing date for advertisements is the 15th of the 4th month preceding cover date. There are approximately sixty days between closing date and national on-sale date.

Notice: Readers are advised to use reasonable caution when dealing with a company or advertiser they do not know. False advertising is fraud and should be reported to the authorities whenever it is encountered.

Motorcycle shop, Tucson, established four years, 40K. Information and pictures, write J&S, 4208 E. 27th, Tucson, AZ 85711. (176)

Anyone been served by a barmaid from Hackensack named Paulina? Tim from Lompoc needs her address! (176)

TATTOOING OUTFITS, INSTRUCTION MANUALS — overstocked sale! Huge price reductions. Illustrated literature \$2. **ARTIST**, Box 242-C, Colorado Springs, CO 80901-0242. (176)

Chris Lirou: Where are you? Last seen in '79 in Simi Valley, California. Anyone who knows where she is, write me at: Michael Rivera #19457, Box 607, Carson City, NV 89701.

BEAUTIFUL GIRLS worldwide, want correspondence, friendship, marriage. Details, photos \$1 (cash only). Roth, Box 270/E, Berlin 61, West Germany. (176)

Nez Pierce: Got Sturgis pictures. Call collect, (707) 579-6021. (176)

FREE — WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (176)

In memory of Mark — you gave more than you got. (176)

Florida: Please tell Dwayne Emen to contact Pat in Germany. (177)

Women wanted. By Partnershopper. We now have hundreds of listings — all bros. Women badly needed. Free listing. No catch. Box 11776, Coddington, CA 95406. (176)

Analyze your handwriting: Send \$5.00 along with a paragraph. J. Walsh, Box 202, Gering, NE 69341. (176)

Non-recording AM/FM stereo players available. Free catalogs. The Conaid Company, 8221 Dunfield Court, Severn, MD 21144. (186)

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Cadillacs, Mercedes, Porsches, etc. direct from government. Seized in drug raids. Available in your area. Save \$thousands. (216) 453-3000, Ext. A8236. (176)

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Neil from North Dakota: Was it Bunky-Bunky or death? 'Fess up! Bruce and Teresa (Sturgis '87). (176)

Chuck and Arnie, write Bennie Petrey, Box 4163, Huntington, WV 25729. (176)

S/W/F/N.A.T.S.T. Wants ride to '88 Round-Up with a six-foot Harley biker. Send photo/description to Box 530, Califen, NJ 07830. All replies answered. (176)

Dave: Hey, ya big stud, take me to bed or lose me forever. Can't wait to pay off the bet. I hope the Bears win more often. Only five months to go. Just forever and a day away. Miss you more than I can stand — Love, Spirit. (176)

Hey, Cool Breeze! (JB) Wendy, Todd, Chily, Branko, Li'l Wendy, Tammie, "The Big D," half the chicks in South Dakota, and all your friends miss you. (176)

Bones: Thinking of you in southern California, just like Bogey and Bacall. Never forget you. Lisa. (176)

Mr. Completely: Wish we hadn't missed your call. Try Eugene. Love ya. (176)

Become an ordained minister. Ministerial credentials legalize your right to the title "Reverend." Send \$10 and SASE to ULC, Box 785, Kings Beach, CA 95719. (185)

Moonshine — a historical and instructional text with illustrations. Send \$5 to: Polygon ED., 64 Arnold Ave., W. Babylon, NY 11704. (176)

Hey, Booger! Lost your address. I'm at: William Newkirk, 500 Orange Ave., Belle Glade, FL 33430. Write me. I'm out in a few months. Blade. "Sinn Fein." (176)

Dave from Maine! Cheshire cat needs you. She hasn't purred in months and she's driving me crazy! Always, Third Place. (176)

Incarcerated biker sells tattoo drawings and biker-oriented artwork. Juan Acosta #336181, Ellis 2, Huntsville, TX 77340. (176)

GOING OUT OF BUSINESS! Beer mugs only \$10 each (no postage and handling charges). Order now before they're gone. Send \$10 to Mackenzie Company, Box 8025, Calabasas, CA 91320. (177)

Dear Hippie: One day you will figure it out. LooP. (176)

W/m, 25, 6'2", 185 lbs., looking for a relationship. One year to go. Will answer all. Robert Fox #097426-G-12, 500 Orange Ave. Cir., Belle Glade, FL 33430. (176)

Dawn: You and Riana are my world. Thanks for being there. Love ya! John. (176)

Hey, Scorpion! Happy belated birthday and Happy New Year. My rear footpeds are still waiting for you. The Purple Rose is free and clear. Where's crazy Gossett? Give me a shout. Box 2074, Redondo Beach, CA 90278. The Mechanic. (176)

Daytona Bike Week: hotels/apartments, day/week. Air packages also available. (800) 541-1223. (177)

What's Happenin'



Here's your guide to what's happenin' in your area during **January and February**. To have your events listed, get the information to us at least three months in advance. We are as accurate as possible, but event dates are often changed after publication — check with the sponsors before you putt across the state. Send info to "What's Happenin'," c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301.

WHAT'S HAPPENIN' JANUARY AND FEBRUARY

CALIFORNIA

FIFTH ANNUAL POLAR BEAR RUN — February 5th in Huntington Park. Sponsored by the Harley-Davidson Owners Association, at E.L.S. Pack, 7924 Seville Ave., Huntington Park. Admission is \$6.50 for HDOA members, \$9.50 for non-members. American-made motorcycles only. (213) LUV-HDOA.

GEORGIA

'88 RUN TO THE SUN — February 26th, 27th, and 28th in Unidilla. Live bands Friday and Saturday. Free outdoor camping. Run to Daytona will leave Sunday at noon. Admission is \$20 Friday, \$15 Saturday. Sponsored by ABATE of Georgia. For more info, call Iven Shipley at (404) 867-8026, Moose Evans at (404) 294-8184, or Lee Richardson at (404) 438-8442.

ILLINOIS

MOTORCYCLE SWAP MEET — January 24th in Belleville at the Belle-Clair County Fairgrounds, located on Route 13 and Route 159, just off Route 15. Sponsored by J & P Cycles. For more info, call (319) 462-4844.

IOWA

MOTORCYCLE SWAP MEET — January 31st in Davenport at the Downtown River Center, 136 East 3rd Street. Sponsored by J & P Cycles. For more info, call (319) 462-4844.

MICHIGAN

EIGHTH ANNUAL BIKE SHOW AND SWAP MEET — January 31st in Lansing, at the Lansing Civic Center. Sponsored by The Family MC. For info, call Lester at (517) 694-3849.

MINNESOTA

MOTORCYCLE SWAP MEET — January 10th in St. Paul at the St. Paul Civic Center in downtown St. Paul. Take 9th Street exit off of I-94. Main entrance on Kellogg Blvd. Sponsored by J & P Cycles. For more info, call (319) 462-4844.

NEBRASKA

MOTORCYCLE SWAP MEET — February 14th in Omaha at the Omaha Civic Center, 1804 Capitol Ave., downtown Omaha. Sponsored by J & P Cycles. For more info, call (319) 462-4844.

NEW YORK

SECOND ANNUAL AM-JAM TATTOO EXPO '88 — January 16th and 17th at the I.U.E. Hall in Schenectady. Featuring top name tattoo artists at work. General admission is \$5, tattoo and vendors' spots are \$75. For motel and hotel reservations, call L & M Motel at (518) 372-4731 or Holiday Inn at (518) 393-4141. For more info, call (518) 346-0521.

TENNESSEE

FOURTH ANNUAL SWAP MEET — February 14th in Memphis. Location is 2610 Holmes Road East, Memphis. Sponsored by ABATE of the Mid-South. For info, call (901) 452-1784 or (901) 327-0364.

VIRGINIA

SWAP MEET — January 10th in Richmond at the Richmond Center. For reservations, call (804) 693-4203.

WASHINGTON

NINTH ANNIVERSARY AND VALENTINE'S DAY PARTY — February 13th in Tacoma. Sponsored by the Tacoma Chapter, ABATE of Washington. For info, call Mike at (206) 537-3457.

WISCONSIN

MOTORCYCLE SWAP MEET — January 17th in Milwaukee at the Downtown Mecca Center (East Hall) at 50 West Kilbourn Ave. Sponsored by J & P Cycles. For more info, call (319) 462-4844.

RUFUS

1969-1987

I met Rufus in 1973. Our present editor (Keith R. Ball) and I were producing the magazine out of my garage at the time. Being an old garage, there were lots of creepy crawlers around, and when a blob of something wet and soft touched my elbow while I was talking on the phone, it scared the shit out of me. It was Rufus's nose. He had walked into the office unnoticed (we kept the garage door open to keep the office cool). He was about four years old (a vet told me he was 18 years old at the end) and had been abandoned near my home. We've been pals ever since.

He was a big, woolly Samoyed, and everyone who came over to the house really liked him. He wasn't a gnarly dog. He wasn't mean to anyone, and he was a good lover. He was also a good fighter, and after a fight, he was usually bitten around the face, ears, and chest — never on the rear end. He ran around with a Great Dane and a German shepherd — a pretty rough crowd.

Rufus was particularly bright, and in the morning he would run out and get the paper. If the paper boy hadn't come down my side of the street yet, he would run across the street and steal the neighbor's paper. He thought a skunk was a black-and-white cat and came home many times smelling like hell. He got along with cats all his life — as long as they weren't black-and-white.

He came home skunked numerous times, and he couldn't understand why we slammed the door in his face while we ran for the tomato juice — he didn't like tomato juice baths, either.

Samoyeds are handsome dogs, with their eyes outlined in black and a large black knob for a nose. We used to kid him about his matador hat, because his ears hung down the sides of his head. We also kidded him about his Cleopatra eyes and his doughnut nose.

I remember a lot of good times with him — like the

time he fell off the bike, rolled over and over, and before I could stop he was running beside me, ready to jump on again.

One time I had a party that started at noon on a Saturday and didn't end until 8:00 a.m. the next morning, when the last five bikes left. At about 5:00 a.m. Rufus decided he'd had enough of that shit and started snapping at anyone who bothered him — he wanted to sleep.

We used to kid him about having the whitest teeth in California, because every time we went out the door, we gave him a Milk Bone.

I know he wasn't human, but he was almost as bright as one. He had a lot of class, too — like the time (the only time he did something like this) he dumped in the production manager's office. He always went to the neighbor's yard to take a dump. (Do you think he was tellin' him something?)

He was a good-natured guy and always took whatever shit the guys gave him. He didn't like rugrats — he sort of ignored them. He was always ready to go anywhere and didn't bark at people from the back of my truck.

He was a good lover — he always sniffed the bitches to check them out. Once, while running along the beach, he spotted

a chick (human), nude, lying in the sun, so he ran over and cold-nosed her. She freaked, but all he wanted to do was sniff her out. He never let a bitch (dog) go by without sniffing her, and he was very protective of me and his yard. He pissed in all four corners of the yard — and never let a male cross that line. He was ready to fight!

