

Easyriders

**Biggest
Fox Hunt
Bazooms In '88**

**Baddest Rodeo
Yet In Los Baños,
California**

**All You Need
To Know About Evo
Cam Installation**

**Tough-Guy Fiction
And Leg-Wettin'
Humor**

**The Best In
Freedom-Keepin'
Legislative Info**

**Colorado
Blossom Run
Gets Blessed**

**Bikers Battle Bar
Discrimination**

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\$A 4.95 N.Z. \$5.95 (incl. GST)



**Easyriders Grand Nationals Rodeo
Costa Mesa, California
October 14, 15, 16**
(See back cover for details.)



What's In A Name?

The world's largest collection of parts and accessories for Harley-Davidsons, when that name is CUSTOM CHROME.

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Dealers Worldwide

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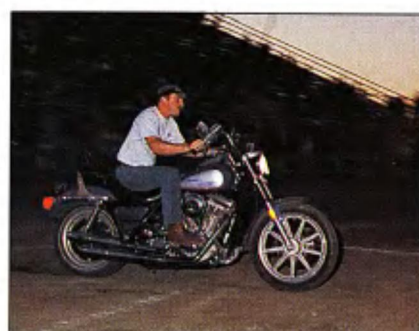
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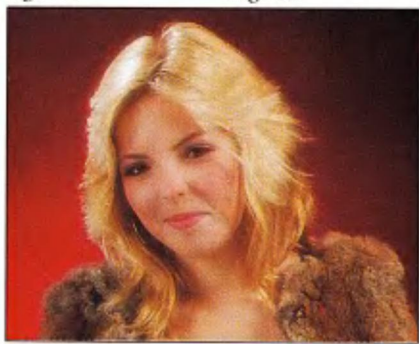
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Cover, gatefold, and feature photography of Fox Hunt winner Vickiy, with Bruce Ponto's sharp, gassed Softail, was done by Mad Mike.

**YOUR BASIC, UNADORNED BEAUTY:
EVERYTHING A PURIST COULD ASK FOR.**

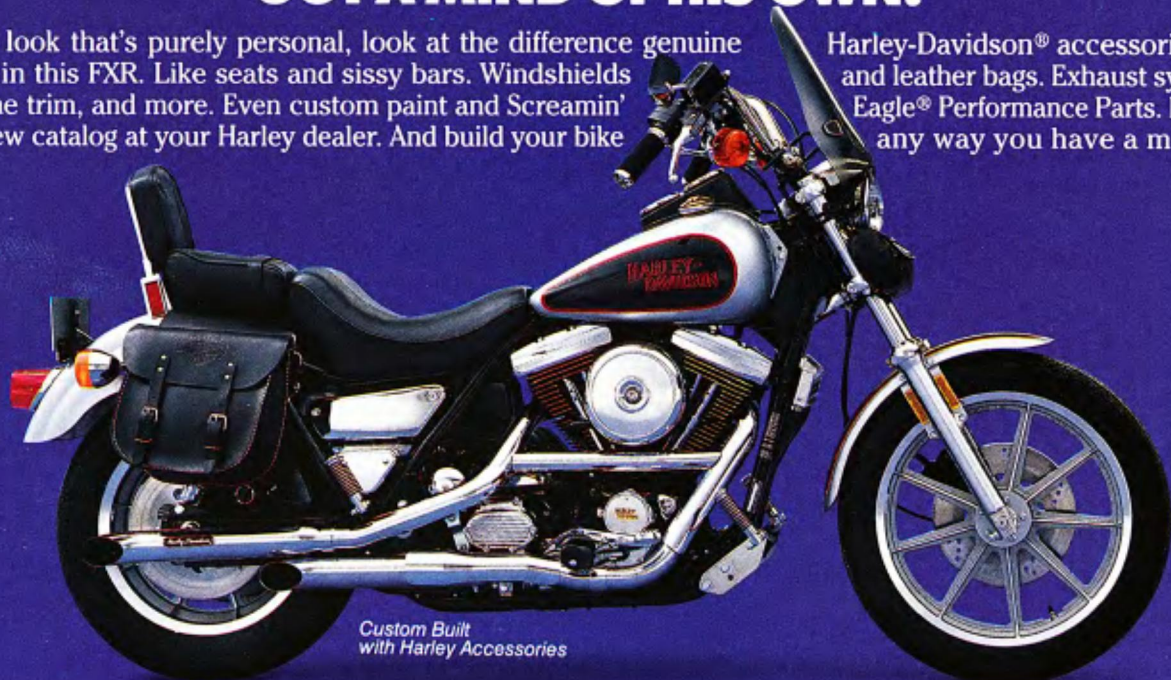


Stock 1988 FXR

**BUT THEN AGAIN, EVERYONE'S
GOT A MIND OF HIS OWN.**

For a look that's purely personal, look at the difference genuine make in this FXR. Like seats and sissy bars. Windshields chrome trim, and more. Even custom paint and Screamin' our new catalog at your Harley dealer. And build your bike

Harley-Davidson® accessories can and leather bags. Exhaust systems, Eagle® Performance Parts. Pick up any way you have a mind to.



Custom Built
with Harley Accessories



H A R L E Y[®]
A C C E S S O R I E S

Where your tax money is going: The feds have spent \$107,000 and expect to spend an additional \$100,000 trying to see what makes the Japanese quail so horny. The quail must be butt-fuckin', 'cause they're studying them to help understand the AIDS problem. The feds have also paid \$110 for an item that costs 10¢ at your local Radio Shack store.

This won't come as a surprise to any of you guys. For the past five years, women have been sent to the slammer at a rate 50 percent higher than the rate for men.

A painted plank with three holes in it was hailed as a work of art worth more than \$1,000,000, but a woman at the auction identified it as a seat from an outhouse.

They got into an argument, and he grabbed her. She bit him, broke free, and ran outside to the car. He brought out his gun and shot into the car twice, grazing her head with one of the shells. What were they arguing about? Was she fooling around with another man or what? He was 72 years old and she was 75. He was pissed because she didn't want to play dominoes. For some reason, she divorced him afterwards.

A 32-year-old dad was running down the block, twisting and turning a stroller so erratically that he kept tipping it over and dumping a five-month-old infant in the street. He was arrested for drunk driving.

You men who are heavy boozers, be aware that you will sire 10 times more female than male house-apes. So cool it around fun-and-games time. We've got enough females in this world.

A postman discovered a house on fire and went inside to save a 75-year-old woman. While he was telling her she had to get out of the house, she continued to sit in her favorite chair because she wanted to watch a TV show. He literally had to haul her out of the house against her will. She just had to watch that show.

Your chances of winning the grand prize in the Publisher's Clearing House Sweepstakes are 1 in 182,000,000. Your state lottery has better odds than that.

This cop was busted for fooling around with little boys. In an attempt to get a lighter sentence, he had his nuts cut off. But when he went to court, the judge didn't have any sympathy for the cop's nutless condition.

The dipshit-of-the-month stuck up a bank. He got \$85,000 and immediately went to a Cadillac dealer and paid the dealer \$13,235 in ones and fives. For some reason, the Cadillac dealer got suspicious and had the robber's ass busted.

Talk about horny! He came out of a bar with a girl, got her down right in front of the bar, and started porking her. When the police came to the area, they found 100 people watching and cheering. As the cops led him away to the pokey, the crowd cheered louder.

In Hamburg, West Germany, a man reported his ol' lady missing, but he told police to take their time looking. The man wrote: "To conform with the law, I would like to inform you that my wife has not been seen for several weeks. Personally, I do not miss her . . . Please, do take your time in this matter. Yours sincerely . . ."

I found another use for helmets. This chick was going to scare her sister, so she put a motorcycle helmet on the floor of her closet, stood on it, and put a belt around her neck. The idea was that she would hang for a few seconds from the belt when her sister opened the door. But before her sister came to the closet, the chick's feet slipped off the helmet, it rolled away, and she croaked.

For all you guys who are bucks-down, here's a trick from a guy who thought he'd solved his problems. He lost his job and the light bill was due, so he went out and rigged his meter so that it would run backwards. The meter had run backwards for nine years before it was discovered. He had run up a \$12,300 bill with the electric company. So much for meter readers.

TAKING IT EASY

By Spider



Easyriders

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Bitch, Bitch, Bitch

□ Well, you raisin-pie rejects did it again. On page 90 of the September issue, you featured a badass-looking shovelhead a brother built and plans to pass along to his son. The entire story revolves around this dude's son, who supposedly helps out around the shop, etc. So where's the kid? If I was givin' my scooter to the youngster, I'm sure he'd be in front of the camera with that scooter—get it together.

Ramblin' Man
Lubbock, Tex.

■ Yeah, you're right — he was, and here he is.



J.R. Pagnini

Right Fuckin' On

□ There I was, mindin' my own business, passed out shitfaced on the couch, havin' one of those dreams that ya only dream about, when the dog started barkin' and raisin' all kinds of hell. I'd left the remote control for the tube in his capable paws, and since he only drank half as much as me, I figured he must have been flippin' through the channels, lookin' for old "Lassie" reruns or something. Anyway, as the dream faded and reality crept in, I heard the familiar sound of V-twin thunder. There on the tube was the *Easyriders* Grand Nationals Rodeo on USA Network's "Night Flight."

All I can say is, "Right fuckin' on." It's about time the national airwaves of America got a little taste of truth and realism and saw what bikin' and bikers are all about without all the Hollywood bullshit. What's next? The Sturgis Classic on prime time? Hmmm!

Deke
Houston, Tex.

Rodeo On TV

□ I just got to see the *Easyriders* Rodeo on the USA Network. It was great! Thanks to you people, we bikers are getting a better name. A huge slice of raisin pie to you all.

Altered States
Olathe, Kan.

□ Just thought we'd say "thank you" to whoever had anything to do with the release of the *Easyriders* Rodeo on the USA Network that we saw last night. If your readers would have read all the small print in "What's Happenin'" on page 74 of the August 1988 issue, they would have seen the announcement of the showing.

But come on, fellas, we're worth at least an hour's viewing time. That half-hour show was just a tease. Give us more, please.

Lorraine Stana &
Charlie Carroll
Phillipsburg, N.J.

■ There was a full-page ad on page 4 of the same issue.

□ Your staff fucked up again! I got my August '88 issue of *Easyriders* on July 12, 1988 (my 22nd birthday), and spotted an advertisement for "Easyriders on TV." The date was July 8. Whatdafuck is a July 8 ad doing in an August issue?

No more fuckin' raisin pie for you!

Bam Bam
Huntsville, Tex.

■ You were born on the wrong day.

□ The *Easyriders* Grand Nationals Rodeo on TV Friday, July 8, was great, super, out-tasight! It's about time we got to see the real brotherhood on the tube.

Being locked down, it meant more to me than to most. So before it came on the air, I went around our dorm, and out of 59 guys I got 47 to vote for watching it on our TV. Anyone who has been

down knows how hard it is to get five people to agree on something, much less 47, but I did it.

We put the TV on USA at 12:00 and at 12:23 it was over. Whatdafuck? I was really up for 50 minutes of bitchin' *Easyriders* action, but we were really let down.

Rotten B.B.
Rome, N.Y.

■ TV Guide musta fucked up and listed it as 50 minutes. We produced a 30-minute show, minus time for commercials, to USA/"Night Flight" specs. But whatdafuck do we know?

Go For It

□ In response to Juanita LeBowe in the August '88 issue, go for it, honey! It's your money. Buy the bike of your dreams. Your ol' man is probably afraid you'll be a better rider than he is. There is no law stating that women should always and only ride behind men. It's just his self-centered mind at work.

Do like I do — smile, say, "Yes, dear," and do it anyway!
DeeJay
Laguna Niguel, Calif.

□ The ol' man should be proud to have his ol' lady ride beside him. My husband paid for a course in motorcycle training for me, and he picked up my 883 the day I started the course. That was a year-and-a-half ago.

To any ladies out there who have ever had a desire to ride a Harley, go for it! I hope Juanita gets her Harley. She'll love every minute on it. If her ol' man still objects to it, he's a chauvinistic pig.

Dolores Glicksman
Sepulveda, Calif.

□ In response to Juanita LeBowe, it sounds like this guy's got problems. I've been riding Harleys for eight years and working for Harley dealers for four years. The only guys who ever gave me

a hard time about riding a Harley were assholes to begin with. Everyone else thinks it's great. Get the bike.

Stephanie H. Feld
Long Beach, N.Y.

Frosting

☐ In response to "A Disagreement" in the August '88 issue, I say dump the bastard, buy your own Harley, ride off into the sunset, and find a real man who understands that a lady on a Harley is like the frosting on the cake.

Rambo
Woonsocket, R.I.

No Raisin Pie

☐ Your feature in the August '88 rag on Dewey Maxwell's bike (pages 78-83) was great, except for one thing. You photographed the license plate on both the cover and on page 78. You did, however, manage to mask it on page 81. Hey, in this case, two outta three ain't gonna cut it. Yes, once again, the ration of raisin pie is regrettably revoked.

Jack Elda McKeathen, Jr.
Lubbock, Tex.

Oops

☐ The August Biker's Choice ad incorrectly read, "Proudly Made in America." It should have read, "Proudly Made Available in America." Tsukaki chain is actually made in Japan.

Bob Kay
Foxboro, Mass.

New Zealand

☐ How often do we see any gum-bashing in *Easyriders* from New Zealand? Come on, New Zealand. How about lettin' Americans know we're just as free 'n' bitchy as they are?

Suzy
Wellington, New Zealand

Switzerland

☐ Swiss bro coming to California has two questions:

1. Are blue license plates still issued?
2. How do I get a personalized license plate?

Fingers
Uster, Switzerland

1. Only personalized ones.
2. Go to the DMV.

Humans

☐ I had to put this one on paper before I lost it. The image is still bouncing around in my skull, and I've got a lot of empty places for it to

bounce.

I'm sitting here in Germany, watching AFN (American Forces Network). They always show public service messages — commercials are not allowed. The one I saw is a short film that lasted 10 minutes. It started by showing a rural highway somewhere in America. You hear some mean blues harmonica, then a Harley appears. It keeps coming down the highway and passes.

Cut to a small town diner. The camera lowers and shows Main Street, USA. The brother drives by and makes a U-turn, then comes back and parks in front of the diner. He goes in and sits at a table. The look on his face seems to say he hasn't taken a shit in a week. Some old farts take a look and leave. A farmer shakes his head. Funny thing — the farmer is the same age with the same beard and long hair.

The waitress comes over and has the look of the Wicked Witch of the West. The brother orders a hamburger. While he's eating, a little girl stares at him. Her mother keeps saying not to stare, but she keeps smiling and staring. Finally the brother has to smile back. Then he looks at an old photo in his wallet. It's a picture of a little girl. While the mother is paying the bill, the girl gets some gumballs. She runs back to the brother and gives him some. In the last scene he gets on his bike and rides off.

The film was made by Visual Perceptions Productions, Inc. It was paid for by the Police Department of Lone, California. This is the second time I've seen bikers on film portrayed as humans. The first was in "Mask."

Tim
West Germany

Poster?

☐ The cover of the August '88 issue is the best I've seen in a long time. What are the chances of getting a poster?

Rockster
Shaw AFB, S.C.

☐ I just got my August issue from the mailbox. Could hardly get past the cover. Even skipped Spider for the first time ever and went to page 78.

Then I find you don't even give the name, statistics, or anything on this beauty. Who is she? How's she built and all that good shit? The front

cover should be a poster.
Rick "Grasshopper" Bridges
Levelland, Tex.

Lost Friend

☐ Hi, Cheryl Ann H. — it's been a long time. I've tried to find you for a few years. I saw your pic in the March issue (I'd know that leg anywhere). I know you were mad when you left, but if you ever cared at all, let me know if you're okay. I looked all over New Hampshire and Massachusetts.

I changed my name and don't live in Lexington Park, Maryland, anymore (haven't for years).

They say time heals all — they lied. Still love you.

Jerry
c/o David W. Jacobson
Box 020309
Juneau, AK 99802-0309

Bored

☐ Help! I'm a 23-year-old single woman who recently relocated to North Carolina from California. I've been here for three weeks now and love it, but it's getting boring fast.

I'd love to hear from some righteous folks in my area — male, female, or animal. I want to hear from y'all. I live outside a small town called Walnut Cove.

Come on, people, I know you're out there, so please don't let me rot in these woods alone. Call or write. I'll be happy to hear from you!

Toni Nelson
7595 Rt. 2
Walnut Cove, NC 27052
(919) 595-6116

Wants Money Back

☐ I lost contact with my ol' lady since I went to prison. The bitch must be too good to write to me. But I just want her to know I haven't forgotten about the money she owes me, so she'd better start selling her ass to get it.

Ku Klux Bob
Omaha, Neb.

Good News

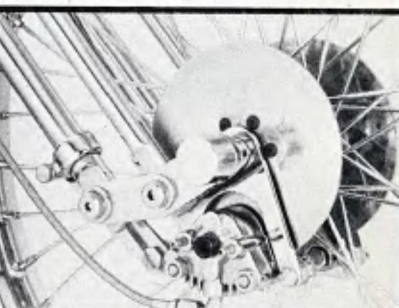
☐ Regarding "A Show of Unity" in the July '88 issue, I wrote Tadd C. Seitz, president and chief executive officer at Scotts. Apparently, my contribution also helped our cause as human beings. Enclosed is the original letter signed by Seitz himself:

Your letter expressing concern about how our ad portrays motorcyclists made a big impression on me. The ad was designed to sell Scott products. It was not designed

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*.)

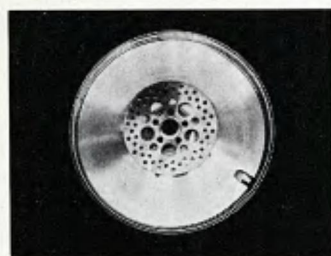
Sumax



Swing-Rigid Frame Features
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Rubbermount Soft Tail Frame
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to offend you or any person
who enjoys riding a
motorcycle.

I've relooked at the ad and
have directed our advertising
people to stop further publi-
cation. Your input was very
important in reaching this
decision.

Thanks for putting us back
on the straight road.

Spring
Corpus Christi, Tex.

No Balls

□ About ten years ago (be-
fore I knew better), I rode a
450 Honda. After I had already
sold the piece of shit, I re-
ceived a letter stating the gas
cap was defective and could
spring open in a crash. I
assumed it meant the rider
could leave his family jewels
hanging on the tank if he went
over the handlebars.

Recently, while at a wreck-
ing yard picking up parts for
my ol' lady's cage, I helped
some people unload a late-
model Jap bike that had been
crashed. The gas cap was in
the up position, and I was
informed that the rider had
indeed experienced a voice
change.

I guess the Japs figure that
if you're going to ride a rice-
grinder, you don't need any
balls.

Howard R. Musick
Denton, Tex.

Record Available

□ I wrote the song, "Fuck
Everybody." It is performed by
Mike Angelo & The Idols and
is available from:

Low Overhead Records,
Box 50691, Jacksonville Beach,
FL 32240-0691.

M. Fitzgerald
Jacksonville Beach, Fla.

Back Issues

□ I've enjoyed the shit outta
your rag over the years, and
all I need for a complete
collection is the first five
issues. Someone out there
must have 'em for sale. I've
been down for three months,
and if it weren't for your rag,
I would have been over the
fence to the nearest
newsstand.

M. MacLean
Detroit, Mich.

Tape Behind Bars

□ On behalf of all the bros
here at Lompoc Federal Pris-
on Camp, I would like to thank
everyone at *Easysiders* who
made it possible for us to see
the "Video Magazine" tape.
I've been down for several

years — biker rodeos and
video magazines were un-
heard of then. Through the
Psychology Department
we've made it possible for the
tape to be shown behind the
walls.

Richard Cave
Lompoc, Calif.

■ If any other prisons want
these tapes ("Biker Rodeo"
and "*Easysiders* Video Maga-
zine"), have your Psychology
Department write to us with
a request.

Needs Help

□ I'm tryin' to start my ol' lady
off right. We ain't rich, and it
took eatin' beans and a whole
lotta sacrificin' for three
months to finally get her a
motorcycle so she can under-
stand why I like the bugs in
my teeth so fuckin' bad. But
the front sprocket is
"spanked" and the chain is
stretched. Does anyone out
there know where I can get
parts for a '76 Harley-Davidson
(250) Sprint (#9E45399H6)?
Mike Benedict
Box 171
Rosebud, TX 76570

Wrong Address

□ I noticed in your July
issue's "Parts Box" that there
is an article about Custom
Chrome Sportster cases. You
have the wrong address. A
software duplicator has occu-
pied 16160 Caputo Drive for
almost a year now. If you want
the right address, look on the
inside of the front cover in the
same issue for the CCI ad that
has the right address (1 Jac-
queline Ct., Morgan Hill, CA
95037).

If you ever pass through
Morgan Hill, you should
check out their new building.
The lobby is very posh with
an indoor waterfall and a
handful of museum-quality
vintage Harleys on display. Be
forewarned, though: The new
building is hard to miss be-
cause it's painted — now get
this — pink!

Disgusting Dan
Gilroy, Calif.

Needs Help

□ Anyone knowing the
whereabouts of a scooter
babe by the name of Kat from
Clearwater, Florida: I need to
get in touch with her. Very
important. Write to: Roy Adcock,
1 Alderman Rd., Lakeland, FL
33809.

Rabbit
Lakeland, Fla.

Needs Owner's Manual

□ Hope you can help me. I
just picked up a 1954 one-
cylinder Harley and was hop-
ing you could tell me where
I could get an owner's manual
and a motor repair manual. I
want to fix that old Hog up
so my ol' lady and I can ride
free again.

Crazy Man
Orlando, Fla.

Thanks

□ About four months ago I
ordered a catalog and never
received it. I'm presently in
prison and can't go to the local
head-shop to buy the ol' lady
her birthday shit. The reason
I'm saying thanks is because
the whore ran off with some
fuckhead, and I didn't order
her a fuckin' shirt because I
didn't have a catalog.

Thanks, fellas — you guys
are the best!

Tom Buck
Lima, Ohio

Inventory Check

□ Dealers, please check your
inventory to see if you have
a Sportster medallion, Part
No. 98008-78V. Harley-David-
son discontinued the part and
I need at least two. Write to:

David McGowan
106A Stancill Dr.
Greenville, NC 27858

Warning

□ Keep up the good work on
the mag, bros. But I think ya
better warn the bros about
somethin' in the *Easysiders*
tech tip magazine (the article
on lowering your shock
mounts). I've got a '79 Super
Glide. I did the swingarm mod
exactly like the tech tip said.
It worked great for a few
months, then the springs on
the shocks started to weaken,
and the tire started rubbing on
the fender. A new set of Harley
shocks (\$140) worked for only
a month. My only alternative
(since I wanted to keep the
bike low) was air shocks.
Custom Chrome sells a damn
good set that keeps the bike
low and holds me and the ol'
lady up (total weight: 350
pounds.). They look good,
too! The problem is they cost
\$269! So how about warning
the bros on the additional cost
of this modification?

Dick Brinza
Coraopolis, Pa.

Hand Controls

□ If there are any "former
riders" who want to be "now
riders," have them write us.
We ride with hand controls

and third wheels (trikes/side-cars). We also build the hand controls. Hope this is of interest to you and/or your readers.

Smoky
Chairman Motorcycle
Club — Canada
768 East 55th Avenue
Vancouver, B.C.
Canada V5X 1N7

Dead Bootlegs

□ I need some help rebuilding my collection of Dead bootlegs. I'll pay for tapes, postage, trouble, etc.

Dave Ford
Rt.2 Box 301
Leesville, LA 71446

Not Bein' Seen

□ Just thought you would like to know that the two subscriptions being sent to our Unit Library are not being seen by the general population, and this is probably true of the other units in the Texas Department of Corrections.

Here's the scoop: A fellow inmate (buddy of mine) works in the library, and he was bitching about how the guards grab *Easyriders* as soon as it comes in. The head librarian of TDC was here last week, so my buddy told her about how both copies were being short-circuited by the brass. Her reply was, "Those subscriptions are donated and they will never be put in general circulation, because we don't want that kind of material in the hands of inmates!"

Now, I don't know if Paisano is donating these subscriptions, or if some right-thinking ex-celly out there is trying to put out a good deed for those he left behind. But whichever the case, it just ain't happening. And as I wrote earlier, I've got a feeling (based on that bitch's attitude) that this practice is not limited to this farm. It's something someone needs to check out.

Name Withheld
Somewhere, Tex.

■ *Easyriders* does send two copies each month to any prison librarian who sends us a request. But from now on, they must assure us in writing that the population gets the benefit of them. Any locked-down bro can order his own sub for one-half our regular sub price of \$24.00 (\$12.00).

Let Those Who Ride Decide

□ A warning to those who ride free. Big Brother is after

your head — not to stuff and hang over his fireplace, but to stuff into skid lids.

On a recent edition of ABC's "The Health Show" (July 9, 1988), a doctor (Dr. Timothy Johnson) was mouthing off some shit about how Uncle Sugar should stop bending under the pressure of anti-helmet groups and pass a strict nationwide helmet law.

Was all this concern for rider safety? Not on your life. The big concern is m-o-n-e-y! Dr. Timothy Johnson and his fellow doctors couldn't care less if a scooter tramp lives or dies, but they don't want to get stiffed with an unpaid medical bill. According to Dr. Johnson's stats, only 1 percent of injured bikers pay out of their own pockets. The rest are on some welfare kick or are stiff-dicking their doctors, and they can't have that. (They might miss a country club payment or something.)

The doctor proposes that all the straight types write their congressmen and have them pass a law like the 21-or-over drinking age law. If your state doesn't have a lid law, your state doesn't get any of Uncle Sugar's big highway funds (no buckets — no bucks).

Don't be fooled into thinkin' "Someone else will fight this fight for me," or, "It'll get done somehow," or, "It's not my fight." If you want freedom, get off your dead ass and fight for it or be led by the nose by Big Brother. Join ABATE or some such group. Get out and vote in the elections! That's your voice in your county and state, and in Washington, D.C., because if you're not part of the solution, you're part of the problem.

Elmer Lee Ward, Jr.
Colorado City, Tex.

Helmet Law

□ On behalf of Robert A. Young & Associates, motorcycle injury attorneys, I would like to take this opportunity to thank everyone at the Harley-Davidson Northern California Dealerships' Redwood Run who took the time to sign the petition opposing the proposed helmet law. It is sad that we sometimes have to work within the confines of what seems to be an almost dysfunctional legal system to ensure that we keep the rights that have been guaranteed us through the Constitution. Governor Deukmejian's veto of the proposed helmet law shows, however, that the

voice of the people can be heard.

David Polinsky
Robert A. Young & Assoc.
Auburn, Calif.

"Piss-Ant"

□ In response to the letter in your August '88 issue from "Piss-Ant" McMillan about people who read this rag: why the fuck were you wasting your precious time reading a "yuppie magazine" anyway, you washed-up, senile, old bag of shit?

Wildman Smith
Fayetteville, Ga.

□ I had to laugh at John "Piss-Ant" McMillan's letter in the August issue. I guess part of living in America is having to put up with senile mutha-fuckers blowin' off their mouths about nothin'. Maybe *Easyriders* could do a "Reader's Ride" feature on old "Piss-Ant." I'm sure we all would like to see what a real biker looks like!

D.B.
Lockport, N.Y.

Mötley Crüe

□ In response to Mel "D.A." Williams from Cleveland, Ohio, in the August '88 issue: Everything you said about the Mötley Crüe video was almost right, but you left out the most important part — how they (Mötley Crüe) were strong-arming citizens out of their seats at the tit bars. That video is seen on national TV. We don't need any more negative publicity. We already have enough.

California Katz
Detroit, Mich.

Needs Hat

□ I've been seeking a fur Cossack hat, the kind popular with outlaws from the '60s.

Does anyone on the staff know where I might obtain one? If not, could you ask your readers? Maybe someone would be able to help me track one down.

Terry The Tramp
Bellingham, Wash.

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. ■

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 stiffies at the bank that ya got what it takes.

Street Bikes Series



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(not shown)

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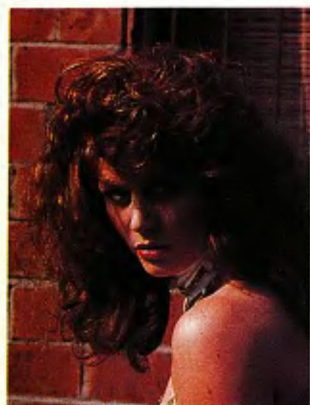
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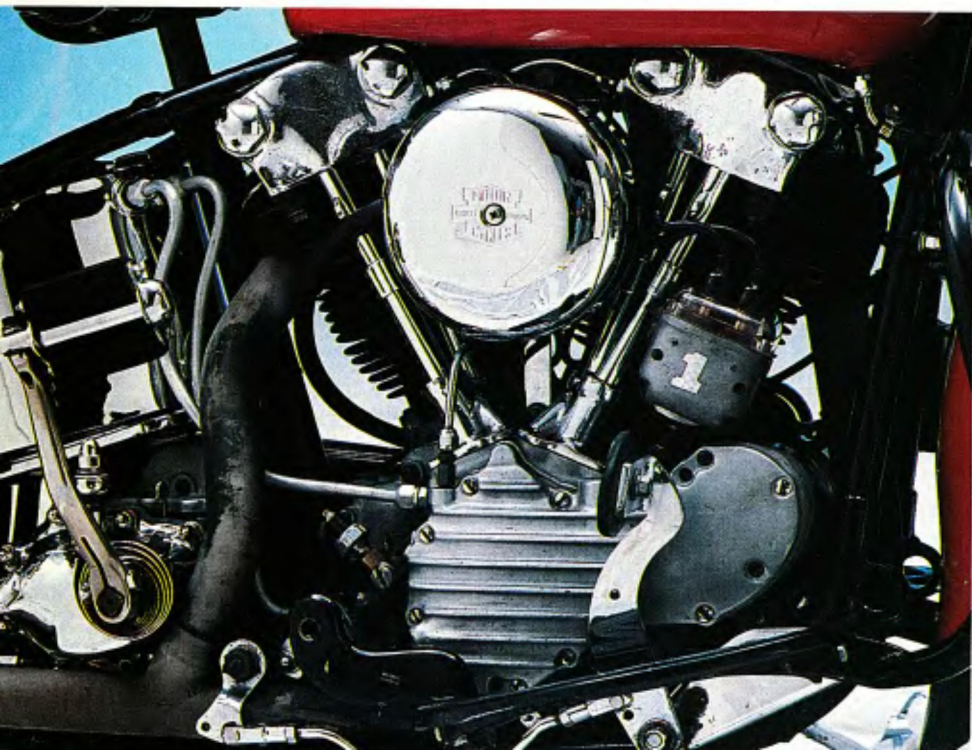
Eight years of searchin' and seizin'



Here's a helluva tail to accompany the tale I'm about to tell. I'll get to the chickadee later — she's not the main event this time, although she could make any night a main event for me. (Somebody get these sizzlin' shots away from me.)

This major restoration project belongs to 29-year-old Alan Zacharias. Zack, as he's known around Ventura County, California, and in his hometown of Mankato, Minnesota, bought the knuck in 1980, when it was a long, lean, nine-and-a-half-foot-long chopper.

When the urge to go classic struck Zack, he scrounged, searched, dug, prayed, and saved for eight years to take the ol' '47 down to its original bones. This meant scouring antique shops, begging from brothers, bargaining at bike shops — whatever it took to search out and seize the original components. Zack, a locksmith by trade, is as proud of his red knucklehead accomplishment as a new father with quintuplet boys.

