183
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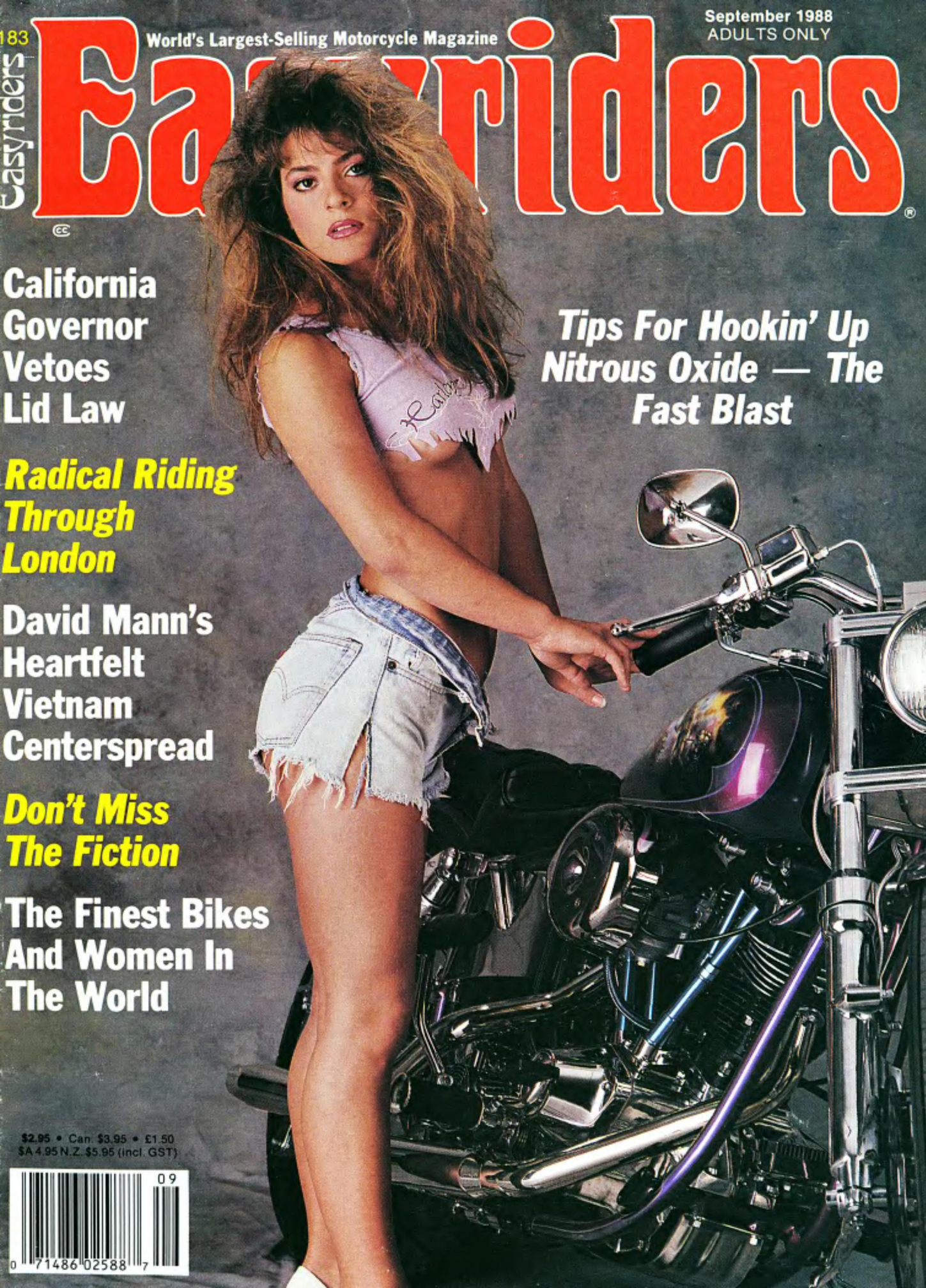
September 1988
ADULTS ONLY

Easyriders



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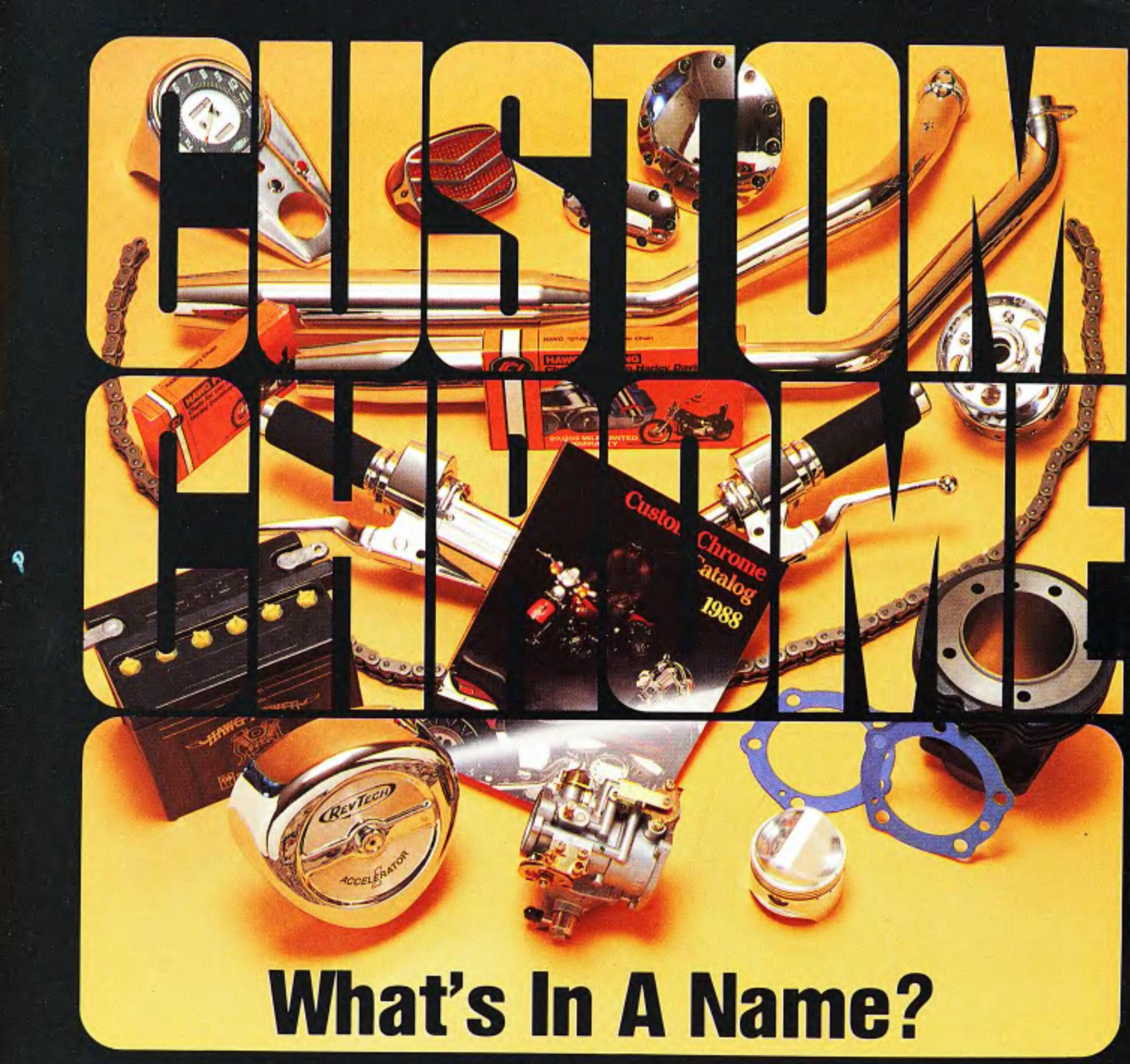

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NUMBER 183 ENTERTAINMENT FOR ADULT BIKERS SEPTEMBER 1988

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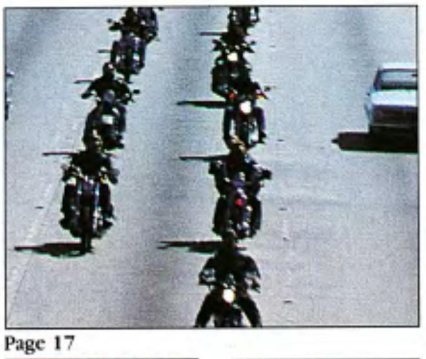
Printed in the USA



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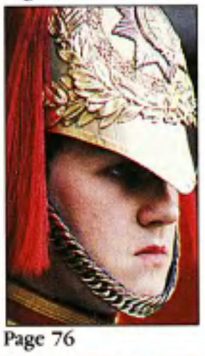

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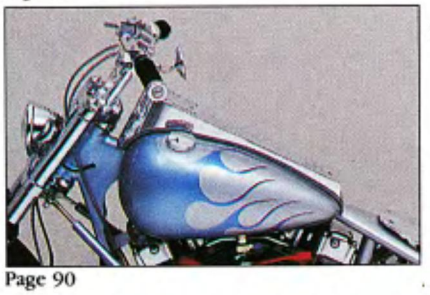

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Cover, gatefold, and feature photography of Hunter Simms's shovelhead, nestled up next to Fox Hunt winner Kerri, was done by Silvermoon.

DON'T WAIT UNTIL IT'S TOO LATE!

BIKER

Bike Week is always The Big One, and this jam-packed issue of *Biker* takes you straight to Daytona for the fun. Stop off at Smiley's Tap and wind your way into the legendary Boot Hill Saloon, with visits to the topless bars of Daytona and the always wild Pub 44. And that's not all — this issue has plenty more for you too. Like a pair of scoots you won't believe. A feature chick guaranteed to pop your eyes out. And of course, always the best coverage of the lifestyle and events that make up the biker world. *Biker*. Check it out, it's on sale now!

IN THE WIND

Every *In The Wind* book represents the best in biker photography from *Easyriders*. And every photo comes from the brothers and sisters out there in the streets, at the parties, and on the runs where it's all happening. It's more than just entertaining; each issue is a photo-journalistic collection of our lifestyle in vivid color and sharp black-and-white.

If you're a rider and interested in the lifestyle and photography, pick up an issue. You'll not only discover what you've been missing, but also learn how, through example, fellow riders capture the life of two-wheelers on film. And if you have questions, don't hesitate to write — we'll help you become a contributor to *In The Wind*.

TATTOO

If you're into bikes and the biker lifestyle, chances are you're into skin art too. The latest issue of *Tattoo* Magazine has you covered there, bro, with more photos, more color and more great ideas. Meet The Rat, a biker and tattoo fan who lives both lifestyles to the hilt. And then there's Tatsy, the most colorful chick you're likely to encounter anywhere. And of course, there're all the features and sections that make *Tattoo* the best in its field. Like Large Tattoos, Small Tattoos and Cover Ups, plenty to get you thinking about inking. From flash to finished work, the latest issue of *Tattoo* Magazine has it all. It's on sale now.

If ya snooze ya lose, right? So why be a loser? We've got it all right here. Here's *everything* from the biker world: the runs, parties, events, news, legislation, fun, tattoos, flix, and yeah, plenty of chicks and scooters. Why settle for the rest when ya can have the best? On the newsstand or by subscription, here's everything you're looking for and more. Get your copies today. If ya wait, ya might be too late!

ON SALE NOW!

Can you believe it? This guy got 12 years—and all he did was pour lighter fluid over his ol' lady's face and then light it with a match. Should have given her an aspirin first, I guess.

Here's another guy who was sentenced to 12 years. What did he do? Pour lighter fluid on his ol' lady's face? Put lye in her douche bag? No! All he did was shoot his ol' lady's nose off. Can you imagine getting 12 years for that?

He got off work from the oil fields and thought he'd clean his clothes in the local laundromat. So he put his oil-stained work clothes in the washer and emptied a bucket of gasoline in it. Apparently a spark caused the machine to explode. It blew out the windows, blew the roof off, and destroyed two walls, four washers, and one clothes dryer. This is a warning to you guys. Get your ol' ladies to do that kind of shit.

It couldn't happen to nicer people. If they get thirsty in Japan, a glass of orange juice costs $6, and a fifth of Jack Daniel's goes for $60!

This magician was performing a trick where he allegedly caught speeding bullets with his teeth. Of course he was faking it, but a teenager in the audience took it for real and got up and shot at the magician to see if he could catch his bullet. Of course the bullet hit the magician in the throat, and he croaked.

He lost control of his motorcycle and crashed through the bedroom wall, but surprise, surprise! Instead of crashing into something that would injure him, he actually landed on a water bed. He damaged the apartment building but didn't damage the water bed. He also damaged his bike, which was an '83 Suzuki (it figures).

This guy went to the police, told them he wanted to clear his conscience, and confessed that he had porked 15 different women, but so far none of 'em had complained about being porked. The police couldn't do anything because they had no evidence.

All you heavy juicers, I want to warn you that there is a law in St. Louis, Missouri, forbidding you to drink out of a bucket while sitting on the curb.

He stuck up a convenience store, punched a customer, and left with the cash, but he soon returned and asked the clerk if he had called the police—and he put the cash he had taken back on the counter. When the clerk said he had not called the police, the robber asked him if he was going to remember his face or not, then he turned and fled a second time. This time another customer saw his license and called the heat. I don't know why the dummy went back to the store after successfully sticking it up.

I've heard that the Chinese in the old days shaved off the eyebrows of pickpockets so that people in crowds wouldn't get too chummy with men with no eyebrows.

These two guys had been juicing all day when they finally decided to take a break and get some munchies. They started with biscuits. One of the men liked the biscuits and said so, and the other one didn't. Soon the conversation turned into a quarrel, and the guy who didn't like the biscuits shot the other guy dead for liking them. Whatdafuck!

Here's another way to kill yourself. He put the sharp end of a ballpoint pen against his chest and with the other end propped against a door, he leaned forward, forcing the pen into his chest. That didn't kill him, so he tried another pen—this time he drove it into his heart. He was determined!

The Australians have a new way to get high. They go out in the cane fields to find cane toads. They boil them and drink the juice that's left in the pan. The high is like an LSD high. The police are amazed that the people are doing it, because the toads are so ugly.

They got married and then started arguing about where they should go on their honeymoon cruise. Things got out of hand, so he shot his bride. So what? It was a little unusual because he was 90 years old and she was 76.

TAKING IT EASY

By Spider

Easyriders

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WORDMONGER

Buy American

☐ I have been to every bike shop in the greater Seattle area and have gone through countless magazines and catalogs, lookin' for a Holy Grail. Please help!

I'm lookin' for a pair of gauntlet gloves made in America. All I've found are gloves made in Korea or Pakistan. Korea puts surcharges on American cars so they cost $50,000 in Korea, but floods American streets with Hyundai cars for $6,000. That's a Korean's idea of fair trade, and our politicians and the FTC seem to agree. Bullshit! Buy American!

Anyone know where I can get some gauntlets made in the USA? I'd really appreciate hearing from ya.

J.R. Hein
12544½ 37th Ave. NE
Seattle, WA 98125

A Goof

☐ I was just kicking back, enjoying the June issue page by page as I always do — especially this month with the layout on pages 76 to 81 on the great-looking lady and scooter. Just thought I'd mention the slight error on the accessories list. Take another look at the taillight.

J.R. Seastrunk
Hayfork, Calif.

■ The staff musta spent more time lookin' at the hard-belly's ass end than the bike's.

Paper Tiger

☐ This is in response to "Helmet Hassle" from K.M. Kramer in the June issue.

The Hurt report must have something wrong with it, because I'm 23 and have eight tattoos (and am planning on more). I've never crashed, gotten a ticket, or even been pulled over for anything. I get my share of hassles because I'm a woman and ride, but having tattoos and crashing aren't two of them.

Paper Tiger
Joliet, Ill.

Missing Parts

☐ Two weeks ago I rode out in the hills of Pennsylvania, ignored the tornado warnings, and rode my pan right into a 20-foot tornado. I fuckin' totaled my '53 panhead. I'm not trashing it, no matter what. I'm looking for original '53 pan parts, no reproductions. There's not enough room to list the parts. Anyone with info on getting the parts, please drop me a line. Nothing is impossible.

Frank
E-A Manlove Ave.
Hightstown, NJ 08520

Air Force Do-Gooders

☐ I was just reading the June *Easyriders* and saw a letter from a fellow Air Force biker from Moody AFB in Georgia. It's too bad the military is getting much too involved in politics. Just last week I was told we can't even smoke in our offices, and we can have only three smoke breaks a day. Now this Air Force biker has to wear a crosswalk guard's vest. Next the Air Force will have us put training wheels on our bikes and wear a set of signs saying, "Biker Coming" on one side and "Biker Going" on the other just to give normal citizens a chance to grab their children and secure their valuables.

D.B.
Homestead, Fla.

Turn-Outs

☐ In addition to Joey Scribner's input on the XLH 883 in the June issue, I currently run the H-D turn-out mufflers and the H-D Screamin' Eagle carb. Boy, what a difference in performance. I plan to bore it out to 1200 cc this winter and put in the Screamin' Eagle big-bore kit. And after doin' this, I'll have one hell of a street bike and still save money by not tradin' up to the new 1200.

The only hassle I've had is putting on my buckhorn bars. But don't despair; there's enough wire in the headlight housing (after you untangle it).

I'd like to know when you guys plan to run any articles on hopping up the 883, or if you have any feature bikes in the works.

John P. Franklin
Bangor, Me.

From The Netherlands

☐ I would like to ask you guys a favor for my 38-year-old brother who, after riding bikes for 20 years, was run over by a car (not his fault). He is now paralyzed from the waist down and is left riding a wheelchair for the rest of his life.

He collects pictures of bikes and trucks and everything that is related to them. Maybe you could send him a picture of your bike or truck for moral support?

You and I can still ride, but he can only dream of it. He would appreciate all letters.

His address is:
Be Meems
Reval Klin. Beatrixoord
Vleugel E. Kamer. 6
9751 ND Haren
Netherlands

Roelof Meems
Musselkanal
Netherlands

Blockhead Owners

☐ After putting over 27,500 miles on an Evolution (blockhead) in just a year (I ride a lot), I'd like to share some dos and don'ts with you.

DO:

1. Expect the stock carb to be too lean, cough, and run badly until a long warm-up is done. You can:
   a. Stay with stock and change the slow speed jet to a 52, 54, etc.; make sure your high speed jet is 170 or 165; pop the plug and turn idle-air jet to 1-3/4 turns out (max).
   b. Change to a Screamin' Eagle carb, but don't turn its idle-air jet out past 5/8 turn (see factory bulletin).
   c. Be ready to change

the rubber compliance (manifold) fittings about every 10,000 miles. They *do* leak.
2. Check front rubber engine mount periodically. They take a shit about every 15,000 miles.
3. Install Screamin' Eagle ignition module.
4. Expect the top end to fizz out around 25,000 to 30,000 miles. When it does, put in the Screamin' Eagle hydraulic/solid cam kit.
5. Change or drill out the stock mufflers.
6. Expect the tranny to howl and the hydraulic lifters to clatter.
7. Change oil and filter each time and do it often.

DON'T:
1. Disconnect the crankcase oil breather to the air cleaner and just let it "hang down." It'll suck dust back into the engine at times. Use a filter for this purpose if you must disconnect it.
2. Put an oil cooler on the blockhead unless it has a thermostat (185°). The engine is designed to run without a cooler.
3. Change the oil to 50-or 60-weight (the 20/50 is fine).
4 Advance the timing or change the vacuum-operated electric switch.

Other than the above, they are still Harley-Davidsons and aren't that tricky — just more time-consumin' to iron out the rough points.

Popeye
Brea, Calif.

Club Name

☐ We are a new club starting up and would like to know if there are any motorcycle clubs with the name "Busted Knuckle" out there anywhere. If so, please send us a line or a card. That way, we won't end up using your name for our club. Write to:

The Tattoo Shop
652 Wabash Ave.
Centralia, IL 62801
(618) 822-6854 or
(618) 548-0206

■ We've received a lot of letters wanting to know what club names are being used. Since we've taken over *Biker Lifestyle*, you will see your letters in it.

Where Is He?

☐ Looking for Joseph Weir Towery. Anyone knowing his whereabouts, please send a letter to Van Harris, 140 N. Pacific #3, Rio Dell, CA 95562.

Van Harris
Rio Dell, Calif.

Jap Bullets

☐ I was thumbing through a year-old *Easyriders* (April '87) when I came to page 94, "Jap Bike Road Test." In the inset picture showing the guns and ammo, there's a box of PMC ammo. Shame on your hypocritical asses! Don't you know where that shit's made? I know it's cheaper than American-made ammo, but Yamahas are cheap, too. That ain't no excuse. If you can't afford good American ammo (or maybe even if you can), get yourself some reloading equipment and load your own. It's cheaper than that PMC crap and better quality, too (assuming you take the time to do it right).

While you're at it, join the NRA. It is to gun laws what ABATE is to helmet laws.

Smitty
Represa, Calif.

■ Did ya think we'd waste good ol' American ammo to shoot Jap shit with?

Bad Memory

☐ Hey, if anyone out there knows the whereabouts of Lyndsey "Thighbone" McGrath, have him get in touch with Gus. He said he was going to stop off in Florida on his return from Germany, then he was heading to Arizona. I'm supposed to meet him in one of the two and would like to know which.

Gus
1235 NE 46th St.
Topeka, KS 66617
(913) 286-0455

Good Camp

☐ I'm dropping this line to all the bros out there who read your fine rag. Listen up! This is the first time I've written to a rag — the hospitality and service of this park must be shared. I have found a piece of biker's heaven that I have come to enjoy no end: Shangri-La Tourist Camp.

The staff works its asses off to comply with your every whim. They're right-on solid people. Party? You bet your ass! Live entertainment on weekends, with good people all around you. If you're into hassle-free fun, then check this park out. They have all kinds of sites, from full service to no service. Good beach area and pool. If they don't have what you want in their store (very unusual), there is a town three miles down the road with liquor and beer. B.Y.O.B.

It would take too much space to write down everything available. If you have an attitude, leave it at home — this is one bitchin' time.

Here is where it is: Shangri-La Tourist Camp, Kearney, Ontario, Canada. From Toronto to Highway 11 north to Emsdale (other side of Huntsville), east on Highway 518 (15 miles from Huntsville) for about 5 miles. Watch for the signs.

For more info, write: Shangri-La Tourist Camp, RR 1, Box 152, Kearney, Ontario, Canada, P0A, 1M0, or phone (705) 636-5178 or (416) 579-6660.

Animal Larry
Ontario, Canada

Crotch Rockets

☐ The sole purpose of this letter is to piss a lot of people off, but then again, I really don't give a shit what you canyon racers think!

A couple of weeks ago a program was aired on the tube. It was called "West 57th." They had a segment on the so-called bullet bikes, crotch rockets, etc. These are bikes that will go from 0 to 60 in about 2.5 seconds and probably tear your fucking face off in the process. They'll also do around 150 mph, to say the least. (What a rush — jeez!) Yet the people who pilot these things are kids who have never (and I mean *never*) ridden a bike before in their snot-nosed days!

What I want to know is, how in the fuck are you going to enjoy the great countryside doing almost 150 mph? A lot of these kids are killing themselves because they can't handle all that fucking power.

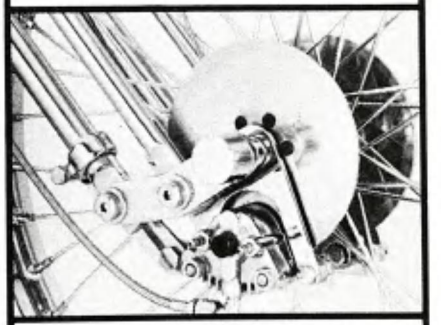
I don't really care if they "think" they can or what they think of me while reading this article! But these clowns give everyone who rides a bike a bad name!

Maybe if you saw what a body looks like after it has centerpunched a car or truck at a high rate of speed, you wouldn't be so quick to put your fucking brain in your right wrist!

APR

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

Single Disc $290
Dual Disc $370



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

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

16" chrome rim, tire & tube $100
17" - 21" spool wheels, complete with tire, $75 cheap

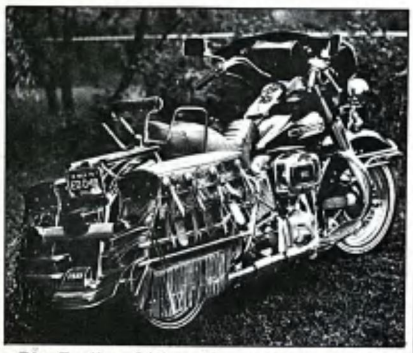
APR Repair

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

Never before noon, ever!
Send a couple of stamps for free catalog.

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

Pac Kit Saddlebag Co.
1213 Corunna Ave.
Owosso, MI 48867
800-822-1804 **517-723-4746**
Ask your local dealer or order direct.
M.O., Cashiers Check
Takes 2 weeks - All bags in stock.



Big Bertha, 24½ x 13 x 7. Tough, black cowhide, chrome buckles, PVC insert, conchos. Neoprene back. Fits all except FLT. $485 for bags. Brackets extra. 1-yr. guarantee. Free mink oil.

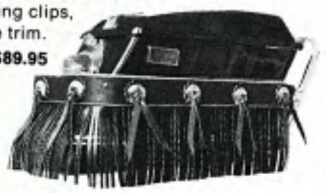
37 Thro-Over Oily. Rough, Tough, Ready. Fits most all Harleys including '87 Softails, Low Riders, and FXs and '74s-'80s. Large 14½ x 12 x 6½. Lots of room. Eagle logo free. #1 tough bag $159.

326-Oily. 6x12x13½. Excellent for weekends. Super-nice fit $149. Glued, sewn & rivited. Holds 1 full case. Strong as a bull. Brown or black. With or without wings. Fits HD cycles and many foreign models.

NEW, will fit 883 and 1200 Sportster. Extra Nice, **$169.** Matching Tool Bag, **$29.95.**

Will fit FXR and XLR Sportster. Black or Brown. Looks Great! Special Built, **$159.** Matching Tool Bag, **$27.95.**

NEW Dresser fringe kit. Lots of leather 6-inch fringe, 12 chrome conchos. Fits Harley bag guard rails. Weatherproof. 12 spring clips, chrome trim. 1 pair **$89.95**



Send $2.00 for brochure.

We don't need another black eye from your thrill-seeking dumb-headed ways!

Cross-Up
Milwaukee, Wis.

Same Ad?

☐ What gives? Do you sell advertising rights to the Phoenix Auto Trader? Notice all the similarities between the ad that you ran in your May issue and this ad for a used car lot here in Arizona. It's copied right down to the shoes and socks!

Now they're using copies of your ads to sell lemons and Toyotas.

Gee, maybe the local Honda dealer will want to use copies of your ads next month.

Bob and Pam
Phoenix, Ariz.

■ They're similar layouts, but we don't have anything to do with cages.

'Nam Brothers

☐ Where are they now? Would like to contact or hear from anyone who belonged to 564 Trans, Plt., Nha Trang/ Cam Ranh Bay, '65-'66.

Dominic Gullo
A62 Parc One Apartments
Lindenwold, NJ 08021
(609) 346-4479

In England

☐ I've got a gripe and was hoping you might be able to help me. In January of this year, Uncle Sam's Flying Circus sent me over here to jolly old England. About the only things around here worth waiting for are the sun and my *Easyriders*. Well, the sun ain't shown up and neither has my *Easyriders*.

Also, I could use a few words from any other good scooter people stuck here on the island. Things are slower here than in the States, and I need to get hooked up with some partyin' people.

Mark "Chumley" Danburg
Box 339
APO NY 09236

Whatdafuck?

☐ I'm writing this letter in regard to Sheila and the red knuckle in the March '88 issue. I admit that Sheila is a knockout with those sultry eyes, luscious tits, and cute round ass. And the knuckle is a sharp bike with plenty of chrome. But what's the deal with the top photo on page 88? The knuckle has a solo seat and the bike in the top picture has a low profile king/queen and a sissybar and flames on the tank.

Did the photographer get so starry-eyed that he let her climb on a different bike? Oh well, no big fuck-up — just thought I'd let you guys know. Keep up the good work.

Richard Symonds
Grady, Ark.

■ The art department gets a little loose now and then.

A Tattoo

☐ In the June or July '87 issue of your righteous rag, there was a photo on page 56 (top right-hand corner) from Fast Frank in Philadelphia. It shows a brother with a pentagram tattooed on his forehead. I would like to request an address where I can get a pattern of that tat! Please write me.

James "Lizard" Eaker
Box 2907
Lenoir, NC 28645

Red-And-White

☐ I have this little problem and was hoping to get you to help me with it. There's this guy who made a bet with me about the colors of the Hells Angels MC. Well, I'm in prison and can't very well prove that he's wrong and I'm right, so please help me out.

Would you print that the colors are red and white? He says blue and white. Pretty stupid, huh? It's not just the money, it's the principle of the thing!

Virginia Lewis
Phoenix, Ariz.

■ They're red and white — you win.

A Response

☐ In response to "Wants Respect," well, Pistol 1%er, if you could dance with your feet as well as you do with your tongue, your toes wouldn't get stepped on!

Critter
Freeport, Me.

Bikes In Europe

☐ This is to those of you who are going to have the pleasure of living in Europe, courtesy of Uncle Sam.

If you've had your doubts about whether or not to bring the bike, bring it! You may regret it if you don't. True, parts can be a bit hard to get and expensive, but if you set up a connection before coming over, you'll be okay.

There are many clubs over here. Some exclusive for what you ride, some not. Germany has quite a few.

There is also a club here in Bella Napoli, Italia. The big guy on base signed our paperwork, and we became base-recognized last Christmas Eve. All makes are welcomed — just have an interest in riding. The name of the club is the Breakaway Motorcycle Club. We do have a set of colors/patch that was designed by a few people putting their heads together.

If you're interested in some info, write and we can get you a newsletter or info that you may need.

Theresa A. Mason
HQAF South Box 157-P
FPO NY 09524-3000

Need Help

☐ I'm up here at Susanville, doing an issue for the "Duke." Some of us downed tramps are trying to get a bike show for the shut-ins, and we would appreciate anyone out there sending us any information as far as getting this project off the ground.

Chris "Swift Turtle" Sisler
C-46603-L-5-145-L
Box 2210
Susanville, CA 96130

Lost Sister

☐ I need some help locatin' my big sister, Sharon. The last known locale was Hobbs, New Mexico, back in '82 and '83. I lost contact when I moved to California.

Anyone know where she is? Or, Sharon, if you still read *Easyriders*, get in touch with your "Li'l-Big Brother Gene" at 503 N. Sheridan Ave., Sheridan, WY 82801.

Gene
Sheridan, Wyo.

Likes Her

☐ Right-on to the Bluebonnet Babe and the scoot in your February '88 issue. I'd love to see more (compliments to Reda's ol' man, Lee — bike and lady well built).

And I have to tell you! The Ol' Lady Contest is to the curb! I mean, I see better-looking homosexuals on the yard here in prison. So come on, let's try to do a little better for your downed bros.

Spinner
Susanville, Calif.