So long, Rufus. I never had a dog like you before. I don't think I'll ever have another like you again. Good-bye, old pal.



—Spider

PARTS BOX

Tell 'em Snake sent ya.



Aerosol Madness

As if you needed another aerosol can cluttering the slats in the garage, here's a product gleaming substantial acclaim throughout the automotive and motorcycle media. It's sorta an Armor-All/Pledge product. It cleans, polishes, and protects every fuckin' thing. And no shit, we tried it on Mad Margaret's naugahyde-covered toilet seat, and it worked. For more detailed information, write Champions Choice, Inc., Dept. ER, Box 5968, Orange, CA 92613.



Bathtub Poetry

Here's a positive move from inside the gray walls of the New Mexico Penitentiary. Jimmy S. Baca and Ralph E. Farrar edited their brothers' poetry and created a book of prison poetry. Support these guys and write about ordering the book. Touch and Go Workshop, Dept. ER, c/o Community Programs Coordinator, Penitentiary of New Mexico, Box 1059, Santa Fe, NM 87504-1059, or call (505) 471-7300, ext. 395.



The Perfect Self-Protection

No, it's not a 20-buck, pot metal .357 magnum. And it's not a pocket Uzi machine gun. It won't shoot anything but blanks and tear gas — sure clears the garage of hang-arounds fast. For more info on these eight-shot blank blasters, write Guardian Products, Dept. ER, 4001 East Fanfol, Phoenix, AZ 85028.



Springer Headlights

Just to get serious for a moment. Here's an item most of us have looked for at one time. Drag Specialties has duplicated the original H-D springer headlight for 1938-'52 45s, 1935-'48 61s, 74s, and 80s, and 1953-'54 Servi-Car models. For more info, write Drag Specialties, Dept. ER, 5401 Smetana Dr., Minnetonka, MN 55343.



Boot Hill Saloon

Now here's a serious product. Hell, if 100,000 of us got together, it'd only cost us \$6 apiece. Yeah, no jive, the Boot Hill Saloon is for sale for a cool six hundred K.

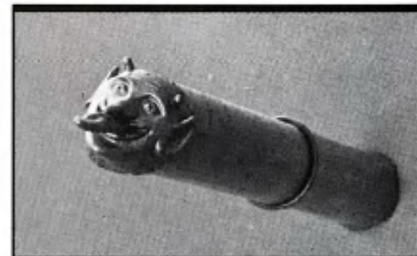
It's located right on Main Street in downtown Daytona, and the price

was recently reduced \$100,000. It probably comes with half a fifth of Jack and a case of Bud. For more info, write Phillip F. Niles Realty Co., Dept. ER, 1008 S. Ridgewood Ave., Daytona Beach, FL 32014, or call (904) 253-9733 and ask for Kathy Gorman.



Khadafy T-Shirts

Look closely at the 9 mm Luger our favorite government leader is gnawing on. A fitting toothpick for the Gulf pirate. This warm T-shirt is available in all the usual sizes and in red, white, blue, and black (and flesh tone — I know nobody wants). Just send \$12, plus \$1.50 for postage, to Freedom of Choice, Arms and Ammos, Dept. ER, 22 N. 55th Pl., Phoenix, AZ 85034.



Wicked Stokers

Cal Products, which has been supplying the Harley aftermarket with sensibly priced, superior engine parts, is introducing a new product line, Hard-On Stokers. These precision parts are now available for hard-partyin' bikers for \$30 per dozen (assorted) or \$10 for three. Great for the ol' lady who is left out when you order parts. For more info, write Cal Products Co., Dept. ER, Rt. 2 Box 414, East Jordan, MI 49727.

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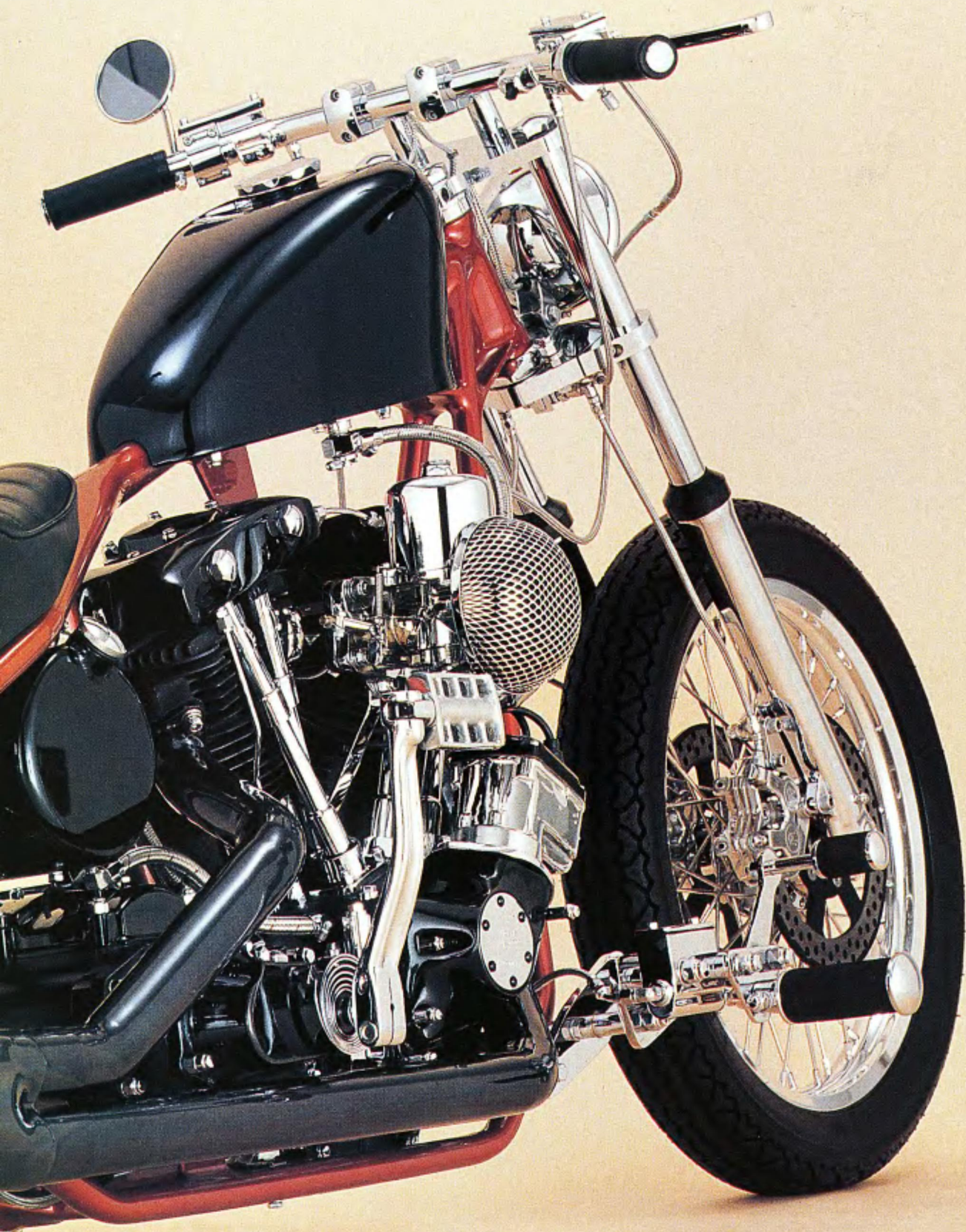
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Every once in a while, we stumble upon somethin' good. This month, we must've had our stars lined up right. I'd ask Dusty Sage, but we haven't seen the shapely stargazer in a full moon or so.

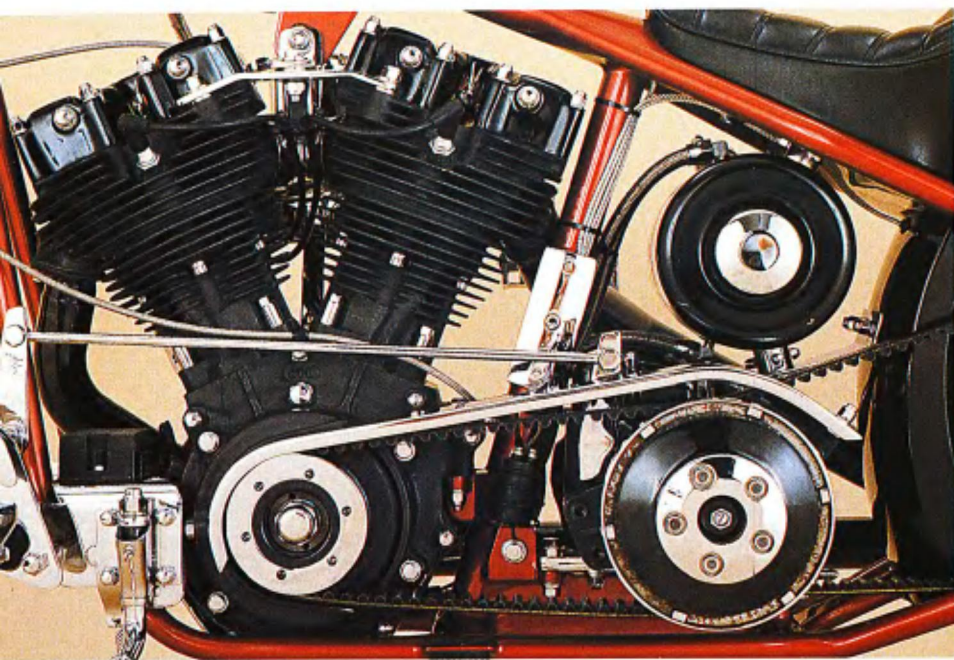
Reda, a knockout sweet'ums from Waco, Texas, had garnered the most votes for the September Fox Hunt, no doubt on account of her rock-hard nipples and red eyes. Well, maybe it





BLUEBONNET BABE

blows us away . . . an' the shovel ain't bad, either.



was just the nipples — so hard you could crack fleas with 'em.

At any rate, the self-tattooed 19-year-old was drippin' with a sexiness that could've stiffened even an ol' fart like Wilburn Roach. What we were lacking was a righteous scooter to display the cooter.