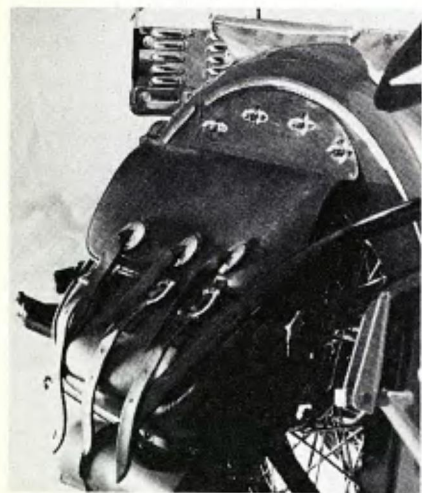
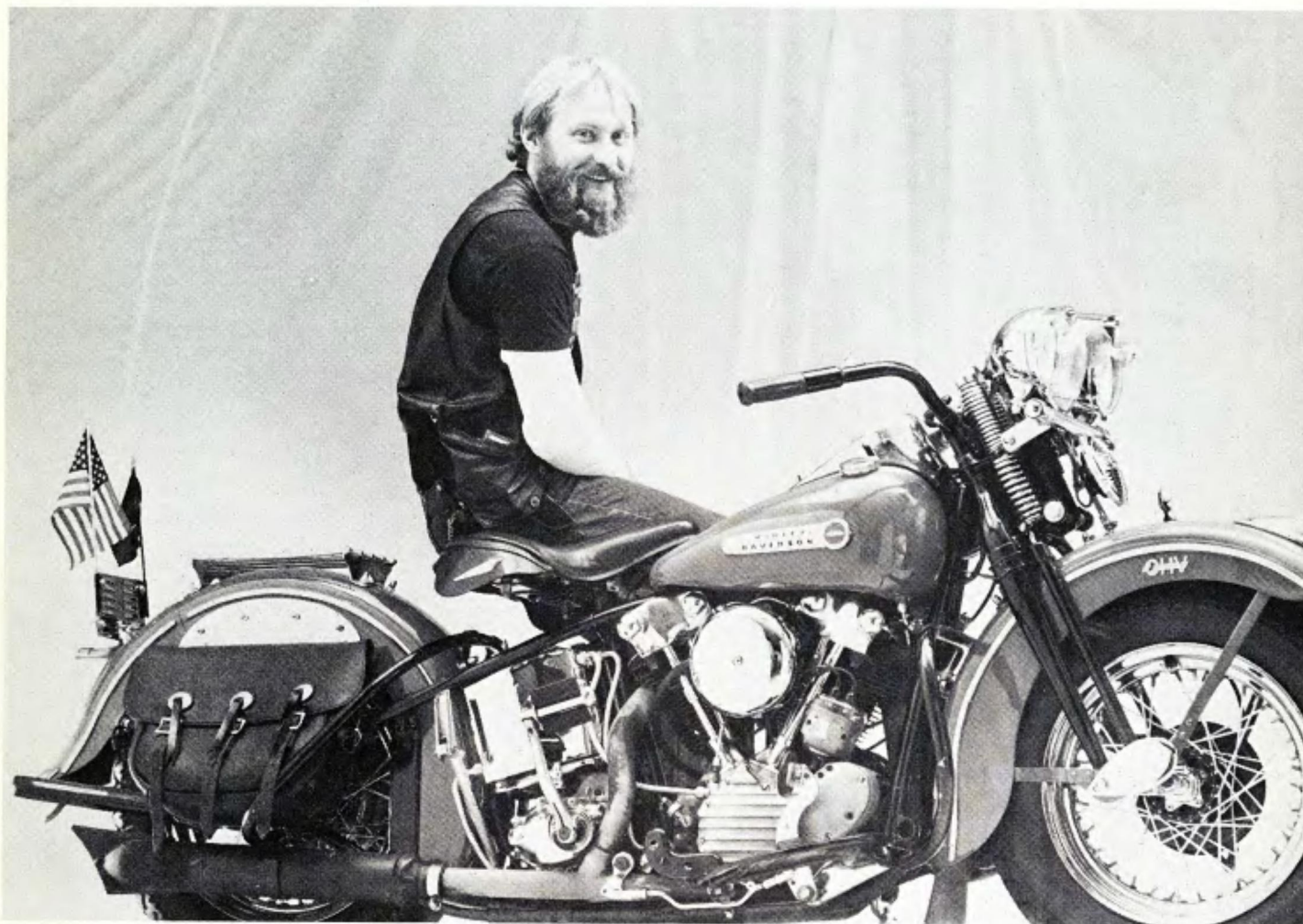


After 12 years in California, Zack is riding his one and only motorcycle home to Minnesota (with maybe a stop in Sturgis along the way), where his old man is waiting to take him deer hunting. He plans to work and save so he can build his own locksmith shop. He'll join the local Vietnam Vets Club and support their cause, back bikers' rights, be close to his family . . . and before you know it, the bearded, long-haired buckhorn pilot who claims he's "born to be a bachelor" will probably find a girl, settle down, and have a family right down the street from the folks.

Jeez, this is makin' me sick. Let's push in the heel/toe clutch on this

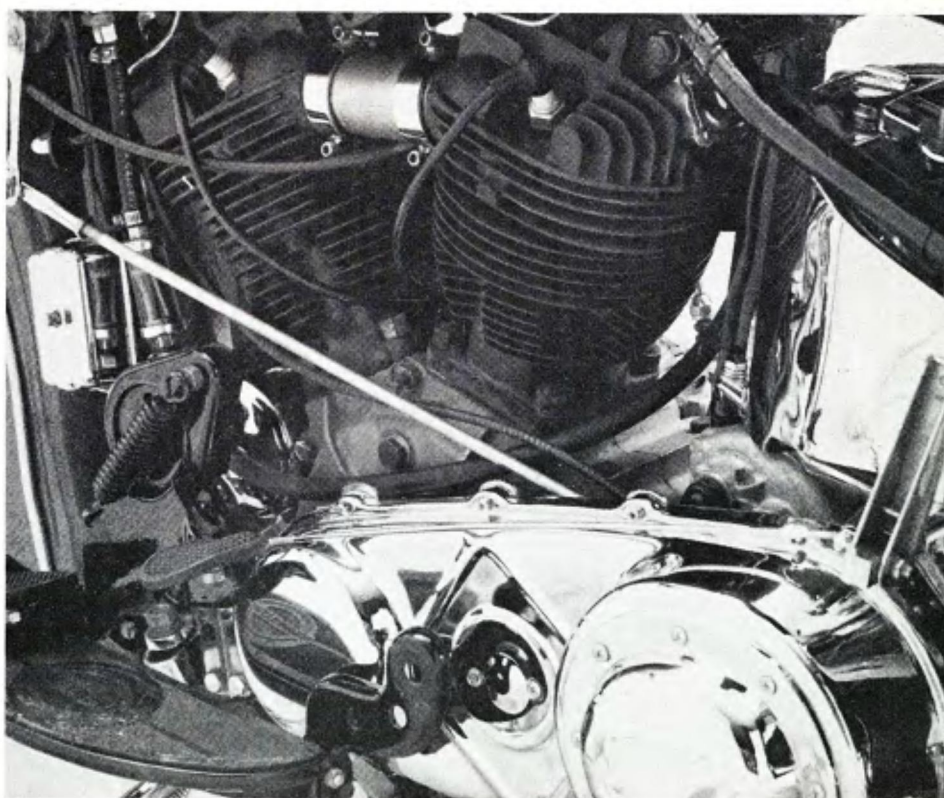






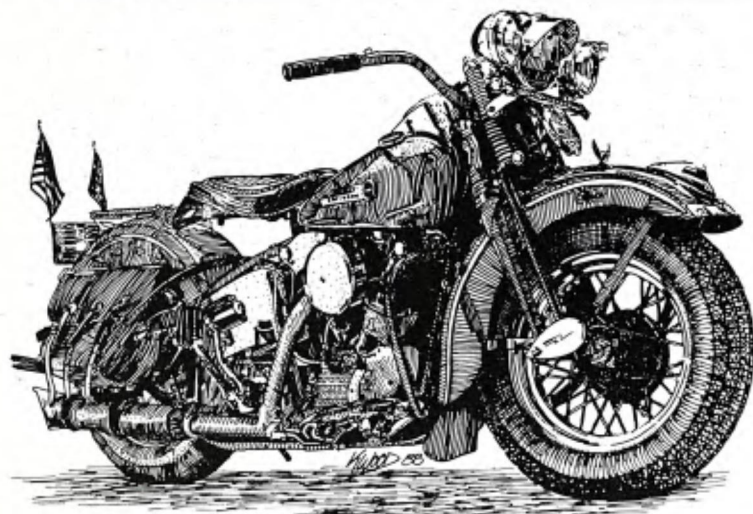
sucker and yank the ol' tank shift into some other gear. How about the chick? This all-American, apple pie, and the folks jive is fine, but lookin' at her put another kinda pie on my fevered mind.

Every issue we bust our butts to find a genuine scooter-ridin' lovely to grace our pages and the cover —





Photos by Silvermoon



Owner: Alan Zacharias		City: Hawgsnord, California	
General		Frame	
Fabrication by: owner		Year: early	
Year and make: 1947 Harley-Davidson		Builder: factory	
Model: knucklehead		Type: rigid	
Value: not for sale		Rake: stock	
Assembly by: owner and bros		Stretch: none	
Time: too much		Other alterations: none	
Chroming by: Gold Coast Polishing		Accessories	
Engine		Bars: buckhorns	
Year: 1947		Risers: none	
Model: knucklehead		Fender(s): two	
Rebuilder: Gino and The Shop		Headlight: works	
Ignition: magneto		Taillight: dim	
Displacement: 74 cubic inches		Speedo: semi-accurate	
Lower end: stock		Front pegs: floorboards	
Balancing: Gino		Rear pegs: yes	
Pistons: H-D		Electrics: 6-volt	
Cases: clean		Gas tank: 3½-gallon	
Heads: iron		Oil tank: yeah, ya need one	
Cam: stock		Oil system: it pumps	
Lifters: solids		Primary cover: chrome	
Carb(s): Bendix		Seat: comfy	
Air cleaner: H-D		Sissybar: no way	
Pipes: Antique Cycle		Height: n/a	
Muffler(s): Antique Cycle		Material: n/a	
Transmission		Forks	
Modifications: none		Type: springer	
Year: 1947		Extension: none	
Shifting: tank		Builder: H-D	
Engine sprocket: round		Special features: in line	
Trans sprocket: 26-tooth		Wheels	
Wheel sprockets: 52-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: stock	Hub: stock
Painter: Hill & Co. Ltd.		Rim width: wide	Rim width: wide
Color: red		Tire: Continental	Tire: Continental
Type: Imron		Brake: drum	Brake: works
Special paint: it's special enough			
Other special modifications: flag holders by Charlie. Thanks to John, Steve, Rob, The Shop, Hill & Co., Andy from <i>Easyriders</i> issue #177, and anyone I missed.			

even if once in a while it doesn't pan out (c'mon, ladies, we know you're out there). But then again, occasionally a sweet somethin' like this chick walks into the garage and peels off her threads — and the staff stops the drill presses, the wrenches quit turnin', and the lights even flicker. This chick was so sweet, so... we couldn't resist. Shit, we couldn't breathe. Natchery, we just had to share her with ya. Hope ya don't mind.

—Renegade

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 Sportsters 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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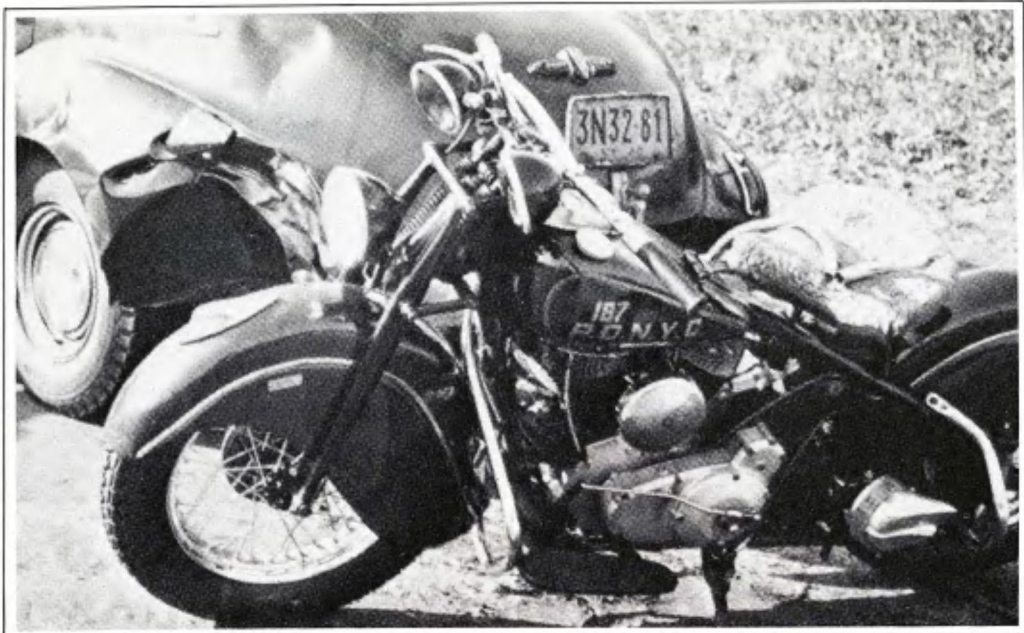
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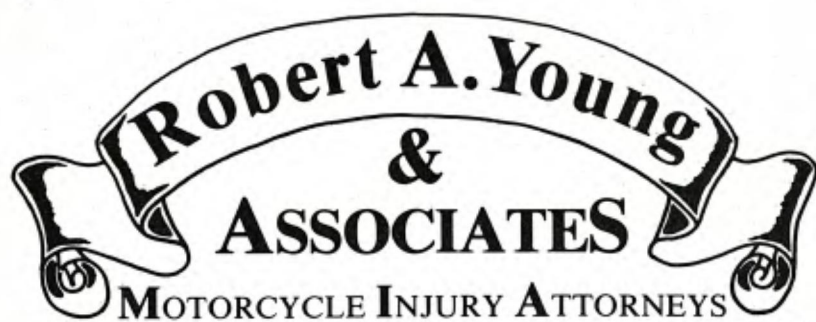
Motorcycle Mechanics Institute





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We hope not . . . but if you have been involved in a motorcycle accident you will need to talk to the best in the business. **Robert A. Young & Associates** *specialize* in motorcycle injury accidents.



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LOS BAÑOS RODEO

The Yokut Indians of California's San Joaquin Valley had the right idea a long time ago. When traveling through the Pacheco Pass on their way to or from the tribe's fishing forays on the coast, the Yokuts would kick back and take a break from the blistering flatland sun for a few days at Los Baños Creek, a wet oasis where they could wash the grit outta their hair, let the horses graze, and cop some much-needed Z's before lighting out on the trail again.

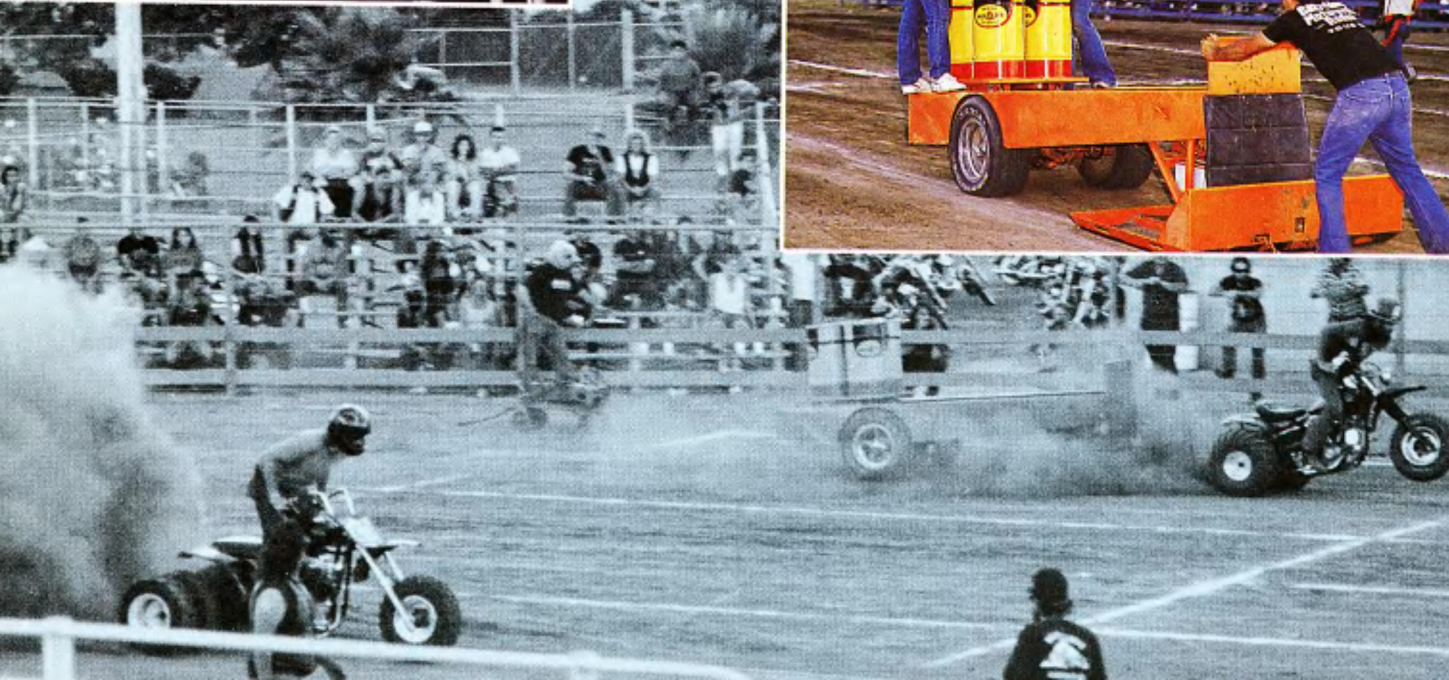
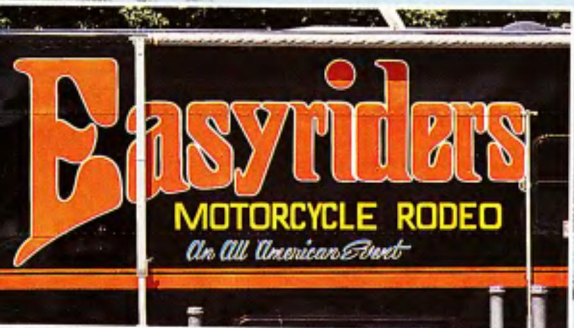
This past Independence Day week-

end, members of a different breed of equally proud Americans muscled their iron horses down concrete trails, rolling into the modern-day Los Baños (Spanish for "the baths"). Our reasons for coming were not unlike those of the Yokuts before us — it was time to hang loose for a spell, and the *Easyriders* Rodeo being held in the small agricultural community was the ideal open corral for a Fourth of July weekend with fellow leather-asses out for a no-bullshit, good time.

The only hassle to come down on the rodeo, in fact, was the brain-frying heat beating on the open stadium grounds on Saturday, the day for contestant practice and qualifying. Because of the midday 100-plus mercury readings, the next day's rodeo finals were rescheduled for late afternoon.

So of course, Mutha Nature turned down the furnace Sunday morning, when it was already too late to get word to all the entrants and change the timetable back — Boss man J.T.

Hot and heavy action in Los Baños, California



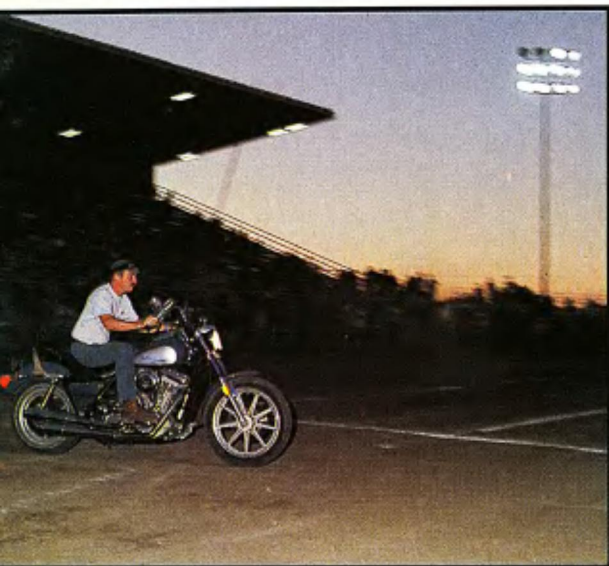
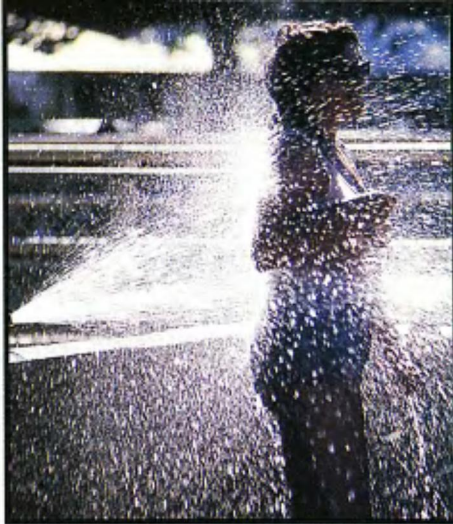
LOS BAÑOS RODEO

figured she was still royally pissed off about the earlier Texas rodeo, where enough rain to swamp Noah's Ark didn't even faze the balls-to-the-wall rodeo crowd.

The last thing the West Coasters were gonna do was let the Texans show 'em up, so the bros and their ol' ladies popped open fresh cans of kick-ass with impromptu parties, scoped out the Trade Show, and profiled their rides and hides in the Ride-In Bike Show and around the fairgrounds. Then the rodeo got under

way, and the contestants chewed up the arena and the prize money until long after dark, when they finally packed it in and rocked down with the hard-hitting Carlos Guitarlos Band.

Los Baños turned out to be one of the most bitchin' rodeo sites we've seen so far. Not only were the fairgrounds in top-notch shape, with plenty of shade across the campsites and midway, but the locals were as cool as any we've had the pleasure to meet yet — and



And the winners are . . .

Slow Race

- 1st: John Cochlin, Santa Cruz, Calif. — \$100
- 2nd: Tony Poyorena, Hayward, Calif. — \$75
- 3rd: Bob King, Fresno, Calif. — \$50
- 4th: Ray Tewksbury, Tampa, Fla. — \$25

Wienie Bite

- 1st: Smiley and Christi Stahl, Los Gatos, Calif. — \$90
- 2nd: Bob Ferrell and Rachel, San Mateo, Calif. — \$75
- 3rd: Tom Farnham and friend, Oxnard, Calif. — \$50

Potato Haystack

- 1st: Bob Ritchie and Lisa, Granada Hills, Calif. — \$48
- 2nd: Steve and Melanie Heller, Rio Linda, Calif. — \$36
- 3rd: Tom Farnham and friend, Oxnard, Calif. — \$24
- 4th: Moon and Kay, Lancaster, Calif. — \$12

Keg Derby

- 1st: Gary Freel, Ames, Iowa — \$48
- 2nd: Charles Cummings, Concord, Calif. — \$36
- 3rd: Ray Tewksbury, Tampa, Fla. — \$24

Barrel Race

- 1st: Gary Freel, Ames, Iowa — \$59
- 2nd: Bob Mooney, Canoga Park, Calif. — \$44
- 3rd: Bob Ritchie, Granada Hills, Calif. — \$30

Solo Sled Drags (1000-lb. gas and fuel classes)

Double winner: Gary Freel, Ames, Iowa — \$150

Solo Sled Drags (800-lb. gas class)

- 1st: Gary Freel, Ames, Iowa — \$175
- 2nd: Bob Ritchie, Granada Hills, Calif. — \$100
- 3rd: (tie) Bob Mooney, Canoga Park, Calif. — \$37.50
- 3rd: (tie) John Murillo, San Francisco, Calif. — \$37.50

Trike Sled Drags (800-lb. gas class)

- 1st: Manuel Azevedo, Modesto, Calif. — \$350
- 2nd: Keith Ruxton, Fresno, Calif. — \$200
- 3rd: (tie) Mark Lane, Sanger, Calif. — \$75
- 3rd: (tie) Ray Tewksbury, Tampa, Fla. — \$75

Trike Sled Drags (fuel class)

- *Mitch Mitchelltree, Clovis, Calif. — \$140
- *Dan Nickles, San Francisco, Calif. — \$140
- *Manuel Azevedo, Modesto, Calif. — \$140
- *Randy Schaapman, Manteca, Calif. — \$140
- *Ray Tewksbury, Tampa, Fla. — \$140
- *Bobby Torres, Sanger, Calif. — \$140
- *Mark Lane, Sanger, Calif. — \$140

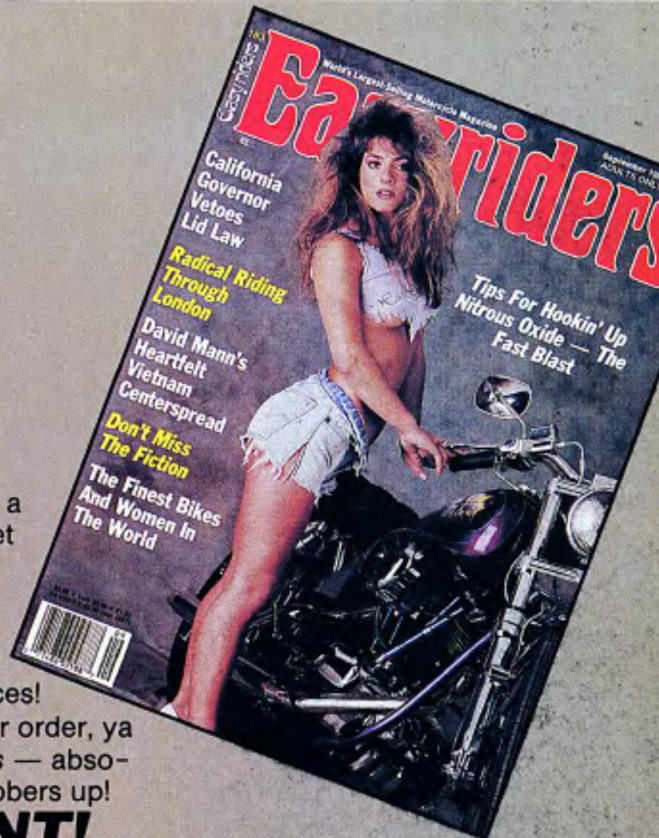
*The prize money was split 7 ways.

Special Notice: Easyriders Rodeos are sanctioned by American Rodeo Riders On Wheels (ARROW), and all ARROW members who are event winners throughout the '88 tour now earn points toward \$10,000 in prizes, merchandise, and contingency awards to be given away at the Grand Nationals. Supporting memberships are also available. For more information, write ARROW, Box 1050, Agoura Hills, CA 91301, or call Cathy Chaffin at 800-247-6246 (national) or 800-231-2669 (in California).

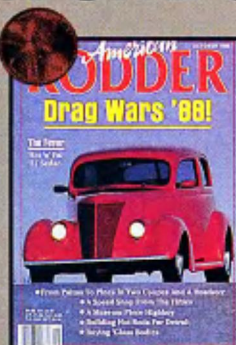
ONE-CENT-SALE

We caught Smiley, our bean-counter, halfway through a bottle of Jack Black and got his okay on this one. Get this — when ya subscribe to *Easyriders* at the regular low \$24.95 subscription price, ya can also pick up a one-year subscription to *Biker*, *American Rodder*, *In The Wind*, or *Tattoo* for a measly penny! That's a savings of better than 50 percent off the combined cover prices! Not only that — if yer one of the first 1,000 to send in yer order, ya get yer pick of a book — *Cartoons*, *Fiction*, or *Best Bikes* — abso-fuckinglutely FREE! But ya better hurry, before Smiley sobers up!

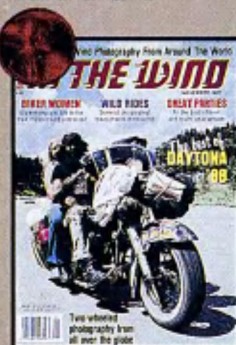
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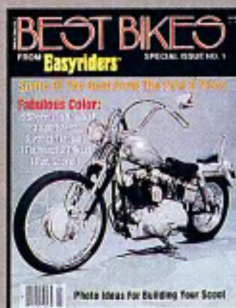
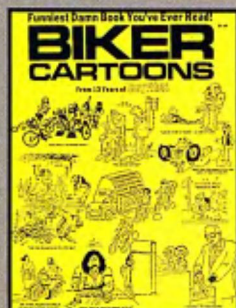


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Smiley, ya old tightwad — enter my subscription to *Easyriders* for one year (12 issues) for \$24.95, and here's an additional penny for a one-year subscription to the magazine I've checked below: (I save more than 50% off the combined cover prices.)

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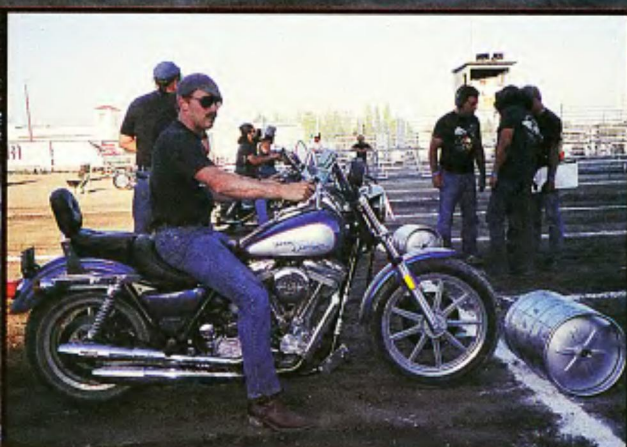
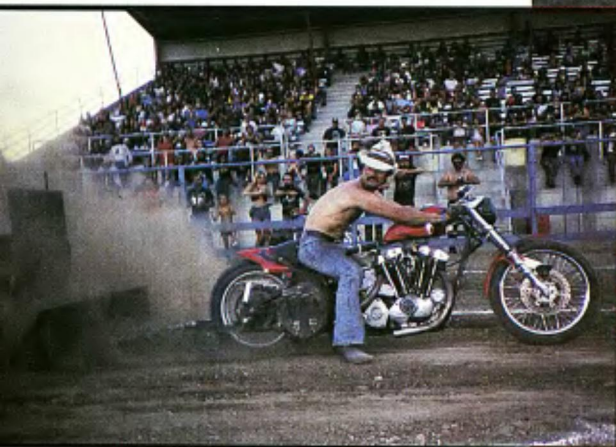
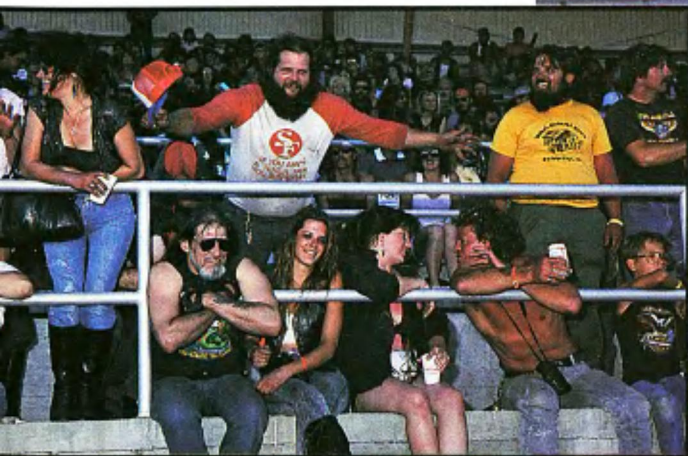
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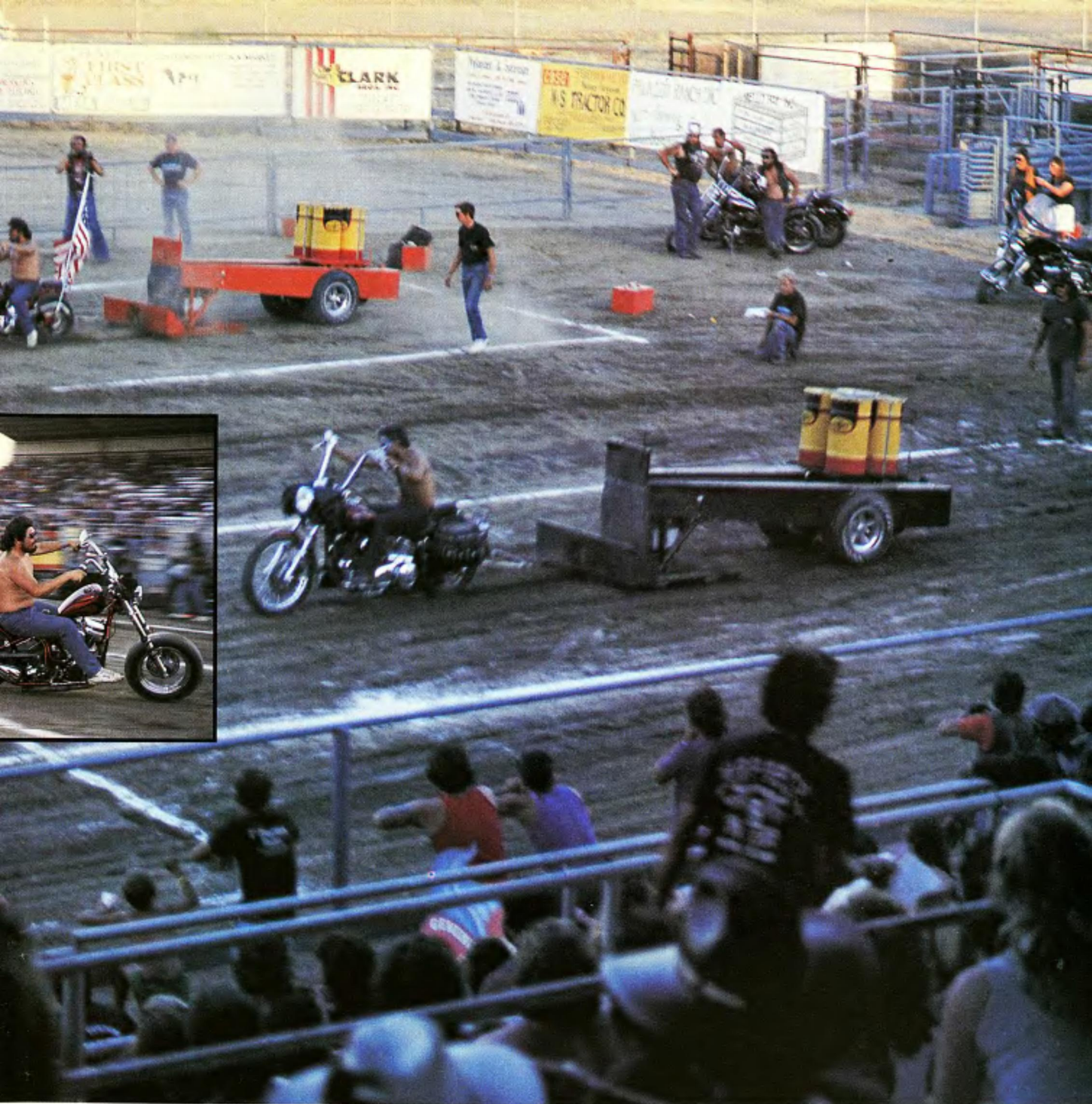
LOS BAÑOS RODEO

that includes the cops, who gave us our needed room and received our respect in return.

