

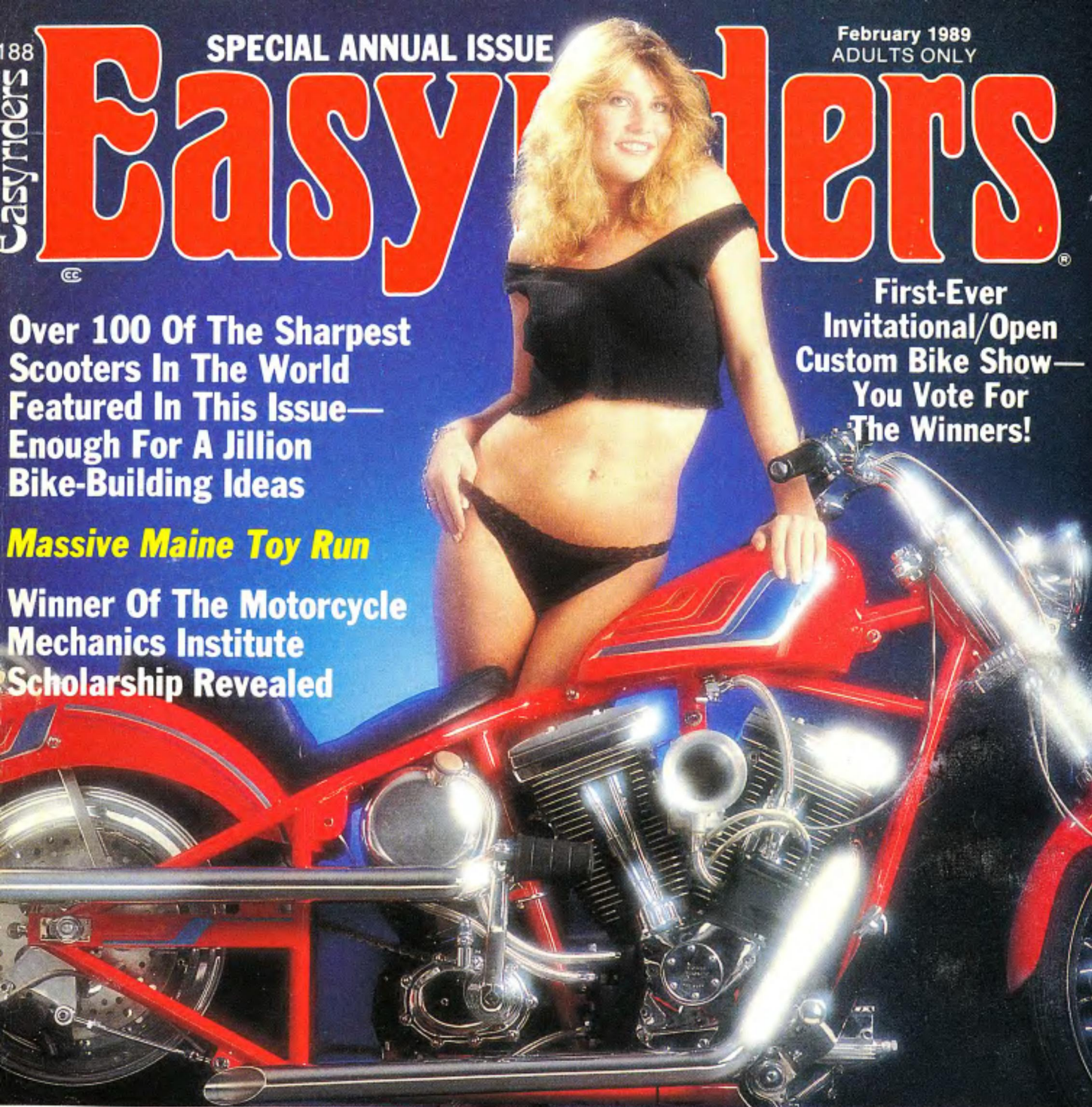
Easyriders

**Over 100 Of The Sharpest
Scooters In The World
Featured In This Issue—
Enough For A Jillion
Bike-Building Ideas**

Massive Maine Toy Run

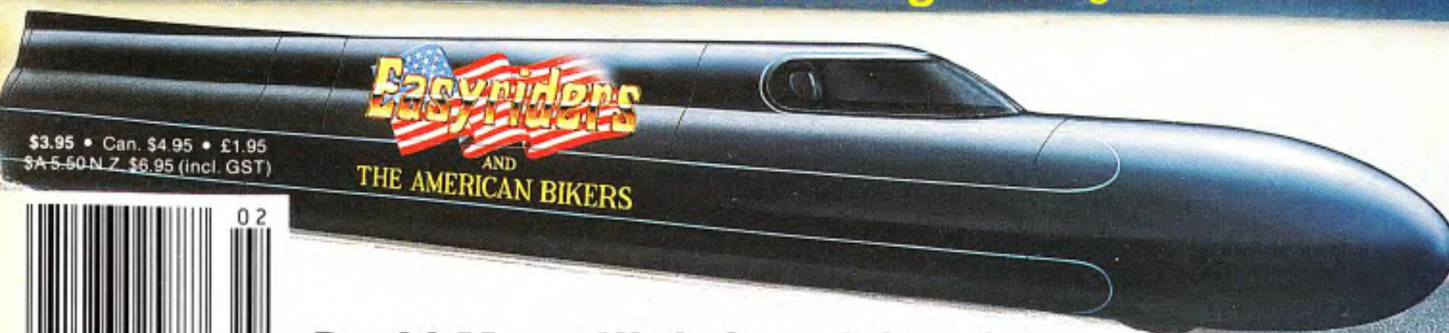
**Winner Of The Motorcycle
Mechanics Institute
Scholarship Revealed**

**First-Ever
Invitational/Open
Custom Bike Show—
You Vote For
The Winners!**



Easyriders Goes Kawasaki-Huntin'!

And You're Invited To Come Along—See Page 122



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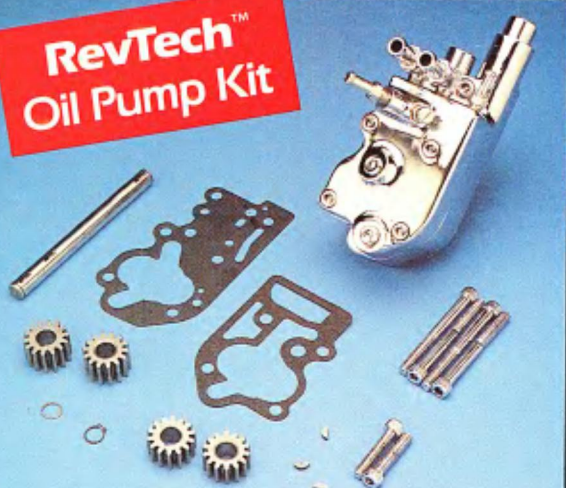


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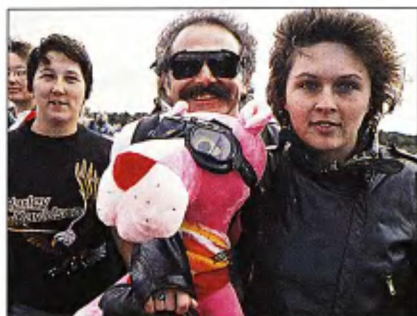
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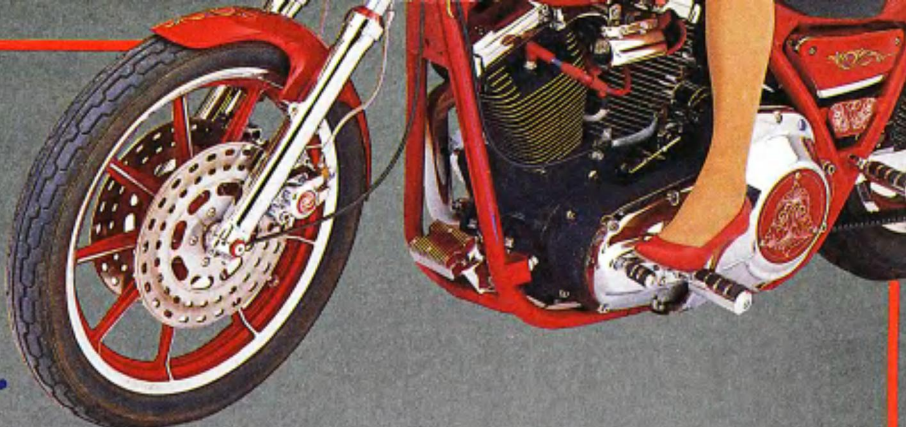


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Our cover, gatefold, and feature photography of the September Fox Hunt winner, Sheila, with Scott Gallegos's classy, custom Evo-shovel, was done by Mad Mike. Makeup and hairstyling by Cindy Louise.

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There's another freak loose out here in the land of fruits and nuts. His gimmick is going into women's dress shops (19 so far), holding them up, grabbing the money, and making the women take off their panties to give to him. Then he allegedly performs an immoral act. Do you think he eats the crotches, or gets off on hash marks?

Oh no, say it isn't so. You guys who are involved in sports or have been hassled by the police have probably been kicked in the nuts a time or two, and you know how much it hurts—so prepare yourselves. This guy got into an argument with his ol' lady, who grabbed his nutsack and tore it open. One ball was completely torn off, and the other ball was so badly mangled that it had to be surgically removed. Now get this—the guy must have really been in love, because he (with his sack hanging loose) wouldn't give the police her name.

Here's another dude who wants his ol' lady released from jail, stating, "I still love her, I want her back." What did she do? She waited until he was asleep (I keep warning you guys not to go to sleep first) and then shot him in the stomach and legs. But he still wants her released because, he says, "She's suffered enough by spending time in jail."

Women should be forewarned if they go to the Moslem city of Dacca. There are signs in the hotel lobbies that state: "Ladies in shorts may be stoned."

Speaking of women, the one who copped the prize in the women's championship spitting contest did it by spitting 15 feet, 2½ inches.

This guy got pissed at his wife, so he grabbed his baby daughter and started to take off with her in the car. His wife wasn't going to have any of that shit, so she grabbed onto the hood of the car and hung on while he drove 80 mph, slammed on the brakes, and took sharp curves in an effort to shake her off the hood. She hung on no matter what he did, and that little escapade cost him six years.

The dipshit-of-the-month broke into a department store and set off a silent alarm. When the police arrived, they searched the store but couldn't find him. He gave himself away by falling asleep in an air duct and snoring like hell.

A guy and his buddy got themselves falling-down drunk and decided to play a game. One would run all over a field while the other one used him for target practice. They were having great fun until one of the shells punctured the target's gourd.

This has happened countless times before, and there's no logical reason why a guy does it, other than liking it so much. He raped a woman twice, and the second time he made arrangements to come and visit her again. She, of course, was all for it, and when he arrived the third time, the police were waiting for him.

He decided to get a sex-change operation and become a woman. He was warned that his new snatch might shrink in time, and making love might become impossible. Sure as shit, his snatch shrank—it got so small that the he-she couldn't even have a go at it with a pencil.

Here's another dipshit. The dealer got the great idea to offer a discount when customers paid for their drugs. He printed up coupons that stated, "Buy five of anything and get one free. Open 24 hours." On the back of the coupon, under his home address, it said, "Tell your friends." He distributed the coupons all over the neighborhood, and of course, one found its way to the police. They arrested him and two of his helpers, as well as many customers who came to his door to buy.

In the biting department, dogs bit people 8,064 times last year in New York City. People bit people 1,587 times. Bites from cats totaled 802 and from rats, 291. Then there were 95 bites by squirrels, 72 by hamsters, 34 by gerbils, 18 by snakes, and 15 by rabbits. So be prepared when visiting The Big Apple.

TAKING IT EASY

By Spider



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Texas Bikers, Beware

□ In 1989 Big Brother will be voting on the helmet law again. Let's band together now so that we will be prepared to stop this before the legislators take away another freedom that we enjoy. If anyone has information on how to help our fight, please write to me.

J. Stephens
328 E. Polk, #105
Richardson, TX 75081

No Foreign Sales

□ To all you Americans who claim to love old Harleys but sell them to foreigners for quick bucks, that sucks! Get your heads out of your asses. The foreigners are laughing at you now.

Jerry White
Abilene, Tex.

'Nam Vet Needs Club

□ I'm a Sportster-riding Vietnam combat vet ('70-'71), and I'd like to join a 'Nam vets' motorcycle club. If there are any chapters near Wilson County, North Carolina, that have an opening, please contact me.

Bud Dunlap
136 S. Tarboro St.
Wilson, NC 27893
(919) 291-9188

She's Pissed

□ I'm writing you sexist muthafuckers this letter because even hybrids like me (part ol' lady and part feminist) have our fuckin' limit.

I've been able to ignore Spider's acute sexist bullshit and even enjoy most of his column, and all that tits-and-ass doesn't bother me, because I believe women have a right to show their tits and asses just like you muthafuckers can, but when I write "How To Eat Your Ol' Man" so that bikers can read the article in *Easyriders* and get good head, and your slime-bag magazine doesn't even send me a rejection slip (never mind an acceptance letter), then I get really fuckin' ripped.

My ol' man, Simpson, sent

you an article with a photo layout, and you muthas responded to him within two days of receiving the envelope. I'm still waiting. Does *Easyriders* have a special basket for "Female Submissions"?

In your blurb above the name and address for "Wordmonger" mail, you write: "Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger." In case the enclosed photo doesn't give you the message, this is a "threat of violence." As you will notice, I'm shooting a .45-caliber gun into the Atlantic Ocean, and I must admit, I'm getting very proficient. I'm also planning a trip to California in mid-February, which is when Northeasterners are at their fuckin' meanest.

All I can say about you and your fuckin' West Coast magazine is that you're all probably a bunch of blond California beach boys with fuckin' wash-'n'-wear tattoos who hit the fuckin' discos at night in your polyester.

You can take your fax and telex machines and shove 'em up your fuckin' asses. I should have known better and sent my article to magazines with East Coast balls. You California beach boys are a bunch of faggots, not to mention sexist and fascist, and you're probably not even American!

From the East Coast and proud of it.

Poet of the Northeast
Escoheag, R.I.



What?

□ This is about the picture from Wayl, Utah, that was in the "In The Wind" section (November '88 issue). What the hell is it?

Dawg
East Hartford, Conn.



■ Evidently, some city uses a Harley to paint the lines in the streets.

Lookin' For Medallion

□ I've been tryin' like hell to get a Harley-Davidson medallion for my '87 Sporty. It's the 30th anniversary of the XL (limited edition). There ain't one fuckin' shop here in the Southwest that has any.

Somewhere there's gotta be one collectin' dust in someone's showroom. (They were made only for '87 Sportsters.) Whoever has one for sale, please write me.

Joey Scribner
2950 Clifford St., #E6
Las Vegas, NV 89115

■ The XL 30th anniversary Sportster medallion, Part No. 91749-87, supply was limited. Write to:

Tony Cervelli
PSC Box 3431
Grand Forks AFB, ND 58207

Information

□ I don't often write to magazines, but this time I feel that I have something of value to pass on. I had my '74 74 shovel heads done so that I could burn unleaded gas, and it had begun to look like this was going to become a necessary requirement for all us riders of older Harleys—but good news! For Harleys that need leaded fuel, the November '88 *Mechanics* magazine states that General Motors has become the first company to produce an additive truly designed for this

purpose. They designed it for pre-1971 GM autos, so it should work great. It's called GM Anti-Valve Recessive Additive, Part #12345492. One container is enough to treat 20 gallons of unleaded gasoline to a measure of 0.1 grams of lead. No more receding valve lines.

Stache
Socorro, N.M.

One-Armed

Does anyone out there know of any clutchless shifter kits or other setups that might facilitate shifting for one-armed bikers? (Planetary gearbox or air-shifter or something.) I'm interested in setups compatible with late-model FXs.

Dave Brown
5356 Kelley's Creek Dr.
Stone Mountain, GA 30088

Free Mags

Just dropping a line to let the brothers and sisters know that I have a boxful of *Easyriders* that anyone can have free—just for the asking. A bro went home from this graybar hotel and left the mags behind. I have no room in this 8' x 10' cage to store them. Anyone who wants them should get in touch with me.

Brian Gale #87A1650
Pouch 1
Woodbourne, NY 12788

Great Job

I have to congratulate the staff on the fabulous job they did on the November '88 rag. I visited Fairbanks, Alaska, in August of '84 and it was spectacular. Also, Wild Bill is good people—they made my trip worthwhile by the kindness shown by everyone at the farthest north outpost! I've almost worn out my T-shirts. Good job, staff.

Now maybe you can help me. I'm looking for a town called Tipton with a Harley shop, so I can have my last name on a T-shirt. Hell, I'll even settle for "Tiptonville" USA. I've already traveled to Tipton, Iowa, so no need to

bother with that patch of highway. Check around, all you freebirds. This Harley honey would greatly appreciate it!

Karen Tipton
Lakeland, Fla.

Taillight

I bought an '88 FXSTC in June and recently had one of the front running lights burn out. When I took the amber lens off, I found the bulb socket all rusted and the O-ring seal lying against the inside edge instead of being mounted around the lip of the lens. I checked the other running and signal lights and found the O-rings to be the same. You bros out there who have this type of lighting might check them out. It only takes a few minutes with a Phillips screwdriver, and if the O-ring isn't around the lip of the amber lens, then mount it so, and you will have a tight seal when the lens is put back on. This may save you problems down the road.

John Womeldorf
Parsons, Kan.

Needs Preacher

I need to get in contact with a scooter-ridin' preacher in the East, or someone who knows where I can find one to perform our ceremony in a scooter wedding the summer of 1990 in Virginia.

Also, I need to know what days Sturgis will be in 1990, so we can plan to tie the knot the weekend before and ride to Sturgis to party for the honeymoon.

Muff and Mule
Falls Church, Va.

■ August 6-11, 1990.

Needs Rigid Frames

I've tried finding a rigid frame that would work with my Norton 750, but even the Brit-bike shops in town don't know (or care) where to get one. Is there anyone out there who knows where I can get one, or am I going to be forced to adapt a Harley (gasp) frame? I don't really want to ruin a Harley frame

for a fuckin' Limey, but it's all I've got to fuck with right now. At least it ain't a fuckin' ricer!

Drop me a line if ya can find one. I'd also like to hear from some British enthusiasts out there. I know I'm not the only one.

Michael Perry
15028 25th N.E.
Seattle, WA 98155

Wet Ears

I've been reading this rag for some time now and have been wondering about life on the road. Where does the cash flow come from, or do all you scooter bums have rich uncles? I may be a little wet behind the ears, but I still feel the call of the road. Any advice or lies would be great.

Roger Foote
Sacramento, Calif.

■ You work and save your pennies.

Wants Parts

Help! Please! I'm restoring a 1928 JD model and need leads on parts, especially on a left tank, distributor, spokes, and a shifting linkage.

W.G. Davis
K.I. Sawyer AFB, Mich.

Guys Kissin'

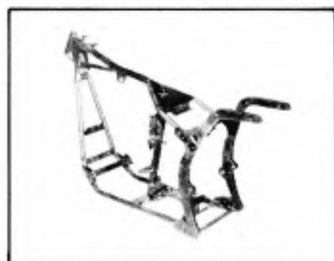
Got a question for you and the readers out there regarding biker etiquette.

It's always been a common practice for brothers to greet each other at the local watering hole with a hard handshake, and if they feel strong about it, a manly hug is fine, too. Shit, on rare occasions where circumstances call for a show of deep respect, a kiss on the cheek is cool.

There's a bar I frequent where some of the bros have taken to hugging and kissing each other on the mouth as a more or less standard form of greeting.

The question is, do you find this to be the norm at your local watering holes, or is being so close to San Francisco starting to have a

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D. Free distribution by mail or other means, samples, complimentary and other free copies	1,845	1,782
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negative effect on these people?

Disgusted
Stockton, Calif.

Likes Us

☐ This is to whoever picks the photos in the "In The Wind" section. Right on! Help yourself to some extra raisin pie.

I recently received my October '88 issue. It's one of the best issues for 1988. The panhead featured is the best-looking scooter I've seen in years. Your magazine is really my monthly fix.

I've been locked down since '82, and from time to time I see old friends in your "Wind" section. It makes me homesick to be out there myself. But I enjoy the hell out of the party shots, bike runs, and sexy ladies.

This is my first letter to express my appreciation for your putting out the best damn biker rag around.

Jeffrey Scott
Lansing, Kan.

Wants Photo

☐ Were you in Asheville at the annual H.O.G. rally on September 27? If so, maybe you took a picture of a girl wearing a black leather halter and acid-washed jeans, standing on the seat of an '82 Electra Glide and trying to see the games over the crowd. If you happen to have this photo, I would love to have it and would be glad to pay for it or the negative.

D. Evatt
124 Henry St.
Abbeville, SC 29620

Be Real!

☐ I want you to know that I'm gonna let my subscription run out. It was a gift, so I'm not gonna flat-out cancel.

What the fuck happened to this once-righteous rag? What happened to the useful tech tips like painting your taillight or drilling your bolts for safety wire? Now we get "nitrous setups" and "belt-drive conversions," etc. Gosh, let me check my jacket pocket... oh, sure! I have an extra \$1,000 stashed! I'll run right down and pick one up first thing in the morning. Come on, get real!

And what the fuck are these things like "Christian Chrome" and "Zuvella's

Venomous Vehicle" (October '88)? They look like some kind of a missing link between a discotheque and a nuclear weapon! What happened to real Harleys? I don't want to see this glass-case, "Oh, my God! I got dust in the tread when I let the tire touch the asphalt" bullshit!

Go back to being a biker's bike rag and not a "rich man's toy" rag, and I'll renew my subscription.

Ronald L. Phillips
Everett, Wash.

Righteous Time

☐ We'd like to thank everyone at Truett & Osborn for the kick-ass time at the 17th annual drag races at Arkansas City, Kansas.

The drags were great, but the hospitality and down-home partying with righteous bros and sisters from all around was even better. Special thanks to a bro, Randy Jones, for the invite.

Stan and Kelli
Wichita Falls, Tex.

Wants Letters

☐ I'm getting ready to move to Memphis, Tennessee, in a couple of months. I'm a 21-year-old single woman who loves to party and feel the wind in my face. Sure would love to meet some righteous folks, male or female. Please help me out by writing.

Lisa
2786 Edgewood
Portage, IN 46368

■ You asked for it, Lisa.

Good Dealer

☐ Just wanted to say a few words of praise and thanks to Boswell's Harley-Davidson, Inc., at 401 Fesslers Lane, Nashville, Tennessee, for all their help to a down-and-out biker.

We blew her up in Nashville, halfway through our trip. Boswell's did everything they could to ease the pain, 2,000 miles from home. They looked after the crating and shipping, found the first flight home, and took us right to the airport. We just got the bike back, all in one piece. You couldn't have asked for nicer people. Next year we'll just pick up from there and finish the trip.

So if anyone is ever in Nashville, Boswell's is the place to stop, hopefully not for the reason we did.

Grant Thorpe
Ottawa, Ontario

Thanks

☐ This is the only time I've written to your rag since I got my first issue in 1973 (and yeah, I've been ridin' a Harley that long).

As a member and public relations person of ABATE for a long time, I've seen a lot of stuff happen over the years, but I didn't expect the response ABATE of Northwest Mississippi received from you heathens concerning our poster kid, Peter Minges. The hand-painted card signed by the staff of *Easyriders*, and the Biker Bear complete with Harley shirt, *Easyriders* pin, cap, and bandana really helped the morale of our chapter.

We delivered the card, Biker Bear, and some other items to Peter (see enclosed pic) a couple of weeks ago and had a blast—except all the beer stores were closed on Sunday.

Easyriders and staff, thank you!

Michael Jordan
Northwest Mississippi
ABATE members
and contributors



A Few Things To Say

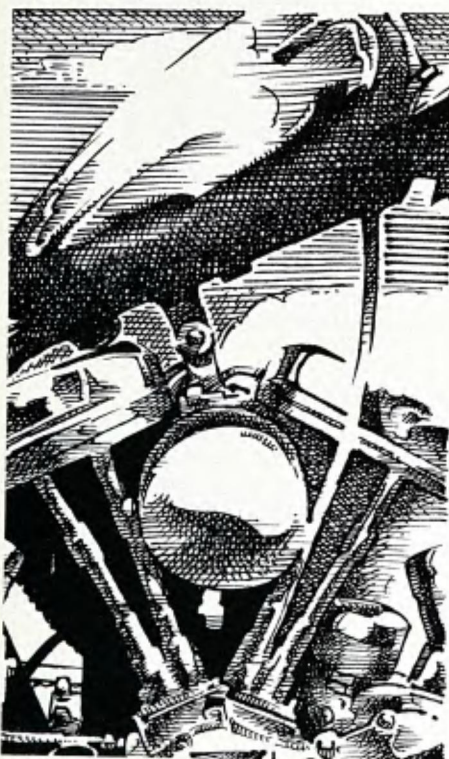
☐ First off, a whole raisin pie your way for putting out one helluva rag (been reading it for eight years).

Second, thanks for a great time at the '87 Wichita, Kansas, *Easyriders* Rodeo.

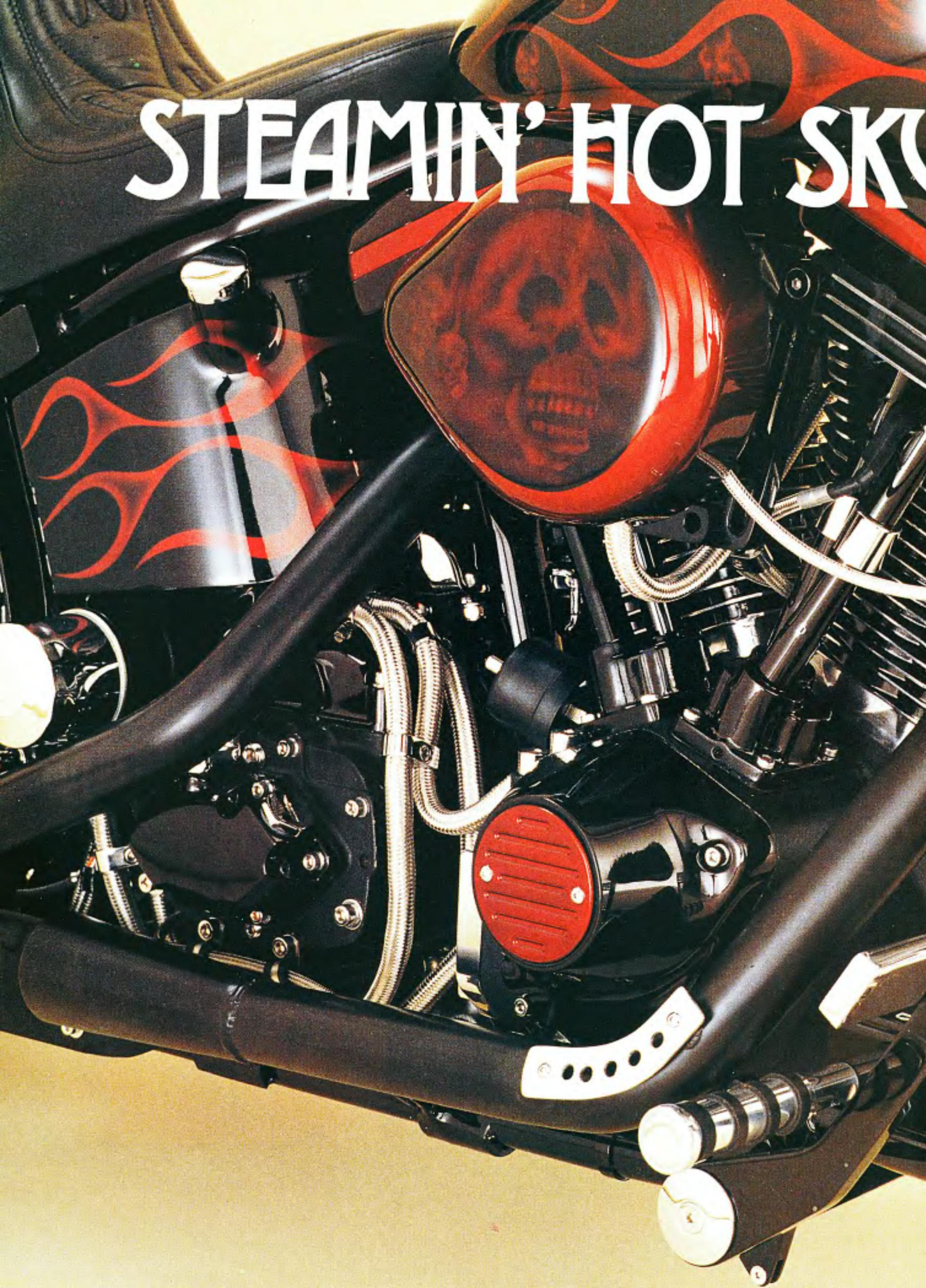
Third, a request to all the scooter folks who attended the '87 Labor Day party at Lake Perry, Kansas. There was a group of patchholders (me included) who rode through all three levels of the park with nothing more than our rags and boots on (yes, it was a little chilly). Needless to say, flash bulbs were going off everywhere. Anyway, we (Hawgs MC) would definitely appreciate any pictures or negatives of that ride for the club scrapbook.

Fourth, to Bambi in the August issue's "Fox Hunt": Is that you, Cathy? Lookin' good! (No hard feelings?)

And last but not least, to all the bros, sisters, and the ol' lady in Kansas: Ice that keg



STEAMIN' HOT SKO



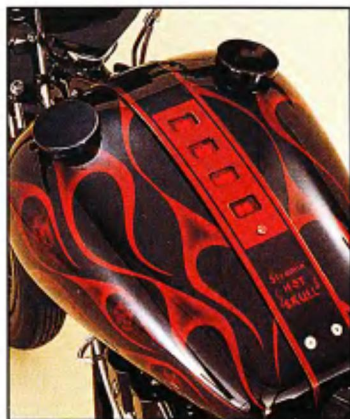


One look at Doss's trick Softy made her cream her jeans.

It would be easy to be an asshole, curl yer lip, snicker, and say, "Must be nice to have whatever ya want"; however, with a little more thought and a master cylinder's worth of compassion, it's much more accurate to say, "Congratulations, it's great to see somebody gettin' his just due and spendin' his rewards within the motorcycling community."

So yer thinkin', "Hey, Buster, what's all this remorseful blather about?"

Lemme tell ya, it's like this: Tammy Morgan and her ol' man, John, were down in Daytona last



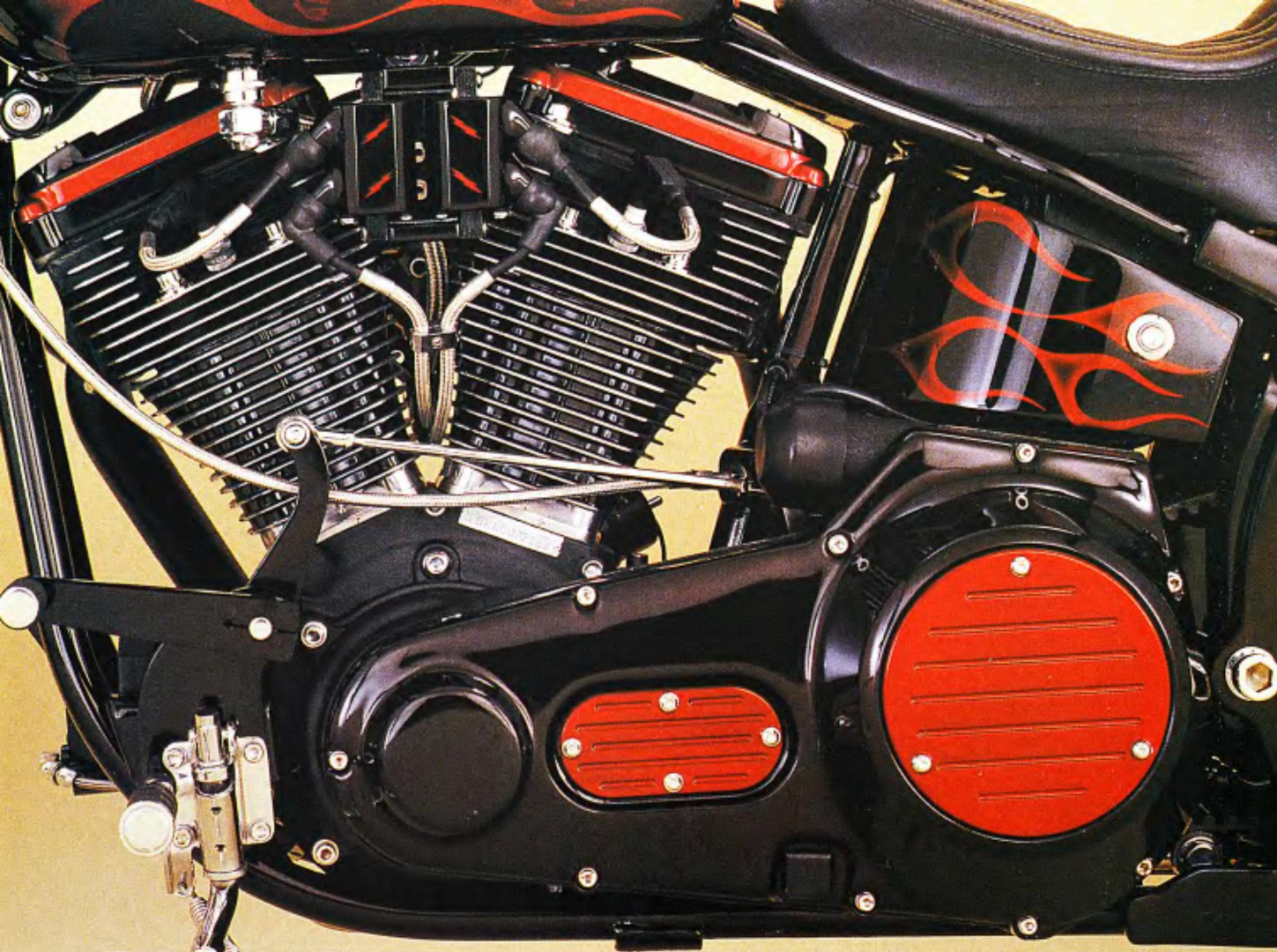
March, doin' their annual run to the sun, gettin' away from the ice chunks at home in Ohio. While shoppin' at Dirty Bill's Leather Shop down on Main Street, she noticed

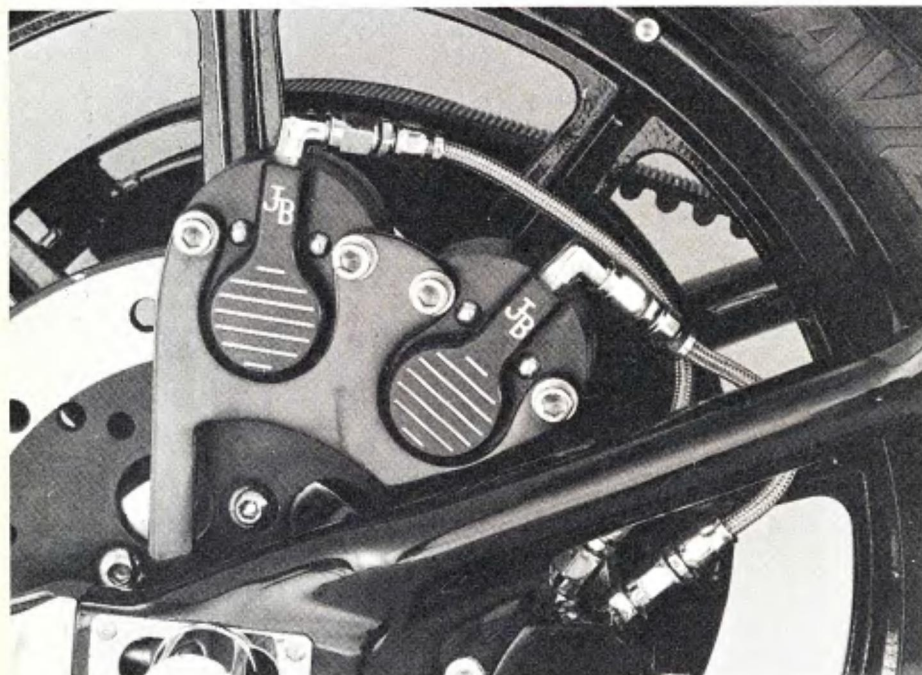
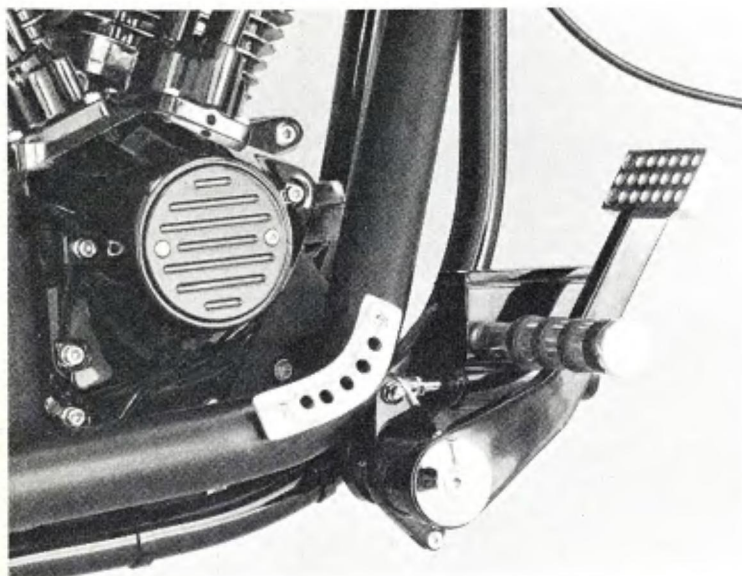
a bear of a man backin' his scooter up to the curb out front.

