

Easyriders

**Our Rodeo Rocks
Malta, New York**

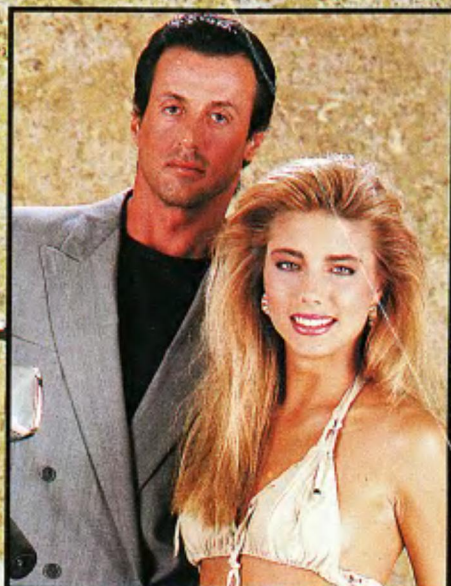
**RICO Sting At
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In Milwaukee**

**Sylvester Stallone's
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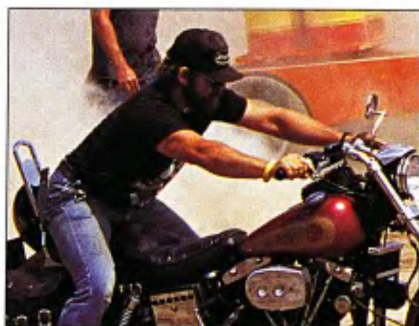
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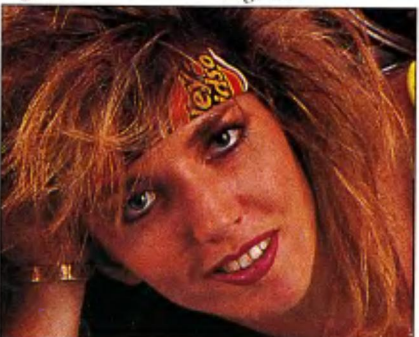
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Cover, gatefold, and feature photography of Sylvester Stallone, his 1988 custom Softail, and his girlfriend, Jennifer, was done by Silvermoon. The bike was built by Bartels' H-D.

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According to researchers, mosquitoes are attracted to chicks because of the female hormones they exude, so they bite women more often than they do men.

Someone made a survey that concluded women prefer being with girlfriends to staying home and having fun and games with a guy. About 75 percent of the women said they would rather get roses or just a kiss and a hug from a guy, while 9 percent told the truth and said they preferred staying home for fun and games.

Now another survey has revealed that 20 percent of the women and 17 percent of the men in Australia approve of wife-beating. The extent of the violence sanctioned varied, but both men and women approved of husbands shoving, kicking, or hitting their ol' ladies. It looks like we guys should move to Australia.

I know you've been lying awake nights, wondering about this: The average age of people worldwide is 23.

If a guy should challenge you, saying that he can do more push-ups than you, and he is shorter than you are, beware—it has been revealed that the shorter the man is, the more push-ups he can do. For instance, a guy who is 5'6" recently did 6,006 push-ups.

A dog is man's best friend, except for this stupid shit. A guy broke into a store and stole a lot of valuable merchandise but forgot that he left his dog behind. So the police set the dog free, and the dumb mutt went right to his master's house. (He should have at least gone to his master's girlfriend's house.)

Here's a dipshit whose elevator doesn't quite go to the top floor. He was driving along, throwing firecrackers out the window. He soon attracted the cops, and as they pulled up to his car, he stuck a lighted cherry bomb between his legs. It exploded, damn near wasting his family jewels and igniting a box of firecrackers on the car seat, which set fire to the car and two buddies who were also in the car.

This dude was busted for dope. In his house they found cocaine, methamphetamine, \$9,000 in cash, a submachine gun, a dozen other guns, and surprise, surprise! They found an unmarked police car, fully equipped, including riot gun. And as yet, they don't know where in hell he got it.

There are a lot of reasons for starting fights. A bunch of people started fighting over who owned a goat. When it was all over, 12 people were dead and 30 were wounded. Apparently, a goat belonging to one set of people wandered onto a freshly seeded field that belonged to another set of people.

A teenager took his girlfriend to his school graduation. They got into a beef, and the only way he could shut her up was to strangle her with his graduation tassel.

If your ol' lady has a horse, she'd better keep an eye on it. If you get bucks-down, horsemeat has more protein, more iron, lower cholesterol, and about half the calories of beef.

I heard that in WWII, amphetamines were given to soldiers who had to stay up long hours. Now, after all these years, the army is testing speed on troops, and surprise, surprise! They decided against it because with extended use, the troops develop paranoia, hallucinations, and violent behavior. Maybe they ought to mix it with 'ludes.

The dipshit-of-the-month is a guy who was standing in the middle of a busy freeway, holding up plastic bags and yelling, "Hey, here's cocaine. Buy it here."

He went into a local 7-Eleven store at 1:00 a.m., and they wouldn't sell him beer because it was after midnight—so he got pissed and took his anger out by pissing over 38 boxes of cereal. And while leaving the store, he grabbed two sandwiches and a six-pack of beer.

TAKING IT EASY

By Spider



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Rodeo

□ I went to the *Easyriders* Rodeo held in Chillicothe over Labor Day weekend. Even though it rained most of the time, it didn't dampen anyone's spirits. I had a great time, as did everyone else. I have two hours of it on videotape that I watch over and over.

They announced that the Rodeo would be back next Labor Day—and so will I. Even the locals were surprised how well it went. So I'm counting the days. See you next year.

Dave Martin
Chillicothe, Ohio

■ See you next Labor Day.

□ Some of the inmates at Chillicothe Correctional Institution would like to thank the many bros who took the time to wave to their downed bros. We also send special thanks to all the foxes who showed us their tits.

Thanks to *Easyriders* and all of you good people. You took our minds out of this hellhole for three days.

Big Shorty Wilson
Chuckie Smith
Chillicothe, Ohio

Vacation Savior

□ Just want to pass along a big thanks to "Ron the Wrench" at Iron Block H-D in Adams Center, New York. My lady and I were on vacation, takin' a cruise through upstate New York, when a rear wheel bearing seized on the axle and pissed me off no end. But as luck would have it, we were near the Iron Block shop. They took our scooter in right away and had us back puttin' the same day. Thanks again.

Big Mike
Westfield, Mass.

Warning

□ I've marked this letter "Urgent" because I want to alert *Easyriders* and bikers across the country to a situation that has me worried.

Recently several friends, acquaintances, and dealers

have been approached by a group of Europeans wanting to buy old Harleys to ship back to Europe. (They wanted my rat '75 Super Glide, which shows about how much they know about "old" Harleys.) A few weeks ago, a chance meeting with a visitor from Finland shed a little more light on the story. These guys want to buy our old machines and export them where they don't have to pay duties or taxes on them if they're old enough. Then they sell them at tremendous profits. The Finns told me that any kind of Harley is in great demand over there and will bring top dollar.

Sounds like good business, right? Sure, but the problem is that once this vintage iron leaves the U.S., it ain't comin' back. It's gone forever!

The Prospector
Flushing, N.Y.

Montana Fans

□ We are your biggest *Easyriders* distributor in Montana. We'd really appreciate it if you'd please print this picture. Everyone is on pins and needles waiting for the picture to be published.

Peggy Tipton
Whitefish, Mont.



Precision Cycles, Whitefish, Mont.

Who?

□ I was a little bummed out when I read the article on the big red Sumax "Street Rod" in the September '88 issue. The photos were great, but you didn't mention the name of the person who did all the engraving and flames.

Actually, the entire bike was engraved by me, and the backgrounds were stippled by my sons Bert (16) and Ben (12). "Herb Jerred & Sons" is a fairly new name in the bike

engraving business (you did introduce us in "Tech Tips" in your January '88 issue), and we hoped that recognition in this "Street Rod" article would let all fellow bikers know what we can do and where to find us.

Herb Jerred & Sons
122 West Fifth St.
Fulton, NY 13069
(315) 593-2662



Herb Jerred and son

Bummer Over

□ I know there must be other guys out there who read your magazine and dream of owning their own scooters someday, but kids and bills are getting in the way right now. Here's some encouragement for them.

My other half has been hooked on Harleys for most of our married life (23 years) and has owned four or five of them. His last one, a beautiful chopped panhead that he put together himself, was stolen right out of our garage, and there was no insurance to replace it. He was sick about it for a long time.

We got busy with raising kids and paying bills and just trying to survive, so we had no money for payments on a motorcycle. He would sit and look at his magazines and pictures and go to the Harley dealer to look and bring home brochures. He spent a lot of time dreaming.

Once in a while he would give up and throw away all the mags and pictures, trying to forget about it, but slowly the mags and pictures would always be replaced and the dream would continue.

Four years ago he started working on getting a particular good-paying job and finally got it. Things were looking up. Then the doctor found cancer. That was a pretty scary time. He felt like

everything was against him. This year we finally got ahead on our bills, he doesn't have to work too hard, two of our kids moved out, the cancer is gone, and last month we were finally able to swing a deal for a brand-new 1988 Softail Heritage. It's beautiful!

We had talked about buying a used Harley, but I felt like we both deserved a new one after all those years of waiting—13 since the panhead.

We're both pretty lucky to have each other, a good income, good kids, a beautiful grandbaby (C.J.), and a new Softail to take us away on the weekends. Our kids all want Harleys now, and our grandbaby is thrilled when we sit him on papa's Harley. (It must be in their blood from all those years of dreamin'.)

Happy anniversary, and here's to many good years on our Softail.

Linda
Puyallup, Wash.

Lotsa Bike Bars

□ In response to "The Maniac" (October '88), The Rainbow is a great place to party, but it's not the only bar in Tucson owned by and run for bikers. There is also The Living Room and The Bashful Bandit, both on Speedway.

So next time you're just passing through, give a good report, but leave the facts to the residents.

Panther
Formerly of Tucson, Ariz.

Likes Video

□ A line to say a fanfucking-tastic job on your video. Just got it in the mail and love it.

Animal
Rome, Ga.

□ A whole bakery full of raisin pies for the staff for *Easyriders Video Magazine* #1. The moment we received that valuable package, the wrapper was off and it was in the VCR. Your timing was perfect, too! How did you guys know we were having a bash that night? We've watched the video at least a dozen times already, and it seems we've been having a lot of bros dropping in for a visit. Not with us, but with *Easyriders*. It's rating five stars from all audiences. The only complaint is that it's not long enough, but then we never seem to get enough!

The *Easyriders Rodeo Special* on USA Network was just a tease compared to this jewel of a flick. Eagerly awaiting the sequel...

Rebel and Princess
Phoenix, Ariz.

□ Got home from work today, and there on my coffee table was a nicely packaged present from you bunch of tramps. I opened it up and slammed that tape into my VCR. Holy fuckin' shit, it was one of the best tapes I've seen in a while. You guys really can do something good.

Give all the members of your staff big fuckin' slices of raisin pie. Y'all deserve it. Whatdafuck! Have seconds! Hope to see a few more videos soon.

Chuck "Pigpen" Loehr
Clearwater, Fla.

Insurance Hassles

□ In the October '88 issue, there were several letters from bros who were being fucked over by one insurance company or another.

Just so we don't feel personally rained on, I know a lady of the tender age of 81 who drives a Rambler. (What did you expect, a 427 Cobra?) She got an insurance bill from Colonial Penn Insurance (which advertises itself as the insurance company for older drivers, as in: "We're your friend, granny, you can trust us!") for a whopping \$850 a year. She has a clean driving record.

I called a buddy of mine, and he placed her with Farm Bureau—same coverage for \$425 a year. Exactly half! (She has yet to buy me dinner for this.)

Evidently, the insurance companies don't give a rat's ass who you are. They'll fuck anyone, anytime. What we really need is some sort of disease that could only be caught by fucking someone in his wallet. It should have distinctive symptoms (the skin turns green, for instance, as a warning to everyone else), be messy, painful, and totally gross. And of course, it should be fatal. Slowly.

Mike Arman
Ormond Beach, Fla.

Guns And Roses

□ This is in reply to Christina Claney (October '88 issue). I've been all over the U.S. and have been to a lot of record stores. The only two places

where you might have any luck are Tower Records in Hollywood or Covina, California, or a little record store called Strawberry Fields, on Washington in Waukegan, Illinois. If they don't have it, they can get it.

Duel C. Taylor
Murray, Ky.

Helmet Laws

□ Right on—I couldn't say it better than Captain Beaver did! I myself was pissed off when the news came my way about Oregon's passing a helmet law. I always loved that freedom to choose whether to wear a helmet or not.

I have been down and am soon to shake loose. All I think about is riding back in the wind with *no helmet* holding me back from that sense of freedom. But now, due to those dog-dick-lickin' fuckheads who voted for the helmet law, I will not feel that again. All I have to say to them is, "Fuck you. That's how I feel you did all us upstanding bikers in Oregon!"

Just let us ride Free!
Blondie
Somewhere, Ore.

Wants Info

□ Anyone out there interested in showing two Canadian blondes your local sights? We're touring across Canada, Ottawa to Vancouver, then down to California. From there, who knows? But eventually we'll go back across the country and back up to The Great White North.

Anyway, we'll be looking for great places, great bars, and great people to party with. Any suggestions? We're not heading down until next summer, but we gotta figure out how long we'll be on the road according to the info we get from you guys.

Barb Leeson
17 Harlow Cres.
Nepean, Ontario
Canada K2H 5N9

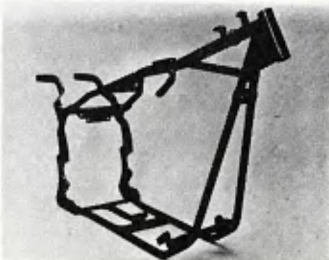
Likes 'Em

□ I would like to respond to a downed bro who wrote to your rag to complain that the ladies in your Fox Hunt contest aren't worth taking to a dogfight. Are we lookin' at the same magazine, man? You sure you didn't pick up a copy of the *Advocate* by mistake? Although the lady I've been steppin' out with has never appeared in this mag, she does happen to be

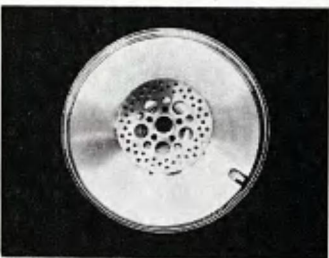
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a dead-ass ringer for the February '88 Fox Hunt winner (displayed in the July '88 issue—the blonde cutie in Daytona). It's true that while not every chick appearing in your rag happens to be my cup of tea (glass of beer, shot of Jack, whatever), these babes were proud enough, or had someone who was proud enough, of what the big man upstairs endowed them with to share it with us, and that's classy. I wouldn't mind being seen with any of them!

"Frank-en-Stein" Glenn Redondo Beach, Calif.

Tattoos

□ If yer into tattoos, here's a great place to check out: "Tattoos By Dr. Who," two miles south of the James River Bridge on Highway 17 in Carrollton, Virginia. The shop is really small, but tattooist Genie is great, and the place is extremely clean.

The shop specializes in custom designs and cover-ups. The needles are all disposable and used only once. The inks are alcohol-based and totally safe for the skin. (And the prices ain't bad, either.) Check 'em out. Ilene "Eye" Brockett Norfolk, Va.

She's In Love

□ Month after month I sit here reading shit on sexy women, and now it's time for a woman to speak. In "Rip's Run" (October '88 issue), I saw a man I'd love to kidnap and tie up for a month. Hello, Hoss! He's the finest-looking biker I've seen in years.

Give Rip two months of raisin pie for those photos. And give me Hoss. I'd be in Hog heaven, even with the white elephant!

Good fucking job.

Cricket
Fulton, Mo.

Wants T-Shirt

□ I've been trying to find a T-shirt(s) with the H-D oil can label on the front. Know which one? Can you print this in the hope that someone out there who still sells this type of T-shirt will drop me a line?

(Screamin') Steven
Box 812
Wisconsin Rapids, WI 54494

Kent Show

□ If there's one thing that really pisses me off, it's when you guys forget to mention the greatest bike event this side of the great pond—in

England.

This year we've seen the 10th anniversary of the Kent Custom Bike Show. Now I know that some of you guys will say, "Why should we bother to feature that shit?" Well, you're wrong, as those of your countrymen who did make it will testify.

The "Kent Show" now ranks with Daytona, Sturgis, Broadford, and The Isle of Man TT as the events in the world to be at for real bikers' parties. So there's only one thing to ask: Where the fuck were you?

Ta ta for now, old bean.

Bob
London, England

■ We were busy trying to find Kent on the map!

Miscarriage Of Justice

□ I was recently talking to my insurance man about the new lid law that will go into effect on January 1, 1989, in this state. We are both strongly against the law and think our local ABATE went about things the wrong way when we were all fighting against it.

I also learned that if I have my ol' lady on the back of my scooter and I should dump it or lay it down (God forbid), she is not covered, nor are any of my family if they are residing in the same household as me. However, if a person who doesn't live with me is on the back and an accident should happen, that person would be covered.

The state calls it a "Guest Passenger Law." I call it bullshit! If our local ABATE would pay more attention to this law rather than the lid law, it might make life a lot easier and one helluva lot more gratifying to know we have someone who is looking out for the rest of our family.

Phil
Omaha, Neb.

Question

□ I have a question of world-shaking proportions. A friend of mine has a T-shirt from Dudley Perkins H-D of San Francisco that says, "Established 1914—Oldest H-D Dealership in the World." I have a T-shirt from Portland Motorsports of Portland, Oregon, that says, "Established in 1912."

Who is correct, or is there more to the story?

Ken Milton
Grand Junction, Colo.

A Switch

□ I'm a downed bro in the Pennsylvania prison system looking for anyone locked down in the Arizona prison system who would like to make a switch. I have 15 months left on a six-year sentence, and all my ties are in Phoenix now. If there's anyone out there interested, drop me a kite.

John Dietz, Z-2675
801 Butler Pike
Mercer, PA 16137

Likes Us

□ This is in reference to "400 Years of Riding Free—Sorta" by Clayton Johnson in the August '88 issue. I've enjoyed your rag for many years—the bikes, the babes, the tech tips, and the general info are usually great. I'm even getting used to the new format. But this Johnson guy has his head up someone's ass. He sounds like a wannabe. His first mistake was separating bikers from citizens.

Man, if you ain't a citizen of this great country, then what the fuck are you! Thousands upon thousands of people have died so that we can remain citizens of this country. And when you see Old Glory flying in the breeze, you'd better damn well remember that fact.

Johnson was trying to refer to a certain kind of citizen, the ones who would suppress, control, dictate, and generally fuck up the ideas of a free-thinking people.

The forefathers of this country fought hard, first to take the land and kill off as many Indians as possible (which, by the way, were bikers who lost it all—club life was it. They rode in groups, partied when they felt like it, lived off the land, and didn't give a fuck about the white man until we wanted to change their way of life. Sound familiar?)

Magilla
Huntington, Ind.

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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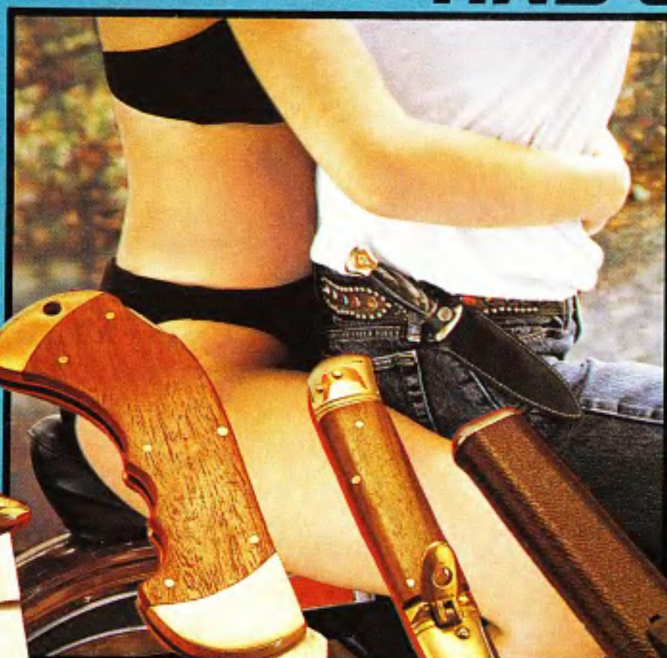
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Boot or Belt, the Equalizer is your ace in the hole. 9 and 3/4" of Genuine Ox Horn, Brass and Double Edged 440 Stainless Steel. Complete with Black Steer Hide spring clip sheath. The Equalizer gets the job done.

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STALLONE'S STEED

Some people put stock in everything movie stars say and do, while others don't think much of 'em one way or the other. Whatever, recently we discovered that so many of them are scooter people, we couldn't avoid 'em any longer.

Not long ago, I was puttin' through L.A. and decided to look up Eugene Thomason at Bartels' H-D in Culver City, California, to find out what was new. While I was standin' around the showroom, gawkin' at all the scooters I couldn't afford, he was talkin' with a customer who turned out to be James Caan, the actor. One of the sharp scooters I was droolin' over belonged to Mickey Rourke, and the one they were tunin' out back was Sylvester Stallone's Softail.

Stallone putts almost daily from his office at White Eagle Productions in Santa Monica, California, to the gym. Sly and Arnold Schwarzenegger ride on their rare days off. Sly, who also has an '80 FLH and an '81 FL with a sidecar, began his riding career in







Photos by Silvermoon





1969 on a '65 XLCH. Both FLs are *Rocky* bikes, painted yellow-and-black. He plans to ride a scooter in his next film but wouldn't 'fess up to the name of the film or its subject. Makes me proud to see H-Ds on the silver screen, being portrayed as today's freedom machines.

Sly was insistent on the color scheme for this *Softy*, although Eugene had some of the gold-plated items installed to accent

the design. Sly got behind it and added to the formula, but now there are changes in the wind: he's planning a new paint job incorporating a cobra logo and says he'll install a new H-D springer. Sly is also planning a new scooter, a candy apple red Heritage with fenders designed to look like the old full-skirted Indian fenders—should be wild.

Knowing the sex-infested minds out there, I suspect

there's some interest in Sly's girl. When I asked Sly what she does, he said, "She's a model who splits atoms." (Something to think about.) Jennifer originally hails from Atlantic City, New Jersey, where her grandfather used to give her motorcycle rides to the boardwalk on Sundays, so she's well acquainted with two-wheelers. Stallone says she rides like the Lone Ranger, whatever that means. I'd like to



Owner: Sly		City: Los Angeles, California	
General		Frame	
Fabrication by: Bartels' H-D		Year: 1988 stock	
Year and make: 1988 Harley-Davidson		Builder: Harley-Davidson	
Model: FXST-C		Type: FXST	
Value: plenty		Rake: stock	
Assembly by: Bartels' Super Dave		Stretch: none	
Time: three months		Other alterations: lowered one inch	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: apes	
Year: 1988		Risers: FLST	
Model: Evo		Fender(s): stock	
Rebuilder: none		Headlight: stock	
Ignition: stock		Taillight: catseye	
Displacement: 80 cubic inches		Speedo: painted	
Lower end: stock		Front pegs: Harley-Davidson custom	
Balancing: factory		Rear pegs: Harley-Davidson custom	
Pistons: stock		Electrics: stock	
Cases: Evo		Gas tank: 5-gallon	
Heads: stock/polished		Oil tank: stock	
Cam: stock		Oil system: stock	
Lifters: hydraulic		Primary cover: chromed	
Carb(s): Screamin' Eagle		Seat: custom leather	
Air cleaner: Screamin' Eagle		Sissybar: none	
Pipes: Cycle Shack		Height: n/a	
Muffler(s): Cycle Shack		Material: n/a	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: 1988		Extension: 2 inches under	
Shifting: foot		Builder: Forking by Frank	
Engine sprocket: belt		Special features: turned lower legs	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: yes		Hub: H-D	Hub: H-D
Painter: Pomona Valley M/C		Rim width: 2.25 inches	Rim width: 3 inches
Color: Jaguar green		Tire: Dunlop	Tire: Dunlop
Type: Imron		Brake: H-D	Brake: H-D
Special paint: gold striping			
Other special modifications: Allens everywhere, 24-karat gold plating			



see if Lettie Laveeta (my new rubber-mount) can keep up with his Softy.

Now I gotta check out some of these rock groups, like INXS (the entire group rides Harleys). Many chrome-and-metalflake musickmakers are in the wind on the right breed these days—need to find out if their hearts are in the right place. More from Hollywood as the story breaks.

—Renegade

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

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

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

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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.

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

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

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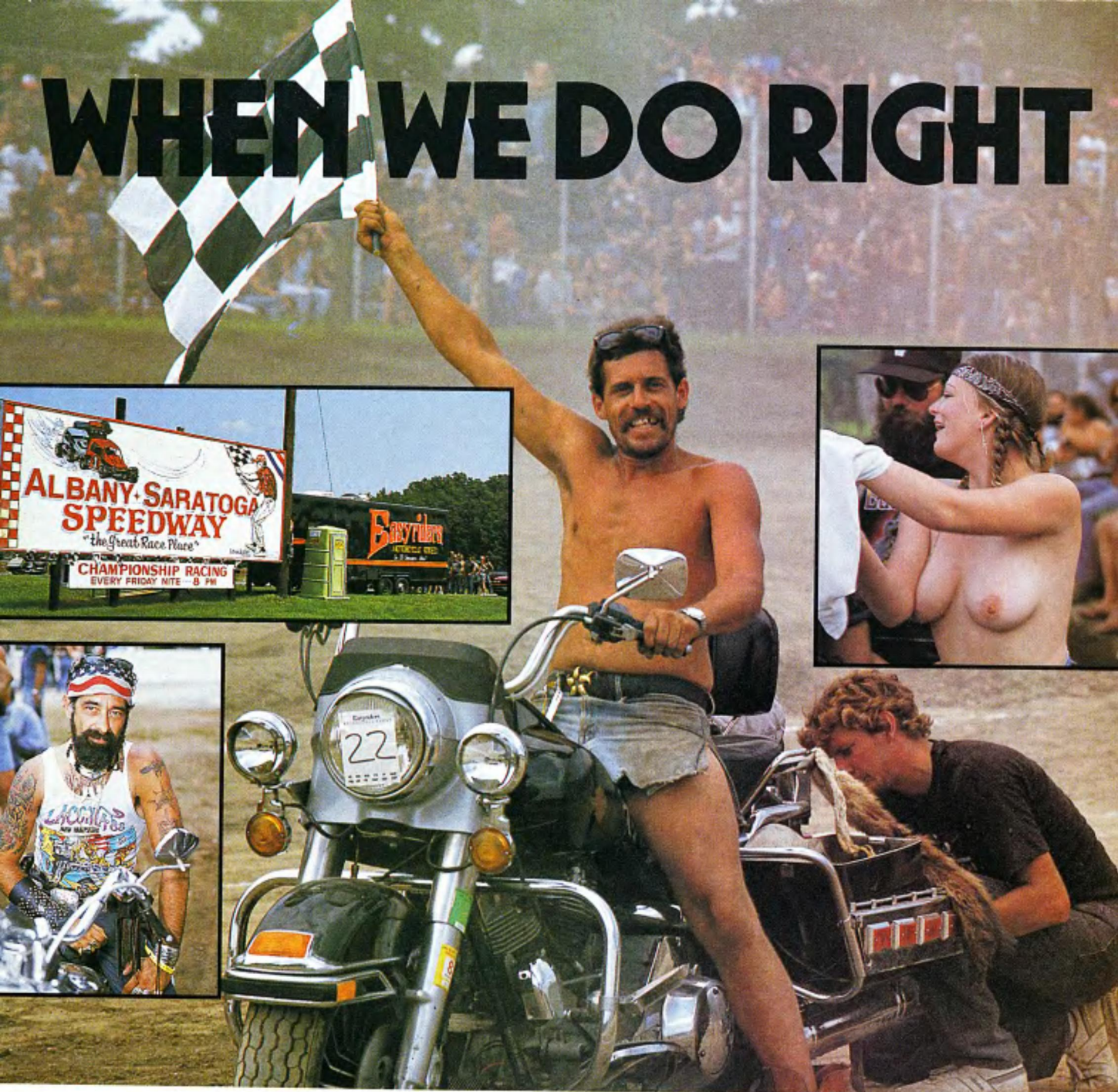
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WHEN WE DO RIGHT



New Yorkers show what we're all about at Malta Rodeo.

While shagging my fat ass around the country with the *Easyriders* Motorcycle Rodeo crew these last two years, it's sometimes been easy to get the idea that a helluva lotta townspeople across the map have OD'ed on all the old biker exploitation movies that were so popular in the '60s and '70s.

You remember the flicks I'm talking about—those tired dogs were usually slapped together with a budget of about \$12.47, and the plot, when there was one, limped along like this: a grubby, slaving biker gang roars into Smallville, USA, and wreaks wan-



ton destruction and mindless mayhem at every conceivable opportunity, usually kidnapping and turning out the high school sweetheart/sheriff's daughter along the way.

Ya don't see quality filmmaking like that anymore. In some of those flicks, they'd even occasionally use real Harleys.

The main problem with that brand of Hollywood bullshit is that too many straights out there don't know us bikers from baked beans, and they actually get it locked into their heads that this B-movie drivin' is for real. Understandably, it scares the bejesus out of a lotta them.



