

Easyriders

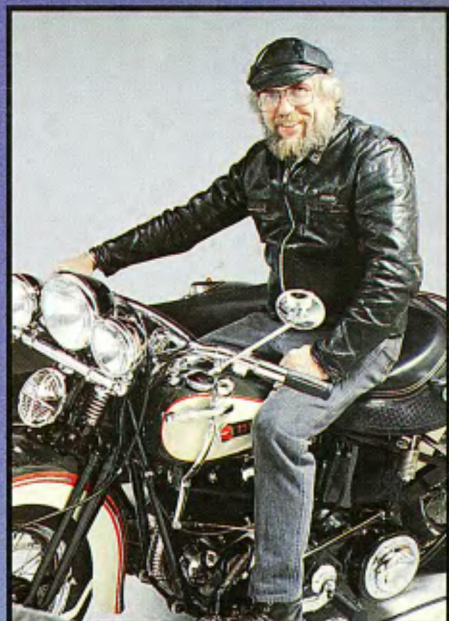
**Fantastic 1988
Daytona Special**

**1988 Rodeo
Calendar
(see back cover)**

**All About
Willie G. Davidson's
1947 Knucklehead**

**The Best Scooters
From Daytona
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**Rip-Roaring Tails
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eye to eye

Crap is Crap

Over the years at *Easyriders*, things just seemed to roll along, and not much changed. Then new things started happenin' so fast, it's been like trying to dodge bugs on a hot summer night's ride — we didn't plan it that way, but you know, shit happens! Until Daytona came around and we had a chance to shoot the bull with a lot of different riders, we had no idea of how confusing some of our new projects could be, especially when they're mixed in with a bunch of look-alike ripoffs — like some of the "copy mags" out there, countless products like T-shirts with Dave Mann look-alike art on them, and even sound-alike rodeo events. A bro I was rappin' with at the Boot Hill Saloon summed it up pretty well: "It's like goin' out to buy a new Harley and coming home with a Jap V-twin — from a distance they look alike, but up close they don't sound right, feel right, or look right, and they don't have any heart."

Well, he was right. We've had our heads stuck where the sun don't shine, expectin' everyone to read the fine print to determine what's an original and what's *copy crap*. So that's what this page is all about.

First, there's *In The Wind*. It's been around for years. We started it because we got so many great "In The Wind" shots from our readers that we couldn't cram them all in *Easyriders* without making it look like an encyclopedia and costing \$10 a copy. Then the same thing started happening with events, bikers' rights news, prison mail, and tattoos. So when we heard that the *Biker Lifestyle* and *Tattoo* magazine titles were for sale, we bought the rights to the names to fill the need for more space (and to keep them out of the hands of the porn peddlers).

American Rodder was a different story. A couple of guys who put out the best-lookin' hot rod book I had ever seen were left on our doorstep by their "money man"; and if you love Harleys, how can you not have a soft spot for hot rods, too? We had no choice — we took 'em in and cleaned out a closet for them to do their thing in. If you like hot rods, check it out.

Then there are the *Easyriders* licensed products, rodeo runs, sled drags, and the new *Easyriders* video magazine; they're all from *Easyriders* and they're all originals — just like Harley-Davidson's Softail, Low Rider, Sturgis, Heritage Classic, and Sportster. So if you *don't* want to wind up with a Yamaha or a Hogasaki, look for the logos listed below and avoid being stuck with imitation *copy crap*!

—J.T.

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IN THE WIND®

BIKER
Lifestyle®

American
RODDER®

TATTOO®



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Paisano Publications, Inc.



At last! I found a sure cure for hiccups. A guy had hiccups for days, so his friend figured he'd scare the hell out of him to get rid of them. Not knowing it was loaded, he pulled out a gun and fired it into the other guy's gourd.

They got to arguing in a bar, and it progressed to a fistfight. During the fight, one guy bit the other guy's ear off, and to the other guy's horror, he chewed it up and swallowed it.

Can you believe it? A jury actually awarded a guy \$795,000 for—guess what? An automobile accident? An injury claim? What? He was awarded all that money because two of his co-workers goosed him.

You're not going to believe this one, either. This guy was actually arrested for stealing from babies. When he was picked up, he had in his possession 757 pacifiers and teething rings. A witness told the cops he was the creep yanking pacifiers from the mouths of babies lying in carriages.

Now here's a really bright dipshit of the month. He broke into this home, and it turned out that it belonged to a policeman. He was caught, and at the court trial the policeman was asked if he recognized the burglar. The cop answered that he didn't recognize the guy, but he did recognize his own boots, which the dipshit had worn to court.

Prostitutes in Israel have a problem. They want cheaper condoms. Most are imported and cost \$1 each, so the hookers want the tariff reduced (it's probably taking 1/3 off their profits).

And speaking of condoms, have you heard about the new Japanese condom that actually plays music right at the time you climax? (How can she hear it? Do you stick it in her ear?)

This guy decided he had to get rid of his cat because he was allergic to it, so he asked a friend if he would take care of it until he found it a new home. Later, when he called on his friend to pick up his cat, the friend (?) told him he'd gotten hungry, so he'd cooked and eaten the cat.

A guy and his buddy were drinking beer for hours when one of them stood up and said he had had enough and turned to leave. The buddy who hadn't had enough tried to persuade him to stay. But he said he couldn't; he'd had more than he could handle. So his buddy shot him to death.

He went into a barber shop to get his hair cut, but when the barber was finished, he didn't like the cut. So he threw an ashtray at the barber, put him in a seat, tied him to it, and set him on fire.

Here's another dipshit. He broke into a home and stole \$6,000 worth of loot. But he left something behind. What was it? His wallet? His driver's license? No, he left—believe it or not—a Holy Bible with his name and address on the inside.

Was it a dope deal gone bad or what? The police haven't determined that as of this writing. They got into an argument at a bar, and when one of the men left the bar, it was assumed the hostility was over. But when he got back to his office a little while later, the two men he had been arguing with came to see him with a gun and said, "Either your life or your finger." He naturally chose the finger. Then one of the men held the gun to his head while the other, with bolt cutters, snipped off one of his fingers and put it in his pocket. It may not have been a drug deal gone sour, but needless to say, he learned a lesson for some reason.

He took his wife to the hospital and the doctor informed him that she needed brain surgery. He didn't have the money, so he studied all the books on brain surgery, knocked his wife out with homemade wine, and believe it or not, he performed the surgery himself. Apparently she had a grape-sized brain tumor, which he removed. The doctors say she would have died if he hadn't performed the operation, but with all the hacking around inside her head, she no longer speaks. What the hell—half a loaf is better than none.

TAKING IT EASY

By Spider



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Not A Tractor Builder

What have I ever done to you guys? "Snake, Jr." in the May issue has made me appear to be a complete idiot.

I was very excited to see my CH in the "Reader's Ride" section. The pix were great, but the write-up was really fucked up! Please let me set the record straight.

1. The Axtell barrels are 3-5/16", not 3-5/19".

2. The trapdoor is a Trock, not Tracy.

3. The frame started from a 1975 stocker, not stroker.

4. The mag wheels are Morris, not Gary Morris.

5. And please, God, tell the bros out there my stroker does *not* use International Harvester heads! The gold paint on the heads is "International Harvester Gold," a special type of high-heat paint that really does draw heat from the heads better than any other color I've tried.

So please, you guys, bail me out! I've got a small shop and I build Harleys, not garden tractors.

Steve Raymond
Pulaski, Va.

We take a hell of a lot of care to be accurate, but there are times — once in a while (after an all-weekend bash) — when we lose it.

Against Helmets

A few months ago *Easyriders* published a list of organizations in the motorcycle industry that were supporting mandatory helmet laws.

Recently *Road Rider* magazine has been hearing from folks who believe we were on that list. No way! *Road Rider* has always been, and will continue to be, advocates of freedom of choice in this matter. We believe some confusion has resulted due to the similarity between the name *Road Rider* and another publication in the motorcycle field.

We'd appreciate it if you would let your readers know that *Road Rider* magazine

believes in freedom of choice where helmets are concerned and has not, and will not, advocate mandatory helmet legislation.

Bob Carpenter, Editor
Road Rider
Mission Viejo, Calif.

Jack Daniel's Birthday

Enclosed is an ad for Jack Daniel's. As you can see, his birthday is on March 25, not September 5 as you stated. You fucked up again! I've been celebrating it for years on March 25, so how about correcting your fuck-up?

Gary
USA

We got the date directly from the Jack Daniel distillery. All records of Jack's birthday were destroyed long ago in a fire, but September 5, 1846, is believed to be the correct date. Jack Daniel's advertising firm just picked a date out of the air.

Handicapped

We are a struggling MC that has just started and is aiming toward a national goal. As you can see, AMC stands for Achievers' MC, which is solely for handicapped riders. Over time we've seen photos in your magazine showing handicapped bikers. It is our goal to establish a club where handicapped bikers can exchange ideas on modifications in a help-each-other way and meet other handicapped bikers.

To help us find out if there are more of us out there, please publish this letter and our address. It is Box 2373, Colorado Springs, CO 80901. If enough of you out there respond, maybe we can set up special runs at Sturgis. Other goals are more clubs, get-togethers, and perhaps a calendar for national publication.

I know you're out there, guys, so write and send a photo of what you can do.
Pegleg-On-A-Harley
Colorado Springs, Colo.

Thanks For The Help

This is in response to all the much-needed info sent from people all over the world to help me get my Triumph running again. My thumper's in outstanding working order, and my face is back in the wind.

If anyone's ever near Fort Dix, just stop in at Johnny's Place, a good bar — and ask for Flounder.

Flounder
Fort Dix, N.J.

Looking For Bros, Etc.

Uncle Sam recently shipped my ass to England for a four-year tour. I'd like to know if any bros who read *Easyriders* over here in the UK might be able to send me some info on local bike clubs, shows, events, etc. — whether American or British, it doesn't really matter. Also would like to know if there are any H-D dealers here. Am shipping over an '87 Sporty and looking forward to a summer full of ridin' and partyin' and would surely appreciate some correspondence. Cheers!

Boogar
Box 5452
APO NY 09179

Looking For A Home

It seems I am privileged to be the owner of a rare issue of this popular rag. I'm referring to the June 1971 issue, Volume I, Number 1! It's in excellent condition and is just begging me to find an avid collector who would take the proper steps to ensure its longevity.

Because of its rarity, I was hoping some of your readers might have a bid in mind — or out of mind — whichever you prefer.

TRB/Leather Limited, Inc.
54642 Quince Rd.
South Bend, IN 46628
(219) 289-3818

Shaft Drives

In response to your April '88 article on the stock 74 trike, shaft-driven trikes were first designed for military use

to overcome the frequent servicing and high mortality of chain-drives. Solo-model shaft-drives were also built. Harley and Indian both realized the benefits of this design. Shaft-driven bikes used a single-plate clutch similar to those in automotive use. They were dry-disk type and needed no lubrication. Harley used their 180° horizontally opposed engine, but V-twin engines could also be used. Models using this set-up are very rare.

George Romano, Jr.
Trenton, N.J.

Needs Help

Recently the Michigan State Court of Appeals ruled that Michigan inmates are entitled to 10 first-class postage stamps per month, regardless of their financial standing — they need not be indigent.

The article in *USA Today* (Jan. '88) stated: "Lansing, Mich.: The State Court of Appeals ruled today that each of the state's 21,200 prisoners is entitled to 10 first class postage stamps a month. Cost: Nearly \$560,000 a year. Previously, only indigent inmates got free stamps."

North Carolina just stopped all inmates from receiving stamps from home, which adds to our problem of writing those we love, plus they're going up to 25¢ soon.

If anyone in your reading public (i.e., Michigan inmates) can send me the case citations, etc., we in the North Carolina system would like to pursue that same victory. I wrote the American Civil Liberties Union chapter in Michigan and got a first-class runaround.

Any reply, if possible, should be sent via the representing attorney's office of the Michigan inmates. Legal mail is best. At least I'd be assured of getting it.

Thanks for your help.

James A. Harper
Box 137
Tillery, N.C. 27887

Whatdafuck

How could it take six years to assemble Nitro Rocket (April '88) if the engine, tranny, and frame were all made in 1987? What the fuck were the builders doing for five years — out looking for a good fork?

Easy Ed
Eagle Creek, Ore.

Artistic License

In your July '87 issue someone wrote and asked why Dave Mann forgot the valve stems on all his centerspreads, and you said it was called artistic license. Well, I'm wondering what happened to his license, because in the April '88 centerspread, the drag bike has a valve stem on the front wheel.

Brian Owen
Waterloo, S.C.

■ Dave just likes to fuck with your head.

□ A few issues ago in "Word-monger," you claimed that Dave Mann won't draw valve stems on his bikes.

Well, lo and behold, in the April issue he's got one on the front tire. Personally, I don't give a shit but was just wondering if this was some of your April Fools' fun, or did Dave just get carried away?

What's the poop?

Paco
Grantfork, Ill.

■ See answer above.

Doing Time

I'm a corrections officer for the state of New York and have worked maximum and medium joints, even the women's prison at Bedford Hills. And I have to say that bikers are most definitely the best type of people doing time. I say that from observing all types of people in all types of situations and settings behind bars.

Bikers have resigned themselves to the fact that they are doing time, and they do it the best way they can, with almost no problems at all. They are definitely the most respectful toward the staff, which is greatly appreciated, considering that 90 percent of the inmate population coming in are punks from the city just handed their first bit, usually crack-related, and they've got the attitude that they are the ones who have been wronged.

Not so with scooter people. I'm not saying they're subservient types who never question a regulation or order. On the contrary, they are the first to speak up when they think something isn't right. But it's the way they do it, and usually they're the first to get an answer or results. In return, they are usually treated with the same respect

they give. And I have yet to see the other inmates fuck with the hardcore biker. I say hardcore because there are plenty of wannabes behind bars, too.

This is really a letter of appreciation to all the brothers and sisters who make the "time" they do much easier.

Cage Keeper
Somewhere in N.Y.



Say Cheese

In defense of boudoir photography (April '88 article "Say Cheese"), you make it sound like the "wife of some dipshit" is the only one who has boudoir portraits taken. Also, that women want to take off their clothes in front of strange men with the excuse that they're doing it for their ol' men or husbands, whichever the case may be.

The photographers aren't always men, and the photos aren't always done in sleazy taste, either.

In your opinion, I may not be some "playmate" (neither are half the women in *Easyriders*), but as a surprise for my husband (not pushed into it by my husband), I had mine done. And I'm definitely not the wife of some dipshit, either.

Cheers to boudoir. You be the judge.

Annie
Bozeman, Mont.

'Nam Patch

As I was reading your April issue, I saw an article about ABATE of San Diego selling our "In Memory" patch. Well, bro, our brothers in Southern California put a stop to it after the article was sent to you. I designed the patch and have a copyright on it.

The reason for the patch is to let the American people know we did fight a war and to raise funds to send a lobbyist to Washington, D.C. We, the American people who pay the freight for our gutless, tap-dancing, self-serving

politicians and bureaucrats in Washington, cannot allow past mistakes to happen again. If we don't do it ourselves, no one will. We want all of our brothers accounted for. We ride for those who can't. None of the money made from these patches goes into our national treasury. It all goes to pay our lobbying costs. Black is for mourning, red is for the blood we shed — the same as our colors.

I would appreciate it very much if you would mention that anyone who wants an "In Memory" patch should get in touch with one of our brothers or me. The cost is \$5 a patch, which includes postage and handling.

Frenchie
Vietnam Vets
Box 505
Experiment, GA 30212

Lesson Learned

I just bought a 1988 Softail — my first new Harley — in January of this year.

My brother and I went to pick up the bike in a truck that had a plastic bed liner. We tied the bike down with four ropes and placed the bike in gear. About two miles from the Harley shop, as I was turning my first corner, the kickstand slipped on the liner. Well, as you probably guessed, I have a dent. Yeah. About four inches on the right gas tank.

I just wanted to let any and all bros know that if they plan on buying a new Harley, not to haul it home in a truck that has a plastic bed liner.

Doug "Fasthands" Warsalla
Port Huron, Mich.

■ Or you could ride it home.

Thanks

This is the first time I've written to you folks, but whatdafuck. Just read the March issue and it's a gas. "Suds-Head Sheila" is one righteous lady!

The main reason for this kite is to thank bro Billy F. Slayton for the info on the people who send books to us bros and sisters doin' time. Being locked down can be a stone drag, but literary escapism helps.

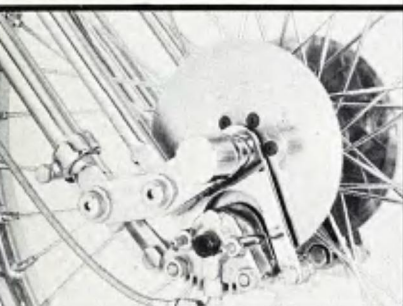
Again, thanks, dude, for the info. Hope you're in the wind soon and off the torn-rows.

L. McDonald
Huntsville, Tex.

APR

Reintroduction of an old favorite as seen in recent Bike Features of *Easyriders*

Single Disc \$290
Dual Disc \$370



17" - 21" complete kit includes master cylinder, bearings, spacers, lines, fittings, and a cheap Jap tire.



Super Stopper rear wheel comes in 15", 16" & 18" \$400 complete kit includes master cylinder, bearings, spacers, lines, fittings, and a cheap Jap tire. Chrome package add \$60

16" chrome rim, tire & tube \$100
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*.)

A Tip

For the guy looking for David Allan Coe's "Nothin' Sacred" album, write to the David Allan Coe Store and Museum at Box 152, Eldon, MO 65026, or call (314) 392-7505.

Cindy Jones
Barre, Vt.

Old Issues

I have 196 very early custom cycle mags, including all *Easyriders* up to #90 with doubles of #14, #17, and #35; 42 *Street Choppers* from '71 through '74; five *Big Bikes* from '71 and '72; five *Choppers* (very early); and 58 *Custom Choppers* from '71 to '75. Also have early *Mothers* (1971), D&D (1972), and #1, #2, and #3 *Jammers*, plus many more.

I wonder if these could be of value to anyone. I'm 40 now (still have a dusty '56 wishbone) and would like to see if you people or someone would be interested in them. They are all in A-1 condition.

John Ambrosio
2964 Wilbanks Dr.
Norton, OH 44203
(216) 753-2359

Riding Glasses

I'm searching for a pair of K-D style riding glasses. Not the cheapo \$5 kind you see everywhere, but the real thing. I'm blind as a bat, so I need frames good enough to have prescription lenses made for them. If anyone knows who still makes them, I'd appreciate the info.

Dave Sheakley
21 Church St.
Palmer, MA 01069

Rip For Prez

Just remember, whoever you choose for prez this coming election affects all of us — so I'm going to stick my oar in and offer a candidate who is young, energetic (most definitely), loved by the people (or so he would have us believe), and for whom the key word is stability (?).

I nominate Rip for president of the USA. Aw now, come on! There's no need to throw up all over the nice, clean carpet — he's not that bad, is he? He knows every inch of the land, every blade of grass, tumbleweed, and dust particle, and he knows the people.

Never mind the canvassing, socializing, and such. Rip does that anyway. He's a nat-

ural, so choose wisely (wild parties on the White House lawn). Choose a Harley man. Pass your own helmet laws. Rip for President!

Irene Greasley
Lincolnshire, England

■ Watch that helmet law shit!

Sportster Leg

Like, what's happening? It's sunny and warm here in Florida. Being laid up with a broken leg, I should know.

This is written for all of you who might have the chance to start one of those famous Triumphs. You know, the twins that like to kick back at ya.

Well, they not only kick back, but it seems that at the top of the kicker stroke, they'll miss the gears, thereby doing a free fall to the bottom of the stroke very rapidly.

It happened to me. I put me in the hospital for eight days. The bone just below the joint (knee) shattered somewhat. It took six screws and a steel plate to put me together.

I'm healing, but I still look at my two bikes (a Bonneville and a Tiger) and think that it could happen to someone else who doesn't need the aggravation.

So if you're going to try to get a Limey started, be careful. The damn thing may not be as easy to get running as you might think.

Kevin J. Sand
Largo, Fla.

■ Not just Limeys, Kevin.

Where?

Whatever became of some of the older clubs that made early outlaw history, like the Galloping Gooses, Satan's Slaves, Boozefighters, etc.?

Are any of those guys still riding, and are any of those patches still flying?

It would be interesting to do a "Where are they now?" story on these clubs that have become biker legends.

Terry the Tramp
Bellingham, Wash.

Law Books

Attention! Bro locked down, needs law books: *S.C.T. Reporter's*, *F.2d.* and *F. Supp. Texas S.W. 2d. Federal Practice Digest*. Anything — civil or criminal!

Please send all donations to Richard John Buckley

#425984, Wynne Unit, Huntsville, TX 77349.

There is no limit to what can be sent, and I'm willing to pay all postage. Just write me and I will respond. I'm representing myself and other bros in appeals of our cases. The Man has us locked down with access to only five law books daily. We need law books badly. Prison rules require all law books to be mailed by a bookstore.

Richard John Buckley
Huntsville, Tex.

He's Coming

A warning to all bikers and their families in the Mayport and Jacksonville, Florida, areas: Large family (dad, mom, four rugrats and two H-Ds) transferring to the area from Scotland.

Been out of touch with Stateside life for three years and need help and info on biker rights groups, shops, parties, runs, bars, and good people. Write to:

D. Angelo
c/o Cay Van De Voort
2141 Kingswood Ct.
Lakeland, FL 33801

Really Intense

Political and legislative issues are really intense here in Missouri. The freshman representative, Tom Stoff, is expressing regret over having anything to do with his "Safety Act" and is allowing it to die a silent death! He introduced the "Safety Act" as an owed favor to a seasoned representative who does not like bikers. I ask you to please let this issue drop. There is plenty of dirt under the General Assembly rug. That rug is being pulled out from under the very people who have been and are presently sitting on Missouri bikers!

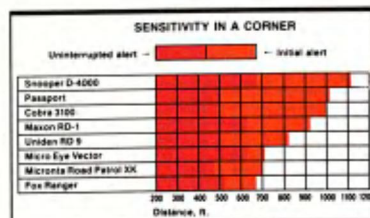
Pompeii
FORR (Freedom Of Road Riders, Inc.)
Kansas City, Mo.

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. ■

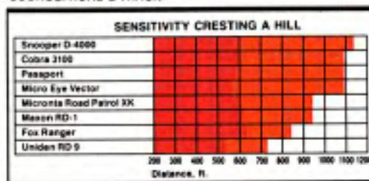
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No doubt who won.

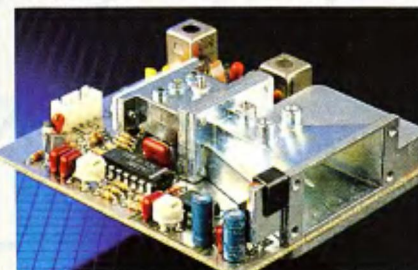
When Road & Track magazine tested eight popular radar detectors, SNOOPER D-4000 won big. In actual road tests where it counts. Around the corner and over the hill radar ambushes. What about current best-seller Passport? "...second only to the SNOOPER D-4000." Sorry guys.

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Popular Mechanics,
July 1987

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WILLIE G. DAVIDSON'S '47





The VP in charge of design reaches back.

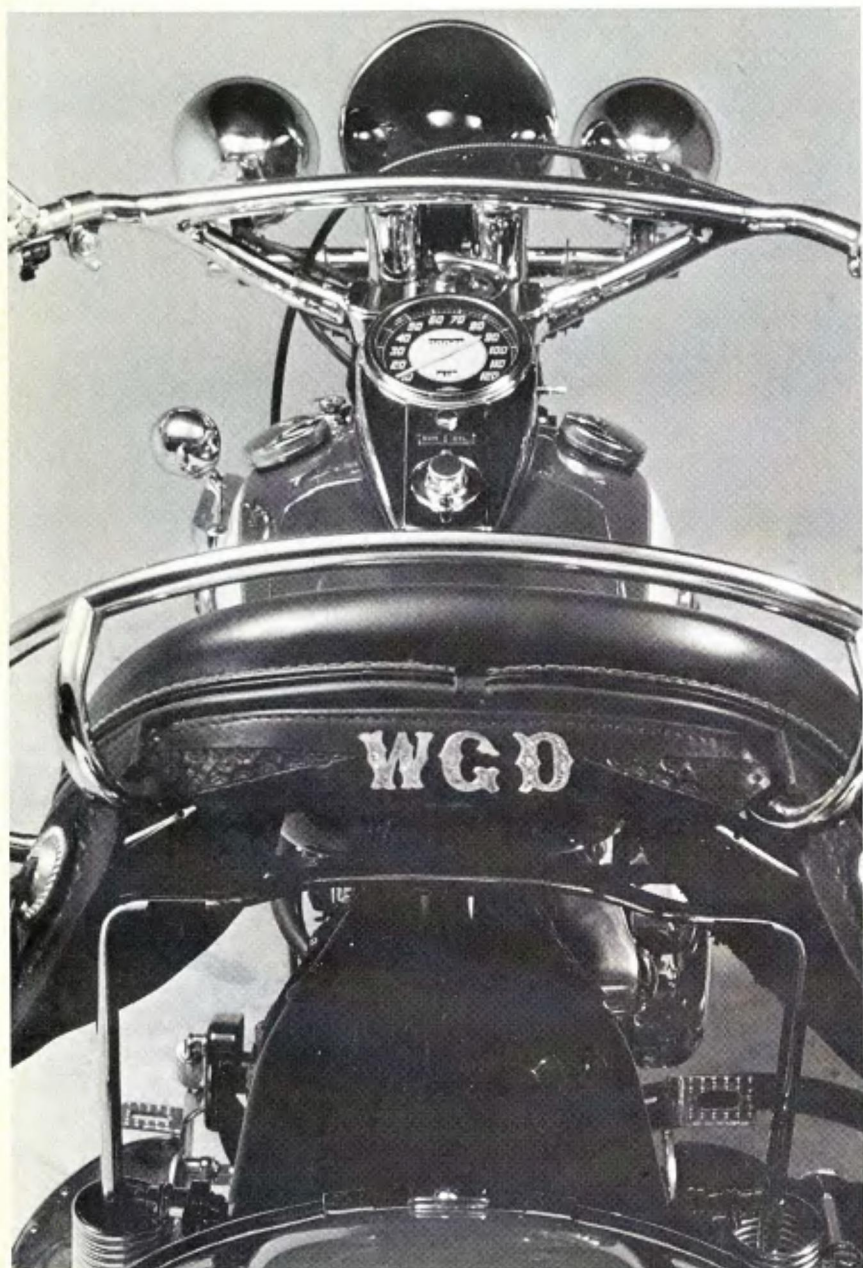
Would a guy who owns a diamond mine be caught wearin' a zircon ring? How 'bout a CEO — think ya'd check him out in anything other than the latest cage that plastic could render? Hell, no.

But take the case of Willie G. Davidson, Harley's bikin' ambassador. The man is known worldwide as a rider and a lover of the road. He doesn't just show up at an event; he rides his ass down to it.

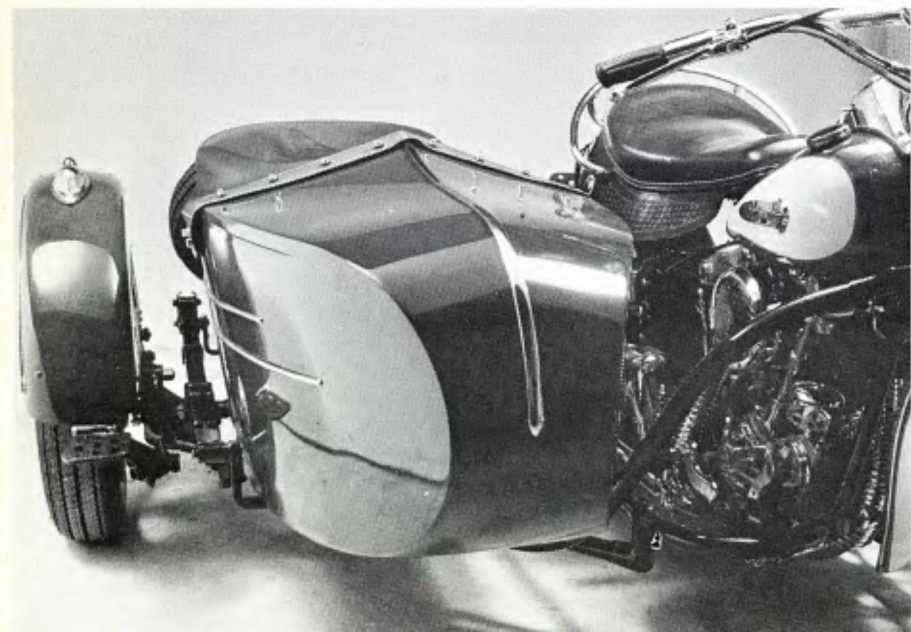
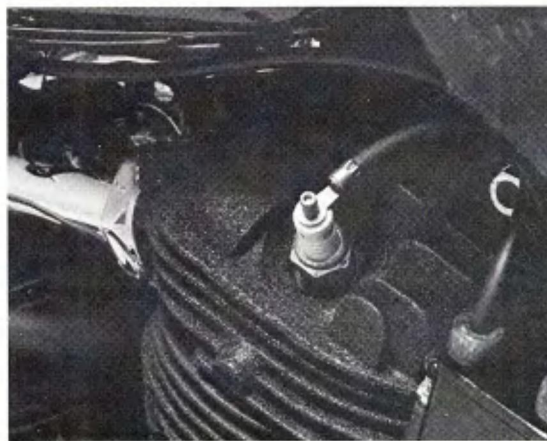
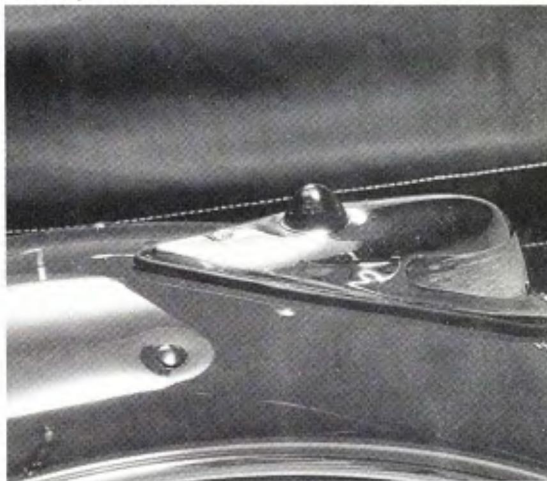
Now, wouldn't it figure that if a dude could have anything in the two-wheeled world — a world he dominates — he'd just walk down the hall, jump on the elevator, cruise onto the showroom floor, pick out the latest of his own greatest line of 'sickles, and have the kid in charge box it up real pretty-like and deliver it home? Or maybe he'd just have one of the lackeys downstairs send him up the keys to the most recent models. No need to deal with the trivial matter of selection.

