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Easyriders®

NUMBER 178

ENTERTAINMENT FOR ADULT BIKERS

APRIL 1988

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The next liver-quiverin' issue of this rag
goes on sale March 24.



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Cover, gatefold, and feature photography of Stella Blue with
J. Bob McCown's Dead Sled Softail by Steve Gunn.

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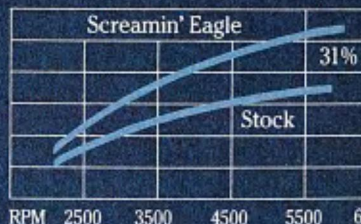
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You know all the talk about the pit bulls now. Recently a city manager had a bright idea—to tattoo all the pit bulls. They were to be tattooed inside their lips, but surprise, surprise! They couldn't get anyone to do it, so they abandoned the idea.

He was sentenced to life plus 20 years in prison for rape, but after he was sentenced, they discovered semen that wasn't his in the 17-year-old girl's panties, so he appealed to the state supreme court for a new trial. But he doesn't know what to do about the fact that some vigilantes had castrated him because they thought he had raped the girl.

It has just been discovered that there is a common neurosis among convicts. Called eleutheromania, the neurosis is a mad zeal for freedom.

A convict serving a 23-year sentence used a fake prison pass to get out of jail. Before doing so, he had carefully applied makeup and labored over his clothing, trying to fashion it into a skirt, blouse, and shawl, and then tried to mix in with the lunch-hour crowd leaving the prison. But they stopped him after he attracted the guard's attention—the guard said he was too ugly to have been a woman.

They took him out to the country and forced him to dig his own grave. Then they shot him twice and left him buried for dead. But he dug himself out, so what-dafuck. They had to shoot him again and hit him over the head with a shovel. They covered him up and fled. He dug himself out of the grave again—shit, some people don't know when to croak.

He held up the bank and got almost \$17,000—he went home with the loot and gave it to his wife. What did she do? Jump for joy? Give him a big kiss or treat him right for the night? No, she went right to the telephone, called the police, and turned his ass in. There's no figurin' a broad.

He was impersonating a doctor and told the broad that to get rid of her fatal blood disease, she'd have to have sex with him. So they met in a motel, and she paid him \$750 to have sex with her to cure the disease. She went to the police, complaining about the scam, and it turned out that he had six other instances where he'd been paid for a piece of ass.

Here's a new wrinkle, and you guys should prepare for it. The police now have a way to determine if you're a good parole risk. They can now determine from a study linking levels of the hormone testosterone in your saliva if you're prone to violence. Two hundred convicts to date have had their spit tested.

He delivered pizzas for a living and when he came to this woman's apartment, he took \$1,200 worth of her jewelry. A few days later he called her and told her that if she wanted her jewelry back, she could have it in exchange for some nude pictures of herself. She said she didn't have any film in her camera, so he agreed to come by her place to leave off some film—and you know the rest.

He had one hell of a gut ache. He had constipation for about a week, so he called the paramedics. When he got to the hospital, the doctor took an X-ray and decided to operate. They found 46 condoms of cocaine in his belly!

He rigged up a bomb to his Harley-Davidson to make certain no one fucked with his bike while he was out of town. While he was away, high winds came up and detonated his device, blowing the shit out of his house and all the surrounding neighbors' windows. No one was hurt, but his motorcycle was wasted.

This guy was walking along a street, throwing live bullets onto the sidewalk—like we used to do in years past, when we threw firecrackers named torpedoes at the pavement. After throwing several bullets, one (he claimed) fired back at him and shot him through the hand.

TAKING IT EASY

By Spider



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English Reader

☐ I'm looking to write to readers of your mag. I'm hoping to visit the U.S. and see some of the biker events happening over there next summer. It would be nice if I already knew a few of the biker fraternity before I got there. So if any of your readers would like to get to know me, they can write to the address below and I will answer all letters received. Of course anyone visiting this country may also visit me at this address. There's always a bed and a beer waiting.

Gaz Phillips
16 St. Catherine's Villas
Wakefield, England
WF1 5DA

John Watson

☐ I haven't heard you snivel so much since I called you a pussy for not unloading your own truck. Drop by and do some more card tricks for me. I could use the entertainment.

Penny
La Mirada, Calif.

She Digs Him

☐ I just wanted to thank you for your July '87 issue. On page 26, right next to the unknown biker, there is a picture of the sexiest man I have ever seen in your rag or any other. I fell in love with that wild, Patched man all over again. You see, I have known him since fourth grade. I've been his ol' lady for almost eight years and his wife for six years.

We are apart right now, but I hope he reads this and knows we miss him and can't wait for him to come back to us. I am taking care of our two children and keeping his bed warm.

The love we made in Daytona that first time and our last three months together will seem tame to me next to the homecoming I'm planning.

I'm sure we will be in the wind again soon, but I am waiting for Patch. I just don't fit behind anyone else.

Thanks again for the picture. It's one of a kind (just wish I had an 8" x 10"). I have read *Easyriders* for a long time, but now you have my loyalty for a lifetime.

Patch's Ol' Lady
Carthage, Tenn.

A Misunderstanding

☐ I understand from John Murphy that *Easyriders* is upset with *Dealernews* for taking a pro-mandatory helmet law position. This really caught me by surprise. This magazine has no official position on helmets, except that we support voluntary helmet use.

Our staff has a mixture of opinion of this issue. Don Emde took a pro-helmet position (pro-mandatory helmet law, that is) nearly a year ago. He has since backed off on trying to convert others to his way of thinking. He truly believes in helmets as one way we can reduce injuries. I respect his views, but disagree.

To me, the underlying issue on mandatory helmet laws is risk. There are risks in riding motorcycles, ATVs, scooters, or whatever. There are also risks in riding without a helmet. There are also great pleasures to be gained from each of these activities. I say, let's go for the pleasure, not the pain. Adults should be free to take reasonable risks in their lives. Sometimes it's best to simply let people do what they want, despite the so-called "interests" of society at large.

Anyway, I just wanted to clarify the situation here at *Dealernews*. Please don't brand us as the "enemy" on this issue. Like most companies in the motorcycle industry, our staff has a mixture of opinion on many issues.

Fred Clements
Editor/Associate Publisher
Dealernews
Irvine, Calif.

A Run

☐ My ol' man and I will be cruisin' the country on our scooters for a couple of months, starting at the beginning of June. We'll be leaving

from Jersey and going the southwest route to California, up north from there, then to Sturgis, then homeward.

We'd like some info on runs and bars and campsites where bikers are appreciated for who they are.

Teri Rocco
495 Skyline Lake Dr.
Ringwood, N.J. 07456

AFFA

☐ In the January '88 issue there was a letter from G. Ellenburg, who wanted to know where he could get a copy of "Hells Angels Forever." This tape is available from Movies Unlimited, 6736 Castor Avenue, Philadelphia, Pennsylvania 19149. The cost is \$59.95 plus \$3.50 shipping and handling. Order tape #03-1208 and remember to specify VHS or Beta.

Garold Stogdill
Bloomfield, Iowa

It's A Battle

☐ Enjoy your magazine and would like to express my feelings on the phrase "Nobody Rides For Free," as I have come to understand what that means today.

Under the RICO laws, the federal government has decided to destroy a handful of motorcycle clubs and cripple the rest.

As a club member I have seen them take our colors, our bikes, our homes. They have stolen our money and property and have put us in jail. They have tortured our brothers and beaten our friends. They have instigated wars and abused our women. All in an effort to destroy us.

Through it all, we still ride our Harleys, fly our colors, and love our brothers.

It's a battle and we're all in it together. For more than six years my club and other clubs have been fighting for our rights as well as yours. It's a battle that costs lives and money. Remember, the freedom we lose today, you lose tomorrow.

Henry 1%
Outlaws MC of North America

Chick Wants Letters

Hey, New York City, is anyone out there? I just moved back here and am getting ready for the slow, brutal winter ahead. There are so many people living in New York City, but the biker community is hard to figure. I notice that your magazine sells out within a few days of its appearance at the local newsstand. There must be some decent people around here!

I would like to hear from people in New York and its surrounding areas and states. I would like to hear about parties, events, places to hear bands, beautiful places to see!

I know your male readers sometimes find it easier to pick up a pen when they can get some idea of a female's physical triumphs and attributes. Well, I can tell you that, for a few years of my life, I was one of those baby-doll models you see in all the ladies' magazines. I couldn't stand the stress and strain of it all, so I gave it up and settled into the 9-to-5 life. Now I go home every night! My good looks seem to get me a lot of attention, but I just like to be outdoors in beautiful weather, travel to unknown places, sleep under the stars, and be with good people.

Please don't write to me for these reasons alone. Write because you think the New York area and its surrounding cities and states have something to offer. Also, any of you who think I might like your part of the country, please drop me a line. I will answer every letter I receive.

Shawna
Box 944
Old Chelsea Station
New York, N.Y. 10011

Digs Sportbikes

Riders of very fast sportbikes should not be deprived of their freedom any more than you or I should be forced to wear helmets. Either you believe in freedom or you don't. Freedom of choice is an inalienable right.

The Danforth bill is a travesty and a mockery of anyone who is concerned with the loss of personal freedom.

We should support sportbike freaks in their fight against Big Brother's make-more-laws bullshit!

I ride an H-D, but have been known to borrow a V-Max or a Ninja for a quick kick.

If this country can tolerate Shriners and women's libbers

and faggots and asshole politicians who don't understand what their fathers fought and died for, then we can tolerate a few very fast Jap bikes, too.

G. Blair
Aurora, Colo.

Fucked Up Again

Hey, Wordmonger, you must be smokin' old burrito wrappings again! Barney from Brattle, Connecticut (February '88 issue), wrote you asking where he could get a book to help him start building his first Harley from the tires up. And you, being in your regular Monday morning stupor, didn't answer him. Well, shit-for-brains, we, us, Paisano Publications, Inc., have such a book. (You worked on it, remember?) It's called *Half-Priced Harley* and is advertised in this very magazine. Shape up!

Your bro, Rat's Ass
Agoura, Calif.

■ Whattaya got editors for? I get one slice of raisin pie per issue. Whattaya want for that — a fuckin' genius?



A Simplex

I ran across this little scooter and loved it from the minute I laid my red eyes on it. I've had it about three months. This is my only picture of it, so take good care of it, as it has a place in my heart. The little scooter runs as smoothly as a new one. But I really haven't had the resources to find out a lot about her. It's a Simplex made in New Orleans. That's about all I know. So if you could run a picture of her in your mag to help me out, I'd be forever indebted to you. It has 3" x 26" tires. As you can see, the back one is shot to hell. I couldn't find one around this area, so any ideas would be great.

Charles Monteith #10260-SC
Box 1058, Pender Co. Unit
Burgaw, N.C. 28425

Do It Again!

You've done it again! The *Easyriders* Rodeo Grand Nationals was the event of the year! Never have there been so many all-American motor-

ized maniacs having the mind-melting time of their lives all in one place at the same time. A beautiful blend of bikes, bods, and brew.

I've been waitin' nearly 20 years to lay my eyes on Captain America's red, white, and blue beauty, and thanks to the fine folks at Jammer, I got to lay my hands on an exact duplicate at the show. The rodeo made me remember why I moved to California: blue sky, campin' right on the beach, partyin' with friends, and stayin' in the wind. Sure, we've all seen trade shows and bike shows and the like, but this was the best, all in one brain-buster of all time! Let's do it again!

Toecutter
Pasadena, Calif.

Wondering

I'd like to know if any of the sisters and bros out there know of a sister who has purchased and runs her own Harley-Davidson dealership. I'd like to communicate with her (them) if possible.

Wheels
Lincoln, Ill.

■ In our October '87 issue, on page 36, we featured Betty Luback, owner of Luback's H-D, 484458 W. 14th St., Chicago.

A Bet

Recently I grabbed the classic movie *Easy Rider* at a video store. Later that week while my ol' lady was out with people from work, it became the topic of conversation.

A couple of the boys tried to tell her that the bike Peter Fonda rode was a Triumph made to look like a Harley chopper. They said Billy rode a Harley.

After that the bets went down and she came home and told me what happened. She asked me how she could prove to these assholes she's right, that they were both Harley panheads.

Randy Beres
Welland, Ontario, Canada

■ Both were good ol' Harley pans.

He Likes Her

I was scoping out your December '87 issue and fell in lust when I reached page 86. If that lady Shelby is seeking an ol' man, put me at the head of the list.

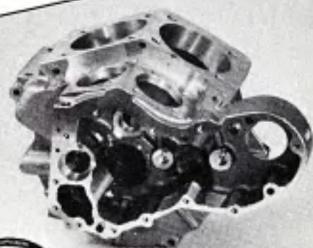
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San Bernardino, Calif.

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Sportsters Forever

□ This is in response to Sportster Leg in the January '87 issue. Right fuckin' on, man, for standing up for your Sportster. I've got an '84 Sportster and am proud of it. I've also got a '76 Sportster and, dammit, I'm proud of it, too. I even plan to own two more Sportsters by springtime. Anyone who doesn't like us Sportster buffs can kindly step to hell.

Another Sportster Lover
Dillon, S.C.

Response To Woman Hater

□ I won't dignify your letter with the long, nasty reply you're obviously looking for, shitbag.

Hude
Philadelphia, Pa.

□ Blow it out your ass, bud. The best part of you stained your mama's sheets.

Tammie Esworthy
Baltimore, Md.

No Airplane Gas

□ In response to "Pistol Pat's" letter about going to your local airport with a jerry can and buying "Avgas," I own and operate an FBO (Fixed Base Operator). If someone shows up here without an airplane, they will not get any Avgas (100LL). There are certain taxes that have to be paid, and road use is the one that is really hard to explain to the tax man.

I suggest a telephone call first, to check if they will sell you some. If not, you would have to drain some from a friend's airplane. In other words, if you're not familiar with the local airport, you'll probably not get any Avgas.

Ron Hamm
Daggett, Calif.

Solari Sounds Off

□ You sometimes have to wonder why *Rolling Stone* keeps on printing. The world has gone into the 21st century, and *Rolling Stone's* still trying to rally the remaining hoboes, drug addicts, idiots, and lesbians into a mighty army of skinny bodies in used fatigues. Previously worn by real soldiers. Their most recent last gasp of any notice is their September 10 spit-recital against Colonel Oliver North, with P.J. O'Rourke's lips doing the actual spraying.

I mean, you really have to stand in awe of O'Rourke's stupidity. He calls North an "ass," a brown-noser, a "little

shit," a flag-crazed Marine Corps platoon leader, a "gore-lapping... blowfish" who got O'Rourke's "whole generation smeared across the map of Vietnam." It is very unlikely O'Rourke was himself in uniform at the time. He then explains what a *real* hero is: his friend, who O'Rourke is secure enough in his masculinity to tell us he loves... a Marine lieutenant who led his men out — to hide. So they wouldn't get hurt. O'Rourke says *this* guy deserves a Silver Star. Not North.

To say all this at the time when American hero-worship of Ollie North was at its ultimate height... I mean, to say all this stuff *just then*... well, he must have run out of jokes from his stint as editor of *National Lampoon* if this was the degree to which he had to wallow in flying banana peels to get somebody to laugh at him.

But it worked. He's got people laughing at him. He's certainly got *me* laughing at him. It's kind of like watching someone stand up in a bus and announce, "Here I go! I'm going to cut my balls off!" You figure, okay, well, you're bonkers; if you don't already know that's a bad idea, no sense my trying to get in an argument with you. And you sure ain't gonna stop the guy — I mean, he ain't cuttin' your balls off. So, whatdafuck, you watch him cut his balls off. And when he's done, sure enough, you're laughin' at the guy.

If O'Rourke ever has an audience again after this, outside of some terminal peyote-eaters and blubbering poster-makers in the old folks home for college activists, it'll be a pretty good example of beating the odds.

Of course, while you're laughin' at him, you do have to kind of feel sorry for him, too; if the going gets tough and *Rolling Stone's* advertisers start getting complaints, *Rolling Stone* can always go directly backwards at high speed and get back into reader safety. And they can do it with no trouble; after all, it's O'Rourke's name that's on the whoops. I mean on the article. And it's going to be a pretty big pill to swallow, no matter how many he's swallowed so far in his life, if it turns out he only wrote it 'cause *Rolling Stone* management goaded him into it. I mean, he could find himself stranded. He

could find himself in a similar position to the one Ollie North found himself in. Remember him, O'Rourke? ... that "ass"? I hope it happens, O'Rourke. Let's see how you stand up in the heat. The one real unfortunate aspect of all this is that you'll never have to come before a congressional committee if you're left "rolling around on the deck." Those lawyers and congressmen looked like shitheads when they were confronted with a normal human being. But you; hell, they'd walk all over you like you were a dirt road to the page boys' shower.

You *Rolling Stone* flunky.

J.J. Solari
Los Angeles, Calif.

Needs Manual

□ I have a quick request I hope the bros out there can help me out with.

I scored a '75 SX175 for my kid (and me), and we need a shop and/or service manual. My friendly neighborhood local Harley dealer in Green River has found us parts but no manuals. Any help anyone can give us will be greatly appreciated.

J.A. Criswell
1025 Elm Way
Rock Springs, WY 82901

A Question

□ A friend of mine posed a very interesting question. I say that you ain't a biker till you have your hands on the grips and are responsible for your own machine, whereas this friend says if you ride as a passenger and hang out with a club, then you have the right to be considered a biker.

Who's right on this one?
Pissed Off At Wannabes
Cedar Rapids, Iowa

■ Your friend is a wannabe.

Bullshit Videos

□ Now and then I find it necessary to do a little bitchin' when it comes to someone steppin' on my toes.

Such is the case with the recent release of a video on Elektra label by Mötley Crüe, "Girls Girls Girls." If ya haven't seen it yet, ya ought to and then go blow something up — I'm pissed!

This bullshit makes bikers in general look like shit, and we need to stir some shit right back to tell these punks that they're fuckin' with the wrong boys. Not only am I a biker, but I'm a musician, and my partner and I both have

respectable positions in the business community. It's bad enough that scooter people are oppressed by the law and society in general; now we've got more shit over our heads.

I call on all to swamp 'em with mail and boycott the shit outta Elektra Records for backin' this kinda shit! As a matter of interest, one of these punks killed someone while driving a cage — drunk. What happened? It enhanced their record sales (refer to *Rolling Stone*, August 13 issue). Whatdafuck's it coming to?

Here's an address to pour some bullshit on: Elektra Records, 75 Rockefeller Plaza, New York, NY 10019.

Jon Watts

Kirk "Bones" Blanchard
Preston, Conn.

An Opinion

☐ Don't get me wrong. I'm not a complainer, and some would say it's none of my concern, because I don't ride anymore. But on page 36 of the November issue, up top is a picture of a new 1200 Sportster for '88.

Tell me what in the hell ever happened to the sleek and just plain good looks of a Harley that used to keep me hypnotized and entranced for hours at a time.

Sportsters used to out-profile a lot of Hogs, although I never preferred them, but they sure as hell don't look good any more.

Mike Bishop
Merritt Island, Fla.

Helmet Laws

☐ As Bob Terry can verify, I am a longtime, experienced, and regularly practicing motorcyclist. As such, I wish to register my intense objection to the Machiavellian plot to sneak a helmet law measure through the California legislature before the individuals who would be affected, California's cyclists, are aware of this despotic scheme.

I am fully acquainted with all aspects of this controversy. Statistics, rhetoric, and emotionalism aside, this simple fact remains: the helmet, merely one more piece of protective gear, is vastly overrated as to its actual protective qualities; it is not a panacea. More to the point — safety cannot be successfully legislated. Unfortunately, too many individuals these days are unable to distinguish

between safety and politics.

However, the major issue here goes much deeper and has to do with both the essential motivation — obviously political and financial gain — and the technique — pure subterfuge — involved in your current machinations. It is apparent that the pressure for a helmet law comes from foreign investors (specifically, the Japanese motorcycle manufacturers) who would barter American freedoms for increased sales of their product. They are wrong in their belief that a helmet law will cause the non-riding public to conclude motorcycling is safe and rush out to purchase one. For the most part, motorcycles are purchased by individuals who already are motorcyclists. This also is the group chiefly responsible for promoting cycling among non-riders. Should a helmet law be enacted, there will be a decrease in sales. Already a backlash among California's cyclists is developing against the Japanese brands, as word of Japanese support of the proposal spreads. I suggest you point that out to those who are working with you. Also, please keep in mind that while they may well be capable of contributing to political funding, they are not franchised to vote.

Roger Hull
Laguna Beach, Calif.

☐ The best time I have riding my XLH is when I pull around the backyard and into the driveway. It's a bumpy desert patch between the back of the house and the street. A few seconds of freedom are interrupted by the fact that now I've got to stop and put on my helmet. End of a perfect day.

By choosing to live in Pennsylvania, Florida, and Nevada, I've spent the last two decades with no other choice except to move to California. It was my mistake to save that for later, but for those of you who are lucky enough to live and ride in California, give a listen. If the California helmet bill passes, within a few months you will be facing a helmet that is always there, whether you are riding or not. You will someday drop it on your tank; you will have a bee lodge in it at 60 mph. You will find it soaked with rain, and a thousand times a year you will have to go back into your

house to get it. The girl you just met will not be able to ride with you because you haven't got another helmet, and if you do, it probably won't fit her, and she'll end up riding with one hand behind her head.

So the choice is still yours. You can listen to and help everyone who is working to defeat the mandatory helmet law, or you can wait until next summer and try to listen to them with your ears full of sweat.

Dave Dupell
Las Vegas, Nev.

☐ To the 4,930 individuals who mailed a letter or card to the California Senate Transportation Committee opposing AB-36, mandatory helmet law, versus the ten individual letters supporting the bill, thank you very much! Thanks to you and many others, AB-36 was slowed, but this bill is not dead, only awaiting to arise again. ABATE's mission is to deep-six AB-36 in '88 before it's too late!

To receive a sew-on patch which says "IN MEMORY — 1959 TO 1975 — 57,939 BROTHERS WHO NEVER RETURNED — VIETNAM," send \$5.00 to: San Diego ABATE, Box 65, MCRD, San Diego, CA 92140.

James H. Gregory
San Diego, Calif.

Help!

☐ I'm in the process of trying to get an interstate transfer to the minimum facility at Boley, Oklahoma, from Texas, but I have one problem. They tell me I need someone who is willing to trade places with me.

If there is anyone there at Tiley who would like to come to Texas, shoot me a kite and let's work it out. We don't have a restricted mailing list. Danny Leo Wilson #448540 Rt. 1, Box 150 Tennessee Colony, TX 75861

David Allen Coe

☐ I was reading in your magazine where someone was looking for a place to buy a copy of David Allen Coe's cassette of his real dirty and nasty songs. If anyone wishes to get a copy of this cassette, send me \$10 with your name and address. Allow two to three weeks for return.

Robert L. Schaniel
Miller Hill Rd-2
Carmel, NY 10512

Join ABATE

☐ Join ABATE and fight for the right to live the way you choose.

Digger
Cambs., England

Interview

☐ I just read the interview with Bob Mannah. I live in the land of fruits and nuts. My ol' man was part of the mop-up in Hawaii. He was an MP and rode a Harley or Indian whenever (and whichever) he felt like it. (At 6'3" at 240 pounds, he was no dude to fuck with, I know.)

Mr. Mannah is absolutely right. His (and everyone else's) personal safety observations are 100% correct. Wear a helmet and take your chances. I personally have had the shit scared outta me wearing the fuckin' things because I couldn't hear the sirens to my immediate right. Haven't worn one since 1973.

Keep up the good interviews.

Rot
Santa Ana, Calif.

Time Flies

☐ Easyriders has made the two years seem like two months! We've got 14 months left and wanted y'all to know it couldn't have been better!

An extra slice of raisin pie to y'all.

Rock and Wizard
Tennessee Colony, Tex.

Good Scoot

☐ To Harold Hagstrom somewhere on the west coast of Oregon or Washington: Me and the old Sportster made it to Sturgis in 1987. Thanks for a great scooter.

Stephen Pedersen
Coeur d'Alene, Ida.

Just Do Something!

☐ You can do anything you want to with this letter: copy, print, butcher, erase, or throw it away — anything.

Sharon Foeller
Somewhere in the USA

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

RAT PACK

*What's a nice Indian like her
doin' in a dump like this?*

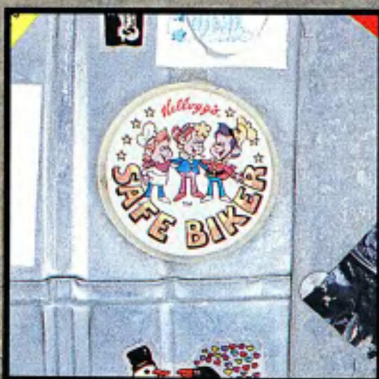
Gettin' kicked out, mostly. When Landshark, the owner of this not-ready-for-primer-time '48 Chief, chugged into this Colorado landfill so we could photograph his sled, we were immediately told by the dump officials to haul our asses back outta there — somethin' about the bike constitutin' a public eyesore.

That's kinda like bein' thrown outta the maternity ward 'cause yer ol' lady's pregnant, if ya ask me, but it didn't faze Landshark at all. Seems he's used to gettin' the bum's rush whenever he's straddlin' this duct-tape special. Over the years, he's been booted outta schools, churches, an' motels. Once while he was in Iowa, a ball-bustin' female sheriff made him move the Chief around to the back of a truck stop so the citizens could finish their breakfasts.



SIDEHACK

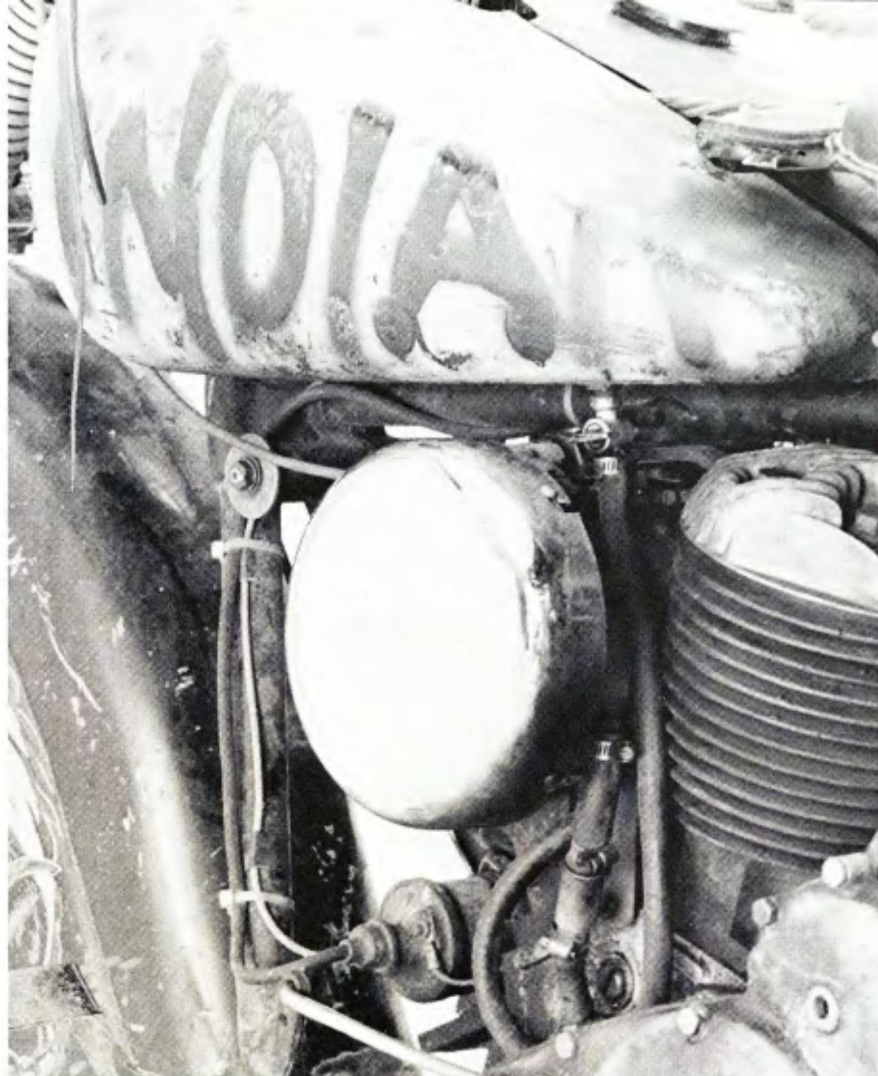




"They just don't appreciate art," Landshark explains. "Since art is an outward expression of the inner self, my bike is art — art in motion."

We're talkin' serious trash here. From the homemade side-car — two 30-gallon garbage cans, complete with "aerodynamically correct" nosepiece — to the Taco John's takeout tail-light housing, this shade tree shambler was torqued together with whatever materials were at hand (after all, a junk mine is a terrible thing to waste).

An Indian devotee to the bone, Landshark is currently putting together a '40 Military Chief for his ol' lady. Would he





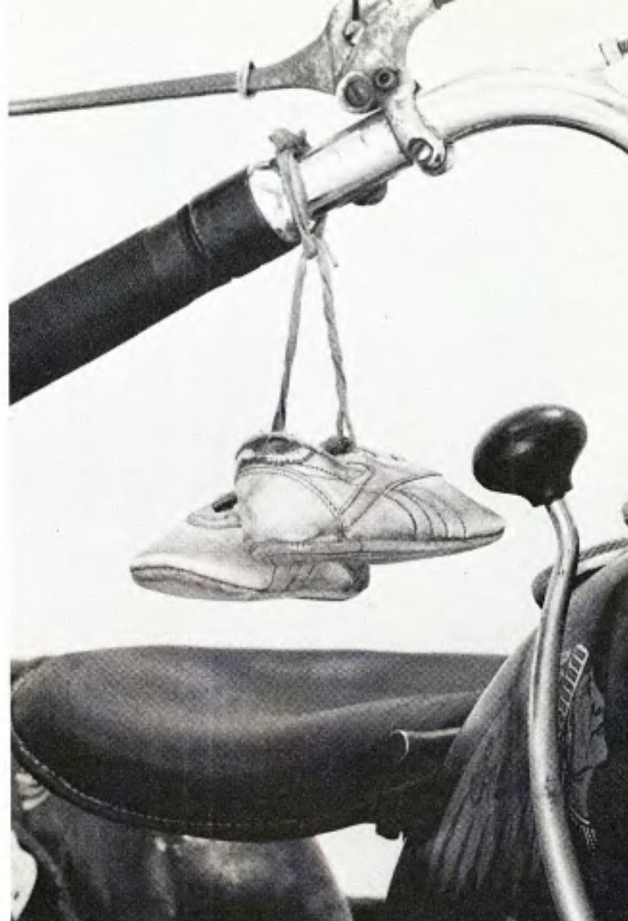
ever consider a Harley for a personal scooter? I'll lay it on ya in his own words:

"H-D is short for Hound Dog, ain't it? I mean, they're both always leaving puddles where they're not supposed to, and they both love riding in the back of pickup trucks," he says.

Jeez, and I thought we Hog riders were hardliners.