And the winners are . . .

Slow Race

- 1st: Ray Tewksbury, Tampa, Fla.—\$100
- 2nd: John Gorsin, West Berne, N.Y.—\$75
- 3rd: Gary Freel, Ames, Iowa—\$50
- 4th: Gary Mackenzie, Gansevoort, N.Y.—\$25

Wienie Bite

- 1st: Jay Adelman and Gus, Austin, Tex.—\$66
- 2nd: Gary Mackenzie and Marcia Scaia, Gansevoort, N.Y.—\$49
- 3rd: Frank and Marilyn Olenick, Effort, Pa.—\$33
- 4th: Farrel and friend, New York, N.Y.—\$16

Potato Haystack

- 1st: Gary Freel, Ames, Iowa—\$66
- 2nd: Frank and Marilyn Olenick, Effort, Pa.—\$49
- 3rd: J. and Linda Burst, Springfield Center, N.Y.—\$33
- 4th: Larry Walsh and Angela Caizza, Lakewood, N.Y.—\$16

Keg Derby

- 1st: Frank Olenick, Effort, Pa.—\$59
- 2nd: Gary Freel, Ames, Iowa—\$44
- 3rd: Brian Howard, Ilion, N.Y.—\$30
- 4th: Kim Geiselman, Cumberland, R.I.—\$15

Barrel Race

- 1st: Gary Freel, Ames, Iowa—\$66
- 2nd: Marty Christopher, Clifton Park, N.Y.—\$49
- 3rd: Wayne Roberts, Hudson, Mass.—\$33
- 4th: Kim Geiselman, Cumberland, R.I.—\$16

Solo Sled Drags (1,000-lb. gas class)

- 1st: Ed Lahart, Ames, Iowa—\$200
- 2nd: Michael Lachapelle, Springfield, Vt.—\$120
- 3rd: Gary Freel, Ames, Iowa—\$80

Solo Sled Drags (800-lb. gas class)

- 1st: Gary Freel, Ames, Iowa—\$160
- 2nd: Gary Michaud, Stillwater, N.Y.—\$96
- 3rd: Jeff Kvinhlaug, Albany, N.Y.—\$64

Trike Sled Drags (fuel class)

- 1st: Mark Lane, Sanger, Calif.—\$595
- 2nd: Bobby Torres, Sanger, Calif.—\$350
- 3rd: Ray Tewksbury, Tampa, Fla.—\$245

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



WHEN WE DO RIGHT

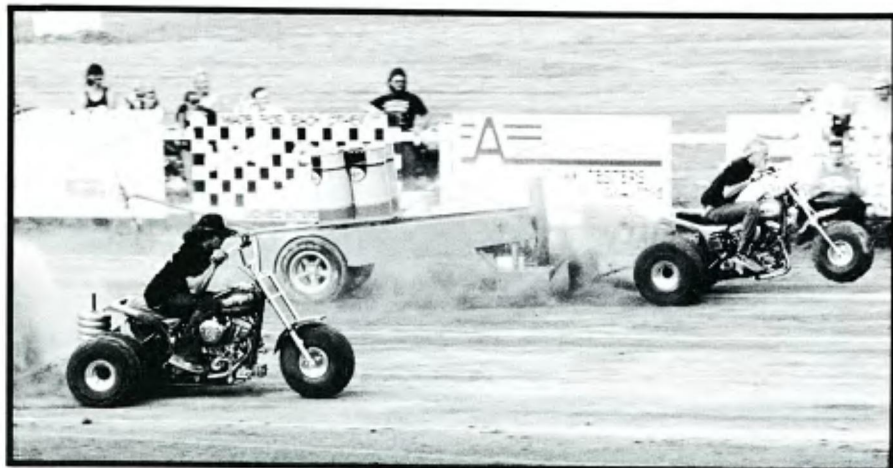
Then, when Joe Citizen picks up the morning paper and reads a headline screaming that a few thousand leather-jacketed bikers are expected to blow into his town for one of our *Easyriders* Motorcycle Rodeos, he's already primed to hop on the Hysteria Express.

Oh lordy, lordy—nail up the shutters, double-lock the doors, ship little Suzie off to Aunt Margaret's for the weekend, and hope like hell some of the town is left standing after the marauding horde of hellions has cleared out.

Of course, that leg-wettin' scenario couldn't be farther off the mark, as the residents of Malta, New York, found out when we held our rodeo at the Albany-

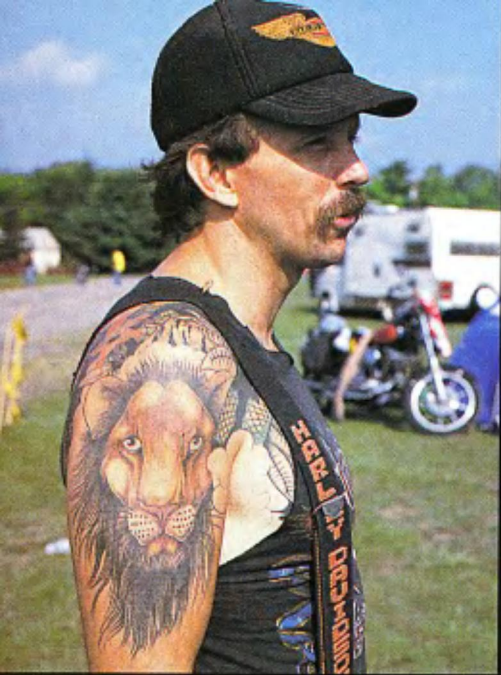
Saratoga Speedway last August.

There were no arrests, no hassles, no confrontations—in other words, nobody was making a movie, dig? These weren't third-rate wannabe actors playing Billy Badass for a motion picture camera; these were first-rate American bikers whose only profiling stemmed from an honest pride in themselves, their country, and their machines.



ARROW Members Point Standing Top 10 Riders

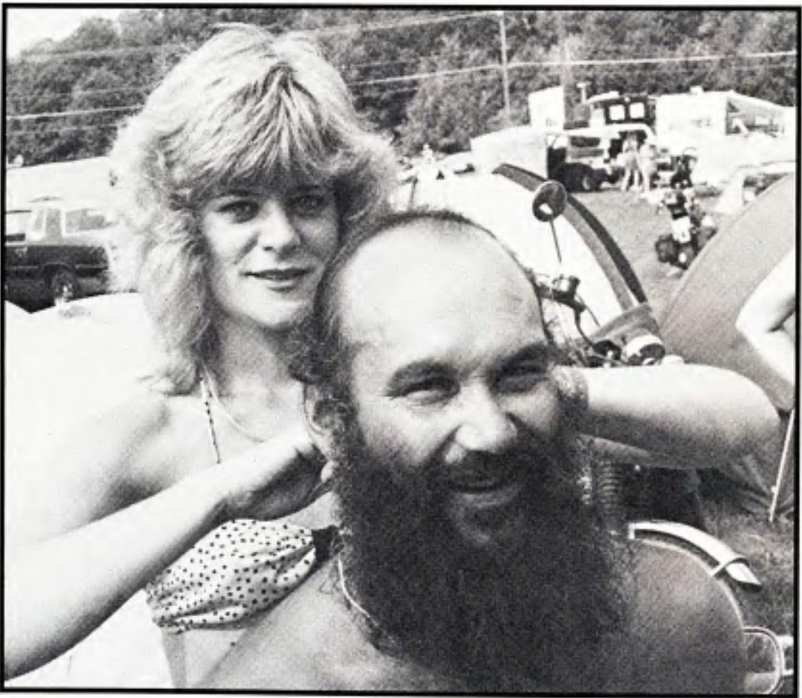
- 1st—Ray Tewksbury, Tampa, Fla.
- 2nd—Gary Freel, Ames, Iowa
- 3rd—Bobby Torres, Clovis, Calif.
- 4th—Keith Ruxton, Clovis, Calif.
- 5th—Mark Lane, Sanger, Calif.
- 6th—Tim Warner, Washington, Court House, Ohio
- 7th—Bob Ritchie, Northridge, Calif.
- 8th—Manuel Azevedo, Modesto, Calif.
- 9th—Jerry Cable, Ames, Iowa
- 10th—Len Bogert, Jr., New Tripoli, Pa.



WHEN WE DO RIGHT

The righteous bros and sisters who putted into Malta for three days of continuous partying, events competition, and kicked-back fun were, as always, cool, calm, and collected—and the locals not only survived the weekend, but they couldn't help but be impressed with what they saw: a large, peaceable group of friendly bros and their ol' ladies out for nothing more than a good time.

Of course, hefty slices of raisin pie also go to the many supporters who busted their butts to make the New York rodeo all come together and hang together: the rest of the rodeo crew, the members of ABATE of New York, Ed Gross



Malta's Grass-Roots Reaction

Face it—once they get to know us, the local citizenry can't help but be charmed right down to their BVDs. Following is what the Malta, New York, townspeople had to say about us before and after the event, according to the straight press:

Before the Rodeo

"I don't hear anything that sounds like it will be anything less than a headache for residents."

"Once you grant the permit, you can't control it."

"Security may be fine [on the rodeo grounds], but I'm more concerned about my kids on the street."

"I see the possibility of greater problems than we have imagined."

"If we don't grant the permit, they will come anyway. I think more people will be hurt [in accidents] if we don't approve it."

After the Rodeo

"Business was incredible. There were

no problems with any of them."

"A lot of people were wondering what their attitudes would be like, because they come across as tough, but they were all really nice."

"Business has been great. They're a very joyful group. They were out to have a good time."

"I was never worried, to be honest with you. We had no problems."

So what else is new?

Sources: Times Union, Gazette



Photos by Snakkey and Cyclops

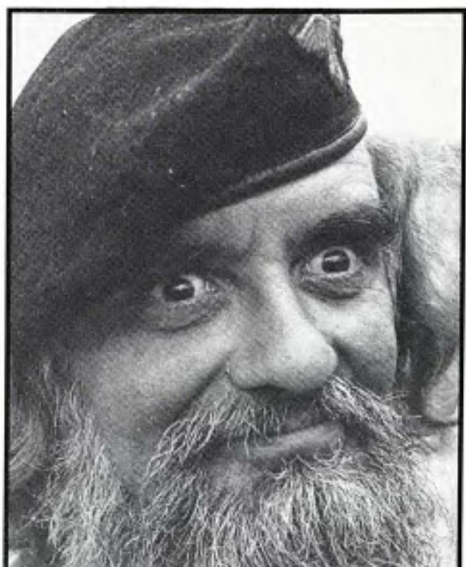
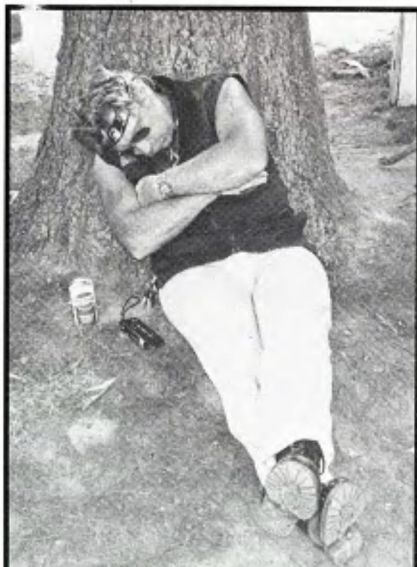


WHEN WE DO RIGHT

and crew, Frank DeLuca, Larry Thompson, Petey Klempka, Gary Gridley, Dick Tyrrell, the hard-hitting Voyager band, and a lot more we don't have room to list. A special thanks to Mark Froats and Buddy, who handcarved a bitchin', full-sized Harley out of wood, with the help of David Larrow, to raise money for a young boy's surgery.

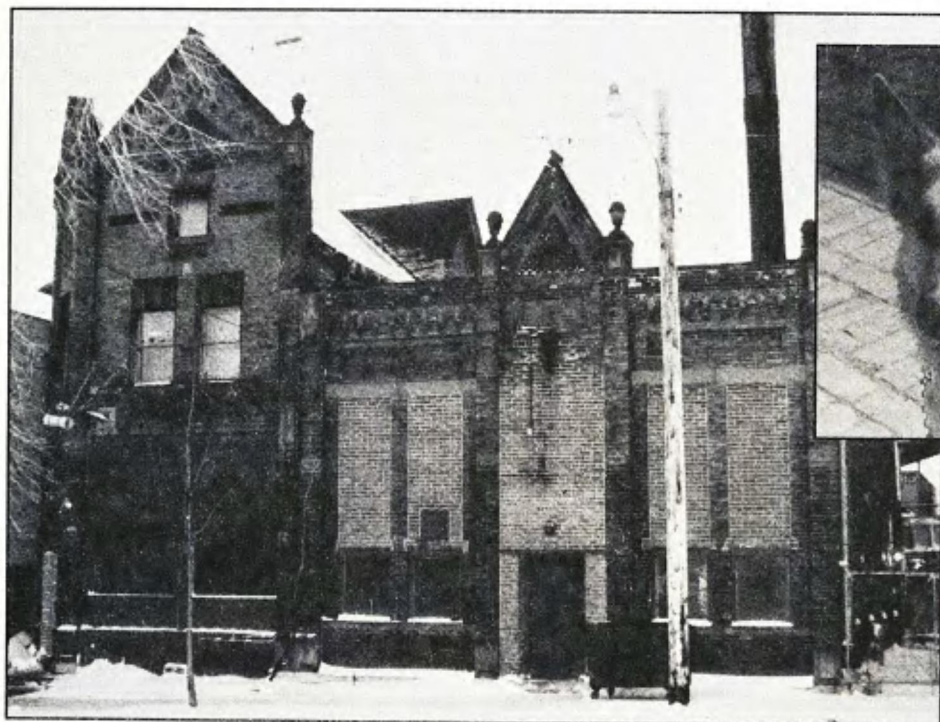
Always first in our book, though, are the many bikers who rolled in and showed impeccable class once again. Here's hoisting one to you, New Yorkers—nobody's done it better.

—Bobo the rodeo clown



Easynews

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



OUTLAW MC Sting—Will RICO Stop?

On September 15, 1988, sixty federal, state, and local law enforcement authorities—including the FBI, the Internal Revenue Service, the U.S. Treasury Department's Bureau of Alcohol, Tobacco, and Firearms, the Milwaukee police, the Milwaukee County Sheriff's deputies, and the Wisconsin State Division of Criminal Investigation agents—raided the southside Milwaukee clubhouse of the Outlaws MC.

They shot and killed two German shepherds penned in the back of the clubhouse, used a torch, shotguns, and a 9 mm pistol to break through the front door, seized everything they could get their hands on, and then went on to use the local newspapers to try to convince the public that the goods they'd

confiscated had some criminal significance, even though they didn't arrest anyone.

Authorities openly admit that the law-enforcement agencies had been presenting evidence to the Milwaukee grand jury over a period of several months in an effort to get the club indicted under the Racketeering Influenced and Corrupt Organizations (RICO) Act.

Unfortunately, the RICO Act allows indiscriminate blanket prosecution of group members rather than targeting individual crimes, and authorities are looking for an organized pattern of drug dealing, theft, fencing of stolen goods, and prostitution among the Outlaws. If the case goes to trial and the prosecution is successful in proving organized criminal activity

anywhere within the club, all Outlaws could be jailed for being members of the club.

The government has also been attacking the Hells Angels and other clubs in an effort to prove there is organized criminal activity within the clubs. The RICO Act was originally enacted to fight organized crime families; however, the Act's definition of organized crime, and its interpretation of conspiracy, could be detrimental to our lifestyle. Theoretically, if two ABATE members got together and talked about buying some weed, it could be construed as taking part in a conspiracy—engaging in criminal activity—and all ABATE members could be jailed on that charge.

The concept is ridiculous and

smacks of McCarthyism, especially now when there is generally more understanding between bikers and law enforcement officials.

Looking at it another way, the RICO Act could even be applied to the U.S. Congress. If a number of congressional members' offices were covertly searched (as occurred in the California Assembly recently), and evidence of some kind of illegal organized behavior—such as drug dealing, prostitution, or weapons trading—were uncovered, Congress could be considered as an organized crime family, and every congressman and congresswoman could be arrested under the RICO Act.

Fortunately for the Outlaws, nothing illegal was found at their Milwaukee clubhouse. Obviously, no one is professing that all club brothers are innocent of all crimes—even Congress can't stand up and say all of its members are clean—but it's not realistic to hold all members guilty for the actions of a few. There's gotta be something in the Constitution regarding such assumptions.

Will You Let Your Brother Die Tonight?



In the 20 years that I have been involved with motorcycle rights issues, we have pointed out many reasons for motorcycle fatalities. We have blamed the drivers of automobiles for running over us. We have blamed the highway departments for failing to maintain the roads. We have blamed the manufacturers for making motorcycles that were too fast. We have blamed the legislators for being fixated on helmet laws to the exclusion of rider-training programs.

Now comes another truth. We haven't been taking care of our own. The biggest killer of motorcyclists is drunks... drunk motorcyclists, killing themselves. And we have been standing on the curb... waving good-bye to them.

Last Saturday night I was out with some friends at a local biker bar. One of the brothers leaning up against the bar was sporting a vest with 18 pounds of pins and patches. Daytona, Sturgis, FTW, Live To Ride, R.I.P. Joey—July 1988... The R.I.P. patch stood out, being new and clean. I asked about Joey.

It turns out that Joey was this biker's lifelong friend, a true bro.

He had been killed riding his bike. Another rider spoke up, "Yeah, Joey was really maxed out. Sucker could hardly start his Hog. Been drinkin' all damn night. Man, he was flyin'!" Laughter all around. Stories began to fly about the times Joey had been riding drunk. About the times he'd passed out in the driveway after riding home. About the times he'd fallen over at the stoplight because he forgot to put his feet down. More laughter. Yeah, Joey had gone out the way he'd have wanted to... high.

After the years of trying to tell the manufacturers that the bikes are too fast (hey, the throttle turns both ways), telling the legislators that education, not helmet laws, is what we need (still true), and telling the car drivers not to run into us (we still have to dodge 'em), we come down to the other ultimate truth. *We must care for our own.* If we want to keep the government out of our business, we will have to start doing a better job of minding it for ourselves. We have to stop standing on the curb and letting our brothers die.

—Bob Illingworth, Director
Minnesota Motorcycle
Riders Association

The Madness of Military Minds

It looks like U.S. military bases have the most ludicrous on-post motorcycle-riding restrictions in the world. In response to recent restrictions at Ft. McClellan, Alabama, Manfred Prufrock made the following suggestions to the high command:

"We recently noted your latest enlightened safety policies regarding motorcycle operations on Ft. McClellan. We understand these to be, for example, that all riders must wear helmets, boots, long-sleeved heavy shirts, and reflective vests, and that they must attend an eight-hour motorcycle operator's course.

"Sadly, however, we think you have not taken your responsibilities far enough and, thus, we make the following suggestions. We urge you to implement these solid, proven safety measures immediately and to make every effort to have your associates in the local community do the same.

"1. No motorcycle will travel more than 15 miles per hour on post.

"2. Every motorcycle rider and passenger will wear a DOT-approved helmet with a rotating amber warning light on the top.

"3. Every motorcycle will have affixed to it a six-foot staff from which a bright-orange triangular flag will fly.

"4. Every motorcycle will have a warbling siren which will operate continuously while the vehicle is in motion. The siren will be audible from at least 50 feet.

"5. Upon approaching an intersection, the motorcycle rider will stop the motorcycle,

dismount, walk to the intersection, and look both ways for at least 30 seconds. He will then return to the motorcycle and push it across the intersection.

"6. When approached by an oncoming car, the motorcyclist will pull over to the side of the road and stop.

"7. Each motorcycle will be equipped with a safety cage. The cage will completely enclose the rider and prevent him from touching the ground in the event the vehicle should fall over.

"8. Every motorcycle rider must have \$500,000 in death and dismemberment insurance, and if injured while cycling, have an alternate from the civilian population on contract to take his place to continue our fight for a free society.

"We can guarantee that with these measures you will reduce the number of motorcycle accidents on base to nil."

—Manfred Prufrock, president
Naderites for a Safer
Social Order



West German Bros Take Safety Fight to the Streets

Motorcycle clubs in West Germany are fighting for a safer riding environment. Specifically in the city of Fürth, the local chapter of the national club, Kuhle Wampe, has been actively trying to reduce the motorcycle accident rate.

Attempts are being made by the chapter to reach city planners in an effort to iron out a few wrinkles inherent in the city's street system. For several years now, the club has been

trying to have existing crash barriers covered by plastic to make them less dangerous.

"We're not only interested in a more bike-friendly road construction," said Norbert Galambus of the Kuhle Wampe, "but also in an improved coexistence between two-wheeled and four-wheeled drivers in city traffic."

Members of the club have also erected information booths within the downtown pedestrian zone to call attention to the

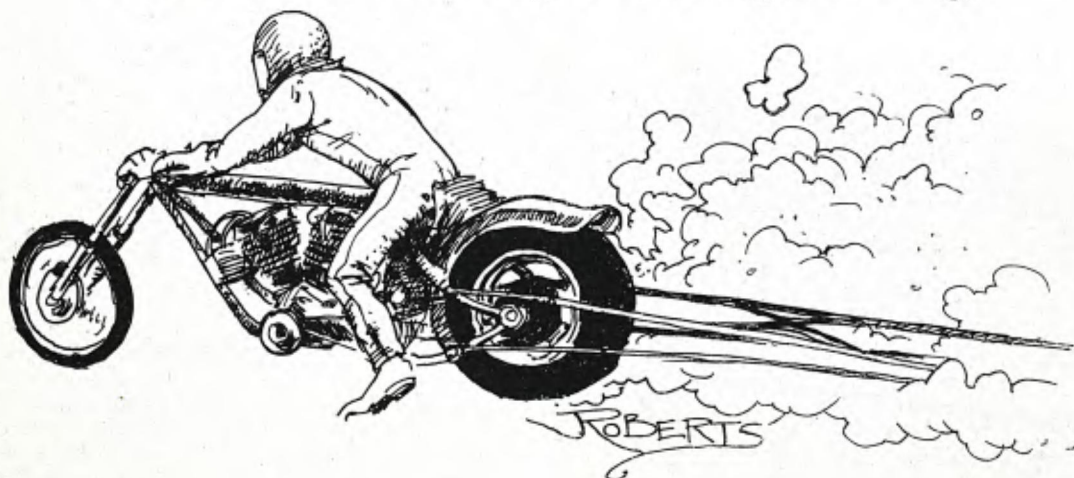
problems motorcycle riders face.

Also working toward a safer environment for motorcycles is the German-American club, Brotherhood on Wheels. To change the commonly perceived image of the biker as a drinking, fighting rowdy to that of a responsible human being on two wheels, the Brotherhood has successfully organized a toy run similar to the ones we have here in the U.S.

Whatever the means, the goal

is the same for both clubs: to create a safer street environment and greater awareness among all participants in traffic. One of the next projects Kuhle Wampe has taken on is the production of a catalog of all the dangerous areas for bikers around Fürth. After all, with some 1,255 motorcycles registered during last July in this city of about 75,000, motorcycles aren't exactly a small minority.

How Do We Get Potential Sponsors to Take Notice of Motorcycle Drag Racing?



As motorcycle drag racing becomes more sophisticated, the cost of putting together and running a racing operation climbs. We have reached the point where we now have teams spending upwards of \$150,000 a year to race. The sponsorships to help support this kind of racing are all but nonexistent in drag racing. Why?

I believe the answer is twofold. First, the racers, with the exception of a handful, are not professionals. Second, although it's one of the most exciting form of motorcycle racing there is, drag racing simply is not being promoted as a spectator sport.

Let's start with the first point. In virtually all motorsports in general, and motorcycle racing in particular, many of the competitors operate a pro or semipro type of operation. In road racing—a sport that most will agree is not nearly as exciting as drag racing—many of the teams run a public relations campaign. We at APE Sports Services are constantly receiving very professional resumes from road racers seeking sponsorship. In the past 14 years, we have never received one from a drag racer, the main customers of our business.

The latest issue of *American Roadracing* names about six road racers who are now putting out their own newsletters. They are sent out to everyone who might be a potential sponsor. The top dogs in our sport, such as Elmer Trett and Jim McClure, still don't create their own promotions.

Is it worth it? Just look at the same issue of that publication

and see the names of big-buck sponsors on the bikes.

A very important thing to remember concerning sponsorship is that major companies, such as breweries, tobacco companies, candy companies, and camera manufacturers, all have advertising budgets to spend. You don't have to convince them to spend the money, but you must convince them you should get a piece of it.

What should you do? Start by putting together a press kit. Basically it is an information package that will tell someone all about you and your racing operation. This would include a brief but complete write-up about you, your bike, and your accomplishments, and an excellent-quality photo or photos. A magazine editor should be able to do a single-page article on you using nothing more than your press kit.

Send a press kit to every company that is in any way connected with your bike. If you carry their stickers, they should have your press kit. Send one to any potential sponsor, even before you hit him up.

Look in the phone book for public relations firms or advertising agencies that will put together a press kit. There is a company that specializes in helping racers get sponsors. They have videos, newsletters, conferences, etc., all designed to help you secure sponsors. Write them for more information and enclose \$5 for a sample newsletter: Ernie Saxton Motorsports Marketing News, 1448 Hollywood Ave., Lanham, PA 19047.

Check the race schedule for the year and plan which races you are going to make. Write or call the Chamber of Commerce in each city and find out the name of the sports editor on the local paper. A month before the race, send this guy your press kit along with a letter stating that you will be racing in his city on a certain date.

These sports editors are "stick and ball" guys and don't know who the drag racing big names are. They may think that because you have a slick press kit, you must be a star. Chances are fairly good of getting a story in the local paper around race time. Clip and save those to show potential sponsors.

Professionalism isn't that tough a deal. If the road racers and motocrossers can do it, drag racers can do it, too.

Again, the second problem with sponsorship is the lack of spectators at drag races. This one is the more puzzling. On the surface it would appear that the current promoters are content with their small "club racing" operations and are making enough money at it and don't need to risk money on promoting the races as a spectator sport. Yet just a few short months ago, one promoter told me that he was very successful in various other business ventures, but his drag racing thing was a money-loser. This promoter has put on some great races to virtually empty houses.

Pick up a copy of *Cycle News* and look at the road race and motocross race ads. You will see such companies as Toyota,

Budweiser, and Camel sponsoring these events—big-money companies. Why don't we see these names connected with motorcycle drag races? These companies won't put money into something no one is going to see.

One of the major road racing bodies recently had a meeting to try to figure out what to do about dwindling spectator attendance at its "750 Superbike" events. They finally conceded that the racing itself is dull, and they decided that they needed to develop superstar rider personalities to draw spectators.

Drag racing, on the other hand, is exciting. If the promoters took a cue from the road racers and began to develop "stars," the combination would be a smash. On the automotive side, NHRA has done this with both exciting racing and big-name stars they created—and they've been selling out events all across the country this year.

It works. Many people attend the NHRA and IDBA events just to see Terry Vance and get his autograph. Drag-strip operators pay Elmer Trett good money to run at their tracks because his name draws a lot of spectators.

The whole sponsorship thing must start with putting spectators in the racetrack. A couple of pro stock teams do have good sponsorships, but only because they run the NHRA car events in front of huge crowds.

What are we waiting for?

—Jay Eshbach

Victims of the System

A true story
of murder, bikers and the law

CONSPIRACY OF BROTHERS



MICK LOWE

It won't exactly come as news to you that patch-holders regularly get jacked around by the cops and the courts, but you might want to check out a new book, *Conspiracy of Brothers*, in which investigative reporter Mick Lowe chronicles the prosecution and conviction of six members of the Satan's Choice MC in Ontario, Canada, for the 1978 shooting death of Bill Matiyek.

The title of Lowe's book refers not to any conspiracy between members of the Satan's Choice, but rather to the apparent complicity on the part of law enforcement officials and the prosecution to withhold and suppress evidence that could've cleared the club members.

Gary Comeau, one of the convicted Choice members, for example, was himself hit by a stray bullet in the shooting—the slug was, in fact, still lodged in his arm during the trial proceedings—but the judge ruled against allowing its extraction for a

forensic match.

To add to the defendants' frustration, Comeau's bullet-holed leather jacket disappeared after a police raid on his house, and even when the supposed gunman confessed to the shooting in open court, his testimony was disregarded by the court.

Lowe's sober, unbiased account focuses chiefly on two of the convicted men, Gary Comeau and Rick Sauve, and suggests a conspiracy as tangled as any concocted by a fiction writer. *Conspiracy of Brothers* is a story of men serving time not because of an overwhelming amount of evidence against them, but because they were unable to prove their innocence.

Published by Macmillan of Canada, the hardcover book isn't yet sold in the U.S., but copies are available, for \$24.50, postage-paid, from Britnel Bookshop, 765 Yonge St., Toronto, Ontario, Canada M4W 2G6, phone (416) 924-3678.

—Savage



Packed with Priority Information

Look out, Massachusetts riders. The following is just one of the 10 moving violations that have been signed into law with an emergency preamble (House Bill 6005): Operators and passengers of motorized bikes shall hereafter be required to wear helmets. Penalty for first offense is \$25, second offense \$25-\$50, and third offense \$50-\$100. In addition, Governor Dukakis exercised his line-item veto and reallocated \$188,480 that had been collected from scooter registrations and was meant to fund a motorcycle-safety program. Now the bucks will go toward balancing a shortfall in the general fund. Thanks loads, guv!

