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**Sturgis Women
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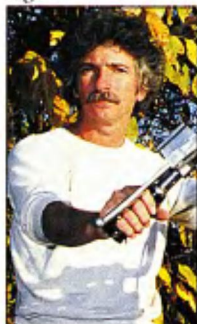
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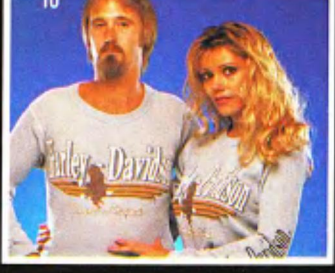
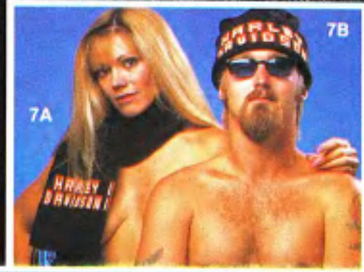
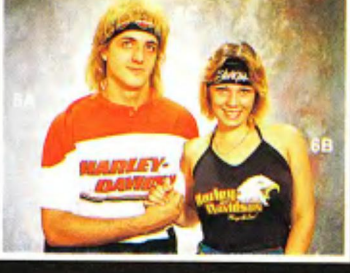
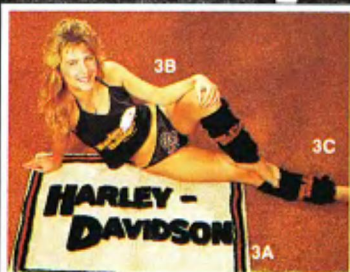
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The next liver-quiverin' issue of this rag goes on sale November 29.

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I always knew this, but a doctor just came out with a report, so now it's confirmed: Women's armpits stink worse than men's. It seems that women exude some kind of shit from their armpits that we guys don't, and that's the reason they buy underarm deodorant by the caseload.

Here's something else we all know. A congressman clocked women and found that they spend more time in the shitter than men do. (So he's considering increasing the number of women's shitters.)

In case you guys want to know, people who are right-handed live an average of eight months longer than left-handed people. Don't ask me how in the hell they figured that one out. I just report the news.

As long as I'm reporting news, you should know that your ol' lady can't legally shave her legs while driving in Minnesota, you can't wear a floppy hat while driving in Orwell, Vermont, and you can't drive an "ugly" car within three miles of Bowman, North Dakota. (They didn't say anything about ugly bikes.)

His ol' lady was giving him some lip as they sat down to dinner. He got so pissed, he kicked the pot roast out of her hands. To teach him a lesson, she stabbed him with the carving knife. So watch it! Don't get your ol' lady pissed at you when there's a carving knife nearby.

He had a bad foot and was fed up with dragging the useless thing around, so he talked his friend into amputating it. They went out and bought a brand-new chainsaw, got juiced on rum and pills, and his friend cut the foot off with the chainsaw. There must be an easier way.

The city government declared it illegal for motorcycle gangs to roar through the city at night and accused the bikers of causing 305 accidents and 25 fatalities during the last eight months. You'll never guess what city this was in. Surprise, surprise—no, it wasn't in New York or Florida. It was in Moscow, Russia.

This kid's mother beat the shit out of him, hoping she could exorcise the demon out of him. That didn't work, so she stuck her finger in the boy's eye socket and plucked out his eyeball to release the demon in him. When the police arrested her, she said it was a very stubborn demon. Watch out for religious moms!

He bet his pals \$20 that he could eat an entire goat at one sitting. He polished off the roasted animal in record time, but he croaked several hours later. The cause of death was overeating.

He was busted for allegedly stealing five cents. They hauled him off to the slammer and beat the shit out of him so he would confess to the theft. While beating him, the officers even took time off for lunch and a few drinks—then they returned to club him some more. You'd better stop swiping Twinkies or else.

A school bus driver was driving 29 other bus drivers in his bus to an awards ceremony, where he was to get a safe-driving award. Sure as shit, he crashed the bus.

Iran has recently come up with a solution to reduce the population of women in the country: send them on suicide missions. The women are trained to blow themselves up for the sake of Islam.

What kind of justice is this? While riding his bike, he crashed into a lamppost, broke his arm, and banged himself up a little. While recovering, he received a bill from the city for \$550 for a new lamppost.

Now picture this: A one-legged guy got into his car. A garter snake was hiding under the seat and bit his ankle as he sat down. He tried to stomp the snake with his foot but hit the accelerator instead. The car smashed into his garage, spilling an open can of gas on the bumper. The garage caught fire, and the flames leapt over to the house—all because of a poor, nonpoisonous garden snake.

TAKING IT EASY

By Spider



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Rolling Thunder

□ I would like to thank *Easyriders* for publishing the "What's Happenin'" listing for the Rolling Thunder Rally For POW/MIAs that was held in Washington, D.C., on May 30, 1988. And thanks to the thousands of brothers and sisters who joined in the ride.

Emotions ran high for everyone. Brothers met again after years since the war. Stories were told. Brothers and sisters felt the loss when they walked the wall. Yet we all knew why we were there—to let the government know that even though they (politicians) abandoned the POW/MIAs, we did not.

Ray Manzo
Washington, D.C.

American Made

□ In answer to J.R. Hein's letter in the September issue: Thurlow Leatherworld, 4807 Mercury, San Diego, CA 92111; (619) 279-9004 sells and makes deerskin leathers, including gauntlets. They fit and wear very well—all American-made in the USA.

Wild Willie
Syracuse, N.Y.

David Mann

□ Whenever I buy your mag, I never feel the need to thumb through it before I get it. The damn thing is always good. Besides, I like surprises. But I wasn't prepared for the shock I got in your September '88 issue when I turned to David Mann's centerspread.

Shit! What's this wet stuff rolling down my cheeks?

D.R.
Ennis, Tex.

Needs Help

□ I'm nearing completion on the restoration of a 1948 Harley model 125, but I'm unable to locate either a set of "rubber bands" for the small girder-style front end or a good set of clutch discs. Also, any information, manuals, or literature on this project would be greatly appreciated by me and my young son.

If anyone can help us out, please drop me a line.

Morris Barlow
Box 1
Hastings, MI 49058

Bikes In Europe

□ This is in reference to the letter "Bikes In Europe" in the September '88 issue.

I was stationed in Bella Napoli when the Breakaway Motorcycle Club was formed. In fact, I was one of the charter members, so I know Theresa Mason and her ol' man, Mase. Both are great people and are very helpful to any bro or sis in the area or folks in trouble. Again, I ought to know, 'cause they helped me when an unlicensed 60+-year-old Italian managed to bend my front forks some. When I left Italy (because of Uncle Sam's Air Force), I left behind some very good friends. The club is (or was) growing, and the touring in the area is fantastic (the Amalfi coast—just 45 minutes away most of the time—is just one example). So if you are heading that way, by all means take your scooter.

A.H.
Omaha, Neb.

Going Down Under

□ Hey, all you people in Australia: we will be traveling in your country the first part of '89.

Please let us know where the haps are. In other words, where are the fun spots for Harley enthusiasts? We will arrive in Melbourne on January 26 and will be traveling to Sydney, Brisbane, and Cairnes (and cities in between). Where are the bars, pubs, etc.? We love to party and would appreciate any info we can get.

Miff and Kris Powell
Box 4432
Agnew Station
Santa Clara, CA 95054

Dogs

□ The girl featured on the August '88 cover and gate-

fold is one classy (and healthy) dame.

A lot of the guys here doing time in Florida say your featured chicks are mostly dogs. But you sure shut them up with this issue.

Jake
Starke, Fla.

Peaches

□ Just want to let ya know I really liked the cover photo of Peaches. I think it's your best cover ever. She's somethin' else in those leather shorts. Sure wish she'd been wearin' leather on the back-page poster. I ain't too big on leopard skin! How about a poster of a real foxy gal like Peaches in lots of leather? Everyone agrees that tough bikers wear tough leather, right?

Tom Shelton
Morgantown, W. Va.

Good Offer

□ I have a couple hundred back issues (some months double) of *Easyriders* (like new) that I will send to anyone who will appreciate them—but not to pro-ricers. I need 65 cents in stamps for each one I send out. I am in the joint and am being hassled by The Man about having too many magazines (all *Easyriders*) in my cage. I would rather find a good home for them than have The Man shitcan them.

Write soon and thanks.
Boston Woodard
Box B-88207
San Quentin, CA 94964

Limey Bikes

□ I just want to say thanks, and it's about time you guys said something about other bikes besides Harleys. In your April issue, you guys ran an interview with Cliff "Sandy Bandit" Majhor and his dedicated work on British motorcycles. I own a 1953 BSA Golden Flash, and everyone I talk to about it gives me the same response: "BS what?" So in May, I gathered up my scooter and all the Beezer

parts I could cram in the truck and cruised to The Cycle Hub in Portland. This guy really knows his shit, 'cause my bike was running strong the next morning. So any of you bros who ride a Limey and are confused about something, pay the "Sandy Bandit" a visit.
Spider
Yakima, Wash.

Disagreement

□ In response to "A Disagreement" in the August '88 issue, may I interject? Get yourself a job. Get rid of your male chauvinistic pig ol' man—stand on your own intelligent, wise feet and kick ass! Then get your own Harley! The only place a man should ever tell his lady to sit is on his face!

Vick
York, Pa.

□ Your ol' man should be tied up by his balls (if he has any).
M.E.
Panama City, Fla.

□ Honey, wake up! Slave days are over!

No Name
Cleveland, Ohio

□ You bitches are really on some shit, ya know. The only muthafuckin' bike you oughta be ridin' is yer ol' man's pipe—so if ya want yer own ride, sit on it. It's free.

Hippie
Brooklyn, N.Y.

□ With his kind of fucked-up attitude, I wouldn't ride side-by-side with him.

Julia
San Jose, Calif.

□ I should mention that my lady, Sherri, is the best I've found in over 40 years of looking. If riding their own bikes turns women into something like the one I've got, more power to 'em.

Wiff
El Cajon, Calif.

□ Your ol' man sounds real insecure and, above all, narrow-minded. Attitudes like his come from jealousy. He wants all the attention. That's how come so many chicks end up bein' wannabe bikers—their ol' men have this ego-fucked attitude.

Daytona Debbie
San Diego, Calif.

□ At the last few swaps and happenings, I have seen more and more women pullin' in on

their own rides.

Michele Thomas
Wallingford, Conn.

□ Tell your ol' man to go fuck himself! He's just afraid that once you put your ass in the driver's seat, you may not come back to pick him up.

An 883 Girl
Long Island, N.Y.

Chauvinist Pig

□ That stupid-ass article (if you can call it that) by J.J. Solari—"Harems"—is the absolutely most ridiculous way to think. Most women are insanely jealous by nature, whether we want to admit it or not. If we are even starting to care whether our lovers live or die, we get upset when some other chick looks at them the wrong way. If my ol' man needed to go to someone else, I would know that I wasn't doing a very good job at keeping him pleased, and I'd forget it!

So next time J.J. Solari writes a stupid article, would you all at least read it before you print it?

Ark Angel
El Paso, Tex.

□ Maybe you forgot—females pick up this mag, too! I consider your "Harems" story bullshit. It was degrading, depriving, selfish (not to mention immoral), and one-sided. What kinda women are you fucking around on—cave women? The least the mag could've done was put in a story about women fucking around on their ol' men, then turning around and getting the shit beaten out of them. I know; I've been there and am now being threatened I'll be shot if I ever do it again.

So maybe you'd better come back to 1988 and stick to the one who loves you, or it might be you who's staring down a .44 barrel with a woman holding the trigger.

John's Ol' Faithful
Hickory, N.C.

□ Being as articulate as I am, I have a great desire to read your magazine from cover to cover as soon as I get it every month.

The August 1988 issue was no different, except for the J.J. Solari story. When I first read this guy's stuff, I thought it was... well, a joke. But after coming on in life and being in situations I've been in, I find that most of what ol' J.J. says is about the way it is.

I really like reading his stories. Of course, I like rattle-snakes, too.

Scooter Woodall
Dry Branch, Ga.

Kerri

□ Thank you for putting the best-looking babe I've ever seen—Kerri—in the September '88 issue. When she's standing beside that shovel-head, it makes the best magazine around look even better.

Good job and keep 'em coming.

Scott
Sioux Falls, S.D.

□ All I've got to say is, it's about time! Most of the wenches in the ol' lady contest are too ugly to let out before the sun goes down. I opened up my September issue—and there was Kerri.

Dan
Vineyard Haven, Mass.

Doc Holliday—Live!

□ Doc Holliday rides on with a new live album release—*Song For the Outlaw—Live*. This album is the answer to many bikers' inquiries, because it contains songs from previously released albums that are no longer available. The biker anthem, "Last Ride" from the *Rides Again* album, is one such song. Also, Doc has sweetened the brew by writing the title cut, "Song For the Outlaw," as an anthem for everyone who lives free.

The Dutchman, Ltd.
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Yeah

□ In response to John McMillan, who claims *Easyriders* is a corporate rip-off, maybe he should go buy a Honda and subscribe to some Jap-crap mag.

Dead Rat
Phoenix, Ariz.

Wants Address

□ If there's anyone out there who knows how I can get in touch with Northeast Riders MC, of Philadelphia, Pennsylvania, I'd really appreciate your letting me know. There's someone I'd like to get a message to.

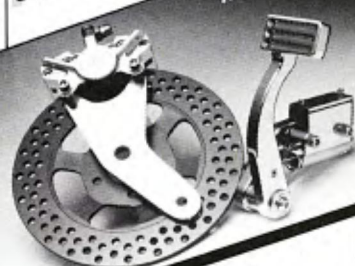
Alicia
Ephrata, Pa.

Lost

□ I'd like to thank everyone who has helped me. I was a "Foxy Rider" until last June,

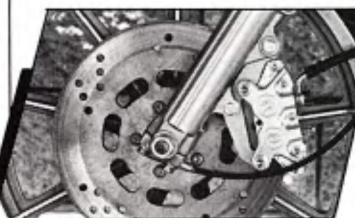
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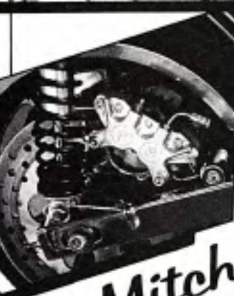


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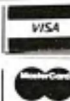
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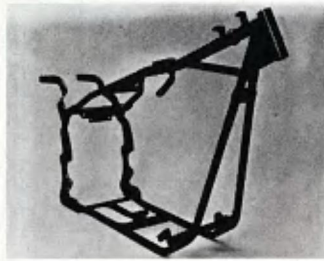
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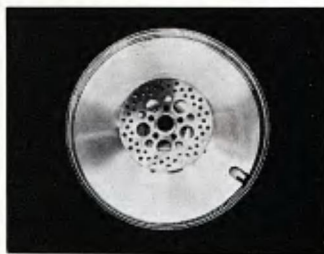
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Pam Mackie
Houston, Tex.

Help

□ I'm trying to find a "Flick-it." It goes on the blade of a Buck knife. They were advertised in your rag about five years ago, but I believe the company has gone out of business. I'm willing to pay a fair price for a couple of right-handed #3s or #2s.

K. Wagner
1536 Ridge Ave.
N. Braddock, PA 15104

Apology Refused

□ To Jane Fonda: I don't accept your apology and don't have any respect for you.

Mark
Chicago, Ill.

Bummer

□ I've been pissed now for over a year. My two children were taken away last February because the babysitter left them alone. When I went to court, the judge told me I had to get rid of my *Easyriders* magazines. So I did, and the children were returned on June 29 this year.

How in the hell can they say that *Easyriders* is pornography? I need some advice as to what I should do and how I can handle these jerks. I'm 38 years old and a single mother. Shit, if I had the tits, I'd put my picture in *Easyriders*. Then they'd have something to talk about.

Lila McColley
Brainerd, Minn.

■ Everyone isn't an old codger like that judge.

Looking

□ I'm looking for a shovel, running or not, for around \$3,000. If anyone can help, please write.

D. Schwenneker #38578
Box 2800 Sta. B, LCC
Lincoln, NE 68502

Wanted

□ I'm looking for Jack Courage from Happy Valley, Labrador, Canada. We met in 1984 in the Cardwood Lounge in Goose Bay. I heard later that it burned down. I was there for about four weeks with the German air force. I showed him a picture of my H-D, "Red Monster," and he gave me a patch of the MC Phantoms from St. Johns,

Newfoundland, where he was (is) a member.

Hey, man, let me hear from you!

Karl Stekiel
Holderbergerstr. 64
4130 Moers 2
West Germany

Funk's Photo

□ Been trying to build my own scooter for years, but I just can't seem to find the right combo. I've had this picture in mind of my dream ride, but can't get it down on paper. Then last month, while leafing through the *Easyriders* June issue, I saw my dream machine in color (red). I couldn't believe it—and haven't stopped looking at that picture for weeks.

The picture is on page 59 of the "In The Wind" section, bottom right corner, from Funk, Universal City, California. The bro on the scooter is wearing a Heritage Softail T-shirt and is packing a fine-looking babe.

If anyone knows this bro, please tell him to get in touch with me. All I need is a few pictures and specs to go by—like a blueprint. I will gladly pay for your time and effort. Help me build this ride. I can't get it out of my mind, and now that I've seen it in color, I'm going fucking crazy.

Chris Valaveris
26 Bruce Ave.
Yonkers, NY 10705

Bikers' Friend

□ One of the best bikers I've ever known has to be Fred Setzekorn. He runs a little shop in Richview, Illinois, called Fred's Cycle. He's one of those guys who stops to help when he sees a stranded biker. No matter what time of day or night it is, if someone needs help, he's there.

He's also done some member-recruiting for ABATE. I really just want you all to know there are still some good guys out there.

A Good Friend
Springfield, Ill.

Desperately Seeking Steve

□ We rode with you on Memorial Day in the POW/MIA run through D.C. The pictures are back from the shop, and we'd like to send you some of the better ones to share in New Jersey—and let you know what's going on in Woodbridge.

The problem is that no one has your address, and we forgot to give you ours. So if

you wouldn't mind and if you have the time, drop us a line and let us know how to reach you. Please include the registration number you taped to the front of your bike, so we'll know the pictures are going to the right Steve.

H.O.G. Chapter of Virginia
c/o Darlene Tomlin
2010 York Drive
Woodbridge, VA 22191

Red River

□ We were just on a little R&R down Tennessee way. Had a great time after we found a bar and some real down-home bros and sisters. It's the Red River Saloon on Fort Campbell Highway in Clarksville, Tennessee.

The bros there just want to party—and party is what they do.

Rick and Laurie
Milwaukee, Wis

Thanks

□ We've all heard "a picture is worth a thousand words." A big fuckin' slice of raisin pie to Michael Schreiner for his photograph on page 62 of the August '88 issue.

Most of us, for different reasons, have been or will be there one day.

Tom Cat
Kinzers, Pa.

Back To Basics

□ I've been readin' yer mag fer years now and have always enjoyed it. I do think, however, that you guys kinda dwell on flash rather than function—too many Ness-type "cafe racers." (I'd hate to drive one, even to the 7-11; they look that uncomfortable.) And who really cares how much engraving you can cram onto a scooter, anyhow? Not me!

I'd like to see *Easyriders* get back to the basics: more roadworthy sleds and more tech stuff to keep 'em that way.

Just Dave
San Quentin, Calif.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the — back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Easyriders, Box 3000, Agoura Hills, California 91301. ■

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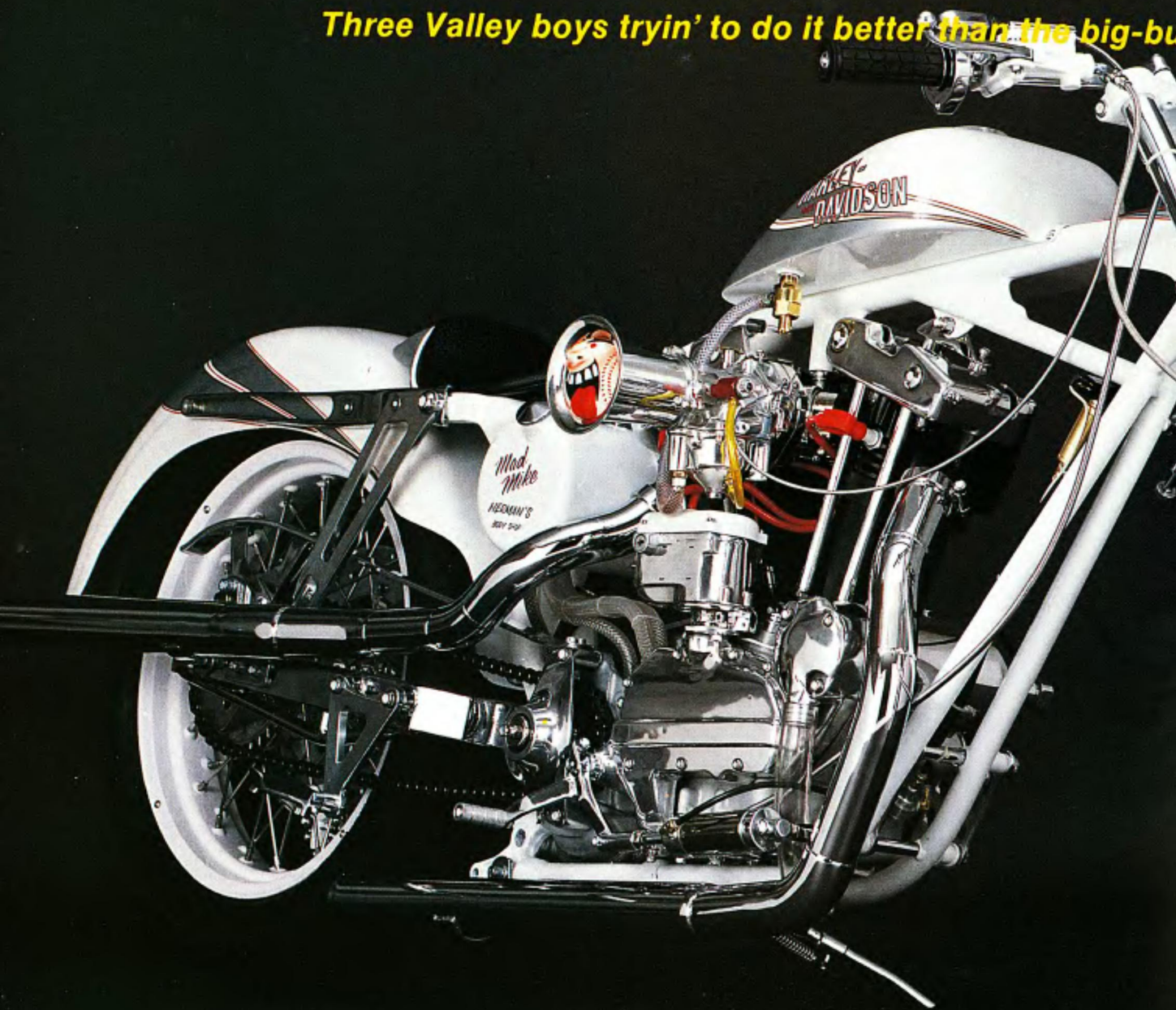
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artists

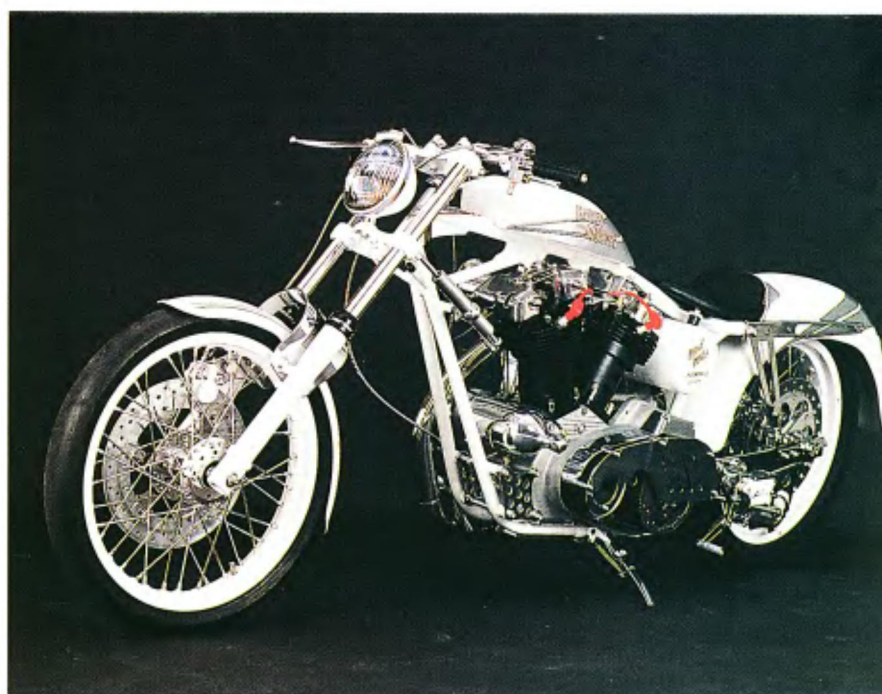
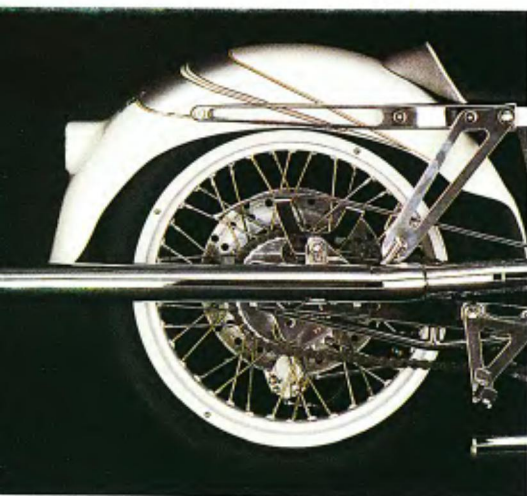
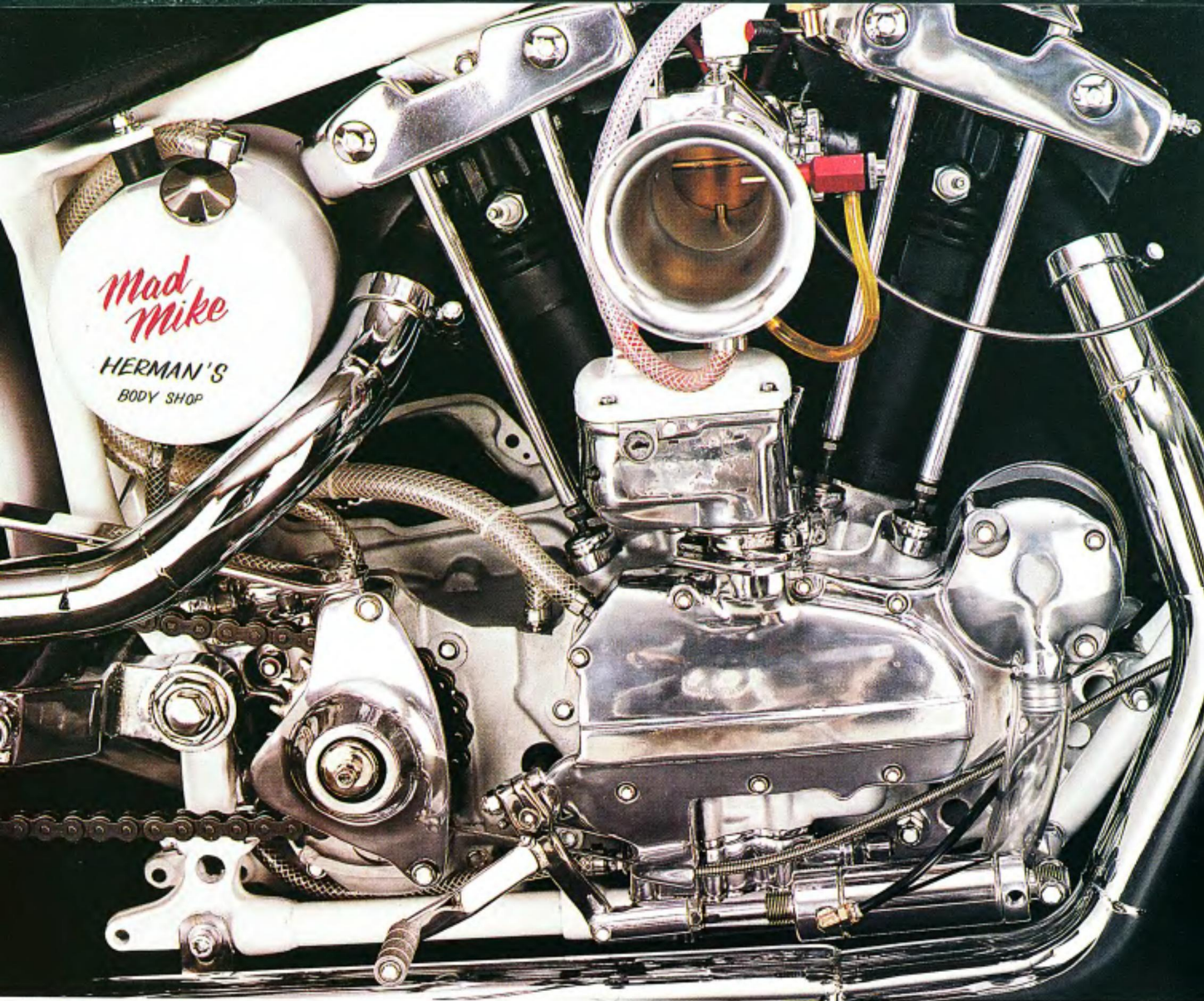


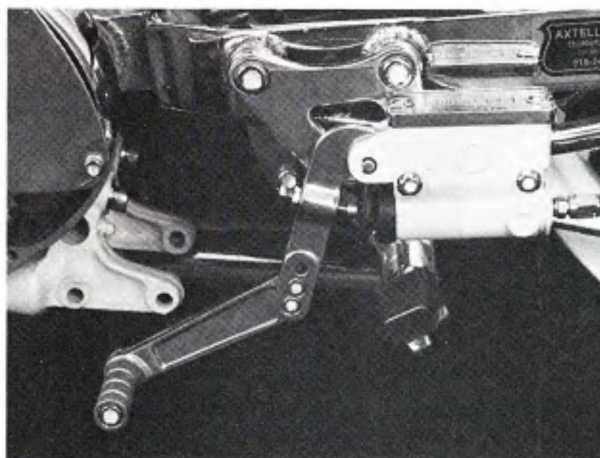
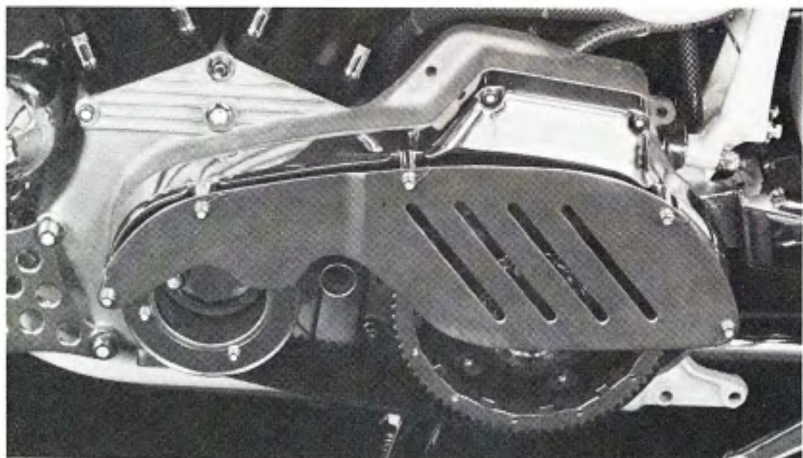
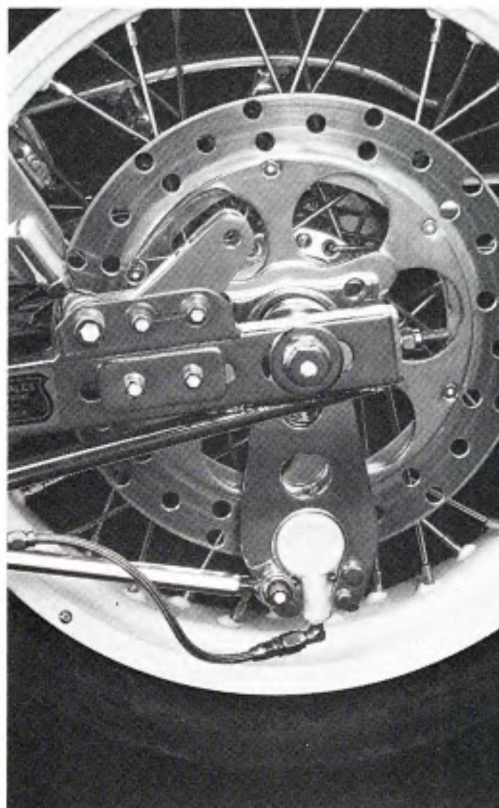
Interesting dilemma, drag racing. As any small-time drag racing aficionado knows as he tenses for the lights on the line (at any of the last surviving dragstrips), drag racing ain't cheap. As the blood rushes from his knuckles, his grip on the bars tightens, toes barely touch the chemical-soaked pave-

ment, nostrils fill with the powerful scent of fuel mixtures, and he knows that part of the battle to beat his last time is the fight for funds. Fear, anxiety, excitement, and competition rush through the pilot's arteries as he desperately tries to anticipate not only the Christmas tree of lights staring him in the face, but the cost of making the next meet.

Then the lights on the tree snap to green, the throttle reaches that borderline level of revs to obtain the best traction for the take-off without losing control, and the clutch is snapped. The rear wheel peels rubber against the asphalt, the friction creates billows of hot smoke as the seconds begin to tick, and the roar tears at the spectators' ears as the pilot speed-shifts as efficiently as possible to maintain peak acceleration through the quarter-mile.

If the builder/rider doesn't break down, in his 10 seconds of adrenaline rush he probably only spent a grand and his own time for that particular race day—not bad. But considering the





breakdowns and the \$20,000 plus slapped into the original construction, this sport isn't for lightweights.

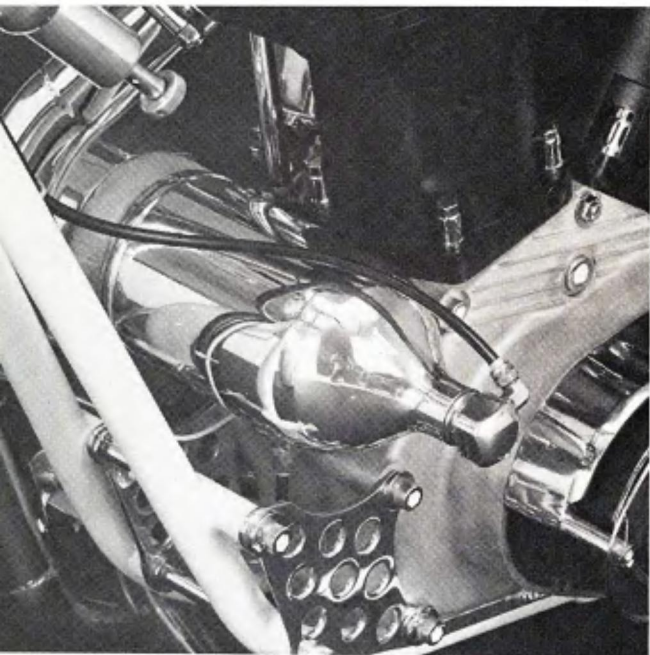
But the competition, the speed, the test of one man's endurance for deadly thrills, and technical achievement drive brothers and occasionally sisters (see "Sturgis Girls," page 80) to chase the drag circuit like

Sammy Newsome has for the past 10 years and who is, with this hot-shoe Sporty, going after the big-buck artists. Seems these hardworking individualists have to prove themselves with their own resources before the sponsors show 'em the check-book.

Sammy, crew chief Jeff Boddie, and painter/crewman

Mad Mike created this super-fast Sporty, which currently does the quarter in the mid-9s at 140 mph. They've labeled themselves the Valley Privateers (from Silicon Valley in California), and they're concentrating on a touch of the high-tech coupled with the old cast-iron H-D parts.

The weekend after we shot



Owner: Sam Newsome		City: Los Gatos, California	
General		Frame	
Fabrication by: owner		Year: 1988	
Year and make: 1988		Builder: Kerry Puccio	
Model: XL, altered		Type: drag	
Value: your life		Rake: 38 degrees	
Assembly by: owner and friends		Stretch: 6 inches	
Time: 1½ months		Other alterations: keep looking	
Chroming by: Vigil's Chrome Plate		Accessories	
Engine		Bars: ¾-inch drag	
Year: 1988		Risers: 1-inch	
Model: XL 1800cc		Fender(s): front: plastic; rear: fiberglass	
Rebuilder: Jeff Boddie and owner		Headlight: fiberglass/airbrush by Franco	
Ignition: hot		Taillight: airbrush by Horst	
Displacement: 110 cubic inches		Speedo: won't stay together	
Lower end: 5-inch S&S		Front pegs: none	
Balancing: Jeff Boddie		Rear pegs: Daytona	
Pistons: 3¼-inch Axtell		Electrics: Superstarter	
Cases: Harley-Davidson, Axtell		Gas tank: cut-down King Sportster	
Heads: dual-plug, Baisley Hi-Perf.		Oil tank: spun aluminum	
Cam: 625 lift		Oil system: stock, modified mini-sump	
Lifters: lightened		Primary cover: Ken Puccio	
Carb(s): Thunderjet by Zipper Cycle		Seat: Corbin	
Air cleaner: velocity stack		Sissybar: wheelie bar	
Pipes: by Pipelyne Dean (Tomorrow)		Height: ¾-inch	
Muffler(s): no way		Material: chrome-moly	
Transmission		Forks	
Modifications: Andrews, 3-inch belt		Type: race	
Year: 1988		Extension: 2 inches	
Shifting: FastAir by MRE		Builder: Marzocchi	
Engine sprocket: 44-tooth		Special features: 32 mm	
Trans sprocket: 77-tooth		Wheels	
Wheel sprocket: 38-tooth		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: Mad Mike		Hub: 4-inch	Hub: 4½-inch
Painter: Mad Mike		Rim width: 1½ inches	Rim width: 3½ inches
Color: bright white		Tire: Dunlop	Tire: Goodyear
Type: Deltron		Brake: Grimeca	Brake: Grimeca
Special paint: platinum pearl			
Other special modifications: Thanks to all who helped.			



this 110-inch Sporty (twice the inches as a stock 900), he popped the clutch and jammed the air shifter at the Palmdale, California, Dragway until the Sporty broke. By now it's tripped the lights in Fremont and Sacramento against the big guys, like H-D's racing team and the S&S crew, and this crew is determined to do it as well or better, and they're putting their bucks on the line to succeed.

—Bandit

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

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

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

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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.