The brandywine skull-and-flame paint job was the first thing that caught her eye, followed soon after by the overall solid quality of the design. She got that dizzy look in her eyes, a weakness in her thighs, and Tammy knew she was on the verge of a major explosion.

Her ol' man noted her condition and asked Rick Doss, the owner







(who was just returning from a feature photo session of his bike at our crack *Easyriders* Daytona studio), if the scoot was for sale. Rick has a patented, ready response for such queries, and in his laid-back, deep Virginia twang, he announced, "Everything is for sale at the right price."

John didn't even negotiate. He just pulled out a wad and started countin' out dead presidents. That's where the temptation to say, "Must be nice" comes in.

A little background for y'all: Ten years ago, John was workin' on an oil derrick in Texas, where he was used as a guinea pig on some new, untried equipment. There was a malfunction, and John fell 75 feet to disaster. His aorta was impaled, his back busted—John was a mess. But like the biker he was and is, he was determined not to let it beat him. Eventually he received the largest settlement awarded in the history of the state of Texas.

Think he's been slowed down by his paralysis and loss of a leg? No chance. For one, he's got an indomitable, never-say-die character, and for another, his ol' lady keeps him wantin' to wake up every mornin'. He races boats and cars, and putts a sidecar for fun.

Which leads to what Tammy told Rick's ol' lady, Dixie.

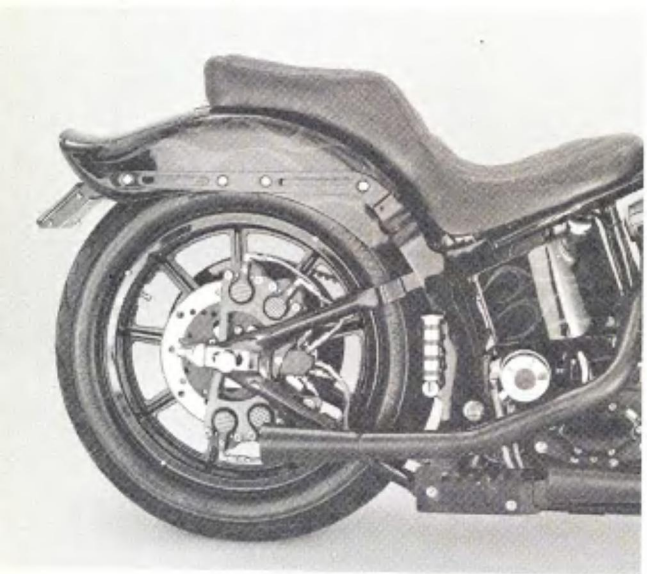
Tammy requested that Dixie kiss Rick every morning for her as a reminder of the love she has for the bike he built.

The 29-year-old Tammy is an active woman who is into body-building, used to race motocross, and is on call as an architect in her spare time.

She loves the feel of her steamin'-hot skull scooter, sayin' it's as fine as any good head should be. The bike is perfectly balanced for her, easy to maneuver, and she's particularly stoked



Photos by Michael Lichter



Owner: Tammy Morgan		City: Beallsville, Ohio	
General		Frame	
Fabrication: Rick's Custom Harleys		Year: 1986	
Year and make: 1986 Harley-Davidson		Builder: Harley-Davidson/Rick Doss	
Model: Softail		Type: Softail	
Value: a gift from her husband		Rake: 3/4-inch	
Assembly by: Rick Doss		Stretch: 3/4-inch	
Time: six months		Other alterations: cherried, of course	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Rick Doss	
Year: 1986		Risers: Rick Doss	
Model: Evolution		Fender(s): Rick Doss	
Rebuilder: Rick Doss		Headlight: CCI	
Ignition: Dyna		Taillight: Rick Doss	
Displacement: 90 cubic inches		Speedo: digital/Terry Brown	
Lower end: S&S		Front pegs: JayBrake	
Balancing: Rick Doss		Rear pegs: JayBrake	
Pistons: S&S		Electrics: dual 6-volt, all digital	
Cases: powder-painted		Gas tank: 3 1/2-gallon	
Heads: Branch #4		Oil tank: Rick Doss	
Cam(s): Andrews		Oil system: stock	
Lifters: stock		Primary cover: stock	
Carb(s): S&S		Seat: Danny Gray	
Air cleaner: S&S		Sissybar: none	
Pipes: Rick Doss megaphones		Height: struts	
Muffler(s): never		Material: 60/61 aluminum	
Transmission		Forks	
Modifications: Andrews gears		Type: narrow glide	
Year: 1986		Extension: none	
Shifting: foot		Builder: Rick Doss	
Engine sprocket: stock		Special features: trees are super-clean	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: Teresa Crane		Hub: mag	Hub: mag
Painter: Teresa Crane		Rim width: 1.85 inches	Rim width: 4 inches
Color: brandywine over black pearl		Tire: Avon	Tire: fat Avon
Type: lacquer		Brake: JayBrake	Brake: JayBrake
Special paint: flames and skulls			
Special modifications: special thanks to JayBrake for anodizing, controls, and brakes; to Russel's for braided lines; to Rick for internal gas lines, digital gauges, dash, and features too numerous to mention. Thanks to <i>Easyriders</i> for the best gift ever.			

with the digital-readout speedo, especially for night riding.

Tammy says she couldn't keep her ass off it this summer, and she doesn't plan on lettin' up. She even uses its vibratin' thunder as a marital aid and has managed a 120-mph clocking at a quarter-mile dragstrip. She thanks her husband for givin' up the bones to let her ride. We can dig it.

— Buster

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

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

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

course of study and graduation.

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

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and

machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sportsters are covered.

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

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

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NORTHERNMOST TOY RUN

United Bikers of Maine's Seventh Annual Christmas Event

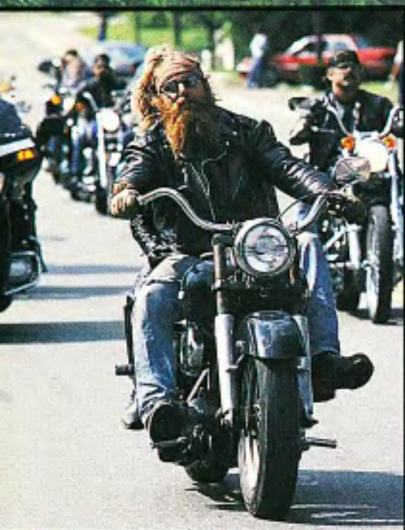
There's somethin' real special about winter toy runs. I don't even drink beer at these Salvation Army get-togethers. It's sorta like my

annual trek to biker church—the winter whistles coolly, but there's a touch of warmth in the air, and ever-present are the spirit of quiet camaraderie and the deep thoughts about others less fortunate, who can't ride a Hog or party in the winter or get their kids trendy presents for Christmas.

So this year we're featuring

Paul Vestal's seventh annual United Bikers of Maine Toy Run. It's grown with each passing year, no matter what the weather or the hassles. Riders from all over the state, across the Atlantic, and as far away as Arizona come to attend, share the brotherhood, and contribute to a great many kids' holidays.

Seven years ago, after a flurry



NORTHERNMOST TOY RUN



of helmet rallies, protest runs, and lobbying efforts, the United Bikers of Maine decided to promote a peace rally—a run that would unite all scooter people during the cold winter months and would not only contribute to the less fortunate but also to the public image of the bikers of Maine.

Even their first toy run, with a relatively small pack of 350 riders in attendance, made its

mark; four years later, with Malcolm Forbes as the guest of honor, 3,000 of our thundering breed made the five-mile ride from the convention center to the statehouse in Augusta.

That was only the beginning. The following year 4,000 riders blocked the streets from the convention center to the capitol, despite pouring rain and 45-degree weather. And last year, on a day more beautiful than

could be hoped for in October, 5,500 scooter people strapped toys on their scooters and putted to the capitol to provide a better Christmas for down-and-out kids. The crowds along the route waited in the sunny, high-70s warmth for the procession to arrive, led by Paul and Santa. As the flashy rumblers filed past, the throngs of kids gawked and waved at the toy-packin' Good Samaritans on

NORTHERNMOST TOY RUN

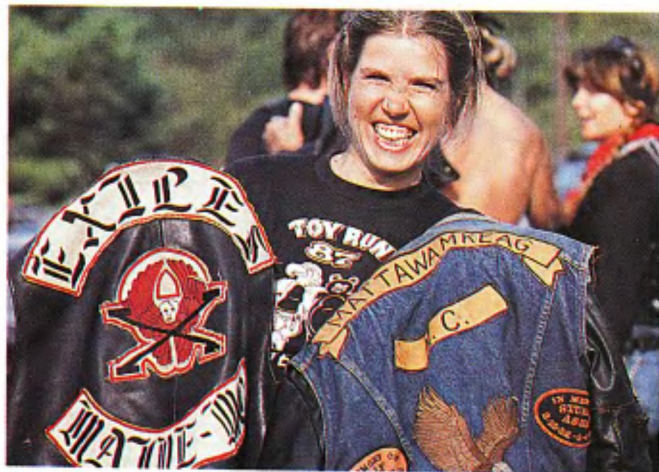
spoked wheels.

The dude in the black T with the mike is Maine Governor John McKernan, who proudly greeted the clan, who have been supporters of his since he was elected with the backing of Maine's motorcyclists. The governor has made a point of making bikers at home in the statehouse.

The event this year was an unequaled success, netting so many toys for the youngsters that the one contracted semi trailer was quickly packed to the roof, and a second trailer had to be requisitioned—and even then, a volunteer had to rent a backup U-Haul truck to secure the remaining presents after the second trailer could

hold no more. The loot was donated to the Salvation Army for wider distribution.

From the party the night before at Murff's Triple "R" Pub in Bath, to the event afterward at the American Legion Hall in Augusta, this run was for the United Bikers of Maine members, the local independent riders, and clubs including the







Photos by Mad Mike

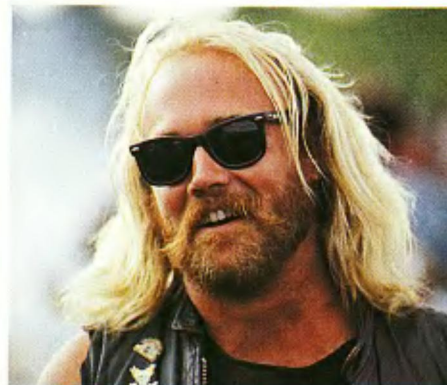
NORTHERNMOST TOY RUN



Exiles, Mountainmen, Saracens, Iron Horsemen, Vietnam Vets, and Blue Knights. In other words, "For all you do, this run's for you."

A lotta credit goes to Greg Perkins, vice-president of public relations, and his assistants, Jolline, Sparky, and Jim, for organizing this year's run; to Augusta North Country H-D for its sponsorship; and to Paul, the United Bikers of Maine members, and all the brothers and sisters who attended—Happy New Year.

— Ball



EASYnews

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

Meeting of the Minds

We came, we listened, we learned.

It started on a typical windy Friday at the Holiday Inn in Wichita, Kansas, with registrations for the second annual *Meeting of the Minds*. Over 204 people signed up from 32 states, two foreign countries, Washington D.C., one Commonwealth, and three publications. Representatives from 45 rights organizations were present to learn from the Big Dogs of the Motorcycle Riders Foundation (MRF).

After a fine welcome from Wichita Mayor Sheldon Kamen and introductions to the members of the steering committee, we were divided into three workshop groups for the next two days.

Bikers from all over the country excitedly exchanged ideas, comments, and energy. Ninety percent of maintaining our freedoms is the result of the energy put out by the leaders in the rights movement. Ten years ago you couldn't get two clubs together, yet during this short get-together, 45 different organizations worked together to promote safe motorcycling and retain our liberty.

Saturday morning wake-up seemed real rude, but the massive amounts of megacoffee at our first class saved our attention spans.



From left: Richard Paukner, Bill Gannon, and Jim Bensberg at the Meeting of the Minds.

Wayne Curtain of South Carolina spoke on "Referendum and the Political Process." Some 24 states have referendum voting available for public use ... but beware of the dangers of using it.

"Wearing helmets contributes to a higher rate of accidents" was just one point in Dr. Randal MacKenzie's topic, "Risk Compensation Theory."

Dr. Jonathan Goldstein had some startling facts on "NHTSA/GM Helmet Study."

Jim Bensberg of the American Motorcyclist Association (AMA) spoke of its goals and accomplishments. The AMA has 155,000 members and has done amazing things for bikers.

Russell Brown of Bikers

Against Manslaughter (BAM) gave the legal side of courtroom battles and gave help in preparing for "Prejudice In the Courtroom."

Michael "Balls" Farabaugh conducted a class on "Introduction to the Motorcycle Safety Foundation's New Experienced Riders Course." Rider safety and education is our best tool against helmet legislation.

Bill Durning and Dan Boyd explained MRF's Database Program, a wealth of stored information that can be downloaded and used as a valuable tool by any bikers' rights organization. For example, it provides statistics showing that the 10 states with the fewest motorcycle fatalities have no

helmet law but do have rider education.

A dinner and dance was held Saturday night. Senator James Francisco, a Democrat from Kansas, was the guest speaker. This man has fought for his people's freedoms all the way. He received a standing ovation and promised he'd wear his *Meeting of the Minds* T-shirt on the Senate floor.

The presentation of donations to MRF followed. Thousands of dollars came from organizations, businesses, and individuals from all over the country who truly believe in this organization's efforts. A raffle was held for Gregg Hardy of Kansas to help defray the costs of his needed surgery. Gregg and members of District 8, ABATE of Kansas, did a great job of handling everything for the meeting in Wichita. (See more about Gregg in next issue's "Biker Hall of Fame"). The evening ended with a relaxing dance ... and a few room parties afterwards.

Thanks to MRF and everyone involved in making this meeting possible. And thanks to "Twinky" in Marysville, Kansas, for helping me get home to Iowa after running out of gas on a late, windy night in Kansas.

—Dean Shawler

National Coalition Of Motorcyclists Advisory Board Meets

The advisory board of the National Coalition of Motorcyclists (NCOM) met last September 23-25 in Toronto, Ontario, to discuss regional plans and problems, with particular emphasis on North Dakota bikers' recent victory over a pending referendum for mandatory helmet use. More informative workshops, to

cover new topics and to elaborate on topics previously discussed, were called for.

The fourth annual NCOM convention will be held May 11-14, 1989 at the Stouffer Tower City Plaza Hotel in Cleveland, Ohio.

The '89 convention will have a constitutional theme; along with regular workshops, we

plan to have speakers who will be defining your rights under the constitutions of both the United States and Canada. One of the speakers will be a professor of Constitutional law from the University of Delaware. We are also planning to have a federal judge as a keynote speaker. Additional guest speakers will be announced.

All organizations, associations, groups, clubs, and their members are invited to attend. We will be furnishing a complete convention packet including registration and workshop information as well as additional hotels in the surrounding area.

Mark your calendars and plan to join us! —from NCOM



Brockton Park Bike Ban Upheld

The ban prohibiting motorcycle traffic through city parks in Brockton, Massachusetts, was upheld on July 22 by Judge John Xifaras. The AMA's Government Relations Department, who along with co-plaintiff, AMA member Jim Slade, filed suit last year, is appealing the decision.

The Brockton City Park Commission has banned motorcycle

traffic from city parks since July 1, 1987, citing complaints from citizens of "speeding motorcycles, excessive noise, and motorcyclists gathering throughout the park." After several delays caused by court backlogs, the case was finally heard in the Brockton Superior Court this past July 7.

AMA attorney David Asack claimed that the ban violates the

due process and equal protection clauses of the U.S. Constitution. Asack also argued that by banning motorcyclists from city parks, the city of Brockton is essentially saying, "The class of people who ride motorcycles is the class of people we don't want in the park."

In issuing his decision, Xifaras stated, "The motorcyclists may be, at worst, inconvenienced.

Such an inconvenience to the motorcyclists, however, does not give rise to constitutional violations... the equal protection clause permits the exercise by the defendants of a wide scope of discretion in enacting ordinances that treat some groups differently from others."

—American Motorcyclist Association

Hog Heaven in Stafford Springs



Following are a few of the enthusiastic quotes from the Stafford Springs, Connecticut, *Press* and from public officials, regarding the *Easyriders* Rodeo and HOG Rally:

"They've rolled out the welcome mat for the *Easyriders* Motorcycle Rodeo this year, a sharp contrast to last year, when officials and residents feared the bikers might tear up the town."

"Town officials have been working with the local Chamber of Commerce to prepare a guide



to the town, including a complete listing of restaurants and accommodations."

"The borough also plans to hang signs welcoming the bikers."

"Rose Werner, who was checking in HOG (Harley Owners Group) members, said she and her husband began the event seven years ago, but that it did not become such a large gath-

ering until last year, with the addition of the rodeo. Part of the proceeds go to charity, she said. Among the contributions last year were \$25,000 for Paul Newman's Hole in the Wall Gang Camp and \$25,000 for the Muscular Dystrophy Association."

"Some stopped at the nearby Thiesing's Grocery, where 16-year-old employee Jay McConville said the store had run out



Photos by Cyclops

of film, ice, and coffee. The store's owner, Max Thiesing, agreed that business had boomed, and he said he would welcome back the rodeo and the cyclists."

And finally, the best quote of all came from participant and area bricklayer, Mike Hadzopoulos, "This is the best thing that ever happened to Stafford Springs. This is what America is all about."

Raisin pie for the entire rodeo gang and all the bros and sisters who attended.

New National Director for Bikers Against Manslaughter

Bill Bish, originally from Des Moines, Iowa, has been named the new national director of Bikers Against Manslaughter (BAM), which is headquartered in Los Angeles, California. Before Bish joined BAM, he was executive director of a legal services program for California motorcyclists, and he is still group coordinator for ABATE in Los Angeles and legislative officer for the L.A. area HOG chapter.

Though still new to office, Bish has already upgraded BAM services in the following areas:

BAM NEWS SERVICE: To keep everyone as up-to-date as possible by tracking legislation and issuing press releases to the editors and leaders of every bikers' rights group.

BAM LEGISLATIVE ANALYST: To ensure the most accurate, reliable legislative information available, BAM has retained the services of Farren Williams, former political editor of *Cycle News*, who will monitor the national scene and report directly through the BAM News Service.

INFORMATION SHARING: Although its legislative database is already the most comprehensive information source for motorcyclists, BAM is working with PAC people in every state to get more input from individual groups. If every state has at least one group or organization participating in the information-sharing program, BAM will be able to maintain a complete state-by-state breakdown of the status of pending legislation. This information can be accessed via personal computers or, if no one

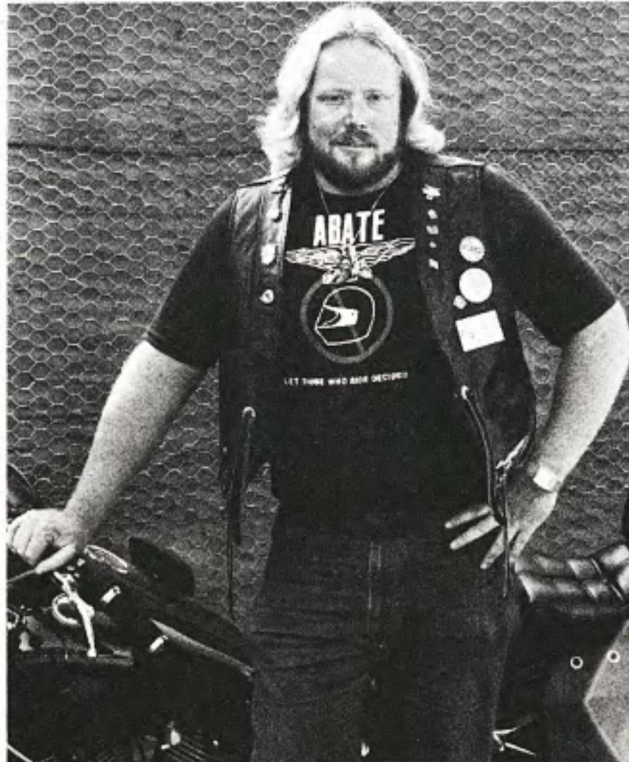


Photo by Kim Peterson

in an organization has a computer, BAM will provide computer printouts.

WALLET-SIZE HELMET FACTS CARD: Currently in production is a Helmet Fact Guide that folds up into the size of a credit card. The guide contains a map of the U.S. that identifies states with helmet laws in effect, a brief history of helmet laws, and a list of verifiable anti-helmet arguments. Because of its compact size, the card can be carried at all times and used during argu-

ments with pro-helmet types (how many of them carry facts in their pocket?). The card also has a blank area on the back panel, beneath: "These helmet facts provided courtesy of," where a local group can stamp its name.

COMMUNICATIONS NETWORK: In its belief that interpersonal communications is the key to a successful exchange of information, BAM has established a state and regional director structure to keep lines

of communication open between BAM headquarters and state/local motorcycle groups. Close proximity of a BAM representative will allow local organizations to have a greater involvement with the BAM programs in their areas.

BREAKDOWN SERVICE AND ACCIDENT REPORTING: BAM helped more than 2,000 bikers get back on the road last year and enjoyed a success rate of 98.7 percent. That means that fewer than 2 people out of every 100 who called the 1-(800)-4-BIKERS emergency hotline number were unable to be helped. With its steadily increasing membership (especially in areas not previously penetrated) and a dedicated office staff at its headquarters, BAM hopes to do even better in the coming year. The phones are staffed by BAM personnel until 10 p.m. (midnight Illinois time). After that time, two members of the office staff man computer terminals in their homes, and there are standing orders to BAM's answering service to forward breakdown and accident calls to them for immediate attention.

BAM's offices have also recently obtained a list of virtually every motorcycle dealership and repair shop in the country, so that callers can be referred to their nearest facility for parts or service.

Other ideas are continually being processed, and BAM headquarters is in routine contact with its state and regional directors to determine ways BAM services can be improved.

First Ulster County Freedom Run

July 24, 1988. It was 6 a.m. when I rolled out of the rack to the sound of a cow pissin' on a flat rock—it was raining like hell. But it was also the date for the first Freedom Run Day for the Ulster County, New York, chapter of ABATE, and I had to make it. By 8 o'clock the rain had let up, the Sunday morning roads were free of the usual traffic congestion and clean from the rain, and my motor was

runnin' strong. I met one brother at a nearby diner. We gassed up and boogied north on the thruway as the sunlight began to slice through the waning clouds.

The day cleared, and the bikes rolled in. By noon, there were more than 100 scooters. Everyone was motivated when we hit the highway—most of the riders were helmetless. At the Kingston city line, the police held us up with a massive roadblock.

Tickets were issued and riders were intimidated.

Forced to don our helmets, we rode to the park to regroup and listen to some freedom speeches. We were assured there would be more police harassment of helmetless riders. The consensus among riders was: "Let those who ride decide." Most wore helmets leaving the city, but a lot of folks removed them while riding.

We encountered more police roadblocks and more tickets before the 35-mile run ended at P.J.'s Pub in Saugerties, New York. A few hardy souls even got tickets after the run ended, but at least we demonstrated our stand against restrictive lid laws. Lots of brotherhood and dedication to the cause were evident.

—Blue Bike Mike



Nebraska Will Be Free Again

July 23, 1988, will live in the hearts of Nebraska scooter people for years. More than a thousand brothers and sisters rallied together and rode through Lincoln to the state capitol building to protest passage of the restrictive helmet law that will go into effect on January 1, 1989. State representatives were invited to attend but found any excuse not to show. Supportive speakers included: Geno Robotham, state coordinator of ABATE of Nebraska; Angelo Bruno, ABATE state motorcycle statistician; Clay Johnson, Motorcycle Rights Foundation; Ken Kratky, president, Nebraska Motorcycle Coalition; Warren Sheehy, vice president, Nebraska Motorcycle Coalition; Terry Schultz, secretary/treasurer, Nebraska Motorcycle Coalition, and the ABATE District 2 hosts

Lynne Hansen and "Doc" Irish, who spent many hours putting the program together.

This rally, which brought brothers from all over the state and some supporters from outlying states, did a tremendous job of bringing back some much-needed unity the Cornhusker State's riders have been lacking.

The hat was passed to collect funds for filing an injunction against the state, and more than \$1,400 was raised, plus \$2,000 in pledges, toward a goal of \$14,000 to cover legal fees in November. If you're a Nebraska biker who wants to support the fight for freedom in your state, send a donation to: ABATE of Nebraska Helmet Fight, Box 30332, Lincoln, NE 68503.

—Warren Sheehy, Nebraska Motorcycle Coalition

Membership Drive in Connecticut

With the legislative session behind him, legislative committee chairman Richard Paukner will be working with the Connecticut Motorcyclist Rights Association (CMRA) lobbyist, Jim Duffy. Their primary goal involves joining with the Connecticut Motorcycle Dealers Association in a major membership drive. CMRA met last winter with two officers of the dealers' association, who agreed to present the CMRA proposal to its members. In exchange for the dealers' active efforts to sign up

customers as new members, the CMRA has agreed to volunteer its lobbying efforts on the dealers' behalf.

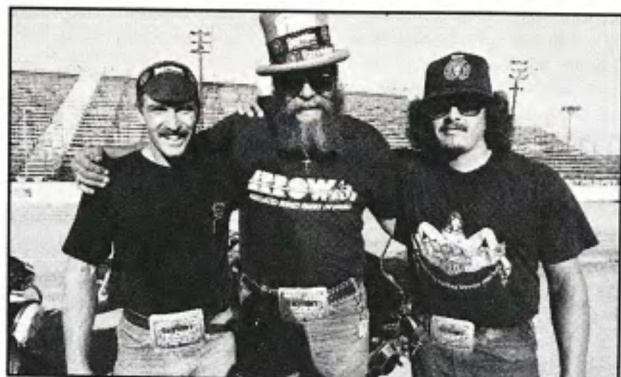
Paul pointed out that a strong membership drive is imperative at this point. "We have lost the helmet reinstatement referendum in Oregon. This marks the second state to fall this year, after six years of never losing a state and a 12-year record of losing only one state. Active membership is a must to keep our sport alive."



The Grand Champions of the 1988 Easyriders Motorcycle Rodeo Tour

Throughout the 1988 *Easyriders* Motorcycle Rodeo Tour, these gentlemen competed in every possible rodeo event across the U.S. of A. Following the *Easyriders* nomads from region to range, they pitted themselves against local and out-of-town riders across the map, from underneath the blazing sun of Los Baños, California, to rain-soaked Texas, New York, and Ohio.

Gary Freel, on the left, is the persistent Ames, Iowa, contender who edged ahead in the points standing during the last quarter of events to capture the tour's top title with a grand total of 4,080 points, grabbing the Grand Champion's cash prize of \$3,000 and an unbelievable gold belt buckle.



In the center ring is "Tampa Bay Ray" Tewksbury, the granddaddy of rodeo competition, the nearly invincible, top-hatted traveler from Florida, who had held a substantial lead

coming into the Grand Nationals this year. Ray is the red-clay-spinner, Dust Bowl dazzler, V-twin viper, and big-bearded rodeo wizard who yanked sleds with his dresser,

snapped chains on his nitrous-driven three-wheeler, and packed his wienie-bite partners from New England to the West Coast. Ray brought in 4,005 points as first runner-up, scoring \$2,000 and a massive gold buckle.

And finally, the second runner-up, the unassuming Bobby Torres outta Sanger, California. Bobby has been with the rodeo since 1986, a rodeo original, charter chapter member, and dust-swilling diehard.

For more info on the three Grand Champions and all the coverage on the 1988 *Easyriders* Motorcycle Rodeo Grand Nationals, check out the March issue of this rag.

—Snake

Photo by Michael Lichner



We had a shitload of trouble with broken-boned Evel Knievel in the '70s, but it apparently wasn't enough. Now his son, Robbie, is going to try to break his father's record and jump 22 cars, riding his motorcycle without using his hands. I don't know what to say.

Here's a group who could be candidates for helmets. Seems drivers 65 or older have higher crash rates per mile driven than other age groups except teenagers. Elderly people also have a higher death rate, compared to younger people in motor-vehicle crashes, and they are more susceptible to complications following injuries. So how many of them are on welfare? The social burden could be enormous.

ABATE of Arkansas raised \$1,500 for gorillas recently. The scooter people worked with Friends of the Zoo and a local radio station in Little Rock, selling "Banana Bucks" to support Trudy and Ollie, the new gorillas in town.

Edward F. Haas, a young Marine, recently transferred to MCAS in Yuma, Arizona, and was looking forward to being stationed in Arizona because there's no helmet law in that state, only to find that the base requires that servicemen wear helmets on and off the base. Whatta bummer. Ed is looking for assistance with his dilemma: Ed Haas, (602) 726-0303.

Women in motorcycling are growing in numbers, from 1 percent in the '60s to 7.7 percent in 1985. According to a recent newspaper article, what these riders want are training and motorcycles that are "built low enough so that a 5' 2" 'easyrider' can plant both her feet firmly on the ground."

It's that Toys for Tots time of year, and we'd like to congratulate all the organizations and clubs who have gone to all the effort to make this a special

time of the year for needy kids and motorcycling. Included in that toast are the Waskom, Texas, independent riders, who worked in conjunction with the volunteer fire department to put on a local toy drive this fall. We were tipped off about this good work by the riders' publicist, an editor for the *Waskom Review*, a cute girl who's rapidly falling in love with motorcycling—good work, PaperLady.

And for the bizarre, we have a motorcycle club in Denver called the Chickens from Heck Motorcycle and Bridge Club. The club's motto is: "Ride Slow and Snack Often." One of the Chickens is Denver traffic court judge Ray Satter. A typical outing is a ride to the Denver Botanic Gardens for a modest high tea—prosciutto and Brie on rye, homemade chicken salad on whole wheat, pound cake, and tea from a silver tea service.

In Vermont, the helmet law is in court again. The Freedom of the Road For Vermont, Inc., a member of the National Coalition of Motorcyclists, has challenged the law because of tickets received by two members, Tony Demas and Dale Reagan. Seems the state doesn't have specific criteria for defining what a helmet is.

And finally, a tribute to the Harley factory and its employees. The four local unions representing workers in the plant were honored by the AFL-CIO's Union Label and Service Trades Department in recognition of the cooperation between unions and management. It was the first such honor bestowed by the AFL-CIO department. Way to go, Harley-Davidson.

But wait — an upbeat quote from brother Malcolm Forbes: "Most people have a generous heart, particularly motorcyclists. They're so used to being put down, they don't mind helping people up."

U.S./Canadian Motorcycle Laws

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

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

Passin' Gas

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

Q: What do incestuous hillbillies do on Halloween?
A: Pumpkin.

—Wali Burlock
N.S., Canada

Here's yet another way to fuck a really fat chick: Slap her on the thighs, then ride the first wave in.

—Lizard
Phoenix, Ariz.

When little Joey spotted a deer at the zoo, he asked the keeper, "What kind of animal is that, mister?"

"Well," teased the keeper, "it's what your father calls your mother every night, son."

"Aw, bullshit. You can't fool me," Joey replied. "I know that ain't no pig."

—Al Troxler
Greensboro, N.C.

Following a terrible explosion at sea, the old lady was clinging to a piece of driftwood for dear life. Just then, the captain's talking myna bird floated by.

"Hello!" squawked the bird. "How's your ass?"

"For crissakes, shut up!" the shocked woman shouted.

"Mine, too," said the bird. "Probably this damned salt water."

—James Wheway
Somers, Conn.

Definition of cotton-picker: a bitch who's lost the string on her tampon.

—Locked Down
Richmond, Tex.

Q: What do ya call a woman without an asshole?
A: Single.

—Joyce Kostick
Tacoma, Wash.



"Rocky, do 10 minutes on the bag and then hit the showers."

The farmer was doing some plowing when his son came running up and said, "Dad, there's a man of the cloth coming up the road to the house."

"That's fine, son," said the farmer. "Now you go back and find out what denomination he is, and do this:

"If he's a Southern Baptist, lock up the chicken coop, because he'll want fried chicken."

"If he's a Catholic priest, lock up the wine, because he'll be fond of the grape."

"And if he's a TV evangelist," the farmer continued, "sit between your mother's legs until I get there."

—Ed Juengling
Chino, Calif.

Q: What do lesbians and mechanics have in common?

A: They both use Snap-On tools.

—Blockhead
Springfield, Mo.

Adude on a Honda rode up to the tollbooth gate.

"Sixty cents," said the toll collector.

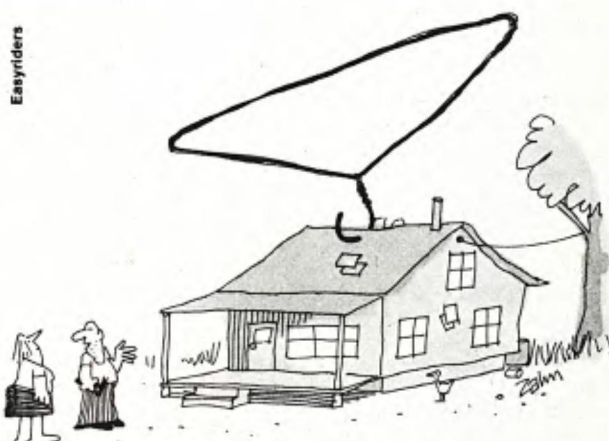
"SOLD!" replied the rider.

—Robert Woodward
Tamal, Calif.

Hear about the new sandwich at McDonald's? It's called The McSwaggart—you pay for it and somebody else eats it.