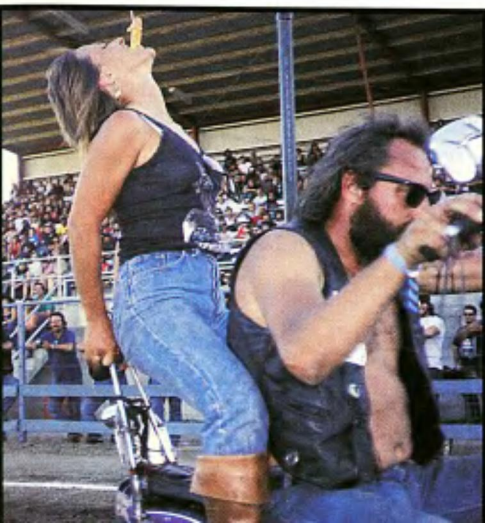
Add all that to the neighborly attitude displayed by everyone in the community, from the pump jockeys with the go-juice, to the Elks Club with their gut-filling breakfasts, and you'll get a fairly good idea of the down-home hospitality we enjoyed and appreciated. Special thanks to ABATE of California and BADL for handling security detail.

Yeah, it was a hot weekend. In a lotta ways.

—Bobo the Rodeo Clown

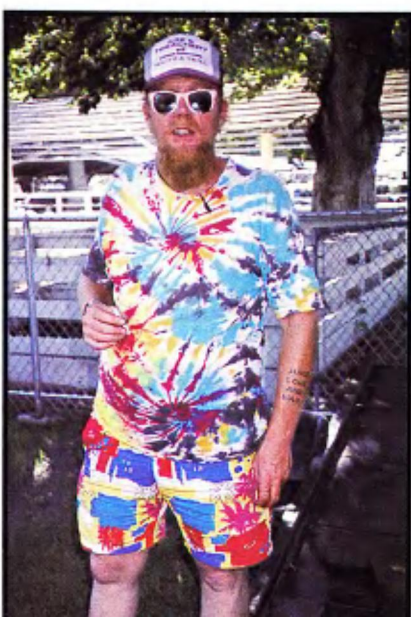
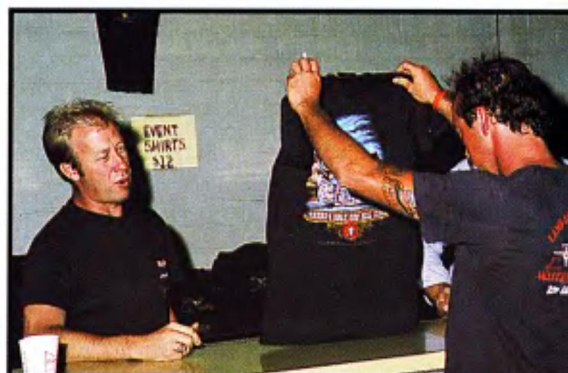


(More photos next page)





Photos by Kim Peterson, Savage Williamson, and Smokey



ARROW Members Point Standing Top 10 Riders

- 1st — Ray Tewksbury, Tampa, Fla.
- 2nd — Gary Freel, Ames, Iowa
- 3rd — Mark Lane, Sanger, Calif.
- 4th — Keith Ruxton, Clovis, Calif.
- 5th — Manuel Azevedo, Modesto, Calif.
- 6th — Bobby Torres, Clovis, Calif.
- 7th — Tim Warner, Washington Court House, Ohio
- 8th — Bob Ritchie, Northridge, Calif.
- 9th — Al Bulling, Port Orange, Fla.
- 10th — Bob Mooney, Canoga Park, Calif.

EASYnews

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

Social Burden Argument Shot Down

In the past few years, mandatory helmet law supporters have made much political hay out of claiming that the cost of providing medical care to uninsured, helmetless bikers who are injured in accidents is the biggest contribution to the budget deficit this side of defense spending. A recent statement by the American Motorcycle Association shows exactly what bullshit this "let those who pay have the say" argument is:

"The National Highway Traffic Safety Administration states that Americans spent \$3.3 billion on all motor vehicle accident-related medical expenses in

1980," the AMA noted. "This compares with \$387 billion for total U.S. health care costs, indicating motor vehicle accidents account for approximately 1 percent of our nation's annual health-care costs.

According to the 1985 *Motorcycle Statistical Annual*, published by the Motorcycle Industry Council, there are approximately 10 million motorcyclists, constituting roughly 6 percent of a total driving population of 160 million licensed drivers. If it is assumed that motorcyclists account for as much as 10 percent of all accident-related medical expenses (which could

be argued as excessive), then all motorcycle accidents represent only one-tenth of 1 percent of all medical expenses in a given year. This figure would be further reduced if it were possible to determine what percentage of those expenses were incurred by helmeted vs. non-helmeted riders.

"Realistically, motorcyclists are not the only class that might create a social burden as a result of individual decisions," the AMA statement continued. "We are a society of risk-takers, and even by avoiding the 'extremes,' bicyclists, skiers, roller skaters, and joggers could be placed in a

similar category. Despite these 'burdens,' we don't see aggressive legislative action designed to limit society's exposure to these costs.

"The value of a helmet is not diminished by the presence or absence of a mandatory helmet law; however, American society has learned that Prohibition would not work. We believe that the same principle applies to mandating personal safety..."

—American Motorcycle Association, submitted by ABATE of Washington.

Action at ABATE of Virginia

Here are bikers' rights working hand in hand with biker safety. If you live in Virginia, take notice of the Virginia Metro buses — ABATE of Virginia state officers got together with the Virginia state government and the DMV to devise a campaign to heighten public awareness of motorcyclists.

The officers of ABATE requested that funds be allocated from the state to promote this public safety issue, and the result is not only supportive funding but also a campaign to install "Start Seeing Motorcycles" banners on the sides of Metro buses. ABATE feels that participation and communication with state government are the keys to the campaign's success.

Further success in Virginia is in the form of motorcycle training courses now available at two college campuses, in conjunction

with NOVA Community College. The Motorcycle Rider Training Programs are available for those who don't know how to ride and for those who wish

to learn riding skills according to "the book." There is also an advanced rider-training program available on weekends.

For more information on what

course dates are available, call (800) 447-4700 and tell them you are interested in the Virginia Rider Training Program.

—from ABATE of Virginia



Missouri Outlook On Legislation

It hasn't been a good year for bikers. The anti-motorcycle folks are using what steam they have to attack us as social inferiors looking for state handouts.

In May of 1987, when our helmet repeal passed the House, the pro-helmet people were so enraged that they immediately demanded, and received, a slamming indictment charging that bikers are no more than social inferiors who are just waiting to soak up tax dollars. This was called the "fiscal note," and it claimed we would cost the state at least \$100,000 in Medicaid claims.

This "fiscal note" was, of course, attached to the new bill, HB1233, filed by Rep. Jim Barnes and 11 other lawmakers in January. This was supposed to stop HB1233 dead in its tracks.

It didn't.

When the House Motor Vehicle Committee hearing was held on February 2, it wasn't a pleasant sight for pro-helmet people. Against our testimony regarding Missouri's higher accident rate, higher insurance rates, and false claims in the fiscal note, the insurance companies and state



T. DEAN

agencies offered no concrete evidence to prove us wrong. The agencies quoted only "reputable studies," which could "be in the mail to you later, sir." The chief sponsor, Rep. Barnes, told the committee members that what happened last year was nothing short of prejudicial moves against an entire bloc of Missouri taxpayers who just happen to ride motorcycles.

Things got hotter in March. Four professional lobbyists were hired by our opponents to keep the vote from coming up in the House, or to at least sway enough lawmakers to vote "no"

if it did. HB1233 was scheduled for a House vote, then delayed. Finally, a definite date of April 11 was set.

On March 31, Legislative Research issued another fiscal note (now two were attached to HB1233), claiming that we were not only a burden to the state but also financial disasters to counties.

When the House voted for HB1233, they added two amendments. One of them would allow courts to use the lack of helmet use as a reason to reduce damage awards in lawsuits; the second amendment would raise motorcycle license renewal fees \$1.50 each, which would raise almost \$100,000 for the state treasury.

Because our bill still had the two claims of disaster attached to it, we still had to go through the Budget Committee. But this time we had agreed, by amendment, to practically give the Committee \$100,000 cash in an election year.

The session was now in its closing days. The Budget Committee held a hearing to try to sort this mess out, but Budget

Committee Chairman Marvin Proffer would not allow the committee to vote on it. The word on the street was that it just might have passed. After all, how would you like to go back to your District, seeking reelection, after you had just given away almost \$100,000 in license fees?

But if Proffer was determined to deny Missouri motorcyclists our chance in the Legislature, that still left the question of "income" from Missouri bikers. Are you ready for this?

The Budget Committee chairman (Proffer) finally claimed that bikers would cost the state too much money, even after we volunteered to pitch in a hundred grand.

On Saturday night, April 30, the session ended, once again without allowing an entire class of Missourians access to the Jefferson City system. How many fiscal notes will we have next year? Expect five, maybe ten. It seems to be the only move our enemies have. Unfortunately for them, we demonstrated in April that it may not always work.

—T. Dean, Freedom of Road Riders, Inc.

Freedom Reigns in Delaware

More than 200 years ago, Delaware was the first state to take a step toward ensuring freedom of choice for the people by signing the Declaration of Independence. Today the fight for freedom continues, and the first state is still free.

ABATE of Delaware is proud to announce that lobbying efforts have paid off again in its state. The legislative session ended June 30, with no mandatory helmet and/or seat belt laws and no legislation against radar detectors.

The members of ABATE of Delaware, approximately 750 strong, would like to thank lobbyist Yvonne Dickerson and all of those who supported them in their fight for freedom of choice.

—ABATE of Delaware, Inc.



Rally Report

—from ABATE of Pennsylvania

Charles C. Umbenhauer, legislative coordinator for ABATE of Pennsylvania, sent us his May, 9, 1988, report of the motorcyclists' rights rally held at the state capitol. It was interesting to note both how capable a job ABATE did and the response by the media and elected officials:

"Representative Michael Veon (D-Beaver Falls) was presented with the Freedom of Choice Award for being the legislator most dedicated in assisting Pennsylvania's motorcyclists. Veon praised the lobbying efforts of ABATE and gave special thanks to his campaign headquarters chairman, Janie McKeel, and her husband, Archie, for their dedicated work during his campaign. Both are members of the Beaver County Chapter of

ABATE of Pennsylvania.

"Representative John Wozniak, (D-Johnstown), who in the last session was an opponent of our helmet amendment, gave a speech on the excellent job of lobbying ABATE is doing through its lobbying firm, PPO&S, and also through the grass-roots efforts of the Cambria County chapter. Representative Wozniak is now a strong supporter of House Bill 813 and freedom of choice. He also praised ABATE for its voter registration drive in Cambria County. Mayor Stephen Reed of Harrisburg signed a proclamation declaring the week of May 9 as Motorcycle Safety and Awareness Week in Harrisburg.

That's positive action with a positive response from one rally of 300 bikers at the state capitol.

Deathrider: the Unlicensed Motorcyclist

If you're legislation-minded, you'll notice that "Easynews" has contained information on almost every effective accident-prevention measure available to date. Every piece of information indicates that helmets are not the answer, but licensing, training, riding straight, and increasing public awareness are answers to fewer accidents, fewer injuries of all types, and fewer deaths.

The following excerpts, taken from the Motorcycle Safety Foundation's publication, *Safe Cycling*, confirm that unlicensed riders add substantially to the ranks of the accident-prone:

"In its ongoing support of motorcycle safety initiatives, the National Highway Traffic Safety Administration (NHTSA) examined the Fatal Accident Reporting System (FARS), looking at 1986 data on motorcycle fatalities. Nationally, they discovered that 42.7 percent of all motorcycle fatalities involved riders who were not properly licensed to operate a motorcycle. When you look at individual states, the unlicensed problem varies from as little as 12 percent to as high as 75 percent of accident-involved motorcyclists.

"While the FARS analysis points to the current status of unlicensed riders in fatal accidents, this condition has been noted before. H. Harry Hurt's *Motorcycle Accident Cause Fac-*



tors and Identification of Countermeasures study indicates that accident-involved motorcyclists were 'significantly without a motorcycle license.' The standard motorcycle license endorsement or permit was held by 54.5 percent; 10.1 percent had no license or permit of any sort; 30.6 percent had an operator's license for other vehicles, but no motorcycle license endorsement; and 1.8 percent were operating with a revoked license.

"Enforcing existing licensing

laws would seem to be a logical place to start. In California, where some 60 percent of the fatal motorcyclists were improperly licensed, they've already started.

"A *Los Angeles Times* article on August 10, 1987, reported that in response to a series of fatal motorcycle accidents in the San Fernando Valley area of Southern California, police began looking at factors involved... including the license status of the riders. Of the 15 motor-

cycle fatalities to that date in 1987, only two were properly licensed. In an enforcement initiative from mid-June to early August, the LAPD in this area had issued a total of nearly 800 tickets to motorcyclists for various offenses. The most striking fact was that almost 750 of those riders were unlicensed for motorcycle operation.

"Additionally, the California Highway Patrol reported to its Motorcyclist Safety Program Advisory Committee that 24,000 citations were made in 1986 for riding without the proper motorcycle endorsement. This figure is for Highway Patrol citations only and does not include county, regional, and city enforcement agency efforts.

"There is a substantial indication that a small percentage of the motorcycling community is a disproportionately large portion of the accident and fatality numbers.

"Regardless of what we may think of the licensing tests (both knowledge and skill tests) used in our states, there is an indication that they are effective to some degree, and that those riders bypassing the system appear more likely to be involved in an accident."

—by Carl Spurgeon, Director, Licensing Department, Motorcycle Safety Foundation.

Counselor on PACs

Here in Florida, political action committees, commonly called PACs, are political committees registered with the State of Florida as organizations that donate money to get candidates elected or issues supported on a general ballot. Any political committee that will be receiving contributions or making expenditures in excess of \$500 per year must file a Statement of Organization. Quarterly reports are required to be filed by the committee with the state so that the public may be informed of what is happening with money donated to the committee that is then made avail-

able to candidates.

Just as we have Bones lobbying for us in Tallahassee and influencing the legislators while the legislature is in session, PACs could be a useful tool for "lobbying" the legislators while they are back in their home districts. I recommended that ABATE of Florida, Inc., form and register a political action committee and fund it, for starters, with perhaps \$500 to \$1,000.

Come the elections, I and other members of this PAC would request that the local chapters inform us of who is running for the House and Senate in their districts. The PAC

would then contact these legislators and request interviews so that we could be informed of their positions on current motorcycle issues. The candidates would be informed by the PAC that if their views were compatible with those of ABATE of Florida, Inc., they could expect an endorsement, workers, yard sign locations, PAC funding for their campaigns, or any combination thereof.

The candidates would be interviewed by not only members of the PAC but also the officers of the local ABATE chapter. In this way, a rapport would be established between the candi-

dates and local ABATE members. Also, if ABATE got involved in politicians' campaigns, the politicians' workers would have an opportunity to become more acquainted with motorcycle issues and motorcycle people.

Whether or not a dime of this PAC money ever actually goes to a candidate, the other fringe benefits of our bridging the gap between ABATE members and local politicians and their workers would be very beneficial to both groups.

—from The Counselor, ABATE of Florida

British Columbia Coalition of Motorcyclists News



From the time of its inception in 1986 to the present, the B.C. Coalition of Motorcyclists has involved itself actively in virtually every issue of importance to motorcyclists in the Province of British Columbia and throughout North America.

Presently, the Coalition employs Peter Jack as a full-time organizer and Rob Fenton as part-time lobbyist. Julie Gibson handles office administration. Rob works in conjunction with Pat Hrushowy in Victoria, the Coalition's legislative lobbyist. The concerns of the Coalition are the concerns of all motorcyclists. They include unfair and oppressive helmet laws, licensing problems for custom- and home-built motorcycles, high ICBC rates and unreasonable regulations, problems associated with off-road use of motorcycles, the unfair enforcement of the Motor Vehicle Act and Regulation offenses against motorcyclists, and such safety issues as road conditions and education programs directed toward motor vehicle drivers.

To our knowledge, the Coalition is unlike any other organization in Canada in that it has the broad-based support of clubs and groups throughout the Province of British Columbia.

After several visits with the Superintendent of Motor Vehicles, the Attorney-General for British Columbia, and the Min-

ister of Transportation and Highways, the Coalition was able to get agreement for a number of motorcyclists in the province to take part in a detailed study, financed through the sale of special licenses, that would allow those motorcyclists who filled the requirements to exercise freedom of choice regarding helmets.

According to the proposal, mature riders with seven-to-ten years of experience and a Class 6 license would pay an annual fee of between \$100 and \$200 and be given freedom of choice. The proceeds were to fund a two-part study: The first part was to be a review of the statistics during the six-month period prior to reinstatement of the helmet law, comparing and contrasting that with the six months where helmets were not required. The second part of the study would have involved an analysis of all motorcycle accidents over a three-year period to determine whether helmet use or non-use was a factor in the number of accidents; the cause of those accidents; and the effect of helmet usage or non-usage.

We encourage anyone who is interested in the Coalition's activities to write the Coalition office at 16th floor, 100 West Pender Street, Vancouver, B.C., Canada V6B 1R8 or call at (604) 662-7917. —Jim McNeney

Short Strokes

The insignificant and the imperative

The world's smallest scooter was unveiled recently and made the 1989 Guinness Book of Records. Paul Ashley built the 6½-pound, 7-inch-long and -high putt, which is powered by a model airplane engine. It carried 140-pound, 5'8" Paul of Benfleet, England, down the road at 8 mph. No jive — I saw a flick of the dude out for a putt.

If you're into both tats and tans, here's a tip. Keep the colorful tattoos away from the sun as much as possible, cover 'em with heavy (20-25 SPF) sun-block, and don't scratch 'em if they become irritated. And finally, noon to 2 p.m. is the worst time for tats. That tip comes from Steve M. from American Art.

Someone has developed fluorescent and reflective stripes and put them on cutoffs named Conspicuity Vests, which start at only \$24.95. *Rider Magazine* calls it a "safety bargain." 'Course, their writer says that in the daytime, these lil' eyecatchers, "especially the red, orange, and yellow, make the wearer stand out like a brightly colored flower in a beanfield." If they make it a law to wear these turkeys, can I have the fluorescent patches cut in the shape of flames to match my paint job? I hope not.

Some yahoo in Ocean City, Maryland, passed an ordinance that only one scooter could park per parking meter, so a bunch of the local riders came out and obeyed the law, thereby taking up most of the spots on the busy street — nice shot. Pappy, Big

Bird, and David Lewis were some of the brothers standing up to Ocean City and making their views known in a peaceful manner to the press. Good work, men. It was well received.

Oliver Shokouh, owner of Glendale Harley in California, is gearing up for the fifth annual Love Ride on Sunday, November 13. Oliver's aiming to get 3,000 bikers together and form a six-mile-long pack running out of Glendale toward the Santa Monica Mountains to beat last year's \$500,000 donation to Muscular Dystrophy — okay, Oliver, that's all the plug you're gonna git outta me.

After 15 years, the city of Niagara Falls has returned to Harleys for its cop bikes — and that's my last H-D pitch.

An energetic dentist in Rome pulled 2,000,744 teeth in his first 35 years as a jaw-breaker. He saved 'em, and they were officially counted in 1903, one year before his grip gave out and he retired. Fascinating!

Get this ... the Thomas Corporation, of "America's Sound of Music" fame, is introducing a Harley-Davidson video recorder, 19-inch TV, and stereo system. What's next?

Here's some heavy advice: If you think you might be drunk but aren't sure, pull over a cop and ask for a free breath test. If you're afraid to do that, you probably think you've had too much to drink. If you're stupid enough to do it, you've definitely had too much to drink. That tip comes from the Mason-Dixon chapter of ABATE of Virginia.



Bikers' Rights Organizations Nationwide

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ABATE of Alabama
Box 511
Weaver 36277
- ALASKA**
ABATE of Alaska
Anchorage Chapter
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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
- ARIZONA**
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Tucson 85734-2558
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ABATE of Arkansas
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ABATE of Arkansas
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Three Forks 59752
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Billings Chapter
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- NEVADA**
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Corning 14830
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ABATE of New York
Grand Island Chapter
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Grand Island 14217
(716) 773-0007
Rainbow Riders
Box 23
Levittown 11756
ABATE of New York
Albany Chapter
Box 267
Clean 14760
(716) 373-6788
ABATE of New York
RD 2, Box 254 E
Pine City 14871
ABATE of New York
Ulster County Chapter
Box 298
West Hurley 12491
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(919) 381-3138
Concerned Bikers Association
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Salisbury 28144
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Gods Country Chapter
c/o Jim Irvine, 805 N. Main St.
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(814) 642-2738
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Box 7858
Warwick 02887
- SOUTH CAROLINA**
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2062 Edisto Ave.
Charleston 29412
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Whitewood 57793
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Memphis 38128
(901) 452-6343
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Rt. 1, Box 32
Mt. Juliet 37112
- TEXAS**
Assoc. of Independent Motorcyclists
Box 5173
Waco 76706
(817) 752-4202
Motorcyclists for Political Awareness
136 Becky Lane
Washach 75168
Texas Motorcycle Riders Association
4258 Larson Lane
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Mt. Vernon 98257
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Box 7129
Olympia 98507
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Box 46926
Seattle 98146
(800) 333-2225 ext. 968
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Box 25581
Milwaukee 53225
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Cheyenne 82001
ABATE of Wyoming
Big Horn Basin Chapter
Box 1742
Cody 82414
ABATE of Wyoming
Central Wyoming Chapter
612 N. 7th St.
Douglas 82644

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.

Mongo's ol' lady was furiously humpin' away with her ol' man's best friend when suddenly the phone rang. She hopped outta bed and returned to the sweaty sheets after a brief conversation.

"Who was it?" the backstabbin' buddy asked.

"Oh, that was Mongo," she replied calmly.

"Holy shit! I'd better be going, then!" he said. "Did Mongo say where he was?"

"Relax — he's down at the bar, playing a few games of pool with you."

—James Smith
TDC, Tex.

Buccaneer: cheap plastic surgery.

—Thomas Oetzel
Philly

What's the difference between a sweater girl and a sewing machine?

A sewing machine has only one bobbin.

—Kenneth Brown
Staunton, Vir.

The exasperated biker appeared in court one day to petition for a divorce. The judge asked the bro exactly why he wanted to split from his ol' lady.

"Incompatibility, Your Honor," the biker replied. "The bitch is a hobo-sexual!"

The judge, frowning, remarked, "Young man, I believe the correct terminology is *homosexual*."

"Naw, judge," the bro said. "She ain't a lesbian — she's just a bum fuck!"

—Beers
Kimberly, Wis.

A leper walked into the dimly lit tavern and asked the bartender if he had anything against serving lepers.

"No, I guess not, pal," the bartender said. "What'll you have?"

"A beer, please," said the appreciative leper.

At closing time, the bartender turned up the lights and announced last call. As he glanced down the counter to where the leper was sitting, the barkeep's eyes suddenly bulged, and he promptly puked his dinner all over the bar and went into a fit of dry heaves. The shame-faced leper, much accustomed to this reaction from the general public, felt awfully bad and started to leave the tavern, his

head hung low.

Surprisingly, the bartender, wiping his chin with a bar rag, hurried after the leper, full of apology and regret for his conduct.

"That's okay," the leper assured him. "You're a nice guy for serving me, and I don't want my appearance to keep making you sick to your stomach."

"No, no," the bartender said. "I promise you, it wasn't you who made me sick."

"It wasn't? Then who was it?" the puzzled leper inquired.

"If you really want to know," the barkeep explained, "it was the drunk biker sitting next to you, dipping his pretzels in your neck."

—Dean Smith
Natchitoches, La.

A man walked into a Baltimore bar and asked the barkeep if he could bring his cocker spaniel inside to watch the baseball game, since his dog loved nothing more than watching the Orioles play.

Since business was slow and the bartender liked animals anyway, he agreed to let the spaniel sit on the bar near the TV set. The customer brought his dog in, and they both settled in to watch the ball game.

In the fifth inning, when the Orioles scored a run on a double and a long single, the dog began jumping around in circles and yapping excitedly. Later on, in the bottom of the eighth, the Orioles scored another run after two walks and a bloop single. Once again, the dog went wild, running around and barking at a fever pitch.

"Man, he really gets excited," the bartender said, switching off the TV after the Orioles blew the game 3-2. "What in the world does he do when the Orioles win?"

"I don't know," the cocker spaniel's master replied. "I've only had him two years."

—Wolf
Oshkosh, Wis.

Doctor: "I'm afraid I have some good news and some bad news, Miss Knobshlob."

Miss Knobshlob: "Well, give me the good news first, Doc."

Doc: "Your lab tests came back today, and your crabs are all gone."

Miss Knobshlob: "Gee, that's great! But what's the bad news?"

Doc: "We don't know what killed them."

—Steve Roberts
Newcastle, Wyo.

Easyriders



"I dunno . . . how do I know she's a virgin?"

Easyriders



"Did I feel the earth move? Are you kidding? I didn't even feel you move."

During his first three-month evaluation, the rookie cop mentioned to the chief of police that the stress of the job was really starting to wear him down. The chief told the young policeman that whenever he was feeling too tense, he'd go home and screw the living hell out of his wife for about an hour, which always made him feel better and enabled him to return to work with a much better outlook.

The rookie considered this piece of wisdom and said that it sounded like good advice; he'd give it a try and see if it helped. The next week, the chief called the kid in and asked how things were going.

The new cop replied that in fact, just that very morning he'd experienced extreme stress and had followed his boss's earlier suggestion, with great success. He felt great.

After being dismissed by his pleased superior, the rookie abruptly halted at the door and said, "Oh, Chief, I almost forgot — your wife asked me to tell you to pick up some lamb chops for dinner."

—Jackie Barnett
Leavenworth, Kan.

Two Russian comrades happened to meet in Red Square one frosty November morning, and one of them remarked, "By the way, did you hear that our friend Romanov died last week?"

"No shit?" asked the other Russkie. "I didn't even know he'd been arrested."

—Sad Sack
USA

Fat Frank was tendin' bar one Saturday afternoon. The saloon was packed to the rafters with bros and sisters partyin' and just havin' a helluva good time until one worried, out-of-breath biker came runnin' in, exclaiming, "Big Charley Davidson's in town, and he's comin' this way!"

In 30 seconds flat, everyone had scattered and the bar was empty except for Fat Frank. Soon, over the dwindling sounds of the departing sleds, there came the deep roar of a badass stroker trike pulling up out front.

Peering over the bar, Fat Frank saw that the trike had been specially built to accommodate the 7'6" human grizzly who dismounted and strode in with fire in his eyes.

The triker had a bloody ma-

Easyriders



"Tommy? Oh, the little shit had the nerve to tell me that I wasn't maternal, so I told him to hit the road!"

STRATTON

chete slung over his back, an M-203 grenade launcher on one hip, a sawed-off 12-gauge pump on the other, an artillery sword hangin' from his belt, and knives, grenades, ammo pouches, and pistols studding every inch of his camos.

"Gimme a fifth of Jack Daniel's!" he bellowed, slamming a crumpled \$20-bill on the bar.

Trembling, Fat Frank fumbled the bottle on the bar. The burly dude grabbed the whiskey, bit off the neck, and downed the contents in one long pull. Then, without another word, he belched and turned to leave.

Bewildered, Fat Frank stammered, "D-D-Don't ya want yer change, bro?"

"Nope, keep the fuckin' change... I gotta run — Big Charley Davidson's in town, and I heard he's headed this way!"

—Crazy Danny
Centralia, Ill.

Definition of *orgasm*: gland finale.

—Keefer
Hagerstown, Md.

How ya can tell if yer ol' lady is too fat: when she needs an hour to take a shit — 45 minutes just to line it up.

—B. Beck
TDC

Easyriders



"No shit, bro? A drag race for bike thieves?"

SHY

Easyriders



"Damned Moonies!"



A scooter tramp walked into a bar at the nearby college, ordered a brew, and started to tell the bartender a new dumb-jock joke he'd heard earlier that day. Immediately, the big bartender got pissed, leaned over the bar, and fixed the biker with a withering glare.

"Listen, longhair," the bartender growled. "See those three big guys on the left? They're professional wrestlers. And that huge fellow on your right is a champion weightlifter. And I was a Golden Gloves boxer in my time."

"Now," he went on, "are you sure you want to go ahead and tell your dumb-jock joke in here?"

"Fuck, I guess not," the tramp replied. "I don't wanna hafta explain it five times."

—Smitty
Inside

FREE EASYRIDERS!

You got it — just make a purchase of 25 bucks or more and ask for your free copy of **Easyrider** from any of the bike shops listed here. And remember to take this page with you when you're on the road — it's a handy guide to some of the best Harley parts and service outlets around.

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Satan's Cycle Works 1706 W. Hatcher Rd., Phoenix
Jo's Cycle Machine 2350 W. Phelps, Suite #1, Phoenix
M/C Brothers Parts Inc. 3401 S. Park, Tucson
Rolling Thunder Cycles RR 1, Box 35-J, Sierra Vista
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Jammie Cycle Products 6417 San Fernando Rd., Glendale
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Cycle Specialties 307 Maze Blvd., Modesto
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A&A 5442 S. Sepulveda Blvd., Culver City
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Modesto H-D 1208 9th St., Modesto
H-D of Sacramento 1000 Arden Way, Sacramento
Moonshine Cycle 1221 N. Main St., Unit 6, Porterville
Top Gear 27 Parker Way, Santa Barbara
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Dale's Modern Cycle 225 E. Baseline, San Bernardino
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Ed's House of Hogs 1564 Mission Road #27, Escondido
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High Country Customs 302 Arvada, Colorado Springs
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New Castle
Joe's Bargain Cycle Box 3057, Wilmington

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L & K Cycle, Inc. 601 N.E. 44th St., Fort Lauderdale
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Old Man's H-D Hwy. 34 West, Creston

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Hanks Cycle Shed Rt. 3, Box 208, St. George
International Cycle Parts & Service 1315 State Ave., Kansas City

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

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Cyclone Cycle Parts Box 9, 104 N. Central Ave., Landis
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ATTENTION ALL BIKERS

PAID ADVERTISEMENT

"Believe me, I WILL introduce this same (helmet) bill again, next year!"