I can just hear how some of these suits would handle it: "Hey, Barfbreath, bring me a set of keys for the new Radster I designed, an' put on a pair of gloves when ya do it, so's I don't have to touch yer maggot-infested finger oil." "Gotcha, boss. Whatever Lola wants," the





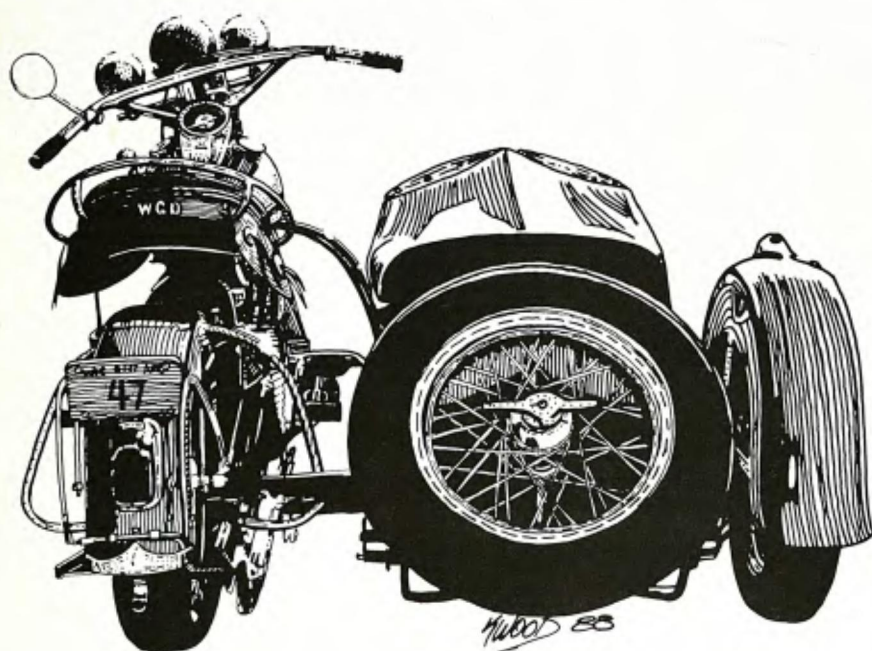
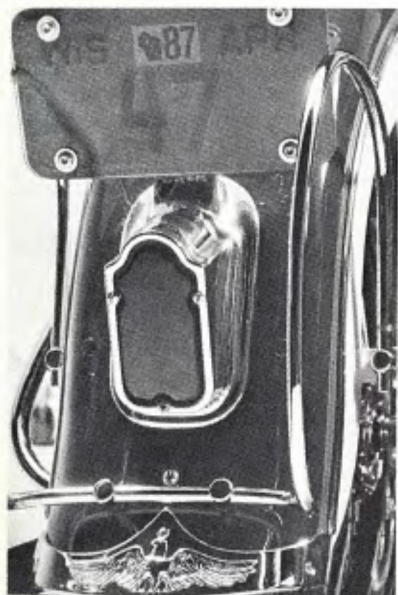
Photos by Jose



peon'd sipmer under his breath.

Thank the H-D god that that isn't Willie's way. Of all the rides the man has at his fingertips, this one, in my humble opinion, shows the most class. The reason Willie G. had a shot at it in the first place tells ya he's got heart. Years back he had helped an acquaintance turn up a windshield for his Harley snowmobile. It was a favor that would never be forgotten.

Later on, the guy with the snowmobile called up to tell Willie G. there was an item in his barn that he just might be interested in.



Good karma goes around thick, and before ya know it, the G-man was in possession of this 1947 knuckle relic. It was oily, grimy, and rustin' to beat the band, but trained eyes saw the potential.

Willie's resources are extensive, to say the least, and he made the most of them. Dan Venne, a Harley engineer and a part-time body and paint man, handled the bodywork, while Chuck from Chuck's Midwest Cycle rebuilt the motor and took care of the assembly. Willie worked as the pivot man in the restoration project and got his own hands dirty as well.

No tellin' what kind of memories this reborn ride brings to its owner, but it sure is a breath of fresh air to us.

— Barn Owl

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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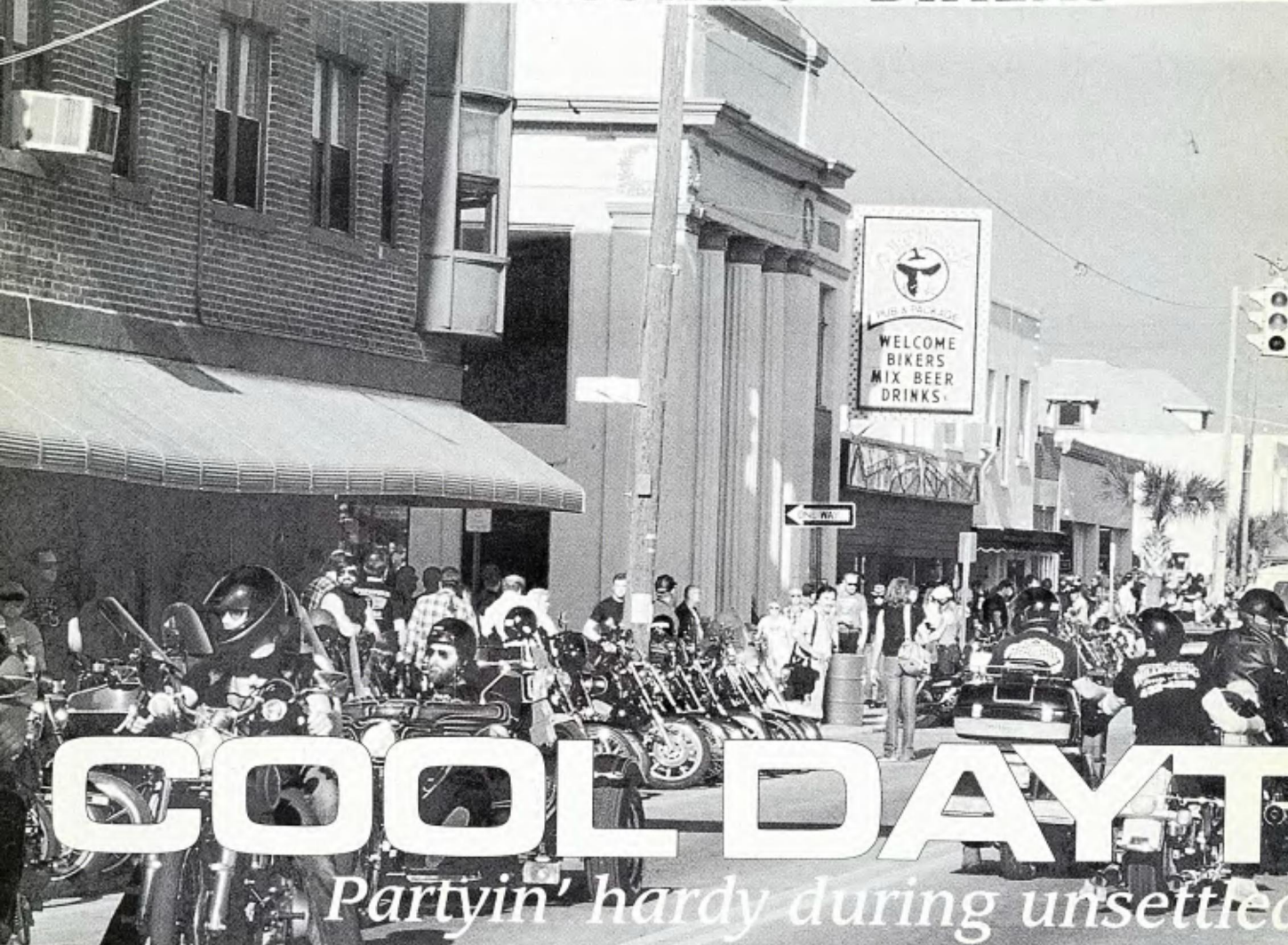
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Motorcycle Mechanics Institute





DAYTONA BEACH WELCOMES BIKERS



COOL DAYT

Partyin' hardy during unsettled



Partyin' during Bike Week in Daytona can be like walking into a bar where a fight's brewin' — tension like guitar strings strung too tight. But the anxiety in Florida this year didn't come from the bros; it came from the community. The Chamber of Commerce and the city government had been dukin' it out prior to the event, unable to decide whether to support our special "tourist" trade or to throw a blanket over it.

Not forgotten was the incident last year when members of the Outlaws MC were unlawfully detained and harassed as they tried to putt to town from their nearby camp in Port Orange. The judge ruled in their favor, but word on the street was that the Man was prepped to do it all over again this year.



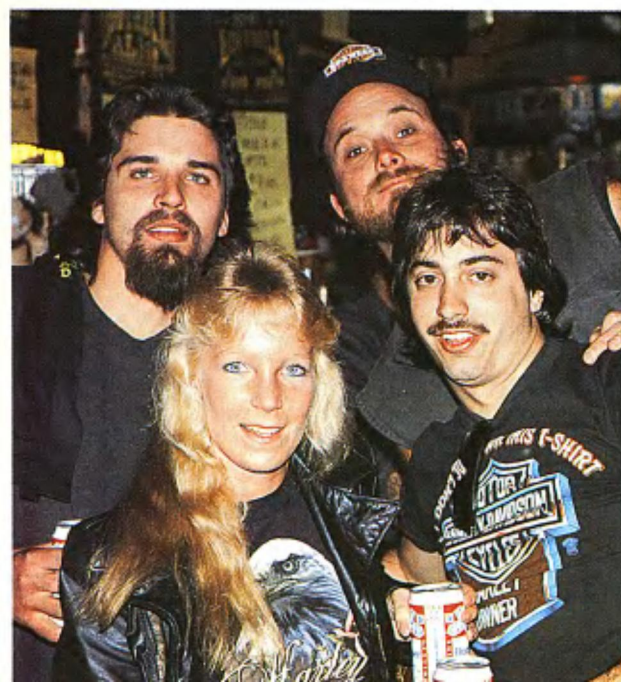
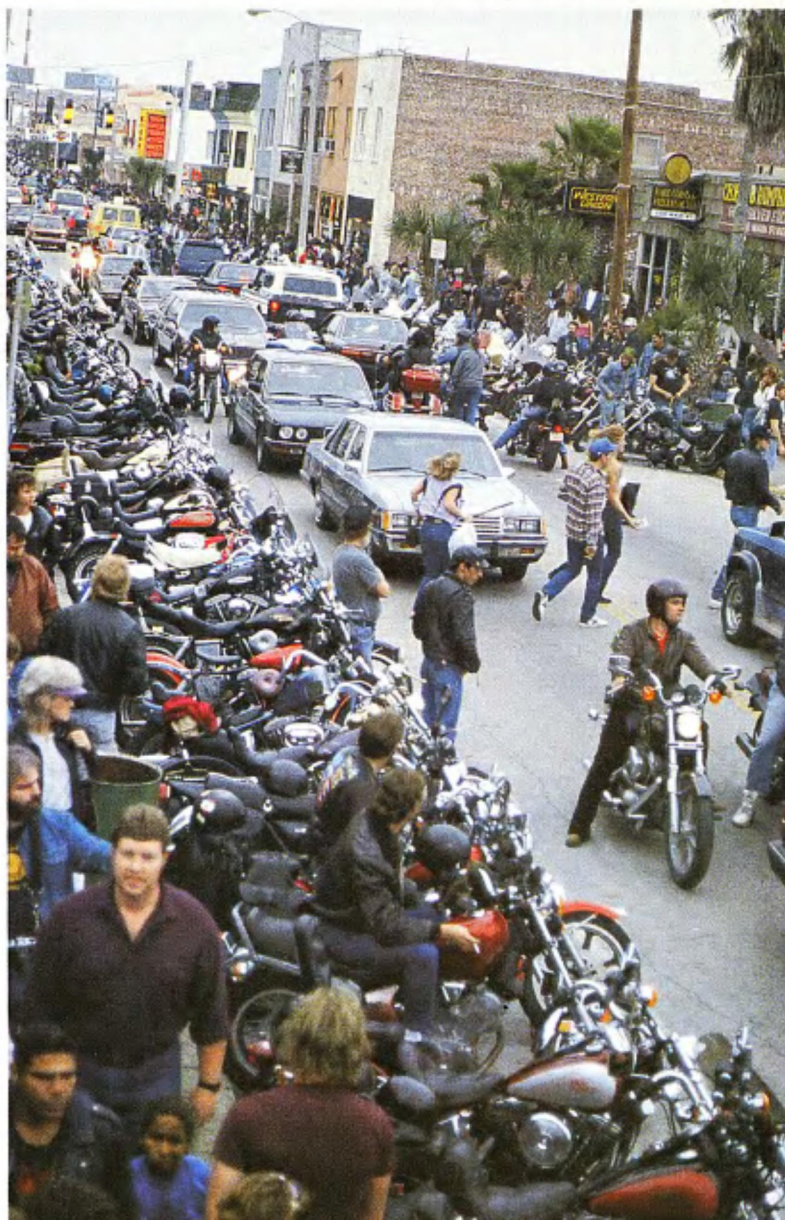
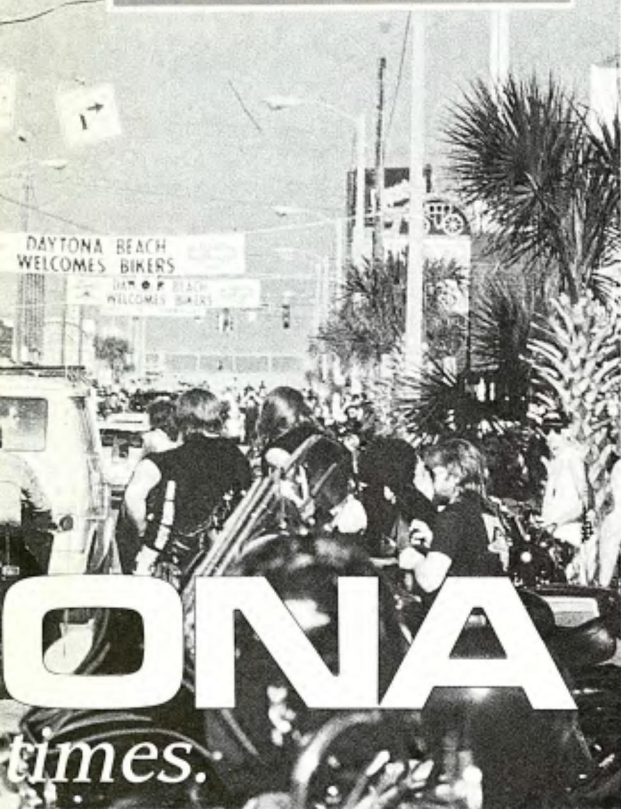


But somehow we always find a solution for breaking the bead on that 16-inch, and that's what the Chamber of Commerce did, not only keeping the Bike Week Festival intact but also announcing an improved program for next year that will include a new bike parade route, more motorcycle parking, improved and more accessible campgrounds, and even more banners welcoming us scooter freaks into town — the business community is trying.

The Man was generally civil, but surveillance ran high. The local shopkeepers were supporting the 60,000 or so scooter folk who kept their cash registers jingling, even though a lotta the retired bingo-bunny set were hoping we'd all just up and ride into the ocean. Stuck in the middle, the cops didn't know whether to shit or go blind, so they hadda settle for simply maintaining a watchful eye.

Through it all, we had a great time, just like we always fuckin' do. Parties everywhere, from trips through the downtown leather shops, to the scooterers linin' the street, forming a sea of chrome and polished lacquer, to the week-long swap meet at the Volusia County Fairgrounds (I missed a chance to pick up a double-engine knucklehead basket — shit). Of course, there were the H-D Ride-In shows, beaucoup bands, and rides on the beach (for a \$3-a-day pass — whatta bummer). The Rat's Hole show was partially rained out (the poor bastard was rained on in Sturgis last year, too).

Despite the occasional rain, all of us shaggy road dogs



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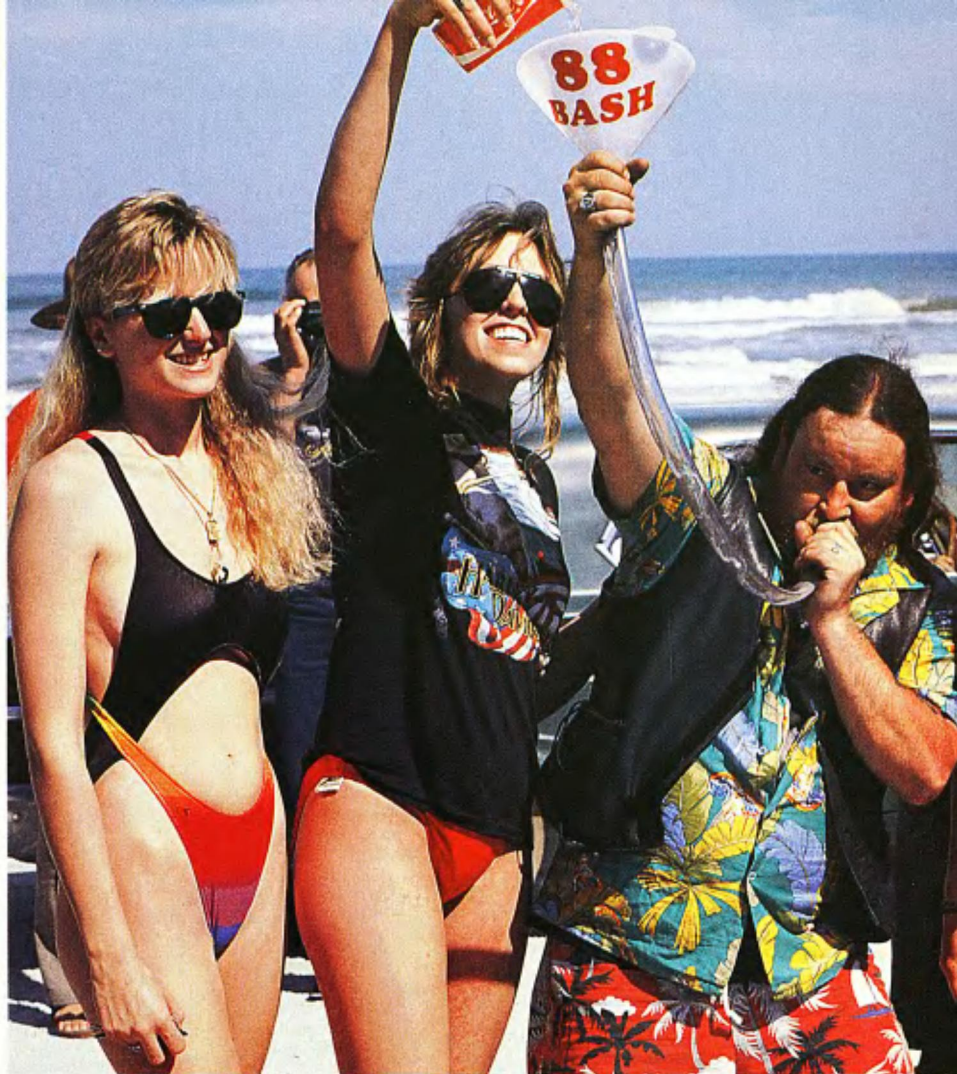
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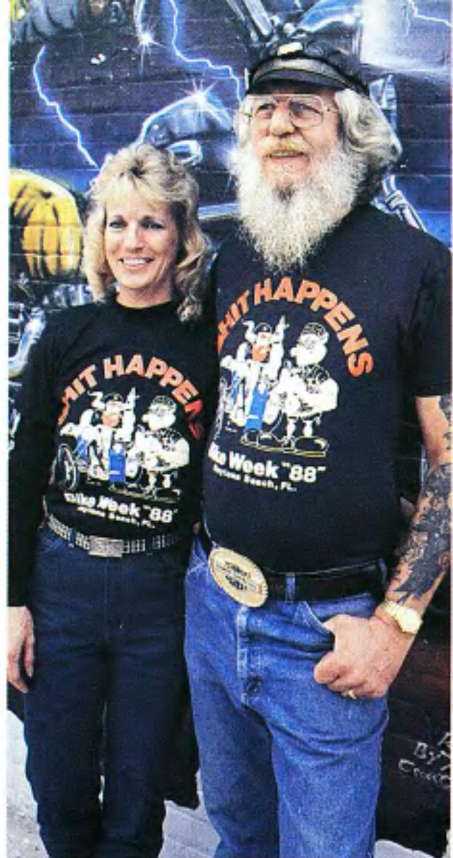
"Bikers Fighting for Our Right to Ride Free"

COOL DAYTONA

managed to make Bike Week a blast. Rick Doss won H-D's Radical Class competition at the Surfside and managed to sell the scooter before H-D execs could get their hands on it, but not before we'd had a chance to feature it at our beach studio.

For the first time since going to Daytona in 1977, I went to the races. Well, sorta. I went on the day they raced vintage bikes. A bunch of





screamin' Jap two-strokes rattlin' my ears didn't do much for me, but some of the vintage racing Harleys and Indians ya can check out in the pits are rarer than tits on a bowling ball.

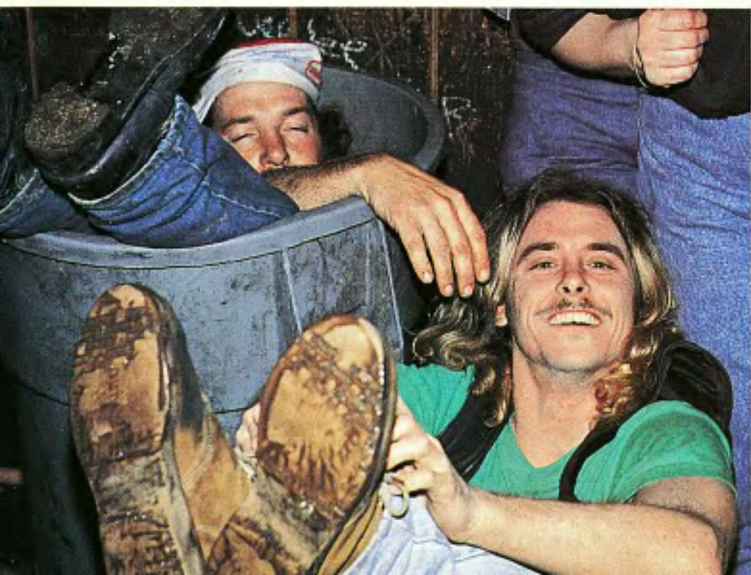
I really dug the death-defying Wall of Death riders. You've really missed something if you've never seen those white-knuckled, wild-eyed riders flashing past you, tires spinning less than inches from where you're gripping the handrail. It's like watchin' a race in a 40-foot-wide, wooden-slatted wine barrel. The bikes start at the bottom, circle on the wooden deck, and gradually work onto the vertical walls. Even these seasoned veterans had the expressions of men on a death walk as they spun along the clanking planks on old-fashioned Indians. Check 'em out in the White Sand City next year or find 'em at a carnival — they're hot.

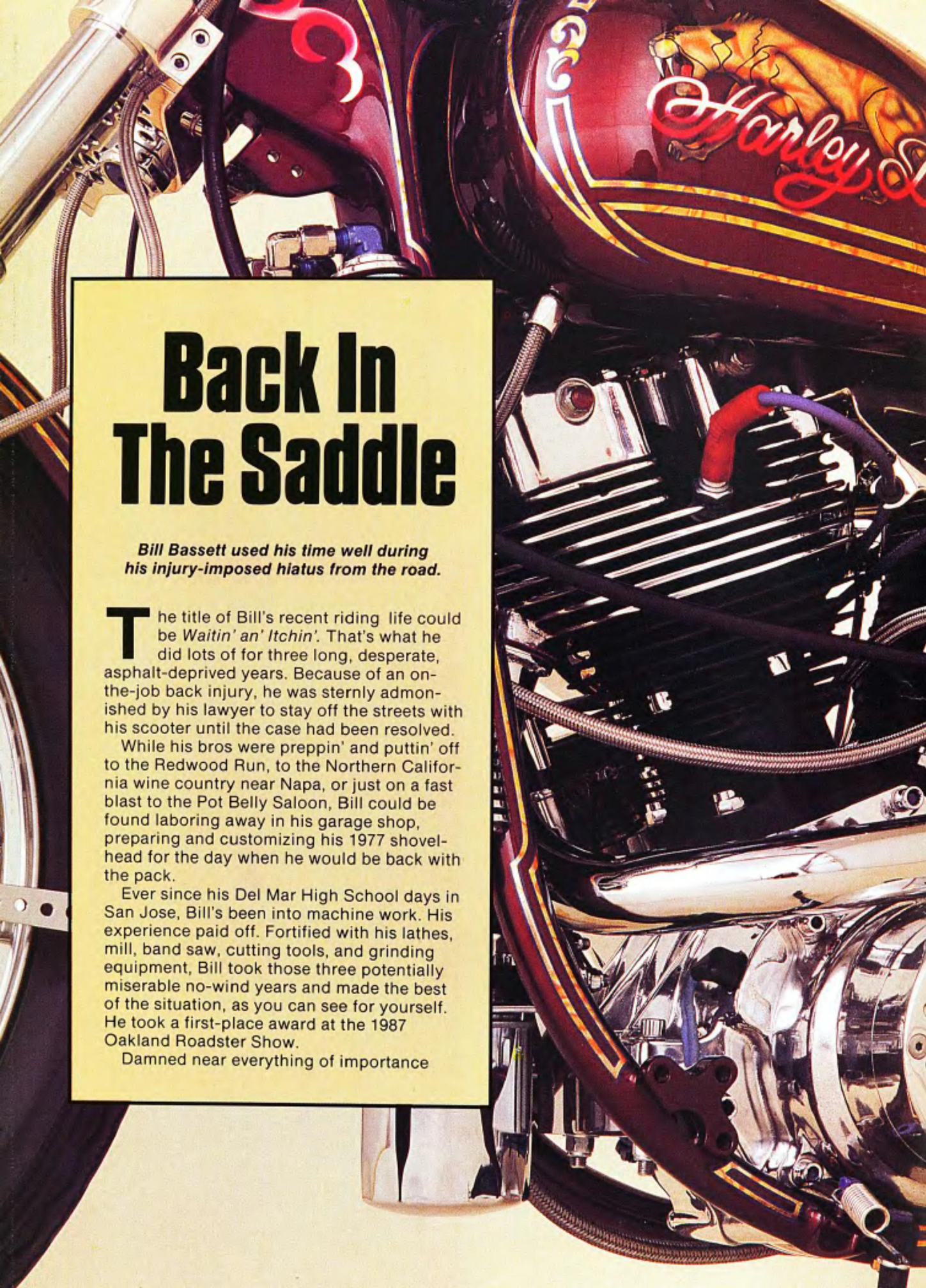
There were a few wet days, but most of us had plenty of opportunity to ogle the hardbellies soakin' up the rays, chase some of the slower ones, drink too much, and do spinouts in the sand.

— Bandit



Photos by Pat Randle, Billy Tinney, Chris Haynes, and Michael Lichter





Back In The Saddle

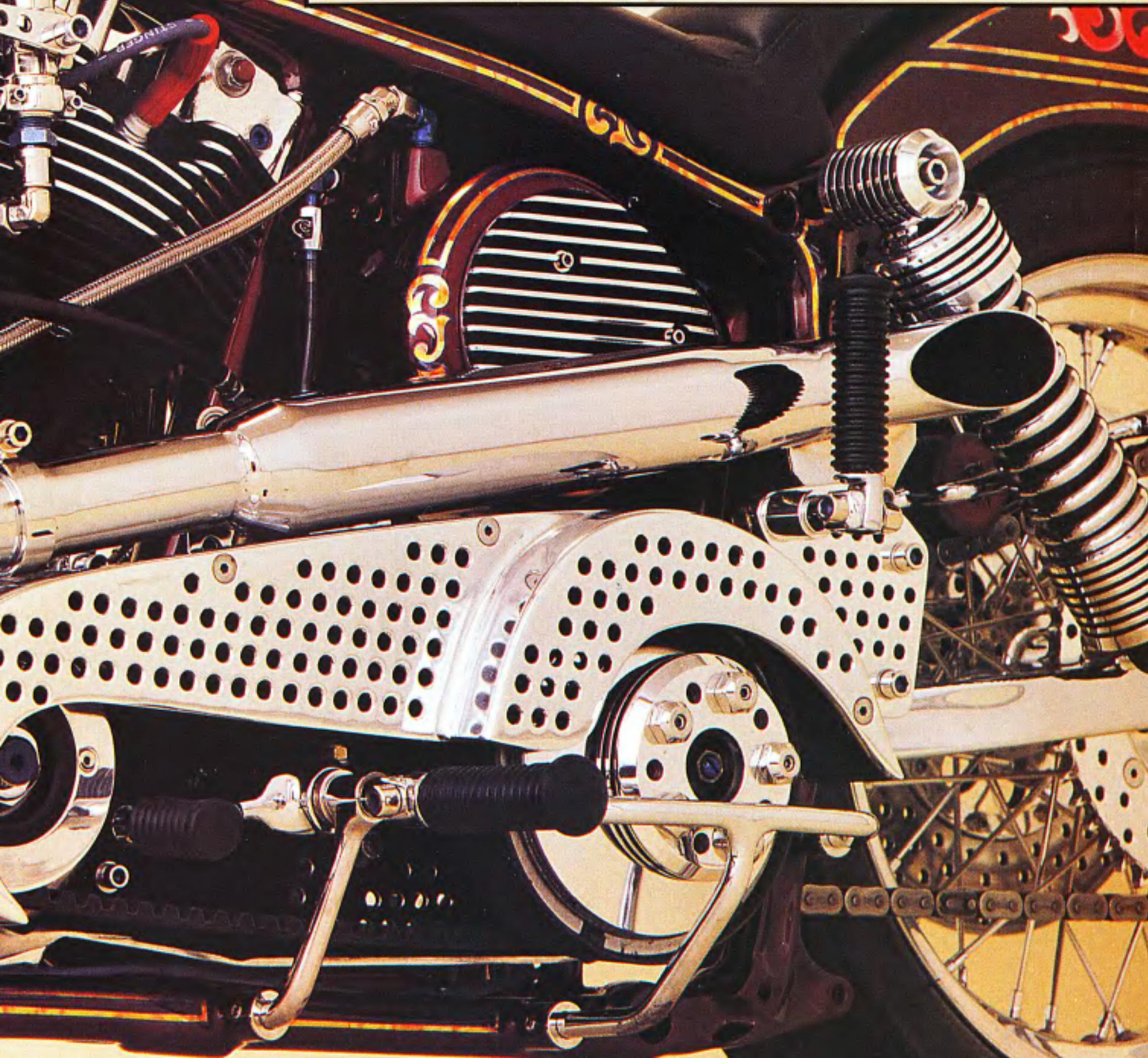
Bill Bassett used his time well during his injury-imposed hiatus from the road.