—Plowboy
America

Easyriders



"That should improve our reception!"

With the love of his life at his side for luck, a biker hit the jackpot in Vegas. He decided they should celebrate, and he checked them into a luxurious suite at the most exclusive hotel in town.

After ushering them into their room, the bellhop pocketed his tip and asked, "Is there anything else I can do for you, sir?"

"Not a thing," said the bro.

"Anything for your wife?"

"Yeah, thanks for reminding me," replied the bro. "Bring me a stamp and postcard, will ya?"

—Bert Hudson
Dallas, Pa.

Spike and Jim were out hoisting more than a few when Jim abruptly lurched backward off his barstool and lay motionless on the floor.

"One thing ya gotta say about Jim," Spike said to the bartender. "He sure knows when to stop."

—James Wheway
Somers, Conn.

The fire siren sounded throughout the small town. Immediately, Mad Jack downed his drink and rushed for the door.

"Hey, Jack!" his bro called. "I didn't know you were a volunteer fireman."

"I'm not," Jack replied, "but my girlfriend's husband is."

—Stacy Lovelace
Lincoln, Neb.

One of the networks was looking for an emcee to host a new game show to be called "Gross-Out." After interviewing dozens of mundane hopefuls, yet another guy was ushered in.

"What can you do?" the producer asked wearily.

"Watch this," the guy said, then he took off his hat and vomited in it.

"What's so special about that?" said the unimpressed producer.

The guy laughed and asked, "Got a straw?"

—James Wheway
Somers, Conn.



"Havin' your period already, honey?"

Two detectives arrived at the business executive's New York penthouse apartment and were admitted by the butler.

"Mr. James," one told the businessman, "we have some good news and some bad news about your missing wife."

"Omigod," the exec said. "You'd better give me the bad news first, then."

"Well, sir, some fishermen found her floating facedown in the East River this afternoon... with eight huge lobsters clinging to her body."

"Oh, poor Sandra," the bereaved husband moaned. "What's the good news?"

"They're sending her back out in the morning."

—Wolf
Oshkosh, Wis.

Not long after their third child was born, Drac's old lady was getting a little weary of him always sayin', "Good night, mother of three," every time he turned in for the night.

The next night, she couldn't stand it any longer, and when Drac pulled the covers up and again whispered in her ear, "Good night, mother of three," she whispered back just as cheerfully, "Good night, father of one."

—Chips
Hastings, Neb.

Q: What do you call a guy wearin' only gym shoes, shorts, and a helmet, and doin' 90 mph on a Jap bike?

A: An organ donor.
—D.M.
Chicago, Ill.



"I got drunk at a party and some asshole dared me to slice my eyeballs in half with a razor blade... how about you?"

The boss of the factory left work every day at 2 p.m., returning always at 4 o'clock on the dot. After his employees got hip to his rigid personal schedule, they put their heads together and reasoned they could leave every day at 2:05 and return at 3:55, with the boss none the wiser.

The next day, the boss was out the door promptly at 2 o'clock as always, and all the employees cut out five minutes later, each going his own way.

Bob, one of the employees, drove home to knock off an afternoon quickie, but upon entering his house, he was suddenly aware of his wife moaning in the bedroom. Listening more closely at the door, he was able to recognize the grunting and wheezing of

his boss on the other side of the door. Shocked, he tiptoed out of the house and hurried back to the factory.

The following day, after the boss left, everyone else again got ready to leave—all but Bob. "Not me," he said. "I almost got caught yesterday."

—Martin Poole
Lancaster, Ohio

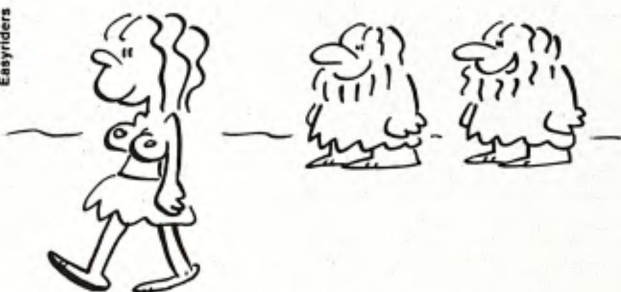
Q: Why does the husband boil water when a woman gives birth?

A: So if the kid's stillborn, they can make soup.

—M.F.
Chillicothe, Mo.

D efinition of *bachelor*: a guy who never Mrs. a trick.

—Bud Therson
Steeltown



"Brains and opposable thumbs are all right, but my favorite part of evolution is tits!"

Two bros about to putt across the Canadian wilderness stopped in at a general store to stock up on food and supplies for the trip.

Thinkin' about the long trip ahead, the bikers asked the store manager if he knew of any women who they could stop by and see along the way.

"No, but I've got something that should hold you over," the manager said, stepping into the back room and returning with two boards: each board was about three feet long, with a hole drilled in the center and hair glued around the hole. One board was a brunette, the other a blonde.

The bros examined the boards and figured *Oh, what the hell, why not?* They packed the boards with their supplies and headed off to Alaska.

Four months later, one of the bros swung by the same store on his way back, and when the manager recognized him, he asked, "Didn't you have a buddy with you last time?"

"Yeah, I did," the bro said, "but last week I caught the sonuvabitch fucking with my board, so I shot him!"

—Brown Eye
Houston, Tex.

"Ow!" the inexperienced young lass screamed as Big Jim popped her cherry. "Will it always hurt like that?" she asked.

"Honey," the bro said, "that was just for openers."

—Kermit Dodson
Villa Park, Ill.

D efinition of *fierce competitor*: at a jack-off contest, the bro who finishes first, third, and eighth.

—The Prowler
Milbury, Ohio

S he offered her honor. He honored her offer. And all night long He was on her and off her.

—Orval Lane
Berdoo, Calif.

A good-looking gal went to the doctor for a checkup. The doc quizzed her about her general health, and she stated she hadn't had any unusual problems in the past.

"Have you ever been bedridden?" he asked.

"Oh, sure, plenty of times," she said. "In fact, I've even had it slipped to me on a Harley."

—Buffalo Bill
Burnsville, Minn.

FREE EASYRIDERS!

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

ALASKA

House of Harley 4334 Spenard Rd., Anchorage

ARIZONA

Performance H-D 3383 N. Richey Blvd., Tucson
Creative Cycles 1218 S. Alvernon, Tucson
M&R Cycles 579 N. Arizona Ave., Chandler
Satan's Cycle Works 1706 W. Hatcher Rd., Phoenix
Jo's Cycle Machine 2350 W. Phelps, Suite #1, Phoenix
M/C Brothers Parts Inc. 3401 S. Park, Tucson
Rolling Thunder Cycles Hwy. 92 & Hereford Rd., Hereford
Jet Cycles 1431 W. Miracle Mile, Tucson

ARKANSAS

Road House Rt. 2, Box 1388, East Dardanelle
Ben's H-D 2000 Lorene St., El Dorado

CALIFORNIA

H-D of Glendale 3717 San Fernando Rd., Glendale
D & G Cycle Parts 15715 Amar Rd., La Puente
Jammer Cycle Products 6417 San Fernando Rd., Glendale
J&J Repair 16511 D St., Victorville
Gordon's MC Madness 1586 Morse Ave., #1, Ventura
Bartels' Harley-Davidson 8910 Washington Blvd., Culver City
Hawg Nutz MC Necessities 619 E. Valley Pkwy., Escondido
Cycle Specialties 307 Maze Blvd., Modesto
R.A.M. Enterprises 1524 Camden Ave., Campbell
A&A 5442 S. Sepulveda Blvd., Culver City
The Purple Hog Leathers 668 Plumas, Yuba City
Palm Springs Harley-Davidson 19345 N. Indian Ave.,
N. Palm Springs
Modesto H-D 1208 9th St., Modesto
H-D of Sacramento 1000 Arden Way, Sacramento
Moonshine Cycle 1221 N. Main St., Unit 6, Porterville
Top Gear 27 Parker Way, Santa Barbara
Hutchins H-D 55405 29 Palms Hwy., Yucca Valley
Mars Custom Cycle 78 Shotwell, San Francisco
Curtis Fine Cutlery 10613 Michele Ave., Bakersfield
R.P.M. 1727 National City Blvd., National City
Bellflower Harley-Davidson 8846 Alondra Blvd., Bellflower
American Rider 19478 Beach Blvd., Huntington Beach
Valley H-D 1220 W. Fremont St., Stockton
Dale's Modern Cycle 225 E. Baseline, San Bernardino
Carlo's Custom M/C Parts 2395 Building H, Monument Blvd.,
Concord
Ed's House of Hogs 1564 Mission Road #27, Escondido
North Valley Cycles 908 7th St., Orland
Harley-Davidson of Santa Ana 2131 E. 1st St., Santa Ana
Triple T Chopper 15806 Gale Ave., Suite D, Hacienda Heights

CANADA

H-D Rider Box 1245, 420 Island Hwy., Parksville

COLORADO

2 Wheeler's MC Shop 1433 W. 38th Ave., Denver
Howell's House of Harley 232 So. Federal Blvd., Denver
A Righteous Ride 2647 8th Ave., Greeley
Rocky Mountain H-D 4204 S. Broadway, Englewood
D & C Enterprises 2571 Hwy. 6 & 50, Grand Junction
High Country Customs 302 Arvada, Colorado Springs
The Booted Man, Inc. 3974 South Broadway, Englewood

CONNECTICUT

Longriders Custom MC 417 Bridgeport Ave., Milford
A's Motorcycle Parts Rt. 66, Columbia
D&S Cycle Supply 27 Willowbrook St., Willimantic

DELAWARE

Herbs for Health & Happiness New Castle Farmers Market,
New Castle
Joe's Bargain Cycle Box 3067, Wilmington

FLORIDA

H-D of Miami 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson 1881 U.S. 19 South, Clearwater
L & K Cycle, Inc. 601 N.E. 44th St., Fort Lauderdale
H-D of Stuart 34 E. 6th St., Stuart
Miller's Custom Parts 1863 S. Ridgewood Ave., S. Daytona
H-D of Saint Petersburg 5989 Haines Rd., St. Petersburg
H-D of Melbourne 6030 N. Harbor City Blvd., Melbourne
H-D Engineering, Inc. 16336 N. Florida Ave., Tampa
Hog Heaven Cycle Acc. 7236 S.W. 40th St. (Bird Rd.),
Miami
H-D of Tampa 7202 E. Hillsborough Ave., Tampa
Mike Dennison's H-D, Inc. 402 N. Bay St., Eustis
Southside M/C Hawg Dept. 5612 S. Orange Ave., Orlando
Cycle Lab 1911 South State Road #7, Ft. Lauderdale
Treasure Coast Big Twin 1915 Old Dixie Hwy., Ft. Pierce
Wild Bill's Eagle's Nest 8451 52nd Way North, Pinellas Park
Harley-Davidson of Gainesville 4323 NW 6th St., Suite 4,
Gainesville

GEORGIA

Big John's Cycle Salvage 7841 N. Main St., Jonesboro
Southern Cycle, Inc. 4982 North Ave., Buford

Blue Ribbon Cycles 2137 Dixie Ave., Smyrna
Banshee Cycle 2507 N. Lumpkin Rd., Columbus
H-D of Savannah 2913 W. Broad St., Savannah
P.H.D. Engineering 4003 Lawrenceville Hwy., Tucker

HAWAII

Windward Motorcycles 1051 E. Keolu Dr., Suite 102, Kailua

ILLINOIS

Chicago H-D, Inc. 6868 N. Western, Chicago
Oak Lawn H-D Sales 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc. 2200 Rand Rd., Palatine
Naperville H-D 25 W. 165 Ogden Ave., Naperville
J & R Cycles 1901 First Ave., Mendota

INDIANA

Brandt's H-D, Inc. 1617 S. Wabash St., Wabash

IOWA

"Zook's" H-D 105 E. Euclid, Des Moines
Cyclepedia Corp. 1824 Dean Ave., Des Moines
Custom Cycle Acc., Inc. 15 S. 23rd St., Council Bluffs
Old Man's H-D Hwy. 34 West, Creston

KANSAS

Newton Cycle Shop & Leather 115 S. Kansas Ave., Newton
Hanks Cycle Shed Rt. 3, Box 209, St. George
Truett & Osborn Cycle 3345 E. 31st South, Wichita
Central Motorcycle, Inc. 13010 West 63rd, Shawnee

LOUISIANA

Jr.'s Cycle Shop 458 N. Stanford, Sulphur
Tramp's Cycle Shop 1609 New Natchitoches Rd., West Monroe

MAINE

Custom M/C Supply 13 Portland St., Portland

MARYLAND

Ezekiel's Wheel Boutique 136 Carroll Island Rd., Baltimore
Ezekiel's Wheel Boutique 141 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard Ln., Elkridge
H-D of Annapolis 1929 Lincoln Dr., Annapolis
Flying Eagle Bike Boutique 1124 S. Main St., Hampstead
Ezekiel's Wheel Boutique 5112 Belair Rd., Baltimore
Crazy Carl's Hog Service 8258 Rt. 3 Northbound Lane,
Millersville
H-D of Baltimore 2834 Loch Raven Rd., Baltimore
C & J Cycles 13143 Warrior Dr., Cresaptown

MASSACHUSETTS

Dave Franks Motorcycle Sales 81 Bridge St., Salem
Milwaukee Iron 3508 Washington St., Jamaica Plain
Garrey Motors 15A E. Central St., Franklin
Sportsler Engineering 800 Adams St., N. Abington
Stone's Cycle 89 Main St., Northboro

MICHIGAN

Motor City Harley-Davidson 8755 Inkster, Westland
Saginaw Valley Motorworks 2663 N. Euclid, Bay City
Capitol H-D 536 E. Grand River Ave., Lansing
H-D of Port Huron, Inc. 3350 Lapeer Rd., Port Huron
Cycleville U.S.A. 14687 E. 11 Mile, Warren

MINNESOTA

Butch's Custom M/C 383 University Avenue W., St. Paul

MISSOURI

County MC Parts 7348 North Lindbergh, Hazelwood

MONTANA

Precision Cycle Works 139 E. 2nd St., Whitefish

NEBRASKA

Butterfields MC Parts 8025 Blondo, Omaha

NEVADA

Show Bike Performance Center 1786 N. Nellis Blvd.,
Las Vegas

NEW JERSEY

Morristown Cycle 103 Washington St., Morristown
Tramontin H-D Rt. 80, Hope
Atlantic County Harley 1966 Blackhorse Pike, Atlantic City
GT Cycle Specialties 500 Salem Quinon Rd., Salem
Millville Harley-Davidson 1131 South Second St., Millville

NEW MEXICO

New Mexico MC Salvage 4123 Broadway S.E., Albuquerque

NEW YORK

Eastern Harley-Davidson Main St., East Moriches
Brewster Harley-Davidson Rt. 22 Sodom Rd., Brewster
Woodstock H-D, Inc. Rt. 212, Box 7320, Saugerties
H-D of Suffolk County 360 Rt. 109, West Babylon
Supercycles 2190 Hyland Blvd., Staten Island
Eagle Motorcycle Products 2382 Grand Ave., Baldwin
Eastern Harley-Davidson Main Street, East Moriches
Fox Creek Leather 630 East Dominick St., Rome

Zack's V-Twin Cycles 511 Violet Ave., Hyde Park
Superior MC Parts 162 West Hills Rd., Huntington Station
H-D of Hempstead 4 Laurel Ave., Hempstead
Firebird Cycle Sales 229 Lyell Ave., Rochester
A's Cycle Parts 315 E. Dominick St., Rome
H-D of New York 32-86 47th St., Queens

NORTH CAROLINA

Deal Harley-Davidson 3618 Sycamore Dairy Rd., Fayetteville
J&E Harley-Davidson 1008 Dickinson Ave., Greenville
Durham Harley-Davidson 819 N. Miami Blvd., Durham
Snake's Hawg Shop Hwy. 55 West, Mt. Olive
Carolina H-D 1940 W. Franklin Ave., Gastonia
Cyclone Cycle Parts Box 9, 104 N. Central Ave., Landis
Webb Harley-Davidson 6502 Market St., Wilmington
H-D of Goldsboro 1208 N. Berkeley Blvd., Goldsboro
Iron Horse Motorcycles 1905 Roosevelt Blvd., Monroe
Longview Cycle 12 Cheeks Rd., Franklin
Gene Lummus Harley-Davidson 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc. 2429 S. Tryon St., Charlotte
Smith's Harley-Davidson 2831 N. Church St., Rocky Mount

NORTH DAKOTA

The Scooter Shak 2424 Memorial Hwy., Mandan

OHIO

Freedom Harley-Davidson, Inc. 256 S. Erie St., Massillon
Kustom Cycle, Inc. 2010 Denison Ave., Cleveland
The Big Bike Shop 581 W. Broad St., Columbus
Streetwise MC Supply, Inc. 4961 Dover Ctr., N. Olmsted
Don's Custom Cycle 7021 Harrison Ave., Cincinnati
Jim Bailey, Mowbrystown
Custom Cycle City 2191 S. James Rd., Columbus
Johnston Street Cycle Repair 643 Johnston St., Akron
Greal Lakes H-D 7429 Tyler Blvd., Mentor

OKLAHOMA

The Chrome Link 2908 Ft. Sill Blvd., Lawton

PENNSYLVANIA

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Blocker Enterprises Rt. 248, Pottsville
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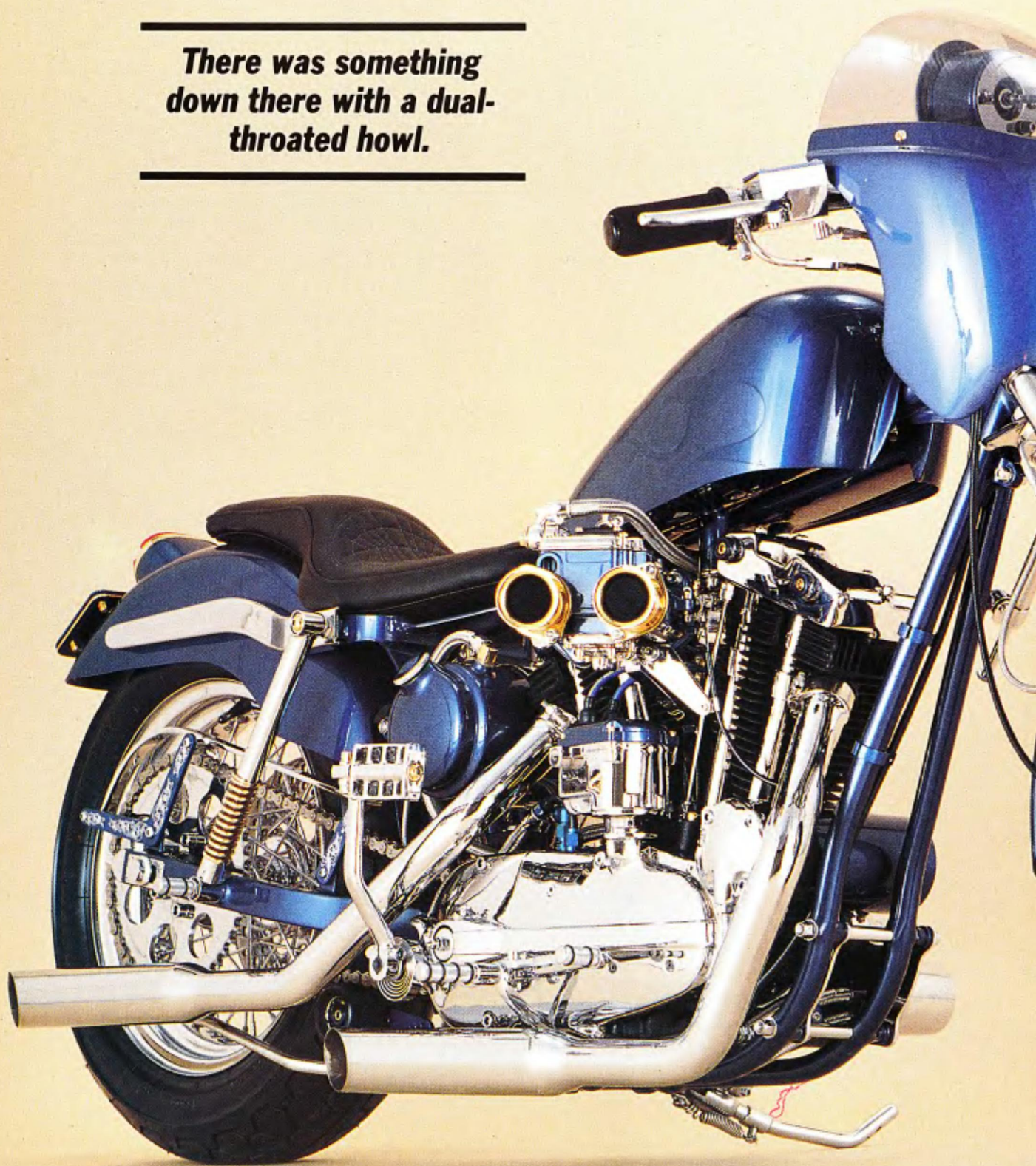
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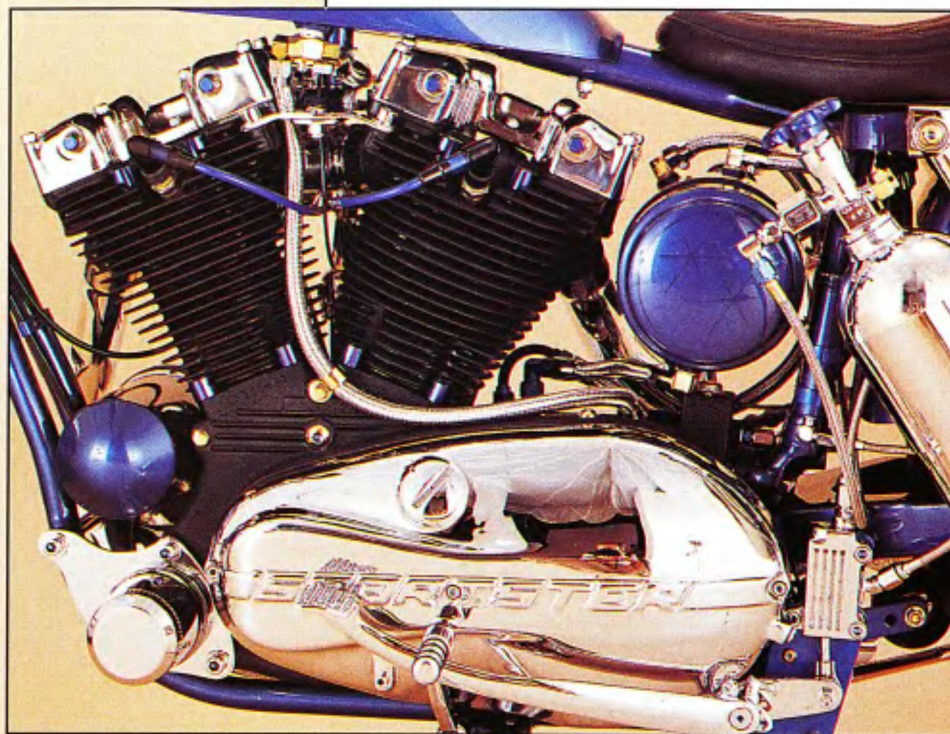
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IT CAME FROM THE BAS

*There was something
down there with a dual-
throated howl.*



E MENT



Its brain was inserted into its body down in the basement, much like Frankie in Transylvania. After the initial evolution and a few tests to check its out-in-the-world readiness, it was unharnessed and came crawling up the stairs, dragging six men with it. It took up residence in the living room but yearned to be outside in its natural domain. Slowly it got closer to life, sprawling and spreading its limbs, leaving parts of its former self here and there until the new fabrication was hefted outside to a garage where it could feel more free.

After three weeks of tinkering, followed by body molding courtesy of Smiley, the being was coated with noxious acrylic enamel fumes by Mallard Teal, then polished to perfection by Pat Obanger to armor and ornament her precious frame.

At last, injected with oily life coursing through new braided arteries, she was hooked up to her transplanted and rebuilt Sporty heart. The mad scientist behind the creation, Steve Brunello, had at last realized his dream. After two years of piecing together his ideas, he had finished his prodigy.

Now, the question begged, would it hold its own on the pavement?

Evidently. The facts show that the 35-year-old Brunello, a body-and-paint guy with an impulse for speed, had enlarged his Sportster to 74 cubic inches, and it was voted first place for Best Engine Detailing as well as Best Bike at the 1988 Gopher State Timing Association Show. It also took First Place, Street Racer class, at the Rat's Hole Show in Sturgis last summer.

It lives!

— Pan Man



Photos by Michael Lichter



Owner: Steve Brunello		City: Minneapolis, Minnesota	
General		Frame	
Fabrication by: owner		Year: 1976	
Year and make: 1964 Harley-Davidson		Builder: Harley-Davidson/owner, SB&F	
Model: Sportster		Type: Sportster	
Value: \$15,000		Rake: 10 degrees	
Assembly by: owner		Stretch: 5 inches	
Time: two years		Other alterations: neckwork	
Chroming by: Quality Plating		Accessories	
Engine		Bars: drag	
Year: 1964		Risers: cut down 1/2 inch	
Model: Sportster		Fender(s): FLH front	
Rebuilder: Full-Blast Engineering		Headlight: quartz sealed-beam	
Ignition: magneto		Taillight: modified Sporty	
Displacement: 74 cubic inches		Speedo: Harley-Davidson 120-mph	
Lower end: beefed up		Front pegs: Smith Brothers and Fetrow	
Balancing: S&S flywheels		Rear pegs: small	
Pistons: S&S		Electrics: no battery, VoltPak	
Cases: stock		Gas tank: altered Sportster	
Heads: 1000 competition valves		Oil tank: spun aluminum	
Cam(s): Sifton		Oil system: braided lines	
Lifters: hydraulic		Primary cover: stock	
Carb(s): dual Dell 'Ortos		Seat: Tom Webber	
Air cleaner: velocity stacks		Sissybar: fender struts	
Pipes: Cycle Shack		Height: n/a	
Muffler(s): modified		Material: steel	
Transmission		Forks	
Modifications: gone through		Type: Sportster	
Year: 1964		Extension: shortened 2 inches	
Shifting: foot		Builder: owner	
Engine sprocket: 21-tooth		Special features: turned down	
Trans sprocket: 20-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Smiley		Hub: stock '78	Hub: stock '86
Painter: Mallard Teal		Rim width: 3 inches	Rim width: 4 1/2 inches
Color: IROC Camaro blue		Tire: 300 Metzeler	Tire: 150 Metzeler
Type: acrylic enamel		Brake: H-D disc	Brake: H-D disc
Special paint: Oriental blue		Special modifications: rear fender is FLH, opened 2 1/2 inches; seat frame built by owner, covered by Webber; front brakes painted; skateboard wheel for chain idler; modified H-D brake—dry-sump. Special thanks to: Eagle Engineering, Donnie Smith, D.S. Specialties, Mallard Teal, Smiley, and Master Sandblasting	



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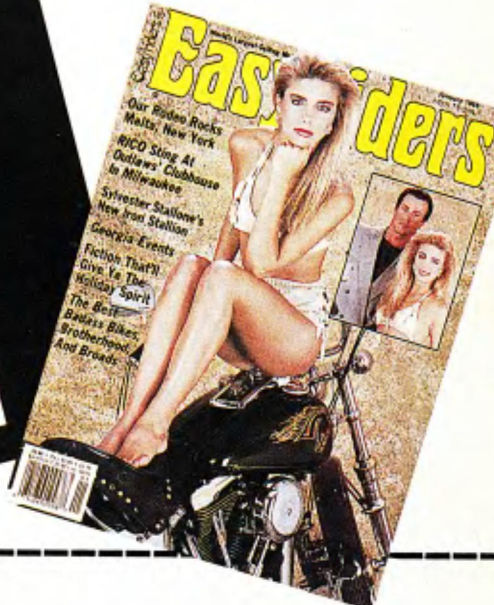
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David M. Allen

TATTOO

In the jungle, his skin was soon rubbed raw, blisters turned into ulcers, and elephant grass sliced his skin like rusty razors. Ticks sucked blood from welts left by mosquitoes, and thorns scarred him like dirty needles etching an endless tattoo.

by Cobb

Jess closed his eyes and imagined it was night. He heard the song of the shovelhead change to a growl as it bit into the base of a long mountain road. He saw white clouds swirling past the face of the moon like the hair of a pale lover. The big machine pounded to the top of the crest . . .

"Đừng đây! đi Lăm đi!"

The voice brought Jess slowly back to earth. Running a hand over his face, he opened his eyes: the compound in Laos. Welcome home . . .

Jess sat up, scratched reflexively at tattooed, sunburned arms, and looked up at the guard. "Think yer gonna get someone to run today? Ya gonna leave the gate open or what?" he asked, smiling lazily at the stonefaced guard.

The guard said nothing.

"Can't let on ya know about Com-mandant Khanh playin' hide-and-seek with his American flyboys, huh? Naw, I s'pose not."

"How come yer bossman plays that shit, anyhow? Ya ever think about that? I think the fucker's got no nuts. The only time he feels like a man is when he's draggin' someone back to this pisshole."

"Bet he didn't feel that good the coupla times I almost made it. Musta scared the shit outta him. Maybe that's how come he started playin' rough . . ."

Jess grabbed the fence and pulled himself up on almost useless legs—they'd been broken and left to heal unsplinted.

"Yeah, well, I still get loose, see? I shut my eyes and slip right outta here—and there ain't nothin' you assholes can do about it."

The guard looked around nervously.

"Yeah, I know. Pisses off Boss Khanh. Well, that's just too bad. Ya made sure I ain't gonna run very far, but ya can't stop me from dreamin' . . ."

* * *

J.J. rolled the scooter into the California sun and started his wash, wax, and once-over. A shadow appeared on the sidewalk.

"Hey, J.J."

"Hey, Mingo."

"Man, I swear that bike gets greased more'n my cousin!"

"Bullshit. Nothin' gets greased more'n your cousin."

"Yeah, I know."

Mingo ran his hand over the design on the shovel's tank, over the red-eyed skull shrouded by a sinuous dragon.

"Man, whoever your old man was, he musta been one weird sucker."

"Can it, Mingo."

"Ya mean your old lady never told ya nothin' about him?"

"Can it."

"Not even when she croaked?"

J.J. stood up. "I said *can it*."

It got canned.

That night, J.J. took another swipe at cleaning out the mess in the house. He was pretty much down to the job he'd been putting off—going through the stuff in his mom's old room. Gulping down a brew, he looked at the piles of junk left over from the life that had wasted her—and still trapped him.

He picked up a photo album from the nightstand, letting it fall open to the faded photo of a young girl. "Angel" might have fit the girl in the picture, but it never went with the woman who'd been his mother. When she died, all she left him was a dirty house and a pile of empty bottles.

He flipped the pages of the magazine lying next to the album. It looked like it was only a couple of months old.

A couple of months ago . . . about the time his old lady had fallen so hard into the bottle she'd never climbed out. He looked at the cover: "MIAs—Are They Still Alive?"

As J.J. picked up the magazine, an envelope fell out. It had a foreign stamp and was postmarked a couple of months back. There was nothing inside but a picture of a haggard old man with a tattoo on his arm. J.J. stared at

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TATTOO



the familiar outline of the tattoo. He could just make out the skull and its sinuous shroud. He went into the living room and sat down, hard.

J.J. read the magazine article, pressing the information into his brain—2,411 men, 2 women. One-fourth had disappeared in Laos. The Kabouankh Kousat—the Laotian resistance group that wanted POWs found for their own political reasons—were trying to smuggle out any information or proof of MIAs still held in Laos.

J.J. picked up the picture and studied the face of the father he'd never known ... a father who was still alive.

* * *

The plan formed itself. Wanting quick cash for the house, J.J. had to settle for a lower price, but it looked like enough when combined with the proceeds from his mom's life insurance policy. He stashed the putt with Mingo and caught a plane to Singapore.



In Singapore, he spent long days and shadowy nights flipping bills, asking questions, stirring up the dust. Nobody volunteered information, but everyone knew someone who knew. J.J. talked to them all. One rendezvous led to another, another, and another.

He sat back and waited for the knock on the door. When it finally came, it was delivered by a nervous-looking Asian who told J.J. he was from the Kabouankh Kousat. For the right price, he said, he would take J.J. to the POW camp where the man with the tattoo was being held.

The money poured like 60-weight on the South China Sea. J.J. bought supplies, a machete, and a light sub-machine gun. He converted the rest into precious stones that could be carried easily.

Nobody volunteered information in Singapore, but everyone knew someone who knew. J.J. talked to them all. One rendezvous led to another, another, and another.

When they hit the jungle, he started out strong, but it didn't last. His skin soon rubbed raw, and blisters turned into ulcers. Elephant grass sliced his skin like rusty razors. Ticks sucked blood from welts left by mosquitoes, and thorns scarred him like dirty needles etching an endless tattoo.

He fought back with the machete, but there was more forest than he could fight. He ended up just putting one foot in front of the other, slogging along in a dull exhaustion broken only by increasingly frequent bouts of blood-pounding, cold sweats.

* * *

"You wait here."

The guide went to make contact with the prison guard and J.J. waited, hoarding the food and water that had faded away too fast.

When the guide finally showed up with the compound guard, J.J. was ready to listen. The guard demanded a bigger bite of the stash than J.J. had expected, but he had to move fast, and he knew it. He gave him the stones.

* * *

The guard relayed the message to the prisoner, but Jess didn't even bother to laugh.

"Oh, yeah? And where's he got the 'copter stashed? How come I didn't hear the troops land?"

"He says he's your son."

"Yeah? Well, I wish I coulda had the pleasure of knowin' his mama."

"The boy said his mother's name was Angel."

Eighteen years lifted in the space of a breath. Jess's mind cleared and he made his plan.

"Here's what we're gonna do," he told the guard. "I'm gonna take a swing at you. You start yellin' about throwin' me in the box and keepin' me there for a week. Then tonight, you turn your back. You're pretty good at that . . ."

"Remember—that shithole can really fuck with your head. If Khanh finds out, you're gonna spend a lotta time in the box yourself . . . so don't fuck up."

That night Jess left the compound and met his son.

* * *

"Now I know why I stayed alive. I was waitin' for this."

"How the hell didya stand it? All that time . . ."

"Dyin's the only hard time—the rest is just livin'. How the fuck'd ya find me, anyhow?"

"Made good contacts. Got lucky."

Jess's eyes narrowed. "No such thing, son."

"Yeah, well, I guess nearly \$140,000 in cash didn't hurt, either."

Jess looked up at the jungle. "Let's move out."

The guide agreed to go on ahead, secure their food, and meet them at a rendezvous point. The boy wrapped his father's arm over his shoulder and



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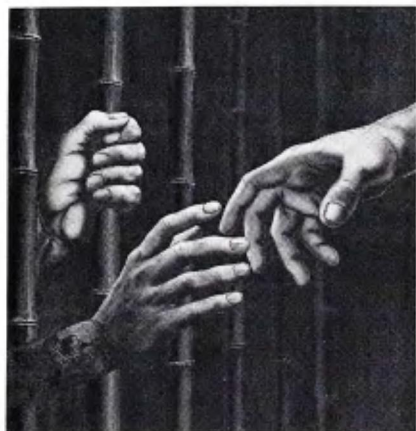


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TATTOO



started the deadly three-legged race.

That night and the next day, they stuck to moving and keeping low. When they did stop, they ate without fire and talked in whispers.

"Tell me about Angel, son."

"Dead. She didn't know until it was too late, man. Then there wasn't anything she could do."

"How'd she find out?"

J.J. reached in his pack. "Somebody sent this picture. She never told me—I

found it after she died."