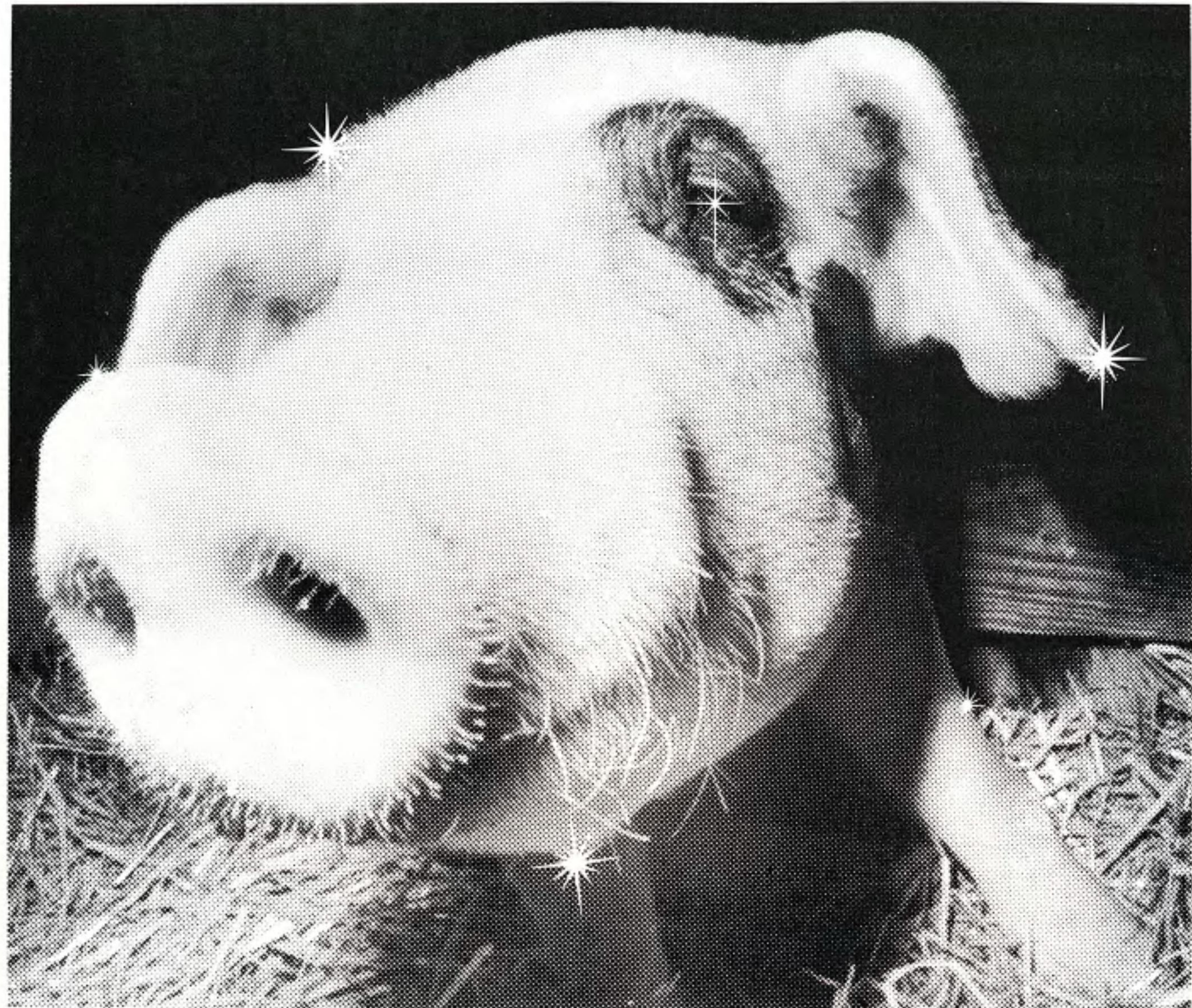
—Savage

Owner: "Landshark" Mark LaFleur		City: Sioux Falls, South Dakota	
General		Frame	
Fabrication by: owner		Year: 1948	
Year and make: 1948 Indian		Builder: Indian	
Model: Chief Rat		Type: plunger	
Value: sentimental		Rake: stock	
Assembly by: owner		Stretch: none	
Time: continuing		Other alterations: buncha little stuff	
Chroming by: get outta here!		Accessories	
Engine		Bars: bent	
Year: 1948		Risers: loose	
Model: It's an <i>Indian!</i>		Fender(s): swap meet specials	
Rebuilder: owner		Headlight: original	
Ignition: shaky		Taillight: Taco John's, Rentschler's on I-90	
Displacement: 74 cubic inches		Speedo: air	
Lower end: owner, Boomer		Front pegs: footboards	
Balancing: (see chroming above)		Rear pegs: (see speedo above)	
Pistons: Goupandown		Electrics: very temperamental	
Cases: aluminum		Gas tank: leaky	
Heads: flat		Oil tank: in right tank	
Cam(s): rusty		Oil system: flow-through	
Lifters: solid		Primary cover: broken and welded	
Carb(s): Linkert		Seat: owner, Schlim	
Air cleaner: shiny		Luggage rack: Mountain Man	
Pipes: homegrown		Height: the way Indian made it	
Muffler(s): Leo Langley		Material: real steel	
Transmission		Forks	
Modifications: worn-out		Type: girder	
Year: 1948		Extension: none	
Shifting: slow		Builder: Indian	
Engine sprocket: stock		Special features: straight	
Trans sprocket: too tall		Wheels	
Wheel sprocket: loose		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: (see chroming above)		Hub: Indian	Hub: worn-out
Painter: owner		Rim width: varies	Rim width: huh?
Color: whatever's handy		Tire: fat	Tire: fat, too
Type: spray-bomb		Brake: wimpy	Brake: good
Special paint: Indian Chief Rat on fender by Jim Neon			
Other special modifications: Rust-resistant sidecar body on Goulding chassis. Special thanks to M & M Repair, The Shragdorfs, L.J., Indian Ken, Bill Wilson, and the H.P.			



Photos by Michael Lichter





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A hog man takes his wheels serious. So does Graves Plating - hog chrome pros from way back. When you trust your hog's chrome to us you know the job will be done right. And, we'll get it back to you before you're old enough for Social Security.

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1986 SWEEPSTAKES WINNERS

If you're one of those fortunates who live under a roof, then no doubt you've recently received a greeting from Ed MacMahon, tellin' ya to hold onto your hat — you're about to become a millionaire. Last year I sent in nearly a dozen entries to Big Ed's sweepstakes and didn't get diddly, 'cept for subscription payment-due notices that I threw out with the kitty litter.

But we thought it might be a sharp idea to put some of our winners in the ol' limelight to prove that a major number of bros score in an *Easyriders* Sweepstakes, just by readin' this rag and sendin' in the entry.

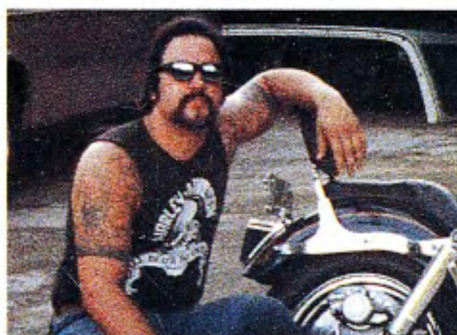
Here's the proof from the 1986 roundup, and pictures don't lie. Not too shabby. So get it on and good luck. There ain't a TV station out there that'll let us on to announce the winners, so you'll just have to be satisfied with a written notice from your bikin' brethren at *Easyriders*. Here's 9 of the 2295 winners from 1986.



Jon Osterman, Columbus, Mississippi: scored the stamper Gold Winner gift certificate.



Goezer, Medway, Ohio: enjoying one of his Harley Wine Cooler prizes.



Conan, Bakersfield, California: his shovelhead received the \$500 worth of free chrome now adorning it.



Scott Preston, Oklahoma City, Oklahoma: aboard the shiny, new 883 he won.



Dale Ham, Vallejo, California: proudly sits on his panhead, displayin' some of the prize goodies he was awarded.



Jack Gilray, Clawson, Michigan: he sprouted tits with his *Easy Rider* video pick-up.



Donald Bradley, Jr., Homer, Alaska: he's sittin' on top of the world and his Harley Wine Cooler case.



Carol Brainerd, Woodland Hills, California: she's showin' off her good-lookin' winnin' stuff.



Bonnie Bucholtz, Appleton, Wisconsin: Bonnie scored parts for her bike, her husband's, and her son's from Superior Motorcycle Parts.

Easyriders

\$100,000 Subscription

Score This Exclusive David Mann-Detailed Softail

Sweepstakes Prize



The One-of-a-Kind David Mann Softail® — You can't buy this 1988 FXSTC. You'll never see another one like it. It will evolve into the only *Easyriders* David Mann-detailed 1988 Softail®, and you will receive it directly from the Mann himself at the 1988 *Easyriders* Rodeo Grand Nationals. We'll fly you out to California to party with the bros and attend the Grand Nationals, and if you enter by the Early Bird special date, you'll receive a cool 1,000 bucks cash.

Grand Prize



Grand Prize

1988 FLHS Sport Glide®, just like Rip recently bought. A touring classic, designed to be the King of the Highway, with all the amenities, such as belt drive, five-speed tranny, and adjustable suspension — the whole enchilada.

First Prize



First Prize

1988 1200 Sportster®. The first Sportster® to reach the 74-cubic-inch class, with bigger bore, new cam, and carb. Heavier forks and improved suspension beef up the ride of this badass Sportster®.

Second Prize



Second Prize

1988 XLH Hugger Sportster® designed to ride low to the ground (the seat's only 26½ inches high). With smooth suspension and a new 40 mm constant-velocity carb, it puts along clean and mean.

Imagine the rush you'll get flying out to California party for five days with the burnouts of the *Easyriders* staff, attending the *Easyriders* Rodeo Grand Nationals, and receiving the keys to your very own brand-new 1988 Softail Custom® with one-of-a-kind design details by David Mann — and \$1,000 cash (if you entered by the Early Bird deadline). David will personally hand you the keys to this unique Softail®. Now don't forget to subscribe or extend your sub.

Sound Like A Dream?

Well, it isn't. Many of our lucky readers will receive every prize mentioned on these pages, worth over \$100,000. Don't forget to subscribe to the only magazine that has stood for bikers for over 17 years.

Hell, you could win the one-of-a-kind David Mann 1988 FXSTC Softail®, a brand-new FLHS, the all-new 1200 cc Sportster®, a 1988 883 Hugger®, or saddlebunch full of other prizes.

And by subscribing or entering before the Early Bird deadline, the Sweepstakes Winner will receive an extra 1,000 bucks in cash to party with.

Not only are we giving away enough loot to make well worth subscribing, but we're also offering the lowest prices for 1988. You get 12 issues for only \$19.95 and save a whopping 43% off the cover price, get a two-year sub for \$35.40 and save 50% off the cover price.

What rag would give you the opportunity to score ride coupled with such outlandish prices? — so subscribe to the one rag dedicated to bikerdom.

Over \$30,000 in Harleys!

1000 Sweepstakes

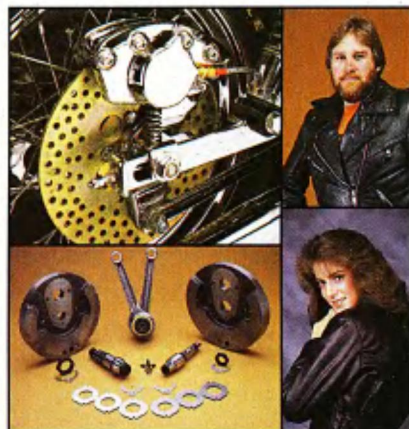
SUBSCRIBE NOW AND SAVE!

Save up to 50% on Easyriders, the world's biggest and best biker rag, with our special Sweepstakes subscription offer! See insert for details.

Win a trip to the 1988 Easyriders Rodeo Grand Nationals and a Brand-New 1988 David Mann Softail Custom® to ride home — plus \$1,000 in cash if you enter by the Early Bird deadline

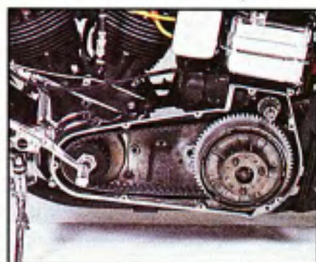
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Subscribe for All You Can Save and All You Can Win



\$20,000 in Custom Chrome Goodies

20 Third Prizes
20 gift certificates of \$1,000 each — decorate your bike or your back with a \$1,000 gift certificate from Custom Chrome, suppliers of high-quality accessories and leathers for riders who demand the very best.



\$5,000 in Super Max Belt Drives

20 Fifth Prizes
20 gift certificates of \$250 each — swap your old primary chain drive for a quiet, smooth, Super Max power train and putt in style.



\$2,500 in Cobralinks Locks

25 Seventh Prizes
These indestructible ripoff-thwarters will keep your #1 possession right where you left her, and not in the back of a Midnight Express pickup truck.

\$10,000 in Nempco Accessories

20 Fourth Prizes
20 gift certificates of \$500 each — The Biker's Choice™ supplies your local shop with what you want for your Harley — from Andrews and Cycle Shack to Primo and S&S, they have it all. When you want the best for your Harley, ask the guy behind the counter at your local shop for the Biker's Choice™. He'll show you the Nempco catalog.



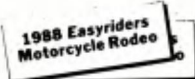
\$17,500 of H.O.G. Memberships

100 Sixth Prizes
5-year free memberships, each a \$175 value — your Harley Owners Group card is your passkey to hassle-free riding on your Hog — kick back and enjoy the putt.



\$20,000 in Easyriders Motorcycle Rodeo Tickets

500 Eighth Prizes
500 pairs of Easyriders Motorcycle Rodeo tickets, valued at \$40 per pair — pack your sweetie on the P-pad, your tent on the handlebars, and check out the rodeo events, scoots, and buckle-busters at any of our dust-kicking, American, Easyriders Motorcycle Rodeos.



OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed subscription envelope, or print your name, address, zip code, and telephone number on a 3" x 5" piece of paper. Enter as often as you wish, but mail each entry separately to Easyriders \$100,000 SWEEPSTAKES, Box 3752, Escondido, CA 92025. Entry blank must be legible and completed in full to be valid. All entries must be received by June 15, 1988 (or by March 24, 1988, to be eligible for the Early Bird bonus prize). The Sweepstakes winner must be available to accept prize at Rodeo Grand Nationals in September 1988. Easyriders assumes no responsibility for lost, misdirected, or late mail.
2. All prizes will be awarded. Prizes are non-transferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 689 prizes — 1 Sweepstakes Prize, 1 Grand Prize, 1 First Prize, 1 Second Prize, 20 Third Prizes, 20 Fourth Prizes, 20 Fifth Prizes, 100 Sixth Prizes, 25 Seventh Prizes, and 500 Eighth Prizes. Total approximate retail value \$107,953.00.
3. Winners will be selected by random drawing from all entries received by Davis Professional Corp., whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days,

or prize will be forfeit and an alternate winner selected. Odds of winning will be determined by number of entries received.

4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Palsano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE, AND LOCAL TAXES ON PRIZES, IF ANY, ARE THE RESPONSIBILITY OF THE WINNERS. Winners of vehicles are responsible for appropriate sales and use tax, dealer registration fee, and any other taxes or fees applicable.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Palsano Publications, Inc., and none will be returned. Winners grant Palsano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Palsano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.



Two-Wheel Tales

No Free Ride

A True Story by
Trav Goldsworthy

It all started with a pleasant putt up the Coast with a pretty little lady who wanted to get into my pants in the worst way. Personally, I didn't really care whether it was the worst way, the best way, or anywhere in between, and I figured the ride up the Coast would be just the thing to get it goin' hot and heavy.

But it just wasn't to be, bro. No sooner had I climbed on the Pacific Coast Highway than I heard this gut-wrenchin' crash from the lower end,



followed by a complete power loss. I looked down at what had been my spotless engine and watched the power plant turn suddenly black with 60-weight.

I pulled over to the side of the road to take a closer look, only to discover a set of cracked cases. Shit. There went my nice, long putt, not to mention a potentially great piece of ass. Ya gotta understand that at the time, I was barely able to sweat up the rent every month, and an extra 400 smackers for a new set of cases was completely outta the question. Might as well have been four grand, from where I was sittin'. A bummer, all right.

But one night, I was jawin' with a friend of mine who had moved out here from Lafayette, Indiana, and he told me that engine cases were goin' for \$75 out there. *Wow, whatta deal*, I thought, and what was even better, this cat was leavin' for Lafayette in a week, flyin' out to pick up his van and all his shit, an' he needed some help drivin' the van back — he had to drive back nonstop so that he'd be on time for work. It sounded like a winner.

The only hitch was my lack of money. I had about \$90, which was more than enough for the cases, but nowhere near what the plane fare would run me. My buddy was flatass tapped from the trip expenses, so he

couldn't help me out. That's when the wheels in my head started turnin', and that's when my buddy got the bright fuckin' idea that led to all the grief an' misery I'm about to lay on ya.

"Ya can go as my luggage," he said. "Yeah, ya know — a stowaway." An' like a fool, I said yeah, yeah, and that was that. I talked to another dude about it later that day, an' when I mentioned the stowaway plan to him,

on God's green earth that our plan wouldn't work accordin' to schedule.

Right. The big day came, and my bro and my ol' lady loaded me into the steamer trunk, with some sleeping bags to keep warm, a pocket watch to keep time, and of course the oxygen bottle to keep me alive. They locked me in and took me to Continental Airlines' freight-loading dock, and that's where we made our major fuck-up.

When the lid creaked open, one of the cops said, "Oh shit, a body!" and started to shut her back up right away.

he said, "I know where there's the perfect box for us to put ya in, bro." He sounded a lot like an undertaker just then, which shoulda told me somethin', had my brain been workin' on full throttle.

Anyway, the "box" was over at the house of a mutual buddy of ours — Cris Agajanian, now the owner of Ascot Motor Speedway. It was an antique steamer trunk, plenty big enough, and we spent two days riggin' it up so it could be opened from the inside. We hooked up an oxygen tank for air, tested the whole thing out, and as far as we could tell, there was no reason

Instead of just layin' low and playin' it cool with the dock workers, my buddy made a big deal about being real careful with his trunkful of "antique china," keepin' it upright, not droppin' it, and so on and so on. Inside the steamer, I could hear when my buddy and my ol' lady left, and that's when one of the dockhands said to another, "Antique china, sure. I bet it's loaded with drugs, the way that guy was worrying about it."

Another voice said, "Okay, let's see if we can open it up," and then they were tryin' to unlock the trunk with their special keys, while I'm inside strainin'



Two-Wheel Tale

like hell to hold it closed and tryin' not to shit my pants in the process. Finally, the second voice said that there just wasn't any more time to fuck with it, and he'd just call ahead to O'Hare International Airport and have it opened there.

I had a lotta time to think about this little news flash, man, because the flight was delayed three hours, and the flight to Chicago was *another* three hours. On top of that, we'd had to get to the airport two hours early for the freight dock business, so that put me in that fuckin' trunk for a total of eight-plus hours.

I'd thought it was gonna be cold on

the plane, but oh no — it was hotter'n a brick kiln in hell in that sonuvabitch, an' don't ask me how, but I even managed to lose the fuckin' watch. I was gettin' afraid I was gonna run outta oxygen, an' before long I was all bent over an' havin' the worst cramps of my life.

Just when it seemed I was gonna lose it, we finally touched down at O'Hare, and my trunk was immediately opened up by about five different law enforcement agencies. When the lid

creaked open, one of the cops said, "Oh shit, a body!" and started to shut her back up right away.

I'd had enough. "Don't shut that cocksucker, I'm comin' outta here!" I hollered.

"Oh no, he's alive," I heard, and seein' how I was alive, you can bet yer ass they didn't waste any time arrestin' me while I was still breathin'.

They popped my buddy as he was walkin' off the plane, and then they hauled us both down for questioning

Easyriders



"... you know, if shit was money, we would have been born without assholes ..."



for a few hours before they threw us into a holding cell. My bro was sweatin' bullets all this time because of a possible old warrant out for him in Chicago; me, I didn't exactly feel like dancin', myself.

But considerin' what could've come down on us, it turned out we made out like bandits. The airline's verdict: if I'd pay full passenger fare for my trip, they'd forget it had ever happened. My buddy called up some friends of his and they came through for us, so we were back on the street before the airline's security hotdogs had a chance to change their minds.

We didn't know it then, but the local newspapers and radio stations had made us into instant celebrities, 'cause it turned out I was the first stowaway to ever survive in Continental Airlines' history, which was just fine with me, lemme tellya.

With my new temporary man-in-the-news status, I was able to borrow some money, and I picked up some '51 FL cases from a bona fide H-D dealership, complete with a bill of sale. We got all my bro's shit together, tilted a beer to the sunset, and headed for the West Coast. I can guarantee ya one thing, bro — the ride in was a helluva lot more comfortable than the ride out.

One Good Turn...

by Magic Man

I was sitting in my bar, trying to convince my bartender, Sam, to buy the place, so I could get out on the road and not have to worry about coming back until I wanted to. Sam

Then she asked me to give her a ride, and she'd explain everything.

We went for a putt out in the country, and when I stopped to water the bushes, she told me she was willing to pay me \$500 if I would give her a baby. She was married, but her husband was a wimp, and she didn't want a kid who'd grow up to be a pussy. If I wasn't interested, she'd find some other biker who was.

I'm a hot-blooded dude, but I like to

She was married, but her husband was a wimp, and she didn't want a kid who'd grow up to be a pussy.

was laughing and shaking his head no, when this stone fox came in and asked, "Whose Harley is that outside?"

I told her it was mine, and if she had hit it, she'd better start saying her prayers. "I wouldn't run over a Harley," she said. "A Honda, sure, but never a Harley."

I asked her what she wanted.

"Would you like to make \$500 for 30 minutes' work?" she asked. I asked her who she wanted me to kill, and she laughed, saying it was nothing like that.

know what I'm getting into, so I told her I'd let her know.

Two days later I get a phone call.

"Well, have you decided yet?" she asked.

"All I have to do is screw you, and I get the money, right?"

"As long as I get pregnant," she said.

The next day, as I was slippin' her the meat, she started going crazy, moaning and squealing, and saying things like, "Fuck my pussy!" and "Oh yeah, bang me!" and other shit. When I

Is This The End?



\$3995* when you buy.



Two-Wheel Tale

came, she kept on going, saying stuff like, "Fuck me harder this time!" So I kept going. Finally, she took her nails out of my ass and let me roll off her.

When I got my breath back, I asked her if she thought my load had hit home, and she said she didn't think so; we'd better give it another shot tomorrow.

We tried for six months, with no luck, until I asked her what the hell the problem was. "You have to promise that you won't get mad if I tell you something, okay?" she said. I agreed, so she asked me how old I thought she was.

"I'd say 20 or 21."

"Try 17. I also lied to you about

wanting to get pregnant — I'm taking the pill."

When I asked her why she'd lied, she said if I had known she was only 17, I probably wouldn't have screwed her. I told her she had that right, but as she handed me a check for \$500, she said, "Since this is it, how about one for the road?"

I said, "Well . . ."

Easyriders

GAS CHAMBER



Reynolds

"... ready, set, fart!"

Saddle Stunts

by John Lunstrum

I met her in south Mississippi — one of those free-beer, couple-of-bands-by-the-beach deals. She'd walked up

Or Just The Beginning?



\$3995 when you trade.†

and asked to have her picture taken next to my cherry '76 shovel. Turned out she partied with me for the next couple of months — big tits, easygoing, good people.

One night we had a hell of a party for a bro from Texas on his way to Massa-two-shits, and a couple of fifths later, I was mouthing off about wanting to fuck on my bike — not on the kickstand, but on the road. Everyone

Oh shit! She quickly pulled the jacket shut and made like it was a skirt or something. I told Mr. Redneck everything was fine, thanked him, and he went on down the road. The dipshit hadn't even noticed! We laughed so hard we cried!

I stripped off all my duds then, except for boots and jacket. I kicked my bike — nothing. No problem. I tried again — nothing! Let me tell you, having your

catching the road — what a rush!

I slowed down and turned into this big field. We parked dead in the center of a soybean field and finished what we had started. A cloudless night with no moon at all really topped it all off. Try it sometime — you'll love it!

(Thanks anyway, John, but I'll pass. Almost bought it myself that way many moonless nights ago. — Savage) ■

I told Mr. Redneck everything was fine, thanked him, and he went on down the road. The dipshit hadn't even noticed! We laughed so hard we cried!

laughed like hell at the idea, especially when I told the chick I wouldn't even get out of second gear. We partied late into the night, and I forgot all about it.

She and I were staying in the country, so when she reminded me of what I'd said earlier, I pulled over. Man, we were toasted! She took off all her clothes except for her boots and jacket.

That's when the redneck pulled over,

ass hanging out in the middle of the road with a dead sled is a hell of an experience!

A whole lot of kicking and 10 minutes later, we were in the wind. Man, it was fuckin' unreal. It was *really* fuckin' unreal when I caught fourth gear and looked up from munching on her fine tits to see us going off the road! We got sideways for about 20 feet or so before

Easyriders



"Come, come, Wendall — you can't possibly see a Harley in every one of these ink blots."

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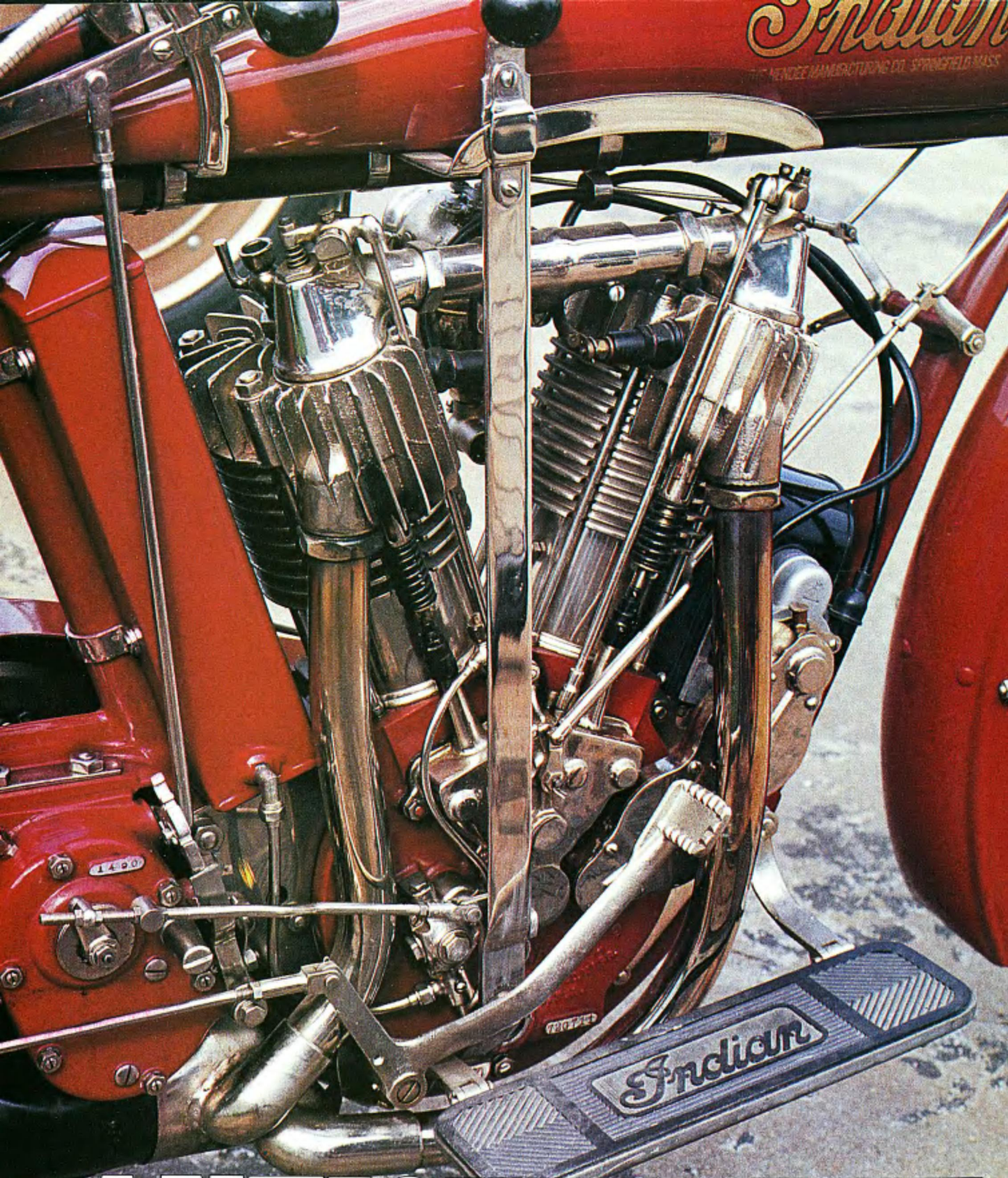


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ANTIQUE MEET

Annual Antique Motorcycle Club of America Gathering

A ratty old river town on the Mississippi, Davenport, Iowa, shines with enamel and chrome, the likes of which are not often seen there, on one summer weekend early every September. Yep, I was there once again for the Antique Motorcycle Club's annual bike show and swap meet. As it was my fifth year in attendance and their sixteenth in existence, I was anticipating another fine show and I wasn't disappointed.

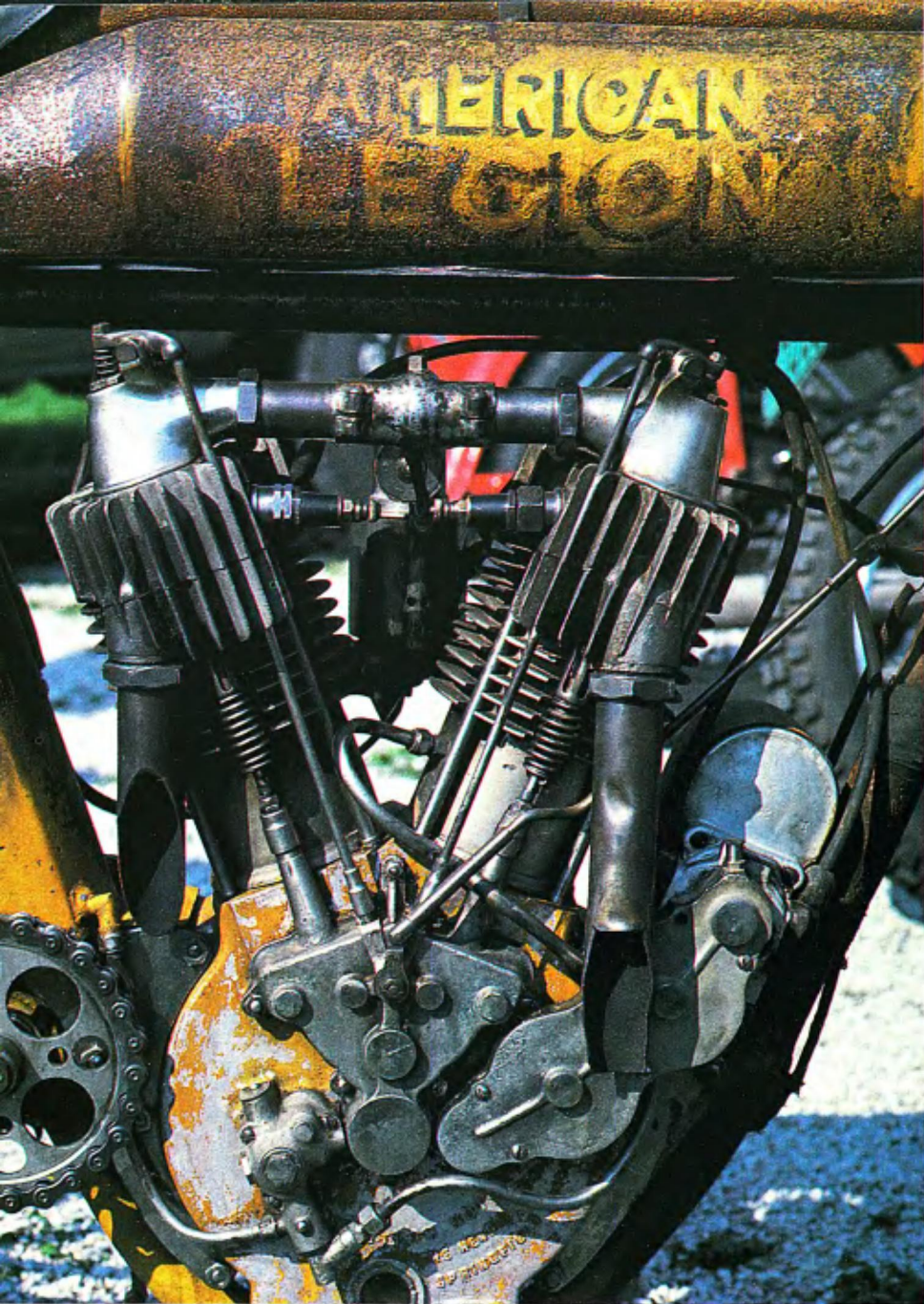
After work on Thursday, I went home

Some of the finest and rarest examples of early iron can be seen and heard here.

and packed a few camping essentials. Early Friday morning I heard the weatherman calling for 80 degrees. No surprise there, as the weather usually cooperates for the meet. On the road by 7:00 a.m., I made a short stop at a park 'n' ride to hook up with some friends, and we made the state line and breakfast by 9:00 a.m. A good meal, then back in the wind. Let the party begin!

Another 40 or so miles of tollway (those Illinois people have a lot of nerve, making you pay to drive on those shitty roads), then the fast lane was abandoned for some nice scenery along the Rock River. Beer started





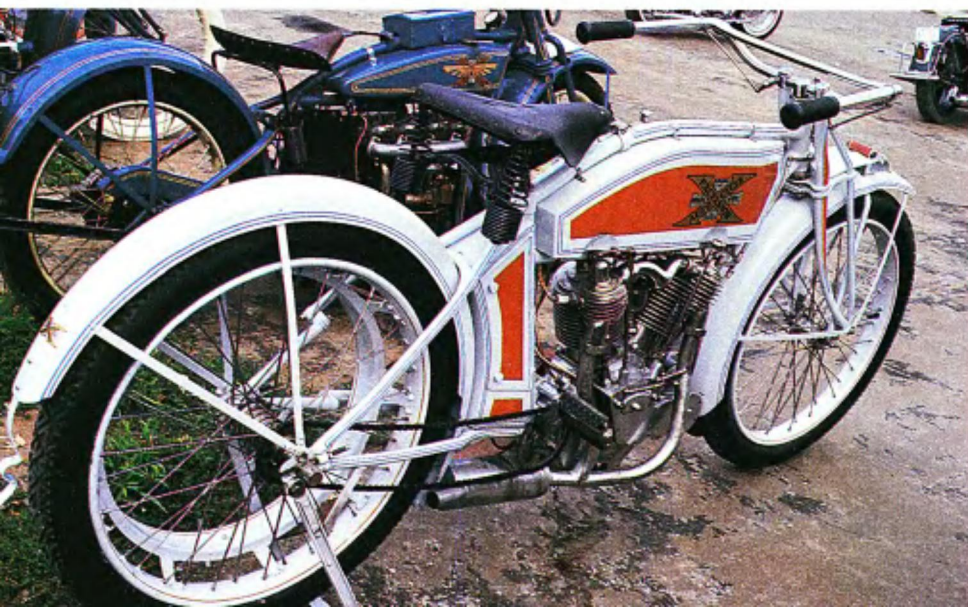
Photos by José



flowing and the sun came out and warmed things up to where T-shirts were enough. Leaving the Rock River, we caught another stretch of freeway that brought us into Davenport. We arrived at the park to find lots of people already there (you could've gone there on Wednesday and found people camped already).