The title of Bill's recent riding life could be *Waitin' an' Itchin'*. That's what he did lots of for three long, desperate, asphalt-deprived years. Because of an on-the-job back injury, he was sternly admonished by his lawyer to stay off the streets with his scooter until the case had been resolved.

While his bros were preppin' and puttin' off to the Redwood Run, to the Northern California wine country near Napa, or just on a fast blast to the Pot Belly Saloon, Bill could be found laboring away in his garage shop, preparing and customizing his 1977 shovel-head for the day when he would be back with the pack.

Ever since his Del Mar High School days in San Jose, Bill's been into machine work. His experience paid off. Fortified with his lathes, mill, band saw, cutting tools, and grinding equipment, Bill took those three potentially miserable no-wind years and made the best of the situation, as you can see for yourself. He took a first-place award at the 1987 Oakland Roadster Show.

Damned near everything of importance





was done by the owner and his associates. While he had the time, tools, and inclination, he decided to go all-out and transform the shovel. A 1958 swing-arm frame was gusseted, with brackets and molding added. The engine itself was torn down and rebuilt, ported, and balanced by Ram Enterprises. The '75 trans got a new set of Andrews gears and was tied into a Super Max belt drive.

Bill even went after the often overlooked headlight and tail-light — and made his own. After three years of drillin' out holes and fastenin' up aircraft fittings everywhere, as well as boosting speed with a nitrous-oxide tank, he thought about opening up a shop. But after realizin' that he'd have even less time for himself

Owner: Bill and Elsie Bassett **City:** San Jose, California

General

Fabrication by: Bill Bassett
 Year and make: 1977 H-D
 Model: special construction
 Value: \$15,000
 Assembly by: Bill Bassett
 Time: too much
 Other alterations: many

Frame

Year: 1958

Builder: H-D

Type: swingarm

Rake: stock

Stretch: stock

Other alterations: many

Chroming by: Reliable

Accessories

Engine

Year: 1977
 Model: shovelhead
 Rebuilder: Ram Enterprises
 Ignition: magneto
 Displacement: 74 cubic inches
 Lower end: H-D
 Balancing: Ram
 Pistons: Wiseco
 Cases: H-D
 Heads: ported
 Cam(s): 475
 Lifters: solid
 Carb(s): S&S
 Air cleaner: S&S
 Pipes: custom
 Muffler(s): BUB Enterprises

Bars: BMW

Risers: owner

Fender(s): rear, owner

Headlight: owner

Taillight: owner

Speedo: none

Front pegs: H-D

Rear pegs: H-D

Electrics: owner

Gas tank: modified 3 1/2-gallon

Oil tank: owner

Oil system: owner

Primary cover: owner

Seat: Danny Gray

Sissybar: none

Height: n/a

Material: n/a

Transmission

Modifications: Andrews gears
 Year: 1975
 Shifting: smooth
 Engine sprocket: Super Max

Forks

Type: 1975 Gold Wing
 Extension: stock
 Builder: owner
 Special features: lots

Trans sprocket: 24

Wheels

	Front	Rear
Wheel sprocket: 51		
Painting	Size: 19-inch	Size: 18-inch
Molding: owner & Dennis Dardanelli	Hub: Barns spool	Hub: Sifton-Starr hub
Painter: Dennis Dardanelli	Rim width: 2 1/2 inches	Rim width: 4 1/2 inches
Color: Black Cherry	Tire: Michelin	Tire: Michelin
Type: polyurethane	Brake: owner	Brake: owner

Special paint: gold and silver leaf

Other special modifications: gussetting, brackets, and molding on frame; primary cover, oil coolers, dash panel, chain tensioner, pushrod tubes, shock kit, oil tank, etc.



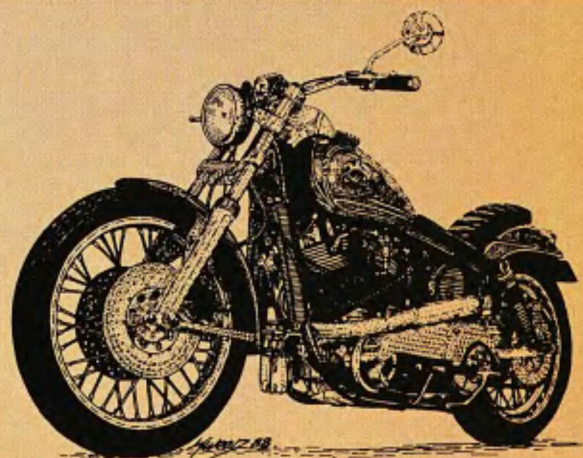
Photos by Pete Chiodo



on the road, he shitcanned that idea.

Ever since his settlement came down and he got the green light to have at it, Bill and his wife, Elsie, are the first ones out of the barn when it's time for campin' in the Sierras, Santa Cruz cruisin', or jammin' up Niles Canyon Road to a cool country inn. And that, my friend, is what it's all about.

—Panhead Pete



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| #4 | Black Cat (Brick)
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W/Report 12 Dozen | 15.00 |
| #12 | Clustering Bee Rocket
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1 Dozen | 20.00 |
| #14 | 8 Oz. Black Cat Rocket Asst.
1 Dozen | 25.00 |
| #15 | Giant Chinese Rocket Asst.
1 Dozen | 25.00 |
| #16 | Bombing Planes
W/Report | 15.00 |

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

Helmet Law Update

New information and lots of activity

Kentucky:

A bill has recently been filed to repeal the existing law and to reinstate a helmet law for only the younger riders. The bill, filed by state Senator Larry Saunders (D-Louisville) would require only riders under 18 to wear skid lids while riding with a learner's permit. Helmets would also be required for scooter people with less than one year of riding experience. Not bad.

Missouri:

Here's interesting ammunition from the Missouri Department of Health, Glen J. Kilpatrick, research analyst:

"The booklet 'Missouri Traffic Crashes' contains several tables regarding injuries in motor vehicle accidents in Missouri in 1985. The publication, developed by the Statistical Analysis Center of the State Highway Patrol, contains a great deal of data. However, the table on page 15 relates directly to public disability.

Regarding the question of the percentage of injury victims receiving public disability, the answer is not very clear-cut. It is very difficult to determine if an individual becomes Medicaid eligible because of a motor vehicle accident. The best that can be done quickly is to identify the number of current Medicaid recipients who filed a claim for injuries sustained in a motor vehicle accident. According to the analyst who works with this data file, there were only seven such claims on the Medicaid file in 1985. These claims totaled \$8,621.95 in payouts."

Interesting.



In testimony surrounding House Bill 1233 to repeal the helmet law, Smokey Strodtman, the Freedom Of Road Riders, Inc., Safety Coordinator and a Motorcycle Safety Foundation instructor, cited helmet manufacturers' disclaimers and warnings, which refer to helmet failure and loss of hearing. Under cross-examination, Smokey produced a booklet attached to a new helmet that warned of injury/death and hearing problems.

Never before in the history of a helmet bill repeal effort in Missouri have there been this many lawmakers signing up to

sponsor the repeal. All Missouri riders need to support this effort and FORR in its fight to maintain your right to ride. Write FORR at 11300 East 47th Street, Kansas City, MO 64133, (816) 353-0780.

Nebraska:

Bad news. The governor recently signed a full-on helmet bill into law, effective January 1, 1989. It seems that State Senator Dan Lynch of Omaha, who introduced the bill and lobbied for its passage, lost his son-in-law 11 years ago due to a motorcycle accident. I lost a brother to a car accident due to a head injury. Can we pass a helmet law for motorists?

Governor Orr said the bill will not only save lives but will also reduce the cost of treating uninsured victims of motorcycle accidents. The problem with that argument is that we're discovering that the percentage of motor vehicle accident victims on welfare is maybe as low as .07 percent. The argument is beginning to lose its validity.

Angelo Bruno, statistical coordinator for ABATE of Nebraska, said recently, "More than ever, ABATE needs members. Write us, send funds, get involved — (712) 347-5307."

Pennsylvania:

The House Transportation Committee approved a bill that would allow us veteran riders to ride without helmets — great. But Bucks County Representative Benjamin Wilson threw a wrench in the works by adding during debate an amendment that would require riders without skid lids to carry \$100,000 in health insurance. Further, riders would have to be 21 years old and have at least three years of experience to ride without a helmet. Somebody ought to write to that guy.

Washington:

Great news. Once again, ABATE of Washington defeated a mandatory helmet law. The bill failed to clear the Senate Transportation Committee. The law died when Senator Pat Patterson, the chairman, adjourned the committee meeting after a five-to-three vote. ABATE would like to thank all the Washington riders who wrote letters, were involved, and supported its efforts — Ride free.

Tennessee Comes Around



Tennessee Governor
Ned McWherter

Well, we've seen San Diego, California, proclaim a week dedicated to motorcycle awareness, and more recently other cities are

becoming aware that it doesn't take helmets to keep riders out of accidents. It takes training and, especially, awareness of the public, since studies still indicate that 85 percent of all scooter accidents are the fault of the motorist. So in March, the Tennessee House of Representatives' Joint Resolution 98 (by Representatives Hobbs, Phillips, and Davis in conjunction with Senators McKnight, Cohen, and Arnold) proclaimed the second week in May of each year "Motorcycle Safety Awareness Week" throughout Tennessee. I'm sure we have the biker rights groups in Tennessee to thank for another safety-conscious program.

Cyclist Seat Belt Law

Not too long ago, an Oklahoma legislator succeeded in passing a mandatory seat belt ordinance for the 750,000 pickups and vans in the Okie state. Okay, so we've seen seat belt laws popping up across America, but this one

has a twist. Senator Ben Brown (D-Oklahoma City) will soon attempt to have the House expand the proposal to include all vehicles — that means recreational vehicles, larger trucks, and motorcycles, none of which are presently covered.



A Show of Unity

The Motorcycle Industry Council recently attacked a negative commercial that equated riding motorcycles with giving parents headaches, hence forcing them to take aspirin. Reverend Kaiser in Connecticut orchestrated a campaign against American Express when it decided to use motorcyclists as bad guys in a charge card ad. In both cases, as soon as the riding population became aware of the negative image, its outcry caused an immediate halt to the offensive ads.

The most recent blast to our reputation showed up in *Lawn-*

care Industry magazine, which reaches thousands of readers and businesses in the field (presumably the ad was inserted into other such industry rags). It denoted, with full-page photographs (as Jody Roberts has illustrated here), that bikers and weeds are an equal menace to society or lawns — whatever. ABATE of Virginia brought this disturbing ad to our attention. The address to use for protesting this particular negative advertising: Mr. Ted Seitz, O.M. Scott and Sons Company, 14111 Scotts Lawn Road, Marysville, OH 43040.

New Helmets May Cause Harm

Skull can be cracked by impact on chin bar, study says

For years there has been heated debate over whether motorcycle helmets should be made mandatory headgear. The conflict has generally centered on whether governments can force riders to protect themselves.

But the results of a study by Australian physicians should cause riders to reconsider the kind of helmet they use. Four doctors from the University of Adelaide in south Australia reported in the British medical journal, *Lancet*, that one of the newer and most popular helmet types, the full-faced style, may cause severe, perhaps even fatal, injuries. These full-faced helmets differ from their predecessors in the inclusion of a stiff face bar across

the bottom front of the helmet that offers rigid protection to the chin. What makes this new helmet desirable is that lower face bar.

The Australian study is suggesting, however, that facial protection may be setting up the rider for potential brain damage. The researchers looked at the case of a 19-year-old motorcyclist who died after a seemingly minor traffic accident. He fell from a large motorcycle as it turned across the road and into the concrete curb. Striking the front of his helmet, he was knocked unconscious and later died. The four Australian surgeons were in the midst of a study of head and facial injuries among motorcycle riders at the time

and reviewed the youth's case.

As part of the autopsy, they ran CAT scans of the victim's skull, as well as similar imaging of the victim's helmet. What they found was a severe skull fracture deep inside the head at the base of the victim's brain. The outer skull case appeared to be undamaged.

What the researchers believe happened is that when the helmet's rigid face bar struck the curb, it caused it to rotate downward rapidly. Much of the force of that rotation traveled to the chin strap that held the helmet secure. In an instant, that strap transferred the force into the jawbone, which was forced back and up into the base of the skull, fracturing the bone and causing massive

bleeding into the trachea and lungs. The victim drowned in his own blood.

Much of the evidence for this conclusion came from the CAT scans of the helmet itself, which showed cracks and movement within the protective padding inside, movement that could only have been made by such a chain of events.

This may have been a single case, but it meshes with recent Swedish research on similar accidents. In that research, doctors found similar skull fractures in nearly one-third of the victims who were wearing the full-faced helmets. Among those victims wearing the older open-faced helmets, only one in 10 had the same kind of injuries.

In Memory

Terry Ralph Bleich
Regina, Saskatchewan,
Canada

*A true bro who
rode hard and
died fast*

Mike W. Rose
Splendor, Texas
*You're forever loved
and never forgotten.*

Terry Miller
West Virginia
*Stay cool, dude,
wherever you are.*

Keith William Snyder
Christianburg,
Virginia
*Loved life more
than anybody*

Magallenes
Carson City, Nevada
*Loved and missed
by brothers and
family*

Jackie Wayne Coker, Jr.
Rule, Texas
*Your daughter
will miss you.*

Donald "Snorkle"
Melanson
Portofino Court,
Thornhill, Canada
*A respected leader
who will be remembered*

Al "Big Al" Thomas
Las Vegas, Nevada
6-28-38 to
10-28-87

British Ride for Rights

Riders' Rights Day in England is on. Plans for a gigantic demonstration of motorcyclists in London move ahead.

The event is scheduled for July 30, to coincide with the third Magna Carta Rally weekend. Riders' Rights Day will draw riders of all factions.

At press time, the Motorcycle Action Group (MAG) is awaiting confirmation of the venue. MAG has requested Hyde Park Corner for the rally because Trafalgar Square is undergoing a two-year refurbishment. London rep Dorian Mead, organizer of the Magna Carta event, is promising the biggest protest

gathering of motorcyclists in the country's history.

Said MAG secretary Neil Andrews: "Words alone are not enough to persuade the DoT that we've had enough of their meddling. We need to bring the injustice of our case home to the whole nation in order to win a fair hearing. We believe Riders' Rights Day will achieve just that."

Many motorcyclists have grown increasingly concerned at the rising tide of anti-motorcycle legislation. It is a proposal on leg protectors, however, that has provided the catalyst that has motivated the outrage felt by all riders.



Manitoba Insurance Troubles

During a recent survey, Canadian journalists Peter Warren and Byron Johnson compared Autopac insurance rates with premiums offered by private companies in Edmonton and Ottawa. Following is a typical case:

The motorcycle was of the 1,200-cc variety. Autopac coverage sounded reasonable at \$501, but as Manitoba MC secretary Don Charleton was quick to point out, there are hidden added charges:

"To fully insure that bike, you have to add \$399 for fire and theft, and an additional \$119 for passenger coverage — a total of \$1,019 for full insurance costs."

The following points indicate serious discrimination against

riders dealing with Canadian insurance agents:

In November, when some owners turn in their plates, their refund is less than \$50;

Motorcycle insurance is prorated and owners are not given the benefit of a payment plan;

Motorcycle insurance is based on size and year alone, while automobile insurance is based on the actual year, make, motor size, and insurance risk for that specific vehicle. Charleton gave a specific example — a six-year-old, 350-cc motorcycle worth \$400 costs the same to insure as a new 1988, 500-cc state-of-the-art machine worth more than \$7,000. Basic insurance cost for both machines is \$501;

Motorcyclists with good

It's the Motorcycle Safety Foundation's Fifteenth

The Motorcycle Safety Foundation hasn't always been on the side of the "Let those who ride decide" advocates in the past, but its efforts to further motorcycle safety and awareness are paramount, not only in our battle to remain free, but also in our effort to train young riders and to make the public aware of our presence. As The MSF states, "The Motorcycle Safety Foundation's purpose is to improve the safety of motorcyclists on the nation's streets and highways." To seek reduction of motorcycle accidents and injuries, the foundation has programs in rider education, licensing improvement, public information, and research. These programs address both motorcyclists and motorists. A national, nonprofit organization, the MSF is sponsored

by five motorcycle manufacturers.

The specific goals of the foundation are to:

Make quality motorcycle rider education courses available for new and experienced riders.

Encourage and assist states in adopting effective motorcycle operator licensing practices.

Expand the collection of data and information on safety.

Inform the public about the safety needs and responsibilities of both the motorcyclists and the car-driving public.

Represent the industry's safety interests to state and federal governments.

If you're interested in instructor courses or beginning rider training courses, call the national toll-free telephone number: (800) 447-4700.

driving records do not receive a discount on their insurance premiums;

Motorcyclists pay extra for fire, theft, and vandalism. This is included as part of the basic coverage on cars;

Passengers on motorcycles are not insured in the event of an accident, unless extra insurance is purchased;

Any additional rider policies purchased span one full year and cannot be cashed in when the riding season ends;

The fine for not wearing a helmet costs in excess of 22 percent more than the fine for not wearing a seat belt.

We look forward to more information on this dilemma from our Canadian brothers.

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, *Easysiders*, 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
ABATE of Alabama
Box 511
Weaver 36277

ALASKA
ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
Holtline (907) 248-7828
ABATE of Alaska
Tanana Valley Chapter
Box 74773
Fairbanks 99707
ABATE of Alaska
Kenai Peninsula Chapter
Box 1969
Soldotna 99669

ARIZONA
ABATE of Arizona Newsletter
Box 17179
Phoenix 85001
Modified Motorcycle Association
MMA of Arizona
4625 E. Broadway, Suite 215
Tucson 85711
(602) 322-5511

ARKANSAS
ABATE of Arkansas
Central Arkansas Chapter
Rt. 2, Box 1388
Dardanelle 72834
ABATE of Arkansas
Northwest Arkansas Chapter
Box 3280
Fayetteville 72702
ABATE of Arkansas
Western Arkansas Chapter
Box 4368
Fl. Smith 72914
(501) 782-0921

CALIFORNIA
Bikers Against Discriminatory Legislation
20175 Ricardo Ave.
Hayward 94541
(415) 278-8808
Bikers Against Manslaughter
5455 Wilshire Blvd., Suite 1600
Los Angeles 90036
(800) 424-5377
ABATE of California
San Diego Chapter
Box 65, MC RD
San Diego 92140
(619) 283-8879
ABATE of California
Box 4190
Sunland 91040
ABATE of California
Box 8
Oak View 93022
Modified Motorcycle Association
MMA of California
2206 16th St.
Sacramento 95818
(916) 442-4727

CANADA
ABATE of Canada
Alberta Chapter
Box 685, Station J
Calgary, Alberta T2A 4X8
ABATE of Canada
1844 Alexander Ave.
Winnipeg, Manitoba R2R 0G7
ABATE of Canada
Northwest Ontario Chapter
Box 1311
Thunder Bay, Ontario P7C 5W2
Ontario Road Riders Association
17 Injin St., Suite 9
Borden, Ontario L0M 1C0
Biker Rights Organization
Box 218
Colville, Saskatchewan S0L 0K0
Bikers Rights Organization
Box 14, Site 2, RR 5
Amdale, Nova Scotia B3L 4J5
(902) 538-3981

COLORADO
ABATE of Colorado
Box 269
Anvada 80001-0269
Riders for Justice
6400 S. College Ave.
Fort Collins 80525
(303) 669-7269

CONNECTICUT
ABATE of Connecticut
84 Venice Dr.
Burlington 06013

Concerned Motorcycle Riders Association
86 Broad St.
New Britain 06051
Connecticut Motorcycle Riders Assoc.
Box 186
Terryville 06786

DELAWARE
ABATE of Delaware
New Castle County Chapter
Box 10765
Wilmington 19850
(302) 453-0490

FLORIDA
ABATE of Florida, Inc.
Capital City Chapter
Box 1642
Tallahassee 32302
(904) 575-5583
ABATE of Florida
Daytona Beach Chapter
Box 3483
Daytona Beach 32018
(904) 255-9497 (evenings)

ABATE of Florida
Southeast Chapter
Box 4943
Hollywood 33083
(305) 473-2238
ABATE of Florida
Pasco County Chapter
13049 Lake Karl Dr.
Hudson 34669

GEORGIA
ABATE of Georgia
Box 669
Bethlehem 30820
(404) 867-8026

HAWAII
Associated Committee for Bikers
5609-2A Honou Rd.
Kapaa, Kauai 96746
Street Bikers United
Box 1314
Honolulu 96807

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(800) 87-ABATE
ABATE of Illinois
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Hayworth 61745
(309) 473-2979
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Springfield 62703
ABATE of Illinois News
Box 124H, 531 South Main St.
Gifford 61847
Contact: Steven "Sleepy" Mitchell, Editor
(217) 568-7783
ABATE of Illinois
Central Illinois Chapter
c/o Bill Lagerstrom, 501 W. Woods St.
Avon 61415
(309) 465-7587 or (309) 465-3217
ABATE of Illinois
Eastern Illinois Chapter
Box 6834
Champaign 61821
ABATE of Illinois
Chicago Chapter
2030 N. Lawler
Chicago 60639
ABATE of Illinois
Piasa-Gateway Chapter
148 Blackjack
Collinsville 62234

INDIANA
ABATE of Indiana
Balls
Box 81
Granger 46530
(219) 674-5694 resident (800) 23-ABATE
ABATE of Indiana
Hendricks County Chapter
2121 Country Club Rd.
Indianapolis 46234
(317) 271-2804
IOWA
ABATE of Iowa
Box 463
Newton 50208
(515) 791-9570
KANSAS
ABATE of Kansas
650 Elm
Perry 66073
(913) 997-5140
KENTUCKY
ABATE of Kentucky
Box 2071
Lexington 40594

Kentucky Biker Association
5613 Southland Blvd.
Louisville 40210

LOUISIANA
ABATE of Louisiana
3540 Stevedale Blvd.
Baton Rouge 70819

MAINE
Riders of Vision
Box 469
Bar Harbor 04609
United Bikers of Maine
Box 745
Skowhegan 04976

MARYLAND
ABATE of Maryland
208 Old Zion Rd.
North East 21901
(301) 658-6675
ABATE of Maryland
3910 14th St.
Chesapeake Beach 20732

MASSACHUSETTS
Modified Motorcycle Association
511-B Medford St.
Somerville 02145
(617) 686-4337

MICHIGAN
ABATE of Michigan
Box 1032
Dearborn 48121
(313) 427-3244

MINNESOTA
Minnesota Motorcycle Riders Association
Box 27528
Minneapolis 55427
(612) 541-1704
ABATE of Minnesota
2277 East Ave.
Worthington 56187

MISSISSIPPI
ABATE of Mid-South, Inc.
Rt. 2, Box 127-A
Decatur 39027
ABATE of Mid-South
Meridian Chapter
Box 2975
Meridian 39302
ABATE of Mid-South
Gulf Coast Chapter
5401 Campbell Rd.
Ocean Springs 39564
ABATE of Mid-South
Jackson Chapter
Box 97264
Pearl 39208

MISSOURI
ABATE of Missouri
RR 1, Box 65
Princeton 64673
(816) 586-2291
Freedom Of Road Riders, Inc.
Box 520211
Independence 64052
(816) 238-3132

MONTANA
ABATE of Montana
Billings Chapter
Box 30359
Billings 59107-0395
ABATE of Montana
Helena Chapter
c/o ABATE of Helena, Box 297
Helena 59601
ABATE of Montana
Park County Chapter
c/o Gary "Murf" Murphy, 118 S. 5th
Livingston 59047
ABATE of Montana
Missoula Chapter
c/o Todd Westlie, 121 Short Rd.
Missoula 59801
ABATE of Montana
Gallatin Park Chapter
c/o Patricia Wheeler, Box 203
Three Forks 59752

NEBRASKA
ABATE of Nebraska
Box 30332
Lincoln 68503
(402) 733-1559

NEVADA
Modified Motorcycle Association
Box 26568
Las Vegas 89126

NEW HAMPSHIRE
New Hampshire Motorcycle Rights Assoc.
3 Harvard St.
Hooksett 03106

NEW JERSEY
ABATE of New Jersey
North Central New Jersey Chapter
Box 575
Manville 08835
ABATE of New Jersey
Box 10442
New Brunswick 08906
(201) 906-7643
ABATE of New Jersey
Salem County Chapter
Box 22
Hancocks Bridge 08038

NEW YORK
ABATE of New York
Grand Island Chapter
Box 335
Grand Island 14217
(716) 773-0007
ABATE of New York
Bikers Behind Bars Program (BBBP)
Rd. 2, Box 173
Corning 14830
(607) 524-5772
ABATE of New York
450-B Holmes Rd.
Porter Corners 12859
ABATE of New York
Alle City Chapter
Box 267
Olean 14760
ABATE of New York
Rd. 2, Box 254 E
Pine City 14871
ABATE of New York
Ulster County Chapter
Box 298
West Hurley 12491
(914) 331-6713 after 5:30 p.m.

NORTH CAROLINA
Concerned Bikers Association
Box 26445
Charlotte 28221-6445
(704) 536-8535 or (704) 864-1722
Concerned Bikers Association
c/o Vicki Cope
Rt. 3, Box 354
Asheboro 27203
(704) 536-8535 or (704) 399-8109
Concerned Bikers Association
CBA Newsletter Office
Box 3041
Asheboro 27204
(919) 381-3138
Concerned Bikers Association
Box 2421
Salisbury 28144
NORTH DAKOTA
ABATE of North Dakota
Box 383, 4023 State St.
Bismarck 58502
(701) 223-5609 or (800) 247-1213

OHIO
American Motorcyclist Association
Box 141
Westerville 43081
(614) 891-2425
ABATE of Ohio
Region 9
2684 Elliott Ave.
Columbus 43204
ABATE of Ohio
Region 4
Box 157
Kipton 44049
(216) 774-2080

OKLAHOMA
ABATE of Oklahoma
District 3
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Lawton 73505
ABATE of Oklahoma
Cherokee Strip Chapter
Box 124
Ponca City 74601

OREGON
ABATE of Oregon
Box 4504
Portland 97208
Assoc. for Motorcyclists of Oregon
Box 1298
Albany 97312

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ABATE of Pennsylvania
1820 Pennsylvania Ave.
Irwin 15642
ABATE of Pennsylvania
Gods Country Chapter
c/o Jim Irvine, 805 N. Main St.
Port Allegany 16743
(814) 642-2738
ABATE of Pennsylvania
Montgomery County Chapter
Box 37
Willow Grove 19090
(717) 761-6680

RHODE ISLAND
ABATE of Rhode Island
Box 7068
Warwick 02887
Rhode Island MC Association
Box 10446
Cranston 02910

SOUTH CAROLINA
ABATE of South Carolina
2052 Edisto Ave.
Charleston 29412

SOUTH DAKOTA
ABATE of South Dakota
Box 88213
Sioux Falls 57105
ABATE of South Dakota
Sioux Falls Chapter
Box 864
Sioux Falls 57101
(605) 335-8772
ABATE of South Dakota
1616 NW 1st St.
Madison 57042
ABATE of South Dakota
Black Hills Chapter
Box 241
Whitewood 57793

TENNESSEE
ABATE of Mid-South
Box 281137
Memphis 38128
(901) 452-6343
Concerned Motorcyclists of Tennessee
Rt. 1, Box 32
Mt. Juliet 37112

TEXAS
Assoc. of Independent Motorcyclists
Box 5173
Waco 76706
(817) 752-4202
Motorcyclists for Political Awareness
136 Becky Lane
Waxahatchi 75165
Texas Motorcycle Riders Association
4258 Larane Lane
Fort Worth 76115

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ABATE of Utah
Box 520204
Salt Lake City 84152
(801) 943-1306

VIRGINIA
ABATE of Virginia
Box 4348
Alexandria 22303-0348
(703) 780-4948

WASHINGTON
ABATE of Washington
East Pierce County Chapter
Box 1004
Tacoma 98401
(206) 475-4469
ABATE of Washington
Box 356
Auburn 98071-0356
(206) 939-3815
ABATE of Washington
Skagit Valley Chapter
Box 2101
Mt. Vernon 98257
ABATE of Washington
Olympia Chapter
Box 7129
Olympia 98507
Rider of Washington
Box 37
Walla Walla 99362

WEST VIRGINIA
ABATE of West Virginia
Box 5256
Princeton 24740
Concerned Bikers of West Virginia
Rt. 7, Box 245
Morgantown 26505
ABATE of West Virginia
Box 13432
Sissonville 25360

WISCONSIN
ABATE of Wisconsin
3708-A E. Barnard Ave.
Cudahy 54701

WYOMING
ABATE of Wyoming
Big Horn Basin Chapter
Box 1742
Cody 82414
ABATE of Wyoming
Central Wyoming Chapter
612 N. 7th St.
Douglas 82644

FREE EASYRIDERS!

