

\$100,000 SWEEPSTAKES (See page 18)

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179

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NUMBER 179

ENTERTAINMENT FOR ADULT BIKERS

MAY 1988

Bike Features

This Rick Doss prize winner is a masterpiece 10

This shovel's fat, red, and runs like a raped ape 22

No constraints on his customized shovel, just on his confined skull when he rides in Florida 76

Bob can build anything, wood or metal, as his panhead suggests 90

Foxy Rider

1972 Super Glide/Sheri Lamb 48

Readers' Rides

1969 XLCH/Steve Raymond 56

1970 Sportster/Harry Smith 57

Event

Shakin' it loose in a quiet, central California town — The Bike Fest at Hanford 42

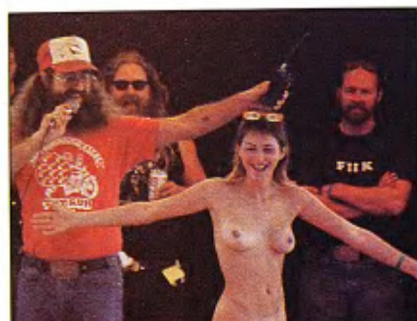
Biker Hall Of Fame

Hoisting one for distinguished brothers who are involved 68

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



Buy American
Printed in the U.S.A.



Page 42



Page 17



Page 48



Page 76



Page 22

Fiction

Captain Crash's Education ...

James R. Murphy
A perfect example of never being too late to learn 36

Two-Wheel Tale

The Ride ... Gary Tomlin 82

Articles

Thumbs-up odds on the *Easyriders*
\$100,000 Sweepstakes 17
Tip on rubber-mounting your Softail 46
Installing nipple rings 54
Fox Hunt winner Debbie 66

Columns

Spider 5
Rip's Run 84

Departments

Wordmonger 6
Easynews 27
Passin' Gas 32
Parts Box 53
In The Wind 58
Fox Hunt 64
Biker's Bulletin Board 67
Choppershopper 72
General Store 94

Calendar

What's happenin' from state to state 74



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Cover, gatefold, and feature photography of Jeri with Lou Falcigno's chopped tangerine shovelhead was done by Mike, with assistance from makeup artist Cindy Crites.

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He was hosing this bitch, really pumping away, when some guys came up and started hitting him on the back with clubs. Surprisingly enough, he was thrilled and pumped all the harder. Finally the two guys shot him and the bitch. It seems that two dogs were having fun and games on an airstrip where the President was about to land, and to protect the President's wife from seeing a biker dog (Rottweiler) porking a poodle, the Secret Service men shot the mutts' asses.

Here's another example of the boyfriend going to sleep first. He punched out his ol' lady before he went to bed, so she got even by pouring two cupfuls of boiling grease over his head and chest. I keep telling you guys—don't go to sleep first.

Here's a guy who got even with his unfaithful wife. For one reason or another, he took a stroll into the woods and found a guy balling his wife. He didn't get too pissed off, but while the two were working together, he cut off both their heads, tied the two heads together with a rope, and delivered them to the police.

He came to his house around midnight and noticed a strange car in his driveway. He also saw signs that his house had been entered by a burglar. He parked his car, snuck in the house, got his shotgun, rushed outside, and blasted all four tires off the car in his driveway. Then he went back in the house, looking for the burglar. But surprise, surprise! It was his best friend who had come over to show him his new car.

Here's a handy hint: If you want to kill cockroaches, smash them with a hammer or your feet, because if you only cut off their heads, they will live for an additional 10 days before croaking.

Here's another way to commit suicide. This 26-year-old woman decided to end it all, so she cut her throat—with a power saw! I guess if you want to die, you want to die.

Now that I've ruined your breakfast, here's a little uplifting news. This dude put a sow named Sally into the back of his pickup, and he also put a boar named Billy in with her. Billy figured, shit, as long as he was going to the market to be killed, he might as well have a last go with Sally. Their sexy shenanigans made the truck bounce wildly, and the cops finally pulled him over. The driver explained that the two pigs must have gone berserk with their fun and games.

All you guys who are balding, take heart. I found a way to help your problem. All you have to do is lop your nuts off.

He was being held in a holding pen. He climbed up the 18-foot-high bars of his cell, and believe it or not, he took a swan dive headfirst into his cell's toilet bowl. He was in a coma for several days. He had internal bleeding and cracked his skull. He is now suing the jailer for \$1 million for not protecting him from himself.

This con was really sorry for what he did and hated being in jail because of it, so he decided to commit suicide. Having no tools or poison handy, he proceeded to try to bite himself to death. He wanted to die so badly that he took the painful route of trying to chew through to the vein in his arm.

He was a magician and pulled rabbits out of his hat. But in this case, he snuffed his ol' lady, cut her head off, and put it in the hat. So instead of pulling a rabbit out of the hat, to the horror of his audience, he pulled out the dripping head of his ol' lady.

The fire department had to dismantle the pool table because—now get this—a man got his hand stuck in a corner pocket.

They got into an argument over whether he would mow the lawn or not. He was deep into a TV football game and told her "Later," so she attacked him with a butcher knife. He then ran into the bedroom, bleeding profusely, grabbed a gun, and shot her ass. Don't disturb a guy who's watching football to ask him to cut the grass!

TAKING IT EASY

By Spider



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Rufus: 1969-1987

□ Real sorry to hear about Rufus. I loved him like he was my own dog. I even took the rest of the day off from work when I read about him in the mag.

Firewalker
Elyria, Ohio

□ I'm writing to say sorry about Rufus passing on to the big kennel upstairs.

Bob Hope, Sr.
Fairfield, Calif.

□ He must have been quite a dog. I just want to say that I know what it's like to lose a friend.

James Coffee
Bakersfield, Calif.

□ I have a 16-year-old white female German shepherd named Hitler (after the cartoon dog in Red Ryder). She means as much to me as my Hog. I've had probably ten of ladies over the years but have had the same dog.

Hitler can't walk anymore (strokes), and I've been carrying her while she shits all over herself. I know it's time, man, but she isn't in pain, and lookin' in her eyes tears the fuck out of my leathery old heart.

We both know Rufus is with all the bros and sisters that went before him. Hitler will soon join him, and together they will wait for us with tails waggin' and tongues hangin' out.

Rev. Willydog
Santa Ana, Calif.

□ I, too, know the pain of losing a pet that is more than "just a pet."

Tom Hamilton
Mountain View, Calif.

□ I know how you feel. Just a few months ago my 18-year-old German shepherd made her last trip to the vet.

K.A.
Naples, Fla.

□ Spider's eulogy to Rufus brought back fond memories of the best dog I ever had. Gremm was a female Ger-

man shepherd who saw as much of the U.S. as I did from the windshield of my truck. I drive interstate and she went everywhere I did (including bars). She was protective and loyal right to her last days. She died a month shy of 14, and the day she died I lost a real friend.

B.D. Monte
Stamford, Conn.

□ I was both sorrowed and touched by your tribute to Rufus.

Howard Hartley
Newland, N.C.

■ Spider says thanks to everyone for the kind letters. Rufus deserved them.

Good Samaritan

□ Just want to tell you guys about the hospitality and expert wrenching at Custom Classic Inc. in Wayne, West Virginia (just south of Huntington).

Recently I was heading east on I-64 when my Sturgis's rear axle bearings "welded" themselves to the axle. A check of the local Yellow Pages showed Custom Classic's ad, which said that they specialized in Harleys. That is an understatement! They had every part I needed in stock.

Anyhow, through the extra efforts of Mark, the owner of Custom Classic, I got back on the road and back home with no further difficulty. I would highly recommend his shop to all you bros in West Virginia and eastern Kentucky/Tennessee. He is a righteous guy who knows his stuff.

Bob Stell
Suffolk, Va.

We Did It Again

□ As usual, you ran one of my brake systems on a feature bike and I didn't get any credit. It's hard enough making a go of it now, and when I see my products credited to someone else (even a company that is no longer in the manufacturing business), it gripes my rear end! And

yeah, I know, you just write what the builder puts down. But isn't there anyone at the store who knows anything about motorcycles? My brakes are very distinctive, and if you look, you can't mistake them for anything else.

Okay, to get down to cases. On page 106 (February '88 issue), the "Soybean Sportster" is running one of my dual disc brakes with Hurst Airheart disc brakes. As I am just about the only shop with a good supply of Hurst products, maybe you could have someone remember that, and when a bike comes in with a Hurst brake, a red flag could go up. "Gee, maybe that's Rocky's brake setup."

These brakes were sold under various retail names from Hallcraft to ... But at present I believe I'm the only one producing them now. As my ads in your mag say, I've got new and used parts to rebuild old Hurst brakes. I also do custom disc brake conversions for trikes.

Rocky
APR Repair
635 S. Raymond #B
Fullerton, CA 92631

Beach Rally

□ Hey, bros and sisters, if you're planning to be in the Myrtle Beach, South Carolina, area on Memorial Day weekend, please check out the Atlantic Beach section. The Southeastern Harley Riders are having their annual Beach Rally. There will be plenty of sun, music, food, beer, and races.

Roland B. Little
APO N.Y.

I Think He Likes Us

□ I've 'scribed to this rag for years now. Readin' and supportin', laughin', holdin', throwin', eatin', sleepin', and drinkin' this fuckin' rag from issue number one. You've changed it and rearranged it, trashed, smashed, and classed it. Easyriders has brought insight, nearsight, and foresight to a segment

of society that never ever gets a break. Some of the best-lookin' women in the world have graced your covers, and many of the finest scooters are profiled. I mean, listen, I've got ten boxes of *Easyriders* and early-model chopper rags that I don't open for just anyone.

You've got to understand — I was there when Harley was a supporter, then an enemy, and now a supporter again. Big money is always an influence, be it either good or bad, and *Easyriders* has made too many improvements to be considered a bad rag. In the past few months you've made *Easyriders* what it has always been to me: the largest-selling motorcycle mag on the newsstands, not to mention the most innovative and respected.

As a subscriber of seven years (soon to be nine years), I have grown with a rag that is my life and lifestyle. You dumped Mutha, which I can understand (kinda), but don't you ever fuck with my plain brown wrapper!

Ron Hess
Nashville, Tenn.

Doing Research

□ The project I am hoping to do involves you, for I want to study a motorcycle club this summer. I talked to my sister's ol' man, an ex-club member (Night Sinners MC, Waukegan, Illinois), about the idea, and he thought it was pretty good. So I'm using *Easyriders* as a way to find out if any club would be willing to let me hang with them over the summer. This project would be sort of a trade-off: I would get information and knowledge about what a group of bikers thinks, does, and believes, while you would get some publicity as well as varied assistance in other areas.

If this idea interests you and you'd like to have a paper written about your club, drop me a line and we'll see what we can work out.

Mike Gordon
Knox College, Box 515
Galesburg, IL 61401

Ariel Square Four

□ I have been very fortunate in acquiring an Ariel Square Four. I believe the frame is a 1951 and the engine a 1954. My current plans are to restore the bike for use — not custom or show — just to look good and use.

My current problem is locating parts and technical data for the Ariel.

I've also been told that two Ariel clubs exist in the States, but I have no idea how to reach them. Can you help me on this?

Tom Herd
4258 Grove St.
Denver, CO 80211
(303) 455-7479

Hitchhiker

□ I'm an Englishman who will be hitchhiking across the U.S. in '88. Can anyone spare floor space so I can pitch a sleeping bag for a night or two while on the road? Will supply the beer.

Steven Redford
Swan & Brewsters
High Street
Wendover
Bucks., England HP22 6BP

Help!

□ My 1970 Electra Glide needs a repaint and I can't find any new tank decals (H-D Part #61763-70).

Does anyone in the real Harley country know where I can find any?

Ulf Jensen
Stora Kopinge 19/75
S-270 22 Kopinge
Sweden

Diaper Freak

□ In your February issue, I and several thousand other real devil dogs had the extreme displeasure of reading about a Marine who gets a sexual thrill from wearing diapers. This is one sick individual. He has a severe problem, but I'm sure it's nothing that can't be fixed with a suitable application of high explosives. I'll buy a lifetime subscription to your magazine if you will just send me that pinko-communist-child-molesting faggot's name. We here at the Engineer Equipment Platoon in Tustin, California, get our thrills out of kicking the living shit out of assholes who pretend to be Marines and wear diapers.

The Engineer
Equipment Platoon
Tustin, Calif.

Raggin' On

□ Congratulations on being one of the most misogynous publications I've ever read. Either you portray your women as passive, panting playthings, willing to expose any part of their bodies for men's exploitative purposes,

or you portray them as useless whores and bitches.

This magazine degrades and demeans women to the core. I doubt that your magazine has the journalistic integrity to print this and show your readers that not all women are dumb bimbos eagerly awaiting exploitation at your hands.

Ms. Bonnie T. Gardner
New York, N.Y.

■ I've got a cat named Bonnie, and I thought she had the rottenest, shittiest disposition going until I got your letter.

Help Wanted

□ My man, the chop, and I are hoping to emigrate to California and would really appreciate any info regarding emigration, the bike scene in California, and anything that might help us realize our dream.

Are there any bros or sisters who can help us? Please write to Julie and Eric at the address below.

7 Maxstoke Close
Matchborough West
Redditch
Worcs., England B98 0EJ

David Allan Coe

□ To those bros wanting a copy of Dave Allan Coe's "Nothing Sacred" tape, I have a third-generation recording. It's got a couple of small fuckups, but it's still a damn good tape. Just send me a kite and \$5.00, and I'll get a copy to ya.

SP/4 Mark
"Smoke" Snodgres
HHC 237 ENGR BN
Box 41
APO NY 09176

Rip's Run

□ In reference to "Rip's Run" in the November '87 issue, someone needs one hell of a geography lesson.

Buffalo may be home to the worst football team in the league, but it's sure isn't home to Niagara Falls. The Falls itself is located in the city of Niagara Falls. We are the home of one of the wonders of the world, not Buffalo, as you stated in your article.

Larry
Niagara Falls, N.Y.

I'd Run On Rim

□ What in the fuck are you doing printing a letter ("Duo-Lift Comes Through," February '88 issue) about some moron leaving his bike (his

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this
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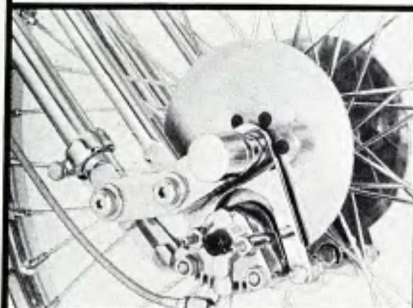
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17" - 21" spool wheels, complete with tire, \$75 cheap

APR Repair

635 S. Raymond #B
Fullerton, CA 92631
(714) 447-3021

Never before noon, ever!

(Check out "Soybean Sportster" in the February '88 issue of *Easyriders*.)

Harley!), his only contact with the real world, on an exit ramp at 5:00 in the morning. Then he went home and crashed for two and a half hours until an earthquake finally woke him and reminded him to exercise his brain and go buy a tire and tube.

Then he finally makes it back to see if your Duo-Lift is still doing its job. Granted, the lift works and works well — but here's what fucks with me. This Biker Bill (I'd love to meet him) writes and tells us he left his sled on an off-ramp on a jack in Huntington Beach, California, for six hours until a fucking tire barn opened. Give me a break! I'm surprised that this cockhead has an ol' lady, much less a Harley. This dude doesn't have any friends? After reading what he just did, I can understand why. I'm proud to say I'm not his "bro," and if I were, that FLH wouldn't have sat on the off-ramp. I'd cut the tire off and push it on the rim if I had to. I'd rather buy a rim than replace my Harley.

Brains
South Bend, Ind.

A Fan

Starting another year with *Easyriders*. I got my February issue in the mail yesterday along with the Raisin Pie Report. I'm 24 years old and have been reading and collecting *Easyriders* mags since I was 15. I just want to tell ya that I wouldn't change anything. Anticipation gets me when I get home and find *Easyriders* in my mailbox.

Thanks for the good mag — and a hefty piece of raisin pie to all at *Easyriders* and all the guys at Hampton Roads Harley-Davidson. They even sent me a Christmas card!

Chris Sanderlin
Norfolk, Va.

Wanted Bumper Sticker

In your February '88 issue, I saw a bumper sticker in the article "Bikers and Truckers" that read 55 MPH SUCKS. If anyone knows where I can purchase a few, please send me the info.

Scott Anthony
829 Randolph Ave.
St. Paul, MN 55102

Brotherhood

To Tom and Joe, who turned around on Belcher Road in Pinellas County on

Christmas weekend and gave me a jump while I was kickin' my ass off in the median: Hats off! It was a pleasure to drink a beer at the Cove Bar with dudes who know what brotherhood is all about.

Keith Robbins
Clearwater, Fla.

Check Typewriter

You assholes better check your typewriters. The owner of the '61 pan with enough lights to decorate the Reagan's Christmas tree (February '88) has his name spelled wrong. I think it should be Redneck instead of Walneck.

Link
West Liberty, Ohio

Where Are Sportys?

In the February issue I couldn't find the XR-1000 in your "Evolution of A Legend" article. Surely this dual-carb Sporty deserves mention. It was probably the tastiest of all the factory Sportsters.

Curt
Columbus, Ohio

Okay, assholes, pay attention. In the February '88 issue, on pages 16-17, you had a good chart of the history of Harley-Davidson motorcycles. I own a 1985 FLHP (P stands for Police Special). Why isn't this model included in your fuckin' chart?

Get your shit together!
Randy (Shadow) Kost
Herkimer, N.Y.

The guy in charge of Police Specials was in jail that day. Sorry.

I hate to be one to pick nits regarding your otherwise fine magazine, but your "Harley History Chart" in the February '88 issue sucks green canal water.

The WL 45-inch was introduced in 1937 when the 75-inch and 80-inch twins got the recirculating oil system. Its predecessors were the DL, introduced in 1929 with a fouled-up vertical generator (ate drive gears), and the RL (similar to big brother VL), in 1932 through 1936.

The so-called 80-inch side-valve twin ULH was produced in quantity through 1948 and in limited production through 1952 (for police, foreign export, etc.). It was more properly a variation on the UL 74-inch side-valve — the only 74-inch

from '37 to '40.

The WLA Army model dates back to at least 1940 and was produced as a regular Army contract model through 1951. Mr. Fran Blake of 658 Lemon Hill Terrace, Fullerton, California, is an expert on this model and its year-by-year changes and could probably work you all up an outstanding article on it and all military Harleys.

You correctly show the 45-inch twin servicer beginning (as an RL-engined trike, actually) in 1932, then screw it up by indicating the GE (indicating electric start) beginning in 1935. G models were 45-inch trikes with basically WL motors; with GE, electric start, beginning much later. I dunno the year on that ('65?).

A minor thing, but the XLCR deserved a short line of its own, showing its short production life, instead of being stuck on the Sportster line in 1977. You did it that way for the XLX and XLS. Why not the XLCR?

The "175 two-stroke" line could properly be contained on the 125 and 165 line. You guys wasted a lot of lines on the Italian-made crapola that no one cares about.

Why didn't you at least send the article to me to proofread and correct before you screwed it up in front of God and everyone?

Flathead Gerry Lyons
Louisville, Ky.

Needs Help

I'm a West Coast sister, stuck down here in Nashville, Tennessee, doin' a 15 for armed robbery(s) and assault(s), and I'm here to tell ya the South ain't for me.

I'm lookin' for some info on the Women's State Penitentiary in Salem, Oregon. My man is up in Oregon, doing time, too, and this letter-writing across the USA is a royal pain in the ass for both of us. We plan to tie the knot, as we can have contact visits then — and ya know what time that is! Smile!

I'm getting very little information on interstate compact from the people here. Hell, just gettin' a straight answer is like pulling teeth.

I'm hopin' some of y'all can help us out.

J. Pappas #110870
Tennessee Prison
For Women
3881 Stewarts Lane
Nashville, TN 37218

We Were Wrong

☐ We always thought the motorcycle industry stood up proudly for personal freedom. But when we see how many of our "brothers" are trying to shove helmets on our heads — by law, whether you want them or not — we realize some of the people in this industry just don't care about freedom, liberty, or your choices at all.

We don't like that one bit. We think wearing a helmet should be a choice you make, not the state government.

But we don't sell helmets. So if you have to wear one, we won't be the guys who get to take your money.

We'll be the ones, just like you, who will be sorry to see one more American civil liberty disappear into some fat cat's wallet.

And that's pretty sorry.

Custom Chrome
Morgan Hill, Calif.

Missing Parts

☐ I just picked up a 1976 Harley AMF 175 SS, and after going totally nuts trying to get parts for it, I decided to see if maybe you could help. I'm looking for a repair man-

ual and an address where I might get other parts, because I just found out Harley sold the whole kit and caboodle for the smaller bikes to another country.

I'd really appreciate it if you could help me out.

John Muscarella III
Kearny, N.J.

Righteous Group

☐ We would like to say thanks to "I Came To Play Ray" and his group. We met at the Austin Easyriders Rodeo.

Someone left the key on in our chase van for two days. Thanks to Ray and his bunch, we were able to get started up and headed back to southern Texas. Without their help, we would have had a long wait. As usual, we were the last group of people left in the park.

The rodeo was a helluva good time, and, Ray, you are tough to compete against. But we'll give it a try again next year.

Thanks again to some really righteous groups of scooter bros and sisters.

Ski
New Braunfels, Tex.

Peaches



☐ Sorry to hear about the accident. Just thought I'd wish ya a speedy recovery and hope you're back in the wind soon.

A Concerned Reader
Susanville, Calif.

☐ Sending a few brain waves to let you know I'm hoping to see ya on the flattop soon! Get well!

Squire
Kansas City, Mo.

☐ Chin up, babe. I know you can do it.

Hope you're well soon, and

may you have the breeze in you face soon and forever.

Spinner
Brampton, Ontario, Canada

☐ I was sad to hear about your accident. You are my favorite "Foxy Rider."

H.D. Laferty
Chillicothe, Ohio

Check It Out

☐ I've seen a lot of things and have been a lot of places, but one of the better places I've been is a biker bar called Bubba's in Milwaukee, Wisconsin.

The people and bar are righteous. Check it out sometime.

Bro Dan
E. Grand Forks, Minn.

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. ■

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SOUTHERN PERF



SECTION



Well, brothers and sisters of the wind, this has been quite an issue. The flu epidemic hit the staff as if a 747 pilot had decided this was the place to land. We changed the issue no less than 35 times, just to get it right, and a couple of the most-needed bros concocted a plan to go to Mexico — and left.

Now I'm not sniveling, much. My temperature is about 102 degrees, I can't breathe, and I can't seem to see any light at the end of the milk crate. But you know how it goes, and if I ramble on or pass out, ignore it — I'll make a major comeback next issue.

The only thing that really bothers me about feeling like a dead frog in the middle of the road is my lack of enthusiasm. This bike was constructed by one of the finest builders in the country. In 1987 at the H-D show in Daytona, out of the 12 bikes taking trophies, eight of that dozen had the mark of Rick Doss and his talented painter, Teresa Crane. A couple of years ago we featured the exquisite knucklehead Rick built (for his ol' lady, Dixie) in the August '86 issue, and in the September issue we featured a blown shovel that's still winning at the drags and could easily be a museum or art piece — it's so fuckin' beautiful.





In 1985 we shot Dan Baan's shovel while in Daytona. This scooter doesn't represent all the fancy tricks that Rick is capable of injecting into his scooters, but it does represent the subtle changes and details he puts into a good, dependable, sanitary, road machine. In 1985 it took the prize at the H-D ride-in show in Daytona in the Rat's Hole cafe class.

And Dan is still riding it today. This year at Daytona marks his nineteenth annual visit to bike week.

Although many of the attributes of this scooter don't jump out at you, take a good look at how Rick modified the fairing for a Wide Glide application. Also, the frame has been kicked out for more stability and a lower profile and the



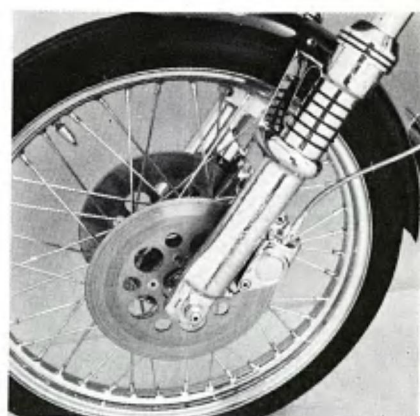


Owner: Dan Baan		City: Matthews, North Carolina	
General		Frame	
Fab. by: Rick's Custom Harleys		Year: 1983	
Year and make: 1983 H-D		Builder: H-D	
Model: FXWG		Type: Wide Glide	
Value: too much		Rake: stock	
Assembly by: Rick Doss		Stretch: stock	
Time: two years		Other alterations: molded	
Chroming by: Atlantic Coast		Accessories	
Engine		Bars: drag	
Year: 1983		Risers: in bars	
Model: stroked Wide Glide		Fender(s): stock	
Rebuilder: H-D		Headlight: halogen	
Ignition: electronic		Taillight: catseye	
Displacement: 80 cubic inches		Speedo: stock	
Lower end: stock		Front pegs: chrome o-rings	
Balancing: H-D		Rear pegs: chrome o-rings	
Pistons: H-D		Electrics: cleaned up H-D	
Cases: H-D		Gas tank: 5-gallon fatbobs	
Heads: H-D		Oil tank: painted stock	
Cam(s): H-D		Oil system: braided steel	
Lifters: H-D		Primary cover: engraved	
Carb(s): S&S two-throat		Seat: modified	
Air cleaner: S&S		Sissybar: none	
Pipes: Santee		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: Wide Glide	
Year: 1983		Extension: cut 3 inches short	
Shifting: foot		Builder: Rick Doss	
Engine sprocket: 22		Special features: o-rings	
Trans sprocket: 23		Wheels	
Wheel sprocket: 51		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Rick Doss		Hub: H-D	Hub: H-D
Painter: Teresa Crane		Rim width: 2 1/2 inches	Rim width: 4 inches
Color: Black Cherry		Tire: Goodyear	Tire: Michelin
Type: lacquer		Brake: H-D	Brake: H-D
Special paint: gold leaf by Teresa Crane (Rick's Custom Harleys)		Other special modifications: Thanks to the guys at H-D of Charlotte.	

swingarm has been modified. Upon close inspection the detail work starts to shine, beginning with the tasteful molding at the neck. Some fine engraving enhances another of Teresa's painting creations. And the closer you look, the cleaner the bike is.

Since I'm about to fade, I'll let the shots do the rappin' from here on out. I'm gonna crawl under a bottle of Jack and hope that when I wake up my body is either healed or in Harley heaven.

—Bandit



Motorcycle Mechanics Institute Announces Addition of Early Model Program to Harley-Davidson Technician Certification

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to Factory Certification for graduates of the course.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate place-

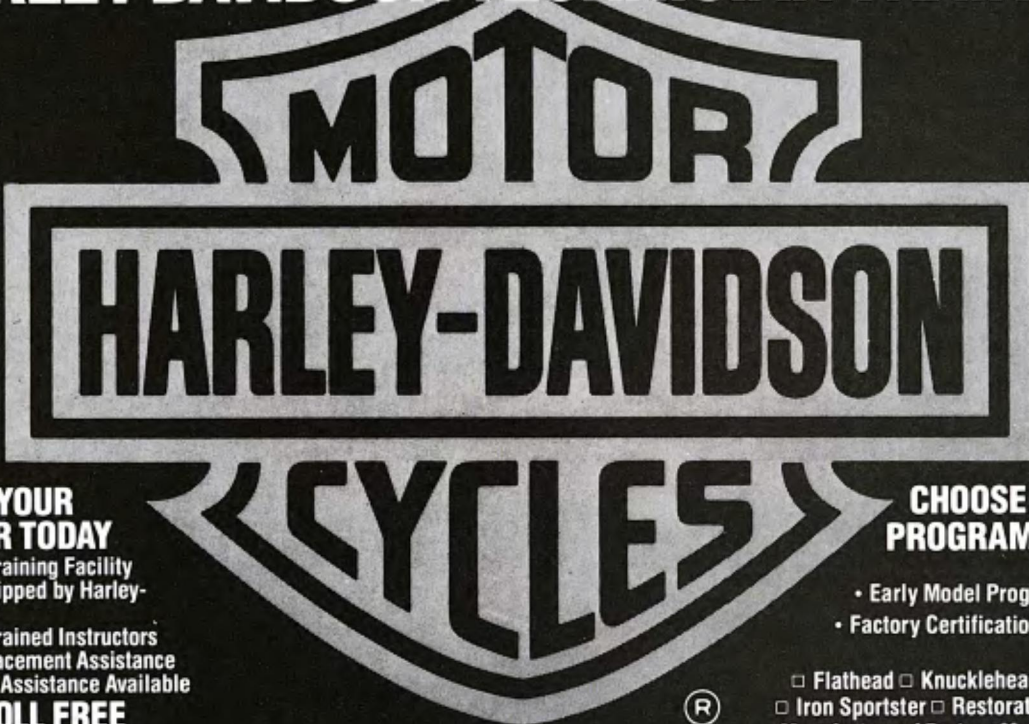
ment is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced with the addition of an Early Model enthusiast program. The Early Model program which covers the restoration, repair, manufacture of parts, and machining skills

for all models, will be available to those students beginning their programs on February 8, 1988 or later. If you want "factory straight" info on all Flathead, Knucklehead, Panhead, Shovelhead and Iron Sportsters this is the program for you.