At age seven, Jason Henderson of Oceanside, California, was diagnosed with neurofibromatosis, a disease that affects the nervous system, muscles, bones, and skin, causing tumors to develop throughout the body. A couple of months ago he went through his fiftieth operation. But a rider, Fred Zariczny, who attends the same church as Jason does when he's able, found out about Jason's illness—and Fred and a bunch of his people pulled a surprise visit to the hospital, taking Jason lots of Harley goodies and in general making his day—nice goin', Fred.

From the Connecticut Motorcycle Rights Association comes more news on this RICO (Racketeer Influenced and Corrupt Organizations) Act business. They have discovered a glitch in the Zero Tolerance Program. Seems the seizure of personal property only applies to those charged under the Federal Child Abuse Statutes, laws governing drug sales or use, and the infamous RICO Act. In other words... anyone and everyone.

In New York, an 88-year-old motorist ran down an experienced rider and his wife. The motorist was originally charged with criminal responsibility but was ultimately released because some of the paint had rubbed off the centerline he had crossed to take out the riders. This is one area where we should demand accountability through the press. When you run across newspaper items about such accidents, write to the editors. The media can also work in our behalf.

Robin Lynn Kroll, from Anaheim, California, sent in a small but significant camping tip for all us unclassified campground bedroll buzzards. Too often, she explained, when the sun goes down, so do the lights. But you can take a flashlight, stand it on the campsite table so it's pointed toward the heavens, strap a twig to it that extends about eight inches above it and make a hat/shade out of a newspaper to hang on the twig. The light reflects off the shade and lights the table and beyond. Make sure you've got batteries, though.



Now for the fashion scene. U.S. motorcycle fashions are the hit of the European market, and the fad's rebounding to the mainstream American market faster than a stoplight-to-stoplight race. 'Course, we always knew we was hip.

Bikers' Rights Organizations Nationwide

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

- ALABAMA**
Alabama Riders Association/ABATE
Box 350295
Birmingham 35216
ABATE of Alabama
Box 511
Weaver 36277
- ALASKA**
ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
(907) 248-7828
ABATE of Alaska
Tanana Valley Chapter
Box 74773
Fairbanks 99707
ABATE of Alaska
Kenai Peninsula Chapter
Box 1969
Soldotna 99669
ABATE of Alaska
Mat Valley Chapter
Box 872905
Wasilla 99687
- ARIZONA**
Modified Motorcycle Association
MMA of Tucson
Box 22558
Tucson 85734-2558
ABATE of Arizona, Inc.
Prescott-Yavapai County District
Box 3377
Prescott 86303
(602) 445-7306 (602) 445-7425
ABATE of Arizona, Inc.
East Valley District
3135 S. 48th St., Suite 3, Box 69
Tempe 85282
(602) 968-9985
Modified Motorcycle Association
MMA of Arizona
4625 E. Broadway, Suite 215
Tucson 85711
(602) 322-0511
- ARKANSAS**
ABATE of Central Arkansas, Inc.
Rt. 2, Box 1388
Dardanelle 72834
ABATE of Arkansas, Inc.
8120 Doyle Springs Rd.
Little Rock 72209
- CALIFORNIA**
Modified Motorcycle Association
2206 16th St.
Sacramento 95818
ABATE of California
San Diego Chapter
Box 65, MCROD
San Diego 92140
(619) 263-9879
Bikers Against Discriminatory Legislation
20175 Ricardo Ave.
Hayward 94541
(415) 278-3008
Bikers Against Manslaughter
5455 Wilshire Blvd., Suite 1600
Los Angeles 90036
(800) 424-5377
ABATE of California
Box 8
Oak View 93022
ABATE of California
Local #1
11021 Healy St., Apt. 3
North Hollywood 91601
eves. (818) 769-9684
CYCLELAW
15643 Sherman Way, Suite 330
Van Nuys 91406
National (800) 233-6366 CA (800) 633-6366
- PAC-MAN**
Box 212
New Almaden 95042
Days (408) 993-0848
- CANADA**
ABATE of Canada
Alberta Chapter
Box 685, Station J
Calgary, Alberta T2A 4X8
ABATE of Ontario
654-A Sheppard Ave. W.
Downsview, Ontario M3H 2S5
Bikers Rights Organization
24-A Duport
Chateauguay, Quebec J6J 1E9
Bikers Rights Organization
Newsletter Office
Box 51
Courtright, Ontario N0N 1H0
Bikers Rights Organization
Box 1271
Wingham, Ontario N0G 2W0
- COLORADO**
Riders for Justice
5400 S. College Ave.
Fort Collins 80525
(303) 669-7269
- ABATE of Colorado**
Box 269
Arvada 80001-0269
Colorado West Concerned Cyclists
Box 218
Clifton 81520
- CONNECTICUT**
Connecticut Motorcycle Riders Assoc.
86 Broad St.
New Britain 06051
ABATE of Connecticut
84 Venice Dr.
Burlington 06013
- DELAWARE**
ABATE of Delaware
New Castle County Chapter
Box 10765
Wilmington 19850
(302) 453-0490
- FLORIDA**
Mission Church of Bikers International
Box 1389
Middleburg 32068-1389
(904) 282-0792
ABATE of Florida
Brevard County Chapter
Box 776
Cocoa 32923
(407) 453-5435
ABATE of Florida
Polk County Chapter
Box 1172
Eaton Park 33840
(813) 688-4345
ABATE of Florida
Box 153
Summerland Key 33042
(305) 872-9068
- GEORGIA**
ABATE of Georgia
Box 959
Bethlehem 30620
(404) 867-8026
- HAWAII**
Associated Committee for Bikers
5609-2A Honau Rd.
Kipapa, Kauai 96746
Street Bikers United
Box 1314
Honolulu 96807
- IDAHO**
ABATE of Idaho
Box 331
Blackfoot 83221-0331
(208) 684-5531
- ILLINOIS**
ABATE of Illinois
Blackhawk Chapter
460 Ridge Rd.
E. Moline 61244
(309) 555-5668
ABATE of Illinois
Central Illinois Chapter
Box 1084
Galesburg 61401
(309) 343-5393
ABATE of Illinois
Lincoln Land Chapter
c/o John Schoenleber
1301 Knox
Springfield 62703
United Motorcyclists of Illinois
c/o George Tinkham
423 W. Vine
Springfield 62704
- INDIANA**
ABATE of Indiana
Bajis
Box 81
Granger 46530
(219) 674-5694 resident (800) 23-ABATE
- IOWA**
ABATE of Iowa
Box 463
Newton 50208
(515) 791-9570
ABATE of Iowa
Box 811
Council Bluffs 51502
(712) 322-9228
ABATE of Iowa
District 14
804 E. Main
Fremont 52661
(515) 933-4169
Concerned Motorcycle Association
653 Franklin Ave.
Council Bluffs 51501
- KANSAS**
ABATE of Kansas
650 Elm
Perry 66073
(913) 597-5140
- KENTUCKY**
ABATE of Kentucky
Box 2071
Lexington 40594
- Kentucky Biker Association**
5613 Southland Blvd.
Louisville 40210
- LOUISIANA**
ABATE of Louisiana, Inc.
West Central Area Chapter
1403 Aaron Ave.
Leesville 71446
(318) 238-5267
ABATE of Louisiana
Box 10186
Jefferson 70001
(504) 833-5066
- MAINE**
Riders of Vision
Box 469
Bar Harbor 04609
United Bikers of Maine
Box 745
Skowhegan 04976
United Bikers of Maine
Box 544
Auburn 04210
- MARYLAND**
ABATE of Maryland
3910 14th St.
Chesapeake Beach 20732
ABATE of Maryland
Box 1733
Annapolis 21404
ABATE of Maryland
208 Old Zion Rd.
North East 21901
(301) 658-6675
- MASSACHUSETTS**
Modified Motorcycle Association
511-B Medford St.
Somerville 02145
(617) 666-4337
Modified Motorcycle Association
Box 23
Dorchester 02122
- MICHIGAN**
ABATE of Michigan
Box 1032
Dearborn 48121
(313) 427-3244
- MINNESOTA**
Minnesota Motorcycle Riders Association
Box 27528
Minneapolis 55427
(612) 541-1704
ABATE of Minnesota
2277 East Ave.
Worthington 56187
- MISSISSIPPI**
ABATE of Mississippi
Northwest Chapter
Box 708
Hernando 38632
(901) 795-1220
ABATE of Mississippi
Jackson Chapter
Box 97264
Pearl 39206
(601) 957-9163
ABATE of Mississippi
Meridian Chapter
Box 2975
Meridian 39302
- MISSOURI**
Freedom of Road Riders
Box 520211
Independence 64052
(816) 238-3132
ABATE of Missouri
RR 1, Box 65
Princeton 64673
(816) 586-2291
Freedom of Road Riders
6210 Sherman
St. Joseph 64504
(816) 238-3132
- MONTANA**
ABATE of Montana
Billings Chapter
Box 30395
Billings 59107-0395
ABATE of Montana
Helena Chapter
Box 297
Helena 59601
ABATE of Montana
Park County Chapter
c/o Gary Murphy
118 S. 5th
Livingston 59047
- NEBRASKA**
ABATE of Nebraska
Box 30332
Lincoln 68503
(402) 733-1559
- NEVADA**
ABATE of Nevada
Northern Chapter
Box 497
Valmy 89438
(702) 635-2817
- Modified Motorcycle Association**
Box 26566
Las Vegas 89126
- NEW HAMPSHIRE**
New Hampshire Motorcycle Rights
Organization #18
72A Old Derry Rd.
Londonderry 03053
(603) 627-3528
- NEW JERSEY**
Jersey ABATE
Box 10442
New Brunswick 08906-0442
(201) 906-7643
ABATE of New Jersey
Box 714
Mays Landing 08330
- NEW MEXICO**
ABATE of New Mexico
1st Mountain Chapter
Box 213
Cedar Crest 87008
(505) 281-9449
- NEW YORK**
ABATE of New York
Box 25
Greenfield Center 12833
ABATE of New York
3925 Sharondale Dr.
Hamburg 14075
(716) 822-1498
ABATE of New York
Hudson Chapter
37 Railroad Ave.
Chatham 12037
ABATE of New York
Ontario Chapter
Box 546
Canandaigua 14424
ABATE of New York, Inc.
Putnam County Chapter
Box 491
Patterson 12563
Coast to Coast Bikers
Box 547
Ithaca 14850
- NORTH CAROLINA**
Concerned Bikers Association
Box 2421
Salisbury 28144
Concerned Bikers Association
Box 26445
Charlotte 28221
(704) 536-8535 (704) 864-1722
- NORTH DAKOTA**
ABATE of North Dakota
Box 383, 4023 State St.
Bismarck 58502
(701) 223-5609 or (800) 247-1213
- OHIO**
ABATE/CMRA
Region 11
Box 95
Clinton 44216-0095
Concerned Motorcycle Riders Association
Box 688
Madison 44057
(216) 298-3840
- OKLAHOMA**
ABATE of Oklahoma
District 3
Box 7352
Lawton 73505
ABATE of Oklahoma
Oklahoma City Chapter
601 S.W. 46th St.
Oklahoma City 73107
(405) 631-3431
ABATE of Oklahoma
Cherokee Strip Chapter
Box 124
Ponca City 74601
- OREGON**
ABATE of Oregon
Box 4504
Portland 97208
Assoc. for Motorcyclists of Oregon
Box 1298
Albany 97312
- PENNSYLVANIA**
ABATE of Pennsylvania
Beaver County Chapter
Box 296
Ambridge 15003
(412) 774-6542
ABATE of Pennsylvania
Venango County Chapter
410 Tidball Ave.
Grove City 16127
- ABATE of Pennsylvania**
Montgomery County Chapter
Box 37
Willow Grove 19090
(717) 761-6680
- RHODE ISLAND**
ABATE of Rhode Island
Box 7868
Warwick 02887
Rhode Island Motorcycle Association
Box 10446
Cranston 02910
- SOUTH CAROLINA**
ABATE of South Carolina
2062 Edisto Ave.
Charleston 29412
- SOUTH DAKOTA**
ABATE of South Dakota
Box 88213
Sioux Falls 57105
ABATE of South Dakota
Sioux Falls Chapter
Box 864
Sioux Falls 57101
(605) 335-8772
- TENNESSEE**
Concerned Motorcyclists of Tennessee
Rt. 1, Box 32
Mt. Juliet 37112
CMT/ABATE
Box 140585
Nashville 37214
- TEXAS**
Assoc. of Independent Motorcyclists/
ABATE of Texas
Box 5173
Waco 76706
(817) 754-0830
Motorcyclists for Political Awareness
136 Becky Lane
Waxahatche 75165
Texas Motorcycle Riders Association
4258 Larson Lane
Fort Worth 76115
Motorcycle Rights Foundation
Box 422
Brickton 77422
(409) 798-0654
- UTAH**
ABATE of Utah
Box 520204
Salt Lake City 84152
(801) 943-1306
- VERMONT**
Freedom of the Road for Vermont
Box 482
Montpelier 05602
- WASHINGTON**
ABATE of Washington
Cowlitz County Chapter
Box 328
Kelso 98632
ABATE of Washington
910 Sleater-Kinney Rd., Suite 262
Lacey 98503
(206) 357-4170
Washington Motorcycle Safety Association
Box 622
Omak 98841
WA (800) 527-7012 ext. 232
(509) 826-5068
Bike PAC of Washington
2209 21st Ave. S.
Seattle 98168
Rider of Washington
Box 37
Walla Walla 99362
- WASHINGTON D.C.**
The Segermark Company
Lobbyist Coordinator
1701 Pennsylvania Ave. N.W.
Washington 20006
(202) 223-5353
- WEST VIRGINIA**
ABATE of West Virginia, Inc.
Mountain State Chapter
Box 875
Inwood 25428
ABATE of West Virginia
Box 13432
Sissonville 25360
ABATE of West Virginia
Box 5256
Princeton 24740
Concerned Bikers of West Virginia
Rt. 7, Box 245
Morgantown 26505
- WISCONSIN**
ABATE of Wisconsin
3708-A E. Barnard Ave.
Cudahy 53010
ABATE of Wisconsin
Box 25581
Milwaukee 53225
- WYOMING**
ABATE of Wyoming
North East Wyoming Chapter
Box 3676
Gillette 82716
ABATE of Wyoming
401 Laramie #8
Gillette 82716
ABATE of Wyoming
Platte Valley Chapter
Box 105
Torrington 82240

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 whatdefuck, 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.



"Don't even think about it!"



"We have the results of your tests, Mr. Simms."

Roberta rushed into the house and told her mom that since her legal-eagle boyfriend had just passed his bar exam, they wanted to get married right away.

"Don't you think it'd be a good idea for him to practice for a year first?" asked her mother.

"But, Mom," the daughter said, "we have been practicing!"

—Wayne Willhoite
Tehachapi, Calif.

Q: What happened to the girl who went fishing with six bros?

A: She came home with a red snapper.

—Joker
Tehachapi, Calif.

Definition of *bachelor*: a man who has no children to speak of.

—Art Ried
San Diego, Calif.

Marriage isn't a word; it's a sentence.

—Fitzy
West Hills, Calif.

Easyriders



"Velcro—how does yours stay on?"

After work, the bro dragged his tired ass home and found his ol' lady in front of the TV, glued to a soap opera.

"Hey, baby, what's for supper?" he asked.

"Fuck supper!" she yelled. "I just left a women's lib meeting, and I found out that I don't hafta cook your meals anymore."

The bro, barely holding back his temper, tried to let it slide. "If I was you, bitch," he growled, "I'd forget about this women's lib shit right away. Now get off yer fat ass and get my supper on the table."

Not even looking up from the TV, his ol' lady said, "I told ya, asshole, my women's lib sisters told me I don't hafta do shit if I don't wanna, and I don't fuckin' feel like cookin' today. Ya got that?"

"How'd you like to not see me for about three days?" the bro said evenly.

"Go for it," she said. "I don't give a flyin' fuck what ya do."

The next day the bitch didn't see him.

The second day the bitch didn't see him.

The third day she could just barely see him out of the corner of her left eye.

—Sonny Romine
Columbus, Ind.

What's the difference between a Honda and a dose of the clap?

Ya can get rid of the clap.

—Round Boy
Boulder, Colo.

An nervous father-to-be kept pacing the delivery room waiting lounge, where a biker sat calmly reading the sports page.

"Pardon me for acting like this," the young man stammered, "but this is our first."

"No shit?" the biker said. "This'll be our eleventh."

"Gosh! Well, maybe I can ask you a question," the guy said. "How soon after the delivery can my wife and I... well, you know... have relations?"

"Ya mean when can you fuck?" the biker said. "That depends, boy, on whether your bitch is in a ward or a private room."

—Alfonso De La Mora
Tehachapi, Calif.

Q: Whaddaya call a pussy lubricant?

A: Slitty slicker.

—Dug
Oyster Bay, N.Y.

"Tell me the truth, honey," the young hardbilly cooed. "Am I the first girl you've made love to?"

"Might be," the bro replied. "Your face is familiar."

—Herm Albright
Indy

A bro enters a Texas cathouse and asks the rather sexy madam for "Kinky Kathy," which, as it happens, turns out to be the madam. She admits to the title but says she rarely does gigs anymore.

Undaunted, the bro offers her \$500 if she'll make an exception. She readily agrees, and the two go upstairs and fuck away like rabbits.

The next night, the biker returns and cuts the same deal, despite the outrageous price, and he comes back the following two nights as well.

The fourth evening in a row, after their wild fuckathon, the exhausted madam and the biker are smoking a square and making small talk. She asks the biker if he's a local, and he replies, "Naw, I'm from Miami, Florida."

"No shit!" exclaims the madam. "My brother, Will Hutchins, lives out there."

"Yeah? I know Will—I'm his best buddy, in fact."

"No shit?" she says, dumbfounded by the coincidence. Suddenly she gets pissed, and she mutters, "That sonuvabitch owes me \$2,000!"

"I know," says the bro with an ear-to-ear grin. "He sent me over here to pay ya."

—Jarhead Jon
Kaneohe Bay, Hawaii

"A horrible thing has happened," said the frantic commuter on the subway. "I've just lost my wallet with \$700 in it. I'll give \$50 to anyone who will return it."

A voice from the rear piped up, "I'll give \$100."

—Jerry Morris
Tenn. Colony, Tex.



"If you're not back in 15 minutes, I puke on the dashboard."

Three hard-up hoods pulled a strong-arm on old Joe Smuckatello. It was a hell of a fight. Finally, though, they pinned him to the ground and went through his pockets, finding three dimes and a quarter.

"Why did you put up such a fight for three lousy dimes and a quarter?" asked one of the disgusted thugs.

"Hell, I thought you were after the \$20 in my boot," he said.

—Roho
Commerce, Okla.

The bro, studying the menu at a diner, asks the waiter, "What's the difference between the blue-plate special and the white-plate special?"

"The white-plate special is a dollar more," the waiter replies.

"Is the food better?"

"No," answers the waiter. "But we wash the plate."

—James Wheway
Somers, Conn.

Rule at a South Carolina women's prison: lights out at 10, candles out at 10:30.

—Gary Phelps
Ladson, S.C.



"Hi, kid—I'm the Turd Fairy."

Did ya hear about the yuppie who got his wife a wig because he heard she was gettin' balled at the office?

—Jersey
Comstock, N.J.

Every day, a middle-aged man would show up at the cemetery, kneel before a particular grave, and begin to weep uncontrollably. The cemetery's groundskeeper, after viewing this sad spectacle for a week, approached the poor guy one day and asked, "Why do you cry like this every day? Who's buried there, your dad?"

The man looked up through tear-filled eyes and said, "No, my wife's first husband."

—Dave
Out There

Q: How can you be sure a woman's not a virgin?

A: Fuck her.

—Someone
USA

A young chick went to the doctor, got undressed, and hopped on the examination table. As the physician massaged her breasts, he asked, "Do you know what I'm doing?"

"Yeah," she replied. "You're checking for lumps."

Then the doctor started rubbing her belly, and he asked, "Do you know what I'm doing now, young lady?"

"Yeah," she said. "You're feeling my internal organs."

By this time the doctor had become good and horny, so he whipped out his meat, jumped on the chick, and started fucking her silly.

"Do you know what I'm doing now?" he asked between strokes.

"I sure do," said the chick. "You're catching syphilis. That's why I came to see you."

—Risky
America



H. Bosch

"One last question, Mr. Watson. Do you have any problem working under a woman?"

Three men were sitting together on an airplane: a Frenchman, a Latin, and an American biker.

The Frenchman bragged to the other two, "Last night I made love to my wife four times, and this morning she made me many delicious crepes before I left and told me she loved me very much."

The Latin responded, "Ah, but last night I made love to my beautiful wife six times, and this morning she, too, cooked me a fine breakfast and told me she could never love another man."

The two men looked inquiringly at the biker and finally asked, "And how many times last night did you make love to your wife?"

"Once," the biker said. "Only once?" Laughing, the Latin asked, "And what did she say to you this morning?"

"Don't stop," said the biker. —Jennifer Butler
Ben Bolt, Tex.

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SMALL MIRACLE

To a man who operates a snowplow for a living, winter ain't shit. It's the season for him to make sure the snow on the asphalt doesn't interfere with the local scooter people slipping from one party to the next, and since he's standing road guard, it's the time to give his personal ride a new look. David, who has been riding for 20 years, started on Vespas and

Cushmans, graduated to Triumphs, and then moved up to this H-D 12 years ago.

This winter was bizarre in several ways. He started his reconstruction with an engine rebuild from Top 'n' Bottom Cycles in Denver, but while he was waiting for the weather to clear so the frame and fenders could go out for Bondo and paint, that crisp, new motor sat around

in his equipment shed about a hundred feet from his house, like a diamond loose on the floor of a jewelry store.

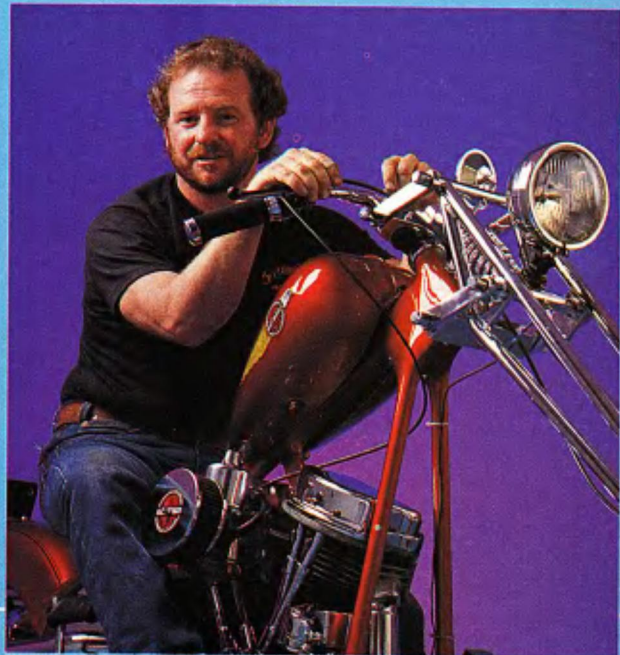
One night while he was plunking away on his guitar at a local suds-and-cruds (an occasional pastime of David's), someone evidently broke down near his house and found his treasure chest unguarded, the diamond perched neatly without its setting

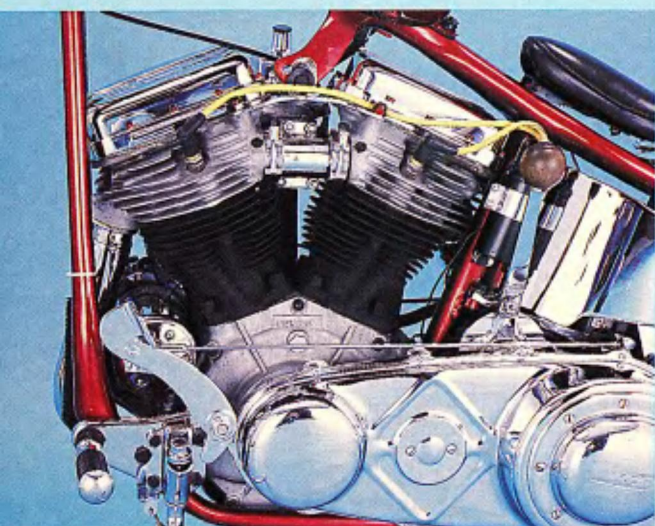


*Colorado brotherhood
puts it all back together for
this 20-year rider.*

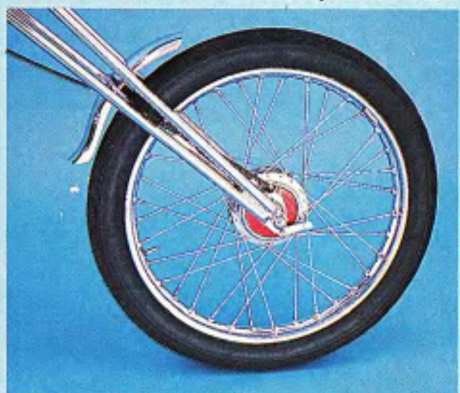
in the middle of a serious cache of tools and equipment. The temptation was too much, and the bedeviled took advantage of an unprotected window and made off with many of David's tools and the shiny, new V-twin. Devastated, David thought the engine was lost for good, and his brothers began to look around for another pan motor.

Meanwhile, standing





Photos by Michael Lichter



watch in somewhat solitary confinement, surrounded by vast amounts of snowflakes, staring out over the seemingly endless desert of frozen white sand, thinking about all the good times that motor had taken him to, all the women who had felt the vibration of those almost-40-year-old valves ticking securely beneath the tins, and the heart and soul he had put into every tune-up, David was inspired to

write "Panhead Blues," a song about the faith, trust, and love one man had for his dependable pan.

Then Lady Luck smiled on him. First, his song was published and sung by Dan Clayton. The second stroke of luck came when Joel Koehn and Freddy Gibson, the righteous owners of Top 'n' Bottom, donated a rebuilt knucklehead engine to David, restoring his hopes and reviving his belief in brotherhood. And then came the

kicker: his pan surfaced at a swap meet in Cheyenne, Wyoming, the right people were notified, and David got his mill back.

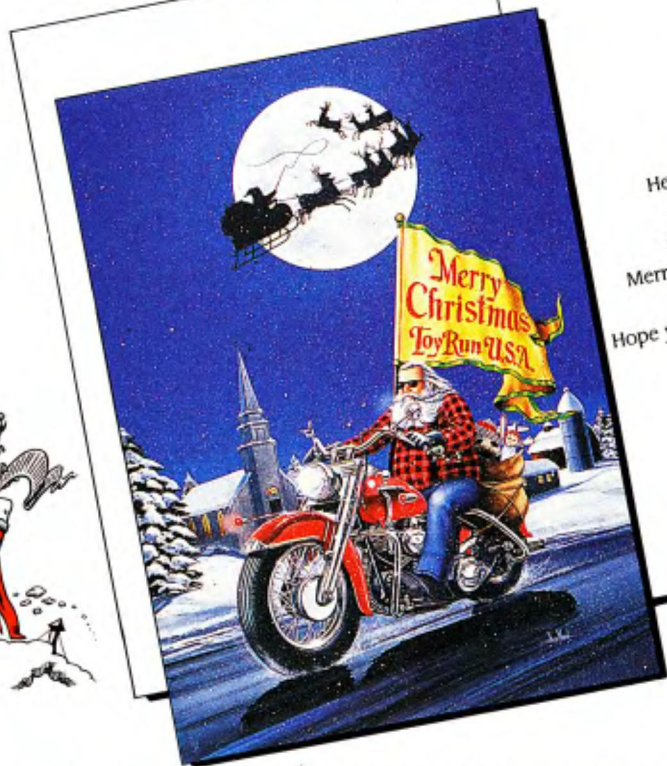
Small miracles, brought about by talented brothers who assisted David, created this Colorado custom, and photog Mad Mike discovered it at the Adams County Custom Bike Show in Denver last year. Someone oughtta write a song.

—Bandit

Owner: David Weaver		City: Hudson, Colorado	
General		Frame	
Fabrication by: J.C. Cochran		Year: 1949	
Year and make: 1949 Harley-Davidson		Builder: Harley-Davidson/J.C. Cochran	
Model: panhead		Type: rigid	
Value: sentimentally, millions		Rake: 1/2-inch	
Assembly by: owner		Stretch: 1 1/2-inch	
Time: years		Other alterations: clean	
Chroming by: various		Accessories	
Engine		Bars: drag	
Year: 1949		Risers: incorporated	
Model: panhead		Fender(s): FLH rear, bicycle front	
Rebuilder: Top 'n' Bottom/J. Koehn		Headlight: custom	
Ignition: points/battery		Taillight: tombstone	
Displacement: 74 cubic inches		Speedo: none	
Lower end: Top 'n' Bottom		Front pegs: custom	
Balancing: Doug's Balancing		Rear pegs: custom	
Pistons: Harley-Davidson		Electrics: simple 6-volt	
Cases: stock		Gas tank: Mustang	
Heads: shovelhead exhaust ports		Oil tank: Santee	
Cam: stock		Oil system: stock	
Lifters: solids		Primary cover: Drag Specialties	
Carb(s): SU		Seat: solo	
Air cleaner: custom		Sissybar: none	
Pipes: 2-inch shotgun		Height: n/a	
Muffler(s): baffles		Material: n/a	
Transmission		Forks	
Modifications: none		Type: girder	
Year: 1949		Extension: 18 inches	
Shifting: suicide/hand shift		Builder: Durfee	
Engine sprocket: 24-tooth		Special features: better'n a springer	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: dirt bike	Hub: H-D
Painter: owner		Rim width: WM1	Rim width: 3.5 inches
Color: candy red over gold		Tire: round	Tire: Jap
Type: lacquer		Brake: drum	Brake: drum
Special paint: none			
Other special modifications: thanks to Joel, Fred, Bob, and Mick			

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jack knight

Santa's Little Oaf

by Mark Petterson

Arnie just wasn't right. He wasn't all there in the head.