The swap meet was doing business, and bikes were everywhere — bikes, in this case, being ancient iron. The Daimler replica was there; nearby was an '02 Indian. This was the Henderson meet (each meet has a theme bike), so there were Hendersons all over the place and still coming in. The variety of bikes that show up for this event is only one of the attractions. The men who rode these machines off the showroom floor and onto the street and track are a big part of the show for me. Top collectors and restorers in the country make this meet an annual stop on their schedules.

Some of the finest and rarest examples of early iron can be seen and



heard here. These machines not only look like they're in showroom condition — they run like it. If you're in the right place at the right time, you can see one of these antiques being fired up and ridden by the original owner. The '02 Indian was the oldest bike I spotted and it looked to be in original condition.

The track opened up Saturday morning for anyone with the urge to put his machine through some paces. Due to insurance regulations, only one bike was allowed on the track at a time, putting an end to the impromptu competition of earlier years. I heard a lot of grumbling from club members, though, so hopefully that won't be repeated next year.

While the track was being used, so was the lawn, by people wanting to put their machines to some use other than going in fast circles. Games were held for club members on stock machines only (no customs allowed). The slow race, figure eights, and number of kicks in a minute were some of the contests. Old Indians and Harleys competed along with some Whizzers and Cushman scooters (ever seen a slow race 'tween a full-dress Indian and a tiny Whizzer?)

Sunday morning found the old-timers and their machines on the city streets for a short ride before returning to the grounds for the judging. Because of criteria such as technical accuracy, uniqueness, and running condition, the winners of this competition really earn their awards. All too soon it was over, as good times usually are. Give these people another year, though, and no tellin' what they'll turn up. You can bet it'll be good — and you can bet I'll be there oohin' and aaahin' with the rest of 'em.

— José



A LEGEND

I had just completed 500 miles on a rigid, jamming across Colorado in the rain and cold. My ass felt like I'd been hit with 20 penicillin shots for a dose of something I'd rather not discuss when I finally dismounted my steaming V-twin in front of the first friendly appearin' joint in 200 miles.

As my tired ass got closer to the wood-plank porch of this wasted, Western beer bar, I noticed that the *Bikers Welcome* sign had some 50 or so buckshot holes plumb

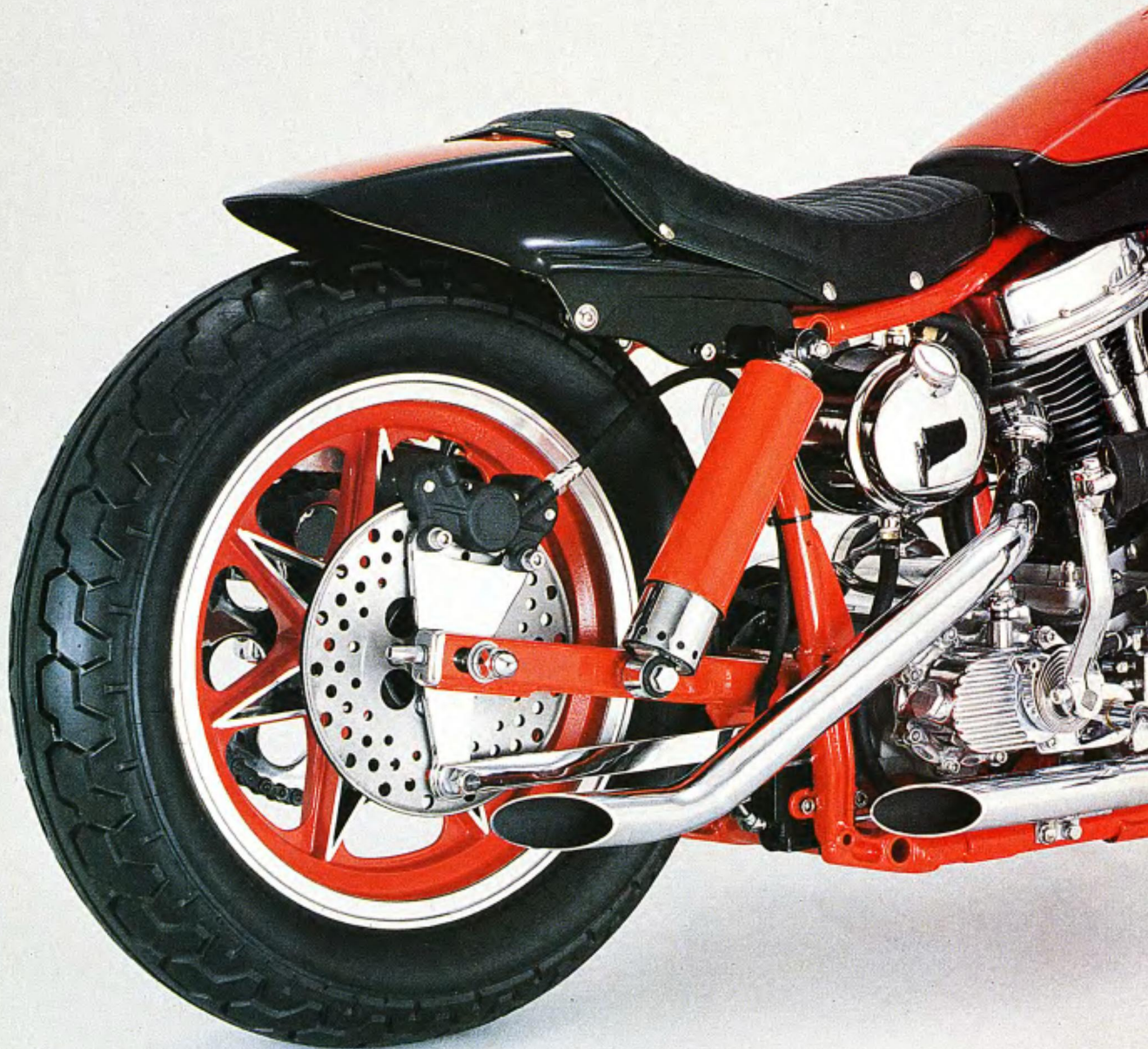
through it. It was swingin' on just one cuphook, looking like some sorta macabre screen, perhaps tryin' to convey a message.

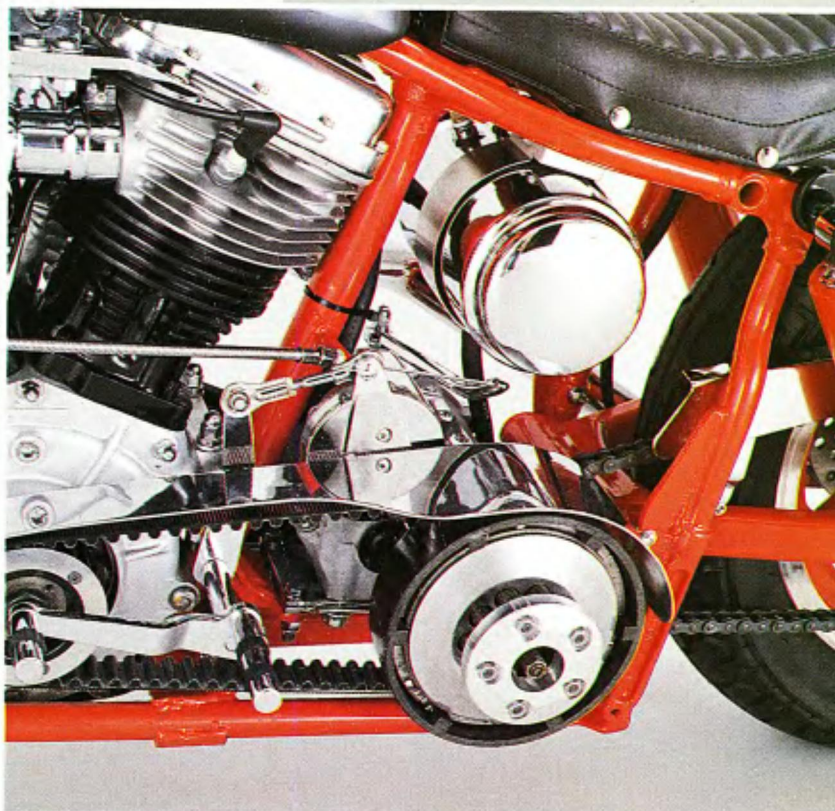
I ignored it, tired enough to pass a pile of cash on my way to bankruptcy court, and peered through the rain at this space-age panhead parked parallel to the gutter. I thought, *Who the fuck parked that?* My attention then focused on the partially flickerin' neon Bud sign in the window and then beyond to the potbellied stove inside, and the

important part — the raging fire inside it turning those cast-iron walls cherry red.

I unraveled five feet of scarf-turned-sponge from around my neck and proceeded through the decrepit saloon doors. There musta been nearly a century of spilled suds on the floor. Slappin' my mud-drenched nostrils, I gagged and grabbed for the bar.

The joint was empty except for an old woman who'd had her hair done 'bout the time the Edsel came



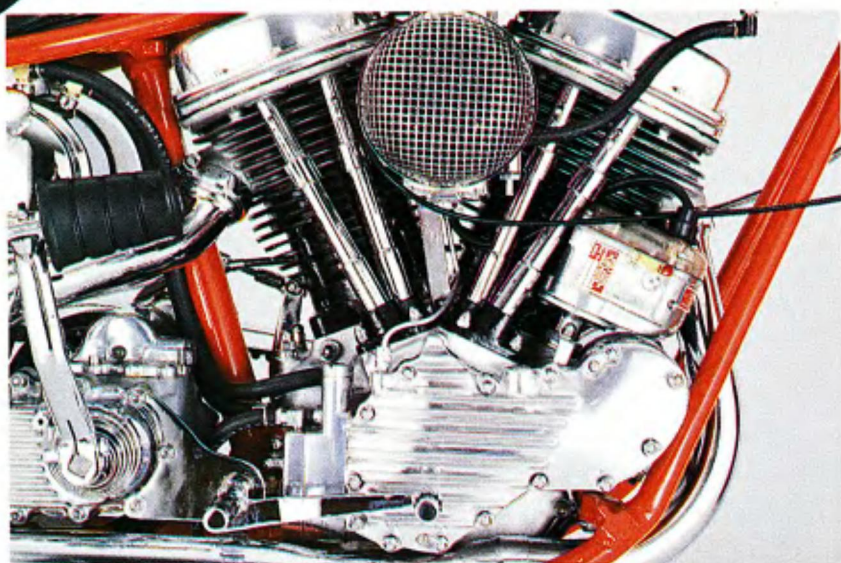


out. She smiled sans teeth, but it was sincere and the warmth was real. The only customer was the tramp who I assumed was attached to the scooter in the mud outside. He was bendin' Mrs. Edsel's ears so much she couldn't tear away to take my order.

I grabbed a handful of pretzels outta a Mason jar while I was waiting and noticed another putt try to stop outside, cross up, and go down. I went out to help. The rider wasn't hurt; neither was his ride. I pulled the scoot to the stand, and the rider got to his feet, thanked me, and we headed for the door. He was just about to shuck his rain suit when he spotted the tramp at the bar. He immediately spit on the floor and said, "Sonuva-bitch!" Puttin' his jacket back on, he turned to leave.

"Hey, man, I'll buy ya a drink," I said after him. I looked over my shoulder at the tramp still bendin' the bitch's ear. He didn't look big, mean, or anythin' — as a matter of fact, just sorta scruffy.

"No fuckin' way," the rider shouted at me, standin' in a veritable downpour, kicking his sled. It



started and he sat down in the puddle he called a solo seat. Buttonin' the last button on the neck of his collar, he raised one eyebrow, and I could see a tooth between his drenched mustache and beard. "That muthafucker's Hamster Mike," he said and dropped it into gear, throwing sludge all over the already mud-colored joint, and split.

Standing in front of the pot-bellied stove, I thought to myself, *What the fuck have I got myself into now?* I sat at the end of the bar, wondering if this bastard was bad or what, while his buckteeth were jammerin' away at the wavy-haired harlot.

Finally after what seemed long enough to build another scooter I figured, win or lose, I hadda have a



drink. "Hey, quit your jawing so's this pretty maid can get me a drink." I shoulda kept my trap shut, 'cause that's when I discovered the awful truth 'bout Hamster "The Mouth" Mike.

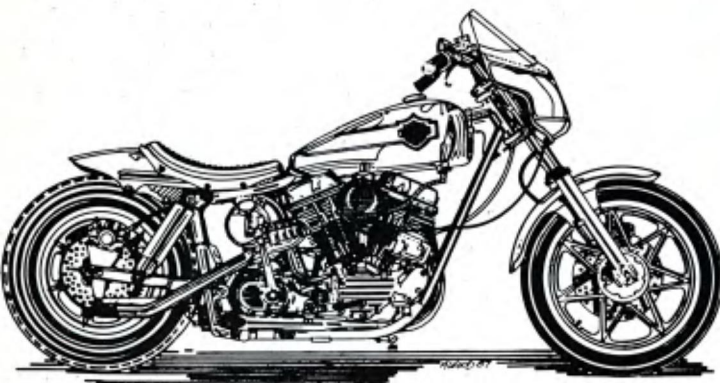
He turned and looked at me, and a glint sparkled from his buckteeth. A grin caught on and he hopped off the bar stool. About four and a half feet tall, he immediately outstretched a paw and hopped in my direction. The waitress, relieved, shoved a whole fifth of Jack and a shot glass in my direction and said, "It's on the house," making motions like she was gonna close the joint.

This Hamster character had me locked in the corner, gnawing on the table about everythin' from war stories to carburetors, timin' covers to tits. It seemed like weeks before I could tear myself loose and get back out into that sweet rain.

— April Fools' — Renegade



Photos by Michael Lichter



Owner: Ham Stirz		City: Habitail, Colorado	
General		Frame	
Fabrication by: Gary Hunt		Year: 1986	
Year and make: 1951 PHCR		Builder: GMA, Gary Hunt	
Model: panhead cafe racer		Type: swingarm	
Value: \$8,000		Rake: none	
Assembly by: Rick Pew		Stretch: 2 inches	
Time: 40 days, 40 nights		Other alterations: lowered	
Chroming by: T.J. Nielsen		Accessories	
Engine		Bars: 2-Wheelers	
Year: 1951		Risers: built in	
Model: FL		Fender(s): XR, XLCR	
Rebuilder: Don Hotop		Headlight: Gary Bang	
Ignition: Joe Hunt		Taillight: 2-Wheelers	
Displacement: 93 cubic inches		Speedo: Colorado State Patrol	
Lower end: S&S		Front pegs: Mr. Ness	
Balancing: Equipoise		Rear pegs: hang on	
Pistons: Gary Bang		Electrics: Frank's	
Cases: stock		Gas tank: XLCR	
Heads: 2-Wheelers		Oil tank: Gardner	
Cam(s): Andrews		Oil system: drips	
Lifters: S&S		Primary cover: Gary Hunt	
Carb(s): Rivera SU		Seat: Larry McDaniels	
Air cleaner: Rivera		sissy bar: where?	
Pipes: Gary Hunt		Height: n/a	
Muffler(s): pffft		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: narrow glide	
Year: 1959		Extension: 2 inches under	
Shifting: stomper		Builder: hardly dangerous	
Engine sprocket: 24		Special features: none	
Trans sprocket: 24		Wheels	
Wheel sprocket: 49		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: very little		Hub: Abe	Hub: Abe
Painter: Rick Pew		Rim width: thin	Rim width: fat
Color: Outasight Orange, Fast Black		Tire: Michelin	Tire: Michelin
Type: Deltron		Brake: H-D	Brake: Gardner
Special paint: Louie Allison			
Other special modifications: rifle fairing. Special thanks: 2-Wheelers, Gary Hunt, Gary Bang, and the Hamsters.			

Easynews

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

Expert's Statistics Debunk Helmet Use

On November 9 the Senate Transportation Committee met and heard testimony regarding AB-36, Assemblyman Floyd's proposed mandatory helmet law for California cyclists. Since 31 states have repealed the law since 1975, enacting another helmet law in a helmetless state seems absurd, except to Floyd.

Below are excerpts from the only opponent allowed to testify on November 9. Dr. John Goldstein was representing the AMA and a number of statistical studies he's published. This information came from Bipartisans Against Discriminatory Legislation (BADL) in California (415/278-8808).

... The problem is, the sta-

tistical method used is one of correlation analysis, and correlation in no way implies cause ... Correlation analysis has been used to imply causality and has created some misleading results. We can see this clearly with an example. If I tell you that we observe that the price of rum increases at the same time as Presbyterian ministers' salaries rise, do we conclude that Presbyterian ministers' salaries are rising and they are using the extra money to buy rum, and that's what's causing the price to go up? Clearly, this is not the case.

... we know that speed and alcohol kill and cause accidents, cause death and injury in motorcycle accidents. These

factors have not been controlled in most studies. Their effects have been erroneously assigned to the non-use of the helmet, and you get systematically biased estimates of motorcycle helmet effects.

... motorcycle helmets have no statistically significant effect on the probability of dying in a motorcycle accident situation.

... if we put a rider with a helmet and a rider without a helmet in exactly the same situation, same crash speeds and alcohol level, and the same probability of taking evasive action, they both have the same chance of surviving that accident.

... if you take an egg and shake it very hard, the yolk ulti-

mately breaks inside the egg. That's what happens to your brain, and I ultimately show that helmets exacerbate the severity of closed head injuries at past the critical impact speed of 10 miles per hour.

... We know that helmets absorb energy, but they have limitations. So you get an impact and the helmet absorbs the energy, but past the critical impact speed the helmet no longer absorbs the energy and sets in motion a head that now weighs 24 to 33 percent more and the forces, when the head is set in motion, all pivot on the neck, basically, and now you have momentum infringing on the neck.

—from BADL

Get Up an' Vote or Perish Forever

Previously in "Easynews" we mentioned that when the National Rifle Association votes as an organization, they win 95 percent of the time. That's staggering and impressive and effective — and if we do the same, our clout would become intensified. There are more than seven million registered motorcyclists in the country. We've already seen what the motorcycling population is capable of over the past 10 years. Now it's time to take that impact to the voting booth and elect substantially more freedom-minded, motorcycle-aware lawmakers and maybe an actual rider or two.

The American Motorcycle Association is mounting an all-out effort to get riders to the polls. All the House of Representatives seats, plus 34 Senate

posts, will be targets in the election. Add those to individual state legislators and local lawmakers facing the public in '88, and riders as a voting bloc become very significant. Look to your local bikers' rights group for guidance and information, or write your legislators and ask specific, pointed questions about restrictive laws and rider safety. Tell 'em the brothers want to know how they feel about these issues before we riders combine forces to make our stand at the ballot box.

This is particularly paramount in Oregon on May 17, when all of Oregon will vote for or against a helmet law for adult cyclists. The public will be divided, but if bikers stand together, the victory will go to freedom of choice. Riders in Oregon have until April 26,



1988, to register to vote.

Let's romp and stomp — and push for the notion that there remains in this country a wide

asphalt streak of freedom. Call the AMA for copies of their logo: (614) 891-2425.

Helmet Lawsuit Update

We are challenging Florida's helmet law in federal court and, as you know, the wheels of justice turn slowly, almost imperceptibly at times. Since our first victory last spring, when the U.S. Circuit Court of Appeals vacated the district court's decision, saying that the issue of the right to be let alone in private matters had not been properly decided, we are still waiting for new arguments to be called for. Our attorney has requested that this matter be considered ASAP, but we are still waiting. What we expect to happen is that the judge in the federal district court will call for new briefs focusing strictly on the Ninth Amendment. We have an excellent chance of winning.

Keep the faith, and keep those lawsuit donation jars out there. Even if we win, the state will probably appeal, and it's going to cost us some bucks. Donations have come in from all over, from brothers and sisters as far away as ABATE of Alaska. With hard work, determination, and some luck, this could be the case that ends mandatory helmet laws for good. For suit information, copies of legal briefs (\$10), etc., write to David Picou, Registered Agent, ABATE of Florida, 590 Wilsky Road, Land O' Lakes, FL 33539. Send donations to ABATE of Florida, Lawsuit Fund, 1102 Columbus Ave., Lehigh Acres, FL 33936.

— From ABATE of Florida

AMA Testifies at Pennsylvania Adult Helmet Repeal Hearings

Adult motorcyclists in Pennsylvania could soon be able to choose whether to wear helmets. A bill currently before the state's legislature would give adult riders over the age of 21 that choice.

During the week of September 21, the American Motorcycle Association joined ABATE of Pennsylvania and several other motorcycling organizations to present testimony before the Pennsylvania House Transportation Committee in favor of House Bill 813, sponsored by Rep. Michael Veon (D-Beaver Falls), which would allow freedom of choice in helmet use. The bill would make helmets mandatory only for those riders under 21.

Jim Bensberg, AMA legislative affairs specialist for government relations, told the committee that although it encourages all riders to wear helmets, the AMA believes it is an adult's right to choose whether to wear a helmet. He also explained the Association's position of encouraging voluntary helmet use while opposing mandatory law requirements as a "quick fix" approach to motorcycle safety, which have been proved ineffective.

If the bill passes, Pennsylvania would join 31 other states that have repealed adult mandatory helmet laws since 1975.

— from the AMA Action Newsletter

Vet Effort Stalled Unbelievable story of generosity and frustration

This is enough to have you crying and shoutin', "All right!" Back in the '40s Edward G. Gardner sat down with his wife and kids and said that, since he was a World War I Army and Navy wounded veteran who had always done whatever he could for vets, he wanted to make one final promise to the veterans of the good ol' USA before he kicked off. So he made his devoted wife promise to make available to veterans their 70-acre farm on prime land north of Syracuse in Brewerton, New York, after the kids had moved away.

The family promised, and in September 1951, while operating a combine in the field, Mr. Gardner had a heart attack and died. The family survived and managed the farm until recently, when the young'uns moved out. Then son Everett attempted to fulfill his father's wish with land just down the road from Oneida Shores, a couple of miles off the Route 81 exit, that is possibly worth three quarters of a million dollars.

Well, Everett called the Vietnam Vets organization in Utica — they never returned the call. He tried his U.S. Senator, Alfonse D'Amato — no luck. He

called the White House and got no response. He finally called the VA hospital, which sent representatives, then a letter with their regrets. Everett even put a sign in the front yard that a Vet Rehabilitation Center was coming and then received a letter from Malcolm B. Cambridge, the Cicero zoning officer. It was addressed to Everett's deceased father and stated that

the sign was illegal.

As usual, bikers rode to the rescue. The Gardner home has now been leased without rent, only upkeep, to the local Vietnam Veterans Motorcycle Club, and that is perfectly legal. The club plans to make the large farmhouse available to vets who need assistance, and they purchased a van to bring disabled vets out to picnics and

functions, sharing camaraderie with other veterans.

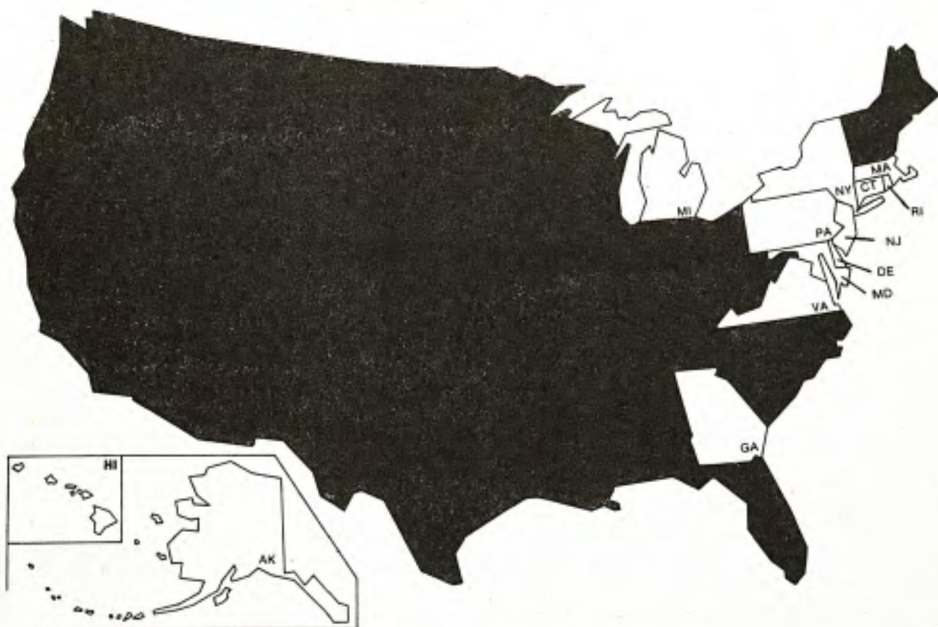
Of course, motorcyclists entering and leaving the Mud Mill Road property have caused some consternation on the part of the locals, and a new controversy has emerged. But we salute the Gardners for their generosity and have confidence that the veterans will prevail.



Mapping Out "65"

With the recent addition of Alabama, 37 states have raised speed limits to 65 mph on the rural sections of their interstate highways. Out of the 34,712 miles eligible for the 65 mph limit in the country, 28,069 are now open for the higher speed. That translates into 81 percent of rural interstate mileage now traveling at 65 mph.

To put in perspective how far we've come since April 2, when states were first allowed to pass the higher speed limits, the map below shows which states currently have the 65 mph speed limit. States in gray represent those with the higher speed.



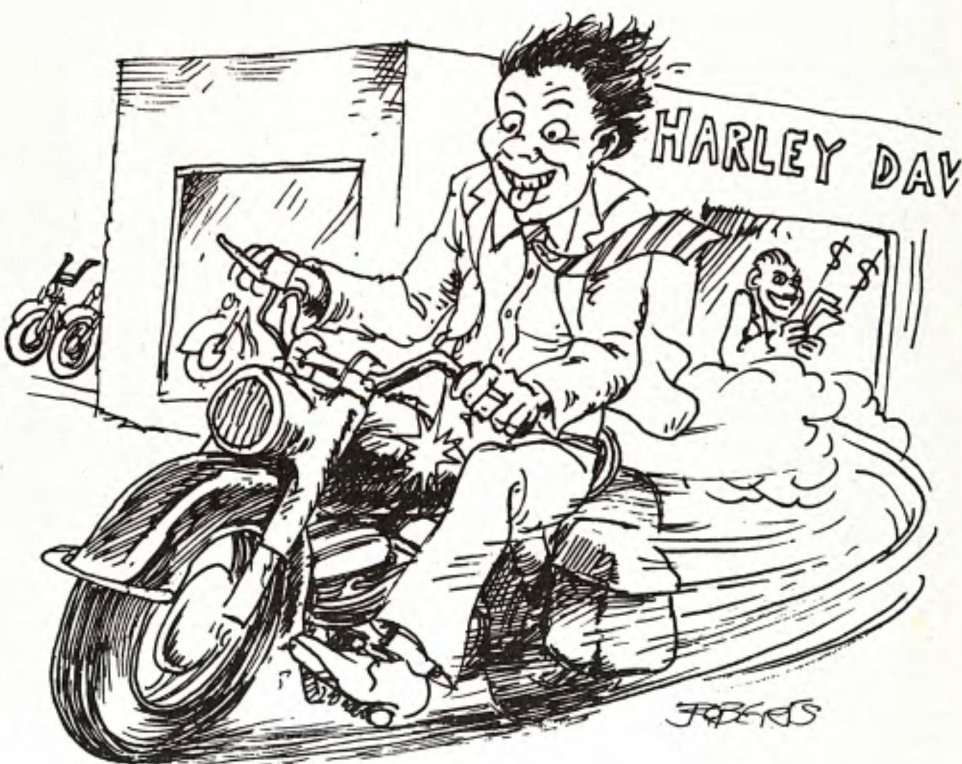
Short Strokes

It's gonna be short this month. A yuppie mag recently offered an assortment of status symbols for 1988, and one happens to be a Softail. The magazine mentioned that Mickey Rourke, Arnold Schwarzenegger, Priscilla Presley, James Caan, Sylvester Stallone, Mötley Crüe, Fleetwood Mac, and Liz Taylor are all puttin' V-twins.

I hate to be ignorant, but a bro in the joint wrote in with an idea to start an organization of prisoners. Sounds good to me, but could be trouble. Anyway, I know nothin'. Write to Daryle Weller #101462, Rt. 1, Turney Center, Only, TN 37140.

And here's a dude who produces bright yella bumper stickers boldly statin' *Motorcycles Are Everywhere — Check Twice*. Bob Dolron will send ya one free, along with his blurb about gettin' a local business to sponsor the printin' of a bunch to keep cages off your back. Just send R.L.D., Box 143, Somerville, MA 02145, a stamped, self-addressed envelope — and it's on its way.

Evel Knievel is in the news again. He's been supportin' Assemblyman Floyd's California helmet law, but the U.S. Justice Department also wants something from Evel — \$4.8



million in back taxes.

From the Church of Saugus, just north of Boston, 60 riders are going by the label "Mean and Clean" in an effort to educate youngsters on the evils of alcohol and drug abuse.

ABATE of Wisconsin reported that 38.7 percent of all serious injuries occur in the home, according to the Na-

tional Center for Health Statistics, and only 10.8 percent result from motor vehicle accidents. So ABATE recommended hard hats for family members, safety goggles for young mothers, making it a felony to cram more than 500 pounds of cosmetics in a medicine chest less than two inches deep, and prosecuting kids who

bring home pets with teeth. And there it is — there.

And finally, two rumors. The word's out that *Easy Rider II*, a sequel to the Fonda/Hopper movie, is in the mill. Also, the H-D factory is gonna resurrect the stock springer. We'll let ya get an eyeful of it on these pages around April. 'Nuff said.

Hells Angels Cut Taxes

In an unprecedented act of charity, the Hells Angels MC of Britain has helped cut a Windsor, England, woman's tax bill by £336 (about \$500).

According to Patricia McSorley, the presence of a motorcycle group clubhouse next door to her flat so offended her that she moved out of the residence she and her husband owned and moved into a £525 (\$834) rented apartment in another neighborhood.

Not only that, she claimed, but her neighbors' incom-

prehensible conduct (such as nude sunbathing in their backyard) made it impossible for her to rent her vacant home. Therefore, she concluded, the property, despite her and her husband paying £58,500 (\$76,635) for it three years ago, is "worthless," and she should not have to pay any taxes on it.

McSorley and her husband, a ship's radio operator who is away from home much of the time, own one side of a semi-detached two-family house and the club



owns the other side, having collected donations from chapters worldwide to be able to pay \$93,015 for it in 1986.

Despite praise from other neighbors who reported that

the bikers cheerfully greet visitors with offers of a cup of tea, a tax tribunal sided with McSorley and agreed to reduce her property taxes from £337 (\$535) to £1 (\$1.59).

What's Happenin'

Here's your guide to what's happenin' in your area during March and April. 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' MARCH AND APRIL

ARIZONA

SWAP MEET — March 27th in Tucson at Harley-Davidson of Tucson, 5205 E. 22nd St. Sponsored by Modified Motorcycle Association of Arizona, Division 1. For more info, call (602) 322-5511.

CANADA

MOOSE JAW'S TENTH ANNIVERSARY SWAP MEET AND ROCK-AND-ROLL PARTY — March 12th in Moose Jaw, Saskatchewan, at the Heritage Pavilion, Moose Jaw Exhibition grounds, 250 Thatcher Dr. East. For more info, call (306) 692-8130.

SEVENTH ANNUAL NATIONAL MOTORCYCLE SWAP MEET AND BIKE SHOW — March 26th and 27th in Ontario at the Toronto Fairgrounds, Coliseum Building at Exhibition Place. Canada's largest swap meet. For info, call (416) 699-1264.

FIFTH ANNUAL MOTORCYCLE SHOW AND SWAP MEET — April 30th and May 1st in Ontario at the Picton Arena in Picton. For more info, call Doc at (613) 478-3387 or Jeff at (613) 476-6552.