"That's it? Just a picture?"

"Yeah."

"No letter?"

"There's somethin' on the back, but I couldn't make it out . . ."

Jess took the picture from his son and turned it over slowly. "Khanh. It says Khanh."

J.J. lifted himself off the ground and sat back on his haunches, dangling the machete from his hands.

"Well, he sure got me. Tried to get you out and got myself caught instead."

"You were set up. I was set up. Either I'm gettin' too old or Khanh's gettin' too smart—he finally got his chance to watch the cripple run."

Jess picked up the submachine gun and shoved in another clip. "Not this time. The game's not over yet. This time it's gonna be different."

The old man's head dropped.

"Whatdafuck you talkin' about?"

Jess yelled like he was trying to get through to a deaf man, "Khanh! It says Khanh!"

"Jesus, be quiet, man! They'll find us . . ."

"Find us? Son, they never lost us."

Jess moved so quickly J.J. couldn't stop him. He grabbed the submachine gun and fired into the bush. The answering fire was immediate.

"The man plays a good game."

Jess picked up the submachine gun and shoved in another clip. "Not this time. The game's not over yet. This time it's gonna be different."

"Man, all this stuff's fucked up your head. Ya think you're gonna use that to return their fire?"

"Not return it, son . . . draw it."

J.J. helped his father up. The two men stepped forward and set themselves free. ■

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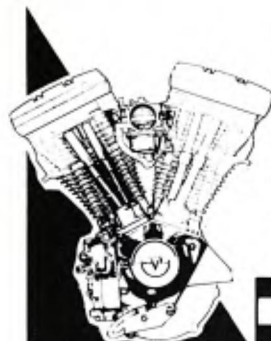
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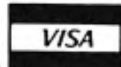
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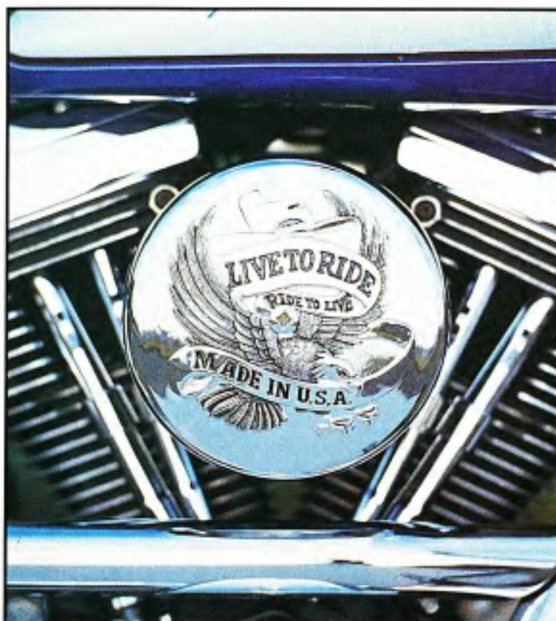
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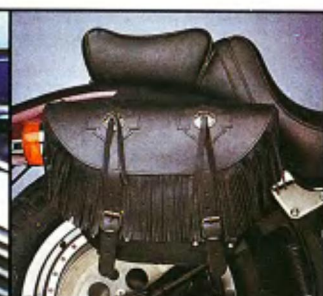
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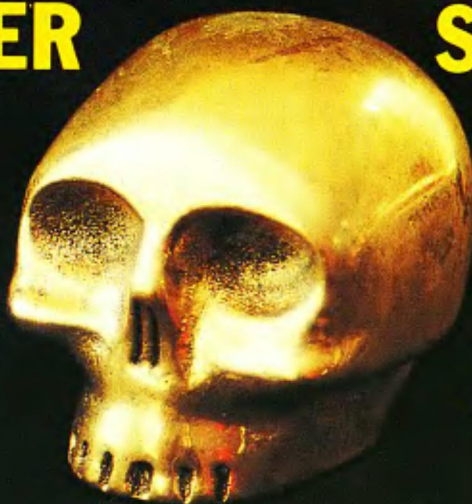
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It works this way—if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip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

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

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

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

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

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

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

The deadline for this month's issue is January 31, 1989. We'll print the winner in the May issue. Send your vote—on a postcard or the back of a sealed envelope—to #188 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the tenth monthly winner in our Tenth Annual Fox Hunt—Deborah, from Indianapolis, Indiana. See more of her next issue.



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

188

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

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

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

In your own handwriting and in 25 words or fewer, tell the staff why you want to be the *Easyriders* monthly foxy woman feature.
Why I want to pose for *Easyriders* (25 words or fewer):



Easyriders has bikes, trikes, men, and lots of hot women. I'd like to be one of the hot women in the readers' collection.
 Donna, Texas



Posing gives me the freedom to be me, like riding a Harley with the wind in my hair.
 Lisa, Nevada



Some of us will do anything . . . for the boys!
 Maryanne, New Jersey



My boyfriend and I decided to build another bike and thought the Fox Hunt money might come in handy. Nothing like self-assurance.
 Linda, Colorado

SEPTEMBER FOX HUNT WINNER



The South rises again in a blaze of glory with Sheila, your September Fox Hunt winner from Millbrook, Alabama—near Montgomery on the Alabama River. The sexy, sultry Sheila brings a quiet, confident, classy attitude to both this rag and the flashy red Evo of Scott's that she posed with during her Rocky Mountain adventure. Check her out on page 97.

—Loudmouth



Being a true Leo, I want to be the center attraction. With me next to my ol' man's Softail, your eyes get two tails in one.

Ginny, Florida



I just want to let you know small-town people enjoy Easyriders and riding free.

Ronda, Mississippi

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CAMS FOR EVOLUTION ENGINES '84-PRESENT 20% applied

PL#	Grind	Lift	Description	Price
291110	EV1	.485	5th springs. Bolt-in touring cam for heavy bikes (FLHT etc.).	\$112.00
291113	EV3	.485	5th springs. Bolt-in cam for street or touring use with more mid-range and upper end power than EV1.	\$112.00
291130	EV3	.495	5th springs. Bolt-in cam for light bikes (FXRS, etc.). Lots more mid-range power. Idle smoothness unaffected. This is a 6000 plus RPM cam for stock heads and springs with hydraulic lifters.	\$112.00
291135	EV35	.495	Stock with travel set to .560. Combination grind for lighter bikes with great mid and upper end power.	\$112.00
291150	EV5	.530	Stock with travel set to .560. For modified stock or smaller stroker engines with stock and hydraulic lifters. 2800-5500 RPM range	\$112.00
291170	EV7	.560	Stock with travel set to .590. For modified engines with larger stroke and/or head work. 3000-6500 RPM power range	\$112.00
291190	EV9	.550	Stock with travel set to .590. Drag cams for large motors (92 plus in).	\$112.00

CAMS FOR LOW COMPRESSION ENGINES

Part #	Grind	Lift	Description	Price
212130	1	(48-69) .427	.450 This is the low compression piston version of an "A" grind cam for 74 and 80 engines with low compression pistons.	\$110.40
212140	1	(70-77) .427		
212150	1	(78-84) .427		
212330	2	(48-69) .490	.512 This is the low compression piston version of a "B" grind cam. More power than RPM range for engines with low compression pistons.	\$110.40
212340	2	(70-77) .490		
212350	2	(78-84) .490		
212630	3	(48-69) .514	.540 High lift short duration for low compression pistons with 84 inches or larger. Much more stuff if you are running a small stroker engine with 7.5 pistons.	\$110.00
212640	3	(70-77) .514		
212650	3	(78-84) .514		

MANLEY VALVES FOR SHOVELS 66-82

Part #	Type	Head dia.	Stem dia.	Replaces	Pt. No.	Price/Pr.	Less 20%
99010	Int.	1-15/16 stock	.3765 stock	18074-66		\$41.80	\$33.44
99011	Exh.	1 1/8 stock	.3745	18082-57		\$41.80	\$33.44

MANLEY VALVES FOR PANS 48-65

Part #	Type	Head dia.	Stem dia.	Replaces	Pt. No.	Price/Pr.	Less 20%
99028	Int.	1 1/8 stock	.3765 stock	18077-48		\$62.40	\$49.92
99011	Exh.	1 1/8 stock	.3745 stock	18082-57		\$41.80	\$33.44

Note: 99011 fits both Panheads and Shovelheads

MANLEY VALVES FOR SPORTSTERS 70-80

Part #	Type	Head dia.	Stem dia.	Replaces	Pt. No.	Price/Pr.	Less 20%
99000	Exh.	1-9/16 stock	.3385 stock	18080-58A		\$59.00	\$47.20
99001	Exh.	1 1/8 stock	.3385 stock	18080-60R		\$59.00	\$47.20
99002	Exh.	1 1/8 stock	.3385 stock	None		\$66.40	\$53.12
99037	Exh.	1 1/8 stock	.3385 stock	18080-70R		\$66.40	\$53.12
99003	Int.	1-15/16 stock	.309 stock	18069-65R		\$59.00	\$47.20
99032	Int.	1-15/16 stock	.309 stock	18070-70		\$62.40	\$49.92

MANLEY VALVES FOR SPORTSTERS 58-69

Part #	Type	Head dia.	Stem dia.	Replaces	Pt. No.	Price/Pr.	Less 20%
99000	Exh.	1-9/16 stock	.3385 stock	18080-58A		\$59.00	\$47.20
99034	Int.	1-13/16 stock	.309 stock	18070-58		\$62.40	\$49.92

Note: 99000 fits both 57-69 and 70-80 Sportsters.

Note: 99032 is the stock length of the valve supplied in the bike from the factory. 99003 is the length of the Harley "T" valve which is .080 longer than 99032.

NOTE: TO OBTAIN THE 20% DISCOUNT YOU MUST EITHER JOIN OUR DISCOUNT CLUB OR MAIL IN YOUR ORDER.

ACCEL VOLTAGE REGULATORS 20% applied

201100	Voltage reg. replaces #74510-70A	70-75 FL, FLH, 71-75 FX, FXE	\$50.90
201102	Voltage reg. replaces #74512-79A	76-80 FL, FLH, FLH-80, FLT, Classic, 76-76-80 FX, FXE, FXS, FXS-80, FXEF-80	\$50.90
201102	Voltage Reg. replaces #74504-78	77 XLCH, 78-81 XLH, XLCH, XLS	\$49.14
201103	Voltage Reg. replaces all 6V mech. reg.	58-64 XL, XLH, XLCH, 58-64 FL, FLH	\$43.87
201104	Voltage Reg. replaces all 12V mech. reg.	65-77 XL, XLH, XLCH, 65-69 FL, FLH	\$43.87
201111	Voltage Reg. replaces #74523-84	85 XL, XLS, XLX	\$50.90
201117	Voltage Reg. replaces #74504-82	82-84 XL, XLS, XLX w/12V gen.	\$50.90
201118	Voltage reg. replaces #74516-86	81-84 FLH 80, Classic, 81-87 FLT, FLHT Classic, 81-85 FX, FXE, FXS, FXB, 86-87 FXST, FXSTC, 82-87 FXR, FXRS, FXRT, FXRP, 81-85 FXWG	\$52.66
201121	Voltage Reg. replaces #74523-84A	86-87 XL models	\$50.90
MRC-75	Regulator cover, chrome		\$15.96

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27009-63 ... 83-FL FX \$47.96

MORRIS MAGNETOS 20% applied

M-5	Magneto, auto advance	Price	20% applied
	70-FL FX	\$549.50	\$439.60
MM74L	Magneto, man advance		
	70-FL FX	\$459.95	\$368.05
MM74E	Magneto, pen or early Shovel		
	36-69 FL	\$334.50	\$267.60
MM2	Magneto, man advance		
	71-80 XL	\$334.50	\$267.60
MM3	Magneto, man advance		
	57-70 XL	\$334.50	\$267.60



CAMS FOR STREET AND DRAG APPLICATIONS

212011	J	(48-69) .405	.425 Mild street: Pans and Shovels, smooth idle, more power through	
212020	J	(70-77) .405	RPM range. Bolts in with no head work.	\$104.00
212030	J	(78-84) .405		
212103	H	(48-69) .426	.450 Bolt-in cam for Hydraulic lifters. More mid-range power for	
212108	H	(70-77) .426	touring and all around riding on FL or FX. Smooth idle and low	
212112	H	(78-84) .426	speed operation.	\$104.00
212220	F	(48-69) .450	.470	
212230	F	(70-77) .450	Back by popular demand. Basically an A grind cam with	\$104.00
212240	F	(78-84) .450	delayed timing for no ping. Lots more power than stock.	
212270	A	(48-69) .450	(470 Pan) Street/drag: bolts into Shovels (except 80-81) with	
212280	A	(70-77) .450	no head work. More mid range and high end power. Idle	\$104.00
212290	A	(78-84) .450	smoothness unaffected.	
212360	B	(48-69) .485	(507 Pan) Street/drag: much more mid range and high end power. Idle	
212430	B	(70-77) .485	smoothness unaffected. THE cam for modified 74/80 inchers	\$104.00
212380	B	(78-84) .485	and small strokers. Spring spacing required.	
212420	BH	(48-69) .450	(470 Pan) Hydraulic version of a "B" cam. Usually a bolt-in, but	
212430	BH	(70-77) .450	spring spacing may be required.	\$104.00
212440	BH	(78-84) .450		
212510	B	(48-69) .510	(535 Pan) Hotter version of B grind. Great street cam especially for	
212520	B	(70-77) .510	84/88 inch strokers: maximum torque available from 2500	\$104.00
212530	B	(78-84) .510	to 6500 RPM.	
212600	C	(48-69) .525	(550 Pan) Best production cam made for big street engines. Strokes	
212610	C	(70-77) .525	from 84 to 96 inches will really turn on with this cam. Broad torque	\$104.00
212620	C	(78-84) .525	range pulls from 2000-7000 plus RPM.	

ANDREWS PUSHRODS 20% applied

240055	Aluminum Shovel pushrods & adjusters (4)	\$40.00	\$32.00
240030	Steel shovel pushrods max strength, hi-output (4)	\$29.95	\$23.96
240040	Steel shovel pushrod adjusters and locks	\$14.95	\$11.96
292110	Evol pushrods, adjustable alum (4)	\$40.00	\$32.00
292140	Pushrods for Evol, adjustable chrome-moly	\$60.00	\$48.00
292020	Pushrods for Evol sportster, adjust, alum, blk and	\$40.00	\$32.00
292090	Pushrods for Evol sportster, adjust, chr moly hi-perf	\$60.00	\$48.00
240060	Aluminum pushrods for Sportsters	\$34.95	\$27.96
240040	Steel pushrods, max strength, sportster	\$29.95	\$23.96

ANDREWS VALVE GEAR PARTS - SHOVEL

271100	High lift upper spring collars, alum (4)	74, 80 \$24.00	\$19.20
272110	High lift springs for 74 and 80 inch		\$21.00
276150	Medium lift upper spring collars, blk oxid	74, 80 \$24.00	\$19.20
242010	Lifter converters for solid lifters	show, big twins \$32.00	\$25.60
273120	Low profile lower spring collars, 74, 80 required for 80 style valve guides with "K" line valve stem seals (4)		\$21.00

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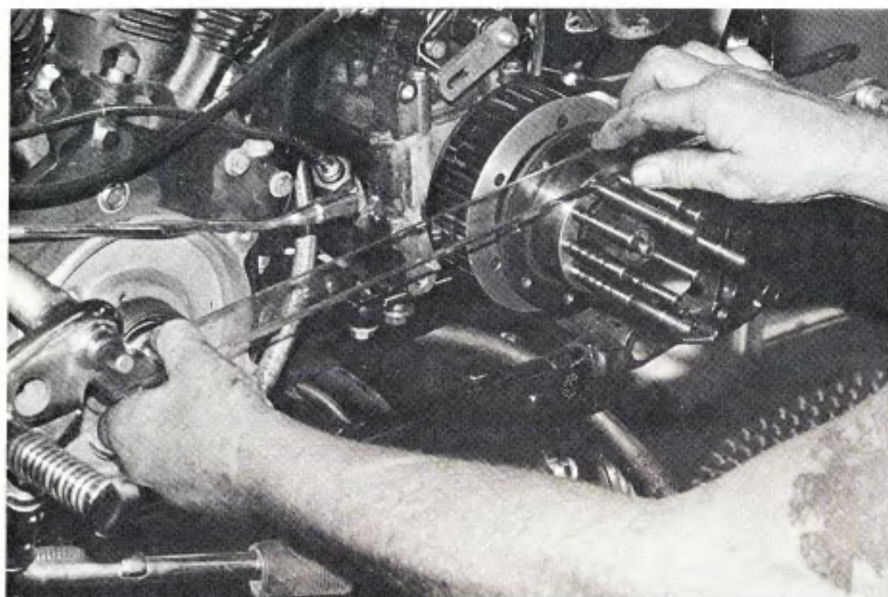
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SQUARIN' AWAY YOUR DRIVELINE

Part II of Paroling Your Bike from the Chain Gang



USING GLASS TO CHECK ALIGNMENT

Quite often, engine and transmission shafts are not parallel to one another; transmission needs alignment if glass rocks.

Whether you're running chains or belts, driveline alignment is critical. In Part I (*Easyriders*, October '88), we showed the modifications required to install dual belts. Here in Part II, Super Max* demonstrates a quick and easy method to align and break in a dual-belt setup. What's slick about this alignment procedure is that it'll also help all chain-driven bikes run better.

PRIMARY DRIVE

Phil Ross, owner of Super Max, has found during many installations that many engine and transmission shaft centerlines are not parallel or level to one another, so he feels it's mandatory to check transmission alignment on all driveline installations.

Start with the gearbox, transmission rear drive pulley, and clutch hub (free of grease, without bearings or bearing cage) mounted in the bike, without the inner primary. For a leveling device, use a flat, parallel surface about 1 inch by 15 inches by 1/4-inch thick, like the piece of glass used in the photos.

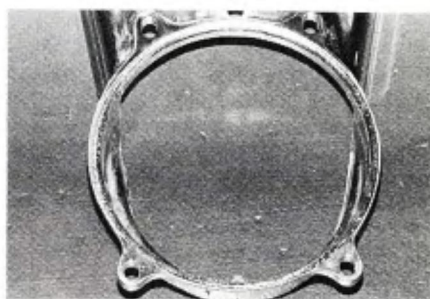
Hold one end firmly on an engine spline and the other on the clutch hub bearing surface. You'll be able to gently rock the glass on the hub's bearing surface of the transmission if it's not level with the motor shaft. If the inboard edge of the glass moves, the kicker side of the transmission needs to be shimmed; if the outboard

edge moves, the clutch side needs shimming.

Place horseshoe-shaped shims as required until the glass lies flat on the clutch hub bearing surface with all but the fifth transmission bolt tightened. Then use a feeler gauge to measure the height of the gap at the fifth bolt hole, add .002 to .003 of an inch for "crush," and install a shim of that total thickness. Tighten her down.

Any mishandling, excessive force, or improper installation of a drive belt or chain will greatly reduce its life, no matter what brand it is. Most of the bad rap that belt drives get is actually due to simple mishandling or kinking of the belt before or during installation. Untwist a coiled belt as carefully as you would a bandsaw blade and never kink, fold, crimp, or severely bend it back or forth on itself. Gates Poly Chain belts, which are thicker and stiffer compared to rubber belts, are particularly vulnerable to damage of this type. Paint the edge of the belt (silver works great) in order to check belt alignment later.

Dry-assemble the primary drive before installing the inner primary. Wrap the belt around the clutch shell and feed the motor pulley on the engine shaft as you slide the clutch shell into place on the hub. Do not impact the engine pulley on tapered shaft motors—60 pounds of hand-torque will get the job done. Roll the engine over a half-dozen times—the



CLOSEUP OF INNER PRIMARY ALTERNATOR RING

Elongating or drilling larger alternator ring-mount holes and opening O-ring outside diameter allow minor belt or tranny adjustment.



CHECKING PULLEY CLEARANCE ON REAR WHEEL

Tire must not interfere with belt or rear pulley; clearance is checked by using a yardstick or string.

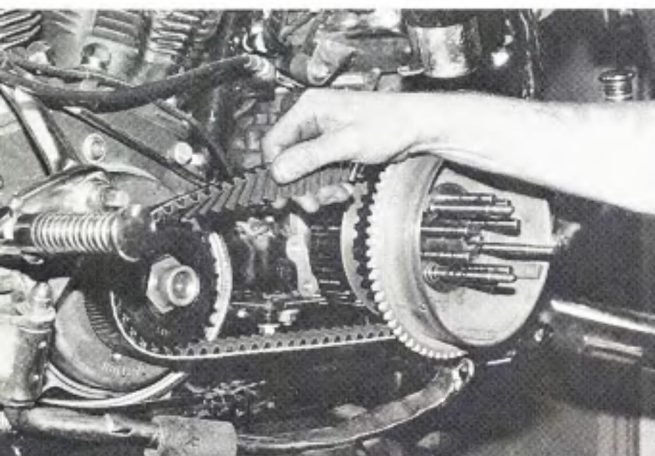
belt's edges shouldn't be rubbing anywhere. Look for gross misalignment, but don't be too critical, since a belt may seek a different path once the engine is started the first time. (See sidebar for adjustment specs.)

If everything looks good, remove the driveline and install the bearing in the support. Place the bearing in the freezer for a half-hour or more while you heat the support to 200 degrees in the oven. This will ease installation and help prevent damage to the bearing seal. Press in the bearing until it bottoms out, and make sure the support lies flat and parallel to the inner primary after installation.

Service and install the primary drive assembly, using service manual procedures, but leave the primary cover off if you can kickstart the bike. Safety-wire the two front bolts on early-model cast inner primaries, because they'd cause havoc if they backed out into the motor pulley or took a trip to the clutch hub area. Do not rely on the inner primary for proper alignment; it's all right if a belt touches the clutch shell all the way around—as long as it's not grinding at the flange or losing paint from the edge of the belt.

Kick the bike over a few revolutions while eyeballing the primary belt

Tech Tip



PRIMARY BELT FREE PLAY

Unlike rubber belts, Super Max/Gates belts get tighter at full operating temperature. If belt can be twisted 90 degrees without much effort while engine is cold, it has proper free play.

alignment. If everything looks right, start the bike. If the bike is electric-start, just turn the motor nut with a breaker bar and socket to check the belt before installing the primary cover and starting the bike.

REAR DRIVE

Following your service manual, service the swingarm bearings and install the swingarm and shocks. Make sure the final drive belt runs above and below the swingarm pivot. Install the rear wheel pulley on the wheel hub, making sure the inside of the pulley flange clears the tire; a quick way to check is with a yardstick or piece of string.

A rear-belt swingarm is wider, so the axle spacer needs to be changed. Hang the rear wheel in the swingarm with the caliper mount and drive belt. Slide everything against the right swingarm leg after passing the axle through the left leg of the swingarm. Use a machinist's caliper to measure the distance between the left hub bearing and the swingarm. You can fabricate a new spacer or use a couple of old stock spacers that have been welded together and machined to fit.

This simple procedure for aligning the rear driveline will work every time: Tie one end of a string somewhere in front and inboard of the outer flange on the transmission drive pulley and hold the other end alongside the same flange on the wheel pulley. The axle should be very close to 90 degrees from the driveline when the string kisses the flange rims equally in two places on both pulleys as you pull the wheel straight

to the rear.

Snug the axle adjusters up to this position and spin the rear wheel, checking to see if the belt rubs or touches anywhere. You've got it right if the sides of the belt don't touch the flanges on the rear pulley. (See sidebar for adjustment specs.) Tighten the rear axle.

CHECKIN' IT OUT

Go for a slow ride around the block and check for unusual noises, then look over the entire driveline to make sure it's tracking properly when you return. If everything looks okay, go for a short three-to-five-mile ride and carefully check the condition of both belts again. Pull the primary cover for a peek at the belt. A Gates belt should now be about a quarter-inch tighter, and the rear belt should be virtually unchanged from the cold adjustments. Check for any loss of paint on

Gates Poly Chain Characteristics and Adjustment

Don't be concerned if the belt appears too loose; these belts *must not be overtightened!* Unlike rubber belts, Gates belts tighten once they reach operating temperature (after 60 minutes of riding). Proper primary belt adjustment is one inch or more of free play when the belt is cold, and 1/2-inch when the belt is hot.

A simple way to check cold free play is to grab either run of the belt: the setting's about right if you can twist the belt about 90 degrees without too much effort. There will be a light flaking of the 2-mil plastic surface on the tooth side of the belt for the first 100 or 200 miles. This flaking should not be confused with the white powder flaking of misalignment or overtightening. If the belt turns a chalky white, it's too tight.

The bike should be on the ground and loaded with rider(s) when you're adjusting a Gates rear-drive belt. Move the axle adjusters equally until there's 1/2-inch to 3/4-inch of free play in the belt for a cold adjustment.



ALIGNMENT OF REAR PULLEYS

Align rear drive by using piece of string. When it touches both pulleys in two places, rear wheel and belt should run true.

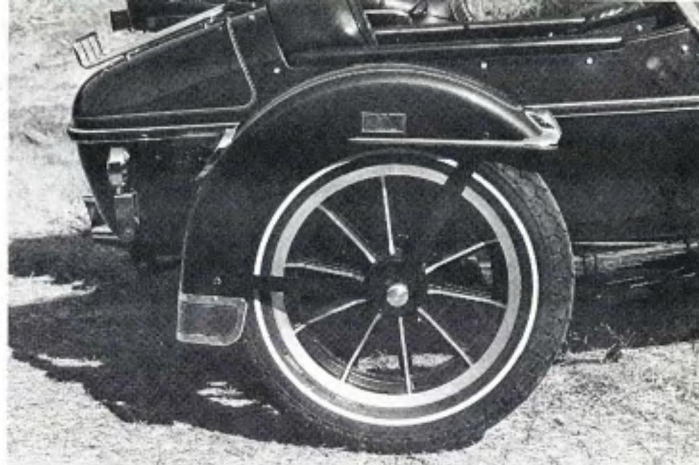
the edge of the primary belt and look for rubbing or other signs of misalignment on both belts.

Now go for a 15-to-20-mile ride and check the condition of both belts again when you return. Make absolutely sure the primary belt is running right by removing the cover a second time—remember, you don't have an oily mess to worry about.

It doesn't take a genius to realize that a dual-belt system eliminates chain-whipping vibrations, reduces driveline weight and friction, and also runs quieter and cooler. Properly installed belts should be almost maintenance-free during their lifetime, and they should roll up 5 to 10 times the mileage of chains. And the biggest bonus of all? They run clean because there's *no oil*.

*Super Max Products, Dept. ER, Box 285, 16501 S. Normandie, Gardena, CA 90247, (213) 516-0500.

FOXY RIDER



**Donna "Phoenix" Nelson, Auburn Hills, Michigan
1987/1988 Electra Glide sidehack**

One gourd-frying afternoon last summer, I'd been tromping back and forth over a quarter-mile stretch of highway for three hours, hunting for the muthafuckin' timing plug that had bazooka'ed outta the left case of my rat panhead, and I was about ready to start looking for a roadside wine cork to jam in the cocksucker when this blonde twitcher pulled over—riding her own Hog.

I know there're still a lotta cats out there who think the hardbellies oughtta only be on the back or on their backs, but as for me, it's never made a rat's ass worth of difference what particular trip a chick might be into, just as long as she stays outta my face, can hold her own shit by both handles, and can deliver a respectable blowjob.

I figure I'm easy enough to get along with.

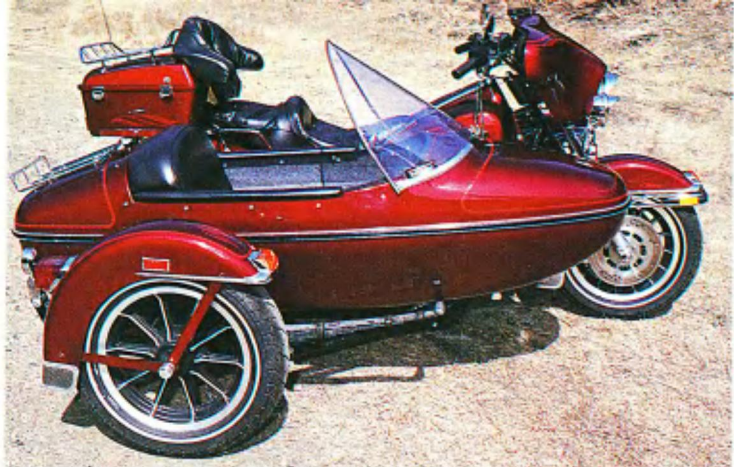
Whatever, Phoenix turned out to be one standup lady: this Yankee sweetie hauled ass into the nearest town, scored a plug that'd work, and even followed me to my pad to make sure my pan and I made it in one piece. Righteous.

By the way, Phoenix lost her left leg recently in a bike accident, and when she'd rolled up to lend me a hand, she was halfway through a Michigan-Sturgis-Colorado-Utah-

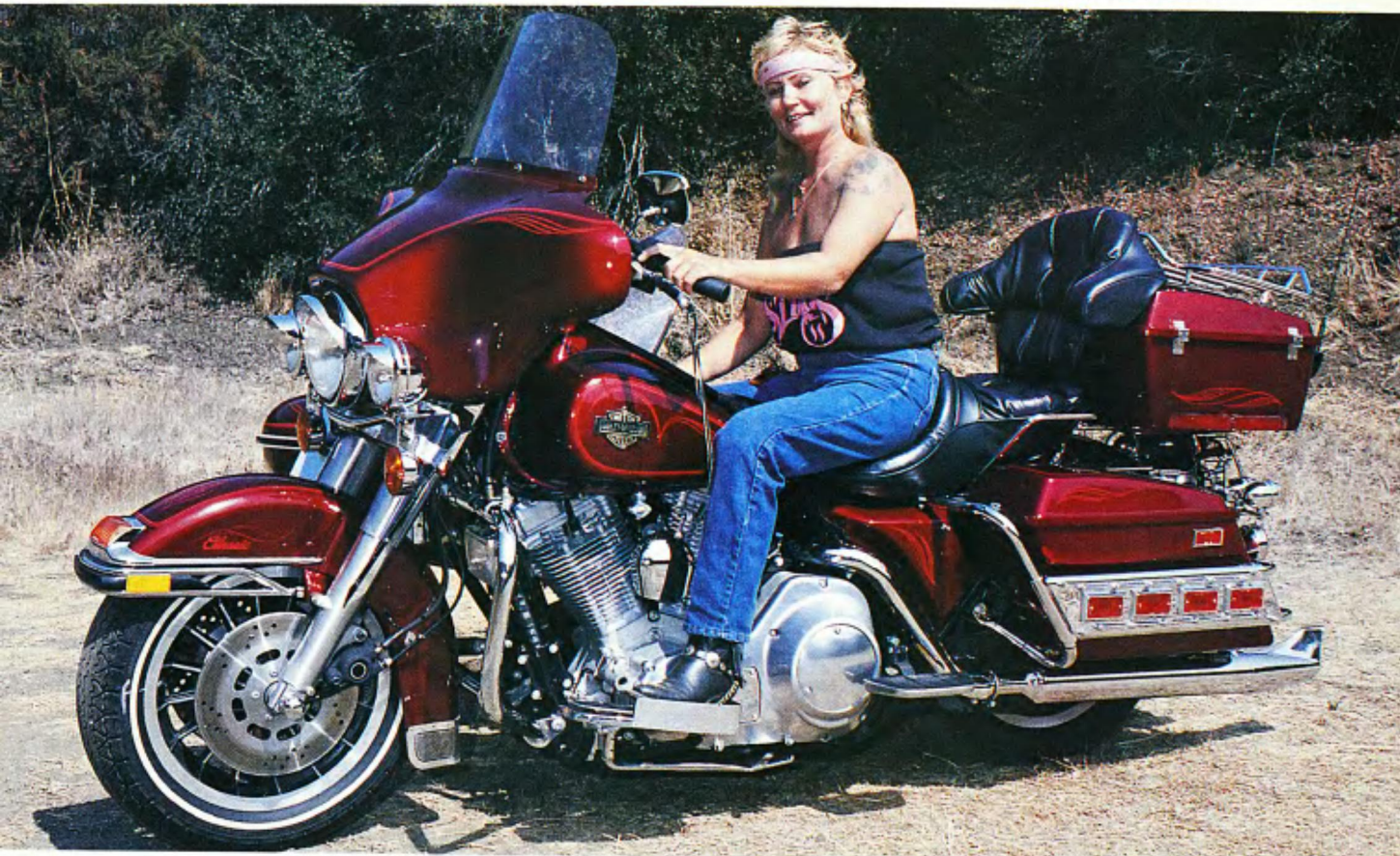
Nevada-California-Arizona-Texas-Arkansas putt on her custom sidehack.

That's what I mean by holding yer own shit. —Savage

Year: 1987 Evo with 1988 sidehack	Model: FLHTC Classic
Engine: 80 cubic inches; Screamin' Eagle carb; high-lift cam	Forks: stone-stock glide, built for comfort
Transmission: custom-made shift-er linkage by Howard	Wheels: mags on front, rear, and side
Chassis: stock frame with leaf-sprung sidecar	Finish: burgundy with gold pin-striping by Gordy
Credits: Special thanks to ABC H-D, Ed Adler, Dennis, Howard, Weasel, Maria, and especially brother Mickey for his unflagging support and encouragement	
Special features: back-off light and light cluster on the bike; headlights and high-beams on the rider	



Photos by Savage Williamson



FIRST **Easyriders** \$25,000 *INVITATIONAL BIKE SHOW*

You pick the winners by phone

Which bikes featured in *Easyriders*, *Biker*, or *In The Wind* are your favorites? Which Fox Hunt Winner of 1988 do you think should be the *Easyriders* Fox of the Year? Now you have the chance to express your opinion and influence the staff to use more of the style of bikes you want to see in *Easyriders*! After all, *Easyriders* is by bikers for bikers, and you have a right as a rider of American iron to vote for what *you* want (no matter where in the world you live).

Here's how it works—it's as easy as 1-2-3:

1. Look through the next 32 pages and choose the five bikes you like the best, and note the 3-digit number in each photo. You may cast one vote apiece for your five favorite bikes.

2. Look over the foxy gals on pages 72-75 and decide which one you'd like to hear a recorded message from, telling you why she wants to be the *Easyriders* Fox of the Year (at random times, a real live Fox Hunt Winner will pick up the line and tell ya personally). Be sure to note the 3-digit number in her photo.

3. Dial our national 900 number: 1-900-234-B-I-K-E (1-900-234-2453). Snake will answer with a recorded

message and lead you step-by-step through voting for the bikes and the *Easyriders* Fox of the Year. You can even leave a recorded gripe or raisin-pie compliment for the staff.

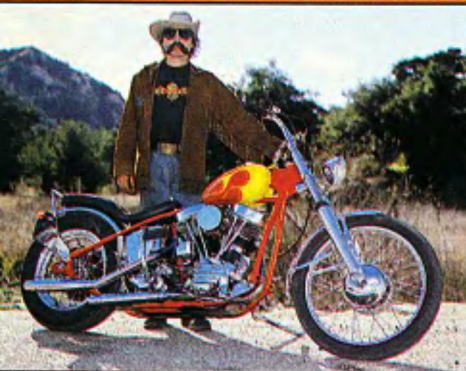
The charge for the call is just 89 cents per minute, and the program will work with any touch-tone phone. Unfortunately, Ma Bell doesn't have her act completely together, so this 900 number is not accessible by all phones. But give it a try—if it doesn't ring through, there will be *no charge* to your phone bill. The 900 number will be available for voting 24 hours a day from December 15th to February 8th, 1989.