Hell, maybe he was retarded. I don't know and I don't care—I liked him and so did the rest of us. He was friendly and good-natured, and he once walked 10 miles just to return a dollar he'd borrowed. So none of us cared if he didn't have much in the brains department. Or the looks department, either. He wasn't much taller than a barstool, with a big round head just like Charlie Brown, the cartoon character. His arms were too long and his legs were too short. And it didn't help that he'd lost all his teeth.

The teeth business was due to a car full of real tough hillbillies who figured five against one was the height of good sport. But all that happened before he met us.

Like I said, Arnie wasn't too smart. He didn't even ride. How could he when he couldn't pass the written driver's exam?

There wasn't really too much Arnie could do except push a broom, but he did that with all the pride and care of a craftsman. He helped out around the bar, stocking coolers and cleaning tables, so Plug let him sleep in the storeroom and paid him walking-around money. Arnie was happy. He had a real job and he had us.

We all sort of adopted him. Arnie was everyone's dumb younger brother, just a big kid. He even believed in Santa Claus, and that sort of tickled all of us—except for Spitball, who, like a jerk, wanted to crap on Arnie's fantasy until Plug threatened to cut off his credit if he did. So Spitball settled for taunting Arnie by nicknaming him Santa's Little Oaf. Which pleased Arnie to no end, because he figured an oaf was just a cousin to an elf.

For all I know, he might be right.

Anyway, here it was a week before Christmas, and we were all as busy as elves ourselves. Toys were everywhere: on top of the tables, piled all over the bar, stuffed in the closet, and crammed under the pool table. We were fixing them up, see—getting them ready for our annual toy run.

Lots of clubs have toy runs around Christmas, and I'll tell you why. It's one helluva great big kick. No shit. Two or three hundred of us make the ride from

There wasn't really too much Arnie could do except push a broom, but he did that with all the pride and care of a craftsman.

one end of the city to the other. One of us dresses like Santa, and the rest follow along with the presents. It's a tradition around here now, and all the locals turn out like it's a parade, and the police stop traffic while we putt through town smiling and waving at everyone smiling and waving at us.

Except, just like in any good story, there's a villain involved. In our case, it's old man Creech—a rich, miserly bastard who lives in a mansion surrounded by high walls and mean Dobermans. Creech is storky—long-boned and sharp-jointed. He glares out through Coke-bottle-thick glasses that magnify his watery eyes to

the size of eggs. He owns half the state and spends his free time figuring out how to buy up the other half.

His mansion is on a hill surrounded by miles of nothing. He bought up everything in sight so he wouldn't have neighbors. You can see his place from Plug's parking lot, which is why Creech hates Plug so much.

The old man tried to buy out Plug once. He drove down in his slick black Rolls Royce. He offered Plug 10 times what the bar was worth, snapping a check between his fingers, but Plug wasn't interested. For one thing, he'd inherited the land from his grandfather. For another, there was us. And for another—well, you'd have to know Plug to understand. He just pushed the check back and said, "Sometimes money ain't squat."

Well, you can believe that pissed off Creech, who worships the almighty dollar. Little veins started throbbing in his temple, his face flushed bright red and then turned the color of ashes, and his hands trembled so much he dropped the check. We figured it was just a long-overdue stroke. But instead of having the decency to croak, he just turned around and stomped off.

Ever since then he's been trying to jack us over. Like when we first started our toy run, he complained to the city council that we didn't have a parade permit, and we blocked traffic, and we made too much noise, and whatever else he could think of. But I've got to hand it to the council members; that one time they told old Creech he could go shit in his hat—or words to that effect.

So every year right before Christmas, we get to ride through town in a glorious long parade, showing off our panheads and shovels and custom dressers and

Santa's Little Oaf

my beautifully restored Indian and—well, you get the picture.

Which is a kick. But not the *real* kick.

The real kick is when we ride up to the county orphanage. Everything looks calm and peaceful at first... but then you notice a face or two peeking out through the windows... and then a face or two more. And then, well, then the door suddenly explodes open and maybe three million screaming rugrats and laughing porch monkeys come stampeding out like some sort of giant tidal wave. And don't try to stop them—they've come for their booty and they mean to have it!

Now, that's the real kick—watching all those happy bodies tumbling over the porch and onto the lawn. And they've all got their favorites. Five or six will run up to Plug. Seven or eight will run up to me. And maybe 20 will jump all over Haystack, making like they're wrestling him to the ground while he growls and roars and thrashes around. Oh, they *all* just love it. And so do the kids.

This year was the best yet as far as toys go. We'd organized early, and there were lots of donations. Some of the toys we had to fix, but there were plenty of new ones, too. The fire department was the collection point, and every couple of days they'd bring us another truckload.

Anyway, it was a great sight to see everyone in the bar hard at work. Plug was selling beer at cost and feeding the jukebox. The girls were cutting the wrapping paper and doling out tape, and all of us guys were packing boxes and stacking the presents in a corner. It was almost like some sort of demented assembly line, everyone working and drinking and singing along with the Rolling Stones. Even Arnie was helping, dancing around with his broom and keeping the floor swept up.

We must've wrapped a thousand presents that last week. Even though we had more presents than ever before, all of them would be used, because the state had just consolidated three other orphanages into ours. In fact, I was a little worried that maybe we didn't have enough, but we'd do our best.

Saturday night around midnight, we finished the last wrapping job and could hardly believe it was finally over. We were glad, of course, but sad in a way, too, 'cause all of us had come closer together in this spirit of doing, of sharing, of giving. I don't want to get sentimental or anything—but hell, it was nice in a

real warm way.

That stack of presents reached from the floor to the ceiling across the entire back wall. Those kids at the orphanage were going to make out like bandits this year.

Plug had last call and made the drinks on the house. Some joker slipped Bing Crosby's "White Christmas" on the jukebox, but nobody seemed to mind. We were all really mellow and made

in the night. The stink was overwhelming, and the parking lot was a lake of dirty water from the fire hoses. We all just sat on our bikes, staring into the ruins in total disbelief.

I heard Plug cursing the burlap bags like maybe it was spontaneous combustion or something. Spitball said it was probably some asshole's smoldering cigarette. And then I looked around. "Where's Arnie?" I said.

The wreckage was complete. There wasn't a chance in hell anyone could've survived at the bottom of that twisted, ugly pile.

some nice toasts and agreed to meet at noon on Sunday.

Plug had laid in a supply of burlap bags, so tomorrow we'd fill them up and make our long-awaited ride. I smiled as I thought of those kids—I'll bet none of them would get much sleep. Myself, I was as dog-tired as I ever wanted to be. I barely made it through my own front door before I fell into bed.

I didn't even wake up when the fire trucks screamed by just before dawn.

Maybe if I'd had a phone, somebody would've called me.

The next morning, I remember I was so excited I couldn't eat breakfast. And when I got to Plug's place I was glad I hadn't. I might've thrown up.

Everyone was there, gathered around, not saying a word. The terrible scene spoke for itself: There was nothing left of Plug's bar except a black-and-gray pile of rubble with a few tiny streamers of smoke floating up. Charred wood jutted out like the broken skeleton of some poor dead monster, stomped and burned

You could almost hear the grief turning to fear. Everyone called his name and looked about, hoping he'd been lost in the crowd or something. But he was nowhere around. A terrible reality began to register. One by one we all turned to face the corner where the storeroom—where Arnie slept—used to be.

The wreckage was complete. There wasn't a chance in hell anyone could've survived at the bottom of that twisted, ugly pile. For a long moment we were all silent, then a girl next to me started crying. I thought that I might start, too.

Poor Arnie. What a shit-eating Christmas this would be. Plug's bar, of course, could be rebuilt, but what about the orphans? How can you make a kid understand something like this? I was trying to think of what I might say, of how I might explain this tragedy. But what I was really doing was trying not to think of Arnie. Arnie who'd grown so close to us. Arnie who was dead.

And then someone shouted, "Look!" And way down the road, scampering toward us like some sort of good-natured troll—was Arnie.

We couldn't believe it. He was actually alive, jumping and waving and grinning in toothless glee.

Plug was first to recover. "Arnie, you okay?"

But Arnie was too excited to hear. In fact, he seemed almost hysterically happy. Brenda, who worked as a nurse, gently started feeling Arnie for bumps or bruises. But Arnie couldn't hold still, hopping around and wagging his big round head.

"He's coming," he panted. "He's coming!"

Brenda just shrugged. Arnie didn't have any obvious cuts or contusions.

"Who's coming?" Plug asked.

"Santa," Arnie said. "Santa is coming!" I was suddenly worried that maybe



"Gesundheit."

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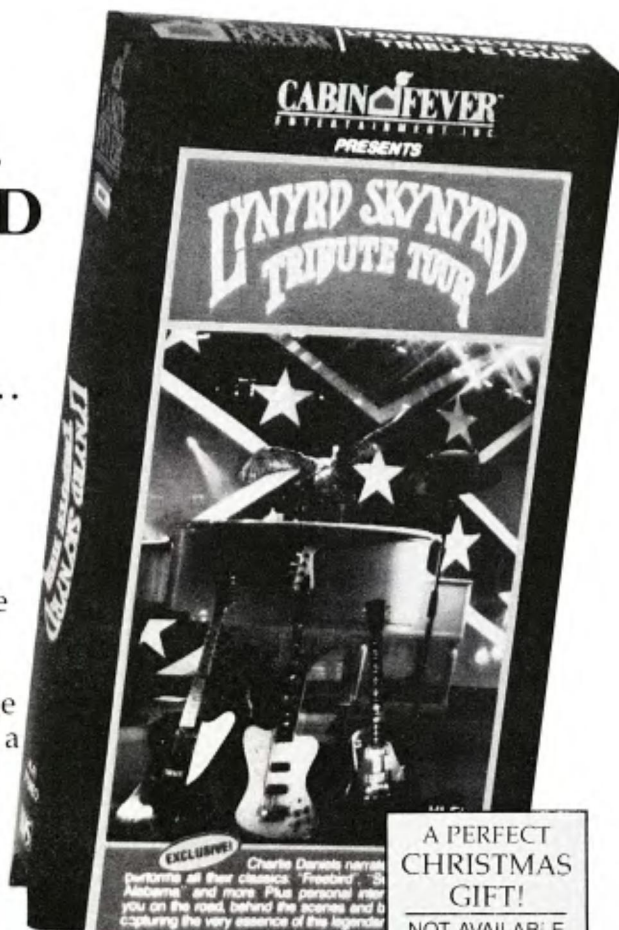
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Santa's Little Oaf

Arnie was bleeding internally or something. Sure, Brenda's a good nurse, but I figured maybe we should get Arnie to a doctor for some tests.

Of course, Spitball just had to say, "Like hell Santa is coming, Arnie."

"But he is," Arnie insisted, rushing to the middle of the road and peering into the distance. "He told me so."

I tried to catch Mole's eye. He had a sidecar and that'd probably be the safest way to transport Arnie to the hospital emergency room.

"Oh, so he told you," Spitball sneered. "That's right," Arnie said. "I called him from *there*." And he pointed to the only place with a phone for miles—old Creech's place.

"Yeah, sure," Spitball said.

"But it's true," Arnie said, and then he told his story: Just before dawn, he'd awakened to the smell of smoke. Sure enough, the fire had started in the pile of burlap bags. The flames had spread to the wrapping paper and the bar's wood paneling. The smoke from the synthetic materials must've been enough to choke Superman, but Arnie had tried to douse

the fire with his mop bucket. But it had been just too little, too late.

"I'm sorry about your bar," Arnie said. Plug just patted him on the back.

"I asked Santa, but he said if you didn't have insurance, then you were as dumb as you looked."

"What's all this crap about Santa?" Spitball asked.

The old man was depraved. I started making my own little plans for what might happen to Creech, and I knew I wasn't alone.

So Arnie explained. When he'd seen the presents burn up, he'd figured there was only one person in the world who could help. He'd just make a phone call and everything would be all right.

So he'd rushed up the hill to the old mansion. How he got past the Dobermans nobody thought to ask. But he'd pounded on the door until old Creech himself answered. And then he'd asked to borrow the phone—so he could call

Santa

I could just picture old Creech laughing up his sleeve at that, and how much enjoyment he'd get telling Arnie that Santa was just a make-believe myth. And then slamming the door in his face. But apparently the old man was meaner than that... he'd invited Arnie in to use the phone.

I could sense some of the guys were having the same thought I was: it was one thing to be a miserly old bastard, but it was another to be intentionally cruel—especially when the cruelty involved one of our friends, someone who couldn't defend himself.

It was obvious that Creech had intended to string Arnie along for his personal amusement. The old man was depraved. I started making my own little plans for what might happen to Creech, and I knew I wasn't alone.

But then Arnie surprised us. He said he'd gotten through.

"What?" Plug asked.

But Arnie was serious. He couldn't count how many operators had hung up on him, or laughed in his ear. Creech had got disgusted and went off to have breakfast. But Arnie just wouldn't give up. He'd been dialing again...

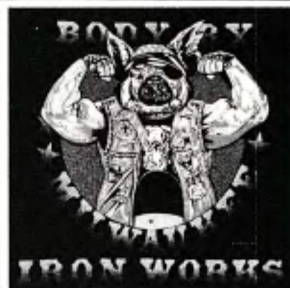
When suddenly someone had picked up the phone and said, "North Pole." And very politely, Arnie had asked to speak to Mr. Claus.



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Brenda was really worried now. She felt Arnie's forehead for a temperature and studied his pupils. I wondered if Arnie had fallen into a ditch somewhere and hallucinated all this.

"And what did Santa say?" Spitball taunted. In some ways he was as bad as old Crech.

"That he'd send a plane," Arnie said, "all the way to New York for more stuff."

"Did his crummy old sleigh break down?" Spitball said, but before we could shut him up, Arnie dashed into the road again, pointing and shouting, "I see him! I see him!"

And sure enough, something was coming down the road. But it wasn't a crummy old sleigh—it was a slick black Rolls Royce. And hitched to the Rolls was a U-Haul trailer.

Nobody said a word as the Rolls eased to a stop. Nobody moved except Arnie, who swarmed all over the car. And then the door opened. And Santa got out.

The bright-red suit hung loosely on his storky, sharp-jointed frame, and I'd never realized that Santa was so myopic he had to wear Coke-bottle-thick glasses. He looked kind of mean, squinting around at us. "Ho, ho, ho," he said in sort of a challenge.

Arnie just stood there in awe.

The rest of us stared in amazement.

Then Santa turned and marched back to the U-Haul. "Get your asses in gear," he shouted, swinging open the doors and tossing packages at us. I noticed that some of the wrappers said Bloomingdale's, some said Macy's, and some said Gimbel's. Apparently someone really did send a plane to New York.

For a moment we just stood there, and then in one great voice we all yelled out, "Santa!" and cheered.

Poor Santa kind of turned red when we all rushed up to shake his hand and pound his back. He might've looked a little worried when we picked him up, but we were just carrying him over to Mole's sidecar, to his seat of honor in the parade. Then it was time to go.

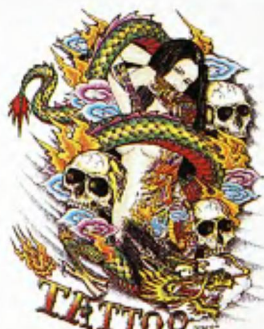
"Arnie," I called out, waving my arm. I kicked my Indian to life as Arnie rushed over. He climbed behind me, holding tight to an armload of presents. He was a hero, and I've never seen anyone happier... at least until we got to the orphanage, that is.

That's where I saw something I'll never forget—the face of a mean old man who suddenly smiled for the first time in his life. It was a real smile, the kind that connects directly to the heart, and it lit up his face in a way I can't describe. I only saw it for an instant, right before old Santa disappeared from sight under a tidal wave of maybe three million laughing and whooping and supremely delirious kids. ■

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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 December 31, 1988. We'll print the winner in the May issue. Send your vote—on a postcard or the back of a sealed envelope—to #187 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the ninth monthly winner in our Tenth Annual Fox Hunt—Sheila, from Millbrook, Alabama. See more of her next issue.



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

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

187

Model's Name _____
Address _____
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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):



To turn men on is my game. I get wet thinking of all the men who will see my body. Do you want to play?
Little Lori, Ohio



My ol' man is the best any ol' lady could have. He would be proud to see me featured in *Easyriders*. And what he wants, I give him.
Dana, Pennsylvania



I want to show the world that Wisconsin has sexy scooter tramps, too!
Pam, Wisconsin



Harleys have been in my life as long as I can remember. They are number one. I would be honored to be in *Easyriders*.
Genia, Texas

JANUARY FOX HUNT WINNER



Met Bambi, our latest diversion. She comes equipped with a high-revvin' motor, shiny chrome, and nice points from top to bottom. Bambi blew into town and got right to work, lookin' an' feelin' her best for the camera as she crawled around on Bernie Bausch's custom Evolution. See more of Bambi's assets on page 65.

—Loudmouth



*I ride on the best, so I pose for the best.
Pamela, Alberta, Canada*



*I'm doing it for Harley-D.
Kristine, Illinois*

The Marvelous Mix

Nose-savers, chrome-savers, point-makers, and louvers—all on a page-and-a-half.



Photo by Jerry "Shadow" Isom



Photo by Rip

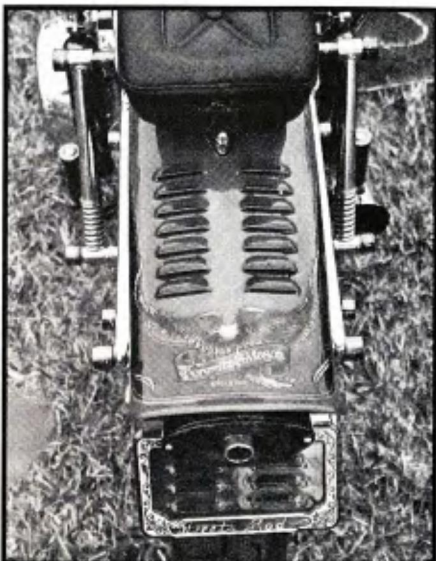


Photo by Kirk Van Scoten

Colored Tie Wraps

Whether you happen to be a show circuit fanatic, get off on intricate detailing, or are just a picky bastard when it comes to wiring your sled, this tip's for you. Tie-wraps, those tough little items that many years ago replaced electrical tape for holding your wiring securely in place, can be dyed to match the color of your bike.

Here's how: Use only the milky-colored ones—the black ones won't cut it. Get a coffee can or an old pot you can waste, some Rit clothing dye from the grocery store, and a pair of pliers or something to hold those suckers with. Keep some rags or rubber gloves handy (you don't want to dye your hands to match the bike—at least I hope not).

Heat some water in the coffee can or pot almost to the boiling point, then remove the can from the stove. Pour in the dye, stir it till the color's completely dissolved, and submerge your tie-wraps for less than a minute. You might experiment with a couple to see how long it takes to reach the color you want.

After the tie-wraps are the color you want, take 'em out of the solution, let 'em cool, wipe off the excess solution, and let 'em dry. As Jerry

Isom, the innovator of this notion, would say, "Shazam—they look twitchin'."

—Weed

Nose Guard

This article is for you long riders—by that I mean you saddle tramps who don't think anything of a one-way run of over a thousand miles.

I have a habit of checking out people's noses: usually, the more their noses are scabbed up, the farther they've ridden. It's a simple gauge I use, and I know it's not very accurate, but whatdafuck—this is to separate the bullshitters from the bike riders.

When someone rides a scooter very long, he'll have a burned nose at the very least. One solution is to cover that part of the face—if the sun can't get to it, it stands to reason that it can't burn it.

While looking through one of our *In The Wind* books, I saw a dude wearing such a nose-savin' apparatus. He was an overseas rider, either German or Dutch, or maybe a G.I. on holiday.

Chuck, one of my bros, had recently started working with leather, so I paid him a visit and presented him with the problem. This is what he came up with. He sewed his guard on, but

ya can pop-rivet yours on, then paint the rivets to keep the sun from heating them up.

Some brands of goggles lend themselves to this operation more than others. Ya pays yer money and ya takes yer chances. I will vouch for this nose guard—it works.

—Rip

Louvers

When someone mentions the word *louvers*, usually a '50s Mercury rodger with a louvered hood comes to mind. Louvers are now being seen more and more on bikes, and they give a scoot a real hot-rod flair.

Louvers are punched out with a press, and the size of the louver depends on what die size the machinist has available. A majority of punch presses can now be programmed for the louvers' positioning and spacing. Shops specializing in louvering have presses and dies for rounded surfaces, such as fenders.

Some top custom builders are now showing aluminum panels that use louvers as an art form. Louvered fenders are a natural, but painters think they're a pain in the ass. Louvered inspection and derby covers not only look sharp, but they help dissipate the heat created by a primary belt drive. Tank dividers,

h Tip

Photo by Mark Chen



license plate backing plates, and even wheel covers are now available with louvers.

One shop that specializes in louvers is Sumax Cycle Products. You can get their full-line catalog by sending \$3 to Sumax, Dept. ER, Box E, Clinton St., Clark Mills, NY 13321, or by phoning (315) 853-5623.

Avoiding the Bluing Blues

Here's a trick that'll prevent bluing of your exhaust pipes, but it only works on new or freshly chromed pipes, because they must be clean inside.

Pick up a can of VHT black paint rated at 1,200 degrees or more. Place the pipes in the sun, or an oven set on low, until they're warm. Spray the VHT paint down the manifold end of each pipe—not too much at one time. Keep going back and forth until the entire can is used up. You now have a nice thermal blanket on the inside of your pipes.

After they dry, spray two to three coats of aluminum paint inside (doesn't need to be much). This will spread the heat out over a larger area. Aluminum paint is a good heat transmitter, and the VHT black acts as an insulator. Hell, whatta ya got to lose?

—Jocko

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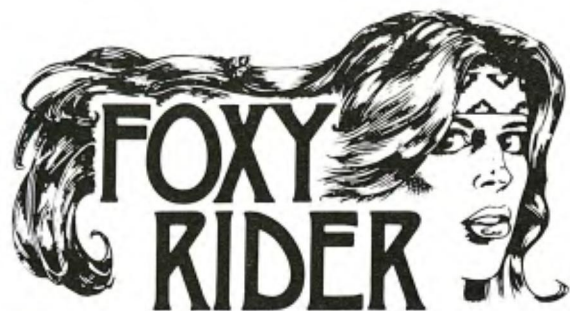
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**Brook Bryant, San Pedro, California
1949 Harley-Davidson FL**

When she was just a kid barely outta high school, Brook earned her walking-around cash as a barmaid in Tucson, Arizona, serving brews and burgers in a joint next door to Mike Cappello's bike shop, Creative Cycles. Mike and his crew would usually drop in at lunchtime to chow down and shoot the breeze, so it didn't take long for Brook to become fascinated by machinery and motorcycles. She and Mike got to talking one day, and that's when Brook asked him to teach her about wrenching.

Sure as shit, after he got over his initial smirks, he passed along his considerable know-how to the dedicated lady. Mike had to be a helluva teacher, 'cause this foxy rider built herself one classy ride.

Brook managed Mike's shop for six years. When Mike sold it, she continued working for Cisco, the new owner, before heading to the Coast, where she earned her coin by lacing, trueing, and rebuilding hubs for Harleys. She recently got a new gig as the "parts gal" at Harley-Davidson of Santa Ana.

The work on this scooter was done primarily after hours at Creative Cycles. A bro named Mushroom did the lower end and balancing, Bruce Mettey did the sharp gray-and-

red pinstripe job, and Brook did the molding herself. Cisco gets a hearty handshake for his help.

—Buster

Year: 1949

Model: FL

Engine: 74-cubic-inch, rebuilt by owner/Creative Cycles

Forks: Harley wide glide

Transmission: stock, cleaned up

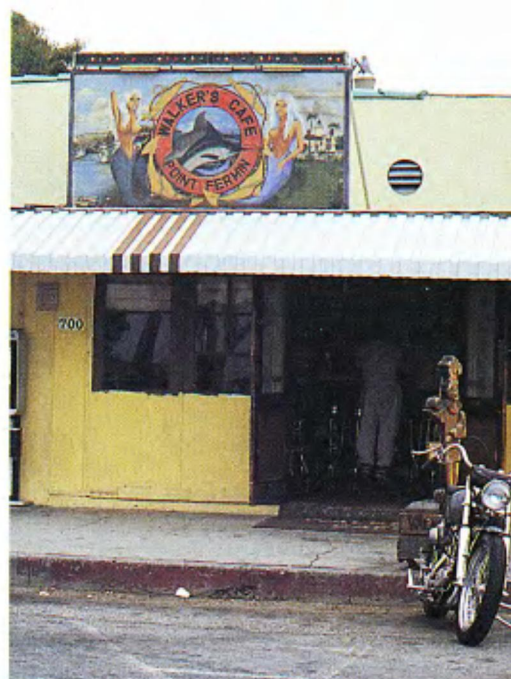
Wheels: star hubs; front: 19-inch Dunlop tire, stock brake; rear: 16-inch Dunlop tire, Performance Machine brake

Chassis: 1982 Paughco rigid frame

Finish: gray Imron and red pinstriping by Bruce Mettey; molding by owner; chroming by Quality Plating

Credits: Mike Cappello for getting her going; Cisco, Bruce, and Mushroom for keeping her going

Special features: Primo 11 mm belt drive, Sifton 412 cam, SU Eliminator carb, polished cases, mousetrap, Voltpak



Photos by Scott Braddon-Walker



DYNAMITE MARY





Talking With My New Son

by Jamie L. Williams

This one is true. My ol' lady died four minutes after delivering my son. I was working out of town when my sister-in-law got me on the phone and told me that some drunk had plowed into the ol' lady's cage. She went into labor and was just barely seven months pregnant. They put baby Matthew on oxygen for four hours and he was fine—four pounds, nine ounces.

Angel, my ol' lady, died of internal injuries and complications. The story is basically word for word (my mother had a cassette recorder on). They caught the drunk; he is serving 15 years for involuntary manslaughter. Matthew is now 14 months old and doing fine.

Well, kid, welcome to the world! I hope you're ready for it.

I'm sorry I couldn't get here sooner, but I was workin' 40 miles south of here when I got word that you were on the way. As soon as your Aunt Sheila called and told me what was happenin', I ran out and fired that panhead right up. The pan knew what was happenin'—it didn't even take a full kick before it was screaming its vengeance to the world. The rear tire smoked all the way here, and the front hardly ever touched the ground. Hell, I thought I was gonna float the valves!

Let me get this old wallet out . . . Here, check out these pictures. This is Daddy's panhead, can you say "Harley-Davidson"? Come on . . . no, eh? Well, soon enough you will. Do you like it? Yeah, it's pretty—say "blue" . . . Did you hear us pull up out front? I almost forgot to put the sidestand down,

but I caught it and got everything straightened out.

Look at this picture—this one is your momma and me at the campground at Sturgis, South Dakota, last fall during bike week. The way we figured it out, you were made either the night before or the same night this picture was

There's a whole lot of things we can do. Lots of open roads ready to be traveled, people we haven't met yet waitin' to meet us, all kinds of good times. There's bad times comin' also, but I think we're gonna do all right.

taken—so you're from Sturgis. Just stay out of Deadwood; they don't like us bikers there.

This picture is your grandpa, Monkey, and your great-uncle, Sportster Bob—ugly jokers, eh? We'll put this one away.

I guess we're gonna have to start talkin' to Uncle Bob and try to get that

90cc AMF he has sittin' out there. I know you're going to want it just as soon as you can walk and talk, so we might as well try to score it now and start chopping it. Where the hell are we going to get drag bars that small?

All my brothers—they're your uncles—they're probably waiting to hear the news. I'll put money on it that they'll be happier than I am, so there probably will be a party tonight.

You know, this is all right! I didn't know how I was gonna feel when you got here, but I like it—there's a whole lot of things we can do. Lots of open roads ready to be traveled, people we haven't met yet waitin' to meet us, all kinds of good times. There's bad times comin' also, but I think we're gonna do all right.

Well, I gotta get out of here and spread out the cigars and have my free drinks. But first off, I'm gonna check on whether the police caught that drunk who caused your momma to crash. We've got business to finish with him!

I loved your momma—she was a good woman and she knew how to handle her man. I'm gonna miss the hell out of her. We were together a long time, and we always had fun. I'm sorry she's gone. I guess the crash and you comin' early were just too much for her—but don't worry, it wasn't your fault. We will get even!

Here comes the nurse, so you be a good little man. I'll be here as much as I can until they let me take you home. I'm gonna go make the arrangements for momma—and then try to celebrate your arrival. You be good now.

