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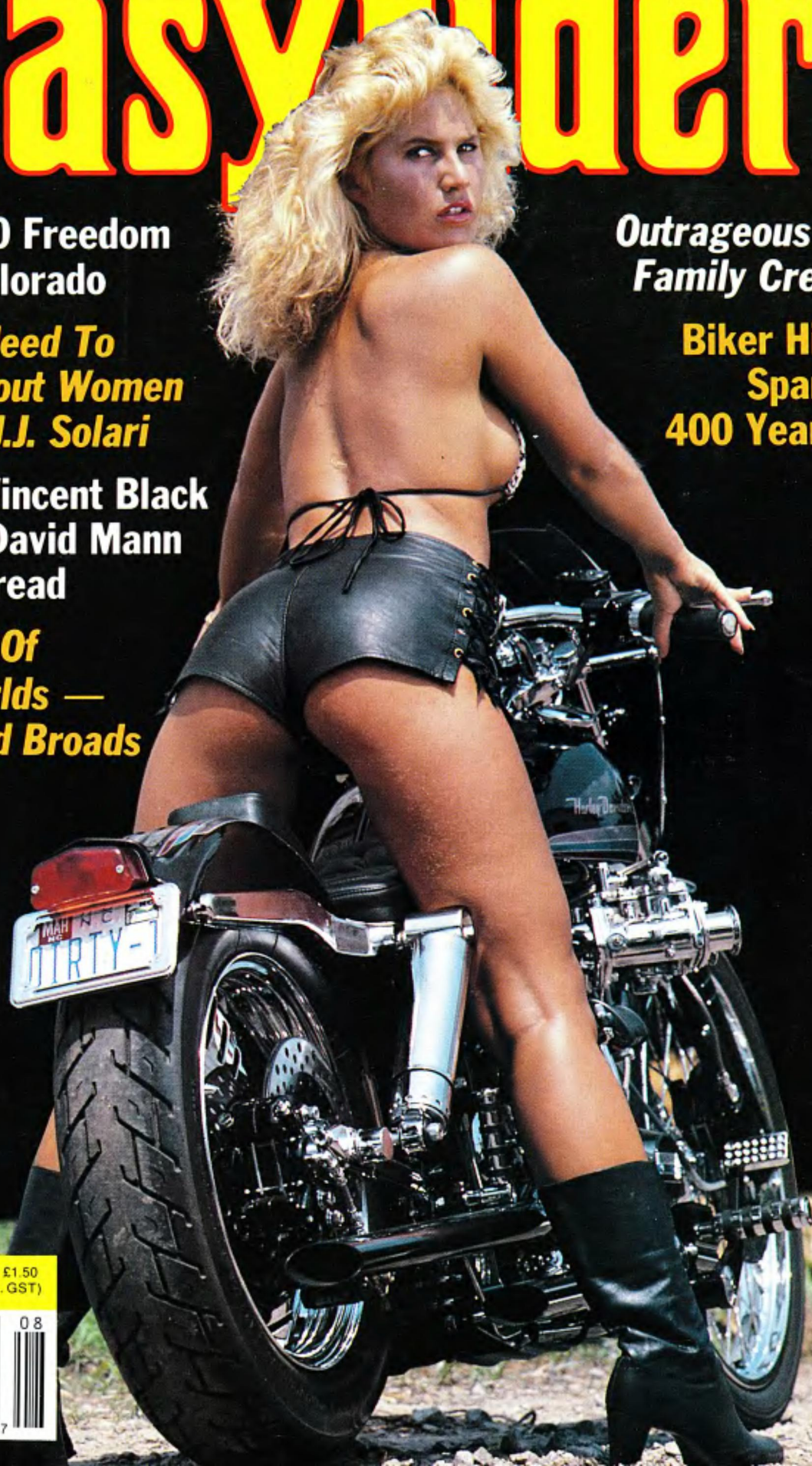
**All You Need To
Know About Women
— From J.J. Solari**

**Surreal Vincent Black
Shadow David Mann
Centerspread**

**The Best Of
Both Worlds —
Bikes And Broads**

**Outrageous Ness
Family Creation**

**Biker History
Spanning
400 Years (?)**



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NUMBER 182

ENTERTAINMENT FOR ADULT BIKERS

AUGUST 1988

Bike Features

It's all in the family
for the latest Ness rocket 10

Kentucky-bred knuckle emerges
from a basket, in time
for Daytona 22

It's been through a lot, but
this Doss shovel sure looks
good now 78

Rick's red-and-black shovel
is one bad learnin' machine 90

Foxy Rider

1985 FXRS/Karen Harkins 48

Reader's Ride

1985 FXEF/Casson Johnson 56

Events

Colorado fundraiser
is in a league of its own 17
Vacationin' editor parties with
bikers on Hawaii's Big Island 76

Biker Hall Of Fame

Bikin' folks from all
walks of life have their
day in the sun 68



Page 17



Page 56



Page 76



Page 78



Page 10

Fiction

Harems . . . J.J. Solari
We all need one; here's how to
get yours and why yer ol' lady
will go for it 54

Articles

400 years of bikin' history 36
Horsepower hop-up tech
for Evos 46
Fox Hunt Winner Lorin 64

Columns

Spider 5
Rip's Run 84

Departments

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

Calendar

What events are down the road
from state to state 74

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



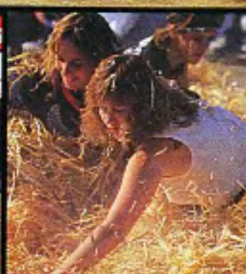
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Peaches, the sun-drenched goddess featured on the cover, gatefold, and with Dewey Maxwell's super-sanitary maroon-and-black shovelhead, was photographed by Mad Mike.

Easyriders **ON TV!**

Grand National Rodeo



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This column is being written a couple of days before Mother's Day, so in honor of this special day, here are a few interesting news items involving females of one sort or another.

How about the dear old mom who kept her eight-year-old boy in a box for two years? When the police let him out of the box, he was surprised to find that all boys didn't live in boxes.

Then there's the mother whose son was bothered by his compulsion to wash his hands all the time, and he complained to her that his life was so wretched that he would rather die. She said, "Look, George, if your life is so wretched, just go and shoot yourself." So he went down to the basement, stuck a .22-caliber rifle in his mouth, and pulled the trigger. The bullet lodged in his brain and, amazingly enough, it cured his compulsion.

This woman was contemplating jumping off a bridge when this guy ran up, yelling, "Stop, stop!" When he got closer, he asked her if he could have her car because she wouldn't need it anymore. But she just looked at him in disgust and did a swan dive over the railing.

Or how about this one? Another guy ran up to an intoxicated woman who was about to leap off a bridge into the river below. She stopped a minute in response to his pleas, and when he got to her—he snatched her purse.

When you awake in the morning with a brown taste in your mouth and you look over to see what's lying next to you, I've learned how you can tell if it's a pig or a hog. The key is that a hog usually weighs 110 pounds more than a pig.

I thought you'd like to know what the original club mama was. It had to be a female chimpanzee—when they want to get porked, they ball every male member of the troop.

He was put in jail. Two days later he cut off his penis with a knife while he was alone and locked in his cell. He's now suing the city for loss of his dick, loss of employment, loss of sexual function and enjoyment, loss of his ability to reproduce, loss of his ability to urinate without pain, shock, embarrassment, social deprivation, and loss of self-esteem. He claims that the jail should have known that he had a mental illness and was a danger to himself.

Well, shit—I've got to give you the bad news. It just became illegal for the first time in the Phillippines to beat your wife. Speaking of broad-bashing, one in every five Australians believes you can beat your wife if she doesn't sleep with you. They also feel that if a wife fails to keep the house clean, she warrants a whomp upside the head.

These two female truck drivers got to arguing over their CBs and agreed to meet at the next stop. One woman grabbed a tire iron and struck the other one five times. What were they arguing about? Who had the better truck? One's child was better-looking than the other's? No, they were arguing about the size of their tits.

She was handcuffed, stabbed, beaten, and burned with a soldering iron. She must have liked it, because she now wants to marry the guy.

He took a Buck knife and gouged both his wife's eyes out. Why did he do it? Was she fooling around? No, it seems that after 15 years of marriage, she failed to bear him a son. Shit, that was the least she could have done.

A man accused of killing seven women and keeping their corpses in his apartment complained during his hearing that looking at photos of the victims' bodies made him sick. "I don't want to see all that filth. It would take a sick person to do that."

I want you to know that they passed a new law in Singapore. It's now illegal to piss down elevator shafts. Piss will automatically stop the elevator and activate a video camera—so watch it!

TAKING IT EASY

By Spider



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Hip Korean

Any of your readers who might be blessed by Uncle Sugar and sent to Korea ought to check out the *Easyriders* Club in Sontang (don't ask me where they got the name).

If you need a break from the "buy me drinky" bars, check out this place. It's small, but it's a little piece of home.

Stop in and have a cold Bud or a big bottle of Crown, and write on the walls if ya want. Kim even supplies the Magic Markers.

The picture enclosed is of Kim and his faithful scooter in front of the bar. Anyone who rides a Harley in that cold-ass climate, dodging the crazy bus drivers and cab drivers, is all right with me. Check him out if you're near Osan Air Base. Go out the main gate, take the first alley on the left. You can't miss it.

Rock
Waialua, Hawaii



Still Paintin'?

I had my bike painted by Dick Mear of Hacienda Heights, California, a few years years ago. The last letter I sent to him got kicked back. Anyone know if he's still paintin'?

J.J.
Clinton, N.Y.

RICO Act

I am writing this letter concerning a letter called "It's A Battle" from Henry 1%er, Outlaws MC of North America.

I am Buttons, Big Jim Nolan's ol' lady and future wife. He is now going through this so-called RICO Act. It is heartbreaking. I am one of very, very few women who sit in court and must watch what her ol' man is going through for something he doesn't deserve. And all because of the way we choose to live — because society doesn't like it. It affects those people who love them dearly, not just those who are locked up for it. It's hitting the clubs now, but what of the future? Will it hit everyone who rides a Harley? Will it go as far as our being an endangered species? Think about it. Our freedom of the way we choose to live is at stake! Henry 1%er's letter is the best I've ever read concerning the RICO Act.

Buttons
Hollywood, Fla.

Whiners

In response to those whiners who said that the Mötley Crüe video gives bikers a "bad name" (April '88), all I can say is "Nuts!"

I've seen it, and all it shows is some all-American boys on American-made machines, ridin' from titty bar to titty bar, singing about "Girls, Girls, Girls." So whatdafuck's wrong with that? Unless you like boys. And if that's the case, I hope you AIDS factories ride pink riceburners so we can tell what you are.

Mel "D.A." Williams
Cleveland, Ohio

A Tape

This letter is in response to "Wants Tape" (January '88). It just so happens that my partner and I wrote and

produced "Harley Is American," which was played on several radio stations in Sturgis this past August. Because of the interest shown since then, we are making cassettes available for sale. Each cassette contains "Harley Is American" and another song, "Ladies Of Harley." Both are sung by country-western recording artist Bob Cook. At this time the cassettes are not available in stores. They can be obtained by sending \$5 per cassette to Jenkins/Wagner/Music, Box 24551, Edina, MN 55424. Allow four to six weeks for delivery.

Steve Wagner
Minneapolis, Minn.

Glasses

I just wanted everyone out there who has to wear glasses while in the wind to know that there is a righteous optician here in New York. He'll put your prescription in a Mark 4 Silver Cross pair of goggles.

If you want to see what they look like, just look on page 58 ("In The Wind" section), top photo, May '88, or look in *In The Wind* #30, page 13, top right — by Dirty Ernie.

These goggles are better than my glasses. I met the guy. He really cares. He's been doing this since '58 — started with skin divers' masks.

So if you need glasses to ride, check out the ad in the "General Store" section in the back of the mag. His name is Leonard Maggiore.

Wingnut
Bronx, N.Y.

Top Dollar

I will pay top dollar for the following issues of *Easyriders*: August 1971, October 1971, June 1972, August 1972, December 1972, February 1973, March 1973, May 1973, December 1973, January 1974, June

1974, and *In The Wind* #2.

I am trying to complete my set of *Easyriders*, so I would like issues with covers and centerspreads.

Please write: Al Topliss, 103 Laura Ave., Clifton, CO 81520, or call collect (303) 434-4468.

Al Topliss
Clifton, Colo.

In Prison

☐ I just want to say thank you, bros, for a slice of raisin pie every time I get a chance to pick up this badass magazine in this fucked-up prison in Smyrna, Delaware.

J.C.
Smyrna, Del.

Indian Info

☐ Recently I acquired a 1936 Indian "Dispatch Tow" about 95 percent complete, but rough. Since I've been researching this project, I've found other Indian owners to be more than eager to help me locate parts, etc., but I can't find any technical info or literature of any kind on this model.

I figured since more motorcycle types read *Easyriders* than the next three leading magazines combined, maybe someone would see this and make my day.

T.Arent
Box 112451
San Diego, CA 92111

Invisible Biker

☐ Whatdafuck are you assholes smokin'? On page 90 in the June '88 issue, "Low-Flyin' Craft," you refer to the bike's owner: "Sammy Roth, the wiry, black-pelted Canadian bro ya see here." Then there's four pages of photos of a bitchin' Evo, but not a single shot of Sammy.

What's the deal? Is Sammy the son of the Invisible Man or what?

No raisin pie this month.
Sonya
Rotonda West, Fla.

☐ We ain't coppin' to shit — the dumb broad in the art department fucked up. That's Sammy below.



Sammy Roth

Rip, Come On Over

☐ I joined Uncle Sam's Air Force and was sent to Holland. Well, I thought, no more biking — but shit, I was wrong. Here in Amsfoort, Holland, there are some righteous bros and a bar called "The Flame." Maybe Rip can come over to do a series on Europe.

Batman
Soesterburg, Holland

Looking For Position

☐ Twenty-eight-year-old sister looking for apprentice mechanic position or someone willing to pass along his know-how through an apprentice-type situation. Either shop or backyard garage in the Connecticut area. Know basics, but want total knowledge of all H-Ds.

Family ties make it impossible for me to pack up for a year for MMI in Florida or Arizona. I am strong, intelligent, mechanically inclined, and hold an electronics technician degree. I would be willing to relocate anywhere in Connecticut if necessary. Anyone willing to take me on or wanting to inquire further, write to:

Cheryl Legnani
68 Fulton St.
New Britain, CT 06051

Where?

☐ My ol' man and I just moved out here (Hershey, Pennsylvania) from Colorado, and we're wondering if there are any good people out here.

We've been to quite a few bars around the Hersey/Lickdale area, but everyone seems to ride riceburners. Where are the good American Harley people? We'd just like to party down and get to know a few people. Please write:

Heather Stephens
1771 Lehman St. - #G
Hershey, PA 17033

A Disagreement

☐ My ol' man and I are having a disagreement about ol' ladies having their own bikes. I want to go back to work and save up money for an 883 Harley. He says bitches shouldn't have their own Harleys, that the only place for an ol' lady is sitting behind her ol' man.

I'd like to know what you or some of your readers think. It would be a big help.

Juanita LeBowe
Hinsdale, Ill.

Harley Club in Japan?

☐ I'd like you to know (if you don't already) about a faithful Harley club here in Okinawa, Japan.

A.J.
Okinawa, Japan

Which?

☐ I'm seriously thinking of going to school to certify in motorcycle mechanics on H-Ds. I'm seeking info on which school is better in the courses and certification, AMI or MMI. Both are advertised in *Easyriders*.

If someone who knows of both schools would drop me a line, I'd appreciate it.

Kelly McNeerney
Box 616 HC 79
Leesville, LA 71446

Hour Of The Wolf

☐ Hey, I wanted to let you know your mag is number one with me, and I'm wondering if you can help me. I'm lookin' for a copy of Stephen Wolf's album called "Hour of The Wolf." I had it years ago and haven't been able to find one since. Maybe a bro out there could help me. If so, please drop me a line.

Mike DiSanto
14628 Puritas - #303
Cleveland, OH 44135

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Vassar, MI 48768
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Unite Bikers in W. Germany

☐ Anyone interested in participating in the first annual barbecue for people who read *Easyriders* in West Germany should write SP4 Street, HHB 81D (M) Arty, APO NY 09034.

Steve Street
APO N.Y.

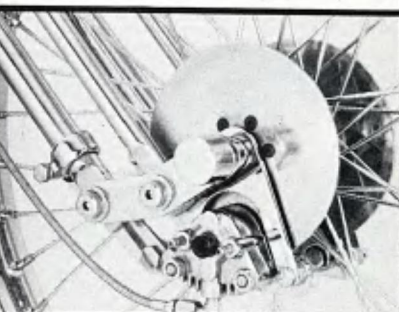
Helmets

☐ I haven't picked up one copy of *Easyriders* or any other bike mag without noticing how many arguments there are about helmets. Now and then I'd like to put down to the store without havin' to struggle into mine. On the other hand, I'd still put my

APR

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APR Repair

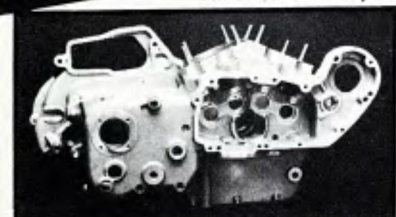
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Never before noon, ever!
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(Check out "Soybean Sportster" in the February '88 issue of *Easyriders*.)

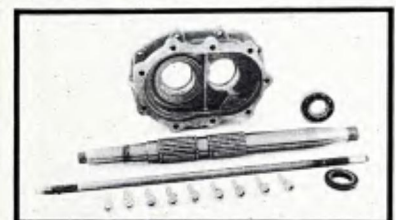
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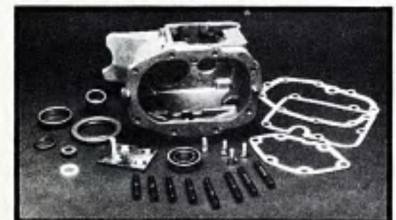
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helmet on when I intend to raise hell with traffic — an everyday thing here in Orlando. Now an' then ya gotta seriously wail.

I think helmets have support because... let me illustrate:

You're chained to a chair and handcuffed (sorry if you've been there, but I gotta make my point). I got a baseball bat. I offer you my Bell Star, saying that in 30 seconds I'll be playin' home run on your head. You have no way to stop me. I guarantee you'll take the helmet rather than die for sure, gettin' bones an' red stuff everywhere, and so would anyone else, because it's too damned obvious that they give some impact protection.

So my point is that too many freak accidents appear in *Easyriders* as evidence of how poor helmet laws are. They're really poor laws because of the way they were passed.

I think concentrating on the right to free choice is the way to go, at least until ya get someone like that Hurt guy at — USC? — to back removing helmets with a big-buck statistical survey.

Bert
Orlando, Fla.

Wants Record

□ My ol' man and I were recently in Daytona for Bike Week, and I heard a song on a jukebox called "Fuck Everybody." If anybody knows where I can get my hands on a copy of it, drop me a line.

Penny & Hollywood
Box 1426
Smyrna, GA 30080

Tech Tip

□ I own a 1985 FXRS. Changing the oil gets to be a dirty job, because with the bike on its sidestand, the oil drain plug is pointed up in the air, so you get some oil on the bike and you leave in half a quart or so, unless you tip it over on its side — hopefully, with someone to help you. But I can't get all the oil out. A real bummer of a setup. I understand, though, that later bikes have corrected this drawback.

The reason I'm writing is to let you know that for a clean and cheap alternative when changing oil, you can buy a utility hand pump as I did. It's a hand pump for water, paint, oil, etc., mainly for use in RVs, boats, and changing oil

in cars. It works great, and I didn't get one drop of oil on the bike or floor. Using an attachment that comes with it, it takes out all but five or so drops of oil.

Butch Huls
Byron, Ill.

Appreciated

□ Thanks for the attention you're giving to the Rolling Thunder POW/MIA Rally and Run. Your assistance on this project is greatly appreciated by vets.

Bob
Baltimore, Md.

Photographed

□ At Bike Week on Thursday, March 3, at approximately 2 p.m., I was arrested on Main Street across from the Boot Hill. The guy I was with was too dumbfounded to take a picture of the incident, but I saw people taking pictures of me being handcuffed.

If anyone out there has a picture of a blonde in a tiny top, indecently short skirt, and spike heels being busted in front of the cemetery, I would really appreciate a picture so I can remember the horrid experience forever.

India Rothenbiller
33 Marmon St.
New Britain, CT 06053

Airbrush Artist

□ I am interested in writing, calling, meeting, etc., someone who is into airbrushing. Same old story — a single chick wanting to make a few extra bucks to build another bike after being downed by an ex-ol' man.

My commercial art classes don't cover the things I need to know.

Karen Shoup
1220 Rosewood
Fremont, OH 43420

Yuppies?

□ About a week ago I picked up your rag for the first time. I was expecting to read about Harleys and bikers, not about lowlifes and pussy-ass yuppies who charge their bikes on plastic cards.

I'm 87 years old and have been riding Harleys for more than 60 years. I started riding when most of your fathers were shitting in pink panties. I think your rag is a typical corporate ripoff of the simple-minded fuckhead riffraff that read it. It is a crime and a sacrilege against the greatest machines ever built and the

men and women who ride them. You are exploiting bikes and bikers in general, which is pretty easy, considering the obvious mentality of the shit-for-brains slimeballs who read the half-baked drivel you print.

I hope someday someone comes up with a rag for real bikers, not for sissy-ass yuppie cunts like yourselves.

John "Piss-Ant" McMillan
Sutton, N.H.

A Double Bet

□ My ol' man and I have some serious shit ridin' on your answer: (1) I say David Mann did the centerspread in the May issue. My man says he didn't. (2) I say you won't print this. He says you will.

We bet to do exactly as the other half requests for a week. Make my week.

Red Beard's Lady
Winchester, Ore.

It's a draw.

Wants To Reach

□ In the March '88 issue, the "Wordmonger" column carried a letter titled "A Patch." I would very much like to get in touch with this person or have him write me at the following address: American Breed MC, Box 173, Posen, IL 60469.

Mel
Posen, Ill.

Likes Mag

□ Just wanted to let you guys know how good it is to get *Easyriders* here in Australia. Been here over two years, and your mag helps to keep me in touch with what's happening back home.

I really drool over the bikes you feature. They get better and better! If I can put one together half as good, I'd be happy. The story "Storm A-Comin'" was excellent, too.

To me, it doesn't matter if you're an Aussie, Kiwi, or Yankee — it's the way of life that brings us together.

The Mad Yank
Sydney, Australia

Jap Crap

□ In response to G. Blair (April '88), the next time one of those very fast pieces of shit passes you out on the highway, close your eyes for a second, listen to the sound, and think of the Zeros over Pearl. Maybe you can forget it, but I sure as hell won't.

Philo
Manchester, Md.

☐ My father did not and I repeat, did not, fight for our country so we could "tolerate a few very fast Jap bikes."

Just Me
Cherokee, Iowa

Lightweights

☐ I was wondering if anyone can help me. My ol' lady and I collect Harley lightweights (65cc-350cc). I've heard a rumor there's a Harley Lightweight Owners Club and understand that a guy from Oklahoma knows something about it. Anyone knowing about it or interested in forming one, write or call me at (716) 657-6860.

Jack Minehan
1803 Victor-Holcomb Rd.
Victor, NY 14564

Harley People

☐ To all Harley riders in Virginia: We're looking to hear from you. We need to be with real Harley people. I have a very fast, custom shovel and want to hear from you. Our address is:

Butch & Nancy Anderson
Box 477
Proctor St.
Drakes Branch, VA 23937
(804) 568-8189

Whatdafuck?

☐ Okay, guys, I've taken most of the changes in this magazine pretty well. But the April issue was just too much. I figured it was April, the yearly screwed-up issue. I open the back cover. Then I open the front. Not a traditional April issue. Who screwed up? This I can't handle. No raisin pie for anyone.

Sam
Gales Ferry, Conn.

Sick

☐ Recently I broke up with my bitch. It was all due to your magazine. She said I couldn't read *Easyriders* anymore because it was sick. Needless to say, I told her to stuff it.

I've been reading *Easyriders* for at least three years, and someone who has seen it only two times has no right to say it's sick or disgusting!

John Wilson
Batavia, Ill.

New Lid Law

☐ The Nebraska state legislature approved a mandatory helmet law on February 17 by a vote of 25 to 20. This was

after the bill had been defeated in its second round. A motion to reconsider was approved and the bill passed its final reading. An amendment to make the law apply only to those 19 and under failed during each round.

The bill's sponsor, Senator Dan Lynch of Omaha, employed many sympathy tactics to gain support. One was bringing in his own invalid son, who, it should be noted, was injured in an automobile accident, to demonstrate the effects of head trauma.

The injustice that has occurred to the riders in Nebraska can and will happen in other states. The senators will resort to misrepresentation of facts and statistics and other methods to persuade members to vote in their favor. This is a reality, because it has happened in Nebraska.

Those who support freedom of choice cannot sit back and let this happen. Everyone must get involved in any way possible to ensure that his or her opinion is heard. Let your representative know your views of the

issues. More important, get out and register to vote. A petition drive is useless if those who sign it are not registered voters. We have a right to express our opinions, and they must be heard. Freedom of choice in this country was won through battle, and this is what we must begin to do now.

Russ Plott
Omaha, Neb.

Less Meat

☐ I was scoping out the April '88 issue and came across a hot sled ("Dead Sled").

Whatdafuck! You guys on dog food or something like that? Let's see more of the sled and less of the bitch.

Crazy (Bob) Kaise
S. Plainfield, N.J.

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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IN A FAMILY

... and baby makes four.

How many of us really know how Arlen Ness and his son Cory go about pluggin' together a scooter that looks this extremely fine?

Well, I, for one, have slowed down in my old age and now take more than a week to slap a putt together and get it on the road. Used to be I'd spring up



WAY

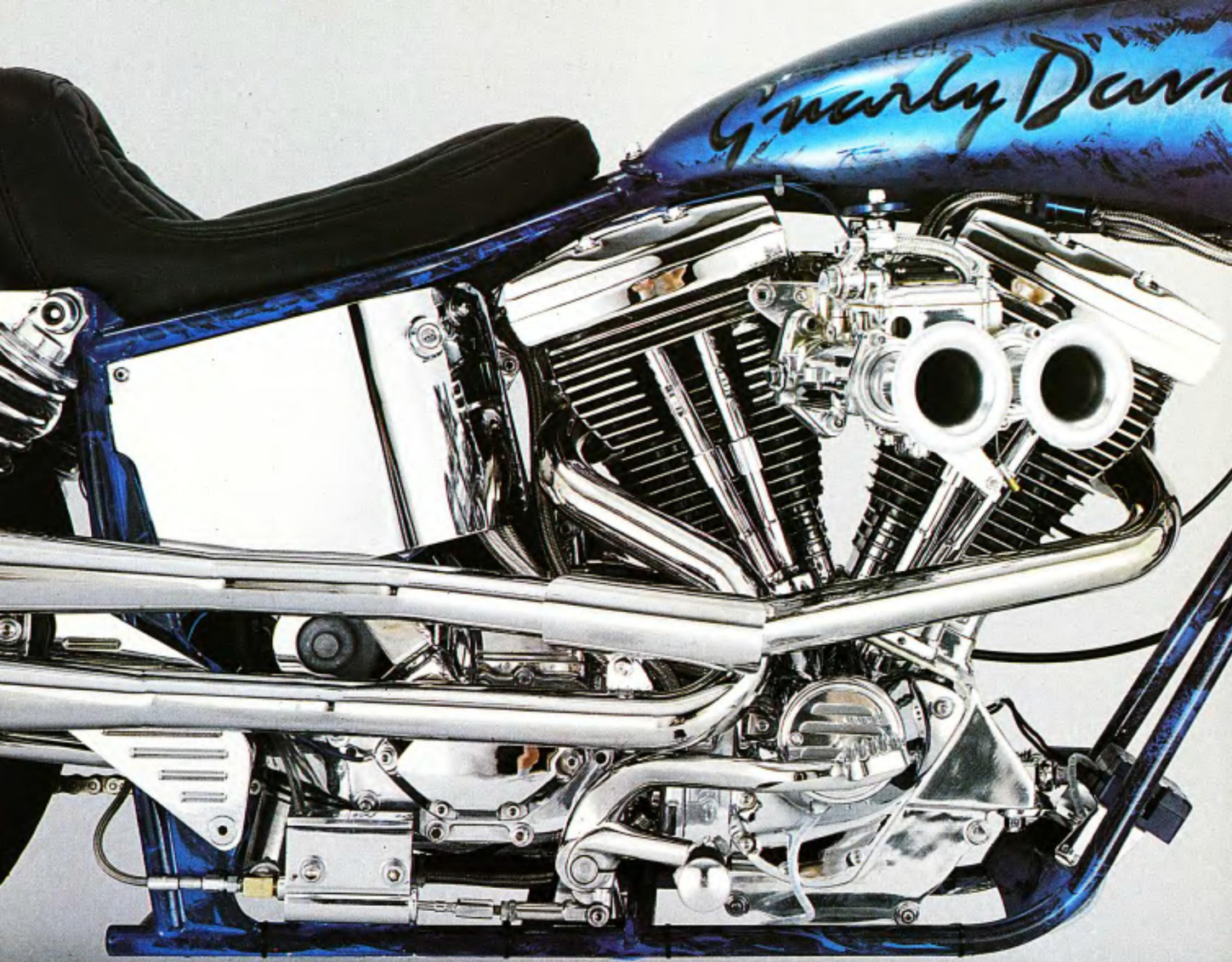


with some insane concept, scrounge parts for a week, snort coffee all day Friday, and hit the torches and the tools for a long weekend.