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

ALASKA

House of Harley 4334 Spenard Rd., Anchorage

ARIZONA

Performance H-D 3383 N. Richey Blvd., Tucson
Creative Cycles 1218 S. Alvernon, Tucson
M&R Cycles 579 N. Arizona 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
Rolling Thunder Cycles 8015 Carla Cir., Sierra Vista
Jet Cycles 1431 W. Miracle Mile, Tucson

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
Jammie Cycle Products 6417 San Fernando Rd., Glendale
J&J Repair 16111 D St., Victorville
Gordon's MC Madness 1586 Morse Ave., #1, Ventura
Bartel'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., Yucca Valley
Mars Custom Cycle 78 Shotwell, San Francisco
Curtis Fine Cutlery 10613 Michele Ave., Bakersfield
R.P.M. 1727 National City Blvd., National City
Bellflower Harley-Davidson 8846 Alondra Blvd., Bellflower
American Rider 19478 Beach Blvd., Huntington Beach
The Bell & Chain Place 330 Railroad Ave., Grass Valley
Valley H-D 1220 W. Fremont St., Stockton
Beck's Chopper Design & Fabrication 1292 E. 3rd, Pomona
Dale's Modern Cycle 225 E. Baseline, San Bernardino

CANADA

Phantom Ranch 6815 104th St., Edmonton, Alberta
Rider Motorcycle Accessories Box 1245, 420 Island Hwy.,
Parkville, B.C.
Wild Bill's Eagles Nest 8451 52nd Way North, Pinellas Park

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
High Country Customs 302 Arvada, Colorado Springs

CONNECTICUT

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

DELAWARE

Herbs for Health & Happiness New Castle Farmers Market,
New Castle

FLORIDA

H-D of Miami 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson 1881 U.S. 19 South, Clearwater
L & K Cycle, Inc. 601 N.E. 44th St., Fort Lauderdale
H-D of Stuart 34 E. 6th St., Stuart
Miller's Custom Parts 1863 S. Ridgewood Ave., S. Daytona
Florida Cycle & Chopper 3200 Palm Beach Blvd. Rt. 80,
Ft. Myers
H-D of Saint Petersburg 5989 Haines Rd., St. Petersburg
H-D of Melbourne 6030 N. Harbor City Blvd., Melbourne
H-D Engineering, Inc. 16336 N. Florida Ave., Tampa
Hog Heaven Cycle Acc. 7254 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 Hawg Dept. 582 S. Orange Ave., Orlando
L & K Cycle South U.S. 1 & MM 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. 4882 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. 6668 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

INDIANA

Buck's Motorcycle Acc. 1311 E. Markland Ave., Kokomo
Brandt's H-D, Inc. 1617 S. Wabash St., Wabash
Bryant's Speed & Custom Motorcycles 16611 County Rd. #38,
Goshen

IOWA

"Zook's" H-D 105 E. Euclid, Des Moines
Cyclopedia Corp. 1824 Dean Ave., Des Moines
Custom Cycle Acc., Inc. 15 S. 23rd St., Council Bluffs
Trail's Custom 4396 Mt. Vernon Rd. SE, Cedar Rapids

KANSAS

Newton Cycle Shop & Leather 115 S. Kansas Ave., Newton
Hanks Cycle Shed Rt. 3, Box 209, St. George
International Cycle Parts & Service 1315 State Ave.,
Kansas City

Truett & Osborn Cycle 3345 E. 31st South, Wichita

LOUISIANA

Jr.'s Cycle Shop 458 N. Stanford, Sulphur

MAINE

Custom M/C Supply 13 Portland St., Portland

MARYLAND

Ezekiel's Wheel Boutique 136 Carroll Island Rd., Baltimore
Ezekiel's Wheel Boutique 1841 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard 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

H-D of Baltimore 2834 Loch Raven Rd., Baltimore
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Passin' Gas

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

The biker went down to Mexico one summer for a little vacation. He didn't speak Spanish, so he was at a loss when a beautiful woman sat down next to him in a cantina.

After a while, he asked hopefully, "Can you speak English?"

"Si, bot joos a leetle beet," she replied, flashing him a warm smile.

"Just a little bit, huh?" the bro repeated. "How much?"

"Twenny-five dollars," the señorita replied.

—Squire
Under the Bridge

Why do Polacks have burn marks on their faces?

From bobbin' for french fries.

—Hitler
Comstock, N.Y.

As the biker and his ol' lady returned to their seats in the dark movie theater, the biker asked one fellow seated on the aisle, "Did someone step on your feet while going out for intermission?"

"They certainly did," the guy snapped, expecting an apology.

"Okay, bitch," the bro said to his ol' lady. "This is our row."

—WWII
On the Run



"Will you marry me?" the young man asked his girl, after she'd given him a monumental blowjob.

"No, I'm afraid not," she replied, "but I appreciate your taste."

—Thomas Oetzel
Philly

What do ya call a woman who's lost 80 percent of her intelligence?

A widow.

—Dale Johnson
B.C., Canada



Meeting in a park, Fido stopped and wagged his tail in friendly greeting to a Russian wolfhound.

"How do you like America?" Fido asked.

"Well, it's different from my homeland," said the wolfhound. "In Russia, I eat bones dipped in vodka and caviar. In Russia, I have my own doghouse made of rare Siberian wood. In Russia, I sleep on a rug made of thick warm ermine."

"Then why did you come to America?" Fido asked.

"I like to bark once in a while."

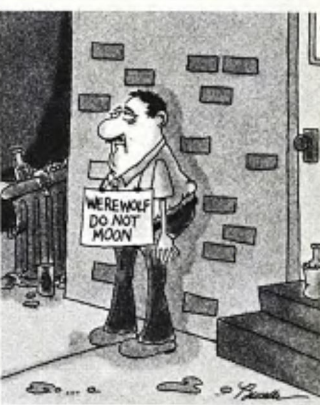
—B.B.
Tenn. Colony, Tex.

After a fierce duststorm, an Arizona rancher saw a helmet by the side of the road. He picked up the helmet, only to reveal the head of a wide-eyed biker, who explained he had been caught in the dune country by the blowing sand.

"Hold on," said the rancher. "I'll fetch a shovel from the truck and dig you out."

"Better go into town and bring a tractor," suggested the biker. "I'm sitting on my Harley."

—Squire
TDC Tex.



What's the difference between a poodle humpin' yer leg and a pit bull humpin' yer leg?

The pit bull gets to finish.

—Micah
Canoga Park, Calif.

One ol' lady remarked to the other one, "Jeez, you look terrible this morning, honey."

"I'm exhausted," the run-down chick admitted. "My ol' man won't go to sleep unless his hand is in my cunt."

"What's wrong with that?" asked her friend.

"The sonuvabitch walks in his sleep."

—Ruben Sanchez
Tehachapi, Calif.



"Who's hiding? Haven't you ever seen an official bedspring inspector before?"

Tampax's new sales slogan: We're not Number One — but we're up there!

—Chris Nieroda
Gwinn, Mich.

Why do guys usually die before their ol' ladies? Because they want to.
—Lee Hudson
Dallas, Pa.

Cattails: those things ya tie together an' throw over a clothesline.

—Bert
Inside



"What're ya bitchin' about?
Ya said to put the fuckin'
dog out, didn't ya?"

The biker walked into the whorehouse to get a well-deserved blowjob.

After he shot his wad, the hooker reached under the bed, pulled out a battered milk carton, and spit his load into it.

"Hey, wait a minute, bitch," the bro protested. "Aren't ya supposed to swallow that?"

"Yeah," the whore replied, "but my girlfriend and I compare cartons at the end of the week, and whoever has more gets to drink both."

—Tommie Titmouse
Clinton, Md.



"You're right! You do look
15 years younger!"

Easyriders



What do they call parachuting rice riders in Sturgis?
Skeet.

—Linda Lou
Muleshoe, Tex.

Bruno married a Polish girl and took her on a honeymoon. When they returned, she telephoned her doctor.

"Those birth control pills you gave me aren't working," she told the doc.

"What do you mean, they aren't working?" asked the surprised doctor. "I just gave them to you a week ago!"

"I know," said the Polish girl, "but they keep falling out!"

—Beck
TDC Tex.

A woman died a few years after her husband, and as she reached the Pearly Gates, she was greeted by Saint Peter. The woman then expressed great disappointment that her husband wasn't there to greet her as he had promised.

"What's his name?" asked Saint Peter.

"John Smith."
"There must be a million John Smiths!" exclaimed Saint Peter. "Is there anything special about him?"

"Well," she replied thoughtfully, "he did say that if I ever cheated on him he'd spin in his grave."

"Oh," recalled Saint Peter, "you mean Windmill John."

—Risky
Around

A Honda rider and a Yamaha rider were having a drink at the local soda shop when the Honda rider pulled his closed hand out of his pocket. "Guess how many silver dollars I have in my hand, and I'll give you both of them."

The Yamaha rider thought for a little bit and said, "Three?"

—Paco
Oak Harbor, Wash.

After riding back home from a kick-ass, all-night party with the bros, the ol' lady asked Big Bob, "Have I ever told you how handsome and sexy you are, and how irresistible you are to the ladies?"

Flattered, Big Bob said, "No, I don't think ya have."

"Then whatdafuck gave you that idea at the party?" she asked.

—R.D.
TDC

What do they call hookers' kids?
Brothel sprouts.

—Batman
Gone

Q: What do you get when you cross your ol' lady with a pit bull?

A: Your very last blowjob.
—Mike Esbenshade
Corvallis, Ore.

An elderly woman approached the Pearly Gates and knocked.

"Who is it?" Saint Peter asked.

"It is I," the woman replied.

"Holy shit," Saint Peter muttered. "Another fuckin' schoolteacher."

—Greg LeMay
Waupun, Wis.



Do you know why Polish ice skaters couldn't compete in the Winter Olympics? They all drowned in spring training.

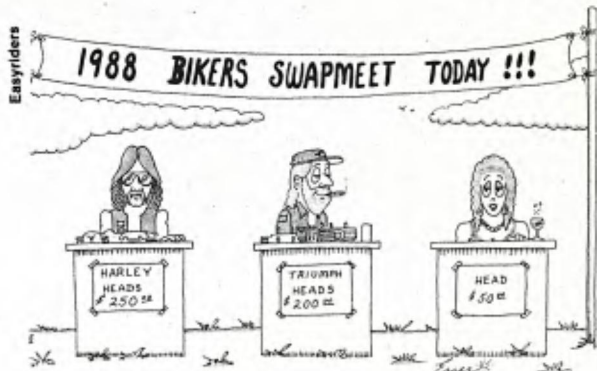
—Jo
Blue Ridge Summit, Pa.

All babies are actually born with penises — it's just that they soon fall off the dumb ones.

—Bill Sellstedt
Burnsville, Minn.

How do ya get a Yamaha rider out of a tree?
Cut the rope.

—Dave Chance
Tehachapi, Calif.



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21

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DRINKING

Lanna

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we can go for a ride,
or should I unlace it
so you can go for a ride?

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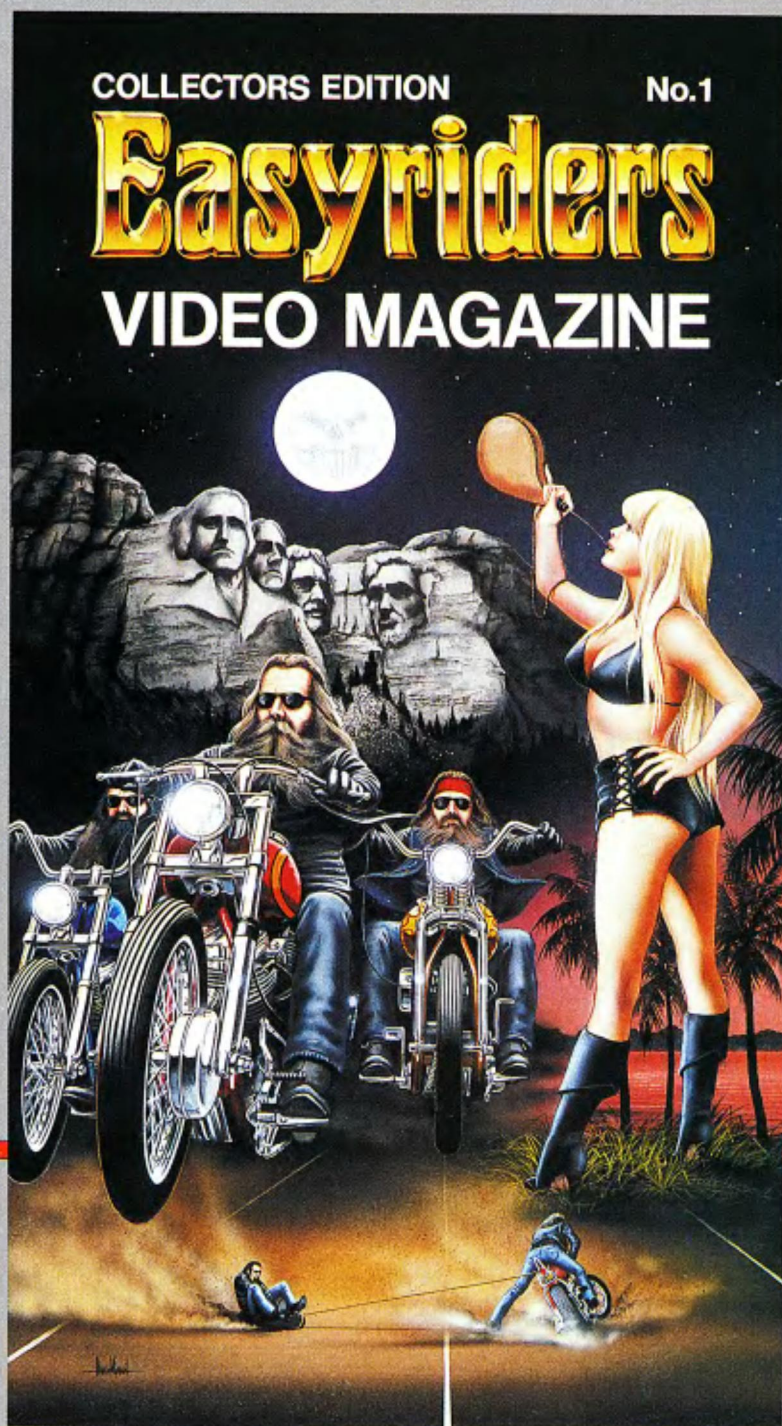
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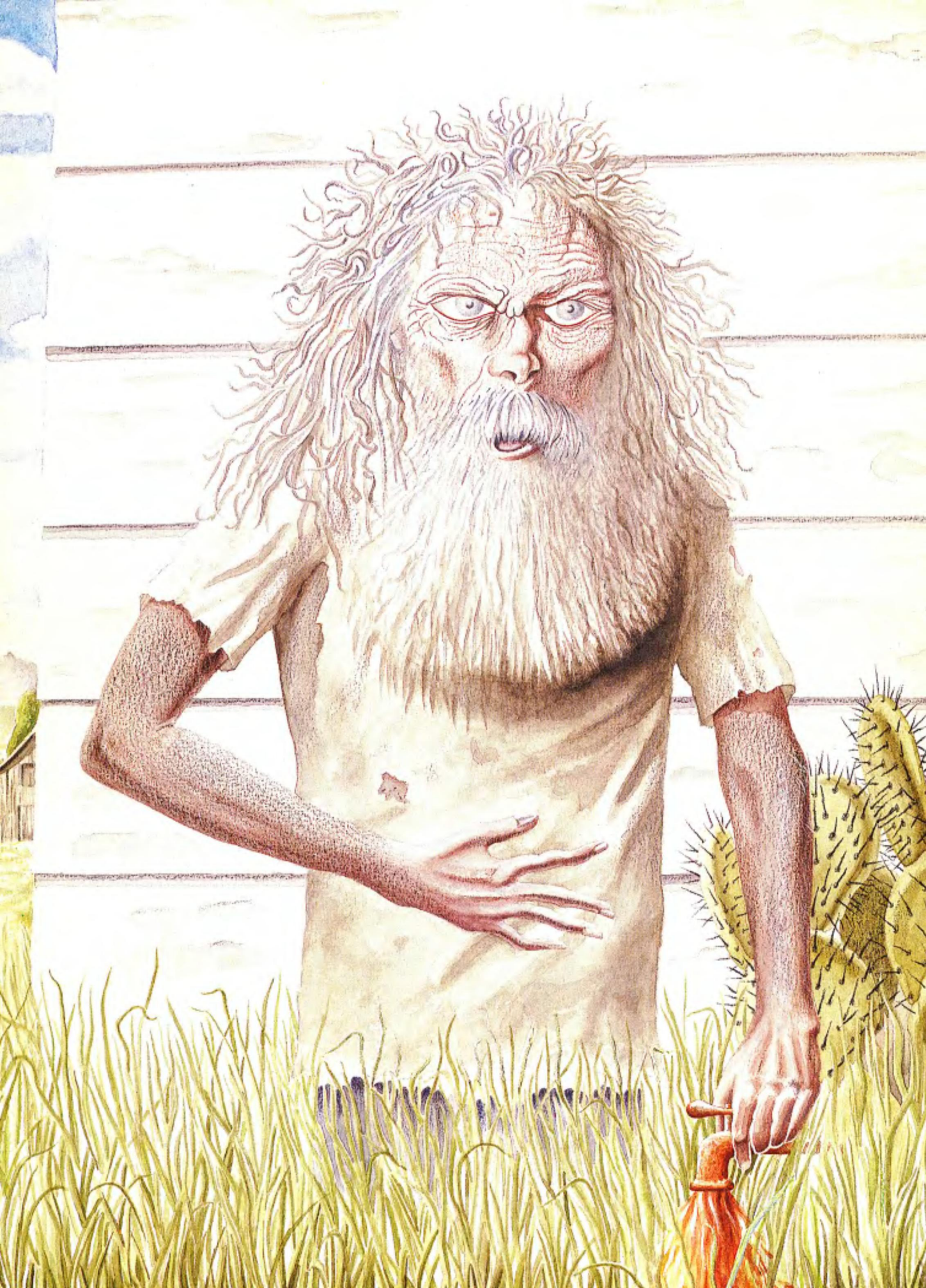
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IRON DOG DAY

BY C. COBB

The wind drew long, cool fingers through Jake's hair and whipped it into a tangled braid behind him. He'd started out a week before with no place to go and wasn't there yet. It mighta been the deserted look of the old farm that made him decide to stop for water, or maybe the bike turned in on its own. Jake had been letting the bike take the lead for a while now.

The scooter roared up into the yard of a long-dead house made of gray boards and rusty nails. To one side was a barn and to the other, something that looked like a doghouse. It was more like a small shed, but the dirty dish in front made Jake decide it was for a dog. He waited for a mutt to charge out and start chewing on his boots, but when it didn't happen, he killed the motor and got off to look around.

He located a sad-looking well and was trying to figure how to get water up with a rotted rope and a bucket with a hole in it, when he heard a door bang and looked up to see an older-than-Moses man stepping out of the old barn.

To say the old man stepped out was giving him too much credit. He sorta limped out, using a broken-off stick to hold himself up. He was bent over and shaking from the effort.

The old man looked as though the last time he'd had a bath was right after Roosevelt died, and the last time he'd seen a comb was the same day. His long, matted hair was the same color as the boards on the barn, and his skin resembled old cow leather that had seen the business end of a branding iron more than once. The old duffer shaded his eyes and looked around the yard, squinting hard. His eyes were clouded with a gray-blue haze that told Jake they had stopped seein' the world years before.

"Who the fuck's in my yard?"

"Just a traveler, old man. Didn't mean to rattle your cage. Just wanted to get some water..."

The old duffer shaded his eyes and looked around the yard, squinting hard. His eyes were clouded with a gray-blue haze that told Jake they had stopped seein' the world years before.

"Then why don't ya use the spigot instead of screwin' around with the damfool well? Dumb sonuvabitch..."

Jake looked over to where the old man was pointing and saw a rusty water pipe, almost hidden by weeds, coming out of the side of the house.

"Okay, okay — don't get yerself in an uproar. I'll just get the water an' go."

By this time the old coot had maneuvered himself over to the spigot. Time had worn him down to where you could knock him over with a fart, but he stood there at the spigot like he was guarding the Crown Jewels. Jake smiled to himself. The only trouble you'd have getting past this fucker would be in getting past the smell. But at one time the old man musta been mean.

Jake turned on some brown-looking water and waited for it to run clear. When it didn't, he settled for taking a mouthful and spitting it out.

"Well, since you've been so fuckin' gracious with your cow-piss water, old

man, how 'bout lettin' me do somethin' for you. You smoke?"

The old guy snorted contemptuously, like he'd been disgusted with everything since Prohibition.

"Shit, I was smokin' before you knew which hole to stick it in. You show me that knucklehead of yours and I'll give you some smoke. Good smoke. Grew it myself."

"How'd the fuck ya know I had a knucklehead?"

"I got ears, don't I? I'm blind, not stupid."

"Damn good ears if ya ask me..."

The old fellow put a hand on Jake's back and followed him to where the bike stood.

"Want me to fire it up?"

"Later." The old man ran an affectionate hand over the sloping frame and the curling rear fender. He felt cautiously at the hot motor, then moved up to the forks. At the front wheel he stopped, worked his fingers rapidly, pulled a bolt from the front fender brace, and threw it in Jake's direction.

"Damn bolt was loose. The fender coulda come off and rammed the brace through the spokes... woulda fucked up a damn good piece o' machinery..."

Jake fought the urge to flatten the guy. The hard part was that the fucker was right; he'd just saved some of the biker's meat. Jake drew a deep breath and loosened his fist.

"So ya think you know about scooters, huh?"

The ol' man just grunted and shook his head. "You come over to this barn and I'll show you somethin' about scooters."

Jake waited while the old guy shuffled over to the barn, then caught up with him when he got to the door.

"Open the door."

Jake figured the old bird wanted to save his strength for croaking, so he went ahead and opened the door.

When he did, he found himself staring

IRON DOG DAY



at the most righteous collection of old iron he'd ever seen.

"Holy fuckin' shit!"

On one side sat a military J-model, looking like it had just crossed the Deutschland border. Behind it could be seen the twin-bullet headlights of a '29

two-cammer. To the side stood an Excelsior Super X that might have blasted through the Depression all by itself. There was even a stripped-down Peashooter near the rear wall and a '42 EL near the door. There were parts — walls of parts — all stacked and sorted.

This time Jake saw a smile under the old guy's filthy beard. It seemed the stuff in the fields wasn't the only bullshit around the place.

"Holy fuckin' shit."

"Ya said that before."

Jake wandered through the classic iron. Each bike was clean and each part was free-moving. The old man stood there smiling, standing a little taller than before.

"Ya like showin' this stuff off, don't ya?"

"My eyes can't see it anymore. When I bring a young whelp like you in here, it makes me feel like I'm seein' it again." The old man rubbed his eyes and sighed. "How about that smoke now?"

Jake and the old man sat on a pile of broken lumber and lit up. "Ain't it a little dangerous keepin' this stuff in a barn? How the hell ya keep from gettin' ripped off? Ya don't even have a lock on the fuckin' door!"

"Ain't easy. A lotta assholes have tried. Guy came 'round the other day. Said he stopped for water, like you. But after I showed him the bikes, he kept hangin' around . . . like he was checkin' the place out . . . settin' me up . . ."

"Ya oughtta get a dog."

"Had a dog once. Smart dog. Damn near human. Sucker understood everything I said. Got so damn used to talkin' to him that one time I tol' him to hand me a wrench. The damfool dog went over and got the wrench. Got the right size, too — three-quarter-inch."

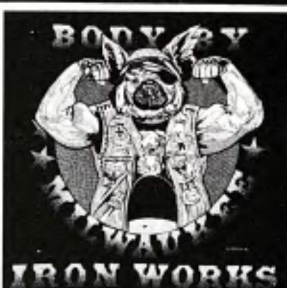
Jake looked over at the old dude, expecting him to be winking, but he was staring straight ahead. Figuring that anyone who'd lived as long as this guy had was bound to drop a marble or



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two, Jake let it slide.

"Big, beautiful, black dog. Stood about nine hands high and had long white teeth that hung outta his mouth like . . . like . . ."

"Like fangs?"

"Yeah! Like fangs. Wild dog. Didn't like to be 'round anybody but me. Anybody try an' mess with me an' he'd go for the throat." The old man wiped the back of his hand under his nose. "Miss that dog. Miss him worse than I miss the old woman."

"What happened to your ol' lady?"

"Had to get rid of her — dog didn't like her."

This time Jake saw a smile under the old guy's filthy beard. It seemed the stuff in the fields wasn't the only bullshit around the place.

"So what happened to this dog?"

"Sheriff shot him. Couldn't prove it, but I know what happened. Claimed he was chewin' on people unprovoked. But that dog wouldn'ta wasted his time on anyone that didn't mess with him first. The damn sheriff was just lookin' for an excuse.

"The dog had a habit of visitin' the local bitches, but he always showed up when I hollered. That night it was hours before he showed up. My eyes were already startin' to go bad, so all I

could do was sit on the porch an' wait. When he did show up, he had a hole ripped in his side an' part o' his guts hangin' out. He was damn near dead then, but he managed to get himself up to the porch — like to say good-bye.

When he laid that thing in my lap, I . . ."

The old man stopped, shaking his head.

"Laid what thing in your lap?"

The old guy blew his nose and worked on gettin' himself together. He



Damn it, Sheila! Turn off the fuckin' vibrator!"

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IRON DOG DAY



was just startin' to go on when a pickup pulled up in the yard. Struggling to his feet, he squinted into the sunlight. "Who's there?"

The dude in the truck started to get out, then saw Jake and stopped. "It's me, old man — Jim. From down the road. Came to get some water."

"Ya don't sound like Jim from down the road — so who the fuck are ya?"

"Toldya, I'm Jim." The guy looked at Jake, winked and gestured to indicate that the old guy was crazy. He got out of the truck and carried a canteen to the spigot at the side of the house.

Jake smiled and shook his head. It had been interesting seeing the old bikes, but listening to this guy's bullshi



"I'm sorry, miss, but Animal can't have any visitors just now."

was getting a little old.

"Tell ya what, ol' man — if I come back with my truck, ya gonna sell me some o' that old iron?"

"Nope. But I'll tell you what: You come out here from time to time and help me keep the stuff dusted off —

didn't even make sense. The guy had walked right over to that covered-up old spigot. It was obvious that he had been there before — or at least had talked to someone that had been there before . . . like maybe someone who had stopped to ask for water . . . some-

and curling lips. The body of a man, with no throat left, was lying at the dog's feet. A deep, threatening growl filled the old barn. The dog was crouching down to lunge and Jake was steeling himself for the attack when he heard a quiet voice say, "Down, boy."

Jake smiled and shook his head. It had been interesting seeing the old bikes, but listening to this guy's bullshit was getting a little old.

then maybe when I croak, you'll get lucky."

Jake laughed. "Okay, ol' bro. Whatever you say."

* * *

Back out on the road, Jake had to smile. The old guy was a righteous bro, all right, but he sure was a bullshitter. All that stuff about the dog, his ol' lady, and then even lying about not knowing the guy in the pickup.

Lying about the guy in the pickup

one who had looked the place over . . . someone who knew about all that old iron . . .

Jake damn near laid the bike down turning it around.

When he roared into the yard, the first thing he saw was the truck still there, and the second thing he saw was the wet, red streak on the side of the barn. He slid to a stop, cleared the bike, threw open the door, and froze. He was starin' into the muzzle of a dog about nine hands high with long, white teeth

The giant dog went over to where the old man was stepping out of the shadows and gently laid his chin on the old man's boot.

"Glad ya got back. Ya can help me clean up the mess."

"Fuck, man, I thought ya said that dog was dead!"

"That dog *is* dead." The old man reached down and patted the head of the monster at his feet. "This is the thing he brought me that night. Back then it was only a pup . . ." ■

A REVOLUTION

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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 June 30, 1988. We'll print the winner in the December issue. Send your vote — on a postcard or the back of a sealed envelope — to #181 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the third monthly winner in our Tenth Annual Fox Hunt — Lorin, from Louisville, Kentucky. 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.

181

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):



Colorado wants to show California that we have foxy women, too.

Marisa



I love the feeling of sitting on a Harley, but it would be even better in America. I'm from Germany.

Sylvia



Easyriders needs a foxy Canadian scooter tramp, and I need \$ to get to British Columbia to put my scooter back in the wind.

Lee



I'm a German girl and a big fan of American motorcycles, and I would like to come to America and pose for you.