Go to sleep . . . son. ■

Letter to Home

Fort Hancock, Texas

Dear Mom 'n' Mo, John 'n' Nik, etc.,

#1. It snows in Texas.

#2. Never try to cross the Continental Divide on a motorcycle in the middle of December.

December 13—I'm in a little one-horse (or ½-horse) town about 50 miles southeast of El Paso, snowed in for tonight and possibly tomorrow as well. (My hands are still a little stiff, so this handwriting gets somewhat erratic when I rush it). I stayed in Fort Stockton last night after having a good day on the road yesterday; it was cold, but the roads were mostly clear (700 miles, 14 hours).



Illustration by George Dillucos

I was hoping to arrive in Phoenix early this evening, but I obviously underestimated Mother Nature—the prediction is for record overnight snowfall for this area. (This is certainly not a cause

for one in my present circumstances to lapse into a mood of optimism!)

I had good and bad extremes of luck on the road today, although I didn't get much travel in (under 200 miles). I left Fort Stockton at 9:30 a.m. and had made about 60 miles when my fuel filter plugged up and the motor started dying. It took about an hour to take apart and clean—it was bitterly cold at that hour, and my fingers were quite stiff when I pulled over. But I warmed them up some on the motor and got the repair done and got back on the road.

I'd hoped the air would warm somewhat as the day wore on, but I was mistaken—I kept gaining altitude and the air just stayed cold. After another 40 miles, I stopped at a small station for gas (\$1.27 per gallon), and I



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warmed up for a half-hour with some Mexican folks in front of a gas heater. (After about 20 minutes, I realized this was a place where Sandy and I stopped for gas 10 years ago on our way to Arizona for the first time. It was very cold then, too, and also expensive for fuel. Some things never change).

I got back on the road again and was having trouble keeping warm because it seemed to be getting colder. I started sneaking up close behind big trucks for a few minutes at a time to warm up (a system I've used often in cold weather—sounds dangerous but usually isn't).

Well, a rock or something got kicked up off the road and nailed me dead square in the right lens of my glasses and knocked glass in my eye. I had to keep my eye closed for about five or six miles until I came to a truck stop. A helpful driver was there, and he irrigated my eye with water until we got the glass out. No damage to the eye—not even a scratch. I kept the glasses for a keepsake and stayed for lunch while I had a silent debate with myself about the benefits and drawbacks of tailgating trucks in cold weather.

I sat there for about an hour more and then hit the road again. I made about 20 miles before I encountered my first snowfall. It was light, but it stung my face so bad I had to stop and wrap my scarf around my face. I rode through it for another 40 miles or so and could have persevered for the rest of the day at that rate—strangely enough, the snow seemed to make the air warmer.

Before long, though, the snow got so wet and heavy that it started accumulating on the road, and the wind started blowing sideways, making it impossible to keep Ruby upright and in one lane. I rode these last 10 miles on the shoulder of the road, where the texture of the pavement was rough enough to maintain traction. It turned out to be the worst weather I've ever ridden through.

Around here, towns with commercial establishments are sometimes quite rare, so I was glad to happen upon this exit when I finally did. It has a diner on one side of the road and this motel on the other side.

When I pulled into the diner, it was already full of travelers avoiding the storm. There was so much snow stuck on Ruby and me that you could barely see her silver paint, and those folks looked at me through the window like I was a ghost or a motorized yeti or something. I suppose that, for at least a brief moment, they realized that their own circumstances could have been even worse, because they greeted me like an old friend at a long-awaited reunion.

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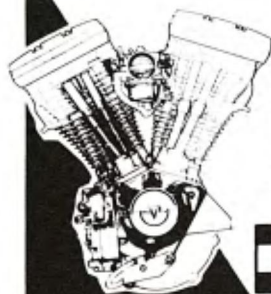
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in a place like west Texas, but I presume that there's something about a bad snowstorm that makes drivers (survivors) into instant comrades. I thought that all the shoulder-slapping and congratulations weren't really necessary, but there was just enough diplomacy left in my frozen brain to restrain me from reminding them that I was nothing more than a damn fool riding a motorcycle over a mountain in a pure blizzard.

December 14—Still here for another day. I guess it snowed all last night. It doubled the all-time record around here for snowfall in a 24-hour period. It's about 3 p.m. now and part of the I-10 is still shut down, but the snow has stopped.

I went across the road last night to get some beer, and there was an old guy on a BMW 650 (cafe racer), freezing out there. I told him to come on over and sleep on the floor, since he had nowhere to crash for the night and the motel and restaurant were already full of refugees. He had laid his bike down a few miles back and was in bad shape, but he feels better today. We figure that we'll be able to get out of here sometime tomorrow if it doesn't snow again. He's going to Phoenix, too.

It's a real pretty view here today. The sun is out and very bright, and this place looks like the typical winter won-

derland. We wound up with 9-18 inches of snow and sleet, and the motel is still full.

I think that travel in a car wouldn't be so hard, but there's still a little too much ice for two-wheelers—and I guess it's even a little worse up ahead. I figured that we might as well stay here today, anyhow, because the roads are closed on the other side of El Paso, and it might be hard to find shelter there.

I'd hoped the air would warm somewhat as the day wore on, but I was mistaken—I kept gaining altitude and the air just stayed cold.

We're waiting now to see the weather forecast, hoping for some good news. It's warm and comfortable in here but getting pretty boring. At least we'll have "Alf" tonight. I guess I'll cap this letter tonight after the weather report.

The weatherman says that we should have a cold, clear day tomorrow before another storm moves in a day later, so I guess we'll get going as soon as the roads thaw tomorrow and hope for the best. I think we'll only need to make about 300 miles to be in safe territory between storms, which should put us in the lower desert. It promises to be a cold day, though.

I stopped at a place called Lake Charles, Louisiana, on the way home, just planning to stay overnight, but I met some people and decided to stay an extra day or two. They had good food and good music, and it was hard to leave.

While I was there I reregistered my motorcycle. I had to get some insurance and get a Louisiana driver's license, but the entire ordeal only took about an hour, and now my bike is legally registered and the tag is good through 1992. It cost about \$100 altogether, so it was really a pretty good deal, since it would have cost me \$300 to \$400 in Arizona—and more than \$400 if I got caught on expired tags there.

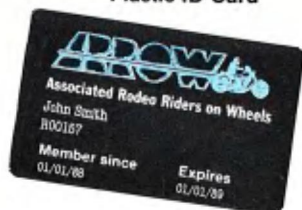
I guess it's time to end this and get some rest in preparation for tomorrow's journey. So give my regards to everyone at home there, and take care of yourselves. I'll see you when I see you.

—Roy James

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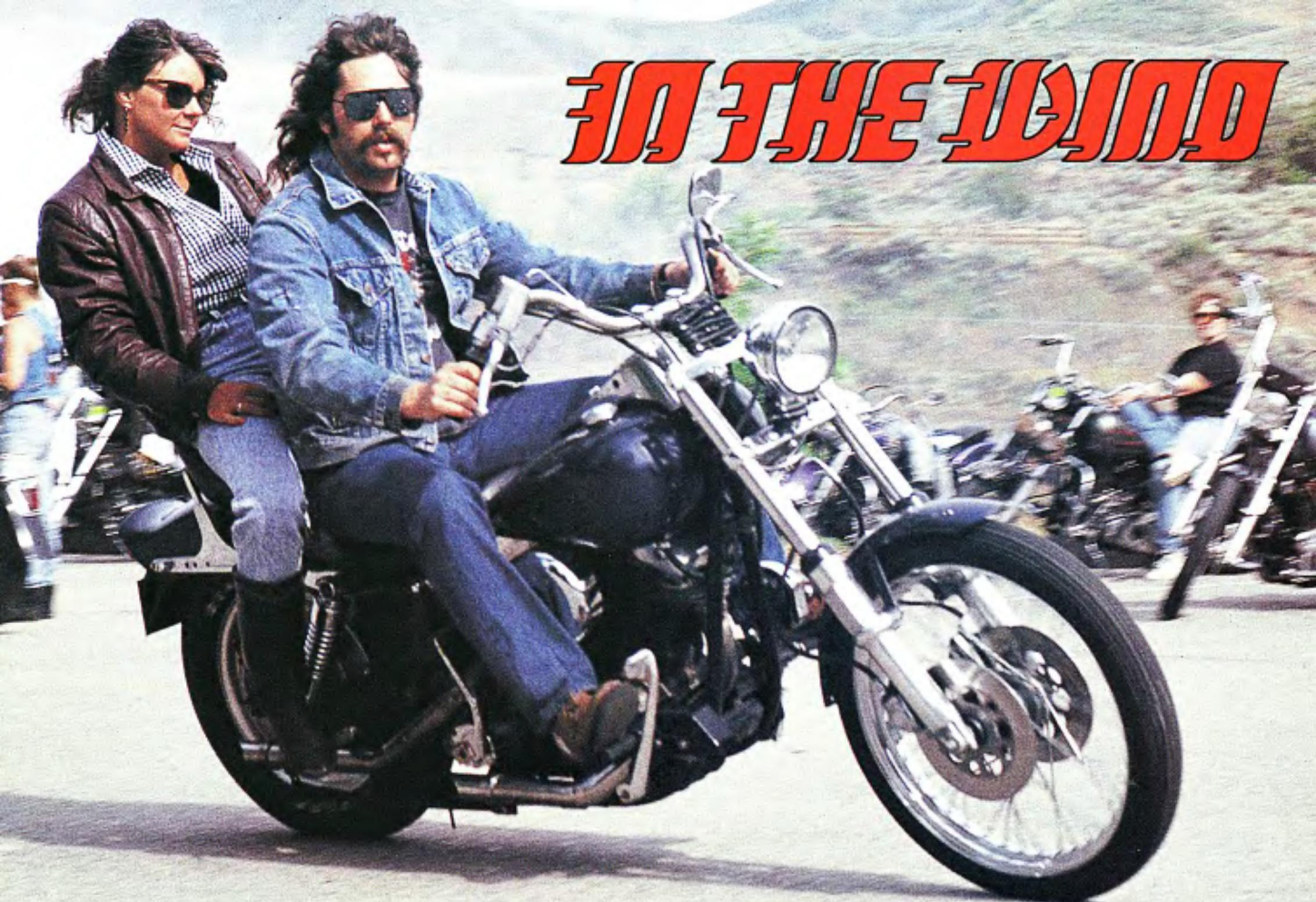
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IN THE WIND



—Clif Hampel, Boise, Ida.

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.

—Art Martin, Kersey, Pa.

—Mad Doctor, On the road

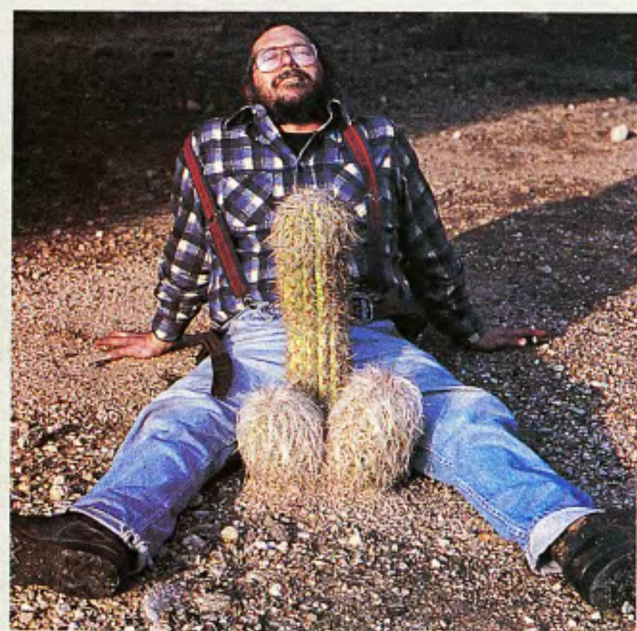




—Tim Maeder, Stockton, Calif.

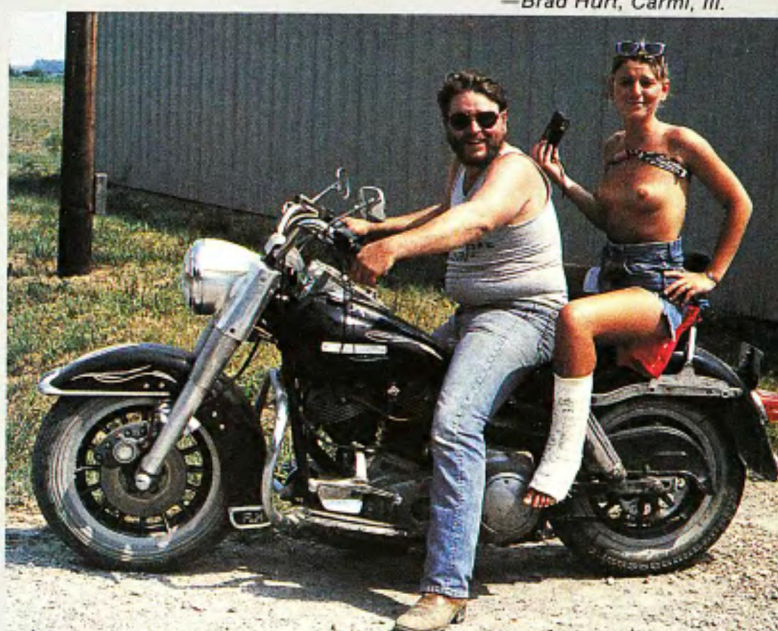


—Bill Sellstedt, Burnsville, Minn.



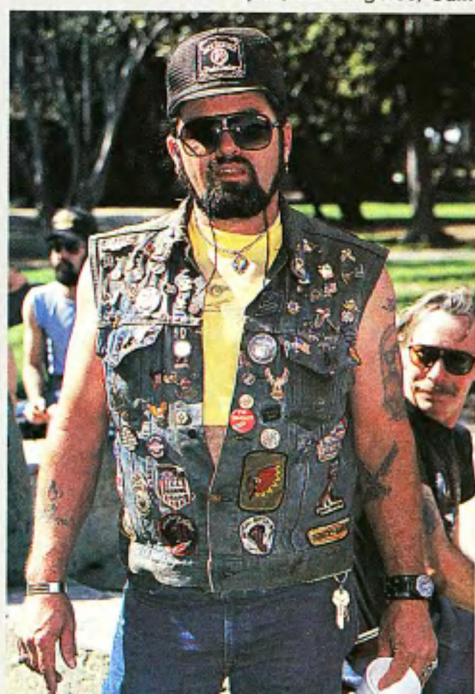
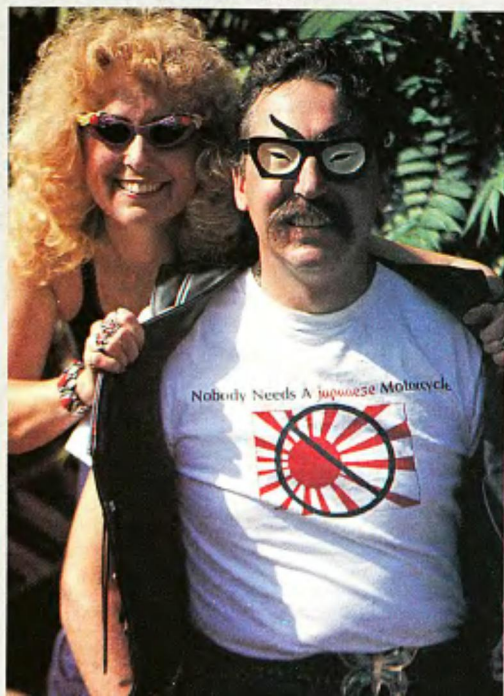
—Indian Sue, Morro Bay, Calif.

—Mike Archelko, Tucson, Ariz.



—Tom Lopez, Los Angeles, Calif.

—Bill Frederick, Bath, Maine

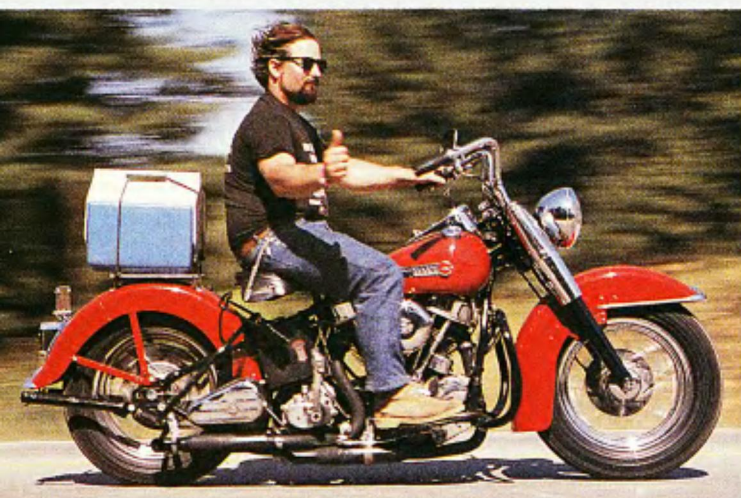




—Tom Lopez, Subic Bay, Philippines



—Tim Maeder, Stockton, Calif.



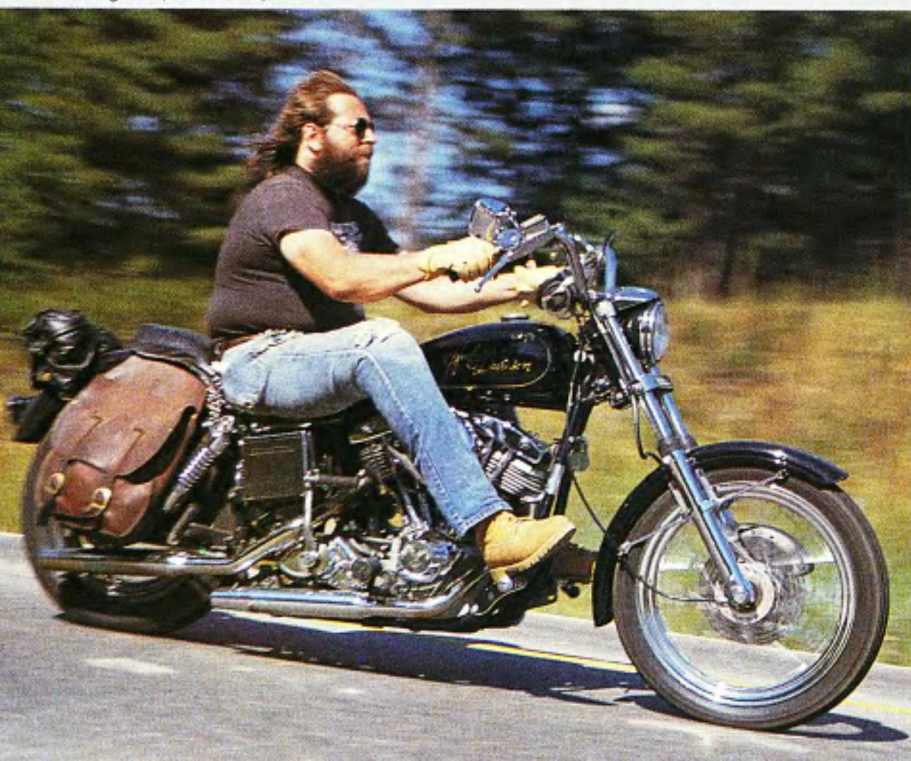
—Dogface, Concord, N.H.

—Dogface, Concord, N.H.



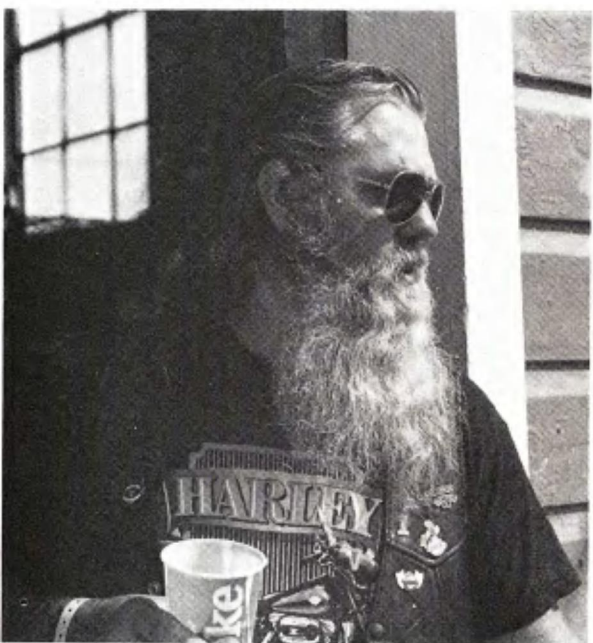
—Ricky Newman, Hammond, La.

—Old Coot, Skowhegan, Me.

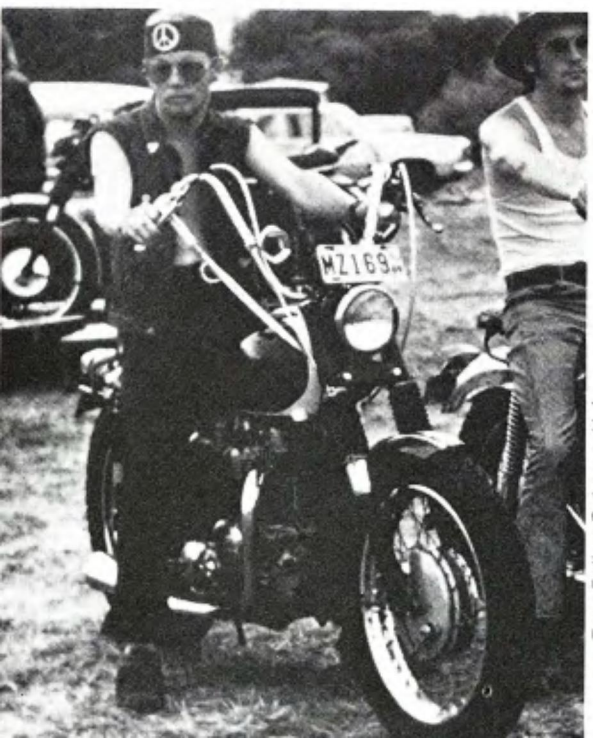




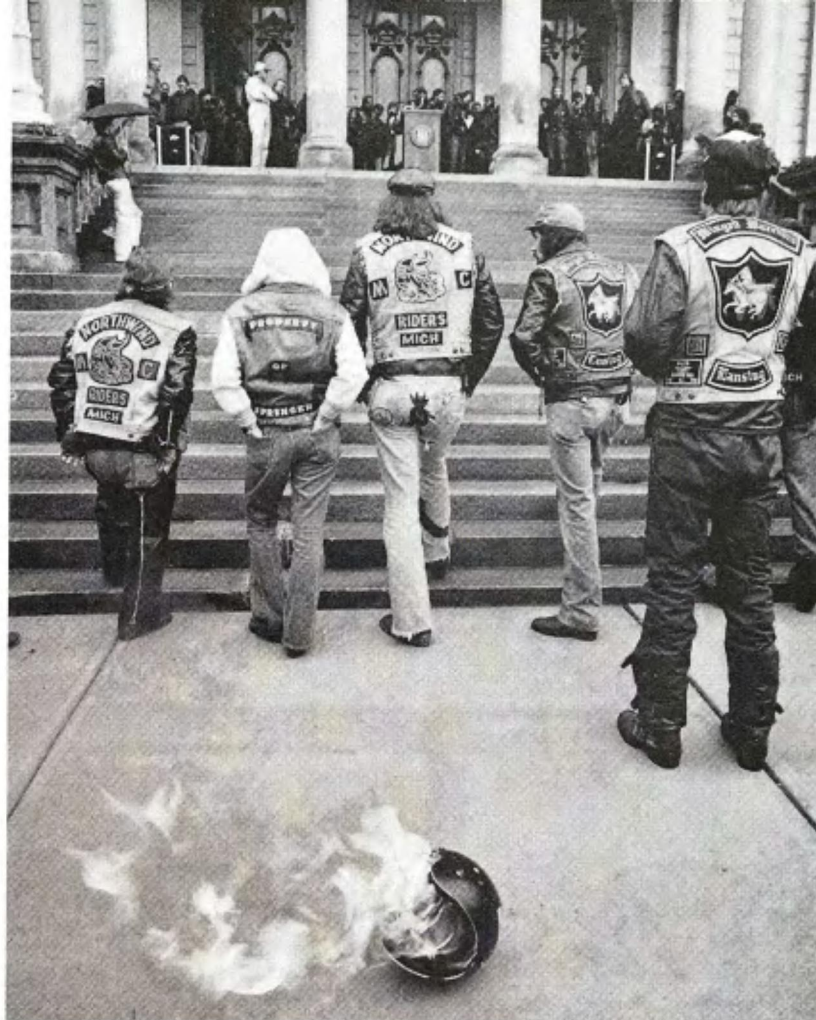
—Scooter Bob, Modesto, Calif.



—Frenchie, Providence, R.I.



—Tom Fuller, Rahway, N.J.



—Tony Shipp, Billings, Mont.

—Dana Stulce, Bristol, R.I.





—Kathy Belcik, Kona, Hawaii



—B.J., Italy



—Brad Hurt, Bean Blossom, Ind.



—Thomas Harvey, Chicago, Ill.

THE BIKER'S NIGHT BEFORE CHRISTMAS

'Twas the night before Christmas, and out in the shed
I was wrenchin' away on my old panhead sled,
While the puddle of oil that spread out by my feet
Made me think I would never get back on the street.
The ol' lady and rugrats had already crashed;
We'd been partying hardy – I know she was smashed.
But I'd copped a few Z's and was feelin' all right
To spend time with my scooter, and stay up the night;
When out in the yard came a roar like a train.
I leaped to my feet, and grabbed up my bike chain.
I threw open the door, peering into the night,
Wonderin' what the fuck happened, and ready to fight.
The moon, seeming hung from a telephone wire,
Gave a pale, sickly glow, as if losing its fire
When what to my bloodshot, tired eyes should appear,
But a dude on a Harley trike, pulled by eight deer!
And the driver's I.D. didn't give me a pause;
I knew that fat sucker must be Santa Claus!
More rapid than buzzards, those big deer they came,
And he yahoed and hollered and called them bad names:
"Now, Bastard! Now, Bonehead! Now, Asshole, and Fag!
On, Piss, Puke, and Dipshit! On, White-Collar-Pig!
To the top of the fence! To the top of the shed!
And move yer rumps, dammit! Are all of you dead?"
As dry leaves that before the wild hurricane fly,
So the deer, their legs trembling, flung their heads back to eye
The shed roof that Santa was plannin' to gain
With that trike full of goodies, but refusal was vain.
After several false starts, I could hear on the roof,
The crunching destruction of each heavy hoof.
As I whipped back inside, with my brain in a boil,
Santa crashed through the ceiling, right into the oil,
Dressed in chaps and a jacket made out of black leather,
And a knit Harley hat, to keep out the bad weather.
A knapsack of goodies had followed him down,
And he looked like an outlaw arriving in town.
His gold teeth, how they sparkled! His hoarse breath, how beery!
His nose was twice broken, his eyes like two cherries!
His hard, thin-lipped mouth was drawn back in a grin,
And gray as the rain was the fuzz on his chin.
The butt of a cigarette drooped from his lip,
And seemed any moment quite likely to slip.
He had a tattoo, and a big ol' beer belly
That hung past his belt like a sack full of jelly;
He was ugly, but tough, a right fearsome old elf,
And he made me some nervous, in spite of myself,
But a wink of his eye, and a nod of his head,
And I calmed down while Santa looked over my sled.
Then he reached in his pack, and quick as you like,
Dumped a pile of new parts out, to fix up my bike,
And he handed me toys and a pink negligee
For my woman and rugrats to have Christmas Day.
Then he patted my panhead, and picked up his pack,
Climbed my shelves to the ceiling, and crawled through the crack.
He revved up his trike, to his team gave a whistle,
And they blasted away like an unguided missile.
And I swore to myself, as they roared out of sight,
"What a crazy damn biker! What a weird fuckin' night!"

—Eli Druitt



—Don, San Bernardino, Calif.



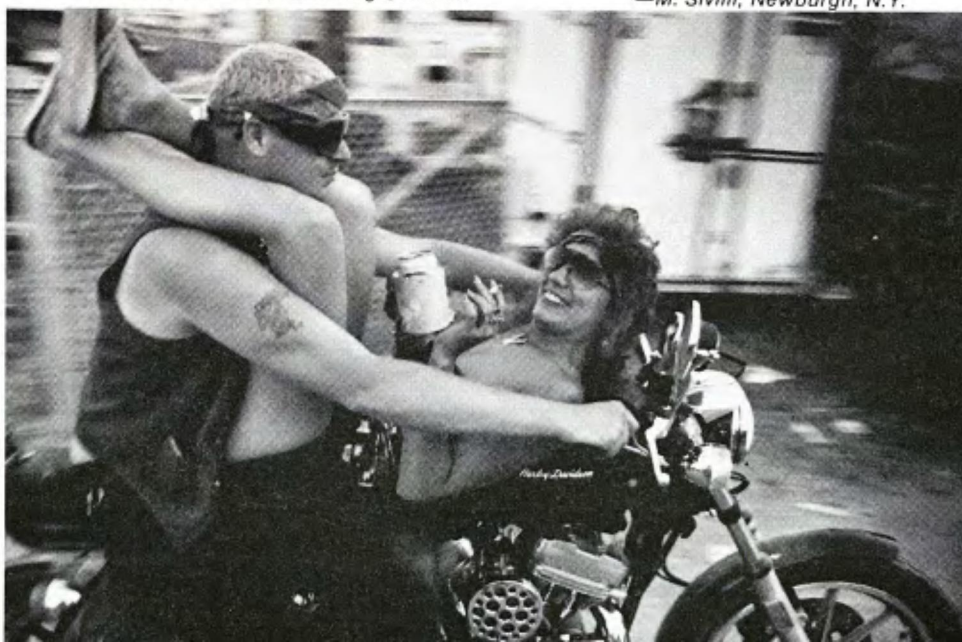
—Pee Wee, Pinon Hills, Calif.