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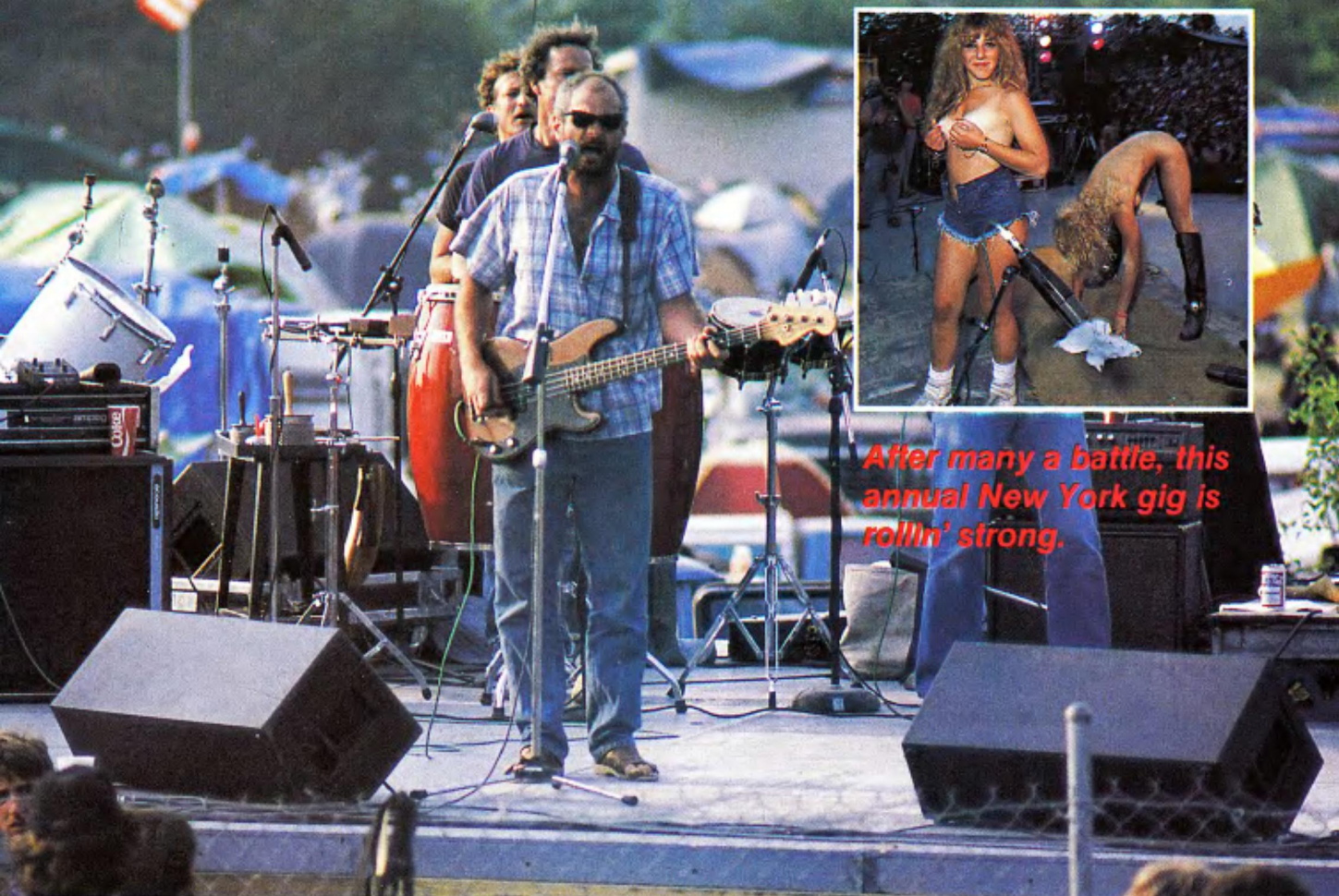
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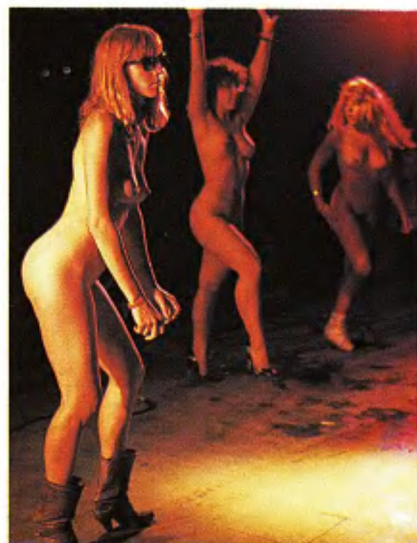
HARLEY RENDEZVOUS



After many a battle, this annual New York gig is rollin' strong.

In 1980 a pack of this rag's staffers made a long night out of hopping a plane cross-country to upstate New York. After the traditional driving-under-the-influence stop on the way to the big birds at L.A. International, the subsequent missing of flights and connections, and beaucoup flight transfers from small airports in out-of-the-way burghs, we three weary Western burnouts hooked up at something called the Harley Rendezvous in Old Saratoga, New York, also known as Smalltown, USA.

Between then and now, we've all matured, including the Rendezvous. From its infancy, it was geared toward being an opportunity for East Coast bikers to party and boogie under first-class conditions: food served nonstop, bands, field events, biker art and bike shows, tit contests, a swap meet, and showers for anyone who needed 'em. What more could a scooter tramp want?

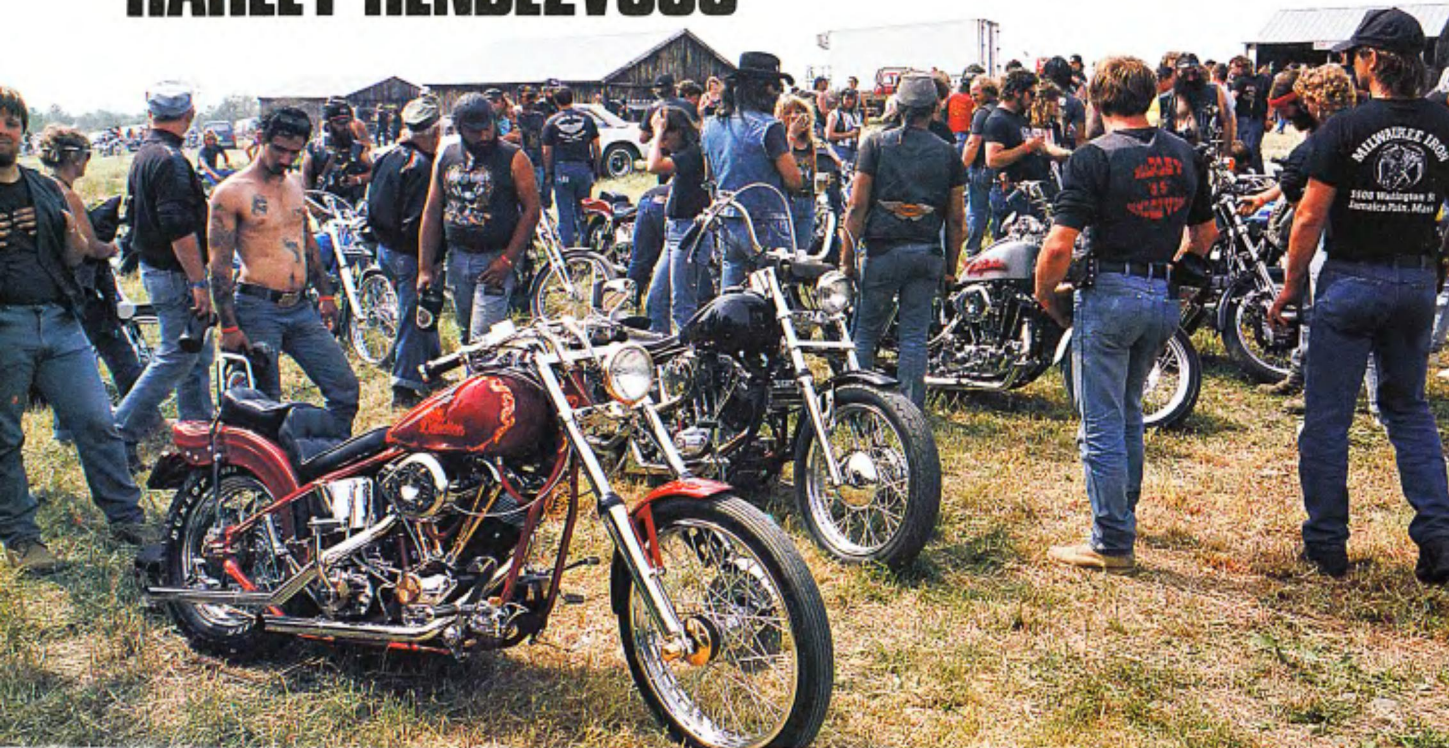


'Course, there was plenty of money to be made by selling weekend tickets at multibucks a head, and like always, as soon as dough became involved, so did the headaches.

The Harley Rendezvous has evolved from a family-sponsored event into a family-splitting political football. Egos, paranoia, and discrimination have been the big winners since its inception in '79. Oddly enough, the problems never stemmed from the bikers attending the event, but from personal vendettas drummed up by local politicians fearful of losing their power.

At long last, Rendezvous promoter Kemp O'Connell has won the war, but not without surviving a fair number of skirmishes waged against him and his event. Kemp has avoided trouble by buying his own property, a 177-acre farm outside of Mariaville, a dot on the map between the New York State Thruway and Interstate 88.

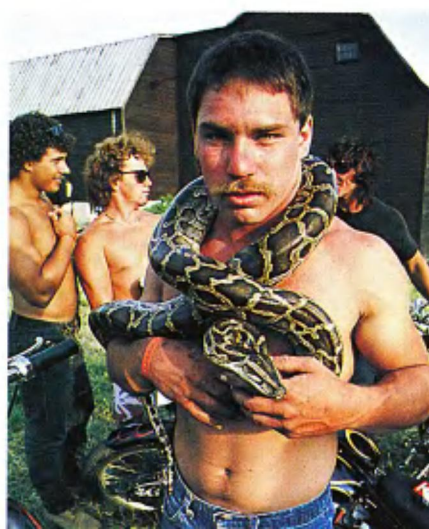
HARLEY RENDEZVOUS



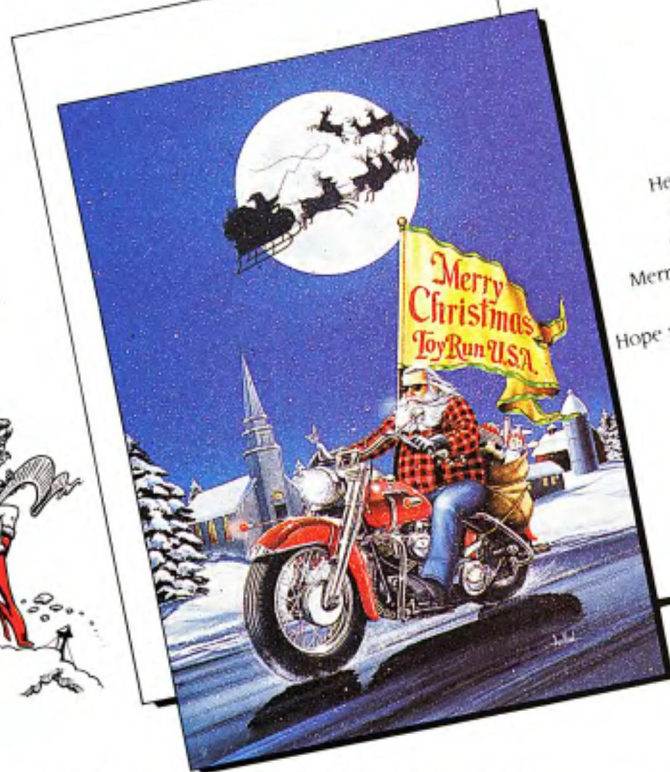
The Mariaville residents are proud of their little hamlet and don't seem to have any problem with bikers visiting their beautiful corner of the world late in June each year. The nearby Indian Lookout Country Club site is also used for local charity events, such as one held at Halloween.

This year, the tenth annual Harley Rendezvous saw a large band of biker brotherhood roll onto the new shale roads of Kemp's farm, the permanent event site for four years now. It's a great fuckin' place to get away from it all; out there in the rural pastures, you can wake up to the silence of corn growing instead of the urban uproar of horns blowing.

Continued on page 20



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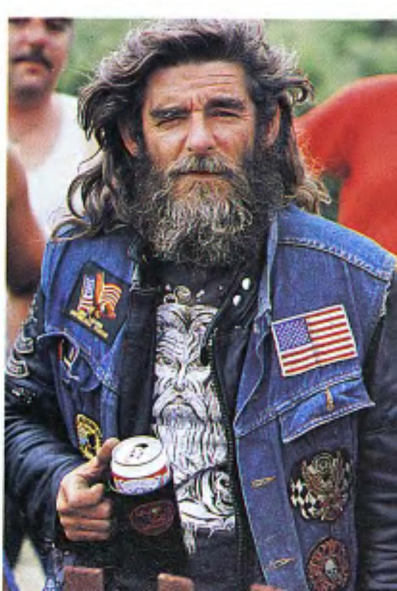
HARLEY RENDEZVOUS

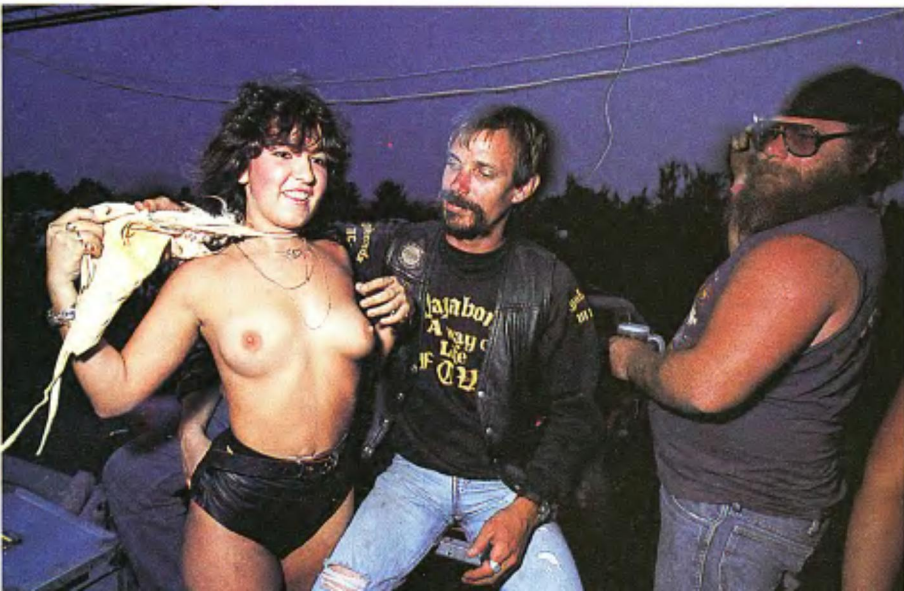
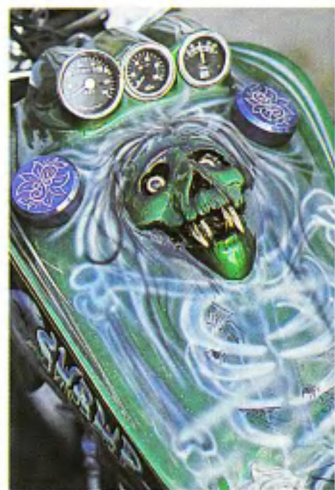
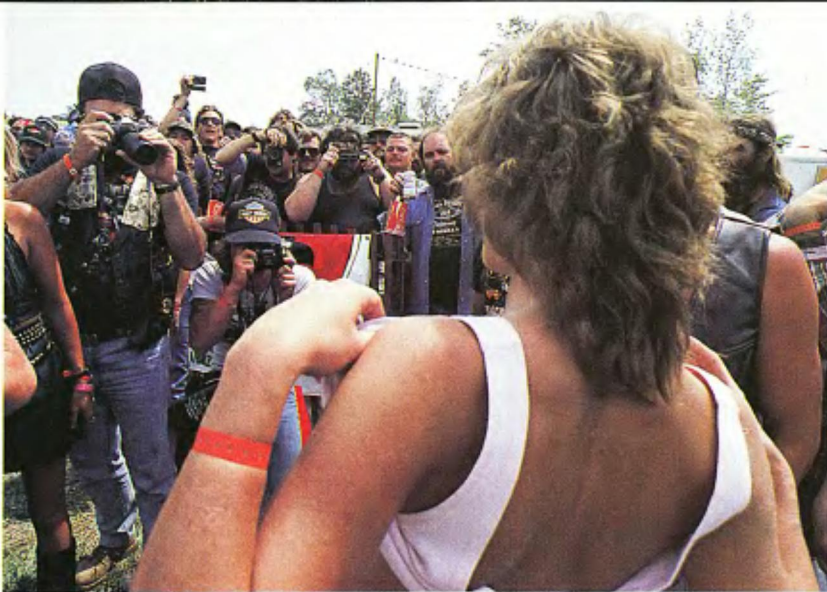
The Albany television and newspaper media have given positive reviews to the event, which they call "The Indestructible Harley Rendezvous" because of its bending-but-not-breaking constitution. Newscaster Ken Screven, of TV station WRGB, offered the pro-biker, pro-event opinion that anyone who would discriminate against any group because of race, creed, color, or mode of transportation should be questioned as to who he plans to single out next.

O'Connell's permanent staff of 12 and the weekend workforce of 300 to 400 made it a smooth, well-organized place to take in the tits and other sights — such as

"Gus," a biker statue created by all-around artist Kram. Gus stood in a lake, unleashing a continuous stream of piss dedicated to those who oppose bikers.

There was a shitload of righteous people taking part in this year's Rendezvous, such as Kram doing his airbrushing as well as the event's poster artwork, leathersmith *extraordinaire* Dirty Bill from Tennessee, noted bike builders Skeeter Todd and Dave Perewitz, and a host of tattooists and other artisans offering their special talents. Popular biker bands, including Radio Rodeo, 69 Band, the Rubber Band, and Biker Joe Warren (who doubled as an emcee) kept the hot, humid air crackin'.





HARLEY RENDEZVOUS

with rock for the folks who came from far-away California, Florida, Kentucky, Michigan, and Tennessee — as well as nearby Woodstock.

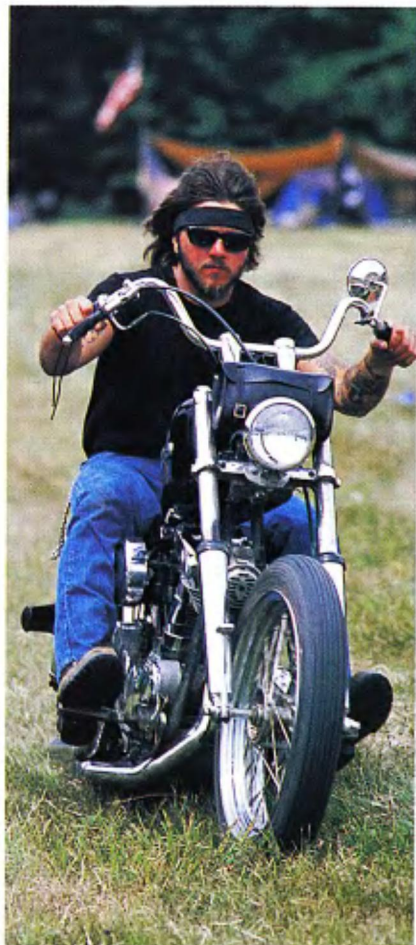
There was the Wall of Death, where some daredevil jammed around on a motorcycle inside a round, wooden motor-drome at breakneck speeds. Paul Karing won an Evolution engine, and Jim Warren from Massachusetts came away with a custom Dirty Bill kidney belt for winning first place in their respective classes in the

Rendezvous bike show, which is a ride-in show, not a truck-'em-in trip.

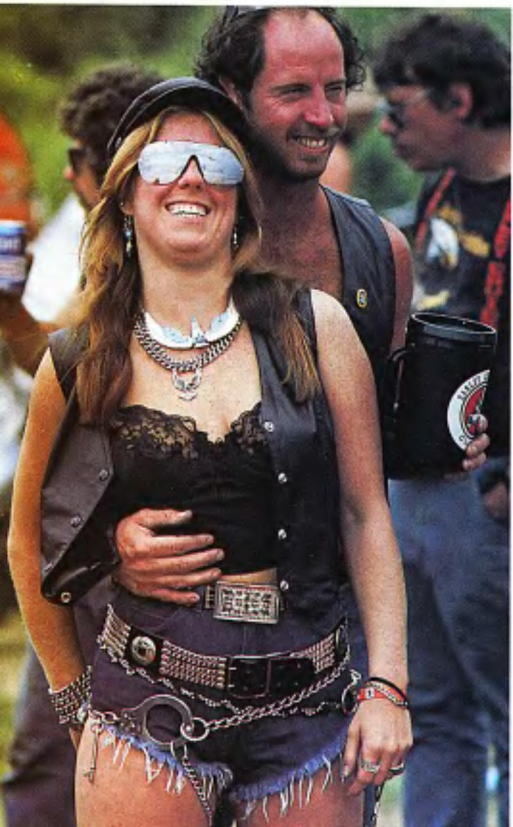
Local Councilman Tom Lawrence, a Harley-riding advocate of the Rendezvous, manned a gate and was quoted by the *Albany Times Union* as saying, "Ninety-nine percent of these people are good, honest, hardworking people who just want to let their hair down."

You said it, sir. Amen.

—Ben Doverdahl



Photos by Mad Mike



EASYnews

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

Real World Statistics Social Burden Argument Shot Down

When it comes to motorcycle safety, the key question is: What works? Theoretical discussions about philosophical issues aside, it's hard to argue against a program that can be proven to actually save lives on the highway.

As any cross-country rider knows, different states have taken very different approaches to the subject of motorcycle safety. In some states, safety helmets are mandatory for all riders. Others require helmets only for younger riders, and still others do not require helmets for motorcyclists at all.

Some states have taken the lead in promoting rider-education programs, usually funded in whole or in part by money from motorcycle registrations. Others offer no training programs whatsoever.

The situation may be confusing for riders passing from state to state, but it provides an ideal testing ground for the competing approaches to motorcycle safety.

In the chart at right, we present the facts as they pertain to all 50 states and the District of Columbia. Next to each state is a bar chart showing the bottom line: the number of fatalities per 100 motorcycle accidents. (At the far right you'll find the actual fatality ratio.)

Following the name of each state you'll find a summary of

its laws regarding helmet use. The word "all" indicates that all riders in the state must wear helmets, "none" indicates that the state has no helmet law. Other types of helmet laws (for minors or passengers) are described.

Finally, the 26 states that have some type of self-funded rider-education program are shown in gray, while those without such a program are in a lighter gray.

What does all this tell us? Consider this: The national average of motorcycle fatalities per 100 accidents is 2.95. States with self-funded rider-education programs show a lower average of 2.79 per 100 accidents, while states without programs show a significantly higher rate of 3.12 fatalities per 100 accidents.

As it turns out, the average fatality rate is lowest (only 2.56 per 100 accidents) in states with a self-funded rider-education program and no helmet law (states with a rider-education program and a mandatory helmet law for all riders showed a 2.94 average rate).

The figures presented in this chart obviously do not reflect the results of a scientific study into motorcycle safety, but they do indicate the existing conditions in the real world — and that may be more important.

—American Motorcycle Association

RIDER ED. STATES	FATALITIES PER 100 ACCIDENTS (HELMET LAW STATUS)			
	NO RIDER ED. STATES	2	3	4
ALABAMA	All			2.54
ALASKA	Under 19			1.66
ARIZONA	Under 18			2.75
ARKANSAS	All			2.50
CALIFORNIA	Passengers under 15½			2.89
COLORADO	None			2.59
CONNECTICUT	None			3.07
DELAWARE	Under 19; all riders must have in possession			5.71
DIST. OF COL.	All			0.98
FLORIDA	All			2.37
GEORGIA	All			3.60
HAWAII	Under 18			2.67
IDAHO	Under 18			3.34
ILLINOIS	None			2.23
INDIANA	Under 18			2.34
IOWA	None			2.79
KANSAS	Under 18			2.14
KENTUCKY	All			2.60
LOUISIANA	All			3.98
MAINE	Permit holders; passengers under 15			2.26
MARYLAND	Under 18			2.03
MASSACHUSETTS	All			1.52
MICHIGAN	All			3.40
MINNESOTA	Under 18; instructional/permit holders			2.84
MISSISSIPPI	All			3.83
MISSOURI	All			2.48
MONTANA	Under 18			7.81
NEBRASKA	None			2.10
NEVADA	All			2.33
NEW HAMPSHIRE	Under 18			2.56
NEW JERSEY	All			1.23
NEW MEXICO	Under 18			2.10
NEW YORK	All			2.52
NORTH CAROLINA	All			3.44
NORTH DAKOTA	Under 18			2.11
OHIO	Under 18; novice license holders			2.64
OKLAHOMA	Under 18			3.69
OREGON	Under 18			3.97
PENNSYLVANIA	All			2.96
RHODE ISLAND	Passengers only			3.51
SOUTH CAROLINA	Under 21			3.62
SOUTH DAKOTA	Under 18			2.72
TENNESSEE	All			3.19
TEXAS	Under 18			3.29
UTAH	Under 18			2.26
VERMONT	All			2.69
VIRGINIA	All			3.24
WASHINGTON	Under 18			2.30
WEST VIRGINIA	All			7.61
WISCONSIN	Under 18; instructional/permit holders			2.15
WYOMING	Under 18			3.55

ABATE of Washington Passing Rider-Friendly Motorcycle Laws

With the 50th Washington State Legislature behind us and a little free air to breathe before the 51st convenes, I'd like to catch everyone up on what's really been accomplished during the past two years. Yes, we killed a half-dozen serious attempts at a mandatory helmet law and beat down several other restrictive motorcycle bills, but much more has been going on.

ABATE of Washington has passed rider-friendly motorcycle laws in each of the past two years, at a time when riders in other states seem powerless to even stop a helmet law.

We didn't have everything go our way, but we've been getting our share of attention at the state capitol for a change. For instance, after playing "amendment tag" with an insidious adult helmet bill in 1987, the bad guys hung a completely unenforceable (but passable) 17-and-under helmet law on the final version of HB 161, which has been, as often as not, a good bill that we'd wanted to support.

The good part of that law, now called Chapter 454 Laws of 1987, mandated the Department of Licensing to develop a voluntary motorcycle education program based on priorities to be determined by ABATE members. The number one priority for motorcycle safety education in this state today is public awareness. C454 L87 also required the department to collect an increased motorcycle endorsement fee and earmark all new money for motorcycle safety



programs. That was ABATE's idea, too.

I wish you all could have been in the hearing room the day a prominent legislator, who will remain nameless, asked me if bikers would support motorcycle safety programs if it meant a \$2 increase in license fees. He didn't know the amendment being discussed was ABATE's own amendment, and when I said yes, ABATE did support it wholeheartedly, he asked me the same question again because he couldn't believe riders would put out for a better safety program.

The last important thing C 454 L 87 did was require the department to give a public report on

the status of its motorcycle safety program — another ABATE idea. You see, we knew that once we had a status report on the state's safety program out in the open, we'd be able to point out the shortcoming to the legislature, which we did the next year.

Even before the 1988 session started, ABATE jumped all over the department's safety program report, and as a result of our testimony, HB 1660 (Rep. Ron Meyers, Gig Harbor-D) was drafted and eventually enacted as Chapter 227 Laws of 1988. The bill was written so it could not be amended into a helmet law, and ABATE, with Meyers's support, went for the gold.

Today, instead of paying \$90 to \$125 to take an MSF-sanctioned motorcycle safety class, novice riders pay only \$30, and refresher riding courses will have instructors who teach regularly, not just once a year. You'll also be able to complete the MSF experienced-rider course in just one day.

And yes, ABATE tagged on the requirement for another motorcycle safety program report, to be even more detailed than the first. All the above were ABATE ideas that are now law.

I should also mention that the new transportation budget increases state spending for motorcycle safety programs from \$265,000 to \$345,912 — an increase of 76 percent, whereas the governor's budget had zero increase. ABATE isn't about to support a raise in endorsement fees and then stand by while the state forgets to appropriate the money for motorcycle purposes. We succeeded this year because of active members — ABATE was there, knew what to do, and took care of it.

As a lobbyist, I'm often asked: What can one person do to keep good things happening and bad things not? Here's the answer: Simply go to an ABATE meeting, talk to the people, let your own feelings tell you what you need to do, and then do it. If you begin with the brotherhood, then trust yourself and act; you'll always do more good than harm.

—Robin Floyd Turner, lobbyist
ABATE of Washington

USC Accident Research Receives Donation from Motorcycle Safety Foundation

The Motorcycle Safety Foundation Board of Trustees recently presented the University of Southern California Accident Research Department with \$85,000 toward research on motorcycle accidents. The funds will support a study of automobile drivers who turn left in front of oncoming motorcycles.

Dr. Harry Hurt, principle researcher of the comprehensive motorcycle accident analysis,

commonly known as the Hurt Report, will direct the study. He will be assisted by Dr. Peter Hancock, an expert in human factors; Dr. Mansour Rahimi, an expert in systems and logic design; and Dr. Gabriell Wulf, an expert in eye/hand motor coordination. All three are motorcyclists.

The task analysis is being conducted this summer to develop a pilot study. The field environment and field experiments will

be videotaped and utilized to design a lab apparatus for extensive testing.

Said Dr. Hurt, "The left-turn configuration is the killer. We want our study to tell us what drivers do and do wrong in the situation."

"Ultimately the results of this research will enable us to better address driver awareness," said Peter Fassnacht, vice president of MSF. "We need to educate all

drivers about motorcycling and hopefully help decrease this most common motorcycle-automobile accident."

For the beginning or experienced rider-training course nearest you, call the national toll-free telephone number: (800) 447-4700.

—from Motorcycle
Safety Foundation

Motorcycle Safety Gets Federal Priority

It's not the sort of dramatic victory that makes front-page news, but the cause of motorcycle safety quietly took a giant step forward in April.

That progress came when the National Highway Traffic Safety Administration reinstated motorcycle safety programs to its list of national priority areas for federal funding. The NHTSA ruling will make it much easier for state and local officials to receive funding for motorcycle safety programs under the State and Community Highway Safety Grant Program, also known as "Section 402" funding.

Motorcycle safety had been one of NHTSA's national priorities until 1982, but in that year the agency's focus shifted to automobile safety. Over the past year, the Motorcycle Safety Foundation, the American Motorcycle Association's government relations department, and other motorcycle-industry groups have led the fight to get motorcycle programs back on the priority list.

Ironically, that campaign got a big boost from a series of events that originally posed a serious danger to motorcyclists. When Sen. John Danforth (R-Missouri) introduced his Motorcycle Safety Act of 1987, motorcyclists became concerned about provisions that could have resulted in limits or an outright ban on sport motorcycles.

In conversations with the AMA, Danforth eventually agreed to stop pursuing that bill and support a comprehensive approach to motorcycle safety.

Danforth's support came just a few weeks after Jim Bensberg, AMA legislative affairs specialist for government relations, testified before the NHTSA on the issue. During its comment period,

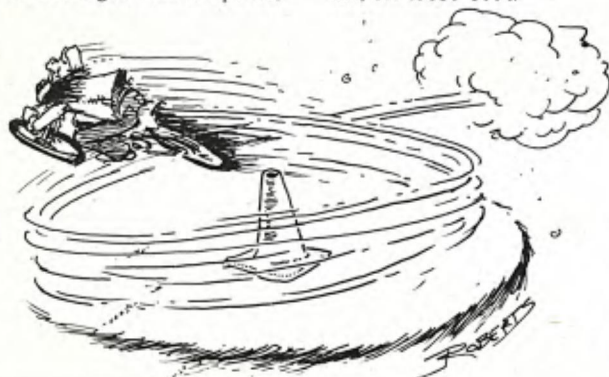
the agency received some 30 written comments, plus oral testimony from 80 participants and officials representing 41 states. The thrust of those remarks was to include five specific areas of motorcycle safety programs on the priority list: increased rider education, uniform licensing standards, alcohol awareness, improved accident data collection methods, and motorist awareness campaigns.

"Inclusion on the priority list makes all the difference in the world," said Rob Rasor, AMA vice president of government relations. "Over the past five years, we've watched motorcycle safety programs dry up due to a lack of funding. Now we can get things rolling again."

Danforth told *American Motorcyclist*: "I am very pleased that the Secretary of Transportation has decided to make local motorcycle safety programs a priority for federal funding. Federal grants could be used to promote driver awareness of motorcyclists and to post signs on streets and highways to warn of hidden hazards to motorcyclists. Efforts such as these can help reduce motorcycle accidents, injuries, and deaths."

The important point for motorcyclists to remember, however, is that inclusion on the priority list doesn't guarantee action at the state and local level to help motorcyclists — it just makes the process easier. Now it's up to all of us to push for programs that will help make the roads safer for motorcyclists.

In other words, this isn't the end of our work — it's just the beginning. If you'd like to get involved in your state, write the AMA, Government Relations Department, Box 6114, Westerville, OH 43081-6114.



California Motorcyclist Safety Program Recognized

Safe Cycling, the magazine of the Motorcycle Safety Foundation, commemorated the MSF's 15th anniversary in its summer issue and recognized several organizations for safety-related contributions to motorcycling. The following excerpt, written by Sue Rodengen, is particularly interesting because it hits the heart of the motorcycle accident problem without restricting motorcyclists:

The Outstanding State Program Recognition Award went to the California Motorcyclist Safety Program. Though only in its first year of operation in 1987, CMSP was well planned and rolled into high gear from its very inception.

Of note is its public relations program for rider training that solidly targets the under-25-year-old riders. The "Tame the Iron Horse" theme and accompanying (800) CC-RIDER telephone number have had marked acceptance and success. During the program's first six months, the CMSP had a dramatic 50 percent increase in rider training within this age group, and enrollments are continuing to rise.

The campaign was expanded to provide support materials, and informational pieces carrying its message have been getting wide distribution through training sites, dealerships, the Department of Motor Vehicles, and the California Highway Patrol, as well as the continually traveling CMSP van, which has been seen by more than 750,000 people during the past year.

Radio and television stations

supported CMSP with extensive public-service exposure. One reason for this support is that station programming directors are attracted to the advertising spots. The "Iron Horse" was animated for television, and Arlo Guthrie sang his "Motorcycle Song" in the spots — to the delight of all.

Beyond rider training, California's state program has also been active with public-awareness campaigns that stress the "humanization" and "personalization" of motorcyclists. Billboards and bumper stickers depict them as valued members of a family, as in: "My Father Rides . . . Please Drive Carefully!"

Dealers and their associations are actively involved in supporting the entire motorcycle safety effort by doing everything from disseminating rider-training information and making loan motorcycles available to sites, to helping make motorcyclists aware of their responsibilities to get a valid motorcycle endorsement on their licenses.

Another part of the CMSP strategy for success is: never allow a lull in the public's attention — rider and motorist alike. New campaigns are already produced and waiting in the wings for announcement as needed. By creatively keeping motorcycle safety messages uppermost in people's minds and by continued teamwork of all involved, California follows in the footsteps of other successful state motorcycle programs and also carves new territory, and it may well serve as inspiration to others.

The Care and Feeding of Fine Leather



The oils in leather must be replenished periodically to maintain proper lubrication and inhibit any tendency to deteriorate, so treat your leathers to a good conditioner. Several light

coats are better than a single heavy coat.

Mink oil, though excellent for waterproofing, darkens naked leather and will not penetrate most finished leathers.

The more wind, sun, and water the jacket encounters, the more conditioner it needs (if the leather feels dry, it needs conditioner). In cold weather, leathers should be treated more frequently than in warm weather, because cold weather contracts the leather fibers and squeezes out the oils.

Dry-cleaning leathers is not recommended, and never use hot water on leather. If your leathers get wet, dry them slowly, using no heat and no sun.

If it's necessary to clean your leather jacket or garment, soak it in a tub or sink filled with cold water and a mild soap. Do not use detergents! Lather up with a clean sponge, wipe with another clean sponge, and rinse in clean, cold water. Add leather conditioner to the rinse water or apply

to the garment after rinsing while still wet.

After rinsing, roll the garment into an old towel to blot excess moisture, then hang it on a good, wide (wood or plastic) coat hanger outdoors (not in sun) or in a well-ventilated room.

Just before the leather garment is completely dry, put it on for shaping, and then lay it flat for final drying. Apply a thin coat of leather conditioner after the leather has completely dried. Never store in a plastic bag, and don't let it hang for a long period. Don't hang it on a hook, and don't store it in a place that's too dry or too moist, like an attic or basement.

A quality leather garment, well cared for, can last a lifetime.

—ABATE of Arkansas

After the California Veto — What Now?

Almost every California motorcyclist knows by now that AB 36, Assemblyman Richard Floyd's proposed mandatory helmet law, was vetoed by Governor George Deukmejian on June 13, just hours before the deadline to take action. California is the only state in the USA that has never passed a law requiring all motorcyclists to wear helmets, but it came closer than ever before this June.

The California Sport Cycle Association (soon to be the California Motorcyclists Association) made its presence known in Sacramento on numerous occasions through the efforts of Otto Felix and Wayne Thomas, the codirectors of the association.

Their approach was based on the idea that California motorcyclists are a diverse collection of individuals who, for the most part, believe that adult, responsible, trained, and licensed riders are capable of deciding when and if they should wear helmets.

They hired Jim Lombardo, a veteran lobbyist who specializes in transportation issues, as their full-time lobbyist in Sacramento and made numerous trips to the capitol to visit legislators and the governor, often taking well-known celebrities, dealers, and industry representatives with them.

After the passage in the Assembly on May 31, the bill



After meeting with the governor: CSCA members Otto Felix, co-director; Eric Burdon, singer-songwriter; John Schneider, singer, songwriter, actor; Governor Deukmejian; and Fred Dryer, former L.A. Ram and star of hit TV Series, "Hunter."

headed to Governor Deukmejian for his approval. That same day, Thomas and Felix took a group of Hollywood celebrities and 20 dealers to meet both the governor and Steve Blankenship, deputy legislative secretary for the governor.

There were many more meetings in Governor Deukmejian's office, where the CSCA and its lobbyist made presentations to him and Blankenship.

The governor's office was very fair to us," said Thomas. "They honestly listened to our presentations, asked good questions, and even wore the helmets we brought for them to see and use so they might better understand the issue."

Felix and Thomas feel that one of the later meetings, where cer-

tain medical and legal issues were discussed, was probably the turning point in the decision-making process. The CSCA brought one of its lawyers, who specializes in constitutional litigation, and two doctors, both of whom are respected veteran trauma physicians at leading Southern California hospitals.

The quality of CSCA's information and its method of presentation helped to persuade the governor to veto AB 36, as did the promise that the CSCA and the other major motorcycle groups would work together to develop a comprehensive package of legislation that would lower the accident, injury, and death rates for motorcyclists in California.

Since that time, California's leading motorcycle groups —

the AMA, ABATE, the MMA, BADL, BAM, and the CSCA — have held several combined meetings to work on collectively achieving the goals outlined above and to avoid, if at all possible, a mandatory helmet law for all California riders.

However, due to very heavy pressure from members of the legislature, the medical community, and the press, the governor and several other legislators started the wheels in motion to pirate an existing bill and tag an under-21 helmet bill onto it just before the year's session ended.

After many discussions with the governor's office and the legislators involved, the CSCA and its lobbyist were able to stop the process for this session.

While Assemblyman Floyd prepares AB 36 for reintroduction next year, the CSCA and other leading motorcycle groups are developing a set of workable counter-solutions that will fulfill their promise to the governor. We are hopeful that more legislators will do what Governor Deukmejian did — take time to fully understand the issues at hand and not react on a purely emotional level about helmet laws.

If you have any questions about CSCA, please call Wayne Thomas at (213) 451-8502.

—from California Sport Cycle Association



Now we're getting to the source. There was a letter in the *Houston Post* from a man who worked in Washington, D.C., conducting highway studies. Here's what he had to say: "I left because I was frequently told, 'Study this and come to these conclusions.'"

"All our rights cost vast sums, but believers in a free society consider those costs acceptable." — Arthur V. Smith. It'd be plenty helpful to spend an afternoon with this gentleman.

Is it the water in Coors that gives it that distinctive Coors-is-the-one taste — or is it the rats? Well, according to a beer-drinking dude in Jacksonville, Florida, it's the rats. James Harvey bought two cans of beer on a Friday night and began to drink from one of them. "I felt something in my mouth. I went outside and I looked in the sun and I saw feet and a tail." Coors never seems to get any slack.

A brief note of congratulations to the Hells Angels who had a recent world run to Nanaimo, B.C., Canada. It freaked out the townsfolk but brought some serious bucks into the local economy and left the town intact and impressed, according to the local straight press.

Now here's a safety suggestion that has merit and could possibly save tax money. Norm Gilmore, #800010, Box 500, Bldg. 3, Room 38, Grady, AR 71644-0500, is in the joint, but he feels that prisons could become serious motorcycle-skills training grounds, with inmates trained to be instructors. Write Norm about his idea; it could help in more ways than one. If you ride a motorcycle like a mad dog, you could end up in the joint. Might help to get training there.