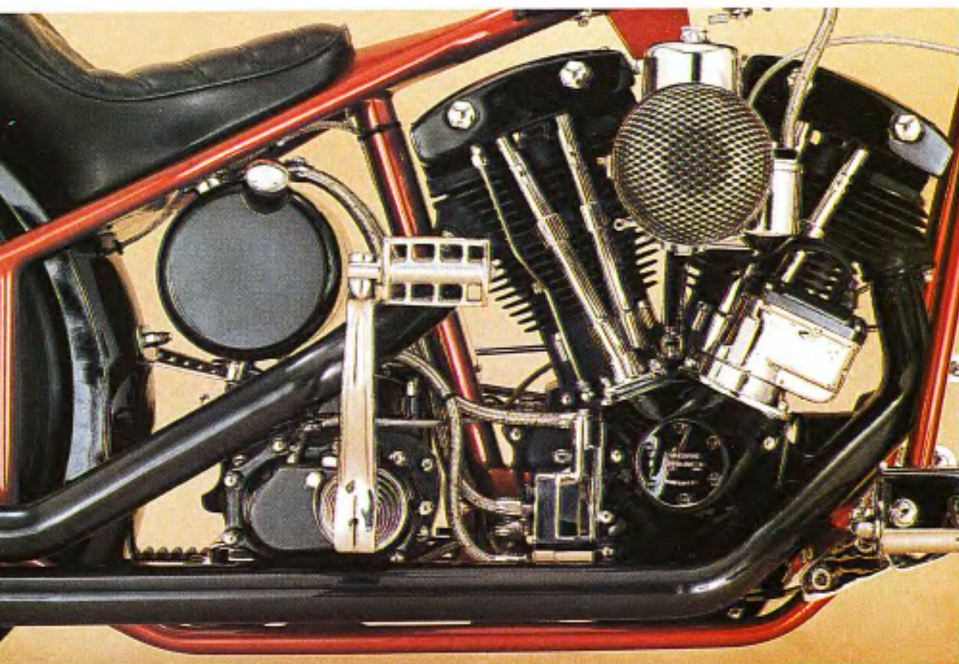
A few late-night phone calls down to the prairie of Kansas put us in a, how you say, mucho better mood? Benjie Baker, owner of Benjie's American Motorcycle Shop, and his friend, Mike Murray, had entered the bike you're droolin' over at the Rat's Hole Show in Sturgis this year. It was a long shot, but the gents agreed to show up at a mystery studio sight, high in the



A full-page photograph of a woman from the waist down, sitting on a motorcycle. She is wearing a dark, strapless bikini bottom. Her hands are resting on the motorcycle's handlebars. The background is a solid, vibrant orange. The lighting is soft, highlighting the contours of her body.

Rockies. With scant notice, they delivered the goods, and the result is for your benefit.

An odd coincidence to the arrangement is that Reda's ol' man, Lee, is a long-haul truck driver. In fact, that's how he met his wife. She was out on the road, thumbin' for a ride, when her knight in shining armor rolled up. But Mike Murray also steers an 18-wheeler, haulin' cattle, when he isn't racing around Liberal and southwestern Kansas, near the Oklahoma

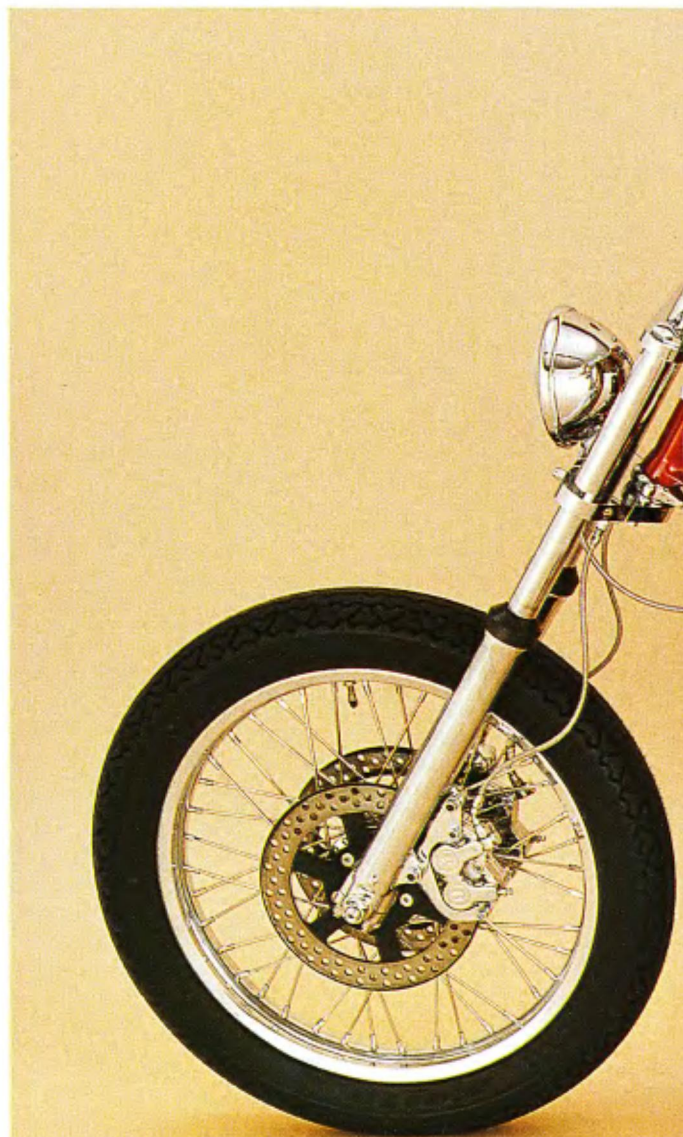


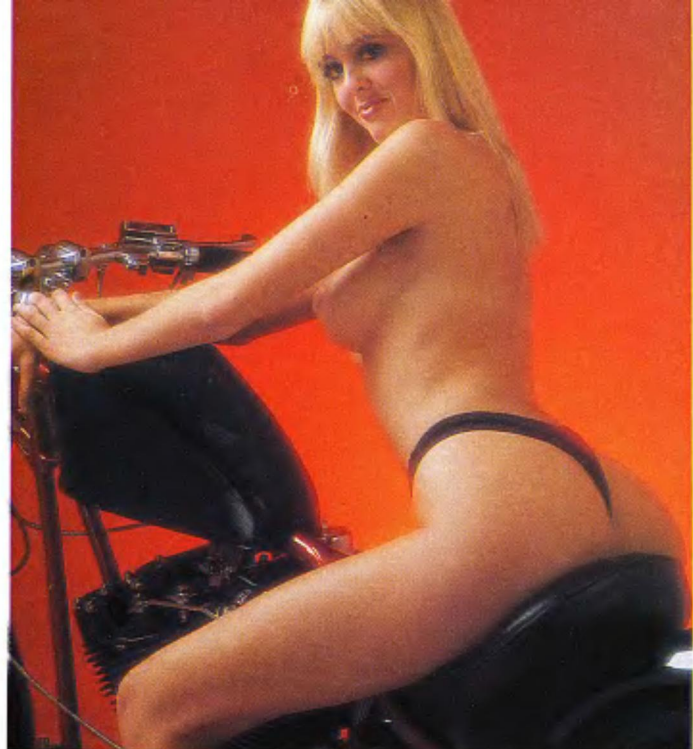
panhandle, and maybe he'll end up runnin' into Lee in a roadside truck stop and swap tales someday. Who knows?

So, while Reda was busy taking her first airplane ride, Benjie and Mike were dodgin' hail.

About the scooter: Mike requested Benjie to build him the most amazin' Harley he could — spare no expense, and make it a brand-new shovel-head. No problem, other than the last shovel to come down the factory's production line, as any idiot worth his Harley salt could tell ya, was four years ago, in 1984. With the task laid out, Benjie dived in headfirst.

He first got started in October of 1986, finally wrappin' up the



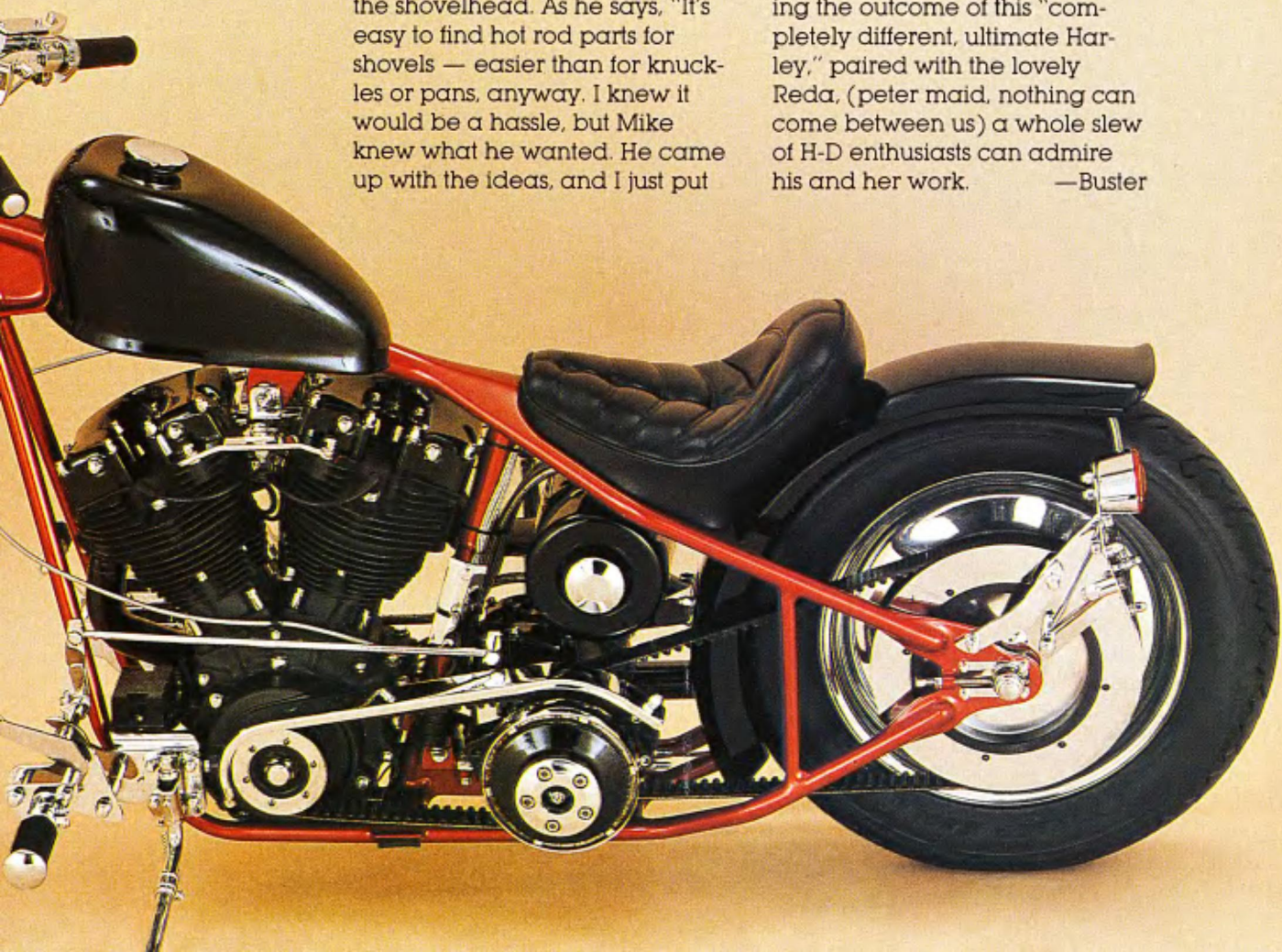


project in June of 1987. He was forced to piece together new parts and handmake others to fit the shovelhead. As he says, "It's easy to find hot rod parts for shovels — easier than for knuckles or pans, anyway. I knew it would be a hassle, but Mike knew what he wanted. He came up with the ideas, and I just put

'em together. I guess he had the confidence in me to do the job."