DELAWARE

SECOND ANNUAL POKER RUN — April 23rd in St. George. Sponsored by Vietnam Vets MC of Delaware. Registration from 11 a.m. to 1 p.m. at Commodore MacDonough School. Live music, trophies, T-shirts, food, soda, and beer afterwards. For more info, call "CW" at (302) 653-4437.

SWAP MEET — April 24th in Marshallton at the UAW Local 435 Union Hall. Sponsored by ABATE of Delaware, New Castle County Chapter, from 10 a.m. to 5 p.m. Live music, games, food, soda, and beer. For info or reservations, call Bobby Hall at (302) 731-4758.

FLORIDA

ABATE OF FLORIDA, DAYTONA BEACH CHAPTER STORE — February 28th through March 7th in Daytona at 801 Main Street, next to the Rat's Hole. ABATE campground info maps, souvenirs, swap meets, etc. For more info, write ABATE of Florida, Inc., Daytona Beach Chapter, Box 3483, Daytona Beach, FL 32018.

ILLINOIS

MOTORCYCLE SWAP MEET — March 13th in Chicago at McCormick Place West (Donnelly Building). Held at West Martin Luther King Drive and 23rd Street, just off I-55 and Lake Shore Drive. Over 350 12' x 12' vendor spaces. 115,000 square feet of cycle parts. Sponsored by J & P Cycles. For more info, call (319) 462-4844.

MISSOURI

SAINT PAT'S DAY RUN AND SPRING BASH — March 20th in St. Louis. Sponsored by Freedom of Road Riders, Local 17, with bike bash, beer, chili,

and prizes, starting at Doc's Harley-Davidson. For more info, write F.O.R.R., Box 10883, St. Louis, MO 63129.

ST. JOE'S SECOND ANNUAL ALL-AMERICAN MOTORCYCLE SHOW — April 15th, 16th, and 17th in St. Joseph at the St. Joseph Civic Arena. Food, beverages, beer, music, and more. For more info, call Melody at (816) 233-1237 or Marty at (816) 232-0808, or write St. Joseph Motorcycle Show, Box 1323, St. Joseph, MO 64502.

NEVADA

SIXTH ANNUAL RIVER RUN — April 9th in Laughlin. A Muscular Dystrophy Association fund-raiser sponsored by the Southern California Harley-Davidson Dealers Association. Entry forms are available at your participating Southern California Harley-Davidson dealers.

NEW JERSEY

SIXTH ANNUAL BIKER SWAP MEET AND GET-TOGETHER — April 10th in Wanamassa. Fun, games, and loads of parts and what-nots to get the bike in shape for the new season. Sponsored by Monmouth Shore Points MC. For info, call T-Bird at (201) 842-9283.

NEW YORK

SUPERIOR SWAP MEET AND BIKE SALE — March 26th and April 23rd in Huntington, Long Island. Exit 49N off Long Island Expressway, corner of Pinelawn Rd. and N. Service Rd. 11 a.m. to 6 p.m. \$6 admission and free T-shirts for the first 100 ladies. Largest selection of new and used parts and accessories. Vendor spaces are sold out. For info and flyer, call or write Swap Meet, 161 New York Ave., Halesite, NY 11743, (516) 421-1641.

TEXAS

SECOND ANNUAL BIGGEST SWAP MEET AND MOTORCYCLE RODEO — March 25th, 26th, and 27th in Corpus Christi, hosted by Gypsy MC International, Corpus Christi Chapter. Miss Harley-Davidson of Corpus Christi contest, free camping, live music, field and people events, beer, beer, and more. Everyone welcome. For more info, call Showman at (512) 998-2947.

MUSCULAR DYSTROPHY RIDE FOR LIFE AND SOUTHWEST REGIONAL HOT RALLY — April 9th and 10th in Killeen at Belton Lake. Free camping, motorcycle show, poker run, helicopter rides, and a concert Saturday night. Demo rides on '86 H-D models. For more info, call Ron at (817) 526-2440.

WASHINGTON

SWAP MEET — March 12th and 13th in Spokane Valley. Sponsored by the Spokane Chapter, ABATE of Washington, at Steelworkers Hall, 14015 E. Trent. For info, call Pat at (509) 226-0643.

WISCONSIN

GIANT SWAP MEET — March 27th in Green Bay, held at Riverside Ballroom. Northeastern Wisconsin's largest. For more info, write MWB Productions, Box 2702, Appleton, WI 54913.

MOTORCYCLE WEEKEND — April 9th and 10th in Union Grove at Great Lakes Dragway. Saturday, noon to 4 p.m.; Sunday, 10 a.m. to 5 p.m. For more info, write or call Broadway Bob Metzler, 5279 N. 55th St., Milwaukee, WI 53218, (414) 462-5520.

WYOMING

SEVENTH BIENNIAL SWAP MEET — March 12th and 13th in Gillette at Complex Central Pavilion Building. Sponsored by ABATE of Northeast Wyoming. For more info, call Chuck at (307) 686-0477.

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
Sedona Scooter 2962 West Highway 89A, Sedona

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 Ave., #1, Ventura
Bartel's Harley-Davidson 8910 Washington Blvd., Culver City
Hawg Nutz MC Necessities 619 E. Valley Pkwy., Escondido
Cycle Specialties 307 Maze Blvd., Modesto
R.A.M. Enterprises 1524 Camden Ave., Campbell
AAA 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., Yucca 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
Bead 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
Puff & Stuff of Livermore Smoke Shop 803 Rincon Avenue,
Livermore
Valley H-D 1220 W. Fremont Street, Stockton

CANADA

Phantom Ranch 6815 104th Street, Edmonton, Alberta
Rider Motorcycle Accessories Box 1245, 420 Island Hwy.,
Parksville, B.C.
COLORADO
Two Wheelers MC Shop 1433 W. 38th Ave., Denver
Howell's House of Harley 232 So. Federal Blvd., Denver
A Righteous Ride 2647 8th Ave., Greeley
Rocky Mountain HD 4204 S. Broadway, Englewood
Rolling Thunder Cycles 6015 Carta Circle, Sierra Vista

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, Williamantic

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Hog Heaven Cycle Acc. 7254 SW. 40th St. (Bird Rd.),
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Blue Ribbon Cycles 2137 Dixie Ave., Smyrna
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Windward Motorcycles 1051 E. Keolu Dr. Suite 102, Kailua

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Oak Lawn H-D Sales 9030 S. Cicero Ave., Oak Lawn
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Naperville HD 25 W. 165 Ogden Ave., Naperville

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Brandt's H-D, Inc. 1617 S. Wabash St., Wabash
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"Zook's" H-D 105 E. Euclid, Des Moines
Cyclepedia Corp. 1824 Dean Ave., Des Moines

KANSAS

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Hog Barn Custom Cycle 118 E. 10th St., Great Bend
Rebels M/C Parts 1511 Central Avenue, Kansas City
Hanks Cycle Shed Rt. 3, Box 209, St. George
International Cycle Parts & Service 1315 State Avenue,
Kansas City

KENTUCKY

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

LOUISIANA

Jr.'s Cycle Shop 458 N. Stanford, Sulphur
J & B M/C Repair 3511 White Ferry Road, West Monroe

MARYLAND

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Ezekiel's Wheel Boutique 1841 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard Lane, Elkridge
H-D of Annapolis 1929 Lincoln Dr., Annapolis
Milwaukee Ghost 2037 Hollins Ferry Rd., Baltimore
Flying Eagle Bike Boutique 1124 S. Main St., Hampstead
Ezekiel's Wheel Boutique 5112 Belair Road, Baltimore
Crazy Car's Hog Service 8258 Rt. 3 Northbound Lane,
Millersville

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Capitol H-D 536 E. Grand River Ave., Lansing
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Hooterville Parts & Accessories 11677 Pentecost Hwy.,
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American M/C Supply Rt. 3 Box 396 S. Hwy. 65, Cambridge

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County MC Parts 7348 North Lindbergh, Hazelwood
Pappy's Cycle 600 W. College, Springfield
Sparrow Cycle Repair 2003 N. Third Street, St. Charles

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Show Bike Performance Center 1786 N. Nellis Blvd.,
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Atlantic County Harley 1966 Blackhorse Pike, Atlantic City
Millville H-D 1131 S. Second Street, Millville

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Durham Harley-Davidson 819 N. Miami Blvd., Durham
Snake's Hawg Shop Hwy. 55 West, Mt. Olive
Carolina H-D 1940 W. Franklin Ave., Gastonia
Cyclone Cycle Parts Box 9, 104 N. Central Ave., Landis
Dillard's Motorcycle Shop 510 Boston Avenue, Kannapolis
Caveman Cycle Supply Old 107, Cullowhee
Webb Harley-Davidson Ocean Highway 17, Wilmington
H-D of Goldsboro 1208 N. Berkeley Blvd., Goldsboro
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Spirit Harley-Davidson 1023 William Flynn Hwy., Glenshaw
Schock's Inc. RD. 2/Rt. 33, Stroudsburg
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Montgomery County HD 1217-19 South Trooper Road,
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Country's H-D Inc. 1093 Albright Rd., Rock Creek
Motorcycles 244 E. Main St., Kingsport
R&R Cycles Rt. 6 Box 622, Aiken
J&R's Leather U.S.A. Box 1072, B.U.S. Hwy. 17, Murrells Inlet
H&D Cycle 117 Webb Street, Simpsonville

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Pappy's Custom Motorcycles 244 E. Main Street, Kingsport
Dillon's 1324 N. Broadway, Knoxville
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I.E.S. Cycle 16927 I. H. 35 North, Round Rock
Lone Star H-D 1801 W. Erwin Street, Tyler
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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.

Easyriders



"Oooh, there's Daddy! He still treats me like a little girl! After all, I'm almost fifteen!"

Then there was the bro who made his fortune sellin' cough medicine made out of Ex-Lax. It wouldn't do much for your cold, but you'd be afraid to cough.

—Chain
Tucson, Ariz.

Didja hear about the two Polacks who went to the drive-in? They didn't like the movie, so they ripped hell outta the seats.

—Kevin Mitchell
Pittsfield, Mass.

Easyriders



"It's all right... he's a lip reader!"

A computer able to converse with a person on his own intelligence level was recently on display at the Smithsonian Institute. The first person to try it out punched his name into the computer, and the screen lit up with: "Hi, how are you? What's your IQ?"

The man entered "210" on the keyboard, and the computer started a conversation on aerospace technology, geometric variables, and so on.

The next man in line was similarly greeted by the computer and was asked to enter his IQ, which he did, keying in "250." Immediately the computer began a long discourse on nuclear fission, splitting atoms, and so on.

The third guy in line went through the same routine, and when asked for his IQ, he replied, "14."

After a long pause, the computer's screen lit up with: "Well, how's your Ninja running?"

—Blockhead
Republic, Mo.

The professor of a sex education course inquired of his students, "How many ways are there to make love? Raise your hands, and I'll call on you."

The prof called on one student who had his hand up, and the student replied, "I know of seven ways to have sex." In the meantime, at the back of the classroom, a biker was frantically waving his arm and whispering, "There's 31 ways, 31!"

Ignoring the biker, the professor called on another student, who replied, "Well, I only know of one way."

"One? And which way is that?" asked the professor, steadfastly trying not to look at the bro in the back, who was now flailing away, repeating, "There's 31 ways, 31!"

"The only way I know," continued the second student, "is where the man's on top and the woman's underneath."

Hearing this, the biker jumped up and yelled, "32! 32!!"

—J.L.
From the Walls

Easyriders



"I presume that 'Awright, whatdafuck' shall be understood as 'I do.'"

A good woman is like a clothespin: squeeze her top, an' her legs fly wide apart.

—Hitler
Comstock, N.Y.

Twenty-eight Iranian bathing beauties standin' around a swimmin' pool: Bay of Pigs.

—Frank the Tank
Buffalo, N.Y.

Easyriders



"...and so, to someone who realizes the importance of a good blowjob..."

When the usher noticed a man stretched across three seats in the movie theater, he walked over and whispered, "Sorry, sir, but you're allowed only one seat." The man moaned but didn't budge.

"Sir," the usher said more loudly, "if you don't move, I'll have to call the manager." The man moaned again, but stayed where he was. The usher left and returned with the manager, who, after several attempts at dislodging the fellow, called the police.

The cop looked at the reclining man and said, "All right, what's your name, joker?"

"Joe," he mumbled.

"And where're you from, Joe?"

"The balcony."

—Lobo
USA

The biker's ol' lady decided one day that they needed a new car, so she went out and bought a new Country Squire station wagon, complete with wood paneling on the sides and all the options she could get.

She proudly drove it home and showed it to her ol' man, who took one look at the cage, slowly walked over to it, and proceeded to rip all the wood paneling off its sides.

He then stepped back, looked again at the station wagon and the pile of wood paneling, and said, "Ya know, I think it looked better in the crate."

—Jimi
Alameda, Calif.

At an airline ticket counter, a biker was buying air fare for himself and his son. The biker told the agent that his son was two years old.

The agent looked at the boy suspiciously and asked him, "Son, do you know what happens to little boys who lie?"

"Sure," the rugrat piped up. "They get to fly at half-price."

—Reefer
Angola, La.



"It has to be Republican, Democrat, or Independent, sir. Fuck-'em-all isn't listed."



Blood, sweat, and tears: yer ol' lady standin' in front of a Kotex machine with a bent quarter.

—Woody
Olivia, Minn.

Q: What's crisp, black, and hangs from the chandelier?
A: A Polish electrician.

—Sarge Z.O.W.
Helmuth, N.Y.



"I had some paint left over, an' I remembered you wanted the kitchen painted. I hope you like blue metalflake."

A drunken bro was complainin' to his best friend that his ol' lady always closed her eyes while he was pluggin' her.

"Ain't it the truth," his buddy said. "Damned chicks just can't stand to see us havin' a good time."

—Thomas Oetzel
Philadelphia, Pa.

There once was a lady named Alice, Who used a dynamite stick for a phallus.

They found her vagina in North Carolina And parts of her ass in Dallas.

—Gary
Locked Down

The old man had lived all his life in a little house on the Vermont side of the New Hampshire-Vermont border. One day, the surveyors came to inform him that they had just discovered that he lived in New Hampshire, not Vermont.

"Thank heavens!" was his reply. "I didn't think I could take another one of those fuckin' Vermont winters."

—Greg LeMay
Up North

Didja hear about the ugly chick who had only two chances to get pregnant? She blew both of them.

—J. Hart
Bloomsburg, Pa.



"Last pill I got off you put me in the nut house fer six months. . .uh. . .y'got any more of that stuff?"

A New York retail clerk was suffering from aching feet. "It's all those years of standing," his doctor said. "You need a vacation. Go to Miami, soak your feet in the ocean, and you'll feel better."

When the man got to Florida, he went into a hardware store, bought two large buckets, and headed for the beach. "How much for two buckets of that seawater?" he asked the lifeguard.

"A dollar a bucket," the fellow replied with a straight face. The clerk paid him, filled his buckets, went to his hotel room, and soaked his feet. They felt so much better, he decided to repeat the treatment that afternoon.

Back at the beach, he again handed the lifeguard two dollars. The young man took the money and said, "Help yourself."

The clerk started for the water, then stopped in amazement. The tide was out. "Wow," he said, turning to the lifeguard. "Some business you got here!"

—Wolf
Waupun, Wis.

A newly-hired female social worker interviewed an aging hooker and asked the old whore if she had any regrets about the life she led.

"I sure as hell do!" said the old hooker. "Most nights I take 10 or 12 drunken men from filthy, waterfront dives to my sleazy room in the cockroach-infested attic of the fleabag boarding house I live in."

"My, that's terrible!" "It sure is, honey. Those damn stairs are killing me!"

—Roger Sadauskas
Inglewood, Calif.



"Boob job? What boob job?"

Susie

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HARLEY-DAVIDSON MOTOR COMPANY
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HUM OF WHEELS SPINS ROMANCE

History of H-D

Nowhere in the world of romance can there be found a more fascinating tale than that which tells of the beginnings and the subsequent phenomenal growth of the Harley-Davidson Motor Co., Milwaukee. The chronicle, set in the hard, unromantic world of modern industry, is more absorbing than any narrative of the golden days of chivalry of bold knights or heroic deeds. It is more inspiring to Young America than the hero worship of the most notable figures in history. This, our country, is indeed the land of opportunity—the history of the Harley-Davidson company proves that; only ambition, enterprise, and perseverance are needed for any young man to accomplish what the Harley-Davidson young men have accomplished.

Not only is there to be observed here a rich harvest for honest effort—a working out of the rule of compensations—but there is brought home to everyone who reads this history a truth of far-reaching significance. There is rampant today a blighting cynicism among the youth of this land which manifests itself in a dangerous “Oh, what’s the use?” attitude, which makes many able young men endowed with brain and muscle to feel that they have no chance in the face of wealth and power.

Reason for Hopefulness

No pessimism can stand in face of such a record as this. There never was greater reason for optimism than now. Times were never better; compared with our period, the so-called “good old days” is a misnomer. We are better off in a thousand ways than our grandfathers were. There is greater equality of opportunity. Every young man has the world before him; he can make of his life just what he chooses.

Our daily existence is richer than it ever was for those before us. Shakespeare writes of the wonders of everyday things; there are “tongues in trees,” he says, “books in the running

brooks, sermons in stones and good in everything.” He was right. And if he were writing today, he would find in the rise of a prosaic motorcycle factory the material for one of his most poetical passages.

But Shakespeare is dead these several hundred years, so it is a much humbler draftsman who types this story. Yet the writer feels that he can appreciate the achievements of those associated in this enterprise, for he worked for a time shoulder to shoulder with William S. Harley, a member of

*Three more excited young men
could not be found anywhere
than the Davidson brothers
and Harley on the day that the
motorcycle was completed.*

the big concern, as a fellow waiter in a college boardinghouse in Madison, Wisconsin, some years ago. One of those two waiters became a newspaper reporter and the other secretary-treasurer and chief engineer of the Harley-Davidson Motor Co.

Were Schoolboy Friends

The Harley-Davidson motorcycle has its beginnings in the schoolboy friendship between “Bill” Harley and Arthur Davidson, who lived next door to one another in Milwaukee. They were chums. That was in 1901. The boys were working together in the same machine shop. The former was “almost” a draughtsman (“almost” being here quoted advisedly, for Mr. Davidson is still a patternmaker’s apprentice).

Their first lesson in motorcycle making came from a German draughtsman who had learned something of it in Europe. He knew something of the De Dion type of gasoline motor as adapted to the construction of the new vehicle. He did not remain long in the machine shop in which young Harley and Davidson were

employed, moving on to what he considered a better position with another concern; but he remained long enough to plant the seed that grew into a new industry for Milwaukee.

Small Shed at First

The first home of the company was a shed 10 by 15 feet and a story high, back of the Davidson home, at Thirty-eighth Street and what is now Highland Boulevard. It was built in 1903. During the preceding two years, a machine shop on the North side was used by the boys (they were barely 22) for their work. The patterns for the first motorcycle were made by Arthur Davidson in accordance with the designs of young Harley, which grew out of the conferences with the German draughtsman.

At this point the two appealed to Walter Davidson, three years older than his brother Arthur, for help; being employed as a machinist, he could work on the motorcycle only during his odd moments. But he succeeded in building the whole machine, including the motor, in the machine shop of a friend.

For the benefit of those interested in the mechanical side of this task it may be here set down that the first motor had a bore of 2½ inches and a stroke of 2½ inches, the flywheel being 5 inches in diameter, and the whole designed for use in an ordinary bicycle frame.

“Launch” First Machine

Three more excited young men could not be found anywhere than the Davidson brothers and Harley on the day that the motorcycle was completed. To them the trial day was as momentous as the day of the launching of a new battleship.

“You should have seen the spark plugs—as big as an ordinary doorknob,” said Harley. “And they cost us \$3 each, notwithstanding that they were obtained for us at the wholesale rate. I have had a good many laughs since whenever I think of those doorknob spark plugs.”

HUM OF WHEELS SPINS ROMANCE

For carburetors, mixing valves were used. Four sets of castings were made from the first patterns. But the young mechanics were not satisfied with the results; they blamed the carburetor, and that winter they made three different kinds of mixing valves—without getting what they wanted. Before spring came, they decided that the proportions of the motor were wrong. Again they set to work, with the result that in 1902 they turned out what was in fact the first real Harley-Davidson motor. It had a bore of 3 inches, a stroke of 3½ inches, and developed about 3 horsepower. The flywheel was 11½ inches in diameter. In addition to this, it had side pocket valves and radiating flanges 1 inch deep.

Abandon Diamond Frame

They discovered now that the regular diamond frame of the "safety" was not the correct design for the motorcycle, so they worked out the loop frame, and that they made no mistake in this is shown by the fact that the latter is in general use today, the only important modification being the addition of another top bar.

Will Harley's decision to go to the University of Wisconsin to study engineering—and his stay there for four years during which he worked his way through the course—make no break whatever in the continuity of this story. He kept in touch with his partners. While at the engineering college, he specialized in internal combustion engines, obtaining a technical knowledge that has proved of great value in the development of the motorcycle.

A second-hand gas engine of four horsepower provided the power for the 10' by 15' factory. A lathe was installed, then a drill press. The first order came immediately after the first motorcycle was completed and tested, and the business has been growing ever since. During odd times, three machines were built that year—mostly at night, for Walter Davidson continued at his trade

of machinist, and Arthur stuck to patternmaking.

Marine Expert Helps

With the help of Ole Evinrude, who was in the marine engine business, they overcame their difficulties with the carburetor, in large measure, and at the beginning of 1904 they were ready to go ahead with a much improved machine, three more being built that year.

In 1905 the original plant of 10' by 15' doubled in size by the addition of a wing of the same area, making the ground dimensions of the plant 10' by 30'. That year seven motorcycles were built. Patternmaking had slackened in the fall, and Arthur made a new set of patterns, with many little improvements. The bore of the cylinders was increased from 3 to 3½ inches. The stroke of 3½ inches, adopted two years before, was retained. Three and a quarter horsepower was developed.

Now the business continued to increase by leaps and bounds. In 1906 a new plant was built, and Walter Davidson had five assistants to help him. Fifty machines were turned out that year. Arthur gave up his job as patternmaker and devoted himself to the selling end of the business at this time.



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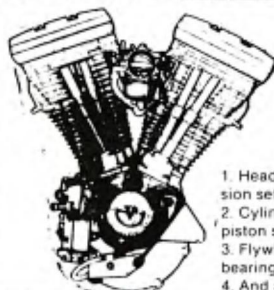
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Rebuilt Rod Sets —
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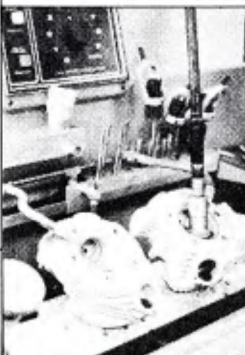
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1. Heads: new valves, guides, glass-beaded, valve job, spring tension set.
2. Cylinders: beaded, baked in oven, then painted and bored, new piston set with rings.
3. Flywheels: rebuilt rod set, balanced and trued, new pinion shaft bearing, new sprocket bearings.
4. And a complete gasket set.

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Two weeks after Mr. Becker was hired, S. Lacy Crolus, now widely known as advertising manager, was hired also—as a drill press hand. Crolus had been out of school a year and, having worked in an office, decided he needed less confining work. He bought a motorcycle—a Harley-Davidson—to take him out into the open air, and the task of selecting a machine took him to the plant; the job at the drill press followed. It proved the first rung on the ladder for him.

Older Brother Comes In

"Bill," the oldest of the Davidson brothers, entered the motorcycle establishment that same year, leaving the position of toolmaker in the West Milwaukee shops of the Milwaukee road. The plant—factory and office—was manned by a force of 17 now. That fall the third factory was built. A stock company was organized and shares were bought by workers in the plant, the money being used for the new building. But by the middle of 1908—410 motorcycles were built that year—this had, in turn been outgrown, and a brick addition, 40' by 60', was erected, an up-to-date fireproof structure.

The 1909 output was 1,100 machines. During the spring a one-story addition was put up to house the

company's first installment of big automatic machinery. Orders began pouring in faster than they could be filled. Every bit of space was utilized in an effort to catch up on the back orders, even the little 10' by 15' factory being pressed into commission again.

Packing and crating was done on the sidewalk and the roadway for lack of room elsewhere, and a one-story building about 112' by 90' was erected, in which to make the frames, including brazing, and to house the receiving and shipping activities. Six months later it was razed to the ground to make way for the five-story concrete building that came next.

Hardly had this been started when it had to be added to. The 1910 delivery of the company was more than 3,100 machines, which was doubled the following year, more than 6,000 machines being turned out in 1911. The plant that year had 80,550 square feet of floor space, not including the 150 square feet, the area of the little shed on the hill—the 10' by 15' factory which was the concern's first home. All the 1910 machines were "singles"; 700 of the 6,000 made the following year were "doubles."

More building in 1912, the total floor space reaching 170,550 square feet.

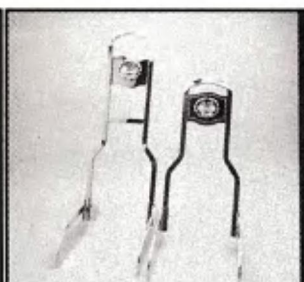
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HUM OF WHEELS SPINS ROMANCE

The output was 9,600 machines. In 1913 it was 17,000, mostly twin-cylinder motorcycles. Ten years before, it was three motorcycles.

Table Shows Growth

How the number of employees grew with the floor area of the plant is shown in the following table:

Season	Area	Employees
1907-8	2,380	23
1908-9	4,760	35
1909-10	9,520	149
1910-11	22,000	350
1911-12	80,550	481
1912-13	187,750	1,076
		March 2
1913-14	297,110	1,574

During that first year, when three machines were made, each required four months in the making. The 1914 output was 20,000, one complete motorcycle every 5½ minutes, the output being valued at nearly \$6,000,000.

These men have built for the future, as is shown, for instance, by the 56 expensive automatic screw machines, which turn out all sorts of odd-shaped parts night and day in the old Pawling & Harnischfeger plant, Clinton and Oregon streets. They are worth a fortune.

Furthermore, nearly a quarter million is tied up in "jigs"—which are steel patterns of various sorts that direct the automatic drills and grinders and other machines to cut and bore in identically the same places every part that is fed into them, providing absolute uniformity, and meeting the cry for standardization.

Every One Different

Every Swiss watch, being handmade, is different from every other Swiss watch, and when one part is worn out, it can be replaced only by the long and tedious process of manufacturing another part—by hand.

If a part on a Harley-Davidson machine must ever be replaced, it can be replaced in an instant. The "jigs" make this possible; they have been devised and made by the company, and represent one of its "big" ideas.

The importance of this becomes additionally obvious when it is noted that the output includes five models of motorcycles, one model of motorcycle truck, and one model of sidecar, a vehicle which can be attached to a motorcycle in five minutes to carry an extra passenger and, even two passengers if one of them is a child, economically and comfortably.

All the world acknowledges the soundness of the Harley-Davidson "idea." The chug of its motorcycles is heard in far-off Australia, in South Africa, to say nothing of the wild and rocky Andes in South America, as well as the more civilized districts of the northern hemisphere and of Europe.

Nine departments of the United States government pay tribute to the three young men who nursed their confidence in their ability in that little 10' by 15' shop; there being some 4,800 Harley-Davidson motorcycles in the rural mail service alone.

Cycles Widely Used

Commercial enterprises without number use both the motorcycles and the motorcycle trucks that come now from the huge plant which has since replaced the little shed on the hill, while the police departments of many cities mount their speed officers on Harley-Davidson motorcycles.

It is said that the first Harley-Davidsons, built 12 years ago, are still in commission, one of them having been run more than 100,000 miles without a single replacement of any motor parts.

The enthusiasm of these men has not left them. Walter Davidson is back of the machine with his whole soul as he was in the early days when he drummed up business by riding the new power bicycle at fairs and otherwise advertised the new motorcycle, which has since recommended itself to thousands and tens of thousands by its utilitarian and recreational possibilities.

Unspoiled by Success

Nor have Mr. Harley or the Davidson brothers been spoiled by their success—and here they may well be another example to the young man of today. They want nobody to think they are wonders, and they disclaim anything but average capacity for mental and physical effort. You see them about the plant in blue flannel shirts. They meet their employees on an equal footing, remembering the days, not so far distant, when they themselves were "at the bench."

April Fools; reprinted from the Milwaukee Journal in 1913 — this article was sent to Ed Judd in 1933, and Ed sent it to Easyriders in 1982. ■

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IN THE WIND



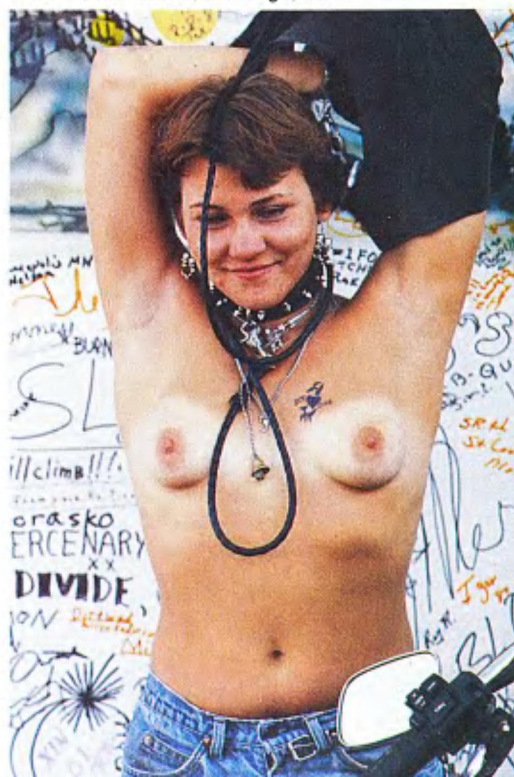
—from Debbie Swartzfager, Grove City, Pa.

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 Micky, Plant City, Fla.



—from Blair Smith, St. Onge, S.D.



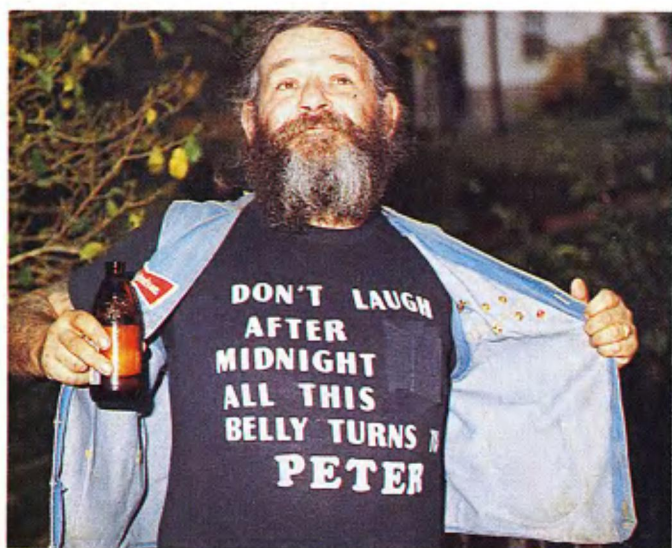


—from Pac Rat Rogers, San Clemente, Calif.

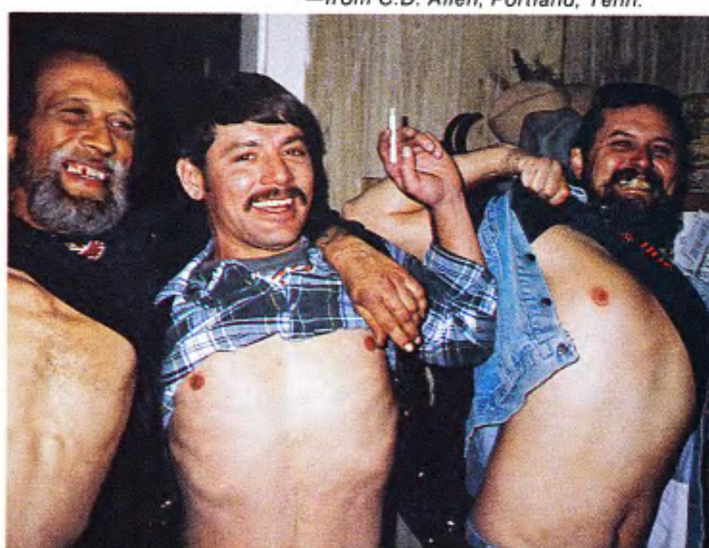


—from Jane Shrader, Mankato, Minn.

—from C.D. Allen, Portland, Tenn.