I'm not an avid reader of the *Honda Foundation's Focus*, but recently an issue slipped across my milk crate, and lo and behold, it listed recipients of this quarter's grants: \$40,000 to a pilot math camp program, \$35,000 to the Hippie Cancer Research Center in Dayton, Ohio, and \$100,000 for scholarship programs. Where are the motorcycle safety grants?

Speaking of grants, the ABATE and AMA groups in Phoenix don't have the funds for grants, but they'll devote weeks of work preparing food, finding bike stuff to auction off, and getting bands to donate their time in order to raise some bucks to help young leukemia patient Paul Lundstrom with his medical expenses. That's a grant that comes from the heart.

Remember Assemblyman Richard Floyd, who almost smoked his way clear to pass his helmet law in California? Well, after he vetoed the helmet bill, the governor also vetoed an even newer Floyd bill to legalize the Thompson Contender, a gun currently outlawed as a sawed-off shotgun. Floyd tried to muster the votes to override the veto but failed. Now if only he'll fail to get reelected in November...

And finally, there is actually an organization for all you Mustang motorcycle owners — and our bro Mustang Jack was featured in its newsletter. Jack has done a tremendous amount to further the heritage of the Mustang motorcycle. For information on joining the Mustang Motorcycle Club of America, write Gerry Mills, Box 25962, Oklahoma City, OK 73125-0962, or call (405) 721-1282 — and don't tell 'em Snake sent ya; that sonuvabitch stills owes me a six-pack.

U.S./Canadian Motorcycle Laws

	Special License	Helmet Law	Eye Guards	Lights on 24-hours
Alabama	No	Yes	No	No
Alaska	Yes	No ¹⁻¹²	Yes	No
Arizona	Yes	No ²	Yes	No
Arkansas	Yes	Yes	Yes ³	Yes
California	Yes	No	No	Yes ⁶
Colorado	Yes	No	Yes ³	No
Connecticut	Yes	No	Yes	No
Delaware	Yes	No ¹⁻⁴	Yes ³	No
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes	Yes
Hawaii	Yes	No ²⁻⁴	Yes	No
Idaho	No	No ²	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No	Yes	Yes
Iowa	Yes	No	No	Yes ⁶
Kansas	Yes	No ²	Yes	Yes
Kentucky	Yes	Yes	Yes ³	No
Louisiana	Yes	Yes	Yes	No
Maine	Yes	No	No	Yes
Maryland	Yes	No ²	Yes	No
Massachusetts	Yes	Yes	Yes	No
Michigan	Yes	Yes	Yes ⁷	No
Minnesota	Yes	No ²	Yes	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No ²	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes	No
New Hampshire	Yes	No ²	Yes	No
New Jersey	Yes	Yes ⁴	Yes	Yes ⁶
New Mexico	Yes	No ²⁻⁴	Yes	No
New York	Yes	Yes ⁴	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No ²⁻⁴	No	No
Ohio	Yes	No ²	Yes ³	No
Oklahoma	No	No ²	Yes	No
Oregon	Yes	No ²	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No ¹²	Yes ³	No
South Carolina	Yes	No ⁹	No	Yes
South Dakota	Yes	No ²	Yes	No
Tennessee	Yes	Yes	Yes	Yes
Texas	Yes	No ²⁻⁴	No	No
Utah	Yes	No ²	No	No
Vermont	Yes	No ⁴	Yes	No
Virginia	Yes	Yes	Yes	No
Washington	Yes	No ²	Yes	Yes
West Virginia	No	No ⁵	Yes	Yes
Wisconsin	Yes	No ²	Yes	Yes
Wyoming	Yes	No ¹	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes ³	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	*
Ontario	Yes	Yes	No	Yes ⁸
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes ³	No
Yukon	Yes	Yes	No	No

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

Passin' Gas

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



"Could you help out a sex-starved guy down on his luck? I haven't been eaten in five days!"

Two brothers enlisting in the Army were getting their physicals. During short-arm inspection, the doctor was surprised to discover that both of them possessed incredibly long, oversized pricks.

"How do you account for this?" he asked the brothers.

"It's hereditary, sir," the older one replied.

"I see," said the doctor, writing in his file. "Your father's the reason for your elongated penises?"

"No sir, our mother."

"Your mother! You idiot, women don't have penises!"

"I know, sir," replied the recruit, "but she only had one arm, and when it came to getting us out of the bathtub, she had to manage as best she could."

—Roger Sadauskas
Hawthorne, Calif.

Ol' ladies are living proof that their ol' men can take a joke.

—Dave Allen
Barstow, Calif.

The aging road rat denied he was going bald — he was just gettin' more head lately.

—Chain
Tucson, Ariz.

A hooker walked into a delicatessen and asked the shopkeeper for a large knob of salami.

"Would you like it sliced, miss?" the shopkeeper asked politely.

"Whatdafuck do ya think I am?" replied the whore. "A piggy bank?"

—Cindi
Down Under

Easyriders



"I wondered why the crab legs were so cheap."

Why are lawyers buried 12 feet under, instead of 6 feet like everyone else?

Because deep down, they're really good people.

—Boxer
America

Judy and Bonnie were at the bar on Ladies' Night when Bonnie remarked to her girlfriend, "It's odd, but every time I sneeze I have an orgasm."

"Gosh, honey, that's weird. Are you taking anything for it?" Judy asked.

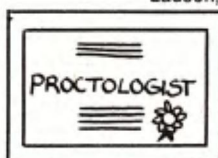
"Yeah," Bonnie replied with a smile. "Black pepper."

—Tiger Lily
Melrose, Mass.

Why are rectal thermometers banned in Washington, D.C.?

Because they cause too much brain damage.

—Gary Phelps
Ladson, S.C.



Wanting some sexual variety in the bedroom, the chick suggested to her strait-laced husband that he go down on her, because she'd heard it was a really great experience. Even though he'd never done such a thing before, he gamely got down on his knees and started eatin' her out with determination.

"Gosh, the taste isn't too bad," her husband thought to himself as he lapped away, "but holy cow, the smell is overpowerin'!"

Suddenly, in the midst of his labors, his wife ripped off a rank baloney fart in his face.

"Thank God," he whispered to himself, breathing in deeply. "Fresh air!"

—Jersey
Comstock, N.Y.

Definition of alimony: bounty on the mutiny.

—Al Troxler
Greensboro, N.C.



"You're a garbage collector, huh? How can you stand the sight and smell of trash every day?"

After robbing the bank, Two-Guns Gonzales was shagging ass, the posse not far behind, when his horse dropped dead from sheer exhaustion. Running to a nearby farmhouse, the outlaw shouted at the old coot standing out front, "I'll give you \$200 for a horse, any horse!"

The farmer, not being too bright, said, "I have a horse, but he don't look so good."

"Okay, okay, I'll give you \$500 for him!" Two-Guns Gonzales offered desperately, to which the farmer again replied, "Well, all right, but I don't know — he don't look so good."

Two-Guns Gonzales hurriedly tossed over the money and scrambled into the barn, where he found the ugliest, mangiest nag he'd ever seen. Faced with no other choice but certain capture, he saddled him up and dashed away.

After galloping about half a mile, they came to a cliff and the damned horse just kept going, sailing the two of them right over the edge. Mangled and battered at the bottom, Two-Guns Gonzales hauled himself back up the cliff and staggered back to the farmer. "What the hell are you doing selling me a blind horse, you idiot?"

Shrugging, the farmer replied, "I told you, he don't look so good."

—Marshall Stotler
Tenn. Colony, Tex.

Then there was the biker who was arrested in California for polygamy. The law had discovered that he had a wife in Frisco, another in L.A., and still another in San Jose.

The disapproving judge growled, "How could you do such a thing?"

"Fast panhead," the biker replied.

—Hitler
Comstock, N.Y.

A prison inmate was trying to make a long-distance phone call. He said to the operator, "How much is it to call San Francisco?"

She said, "About \$3.75."

The inmate said, "Why, I can call Hell and back for that much."

The operator said, "Yes, sir, but that's a local call."

—Garp
USA



"You know darn well
'what girl,' George!"



"Cause if Santa put holes in the box, it
wouldn't be a surprise!"



"That's what I'm here to see
you about, Doctor — the same
thing happened to my
boyfriend."

Q: What's the difference between Iranian pussy and a bowling ball?

A: You could eat the bowling ball if you had to.

—Midnight Toker
Oakhurst, Tex.

In the fancy restaurant, the little boy whispered to his mother that he needed to go to the bathroom.

"Okay, sweetheart," said his mother. "I'll take you in a minute."

"But I want Grandma to take me," said the lad.

"What's so special about Grandma?" asked his mother.

"Her hand shakes..." the boy said.

—C. Slusher
Omaha, Neb.

Some people say that President Reagan was like a virgin groom — when he finally got in, he didn't know what to do.

—Wayne Willhoite
Tehachapi, Calif.

The ol' man takes vitamin E, and the ol' lady takes iron. The idea is good — 'cept when he's ready, she's rusty.

—Ruben Sanchez
Tehachapi, Calif.

The biker called his ol' lady and said, "Baby, I've got to cancel our date tonight. I hurt my finger."

"The whole finger?"

"No, the one right next to it."

—John Wayne
Away

Bear and Tiny were cruisin' around town in Bear's pickup one night. As they approached a red light, Bear floored the gas pedal and hauled ass right through the intersection, scaring hell outta Tiny, who was ridin' shotgun.

"Man, whattaya tryin' to do, get us killed?" Tiny hollered. "You just ran that fuckin' red light!"

"Aw, calm down, bro," Bear laughed. "My brother does it all the time."

At the next intersection, a four-way stop, Bear again stepped on the juice and blew through like a bat outta hell, barely missing a gravel truck going through.

"Shit almighty, Bear! You crazy? You just ran through another one!"

"Hey, don't worry," Bear said, grinning. "I toldya, my brother does it all the time."

Cruising along, Tiny saw another red traffic light coming up and thought, *Oh shit!* — but before they reached it, the light turned green. Tiny breathed a sigh of relief.

Immediately, though, Bear slammed on the brakes, and the pickup truck, tires and brakes smoking, slid to a screeching, howling stop.

That was too much for Tiny. He screamed, "What in the fuck is wrong with you, bro? The muthafuckin' light is green!"

"Shit, I know that, man — but my brother might be driving around tonight."

—Robert Horton
Brazoria, Tex.

Mistress: something between a mister and a mattress.

—Nora Ward
Oklahoma City, Okla.

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ALASKA

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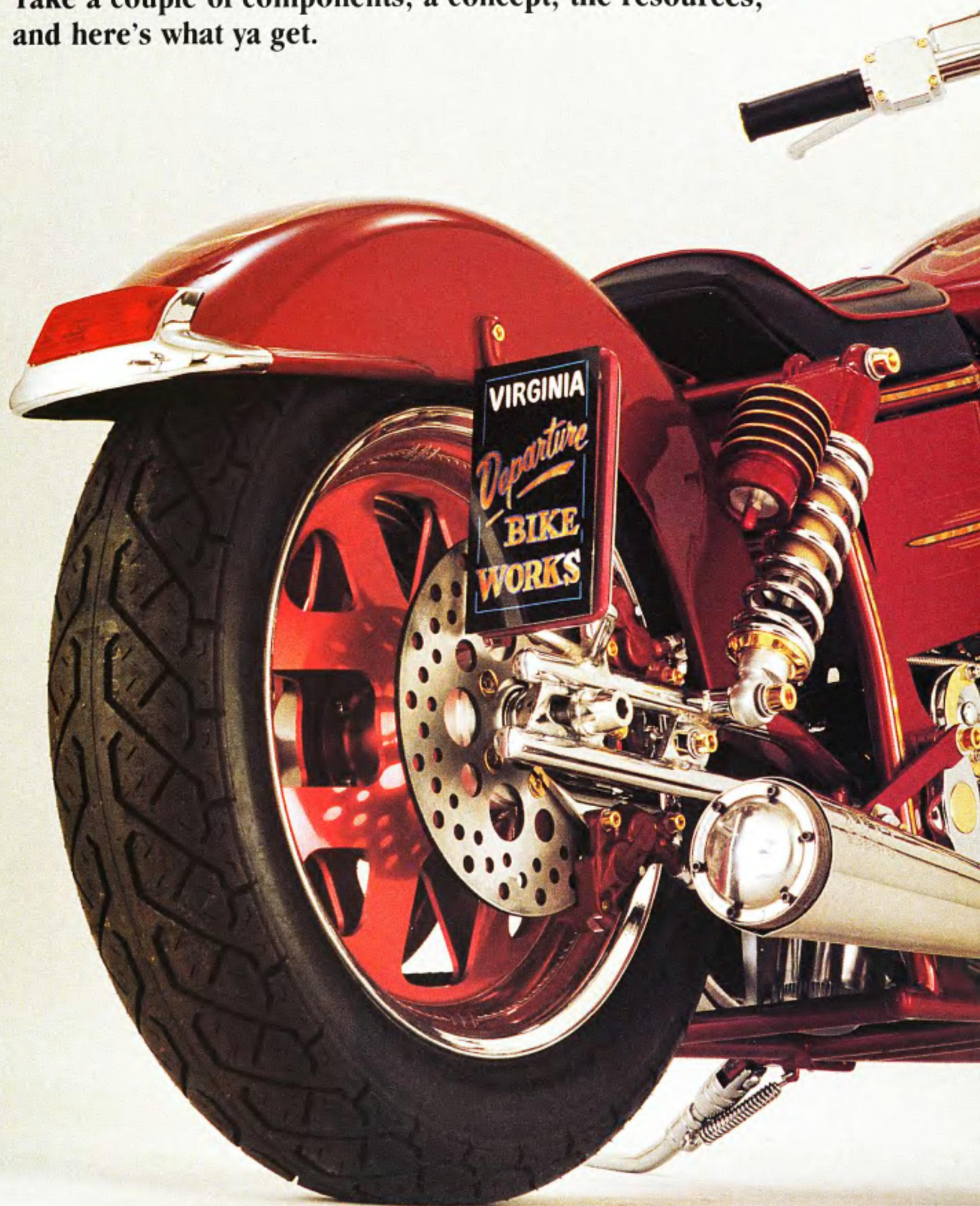
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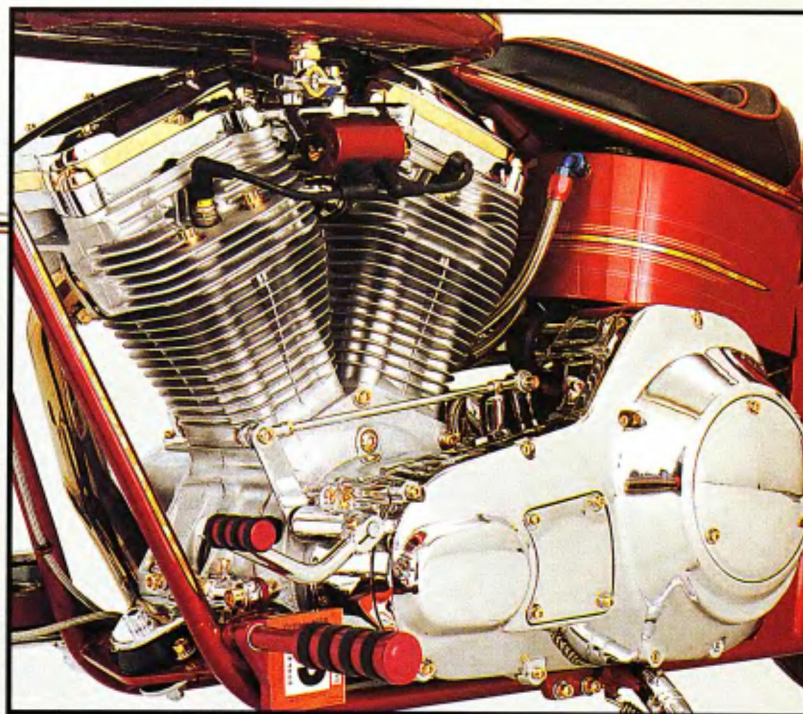
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TION



Try to imagine this for . . . what a bunch of bullshit. We all sit around and crush beer cans thinkin', plannin', schemin', and designin' our next scooter. It's almost more enjoyable than actually wrenchin' the sucker. And sippin' suds and sinkin' into those creative cells is unlimited — no budget restrictions.

That's what this gig is all about. Couple of guys from Departure Bike Works in Richmond, Virginia, ran across a great deal on a new (at the time) Evo engine and trans from a bro, Lee Clemens, who owns a Harley dealership in a nearby state.

Lee and Giggie, the main designer, pondered what to do with the fresh motor and five-speed trans until the Cincinnati show in '86, where they ran into Arlen Ness and his new rubber-mount frame. They bought the first production model but still weren't quite sure what they planned to weld, or where. Streetable was the concept, although the cafe style was intriguin' their thoughts.

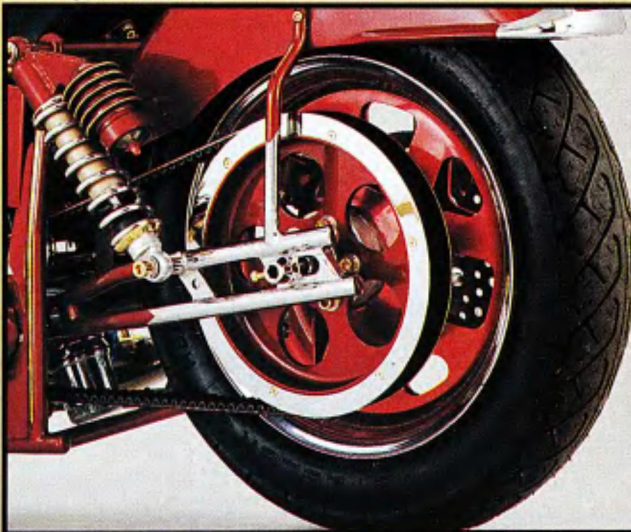
Then entered the third motivation and the resources to move ahead on the project. F.W. Buckley, the owner of a large Virginia-based trucking company, commissioned Lee to build him a unique scooter to compete in the ride-in H-D bike show



Owner: F.W. Buckley		City: Richmond, Virginia	
General		Frame	
Fabrication by: Giggie and Lee		Year: 1987	
Year and make: 1987 H-D		Builder: Arlen Ness	
Model: full-size		Type: rubber-mount	
Value: mucho		Rake: 33 degrees	
Assembly by: Departure Bike Works		Stretch: 2 inches	
Time: four months		Other alterations: check it out	
Chroming by: Gold/Brown's Plating		Accessories	
Engine		Bars: super	
Year: 1987		Risers: FXE	
Model: Evo		Fender(s): FLH rear, Honda front	
Rebuilder: Musky		Headlight: Bates	
Ignition: Dyna		Taillight: Harley-Davidson	
Displacement: 1340 cc		Speedo: none	
Lower end: stock		Front pegs: JayBrake	
Balancing: Departure Bike Works		Rear pegs: none	
Pistons: stock		Electrics: Accel	
Cases: stock		Gas tank: Quick Bob	
Heads: Musky		Oil tank: Arlen Ness	
Cam(s): Sifton		Oil system: Russell/Harley-Davidson	
Lifters: stock		Primary cover: stock	
Carb(s): SU		Seat: Bob Lemon	
Air cleaner: SU		Sissybar: none	
Pipes: Supertrapp		Height: n/a	
Muffler(s): 2-into-1		Material: n/a	
Transmission		Forks	
Modifications: hydraulic clutch		Type: narrowed 2 inches	
Year: 1987		Extension: 2 inches	
Shifting: 1 down, 4 across		Builder: Giggie	
Engine sprocket: stock		Special features: line tee	
Trans sprocket: Karata belt		Wheels	
Wheel sprocket: Karata belt		Front	Rear
Painting		Size: 18-inch	Size: 16-inch
Molding: Keith Saunders		Hub: stock	Hub: mag
Painter: Keith		Rim width: 2.5 inches	Rim width: 3.5 inches
Color: wild red		Tire: Metzler	Tire: Metzler
Type: lacquer		Brake: Grimeca	Brake: Grimeca
Special paint: gold leaf			
Other special modifications: top motor mount, brake light tee, gas tank filter neck, fork brace, forward controls, rear Cal mount			



Photos by Michael Lichter



in Daytona the following year. All the elements were in place to kick this scooter right in the nuts and get it rolling — and the beer-can crushing began, backed up with the talent and the energy to bring the machine to life.

The tank is modified to fit the frame and hide the wiring perfectly. Most of the frame mounts for the oil tank were shaved and moved, and the shock mounts were trimmed. The rear fender is an FLH fender, reversed, with a DOT-approved front fender light with three bulbs installed. The license has been run vertically, with a small light installed to illuminate the plate. The hydraulic clutch has a master cylinder from CCI on the bars and a unique slave cylinder from a VFR machined into the tranny cover.

All the control pedals and mounting plates, plus the triple trees (which work as a junction for the hydraulic brake lines for the front brakes) were created by Giggie and manufactured by Lee. Again, the front fender brace and the fender were bagged from a VFR, and the wheels were anodized and tastefully engraved. Bob Lemon stitched the seat frame Giggie designed, matching the gold-leaf design on the tank. The paintwork was performed by Keith Saunders, who specializes in graphic designs rather than flames or pictorials.

So, well, whattaya think? Crush a few beer cans, invest in a machine shop and a body-and-fender man, and find an affluent dude who wants to pay for and ride your creation. Or you can pay for and ride it yourself, or . . .

—Renegade



Mimi Papelian
28

CHANCE MEETING

by Dennis White

"Y our bike, mister?" asked a voice from the darkness beyond the campfire, spooking the tall biker, who whirled from the skillet of frying catfish, snatched his Marine knife from the log behind him, and dropped into a low fighting crouch.

"Hey, mister, I'm not that dangerous," said the voice.

"Yeah? How can I tell?" he asked, standing upright when he realized the voice was feminine.

"Try lookin'." A young girl, about 15 or 16 years old, stepped into the firelight. He gave her a thorough once-over. She was dressed in a T-shirt and jeans, and kinda cute in a plain sort of way. A lot like the daughter he might have had if . . . He shook the thought away, knowing he couldn't afford it or the bitterness it would bring. The years had taught him that much.

"Should you be out here alone?" the big biker asked her.

She shrugged. "This ain't K.C. or St. Louis, mister. It's the Ozarks. I come here all the time to think."

"And I don't carry a knife, either," she added with a shy smile.

He punched his knife back into the log and smiled at her. "Bad habit I picked up in 'Nam," he explained.

"Figures," the girl said, and the bitterness in her voice caused the biker to look up questioning. She wasn't old enough to have those kinda feelings about 'Nam. That war was 16 years gone, or should have been.

"You lose someone over there?" he asked, turning the catfish over in the cast-iron skillet and settling himself back on the log to take some of the weight off his leg.

The girl ignored the question and stared at the chopped shovelhead. "You never did tell me if that was your bike, mister."

"Who else's?" he said, gesturing at the empty clearing. "And by the way,

my friends call me Li'l Man."

The girl laughed. "They call you Li'l Man? Why?" she asked.

White teeth flashed through Li'l Man's thick black beard — it was a familiar question. At 6'4" and 240 pounds, the biker was anything but little.

"Long story," he said, once again recalling his first day in-country in 'Nam — the day he'd met Hillbilly Foster. Hillbilly had taken one look at the big kid scrambling out of the pock-marked Huey, and with the greenhorn

**He'd met others
over the years
who'd chosen the
same path — he'd
almost taken it
himself. But not
Hillbilly, he
thought.**

recruit standing at uneasy attention, Hillbilly had drawled, "Well, looky here at the li'l man they done sent us."

Remembering the scene now, Li'l Man laughed aloud and grinned at the young girl by the campfire. "It was just someone's idea of a joke, and it stuck," he told her.

"Oh," she said, and fell quiet. The only sounds in the clearing were the sizzle of frying catfish and the soft gurgle of the creek behind them.

"Why'd you want to know about the bike?" he asked.

"My daddy's got one like it," the girl said, looking up from the fire.

"He give you rides?" Li'l Man asked, noting the sadness that flashed across the girl's face as she glanced toward his Hog.

"No," she snapped, then continued more softly. "But don't get me wrong—it's not that he won't . . . he can't."

"Nam?" Li'l Man asked, her bitterness now making more sense.

"Yeah," she nodded and turned away to hide the tears that were suddenly streaming down her face, leaving Li'l Man slightly embarrassed.

"You want to talk about it?"

"What's there to talk about?" she shot back, angrily wiping the tears from her cheeks. "They sent him over there before I was born, he came back in '72, when I was two, with a back full of shrapnel, and ever since then he's been trying to drink himself to death."

Li'l Man nodded, remembering. He understood. They'd stolen a lot from him, too.

"Where in 'Nam did he get hit?"

"In the A Shau somewhere. Does it matter?" she asked, but Li'l Man never heard the question.

In his mind it was again November 5, 1971. His company was in the hills surrounding the A Shau valley on a routine patrol. Hillbilly was walking point, maybe 20 paces ahead, when the mine jumped out of the ground. A Bouncing Betty. He tried to yell, but there wasn't time. Before he could form the words, Hillbilly's lower back and ass blossomed with blood, and searing pain lanced through Li'l Man's legs and groin . . .

No, it couldn't be, Li'l Man thought, shaking the memory away. Still, he had to know.

"Honey, what's your name?"

"Jill. Jill Foster. Why?" she replied. Li'l Man didn't answer. He just sat staring, trying to fit the girl's face to the picture of the red-faced, squalling baby he'd last seen 16 years before.

"And your dad's named Jesse?" he

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CHANCE MEETING

asked. But he already knew the answer. "How did you know?" Jill said, surprised.

Li'l Man smiled, remembering good memories. "I shared a fighting hole with him for about four months," he explained.

"In Vietnam?"

"Yeah," Li'l Man said, picturing the feisty little soft-spoken man who'd taken his cherry ass under his wing and kept him alive and whole about three months longer than anyone thought possible with the John Wayne complex he'd had.

"What was he like then?" Jill asked, the sadness flashing across her face again.

"Brave. Loyal. Hard when he had to be. One helluva warrior. Yet still gentle and forgiving when the situation allowed. A number-one righteous fellow." Li'l Man laughed. "He used to show me your picture twice a day. Morning and night. God, how that man loved you."

"Maybe back then," Jill interrupted bitterly, and the tears came again.

So vulnerable, Li'l Man thought, taking the girl's shoulders and turning her back toward him.

"Don't get me wrong, mister..." she began, and Li'l Man held a finger to her lips.

"You don't have to make excuses for him. He was a friend and bro, not some kinda saint."

Jill smiled sadly. "Thanks. I don't mean to make excuses for him, it's just that he isn't the man you remember. Now he's just a drunken bum who sits around and shits and pisses on himself, then beats Mom and me when we try to clean him up. His liver's failing. He's driving Mom and me crazy, but he won't stop."

"If he loves anything anymore, it's the booze," Jill said.

With his finger, Li'l Man traced a bruise he hadn't noticed before on her cheek. "He do this?"

Jill nodded. "But he was drunk..." she started and broke off. "I know, excuses again."

Li'l Man brushed a strand of loose hair from her forehead. "It's okay," he said and sat back on the log, stirring catfish he no longer had any appetite for. He understood. He'd met others over the years who'd chosen the same path — he'd almost taken it himself.

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But not Hillbilly, he thought. He flung the catfish into the woods.

"Let's go," he told Jill, getting up and limping to his shovel.

"Where to?"

"Your house. I need to talk to your dad." Li'l Man swung a leg over the bike and kicked it to life.

"It won't do any good, Li'l Man," Jill said, not moving. "Everyone's tried — other vets, friends, shrinks. He just wants to drink."

Li'l Man thought back to the day Hillbilly had kicked him off a jungle trail an instant before a burst of 30-caliber rounds had walked across where he'd been standing, and how he'd found him

"It's Li'l Man," he said, staring at his old friend. Was this bloated, drunken, shell of a human really the same man he'd known in 'Nam?

later sitting in the brush, staring at the notch one of the rounds had cut in the heel of his jungle boots.

"I've got to try, Jill." How could he explain brotherhood to a girl who'd never experienced anything but pain from love? "Life's full of pain, child. Running or trying to hide won't change that, as you should know from watching your dad."

Jill sighed. "Turn left on the blacktop until you come to the first gravel road on the right. Ours is the second house on the left. I'll meet you there."

"Sure you don't want to ride?" Li'l Man asked as she turned to leave.

Jill froze. Li'l Man could sense her indecision.

"Your father?" he guessed.

Jill nodded. "For years, Mom's been bringing home magazines with stories about men like Dad riding custom-built Harley-Davidsons, and as long as there's a chance . . ."

"Your first time will be behind him," Li'l Man said as the girl disappeared into the woods. His right hand squeezed the clutch, and his left dropped down to ease the shovel into gear. A slow anger was building in him. A man shouldn't treat someone that precious so casually, he thought.

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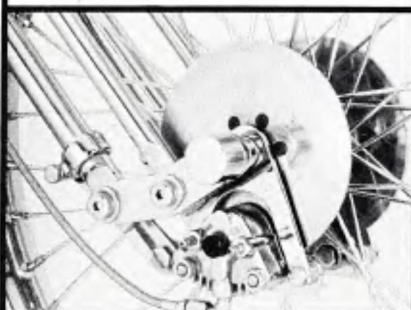
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(Check out "Soybean Sportster" in the February '88 issue of *Easyriders*.)

CHANCE MEETING

Dirt rooster-tailed from under the shovel's rear tire as he left the clearing.

"Have any trouble finding the place?" Jill asked from the front porch of the small, white clapboard house after Li'l Man had eased the shovel up the gravel drive.

Li'l Man shook his head as he parked the bike by an open-faced shed next to the house. Nodding toward a canvas-covered shape in the rear of the shed, he asked, "His bike?"

"Yeah." She took Li'l Man's arm. "Are you sure you want to do this? It's not a pretty sight."

"You don't like people seeing him this way, do you?" Li'l Man asked, thinking that if Hillbilly hadn't sold the bike, there was still hope.

"Of course not," Jill said, looking away. So beautiful and so proud, Li'l Man thought, wishing she could have been his daughter.

"I'm sure," he said softly.

"Okay," Jill agreed, opening the front door. "Dad, there's someone here to see you!"

"Who?" a drunken voice snarled from inside.

"Me," Li'l Man said, stepping past the girl and into the dimly lit room, his eyes taking in the clutter of bottles and cans surrounding the bleary-eyed man slumped in an easy chair with a walker parked beside it. His eyes flicked from the walker to Jill.

"He isn't completely paralyzed," she explained.

"Who the hell is *me*?" the man Li'l Man had once known as Hillbilly demanded drunkenly.

Li'l Man limped into the room and eased himself down on the couch. "It's Li'l Man," he said, staring at his old friend. Was this bloated, drunken, shell of a human really the same man he'd known in 'Nam?

"Li'l Man," Hillbilly echoed, looking confused. Squinting, he seemed to recognize the big tramp. "Thought you were dead."

"Almost was. Spent three years in different hospitals."

"So what are you doing here?" Hillbilly demanded, the drunken dullness slipping back over his face.

"I met the girl down by the creek, and as we were talking, I realized it was you we were talking about."

"Cryin' to strangers about me now, huh, bitch?" Hillbilly spat, grabbing an empty bottle and pitching it at the girl. Li'l Man snatched it out of the air.

"What'd she tell ya?" Hillbilly slurred.

"That you weren't doing so well."

"So you decided to come fix me, huh?" Hillbilly interrupted, lifting a second bottle of Jack from his lap and taking a long pull.

Li'l Man shook his head, fighting the urge to take the bottle from the man and slap some sense into him. "No, bro, that's something only you can do."

"Then why're ya here?"

"I really don't know, bro," Li'l Man said. "But brothers are supposed to stick together when things get tough. Besides, there were some things we planned to do if we ever got together in the free world, remember?"

"That was before I was a cripple and could still ride," Hillbilly shot back.

"You still can," Li'l Man stated flatly.

"I've got a bro in K.C. who can take your pan and do whatever you need to put you back in the wind."

"I don't need his or your charity!" Hillbilly shouted.

Anger flashed over Li'l Man. "You wouldn't get any charity from Terry," he growled. "He works out of a wheelchair — ever since he lost both legs in 'Nam."

Hillbilly's eyes cleared momentarily, but he shook his head and took another swallow of booze. "It wouldn't work," he muttered.

"Why not? Because you'd rather sit here and feel sorry for yourself instead of facing what you've got to in order to get back in the wind — back to being a real man?" Still holding the empty whiskey bottle Hillbilly had thrown at Jill, Li'l Man looked at it in disgust before smashing it against the field-stone fireplace.

"Get off me, Li'l Man," Hillbilly whined.

"Give me a good reason, man."

Easyriders



"It's my husband, and he hates sloppy seconds!"

"Because we're bros." Hillbilly tried to meet Li'l Man's eyes and failed.

Li'l Man spat into the clutter on the floor. "What? Bros with you?" he said, his voice full of contempt. "Not likely."

"Li'l Man, don't," Jill pleaded.

"Stay out of it, Jill," he told her and turned back to Hillbilly.

"You ain't my bro, man. The man I called bro in 'Nam was brave and loyal, loving, gentle, kind. He loved his daughter, and nothing could've made him put her through the hell you're putting Jill through. You wouldn't make a hair on that man's ass. You're nothin' but a drunken, fuckin' coward trying to hide in a bottle while you wallow in your own self-pity."

Hillbilly came halfway out of his chair. "Fuck you, man! Just fuck you!" he raged. "What do you know about being crippled, you sonuvabitch? About having people staring at you, pitying you? About being less than whole?"

"Plenty, asshole!" Li'l Man said, unbuckling his belt and dropping his jeans in one smooth motion. He heard Jill gasp, but he never took his eyes off Hillbilly, who stared open-mouthed at the small plastic piss-tube hanging amidst the cables and straps of his artificial left leg.

"I can't have kids. I can't fuck. I can't please a woman in the normal way, and I haven't yet found one willing to handle that night after night. All the things you seem to take for granted," Li'l Man told the suddenly sober, white-faced man as he pulled up his jeans. "And I don't have a daughter who loves me so much that she refused to ride on another man's bike tonight because there was still a slim chance her first ride might be behind her father."

"I never will have a daughter," Li'l Man continued, "just as I'll probably never have a wife who loves me enough to stick around through the kinda hell you're putting yours through. But I have found some things worth living for — the wind in my face, good bros, people like Jill. Maybe you can find these things, too, if you've got the courage to climb outta that bottle."

As Li'l Man headed for the door, Hillbilly called his name softly. The big tramp stopped and turned to look.

His old friend was staring at the bottle in his lap.

"Tough choice, huh, bro?" Li'l Man asked gently.

Hillbilly slowly and deliberately tossed the bottle into the fireplace. "No, bro, no choice at all. Do you think Terry can turn my pan into a three-wheeler?"

"No sweat," Li'l Man replied. He gave Jill a thumbs-up and stepped out on the porch as the girl ran into her father's waiting arms. ■



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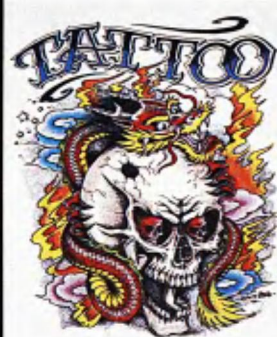
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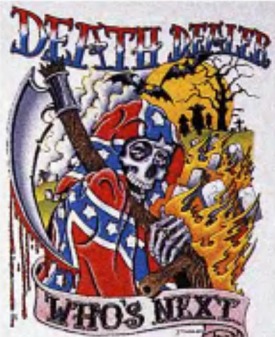
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Easyriders

FOX HUNT

**Make \$500 by being selected to model for an *Easyriders* feature!
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OKAY, MEN — here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

It works this way — if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed in) and maybe — just maybe — even a ride on a Harley.

The winner is selected by our lecherous staff, based on how many votes are received and the reason given why you want to pose for *Easyriders*.

All entrants must be 18 years of age or older, and the model release form on this page must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries

without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model.

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us exactly why you want to be the *Easyriders* monthly fox feature. Your message just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides — no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag — vote *now*.

The deadline for this month's issue is November 30, 1988. We'll print the winner in the May issue. Send your vote — on a postcard or the back of a sealed envelope — to #186 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the eighth monthly winner in our Tenth Annual Fox Hunt — Bambi, from Sacramento, California. 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.

186

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

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

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

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):



*We've been reading this rag for a long time,
and I want to be a part of it.
Stephenie, Nebraska*



*My ol' man loves it when other guys look at
me. What better way to get some looks than in
Easyriders?
Dina, North Dakota*



*I'd be honored to be your fox for all the hours
of enjoyment your mag has given me.
Rusty, Kansas*



*I have what this mag is looking for. I love the
American way of life and the American Harley-Davidson.
Gina, North Carolina*



*I'd like to show my ex-ol' man what real spunk and beauty is all about.
Chris, New York*

JULY FOX HUNT WINNER



You went overboard and we've gone overseas for Petra, the July Fox Hunt winner. She's from Dusseldorf, West Germany, and gets a kick out of being on Harleys. She said she doesn't see many real bikes (Harleys) on the autobahn, so we put her on Jim Higgins's classic custom panhead and exchanged thrills. Check her out on page 65.

—Loudmouth



I'm a wild and crazy country girl. My ass in the wind is my favorite pastime.