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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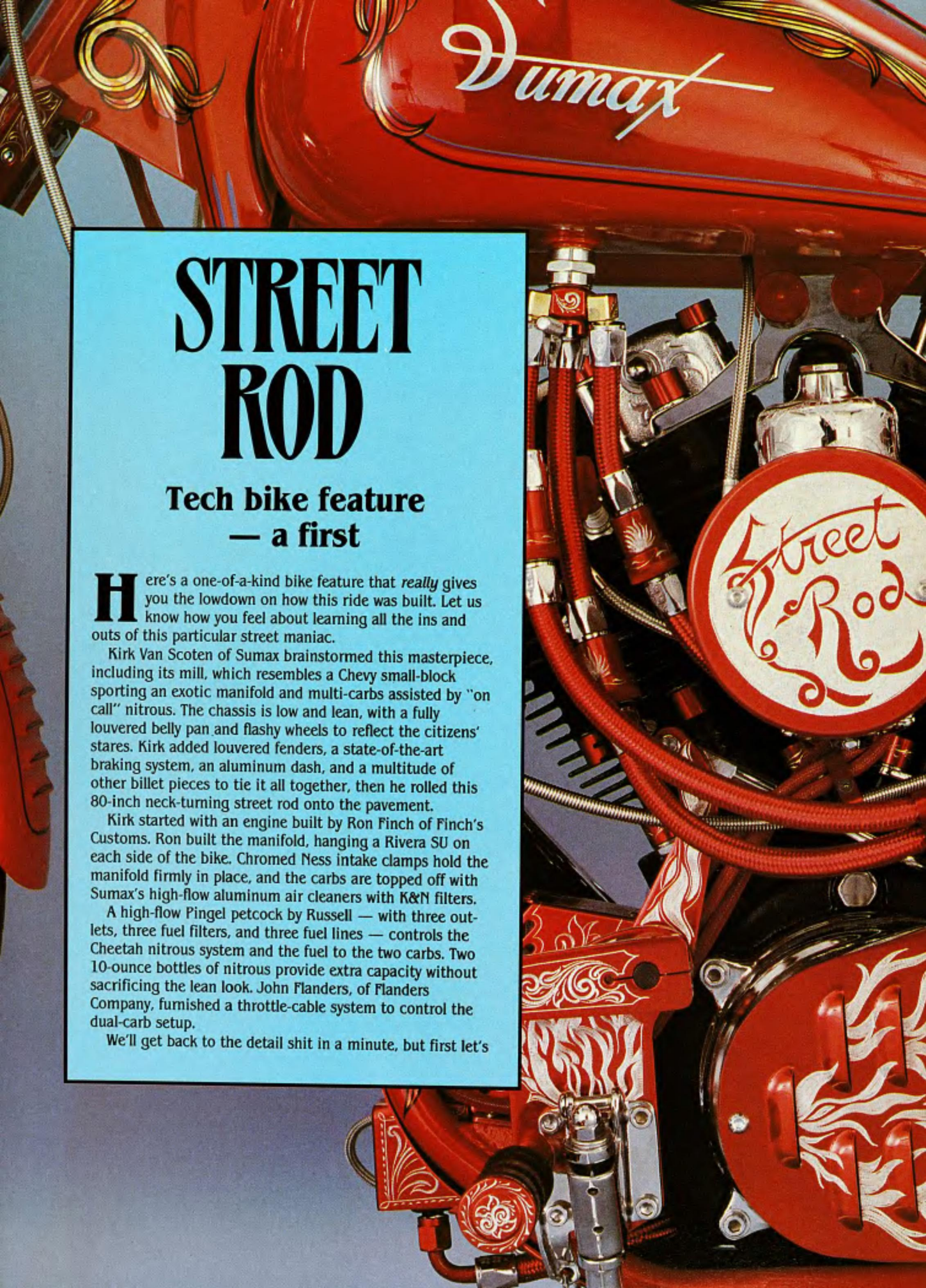


STREET ROD

Tech bike feature — a first

Here's a one-of-a-kind bike feature that *really* gives you the lowdown on how this ride was built. Let us know how you feel about learning all the ins and outs of this particular street maniac.

Kirk Van Scoten of Sumax brainstormed this masterpiece, including its mill, which resembles a Chevy small-block sporting an exotic manifold and multi-carbs assisted by "on call" nitrous. The chassis is low and lean, with a fully louvered belly pan and flashy wheels to reflect the citizens' stares. Kirk added louvered fenders, a state-of-the-art braking system, an aluminum dash, and a multitude of other billet pieces to tie it all together, then he rolled this 80-inch neck-turning street rod onto the pavement.

Kirk started with an engine built by Ron Finch of Finch's Customs. Ron built the manifold, hanging a Rivera SU on each side of the bike. Chromed Ness intake clamps hold the manifold firmly in place, and the carbs are topped off with Sumax's high-flow aluminum air cleaners with K&N filters.

A high-flow Pingel petcock by Russell — with three outlets, three fuel filters, and three fuel lines — controls the Cheetah nitrous system and the fuel to the two carbs. Two 10-ounce bottles of nitrous provide extra capacity without sacrificing the lean look. John Flanders, of Flanders Company, furnished a throttle-cable system to control the dual-carb setup.

We'll get back to the detail shit in a minute, but first let's

HARLEY

take a look at what serious builders do to a chassis before the scooter even begins to take shape. To create the desired look and ride, the bros at Sumax made several modifications to their swing-rigid frame. Kirk had master frame builder Max Rogan, of Fab Custom Manufacturing, raise the backbone two inches, which allowed for intake manifold clearance. It also made the tops of the engraved rockers more visible.

The neck was modified to accommodate the shortened front end, then the frame was taken over to the Wizard of Metal, Joey Cattadoris at New Hartford Sheet Metal. Joey began by welding several tabs to hold the exotic sheet-metalwork to the front downtubes and bottom rails. Numerous louvers were punched in select patterns to add to the street rod style.

Very careful planning allowed many parts to be integrated. You'll notice in one of the shots how the Pag Bros. oil cooler and regulator are built right into the sheet metal; nestled behind this cover is a custom-built slotted box that houses the nitrous and fuel solenoids along with the electric fuel pump.

The three-and-a-half-gallon fatbob custom tanks were altered for the dash, and the tops of the tanks were lowered for that smooth look. Joey's partner, Paul, machined a set of super-trick nitrous tank holders out of billet. He mounted them on the rear legs and incorporated a recessed mount for the Jay Brake rear fold-up pegs. Then Paul machined a new motor mount out of steel — so natch, Kirk had to anodize everything in red and engrave it with silver flames.

You can tell from the description up to this point that the finish was going to display the same degree of professionalism. Kirk went directly to one of this country's masters, Dave Perewitz of Cycle Fabrications, and asked Dave to lay some of his magic lacquer on the street rod — a brilliant candy apple red paint, emblazoned with gold leaf and multicolored striping.

Dave and artist Roy Mason teamed up in Brockton, Massachusetts, in 1971. In addition to painting bikes for riders throughout the United States, they've sent their work to South America, Australia, and all over Europe.

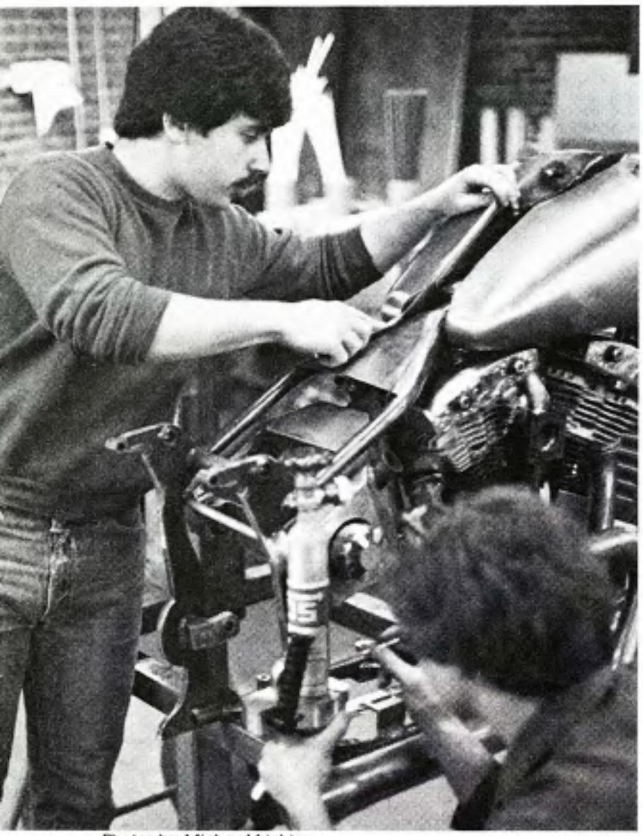
Since the frame, tanks, and fenders had already been prepped to save time, Dave began by cleaning all surfaces with Prepsol, which removes grease marks, residue, and fingerprints. A shot of Kondor finishing primer was followed by a final scuff with #320

paper to assure that the basecoat would adhere properly.

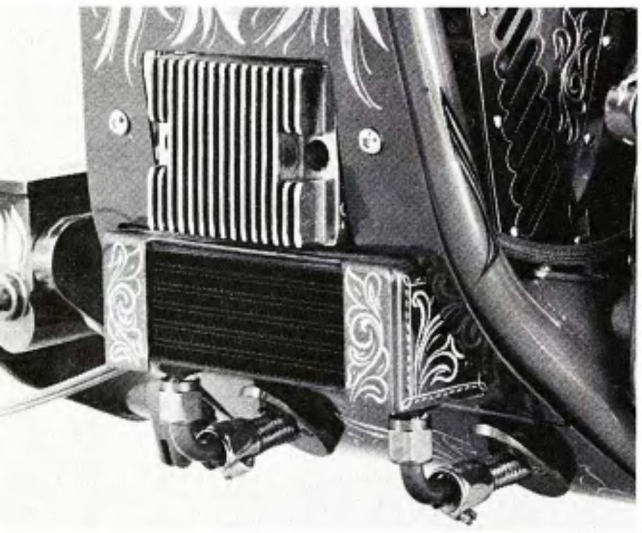
White was used as a base because it makes for the brightest candy red final coat. Dave then shot two coats of white pearl to give the final coats a deep, pearlescent effect. Four coats of candy red and four coats of clear followed. The parts were then sanded with #600 wet-and-dry paper before the panels were taped off. The number of times the panels were shot varied between two and five, depending on the coverage. With the panels completed, three coats of clear were shot and sanded with #600 wet paper.

The detailed artwork was handled by Roy Mason, who's been painting for more than 21 years. First he pinstriped the outline of the panels with three colors. The parts were shot with clear again and sanded. Preparing to lay the leafwork, Roy mixed adhesive (sizing) and brushed it on the surface design where the leaf was to be applied. Once set to the right tack, the adhesive received a sheet of variegated gold leaf (when the sheet is lifted, the leaf remains on the design where the adhesive was applied). Then the leaf was coated with clear, followed by wet sanding. After that, Roy used a striping brush to deftly outline the leafing with detailed scrollwork.

After all the fancy work was completed, Dave shot five coats of clear, alternately sanding with #600 wet paper. The paint Dave uses is hard enough to resist fingerprints within 48 hours and takes two to three months to cure, depending on the ambient temperature. Dave uses House of Color candies, pearls, and bases. He's found that John Dosmoski's paints cover



Photos by Michael Lichter

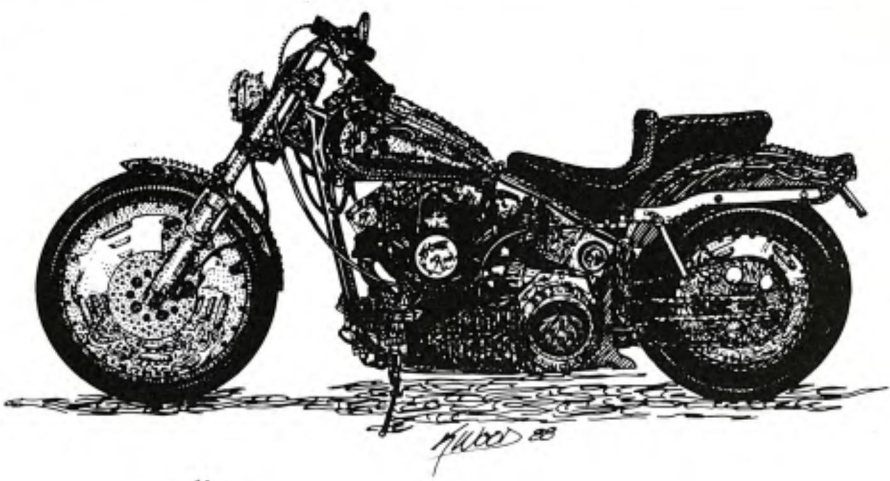


Owner: Kirk Van Scoten	**City:** Westmoreland, New York	
General	**Frame**	
Fabrication by: Team Sumax	Year: 1988	
Year and make: 1988 H-D	Builder: Fab Custom — Max Rogan	
Model: Street Rod	Type: swing-rigid	
Value: $25,000	Rake: 33 degrees	
Assembly by: Kirk Van Scoten	Stretch: 2 inches	
Time: six months	Other alterations: none	
Chroming by: Chrome & Custom	**Accessories**	
Engine	Bars: drag	
Year: 1983	Risers: 4-inch, built in	
Model: shovelhead	Fender(s): louvered	
Rebuilder: Mad Max	Headlight: stock	
Ignition: Eagle	Taillight: catseye	
Displacement: 80 cubic inches	Speedo: 160 mph	
Lower end: stock	Front pegs: Jay Brake	
Balancing: Mad Max	Rear pegs: Jay Brake	
Pistons: cylindrical	Electrics: yeah	
Cases: stock	Gas tank: 3½-gallon fatbobs	
Heads: Mad Max	Oil tank: Fab Custom	
Cam(s): Crane	Oil system: Russell	
Lifters: Doherty lifter blocks	Primary cover: Sumax	
Carb(s): Rivera SUs	Seat: Mustang	
Air cleaner: Sumax	Sissybar: none	
Pipes: Ness	Height: n/a	
Muffler(s): *nada*	Material: n/a	
Transmission	**Forks**	
Modifications: close-ratio gears	Type: wide glide	
Year: 1983	Extension: 2 inches under	
Shifting: foot	Builder: Frank's	
Engine sprocket: 24-tooth	Special features: trick trees	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Chuck Bradley	Hub: chromed	Hub: chromed
Painter: Dave Perewitz	Rim width: 2½ inches	Rim width: 4 inches
Color: Super Red	Tire: Dunlop	Tire: Dunlop
Type: House of Colors	Brake: stock	Brake: Jay Brake
Special paint: Ray Mason		
Special thanks to Chopper Don		

extremely well and are consistent in quality. Roy uses Paul Maura's striping lacquer because it's available in a wide variety of colors and gives one-shot coverage.

Okay, so let's allow the tech chart to take it from there, 'cause that's about all the technical doodah I can dish out from behind my milk crate without takin' a beer break. But it sure does give you an idea how much time and talent it took to put this Sumax street rod together.

—Bandit



Harley-Davidson Motor Company Announces Addition of PHD Certification to Technician Certification Programs at Motorcycle Mechanics Institute

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-Trained Certification* for graduates of the course.

This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced with the addition of factory PHD certified status immediately upon completion of the required course of study and graduation.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sporsters are covered.

If you want a factory authorized program that can earn *Factory-Trained and PHD Certification* the Motorcycle Mechanics Institute is the only place to go.

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

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ATTENTION ALL BIKERS

"I mean, by God, if someone was really coming down on me, they'd be fighting me to jail for messing with my Constitutional rights. They're not going to tell me I'm going to do anything that violates my Constitutional rights." Quote by California Democrat State Assemblyman Richard Floyd, author of AB- 36, the infamous mandatory motorcycle helmet bill, from a May 1986 *Easyriders* magazine interview.

BIKERS,

IF **YOU** WANT TO

PROTECT **YOUR** CONSTITU-

TIONAL RIGHTS, DONATE **$ NOW,**

REGISTER TO VOTE, AND **VOTE** IN

NOVEMBER, TO REMOVE FLOYD

AND OTHERS LIKE HIM

FROM ELECTED

OFFICE.

PUT A BUCK IN....TO GET FLOYD OUT!

The ONLY way we will be able to win the fight to ride free is by being involved in the political process. That means supporting and opposing certain elected representatives in Sacramento!

Our Political Action Committee, **BADLPAC,** was put together to give **YOU,** the dedicated biker, a chance to help keep the right people in office and get the wrong people out of office! We have made **NO** secret that we want to remove Floyd from office! Democrat California State Assemblyman Dick Floyd introduced AB-36, the mandatory helmet bill and opened the way for possible considerations of other stupid laws like day-glow vests, etc. If we let him get away with this, **IT WILL NEVER END** until we are not allowed to ride motorcycles in the state of California. One legislator is already talking about limiting the SIZE of motorcycle that you're are allowed to own in California.

Beating an incumbent politician is NOT EASY. But Floyd **CAN BE BEATEN!** To do that, we ALL have to do TWO THINGS:

- ***VOTE** against him in the general Election in November, if you're in his district.
- ***DONATE MONEY** to help pay for the election campaign to defeat Floyd!

One thing for sure; we won't beat him if we don't try! If YOU do NOT help, then **YOU ARE JUST AS GUILTY** of putting a helmet on yourself and your brother biker as Floyd is! You CAN help. Your donation is important whether it is one dollar or one thousand dollars. But it IS important to donate SOMETHING and to make that donation AS MUCH AS YOU CAN AFFORD! Election campaigns are EXPENSIVE! So, dig down into your special stash and **PUT A BUCK IN TO GET FLOYD** (AND OTHERS LIKE HIM) **OUT!** With YOUR help, we can do it. Without your help, we can't!

BIPARTISANS AGAINST DISCRIMINATORY LEGISLATION
POLITICAL ACTION COMMITTEE
20175 RICARDO AVE. HAYWARD, CA 94541 (415) 278-8808

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PLEASE MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO "*BADLPAC*"

(BADLPAC is registered with the California Secretary of State as an official Political Action Committee, registration number 881123.)

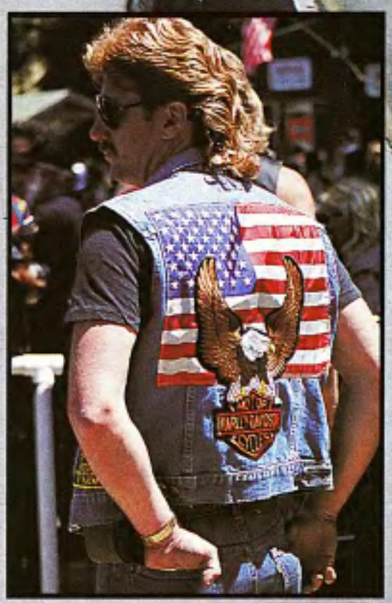
CALIFORNIA HELMET FIGHT

Mobilizing Protests, Voter-Registration Campaigns, and Lobbying Activity

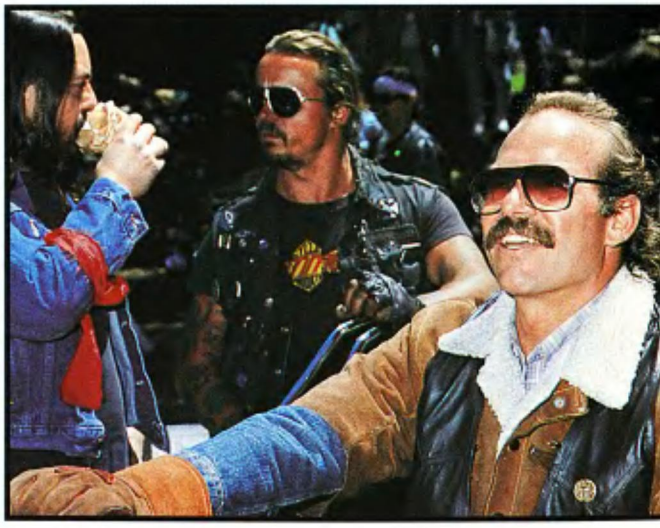
Flash! AB-36 Vetoed on June 13!

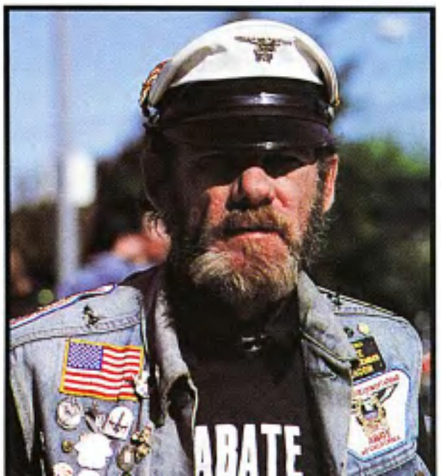
The California helmet law fight might be over before you read this: AB-36 could already be on the governor's desk — or, if biker's efforts to preserve our freedom have had a positive effect, it may have been punched back to the Senate Appropriations Committee. This brief rundown will focus directly on the various measures to not only combat the bill but also elect scooter-supportive politicians who will back a successful repeal in case the bill passes.

The riders in the Golden State may not be unified under one organization, but that just might work to our advantage. ABATE of California and Eddie "Bones" Reynolds put together the helmet law protest pictured here; Bob Mannah, of Bipartisans Against Discriminatory Legislation (BADL), is mounting a major political campaign to oust Assemblyman Richard Floyd from office in November; and the Modified Motorcycle Association (MMA) is



CALIFORNIA HELMET FIGHT





keeping close tabs on the movement in the state capitol from their headquarters in Sacramento, with the association's executive director, Ron Roloff, heavily involved in lobbying.

ABATE of California, inspired by Bones, has staged a number of helmet protests, including this one last May 1, which went without a hitch. The print, television, and radio media gave ample — but not necessarily favorable — coverage to the estimated 2,000 freedom riders cruising the freeway in protest of the proposed helmet law.

The majority of our staff was either among the riders or taking photos as the pack snaked along the concrete. It was a solid event, with a tremendous amount of unity evident in every handshake and clenched-glove greeting. Coordinating the run with Bones were Deacon from ABATE and Bill Bish. Road captain assistance was provided by the Tribe MC. Later in the month, ABATE followed up with a statewide protest, with simultaneous runs out of L.A., San Diego, Frisco, and Ventura.

Over the years, ABATE's 16,000 members have concentrated on preventing restrictive legislation by

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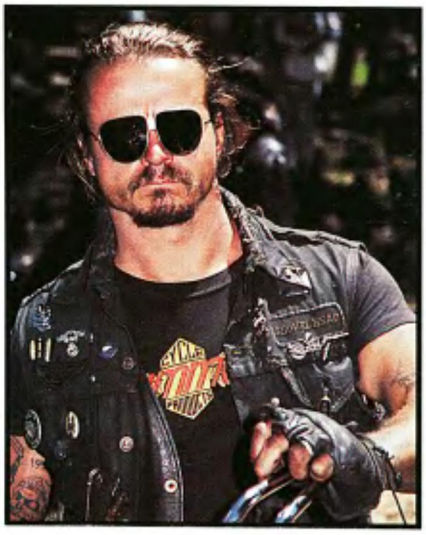
"Bikers Fighting for Our Right to Ride Free"

CALIFORNIA HELMET FIGHT

creating the Motorcycle Safety Program for California. The MSP was passed in 1986, and according to the California Highway Patrol, motorcycle traffic deaths dropped from 851 in 1986 to 741 last year, a reduction of 13 percent. Injuries decreased by 12 percent. (Note the helmet ammunition from ABATE of California in this issue's "Easynews.")

BADL is currently involved in some serious measures that all bikers' rights organization will be able to put to use. Working in conjunction with a data-processing center, BADL is

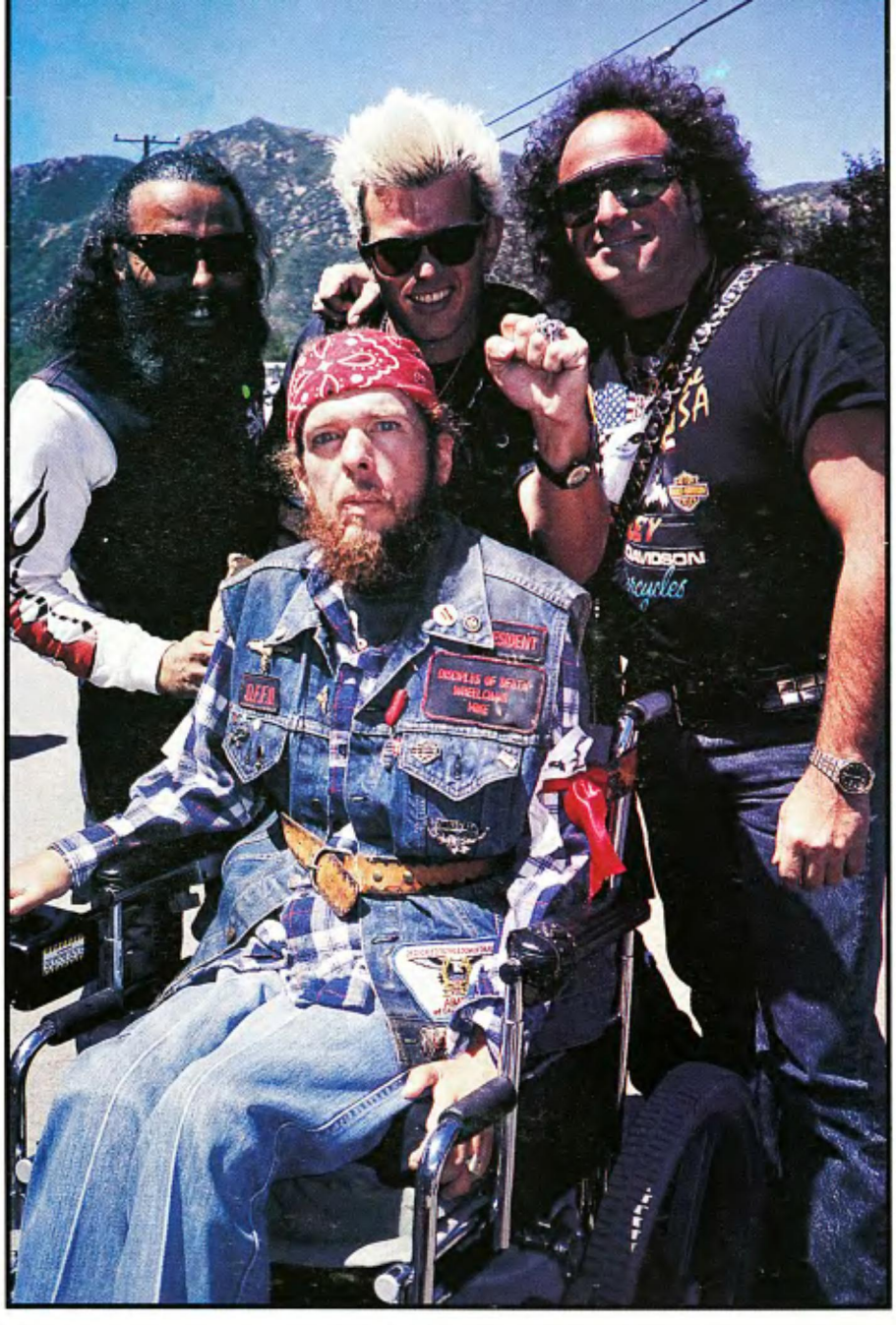


accumulating as much information as possible to fight legislation at the grass-roots level — in the voting booth.

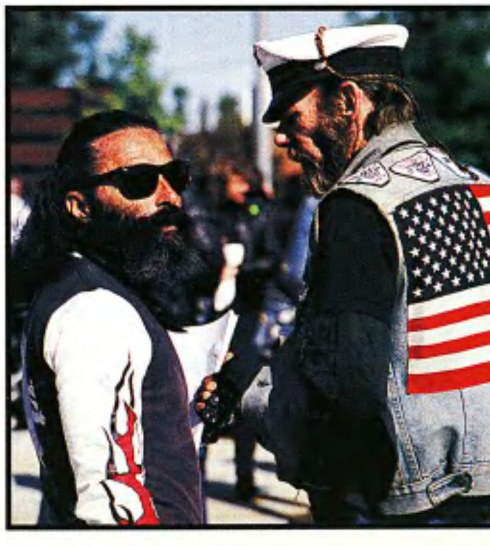
Several months ago in "Easynews," we talked about the National Rifle Association's clout: so many of its members are registered voters that its success rate in ousting an anti-gun legislator from office or electing a pro-gun advocate is 96 percent. The NRA's voting power has considerable impact on any elected official considering anti-gun legislation. There are 500,000 members of motorcycle organizations and around eight million registered motorcycles in the USA. If we mobilize into a voting bloc, we can have a substantial impact on the future of motorcycling.

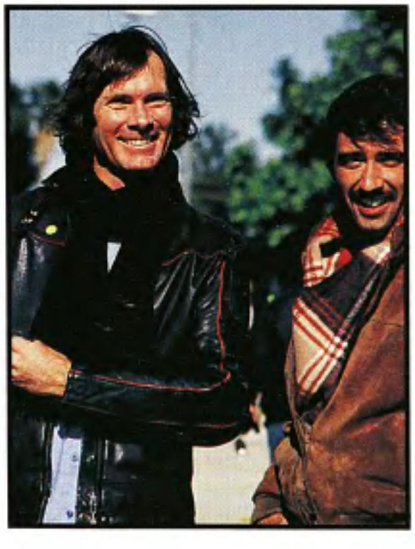
The goal of BADL in California is to raise enough money to create and run a major political campaign against Assemblyman Floyd in his district, elect his opponent (who is a rider), and initiate a repeal (see page 16). This is a true test of our devotion to motorcycling in its freest form.

We all need to make a commitment to become registered voters, get up to speed on the politicians we're voting for, and put our sidestands down at the polls on Election Day to do our part to safekeep freedom. No amount of donations to local organizations will substitute, no number of memberships or runs attended or letters sent can make up for the *one vote* that each of us can cast.



Photos by Kim Peterson





Think about it. For more information on BADL, call either founder Bob Mannah at (415) 278-8808 or his Southern California coordinator, John Paliwoda, at (818) 986-3079.

The Modified Motorcycle Association's strategy is centered around the activities in the state capitol. Lobbying is an essential part of political clout, and more and more organizations throughout the nation are looking for effective lobbyists to maintain the two-wheeled vigil in their respective legislatures. In the California campaign alone, the MMA and its executive director, Ron Roloff, have spent more than $210,000 and countless hours monitoring the progress of AB-36 and lobbying for the cause.

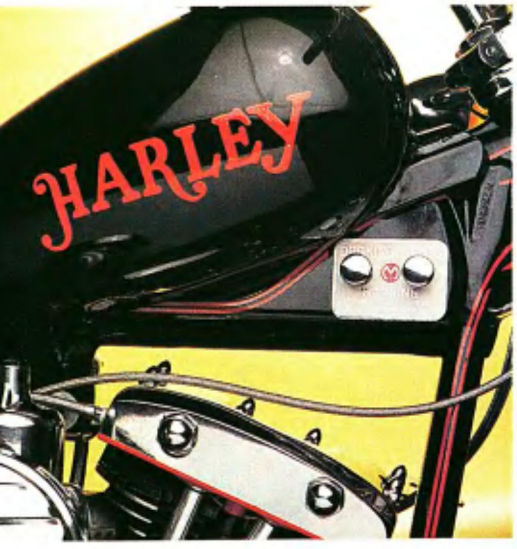
As *Easyriders* was going to press, we learned of further bolstering of bikers' lobbying ranks. Glendale Harley-Davidson owner Oliver Shokouh, along with several well-known celebrities, a few other dealers (including a BMW dealer), the Southern California Harley-Davidson Association, the California Sportscycle Association, and a number of businessmen, have hired two powerful lobbyists in Sacramento. Recently Oliver went to a dealers' association meeting in upstate California and successfully solicited the Northern California H-D Dealers Association to contribute to the fight — it all helps.

The run was fun, but the goal is as serious as a blowout at 60 mph for the entire country. Ride free.

—Bandit

THUNDERIN' TH

These Hamburgers know where the beef is.



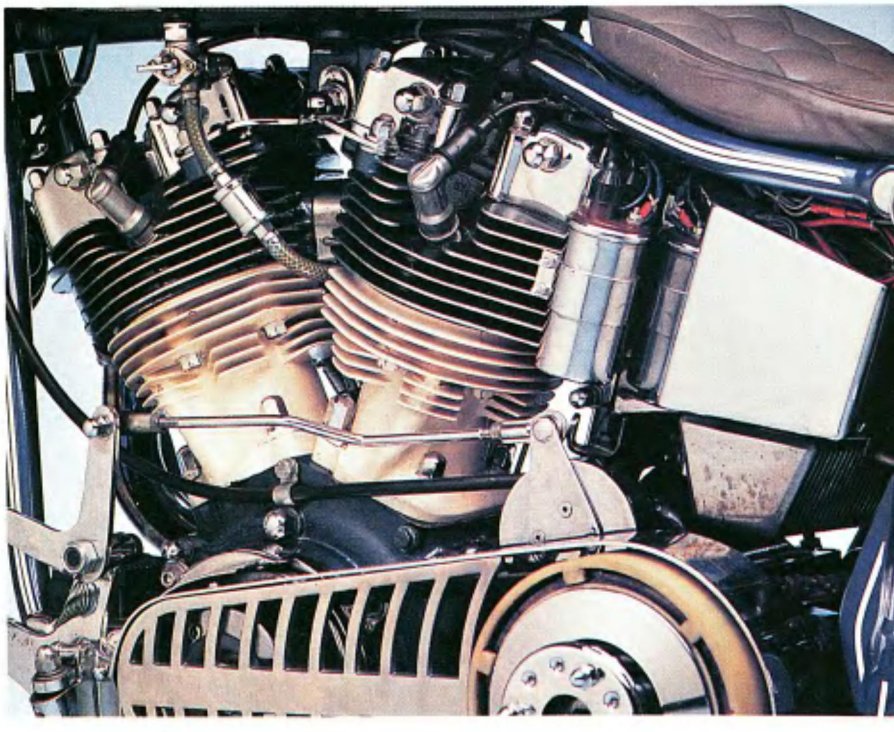
LOW RIDER
Thomas Schoettler

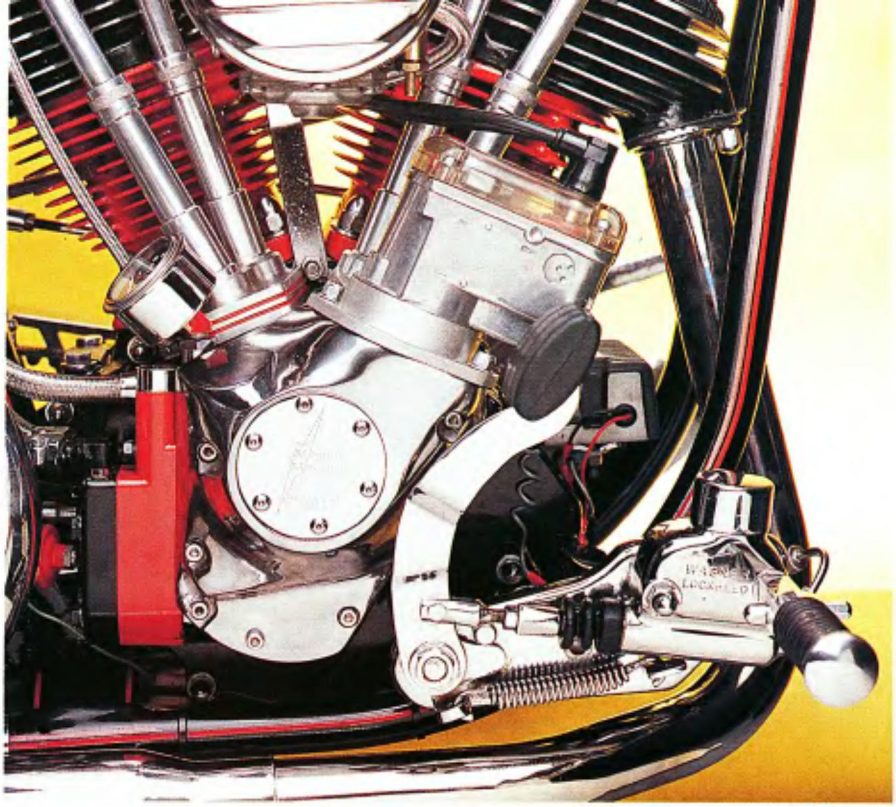
UTONS

As you probably know, **Easyriders** is distributed worldwide, from down under to where the sun never sets. Some of our most ardent fans are our bros in West Germany, who now get to read this rag in their native language, so we just couldn't pass up the chance to share with ya a couple of Wunder-Harleys from inside the German border.