For more information on the Motorcycle Mechanics Institute and the **Harley-Davidson Factory Certification programs** CALL 1-800-528-7995.

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☐ Iron Sportster ☐ Restoration/Repair
☐ Manufacture of Parts ☐ Machining
☐ Early Model Electrical

Name _____
Address _____
City _____ State _____ Zip _____
Phone _____ / _____ Age _____

☐ Financial Aid Info

☐ VA Info

☐ Arizona

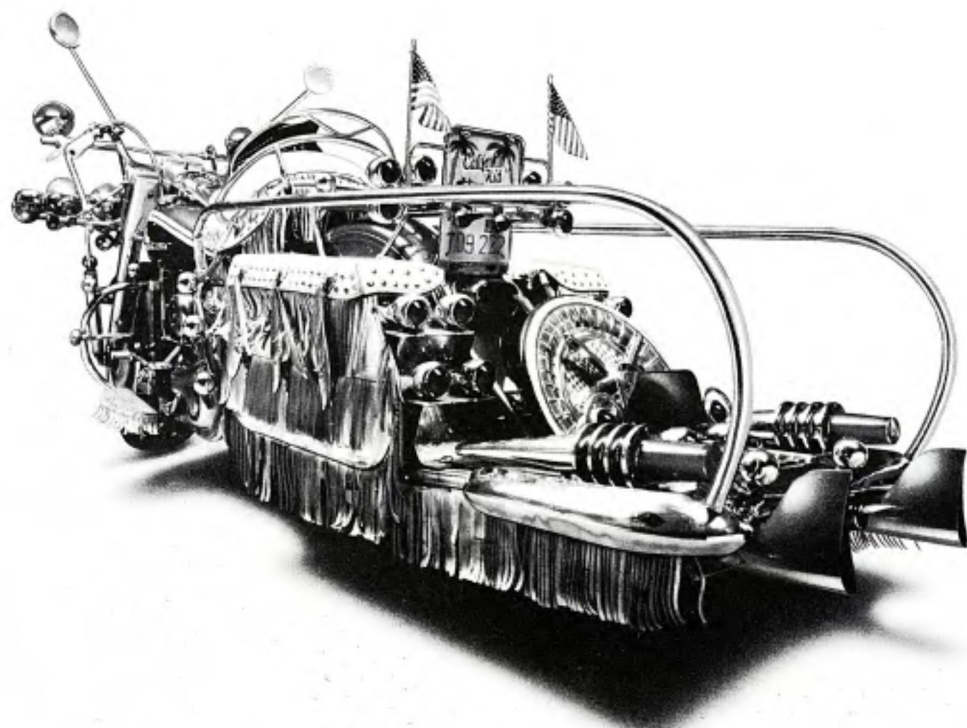
☐ Florida

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Motorcycle Mechanics Institute





Sometimes, things are really different.

You may want to insist on Genuine
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Things Are Different On A Harley®

Winnin's Easy... for Easyriders' Readers.

Lookin' for a thrill? Take it from Bettin' Bill — the odds are in yer favor on this sweepstakes. Yep, here at the pie-slicin' center, they're divvyin' up the shares even as we speak, an' ya can bet none of the tramps who work on or near this rag are bein' cut in on any of the goods. That gives ya an extra shot right there.

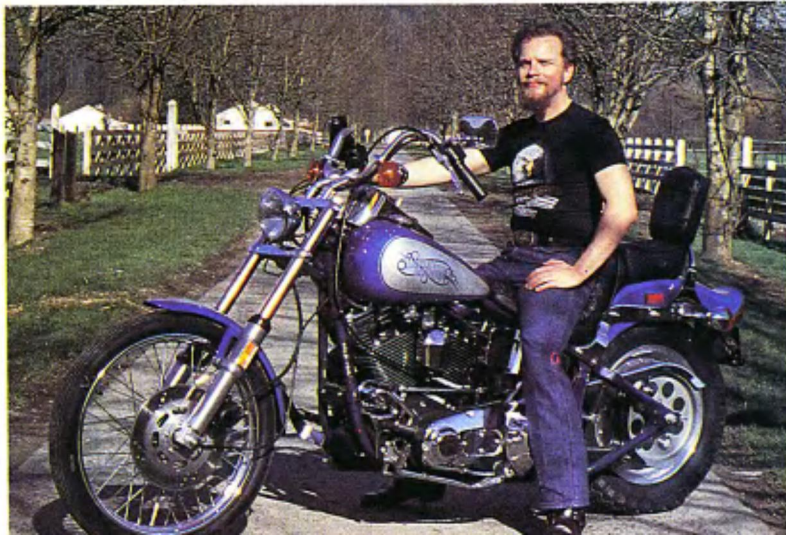
Figure it this way: ya got an overall pool of a million and a half boot-stompin' bros an' sisters eyein' this rag each month, with nary a bunion-bearing bimbo amongst the crop to dilute the handle. Then ya knock off half of 'em who won't be able to find a stamp in their saddlebags. Compare those odds to any state lottery and the jillion-to-one roll of the dice yer in fer there.

You can bet it's a better gamble than the lottery, Lotto, or whatever numbers game is goin' down in yer town. Just ask Marty Akerman, of Bellevue, Washington. Either Marty makes a point of runnin' around to every post office in America an' destroyin' everyone's entries, or he's just a lucky fella. See, Marty's got the rub of the green goin'.

The dude came away the winner in the 1985 *Easyriders* Sweep-

stakes when he became the proud owner of a blue-and-silver Softail. Came right back in '86 and picked up 100 zops' worth of merchandise from Superior Parts to pretty up his Softy, then passed on some good luck to his dad, who won himself a David Mann Ghost rider tapestry.

You're on the mark when ya say some guys have all the luck. And be advised, Marty says he "wouldn't mind having an additional Harley or two in the garage." Well, Smiley is geared up and prepared for the avalanche of entries he'll be wading through. Best o' luck to y'all.



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And we accept Canadian currency — damn, we're good).

Sorry, Canadian bros and sisters — your government won't allow us to run the sweepstakes in your country. But it's still a helluva subscription deal for the #1 bike mag in the world.



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When Was The Last Time You Felt

Wake up in the morning, and life picks up where it left off. You do what has to be done. Use what it takes to get there. And what once seemed exciting has now become part of the numbing routine. It all begins to feel the same.

Except when you've got a Harley-Davidson.* Something strikes a nerve. The heartfelt thunder rises up, refusing to become part of the background. Suddenly,

things are different. Clearer. More real. As they should have been all along.

The feeling is personal. It affects everyone a little differently. For some, owning a Harley* is a statement of individuality. For others, owning one means being a part of a home-grown legacy that was born in a tiny Milwaukee shed in 1903. Regardless of the reason, more people

This Strongly About Anything?

are getting to know the feeling. Harley-Davidson has reemerged as the number one selling brand of super heavyweight motorcycles in the U.S.A.*

To the uninitiated, a Harley-Davidson motorcycle is often associated with a certain look, a certain sound. Anyone who owns one will tell you it's much more than that. Riding a Harley changes you from within.

The effect is permanent. Maybe it's time you started feeling this strongly.



Things Are Different On A Harley.

We support the AMA

*New motorcycle registrations over 850cc, as per R.L. Polk and Co., Sept. 1987 YTD.

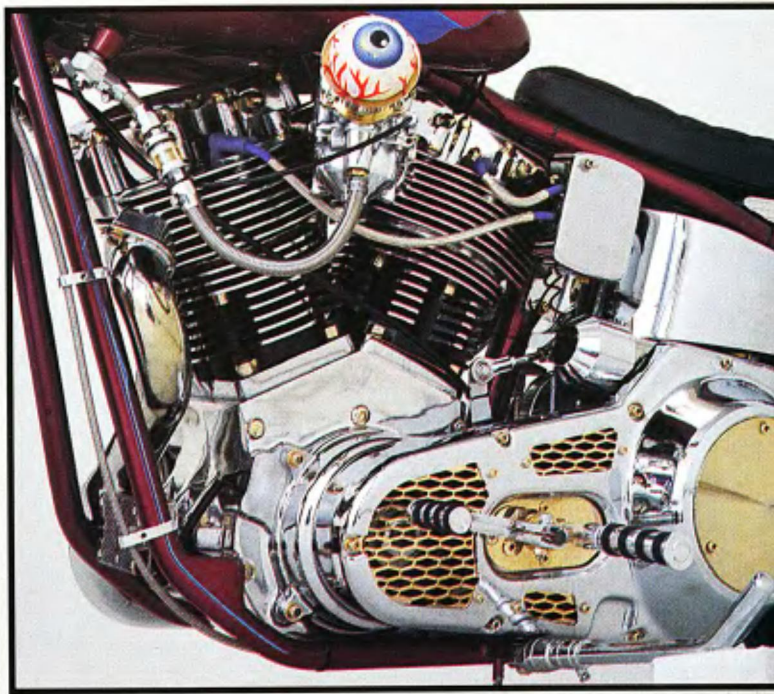
TOUGH ENOUGH

There are several ways to design a bike: for function, looks, style, your size, the type of riding you do, and so on. If you've built several bikes, like the scooter crafters at Bay Area Custom Cycles (BACC) have, then it becomes

an interesting challenge to create a new style for one crazy reason or another, whether it be the fastest, leanest, bar-to-bar streaker or the most comfortable cruiser to carry you over the long, boring I-10 through Texas.



GH



*Takin' the beef and
makin' it fly.*



Jim Johnson, the man in charge of catalog sales at BACC and the machinist who hand-built most of the beefy custom braces on this street sweeper, is 6'4" and a talented man who had a specific design in mind when he built this 120-inch, two-wheeled battleship. The concept was to take a monster engine, make it run right, then

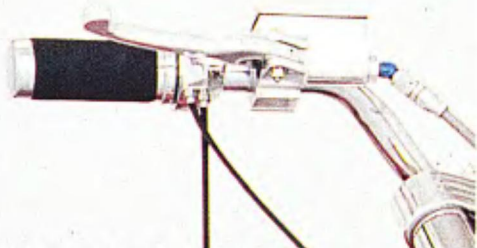


build a chassis around it capable of handling the mill and rider comfortably.

Big Jim succeeded on all fronts with big, modified BBS wheels front and rear, dual shocks, heavy-duty swingarm, and hand-machined triple trees. The reputable BACC detail team took it from there. Nice scooter.

— Bandit





Photos by Pete Chiodo



Owners: Jim Johnson		City: Hayward, California	
General		Frame	
Fabrication by: Bay Area Custom Cycle		Year: 1987	
Year and make: 1987 Harmon		Builder: BACC	
Model: 120-inch		Type: swingarm	
Value: \$20,000		Rake: 34 degrees	
Assembly by: Bob Gomes		Stretch: 1 1/2 inches	
Time: 4 months		Other alterations: hand-built swingarm	
Chroming by: Frank's Polishing		Accessories	
Engine		Bars: super bars	
Year: 1987		Risers: machined aluminum	
Model: swingarm		Fender(s): rear ducktail, handmade front	
Rebuilder: Harmon		Headlight: dual CCI minis	
Ignition: points		Taillight: catseye	
Displacement: 120 cubic inches		Speedo: FL	
Lower end: 80-inch Carrillo rods		Front pegs: Jay Brake	
Balancing: Harmon		Rear pegs: none	
Pistons: 454 Chevy		Electrics: 12-volt	
Cases: Harmon		Gas tank: Paughco	
Heads: Harmon		Oil tank: Paughco	
Cam: 575 Outlaw Sifton		Oil system: modified pump	
Lifters: solids		Primary cover: CCI	
Carb(s): dual S&S Supers		Seat: Lonnie's	
Air cleaner: velocity stacks		Sissybar: none	
Pipes: Piping Systems, San Jose		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Pro-Comp gears		Type: wide glide	
Year: 1976		Extension: stock	
Shifting: ratchet		Builder: BACC trees	
Engine sprocket: belt		Special features: none	
Trans sprocket: 14 mm Primo		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Bay Area Custom Cycle		Hub: BACC	Hub: BACC
Painter: too much		Rim width: 5 inches	Rim width: 5 inches
Color: candy purple		Tire: Dunlop	Tire: 150 Dunlop
Type: lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: hand-painted			
Other special modifications: BBS wheels, machined outers, aluminum inners.			

Easynews

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

A Legislative Suggestion

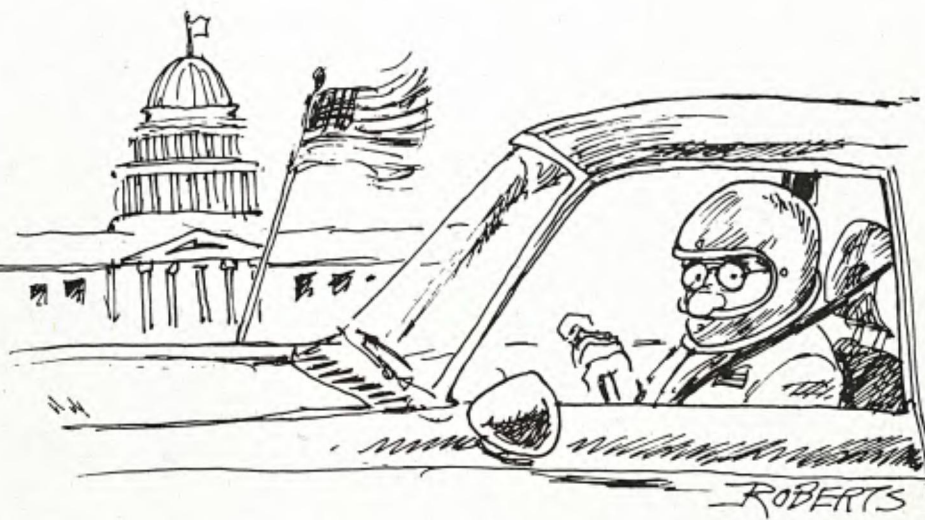
I am a biker. I ride my motorcycle every day all year long. I don't snivel about things like rain, freezing weather, or motorcycle-blind drivers. That's all part of what riding is all about.

The mandatory helmet is another matter, though. It's hard enough to stay out from under cars that can't see anything smaller than a VW without the benefit of a state-mandated helmet impairing my vision and hearing.

The only advantage I have on the street is my ability to see and hear everything around me, and that advantage is taken away every time I put my head in a helmet.

I'm sure our elected officials have done what they think is best for us motorcyclists. But who is really more qualified to determine what is best for me, a state senator who has probably never ridden a motorcycle over 100 miles, or someone who rides thousands of miles every year?

Now, I've thought about it for quite a while, and I believe I've found the solution to the problem. I think that if the good and



fair senators and representatives of this state knew what they were imposing on their fellow citizens, they would see things in a different light.

Therefore, I suggest that they "walk a mile in my shoes." Let them show us working stiffs that they are as fair and open-minded as I'm sure they are. A

special session will convene after the first of the year. On the opening day, they should wear helmets all day long.

They are being paid to make impartial decisions, and this is an opportunity to be better informed or to show that they are sincere in making us wear helmets.

I'm not asking that they make helmets illegal. An adult should have the right to wear one if he sees fit to. That decision should be his birthright as an American. — Randy R. Koivisto, Fort Smith.

— from the president of ABATE of Western Arkansas, reprinted from a local newspaper.

Rolling Thunder Rally

Hey, bros and sisters out there, we need your help! There are still more than 2,000 MIAs and POWs from the Vietnam war who need to be brought home. There are some of us who would like to have a peaceful nationwide run to Washington, D.C., on Memorial Day in 1988. Only if we all pitch in and get our stuff together can we do any good. When ABATE or your organization started, we were all asked to pull to-

gether to get it going. Well, for a lot of us it worked. No more helmet laws, along with some good runs and parties, but only because we pulled together when we needed to. Now I think the time is here again to pull together and do some good for all the bros who are still MIA/POW. So let's try to get this off the ground and into the wind. You can reach us at the following numbers: (612) 588-0145 and (612) 379-9660.



Larry Darkow, one of the rally coordinators.

AMA Lobbies for Federal Funding for Motorcycle Safety Programs

The AMA's Government Relations Department recently testified in favor of re-establishing motorcycle safety programs as a national priority before the National Highway Traffic Safety Administration (NHTSA). Should the NHTSA adopt these programs as a national priority, the programs would be eligible for federal funding.

The AMA outlined five areas that the association believes are worthy of receiving federal funds: increased rider-education efforts, uniform licensing standards, alcohol awareness,

improved accident data collection methods, and motorist awareness campaigns.

Motorcyclists also have a chance to help shape the future of safety programs by writing to the NHTSA and encouraging the agency to establish such programs as a national priority. "This is a tremendous opportunity for motorcyclists to express their views to the NHTSA," said Jim Bensberg, AMA legislative affairs specialist for government relations. "We believe that increased motorist awareness programs as well as improved licensing

and testing standards would be very beneficial to all riders." Bensberg presented the AMA's testimony to the NHTSA on September 29 in Wash., D.C.

Prior to 1982 motorcycle safety was considered by the NHTSA to be a national priority. That year saw a shift in programs to focus exclusively on automobile safety, and states could no longer request federal funding for motorcycle safety programs.

Motorcycle rider-education programs are a high priority of the AMA. Such programs have a demonstrated record of im-

proving rider safety. Since 1982 rider-education programs have been user-funded.

By providing federal funding through 402 funds, states will be able to establish more efficient motorcycle licensing and testing procedures and initiate motorist awareness programs, which would go a long way toward enhancing motorcycle safety.

For additional information, riders can also call Mike Sheehan, NHTSA Traffic Safety Programs Department, (202) 366-1755; or Jim Bensberg, (614) 891-2425.

Texas Helmet Law Defeated

ABATE of Texas — Motorcyclists everywhere can learn a valuable lesson in legislative activism from the ABATE group of Texas. That group's lobbying efforts played an integral part in defeating a mandatory helmet bill in the state late last year. In particular, ABATE of Texas developed an extensive report, titled "Texas Motorcycle Accidents: Cause Factors and Recommended

Countermeasures," that reviewed all motorcycle accidents in the state. The report was distributed to members of the state legislature as a major part of the effort to defeat the bill. The hard work and innovation displayed by ABATE of Texas have guaranteed that passage of any future helmet legislation in Texas will be no easy task. Congratulations on a job well done.

DOT Says "No" to Signs for Cycles



MMRA Board (top row, left to right): Tim Remus, Bob Illingworth, Judy Tenney, Dick Larson, Mike Urseth, and Kate Dauer; (bottom row, left to right): Charlie Fisher, Ken Trapp, Dick Balder, and Mick Hanson.

The Department of Transportation (DOT) has responded to the requests of the Motorcycle Advisory Committee with a "thanks, but no thanks" sort of answer. The Committee, after considering a survey of the concerns of motorcyclists, had requested that the DOT install signs warning cyclists of certain potentially hazardous road conditions.

The DOT contends that there are no indications that the signs would have a positive effect or that they would be cost-effective. To quote Commissioner Braun: "By trying to sign for specific surface conditions or certain design elements, we might lull the cyclist into a false sense of security."

While agreeing that signs are not a solution to the total problem, the MMRA's position is that the signs, in combination

with our public awareness programs, can only serve to increase the consciousness of both the motorist and the motorcyclist.

MMRA Legislative Director Bob Illingworth responded to the Commissioner's inaction with a letter that concluded: "We remain firmly convinced that this request is proper and justified and is equitable in addressing the needs of the motorcyclist with the same priority shown to the motorist. We urge you to reconsider your position on this issue."

If you have questions about this matter, please reach Commissioner Braun at the Minnesota Department of Transportation.

—from Minnesota Motorcycle Riders Association
P.O. Box 27528
Mpls, MN 55427

In Memory



As a tribute, we take off our hats and pause for a moment to show respect for downed brothers and sisters.

John J. Slavin, Jr.
Pelham, New Hampshire

John "Crazy" Warren
Romeoville, Illinois

Denny "Zoid" Roberts
Hopkinton, Rhode Island

Paul Davis
Springfield, Louisiana

Pat "Lip" Young
Kansas City, Missouri

Tommy "Free Soarer" Wise
Norman, Oklahoma

Terry Wayne "Whiskers" Smith
Dallas, Texas

Matt "The Cat" Mullen
Tulsa, Oklahoma

Terrence Thomas
Sutton, Goldfield,
West Midlands, England

Kenny "Sportster" Fredricks
Austin, Texas

Tom "Big Brother" Walters
St. Francis, Wisconsin

The Motorcycle of Human Kindness

S eated on a bench in front of the Jane Street Seafood Cafe was a young woman. Beside her, a milk crate held what looked like her only worldly things. She drank wine from a bottle in a brown bag and wore a silver motorcycle helmet.

A man — tall, muscular, tattoos on both arms — approached. "Do you want to sell me that helmet?" he inquired. The woman nodded. "How much?" the buyer asked.

"Whatever you want to give me." She had a high voice, in the Butterfly McQueen range. Clearly, she meant about 50 cents.

"Let me try it on," he said.

"How do I know you won't take it and not give it back?" Her tone of voice was pitiful, as if everything she'd let out of arm's reach had been stolen.

"I gotta make sure it fits before I buy it," he said. Nothing about the man implied he wouldn't in fact walk away with it, but the woman lifted it off her head and gave it to him. He tried it on, apparently satisfied with the fit. "How's five bucks sound?"

"Okay."

The man took out his wallet and handed her a \$5 bill. She jumped up from the bench, capped her bottle and grabbed her crate. "A pleasure," she said,



heading west on Jane Street.

The man turned and went the other way. A block later, without looking back, he casually

tucked the helmet under a parked car, then walked on.

— Chris Pfouts

New York City Daily News.

Easyriders Video Department

As if we didn't have enough to do, we have just cleaned out a closet, stuck tall, skinny, Low Rider jockey Rick Schmidlin in it, and called it our International Video Department.

And naturally, Rick could use a hand, or in this case, a little footage (he has no budget). He needs early (pre-1969) 16mm, 8mm, or Super 8 film of any-

thing to do with Harleys and riding. If you have some, don't send it. Send a letter to Rick c/o Easyriders Video Department, Box 3000, Agoura Hills, CA 91301. Tell him what you have, give him your phone number, and he'll make the arrangements. Anyway, as Rick the Flick puts it, "See you in the movies." Gimme a break.

Harley dealers like U.S. 385

Pierre, S.D.: In a nationwide poll conducted at Harley-Davidson dealerships across the country, U.S. 385 through the Black Hills of South Dakota was voted one of America's 10 Best Touring Roads. Motorcycle riders and the general public chose U.S. 385, along with nine other highways around the country, for its scenery, rideability, and interesting sights.

Last year, Harley-Davidson dealers named one route in each state to a list of America's 50 Best Touring Roads. This year's 10 finalists were then selected from those 50. Sharing "Top 10" honors with South Dakota are roads in California, Colorado, Florida, Illinois, North Carolina, Ohio, Oregon, Pennsylvania, and Wisconsin.

"Being among this elite Har-

ley-Davidson 10 means that South Dakota — and I mean all of South Dakota, not just the Black Hills — will benefit from even larger numbers of motorcycle travelers, over and above the crowds that pour into the state for the annual motorcycle rally in Sturgis," said Susan Edwards, Secretary of Tourism. "These other bikers may come here on the strength of the publicity surrounding America's Top 10 Roads, but once they get here, they're bound to discover that we've got more than one route worth riding."

Harley-Davidson will publish a book on its "Top 10" this December. Next spring and summer, the company plans to design its "biggest publicity program ever" around the winning roads.

Harley Highlights

Harley-Davidson recently donated three 1986 FXRT and one 1986 FLTC motorcycles to the Motorcycle Mechanics Institute for their instructors to ride. Although the instructors already own earlier model machines, H-D felt that they should be riding new models. Why would they give away motorcycles? Well, for the past six years the Motorcycle Mechanics Institute, with locations in Phoenix, Arizona, and Orlando, Florida, has been providing dealer-technician-update training for Harley-Davidson. Harley-Davidson feels that the instructors teaching these dealer service schools should be rider knowledgeable on the new Harleys as well as the old.

Additionally, since there is a growing need for trained technicians and a reluctance among dealers to hire inexperienced personnel, Harley-Davidson has provided for the education of those who wish to obtain factory-trained status by setting up a factory-sponsored and -endorsed Harley-Davidson program. This program is taught only by the MMI.

Harley-Davidson not only supplies training equipment and course content for the program but, more important, also provides technical and engi-

neering information on models from the early 1920s to the present. In fact, no one outside of the factory has access to the information provided to the Motorcycle Mechanics Institute for the teaching of its students.

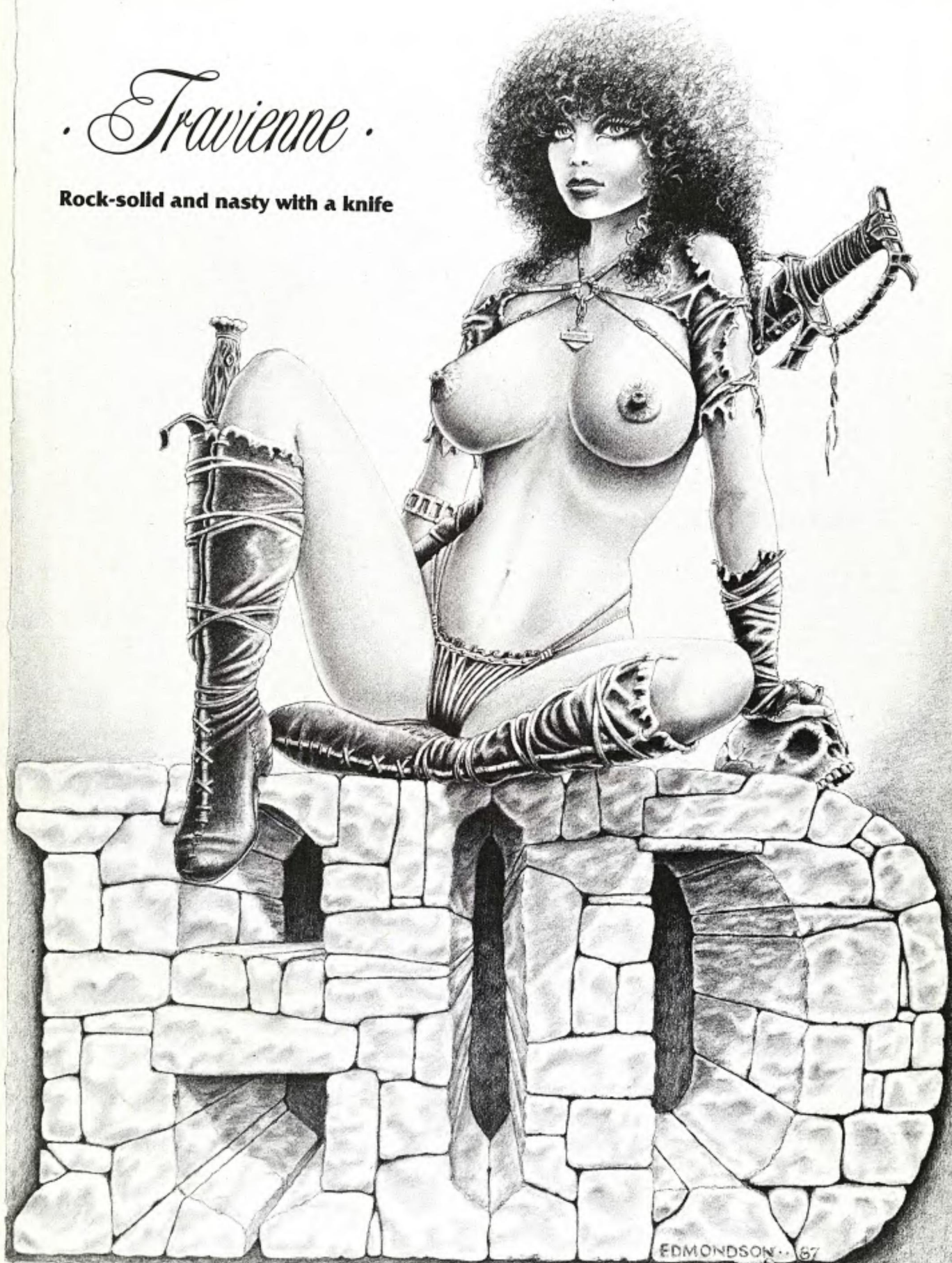
The Harley-Davidson Factory Elective consists of two sections, each lasting six weeks. In each section approximately 30 percent of the class time is devoted to lectures on model design and function, service procedures, factory updates, and improvement modifications. The other 70 percent is totally hands-on. Students perform disassembly, reassembly, service procedures, and troubleshooting on all components while being supervised by a factory-trained instructor. The emphasis is on developing technicians for Harley-Davidson dealerships.

As stated by Director Dave Koshollek, "We take great pride in our graduates because we know they put out their best efforts to receive their diplomas. We also know that we have put out our best to produce the finest Harley-Davidson technicians possible."