For those of you who cannot get through on the 900 number, you can still vote by mail. Write the 3-digit number of the bike or Fox you choose on the *outside* of a 3½ x 6½ envelope with a 25-cent stamp affixed (or proper foreign postage). No postage-due mail will be accepted. You may vote for only one bike or one Fox Hunt contestant per envelope. (This is the only way we can stop *Ballot Box Stuffing*!) Mail to: *Easyriders* Bike Vote or *Easyriders* Fox Vote, Box 3000, Agoura Hills, CA 91301.

To find out more about the first *Easyriders* \$25,000 Invitational Bike Show, February 10, 11 & 12, 1989, at the Queen Mary in Long Beach, California—or how you can enter your bike—turn to pages 52 and 53.

Easyriders FIRST ANNUAL REVIEW OF BIKES

and \$25,000 Invitational Bike Show



All the feature
scooters, Foxy
Riders, Readers'
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Invitational/Open
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Show in the
making—and
you'll be the judge



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INCLUDING

- Bike Show • Trade Show • Live Music 8:00 p.m. to 12:00 midnight Friday and Saturday
• Big Screen Videos of *Easyriders* Rodeos and other great stuff • Saturday, Sunday: Leather Fashion Show • Biker Art & Memorabilia • Have your photo taken with the *Easyriders* Fox of the Year!

YOU'LL SEE

Many of the
Great Scoots
Featured in
Easyriders

Plus New
Scoots To Be
Featured
Next Year

The World's
Fastest
Harley-
Davidson

"Easy Rider"
Movie
Replica
Bikes

**RODEO MONSTER
TRIKE SLED
PULLERS**

**SUNDAY: Award
Ceremonies Starting
At 3:00 p.m.**

**EASYRIDERS FOX OF
THE YEAR & OTHER
BIKER CELEBRITIES**

Admission: \$7.00

Kids under 12 Free

Come Early—Stay Late

It's Gonna Be A Blast!

**Friday 5:00 p.m.—12:00 midnight
Saturday 12:00 noon—12:00 midnight
Sunday 10:00 a.m.—6:00 p.m.**

Seller spaces available, call Cathy Chaffin (818) 889-8740
Sponsored by *Easyriders* Magazine — Promoted by Teresi, Inc.

\$25,000 BIKE SHOW

Classes — Prize Money — Trophies Invitational Category

Here's how it works—all the bikes that appeared in *Easyriders*, *In The Wind*, and *Biker* during the 1988 cover-dated issues are listed in this 32-page section, and the readers pick the winners by voting over the 900 phone number, through the mail, or at the show. The bikes on these pages must be

displayed at the show to be eligible to win. No bike may win more than one class; for example, if overall Best of Show winner is a shovelhead, then the shovelhead with the next greatest number of votes takes first place in the shovelhead category, and so on.

\$20,000 & TROPHIES Best of Show \$10,000

1st	\$5,000	2nd	\$3,000	3rd	\$2,000
Shovelheads* \$2,000			Blockheads \$1,000		
1st	2nd	3rd	4th	1st	2nd
\$1,000	\$500	\$300	\$200	\$500	\$300
				3rd	
				\$200	
Panheads \$1,000			1st	2nd	3rd
			\$500	\$300	\$200
Knuckleheads \$1,000			1st	2nd	3rd
			\$500	\$300	\$200
Sportsters \$1,000			1st	2nd	3rd
			\$500	\$300	\$200
Restored \$1,000			1st	2nd	3rd
			\$500	\$300	\$200
Readers' Rides \$1,000			1st	2nd	3rd
			\$500	\$300	\$200
 Fox Of The Year \$1,000 					
 plus transportation, lodging, & <i>Easyriders</i> outfits					
Foxy Riders \$1,000					
1st	2nd	3rd			
\$500	\$300	\$200			

*Shovelhead class pays more because there are many more shovelheads competing.

Enter Your Bike, Too!

Special Preview Category • \$5,000 & Trophies

Yes, you can enter your bike, too, and the staff's gonna be on the lookout for 1989 feature bikes. So you can score double—win some bucks and a trophy this year and maybe be eligible for the bigger bucks next year! Only votes cast

at the show will determine the 15 winners of this *Preview* class. You must call 818-889-8740 (ask for Snake) before February 3, 1989, to reserve space—but when they're gone, they're gone, so do it NOW!

\$5,000

1 \$2,000	6 \$100	11 \$100
2 \$1,000	7 \$100	12 \$100
3 \$500	8 \$100	13 \$100
4 \$300	9 \$100	14 \$100
5 \$200	10 \$100	15 \$100

All entries will receive a participant trophy and admission for two for all three days.

Sponsored by *Easyriders* magazine — promoted by Teresi, Inc.

Easyriders



Photo by Pete Chiodo

001



Photo by Gayda

002



Photo by Billy Tinney

003

On the following pages are all the sleds that appeared in full bike features on the pages of *Easyriders* during 1988. Along with each shot is the title of the feature, the owner's name and hometown, the builder, and the issue it was in (so you can check out that particular issue). There are enough bike-building ideas on the following pages to keep the creative juices flowing for decades.

One of the reasons behind the bike show is to give more recognition to builders, who spend countless hours and sacrifice their grub money to build bikes that show class and haul ass. The number of bike shows has dwindled over the past 10 years, but there are more great, creative, innovative scooters being built every year, and they deserve to be recognized.

Remember the bike shows years ago—the screwy judging techniques and biased judges? Well, there's only one group in the world that can get it together and say, "Let's do it right and afford all the *Easyriders* readers throughout the world a vote."

It's an invitational/open show because we're inviting the owners of every bike featured in our rags in 1988, but anyone can enter a bike. And *you* do the voting—no stinkin' judges.

—Ball

001 Good Times

Owner: John Skerbelis, Riverside, Calif.
Builder: owner
Model: 1964 panhead
Issue: *Easyriders*, January '88

002 Indian Spirit

Owner: Dr. Doom, West Hills, Calif.
Builder: D&D Cycle, West Hills, Calif.
Model: 1948 Indian
Issue: *Easyriders*, January '88

003 Cajun Christmas

Owner: Tom Cubley, Bossier City, La.
Builder: Mike Couch
Model: 1973 shovelhead
Issue: *Easyriders*, January '88



Photo by Mike

007



Photo by Pete Chioldo

006

005 Holy Cow!

Owner: Buzz Walneck, Woodridge, Ill.
 Builder: Drinkin' Man, Southside Chicago, Ill.
 Model: 1961 panhead
 Issue: *Easyriders*, February '88

006 Ferrari Red And Flyin'

Owner: Grady Pfeiffer, Northridge, Calif.
 Builder: owner
 Model: 1981 Low Rider
 Issue: *Easyriders*, February '88

007 Bluebonnet Babe

Owner: Mike Murray, Liberal, Kan.
 Builder: Benjie's American M/C Shop
 Model: 1987 shovel, special construction
 Issue: *Easyriders*, February '88

004 Cross-Country Express

Owner: Jon Sadowsky, Fort Lauderdale, Fla.
 Builder: Bay Area Custom Cycles,
 Hayward, Calif.
 Model: 1986 shovelhead
 Issue: *Easyriders*, January '88



Photo by Pete Chioldo

004



Photo by Jose

005

008 Soybean Sportster

Owner: Kurt Unger, Hastings, Neb.
Builder: Fred's Speed and Sport
Model: 1976 Sportster
Issue: *Easyriders*, February '88



Photo by Michael Lichter

008



Photo by Michael Lichter

009



Photo by Billy Thirney

011



Photo by Jose

010

009 Blue Friday

Owner: Bob Black, Pittsburg, Kansas
Builder: owner
Model: 1939 EL knucklehead
Issue: *Easyriders*, March '88

010 Sioux City Scooter

Owner: Tom Fugle, Sioux City, Iowa
Builder: Midwest Cycle
Model: 1984 rubber-mount Evo
Issue: *Easyriders*, March '88

011 From Pieces To Perfect

Owner: Andy, Oxnard, Calif.
Builder: owner
Model: 1940 EL knucklehead
Issue: *Easyriders*, March '88

012 The Orphan

Owner: Custom Chrome, Calif.
Builder: John Reed
Model: 1984 FXJR
Issue: *Easyriders*, March '88



Photo by Pete Chiodo

012

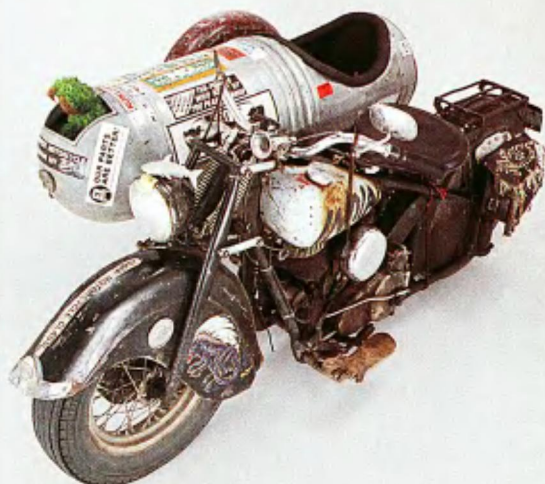


Photo by Michael Lichter

013



Photo by Jose

016



Photo by Michael Lichter

014

013 Rat Pack Sidehack

Owner: Mark "Landshark" LaFleur, Sioux Falls, S.D.
 Builder: owner
 Model: 1948 Chief Rat
 Issue: *Easyriders*, April '88

014 A Legend

Owner: Ham Stirz, Colo.
 Builder: Gary Hunt
 Model: 1951 PHCR
 Issue: *Easyriders*, April '88

015 Minnesota Fox

Owner: Nash Franco, Camarillo, Calif.
 Builder: Gordon's M/C Madness, Ventura, Calif.
 Model: 1981 FL chopper
 Issue: *Easyriders*, April '88

016 Nitro Rocket

Owner: Monte Mathias, Rockford, Ill.
 Builder: owner
 Model: 1987 shovelhead drag bike
 Issue: *Easyriders*, April '88

Call Snake at: 1-900-234-B-I-K-E
 (2453) and cast your vote.



Photo by Silvermoon

015



Photo by Michael Lichter

020



Photo by Pete Chiodo

018

017 Southern Perfection

Owner: Dan Baan, Matthews, N.C.
 Builder: Rick's Custom Harleys, Danville, Va.
 Model: 1983 FXWG
 Issue: *Easyriders*, May '88

018 Tough Enough

Owner: Jim Johnson, Hayward, Calif.
 Builder: Bay Area Custom Cycles, Hayward, Calif.
 Model: 1987 Harmon, 120 cubic inches
 Issue: *Easyriders*, May '88

019 Lid Law Blues

Owner: Lou Falcigno, Ft. Pierce, Fla.
 Builder: C&L Hog Shop, Fla.
 Model: 1986 shovelhead
 Issue: *Easyriders*, May '88



Photo by Mike

019



Photo by Pete Chioldo

017



Photo by Michael Luchler

022



Photo by Mike

021

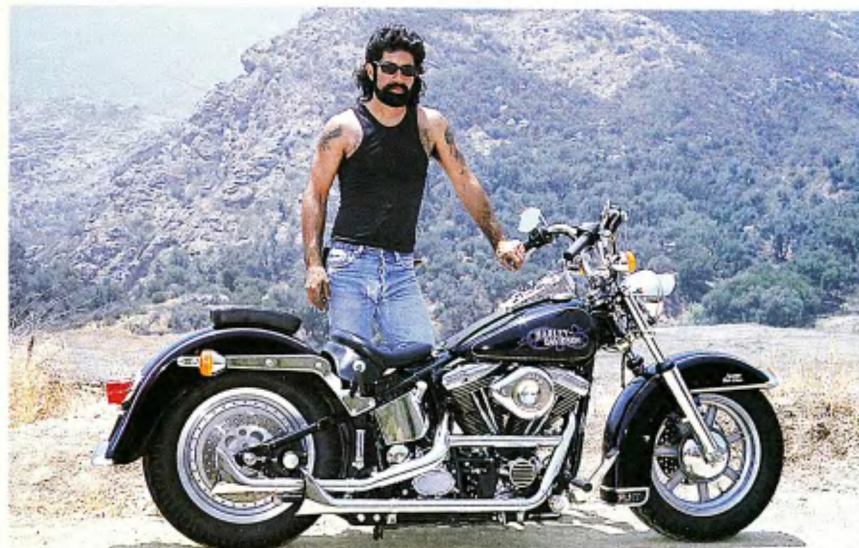


Photo by Kim Peterson

023

020 Colorado Cruiser

Owner: Bob Hodgetts, Boulder, Colo.
Builder: Superior M/C, owner
Model: 1964 FL
Issue: *Easyriders*, May '88

021 Iowa Slider

Owner: Rod Garrett, Fort Madison, Iowa
Builder: Industrial Fabricating
Model: 1983 FXYZQ
Issue: *Easyriders*, June '88

022 Bustin' Ass To Show Class

Owner: George Ferguson, Denver, Colo.
Builder: George's Custom Cycle
Model: 1988 hot rod
Issue: *Easyriders*, June '88

023 Low-Flyin' Craft

Owner: Sammy Roth, North Hollywood, Calif.
Builder: owner
Model: 1987 very special
Issue: *Easyriders*, June '88

Call Snake at: 1-900-234-B-I-K-E (2453) and cast your vote.

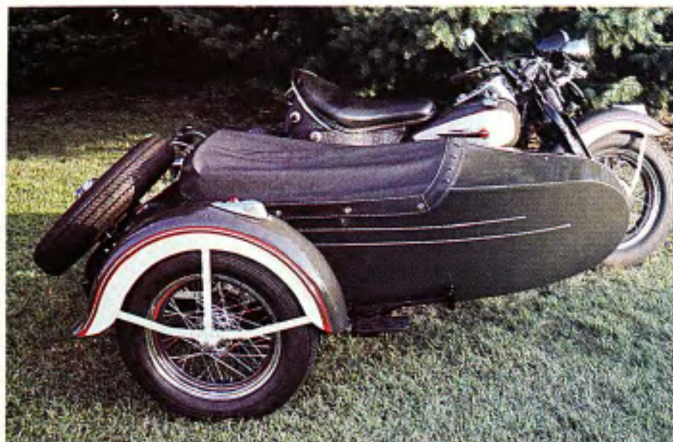


Photo by José

024

024 Willie G. Davidson's '47

Owner: Willie G. Davidson, Milwaukee, Wis.
 Builder: H-D, Milwaukee, Wis.
 Model: 1947 EL
 Issue: *Easyriders*, July '88

025 Back In The Saddle

Owner: Bill and Elsie Bassett, San Jose, Calif.
 Builder: Bill Bassett
 Model: 1977 special construction
 Issue: *Easyriders*, July '88

026 Daytona Ginny

Owner: Bob and Sheryl Curtin, Brockton, Mass.
 Builder: Cycle Fabrication/owner
 Model: 1979 XL
 Issue: *Easyriders*, July '88



Photo by Pete Chiodo

025



Photo by Mike

026

Call Snake at: 1-900-234-B-I-K-E (2453) and cast your vote.



Photo by Pete Chiodo

027

027 Pompano Sand-Slinger

Owner: Bob Barrows, Pompano Beach, Fla.
 Builder: Rick's Custom Cycles, Danville, Va.
 Model: 1986 FXST
 Issue: *Easyriders*, July '88

028 In A Family Way

Owner: Cory Ness, Castro Valley, Calif.
 Builder: owner/Darrell Hayes
 Model: 1984 FXRP
 Issue: *Easyriders*, August '88

029 Engraved Freedom

Owner: William and Alicija
 Builder: Casey's Custom Cycles
 Model: 1947 EL knucklehead
 Issue: *Easyriders*, August '88



Photo by Michael Lichter

028



Photo by Michael Lichter

029

Call Snake at: 1-900-234-B-I-K-E (2453) and cast your vote.

030 Dirty One

Owner: Dewey Maxwell, Burlington, N.C.
Builder: Rick Doss, Danville, Va.
Model: 1976 FX
Issue: *Easyriders*, August '88

031 Mystery Motorcycle

Owner: Richard Cosman, Ukiah, Calif.
Builder: owner
Model: shovelhead
Issue: *Easyriders*, August '88



030

Photo by Mark Mike



031

Photo by Pete Chiodo

033 Thunderin' Teutons

Owners: (Black) Thomas Schoettler
(Blue) "Bulli" Maurischat
Builders: owners
Models: 1978 Low Rider, 1978 Super Glide
Issue: *Easyriders*, September '88



033A

Photo by Norbert Radler

032 Street Rod

Owner: Kirk Van Scoten, Westmoreland, N.Y.
Builder: Team Sumax
Model: 1988 street rod
Issue: *Easyriders*, September '88

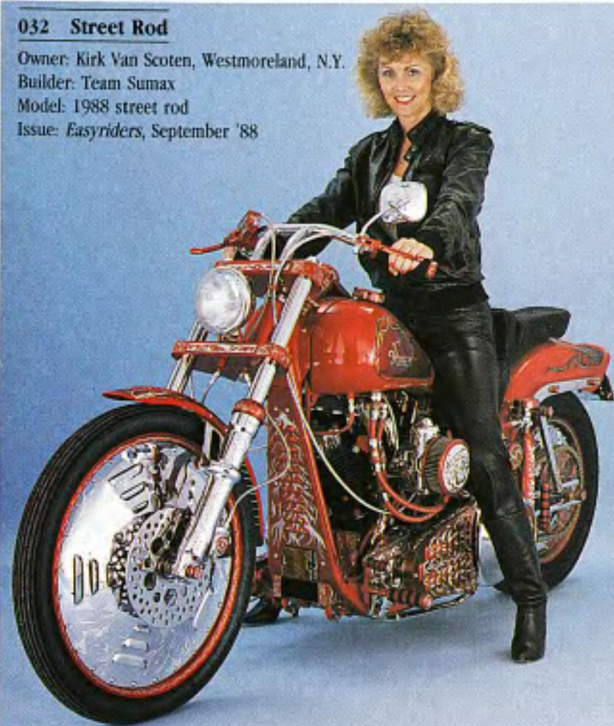


Photo by Michael Lichter



133



Photo by Silvermoon

034

034 Fresh Blood

Owner: Hunter Simms, Union City, Calif.
Builder: John Machesky
Model: 1978 FXE shovelhead
Issue: *Easyriders*, September '88

035 The Heirloom

Owner: J.R. Pagnini, Costa Mesa, Calif.
Builder: Pag Bros., Costa Mesa, Calif.
Model: 1979 FLH
Issue: *Easyriders*, September '88



Photo by Silvermoon

035

Call Snake at:
1-900-234-B-I-K-E
and cast your vote.

036 Christian Chrome

Owner: James K. Dowden, Reynolds, Ind.
Builder: Stroud's H-D/owner
Model: 1985 custom panhead
Issue: *Easyriders*, October '88

037 Dave's Slider

Owner: Dave Anver, Denver, Colo.
Builder: Ron Thoes Motor Works
Model: 1983 custom
Issue: *Easyriders*, October '88

039 One Man's Machine

Owner: Carroll Lunde, Fort Madison, Iowa
Builder: Don's Speed and Custom
Model: 1985 FXRS
Issue: *Easyriders*, October '88



036

Photo by Joe Ford



037

Photo by Michael Lichter



039

Photo by Michael Lichter



Photo by Silvermoon

038

038 Zuvella's Venomous Vehicle

Owner: Rex Zuvella, Phoenix, Ariz.
 Builder: owner
 Model: 1959 panhead
 Issue: *Easyriders*, October '88

040 99 Percent Stock

Owner: Alan Zacharias, Hawgsnord, Calif.
 Builder: owner
 Model: 1947 knucklehead
 Issue: *Easyriders*, November '88



Photo by Silvermoon

Call Snake at:
 1-900-234-B-I-K-E
 and cast your vote.

040

042 Bustin' Out

Owner: Bruce Ponto, Sioux Falls, S.D.
Builder: Full-Blast Engineering
Model: 1984 nitrous Softail
Issue: *Easyriders*, November '88

043 Pete's Lien Machine

Owner: Pete Smith, Lockport, N.Y.
Builder: Motorcycle Supermarket
Model: shovelhead
Issue: *Easyriders*, November '88



041 Reputation

Owner: Jim Johnson, Castro Valley, Calif.
Builder: Bay Area Custom Cycles, Hayward, Calif.
Model: 1988 blockhead
Issue: *Easyriders*, November '88

041



042



047



043



045 Parts To Perfection

Owner: F.W. Buckley, Richmond, Va.
 Builder: Giggie and Lee, Richmond, Va.
 Model: 1987 full-size
 Issue: *Easyriders*, December '88

045

044 High-Tech Hauler

Owner: Sam Newsome, Los Gatos, California
 Builder: Owner
 Model: 1988 XL drag bike
 Issue: *Easyriders*, December '88

046 A Pan From The Past

Owner: Jim Higgins, Ben Lomond, Calif.
 Builder: owner
 Model: 1965 Electra Glide
 Issue: *Easyriders*, December '88

047 Workin' Hamster

Owner: Arlin Fatland, Denver, Colo.
 Builder: 2 Wheeler's M/C Shop, Denver, Colo.
 Model: Softail prototype
 Issue: *Easyriders*, December '88



044

Call Snake at: 1-900-234-B-I-K-E
 (2453) and cast your vote.
 See page 50 for details.

038



046

READERS' RIDES



048 Llewellyn, Southwest Okla.

Builder: owner, in memory of Billy
Model: 1963 Duo-Glide FLH
Issue: *Easyriders*, January '88

049 Sylvia Thomas, Fullerton, Calif.

Builders: Grizzly, Greg, and Augie
Model: 1981 FXWG
Issue: *Easyriders*, February '88

050 Mike McCrea, Halifax, Nova Scotia

Builder: owner
Model: 1978 FX stroker
Issue: *Easyriders*, February '88

052 Terry Shaw, Zanesville, Ohio

Builder: owner
Model: 1986 Arlen Evo
Issue: *Easyriders*, March '88

Easyriders' Readers' Rides and Foxy Riders

Here they are—the Readers' Rides and Foxy Riders from all the 1988 issues of *Easyriders*. In addition, we've listed info on each scooter for maximum confusion. These bikes have just as much of a chance to win the Bike Show as any of the 1988 feature bikes.



▲ 064

055 ▼



Photo by Pete Chiodo



059

Photo by J.T.



▲ 052

063 ▼

Photo by Larry Harkins

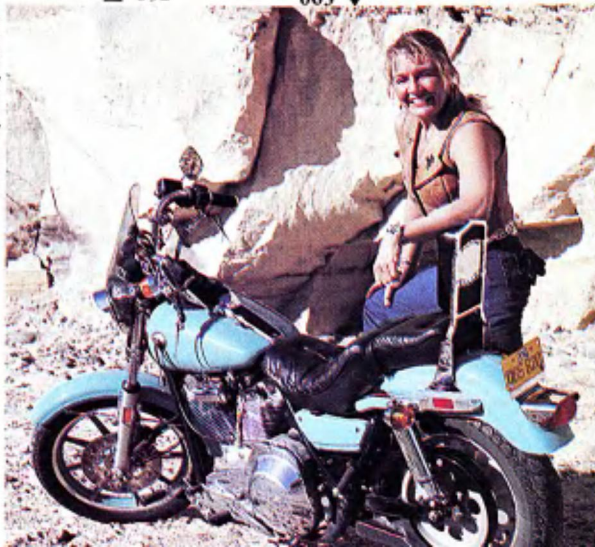


Photo by Jake

Call Snake at: 1-900-234-B-I-K-E and cast your vote.

053 Louise Cardinal, Lachine, Quebec

Builder: semi-stock
Model: 1984 FXWG
Issue: *Easyriders*, April '88



Photos by Kim Peterson

049

055 L.J. Ryley, Daly City, Calif.

Builder: owner
Model: 1945 model U
Issue: *Easyriders*, April '88



056

054 Denyse Bilodeau, Glen Robertson, Ontario

Builder: semi-stock
Model: 1983 FXR
Issue: *Easyriders*, April '88

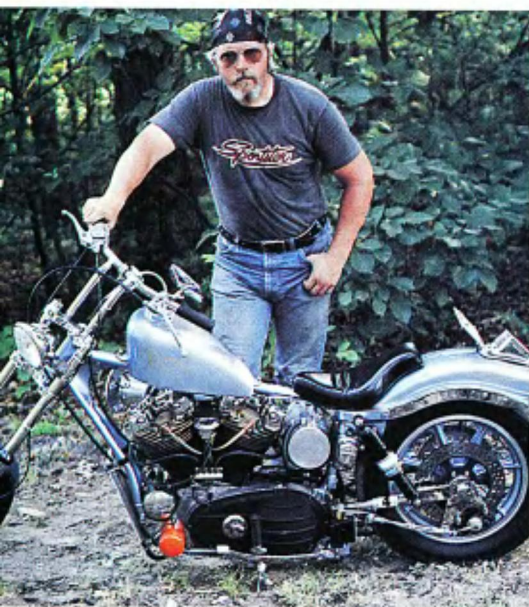


Photo by Pat Ramalle

Photo by Kim Peterson

▲ 057

050 ▼



▲ 053

054 ▲

048 ▼



Photo by Llewellyn

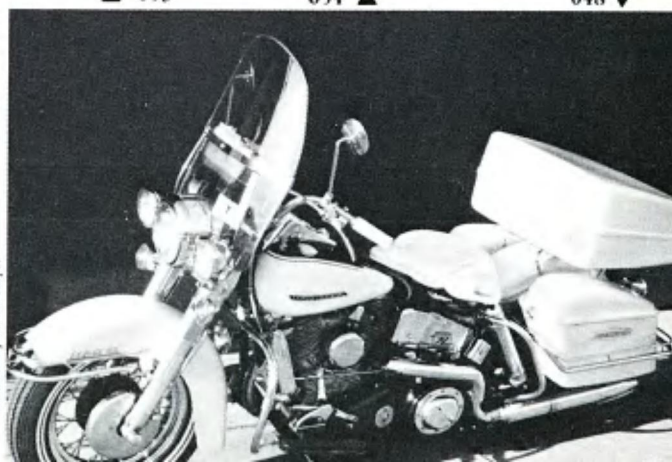


Photo by Steve Zwierling

059 Collette McComb, Bay Area, Calif.

Builder: Bay Area Custom Cycle
Model: 1979 Low Rider
Issue: *Easyriders*, June '88

060 Ted Novak, Albuquerque, N.M.

Builder: owner
Model: 1978 Low Rider
Issue: *Easyriders*, June '88

061 Jini Fox, Alexandria, Va.

Builder: Dave and East Coast Harley
Model: 1978 XLH
Issue: *Easyriders*, July '88

062 Bobby Baggett, Orlando, Fla.

Builder: owner and Jim's World of Wheels
Model: 1954 FLE
Issue: *Easyriders*, July '88

063 Karen M. Harkins, Farmington, N.M.

Builder: owner
Model: 1985 FXRS (fast)
Issue: *Easyriders*, August '88

064 Casson Johnson, Chariton, Iowa

Builder: owner
Model: 1985 FXEF
Issue: *Easyriders*, August '88



Photo by Wizard

Photo by Billy Tinney

▲ 068



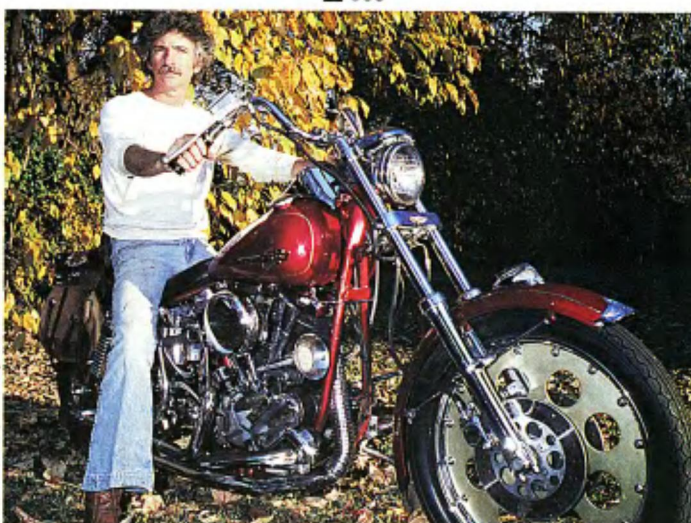
▲ 066



Photo by Pat Randle

Photo by Billy Tinney

▲ 062



▲ 071

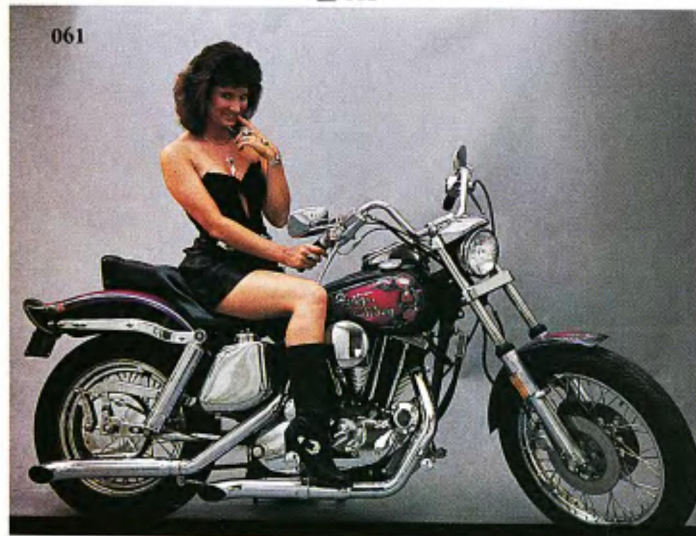


Photo by Brian Kurtis

Photo by Lee Bitzer



069

066 Smokie, Selden, N.Y.

Builder: owner and Cycle Salvage
Model: 1946 FL
Issue: *Easyriders*, September '88

067 Marni Tucker, Newport Beach, Calif.

Builder: R. Deshazo
Model: 1987 Sportster
Issue: *Easyriders*, October '88

068 Veronica Zintel-Schaffer, Oneonta, N.Y.

Builder: Hornet
Model: 1971 Sportster
Issue: *Easyriders*, November '88

069 Dave McGillivray, Niagara Falls, N.Y.

Builder: owner
Model: 1964 shovel/pan
Issue: *Easyriders*, November '88

070 Diane McRay, Colorado Springs, Colo.

Builder: Joe Knowles
Model: 1985 (homemade) shovel trike
Issue: *Easyriders*, December '88

071 Ron Elliott, Memphis, Tenn.

Builder: Supercycle Motorcycle Shop
Model: 1967 FLH
Issue: *Easyriders*, December '88



Photo by Terry Moore
Photo by Bob Young

▲ 060



▲ 058



Photo by Jack Clark
Photo by Kim Peterson

▲ 070



▲ 067

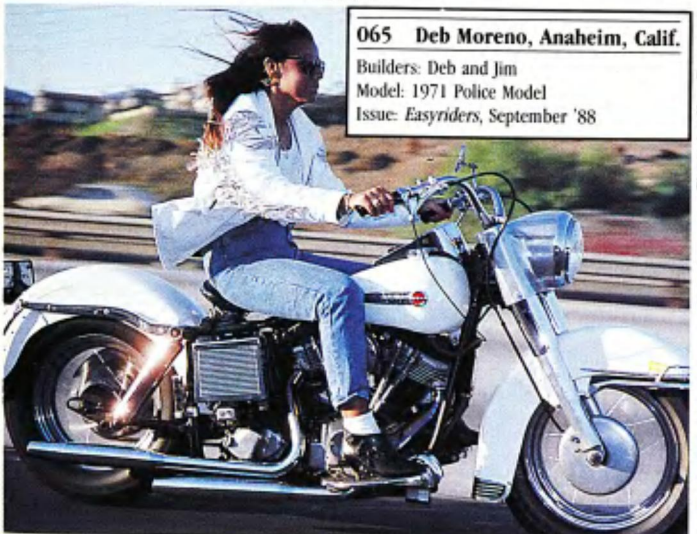


Photo by Kim Peterson
Photo by Buck Lovell

065 Deb Moreno, Anaheim, Calif.

Builders: Deb and Jim
Model: 1971 Police Model
Issue: *Easyriders*, September '88

051



051 Julie Alden, East Bay, Calif.

Builder: owner
Model: 1945 flathead 45
Issue: *Easyriders*, March '88

FOX HUNT

Winners 1988

Here's the saucy section of our first annual—teasing shots of each monthly winner and a brief description of what makes her tick. Don't forget to vote. Just call 1-900-234-BIKE, and sorta-together Snake will take ya through the routine.

All these girls had heart enough to strip down and join in the contest, and you have the opportunity to hear their recorded reasons why they should be chosen to be your 1988 *Easyriders* Fox and represent you and me at the *Easyriders* Invitational Bike Show in February at the Queen Mary in Long Beach. And better still—occasionally a live Fox Hunt winner will be on the line when you call in.

It's a cheap (89 cents) way to push your influence on this garage bunch.



▲ 073 Reda from Waco, Texas

**October '87 Fox Hunt Winner
featured in February '88 *Easyriders***

Reda is a self-tattooed 19-year-old who found her last ol' man while she was thumbin' on a Texas highway. She likes to party.



Photo by Billy Tinney

▲ 072 Sting from Louisiana

**September '87 Fox Hunt Winner
featured in January '88 *Easyriders***

Sting is a Cajun devoted to keepin' her ol' man up when he's in town and keepin' the pad and family in one piece when he's on the road. She's into the mystical.



Photo by Billy Tinney

074

◀ Jeannie from Placerville, California

**November '87
Fox Hunt Winner
featured in
March '88 *Easyriders***

Jeannie is a Harley child always runnin' wild, from the hustle of Las Vegas to the mild rides through Northern California. She'd much rather ride a rigid than fly, anytime.



Photo by Mike



▲ 075 Jennifer from Savage, Minnesota

December '88 Fox Hunt Winner
featured in April '88 *Easyriders*

Jennifer is an executive secretary for a high-tech firm and a member of the Army Reserve. She gets off on freedom, Bob Seger, and puttin' her own bike through the hinterlands of northern Minnesota.



▲ 076 Debbie from Staten Island, New York

January '88 Fox Hunt Winner
featured in May '88 *Easyriders*

Debbie is a right-on lady who digs sex, riding, and rock-'n'-roll, and she incorporates all of it into her job as a dancer.

▲ 077 Erin from South Carolina

February '88 Fox Hunt Winner
featured in June '88 *Easyriders*

Erin's a tasty schoolgirl from South Carolina. When she gets off the back of her ol' man's Sporty, she can be found hittin' the books, waitin' tables, or partyin'.

Call Snake at: 1-900-234-B-I-K-E
(2453) and cast your vote.



Call Snake at: 1-900-234-B-I-K-E
(2453) and cast your vote.
See page 50 for details.

Photo by Silvermoon



Photo by Mad Mike

▲ 079 Lorin from Louisville, Kentucky

**March '88 Fox Hunt Winner
featured in August '88 *Easyriders***

This lovely digs doin' the Bean Blossom Boogie each summer and goin' on runs to local lakes, the Horseshoe Bar, or just partyin' at the local clubhouse. She also plans on wrenchin' on her own bike soon.