Quote by California State Assemblyman Richard Floyd (Democrat, Hawthorne)



"Believe ME, Mr. Floyd, you WILL NOT introduce a helmet bill, or any OTHER anti-biker legislation, ever again!"

Quote by Bob Mannah, National Director of Bipartisans Against Discriminatory Legislation (B.A.D.L.)

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 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

NOW IT'S UP TO YOU!

RETURN THIS PORTION TO THE ADDRESS ABOVE WITH YOUR DONATION FOR YOUR TAX-DEDUCTIBLE RECEIPT.

**I WANT TO HELP
GET FLOYD OUT
OF OFFICE**

Name _____
Address _____
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State Law Requires:
Your Occupation _____
or Employer _____

☐ \$10.00

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☐ \$100

☐ \$ _____ OTHER

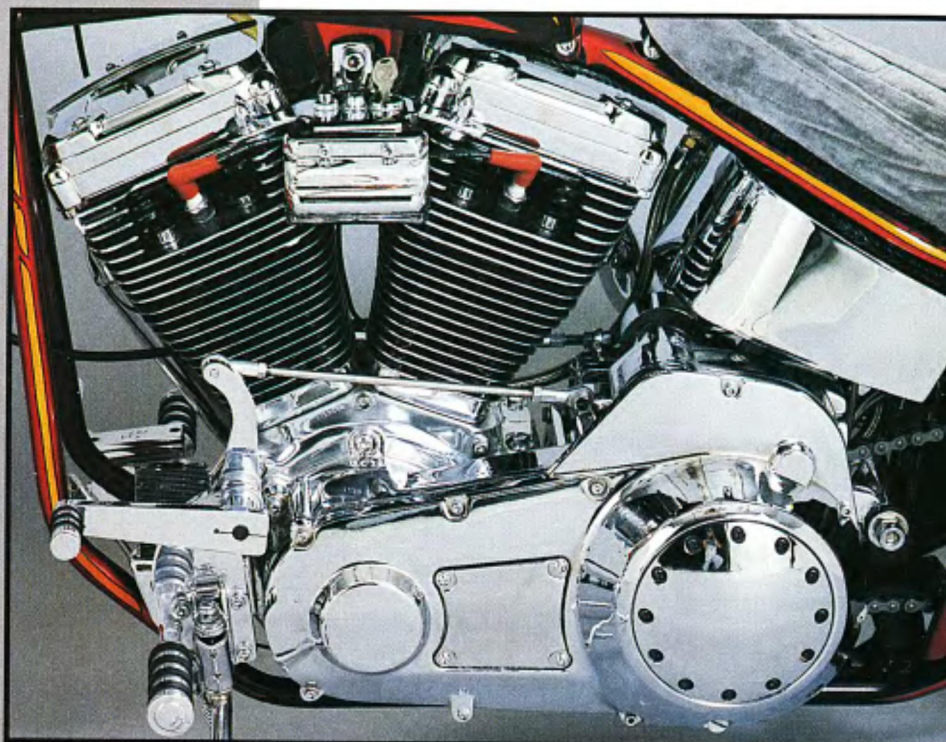
PLEASE MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO "**BADLPAC**"

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

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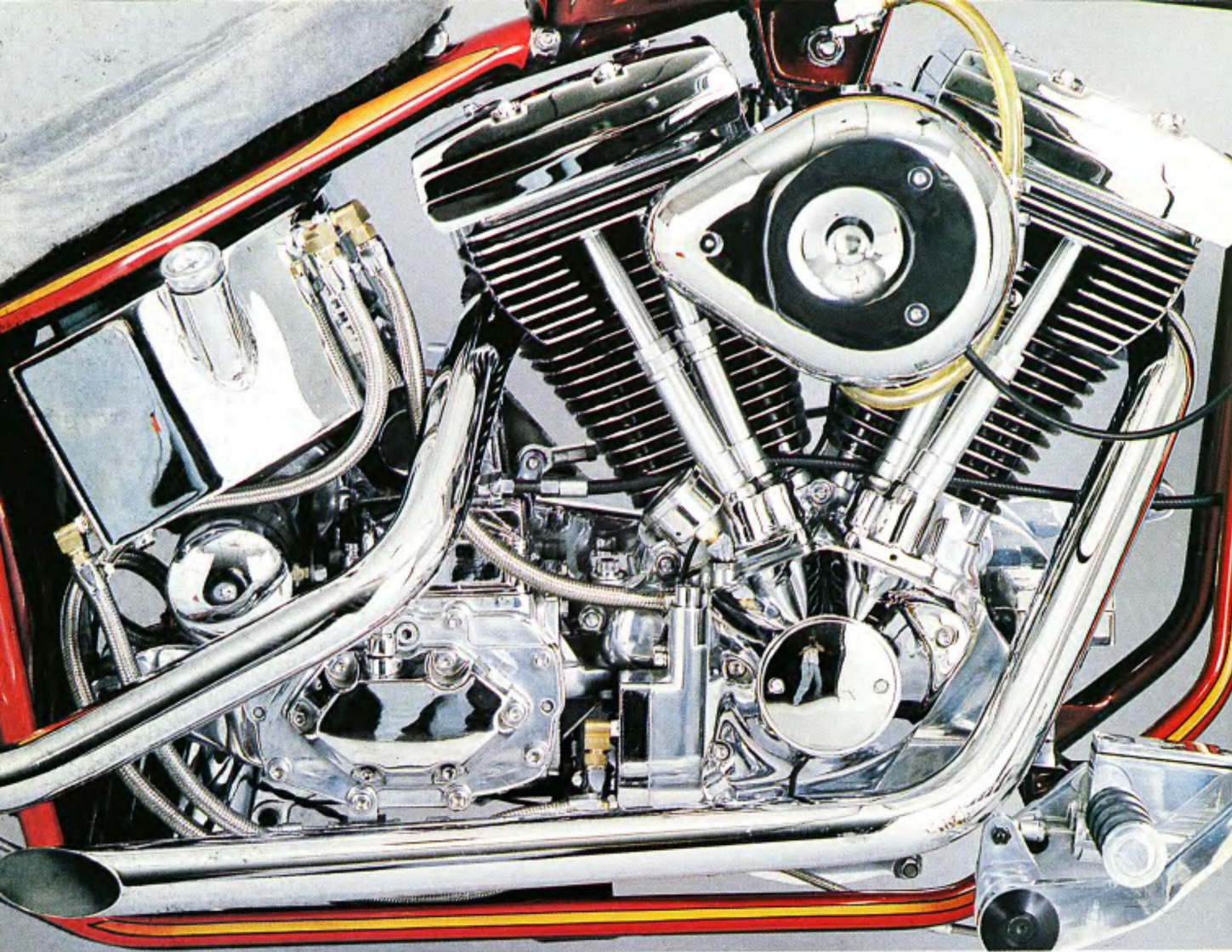


He designs 'em and builds 'em and they're gone.

That says it all. Now can I go fire up my new Evolution monster and practice splitting lanes in the sun? No, I suppose I gotta 'splain myself while the sun blasts through the window, the sweat gathers on my forehead and drips on the garage floor — and I can fuckin' feel the pulse racing in that new Evo motor. I'm sure you catch my drift. So I'll make this as quick as it takes me to turn on the petcock to the polished S&S carb and prime that sweet V-twin.

This is a Ron Simms/Bay Area Custom Cycles creation. They build some fine motorcycles, and this particular scooter was designed by Jim Johnson, a rider who has worked for Ron for four years. Jim's 33 now, and Ron sold him a scooter when he was 18.

The man is versatile — he's handled the BACC catalog sales for years, and now he also keeps the computer in order and dabbles in machinework, not to mention building a scooter like this one 'bout once a year.



And that's the point of this quickie. Three years ago Jim built a scooter for himself in the same low-slung, rowdy style as this one and took it to the Oakland Roadster show, where someone jawed him into selling it. You know, money talks and bullshit walks. Each year after that, he's done the same thing, sellin' every fuckin' one of his scoots.

So, no, this one's not for sale — it's already been sold. But the black-an'-engraved knuckle we ran in the August '88 issue is for sale. And I'm outta here.

—Weed



Owner: Jim Johnson		City: Castro Valley, California	
General		Frame	
Fabrication by: Bay Area C.C.		Year: 1988	
Year and make: 1988 H-D		Builder: Paughco	
Model: blockhead		Type: 5-speed	
Value: \$15,000		Rake: stock	
Assembly by: BACC		Stretch: none	
Time: one month		Other alterations: none	
Chroming by: Frank's Polishing		Accessories	
Engine		Bars: Superbars	
Year: 1987		Risers: CCI	
Model: Evo		Fender(s): CCI front, '48 FL rear	
Rebuilder: Bob Gomes (BACC)		Headlight: CCI	
Ignition: points		Taillight: CCI	
Displacement: 80 cubic inches		Speedo: none	
Lower end: stock		Front pegs: Jay Brake	
Balancing: BACC		Rear pegs: Jay Brake	
Pistons: stock		Electrics: 12-volt	
Cases: polished		Gas tank: Sportster	
Heads: Hannan's Machine Shop		Oil tank: Paughco	
Cam(s): Sifton EV3		Oil system: stock	
Lifters: stock		Primary cover: BACC	
Carb(s): S&S		Seat: threw it away	
Air cleaner: S&S		Sissybar: none	
Pipes: Paughco		Height: n/a	
Muffler(s): nope		Material: n/a	
Transmission		Forks	
Modifications: Barnett clutch		Type: Super Glide	
Year: 1987		Extension: stock	
Shifting: foot		Builder: BACC	
Engine sprocket: Phase III		Special features: aluminum trees	
Trans sprocket: 14 mm belt		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Horst		Hub: FX	Hub: H-D
Painter: Horst		Rim width: 2½ inches	Rim width: 4 inches
Color: candy red and yellow		Tire: Continental	Tire: Continental
Type: lacquer		Brake: dual disc	Brake: Perf. Mach.
Special paint: Horst			



Photos by Silvermoon





David M. Smith

TONTO

by Ratface

I was just outta the Nevada Basin and gettin' into some pretty hot shrub desert in Utah when Tonto jumped out from behind a big yucca tree, all frantic-like and wavin' his arms at me. It was just a little brown strip of detour that I knew from years back, way in the middle of a great big nowhere, so I stopped, figurin' he might be in some real trouble.

He was, but so was I. Next thing I knew there was a nine-inch skinning knife at my fuckin' throat. This was one honest Injun who was really lookin' to have his boots taken off, and that's for plenty sure. Tonto was a junkie, sweatin' and twitchin' real bad from withdrawal, and there was a scabby, bumpy ridge down his arm that looked like shit.

Anyway, this Indian was so damn wired that I took the knife off him and had him bent backwards over my gas tank in no time.

"So what's your problem, Tonto?" I growled, shoving the tip of the knife hard up under his chin. He was skinny, like all junkies, but it looked to me like there'd been some pretty good muscle there at one time. His pupils went big as marbles, and he choked a bit when I jabbed the knife up even harder.

I'd been headin' down to Texas to the Staked Plains, where I had a sister

goin' through a divorce. She'd been hung up to dry by a five-foot-nuthin' finance company executive who figured he'd found a nicer bit of fluff down in Houston. He'd left her with a small dry-farming operation to run, and all the bills that went with it; so when she phoned me up, all bawlin'

***Lemme tell ya,
I've never seen eyes
get that fuckin' big,
but I guess he saw
the rattlesnake
and I didn't.***

and wonderin' what the hell she was gonna do, I figured I'd better go give her a hand, get her off the ground, and get the farm runnin'. It was a chance to give the old panhead a good run and maybe see a little desert country, too. That's what I'd been doin' when ol' Tonto came along.

I gave the soft underside of the Indian's chin a deep prick with the knife point. "I... I got a sister... down in Albuquerque," he stammered, his eyes still bulgin' down at the blade. "I gotta get to her fast. That's why I need your bike. Honest, just your bike is what I need."

"I'm kinda fond of this here bike," I growled again, keeping the knife where it was.

His hand went down to point at his left boot. "Take it off, mister. Take off the boot. You will see."

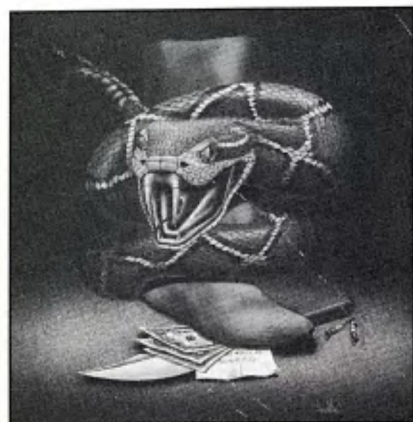
I was pretty careful. I felt first for any other knives, or maybe a little belly gun stuck in his belt, but he seemed to be calmer now, so I reached down to take off his boot. In the heel were three \$100 bills all scrunched up, and an address in Albuquerque scrawled on a dirty piece of paper.

"Your sister?" I asked, slowly releasing the knife.

"Yeah. She needs \$500 to buy a small operation for her son -- my nephew. She needs it very soon or my nephew will go blind just from a tiny accident."

"That's 600 miles, Tonto," I drawled at him, doing some mental calculating. "That's about a 14-, maybe 15-hour ride. And besides, you said \$500. There's only \$300 here."

TONTO



He'd picked himself up and was standing, facing me now, still twitchin' like hell. He'd probably been a pretty healthy Indian before the needle had got him.

"I find the other \$200 — somehow," he said. His eyes darted over to my panhead. The motor was still makin' its cooling, ticking noises. I did some more mental calculating and figured out how much a junkie Indian could get for

Harley parts in Albuquerque. It was quite a bit.

"Yeah, I just bet," I said. I watched him put the money and the address back in his boot, then put the boot back on. Nice doeskin Confederate boots they were, too. *Real* nice.

My big mistake was handing him back his knife. I was tryin' to show him there were no hard feelings and that I was gonna be on my way again. I got on my bike, and as I looked up at him standing there I regretted the old shovelhead solo saddle I'd put on the bike when I was buildin' it. There's one thing about me that's never changed and it's probably never gonna change, and that's that I ride solo, everywhere I go. But I just might have made my first exception for this guy, and a twin seat sure as hell would have solved his problem.

But I didn't have long to think about it. I raised myself up for my first kick and he came at me. He came plenty hard, too. I got my kicking leg up high enough to connect to his jawbone and heard the crunch, but that didn't stop him. He got his hands around my throat, and we both hit the desert hardpan at the same time. He had a steely grip that I couldn't budge with every ounce of strength I could muster.

We rolled all over the place, finally ending up a good 30 feet from the bike. This Injun fought so hard that muscles like solid granite were poppin' up all over him. We rolled over once more, and I ended up on top this time. His final move was to grab a long, flat rock by his head. He was ready for a swing with it when I saw his eyes go huge with terror. Lemme tell ya, I've never seen eyes get that fuckin' big, but I guess he saw the rattlesnake and I didn't. When that snake struck, it was nothin' but a blur — and to this day I count it nothin' more than plain dumb luck that it got him instead of me. Those fangs sank deep in Tonto's cheek and hung on while he screamed like no other Indian had ever screamed before. That sound must've echoed clear over the Gila Mountains.

He dropped that rock plenty quick and tried to wrench the snake away with his hands. The snake hung on, though, and he only ended up tearin' more of his own flesh. I managed to get hold of it behind its head, and it didn't take much of a squeeze behind its eyes to make it release.

I stood up, swinging the rattlesnake by its tail end. I got it goin' pretty good and gave it one final swing against the engine on my panhead. Shit flew



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everywhere, and I guess it was all over pretty fast for that snake, but ol' Tonto wasn't doin' so good. That snake must have pumped every ounce of venom it had into the Indian, and it had been a pretty good-sized rattler, too. It was about two bootheels over five feet long, and I couldn't even get my hand

stopped. That big load of venom was already deep inside where no amount of sucking was gonna help. And don't ask my why, but for some insane fuck-in' reason, I actually started feelin' sorry for this junkie Indian. Shit! Ten minutes ago he had no other purpose in life than to cut my throat and take my old

walk. I got to get to my sister." The way I figured, that took some nerve, especially considering the shape he was in right about then.

"You ain't goin' anywhere," I said. "You wouldn't last two hours before the shakes and the dizziness set in. And we're way too far from anyplace that might be likely to have any antivenom."

Tonto watched me as I laid blankets out side-by-side and got a fire going. It was already gettin' dusky, and the pinks of the mountains in the distance were just takin' on their first tinges of gray and purple. A lot of people don't know it, but a desert is one of the most beautiful places in the world. I can't say for sure, but I think that's one little piece of knowledge that Tonto and I shared together.

"I'm gonna stay and take care of ya," I said to him as he gazed wide-eyed at me. "I sure as hell don't know why, though."

But Tonto wasn't quittin'. He stood right up and started walkin' down the road, headin' south. I grabbed him and sat him down on one of the blankets. "You gotta relax, Tonto," I said. "As long as you just sit here and relax, that venom gets a chance to thin out as it goes through your system. You'll be

The fangs had gone down through the low end of his eye socket, just where the cheekbone stopped.

around its biggest part. It must've been shadin' itself under a rock during the fight. When I picked it up, I could see that the inside of its mouth was as white as cotton. That was the worst news yet.

I looked at Tonto. The swelling had already started. The fangs had gone down through the low end of his eye socket, just where the cheekbone

scoot down to Albuquerque. Still . . .

"How healthy are you, Indian?" I asked. I was thinkin' of his chances of surviving the bite. He was pretty damn skinny, though, and run-down lookin', too. I guess that's what the junkie lifestyle does. I pulled off his boots to make him more comfortable.

But he only had one thing to say. "Let me have your bike, man. You can

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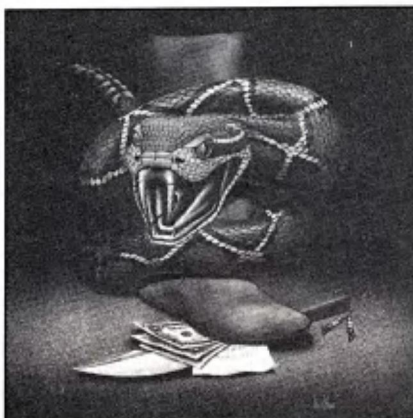
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TONTO



sick for a longer time, but you won't be as sick, if you know what I mean. That's as big a rattler as I've ever seen." We looked over at it together. He nodded like he understood, but I couldn't be sure.

So I just kept on talkin'. "If you start movin' around and gettin' excited, that stuff goes through your system twice as fast and doesn't get a chance to thin out. It hits you twice as fast and twice as powerful that way. Then you're in big trouble, Tonto, real big!"

I put a whole lot of punctuation on those last words, and I think he got the message then. But to tell ya the truth, I didn't like the speed at which things were already happening, and I was already startin' to have doubts if this guy was gonna make it.

He sat there lookin' at me through his one good eye. The other eye had ballooned up like it was a big tumor stickin' out of his head. A purple color was startin' to set in, too.

"You ever had any other snakebites,

Easyriders



"Got your house keys handy, Herb?"

Tonto?" I asked. I was thinkin' about any antitoxin he might already have in his body. He shook his head.

"Well then," I said. "All we gotta do is bunk down and beer up — I got a few in my saddlebags — and if you're still alive by noon tomorrow, I'm gonna leave you right then, and that'll put things just about where they were when we met on this here road. If you're dead, then I'll take any last requests right now, but I'll still be on my way."

No change. He just sat there lookin' at me with half his face gone purple, and then he got this weird, shit-eatin' grin on the one good part of his face. "You're some real tough piece of raw meat, ain't you?" was all he said.

He was dead nine hours later. He died right in my arms with his boots beside him. I think he knew it was coming, too, 'cause he sure talked plenty just before he died, and then he just stopped. He told me a lot of things, especially about that sister of his and the nephew; how they were all the family he had. He told me how his sister was tryin' to make a go of things on her own with a kid to raise, but she had no job and no one would give her one 'cause she wasn't a full-blooded Indian. The whites wouldn't give her a job, either, 'cause she wasn't one of them.

It turned out there was some French blood in her kid, too, from a crazy Cajun who'd crashed outta Louisiana State Corrections and driven into New Mexico in a stolen Porsche. She happened to be walkin' down the wrong road at the wrong time, and he just stopped the car and pulled her right in. He drove her up a dirt road and had her four-pointed on the desert hardpan with a loaded .38 Special at her head.

Nine months later she was packin' double, and that crazy Cajun was sittin' on death row right back in Louisiana. Seems he'd sawed someone's throat open with the lid off a can of beans while they were havin' a nice little picnic on the side of the road. He did it for \$47 and pocket change.

He told me other stuff, too. I kept the fire goin' through most of the night by feeding it bits of creosote bush. I guess 'cause I kept callin' him Tonto, he decided he was gonna call me Raw Meat. Anyway, that's what he kept callin' me. He told me about tryin' to make it as a kid in the desert. He wanted to be a welder, but couldn't get training under State grants. He drifted around a while and got in his first beef with the cops over a check scam when he was 19. A couple of years later he was stealin' color TVs out of old folks' homes so he could buy heroin to stick

in his fuckin' arms. Things just went down from there, and then he'd heard from his sister in Albuquerque.

Earlier today, Tonto'd been ready to roll some desert rat who'd picked him up hitchhikin'. It turned out the guy had a gun and Tonto got thrown out of the car right about where he later saw me

my ear again, and I knew there was something I had to do.

I buried Tonto right where he was, just like he said to. He wanted to be dumped in naked, no clothes, and not

At the very last, he whispered in my ear again, and I knew there was something I had to do.

comin' down the road. You already know the rest of the story.

He choked as he was talkin'. He was gettin' worse. I think maybe he already knew he was goin'. He had yellow vision and bad sweats, and he looked to me like he was goin' into shock.

He died quiet, though. I gave him a beer at the end. Then I propped him up beside me and put my arm around him. Man, he was skinny. Holdin' that Injun was like holdin' a floppy, sick bird. At the very last, he whispered in

wrapped in anything. He said he wanted his body to rot in the desert so it would become part of the desert. I said fine. He didn't want the grave marked, either. I let the wind have all his things, but I kept the boots.

Fourteen hours later I was knockin' on the door of a flattened-out old ranch house with a "For Rent" sign hangin' on a rotting veranda post. Her name was Tooele, and she had the most beautiful black eyes I'd ever seen in my fuckin' life. The kid was in her

arms when she came to the door, and he kept lookin' at where I was standin', but his eyes never once focused on me. I guess I was just a dark shape to him.

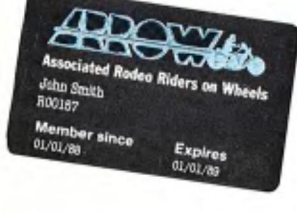
I didn't bother stoppin'. She listened real hard while I told her what happened, and then I pressed into her hand the \$300 from Tonto, plus a couple hundred more from me so the kid could get the eye operation. I figured fuck it; I've never needed \$200 so bad that I hadda keep it instead of givin' it to someone who needed it more than me, especially a kid. Then I whispered in her ear and made her take my sister's address in Texas and enough money for a bus ticket.

Hell, that was more'n three years ago. Last I heard from my sister, the two of them were doin' just fine for themselves. I guess Tooele and the baby arrived a couple of months later and Ellen took 'em right in. They work the place together now, hiring spare hands during the harvest. I hear the kid's doin' just fine, too. I'm goin' down there in a coupla months for a visit. It'll be a chance to give the old panhead a good run and maybe see a little desert country, too. . .

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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 October 31, 1988. We'll print the winner in the April issue. Send your vote — on a postcard or the back of a sealed envelope — to #185 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the seventh monthly winner in our Tenth Annual Fox Hunt — Petra, from Dusseldorf, West Germany. No shit. See more of her next issue.



FOX HUNT

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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.

185

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 _____

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Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Phone day () _____ night () _____

Photographer's Signature _____

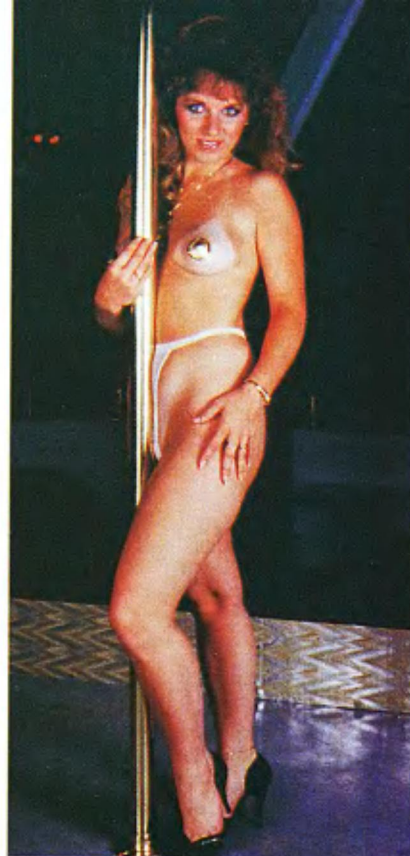
Notary Seal

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

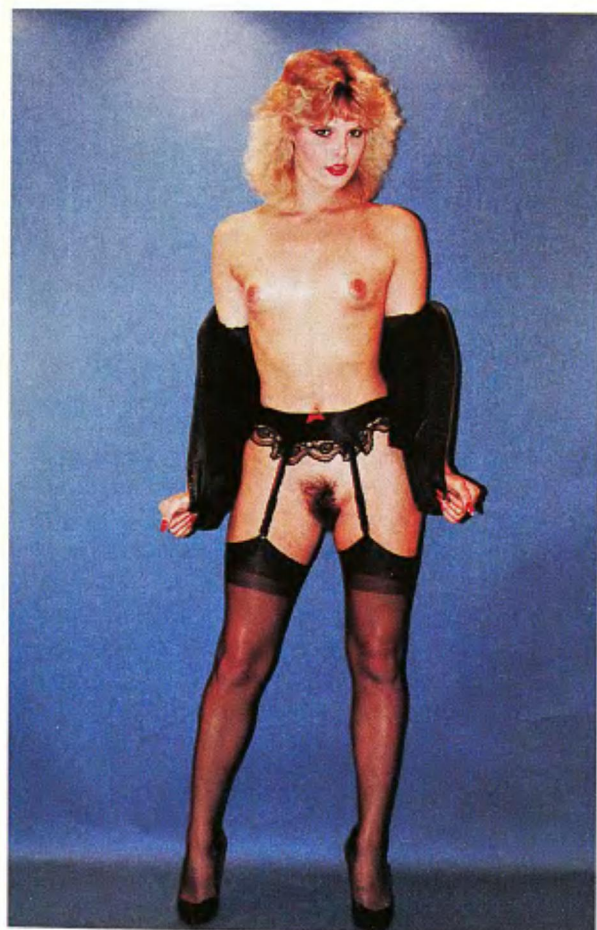
Why I want to pose for *Easyriders* (25 words or fewer):



*I have a great deal of love for Harleys. This is my contribution.
Gena, California*



*Roses are red, violets are blue, my body's firm and
I want to pose for you.
Candie Sue, Florida*



*I would like to make every Harley rider happy by being chosen as a
Fox Hunt winner.
Kimberly, California*



*Well, Playboy won't take tattooed biker ladies. I know Easyriders don't give a
fuck. I always liked being in front of a camera.
Cheryl, North Carolina*

JUNE FOX HUNT WINNER



Great jumpin' jugs, Jasper, would ya take a gander at these monster mammaries? They belong to our latest Fox Hunt winner, Vickiy (yep, that's how she spells her name), from Phoenix, Arizona, who snagged the most votes in the June contest. She can thank, among others, a lot of Uncle Sam's seamen out in the Persian Gulf for putting her over the top. See more of Vickiy with Bruce Ponto's Leo Hess-built Softail on page 65.

—Loudmouth



I'd like to make the vibes of love come right out of your pages, and maybe a few other things, too.

Toni, Georgia



Being an *Easyriders* monthly fox would be the ultimate ride.
Sandra, Florida

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STREET GUTS

Unleashing the Evo's hidden horses is easier than you might think.



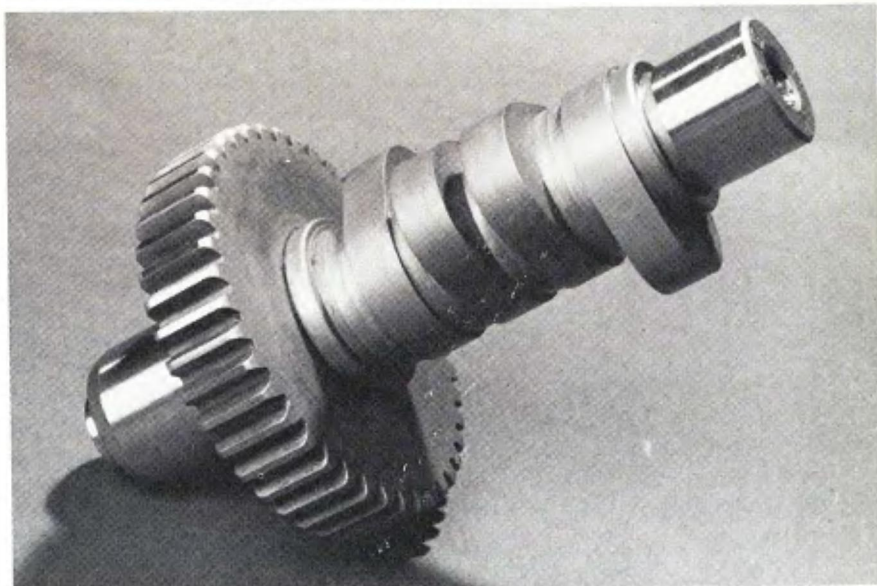
Adjustable pushrods will make top-end reassembly a helluva lot easier.

It's been said that the cam is the heart and soul of the four-stroke engine. Your sled's mechanical personality can be altered from its laid-back, stoplight-to-stoplight chugging to a hot-tempered, high-revving violence... simply by changing the camshaft.

Nowhere is the response to a hotter cam more evident than in Harley's Evolution engines, both the Sportster and the 80-cubic-inch. We'll stick with the 80 for now and leave the Sporty to be discussed in a later issue.

What we're going to do is install a very responsive but perfectly street-competent Andrews Evo #3 cam (about \$138) and adjustable Andrews pushrods (Andrews part #292110, about \$40).

We're not going to describe the wrench-twirling procedure in detail,



The muscle wheel — this Andrews Evo #3 grind requires no head modifications.

Photos by Mark Chen



because all that info can be found in the shop manuals, but there are two important points you should know. First, although the Evo engines are similar to their shovelhead counterparts, their camshafts are not interchangeable. Evo lifter blocks also have different tappet angles than the shovels, so cross-swapping can result in piston-to-valve interference and major repair bucks.

Installing these goodies doesn't take a long time if you follow the directions supplied by the Andrews folks. Carl Morrow of Carl's Speed Shop in Santa Fe Springs, California, let us use his facilities for the job, but a garage or workshop, reasonably equipped with tools, is all you need to turn the trick.

The teardown is simple. Remove the fuel tank and rocker box top covers. Each rocker arm must also be removed to get at the stock pushrods. (Incidentally, the adjustability of the Andrews pushrods will make reassembly much easier than it would be with nonadjustable units.) You'll also have to remove the ignition cover to get the stock cam out.

Andrews Products makes several high-performance street cams. Their Evo #1 and Evo #3 grinds can be used with no head changes, but the wilder Evo #5 and Evo #7 grinds require some top end modifications to accommodate the greater valve lift. Stock springs can be used for all four grinds.

Fine-tuning the reassembled engine's carburetion is not very difficult. For the Evo #3 grind changeover, Andrews suggests #65 slow jets and #170 main jets as starting points for dialing in stock H-D Keihin carbs. They also recommend their Andrews high-flow accelerator pump (part #269050) to help low- and mid-range throttle response.

A final note: stock Evo engines come from the factory with a rev limiter. It automatically retards the spark at 5,200 rpm and stops the engine from accelerating. This will cripple your newly cammed engine, which is now capable of delivering explosive power at 6,000 rpm. You can get around this by replacing the stock spark with either a different electronic ignition module or a mechanical points-type ignition.