Good things have been comin' outta the Teutonic city of Hamburg for a long time, and it didn't start just with the Beatles rockin' their asses off there in the early '60s

SUPER GLIDE
"Bulli" Maurischat



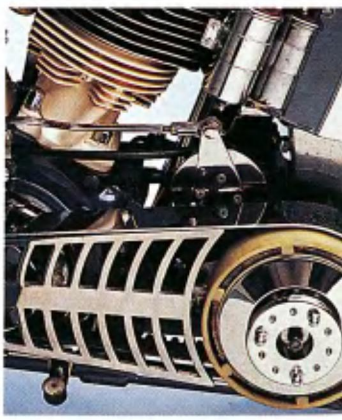


or even when a bunch of Hamburgers started chowin' down on beef-patty sandwiches around the turn of the century.

Take the women, for example. Hamburg's got some of the greatest broads around, as any seasoned sailor can tell ya. Then there's St. Pauli with the Reeperbahn, its seedy nightclubs, live peep shows, and hookers callin' on ya everywhere — a real homey kinda place.

And window-shoppin' gets a whole new meaning when ya do it down the Herbertstrasse, with gorgeous broads flashin' their stuff from behind the windowpanes. My kind of supermarket.

So why would it come as any surprise that there are bikes in this free city that are just as wild as the place itself? In order to ride these scoots, though, Thomas Schoettler and bro "Bulli" Maurischat have to comply with the strict rules of the TÜV, which translates to Technical Control Union (sounds like Third Reich stuff, don't it?). They're a



Photos by Norbert Radler

Owner: Tom Schoettler		**City:** Hamburg, West Germany		
General	**Frame**	Cam: stock Low Rider	Oil system: stock	
Fabrication by: owner	Year: 1978	Lifters: Doherty	Primary cover: Phase III	
Year and make: 1978 H-D	Builder: H-D	Carb(s): SU	Seat: Drag Specialties	
Model: Low Rider	Type: swingarm	Air cleaner: H-D	Sissybar: stock fender struts	
Value: 30.000 Deutschmarks	Rake: stock	Pipes: Drag Specialties	Height: n/a	
Assembly by: owner	Stretch: stock	Muffler(s): Drag Specialties	Material: n/a	
Time: too long	Other alterations: lowered	**Transmission**	**Forks**	
Chroming by: Galvano	**Accessories**	Modifications: by George, Little John 5-gear trans	Type: Super Glide	
Engine	Bars: stock Low Rider	Year: 1979	Extension: stock	
Year: 1978	Risers: pullbacks	Shifting: foot	Builder: H-D	
Model: Low Rider	Fender(s): stock	Engine sprocket: Super Max Belt	Special features: straight	
Rebuilder: owner/George	Headlight: stock	Trans sprocket: Super Max Belt	**Wheels**	
Ignition: Morris magneto	Taillight: stock	Wheel sprocket: Super Max Belt	**Front**	**Rear**
Displacement: 74 cubic inches	Speedo: VDO	**Painting**	Size: 19-inch	Size: 16-inch
Lower end: George	Front pegs: H-D	Molding: George G.	Hub: H-D	Hub: H-D
Balancing: George	Rear pegs: none	Painter: George G.	Rim width: stock	Rim width: stock
Pistons: H-D	Electrics: yeah	Color: black/red	Tire: Goodyear	Tire: Continental
Cases: stock	Gas tank: 3-gallon	Type: lacquer	Brake: drilled double-disc	Brake: drilled disc
Heads: shovelhead	Oil tank: Jammer, built-in filter	Special paint: it's special		
Special thanks to George G., Bulli, and Phil Ross of Super Max				

real hardassed group of watchdogs who hassle bikers every which way they can and make it almost impossible to chop a bike.

Anyhow, both found a way to keep themselves and the watchdogs happy. They bought their bikes at a local Harley dealer 10 years ago, and they held off for seven years before putting their personal marks on them.

Bulli sells auto parts for a living and is a trained motorcycle mechanic, so he did most of the work on his '78 Super Glide, including the electrical work. Thomas, who owns the Low Rider, makes it over to Southern California quite a bit, and although he'll tell ya he digs the sunny California weather, his Low Rider is strictly a "home-bike" — meaning that he and Bulli like to take their thunder around Hamburg and impress the local Krauts, er, crowds, even in St. Pauli.

—Muttafokker

Owner: "Bulli" Maurischat		**City:** Hamburg, West Germany		
General	**Frame**	Cam: stock H-D	Oil system: H-D stock	
Fabrication by: owner	Year: 1978	Lifters: chromed stock	Primary cover: Phase III	
Year and make: 1978 H-D	Builder: H-D	Carb(s): SU	Seat: owner	
Model: Super Glide	Type: swingarm	Air cleaner: SU	Sissybar: owner	
Value: 23.000 Deutschmarks	Rake: stock	Pipes: Drag Specialties	Height: 2 inches	
Assembly by: owner	Stretch: stock	Muffler(s): Drag Specialties	Material: square steel	
Time: who knows?	Other alterations: none	**Transmission**	**Forks**	
Chroming by: Galvano	**Accessories**	Modifications: by George G.	Type: Low Rider	
Engine	Bars: stock	Year: 1978	Extension: 2 inches	
Year: 1978	Risers: stock	Shifting: foot	Builder: H-D	
Model: Super Glide	Fender(s): front—owner; rear—flat	Engine sprocket: Super Max Belt	Special features: chromed	
Rebuilder: owner	Headlight: stock	Trans sprocket: 24-tooth	**Wheels**	
Ignition: points/coil	Taillight: stock	Wheel sprocket: 48-tooth	**Front**	**Rear**
Displacement: 74 cubic inches	Speedo: VDO	**Painting**	Size: 19-inch	Size: 16-inch
Lower end: George G.	Front pegs: H-D	Molding: George G.	Hub: H-D	Hub: H-D
Balancing: George G.	Rear pegs: yes	Painter: George G.	Rim width: stock	Rim width: stock
Pistons: H-D	Electrics: stock	Color: blue	Tire: Goodyear	Tire: Volkswagen
Cases: stock	Gas tank: stock H-D	Type: lacquer	Brake: double-disc H-D	Brake: drilled disc H-D
Heads: shovelhead	Oil tank: Jammer wraparound	Special paint: yeah		
Special thanks to George G. and Phil Ross of Super Max				

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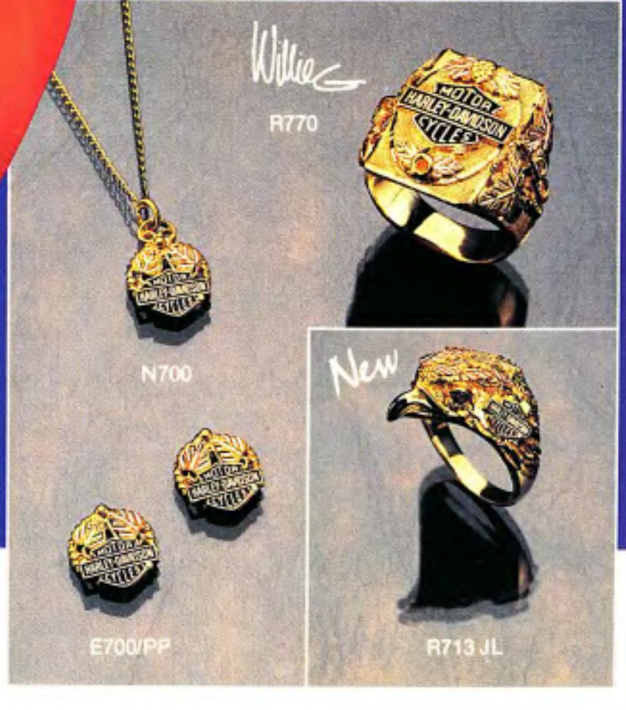

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Easynews

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

National Coalition of Motorcyclists

Unity and Strength in Motorcycle Rights — Third Annual Convention

Some years ago a short, fuzzy-headed attorney from California began advertising in our rag for motorcycle accident cases. And natch, Richard Lester immediately got hit with the ambulance-chasing, non-rider stigma. For Richard, however, it was a different story. He was a rider and attended many runs on his goofy-looking, metalflake Porsche trike, and although he was a lawyer first, he understood the freedom we shared and how precious, sacred, and fragile that freedom is. As his practice grew, he became acutely aware that if motorcycling was to survive, it needed serious funds behind it.

He was also hip to the differences between bikers and straight motorcyclists and who had the money and who didn't. Obviously, Kawasaki International wasn't going to support a helmet repeal — the fools. Consequently, the scenario went something like this: Richard began the Law Offices of Richard M. Lester, which grew into Aid to Injured Motorcyclists (AIM), which is now an emergency assistance program for 250,000 scooter people throughout North America — kinda like AAA for motorists, but it's free.

He built a network of 110 motorcycling attorneys throughout the U.S. and Canada. Then he began the National Coalition of Motorcyclists, an organization of individual bikers' rights groups and other motorcycle groups; it currently consists of 250 independent ABATEs, MMAs, motorcycle clubs, and touring groups in approximately 40 states and six provinces.

While many of us doubtful, overly independent skeptics were sure that it still smacked of a money-making scheme to dupe the poor leatherbutt seeking refuge from creeping Big Brotherism, Lester was figurin' out how he could best utilize what he had developed to keep the sport alive. The effects of his efforts and money were apparent at the third annual convention of NCOM in Las Vegas in May of this year.

Here's the system from the gate: A rider goes down on a highway anywhere in the U.S., and he has an AIM card. For free, he receives basic help with medical attention, his family is notified, his bike is taken care of, and if there's a legal problem, he gets the services of an attorney.

The only way Lester's law offices make money is if the rider decides to sue someone for wrongdoing and chooses an AIM attorney to handle his case. Any settlement is split up initially between the rider and the attorney — but the attorney's portion is split with the home office. Ultimately, AIM ends up with a piece, and a percentage goes to NCOM.

So much for background. NCOM is three years old and able to provide something we've needed behind bikers' rights for some time — a war chest and the help of such savvy activists as Ron Roloff of the MMA; Fred Harrell, state coordinator of the MMA in Nevada; Sherm Packard of the New Hampshire Motorcycle Rights Organization; and Jesse McDugald of ABATE of South Carolina, to name just a few. The men involved in the various rights organizations run NCOM and assist their brother organizations all over the country through their expertise, intercommunication, and a grant program. Bikers' rights organizations now represent more than a million nationwide.

Although we're too individualistic to all ride under one organizational name or by one set of by-laws, and although various straight organizations and manufacturers may have scoffed at us in the past, the bikers of this country have built a much stronger base of energy for the sport than the rapidly shrinking general motorcycle market wishes to acknowledge. There are approximately 140,000 members in the AMA, and more than a half million riders are associated with NCOM alone. Our contributions to Toys for Tots, Muscular Dystrophy Association, and countless local charities have made scooter people a highly respected force.

This year more than 250 riders/leaders from organizations across the country met in Las Vegas to discuss accomplishments, attend workshops, and formulate plans for the future. Some of NCOM's many accomplishments include: A grant to the MMA of California of more than $60,000 to fight the impending helmet law; a $10,000 grant to ABATE of Florida for its Supreme Court fight over the unconstitutional helmet law; a grant to ABATE of Colorado to hold its 1986 Coming Together seminar; a grant to assist the Concerned Motorcyclists of Tennessee in fighting the arbitrary enforcement of the state's eye-protection law; a grant to the Mission Church of Bikers of Connecticut for legislative support; and a grant to ABATE of New Mexico for membership drive assistance.

The drive in New Mexico was so successful that the grant was repaid immediately. The list goes on and on. Many of the grants have been repaid, and in some cases the money was returned unused — sometimes just having the funds is incentive enough. Over the past three years, more than $600,000 has gone from AIM into NCOM.

Some accomplishments this year are cause for self-congratulation. We bikers have come a long way when one of our leaders (Fred Harrell of Nevada MMA) invites the governor of Nevada to attend the convention's general assembly, and he not only shows up but also congratulates the NCOM leaders and offers support for the future. Fred Harrell, with the assistance of the Motorcycle Dealers Association of Nevada (MDAN), was instrumental in the introduction of SJR-293 and HJR-531, the joint resolution to make May 1988 National Motorcycle Safety and Awareness Month. At the closing banquet, Representative Jim Bilbray (D-Nevada) announced his sponsorship of the joint resolution.

Malcolm Forbes flew in for the banquet to receive NCOM's Silver Spoke Award for showing the public motorcycling's best side. Silver Spoke Awards also went to Jay Leno and to *Canadian Biker* magazine for their support.

Just goes to show, if we put our minds and front wheels together, no one can stop us.

—K. Ball

Helmet Takes Cyclist's Life

Kevin O'Neil, a young rider in Adams, Massachusetts, died in April as a result of a massive skull fracture caused by the helmet he was wearing when his dirt bike flipped over in a field off Route 116.

The County Medical Examiner, Dr. Benjamin Glick, pronounced the veteran motorcycle racer dead at the scene. Glick said a massive injury at the base of O'Neil's skull was caused when the pressure of the impact pushed his helmet down against the base of his neck. O'Neil suffered no other significant injuries, and the helmet was not damaged substantially.

Washington Smashes Helmet Bill

Washington State bikers, ABATE, Bike PAC, AMA, and the Washington Motorcycle Safety Association joined forces to defeat HB-1468, the mandatory adult helmet law. Included in their attack were extensive letter-writing campaigns, phone calls, individual lobbying of committee members, and testimony at the Senate Transportation Committee on February 25, 1988, by Robin Torner of ABATE, Jim Binszberg of AMA, Howard Segermark of MRF, and Bob Illingworth of MMRA — all of whom once again demonstrated that safety, education, and public awareness are the major factors in accident and injury prevention, not helmet laws.

However, Washington bikers should be aware that this is the second consecutive year that Rep. Ruth Fisher (D-Tacoma) has introduced and sponsored this bill. Don't forget her when you vote in November. Washington organizations might also consider picketing Fisher's residence, legally, just as the censorship freaks did in the early '80s.

In response to the continuing efforts by legislators over the past 21 years to force scooter people to wear helmets, two new organizations have formed. The Washington Motorcycle Safety Association (WMSA), headed by Harry Tomlin, has a program dedicated to the promotion of motorcycle safety through education and awareness programs. One of its urgent goals is the ongoing presentation of a specialized motorcycle safety and awareness class in all Washington school systems.

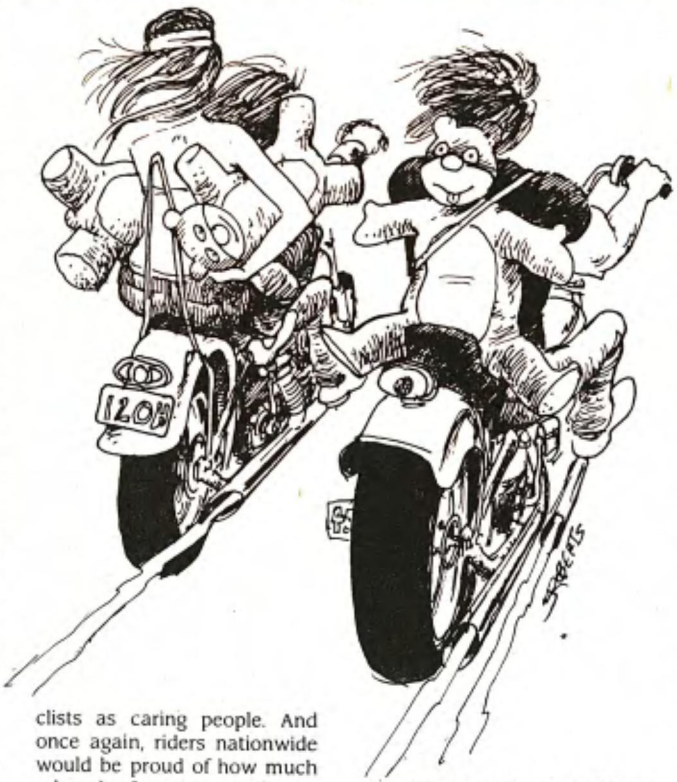
The Bike PAC of Washington provides an opportunity for the 200,000-plus bikers in the state to command respect and political clout similar to that of such political action committees as the NRA, medical PACs, and insurance PACs. By supporting bikers' rights organizations, bikers can put an end to Big Brother's "save us from ourselves" attitude. For more information, write or call: WMSA, c/o Harry Tomlin, Box 875, Monroe, WA 98272, (800) 527-7012, ext. 232; or Bike PAC of Washington, c/o Snarl, 12209 21st Ave. S., Seattle, WA 98168, (800) 333-2225.

Operation Merry Christmas '88

ABATE/Concerned Motorcycle Riders of Ohio would like to invite all interested organizations to join with us October 15 to create what could become the largest biker gathering that our nation has ever seen. Each year a great many of our organizations conduct toy runs or some other charitable event for the Christmas season. Many fail to get the media coverage they deserve. When media moguls are asked why an event wasn't covered, more often than not the answer is that it wasn't considered newsworthy enough.

Together we can do something to change this situation. By arranging our toy run schedules to coincide with what is surely one of the largest (if not *the* largest), the Baltimore Toy Run, we can put together one of the most spectacular charity events ever conceived. Last year the Baltimore event was attended by nearly 50,000 people.

If several hundred of our organizations stage their events simultaneously, we'll not only contribute millions in Christmas gifts to needy Americans, but we'll also enhance the public's awareness of motorcyclists as caring people. And once again, riders nationwide would be proud of how much a bunch of scooter people can accomplish.



The best part of this plan is that no organization would have to do anything other than what it normally does for its own event — just change the date. It's still your toy run, your location, your route, your donation — the date is all that you would share with Baltimore and all other participating organizations.

Mike "Redbeard" Warren, executive director of ABATE/CMRO, the organization behind this idea, has obtained Johnny Paycheck's endorsement. Redbeard is also creating a promotional logo and will make it available to any group that wants to use it for its run. A professionally designed media kit will also be available at no charge. All Redbeard needs to know is that your organization is going to participate and what you expect the approximate attendance and donations will be. That information will then be collectively tabulated and distributed to each participating organization for its own use, media reports, whatever.

The more organizations involved, the more support the run will get, and the more media coverage all organizations will receive. The 12 ABATE/CMRO regions in Ohio are already pledged to the event. For more information, please write ABATE/CMRO, Inc., State Office, Box 688, Madison, OH 44057, phone (216) 298-3840.

—from ABATE/CMRO

Night Riding Tips

There's nothing quite like a moonlight ride on a starry summer night — so here are a few suggestions to make it safer and more enjoyable:

1. Keep your sunglasses handy and use them whenever you go into restaurants or stores with bright lighting. This reduces the shock to your eyes and speeds their readjustment to the darkness when you get back on the road.

2. Use only clear glasses or shields while riding after dark. Be sure they are clean and scratch-free. Scratches scatter the light from oncoming traffic, greatly increasing glare and eye fatigue.

3. Make sure your headlight is clean and properly adjusted. A buildup of bugs and road grime will greatly limit your ability to scan the road and avoid any obstacles. Carry a spare bulb — and please, don't ride without a headlight if your bulb burns out and you don't have a replacement.

4. Don't look directly into the lights of oncoming cars. Instead, scan the right side of your own lane until they have passed.

5. Slow down. Even the best headlight can't equal natural sunlight. The more narrow, curvy, or hilly the road, the more you should slow down.

6. We all know what those warm spring nights can do to our hormones — but remember to park your bike first before you grope your passenger.

— From Freedom Of Road Riders, Inc., Independence, Mo.

The Real Question From The ACLU

With respect to the pending bill to repeal the mandatory helmet law in Florida, a distinction is to be made between motorcycle accidents and head injuries. Wearing a helmet reduces the severity of a head injury. It also increases the probability of an accident, increases fatigue of neck muscles, and restricts the wearer's hearing and side vision.

Most motorcycle accidents do not result in head injuries. The present mandatory helmet law requires a biker to increase the risk of accident in order to reduce the severity of a possible head injury. In a free society, the choice of how best to protect one's personal safety is properly left to the individual. If decisions of this kind are to be made for the individual by the legislature, a law requiring all persons to wear raincoats in inclement weather would doubtless prevent quite a number of deaths from pneumonia.

Bikers are a relatively small and unpopular segment of our society. Urging the legislature to invade their civil liberties, however, also encourages the legislature to invade ours.

— Gardner W. Beckett, Jr., chairman, legal panel, Pinellas County Chapter of the American Civil Liberties Union, St. Petersburg, Florida.

BADL Battles Floyd

California Assemblyman Richard Floyd (D-Gardena), who authored AB-36, the mandatory helmet law, and used lies, deceit, and political maneuvering to drive it through the state legislature, could well be on his way out.

Floyd has been inundated with facts indicating that states without helmet laws have significantly lower accident and death rates than states with mandatory helmet laws. Floyd knows that helmets can and do cause riders to become involved in accidents, and that riders who would normally ride in a responsible manner without a helmet will ride carelessly due to a false sense of security while wearing one.

The California Highway Patrol Management Information Section finished compiling information as of April 26, 1988, on California traffic fatalities and injuries for 1987. According to the CHP's figures, motorcycle fatalities decreased an impressive 13 percent, from 851 in 1986 to 741 in 1987. Motorcycle injuries decreased by 12 percent, from 28,097 in 1986 to 24,662 in 1987.

These amazing decreases are probably attributable to the success of the state-mandated motorcycle safety and educational programs, which began in 1987. These reductions in injuries and fatalities are even greater than the "lifesaving" attributes its proponents attached to AB-36. But does Floyd pay attention? No-o-o-o.

So BADL has mounted a campaign to unseat Floyd in November and replace him with motorcycle-riding Charles W. "Chuck" Bookhammer, mayor pro tem of Hawthorne. Chuck, a four-time Vietnam veteran who opposes the mandatory helmet law, enjoys long putts on weekends — could be that this guy is a human being. If you live in his district — or any district for that matter — register to vote. Chuck Bookhammer needs your support, California freedom riders need your support, and riders all over the country need to demonstrate their effectiveness.

For more information on BADL's program to oust Floyd, see page 16.

North Dakota Proclamation

"For many years North Dakota motorcyclists have been making an annual financial contribution to motorcycle safety education. The Department of Public Instruction and ABATE of North Dakota have been actively providing motorcycle safety activities throughout the state.

"The motorcycle is a mode of transportation used in activities such as recreation, commuting, and touring. The motorcycle provides healthful recreation for many of our citizens.

"Motorists should have a special awareness of the vulnerability of motorcyclists and make certain that they have ample highway access and space.

"I urge all governmental agencies, civic/service organizations, cyclists, and concerned citizens to make a concerted effort to make motorcycling a safer activity in North Dakota through programs aimed at both young and adult motorcycle operators, as well as other vehicle operators, so that improved sharing and mutual respect will exist on our North Dakota roadways.

North Dakota Governor George A. Sinner

"For these reasons, I proclaim the month of May 1988, as Motorcycle Education and Awareness Month in North Dakota."

—George A. Sinner, Governor.

Helmet Repeal Ammunition

—*From ABATE of California*

No concrete evidence could be found to support the concept that any increase in motorcyclist fatalities had resulted from repeal of helmet regulations. — THE STATE OF KANSAS HEALTH AND ENVIRONMENTAL DEPARTMENT.

There is no significant difference in the fatality rates of states requiring or not requiring the wearing of a helmet. — FATAL ACCIDENT REPORTING SYSTEM, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

There is no evidence that any helmet thus far, regardless of cost or design, is capable of rejecting impact stress above 13 miles per hour. — FEDERAL DEPARTMENT OF TRANSPORTATION.

Safety Standard 218, Motorcycle Helmets, specifies minimum performance requirements for helmets designed for use by motorcyclists and other motor vehicle users. Currently, the standard is only applicable to a portion of annual helmet production. — NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

In one DEPARTMENT OF TRANSPORTATION test, 90 percent of all helmets tested were defective.

A study by the UNIVERSITY OF UTAH SPEECH AND HEARING CLINIC found helmets restrict hearing and distort sound direction, thus creating confusion.

RHODE ISLAND had a 166.7 percent increase in bike-related fatalities after putting its 1971 helmet law into effect.

Serious and/or fatal neck injuries in NEW YORK STATE increased by 75 percent during its helmet law's first year.

In NEW JERSEY, deaths soared 340 percent after a helmet law passed.

Head injuries by cause in NORTH DAKOTA in 1985 and 1986: Horse, 33; ATV, 49; Motorcycle, 30 (18 years and older); Bicycle, 87; Falls exclusive, 445; Sports, 148.

A study by the UTAH HIGHWAY SAFETY DEPARTMENT showed helmet usage does not significantly affect the severity of head injuries.

Testing at the UNIVERSITY OF TECHNOLOGY IN SOTHENBERG, SWEDEN, established that helmets slide for only two-thousandths of a second before grabbing. Such sudden stopping of the helmet twists the head and may cause the brain to move inside the skull, rupturing arteries and causing permanent brain damage.

States with helmet laws had 9.59 deaths per 10,000 registrations in 1980, while states without mandatory regulation had 9.20 deaths per 10,000 registrations. —ROAD RIDER MAGAZINE.

Regarding the question of the percentage of injury victims receiving public disability, the answer is not very clear-cut . . . the best that can be done quickly is to identify the number of current Medicaid recipients who filed a claim for injuries sustained in a motor vehicle accident . . . there were *only seven such claims on the Medicaid file in 1985.* These claims totaled *$8,621.95 in payout.* — MISSOURI DEPARTMENT OF HEALTH, STATE CENTER FOR HEALTH STATISTICS, 1985.

In contrast to previous findings, it is concluded that: (1) motorcycle helmets have no statistically significant effect on probability of fatality; and (2) past a critical impact speed, measured by the normal component of velocity to the helmet, helmets increase the severity of neck injuries . . . thus, an individual or legislator is faced with a trade-off between head and neck injuries in deciding whether or not to mandate helmet use. — DR. JONATHAN GOLDSTEIN, BOWDOIN COLLEGE, BRUNSWICK, MAINE.

A concussion with no fracture can be caused by a helmet and can lead to massive internal head swelling. — DR. D.M. KULAND, RHODE ISLAND HOSPITAL.

Improper helmet removal from injured persons may cause paralysis. — AMERICAN COLLEGE OF SURGEONS, COMMITTEE ON TRAUMA, JULY 1980.

51.9 percent of all spinal disabilities are related to transportation accidents. Of this group, however, motorcycle and bicycle accidents account for only 4.6 percent of the 1978 total, and 4.2 percent of the 1979 total. — DENNIS J. O'MALLEY, ROCKY MOUNTAIN REGIONAL SPINAL INJURY CENTER.

The four safest states to ride motorcycles in are: IOWA, WISCONSIN, SOUTH DAKOTA, and KANSAS. None of these states mandates helmet use. — MOTORCYCLE SAFETY FOUNDATION, and the AMERICAN MOTORCYCLIST ASSOCIATION REPORT, 1981.

29.4 percent of the motorcyclists who died wearing a helmet died of a head injury; 28.9 percent of the motorcyclists who died without a helmet died of a head injury. — WISCONSIN DEPARTMENT OF TRANSPORTATION, 1978 DIVISION OF MOTOR VEHICLES STUDY.

NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION admits that motorcycle accidents make up only 1/10th of one percent of all medical expenses. Considering the high percentage of helmet usage and the fact that those figures do not differentiate between helmet and non-helmet wearing "victims," the true cost is probably closer to .05 percent.

THE HURT STUDY from the University of California shows helmets are most likely to be useful in a very small range of relatively slow accidents. At highway speeds, helmets are good for keeping off bugs, period.

STUDIES OF HELMETS SHOW:

When applying the law of inertia, the weight of an object becomes awesome. A four-pound helmet at 50 mph becomes 200 pounds upon impact.

With the weight factor considered, the helmet can cause discomfort or fatigue after a matter of time.

Temperatures can reach 130 degrees inside a helmet.

Impairment occurs when turning one's head to check surrounding traffic conditions. The helmet, even while properly fitted and worn, may rotate just enough to create a peripheral obstruction.

The main hearing problem is the omni-directional impairment. That is, a rider can be confused as to which direction a noise, such as an emergency vehicle siren, is coming from.

Remember — A helmet cannot prevent an accident. Not everyone has the ability to ride a motorcycle, and certainly not without the proper training. All the safety equipment in the world cannot save the inept, unskilled rider. Education, not legislation, is the key to safer motorcycling.

—ABATE of California
Box 8
Oak View, CA 93022

Bikers' Rights Organizations Nationwide

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

ALABAMA
Alabama Riders Association/ABATE
Box 360095
Birmingham 35216
ABATE of Alabama
Box 511
Weaver 36277

ALASKA
ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
Hotline (907) 248-7828
ABATE of Alaska
Tanana Valley Chapter
Box 74773
Fairbanks 99707
ABATE of Alaska
Kenai Peninsula Chapter
Box 1969
Soldotna 99669
ABATE of Alaska
Mat Valley Chapter
Box 872505
Wasilla 99687

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Passin' Gas

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

"I don't understand why you have to look at that shit before you can get in the mood."

To My Creditors

When I'm in a sober mood,
I worry, work, and think.
When I'm in a drunken mood,
I gamble, play, and drink.
But when my moods are over,
And my time has come to pass,
I hope they bury me
upside-down
So you can kiss my ass.

—Trish Schimke
St. Francis, Wis.

Definition of *innuendo*: an Italian suppository.

—Thomas Oetzel
Philly, Pa.

How can ya tell when your lawyer's lying?
His lips are moving.

—Ruben Sanchez
Tehachapi, Calif.

While in Daytona for Bike Week, a Midwest bro buys a lottery ticket. His ticket hits home, makin' him the big winner, and he races to a pay phone to call his ol' lady and give her the news.

"Babe," he tells her, "I just hit the big bucks in the Florida lottery. Get yer bags packed."

"But I only have winter clothes," his ol' lady says.

"Doesn't matter," he tells her. "Just get yer bags packed and be gone by the time I get back."

—Bill Morgan
Kingston, Ill.

Smurf sex: fucking until you're blue in the face.

—Jr./Pat
Fredericksburg, Va.

"Next on our tour is the chimpanzee, the most intelligent of the apes. . .notice how skillfully he can jerk off with his right hand while throwing shit with his left hand. . ."

The fourth-grade teacher asked her new class if they had done anything during summer vacation that had taught them a valuable lesson.

One kid promptly stood up and announced that while helping his uncle gather eggs out at the farm, the bottom had fallen out of the basket and the eggs had all broken. That, he said, had taught him not to put all his eggs in one basket.