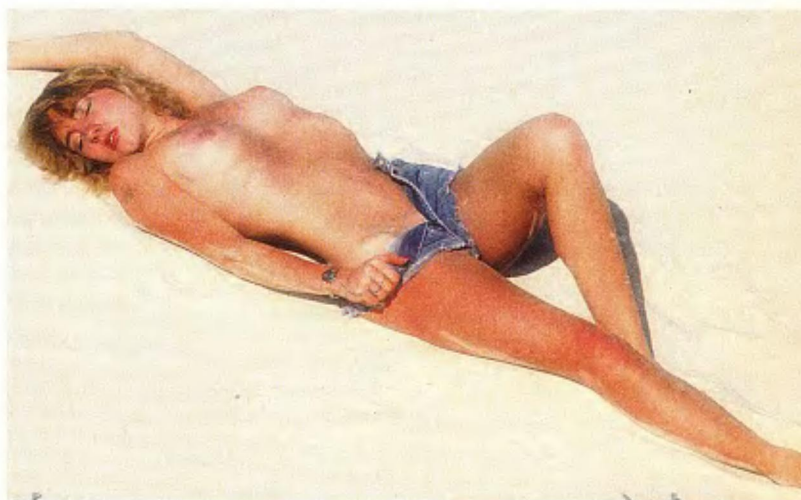
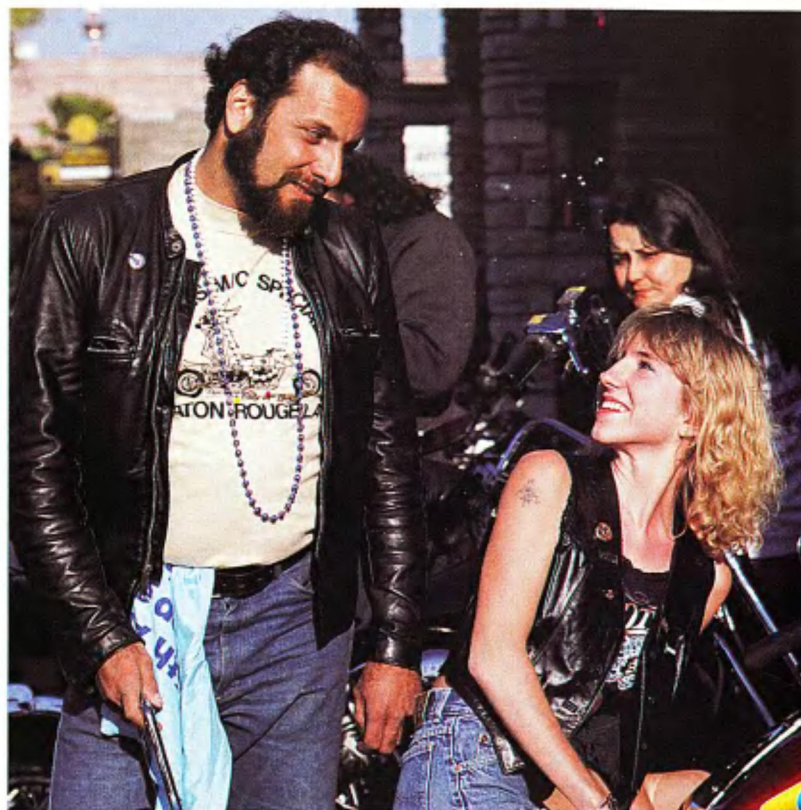
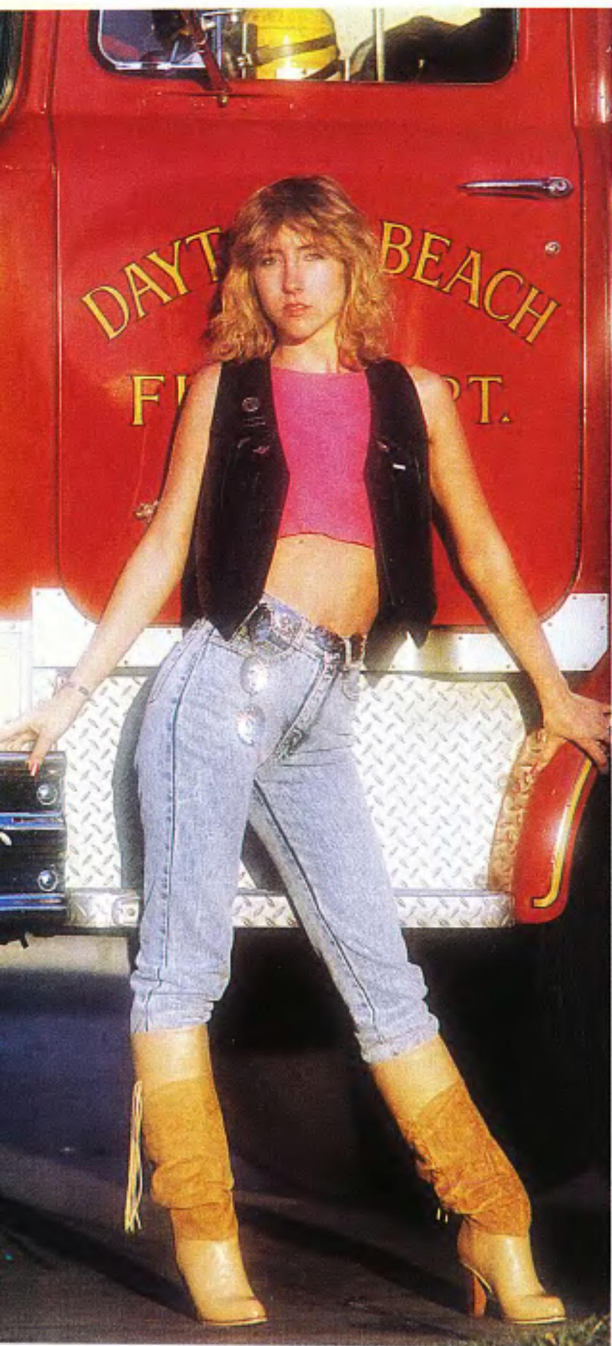
Petra



To think lots of guys are staring at me in a magazine makes me feel great.

Jackie

~~MARCH~~ FEBRUARY FOX HUNT WINNER



Who goofed? We've got to know! Looks like we did. Somehow, we got a month behind — or was it ahead? Whatever, Cherie from Minneapolis is our February Fox Hunt Winner.

SUPERIOR BELT DRIVES FOR SUPERIOR BIKERS SUPERIOR, STRONG, AND ENDURING

ARE TERMS WE USE WHEN WE SPEAK OF THE PHARAOH, WHO IN 1984, BLASTED HIS SUPER MAX DUAL BELTED, 98", HAND BUILT HOG AROUND THE USA IN THE 8400 MILE, 242 HOUR, 10 DAY IRON BUTT MOTORCYCLE RALLY.

A TRUE TEST OF MAN AND MACHINE.

A FEAT UNKNOWN BY MANY BUT MASTERED BY ONE.

PHARAOH'S COMMENTS WERE: MY SUPER MAX BELT DRIVES ARE CLEAN, MAINTENANCE FREE, AND BEST OF ALL THEY DON'T VIBRATE.



NOW IN 1988 AND 60,000 MILES LATER, WE ARE VERY PROUD TO ANNOUNCE THAT PHARAOH IS STILL BLASTING THE HIGHWAYS OF AMERICA.

HE STILL RIDES THE SAME MOTORCYCLE WITH THE ORIGINAL BELT DRIVES. NOW HIS COMMENTS ARE: THE BELT DRIVES ARE UNBELIEVABLE. I WILL NEVER CHANGE. I'VE BEEN USING SUPER MAX DRIVES SINCE 1981 ON A FEW DIFFERENT BIKES AND I HAVE NEVER HAD A PROBLEM. I ONLY WISH THAT SUPER MAX HAD A BELT DRIVE FOR MY DUCATI.

SUPERIOR, STRONG, AND ENDURING ARE TERMS WE USE WHEN WE SPEAK OF SUPER MAX BELT DRIVES.

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CATALOGUE 2.00

Dual-Plug Electronics

After the plugs are in place, what's next?



Photo #1: stock coils wired in parallel.

Photos by Mark Chen



Photo #2: stock coils wired in series.



The Dyna ignition booster, a must for a dual setup using mechanical breaker points.



These Dyna coils will keep the spark crackling the way it should.

The hot setup for today's V-twins, faced with unleaded, low-octane fuels, is runnin' dual spark plugs on each head. Several companies and shops will carefully drill your heads and install inserts for the proper plugs, but what's next? Do you just dig deep for another coil?

Well, that's the big question this morning, since I'd like to go for a putt before noon. So natch, when I don't know shit about what I'm doing, I call someone who's on top of it. I rang up a bro who's been knee-deep in grease and intricate devices to make H-Ds tear up the pavement faster for close to 20 years. Andy Hansen from Harley Engine Specialists (HES) has been researching stacked coils, burnt points, fried electronic ignitions, and poor spark at the plugs ever since this hop-up became the latest craze.

I'm gonna lay Andy's words of wisdom on ya. If you have an electronic ignition with a stock three-ohm coil and you wire another coil in series, you'll have six ohms pulling against the straining electronic ignition, and you'd have to be pushing 24 volts. If you wire the coils in parallel, the



voltage will be fine, but the resistance will be cut in half and your spark'll go to shit.

Photos #1 and #2 show stock coils connected in both series and parallel. If you took readings with an ohmmeter, you'd see the problems your ignition system would face with these hookups. What you need is a three-ohm total load on your stock electronic ignition. The Dyna coils (shown) produce the right resistance when connected in series.

The other doodad shown is a Dyna ignition booster, to be used with dual coils and a standard mechanical-points ignition system. This single-breaker-points ignition booster must be used with either Dyna coils or coils having at least three ohms of total primary resistance. A pair of stock mechanical-points coils won't cut it, because at the most you'll only get 2½ ohms when they're wired in parallel; this'll pit your points, change the timing, and overheat the mill — bad news all the way around.

There it is. Now that I have the plugs in place and the heads torqued down properly, my never-say-die flathead ought to fuckin' scream.

— Feeler Gauge

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Double-edged razor-sharp Stainless Steel. Genuine ash bone handle with solid brass hilt and pommel. Knife rides hidden in your boot in a black steer hide boot sheath (w/ metal spring clip). 9½ inches of no back-talk action — your ace-in-the-hole. **\$16.95**

*Attn. Collectors and Sportsmen: Though legal in parts form, in certain areas the completion of these kits may violate certain laws. Please check your area before ordering or assembling, as compliance with any such law is the purchaser's responsibility.

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**Jini Fox, Alexandria, Virginia
1978 Harley-Davidson Sportster**

Jini, this Foxy Rider who is also the energetic secretary of ABATE of Virginia, handles the duties of editing its state newsletter each month. Her passion in life, aside from her ol' man, Lee, is her Sportster, "Beauti." She takes great pride in its transformation from a ratty brown Sportster of two-and-a-half years ago to the prize-winnin' work of art ya see in front of ya.

This gal is Southern-born and -bred, hailing from Opelika, Alabama, where her mother got her off on the right foot — or should we say the right wheel — by buying herself a bike, also a Sportster, when Jini was only 10 years old. Jini's Dixie upbringing included such Rebel staples as following the Auburn Tigers football team, eatin' grits and banana sandwiches, bein' loyal to her family, and havin' a can't-be-beat spirit.

The vixen Fox worked in tandem with Dave Planakis from East Coast Harley-Davidson on the overhaul of the Sporty. It has taken the better part of two years to reach this stage; after the partially revamped bike was in an accident, work began in earnest. Jini can take special pride in the candy magenta and black lacquer/polyurethane paint job she did herself, including the hand-painted roses.

Living just a little south of the Mason-Dixon line, Jini carries her patriotic loyalties to the South as well as to the

country as a whole. That's why she had her bike photographed with the Washington and Iwo Jima monuments in the background. And she continues her never-ending fight to retain freedom for bikers through her ABATE membership.

—Loudmouth

Year: 1978

Model: XLH

Engine: 1000 cubic centimeters, rebuilt; Bendix carb with an adjustable jet

Forks: stock Harley, no extension

Transmission: stock as the day she bought it

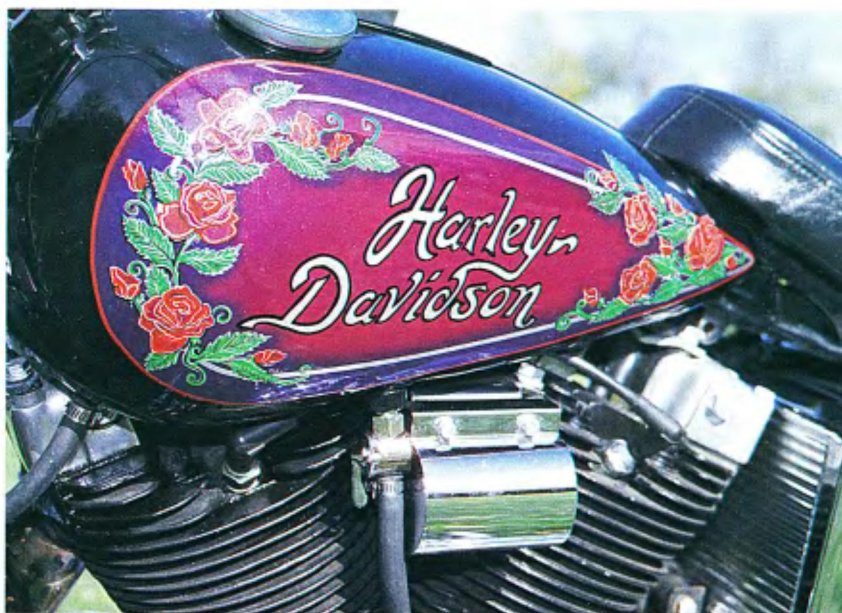
Wheels: front: 19-inch, dual disc; rear: 16-inch, stock drum brake; H-D hubs with Dunlop Tour Elite tires

Chassis: solo putt, no buddy pegs; Arlen Ness 3-gallon fatbobs; Drag Specialties seat

Finish: molding by Dave Planakis; candy magenta and black lacquer/polyurethane clear, hand-painted by owner

Credits: a lot of TLC. Thanks to East Coast Harley and Dave for putting her back together after the accident.

Special features: new chrome courtesy of the FBI



Photos by Lee Bitzer





The Most Advanced Cam for Harleys Was Only A Beginning...For Crane



Three Crane Cams For The Price Of One.

Last year, we introduced a revolutionary cam you could advance or retard 4° from the standard setting. That timing shift means the Big Twin powerband could be raised or lowered 200-300 rpm: dialing in more power, exactly where you want it.

It's like having three cams for the price of one.

We did it by indexing all machining to a unique keyway in the gear and shaft. The result is the most precise timing anywhere and a press fit that will not slip, ever. Not only does the cam timing start out more precise, it stays that way... until you want to change it.

Proud and pleased with the result, we expanded our offering to include all Big Twins from 1948 to right now. Then, to make it easier to use any cam, we developed two new tools. Our Cam

CRANE Cams

Installation Tool allows proper installation and removal of cams without taking out the pushrods, tappets or rockers. For precisely adjusting camshafts, the Crane Tune-A-Cam is quick and simple to use.

Revolutionary advances like these would have been enough for most companies.

But not Crane.

After taking a look at the engine, we realized we had pushed cam technology to the limit. Now we had to pull the rest of the valve train along too.

Automotive Technology For Hydraulic Lifters.

Hydraulics mean quieter operation and less vibration.

We used our automotive experience to create a new hydraulic lifter for Shovelheads



We built the lifter body shorter, and mated it to our new 3/8" lightweight, longer adjustable pushrods. The result? A straighter angle from cam to rocker. Much more efficient. Drop them right in with no machining and you've got a kit that's stronger, lasts longer, and weighs 23% less than stock.

Simply, that's more horsepower and less hassle.

Not Everyone Wants Hydraulics.

We realize there are reasons to run solid, too. So we made a set of our 3/8" pushrods to fit OEM solid lifters, a kit to convert old OEM hydraulics to a more reliable solid setup, and our own solid kit for Shovelheads that's 33% lighter than stock.

No matter how you want to run it, we can make it work better.

Crane Springs Into Your Head.

A spring is a spring, right? Wrong.

If you can't count on your springs to move the valves properly, what you put before them doesn't much matter.

So we designed the highest quality performance valve springs you can get,

along with lightweight titanium or steel retainers. With this final touch, you know you've got the most



precise valve train you can get... for now. But stay tuned as we continue introducing new parts to improve your Harley.

That's Crane. Training Harley's valves to perform.



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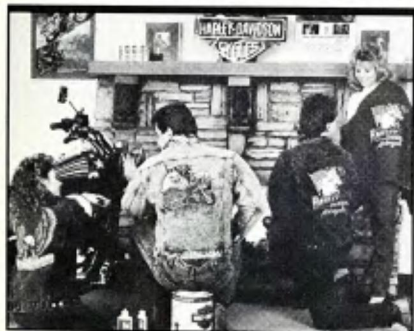
PARTS BOX

Tell 'em Snake sent ya.



BROOKS LEATHER CATALOG

Brooks Leather Sportswear, Inc., one of the nation's leading manufacturers of leather sportswear and motorcycle jackets, has introduced its new full-color catalog, featuring a variety of leather sportswear and accessories in many styles, including classics and several recent innovations. Any outerwear carrying the Brooks label is covered by Brooks's unique, five-year warranty. Brooks also manufactures outerwear under the Club Elite label. Call Brooks's new toll-free number, (800) 7-BROOKS, for more information, or write to 14511 W. 11 Mile Road, Dept. ER, Oak Park, MI 48237.



H-D DENIMS

Harley-Davidson, Inc., announced that a new line of Harley-Davidson denims will be introduced at 350 selected Sears & Roebuck stores throughout the nation. The limited edition of Harley jeans and jackets will feature several exclusive Harley-Davidson graphics utilizing embroidery and silkscreening. The jean jackets will be in sizes small through extra-large and will feature an oversized look. The denim jeans

will be in waist sizes 28 through 38, with a variety of lengths. Both the jeans and the jackets will be available in stone-washed blue and frosted black. Stop in your local Sears store for your set of Harley-Davidson denims.

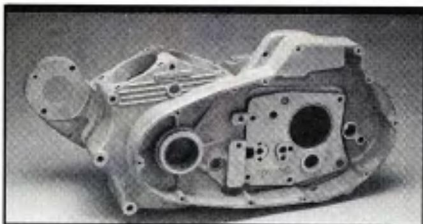


BIKER PORTRAITS

Andy Jones, an East Coast biker and artist, introduces a unique gift for bikers and friends. The 8"x10" pen-and-ink portrait, set off in an 11"x14" natural oak frame, is perfect for the proud owner.

Just send a good photo of the biker and motorcycle. In three weeks you will receive a hand-drawn portrait, framed and ready to hang or give as a gift. Every attention to detail is given to the bike as well as to the rider. The cost of the portrait, oak frame/matte, and shipping is \$75.

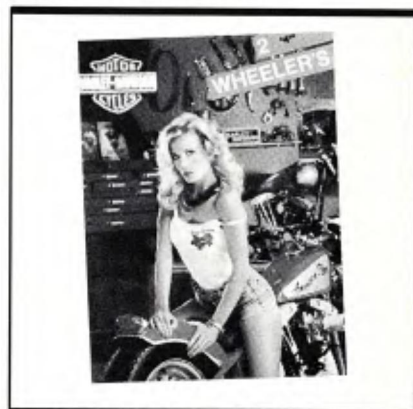
For details and ordering information, write Andy Jones, Biker Portraits, Box 426, Niantic, CT 06357.



1972-1976 SPORTSTER CASES

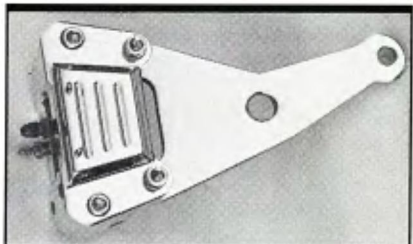
These are poured in the same molds as the original equipment cases by the same foundry that did them for Harley-Davidson. Each case is thoroughly inspected and machined, using the latest computer-controlled machinery. Custom Chrome improved the cases by tapping threads into the oil passage between the primary case cavity and transmission case, permitting easier

separation of the transmission and chain case lubricants, if desired (especially useful with belt drives). See your nearby Custom Chrome dealer or write Custom Chrome, Dept. ER, 16160 Caputo Drive, Morgan Hill, CA 95037.



2 WHEELER'S CATALOG

This giant pile of tree scraps is a telephone book (it's got 385 pages!) with everything from gaskets to cams, from front ends to tires. It's fairly complete. So, if you like to keep up on the latest shit, or if you build so many scoots that you need reliable sources, send these guys \$4.95, plus \$2.50 for shipping and handling, and they'll send ya one. Send it to 2-Wheeler's MC Shop, Dept. ER, 1433 W. 38th Ave., Denver, CO 80211.



HIGH-TECH BRAKES

GMA Engineering has introduced a new high-tech billet aluminum caliper for Harley-Davidson motorcycles. The caliper is designed to deliver smooth and positive braking. GMA offers them with a Blanchard-ground bracket to fit all 10-inch and 11½-inch H-D rotors. Write GMA Engineering, Dept. ER, 2808 Q Street, Omaha, NE 68107, or call them at (402) 734-6141.

TWO OF A KIND

BEAT A ROUGH HOUSE

by Jody Via

The road ran east and west past the honky-tonk. The building itself sat several yards back from the blacktop. It was fronted by a parking area that had been graveled a long time ago. A fizzling neon sign over the door spelled out the name of the place in three colors, blue and grey and blood red: *Mason's Dixie Lounge*. There were several cars and pickup trucks parked out front when I pulled in. A glance was all I needed to see it wasn't my kind of joint, but right then choice was secondary to a particularly bad thirst acquired from following a livestock truck for 20 miles on an unpassable road.

At the corner of the building, partially concealed by a clump of weeds, stood a parked Harley. I dismounted my shovelhead and took a few steps toward the bar door before checking it out. Thirst notwithstanding, I slowed my boots to look the other scoot over before going inside. It was a dusty, black panhead with five-gallon fatbobs, wide fenders, buckhorn handlebars, and a solo seat. A tad ratty around the edges, but that appeared to be more the result of years and miles than neglect.

A drunk came outside and staggered between two cars to puke. Juke music and the click of pool balls spilled out the open doorway in a circle of light cast by a large hanging lamp inside, and the ambrosian aroma of beer wafted through the air. In a lull between record changes, laughter and the hearty tones of barroom voices carried to my ears.

"Haw! Haw! Right in his eye, huh? That's a good 'un, Billy Bob! Hey, Jimmy Joe, yew hear that?"

"Whut?"

"Billy Bob was tellin' about the time him and Elmo passed one of them scooter trash bikers goin' down the road and Elmo spit a big ol' chawed quid out the car winder at him."

"Duh-uh, I didn't hear it. Tell it again, Billy Bob!"

So Billy Bob did, and that reminded another redneck of the time he and his cousin Cecil were driving around in Cecil's truck and they sped up close behind a biker going under an overpass and honked their horn on his unsuspecting ass.

"He like to crapped hisself, fellers! It

was the funniest damn thing I ever seen when he laid that big ol' motor-sickle down in the ditch! Haw! Haw!"

While everyone slapped their legs in mirth, I stepped unnoticed through the doorway and walked to the end of the bar, where I lifted a fresh, untended longneck that was puddling moisture on the bartop and took a long, head-tilted chug. Then I began slowly working my way through the crowd of onlookers around the pool table.

There was no mistaking who belonged to the panhead outside. Bearded and tattooed, wearing jeans and scuffed boots with a leather vest over a black T-shirt, he stood by the pool table, chalking a cue stick and showing no reaction to the rednecks' bullshit as he concentrated on the game in front of him. Placing the chalk on the rail, he shot and sank his ball, then shot again without changing position and pocketed that ball as well. Top-left english on the cue ball rolled his next shot in line with the corner pocket.

As he leaned over the stick, his eyes met mine — met, and for an instant, locked down on it. It was a shared look, mutually appraising. He shot twice more, making the object ball each

time, lining up for his final shot. He chalked his stick again, inspected it, and blew a smattering of excess dust from the tip. Then, resting a hip on the table rail, he ran the stick behind his back and casually bumped the money ball into the side pocket. Laying the stick on the table, he picked up the cash he had won. Stuffing it in his pocket, he turned to leave.

"Whut's yer hurry? Let's play another game," invited his defeated opponent, barring the way with an outstretched cue stick.

"Let's don't," the pan rider replied. He pushed the stick aside. The loser holding it went with it.

"Hey, yew can't push Roy Lee like that!" protested one of the bystanders, stepping in front of him.

"Sorry, I didn't know there was another way. You want to let me by now, fella?" The pan rider smiled. You could call it a smile. He showed his teeth.

"Why? Where do yew think yer goin'?" the redneck confronting him demanded.

"Away, and if you let it go at that, I'll leave now," the pan rider said.

The redneck sneered, exposing crooked, tobacco-stained teeth. "Oh, yeah? Well, what if we uns have a different idea?"

The pan rider thought about it for a moment. "Then I'll kick your ass," he said expressionlessly.

"Did ya'll hear that, fellers? He's gonna whup us! Haw!"

"You," the pan rider said, taking a step that placed him chest to chest with the grinning redneck. "Whatever else comes down, I'll kick your ass. Yours. Count on it. Now, you're still in my way. What's it to be?"

"Show him whut it's gonna be, Linwood!" hollered a gravel-voiced bystander. The jukebox started playing Jim Ed Brown's rendition of "The River of No Return." Linwood's brow slowly beaded with sweat. The onlookers pressed closer, me among them. While I was wondering what the pan rider was going to do to give himself an edge, he did it. As the crowd sidled around him, his hands dipped under his vest and came out holding a knife and fork. The knife was a bone-handled clasp with a blade honed to wicked sharpness, but it was the fork that gave the rednecks pause. It was an ordinary

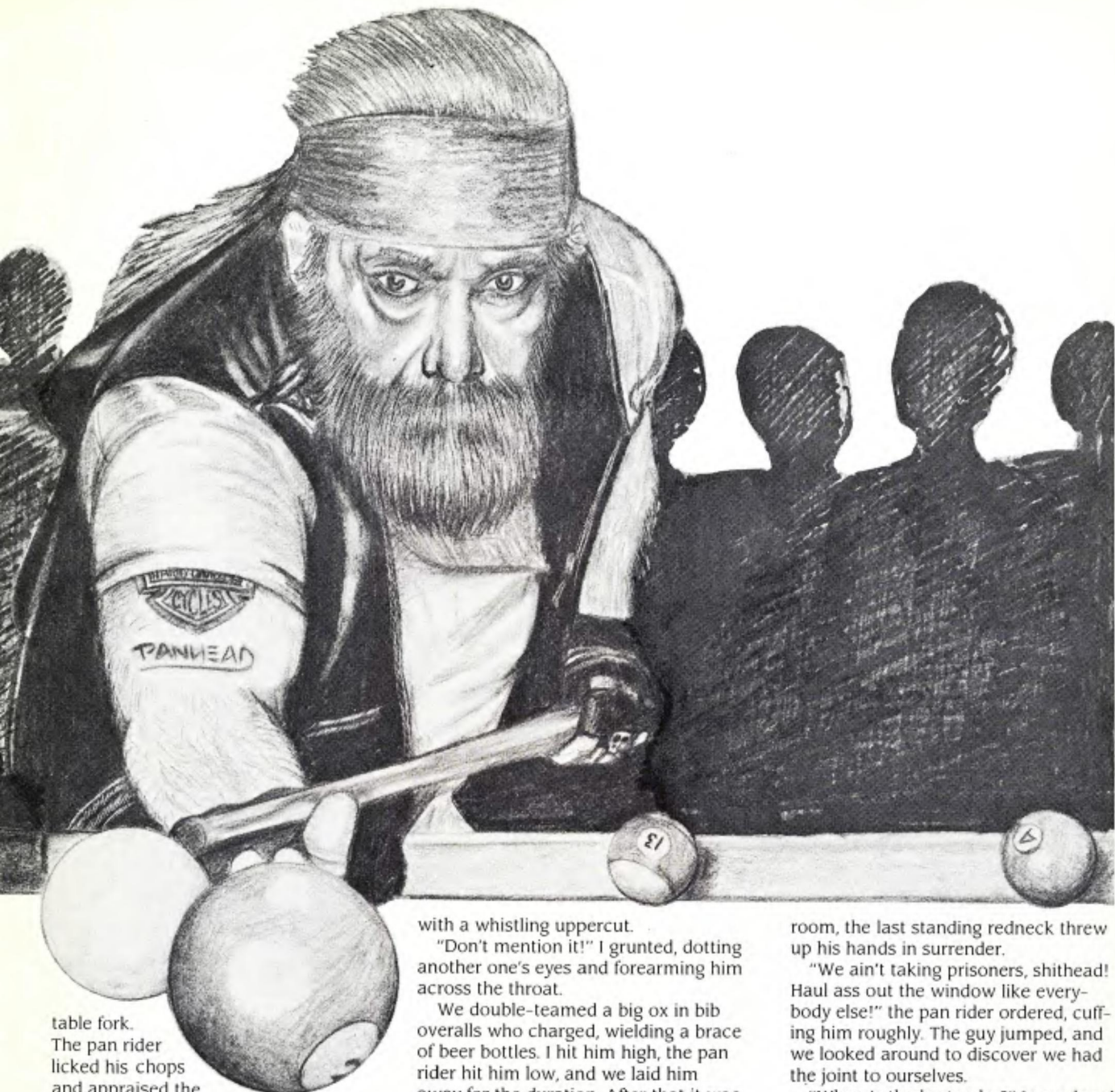


Illustration by Kevin Wood

table fork.
The pan rider
licked his chops
and appraised the
surrounding circle.

"You're dinner meat!" he growled, and started for the fattest guy there. Porky Bob and another fellow, who must have been his running partner, broke and ran as the biker, grinning, swiftly repocketed the knife and fork. Before anyone else could move, I flung a bottle at the overhead light. It went out with a crash and a shower of falling glass, and in the moment of distraction, the pan rider snatched up a chair and drove two of them into the floor like nails. At the same time, I kicked one in the gonads and slugged another in the jaw so hard his false teeth flew out and nipped the guy next to him on the nose. And then the shit got on.

"Thanks for the help!" the pan rider called as he felled a rushing redneck

with a whistling uppercut.

"Don't mention it!" I grunted, dotting another one's eyes and forearm him across the throat.