If the bastard didn't run by Sunday night, I'd scrap it for parts for the next project, 'cause halfway through the scheme, I'd already be thinking about ridin'. I couldn't help myself—the road was more important than show chrome and 40 coats of hand-rubbed lacquer.

But I've changed, and so have a number of riders who now take more time when they're buildin' wild machines. The bikes comin' out of some shops these days show a lotta class and obvious planning. More and more frequently, today's sleds are displaying a serious degree of finesse and engineering.

Like this one does. The Nesses put meticulous design and craftsmanship into all their scooters. Take a hard look at the detail on this flashy beast. It'd easily stand alongside a Maserati and go for more than \$20,000. We've come a long way, and many builders—the Ness Family in Northern California, Ron Simms in the Bay Area, Rick Doss in Danville, Virginia, and



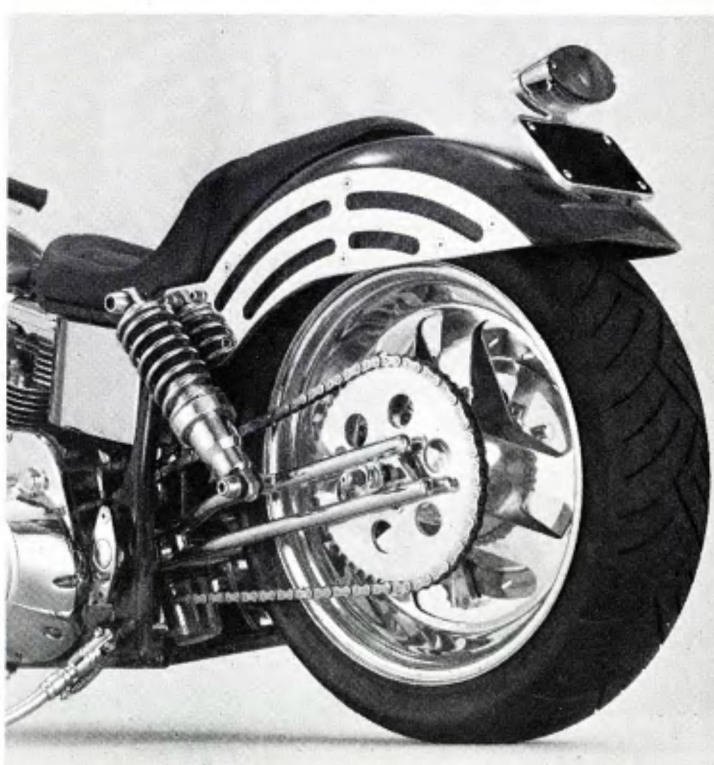


Dave Perewitz in Brockton, Massachusetts, to name a few—are creating machines the factory is truly envious of.

Cory began this project 12 weeks before the Sturgis run last year. With a pregnant ol' lady and much of his dad's business on his hands, the scooter's planning, design, and construction had to be done after hours. The project had two significant requirements: the bike had to have the unique racy look that would project the Ness tradition of state-of-the-art cycles, and it had to be functional.

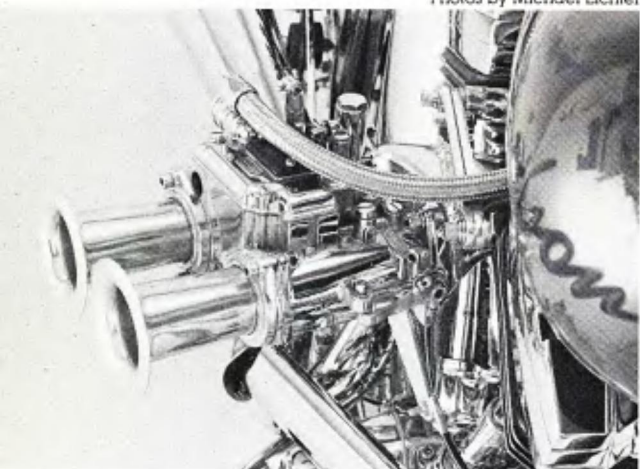
Cory and Arlen don't sketch out their designs, by the way. Instead, they mentally develop and kick around the visual concept, planning every element. This particular scooter began as a cop bike, but only the engine and transmission made it into the final chassis, and even the drive line was extensively modified by Jack Dron in Oakland. A stock Ness frame was extended five inches, and the tanks were hand-fabricated—in addition to most everything else (check out the chart).

Then the scooter was put together to see how everything fit, and Cory rode it to the Bear Meadow Run. After making some adjustments and refitting parts, he rolled on to the Redwood





Photos by Michael Lichter

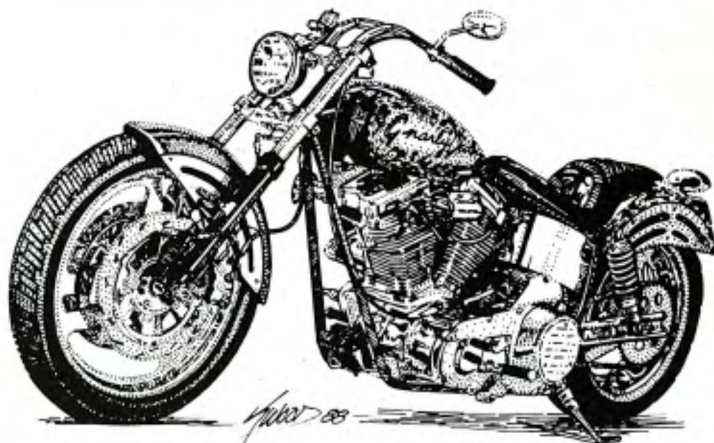


Run. Then it all came apart one more time for the engine and tranny rebuild, paint, chrome, and polishing. At this point, the Ness family's baby and the mechanical baby were running almost neck and neck, and Cory had just enough time to put everything back together and make it to Sturgis on this masterpiece.

Not only does Cory now have one more finely built cycle under his belt, he also has a son, Zachary, to be proud of.

—Bandit

Owner: Cory Ness		City: Castro Valley, California	
General		Frame	
Fabrication by: owner/Darrell Hayes		Year: 1987 Ness	
Year and make: 1984 FXRP		Type: 5-speed rubber-mount	
Model: Police Special		Builder: Ness/Jim Davis	
Value: \$20,000		Rake: 35 degrees	
Assembly by: owner		Stretch: 5 inches	
Time: three months		Other alterations: reinforced	
Chroming by: Hi-Lustre of Hayward		Accessories	
Engine		Bars: Arlen Ness	
Year: 1984		Risers: Arlen Ness	
Model: V ²		Fender(s) Ness/Darrell Hayes	
Rebuilder: Jack Dron		Headlight: Arlen Ness	
Ignition: Accel		Taillight: catseye	
Displacement: 89 cubic inches		Speedo: no	
Lower end: Jack Dron		Front pegs: stock	
Balancing: Jack Dron		Rear pegs: somewhere	
Pistons: S&S		Electrics: Accel	
Cases: polished		Gas tank: handmade by Bob Monroe	
Heads: Hannan's Machine		Oil tank: Bob Monroe	
Cam(s): Crane		Oil system: stock	
Lifters: stock		Primary cover: chrome	
Carb(s): Rivera dual Dell 'Ortos		Seat: Ness/Danny Gray	
Air cleaner: Rivera velocity stacks		Sissybar: fender rails	
Pipes: handmade by PipeLyne		Height: clears tire	
Muffler(s): PipeLyne		Material: aluminum	
Transmission		Forks	
Modifications: rebuilt, polished		Type: modified Ninja	
Year: 1984		Extension: 3 inches under	
Shifting: 5-speed		Builder: Darrell Hayes	
Engine sprocket: Primo belt		Special features: aluminum trees	
Trans sprocket: 24-tooth offset		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: owner		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: owner/Dennis Dardenelli		Rim width: WM3	Rim width: WM14
Color: blue		Tire: 325 Metzler	Tire: 170 Metzler
Type: lacquer/House of Color		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: by Dennis Dardenelli			
Other special modifications: aluminum fender rails, brake hangers, front fender brackets, license plate bracket, taillight bracket, and more. Special thanks to Darrell Hayes, Davis, Mun, Dennis, Rivera, Russel Performance, and Dad.			



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-

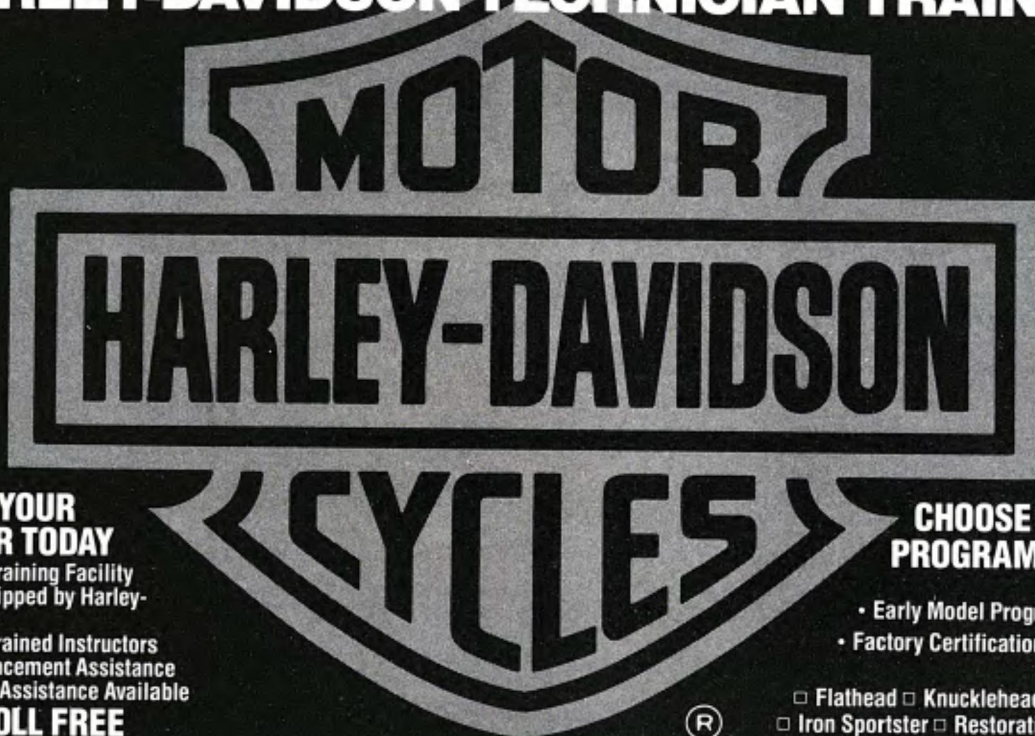
ment is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

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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Motorcycle Mechanics Institute



COLORADO FREEDOM RUN



Remember the days when you'd go on a run and wonder what shape you'd be in when you returned? Due to the efforts of men such as Ken Allen, owner of Freedom Harley-Davidson in Denver, those days are pretty much gone for the mainstream rider.

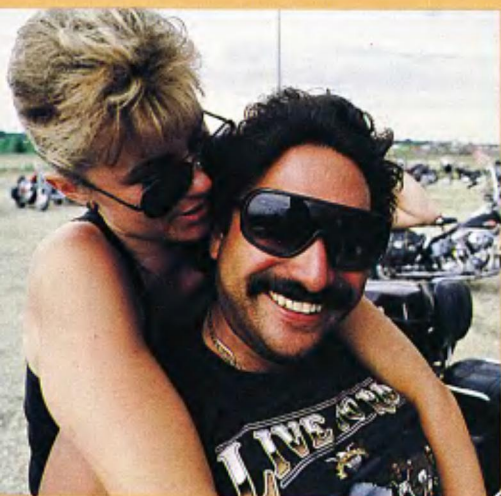
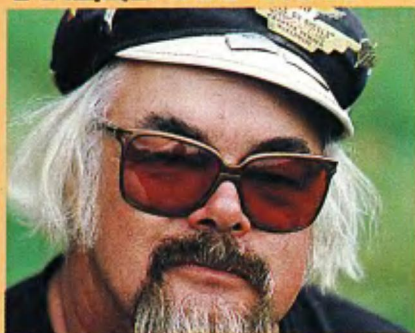
In 1984 Ken was inspired to create a 100-mile pledge run to benefit the Muscular Dystrophy Association. The run, which raised \$35,000 the first year and hauled in more



than \$250,000 in 1987, has now been reproduced in similar forms in almost every state in the nation. Ken assisted in the creation of a package of information with samples of materials to help other interested dealers. The packet has been approved by the national offices of MDA and by Harley-Davidson Motor Company.

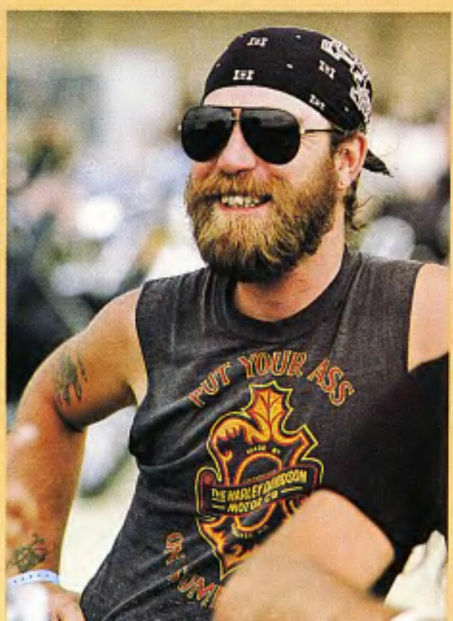
The concept puts bikers in the highest class of fundraisers nationwide. We now raise more money for the largest

COLORADO FREEDOM RUN



charity in the world than any other effort, including telethons.

Considerable recognition for the American biker's time-proven generosity for the less fortunate doesn't hurt, either, and the Freedom Runs, like countless other charitable events put on by bros and sisters year after year, are going a long way toward informing the nonbikin' public of our positive position in society. Flash on this: after the H-D/MDA program gets in full swing, the factory dealers, motorcycle clubs, rights organizations, and individual riders can one day jointly present the largest



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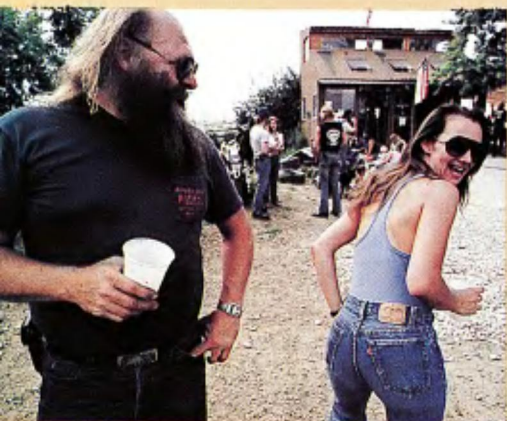
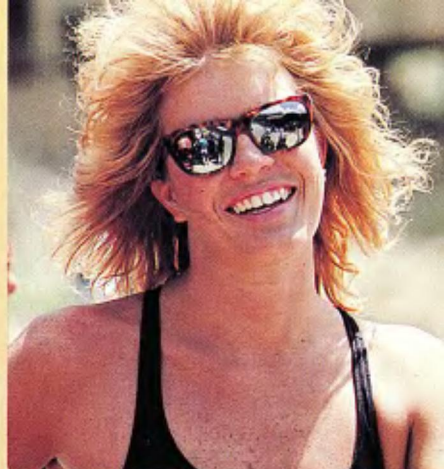
"Bikers Fighting for Our Right to Ride Free"

COLORADO FREEDOM RUN

check of all at the national Te-lethon — in the name of all the scooter people in the United States.

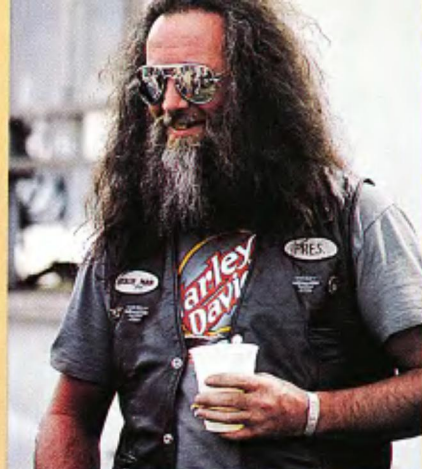
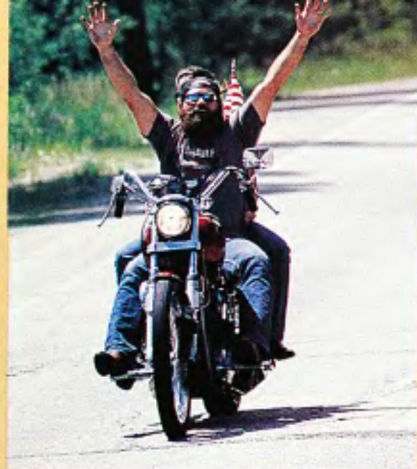
Led by Ken and Mellissa Goddard, Colorado State Poster Child for the MDA, more than 2,000 scooters and 3,000 participants rolled through the streets of Denver for last year's run, heading west through Clear Creek Canyon to

Highway 119 and culminating at the Boulder County Fairgrounds in Longmont, Colorado. The event and procession were fully supported by the Highway Patrol, local law enforcement officials, ABATE, Brother's Fast, Colorado Association of Motorcyclists, Chapter C of the Free-Wheelers, and too many other groups to mention here.

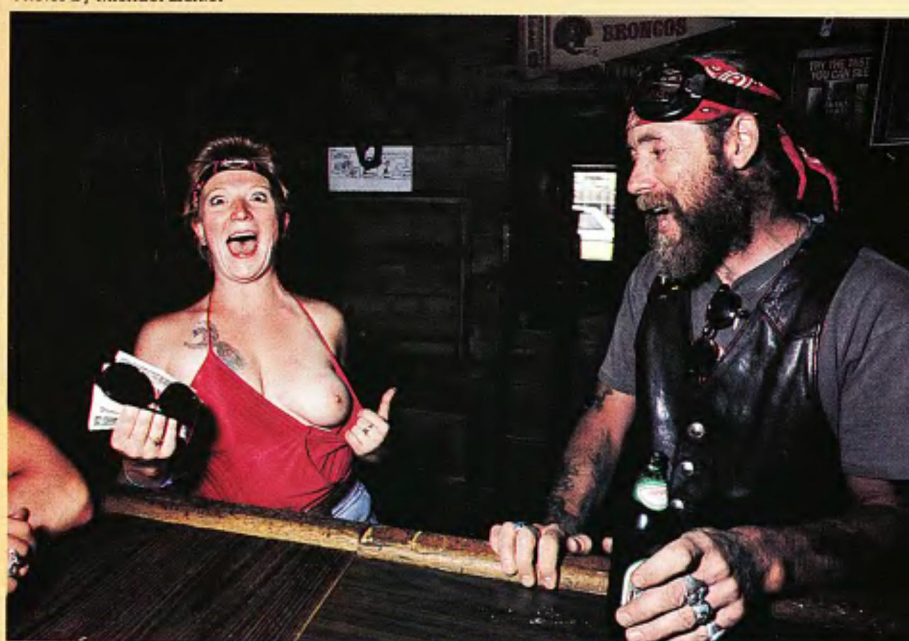


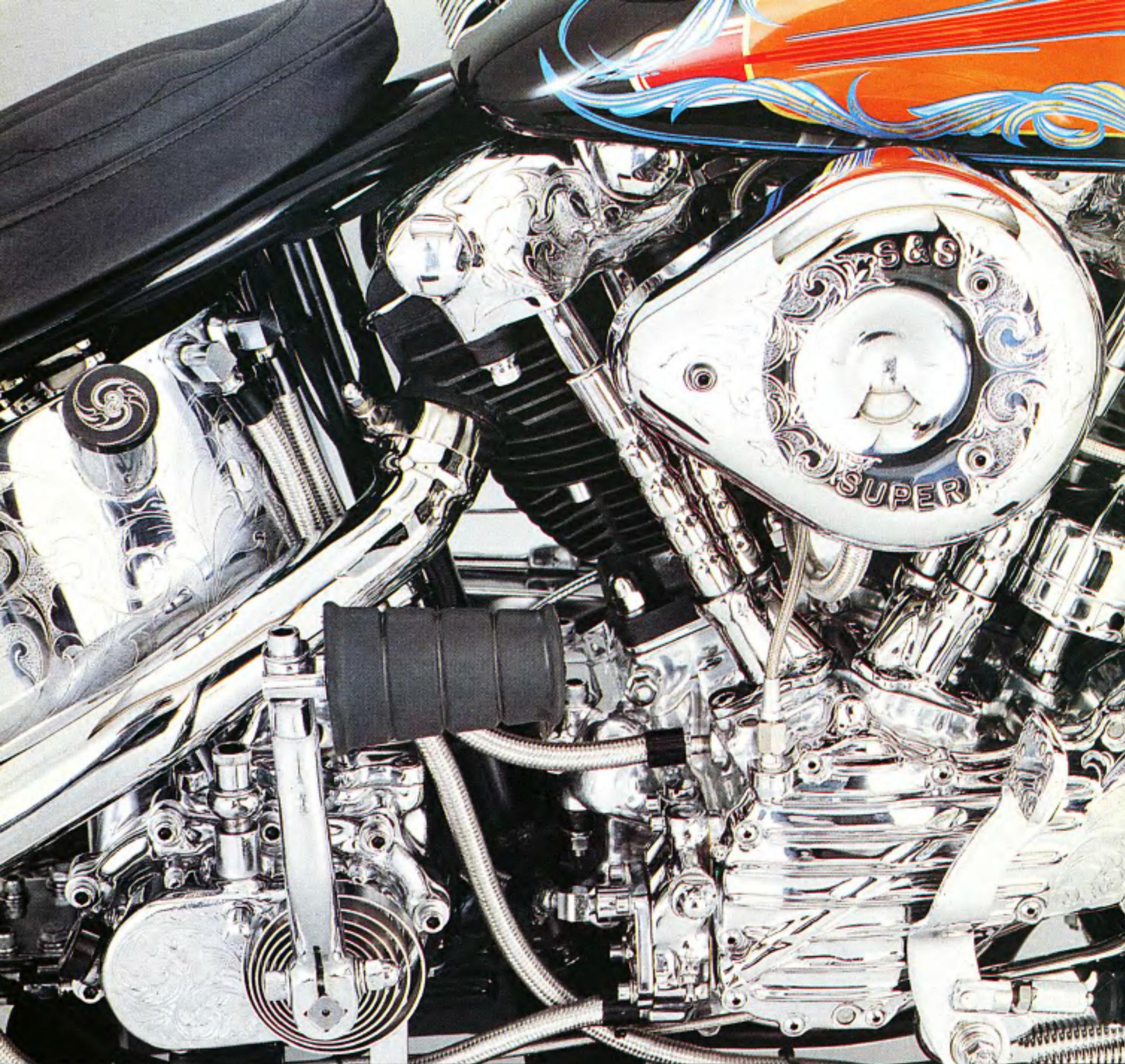
One of the interesting aspects of this ride is traveling through the spectacular countryside and rolling along the hills that surround Denver. And the number of old-time saloons strewn along the route makes for a biker bar stop 'round every curve. In fact, on the day of this past year's run, a number of riders out for a Sunday putt were suddenly surprised when the two-wheeled thunder of 2,000 scooters shook the rafters of their favorite pub. Mad Mike, our photog who resides in them thar hills, must have stopped at a few of those watering holes, 'cause he knew a lot more about The Stage Stop, a 100-year-old bar in Rollinsville, the Pioneer Inn in Nederland, and the Superior Bike Shop party than he did about the run.

—Bandit



Photos by Michael Lichter







ENGRAVED FREEDOM

*A rideable blend of flash,
nostalgia, and style*

Bob Ward from Casey's Custom Harleys ran down the story of how this scooter was built and shown in Daytona this year: 'Bout six months before Daytona Bike Week, the owner of this fine-looking engraved street weapon had dragged what was then a completely blown '47 knuckle into Bob and Mary's 15-year-old shop in Clay City, Kentucky.

It was trashed. The only parts that didn't need to be replaced were the frame, engine cases, triple trees, and lower legs. There was an up side, though—the owner allowed Bob complete freedom not only in building it, but in showing it during Bike Week. So Bob took over and spent the majority of the time parts-hunting high and low (as well as depleting his own knucklehead stash) and then busted ass for a little over two months assembling the beast.

Three days before Bob split for Daytona, Dave Perewitz from Cycle Fabrication in Brockton, Massachusetts, express-shipped the last of the engraved parts needed to complete the scooter. One day before Bob's departure, the bike was fired, run, retorqued, readjusted, and ridden. Then Bob caught a couple hours of rack time, packed his shit, and left for the sun and sand. And voila, there it was.





Since it's the hot lick these days, we decided to emphasize the engraving on this feature. If you scrutinize the accompanying shots, you'll notice that the style of engraving is consistent throughout. Hell, I don't even particularly like engraving, but I thought I'd better investigate this flowery fad, 'cause shit, it's fuckin' everywhere.