Another kid in the class had spent the summer working at a dairy, where he had accidentally knocked over a pail of milk. He told the teacher that he learned then it was no use crying over spilt milk.

Abruptly a biker's rugrat in the back of the classroom popped up and said, "Hell, Teach, I learned a helluva lot more than that just sittin' around an' listenin' to my dad!"

"Very well, Johnny," the teacher said. "Why don't you tell the class what you learned?"

The biker's kid began, "My dad told me all about him bein' in Vietnam an' the time he was attacked by 35 Cong. All he had on him was his pistol, six bullets, an' a bottle of whiskey. So he drank the whiskey, shot six of the sonuvabitches, an' killed the rest of 'em with his bare hands."

"Well, that's quite a story, Johnny," the teacher said. "And what did you learn from all of that?"

"Not to fuck with the old man when he's drinkin'," Johnny replied.

—Uncle Durn
Coalinga, Calif.

The yuppie came home from work one day, sporting a new pair of very expensive snakeskin boots. He'd been expecting to hear admiring comments from his wife, but instead she didn't even appear to notice his new boots at all.

Somewhat pissed off, the yuppie waited until she got into bed that night, then he marched into the bedroom — stark naked except for the fancy footwear.

"It's about time you noticed what my dick's pointing at," he said, striking a pose.

The bitch sat up, glanced down at the new boots, and remarked, "Too bad you didn't buy a new hat."

—Chester McCann
Brazoria, Tex.

What can yer ol' lady give ya that she doesn't have?
Good head.

—Lee
Dallas, Pa.

"Do you have any pecker-shaped carrots?"

Word has it that the PTL fundamentalist organization is sponsoring a joint venture between the makers of Preparation-H and the Gideons.

They wanna make sure that every flaming asshole in America has a Bible.

—Mike Fike
Augusta, Me.

Southern foreplay: "Get in the truck, bitch!"

—Dave Chance
Tehachapi, Calif.

The wife of young sea captain Gray,
Deprived of her absent mate's lay,
Found a dildo of wood
That was almost as good,
Now she's happily pining away.

—Shaun Kelly
West Indies

Whaddaya call twin nymphomaniacs?
Dupliclits.

—Dawn Colling
Lolo, Mont.

"The Boss must be having trouble with His computer."

A Russian, a Cuban, an American lawyer, and a biker were on a train traveling through Europe. Soon the Russian took out a large bottle of vodka, poured everyone a drink, and then hurled the nearly full bottle out the window.

"Why'd ya do that?" asked the surprised bro.

"Vodka is plentiful in my country," said the Russian. "In fact, we have more of it than we'll ever use."

A little later, the Cuban passed around some Havana cigars. The Cuban took a couple of puffs off his, then tossed it out the window.

"I thought the Cuban economy was sufferin'," the biker said, "yet you just threw that perfectly good cigar away."

"Cigars!" the Cuban scoffed. "They're a dime a dozen in my country. We have more of them than we know what to do with."

The bro sat in silence for a few minutes, thinking. Then he got up, grabbed the lawyer, and threw *him* out the window.

—Squire
TDC, Tex.

While on a whistle-stop campaign tour through the Louisiana bayous, presidential hopeful Jesse Jackson saw this unusual sight: two Cajuns rowing a homemade skiff frantically, pulling two Iranians behind them on water skis.

Seeing the enormous political potential of such a scene, Jesse Jackson waved the boat to shore as the press cameras cranked away. He helped the Cajuns out of the boat, and as the Iranians swam to shore, Jackson proclaimed to the cameras:

"Today I have seen with my own eyes, America, that the old ways of racism and bigotry can be overcome in this great country. These Cajuns, rowing their boat so their Iranian brothers can water-ski, are proof of the enlightened new day coming."

Later, as the campaign procession got under way down the road, one of the Cajuns said to the other, "Ya know, that feller may know a lot about politics, but he don't know shit about huntin' for alligators."

—Linda Lou
Muleshoe, Tex.

"Can't you see, Elmer, I'm trying to tell you something — I'm not getting enough sex from you."

The police chief's nephew had applied to become a cop, and to make it easy on the kid, it was arranged that he'd have to answer only one test question.

"Who shot Abraham Lincoln?" the examiner asked.

"Hmm," pondered the nephew, obviously stumped. "Can I think on it overnight?"

"Sure, come back tomorrow," the examiner said.

When the nephew got home, the kid's wife asked, "Did you get the job, honey?"

"I'm pretty sure," he said proudly. "They've already got me working on a case."

—Big Jim
America

Maggie stopped by to see her sister one day and found her down on her hands and knees, scrubbin' the bathroom floor with a toothbrush, just like her ol' man had told her to.

"Holy shit, sis!" Maggie exclaimed. "Do ya do everything that guy tells you to do?"

"Yeah, I guess so," replied her sister.

Exasperated, Maggie demanded, "Would you jump off a bridge if he told you to?"

"Well," her sister considered, "not again."

—Bert
Locked Down

"How many times do I have to tell you, Johnson. . .it's *mouth-to-mouth*!"

Why don't chicks wear Odor Eaters in their shoes?

They keep tryin' to crawl up their legs.

—Fatboy
Denver, Colo.

The man-on-the-street reporter approached the young woman and asked for her opinion on the use of condoms.

After a moment's thought, the chick replied, "Condoms, huh? — depends on what's in it for me."

—James Wheway
Somers, Conn.

Samantha
Reading makes my head hurt.
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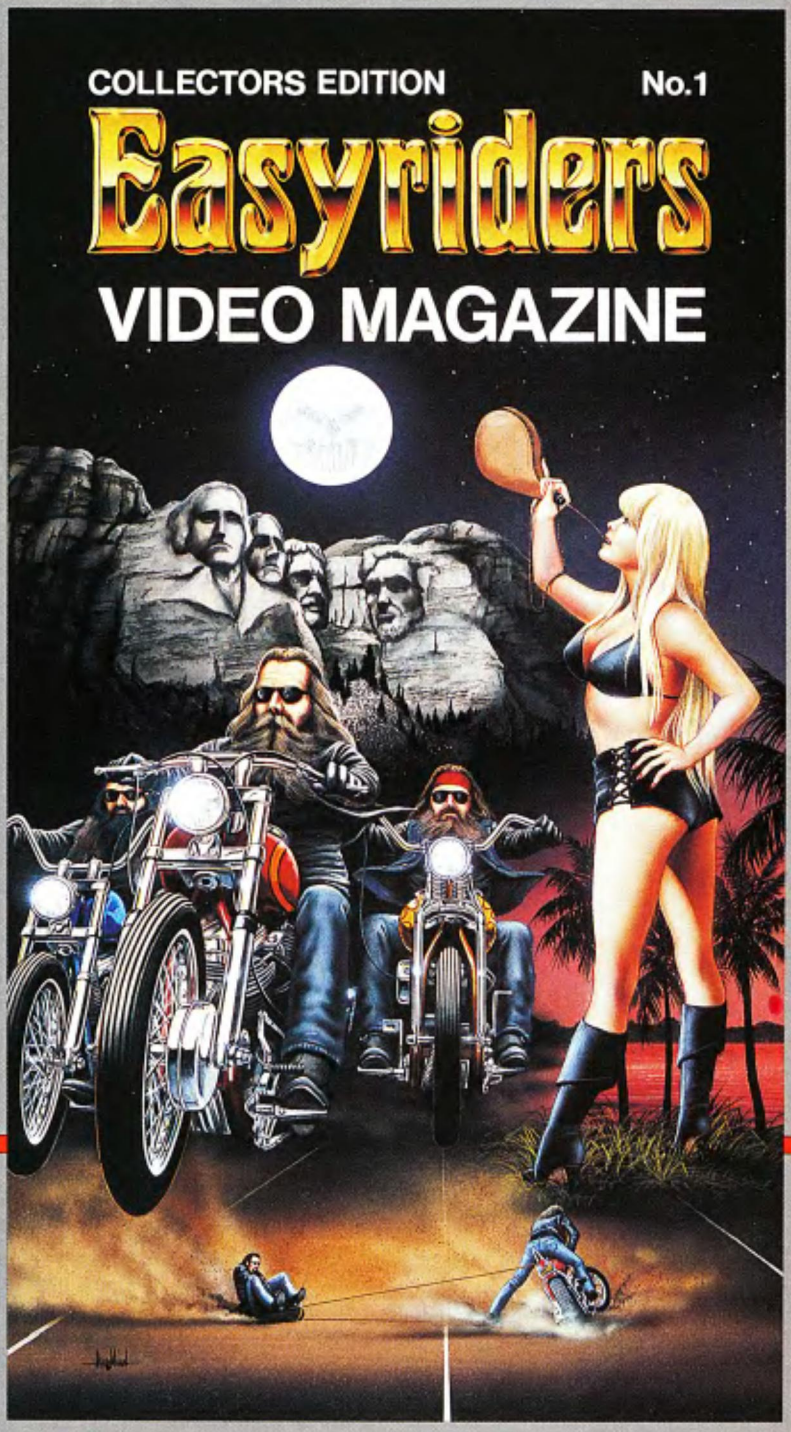

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CLOSE CALL

by John Watson

The barred metal door slammed shut with a ringing crash reminiscent of incoming mortar shells. Sarge winced and drew back at the sound, vivid flashes of recollection jarring his memory—the Viet Cong had come close to getting him more than once. Now, it appeared, he was nailed for good. The irony was that now he was close to home, and it shouldn't be happening here at all. He huddled in the corner of the cell, and from a small window high up in the wall, a beam of sunlight illuminated his golden-brown eyes.

Sarge had a long nose, across which ran a jagged scar from one of his many battles. Another jagged scar coursed along his shoulder, placed there by a knife in the hand of one of his Cong attackers long ago. Christy whimpered softly. He moved over to the corner where she lay curled up in an attempt to keep warm and lay down close to her. They huddled against one another on the hard, cold concrete floor, shivering as they listened to the far-off sounds of jangling keys, cries of agony, angry voices.

Sarge winced and drew back at the sound, vivid flashes of recollection jarring his memory — the Viet Cong had come close to getting him more than once. Now, it appeared, he was nailed for good.

They shrank at the rancid smells of stagnant water and decaying food, the stench of vomit and feces.

"Don't worry," Sarge said to Christy when she whimpered. "They'll come get us in time. I heard a Harley go by a little while ago. They're out there looking for us, and they'll find us." He rested his head on her, keeping his eyes on the barred door and the long corridor beyond it.

Even under these fearful conditions, Christy's body odors stimulated him. She was a sexy bitch. He thought of fucking her then and there. It would take their minds off the agony of the situation and at least relieve some of the tension. But he decided to wait a while.

"Do you remember when we went on that run down to the Colorado River last year?" he asked. Christy stirred and raised her head up. She turned and looked into his eyes.

"I remember," she answered. "You were so sweet . . ."

"You make me that way. After the kind of life I've led, being around someone as mellow as you is enough to calm anyone down."

"Remember?" Sarge said. "We ran through a little gully filled with wildflowers, trying to see where that cottontail rabbit had gone, and then we lay there in the cool shade. And you let me . . ."

"Yes," Christy answered. Her eyes were moist. She turned her head away, as if embarrassed at his mention of the time they'd had together that afternoon. "We . . . we made love a long time, didn't we?"

Illustration by David Mann

CLOSE CALL

"All afternoon, it seemed," Sarge said.

"Hey," he said, changing the subject. "Remember when we all went swimming? Iceman grabbed you first and threw you into the water, and then I got tossed in. I tried to get away, but that damned Charlie grabbed me by the leg and dragged me right down to the edge of the cliff and tossed me over. I'll never forget how good that cool water felt. Wish we were there right now. How I'd like a swim."

"And remember riding home in the back of the pickup, watching all the bros coming along behind in a double row of bikes that seemed to stretch to the horizon? And how you kept me warm?"

"I remember."

"You made me so . . . hot."

"Do you want to make love?" he asked.

"Do you have to ask?" she answered.

"What if they come?"

"I don't care."

"At this point, I don't, either."

"Maybe we'd better keep an eye on the door, just in case."

"All right."

Christy moved around so that she was facing the cell door in a manner that would allow her to watch the other door at the end of the corridor.

"Go ahead."

Sarge mounted her. He fucked her quickly, passionately, intensely, making a deep growling sound in his throat until at last he collapsed atop her. They rolled over and lay side by side, still connected, their bodies quivering. The cool concrete felt good now.

Sarge opened his eyes. The sun had fallen below the rooftops, and they lay in dark shade. It was colder in the cell now. He had withdrawn from Christy, and while he slept, she had retreated to a far corner to clean herself. The sounds of misery out there continued. They seemed endless and they grated on Sarge's nerves so much that he got up quickly and began to pace back and forth.

From a long way off, there came to Sarge's ears the sound of a Harley engine. Steady at first, it began to slow in tempo, and he knew it was stopping nearby . . .

"Where the hell are they?" he asked the cold, gray walls. "Where are you?" he cried, raising his head, howling the words out to the darkening

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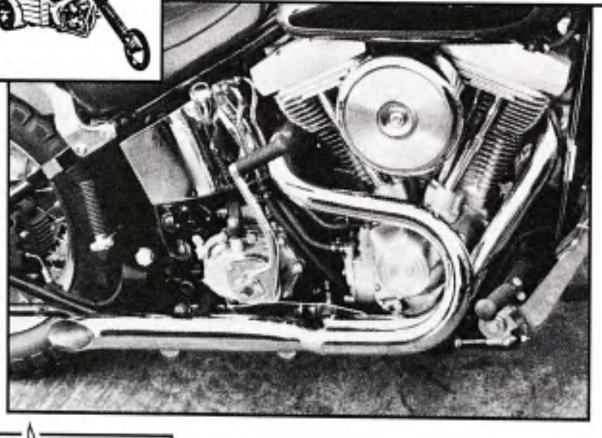

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window high above. But no answer came. He looked down at Christy. She lay now with the indifference of dying, the tranquility of exhaustion. All hope was gone.

"Don't give up, for crissakes," Sarge said to her, his voice taking on a harsh tone. Perhaps, he thought, if I anger her she'll pep up and take hope. But Christy remained unmoving.

Night came, and the moon rose to pass before the high window like the curved rib of a golden calf. Christy watched its passing and keened loudly. The sounds went on endlessly, and night and darkness did nothing to soothe her suffering.

Morning came. The door at the end of the corridor opened, and a uniformed man dressed in olive green came down the nave-like way. His metal-tapped bootheels resounded loudly as he strode along. He carried a clipboard and he stopped, first at one cell, then another, jotting something down. Now he stopped in front of the cell in which Sarge and Christy lay.

For a moment, Sarge thought he was still in Vietnam. The uniformed man, who appeared to be an Oriental, smiled at Sarge, baring yellow, uneven teeth. Sarge glared back, looking him in the eye. The man's smile faded. He went on his way.

A little while later, food was brought to them. It was gruel of the worst sort and barely edible, but aware of their need for strength, Sarge and Christy gulped it down. And then the horrors of the day began in earnest. A seeming parade of people came in one door at the end of the corridor, filed past the row of cells, gawking, and exited the other end of the building. Only once did anyone stop in front of the cell in which Sarge and Christy waited.

"No, mine had white and red spots."

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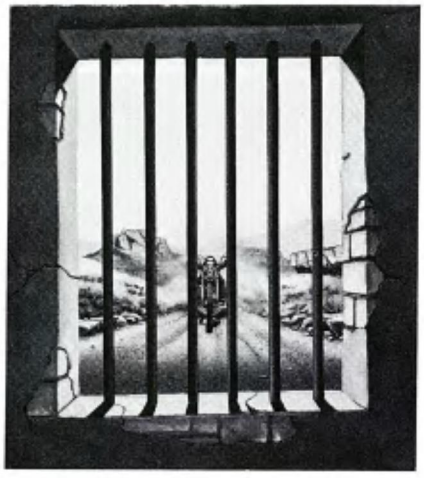

"Not them," a huge, stern, ugly man said. "Not either of those bastards." And they went on down the corridor. All except the guard. He paused a moment and looked back, staring Sarge in the eyes.

"You're gone," he said, laughing. "Done for."

It was around midday when the commotion began. First, the door at the end of the building opened. Then they heard the jangling of keys. A barred cell door was thrown back violently. Cries of agony. Screams. Men's voices, shouting.

"Grab him. That's it. Twist the bastard's neck, he'll quiet down." And they went out. It happened over and over again. And then they were in front of Sarge and Christy's cell.

Christy backed into a corner, and Sarge stepped in front of her protectively.

"Take me, you bastards," he growled angrily. He snarled in anger as one of the men kicked at him. Another held a large truncheon. He swung it at Sarge's head.

In the din and confusion, through hazy eyes, Sarge watched them grab Christy. One of the uniformed men grabbed a handful of her long, brown hair and dragged her mercilessly out through the door and down the corridor. The cell door slammed shut. Sarge struggled to rise. He pressed his face against the bars, trying for one last glimpse of Christy as she was dragged through the door at the end of the corridor. And then, except for the usual sounds, it was quiet again. Sarge threw himself down on the cold concrete and wept.

From a long way off, there came to Sarge's ears the sound of a Harley engine. Steady at first, it began to slow in tempo, and he knew it was stopping nearby. Soon he heard a familiar voice, far off, raised in anger. Someone had come for him at last. The door at the end of the corridor opened. Three men came along the line of cells.

"What the fuck you mean?" he heard Mike's voice saying, loudly, angrily.

"She's dead, that's what I mean," the man in the olive uniform was saying, his hands held outward, palms up. "What the hell you want me to do about it? Dead is dead. She went into the chamber a couple of hours ago. She's dusted, man. She's out in back."

Charlie and Mike stopped in front of the cell. The uniformed man was with them, but he remained some distance back—out of reach.

"Look at him," Mike said. "You muthafuckers will pay for this."

"No," the uniformed man said, grinning. He had an evil face, pockmarked and cruel. "*You'll* pay. No ID, we pick 'em up. No tags an' license, we kill the fuckers. If this dog's yours, pay the fees up front, then come back here an' show me the receipt, an' you can take your fuckin' dog home." ■

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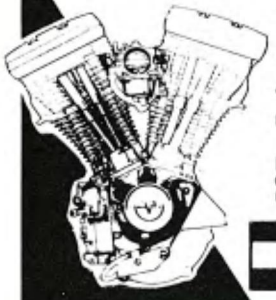

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OKAY, MEN — here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

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 August 31, 1988. We'll print the winner in the February issue. Send your vote — on a postcard or the back of a sealed envelope — to #183 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the fifth monthly winner in our Tenth Annual Fox Hunt — Cheri, from Garden Grove, California. See more of her next month.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

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

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

183

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

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

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

In your own handwriting and in 25 words or fewer, tell the staff why you want to be the *Easyriders* monthly foxy woman feature.

Why I want to pose for *Easyriders* (25 words or fewer):

_____

_____

_____

I would be proud to pose for Easyriders. My boyfriend said to go for it. It will thrill him and me both.

Esther, Missouri

I'd like to do it for me, my ol' man, and all his brothers.

Sheila, Alabama

We own a Harley, and I like your style. Easyriders is the classiest magazine around.

Yolanda, Pennsylvania

I've done a lot of crazy shit in my life, so why not this?

Mary Jane, Ohio

APRIL FOX HUNT WINNER

Quit slobberin' all over the floor an' put yer eyes back in yer head. What you're comin' face to face with is Kerri, the April Fox Hunt winner. She's a 23-year-old tart with a lot of heart and ten years' experience in sled packin'. Check out her style when she gets close to the shovelhead on page 78.

—Loudmouth

Clever words I've racked my brain; guaranteeing your choosing my name. Among the lame, talk may remain, 'cause truth's the way to play the game. I want to.

Bridget, Washington

I love Harleys and ridin' in the wind with my T-shirt off. I love to be naked in front of the camera, and I will move your groin.

Cathi, Oregon

PARTS BOX

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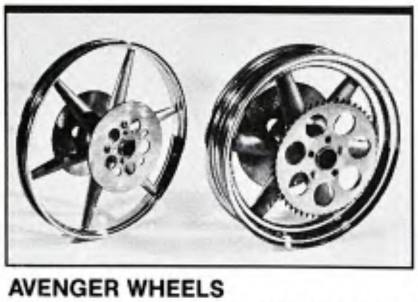
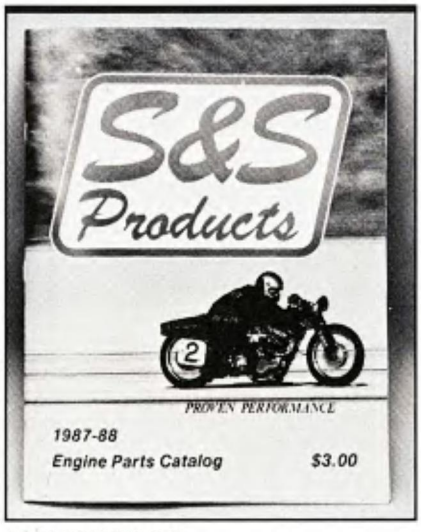


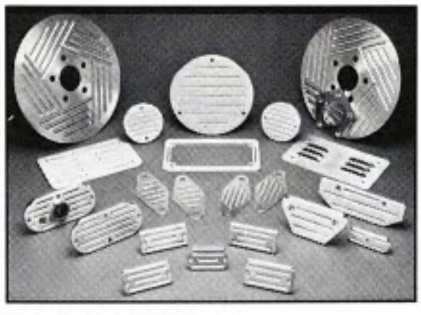
AVENGER WHEELS

The new Avenger line of wheels includes matching sets of front and rear solid-spoke wheels that'll bolt right onto your 1980 or later Wide Glide. Like the rest of the Avenger line, these wheels have a solid 356-A aluminum center mounted in a triple-chromed steel outer rim. The centers are available in three finishes: shot peened, paint-ready, and chrome. These wheels are available in 15- and 16-inch rear and 19- and 21-inch front sizes. For more information, write or call Frank Gaffney, Avenger Wheels, 3022 Community, La Crescenta, CA 91214, (818) 248-7394.



FAST CATALOG

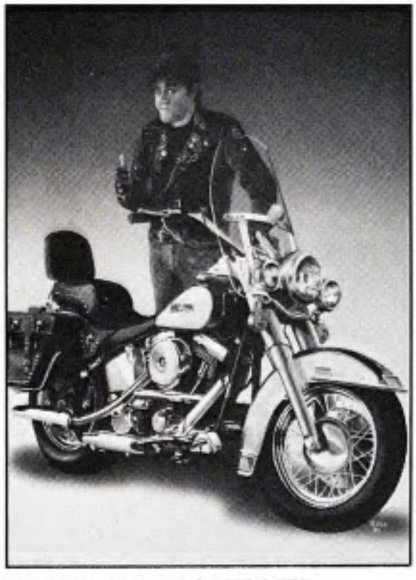
S&S Products of Viola, Wisconsin, one of the leading manufacturers of high-performance, super-fast engine parts, has come out with a new parts catalog. The book has 76 pages and contains many new items for the blockhead motors in addition to the established S&S line of trick shit and some interesting comments by the manufacturer. For a fast catalog, send $3.to S&S Products, Rt. 2, Co. G, Viola, WI 54664, (608) 627-1497.



HIGH-TECH COVERS

And now for the biker who doesn't have enough high-tech, extra-light shit on his scooter, Custom Chrome has beat us backroom machinists to the punch by offering all the covers and brackets you'll ever need. Manufactured right here in the US of A from billet stock aluminum by computer-controlled machinery to ensure a consistent finish and fit, the parts are double-beveled and machined to a groove depth of ⅛ inch. A smooth satin finish is surface-machined to highlight the polished channels left by the groove-cutting tools, and stainless-steel hardware is included.

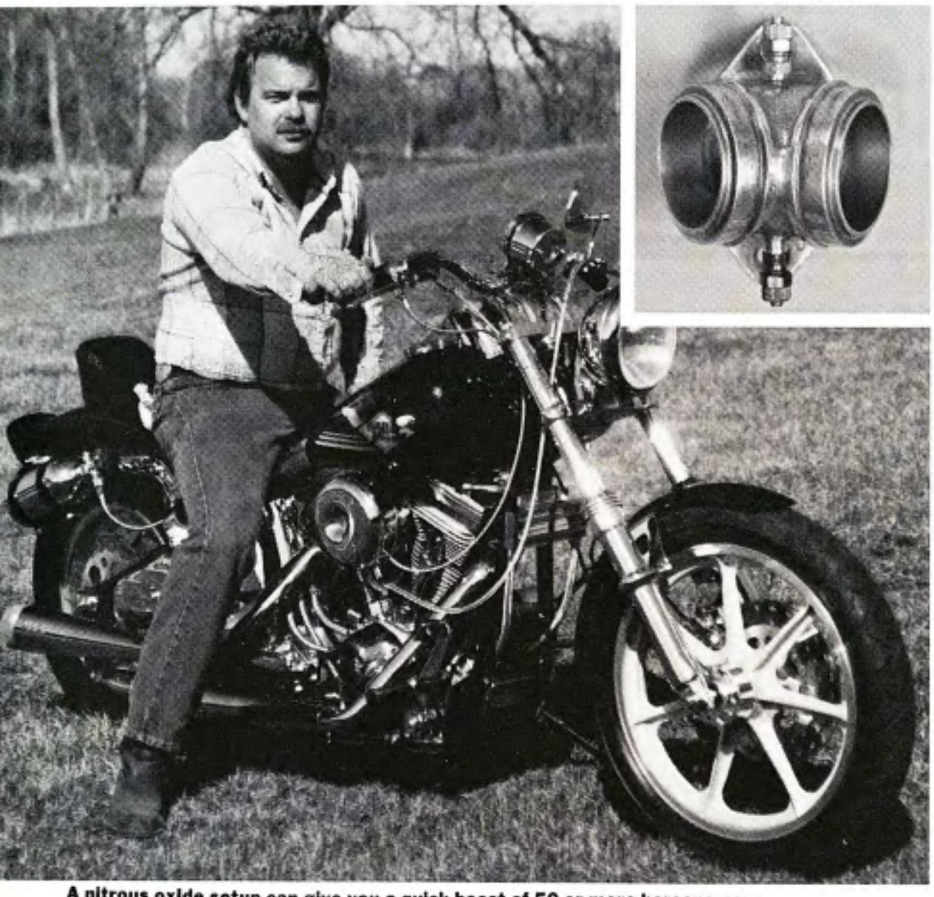
For more info, see your nearby Custom Chrome dealer or write for a dealer referral from CCI at 1 Jacqueline Court, Morgan Hill, CA 95037.



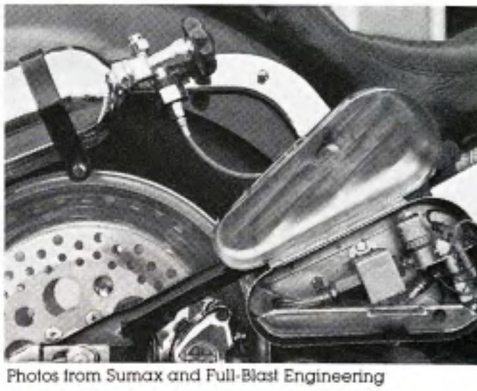
WATERCOLOR PORTRAITS

Can't do all this straight shit without throwin' in somethin' entertainin' — so here it is. This group will create a custom-designed portrait of you and your scooter on any background. For instance: you could send them a photo of your scooter, a photo of you in your Sunday go-to-meeting cutoffs, and a photo of the most humongous tits you've ever seen — and these guys will paint a portrait of you riding through the two most delicious mounds you've ever dreamed of. The cost depends on what you want and how big you want it. To find out more, send one buck for a color brochure to: MotoGraphix, 2320 W. Vermijo, Colorado Springs, CO 80904. ■

Nasty Nitrous



A nitrous oxide setup can give you a quick boost of 50 or more horsepower. (Inset: Manifold adapted for the fast blast.)



Photos from Sumax and Full-Blast Engineering

Riding a stock-engined Harley? Betcha at one time or another you've wished you were straddling a tall stroker with inches galore, or maybe you've wondered how your sled might fly with a turbo — or even better, a blower supercharger.

All these ideas are really great until you check out the price tags. If the cost of a turbo or a blower doesn't knock you down, a stroker motor will lighten your wallet by more than a coupla grand. The question is, just how often do you really need that extra punch? Most of the time you're just cruisin', and it's only now and then that you really wish you were ridin' a balls-out bike.

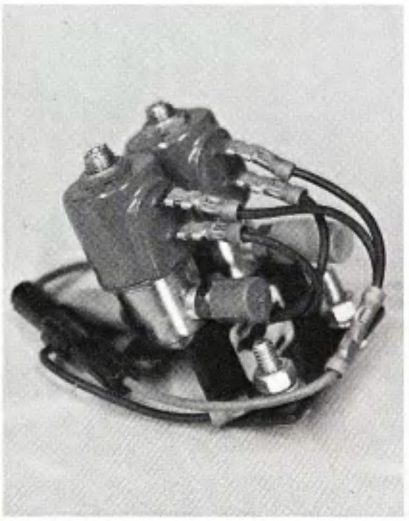
Truth is, you can gain more than 50 horsepower instantaneously by bolting on a bottle. No, not Scotch or even Jack Daniel's, but nitrous. Nitrous oxide is an odorless, colorless gas that was first used in the 1800s for medical purposes, and since then it has been referred to as laughing gas. During World War II, chemists discovered its explosive nature, and it was used to boost the gasoline engines in aircraft. A few years later, nitrous found its way to the local dragstrips.

Your motor's output is determined by the amount of oxygen it can assimilate. Nitrous oxide is not a fuel, but it will "hold" a flame, so it actually acts as an oxygen-releasing agent, increasing the explosion effect of gasoline in the combustion chamber. The oxygen separates from the nitrous oxide when the temperature hits 572 degrees Farenheit. Even more energy is obtained through the liberation of a large amount of heat by the reversion of the nitrous oxide into oxygen and nitrogen. It is with the free oxygen that extra fuel is burned to gain more horsepower. In a nutshell: a nitrous system provides more fuel-air mixture at the push of a button.

It is relatively simple to set up a nitrous system on your scoot. First, you need a dual-outlet, high-flow petcock. One line goes to your carb, while the other line leads to an electric fuel pump. The fuel pump leads to the fuel solenoid. A line from your nitrous tank leads to the nitrous solenoid. You then run parallel lines from each solenoid to your intake manifold. The best system is one where the lines are not Y-ed into the intake, but are run individually into opposite sides of the intake. This is a cleaner setup.

With the plumbing complete, let's look at the ease of wiring. An "arming switch" arms the system by activating the fuel pump. A secondary switch, when punched, actually activates the system. You throw the secondary switch only when you're in a full-throttle position. (This secondary switch can be a micro-

h Ti p



Top left: A clean, compact nitrous setup, with hidden activating mechanism. Lower left: You'll need a dual-outlet, high-flow petcock to go with the flow. Above: Solenoids act as "gates" for the feed lines.

type switch activated by full throttle, or it can even be set up with your horn button.)

Once the system's installed, you'll find yourself cruisin' the boulevards, seeking prey. By flipping the arming switch on, you'll be ready for anything on two or four wheels; with a flick of the wrist and an additional 50+ horsepower to grab the pavement, you can blow the spokes off your competition. You'll get about 10 thrills per bottle.

Two companies that work with nitrous are Full-Blast Engineering and Sumax Cycle Products, Inc. (info below). Since the installation of the fogger nozzles into the intake can be tricky, you'll probably want them to do this for you. The systems come complete with fuel pump, solenoids, and hoses. A variety of secondary switches is also available to meet your individual requirements.

For more information on nitrous setups, write or call:

Sumax
Box E, Clinton St.
Clark Mills, NY 13321
(800) 654-5546

Full-Blast Engineering
3204 S. Walts
Sioux Falls, SD 57105
(605) 332-2659

—Kirk

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Date of Birth _____
Motorcycle Make _____ Model _____ Year _____
Blood Type _____ Allergies _____
Medical Problems _____
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Telephone ( ) _____

LETTER TO GUNG-HO

As I write this letter, your sweat-glistening face fills my mind. From the first day we met, I thought you belonged in a padded cell. Your ragged jungle fatigues, heavy with seven bandoleers of ammo, and the black sweatband around your forehead made you look like evil from Hell. The "Red Death from Above" bandana around your neck was the badge that proved you had passed the test of kill or be killed.

You had no fear of death and didn't think you could die. You lived each day like a teenager at the prom, hoping for contact so you could bring smoke on Charlie — and man, could you bring smoke. You called in rounds faster, better, and closer than any other Recon sergeant.

When we were overrun and the CO said to bring it down on us, there was no hesitation on your part. When the artillery battery refused to fire, you keyed the mike so the screaming and dying could be heard over the hiss of B-40 rockets hitting point-blank. The gunbunnies fired and the gooks died. We lived to fight another day.