Janice, Kansas

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201117	Voltage Reg. replaces #74504-82	82-84 XL, XLS, XLX w/12V gen.	\$50.90
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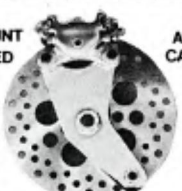
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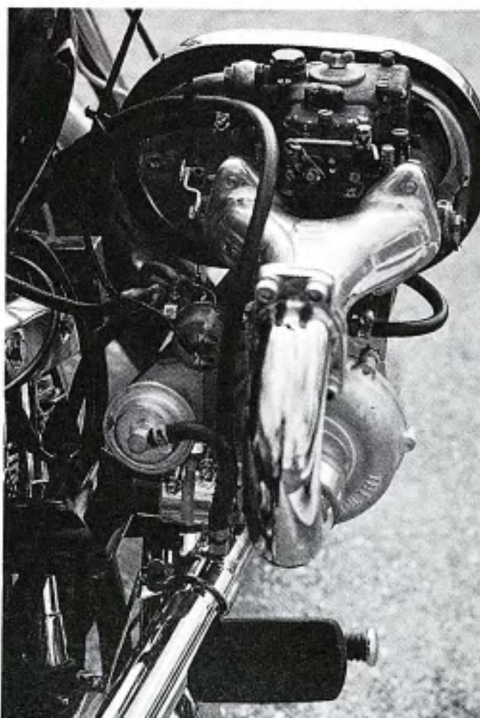
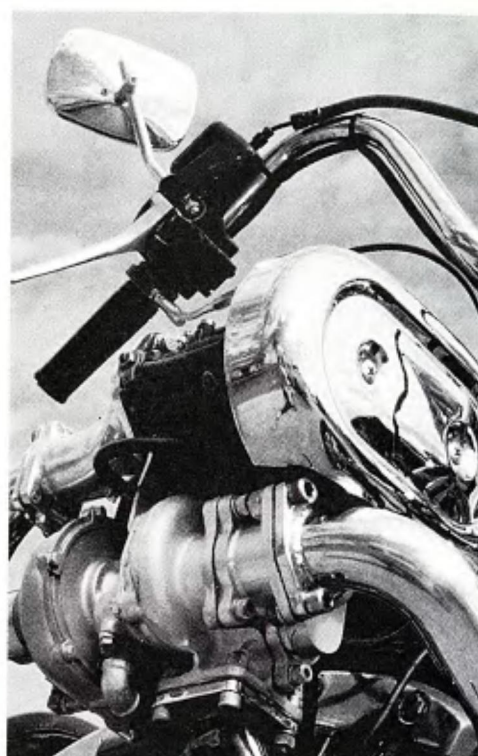
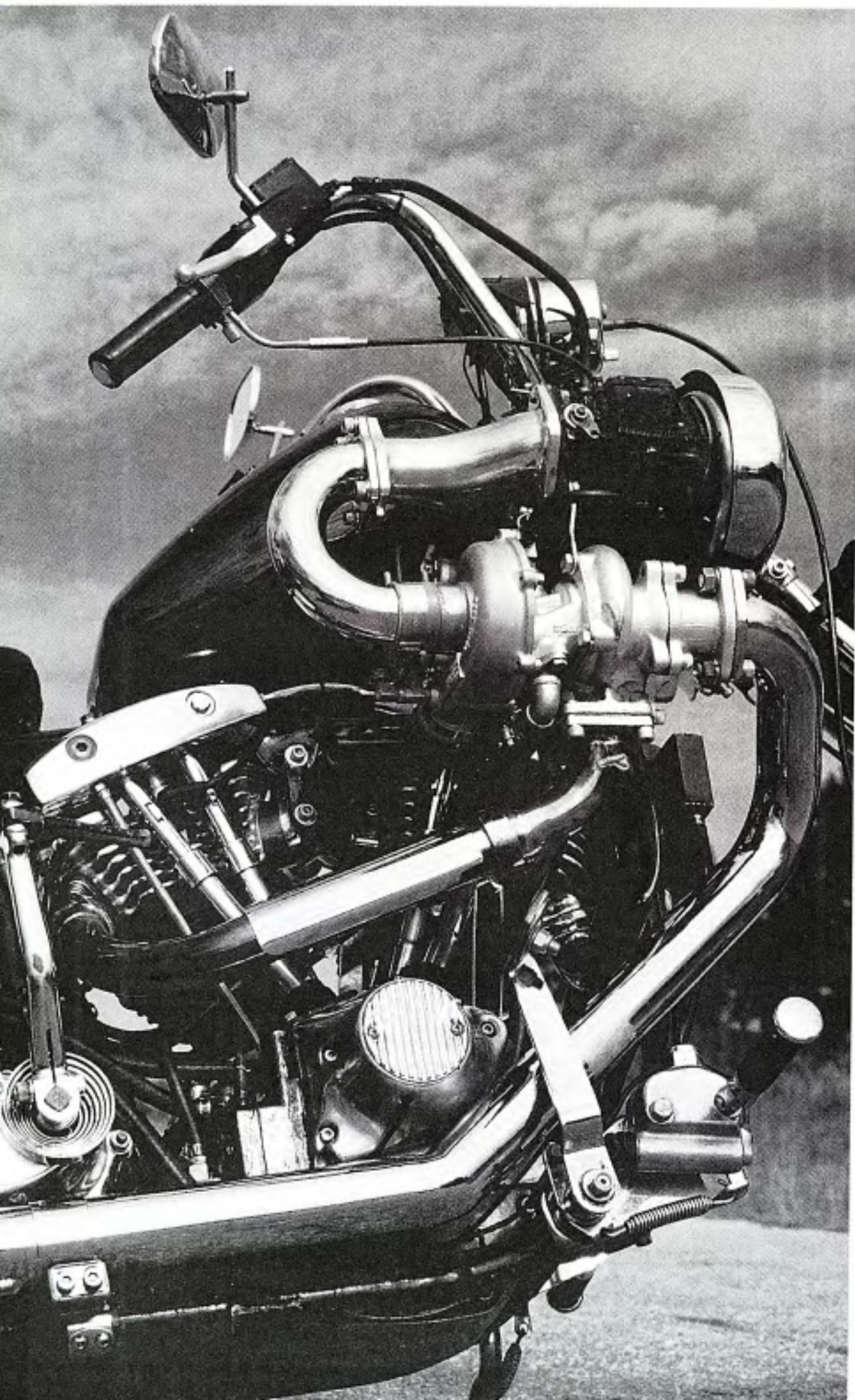
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Photos by Rogue

h Tip

This scooter was purchased in 1975, and since then it has been properly maintained and ridden over most of the country. In 1982 the owner came across an old Corvair turbo unit, which he rebuilt and installed on the 74. The unit was cumbersome and outmoded, but it put out two or three pounds of boost and pulled like a Kodiak bear.

For two years the owner ran it without a hitch, except for occasionally blowing exhaust gaskets. But after two years of flirtin' with turbo power, he was itching for a lighter, more state-of-the-art setup.

First the heads were removed, and dual-bolt exhaust manifolds were installed to prevent blown gaskets. Everything was safety-wired to make the installation even tighter. The pipes were specially designed — the head portion is 1 1/4-inch, stepping down to 1-inch — for higher pressure to accelerate turbo response.

With up to 10 pounds of boost, the turbo ran with no problems; at 12 pounds it began to blow head gaskets, but that was corrected with copper head gaskets. Beyond 12 pounds, however, the pistons began to collapse and the lower end began to scream. But what the hell — by then, ya can't hang on to the bars with the kind of power the turbo's dishing out, so who needs the extra pounds of boost?

Because of their frequent use on small cars, it's gettin' a lot easier to latch onto turbos. They're cheap, easy to find, and reasonably simple to install, either with a welder and a pipe bender, or with header kits available at speed shops. And once you've ridden a V-twin with a turbo, you'll be hooked.

—Rogue

(If you want to see more nitty-gritty info on turbocharging your V-twin, drop us a kite and let us know. Write Tech Tips, Easyriders, Box 3000, Agoura Hills, CA 91301.)

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FOXY RIDER



Diane McRay, Colorado Springs, Colorado
Harley-Davidson shovelhead trike

When she isn't busy keeping the books for electrician husband Jerry, this long-stemmed grandmother of three (no, spud, they don't make grandmas like they used to) takes to the road as often as she can.

A rider since 1964, Diane used to pilot a Super Glide, but she had to change her style because of a shoulder injury that set a weight limit of five pounds for her left arm. She got the message the day she reached down for the side-stand and dropped the bike.

She had Joe Knowles design this hybrid, which mates the front of a '68 swingarm frame with the ass end of a '62 three-wheeler. Bucky did the engine work on the '79 shovelhead mill, Dave Ferreira from The Top Shop did the custom paint and body work, and Mark Brodie handled the pinstripping.

The trike sports an original 1948 Police box that Diane and Jerry spotted in a field in the middle of Nebraska. "You should have seen it," Diane laughs. "It was a mess, all full of bullet holes."

Diane might have been forced to switch from two wheels

to three, but nothing's gonna keep her from gettin' her knees in the breeze. Right on, Diane!

—Knockers

Year: 1985 (homemade)

Model: three-wheeler

Engine: 93-cubic-inch shovelhead, S&S Sidewinder, Andrews B grind cam, stock carb

Forks: H-D Electra Glide

Transmission: stock

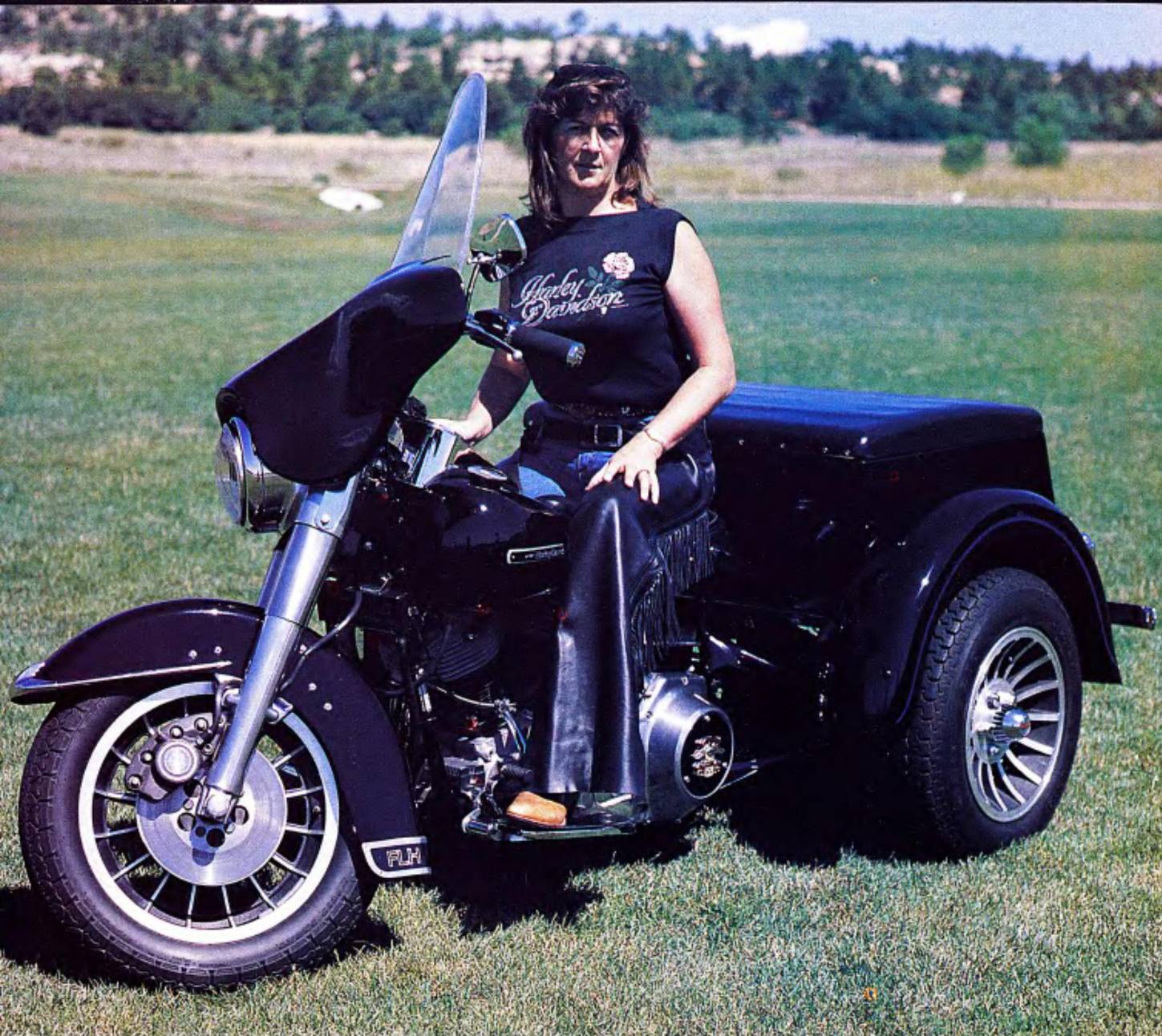
Wheels: stock front, Hurricane 2 rear

Chassis: '68 swingarm front, '62 three-wheeler rear

Finish: black urethane, blue pearl overlay

Credits: design and fabrication by Joe Knowles, paint by Dave Ferreira, pinstripping by Mark Brodie

Special features: original 1948 Police box



Photos by Jack Clark





Illustration by George DiLuca

Easyriders



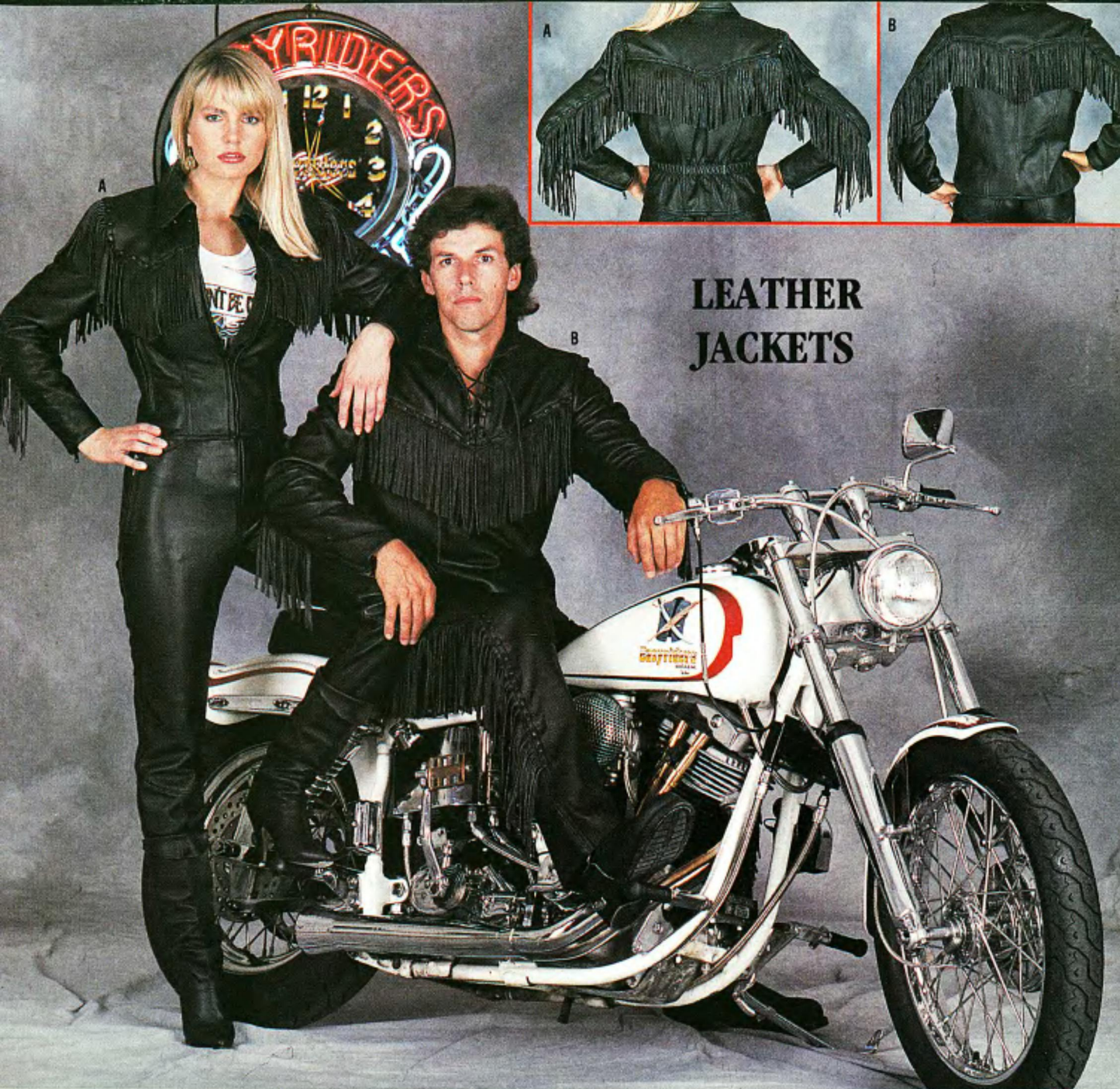
CATALOG

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Easyriders and Harley-Davidson Official Licensed Products





LEATHER JACKETS

EASYRIDERS has redefined biker "leathers." Super A Grade™ leather, 100 percent American cowhide and functional. Super A Grade leather means super strength, durability yet extremely soft and comfortable. Advanced surface finishing techniques, extended drum-dye cycle and state-of-the-art tanning chemicals are EASYRIDERS formula for a new generation of motorcycle leather protection. Top-quality construction and unique styling features give you the best comfort and fit around. We guarantee, once you buy from us — you'll never go anywhere else.

A. CHEYENNE™ LADIES' FRINGED LEATHER JACKET has a western weave and fringe sleeve, with front and back yoke trim to give an authentic look. With the elastic back detail for a comfort fit, deep outside zipper pockets, two large inside pockets, plus a snap-down collar, black zippers, 100% nylon taffeta lining, and top-quality, Super A cowhide you'll receive a totally comfortable jacket with the Easyriders mark of distinction.

WEAVE AND FRINGE	Size	Part No.	34	#214223	40	#214226	46	#214229
Size 30-42	30	#214221	36	#214224	42	#214227	48	#214230
Size 44-48	32	#214222	38	#214225	44	#214228		

RAMPAGE™ LADIES' LEATHER PANTS Sold on page 6

B. K.B. SPECIAL™ LEATHER BIKER SHIRT gives you unique style. It features a rawhide drawstring yoke at the neck, a removable leather wind breaker, action back, contour-tapered sleeves with brass zipper closures and a hidden inside pocket. Fully lined with 100% nylon taffeta and made with Super A cowhide. Western weave and fringe gives your K.B. Special that authentic look. Also available without fringe.

WEAVE AND FRINGE	
Size 36-48 Reg.	\$294.95
Size 50-52 Reg.	\$304.95
Size 36-48 Long	\$298.95
Size 50-52 Long	\$319.95

WESTERN WEAVE ONLY	
Size 36-48 Reg.	\$256.95
Size 50-52 Reg.	\$264.95
Size 36-48 Long	\$261.95
Size 50-52 Long	\$278.95

Size	Part No.	44 Tall	#214277
36 Reg.	#214264	46 Reg.	#214273
36 Tall	#214273	46 Reg.	#214269
38 Reg.	#214265	46 Tall	#214278
38 Tall	#214274	48 Reg.	#214270
40 Reg.	#214266	48 Tall	#214279
40 Tall	#214275	50 Reg.	#214271
42 Reg.	#214267	50 Tall	#214280
42 Tall	#214276	52 Reg.	#214272
44 Reg.	#214268	52 Tall	#214281

Size	Part No.	44 Tall	#214295
36 Reg.	#214282	46 Reg.	#214287
36 Tall	#214291	46 Reg.	#214287
38 Reg.	#214283	46 Tall	#214288
38 Tall	#214292	48 Reg.	#214288
40 Reg.	#214284	48 Tall	#214297
40 Tall	#214293	50 Reg.	#214289
42 Reg.	#214285	50 Tall	#214298
42 Tall	#214294	52 Reg.	#214290
44 Reg.	#214286	52 Tall	#214299

MONTANA™ LEATHER FRINGE CHAPS Sold on Page 6

IMPORTED



5 Year Warranty Materials & Craftsmanship



C. BIKER JACKET™ Features: Super A cowhide, black zippers, action back, adjustable waist gussets, contoured and tapered sleeves, wrist zipper closures, and built-in kidney support (adds lower back support and helps prevent wind invasion). In addition, quilted 100% nylon taffeta lining, two exterior pockets w/zipper closures and two large interior pockets. Also cigarette pocket, and a special mini mag-lite pocket. For Concho Belt, see page 18.
Natural Lamb Removable Fur Collar sold separately

Men's Reg.	Size 36-48	\$289.95	Natural Lamb Collar	#214394	\$ 16.95
Men's Reg.	Size 50-52	\$298.95			
Men's Long	Size 36-48	\$294.95			
Men's Long	Size 50-52	\$309.95			

Size	Part No.				
36 Reg.	#214300	42 Reg.	#214303	48 Reg.	#214306
36 Tall	#214309	42 Tall	#214312	48 Tall	#214315
38 Reg.	#214301	44 Reg.	#214304	50 Reg.	#214307
38 Tall	#214310	44 Tall	#214313	50 Tall	#214316
40 Reg.	#214302	46 Reg.	#214305	52 Reg.	#214308
40 Tall	#214311	46 Tall	#214314	52 Tall	#214317



D. V-TWIN BOMBER™ is a traditional style and fit made of top-quality Super A cowhide. Features black heavy rib-knit cuffs and waistband, snap collar, brass zipper front closure. Pockets: 4 large outside (2 zippered, 2 slash), 2 inside plus our *Easyriders* exclusive print lining, of 100% taffeta.

MEN'S V-TWIN	Size	Part No.	44	#214249	LADIES' V-TWIN	\$226.95
Size 36-48	36	#214245	46	#214250	Size	Part No.
Size 50-52	38	#214246	48	#214251	Small	#214254
	40	#214247	50	#214252	Medium	#214255
	42	#214248	52	#214253	Large	#214256

E. DAKOTA™ LADIES' WEAVE LEATHER JACKET has the same great authentic styling and features as the Cheyenne—without the "fringe benefit."

WESTERN WEAVE	Size	Part No.	36	#214234	44	#214238
"DAKOTA"	30	#214231	38	#214235	46	#214239
Size 30-42	32	#214232	40	#214236	48	#214240
Size 44-48	34	#214233	42	#214237		

F. KIDNEY BELTS are made of sturdy leather. The men's kidney belt fits 32" waist and up; the ladies' fits 24" and up.

#700300 LADIES' \$46.95

#700301 MEN'S \$49.95

IMPORTED

LEATHER APPAREL



A. MAVERICK™ MEN'S LEATHER LACE-UP PANTS feature rawhide lace-up gusset side, 5-pockets, metal-button fly-front jeans, shotgun flare, fully lined 100% nylon taffeta and made of Super A cowhide. Order by waist size.

Size 26-40	\$221.95	Size 36	#214332
Size 42-46	\$228.95	Size 38	#214333
		Size 40	#214334
		Size 42	#214335
		Size 44	#214336
		Size 46	#214337

B. DERRINGER™ LACE-UP LEATHER VEST sports a western yoke, 2 slash pockets, snap-front closure, adjustable leather lace-up side detail, and fully lined in 100% nylon taffeta. Made of Super A cowhide.

DERRINGER \$139.95

Size	Part No.	LG	XL
SM	#214338		#214340
MD	#214339		#214341



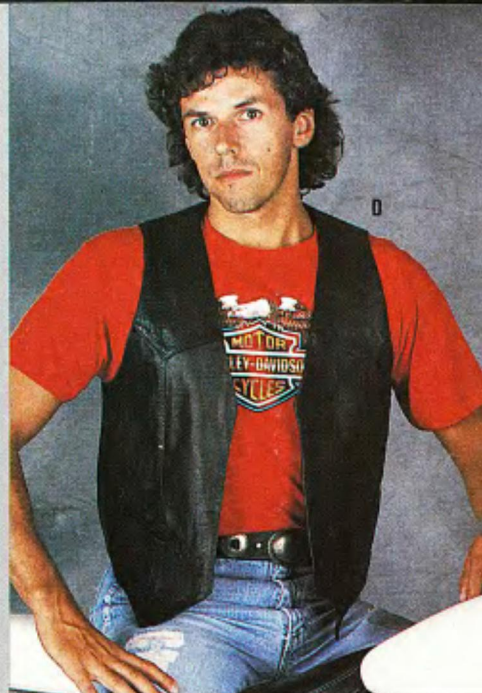
C. BIKER JEANS™ MEN'S LEATHER 5-POCKET JEANS made of Super A cowhide plus our Easyriders fit gives you boot cut and metal button fly-front. Our pockets are wide enough to handle a biker's wallet, and we have added an extra long length, Shotgun Flare™ leg that fits comfortably over any boot. Order by waist size.

Size 28-40	\$216.95	Size 38	#214347
Size 42-46	\$224.95	Size 40	#214348
		Size 42	#214349
		Size 44	#214350
		Size 46	#214351

D. THE GAMBLER™ MEN'S OPEN LEATHER VEST has a western yoke, 2 pockets in front and is fully lined. Same Super A cowhide as our other garments.

THE GAMBLER \$106.95

Size	Part No.
SM	#214352
MD	#214353
LG	#214354
XL	#214355



E. WINCHESTER™ MEN'S WESTERN WEAVE VEST has the same slick features of Derringer, with the added style of our western weave. Fully lined.

WINCHESTER	\$145.95	Size	Part No.
		SM	#214356
		MD	#214357
		LG	#214358
		XL	#214359

IMPORTED



800-247-6246 Nat.
800-231-2669 Calif.
CALL FOR THE LOCATION
OF YOUR NEAREST DEALER

VESTS



A. CHEYENNE VEST™ LADIES' FRINGE VEST shows off our western weave and fringe front and back yoke detail, snap front closure, 2 front pockets, 1 inside pocket, fully lined with 100% nylon taffeta, Super A cowhide. **\$145.95**

Size	Part No.
SM	#214241
MD	#214242
LG	#214243
XL	#214244

B. WILDFIRE SKIRT™ LADIES' LACE-UP MINI SKIRT has a zipper front, covered back elastic detail, 18" length, two jean-styled pockets, with sexy leather lace-up sides to give maximum exposure. Beautiful garment weight cowhide. **\$98.95**

Size	Part No.
SM	#214360
MD	#214361
LG	#214362

IMPORTED

C. WILDFIRE SHORTS™ LADIES' LACE-UP SHORTS have covered elastic waist, sexy leather lace-up sides, short, short, short. Beautiful garment weight cowhide. **\$51.95**

Size	Part No.
SM	#214363
MD	#214364
LG	#214365

D. DEATH VALLEY™ SUMMER GLOVE A glove for warm ridin'. Made from black, Grade A leather, with attractive perforated back, cooling spandex between the fingers, reinforced palm and elastic cuff. **\$27.95**

Size	Part No.
XS	#214389
SM	#214390
MD	#214391
LG	#214392
XL	#214393

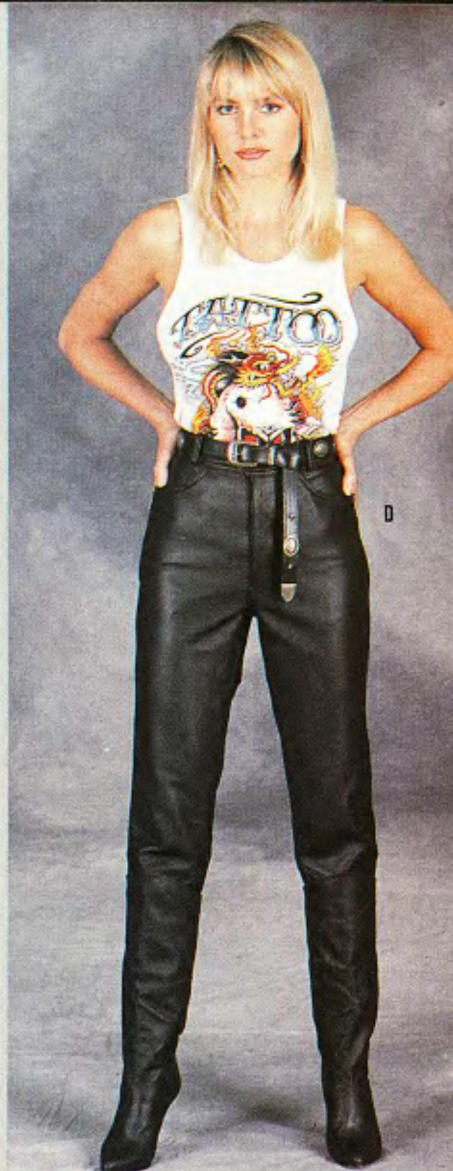


E. YUKON™ WINTER GLOVE. New from Easyriders, a strong long lasting winter glove. Our newly developed secret Wetlock™ liner not only protects from wind but all wet weather conditions, while maintaining flexibility and warmth. **\$37.95**

Size	Part No.	MD	#214386
XS	#214384	LG	#214387
SM	#214385	XL	#214388

F. KEYRING-PIN-MONEYCLIP SET in nickle. #310375 **\$12.95**

LEATHER APPAREL



A. TOMBSTONE CHAPS™ Ride the range with our adjustable leather chaps! Features include: expandable rawhide tie rear waistband, lace-up inner thigh, brass zippers, extra-long length. Shotgun Flare™ leg, replaceable belt buckle (use your favorite), fully lined with nylon mesh, and Super A cowhide.

SM-LG	\$219.95	XL-XXL	\$228.95
Waist Size	Part No.	34-36 LG	#214368
26-28 SM	#214366	38-40 XL	#214369
30-32 MD	#214367	42-44 XXL	#214370

B. ROUGH RIDER CHAPS™ These chaps have all the features of the Tombstone Chaps™ with the added style of our western weave.

SM-LG	\$238.95	XL-XXL	\$247.95
Size	Part No.	LG	#214373
SM	#214371	XL	#214374
MD	#214372	XXL	#214375

C. MONTANA CHAPS™ Another pair of great chaps. All the features of the Tombstone Chaps™ while we added the western weave and fringe.

SM-LG	\$265.95	XL-XXL	\$274.95
Size	Part No.	LG	#214259
SM	#214257	XL	#214260
MD	#214258	XXL	#214261

D. RAMPAGE™ LADIES' JEAN This jean is the best fitting leather jean designed to date. Tapered leg with zipper gusset so you can wear them outside your boots. New elastic waist panel stretches for a comfort fit! Gusset front pockets unzip for easy access. Brass zippers, button fly, fully lined and made of the best Super A cowhide.

Size	Part No.	Size	Part No.
Size 3/4-13/14	\$198.95	3/4	#214376
Size 15/16-17/18	\$205.95	5/6	#214377



7/8	#214378	13/14	#214381
9/10	#214379	15/16	#214382
11/12	#214380	17/18	#214383

IMPORT

NASTY FEET

NASTY FEET are American made and built for you. Both styles meet all ASI safety standards by featuring tough steel toes, and shank and oil resistant Neoprene soles. We customize them for you by adding the following features: handcrafted leather uppers, heavy-duty hardware, fully-cushioned insole, cigarette pack (size) pocket, plus a knife (or tool) holder. They come in 17" and 11" high styles. Ladies' style includes an inner stash pocket and lace-up sides so pants will tuck in easily. Sizes to fit everyone!

All **NASTY FEET** boots are ANSI rated: Z41.1-1972-75



We will include a pair of **Easyriders** identification pins with each pair of boots.



These socks are made for comfort and wear. Size 10-13 and made in USA.\$5.75 pr.

A. #202201 B. #202205 C. #202208



SIZE	11" Tall Medium Width
8	250001
8½	250002
9	250003
9½	250004
10	250005
10½	250006
11	250007
11½	250008
12	250009

17" Tall Medium Width
251001
251002
251003
251004
251005
251006
251007
not available
251009

17" Tall Wide Width
not available
not available
251203
251204
251205
251206
251207
not available
251209

SIZE	17" Tall Ladies
5	252001
5½	252002
6	252003
6½	252004
7	252005
7½	252006
8	252007
8½	252008

Use part numbers above to order.

11" Men's Nasty Feet Boot \$112.00
17" Men's Nasty Feet Boot \$132.00
17" Ladies Nasty Feet Boot \$128.00

800-247-6246 Nat.
800-231-2669 Calif.
CALL FOR THE LOCATION
OF YOUR NEAREST DEALER



MADE IN
THE U.S.A.



(kids hat)

HATS. These top-quality baseball caps, painter caps, and welders caps have fully adjustable headbands featuring the most popular designs from Easyriders and Harley-Davidson. One size fits all \$7.95

- | | | | |
|------------|------------|------------|------------|
| A. #300223 | D. #300232 | G. #300233 | J. #300237 |
| B. #300225 | E. #300201 | H. #300235 | K. #300238 |
| C. #300227 | F. #300211 | I. #300236 | L. #300239 |

(kids hat)



Harley-Davidson leather caps.

The best ... will last for years.

M. H-D CIVIL WAR CAP W/CHAIN \$18.25

SM #300270
MD #300271
LG #300272
XL #300273

N. H-D CYCLE CAP \$19.50

SM #300274
MD #300275
LG #300276
XL #300277

O. H-D FIDDLER CAP

W/CHAIN AND RIVETS \$18.25

SM #300278
MD #300279
LG #300280
XL #300281

P. EASYRIDERS CYCLE CAP

W/EASYRIDERS PIN One size

fits all (adjustable)

#300282 \$21.50



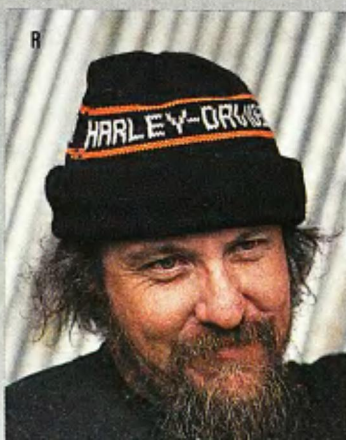
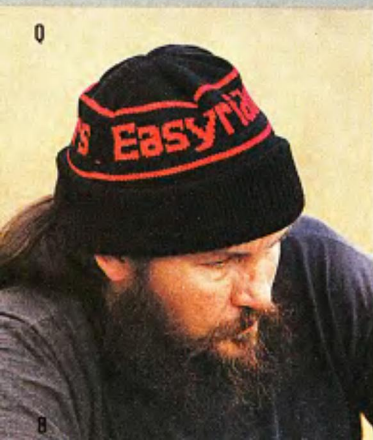
HATS



KNIT HATS keep your hair from becoming a knotted mess. They'll keep you warm, too! Custom made right here in the USA. \$7.25

Q. #300102

R. #230001



S. KNIT SCARF made six-feet long to wrap around your neck and down your shirt. Machine washable. #300101 \$15.95

T. & U. HARLEY NECK WARMERS are soft, warm and cut extra wide for comfort. \$8.50

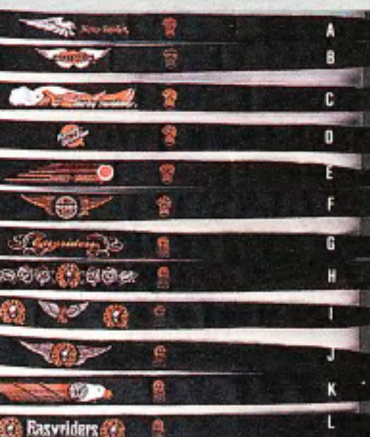
Red #300105 Black #300106

V. LEG WARMERS.

Put an end to frosty knees and chilled calves. Made in America and woven with extra heavy fibers. #300103 \$13.95

MADE IN THE U.S.A.





EASYRIDERS AND HARLEY-DAVIDSON HEADBANDS. \$3.95

- | | |
|------------|------------|
| A. #801012 | G. #801006 |
| B. #801011 | H. #801005 |
| C. #801010 | I. #801004 |
| D. #801009 | J. #801003 |
| E. #801008 | K. #801002 |
| F. #801007 | L. #801001 |



EASYRIDERS TUBE TOPS show your stuff in this stretch-to-accommodate style. New Style! \$7.95

- | | |
|---------|-------|
| #212012 | Black |
| #212013 | White |



BUN HUGGERS to cover those cute little cheeks. \$5.75



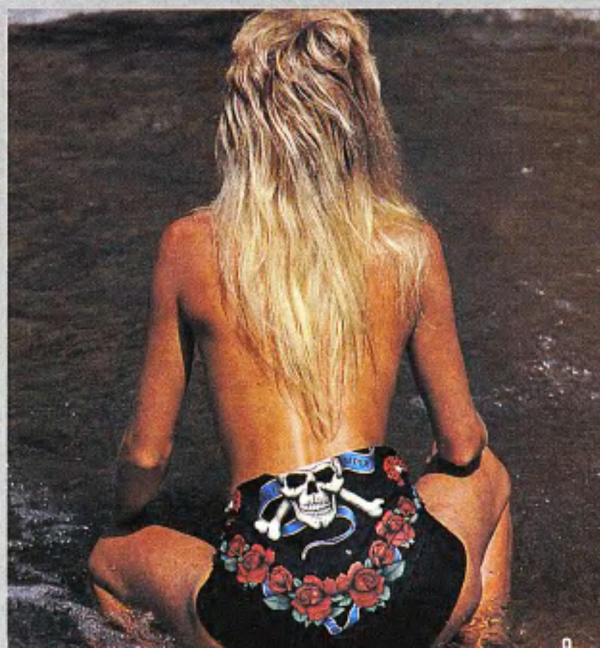
	SM	MD	LG
A. #803274	#803275	#803276	
B. #803257	#803258	#803259	
C. #803254	#803255	#803256	
D. #803264	#803265	#803266	
E. #803271	#803272	#803273	
F. #803261	#803262	#803263	
G. #803281	#803282	#803283	
H. #803241	#803242	#803243	



BANDANNAS are a full 27" x 26". Easy to wear as a headband, or your old lady can wear it any way she wants to. Made in the USA. \$4.95

- | | | |
|------------|------------|------------|
| I. #801130 | L. #801221 | O. #801041 |
| J. #801220 | M. #801040 | P. #801042 |
| K. #801210 | N. #801222 | Q. #801043 |

MADE IN THE U.S.A.



800-247-6246 Nat. 800-231-2669 Calif. CALL FOR THE LOCATION OF YOUR NEAREST DEALER

EASYRIDERS T-SHIRTS

T-SHIRTS (S-M-L-XL) \$8.95
JUMBO SIZES (XXL-XXXL) \$11.95

G32 Size Part No.
SM #800195
MD #800196
LG #800197
XL #800198
XXL #800199
XXXL #800200

D100 Size Part No.
SM #800061
MD #800062
LG #800063
XL #800064
XXL #800065
XXXL #800066

E59 Size Part No.
SM #800291
MD #800292
LG #800293
XL #800294
XXL #800295
XXXL #800296

E32 Size Part No.
SM #800021
MD #800022
LG #800023
XL #800024
XXL #800025
XXXL #800026

G39 Size Part No.
SM #800075
MD #800076
LG #800077
XL #800078
XXL #800079
XXXL #800080

E51 Size Part No.
SM #800041
MD #800042
LG #800043
XL #800044
XXL #800045
XXXL #800046

G40 Size Part No.
SM #800105
MD #800106
LG #800107
XL #800108
XXL #800109
XXXL #800110

E79 Size Part No.
SM #800241
MD #800242
LG #800243
XL #800244
XXL #800245
XXXL #800246

G34 Size Part No.
SM #800215
MD #800216
LG #800217
XL #800218
XXL #800219
XXXL #800220

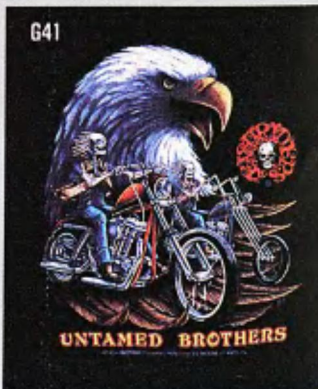
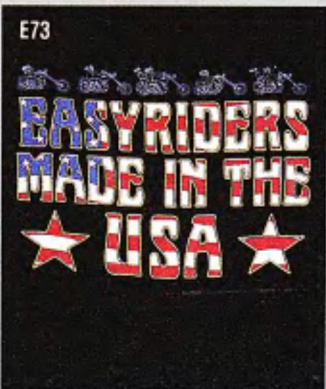
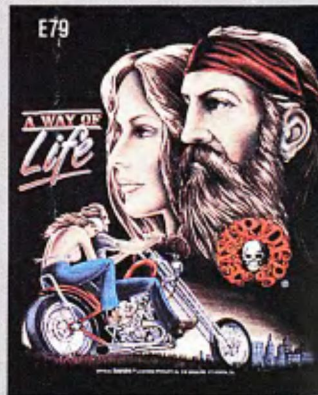
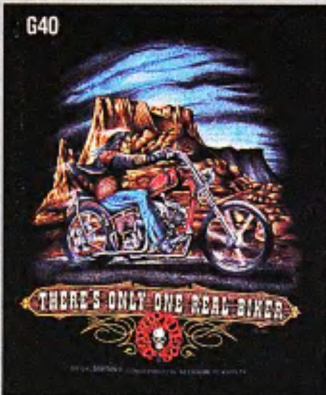
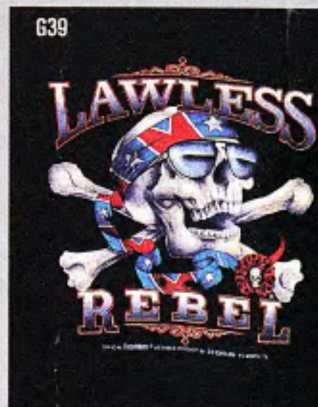
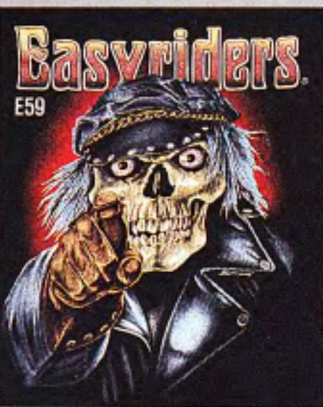
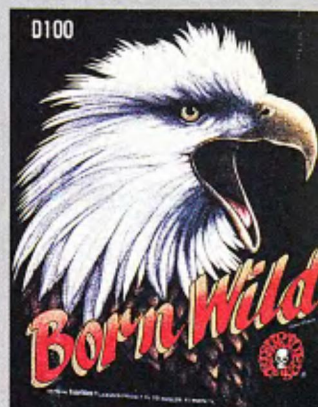
E73 Size Part No.
SM #800361
MD #800362
LG #800363
XL #800364
XXL #800365
XXXL #800366

G41 Size Part No.
SM #800205
MD #800206
LG #800207
XL #800208
XXL #800209
XXXL #800210

FLAME SHIRT

100% cotton — 100% cool
Features a pocket, long sleeves with
flame design. \$17.95

SM #203023 LG #203025
MD #203024 XL #203026



G38



E41

MADE IN THE U.S.A.