For more information on the Harley-Davidson Factory programs, in Phoenix and in Orlando, call (800) 528-7995.

Travienne

Rock-solid and nasty with a knife



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.

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ARIZONA

Performance H-D 3383 N. Richey Blvd., Tucson
Creative Cycles 1218 S. Alvarado, Tucson
M&R Cycles 579 N. Arizona Ave., Chandler
Satan's Cycle Works 1706 W. Hatcher Rd., 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
Rolling Thunder Cycles 6015 Carla Cir., Sierra Vista

ARKANSAS

Road House Rt. 2, Box 196 E., Dardanelle

CALIFORNIA

H-D of Glendale 3717 San Fernando Rd., Glendale
D & G Cycle Parts 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
Bart's Harley-Davidson 8910 Washington Blvd., Culver City
Hawg Nutz MC Accessories 619 E. Valley Pkwy., Escondido
Cycle Specialties 307 Maze Blvd., Modesto
R.A.M. Enterprises 1524 Camden Ave., Campbell
A&A 5442 S. Sepulveda Blvd., Culver City
The Purple Hog Leathers 668 Plumas, Yuba City
Palm Springs Harley-Davidson 19345 N. Indian Ave., N. Palm Springs
Modesto H-D 1208 9th St., Modesto
H-D of Sacramento 1000 Arden Way, Sacramento
Moonshine Cycle 1221 N. Main St., Unit 6, Porterville
Top Gear 27 Parker Way, Santa Barbara
Hutchins H-D 55405 29 Palms Hwy., Yuca Valley
Mars Custom Cycle 78 Shotwell, San Francisco
Curtis Fine Cutlery 10613 Michele Ave., Bakersfield
Carlo's Custom MC Parts 2395 Monument Blvd., Bldg. H, Concord
R.P.M. 1727 National City Blvd., National City
Bellflower Harley-Davidson 8846 Alondra Blvd., Bellflower
American Rider 19478 Beach Blvd., Huntington Beach
Bead Motorcycles 2240 B Del Monte Ave., Monterey
The Belt & Chain Place 330 Railroad Ave., Grass Valley
Randy Smith Custom Cycle 13740 Golden West St., Westminster
Puff & Stuff of Livermore Smoke Shop 803 Rincon Ave., Livermore
Valley H-D 1220 W. Fremont St., Stockton

CANADA

Phantom Ranch 6815 104th St., 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 H-D 4204 S. Broadway, Englewood
D & C Enterprises 2571 Hwy. 6 & 50, Grand Junction

CONNECTICUT

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

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Miller's Custom Parts 1863 S. Ridgewood Ave., S. Daytona
Florida Cycle & Chopper 3200 Palm Beach Blvd. Rt. 80, Ft. Myers
H-D of Saint Petersburg 5989 Haines Rd., St. Petersburg
H-D of Melbourne 6030 N. Harbor City Blvd., Melbourne
H-D Engineering, Inc. 16336 N. Florida Ave., Tampa
Hog Heaven Cycle Acc. 7254 S.W. 40th St. (Bird Rd.), Miami
H-D of Tampa 7202 E. Hillsborough Ave., Tampa
Mike Denniston's H-D, Inc. 402 N. Bay St., Eustis
Southside M/C Hwy Dept. 5612 S. Orange Ave., Orlando
L & K Cycle South U.S. 1 & M 31, Big Pine Key
Ace Sport Cycles 5314 E. Colonial Dr., Orlando

GEORGIA

Big John's Cycle Salvage 7841-B N. Main St., Jonesboro
Southern Cycle, Inc. 4982 North Ave., Buford
Southern Scooter II 5202 Ogeechee Rd., Savannah
Blue Ribbon Cycles 2137 Dixie Ave., Smyrna
Banshee Cycle 2507 N. Lumpkin Rd., Columbus

Fraser Cycle Barn 2584 Water Works Rd., Buford

HAWAII

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

ILLINOIS

Chicago H-D, Inc. 6868 N. Western, Chicago
Oak Lawn H-D Sales 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc. 2200 Rand Rd., Palatine
Naperville H-D 25 W. 165 Ogden Ave., Naperville

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Brandt's H-D, Inc. 1617 S. Wabash St., Wabash
Bryan's Speed 16611 County Rd. #38, Goshen

IOWA

Old Man's Harley-Davidson Hwy. 34, Creston
"Zook's" H-D 105 E. Euclid, Des Moines
Cycledia Corp. 1824 Dean Ave., Des Moines

KANSAS

Newton Cycle Shop & Leather 115 S. Kansas Ave., Newton
Hog Barn Custom Cycle 118 E. 10th St., Great Bend
Rebels M/C Parts 1511 Central Ave., Kansas City
Hanks Cycle Shed Rt. 3, Box 209, St. George
International Cycle Parts & Service 1315 State Ave., 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 Rd., West Monroe

MARYLAND

Ezekiel's Wheel Boutique 136 Carroll Island Rd., Baltimore
Ezekiel's Wheel Boutique 1841 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard Ln., 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 Rd., Baltimore
Crazy Carl's Hog Service 8258 Rt. 3 Northbound Lane, Millersville

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Dave Franks Motorcycle Sales 81 Bridge St., Salem
Milwaukee Iron 3508 Washington St., Jamaica Plain
Northshore Motorcycle Center 246 Newbury St. (Rt. 1), Peabody

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Sportster Engineering 900 Adams St., N. Abington
Motor City Harley-Davidson 8755 Inkster, Westland
Metro H-D Co. 24580 Groesbeck, Warren
Saginaw Valley Motorworks 2663 N. Euclid, Bay City
Capitol H-D 536 E. Grand River Ave., Lansing
H-D of Port Huron, Inc. 3350 Lapeer Rd., Port Huron
Hooterville Parts & Accessories 11677 Pentecost Hwy., Onsted

MINNESOTA

American M/C Supply Rt. 3, Box 396, S. Hwy. 65, Cambridge
D.S. Specialties 2953 Lyndale Ave. S., Minneapolis

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Pappy's Cycle 600 W. College, Springfield
Sparrow Cycle Repair 2003 N. Third St., St. Charles

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Boss Hawg 1517 Central Ave., Billings

NEBRASKA

Butterfields MC Parts 8025 Blondo, Omaha

NEVADA

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

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Tramontin H-D Rt. 80, Hope
Atlantic County Harley 1966 Blackhorse Pike, Atlantic City
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New Mexico MC Salvage 4123 Broadway S.E., Albuquerque
Dave's Cycle 910 W. Santa Fe, Grants

NEW YORK

Eastern Harley-Davidson Main St., East Moriches
Brewster Harley-Davidson Rt. 22 Sodom Rd., Brewster
Woodstock H-D, Inc. Rt. 212, Box 7320, Saugerties
Harding Harley-Davidson 32 Bridge St., Corning
H-D of Suffolk County 360 Rt. 106, West Babylon
Eagle Motorcycle Product 1581 Grand Ave., Baldwin
Zack's V-Twin Cycles 511 Violet Ave., Hyde Park
Superior MC Parts 162 West Hills Rd., Huntington Station

H-D of Hempstead 4 Laurel Ave., Hempstead
Shady Painter M/C Corp. 271 Buffalo Ave., Medford
Ogden St. Cycle Works 507 Ogden St., Rome
Freebird Cycle Sales 229 Lyell Ave., Rochester

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J&E Harley-Davidson 1008 Dickinson Ave., Greenville
Durham Harley-Davidson 819 N. Miami Blvd., Durham
Snake's Hawg Shop Hwy. 55 West, Mt. Olive
Carolina H-D 1940 W. Franklin Ave., Gastonia
Cyclone Cycle Parts Box 9, 104 N. Central Ave., Landis
Dillard's Motorcycle Shop 510 Boston Ave., Kannapolis
Caveman Cycle Supply Old 107, Cullowhee
Webb Harley-Davidson Ocean Hwy. 17, Wilmington
H-D of Goldsboro 1208 N. Berkeley Blvd., Goldsboro
Iron Horse Motorcycles 1905 Roosevelt Blvd., Monroe
Longview Cycle 12 Cheeks Rd., Franklin
Harley-Davidson of Charlotte 2429 S. Tryon St., Charlotte

NORTH DAKOTA

The Scooter Shack 2424 Memorial Hwy., Mandan

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The Big Bike Shop 581 W. Broad St., Columbus
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Don's Custom Cycle 7025 Harrison Ave., Cincinnati
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The Barn 2731 Pan Handle Rd., Lynchburg
Custom Cycle City 2191 S. James Rd., Columbus

OKLAHOMA

The Chrome Link 2908 Ft. Sill Blvd., Lawton
Devers Motors H-D 4810 Garriott, Enid

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Chop Shop 407 Station St., Bridgeville
Blocker Enterprises Rt. 248, Paryville
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Schoch's Inc. Rt. 2/Rt. 33, Stroudsburg
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R&R Cycles Rt. 6, Box 622, Aiken
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Mountain Cycle Box 922, Rt. 11 No., Verona

WASHINGTON

Bear's Bike Barn 13919 NE 76th St., Vancouver
Columbia Motorcycle Company 3312 E. 4th Plain Blvd., Vancouver

WEST VIRGINIA

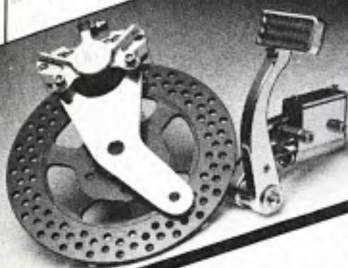
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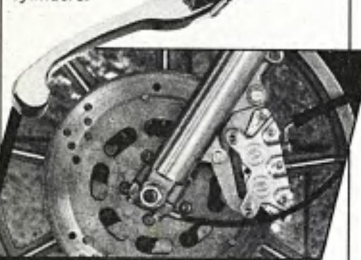
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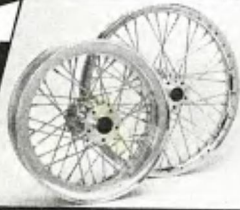
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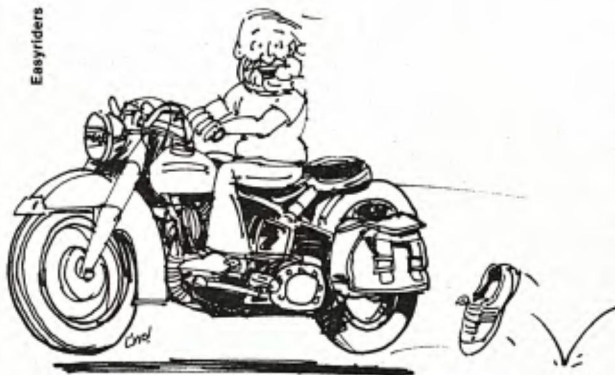
Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best 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



"In the debate, he took the position that helmet laws are necessary."

Easyriders



"Say, hon — that was a bitch of a bump, wasn't it?"

On the day a suit against him was to be settled in court, a prominent Congressman was called away on urgent business. He told his attorney to notify him as soon as a judgment was handed down. Later that day, he received a cable that read, "JUSTICE HAS PREVAILED."

The politician immediately wired back, "APPEAL AT ONCE."

—Greg LeMay
Waupun, Wis.

The bro came home and found his ol' lady in the sack with another dude.

"Who the hell is he?" the biker bellowed.

"I don't know, honey," his ol' lady replied. "It's a new one on me!"

—Chips
Hastings, Neb.

Mice start piling out from everywhere, chasing the little green mouse. Reaching the lake, the little green mouse jumps in, followed by all the other mice, who dive in after him and drown.

The mayor is astounded, and as he's forking over the cash to the bro, he says, "Say, you wouldn't happen to have any little green Honda riders, would you?"

—Charlie—DCI
Arcadia, Fla.

Easyriders

The bro, surprised to see foxy Tina in the bar alone and without her ol' man, approached her and said, "Hey, Tina! Where's that overgrown ape of a better half of yours?"

"He's in the hospital," she said. "Oh, sorry to hear it," said the bro. "What happened?"

"It's his knee. I found a red-head on it."

—Lanny
USA



"You taught him to do that, didn't you?"



"Mr. Dubose, did it ever occur to you that the members of Girl Scout Troop 607 didn't want to see your vasectomy scar?"

In his usual British way, the chief bo's'un's mate was bullying the men assigned to paint the ship. Shouting down at the sailors suspended over the side, the unrelenting seaman yelled, "Richards, you paint like I fuck."

"Is that so, sir?" Richards replied, looking up. "Did I get it on my face?"

—Wolf
Around

Graffiti in the bathroom of a sex-change clinic: WE MAY NEVER PISS THIS WAY AGAIN.

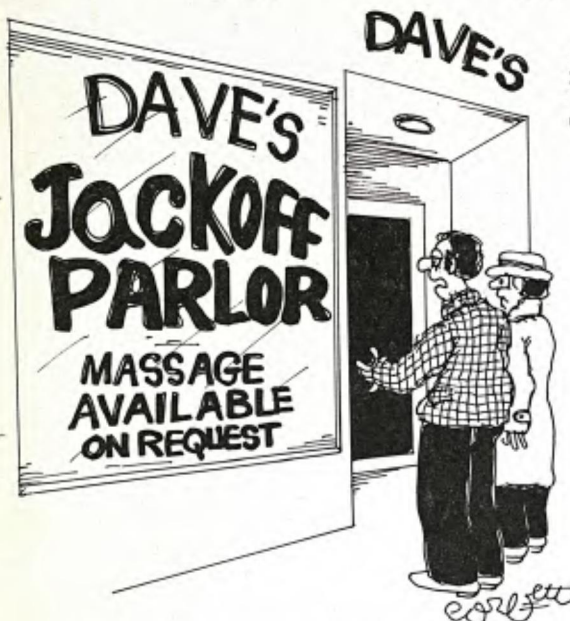
—Lobo
Inside

"I'd like to talk to you about the hormone pills you've been giving me," said the young lady to her doctor. "They're making hair grow on my chest." Unbuttoning her blouse, she told him, "Here, take a look."

"Holy shit!" exclaimed the doc, shocked by the heavy patch of hair across her tits and belly. "How far down does it grow?"

"All the way down to my dick," she responded. "And that's another thing I want to talk to you about."

—Jerry
Joliet, Ill.



"Truth-in-advertising laws leave little room for subtlety."

The warden of a Polish prison confronted his men in disgust. "So you let that biker convict escape!" he roared. "Did you cover all the exits as I ordered?"

"Yessir!" blurted one of the guards. "But we think he must've left by one of the entrances."

—Romeo
Locked Down

Did ya hear that they're takin' the new Canadian dollar coin off the market?

The French are havin' too hard a time pullin' it apart to get at the chocolate.

—Canuck
Canada

Easyriders



"Hey, do you mind?"

Sweet young thing: "Can you tattoo a butterfly on my knee?"

Tattoo artist: "Yeah, but I got a special on giraffes this week."

—JLS
Chisholm, Minn.

What do a six-pack and a ricegrinder have in common?

They both have plastic hold-in 'em together.

—Jeffrey Blane
Frisco, Calif.

Entering the Vegas nightclub's restroom to purchase some rubbers for what he hoped would be a pleasant ending to the evening, a man found a drunk standing at the condom machine, pouring in a steady stream of coins and tossing the rubbers into a hat.

Afraid that he wouldn't get his needed supplies, the man asked if he could use the machine just once.

"Are you crazy?" the drunk replied. "I'm on a winning streak!"

—Busted
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Bikers' Rights Organizations Nationwide

The following groups and individuals are bustin' ass to keep our faces in the wind, an' they need your support to keep the legislative wolves at bay. Write the organization in your state, and they will direct you to the chapter nearest you. Changes, additions, and deletions should be sent to Bikers' Rights, *Easyriders*, Box 3000, Agoura Hills, CA 91301. Since space is at a premium, we are unable to list every chapter, phone number, and contact. For a complete listing, inquire at the above address.

ALABAMA
Alabama Riders Association/ABATE
Box 360095
Birmingham 35216
Dixie Bikers Association
Box 196
Wetumpka 36022

ALASKA

ABATE of Alaska

2512 Guam

Anchorage 99507

Hotline: (907) 248-7528

ABATE of Alaska

Box 872505

Wasilla 99567

ARIZONA

ABATE of Arizona/c/o T.J. D'Aquino

12416 N. 28th Dr., Box 248

Suite 18-248

Phoenix 85029

(602) 439-1875

MMA of Tucson

Box 22558

Tucson 85734-2558

ABATE of Arizona Newsletter

Box 17178

Phoenix 85011

MMA of Arizona

4625 E. Broadway, Suite 215

Tucson 85711

(602) 322-5511

Debra Jackley—Public Relations

ARKANSAS

ABATE of Arkansas

c/o Ralph and Terry Owens

Rt. 1, Box 206 R

Bauxite 72011

ABATE of Arkansas

13111 W. Marshall, #280

Little Rock 72211

Linda Bryant—Press Coordinator

(501) 224-4870

Rodney—Ride Coordinator

(501) 562-6336

CALIFORNIA

Bikers Against Discriminatory Legislation

20175 Ricardo Ave.

Hayward 94541

Contact: Bob Mannah

(415) 278-8808

Bikers Against Manslaughter

5455 Wilshire Blvd., Suite 1600

Los Angeles 90036

ABATE of California

San Diego Chapter

Box 65, MCIRD

San Diego 92140

(619) 283-9978

ABATE of California

Bill Drury—Newsletter Editor

Box 4196

Sunland 91040

(619) 273-4533

ABATE of California

Box 8

Oak View 93022

Modified Motorcycle Assoc. of California

2205 16th St.

Sacramento 95818

CANADA

ABATE of Alberta

Box 655

Stetion J

Calgary, Alberta T2A 4X8

Coalition of Motorcyclists

100 W. Pender, 16th Flr.

Vancouver V6B 1R8

ABATE of Canada

1844 Alexander Ave.

Winnipeg, Manitoba R2R 0G7

ABATE of Northwest Ontario

Box 1311

Thunder Bay, Ontario P7C 5W2

Bikers Rights Organization

31 Adams Ave.

Simcoe, Ontario N3Y 4P4

Ontario Road Riders Association

17 Imjin St., Suite 9

Borden, Ontario L0M 1C0

Bikers Rights Organization

30 Circle Rd.

Pointe Claire, Quebec H9R 1X1

Bikers Rights Organization

24A Dupont

Chateausay, Quebec J6J 1E9

Biker Rights Organization

Box 218

Coleville, Saskatchewan S0L 0K0

COLORADO

Colorado West Concerned Cyclists

Box 218

Clifton 81520

Gary Cope—President

CONNECTICUT

ABATE of Connecticut

84 Venice Dr.

Burlington 06013

Concerned Motorcycle Riders Assoc.

86 Broad St.

New Britain 06051

Mission Church of Bikers

Box 1854

Manchester 06040

CMRA

Box 186

Terryville 06786

DELAWARE

ABATE of Delaware

New Castle County Chapter

Box 10765

Wilmington 19850

(302) 731-4758

Yvonne Dickerson

(302) 453-0490

ABATE of Delaware

Box 5765

Marshallton 19808

FLORIDA

ABATE of Florida, Inc.

1102 Columbus Ave.

Lehigh Acres 33936

ABATE of Florida, Inc.

Capital City Chapter

Box 1642

Tallahassee 32302

Miriam Curving—Sec. (904) 926-3555

Fred West—Pres. (904) 575-5583

ABATE of Florida

Panhandle Chapter

Box 5708

Marianna 32446

ABATE of Florida, Inc.

Daytona Beach Chapter

Box 3483

Daytona Beach 32018

(904) 255-9497 (evenings)

GEORGIA

ABATE of Georgia

Box 669

Bethlehem 30620

Ivan Shipley—State Coordinator

(404) 887-8026

HAWAII

Associated Committee for Bikers

5609-2A Honou Rd.

Kapaa, Kauai 96746

Street Bikers United

Box 1314

Honolulu 96807

ILLINOIS

ABATE of Central Illinois

Box 1084

Galesburg 61401

Contact: Bruno

(309) 343-5393

ABATE of Illinois, Inc.

311 E. Main St., Suite 418, Bondi Bldg.

Galesburg 61401

Contact: Willie Lagerstrom—State

Coordinator 1-800-87-ABATE

ABATE of Illinois

Blackhawk Chapter

460 Ridge Rd.

E. Moline 61244

Contacts: Denny Qualls (309) 755-5668

Sparky (309) 762-3740

ABATE of Illinois

Box 634

Heyworth 61745

Gus Miller—State Activities Coordinator

(309) 473-2979

ABATE of Illinois

Lincoln Land Chapter

c/o John Schoenleber

1301 Knox

Springfield 62703

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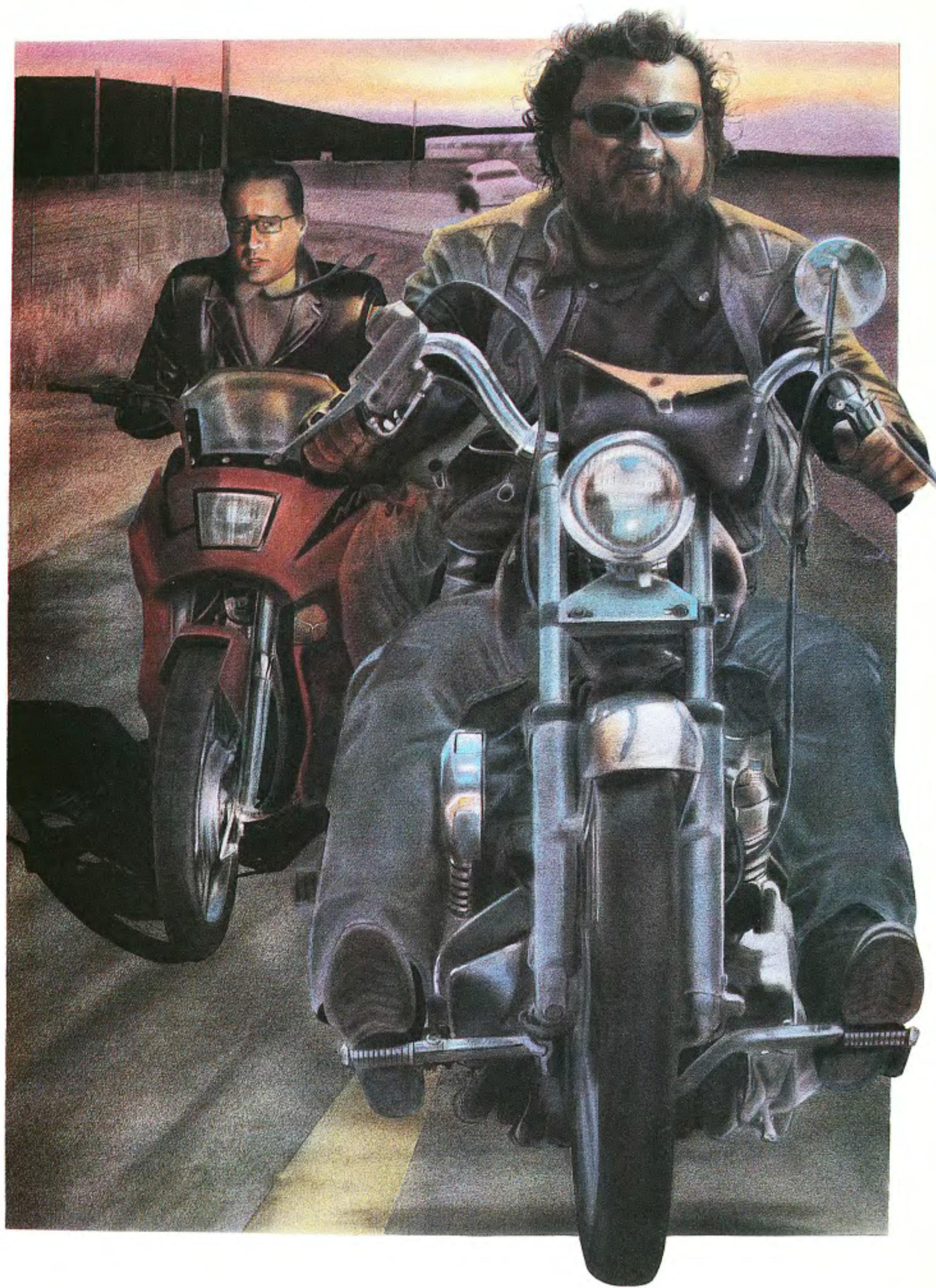
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CAPTAIN CRASH'S

by James R. Murphy

Gordy and I bought our first bikes within a week of each other. They weren't much, just small-displacement dirt bikes. But to boys of 13, nothing else even came close. It didn't take long, though, for our different personalities to emerge: Gordy had the tank off for a custom paint job within a couple weeks and was soon on a first-name basis with the local plating shop. Appearance meant very little to me; I was a speed freak. What Gordy spent on plating and paint, I spent on cams and carburetion.

But we still rode together. When we turned 16 in 1967, Gordy bought a '47 knucklehead in a basket for \$200. I said that was a lot of money for a box of antique junk; he swore I'd call his "junk" a work of art someday.

He was right. During the two years it took to build that bike, I lost count of the times he rode on the back of my riceburner to and from the machine shop. Everything had to be just right. And it was. From the chrome extended springer and 21-inch front wheel to the bobbed fender and sissybar with a gold "G" in the middle of it, that bike was breathtaking.

A week after we graduated from high school, we took our first long ride together, Gordy on the knuckle and I on a new Dunstall Norton. The whole trip was a study in contrasts. Gordy liked to cruise at about 50, laid-back and casual, his only riding gear shades, a headband, and a good pair of boots. Later he would add colors, but in 1969 we were still just a couple

of kids. I was the hyper one; the Dunstall was happy at about 90 as I crouched over the five-gallon tank, leaning on the short clip-on handlebars. I had quickly learned not to ride without a helmet, gloves, and a full set of leathers. With my overenthusiasm, I tended to fall off on occasion. We had more than one shouting match over his "riding like an old lady" and my being "destined to be scraped up off the highway someday with a stick and a spoon."

We had more than one shouting match over his "riding like an old lady" and my being "destined to be scraped up off the highway someday with a stick and a spoon."

Two weeks after the trip, Gordy got his "greetings" from Uncle Sam. We pickled the knuckle and put it to bed in his folks' garage, and he went off to boot camp.

I went to UCLA on a student deferment. Gordy ended up in 'Nam as a radioman and sent a letter or two. Our lives had become so different that we lost common ground: I was marching in antiwar protests while he was risking his life in the very war I was trying to stop. We lost touch.

Until last weekend, I was out for a day's ride on my latest rice rocket, a Honda 1000 Hurricane, and stopped for breakfast at a little cafe in Truckee, California. There were a couple of putts outside, and I nodded to the bikers as I walked in and set my brain bucket on the table.

"Hey, ah, Murf?" one of them asked.

"Yeah?"

"Remember me?"

"Gordy? Gordon Slagle?"

"Yeah! How the hell are ya?"

"Man, it's been a while. I'm fine. That your Sporty outside?"

"Yeah. I suppose you're still riding that Jap junk."

"Of course. Wanna race?"

"You haven't changed..."

"Maybe a little. Whatcha doing now?"

"Twistin' wrenches at H-D of Grass Valley. You?"

"I manage an advertising agency in San Francisco."

"Hey, we're riding up Highway 89. Wanna come?"

"Sure, for a while. You guys are out for a cruise. My pace is a little quicker."

I met Gordy's bro, Tanker, and their ol' ladies, and we headed out of town. After several miles, I got bored, waved off, and accelerated ahead. I was chargin' pretty hard and was just touching down the right peg in a second-gear sweeper when a deer ran out from the underbrush. I braked, pulled up, and just managed to go around him on the outside, but ran out of pavement before I could stop

EDUCATION

rides — or at least the ol' lady thinks so. Don't really make no difference to me, long as I'm riding. You know, Murf, as often as you still seem to fall down, and with your high-powered advertising job and all, I woulda thought you'd have given up riding by now."

"I couldn't ever stop riding. It's in my blood."

"You'd lose less of it if you'd learn how to stay up on the tires, dumbshit. Boy, haven't seen ya in 15 years and here I am, rescuing your ass from your own stupidity. Sounds like old times, doesn't it?"

We pulled in at the bro's house and he came out, took one look at me, and said, "Pickin' up road trash again, huh, Gordy?"

"Scotty, this is an old friend of mine, Murf. He 'n' his canyon racer parted company a few miles back. Can we use your truck to go and get it?"

"Gee, I don't know. Is it a Harley?"

"Ah, no — but we'll make Murf wash out the back of the truck when we're done."

"In that case, I s'pose. Truck's around back. The keys're in it."

We picked up the bike and headed down to Grass Valley, where we

pulled into the local Honda dealer. We got some funny looks when we stepped out; my leathers were pretty tattered, and Gordy was not the kind usually seen at a Honda dealer. We rolled the Hurricane into the service department.

"Ooh—somebody kissed the pavement. How fast?"

"Mid-range second gear: about 75. I'm hoping it's just cosmetic damage, but it won't start."

"Shit, you've got \$500 worth of glass to replace, not counting what else you busted. You seem pretty casual about dumping it."