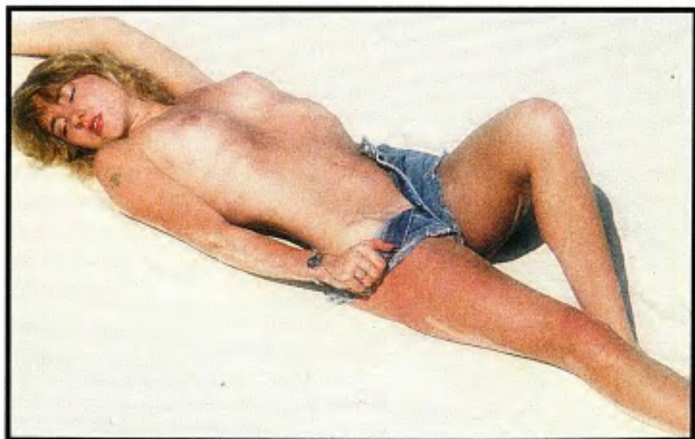


Photo by Mad Mike

▲ 078 Cherie from Minneapolis, Minnesota

**February '88 Fox Hunt Winner
featured in July '88 *Easyriders***

Cherie is a devoted woman who puts deep concern into all her relationships.

◀ 080 Kerri from Framingham, Massachusetts

**April '88 Fox Hunt Winner
featured in September '88 *Easyriders***

This little waitress enjoys tannin' her hard body and feelin' the wind in her face at 60 miles an hour along any coast. She's been packin' since she was 13, through the "gorgeous backroads that New England offers."



◀ **083 Petra from Dusseldorf, West Germany**

July '88 Fox Hunt Winner

featured in December '88 *Easyriders*

We also publish a German edition, so it's only fitting to have a knock-out representative from Krautsville. She's an outdoor girl who enjoys campin', hikin', and kids.



▲ **081 Cheri from Garden Grove, California**

May '88 Fox Hunt Winner

featured in October '88 *Easyriders*

Cheri backs up her ol' man in the old-time biker fashion. She even sold her own scooter to keep the ol' man's biz going.

◀ **082 Vickiy from Phoenix, Arizona**

June '88 Fox Hunt Winner

featured in November '88 *Easyriders*

This big-titted wench enjoys it any way she can get it, and her sexual appetite is insatiable.



IN THE WIND Bikes 1988

In this section, scooters featured in our *In The Wind* books throughout 1988 were put together for you to study and vote on. We hope you'll all put down your brews, pick up the phone, and let us know which bikes and girls are your favorites. Hell, for 89 cents, you can tell us your favorite joke if ya wanna—let us know what ya think.



101 Chuck Nuorala, Kenosha, Wis.

Builder: owner
Model: 1951 Servi-Car
Issue: *In The Wind*, Winter

Photo by Theresa M. Hamby



104 Dave Mott, Bucksport, Me.

Builder: owner
Model: 1974 shovel
Issue: *In The Wind*, Spring

Photo by Dave Mott



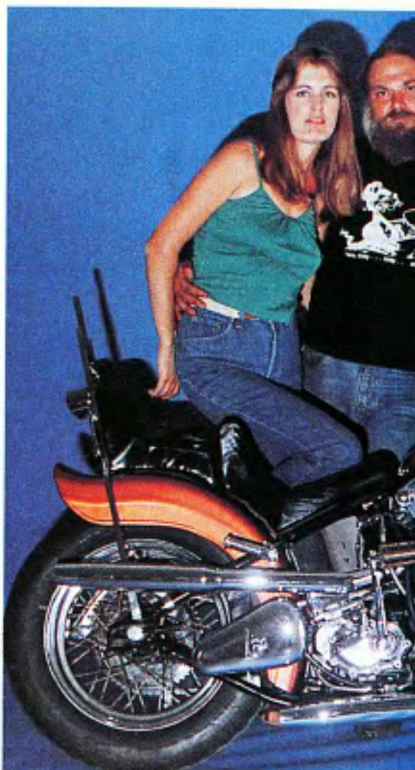
107 Don Adams, Fla. and Ga.

Builder: owner
Model: 1947 knucklehead
Issue: *In The Wind*, November

Photo by Loudmouth Ralph



103 Chris Scarpelli, Mount Prospect, Ill.



100 Bob Milone, Phoenix, Ariz.



105 John Bastolla, Bridgeville, Pa.

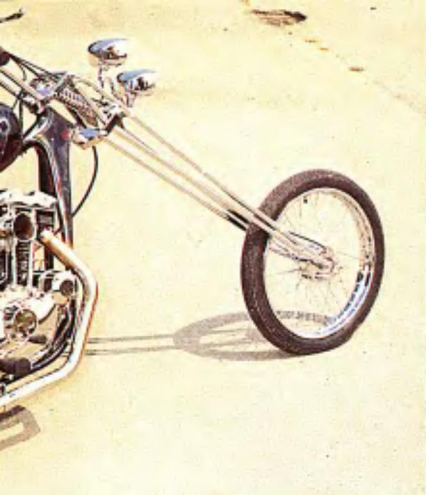


Photo by Chris Scarpelli

Builder: owner
Model: 1973 XLH
Issue: *In The Wind*, Spring



Photo by Fuckin' Bob Milone

Builder: owner
Model: 1974 shovelhead
Issue: *In The Wind*, Winter



Photo by Wizard

Builder: owner, we think
Model: 1973 XLH
Issue: *In The Wind*, Spring

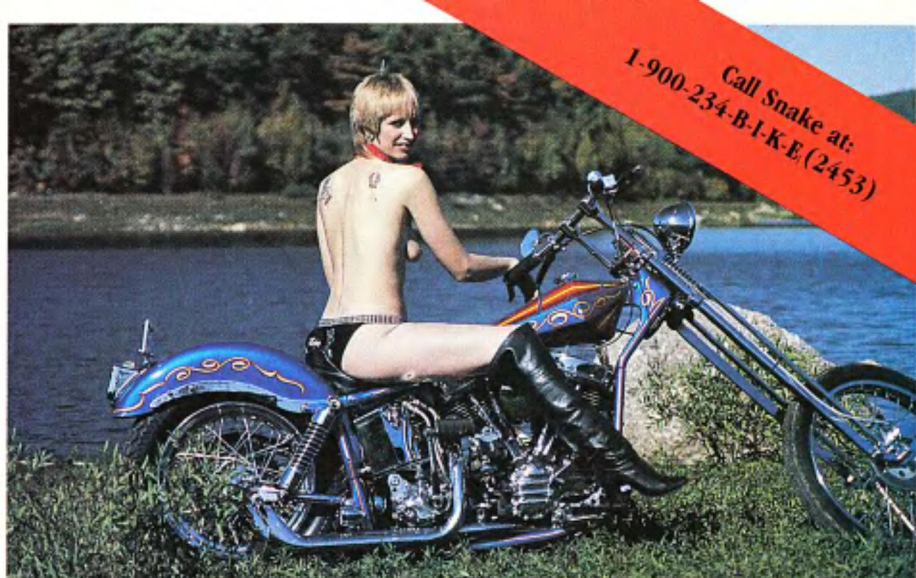


Photo by Michael Cantagallo

Call Snake at:
1-900-234-B-I-K-E (2453)

099 Michael Cantagallo, Landing, N.J.

Builder: owner
Model: 1962 FL
Issue: *In The Wind*, Winter



Photo by Michael Lichner

106 David Pollock, On the road

Builder: owner
Model: Harley shovel of unknown origin
Issue: *In The Wind*, November

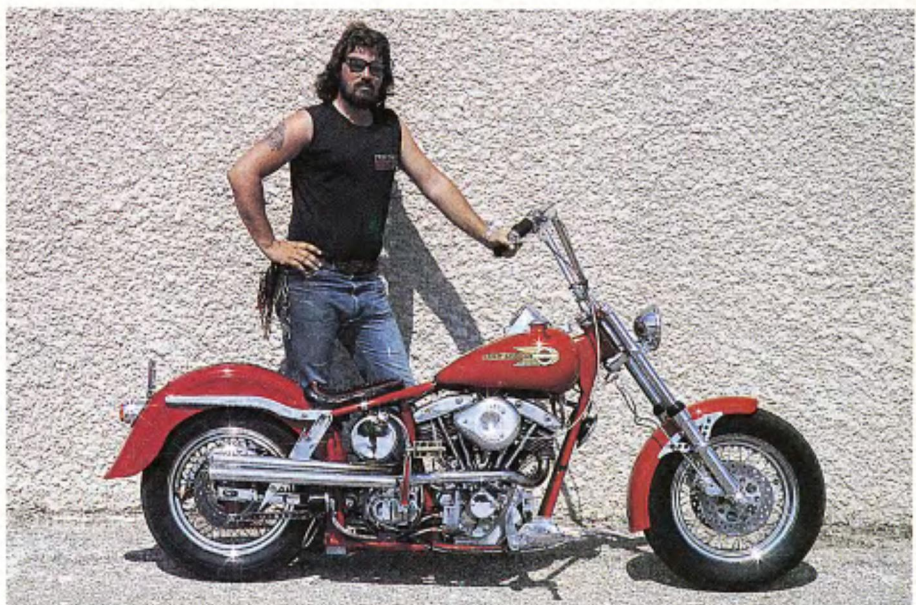


Photo by Ian Landen

102 Ian Landen, Manitoba, Canada

Builder: owner
Model: 1974 shovelhead
Issue: *In The Wind*, Winter



086

Photo by Pete Chiodo



084

Photo by Pete Chiodo



095

Photo by Pete Chiodo

BIKER

Bikes 1988

Another first. We allowed the basement bunch at *Biker* to come up into the garage for this annual review. So what you're looking over on the next five pages are all the bikes featured in *Biker* during 1988. We've listed the essential info, so if you want to see more about a specific scooter, you can order the appropriate back-issue.

All the scooters featured in *Biker* are part of the voting and will be invited to the show in February.

095 Good Guys Don't Always Ride White

Danny Lehrman, Ft. Pierce, Fla.

Builder: owner

Model: 1978 FXS

Issue: *Biker*, October '88



085

Photo by Pete Chiodo

087 On The Road Again

Vince Knapp, Tax-a-chusetts
Builder: owner
Model: 1951 FL panhead
Issue: *Biker*, April '88

088 New Old Stock

Mike Di Santo, Boston, Mass.
Builder: restored by owner
Model: 1956 K Model
Issue: *Biker*, April '88



087

Photo by Jake

Call Snake at:
1-900-234-B-I-K-E
and cast your vote.
See page 50
for details.

084 Nifty Knuck

Jim Fracol, Carson, Calif.
Builder: owner
Model: 1947 knucklehead
Issue: *Biker*, February '88

085 Custom Classic

Ron Germadnik, Brookfield, Ohio
Builder: Harley-Davidson
Model: 1949 FL panhead
Issue: *Biker*, February '88

086 Hard-Rockin' Crocker

Richard Morris, So. Calif.
Builder: Albert G. Crocker
Model: 1939 Crocker OHV
Issue: *Biker*, February '88



088

Photo by Jake



093

092 Back To The Basics

Galen Olson, Visalia, Calif.
 Builder: Galen
 Model: 1950 FL
 Issue: *Biker*, June '88

093 Run Outta Time

Joe Troy, Chatsworth, Calif.
 Builder: owner/Bill Joseph
 Model: 1976 special construction
 Issue: *Biker*, August '88

094 Fat But Not Funky

Ron Simms, Hayward, Calif.
 Builder: Bay Area Cycles
 Model: 1983 BACC special
 Issue: *Biker*, August '88



098

Photo by Michael Luchler



096

Photo by Paul Martinez

Call Snake at: 1-900-234-B-I-K-E
(2453) and cast your vote.
See page 50 for details.

096 Fat Bob Chief

Bob & Cathy Smith, Tucson, Ariz.
Builder: owner
Model: 1946 Indian Chief
Issue: *Biker*, October '88

097 The Thruway Flyer

Pete Smith, Lockport, N.Y.
Builder: Motorcycle Supermarket
Model: 1949 pan-shovel FLH
Issue: *Biker*, December '88

098 Heartland Express

Brent Engelhard, Marceline, Mont.
Builder: Benther Bros. of K.C.
Model: 1974 FXE Super Glide
Issue: *Biker*, December '88



Photo by Michael Lichter

097



092



094

Photo by Pete Chiodo

089 Green & Mean

Ron Germadnik, Brookfield, Ohio
Builder: Harley-Davidson
Model: 1948 EL panhead
Issue: *Biker*, April '88

090 Old Harleys Never Die

Mike Manis, Fresno, Calif.
Builder: owner
Model: 1946 flathead 45
Issue: *Biker*, June '88

091 Second Chance

Frank Quintero, Tulare, Calif.
Builder: owner
Model: 1952 panhead
Issue: *Biker*, June '88



090

Photo by Pete Chiodo



091

Photo by Pete Chiodo

Call Snake at: 1-900-234-B-I-K-E
(2453) and cast your vote. See
page 50 for details.



089

Photo by Pete Chiodo



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The Scooter from Hell

by Martin Locatelli

Lemme tell ya about the Labor Day weekend that turned into a living hell for me. I'd gone to northern Minnesota to see a friend of mine in Roseau, a town up near the Canadian border.

Well, we were having a few beers, and after a few hours, we were feelin' kinda foolish, and my buddy bet me that I wouldn't ride my '48 panhead across town, naked, at about 3 o'clock in the morning. So I took him up on the deal.

I'd gotten about half a mile down the road when I ran through an intersection and hit a parked car. I totaled out the front end of my bike, so I couldn't get outta there—and then some asshole called the cops on me.

**There I was—
drunk, naked, and
all cut up—
when the
cops arrived.**

There I was—drunk, naked, and all cut up—when the cops arrived. Needless to say, I went to jail. I had to sell my bike to get money for bond, so when I got outta jail, I was broke and without transportation. Ray (my buddy) was piss-poor, too, and there was no place I could get work, because there were very few jobs available. And besides, no one wanted to hire a biker... especially a biker from out of town, who'd just gotten outta jail for riding through town naked.

I was picking up cans from the side of the road to see if I could get enough money together for a 7-Eleven burrito, and I ran across an old bicycle frame. It had no wheels, but I thought I'd be able to use it for something. I saw a kid at the 7-Eleven who really got off on my belt buckle and wanted to know if I would sell it to him. I asked him if he had any bike parts, and he said he had some wheels off an old Montgomery Ward moped that he'd give me. So I worked it out with him for the buckle.

I'd been looking for more'n a week and still couldn't find a chain or pedals for the thing. I was getting pretty discouraged, because I didn't want to

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Photo by Martin Locatelli

walk or hitchhike back to Michigan. I'd tried hitchhiking a few days after I got out of jail, and *no one* would pick me up. I'd stood out there for over nine hours without getting a ride.

When I was digging through the city landfill, I found a chainsaw engine and got it to fire. I took it to a local welding shop and told the owner that if he'd rig it up on the bike frame for me, I'd work for him for a day. The asshole threw a wrench at me and told me to get out of his shop.

I finally managed to rig it up after finding some chain and sprockets, but as I was heading out of town, the crankshaft broke on the engine, and I was stranded again. I hadn't even gotten three miles out of it.

While I was pushing this bicycle back into town, I heard two guys talking about a moped that the one guy's wife had run over backing the car out of the driveway, so I stopped and talked to them. I found out that the insurance company was going to buy the

guy a new moped, and he'd get to keep the old one. I asked him if we could work out a deal for the engine, which seemed unharmed, and he said that I could have it if I gave him my leather jacket. We went around and around a few times, and I ended up with the engine and \$8 for gas and food.

I bought a cheap set of wrenches and went to work on the bike. Within a few hours, I had the engine mounted on the bike, and with a few minor adjustments, I got it to run along at about 12 mph.

The engine was from a French moped called a Solex. It ran a friction-drive off the front wheel, so I no longer needed the chain and sprocket (see the sprocket still on the back wheel in the picture). I sold the chain for some oil and took off.

I almost froze my ass off at night—but after three days and two nights, I finally made it back to Michigan. Can you imagine what it's like to go 12 mph for 10 hours a day, sitting on a piece of plywood on a hardtail motorbike?

If anybody is interested, I got 107 miles per gallon and used up four-and-a-half gallons of gas on a 482-mile trip. I lost 18 pounds throughout the entire ordeal, from not eating—and from riding that contraption outta hell. ■

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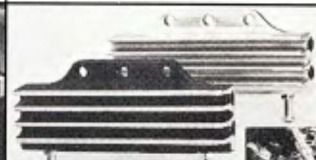
Part #6677 Fits SU Carbs—7" dia. polished cover. \$49.95

Part #7777 Fits Bendix, S&S, Tillotson, Keihin Carbs—7" dia. polished cover. \$49.95

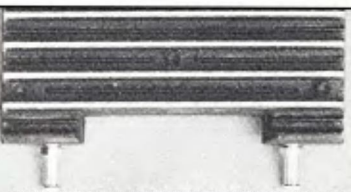
Part #0088 Super Flow backing plate to be used with stock H-D Round 8" Evolution chrome cover. \$39.



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Date of Birth _____

Motorcycle Make _____ Model _____ Year _____

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Medical Problems _____

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CABIN FEVER

Breezin' through the long winter months



Photos by Buck Simpson

Up here in the New England states, when the 32-degrees-or-below winters hit, most of us can hardly kick our scoots over, let alone take 'em outside—and this chilly affliction lasts almost a quarter of the year. But Charles, being a stubborn and brawny leatherass, won't put her away. He says Jack Frost won't bother a tramp from the North, and he keeps trying to get in the wind—even if it's in the snow.

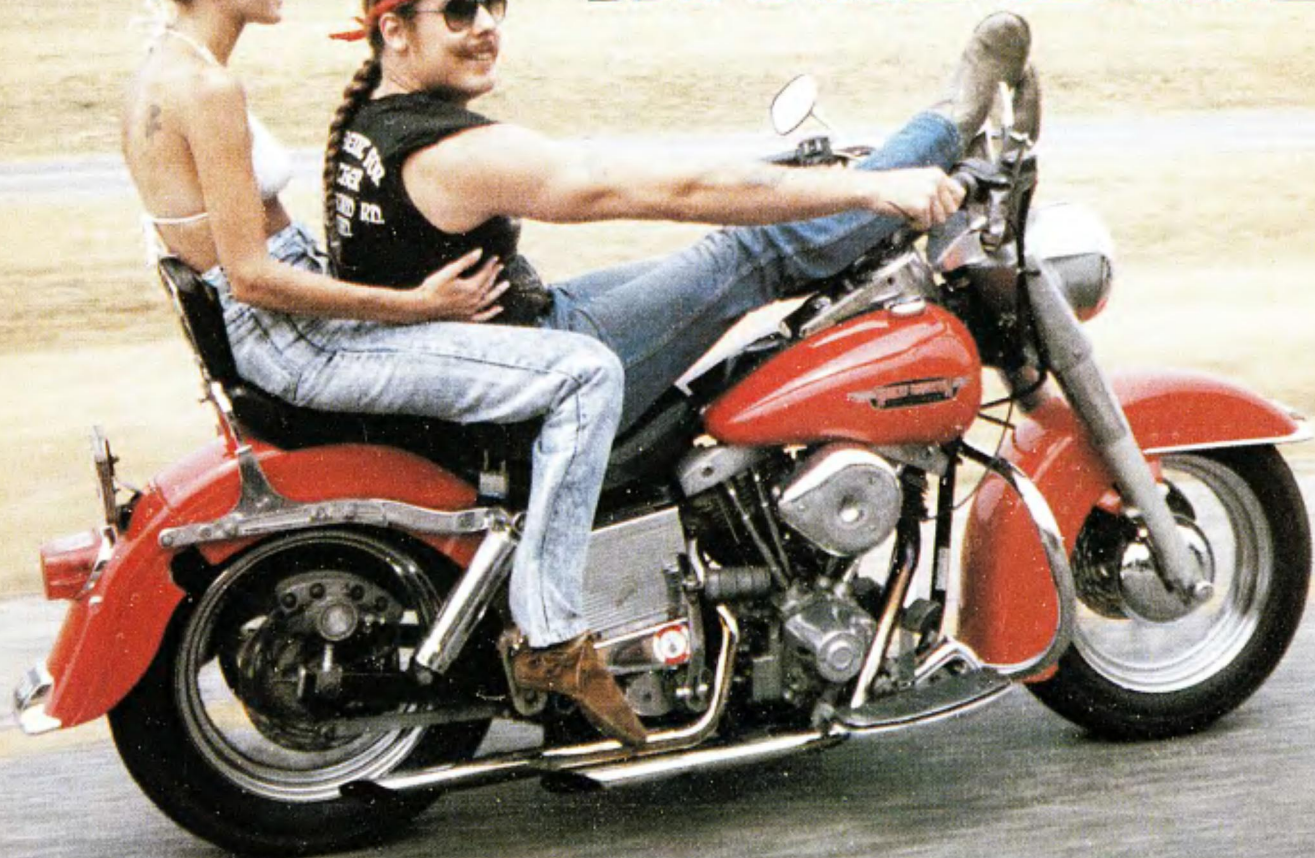
Last year it took two of his bros to pry his frozen fingers off the grips of his FLH. We had to use a blow-dryer to melt the icicles out of his hair. His ol' lady said that two days later, she could still feel the coldness in his tongue when he went down on her.

Then we hadda stop him from mounting a ski to the front forks of his old FLH. After that incident, he spent six weeks in the state mental institution, so his bros came up with this "Interim Machine" to alleviate some of poor Charles's cabin fever during those long New England winter months. We're just hoping we can get him through the month of February so that we can trailer him to Daytona for Bike Week.

Charles's bros all agree that the Interim Machine is a helluva lot cheaper than using all that gas in yer cage travelin' back and forth to the fuckin' nut house.

Warning: Ride safe. And keep yer fuckin' dick out of the blades. —Buck Simpson

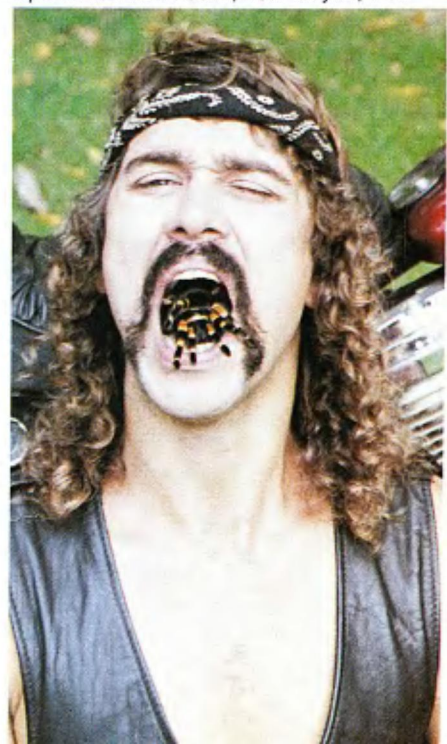
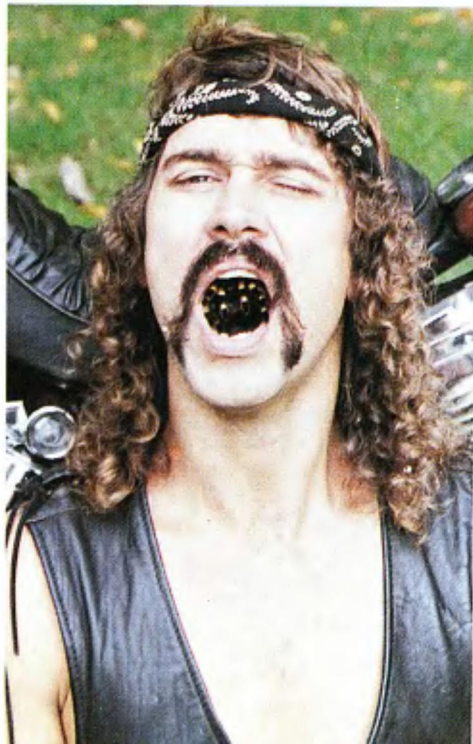
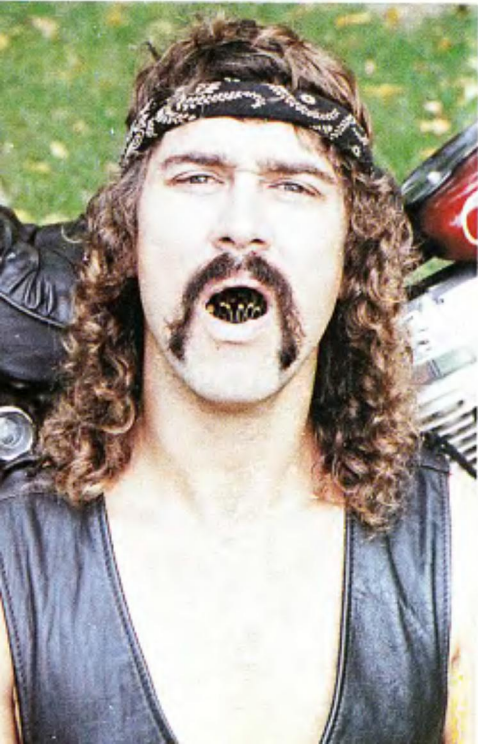
IN THE WIND



—Sandie, Baltimore, Md.

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.

—Spiderman and Felix, Fort Wayne, Ind.

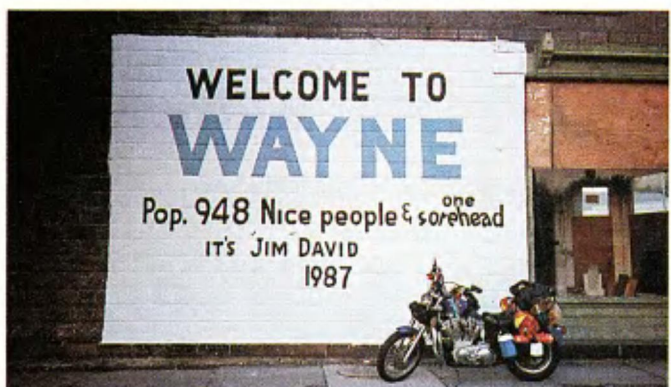




—Cecilia Johnson, Frankston, Victoria, Australia



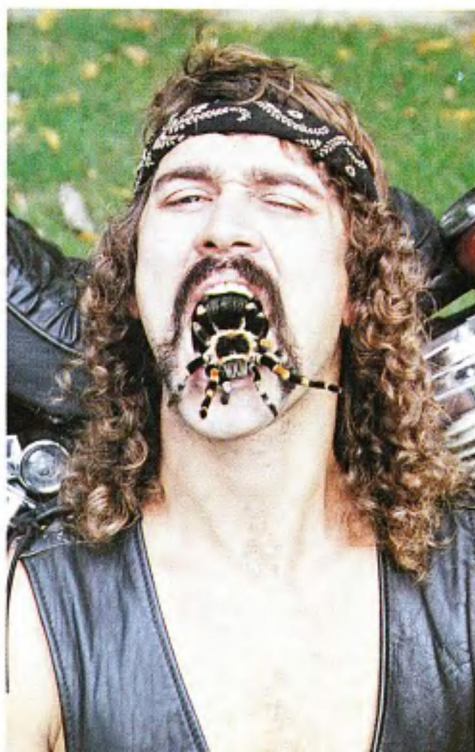
—J.J. Anquetin, St. Nubert, Quebec



—Pat Sullivan, Fayetteville, N.C.

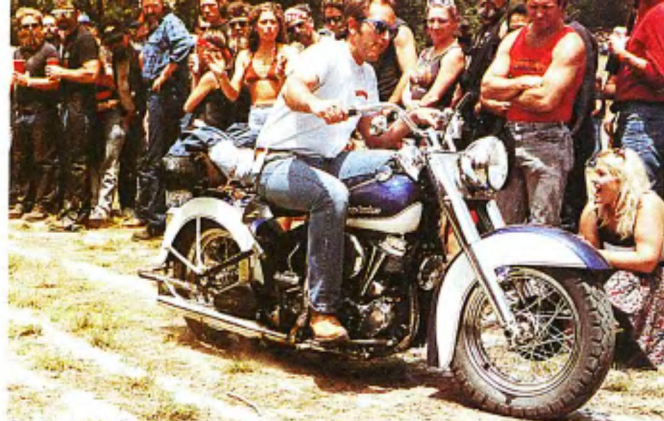


—Sioux Ann, Webster, Mass.





—The Breeze, Virginia Beach, Va.



—Steve Gessler, Carson City, Nev.



—Pan Ed, Madison, Wis.



—Mad Doctor, On the road



—Laura Julianne, Mendocino, Calif.



—Michael Kennedy, Ponca City, Okla.



—John Lewis, Flint, Mich.



—The Breeze, Virginia Beach, Va.

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Or your ol' ladies, that's for sure!
About those good vibrations, baby:
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About that fuckin' good feelin'
Of bein' free like a bird!

About the throbbin' of the engine
As it carries you away!
It's good vibrations, baby—
Fuck 'em all; let's go play!

—“Nomad Brad” Helmuth

—Rusty, Florence, Ore.





—Dusty Switzer, Costa Mesa, Calif.



—Randy Cullen, Yuma, Colo.

—James Fiebel, Clifton, N.J.



—Tony Shipp, Billings, Mont.

—Dawn and Adolfo, New York City





—Stacks, Sheridan, Wyo.

—Yogi, Oakliech, Victoria, Australia



—Mickey John, Dallas, Tex.





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"FAST RED"

Scott's hybrid Harley puts for two.



Whaddaya do when you're fed up with eatin' mud thrown off your bros' rear wheels? Build yourself a faster scooter, of course.

When Scott Gallegos returned from Sturgis in '87, he sold his '53 panhead for the funds to build this rippin' ruby ride from the ground up. After a lotta thought, Scott decided his next ride hadda be not only fast, but unique. So he dropped in at American Thunder in Thornton, Colorado (just north of Denver), to rap with the shop's owner, Shawn Galusha.

Shawn had his own high-tech, gale-force flyer—a 118-inch shovel—and he also had a box of shovel parts and a bunch of Evolution leftovers from a wreck victim. Scott hadn't seen any Evo/shovels around his neck of the woods, so that would cover the rarity requirement. From there the puzzle



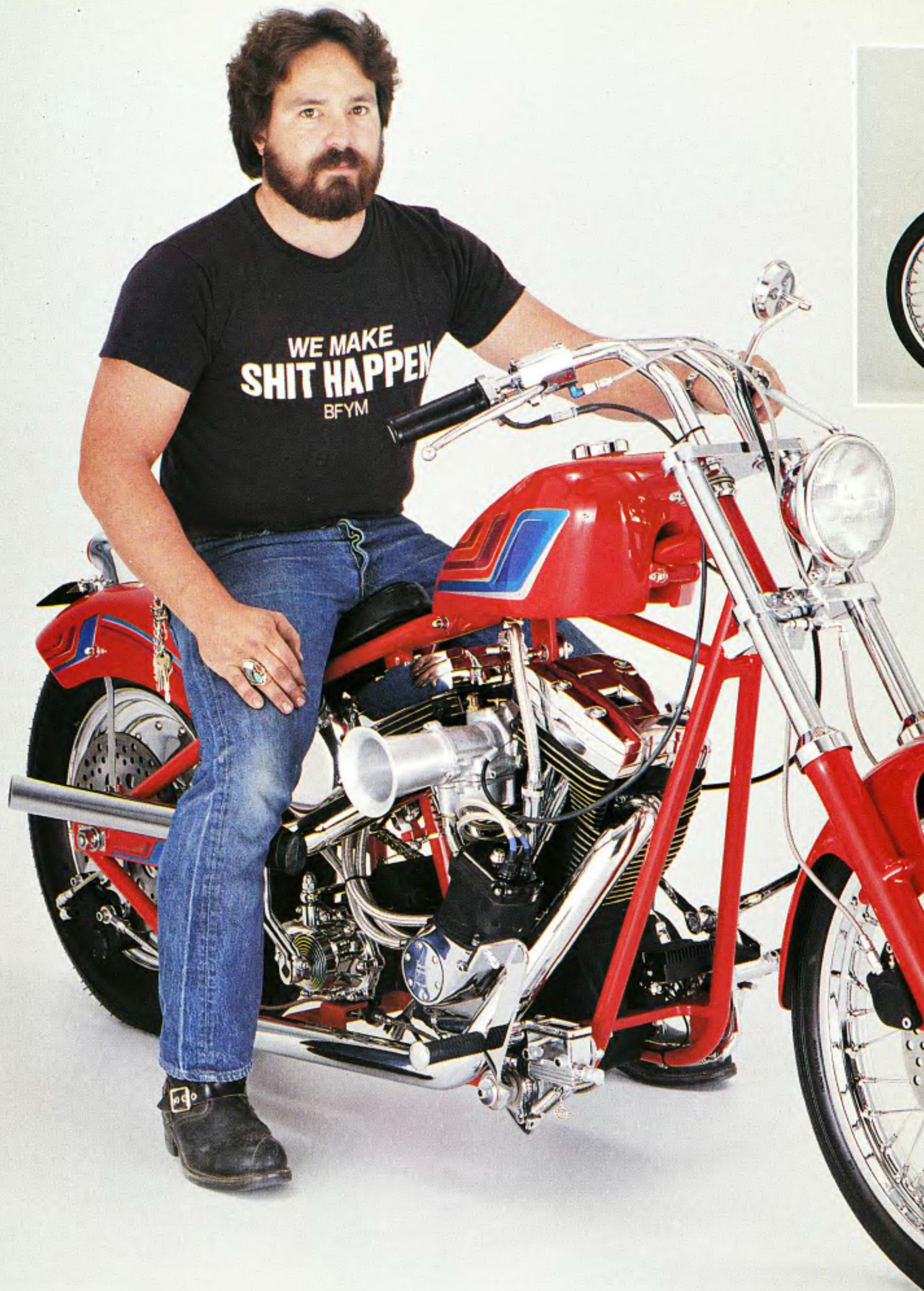


began to take shape, and the free-lance electrician started workin' a regular shift of all-nighters in his garage, catchin' only a few winks before hittin' his "real" job.

Scott's shov-olution was his solution to gettin' away from the back of the pack and struttin' his stuff out front, like when he and his bros tear around town, checkin' out the sights at Shotgun Annie's in Golden or the Tap Inn in Denver. Since Fast Red became roadworthy last August, it's copped the first-place prize in the Full Custom class at the *Easyriders* Motorcycle Rodeo Ride-In Bike Show in Estes Park, Colorado.

Scott had another strong motivation to get this rigid 96-inch up and running: the bike is dedicated to the memory of his late brother, Billy. Building







it became more of a head trip than it needed to be when Scott's folks worked his mind over by worrying about him and his deathcycle dream. Hey, man, when yer driven, yer driven.

If that ain't enough, Scott's sled also had the honor of bein' the one chosen for our sultry September Fox Hunt winner, Sheila, to get friendly with.

Sheila, a classy, quiet woman from Millbrook, Alabama, who melted transcontinental telephone lines with her great voice, didn't figure she had a chance of even bein' entered in the Fox Hunt, much less walkin' away with the big prize. Sheila, the men who vote know what they like. You, dear.

Sheila lists her ambition as payin' the bills, which is some-
thin' I think a lot of us men wish
our ol' ladies would think
about more. Her ol' man, Rail-
road, is a lucky dude. He got
his nickname by gettin' his
panhead stuck on a railroad
track—and bros bein' bros, his
won't let him forget it. And we
won't soon forget his great ol'
lady, Sheila.