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T-SHIRTS (S-M-L-XL)
JUMBO SIZES (XXL-XXXL)

\$8.95
\$11.95

G38 Size Part No.
SM #800035
MD #800036
LG #800037
XL #800038
XXL #800039
XXXL #800040

E17 Size Part No.
SM #800121
MD #800122
LG #800123
XL #800124
XXL #800125
XXXL #800126

G33 Size Part No.
SM #800225
MD #800226
LG #800227
XL #800228
XXL #800229
XXXL #800230

G37 Size Part No.
SM #800235
MD #800236
LG #800237
XL #800238
XXL #800239
XXXL #800240

BABYDOLL SHIRTS Tank-style with cotton lace trim around the neck and arms. They run small. If you wear a small, order medium, etc. **\$8.95**

E41 Size Part No.
(Photo Above)
MD #804012
LG #804013
XL #804014

G45 Size Part No.
MD #804038
LG #804039
XL #804040

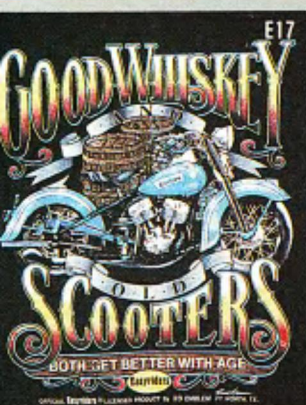
G42 Size Part No.
MD #804047
LG #804048
XL #804049

G44 Size Part No.
MD #804064
LG #804065
XL #804066

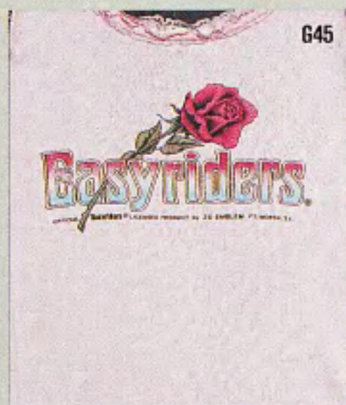
G43 Size Part No.
MD #804044
LG #804045
XL #804046

E12 Size Part No.
MD #804102
LG #804103
XL #804104

E36 Size Part No.
MD #804033
LG #804033
XL #804034



E17



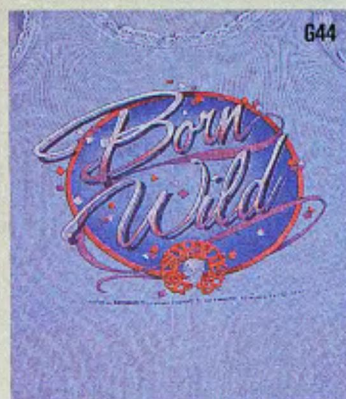
G45



G42



G33



G44



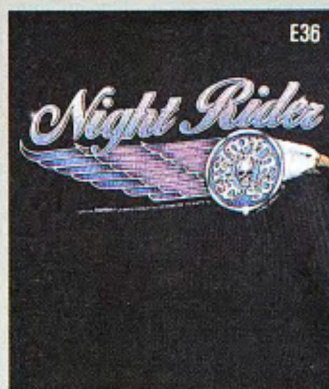
G43



G37



E12

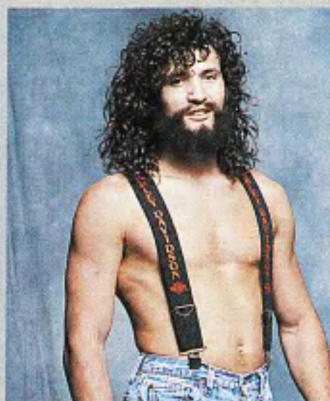


E36

HARLEY-DAVIDSON T-SHIRTS

SUSPENDERS Keep a hold on your pants with the most popular design in suspenders.

42" #290600 48" #290601 **\$9.95**



Harley-Davidson T-Shirts **\$8.95 each**

H44 SM #800185
MD #800186
LG #800187
XL #800188

J39 SM #800085
MD #800086
LG #800087
XL #800088

G13 SM #800027
MD #800028
LG #800029
XL #800030

G11 SM #800157
MD #800158
LG #800159
XL #800160

H39 SM #800345
MD #800346
LG #800347
XL #800348

H55 SM #800367
MD #800368
LG #800369
XL #800370

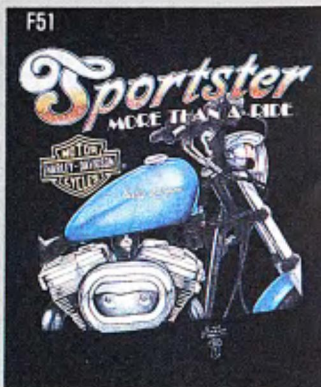
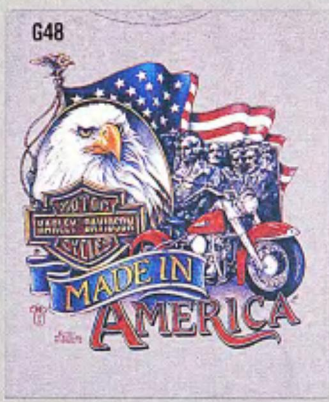
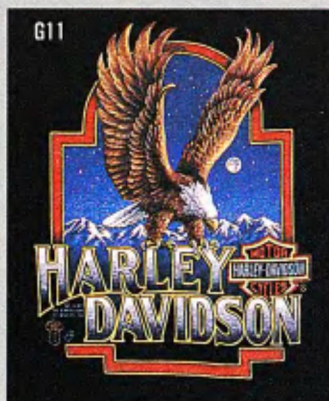
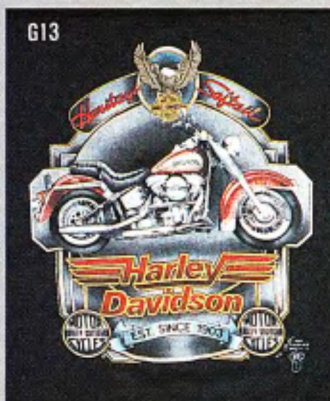
G48 SM #800047
MD #800048
LG #800049
XL #800050

F36 SM #800067
MD #800068
LG #800069
XL #800070

H28 SM #800377
MD #800378
LG #800379
XL #800380

H26 SM #800381
MD #800382
LG #800383
XL #800384

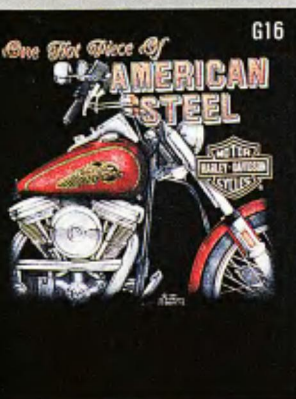
F51 SM #800167
MD #800168
LG #800169
XL #800170



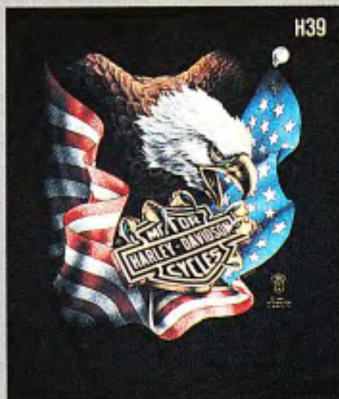


H39

G11



G16



H39



H51

800-247-6246 Nat.
800-231-2669 Calif.
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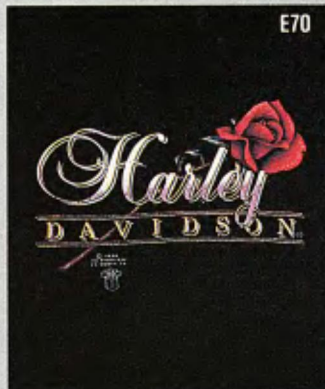
MADE IN THE U.S.A.



F58



G59



E70

G16 SM #800315
MD #800316
LG #800317
XL #800318

F58 SM #800257
MD #800258
LG #800259
XL #800260

E74 SM #800097
MD #800098
LG #800099
XL #800100

BABY DOLL
SHIRTS \$8.95 each

H39 MD #804050
LG #804051
XL #804052

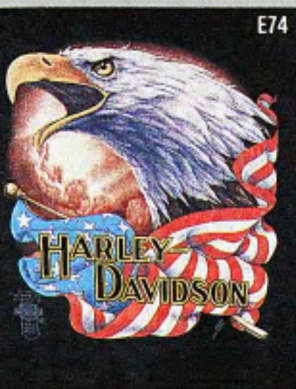
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LG #804054
XL #804055

G59 MD #804015
LG #804016
XL #804017

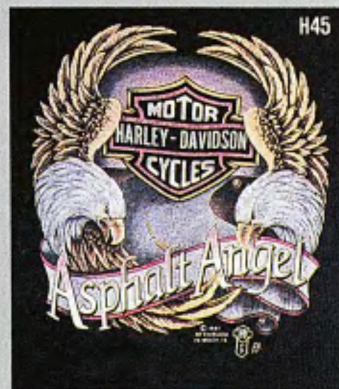
E70 MD #804018
LG #804019
XL #804020

H45 MD #804056
LG #804057
XL #804058

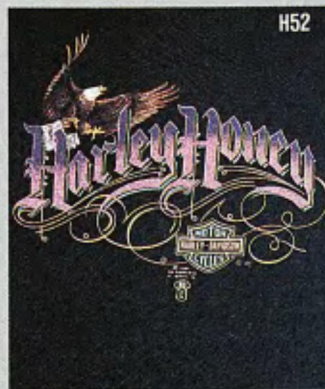
H52 MD #804067
LG #804068
XL #804069



E74



H45



H52

TATTOO

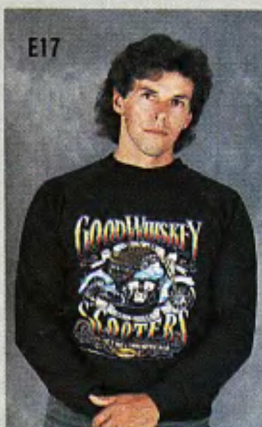
T-SHIRTS



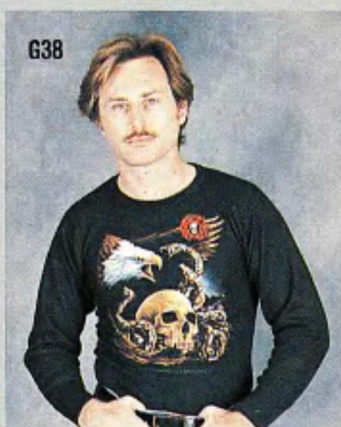
Tattoo Shirts — from Tattoo Magazine
100% Cotton — 100% Winner!



SWEATSHIRTS & THERMAL SHIRTS



E17



G38

MEN'S SWEATSHIRTS \$19.95

G38 SM #807035
MD #807036
LG #807037
XL #807038
E17 SM #807121
MD #807122
LG #807123
XL #807124

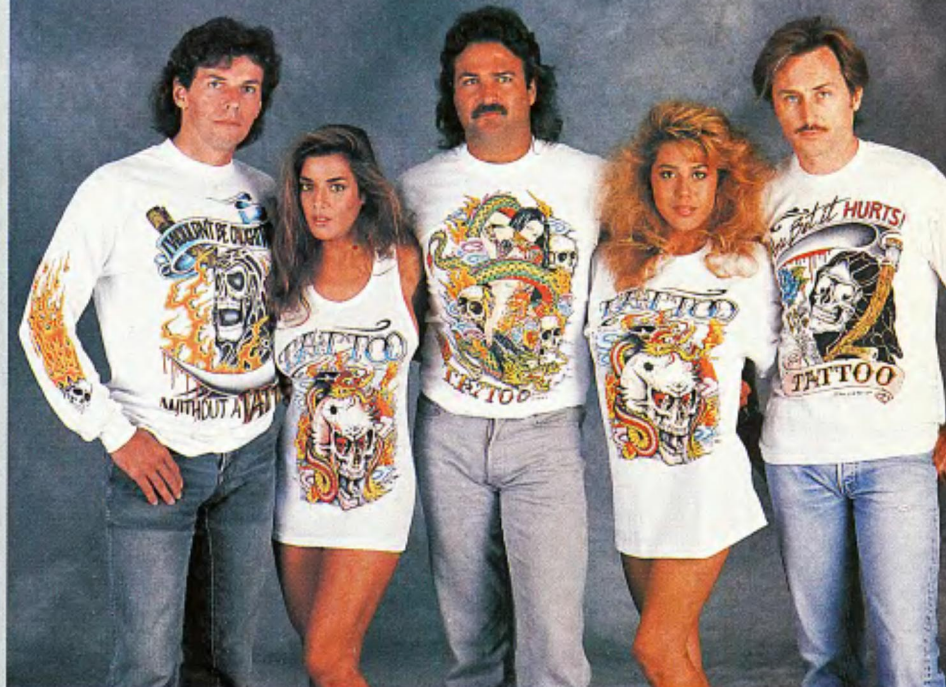
MEN'S THERMALS

G38 SM #806035
MD #806036
LG #806037
XL #806038
XXL #806039
XXXL #806040

SM-XL \$13.95
XXL-XXXL \$16.95

E17 SM #806121
MD #806122
LG #806123
XL #806124
XXL #806125
XXXL #806126

MADE IN THE U.S.A.



Four of the most incredible designs ever featured. Vivid six color reproductions of famous tattoo art.

		\$11.95 RIBBED TANK	\$11.95 T-SHIRT	\$18.95 LONG-SLEEVE
CAUGHT DEAD	MD	#206040	#202080	#208040
	LG	#206041	#202081	#208041
	XL	#206042	#202082	#208042
BET IT HURTS	MD	#206043	#202083	#208043
	LG	#206044	#202084	#208044
	XL	#206045	#202085	#208045
TATTOO	MD	#206046	#202086	#208046
	LG	#206047	#202087	#208047
	XL	#206048	#202088	#208048
DRAGON LADY	MD	#206049	#202089	#208049
	LG	#206050	#202090	#208050
	XL	#206051	#202091	#208051

LADIES' SWEATSHIRTS \$19.95

E82 (Rose) SM #809041
MD #809042
LG #809043
XL #809044
G42 (Skull) SM #809056
MD #809057
LG #809058
XL #809059





SCOOTER FOX TEDDY will drive men wild while you feel feminine and sexy. The teddy features snaps at the crotch, so it can be worn under your clothes by day and alone at night. **\$18.95**

BLACK	SM #810100	RED	SM #810103	WHITE	SM #810106
	MD #810101		MD #810104		MD #810107
	LG #810102		LG #810105		LG #810108



EASYRIDERS NIGHTSHIRT Made of soft 50/50 poly-cotton.
SM #810041 MD #810042 LG #810043 **\$13.95**

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KIDS' SHIRTS \$8.95
50/50 poly-cotton blend

G47	SM #805317 MD #805318 LG #805319
F46	SM #805314 MD #805315 LG #805316
H39	SM #805334 MD #805335 LG #805336

FRISBEE Keep the kids (young and old) busy with a toy that takes the Harley-Davidson name in the wind. #600406 **\$4.95**



HOODED NIGHTSHIRTS made for those cool nights. They are made extra long and big enough to fit almost everyone. Black-#810109 Pink-#810110 **\$24.95**



EASYRIDERS JEWELRY



EASYRIDERS JEWELRY Original designs and excellent craftsmanship make this line of jewelry unique.

- A. Open Skull Logo Necklace #310471 **\$18.95**
- B. Wing Logo Necklace #310472 **\$13.95**
- C. Snake & Skull Logo Necklace #310473 **\$19.95**

PINS

- D. Lg. Flag & Easyriders Logo Pin #310474 **\$6.00**
- E. Sm. Flag & Easyriders Logo Pin #310475 **\$4.50**
- F. Lg. Open Skull Logo Pin #310476 **\$6.00**
- G. Wing Logo Pin #310477 **\$4.50**
- H. Skull Logo Pin #300001 **\$4.00**
- I. Skull Pile Pin #310478 **\$6.50**
- J. Silver Skull Pin #310479 **\$3.50**
- K. Skull & Axe Pin #310480 **\$4.50**

KEY CHAIN

- L. Open Skull Logo Key Chain #310481 **\$4.95**
- M. Flag & Easyriders Logo Key Chain #310482 **\$4.95**

EARRINGS

- N. Skull Logo & Hanging Skulls #310483 **\$8.95**
- O. Skull Logo #310484 **\$7.95**
- P. Skull Logo & Hanging Skull/Crossbones #310485 **\$8.95**
- Q. Skull & Crossbones (studs) #310486 **\$4.95**
- R. Silver Skull (studs) #310487 **\$4.95**
- S. Skull Pile #310488 **\$7.95**
- T. Wing Logo Hanging #310489 **\$7.95**
- U. Wing Logo & Axe #310490 **\$7.95**
- V. Wing Logo (studs) #310491 **\$5.95**
- W. Flag & Easyriders Logo #310492 **\$7.95**

A SPECIAL KIND OF GIRL

She is like the night wind which cools my burning face.
At loving's heightened moment she glides with steady pace.
In her trancelike movements for all the world to see,
She leaves at home the boy, brings out the man in me.
Not one that's known as quiet while humming passions purr,
But these songs I cherish, as a beauty, part of her.
No artist could e'er paint her and capture what I feel,
For many of her virtues inside she does conceal.
We travel well together in both high and low.
Not needing second glances, our secrets we both know.
There's comfort in our trusting, without a fear or doubt.
If sad times come down on me, she casts the demons out.
When I am upon her I glow with lustful pride.
I call my baby, Harley, for she gives a hell of a ride.

—W.R. Franck







HARLEY-DAVIDSON JEWELRY



MADE IN THE U.S.A.

HARLEY-DAVIDSON JEWELRY Brass with rhodium plating — Made in the USA. This jewelry will give you years of great style and wear.

MEN'S RINGS \$10.95

SIZES	8	9	10	11	12	13
A.	#310386	#310387	#310388	#310389	#310390	#310391
B.	#310392	#310393	#310394	#310395	#310396	#310397
C.	#310398	#310399	#310400	#310401	#310402	#310403
D.	#310404	#310405	#310406	#310407	#310408	#310409
E.	#310410	#310411	#310412	#310413	#310414	#310415
F.	#310416	#310417	#310418	#310419	#310420	#310421
G.	#310422	#310423	#310424	#310425	#310426	#310427
H.	#310428	#310429	#310430	#310431	#310432	#310433

LADIES RINGS \$9.95

SIZES	5	6	7	8	9	10
I.	#310434	#310435	#310436	#310437	#310438	#310439
J.	#310440	#310441	#310442	#310443	#310444	#310445
K.	#310446	#310447	#310448	#310449	#310450	#310451
L.	#310452	#310453	#310454	#310455	#310456	#310457

EARRINGS \$6.95

M.	#310458	Q.	#310462	U.	#310466	Y.	#310470
N.	#310459	R.	#310463	V.	#310467		
O.	#310460	S.	#310464	W.	#310468		
P.	#310461	T.	#310465	X.	#310469		



BELTS

MENS' BELTS Hold on to your pants with a great Harley-Davidson belt. Most men's belts feature snap-style buckles. One ladies' style is extra long so it can be tied (as shown in photo) while the other hugs your waist with pure Harley-style.

MEN'S RIDING BELT \$25.50

- A. 32" #290310
36" #290311
40" #290312
44" #290313

MEN'S SIDEWINGS \$14.95

- B. 32" #290314
36" #290315
40" #290316
44" #290317

MEN'S H-D WINGS \$16.25

- C. 32" #290318
36" #290319
40" #290320
44" #290321

MEN'S H-D CHAIN AND WINGS \$16.25

- D. 32" #290322
36" #290323
40" #290324
44" #290325

MEN'S H-D PYTHON RANGER \$23.50

- E. 32" #290326
36" #290327
40" #290328
44" #290329

MEN'S H-D CONCHO \$38.95

- F. 32" #290330
36" #290331
40" #290332
44" #290333

LADIES' BELTS

LADIES' H-D CONCHO RANGER \$25.95

- G. 26" #290302
28" #290303
30" #290304
32" #290305

LADIES' H-D WRAP CONCHO \$29.95

- H. 26" #290306
28" #290307
30" #290308
32" #290309



BUCKLES These classic Harley-Davidson and Easyriders licensed designs are brought to you in natural brass and nickel plate finish.

- I. Easyriders Skull \$19.95 #290002
J. Bronze H-D Wing \$8.95 #290201

- K. Easyriders Corner Skulls \$19.95 #290215
L. Easyriders And Flag \$19.95 #290216
M. Skull Pile \$19.95 #290217



A. Snuff Case #700013
\$15.95



B. Concho Pouch With Key Hook #216509
\$16.95



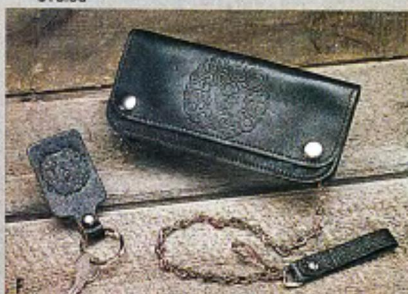
C. Knife And Mag Lite Case (Case only) #290062
\$18.95



D. Cigarette Case #15.95



E. Small Skull Wallet #700010
\$18.95



F. Large Skull Wallet #700011
\$23.95

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G. Mag Lite Case #290061
\$9.95



Mini Mag Lite #290060
\$17.95

H. Fringe Purse #216514
\$52.00

I. Canteen Purse #216515
\$37.75

J. Hobo Handbag #216516
\$59.95

K. Biker Waist Pouch #216517
\$26.00

L. H-D WING W/CHAIN 7 3/4" #216518
\$13.95

M. H-D WING 3 POCKET RIVET W/ CHAIN #216519
\$10.95

N. H-D SHIELD BIKER W/CHAIN 6" #216520
\$11.95

O. H-D SCRIPT 4 POCKET TRIFOLD W/ CHAIN #216521
\$10.50

P. H-D SCRIPT KEY CHAIN #216522
\$1.50

Q. H-D SHIELD FRINGE KEY CHAIN #216523
\$3.95

R. H-D BIC LIGHTER CASE - KEY CHAIN #216524
\$3.25

S. H-D EAGLE KNIFE HOLDER #216525
\$8.50

T. H-D EAGLE CIG CASE - LIGHTER HOLDER #216526
\$4.50



MADE IN THE U.S.A.

A Decade of Easyridin' on Video

- Daytona
- Sturgis
- Bowling Green
- A Visit with Spider
- Boozefighters Interview
- Meet David Mann
- Easyriders Rodeos
- Off-the-Wall Humor
- Great Scoots
- Lotsa Harley Honeys
- And Much More!

Music by

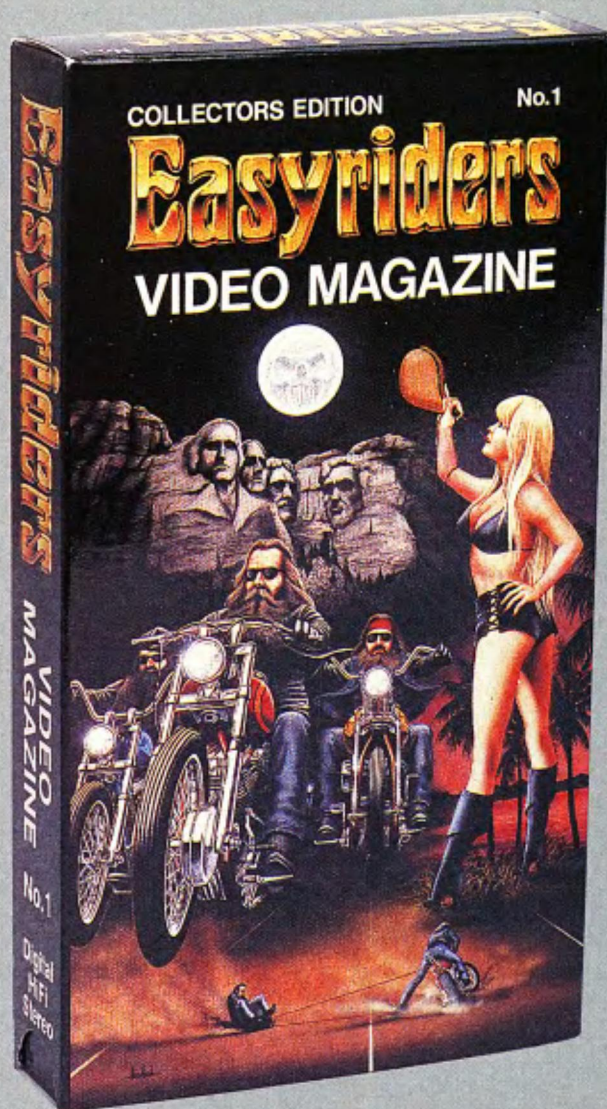
- The Doors
- David Allan Coe
- Top Jimmy
- Bill Van Dyke

Available on VHS Only

50 minutes of rip-roarin' action and side-splittin' laughs, set to great tunes on the highest quality video and sound possible. Don't miss this chance to relive the greatest decade in Harley-Davidson history with the low-life staff of **Easyriders**.

EASYSRIDERS VIDEO MAGAZINE #1 #600012 \$29.95

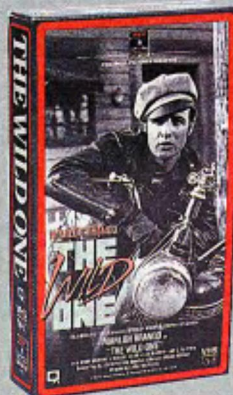
Contains strong language and nudity



WILD ONE

Ya gotta have this classic for your collection — it's "hoakey" but it's part of our history — like it or not.

Lee Marvin plays Wino Willy. Based on events in Hollister 1947



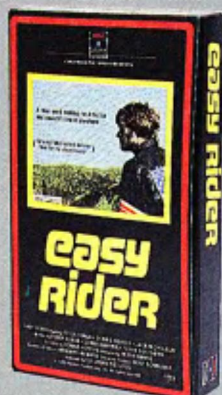
(New low price, was \$29.95)

WILD ONE "Movie" — #600014 **\$19.95**

EASY RIDER

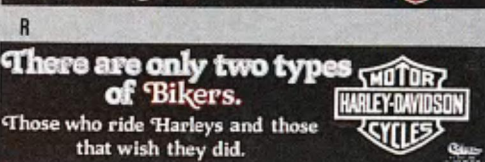
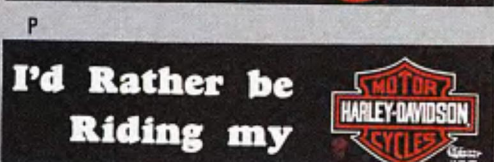
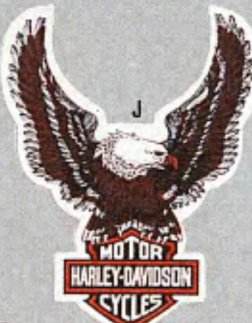
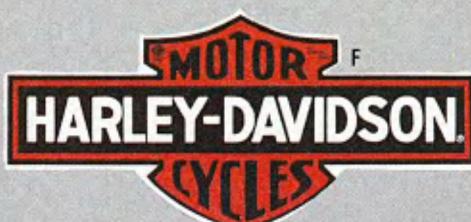
New "Stereo" Version

First time in Hi-Fi stereo through a special arrangement with RCA/Columbia and **Easyriders**. Blast it through your stereo — play it loud!



(New low price, was \$29.95)

EASY RIDER "Movie" — #600013 **\$19.95**



DECALS



BUMPER STICKERS

DECALS a collection of top-quality decals, officially licensed by Easyriders and Harley-Davidson, using the brightest of colors. Made in the USA.

A. FXR EAGLE - 7" x 16"	#150102	\$6.00
B. WING - 5 1/2" x 18"	#150104	\$5.00
C. WING PAIRS - 4" x 10"	#150103	\$9.50
D. OAKLEAF - MD 4" x 6"	#150144	\$2.00
E. OAKLEAF - SM 2 1/4" x 3 1/4"	#150145	\$1.00
F. H-D LOGO - 5 1/2" x 12"	#150106	\$4.00
G. H-D - 10" x 2 1/4"	#150151	\$3.00

H. GOLD WING XS - 4" x 1 1/2"	#150140	\$1.00
I. GOLD WING MD - 12" x 4"	#150138	\$3.00
J. EAGLE - 10" x 2 3/4"	#150108	\$3.00
K. H-D NAME MD - 10" x 3 1/4"	#150141	\$3.00
L. H-D NAME SM - 6 1/2" x 2 1/4"	#150142	\$2.00
M. H-D NAME XS - 3 1/4" x 1 1/4"	#150143	\$1.00
N. LOGO (Pkg. 3)	#150101	\$1.50

BUMPER STICKERS 11 1/2" x 3"	\$1.00
O. I DON'T JUST OWN THIS	#150117
P. I'D RATHER BE RIDING	#150119
Q. DON'T CALL 'EM BIKERS	#150121
R. THERE ARE ONLY TWO TYPES	#150124
S. IF I HAVE TO EXPLAIN	#150123

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PATCHES

PATCHES The most popular patches by Harley-Davidson and Easyriders. Embroidered in the brightest colors and made to last.

- A. H-D EAGLE - (Large) 10" x 14" #180083 **\$37.50**
- B. H-D EAGLE - (Medium) 8" x 10" #180082 **\$16.50**
- C. H-D EAGLE - (Small) 3 3/4" x 5" #180081 **\$5.90**
- D. H-D MINI WING (Silver) - 3 3/4" x 1 1/4" #180071 **\$1.20**
- E. H-D MONSTER WING (Silver) - 16 3/4" x 4 1/2" #180074 **\$13.20**
- F. H-D SUPER WING (Silver) - 12 1/2" x 3 1/2" #180073 **\$8.20**
- G. H-D MAPLE LEAF - 6" x 9" #180013 **\$7.60**
- H. H-D MAPLE LEAF - 2" x 3" #180011 **\$1.40**
- I. H-D MAPLE LEAF - 3 1/2" x 5 1/2" #180012 **\$4.50**

- J. H-D BROKEN WING - 15" x 5" #180004 **\$12.95**
- K. H-D BROKEN WING - 9" x 3" #180003 **\$5.30**
- L. H-D BROKEN WING - 4" x 1 1/2" #180001 **\$1.10**
- M. H-D WINGS (Silver) - 3" x 5" #180085 **\$3.10**
- N. H-D MOTORCYCLES W/EAGLE & WING - 8" x 3 3/4" #180018 **\$28.80**
- O. DAVE MANN WING - 4" x 3" #180201 **\$7.00**
- P. H-D MOTORCYCLES W/FLAMES - 3 1/2" x 3" #180017 **\$2.30**
- Q. H-D MOTORCYCLES - 8" x 4" #180006 **\$4.70**

- R. H-D MOTORCYCLES - 4" x 1 1/2" #180005 **\$1.60**
- S. H-D EAGLE SCROLL - 4 1/2" x 2" #180098 **\$1.70**
- T. EASYRIDERS LOGO - 3" Round #180101 **\$3.50**
- U. H-D MOTORCYCLES SHIELD - 4" x 3" #180016 **\$1.50**
- V. HARLEY-DAVIDSON #1 - 2 3/4" x 4" #180095 **\$3.10**
- W. HARLEY-DAVIDSON #1 (Small) - 2" x 2 1/2" #180094 **\$1.50**
- X. I'M A H-D KID - 3 1/4" x 2" #180022 **\$7.70**
- Y. H-D HONEY - 3" x 2" #180021 **\$7.70**
- Z. H-D IN CIRCLE - 3" x 2" #180019 **\$1.10**

MADE IN THE U.S.A.





A. BOTA BAG This vinyl-covered 50 oz. bota with sanitary latex lining and secure screw on/off cap is perfect for camping or putting across the country. Styled with shoulder strap for carrying, and our **Easyriders** logo to tell 'em where you're from.
#600403 \$12.95

B. EASYRIDERS SHOT GLASS Just what the biker ordered. This one holds three shots and doubles as an "on the rocks" glass.
#600301 \$5.50

C. EASYRIDERS MUG packs a pint. This commercial quality glass, with a classic **Easyriders** logo on it, can be filled with any

of your favorite drinks.
#600201 \$8.50 (4 for \$29.95)

D. HARLEY OIL MUG is a heavy glass tankard that takes a full 16 ounces and features a reproduction of an antique Harley oil can label.
#500001 \$8.50 (4 for \$29.95)

E. INDIAN OIL MUG holds a full 16 ounces and features the famous Indian Motorcycle Oil label.
#600204 \$8.50 (4 for \$29.95)

F. HARLEY SHIELD ASH TRAY made of fine ceramic with a burn proof Harley-Davidson logo that will look great wherever you put it.
#600006 \$4.95

G. HARLEY SHIELD COFFEE MUG holds 13 ounces of fresh-brewed java.
#600102 \$5.95 (4 for \$19.95)

H. EASYRIDERS COFFEE MUG is custom made of restaurant-grade china and holds 12 ounces.
#600101 \$6.95 (4 for \$23.95)

I. HARLEY V-TWIN COFFEE MUG holds 13 ounces of fresh-brewed java.
#600205 \$5.95 (4 for \$19.95)

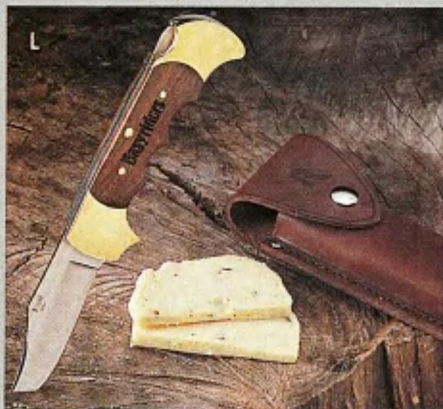
J. BLACK HARLEY SHIELD CAN COOLER keeps your can or bottle colder longer and lets others know which drink is yours.
#600404 \$4.99



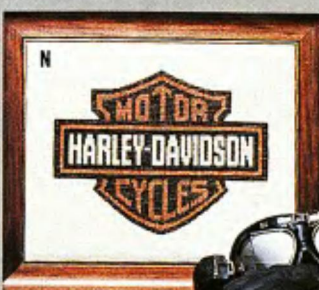
K. HARLEY KNIFE is good looking and functional with seven features. Durable blade engraved with the Harley-Davidson name.
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L. EASYRIDERS APACHE FOLDER KNIFE This Rigid knife is made in America, has a surgical stainless steel blade 3 3/4" long and has the **Easyriders** name laser engraved. Included is manufacturer's lifetime warranty and our all-leather sheath.
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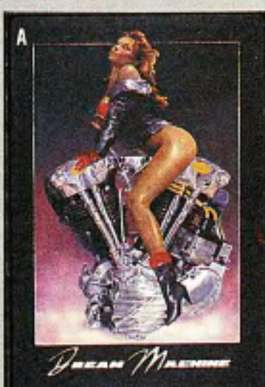
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HARLEY-DAVIDSON COUNTED CROSS STITCH KITS
Finished design area 5 1/2" x 7 1/2". Kit includes: Premium 100% cotton 14-pound AIDA cloth, highest quality 100% cotton embroidery floss, one tapestry needle and complete design graph and instructions.

M. HARLEY EAGLE #082352 \$21.95

N. BAR & SHIELD #082350 \$19.95



Great New Posters to decorate your walls. \$6.00



A. #082002
B. #082003
C. #082004



D. LOWBOY POSTER A re-reported and hopped-up '84 Evolution engine—that's Doc Dufour's "Lowboy," one man's vision of an American dream machine. An all-time classic. #082001 \$7.00

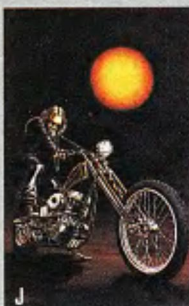
DAVID MANN POSTERS are printed in beautiful color on heavy art stock. Posters are approximately 22" x 30" and suitable for framing. \$6.00 each (4 for \$18.00)

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| F. SUNSET BLVD. | #081014 |
| G. GHOSTRIDER | #081016 |
| H. PRISON RELEASE | #081015 |
| I. MEMORIAL DAY RUN | #081017 |
| J. GOING HOME | #081019 |

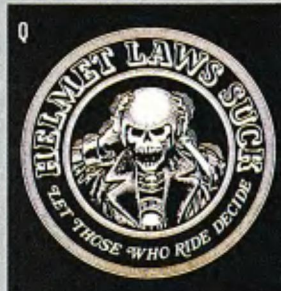
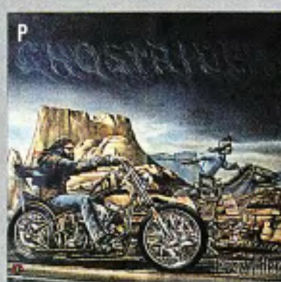
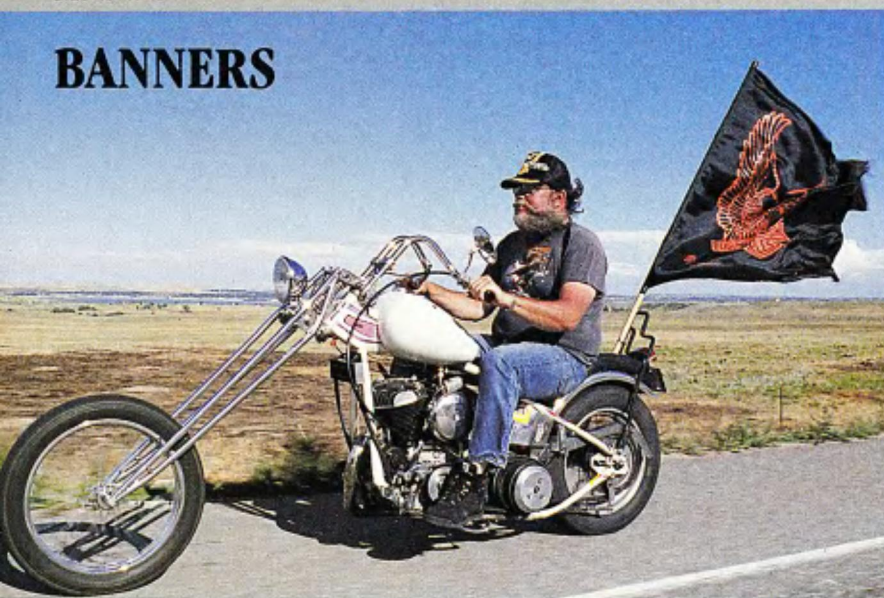
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BANNERS



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| O. HARLEY WINGS UP | #082010 | \$ 9.95 |

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| P. GHOSTRIDER | #082014 | \$15.95 |
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A

A. PILLOWCASE You can ride till you're weary and ready to drop. This pillowcase will help you count Harleys instead of sheep. Made in the USA. #400000 \$8.95 (2 for \$11.95)

STUFF

THROW PILLOWS to decorate any biker's pad! Covered with 100% acetate for smooth comfort.

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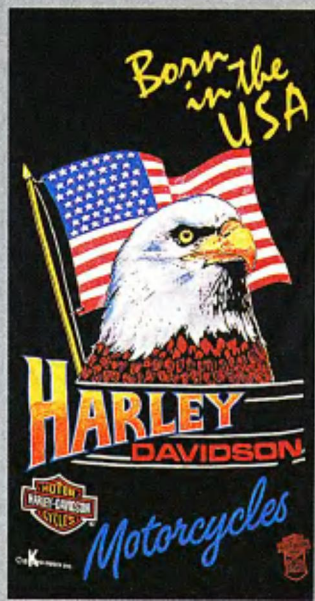
EASYRIDERS or HARLEY-DAVIDSON CLOCK All clocks are battery powered (batteries not included). We have added a thermometer to the collection so you won't miss those great Harley riding days.