"I told you it was out too far."

"It's, ah, happened before."

"Well, I won't be able to touch it until Monday."

"Isn't there any way you can at least check the mechanicals? I live in the city."

"Sorry, hotshot. I've got a full day's work lined up already, and we're open only half a day today. It is Saturday, you know."

"Yeah, I know. Hey, Gordy..."

"A step ahead of ya. I think we can work out something. Let's go down to the shop. Where we sell real motorcycles. The kind you can see the engine on. Come on, all this plastic and fiberglass gives me the creeps."

Down at the Harley shop, there were about a dozen guys standing around.

"Man, this place is busy," I said.

"Naw — they just came down to jack their jaws."

As we got out of the truck, a couple of the guys looked at us real strange-like. Gordy and I walked into the showroom and he motioned to a rotund old man with a denim vest on. "Hey, Cal, lemme interrupt the bull session. I want you to meet an old road dog of mine." We shook hands. "Captain Crash here needs

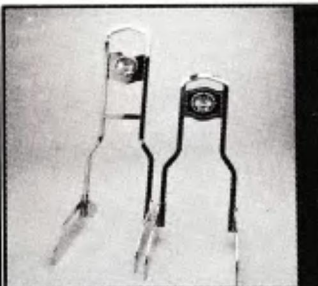
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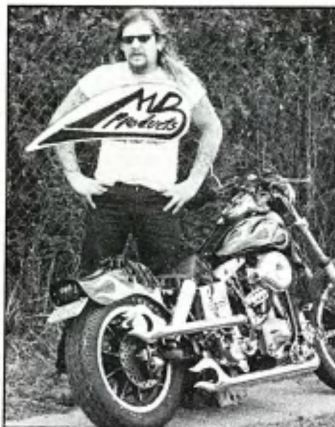
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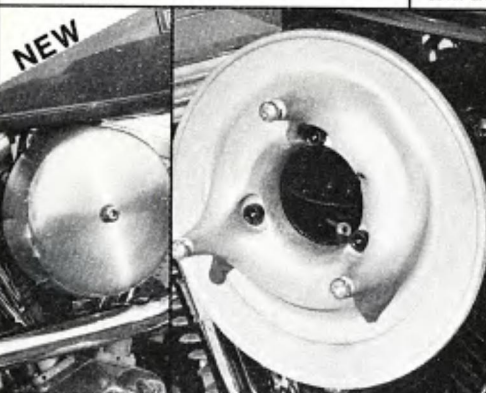


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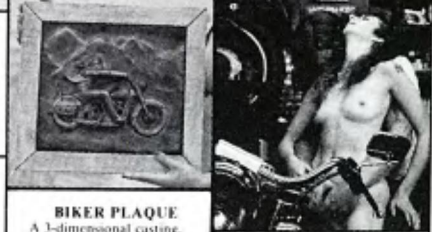
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CAPTAIN CRASH'S EDUCATION

some replacement wheels over the weekend for obvious reasons. If he promises to go slow, I thought we might let him use the Low Rider demo we got. Give him a chance to ride something with hair on its chest. Whatcha think?"

Cal looked me over thoroughly. "Can he ride?"

"Yeah. Damn good, as a matter of fact. Just ain't got no sense, that's all. Rides that oriental-express shit. Been that way all his life. Which, by the way, would've ended today if there'd been any oncoming traffic."

"Gordy, I don't know..."

"I'll vouch for him, boss."

"Cal, look," I said. "I'll be cool, and I'll give you a deposit on the

bike. I really do need to get home sometime today."

"Well, okay. Tell you what, the Low Rider's promised out, but you can take either the Heritage or the standard Sportster. And I want a big deposit."

"Make it the Sporty. Here's my Preferred Visa card — just put the purchase price of the bike on it, and we'll tear it up Monday when I give the bike back. How's that?"

"That's more than four grand.

Easyriders



"I don't ask for experience; I give it!"

You got that much room on your plastic?"

"Yeah."

Pretty soon I was on my way home. What a change from the Honda! Polished aluminum and chrome, and an engine you could see and feel. And that unique Harley sound. I hated to admit it, but I was actually enjoying myself. No, the Sporty wasn't as fast, didn't handle as well, and vibrated a little. But it was so honest — a real motorcycle. I hadn't had a bike in 15 years that was so simple, so straightforward. By the time I got home to the city, I was beginning to understand a little of the Harley "magic" I had heard so much about.

I called Cal this morning. "Cal, this is Murf. Say, uh — I'm not going to be returning the Sporty today. I can't believe I'm really doing this but — uh — go ahead and run the charge slip through. Yeah, I like it and am going to keep it. No, you can't call me no fuckin' convert! I'm still thinking about the Honda, but riding the Sporty this weekend was quite an education. Oh, and tell Gordy thanks. Tell him maybe we can go for a motorcycle ride next weekend." ■

KNOCK KNOCK NOT THERE!



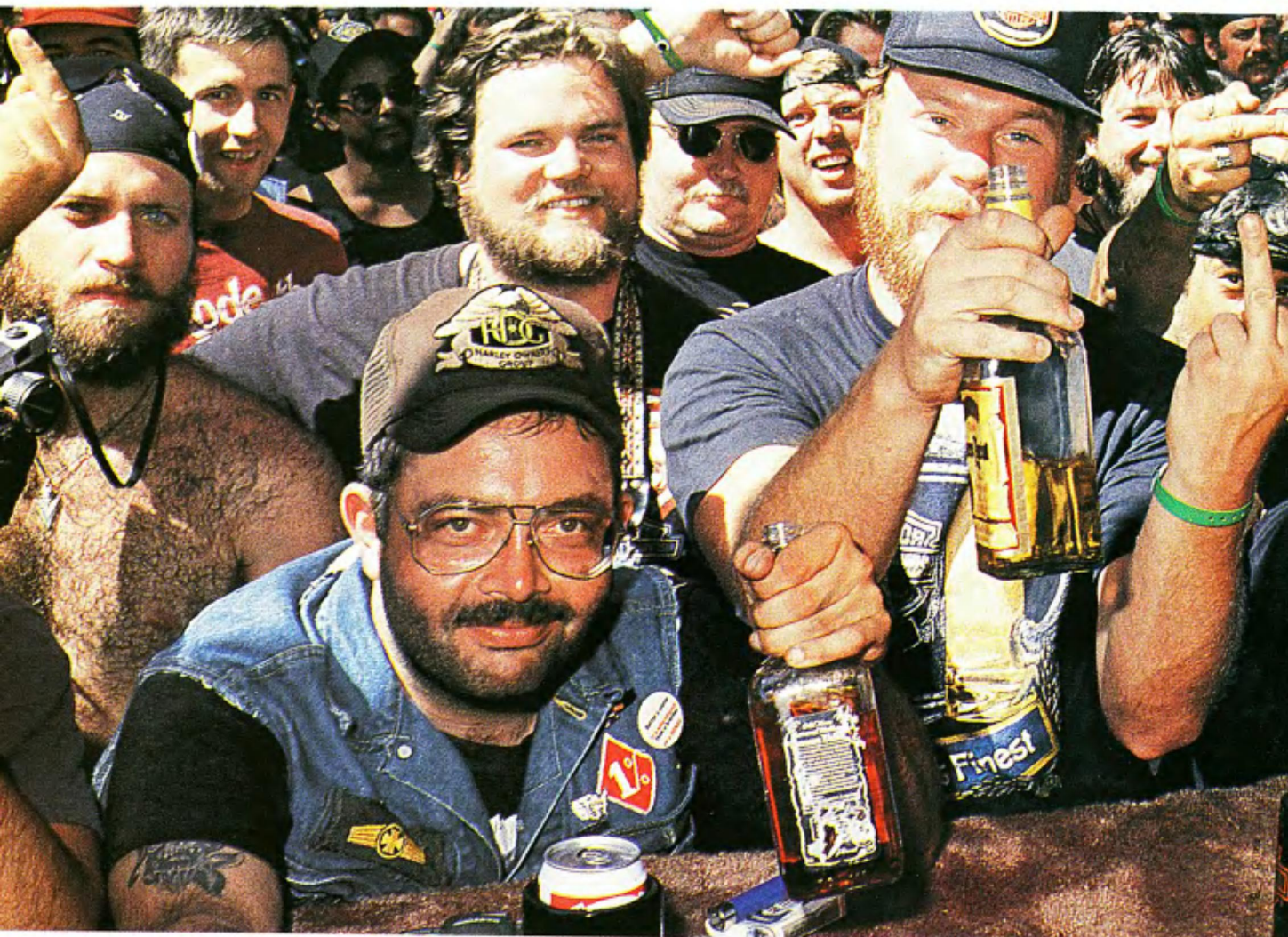
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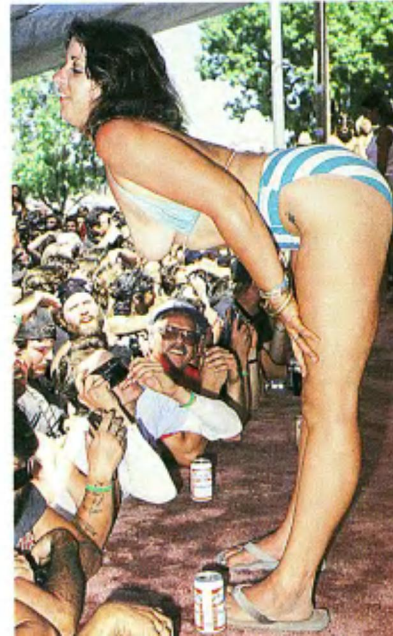
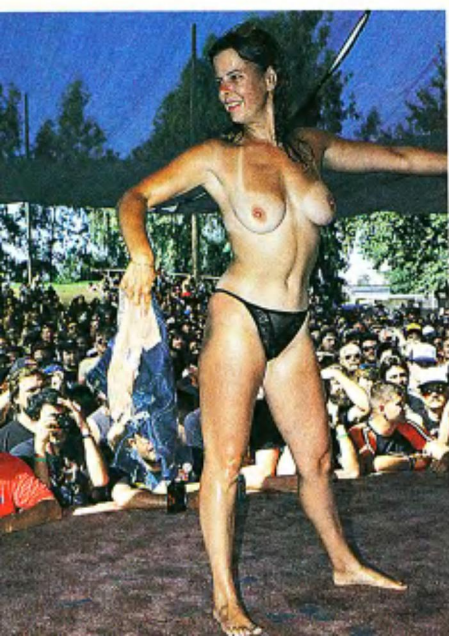
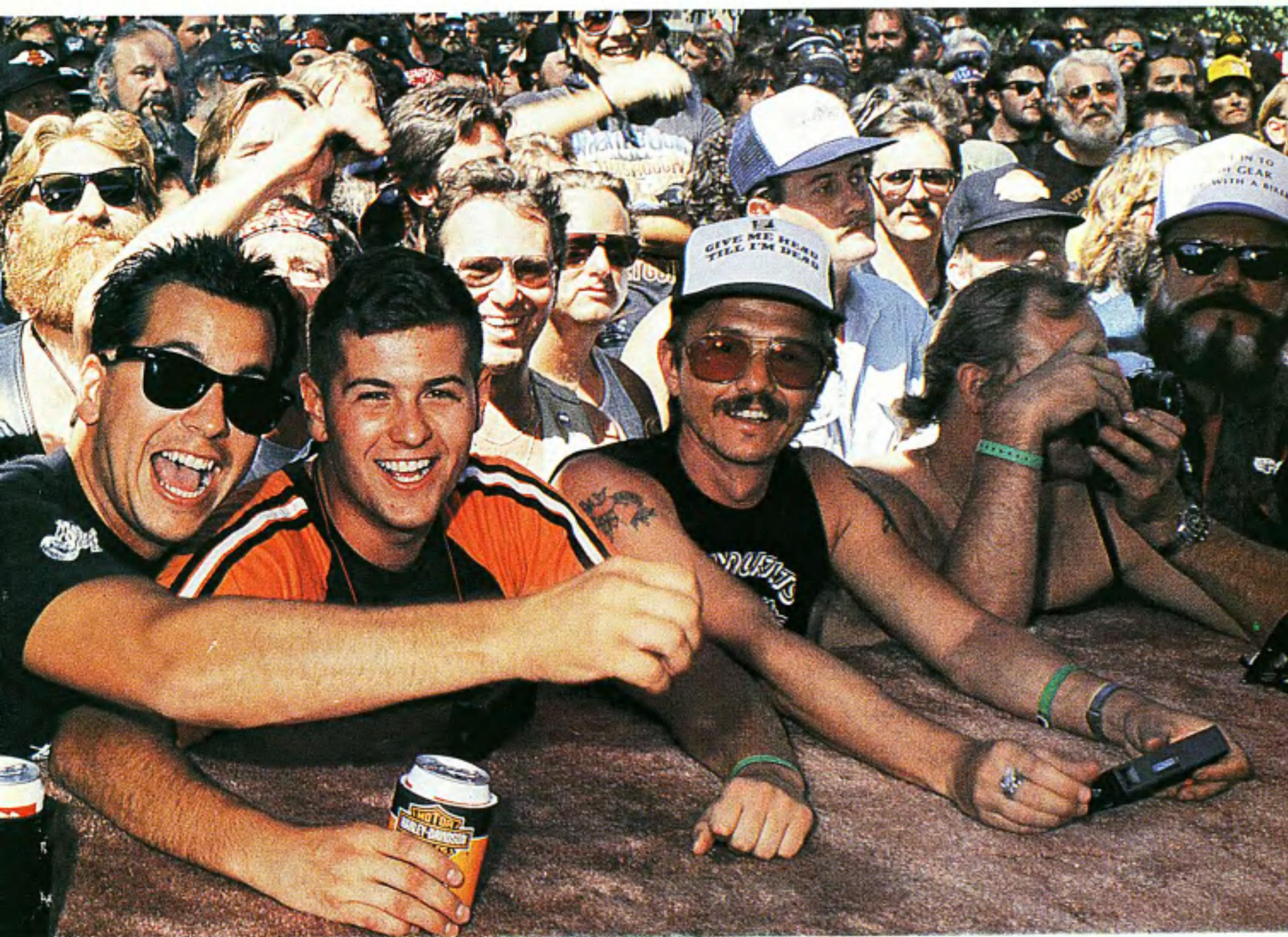
To say we had a good time at Bike Fest '87 last June in Hanford, California, would be like saying that Miraculous Mutha is a little on the ugly side.

What we had was one bonaroo, kick-yer-knickers-off biker bash for three sunny days under the blue skies of the Golden State. The small community of Hanford lies just downhill from Fresno, and it's the location of the Kings County Fairgrounds, where the Modified Motorcycle Association and *Easyriders* set up shop for the second annual major West Coast blowout.

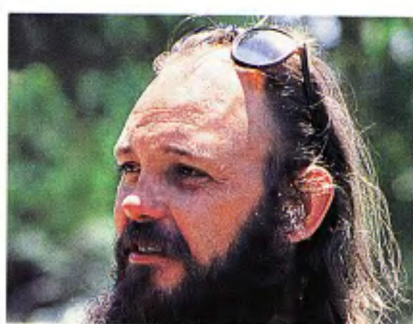
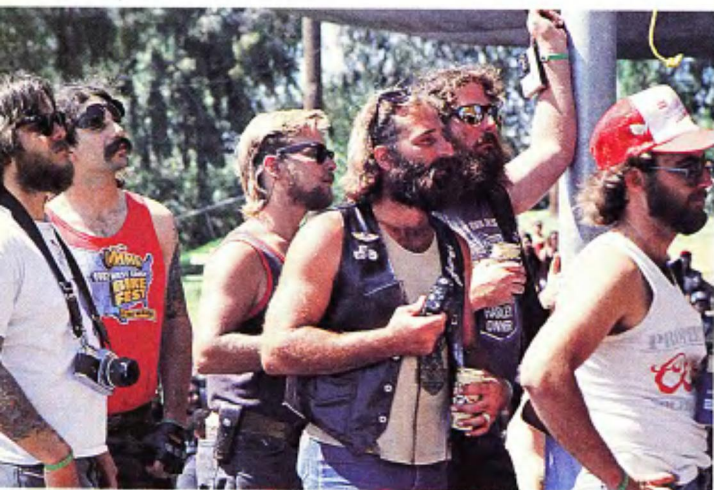
The timing couldn't have been sweeter. With Daytona Bike Week already wrapped up and stowed away, the shindig provided the ideal mid-summer party run to get us over the hump until Sturgis rolled around in August.

Inside the gates of the fairgrounds, in fact, it looked for all the world like a mini-

T *Fillin' the gap between Daytona and Sturgis*



BIKE FEST





Classic: bikers from all states profflin' on the long oval through the center of the grounds, their ol' ladies pitching the tents and setting up camp, and everyone getting a bellyful of cheap beer and chow.

There was plenty else to do over the long weekend. Besides checking out all the bros' putts and their ol' ladies' butts'n'struts, we were ambling over to the trade show to see what was new on the market, listening to the leather-slapping tunes cranked out by the band under the covered pavilion, competing in a slew of motorcycling contests like the wienie bite, slow race, can grab, and anything else that came to mind, and of course, maintaining an emergency suntan oil application service for the babes snatching some rays in the faultless weather.

Then the good shit started happening. On Saturday, when everyone was just getting comfortably loose, the PA system announced the beginning of the tit shows, and we had to get outta the way to keep from being stampeded by a black T-shirted herd of raucous hooter devotees, chanting "Tits! Tits! Tits!" at the top of their lungs.

Nobody was disappointed in that part of the program. Let's just say that the ol' ladies had, well, enthusiasm. Handfuls of it.

Throughout the weekend, the cops pretty much left us alone, with no unreasonable ticketing, and all the businesses in town loved us and our free spending. Hell, everything we needed was in the fairgrounds anyway, and The Man wouldn't go in there, so mostly we just stayed in and stayed cool.

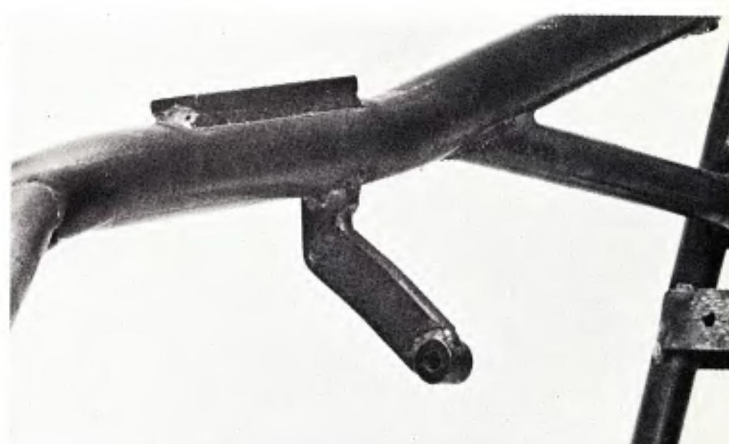
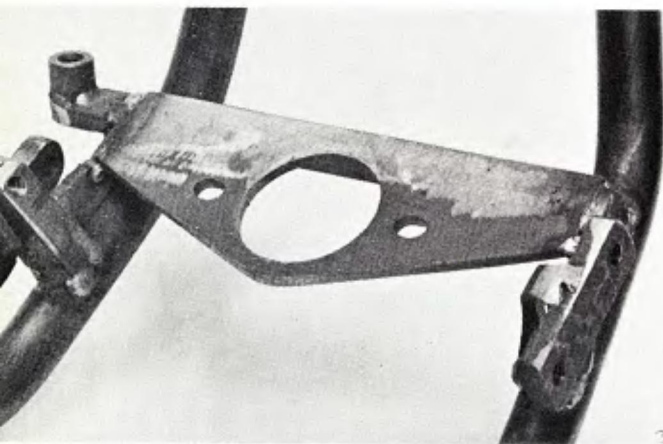
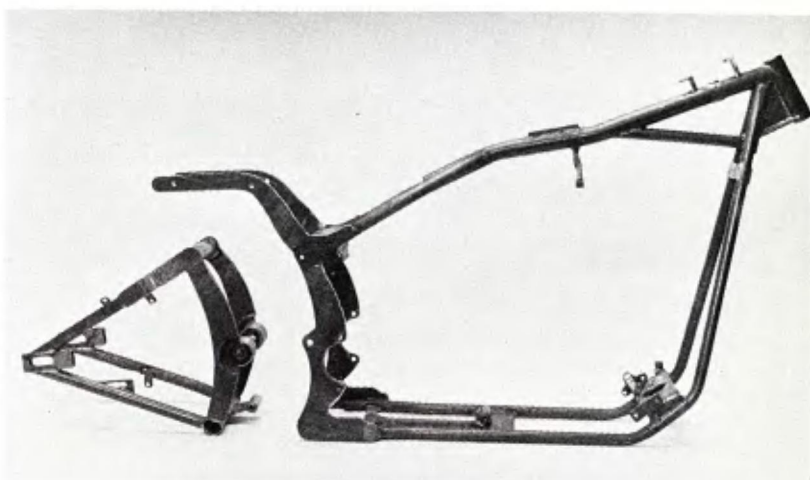
We're gonna put the whole kit and caboodle right back in Hanford again this year on June 17, 18, and 19, so get your tickets early, kick back, and get ready to party.

—Pizzaman

Photos by Kim Peterson, Savage Williamson, and Gregg Daniel



Rubber-Mount Softail



This is it — the answer to all the problems with the current Softail frame, without sacrificing the lines of one of the best contemporary designs in new stock frames. Combine the smooth ride of the FXR with the style of the Softail, and you have the vibration-free, Isolastmer rubber-mounted motor, transmission, and drive line in a classy chassis.

This latest state-of-the-art frame, designed by Max Rogan at Fab Custom in Brampton, Ontario, was successfully ridden and tested for 50,000 miles by various mechanics, engineers, and critics under adverse conditions. An adjustable rear fork, available sometime later in 1988, will accommodate either light or heavy riders — with no more

bottoming out. It will also give a bike the desirable lower look.

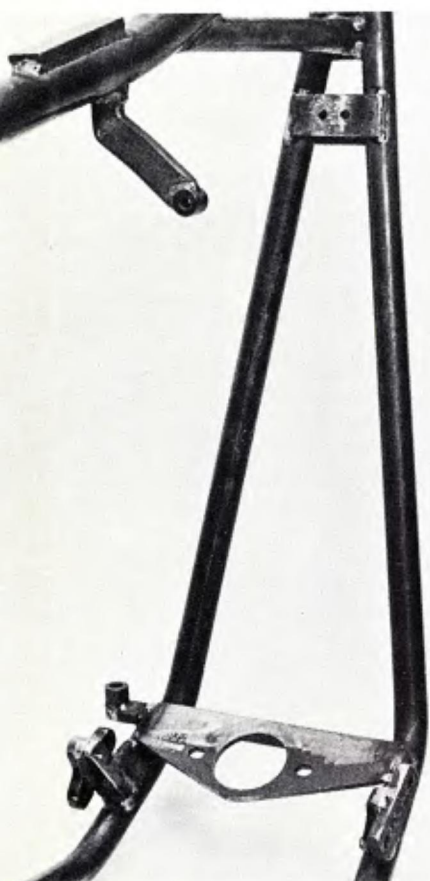
Fab Custom will also introduce their new rubber-mounted swingarm frame later this year. The value of the American dollar keeps the frames reasonable in price. The "Free Trade" agreement to eliminate duty costs has been the subject of discussions between Canada and the United States for a while now. If agreed upon, this will lead to lower prices.

Max Rogan, owner of Fab Custom Manufacturing, runs what may well be the most highly respected customizing shop in all of Canada. His first frames were replacement frames for Sportsters, stock 74s, and hardtails. All the frames are crafted from one-

inch seamless tubing, incorporating heavy-duty reinforcing plates instead of support brackets. A minimum use of welds adds to a more solid construction. Max and a team of well-respected engineers computerized their frames and discovered that the use of steel plate for rear legs created an indestructible swingarm frame.

The best-selling frame in Canada is the Swing-Rigid. This design incorporates the lines and the low seating of the rigid frame while maintaining the swingarm components for a more comfortable ride. The Swing-Rigid frame has a seat height of only 22 inches off the ground and will accept stock and stroked engines. Neck rake is available with either the 30-degree

h Tip

Photos by Kirk

stock rake or a moderate 38-degree rake. The swingarm frames and the rigid frames will accept either stock or stroked engines. The swingarm frame will also accept chain or rear belt drive. All Fab Custom frames will accept Evolution engines if center-post clearance is 1/4 inch. Direct replacement Softail-style frames are also available.

The full line of frames, including the popular Swing-Rigid and the new rubber-mounted Softail, is distributed through Sumax. For a catalog, send \$3 to Sumax, Dept. ER, Box E, Clinton Street, Clark Mills, NY 13321. Phone: (800) 654-5546. In New York State, call (315) 853-5623.

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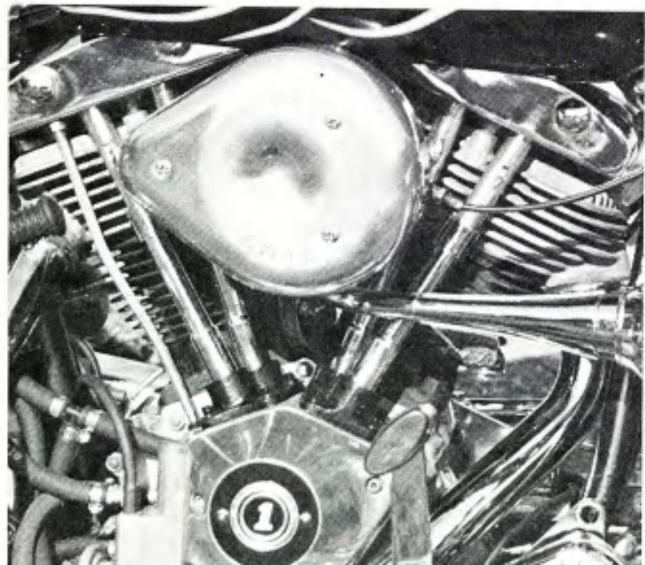
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FOXY RIDERS



**Sheri Lamb, Buena Park, California
1972 Harley-Davidson Super Glide**



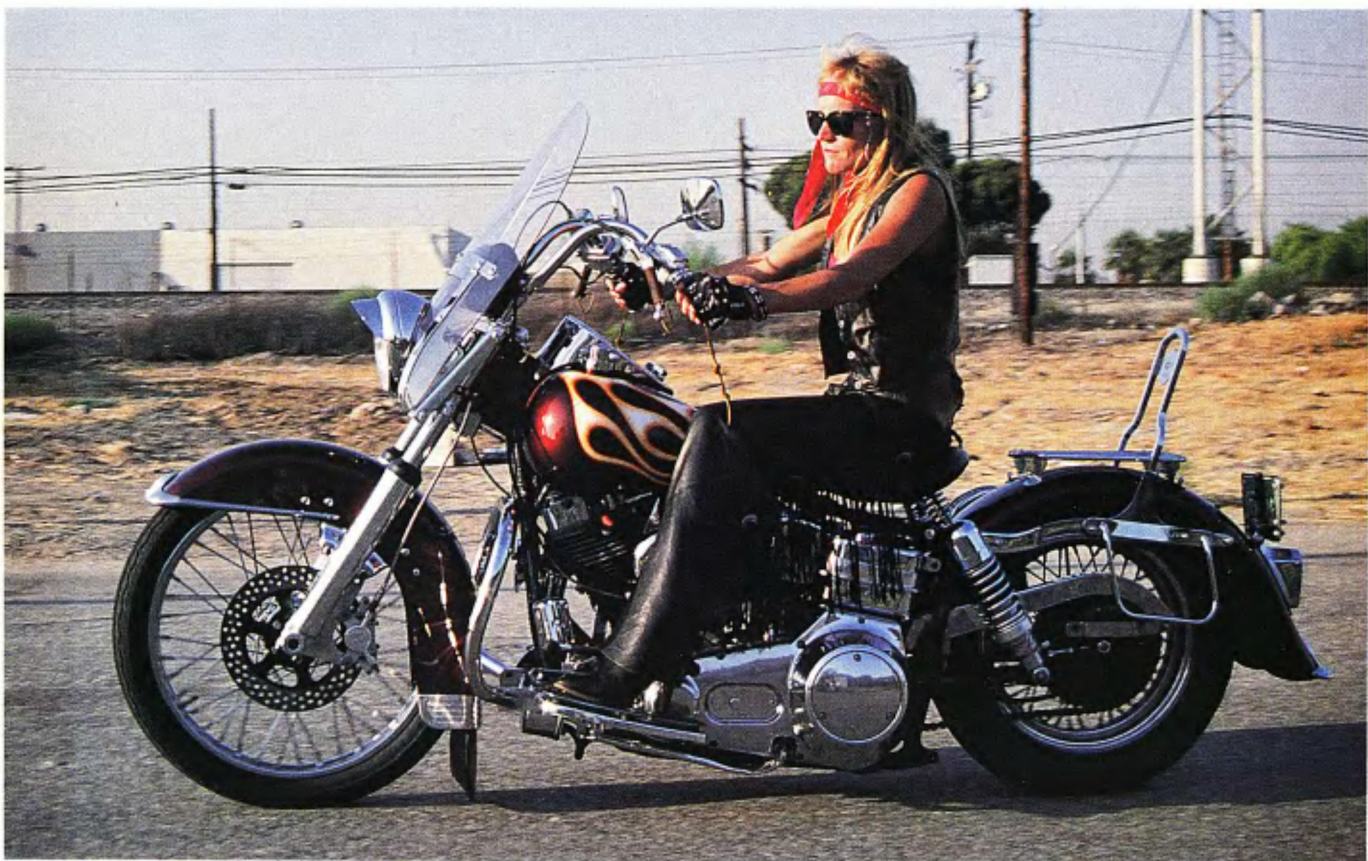
Sheri's a wrenchin' wench if ever there was one. How many gals do you know who get wake-up calls to do paintwork on one of the brothers' rides, or maybe to do a little bondo job at a local shop on the side — just for the helluva it? But that's Sheri, a fun-type of girl who also likes to stay in shape.