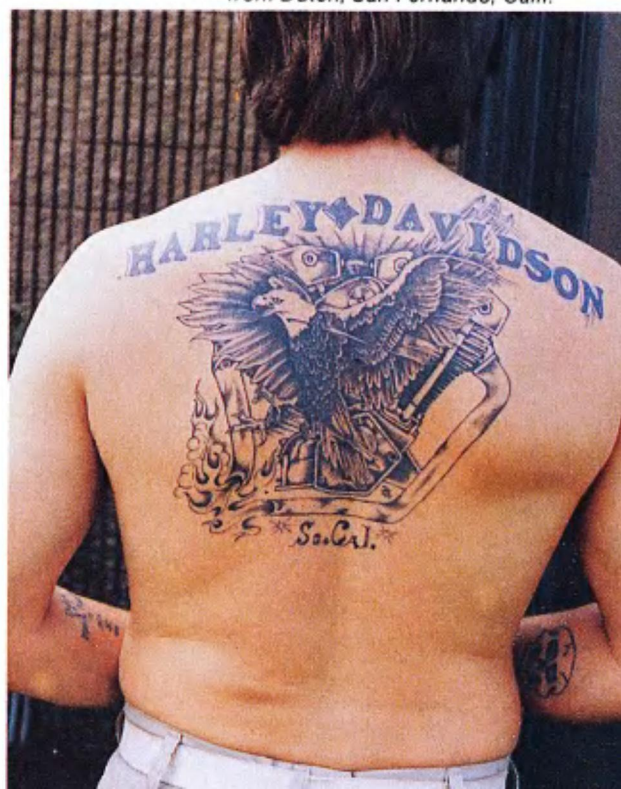
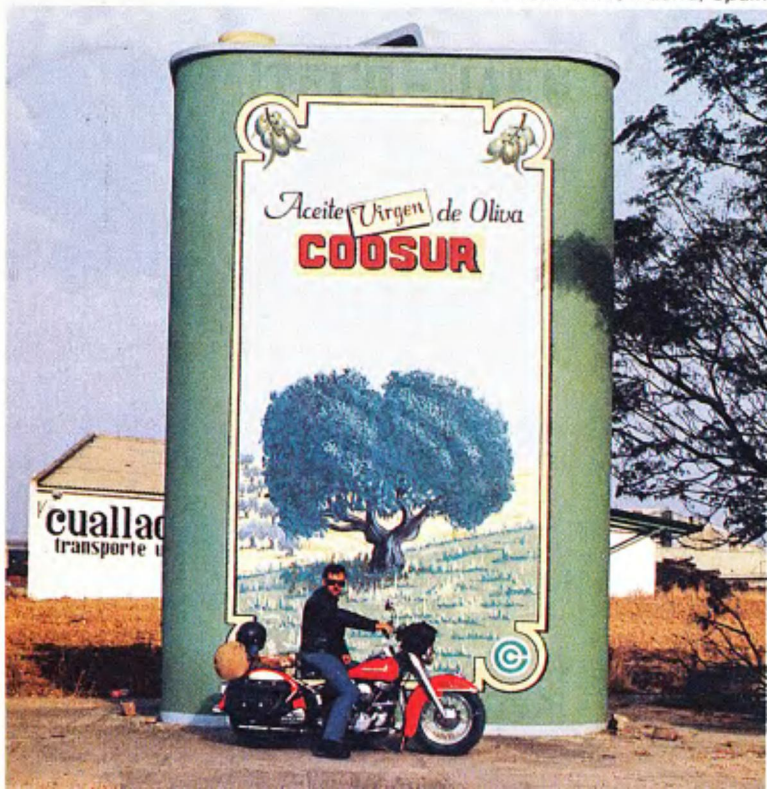


—from Jimbo Cottone, Woodlawn, Tenn.



—from Grizz, Madrid, Spain

—from Dutch, San Fernando, Calif.





—from Jennifer Cruz, Fox Lake, Ill.

—from Kid Lewis, Erie, Mich.



—from Tom Robertson, Norwood, Pa.



—from Porno Al, Quartz Hill, Calif.

—from Debbie Dittmer, Englewood, Fla.





— from Tony Shipp, Billings, Mont.

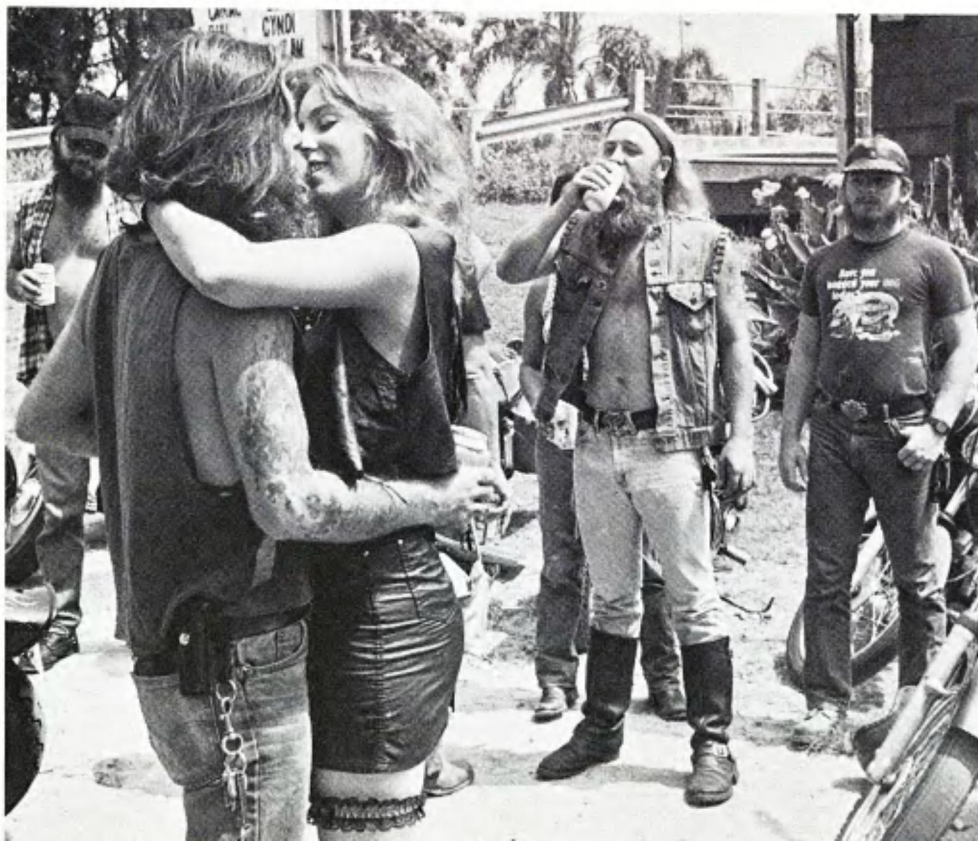
— from Wino Joe, USA



— from Cheryl Senter, Derry, N.H.



— from John Fitzhugh, Winter Haven, Fla.



— from Donnetta Launer, Laingsburg, Mich.





— from Mickey John, Dallas, Tex.

— from James Kemp, Baltimore, Md.



— from George Hays, Manhattan, Mont.

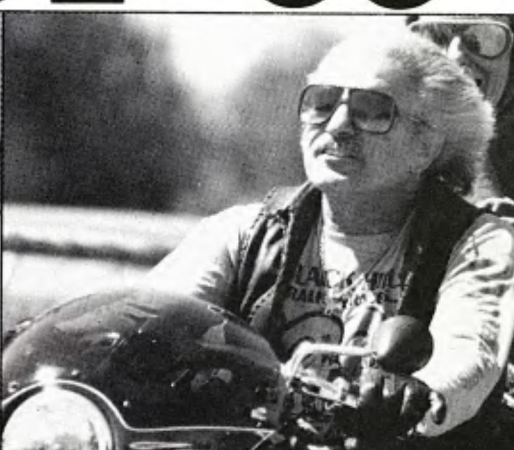


— from John Lewis, Flint, Mich.



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FOXY RIDERS



Louise Cardinal, Lachine, Quebec
1984 Harley-Davidson FXWG

Denyse Bloddeau, Glen Robertson, Ontario
1983 Harley-Davidson FXR

These two Canadian sisters rode separately to Sturgis last year. Denyse, a sales manager at a water purification company, arrived by herself aboard her onetime red shovel (with prematurely faded gas tanks, courtesy of Montreal Harley-Davidson). Louise, on her purple-flowered Wide Glide, putted in with some bros from Montreal.

They met each other at the Day's End Campground, where they decided to ride on out to the Coast, accepting an invitation from Sammy Roth, an ex-Quebecer and longtime friend.

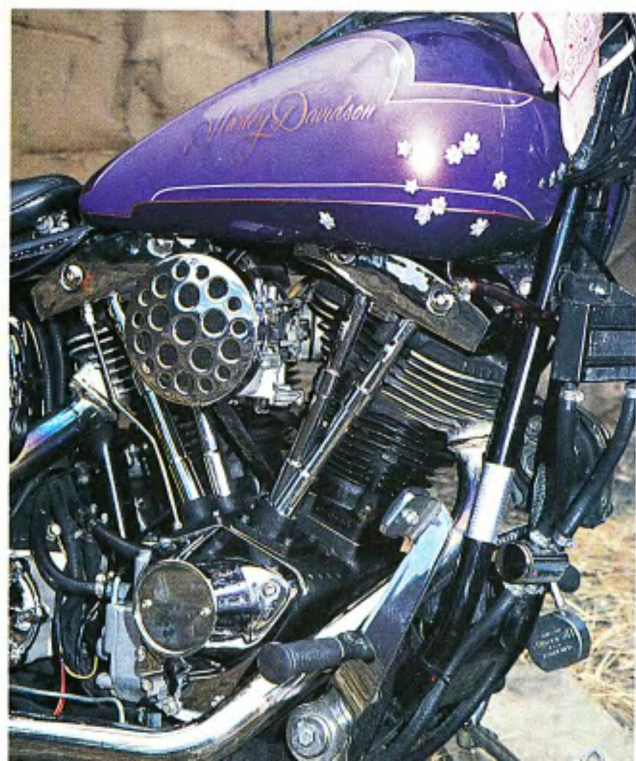
Anyway, it all worked out, how you say, superfine. The

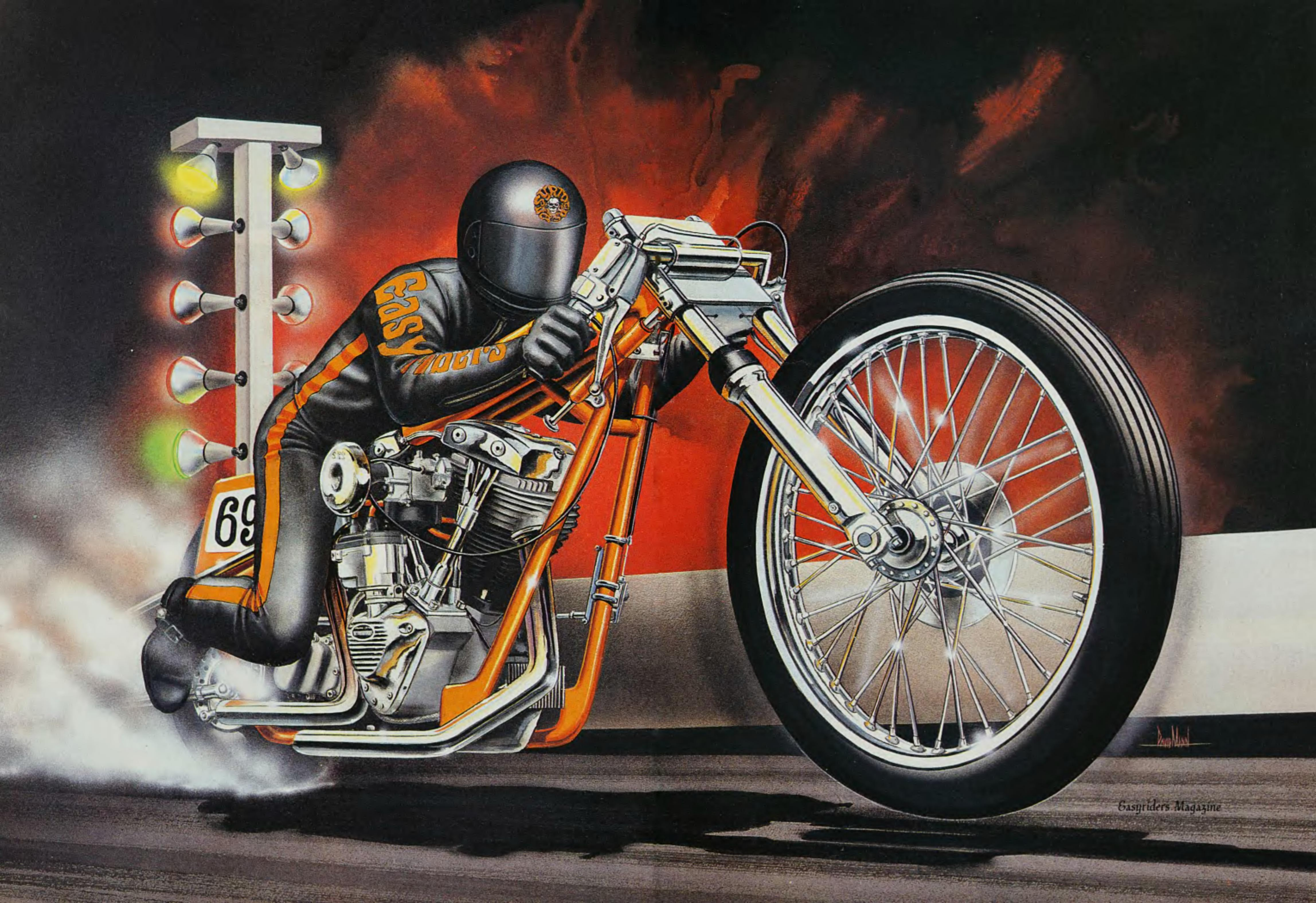
puttin' was excellent, the scoots ran perfectly, and the girls laughed most of the time, becoming true sisters of the road. They incurred a few bummers, one being when Louise lost her newly purchased turquoise earrings at the Easyriders offices (we're still lookin'). They stayed everywhere, including sidewalks in the rain, and a \$500 evening at the Sturgis Graybar Hotel. All part of the experience, eh, ladies?

Not a bad trip, considering their modest goal. "We just wanted to meet some nice guys to talk to," they said as they set out lookin' for Dick—or was it Richard? —Rags

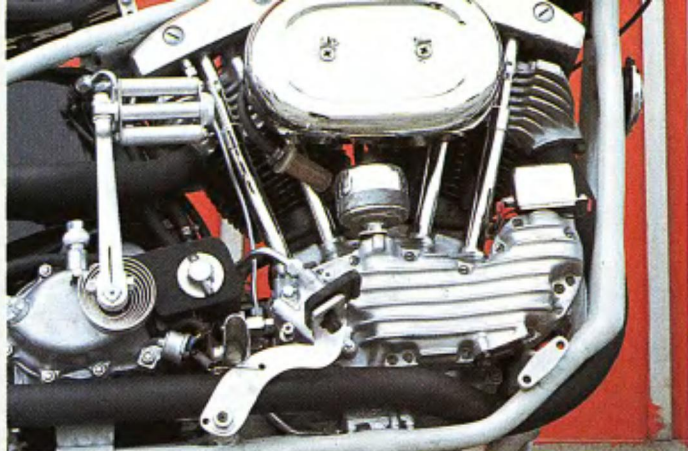


Photos by Kim Peterson





READER'S RIDE

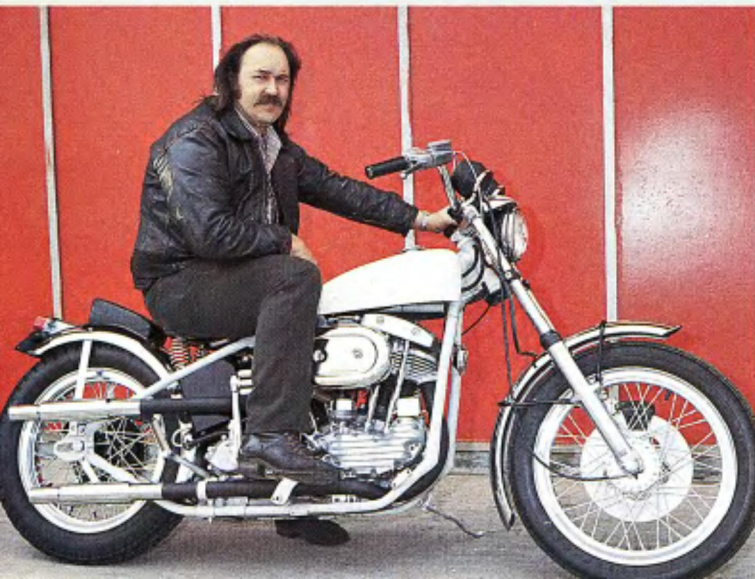


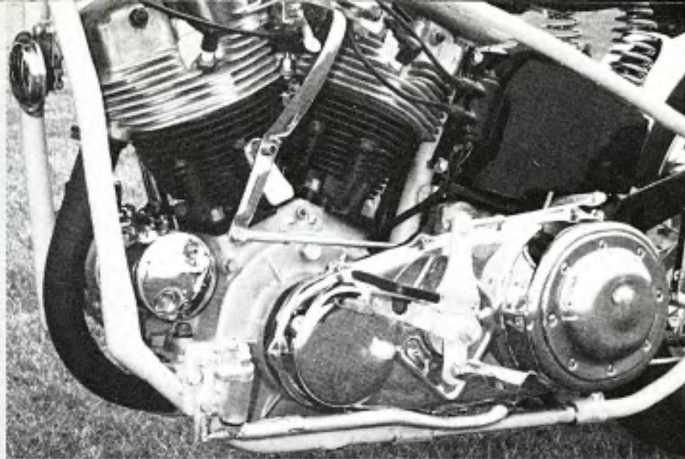
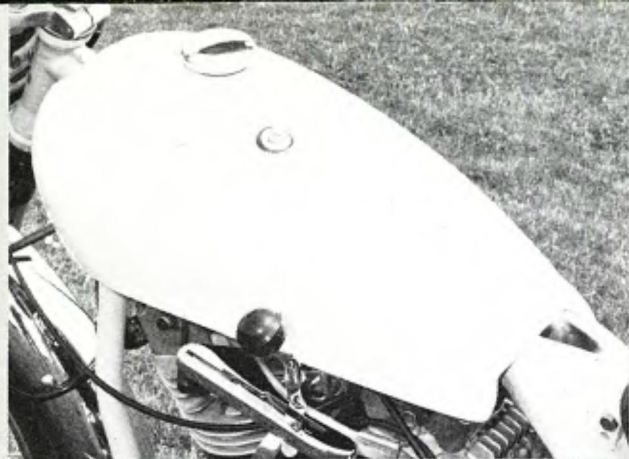
L.J. Ryley, Daly City, California
1945 Model "U" Ronius Shovel Headeus

Now this here ride is old, but in keepin' with this here weird-shit issue. It's a basement overhead flathead or a shovelhead top end on a flathead 80 bottom end—a major trick. Flathead 80 rods are almost a half-inch longer than shovelhead rods, so L.J. used standard 74 OHV rods, which are a tad short (low compression).

Cylinder fins had to be ground to fit the pushrods, and alloy Sportster pushrods (thin ones) made the connection with panhead solid tappets once the flattie lifter stools were bored. Top knucklehead pushrod covers and clips worked with 3/4-inch conduit.

Now for the cams (that's what you've been waitin' fer).





Photos by Jake

The four stock babies are too high; the valves'd be fistfightin' in the heads. L.J. knew he shoulda gone to Sifton or some other expert with his little dilemma, but he didn't want to bother anybody. This sucker was beginning to look somethin' like a Sportster, so he eyeballed a coupla P-cams, took a pair of dividers, got the lift, and started grindin'. The valves didn't hit, so he slapped it together, with a Bendix carb on it. He cut the seat post on a stock rigid frame, jacked it up 1½ inches, bought a Super Glide front end off a wreck for \$35, a Sportster rear wheel for \$10, and the fucker runs.

—Weed

Year: 1945

Model: U

Engine: 1945 lower with 1969 heads and barrels, and Sportster distributor

Forks: wrecked Super Glide with two-inch spacers under springs

Transmission: early tranny raised one-inch, with tank shift

Wheels: front: 19-inch Sportster with H-D disc. Rear: 18-inch Sportster with drum brake

Chassis: 1949 with seat post extended with Sporty fork tube and ½-inch rake

Finish: spray can silver gray by owner

Credits: many thanks to Larry Lane, Tony's Generator Service, Ed, Al, and Sal

Special features: weird shit everywhere

The Fabulous April Fools' Un-Tech Tip

This ain't no bull — I don't think.



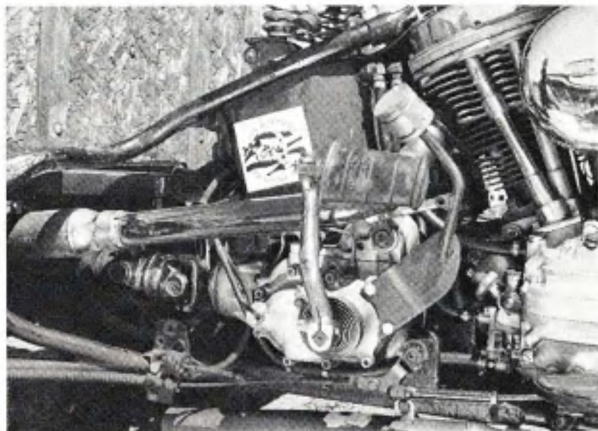
Stock 74 Trike

Hey, no shit. I was in Sturgis this last year lookin' at the entrants' scooters, and I came across this ratty 74 trike — an' somethin' caught my eye. The jockey top for the transmission and jockey shift was on the wrong side (usually

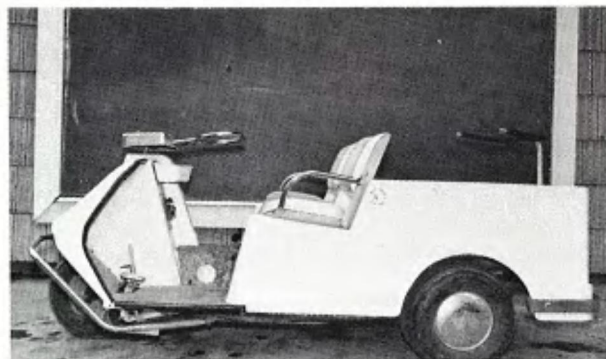
on the left). On second examination, I found a differential setup like a car's coming out of the back of the tranny — unheard of. Naturally, being an astute investigative journalist and a nosy muthafucker, I asked the owner, Don Hopper, about the

origin of the beast. Don looked at me and said in all sincerity, "It's a stock, and I got a spare at home."

He claims that only eight were built, but we'd sure like to see a photo, an ad, or somethin' confirmin' the allegation.



Photos by Michael Lichter



What Do I Know?

Here I go, riding around the country looking for interesting things to fill the pages of this here rag. Being from the Sunbelt, I never get to see many things found in the Great White North. For instance, these here contraptions. One is a golf cart and the other is a snowmobile — a couple of Harley products I knew nothing about.

It just goes to show you what an education I'm getting.

The golf cart was found on the Rare Breed MC property in Buffalo, New York. The snowmobile was found in Luddington, Michigan.

It seems that at one time, Harley made two types of golf carts: one was an electric model powered by a huge wet battery, and the other

model was a two-cycle unit.

When AMF owned Harley-Davidson, they got into making snowmobiles. I sure got a kick out of seeing them, although I'll never play golf, nor do I plan on living somewhere where I can't jump on my Harley (motorcycle, that is) and ride it where I want to.

—Beer Can



Photos by Rip

Tech Tip



The Out-of-door Life!

MOUNTED on a sturdy, fast Indian you are in command of everything that's going on, far and near. Shore and country—short trips or long trips—the whole out-of-door is yours when you own a motorcycle. The best of riding, with its rush of power—on you without fail after mile—gives a new exhilaration, just makes life burn with fresh delight!

What point of interest do you want to reach quickly? Throw a leg over an Indian—give a "twist of the wrist"—and off you go.

Indian MOTORCYCLES FOR 1914

See yourself and your friends in the future. All have Indian models, the famous comfort feature, the Caster Spring Frame and 18. Between them, there have also the equipment, consisting of electric headlight, electric tail light, electric signal, two sets of storage batteries. Also, Caster Spring, rear drive, speedometer.

There have been several down-ways—mechanical values increased—so that about every year you can own an Indian with a little effort.

And remember that All Indian riders have a world wide service all over on call provided by 2,000 Indian Dealers and Service Stations.

The 1914 Line of Indian Motorcycles

4 H. P. Single, Service Model	\$1,200.00
7 H. P. Twin, Twin Cylinder, Four, Regular Model	\$1,500.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$1,600.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$1,700.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$1,800.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$1,900.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$2,000.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$2,100.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$2,200.00
7 H. P. Twin, Twin Cylinder, Four, Scout Model	\$2,300.00

SENDERS MANUFACTURING CO. (Incorporated in U.S.A.) 1800 Spring St., Springfield, Mass.
In Canada and the West Indies: (Incorporated in U.S.A.) 1800 Spring St., Springfield, Mass.

Mysterious Indian

Check out this ad from a 1914 issue of *Modern Electrics and Mechanics*. Harley-Davidson's first electric-start came out in 1965, but it looks as though these crazy Indians had an electric putt in 1914. And note the way they spell "motorcycles."

California's Own:

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KNUCKLE
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PANHEAD
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HEAD



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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, so give it your best shot.

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

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 March 31, 1988. We'll print the winner in the August issue. Send your vote — on a postcard or the back of a sealed envelope — to #178 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the eleventh monthly winner in our Ninth Annual Fox Hunt — Debra, from Staten Island, New York. 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.

178

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

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

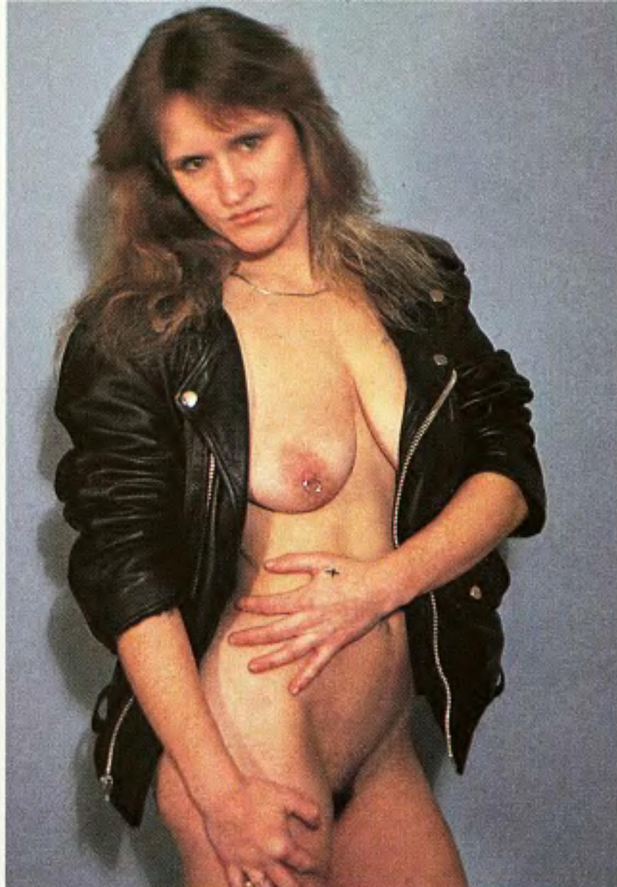
Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

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



I've always wanted to model, and I like motorcycles.

Liz



Easyriders' women have to be tough, but we can be beautiful while doing it.

Tina



I always wanted to be a model for Easyriders, and my ol' man said, "Go for it."

Wanda



I have what it takes to have the honor of representing Easyriders. Whattaya think?

Roxie



I'd do it for the POWs, M9As, VNV, and my loved ones in the VNV MC. I love you all.

Vickie



I love to be in the wind — nothin' like it to clear the head. Besides, bikers have longer front ends.

K.C.



I went for my first ride on the back of a Harley when I was 13. There have been many rides and lots of great times since. This would be a great "thank you."

Kerri

NOVEMBER FOX HUNT WINNER



She came out of the cold and heated us up with her sizzling personality. Meet Jennifer, from Savage, Minnesota. Jennifer is an executive secretary for a high-tech firm, a member of the Army Reserve, and a new wife. She gets off on freedom, Bob Seger, and puttin' her own bike through the hinterlands of northern Minnesota. Twist and shout, an' check 'er out on page 87.

3 DAYS OF FUN AND SUN!

***\$5,000
purse**

Naples Cycle Festival AND Rodeo

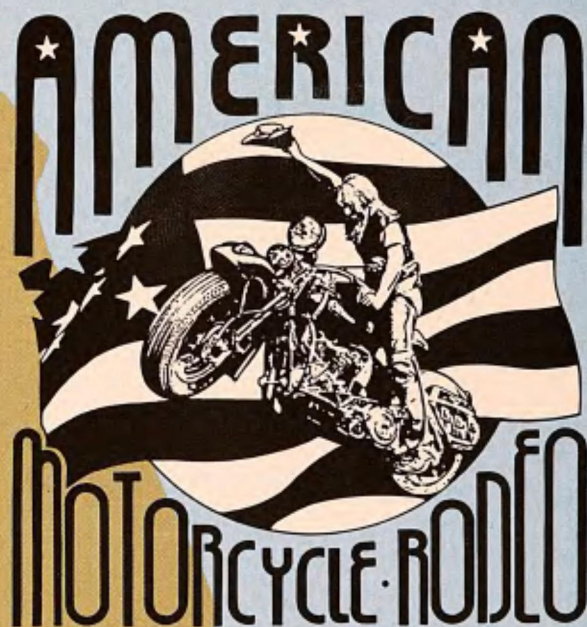
**Average
temperature
mid-80s**

**March 11, 12, and 13
Florida Sports Park**

2.6 miles south of I-75 on
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Featuring:

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 - Bike Auction
 - Bike Show
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 - The Southwest Florida Sky Divers
-
- \$20.00 for 3-day admission
 - \$10.00 after noon on March 13
 - Kids under 12 are free
 - Rodeo entry fee \$30.00 per bike,
per event as a participant in rodeo
(includes one person's admission).



Rodeo information:

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Box 145**

**Easthampton, Mass. 01027
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*Guaranteed if all events are fully entered.

Security by ABATE of Florida, Inc., Gator Alley chapter.

PARTS BOX

Tell 'em Snake sent ya.



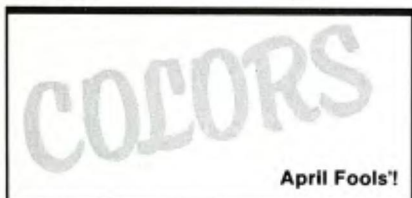
BEST IN THE WEST

When it comes to Performance Machine brakes, they've earned the title. Performance Machine makes feasible sets of disc brakes for every scooter we ride, including this new setup specifically designed for late-model FX and Sportster forks. And no April Fools' jive here — when ya gotta stop, ya gotta stop. Write 'em for the technical stuff at Performance Machine, Inc., Dept. ER, Box 927, Paramount, CA 90723, or call (213) 634-6532.



NARROW TREES

Arlen Ness creates good shit — this time it's solid billet 6061-T6 aluminum triple trees for 1973-and-up FX narrow glides and 1973-'81 XLs and 1982-and-up XLs. They're pretty (polished or satin) and perfect — mechanically speaking. And that's about all I'm gonna say. Write Arlen for more info, Dept. ER, 15997 East 14th St., San Leandro, CA 94578, or call (415) 276-3303.



SEEING COLORS

This ain't weird, and it could be helpful for all you acrylic freaks and spray booth fanatics — there's this company, ya see, that specializes in

matching motorcycle paint colors. And ya can purchase large or small amounts of paint. Anyway, for more info, write Perfect Match, Dept. ER, Box 294, Cary, IL 60013, or call (312) 629-8533.



EQUAL TIME

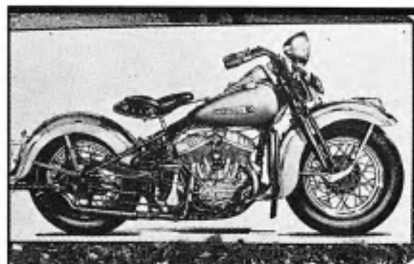
Last issue I mentioned the Arlen Ness Evolution manifold solution for stock compliance fitting problems. But there's more. Roger Ram Jett built a solid manifold for the same purpose, replacing the Harley-Davidson problem. It, too, adapts to 36 mm, 38 mm, and 40 mm carburetors. For more info on this one-piece aluminum heat-treated casting, accommodating expansion, contraction, and vibration, providing a tight-seal manifold, write Ram Jett Retainer, Dept. ER, Box 1521, Santa Maria, CA 93456.



IF THIS DON'T BEAT ALL

Holeshot Performance has actually opened a drag racing school in Santa Cruz — never heard of such a thing, but whatta helluvan idea.

Shit, I might take the course just so I can give my rat some class. If you're interested, they have an instructional handbook available. Write Motorcycle Drag Racing School, Dept. ER, 311 Chestnut St., Santa Cruz, CA 95060.