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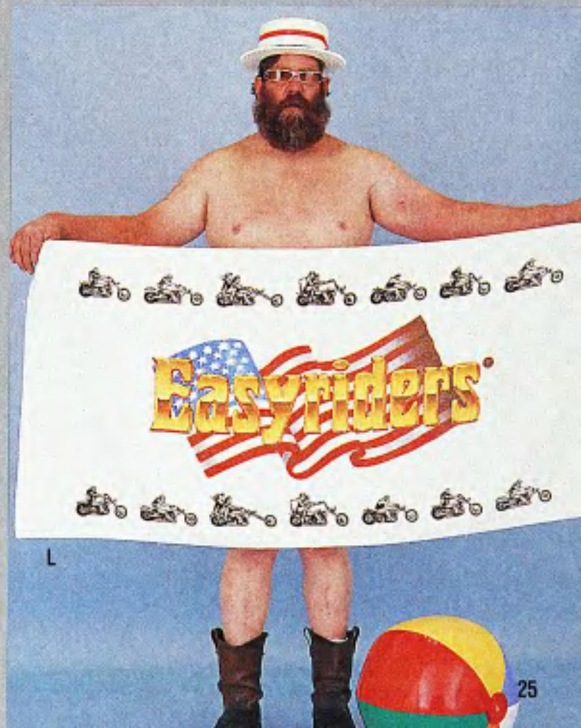


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PONY EXPRESS SADDLEBAGS



FXRS CROSS-COUNTRY BAG



OVAL SADDLEBAGS



SLANT SADDLEBAGS



EASYRIDERS TOTE BAG



ALL-LEATHER HARLEY BARREL BAG

PONY EXPRESS SADDLEBAGS (5½"x13"x12" deep) Designed after the old Western Pony Express bags. Feature weather flaps, a map pocket, and chrome skull conchos. #700006 \$204.95

FXRS CROSS-COUNTRY BAG (5½"x15"x10" deep) This bag is made for the FXRS and has holes for the turn signals, plus straps to hold extras. Features double-thick back to help hold the shape. #700015 \$274.95

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SADDLEBAG SPECIAL FEATURES

- 1) **SOLID PLASTIC STYRENE STIFFENER** installed to help the bag hold its shape — full or empty. Now large and heavy objects will not affect the shape of the bag.
- 2) **EXTRA SYNTHETIC LEATHER BACKING** resists heat, oil, and water — minimizes shrinkage.
- 3) **ROLLER BUCKLES** adds extra life to the straps.

MADE IN THE U.S.A.

EASYRIDERS TOTE BAG is the perfect bag to tote things around in. Made of canvas with a nylon zipper and the Easyriders skull logo to make it presentable. #300200 \$8.50

ALL-LEATHER HARLEY BARREL BAG can be taken on the bike or to the airport. Includes a leather strap that can be easily removed. #290070 \$59.95





100% AMERICAN LEATHER POUCHES for tools, chains, and that heavier stuff. Made of $\frac{1}{8}$ " thick leather with extra strong rivets in high stress areas.

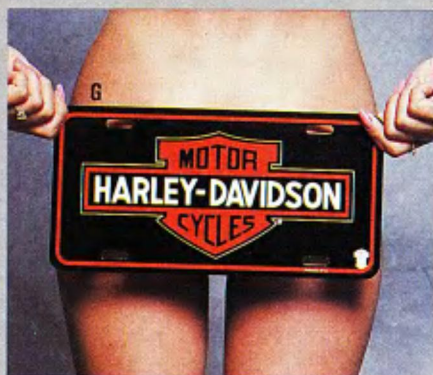
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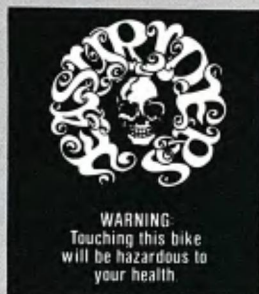
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K



L



BIKE COVER Here's the answer to keep the dust, cat tracks, and bird messages off your bike. Won't trap chrome-rotting moisture and tells all would-be thieves to stay away! Fits all Hogs except those with fairings or scooter boots. **\$62.00**

- K. MAKE MY DAY COVER #700000
 L. WARNING: COVER #700099



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EZ-LOAD[®]

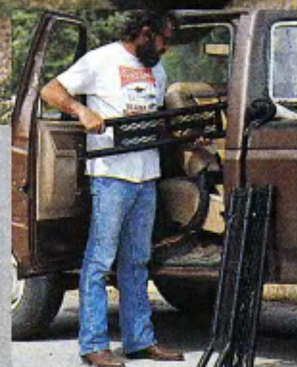
WHEN YOU HANDLE THE FINEST, USE THE BEST



EZ-LOAD RAMP We've created a three-piece ramp made of the best U.S. tubing and steel and strong enough to load any dresser. It's made to fit between the frame rails to keep the bike from high-centering — 8' long with a 20" bend to fit flush on the tailgate, cleats to keep it from slipping, safety clips to keep it together, round rail guides for tires, and expanded metal floor for traction. Can be stored behind your truck's seat. #280200 \$99.95

"STRAP 'EM DOWN"

TIEDOWNS Keep that bike snugged down tightly when trucking or trailering with our extra-heavy-duty, aircraft-type tiedowns. A full one-inch-wide nylon strap. These quality tiedowns feature padded hooks and tough built-to-last, quick-release buckles. #280103 \$14.95 pr.



EZ-LIFT[®]

THE NEW ADJUSTABLE EZ-LIFT

Exciting new features for state-of-the-art reliability and versatility.

NEW EXTRAS *ADJUSTABLE

3-Way adjustability for different bikes: Softtail/swingarm/rigid (see example).

POWDER PAINTED

Electronically bonded paint — aircraft grade — chip-resistant and durable.



*TELESCOPIC ARM

More compact design with new telescoping handle. Complete unit now folds into one easy-to-store piece.

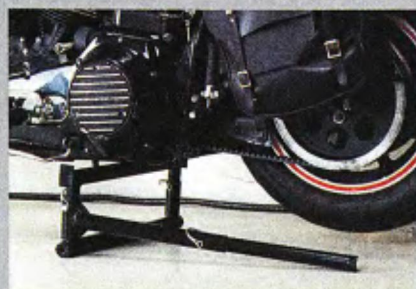
*REVERSIBLE

This newly modified model allows the user to lift from either side. Handle can be positioned to the front or rear to accommodate any accessories.

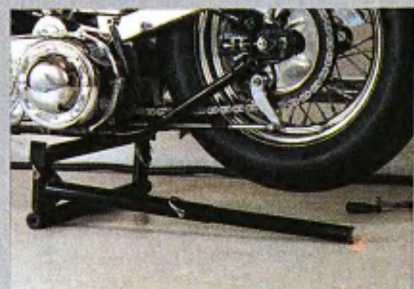
#280104
\$69.95



SOFTAIL
(high position)



SWINGARM
(middle position)



RIGID
(low position)

DUO-LIFT



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**EXTRA
LIFT-BAR**

DUO-LIFT Made of the finest American-made tubing and steel, this lift is a real labor-saver. It simultaneously gets both wheels, front and rear, off the ground. The Duo-Lift enables you to easily get the entire bike in the air in seconds without a drop of sweat, and it makes working on your bike a snap. It's perfect for winter storage, with the locking pin and safety cleats, which prevent the bike from being pushed off the side of the lift, and it will stand forever!

#280101 \$99.95

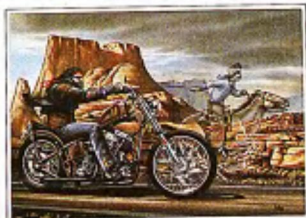
EXTRA LIFT BAR Spin both wheels for easy cleaning. You can reach almost any part of the bike you need to — yer ol' lady will love it! Here are just a couple of the Duo-Lift's exclusive features: It works on all Harleys (rigid, swingarms, Softails, etc.) with standard front ends; for bikes with more than 5½ inches of ground clearance (some models of Softails, Sportsters, and any bike with an extended front end require the use of an extra lifting bar for additional front end ground clearance).

#280102 \$15.00

**MADE IN
THE U.S.A.**

50 Magnificent Works of Motorcycle Art from Easyriders

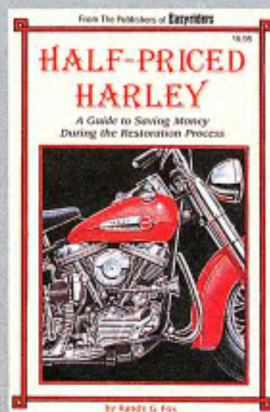
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A collection of DAVID MANN centerpieces representing Biker Folklore for over twenty years.

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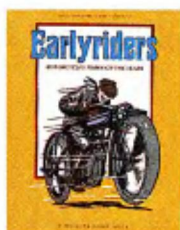
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Over 300 photos of righteous biker women from all over the world. Feast your eyes on these boobs and buns.

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A nostalgic look back at the days of iron men with iron kidneys.

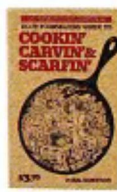
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EASYRIDERS SPECIAL

Anniv. #3 — 164 pages of the best bikes, broads, features, and fiction from the early days of the world's #1 biker rag.

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Over 220 biker-tested recipes for everything from cow nut to raisin pie. Lavishly illustrated by Hal Robinson.

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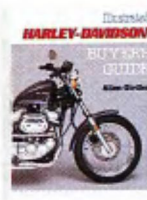
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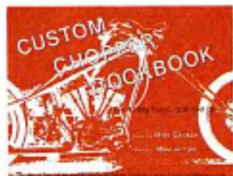
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SPECIAL TOOLS FOR H-Ds

Facts on all special tools needed, or recommended, for working on V-Twins. Where to get 'em and how to use 'em.

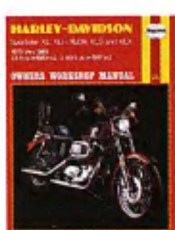
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1970-1985
53.9 cu.in. (883 cc)
60.9 (997)

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BIG TWIN

1970-1983
74 cu.in. (1200 cc)
80 cu.in. (1340)

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One set \$ 6.50

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C. #110305

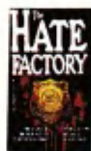
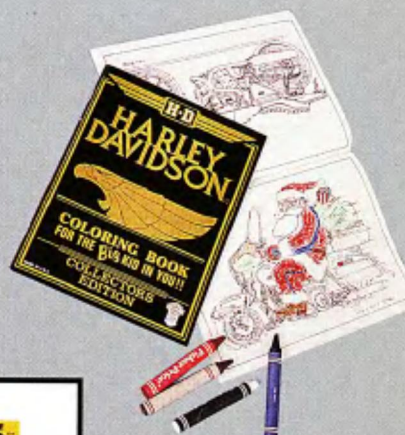
D. #110306

E. #110301

#110302 All Occasion (blank inside)

F. #110307

Each Christmas card has a different greeting inside.



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A true, eyewitness account of the New Mexico penitentiary riot that left 33 men dead. A must read — for those who care about our bros locked down in prison.

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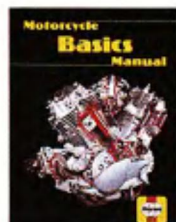
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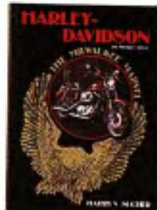
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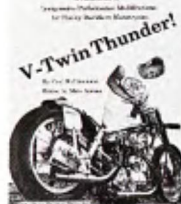
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Speed costs money, right? Wrong! It's cheap with the dozens of do-it-yourself H-D hop-up mods in this book.

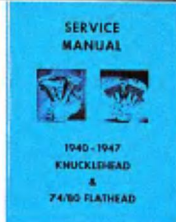
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Official Harley dealer's catalog of 61" and 74" OHV model parts for 1949-1957. Includes '51 to '57 Servi-cars and '46 to '52 W.L.s.

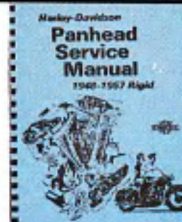
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H-D 45' SERVI-CAR

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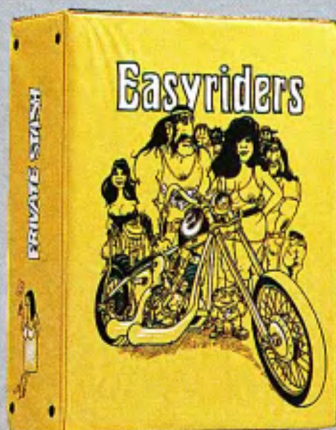
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Crazy Bear Svensen

and the World's Best Tight End

by Bruce Bethke

I've worked out this technique for Christmas shopping. I don't wash or comb my hair or beard for a week, and then, on the last Saturday before the holiday, I haul out my rattiest black leather jacket (the one with my old club colors on the back), work up a good, insane glint in my eyes, and storm into the malls, looking like some sort of deranged 6'4" Swedish-American Viking biker.

You'd be amazed at how easy it is to get through crowds when you do that.

You'd also be amazed to learn that the reason my friends call me "Bear" is because it's short for "Teddy Bear," a nickname I got by being the only defensive tackle ever kicked off the St. Paul High School football team for refusing to mangle running backs.

Some guys play Santa Claus at Christmas time. I play Bear, the Crazy Biker. Three Christmases ago, though, my tried-and-true shopping technique let me down, leaving me stranded in the middle of a vicious school of holiday-frenzied consumers at the Barclay department store perfume counter.

I'd been having trouble with my insane glint all that afternoon. Mom was expecting me over for dinner that evening, and I'd been looking forward to hearing the same old crap — about my being almost 30 and still working in a motorcycle shop — with the kind of enthusiasm most people feel for root-canal work.

By the time I realized I was stuck in the crowd, I was seriously thinking

about running away to Nicaragua instead. Then, just as I thought of an even easier way out (lying down on the floor and letting myself get trampled to death), a high, clear voice called out: "Bear, is it really you?"

It took a lot of looking to spot her standing behind the cash register. Even in heels, she was only a shade over five feet tall, but I knew who she was as soon as I saw her. The smoky, sultry

*I wish I could say that
Rosie was my old
high school
sweetheart. Truth
was, she was the
whole varsity squad's
sweetheart.*

eyes and the petite but intensely sexy body she'd inherited from her Chicano mother, the pale complexion and flaming red hair she'd gotten from her Irish father — they could only have belonged to one woman.

"Rosita Erin Murphy!" I shouted.

"Bear, it is you!" she squealed and came running out from behind that perfume counter, slipping through the crowd like a good tight end and slamming into me with a hug that made my ribs ache. I hugged her right back. It'd been 10 years since I'd had my arms

around her, and it felt terrific just to hold her again.

I wish I could say that Rosie was my old high school sweetheart. Truth was, she was the whole varsity squad's sweetheart. She broke up with a half-back to go with me, she broke up with me to date a linebacker, after the linebacker she landed the first-string quarterback . . . there'd even been rumors she'd done the whole team, including the kickoff-return squad, one night during the state tournament, but I never believed them. And anyway, I didn't care — after 10 years, she looked better than ever.

We were just finishing our refresher hugs when some severe old broad with a sour mouth and a supervisor's nametag walked up next to us and loudly cleared her throat. "I'd better get back to work," Rosie said. "Are you in the phone book, Bear?" I nodded and she said, "Great! I'm working a crazy schedule this week, but I promise I'll call as soon as I have a night free, okay?" I nodded again, but before I could say a word, she stood on her tiptoes, gave me a quick kiss, and scurried back behind the sales counter.

Smiling a huge, idiotic grin, forgetting all about the perfume I'd planned to buy, I wandered out of the store and headed home.

Dinner at Mom's was every bit as rotten as I'd expected. She'd decided to surprise me and not warn me that my little brother had flown in from Atlanta with his \$60-thou-a-year MBA attitude and his *Better Homes and Gardens* wife.

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Crazy Bear Svensen

By the time I escaped, I was feeling like a complete jerk for going there in the first place; for letting my mother, brother, and sister-in-law take turns ragging on me in the second place; and in the third place, with an extra gold star for stupidity, for not getting Rosie's phone number earlier.

The phone was ringing off the hook when I got back to my apartment. My little Chicano-Irish sweetheart had Christmas Day free and wanted to make a date.

I went to bed believing in Santa Claus again.

★ ★ ★

I should have known something was wrong when I stopped by her place to pick her up. She was living in one of those trendy downtown warehouse conversions: new furniture, real art on the walls, a \$3,000 Bang & Olufsen stereo, a kitchen that looked like it'd never heard of Hamburger Helper or macaroni-and-cheese dinners. The girl had developed expensive tastes.

Rosie was still getting ready, so her roommate, Sandra, let me in. Even if you put Fidel Castro and Jerry Falwell under one roof, you wouldn't come up with two more opposite roommates. Rosie was a tiny, sexy, Latina fireball; Sandra was a tall, pale, Nordic madonna with long legs, wide hips, full breasts, and long blonde hair the color of corn silk. She wouldn't have made the second round in a beauty contest with Rosie, but she was good-looking in a wholesome way.

We talked while I waited. She turned out to be a sweet kid with a good sense of humor, but she seemed embarrassed about being Rosie's roommate. She also seemed sad, in a strange sort of way. I wrote it off as the standard depression we Northern European types fall into in the winter.

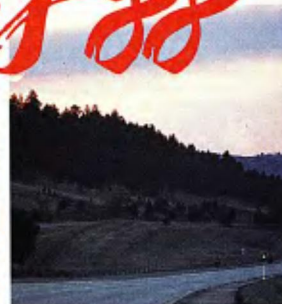
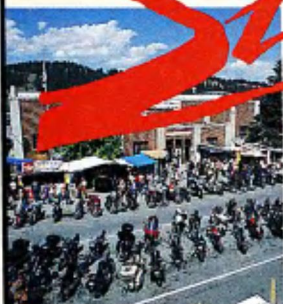
When Rosie finally came out, it was worth every second of waiting. She'd used her Barclay's employee discount to good advantage and was pure class and style every inch of the way, from the cut of her hair to the tips of her spiked heels. I mean, the woman looked awesome.

Which left me in a helluva dilemma: I didn't know where to take her. At least I'd had enough smarts to leave my pickup truck home and borrow a friend's Pontiac. (I may be crazy, but even I know better than to ride my Harley in Minnesota in December.)

IN THE WIND

PRESENTS

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Luckily, she had her own idea of where we were going. "I've had a rotten day," she said. "Bear, let's just take a nice, long drive in the country." I agreed instantly.

By the time we got to the freeway, we'd decided to drive to Hudson, a little town just over the river in Wisconsin.

she'd had enough of quiet snuggling and started softly kissing me. Keeping one eye on the road, I returned the favor. This led to earlobe nibbling, and about the time she started seriously using her tongue on my ear, her hand slid down to my crotch and found the hardness there.

she said at last, as we stood watching the moonlight sparkle off the river ice in the valley far below. "I can't begin to tell you how happy I am now."

Feeling as smug as the cat that ate the canary — though maybe that should be the other way around — I said, "Try."



But after we settled on Hudson, I was stuck for something to say. She seemed so out of my world — what could I talk to her about? Chrome-plated primary covers? The new jets in my carburetor?

I got lucky again. I started to make conversation, and she said, "Don't talk. I've been listening to customers bitch all week." Then she slid over to sit next to me and put her head on my shoulder. I put my arm around her shoulders, and she snuggled in closer. Smiling and quiet, my little redhead and I headed for Wisconsin.

Somewhere around McKnight Road,

"Nice to know I can still get you excited," she whispered, "but it feels like you need room to grow." She pulled down my zipper, and I gasped something about finding a place to pull off the road. "Just keep driving," she said, and then her mouth was full.

Somewhere around Afton Road, I damn near crashed the car.

It was a clear, but not cold, night for northern Wisconsin. We bought a six-pack at a tavern and drank it in a little park on the top of the bluff. Then we took a walk, holding each other as close as we could and stopping often for lots of nibbling and kissing. "Bear?"

"I feel like I'm 18 again," she said. "With you, with the moonlight, with the cool, crisp air. I feel so alive, I feel so sexy. I feel like I could fuck all night."

"Well," I said, "I suppose I could force myself . . ."

She shook her head sadly. "No, you don't understand. I mean *really* fuck all night." She kissed me — a dry, sympathetic kind of kiss. "Those stories about me and the whole varsity team were true. I *like* pulling trains."

If what she was trying to see was what I'd look like if I was being electrocuted, it worked.

"Hey, don't look at me like that!" she

Crazy Bear Svensen

said. She dove in and hugged me hard. "I still like you a lot, Bear. It's just, I've tried settling down with only one man before. It doesn't work. I need" She paused, looking up at my face, then started kissing her way up my neck, going for that earlobe again. "Tell you what, fella," she whispered between licks on my ear. "I always said you were as good as the rest of the team put together. Want to find out if it's still true?"

Just like old times! We ran back to the car, cranked the seat back as far as it would go, and rediscovered that when you're feeling steamy enough, you don't notice being bareass naked in 20-degree air. By the time I got my belt unbuckled and my jeans down to my knees, she'd peeled off her skin-tight slacks and climbed up into my lap. Then she lowered herself — hot, dripping wet, and creamy — onto me, and she was every bit as smooth and tight and sweet as I remembered.

After we'd done a good bit of moan-

ing and gasping and had gotten the car windows completely fogged up, I leaned back so I could stay inside her while she rotated around. When we were snuggled together like two spoons, I reached down, got my finger on her trigger, and fired her off a few times. Rosie is one of those women who arches her back and wails like a singer. We did half an opera that night.

When I couldn't hold back any longer, I pulled out for a few agonizing seconds while she moved around to lie back with one leg around the gearshift and the other over the back of the seat,



"Some genie . . . I said I wanted a 12-inch penis."

and she guided throbbing, glistening me into her steamy dark wet warmth, and we pounded down those last nine yards together.

Some time later, about the time I got my breath back, the windows started to clear up and Rosie noticed a cop car driving up the road, shining its spotlight into all the parked cars. Giggling like school kids, we yanked our pants back on and tore out of there.

It was on the drive back to St. Paul that everything went to hell. I don't remember what we were talking about. We were just laughing a lot and going through the usual post-sex silliness when I said, "Honey, we should be doing this on a regular basis."

She stopped laughing. "Don't say that," she said. "Don't even think that." Bullheaded, I continued. "Maybe tomorrow we can . . ."

She plugged her ears. "I don't want to hear it."

"But . . ."

She took a deep breath. "I didn't want you to know," she said. "I was hoping we could have tonight, then say good-bye. But I see now that I've got to tell you."

"Bear," she asked, "how do you think I can afford an \$800-a-month apartment? I'm only a part-time salesclerk."

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"Look at how I dress. You're not as dumb as you pretend to be. You figure it out." When I didn't answer, she said, "I'm a professional, Bear. I only work at Barclay's for a cover." She looked at me, then smiled sadly and said, "Don't

"I know," she said, "and you're sweet to offer." She gave me another quick kiss. "But, well, one of my regulars is a vice-president at Acme Mills. He can only get it up when he's sitting in his

laughed sharply, bitterly. "You know, that clown at Acme Mills thinks I'm his mistress, and that he's my one and only. So do most of my other clients. Each one thinks he's keeping me in that apartment so he can sneak over and get laid when he's feeling horny — as if twice a month was enough for me!"

I started to say something again, and she put her finger on my lips. "Bear, I don't turn tricks because I have to. I do it because I like it."

"And Sandra, your roommate, she ...?" I asked.

Rosie nodded. "Is my apprentice. I'm teaching her the ropes and giving her my overflow business when one of my regulars has someone in from out of town. You should see how those corporate types go for her!" She laughed. "I don't think she'll last, though. She doesn't enjoy the work."

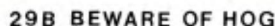
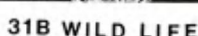
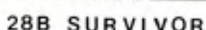
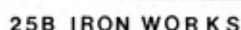
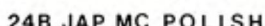
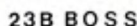
We sat next to each other in silence, close but miles apart, for the rest of the way back. At her apartment, I wasn't even going to turn off the engine, was just going to stop and let her out, but she turned to me and said, "Bear, do me just one favor? Stay the night?" I asked why, and she said, "Sooner or later my clients always go home to their wives. I've forgotten what it's like

worry, I'm no streetwalker. I have a dozen regulars, mostly middle-aged executives, and I only take strangers on referral." She gave me a quick kiss on the cheek, then giggled. "So you won't catch anything."

I opened my mouth to speak, but she said, "Don't say it. Whatever it is, don't say it. Bear, tonight was on the house and I loved every second of it. I love you, you big, dumb Swede." She looked out at the road. "But if I added you to my client list, I'd fall *in* love with you, and that'd be bad for business."

office, behind his executive desk, in his leather chair. Everyone there thinks I'm a sales rep. I show up once a week in my 'dress for success' outfit, go into his office for a private meeting, get down on my knees, and blow his rocks off. It takes half an hour, including travel time, and pays \$200. You know how long it takes a salesclerk to make that much?

"Oh, I'd try to give it up, for you," she sighed. "But sooner or later I'd want something you couldn't afford, and then I'd go back into business." She



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Crazy Bear Svensen

to have a man stay in my bed all night."

I parked the Pontiac and we went in. Sandra was already asleep, so Rosie and I had a quiet cup of coffee together, then we climbed into bed and gently made love one more time. None of the manic urgency this time; this time was slow and gentle. All the tenderness I'd wanted to give her, tenderness meant to last for years, I tried to give her then.

"Thank you," Rosie murmured as she drifted off to sleep.

Along about 3 a.m., the phone in the kitchen rang. Rosie got out of bed to answer it. I was asleep again when she slipped back into bed, but I woke up just enough to slip back into her.

The next morning I woke up and found I was sleeping with Sandra.

A lot of words struggled to get out, but "What in Sam Hill is going on here?" is what I finally said. Sandra rolled over and opened those big blue

eyes, her face slowly spread into a dreamy smile, and as she stretched and yawned, the covers fell away, exposing her full, round, perfect breasts.

"Hello, big boy," she said. I sat up on the edge of the bed and started looking for my pants. "Hey, what's wrong?" she asked. "I mean, it's not like we're strangers, y'know?" She started to kiss and bite her way up my spine. "Not after last night."

and asked me to take over here. She said you were her oldest and best friend and I should be extra nice to you." Sandra smiled, then kissed me on the stomach. "Believe me, it was my pleasure." She kissed me again, a little lower. "I'd forgotten how good it feels when it's just for fun." She kissed me lower still — a hungry, greedy kiss with a teasing tongue.

I forgot all about being angry.

As for Sandra, she hated the whoring business but didn't have much other choice — she'd never learned to type.

Angrily, I turned around to face her. "I don't know what you and Rosie are up to," I snarled, "but I don't like it. Is this supposed to be part of your training?"

Her hurt look surprised me. "I'm no ...," she began, then she took a deep breath and said, "One of Rosie's regulars got tossed out by his wife last night. She had to go make a motel call

By the time Rosie got back, Sandra and I had checked each other out, taken a break for breakfast, then checked each other out some more. For my part, it was great to make love with a woman closer to my own size. As for Sandra, she hated the whoring business but didn't have much other choice — she'd never learned to type. The embarrassment I'd picked up on

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earlier came from living with Rosie's ritzy style; all she really wanted was a good man and a clean, happy home.

A week later we moved in together, and in March we got married. Now, three years later, we have two beautiful daughters, and Sandy's eager to keep trying until we have a son. There's been some ups and downs, of course, but she's never regretted getting out of the business, and I've never regretted marrying her.

There is, however, one secret I've kept from her.

We had a very traditional sort of wedding: bridal shower, church ceremony, honeymoon, the whole bit. Even a stag party. My buddies rented a hall and managed to keep it a secret from me up to the moment I walked through the door. Even Sandra didn't know about it beforehand.

So I don't know how Rosie found out about that stag party. What I do know is that around midnight, when the party was going full-bore, I looked up to find one seriously peeved Rosita Erin Murphy tapping her foot and glaring at me.

"Bear," she said, "I'm appalled at your lack of manners. Sandra at least thanked me for the great Christmas present I gave her." I must have looked puzzled, because she added, "I thought it was pretty damned generous of me, pretending to go out on a motel call so I could give my two best single friends what they wanted most."

I'm a little slow sometimes, but I do eventually catch on, and I asked Rosie what I could do to make it up to her.

"Well," she began, "I couldn't help but notice that I'm the only woman at a party with 60 rowdy, drunken bikers." She walked over to the pool table and hopped up on it. "You could start by locking the door," she said, unzipping her pants. "And then you could organize these guys into a line."

Man, you should've seen the smile on her face.



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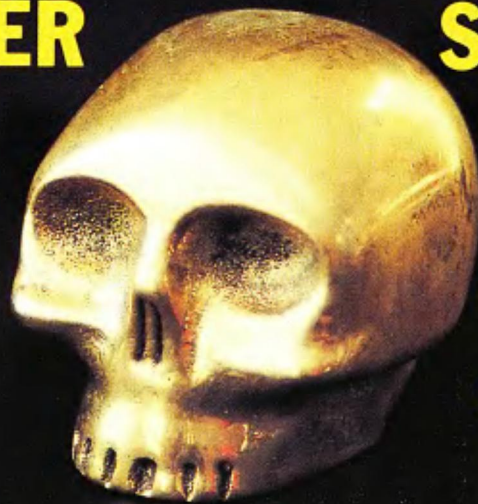
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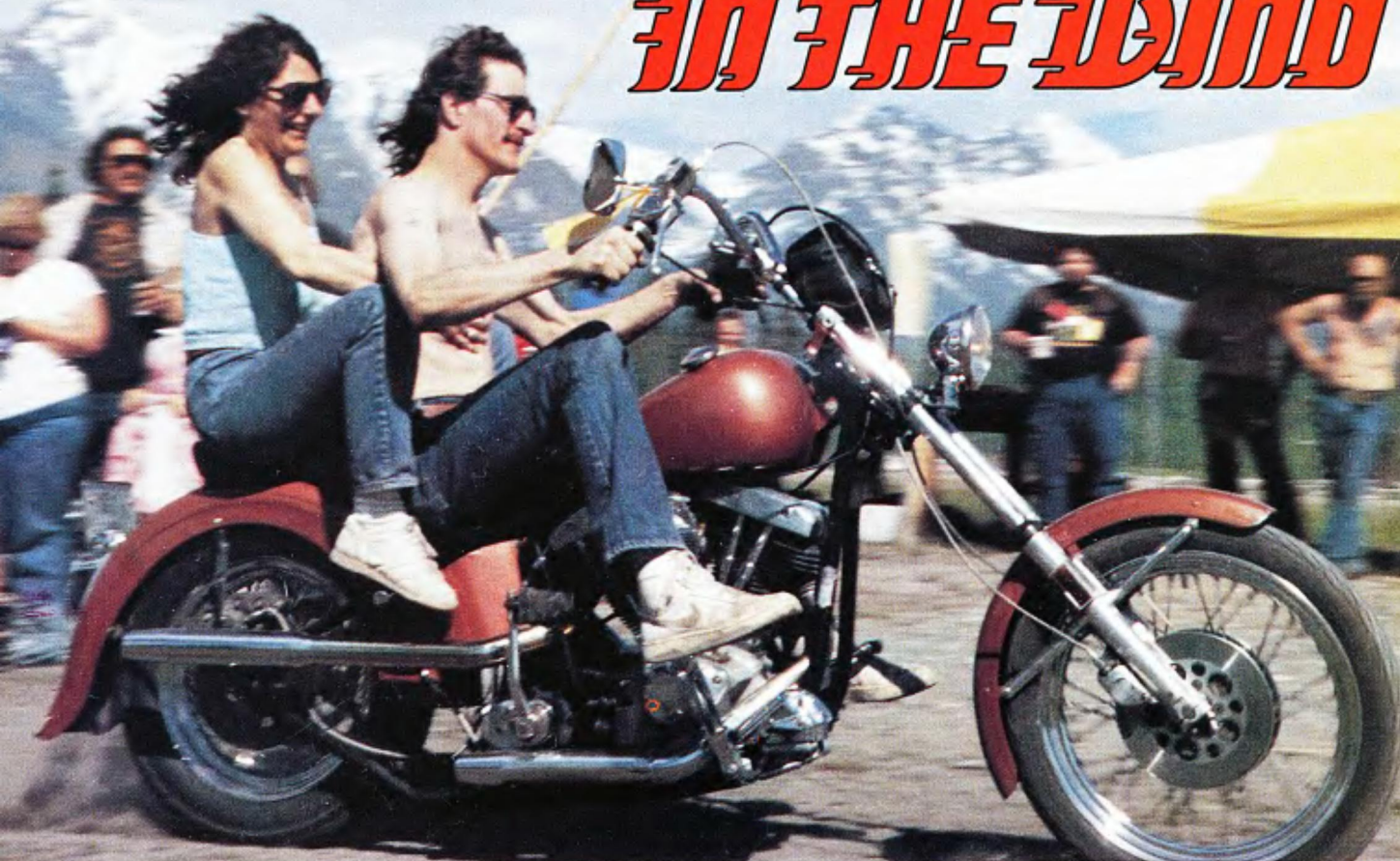
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IN THE WIND



—Charlie Babcock, Anchorage, Alaska

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2 1/4 x 2 1/4) — nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her stuff — these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this — we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print *full-page*, \$50 for every color photo we print *half-page*, and \$40 for every color photo printed *smaller than half-page*.) Please label all photos with your name and address. Send photos to Easyriders, Box 3000, Agoura Hills, CA 91301.

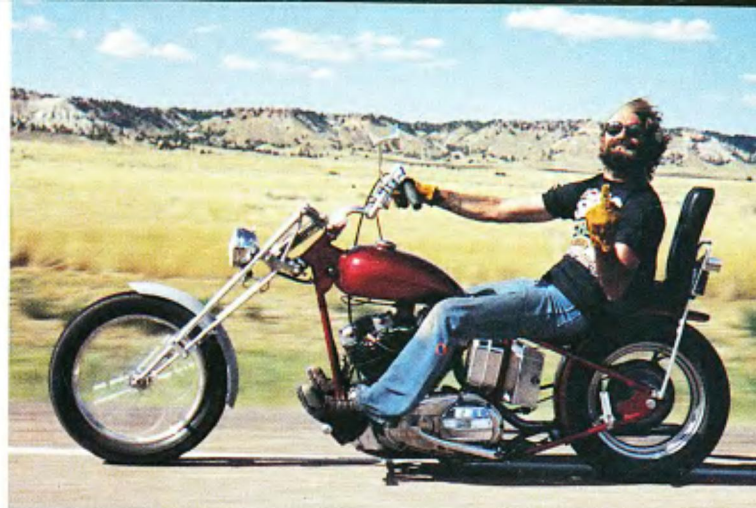
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—Sportster Jim, Columbus, Ohio





—Moze, Willits, Calif.



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—Sioux Ann, Webster, Mass.



—Charlie Carroll, Piscataway, N.J.



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—Mike Snyder, Muskegon, Mich.



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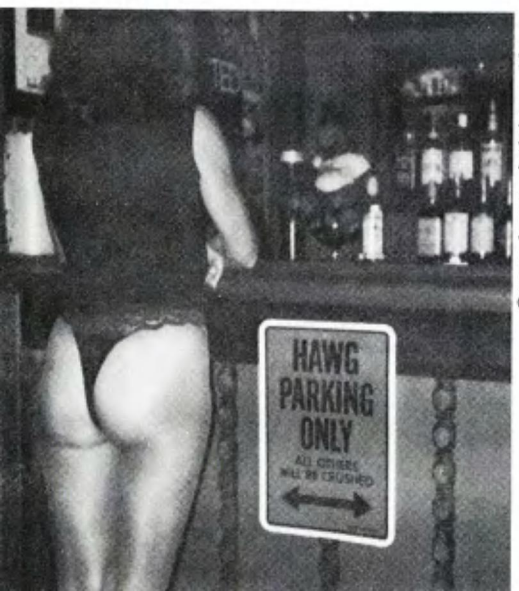


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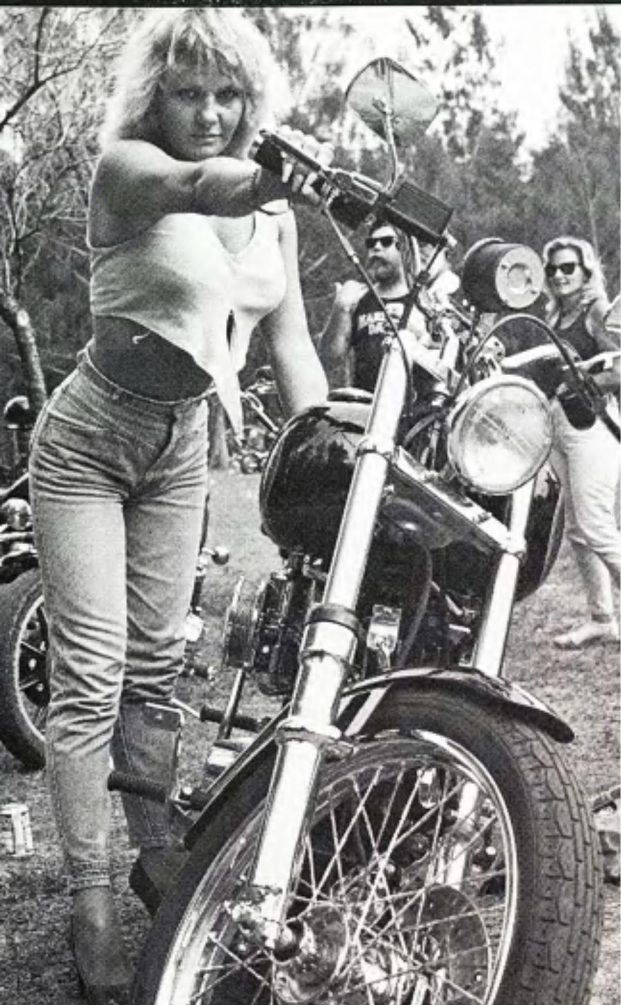
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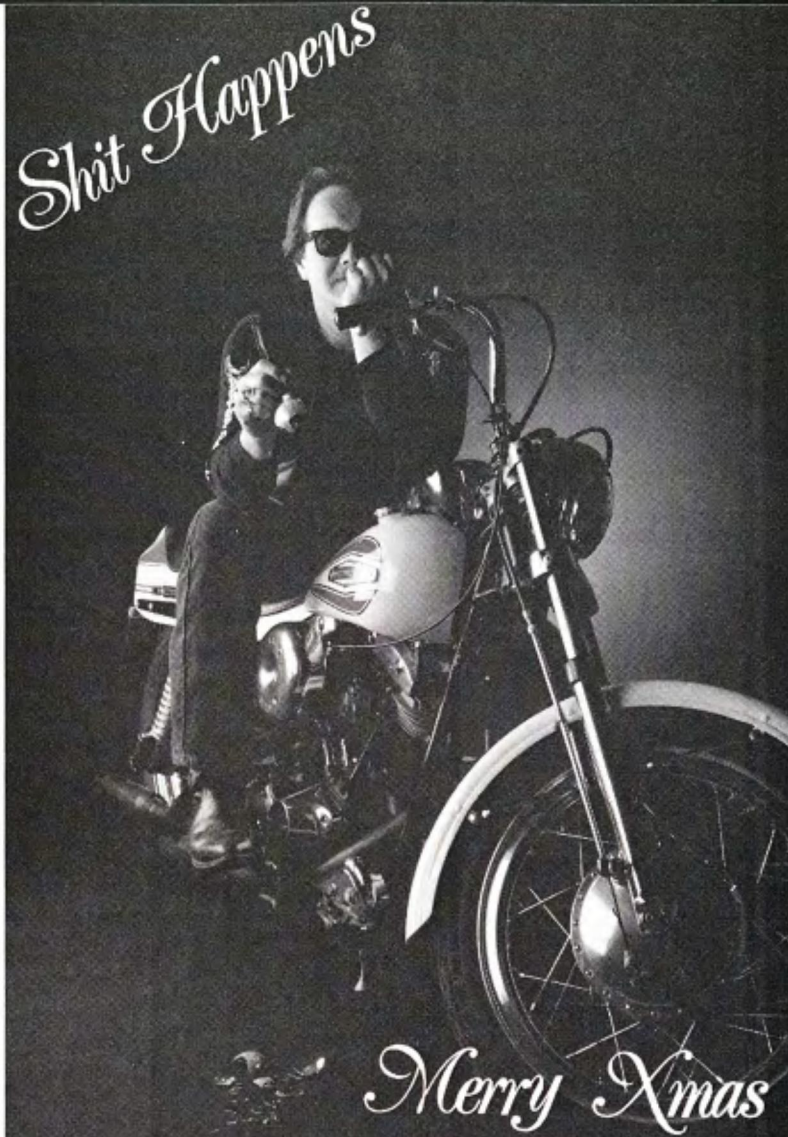
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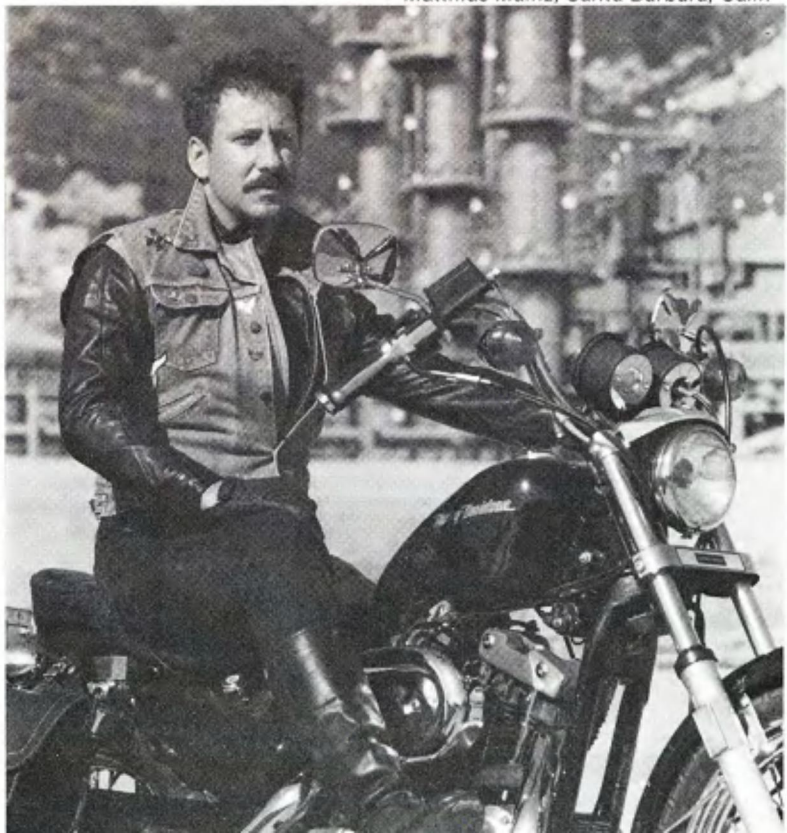


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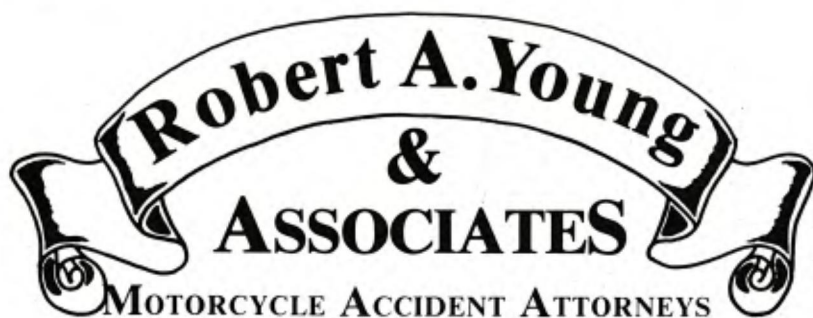
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A PAN FROM THE PAST

*She's still a looker —
just like Petra.*

Strangely enough, when Jim Higgins first decided it was time to get on a Hog, he didn't have the faintest idea of what he was lookin' for — he just wanted a **real** Harley. Despite his parents' objections, the idea had been percolatin' in





his mind since he was 16, when he'd gone to a hot rod show and flashed on a few razzle-dazzle show bikes.