—Brad Hurt, Carmi, Ill.



—M. Sivilli, Newburgh, N.Y.

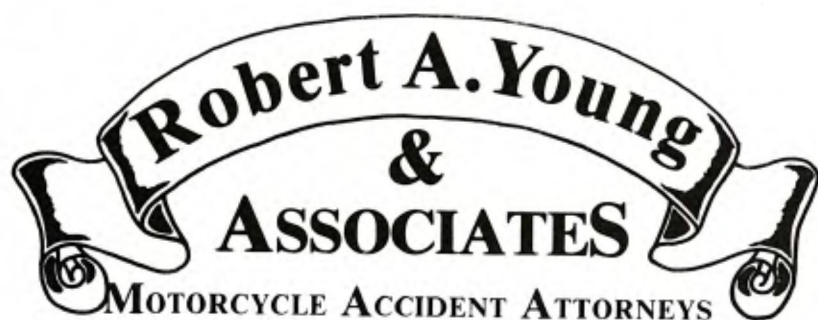


—Charlie Babcock, Anchorage, Alaska



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BERNIE'S B.A.A.D. BLOCKER





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role—just the puttin'
pleasure.*

Bernie's been around the block a time or two, buildin' an' ridin' nothin' but Harleys for the majority of his adult life. In fact, durin' a recent all-night *In The Wind* photo-scannin' session, we spotted a coupla photos that Bernie and his wife, Jan, had sent—shots of this bike and a yellow shovel.

We recalled from our burned-out back recesses that we had seen the Bausch name before, and we eventually linked it to the yellow 1969 shovelhead of his that we'd run a million brain cells ago in our sex-tacular issue number 69.

Flash back on that cunning special edition of this rag. Bernie finally had a bike of his featured, only to have it published in a sex-soaked, not-ready-for-kids-or-parents-or-prime-time issue, and he didn't feel comfortable showin' it to his folks.

Now, 10 years after (great band), Bernie can't let his folks in on his second coup on account of Bambi, the foxy fawn draped over his custom Evo. What the hell, Bernie—yer ol' lady's a good enough sport, an' Bambi ain't doin' anything kinky. Yer ma an' pa can handle it.

Like any standup bro, Bernie'll take his bows when they're deserved, but when we talked to him about his 1986 special-construction Evolution, the first thing he wanted to make clear was that he hadn't built this particular bike. He was almost embarrassed to admit that he hadn't pieced together this rigid roller





from the ground up, as he had done in the past with other scoots.

So what's happened in 10 years? A few more gray hairs (in fact, fewer hairs), the addition of a son, and a sharp, smooth-runnin' five-speed, built by B.A.A.D. Motorcycles, an unauthorized Harley custom speed shop in Monterey, California.

Bambi must've done somethin' erotic durin' her stay, 'cause shortly after the weekend photo session, she turned up pregnant. But she doesn't blame us; she thinks it might've been the "Ghost rider." Yeah, that's the ticket.

When she isn't down at the Club 400 partyin' with her Sacramento girlfriends, drinkin' Fuzzy Navels and watchin' the guys watchin' the topless chicks dancin' (which she can't do anymore, now that she's expectin'), Bambi can be found messin' with her aquarium or doin' somethin' artistic an' creative with her hands. Got any ideas?

—Bomber





Photos by Silvermoon

Name: Bambi
Birth date: January 3, 1964
Frame:
Tits: 36" and growing Waist: 24" Hips: 35" Height: 5'6½" Weight: 120 pounds Age: 24
General:
Hometown: Arroyo Grande, California Residence: Sacramento, California Ol' man: D.J. Favorite hangout: Club 400—bartended by Lauyre Occupation: student, dancer
Attitude:
Sex: "Scream until he gets it right." Rock-'n'-roll: Scorpions and Aerosmith Turn-offs: "Wimps who can't change their own oil." Turn-ons: "Greasy hands; smell of steak cooking; long, hard rides." Life: "Take it easy and feel the bumps."
Specifics:
Favorite position: legs wrapped around the tanks Favorite man: Sam Elliott Favorite tune: "Screamin' In The Night" Favorite activity: riding Harleys, natch Favorite phallic symbol: kickstarter Romantic evening: cruisin' topless on Highway 1 under a full moon Fantasy: "To keep going, never stopping if it feels good." Favorite bike: D.J.'s custom pan-shovel Favorite run: along the Coast on Highway 1

Owner: Bernie Bausch		City: Canoga Park, California	
General		Frame	
Fabrication: B.A.A.D. Motorcycles		Year: 1986	
Year and make: 1987 H-D, special		Builder: Paughco	
Model: blockhead		Type: rigid	
Value: \$11,000 plus		Rake: 5 degrees	
Assembly by: B.A.A.D.		Stretch: none	
Time: two years		Other alterations: beefed up	
Chroming by: Van Nuys Plating		Accessories	
Engine		Bars: apehangers	
Year: 1986		Risers: aftermarket	
Model: Evolution		Fender(s): modified	
Rebuilder: "Elwood" Standifer		Headlight: Doug's Screen™	
Ignition: Screamin' Eagle		Taillight: blue dot	
Displacement: 80 cubic inches		Speedo: none	
Lower end: H-D		Front pegs: Screamin' Eagle	
Balancing: B.A.A.D.		Rear pegs: they're there	
Pistons: H-D high-clearance		Electrics: 12-volt	
Cases: stock		Gas tank: Sportster	
Heads: Painter Joe, Williams Motors		Oil tank: Paughco	
Cam(s): Leineweber		Oil system: braided lines	
Lifters: 1986½ H-D		Primary cover: chromed	
Carb(s): S&S Super Bowl		Seat: custom solo	
Air cleaner: S&S		Sissybar: none	
Pipes: Paughco		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: checked out		Type: narrow glide	
Year: 1986		Extension: 4 inches	
Shifting: five-speed foot		Builder: B.A.A.D.	
Engine sprocket: 24-tooth		Special features: custom trees	
Trans sprocket: 37-tooth		Wheels	
Wheel sprocket: belt		Front	Rear
Painting	Size: 19-inch	Size: 16-inch	
Molding: Rowdy Yates	Hub: mag	Hub: mag	
Painter: Rowdy Yates	Rim width: WM2	Rim width: WM3	
Color: yellow/orange flames, white	Tire: Dunlop	Tire: Dunlop	
Type: polyurethane lacquer	Brake: dual disc	Brake: Perf. Mach.	
Special paint: flames			
Special thanks to Doctor Bob and Rowdy for their help.			

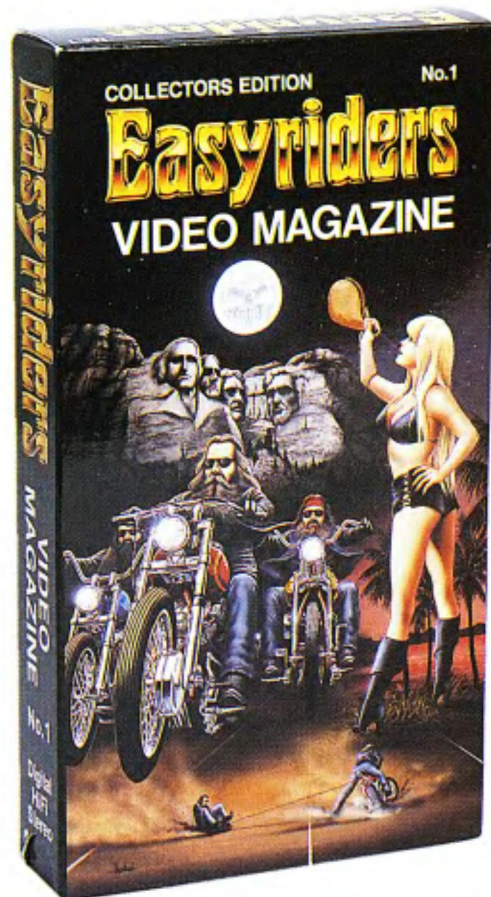
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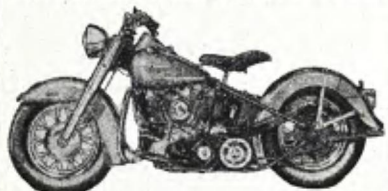
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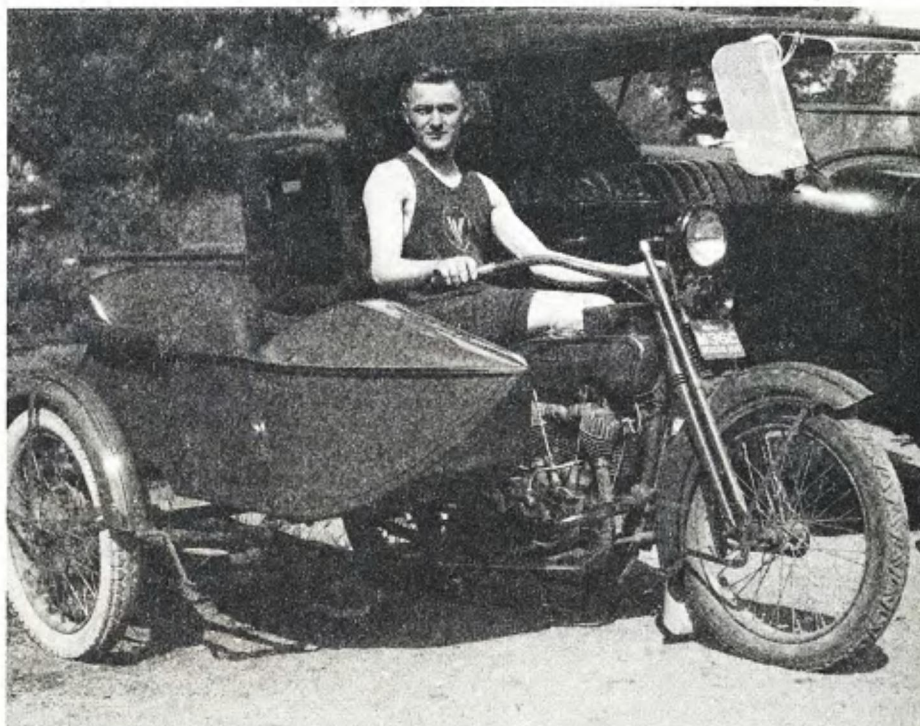
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BIKER HALL OF FAME

*Brothers and Sisters Who Stand
Out in the Crowd*



Emil, in 1924, on a Harley V-twin with sidecar.

Photo courtesy Nancy A. Plaist

Emil Schott Lewiston, Maine

Emil Schott, the founder of one of the oldest continuous Harley dealerships in the country, and H-D came on the scene at about the same time: Emil was born in 1902, and the first Harley-Davidson motorcycles were introduced in 1903. Both are still goin' strong, thank you.

Emil's introduction to riding came when he was 17 and plunked down \$265 of his hard-earned cash for a new one-cylinder Cleveland, which fouled frequently and flat-out refused to take its rider up hills. He endured the Cleveland's top speed of 35 mph on a long, hard trip to Boston, then sold the machine—at a loss of \$90—and picked up a little 37-cubic-inch Harley Sport.

Man and machine really became one in 1922, when young Schott bought a big, new 61-cubic-inch Harley. The following year he paid about \$50 for a used Harley, replaced the rings and gaskets, and sold it for \$75. Then he bought six more bikes from the local Harley dealer at \$75 over cost and turned around and

sold them—but at little profit. He got to thinking that it was unfair for the local dealer to handle both Harleys and Indians, so he wrote to the Harley factory in 1924 to ask for the local franchise, and he got it.

Emil's new dealership sold 14 motorcycles that first year, but no matter how successful the business became, it always remained a sideline. He began as a roofer in 1918 and celebrated 70 years with the same firm in April of 1988. Meanwhile, he sold Harleys after work and on the weekends, assisted in the early years by friends and later by his sons. The first shop was in a barn, complete with woodshed and 10 henhouses, which he used for bike storage so that, in case of a fire, all the bikes wouldn't be destroyed. He was low on money and low on insurance then.

A lot of Emil's sales were on credit: 25 percent down and a year or two to pay. He did his share of repossessing—customers weren't dishonest, but "they weren't very bashful about not payin'."

He'd go out on the weekends and bring back repos on a special sidehack. Reclaiming bikes from Skowhegan, Maine, and from a lumber camp in Quebec in zero-degree weather made for his two coldest two-wheeled treks—up and back the same day because he had to be at work in the morning.



Schott today.

Photo by Michael Lichter

Emil never owned a car until 1933, when the local Cadillac dealer traded him a '32 Ford for a Servi-Car. He continued to ride his Harley to work for 25 years, summer and winter, until he was offered use of the company's pickup in 1943. He organized a "gypsy tour" to Laconia the year the races began, and he still goes every year, but not by bike now. The Lobster Run to Pemaquid Point that Emil organized was featured in Harley's *Enthusiast* magazine in 1974. He last made the ride in '76 or '77.

Harleys-R-U.S. has continued to expand, with son George currently in charge and Emil sitting in as a consultant. He's also cut back to half-days at the roofing company. But don't think Emil's getting soft at 86—he recently held a picking party at his apple orchard, then borrowed the pickup from Harleys-R-U.S. so he could haul 100 bushels of apples into town to sell.

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Special thanks to Michael Lichter.

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BIKER HALL OF FAME



Photo by Gregg Daniel

Thomas Kovari, Regional Director Harley Owners Group

Harley-Davidson owners aren't just motorcycle owners—they're part of a proud, 85-year-old tradition. Recognizing this, Harley-Davidson developed the Harley Owners Group (HOG) five years ago to offer its riders special benefits and services. HOG chapters work closely with the American Motorcyclist Association (AMA), get involved with charity runs and the ongoing fight for motorcyclists' rights, and promote activities for their members' enjoyment.

There are some 400 HOG chapters, all sponsored by authorized H-D dealers, and more than 90,000 members throughout the U.S. and Canada. To provide a closer relationship between the dealers/sponsors and Milwaukee, the company appointed six U.S. regional directors in February 1988.

Thomas Kovari is the Southwest regional director, covering California, Arizona, Utah, Nevada, and Hawaii. This is a strictly voluntary position—he earns his bread as the credit manager of a wholesale lighting firm in Los Angeles. He's been two-wheelin' it for

21 years and rides every chance he gets, though lately a lot of that time's been spent riding through his region, visiting existing chapters and encouraging the formation of more, especially in coastal and central California, all parts of Arizona, and southern Utah. Any authorized Harley dealer can be a sponsor, so the potential is there for an enormous HOG network.

Of course, to be an effective regional director, he has to cover the entire region, so next year Thomas plans to take advantage of HOG's "Fly-N-Ride" program and visit Hawaii (all in a day's work, right?) Available only to HOG members, the unique program allows a rider to make a reservation through Milwaukee for a rental bike from an authorized dealer. The rates are \$50 a day or \$250 a week—and there's a special discount rate for rentals of more than four weeks. The "Fly-N-Ride" network includes a dealer in Frankfurt, West Germany, and is continually expanding.

The rental arrangement is just one of many benefits available to HOG members. Those interested in membership can call Milwaukee toll-free: (800) CLUB-HOG; anyone in the Southwest Region can write to Kovari at HARLEY OWNERS GROUP, 3717 San Fernando Road, Glendale, CA 91204, or call him at (818) 764-9727. —Duchess



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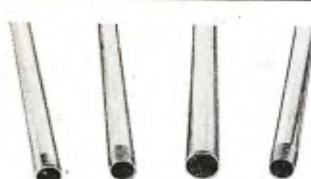
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- T2518 Kit w/hub spacers.....\$280.00
- T2520 Kit w/o hub spacers.....\$188.00
- CONVERSION KIT FOR 78-79 XL, 15/16 NECK
- T2519 Kit w/hub spacers.....\$280.00
- T2521 Kit w/o hub spacers.....\$188.00
- CONVERSION KIT - 84-87 NARROW GLIDE
- T2584 Kit w/hub spacers XL, FX, FXR \$280.00



20% Off applied

- FORK TUBES FOR BIG GLIDE 49-76 1200cc
- T4032 Stock, chrome, (2).....48-76 FLH \$76.00
- T4033 2" chrome, (2).....48-76 FLH \$76.00
- T4002 4" chrome, (2).....48-76 FLH \$76.00
- T1018 6" chrome, (2).....48-76 FLH \$76.00
- T1019 8" chrome (2).....48-76 FLH \$76.00
- T1020 10" chrome (2).....48-76 FLH \$76.00
- FORK TUBES FOR BIG GLIDE 77-83 1200cc COMPLETE WITH SPACERS
- T1260 Stock, chrome (2).....77-83 FLH \$79.96
- T1261 2" chrome (2).....77-83 FLH \$79.96
- T1262 4" chrome (2).....77-83 FLH \$79.96
- T1263 6" chrome (2).....77-83 FLH \$79.96
- T1264 8" chrome (2).....77-83 FLH \$79.96
- T1265 10" chrome (2).....77-83 FLH \$79.96
- T1266 12" chrome (2).....77-83 FLH \$79.96



20% Off applied



ANTIQUE REAR FENDERS

- 59612-41 Rigid w/braces, 36-57 FLH \$100.00
- 59612-29 Rigid & braces for 45's...\$100.00

PLAIN SOLO SEAT

- SS-111 Solo seat, small, plain.....\$23.96
- DS-131 Solo seat, deluxe, plain.....\$39.96

PLAIN PILLION PADS

- SP-121 Pillion pads, small, plain.....\$18.80
- DP-141 Pillion pads, deluxe, plain.....\$23.96



20% DISCOUNT APPLIED

SOLID MOUNT INTAKE MANIFOLD FOR EVO.

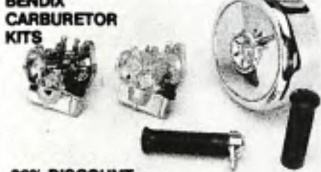
- 27009-83 Intake manifold...83-84 FL, FX \$47.96



20% DISCOUNT APPLIED

SUPER BOWL FOR S & S CARBS

- SB-0270 Late, 2/cable.....\$63.96
- SB-0271 Early, 1/cable.....\$63.96



20% DISCOUNT ALREADY APPLIED

BENDIX CARBURETOR KITS

- 27152-71 38mm, fixed mainjet.....\$103.96
- 27153-71 38mm kit, fixed mainjet.....\$119.96
- 27152-86 38mm, adjust. mainjet.....\$135.96
- 27153-86 38mm kit, adjust. mainjet.....\$151.96
- 27152-87 40mm, adjust. mainjet.....\$151.96
- 27153-87 40mm kit, adjust. mainjet.....\$167.96



20% DISCOUNT APPLIED

DUAL ACTION CALIPER

BOLTS RIGHT ON

DISC BRAKE SYSTEM W/ROTOR

- 44175-88 w/10" disc, s/arm.....\$159.96
- 44176-88 w/11" disc, s/arm.....\$159.96
- 44177-88 w/10" disc, rigid.....\$159.96
- 44178-88 w/11" disc, rigid.....\$159.96



20% DISCOUNT APPLIED

HIGH FLOW FUEL VALVES

- 1212A Hi/lo fuel valve, no adapt. req.....\$29.56
- 1212 Hi/lo fuel valve, adaptor req.....\$29.56
- 5211A Hi/lo fuel valve, no adapt. req.....\$29.56
- 5211 Hi/lo fuel valve, adaptor req.....\$29.56
- 2002 Adaptor, Hi/lo fuel valve.....\$6.00

AUTEROCHE QUARTZ HALOGEN H/LAMPS

- 8475 12-V, 55-60W.....65-86 FL, FLT \$29.20
- 8943 12-V, 55-60W.....65-86 FL, FX \$27.60
- 6342 Bulb, 6-V (H-4) 55-60W.....\$12.76
- 12342-99 Bulb, 12-V (H-4) 55-60W.....\$9.56
- 12593 Bulb, 12-V (H-4) 55-100W.....\$9.80



20% OFF

SEND TO: NOSTALGIA-CYCLE, 5761 ENGINEER DRIVE HUNTINGTON BEACH, CA 92649 (714) 891-6263

YES, I'D LIKE TO JOIN THE NOSTALGIA DISCOUNT CLUB. ENCLOSED IS \$9.95 FOR MY MEMBERSHIP FOR ONE YEAR.

CATALOG INCLUDED

NAME _____
ADDRESS _____
CITY _____ STATE _____
ZIP _____

CALIFORNIA RESIDENTS ADD 6% SALES TAX

- ☐ CATALOG \$2.50 ☐ FOREIGN \$4.95
- ☐ DISCOUNT CLUB \$9.95

MOTORCYCLE ACCIDENT

YOU NEED RUSS BROWN

■ 17 YEARS SUCCESSFULLY REPRESENTING MOTORCYCLISTS ■ 31 YEARS OF RIDING
■ NO CHARGE TO TALK ■ CASH SETTLEMENTS WHEN YOU NEED IT MOST ■ WE FIGHT HARD

CALL 1 (800) 4-BIKERS

24 HOURS TOLL FREE NATIONWIDE

JOIN 102,000 WHO RIDE PROTECTED

BE A PART OF THE B.A.M. FAMILY OF MOTORCYCLISTS WHO "SHARE AND CARE!"

Founded in 1983 by bikers recognizing the need for emergency assistance on our roadways, **BIKERS AGAINST MANSLAUGHTER** has grown into a nationwide organization with a very successful track record.

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



1-800-4-BIKERS (1-800-424-5377)
24 Hours • Toll Free • Nationwide

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

MEMBERSHIP IS FREE, WITH NO OBLIGATION.

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

BIKERS HELPING BIKERS *a way of life!*



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 () _____

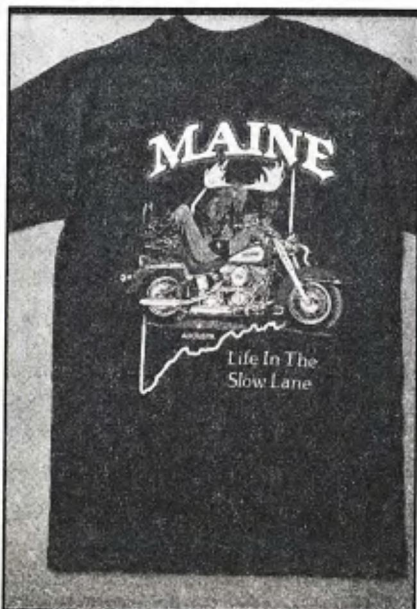
PARTS BOX

Tell 'em Snake sent ya.



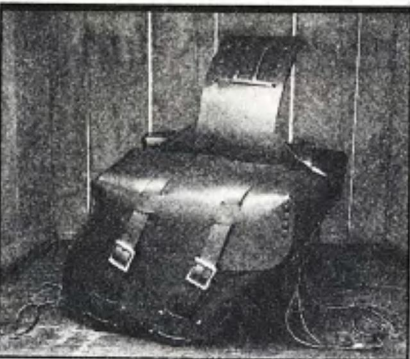
HEADBAND SPOTLIGHT

The guy who invented this probably played doctor a lot when he was a kid. Looks like it'd come in handy when the house mouse complains about holding a cold flashlight while yer wrenchin' in the freezin' garage. And remember proppin' a flashlight between the exhaust pipe and yer chest while tryin' to squeeze under the scooter?—one nudge and it was all over but the shoutin'. This might be the answer, so get hold of Head-Tite Headband, Dept. ER, Box 11982, Newington, CT 06111, (203) 522-7782.



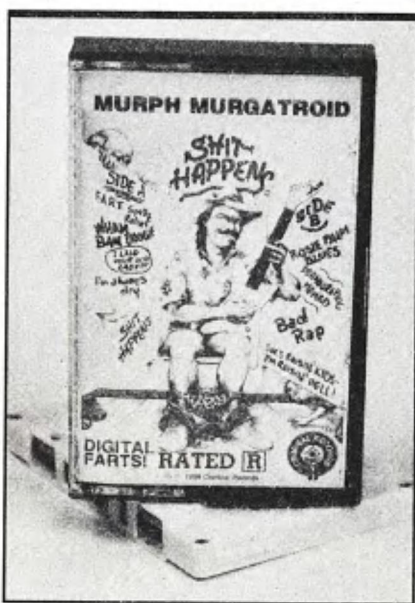
A T-SHIRT

When ya can't think of any other gift, there's always black Ts. This one's from Maine and includes some unique, collector's-quality artwork in magnificent color. And that's all, folks... Write or call Augusta North Country Harley-Davidson, Dept. ER, RFD #6, North Belfast Avenue., Augusta, ME 04330, (207) 622-7994.



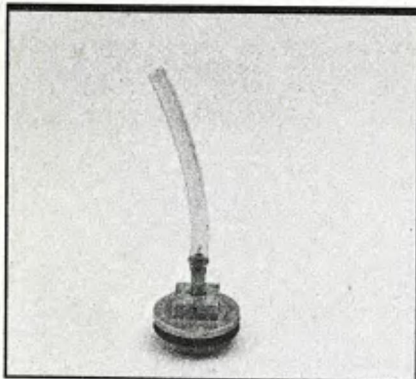
PONY EXPRESS SLANTBAGS

Here's a gift for someone who's been especially brotherly this year: Custom Chrome's new version of their most popular saddlebags. These all-American beauties have longer tie-down straps that follow the lines of the shocks perfectly, and they also feature chrome roller buckles, a steel reinforced bar at the fender line, and a fully adjustable yoke. Check 'em out at your nearest Custom Chrome dealer or write Custom Chrome, Dept. ER, 1 Jacqueline Court, Morgan Hill, CA 95037.



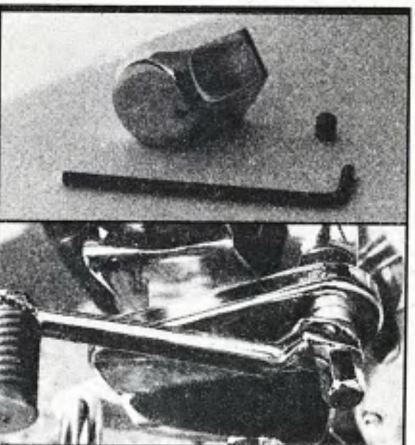
CRIMINAL RECORDS

At last—some tunes with class. Murph Murgatroid ripped a blue-smoke eye-burner recently when he released *Shit Happens* on the Criminal Records label, with cuts as rank as "F-A-R-T Spells Relief," "Bad Rap," "She's Raisin' Kids—I'm Raisin' Hell," and "Shit Happens." I let one of the bros borrow the tape, and I haven't seen him or the tape since—so you'll have to shop on your own for this Christmas delight.



BLEEDER HELPER

It's simple, it's American-made, and it oughtta save time and brake fluid. It's Rivera's new master cylinder brake bleeder, and it fits all Big Twins from 1958 to 1979. Write or call Rivera Engineering, Dept. ER, 6416 South Western Avenue., Whittier, CA 90606, (213) 692-8944.



SPINDLE CAP

Here's one of those easy-to-lose, easy-to-choose stocking stuffers—a chromed shifter spindle cap to give your sled that extra margin of detail. Ya can score one for about 13 bucks by writing M. M. Enterprises, Dept. ER, Box 4338, Garden Grove, CA 92640. ■

What's Happenin'

Here's your guide to what's happenin' in your area during November, December and January. 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.

ARIZONA

7TH ANNUAL SUN RIDERS TOY DRIVE PARADE — December 11 starting in Tucson at Bud's Out Back Motorcycle Shop on the corner of Country Club and 22nd St., at noon. Sign-up at 10 a.m., \$10 per person or toy of equal value. Sponsored by Sun Riders MC. For info, write to Sun Riders MC, 615 W. Alturas #204, Tucson, AZ 85705.

DELAWARE

12TH ANNUAL TOYS FOR TOTS RUN — November 5 leaving Banning Park at noon, riding to the Boys' Club of Wilmington. Sponsored by ABATE of Delaware, New Castle County chapter. Bring a toy for a boy and/or a girl. Party afterwards at Pole Barn. For info, call Bobby Hall at (302) 731-4758 and leave message.

13TH ANNUAL HOLIDAY DANCE — January 21 in Marshallton at UAW Local 435 Union Hall. Live music, door prizes, buffet, and beer included in admission price. Sponsored by ABATE of Delaware, New Castle County chapter. For info, call Bobby Hall at (302) 731-4758 and leave message.

FLORIDA

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.

TOY RUN — December 4 leaving from Zayre Plaza in Merritt Island at noon. Sponsored by ABATE of Florida, Brevard County chapter. For info, call (407) 452-5435.

TOY RUN — December 11 in Pinellas Park at Fisherman's Cove. Sponsored by ABATE of Florida. For info, call (813) 544-9827.

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.