That's for sure, and after seeing the outcome of this "completely different, ultimate Harley," paired with the lovely Reda, (peter maid, nothing can come between us) a whole slew of H-D enthusiasts can admire his and her work.

—Buster





Photos by Mike

Name: Reda
Birth date: May 18, 1968
Frame:
Tits: 36" Waist: 29" Hips: 37" Height: 5'10½" Weight: 135 lbs. Age: 19
General:
Hometown: Kountze, Texas Residence: Waco, Texas Ol' man: Lee Favorite hangout: anyplace Occupation: house mouse
Attitude:
Sex: fantastic Rock 'n' roll: ZZ Top Turn offs: jerks and assholes Turn ons: bodies in tight jeans Life: one day at a time
Specifics:
Favorite position: on the bottom Favorite man: her ol' man Favorite tune: "It's Only Love" (ZZ Top) Favorite activity: dancin' and flashin' Favorite phallic symbols: kickstarter Romantic evening: having sex all night Fantasy: to get sex 24 hours a day Favorite bike: 1974 shovelhead Best run: Waco Toy Run

Owner: Mike Murray		City: Liberal, Kansas	
General		Frame	
Fab. by: Benjie's American MC Shop		Year: 1987	
Year and make: 1987 H-D		Builder: Paughco/Benjie	
Model: shovel, special construction		Type: rigid, belt drive	
Value: ???		Rake: 35 degrees	
Assembly by: Benjie Baker		Stretch: 3 inches	
Time: 10 months		Other alterations: neck stretched 2 inches	
Chroming by: Adv. Plating/Brown's		Accessories	
Engine		Bars: drag	
Year: 1987		Risers: pullback	
Model: shovelhead		Fender(s): beefed by Benjie's	
Rebuilder: Benjie's Am. MC Shop		Headlight: Bates style	
Ignition: Morris magneto		Taillight: catseye	
Displacement: 98 cubic inches		Speedo: none	
Lower end: S&S, Benjie's		Front pegs: V-Twin	
Balancing: Benjie's		Rear pegs: none	
Pistons: S&S		Electrics: 12-volt	
Cases: STD		Gas tank: modified Sportster	
Heads: Rivera Eng., Dave Mackie		Oil tank: Santee spun aluminum	
Cam: Andrews C grind		Oil system: stock	
Lifters: solid		Primary cover: belt guard by Benjie's	
Carb(s): 2-inch SU, all chrome		Seat: CCI	
Air cleaner: wire mesh		Sissybar: none	
Pipes: Santee, Benjie's		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Sputhe case		Type: narrow glide	
Year: 1987		Extension: none	
Shifting: 5-speed		Builder: H-D, Benjie's	
Engine sprocket: Super Max belt		Special features: trimmed lower legs	
Trans sprocket: Super Max belt		Wheels	
Wheel sprocket: 68-tooth belt		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Benjie's		Hub: Perf. Mach.	Hub: Mitchell
Painter: Benjie Baker		Rim width: 1.85 in.	Rim width: 3.50 in.
Color: black and red		Tire: Dunlop	Tire: Dunlop
Type: lacquer, clear polyurethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Other special modifications: hydraulic clutch, dual belt drives, 5-speed trans in 4-speed frame. Kickstarter adaptive kit by Granny's Trannys.			

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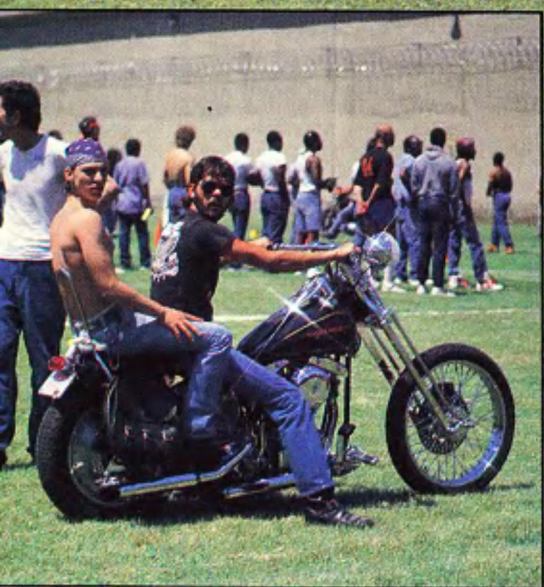
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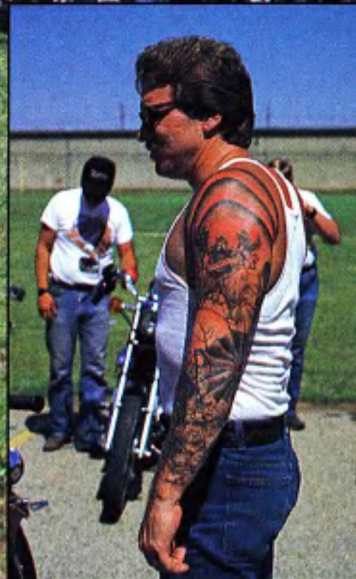
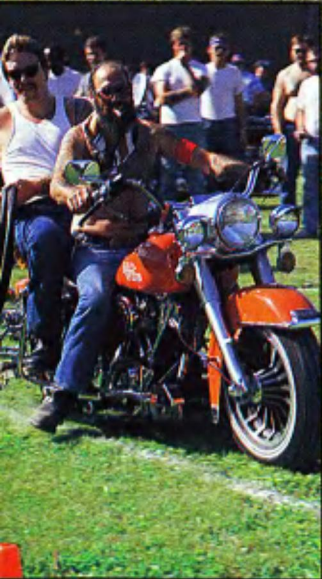
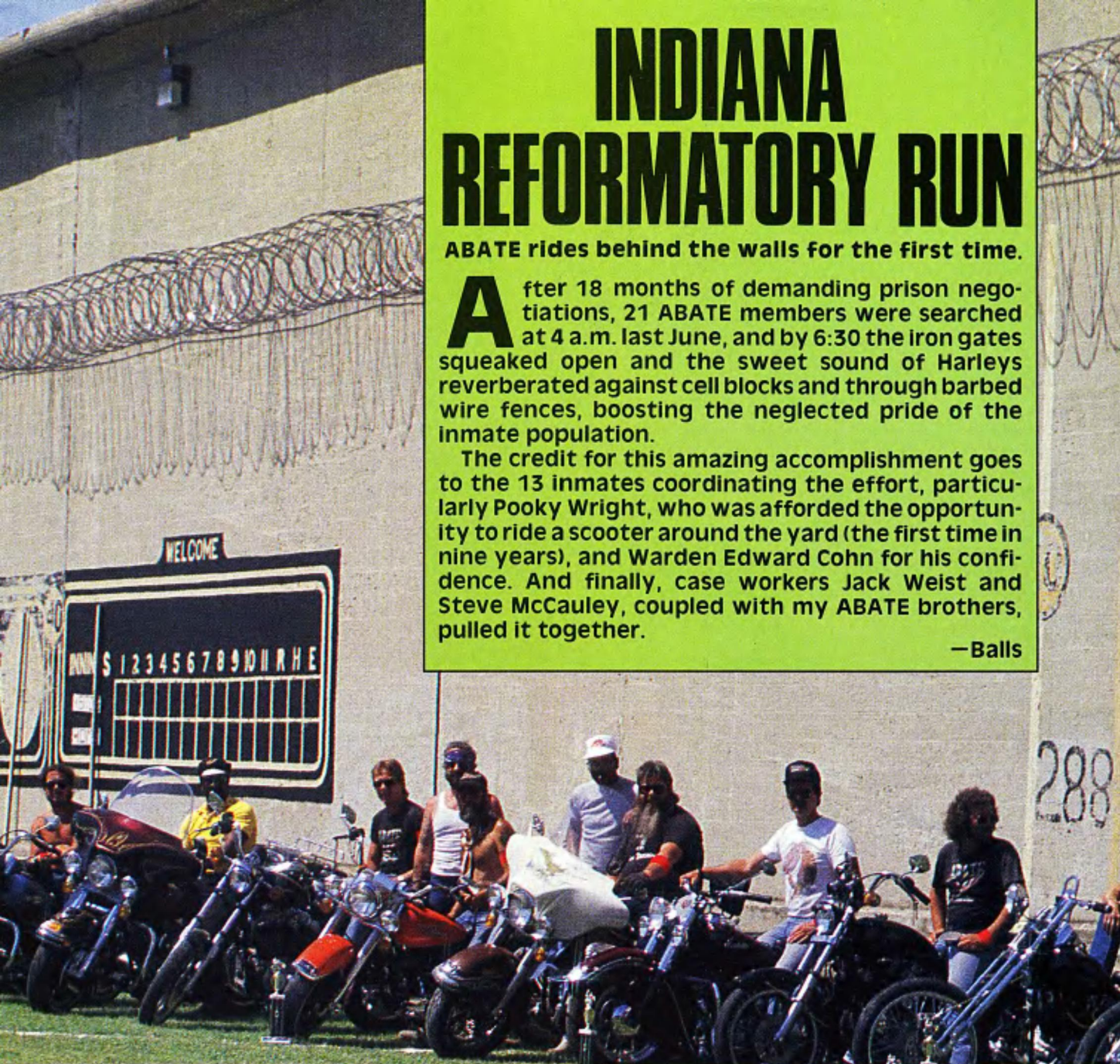
INDIANA REFORMATORY RUN

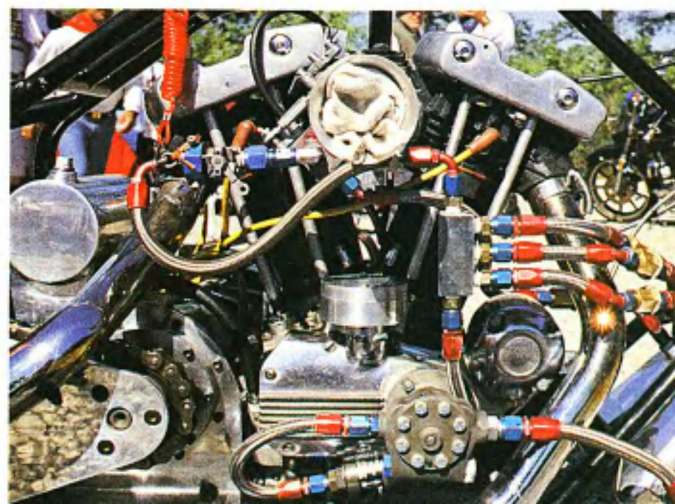
ABATE rides behind the walls for the first time.