The engraving, done at Dave Perewitz's shop, was created by



Owner: William and Alicja		City: Dayton, Ohio	
General		Frame	
Fabrication by: Casey's Custom Harleys (CCH)		Year: 1947	
Year and make: '47 knucklehead		Builder: H-D	
Model: EL		Type: rigid	
Value: \$18,000		Rake: none	
Assembly by: Bob Ward, CCH		Stretch: none	
Time: three months		Other alterations: sanitized	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Drag Specialties	
Year: 1947		Risers: David Walters	
Model: knucklehead		Fender(s): Drag Specialties	
Rebuilder: Wes Sexton, CCH		Headlight: Drag Specialties	
Ignition: stock		Taillight: Drag Specialties	
Displacement: 84 cubic inches		Speedo: Drag Specialties	
Lower end: S&S		Front pegs: CCH, Country Cobbler	
Balancing: CCH		Rear pegs: none	
Pistons: S&S		Electrics: CCH	
Cases: polished		Gas tank: Drag Specialties	
Heads: knucklehead		Oil tank: Drag Specialties	
Cam: Andrews		Oil system: CCH	
Lifters: solids		Primary cover: engraved handmade derby	
Carb(s): S&S		Seat: Danny Gray	
Air cleaner: S&S		Sissybar: fender struts	
Pipes: Gary Martin		Height: n/a	
Muffler(s): none		Material: 1/4-inch steel	
Transmission		Forks	
Modifications: close-ratio gears		Type: wide glide	
Year: 1947		Extension: 2 inches	
Shifting: foot		Builder: H-D, CCH	
Engine sprocket: 24-tooth		Special features: turned legs	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Aardvark, Clay City, Ky.		Hub: H-D	Hub: H-D
Painter: Dave Perewitz, Cycle Fab.		Rim width: WM2	Rim width: WM4
Color: black, tangerine, and red		Tire: Continental	Tire: Continental
Type: lacquer		Brake: H-D	Brake: H-D
Special paint: striping by Roy Mason			
Other special modifications: special thanks to Dave and Dino at Cycle Fabrication, Mark, David, the ever-understanding Mary, and seatmaker Danny Gray.			

Carmine, Dave's exclusive engraver for 12 years, and supervised by Gino. Dave discovered engraving when he was visiting Barry Cooney's shop in Oregon, so he bought a set of rocker boxes, took 'em back to Massachusetts, and slipped 'em into his display case. A couple of days later, Carmine walked in, scoped out the etching, and told Dave that he could do that.

Engraving is generally handed down from father to son, and fol-

lowing this tradition, it had been taught in Carmine's family for generations. This long-revered craft was once used almost exclusively on fine guns, commemorative plates, and fine jewelry. Much of the early engraving was hand-tooled with a hammer and a chisel. Only recently have engravers taken the physical effort out of the craft through the use of pneumatic tools or a hydraulic tool called an Engraver-miser.

Using modern technology,

however, doesn't affect the ability of the craftsman—the work is art whether it's from a chisel or a pneumatic device, and the artistic expression is almost unlimited. Distinct styles range from graphic design to rendition to the traditional engraving featured on this knucklehead.

Someday I'll get to the bottom of why a man engraves his motorcycle. 'Course, I still can't get adjusted to trusting chrome shops.

— Wilburn Roach



Photos by Michael Lichter



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Telephone Home () _____ Bus. () _____

Date of Birth _____

Motorcycle Make _____ Model _____ Year _____

Blood Type _____ Allergies _____

Medical Problems _____

Emergency Contact Person _____

Telephone () _____

Easynews

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



Motorcycle Fatalities Continue Downward Trend

Stop the lawmakin' an' listen.

Preliminary national statistics for January through June of 1987 show motorcycle fatalities down 11 percent from 1986. This figure continues a seven-year downward trend, which shows motorcycle fatalities decreasing by 22 percent since 1980.

The figures for the first half of 1987 are especially encouraging, considering automobile fatalities are down only 2

percent. So what does that tell you about laws and restrictions? Bikers get some 13 helmet laws repealed and our fatalities drop; legislators pass cager seat belt laws across the nation and auto fatalities remain virtually unchanged.

"The Motorcycle Safety Foundation is very encouraged by the decrease in motorcycle fatalities," said MSF president Alan Isley. "We feel that a

heightened awareness of safe riding practices resulting from the growing number of participants in rider training courses has contributed to this decrease."

The MSF's goal is to improve the safety of motorcyclists on the nation's streets and highways, and it is eager to continue emphasizing those elements of motorcycle safety that have effectively contributed to the

decline of accidents, injuries, and deaths. In an effort to reach both bikers and motorists, the Foundation has programs in rider education, licensing improvement, public information, and research. For info on beginning or experienced rider courses in your area, call the Foundation's national toll-free telephone number — (800) 447-4700.

Federal Blackmail

Just how widespread is it?



Remember when the National Highway Safety and Traffic Association tried to arm-twist states into outlawing choppers years ago? The NHSTA's main clout lay in its power to withhold federal highway funds from any state not knuckling under to its proposed anti-motorcycle legislation. The tactic didn't work for the most part, but the NHSTA continues to swing its financial bat at various states.

Many riders aren't aware just how widespread this practice of federal blackmail is. The following is a summary of penalties currently being levied by the NHSTA against states still holding their own:

A 10 percent reduction of all highway funds for states with a drinking age under 21;

A 10 percent reduction of all highway funds for states failing to limit truck access to state highways alone, rather than to

both state highways and interstates;

A 10 percent reduction of all highway funds for states failing to impose a maximum weight limit of 80,000 pounds for

trucks;

A 10 percent reduction of all highway funds for states failing to impose limits on outdoor advertising;

A 10 percent reduction of all

highway funds for states failing to impose maximum length and width requirements for vehicles;

A 10 percent reduction of all highway funds for states failing to impose strict control of junkyards;

Up to 25 percent reduction of highway apportionments for states failing to impose a tax on any vehicle of inordinate weight;

Loss of federal funding approval for highway projects to states failing to monitor and maintain a healthy environment around highways (Clean Air Act).

While many of these restrictions have a direct impact on the public's health and well-being and should be the concern of the government, the mechanism of withholding federal highway funds is seen as a flagrant abuse of federal authority.

Antiques Enter Iron Butt Competition



One of the more enthusiastic chapters of the Antique Motorcycle Club, the Colonial chapter from northern New Jersey, has taken up the challenge of riding in the Iron Butt Rally, a fundraising event for charity. In case you're unfamiliar with this rally, it's an

enduro-style road rally that covers about 10,000 miles around the perimeter of the United States in only 11 days. The trip includes mandatory stops at seven established checkpoints, with bonus points available for riding to optional destinations.

We want to point out that this is not a race or a "Can-noball Run"-type event; there are mandatory layovers at each checkpoint. No consideration is given for bad weather conditions, mechanical problems, or road disasters. Contestants generally ride day and night throughout the rally, usually sleeping only three to four hours a day.

Just completing the Iron Butt Rally puts a contestant in a very elite class of riders. The rally is designed to be difficult on a bike built in the '80s, so you can imagine what it would be like to ride the distance on a motorcycle built in the '40s. Yet that's the goal of the Colonial chapter: to have a '48 Indian Chief, ridden by Dennis Craig, complete this year's event.

The rally begins at 10 a.m., August 30, from Montgomeryville Cycle, near Philadelphia, Pennsylvania. From there, riders will make stops in the states of Maine, Wisconsin, Washington, California, Texas, and Florida, returning to Montgomeryville by noon on September 10.

For additional information concerning the Iron Butt Rally, you can write to Beth Blair at Montgomeryville Cycle, 980 Rt. 309, Montgomeryville, PA 18936, or call her at (215) 699-7515.

For Lost or Downed Bros

We've had a problem for some time regarding "Bros Lost" and downed bros' "Male Call." We haven't had the room in the mag to do them justice. You know the old adage: "If ya can't do it right, don't do it at all," so for a while we didn't do it at all—simple.

But now we have the natural solution—another rag. Since we're redesigning *Biker Lifestyle*, why not allow space in its pages to do it right? This will allow us to expand a very important segment of *Easyrider*s, and that's this news section, "Easynews." We want to be able to run as much helpful information in here as possible—expand our rights groups listings, investigate more ammunition to fight restrictive legislation, and allow for news and views from as many states and regions as possible, as well as various free countries around the world.

Anyway, *Biker Lifestyle*, also our rag, is now the place to send your tributes to brothers lost; and if you're a downed brother or sister, send your requests for mail to our brothers at *Biker Lifestyle*, Box 3025, Agoura Hills, CA 91301.

Scooter Safety

Read this — it could save your neck.

To me, "Live to ride, ride to live" means that we ride to stay alive — to ride another day. Surviving on a scooter depends on how alert we are and how capably we handle our bikes in emergency situations. In this column, we want to point out some facts about motorcycle accidents that are both interesting and disturbing. This information comes directly from the Hurt report, which analyzed 900 accidents and reviewed several thousand more.

1. Seventy-five percent of all bike accidents involved automobiles.

2. Typically, the rider had less than two seconds to identify the hazard and execute evasive action.

3. A motorcycle has 70 percent of its braking force in the front wheel, yet only 17 percent of those riders involved in accidents used both brakes.

4. Riders facing a potential accident chose the proper evasive action only 16 percent

of the time.

5. You might want to read this one twice: 32 percent of all accidents involved riders who did nothing at all to avoid the accident; they just rode right into it.

6. Of riders involved in accidents, 92 percent had no training.

How well-prepared are you to avoid the accident that is bound to present itself sooner or later? How often do you practice your panic stops? When is the last time you practiced controlling a rear-wheel skid? Do you practice counter-steering? Do you know how to effectively swerve a motorcycle without laying it down? Can you execute a quick stop in a curve? How effective is your scanning technique for identifying possible accident situations?

Think about, read it over again, and practice. And above all, ride safe.

—From David Picou

After the Accident Happens

Tips on taking care of business once you're on the pavement

Ted Miller wrote to us shortly after he and his old lady were run down by the driver of a Jeep. The accident crushed his left knee, broke his sweetie's leg, and inflicted other assorted personal damage, as well as lurching his Softail. Ted had the presence of mind, however, to take the following legal precautions, and he suggests you do the same (assuming you're still conscious) if you ever kiss some cager's fender panel:

Insist that lots of pictures be taken by firemen, ambulance drivers, cops, and spectators — anybody with a camera. Photos

will help a lot when you hit the courtroom. Also, get measurements — where you and your passenger landed in relation to your scooter, how far you lay from the curb or roadside, how long the skid marks were, etc. Getting the right photos will greatly improve your chances in court. If at all possible, get names, addresses, and phone numbers from witnesses and have them write and sign brief statements.

In Ted's closing words, "Take care and motor easy, 'cause they're out and they'll get ya if ya give 'em half a chance." Thanks, Ted.



Helmet Law Repeal Gaining Momentum in Florida

Motorcyclists 21 years or older would be able to ride without helmets under a bill that won approval from the Florida State Senate Judiciary-Civil Committee. Brothers and sisters from ABATE argued before the committee that the headgear was dangerous and could actually kill riders in some situations. Bill Blechinger, a lobbyist for ABATE, testified that helmets impair vision and distort sound and stated, "The summer heat also is extremely uncomfortable for motorcyclists who are forced to wear helmets. Temperatures can rise as high as 120 degrees inside the helmet. In some traffic you could sit there and literally fry."

Blechinger also told the

committee that some helmets approved by the State Department of Transportation are of such poor quality that they wouldn't do the rider any good. A study done in Canada recently showed that everyday materials, such as two salad bowls strapped on your head, worked as well as helmets do. In fact, those two salad bowls tested better than any DOT-approved helmet going.

The bill went to the Senate Transportation Committee on a 4-2 vote. For more information, write ABATE of Florida, Inc., 1102 Columbus Ave., Lehigh Acres, FL 33936.

—From T.G. "Doc" Dockery
Pensacola, Florida

An Epitaph

Brother promises to fight even after death.

This public notice appeared in a Florida newspaper: *Codicil to my last will and testament — In the event my death is caused or accelerated due to wearing of a motorcycle helmet (Florida Statute 316.211), my estate is to sue the State of Florida, 33 House And*

Senate members who voted against the helmet law repeal, and ex-governor Bob Graham who vetoed the repeal, even though it passed the Florida House and Senate. Also the city of Titusville and officer R. Davis, Badge #746. — John E. Devlin, Titusville, Florida.

Register to Vote, Dammit

Below is information and a form so you can register to vote. The only thing we can't do for you is tell you exactly where to send your completed form. The information we have

indicates it should be sent to your county courthouse, to the attention of the Elections Division or the Registrar of Voters. Tear the form out or Xerox it, fill it out, and send it. If your

county or state doesn't like our form, you'll be sent a new one.

It's of major importance that we all register and vote. We can make a huge difference as a voting bloc. The National Rifle

Association has a 96 percent success rate in influencing elections in its membership's favor. We can, too.

—Bandit

INSTRUCTIONS FOR COMPLETING THE AFFIDAVIT

TYPE OR PRINT IN INK: Read instructions and information carefully. Only your "signature" should be written; all other information should be printed or typed.

WARNING—STATEMENT UNDER PENALTY OF PERJURY: Be sure you read the statement and warning above the signature line prior to signing your complete name. You must also date the affidavit. If you are 17 years of age, you may register to vote provided you will be 18 on or before the date of the next election.

- 1 Print your full name—first, middle, last.
- 2 Print your complete RESIDENCE ADDRESS (not P.O. box) including city and zip code. Enter street name to include North, South, East, West, if appropriate, and indicate whether it is a street, avenue, road, lane, drive, circle, etc.
- 3 If no street address, describe location of residence: (cross streets, route, box, section, township, range, etc.)
- 4 Print your complete mailing address if it is different from your residence address. Be sure to enter the route or box number, if any, and zip code.
- 5 Print your complete date of birth.
- 6 Print the name of the state in U.S.A. or foreign country of birth.
- 7 **IMPORTANT—POLITICAL PARTY:** Place an X in the box preceding the qualified political party with which you wish to affiliate. You may print the name of an unqualified political party with which you wish to affiliate after "Other", or you may register with "Decline to State". IF YOU DO NOT AFFILIATE WITH A QUALIFIED POLITICAL PARTY, YOU WILL RECEIVE A NONPARTISAN BALLOT AND WILL NOT BE ALLOWED TO VOTE FOR PARTY CANDIDATES AT THE PRIMARY ELECTION.
- 8 Print your specific occupation such as nurse, carpenter, homemaker, etc.
- 9 **OPTIONAL:** Telephone number is optional. This number becomes public record if given. Please include Area Code.
- 10 Not applicable in this County (for official use only).
- 11 **PRIOR REGISTRATION:** If you have ever been registered to vote complete this portion to the best of your knowledge concerning your most recent registration.
- 12 Sign your name as printed in Box 1, date the affidavit.
- 13 If you receive assistance in completing this affidavit, have the person assisting sign in Box 13 below your signature.

RETURN AFFIDAVIT TO COUNTY CLERK:

- If you return this card by mail, it must be signed and dated at least 29 days and received by the county elections office at least 25 days before the next election for your registration to be valid for that election.
- When you accept this card from someone who has filled it out, you must deliver it or mail it within 3 days to the address on the other side of this card.
- On the last day of registration you must deliver it immediately.

PRINT IN INK

For U.S. Citizens Only

1 Name (First Middle Last) Optional ☐ Mr. ☐ Mrs. ☐ Miss ☐ Ms.		11 PRIOR REGISTRATION Have you ever been registered to vote? Yes ☐ No ☐ If yes, complete this section to the best of your knowledge concerning your most recent registration. Name (as registered) _____ Former Address _____ City _____ County _____ State _____ Political Party _____	
2 Residence (Number - Street - Apartment No.) _____ City _____ County _____ ZIP Code _____			
3 If no street address, describe location of residence: (cross streets, route, box, section, township, range, etc.) _____			
4 Mailing Address (if different from residence) _____ City _____ State _____ ZIP Code _____		READ THIS STATEMENT AND WARNING PRIOR TO SIGNING I AM A CITIZEN OF THE UNITED STATES and will be at least 18 years of age at the time of the next election. I am not imprisoned or on parole for the conviction of a felony. I certify under PENALTY OF PERJURY under the laws of the State of _____ that the information on this affidavit is true and correct. WARNING Perjury is punishable by imprisonment in state prison for two, three or four years. §126 Penal Code	
5 Date of Birth (Month - Day - Year) _____			
6 Birthplace (Name of U.S. State or Foreign Country) _____			
7 Political Party (check one) ☐ American Independent Party ☐ Democratic Party ☐ Libertarian Party ☐ Peace and Freedom Party ☐ Republican Party ☐ Decline to State ☐ Other (Specify) _____		8 Occupation _____ 9 Telephone (Optional) Area Code () _____ 10 Not applicable in this County	
12 Signature _____		Date _____	
13 Signature of person assisting (if any) _____			

AFFIDAVIT OF REGISTRATION



I get lost in this shit sometimes, but here goes.

Get this: starting July 1, thanks to the infinite wisdom of the majority of that state's legislators, Georgians will no longer be allowed to own, operate, work in, or even go in an establishment that serves alcohol and has nude entertainment. That's known as outlawn' fun.

ABATE of Skagit Valley in Washington sent in a clipping that quotes verbatim part of the police report: "A female subject was observed sitting on the gas tank facing the operator of the cycle. The female had her legs wrapped around the male subject's waist at this time as the cycle continued down the roadway."

"I pursued the cycle and overtook it. Once stopped, I immediately placed my spotlight on the riders and observed the female subject in a revealing state of undress. The male driver stood up and pulled his pants up to a position which is considered normal, zipped his zipper, and buckled his buckle." You get the picture. The cop cited the rider for reckless driving and sent them on their way.

Each issue of the National Rifle Association's magazine has a column titled "The Armed Citizen," which usually enumerates approximately 14 cases wherein lives are saved or crimes are prevented because a citizen has access to a firearm. Here's an example: "A burglar made his entrance into a Montgomery County, Maryland, home via a 'doggie door.' Once inside, however, the man was confronted by an armed resident who held the intruder at gunpoint until the arrival of police."

The National Coalition of Motorcyclists recently met in

Sturgis with movers and shakers from bikers' rights organizations nationwide to discuss lobbying, polling political candidates, ordering an organization's priorities to make it more effective, and finding important legislative information. Worst-case scenarios were given during the "mock hearing" that addressed the importance of an organization's being prepared for legislative onslaughts. The enthusiastic group took back timely and pertinent information to their organizations, stressing that all bikers and bikers' rights groups should no longer be concerned with just helmet laws, because the changing trends in the US of A mean we're all going to have to fight to preserve our lifestyle in general. For more info, call NCOM at (800) 525-5355.

Now for a ration of humor: 32 Frenchmen boarded one Harley recently and set a new world's record for the largest number of scooter enthusiasts to ride one bike at the same time. It'll go down in history in the *Guinness Book of Records*. Is this like losing the America's Cup to Australia?

I think there's a trend developing... more and more of the clippings we receive — the ones about bikers being run over and the cagers' bullshit "I didn't see him" excuses — are reporting stiffer penalties for motorists who don't check twice for motorcycles. About time.

Mr. Steve Yordon, president of the local Easter Seal Society, thanked a crowd of more than 5,000 bikers at this year's Rat's Hole Show in Daytona for its generosity in donating a new scooter to the raffle, which netted \$51,510 for Easter Seals — the first time the Easter Seal event has reached the \$50,000 mark. Way to go.

U.S./Canadian Motorcycle Laws

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

¹ Under 19. ² Under 18. ³ Required even if bike has windshield. ⁴ Helmet must be reflectorized. ⁵ Lights on if bike was made after 1977. ⁶ Required for speeds above 35 mph. ⁷ 1970 or newer bikes. ⁸ If over 21. ⁹ Except drivers under 17 and passengers. ¹⁰ Certain cities may require lights. ¹¹ Passengers must wear helmets. ¹² Lights must be on 24 hours if equipped with auto-on wiring by factory. Chart is accurate as we go to press — but laws change constantly. Send info on new laws in your area to Easynews, Box 3000, Agoura Hills, CA 91301.

Passin' Gas

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

Easyriders



"Sorry, dear, but me and the vice squad boys hit five whorehouses today."

This bro had a date with a hunchbacked chick, but she called it off at the last minute.

"Damn," the bro sniveled. "I already had a hole dug an' everything."

—Wayne Willhoite
Tehachapi, Calif.

Booger: a Polish refrigerator magnet.

—Wolf
Oshkosh, Wis.

The biker was surrounded by a thousand Iranians, and he was gettin' worried. He figured they'd attack just as soon as their reinforcements arrived.

—Chain
Tucson, Ariz.

What's the difference between Miraculous Mutha and a bowling ball?

Ya can only get three fingers in a bowling ball.

—K.D.
Villa Park, Ill.

Then there was the rice rider who lost his entire left side in a terrible accident.

He's all right now.

—Sandwich
Out West

When in Mexico, how can ya tell when you're hungry?

Yer asshole stops burnin'.

—Hitler
Comstock, N.Y.

Easyriders



"Here it is — our ad about your huge tits and my twelve inches. The phone should ring any minute!"

What's the difference between a con man and a television evangelist?

About \$150 million a year.

—Victor Steele
Michigan City, Ind.

An Ohio farmer was showing the long-winded Texan around his farm. "Built this big mother with my own two hands," the farmer said, patting the side of his huge new barn.

"Ya call that big?" the Texan scoffed. "Why, back home, I've got an outhouse bigger'n that!"

"You need it," replied the farmer.

—Lee
Dallas, Pa.

Definition of gun control: bein' able to hit yer target.

—Bert
Inside

The yuppie businesswoman, in town for an important meeting, checked into her room at the swank hotel and unpacked her bags. Noticing that her best suit had been badly wrinkled during her flight, she telephoned the desk and asked the hotel's valet service to pick it up for pressing.

Almost immediately after she hung up the phone, a knock sounded at the door, and there stood an elderly Chinaman, waiting.

Impressed by the fast service, the career woman exclaimed, "My, you come lickety-split!"

"No, ma'am," replied the Chinaman. "Come get laundry."

—Ernie Muniz
Del Rio, Tex.

Abro confessed to his priest that he'd used a four-letter word on the golf course that morning when he'd missed a short putt.

"How short was it?" asked the man of the cloth.

"Three inches," replied the bro.

"Good Lord, man!" the priest exclaimed. "How the fuck could you miss a putt like that?"

—Thomas Oetzel
Philly

Why do crabs make such a good snack?

'Cause ya can eat 'em right outta the box.

—Kilroy
Midland, Mich.

Easyriders



"Gee, when you invited me out here to live with you, I thought..."

A young boy of 12 came home from school and was greeted by his grandmother, who asked him, "Well, Johnny, what did you learn in school today?"

"Not much," Johnny replied. "We learned about fuckin' and clits and all that stuff."

Horrified, the grandmother immediately sent Johnny to his room. A few minutes later, Johnny's mother arrived home from work, and seeing Grandma distraught, she asked what the problem was.

"I'll tell you what the problem is. I asked your son what he learned in school today, and he let out with a string of dirty words."

"Oh, Grandma, that's nothing. Johnny's taking sex education in school now," said the mother, laughing.

The grandmother felt so bad about unfairly punishing poor Johnny, she decided to make it up to him, so she whipped up a batch of her best chocolate chip cookies and took them upstairs with some milk on a silver tray. As she walked into Johnny's room, she saw the boy standing in the corner, jacking off to beat the band.

Smiling, the grandmother laid the tray on the bedstand and told Johnny, "As soon as you're done with your homework, dear, have some milk and cookies."

—Ruben Sanchez
Tehachapi, Calif.

Why do bikers have such beautiful noses?

'Cause they're handpicked.

—Jake the Rake
San Rafael, Calif.



A 65-year-old biker takes his ol' lady to the doctor 'cause she's not feelin' well. The doctor examines the ol' lady, an' after an extensive battery of tests, he tells the old bro, "Well, she has either Alzheimer's disease or she has AIDS—I don't know which."

"That's a hell of a note, doc," the biker says. "What should I do?"

The sawbones considers for a moment, then says, "Take her way off into the woods and leave her there."

"An' how will that help?" asks the graybeard.

"If she finds her way home, don't fuck her!"

—Bubba
Memphis, Tenn.



"About that twenty bucks I owe you, Fred... my wife has a suggestion."

Pissed off at the local phone company, the biker called up the operator and told her in no uncertain terms that she could shove his phone right up her ass.

As a result of his outburst, two days later a field rep from Ma Bell arrived at his door, announcing that he was disconnecting the bro's service, and he'd come by to pick up the telephone.

The angry biker snatched up the receiver, dialed the operator, and waited. When the operator answered, he asked, "Is this the same operator I told to shove the phone up her ass day before yesterday?"

"Yes, it is," came the chilly reply.

"Well, get ready — they're bringin' it."

—Rube
Inside

A 15-yard penalty was called against the Detroit Lions, and as the referee was walking off the penalty, the Lions' captain growled at him, "You stink, ref!"

Straightfaced, the referee then walked off an additional 15-yard penalty against the Lions, turned toward the captain, and said, "How do I smell from here?"

—Terry Ross
Calumet, Mich.

Q: What'd the dick say to the rubber?

A: "Cover me — I'm goin' in!"
—Blockhead
Republic, Mo.

Shotgun wedding: a wife-or-death situation.

—Thomas Oetzel
Philly



"The same damn thing happened last time you tried to order in French."

Then there was the hooker who was both blind and stupid—you really had to hand it to her.

—B.O.W. Bear
Brooklyn, N.Y.

What do a coffin and a condom have in common?

They both have stiffs in them, but one is coming and the other is going.

—007
San Jose, Calif.

Fuck you," he said. "Up yours," she answered.

"Suck this," he said.

"Bite this..."

"Enough already," he said. "This oral sex isn't doing anything for either of us."

—Pretzels
Steeltown

Delayne.

Baby, any style's all right with me.



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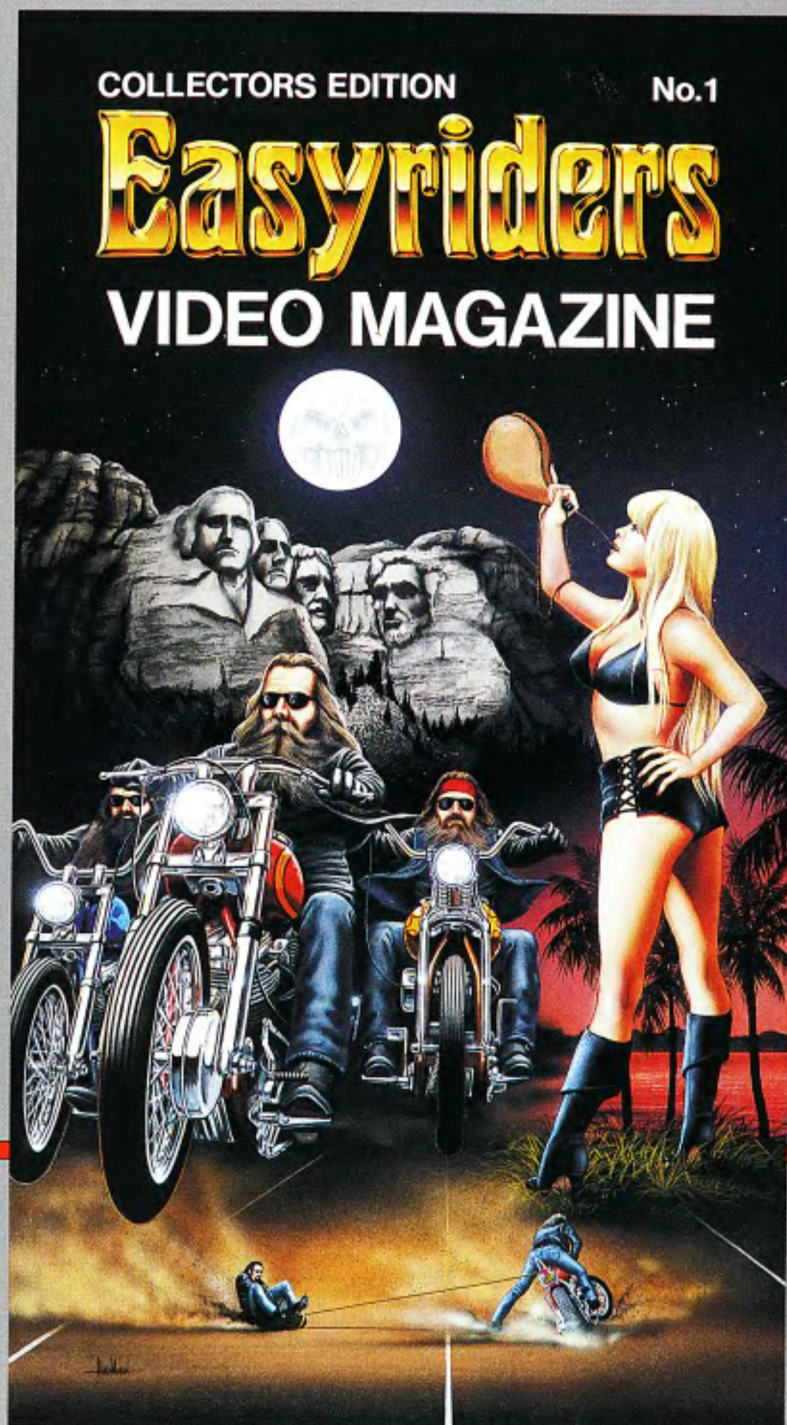
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400 YEARS OF RIDING FREE — sorta

By L. Clayton Johnson

I think it's about time we bikers were reminded of our origins and took a long look at where we come from, how we got here, and probably most important, just where we're headed.