When we moved through the bush, you always asked for point. You were our only pointman, taking a chance at dying each day as though you were going for a brew. God, how you loved to kill gooks and bring smoke.

You came from a foster family and had been shifted around all your life; you had no family, no girlfriend, no roots, no one back in the world who cared if you lived or died. The Army was your roots, the grunts were your family, and contact was your girlfriend. I'll never forget the fire in your eyes or your long hair that made the CO mad. We often talked of getting together back in the world and taking our scooters and riding across the U.S., raising hell at each drunk tank and making up for lost time. I really looked forward to the wind in our faces and our kicking butt and taking names.

I think we both knew we were only dreaming — I thought I would go home, you knew you would not. War and combat were your home, and I knew you would keep signing up for another tour in country. Killing was your life and you did it well.

On the day you died, you saved my life. We were going to check out a landing zone in the command chopper. I was slow getting to the pad, and the chopper was full when I got there. It had its full load of 12 people and there wasn't enough room for me. I told you to slip over and make room, but you told me just to stay and have a cool one and you would show me the maps and fire points when you returned.

I saw the fire in your eyes and that glint of excitement as the chopper vibrated under you. Not wanting to hold up the others or be a problem, I agreed and told you to go ahead, I'd keep a brew cold for you. I watched as the chopper lifted off and disappeared over the treeline.

I walked back to my bunker and switched on my radio. I heard the code words "redbird down" and knew a chopper had crashed. I grabbed my gear and ran to the command post to go out with the assault team.

When I asked what chopper went down, they told me it was yours. I had just left you — how could it be yours? I knew if anyone could have made it, you would've. When we reached the burning chopper and secured the area, I hoped you had somehow been thrown free. We watched the chopper burn all day and night. Nothing was left.

It took me a few days to get over the shock. I asked what happened. The chopper pilots flying backup said the top rotor blade locked up while the chopper was at treetop level. The ship went straight down. I can imagine the disbelief in your mind when you realized that death was here. I'm sorry I wasn't there to help you, man. I feel like we could have done something together. We always could.

There was no one to notify of your death, for you had no one. What I'm trying to say, man, is I miss you and wish I had been there. We didn't get to say goodbye.

(Continued on next page)

When I ride my Hog at night and the moon is full and the wind is cool against my face, I can feel you riding beside me on your panhead. I can hear your laughter and see that glint in your eyes.

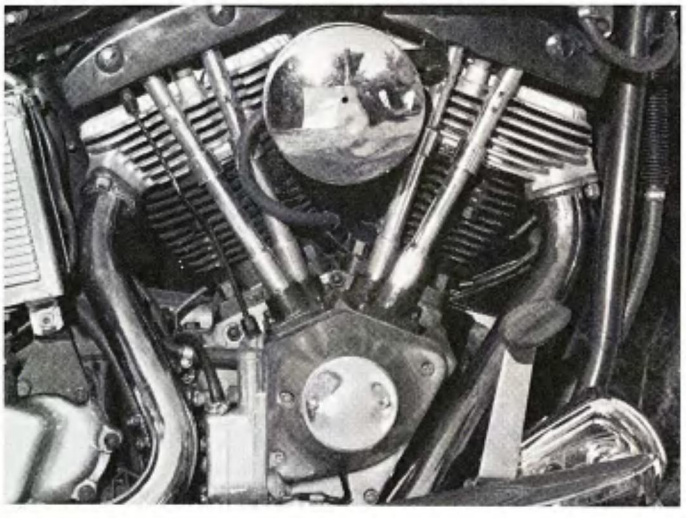
God, how I miss you, man.

Your friend,
Roundman

David Mann
Easyriders Magazine

FOXY RIDER

Photos by Kim Peterson



Deb Moreno, Anaheim, California
1971 Harley-Davidson shovelhead

Harley-ridin' women these days don't just want to be free, they want to have fun, to boot. Following in the footsteps of their male counterparts, they're findin' that the way to that golden road of pleasure-providin' pavement is through work — hard work — but with a goal in mind.

Deb Moreno is one such woman. This Chicano lady prances and preens, provocatively posturing her prat for puds. In other words, she's a stripper, bros. With the dough she pulls in by dancin' at clubs and private parties, Deb keeps her first love puttin' handsomely.

Deb started out on a Sportster in 1975 — bought it herself, for herself. She quickly grew out of it, riding short distances around her Orange County neighborhood, so she plunked down $3,700 on this 1971 shovel at a police auction in 1986. Now she can wind it out over the long miles with the big boys.

The cash for Deb's ride, as we were sayin', came from her efforts on the dance floor — any dance floor, wherever men gathered to admire a sultry shape becoming one with the music. Any music is fine by Deb; she can shake her firm body to whatever rolls, from Canned Heat to Dean Martin — no shit.

This Moon Child is a single woman who likes to ride and rock. She enjoys ridin' out to a lake and fishin', and she's makin' plans for Sturgis this summer. One thing she tires of is having people pull up to her at stoplights to ask, "Is that your ol' man's bike?"

Nope. It's hers. She's earned it. —Buster

Year: 1971	**Model:** 1971 Police Model
Engine: 74 cubic inches, rebuilt	**Forks:** tubes cut down
Transmission: stock, cleaned up	**Wheels:** 15-inch rear, 16-inch front
Chassis: original swingarm	**Finish:** pearl white lacquer by Spin

Credits: Thank you, Jim, for the rebuild and the help.

Special features: new paint, headlight, hinged rear fender, emblems, fender bumpers, personalized ID license frame, chromed wheels and spokes (were black)

LIGHTBULB'S 8-BALL TANGO

by Terry the Pirate

"I'll tell you what," she said, "I win, you pay me a hundred dollars. You win and I'll go home with you."

"You're on, baby." Lightbulb peeled a yard off and laid it on the table. I honestly didn't know if he could beat her or not.

It's not that G.E. Landers, known to his bros as Lightbulb, was a bad pool shooter. His immediate problem was he had about half a barrel in him.

We'd been out all day, eating up pavement and chewing bugs, G.E. with an electric-type problem and me slipping bad in second gear. My problem was going to be solved with a set of Andrews gears — I'd just been waiting for the excuse. Lightbulb's problem? Fuck, we just couldn't find it. We'd been in The Mousetrap about two hours, pondering on it, when a couple of semi-pros slinked in. And I mean slinked. These two had the whole back room panting in their mugs.

Both of 'em blondes, both in short skirts, leather boots, and tit-poppin' sweaters. They coulda been twins, all decked out in black, but one was about three inches shorter than the other. The taller one caught Lightbulb's undivided attention right away, along with his unwavering lust.

We sat and watched them for a while as they shot 8-ball against each other while drinking chilled schnapps. Let me tell you, every time one of those bitches bent over to reach a shot, it was something to behold. Thank you, God, for sending back short skirts.

If they hadn't had on panties (one's were black, the other one's gold, that's how short those skirts were), we'd have known in a heartbeat what only their hairdressers knew for sure.

Dudes kept going up to them, offering to buy them drinks or to play a game, only to get sent packing. They musta snubbed ten guys before Lightbulb made his approach and got his hundred-buck offer. He claims to love rejection. Says outta every ten knockouts he'll approach, he'll fuck two of 'em.

Anyway, the game was on. She'd made her offer loud enough for all to hear, so everyone in the place was paying real close attention. Side bets were fallin', waitresses were runnin' for pitchers — shit, it was a party! We'd watched them shoot maybe four games.

They could both hit one-rail pretty consistently and they could both cut all right, but the tall one seemed to have trouble with the long green. Coulda been a hustle, but when Lightbulb came back to our table to throw his jacket in a chair, I pointed out the broad's weak spot to him. Hey, what's a bro for?

"If you don't run 'em off, stud — leave her long," I said.

"Fuck her," he said and smiled.

"Only if you win, bud." I smiled back.

"Your buddy's kinda drunk." The shorter one said to me.

Illustration by George Nottoli

"Ah, don't let that fool ya. He's always drunk," I told her.

"Want to put some money on him?" And she stepped a little closer.

"I got $20 says he ain't as much a drunk as he is a shooter."

"That all you got in confidence?"

"Nope," I lied. Twenty dollars was all I had, period — and the sonuvabitch was *drunk*.

"How about $50? Diane wins, you pay. Your friend wins, you can take me for a ride."

"Sounds okay. Have a seat," I said.

"You cold?" she asked me.

"Nope."

"How come you got your coat on?"

"So I don't get cold." I always freeze my ass off in taverns, but that wasn't any of her fuckin' business.

"Wanna toss for the break?" we heard Lightbulb ask.

"It's my table," said the blonde. Nice try, bud.

"Shake 'em up."

She made the 2-ball on the break and scratched. It was a good break, though Lightbulb could run 'em off easy in a sober moment. If he took solids, he was going to have to dig the 6-ball out of a pile of stripes at some point. He put the cue ball up, made the 9 at the far end, left himself the 15 and the 10 straight in, which he made with no sweat. Then he missed the 12 on a two-railer to the side.

"Kiss your money bye-bye," said the tall blonde.

"It ain't over yet," said Lightbulb. He was weaving slightly, leaning on the cue for support. I was beginning to think maybe he was acting then.

She made the 3, 1, 7, 4, and 5 in quick succession. I hate people who shoot with authority, you know? They just put the cue down, draw back once, and shoot. I can't stand that shit. I have to plan, then practice each shot three, four times before I pull the trigger. Not this bitch. *Bam, bam, bam.* My own little piece of side bet was grinnin' from ear to ear. Fuck these bitches. Besides, she still had to dig that 6-ball out.

Let me tell you, every time one of those bitches bent over, it was something to behold. Thank you, God, for sending back short skirts.

And she did — played off his 14, and it rolled in the side pocket just like it was supposed to, leaving herself the 8-ball in a long — but for my money, definitely not hard enough — shot.

She was eating this shit up, too. Walking stiff-legged halfway 'round the table and back, looking at the 8-ball and over at Lightbulb a couple of times. He just stood there, leanin' and grinnin'. Cocksucker. I was going to run him straight to AA if he lost this game. She leaned over the table, taking her time for a change, and just as she was about to shoot, we all heard from Lightbulb.

"By the way . . . I'm gonna butt-fuck you."

She didn't exactly miscue, but she did miss the black ball completely, leaving a run my grandmother couldn'ta fucked up. Lightbulb ran 'em off to the cheers of the crowd, which was mostly dudes. He looked to be sober now as he grabbed up his money and led his prize by the hand over to our table.

"A fine showin', son, a fine showin'," I said, laughing.

"It was nothin'," he replied. He was laughing now, too, the girl looking none too pleased.

"That was dirty," she said.

"Don't be a sore loser," he said, grinning. He grabbed her around the ass and pulled her to him while he bent down to pick up his jacket. "See you later, Terry."

"We're gonna come along for the ride," I said and stood up. You could smell the envy as we threaded our way out to the parking lot. The bikes fired in unison and sounded great in the crisp night air, reverberating off the back of the building, all thoughts of gears and electronics gone for now.

"You cold?" I asked the girl behind me. She just stuck her hands down the front of my jeans. ■

READER'S RIDE

Smokie, Selden, New York
1946 Harley-Davidson FL knucklehead

The phone call had been a long shot anyway, so after the phone had rung 10 times, the receiver was about to go back to its cradle. Then a voice answered, "Salvage." Hot damn! A connection. I was put on hold, but I hadda figure, what the hell — we've had Smokie on hold for better than six years now, so we deserve it. It wasn't yet apparent what an odd coincidence we had here.

It turns out the owner of this classic 1946 knuck, the former owner/operator of Motorcycle Salvage on Long Island, has been out of the motorsicklin' biz for years, and he just happened to be at his old shop while he was in between jobs with his new cloak-and-dagger profession of electronic countermeasures, surveillance, covert operations, and debugging.

Investigative work is now where it's at for Smokie and his company, ECI. He got interested in such shit in Vietnam, doing peek-a-boo missions with LRRPs all over the scenic Charlie-filled countryside. Great startin' spot for a new career, eh?

Smokie completely rebuilt his knuckle from a basket case and brought it all back to original, sidecar included. After putting about 2,300 miles on it, he came to the realization that as a shop owner he wasn't able to do much recreational ridin' on either his knuck or his '62 pan, 'cause he was hung up gettin' everyone else's ride rollin' — so he changed careers.

Smokie got so deep into his new work that he put the bike away in storage, where it's sat for too many moons. It's now due for a celebratory putt. —Rags

Year: 1946

Model: FL

Engine: 74 FL, rebuilt by Smokie and Vets Salvage, pistons 7:1, M-35 carb, coil ignition

Forks: Harley shock-type springer, no extension

Transmission: 4-speed resolidified to stock specs

Wheels: 16-inch front with 3-inch hub, drum brake, Goodyear tire; 16-inch rear with stock hub, drum brake, Goodyear tire

Chassis: 1946 frame gussetted for strength

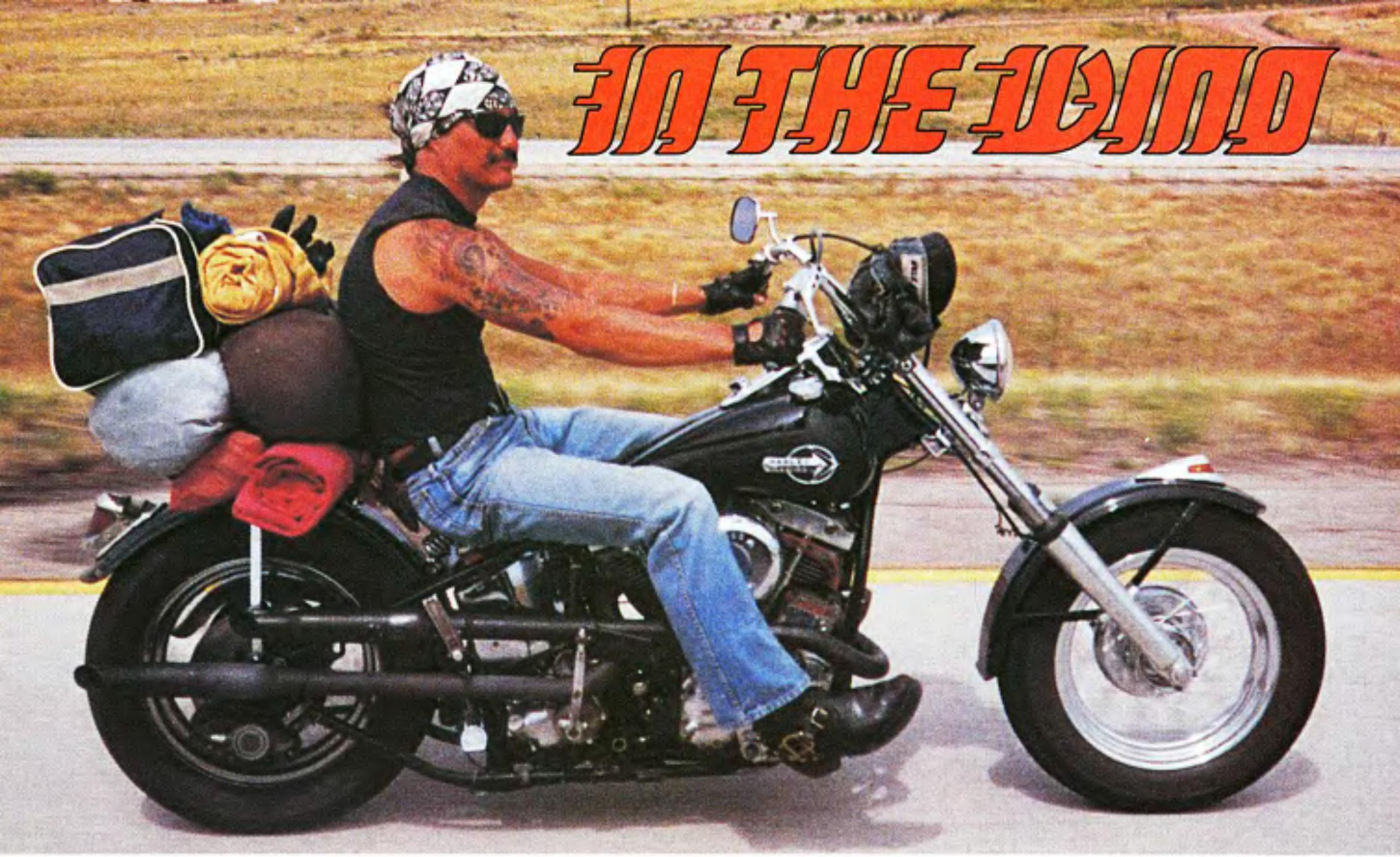
Finish: two-tone Rolls Black, Gun Silver lacquer by Eddie Samstag

Credits: special thanks to Frank at Motorcycle Art, Bondo Bob and Buzzard Bob, Wizard, Duncan (Cycle Salvage), and Little John

Special features: chroming by Little John, 6-volt, 32E generator; wouldn't trade it for the Brooklyn Bridge.

Photos by Wizard

IN THE WIND

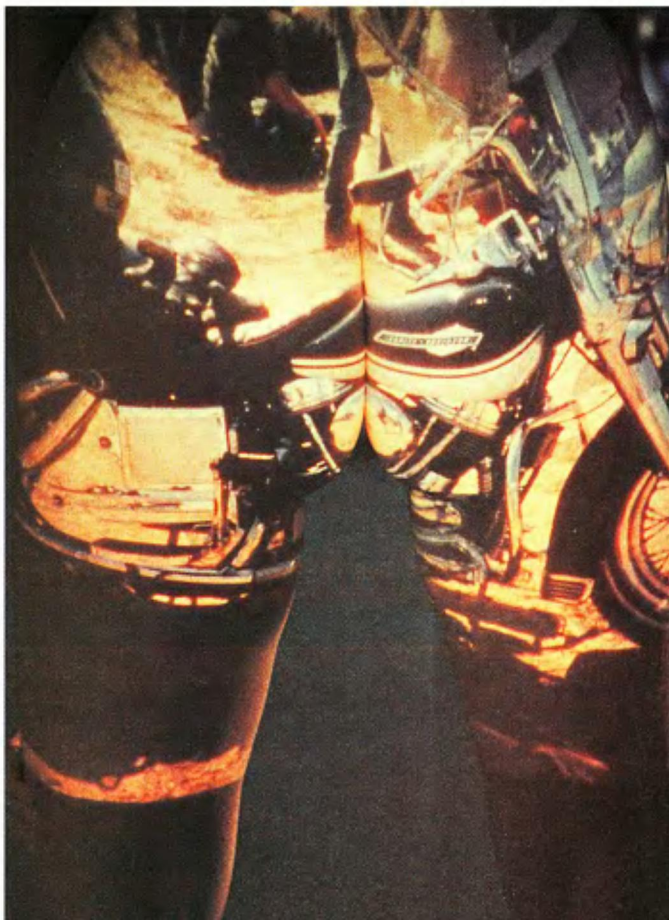


—T. Newman, Penticton, B.C.

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 2¼ x 2¼) — 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.

—The Breeze, Virginia Beach, Va.

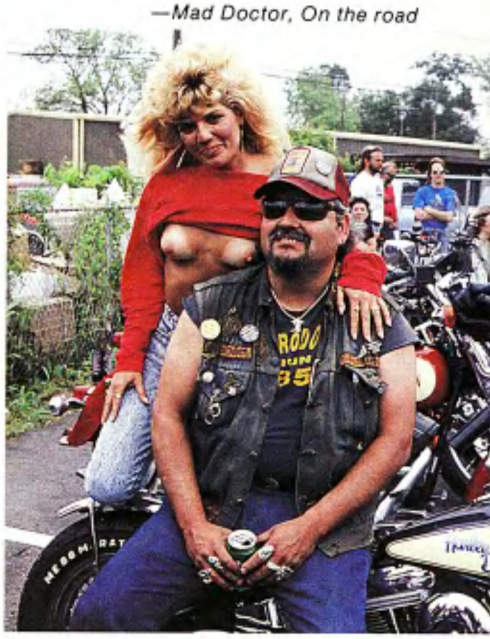
—Mad Doctor, On the road



—Trapper John, Montgomery, Ala.

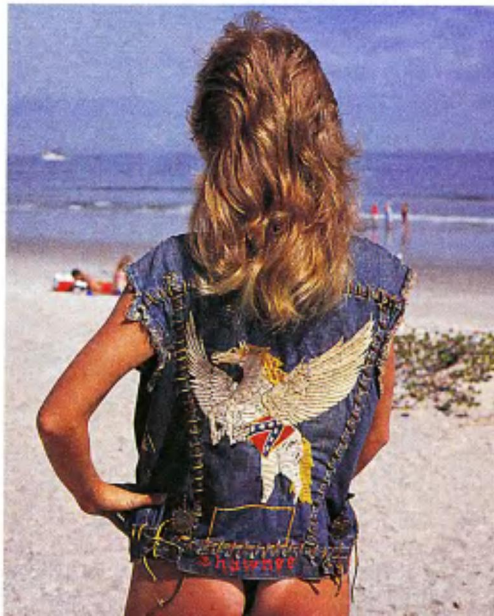
—Kris Kirkeeng, Havelock, N.C.

—The Breeze, Virginia Beach, Va.



—Steve Mullins, Waretown, N.J.

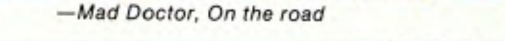
—Mad Doctor, On the road



—Shawnee, Ocala, Fla.

—Traci Nelson, Buena Park, Calif.

—Ranger Rich, Airville, Pa.

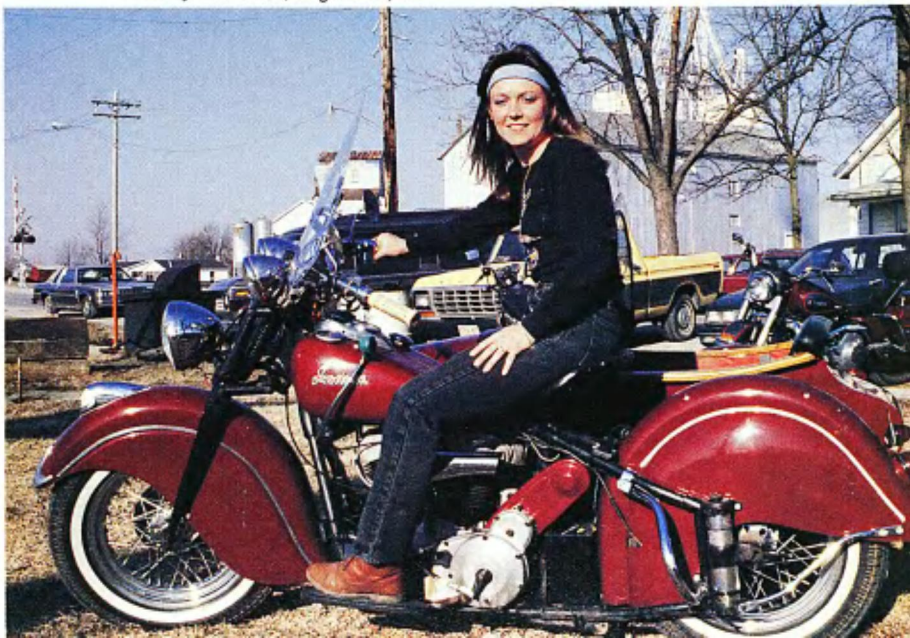


—Mad Doctor, On the road

—Dentine, Lansing, Mich.

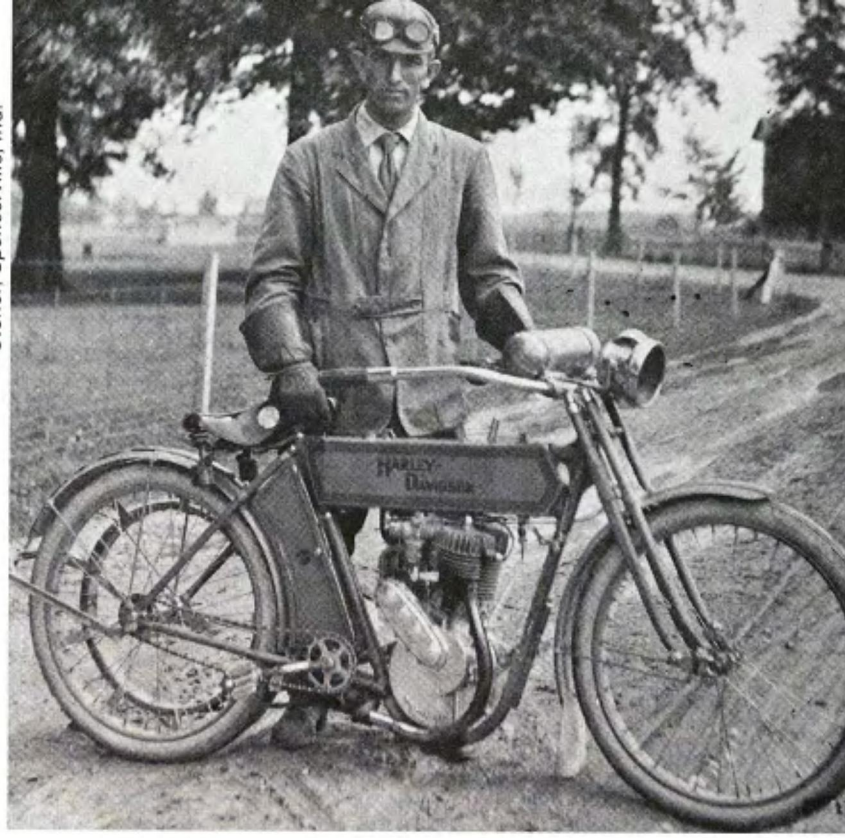
—Royce Duncan, Brinkley, Ark.

—Dirty Old Man, Highland, Ill.



—Tony Shipp, Billings, Mont.

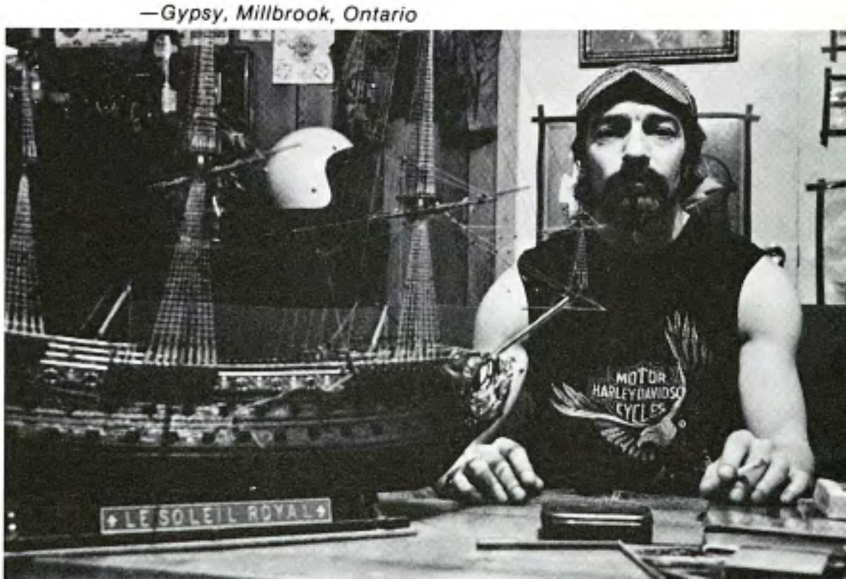
—M. Sivilli, Newburgh, N.Y.



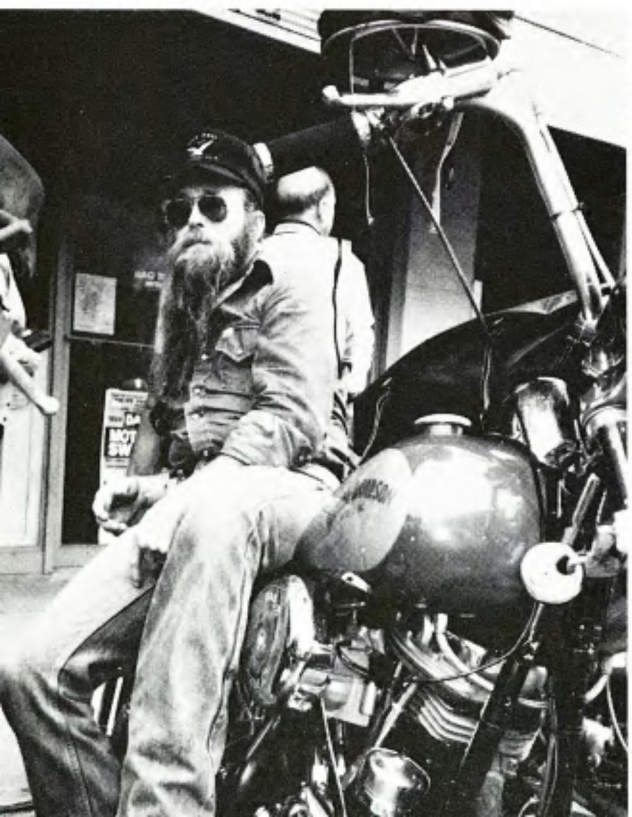
—Stoner, Spencerville, Ind.

—Larry Yanez, La Mirada, Calif.

—Gypsy, Millbrook, Ontario



—John Lewis, Flint, Mich.



—B.B., Virginia Beach, Va.

—Wino Joe, USA

—Tomcat, Hendersonville, N.C.

Narrow Road

They say the narrow leads to forever,
The wide's the destroyer of life.

I guess I made the wrong choice,
'Cause I live by the gun and the knife.

I'm no displayer of passion,
I've broken all the golden rules.

But this is a game of survival
And you can't be nobody's fool.

I ask nary a favor of no one —
I refuse to be under the thumb.

And I won't do much for another,
'Cause then you're taken for dumb.

I just ask to be left to my silence
And be free to go my own way.

Alone I can make it tomorrow
Just as well as I made it today.

—David C. Miller

—Lisa Crawford, Chateauguay, Quebec

—John Lewis, Flint, Mich.

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LET'S CELEBRATE!

George Deukmejian Stands Tall

California Governor Vetoes Proposed Helmet Law

In the final hour of California's helmet bill showdown, freedom reigned. After two years of lobbying, protests, and letter-writing, the message was finally heard and Governor Deukmejian, whom we plan to interview for our next issue, sealed the fate of AB-36. The governor made an unprecedented effort to truly understand the riders' position and the not-so-obvious facts involved in the helmet law issue.

It's easy for busy politicians to assume that helmets save lives, period, even though the facts present the opposite picture. It took a lot of balls for Governor Deukmejian to defy his political cohorts and make a stand alongside a group still struggling to better its image — that's us. If I were going to have a party, I'd invite the gov — he deserves a serious wet T-shirt contest.

It's not over yet, though. Assemblyman Richard E. Floyd, who introduced the bill, may still try to override the governor's veto. "The governor caved in to the pressure of the outlaw motorcyclists," declared an angry Floyd. "He (Deukmejian) has some real problems, and I think he ought to go see a psychiatrist."

The problem with the inarticulate Mr. Floyd is that in two years he has never been able to objectively review the facts and come up with a compromise that would work for everyone. His reactions are typically like the above, while in less than 30 days the governor, with his hectic schedule, researched the issue and concurred with findings bikers' rights groups have investigated for over 15 years. The governor would agree to a non-adult helmet bill and substantial funding to improve licensing. In other words, he's in favor of preventing accidents and injuries. Seems simple, and Governor Deukmejian picked it up in less than a month.

Deukmejian said some studies indicate most motorcycle accidents involve young, relatively inexperienced cyclists who have been drinking, while the "incidence of accidents involving mature operators with years of experience is dramatically lower."

"I believe that it is unfair to require these responsible, mature operators to wear helmets in all weather conditions and on all public roads and highways," he said.

We must continue to advocate education, awareness, and licensing as the answers to preventing accidents and scooter-related deaths. It's up to us to keep our brothers and sisters off their scooters when they're drunk, and it will continue to be our responsibility to research the ineffectiveness of helmets and prove that they contribute to accidents.

And there's a special project for Hawthorne, California, scooter people and Los Angeles-based bikers — to oust Assemblyman Floyd (District 53) from office (if reelected next year, he promises to reintroduce the bill) and vote against all legislators who favored the proposed law. Registering to vote and casting our votes as a bloc is our final stand, demonstrating our strength where it hits home to the legislators. Consider: Floyd won his last election by a margin of six thousand votes, and there are over that number of bikers in his district — the bikers in his district can easily put Floyd in the streets where he belongs — in November. It's up to us.

—Bandit

P.S. to California bikers — it wouldn't hurt to drop Governor Deukmejian a note of thanks.