—Bosco Haymaker

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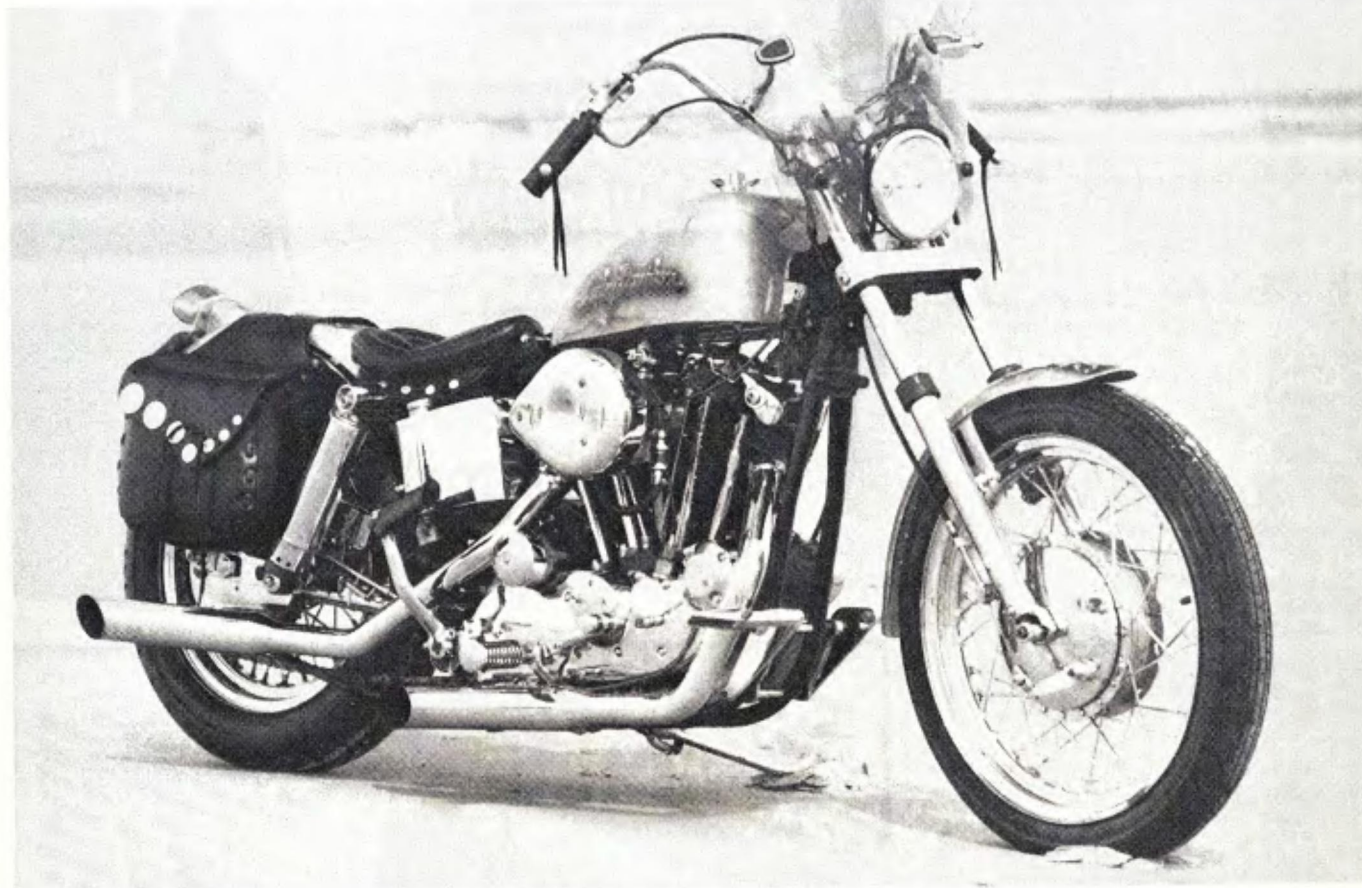


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FOXY RIDER



Veronica "Shine" Zintel-Schaffer, Oneonta, New York
1971 Sportster

Daytona '88 was an extraordinary experience for Shine and her ol' man, Hornet, who've been hittin' Daytona for four years running. She arrived on the scooter that's been blasting her buns around for six of the ten years she's been ridin', while her ol' man had been toolin' on his new Softail — and it was stolen from under his nose just a few days into the week. Despite this bummer, Veronica had the up side of the week facing her.

She'd always wondered why ridin' was in her blood, and she found out the reason during this particular Bike Week, when she met her real father (Zintel) for the first time. Her dad's been a scooter tramp all his life and still rides an Indian Chief. Seems her mom was involved with this two-wheeled maniac for a short time, but when she discovered her situation, she decided that Schaffer was the name she'd use.

So Shine returned from Florida a more complete person, and the ol' man came back . . . you can imagine. He's got himself a Wide Glide now, but keep his experience in mind — more than a hundred scooters were bagged at Bike Week this year (and I thought times had changed).

—Renegade

Year: 1971

Model: XLCH

Engine: blueprinted by Skeeter Todd

Forks: tubes from Forking by Frank

Transmission: gone through at the time of the rebuild — bone stock

Wheels: steel, spokes and chrome, 21-inch front laced to a stock brake; 18-inch rear chromed and laced to stock drum brake

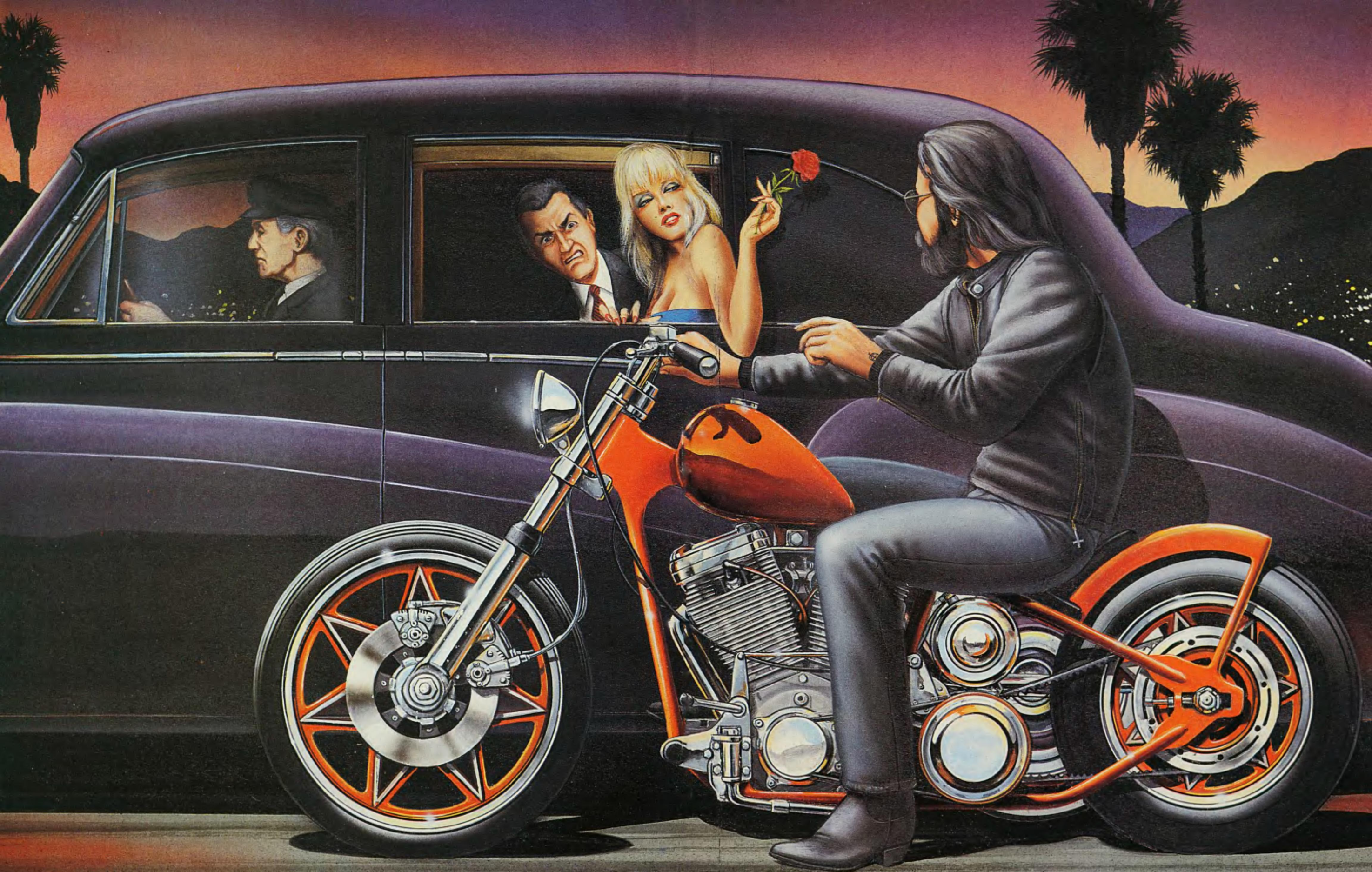
Chassis: stock frame, shorter shocks to bring the seat height down to 19 inches

Finish: metallic gray with pearl and red highlights

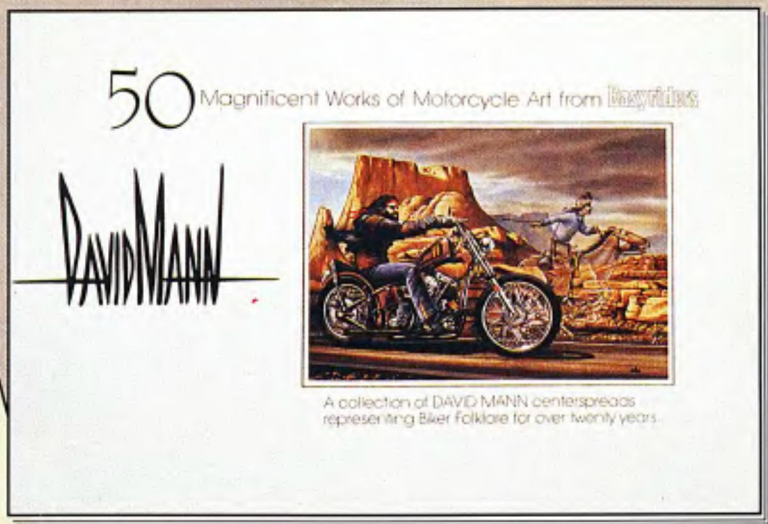
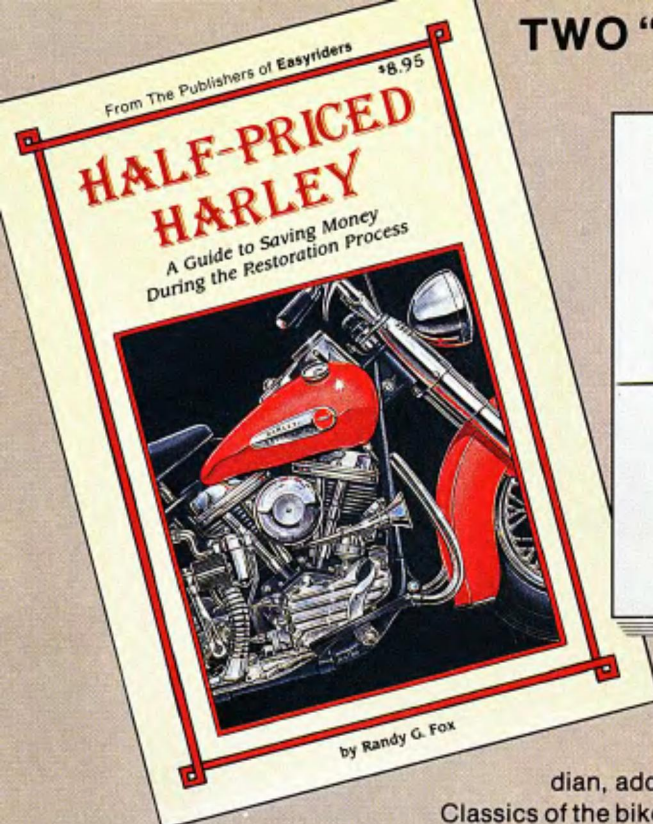
Credits: special thanks to Hornet for all he's done

Special features: bags by Dirty Bill, special paint work by Kram (congratulations from Shine and the gang at **Easyriders** on your marriage) at Cross Country Colors





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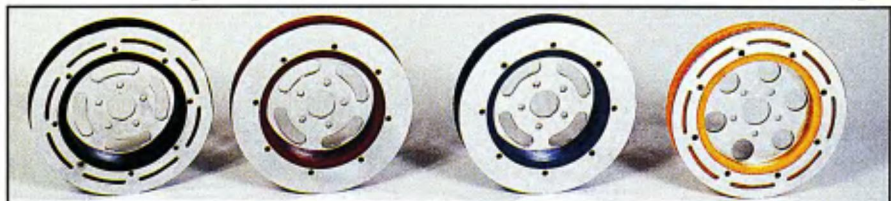
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Photos by Rick Clow



Beatin' Discrimination

North Dakota bros go to bat against the bar.

As we reach the twilight of the eighties, the decade that prides itself on enlightenment (as long as there is a buck to be made), we see several searing shafts of light that still burn intense with discrimination toward scooter people. Just when we thought it was safe to go into a bar, have a cold one, and dance with our women, we're finding resistance. All we ask is to be treated like anyone else, without the glares and reprisals from management or patrons because we're bikers. Even in this enlightened age, bikers still find themselves portrayed as outcasts. Leon Russell said it best: "We are strangers in a strange land."

The most recent case comes to us from Grand Forks, North Dakota. It concerns the El Roco lounge and its management's decision not to allow motorcycles to park in the lot. The bar's owners don't want an "unsavory clientele." They hoped that if the bikers couldn't park their bikes, they wouldn't hang out at that bar. Get the picture? It seems the bar's managers, Paul and Pat Endres, felt that the presence of bikers "intimi-

dates" their "regular" patrons.

Enter Rick Clow, 31-year-old Harley rider and self-employed dry-wall hanger. Rick didn't like being discriminated against and felt he had to make a stand by protesting. Through word of mouth, he organized his fellow bikers of Grand Forks, and beyond (expecting maybe 200 scooters to attend). Before he knew it, he had commitments from brothers and sisters from as far away as Minnesota, South Dakota, and Canada.

Clow went a bit further and turned his peaceful protest into a benefit toy run. The throng gathered in Riverside Park to get organized. Clow went over the route and gave strict instructions for everyone to be cool — no boozin' or acts of violence that could later be used against them and destroy their credibility.

Rick was amazed at the turnout of more than 400 bikes — and an outpouring of sympathy for his cause from the majority of the town's 44,000 residents.

At 7 p.m. on a summer Saturday evening, with American flags flying

off the backs of the predominantly Harley convoy, the procession wended its way from the park, through residential neighborhoods, and into the El Roco's off-limits-to-scooters parking lot, where the bikers picketed — with not a word from the proprietors, who watched from behind closed doors. Various bikers, interviewed by local and national television and newspaper people, explained their motives and actions.

Hundreds of stuffed animals and toys were then delivered to Grand Forks County Social Services. Not a bad image-buster.

After the political scene, the pack split from the El Roco and went to a bar in Cummings, North Dakota, that welcomes bikers.

Throughout town, motels and bars differing with the El Roco's policy voiced their opinions with marquee signs like: "We Don't Discriminate" and "Bikers Welcome."

On the following Tuesday, the "No Motorcycles" sign at the El Roco was gone, proving once again that this kind of protest can be very effective — thanks to people like Rick Clow.

—Bomber



GATOR BAIT

Red and the alligator got pretty tight. They rode together. They ate together. Late at night they'd share a few brews together.

by C. Cobb

Did ya ever notice how people just gotta mess with their pets? They gotta make 'em do tricks — they gotta fuck with 'em. I've seen everythin' from flag-wavin' birds to cartwheelin' cougars, but the strangest trick I ever saw was the trick ol' Red taught his alligator.

How Red came to hook up with an alligator is a story in itself. He was out partyin' with some bros down Florida way, and he passed out in a swamp. Even out cold, Red musta seemed warmer than the Everglades, 'cause when he woke up, he found a baby gator nestled between his legs.

Maybe the gator was trying to keep warm, or maybe it thought Red was its momma. Woulda been an honest mistake — Red was ugly enough for the job. At any rate, Red got himself a gator that day.

When the alligator was small, Red would stash it inside his cutoffs. For grins, he'd walk up to some citizen,

start a conversation, then get the gator to pop its head out from his chest while he hollered, "Alien!" and made gaggin' sounds in his throat. Red got a big kick outta that.

When the alligator got older, Red got a sidecar outfit for his panhead, and the gator rode in that. It looked kinda strange, but Red could park his putt in the back lot of Moonlight Auto Parts and come back three hours later and find everythin' right where he'd left it. People don't mess with a man who's got an alligator watchin' his back.

Red and the alligator got pretty tight. They rode together. They ate together. Late at night they'd share a few brews together.

One night, using the old persuader on a cantankerous press-fit, Red accidentally dropped the hammer on the gator's head. The gator yawned and stretched, but didn't do much of anything besides that. Red felt a strange sensation in the back of his head, his

GATOR BAIT

good eye scrunched up, and the smoke poured outta his ears. He was gettin' an idea.

All the next day, Red worked with the alligator. He found out the gator would do just about anything for a shot of Everclear, so every time the gator yawned, Red threw in a jolt. Before noon, the alligator was trained to open its mouth on command.

Gettin' the gator to open its mouth was pretty good, but after the gator opened its mouth, it'd snap 'er shut again — kinda like a rat trap slammin' down. So Red worked with the gator the whole afternoon till the gator'd open its mouth, then keep it open, waiting for Red to throw in the shot.

After dinner (rare steak for Red, raw for the gator), Red advanced to the next stage. He told the alligator to open its mouth and keep it open. Then he proceeded to drop the hammer on the gator's head.

The gator didn't budge. It kept its jaws wide open and its eye on the bottle of Everclear. Red smiled and patted the gator on the head.

The gator ended up downin' a bunch

of shots of Everclear, and Red, by chance, got down a few shots himself. By midnight, Red and the alligator were sittin' on the floor toastin' each other, and Red decided it was time to let the gator in on the rest of his idea.

"We're goin' on the road with this

Red braced himself for the final step.

He cracked open a new bottle, downed a good slug, an' gave the alligator the command to open its mouth. Then, with the huge, ugly jaws open and the rows of sharp, shiny teeth twinkling at him, Red unzipped his jeans, whipped out his meat, and plopped it right in the alligator's mouth. The gator didn't flinch. Red took a deep breath, picked up the hammer, and hit the gator on the head. The gator didn't budge. Red stored the goods, threw the gator a shot, and poured himself one.

He told the alligator to open its mouth and keep it open. Then he dropped the hammer on the gator's head.

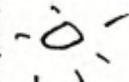
act. Anywhere they got carnivals or fairs. All we gotta do is show up once a night, do our stuff, then you can cop Z's in the sidecar and I can check out the contortionist. We're gonna live real fuckin' good.

"But we gotta have a gimmick. Somethin' that's gonna get their attention..."

"We're rich, ol' bro. We're rich."

The next day, Red and the gator were on the road. There wasn't much of a crowd the first night, but Red gave 'em the whole show. He roared onto the stage, and the gator piled outta the sidecar. He ordered the gator up on a platform and told it to open its mouth. A few folks yawned, and some got

Easyriders



"Well, I see by the sundial it's time to give John my attention."

ready to leave — but when ol' Red whipped out his big schlong and slapped it in the gator's mouth, the crowd gasped. When he took out the hammer and held it over the gator's head, there were screams. When Red hit the gator on the head and the gator held, the crowd went wild. Red looked out at the cheerin' audience with a deadpan expression.

"Is there anyone out there who would like to try this?"

His challenge was received with dead silence from a tentful of pale faces. Red zipped up the family jewels in triumph, and the clappin' and hollerin' shook the walls.

Word traveled fast, and in the next town the act was a sellout. Red teased 'em along with a few warm-up tricks, but he knew what the crowd really wanted to see. He got the monster on the table, commanded it to open up its mouth, then pulled out his dick and draped it across the sharp incisors. "Oohs!" and "Ahhs!" went up around the room.

Red slowly reached over and got the hammer. Every eye was on the stage and every armpit was drippin'. Red paused, then dropped the hammer on the gator's head. The gator blinked slowly but held his big jaws wide.

The crowd was on its feet, the people shoutin' and stampin'. When the commotion died down, Red looked around the room and asked, "Is there anyone out there who wants to try this?"

There wasn't a sound in the room. Red did a no-hands salute, zipped up, and took a bow. The crowd went at it again, and Red even caught a few house keys flung up at the stage.

The next day, Red and the gator hit the third town, and the reception was the same. Red gave the gator the word, then slapped his joint in the gator's mouth. The locals held their breath and watched in horror as Red reached for the hammer an' hit the gator on the head. When the gator held, the tension broke in a flood of whistles, hoots, and hollers. Red held out his arms, beamed a smile around the room, and issued his usual challenge.

"Is there anyone out there who would like to try this?"

No one said a word.

"Isn't there anyone out there who would like to try this?"

The room was quiet as a tomb.

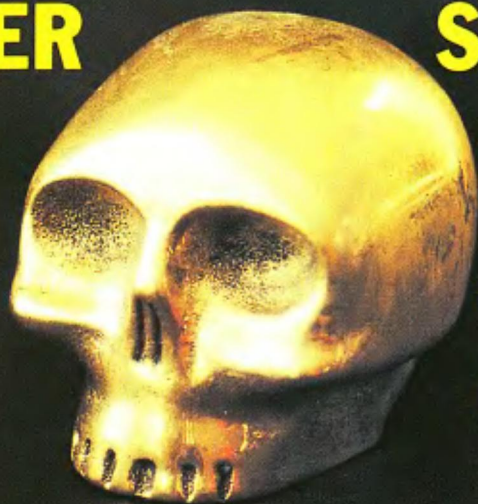
Then suddenly, out of the stony silence, a quiet voice from the rear said, "Okay."

Everyone turned around to see a sweet little honey standin' up in the back of the room.

"Okay," she blushed, "I'll try it. Only, please, don't hit me on the head..." ■

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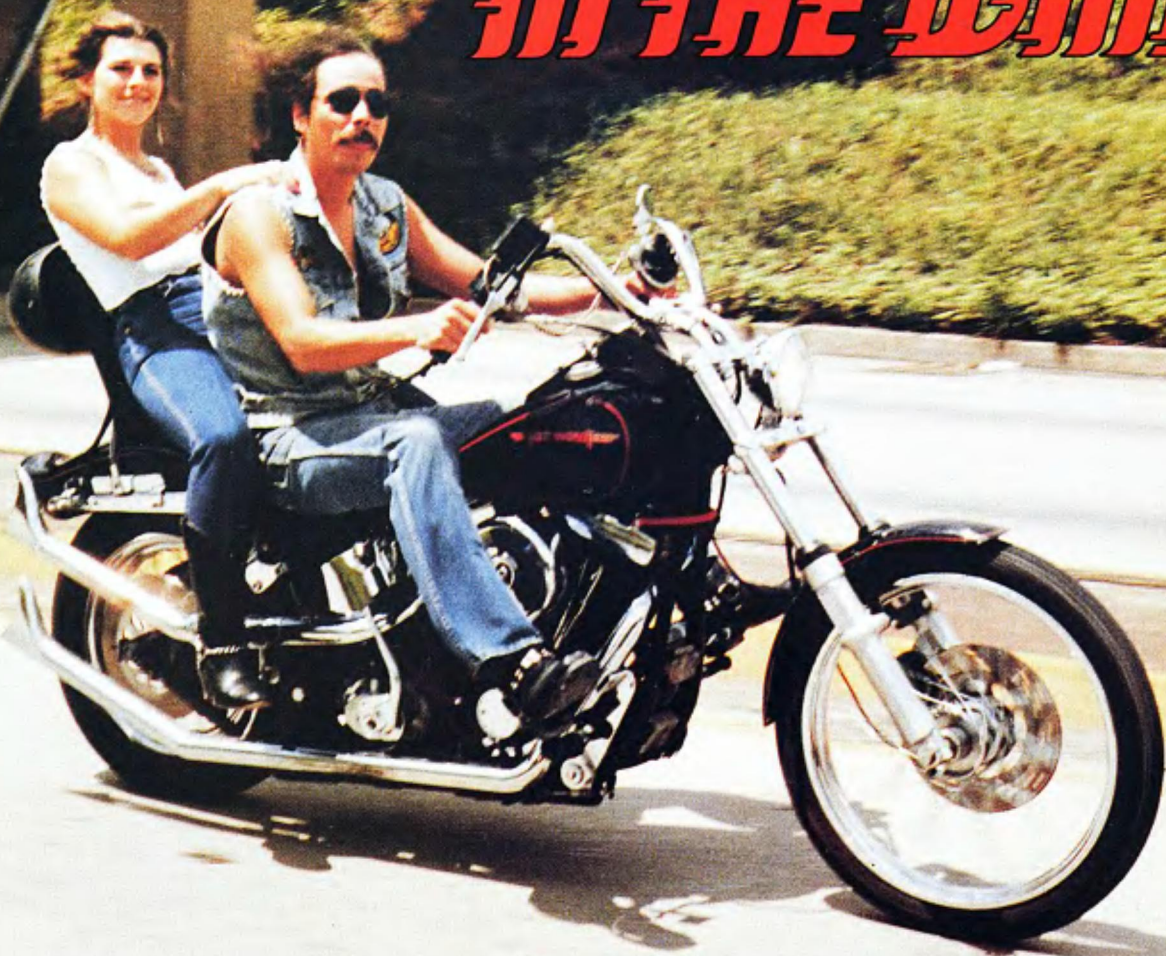
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IN THE WIND



—Pattie Black, Carthage, Mo.

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.

—Sullivan, Canoga Park, Calif.



—Reckless Ruby, Winnsboro, Tex.

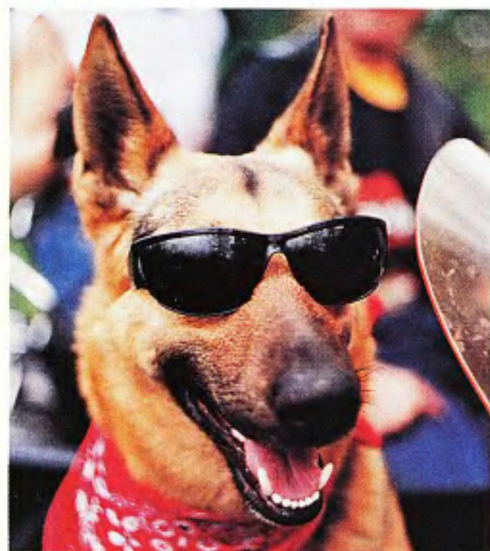




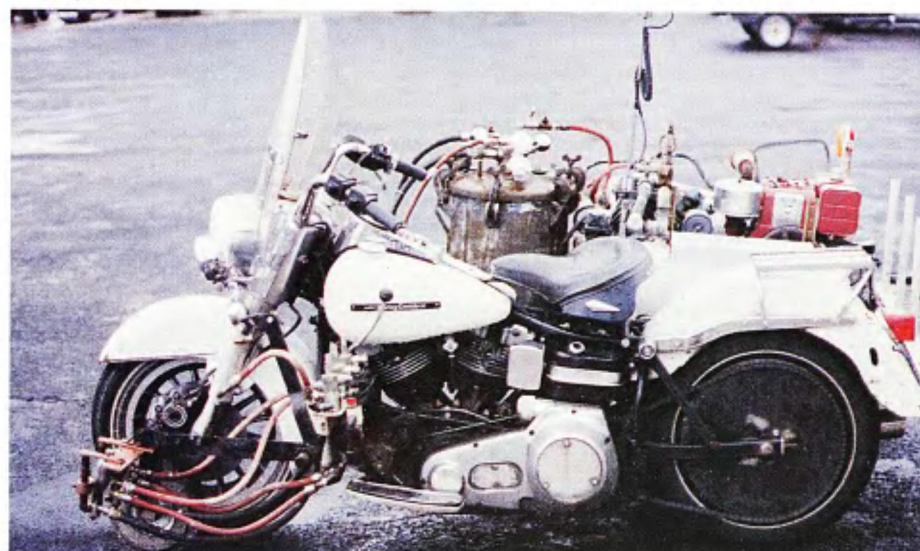
—Tracy Wagner, Clarksville, Tenn.

—Wayl, Utah

—Bill, H-D Outpost, Fairbanks, Alaska

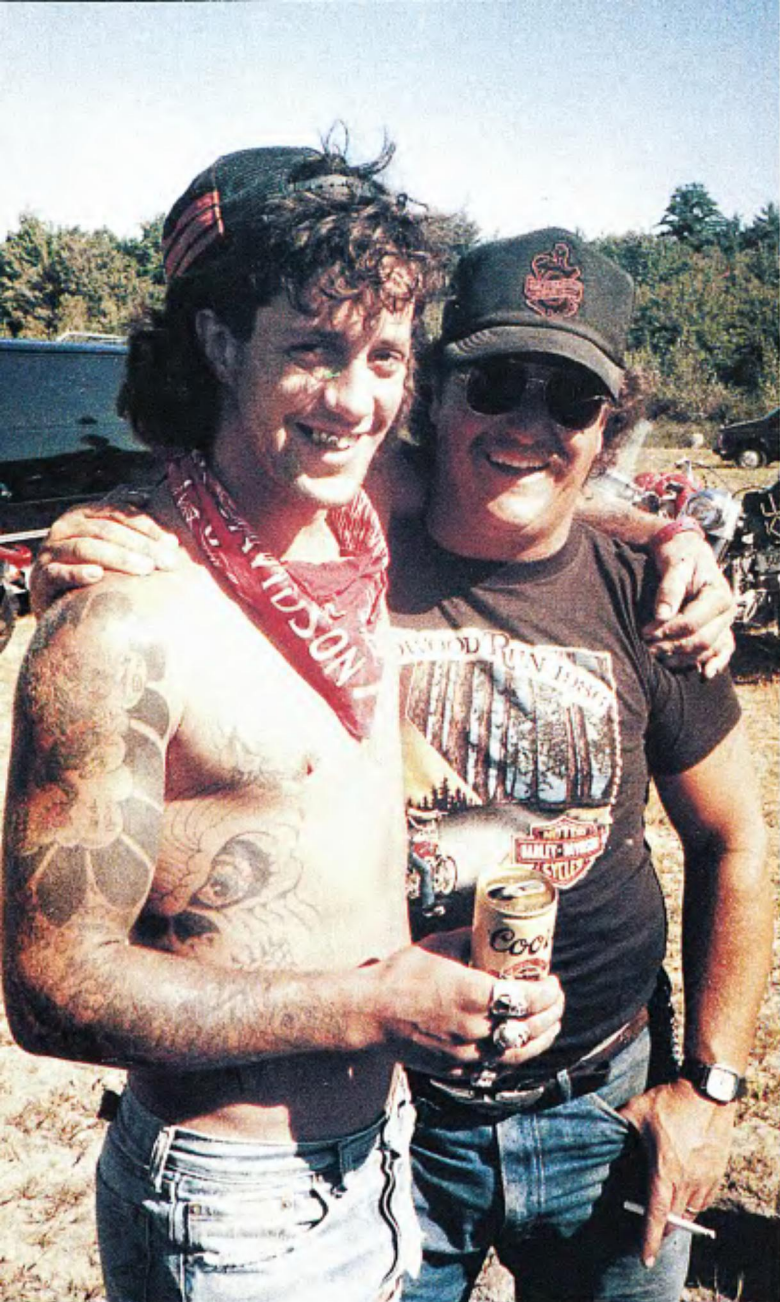


—Charlie Carroll, Piscataway, N.J.

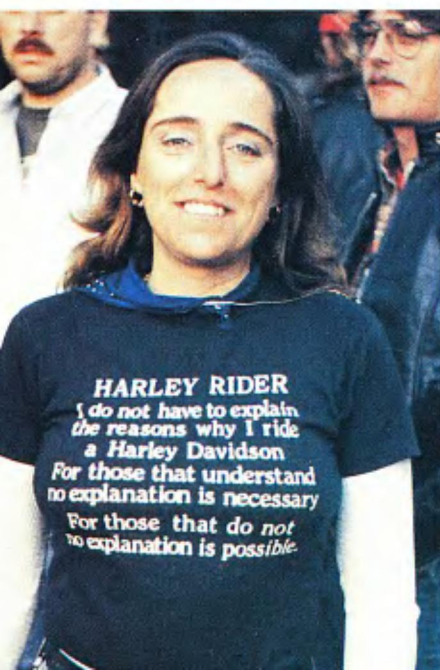


—Pretty Boy, Fayetteville, N.C.





—Janice Healey, Stafford Springs, Conn.