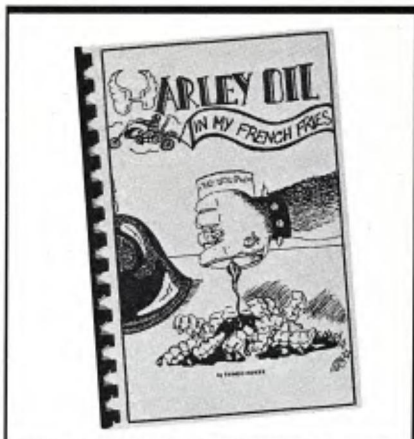


LIFE-SIZE

I have one of these. Being a dedicated bastard, I was slaving away one Sunday when the cleaning chick darted into my office and said, "Come quick." I said okay and started to climb outta my drawers. She quickly corrected her statement.

I checked out a massive poster of a 1947 knuckle she was about to trash, absconded with the mural, and now it graces an entire wall in my office.

These guys also have 1948 45 solo, 1950 panhead, 1958 Duo-Glide, 1987 Softail, 1946 Indian Chief, and a 1949 Vincent. They are 3½ feet by 8 feet, almost full-size. For more info, write Walneck's, Inc., Dept. ER, 7923 Janes Ave., Woodridge, IL 60517, or call (312) 985-4995.



HARLEY OIL IN MY FRENCH FRIES

The Rainbo Riders out in Levittown, New York, got real tired of eatin' Hamburger Helper all the fuckin' time, so they created their own cookbook, and here it is, with such choice recipes as Fox Hunt Flambé, Davidson Dinners, Sidecar Specials, Super Glide Goulash, and Biker Billy Chili.

For info on how you can improve your cuisine, write the Rainbo Riders, Dept. ER, Box 23, Levittown, NY 11756.





SAY CHEESE

by J.J. Solari

*Women want to undress in front of
strange men and get away with it.
And strange men want to take
pictures of naked women. So
everybody's happy.*

Illustration by Jody Roberts

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SuperVolt Coils produce 30,000+ volts for both conventional and electronic ignition systems. You get more power at high RPM, easier starting and faster warm-up. Quick and easy installation.

'C' ratio gear sets for Evolution and Alter-nator Sportsters.

Our 46mm-throat Sportster carb increases venturi size from stock 34mm to 40mm for much more power than stock Keihin unit. Installation requires external modification to front head. Includes accelerator pump and choke. Compact, clean appearance with easy-to-change jets.

Choose from 3 cam grinds for '85 and up models; 6500 rpm with stock springs and lifters. Adjustable aluminum pushrods and 50% lighter titanium spring collars use stock springs and keepers, yet give .050 more spring travel.

Andrews performance parts for all Harley models. Call or write for free catalog today. Dept. 101

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SAY CHEESE

"What the hell is 'bow-doyer' photography?"
I asked this out loud, I guess, 'cause somebody answered me.
"It's pronounced 'boo-dwar.'"
"Boo-dwar? It sure ain't spelled 'boo-dwar.'"
"I know," the guy said. "It's French."
"It's fucked," I said, gaping at the spelling in the newspaper ad.
"It amounts to the same thing," the guy said.

He looked British. At least he talked British. I didn't know too much about 'im. I didn't know too much about anybody in my immediate vicinity — I was on a bus. When you're on a bus, you don't really want to know too much about anybody in your immediate vicinity, because they're probably fucked up — or they wouldn't be on a bus. After all, I was on a bus, and I was fucked up. And I mean really fucked up. Banged and bruised fucked up. In fact, I was covered in blood. 'Course, it didn't seem to bother anybody. I've already told you about bus passengers. If there was anything unusual about my appearance, it was that I looked that way before I got on. You usually don't look that way till after you get off.

L.A. bus.

Fact is, two days before, I'd had a bike wreck. Went over a cliff. Took me two days to stumble my way outta the hills. I burst through a bush...

...at a bus stop. Two days and nights of nothing but heat, cold, starvation, thirst, snakes, and ki'yotes... and emerged at a bus bench. Welcome to (doot-doot doot-doot doot-doot doot-doot)

the Twilight Zone.

Well, that's the way it is here in Southern California: weird.

I'll say one thing about the "rapid transit" system here: you could be a



"It's pretty obvious, fella, you went through a stop sign!"

six-legged brain-eater from Mars, but if you're in front of those bus doors when they open — and on your feet — the driver'll let you on. And if you dump some coins into the jingle box, he'll let you stay on. Sometimes you don't even have to do that; you just tell the driver, "Fuck you." But I'm a decent kinda guy; I didn't say that.

I put in my money and took my area. It was a stand-up area, naturally. Ain't no such thing as an unoccupied seat on an L.A. bus in daylight. Oh sure, I was covered in blood and dirt, as you might imagine. That don't mean nuthin'. If there ain't an empty seat when you get on, one ain't gonna become empty just because you're dyin'. But that was all right, because after about 15 more transfers of busses and maybe 18 more hours of standing and bouncing, I'd once again be way out where all the normal folks live, and then maybe I could get some medical attention.

But I was all right for now. No bones broken, at any rate. I just *looked* like hell, or something heading there.

Anyway, I was reading this newspaper that I'd taken from some sleeping guy's lapel. One of the ads caught my eye. It featured this chick in see-through sleepwear, and underneath it said, "Show your loved one he still is. A

boudoir photography portrait will show him that . . . and more."

Well, I may have been all banged up, but I still had enough o' my senses to see who "boudoir photography" was designed to stimulate. The boudoir photographers. And that was pretty evident from the picture. I mean, I coulda took a better picture of a chick in her bra by stickin' the camera backwards up my ass, bendin' over and pointin' the lens at 'er, and yankin' my nose to click the shutter. And, I might add, the chick was no Playmate, either. I mean, it was obviously the wife of some dipshit who this "boo-dwar photographer" had talked into comin' to his studio to disrobe "so as to surprise and please her man." I mean, we're talkin' major scam, major sleaze here.

Naturally I wanted in.

Well, I made it home eventually. I ran out of quarters after the third bus and had to use fuck-yous the rest of the way.

After the emergency ward certified me as bein' adequately examined and bandaged, I set about gettin' picked up and outta there.

They wouldn't let me use the phone for free, so I went down the hall and told some doctor in the corridor, "Give me a quarter and I won't beat the

fuckin' shit outta ya." He gave me the quarter. I could have *panhandled* him for a quarter, but he would have ignored me, and then not only would I have had the shame of begging, I would have had the shame of begging and failing at it.

'Course, I never did say I *would* beat the shit out of him. I just said that if he gave me a quarter, I wouldn't. I kind of had to admire him for accepting the word of a total stranger. He gave me the quarter, and sure enough, I *didn't* beat the shit out of him. I was very touched; he proved to be a shrewd judge of character. I made the call and got picked up.

For the next couple of days I recuperated. I had the bike hauled out from the bottom of the arroyo by some buddies with monster pickup trucks, and I discussed with the boys 'bout gettin' into the boo-dwar photography business.

By a happy turn of events, the L.A. County Fair was about to begin, and by pullin' some correct strings and telling some real whoppers, we were able to get a booth in the "Housewares" hangar. We had to agree not to use any "libidinous" photos in our sales area. I don't know what libidinous means. It's got "lib" in it, so I suppose it means no women.

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that need no crimping
or splicing
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Available from



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accessories.**

**Quick starting Accel products deliver
maximum performance and dependability
because each part is manufactured right here
in the U.S.A.**

ACCEL

SAY CHEESE

Well, we didn't use no pictures of women, but we did rotate a few real ones during the daily shifts. We didn't put them in slips, but we did see to it that they were wearing dresses that, when they bent over frontwards, showed both tits fully, all the way to the nipples. And of course, during the days they had to oops pick *this* up, oops pick *that* up, they had to lean and hand *this* deadbeat a card, lean and hand *that* deadbeat a card, open up *this* desk drawer, open up *that* drawer, fill out *this* application, lean and hand it to *that* guy over there — they bent forward a lot.

For two weeks, we did more business for the two booths on either side of us than they ever did before. I mean, the "decent" guys needed some place to stand while they were gazing sideways as hard as they could.

We drummed up quite a few couples; I mean, apparently everyone wants this done: guys — non-biker guys — want to have pictures of their wives nude, since their wives haven't let them see them nude since the honeymoon. And women want to undress in front of strange men and get away with it. And

strange men want to take pictures of naked women. So everybody's happy. No wonder it's popular!

Well, we had the time of our lives once the fair closed. We rented this empty "studio" in one of those mini-malls, made a fake camera, and had women traipsin' in there for two weeks running. I mean, do you think they even suspected anything was screwy? No way. With the possible exception of their husbands, these yuppie broads have to be the dumbest things goin'. Because, let's face it, things there were really pretty screwy.

I mean, what photography studio has

Easyriders



"If you don't stop for another brew, I swear I'll enter that wet T-shirt contest."

15 grown men in Levi's, boots and vests, wearing sportcoats bought at Goodwill for three bucks apiece thrown over the whole greasy mess and standin' there yankin' at their packs and callin' themselves "studio technicians"? None except this one. But it didn't matter. It said "Boudoir Photography" out front, and the Young Moderns couldn't get in there fast enough.

The husbands and the boyfriends, they sat out in the vestibule and read *Good Housekeeping*, *Ladies' Home Journal*, and *Reader's Digest*. We didn't want them to think they were in a disreputable enterprise. But they sure were. I'll tell ya, those girls couldn't get into those see-through frills quick enough. Naturally we had holes drilled in the dressing rooms. As for our "chaperone," well, shit, she was a lesbian, so she was getting just as many hard-ons as we were.

Of course, there were plenty of pictures taken. Nothing from that useless piece of cardboard and black cloth that we kept having the girls look at a million times an hour, but there was plenty of other camera work.

"Be ready in two weeks!" we smilingly told everybody for two weeks.

I'll say one good thing about boodwar photography: it's sure improved the walls of *our* greasy boodwars. ■

FINALLY, A COMPLETE BOOK ON HOW TO BUY AND RESTORE A HARLEY

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Tell 'em you saw their name here.

Cliff "The Sandy Bandit" Majhor



Photos by Bryan Chambers

A cycling celebrity of sorts, Sandy was an old-time stunt rider who kicked off a California tabloid called *Scrambler*, which evolved into *Cycle News*, the largest motorcycle racing paper in the country.

In his rowdy youth, this one-of-a-kind American original partied with Lee Marvin and Steve McQueen, and he's worked in his Los Angeles shop and in the Cycle Hub in Portland, Oregon, for long enough with enough crusty style to become the legend reflected in this interview.

EASYRIDERS: How long has the Cycle Hub been around?

CLIFF MAJHOR: Since 1960.

ER: Are you the original owner?

CM: Only owner.

ER: What made you specialize in English bikes?

CM: Better for the public.

ER: What keeps the Cycle Hub going — parts, labor, or bikes sold?

"An automobile is waste. A Japanese motorcycle is waste. You got to use somethin', use somethin', use somethin', use somethin'."

CM: Service to the customer.

ER: Is there anything you can't fix on my BSA?

CM: Nothin'.

ER: People from all over the world order parts from your shop. How do they find out about you?

CM: Word of mouth.

ER: How did you get the nickname,

The Sandy Bandit?

CM: Put it on myself. Advertised in the newspaper, and it's on my shop wall.

ER: How many motorcycle titles do you carry in your name?

CM: Probably around a thousand.

ER: What do you think of Jap bikes in general?

CM: They depreciate in value too fast. The common citizen loses money.

ER: Where do American and English bikes fit in?

CM: Fit into what?

ER: The scheme of things. Do you think that they last longer and people get their money's worth out of them?

CM: Well, sure. They stay the same. Parts don't change. Your BSA, same parts that were made back in the '20s still fit it. Japs make everything obsolete every year.



People who buy somethin' that they can't buy somethin' for next year are dumb.

ER: What is your all-time favorite motorcycle?

CM: No such thing!

ER: Has anyone ever broken in and stolen one of your scooters?

CM: I've probably been broken into about 30 times. I've got about 20 of them out in the streets someplace.

ER: What would you do if you caught the thief in the act?

CM: If I had a gun, I'd shoot 'em.

ER: Throughout the years, you've acquired a lot of stuff. Do you have a general idea of everything you have and where you can find it?

CM: Absolutely. No sense havin' it if you don't know where it's at.

ER: Is there anything that you don't have?

CM: Lots of things.

ER: In all your years of business, what sticks out the most?

CM: My joint.

ER: What do you think of the helmet law?

CM: I think it's fine, if they put it in cars and everything else. It'll save just as many lives in cars as on motorcycles. Why just pick on a few?

ER: Have you ever been hit by a car while ridin'?

CM: Broke a leg three times on the street — cars, left turns.

ER: Besides motorcycles, what are your hobbies?

CM: None.

ER: What do you like the most about motorcycles?

CM: Inexpensive. Like when I was a kid, gas was 18 cents a gallon, and I was makin' 15 cents an hour. I still ride a motorcycle for economy; 90 percent of the people don't. They've

got extra money; that's why they ride a motorcycle. I ride for economy, and I think everyone else out there should. I think license plates on a motorcycle ought to be \$500. I think license plates on an automobile ought to be \$5,000.

We're takin' advantage of those people. They're payin' part of their taxes to maintain roads, give space for roads, and so forth. We should pay. License plates for a car in 1909 were \$10. They're still \$10. That's stupid! A penny in 1909 is like a dollar today. It's a privilege for people to get out there and roll a car.

We used to have beautiful mass transit. We should still have beautiful mass transit, and we will, because we can't go on like this. An automobile is waste. A Japanese motorcycle is waste. You got to use somethin', use somethin', use somethin', use somethin', and use somethin'. My

INTERVIEW

Cliff "The Sandy Bandit" Majhor



old Cub out there, it's 20 years old, and it should run another 20 years. Waste is ruining the country. It's makin' everyone else rich, and it's makin' us poor. It's stupid.

"It costs \$44 to make a Honda 50, and it costs \$275 in advertising to get rid of it."

ER: Do you think that motorcycles will be outlawed someday?

CM: I hope not!

ER: What do you think of motorcycle advertisements?

CM: If you ain't gonna spend money for advertising, you ain't gonna sell anything, because the people out there — I don't give a shit if they're buyin' salad dressing or buyin' beer — they buy what's

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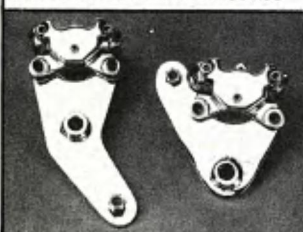
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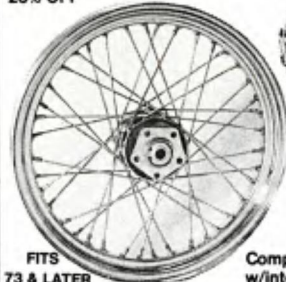


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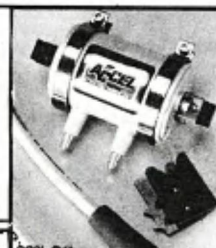
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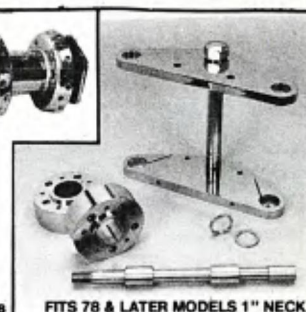
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INTERVIEW

Cliff "The Sandy Bandit" Majhor

advertised. And if you ain't gonna match dollars, you ain't gonna sell much. It costs \$44 to make a Honda 50, and it costs \$275 in advertising to get rid of it. To me that's not practical; that's stupidity! If the sonuvabitch won't sell itself, it shouldn't be sold. You make something good, it'll sell itself.

Like Harley. Harley came on, and they were makin' good products. Makin' 10,000 motorcycles a year. AMF said, "Well, shit, we can get this up to 50,000," but they lost

"The money is made in service. Parts. Take care of the guy."

money doin' it! So AMF sold it back to Harley, and when they get it back down to 10,000 or 20,000 motorcycles a year, everyone will start makin' money again. There's no money in new motorcycles. There's no money in new cars. The money is made in service. Parts. Take care of the guy. Not new cars. You can sell 10,000 new cars a year and go broke.

Ya gotta back up what ya sell. And all the dollars I've made, it's right in here. Didn't put it in my pocket. Never had a new car. Don't own a boat. Don't own an airplane. It's all right here to protect my customer.

No, I don't know of any other dealer in the world who has protected

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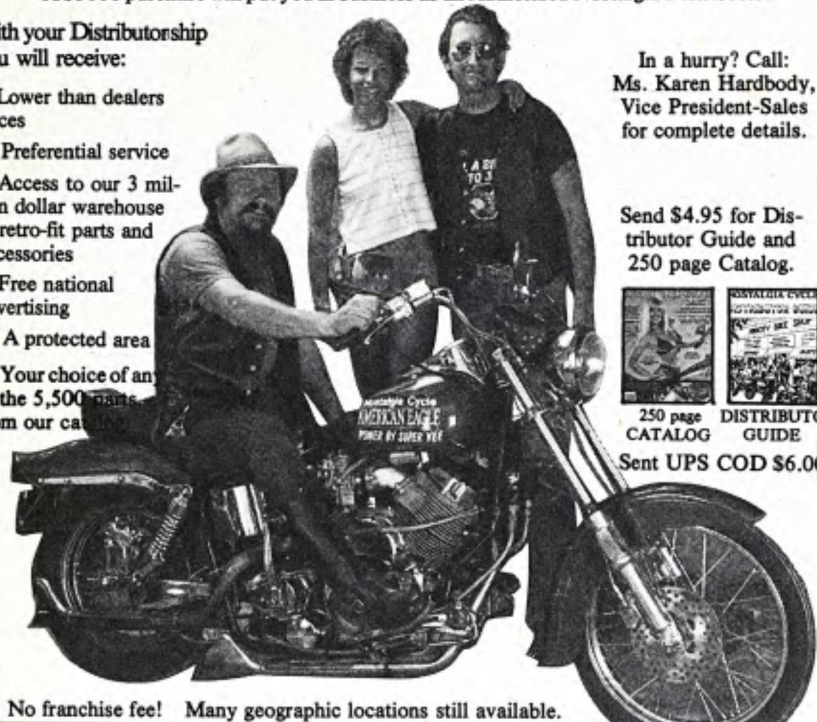
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(714) 891-6263



his customer like I have. You can have a BSA 40 years old, I'll fix it. You can have a Triumph 40 years old, I'll fix it. All things should be this way. Look at big trucks. If you own a big truck and roll it over the road for a livin', you should be able to get parts for it. Motorcycles should be the same, not a toy that the rich can afford. You know, I've been in people's houses where they got 40 different brands of Jap motorcycles, and they ain't worth nothin'. If the guy goes and sells them, he isn't goin' to get as much as I would for 40 Tiger Cubs. Like ya got a Honda Four and ya blow a rod, you're talkin' about \$3,000. Ya got a Trident and ya blow a rod, you're talkin' about \$400 or \$500 to fix it. You get what ya pay for!

ER: If I won the lottery tomorrow, I'd buy everything in here. How much would you sell out for?

CM: The place is worth about \$12 million. To sell it out, if I wanted to sell it, it's worth maybe, cash deal, 30 percent. If you want to sell and someone don't want to buy, you've got to take five cents on the dollar, same as a hockshop.

ER: You're 62 years old now. When do you plan on retiring?

CM: When I die.

ER: Is there anyone you would like to see take this place over when you leave?

CM: Hell no, hell no. They can take care of themselves, just like anybody else.

ER: Do you consider yourself a self-made man?

CM: Yeah, no one's given me anything.

ER: If you had it all to do over again, what would you do with your life?

CM: I've had a lot of fun. I'd do the same thing. ■



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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. **Easysiders** 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 **Easysiders**, 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.

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)

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

Southwest Tattoo Emporium, Ltd., 3747 W. 63rd St., Chicago, IL 60629. (312) 582-4500. (180)

BEAUTIFUL GIRLS worldwide, want correspondence, friendship, marriage. Details, photos \$1 (cash only): Roth, Box 270/E, Berlin 61 West Germany. (178)

FREE — World's largest singles magazine. Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (178)

Anyone interested in purchasing "In Memory Patches," Chapter "Z" Vietnam Vets MC has them available for \$6.50 each. Leon "Pillowman" Church, RD #1, Box 114, Johnsonville, NY 12094. (178)

New girl in Connecticut looking for righteous people to party and ride with. Missed the Stafford Rally and crave the wind in my face. You won't be sorry. Angel, c/o **Easysiders**, Box 3000, Agoura Hills, CA 91301. (178)

Patches: Wearing your star always. Where are you? Marla (416) 656-1263. (178)

Ron Phillips (Worm) or anyone knowing his whereabouts, write Rebel, USS Fort Fisher (LSD-40), FPO San Francisco, CA 96665-1728. (178)

Scotch Eggs Recipe. Easy, perfect with beer! Send \$2.50 to Roth's Enterprises, Box 1585, Stn. E, Victoria, British Columbia, Canada V8W 2X7. (178)

Out of Jail soon. Need cash. Please send \$5.00 with paragraph. I'll analyze your handwriting. J. Walsh, Box 202, Gering, Neb. 69341. (179)

Anyone knowing the whereabouts of Barry Nall, please have him contact Bill Hopkins at (716) 798-5869. Last known location was Lockport, Romeoville, Illinois area. (179)

The best I ever had is in the pen until 4/89, and I can't hang. He's a 37-year-old, tall, hairy, silver-tongued, blue-eyed devil, with a weakness for pretty ladies with loose morals. If you qualify, write him and tell him Spooky sends her love. Richard Birdsong #D-05764-C15-130L, Box 409000, Ione, CA 95640. (178)

Two tramps coming to Europe will be bringing H-D motorcycles and parts. Would appreciate correspondence from individuals interested in dealing with American-made motorcycles only. Send letters to: Marc Graf, Rt. #2, Barnett, MO 65011. (178)

Singles: Discreet listing for riders, their admirers, for love, lust, or swingers. Send personal profile, interests, and 39¢ postage to Box 2592, Evansville, IN 47714. (178)

To the blond biker/sailor soon to get out who I met in Hawaii: We danced to Loverboy's "You Take Me To The Top." We never got to find out. Remember Sharon? If you do, write Sharon, c/o **Easysiders**, Box 3000, Agoura Hills, CA 91301. (178)

Dawn Dunn and three lost rugrats, Jacie, Natasha, Li'l Tony: I lost your trail somewhere in Aberdeen, Washington. Call mom in Aberdeen, Washington, or June in Coos Bay, Oregon, or write a letter. Release date December. I'll be there the next day. Fritz Kimble, 708 N. L St. #4, Aberdeen, WA 98520. (178)

Cash COD for White's Hogshoes, size 11, 12"-18" tops. Loggers, Smokejumpers, Packers, and Cowboy Packers, Poleclimbers from White's Shoe Co., any condition. \$50 and up. Send photo for offer. Cap Streeter, 80 West 82nd St., New York, NY 10024. (179)

Pat Salsburg and daughter Shawntel: Since you've moved from Niagara St. in Ocean Beach, California, in 1984, I've been unable to locate you. I'm no longer with Kim; I'm in federal prison. Please write! Joe W. #53022-097, Box 1500, El Reno, OK 73036, or call the telephone number you have (area code 209). (178)

Cadillacs, Mercedes, Porches, etc., direct from government. Seized in drug raids. Available in your area. Save \$thousands\$. (216) 453-3000, Ext. A8238. (178)

Notice: Rip sold his **Easysiders** to someone in S.E. I found more that IOU. Contact me so I can ship to you. (178)

Hey, Hammond, Indiana: If anybody knows the whereabouts of Renate Smith, would you give her this address for me? Joseph Brunori #51637, A.S.P.C.-D Gila Unit North, Building #28, Box 5003, Douglas, AZ 85608. (178)

COLLECTORS' ITEMS: Daytona, Florida, 1988 Bike Week Harley-Davidson Beer. Be the first on your block to display the 1988 Series. Send \$8 per can to: Southbound Cycle, 633-C Childre Ave., Titusville, FL 32796. Alaska and Hawaii, add \$10 for postage and handling. Allow six weeks for delivery. (178)

Dr. Pepper: 13 years gone by. Chris Brady, 2206 Jerrson, Quincy, IL 62301. (178)

Help! Downed bro doing 50 years. Buy Pass-out or Stash greeting cards. \$8.95 for 15 cards. Randall Massey, 50 Sky-lark, Batesville, AR 72501. (179)

Kegger: The older you get, the better you are. Happy Birthday! Love, Nightengale. (178)

Grandfather passed away and left me a building full of Harley parts and several complete bikes. No reasonable offer or trade refused. Send \$3.00 for lists. Rt. 4, Box 786-1, Mooreville, NC, 28115.

Help: Looking for Howard Osbourne. Better known as "Ozzy." Was last seen in Ft. Wayne, IN riding with The Evenger's. Any info, send to Ken "Little Ozzy" Osbourne, #197-680, Box 57, Marion, OH 43302.

In memory of Mark — you gave more than you got.

Women 18 to 60 years needed for house-keeping. Must be able to do what they are told, enjoy the country life, and work with animals in exchange for room and board. Please send short letter with SASE, phone number, and photo if possible. Caretaker, Box 385, Freedom, NH 03836. (178)

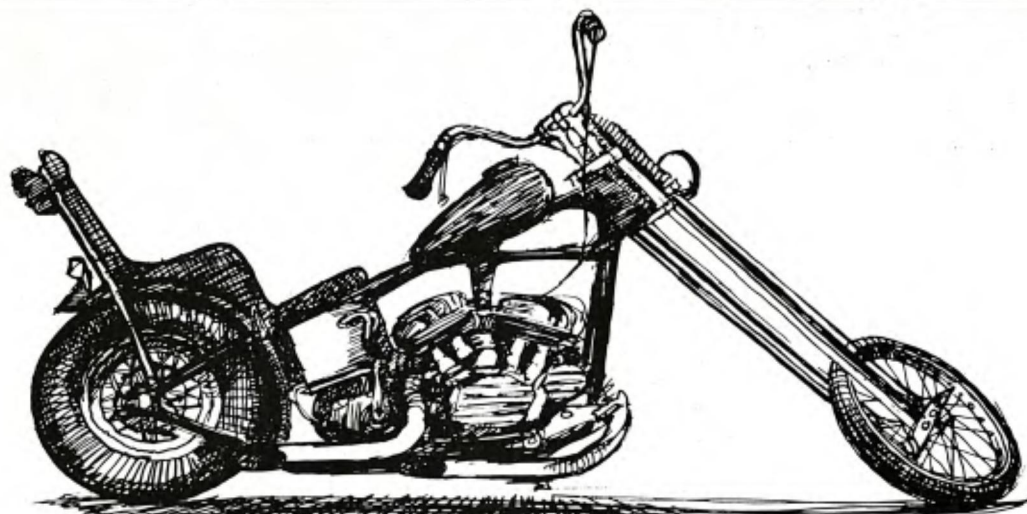
BIKE WEEK — DAYTONA, lifetime. Never worry about a place to stay. Deluxe accommodations in Ormond Beach (five miles up coast). Completely furnished modern suite, sleeps four, completely equipped kitchen, maid service, exercise gym, patio overlooking beach and pool, plus much more. Priced to sell! \$5,700. Call or write: G. Hardy, 87 N. Dundalk Ave., Dundalk, MD 21222, (301) 282-9314. (178)

Attention, Kinkers and Kinkettes: Reverend Preacher is forming a new righteous motorcycle club called Talisman MC, Queens, New York. Our rockers are Halloween orange with black border, also black old English lettering; center patch is a hog's head and red bandana. If anyone objects to this, notify Gregory Preacher McGurie, #85A1441, Box 21245, Beacon, NY 12508-0901. (178)

Daddy: Get in touch with Two-Cam. Your grandson, 10 years old, would like to meet you. Would appreciate it, Pop! Been a long time. Sincerely, your scooter family. Two-Cam McLaren, Box 5663, Woodland Park, CO 80866. (178)

Happy Birthday, Barbara 2/14/88. Two in, three to go. Stay strong! Love, Tommy #86A6434. (178)

Biker Videos For Sale. "Hells Angels Forever," "Wild Angels," "Reefer Madness." \$39.95 plus \$3 shipping, or all three for \$100. Jesse McKenzie, 114 Prince George Dr., Hampton, VA 23669. (178)



EXIT



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There was a time in nearly everyone's life when the most important things were the essentials—food, shelter and clothing. Things a person can't do without. For more than a few motorcycle riders, the list was one item longer. A Harley-Davidson® was an absolute necessity.

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(National)

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(In California)



J. Bob's got the Dead's spirit with him on every lively ride.

"I don't know, maybe it was the roses or the ribbons in her long brown hair. All I know, I could not leave her there."

—Robert Hunter/Grateful Dead
Ice Nine Publishing Co.

Hell, I don't know either. But I wouldn't've left her there neither. Even if her hair ain't exactly brown, them roots are. There she was, name of Stella, ice-blue eyes runnin' their way up an' down J. Bob's Softy, tryin' to draw him out for a putt. She'd cleaned the house, washed the clothes, and was ready to pop outta her own.

That's when we showed up—good timin', huh? His bike, nearly new, had been converted to a Dead Sled, in tribute to his favorite music makers, the



DEAD SLED



Grateful Dead. No expense had been spared in his personal salute to the band that made for so many happy times for him.

J. Bob added dual plugs and dual coils to the stock Evolution to ensure guaranteed starts and faster flyin' so he wouldn't miss any of the legendary three- to four-hour shows. The engine was bored out to 96 inches to allow J. Bob to burn up the pavement faster'n Jerry runs over his fretboard during one of his frantic, schizoid guitar solos.

The Dead Sled got its name on account of all the prettyin' up



J. Bob had done to it. A scarlet-begonia paint job, assorted skulls attached here and there, a Steal Your Face logo on the primary cover as well as on the handlebar grip ends, topped off with the ever-present roses on the tank to give J. Bob added impetus as he makes his own run for the roses.

All this Dead Headin' was dandy, but the setup warn't quite complete till Stella stepped aboard his ship of fools, and off they went to the New Year's Eve gigs in Oakland. And to think us slobs were stuck in the office, listenin' to the broadcast over the wireless, while J. Bob had his Stella Blue wrapped around him. Makes a fella wanna Stagger Lee 'im.

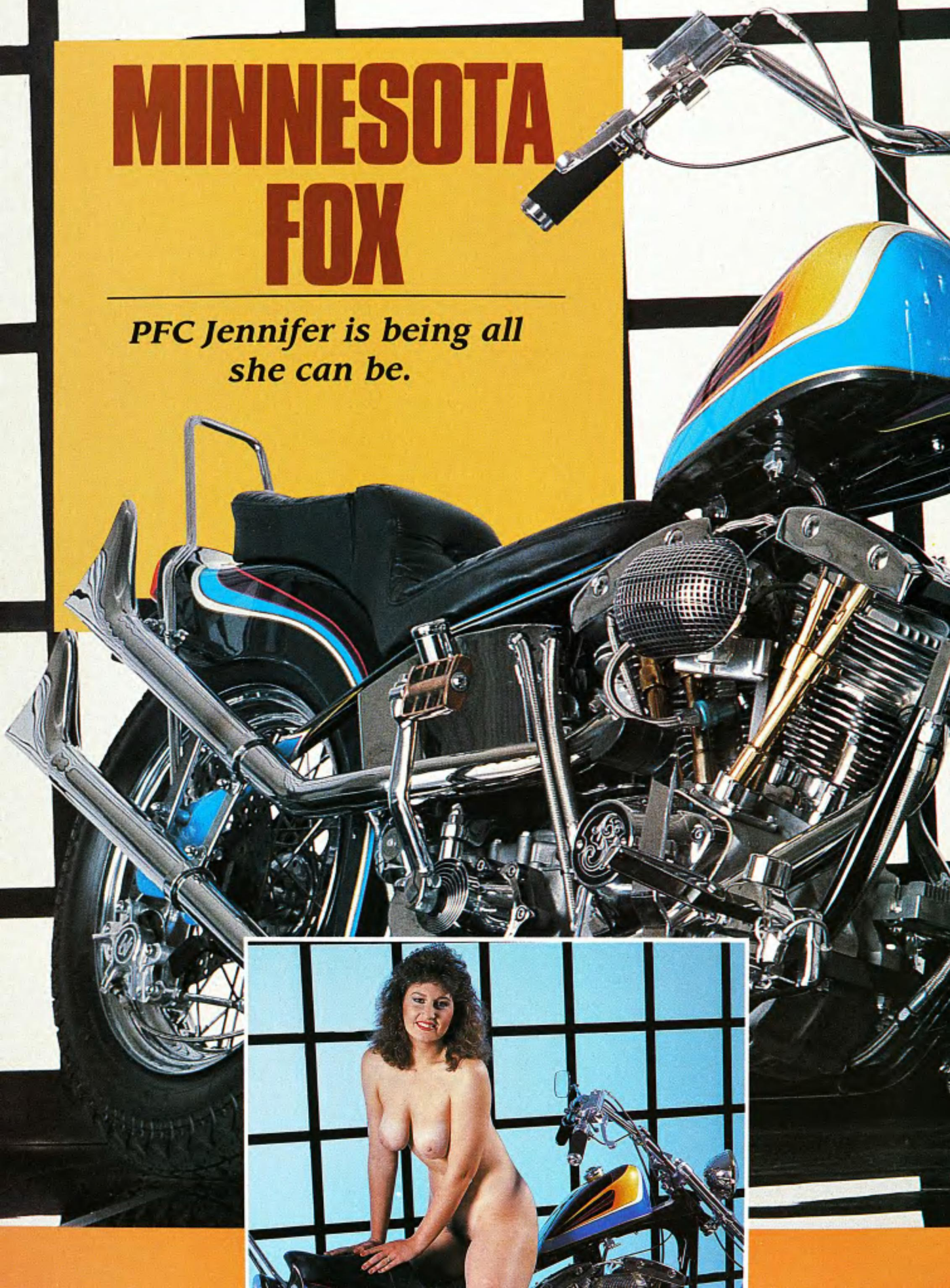
— Jack Straw

Photos by Steve Gunn



MINNESOTA FOX

*PFC Jennifer is being all
she can be.*





Hell, I thought, these harsh L.A. winters are gonna be the death of me. After all, it was rainin'. Reckon it can't hold a candle to the 20-below mercury readings back in Minneapolis where Jen just blew in from. Our November Fox Hunt winner, Jennifer, had just strolled off a jumbo jetliner, and with amusement and wonderment, she asked why everyone was bundled up.