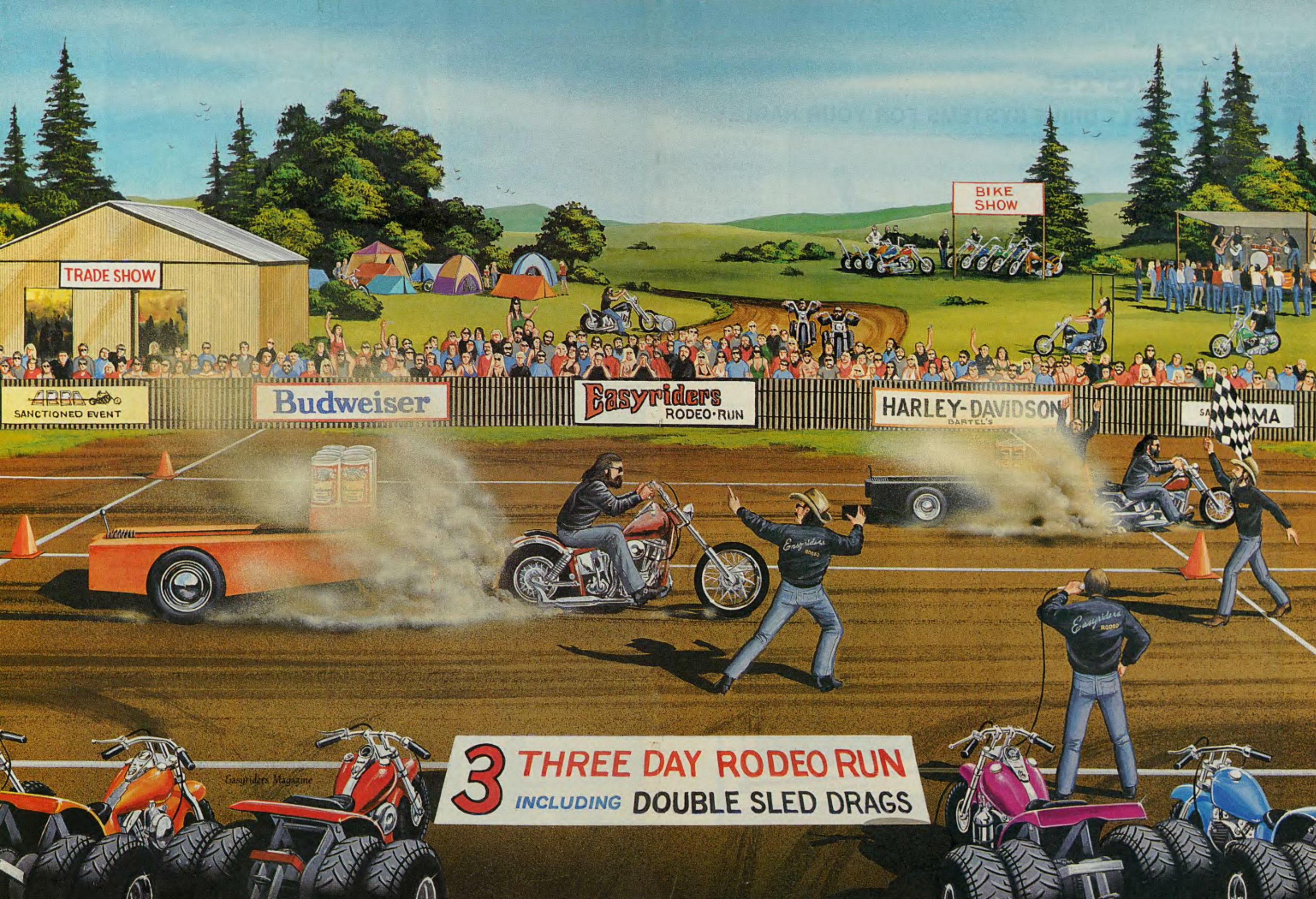
She's a tough little cuss, too. 'Specially when the Irish in her red head gets to the boilin' point. Her kids know to give her a wide berth. She and her husband, Bill, have 'em trained pretty good; they didn't raise too big a fuss during the shooting of her 1972 FX out in their backyard last summer.

Sheri did her own painting and airbrushing, using polyurethane burgundy wine with Dixler clear coat. She takes as much pride in her ride as she does in her man and kids. The lady's no dummy, either — she holds down a heavy job with an aerospace outfit. It's all part of the Harley woman of the near-1990s, holding up her end, helpin' out others, and lookin' great doin' it.



Photos by Kim Peterson





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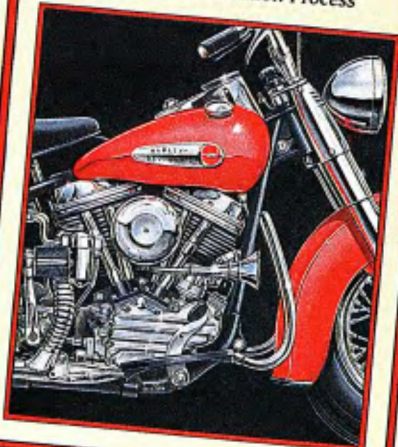
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Tell 'em Snake sent ya.

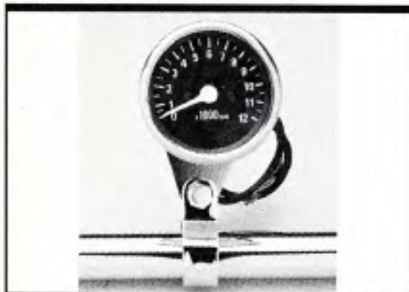


SAVE YOUR HIDE

Our own John Watson had a book published recently by Paladin Press, the publishers of self-defense, martial arts, and mercenary books. John's book delves into unconventional tools for self-defense that even include such common household instruments as scissors, knitting needles, and plastic spray bottles filled with ammonia.

As John says, "Don't be defenseless against illegally armed criminals. Pack an advantage — save your hide."

For information on this book or any others from Paladin's selection of kick-ass scribes, write: Paladin Press, Box 1307, Boulder, CO 80306.



ELECTRONIC MINI-TACHOMETER

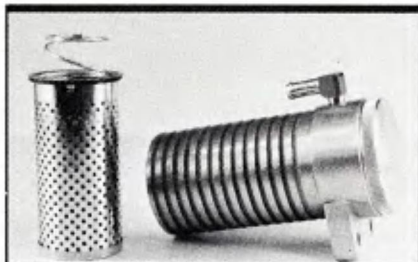
At last, a show-chromed electronic tachometer that can be used on all 12-volt Harleys. Easy to install and looks great. It's a perfect match to Chrome Specialties' chrome mini-speedometers.

Available at Chrome Specialties dealers worldwide. For more information, write: Chrome Specialties, Inc., Dept. ER, 3227 West Euless Blvd., Euless, TX 76040.



WE CAN NEVER FORGET

Dedicated to freeing our POWs and MIAs, the Vietnam Vets MC is funding its POW/MIA awareness programs through the sale of T-shirts with a message that's hard to ignore — "2,415 Hostages." The black shirt has a vivid four-color design. Also available are 3"x5" fully embroidered "In Memory Of" patches and POW/MIA bracelets. Special prices for large quantities are available upon request. For prices and additional info., write: Stoney, Vietnam Vets MC, 2480-4 Briarcliff Road, #252, Atlanta, GA 30329.



LATEST OIL COOLER

Douglas Filter Company is introducing its latest new product, a universal-mount filter canister and oil cooler. The canister is designed to use the PERF-FORM™ HD-1 drop-in oil filter.

The canister filter kit will consist of the polished and lacquered cast-aluminum canister, chrome-plated hose fittings, and machined aluminum screw-on cap with O-ring seal. It will also include seven feet of 3/8" oil line, four hose clamps, and four tie-wraps.

There will also be an optional mounting bracket for 1970 and later Harley four-speed FL and FX models.

For more information, write Douglas Filter Co., Dept. ER, Box 131, Big Lake, MN 55309.

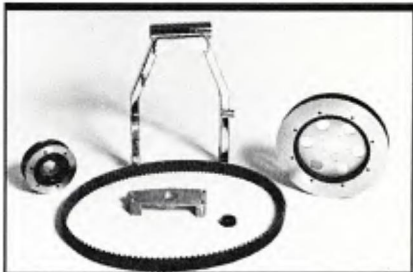


BLUE SEALS

If you've got the blues over pushrod tube leaks, "BLUE SEALS" are just the fix-it your Harley needs. "BLUE SEALS" replace the cork pushrod tube seals on Harley Big Twins from panheads through shovelheads up to 1979 and on Sportsters from 1957 to 1979. The standard cork seals on these machines dry out, harden, crack, and leak within a relatively short time.

"BLUE SEALS" are made from a compound of new silicones designed to withstand the heat, oils, additives, and compression of these engines and keep sealing.

"BLUE SEALS" are packaged in sets for FLs, FXs, and XLs up to 1979. Barnett Tool & Engineering, Dept. ER, Box 2826, Santa Fe Springs, CA 90670. (213) 941-1284.



REAR BELT-DRIVE KIT

Super Max Products has introduced a rear belt-drive kit for all swingarm frames. The kit includes a rear wheel pulley in a choice of colors with 66 or 68 teeth, the transmission pulley, one Gates poly chain belt, a new swingarm (plain or chrome), a bearing support, and an offset starter collar.

For more information, write or call Super Max, Dept. ER, 16501 S. Normandie, Box 285, Gardena, CA 90247, (213) 516-0500.

NO-PIERCE TIT

When the new office mouse from the mail room drummed her fingernails on my door, I took one look at her and decided to call her Skippy, 'cause I wanted to see if she'd stick to the roof of my mouth. Then I was gonna Planter. Or shell her and make a sandwich outta her, maybe. Definitely being of the creamy variety, there was nothing at all chunky about her, unless you counted the pair of heat-seeking missiles siloed in her halter.

She was delivering, she said, a package from Robert Coberly, the traveling ringmaker (*Easyriders*, December '87) and the owner of Sweater Bumpers nipple rings. He'd sent along a few samples of his non-piercing aureola collars, and as Skippy was sorting through the silver finery, she asked in all innocence, "Where do ya want me to put these?"

I reached behind her, locked the door, and bent myself to the task at hand.

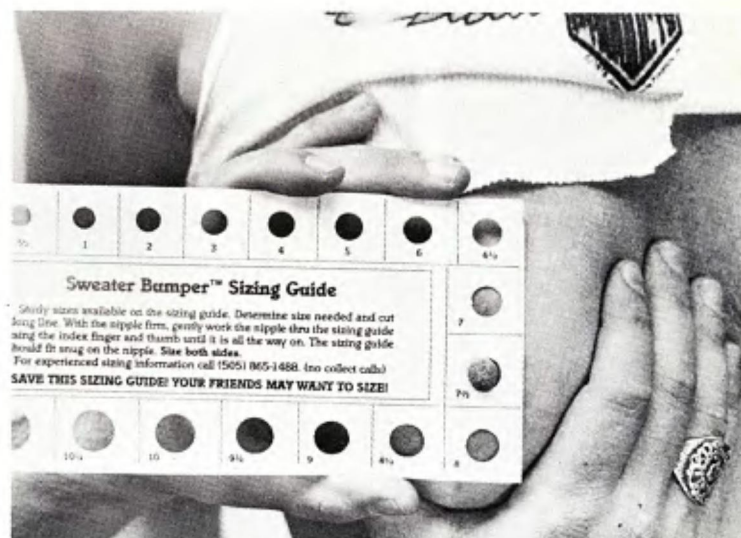
Right Size Is Important

Nipples, like the chicks they're attached to, come in all shapes and sizes, and their tips range anywhere from a BB to a .45 ACP, so it's critical to get the correct size of nipple ring. Relying on eyeballing alone could result in guessing too big, and the oversize ring might slip off in the middle of the night and get scarfed up by your ol' lady's bearded clam.

Fortunately, Sweater Bumpers had sent along a personal nipple-sizing card (available to the bikin' public for \$2*), and after strenuously massaging Skippy's overripe avocados until her rosebuds were straining and pointing up at the North Star, I had her zeroed in



Air 'em out before startin'.



A good fit is important.



The right way to suck 'em on.

TOPPERS

Getting a grip on installing nipple rings

as a perfect — and I do mean perfect — size 7½. The card's the only way to go for a snug fit (see photo).

Suck 'Em On

This sounds easy, but you've gotta be careful. Hold the ring between your teeth and center it over your ol' lady's erect nipple. Proper aim is important here, if you want to keep from losing an eye. (You'll usually know when you're in the right position, 'cause she'll start squirming around and making throat noises. At least Skippy did — sounded kinda like a runaway Hoover vacuum with a worn belt.)

With the ring positioned in place over one of her pink eyes, close your lips around her surrounding boob and gently suck until your tongue feels the nipple pop on through. Go easy and take your time here, 'cause

this isn't something to be rushed, and besides, you don't want to accidentally swallow the ring by getting carried away.

Be Gentle After The Installation

This is particularly true if it's the chick's first time to get a ring job, so practice a little tit etiquette. Stand back and admire your work after you're through, compliment her on how bitchin' she looks with precious metal on her bazooms, and tell her you still respect her as an equal. (It's a good idea to try to keep a straight face while you're spreading it on this thick.) In other words, be as considerate and thoughtful to the little lady as I was to Skippy — until I hauled her creamy spread onto my Peter Pan and took her for a long, long ride for being such a good sport.

—Savage

*Sweater Bumpers, Box 1854, Las Lunas, NM 87031.



Don't crimp 'em on.

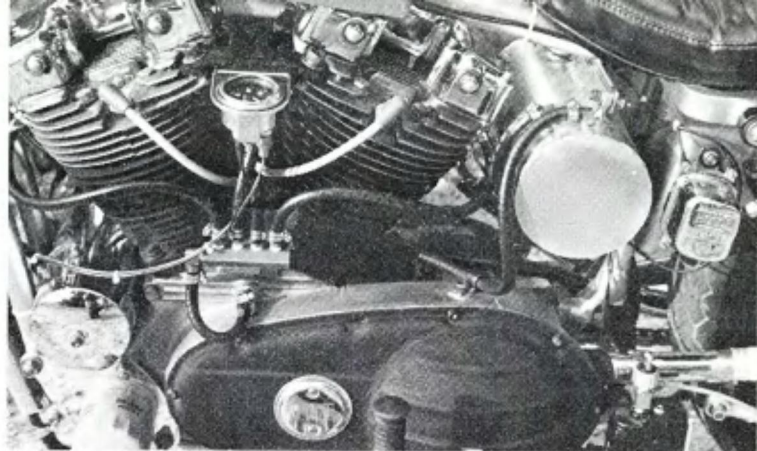


The right way to lose an eye.

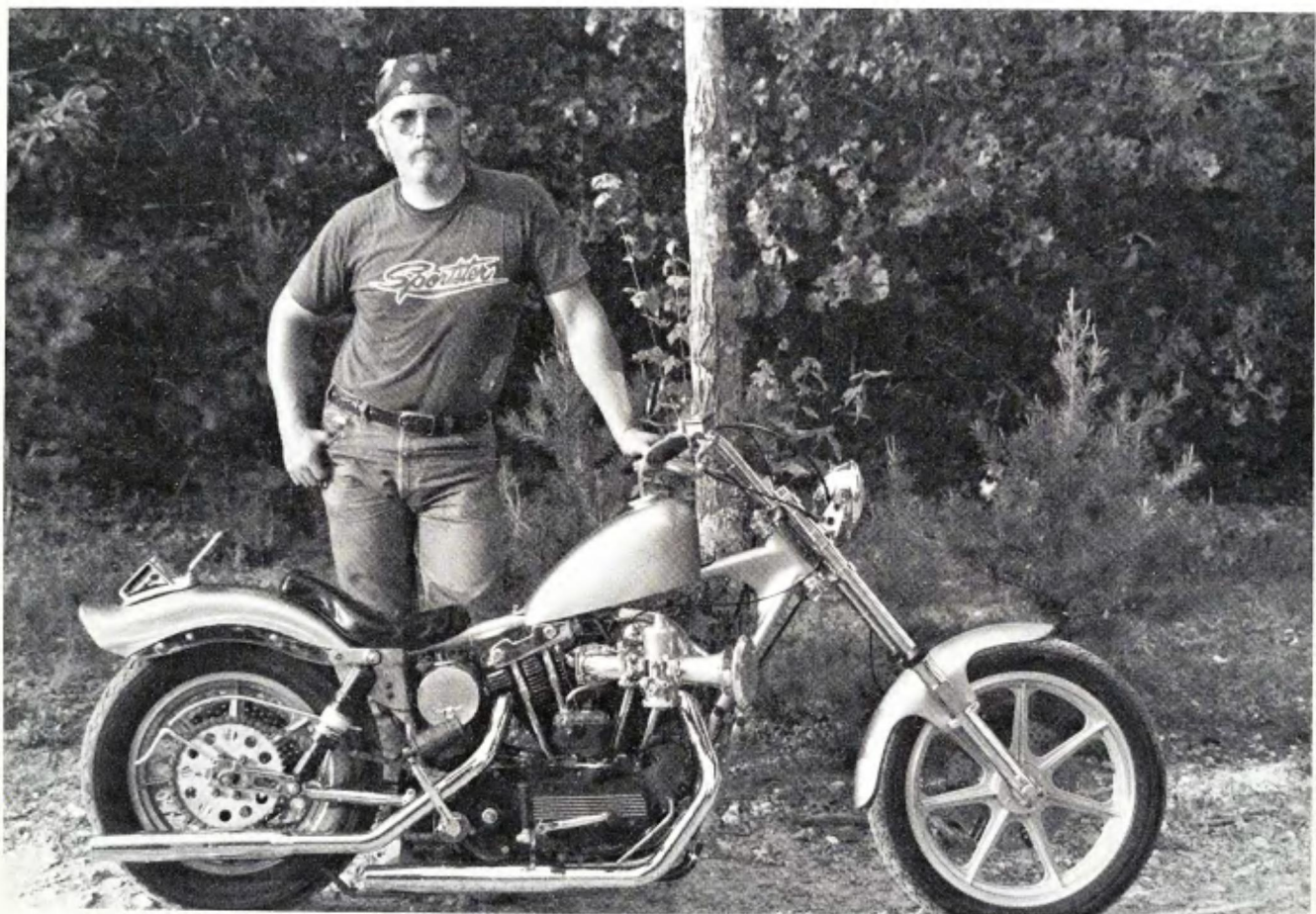


Photos by Kim Peterson

READERS' RIDES



Photos by Pat Randle



Steve Raymond, Pulaski, Virginia 1969 Harley-Davidson XLCH

Occasionally, just once in a while, we're awake enough to be coherent when a bro hands us some technical shit. Steve, the owner of this fast Sportster, did — and I'll endeavor to communicate said info concisely.

His stroker tips begin with paintin' engine parts gold to dissipate heat. He retimed the oil pump breather gear to seriously suck out the bottom end and scavenge oil from the top end through external returns. The cylinders look stock, but the early Axtells have a 3 5/16-inch bore.

All fasteners are socket-head grade 8, except the Simpson Product head bolts with thin stems.

Steve bought this H-D as a basket in '79, rode it for three years, then started the project you see completed here. And he says all the credit goes to the ol' lady, who helped him through.

—Snake, Jr.

Year: 1969

Model: XLCH

Engine: 82.9 cubic inches, beefed Sporty with Axtell pistons, balancing, and an S&S lower end

Forks: 2"-over tubes coupled with custom Century trees

Transmission: modified with "C" ratio Andrews gears and a Tracy trapdoor

Wheels: Gary Morris mags front and rear, with Dunlop tires and Performance Machine rear brake

Chassis: pieces of a 1975 stroker raked a tad, stretched a smidge, and extended one inch

Finish: 1978 AMC diamond blue lacquer

Credits: oil cooler from Ford Bronco, S.W. Industries shocks, and gold paint to dissipate stroker heat

Special features: International Harvester heads, molding in fiberglass, and dirt-bike gas cap.



Photos by Bob Young



**Harry Smith, Greenville, New York
1970 Harley-Davidson XLCH**

In case you've wondered how this works, Harry sent us shots of his Sportster around late '84, and we returned them with a letter explaining that we'd need some sharp slides and black-and-whites to do his bike justice. He decided that, in addition to improving his photography, he'd detail his bike again before he invested in the film.

In August of '86 he sent the shots you see here. He didn't send black-and-whites — but in all our benevolence, we felt we should share his clean Sporty with the world. Shit, he's owned it for 14 years.

—Snake

Year: 1970

Model: Sportster

Engine: stock displacement, detailed

Forks: stock Sporty glide, chromed

Transmission: stock XLCH with some chrome here and there

Wheels: steel mags and Avon tires, front and rear

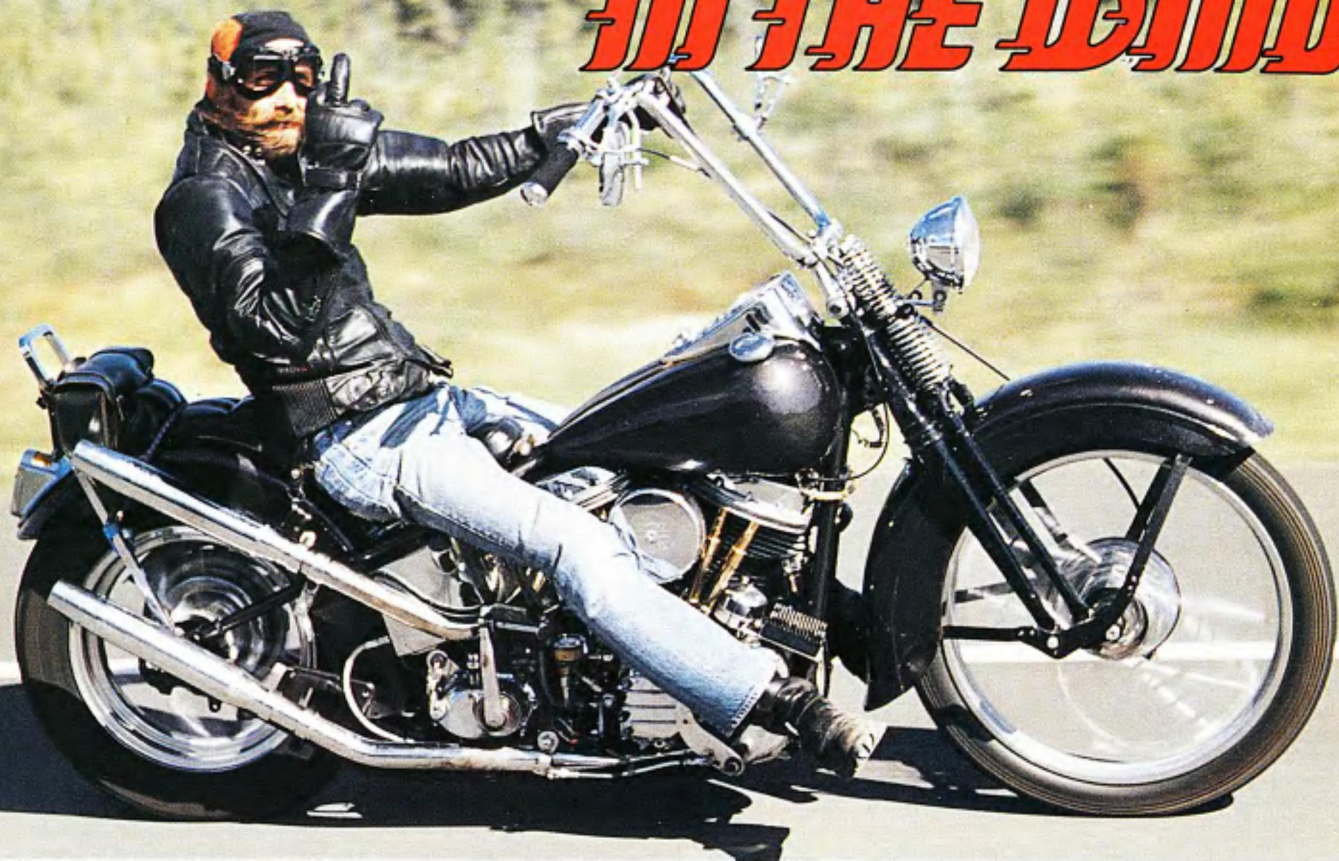
Chassis: stock swingarm frame with chrome swingarm and Mark III shocks

Finish: black with red striping and "Dark Dream"

Credits: Lotsa time during great Northwestern winters to wrench and drink whiskey

Special features: 14 years of care and the desire to keep it for life

IN THE WIND

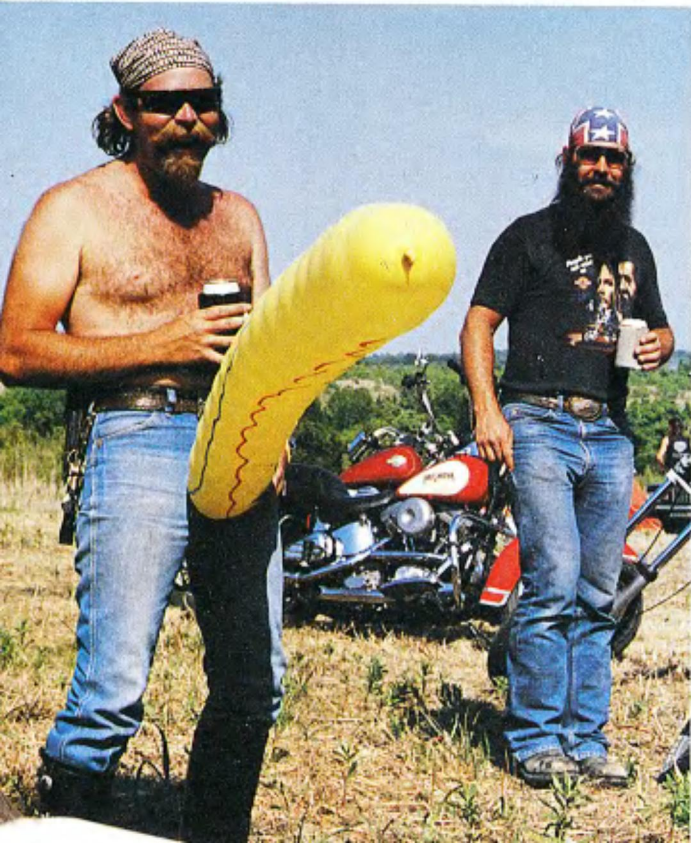


— Steele Davis, Anchorage, Alaska

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.

— Don Wilson, Austin, Tex.

— Banzai, Waukegan, Ill.





— The Easyriders 1987 softball champs, Thousand Oaks, Calif.



— Shelley, Derry, N.H.



— Nancy & Gene Rollins, Grand Prairie, Tex.

— H. Fonda, St. Constant, Quebec



— Chris Conti, Rochester, N.Y.





—Marines of "Bright Star '87"



—Screwy Lewie, Woodland, Wash.

—Tom Hopkins, Loyall, Ky.



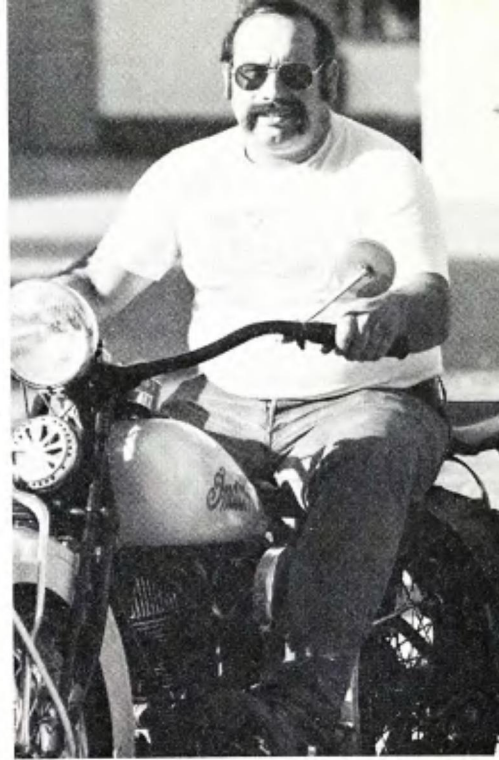
—Brewski, Lebanon, Mo.