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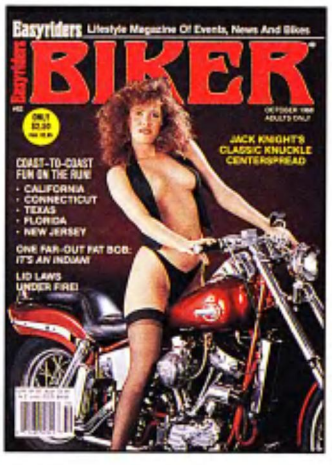

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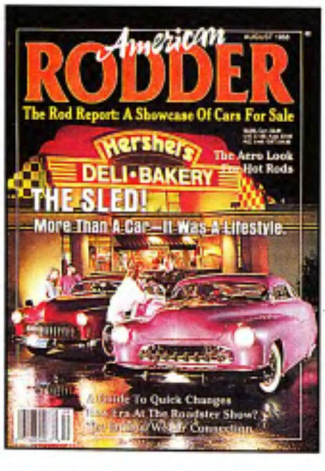

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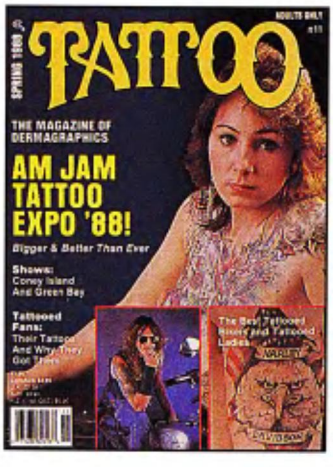

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S&S Cycle & Supply, Inc., 816 Amarillo Blvd. E., Amarillo, TX 79107. (800) 251-7770 or (806) 374-8760.

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

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

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Hawg Head-Quarters/custom or stock parts, T-shirts, 705 Anderson Street, Belton, SC 29627. (801) 338-6663, EDT 9:30am - 5:30pm, M-F.

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

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

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

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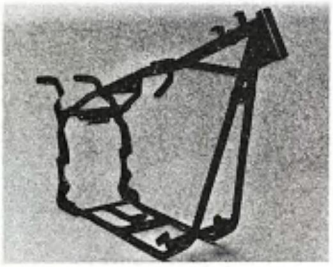

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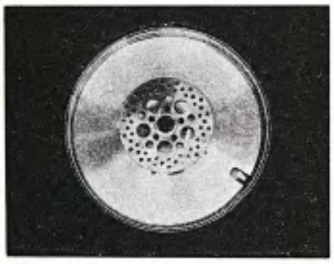

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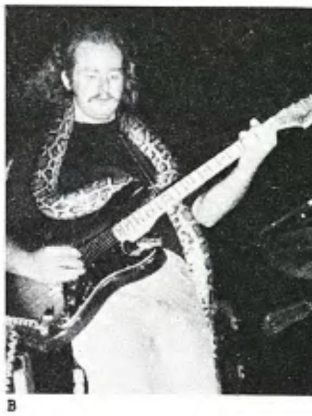
A

Photos by Marla Garber



B

D

E

Burnt River Band and 69 Band — Boogie with a Biker Beat

The Burnt River Band, long popular in the Cleveland area and at Sturgis, Am Jam, and numerous ABATE and club functions from Pennsylvania to northern Ontario, has added Daytona to its itinerary after 10 years of knockin' out the blues.

Bros and sisters partyin' at Pub 44 this past Bike Week were stoked to hear these perennial favorites belting out their own brand of blues. Band founder Stan's "I Am a Harley-Riding Man" drew a rousing response from all, as did the often-requested "Fuck You," which is aimed at any bummer goin' down.

And, yeah, Stan does ride a Harley — so does his wife, Leah. BRB's bassman, Jesse James, says he won't ride his true love of 10 years to a gig for fear of not showin' up on time. So they played it safe and shipped their putts to Daytona by truck and saved their riding for Sand City.

In addition to lead guitarist/singer Stan and bassman Jesse James, this first-class blues band is rounded out by Brian and Mark, who drums with a cigarette forever pasted to his lip. BRB's steadily growing popularity and willingness to hit the road, no matter what the season, guarantee all the bookings they can handle.

The Burnt River Band and 69 Band call themselves "each other's favorite band." The 69 Band hails from Maryland, and two of the three members — Coman and Matt — are bikers. Then there's Bones, the nonstop drummer; Groove, the spaced-out lighting engineer; and Mike, the sound technician, mechanic, and all-around fix-it person. They crisscross the country in an old church bus, sleepin' on the bus, pickin' up women, and hostin' all the titty contests.

Like the Burnt River Band, the 69 Band belts out its hard-hittin' music at Sturgis and Am Jam, and they frequently make the scene at Shangri-La Park in Ontario. Besides cranking out old favorites by Thorogood, Stevie Ray Vaughan, Steppenwolf, and Seger, the 69 Band is equally famous for original biker songs, such as "Harley-Davidson," "Get Some Leg," and "I'm in the Mood." They kept things jumpin' last March at the Iron Horse and

C

F

69 Band: A, C, D BRB: B, E, F

at Pub 44.

Keep your eyes and ears open — maybe the next time you're in Daytona, Sturgis, or at ABATE of Pennsylvania's bash in Hazen, you'll get a chance to boogie down to the best biker band sounds around — Burnt River Band and 69 Band, guaranteed to keep ya rockin' till dawn.

Rotten Roger Hendricks
Portland, Oregon

Shortly before *Easyriders* went to press, Oregon's mandatory helmet law went before the voters on May 17. "No" votes ran 36 percent short of the number needed, even though ABATE of Oregon and its political action committee, Citizens for Freedom of Choice, went balls-to-the-wall in their fight to defeat the dread Ballot Measure 2. In addition to flyers, lawn signs, and media advertising, there was a well-publicized protest run to the state capitol on March 20.

There is no way to separate the hard-hitting anti-helmet law campaign from Roger Hendricks, state coordinator of

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1979	67	68						74	75	76	77	78
1980	79	80	81	82	83	84	85	86	87			90
1981	91	92	93	94	95	96		98	99	100		102
1982		104	105	106		108		110	111	112	113	114
1983	115	116	117	118	119	120	121	122		124	125	126
1984	127	128	129	130	131	132	133	134	135	136	137	138
1985	139	140	141	142	143	144	145	146	147	148	149	150
1986	151	152	153	154	155	156	157	158	159		161	162
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Photo by Rip

ABATE of Oregon and director of Citizens for Freedom; the man eats, sleeps, and breathes the fight for freedom of choice. Talk to Roger and you'll find out little about the man himself — all conversations begin and end with ABATE. He's the oldest active member of ABATE of Oregon, dating his involvement back to 1976. Roger was heavily involved in the successful fight to repeal the helmet law in 1977, and he has fought to keep that precious freedom every year since then.

Never one to take riding lid-free for granted, Roger has been warning his fellow ABATE members since 1983: "Fight or we'll be wearing 'em again." But, he conceded, it's hard to convince the younger members who've never been subjected to skid lids that the restriction is as much one of spirit as it is of body.

And so the fight continues. Immediately following the Oregon primary, Roger and ABATE's lawyers pored over the ballot measure in the slim hope of finding a loophole, but no luck. Enlisting the aid of number-crunchers, however, Roger came up with an important statistic: If each of ABATE of Oregon's members had persuaded 126 more people to vote "no," the measure would have been defeated.

It's ammunition like this that he intends to use in taking the fight back to the state legislature in 1990. He's also keeping a close watch on the seat belt law going before the Oregon voters in November — if it goes down to defeat, bikers could rightfully claim discrimination. In the meantime, Roger and bigwigs from all the bikers' rights groups in the Northwest, including Utah and Idaho, are gathering to pool their ideas and resources for the ongoing anti-helmet law fight. "Rights are never free," Roger is quick to remind us — not just for bikers, but for everyone.

Let's all hoist one to Roger — he's what determination's all about.

—Duchess

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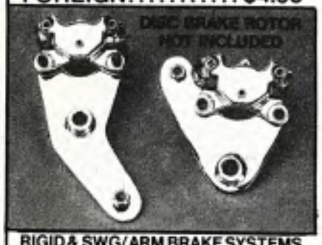

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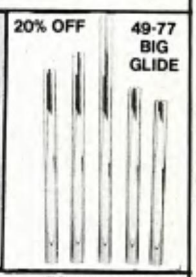

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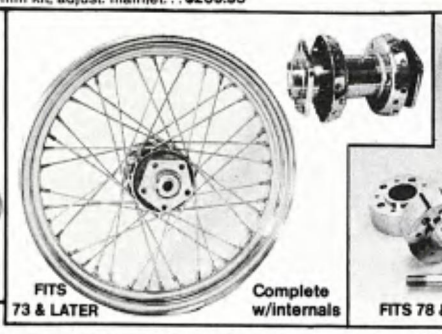

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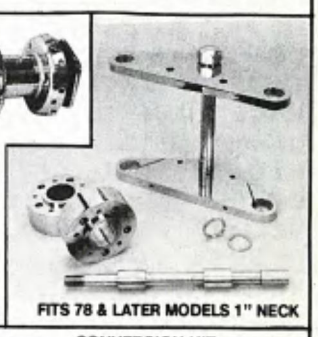

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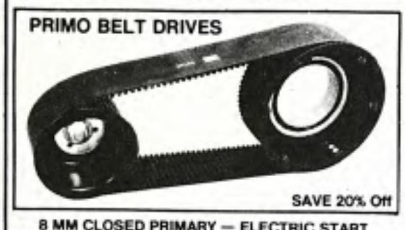

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"LOGO BY VON DUTCH,"
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Classified advertisements are accepted at the discretion of the publisher. Rates are 75¢ per word for private individuals, $2.50 per word for businesses. 10-word minimum. Check 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.

"Home Bar Guide": Everything you need to know, plus over 100 recipes, $5.25. A.J. Salem & Co., Dept. RR-1, Box 35, Myerstown, PA 17067. (183)

SHOP MOUSE WANTED: Long hours, low pay, large fun. Call Rocky at A.P.R. (only after 12 noon!), (714) 447-3021. (185)

Easyriders, In The Wind, Iron Horse, Supercycle, Chopper, and more. Twenty-year collection, sets and singles. Send SASE for list to: 4023 SE 113, Portland, OR 97266. (183)

4½" hemostats: Need a pair? Here's a deal! Send $2.50 + 50¢ postage and handling to: B.A.R.T., 1323 1st N.E., Massillon, OH 44646. (183)

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

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

NOS TRIUMPH: 1950s through '70s. Castings, primaries, transmissions, Lucas, tank emblems, Smiths, and old panelings. FSP, 1253 N. California, Chicago, IL 60622, or call (312) 235-7555, recorder on line. (183)

FREE! WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (183)

BEAUTIFUL GIRLS worldwide want correspondence, friendship, marriage. Details and photos $1 (cash only!). Roth, Box 270/E, Berlin 61, West Germany. (183)

Sleeper Creeper: Seen your picture in the July '88 issue of *Easyriders*. We have been down with the feds for three-and-a-half — one year to go. You're looking good. Keith and Crow 07712-023, Lompoc, CA. (183)

Randy in S.Q. Prison: Fritz here, bro. Shoot me a kite. I heard you wrote to Washington. I am in Oregon prison. Write to Tony Kimble #51806, 2605 State St., Salem, OR 97310. (183)

Anyone knowing the whereabouts of Debra "Angel" Nichols, please tell her to contact Jack "Doc" Knight, #14231-077, Box 1000, Seagoville, TX 75159. (183)

In memory of my little brother, Chris "Lil' Eva" Kornrumpf, lost to cancer 4/1/88. Sadly missed and loved. Rick, Ronnie, and Mom. (183)

In memory of Gary Price (6/21/87). Someday we'll ride together. Snake.

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

In memory of Dave Fahey. You'll ride in Harley Heaven. F.L.S.T., TIG., Marion. (183)

Tami M. and Marsha P., contact Stevie. Need to hear from you right away. Box 1000-987, Duluth, MN 55814. (183)

Skull Decal — Looks like Tattoo. $1 plus SASE gets one. Maelstrum, Box 126, Burnt Hills, NY 12027-0126. (183)

Hawgfarmer: Happy 29th! We love you! Love, Tea and Minnie. (183)

Two American bros, 25 years old, looking for peaceful, loving people and good parties. Will be hitching through Eastern Australia from November '88 to April '89. Can you offer conversation and/or space for bedrolls? Write: John Wise, 1446 Coutant, Apt #106, Lakewood, OH 44107, USA. (183)

Hey, Angel, is that you? *Easyriders* #177, March 1988. Long time no see. Cotton Pratt, 652 Overby St., Eden, NC 27288. (183)

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 8½" x 11" hardcover book. This is definitely a one-of-a-kind text that will soon become a collector's item. $30 anywhere in N. America; $40 in Europe, $45 anywhere else. Righteous Products, 5699 Kanan Road, #222, Agoura Hills, CA 91301. (999)

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). (999)

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. (999)

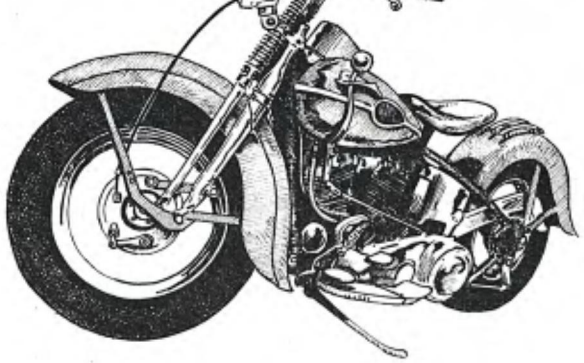
Randi: Write to me if you're still interested. I'd even ride on the back. Essy is nowhere. My address is: Ed Springer, 84 Florence St., New Bedford, MA 02740. (183)

Cadillacs, Mercedes, Porsches, etc. direct from government. Seized in drug raids. Available in your area. Save $thousands$. (216) 453-3000, ext. A8238. (183)

WANTED: Expert motorcycle-safety equipment engineer. Please write or call Dennis Villetto, 19-B Rundell Place, Cold Spring, NY 10516; days — (201) 942-7200, nights — (914) 265-9690. (183)

TRIUMPH, BSA, NORTON parts catalog $1. Xanders' Britbikes, 1280 Stringtown, Grove City, OH 43123-9743. (183)

Hand-tooled leather custom club patches and black deerskin backpacks. Zion, Box 452, Dewey, OK 74029. (183)



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T-21 Helmet Law Sucks

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Tailored vest made fromtop-grade cowhide. Nylon lining, heavyduty snaps and an inside pocket.American Made
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EDS-912 . . . . 39.95

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Includes speedo, dash base plate light,sockets,mnting hardware,keyswitch & dash rubber.

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ESP-25 . . . . 114.95

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ESP-36 . . . 129.95

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3½ or 5 gal.reg.74.95
SALE 74.95

Low Rider Chrome DashE - 3. . 19.95
Dash Gasket
ER-17. . 4.95

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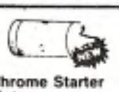
EW-14 . . . . 34.95

Brake Caliber Assembly
Fits FI front 72-83, rear73-80,FXrear73-80
ECL-1B 99.95

Dual Disc Pads
Fits FX,FXE,FXS & XL 77 & up set of 4
EBR-4 . . . . 14.95

Chrome Front Master Cylinder
EC-22 . . . . 49.95

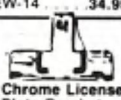


Chrome Starter Motor
ESM-1 . . . . 124.95

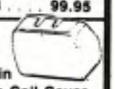
Sparkees 4.95 pair
EMB-18 blue, EMR-18 red,EMY-18 yellow

Chrome Solonoid End Cover
EC-40 . . . . 9.95ea.

Chrome Solonoid Body Cover
EC-39 . . . . 9.95ea.



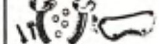
Chrome License Plate Bracket
EC-8 . . . . . 9.95



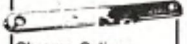
Big Twin Chrome Coil Cover
Fits 65-86
EC-31 . . . . . 9.95ea.

Shock Adjuster
Fits Big Twin & XL's
ET-3 . . . . . 8.95

Chrome Bullet Shock Covers
EC-81 . . . . 19.95



Chrome Pull Back Top Back Risers
EH-2 . . . . . 29.95



Chrome Caliper Anchor Arm
Fits 73-83 Big Twin
ECL-5 . . . . . 7.95ea.

Handlebar Switch
ESW-1 . . . . . 7.95

Handlebar Button Horn/Starter
ESW-4 . . . . . 7.95

Tail Lens w/Glass Blue Dot
Fits 73 & up
EL-16 . . . . . 9.95

Glass Blue Dots
EL-17 . . . . . 4.95ea

Tombstone Taillight
ESC-70 . . . . . 24.95

Bendix Gear Starter
EBX-1 . . . . . 14.95

Clutch Plates
Sporty74"&80" specify yr.& model.
D-6 . . . . 24.95

Clutch Hub Puller
Pulls Big Twin hubs on 74"& 80"
ET-8 . . . . . 19.95

Glass Fuel Filter
EG-12 . . . . . 7.95
Filter Element
EG-12A 95

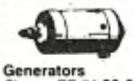
Oil Filters
65&up BT & Sporty
EBR-8 12 for . . 9.95

Liquid Filled Oil Pressure Gauge
EBR-9 . . . . . 19.95

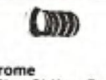
Oil Temp Gauge
EBR-12 . . . . . 19.95

Fat Bob Ignition Switch
Fits 74" to 80"
ESW-3 . . . . . 19.95

Chrome FLH Primary
EPC-1 . . . . 74.95
Chrome FX Primary
EC-51 . . . . . 59.95



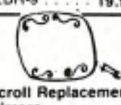
Generators
ChromeEE-7A 99.95
Black EE7 . . 89.95



Chrome O-Ring Shifter Peg
EC-25 . . . . . 4.95ea.

Chrome O-Ring w/Clamps
EC-26 . . . . . 19.95pr

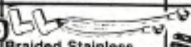
Diamond Chain
ESP-41A 24.95
ESP-41B 34.95



Scroll Replacement Mirrors
ESU-7 . . . . 9.95ea.

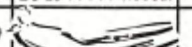
Genuine Harely Davidson Fender Emblem
EEM-1 . . . . 14.95pr.

Genuine Eagle Iron Tank Emblems
EEM-3. . . 19.95



Braided Stainless Steel Ignition Wires
Fits all Big Twins. Siliconecore ESP-16 19.95
Fits XL ESP-18A 19.95

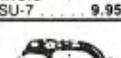
Chrome Drag Pipes
EEX-2 . 1¼ . 39.95



Tapered Tail Pipes
Specify year&model.
EEX-1 . . . . 99.95pr

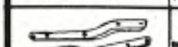
Chrome Fat Bob Gas Cap's
EC-9 . . . . . 7.95pr.

Fat Bob Rubber Tank Divider
ER-23B 9.95



Goggles
EAS-11 . . . . 9.95

Foam Grips with Chrome Ends
ER-1 . . . . 9.95pr



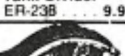
Chrome Front Struts
Includes Hardware.
EFE-13 . . . . 59.95pr

Hinged Rear Fender
Fits FLH
EFE-3 . . . . 89.95ea

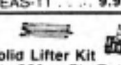
Rigid Rear Fender
Fits 74-90 rigid frames
EFE-2 . . . . 89.95

Genuine Harely Davidson Dresser FenderEFE-4 . 89.95

Custom Front Fender
Fits FX,XL,FXWG&Wideglide.Specifymodel.
EFE-1 . . . . 24.95



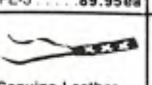
Fat Bob Swing Arm Fender 74"&80"
EFE-6 . . . . 44.95



Solid Lifter Kit
Fits 66&up Big Twin 74"&80" ESP-24 34.95
ESP-24P Fits 48-65 panhead . . . 34.95

Old Style Fender Light With Amber Lens
L-12 **11.95 each**

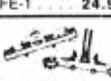
Chrome Stock Side Fill Oil Tank
Fits Big Twin
EF-31 . . . . . 79.95



Genuine Leather Lever Covers
ELG-10 . . . . 5.95

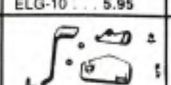
Chrome Chain Guard
Fits FLH 63-84
ECG-6 . . . . 24.95

Genuine Harely Deluxe Police Solo Saddle ESE-1 . 99.95



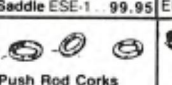
Chrome Wide Glide Trees
EFE-10 . . . . 129.95

Kicker Kits
Complete Kickstarter Conversion kit,designed to add a kickstart to the present 74"or 80" electric start 4 speed transmission.
ESP-7A Alum. 89.95
ESP-7C Chrome 99.95



Chrome Forward Mount Brake Kit
Fits 70&up FL&FX
ESP-3 . . . . 74.95
Fits 70&up FL&FX with chrome master cylinder.
ESP-3B 74.95

orward Mount Shifter Kit
ESP-4E fits 52-79 FL, FX,FXE.
SP-4L fits 79 & up FL, FX,FXE 74.95
FXR Shifter Kit
Fits FXR's 82 & up, Shovelhead or Evolution motors.
RSP-4R 74.95



Push Rod Corks
12 pieces
EPG-1 . . . . 2.95set

S&S Carb Complete
ESU-50 . . 199.95

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Fits 70-75 Big Twin EVR-4 49.95ea
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12 Volt Generators XL & FL
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What's Happenin'

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

ALABAMA

2ND ANNIVERSARY PARTY — September 10th and 11th in Birmingham. Sponsored by Alabama Riders Association/ABATE. For info, write ARA/ABATE, Box 360095, Birmingham, AL 35216, or call B.R. at (205) 822-2439.

CANADA

SHORT TRACK SPEEDWAY RACE — August 6th at Niagara Motorcycle Raceway. For info, write Welland County MC, 603 Netherby Rd., RR. 4, Welland, Ontario, Canada, L3B 5N7.

2ND ANNUAL BEACH PARTY — August 12th through 14th in Kearney, Ontario, at Shangri-La Park. For info, write Shangri-La, Box 152, Kearney, Ontario, Canada P0A 1M0, or call (705) 636-5178 or (416) 579-6660.

COLORADO

***EASYRIDERS* RODEO — September 17th and 18th** in Estes Park. For info, call (800) 247-6246 national, or (800) 231-2669 in California.

CONNECTICUT

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

DELAWARE

3RD ANNUAL BLOOD RUN — September 17th leaving from the Pole Barn in Christiana at 10 a.m. sharp. Party after run. For info, call Bobby Hall at (302) 731-4758 and leave a message.

ILLINOIS

8TH ANNUAL V-TWIN RIDERS MC TOY RUN — September 17th starting at Bolingbrook K-Mart at 1 p.m. For info, write V-Twin Riders MC, Box 302R, Romeoville, IL 60441.

VENDETTA'S MC TOY RUN — September 24th leaving from Bolingbrook K-Mart at 11:30 a.m. sharp. For info, write V-Twin Riders MC, Box 302R, Romeoville, IL 60441.

INDIANA

ABATE OF INDIANA'S 2ND ANNUAL ALL-HARLEY DRAGS — September 16th through 18th in Bunker Hill at Bunker Hill Drag Strip. For info, write ABATE of Indiana, Box 81, Granger, IN 46530, or call (219) 674-5694.

4TH ANNUAL SOUTHERN HILLS BASH — September 10th and 11th one mile east of Dubois at Dubois Community Club. Sponsored by ABATE of Indiana, Region 10. For info, call (812) 634-1294, or (812) 482-2435.

KANSAS

13TH ANNUAL ABATE OF KANSAS NATIONAL LABOR DAY RALLY — September 2nd through 5th at Lake Perry, Old Military Trails. For info, write ABATE of Kansas, 650 Elm, Perry, KS 66073, or call (913) 597-5140.

MAINE

7TH ANNUAL TOY RUN — September 11th in Augusta. Sponsored by United Bikers of Maine. For info, write United Bikers of Maine, Box 729, Ocean Point Rd., E. Boothbay, ME 04544, or call (207) 633-6138.

MASSACHUSETTS

HELMET PROTEST RUN — August 27th leaving from Carpet Factory Outlet in Holyoke at 11:30 a.m. Sponsored by MMA District 4. For info, call Roy at (413) 533-8233, Valerie at (413) 533-6114, or Paul at (413) 533-1068.

MICHIGAN

5TH ANNUAL TOY RUN — September 10th in Sturgis, Michigan. Sponsored by Sturgis Toy Run, Inc. For info, write Chris at 212 N. Prospect, Sturgis, MI 49091.

MINNESOTA

HILLCLIMBS — August 21st in Red Wing. Sponsor: Indianhead MC.

ENDURO — August 21st in Holyoke. Sponsored by Norsemen MC.

AMA ROAD RIDING EVENT — August 27th and 28th in Brainerd at Northern Lites.

1ST ANNUAL TOY RUN — September 17th in Brainerd. For info, write Assoc. Recovering Motorcyclists, ARM #2, Rt. 3, Box 280-B, Brainerd, MN 56401, or call (218) 829-6420 or (612) 252-9409.

NEW JERSEY

3RD ANNUAL POW/MIA FUNDRAISER — August 13th in Asbury Park at Mrs. Jay's. Sponsored by Vietnam Vets MC USA of New Jersey and Mrs. Jay's. For info, write Vietnam Vets MC, Box 421, Keyport, NJ 07735.

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.

3RD ANNUAL BIKERS' RIDE FOR MDA DICE RUN — August 21st starting in North Tonawanda at American Harley-Davidson at 11 a.m. For info, write American Harley-Davidson, 1149 Erie Ave., North Tonawanda, NY 14120.

NORTH CAROLINA

2ND ANNUAL CRUZIN'-AT-THE-PLAZA AUTO AND MOTORCYCLE SHOW — September 17th in Lumberton. All proceeds go to Special Olympics. For info, write Roger Grass, Rt. 6, Box 185, Lumberton, NC 28358, or call (919) 738-6473 after 6 p.m.

OHIO

***EASYRIDERS* RODEO — September 3rd, 4th, and 5th** in Chillicothe at Ross County Fairgrounds. For more info, call (800) 247-6246 national, or (800) 231-2669 in California.

PENNSYLVANIA

DICE RUN — August 6th sponsored by the Wanderers MC of Bradford. Proceeds will benefit the Disabled American Veterans. Registration from 11 a.m. to 1 p.m. For info, call George at (814) 465-3595 or Jim at (814) 362-4294.

SOUTH DAKOTA

STURGIS BIKE WEEK — August 8th through 14th in Sturgis.

WISCONSIN

7TH ANNUAL TATTOO SHOW AND CONTEST — September 18th in Green Bay. Sponsored by Tattoos By Rick™. Proceeds to benefit the Vietnam Vets of America. For info, write Rick at 110 S. Braodway, Green Bay, WI 54303, or call (414) 432-3735.

"I want that big piece of raisin pie there."

"Wait a minute . . . it ain't raisin . . ."

"It's custard."

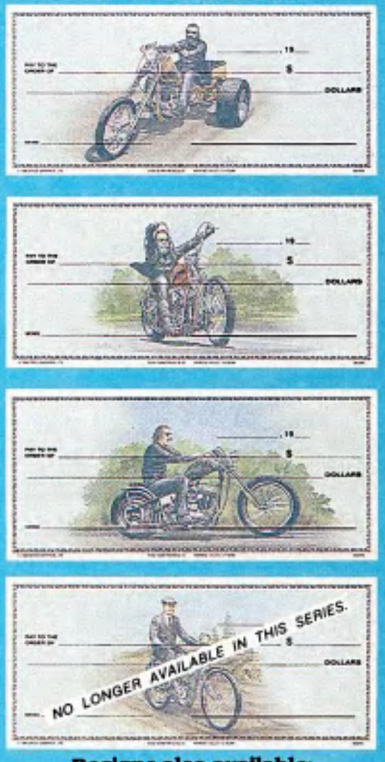
Check 'Em Out

Awright, we all hate to write checks, forkin' over our hard-earned scratch to some bulldoggin' bill collector, right?

Well, there ain't much we can do to help ya with the dude with his hand out, but now there's a way to flash a little class at him. On second thought, a *lotta* class — now ya can get your bank checks emblazoned with classic motorcycle art from none other than David Mann.

Each series has four rotating scenes from David's brush, an' we'll print 'em up with yer own bank's data, so ya can use 'em just like ya would yer regular checks. Choose from the street bikes (shown below), drag bikes, or street rods series, an' start showing those stiffs at the bank that ya got what it takes.

Street Bikes Series



Designs also available:
(not shown)
Drag Bikes
Street Rods

You must send us a **Voided Check** and a **Deposit Slip** from your existing account along with the correct payment. The prices below include all postage and handling. No need to even add sales tax. Give 'em four to six weeks to be delivered.
No shit, they're bitchin'.

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400 Checks $34.95	300 Checks $34.95

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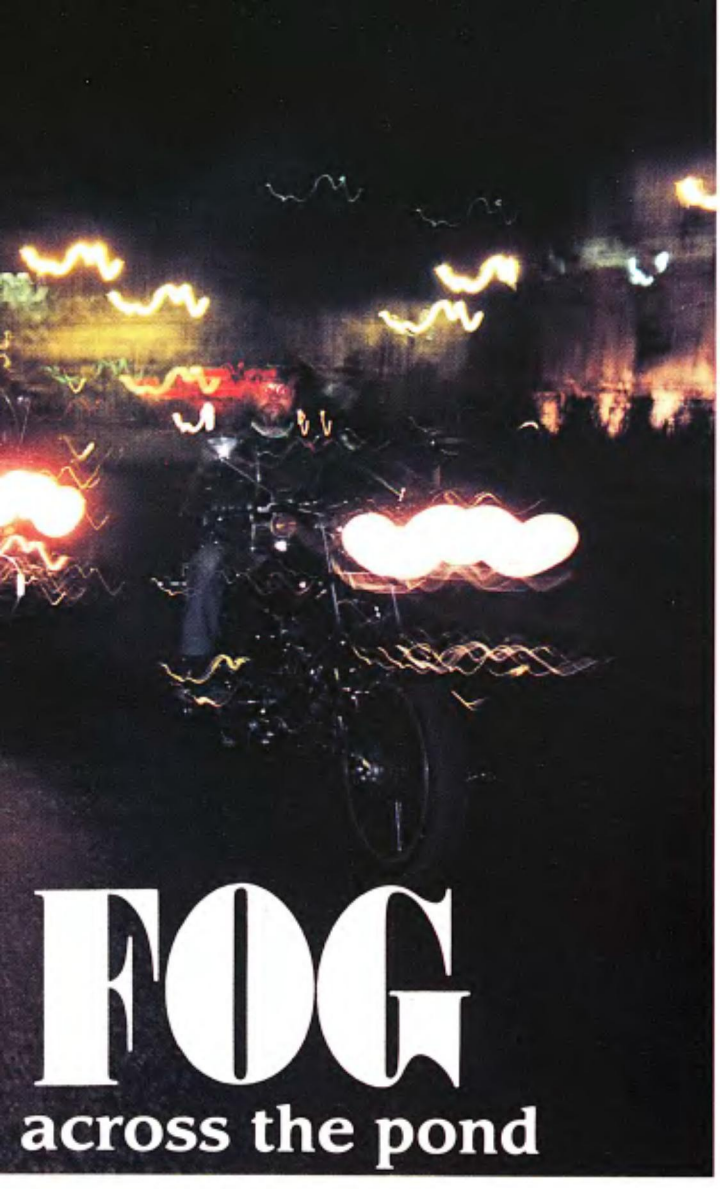
LONDON

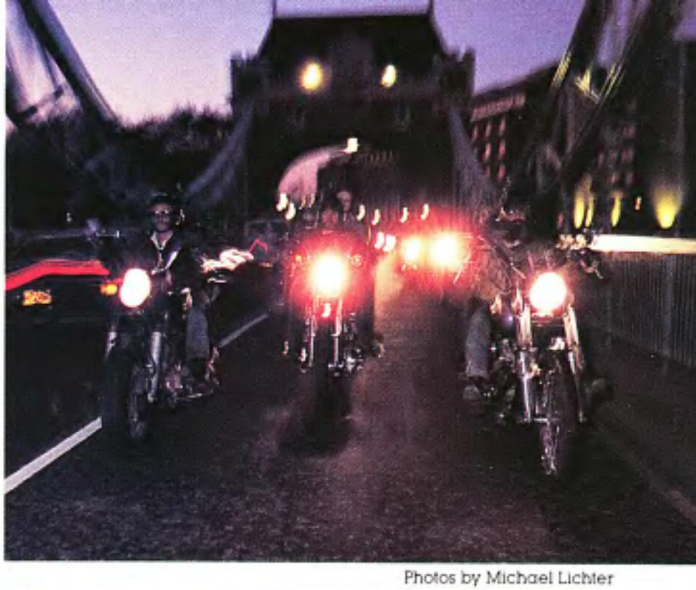
Puttin' with our brothers

If you ever get the chance to fly overseas and ride through this 2,000-year-old city of seven million people, take it. It may be difficult to get the ol' lungs pumpin' in the mornin' due to the pollution, and the traffic's a nightmare, but London is rich with history and one of the most interesting cities in the world. And as it turns out, we have a lot in common with our brothers and sisters across the Atlantic.