Take the latest couple of rounds of the citizens (and their helmet-use laws and superbike bans) vs. bikers, for example. Another round is just what it is, too, seein' as how the squabble's been an ongoin' battle for a lotta years.

So pull up a seat, pass the Jack, pop a cold one (or two), and pay real close attention to this here history lesson. It's about the past 400 years of bikin'.

Now before you start losin' it over the fact that motorcycles have only been around for a hundred years or so, and therefore bikers could only have been around for a little less than that — or for you purists who think that there weren't any bikers till riders started bandin' together in clubs — I'd like to say that bein' a biker is a matter of heart. It's a way of life that doesn't have as much to do with bikes as it does with the people who ride 'em — people with a free-spirited outlook on life that includes how they feel about the world and how they think people oughtta live and move around in it.

For simplicity's sake, and to make this narrative easier to follow, I'm gonna separate the people of the world into two groups: bikers and citizens. I already told you what I think we bikers are, so

*Citizens are the people
who're always sayin',
"Stop it," and not
exactly like your ol' lady
says it, either. Citizens
wake up in the mornin'
sayin', "Stop it." All day,
every time they see
somebody enjoyin' life
or enjoyin' bein' alive,
they say, "Stop it."*

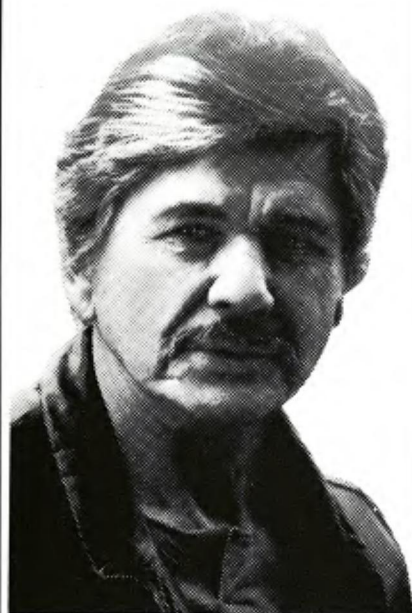
here's the way I see citizens: Citizens are the people who're always sayin', "Stop it," and not exactly like your ol' lady says it, either. Citizens wake up in the mornin' sayin', "Stop it." All day, every time they see somebody enjoyin' life or enjoyin' bein' alive, they say, "Stop it." They're sayin' it for the same reasons your ol' lady does — they're on the rag or they got a headache. The only problem is, unlike your ol' lady, they're *always* on the rag, and they *always* have a headache. And almost always, bikers are the reason why.

Just like now, back in the old days (the 16th century, not the '70s), there were

bikers bein' hassled and pushed around all over the world, which at that time was mostly just Europe. The citizens didn't care much for the bikers 'cause bikers liked to take a turn at the ol' mead cask. Okay, okay — mead was kinda like beer, so from now on I'll just call it beer. Also, the citizens didn't like the bikers 'cause they were womanizers, or they worshipped the wrong god, or they looked or dressed different, or just 'cause they were different. The known world was pretty crowded at the time, which meant the poor fuckin' bikers didn't have a lot of places to run, so they just kinda moved around, tryin' to stay outta sight of the citizens.

Right after ol' Chris Columbus figured out he'd discovered a new land and some early-day "Deep Throat" leaked the news about it, some of the bikers got together and said (and I believe this is a direct quote), "Whatdafuck, let's jam over there and check the place out."

So began the first important event in biker history, and coincidentally, the first-ever major biker run. Because of the magnitude of the undertakin' and the fact that they'd never really planned a major run before, they had a little more than the usual problems to overcome. Gettin' some dependable transportation. Gettin' enough beer and eats. Talkin' the ol' lady into the trip. Gettin' some more beer. Doin' a pre-run check on the transportation. Gettin' enough whiskey. And



**"SOME
REAL BAD
GUYS ARE
WRECKING
THE PUBLIC
LAND.
ANY GOOD
GUYS WANT
TO HELP
SAVE IT?"**

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400 YEARS OF RIDING FREE — sorta



some more beer. You've been there; you know how it goes. Eventually, though, they got all their shit together and shoved off.

Now, if this was a run tale instead of a history lesson, we'd go into more details of the trip. I will say, though, that it was a typical biker run. Some snivelin' ol' ladies. Not enough food packed. Not enough beer. Fucked-up, rainy weather. Like I said, you've been there, you get the picture. But this ain't a run tale, so we'll leave it at that and get back to the lesson at hand.

Suffice it to say they got there — here — the New World.

They found . . . nuthin'. Oh, there were trees, lotsa open space, and suspicious natives, but nuthin' else. No taverns. No houses. No parts shops. No shaker bars. Nuthin'. It was the first recorded case of "bikers in the wilderness," and that was kinda the bad news and the good news at the same time. The bad news was there wasn't nuthin' here, and the good news was, of course, that because citizens absofuckinglutely won't go into the wilderness, there weren't any citizens anywhere to be found. Ya see, citizens need comfortable. Citizens need tame. Citizens need *safe*.

Anyway, the bikers were here, and they had to get to work to make a home for themselves. Bein' bikers, they set about fixin' the place up so they'd be comfortable livin' in it. They pitched in like the brothers they were and built some houses. Some of 'em started farmin'. Some took up their old trades as gunsmiths, bootmakers, and tailors. Some took advantage of the new land

and began new trades, like the meat and poultry procurement business. They made friends with some of the natives, and generally went about the business of livin', without any citizens around to hassle 'em.

It was a hard life. It was a rough life. Some of the native population took a dim view of the newcomers and made life as uncomfortable as they could for 'em. They were almost as bad as citizens. And the weather was a bitch. The first winter in the New World was a real nut-buster, especially since the bikers hadn't ever experienced really hard weather before. A lot of 'em died that first year: the natives got some and the weather got a few more. But the rest of 'em didn't even consider quittin'. They stuck it out like the bikers they were. They overcame the environment and built stuff — taverns, roads, dams, taverns, and some settlements to live in.

I don't want to make it sound like this all happened right away. They got a lot done that first year, but hey, this didn't all happen overnight. I'm talkin' a couple hundred years here. These people worked hard and played hard, and they developed the land into a bitchin' place to live . . .

And that's how they fucked up.

They forgot history.

They made the place tame. *Safe*. Word got out, and sure enough, here came the citizens. The bikers watched 'em tricklin' in and thought, "They won't stay long. This place is too wild for 'em. They don't like bikers, and there's more of us here

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than citizens." So the bikers went on about their business without payin' too much attention to the citizens.

"Big Citizen Government in Europe" was watchin' what was goin' on in the Colonies and decided that those bikers

they were free men in a free land and weren't takin' any more shit from "Big Citizen Government in Europe" and declared their independence. At this particular point in the history of bikin', a few of the citizens who were in the Col-

The bad news was there wasn't nuthin' here, and the good news was, of course, that because citizens absofuckinglutely won't go into the wilderness, there weren't any citizens anywhere to be found.

were onto a pretty good deal and weren't gonna get off light, no sir. "Big Citizen Government in Europe" decided to really fuck with the bikers in the Colonies. They taxed the hell out of 'em. They passed laws against the bikers and their lifestyle. Of course, "Big Citizen Government in Europe" didn't want to come over here to administer the rules, 'cause the land was too wild, but there were plenty of citizens in the Colonies to do the shitwork.

Right about here is where the second important piece of biker history takes place. Some of the bikers said, "Fuck this!" and jammed west. Some of the bikers, men like Thomas Paine, Paul Revere, and John Hancock got together and said "Fuck this!" and declared that

onies kinda joined up with the bikers and fought shoulder to shoulder with 'em until they won the freedom the bikers had come to this country to find.

After the War of Independence was won, though, the citizens kept comin', and the next thing you know, they outnumbered the bikers. And because they never really did like bikers in the first place, they started passin' laws, mostly anti-biker laws. You can't carry guns in public. No late-night, loud parties. No drinkin' in public. No runnin' with loose women. Then, no loose women at all, or drinkin' either... period!

What do you suppose the bikers did? Resist, you say? Fight back, you say? Nope. They had forgotten history. The ones who were still around and

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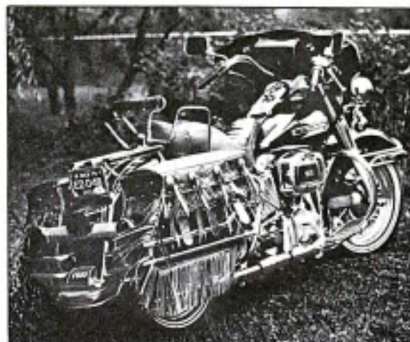
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400 YEARS OF RIDING FREE - sorta



hadn't conformed into "good citizens" finally said "Fuck this!" and moved. They headed out to Ohio or Kentucky or Tennessee. They were called frontiers-

men. They had the spirit I was tellin' you about earlier, so they were really bikers. They wanted to roam free, unencumbered by the citizens' restrictive lifestyle. They were men like Daniel Boone, Jim Bowie, and Davy Crockett. They started over. They either tamed, ran off, or killed the natives. They tamed and cleared the

the rest of 'em. The names and the stories could go on for days.

And yeah, you guessed it: History repeated itself... again.

Again the bikers conformed or moved. Again the citizens won the round.

So, you see, the citizens have been at it a long, long time. I don't think citizens

**Study history. It's time to make a stand.
Join ABATE, or MMA, or CMA, or whatever
rights organization is active in your piece of
the world, before you don't have a piece of
the world left anymore.**

land and established some farms. They built taverns, roads, and towns to live in. You gettin' the picture? They fucked up again.

They made the place safe. And you know what happened next — the same bullshit as before.

Again, the bikers headed out to Nebraska, Kansas, and the Dakotas. At first they were called mountain men, and then later cowboys. You've heard the stories about 'em. Jim Bridger, Wild Bill Hickok, Doc Holliday, Buffalo Bill, and all

remember history any better than bikers do, it's just that citizens start feelin' threatened by our spirit and our lifestyle, and they start hasslin' us. They start passin' their anti-biker laws to get us to stop livin' the free lifestyle that threatens 'em. They created "Big Citizen Government" to control everybody and to make life comfortable, tame, and safe for themselves. Citizens don't care if they lose their freedom, as long as they're safe. Hell, citizens don't care if we lose our freedom as long as they are safe.

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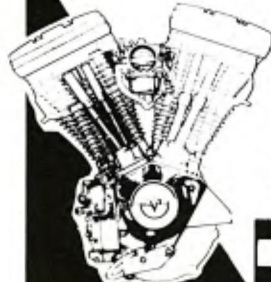
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"Big Citizen Government in State Capitols" now says that mandatory helmet-use laws are for our own good. "Big Citizen Government in Washington" says that banning fast bikes is savin' our lives. I'm sure that bike bans in parks are for our own good, too, but the "Big Citizen Government in Wherever," who

passes those bans, won't even talk to bikers, so we'll never know. The wilderness protectionists who constantly try bannin' bikes from wilderness areas "for the good of future generations" are, I suspect, the biggest threat to the biker lifestyle.

Like the bar and beanery owners who

ban leather jackets or patches from their eatin' or drinkin' establishments, I suspect that "Big Citizen Government in Anywhere" is actually tryin' to pass anti-biker laws for its own good. If "Big Citizen Government in Anywhere" succeeds in regulating us out of the cities and "Big Citizen Government of Wherever" closes down what has for 400 years been the bikers' refuge, the wilderness . . . we're finished.

Bikers left Europe 'cause citizens didn't want, even refused, to live with 'em. Bikers started moving west in this country 'cause citizens didn't want 'em around. Bros, it's time to stop and look around. There ain't no place left to go. We're backed right up to the big blue Pacific. Bros, we've gone as far west as we can go.

Study history. It's time to make a stand. Join ABATE, or MMA, or CMA, or whatever rights organization is active in your piece of the world, before you don't have a piece of the world left anymore. If you can't find a rights group, find some bros who are willing to make a stand and start a bikers' rights group.

Don't forget history — or bikers and the biker lifestyle will be history, a history that our own children, and especially their children, will never know or enjoy. ■

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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 July 31, 1988. We'll print the winner in the January issue. Send your vote — on a postcard or the back of a sealed envelope — to #182 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the fourth monthly winner in our Tenth Annual Fox Hunt — Kerri, from Framingham, Massachusetts. See more of her in next month's issue.



FOX HUNT
Box 3000
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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.

182

Model's Name _____
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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):



My ol' man says Easyriders Fox Hunt winners
are the most. Won't he be surprised!

Bambi, California



I just wanted to send my picture to a great magazine. My
ol' man will get a kick out of it also.

Wendy Jo, Illinois



I love to show and share my body, and this is
one way to start.

Brenda, South Carolina



I want to dedicate this photo to my friend, Dave Kutner.
May he be riding in Harley Heaven.

Claudia, New York

MARCH FOX HUNT WINNER



Have at it, bros — check out lively Lorin, a foxy biker lady from Louisville, Kentucky. This little filly does her rompin' on the back of Harleys on blacktop, not on thoroughbreds in bluegrass. Lorin trotted around the track recently on the tail end of Grosvenor's Military Indian and had a great time. See more on page 64.



I lost contact with my sister two years ago, and I know this is a sure way of getting in touch with her.

Dawn, California



My daddy's a biker. I've always wanted to be in your rag.

Mustang, Massachusetts

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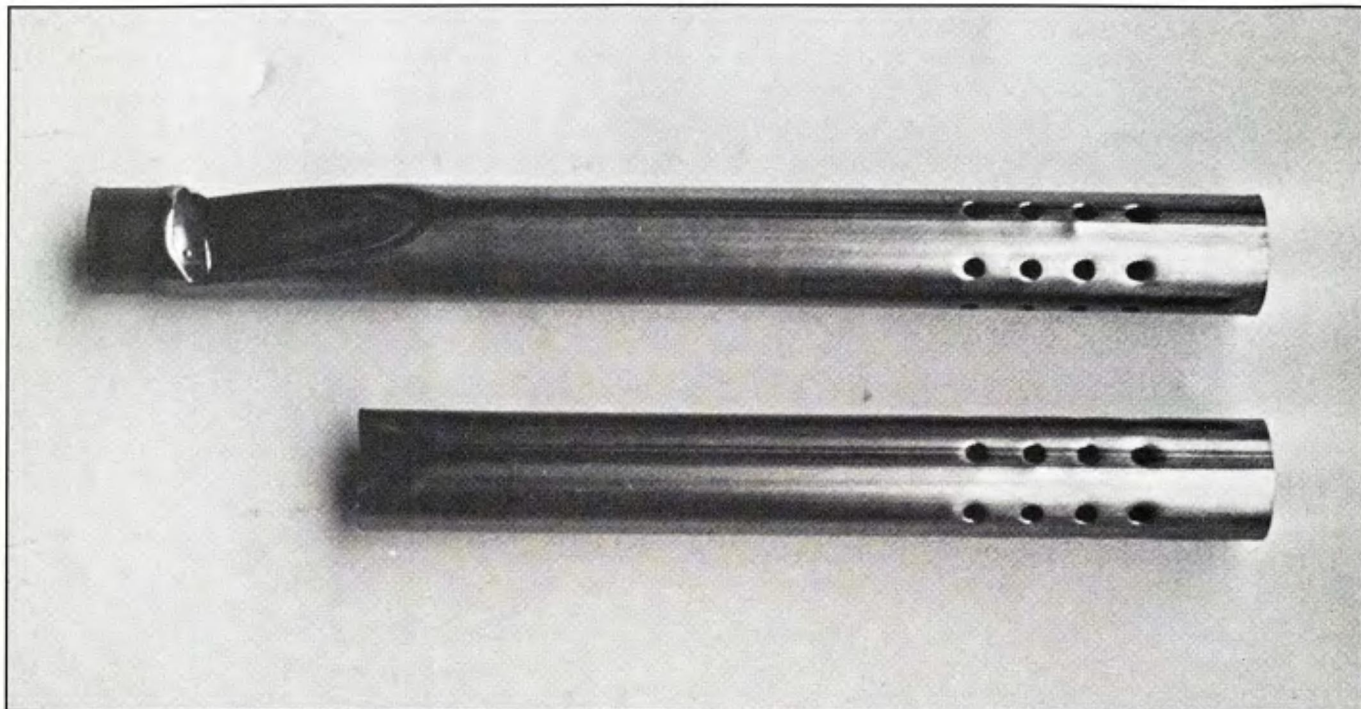
WASHINGTON

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

WISCONSIN

Mischler's Cycle Shop Hwy. 33 N., Rt. 1, Beaver Dam
Righteous Cycle 935 S. 29th St., Manitowoc
St. Croix Cycle Sales Rt. 3, Box 127 B, New Richmond
The Hog Pen 622 Tower Ave., Superior
H-D of Green Bay 727 Memorial Dr., Green Bay
Harley-Davidson Motorcycle of Appleton, Inc. 2144 W.
Wisconsin, Appleton
Cycle Empire 4001 W. Loomis Rd., Milwaukee
Van Beek Cycle 517 N. Main St., West Bend
Dan Hinc & Company 5441 Hwy. 10 East, Stevens Point

Evo Big Twin Power Trip



High horsepower means the engine's gotta breathe. Lopped exhaust baffles help a lot.

It's frustrating; you fork over all yer precious dough on a new Evo Big Twin, only to find out it's no faster than your ol' shovelhead.

This is progress?

Not for nine grand it ain't.

But hold on, because there are modifications — simple shit — that'll make it scream.

But first, a word of caution: monkeying around with smog controls on street-riden machines is *not* cool with The Man, so later on don't say we didn't warn ya.

These modifications will yield an honest 27 percent (about 24 horsepower) power gain from the strangled, California-issue '88 Big Twin, and about 20 percent (about 12 horsepower) more power from the other 49 states' Evos. These figures translate into an estimated six-and-a-half-to-ten bike-lengths lead at the end of the quarter-mile, with ETs in the high 13s — good numbers in any book.

But the real beauty of this hop-up is its simplicity, because it only involves changing carb jets, ignition, and exhaust pipes.

This performance package was developed by Carl Morrow, of Carl's

Speed Shop in Southern California's Santa Fe Springs. Morrow does the job for about \$400, including parts and labor, which ain't bad, considering the pipes and ignition alone cost more than \$200. For a mechanic of average skill, the job described here might take a couple of hours.

Let's start with the pipes. These are aftermarket items that Morrow modifies by lopping 4 1/4 inches off the intake end of the internal baffle. The baffle and pipe are then drilled through and bolted to secure the baffle.

The stock transistorized ignition is a real hindrance to performance, mostly because it automatically retards the spark at 5200 rpm, causing the engine to stop accelerating. This unit is replaced by the stock H-D points-type ignition, which allows revs to 6500 rpm. Morrow favors this mechanical-advance ignition over H-D's non-rev #332428-86 module because the breaker-points sparkers is: 1) inexpensive (Andrews coil is \$38, plus about \$40 for the rest of the system. The H-D module costs about \$140 total); 2) reliable; 3) easy to get points for (just ask for

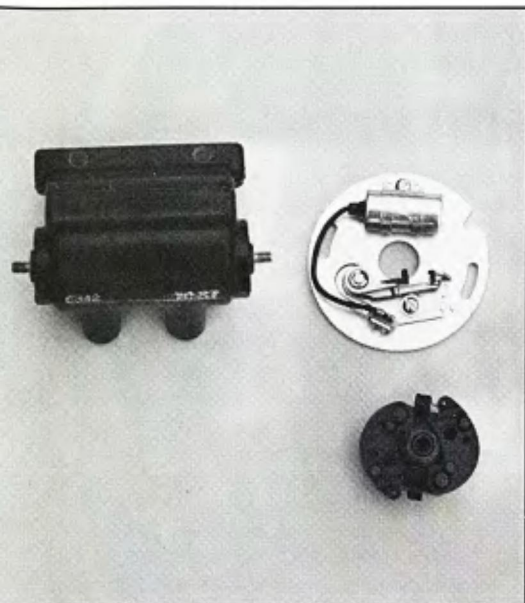
the Blue Streak points made for the in-line Chevy six); 4) wholly predictable; and 5) Morrow feels the ignition-points setup delivers crisper throttle response. Oh, yeah, the stock H-D plugs are replaced with the colder Champion N12YC plugs. (The stock H-D equivalent carries an RN14LY designation.)

The final step is to enrich the carburetor. Here, the main jet aperture is enlarged from a stock #52 to #50 (that's right, the smaller the number, the larger the holes), while the slow jet is enlarged from #77 to #75. This resizing is normally done with jet drills.

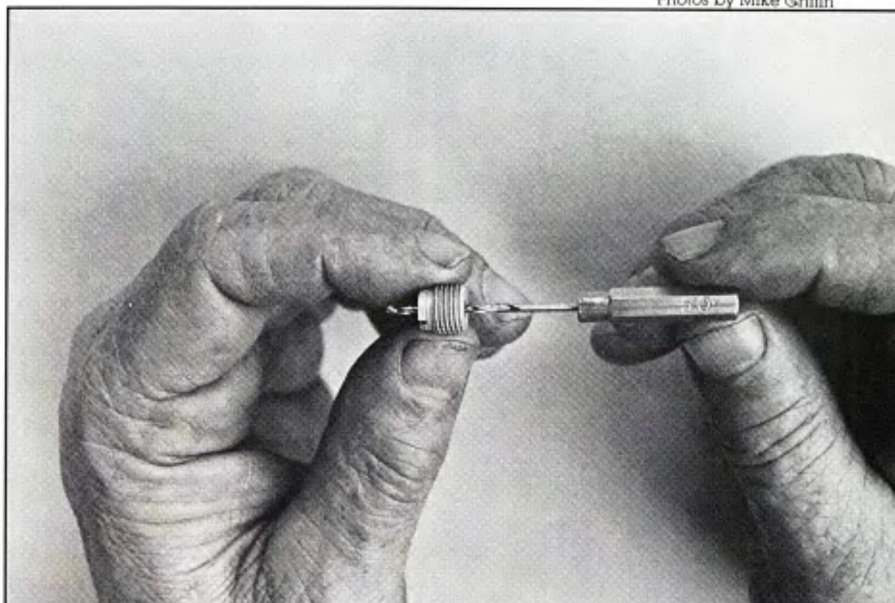
How does this otherwise stock Big Twin perform? To say very well is an understatement, mostly because power is increased over the whole rpm spectrum, not just on the top end. Also, the engine will now grab revs in a much quicker, yet smoother, fashion.

And that's it — simple, reasonably inexpensive, and very effective. Modify your scooter to these specs, and you won't believe it's the same bike.

—Bosco Haymaker



Get rid of that stock ignition; it won't turn past 5200 rpm. Replace it with a breaker-points system.



The main and slow jets must be enlarged a couple of steps. You can do this with jet drills.

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this
month's ...

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NEMPCO Dealers.



TSUBAKI makes the right chain to match every H-D riding style. For the average street rider, QR chain provides high quality at an economical price. Maintenance-free *Sigma O-Ring* chain adds the extra strength and durability needed for the biker who "rides a little harder". HQR chain is the best choice for drag racers who go for the maximum in performance; while the show-bike crowd will prefer **TSUBAKI's** lube-free, nickle-plated HSL/NP.

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FOXY RIDER



Photos by Larry Harkins



Karen M. Harkins, Farmington, New Mexico 1985 blockhead FXR

This time we'll let the lady tell her own story: "I bought the bike with 1,500 miles on it. The original paint was burgundy with gray inserts — a nondistinct, 'male looking' H-D. So I went to the local H-D shop to talk to 'Morris', their paint man. I was unsure of the color until I looked onto the turquoise tank top he was wearing — that was it. He said I was crazy, but I went down to the paint store and found the right shade — 1971 Dodge pickup Desert Turquoise — and my Southwest design was on its way.

"I wanted conchos on the tanks and stone turquoise nuggets on the gas caps, because stone turquoise is a master healer, a powerful protector, and a guide through dark and negative places. It has been known to change color in the presence of danger. There are stories of how travelers who wore the stone on their person or had it on the harnesses of their horses were protected miraculously from imminent disaster.

"I ordered centerline wheels and polished aluminum pipes 'cause it's dry enough here, and I had louvers put in the front fender 'cause I think they look cool.

"I've lived in New Mexico in 'Navajoland' for nine years and love the openness, the clear blue sky, the sun, the desert, the turquoise and silver jewelry, and the Southwest Indian influences. This girl from Detroit became thoroughly enchanted with 'The Land of Enchantment.' The first ride I took through the desert on my Turquoise Ride felt right — the color, the desert, the spirit of the

land, the vast, sun-baked openness, and the purple-and-orange bluffs and canyons. Everything on the bike seemed appropriate and continues to be righteous through two runs to Sturgis and many desert rides.

"Morris' still doesn't like the color, but . . ."