—C.C., Long Island, N.Y.





— Mike Sivilli, Newburgh, N.Y.



— Rusty, Ventura, Calif.



— Wino Joe, USA

— David Marshall, Vernon, Conn.



— Randy Cullen, Yuma, Colo.



— Susan Hammons, Granbury, Tex.





—Ronnie Gorberg, New York, N.Y.



—Christer Blomquist, Nassjo, Sweden

—Corey Kessler, Dewitt, N.Y.



—John Lewis, Flint, Mich.

—Lee Reed, Tucson, Ariz.



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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 April 30, 1988. We'll print the winner in the September issue. Send your vote — on a postcard or the back of a sealed envelope — to #179 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the first monthly winner in our Tenth Annual Fox Hunt — Erin, from Folly Beach, South Carolina. 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.

179

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

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

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

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



I'm a German girl and I would love to be in your magazine because it's the best in the world.

Sherrol



I'm a scooter lady with three fine boys that I'm raising in the true way of American motorcycling, Harley-Davidson.

C.C.



My ol' man likes to lift me up, but wouldn't I be lighter in Easyriders?

Valerie



It would thrill me to pose for Easyriders. This is my bike and I'm feelin' good about me. Ride hard and free.

Cheri



I just wanted to bare my assets for Easyriders. Hope it's as much a turn on for the readers as it is for me.

Barbara



I enjoy men and Harleys.

Becky

JANUARY FOX HUNT WINNER



Photos by Vinny Brooks



Debbie, from Staten Island, New York, braved the record-bustin' chill of January '88 to promenade her foxy-lookin' body down to her favorite hangout. Helping to heat up the situation was Al Waller's '78 shovelhead. As is evident by the tank art, Al is an involved veteran. Debbie is a right-on lady who digs sex, riding, and rock-'n'-roll, and she incorporates all of it into her job as a dancer. She's one show we'd like to check, right up in the front roooowwww.

—Ben Doverdahl

Biker's Bulletin Board

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Super Max Belt Drives, Box 285 Gardena, CA 90248. (213) 516-0500. Also available at: Conley's H-D of Dallas, 11702 Plano Rd., Dallas, TX 75243. (214) 348-5653.

Full Blast Engineering, 2304 S. Wats, Sioux Falls, SD 57105. (605) 332-2659.

Kokesh Motorcycle Accessories, 4018 Central Ave. NE, Mpls., MN 55421 (612) 781-4324.

MDO Modern Cycle, 15879 Redland Rd., Rockville, MD 20855. (301) 948-1704.

Pig Performance, 1330 S. St. Patrick St., Rapid City, SD 57701. (605) 348-0752.

T Town Motorcycles, 1639 E. 11th Ave., Tulsa, OK 74120. (918) 584-8184.

Calles Chopperdella, 340 36 Moheda, Sweden 0472-771 31.

British American Imports Ltd., Box 52-154, Kingsland, Auckland, New Zealand 69-6621.

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BOOKS

Harley Women Magazine/Asphalt Angels Publ., Inc., Box 864, Addison, IL 60101. (312) 858-BIKE.

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H-D 45 Restoration Co., \$2, Box 12843, Albany, NY 12212. (518) 459-5012. 30-page catalog.

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

Branded Garments, 43-38 36th St., L.I.C., NY 11101. (718) 361-2072. Write for free catalog and send unusual/wild photos for our Bulletin Board.

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

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

Harley-Davidson of Tucson, 5205 E. 22nd St., Tucson, AZ 85711. (601) 747-7304. (Shipped UPS/C.O.D.)

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

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

Brooklyn H-D Sales Corp., \$12 each. 2487 Coney Island Ave., Brooklyn, NY 11223. (718) 998-6666. (U.S. Funds only.)

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

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

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

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

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

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

Pappy's Custom Motorcycles, Easyriders and American Biker Ts \$8.95 - \$9.95 XXs, plus shipping. Send money order or certified check to 244 E. Main St., Kingsport, TN 37660. (615) 246-9594.

Miller's Custom Parts, S-XL \$9.95, XXL-XXXL \$11.95, 1863 S. Ridgewood Avenue, So. Daytona, FL 32019. (904) 761-0658.

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

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

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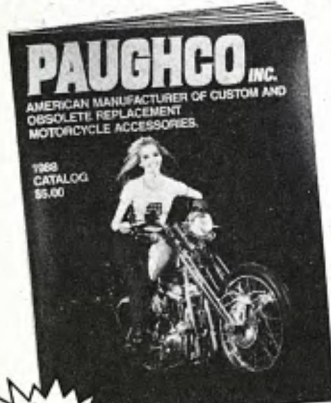
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BIKER HALL OF FAME

... or shame, as the case may be.



Pat Harley

Photo by Rip



Elaine Leass

Photo by Kyle Pollard

Pat Harley New Berlin, Wisconsin

What keeps Pat Harley, who is paralyzed from the waist down, in the wind? Being the grandson of the Harley might have something to do with it — after all, there's a heap of family tradition surrounding Milwaukee Iron. But more than that, Pat made up his mind not to let the results of a dirt-bike crash during his teen years keep him from the life he loved so much.

The Harley factory cooperated by creating an FLH Classic with hand controls, including a left-hand clutch/shifter setup, and footrests like those on a wheelchair. The sidecar acts as both a stabilizer and someplace for Pat to stow his wheelchair.

Those who've seen Pat in action say that his independence is truly amazing. He wheels up to the left side of the bike, eases himself into the saddle, buckles up, folds the wheelchair, and stashes it in the sidehack — and away he goes. He even runs through the whole bike-to-wheelchair-to-bike drill when his riding partners make a beer stop — and then goes inside and downs a Coke because he doesn't even drink. There's no hanging back on the

sidelines of life for Pat. He is a fully active participant in the two-wheeled life, and the only time he will even consider getting help from his bros is when there's no wheelchair access to a bar.

Nothing keeps Pat down. Last year he and a riding partner, Hal Topel, logged 400 miles in 50-degree rain — not exactly a stroll through the park. In addition to his job with the local Department of Motor Vehicles, this energetic dude also organizes runs, including the past year's Fall Color Run. And his wife, Jeanene, lends a much-appreciated hand to the local H.O.G. chapter.

It isn't always easy to play the hand that Fate deals ya, but J. Patrick Harley is a perfect example of how to play those cards to the max. —Duchess

Elaine Leass Littleton, Colorado

All right, kiddies, pour yourselves some nice, warm Ovaltine and gather 'round. It's story time. Once upon a time, this lady, who publishes *The Rocky Mountain Oyster* (which promises "Love, Romance & Sex For Colorado's Adventurous") visited the apartment of a newfound friend and discovered (gasp!) a copy of *Easyriders*. Quicker'n you can say

"holy hawg shit," she decided to live the biker chick fantasy and give this ol' boy a major thrill. As her rag tells it, she wanted to "pass as a biker for an evening of offbeat lust in an unusual way."

Fired up with enthusiasm, she cornered a lawyer friend at an evening gathering at the Denver Art Museum (no, that's not code for Ruby's Tat Shop) and he, more knowledgeable than one might imagine, turned her on to some politically active biker friends. Thus her immersion in the biker world began. Before she knew it, Elaine had found out what "being packed on a sled" means. And that bikers call cars "cages." She even took a putt around town.

Now comes the racy stuff, so anyone with a pacemaker had better leave. She gathered up the requisite all-black biker-chick threads, including a short skirt with zippers from hem to waist, and silver rings for every finger. Then an advertiser of hers provided the perfect touch — stick-on tattoos. Can you dig it?

She and the man of the hour made a date to meet at a bar called Putting on the Ritz. (Remember, said man has no idea what's going to be lurking amidst the ferns.) To make a long story short, our transformed temptress sets the whole fuckin' bar on its ear. A bunch of college kids go bananas over her legs and beg her to join their table. The object of her affection approaches and buys her a drink, and is subsequently bowled over by her biker lingo. He treated her "like another woman," she claims, and the whole evening was "definitely outrageous."

Sorry, Elaine, but like the song says, "Who's zoomin' who?" Being a biker chick isn't flashin' your bod, talkin' tough, and callin' the other chicks "bitch" just to kickstart some dude's hormones. In the real two-wheeled world, being a biker chick (we prefer ol' lady) means believing in what you do and how you live, fighting against politicians who would cheerfully legislate you out of existence, and always-fucking-always covering your ol' man's back.

But we're betting that if you ever really explore the biker lifestyle in terms of a dedicated way of life, you'll come away with a real understanding of what the brotherhood of the road is all about — even if you ultimately decide to stick with the art museum and the fern bars. —Duchess

If you know someone who enriches the biker world, send your nomination to "Biker Hall of Fame," *Easyriders*, Box 3000, Agoura Hills, CA 91301. Be sure to include your name and address and phone number, if possible.

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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.

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For sale: **Easyriders** #37 through 72, with binders, \$100 firm. K.M.K., 1104 Patton St., De Ridder, LA 70624. (179)

Cadillacs, Mercedes, Porsches, etc., direct from government. Seized in drug raids. Available in your area. Save \$thousands\$. (216) 453-3000, Ext. A8239. (179)

Anyone knowing the whereabouts of Frank (Laszlo) Doyle, please write Mikki Swinford, 3631 W. Maline, St. Louis, MO 63121, or call (314) 428-8758. Like to know he's all right. (179)

Wanted: Stock cases in good condition for 1968 XLCH. Box 7931, Citrus Heights, CA 95621. (179)

For sale: 1958 Harley-Davidson sidecar restored with mounts. Ready for show or go. \$3,300 or best offer. Send \$2 with SASE for photos. Sachs, 10599 Lackland, Overland, MO 63114, or call (314) 423-5799, evenings. (179)

For sale: **Easyriders** and other chopper mags. 90-plus back issues from '69 through '76. Some first issues. \$75. (713) 859-2639 (Texas). (179)

Silkie: Soon our names will be as one, together forever under the sun. With me locked down we can't ride, but soon we'll be forever side by side. Panther. (179)

To Shelley: In the blue bathing suit on page 65 of the Feb. '88 issue of **Easyriders**, please write me. I think we may have something in common. D.L. Rutledge, #376727, Box 4500, Michael Unit, Tennessee Colony, TX 75861. (179)

Buzz, Toad: Write Rat, Box 34, Beebe, AR 72012. (179)

Lorene Wood, Wilkes County, NC: Happy belated birthday 3/22. Had sent a card to your Bragg St. address in '84, but was returned. Tried to contact you by other means — unsuccessful. Hope this reaches you, and that all is well. Rick Townsend, 1617 Penn St., Harrisburg, PA 17102. (179)

For sale: **Easyriders** back issues. Send SASE for list and prices. Keith Baker, 1405 Laurelhurst #4, Las Vegas, NV 89108. (179)

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)

Cash COD for White's Hogshoes, size 11, 12"-18" tops. Loggers, Smoke-jumpers, 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)

Jimmy Bishop of West Palm Beach, Florida, and Robert Esposito of Staten Island, New York: Call Terri, Tony's ol' lady, immediately. (203) 579-9014. (180)

In memory of Skip - 4/11/86. You gave more than you got. I still miss you and always will. Robin. (179)

TATTOOING OUTFITS, INSTRUCTION MANUALS — overstocked sale! Huge price reductions. Illustrated literature \$2. ARTIST, Box 242F, Colorado Springs, CO 80901-0242. (179)

Two tramps doing Weirs. Need camping info and people to party with. E.T., c/o **Easyriders**, Box 3000, Agoura, CA 91301. (179)

Biker videos for sale: "The Wild One" (Marlon Brando); "Rebel Rouser" (Jack Nicholson); "Hot Rod Gang" (Gene Vincent). \$39.95 each or all 3 for \$100. Jesse McKenzie, 114 Prince George Dr., Hampton, VA 23669. (179)

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. (179)

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)

PIT BULLS: A book including the old conditioning methods once used for fighting dogs that are now employed for shows, weight pulls, and general fitness. Also, some pedigrees, action shots and portraits of the famous dogs and their handlers, past and present, are examined. First-hand information and stories spanning two countries, along with an action-packed fiction novella are all part of this 8 1/2" x 11" hardcover book. This is definitely a one-of-a-kind text that will soon become a collector's item. \$30 anywhere in N. America; \$40 in Europe; \$45 anywhere else. Righteous Products, 5699 Kanan Road - #222, Agoura Hills, CA 91301. (180)

BIKER TATTOOS ON VIDEO: Photos taken at a major motorcycle event of women's tits, asses, and thighs — wherever they get tattoos. You've never seen so many different tattoos. There was a time when sailors got tattoos on their arms and chests, but now bikers get them all over their bodies — places where you would never dream of getting a tattoo. The tape is rated "R" and is meant for the more adventuresome viewer. Get some ideas for your next tattoo! Send \$39.95 plus \$2 for postage and handling to: Righteous Products, 5699 Kanan Road - #222, Agoura Hills, CA 91301. Specify BETA or VHS (55 minutes in length). (180)

Special close-out offer. Trojan condoms (rubbers) are being sold at cost. 3 for \$1; 12 for \$3. Sent to you in a plain brown wrapper. Postage paid. Safe Products, 5699 Kanan Road - #222, Agoura Hills, CA 91301. (180)

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

Singles: discreet listing for riders, their admirer for love, lust, or swingers. Send personal profile, interests, and 39¢ postage to Box 2592, Evansville, IN 47714. (179)

Attention, Phoenix, AZ: My kid and I are coming out to you in the summer of '88. We need a place to live while I attend the Motorcycle Mechanics Institute. The living situation has to include a house-mother with an elementary school age child. My bike classes are from 7:30 a.m. to 12:30 p.m. every day during the week. I will be attending school from September 6, 1988, to June 9, 1989. Please write or call: Alanna Cohen, Box 321, Montague, MA 01351, (413) 367-2482 (Leave message with Beau). (179)

Customize and beautify your motorcycle. License plate frames with moving lights. Protection with added visibility. Colors available: Red, amber, smoked multicolor, or multicolor. Buy one for your car also. To order, call (800) 822-1792, IN residents, call (812) 882-1792; or send check to Barbara's Gift Shop, 120 Main St., Vincennes, IN 47591. Cost is \$19.95 plus \$1.70 shipping. Request free catalog. Dealer inquiries welcome. (179)

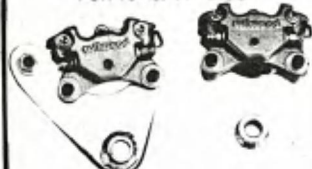
Wanted: Lady on crutches to model for amateur photographer. Amputee welcome. Jim, Box 214, Syracuse, NY 13206. (180)

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 1245, Beacon, NY 12508-0901. (180)

NOSTALGIA-CYCLE HELPS YOU RIDE!

NOSTALGIA-CYCLE, 5761 Engineer Drive, Huntington Beach, CA 92649 (714) 891-6263

GET 20% MORE BRAKING POWER FOR 10" or 11" DISC

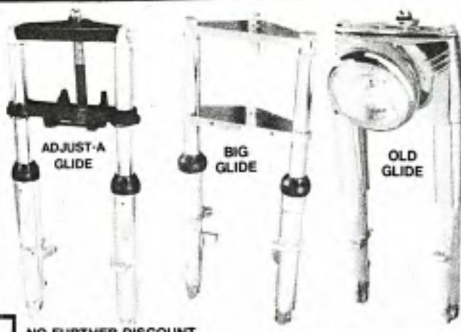


NO FURTHER DISCOUNT

DISC BRAKE SYSTEMS FOR RIGID & SWING-ARMS

AVAILABLE FOR USE WITH 10" OR 11" DISC

- 44171-83 Caliper & chrome bracket, 10" disc w/ arm \$135.00
- 44172-83 Caliper & chrome bracket, 11" disc w/ arm \$145.00
- 44173-83 Caliper & chrome bracket, 10" disc rig. \$135.00
- 44174-83 Caliper & chrome bracket, 11" disc rig. \$145.00



NO FURTHER DISCOUNT

COMPLETE FRONT-END ASSEMBLIES

These Front-End Assemblies come complete with all internals and choice of lower fork legs & length, (stock to 6") for your specific application. All Front-Ends are Made in U.S.A. and come disassembled.

COMPLETE BIG GLIDE FRONT-END PACKAGES

- 45505-83 BIG GLIDE, complete w/stock trees, stock legs... Reg. \$599.95, Package Price \$575.00
- 45506-83 BIG GLIDE, complete w/custom trees, stock legs... Reg. \$608.40, Package Price \$525.00
- 45507-83 CUSTOM GLIDE, complete w/custom trees, custom legs... Reg. \$493.90, Package Price \$499.00

Comes with stock trees, choice of lower fork legs, sheet metal, and headlight.
45507-84 OLD GLIDE FRONT-END... \$710.00

NEW GLIDE FRONT-END

Includes stock trees, choice of length, (stk to 6") fork tubes w/all internals & headlight housing. Note: Headlight, mounting ring, & headlight rim not included.

- 45508-85 NEW GLIDE, complete, w/stock trees, stock legs... Reg. \$608.00, Package Price \$685.00

ADJUST-A-GLIDE FRONT-END

Comes with new adjustable triple trees and fork tube plugs to allow the rake to be altered. Complete internals with choice of lower legs and length.

- 45509-85 ADJUST-A-GLIDE, complete, w/stock trees, stock legs... Reg. \$675.00, Package Price \$850.00

20% discount now applies



No Further Discount

S&S "SUPER" CARB KITS

S&S Carb Kit includes carburetor, intake manifold, air cleaner, fuel line & clamps, support bracket extra jets and instructions. Specify make and model when ordering.
19-499 "Super" adjustable mainjet... \$19.95
100-1 1 1/2" knuckle/pan w/O-ring heads... \$240.00
100-2 1 1/2" shovels w/O-ring heads... \$240.00
100-3 1 1/2" shovels w/rubberband heads... \$240.00
100-4 1 1/2" sportsters w/O-ring heads... \$240.00
100-5 1 1/2" sportsters w/rubberband heads... \$240.00
S&S-3 Aircleanr, comp. Bndx, Kehien, S&S... \$42.50
Adjustable mainjet, fits "Supers"... \$19.95

Replaces

- 27152-71 Bendix Carb, fits all V-twins... \$129.95
- 27132-72 Bendix Rebuild kit... \$29.95
- 27008-76 Kehien Rebuild kit... \$14.95
- 24-261 Bendix adjustable mainjet... \$29.95

BENDIX CARBURETOR KIT

Includes Bendix Carb, air cleaners, throttle & cable

- 27153-71 Carburetor Kit, fits all V-twins... \$149.95

MANLEY STAINLESS STEEL VALVES

FOR SHOVELHEAD 1966-1982

- 99010 Intake Valve 2... 66-82 FL, FX \$44.20
- 99011 Exhaust Valve 2... 66-82 FL, FX \$44.20

FOR PANHEAD 1948-1965

- 99028 Intake Valve 2... 48-65 FL \$84.20
- 99011 Exhaust Valve 2... 48-65 FL \$44.20

FOR SPORTSTER 1970-1980

- 99000 Exhaust Valve 2... 70-80 XL \$80.80
- 99001 Exhaust Valve 2... 70-80 XL \$80.80
- 99002 Exhaust Valve 2... 70-80 XL \$86.40
- 99003 Exhaust Valve 2... 70-80 XL \$86.40

20% OFF

QUALITY JAMES GASKETS COMPLETE ENGINE KITS

- 17029-80 Kit for Shvhd... 80" FXR, FXT \$27.95
- 17029-79 Kit for Shvhd eng. only... 70" \$17.50
- 17029-70 Kit for Shvhd motor... 70" \$27.95
- 17029-66 Kit for Shvhd motor... 66-69 \$19.95
- 17028-45 Kit for Knkhd motor... 48-65 \$19.95
- 17028-36 Kit for Knkhd motor... 36-47 \$19.95
- 17027-36 Kit for Flthd eng. only... 36-48 \$26.95
- 17026-79 Kit for Sprtr 1000cc... 77-82 \$26.95
- 17026-73 Kit for Sprtr 1000cc mtr... 73-76 \$26.95
- 17026-72 Kit for Sprtr 1000cc... 72-73 \$26.95
- 17026-71 Kit for Sprtr 900cc mtr... 57-71 \$37.95
- 17026-52 Kit for K Flthd motor... 52-56 \$26.95
- 17026-40 Kit for 45 Flthd motor... 40-73 \$24.95
- XR-750 Kit for XR-750's only... 72" \$39.95

20% OFF

TRANSMISSION GASKET & SEAL SETS

- 33031-82 Kit for 80" FLT, FXR, FXRS... 82" \$16.95
- 33031-80 Kit for 80" FL, FLH... 80" \$12.95
- 33031-79 Kit for 74" 80"... 79" \$12.95
- 33031-70 Kit for 74" 80"... 70-78 \$12.95
- 33031-65 Kit for 74" 80" FL, FLH... 65-69 \$12.95
- 33031-36 Kit for 74" 80" EL, FL... 36-64 \$12.95
- 33030-41 Kit for 45" W, WL, G... 41-73 \$10.50

SWING-ARM & RIGID FRAMES FOR HARLEY



No Further Discount

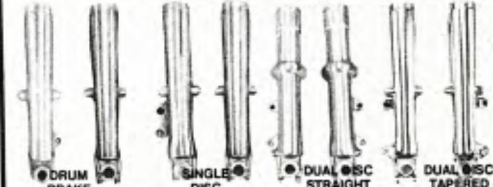
STOCK REPLACEMENT FRAMES

- 5607 Frame, swing-arm... 58" FL, FX \$475.00
- 5646 Frame, swing-arm, bit-drv... 58" FL, FX \$475
- 5610 Frame, swing-arm, 4-spd... 80" FXR \$585
- 5618 Frame, rig. w/tnkmts, ju/dls... 36" FL \$475
- 5620 Frame, rig. w/tnkmts, mech brk... 36" FL \$475
- 5626 Frame, rig. w/tnkmts... 57" XL \$399

STOCK REPLACEMENT FRAME NECKS

- 47004-36 Early, no number boss... 49-69 EL, FL \$125
- 47004-70 Late, with number boss... 70" FL, FLT \$125

FRAMES REQUIRE DEPOSIT, & ARE SHIPPED TRUCK FREIGHT



STOCK REPLACEMENT LOWER FORK LEGS

Fit all Big Glide Front-Ends from 1949 to present these fork legs are cast aluminum and polished to a high luster. Made in U.S.A.

- 45800-50 Lower Legs (2) Drum Brake... 49" FL, FXWG \$275.00
- 45807-72 Lower Legs (2) Single Disc... 49" FL, FXWG \$275.00
- 45872-80 Lower Legs (2) Dual Disc, straight... 49" FL, FXWG \$275.00
- 45863-79 Lower Legs (2) Dual Disc, tapered... 49" FL, FLT \$275.00

NOTE: All lower legs are designed to utilize both early and late damper tubes.

No Further Discount



CHROME AND PLAIN KICKSTARTER KITS

- 33030-68E Kickstarter Kit, plain... 41" \$99.00
- 33030-68C Kickstarter Kit, chrome... 41" \$115.00
- 33157 Kickstarter Kit, comp. w/cover... 57-70 XL \$119.95
- 45-0710 Kickstarter Kit, elec. w/cover... 71-73 XL \$175.00
- 45-0711 Kickstarter Kit, kick w/cover... 71-73 XL \$175.00
- 45-0712 Kickstarter Kit, elec. w/cover... 73-76 XL \$175.00
- 45-0713 Kickstarter Kit, kick w/cover... 73-76 XL \$175.00
- 45-0714 Kickstarter Kit, elec. w/cover... 77-78 XL \$175.00
- 45-0715 Kickstarter Kit, kick w/cover... 77-78 XL \$175.00
- 45-0716 Kickstarter Kit, kick & elec... 79" XL \$175.00

POWER KICKER

- 33064-36 Kickstarter Arm... \$34.95

SEND TO: NOSTALGIA-CYCLE, 5761 ENGINEER DRIVE

HUNTINGTON BEACH, CA 92649 (714) 891-6263

CATALOG \$2.50

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YES, I'D LIKE TO JOIN THE NOSTALGIA DISCOUNT CLUB. ENCLOSED IS \$9.95 FOR MY MEMBERSHIP FOR ONE YEAR.

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☐ CATALOG \$2.50 ☐ FOREIGN \$4.95

☐ DISCOUNT CLUB \$9.95

What's Happenin'

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

CALIFORNIA

FRAZIER PARK/OJAI RIDE — April 17th leaving from Newhall at Accessories Unlimited, I-5 and Lyons Ave. Meet at 8 a.m. and leave at 9 a.m. Sponsored by Southern California Sidecar Experience. For more info, call Lance at (805) 252-6524.

SOLVANG BRUNCH RIDE — May 22nd leaving from the San Fernando Valley at Donut Inn, Balboa and Burbank Blvd. Leave at 9 a.m. or meet at the Mustard Seed restaurant in Solvang at 11 a.m. There will be a ride after brunch for those who care to join. Sponsored by Southern California Sidecar Experience. For more info, call Dennis at (818) 842-4437.

NATIONAL COALITION OF MOTORCYCLISTS NATIONAL CONVENTION — May 4th through 8th in Los Angeles. (Tours of Disneyland and Magic Mountain). For more info, call Butch Olson at (701) 223-3353.

CANADA

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.

FRIDAY THE 13TH BIKERS' PUB NIGHT — May 13th in Port Dover, Ontario. The Burnt River Band at the Commercial Tavern. For more info, call (519) 426-2358.

FIFTH ANNUAL COVER THE KIDS RUN — May 14th sponsored by Bikers Rights Organization, Niagara Falls Region. Bring kids' clothes. Reception, party, camping to follow. For more info, call (519) 426-2358.

RISE FOR SIGHT — in June nationally across Canada. Different run sites in each province. Raise money for Retinitis Pigmentosa (blindness disease). Camping and party to follow in most areas (Ontario hosts the largest). For more info, call (519) 426-2358.

COLORADO

SECOND ANNUAL LINDA HOLT MEMORIAL POKER RUN — May 22nd in Greeley. Run starts at Paul's Place. A \$15 donation is requested to help victims of crime. Sponsored by Riders For Justice. For more info, call Dave at (303) 353-3454, or write Dave Puskavich at Box 624, Eaton, CO 80615.

CONNECTICUT

SWAP MEET — May 15th in Plymouth at the Terryville Fairgrounds. Dealer space available. Alcohol will not be available. For more info, write Swap Meets and Flea Markets Inc., Box 7140, Prospect, CT 06712, or call (203) 754-4961, or (203) 758-3497.

IOWA

FOURTH ANNUAL CENTRAL IOWA BIKE SHOW AND SWAP MEET — May 14th and 15th in Marshalltown at the fairgrounds. Sponsored by ABATE of Iowa. Districts 6, 9, and 10. For more info, write Mike Martin at 841 Lafayette, Story City, IA 50248.

KANSAS

ANNUAL DISTRICT 14 SPRING BASH '88 — May 14th and 15th in Byers, just north of Pratt at R.C.'s Farm. For more info, write ABATE of Kansas, 650 Elm, Perry, KS 66073, or call (913) 597-5140.

MINNESOTA

THE BIKER BITCH CROSS-CONTINENTAL — May 14th in Aitkin at the Aitkin County Fairgrounds. There will be a \$20 entry fee, and all proceeds will go toward beer for the crowd and cash for the 1st- through 5th-place winners. Only women riders will qualify. Maps indicating the race route, charts indicating the course requirements for the ladies, entry fee and time information can all be obtained from the club secretary, Daniel Patten, Box B-109623, St. Cloud, MN 56302. There's a \$5 charge for handling and postage. Correspondence and info requests can also be requested from the clubhouse, Daniel Patten, Rt. 2, Box 798, Palisade, MN 56469.

MISSISSIPPI

SIXTH ANNUAL ALL-HARLEY MEMORIAL DAY BLOWOUT — May 27th through May 30th in Gulfport at the Gulfport Dragway. Starts at 12 noon on Friday; admission is \$20 per person for the whole weekend; proceeds benefit the Multiple Sclerosis Society. There will be high-performance and "run what you brung" drag races. Shows, games, contests, live bands, dealer displays, swap meet, and tattooists. There will also be free camping. For more info, call any of the following phone numbers: (601) 374-1977, (601) 863-4408, (601) 392-4948.

NEW HAMPSHIRE

FLEA MARKET — April 10th in Concord at the Everett Arena. Sponsored by Milford and Company MC. For info, call Steve at (603) 881-8770.

NEW JERSEY

SIXTH ANNUAL BIKER SWAP MEET AND GET-TOGETHER — April 10th in Wanamassa. Fun, games, and loads of parts and whatnots 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 — April 23rd in Huntington, Long Island. Exit 49 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. Vendors' spaces are sold out. For info and flyer, call or write Swap Meet, 161 New York Ave., Halesite, NY 11743, (516) 421-1641.