— Loudmouth





Photos by Mad Mike

Name: Sheila
Birth date: June 30, 1963
Frame:
Tits: 34½"
Waist: 26"
Hips: 34"
Height: 5'4"
Weight: 115 pounds
Age: 25
General:
Hometown: Montgomery, Alabama
Residence: Millbrook, Alabama
Ol' man: Railroad
Favorite hangout: Nasty Feet's Saloon
Occupation: training consultant at a health center
Attitude:
Sex: "It's great. I love it."
Rock-'n'-roll: Guns and Roses, Black Oak Arkansas
Turn-offs: bad attitudes
Turn-ons: Harleys, rock-'n'-roll
Life: "Love it."
Specifics:
Favorite position: any
Favorite man: mine
Favorite tune: "Hot 'n' Nasty" by Black Oak Arkansas
Favorite activity: ridin' an' partyin'
Favorite phallic symbol: Harley
Romantic evening: "Rollin' around on the floor with my ol' man."
Fantasy: home, family
Favorite run: toy run for battered wives and abused children
Favorite bike: panheads

Owner: Scott Gallegos	City: Thornton, Colorado	
General	Frame	
Fabrication by: owner	Year: 1988	
Year and make: 1988 Harley-Davidson	Builder: Atlas	
Model: bar-hopper	Type: altered rigid	
Value: \$10,000	Rake: 5 degrees	
Assembly by: owner	Stretch: some	
Time: five months	Other alterations: heavy-duty	
Chroming by: Brown's Plating	Accessories	
Engine	Bars: drag	
Year: 1971	Risers: 6-inch	
Model: Evo/shovel	Fender(s): Kenny Garcia/Ness	
Rebuilder: American Thunder	Headlight: Bates	
Ignition: Impulse Coupler magneto	Taillight: Sparta	
Displacement: 96 cubic inches	Speedo: none	
Lower end: S&S, 4½-inch stroke	Front pegs: V-twin	
Balancing: American Thunder	Rear pegs: none	
Pistons: S&S, 3½-inch bore	Electrics: 12-volt	
Cases: modified Harley-Davidson	Gas tank: Sportster	
Heads: Dave Mackie, Rivera Eng.	Oil tank: 5-quart spun aluminum	
Cam: Leineweber E-5	Oil system: braided lines	
Lifters: stock Evo	Primary cover: none	
Carb(s): S&S "D" series	Seat: Arlen Ness	
Air cleaner: velocity stack	Sissybar: no sissies	
Pipes: 2-inch shotguns	Height: n/a	
Muffler(s): loud	Material: n/a	
Transmission	Forks	
Modifications: close-ratio 1st	Type: narrow glide	
Year: 1977	Extension: stock	
Shifting: foot	Builder: Harley-Davidson	
Engine sprocket: Primo belt	Special features: custom trees	
Trans sprocket: 24-tooth	Wheels	
Wheel sprocket: 51-tooth	Front	Rear
Painting	Size: 21-inch	Size: 15-inch
Molding: Garry Dovel	Hub: H-D	Hub: Bob Schenck
Painter: James Dee, Dee's Grease Pit	Rim width: 4 inches	Rim width: 2.75 inches
Color: fast red	Tire: Avon	Tire: Mickey Thompson
Type: Imron	Brake: dual discs	Brake: Grimeca
Special paint: pizazz, James Dee		
Special thanks to Ted Padilla and all the people at American Thunder. Dedicated to Billy Martin.		

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Miller's Custom Parts, S-XL \$9.95, XXL-XXXL \$11.95, 1863 S. Ridgewood Avenue, So. Daytona, FL 32019. (904) 761-0858.

Barnett Harley-Davidson \$11.95 ea. (\$9.95 ea. additional), 5/colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 79925. (915) 592-5804.

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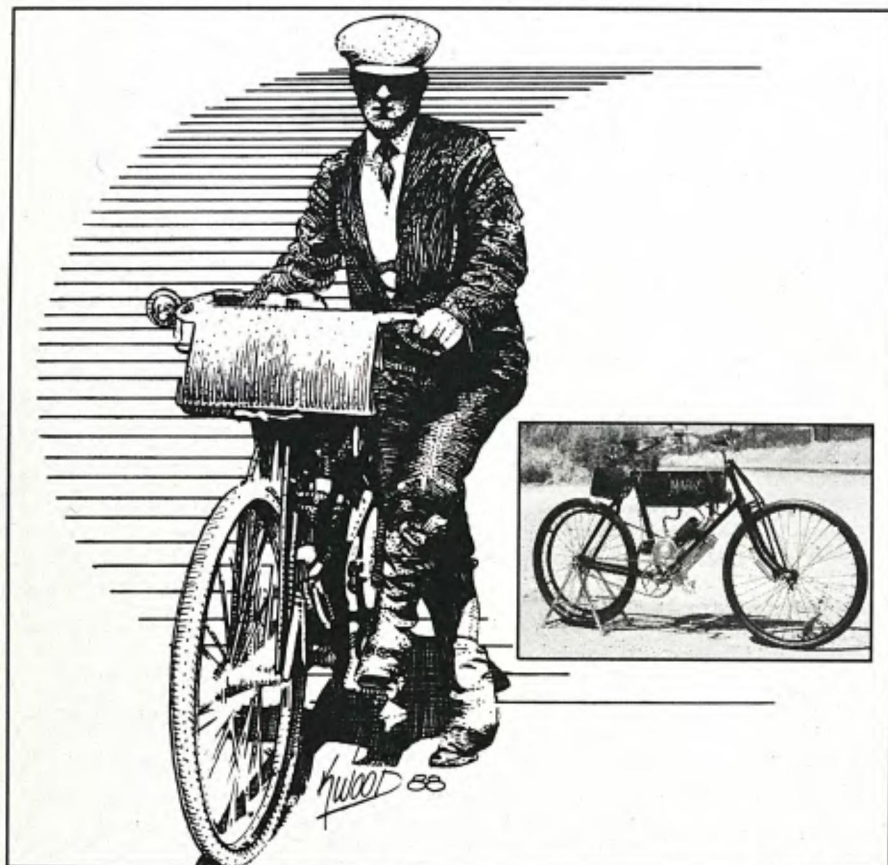


Photo by Buck Lovell

George A. Wyman
The corner of Market
and Kearney streets,
San Francisco, California,
May 16, 1903

George A. Wyman was the first man to ride across the country on a motorized vehicle, but his accomplishment might have been forgotten had it not been for Roger Hull, founder of *Road Rider* magazine. Wyman's story had been published in Volume 1, Number 1 of *Motorcycle Magazine* in June of 1903, but that issue and four subsequent issues containing portions of the account disappeared (the magazine closed its doors in 1906). When Hull read of Wyman's feat in a 1910 bicycle/motorcycle magazine, his curiosity was piqued, and he discussed the Wyman tale with G.W. Knudsen at Daytona Speed

Week in 1978.

Knudsen researched the story for the next 18 months, and with the assistance of Herb Glass's motorcycle periodical collection, he discovered a copy of the original issue containing the Wyman story. Hull reprinted George's story in 1979, and shortly afterwards Buck Lovell forwarded shots of a very similar 1½-horsepower Marks 1903 motorcycle to *Road Rider*. Lovell's photo (above) shows the motorcycle in its current restored state; this is possibly the first motorcycle Roy C. Marks built in his California-based company, and it could conceivably have been George Wyman's ride.

Wyman's trip, from May 16 to July 6, 1903, was incredible—imagine riding across the country on a rigid frame, usually over dirt roads or railroad ties (and sometimes no roads at all) at an average speed of less than 120 mph. Following are some excerpts from Wyman's log of the trip:

"The next day, May 20, promised

more pleasure, or, rather, I fancied that it did so. I knew that I could go no higher, and with dark, damp, dismal snowsheds and the miles of wearying walking behind me and a long down-grade before me, my fancy had painted a pleasant picture of, if not smooth, then easy, sailing. When I sought my motor bicycle in the morning, the picture received its first blur. My can of lubricating oil was missing. The magnificent view that the tip-top of the mountains afforded lost its charms. I had eyes not even for Donner Lake, the 'gem of the Sierras,' nestling like a great, lost diamond in its setting of fleecy snow and tall, gaunt pines.

"Oil such as I required was not to be had on the snowbound summit nor in the untamed country ahead, and oil I must have—or walk, and walk far."

"I was in hard luck because I do not gamble, drink, smoke, or chew. The old-time picturesqueness of Reno has departed, but it is still a town of the West . . . and a man of no habits is at a discount in it."

"I set forth toward Wadsworth and the great Nevada desert. For about 18 miles the road was fair, and then it began to get sandy. Sand in Nevada means stuff in which you sink up to your ankles every time you attempt to take a step. To further enliven matters, it began to rain. Every now and then I had to dismount and walk for a stretch of a quarter of a mile. Several times the soft sand threw me because I did not respect it enough to dismount in time."

"[A traveler] wonders why anyone lives there, but if he is wise he does not ask any questions, for even though the wildest days have passed, it is a hot-blooded country still, where fingers are heavy and guns have hair triggers."

"Then it's a case of 'Now, boys, let me have your guns; we don't want any trouble, and I'll take care of your shooters. Be reasonable.' The boys are reasonable and as the sheriff treats all alike, they hand over their shooting irons and the guns are tagged by the sheriff with the owner's name and kept by him till the spree is over. Occasionally, though, the men get to drinking and the fun begins before the sheriff is aware there is a party in town."

"In the whole stretch between Wadsworth and Lovelock's, Nevada (63 miles), I was riding the railroad ties, with the exception of 8 or 10 miles where I found the sand in the trail alongside hard enough to be ridden over."

"I ran into a rut, and the machine slewed and hurled me into a slough of mud about 10 feet away. The mud [in Iowa] is of the gumbo variety that

sticks like glue when it is moist and dries as hard and solid as bricks. I held quite a good-sized tract of Iowa real estate when I arose."

"Eight of 10 horses I met wanted to climb a telegraph pole or leap the fence at the sight and sound of my harmless little vehicle, and the farmers used language that would make a pirate blush. I was frankly expecting any one of them to pull a gun and take a shot at me during all my 40 miles on the road that forenoon."

"My ride . . . ended at the New York Motorcycle Club's rooms, No. 1904 Broadway. It was there I left the faithful little machine that had carried me some 3,800 miles. What was the exact distance I never will be able to tell, because after breaking four cyclometers, I ceased to bother with the mileage."

"Compared with the first cycling journey across the continent, that of Thomas Stevens in 1882, the first effort of the motor bicycle does not suffer. Mr. Stevens required 103½ days to ride from San Francisco to Boston; my journey was completed in 50 days. While the idea of establishing a record was not part of my purpose, it is worthy of remark that none of the three powerful automobiles that have since crossed the continent have come near to equaling my time. With the experience gained and with a more powerful machine—the one I used was of but 1¼-horsepower—I feel confident that the journey from ocean to ocean can be made in 30 days without particularly strenuous effort."

George Wyman made the first cross-country trip in 1903, but because he was a quiet man (no one ever heard from him after the account of his trip was published), credit for the first motor-vehicle coast-to-coast trek went to Dr. Horatio Nelson Jackson, who was accompanied by his mechanic, Sewell K. Crocker, and who drove a 20-horsepower Winton automobile across the continent only 20 days after Wyman arrived in the East on July 26, 1903.

In addition to the coverage in *Motorcycle Magazine*, there was the mention of Wyman's trip in *The Horseless Age* and in *Bicycling World and Motorcycle Review*, an English publication, but if it weren't for the interest and subsequent sleuthing of enthusiasts Lovell, Hull, Knudsen, and Glass, we wouldn't have had the opportunity to share the pride of this accomplishment. As Roger Hull put it: "George A. Wyman did his part back in 1903 . . . the rest is up to us."

— Ball

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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.

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

Woman, late thirties, passionately desires "streamlined" Harley owner, camping enthusiast, Tristate area of Southern. Craves Daytona Run companion. Has acreage in Florida, needs caretaker. References, please. Berry, Box 23, Levitt, NY 11756. (188)

Sponsors or donations for bro into stock car racing. Ol' lady says to sell my Hog to support my expensive habit. Any help would be greatly appreciated. Pictures available on request. Wallet-size available for \$1 plus postage. Larger sizes available. Write for price list. Campbell Racing c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301. (188)

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

Custom tattoo machines and tubes. All equipment repaired. Dyring, Inc., 4138 E. Grant Rd., Tucson, AZ 85712, (602) 881-9026. (190)

To all my brothers and sisters of Deutschland: Frenchy's address is 1600 Carrollton Ave., #3, Metairie, LA 70005-1410. Petra, I'll see you soon. (188)

ATTENTION, EX-CONVICTS: Establish yourself by asserting your right to government benefits available to all convicted felons, regardless of sentence. Vocational training, business loans, grants, plus much more! Complete info, \$10 (no checks) to: E-O INFO, 3531 West Glendale, #101E, Phoenix, AZ 85051. (188)

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New Identity. Report details how it's done. Send \$10 to Newman, 5132 NE 105th, Portland, OR 97220. (190)

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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 adventurous viewer. Get some ideas for your next tattoo! Send \$39.95 plus \$2 for postage and handling to: Righteous Products, 5699 Kanan Road, #222, Agoura Hills, CA 91301. Specify BETA or VHS (55 minutes in length). (999)

To Vicki **Easyriders** Foxhunt #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 pm PST). Melbourne, Australia (03) 8174478. Bye for now! (188)

REWARD: \$500 for information leading to the recovery of a '47 knucklehead, motor #47EL3573. Stolen 3-4-88 from the Panhandle of Florida. Was Corvette yellow with candy apple orange flames. Six years of sweat & blood in this one. Any information, please contact Unicorn, Rt. 1, Box 216, Marianna, FL 32446. (188)

Cadillacs, Mercedes, Porsches, etc., direct from government. Seized in drug raids. Available in your area. Save **\$thousands**. (216) 453-3000, ext. A8237. (188)

477 magazines 1970-81: *Choppers*, *Street Chopper*, *Big Bike*, *Custom Chopper/Bike*, *Easyriders/Wind/etc.*, *Supercycle*, *Iron Horse* and others. Most in very good condition, few duplicates. All \$450 plus shipping or in lots by title, \$1-\$2 each. Stamped envelope for list. K. Williams, 128 Petersburg, Lancaster, PA 17601. (188)

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

PRISON SUBS: Locked-down bros and sisters, subscribe to **Easyriders** for only \$14 a year (U.S. funds only, please). Mail to: **Easyriders**, Box 3752, Escondido, CA 92025. Allow 6-8 weeks for delivery of first issue.

T: I love you. Remember the weeds? I love you. T.F. (188)

ALASKA PURE HARLEY-DAVIDSON MOTORCYCLES: FREE airfare to Alaska with purchase of 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 Spenard Rd., Dept. ER, Anchorage, AK 99517, (907) 248-5300. (18)

Bonnie searching for Clyde. Must wrench at own Hog. Bonnie, 1941 Lindsay Lot Rd., Shippensburg, PA 17257. (18)

Jodi L. Anzur, born September 19, 1961; da September 13, 1988. You're with me in spirit until I see you again. Then we'll ride the pearly-white until there's no end. God, how I miss you, babe. R.I.P. Love ya forever. Tom Hubbard. (18)

Attention, worldwide Harley riders needing designs for tattoos and airbrush: Artist of the '80s, James Cowboy Inman, has the designs you want. If I don't have it, I can draw it. Small designs \$3, large \$5, 8" x 10" designs \$10, or I honor you as you honor me. No con or B.S. you will mail me a Harley patch, I'll send you 5 free designs. Anyone mailing me an old shoulder patch, I'll mail you 15 free designs. Mail me a cap or small T-shirt or rings, size 6 to 8, I'll mail you 12 free designs; hat pin or Daytona patch gets 4 free designs. All bikers ladies mailing a photo (show your bodice) will get 5 free designs. All designs in color and sent to you by express mail. Artist of the '80s c/o James Cowboy Inman, 202 South 3rd St., Lamesa, TX 79331. (806) 872-9693—no collect calls! (18)

FREE—WORLD'S LARGEST SINGLE MAGAZINE. Photos, descriptions. Ladies men needing mates. **League**, Box 5637-ESP, Reno, NV 89513-5637. (188)

AMERICAN HANDMADE KNIVES: Satisfaction guaranteed. Send \$1 for catalog. Kessler Knives, Box 202, Elgin, SC 29041. (195)

Wolfman: Had such a great time, forgot to give your coordinates. Wanna fly me a kite? Kitterton 20 Boivert, Beauport, Quebec, Canada G1R 4T6. (191)

Buy & trade new/used biker duds—from hats to boots. Catalog \$2. Larsen Leathers, Box 3, Riner, VA 24149, (703) 382-4668. (191)

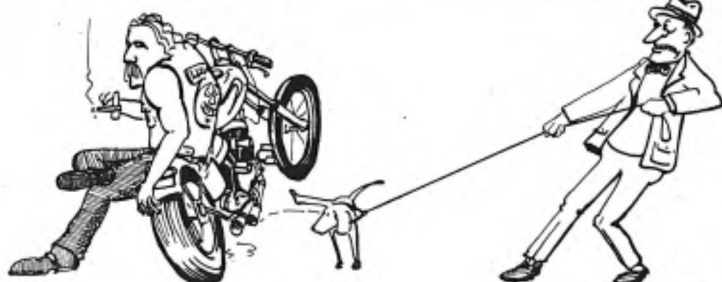
Wanted: 1947 knucklehead or 1959 panhead 74 cu. in. or better, stroker preferred. Send photo, address, and price. Clyde Layne #15904, Box #14-SHU, Concord, NH 03301. (188)

Michael: Welcome to your future. May it be the fulfillment of our dreams. All my love, your wife. (188)

Spiked collars: pet/person—Spikes and Studs small (13"-17"), \$7; medium (18"-20"), \$10; large (22"-24"), \$12; 4-foot leash, \$9. Fully Spiked: small, \$11.50; medium, \$15; large, \$19; heavily spiked leash, \$28. Plus \$2 shipping/handling to Karen Marker, 29359 Sewells Dr., Lawton, MI 49065. (188)

Gar: Happy 1st anniversary of our love. Sexy Sadie. (188)

Bikers Are a Strange Bunch. What Some Call Pussy, They Call Lunch, or Haws & Herpes Last Forever. Quality 50-50 American-made black T-shirt, \$7.95, or 2 for \$14.95. Headrest Imprint, Box 3782, Louisville, KY 40201. Indiana residents add 5% sales tax. (188)



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Tired of running out of gas 75 miles from the run site and missing the best titty contest they've had inna decade? Well, here's yer answer: Custom Chrome's easy-to-bolt-on, one-piece fatbobs for '57-'78 and '82-'87 Sportsters, including Evo models. Designed to accept two-light or three-light dashes and the large FL speedo, they can be found at your local CCI dealer, or write to Custom Chrome, Dept. ER, 1 Jacqueline Court, Morgan Hill, CA 95037.



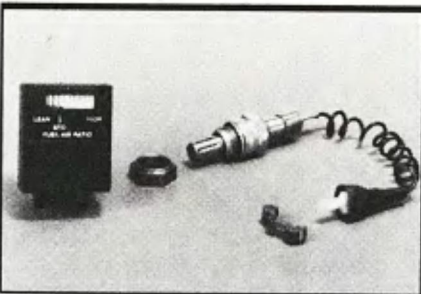
WEATHER MASK

When yer takin' a putt out in the cold, this Weatherguard mask will help keep yer face from turnin' into a block of ice. Because the visor is away from the mask, there's air circulating around to keep it clear. The foam below the mask insulates the neck area. Write Market Enterprises Inc., Dept. ER, Box 19003, St. Paul, MN 55119.



THE LAST GREAT AMERICAN

There's not much ya can rap and rave about a Harley T-shirt, 'cept for the message on this one. Holoubek, Inc., produces this full-color art on U.S.-made 100 percent cotton Ts, in sizes up to XXL and XXXL. See 'em at your local bike or T-shirt shop.



FUEL-AIR RATIO MONITOR

For you stoplight-to-stoplight drag racers, here's a handy preventive device that continually monitors your engine fuel-air ratio changes and will show any variations instantly and accurately.

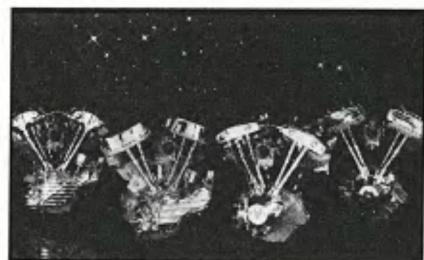
Fuel mixtures can be precisely observed whether the engine is carbureted or injected, normally aspirated or supercharged, at any load condition or rpm. This precision instrument also works with nitrous oxide but is *not* recommended for nitromethane fuel. Sounds hot to me. Write K&N Engineering Inc., Dept. ER, Box 1329, Riverside, CA 92502.



DAYTONA ON YER COFFEE TABLE

Although this hardbound collector's edition doesn't hold a candle to our *In The Wind* Sturgis '88 special, if you're into a coffee-table book on Daytona, here's one. Championship race car driver Tim Richmond and nationally known photographer Bob Jones, Jr., have brought out the 96-page, full-color "Run to the Sun," with more than 100 photos of the fashion, the lifestyle, the camaraderie... hell, you know.

For more information, write to Bob Jones, Jr., Dept. ER, Box 4611, Richmond, VA 23220.



HARLEY GODS PHOTOGRAPHED

You've heard of the Harley god—you've felt him in yer bones, you've seen him when yer ripped, and you've ridden with him in the fog. Now for the first time ever, the heavenly V-twin commission has come forward to be photographed for this poster, offered exclusively by Posters Plus, (504) 468-9012. It's big and it's in color, and if ya don't know the names of these righteous brothers, I'll tell ya: from left to right, they're Saints Knuckle, Pan, Shovel, and the glorious new son, Saint Block. Pay yer respects.



What's Happenin'

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

CALIFORNIA

EASYSIDERS INVITATIONAL/OPEN CUSTOM BIKE SHOW—February 10, 11, and 12 in Long Beach on the Queen Mary. Massive all-bike show. See additional information on page 50. Don't miss it.

CANADA

5TH ANNUAL BIKE SHOW BASH—January 7 in Bramalea at Bramalea Lions Hall in Ontario. Tickets \$8 in advance, \$10 at door—includes all drinks, beer to JD, and home-cooked food. Starts at 6 p.m. Live band, contests, trophies, and more. For more info, call (416) 656-1263 or (416) 624-2911.

WORLD OF MOTORCYCLES—January 6, 7, 8 in Toronto at Toronto International Centre. Canada's top custom bike show. Entertainment, racing bikes, custom, vintage, touring, and much more. For info, write BHP, 8780 Baldwin St., RR 1, Ashburn, Ontario, Canada L0B 1A0, or call (416) 427-4201.

ILLINOIS

MOTORCYCLE SWAP MEET—January 29 in Belleville at Belle-Claire County Fairgrounds. New and used parts at bargain prices. For info, write J&P Swap Meet Productions, Box 135, Anamosa, IA 52205, or call (319) 462-4605.

MOTORCYCLE SWAP MEET—February 5 in Peotone at Will County Fairgrounds. New and used parts at bargain prices. For info, write J&P Swap Meet Productions, Box 135, Anamosa, IA 52205-0135, or call (319) 462-4605.

IOWA

MOTORCYCLE SWAP MEET—January 22 in Davenport at Downtown River Center, 136 East 3rd St. New and used parts at bargain prices. For info, write J&P Swap Meet Productions, Box 135, Anamosa, IA 52205-0135, or call (319) 462-4605.

MICHIGAN

ABATE OF MICHIGAN ANNUAL SEMINAR AND ELECTIONS—January 14-15 in Howell at the Holiday Inn. For more info, write ABATE of Michigan, Inc., Box 1032, Dearborn, MI 48121, or call (616) 361-6172.

SMC SWAP MEET—February 19 north of St. Johns on U.S. 27 at the VFW Hall, from noon till 5 p.m. ABATE discount, food and drink available. For more info, call (517) 887-1565.

MINNESOTA

MMRA SUPER BASH—February 11 at the Medina Ballroom. Live music. Sponsored by the Minnesota Motorcycle Riders Association. For further info, write MMRA, Box 27528, Minneapolis, MN 55427, or call (612) 541-1704.

NEBRASKA

MOTORCYCLE SWAP MEET—February 5 in Omaha at the Omaha Civic Center, 1804 Capitol Ave. New and used parts at bargain prices. For info, write J&P Swap Meet Productions, Box 135, Anamosa, IA 52205-0135, or call (319) 462-4605.

3RD ANNUAL MOTORCYCLE SHOW AND SWAP MEET—February 25-26 in Lincoln at the State Fairgrounds. Sponsored by ABATE of Nebraska, District 2. For more info, write ABATE of Nebraska, Inc., Box 30332, Lincoln, NE 68503, or call Dave at (402) 464-8583 or Lynn at (402) 477-5111.

NEW JERSEY

JERSEY ABATE/OCEAN COUNTY CHAPTER MEETINGS—on the first Sunday of each month at 1 p.m., at the Cowboy Restaurant and Saloon in Bayville.

TENNESSEE

5TH ANNUAL CMT/ABATE SWAP MEET—February 12 in Memphis at the National Guard Armory, 2610 Holmes Rd. E. Starts at 10:30 a.m. For more info, write CMT/ABATE, Inc., Box 140585, Nashville, TN 37214, or call (901) 452-1784 or (901) 327-0364.

TEXAS

12TH ANNUAL ST. VALENTINE'S DAY MASSACRE—February 10, 11, 12 in Stockdale. Sponsored by Alamo City Chapter Gypsy MC. For info, write E-Z Go'N, Box 29000, #246, San Antonio, TX 78229, or call (512) 697-8702.

WASHINGTON

10TH ANNIVERSARY AND VALENTINE'S DAY PARTY—February 10th. Sponsored by ABATE of Washington, Tacoma chapter. For complete info, call (206) 537-3457 or (206) 474-7739.

WISCONSIN

9TH ANNUAL MOTORCYCLE SWAP MEET—February 12 in Eau Claire at the Downtown Civic Center. Open from 10 a.m. to 5 p.m. Beer and food available on premises. For more info, write Swap Meet, 5410 Winget Dr., Eau Claire, WI 54703, or call (715) 834-8389.

MOTORCYCLE SWAP MEET—January 15 in Milwaukee at the Downtown Mecca Center (East Hall), 500 W. Kilbourn Ave. Over 160 selling booths. New and used parts at bargain prices. For info, write J&P Swap Meet Productions, Box 135, Anamosa, IA 52205-0135, or call (319) 462-4605.



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Port and Flow — \$145.00 set (For shovels, pans, Evolutions, and Sports-ters)

Valve Job — \$45.00

Dual Plug Setup — \$50.00 set (shovels) \$60.00 set (Sportsters & Evolutions)

H-D Lower Ends Rebuilt — \$245.00. Includes: cases glass beaded, rebuilt rod set, sprocket & pinion shaft bearings, cam bearing, true & assemble flywheels & press into case. Use UPS for faster & more economical service!

Dragon Man's Video Tapes — (step-by-step instruction.) For a complete listing of all tapes & catalog, send \$4.00.

Engine Balancing — \$50.00 (all H-D motors)

Every Type of Case Repair — Call for price.

Rebuilt Generators — \$65.00 (exchange)

Valve Seats (only) installed \$160.00

Rebuilt Generators — 32E 6-volt (outright) — \$85.00

Breather Gear Re-sleeved — \$95.00 welding (if needed) extra

Flywheels Shaved — \$45.00

Rebuild Your Own Motor — \$445.00. Includes: parts & machining ready for assembly. (Call for info)

Shovel Exhaust Ports welded onto pans \$50.00 a set.

Delkron Motor Cases — \$475.00 (Evolutions, shovels, and generator motors). (Repaired seconds.)

Complete Flywheel Assembly — \$175.00 (exchange).

Cylinders Bored with Pistons and Rings — \$70.00 per set.

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Mystery Motorcycle Champ



Frank Mayer, Ryan Neighbors, Dan and Laura Lafever celebrate.

Ya know, we give out a lot of prizes to our ridin' family. Recently, at the *Easyriders* Motorcycle Rodeo Grand Nationals, we gave away belt buckles that'd make a boxing heavyweight champ proud, and in our next issue, we're awarding our Sweepstakes winners with enough scooters and parts to make anyone wanna subscribe, even if it's just to read a couple of *Savage's* groaners in "Passin' Gas," check out the scoots, and enter the Sweepstakes.

This here is another distinctive award. It's special 'cause this contest had heart and demanded a sense of dedication to the sport from our readers—and the company that put up the scholarship also put thought and compassion into the prize.

The Motorcycle Mechanics Institute (MMI), with campuses in Phoenix, Arizona, and Orlando, Florida, offered a scholarship worth either \$5,250 or \$6,125, depending on the curriculum the winner chose. Naturally, only V-twin courses were offered, and there was one major criterion—the reader had to demonstrate that he or she was dead serious about this educational opportunity. To us that

translated into heart.

The crescent-wrench education includes \$4,375 for the Motorcycle Technician Career Program (675 hours, 27 weeks, 29 semester credits) and either the \$875 Early-Model Harley-Davidson Program (150 hours, 6 weeks, 7.5 semester credits) or the \$1,750 H-D Factory Certification Program (300 hours, 12 weeks, 16 semester credits). That's a substantial bonus for a serious brother or sister who wants to genuinely rise to the career occasion.

In our August 1988 issue, we took out all the numbers from the last bike chart and asked the contestants to fill in the blanks and tell us highly critical judges in their own scribbled words why they should receive this endowment.

As usual, our readers (that's you) rose to the arduous literary task. We received only earnest responses from would-be wrenches all over the country. We began by culling the most correct charts from the hefty pile of entries, and then we began the tough-as-carburetor-rebuilds job of reading each response, looking for straightforward justifications for the individual to receive this learn-

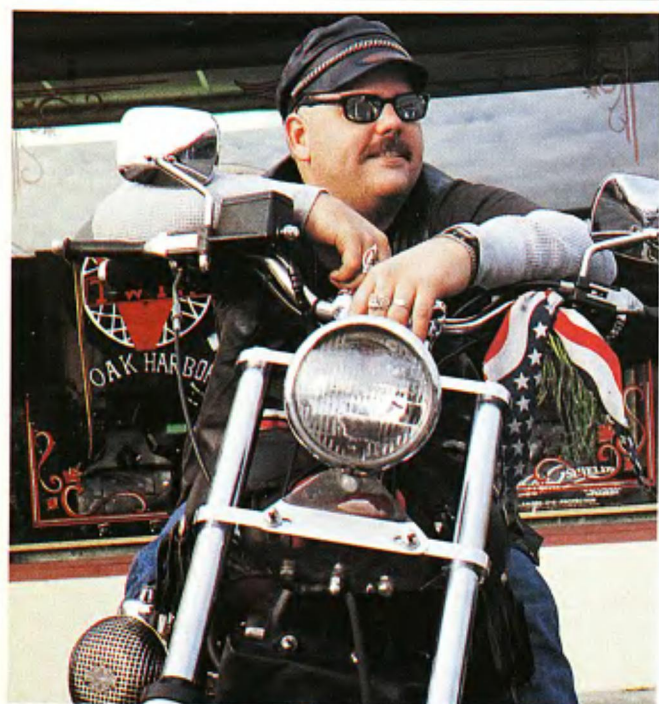
ing break. Although each contained a great deal of merit, one stuck out from the crowd, and his credentials were substantiated with a quick call to one of his employers.

And the winner is—Dan Lafever from Oak Harbor, Washington, who is now stationed at Whidbey Island Naval Air Station. Besides maintaining and operating communications equipment for Uncle Sam's Canoe Club, Dan also does an almost-daily stint at Ryan Neighbors's V-Twin Service Company.

As Dan put it in his submission, "I decided to see if any of the local Harley shops would take me in and educate me—for free. As you can guess, I started out cleaning the floors, detailing bikes, and putting tools away. Then, after three months, my chance came; the parts man retired, and after a couple of days, the boss asked if I would like the job. My eyes lit up . . . but I knew in my mind I had to prove myself. The next four months were long, hard, dedicated hours. I was working 48 hours a week with the Navy and 35 hours or more a week with the shop."

Now if that ain't dedication, I

The Motorcycle Mechanics Institute offered a scholarship for one dedicated rider, and we found him.



MMI scholarship winner Dan Lafever.

don't know a float bowl from a set of brake calipers. I rang up Ryan Neighbors just to make sure, and not only did he back up Dan, he threw in a couple of accolades regarding Dan's work habits and mentioned that Dan's doing this job for the experience only—no *dinero*, moolah, or cashola.

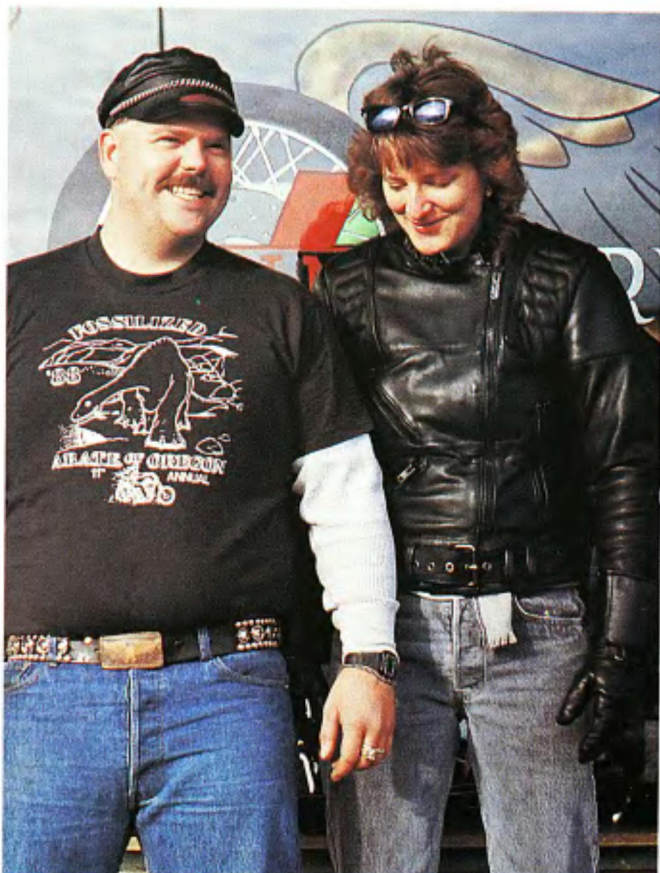
'Course, I'm sure he's afforded the time and expertise to work on his own scooters, a '57 FLH with a '76 shovel motor in it, and an 883 spotlight-to-spotlight blaster.

So, yeah, the cat rides. Last year this 24-year-old, who hails from Tennessee and was transplanted to North Carolina as a youngster, rode the Sporty 8,000 miles in 27 days. Beginning in crisp Washington, he putted to Montana, where he knew some farmers. From there he went to the Sturgis party, then blazed 1,500 miles in 36 hours to Tennessee to visit family, on to North Carolina to see the rest of the clan, headed north to New York City to visit friends, toured the New England states and the territory under the Great Lakes, blew through the Poconos and Chicago, then headed straight back across Interstate 90 to Washington. Yeah, the man rides.

The bros in the garage are pleased to connect Dan with the only formal motorcycle training program in the country to be endorsed by Harley-Davidson; the critical-as-rod-bearing-fit fact is that MMI is Harley-Davidson's exclusive entry-level technician and dealership update training school. H-D states emphatically that the Institute "is for serious students only—those who want to live the dream."

"Harley-Davidson fully endorses MMI and encourages dealers to hire its graduates, because these students have a broad range of experience with our product line," said Ronald Plender, Harley-Davidson's Director of Motorcycle Service. "We've worked very closely with MMI to carefully orchestrate a curriculum which explores all phases of Harley-Davidson motorcycle systems and prepares students for real-world working conditions. MMI has been very receptive to our needs and supplies our dealers with high-quality technicians."

Several other manufacturers have also endorsed the Institute, and many refer their dealers directly to MMI for properly trained



Photos by Tim Boyles

technicians. Graduating mechanics typically start at \$8 an hour or more in the field, and many reach at least a \$20-per-hour pay scale.

MMI's course begins with its Motorcycle Technician Career Program, which covers basic engine theory, and progresses to hands-on study of transmissions, carburetion, suspension, and ignition systems, using state-of-the-art tools and diagnostic equipment.