We double-teamed a big ox in bib overalls who charged, wielding a brace of beer bottles. I hit him high, the pan rider hit him low, and we laid him away for the duration. After that it was knuckle-and-skull. We battled our way to the center of the room and stood braced back to back, slugging it out toe to toe with the rednecks as long as they kept coming. And when they quit coming, we took it to them.

We displaced one pair to dreamland by simply knocking their heads together until they fell down and went *thud*. That tactic worked so well we chased two more into a corner and rang their chimes the same way. The next guy we went after escaped by crawling under the pool table and diving out a window, and when we caught another one who started blubbing before we'd hardly even begun thumping his gourd, we booted him out the window, too. Part of the frame went with him. When we turned back to the

room, the last standing redneck threw up his hands in surrender.

"We ain't taking prisoners, shithead! Haul ass out the window like everybody else!" the pan rider ordered, cuffing him roughly. The guy jumped, and we looked around to discover we had the joint to ourselves.

"Where's the bartender?" I wondered aloud.

"Over there." The pan rider pointed to a pair of legs sticking out of the jukebox and fingered a lump on his head in recollection. "Bastard had a blackjack." Suddenly he cocked an ear, harkening to the wail of a siren in the distance. "If you want a drink, it looks like you'll have to serve yourself, bro. Me, I'm riding!" He headed for the door.

"I don't believe I'll press my luck," I said, and followed.

Outside we mounted and started our scoots, then pulled out of the parking lot, throwing fans of dirt and gravel like small-arms fire at the front of the roadhouse. We rode away, each vanishing as we came, with the thunder of our going fading into echoes as he rolled east and I went west. ■

READER'S RIDE



Bobby Baggett, Orlando, Florida
1972 Harley-Davidson FLE

Havin' your scooter shot for our ratty pages can be a party experience — but don't tell the publisher I said so. Bobby's an example, though. Picture Pat checked out his pan and decided it was "Reader's Ride" quality. He told him they'd meet down at Johnny's Bar in Orlando, then they'd putt over to Muff's abode for the shootin'.

(Ya see, Bobby's always ridden pans 'cause his daddy did. He grew up living with his dad and grandma. His dad rode a lot — four, five weeks at a time. Then he'd come home to sleep it off, and as he'd crash, he'd tell grandma to sell the bike. She would, then buy some groceries, and when he was up and about again, she'd fork over the leftover loot and he'd go buy another pan. So that's why Bobby rides a pan.)

Well, the day rolled around for the shoot and Bobby putted to the saloon, only to discover that news of the photo session had leaked out and 'bout 75 of his closest friends had showed up fer the event.

He dialed Pat, Pat said it was cool with Muff, and so

the riders, pickin' and singin' and armed with ten kegs of beer, hit Muff's pad and the party began.

But, no shit, Picture Pat didn't touch a drop until the shoots were in the keg — I mean can.

—Snake

Year: 1954

Model: FLE

Engine: Highway Patrol mill, re-built back to stock

Forks: wide glide with 6-inch-over tubes, chromed out

Transmission: original, rebuilt with Andrews gears

Wheels: front: 21-inch mechanical; rear: 16-inch with disc

Chassis: 1978 FLH frame stretched 2 inches, weld-on hardtail

Finish: Amber Flint polyurethane black with blue and maroon

Credits: Jim's World of Wheels rebuilt engine and tranny

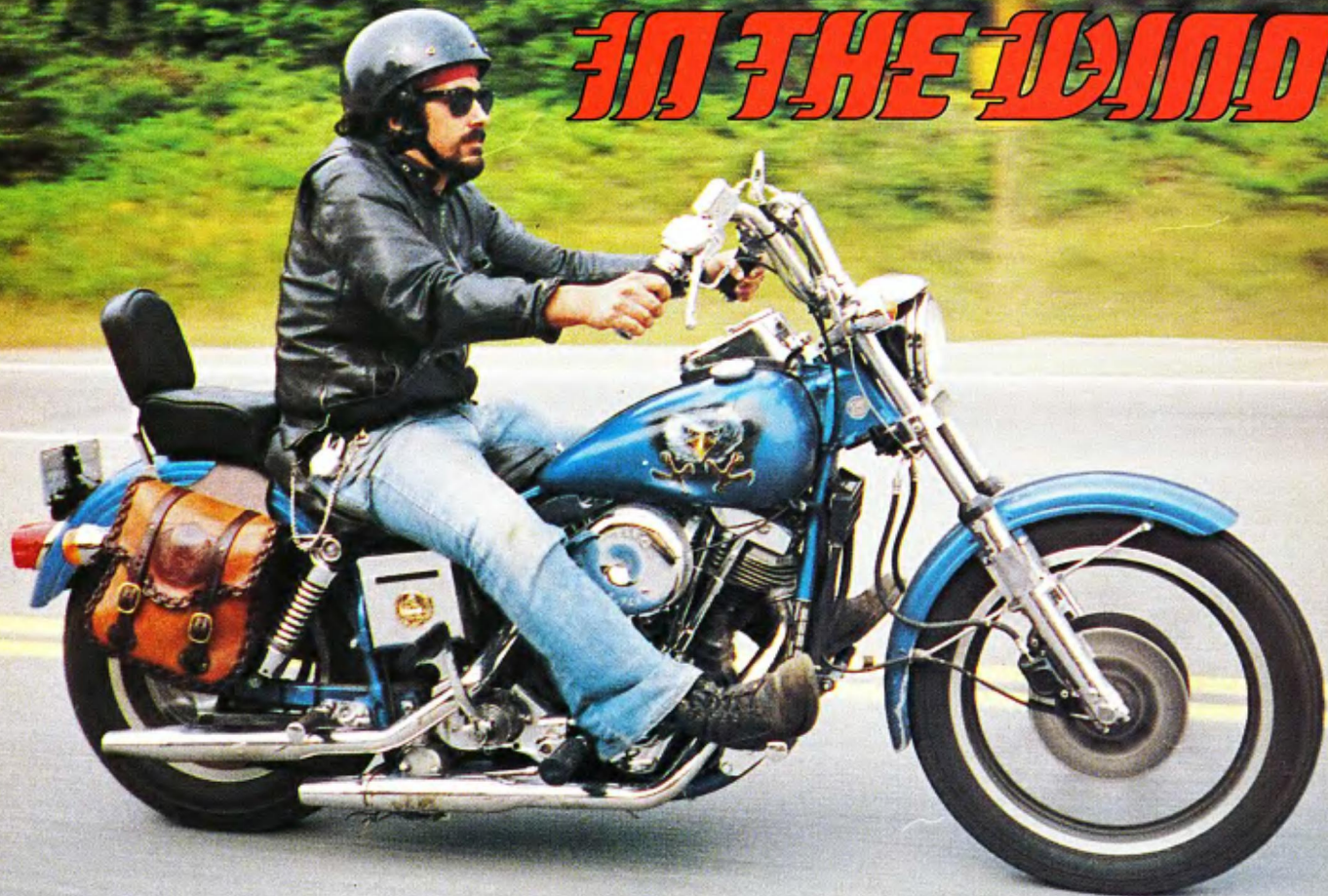
Special features: wild paint by Donnie Gill, 2-inch valves, acorn nuts everywhere



Photos by Pat Randle



IN THE WIND



—Dave Lynch, Montreal, Quebec

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.

—Kodak Bill, Memphis, Tenn.

—The Breeze, Virginia Beach, Va.



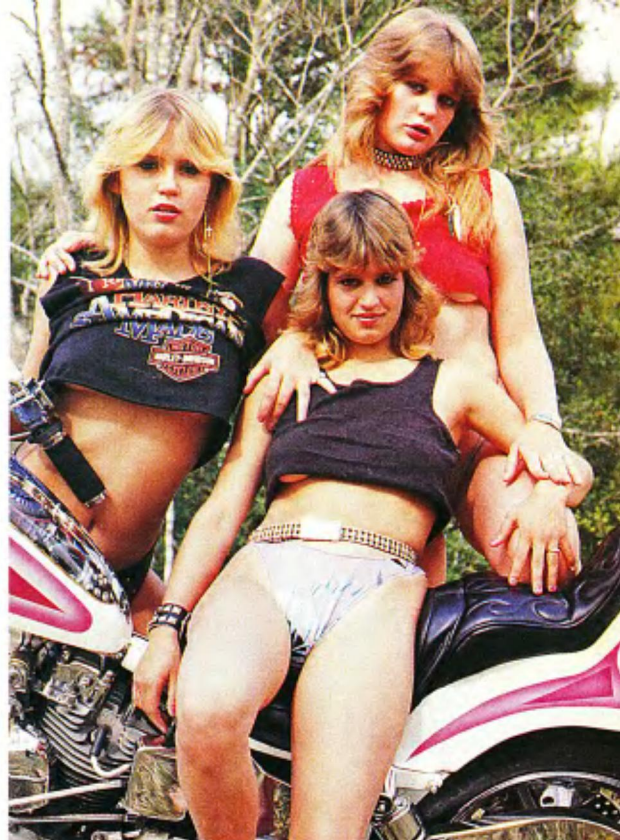


—Jas Mundy, Seattle, Wash.

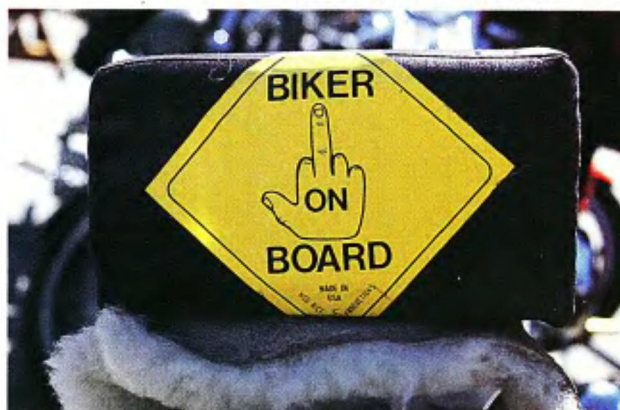


—Steve Bonge, New York, N.Y.

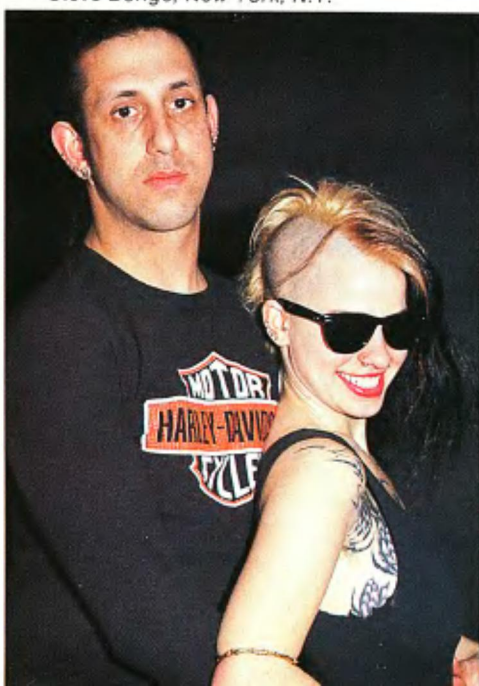
—Carbide, Villa Park, Ill.



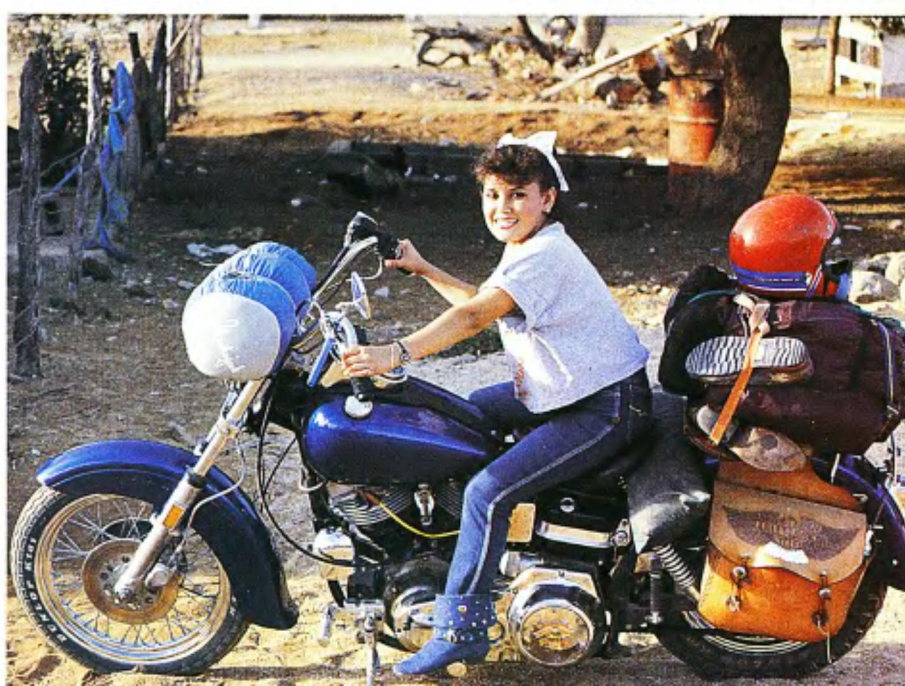
—Mad Doctor, On the road

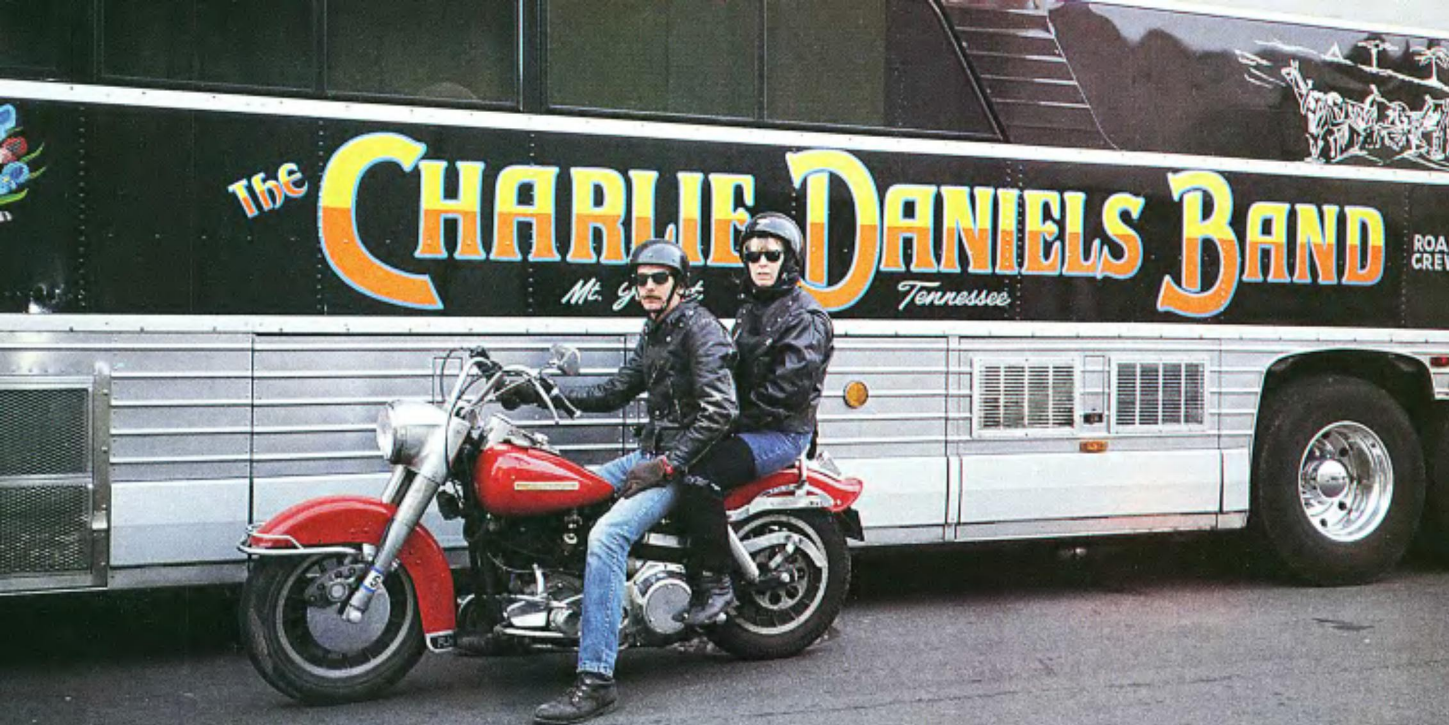


—Dirty Ernie, On the road



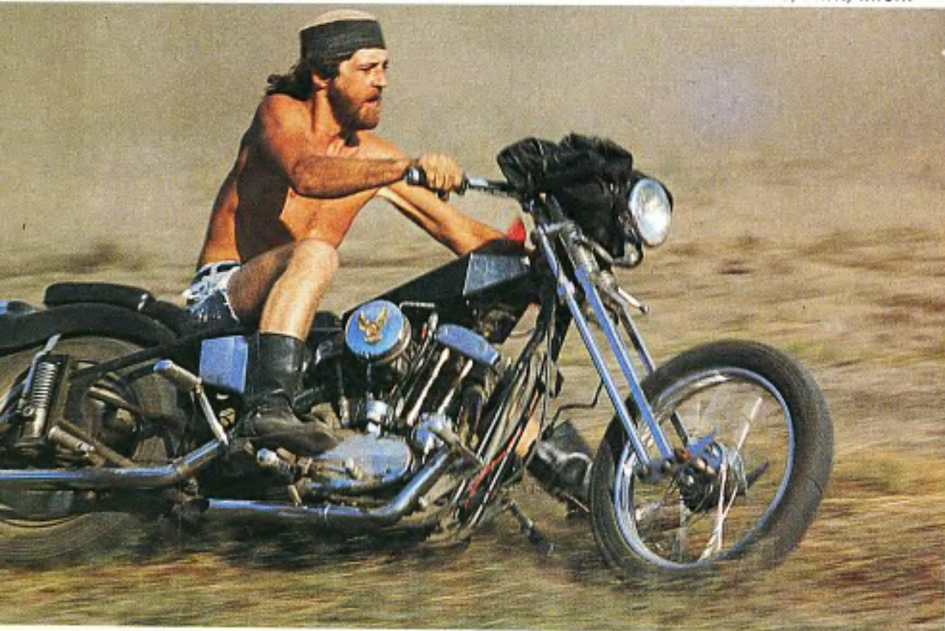
—Cepillo, San Jose del Cabo, Mexico





—B.B., Virginia Beach, Va.

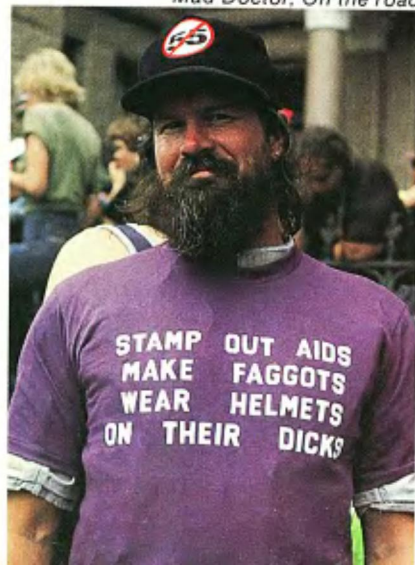
—John Lewis, Flint, Mich.



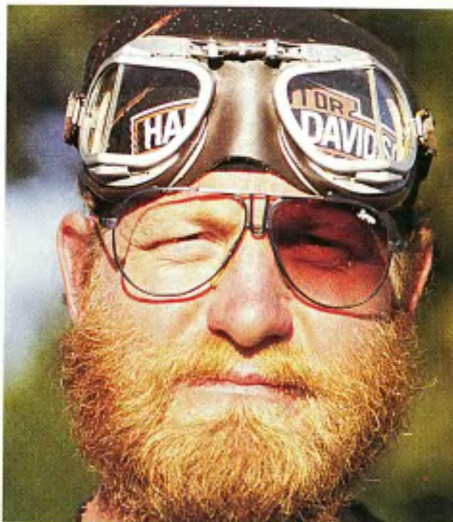
—Denise Bruneau, Florissant, Mo.



—Mad Doctor, On the road



—Millie Reddig, Billings, Mont.



—Big Joel, Venice, Calif.

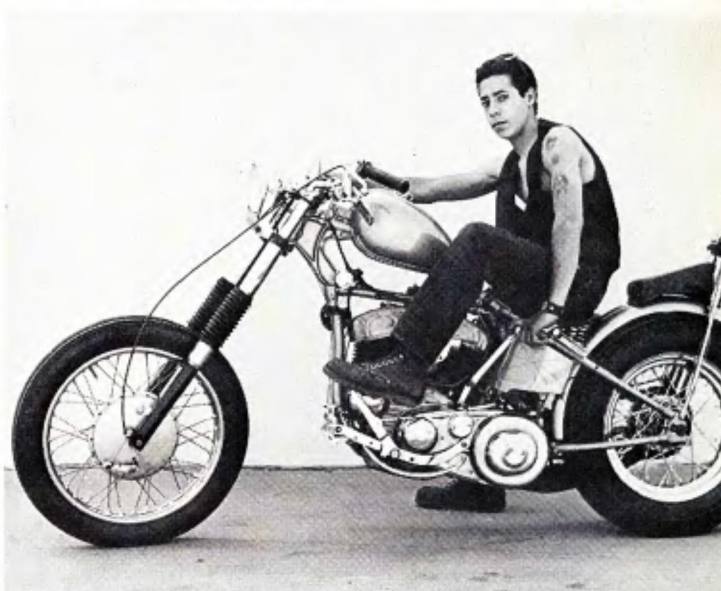




—Tiretool and friends, Beardstown, Ill.



—Cyclops, Franklin, N.H.



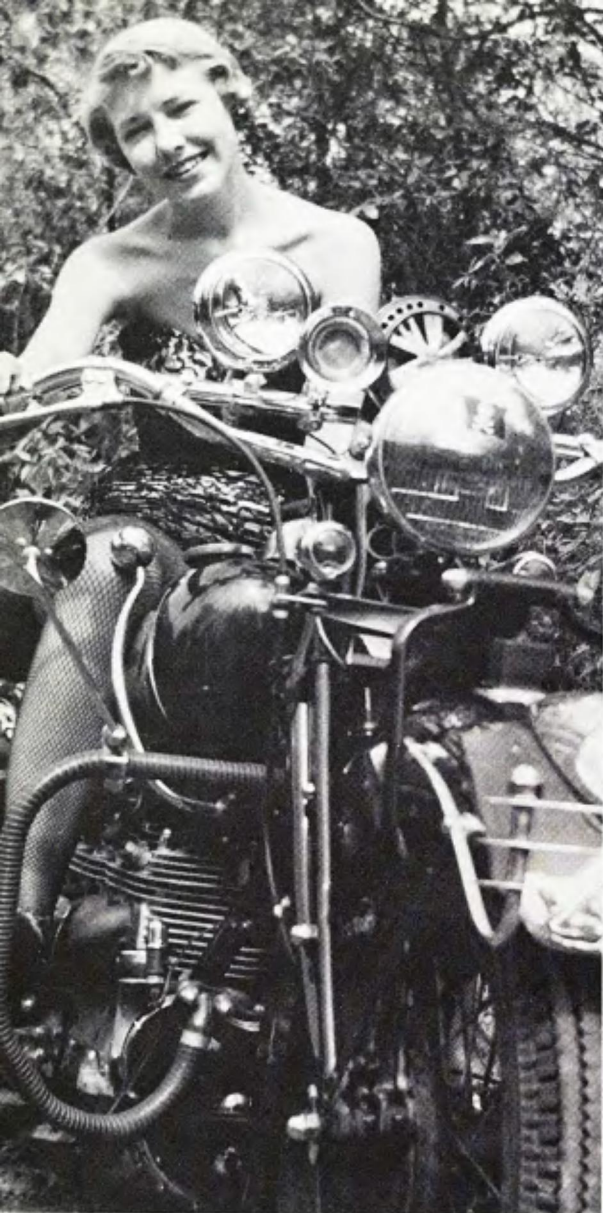
—Little Bill, 1968, Reseda, Calif.

—John Fitzhugh, Winter Haven, Fla.



—B.T. and Deb, W. Hollywood, Calif.





—George Hays, Manhattan, Mont.



—John Lewis, Flint, Mich.



—Chief, Atlanta, Ga.

—Flash and bros, Morocco



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Photos by Kim Peterson

SNAKE'S SAFETY SOLUTIONS

After 17 years of backyard, beer can-tippin' research, I'm as ready as a whore with a new case of Vaseline to reveal statistical findings that confirm, conclusively, my thesis: loud pipes and loud shirts save lives.

No shit, I think we should lobby for legislation making it mand... (never can seem to spell that restrictive word)... appropriate and perfectly acceptable to cut off our pipes within six inches of the exhaust manifold. Mil Blair, president of Jammer Cycle Products, demonstrates the creative aspects of such a fine modification in the photo above. There's only one item to watch out for —

the flames from the roaring pipes that are saving you from anonymity and destruction in the asphalt jungle could singe your flappin' Levi's or start a forest fire. Great idea, though, don't ya think? Through my extensive, worldwide research, I've never found a rider who was injured on a 74 running six-inch drag pipes. Write your legislator today.

The shirts not only set a new upbeat fashion trend for our scurvy lot, but they also protect the unsuspecting bro from nodding motorists, blind truckers, and gee-officer-I-didn't-see-him cyclist slayers. The bright fashion statement tells citizens that we're neither color-blind nor the

black scourge from hell. And besides, we thought we'd head off the orange-reflectorized-vest legislators before they got any fluorescent ideas.

Our two decades of research indicate indefinitely that no one wearing an obnoxiously loud shirt and running six-inch drag pipes while riding a 74 has ever gone down while rapping his or her pipes and trying to back out of a parking space adjacent to a Pussy Cat Theater between midnight and four in the morning on Valentine's Day.

We will continue to bring you doubtful statistics as our research muddles through other areas.

— Snake

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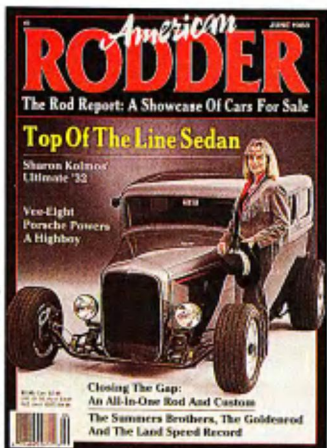
IN THE WIND

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

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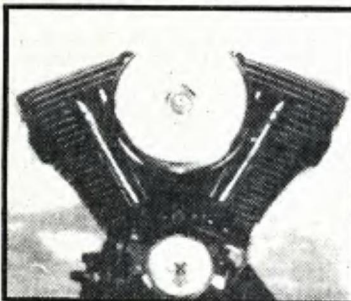
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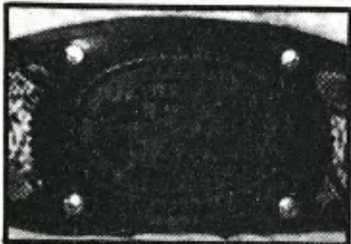
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BIKER HALL OF FAME

Brothers and Sisters Who Stand Out In the Crowd



Photo by Balls, ABATE of Indiana

**LOUIS
GERENCER**



**BERNIE
GUINDON**



**MIKE
ROMINE**

Photo by Todd Stevens

**Louis Gerencer
Elkhart, Indiana**

**Bernie Guindon
Millhaven, Ontario**

What's a guy like 56-year-old Lou Gerencer doing atop a nitro-burning, fuel-injected XR 750 Harley? Still winning hillclimbs, the most recent being the Professional Hillclimbers Grand National Championship in Orgonia, Ohio — for the third time. That makes six overall national championships for Lou, including a Canadian crown.

Lou says he's more than willing to give the younger generation a chance: "I keep telling them that if they'd get better and start winning some, I'd quit." In the meantime, Lou combines his 23 years of experience with regular runs over the Ohio course, including the notorious "Devil's Staircase," with its 450-foot drop. "Riders run it," Gerencer says casually, "in about seven seconds."

The American Motorcycle Association will honor Lou at a dinner ceremony aboard the *Queen Mary* in Long Beach, California, on November 6. Keep your eye on the TV schedules — the Grand National was filmed for the Nashville Network's "American Sports Cavalcade" program.

Just as the RICO Act here in the United States has gone after patchholders for alleged racketeering and conspiracy, so has Canada's "1% Law" zeroed in on Canadian clubs. A case in point is Bernie Guindon, the highly respected former national president (from 1967 to 1976) of Satan's Choice MC. According to the fine print in the "1% Law," patchholders can be classified as terrorists — and according to Bernie's supporters, he was hounded and followed by newsmen and the law until an entire force of lawmen descended on his home on Thanksgiving Day and arrested him for a parole violation.

As we all know, nothing is ever completely black or white, and there are several aspects to Bernie's story. Not only is he highly respected as a former club prez, but he is also known as a 17-time Golden Gloves champ in Canada and the recipient of a bronze medal for boxing in the Pan Am Games. He has long been a supporter of amateur boxing and has worked hard in the local effort to raise funds for Muscular Dystrophy.

But about 11 years ago, Bernie was sentenced to 17 years at Millhaven. The sentence was subsequently reduced to 13 years, and Bernie ended up serving nine-and-a-half years and was then released on parole. At the same time, Bernie remained loyal to his club and wore his colors all the time, which caused him to lose his job at the local GM plant. Enter the "1% Law," the Thanksgiving Day bust at his home, and the maximum security time he is now serving at Millhaven. To top it all off, the Canadian government has branded him "the most dangerous man in Canada."

Despite the bad turn that Bernie's life has taken, he still supports his brothers — even from inside the joint. His wife, Angie, has started an all-girl club called Iron and Lace, and they continue to uphold the biker tradition through their three-year-old son, Harley-Davidson.