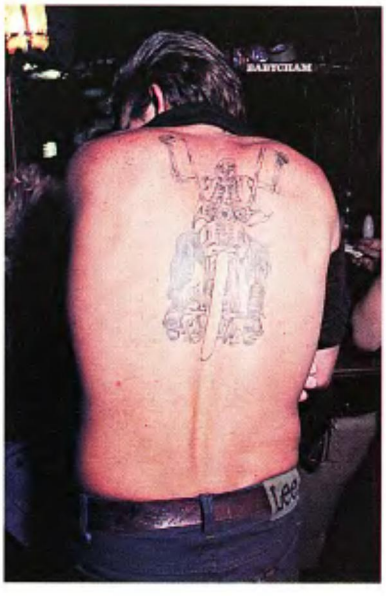
Some time back, longtime rider Maz ushered Mad Mike, one of our lensmen, through the streets between centuries-old buildings, stopping by many a pub along the way. Maz rides everywhere. Like many of the scooter people in England, he doesn't own or know how to drive a cage — that's why he's got his Hog. During tough economic times, many of the local scooter people live in close quarters, sometimes on the dole, yet they still manage to save the bucks to trick out

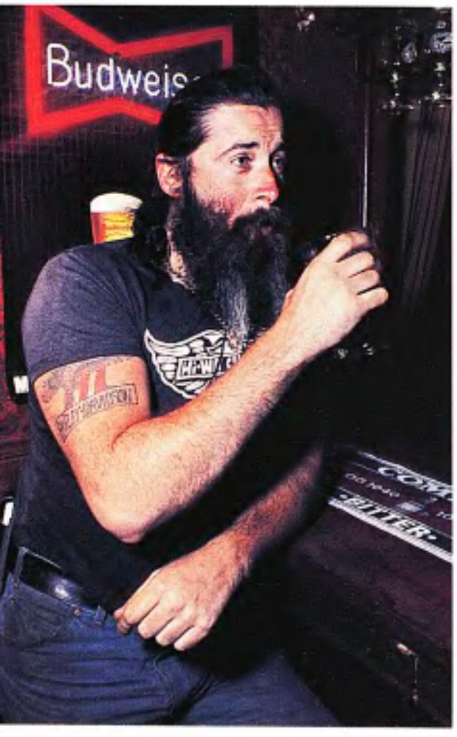


FOG
across the pond



Photos by Michael Lichter





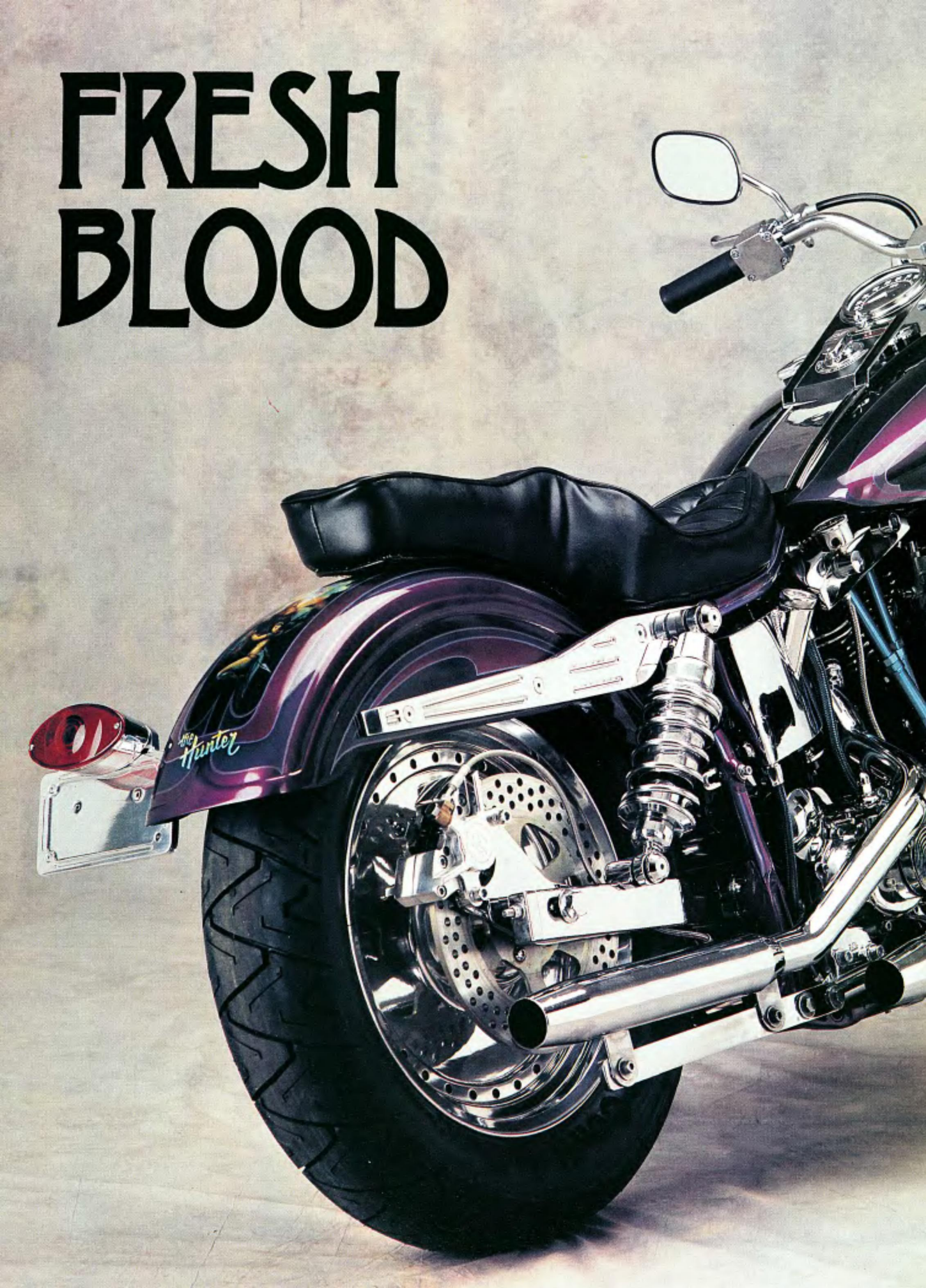
their bikes.

Riding in London during daylight hours is congested, smoggy, and a hassle. A lot of the bros ride at night, when the air is clear and the streets are mostly deserted. The road conditions range from cobblestones to cracked concrete to not-too-bad, and many of the larger roundabouts (circular traffic intersections) have become knee-scraping grounds for the more hell-bent road racers.

And the brothers — well, they're like brothers everywhere. They have an intense pride for the old British scooters not manufactured anymore, and they love our Big Twins. The Jap thing is more of an intellectual joke — you know about the Brits and their wry sense of humor. Riders party with riders, no matter what they're ridin'.

There it is, mates. Grab a cup of tea and a dab of chutney and check it out. London's a bitchin' lady who won't stay down. —World Rider

FRESH BLOOD



Motorcycling gets an infusion of new enthusiasts.

Probably an expectant dad's biggest worry is whether or not he's gonna be well represented by his son. Will he be a fag? A used-cage salesman? A pro-helmet, down-on-freedom bureaucrat?

The fears are endless, but bikers didn't get to be bikers by fearing every fuckin' thing that came down the pike. And Ron Simms doesn't have to sweat any of the aforementioned indignities, because his son has shown some true grit and has developed a love and dedication for motorcycling in general and Harleys in particular at the ripe old age of 15.

That's right, this bike belongs to — and was largely designed by — Ron's son, Hunter, a freshman student at Logan High in Union City, California. The kid's been riding since he was 12, although he actually started at age four with an MR-50 scooter.

Hunter's puttin' pa can be proud that his son is well on his way to becoming his own man, with a head for gettin' good grades and not gettin' wrecked on dope. Hunter wants to go to college and set himself up as a machinist, possibly following in his father's

foot steps as a motorcycle craftsman.

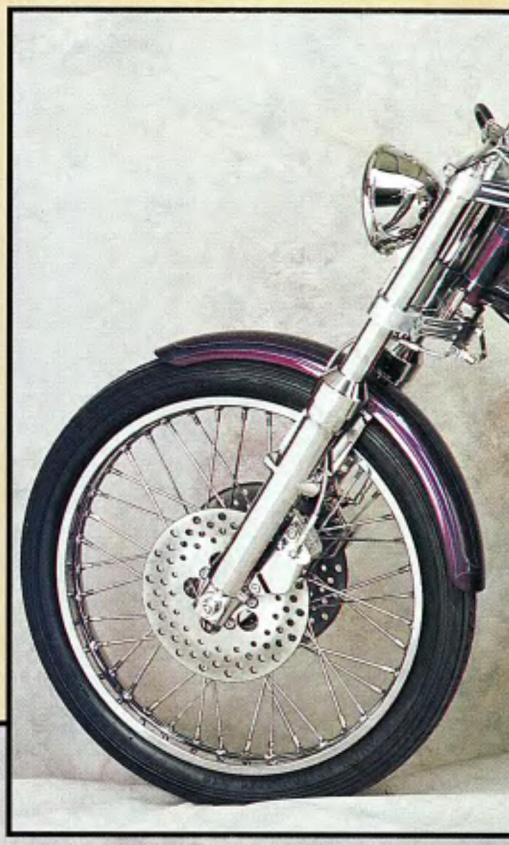
The guitar-playin', long-haired Hunter favors head-banger music — stuff like Megadeath — whereas his dad's tastes run more toward The Allman Brothers and Stevie Ray Vaughan. While their tastes in music differ, they share similar preferences for fabrication and design when it comes to scooters. Hunter not only chose the paint scheme and the painter, the well-known and widely respected Horst, he also decided to go with the old-style springer fender and the low, short, stubby look. He must've made some good choices, 'cause it took second place in its class at the 1988 Oakland Roadster Show.

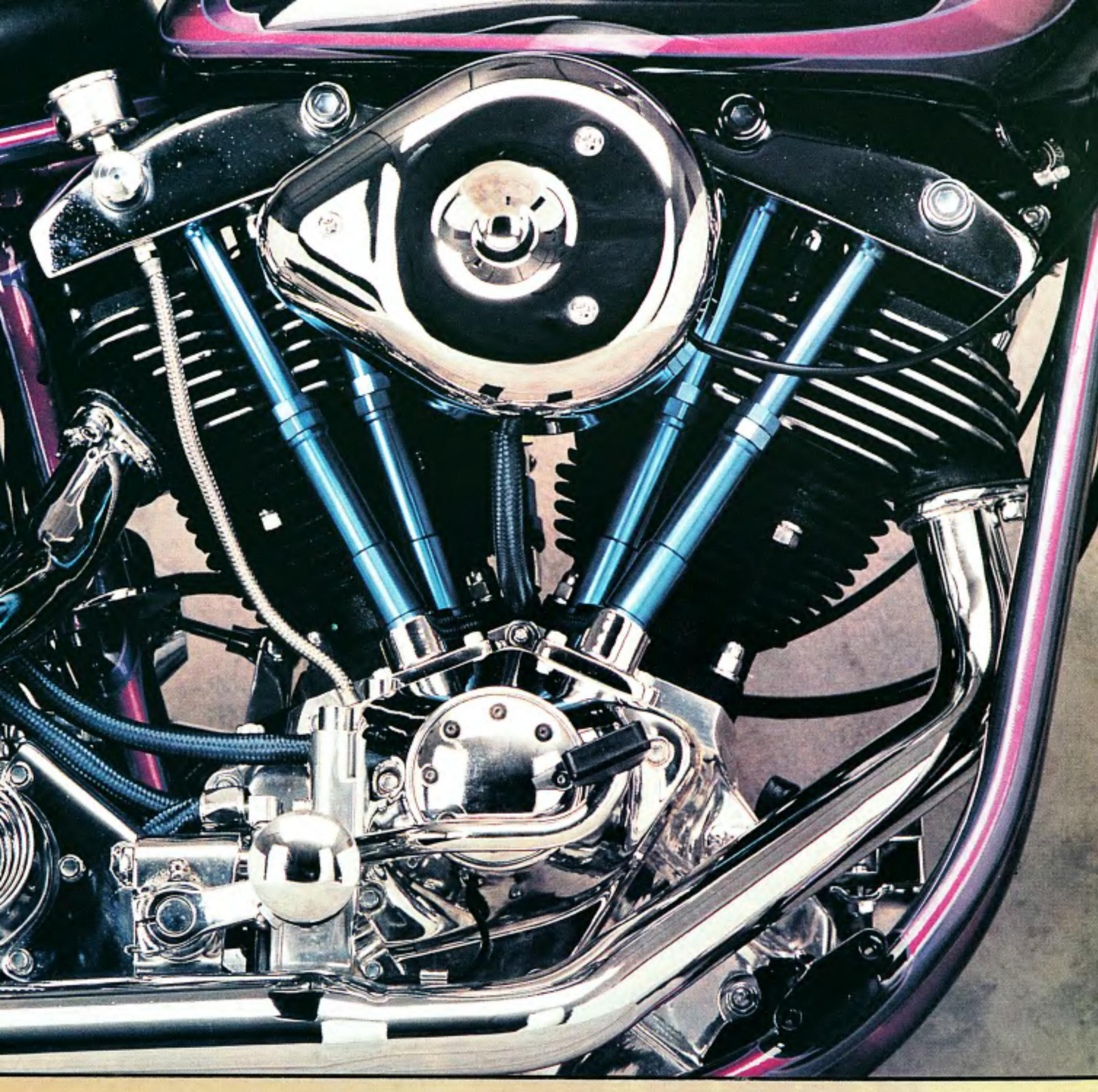
Ron actually discouraged Hunter from comin' down to his Bay Area Custom Cycle shop and gettin' involved. He wanted his son to choose his own path, and that path has led to this. Not a bad ride to take to school, eh?

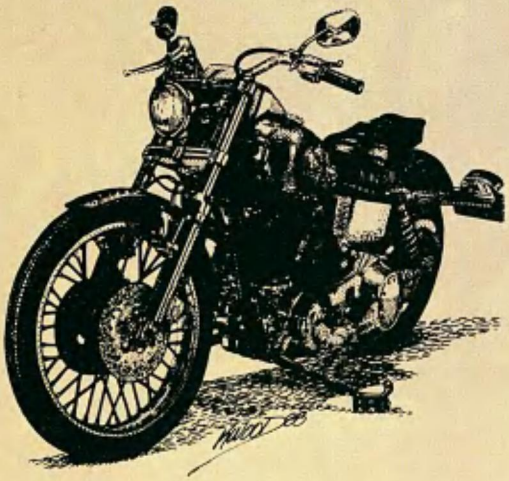
This is supposedly the only Harley at school, which brings up a point that Ron makes regarding the influx of Jap crap bein' grabbed up by our youngsters today: A kid simply cannot afford to pick up a new Harley — unless his dad owns a gold mine or maybe a bike shop, or if the kid has one helluva newspaper route. That's where bikin' in general is losing a lot of fresh, entry-level Harley blood — and potential customers.

Speakin' of fresh, how about the lady sittin' pretty next to Hunter's shovel? She is Kerri, our Fox Hunt winner for April. From Framingham, Massachusetts (via Texas, Florida, and other points south), Kerri has recently relocated to Southern California, where she works as a waitress in a '50s restaurant. She enjoys tannin' her hard body and feelin' the wind in her face at 60 miles an hour, right next to the water on the Pacific Coast Highway — preferably on the back of a shovelhead that has a big, comfortable seat. Hey, Kerri, something like Hunter's?

The 5'1" lady has been riding since 13 and has putted to Laconia, a trip made memorable by riding through the "gorgeous backroads that New England offers," but she





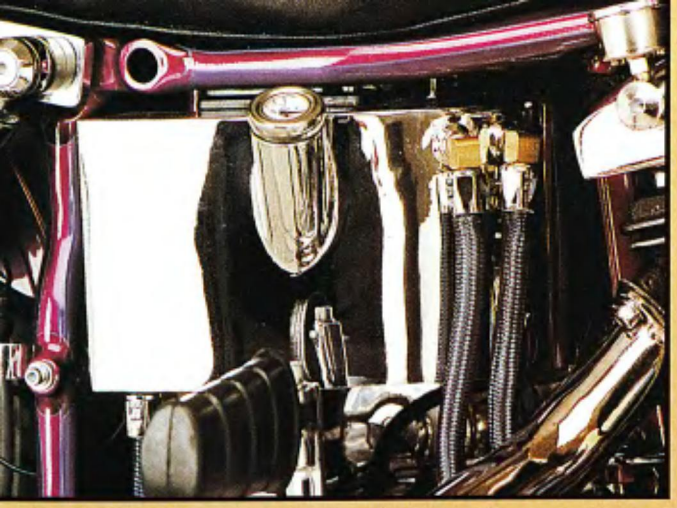


didn't like having to wear a lid.

Kerri misses her friends back home in Massachusetts, where she knows they're partyin' up a storm in celebration of her victory, which they helped make possible with their votes. She's sure that a scooter bar called Next Door has the jukebox jammin' 'bout now. She's findin' new people in her newfound area (wouldn't be too tough, ya gotta figure), and she reasons there are good people everywhere.

Kerri sums up life like this: "If you're not havin' a good time, you're doin' something wrong." Fix it or fuck it, as Madman Kelly used to say. At this point, I'll fuck it.

—Bomber



Photos by Silvermoon

Name: Kerri

Birth date: November 4, 1964

Frame:

Tits: 34"
Waist: 24"
Hips: 34"
Height: 5'1"
Weight: 110 pounds
Age: 23

General:

Hometown: Framingham, Massachusetts
Residence: Studio City, California
Ol' man: Bobby
Favorite hangout: bed
Occupation: waitress

Attitude:

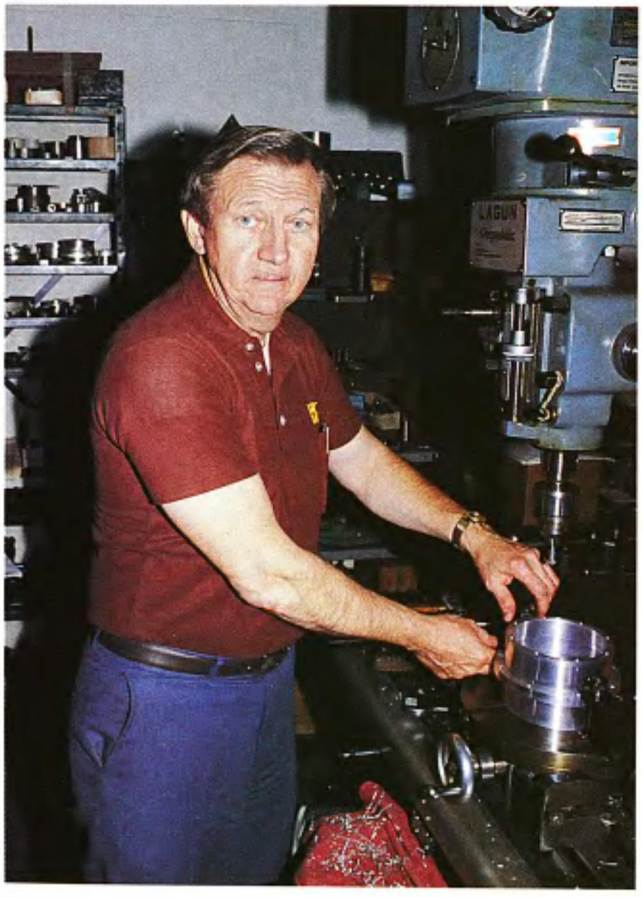
Sex: "I love it. I'm not nasty, just look it."
Rock-'n'-roll: whatever rocks — David Lee Roth, old Van Halen
Turn-offs: Hondas
Turn-ons: Harleys, music, long hair
Life: "Have a good time."

Specifics:

Favorite position: bathroom sink
Favorite man: Bobby
Favorite tune: "Red Ball Jets" by Haphazzard
Favorite activity: "Lyin' in the sun, partyin', puttin'."
Favorite phallic symbol: left-bendin' cucumber
Romantic evening: "Watchin' a sunset at the beach with my honey."
Fantasy: "A big house, lots of motorcycles, kids, and horses."

Owner: Hunter Simms	**City:** Union City, California	
General	**Frame**	
Fabrication by: John Machesky	Year: 1978	
Year and make: 1978 H-D	Builder: H-D	
Model: FXE shovelhead	Type: swingarm	
Value: $12,000	Rake: stock	
Assembly by: owner, BACC	Stretch: none	
Time: three months	Other alterations: lowered, molding	
Chroming by: Frank's Metal Pol.	**Accessories**	
Engine	Bars: Superbars	
Year: 1978	Risers: BACC machined	
Model: shovel	Fender(s): front: FXWG; rear: 1948 springer	
Rebuilder: BACC — Bob Gomes	Headlight: CCI	
Ignition: points	Taillight: Cadillac	
Displacement: 80 cubic inches	Speedo: CCI Police Special	
Lower end: rebuilt by Donnie Rich	Front pegs: CCI	
Balancing: BACC	Rear pegs: none right now	
Pistons: H-D	Electrics: 12-volt	
Cases: STD	Gas tank: Paughco 5-gallon	
Heads: Harley	Oil tank: Paughco wraparound	
Cam(s): Sifton 440	Oil system: late-model	
Lifters: solids	Primary cover: chrome CCI	
Carb(s): S&S Super	Seat: Lonnie's Upholstery	
Air cleaner: CCI teardrop	Sissybar: none	
Pipes: MAC	Height: n/a	
Muffler(s): they're in there	Material: n/a	
Transmission	**Forks**	
Modifications: CCI Pro Comp.	Type: wide glide	
Year: 1978	Extension: none	
Shifting: stock FXE	Builder: H-D	
Engine sprocket: 24-tooth	Special features: machined triple trees	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Horst	Hub: CCI	Hub: H-D
Painter: Horst	Rim width: WM2	Rim width: 4 inches
Color: candy purple	Tire: Avon	Tire: Continental
Type: lacquer	Brake: dual-disc CCI	Brake: Perf. Mach.
Special paint: murals and graphics		

Other special modifications: handmade swingarm, fender rails, air shocks, machined risers. Thanks to Bob Gomes, Jimmy Johnson, Carl Simms, and Dad.



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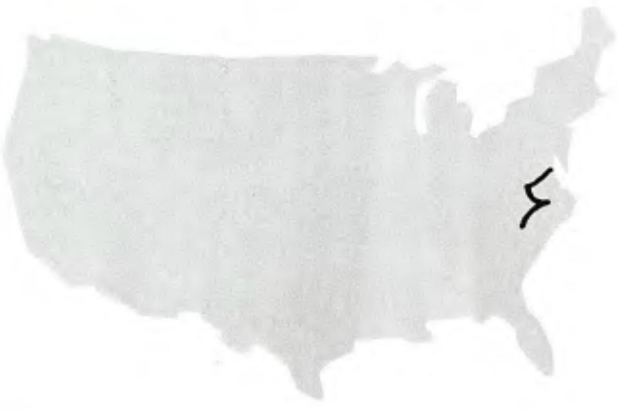
T/GAS

RIP'S RUN



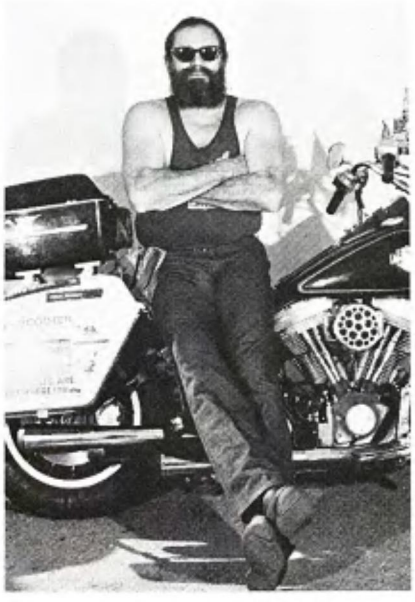


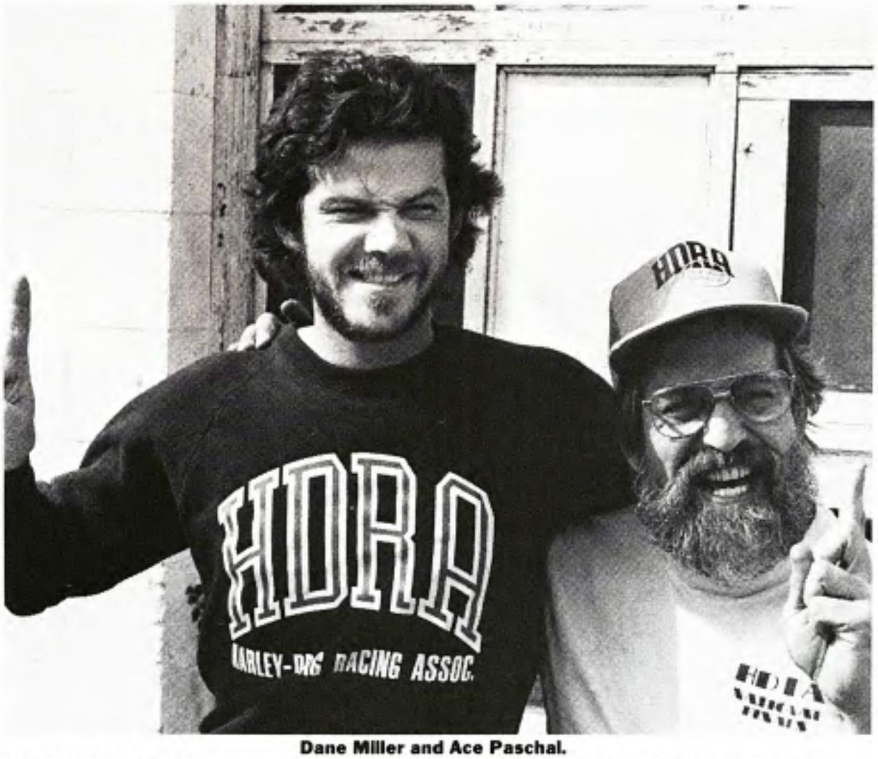
Photo by Rip

WIDE OPEN by Rip

In this issue, I will take you north to the birthplace of the father of our country, George Washington — to the cradle of democracy as we know it, the banks of the Potomac. But before I get too far ahead of myself, let me backtrack to North Carolina, where I left off last month.

Baby (my FLH Sport) and I left Charlotte and rode up to the town of Elon College, just west of Burlington, to visit the new honchos of the Harley Drag Racing Association — Dane Miller and Bill "Ace" Paschal, two good ol' down-home country boys. They do love to race, and living out away from town, they have occasion to test the fruits of their labor. That's one of the many good features of living in the boonies: you can entertain yourself.

The natives thereabouts are into racing; practically every bar has its favorite racing figure. Brightly painted racecars peek out from many backyards and roadside garages, or you may see the shell of a racecar up in the air on a steel pedestal advertising the home base of a particular product. It's an attitude that means speed. Simply put, this is race country, with racetracks of all sizes and shapes throughout most of the South. The people may talk slow, but there isn't anything else about them that is slow. Maybe it's the water they drink — or maybe the 'shine?



Dane Miller and Ace Paschal.

Ace let me hang out for better than a week. We rode up to Raleigh, North Carolina, for Ray Price's H-D open house, and also for the Concerned Bikers Association of North Carolina helmet protest, a well-attended demonstration held on the steps of the capitol. I feel that the CBA should get people to register to vote at these rallies and set up a membership drive — but what do I know? If there's one thing bureaucrats do know, it's numbers. And as the saying goes, there is

Ray Price's crew at Raleigh, North Carolina. Left to right in back row: Will, John, Ray, Jeff, and Bruce. Left to right in front row: Donnie, Gail, and Richard.

Can I have one of those, Daddy?

Dusty — she's a dancer at the Keg.

The flag says it all.

Fighting for freedom of choice.

Good patriots.

strength in . . .

Ray Price has been around for years. His store has recently been remodeled. "Since I sell the best products," he says, "I want my store to reflect that." Yeah, man — right on, Ray. He hand-builds many of the 2- and 3-speed racing transmissions found on most motorcycles that go really fast. There isn't room to list each and every one; you will have to trust me on this. Let's just say Ray impressed me. He rode helmetless to the Freedom of Choice demonstration and later stopped by the Scramble Dog Bar.

Jim McClure and his wife, Phyllis, showed up with their bonaroo race bike to lend Ray a hand at his open house. A bunch of us riders rode to T.C.'s Lounge for a chicken-pickin' (barbecue). At T.C.'s Lounge, Jim got into throwing horseshoes, and would you believe it, he is killer — the baddest. I guess some people have it and some don't.

Jim races his nitro-burner in more than 22 races a year and is one helluva competitor. That, for a fueler, is mucho — some folks have trouble keeping their shit together for *one* run. If you don't know what you're doing, nitro can trash engines or transmissions in short order.

Later that afternoon, Boda, a motorcycle shop owner, kidnapped me for a couple of hours. We rode to Apex, North Carolina, to see what was left of his fire-damaged store. It was originally a two-story building until a wood stove fire destroyed the top floor. We drank beer in the makeshift indoor patio. Boda sprung for dinner that night at the Butcher Block, then we hit two titty bars, the Keg and the Foxy Lady. Both have fine-looking dancers. The main biker bars near Raleigh are the Scramble Dog, T.C.'s Lounge, and the Watering Hole.

After dicking around, Baby and I rode north to Roanoke, Virginia, to

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Check Visa/MC MO | SUB
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Address
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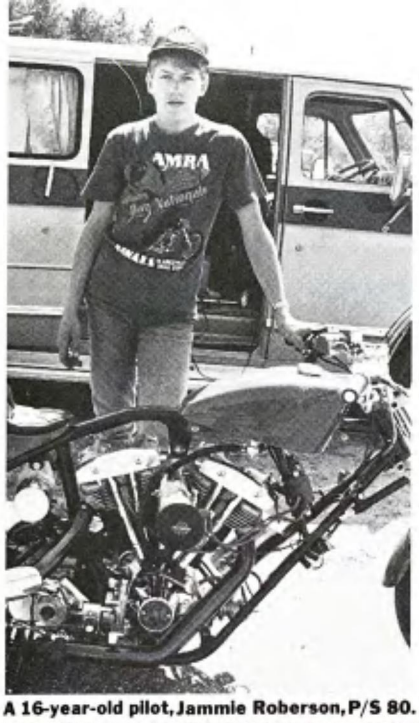
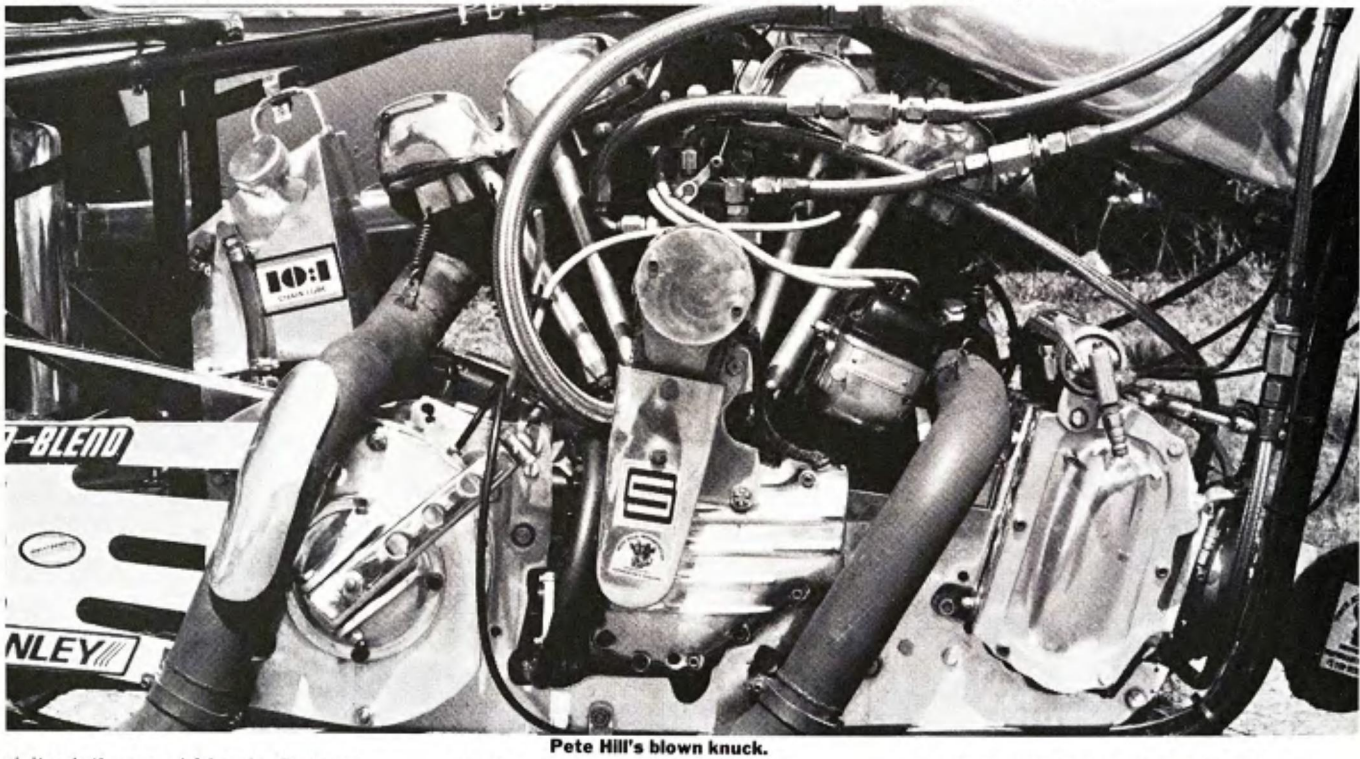
☐CHECK IF YOU WANT LOGO
note: Logo Not Pictured



A 16-year-old pilot, Jammie Roberson, P/S 80.