--Karen

Year: 1985

Model: fast FXRS

Engine: 80-cubic-inch blockhead

Forks: stock glide that still works

Transmission: stone-stock gear-box

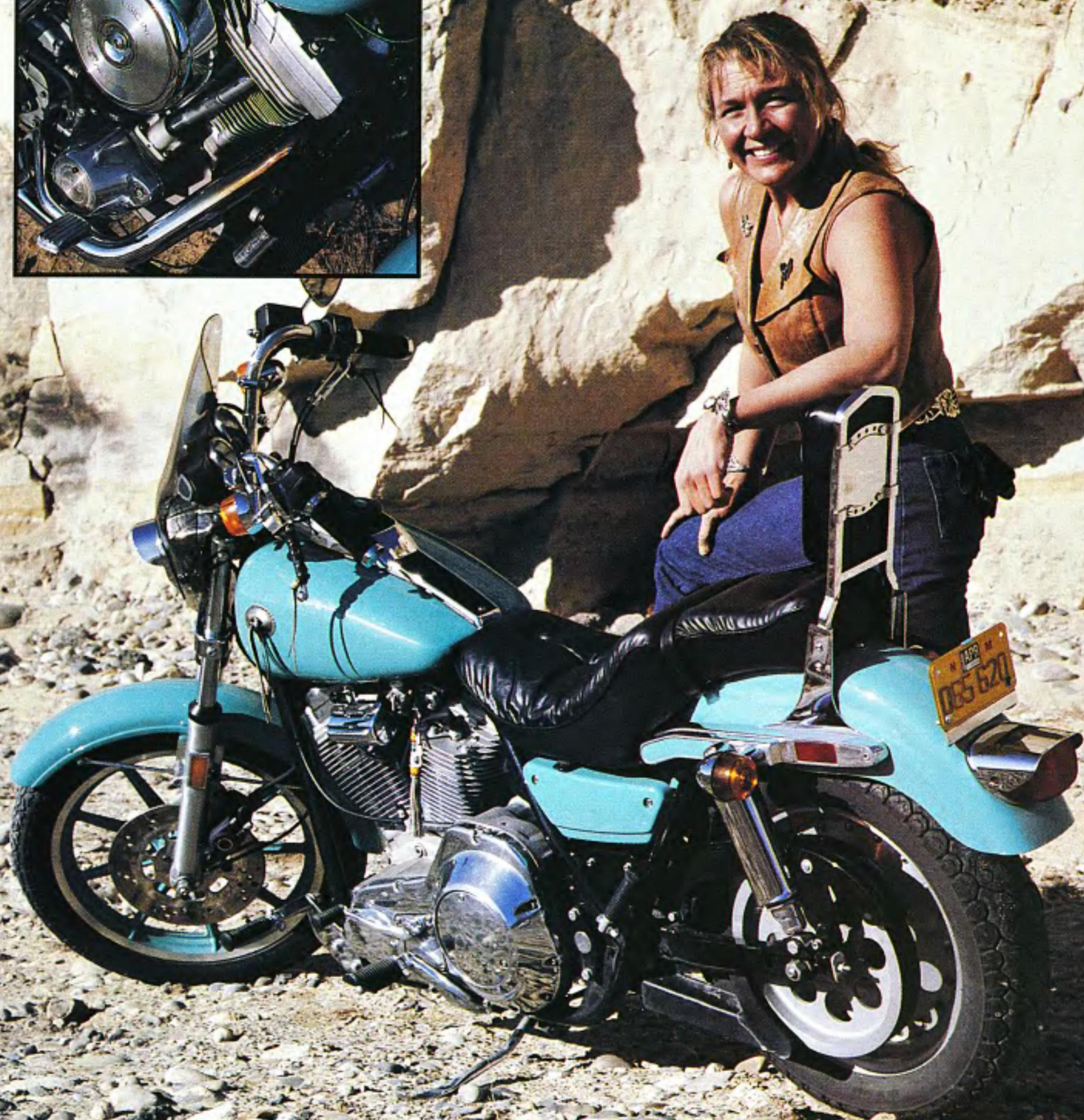
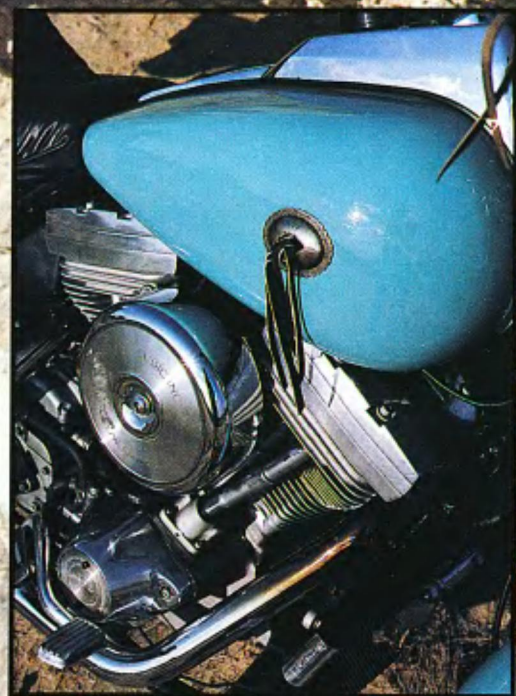
Wheels: centerline 16-inch rear, painted stock front mag

Chassis: only the paint was changed to protect the rider

Finish: Desert Turquoise polyurethane lacquer with silver conchos guarding the tanks

Credits: designed by owner, paint by Rich "Morris" Edwards, louvers and polished aluminum by Bill Smart, Durango, Colorado. Special thanks to Larry Harkins of the L&K Express

Special features: polished cone cover, primary cover, and struts; front disc brake; chrome shock covers; staggered, dual-beveled pipes





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



that's more reliable, lighter, and doesn't pump up.

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

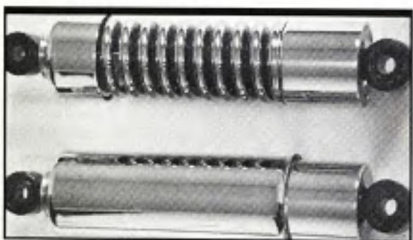
Tell 'em Snake sent ya.



FATBOB TANK GUARD POCKET

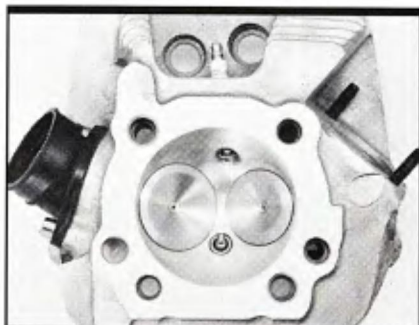
You can always buy more crap to put on your scooter. And although I, the picky new-products bastard, didn't immediately feel a need to have one of these turkeys, the more I checked it out, the more merit I could see in it.

When you're out on the road, ya hate to dig through your bedroll every time you need somethin', like some change or a pair of pliers. Well, Slope & Associates came up with this leatherette doodad that sticks onto your tank while you jam, and it'll hold your glasses and miscellaneous bullshit (munchies, stash, maps—I'll let your imagination take it from there). For more info, write Slope & Associates, Dept. ER, Box 5449, Fullerton, CA 92635.



SHORT SHOCKS

MB Products, known not only for biker porno movies but also for assorted modifications for the serious road rider, has come out with another sharp product. Its American-made Short Shocks will give your scooter that lower, trimmed look without extensive modifications — and they're show-bike quality, so they don't need to be rechromed. They're available in either 11- or 12-inch lengths for '73-'85 FXs and FLs, '79 and later XLs, and FXRs to '86. Write MB Products, Dept. ER, 7950 Curtis Road, Peyton, CO 80831.



EVO SUPER FLOW

After a lotta time and monkeyin' around, the bros at Flo Dynamics are now releasing their Hi-Performance Evolution Super Port Flo cylinder head modification. Now, this gets into a bunch of technical jargon about improving equally the low lift flow of both the intake and exhaust ports up to .200 lift, giving the engine a smoother tune, even with some of the more radical cams. The high lift flow at .500 lift has been increased in the intake port by 15 percent and in the exhaust port by 17 percent, giving an exhaust-to-intake ratio of 88 percent.

Lotsa metal is removed from the head for the modification, and the ports are given a tooled finish to atomize the incoming fuel. A dual spark plug conversion, combined with new valves and such, gives your Evolution heads the finishing touch. The technical rap goes on, so write Flo Dynamics, Dept. ER, 1150 Pike Lane #2, Oceano, CA 93445.

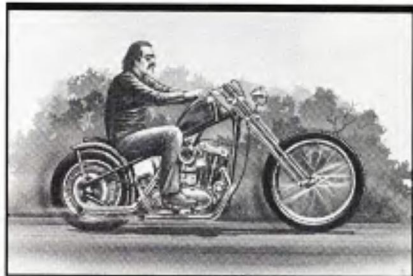


FANCY AIR CLEANERS

Sumax, a master of engraved shit for your scooter, has come out with a high-tech air cleaner that is polished, anodized, and engraved. It comes complete with a washable K&N filter and will fit your stock Bendix and Keihin carbs. Sumax even throws in a Milemeyer (made in

the USA) gasket with each unit.

They're available in black, red, and blue, and if you're particular about the style of etching, Sumax will customize it to your liking. For more info, write: Sumax, Dept. ER, Box E, Clinton Street, Clark Mills, NY 13321.



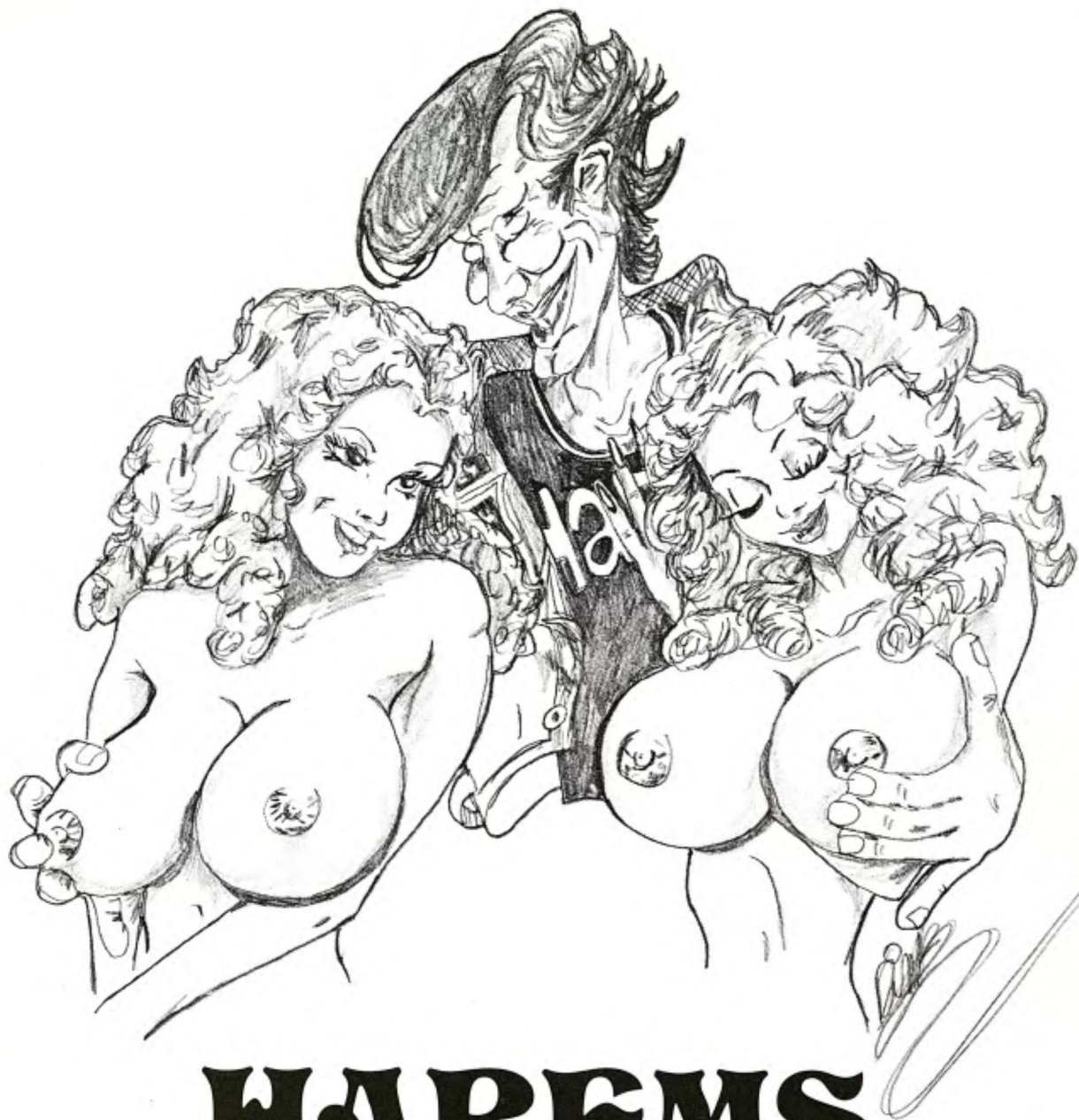
BIKER CHECKS

David Mann is at it again. Red from Riverside fed David too much Jack Daniel's one night and convinced him to paint motorcycles for his biker checks. Now, for about \$25, you can let people know what you're really into every time you write a check. For more info, write Speed Graphics Ltd., Dept. ER, 24550 Sunnymead Blvd., Suite B-11, Moreno Valley, CA 92388.



TRIKE KITS

We get a bunch of requests from injured scooter pilots and from bros of handicapped riders who are looking for kits and information to get them on the road again. So we've been watching, and in this issue we're featuring two trike renditions. One is the "Reader's Ride" on page 56, which can also handle performance use, such as Easyriders Rodeo sled pulls, and there's this bolt-on trike kit for 74s and 80s in swingarm frames. This modification is available from Texas Frame Works, Dept. ER, 3808 Cullen, Austin, TX 78748.



HAREMS

Why men need 'em, an' how to get yours

by J.J. Solari, our most chauvinistic contributor

A man's basic nature demands that he collect women. This goes beyond the usual chain of events: findin' one, nailin' 'er, gettin' rid of 'er; findin' another one, nailin' 'er, gettin' rid of *her*; and so on and so forth. This is fine and everything — there's nothin' wrong with it — but it does have its problems, the main one bein' that there're periods between the "gettin' rid of" and the "findin'" when all you're fuckin' is the thing that turns the TV set on.

This one-at-a-time business is fine, I suppose, but there's really no actual need for it, and besides, it's wasteful. It wastes time, for one thing, and for another, it wastes sperm down the sink that could be goin' down some chick's throat instead.

There's no reason why a normal male can't be dorkin' a half-dozen women all at the same time without bein' secretive about it, havin' them all know about it, and havin' them all be faithful to *him* while he's bein' unfaith-

ful to each of *them*. I mean, isn't this the way things should be? Isn't this the kind of situation that when you imagine it, you say, "Ummmm, yeah, that's right. It *should* be that way!"?

Naturally, the trick to accomplishing this, as in accomplishing anything with women, lies in understanding their psychology. Now a lotta books and a lotta trite phrases say that women can't be understood. Well, that ain't true. They *can* be understood if you remember one simple rule and put your complete

faith in it, even if when in practice it seems completely insane. And that rule is: *Assume that every woman's basic attitudes are the most ridiculous you can imagine or dream up after three hours of inhaling opium.*

Follow this rule and you will be a genius at understanding women.

Let me give you an example. What would be the most ridiculous basic reaction you can imagine your girlfriend havin' when she finds out that you been bonin' some other chick all the while that you been bonin' her, too? (And I am talking about your girlfriend here: your ever-lovin'; not some one-nighter, but that girl you're goin' with that you actually like; the one who is under the impression that you two are "going together.") That one.

What would be the most ridiculous reaction she could have to hearing the news that three doors down the street there's a girl eatin' supper whose chewed-up potatoes are splash-landin' into a puddle of your sperm? The most ridiculous reaction that you could probably imagine to this would be that she would feel more secure and actually look at this as good news. And you'd be right — that would be her reaction. In the immortal words of Madman Kelly: "They don't think like us."

Just *how much* they don't think like us has never been accurately charted. Only a man would have a high enough IQ to make the actual search, but only a woman would be able to confront the results without having a nervous breakdown or going insane — so no one really knows just *how* different their thinking is.

But it's different enough to where their first reaction to hearing the news of your outside twat-explorations would be one of relief. And here's why (here's how they think, so you'd better sit down): Do you know how much girls dread ever finding out that their boyfriend is queer? And do you know why they dread it? Because they wouldn't know how to react to it. *They wouldn't know what emotion to employ.* Leave a woman without some sort of an emotional avalanche to bury a problem under and, well, you've got a basket case on your hands.

A woman's first reaction to hearing that you're bonin' some other chick is relief — a feeling of security. Why? Because it means you are probably not a queer. That may not seem like big news to you, since you've known that for a long time, but the first chance your girlfriend will ever have to be sure of it is when she hears that you're finger-rammin' some other chick.

Now, after she feels relief at knowin' you ain't queer ('cause she doesn't have

an emotion for bein' jealous of some other dude, and this scares her) — after that she's gonna feel scared, because she'll think maybe she's gonna lose her security. Which is you. Even if you only beat the shit out of her every night, she thinks of this as security. As to her reaction toward the other woman? *She won't really care about the other woman. She just won't want her security threatened.*

Women especially like "orgasms." They like these more than anything. And they also know that a lotta women ain't getting them — just like she wasn't until she met you.

You see, fact is, women basically like other women. And when they find out that you've been giving to some other woman what you've been giving them, their basic reaction is friendly understanding. Especially if what you've been giving them is "orgasms." Women like these. They like these more than anything. And they also know that a lotta women ain't getting them — just like *she* wasn't till she met you. So she figures if she's gettin' 'em from you, then this other chick probly is, too, and she'll appreciate that. Women sympathize with their own kind a lot.

So when she finds out the news about this other broad and confronts you with it and you stay cool and tell her, "What can I say? You're both wonderful women" . . . she won't have a defense for this. Then she'll start callin' this chick names, like slut and whore — the usual. Hang loose. If you fly off the handle and holler, "Don't call her that!" you're probly gonna lose both these women: your old one because she'll think maybe you care more for this other chick, and the new one because she'll know you two ain't been slammin' the meat long enough for you to be defendin' her "honor" with this much vigor, and she'll figure you're probly nuts and leave you.

But if you just quietly say, "That's not really true" or, "You are mistaken on that point" — this is going to scare your girlfriend. She'll think, *This is serious. I better calm down here, see if I can salvage anything outta this romance.*

(You see, what women are doing on the surface ain't got nothing to do with what's really goin' on inside 'em. When men behave this way, they're called schizoids and they're locked up. But with women, this is normal. Women get locked up when they lose this.)

If you stand by this new chick just like you did the first one — with a kind of quiet assurance and calm — this really shorts their circuits. Eventually these two women will meet. They'll see to that. They'll meet to "negotiate." You will be the topic of discussion. You could even listen in if you weren't so busy roundin' up a third chick. They will both compare notes on you. The only question on both notes will be, "Does he make you come?" And if both answers jibe — if you come out with high scores from the both of them — believe it or not, *the two of them will become friends!* They may even start fuckin' each other and let you join 'em!

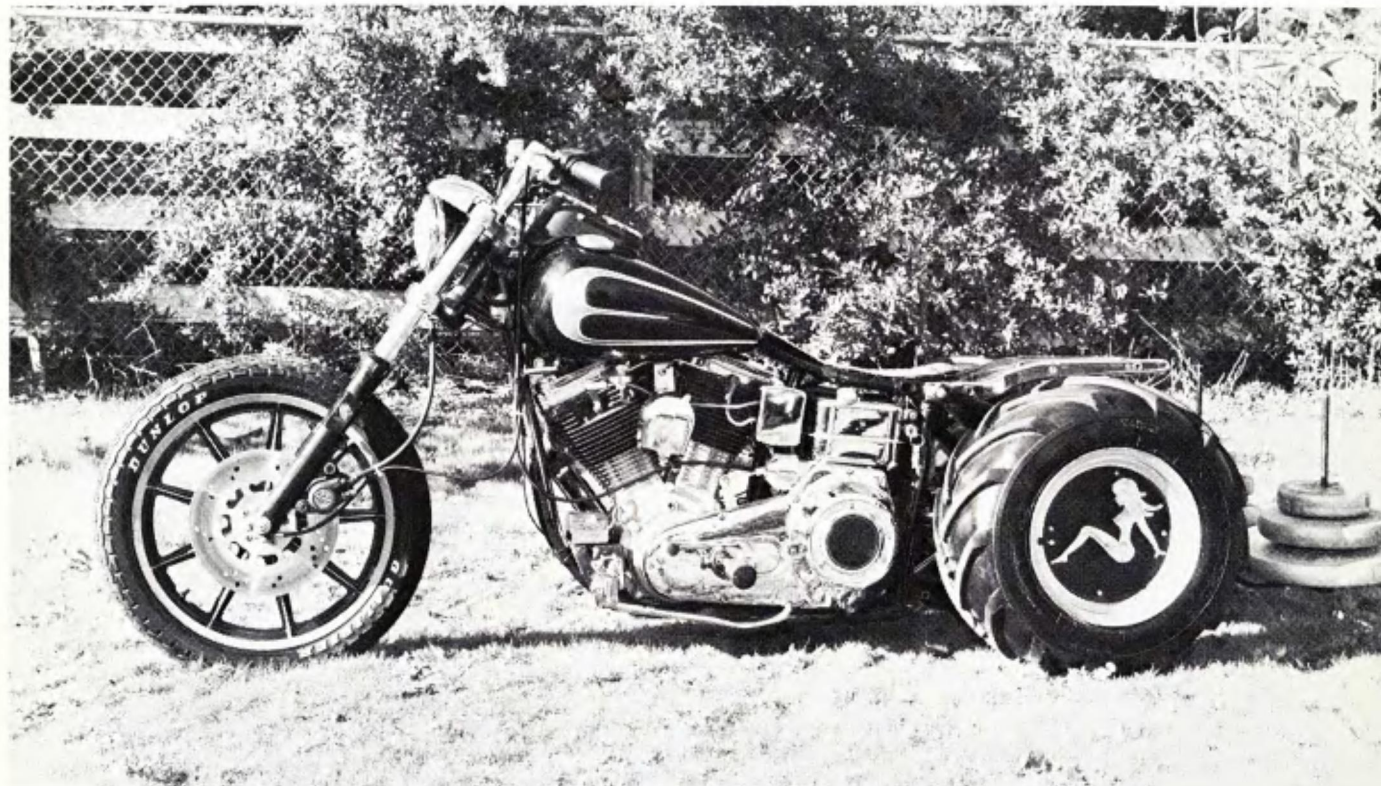
Simple fact is, women are basically lezzies anyway. Well, maybe not lezzies, actually, but, well, a chick could come away from a clit-lickin' episode with her girlfriend with no worries about repercussions, because if chicks go queer, people more or less understand. They figure chicks don't know any better. I mean, chicks have a hard time seein' differences in things.

There ain't no limit to the number of chicks you can collect and have them all know about it. The trick is to tell the whole lot of them that each one has something the others don't have, and that you need to have *all* these needs satisfied because you are a male, and males need more of . . . well, everything, actually. Tell one she has more intelligence; another one she has better tits; one a better ass; one a better cunt.

Since nothing about a woman is insignificant to a woman, they will look upon any of these differences — no matter how trivial — with patience and understanding, as long as each thinks she has something unique that no other woman can provide you with better than she can. And fuck, it can be anything. Perfect earwax. We're dealing with women here, remember.

In time, you'll have a dozen women who all know about each other, doing everything they can think of to make you happy. And even if they *are* women, if they put their heads together, the twelve of 'em ought to be able to come up with somethin'. ■

READER'S RIDE



**Casson Johnson, Chariton, Iowa
1985 Harley-Davidson FXEF**

He came across the country by plane, makin' his poor ol' ma drive the van with this powerful blockhead tied down in the back. It was his vacation, and he didn't want to waste time dodgin' cagers between Iowa and California. Casson had one thing on his mind — well, maybe two if ya count the pretty blonde he had in tow — and that was to compete at the *Easyriders* Rodeo Grand Nationals.

And compete he did. Casson came away with the first place trophy in the Trike Pull, not to mention \$700 for his efforts in the arena.

The Nationals were the second *Easyriders* Rodeo event Casson had entered — the one in Wichita, Kansas, was the first, and that was a story in itself. He had driven all night to make it, arrived late for the riders' meeting, and was nearly black-flagged from the event by Leon, the rodeo strongman, because of the weights he was using for traction on the ass end of the trike.

Casson is a perfect example of the young blood that is needed in motorcycling in general and especially in our rodeo competitions. He built his bike to his own needs, and when he isn't vying for cash prizes, he's able to putt on

the streets by disconnecting the bolt-on rear end and turning his bike back into a two-wheeler.

—Loudmouth

Year: 1985

Engine: stock 80-cubic-inch block-head rebuilt and assembled by owner, S&S carb and air cleaner

Transmission: 14-tooth trans sprocket, 66-tooth wheel sprocket

Chassis: Harley with raked neck, lowered swingarm

Credits: did it himself

Special features: mural on forks, ass-kickin', dirt-diggin', weight-pullin', street-ridin' capabilities

Model: FXEF

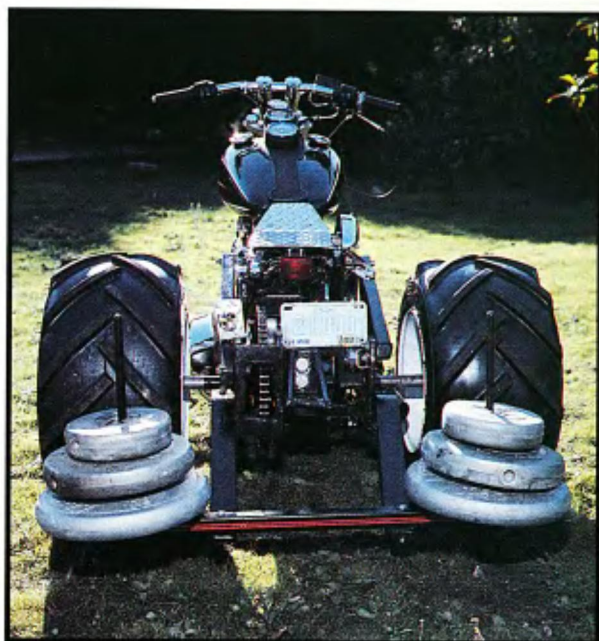
Forks: two-inch-under narrow glide, modified by owner

Wheels: 18-inch mag with disc brake on front; interchangeable fat dirt-digger/16-incher with dual discs on rear

Finish: paint by D. Hickman — black lacquer, scallops on tanks



Photo by Jeff Nocke



Photos by Kim Peterson



IN THE WIND



—Dan Pelgeron, San Bruno, Calif.

—Barney Sandlin, Hamilton, Ohio



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.

—Michael Weiss, San Jose, Calif.



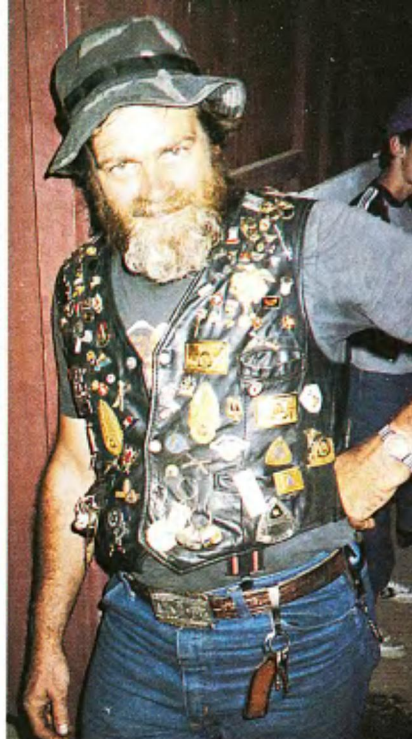
—Trapper John, Montgomery Ala.





—Rod, Spokane, Wash.

—Terrance Morrison, Lincoln Park, Mich.



—Connie Shull, Lawrence, Kan.

—Stevo, San Antonio, Tex.



—Mad Doctor, On the road

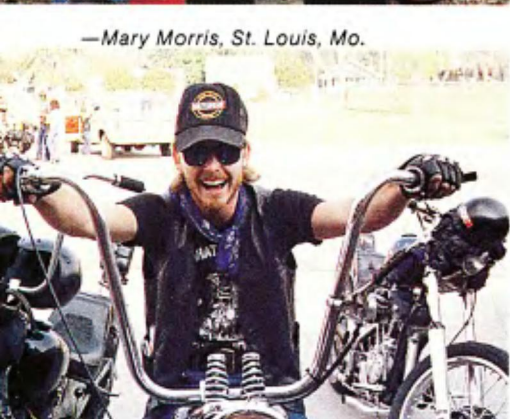




—Charlie Babcock, Anchorage, Alaska



—Ray Watson, San Anselmo, Calif.



—Mary Morris, St. Louis, Mo.

—Swede, Blue Island, Ill.



—J.W. Harmon, Miami, Fla.

—Sam Moore, Sumter, S.C.





—John Glenske, Montello, Wis.