Training only 1,200 elite students a year, MMI maintains a classroom ratio of only 25 to 1 in the basic courses and 15 to 1 in the elective classes. If you're seriously interested in MMI's extensive courses, write or call the Motorcycle Mechanics Institute at 2844 W. Deer Valley Rd., Phoenix, AZ 85027, (602) 869-9644, or 4065 L.B. McLeod Rd., Suite A, Orlando, FL 32811 (305) 423-1514. Toll-free line: (800) 528-7995.

Many congratulations go to Dan, and I'll wait until he graduates before I send him my SU. Until then, the ol' pan'll just have to get me around, spittin' and sputterin' as usual.

—Snake

READER'S RIDE



Pete Vela, Conroe, Texas
1985 Harley-Davidson FXWG

Pete's bike, The Legend, is a dolled-up '85 Wide Glide that I'd be nervous as shit to ride around on—mostly for fear I'd scratch the tanks every time I set a sixer on 'em. Pete's been ridin' Harleys since he was knee-high to a long-neck, and he hasn't had any trouble keepin' 'em slick as a whistle. I admire that.

Everybody's needs are different, and pickin' up some additions to his mantel suits Pete just fine—which he's done lots of since raisin' his Legend to ridin' proportions: 25 first-place nuggets in the 15 shows he's attended since early last year. Not my style, but whatdafuck, no one's gonna give my bastardized pan anything worth showin' off to ma 'n' the kids, let alone an addition to the mantel. But that's what makes the wheels spin—creatin' your own personal statement. Pete Vela has made his through everything from the general overall layout of his bike to its paint scheme.

Don't get the idea that this princely putter doesn't get to soak up the pavement, 'cause it does. Pete, who's an excavation contractor (who grades with American-made John Deere tractors), and his brothers from Tribesmen MC in Conroe, Texas, make a lot of runs—like down to the drags

in Gulfport, Mississippi, on Memorial Day weekend, to Shreveport, Louisiana, and all around the Texas region. But like he himself says, he's always lookin' for more mileage.

—Ferret



Year: 1985 Harley-Davidson

Model: FXWG

Engine: stock Wide Glide 1340 cc, S&S carb and air cleaner

Forks: H-D, lower legs shaved

Transmission: stock

Wheels: 21-inch front, 16-inch rear, hubs by Mancuso H-D

Chassis: stock

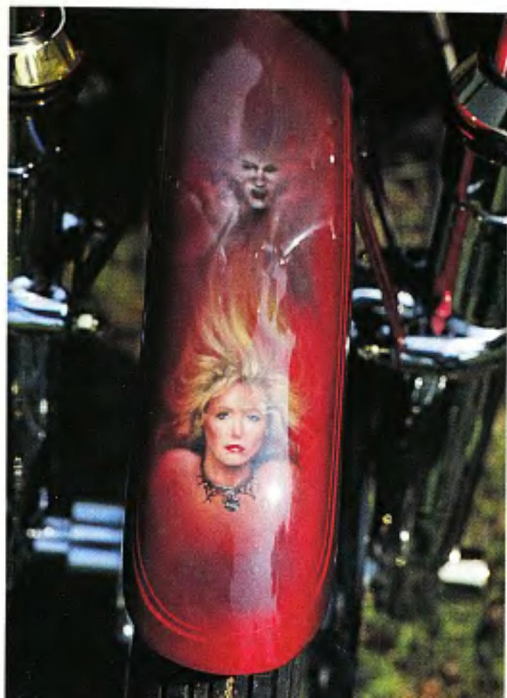
Finish: candy brandywine (silver base), airbrushing and pin-striping by Allan Rodewald

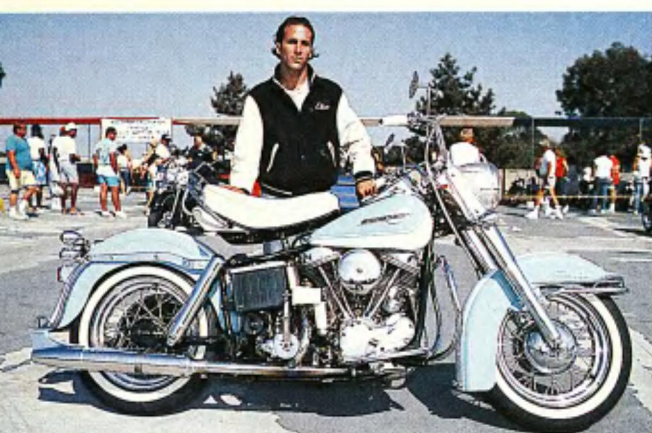
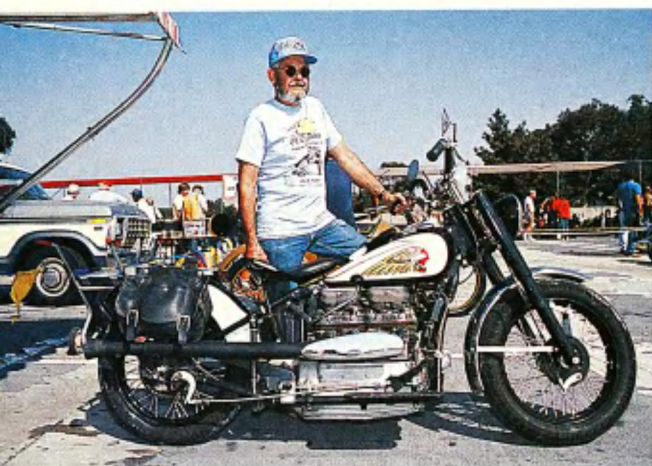
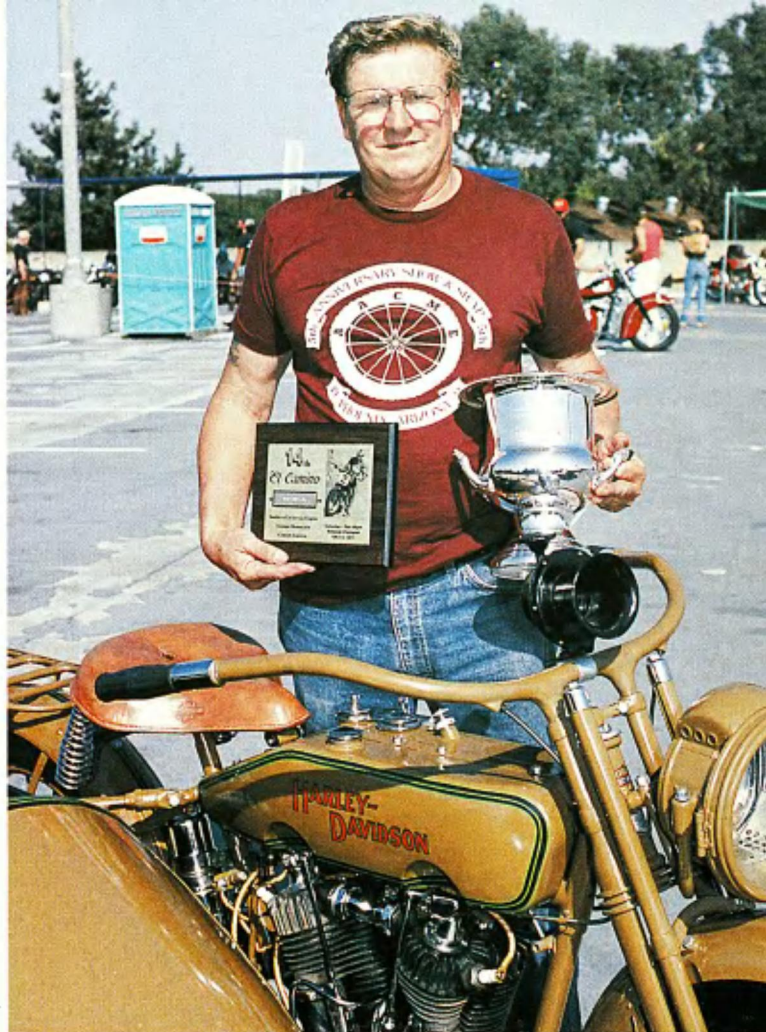
Credits: technical work by B. Angel; parts assignments by Conroe Harley-Davidson, Conroe, Texas

Special features: Specialty Metals (chrome and gold); engraving by Jerry Potts. Steel Tattoos: upholstery by Fletcher's Covering



Photos by Billy Tinney





RIP'S RUN

Homeys

by Rip



Last month, after traveling to Selmo in British Columbia, Canada, I hit Spokane, Washington, and then rode back to the West Coast and my hometown, Berdoo. This time around, I'll be writing about two California events: the 14th Annual Antique Motorcycle Club of America Swap Meet and Show in Gardena, as well as the Modified Motorcycle Association's day run to Prado Park in Riverside County.

The antique bike show was held on a large parking lot at El Camino College, which borders the city of Gardena. The top prize, Best of Show, was copped by Bill Page of Phoenix, Arizona, with his 1919 Harley and sidecar. That's Bill on the top right of the color page, and on the lower right is an old pal of mine, Richard Morris, with his pristine Iver Johnson.

The top left photo on the same page is of a Crocker. Made in Los Angeles, there were only about 60 Crockers produced during the late '30s and early '40s, and they're as rare as hen's teeth. I love all these old American-made machines; the quality and craftsmanship is unsurpassed.

I don't know who the dude is with the panhead, but it's a beauty, and it's evident that he's an Elvis fan. Above him is John A. Chester from Derwood, Maryland, with his 1936 Indian four-cylinder. This particular



Good attitude.

scoot is referred to as an upside-down model, since it has overhead exhaust valves and a single updraft carburetor. John is only the second owner, having had this Indian 10 years. Like I say, I get off on these old American relics. Ya don't see these bikes every day.

I've never met any of the other guys on the color page, except for Mil Blair (center right). At this



California girl.

year's show, Mil's 1935 VL flathead was awarded the 2nd Best Restored American Motorcycle placard.

Mil is President of Jammer Cycle Products, Inc. I met Mil over a dozen years ago. At the risk of making this sound like an ad, let me say that Jammer Products is one of those bike shops that stocks beaucoup merchandise; you'll very seldom hear them say, "We don't have it in



Show and go.



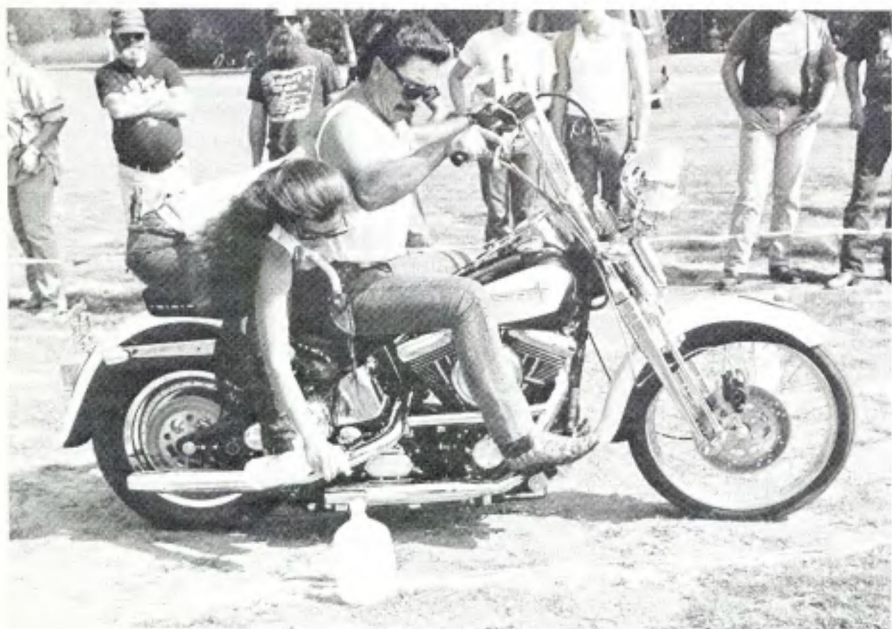
Contributing to the delinquency of a ferret.



Blue Rockers at Prado Park.



Richard Lester (left) and Ron Roloff, cutting up at Prado Park.



Get that sucker.

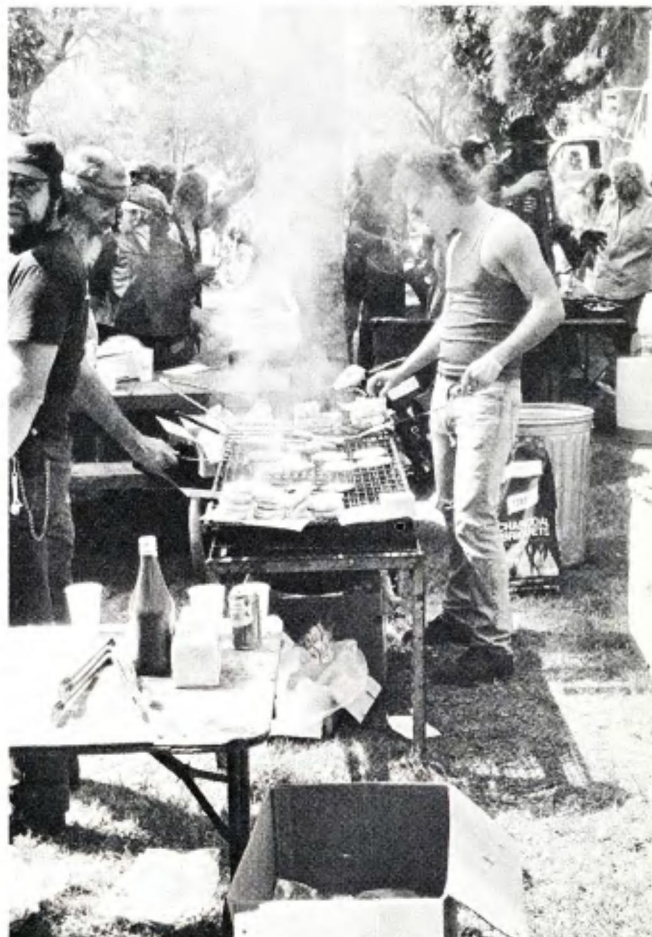
stock right now, but we can order it and get it delivered in a couple of weeks."

Mil is a fair man to deal with, and he has a good crew, many of whom have been with him for a number of years—they can do it all. If you need parts, stop in for a visit and look around—ya can go through the front door, picking up parts, and by the time you've swung through the store one time, you should have all that's necessary to assemble a complete custom bike, no matter how ya want to build it, from mild to wild, from tame to insane.

I'm talking about frames (swingarm or rigid), wheels, tires, crankcases, barrels and pistons, tranny cases, flywheels, mags, batteries, etc. In fact, Jammer has more Evo parts on hand than just about any shop I've ever been into. They also carry manuals to help the novice bike-builder. They're located at 6417 San Fernando Road in Glendale, California, and they have a toll-free number: (800) 423-2633.



Bike show prizes, Prado Park.



Whipping up some grub.

After the antique bike show, I had a bonaroo time at the Modified Motorcycle Association's (MMA) Prado Park run, since I hadn't seen many of my home folks for a couple of years. It was fun getting fucked up and stupid with my homeys. We got spun out.

One of the field events at the MMA run involved blasting small balls off the top of one-gallon milk jugs, using a squirt gun. I couldn't help but think that this is a typical Western-type game that reflects our heritage. It was harder than it looked. More than one participant dropped their bikes from going too slow or from miscalculating.

The MMA also had a bike show in Prado. I'm sorry, but I wasn't paying attention when they were passing out the awards. It seems that some brothers and sisters wanted to see how fucked-up they could get me (I'm easy). Thanks.

While there, I ran into Jesse from the Monks MC. Jesse is an artist. He's responsible for the neat-looking neon art deco clock that can be seen on the cover of the 1989 *Easyriders* catalog, and he does tank murals for many of the better shops in and around L.A. Friends who

know him real well call him Maurice when he's doing his artwork. He can be reached by writing Box 443, Summerland, CA 93067.

Music for this event was provided by the Blue Rockers. When they played the biker anthem, "Born To Be Wild," lead singer Billie Gordon started up his 45 flathead on stage. They play the good old good tunes from such artists as Janis Joplin, the Doors, the Allman Brothers, and the Stones, and they also do original tunes, like "California Earthquake Blues" and "Shit Happens." We enjoyed the hell out of them—so much so that a few of us rode out to La Vida Hot Springs to catch the rest of the show.

La Vida is located in Carbon Canyon, commonly referred to as Sleepy Hollow. It's a weekend hangout for many folks of the biker community, and the Blue Rockers play there on Friday and Saturday evenings from 9 till 2 in the a.m. The owners have built a small stage area outdoors to the side of the bar, and they have a patio adjoining the stage with picnic tables to sit on. It's fun in the sun, and the food in the restaurant ain't half bad, either.

Earlier this year I received a

couple of letters from a SoCal bro, Toecutter. He invited me to attend an MMA Division 5, District A, meeting in Glendale. I attended one but didn't catch him—that's what I get for trying to surprise him. Oh well, I gave it a shot.

The large group shot is of the members of his chapter, up on the stage area of the Forge. The Forge is where the meetings are held the second Tuesday of each month. The Forge features country music on the weekends.

One Friday evening I had the opportunity to check out the motorcycle swap meet at the Orange County Fairgrounds in Costa Mesa, where I ran into three of my fellow workers. Tampa Bay Ray also showed up; he'd just that day driven a motorhome in from the East Coast, dragging a trailer with his trike and several bikes on it. Ray digs our rodeos and is at all of them. We met later at Johanna's bar. It's kind of like a tradition to stop by after the swap meet for one drink. You know how that one drink goes—sometimes it stretches out to too many.

I love being a happy camper, but it's also great to be home. There's something to be said about sleeping



Jesse.



Rodeo Ray from Tampa Bay and sweeties at Costa Mesa swap meet.



Riding in for the party.



Easyriders crew at Costa Mesa swap meet.

in your own bed, having your own shitter, eating home-cooked food, etc. I guess home is where your Harley's parked.

Darling, my Softail, and Baby, my E-Glide Sport, are now sharing the same garage. I know, it's a tough and dirty job, but someone's got to do it. Like Elvis said in "Don't Be Cruel," "The future looks bright ahead."

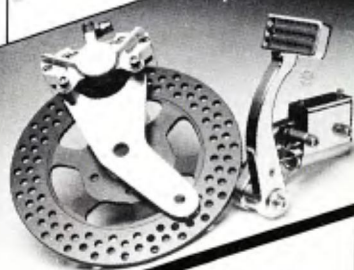
Sure, I'm cocky. The L.A. Dodgers are the 1988 World Series Champions. Now, if the Raiders and Rams could get their shit dialed in . . . Naaah, ya know that's not gonna happen. I'm home and it feels good. My boss, J.T., and you folks

have made it possible for this tramp to do what he loves, and that's got to be a dream many of us share—or so I've been told wherever I have visited. If ya can't trust a biker, who can ya trust? Thanks *mucho*.

As you can imagine, there is a lot of lag time between the time I write this shit and the time you read it, so if you have entertained the thought of writing in and haven't, don't keep procrastinating. I'm looking for off-the-wall things to do and places to go. Write to: "Rip's Run," Box 3000, Agoura Hills, CA 91301.

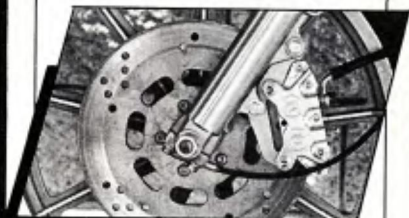
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by Joe Teresi

Ten years ago—on October 9, 1978—the Jammer-*Easyriders*-Campos Streamliner set a land speed record of 276.376 mph for the S-AF3000 class at Bonneville, Utah, making the Streamliner the world's fastest Harley-Davidson, a record that still stands today. I'm proud to say we were all part of that 1978 team. *But*—there's an overall motorcycle streamliner record sitting out there in the record books at 318.598 mph still haunting me! Actually, it pisses me off—especially since the record was set with a pair of Kawasaki engines of smaller displacement than our H-Ds! I want *us* (the riders of American iron) to own that record!

I know we can do it! Read on, then check out the sponsorship form on page 130 to find out how *you* can be a part of this great American adventure.

It was after an *Easyriders* Motorcycle Rodeo somewhere in the USA—I was sittin' around, liftin' a few with some of the rodeo-ridin' bros. As usually happens when you get a bunch of bikers together, the talk turned to tales of big cubic inches, drag



're Gonna...



Getcha!

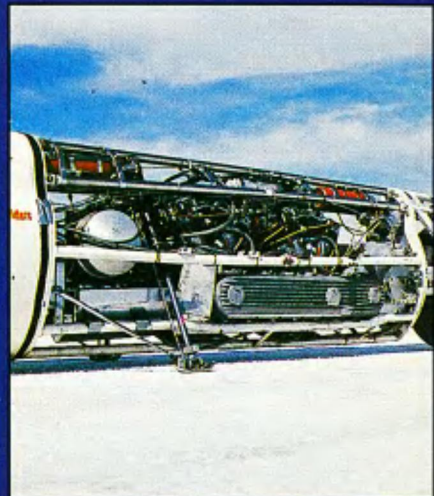
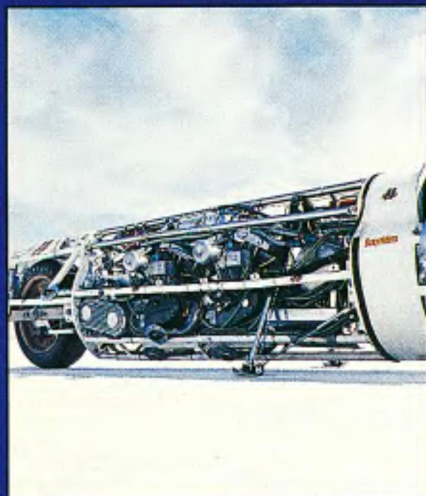
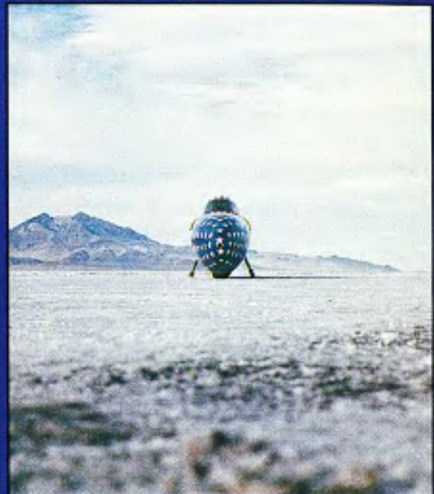
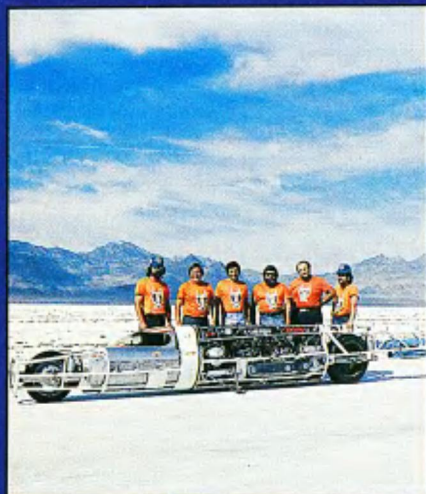
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racing, nitro—and Bonneville.

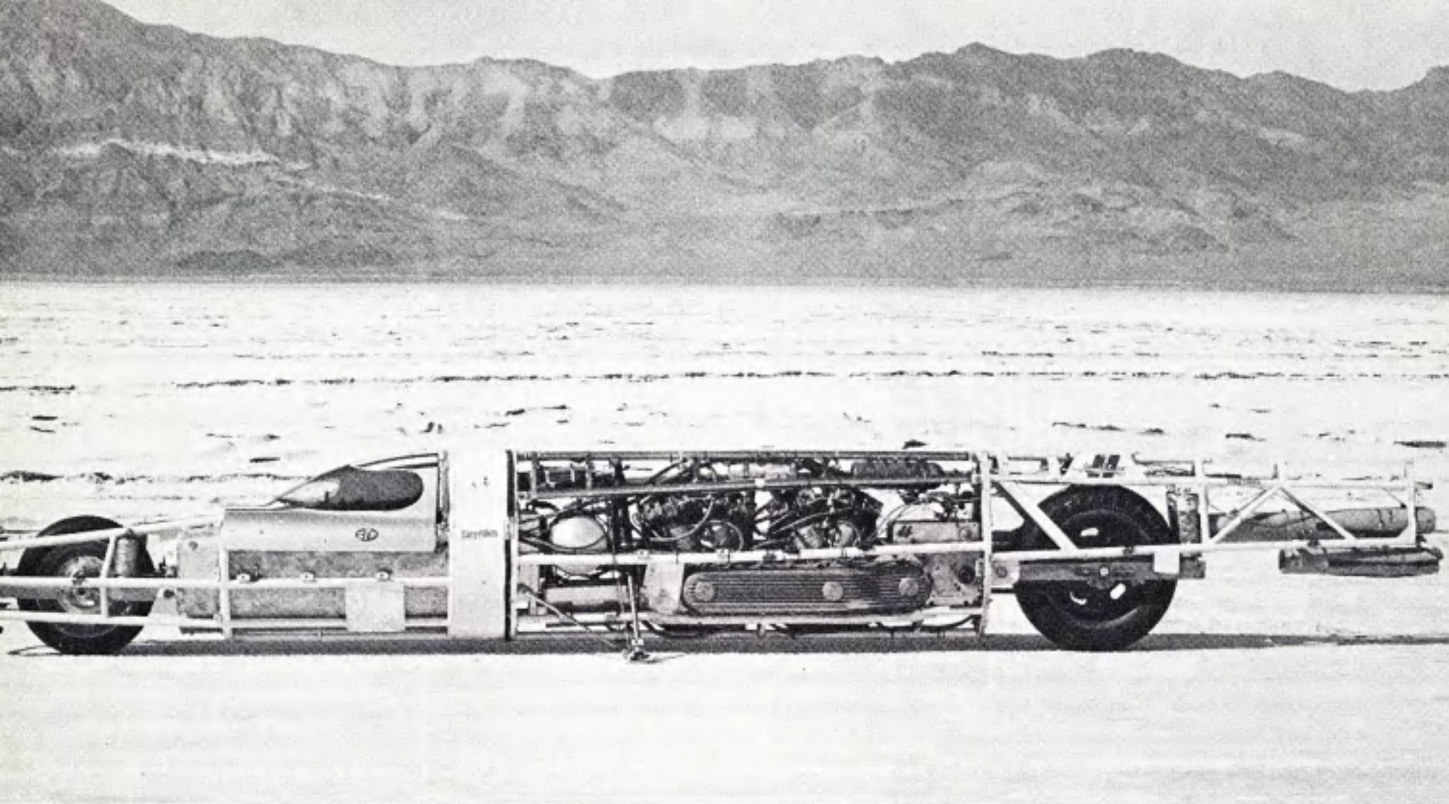
Well, I guess I breathed in too many nitro fumes out at the rodeo that day, because thoughts of Wendover, Utah (or “Bendover,” as we affectionately refer to it) started creeping into my head: a friendly little town on the Utah-

Nevada border, made up of motels and gambling casinos with walls covered with photos of great salt racers of the past . . . where more tales are heard of broken records and broken engines than anyplace else on earth . . . home of the airstrip that launched the *Enola*

Gay on her mission to deliver the U.S. message to Japan that WWII was over! . . . then, of course, there’s that beautiful expanse of crisp air and white salt bordered by far-off mountains . . . and down the middle of that great dry lake runs the 11-mile black line that



1978



makes this the boss of all race-tracks—Bonneville!

I thought about the bros sittin' around me, men who had made it to every *Easyriders* Rodeo since the first one in January of '87—sometimes working all night long on their sled-pullin' Hogs to make the line-up the next day. Men with enough heart to run in the rain, mud, and whatever else got thrown at them. Then I heard myself say, "WHO WANTS TO GO KICK SOME KAWASAKI ASS?" The answer was a unanimous "HELL, YES, LET'S DO IT!"

And so the core of the 1989 *Easyriders* Motorcycle LSR (land speed record) Team was formed: Al Sherman, Events Director; Leon Hatcher, Equipment Organizer; Keith Ruxton, Crew Chief; Bobby Torres and Mark Lane, Crew; Ellen Meagher, Stash-Keeper; Cathy Chaffin, Coordinator; and yours truly, J.T., Troubleshooter or Troublemaker, as needed.

The next order of business was to get in touch with some of the 1978 crew to see if they were up for it. The first call was to Dave Campos. "Hey, Dave, it's J.T. You still want to take that Kawasaki

record away from 'em?" Dave: "You bet. I've still got my rider's license. I've just been waiting for a ride. You know I want to be the fastest man on two wheels."

The second call was to Bob George, the original designer of the Streamliner. Bob: "Yeah, well, I know where the molds are for the body—you should probably 'glass up a new one. Come by the house, and let's talk."

The word's out to the rest of the 1978 crew, and I expect we'll be hearin' from some of them soon.

Later on, somewhere else in the USA after another rodeo, we were all gathered together again, and now the race talk was really buildin' up. Stuff like:

"Yeah, we pulled the 'Liner outta storage and checked it out, and that's one mean mutha of a motorcycle."

"Yeah, but it's heavy—it weighs twice as much as that Kawa."

"That's okay, weight doesn't hurt top-end speed, just keeps the 'Liner from flyin'. And it handles. Hell, on one 300-mph pass, Campos had a front tire go flat, and he rode it out without dumpin' it."

"You're right, but we need a new skin. Those engines have to be brought up into the 1980s, and we've got to make the driveline bulletproof!"

"Yeah, we'd better get some cigarette or beer company sponsorship."

That's when I heard myself say, "Bullshit, we don't want any corporate sponsors." I guess I'd sniffed too much nitro again, only this time my thoughts weren't on Wendover, Utah. My thoughts were of you—all the brothers and sisters who ride American iron around the world—and the thousands of you who come to the rodeos to cheer on your fellow riders and stay to party after. This one's for you! We want your name on the side of the 'Liner when it sets the record in September of 1989. We want you there to party with us at the victory celebration! So whaddaya say? Do you want to KICK some Kawasaki ass?

Then turn to page 130 and sign on!

(Note: there will be an update on the Streamliner in *Easyriders* monthly.)

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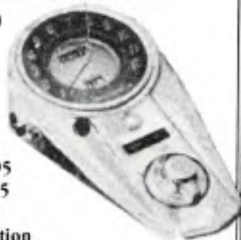
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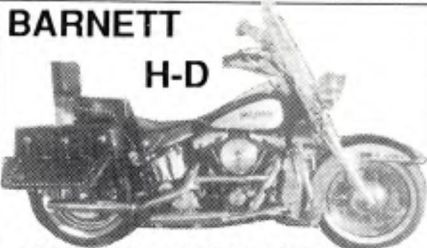
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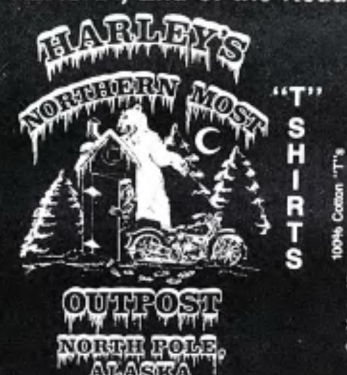
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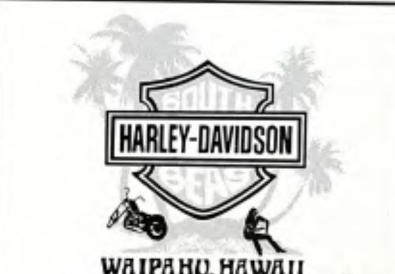


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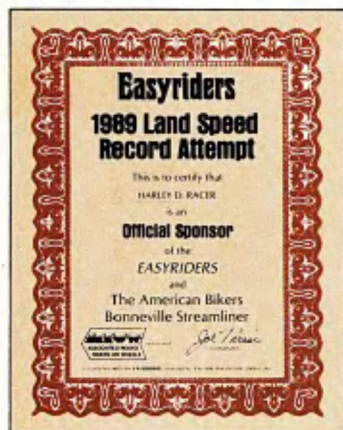
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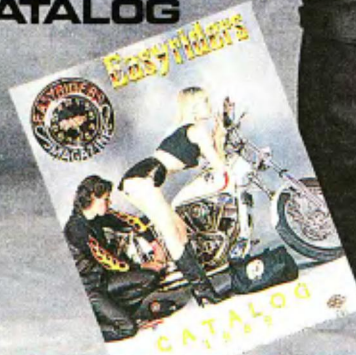
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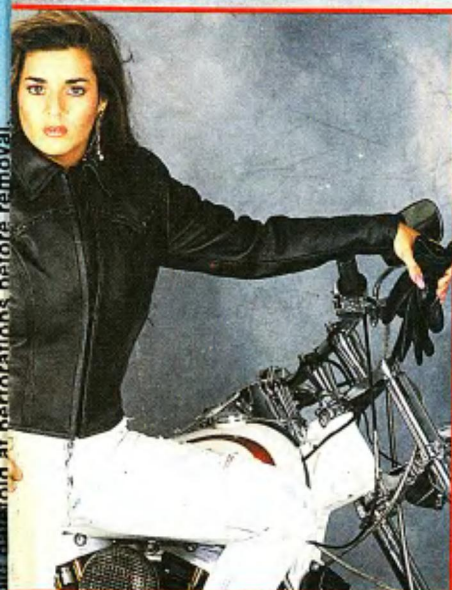
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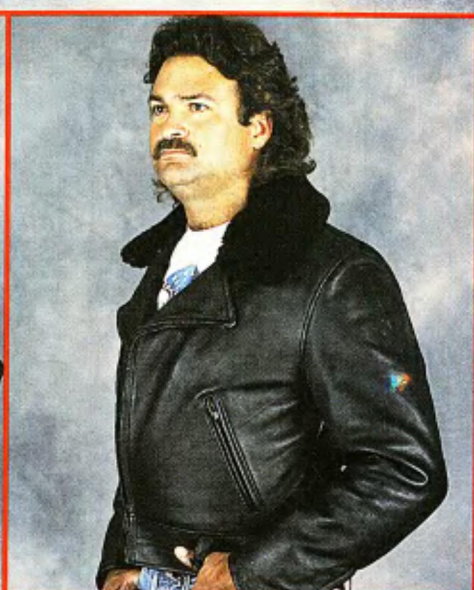
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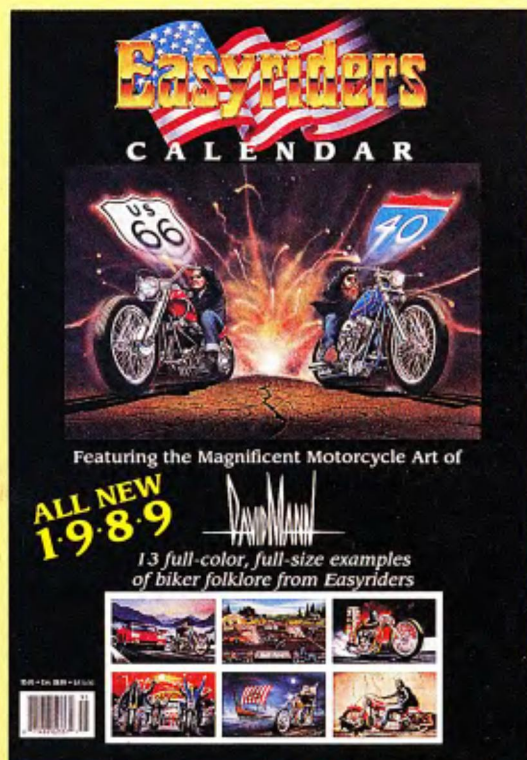
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