—Leon, Soo, Ontario



—The Mayor, Wellington, Fla.



—Allan Wharfield, Medford, Ore.

SECOND TO THE WIND

She awakes to the sounds of engine thunder
and the crunch of gravel beneath rolling wheels.
With a pounding heart, she runs to the window.

She sees who she thought was her man
steal away without a backward glance.

Surely she must have known
there is a greater power
than the love of mortal woman
which owns his gypsy soul.

The Wind; he'll always return.

He cannot deny her charms, nor does he want to

She takes his breath from him
as she whispers in his ears
words only he can understand.

She lovingly caresses his skin
with her cooling fingers,
and scents his hair with her sweet perfume.

She holds him firm in her grasp
as he flies along black ribbons of
road and highway.

For him, to ride with her is to love, and to live.

She watches him from the window,
until he is swallowed up by space and distance.

His legacy to her is his memory
and the hot tears on her cheeks.

She fell second to the Wind.

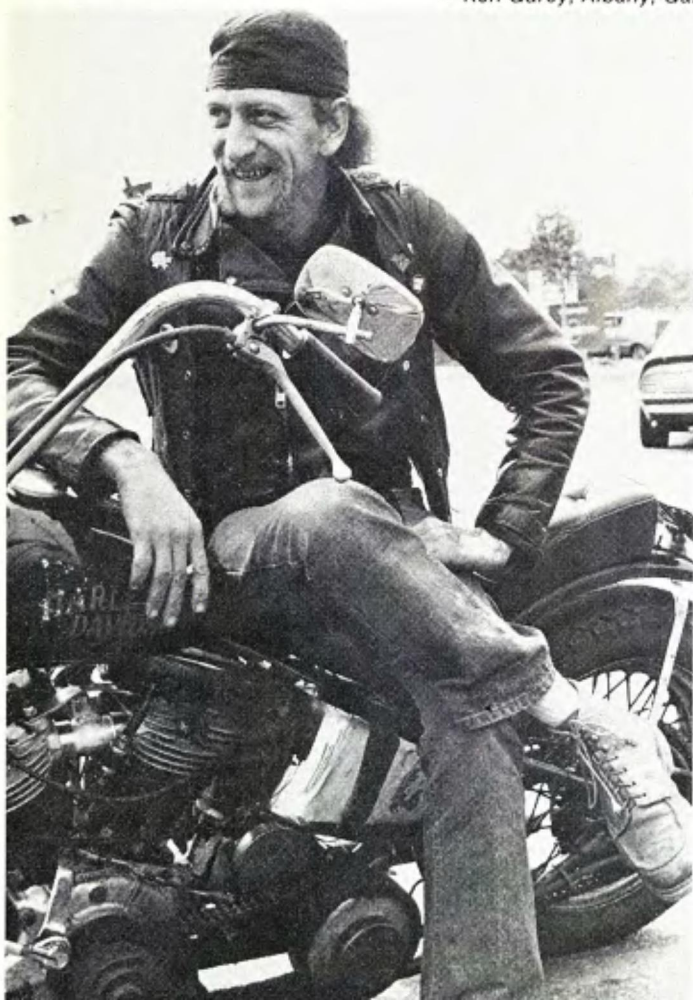
—Sharon Wallace



—J. Gantner, Chicago, Ill.

—Ken Garey, Albany, Ga.

—M. Sivilli, Newburgh, N.Y.





—John Wagner, Bay City, Mich.



—Linda Barbour, Placerville, Calif.

—Cyclops, Franklin, N.H.





—John Fitzhugh, Winter Haven, Fla.

—Randy Cullen, Yuma, Colo.



—Linda Barbour, Diamond Springs, Calif.



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BUSTIN' OUT

Fully filled-out woman meets a dog-to-dyno Evo.



If goin' all-out, full-blast to the max down the highway and blowin' the socks off the ricers is your cup of tea, but you're saddled with an uncompetitive bike that don't quite give ya the revs you deserve, do what Bruce Ponto did — sell yer soul for speed.

Bruce had had it up to here (right above the collarbone), 'cause his scooter wouldn't go fast. He got blown off by an import one day, which fried his ass. So the Sioux Falls, South Dakota, resident decided to redo his 1984 Softail.

Couple of years ago, when he first picked up the Softy, Bruce was a good customer of Leo Hess, owner of Full-Blast Engineering in Sioux Falls, and he had Leo get it into chopper shape. But the aesthetics of that outcome didn't cut it — he was new to the sport and wasn't sure that

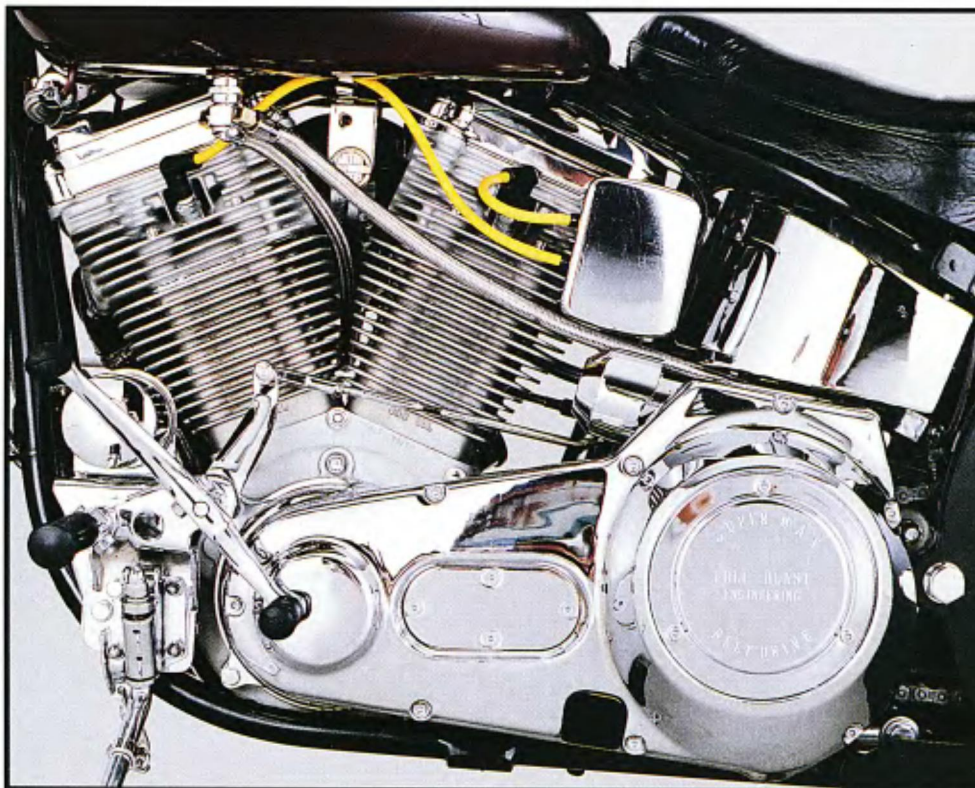




extended front ends were his bag.

On this, his third go-round with the modifications trip, he went back to Leo and made a simple request for a fast bike that handled well. No big deal, right? Not unless you're aware that Leo possesses the fastest bike in South Dakota — a shovelhead fueler that churns out 350 horsepower through its two-speed trans. Almost a year later, Bruce's dog-stock, mild-mannered Evo mill had been transformed into a package of open-road dynamite.

Hair blown straight back in wind-tunnel fashion, Bruce now prowls around town with the



A blonde woman with large breasts is leaning over a motorcycle. She is wearing blue jeans and has a confident expression. The motorcycle has two large, round headlights that are illuminated. The background is dark with a red glow on the right side.

wild-eyed look of a man who's just had a Jolt cola — and a triple bump of nitrous blast. He's busted the needles on four speedos, and he got his chance to dust off a GP-Z. Sweet revenge.

And would ya look at the kind of stuff he's got bendin' over his bike these days? The monstrous mounds leaning over Bruce's blaster belong to Vickiy (yeah, that's how she spells it), our June Fox Hunt winner. As if those 40-inch-plus titan titties weren't enough, this Phoenix native overflows with enough self-confidence to pep up even a convention of Dismal Dan's rotisserie bummer club.

Vickiy and her ol' man, Buzzy, love ridin' through Arizona's Painted Desert paradise year-round, during the summer twilights and the winter days. To top it off, she possesses an insatiable appetite for sex.

Ain't that what it's all about — fast bikes and fast women?

—Bomber



Photos by Mad Mike

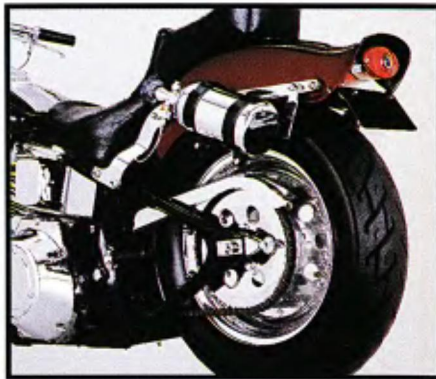
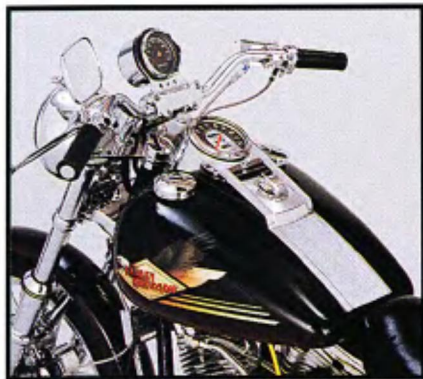


A Tribute To Builders

A lotta busted knuckles, long hours, talent, and hard-earned cash go into each scooter we feature — they're the best custom bikes in the world. The staff here came up with the idea of presentin' a small token of our appreciation to every rider whose bike is featured on these greasy pages. Every feature-bike owner will receive a five-by-seven-inch plaque with an artist's rendition of his scooter emblazoned on it, and a set of postcards (so he can brag to his bros and let 'em know which issue his bike will be featured in). And, natch, he also gets a complimentary year's sub to this rag.

We want the owners/builders to know that we're just as honored to have their bikes in our rag as they are to see their work featured.





Name: Vickiy
Birth date: December 13, 1968
Frame:
Tits: 40"
Waist: 27"
Hips: 37"
Height: 5'4"
Weight: 140 pounds
Age: 19
General:
Hometown: Phoenix, Arizona
Residence: Phoenix, Arizona
Ol' man: Buzzy
Favorite hangout: Warsaw Wally's
Occupation: private nurse
Attitude:
Sex: "Anytime I want it, I get it."
Rock-'n'-roll: "There's only two kinds of music: rock and roll."
Turn-offs: to be stuck somewhere with no bike
Turn-ons: puttin' in any weather, learning, breathing, money
Life: "To live as long as possible. Love to party."
Specifics:
Favorite position: strapped across a Super Glide
Favorite man: mine
Favorite tune: Pink Floyd's "Money"
Favorite activity: "Ridin' the bike."
Favorite phallic symbol: the real thing
Romantic evening: "Going out to the woods, midnight by a stream."
Fantasy: "Traveling around the world on a Harley."
Favorite run: through the desert at night
Favorite bike: any Super Glide

Owner: Bruce Ponto	City: Sioux Falls, South Dakota	
General	Frame	
Fabrication: Full-Blast Engineering	Year: 1984	
Year and make: 1984 H-D	Builder: H-D	
Model: Softail	Type: Softail	
Value: \$25,000	Rake: stock	
Assembly by: Full-Blast Engineering	Stretch: none	
Time: lots	Other alterations: lowered swingarm	
Chroming by: Brown's Plating	Accessories	
Engine	Bars: K&N Super Bars	
Year: 1984	Risers: 4½-inch pullbacks	
Model: Evolution	Fender(s): H-D	
Rebuilder: Full-Blast Engineering	Headlight: 7-inch, 100-watt	
Ignition: modified electronic	Taillight: CCI	
Displacement: 96 cubic inches	Speedo: fourth one	
Lower end: S&S flywheels	Front pegs: H-D	
Balancing: Full-Blast Engineering	Rear pegs: H-D	
Pistons: S&S 10.5 to 1	Electrics: 12-volt	
Cases: modified stock	Gas tank: 5-gallon fatbobs	
Heads: Branch	Oil tank: H-D	
Cam(s): Sifton 540	Oil system: modified	
Lifters: Sifton adjustable pushrods	Primary cover: H-D	
Carb(s): 2½-inch S&S Super D	Seat: Mustang	
Air cleaner: S&S	Sissybar: none	
Pipes: modified	Height: n/a	
Muffler(s): Super Trapp	Material: n/a	
Transmission	Forks	
Modifications: MRE backcut gears	Type: wide glide	
Year: 1987 Sputhe 5-speed case	Extension: shortened 2½ inches	
Shifting: smooth — electric shift	Builder: H-D	
Engine sprocket: Super Max belt drive	Special features: Magnum fork springs	
Trans sprocket: 24-tooth	Wheels	
Wheel sprocket: 49-tooth	Front	Rear
Painting	Size: 19-inch	Size: 15-inch
Molding: Mike Roland	Hub: Morris	Hub: Perf. Mach.
Painter: Sheldon Hage/Mike Roland	Rim width: 2 inches	Rim width: 5 inches
Color: black into maroon	Tire: Avon	Tire: Avon
Type: lacquer	Brake: H-D	Brake: H-D
Special paint: Sheldon Hage side panels		
Other special modifications: nitrous mechanism hidden in toolbox by Mike Roland/Full-Blast Engineering; Andrews close-ratio gears; fork springs by Progressive Springs; rear suspension beefed up; engine and tranny highly modified. Very fast.		

Biker's Bulletin Board

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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/COD)

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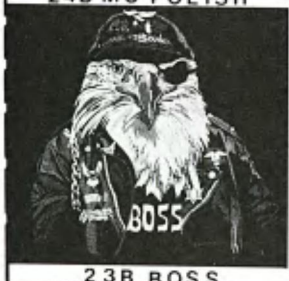
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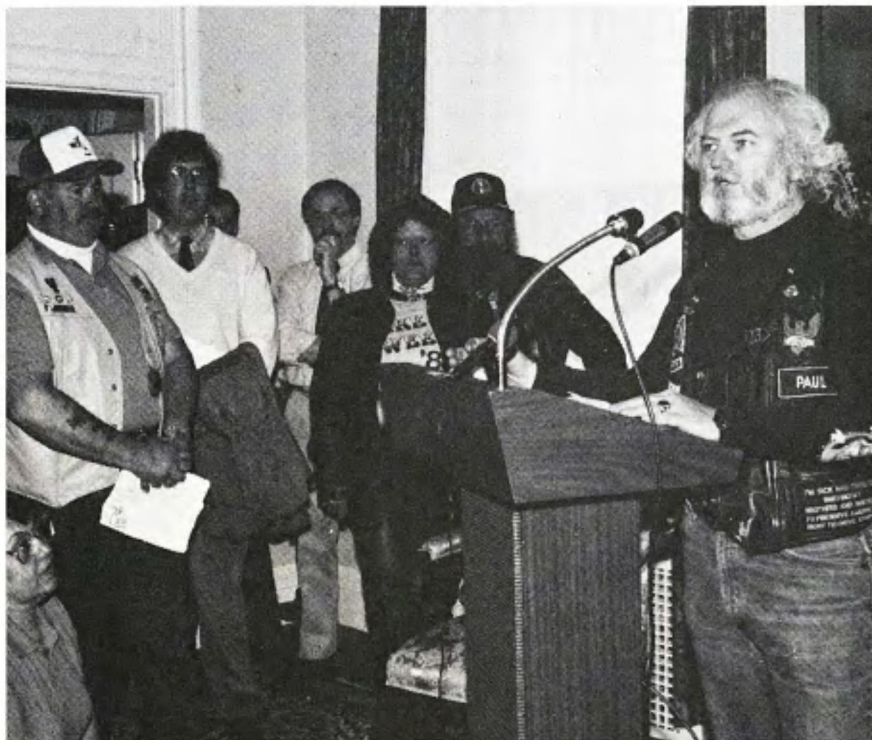
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PAUL VESTAL

Paul Vestal United Bikers of Maine

"I've always had a fundamental belief that if you choose to live in a place, you owe that place something." This philosophy has carried Paul through a career ranging from rock musician to prison warden to drug counselor — not exactly your run-of-the-mill job background for a hard-riding scooter tramp.

Paul's experience in alcohol- and drug-abuse programs began in the drug tents at concert sites, and after so many years in the trenches, he now designs the programs, trains the people who run them, and subcontracts the whole package to the state of Maine. For the past six years, Paul's been writing a column for New England's *Motorcyclist's Post*, as well as penning video reviews for various Maine papers.

Yet his heart and soul are in United Bikers of Maine — he's been the president for the past four years and was vice

president for two years before that. He also worked closely with Governor John McKennan to create a Motorcycle Safety and Awareness Week.

Now in its second year, the MSAW was kicked off this past May by McKennan's get-together in the governor's mansion for all interested scooter folks. About 250 showed up — and stayed to give the mansion's antique pool table a good workout.

"The people I ride with are my family," says Paul. "They mean the world to me." A power salute to Paul Vestal, who gives a helluva lot of time and energy to make ridin' in Maine just that much better.

Arlen Ness San Leandro, California

P ointin' the forks in a slightly different direction, we're giving over some of this place of fame to the builders, who entered the world of customized Harleys with hot new



ARLEN NESS

ideas and often risked everything they had in the hope that we picky sled jockeys would go for 'em and run 'em. We can't think of a better place to start than with Arlen Ness, whose name is heard in shops and garages — anywhere Hog riders gather — from coast to coast. Although successful enough to retire, Arlen keeps on doin' what he does best because "it's just fun." After 27 years, he still creates a beauty each year for the famous Oakland Roadster Show in California.

Arlen's long been known for his low, lean, graceful machines with their sleek road-racing fairings, mind-boggling wraparound carburetor manifolds, megawatt paint jobs, and chromed everything. Now, however, the trend is moving away from the extremes, and Arlen is leaning more toward ground-hugging, high-performance scooters with precise handling, their engineering a blend of artistry and function. Keep an eye on these pages for the side-by-side, dual-twin firebreather he's currently building (no, we ain't gonna give away any secrets yet).

We'll shine the spotlight on many others in the customizing field who've gone after everything from pistons to P-pads, as they make tricked-out Hogs newer, more exciting, and more individualized. They've taught us that innovation, like imagination, knows no bounds.

—Duchess

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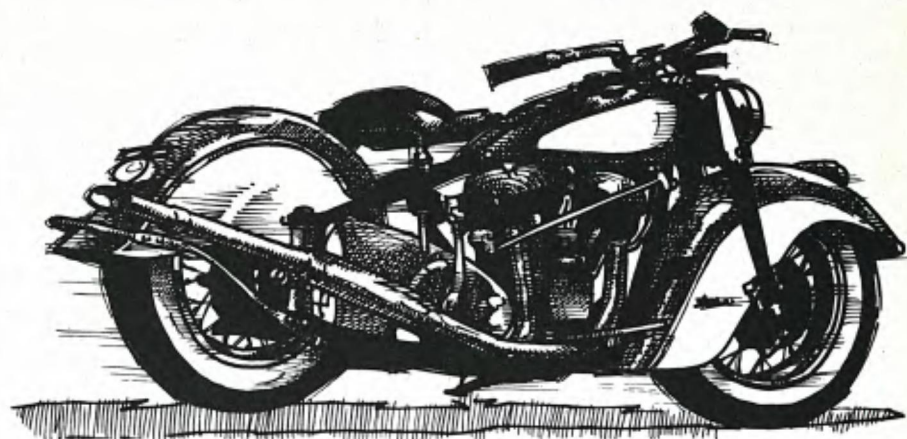
Choppershopper

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.

Hon, my one-armed bandit: As you ride the golden highways in heaven, we do miss you. You'll always be my biker man. Love forever, Liisa and the girls (4/23/88). (185)

Turn boot tops into halter tops. Pattern and instructions, \$4 money order. Art Gregory, Box 1535, Hays, KS 67601. (186)

Renea Thomason and son Ryan: You need to call — (916) 533-1703. (185)



The Good Ride



Illustration by George DiLuca

by Denise "Niece" Millholland

....t hen there was the time Kelly packed me up to the lake on the back of R.E.'s Hog. It was one of those hot fuckin' days when you were afraid to sit still, for fear of drowning in a pool of your own sweat, and we thought the ride might cool us off.

We were still just as hot on the road, but it felt good to be moving with the wind in our faces, thinking of the lake's cold water waiting ahead to relieve our suffering.

After a few miles and several beers, we were puttin' through the foothills and starting to cool off, enjoying the strobed shade of the

oaks. It was all right.

POP! A huge fuckin' bug slammed into my forehead — like to knocked me off the scoot. Kelly glanced over his shoulder to see if I'd been hurt, and he saw a welt rising, hot and red, square between my eyes. He opened his mouth to laugh, and the wind sucked all the spit right out and landed it in my left eye. He laughed wildly then and accelerated up the windy road. His sweatshirt was open to his waist and his hood strings were whipping the hell out of my face, neck, and ears. Shit! I started laughing, too.

When we finally arrived at the lake, the welt between my eyes felt

like a marble, and there were tiny red sting marks all over my face from his hood strings. I took a few agonized steps and immediately realized that the P-pad hadn't been the most comfortable fuckin' seat I'd ever packed on. The worst, actually.

I was still rubbing my ass when I lost my footing and fell. I slid down the hill, assaulted by weeds, bushes, and loose gravel. I slammed my hand against a rock good and hard, then bit my lip.

Fuck it, I thought, as I rolled to a stop at the lake's shore. I peeled off my jeans and dove in. As the cool water soothed my battered body, I thought, "Good fuckin' ride!" ■

MOTORCYCLE ACCIDENT

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Our National Director represents B.A.M. on the Board of the Motorcycle Riders Foundation. B.A.M. continuously works with concerned motorcycle organizations such as ABATE and A.M.A., and others throughout the United States.



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In 1987 alone, we assisted over 2,000 bikers in need. We were there when our members needed us for **Breakdown Service, Emergency Repairs, Blood Donations, Housing, Vehicle Storage, Transportation, Legislative and Legal Service** and much, much more.

MEMBERSHIP IS FREE, WITH NO OBLIGATION.

It doesn't cost "a thing" to join! Just complete the **Emergency I.D. Registration** form below and send it to us as soon as you can. Once we get your information into our computers, you can "ride protected." When you're in need, **B.A.M.** is only a phone call away.

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Please clearly fill in your name, address, etc., and check as many boxes as you can.

I can help with ☐ Donate Blood

☐ Motorcycle Transportation ☐ Housing

☐ Emergency Repair ☐ Hospital/Home Visitation

☐ Vehicle Storage ☐ B.A.M. Area Representative

Are you: Dealer/Shop? ☐ Yes ☐ No

If yes, please send us your business card or information.

ALL INFORMATION IS STRICTLY CONFIDENTIAL

Mail to:

BIKERS AGAINST MANSLAUGHTER
5455 Wilshire Boulevard, Suite 1600
Los Angeles, California 90036

Name _____ Date _____

Address _____

County _____

City _____

State _____ Zip _____

Telephone Home () _____ Bus. () _____

Date of Birth _____

Motorcycle Make _____ Model _____ Year _____

Blood Type _____ Allergies _____

Medical Problems _____

Emergency Contact Person _____

Telephone () _____

PARTS BOX

Tell 'em Snake sent ya.



THUNDERJET

Another hot setup for your S&S, Bendix, or Keihin carbs. This trick device, a third fuel circuit with built-in air correction, permanently solves the problem of poor mid-range or top-end power. They say it's a must for the fuel curve your scooter needs. Kits come complete with instructions, or you can purchase a new carburetor with the Thunderjet installed. For more information, write or call Thunderjet, Dept. ER, Box 1005, Laurel, MD 20707, (301) 725-7262.



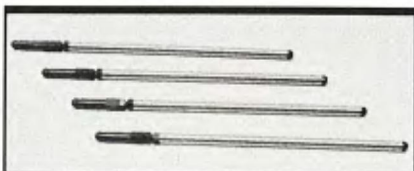
HANDCRAFTED BELT BUCKLES

Because Savage seems to have one helluva time keeping his pants up around his waist instead of tangled around his ankles, bros Peck and Wildman decided to make him one of their handtooled belt-cinchers to help him keep his britches hitched.

It takes over 10 hours of cutting, carving, dyeing, and handstitching to make each of these bitchin' leather buckles, and no two of 'em are exactly alike. If you want something more individual than the styles shown in the photo, Peck and Wildman will cus-

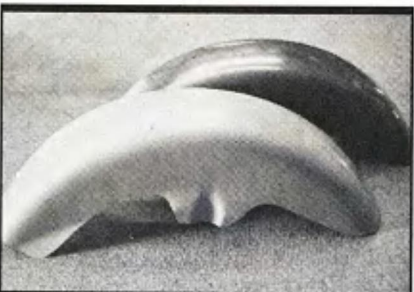
tom-make one for you with anything you want on it, like your club patch, your ol' lady's tits — fuck, anything you can put down on paper. Prices of these trouser toads start at less than \$25, and that includes shipping and handling.

Wanna hear more about 'em? Write Custom Creations, Dept. ER, Box 1873, Norwalk, CA 90651-1873.



LATE-MODEL PUSHRODS

Adjustable pushrods can be life-savers. Here's a set from Crane Cams in Florida for '66-to-present Big Twins. These pushrods are made from aircraft-grade seamless 4130 chrome-moly steel tubing and are heat-treated to 128,000 psi tensile strength. In other words, they're lighter and stronger, and if it's more info you need, write Crane Cams, Dept. ER, 530 Fentress Blvd., Daytona Beach, FL 32014.



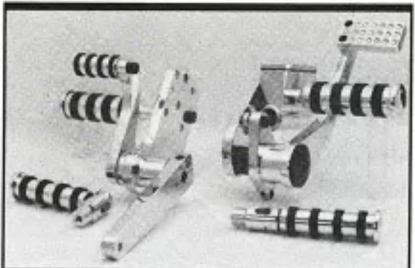
FIBERGLASS FRONT FENDERS

Here's the traditional fat look recreated in fiberglass. You can take one of these puppies (for your 16-inch front wheel on your 1980 or later wide glide), drill holes in it to mount 14 front running lights, 500 chrome strips, mudflaps, conchos, and various run pins, then paint it with 40 diverse hues of metalflake paint and bolt the sucker to your scooter — far out. Oh, shit, don't forget to engrave the sucker. Just kidding. They're available from Sumax, Dept. ER, Box E, Clinton St., Clark Mills, N.Y. 13321, (800) 654-5546.



HEAVY-DUTY TOOL POUCH

Here's what all us old bike riders need. It's designed to carry just about any tool up to a 12-inch crescent wrench. The material is heavy leather, riveted, heavily stitched, and buckled to last. It fits all front ends and comes with an easy-access flip-out wrench panel. Ah, but the tools are not included. Write Custom Chrome, Dept. ER, #1 Jacqueline Court, Morgan Hill, CA 95037, or see one of their dealers and tell 'em Snake sent ya.



THE JAYBRAKE WAY

JayBrake is rapidly taking a lead position in the custom disc brake lane along with Performance Machine (best in the West) brakes. So being too hip to let the latest pass us by, here's JayBrake's newest forward controls, distributed by Rivera Engineering. All parts are American-made bar stock (not castings) and are polished to a mirror finish to please the most discriminating buyer. Enough BS — for more info, write Rivera Engineering, Dept. ER, 6416 S. Western Avenue, Whittier, California 90606.

What's Happenin'

Here's your guide to what's happenin' in your area during October, November, and December. To have your events listed, get the information to us at least three months in advance. We are as accurate as possible, but event dates are often changed after publication — check with the sponsors before you putt across the state. Send info to "What's Happenin'," c/o Easyriders, Box 3000, Agoura Hills, CA 91301.



ARKANSAS

HALLOWEEN PARTY—October 29 and 30 in Paragould. Sponsored by ABATE of Arkansas, District II. For details, call Dee at (501) 239-8976.

CALIFORNIA

EASYSRIDERS GRAND NATIONALS—October 14 through 16 in Costa Mesa at Orange County Fairgrounds. For more info, call (800) 247-6246 national, and (800) 231-2669 in California.

2ND ANNUAL COSTUME POKER RUN—October 29 in Oxnard. Begins at Fleet Reserve Assoc., 5236 Saviers Rd., between 9 and 11 a.m. Sponsored by MMA of Oxnard. For info, call Earl at (805) 643-7066.

3RD ANNUAL CRONIN HOUSE ALCOHOL- AND DRUG-FREE POKER RUN—October 15 in Newark at Newark Pavilion, 6430 Thornton Ave. Sign-in from 9 a.m. till noon. For info, call Don and Jean at (415) 483-3260 or David at (415) 785-7454.

LOVE RIDE FIVE—November 13 starting in Glendale at Glendale H-D, 3717 San Fernando Rd. Ride will be led by Willie G. Davidson, riding to Calamigos Ranch. Entertainment includes David Crosby, a barbecue, prizes, etc. Participants must raise a minimum of \$35 in pledges and/or donations per rider. Proceeds benefit the Muscular Dystrophy Association. For info, call John Gile at the Muscular Dystrophy Association at (818) 609-7094, or H-D of Glendale at (818) 246-5618.

CONNECTICUT

7TH ANNUAL TOY RUN—October 9 leaving from the capitol in Hartford. Sponsored by Connecticut Motorcycle Riders Assoc. For info, write CMRA, Box 186, Terryville, CT 06786.

DELAWARE

OCTOBER FEST POKER RUN—October 9. Sponsored by Four Seasons MC. For info, write ABATE of Delaware, Inc., Box 10765, Wilmington, DE 19850.

BALTIMORE TOYS FOR TOTS RUN—October 15. For info, write ABATE of Delaware, Inc., Box 10765, Wilmington, DE 19850.

ABATE NEW CASTLE COUNTY TOY RUN—November 5. leaving from Banning Park at noon heading to Boys' Club in Wilmington. Bring a toy. Party at Pole Barn after. For info, write ABATE of Delaware, Inc., Box 10756, Wilmington, DE 19850.

FLORIDA

2ND ANNUAL SWAP MEET—December 11 at Sanford Armory. Sponsored by American Motorcraft and VIP Sales. For info, call (407) 321-8844 or (407) 322-7602.

ROSCOE'S 3RD ANNUAL CHILI CHALLENGE—November 5-6 in Lakeland. Camping, chili, bike show, etc. For info, call (813) 687-4542, (813) 858-6249, or (813) 858-0685.

ILLINOIS

V-TWIN RIDERS MC ANNIVERSARY PARTY—October 8. For info, write V-Twin Riders, Box 302-R, Romeoville, IL 60441.

VETERANS DAY PARTY—November 13. Sponsored by V-Twin Riders MC. For info, write V-Twin Riders, Box 302-R, Romeoville, IL 60441.

V-TWIN RIDERS MC CANDLELIGHT BOWL FUND RAISER—December 10. For info, write V-Twin Riders, Box 302-R, Romeoville, IL 60441.

MARYLAND

BALTIMORE TOY RUN — October 15 in Baltimore at Inner Harbor from 11 a.m. to 5 p.m. Proceeds benefit the Salvation Army. Rain date October 22. For info, call Bob Ritter at (301) 433-3919 or Clay Wilhelm at (301) 239-6981.

NEW JERSEY

2ND ANNUAL CHRISTMAS SWAP MEET—November 27 in Manville at VFW, 600 Washington Ave. Sponsored by Jersey ABATE, Manville chapter. For more info, call (201) 906-7643.

NEW YORK

DRIVE FOR THANKSGIVING BASKET—OCTOBER THROUGH NOVEMBER. For info, write ABATE of New York, Inc., Oswego County chapter, Box 5144, Oswego, NY 13126.

DRIVE FOR TOYS FOR TOTS—NOVEMBER THROUGH DECEMBER. For info, write ABATE of New York, Inc., Oswego County chapter, Box 5144, Oswego, NY 13126.

NORTH CAROLINA

STATE MEETING AND DEYTON MEMORIAL—October 8 in Asheville. Sponsored by Concerned Bikers Association/ABATE of North Carolina, Buncombe County chapter. For info, call (704) 765-6908 or (704) 298-8465.

OHIO

TOYS FOR TOTS—October 2. For info, write ABATE of Ohio/CMRO, Region 8, Box 688, Madison, OH 44057, or call (216) 298-3840.

TOY RUN—October 9. For info, write ABATE of Ohio/CMRO, Region 1, Box 688, Madison, OH 44057, or call (216) 298-3840.