Hawg Shop, Eden, North Carolina. Left to right in front row: Skunky, Cathy and Rusty, Snuffy. Back row: Jeff, Rex, and Carl.



Pete Hill's blown knuck.

visit relatives and friends. But just before crossing the state border, we made an overnight stop at Snuffy Smith's shop on North Price Road in Eden, North Carolina.

Snuffy is a family man. There isn't much to do back up in the woods but build and race Harleys and make babies. You sorta have to make your own entertainment. Snuffy's pit bull looks like a badass. I pity any would-be bike thief in that neck of the woods. The dog's probably a sweetheart off the chain. That evening Jeff Busick, one of Snuffy's homeboys, let me crash at his pad and do my laundry. Jeff bought me a huge, deluxe steak at Danny's Lounge. He has a fine-looking race bike in his garage.

Baby and I splashed out onto the road in a light sprinkle the next morning. After stopping off at the Roanoke Memorial Hospital for a quick visit with Bee-Tee, a downed rider, we rolled easterly to catch the season's opener for the American Motorcycle Racing Association in Colonial Beach, Virginia.

The ride took five-and-a-half hours, stopping only for gasoline. I've been fine-tuning Baby's carburetor and am now getting 37 mpg at highway speeds of 70 to 80-plus with the windshield on and lots of throttle left. Furthermore, that's without losing power to the back wheel. I'm basing this on the seat of my pants and how long Baby's front wheel stays popped up in the air while I'm speed-shifting into second gear. She tracks straight and true. The longer wheelbase spreads the road out, distributing the shock of potholes more evenly. I like it — no, better yet, it's the quickest, most comfortable H-D I've ever had the pleasure of throwing a leg over. She feels good.

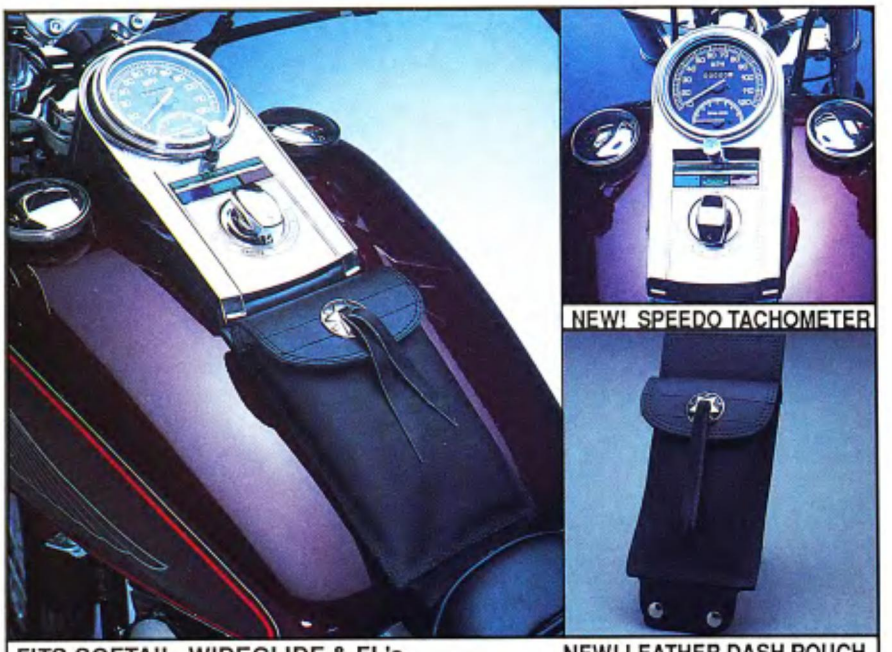
But back to the track in Virginia. Top Fuel was copped by Pete Hill once again. His blown knucklehead just keeps going faster.

Happy, an 18-year-old fuel pilot. Has no fear.

The lead photo on the color page was taken at the Pope's Creek Plantation, the birthplace and early boyhood home of the father of our country, George Washington. Alongside Ray Price (on the color page) is Cathy Lou from Indiana on her T-gas class bike. She's its rider, but on that Mother's Day, her racer was put on the trailer early, due to a heavy metallic hammering noise in the rear cylinder.

One of the primary reasons I love to study race bikes is that a great amount of engineering goes into these units. Many ideas have been borrowed and applied to custom choppers. On occasion, it's been vice-versa. Bonneville race bikes are, in essence, R&D for Harley. These craftsmen spend a humongous amount of hours handcrafting and fitting parts. The pilots who guide these racing vehicles have beaucoup style, and their intricate and unique race bikes are classy. They reflect the countless hours of thought and planning spent designing and preparing them to do battle on the asphalt. Those of us who build bikes from basket cases understand the feeling.

Well, it's time to close again. But say, how about a letter or a postcard to share with the readers? I'm looking for neat bike shops, crazy bars, or good places to stuff my face. No bullshit letters, please. Write to: "Rip's Run," *Easyriders*, Box 3000, Agoura Hills, CA 91301.



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THE HEIRLOOM

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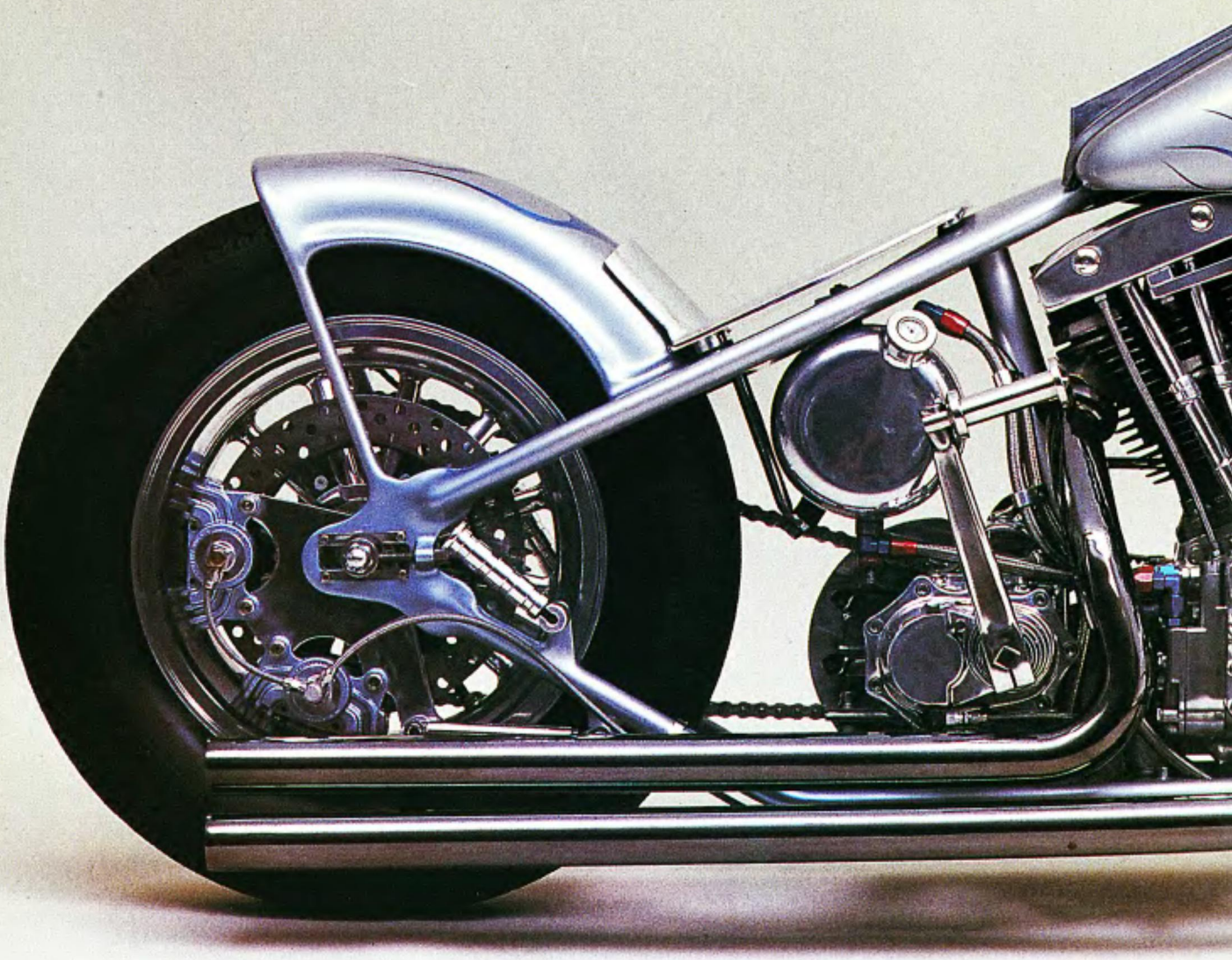
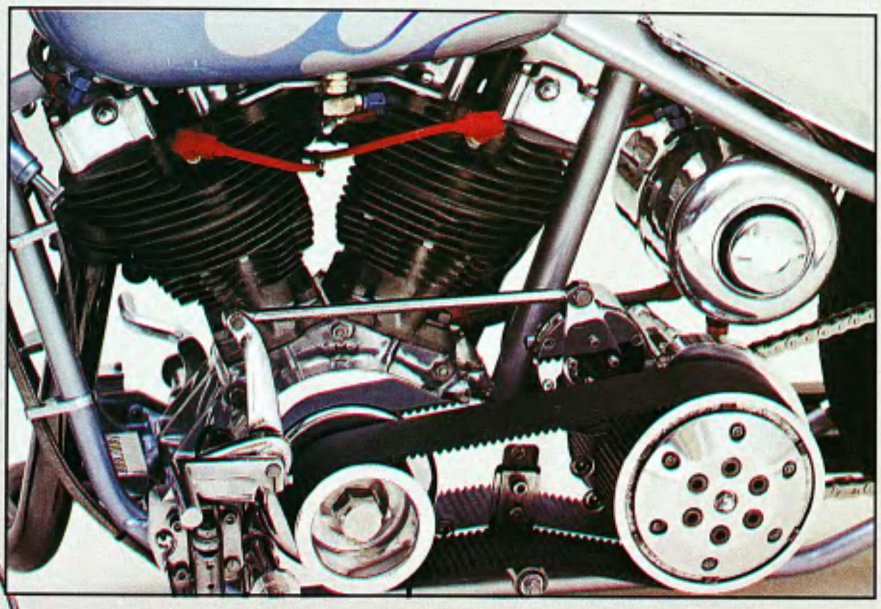
As J.R. grows up, he'll be hearing stories about not only the good, but also the downer side of the nine years his father has been riding this putt — now six years old, J.R.'s already seen it wrecked once . . . and rebuilt.

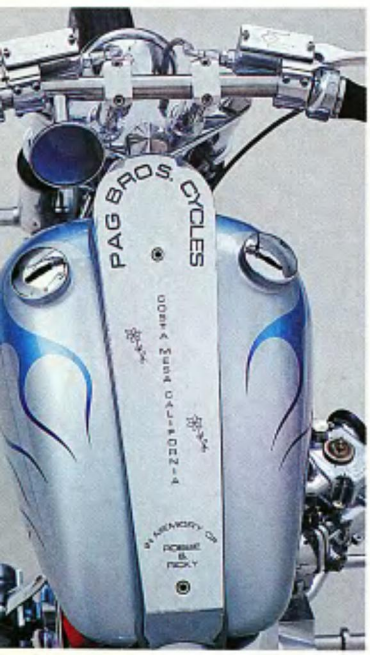
He'll hear stories about the close calls, the slides on wet streets, and even about the time his father and a brother were screaming down the Dago freeway at night doin' 90, diggin' the summer warmth, the drag pipes echoing off the pavement — when it seemed like years before Johnny woke up in a hospital . . . his bro wasn't so lucky.

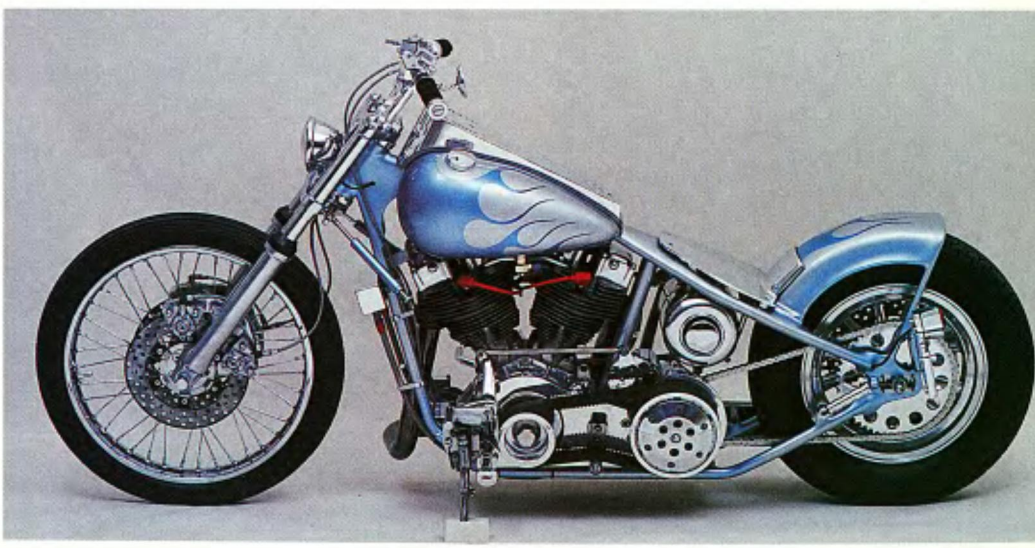




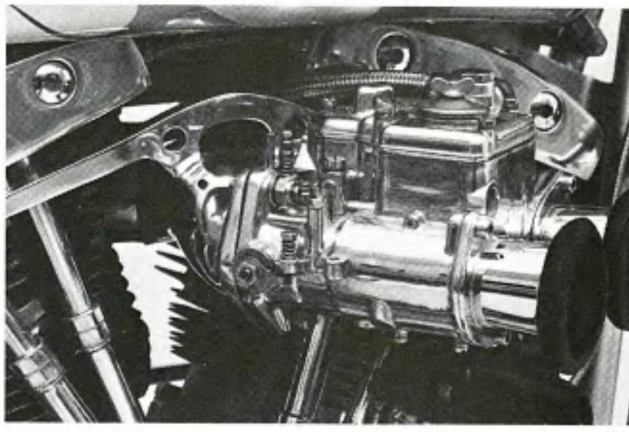
Passin' along a scooter to your son

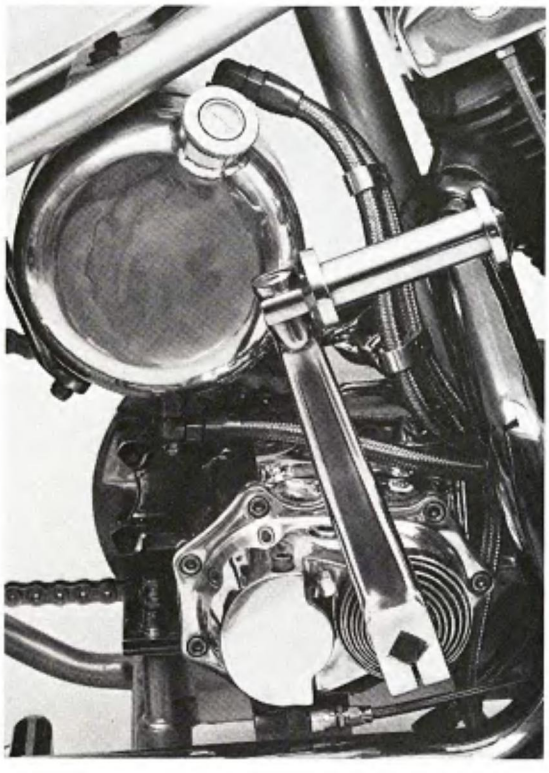
Photos by Silvermoon

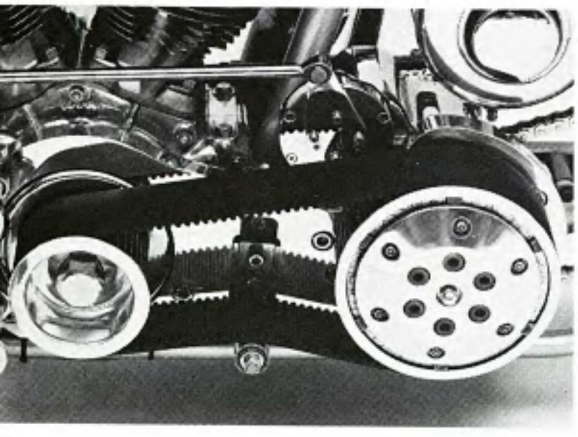




Owner: J.R. Pagnini	**City:** Costa Mesa, California	
General	**Frame**	
Fabrication by: Pag Bros.	Year: special construction	
Year and make: 1979 H-D	Builder: Paughco	
Model: FLH at one time	Type: low rigid	
Value: lost count	Rake: 5 degrees over	
Assembly by: Pag Bros.	Stretch: none	
Time: one year since last crash	Other alterations: built-in fender	
Chroming by: polished aluminum	**Accessories**	
Engine	Bars: stainless	
Year: 1979	Risers: billet aluminum	
Model: shovel	Fender(s): lot of time	
Rebuilder: Pag Bros.	Headlight: 4-inch	
Ignition: Hunt magneto	Taillight: billet aluminum	
Displacement: 96 cubic inches	Speedo: passing telephone poles	
Lower end: S&S 4⅛-inch	Front pegs: stainless	
Balancing: how many drinks?	Rear pegs: Jay Brake	
Pistons: S&S forged	Electrics: wires in frame	
Cases: STD B358	Gas tank: Paughco 3½-gallon	
Heads: Stage 4 setup	Oil tank: Elite 5-quart	
Cam(s): Sifton EV3	Oil system: Performance oil cooler	
Lifters: early solids	Primary cover: left leg	
Carb(s): 48 mm DCOE Weber	Seat: aluminum	
Air cleaner: stacks	Sissybar: where?	
Pipes: 2-inch, handmade	Height: to the fender	
Muffler(s): sure	Material: cold-rolled steel	
Transmission	**Forks**	
Modifications: Andrews gears	Type: narrowed wide glide	
Year: 1976	Extension: none	
Shifting: stainless linkage	Builder: Pag Bros.	
Engine sprocket: 24-tooth	Special features: trees and lower legs	
Trans sprocket: 25-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 15-inch
Molding: Pag Bros.	Hub: Perf. Mach.	Hub: 12-spoke
Painter: Pag Bros.	Rim width: 2 inches	Rim width: 4 inches
Color: silver-and-blue	Tire: 3.00	Tire: 165
Type: lacquer	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: flames		
This scooter is dedicated to the memory of Robbie and Ricky.		







Long before Johnny's son mounts that scooter for the first time, he'll understand the freedom, the fun, the excitement, and the risk, because he'll have been there through his dad. I'd be fuckin' honored to ride my father's motorcycle, and J.R. shows his respect by his participation at his dad's shop, learning even now by listening and watching.

—Weed

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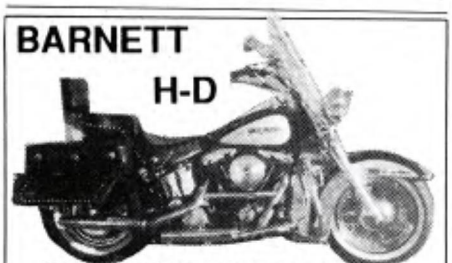

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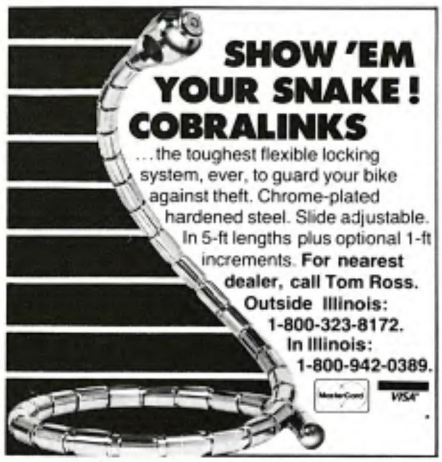

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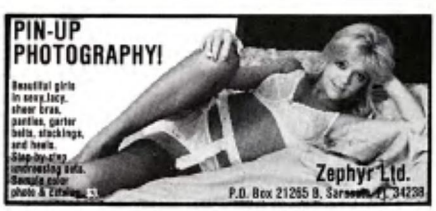

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We Stock All Sizes Listed Below

17" Black Boot (shown above) $128 Circle Size

Narrow Width (A-B)			9	9½	10	10½	11			12
Medium Width (D)	8	8½	9	9½	10	10½	11	11½		12
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11" Black Boot (not shown) $108 Circle Size

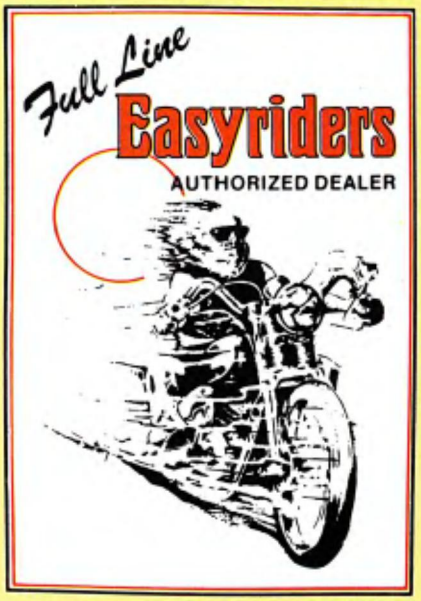
Med. Width (D) Only	8	8½	9	9½	10	10½	11	11½		12

Women's Boots 17" Black Boot (shown above) $124 Circle Size

Medium Width	5	5½	6	6½	7	7½	8	8½		

LOOK FOR THIS BANNER ...

it means the dealer displaying it stocks a full line of *Easyriders* products



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American Rider
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Huntington Beach 92646
(714) 968-3660

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Denver 80211
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FLORIDA
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1863 S. Ridgewood Ave.
S. Daytona 32019
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Smyrna 30080
(404) 432-3614

ILLINOIS
Bruns
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Steelville 62288
(618) 965-3708

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Newton 67114
(316) 283-1428
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Edgewood 21040
(301) 679-2965

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

Ezekiel's Wheel Boutique
5112 Belair Road
Baltimore 21206
(301) 485-0250

NEBRASKA
Nebraska Motorcycle Parts
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Omaha 68127
(402) 592-1780

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Albuquerque 87123
(505) 294-0485

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

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

PENNSYLVANIA
Cycle Cellar
RD 1, Box 178
Winfield 17889
(717) 966-1200

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Z-Bros
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El Paso 79905
(915) 565-1437
or (800) 541-1412

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

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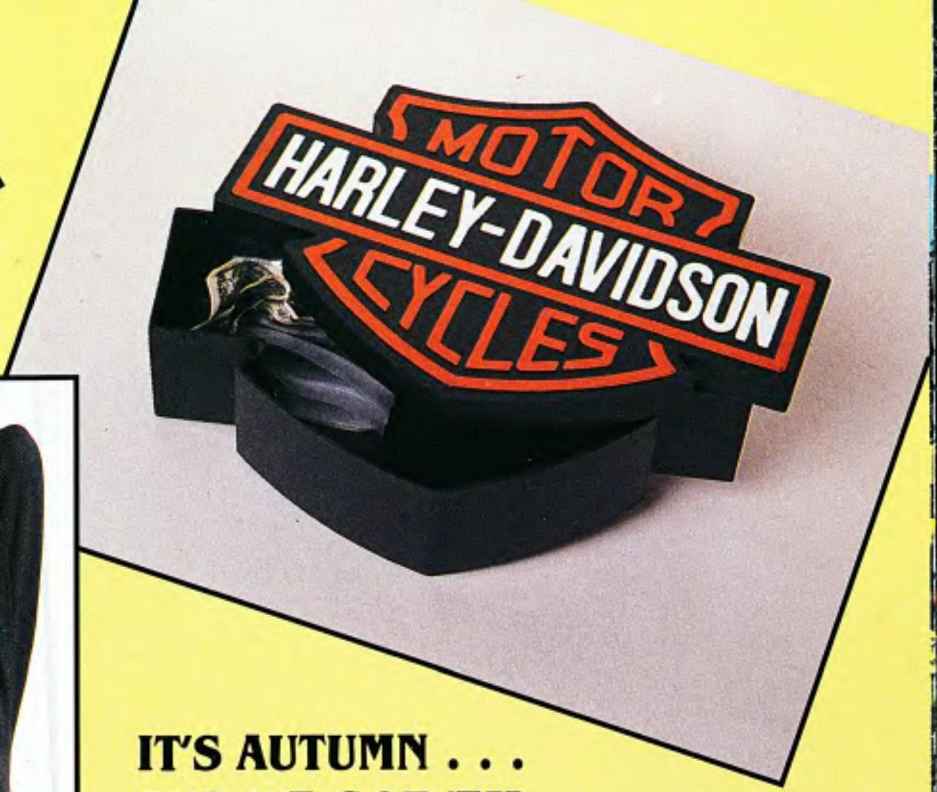
El Paso, TX 79915
(915) 775-1256

WISCONSIN
Rich's Pit Stop
473 E. Geneva, Site 54
Lake Geneva 53121
(414) 723-4599

The Cycle Empire
4001 Loomis Road
Milwaukee 53221
(414) 281-4770



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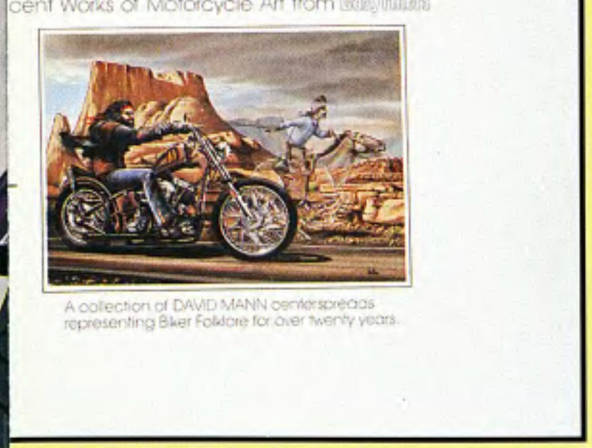

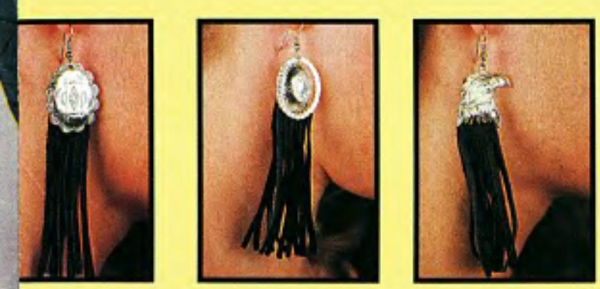

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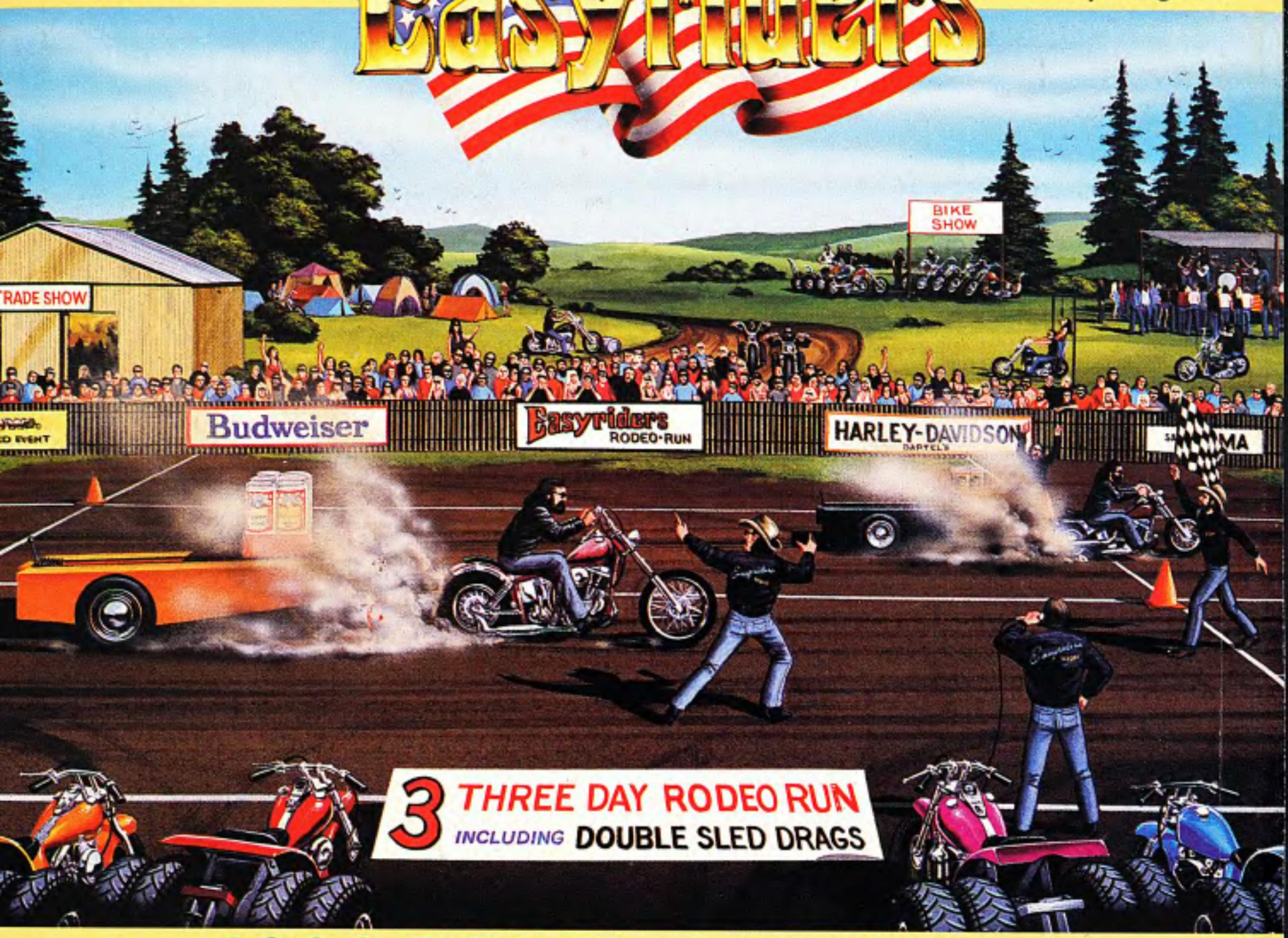

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Independence Day
Los Banos, California
Merced County Fairgrounds
4 miles east of I-5 on Highway 152
(75 miles south of San Francisco)

August 5, 6, 7
Malta, New York
Saratoga Speedway
I-87 to exit 12, on Route 9
(20 miles north of Albany)

CHARITY EVENT **August 27, 28**
Stafford Springs, Connecticut
Stafford Springs Motor Speedway
For further info: (203) 684-2783
I-84 to Highway 32 North
(30 miles north of Hartford)

September 3, 4, 5
Labor Day Weekend
Chillicothe, Ohio
Ross County Fairgrounds
Rt. 22 to 104, go south 13 miles

CHARITY EVENT **September 17, 18**
Estes Park, Colorado
Estes Fairgrounds
I-25 to Highway 34 west
For more info, call: Freedom Harley-Davidson, Denver
(303) 238-0425

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Costa Mesa, California
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405 to Fairview exit
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