Jennifer is on a roll of sorts — she is a recent graduate of the Army Reserve, surviving boot camp at Fort Jackson, South Carolina, where she earned her Private First Class stripe and was trained to be an Administrative Specialist for the 417th Maintenance Company stationed at Faribault, Minnesota. Jen joined up because her new husband, Raymond, was in the Reserve, and along with a deep commitment to serve her country, she also wanted to be with her man in the event of war. That's dedication.

That same dedication for the red, white, and blue — and pride in her family — guides her to the highways with the spirit



Photos by Silvermoon

Owner: Nash Franco		City: Camarillo, California	
General		Frame	
Fabrication: Gordon's MC Madness		Year: mid-'70s	
Year and make: 1981 H-D		Builder: Paughco	
Model: FL chopper		Type: rigid straightleg	
Value: \$11,000		Rake: 5 degrees	
Assembly by: Gordon's MC Madness		Stretch: 2¼ inches	
Time: 6 months plus full-time job		Other alterations: none	
Chroming by: Coast Metal Polishing Accessories			
Engine		Bars: K&N	
Year: 1981 FL		Risers: CCI	
Model: FLH, revised		Fender(s): Bang (ROC)	
Rebuilder: Gordon's MC Madness		Headlight: Bates	
Ignition: points		Taillight: custom, Nash Franco	
Displacement: 88 cubic inches		Speedo: Drag Specialties	
Lower end: S&S flywheels		Front pegs: Gary Bang	
Balancing: S&S		Rear pegs: none	
Pistons: S&S		Electrics: Gordon's MC Madness	
Cases: H-D		Gas tank: CCI	
Heads: ported, and nickel seats		Oil tank: Paughco	
Cam(s): Sifton 440T		Oil system: stock	
Lifters: solids		Primary cover: Paughco	
Carb(s): polished Bendix		Seat: Arlen Ness	
Air cleaner: bug-eye		Sissy bar: Jammer	
Pipes: Paughco		Height: 10 inches	
Muffler(s): none		Material: cold-rolled	
Transmission		Forks	
Modifications: close-ratio gears		Type: H-D	
Year: 1981		Extension: 2 inches	
Shifting: forward controls		Builder: Gordon's MC Madness	
Engine sprocket: 24		Special features: filled clamps, internal stops	
Trans sprocket: 23		Wheels	
Wheel sprocket: 49		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Bob Brouett		Hub: H-D	Hub: H-D
Painter: Bob Brouett		Rim width: WM2	Rim width: 4 inches
Color: multi		Tire: Avon 3.00	Tire: Continental
Type: lacquer		Brake: H-D polished	Brake: Perf. Mach.
Special paint: candies and graphics			
Other special modifications: kick or electric, chromed barrels, polished heads outside.			

and power of America's only motorcycle manufacturer. She would like nothin' more than to putt to her monthly weekend Reserve commitments on a Softail next to her Ray, decked out in Army fatigues. One of her accomplishments has led her to us and to you and to the lacquered luster of Nash Franco's shovelhead.

Having been a scooter pilot in the days of his youth, Nash recently jumped back into the

two-wheeled scene after his respite from the road. He took a set of designs gathered from reading this here rag (no foolin') and delivered them to Gordon Chappel's shop in Ventura, California, and presto — the putt you see here was brought to life.

The results of the project left everybody proud, including G.I. Jen, Nash, Gordon, and even tough-to-please Spider.

—Bomber



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50 different pieces of art

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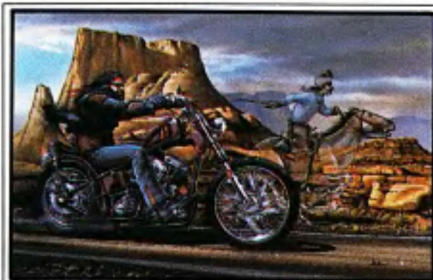
A classic collection of bike lore, bikes, and the lifestyle, as portrayed by the MANN himself.

\$19⁹⁵

50

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DAVID MANN



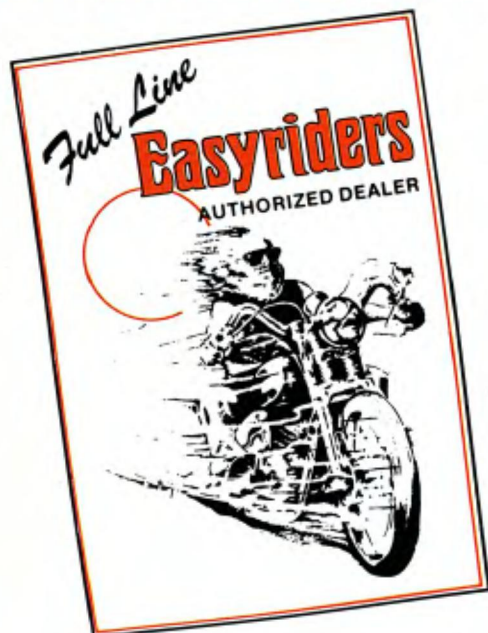
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1208 9th St.
Modesto 95354
(209) 522-1061

American Rider
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Huntington Beach 92646
(714) 968-3660

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Denver 80211
(303) 433-0564

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Edgewood 21040
(301) 679-2965

Ezekiel's Wheel Boutique
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Baltimore 21220
(301) 335-8800

Ezekiel's Wheel Boutique
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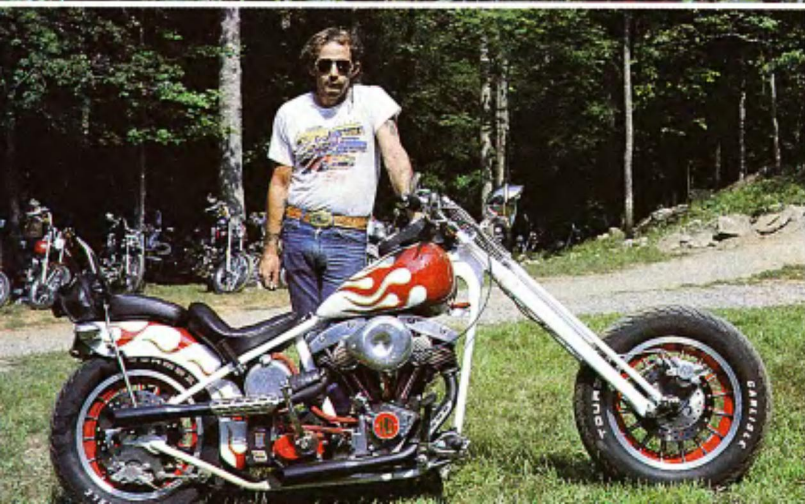
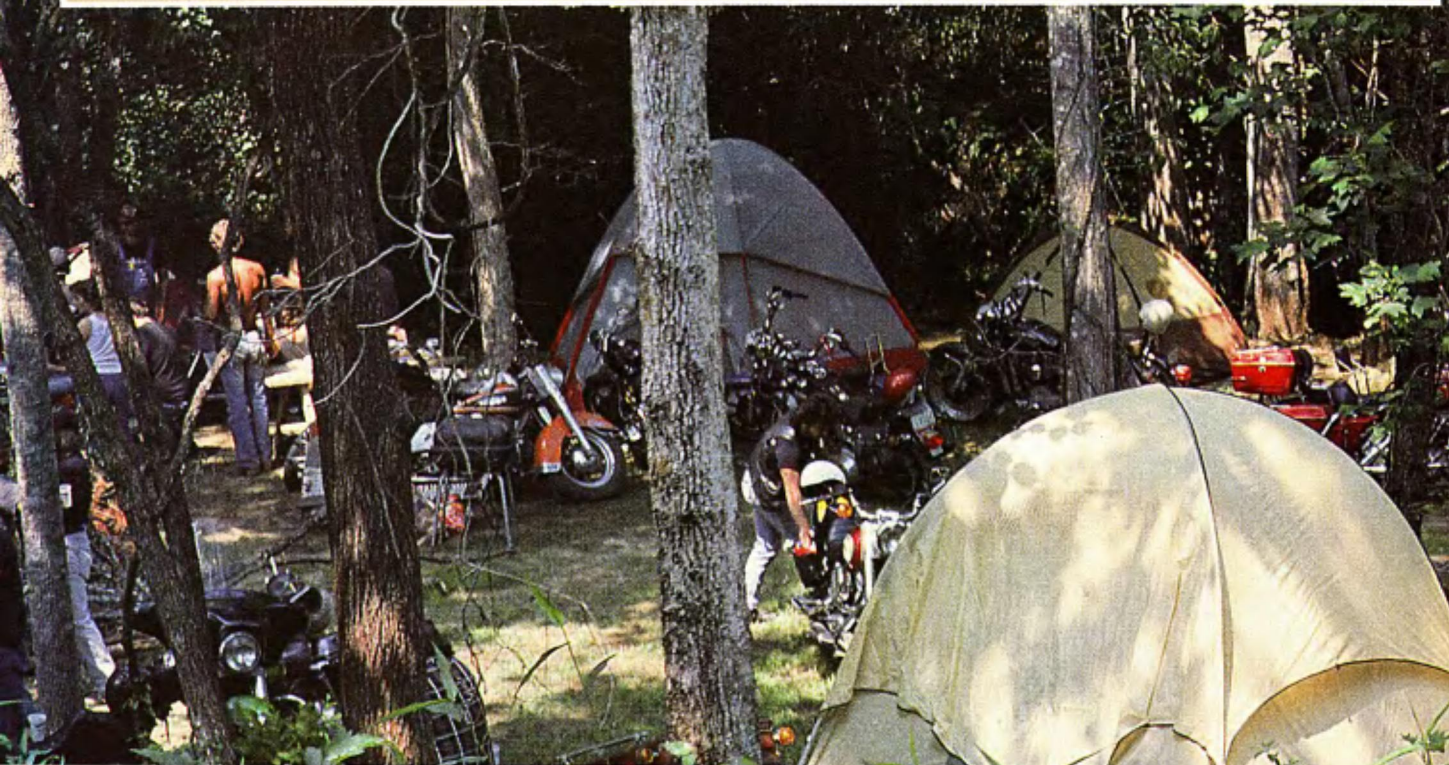
ABATE Strikes Gold

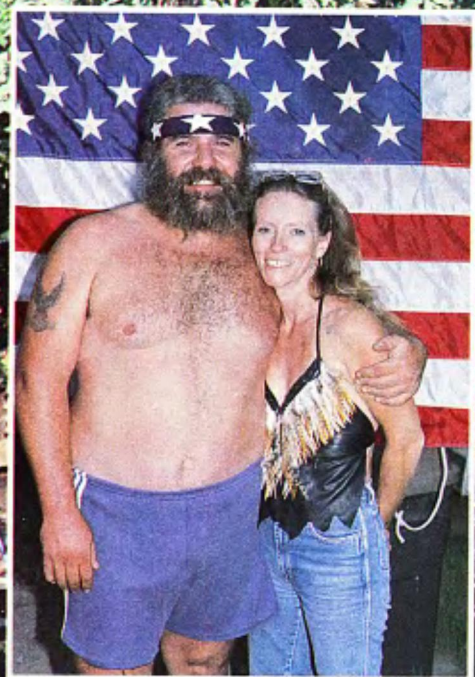
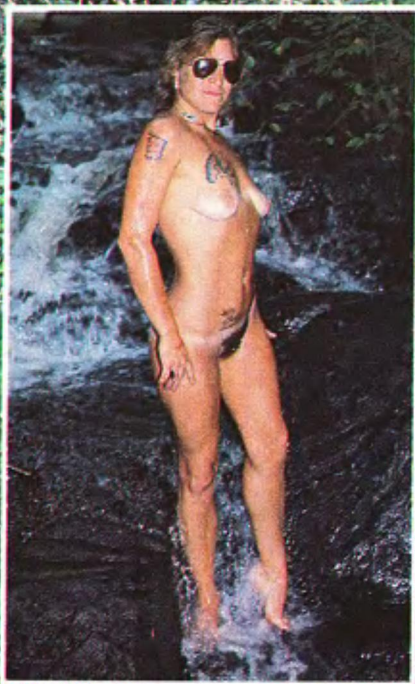


In 1828 the little north Georgia town of Dahlonega was the site of the first major U.S. gold strike; in June 1986 ABATE of Georgia held a membership drive/weekend run to Dahlonega that also celebrated the grand opening of Jack and Rose Livingston's

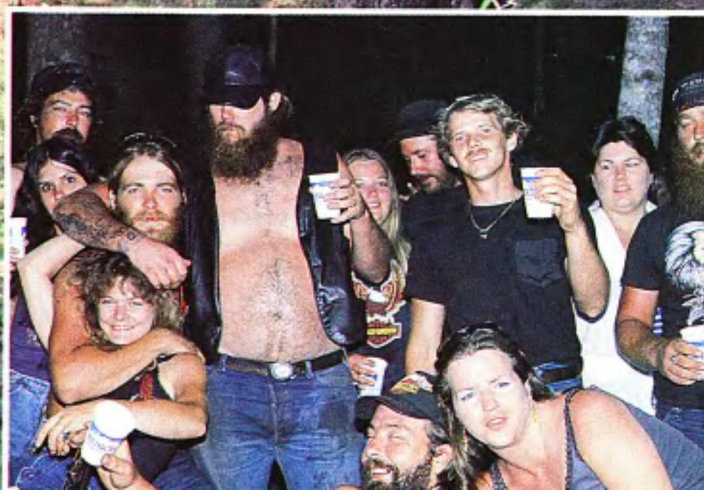
Hidden Valley Campground, intended for two-wheelers only — no cages allowed. Free icy-cold keg beer, loads of barbecued chicken and all the trimmings, and the foot-stompin' music of the much-beloved Normal Town Flyers kept the 600 to 700 bros and sisters plenty happy. And part of the proceeds went to the 1986 Pony Express Ride for Liberty.

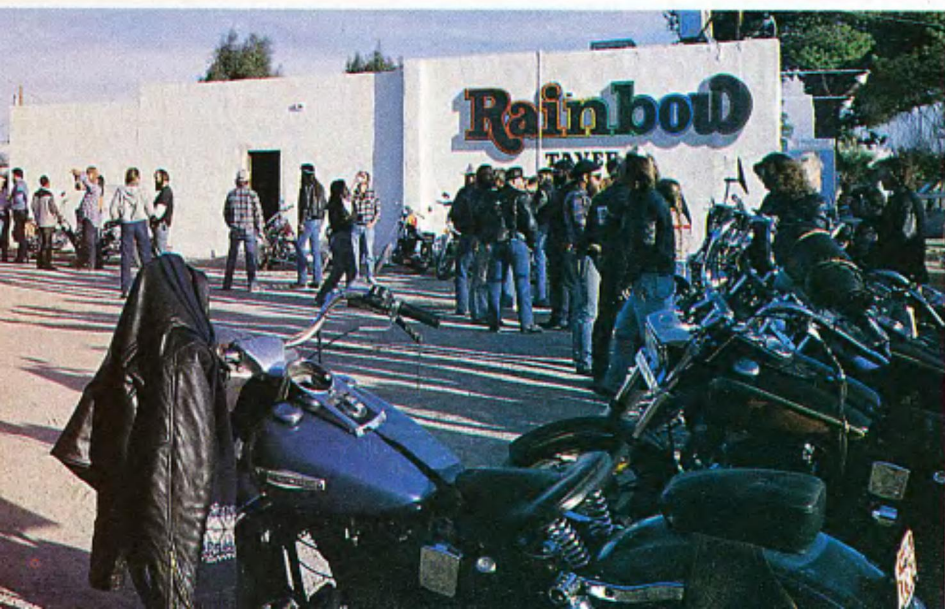
—Duchess



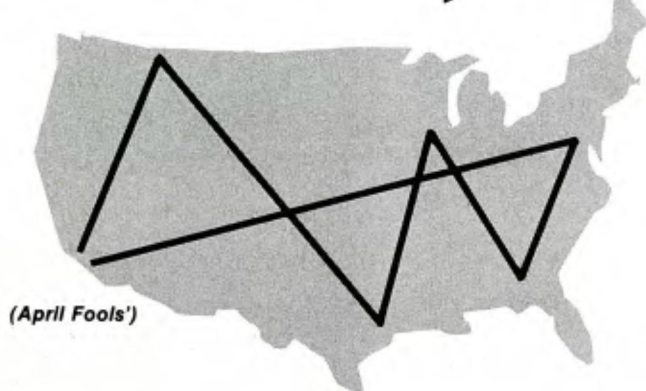


Photos by Pat Hinkle





RIP'S RUN



(April Fools')

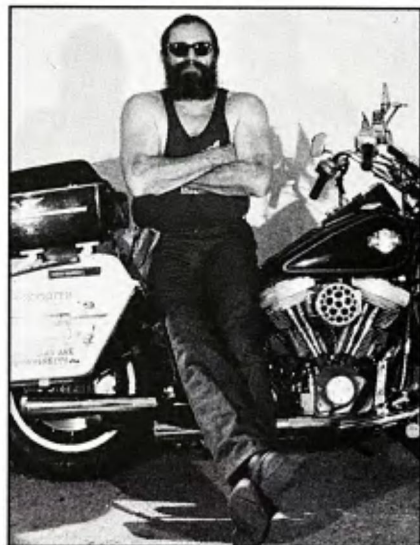


Photo by Rip

TOMBSTONE TERRITORY

In the last issue, I left off by saying that I would be at the *Easyriders* Motorcycle Rodeo Grand Nationals in Ventura, California. I was and it went off great. What a difference a year makes. I worked at the first one, which also was held at the Ventura County Fairgrounds. This was our seventeenth rodeo and, as far as I'm concerned, our best. Our show is always professionally presented, honed and polished to a racer's edge.

My job was to take care of the stage area and to conduct the wet T-shirt contest. You know how much I hated that. Saturday night we had two bands, each playing a six-hour gig. The first group to entertain us was Studebaker. That's Jerry Pugh, their lead vocalist, on the color page. The second group was Greg Kramer and Stronghold. The titty show went off at midnight. Three fine-looking ladies were picked. Our show was smooth, so smooth that our boss Joe was able to sorta relax a little and was even seen boogieing down.

Sunday the events went off like clockwork. The entire program was shot on videotape; after it's edited it will be offered via mail order for you folks who couldn't attend or for you folks who attended and want a copy of this memorable event. In fact, *Easyriders* now has a video department. Look for bigger and better things from us.



Tampa Bay Ray with his rider, Kim, and a happy trophy girl.

I split after the rodeo, going east toward Casa Grande, Arizona. It was cool but clear when I left San Berdoo. Getting into Casa Grande late at night, I crashed in a roach-infested motel. The next morning, after showering and shaking out all my belongings, I left the roach motel and found Dennis Beye's Boot Hill Shoe Repair. Dennis had written to "Rip's Run" in August of '87, and this was the first chance I'd had to pay him a visit.

Dennis rides an '85 Softail and is gonna head up the MMA in Casa

Grande. A helmet bill will be introduced on January 11, in conjunction with the seat belt law. Let's hope the Arizona Sun Devils work for us and not for the legislators. Nevada has a helmet law, and if Arizona gets one, that will mean less freedom for those of us who travel in and around Arizona.

Thanksgiving Day found me in Tucson, Arizona, looking for Jeanette Vega and P. "Rice Rat" Richardson. Each had written in, saying that the Rainbow Tavern, in the southeast part of Tucson, is a

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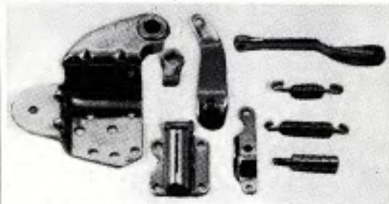
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Rodeo rocker Greg Kramer.



Competitors await the Parade Lap in the pits.



Two pretty Easyriders Rodeo participants.



At the Easyriders Rodeo Trade Show, Bevi, Cathy, and Lizette — three of my favorite Easyriders ladies.

happening place. Richardson lives behind the bar in a trailer house. The guys at the bar are always fucking with him because he rides rice. Whenever he parks his Jap crap where they can get their hands on it, they carry it off or throw it up on the roof of the bar. It's all done in fun. Richardson wants a Harley, but right now he thinks he can't afford one. I talked to him about building a Harley from parts, as many of us have. I guess he will get around to it sooner or later.

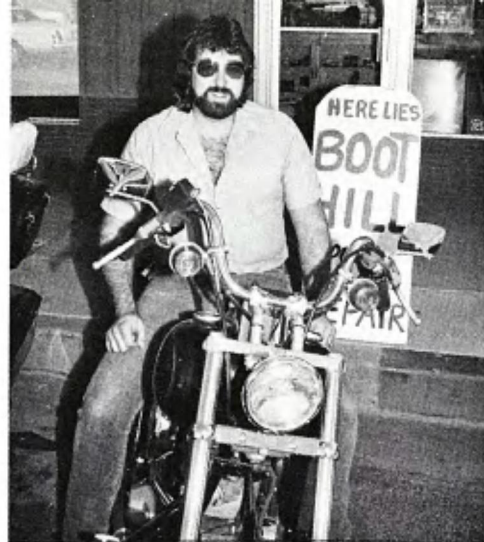
Cutie pie Jeanette is the ol' lady of Red Beard, one of the owners of the Rainbow. His partner is Beast. Both brothers belong to the Hawg Riding Fools MC. The club has its main membership on the East Coast, but the Arizona weather and such are more to the liking of these transplanted snowbirds. Red Beard has been in Arizona for about 10 years, and Beast has been out West for about five years. They try to make Daytona every year so they can enjoy the company of their brotherhood. Red Beard rides an '87 blue-and-cream FLSTC. Beast has an '84 white FXRSP. I had a fine

Thanksgiving dinner with these folks—turkey with all the trimmings. Betsy, Beast's ol' lady, and Red Beard slaved in the kitchen. He swore he made "three pies from scratch," while Betsy insisted they looked "store-bought." Whatever, the food tasted great to this hungry nomad.

I hung around for the 2nd Annual Hawg Roast, celebrating that many years of ownership for Ted (Red Beard) and Bob (Beast). The 2nd Annual Hawg Roast at the Rainbow saw a couple of hundred scooters come and go all day and night. It was great weather all week, in the 60s and 70s. The brothers received a special permit from the alcohol board so that the partygoers could drink outside in the parking area of the bar. After the alcohol board was bugged for a month, they finally sent the permit to the bar by a uniformed officer of the law on the day before the Hawg Roast. Isn't that just like a bunch of paper-pushing bureaucrats? The party went off without a hitch. The cops were busy doing whatever they do when they're not hassling bikers. I didn't see a



Getting some rays.



Dennis Beye in front of the Boot Hill Shoe Repair in Casa Grande, Arizona.



P. "Rice Rat" Richardson and his ol' lady.

cop all night, unless they were all undercover. It wouldn't have mattered anyway, since nothing out of the ordinary went on.

The brothers didn't charge admission to their function. The hog was free, along with the rest of the delicious food. They didn't raise the price of the drinks, either. They had a wet T-shirt contest, won by Lightnin', a barmaid who works at the Bashful Bandit, another biker bar in Tucson. She's the gal on the extreme left on the color page of this column. The brothers also had a small bike show and tattoo contest judged by three area pros. Guess who won the trophy for 1st Place American Stock? Yeah, it's sitting on my desk, complete with a silver Hog on top, reminding me of the fun time I had in Tucson. That was surely one of the highlights of my visit. Tucson means "place of water" in the Apache Indian language.

Two other memorable moments were my visit to Tombstone and the midweek party at the Rainbow. Since my childhood, I have always been fascinated by the stories of the rough-and-tumble Old Wild West.

I'm a history buff when it comes to shit like that. I mean, walking where so many famous desperados and lawmen walked and talked was a special thrill to me. A group of us rode out one day from Tucson to Tombstone, which is known as the "town too tough to die." Of course, we went to the O.K. Corral, where Billy Clanton and Frank and Tom McLowery died in 1881, but not before seriously wounding Virgil and Morgan Earp. Wyatt Earp died years later in his bed in San Berdo, of old age (not by lead poisoning).

We went into Big Nose Kate's Saloon and slammed down some brewskis. The band played on a loft above the men's and ladies' shitters. They rocked out, playing tunes from the '50s and '60s. I acted like the typical tourist and bought a garter, along with several books on the history of that part of Arizona. Big Nose Kate was the gal who loved Doc Holliday—and everyone else, for that matter. She was a legend in her own time, a fearless and tough lady of the evening who frequently boasted of her capability of giving pleasure. My kind of woman who,

DECEMBER 7, 1987

Election Shifts Balance—

Board in Duanesburg Said Pro-Rendezvous

By CRAIG SCHNEIDER

Gazette Reporter

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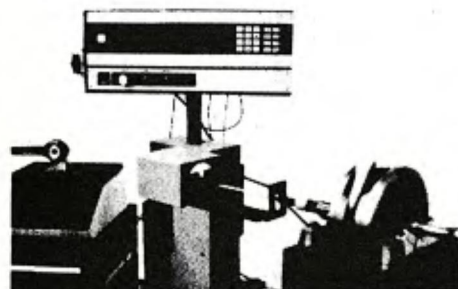
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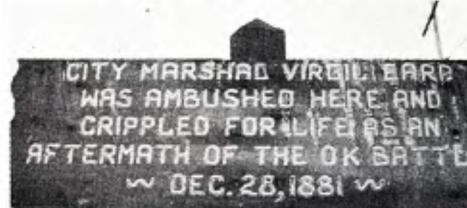
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At Big Nose Kate's, Tombstone, Arizona;
(left to right): Red Beard, Al, and Beast.



Tom and Debra Jackley at the MMA of
Arizona headquarters, Tucson.



On the streets of Tombstone, a sign
commemorating the O.K. Corral battle.

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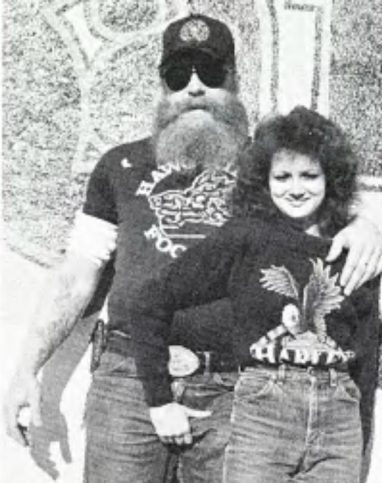
I'm sure, would have made a good ol' lady in a different time and place. Don't read anything into this other than what I wrote.

Okay, moving right along. While I was in Tucson, Bob and Ted rode with me to The Second Time Around, still another biker bar. We also went to Creative Cycles, which sells custom and stock Harley-Davidsons, and we cruised by Performance H-D. They aren't an authorized factory dealership, but that doesn't matter a hell of a lot to me. I treat people as they treat me. The folks at Performance do the engine and transmission work for the local H-D dealership, which is changing ownership at the time of this writing. Performance, as the name implies, is a high-performance specialty shop that can handle most problems encountered with your scooter. They also sell new and used parts.

We went to the headquarters of MMA of Arizona, headed by Tom and Debra Jackley, at 4625 E. Broadway, Suite 215, (602) 322-5511. They have just recently started, so they need mucho help.



Performance H-D crew (from left): Wes, Gary, and French, with a 1954 FL.



Jeanette Vega and Red Beard. "Grab a handful of stuff."



Wednesday night at the Rainbow Tavern in Tucson, Arizona. Group photo taken just before the burnout contest, which was won by Red Beard.

If you're into titty bars, there is one across the highway from the Rainbow. Most of them are downtown on Speedway. We ate many times at the Ajo Cafe on Ajo Way. Ajo means garlic in *español*. Kathy, a waitress at the Ajo, and her ol' man Floyd are involved with MMA.

The best time I had was the Wednesday night that Teddy did the burnout of all burnouts. Things were real slow in the customer department, so they made things happen. Red Beard had his Heritage in fifth gear, pegged out, doing all she would do. When he stopped, the tire was bald. The paramedics, the fire department, and the cops showed up. Earlier a couple of paramedics on a call were going by the bar, where they saw great clouds of black smoke billowing out the front and side doors of the Rainbow. They dropped a dime. Little did they realize that all that was happening was Teddy's idea of having fun. They must have thought that the bar was on fire. The floor inside the bar was a sea of rubber pellets. The next morning it still smelled like burned rubber. The concrete floor now has

a permanent groove cut into it. The tire took the smooth top layer off and got down to the rough, chunky layer.

They made it exciting enough for me to want to stay for the following weekend. With that kind of action happening on a quiet Wednesday, it wasn't any wonder. It's great that scooter people can party down and get away with it. No one can tell Red Beard or Beast to take their bikes out of the bar. They had a great hog roast, with a couple hundred pounds of free pork and all the trimmings, like ranch beans, potato salad, etc. Good friends plus good food equal a good party.

I've got to close now, but I want to leave you with this thought: Whatever you do, don't ever go out in the desert and take a piss on a cactus, particularly a Jumping Cholla. It can be a painful experience.