Eight years ago, Jim hit a Friday night swap meet in Costa Mesa, California, with two things in mind: to sell a bunch of off-the-wall parts he had on his hands, and to buy his first Hog. He'd brought 400 bucks to use as a down payment, but he hadn't seen anything yet that had turned him on.

With the money burning a hole in his pocket, he was sittin' back in his beach chair, guzzlin' brews and shootin' the shit with the potential buyers. That's when a late-arriving seller rolled into the space next to his on a black-and-gold, pinstriped panhead. When it became apparent that the pan was what the guy was sellin', a crowd gathered around, and Jim drooled. This was a **real** Harley — a 1965 Police Special, built the last year Harley made panheads.

One guy offered his fancy jap car and got turned down. Other offers came and went, and all the while Jim kept starin' at that pan and rappin' with the owner. By the end of the evening, he'd impressed the biker with his sincerity and had promised him that he'd not only take good care of the bike, but that someday it'd be featured





in **Easyriders** — man, talk about layin' it on thick. It was like some clown proposin' to a broad and then tryin' to convince her dad that he was worthy of his daughter.

Jim wrote up a contract on a hot dog wrapper, agreein' to put the \$400 down and pay up four grand within 30 days, or forfeit the security deposit. In 21 days that pan was his, and Jim had met his destiny.

Six months later, Jim had parts spread all over his kitchen while he learned about





Photos by Silvermoon

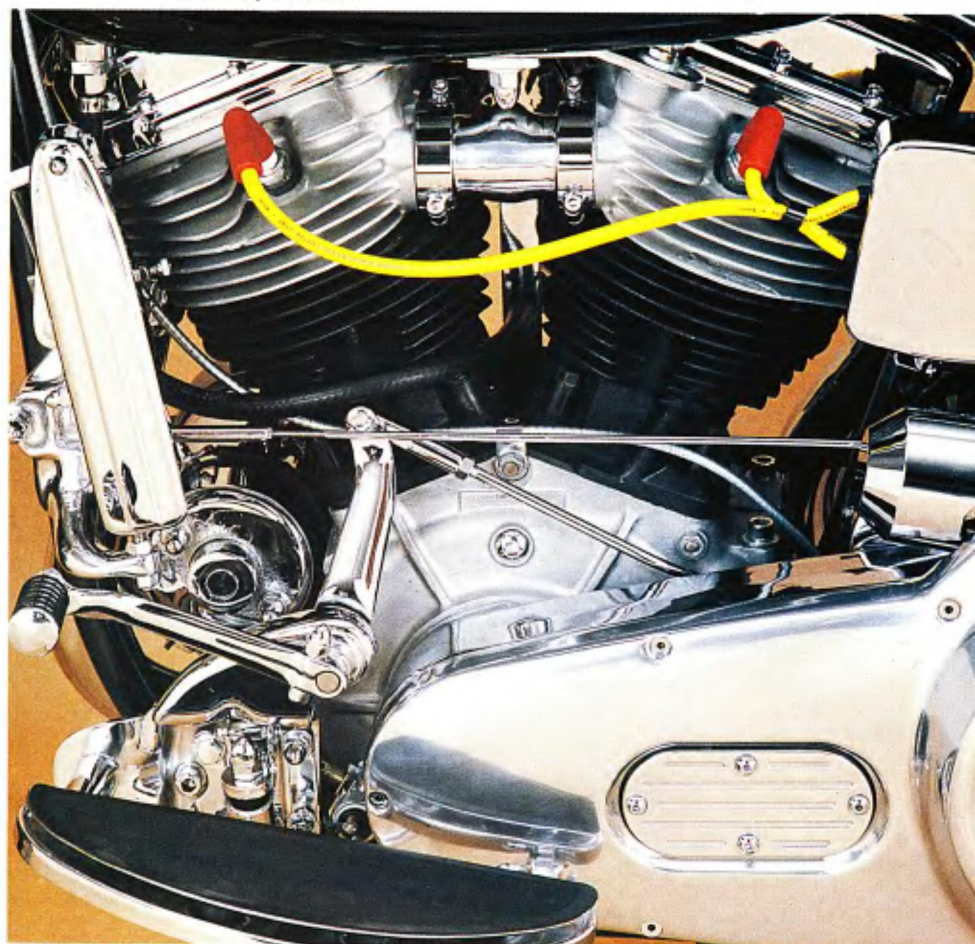
the pan by reading and rereading the manual. Two rebuilds would follow.

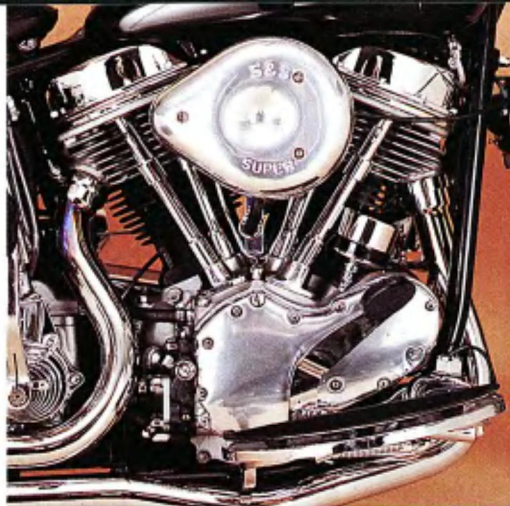
Jim and the pan made a couple of cross-country expeditions, one through Sturgis on the way to the Harley homeland to see where a jewel like this was mined, and another to show off his prize to relatives in Michigan. Now he's content to jam through the redwoods on Highway 9 and on the Ice Cream and Empire grades in the Santa Cruz Mountains, diggin' the sound of the straight pipes and the power of 93 cubic inches.

Jim can also be proud of his ol' lady, Laurie, who hung tough with him through all the trials and tribulations — including the oh-so-tough trial of our photographing her ol' man's bike in the hills for three days with Petra, this big-breasted, aqua-eyed, blonde Germanic beauty.

Petra is from Dusseldorf, West Germany, one of the most bombed-out areas of WWII, but as far as we're concerned, she's one hellacious bombshell in her own right. When she's not trekkin' around the Black Forest, campin' and hikin' and wearin' one of those foxy sets of lederhosen, she likes bein' photographed. Guess she met her destiny, too — and it all came together on a black pan.

—Pan Man





Name: Petra
Birth date: August 9, 1964
Frame:
Tits: packin' a pair of 38s Waist: 26" Hips: 38" Height: 5'7" Weight: 120 pounds Age: 24
General:
Hometown: Dusseldorf, West Germany Residence: Dusseldorf Ol' man: Hans or Franz Favorite hangout: outside, or any gasthaus Occupation: model
Attitude:
Sex: Why not? Rock-'n'-roll: Scorpions Turn-offs: Berlin Wall Turn-ons: freedom, riding motorcycles Life: Enjoy it while you're healthy.
Specifics:
Favorite position: whatever he wants Favorite man: mine Favorite tunes: Beatles at Hamburg, polka Favorite activity: taking pictures, hiking Favorite phallic symbol: sissybar Romantic evening: riding on the auto- bahn, dinner on the Rhine Fantasy: being in <i>Easyriders</i>

Owner: Jim Higgins	City: Ben Lomond, California	
General	Frame	
Fabrication by: H-D/owner	Year: 1965	
Year and make: 1965 H-D	Builder: Harley-Davidson	
Model: Electra Glide	Type: swingarm	
Value: priceless	Rake: a little	
Assembly by: Jim Higgins	Stretch: none	
Time: 14 months	Other alterations: gussets	
Chroming by: Reliable Plating	Accessories	
Engine	Bars: 12-inch	
Year: 1965	Risers: 4-inch	
Model: panhead	Fender(s): two	
Rebuilder: Jeff (Red Dog) Boddie	Headlight: 7-inch halogen	
Ignition: auto-advance distributor	Taillight: H-D tombstone	
Displacement: 93 cubic inches	Speedo: H-D Police Special	
Lower end: S&S	Front pegs: footboards	
Balancing: Rich Products	Rear pegs: none	
Pistons: S&S	Electrics: 12-volt generator	
Cases: 1965 H-D	Gas tank: H-D starbobs	
Heads: flowed by Hannan's	Oil tank: 4-quart	
Cam: Andrews B	Oil system: stock	
Lifters: Sifton solids	Primary cover: stock	
Carb(s): S&S Super	Seat: solo	
Air cleaner: S&S	Sissybar: none	
Pipes: Pipefyne	Height: n/a	
Muffler(s): none	Material: n/a	
Transmission	Forks	
Modifications: close-ratio Andrews gears	Type: wide glide	
Year: 1965	Extension: 4 inches	
Shifting: foot/mousetrap	Builder: H-D	
Engine sprocket: 14 mm belt	Special features: polished legs	
Trans sprocket: 25-tooth	Wheels	
Wheel sprocket: 51-tooth	Front	Rear
Painting	Size: 21-inch	Size: 16-inch
Molding: none	Hub: stock	Hub: star
Painter: James, J&D Auto Body	Rim width: 2.15 inches	Rim width: 3.25 inches
Color: black	Tire: Avon	Tire: Dunlop
Type: Deltron	Brake: disc	Brake: drum
Other special modifications: lots; special thanks to Laurie and Jeff for enduring. Mike, ride easy, bro.		

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 1,500,000 readers every month, call (818) 889-8740.

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Kokesh Motorcycle Accessories, 4018 Central Ave. NE, Minneapolis, MN 55421.

(612) 781-4324.

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

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

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

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

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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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Out in the Crowd*

Photo by Rip

BEA SCHUTTE



CRIS SOMMER AND LINDA "JO" FELTS



Photo courtesy Harley Women magazine

Bea Schutte
Mankato, Minnesota

In the summer of 1947, Minnesotans Carl and Bea Schutte got married, and with Carl astride his Harley 45 and Bea on her Indian Chief, they began a honeymoon trip that led them to Sturgis. Back in '47, about 100 to 150 road riders attended the Classic, and their bikes filled one side of the street for about half a block. Celebrating their anniversary in Sturgis each year, Carl and Bea watched the Classic grow — kinda like their family did. First they took the kids along, then they added the grandkids,

and for the past three years, the Harley-riding family of 11 has copped the trophy for largest family.

Last year was Carl's final Classic — he died on September 21, 1987, but Bea trekked out with the family this year and spent a week-and-a-half taking in the Rally and visiting with her many friends in town. Nowadays they trailer the scooters out because, as Bea remarked, 600 miles on a hardtail is too much when you get to be 60.

Maintaining the Schuttes' longtime membership in the Kato Cycle Club, Bea still rides locally. Two-wheelin' since 1941, Bea was the first woman in Minnesota to take the motorcycle test

and the first woman to ride to Sturgis. She holds a lot of firsts, many commemorated by pins that she stores by the boxful — except for those on her leather cap, which weighs a mere 10 pounds. Ride safe, Bea — see ya at Sturgis '89!

Cris Sommer and Linda "Jo" Felts *Harley Women magazine*

They started with a borrowed typewriter, a Canon Sure-Shot camera, a friend who did paste-up, a kitchen table, and no backers — and brought out the first issue of *Harley Women* on October 5, 1985. It wasn't easy: their previous experience amounted to doing the newsletter for the Women in the Wind riding club — they'd started the second chapter of the club in '83.

But Cris and Jo hung in there, learnin' by doin' and mighty grateful that their Harley-ridin' husbands understood all the extra work on top of their regular jobs — Jo sold parts at a Harley dealership and Cris worked for the Post Office until the ladies became full-time publishers in '87.

It's all payin' off. Circulation is about 12,000 and distribution covers 14 countries and 400 U.S. bike shops. Twenty-five percent of their subscribers are men — a surefire indication of the mag's acceptance. The *Chicago Tribune* ran an article on these spunky ladies who call themselves Asphalt Angels Publications, and TV and radio talk show appearances soon followed, including a stint on "Eye On L.A.," when they flew out to Los Angeles to join Willie G. and his riding party to Milwaukee for Harley's 85th anniversary shindig.

Cris and Jo are on the road a lot, but the long working hours are sweetened by having friends from all over and being invited into subscribers' homes. Their Asphalt Angels Run at Sturgis gets bigger every year, and they meet and hear from more and more women who are piloting their own sleds — obviously, *Harley Women* has some clout. Here's to ya, Cris and Jo — keep up the good work.
—Duchess

The more we cover the biker world, the more we realize how many great people are deeply involved in the lifestyle — builders, innovators, artists, political activists — all dedicated to enriching the brotherhood. If you know of someone in biking who's added his or her unique touch, please write and tell us. Send your nominations to "Biker Hall of Fame," *Easyriders*, Box 3000, Agoura Hills, CA 91301. Be sure to include your name and address and phone number, if possible.

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Dirty Christmas Cards

**Outrageous Cards to be given only
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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.

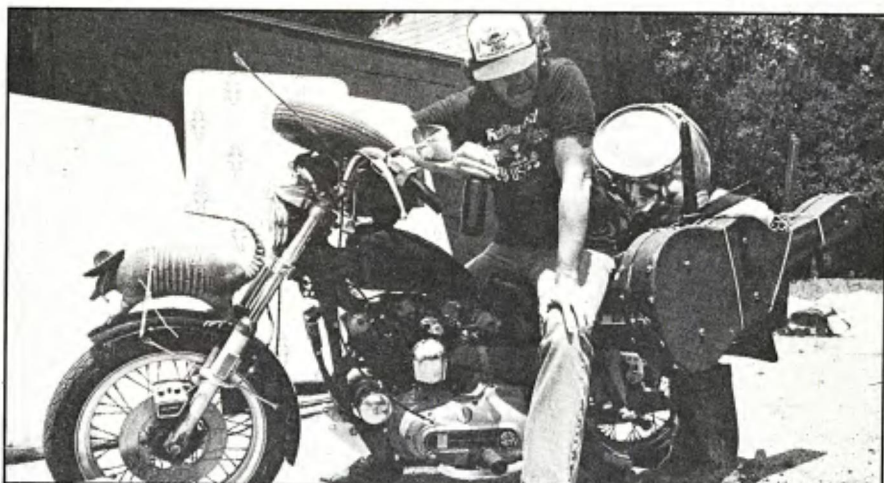
Name _____

Address _____

City _____

State _____

Zip _____



Name _____

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Mail to:

Easyriders

Box 3752, Escondido, CA 92025

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Choppershopper

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

Note: Closing date for advertisements is the 15th of the 4th month preceding cover date. There are approximately sixty days between closing date and national on-sale date.

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

Attention, all Harley riders worldwide: James "Cowboy" Inman has the designs you need for that kick-ass tattoo or airbrush design. If I don't have it, I can draw it — and guarantee express mail delivery. For trade: one Harley patch, one design; one Harley or Daytona pin, two designs; Hells Angels poster or patch, 10 designs. I don't want to cause any trouble, so if this gives you any problems, please let me know. James "Cowboy" Inman, Art of the '80s, 406 N. Avenue G, Lamesa, TX 79331 (806) 872-2989 — no collect calls, please. (186)

Back issues: Early *Easyriders*, *Iron Horse*, *SuperCycle*, and others. For complete listing, send \$3. Shooter's, Rt. 1, Box 149, Smithville, AR 72466. (186)

There are two kinds of bikers: Frenchy and others. Good Luck. (186)

Frenchy: See you in October or November. Love you. Petra Reichardt, Hamburg, Germany. (186)

ATTENTION, READERS: In the October "Choppershopper," the price of Sir Red Publications' 1989 3rd Reich calendar was misprinted as \$3.95. The correct price is \$8.95. We regret any inconvenience this may have caused you.

THE SERIES CONTINUES! The 1989 3rd Reich Edged Weapons Calendar is ready for delivery. This year the 8" x 10" color photos include the finest in 3rd Reich hats, uniforms, and medals. Many of these artifacts have never been in any publication or reference book. We started the series in 1987 — those of you who didn't start out with us can still complete your series if you hurry. Our supply of '87s and '88s is limited, so don't delay! 1989 calendars: \$8.95 ea.; 1988 calendars: \$9.95 ea.; 1987 calendars: \$9.95 ea. Mail check or money order to Sir Red Publications, Box 34594, Richmond, VA 23237, (804) 271-7599. (186)

Biker brother from '67 finally gets away from lockdown. Member of Vietnam Veterans MC. Crow and Hillbilly, please contact me to see what we are missing in this sunny Southern California weather. Looking for that one woman. I say a silent prayer every night for you girls going through time behind bars. We have our own bar association. One-percenters, write or call: Jesse James Brennan, Esq., 4922 West Point Loma Blvd., Ocean Beach, CA 92107. For all who know, file a writ if you are down and may God speed you free and bless you. Make a clean break, just starting from scratch. Let the good times roll. I'll help whatever way possible. (186)

Frenchy: You left Germany, but not our hearts. You showed us what an American biker is made of! The Turmschanke. (186)

Frenchy: You are the best American bro we ever had. Highwaymen MC, Pirmasens, Germany. (186)

Over 60 money-making tattoo designs on seven sheets! Good variety and quality. \$15. E. Brown, Box 11009, Arlington, VA 22210. (187)

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

Complete *Easyriders* collection, \$600 cash or trade for quality guns. Walt Chomosh, Rt. 6, Box 2, Flynt Rd., Claremore, OK 74017. (186)

For sale: *Easyriders* back issues, #42 through #170. Excellent condition, in binders. Write: J. Dunn, 78 Maple Dr., Lindenhurst, NY 11757. (187)

Smoke the finest! Join the "Lazy Nickels." Contact John Musters, 2695 Victoria Dr., Laguna Beach, CA 92651. (186)

COALITION OF MALE CHAUVINIST PIGS (R)! Frustrated men of North America, this one is a must. Imagine the look on the faces of those "libbers" when you proudly display your true feelings and membership in our coalition on your desk, wall, etc. Beautiful 8 1/2" x 11" certificate on tan parchment paper, Old English lettering, (name blank). Signed and stamped with the great seal of the Grand Pig himself. You'll love it. Send \$4.95 check or money order to: L. Garcia, 3243 Arlington Ave., Ste. 361, Riverside, CA 92506. Please allow 2 to 3 weeks for delivery. (186)

Flash of Griffin, Georgia: Happy late 16th. May we be in the wind together, forever! Always my love, Sharon. (186)

In memory of Burton (Burt) H. Curley, Jr., of Peabody, Massachusetts. Sadly missed by all who loved him. Gone but never to be forgotten. (186)

See military and political history as it actually happened! Over 300 videotapes featuring rare World War II German films. Send \$1 for illustrated catalog. International Historic Films, Dept. 56, Box 29035, Chicago, IL 60629. (186)

BEAUTIFUL GIRLS worldwide want correspondence, friendship, and marriage. Details and photos \$1 (cash only). Roth, Box 270/E, Berlin 61, West Germany. (186)

Want to make yourself some fast, easy money? Sell our Harley motorcycle greeting cards. For details, send SASE to: Like It Is, Box 8125, Garden City, NY 11530. (186)

FREE! 100 photos of marriage-minded girls. Margie Lee, Box 5637, Portland, OR 97228. (186)

AMERICAN HANDMADE KNIVES: Satisfaction guaranteed. Send \$1 for catalog. Kessler Knives, Box 202, Elgin, SC 29045. (195)

For sale: "American Flyer," *Easyriders* August 1987 cover bike. All specs in magazine. \$8,000. Call (312) 885-9688. (186)

For sale: 21 old Harley-Davidson printer's zinc engravings. Roll ink on them and print pictures of old Harleys. \$60 (including shipping). Write: I. Kratochvil, 1920 Los Feliz Dr., #D, Thousand Oaks, CA 91362. (186)

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

Christiane Ann, Melissa Ann, and Jeffrey Robert Lopez in Northern California: I tried every way I can and I can't find you. I want to tell you that I love you 100% and to write me. Kids, I'm broke as hell and doing time. All I can give is my love, so let me know you're okay. There are two sides to every story, at least hear me out. Jeffrey Lopez, A403575, E226T, Dade Correctional Institution, 19000 SW 377 St., Florida City, FL 33034. (186)

To Vicki, *Easyriders* #180 Fox Hunt, June 1988: I'm Laurie, a professional photographer in Melbourne, Australia. I'd very much like to say hello. Please call me collect (before 2 p.m. PST) Melbourne, Australia (03) 817-4478. Bye for now! (188)

Shauna Smith, Milwaukee Mustang from Oregon: In Ft. Worth? Contact Gary Frost, Box 12571, Portland, OR 97212. Important! (186)

"Bo" Dennis Lee Messer: Beep needs you. Get in touch with him! You can get him out of the joint. Write Izzy, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301, and she will help. (188)

Professional artist offers motorcycle and rider portraits painted in oils on canvas from your photo. Dynamic, animated style. Free info. Kenneth R. De Feudis Gallery, 687 Pleasant St., Paxton, MA 01612, (508) 755-6543. (186)

Any downed bros interested in fighting the corrupt prison system in this country: I am trying to start a nationwide prisoners organization. If we band together, we might be able to pool our resources and beat these punks. If unsure about contacting me, put your letter inside another envelope and send it to mom to mail — the ol' convict trick. If interested, write: Richard M. Moore, Brunswick C.C., Box 207-C, Laurenceville, VA 23868. (186)

HIRING! Government jobs — your area. \$15.00-\$68,000. Call (602) 838-8885, ext. 9723. (186)

"Shit Happens" black Beefy Ts. \$11. Special-T, Box 25043, Honolulu, HI 96825. (186)

FREE — WORLD'S LARGEST SINGLES MAGAZINE. Photos and descriptions. Ladies, men needing mates. *League*, Box 5637-ESR, Reno, NV 89513-5637. (186)



DAVID SPENCER WON'T FORGET

He rolled on so that the memories will also.

So some guy thought he'd get into the putt-for-bucks, miles-for-millions derby — big deal, right? Or is this just another faceless guy doin' his bit for kids?

Not quite. David Spencer, from Chico, California, is a Vietnam veteran who gave everything he had, including his legs, while serving his country with the 101st Airborne 2-506 Bravo Company in 1967-68. Today, 20 years later, he's preserving the memory of the 5,822 California brothers who served and did not return to their home state after their stints in the military.

A paraplegic who put his own pain behind him, David muscled his wheelchair from Sacramento to Los Angeles,

with the support and escort of various California chapters of the Vietnam Veterans MC, who rode alongside David during his push.

The motorcycle convoy/escort provided traffic safety and protection from, among other things, unfriendly dogs. He was bitten once while rolling down a farm road in the Golden State. David, who didn't know about the VNV MC previous to his push, said he "can't believe what great people they are" and would like to publicly thank the club members for their invaluable assistance in this project.

At the completion of the 60-mile-a-day 400-miler, Spencer was honored by Los Angeles Mayor Tom Bradley with a

proclamation acknowledging his accomplishment.

It's mind-boggling to imagine David taking on the Grapevine: The main route through the center of California, it goes straight up and over the mountains, and the mid-June temperatures on the grade never fail to top out near 100 degrees. But failure doesn't concern men of character.

David's objective in the mission was to bring added awareness to the MIA/POW situation and to raise \$350,000 in pledges to complete the \$2-million, circularly sculptured California Vietnam Veterans Memorial in Sacramento (which also honors women who served). Mission accomplished. —Bomber



Photos courtesy of Joser, VNVMC, Los Angeles Chapter



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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.

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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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EMERGENCY I.D. CARD REGISTRATION

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 _____

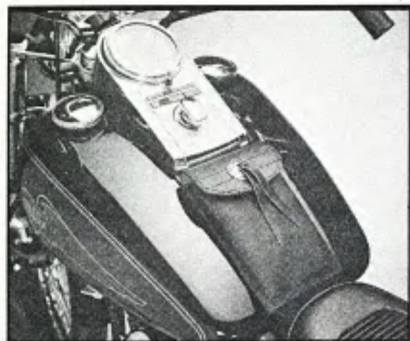
Medical Problems _____

Emergency Contact Person _____

Telephone () _____

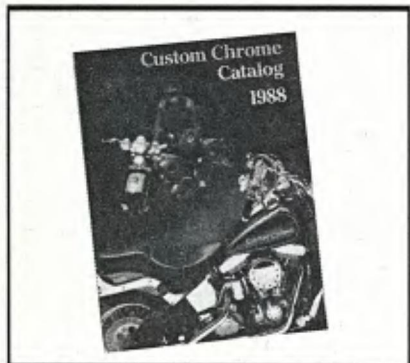
PARTS BOX

Tell 'em Snake sent ya.



ANOTHER STASH POUCH

New ideas spread like gas over fresh paint. Recently, I released a bit on a similar pouch, but this one might be cooler, made of better shit, or hold more. It has conchos and tassels and fringe and comes in two sizes (one for 5-gallon and one for 3½-gallon fats) — anyway, it's another pouch. For more info on the latest craze between your legs, get hold of Chrome Specialties, Dept. ER, 3227 W. Euless Boulevard, Euless, TX 76040, (800) 527-1733.



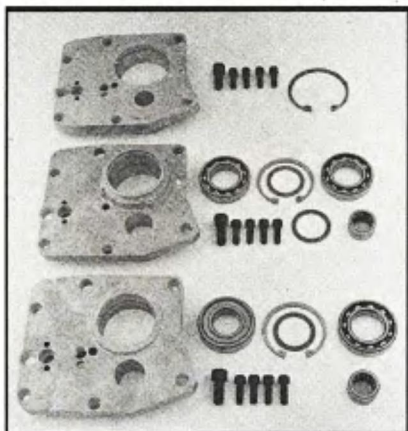
1988 CUSTOM CHROME CATALOG

The 1988 edition of Custom Chrome's catalog is off the presses and ready for the public. More than 400 pages of full-color pictures and technical information on the biggest inventory of parts for Harley-Davidson motorcycles anywhere make this the major reference work for anyone planning changes or fixes for his Hawg. The large 9-inch x 12-inch format book includes 16 sections on every part of your motorcycle, from tires to handlebars, fenders to license plates. Hundreds of new products make their public debut in this carefully indexed, cross-

referenced publication. Every effort is made to explain the products clearly and simply: charts, graphs, drawings, photos, and step-by-step descriptions.

It's the most complete publication anywhere for the Harley rider, and it will look great in your home. At \$9.95 each, it will also look great to your wallet.

To get your copy, go to your nearest Custom Chrome dealer or call (800) 325-2927, and the folks at CCI will refer you to your nearest Custom Chrome authorized dealer for your catalog, parts information, and purchases. Tell 'em Snake sent ya.



TRAPDOORS

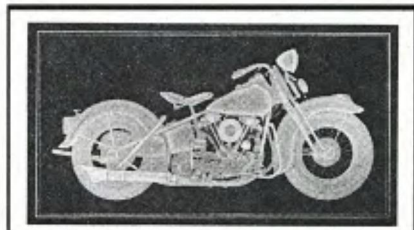
For you Sportster freaks, here are the best in beefed trapdoors, all CNC-machined from 356A-T6 aluminum. The one with the large bearing bore is the 7700, a heavy-duty bolt-on replacement for all K Models, XRs, and Sportys up to 1984. These back doors use stock bearings, accept kick or electric starters and right or left shifters, and may be run wet or sealed to run dry with a belt-drive primary.

The 7703 model is a super-heavy-duty replacement door for all XRs and electric-start Sportys. It's stronger and shifts more smoothly. Finally, the 7702 model is for all 1985 and Evo Sportys that use the new clutch gear and have the alternator stator attached to the transmission access cover. For bulletproof trapdoors for Sportsters, write Sputhe Engineering, Dept. ER, 11185 Lime Kiln Road, Grass Valley, CA 95945, or call 'em at (916) 268-0887.



BOX TOP SADDLEBAGS

For the classic look, cowhide saddlebags with fringe are the only way to pound the long highways. These latigo leather bags from Bar Enterprises come with stiffeners to retain their shape, and they have double weatherproof backs and heavy-duty brass rivets in all stress points. Only top-quality hardware is used on these suckers. As you can see, they're available in all sizes and with all types of doodads, including nickel spots, conchos, and oldtime jewel spots (in five colors). Tool pouches, bags, and tank covers to match finished bags are also in stock. Write or call Bar Enterprises, Dept. ER, Box 130, Tujunga, CA 91042, (818) 353-3888.



HAULIN' GLASS

This one's for you bucks-up high-rollers out there. Jack Herndon is a Colorado artist who carves plate glass to your specifications, but he doesn't come cheap. This award-winning knucklehead rendition is a 36-inch x 20-inch black mirror going for about 800 clams — just the thing to cover up the bullet holes in the living room wall from the last time yer mother-in-law dropped in.

Jack can handle anything ya have in mind, provided he gets reference photos to work from — and yeah, he can make smaller, less expensive versions. Write him at Herndon Glass Studio, Dept. ER, 31298 Burke Road, Golden, CO 80403.

Photo by HBR Studios

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.

ALABAMA

11TH ANNUAL TOYS FOR TOTS RUN — November 27 in Anniston. Sponsored by Branding Iron Tattoo Parlor. Starts at 1 p.m. CST. For more info, call Branding Iron Tattoo Parlor at (205) 236-1716.

ARKANSAS

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

CALIFORNIA

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

BIKE DRAGS — October 23 in Sacramento at the Sacramento Raceway, 5305 Excelsior Rd. Gates open at 8 a.m., eliminations at 1 p.m. For more info, call (916) 921-9703.

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.

DELAWARE

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

SPOOKS AND SCOOTERS — October 21-23. Sponsored by ABATE of Florida, Hillsborough chapter. For info, call Radical at (813) 920-4842.

HALLOWEEN CAMPOUT PARTY — October 29 sponsored by ABATE of Florida, Interstate chapter. For info, call Richard at (813) 453-4106.

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.

ABATE OF FLORIDA STATE MEETING AND PARTY — November 18-20. Turkey shoot by Osceola chapter. For info, call Mike at (407) 892-7072.

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.

5TH ANNUAL SCOOTER HAVEN TOY RUN AND PARTY — December 16-17 in Inglis at Scooter Haven. Party on Friday. Run starts at 11:30 a.m. on Saturday with another party after. For info, call (904) 447-3686.

ILLINOIS

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, 11 a.m. to 5 p.m., ending at Inner Harbor. Rain date October 22. Proceeds benefit the Salvation Army. For info, call Bob at (301) 433-3919 or Clay at (301) 239-6981.

MISSISSIPPI

1ST ANNUAL ED PARISH NEW YEAR'S EVE MEMORIAL RUN — December 31 starting at L.C.'s Place, 3916 Grand Bature, Pascagoula, at 8 p.m. For info, call (601) 475-5970.

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

NORTH CAROLINA

6TH ANNUAL TOY RUN — November 19 in Greenville at J&E Harley-Davidson. Open house with refreshments at 10 a.m. Parade leaves at 2 p.m. Sponsored by Greenville H.O.G. and area motorcycle clubs. Toys benefit Salvation Army, raffle benefits Pitt County Council on Aging. For info, call (919) 757-1345.

OHIO

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 44057, or call Chip at (216) 466-4211 or Lumpy at (216) 576-5466.

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

TOY RUN — November 13. For info, write ABATE of Ohio/CMRO, Region 9, Box 688, Madison, OH 44057, or call (216) 298-3840.

NEW YEAR'S EVE PARTY — December 31 in Astinburg at the Town Hall. Doors open at 8 p.m. Free beer and food. BYOB, mix provided. Sponsored by ABATE/CMRO, Inc., Region XIII. For info, call Chip at (216) 466-4211 or Lumpy at (216) 576-5466.

RHODE ISLAND

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

TEXAS

OPERATION MERRY CHRISTMAS — October 16 in Waskom. Sponsored by Waskom Volunteer Fire Dept. and local independent bikers. For more info, write Mellany "PaperLady" Murphy, c/o Waskom Review, Box 727, Waskom, TX 75692, or call (214) 687-3204.

WASHINGTON

ABATE OF WASHINGTON OLYMPIA CHAPTER TOY RUN — December 3. For info, write Mary Hyatt, Box 7129, Olympia, WA 98507, or call (206) 352-0772.



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Unleaded Conversion — \$275.00 set (for shovels and pans) Includes: Ampco guides, Nitrided valves, Nichol alloy seats, glass beading, and valve job. **Build up to 101" shovel "Big Bore Motor"** \$995.00 (parts and labor).

Unleaded Conversion — on Sportster heads. Parts & labor — \$165.00

Build a Big-Bore Motor — w/3-5/8" or 11/16" barrels. Parts & labor — \$795.00

Rebuilt Trans. — (4 or 5 speed.) Includes: labor, seals, & gaskets — \$95.00

Broken Motor Mounts Repaired — \$35.00.

Rebuilt Rod Sets — (all H-D) (exchange) — \$75.00 (outright) — \$95.00.

Port and Flow — \$145.00 set (For shovels, pans, Evolutions, and Sportsters)

Valve Job — \$45.00

Dual Plug Setup — \$50.00 set (shovels) \$60.00 set (Sportsters & Evolutions)

H-D Lower Ends Rebuilt — \$245.00. Includes: cases glass beaded, rebuilt rod set, sprocket & pinion shaft bearings, cam bearing, true & assemble flywheels & press into case. Use UPS for faster & more economical service!

Dragon Man's Video Tapes — (step-by-step instruction.) For a complete listing of all tapes & catalog, send \$4.00.

Engine Balancing — \$50.00 (all H-D motors)

Every Type of Case Repair — Call for price.

Rebuilt Generators — \$65.00 (exchange)

Valve Seats (only) installed \$160.00

Rebuilt Generators — 32E 6-volt (outright) — \$85.00

Breather Gear Re-sleeved — \$95.00 welding (if needed) extra

Flywheels Shaved — \$45.00

Rebuild Your Own Motor — \$445.00. Includes: parts & machining ready for assembly. (Call for info)

Shovel Exhaust Ports welded onto pans \$50.00 a set.

Delkron Motor Cases — \$475.00 (Evolutions, shovels, and generator motors). (Repaired seconds.)

Complete Flywheel Assembly — \$175.00 (exchange).

Cylinders Bored with Pistons and Rings — \$70.00 per set.

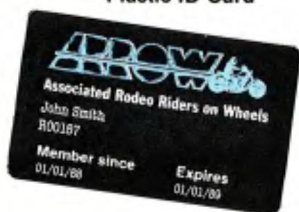
Valve Guide Holes Welded Back To S.T.D. — \$45.00

Top End Special — valves, guides, glass beaded, valve job — \$135.00 set

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- ★ ARROW vest pin
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- ☐ One year supporting member \$15
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Signature _____

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Coupon may be photocopied, or information may be submitted on a separate sheet of paper if applying for multiple memberships.

THE GIRLS OF STURGIS

More heat than a nightmare on Elm Street

Me an' Savage were knockin' down a few beers at Tootsky's last week, clickin' the balls around on the pool table an' just generally kickin' back, not expectin' any hassles. The citizens were content to simply ignore us that night, an' even Savage seemed peaceable enough — for him, anyway. I mean, he ain't as big as a bull or as mean as a junkyard dog, exactly, an' in fact he usually keeps pretty much to himself.

But I shoulda been pavin' attention to

the fact that he'd switched over to tequila on our sixth round. Savage's persistent love affair with south-of-the-border cactus squeezings is how he originally got his name years ago, but I already had a good buzz goin' and had clean forgot about what always happens when he goes worm-chasin'.

Along 'bout four inches into a bottle of Cuervo, Savage'll go through a kinda Dr. Jekyll/Mr. Hyde transformation, an' if anything — an' I mean anyfuckin'-

thing — happens to light his fuse, this longhaired, swaggerin' Texan will cop a bellowin', bangin'-on-the-table, bottle-throwin', fist-swingin' attitude.

Like I said, all that shit had somehow slipped my mind, an' I was just calmly rappin' away with Savage 'bout this issue, not knowin' I was sittin' across from a tequila-crazed time bomb when I mentioned we weren't gonna cover Sturgis in the rag this year.

From the way Savage started hol-





Photos by Mad Mike



lerin' an' goin' apeshit, you woulda thought I'd just told him it was me who stole his first panhead outside of Dallas back in '74. I tried to explain that the January *In The Wind* book (number 33) was gonna be dedicated to Sturgis '88 only an' that every page was gonna be packed with shots of Sturgis parties, downtown, Deadwood, drags, drinkin', damsels, dodgin' cops, an' all sorts of good times, but the sonuvabitch was too busy swingin' his barstool at my head to listen.