Flying Free

Through streaming tears the pilgrim peers
with eyes red from the ride.
He thinks ahead to beer and bed,
his woman by his side.

The motor-beat between his feet
a steady monotone,
Is what he feels as hungry wheels
eat the miles going home.

He rides the lines, ignores the signs,
lets others live by rules.
His spirit sees eternities
in stars that shine like jewels.

His dancing light throws back the night,
yet darkness presses down.
He shakes a chill, flies faster still,
and storms a sleepy town.

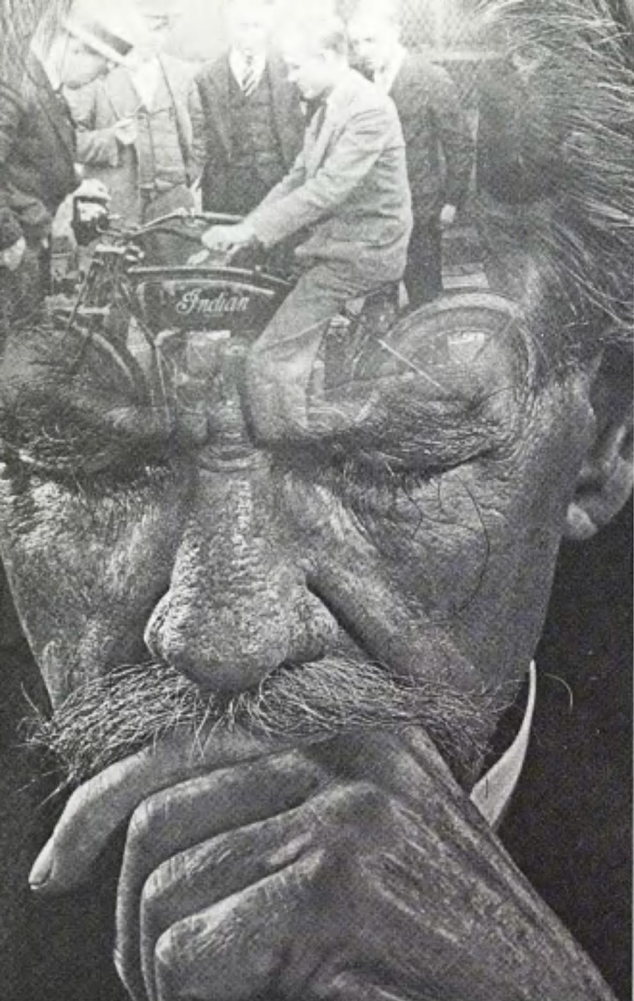
He's flying free, content to be
alive and riding on.
If speed should kill, his soul will still
be racing with the dawn.

Through streaming tears the poet peers
with eyes red from the ride.
He thinks ahead to beer and bed,
his woman by his side.

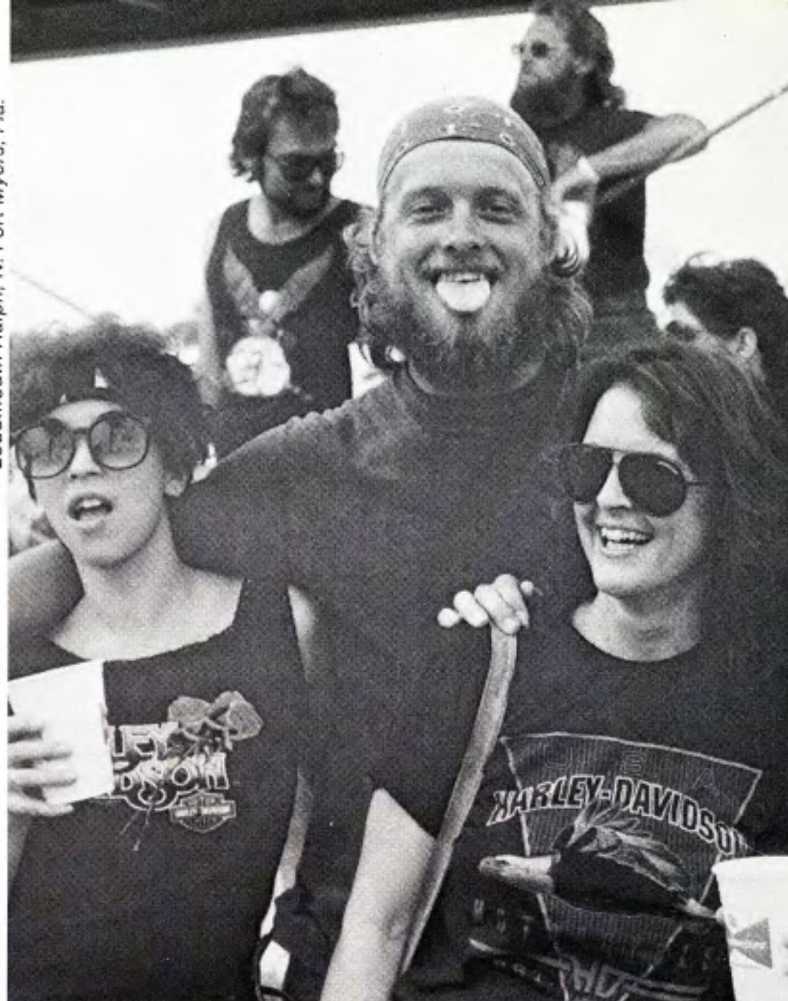
—J.B. Perkins



—Ben Petrey, Huntington, W. Va.



—Loudmouth Ralph, N. Fort Myers, Fla.



—Michael Schreiner, Lansing, Mich.

—Linda Barbour, Diamond Springs, Calif.





—Joel Vore, Boise, Idaho



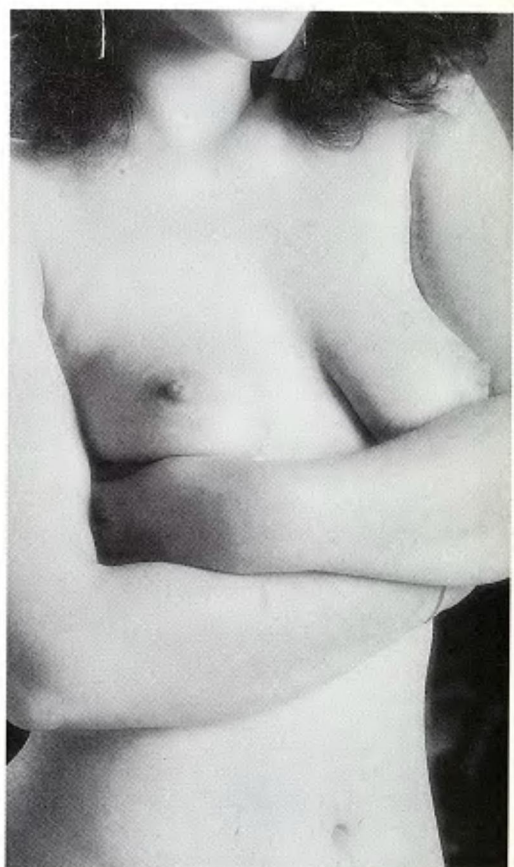
—Ian Mutch, M.A.G., England

—Ken Garey, Albany, Ga.



SWEET LORIN

March Fox Hunt Winner



Photos by Mad Mike



Lorin, our March Fox Hunt winner, rose above some stiff competition — her mother included — and made a commitment to get herself into the best shape she could for the photo shoot.

After starvin' herself for a week — chuggin' only water and scarfin' shit like alfalfa salad — she figured she was where she wanted to be, figure-wise. Then she bolted out west to Boulder, Colorado, and laid her supple body's mouth-waterin', tasty tits on a classy Military Indian for a coupla days, makin' our day. The kid's got heart, not to mention 500 bones as a result of being

chosen the victor.

She's from Louisville, Kentucky, and has been tryin' to get in the rag since she was 17 (good thing we ask for notarized releases). Now 21, she's finally made it — although she's been packin' on the back of bikes for seven years.

Lorin digs goin' to the Bean Blossom Boogie each summer and on runs to the local lakes, the Horseshoe Bar, or just partyin' at a local clubhouse. Lorin would like to get herself a '67 shovel (the year she was born) and plans on using her awesome mechanical abilities to do her own wrenchin'.

She can wrench me any time.

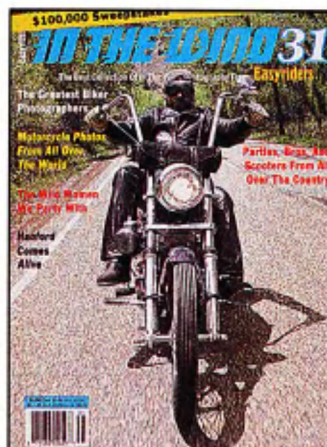


And the scooter — interestin', huh? A local Boulder bro, Grosvenor (sounds like Grove-ner), or Gro, as he's known around the hills, loaned Mad Mike his wife's 1940 45-inch Model 640 Indian for the shoot. Gro had scored a semi fulla ancient Indian iron, so he could afford to put this fine restoration together for his ol' lady to trudge around on from Colorado to New Hampshire's Mt. Washington. It might've been made for the Canadian Army — it was equipped with a Canadian ignition switch. Ol' Gro also has a number of other Indians, including a 1910 pedal job and a '72 shovelhead. Neat guy, with some heavy ridin' iron.

—Bomber

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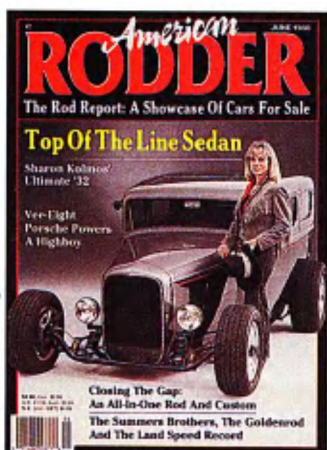
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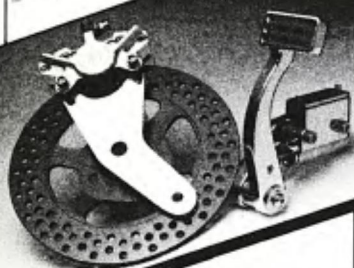
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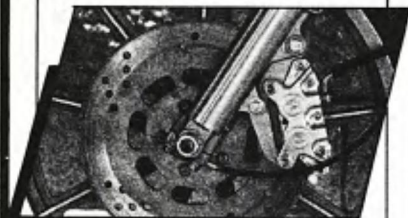
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BIKER HALL OF FAME

Brothers and Sisters Who Stand Out in the Crowd



Photo courtesy of Loch David Crane

Loch David Crane San Diego, California

He's a familiar sight at MMA and ABATE functions in the San Diego area and at the Hanford and Tulare runs — it would be hard to forget the hardcore Trekkie who calls himself "Captain Kirk" and rides his "Star Trike," a three-wheeler adorned with a huge, cementlike replica of the starship *Enterprise*.

There is, however, a lot more to Loch David Crane than meets the eye: he's a college English teacher with a Master's degree, and he's also a professional magician who often performs benefits. The proceeds from his next performance will be split between a home for abused children and medical expenses for a deputy sheriff who was gunned down in the street. At that gathering, Crane will escape from a straitjacket while hanging from a tall building.

In a few months, he'll travel to Boston for a convention of the International Brotherhood of Magicians, where he will perform "catching light in a baseball glove," a trick of his own invention that gained him membership in the prestigious Magic Castle in Los Angeles.

More than anything else, perhaps, Crane is known as a political gadfly. He has run for city council and took a shot at the mayor's slot in both '86 and '88. His efforts to enter this year's race bit the dust when his nominating petition

was short by about 25 signatures due to technical disqualifications. "The world needs help," Crane commented in regard to his political involvement.

Although he doesn't anticipate running for any elective position for a year or so, Crane is putting much of his energy into biker-related politics. He's dismayed that most of the riders in the San Diego area are not politically involved, blaming the beautiful weather for much of the laid-back attitude.

In the meantime, since August is Motorcycle Safety Month in San Diego, Crane and the Motorcycle Safety Foundation are staging an unusual run. There will be an actual 25-mile run in the San Diego area that will hit all of the major freeways, but the primary thrust of this campaign will be a "write-in run": Crane's asking that riders from all over the country write down their odometer readings on August 1 and again on August 31, then send them with a small donation to "Million-Mile Run for Motorcycle Safety," Box 70027, San Diego, CA 92107. All donations will be acknowledged, and those riders sending \$5 or more will receive a run pin. Proceeds will benefit the MSF's ongoing safety program.

Keep up the good work, "Captain Kirk."

Beam me up, Scotty.



Photo by Larry Lochmann

Elsie Kelly Oklahoma City, Oklahoma

"Once you own a Harley, it becomes part of your life," observes Elsie Kelly. "It's something that gets into your blood." Elsie and Harley-Davidson met when she was 18, and ever since then, she has been either on the back of or in control of a hunk of Milwaukee Iron.

For 15 years, she was the co-owner of Harley-Davidson World in Oklahoma City, but the dealership has been solely hers since 1983. Known in the area as a sponsor of the Harley Owners Group and the local Muscular Dystrophy Association run, Harley-Davidson World enjoys a reputation throughout Oklahoma for carrying the largest inventory of parts and scooters in the state. Admitting that she's a real kid at heart, Elsie says that she can hardly wait to check out new bikes, especially when Harley is introducing new colors, although she notes that "they don't look as pretty in the crates, because they have oil all over them from the factory."

And she rides — every day, weather allowing. Elsie likes to hit the road with her friends and customers and especially favors one-day trips. Back in 1984 she bought an XR1000 and rode it for a year-and-a-half before trading it in on an FLHT with a sidecar. Now she buys a new one, complete with sidehack, every fuckin' year.

Savoring all aspects of life on two wheels, Elsie has decided to do a little racing, too. A while back in Tulsa, she turned 15.82 seconds and 97 mph on her stock FLH with sidecar. Everyone else thought it was hilarious, but Elsie was hooked. Now the wrenches at her shop are building a rigid-frame drag bike for Elsie to race this season. She plans to burn rubber every two or three weeks.

We hoist our brews to Elsie Kelly, who does what she likes and makes a livin' doing it.

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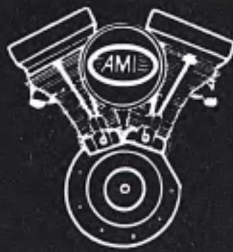
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BIKER HALL OF FAME



Photo courtesy of Fr. Pijanowski

Rev. Joseph John Paul Pijanowski Fitchburg, Massachusetts

Last April, when District 3 (North Worcester County) of the Modified Motorcycle Association held its first bike blessing in Fitchburg, Massachusetts, the weather was brisk but sunny. "I prayed for good weather," commented the district's chaplain, "Father Joe" Pijanowski, "and I prayed in Polish — that's how serious I was."

Standing 6'1" and weighing 300 pounds, Father Joe looks like he'd feel right at home on a Harley, and he does. Back in 1967 he bought his first scooter, a Harley, and before long he was flying the colors of The Slaves. At the time, he felt that belonging to a club would provide camaraderie with those who shared his view of biking as an adventure and a passion.

But outlaw life was a violent life, and eventually the tension grew to be too much. Pijanowski came across a Polish calendar containing daily scripture passages that became a touchstone for him. He prayed and meditated daily, and it became one small step toward deciding his calling was to be a priest.

Entering the seminary in 1979, Father Joe realized that covering the upkeep on a motorcycle wouldn't jibe with the lifestyle of poverty he'd adopted, so he reluctantly sold his beloved panhead. Fortunately, he has brothers and cousins who ride, so he can usually talk some family member into letting him take out a sled for a "test ride." The new bikes are nice, Father Pijanowski conceded, but they don't have the *cojones* of his old bored-out pan. And anytime there's a bike being raffled off, Father Joe is sure to buy a fistful of tickets, joking that if he were to win, "it would be a sign from God that I should have a bike."

Most of Father Pijanowski's days are filled with his duties as associate pastor of St. Anthony de Padua — teaching adults and children, counseling, calling on the sick and dying — and he sees

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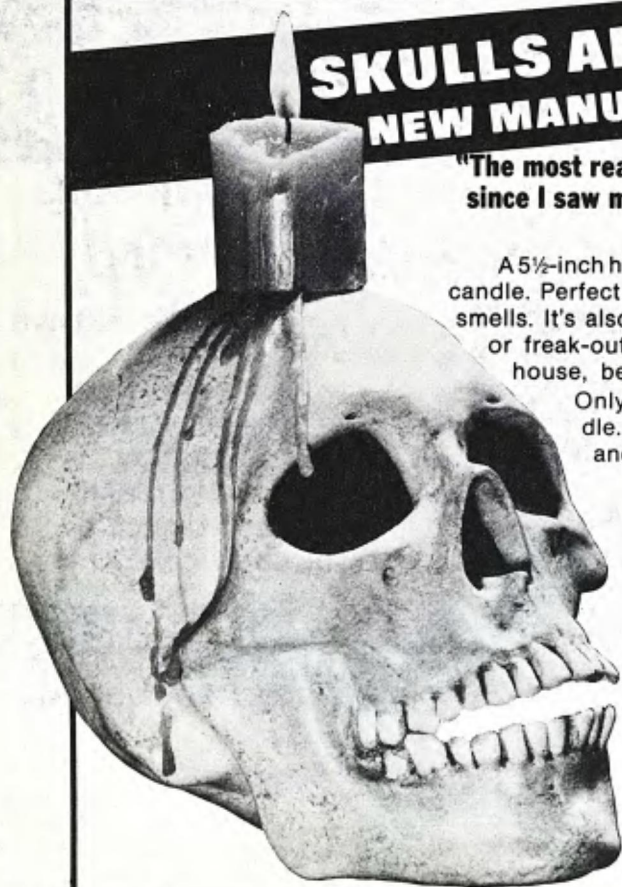
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his involvement with the MMA in much the same light. First and foremost, Father Joe's a representative of God. "It's important for them to have a priest," he says. "I offer the bikers spiritual guidance and direction. They try to be more careful with their language when I'm around." And District 3 is jazzed to have a chaplain who flat-out knows the joy of having your face in the wind.



Photo courtesy of San Francisco MC

Hap Jones San Francisco, California

When moviemakers want to set a scene in San Francisco, more often than not they use a shot of the Golden Gate Bridge, which is not surprising — it's far and away the most recognizable landmark of the famous "City by the Bay."

Well, Frisco recently celebrated the Bridge's 50th anniversary with all sorts of hoopla. But one of the most interesting aspects of the Golden Gate's illustrious history was celebrated by the San Francisco Motorcycle Club and the American Motorcycle Association.

In a ceremony at the club's headquarters, Rob Razor of the AMA paid tribute to Hap Jones, a legend in his own right. Hap was the first person to cross the Golden Gate Bridge on the day it was opened, and he did it with class — on a Henderson. (The photo that Hap and Al, a member of the SFMC, are holding portrays that historic event.) As part of the celebration, Rob also presented Hap and the members of the SFMC with Golden Gate 50th-anniversary commemorative belt buckles.

The San Francisco Motorcycle Club itself is a part of the city's history, too. Organized in 1904, it's the oldest motorcycle club on the West Coast and one of the oldest in the country. (According to available records, the Yonkers Motorcycle Club, founded in 1903, is the oldest.)

Our congratulations to the SFMC and, most of all, to Hap Jones, a righteous member of the Bay Area's motorcycling community and the possessor of a truly singular distinction.

—Duchess

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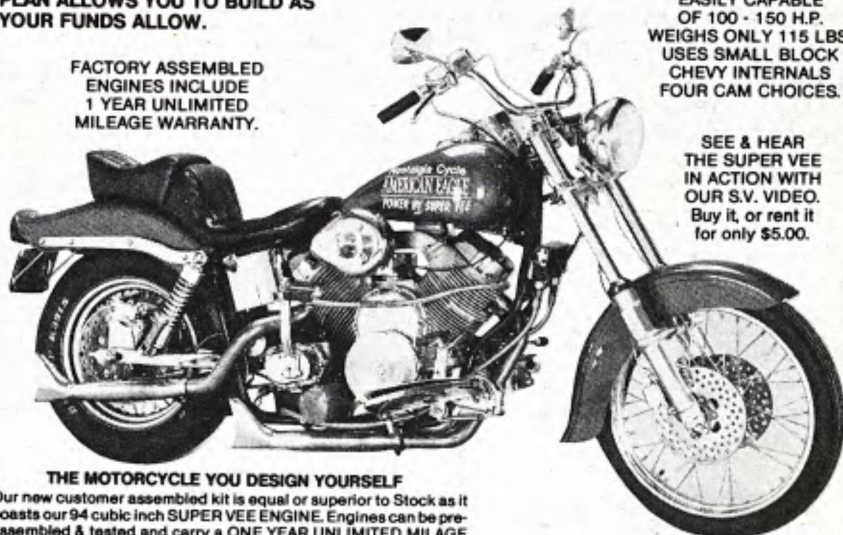


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Classified advertisements are accepted at the discretion of the publisher. Rates are 75¢ per word for private individuals. \$2.50 per word for businesses. 10-word minimum. Check or money order must accompany clearly written copy. No charge for zip codes. **Easyriders** box numbers are available, with mail being forwarded unopened to the advertiser. There is an additional charge of \$6.50 per advertisement for this service, to cover handling and postage. M.O./SASE to **Easyriders**, Classified Department, Box 3000, Agoura Hills, CA 91301. Note: Closing date for advertisements is the 15th of the 4th month preceding cover date. There are approximately sixty days between closing date and national on-sale date.

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

Handcrafted boots and rebuilding. \$3 for info, refundable. B.B. & S. Rt. 2, Box 104-T, Rigby, ID 83442. (182)

Anyone knowing the whereabouts of Lori Smith, Fremont, Nebraska, 1984, please have her contact Scooter Sam Berry, Rt. 3, Box 6684, Hallettsville, TX 77964, (512) 798-4695. (182)

Bobby Jo: We were separated in Ocean-side, California, and I could not find you before I left. You were the only one who treated me decent through everything that happened. I've got another scout, but it's not the same without you on the back. Lookin' to put you in the wind again. If you're reading this, or if anyone knows her whereabouts, write and let me know! Ben (Pack Rat) Bettencourt, General Delivery, Titusville, FL 32780. (182)

Attention, Tim Banfield, Kevin Sutayak, Scott Johnston, or anyone knowing their whereabouts: Odie wants to talk to you. Write or call: Odie, Rt. 2, Box 167, Virginia, IL 62691, (217) 458-2831. (182)

Want to locate Ray "Poohbear" Lancaster, San Diego. Contact Wizard, c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301. (182)

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

PIT BULLS: A book including the old conditioning methods once used for fighting dogs that are now employed for shows, weight pulls, and general fitness. Also, some pedigrees, action shots, and portraits of the famous dogs and their handlers, past and present, are examined. First-hand information and stories spanning two countries, along with an action-packed fiction novella, are all part of this 8 1/2" x 11" hardcover book. This is definitely a one-of-a-kind text that will soon become a collector's item — \$30 anywhere in North America, \$40 in Europe, \$45 anywhere else. Righteous Products, 5699 Kanan Road, #222, Agoura Hills, CA 91301. (182)

BIKER TATTOOS ON VIDEO: Photos taken at a major motorcycle event of women's tits, asses, and thighs — wherever they get tattoos. You've never seen so many different tattoos. There was a time when sailors got tattoos on their arms and chests, but now bikers get them all over their bodies — places where you would never dream of getting a tattoo. The tape is rated "R" and is meant for the more adventuresome viewer. Get some ideas for your next tattoo! Send \$39.95 plus \$2 for postage and handling to: Righteous Products, 5699 Kanan Road, #222, Agoura Hills, CA 91301. Specify BETA or VHS (55 minutes in length). (182)

Mouse Kissling: Important — contact Gail Jones, Box 1684, Guymon, OK 73942. (182)

In memory of Kevin Banks, died doing what he loved second best. See you in Harley Heaven. (182)

Attention, all prisoners, male and female: If you are interested in joining a pen pal club for free, then send in a 50-words-or-fewer letter describing yourself to Richard Mayfield, Box 902, Kaufman, TX 75142. (182)

FREE — WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates, League, Box 5637-ESR, Reno, NV 89513-5637. (182)

Pretty woman, 26, 5'6", 120 lbs., dirty blonde, brown eyes, wants to correspond with white prisoners who have been down 10 years plus. Short-timers only! This could be the chance of a lifetime. Write: Terry, 111 East Drake Rd., Ste. 7075, Ft. Collins, CO 80525. (182)

Buy & trade new/used biker duds — from hats to boots. \$2 catalog. LARSEN LEATHERS, Box 33, Riner, VA 24149, (703) 382-4668. (191)

One-legged mama — I need you. Good part-time job, chance to help others. If you know a one-legged lady who might be interested, pass this ad along. Al, Box 684, Hillside, IL 60162. (182)

Anyone interested in buying or selling **Easyriders** back issues, contact Dan Ryan, 1906 Westfield Ave., Scotch Plains, NJ 07076. (182)

Does anyone in Pontiac Correctional Center know the whereabouts of Nester Farro? Does anyone in Dwight Correctional Center know whereabouts of Lou Ferro? Have them get hold of a lost friend and write to Dennis Earnest, N-70927, Box 300, Vienna, IL 60060. (182)

Women 18 to 60 years needed for house-keeping. Must be able to do what they are told, enjoy the country life, and work with animals in exchange for room and board. Please send short letter with SASE, phone number and photo if possible. Caretaker, Box 385, Freedom, NH 03836. (182)

Special close-out offer. Trojan condoms (rubbers) are being sold at cost. 3 for \$1, 12 for \$3. Sent to you in a plain brown wrapper, postage paid. Safe Products, 5699 Kanan Road, #222, Agoura Hills, CA 91301. (182)

Dave Anderson, Medicine Hat, Alberta: Here it is another birthday (7/10/88), and this one marks 42. It's been a great year, though, 'cause again it's me and you. Happy birthday, love always, Karen. (182)

FOR SALE: '72 custom Harley-Davidson shovelhead, hardtail, with many extras. See bike at Steve's Machine, 600 North D Street, San Bernardino, CA 92404, (714) 888-9186. (182)

Hottest fashions/lingerie modeled by foxy jailbait. One look and you'll both want it. Color catalog, \$5 (refundable with first order). Star Fox Productions, 136 N. Grand Ave., Ste. 283, West Covina, CA 91791. (182)

Cadillacs, Mercedes, Porsches, etc., direct from government. Seized in drug raids. Available in your area. Save \$thousands. (216) 453-3000, ext. A8237. (182)

TRIUMPH, BSA, NORTON parts catalog \$1. Xanders' Britbikes, 1280 Stringtown, Grove City, OH 43123-9743. (182)

Writer, w/m, seeks aggressively toned to discipline female bike riders, all races, ages, and sizes. No druggies or drunks, born females only, no ts's. I have personal and professional interest, may create an all-girl biker troop, do a book and video movie after safe-trick riding school. (916) 582-0809, 8 a.m.-8 p.m. Monday-Sunday, or write RJF, Box 45, Floriston, CA 96111. (182)

Attention: Imagine "Troop 22," composed of nothing but beautiful, talented, leather-clad Amazons, touring the USA and patrolling crime-laden streets in support of the Guardian Angels. Seeking out predators preying on women. (182)

AUSTRALIAN AND EUROPEAN BIKERS: I'm looking to develop a network of trustworthy contacts throughout Europe and Australia to assist in the legitimate import and sale of new and used Harley-Davidsons for profit. I have current and continuing access to large inventory. Candidates must be knowledgeable about Harley-Davidsons, stable, and standup. If interested, please write to: Greg Fischer, 5112 Streamwood Lane, Plano, TX 75075. (182)

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

Smoke the best! Join the Lazy Nickels. Evan Everick, 2695 Victoria Dr., Laguna Beach, CA 92651. (182)





What's Happenin'

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

CALIFORNIA

EASYRIDERS RODEO — July 2nd, 3rd, and 4th in Los Banos at Merced County Fairgrounds. (Notice — Steppenwolf will not be performing due to conditions beyond our control.) For info, call (800) 231-2669 in California, or (800) 247-6246 national.