Bernie is also working with a number of Canadian riders on the first biker park ever — 175 acres of camping and party facilities to be used by bikers from all over the North. Called Shangri-La and situated in Kearney, Ontario, this park is big enough to accommodate national runs. We're keeping our fingers crossed for Bernie that the park is successful and helps to foster brotherhood among clubs — and we hope that he'll get to enjoy it before too much more time passes.

Mike Romine Sturgis, Michigan

Mike Romine obviously believes in startin' young and doin' it right. At the tender age of 29, after a total of only three years of professional racing (only one of those years in A/Fuel class), Mike took fuel-bike drag racing by storm when he won the AMRA A/Fuel National Points Championship in 1987.

During the winter of 1986, Mike took a 1987 Sportster and turned it into his white-and-orange winning ride — the first A/Fuel class bike he'd ever built. Turning to some of the well-known experts in the field of custom bike building, Mike got his frame from Bonnie Truett in Wichita, Kansas; some specially fabricated parts from Frame Oddities in Cleveland, Ohio; and the fuel-injection system from Master Performance Cycle. All of the difficult and exotic machining was handled

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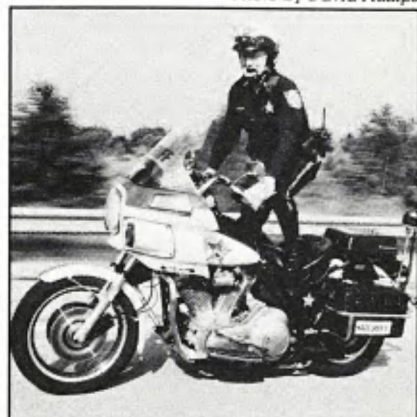
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Photo by David Phillips

Buck Wrightham Lake County, Florida



To quote Buck Wrightham: "I'm not going to retire. When you retire, you sign your death warrant." It's one thing not to retire and something else entirely to be as active as Buck is. At the age of 70, he is one of the oldest motorcycle policemen in the country. But apparently that isn't enough for Buck — he also does trick riding, such as standing on the seat of his Harley while doing 55.

Buck's love for adventure on two wheels started back when he was a lad of 12, but his real distinction extends far beyond his expertise on a Harley. He was named "Number One Motorcycle Policeman" in 1986, an honor that his fellow officers at the Lake County Sheriff's Department credit to his exceptional attitude, especially toward youngsters. "I feel young people need someone to look up to. If I can keep one kid out of jail, I'm thrilled to death."

—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.



The complete collection of them "Scooter Gypsies" you've been seein' in *Easyriders* each month is now available. We've rounded up all twelve of those cuties into a collectors edition of 11" x 14" art prints suitable for framing. The entire collection (Oct.-86 through Sept.-87) is printed on heavy gloss stock paper and is priced at \$20.00 plus \$4.00 postage & handling. Send \$2.00 for brochure which also includes all previous artwork by: D. James Edmondson

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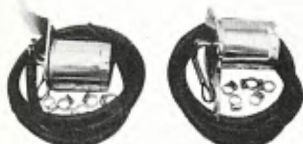
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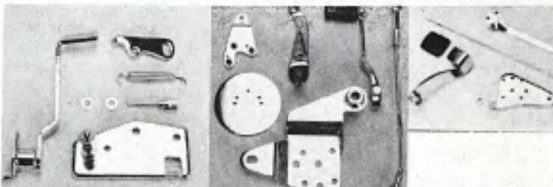
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Happy 39th, Kurt. Your three ladies love ya lots. To our new life — thanks for the new house. MAK. (181)

Pam de la Rue: Got your card. Send phone number. Roger Bolinger. (181)

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

Do you get off on Levi's so greasy they shed water? Me, too. T.D., Box 46, Ft. Dick, CA 95538. (183)

Help: Looking for Joe or Joey Vescio. Last heard from in Phoenix, Arizona. Any info, send to: Mike Denny, Box 375, Oswego, NY 13126. Thanks. (181)

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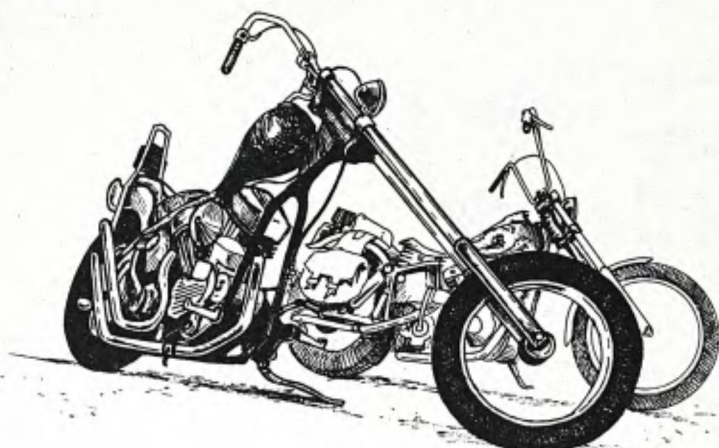
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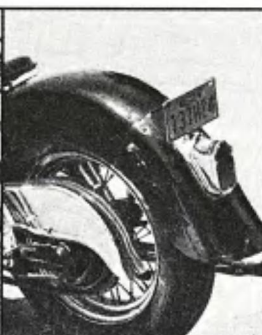
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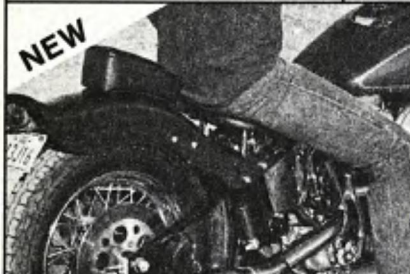
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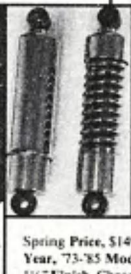
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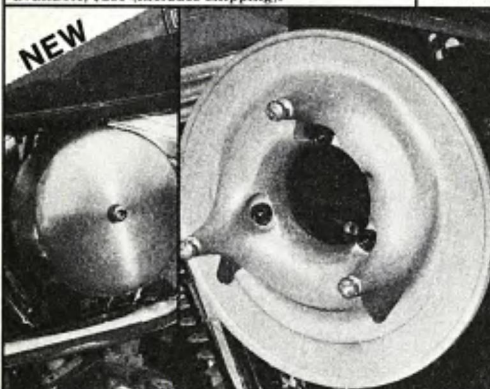


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What's Happenin' in June and July

Here's your guide to what's happenin' in your area during June and July. 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.

ARKANSAS

2ND ANNUAL POSSUM DODGER RUN — June 11th in Harrisburg. Sponsored by ABATE of Arkansas, District II. Call Jim at (501) 578-2220 or Robin at (501) 739-4049.

CALIFORNIA

EASYRIDERS RODEO — July 2nd, 3rd, and 4th in Los Banos at Merced County Fairgrounds. Featuring Steppenwolf. For info, call (800) 231-2669 in California, or (800) 247-6246 national.

CANADA

RALLY IN THE VALLEY — July 8th, 9th, and 10th in Pembroke, Ontario. Call Pune at (613) 735-3711 from 8 a.m. to 5 p.m., or write Pete's Sales & Services Ltd., 572 Hwy. 17 West, Pembroke, Ontario, Canada K8A 7G8, or call or write your local H.O.G. chapter.

BIKER RODEO — July 1st, 2nd, and 3rd in Ontario about 50 miles from the Detroit-Windsor border. Call Gary at (519) 252-0349.

DELAWARE

11th ANNUAL STATE PARTY — July 29th through 31st in Laurel at Phillips' Landing. Sponsored by ABATE of Delaware. Call Bobby Hall at (302) 731-4758.

GEORGIA

2ND ANNUAL JULY JAM — July 22nd through 24th in Commerce at KOA campground. Write Vietnam Vets, Box 232, Riverdale, GA 30274.

ILLINOIS

STATE PARTY — June 10th, 11th, and 12th thirteen miles north of Springfield on Rt. 97. Sponsored by ABATE of Illinois. Call (800) 87-ABATE days, and (309) 473-2979 evenings.

DASH FOR CASH — July 3rd starting in Warren. Call (217) 626-1180 or write Illinois Dash For Cash, Rt. 1, Box 146, Pleasant Plains, IL 62677.

INDIANA

CHAMPIONSHIP MOTORCYCLE RODEO — July 9th in Tippecanoe County. Sponsored by ABATE of Indiana, Region 4. Call (317) 563-3561 or (219) 279-2579.

VIGILANTES 20TH ANNUAL PIG ROAST AND REUNION — July 9th and 10th at 3201 W. 10th St. in Indianapolis. Call Professor at (317) 634-2623.

BEAN BLOSSOM BOOGIE — July 14th through 17th in Bean Blossom. Call (800) 23-ABATE.

IOWA

7TH ANNUAL "OLD TIME HARLEY-DAVIDSON REUNION" — June 18th in Muscatine at Herkey's Tavern, Hwy. 61 south. Award given for oldest Harley ridden. Call (319) 263-7474.

KANSAS

3RD ANNUAL RIDE FOR JERRY'S KIDS — June 11th starting in Wichita at Mid-Continent H-D. Sponsored by Wichita chapter of H.O.G. Call (316) 681-2079.

LOUISIANA

BENEFIT POKER RUN — June 25th in Leesville at Vernon Lake Spillway. Write ABATE of Louisiana, West Central Area, 451 Pitkin Rd., Leesville, LA 71446 or call (318) 537-8729.

MARYLAND

HALF-MILE AMA DIRT TRACK RACES — July 8th and 9th in Hagerstown. Call (301) 582-0640 or write D.C. Ramblers MC, 11519 Ft. Washington Rd., Ft. Washington, MD 20744.

MICHIGAN

3RD ANNUAL TOY RUN — July 30th in Ludington. Sponsored by Mason County Motorcycle Association. Call (616) 845-6520 or (616) 757-3026.

NEW HAMPSHIRE

2ND ANNUAL RUN — July 29th through 31st in Tamworth. No booze or drugs. Write 5th Chapter MC, Mt. Washington Valley, Box 1230, North Conway, NH 03860 or call Butch at (603) 447-3479 or Ranger at (603) 939-2418.

NEW YORK

FREEDOM RALLY — July 16th in New York. Write ABATE of Cortland-Chenango Counties, Box 37, Cincinnatus, NY 13040 or call (607) 863-4250 or (607) 863-4368.

DILLIGAF CYCLES, LTD. 1ST ANNUAL BIKE RAFFLE — July 16th in Queens at Forest Park Bandshell. Call Eddie at (718) 835-1537.

NORTH CAROLINA

SAFARI PARTY — July 23rd. Sponsored by Concerned Bikers Association, Randolph County chapter. Call (919) 381-3138.

3RD ANNUAL CRAZYHORSE MEMORIAL BLOOD RUN — July 16th and 17th in Asheville. Sponsored by Concerned Bikers Association/ABATE of North Carolina, Buncombe County chapter. Call (704) 765-6908 or (704) 298-8465.

3RD ANNUAL POKER RUN — July 30th in Greensboro, sponsored by Guilford Forsyth CBA/ABATE. Write Box 7563, Greensboro, NC 27417 or call (919) 854-0422 or (919) 593-2681.

OHIO

3RD ANNUAL OHIO HARLEY-DAVIDSON NATIONALS — July 23rd and 24th in Cleves. Sponsored by American Motorcycle Racing Association. Write AMRA, Box 50, Itasca, IL 60143 or call (312) 250-0838.

ROD AND TANK'S 7TH ANNUAL PARTY AND SWAP MEET — July 23rd in Kenton at Sleepy Hollow Campground. Call Rod at (419) 673-1127 or Tank at (614) 499-2908.

2ND ANNUAL PARTY AND SWAP MEET — July 29th through 31st east of Van Wert. Sponsored by Wetzel MC. Call (419) 238-9732 or (419) 968-2507.

OREGON

INDEPENDENCE DAY RUN — July 2nd, 3rd, and 4th in Albany. Sponsored by Association of Motorcyclists of Oregon. Call (503) 928-4592.

PENNSYLVANIA

'88 SAWMILL MOTORCYCLE BASH — June 25th and 26th at Sawmill Ski area in Oregon Hill. Call Sandy at (717) 353-7521.

SOUTH CAROLINA

STATE PARTY — June 10th, 11th, and 12th in Hartsville at Easterling's Landing. Sponsored by ABATE of South Carolina. Write Jim Harrison, c/o Doug's Harley-Davidson, 2790 Pampllico Hwy., Florence, SC 29501 or call Ray at (803) 346-7009 or Terri at (803) 669-0117.

SOUTH DAKOTA

6TH ANNUAL POKER RUN — July 9th in Dixon, sponsored by ABATE of South Dakota, North Star chapter. Call (605) 734-6009.

UTAH

BOONDOCK BIKERS BASH — June 10th, 11th, and 12th between Fruitland and Duchesne at the V-Twin Ranch. Sponsored by ABATE of Utah. Call Jim at (801) 943-1306, Lee at (801) 355-4517, or Bubba at (801) 393-0809.

WISCONSIN

2X4 CYCLE SHOW — June 4th in Milwaukee at the VA Center. Sponsored by ABATE of Wisconsin with VFW, American Legion, and Vietnam Vets. Call Bob at (414) 628-4802.

THE MILWAUKEE RIDE/MDA RALLY — June 19th in Milwaukee at Festival Park. The ride, part of Harley-Davidson's yearlong 85th Anniversary celebration, will kick off the week of June 12th, from nine locations across the country and proceed to Harley-Davidson's hometown of Milwaukee, where participants will meet. Harley-Davidson hopes to raise more than \$1 million for Muscular Dystrophy.

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Buck just made the best a little better. Beautifully engineered finger grooves were added to our folding Hunter and Ranger for those who prefer a field knife with the extra measure of control they get from a finger-grooved knife. When you handle one of these beauties, you'll quickly discover some other nice variations in design, but you'll find the same positive locking action you expect from Buck.

A. Finger-Grooved Folding Hunter

Length closed, 4 1/4"; clip blade, 3 3/4". Comes with black leather sheath. **\$44.95**

B. Finger-Grooved Ranger

Length closed, 4 1/4"; clip blade, 3". Comes with black leather sheath. **\$42.95**

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Re-designed for 1988, this popular family of lightweight lockblade knives began with one model and quickly captured the hearts of outdoorsmen everywhere. Rugged durability, essential in a field knife, has been combined with amazingly light weight. Buck's high-chrome, high-carbon, rust-resistant steel blade has positive lock-open action. All of these important advantages, yet it weighs less than half a knife made with ordinary materials. The secret? BuckLite handles are made of Valox®, high-test engineering-quality thermoplastic.

C. Black BuckLite III

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D. Olive Drab BuckLite

This model has olive drab handles and camouflage sheath. **\$24.95**

E. Black BuckLite II

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F. Black BuckLite

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G. M9 Field Knife

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H. Parkerized M9 Field Knife, \$119.95

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DAYTONA GINNY

and the honeymoon Sportster

Every run is an adventure, and Daytona '88 was no exception. The annual extravaganza provided our wandering photo crew with a challenging assignment in this Florida paradise: find a darlin' to pose for a feature.

You see, we had lost our Fox Hunt Winner. Well, we didn't exactly lose her — on Saturday night, after we had spent the entire day shooting test photos of our winning Minneapolis beauty, her boyfriend called and proposed to her. So while the V-twins were racing up and down the sand-coated streets, the parties

were raging, and the brotherhood was flowing like the feeling of freedom on the Fourth of July, she packed her shit and split.

We went to the bar to drown our sorrows, then we put out the word in the streets, the nightclubs, and the camping areas that we needed to see the finest tanned talent in scooter-filled Daytona.

It worked, almost. Our first candidate was a black-haired beauty from the Shark's Lounge, who showed up with her entire family in tow, peeled off her threads, and showed us her abilities with motor-

cycles — and her upturned titties.

That chick was followed by a bronzed blonde, and bro Dave Perewitz fell in love. (Incidentally, Dave's purple shovel was shot in Vintage Motorcycles, a Daytona-based pan and knucklehead shop, and it'll be featured in an upcoming issue of *Biker Lifestyle*.)

Then we stumbled on a cache of slender, young, half-dressed ladies in downtown Daytona, and we settled on two of the many. One sultry brunette had to be convinced that we were mellow dudes and not pornographers.



She finally gave in and came . . . to the studio for test shots. What a look she flashed — eyes that'd melt chrome — but the next day she called to cancel. I think her girlfriend had something to do with her giving us the thumbs-down.

The other was the only big, soft, friendly, abundantly titted chick with long sandy-blonde hair in the joint. The way she oozed onto a chair, we knew she'd be eager to take the rest of her clothes off. She was. The test shots went like a dream, and she called almost hourly to check on her standing, and I dunno, man, it seemed like her clothes slipped off too readily — if ya get my drift.

It was long, arduous work until we met Ginny Lynn, a dancer at the Shingle Shack. Picture Pat discovered this long-stemmed lovely strolling through downtown. He chased her down, managed to borrow a scooter, and proceeded to draw a hot crowd at the beach to watch Ginny practice making love to a scooter. When he had her properly trained, he brought the tall, tanned beauty to the studio for test shots. And the rest, as they say, is history.

To all the girls who showed up and showed off — thanks for your



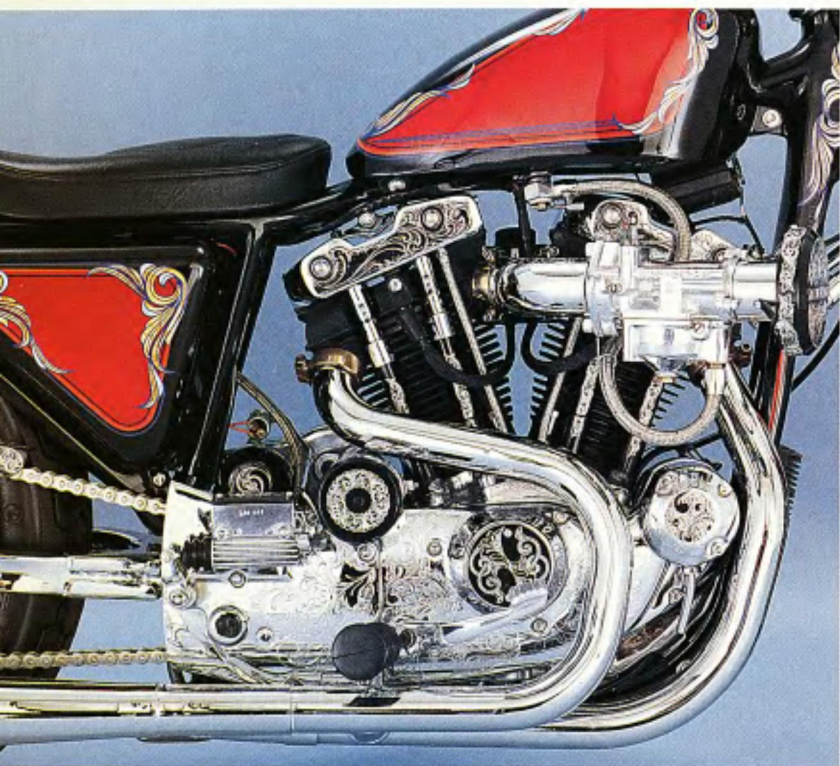


patience and your eagerness to help us make this issue a more complete representation of the girls and good times in Daytona this year.

Speaking of good times — see the Sportster sharing the limelight with Ginny? Well, before jamming to Daytona, owner Bob Curtin had just returned to Brockton, Massachusetts, after his honeymoon. Along with winnin' the H-D Ride-In Sportster show, he also made the Lucky Sonuvabitch Club by having his sanitary sled, styled by Dave Perewitz of Cycle Fabrication, available for this shoot.

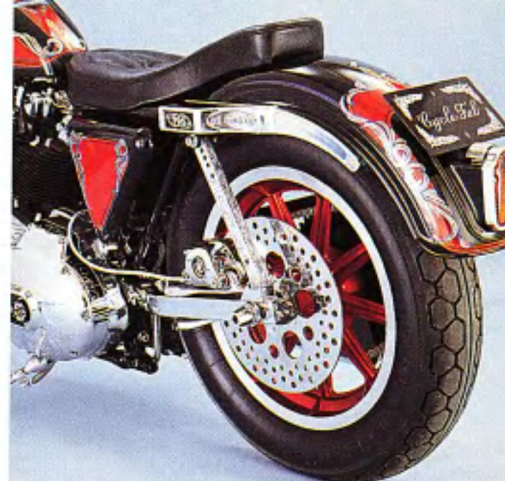
Lotsa exciting stuff happened in March to Bob, who's been a part-time fabricator for Dave for the past 13 years. 'Course, anyone who rides, flies, or drives to Daytona for that famous first week in March goes home with some kind of adventure under his belt.

—Bandit



Photos by Mike





Name: Ginny Lynn

Birth date: January 14, 1960

Frame:

Tits: 35"
Waist: 23"
Hips: 36"
Height: 5'7½"
Weight: 120 pounds
Age: 28

General:

Hometown: Alexandria, Virginia
Residence: Daytona Beach, Florida
Ol' man: Miraculous Mark
Favorite hangout: Shingle Shack
Occupation: exotic entertainer

Attitude:

Sex: "Love it!"
Drugs: "Not my style."
Rock-'n'-roll: "I plead the Fifth."
Turn-offs: "Men in Speedos."
Turn-ons: "Hard, muscular bodies, long hair."
Life: "It's what you make it."

Specifics:

Favorite position: "All of them."
Favorite man: "Mine."
Favorite tune: "Endless Summer Nights" by Richard Marx
Favorite activity: "Goes without saying."
Favorite phallic symbol: "Second gear in a Harley."
Romantic evening: "Bubble bath, candles, soft music, wine."
Fantasy: "Making love on a deserted, sunny beach."
Favorite run: Daytona Bike Week
Favorite bike: "This one — Silent Rage."

Owner: Bob and Sheryl Curtin

City: Brockton, Massachusetts

General

Frame

Fabrication by: owner & Cycle Fabrication

Year: 1979

Year and make: 1979 H-D

Builder: H-D

Model: XL

Type: swingarm

Value: \$10,000-plus

Rake: engraved struts

Assembly by: owner, Tim Bailey

Stretch: none

Time: two weeks

Other alterations: molding

Chroming by: South Shore

Accessories

Engine

Bars: drag

Year: 1979

Risers: 1½-inch

Model: XL

Fender(s): XLX front, XL rear

Rebuilder: Tim Bailey

Headlight: CCI

Ignition: dual plugs

Taillight: tombstone

Displacement: 1000 cubic centimeters

Speedo: none

Lower end: stock

Front pegs: H-D

Balancing: H-D

Rear pegs: no need

Pistons: 0.60 over

Electrics: 12-volt

Cases: polished

Gas tank: XL

Heads: engraved rocker boxes

Oil tank: XL

Cam: stock

Oil system: stock

Lifters: solids

Primary cover: engraved, Cycle Fabrication

Carb(s): S&S

Seat: Danny Gray

Air cleaner: handmade

Sissybar: none

Pipes: handmade

Height: n/a

Muffler(s): loud

Material: n/a

Transmission

Forks

Modifications: stock

Type: glide

Year: 1979

Extension: 2 inches under

Shifting: foot

Builder: H-D

Engine sprocket: stock

Special features: engraving

Trans sprocket: 20-tooth

Wheels

Wheel sprocket: 52-tooth

Front

Rear

Painting

Size: 19-inch

Size: 16-inch

Molding: Cycle Fab., Rick at bat

Hub: mag

Hub: mag

Painter: Cycle Fab., Dave

Rim width: 2 inches

Rim width: 3½ inches

Color: black and candy red

Tire: Metzler

Tire: Perfect

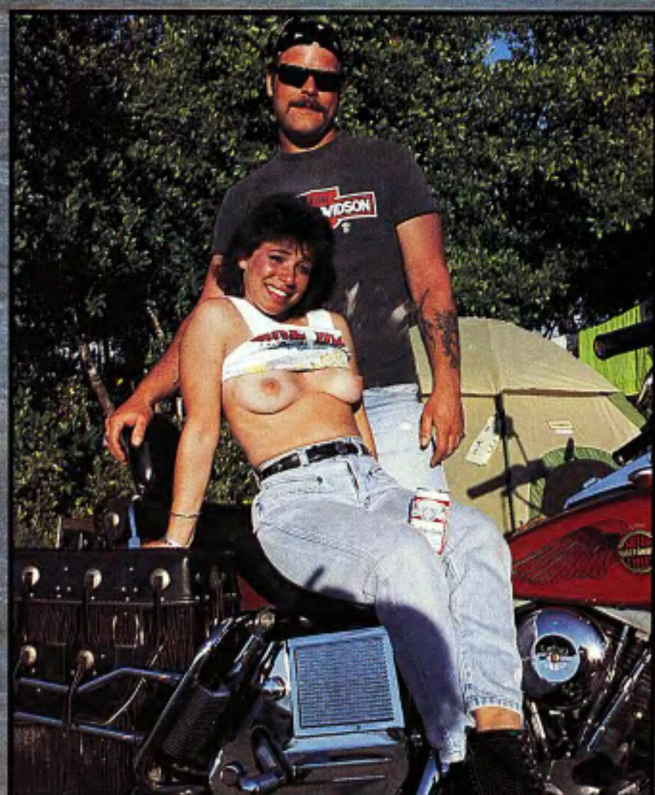
Type: lacquer

Brake: disc

Brake: disc

Special paint: Roy Mason/Cycle Fabrication

Other special modifications: custom trees, risers, starter, generator covers, chain guard.
Special thanks to Dave, Dino, Tim, J.R., and the Hamsters.



RIP'S RUN

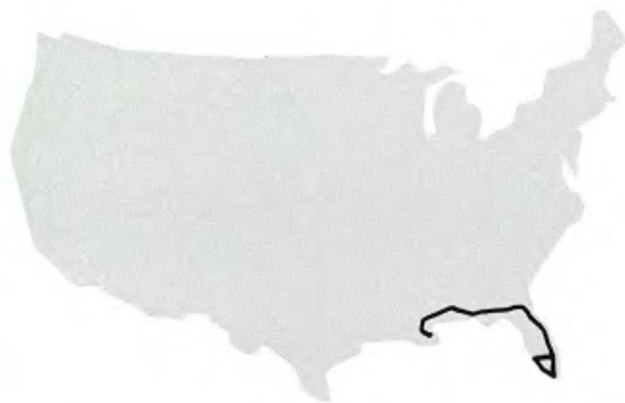


Photo by Rip

TRAIL'S END by Rip

At the end of my column in last month's issue, I was ready to leave New Orleans and head east. My first stop out of Louisiana was at Cycle Super Market in Ocean Springs, Mississippi, at 6500 Baker Road, right off I-10 near exit 57. This shop was formerly Harley-Davidson of Ocean Springs. Owner Dianne and head mechanic Don treated me like a homeboy. Thanks very much.

In Mississippi, I got to meet several patchholders of the Asgard MC. A reader, C.W. Bryant, had written to "Rip's Run" last year, saying I should be cautious while in Mississippi. We partied at the Purple Lounge, a local hangout. The club, along with *Southern Bikers Bulletin*, puts on one helluva good party each Memorial Day weekend. Held at the Gulfport Dragway, it is called the All-Harley Memorial Day Blowout, and the proceeds go to fight Multiple Sclerosis.

The ride east through Mobile, Alabama, was pleasant and warm, under blue skies. C.W. Bryant had also written about Cack's Saloon and the Dog Den in Pensacola, Florida. Baby (my FLH Sport) and I rolled into Pensacola and were pleasantly surprised that the bar and bike shop were next to each other. They are on Barrancas Avenue in Warrington, a suburb of Pensacola.



Dianne and Don in the warm Mississippi sun.

Red Dog and Cheese showed me a bonaroo time. Butter Ball cooked some steaks outside the bar, and they weren't half bad. We checked out the titty bars later that night before hitting the hay at Butter Ball's.

The next morning, Baby and I headed east toward Daytona Beach in a light sprinkle that quickly turned into a torrential downpour. It was coming down like a cow pissing on a flat rock. While stopping for fuel, I

ran into friends from Baton Rouge. We rode together through the downpour. The harder the rains came down, the faster we went, stopping only for gasoline every 100 miles. It wasn't much fun, especially passing semis. Their dual sets of wheels throw up large sprays of water, much like small clouds. Passing them is like using Braille—you sorta have to feel your way through. What a thrill. It was insane. Jim Morrison's

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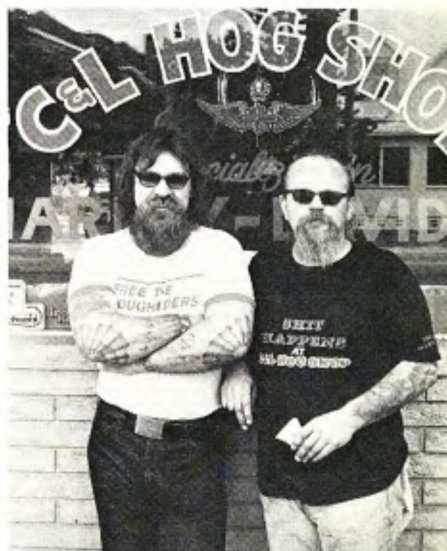
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At Cack's Saloon in Warrington, Florida.



John and Lou, partners.

tune, "Riders on the Storm," kept creeping into my head.

We stopped to eat later that night, with beaucoup rainwater running off us, so the restaurant manager had two people constantly mopping around our table. They finally gave up and put *Caution: Wet Floor* signs around us. We laughed our asses off, thinking this scene was hilarious, and left a substantial tip to cover the extra labor.

We reached Daytona the following evening. Luckily, the rain had let up by then. I took a holiday from taking pictures and visited with our *Easyriders* road crew and the boss, Joe Teresi (J.T.). I call Joe the boss of bosses. I didn't take care of much business, just stayed delirious—you know how it is.