FIFTH ANNUAL MOTORCYCLE BLESSING, DICE RUN, AND PARTY — May 7th in Grand Island. Gather at Islander restaurant, 1849 Grand Island Blvd., at 1 p.m. Proceed to church at 1:55 p.m. Donation is \$8 for driver, \$5 for passengers. \$1 discount for ABATE members. Games, food, beer, prizes. For more info, write ABATE of New York, Grand Island Chapter, Box 335, Grand Island, NY 14072.

NORTH CAROLINA

SPRING NATIONALS — April 2nd and 3rd in Orangeburg at the Orangeburg Dragstrip. Sponsored by Harley Drag Racing Association. For more info, call (919) 229-4877.

RALLY NATIONALS — May 21st in North Myrtle Beach at the North Myrtle Beach Dragstrip. Sponsored by Harley Drag Racing Association. For more info, call (919) 229-4877.

NORTH DAKOTA

NINTH ANNUAL CUSTOM MOTORCYCLE SHOW — April 16th and 17th in Minot at the state fairgrounds. Sponsored by Norsemen MC. For more info, call (701) 839-4725.

OKLAHOMA

BLOOD RUN — April 9th; **MEMORIAL DAY HOG ROAST** — May 27-30, sponsored by ABATE of Oklahoma. For all the details, write or call James Selman, 601 S.W. 46th St., Oklahoma City, OK 73107, (405) 631-35631.

PENNSYLVANIA

MOTORCYCLE SWAP MEET AND CHICKEN ROAST — April 30th in Grove City at Grove City Sportsman Club. Indoor and outdoor accommodations for swap meet, chicken roast following swap meet. Live rock-'n'-roll for evening entertainment. Sponsored by ABATE of Pennsylvania. Venango County Chapter. For more info, call Bob Adams at (814) 786-7341.

SPRING BASH — April 16th sponsored by ABATE of Pennsylvania. Susquehanna Valley Chapter. For more info, call Jim Panko at (717) 256-3071, or Red and Cathy Schuler at (717) 868-6321.

HELMET RALLY — May 9th in Harrisburg. Sponsored by ABATE of Pennsylvania. Susquehanna Valley Chapter. For more info, call Liz Lewis at (717) 735-2579, or Jeb Asch at (717) 563-2166.

SWAP MEET — April 2nd in Penn Hills at the City Limits Rink, 4 1/2 miles off exit 6 of the Pennsylvania Turnpike on Saltsburgh Rd. For info, call Albert's (412) 265-3810.

MOTORCYCLISTS' RIGHTS RALLY — May 9th in Harrisburg at the Capitol Building. Starts at 12 noon. Pre-rally camping, etc., is provided at the FOP Picnic Grounds, \$10 per person. Call (717) 761-6680, or (717) 938-6078 for info or directions.

ELEVENTH ANNUAL STATE PARTY — June 17th, 18th, and 19th in Hazen, exit 14 off Interstate 80. Sponsored by ABATE of Pennsylvania. For more info, call (412) 458-8879, or (717) 761-6680.

TEXAS

MUSCULAR DYSTROPHY RIDE FOR LIFE AND SOUTHWEST REGIONAL HOG 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 '88 H-D models. For more info, call Ron at (817) 526-2440.

EIGHTH ANNUAL HARLEY-DAVIDSON RALLY AND AMA RACES — May 15th in Dallas at Devils Bowl Speedway. Gates open at 9 a.m. Features swap meet, field meet, bike show, flat track races, parade, free beer, and hot dogs. For info, call Bob Bagwell at (817) 488-9133.

VIRGINIA

SECOND ANNUAL HOG POKER RUN — May 15th in Virginia Beach. Sponsored by the Tidewater Chapter, Harley Owners Group. Leaving from Gordon Harper H-D at 9 a.m. For more info, call Bob Stack at (804) 495-5618.

WASHINGTON, D.C.

MIA-POW MEMORIAL DAY RUN — May 30th from anywhere in the USA to Washington, D.C. There are still more than 2,000 MIAs-POWs from the Vietnam war who need to be brought home. Be there. They need your help. For info, call Larry at (612) 588-0145 and (612) 379-9660, or Ray at (201) 638-4439 and (201) 231-3167.

WISCONSIN

MOTORCYCLE WEEKENDS — April 9th and 10th, April 30th and May 1st, 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.

LID LAW BLU

In this enlightened day and age, where an individual is free to create a personal statement with his scooter, it's too bad the entire concept can't reach the highway in every state.

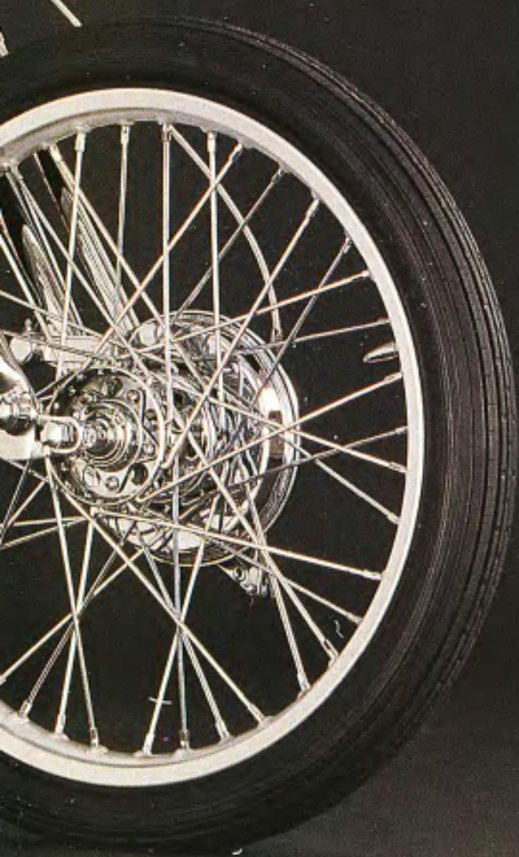
Ya see, a talented, creative guy like Lou Falcigno, owner of C&L Hog Shop in Ft. Pierce, Florida (they also have a shop in Connecticut), can add his unique touch in rebuilding a stocker or changing, modifying, and improving any bike he lays a wrench on. Giving his ride a certain flair is Lou's forte. Any standup bro would be impressed with Lou's accomplishment, let alone a tasty temptress like Jeri, the fine lass draped about Lou's new and improved shovelhead.

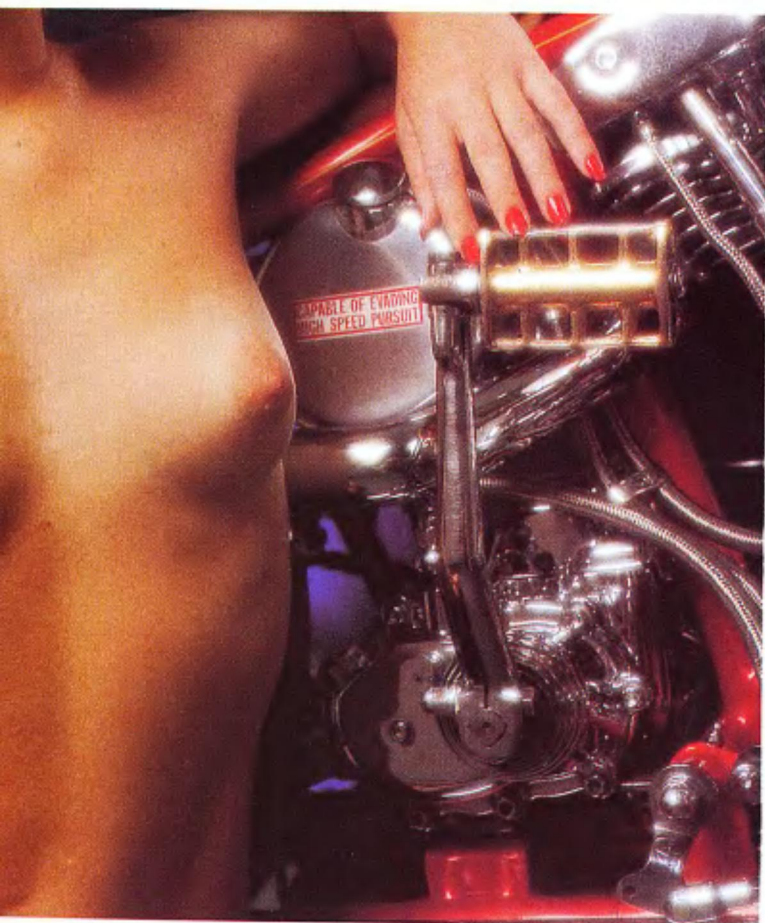
But for all the individualistic expression shown on this brother's bike — details like the bathtub jockey shift knob, a 1928 JD brake lever, Model A radiator cap on the gas tank, frame work, motor hop-up, unreal paint by classy artist Streeter, chrome extraordinaire by Big Al at Atlantic Coast Plating, and machining by R&M



ES

*With Lou,
it's an everyday
occurrence.*



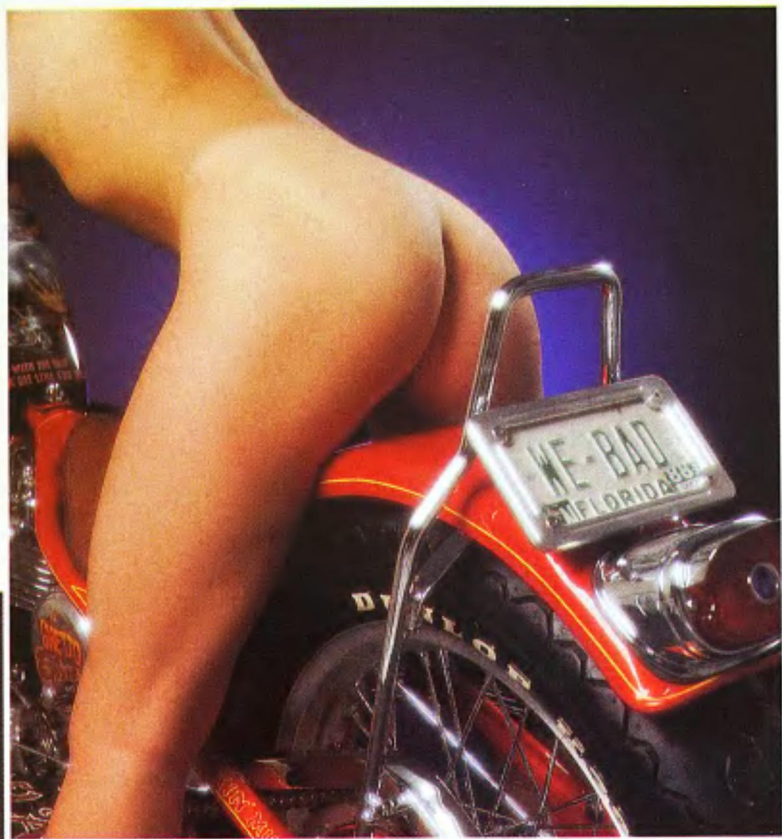


Engineers in Cleveland, Ohio — for all this work and detail, it all kinda goes down a rat hole if ya live in Florida or in any other like-minded, backward state that refuses to repeal the helmet law. No matter how many signatures are staring the governor in the eye with facts pleading and pulling at his heartstrings for reversal of the unwanted law.

What we are left with is a bike that stands out in a crowd, and a biker who might as well be any yahoo by the time he's lidded down for the road — a man's man of a scooter tramp, forced into plastic that could just as easily kill him as save him, limited and belittled by a non-riding bureaucrat who's under the misguided notion that he's protecting the public.

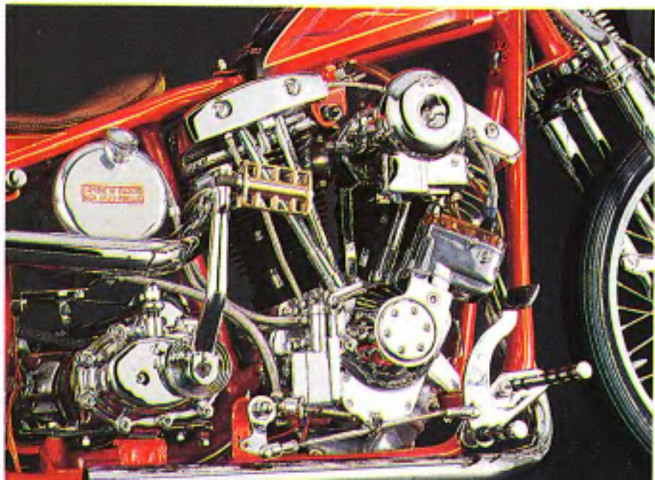
We'll take freedom every time.

The freedom that allows Lou to build non-conformist motorcycles for his customers is short-lived when it comes to his being wild in the street.





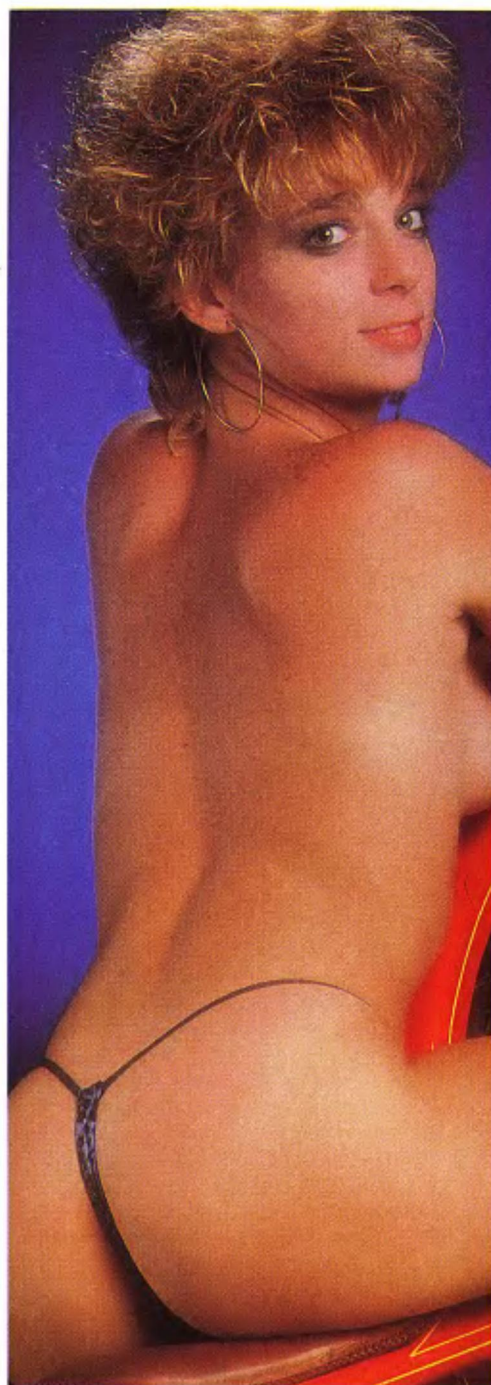
Photos by Mike



It must be tough for Lou to go to such creative lengths, only to then have his head confined by overprotection. But herein lies the beauty of riding, the joy of jammin': even without lettin' your hair blow in the breeze, it's worth it nonetheless.

To be able to crack the throttle, let it rip on an open road through citrus groves or gator alleys, to be puttin' slow from stoplight to stoplight along A1A on the Atlantic Coast, givin' the tourists an eyeful, bringin' the 93-incher to a halt at Archie's on the beach on a Sunday afternoon, havin' your scooter gather admiring looks from those who appreciate it — well, that takes off a little of the sting of the bucket.

—Ride free,
Bomber

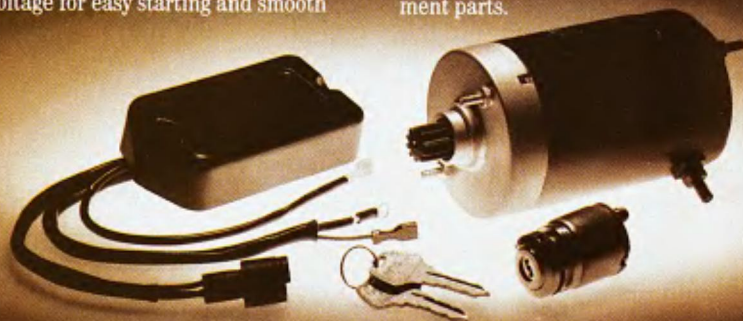


Owners: Lou Falcigno		City: Ft. Pierce, Florida	
General		Frame	
Fabrication by: C&L Hog Shop, FL		Year: 1957	
Year and make: 1986 H-D		Builder: H-D, C&L Hog Shop	
Model: shovelhead		Type: straightleg	
Value: \$15,000		Rake: none	
Assembly by: C&L Hog Shop		Stretch: none	
Time: one year		Other alterations: bottom tube cut out	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: Paughco highbars	
Year: 1986		Risers: Paughco	
Model: shovelhead		Fender(s): 5-inch flat	
Rebuilder: C&L Hog Shop		Headlight: 4-inch CCI	
Ignition: Bowmar magneto		Taillight: Sportster	
Displacement: 93 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: Arlen Ness custom	
Balancing: D&J Engine, Don Cruz		Rear pegs: Arlen Ness	
Pistons: S&S		Electrics: alternator	
Cases: STD		Gas tank: modified Sportster	
Heads: Branch flowed		Oil tank: 4-quart spun aluminum	
Cam: 468 Sifton		Oil system: stock	
Lifters: solid		Primary cover: none	
Carb(s): S&S		Seat: C&L custom solo	
Air cleaner: S&S velocity stacks		Sissy bar: C&L	
Pipes: Paughco drag		Height: low	
Muffler(s): none		Material: round stock	
Transmission		Forks	
Modifications: Andrews gears		Type: H-D springer	
Year: 1986		Extension: none	
Shifting: jockey		Builder: H-D	
Engine sprocket: 3-inch belt		Special features: chrome	
Trans sprocket: 23		Wheels	
Wheel sprocket: 51		Front	Rear
Painting		Size: 21-inch	Size: 18-inch
Molding: Wally, Florida		Hub: D.I.D.	Hub: D.I.D.
Painter: Wally, Florida		Rim width: 1.60 inches	Rim width: 2.5 inches
Color: tangerine orange		Tire: Avon	Tire: Dunlop Qualifier
Type: acrylic		Brake: mechanical	Brake: mechanical
Special paint: all artwork done by Streeter of Connecticut.			
Other special modifications: neck in frame cut out, Doherty transmission cases, Model A radiator cap on gas tank, eyehooks on bars for cables. Thanks to Big Al for chroming.			

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Two-Wheel Tale

THE RIDE

by Gary Tomlin

My favorite time to ride is the dreamy hours, late at night on interstate highways, when all that there is — is the ride. The wind, the crisp air, the patch of road you can see, your own fatigue — are the ride.

Untroubled, worry-free thoughts drift into fantasy and are then forgotten, irretrievable. The miles and hours peel off unnoticed . . .

The loaded-down, pulling-a-camping-trailer, weaving-all-over-the-road family vacationers are parked for the night. The only traffic is the trucks. There is nothing to look at but that hypnotic patch of light on the road and the occasional reflections in the mirror when a highballer is coming on.

When a truck passes, the displaced air forms an invisible wave that will shudder your bones when it hits you — but if you know how to catch and ride the wave, you can float back with all of the grace and finesse of a world class surfer when all that there is — is the ride.

Untroubled, worry-free thoughts drift into fantasy and are then forgotten, irretrievable. The miles and hours peel off unnoticed, and gas stops, normally a welcome break, become annoying interruptions, and all that there is — is the ride. The bike gallops into the darkness, and the wind caresses your



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face. You become molded into the seat, stretched back, hanging onto the handlebars. You become a vital switch in the bike's electrical circuit. You are one with the bike, and all that there is — is the ride.

The sun starts to wake up, and you watch the day's birth from the beginning. It dawns on you that you've ridden the whole night through. Since dinner you've ridden for eight hours, through four tanks of gas. It is invigorating. You fly through the next hour watching a slow, awesome, deliberate, crescendoing light opera. The opera is in perfect tune with the ride, and all that there is — is the ride.

When the sun is high enough that you can no longer look at it, and the morning chill starts to make its last stand, you stop for breakfast. You have a hearty breakfast of honey-smoked ham, eggs over easy, hash browns, and the regional side order. You devour it with enthusiasm. It is your reward for



the beating you've taken for the past eight hours, and it's always the best breakfast you've ever had.

You leave the restaurant proud and satisfied. You look at your bike, sparkling in the new sun, and you know man and machine are out of gas. You've got about a half-hour to find a place to bed down. With very little effort, you find a quiet oak tree beside a pasture. You park the bike, throw out your sleeping bag and crawl in, consumed, totally spent. Your last conscious thought is: all that there is — is the ride. ■

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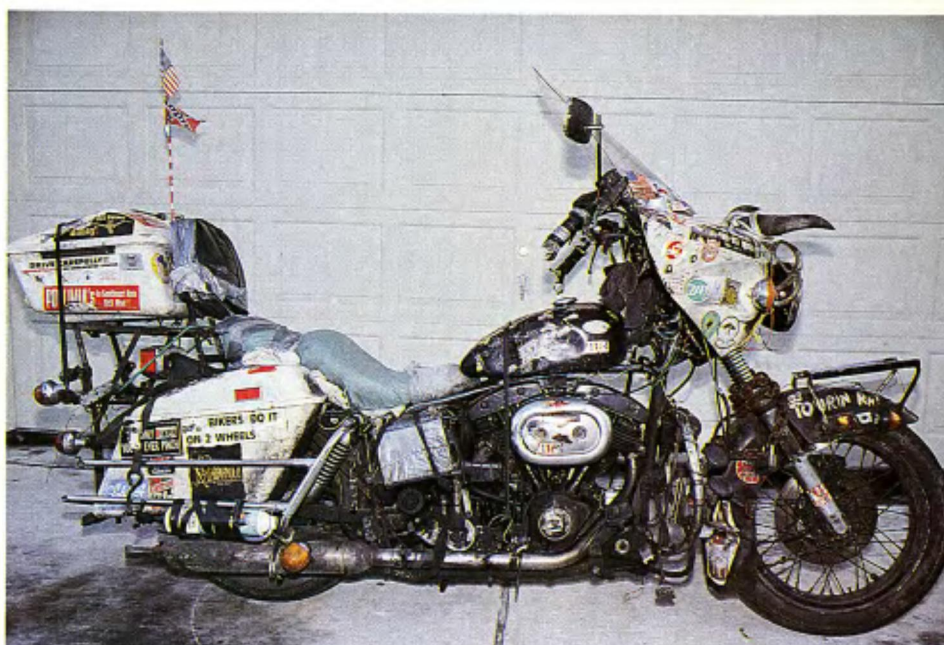
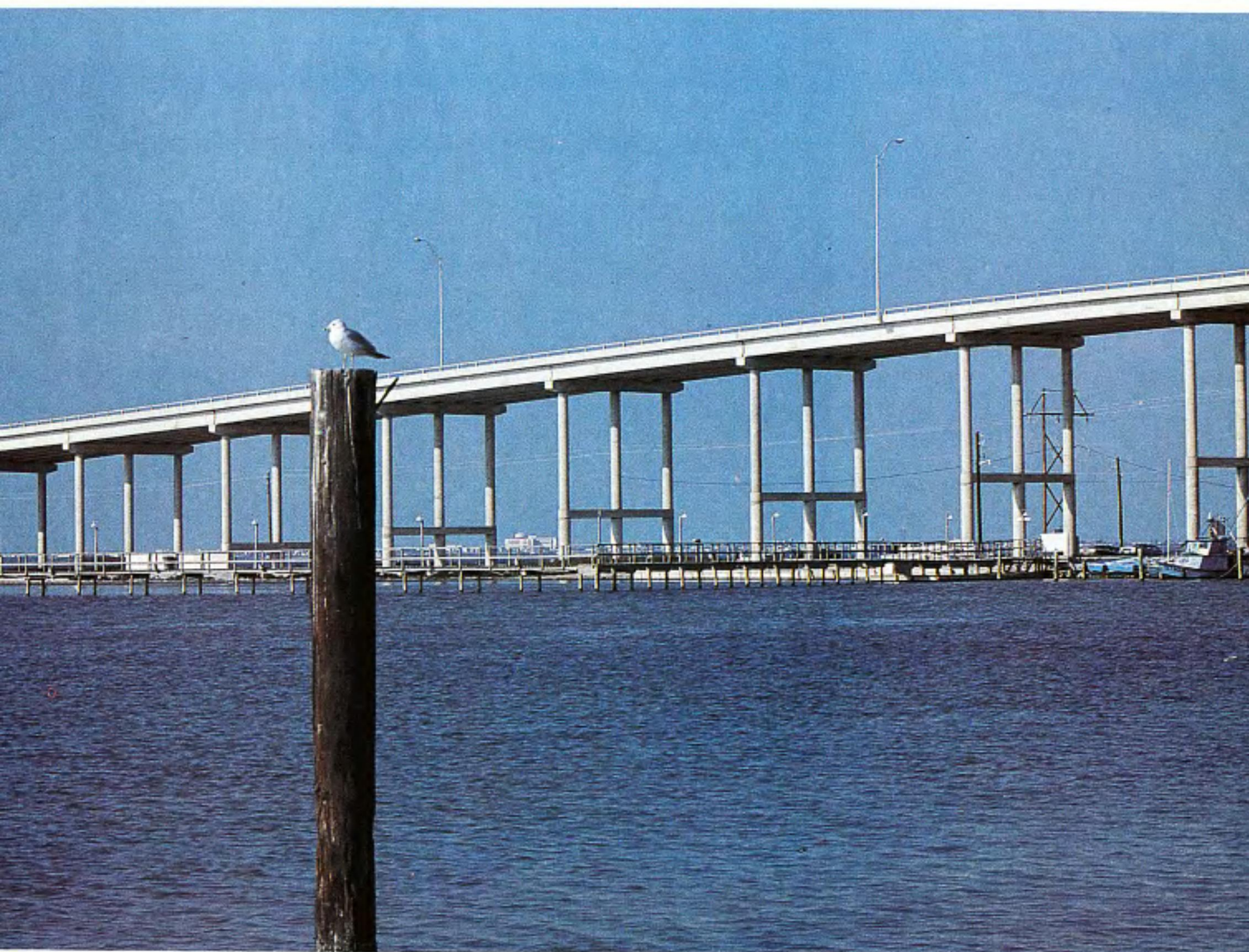
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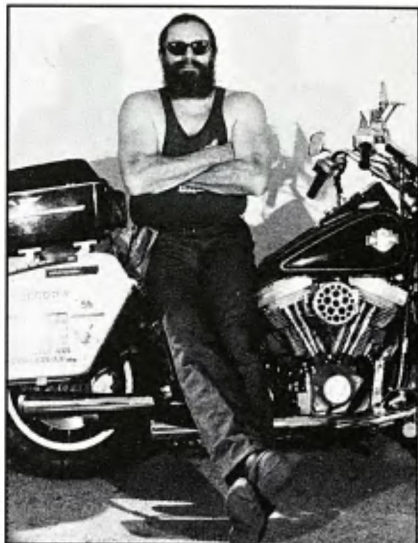
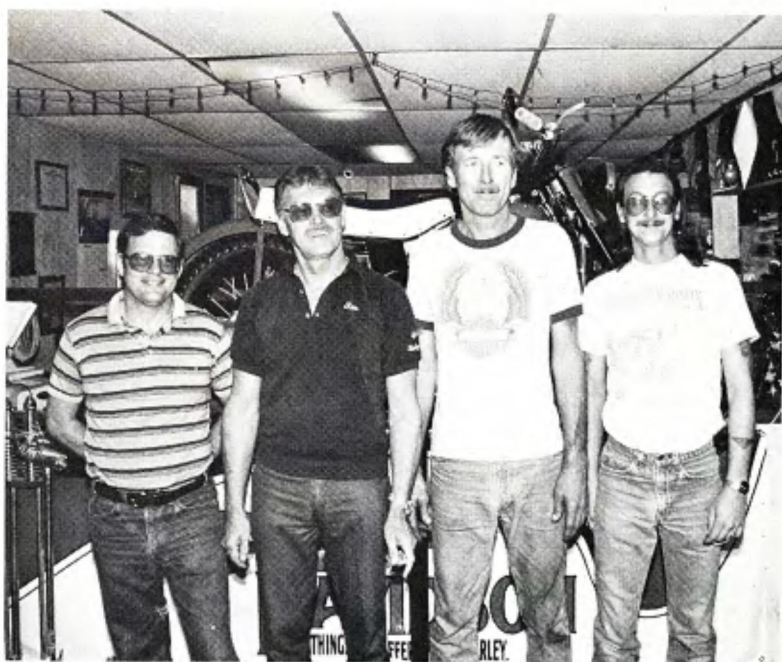


Photo by Rip

C.C. RIDERS by Rip



Brenda and Spring in front of Top's Bar.



Browne's H-D in Corpus Christi. Left to right: Michael Clark, general manager; Ron Browning, owner; Larry Fredrickson, head mechanic; Jeff Cramer, parts manager.

In the last issue I wrote about my fun trip to Tucson, Arizona. But this month's roadside odyssey will take us to the Lone Star State.

Baby (my FLH Sport) and I left Tucson under blue skies. A bit windy and chilly, but tolerable. With all the clothes I had piled on, I would be hundreds of miles down the road before feeling it. Let's say, a few hours after the sun went down.