3RD ANNUAL LAKE COUNTY POKER RUN — August 27th and 28th in Lake County. Sponsored by Unlimited Products and Salminas Resort. For info, call (707) 928-5230.

CHILDREN'S HOSPITAL BATHTUB REGATTA — August 6th in Oakland. Challenge the OUTRIDERS of the Sierra Road Riders Association in this fundraiser. For info, call (415) 521-4352.

CANADA

1ST ANNUAL BLUE GRASS FESTIVAL — July 29th, 30th, and August 1st in Kearney, Ontario, at Shangri-La Park. For info, call (705) 636-5178 or (416) 579-6660.

ANGEL ACRES — July 29th through August 1st in Nanaimo, British Columbia.

CONNECTICUT

EASYRIDERS RODEO — August 27th and 28th in Stafford Springs at Stafford Springs Motor Speedway. For more info, call (800) 247-6246 national, and (800) 231-2669 in California.

ILLINOIS

6TH ANNUAL RUSSELL SVOVERLAND MEMORIAL CYSTIC FIBROSIS POKER RUN — July 10th in Des Plaines. Sponsored by Jerseyline Cruisers of Des Plaines. For info, call (312) 965-3745.

MENDOTTA CORN FEAST — August 14th starting at Bollingbrook K-Mart. Sponsored by V-Twin Riders MC. For info, call (312) 739-5770, (816) 886-0514, or (816) 886-6165.

MAINE

STATEWIDE PARTY — August 19th through 21st in Rumford at Horseshoe Valley. Sponsored by United Bikers of Maine, Inc. For info, call (207) 633-6138.

MATTAWAMKEAG MC 3-DAY WEEKEND — July 15th through 17th in Mattawamkeag. For info, call (207) 736-4026 or (207) 736-4891.

MICHIGAN

ANNUAL 2-DAY MOTORCYCLE HOLIDAY — August 13th and 14th in Irish Hills. Sponsored by Night Hawks MC of Huron Valley. For info, write HVNH MC, Box 187, Ypsiland, MI 48197 or call (313) 485-7030.

MISSOURI

ANNUAL PRISON BIKE SHOW — July 17th in Moberly at Missouri Training Center for Men. For registration forms, write Unique Jaycees, c/o Rec. Dept., Box 7, Moberly, MO 65270, or call (816) 263-3778.

3RD ANNUAL SEARCH AND SEIZURE RUN — July 17th in Eldon at Water Hole. Sponsored by Freedom Of Road Riders Local 21 of Eldon. For info, write Freedom Of Road Riders, Inc., Local 21, Box 21, Barnett, MO 65011.

NEW HAMPSHIRE

2ND ANNUAL SALEM BIKERS WEEKEND BLOWOUT — August 5th through 7th in Warren. For info, write Rex Simpson, Box 124, Pelham, NJ 03076, or call (603) 898-9023.

EASYRIDERS GRAND NATIONALS RODEO ON TV — Friday, July 8th, on USA Network. Midnight Eastern/Pacific, 11 p.m. Central, and 1 a.m. Mountain. Show will repeat in all time zones four hours later.

NEW YORK

EASYRIDERS RODEO — August 5th through 7th in Malta at the Saratoga Speedway. For info, call (800) 247-6246 national, or (800) 231-2669 in California.

FREEDOM RALLY — July 23rd from Saugerties to Kingston. Sponsored by ABATE of New York, Ulster County chapter. For info, call Paul at (914) 246-3170 or Theresa at (914) 331-6713.

OHIO

3RD ANNUAL OHIO HARLEY-DAVIDSON NATIONALS — July 23rd and 24th in Cleves at Edgewater Sports Park. Sponsored by American Motorcycle Racing Association. For info, call (606) 441-1036.

OKLAHOMA

ANNUAL NIGHTTIME LUNARTIX RALLY — July 16th in Indian City. Sponsored by Sooner Or Later MC. For info, send SASE to Road Captain, Sooner Or Later MC, Box 848, Anadarko, OK 73005.

SOUTH CAROLINA

MYRTLE BEACH AREA MOTORCYCLISTS RIDE FOR JERRY'S KIDS — August 20th starting in Murrells Inlet at J&R's Leather. For info, write J&R's Leather for MDA, Box 910, Murrells Inlet, SC 29576, or call (803) 651-5727.

SOUTH DAKOTA

BROTHERS OF THE THIRD WHEEL ANNUAL TRIKE-IN — August 6th through 13th in Rapid City at the Berry Patch Campground. Held in conjunction with Sturgis Bike Week. For details, write Brothers of the Third Wheel, Box 345, Coal Valley, IL 61240.

3RD ANNUAL STURGIS HARLEY NATIONAL — August 9th through 11th in Sturgis at Sturgis Dragway. For info, call (605) 347-3571.

SECOND ANNUAL ABATE OF SOUTH DAKOTA PARTY AND MOTORCYCLE RODEO — July 16th and 17th outside of Madison. For info, call Brad at (605) 256-6148 or (605) 256-2440.

TEXAS

1ST ANNUAL MS. HARLEY RIDER AND FLOATING POKER RUN — August 26th through 28th in Sattler, Canyon Lake. For info, call Lacey at (512) 899-2745 or Donna at (512) 992-2755.

VERMONT

3RD ANNUAL CHRISTMAS IN AUGUST TOY RUN — August 13th leaving from Berlin Mall in Montpelier. Sponsored by Freedom of the Road for Vermont. For info, write FOR-VERMONT, Box 482, Montpelier, VT 05602.

VIRGINIA

3RD ANNUAL POKER RUN AND PARTY — August 13th to benefit the Evans Home for Children. Sponsored by ABATE of Virginia, Shenandoah chapter. For info, call Mickey at (703) 662-6422.

WASHINGTON

1ST ANNUAL COWCHIP BOOGIE — July 8th through 10th in Castle Rock. Sponsored by ABATE of Washington, Cowlitz County chapter. For info, call (206) 423-8285 or (206) 423-1904.

WISCONSIN

ABATE OF WISCONSIN STATE PARTY — July 15th through 17th in Marshfield. Sponsored by ABATE of Wisconsin, Region 1A of Milwaukee. For info, write 4023 E. Elm #1, Oak Creek, WI 53154.

BUTLER BIKER DAYS — August 19th through 21st in Butler Park. Sponsored by ABATE of Wisconsin, Region 1A of Milwaukee. For info, write 4023 E. Elm #1, Oak Creek, WI 53154.

BLOOD RUN — August 27th in Milwaukee. Sponsored by ABATE of Wisconsin, Region 1A of Milwaukee. For info, write 4023 E. Elm #1, Oak Creek, WI 53154.

TOURING BIKE FUN DAYS — July 9th and 10th in Union Grove at Great Lakes Dragway. For info, call Bob at (414) 462-6620 or (414) 878-3783.

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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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C. Black BuckLite III

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D. Olive Drab BuckLite

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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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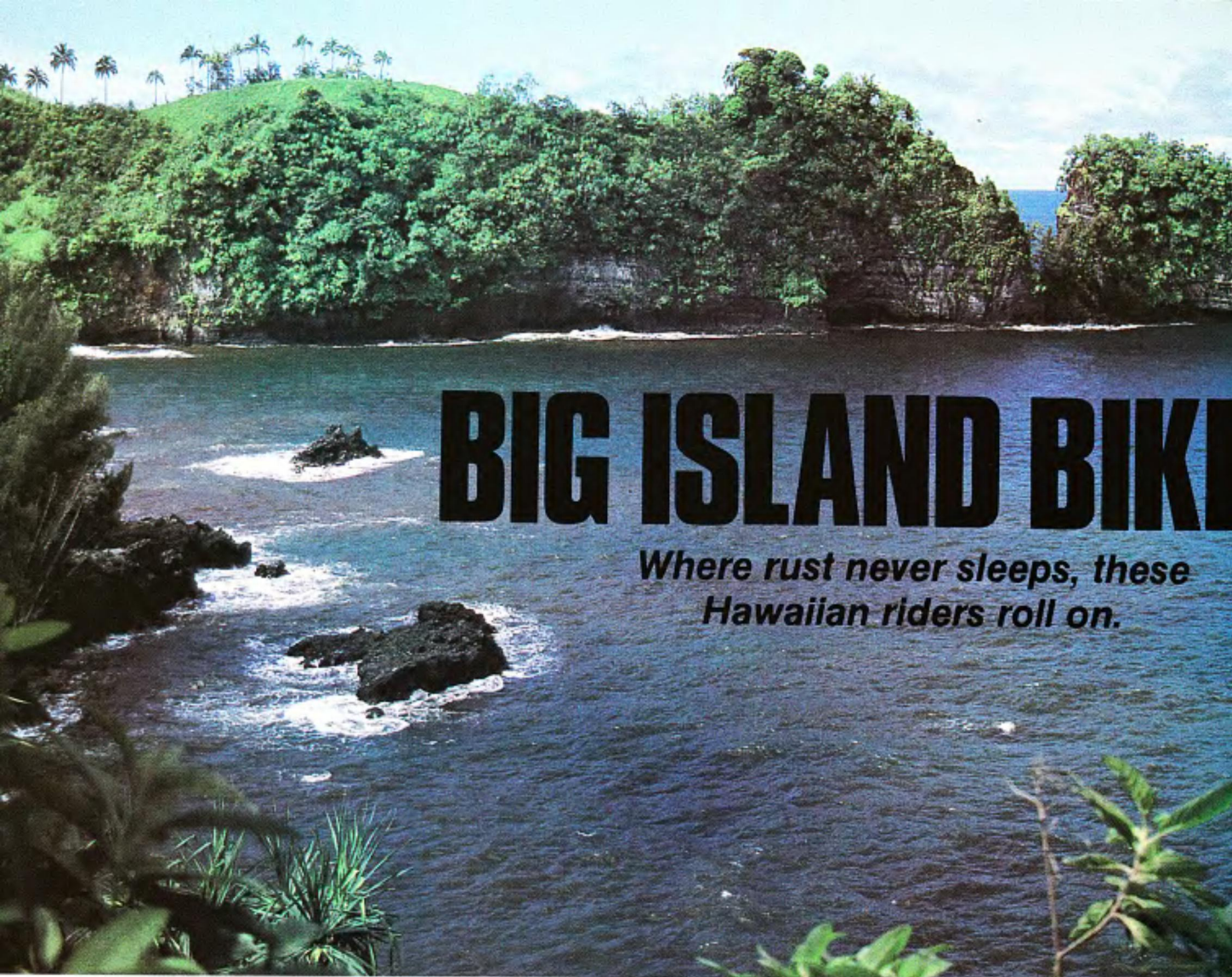
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BIG ISLAND BIKE

*Where rust never sleeps, these
Hawaiian riders roll on.*



After five hours of bein' wedged between a barfin' baby and a window view of 3,000 miles of ocean, it was a welcome relief and a surprise to arrive at Hilo Airport on the big island of Hawaii, walk down the jet-

liner's ramp, and be immediately immersed in the thundering sound and gleaming sight of two fatbob Harleys not far from the tarmac. No whinin' Jap crap — just pure V-twin power.

After two weeks on the island, I realized Harleys are the norm there, not the exception, and the scooter pilots guiding those sleds are generally the same good-natured, down-to-earth, willin'-to-help-out bros that you find throughout the brotherhood of biking, no matter where the puttin' is.

The first people we met were Koa Puna MC members from the town of Pahoa and the surrounding hamlets of Kurtistown, Keaau, Papaikou, and Hilo. We'd seen a shovel gettin' rained on at a gas station, left an *Easyrider*s decal and our island phone number, and before we knew it, Franco Smith, the shovel's owner, gave us a call. Shortly thereafter we were digging in at a real-live, no-tourist-bullshit luau: great chow made by the ol' ladies, cold Budweiser, and ukelele tunes. It was a great night and a bitchin' way to start the vacation.

Though we were definitely "haoles" (kinda like bein' a gringo in Mexico), we got as much respect as we gave — which was a lot. Koa Puna MC prez Wayne made us feel



welcome and gave us the rundown on Big Island bikers.

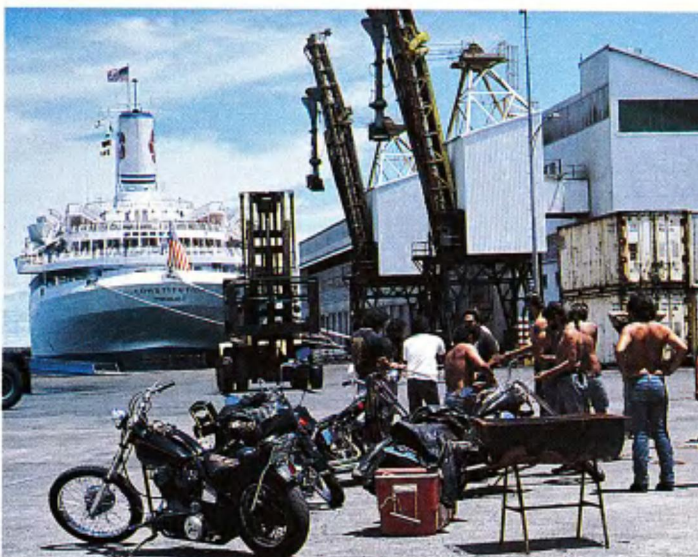
The Koa Puna MC brothers of Hawaii were making plans for their annual Labor Day weekend run to the smaller island of Kauai, while bikers from the islands of Kauai, Maui, Oahu, and Molokai were making similar plans to air out their engines on the occasional long, desolate stretches that the Big Island offers.

We spent a week runnin' around an' partyin' with the Koa Puna bros, takin' photos of their bikes, and lendin' a hand at the docks as they loaded their bikes and gear into 10'x20' containers bound for Kauai.

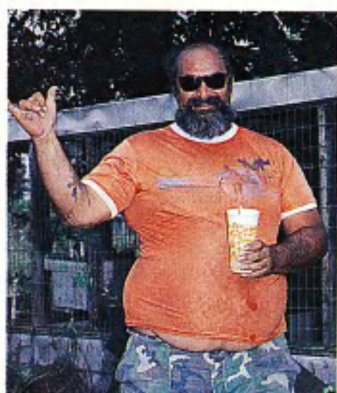
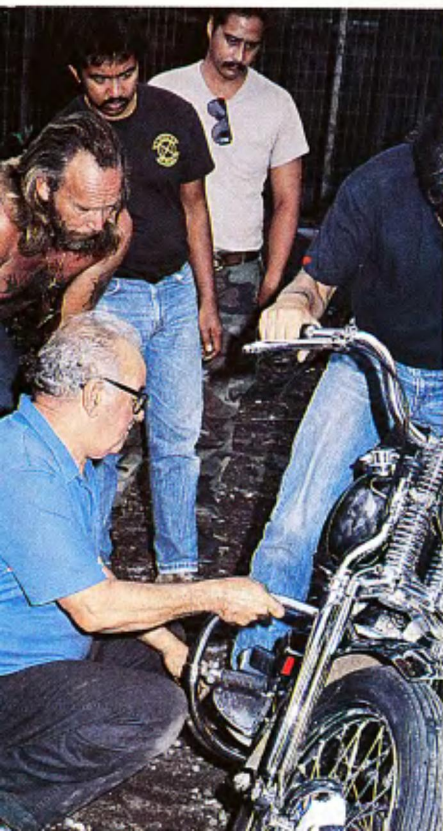
It was a pleasure hangin' out with Franco, Wayne, Hogan, Patrick, Kiko, Royden, Big Karl (who lives up to his name and who puts his stroked shovel wearin' thongs), Emilio, Glenn, and Harley authorities Danny Crivello and Bill Miller, two interesting stories in their own right. Thanks for the hospitality, bros and sisters — *shaka bra*.

Until we putt again, take it easy.

Mahalo,
Kim and Kris



Photos by Kim Peterson





DIRTY ONE



Terror on the road to Texas in July 1978

It was raining machine-gun bullets — and not just in bursts. It came as a barrage of wet fire from clouds as dark and heavy as jet-black fatbobs full of high-octane, beating down on the small band of bikers ridin' against the onslaught on I-20. Apprehensively, the riders forged ahead, their leathers soaked and their shades drenched to the point where lights on the dark highway ahead turned to distracting starbursts, making it even more difficult to discern oncoming obstacles.

The pack had left Mississippi and was headed for an annual meet in Texas, but Mutha Nature was showin' her power with run-stopping force. Dewey, the owner of the scooter called Dirty One, was the Sergeant at Arms, riding near the back of the pack, tryin' desperately to keep an eye on his brothers and on any citizens who were followin'.

He could feel his ol' lady's thighs tighten and her grip tense when the torrent increased or cages and semis pulled up to the pack.

He could feel the 21 spin free of the flooded pavement as he squinted at the barely legible highway signs that proclaimed the approach to New Orleans — and trouble.

On that dreary, rain-drenched





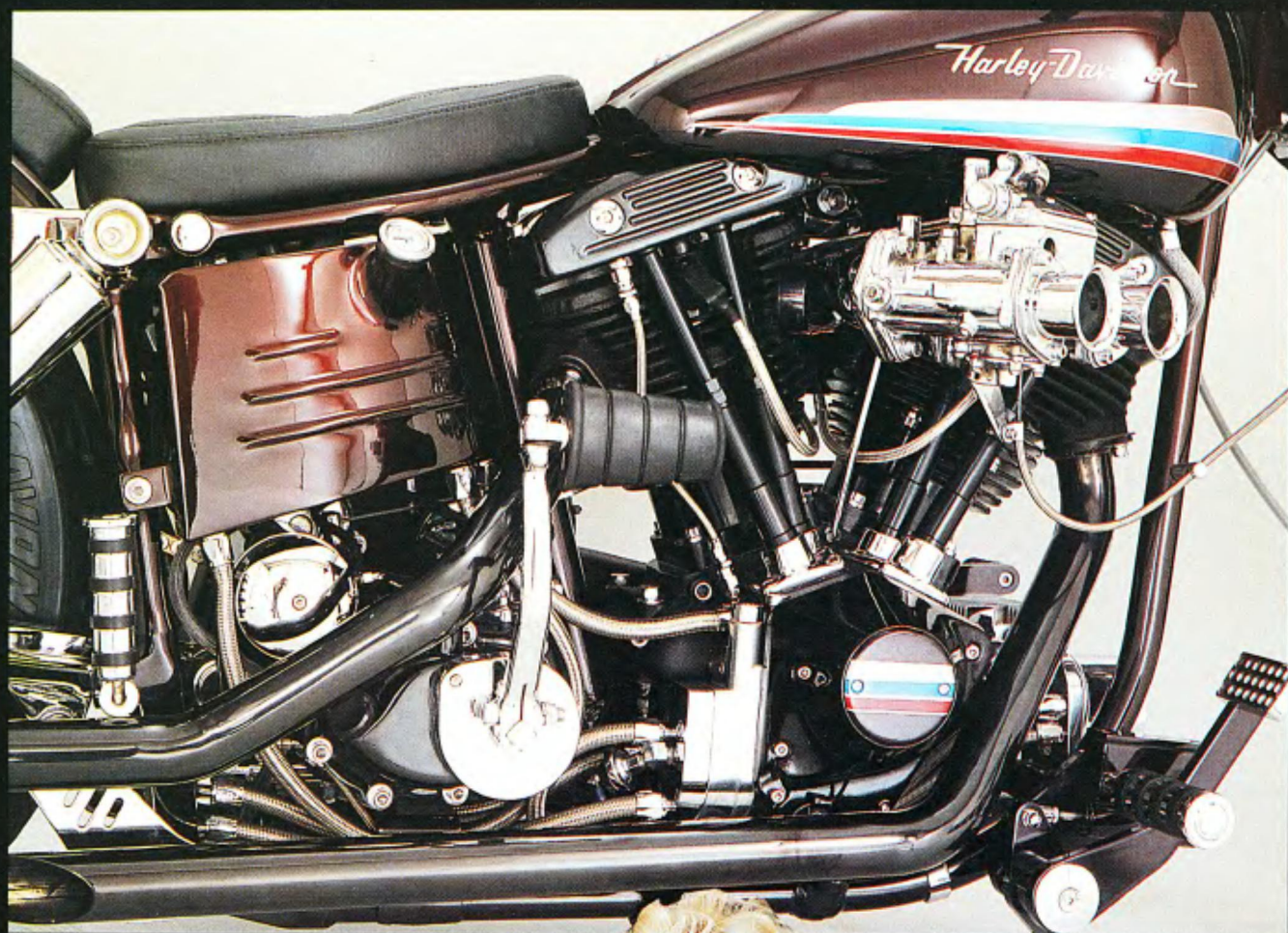
night, 25 dark and rumbling scooters left a sense of menace in their wake as the pack snaked over the concrete like a chrome locomotive rushing through an unsuspecting, sleeping city. The few citizens brave enough to pass the ominous sight were completely unaware of the death grip each rider had on his bars as he stared intensely into the night, primed for danger, reflexes at red alert.

Somewhere in the city, the pack traveling at 70 mph, Dewey suddenly noticed five vans matching the pack's spray. They must have been doing 90 as they carelessly pulled alongside the riders — a dark wall of steel. As

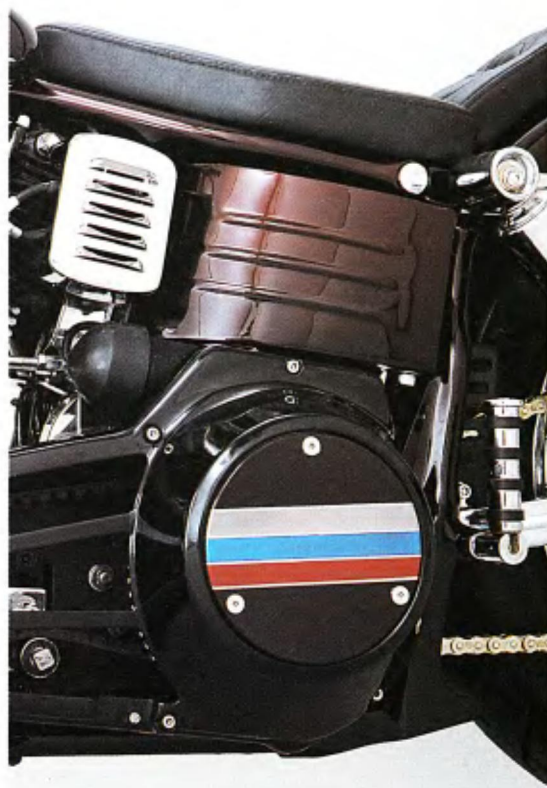
suddenly as the vans appeared, a shower of headlights formed behind the last members ridin' tail. Where once there had been an almost deserted highway, there was now a squadron of steel surrounding the 25 wet scooters.

Dewey's mind was whirling with thoughts of club wars and rednecks as he briefly took his gloved hand from the clutch lever and unbuttoned the snap nearest his .38. Almost simultaneously, a fan of spotlights blazed and a bullhorn commanded the riders to pull over and dismount. Spots and headlights scanning in the rain gave away the unmarked cop vehicles as the tentative brothers and sisters

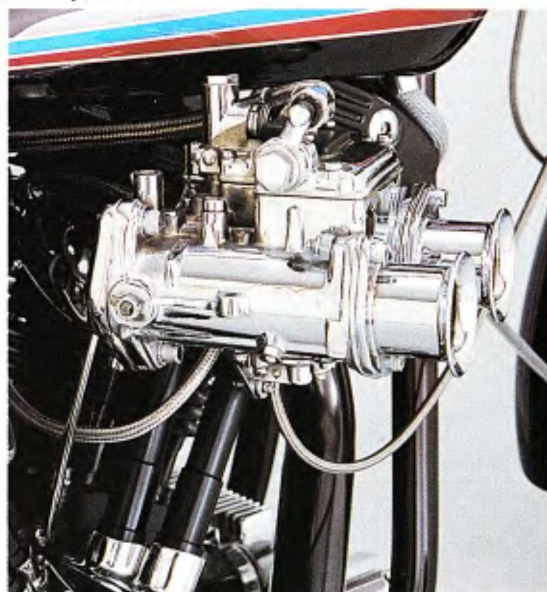




Owners: Dewey Maxwell		City: Burlington, North Carolina	
General		Frame	
Fabrication by: Rick Doss		Year: 1976	
Year and make: 1976 H-D		Builder: H-D/Rick Doss	
Model: FX		Type: swingarm	
Value: ?		Rake: 1/2-inch	
Assembly by: Rick's Custom Harleys		Stretch: none	
Time: 10 months		Other alterations: cleaned and leaned	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Drag Specialties	
Year: 1976		Risers: stock	
Model: shovel		Fender(s): Rick Doss	
Rebuilder: Rick Doss		Headlight: CCI	
Ignition: points		Taillight: CCI	
Displacement: 98 cubic inches		Speedo: Drag Specialties	
Lower end: Rick Doss		Front pegs: Jay Brake	
Balancing: Rick Doss		Rear pegs: Jay Brake	
Pistons: S&S		Electrics: 12-volt, clean	
Cases: H-D		Gas tank: fatbob	
Heads: Mackie		Oil tank: Rick Doss	
Cam: Leineweber		Oil system: stock	
Lifters: S & S		Primary cover: Rick Doss	
Carb(s): Dell 'Orto		Seat: Danny Gray	
Air cleaner: velocity stacks		Sissybar: none—struts	
Pipes: Drag Specialties		Height: n/a	
Muffler(s): been dragged		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: FX	
Year: 1976		Extension: none	
Shifting: fast foot		Builder: H-D	
Engine sprocket: belt		Special features: custom lower legs	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Teresa Crane		Hub: stock	Hub: stock
Painter: Teresa Crane		Rim width: 1.85 inches	Rim width: 4 inches
Color: Brandywine, Black Pearl		Tire: Avon	Tire: Avon
Type: lacquer and Imron		Brake: CCI	Brake: Grimeca
Special paint: candy graphics			
Other special modifications: special thanks to Jay Brake, the newcomers, and my family; handrolled beads and other handmade items by Rick Doss.			



Photos by Mad Mike



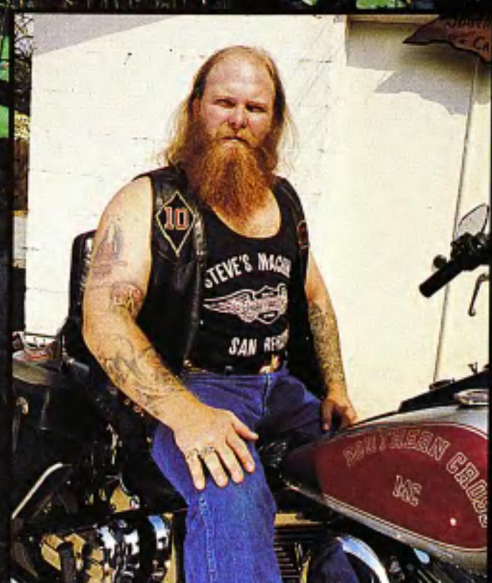
carefully pulled onto the shoulder and began alighting in a sea of mud, while strobe-like lights and red-and-blue flashers assaulted their weary eyes.

Then, just as the cage doors swung open and the army of uniforms and weapons poured forth, the gods zeroed in with sheets of hard-driving rain. The law was immediately drenched, and the search-and-seizure plan was soaked. They retreated to their vehicles, demanding that the riders keep moving — and quickly got their asses outta there.