After 18 months of demanding prison negotiations, 21 ABATE members were searched at 4 a.m. last June, and by 6:30 the iron gates squeaked open and the sweet sound of Harleys reverberated against cell blocks and through barbed wire fences, boosting the neglected pride of the inmate population.

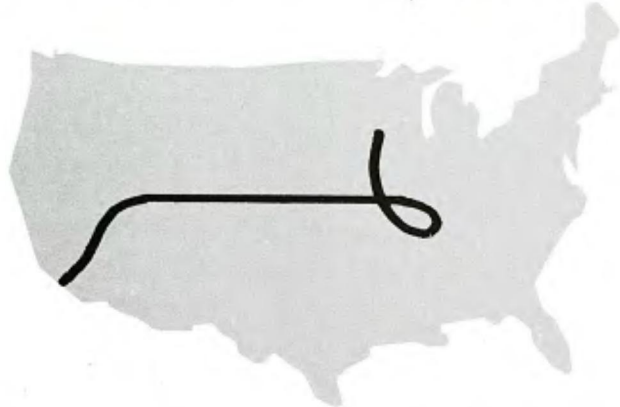
The credit for this amazing accomplishment goes to the 13 inmates coordinating the effort, particularly Pooky Wright, who was afforded the opportunity to ride a scooter around the yard (the first time in nine years), and Warden Edward Cohn for his confidence. And finally, case workers Jack Weist and Steve McCauley, coupled with my ABATE brothers, pulled it together.

—Balls





RIP'S RUN



ME AND MY BABY By Rip

Howdy. Well, here we go again. This time it's on a new ride. She's called Baby and she's a deluxe, bonaroo scooter. We are talking air suspension comfort, and she's quicker than Darling, my ol' '83 Softail. Like any proud rider, I could go on and on about my putt, but I'll move right along on this monthly installment coming to ya from down a dusty trail.

First off, Mike, from Suburban H-D, picked me up at General Mitchell Field, the principal airport in Milwaukee. We drove to the DMV office and picked up the pink slip (title) and license plate. Then we rode to the store, Suburban Motors Harley-Davidson, 139 N. Main Street in Thiensville, Wisconsin, just north of Milwaukee. A couple of issues ago, I wrote that the state was erecting a bridge down from the store and had the street torn up. Well, they finally finished the project, and traffic is moving briskly, weather permitting. There was Baby, all decked out for the road. She's a Candy Brandywine FLHS, an Electra Glide Sport, not to be confused with Sportster or Sporty. Just plain Sport. The first thing I did was take baby pictures of her. Then I took pictures of the crew at Suburban H-D, including the



The crew at Suburban Harley-Davidson in Thiensville, Wisconsin.

boss man, Wayne Houpt. They put highway pegs on Baby, and I bought a new Harley rainsuit, which as it turns out, was a very good investment.

I hadn't seen a good Harley drag race since last spring. Those of you who keep up with the column know how much I love to smell exotic fuels, burnt rubber, and the staccato roar of big-inch fuelers, so I had my eyes on the American Motor-

cycle Racing Association Drags coming up in Clarksville, Tennessee, later that month. But first I had a mission or two to go on. The first one was to Rockford, Illinois, to visit with Monte Mathias, owner of M.C. Fabrication and one hell of a good fuel pilot.

The ride south was frigid. I stayed with Monte a few days, visiting the Hells Henchmen clubhouse while there. I also

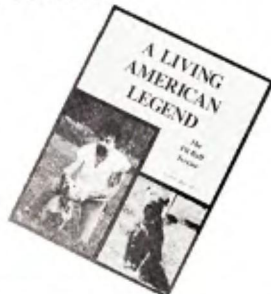
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Included are the old conditioning methods once used for fighting dogs that are now employed for shows, weight pulls, and general fitness. Also some pedigrees, action shots, and portraits of the famous dogs and their handlers, past and present, are examined. First-hand information and stories spanning across two countries, along with an action-packed fiction novella are all part of this 8½" x 11" hard cover book. This is definitely a one-of-a-kind text that will soon become a collector's item.



Monte Mathias — oops — M.C. Fabrication in Rockford, Illinois.

spent some time with Torch, Monte's main wrench (Torch is originally from Wisconsin. He worked 16 years for the H-D factory before coming to Rockford, Illinois). Monte showed me his engine, which he had "hydraulicked" during the last meet. He also took the time to explain to me what had happened.

Fuel-injected engines are under great pressures while running. Simply, it goes like this. The pump forces the fuel into its injectors, which are most often on the intake manifold. What fuel the engine doesn't use is supposed to go back into the fuel tank. If it isn't picked up quickly enough, the force is misdirected, and consequently an explosion generally occurs — meaning it destroys barrels, pistons, and crankcases. Just fuckin' great. Monte said he was blasting down the track when the engine coughed, and he saw his front piston flying past in an arc end-over-end ahead of him and his racer. He shut it down, but the damage had already been done. *C'est la vie* in the race biz.

I want to dispel the rumor that S&S rods are imported. The rods are cast in Moline, Illinois, at the same foundry where Harley rods are made. The Harley rods go to Milwaukee, while the S&S rods come to Rockford to be finished. They do all the S&S rod assemblies. It's quite an intricate procedure, which I won't go into. Suffice to say the rods are beefy and able to withstand humongous pressure and will generally hold up under severe stress. You know fuel pilots take it to the limit, tripling the horsepower



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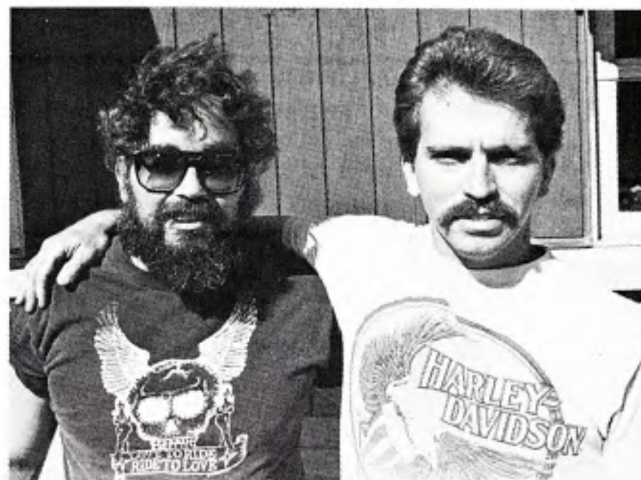
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4/87
ER

Motorcycle Mechanics Institute 



Dave Johnson, president and general manager of Supreme Machine Products, Inc. 95-cubic-inches FLCR.



Greg James and Wop in front of Lakeview Cycle and Machine in East Peoria, Illinois.

through the use of nitro-methane. I visited with Dave Johnson, president and general manager of Supreme Machine Products, Inc. Dave is a Harley man. He rode to Monte's shop to show me his FLCR, a 95-cubic-inch screamer. The cubes were achieved through "giganto" barrels and pistons. It's a 5-speed unit in a custom one-of-a-kind hand-built frame.

Okay, moving right along,

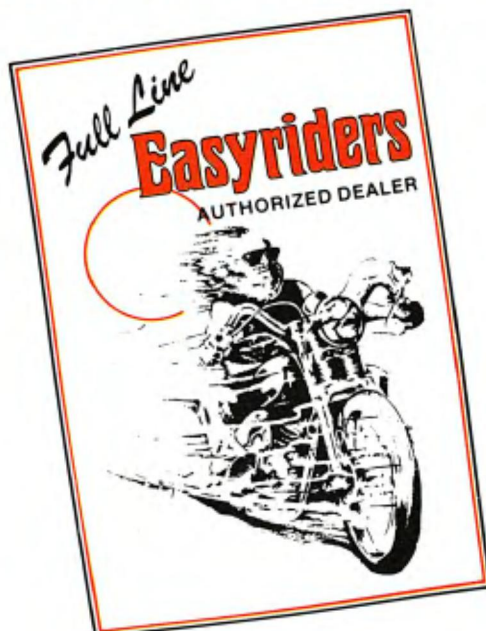
Baby and I cruised south to Peoria, Illinois. I had received many letters from readers about some of the local biker bars, shops, etc., in and around Peoria. The first place I stopped was Lakeview Cycle and Machine, where I met Greg James. He took me by his machine shop and showed me his bonaroo balancing machine — a space age unit able to do crankshafts for cages as well as motorcycles. The

balancing unit spins the fly-wheel, with dummy weights simulating the rod assembly. They have some pretty trick equipment, including a bitchin' dyno. They also do many four-plug heads for shovelheads. I'm like a kid in a candy store when it comes to shit like this. I mean I like being around functional mechanical apparatus. I think I'm not alone.

Greg had built a trike that he

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A group of volunteer bike riders from around Nashville, Tennessee, at the drag race in Clarksville, Tennessee.

was planning on pulling out to the coast to compete in the *Easyriders* Rodeo Grand Nationals trike pull. Greg let me stay with him for a few days, and we hit a few of the taverns in town. We checked out the action at Frankstein, Sies, and Bill & Mary's. The latter has six pool tables and is a good-sized bar. We also swung by the Sports Page. It was fun, but the weather was getting chilly — down in the high 30s and low 40s. I hung out as long as I dared. Not wanting to get caught in a Midwestern blizzard, I rolled south toward Clarksville.

It was bitter cold; the wind cut right to the bone. At a rest area near Springfield, Illinois, I gave J.C., a brother of mine, a call to see what he was doing that weekend. He also wanted to see the races, so me and Baby rode to Terre Haute, Indiana. A little bit out of my way but not to worry — I was in good hands.

The weather in Clarksville, Tennessee, was excellent — in the high 70s, and it even got into the 80s. Just what the doctor ordered. However, since this was to be the last race of the AMRA season, many of the fuel pilots didn't show due to mechanical problems (read that *broken engines*). They had an eight-meet schedule for 1987, and it had taken its toll. I don't know how much difference it would have made anyway, since lately Jim McClure was bringing home

all the gold. He had everything dialed in and broke his own track record, doing a 4.89 on the eighth-mile track. That, brothers and sisters, is flying fuckin' fast.