Stopping in southern New Mexico

would have been easy, but there just hasn't been much mail from that particular area.

Last year while riding west, I crashed in the Valley Motel in Balmorhea, Texas, so I homed in on it again. It no longer is owned by the old biker couple that had been there — *c'est la vie*.

The Texan, a biker bar in San Antonio I wrote about last year, is no longer in business. A hardbelly told

me "they got to having too much fun."

Wanting to surprise a couple of folks who had invited me to their neck of the woods, Baby and I rolled into Corpus Christi later that night. In Latin, Corpus Christi means "Body of Christ." Never having been in that part of Texas, I was anxious to get there. I wanted to see the Gulf of Mexico once again — besides, up North it was as cold as a Commie's



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ABATE of Corpus Christi officers.

heart. The thought occurred to me that this might be a place to hide out till it warmed up a bit. It turned out as expected, wet here and there. It was also brisk and windy in spots, but it sure beat the snow and ice Dallas and Fort Worth were getting.

After catching my breath, I gave Top's Bar a call. Brenda Horne and a dude named Spring had written to "Rip's Run," saying Top's was a swinging place. It turned out that Brenda, also known as Flash, works at Top's. Flash and Kim share duties as barmaids in this neat biker bar. Top's was cooking by the time I got there — the girls had gotten on the horn and invited a bunch of people over. That evening the parking lot was lined with about 20 Harleys. Three Texas groups getting a lotta play on the jukebox were Freddy Fender; Los Lobos, whose drummer comes from Flour Bluffs, a part of Corpus near Padre Island; and Augie Meyers and his tune "Hey Baby Kep-Pa-So." The talk that night was about the forthcoming C.C. ABATE Benefit Poker Run, which came off the next weekend, the proceeds going to the Corpus Christi State School. By any standards, it was a great success. The local ABATE chapter bought beaucoup kegs of beer and dispensed them in the parking lot, free to all the riders.

Alcohol laws in Texas vary from county to county. What applies to one may not apply to another. For instance, in Nueces County you may carry an open beer outside a bar, but you may no longer drive or ride with any kind of open container. You may bring a bottle of hard alcohol

into a beer bar and get a set-up, a glass of ice and mix (Coke or 7-Up). This applies only to beer and wine taverns.

I got to spend New Year's Eve with Jeff Cramer and his wife, Vicki. Jeff is Flash's brother and the parts manager for Browne's H-D in Corpus. John Madison showed up and barbecued a hindquarter of a white-tailed deer he had killed. These deer don't get very big, but they sure are tasty. We also had *fajitas*, thin skirt steak cut into strips and served with all the trimmings. None of us particularly wanted to go out, what with all the crazies letting loose that time of the night — to say nothing of the roadblocks that were set up at different parts of the city to catch drunk drivers. I don't need another DWI.

Later that week a group of us rode out to see the King Ranch, one of the largest spreads in our country. We were turned back at the gate. The gatekeeper said we could go through in a cage, but bikes weren't allowed, unless, of course, you worked there. He said some rice riders had fucked it up for the rest of us. It seemed that these Jap riders couldn't resist racing around, crashing and burning. The gatekeeper said, "The cows get funny around motorcycles," whatever that means. Parts of the ranch are so remote that any would-be rescuer looking for an injured rider wouldn't know where to start looking, and when and if they found the rider, it would often be too late. These crotch-rocket riders are giving bike riders a bad name. All hunched over going down the road, they look like a monkey fuckin' a



The crew at T.C. Cycle Supply. Left to right: Henry, Chris, and Tartt.

football.

The best part of that side trip was meeting Spike, who took us to Polly's Cotton Patch. She has been in business since 1929 at the same locale. It's surrounded by cotton fields. The cotton gin is a quarter-mile from the bar. It's a hideaway for bikers, real hard to find unless you've been there several times or have a guide, as we did. Polly Adams' place is on the corner of FM 666 and County Road 16, northwest of Bishop, Texas. Bill Porterfield mentioned it in his book, *The Greatest Honky Tonks in Texas*. He described it as being "a place where bikers and farmers mix like honey and brown sugar." Polly is 6' 1", weighs 230, and is 68 years young.

During the next week, I rode down to the Rio Grande Valley, or just plain "The Valley" to home folks. If you ever take this ride, don't bother stopping in Harlingen to look for the Harley shop, because you won't find one. I did make it to the border town of Brownsville and had some great Mexican food near the international boundary across from Matamoros, Mexico. I also went to McAllen, Texas, and then back up to visit with Spike in Bishop. He let me crash upstairs in the old two-story house he's restoring. We sat around that night listening to some old and some not-so-old Grateful Dead tunes while throwing back longneck Lone Star brewskis. I enjoyed his camaraderie tons.

Back in Corpus I met Old Man Charlie. Charles McKimzie was the main wrench for the original H-D shop in C.C. back in the '50s. He talked to me about K Models and



Old Man Charlie. Charles McKimzie, owner of Motorcycle Sales, Corpus Christi.

WRs. Born in 1912, he retired at the age of 75. He told me that he built a race bike for Bates Molyneux, who was a pretty fair rider in his time. He said he "loaned a motor to Carroll Resweber, who used it to beat George Riorder on a one-mile track while Carroll was still a privateer."

I cruised by T.C. Cycle Supply on Waldron Road in Corpus Christi. Chris, one of the owners, was restoring a panhead for his dad, who is 75 years young. He planned on finishing it before Christmas but was still working on it after New Year's. We all have times like that — I mean, when nothing goes according to schedule. Good luck, Tartt and Chris.

Being on the Gulf, I had to try out the shrimp. I ate jumbos at Snoopy's Pier on South Padre Island. That's where I took the pictures of the bridge on the color page of this column. The good-looker on the same page is Flash. The best Mexican restaurant I found in Corpus was Eligio's Number 6. They had a special where you can make your own burritos from beef, pork, or chicken, and it's totally deluxe. I also enjoyed eating fresh oysters with picante sauce. As the commercial says on the tube, Pace picante sauce is made in San Antonio, not New York.

After a couple of fun weeks in the Sparkling City by the Sea, it was time for Baby and me to putt to Houston and Galveston Island. Ted Camp, a locked-down bro, had written to "Rip's Run," saying that whenever on the Island, I should visit The Poop Deck. This time of the year, it's off-season in Galveston.

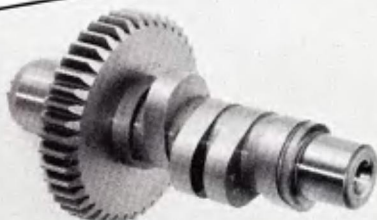
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Zeke, Lisa, and Homer; Houston, Texas.



Rat Bike Willie, Gypsy MC president, Houston, Texas.



Jon Marchmon, owner of Brazos Valley V-Twin.

The P.D. is a cozy little upstairs bar with a balcony facing the Gulf. The sign on the entrance said, *No Biker Attire*. The female manager served me, saying, "The island bikers fucked it up for everyone." It's probably the other way around, meaning drunk citizens often don't know how to act around bikers. That's why they may get their eyes dotted. I split after a few gulps, not wanting to support someone who doesn't support us.

Riding over on the north side of town, I found Zeke's house. I stayed with Zeke and Lisa while in Houston town. They are originally from North Carolina. Their dog, Homer, is quite a character.

Houston is very large and spreads out over many miles. One of the most interesting places that Zeke and I went to was Competition Motorcycles. Bill Ford, a reader from Irving, Texas, had said that Competition had at least 50 bikes, ranging

from a 1906 model to the present. As I found out, they cover the complete spectrum, from fuel bikes to restorations. Lonnie, the owner, has a few of his most prized pieces in an indoor antique village and flea market. We rode over to check them out and were duly impressed with what we saw.

We also went by Southern Motorcycle on the north side of town. They have the complete wherewithal to do just about anything a rider

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Competition Motorcycles. Left to right: Lonnie and Tim. Tim is the tall man.

may need. Zeke and I visited Rat Bike Willie, the leader of the Gypsy MC, Aldine chapter. Check out his ride on the color page. Soon after, we went by Paco's Bar and met Tom Taylor, a member of the Conquistadors MC. We watched the Houston Oilers football team lose in their playoff bid for the Super Bowl. Maybe next year they will do better.

Later that week we rode over and had a visit with Jon Marchmon. Jon is a very good mechanic, who is

currently building a badass fueller to compete on the drag racing scene.

There was no way I could leave Houston without visiting with Johnny Mancuso, president of Mancuso H-D, 535 North Loop at North Main. He and his fine crew are putting together a double-engined Harley to campaign with in 1988. If you're ever in Houston, check out his store — they have a large selection of parts, bikes, and products and are good people to deal with.



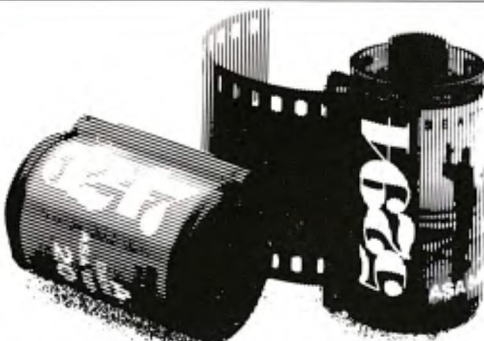
At Mancuso H-D, Houston, Texas. Left to right: John Mancuso; Phil and Pete in back; Rusty, Joe, Ray, in center; J.T., Mike, in front.

Harley-Davidson only.

Well, it's time for me and Baby to do the Texas Two-Step out of here. Baby has 11,000-plus miles on her, and she sounds and looks as good as ever. I'm heading east and hope the weather holds up, but fuck it if it don't — spring is just around the corner.

Hey, how about some mail? Enclose your address or telephone number if you want a reply. Write: "Rip's Run," Box 3000, Agoura Hills, CA 91301.

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This mountain man built it all.

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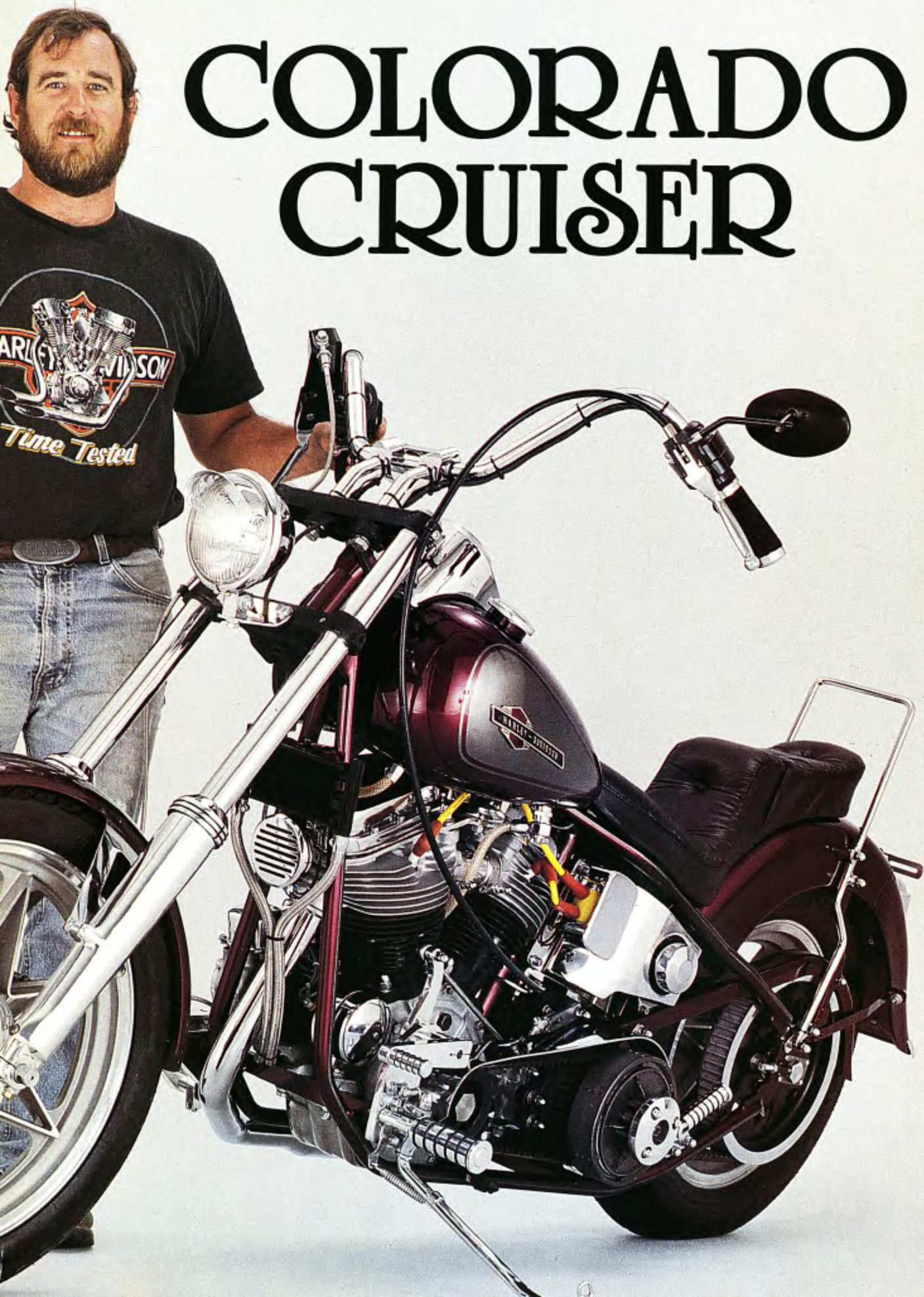
He built this purty pan in seven months for 14 grand. The entire bike was built with as much new stuff as possible, and the entire left side had to be specifically machined for the double-belt setup, 'cause he didn't rebuild the tranny with the longer countershaft in it — but it works.

Bob has also been buildin' on his house 15 miles outside of Boulder for 11 years, and the project never ends. He's already built the little family a log cabin deeper in the mountains.

And ya know what this sucker does for a living? He and a partner own a construction company that builds log playground equipment for rugrats.



COLORADO CRUISER



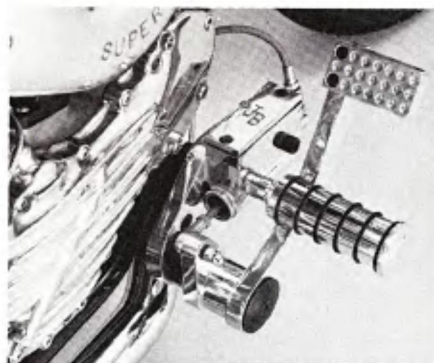
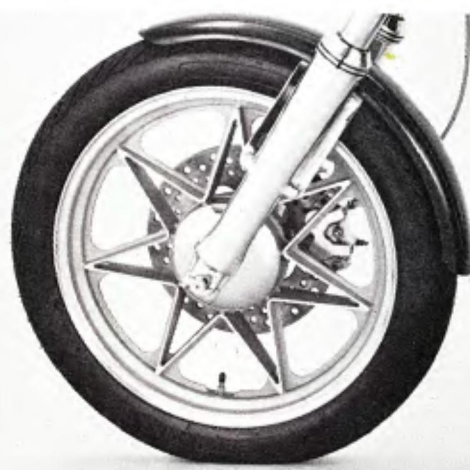


Owner: Bob Hodgetts		City: Boulder, Colorado	
General		Frame	
Fabrication by: Superior M/C, owner		Year: 1986	
Year and make: 1964 H-D		Builder: Santee	
Model: FL		Type: rigid, rear belt	
Value: small fortune		Rake: 33 degrees	
Assembly by: Superior M/C Service		Stretch: 2 1/4 inches	
Time: 4 months		Other alterations: a few tabs removed/added	
Chroming by: Classic Chrome		Accessories	
Engine		Bars: K&N	
Year: 1964		Risers: 3 inches, 45 degrees	
Model: FL		Fender(s): FXWG front	
Rebuilder: Jeff Grigsby		Headlight: Bates	
Ignition: points		Taillight: tombstone	
Displacement: 84 inches		Speedo: nada	
Lower end: S&S wheels		Front pegs: Jay Brake	
Balancing: Equipoise		Rear pegs: Jay Brake	
Pistons: S&S		Electrics: Superior M/C Service	
Cases: H-D		Gas tank: 3 1/2-gallon fatbobs	
Heads: top oiler/shovel ports		Oil tank: Santee 4-quart w/spin-on filter	
Cam(s): Andrews "J"		Oil system: late pump w/cooler	
Lifters: solids		Primary cover: what?	
Carb(s): S&S "B"		Seat: Drag Specialties	
Air cleaner: S&S		Sissybar: homebrewed	
Pipes: Cycle Shack		Height: just enough	
Muffler(s): small		Material: 1/2-inch round	
Transmission		Forks	
Modifications: clutch arm shortened		Type: late FLH	
Year: 1980 or later belt drive, 4-spd.		Extension: 6 inches over	
Shifting: reverse foot		Builder: Showa for H-D	
Engine sprocket: Super Max belt		Special features: brake adapted to 19-in. wheel	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Superior M/C Service		Hub: cast	Hub: cast
Painter: Lee Barcus		Rim width: 2 1/2 inches	Rim width: 4 inches
Color: wineberry over charcoal silver		Tire: Carlisle	Tire: Carlisle
Type: lacquer		Brake: Perf. Mach.	Brake: GRI
Special paint: you bet			
Other special modifications: Special thanks to J. Grigsby, C. Brown, J. Chavez, and Brooks.			

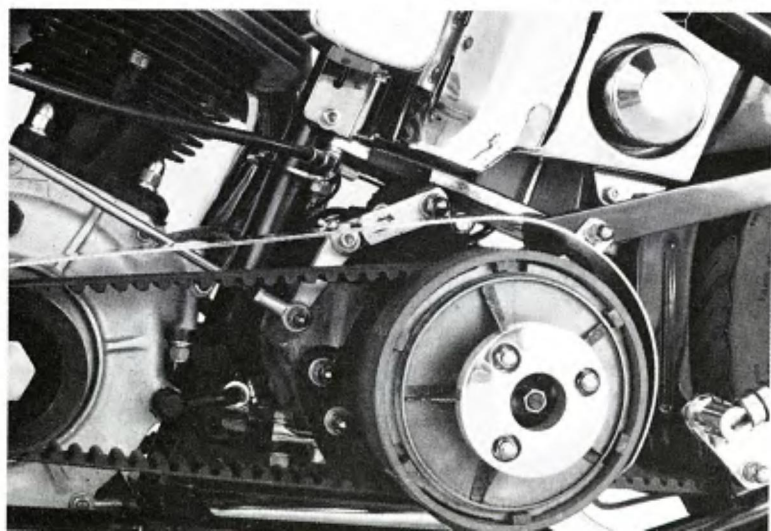
When I asked Bob what else he did, he just coughed, gagged, and said, "No time." Later on in the conversation, however, he mentioned his affection for sex, rock-'n'-roll, and the long, curvaceous, rolling two-lane highways that make riding in Colorado a dream on two wheels.

And his ol' lady of 14 years is still with 'im.

—Bandit



Photos by Michael Lichter



GENERAL STORE

The GENERAL STORE advertising space is available only in 1" (2 1/4" x 1") and 1/12-page (2 1/4 x 2 3/8") sizes. Black-and-white camera-ready copy only. No coupons. Three consecutive insertions recommended. Payment for first insertion must be received in advance with ad

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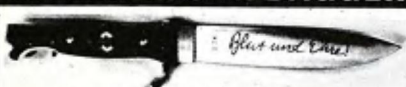
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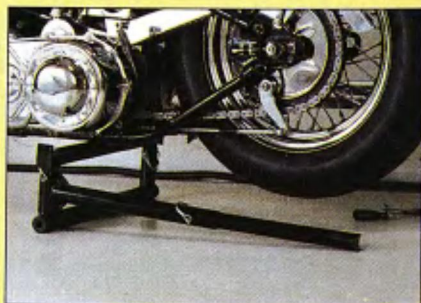
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8415 G St.
Omaha 68127
(402) 592-1780

NEW JERSEY

M/G Distributors
11 1/2 Union Square
Phillipsburg 08965
(201) 859-1336

Tee-Shirt City
Ledgewood Mall
Ledgewood 07852
(201) 584-9691

NEW MEXICO
Larry's Custom Cycles
119 General Somervell NE
Albuquerque 87123
(505) 294-0485

NEW YORK
Rolling Thunder Cycles, Inc.
189 Main St.
Hempstead 11550
(516) 489-0770

OHIO
Canton Cycle Specialties
701 Cherry Ave. NE
Canton 44702
(216) 456-1555

PENNSYLVANIA
C.J.'s Scooter Shak
399 W. Chestnut St.
Washington 15301
(412) 228-7355

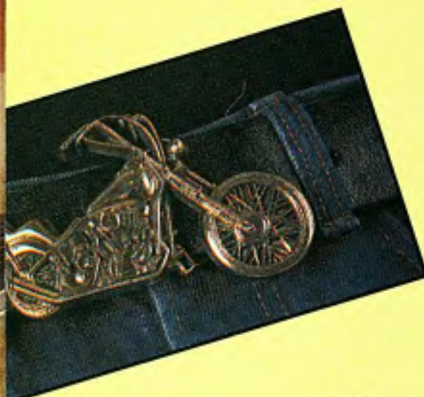
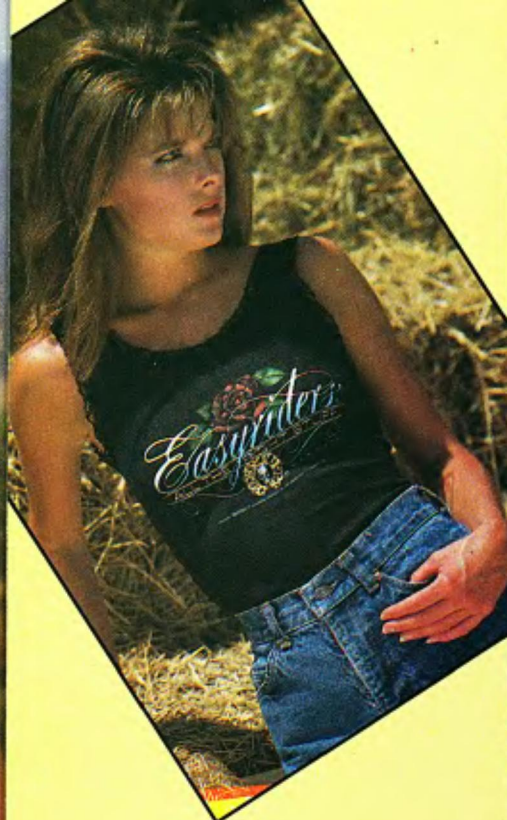
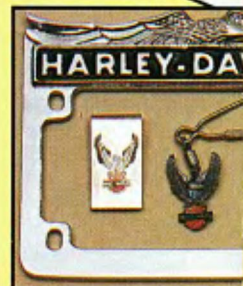
TEXAS
Z-Bros
5305 Dyer Ave.
El Paso 79906
(915) 565-1437
or (800) 541-1412

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

Z-Bros East
7423 Alameda
El Paso, TX 79915
(915) 775-1256

WISCONSIN
Rich's Pit Stop
5711 W. North Ave.
Milwaukee 53208
(414) 444-3400

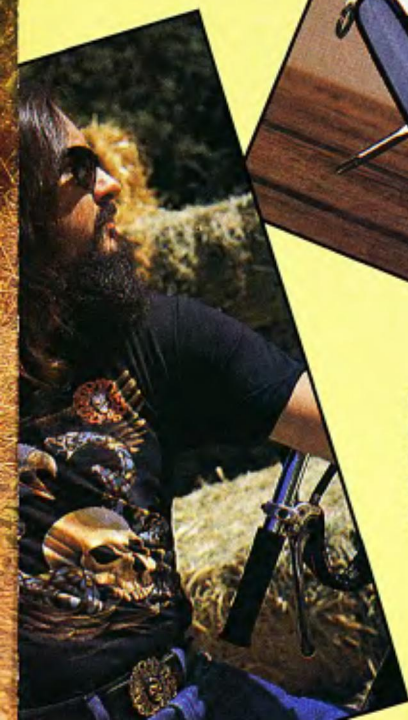
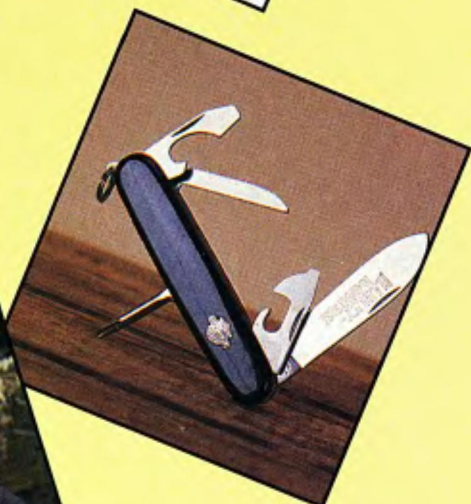
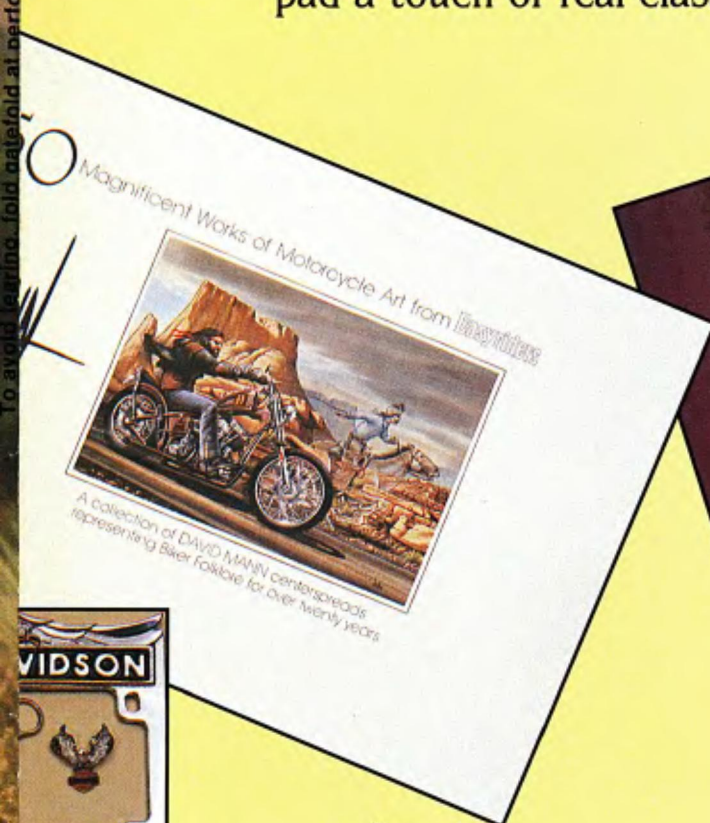
The Cycle Empire
4001 Loomis Road
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(414) 281-4770



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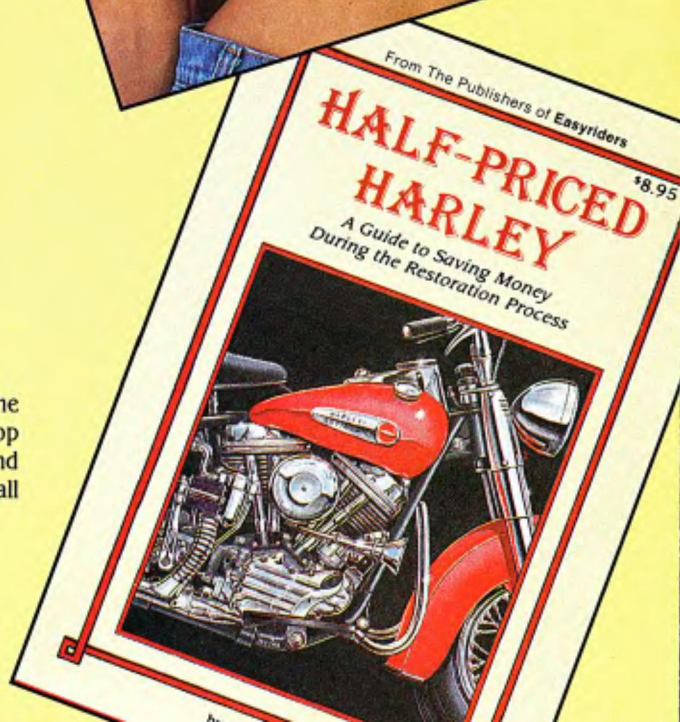
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MEMORIAL DAY WEEKEND

May 28, 29, 30

\$5,000^{00†}
Purse

New events scheduled for '88
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**Rodeo • Trade Show • Ride-In Bike Show, \$100 Purse • Live Music
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ADMISSION

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Rodeo Eliminations - Trade Show - Bike Show
(No Camping)

\$10 Sunday, 10:00 a.m.-6:00 p.m.
Rodeo Finals - Trade Show - Bike Show
(No Camping)

OR
\$20 Sat.-Sun.-Mon.
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† GUARANTEED if all events are fully entered — if not, prize money will be adjusted in each event to match the entry fees.

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