A few miles down the road, the sky cleared.

—Wilburn Roach





RIP'S RUN



GROOVING IN THE CAROLINAS by Rip

While jamming through the sunshine state of Florida last month, I cruised down to Perrine, Florida, to visit Drew Peterson, who runs the southernmost bona fide H-D dealership in the US of A. After a short-short, Baby (my FLH Sport) and I rode across the state once again, going through the Everglades and stopping at several Miccosuki Indian villages to check out their craftsmanship. They are arty, using lots and lots of color. I got off on the patchwork clothes in particular. They also do basket weaving, beadwork, woodcarving — and of course, alligator wrestling. While gassing up Baby on the reservation, I met Sam, a Miccosuki Indian, who operates airboat rides for his tribe. His airboat is pushed through the sawgrass by a 472-cubic-inch Cadillac engine.

After leaving the Glades, Baby and I rode up to see William Van Dyke. I first met Bill in Berdoo back in 1980. He had ridden out from Florida and was a guest of some Devil's Disciples friends of mine. Baby and I didn't get up to Bill's until real early in the morning, and we spent the rest of the day throwing the bullshit around.

When Bill's not out touring the country, he lives in New Port Richey, just a few miles north of Tampa. In case you have been living under a rock, Bill is one hell of an entertainer who has paid mucho dues and should be supported. He has done and will continue to do many bene-



Nancy Hall and Troubles.

fits. He has a few albums in the marketplace. Try them — you may like them.

The next morning we went to the 8 Ball Pub in Hudson, Florida. I had gotten two letters saying that this was a deluxe biker bar. One letter was from Leather, who lives in Spring Hill, Florida, and the other was written by Gina Bassett from Warrenbury, New York.

I made an honest attempt to reach Leather, but I didn't connect. I wanted



Skip and his dog, Turbo, from Trouble Creek Road, New Port Richey, Florida.

to take her picture in front of the bar. Gina had said that Hazel Ball and Charlie, the owners of the 8 Ball Pub, were real good people who had held many benefits for downed bros and ol' ladies. Hazel was at the doctor's, getting looked after. She is a diabetic and is in danger of losing both legs. I hope and pray that this doesn't happen to her — but if it does, I'm sure her many friends who love her will take care of her needs. All the best to you, sweetheart.

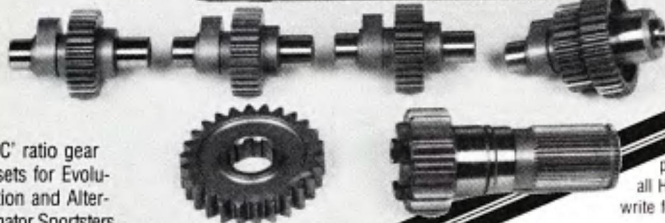
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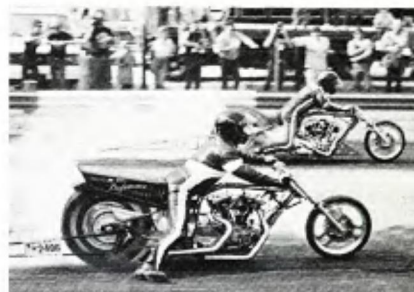


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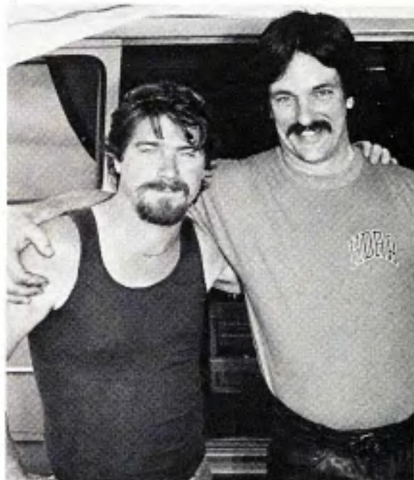
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In lieu of taking pictures of Hazel and Charlie, I dragged Nancy Hall, the barmaid, out from behind the bar and took pictures of her and Troubles, her pit bull bitch. After that, Bill and I rode over to see Skip and Turbo. Turbo is a 16th generation Florida-bred American pit bull terrier. I found him to be a handsome lad — the dog, that is.

The weather was holding up, so I decided to ride up north, but not before making a mental note to return as soon as possible to this area. Tampa and the surrounding communities have beaucoup riders, bars, and bike shops to visit. In fact, all of Florida has tons of things to do and places to go.

I cut across the state once again, going by Disney World near Orlando as the sun was going down. The traffic was hectic, with many out-of-state tourists buzzing around with their heads up their asses. It had started to



Putting fire to it.



What's the matter, Snoot?

sprinkle, making matters more difficult. When riding on this road, be extra careful.

Pulling into Daytona, I found it strange not to see motorcycles all over town. The Boot Hill had only five bikes parked outside, and Dirty Harry's had about 15 or 20 curbside. I rode over to Miller's Custom Parts the next morning. They're at 18635 Ridgewood Avenue in South Daytona and have the largest selection of custom parts in the entire area. After taking a few pictures and gawking at all the bright and shiny parts, Baby and I left town, heading north along the Eastern Seaboard toward Orangeburg, South Carolina.

I had been corresponding with Dane Miller and Ace Paschall of the Harley Drag Racing Association, and they'd sent me some passes. Those of you old-time readers know how much I love the excitement of top fuelers. The smell of nitro, the burning

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Miller's Custom Parts, left to right: Ron, Boy George, Steve, and George.



Concerned Bikers Association of Charlotte, North Carolina. Left to right, seated: Ratchet, Cindy, Animal, Slim. Left to right, standing: Skinney, Richard, Troy, Peg Leg, Odd Ball.



Southern Cross MC members.



Charlotte, North Carolina, Harley-Davidson crew. Front row, left to right: Ben, Chuck, Max, Smiley, Kevin. Back row, left to right: Ellis, Bob, Rosa, Chris, Frances, Terry.

eyes and nose, the roar of a finely tuned engine, and the smell of hot rubber on asphalt just turn me on. I walked around with a big grin on my mug all weekend.

While I'm thinking about it, these riders have one hell of an investment in these machines, and they need your support. Both the Harley Drag Racing Association and the American Motorcycle Racing Association have drag races around the country. When they are anywhere near your area, you should try to make the scene. They are our kind of people and race only Harley-Davidsons — no Jap crap. Okay, enough preaching.

Mike Romine from Sturgis, Michigan, took all the marbles home with a 4.96 on the 1/4 mile (see July '88 *Easyriders*: "Hall of Fame"). Jim McClure did a 4.97 with a new Evo engine. Pete Hill went 5.08 with his crowd-pleasing knucklehead. Does that tell you anything? I see the ETs coming down — maybe not at first, but they will come down. Remember, anyone can race. All you need is a Harley-D.

After that bitchin' weekend, I rode down to Beaufort, South Carolina,

to visit with Marylou and Charlie, who own Southern Scooter Supply. Marylou runs the two stores — one in Beaufort, the other in Savannah, Georgia. Charlie works for the phone company. We had a fun time seeing the old lighthouses and checking out an old fort and downtown Savannah, currently going through a facelift.

While in Savannah, we watched a Chinese freighter splashing up the river. Later we went by the Sands Bait Shop and Bar in Port Royal, owned by the local ABATE chapter. You can call it the ABATE Shop and Bar. Port Royal is near Parris Island, a place every Marine knows about, particularly jarheads recruited in the East. Semper Par — we love ya.

After a few days of playing tourist, it was time to roll north to Charlotte, North Carolina. I wanted to see the Hole in the Wall crew and friends. The Hole in the Wall is the name of a drag bike. Snoot, the owner, is an old friend, going back 10 years or so to when he and a crew of Charlotte riders came to Berdoo to work at Norton Air Force Base. Snoot and his crew had done all right at the Orangeburg, South Carolina, races earlier, consid-

ering that it had been the first race of the season.

While in Charlotte, I stayed with Li'l David, the president of the Southern Cross MC. He took me around to visit his brothers, and we rode up to Davidson to the Corner Pub. E.C. Smith from North Wilkesboro, North Carolina, had written to "Rip's Run," saying it was one of his favorite places to party. The Corner Pub is on State Highway 115. From Charlotte go north on Interstate 77, get off at exit 30, go right to 115, then turn left, and go approximately 2 1/2 miles. It is on the right-hand side. Yes, it's located on a corner.

Well, it's time to close — but before I do, I want to thank Dan, who cooked a fine Frogmore stew while I was back in South Carolina. I'd give you the complete recipe, but space doesn't allow it. I'll just say that Dan threw Polish kielbasa sausage cut about 1 1/2 inches long, some shrimp, and corn ears broken in half into a pot with equal amounts of beer and water, and he used Zatarain's Crab Boil and Old Bay for seasoning. Dan also steamed a bushel sack of oysters.



Southern Scooters in Savannah, Georgia.
Left to right: Mary Lou, Roland, Patti.

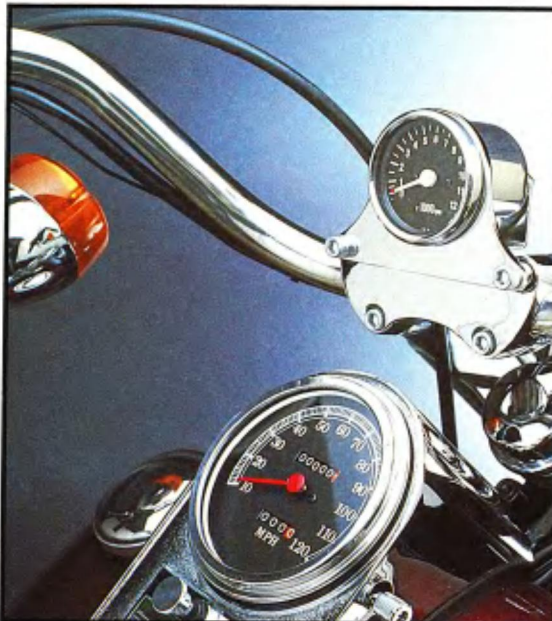


E.C. Smith at the Corner Pub.

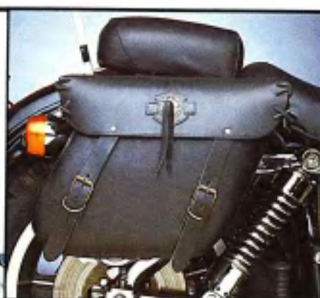


Dan in Low Country, South Carolina.

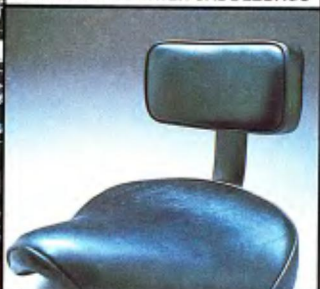
Hey, if you want a visit from this scribe, write to "Rip's Run," Box 3000, Agoura Hills, CA 91301. If you don't want a visit, write anyway and tell me about your favorite haunts, bars, bike shops, or anything else you think our readers might enjoy hearing about. Until then . . . ■



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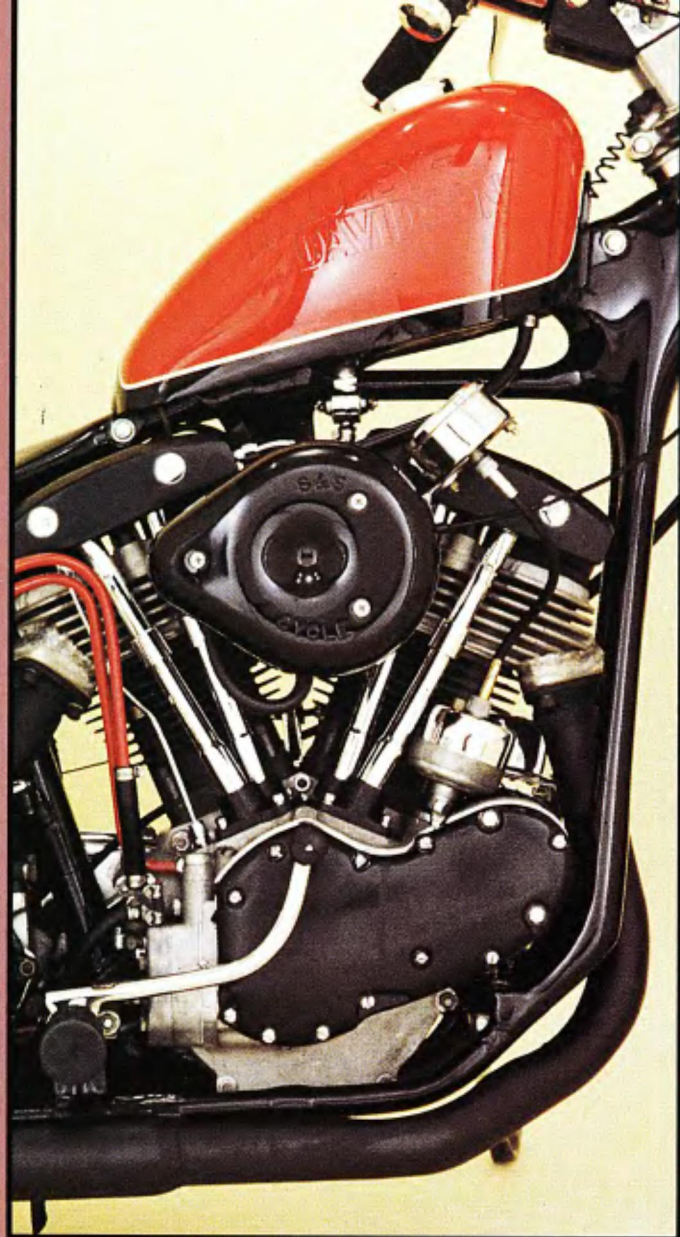
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HOG

It's not
what we can do
for you . . .

A lotta you bros out there think it's easier'n shit to slap together the bike features ya see month after month on these pages, but it ain't so — a lotta time and hard work go into the job of tearin' ourselves away from all the stuck-together tit shots of Fox Hunt contestants long enough to check out the hundreds of photos of bitchin' Hogs that make it to our desks.

Take Richard Cosman's ebony-an'-cherry shovel, for example. We hadda dig through a stack of bike pics deeper than Miraculous Mutha's crab cavern before we finally stumbled across this tits-up straightleg strutter.

But findin' a truly righteous sled with enough class between its axles to earn a slot in this mag is only half the battle — Spider's gotta give it the thumbs-up, an' sometimes that hinges a whole lot more on what kinda mood that grizzly asshole might be in than how bitchin' the bike might be.

But we got lucky this time. Maybe he'd got laid the night before, maybe he'd scored a new supply of Preparation H — who the fuck knows? Whatever, when I stuck my head into his cave an' showed him these photos, Spider's hairy mug twisted up into what coulda been a smile — or maybe the aftereffects of a bad breakfast burrito.

Noddin' his approval of Richard's highway hauler, he scrawled his "X" on the folder, chucked it back at me, an'



HUNTIN'

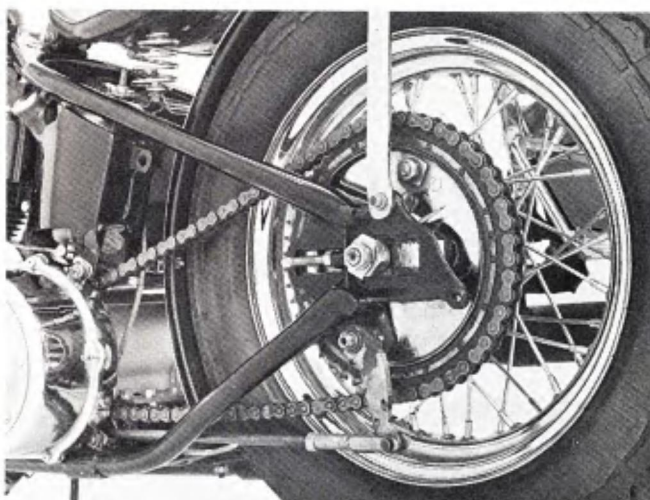




Owner: Richard Cosman	City: Ukiah, California	
General	Frame	
Fabrication by: owner	Year: 1957	
Year and make: H-D	Builder: factory	
Model: shovelhead	Type: straightleg rigid	
Value: many years of my life	Rake: none	
Assembly by: owner	Stretch: stock	
Time: countless hours	Other alterations: tabs removed, molded	
Chroming by: Spartan Plating	Accessories	
Engine	Bars: Flanders	
Year: stroker	Risers: Triumph	
Model: FLH	Fender(s): ribbed	
Rebuilder: Performance Machine	Headlight: Bates	
Ignition: distributor/coil	Taillight: Bates	
Displacement: lotsa cubic inches	Speedo: '65 Sportster	
Lower end: S&S big bore	Front pegs: Bates	
Balancing: Peformance Machine	Rear pegs: none	
Pistons: Manley	Electrics: current	
Cases: machined for S&S	Gas tank: full (mostly)	
Heads: packed to .600 lift	Oil tank: H-D	
Cam(s): Sifton	Oil system: stock	
Lifters: S&S solids	Primary cover: Paughco	
Carb(s): S&S Super	Seat: Bates solo	
Air cleaner: S&S	Sissybar: don't go to sissy bars	
Pipes: handmade	Height: n/a	
Muffler(s): Mac, tapered	Material: n/a	
Transmission	Forks	
Modifications: Andrews gears	Type: Rickman "Flat Track"	
Year: old	Extension: none	
Shifting: left foot	Builder: Triumph	
Engine sprocket: toothy	Special features: polished trees	
Trans sprocket: toothy	Wheels	
Wheel sprocket: toothy	Front	Rear
Painting	Size: wide	Size: fat
Molding: owner and Steve Redding	Hub: Rickman	Hub: H-D
Painter: Steve Redding's shop	Rim width: enough	Rim width: enough
Color: red, black, and white	Tire: Avon	Tire: Avon
Type: lacquer, polyurethane	Brake: Rickman	Brake: mechanical
Special paint: by Randy Turner		
Other special modifications: triple-stud flanges on heads, Smith's tachometer. Special thanks to Bill Botelho of Reno, Nevada, who made it all possible.		



Photos by Pete Chiodo



growled, "Awright, cockbite, run it. Then bring me whatcha got on bikes just as righteous as that one — 'cept I wanna see actual putts that belong to our readers outside the U.S., dig?"

I mumbled some kinda weak shit about gettin' right back to him, then I hauled my fat ass outta his cave. If ya think I was gonna tell him that we hadn't yet received any bike photos from our worldly bros, yer off yer fuckin' rocker. Spider don't give a shit for excuses — just results. I figger I'm on borrowed time until I can scrounge up a "Readers' Rides" photo stash to stick in fronta the ugly muthafucker, so I'm asking ya, point-blank, to save my ass. There're too many shallow graves around here already.

Send a batch of good, clear photographs of yer sled to:
Easyriders, Readers' Rides, Box 3000, Agoura Hills, California 91301.
—Pizzaman



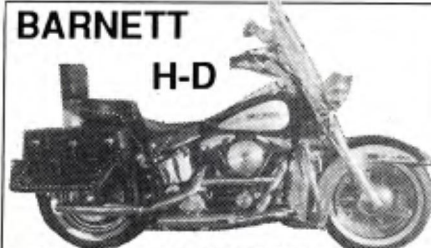
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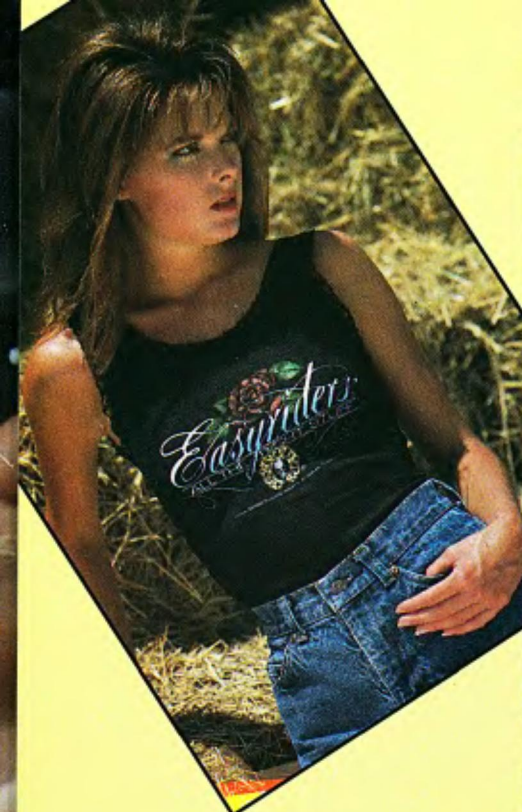


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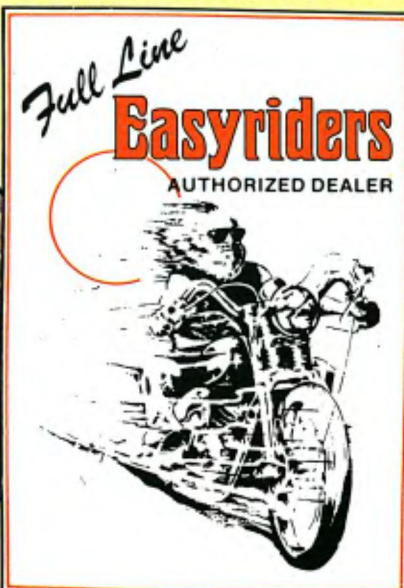
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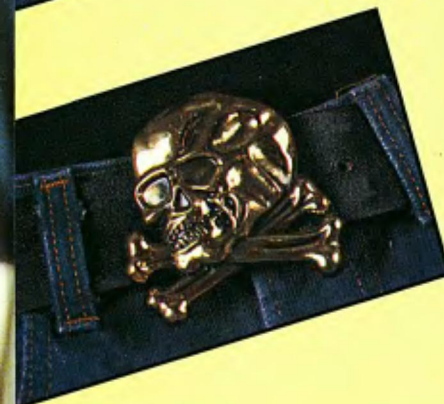
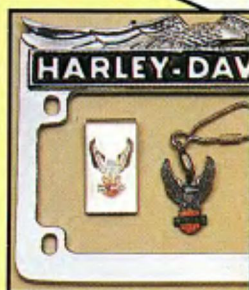
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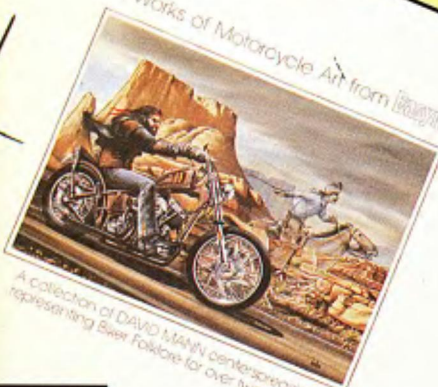


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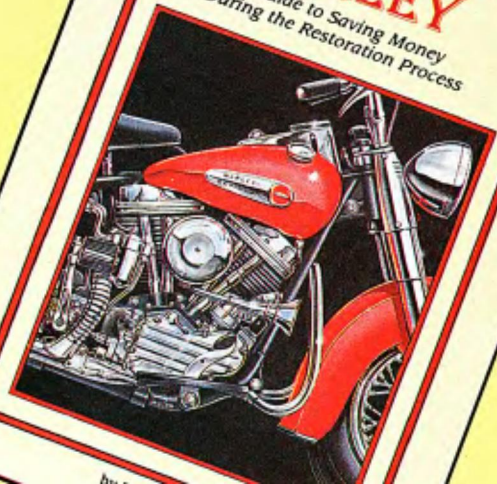
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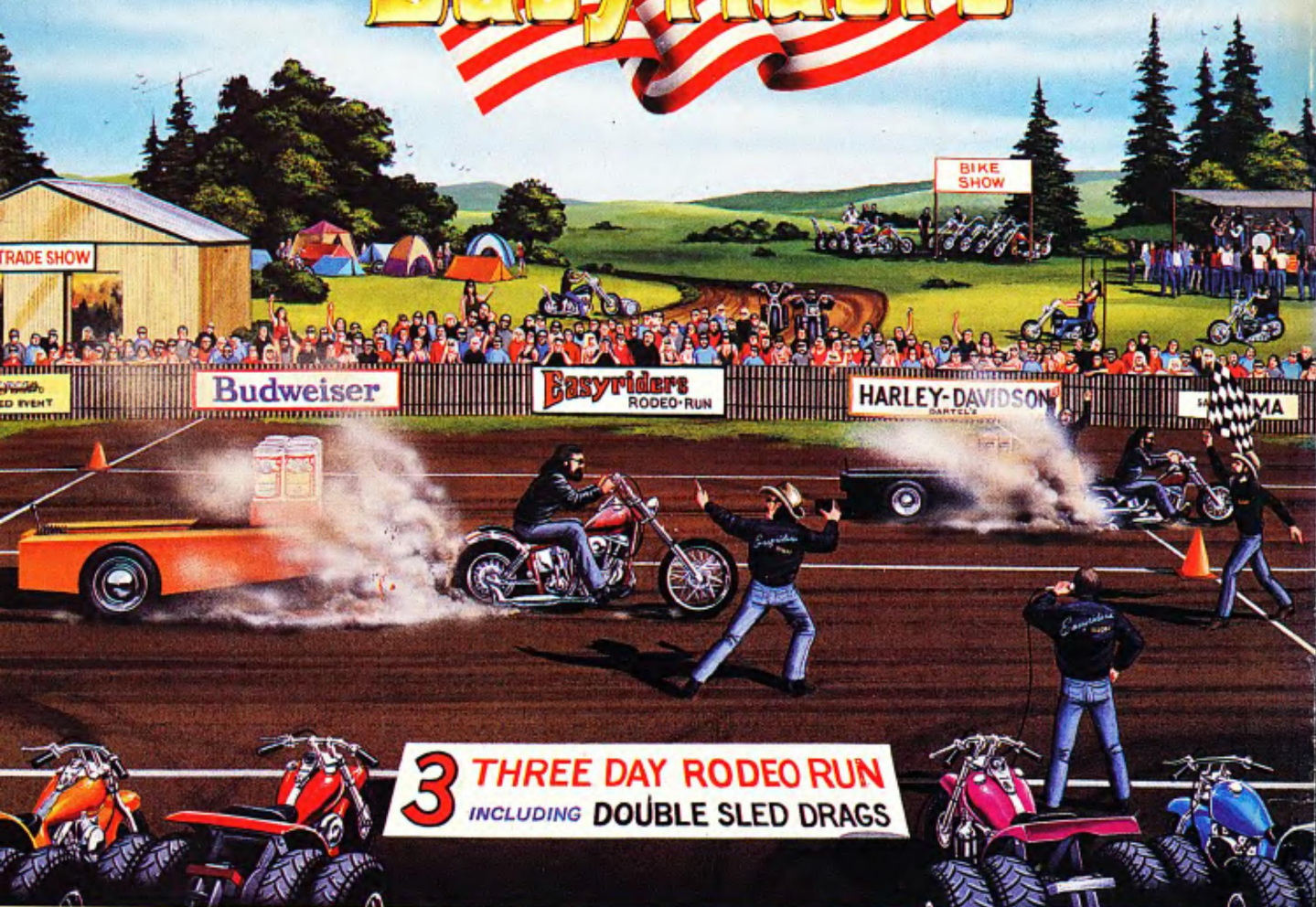
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(75 miles south of San Francisco)

August 5, 6, 7
Malta, New York
Saratoga Speedway
I-87 to exit 12, on Route 9
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August 27, 28
Stafford Springs, Connecticut
Stafford Springs Motor Speedway
For further info: (203) 684-2783
I-84 to Highway 32 North
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Labor Day Weekend
Chillicothe, Ohio
Ross County Fairgrounds
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