It was a two-day meet: Saturday to qualify and Sunday for the money. They even had a class for trikes. They were fun to watch. The riders put on a good show for the spectators. Two pictures on the color page are of ladies who are drag racers, and I might add they are damn good at it. The dude is of course Jimmy McClure, ace fuel pilot from Virginia.

Riding back to Indiana, it was ugly, overcast, and cold. I was thinking it was time to cruise west, where the weatherman said the temperature was in the 60s and 70s. Before leaving, J.C. and I rolled into Indy to visit Righteous Mike, owner of H & D Cycle on the west side of town. We didn't stay long, since the evenings were on the frigid side. The day I left Terre Haute, the temperature was in the low 30s, but it hadn't started to snow yet. South Bend had already gotten its first snowstorm a couple of weeks earlier, but the snow hadn't stuck to the ground.

Jumping on Interstate 70, I peeled out for Denver instead of dropping south. I had made the West Coast the month before, going through Tucumcari, Albuquerque, and Flagstaff on Darling, my Softail, and I wanted different scenery to scope out.

Besides, I wanted to see how Baby performed in the higher altitudes of the Rockies.

I rode around St. Louis at noon, reaching Kansas City at nightfall. On the Kansas side of the Missouri, I spotted a patch-holder riding a pan. We saluted each other with the raised clenched fist. I crashed in Salina, Kansas, at a cheapy motel that night. The next day I had one of the coldest rides I've ever been on. Western Kansas is damn near flat and hasn't got anything to stop the cold, harsh, biting wind.

Along about Hays, I stopped and put on another pair of socks and covered up my midriff. The cold wind was whipping under the windshield and blowing under the right side of my jacket, attacking my kidneys. One of the towels that we sell at *Easyriders* saved the day. I was damn thankful it wasn't raining, because at that temperature it would have turned to snow in short order. I remember thinking that just a month earlier it was in the 90s in New Mexico and Arizona. It was an awful temptation, but I bit the bullet and continued due west. I-70 past Salina sucks, especially around Hays. The road's expansion cracks are too close together. I think I'm at least two inches shorter from the pounding I took. It would make a good test track if you're into torture — it's impossible to find a smooth area to ride in. Both lanes are horrendously bad with potholes. Both lanes have large grooves cut into them and are in terrible condition for an interstate highway.

We finally reached Denver during rush hour traffic, but at least it had warmed up a bit — overcast and threatening, but dry. I was looking for Boze's shop, Timber's Hawg Country. I wanted to visit Noodle, who works there. I stayed at Noodle and Rosie's house the first day in town. I had met Rosie back in 1980 in the Union Campground outside of Deadwood, South Dakota. She is J.C.'s cousin, and it was a pleasure seeing her again. The rest of my visit was spent at John's house. While in town, I went on a short ride north to Greeley, to the Sundowners MC clubhouse. Before going to the clubhouse, a group of us went on a short memorial

run in Denver to a grave site where a fallen brother was buried.

While in Denver at Timber's Hawg Country, Noodle de-smogged Baby. He disconnected the hose going from the crank-case breather to the carb, putting a small filter on the end of the hose. He took the carb off and drilled out the welch plug covering the air mixer jet. He dialed it in for Denver's altitude, and it made one hell of a difference. I didn't want a California model, since the EPA has dictated fucked regulations for motorcycles sold there. How much difference can motorcycles make in the great scheme of things? Damn little; we aren't great polluters like, say, factories, refineries, or cages. I don't really want to get started on that subject; I'll just say that the government should give us a fuckin' break — after all, we are saving energy, not tearing up the roadways, etc. I think there are forces in the DOT that want us squeezed off the road. In the land of the free and the home of the brave, we have to continue



Get a bigger hammer, Ron.

fighting via ABATE, AMA, MMA, etc. Support all bikers' right groups, no matter what they are called in your particular state. They benefit all of us.

While in Denver I stopped by Top & Bottom Cycles, Inc. They will soon be coming out with a catalog featuring their many fine products.

Well, it was time to leave Denver. I thought I could ride west over the Rockies through Utah and Nevada to California. Up on top of the mountain, the state is working on the road, blasting and drilling holes in the tundra for pillars. Just past the second place where travelers are stopped by the road crews, the rains came. And they came. And they came. I don't know about you, but sometimes I fool myself into thinking that this ain't shit — if I keep riding, just around the next bend or hill the sun will be shining and there will be blue skies. Wrong, wrong again. Splashing around in the rain ain't exactly my idea of fun. But what the fuck, I really can't complain. Being short on bucks, I didn't stop and get a room. I snacked on candy bars and soda pop, thinking I didn't dare spend any more *dinero* for anything that wasn't absolutely necessary (read that *fuel*). I did get about a five-minute break in Utah, where I shot the center photo on the color page of the craggy rock formations. To me it kinda looks like what the bottom of the



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Boze and Noodle in front of Timber's Hawg Country in Denver, Colorado.

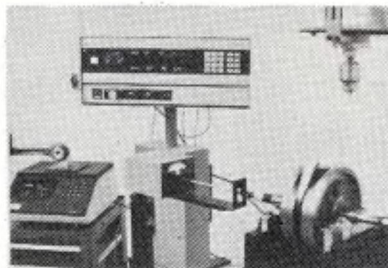
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ocean must've looked like a million years ago.

I made it home a bit soggy and tired, but satisfied that Baby is going to work out just fine. The gas mileage isn't what I'm accustomed to, but I've got a few tricks up my sleeve and I'm sure I'll iron out that minor nuisance. I really can't call that a problem. She's longer, heavier, and faster than my Softail, and I've got beau-coup more room.

I think I'll go north to Washington for a ride. I want to be close to our headquarters for the *Easyriders* Rodeo coming up shortly. Then from there, who knows where I'll end up?

We need input from you regarding events, bike bars, bike shops, and generally anything of interest to our readership. Newsletters from the different bikers' rights organizations are welcome. We work several months in advance, so we receive some info too late. We would like to stay abreast of parties, etc., so please write just as soon as you know an event is planned.

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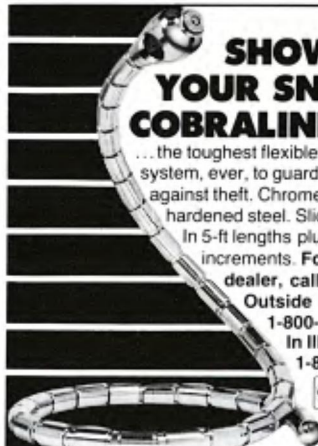
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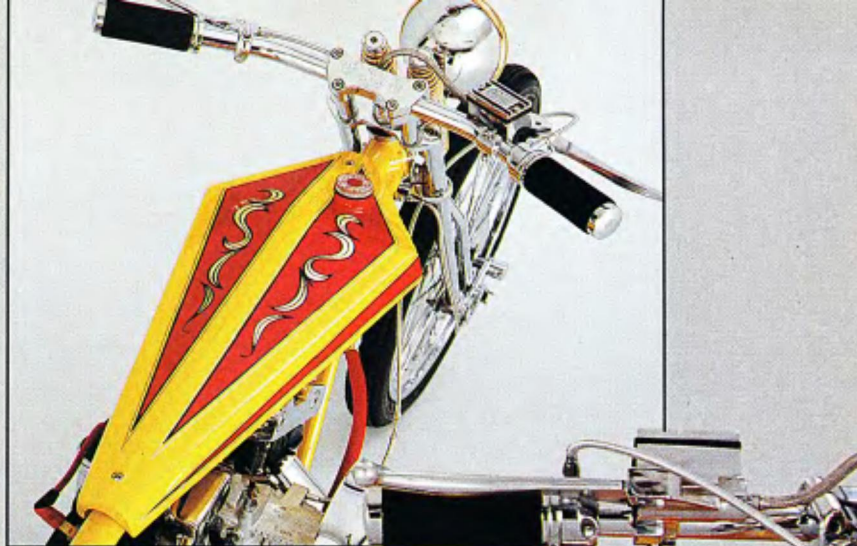
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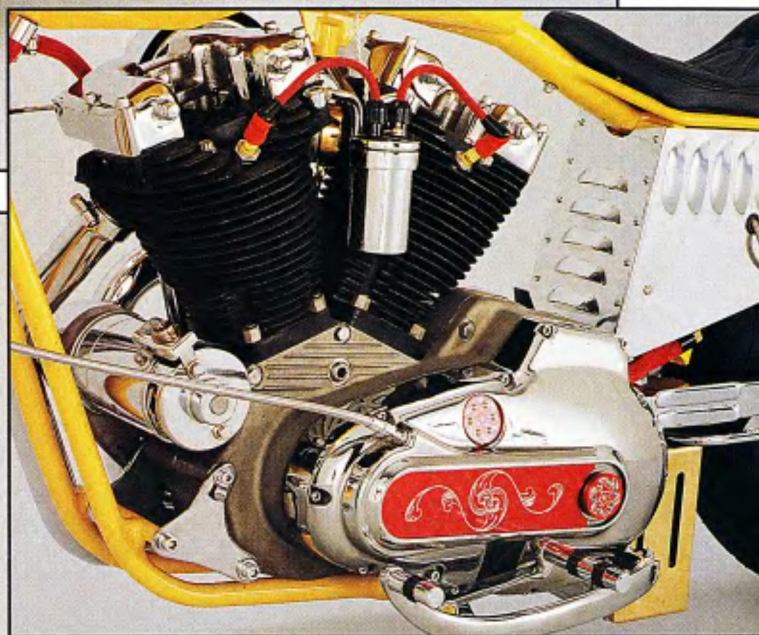


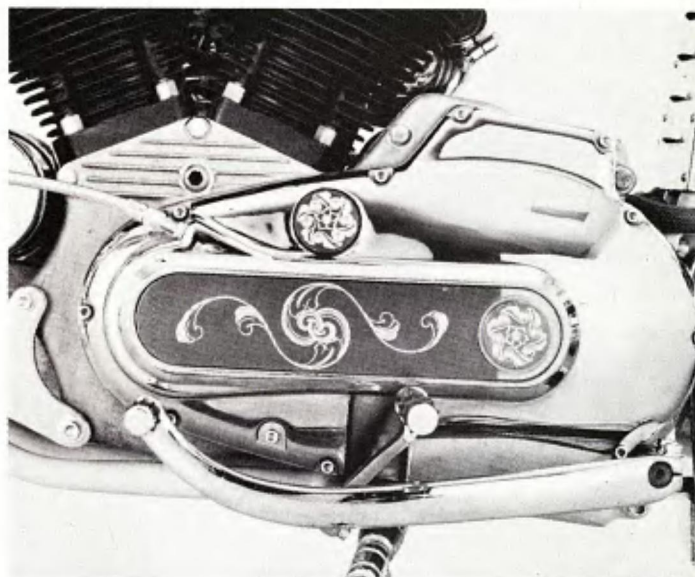
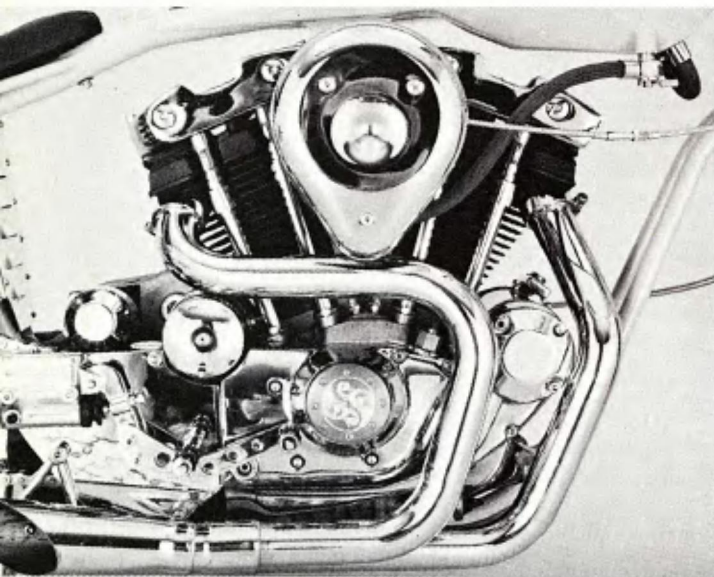
"You're too ornery to work fer anyone other than yerself."