TOYS FOR TOTS RUN AND STATE MEETING — December 16-18 in Lakeland. Sponsored by ABATE of Florida, Polk County chapter. For info, call Crazy Eddie at (813) 688-4345.

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.

NEW YEAR'S EVE PARTY — December 31 15 miles south of Tallahassee at George & Dean's Bar/Restaurant. Free camping; food and drinks available. Sponsored by ABATE of Florida, Capital City chapter. For more info, call Chuck Royce at (904) 878-5588 or George & Dean's at (904) 925-9911.

GEORGIA

6TH ANNUAL TOYS FOR TOTS RUN — December 4 in Columbus at Flat Rock Park on Warm Springs Rd., at noon. For info, call (404) 682-9037.



MOTORCYCLE SWAP MEET — November 6 in Atlanta at Lakewood Fairgrounds, starting at 11 a.m. Sponsored by ABATE of Georgia. For info, call (404) 867-8026, (404) 294-8184, or (404) 438-8442.

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 FUNDRAISER — December 10. For info, write V-Twin Riders, Box 302-R, Romeoville, IL 60441.

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.

MISSOURI

5TH ANNUAL TOY RUN — November 6 in St. Louis, starting at Doc's Harley-Davidson. Bring one new toy or game and one can of food. Sponsored by Freedom Of Road Riders, Local 17. For info, write FORR, Local 17, Box 10883, St. Louis, MO 63129.

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.

OCEAN CHAPTER CHRISTMAS PARTY — December 10 sponsored by Jersey ABATE, Ocean County chapter. For info, write Jersey ABATE, Ocean County chapter, Rt. 9 South, Forked River, NJ 08731.

NORTH CAROLINA

SWAP MEET AND BIKE SHOW — November 13 in Charlotte at Metrolina Fairgrounds on Hwy. 21. Sponsored by Concerned Bikers Association. For info, call (704) 753-1643.

6TH ANNUAL TOY RUN — November 19 in Greenville at J&E Harley-Davidson. Open house at 10 a.m., parade leaves at 2 p.m. Sponsored by Greenville H.O.G. and area motorcycle clubs. For info, call (919) 757-1345.

OHIO

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 Austinburg 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.

TEXAS

DUMMY DAVE & CO. SWAP MEET — December 11 in Pasadena at Pasadena Fairgrounds. Plenty of door prizes and good music. For info, call Dummy Dave at (713) 991-0699.

WASHINGTON

OLYMPIA TOY RUN — December 3 in Olympia. Proceeds benefit the Salvation Army. Sponsored by ABATE of Washington, Olympia chapter. For info, call Mary at (206) 352-0772 or Ralph at (206) 352-2084.

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. **Easysiders** 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 **Easysiders**, 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.

Handwriting analyzed, complete personality profiles. Learn about yourself and those close to you. Send a sample (preferably 50 words or more) on an unlined sheet of paper. Satisfaction guaranteed. Donations of \$10 or more go to help a downed biker/Vietnam vet get back in the wind. Checks or money orders only. Write: S.N. Addison, C83000, 2 FH/02, Box 3535, Norco, CA 91760. (187)

Food packages by mail. Write for free price list. Brenner Products, Box 1092, Wildwood, NJ 08260. (192)

Pop: I pray ya feel better. Don't worry about me, I'll be out soon. Be cool until! Love ya lots, your son Joseph — xoxo. (187)

Randy Lennamond: Please contact Sue Beam c/o Spanky's, 8201 Old Redwood Hwy., Cotati, CA 94928. Lost last letters. Sounded good, let's give it a try. Life is better now and you are free. Love ya. Sue. (187)

Over 60 money-making tattoo designs on 7 sheets. Good variety and quality. \$15. E. Brown, Box 11009, Arlington, VA 22210. (187)

Tattoo patterns and portraits. Info and samples, \$3 (deductible). Money orders only. Dave Chance, Box 1902A, B40557-8A, Tehachapi, CA 93561. (188)

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

In dire need of any info on the whereabouts of Mike Gibson from Chicago, Illinois. I still love you, baby, and need to hear from you. Donna "Patches" Enrican, 1620 3rd Ave., Terre Haute, IN 47804. (187)

Joe Fassino: Time for a real change. Miss Annie. Pleasant Valley. (187)

COSSACKS: Interested in meeting existing chapters of Cossacks in the USA? Call (317) 634-2672. (188)

HIRING! Government jobs — your area. \$15,000 to \$68,000. Call (602) 838-8885, Ext. 9723. (187)

SILVERLUST BIKER JEWELRY: Send \$1 (refundable) for catalog. Pettitt's, Box 224, Los Banos, CA 93635. (189)

BIKER TATTOOS ON VIDEO: Photos taken at a major motorcycle event of women's tits, asses, and thighs — wherever they get tattoos. You've never seen so many different tattoos. There was a time when sailors got tattoos on their arms and chests, but now bikers get them all over their bodies — places where you would never dream of getting a tattoo. The tape is rated "R" and is meant for the more adventuresome viewer. Get some ideas for your next tattoo! Send \$39.95 plus \$2 for postage and handling to: Righteous Products, 5699 Kanan Road, #222, Agoura Hills, CA 91301. Specify BETA or VHS (55 minutes in length). (187)

"SCOOTER MATES" introduces biker men and women. 15 FREE profiles! Send name and address to: Scooter Mates, Rd. 7, Box 94, Middletown, NY 10940. (187)

Knuckles, pans, shovels, flatheads, or complete cycles. We ship worldwide. Southern Cycles, Box 274, Hernando, MS, 38632. (601) 368-9604 or (800) 433-4124. (187)

Incarcerated biker selling dictionary of prison slang. Send \$3.50 to "Prison Jargon," Box 411221, Kansas City, MO 64141. (187)

To Vicki, **Easysiders** Fox Hunt #180, June 1988: I'm Laurie, a professional photographer here in Melbourne, Australia. I'd very much like to say hello. Please call me collect (before 2 p.m. PST). Melbourne, Australia (03) 8174478. Bye for now! (188)

Cadillacs, Mercedes, Porsches, etc., direct from government. Seized in drug raids. Available in your area. Save **\$thousands**. (216) 453-3000, ext. A8236. (187)

Brenda: Happy birthday, scooter fox. Let's ride. Love ya. Mike. (187)

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

Attention, Ronald "T" Marcotte or anyone knowing his whereabouts: Please contact Artie "Hebet" Hebard, Box 2604, N. Conway, NH 09818. (187)

ALASKA PURE HARLEY-DAVIDSON MOTORCYCLES: FREE air fare to Alaska with purchase of a Big Twin — 2 nights' lodging in Anchorage — NO GIMMICKS — call for details! Tell your friends! No Alaska sales tax! Get your order in today! **HOUSE OF HARLEY**, 4334 Spennard Rd., Dept. ER, Anchorage, AK 99517, (907) 248-5300. (187)

FREE — WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. **League**, Box 5637-ESR, Reno, NV 89513-5637. (187)

FREE! 100 photos of marriage-minded girls. Margie Lee, Box 5637, Portland, OR 97228. (187)

BEAUTIFUL GIRLS worldwide want correspondence, friendship, marriage. Details and photos, send \$1 (cash only). Roth, Box 270, E. Berlin 61, West Germany. (187)

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

Wolfman: Had such a great time, forgot to get your coordinates. Wanna fly me a kite? Kitten, 20 Boisvert, Beauport, Quebec, Canada G1E 4T6. (191)

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

Skip: Was a sorry night the feds came. Still waiting for the Vette, and Mary Worth still looks from "behind the glass." Urgent we get in contact ASAP. Hang tough, my brother. Kevin Mackey 50925, 2605 State St., Salem, OR 97310. (187)

If anyone out there knows the whereabouts of Scott "Max" MacVittie — or if you still read **Easysiders**, bro, please contact your "baby sister." It's been too long. Susan MacVittie, Box 427, Souris, P.E. Island, Canada C0A 2B0, (902) 687-2854. (187)

MALE CHAUVINIST PIGS! 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. \$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. (187)

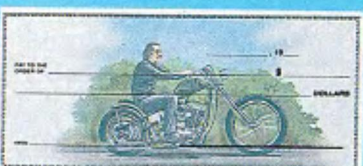


Awright, we all hate to write checks, forkin' over our hard-earned scratch to some bull-doggin' bill collector, right?

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

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

Street Bikes Series



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

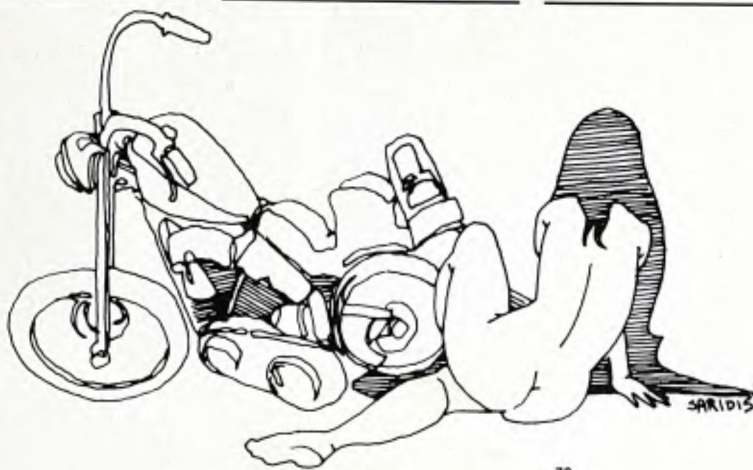
You must send us a **Voided Check** and a **Deposit Slip** from your existing account along with the correct payment. The prices below include all postage and handling. No need to even add sales tax. Give 'em four to six weeks to be delivered. No shit, they're bitchin'.

REGULAR CHECKS DUPLICATE CHECKS
200 Checks \$24.95 150 Checks \$24.95
400 Checks \$34.95 300 Checks \$34.95

STYLES NOW AVAILABLE
STREET BIKES DRAG BIKES STREET RODS
Please circle desired style and quantity.

SPEED GRAPHICS LTD.
24550 Sunnymead Bl. B-11
Moreno Valley, CA 92388
(714) 785-5755

Sorry, no Canadian orders accepted at this time.



Jumpin' in Georgia

Raising some jack for Jerry's Kids and bikers' rights

We were draggin' ass through the umpteenth week of brain-broiling heat at about the same time that the Southeast was bein' pounded by hurricanes, but I managed to get a call through to Popeye, the special activities coordinator for the Marietta, Georgia, chapter of the Harley Owners Group (HOG), to get the lowdown on the Muscular Dystrophy run they held in Atlanta last May. The MDA benefit happened to fall on the same weekend that ABATE of Georgia held

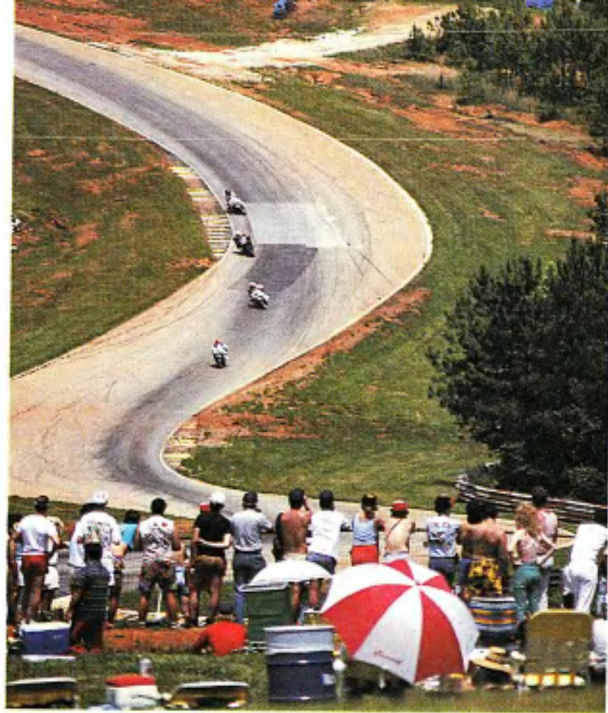
ABATE's spring swap meet, so we sent our roving photographer, Billy Tinney, to cover both events.

More than 300 motorcycles putted into Atlanta's Fulton County Stadium for the 68-mile ride through small country towns to the Atlanta Speedway for HOG's weekend-long bash. The party kicked off with free food and drinks on the rolling greens surrounding the speedway, followed by bands, dancing, and partying for the rest of the weekend. The Great Dane trucking

company donated a flatbed for the stage, and two bitchin' bands, the Rockin' Rhythm Rascals and J.B. Walker's Cheap Whiskey Band, entertained the troops. Popeye also had campgrounds available.

Jerry Blinkhorn, the J.B. Walker bandleader, has three kids with muscular dystrophy, and he's working closely with the MDA in its effort to determine whether the disease is genetic. The partyin' mood got a big boost from a couple of wrestlers, who followed the pack by limo.





Photos by Billy Tinney

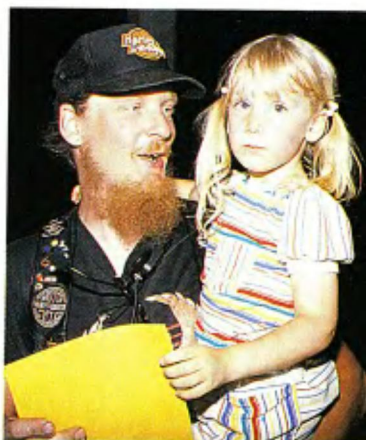


The HOG chapter's first MDA run was put together last year by Mike Elliot, the Georgia HOG director. This time around, the event went so well that it pulled in about \$8,800—almost five times last year's net. All in all, the charity run was a plus for Georgia riders and the MDA.

While all this was going on, over 3,000 other bros and sisters were attending the ABATE of Georgia swap meet, according to Moose Evans, their activities director. ABATE puts on two of these blowouts a year, one in the spring and one in the fall, to raise money for the legislative coffers and to entertain the troops. Moose always takes his four-year-old kid, Geneva (pictured somewhere here), who really digs the people, the bike show, and the fun at the Lakewood Fairgrounds.

Looking ahead, Popeye hopes to plan future HOG runs in coordination with ABATE and other state groups so the dates don't conflict and so all the riders in the state can join together for a monster-size benefit for Jerry's Kids.

—Bandit



READER'S RIDE



**Barry Wright, Neon Junction, Kentucky
1947 H-D knucklehead**

Ill let Barry tell the tale:

"Been ridin' since I was 12 or shortly after I could walk. Own a shop now called Wright's Custom Cycles in Neon Junction, Kentucky. So one day I was at the shop, wrenchin', and this insurance salesman came in, tryin' to sell me shit, and then he started tellin' me this story about how when his dad quit ridin' 24 years ago, he put the ol' H-D under the front porch—and as far as he knew, it was still there.

"I thought the dude was jivin', but 'bout noon the next day he called and said sure 'nough, the bike was still there, and would I like to check it out? I said okay and went out to this old place built on the side of a hill.

"The porch was still standing, and at one end it had a little narrow door we had to dig out to get open. Inside it was like the 'Munsters' TV show—all cobwebs and shit—but way back in the corner was what looked to be a pan until we got closer. I was looking for a pan to customize, so I was a mite disappointed when I saw it was a knuck.

"This salesman fella said, 'Is a knucklehead bad?' to which

I replied, 'It ain't bad if yer lookin' fer a knuckle, but it is bad if yer lookin' fer a pan.'

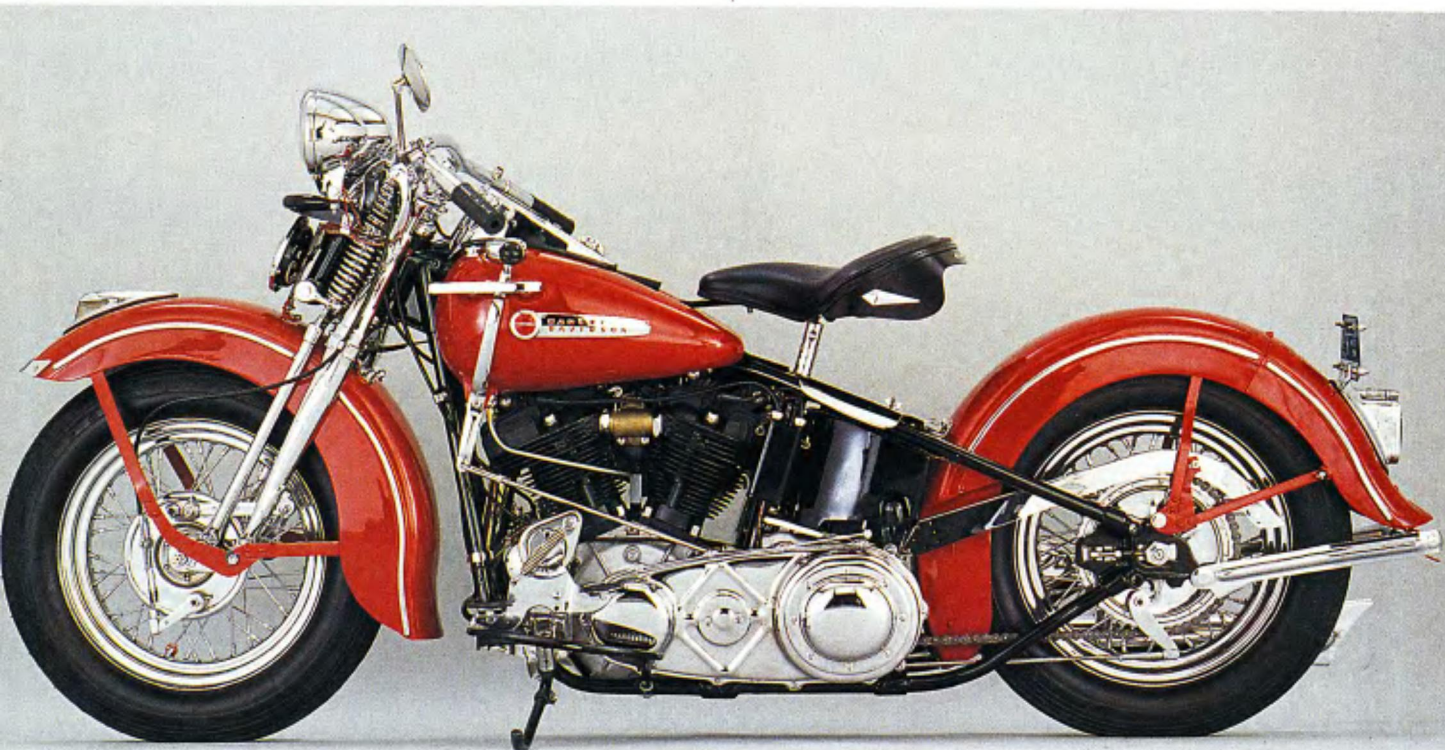
"Well, then he asked me if I'd like to roll it out into the daylight. I said that before we started movin' it, we'd better settle on a price—and then I started gettin' nervous. I only had \$800 in my pocket, for a vacation I was plannin', so I knew I'd have to go lookin' for more cash. That's when that salesman turned to me and said, 'Hell, how about \$50 or \$25—aw, shit, gimme 10 bucks and it's yours.'

"I peeled off that ten-spot and dragged and wiggled that knucklehead out from under that porch, not even stopping to take it out of gear. And believe it or not, I changed the oil in it, hosed it off, flushed out the carburetor and the battery, and it started.

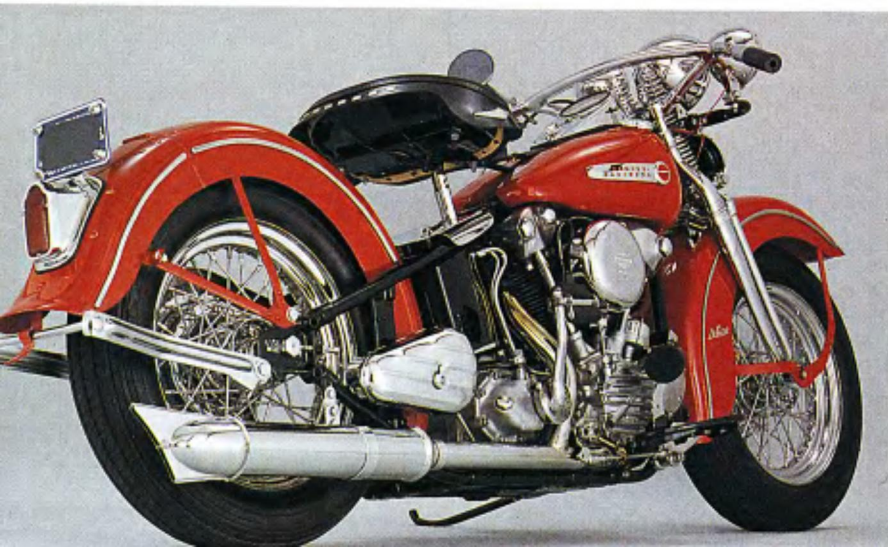
"Couple of years later, I finished restoring the putt, took it to a major Hog rally two days later and won first place, and a photog from yer mag shot it. Couldn't be luckier."

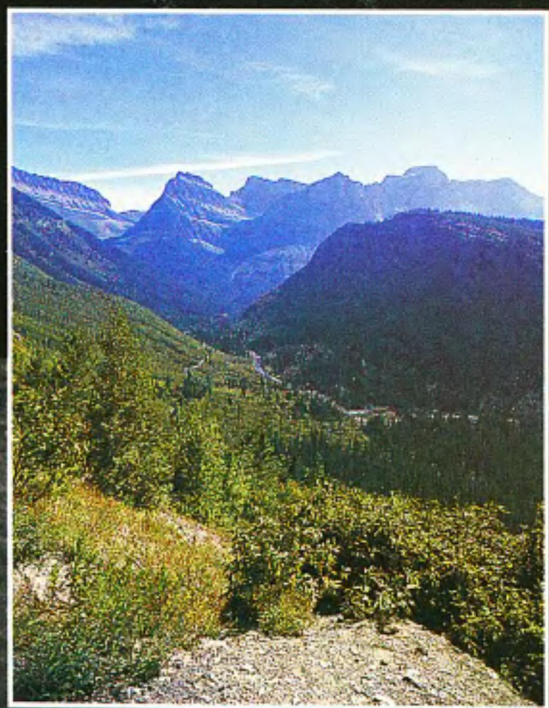
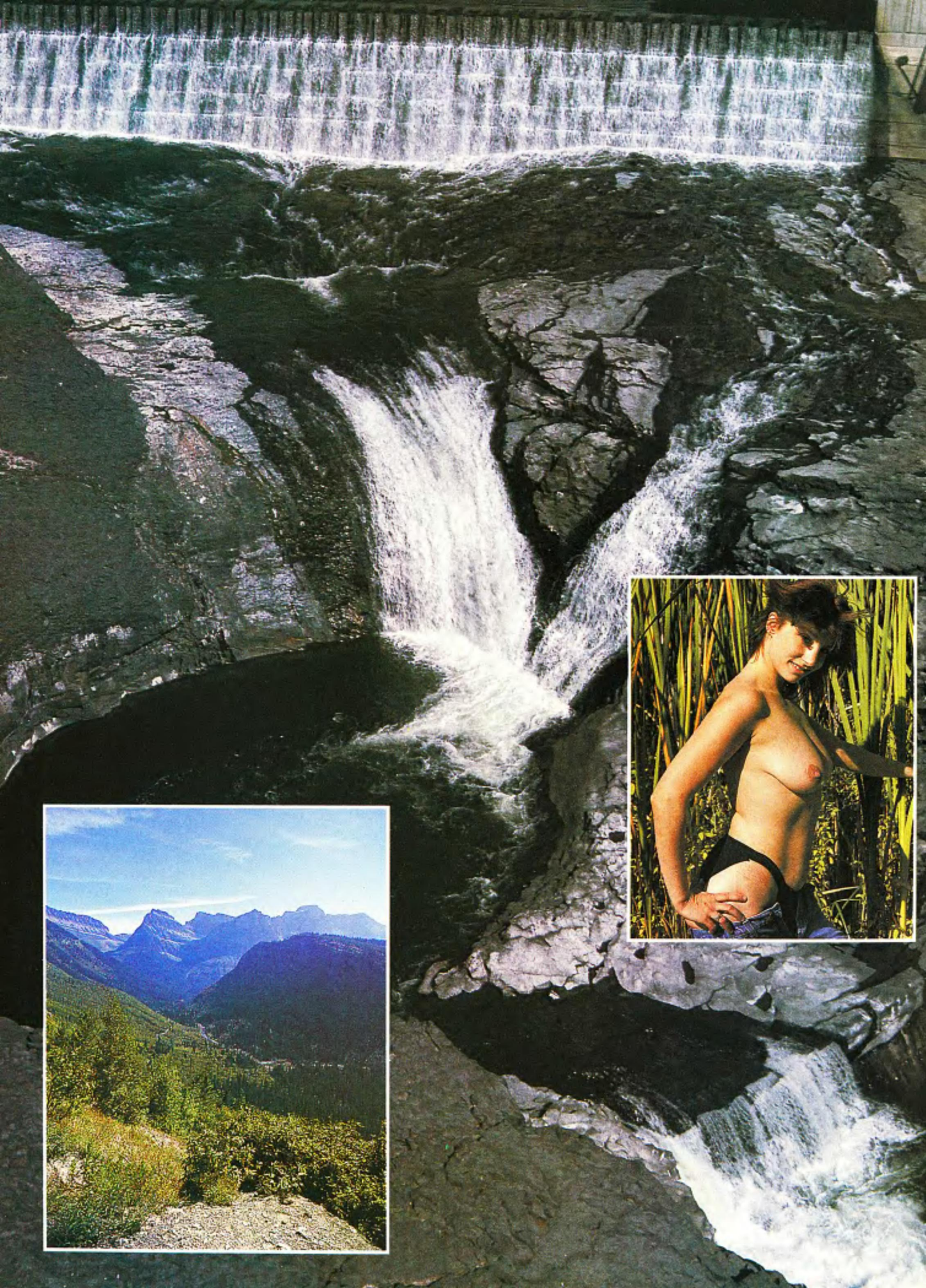
No shit.

—Weed



Photos by Michael Lichter





RIP'S RUN



Dinky in Canada by Rip

In last month's issue, I left off in Sturgis, South Koda, where I'd partied with the Sons of Silence at their shovel races. Baby (my Electra Glide Sport) and I had ridden in from B.C. — that's British Columbia, by the way, not Baja, California. I visited with my old pal, Porky, from Pig Performance in Rapid City, and then hit the dusty trail west on Interstate 90, an excellent road.

A couple of years ago, shortly after starting this column, I received a letter, fliers, and a poster from Sharon of the Hidden Creek Ranch in Selmo, Canada, and it got me to thinking of riding in the Northwest when the weather around the rest of the country was frying. Wrong again, 'cause when I crossed into Canada, they were also having a heat wave — we're talking in the 90s. However, it did cool off a bit after the sun went down.

The fires at Yellowstone were fouling up the air. We were having many fires in the northwest corner of our continent. It's a terrible shame losing all those trees, watershed, and animals, not to mention the loss of lives and personal property. That's one of the things we Westerners have to contend with; it's been like that for many a moon. *C'est la vie.*

The Royal Club in Beaula, Wyoming, is no longer in business. It looks like it's been closed for a while. I ate lunch in Gillette,



Sons of Silence
shovel race participant.

Wyoming, at Main Street 1910, a burger joint, after I saw a 1975 FLH in the parking lot. It belonged to Critter, whose ol' lady, Kitten, works there.

In Billings, Montana, I dropped in on Stick, the owner of Crown Cycle, and we checked out the titty bars: the Wheel on State Avenue in Billings, and Shotgun Willy's off I-90 in Laurel, 12 miles west. I met some fine folks that night.

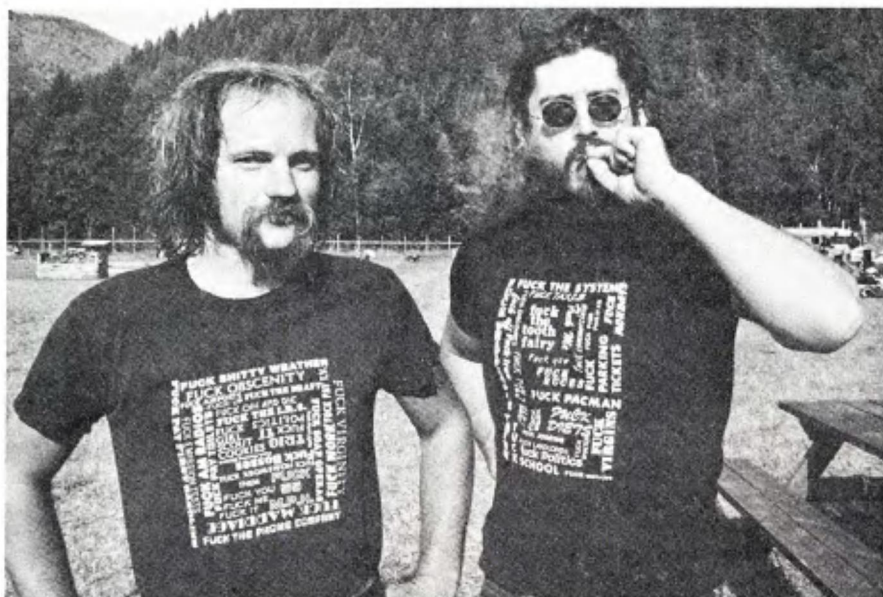
The next day, after crashing at



At Glacier National Park:
Terrance, Terry, Peggy, Jim, and Rose.