Hey, how about some mail? I answer each and every letter. We need to know where the best bars, bike shops, and events are happening. Write to: "Rip's Run," Box 3000, Agoura Hills, CA 91301. No bullshit letters, please. ■

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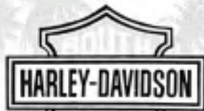


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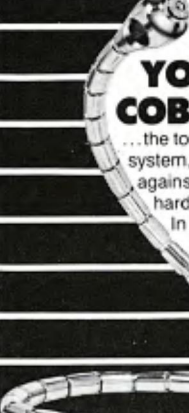
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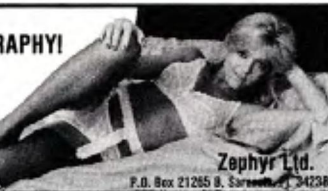
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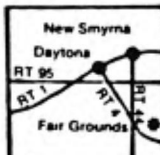
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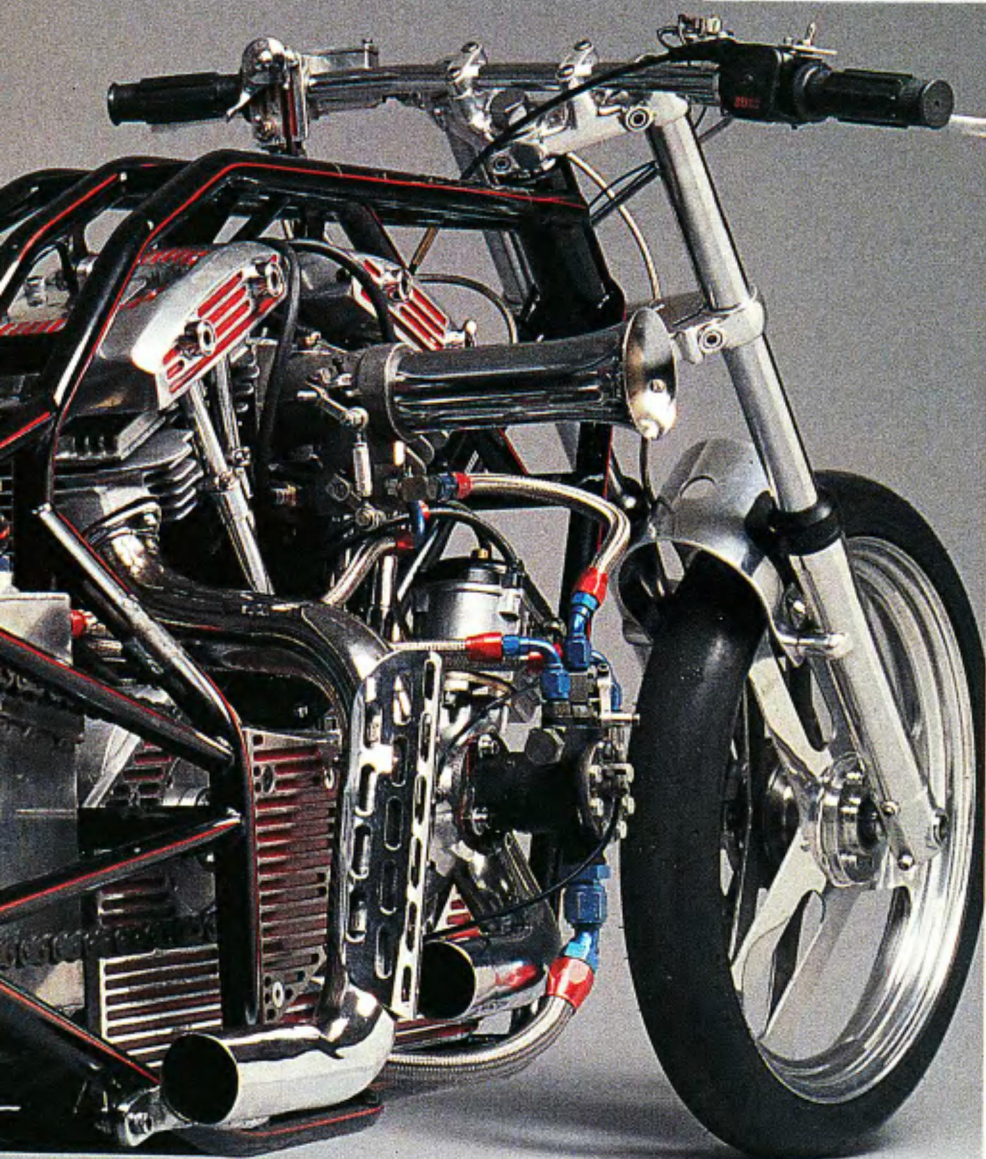
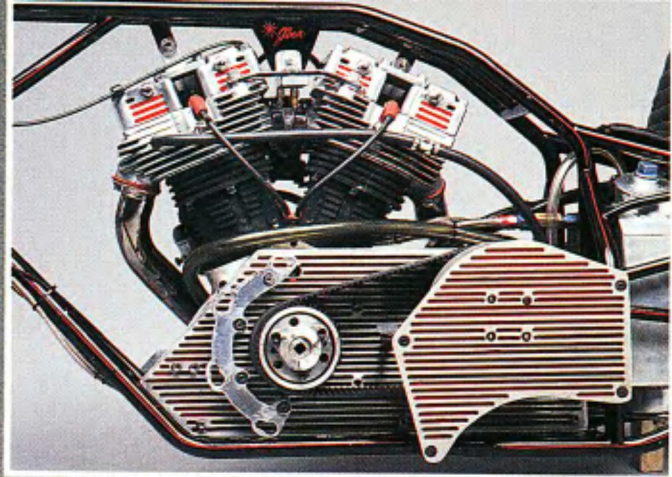
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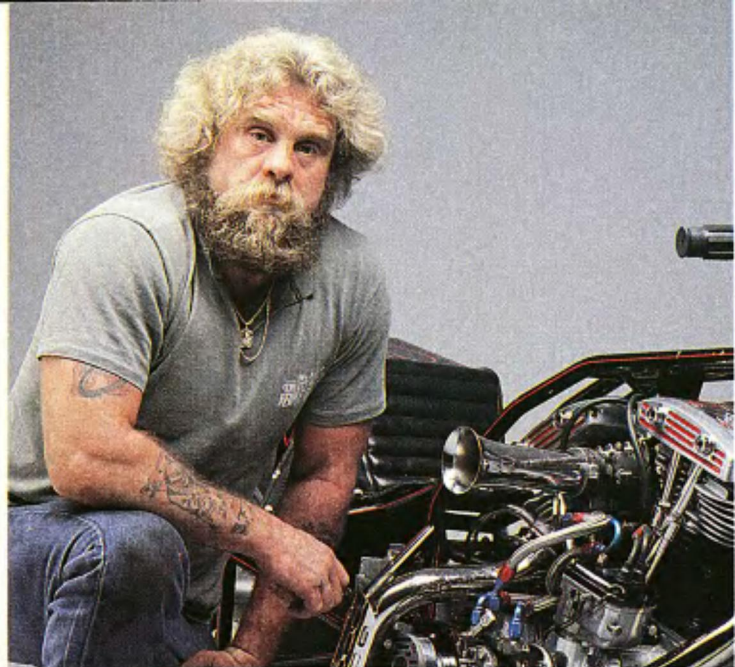
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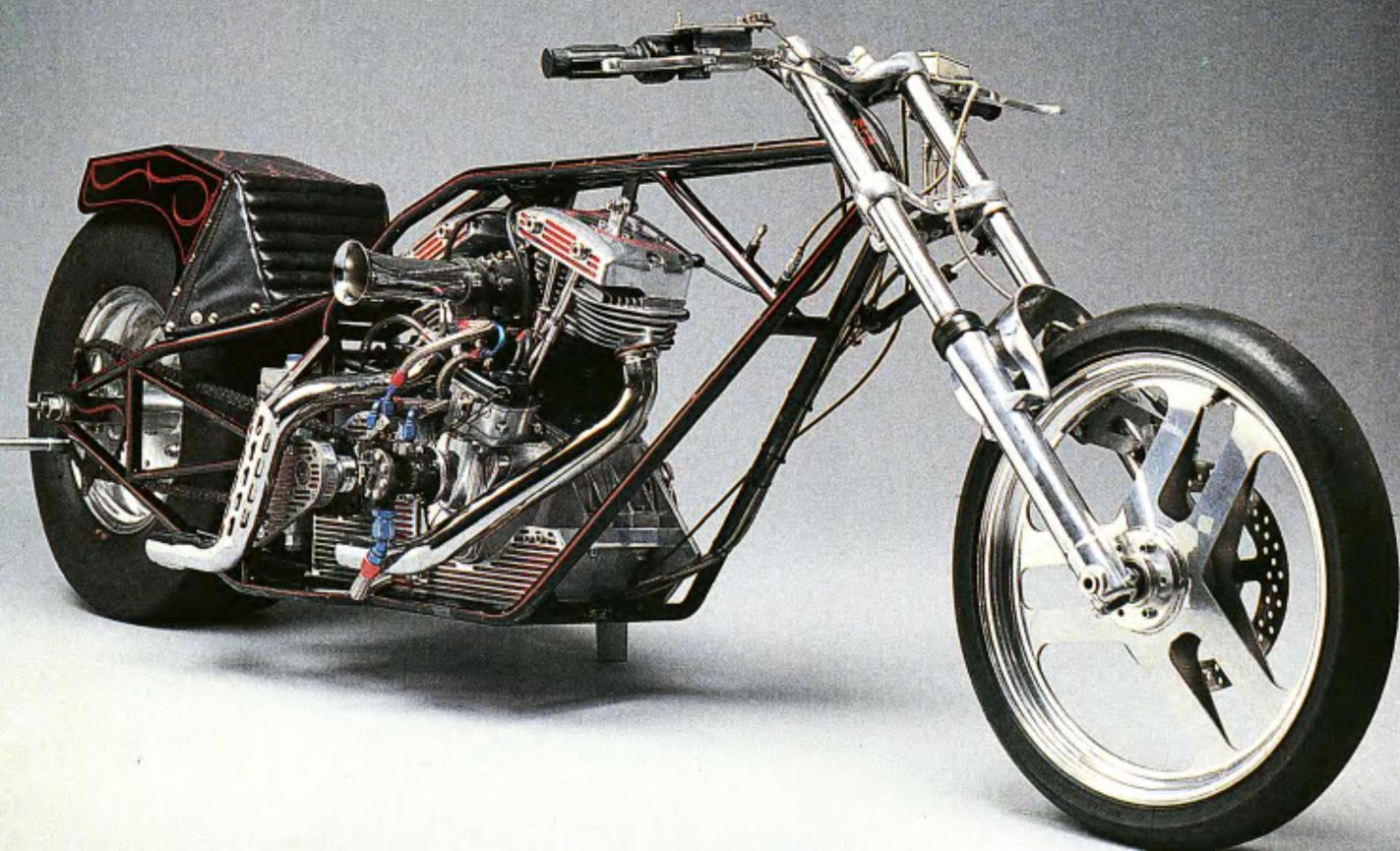
Hey, this ain't no street machine. Couldn't even go bar-hoppin' on it. Sho' is pretty, though. But where's the kicker pedal or push button start? Hey, what-dafuck, I'll tell ya.

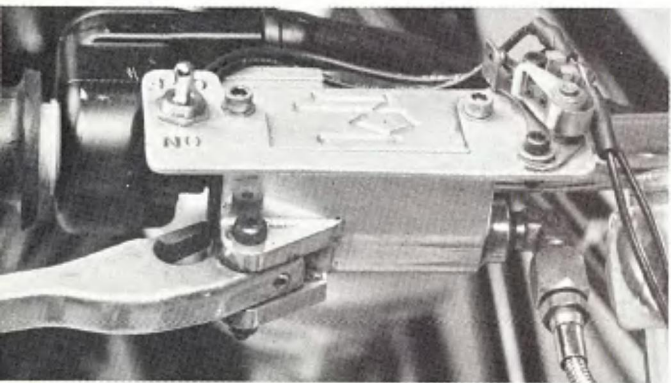
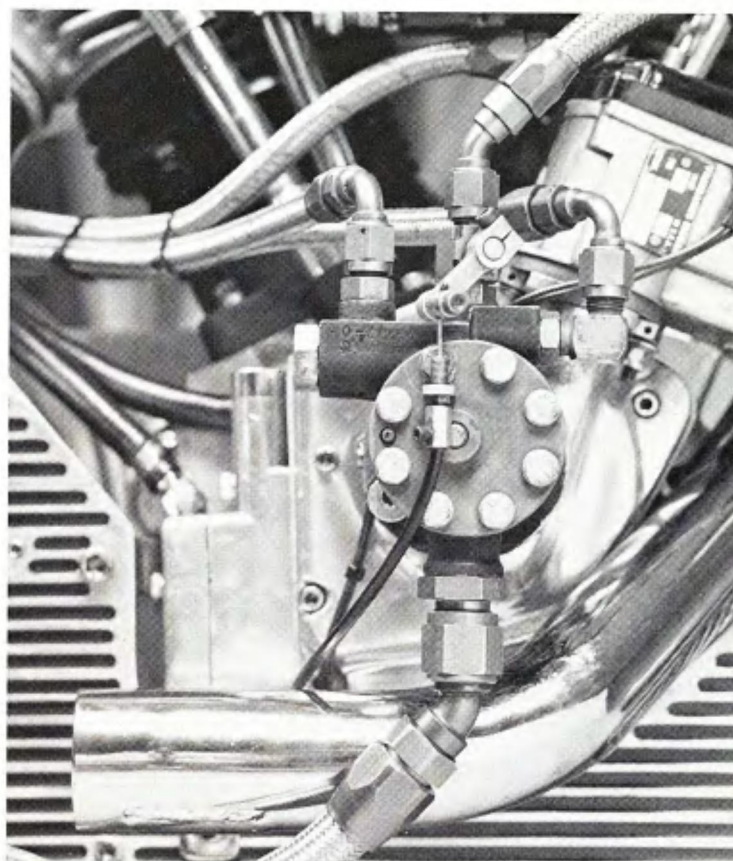
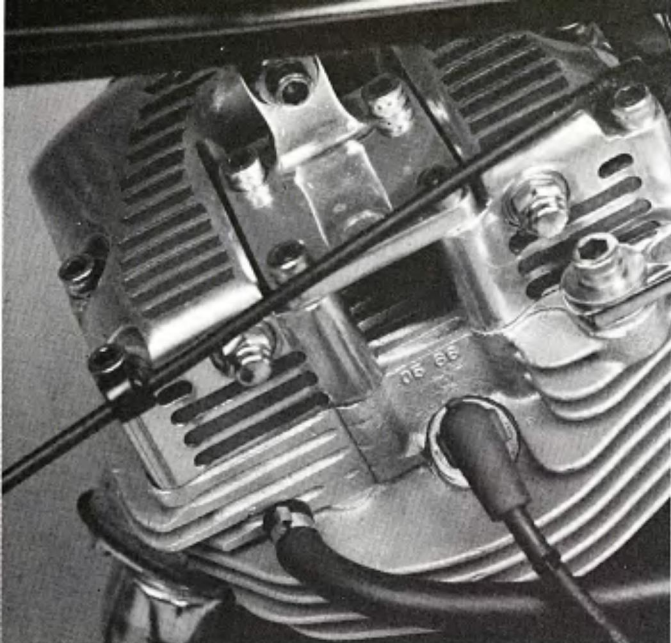
Monte Mathias built this machine to take care of business, and nobody said you can't look good while you're doin' it. While this bike is runnin' low eights in the quarter-mile, qualifying Monte for the #2 plate in the American Motorcycle Racing Association, the attention to detail evident here could place him #2 or better in any custom bike show as well. No time for shows, though, since Monte follows the racing circuit all summer. He keeps his speed shop, MC Fabrications, open during the weekdays, and weekends find him on the road to New Jersey, Kansas, Louisiana, Wisconsin—and the list goes on as Monte and crew keep chasin' the smell of that nitro all season. His right-hand man, Torch, keeps the shop open in Monte's absence.



Monte sees racing as advertising for his shop, and it seems to be working, because Monte has received orders from across the U.S., Canada, and as far away as Sweden. "Build me a ride like that," they'll say, or maybe they'll just want a motor or some head work—anything and everything. Monte's shop is well equipped, and Monte and Torch are capable of handling any job that comes their way. Torch is an ex-H-D employee, having spent some years in the racing department, and Monte has been wrenching on Harleys for as long as he cares to remember.

This is the end of his sixth season on nitro burners, and

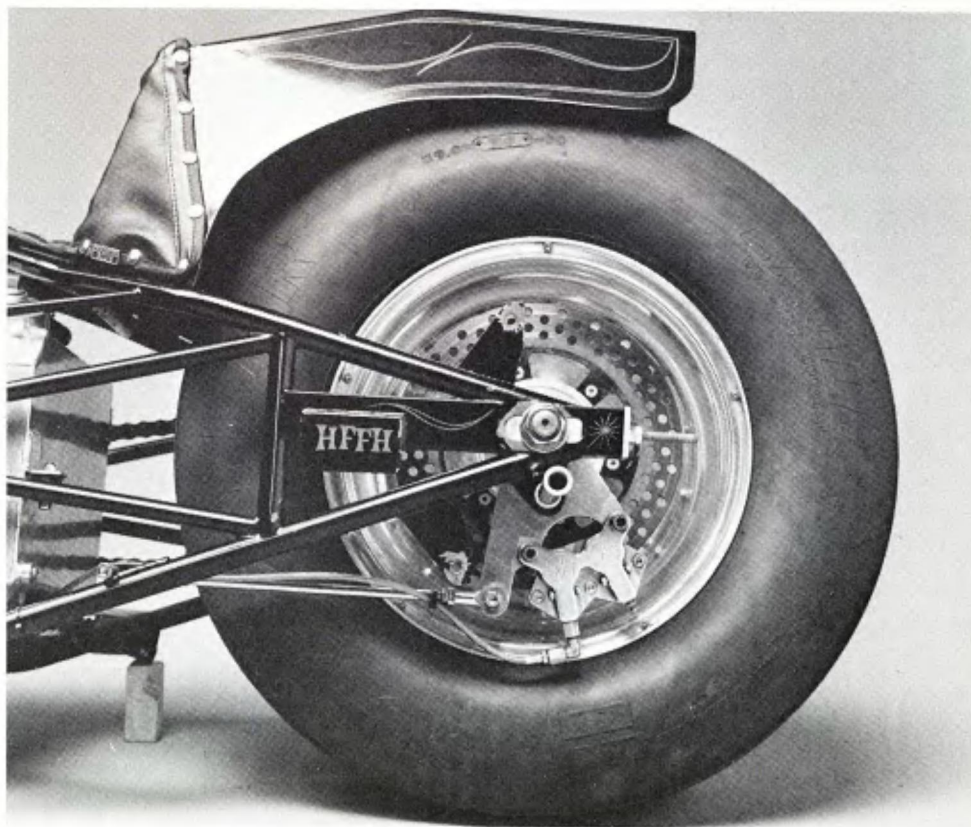


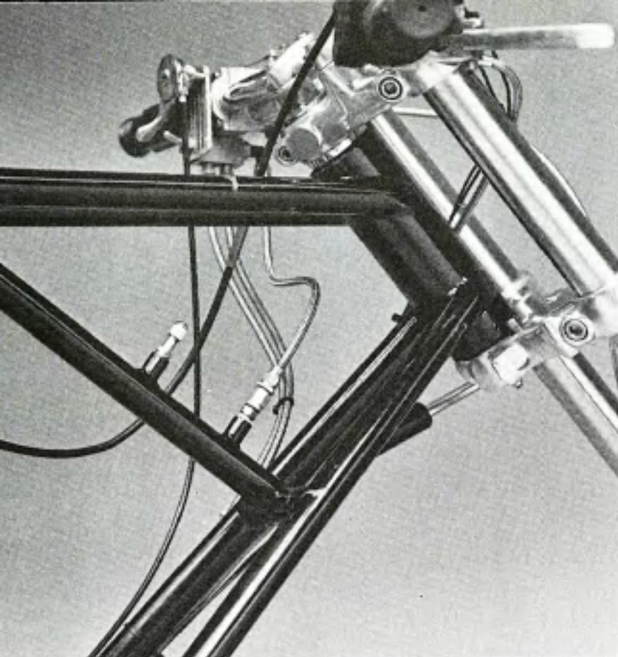


it just keeps gettin' better. His pit crew is Gina, who also happens to be his wife, girlfriend, or ol' lady—I don't know. She's a real fox, though, and knows her way around this two-wheeled rocket. She doesn't wait around for Monte to tell her what to do; she knows and does it without being asked (ladies, pay attention here) and looks real good doin' it.

Anyway, back to the bike. Monte started with an H-D motor, took it all apart and threw most of it away. He then bought a bunch of aftermarket parts (frame, cases, etc.) and reworked everything from the ground up. Mixing performance and style, he created this beast. Come out to the track next time the AMRA is in town and hear this animal snarl—the bike, not Monte. He may do some snarlin' himself if you get too close to his pit crew, but that's another story.

—José

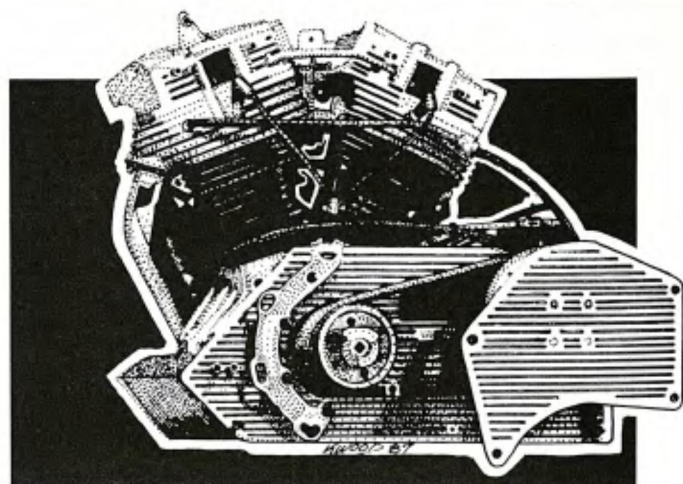




Photos by Jose



Owner: Monte Mathias		City: Rockford, Illinois	
General		Frame	
Fabrication by: Monte Mathias		Year: 1987	
Year and make: 1987 drag racer		Builder: Truett Frame Works	
Model: shovelhead		Type: tri-rail dragster	
Value: \$25,000 plus		Rake: 40 degrees	
Assembly by: Monte Mathias		Stretch: 80-inch wheelbase	
Time: over a six-year period		Other alterations: beefed	
Chroming by: Brown's		Accessories	
Engine		Bars: drag	
Year: 1987		Risers: no, too lean	
Model: shovelhead		Fender(s): aluminum, MC Fabrication	
Rebuilder: MC Fabrication		Headlight: for what?	
Ignition: Morris Mag		Taillight: nobody following	
Displacement: 119 cubic inches		Speedo: in the booth	
Lower end: classified		Front pegs: no time to kick back	
Balancing: undisclosed		Rear pegs: aluminum, MC Fabrication	
Pistons: secret		Electrics: Morris	
Cases: Delkron		Gas tank: Truett Frame Works	
Heads: ported MC Fabrication		Oil tank: Truett Frame Works	
Cam(s): Leineweber		Oil system: H-D	
Lifters: solid		Primary cover: too heavy	
Carb(s): Hilburn fuel injection		Seat: stitch in time	
Air cleaner: velocity stack		Sissy bar: none	
Pipes: short		Height: n/a	
Muffler(s): never		Material: n/a	
Transmission		Forks	
Modifications: lightened		Type: road racing	
Year: 1987		Extension: stock	
Shifting: 2-speed		Builder: Marzocchi	
Engine sprocket: count 'em		Special features: lightened	
Trans sprocket: changes		Wheels	
Wheel sprocket: depends		Front	Rear
Painting		Size: 18-inch	Size: 15-inch
Molding: none		Hub: aluminum	Hub: aluminum
Painter: Hass Body Shop		Rim width: 3 inches	Rim width: 8-inches
Color: black with red stripes		Tire: Michelin	Tire: Goodyear
Type: acrylic		Brake: Perf. Mach.	Brake: Perf. Mach.
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With welded-in taillight bracket. Bolts on like stock fender. 1979-1981 Part #5050 1982-Later Part #6060 \$89. Shipping \$8.



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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)



BLOCKHEAD OIL GAUGE MOUNT

Pat. Pending. Now you can put the oil gauge where you can read it on your Evolution engine. Part #0505 \$24.95. Liquid Filled Gauge #0099 \$19.95 (Add \$2 for C.O.D.)



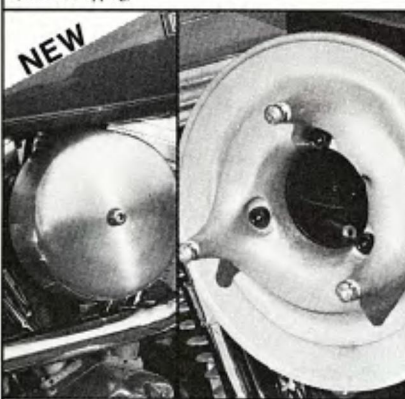
ROCKER BOX OIL GAUGE FITTING (Patented)

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. R.B.O.G.F. Part #0011 71 & later \$19.95. R.B.O.G.F. Part #0022 52-70 \$19.95. Liquid-Filled Oil Gauge Part #0099 \$19.95. Add \$2 for COD 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, Lower bike 1 1/2" Finish, Chrome Spring Price, \$139.95; Year, '52-'78 Model, XL Length, Lower bike 1 1/2" Finish, Gold Spring Price, \$149.95.

Year, '73-'85 Model, FL-FX Length, Lower bike 1 1/2" Finish, Chrome Spring Price, \$159.95; Year, '73-'85 Model, 4-speed Length, Lower 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.



THE SUPER FLOW AIR CLEANER

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.)



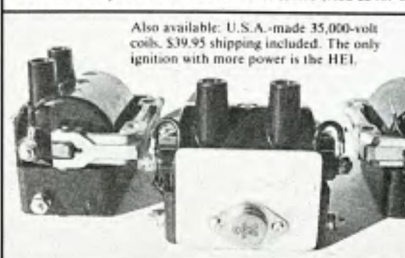
Patented ALUMINUM OIL COOLERS

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 high-lead fins. Fits all Harleys. Black Wrinkle Part #8080 \$69; Polished, Part #8888 \$89.



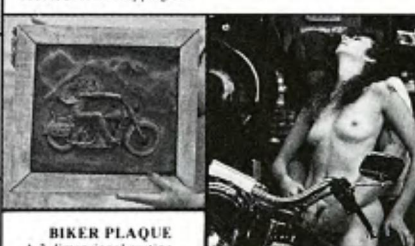
OIL TANKS

4- and 5-Quart Aluminum. These aluminum tanks are hand-fabricated from 1/8" aluminum plate tig 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.



Also available, U.S.A.-made 35,000-volt coils, \$39.95 shipping included. The only ignition with more power is the H.E.I.

H.E.I.
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BIKER PLAQUE

A 3-dimensional casting, highlighted in bronze and framed in wood. 14" x 15 1/2". Money back if not satisfied; \$29.95 (includes shipping).



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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 16 years. He rides his 850 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 Harlingen, 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.

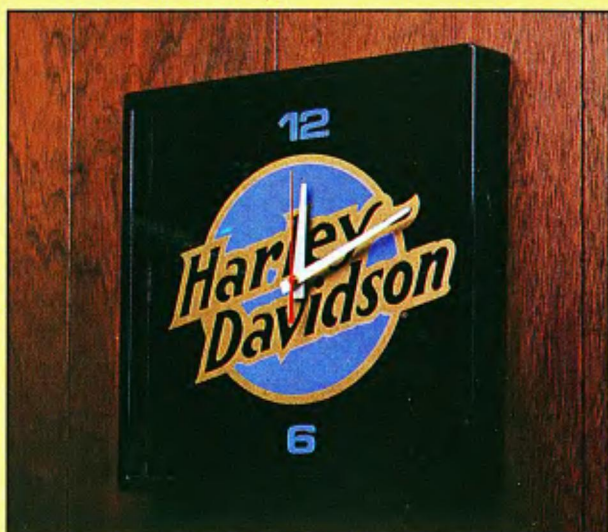
In October of 1985, ABATE signed a contract with the Department of Public Instruction. This contract allows ABATE to administer portions of the motorcycle education program statewide. ABATE was asked to assist in setting the current guidelines for motorcycle instructors. ABATE has been responsible for 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.

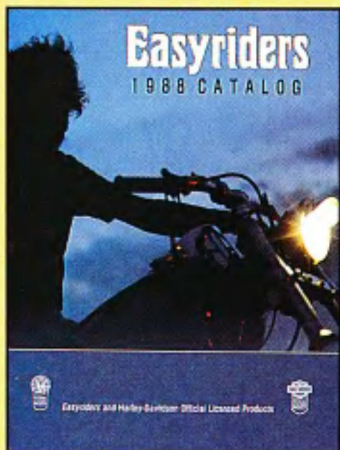
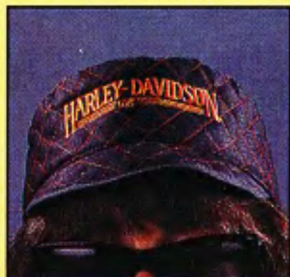
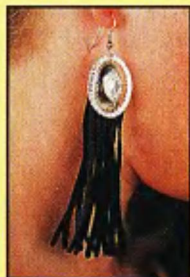
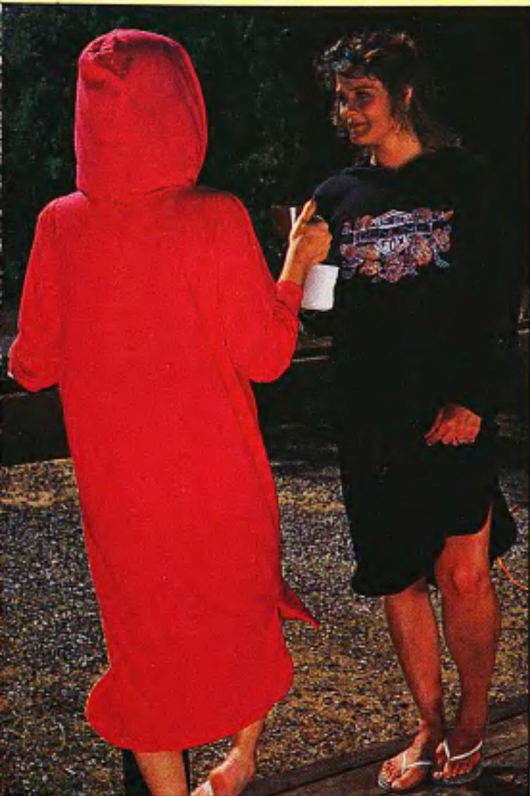
ABATE's continuing job will be to watch all legislation, to keep its members updated on all concerns of motorcycling, to make motorists aware of motorcycles, and to continue the motorcycle safety education courses. This will make North Dakota's streets and highways a safer place to ride.

SPRING INTO SUMMER

Awright, quit yer bellyachin', bro. The weather an' the hardbellies are warmin' up again, so it's time to shuck yer woolen longhandles an' get yer ol' lady to do a little spring-cleanin' around the pad while ya get the putt ready for the streets.

We've got all ya need in the way of *Easyriders* and Harley-Davidson licensed products in our new '88 catalog. Grab a copy an' check it out. See ya in the wind!





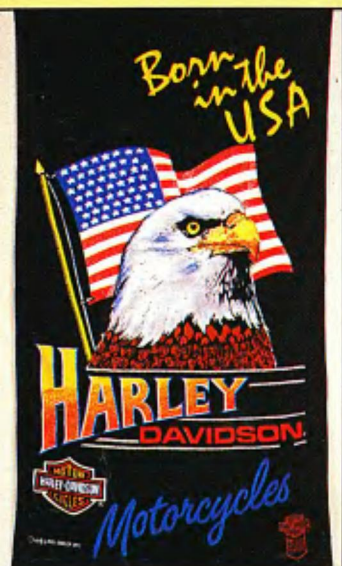
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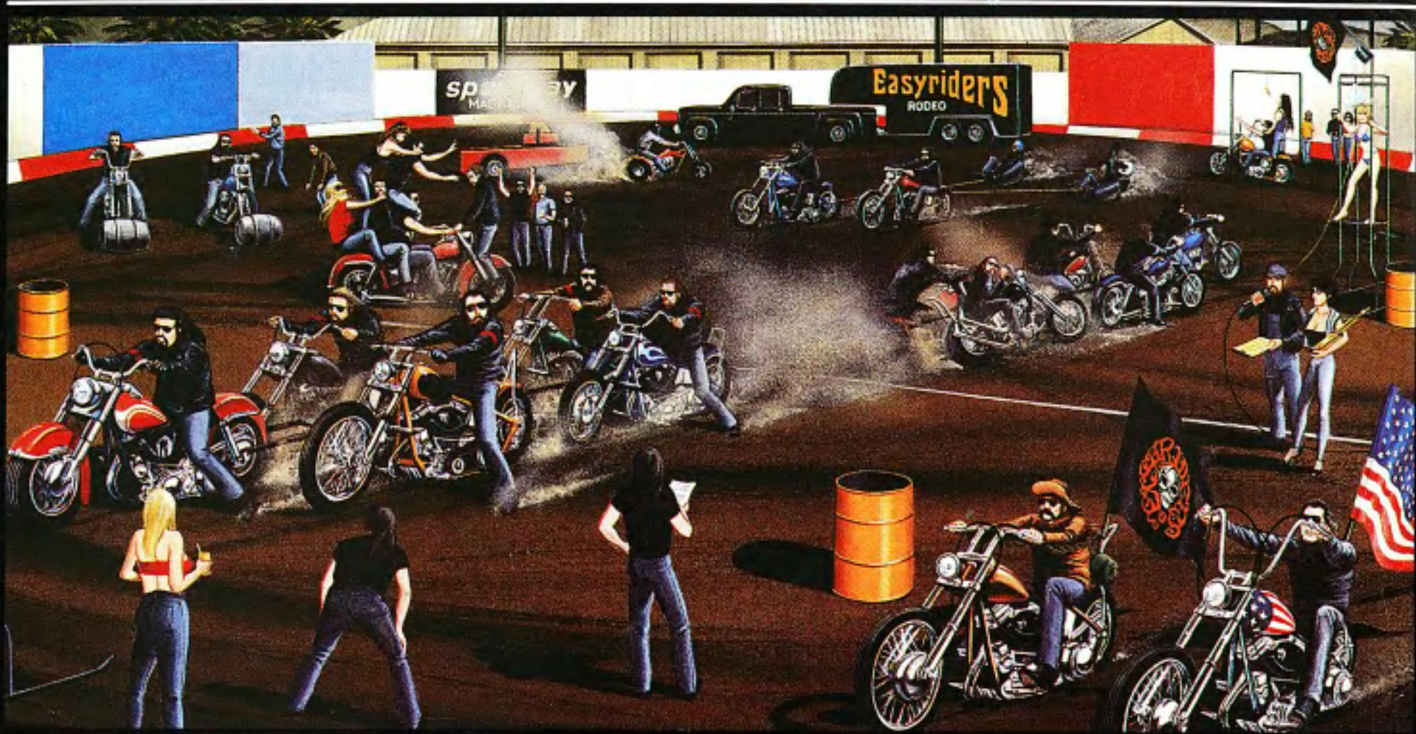
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