TOY RUN—October 16. For info, write ABATE of Ohio/CMRO, Region 3, Box 688, Madison, OH 44057, or call (216) 298-3840.

HALLOWEEN PARTY—October 29. For info, write ABATE of Ohio/CMRO, Region 13, Box 688, Madison, OH 44057, or call (216) 298-3840.

HALLOWEEN PARTY—October 20. Doors open at 8 p.m. Band and prizes. For info, write ABATE of Ohio/CMRO, Inc., Region XIII, 943 Rt. 307 East, Jefferson, OH 44047, or call Chip at (216) 466-4211 or Lumpy at (216) 576-5466.

RHODE ISLAND

5TH ANNUAL VIETNAM VETS MC HALLOWEEN PARTY—October 29 and 30 in Solcum. Sponsored by Vietnam Vets MC, Rhode Island chapter. For info, call (401) 946-0428 or (401) 596-3114.

CAÑON CITY LIKES US

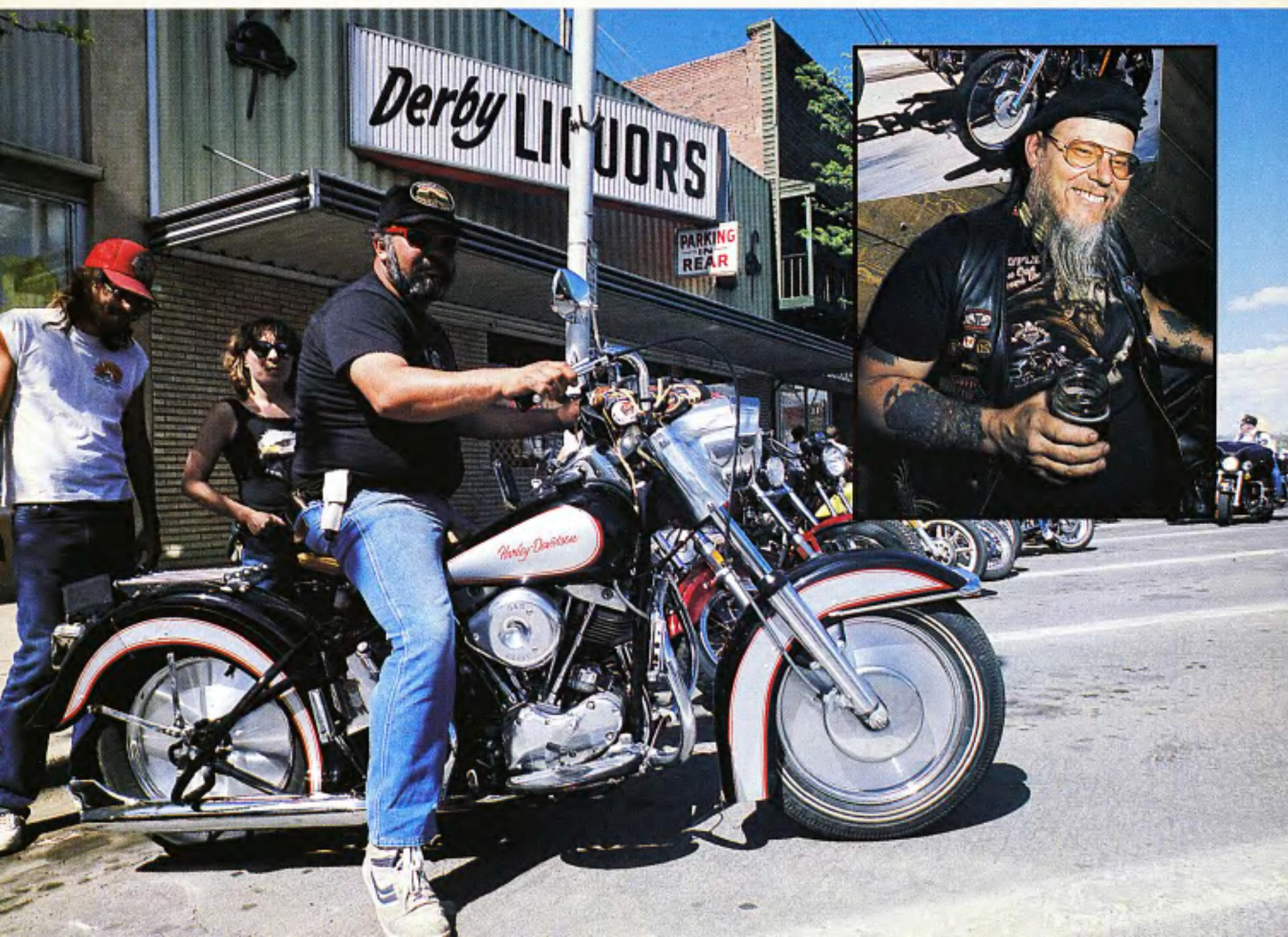
Friendly locals welcome visiting bikers.

If you're lookin' for a great weekend, ya can't go wrong at the Cañon City, Colorado, run during the last weekend in May — better known as the Apple Blossom Run.

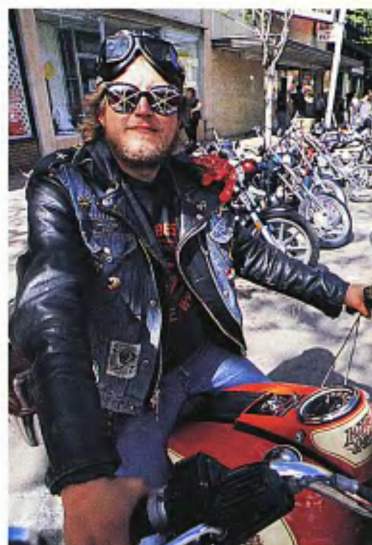
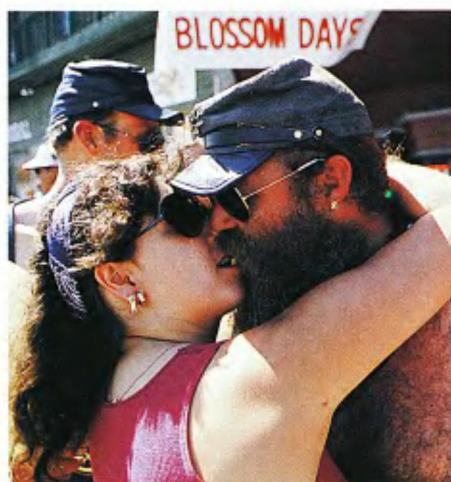
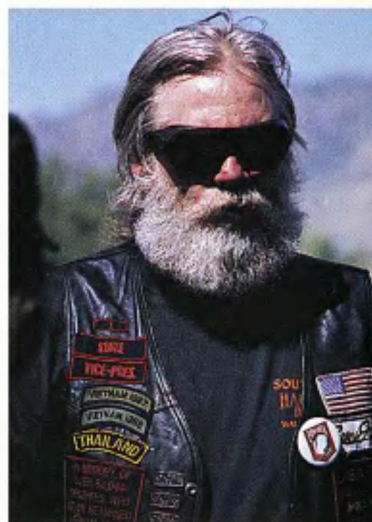
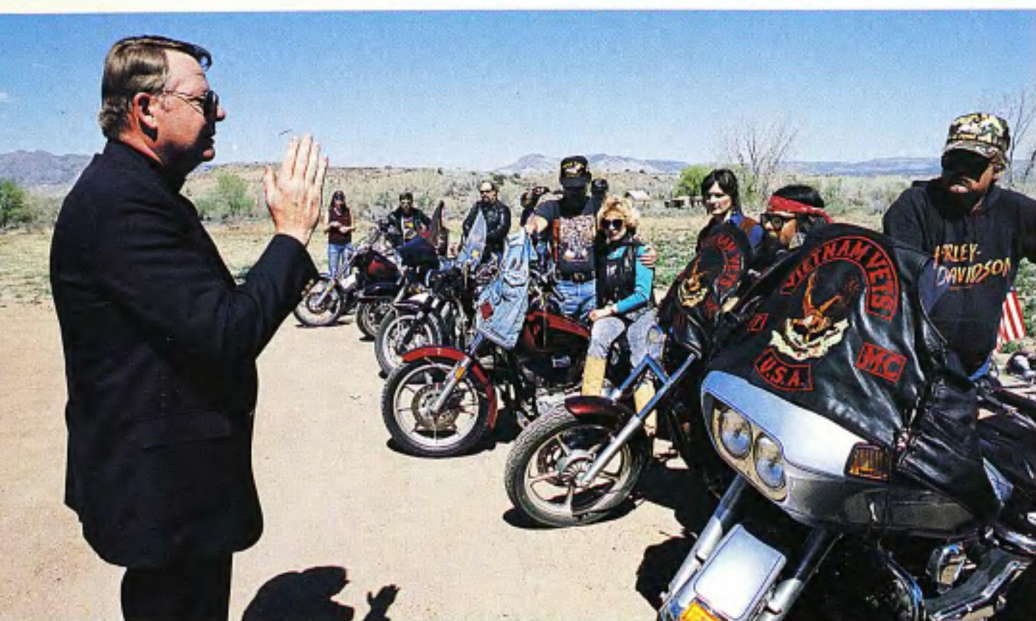
This year, as in the past 15 or so, the residents made us bikers feel mighty welcome. If we don't watch out, we scooter trash are gonna lose our rotten, good-for-nothin' image. We were able to take gorgeous putts along Highway 50 in the Royal Gorge region, which rivals the Grand Canyon for pure visual amazement.

Besides the Royal Gorge connection, Cañon City sticks in people's minds because the place is stuffed with joints. Not the light-up-and-whoopie kind, but the ones where ya sit and rehab yer life. The four prisons are good for the local economy, as the Cañon folk see it. For the locked-down scooter tramps inside the walls, it's gotta brighten their day to at least hear some Harley thunder in the air.

My Brother's Place, a beer bar that was swelled out to the curb during the entire weekend, went through 40 kegs of tasty,



CAÑON CITY LIKES US





Photos by Mad Mike

cold Budweiser in the three days. Mike, the bar's owner, is a lifelong resident and the titleholder to '57, '60, and '65 panheads. He and his wife, Micky (who Mike thanks for her help once again), get a kick out of servin' our kind, 'cause we're *their* kind.

The clear, warm weather was perfect for camping, and in Colorado there are a shitload of places where you can just pull off the road and pitch a tent for free. No shit — there's freebie campin' at county parks within 10 miles of Cañon City.

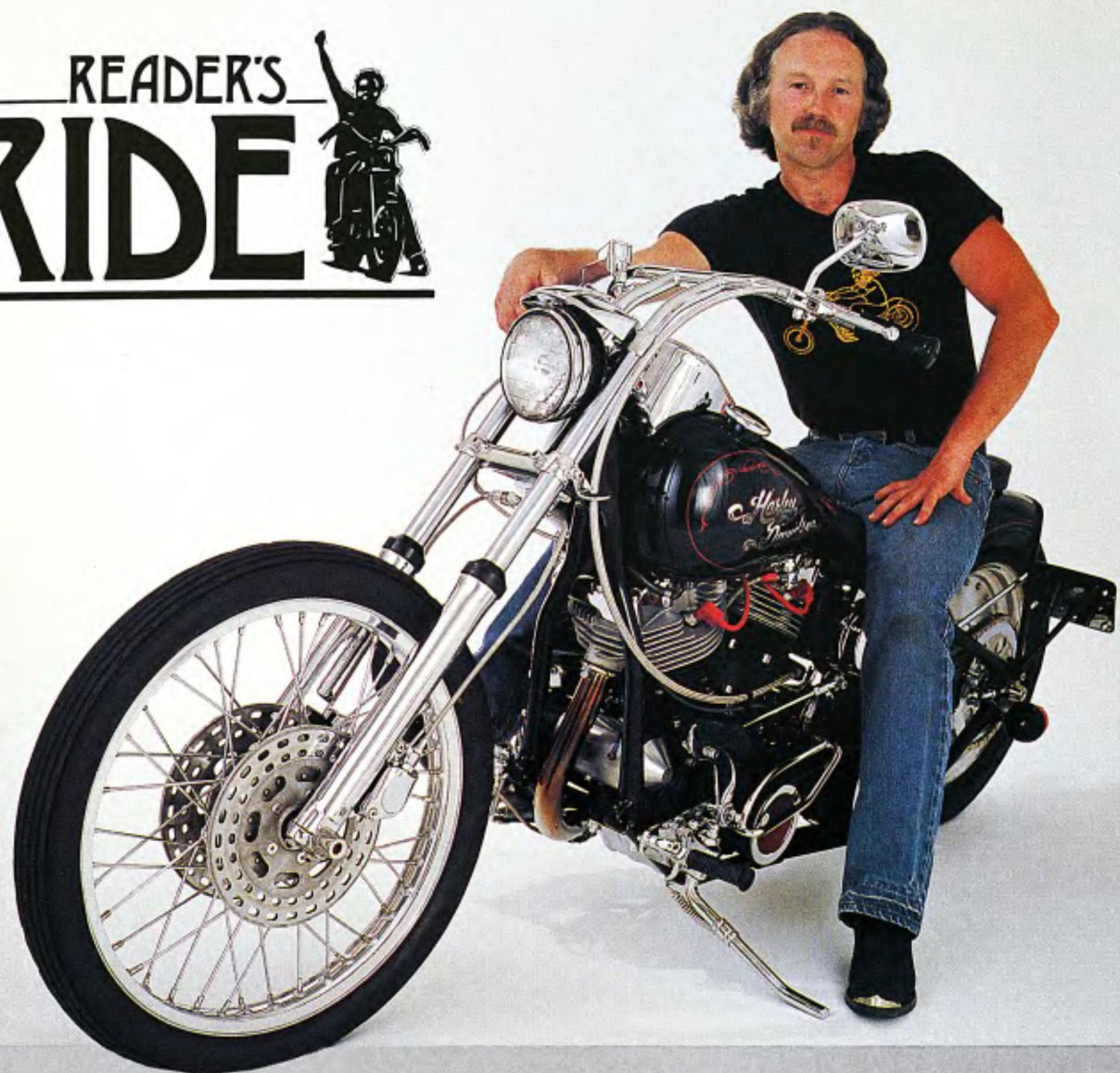
John Hamilton, a member of the Vietnam Veterans Motorcycle Club, organized a club-sponsored bike blessing, where Father Michael Murray, a Benedictine monk from a local abbey, blessed bikes in the parking lot of a local feed store. Whatever works — any edge to stayin' healthy and up on two wheels, eh?

Which is better than yours truly has done lately. I hope to be up an' runnin' soon as my road rash clears up.

—Rashed-up Ram Pan Man

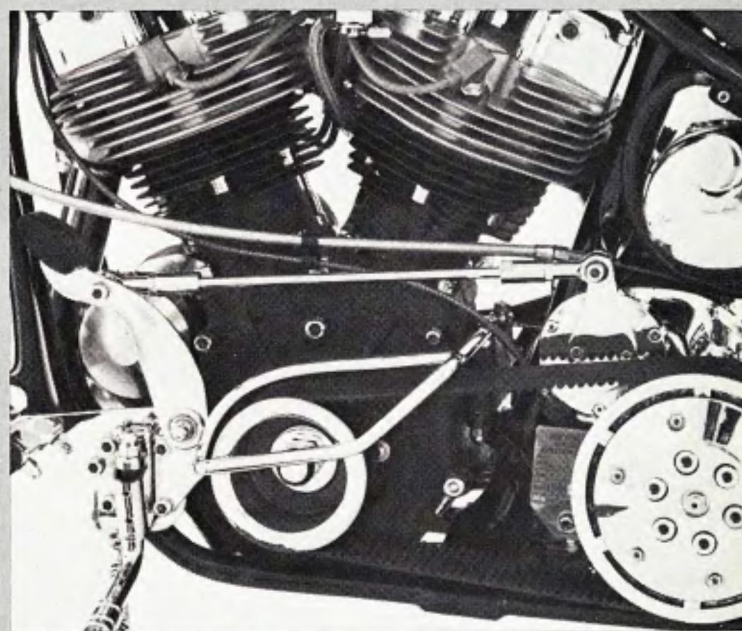
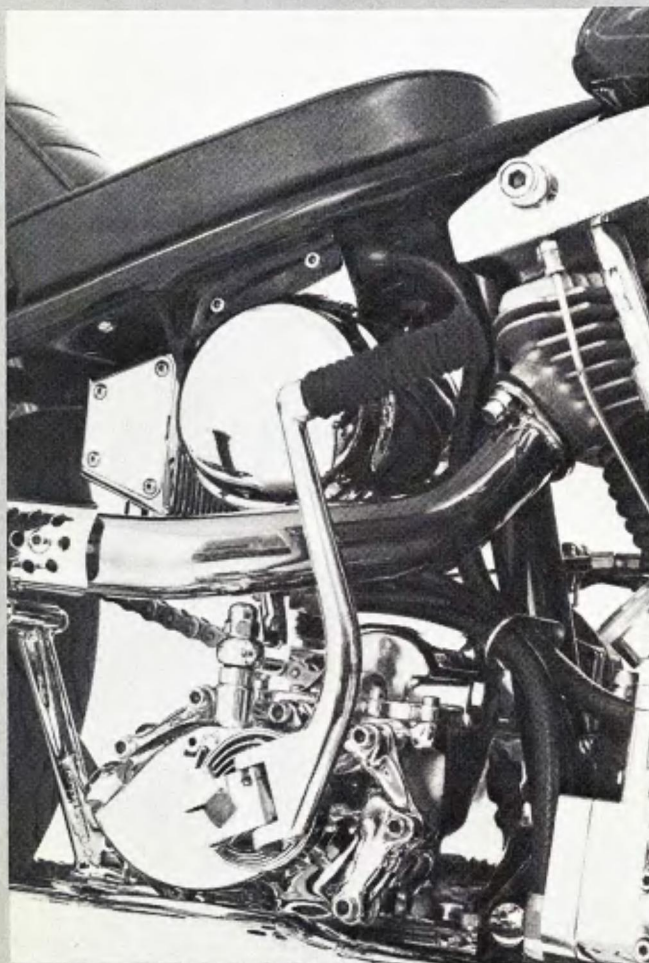


READER'S RIDE





Photos by Brian Kurtis



**Dave McGillivray, Niagara Falls, New York
1964 pan/shovel**

Here's a man with initiative. He's had his pan/shovel for 15 years; sometimes it's been a dresser, sometimes long and extended, and sometimes short and stubby. It's been around — from Daytona to Sturgis — and Dave had said he wouldn't mind seeing it on our pages. In fact, every time he'd go to major runs, he'd hunt for one of our photogs to inspect his baby and maybe feature it in the mag. But, as he put it, "They always seemed to be getting more shots of tits and ass than of bikes, so I got a friend to take some shots before I changed the style again."

It just goes to show that with enough gumption, a rider can make damn sure we see his scooter. And about the tits and ass stuff, what can we say? — we ain't **Fix Your Carb** magazine. But we do put the spotlight on a few fine scooters each issue and show them serious respect — like this one.

— Renegade

Year: 1964

Model: shovel/pan

Engine: shovelhead top end, Andrews cam, solid lifters, chromed SU, magneto ignition

Forks: 1980 glide, stock tubes, shaved legs

Transmission: different years combined, Primo belt, chromed

Wheels: front—21-inch, dual-disc, Dunlop tire; rear—16-inch, centerline hub, Dunlop tire

Chassis: 1950 H-D rigid, 1/2-inch rake, special molded neck

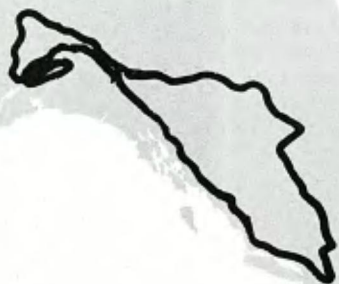
Finish: black lacquer, Imron clear

Credits: paint by Rick Higgins, engine rebuild by owner

Special features: pinstriping, detailed Allen bolts, shaved cam cover, late-model oil pump, oil cooler, homemade seat, rear chain tensioner, custom brackets



RIP'S RUN



INSIDE ALASKA by Rip

In this issue we will be going north, north to Alaska, as the Johnny Horton song goes. Back about 100 years ago, the lure of gold spurred great interest in Alaska, and more recently the Alaska pipeline has brought in new settlers. Of course, World War II had much to do with the building of the Alaska Highway. The Army Corps of Engineers tore through 1,523 miles of arctic wasteland in 1942, building roads, airstrips, and many other projects of military significance.

Europe and Moscow can be reached in short order from Fairbanks. No longer do travelers from the West Coast have to fly to the East Coast before crossing the pond; on airline carriers such as Alaska Air, it's a short hop over the polar icecap.

Alaska had always fascinated me, because Caribou, Maine, was as far north as I had ever been previously. Thinking of the adventure ahead, I was as excited as a new patchholder, because I'd been planning this trip for over two years.

Before going further, I have to back up to Seattle, Washington, where I left off in the last issue. Last fall, Baby (my FLH Sport) and I had cruised up to Bellingham, Washington. On the return leg of the trip, we'd stopped at the dock area of Seattle and picked up some paperwork and information needed to get aboard the Alaska Department of Transportation ferry system (800/642-0066).



Willie G. Davidson and the group from Wisconsin, riding back home from Barstow, California.

Because of the deadline schedule, I thought it wise to splash up on a boat — in other words, to make sure I made it up there first, and then worry about getting back to the Lower 48. I wanted to be with my countrymen on the Fourth of July, drinking beer, making noise, raising hell, and celebrating the freedom that we hold so dear.

I had a couple of weeks to wait before boarding, so I went home to California. It was mid-June, around the time of the West Coast Bike Fest and about the time of the Harley Homecoming. I went home to work on Darling, my Softail, which I rebuilt after 110,000 miles: new paint and a thorough going-over of her engine and transmission. I got her rolling

SKULLS ARE BACK NEW MANUFACTURER!

"The most realistic skull I've seen
since I saw my mother-in-law's."

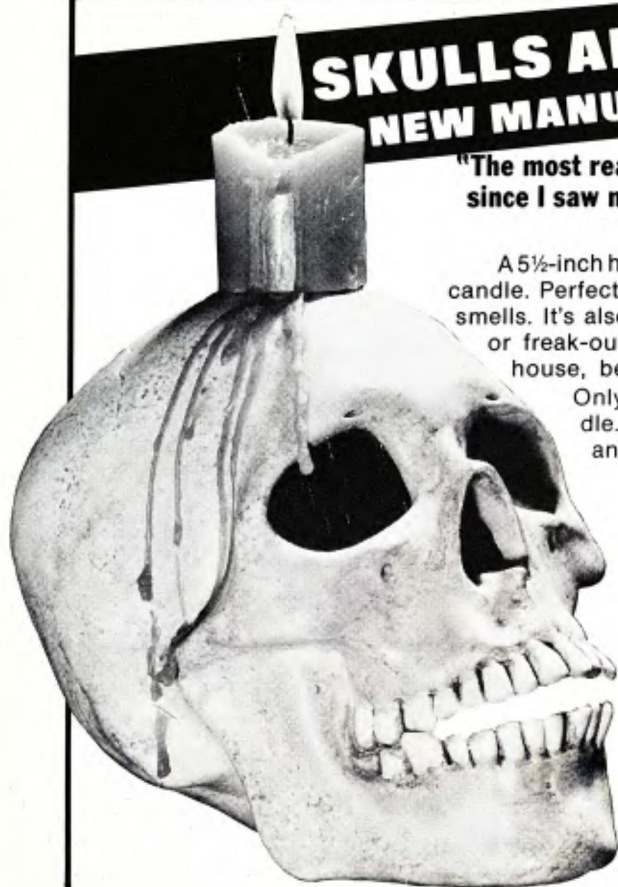
— Spider

A 5½-inch high skull plus a scented candle. Perfect for getting rid of rank smells. It's also a conversation piece or freak-out piece for your clubhouse, bedroom, or bathroom.

Only \$19.95 including candle. Add \$1.00 for postage and handling.

California residents
add 6%

Righteous Products
5699 Kanan Road #222
Agoura Hills, CA 91301



HERE IS A LITTLE
SOMETHING
FOR YOUR SOCK!

Dirty Christmas Cards

**Outrageous Cards to be given only
to your closest friends!**

We wanted some Christmas cards that guys wouldn't mind giving out — sending to their people in the joint, or sending to someone just to blow his mind.

We decided to create some really rank cards — something heavy — strictly. They're so rank we can't show them in this ad — but believe us, don't order them unless you want some really sick, mind-blowing Christmas cards. Remember, you've been warned.

You get six different cards in each set, with matching envelopes. Each set sells for \$4.95.

Sets A-B-C are the same filthy cards as before.



CHRISTMAS CARDS, P.O. BOX 1025, AGOURA, CA 91301

Please send me _____ sets.

PLEASE CIRCLE SET DESIRED: A B C

Matching envelopes with each order. I realize that they are outrageous. I also state that my age is _____ (you must be 18 years of age or older to order these cards).

U.S. orders postage paid. Canadian orders add \$1.00 for each set. Foreign order add \$3.00 for each set. CA res. add 6% sales tax.

Name _____

Address _____

City _____ State _____ Zip _____

the morning of the Harley Homecoming Run from Los Angeles.

I didn't make L.A. in time for Harley's press conference, though; all I saw was the riders leaving with the G-man, heading to Milwaukee. I wasn't worried, 'cause I knew that they would be stopping in Barstow, California, later that night. Early the next morning found me drinking coffee there, waiting for the troops to roll out of the sack. Along about 6:30 or so, they were all assembled in front of the Holiday Inn, ready to ride. It was there that I took a picture of the group from Wisconsin.

I thought it showed a lot of class for these riders to putt out to California when they could have stayed home and waited for the whole world to come to them. Well done, boys and girls — that's the spirit that keeps the ball rolling. Nowhere else are you gonna find this attitude. Import dealers just want to sell Jap crap. They don't really care about us; they simply want to line their pockets with coin of the realm. Fuck 'em.

The next weekend, Darling and I rode to Hanford, California, to party at the West Coast Bike Fest. During two years of writing "Rip's Run," I hadn't yet had the opportunity to visit this event, which is growing by leaps and bounds. Wouldn't it be fun if we had a three-state run to the Colorado River with the Arizona, California, and Nevada ABATES or MMAs? — right about the place where the tri-states come together. We could cool off at the river, go gambling in Nevada, or just kick back and hang loose. Think about it.

After partying down in Hanford, I caught a ride back to Washington and my Baby. The day before getting on board the first ferryboat to Alaska, I stayed in Seattle with Snarl and Jeanne of Bike PAC of Washington that night. Snarl rode with me to the dock to make sure I made it on time. If I had planned it early enough, I could have boarded one boat and not have had to get off and on three different ferryboats.

The voyage up was uneventful. Baby and I left the last ferryboat in Haines, Alaska. The scenic photo is of the Matanuska glacier. Alaska license plates advertise that this is the last frontier. Roads in this part of the country are expensive to build. Often road crews have to go as deep as 30 feet to remove frozen areas, 'cause ya can't build a roadbed on frozen ground. Then that hole has to be backfilled. If that 30-foot trench is very long, that's gonna be a very



Welcoming committee from Fairbanks, plus one.
Left to right: Doug, Steve, Tom, Wild Bill, Mike, and Glen.



Bike PAC of Washington.
Back row, left to right: K. David, Marv, Bob, and Harry Tomlin, president of Washington Motorcycle Safety Association.
Front: Snarl on his 1937 knuck, and his ol' lady, Jeanne.

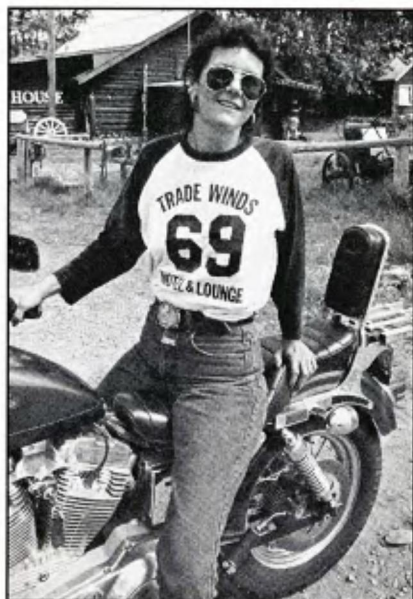
expensive section of road.

The Alaska Highway celebrates its 50th anniversary in 1992. Let's hope they have the complete highway system at least blacktopped by then. Naw, that's not gonna happen.

Leaving Haines and heading north, I had to ride through a corner of the Yukon that is Canadian soil. The road leading to the larger portion of Alaska sucks, but that was just a prelude of things to come. I had to

continually watch out for frost heaves — combinations of potholes and whoop-de-dos. If you hit them wrong at highway speeds, your butt will leave the saddle.

Once my front tire crossed the border checkpoint, I immediately noticed a great improvement of the road surfaces. Alaska's first and last fuel service is one mile from U.S. Customs. I had topped off Baby's gas tank and was drinking a can of soda



Nancy, a handicapped rider, on her 1986 Sportster on her first solo run.

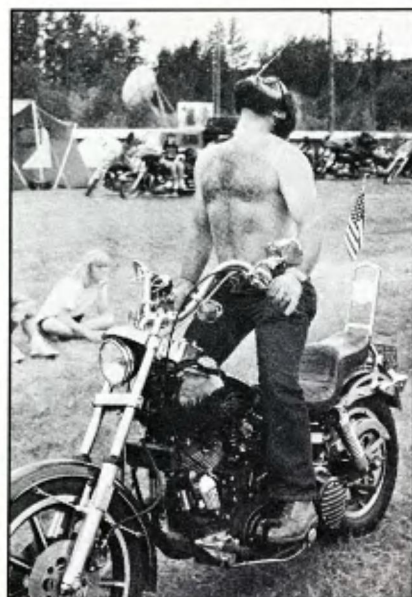
pop when I spotted a rider going in the same direction as Baby and I were going.

I jumped on Baby and caught up with him. It turned out that he was Doug from Illinois. Doug's scooter had one of those temporary belts on its rear wheel. He was having one hell of a time, 'cause this was the second temporary belt he had put on. I rode with Doug till we reached Fairbanks. He would have done the same for me if the shoe was on the other foot.

Let me stop here and say that if you're ever planning to make this trip on a rear-belt-drive unit, examine it often. Going inside or outside Alaska requires riding on gravel and dirt roads on either the infamous Highway 97 (the Alcan) or Highway 37 (the Cassiar Highway).

On occasions you may pick up a small rock, which may wedge itself in the pulleys, and if it isn't removed posthaste, it can, and often will, poke a hole in the belt — it'll look like a dimple or sore on the smooth side of the belt. Too many holes make for a broken belt. That's the only drawback with a belt drive. Otherwise, they do last a long time. If you hear a ticking sound after riding on gravel or dirt roads, stop and examine it immediately, otherwise suffer the consequences.

Previous to this trip, I had been in touch with Bill from Fairbanks H-D and several members of ABATE of Alaska, and they met me in Tok, Alaska, and accompanied us to Fairbanks. That's Bill with his lady, Sabine, and the main wrench, Pete, on the color page. Bill has a



Going for it at Gakona, Alaska.

209-pound dog named Easy. He looks like a monster but is a real sweet-heart. Next to them is Abe from Lazy Mountain, outside of Palmer, Alaska, on his 1936 knucklehead. It was the oldest bike on the July 4th ABATE run held in Gakona. The bike was painted by Keith back in 1972 in Wichita, Kansas. Scope out the Barney's Speed Shop front end. It's nostalgia to the max.

Mike Gill, leader of the local ABATE chapter, let me stay with him while in Fairbanks. Mike is a neat guy and is very much into motorcycles, having 25 or so bikes. His XR-1000 is very fast. Counties are called boroughs there, and Fairbanks is in the Northstar borough. The whole state has only 500,000 inhabitants.

Summertime in Alaska is a trip. The sun never really sets. The farther north ya go, the longer it stays up. It is difficult for me to sleep in the daylight hours, never knowing what time or day it is. Confusing, but who really gives a fuck? — I came to party. As the song goes, some days never end, some days never come.

By the way, when in Fairbanks, go see Frank's Place at 1705 Cushman. It's a biker hangout owned and operated by Harley riders. Frank and his ol' lady are good people. After a short visit, it was time to hook up with Bill and Seidi Haggart of the Mat Valley Chapter of ABATE. We rode to Gakona to make sure everything was in order for Freedom Run '88. Seidi and Bill did all the preparations; I just went along for the ride. The cottonwood trees were in full bloom. It looked like snowflakes —



ABATE of Alaska officers. Good job, folks.