How many of us handlebar-sucked babes have heard that line whispered behind clenched teeth or shouted at the top of some high-pressured lungs?

It's happened to me so many times, half the staff leaves when I show up here. Kurt faced the same predicament from his ol' man. His dad was a manufacturing consultant in St. Louis. So what did ornery Unger do as a career move? He studied agricultural economics at the University of Nebraska in Lincoln. He got himself a degree and inherited five hundred acres in Doniphan, Nebraska, a burg of eight







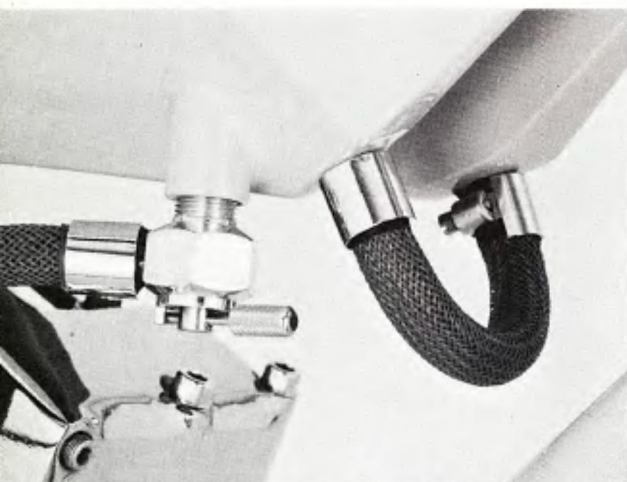
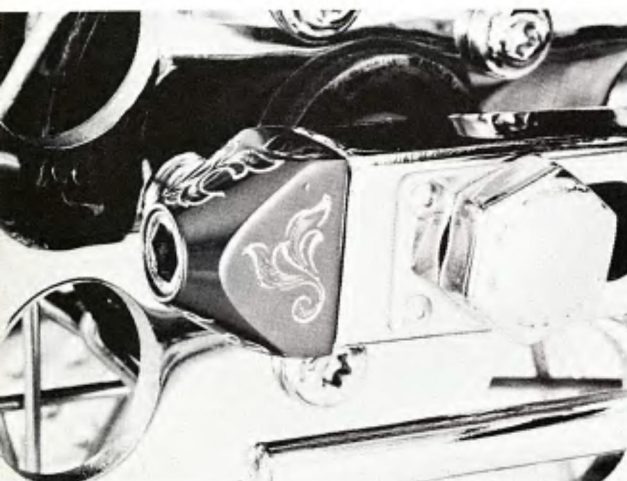
hundred polite people, and at 29, he's been a successful farmer for 10 years.

And for as long as the world markets need corn and soybeans, and the prices remain stable, this one-man sod buster will keep plantin', waterin', and harvestin' — and partyin' on this night cruiser and a Low Rider he has for longer runs.

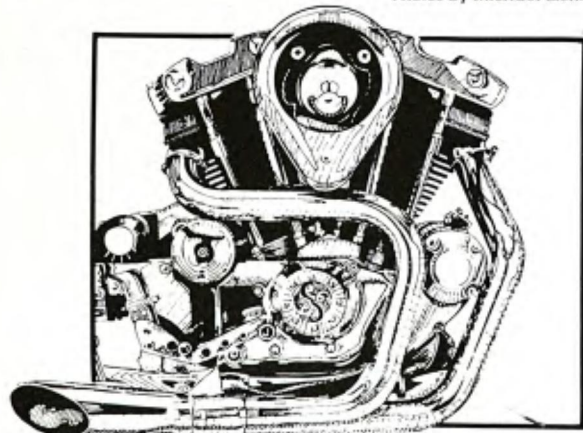
'Course, it took him three years to get the Sporty out of his living room once he tore it down. Makes ya wonder what was more fun, being a scooter tramp or a hardworkin' motorcycle enthusiast.

—Renegade

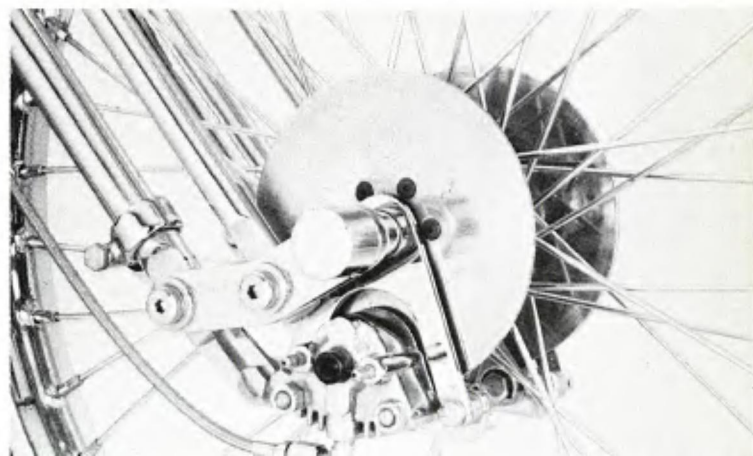




Photos by Michael Lichter



Owner: Kurt Unger		City: Hastings, Nebraska	
General		Frame	
Fab. by: Fred's Speed and Sport		Year: 1976	
Year and make: 1976 H-D		Builder: Gardner H-D	
Model: Sportster		Type: swingarm	
Value: \$6,000		Rake: 10 degrees over stock	
Assembly by: Fred's Spd. and Sport		Stretch: 4 inches	
Time: 6 months		Other alterations: lowered	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Drag Specialties	
Year: 1976		Risers: Drag Specialties	
Model: Sportster		Fender(s): Fred's	
Rebuilder: Nebraska Cycle		Headlight: Drag Specialties	
Ignition: points		Taillight: Drag Specialties	
Displacement: 1000 cc		Speedo: never	
Lower end: stock		Front pegs: Drag Specialties	
Balancing: factory		Rear pegs: none	
Pistons: 10 to 1		Electrics: in frame	
Cases: H-D		Gas tank: Fred's/Gardner	
Heads: stock		Oil tank: Fred's Speed and Sport	
Cam(s): H-D		Oil system: 2 1/4-quart	
Lifters: solids		Primary cover: yeah	
Carb(s): S&S		Seat: Danny Gray	
Air cleaner: fits funny		Sissybar: none	
Pipes: Fred's and Jardine		Height: n/a	
Muffler(s): no		Material: n/a	
Transmission		Forks	
Modifications: none		Type: springer	
Year: 1976		Extension: 4 inches over	
Shifting: good		Builder: Ness	
Engine sprocket: 21		Special features: gold trim	
Trans sprocket: 23		Wheels	
Wheel sprocket: 48		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Daryn Derricks (Clod)		Hub: Hallcraft	Hub: H-D
Painter: Daryn Derricks		Rim width: 2 inches	Rim width: 5 inches
Color: red and yellow		Tire: Avon	Tire: Carlisle
Type: lacquer		Brake: Hurst	Brake: Grimeca
Special paint: John Beyke			
Other special modifications: Bike hand-fabricated by Fred Cuba. Special thanks to Cycle Fab, John Beyke, Joe Knapp, Clod, Ron Sealy.			



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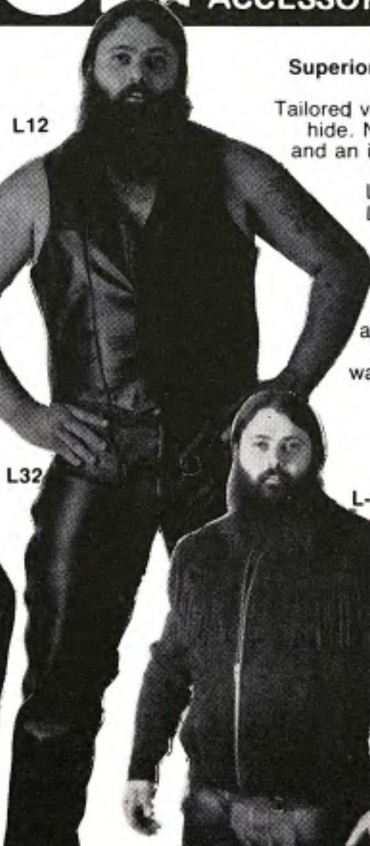
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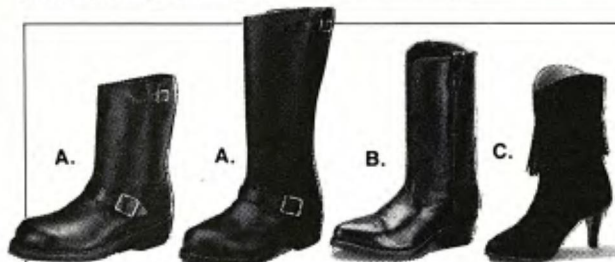
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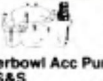
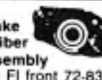
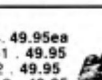
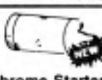
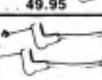
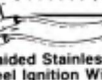
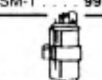
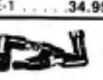
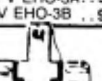
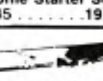
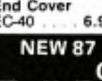
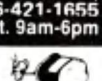
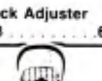
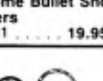
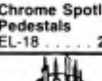
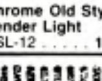
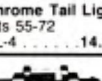
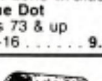
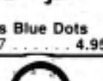
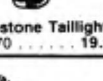
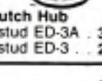
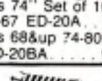
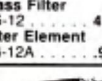
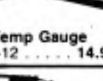
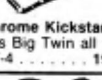
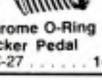
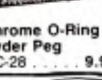
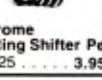
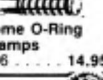
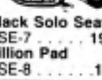
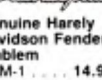
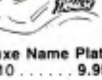
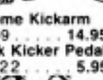
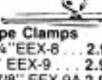
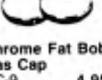
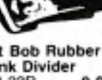
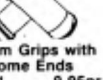
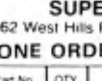




