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CUSTOM



CHROME

Bike Features

Perewitz whipped out
Connie's righteous sled
in a rush 10

High-tech, and two kinds of culture,
can be found in Yukio's shovel 35

Terry's got his Softail lookin'
right and rigid 69

Where there's parts,
there's Sonny 98

Foxy Rider

1975 FXE Super Glide/
Gail Chambers 44

Events

Vietnam veterans are on the
road to enlighten and bring back
their brothers left behind 20

Picture Pat finds and frames
the foxes in his lenses 87

Reader Survey

Let us know where
you're at 29

Non-Fiction

European Adventure ... John Holod
The author gets us good an' jealous
with the account of his trip 46



Page 20



Page 46



Page 87



Page 10



Page 16

Fiction

The Lazarus Scar ... C. Cobb
He's findin' out what the
price of freedom costs 76

Articles

Givin' Indian a place in the sun ... 16
Another chapter on shovelhead
rebuilt 41
Fox Hunt Winner Teresa 64
Aiming at the land speed record—
Streamliner update 104

Columns

Spider 5
Rip's Run 92

Departments

Wordmonger 6
Easynews 23
Motorcycle Laws—state by state .. 27
Passin' Gas 32
In The Wind 56
Fox Hunt 62
Parts Box 66
Choppershopper 80
General Store 82
Bikers' Bulletin Board 86

What's Happenin'

What events are down the road
from state to state 75



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Cover, gatefold and feature photography of Canadian Terry Lovering's highly-customized Evolution with model/exotic dancer Tori was done by Lewis Fox in Vancouver, British Columbia.

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What could be worse? This guy was busted by the police and taken to headquarters. While sitting on the bench waiting for the cops to interview him, a fat-assed cop walked by and let out a humongous chili-bean-and-beer fart. The guy complained and, believe it or not, the cop was fired for being feloniously flatulent, the official word for beer-farting.

She had found crap in her food in the past, but this time she about dumped everything because she found a human ear in her spaghetti sauce.

Speaking of parts of the body, this guy found a human brain in a bait bucket he was going to use while fishing.

This guy's elevator obviously didn't go to the top floor, 'cause he decided to bounce a check for \$145 at the local bank. When asked for ID, he used his former inmate prison card from a local prison.

Did you hear the one about the porno star with 50-inch zoomers? She fell face-down on the ground after being bumped off a horse, and her tits actually exploded. It seems they were fake and now they're flat as pancakes.

Here's a warning to you guys not to mess with women dope dealers. It seems she was pissed at a woman for not paying her dope debt so she did what she had to do. She whipped out a blow torch, lit it and rammed it down the woman's mouth. The woman was found by the police--she couldn't talk; all she could do was point at her throat.

What can a guy do when his 15-year-old daughter starts to leave the house wearing a sexy mini-skirt? She didn't get his permission to wear the skirt so he did what he had to do. He shot her with a .45 automatic.

Here's a judge who has the right idea for sentencing women who kill their husbands. He sentenced a woman to 46 years in prison. He arrived at this number by figuring that the guy had at least 46 years longer to live, so he thought she owed him for each one of those years.

A new 195-cell jail was being built, but the city forgot to order the cell doors. The contractor explained that no doors had been in the original blueprint and that it would take \$1,500,000 to correct the mistake.

There were 48 cons being watched over by a chick guard when all of a sudden she fainted. The cons saw her faint and what did they do? Did they hit the fence, run from her or what? You won't believe this. All 48 cons walked back to their cells to wait for a new guard. Being such good boys, did they get some time off? Conjugal visits? What? No. Because the warden was a good guy, he gave each of them a popsicle!

At last! A guy came up with a device to shut your ol' lady up if she's nagging you about mowing the lawn, cleaning your feet, or whatever. He has developed an iron mouth-muzzler. Women's groups are raising hell about it. Some men are buying it as a novelty, and some men are actually using it to shut their ol' ladies up. The only bad thing is that it will prohibit her from giving you head.