Vietnam Vets of Alaska.

Christmas in July? Trapper out of Soledad designed this year's Freedom Run T-shirt logo.

As far as I'm concerned, this was a great party. I used to rate parties on how many times the cops showed up or how many people went to jail, but that was a long time ago. Now I use a different rule of thumb. The yardstick I use now goes like this: how many people showed up, what kind of food was served, and what tests of skill come into play.

ABATE of Alaska can be proud; they had a very good turnout. A couple of tents got burned down due to misguided fireworks and the exuberance of the holidays. There were lots of fireworks going off all weekend,

day and night. Three people went to the hospital due to an accident, but generally it was a kick-ass Fourth of July party.

The food was excellent. On Saturday we got to cook our own burgers and/or tube steaks with all the fixings. Sunday we had sirloin steak, potato salad, corn, and fruit salad. It was great grub. Instead of having a bite-the-wienie contest, they changed it around and had a bite-the-cherry contest. It tested the skill of the solo rider's hand-and-eye coordination.

After the Gakona run, I rode south to stay with Les and Charlie Babcock. They live in the old red-light district of Anchorage, just



Chuck and Jeanne, behind the out-houses at the Bike Fest.



Mike Z., cooking some Alaskan salmon.

Photos by Rip



House of Harley crew in Anchorage, Alaska.

Back row, left to right: Lee, Susan, Mark, Rhonda, and Moe. That's Barry on the 1983 XR-1000.

around the corner from the Trade Winds bar, which is located next door to the House of Harley motorcycle shop. Barry Metteson, the owner of House of Harley, builds trike rear sections for handicapped riders or for those riders who want to ride during the winter months. Check out his XR-1000 on one of the black-and-white pages of this column. We partied next door at the Trade Winds and had a good ol'

good one.

If anyone tells ya that the road to "America" from Alaska is all paved, tell him that he's full of shit. If he's larger than you are, explain to him that he's mistaken. For over 2,000 miles, Baby and I made like a 1,000-pound dirt bike. We ate dirt and had the shit pounded out of us.

We rode in the rain for two days until reaching central British Columbia, Canada. From there on to the

border, it's a piece of cake. Baby was a filthy Hog covered with beaucoup mud. Her windshield had one good-size scar and two smaller nicks caused by trucks going in the opposite direction and slinging rocks and mud all over me and my Baby. If it wasn't for the windscreen, I might have had my shades broken or maybe had a tooth knocked out.

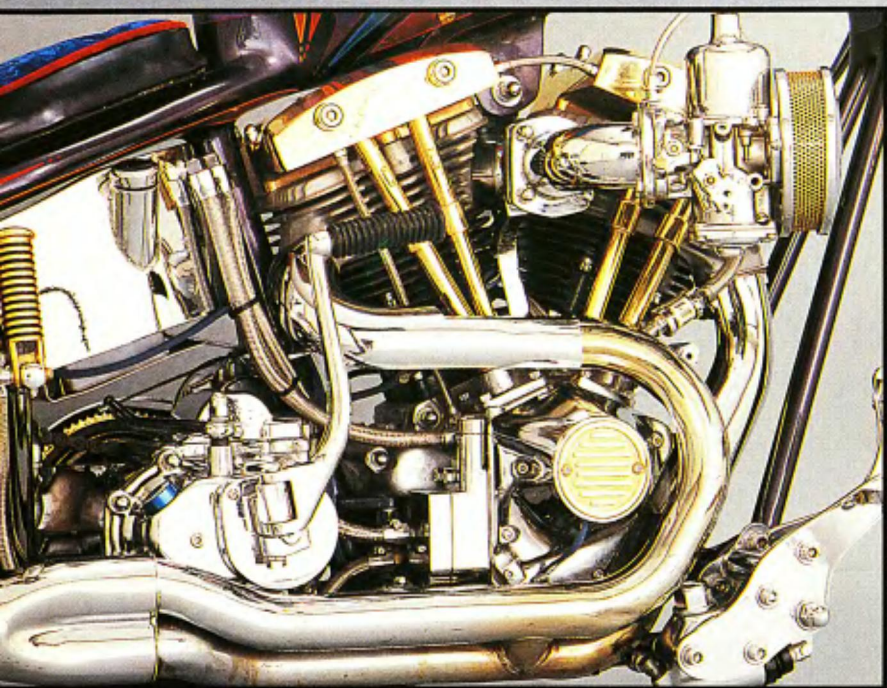
We made it and are better for the experience. I know what to expect the next time we go north. I think I'd like to ride a hack up there and take plenty of time doing it, so that I can really take in the scenery. Being earthy is fun.

Some quick thoughts on Alaska before I close. Alaska is the largest state in the union. It is also one of, if not the most, beautiful states. Alaska is majestic, snowcapped mountains reaching to the heavens, much higher than any in the Lower 48. Alaska is crystal-clear, blue-white glaciers, fast-moving rivers and streams, as well as cloudy rivers rapidly carrying volcanic ash out to the ocean. The best salmon-fishing ever. The clearest and cleanest air found on earth — it almost hurts the eyes to focus because of this.

Alaska is bald eagles tearing a fish apart and eating it. Alaska is a moose running across the road in front of you and then stopping and staring at you. Alaska is endless daylight, never seeing a real sunset during the middle of summer. Alaska is seeing wildlife the way it's supposed to be seen — in its natural habitat, not behind bars in a zoo. Alaskans are some of the friendliest and caringest people found anywhere. Alaskans have much savvy. Thanks for being there.

I don't know how many people were involved in the care package I received, but you guys probably saved my life. The Matanuska Valley Thunder-fuck was tasty and did the job. When you go to Alaska, bring your own panocha — BYOP or BYOC, depending on what ya got. Alaska is a stone rush and thrill.

I would like it very much if you readers would take the time to drop me a line. I answer all letters. I need input to plan my trips around the country. I need to know where the neat bike shops are, where you guys go to drink, where the parties are, and where the good places are to chow down. Write to: "Rip's Run," Box 3000, Agoura Hills, CA 91301.



PETE'S

*Ya gotta pay
if ya wanna play.*



LIEN & MACHINE

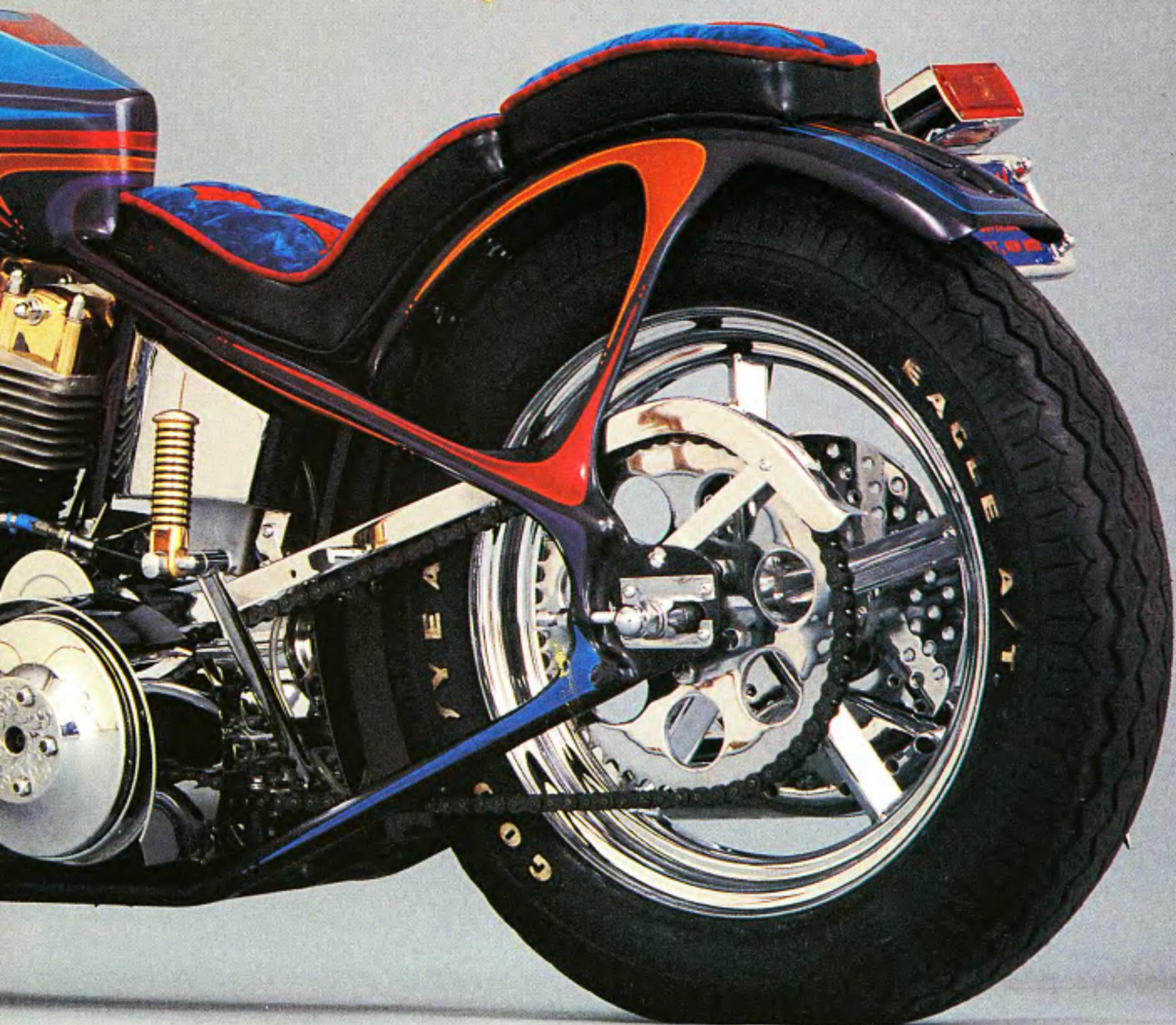
Like a lotta cats who've been into building and riding Hogs for longer than I wanna admit, I've often thought about how bitchin' it'd be to have a bike shop of my own. It's a well-worn daydream of biker utopia: working for myself, wrenching on countless versions of Milwaukee's finest, creating some of the flashiest and classiest custom scooters on the road, scoping out the latest go-fast products on the market (at wholesale cost, no less)... hell, you get the general picture.

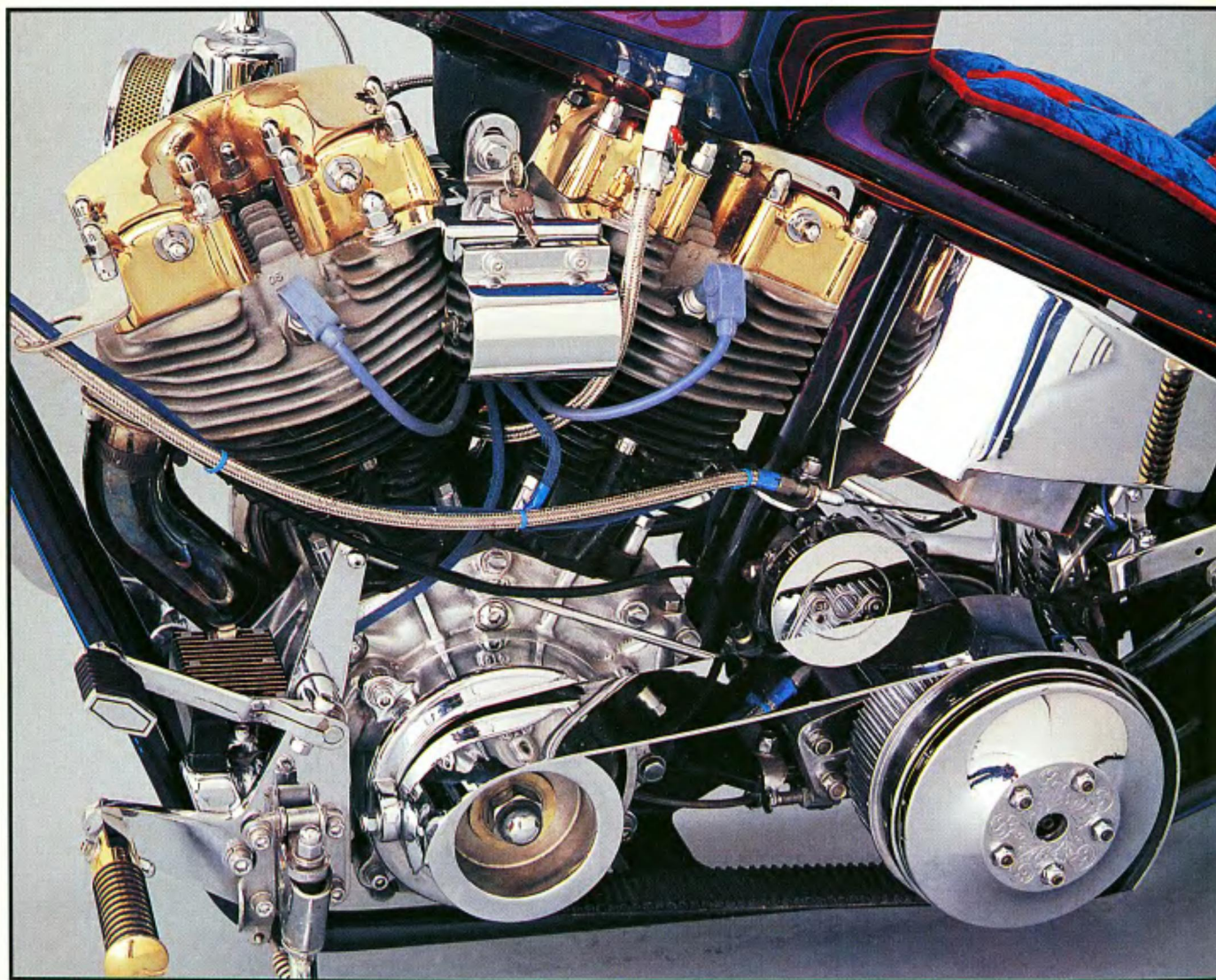
'Course, there's a good reason why all this rumination is called *daydreaming* — the real-life shit doesn't usually come down that rosy, as anyone who actually runs a bike shop will tell you at great length. In actual practice, that same "lucky" dude usually has an army

of bank creditors breathing down his neck, a pack of pissed-off customers clawing at the counter for orders that haven't arrived yet, and a cluster of ulcers chewing up his guts 'cause the chromer lost some parts and the painter showed up with the right frame painted the wrong color, and they're both, naturally, blaming the fuck-ups on him.

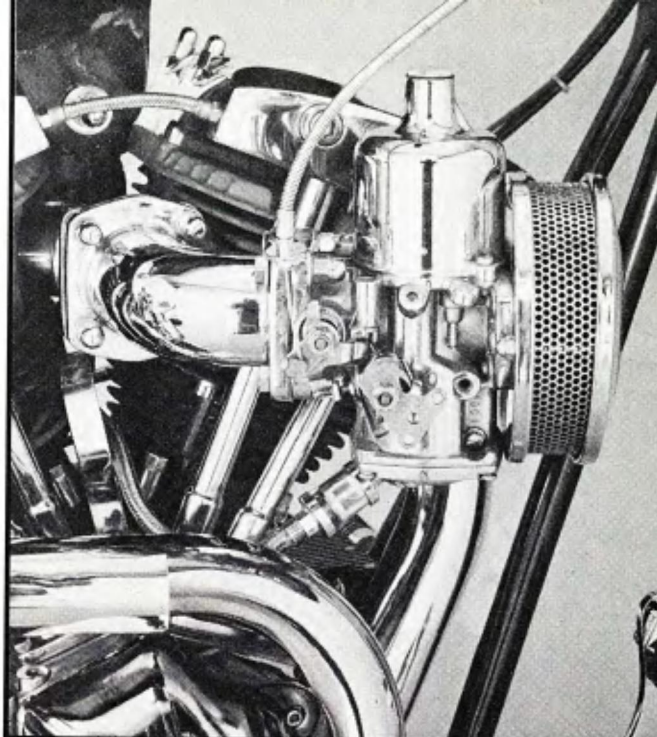
Just to make the shop owner's business life even more interesting, he'll also get the opportunity to occasionally sink a shitload of his own time and bucks into a customer's project sled, only to find out when he's finished that — surprise, surprise! — the owner just doesn't have the dough to pay up.

Which is exactly how Pete Smith, the owner of Motorcycle Supermarket in Lockport, New York,

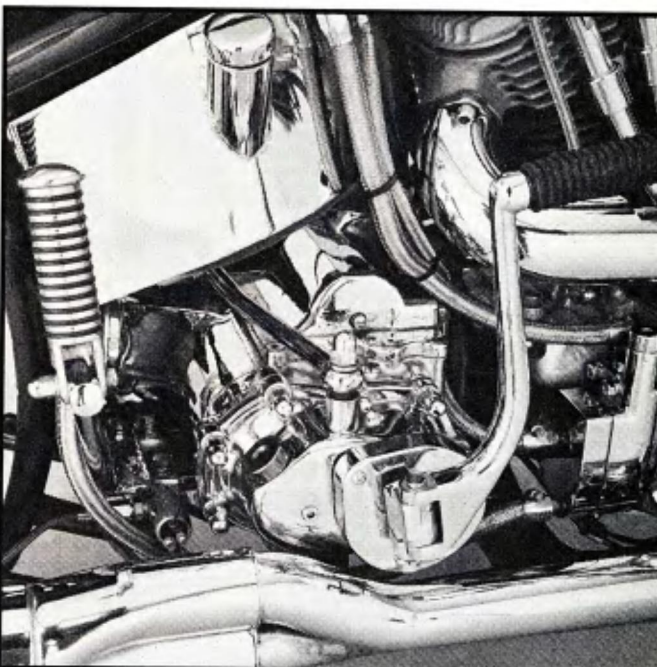




Owner: Pete Smith		City: Lockport, New York	
General		Frame	
Fabrication: Motorcycle Supermarket		Year: ?	
Year and make: many years, H-D		Builder: John Boy	
Model: shovelhead		Type: modified H-D	
Value: 12,000 big ones		Rake: about 3/4-inch	
Assembly: Motorcycle Supermarket		Stretch: yeah	
Time: eight months and a day		Other alterations: clean	
Chroming: Niagara Custom Plating		Accessories	
Engine		Bars: raised drags	
Year: 1988 registry		Risers: none	
Model: shovel		Fender(s): flat, bobbed and welded	
Rebuilder: MC Supermarket		Headlight: 5 1/4-inch, Drag Specialties	
Ignition: points/coil		Taillight: night-light	
Displacement: 93 cubic inches		Speedo: The Man	
Lower end: S&S, 4 1/4-inch stroke		Front pegs: Drag Specialties	
Balancing: spin-balanced		Rear pegs: Drag Specialties	
Pistons: S&S, 3 1/4-inch bore		Electrics: they work	
Cases: H&H		Gas tank: reversed coffin	
Heads: gold-plated shovels		Oil tank: horseshoe	
Cam(s): Sifton 468-S		Oil system: stock	
Lifters: solids		Primary cover: open	
Carb(s): SU		Seat: Cookie's Repair	
Air cleaner: SU		Sissybar: nope	
Pipes: collector by owner		Height: n/a	
Muffler(s): yeah		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: girder	
Year: 20th century		Extension: about 15 over	
Shifting: foot		Builder: P&P	
Engine sprocket: 3-inch belt		Special features: bitchin'	
Trans sprocket: belt		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Widg		Hub: H-D	Hub: H-D
Painter: Widg		Rim width: enough	Rim width: stock
Color: multicolored		Tire: Goodyear	Tire: Goodyear
Type: lacquer		Brake: dual discs	Brake: H-D
Other special modifications: 24-carat gold-plated rocker boxes and pushrod tubes, hand-made license plate bracket. Special thanks to Niagara Custom Plating and Cookie's Repair.			



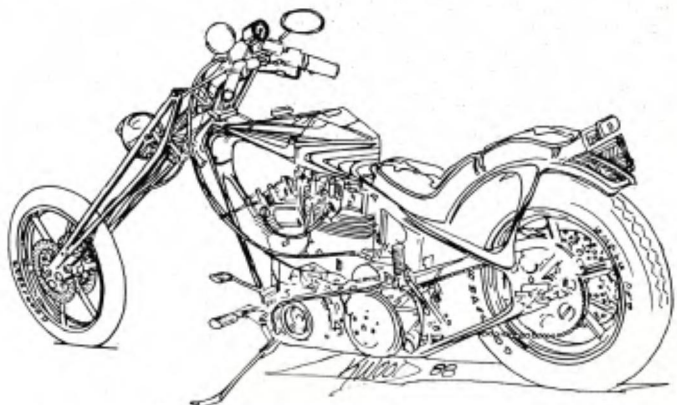
Photos by Pete Chiodo



came across this gold-plated, big-bucks shovelhead with the ass-backwards gas tank. When the shovel's owner did the empty-pockets polka, Pete didn't have much choice but to buy out the guy's interest in the putt. At least then, he reasoned, he'd be able to sell the gold bug to recoup his losses.

Pete figures he's got six grand of his own in this stylized stretcher, and that's what he's asking for her. Shit, if that weren't about twice what Spider considers a year's pay around here, I'd grab it myself, just so I could turn the gas tank back around.

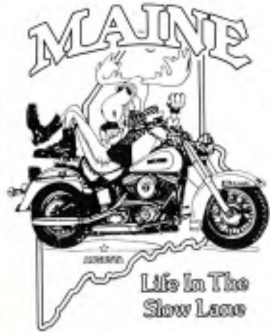
—Rapper



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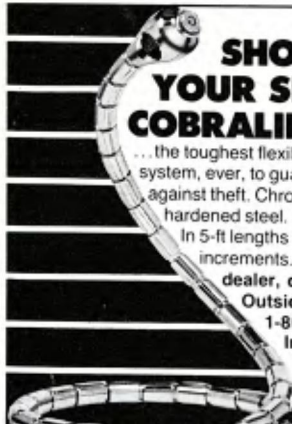
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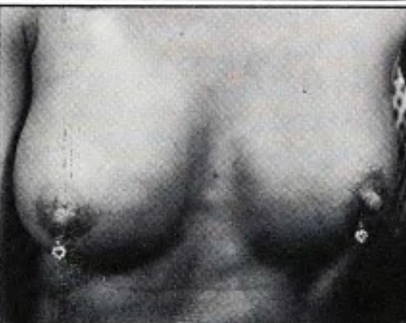


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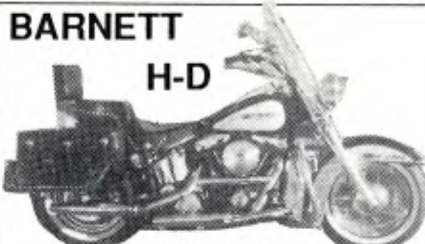


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322E, 324E, 326E, 328E, 330E, 332E, 334E, 336E, 338E, 340E, 342E, 344E, 346E, 348E, 350E, 352E, 354E, 356E, 358E, 360E, 362E, 364E, 366E, 368E, 370E, 372E, 374E, 376E, 378E, 380E, 382E, 384E, 386E, 388E, 390E, 392E, 394E, 396E, 398E, 400E, 402E, 404E, 406E, 408E, 410E, 412E, 414E, 416E, 418E, 420E, 422E, 424E, 426E, 428E, 430E, 432E, 434E, 436E, 438E, 440E, 442E, 444E, 446E, 448E, 450E, 452E, 454E, 456E, 458E, 460E, 462E, 464E, 466E, 468E, 470E, 472E, 474E, 476E, 478E, 480E, 482E, 484E, 486E, 488E, 490E, 492E, 494E, 496E, 498E, 500E, 502E, 504E, 506E, 508E, 510E, 512E, 514E, 516E, 518E, 520E, 522E, 524E, 526E, 528E, 530E, 532E, 534E, 536E, 538E, 540E, 542E, 544E, 546E, 548E, 550E, 552E, 554E, 556E, 558E, 560E, 562E, 564E, 566E, 568E, 570E, 572E, 574E, 576E, 578E, 580E, 582E, 584E, 586E, 588E, 590E, 592E, 594E, 596E, 598E, 600E, 602E, 604E, 606E, 608E, 610E, 612E, 614E, 616E, 618E, 620E, 622E, 624E, 626E, 628E, 630E, 632E, 634E, 636E, 638E, 640E, 642E, 644E, 646E, 648E, 650E, 652E, 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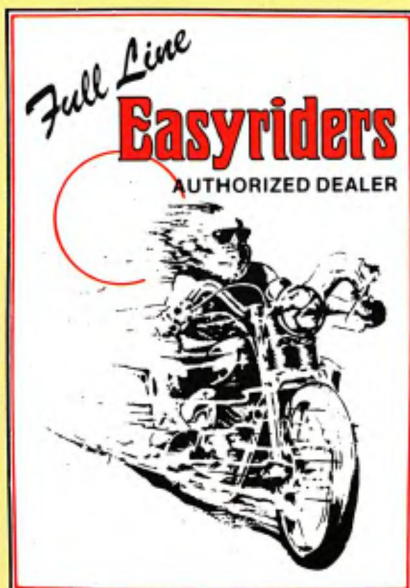
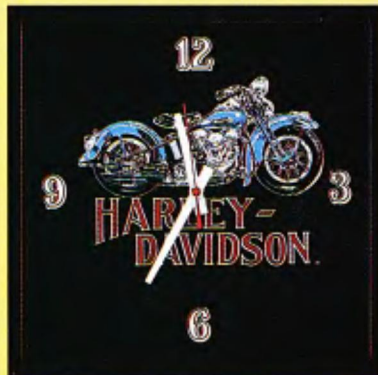
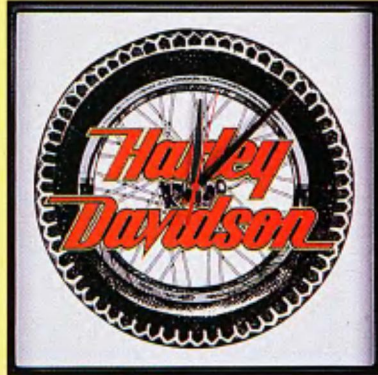
Narrow Width (A-B)		9	9½	10	10½	11	12		
Medium Width (D)	8	8½	9	9½	10	10½	11	11½	12
Wide Width (E-EE)		9	9½	10	10½	11	12		

11" Black Boot (not shown) \$108 Circle Size

Med. Width (D) Only	8	8½	9	9½	10	10½	11	11½	12
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Women's Boots 17" Black Boot (shown above) \$124 Circle Size

Medium Width	5	5½	6	6½	7	7½	8	8½
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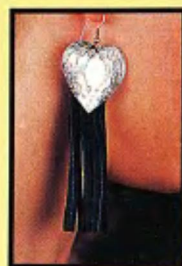
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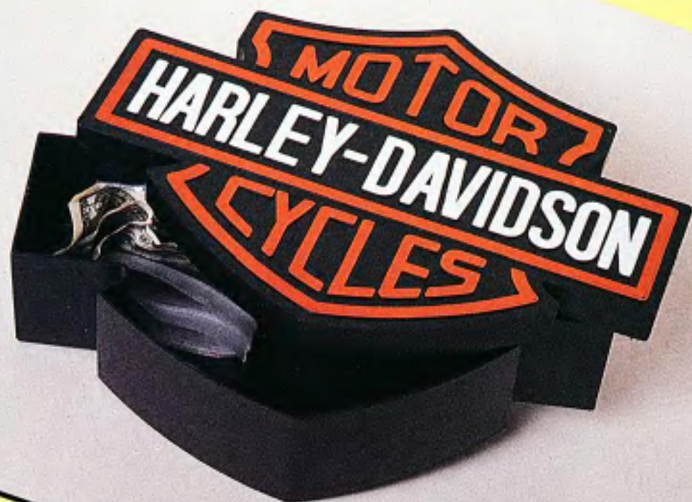
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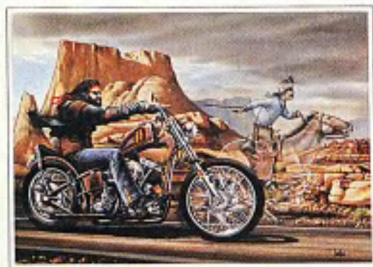
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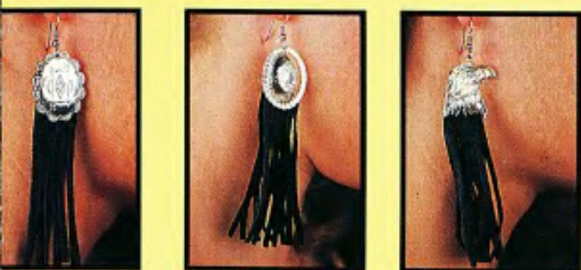
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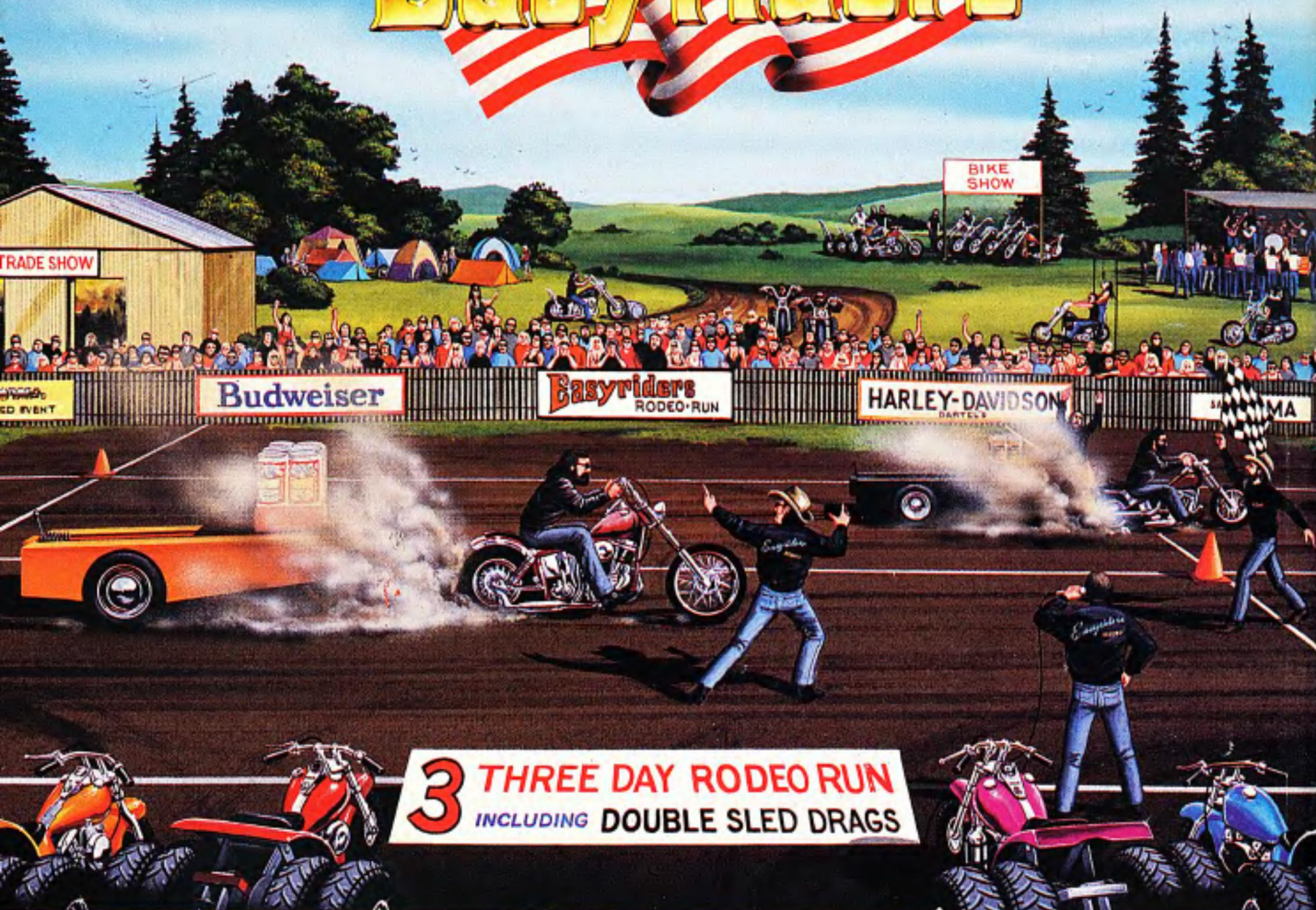


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