Stick's, Baby and I putted through Livingston en route to Butte. I dropped in at Fran's Bar, a biker bar at 2051 Harrison in Butte, and tried to hook up with Katie Yeik, a reader who had written me. I couldn't find Katie, though, so Baby and I split north toward Whitefish, to visit with Jim and Peggy of Precision Cycle Works. They're a pair of transplanted Californians—from Dago, to be specific.

Along about Pablo, below Flathead



At Selmo. Check out the T-shirts.



Pauline Lamb, girl singer for Purple Moon Band (in foreground).



Crazy table dancer.



Arlo, here's looking at you.

Lake in Montana, the exhaust system around the rear cylinder gave it up, breaking completely around the crossover pipe. It made just one hell of a noise. I pulled over at a pay phone and called Jim. He told me that he had a wire-feed welder, and that if need be, he would come and get me and Baby.

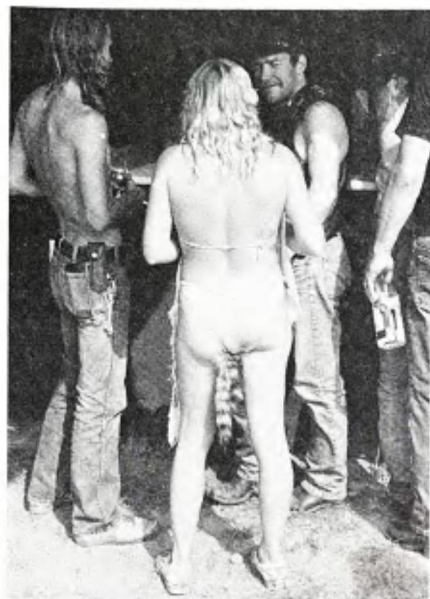
It was 11:30 at night, and I was halfway between Missoula and Whitefish, so I decided to press on. I put on more clothes and hit the road, reaching Whitefish about 1:30 in the morning. Other than the noise pollution factor, we didn't incur any more difficulties. I had to putt slowly through Kalispell and pull the clutch

in when riding by a state patrolman issuing a cager a traffic ticket. He was on the uphill side, opposite Baby and me. I let the clutch lever out only after a decent amount of distance was between us. It just goes to show how tough Harley-Davidson motorcycles really are.

The next morning, at Precision Cycle, we tore the entire exhaust system off to examine it. It turned out that the bracket that bolts to the side of the transmission was also broken. There is no telling how long it was broken — I'm sure the ride back from Alaska didn't do it any good. In fact, I'd be willing to bet that's where the problem originated:



Good old-fashioned fun, climbing the greased pole.



Foxy Canadian.

the unsupported weight had finally pulled the exhaust pipe apart. Peggy mailed the heat shields back to the magazine for me (I wanted to be able to see any other problem that might arise in that area). Jim welded up the bracket, along with the damaged crossover pipe. It's by no means pretty, but it isn't gonna



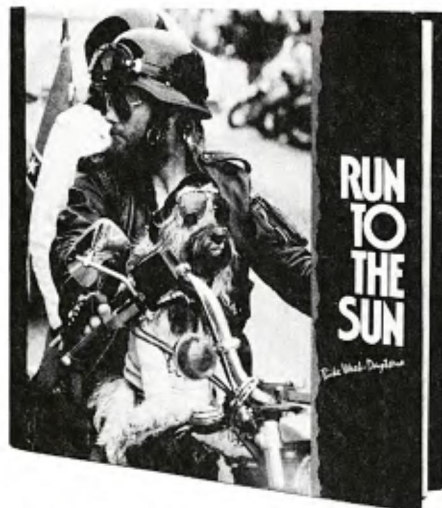
Don't drop that egg on your gas tank.

break anymore. Baby had 29,500 miles on the speedo when this happened.

The repairs only took a couple of hours, and Jim and Peggy decided to take the rest of the day off and show me Glacier Park. We rode into West Glacier up to Logan Pass. It was very beautiful, with many waterfalls along

the way. About 200 grizzlies and more than 400 black bears call Glacier National Park home, but most visitors never see them, although the bears have attacked eight or nine tourists, now deceased. The last person eaten was a photographer, and you can bet your ass I was careful.

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About Tim Richmond. His first love is motorcycles. His second, photography. His third, racing. Tim ranked 3rd in the NASCAR Winston Cup standings in '85 and won seven races and eight pole positions in '86. His recent feud with NASCAR kept him off the track and enabled him to indulge in his first and second loves.

About Bob Jones, Jr. He won Virginia Photographer of the Year for four years. He's won over 200 awards at national and regional shows. And he's shot for A.P., U.P.L., Time, Newsweek, Time Life Books, and National Geographic World. This book is the best thing he's done since *The Other Side of the Fence*, a recognized classic on stock car racing.



Hillyard Hussey's Society members.



At Electric City, the morning after.



A real horny trike.



At Curly's: Allen, Diana, and Lude Jude.

Unfortunately, we didn't even see one deer. The canyons were hazy due to smoke — what a bummer. Notice the small scenic photo on the color page. Up on a ridge I saw the very tip-top of a mountain, where the sun was shining off a great chunk of granite. It was a sight I would have loved to capture, but we were too far away for my limited camera gear. If you're in the area, drop in and visit Precision Cycle Works in Whitefish, Montana, and buy a T-shirt — these are good folks.

After a couple of days, it was time to roll toward Canada. From Kalispell, Montana, we went west on Highway 2 to Bonners Ferry, Idaho, then north into Selmo, Canada.

John Gisa is the proprietor of the Hidden Creek Ranch. The property covers many acres, with a heavy — and I mean heavy — fence three-quarters of the way around, with the open area facing the roadside. The fence was put up by bikers, by the way. What can I say? I had a great time, coming away with the longest-distance male rider trophy for 1988. It has a V in the center: V for Victory, or V for V² Evo, whatever.

At the ranch it was three days of great fun, with a corn roast and bike show. Music was provided by the Purple Moon band, and their singer, Pauline Lamb, knocked me out. She knows how to belt out a tune. Before I get to talking about Spokane, Washington, let me say that Canadian bikers do know how to party, you betcha. I got the biggest kick out of watching a couple who were so fucked up that they couldn't get their tent up. Every time they tried, they were so brain-dead that they couldn't do it. They ended up sleeping in their bag on the ground.

In the last issue, I wrote about fat

front tires and high pipes. On this side of B.C., there were many stock or near-stock motorcycles, all very roadworthy machines, including a V-6 Ford trike with three sets of cow horns on it.

I rode south to Spokane and stayed with Mike on the east side of town. He'd invited me to stay with him after we met at Selmo. Last winter I received a big package inviting Baby and me to the Hillyard Hussey's Society spring opener. It was signed by half the people in Spookaloo. They ride out of the Palace Saloon in the Hillyard area of Spokane. I couldn't make it for the opener, but I was so close, whatdafuck.

The Spokane ABATE chapter had their End of the Sun Run killed due to ongoing forest fires in the run area. One Saturday, Allen rode with Baby and me to Electric City. It's one mile from Grand Coulee Dam. I missed 45 Mike, who had written last year; he had moved back to the Coast since he'd written.

I got a phone call from Lude Jude, an old pal of mine who putts a shovelhead. The Coulee Country chapter of ABATE of Washington was celebrating coordinator John Utz's b-day. The next morning, three riders headed back to Spookaloo: Allen, Jude, and I. Many people showed up at Curly's on Sunday afternoon, and a couple of the more musically inclined brothers got up and jammed with the band.

The picture of the waterfall was taken in downtown Spokane. The girl in the picture on the color page is Scotty, who works at the Mustang massage parlor in Stateline, Idaho. Photography sure is fun—it opens all kinds of, how you say, doors.

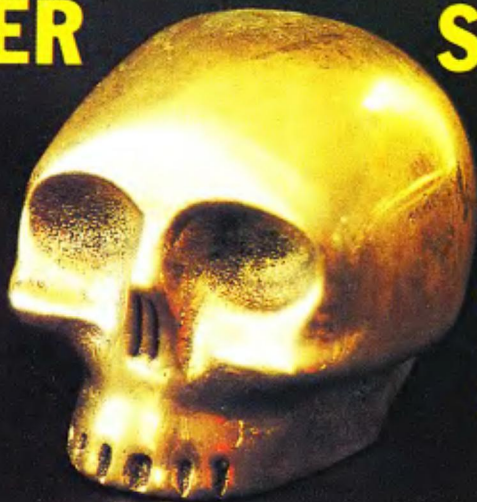
The Harley dealer in Spokane is George Latus, a great guy. When I needed brake pads for Baby's back wheel, he took them off a 1989 floor model. Thank you, George.

I hated to leave, but it was time to head back for the barn. The trip back was split up into two days, the first night stopping at Weed, California, and the next evening home, home to Berdoo. Baby has 32,000-plus miles on her clock and is still running damned strong.

It's time to close again. If you're thinking of writing "Rip's Run," do it. Now would be a good time to do it, since I'm home for a while and am making plans for future trips. Write to "Rip's Run," Box 3000, Agoura Hills, CA 91301.

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IN THE WIND

PRESENTS



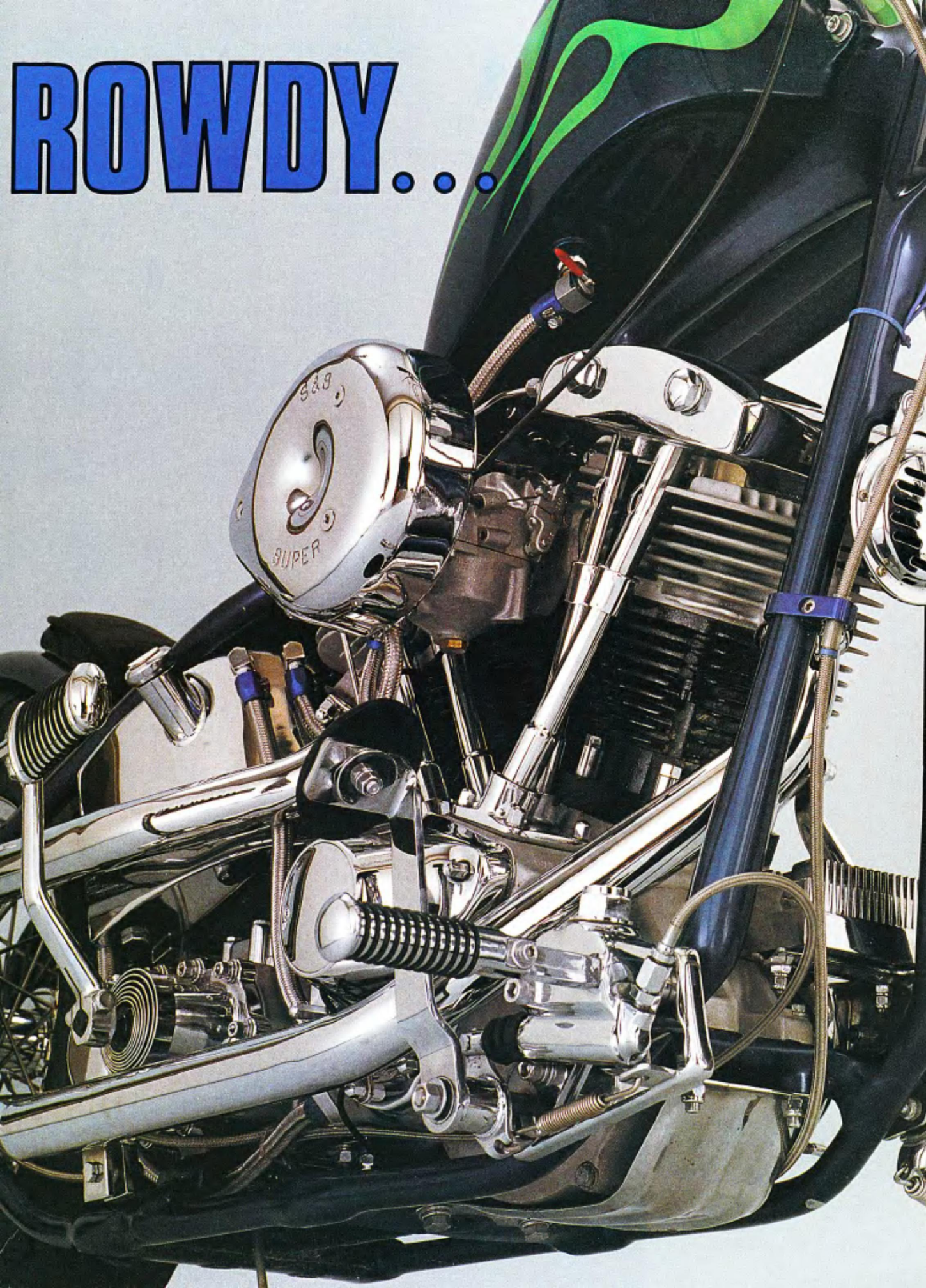
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ROWDY...



And bad to the bone

I'm sneakin' one in this time. To hell with the sales department, the bean-counters, the bastards in silk suits, and the sleazebag wimps who are constantly tryin' to tone us down (kinda like puttin' saltpeter in yer pit bull's hubcap).

Bikers are still a tough breed and need to be recognized as such. We've gotten a lot smarter, but that doesn't mean we're pumpin' iron any less, missin' our martial-arts classes, or lettin' our shotguns get rusty. Scooter people are still the standup breed in this country, and when we wave the American flag, we've still got the muscle to defend it — just look at what's bein' done by the Vietnam Vets MC and other bike clubs everywhere in the world.

Like I said, we're gettin' smarter, not weaker. Major clubs are makin' it a point to get along, and here's one example where the clubs have shown it can be done: The Rare Breed MC from upstate New York and the Coven MC from the lower Wellsville parcel have been around for many moons, endured the shit of the past, and become partners

in the future.

Carlisle, the owner of this rowdy-ass, low-slung asphalt churner, is a member of the Coven MC and a logger — he cuts down them big trees year-round, drags 'em outta the woods, and sells 'em to the sawmills. He's up at 5 a.m. and doesn't stop until the sun has set.

He carted this scooter upstate to Pete Smith's garage, Motorcycle Supermarket in Lockport, New York, to be rebuilt for Daytona '88. Pete's a longtime veteran of the Rare Breed MC, and you can spot his scooters at almost any major run in both the U.S. and Canada.

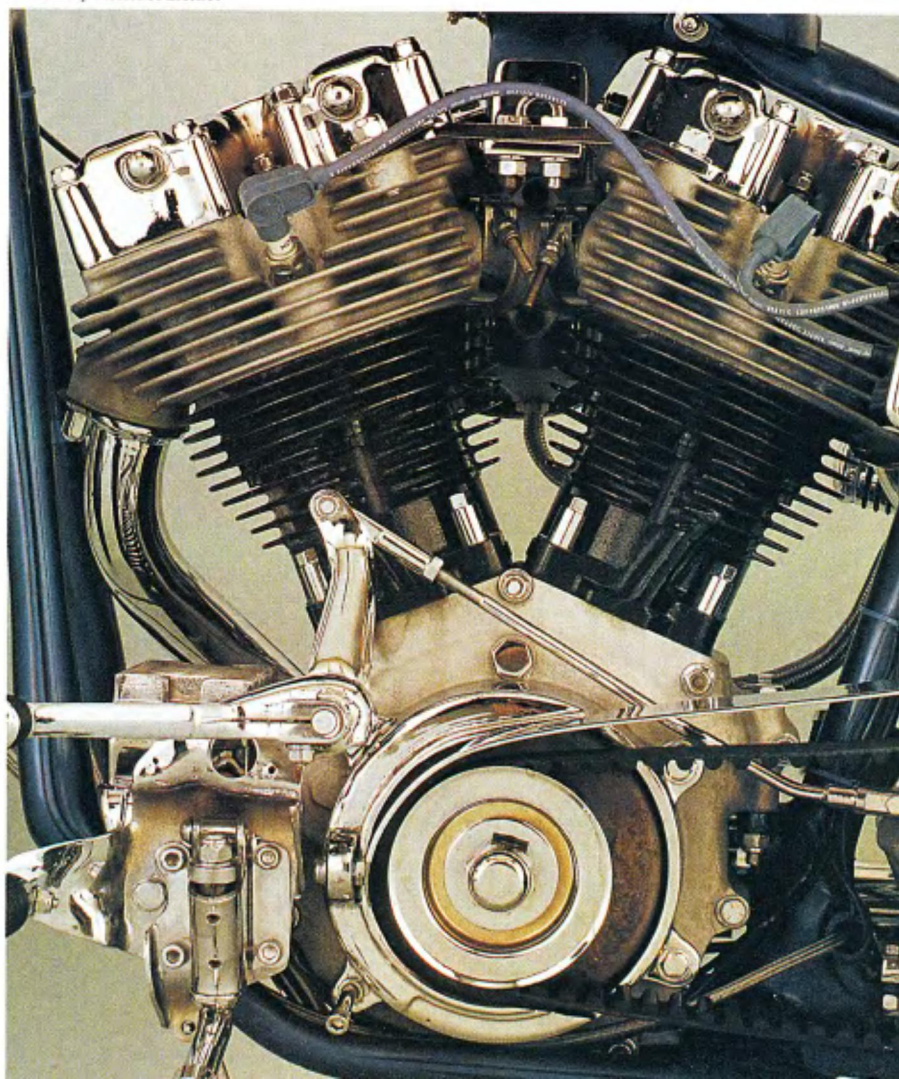
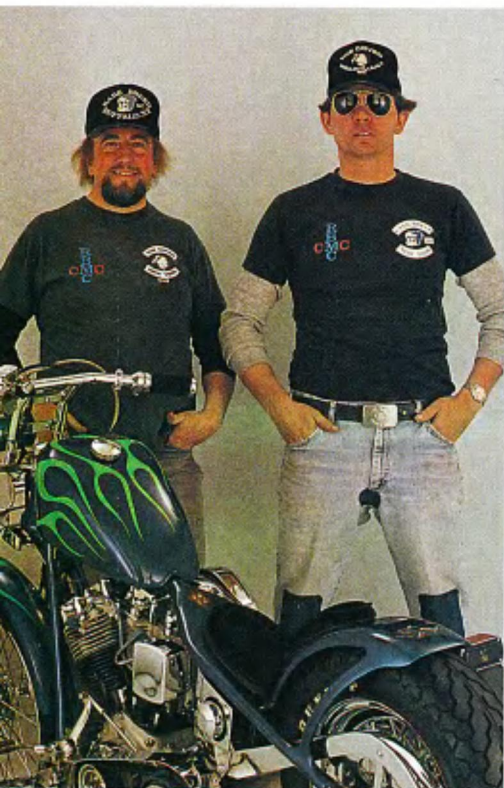
But back to what I was sayin'. Here's a damn good example of clubs gettin' along nowadays: Carlisle dragged his scooter into Pete's Supermarket, dropped it on the cold concrete, slapped a photo in Pete's paw, and said, "I want my scooter to look like this, I want it ready for Daytona in March (it was the fall of the previous year), and I want it painted green."

Pete looked down at the milk crate fulla grungy parts, the scratched and

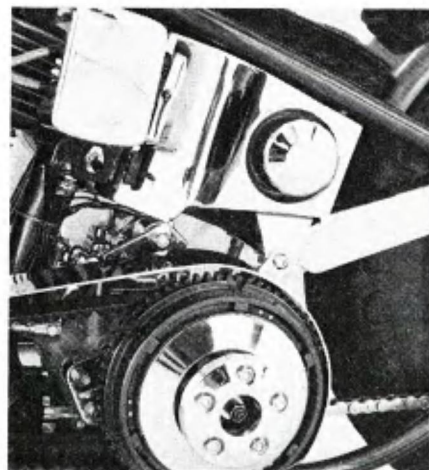
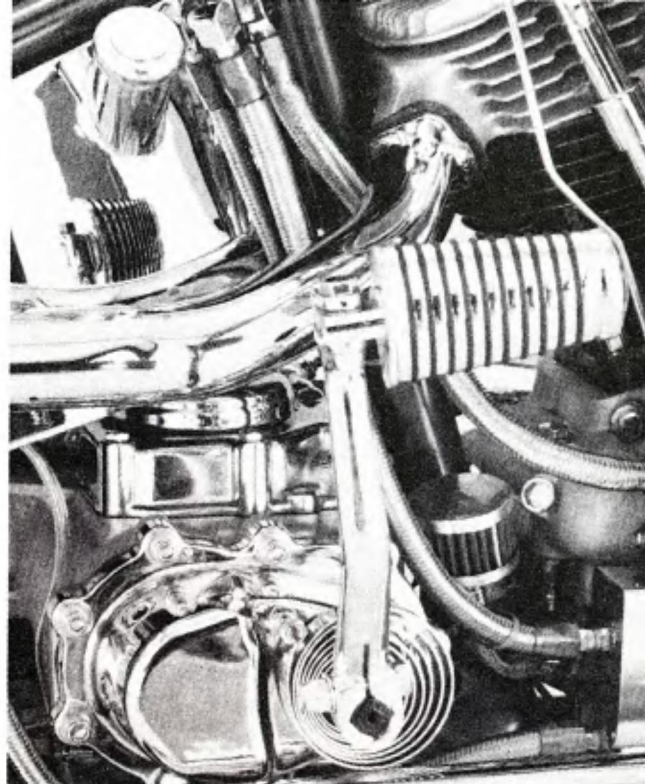




Photos by Michael Lichter



Owner: Carlisle Guinnip		City: Little Genesee, New York	
General		Frame	
Fabrication by: M.C. Supermarket		Year: 1957 straightleg	
Year and make: 1979 Harley-Davidson		Builder: Harley-Davidson	
Model: FL		Type: rigid	
Value: \$8,000		Rake: 30 degrees	
Assembly by: M.C. Supermarket		Stretch: none	
Time: 16 months		Other alterations: molded rear fender	
Chroming by: Niagara Custom		Accessories	
Engine		Bars: Drag Specialties	
Year: 1979		Risers: none	
Model: FL		Fender(s): Harley-Davidson	
Rebuilder: Brian Dolan		Headlight: Bates	
Ignition: Harley-Davidson		Taillight: Drag Specialties	
Displacement: 93 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: Drag Specialties	
Balancing: spin-balanced		Rear pegs: none	
Pistons: S&S		Electrics: wired	
Cases: Harley-Davidson		Gas tank: King Sporty	
Heads: Branch ported and polished		Oil tank: Drag Specialties	
Cam: Leineweber J.4 520 lift		Oil system: slick	
Lifters: solids		Primary cover: none	
Carb(s): S&S		Seat: not much, by Cookie	
Air cleaner: S&S		Sissybar: none	
Pipes: yes		Height: n/a	
Muffler(s): no		Material: n/a	
Transmission		Forks	
Modifications: all Andrews gears		Type: wide glide	
Year: 1979		Extension: none	
Shifting: foot		Builder: Harley-Davidson	
Engine sprocket: Primo belt		Special features: none	
Trans sprocket: belt		Wheels	
Wheel sprocket: round		Front	Rear
Painting		Size: 21-inch	Size: 15-inch
Molding: Jim Hastie		Hub: Harley-Davidson	Hub: stock, chromed
Painter: Jim Hastie		Rim width: narrow	Rim width: wide
Color: blue		Tire: Dunlop	Tire: Dunlop
Type: House of Colors		Brake: Harley-Davidson	Brake: Edelweiss
Special paint: Hastie for the reworks			
Other special modifications: handmade rear license plate/taillight mount; thanks to Ritchie, Brian, Linda, and Dan the welder.			



dinged frame, and the powerplant that needed a new injection of stroked life. His goatee began to curl and his eyes narrowed as he took a slow, deliberate step toward his old friend. Their eyes locked, and Carlisle knew that Pete meant every word when he said, "All right, I can meet the timetable, and the bike will run like bullets through sheet metal, but I ain't gonna paint it green. And you can fuckin' kill me, for all I care — I'll never paint a scooter green."

The ice was beginning to form on their gaze like on a bank vault in Alaska at midnight. The feeling was chilly, and the other men in the shop

backed away as if anticipating an explosion. But as you can see by the photos, they reached a compromise with green flames.

What's that tell you about bikers? It says something about what's in their hearts and coursing through their veins. Bikers are brothers and concerned about their brothers. If anyone out there in the madding world wants to drive a wedge in that, let it be someone other than righteous brothers, let it be a force that doesn't understand brotherhood — for surely such a force will never succeed.

Let it be written, let it be done, dammit.
— Renegade

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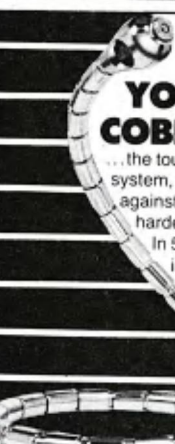
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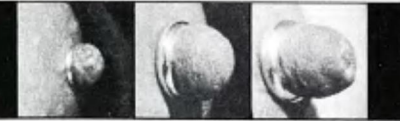
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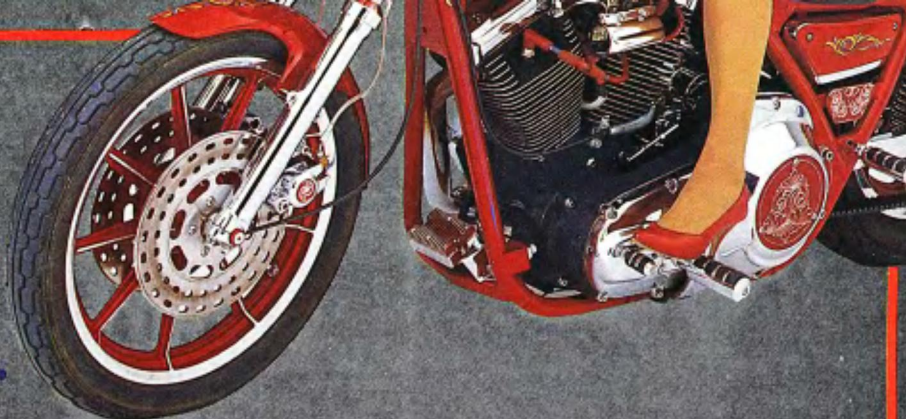
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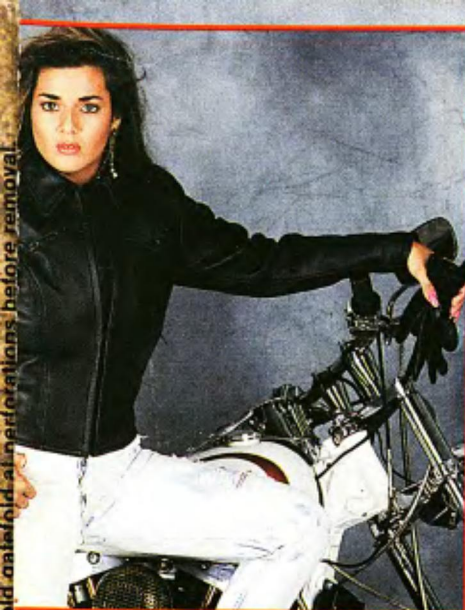
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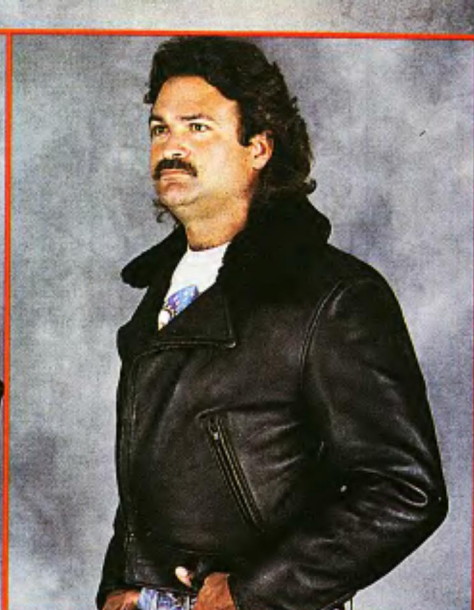
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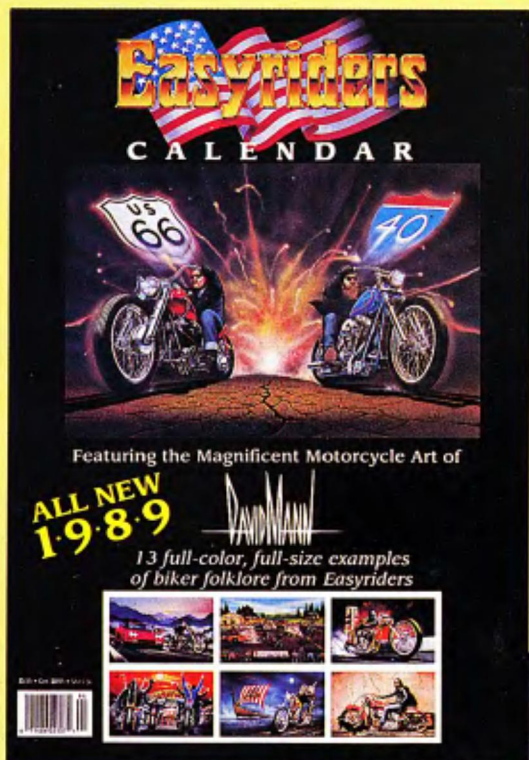
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