Fuck, I'd just got back from the Classic an' my eyes were just startin' to focus again, an' here the Savage was tryin' to dot those suckers right

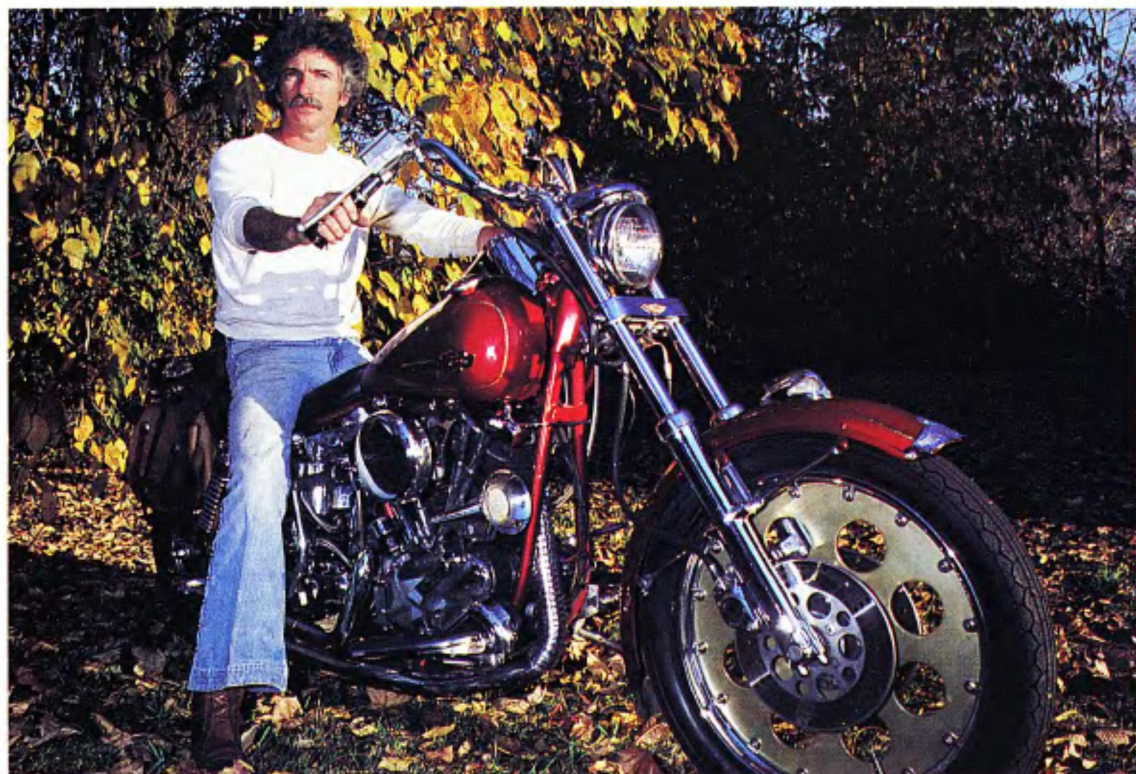
outta my head.

I ain't no boxin' banshee, an' I'm reasonably mellow myself, but I'd had enough of that shit. I don't pump iron just to flex in the mirror, so I snatched the bellowing, swingin' Savage up by his tequila-stained black T an' pinned his jerkin' ass to the pool table an' said inna voice that made waves in the felt, "That's 98 solid pages of Sturgis, asshole — more than we've ever done before. An' the best-lookin' party girls are gonna be in *Easyriders*, an' if ya don't like it . . ."

Like the Savage, once I get onna roll . . .

—Bandit

READER'S RIDE



Ron Elliott, Memphis, Tennessee
1967 Harley-Davidson FLH

Ron Elliott, head honcho of Supercycle bike shop in Memphis, has been elbow-deep into Hogs for nearly 19 years now, and like a lotta veteran shop owners, he's ended up with a chameleon two-wheeler for his personal scooter — the putt just keeps on changing.

It isn't that Ron couldn't decide on what he wanted on this Tennessee tripper — it's just that damned near every time he'd score a choice part for the shovelhead, one of his customers would slide in from the street, check it out, and decide he wanted it for his own sled.

So Ron, being a good sport and reminding himself under his breath that the customer always comes first, would unbolt the component and try to smile as he rang up the sale on the cash register.

We happened to catch Ron's putt in between strip-down sessions, and we snagged the bike on film while we had the chance. And just in time, too. He's already torn her down to the bare bones again, and he's talking about splashing a lotta engraved parts on the chameleon this time — if his customers don't snatch 'em up first.

—Pizzaman

Year: 1967

Engine: 74-cubic-inch shovel, hydraulic lifters, Bendix carb, H-D external oil filter

Transmission: 1967 H-D, fitted with Andrews gears

Chassis: 1958 H-D swingarm, no rake or stretch; 3 1/2-gallon fatbobs

Credits: chroming by Graves Plating, balancing by Beasley, everything else by Supercycle motorcycle shop

Special features: '55 front running light, trumpet horn, and tombstone taillight — all genuine H-D

Model: FLH

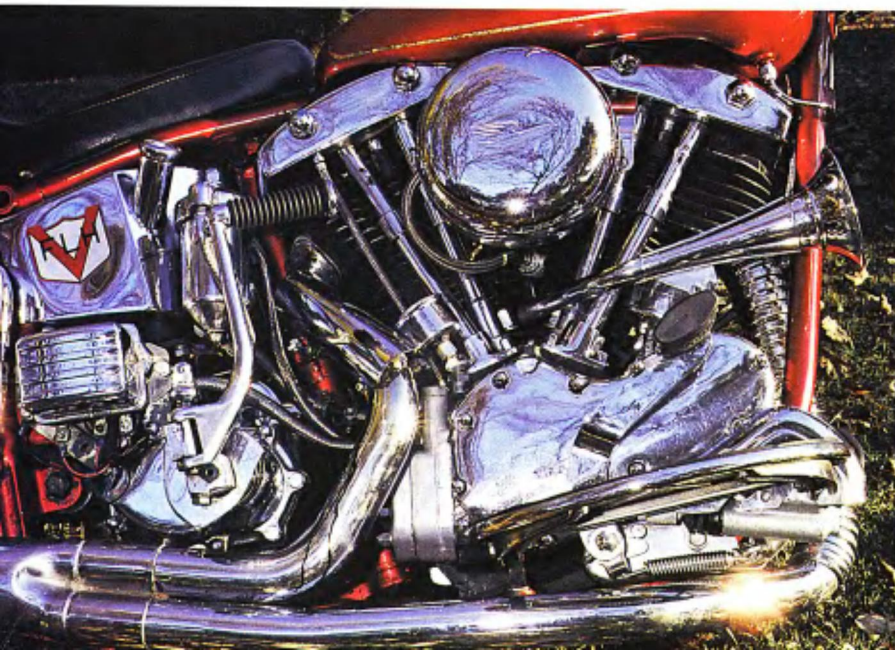
Forks: H-D Low Rider, 2 inches over, turned and chromed lower legs

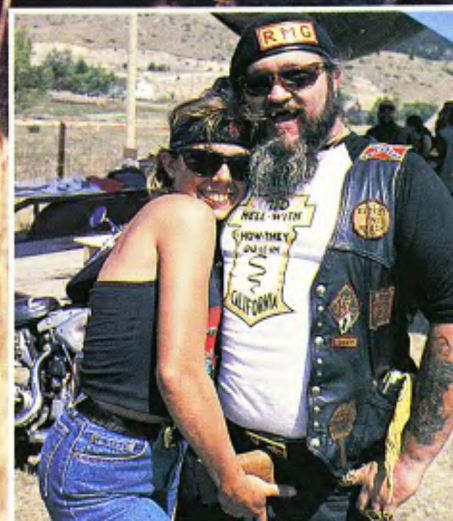
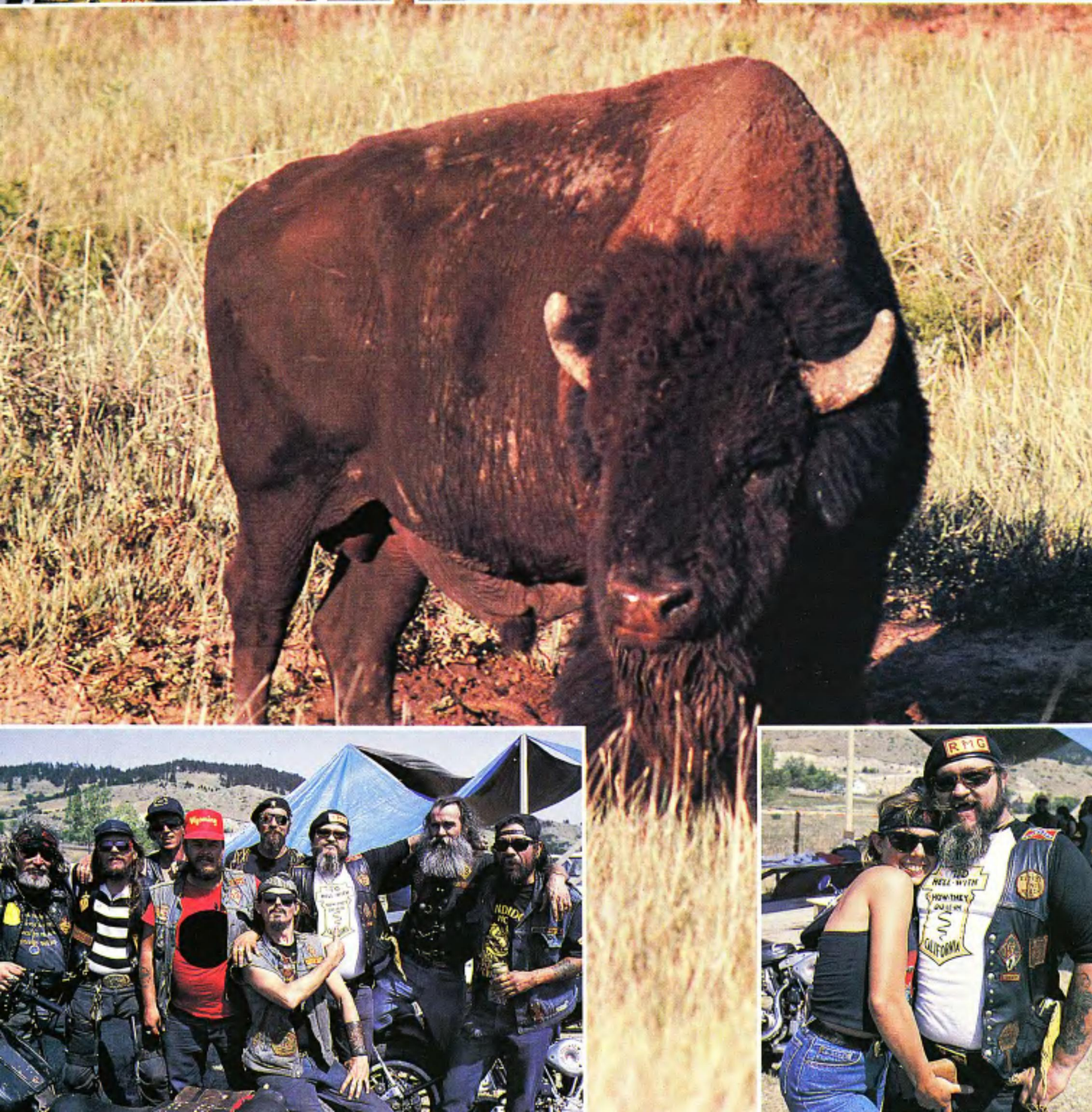
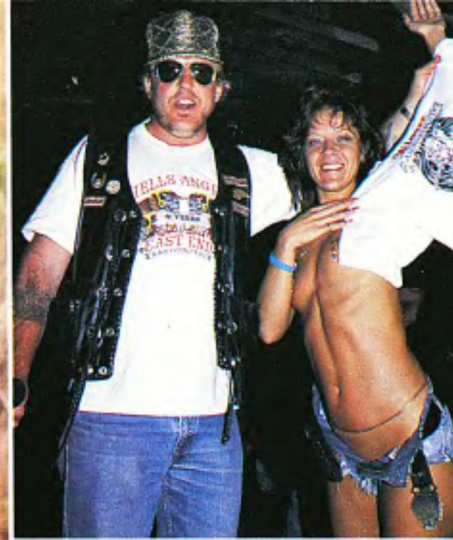
Wheels: Superspoke Gold-diggers; front: 19-inch with dual discs; rear: 16-inch; Continental tires

Finish: brick-red lacquer with gold-leaf pinstriping



Photos by Billy Tinney





RIP'S RUN

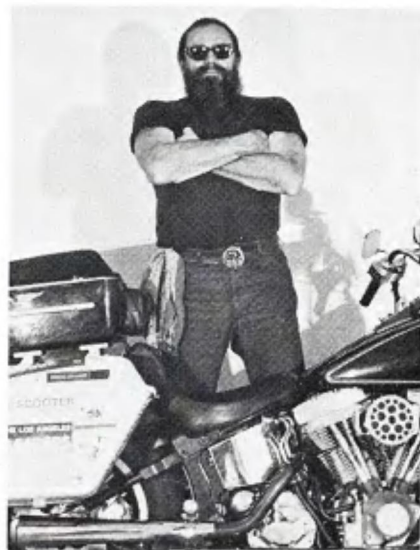
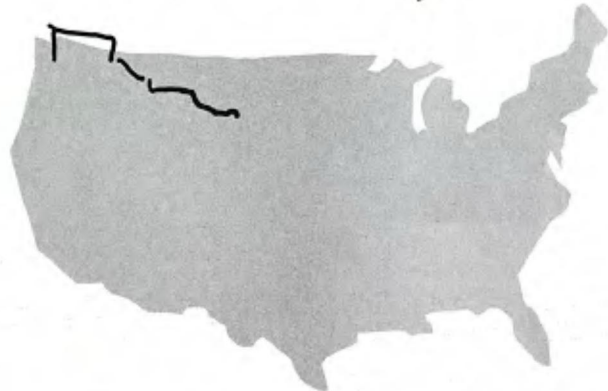


Photo by Rip

NANAIMO TO DAKOTA By Rip

Last month, Baby (my FLH Sport) and I had completed a fun ride to Alaska. In this issue, I'll tell you about riding from Nanaimo, British Columbia, Canada, to Sturgis, South Dakota, for the 48th anniversary of the Black Hills Rally.

While visiting Willy last fall at V-Twin Supermarket in Bellingham, Washington, I spotted a poster advertising Angel Acres. I asked Willy about it, and he told me that it was indeed a major event for southwest Canada. I wrote a few letters, made a few telephone calls, and made plans to attend.

I have to say from the get-go that I've attended many a party around the country, but these guys definitely have their shit together. But of course you wouldn't expect anything less from the Hells Angels.

First, let me back up to Seattle, where I stopped off to visit with Snarl and Jeanne after riding back from Alaska. They operate Bike PAC of Washington. The next day, I spent about \$10 at a car wash, trying to get Baby clean; she had gray road grime all over her from the Alcan Highway. Then Baby and I split north to Bellingham, where I changed the oil and the filter at V-Twin.

It was after dark when Baby and I reached the border checkpoint. I wasn't exactly truthful when the guard asked me where I was going in Canada. It was a good thing, too, 'cause Snarl was turned back when he tried to get across the next day. The reason given was that he didn't have enough *e pluribus unum*. Pretty shitty, but when you ride a chopper and look strange, you're given closer scrutiny.



Hells Angels at Angel Acres, Nanaimo, B.C., Canada.



Harley Engines, Nanaimo, B.C., Canada. Back row, left to right: Brian, Don, Robin, and Scott. Gordon on scooter.



Having fun at the Acres.



Maureen and Len of Canadian Biker magazine.



Cindy and Peter Erb, the lucky raffle winners of a 1988 FXRS-SP Low Rider.

Of course, if you're bald, clean-shaven, and wearing plaid shorts with short white socks, penny loafers or shoes with tassels, and a loud Hawaiian shirt, and you have a really fat ol' lady with a wimpy little dog along and are riding in a big-ass motorhome, the guard won't give you a second look.

I don't like being discriminated against. It pisses me off enough to make me want to work harder, through our network of political organizations, to see that this shit is held down to a minimum. Our hardworking organizations in Canada are ABATE, BCCOM, and BRO.

Moving to a lighter subject . . . Baby and I were late getting to Horseshoe Bay in West Vancouver to catch the last ferryboat for Nanaimo. There are several ways to get to Vancouver Island, and all of them include a ferryboat ride — that is, unless you want to fly in, but then ya can't take your Harley along.

I didn't have to sleep on the ground this trip — while visiting Angel Acres, I stayed with Guy Gaudreau each evening. I had met Guy on a ferryboat a month earlier when going from Port Hardy to Prince Rupert.

Before the club bought the property, Angel Acres was a nudist camp called Nanaimo Tans. They have 15 acres of camping, a swimming pool, and good food. This was the fourth year the club sponsored this event. The party was held July 30 through August 1, a holiday weekend celebrating British Columbia's becoming a province of Canada.

The Angels gave away a 1988 Harley, had a bike show, and presented a trophy to the longest-distance rider — which I should have won, but I can't snivel. The club took real good care of me. They fed me and made sure I had everything I needed to do my job.

The music was provided by more than six rock-'n'-roll bands, and they were all good. I can't really choose one

over the others, although Wailin' Demons and Incognito received much applause. I tell ya, the club's got a lotta style — for instance, you had to purchase special red poker chips to buy drinks or food. One side of these tokens read, "Good Luck Acre Buck," and the other side said, "Angel Acres, Nanaimo, B.C." Selling these ducats is a good idea, because it cuts down on the number of people who actually handle money.

They had a beer garden in the center of the campgrounds. The stage area was first-rate. The bar up on the hill went through beaucoup booze. I didn't see any attitudes, not one. Everyone looked like they were comfortable and enjoying themselves. If you attended and didn't enjoy yourself, it's your own damn fault.

On the color page, to the left of the death's-head photo, are two brothers from England. To the right of the same photo are Calla, the titty contest winner, and a Canadian Hells Angel. He did a good job managing the stage area. The dancer had her pussylips and tits pierced, with gold ornaments hanging off them. Right on, baby — fuck 'em if they can't take a joke.

After the party at Nanaimo, I spent another day with Guy, catching my breath and getting a day of rest. During the party, we never went to bed much before daylight. Guy barbecued steaks and we lay around, charging up our physical batteries.

My observation of Canadian bikers is that many riders like 16-inch tires up front, and some like high exhaust pipes. They also like to ride fast motorcycles; I saw many strokers in the campground. All in all, a very good group of people.

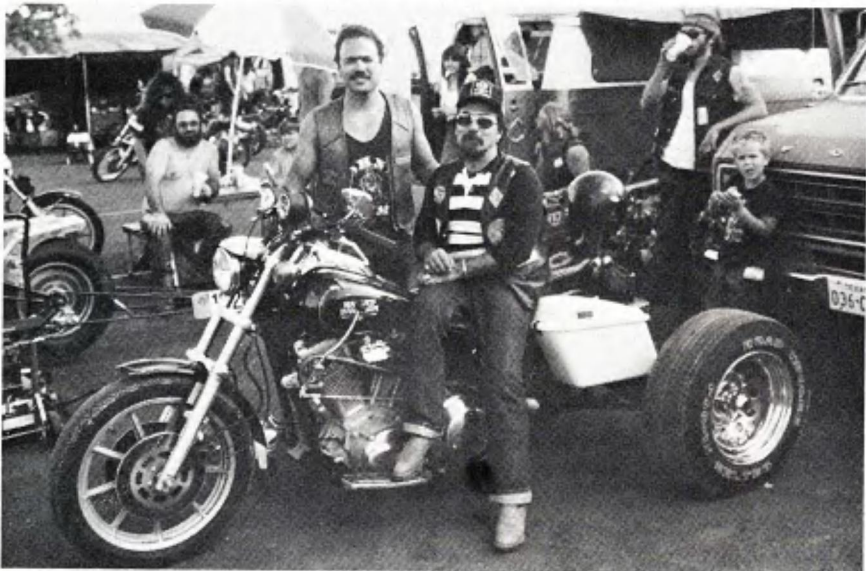
British Columbia is indeed very beautiful. Vancouver Island is regarded as a playground — you could say it's the Hawaii of Canada. If ya ever make it to Vancouver Island, be sure to stop in at Harley Engines in Nanaimo. It's a great shop. Their specialty is engines, as their name implies, but they can do it all. Tell Robin ya read about 'em in "Rip's Run."

After leaving Parksville, I rode a ferryboat to the Canadian mainland and then found Highway 3 at Hope. It's called the Crowsnest Highway and runs east and west along the border. In other words, it's the southern route in B.C. The road was narrow in some spots, taking me through some very picturesque scenery. I particularly liked Allison Pass and Red Mountain.

Remember, in Canada they use the metric system, and road signs are posted in kilometers. The maximum speed limit is 100 kph (about 60 mph) — 50 clicks translates to 30 mph.



Bandits from Australia and Texas.



Bandidos in the pits at the AMRA Drag Races in Sturgis, South Dakota.

When I'd ask the natives how far it was from point A to point B, though, they'd always answer in miles, which makes me think they don't care for the metric system any more than we do.

At Creston, Canada, I hung a right and cut across the border at Porthill, then south to Coeur d'Alene, Idaho, U.S. of A. Going east on Highway 90 through Missoula, Butte, and Billings, Montana, into Sheridan and Gillette, Wyoming, I rode straight to Sturgis, finally reaching Rapid City at midmorning.

I didn't get to go to Sturgis last year, so I wanted to get there early this year and stay late. You old-time readers know that I got busted two years ago in Rapid City for having too much fun. *C'est la vie*. For me, each trip to the Black Hills is totally different, and this year was no exception. I mostly partied with the clubbers and went to the drag races and the Buffalo Chip Campground.

On Wednesday, August 10, the Bandidos MC sponsored the Ride of

Pride, supposed to be the world's largest pack of riders. The two pictures on the lower portion of the color page are of Bandidos at the start of this ride. The female in the picture isn't a patch-holder — she's a sweetie, though, ain't she?

The picture of the buffalo was taken near Custer, South Dakota. It was buffalo rutting season, where the bulls hose the heifers, and ya don't want to get between 'em. A ranger told me that they have been known to gore people. Some bulls were bumping heads, choosing their mates and driving off any would-be lovers from the heifer they had chosen for themselves.

I spent a few days with friends at the Sons of Silence camp. I also rode with them to the races. We roared through Sturgis in a large pack. There is something about riding in a pack that is exhilarating — particularly when it's done right. And the S.O.S. did it right, complete with road guards; we were through town before anyone knew about it.

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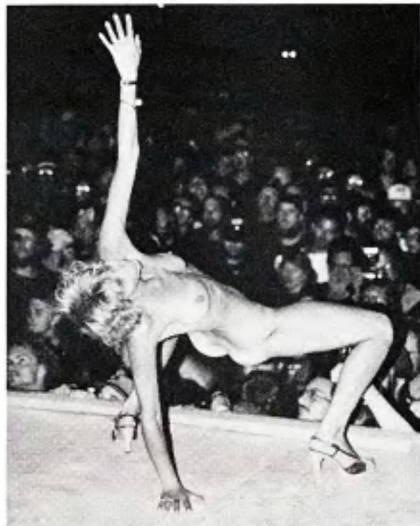
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Going for it.

The races I'm referring to are a club function held between the various chapters and friends. These events were staged on private property in a field not too far from the Buffalo Chip Campground. They started off with drag races, then they went to slow races. The egg races came next, where each rider carries an egg in his mouth across a bumpy field to his partner,



At the Buffalo Chip Campground. Hey, we're talking acrobatics here.

who races back to the finish line. They are not hard-boiled eggs, either.

When they started the shovel race after the egg race, things got real exciting. This is done by two bikes going off side-by-side, each pulling a rider along the ground on a shovel — no pussy tire-pull for these guys. The rider either sits on a large coal shovel or lies on the ground, hanging on to a rope that's tied

to the back of a Harley. This race is killer.

The skies opened up and dumped on us halfway through the shovel race. Nevertheless, the show went on. The winners were patchholder Posey and Animal, a hangaround. In the first heat, Animal sat on the shovel. Halfway down the strip, he fell over on his side but hung on till the finish line. When he came back to the starting line, he was pulling rocks and dirt out from beneath his leather jacket and pants, and his face was bruised from being dragged along the ground — and he had to go through this two more times before winning. The kid's got a lotta heart.

Next came the boot race, which turned out to be the most fun of all. By the time it was over, all the participants were covered with mud. Everyone was smiling and enjoying each other's company. The fellowship is great. It makes me feel good inside to see the love these brothers have for each other.

From there, it was off to the Buffalo Chip Campground. The headliners this year were the Kingsmen on Thursday and Jerry Jeff Walker on Friday night. Jerry Jeff put me to sleep; I mean, I like him, but he played solo and was too



Motorcycle

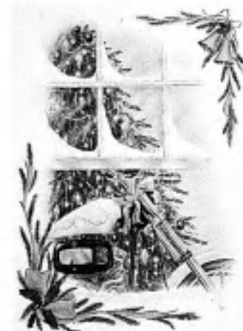
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		TOTAL	_____



Hollywood came in second at the Sons of Silence Drag Races. Talk about high bars.



Sons of Silence drag racing in Sturgis, South Dakota.

laid-back. I must have been very tired. I have a tough time sleeping when I think I'm missing something. I did wake up to see the titty contest,



Guy Gaudreau, Parksville, B.C., Canada.

Photos by Rip

though. It was great.

What can I say about the Sturgis rally that hasn't been said before? Not much, I guess, except that it's the biggest and best party this side of the Mississippi, and I can't wait until the big five-oh in two years. The folks in the Black Hills are already making plans for it. It may be two weeks long. We'll keep ya posted. I'm planning on being there, and if it's anything like this year, it should be a good ol' good one.

Folks, I really would like it if you'd drop me a letter or postcard. I need to know what's going on in your area, so I can better plan my trips around the country. Let me know what saloons you go to, ditto on the bike shops. The parties don't have to be big, either, 'cause I enjoy the smaller ones. That way I'll get to know the people better. Thank you. Write to: "Rip's Run," Box 3000, Agoura Hills, CA 91301.

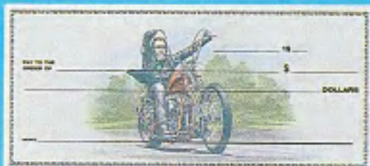
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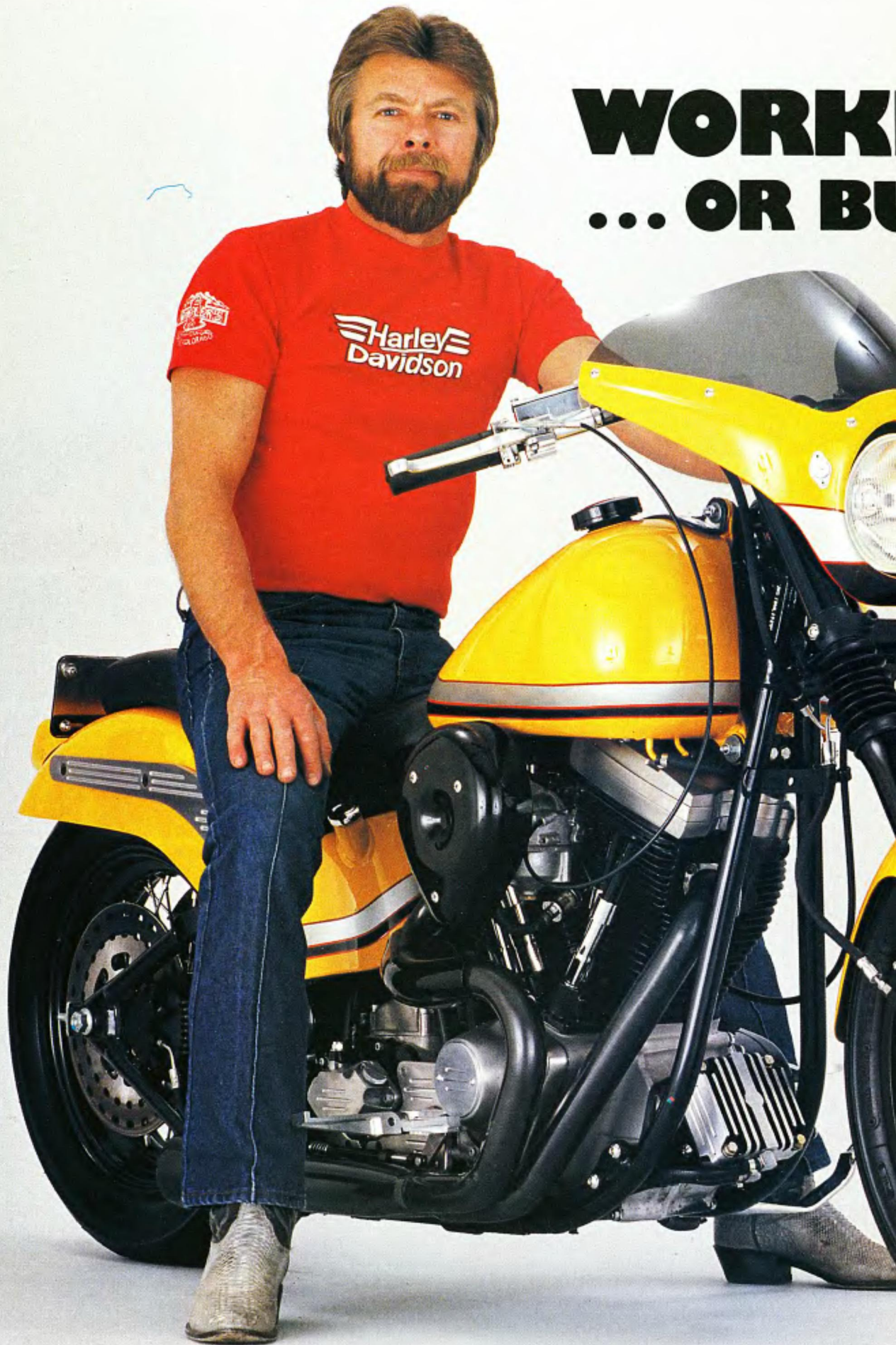
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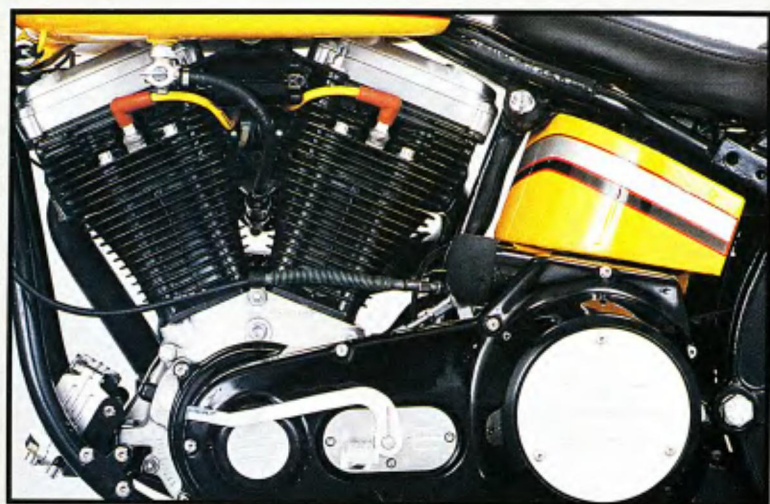
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WORK
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N' HAMSTER M-KICKED AGAIN



I'd never heard the term "bum-kicked" until I ran into Arlin Fatland's long face amidst the brothers and sisters crowding through all the chrome and leather along Main Street in Sturgis this year. Arlin's one of those longtime, quarter-of-a-century scooter people who's lived and worked on motorcycles most of his life.

**Chained
behind
the counter,
Arlin couldn't
even party
at Sturgis.**

His shop in Denver, 2 Wheeler's, has been open to us H-D jockeys since 1970, and this year he decided to open a place on Main Street in Sturgis — some vacation, huh?

So while the majority of the family of cycling was either getting shitfaced, riding through the Black Hills, or enjoying the sights, sounds, concerts, babes, and sun, Arlin was bum-kicked into working behind the counter. Hell, he even missed the Hamster run into town and the partyin' at the B&B in Spearfish, 'cause a couple of yahoos who were supposed to work for him didn't show up (or decided to party instead). Poor ol' Arlin looked about as down as a flat 16-incher along Highway 90 just outta Sturgis.

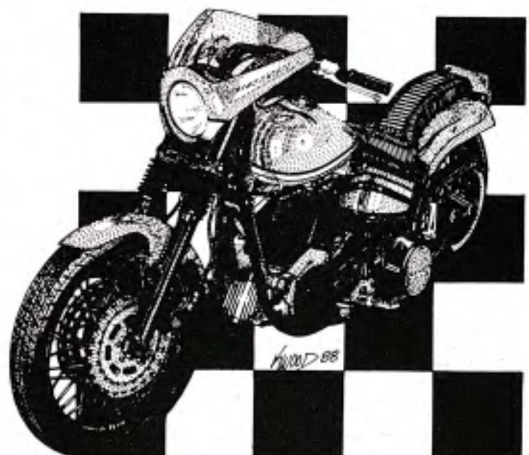
If yer a Sturgis rider of sharp wit and focused eye, you might have seen this here



Owner: Arlin Fatland		City: Denver, Colorado	
General		Frame	
Fabrication by: 2 Wheeler's M/C Shop		Year: 1986	
Year and make: 1957 prototype		Builder: Harley-Davidson	
Model: Softail		Type: Softail	
Value: \$15,000		Rake: sorta	
Assembly by: 2 Wheeler's		Stretch: naw	
Time: too long		Other alterations: lowered (R. Labriola)	
Chroming by: what chrome?		Accessories	
Engine		Bars: Arlen Ness	
Year: 1986		Risers: one-piece	
Model: blockhead		Fender(s): Arlen Ness	
Rebuilder: new		Headlight: Gary Bang	
Ignition: points/coil		Taillight: Harley-Davidson	
Displacement: 80 cubic inches		Speedo: gone	
Lower end: stock		Front pegs: Bob Schenck	
Balancing: outta		Rear pegs: Bob Schenck	
Pistons: stock		Electrics: hidden	
Cases: Harley-Davidson		Gas tank: 3 1/2-gallon fatbobs	
Heads: block		Oil tank: stock H-D	
Cam: Gary Bang		Oil system: O'Berg filter	
Lifters: Gary Bang		Primary cover: stock	
Carb(s): S&S Super		Seat: Larry McDaniel's	
Air cleaner: S&S		Sissybar: none	
Pipes: Arlen Ness		Height: n/a	
Muffler(s): loud		Material: n/a	
Transmission		Forks	
Modifications: stock		Type: Harley-Davidson slider	
Year: 1986		Extension: shortened 2 inches	
Shifting: up and down		Builder: Harley-Davidson	
Engine sprocket: stock		Special features: rubber boots	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Rick Pew		Hub: H-D	Hub: H-D
Painter: Rick Pew		Rim width: 2 inches	Rim width: 4 inches
Color: Hamster Gold		Tire: Avon	Tire: Avon
Type: Imron		Brake: stock	Brake: stock
Special paint: drunk lines			
Other special modifications: lots of 'em - look close. All aluminum work by Schenck Bros. Machine Shop			



Photos by Michael Lichter



scooter on Main, sittin' there all long and lean and low, the way Arlin likes to build 'em. 'Cept this one wasn't tickin' as it cooled; it was just dusty from all the other scooters jammin' up and back on Main.

In 1986 this scooter went directly from the dealer's showroom to the back door of Arlin's shop in Denver, where it was torn down and never touched the asphalt again until

it looked like it does here.

Even though he wasn't available for the party in Sturgis, he doesn't begrudge his brothers the good times they had this year in the Badlands. "I wanna thank all the Hamsters for their support," he said, "especially Arlen Ness and Gary Bang, whose parts made this a better scooter."

I'm hopin' that when Arlin spots his scooter in this rag,

it'll brighten his spirits. But I'm not sure I should send him our *In The Wind* special dedicated entirely to Sturgis '88 — might make him feel worse. Watch for it; it's an entire rag on this year's Black Hills Classic. All the scooters, places, and parties will be featured. It might just bum-kick him again.

Give us a Hamster smile, Arlin.

—Snake

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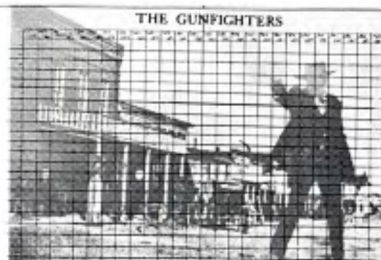
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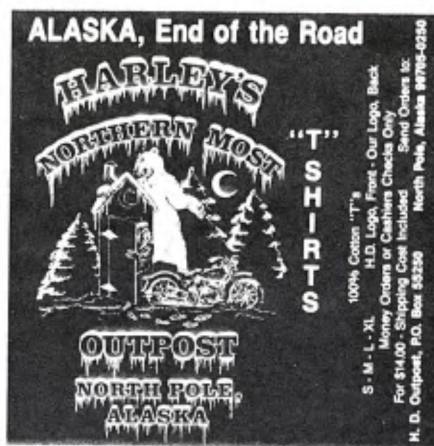
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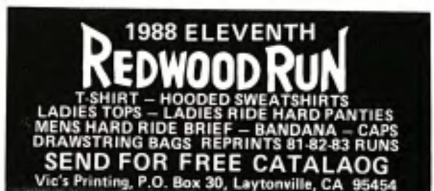


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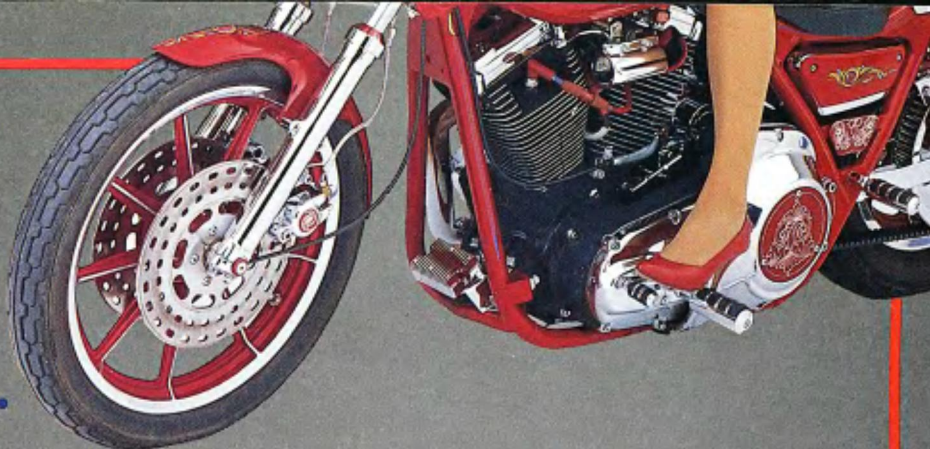


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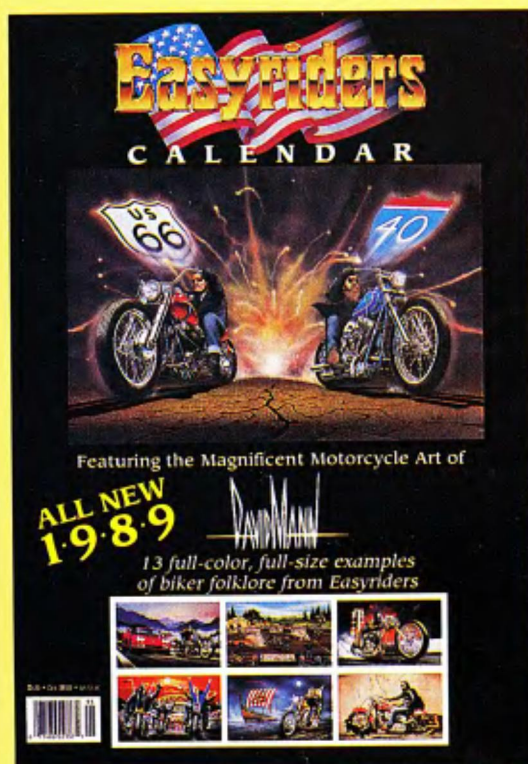
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