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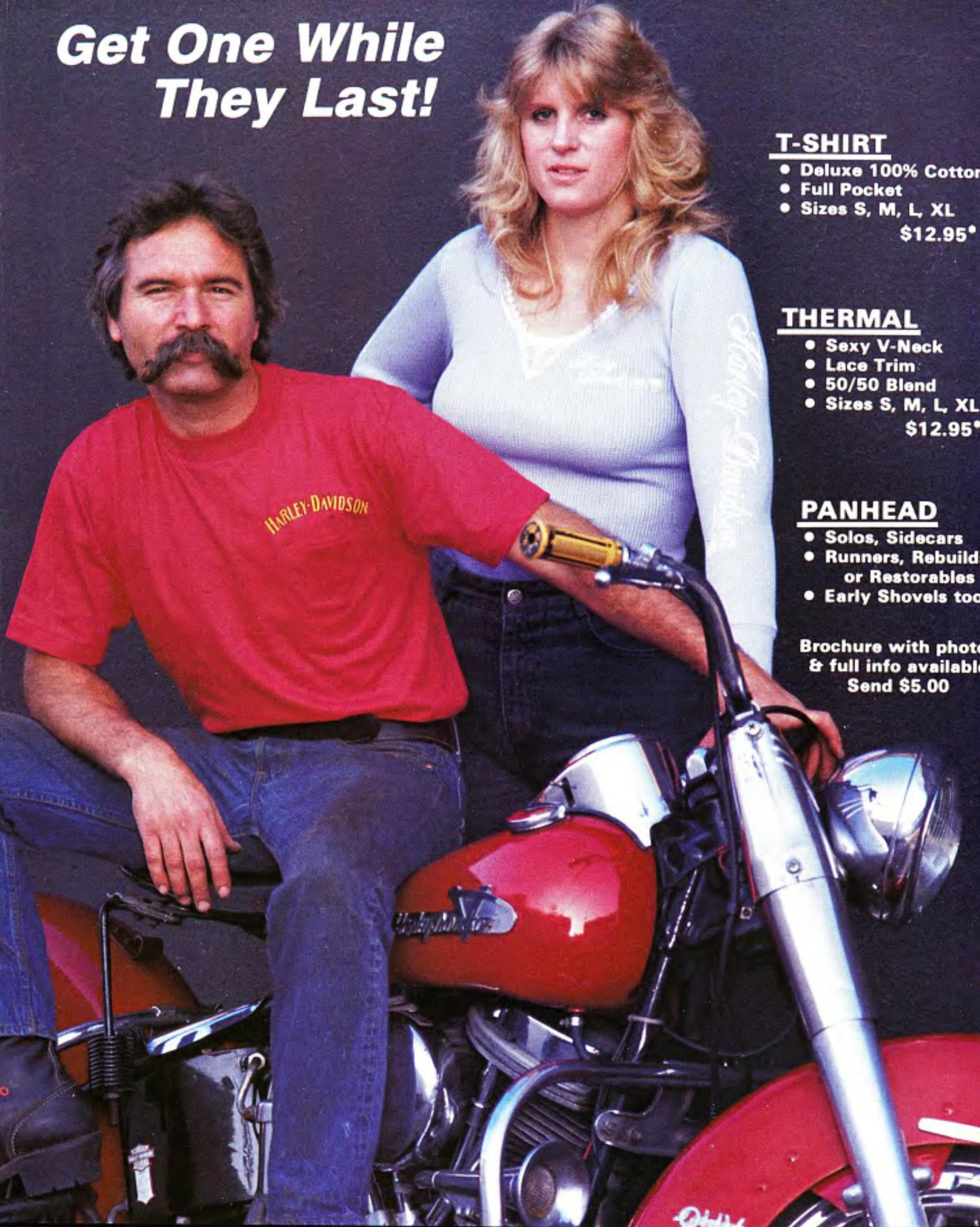
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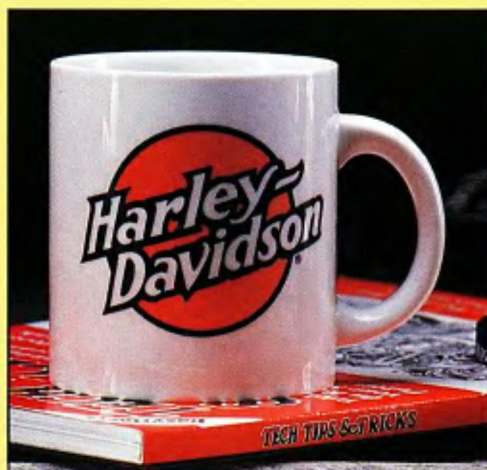
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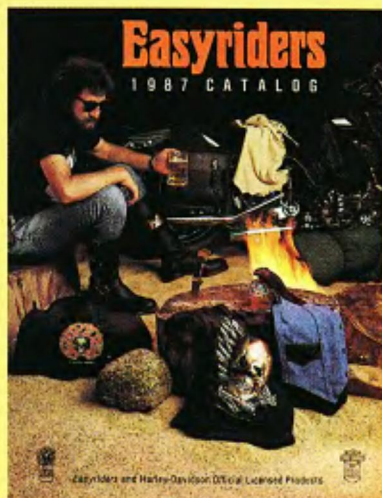
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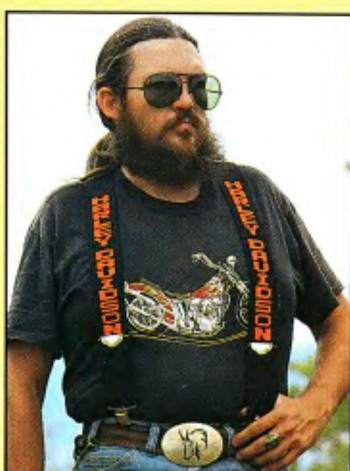
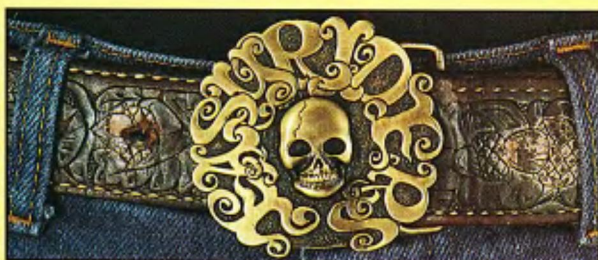
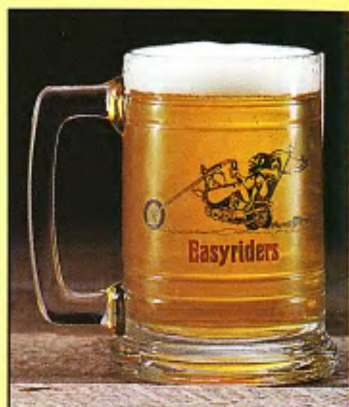
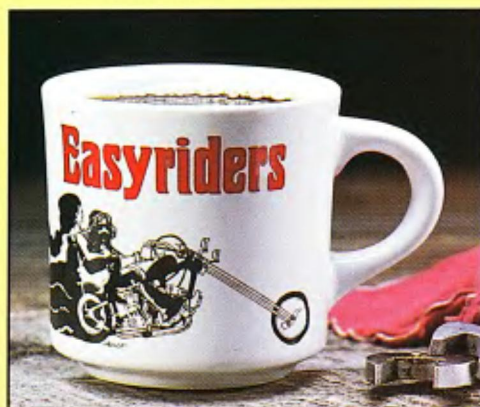
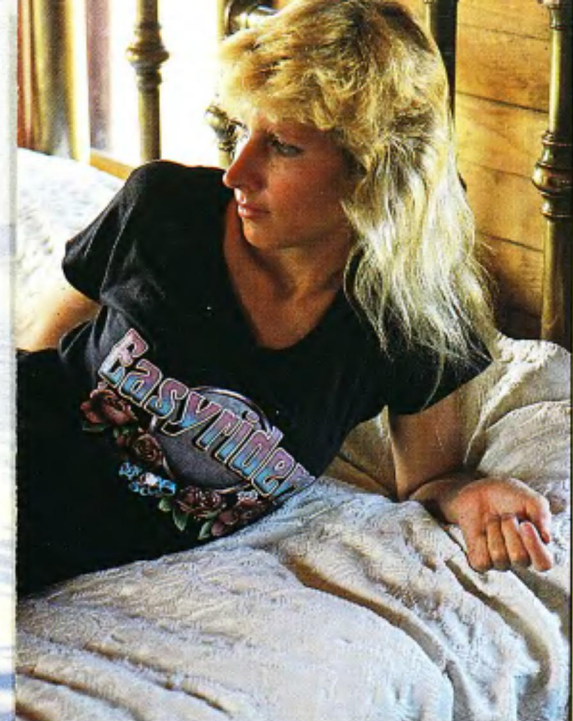
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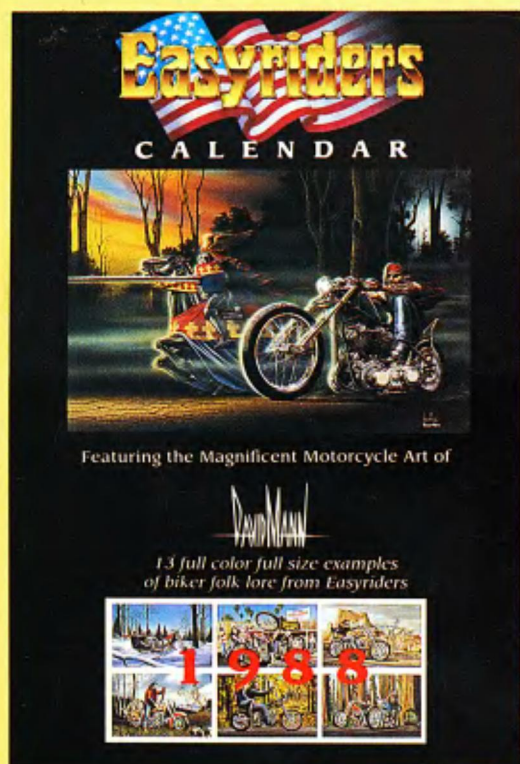




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