I had beaucoup fun in Daytona, seeing folks that I hadn't seen for years. Wouldn't ya know it, at Dirty Harry's Pub I ran into Bob, a fellow Berdoo homeboy. His face was charred from the four-day ride on his FXRS. We shared a few drinks



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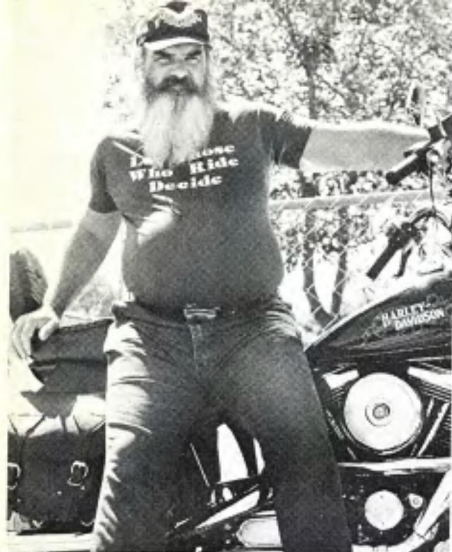
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Mr. Bill on his 1988 FXSTC.

and also some aloe vera for our faces and arms. At the trade show I met Christer Johansson, a freelance lifestyle photographer from Sweden. I partied at most of the bars in town. At one of them (I forget the name—damaged brain cells), I caught Flash and the Pits. They were doing spoofs of relatives of great celebrities and generally having fun, not taking things too seriously. They were entertaining.

After leaving Daytona and heading south, Baby started acting up: coughing, spitting, and farting through the carburetor and tailpipes. I limped into Fort Pierce to C&L Hog Shop. Lou Falcigno let me use his tools to pull Baby's carb off. I blew out the jets and cleaned the filter. After getting back on I-95 going south, Baby started doing it again. As it turned out, I had gotten a bad tankful of gasoline in Daytona—fouled by rainwater, most likely. After the third tankful, she quit doing all that weird shit and ran like she's supposed to.

Baby and I putted into Fort Lauderdale to visit with Mr. Bill and Melissa Wyatt. Lisa had written to "Rip's Run" last December, inviting me to their neck of the woods. That evening, after a barbecue, we attended a meeting of the local ABATE chapter, which Mr. Bill heads up. After hanging around for a couple of days, it was time to cruise down to the 2x4 island of Key West.

It had been many moons since I was in the very deep South; however, before going to Key West, I stopped at two bike shops along the way. One was Cycle Lab in Lauderdale. I got a kick out of the shop's mascot, a stray mutt that had wandered in from the road. His name was Fluid and he appeared to have a lot of pit bull blood. The

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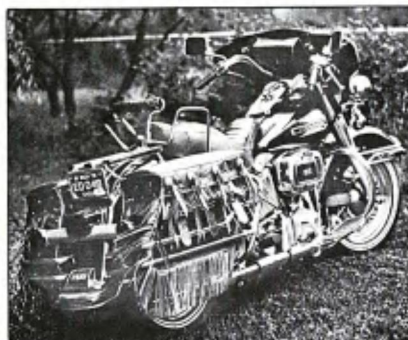
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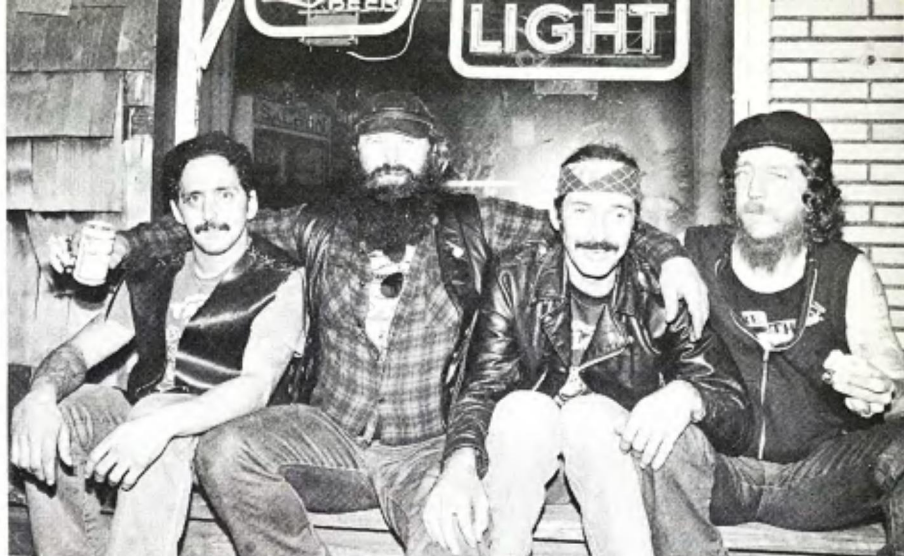
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Cack's Saloon, next to the Dog Den.



Party time at the Purple Lounge.

other shop was Harley-Davidson of Miami. When I arrived in Key West, I reached a goal I had set when first starting "Rip's Run." I have now been to all four corners of the country: Caribou, Maine; Bellingham, Washington; Chula Vista, California; and Key West, Florida.

While down in Key West, I stopped at Horne's Harley Specialties. Then it was off to The Torch for the southernmost ABATE Bike Week Survivors Party. The Torch is at mile marker number 28 1/2. (The mile markers start in Key West at the end of Highway 1 and go north up the East Coast.) They had a pig roast—notice the porker's head decorating the porch in front of the bar. Along the way I met Melody and Angelo from New York; their picture is also on the color page. The bigger scenic

color picture was taken right next to the nun buoy marking the southernmost spot in our United States of America.

While down in Key West, I met Bill and Linda DeCastro from Cuyahoga Falls, Ohio. We parked our bikes behind Mel Fisher's museum. Mel is a very successful deep-sea treasure hunter. I also met Rob Peeler, who was towing a homemade bike trailer from Congress, Saskatchewan, Canada. Of course, I had to visit Sloppy Joe's and Captain Tony's, two saloons that Ernest Hemingway is supposed to have frequented. The town was packed with collegians on spring break.

The best ride I've had recently was across the Glades. After the Keys, Baby and I flew to Naples. Using the spotlights to illuminate the two-lane



Bill and Linda DeCastro, Buckeyes on vacation from Cuyahoga Falls, Ohio.



Left to right: Frank, Fluid, Casey, Bob.

blacktop, we cut across the state on the Tamiami Trail, alone in the middle of the night, just touching the high spots on the road. This is no place to break down; I didn't see much in the way of service stations the entire trip. It was pitch black: no moon, no telephone poles along the shoulder, no streetlights or anything—just an occasional Indian

village on either side of the trail. I didn't see any gators, either—that was a disappointment, but whatda-fuck, I can't complain. We slowed down only when a pair of headlights came up fast from behind. It was a white Trans Am. I let it go by, preferring to share this moment only with my Baby.

I spent a deluxe time at the Ghost

Busters Bar in Lauderdale. They have a tradition that I've never heard of anywhere else. The new barmaid has to be initiated. It goes like this: her pants get pulled down and her ass gets painted, then her cheeks are imprinted on the walls of the bar—kinda like a buttprint. What will we bikers think of next?

Hey, how about some mail? J.T. is

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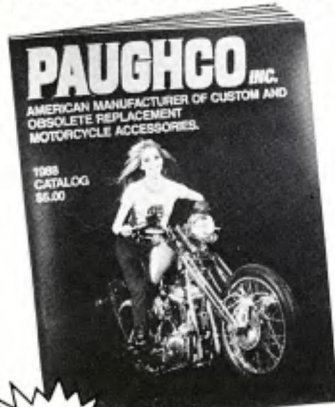
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Rob Peeler and his homemade trailer from Saskatchewan, Canada, in the Keys.



Left to right: Serge, Charley, Moe, Ace.

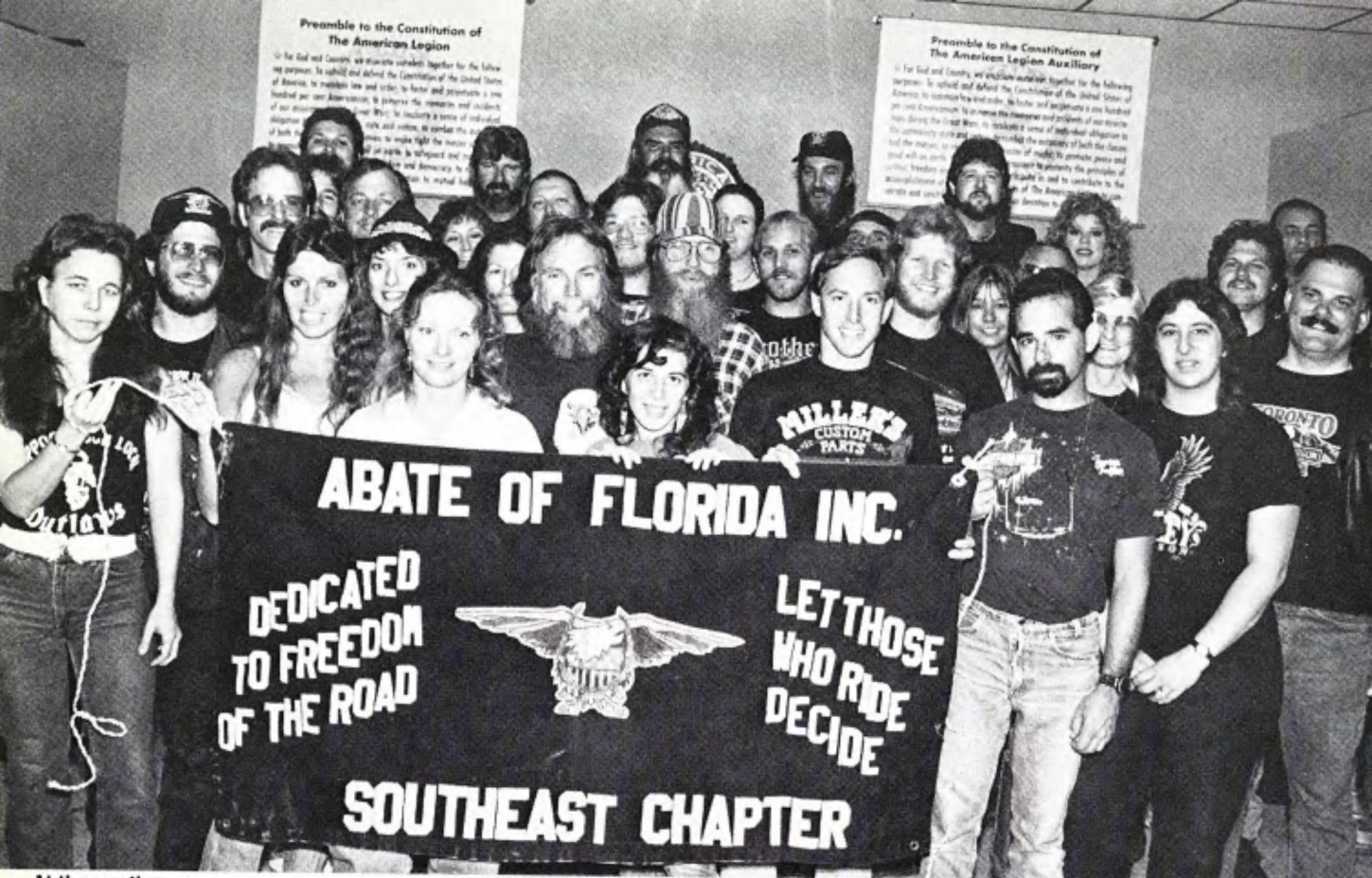


The one I was looking for.

talking about doing a book on "Rip's Run," kinda like a travelers' guide. The main problem is that I haven't received mail from some parts of the country. So, if you don't want to get left out, write to: "Rip's Run," Box 3000, Agoura Hills, CA 91301. No bullshit letters, please.

In closing, I'd like to say Yeah, Berdoo! Congratulations, Hells Angels of San Bernardino, California, on your 40th anniversary.

I can still use some mail. Write and tell me of your favorite haunts, taverns, bike shops, motels, or good places to chow down. Write to: Rip's Run, Box 3000, Agoura Hills, CA 91301.



At the meeting.

Photos by Rip

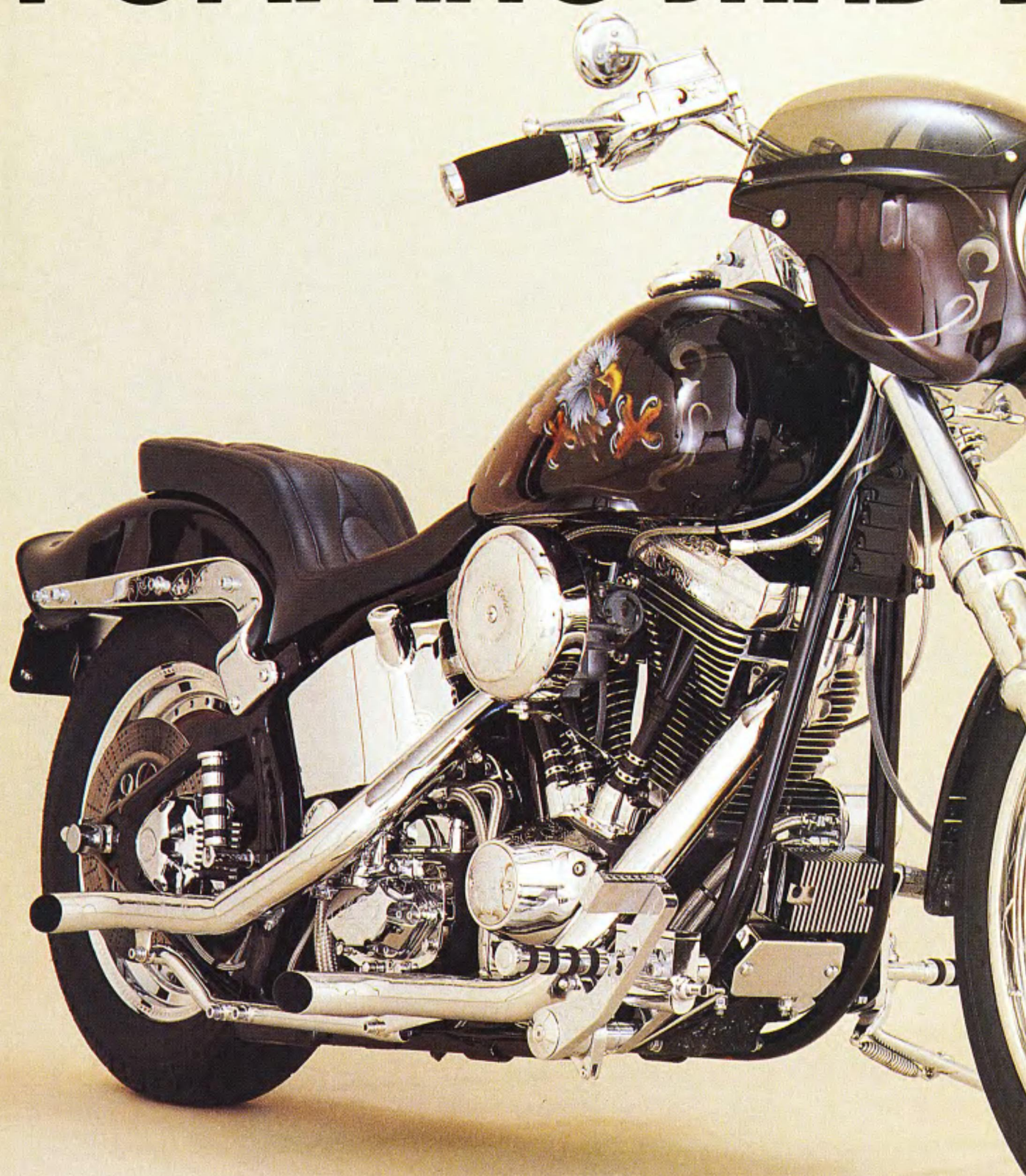
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Bob goes through bikes like I go through whiskey.

I need to get settled in on this one. It wanders off in a couple of directions, so it calls for a couple of shots of Jack Black to clear the fog and fuzz and get the juices flowin'.

Since Bob, the owner of this sled, resides along the coast of Florida, where the land is flat, the beaches are wide, and the weather is temperate, I couldn't help but wonder why he had Rick Doss of Danville, Virginia, do the work on his '86 Softail. So naturally, being the curious, obnoxious sonuvabitch I am, I asked him, and Bob passed on an interesting story of how he'd met Rick "The Beard" Doss.

Seems Bob had thought he was satisfied with his old ride, a chromed-out '84 FXRS, but when he flashed on some scrollwork adornin' a couple of rocker boxes at Atlantic Coast Plating in Orlando, Florida, it dulled his satisfaction with the '84. He became infatuated with engraving, and he had to have some on his scooter. That's when he started investigating the history of the rocker boxes — and came up with Rick Doss's phone number. Rick, however, recommended not engraving over chrome.

"So what did ya do?" we asked him. Without batting an eye, flinching, or even sighing over the bucks involved, he said, "So I went out and bought a new '86 Softail."

Hell, I can't even afford a can of spray primer.

He rode the sucker for a mere 500 miles, then tore off all the shit that he wanted twisted and flowered like an old shotgun and shipped it off to Rick, who saw to it that Denny Hudson did an admirable job.



Robert bolted his now-personalized scooter back together, put a few more miles on it, and since he was impressed with the way Rick handled business, Robert decided to let him do his number on the sled. You're looking at the finished product.

'Course, since he had 27,000 miles on that scooter by then, he bought a Heritage in '87. Then Bob and his ol' lady, Gale, who was featured as a

"Foxy Rider" in October of '87, went down one day, scuffing the '87 — so natch, they bought another Heritage in '88, which now has 4,000 miles on it.

Well, there you have it. A man who has bought a new scooter every year since he moved to Florida, a ridin' ol' lady, and a long-distance relationship with one of the best shops around.

Can I have another shot now?

—Renegade



Owner: Bob Barrows **City:** Pompano Beach, Florida

General **Frame**

Fabrication by: Rick Doss Year: 1986
 Year and make: 1986 FXST Builder: Rick Doss, H-D
 Model: Softail Type: Softail
 Value: ? Rake: 3/8 inch
 Assembly by: Rick Doss Stretch: none
 Time: three months Other alterations: molded

Chroming by: Atlantic Coast Plating **Accessories**

Engine Bars: CCI
 Year: 1986 Risers: stock
 Model: Evolution Fender(s): Rick Doss
 Rebuilder: Rick Doss Headlight: shines
 Ignition: electronic Taillight: CCI
 Displacement: 80 cubic inches Speedo: stock
 Lower end: stock Front pegs: Jay Brake
 Balancing: stock Rear pegs: Jay Brake
 Pistons: H-D Electrics: 12-volt
 Cases: black wrinkle Gas tank: 5-gallon fatbobs
 Heads: Branch Oil tank: stock
 Cam: Sifton Oil system: stock
 Lifters: hydraulic Primary cover: H-D
 Carb(s): Screamin' Eagle Seat: Danny Gray
 Air cleaner: Screamin' Eagle Sissybar: none
 Pipes: Paughco Height: n/a
 Muffler(s): none Material: n/a

Transmission **Forks**

Modifications: none Type: stock
 Year: 1986 Extension: none
 Shifting: foot Builder: H-D
 Engine sprocket: 21-tooth Special features: turned-down legs
 Trans sprocket: 23-tooth

Wheels

	Front	Rear
Wheel sprocket: 51-tooth	Size: 21-inch	Size: 16-inch
	Hub: stock	Hub: 1987 stock wheel
	Rim width: 1.86 inches	Rim width: 3.5 inches
	Tire: Avon	Tire: Dunlop
	Brake: stock	Brake: stock

Painting

Molding: Theresa Crane
 Painter: Theresa Crane
 Color: Brandywine over Black Pearl
 Type: House of Colors
 Special paint: antique scroll and murals

Other special modifications: frame modifications, louvers, and fairing by Rick Doss; engraving by Denny Hudson; lower belt guard, front wheel hub, dash plate, and belt adjuster by Custom Fabrication.



Photos by Pete Chiodo



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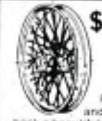


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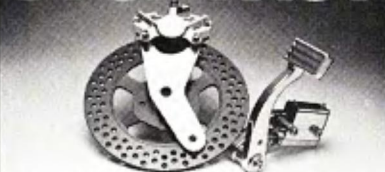


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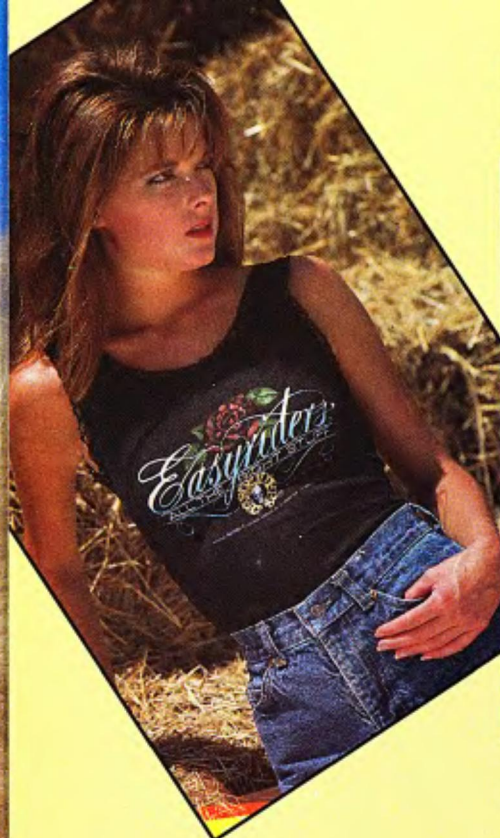
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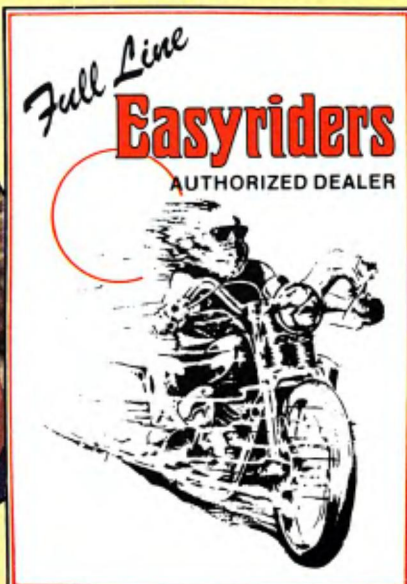


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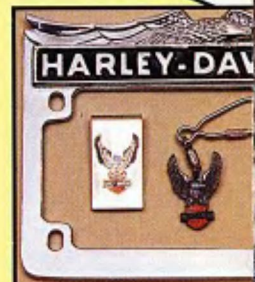
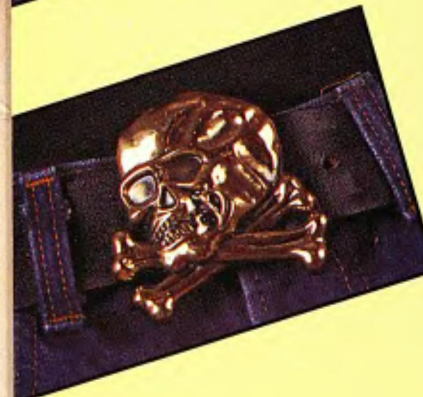
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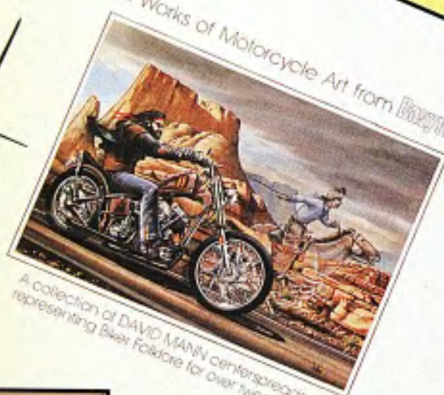


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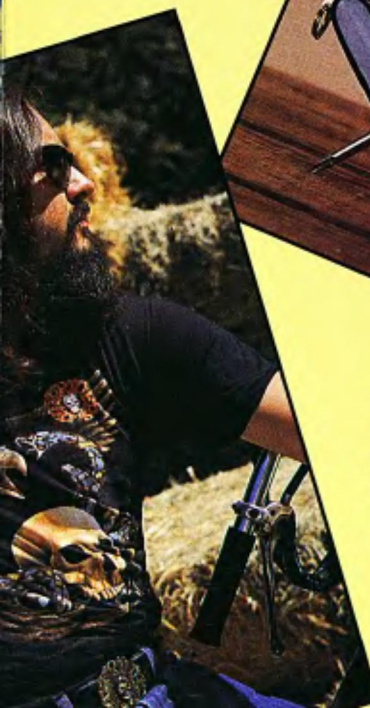
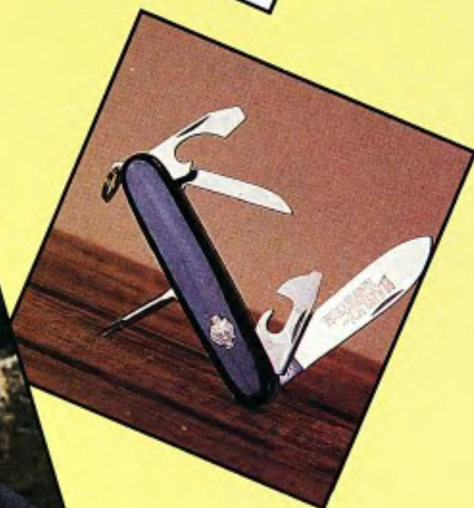
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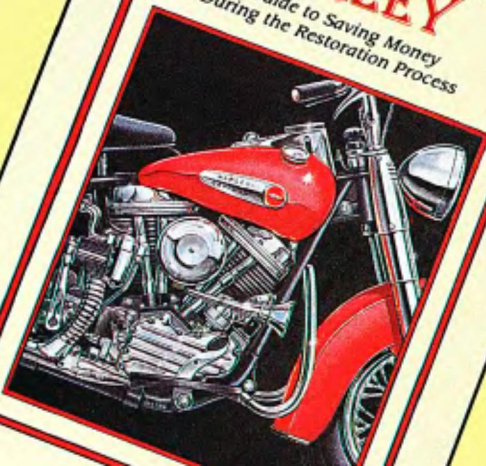
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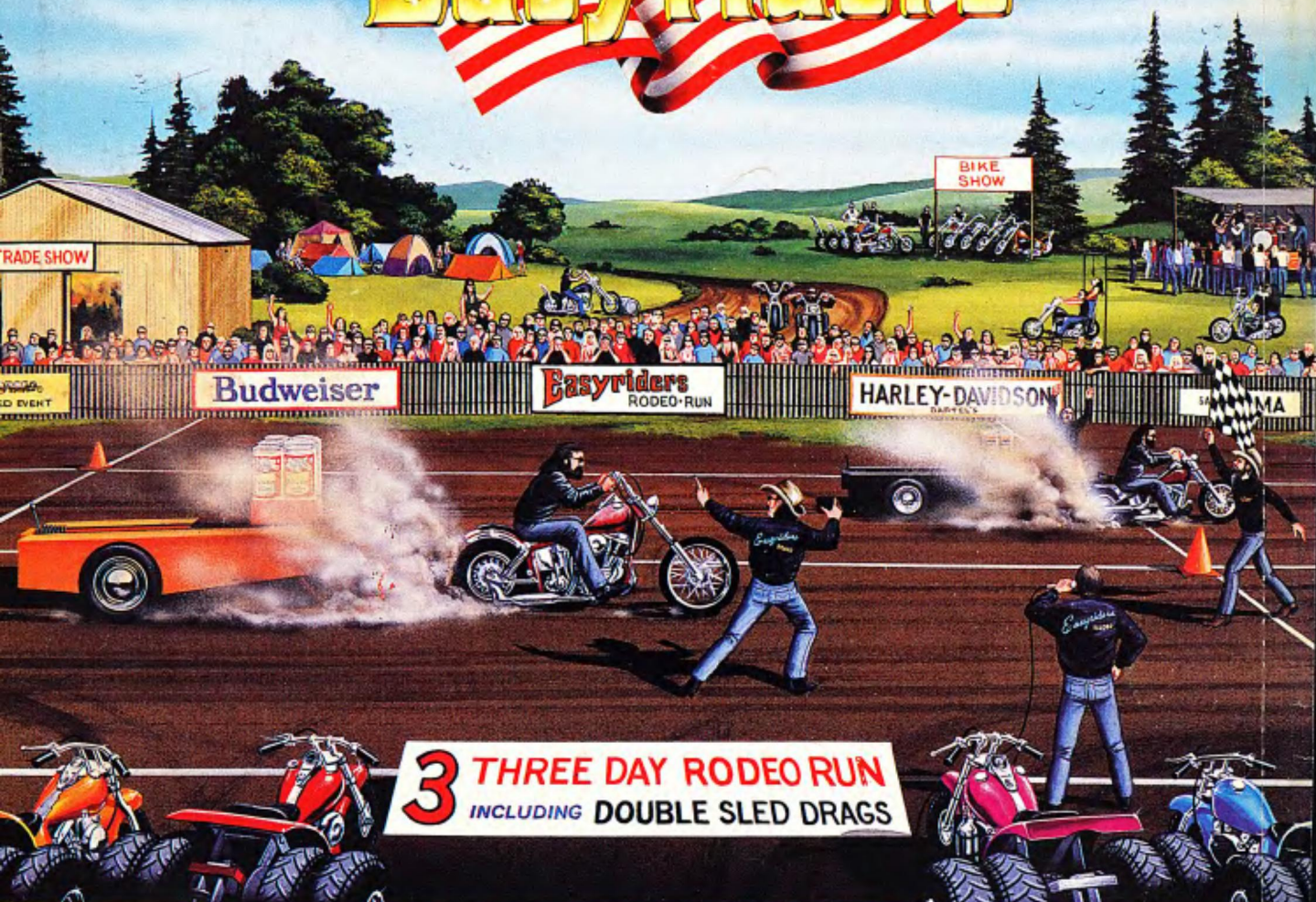
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