His ol' lady came home late, but the door was locked so she shouted, trying to get his attention. Not being able to arouse him, she decided to crawl through a window. With her coat and clothes on, she was unable to get through the window so she stripped down, stood on a trash container, and put one leg through the window. The trash container slipped out from under her other foot and the window slammed down on her leg. She dangled there for hours yelling, trying to get anyone's attention, but the temperature got down to 14 degrees and she croaked. And you thought you had problems!

This 86-year-old man was robbed by a teenage girl. To make sure that he didn't chase her, she took off his artificial leg and tossed it away. Women can be cold.

TAKING IT EASY

By Spider



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A Suggestion

Just a suggestion: how about showin' us more good ol' fashion bikes made with the average biker in mind instead of so many far-out and fancy creations. Okay?

Ilene "Eye" Brockett
Norfolk, Va.

Thanks!

I just got back to England after visiting Daytona for Bike Week, and I wanna take this opportunity to thank everyone I met for making a Limey Harley rider feel welcome. The standard of machinery on the street blew my mind!

Kenn Wellington
Cornwall, England

Piercin' Nipples

In response to "Perplexed" from Gilford, New Hampshire in the March '89 issue, my tits are not that big or beautiful, but with a pair of nipple rings, I can still knock the socks off the guys; and unlike tattoos, I can remove or change them anytime, as well as being able to feel them, and that is nice, I tell you.

There is so much nipple jewelry made. I know of two places: Emporium of Design, 2028 W. Colfax, Ave., Denver, CO, (303) 333-4870; and Creative Art Collection, Postfach 1317, L-1013 Luxembourg, (00) 352-460550.

Birgit J.
Copenhagen, Denmark

Two?

Okay, what's the story on the twin-forked bike on page 60 of the May issue? How well does it work? Does it work? If so, why not two motors, two trannys (2:1 overdrive?), two helmets? What the hell kind of bike is it anyway? Different for sure. Just think, assuming that the rider is about 6 ft. tall, this bike should be able to pull the front-front wheel about 10 feet off the ground! Do you call this a "wheelies" or a "wheelsie"?

Dave Hess
Pelican Rapids, Minn.

It's from England, so who knows?

Bros Will Be Bros

I'm a fine ol' lady! Anyway, I used to be. We moved in together three years ago. We both loved to ride, but we didn't have a bike. For two years we were best friends. We did everything together. We eventually saved enough to buy a brand-new Softail. After being best friends and saving to enjoy riding, he ran into his ex-bros. After 2,000 miles my fine tail has been left behind more and more.

These guys are great guys. I even knew some of them before he did. But for some reason they think it's uncool to take their wives and ladies with them. Call me a fool but I'm still here. I do love him very much, but I'm getting tired of sitting at home.

So for my question: where does a lonely ol' lady go without being branded for something she's still looking for? Why can't you guys stop being afraid of your lady being your best friend? After all, we'll always be there even after all your old bros either get married or join a new club. We'll only fly your colors forever.

Someone's "Once"
Best Friend
Medford, Mass.

How would he get some strange with you along?

Looking

I'm looking for a guy they call "Red" from Tennessee who was in Wooster, Ohio, at the Depot with a guy called Tramp. I need to get in touch—we attended the *Easyriders* Rodeo together in Orrville, Ohio, and I want him to return for more good times or drop a line.

The Rodeo was in '86, I believe. I'd surely appreciate it if anyone could get a message to him or to me.

Missy Hill
110 So. Main
West Salem, OH 44287

Colors

I'm very interested in any info you or your readers can provide on the legality of bars

denying access to patrons on the basis of a "no colors" policy. Is this legal? Can it be successfully challenged? Thanks!

Walter P. Caballero
44 Poplar Rd.
Brockton, MA 02401

Pissed Off At Washington

I'm pissed off royally with Washington state's mandatory regulations concerning bike riding.

In this state you have to get a cager license before you can ride a bike.

Washington state is making big bucks off bikers by this mandatory law. In turn, they are ripping us off. They're making it harder for us bikers to ride free. This is their way of keeping fewer motorcycles on the road.

We should not be in the same class as cagers and shouldn't be forced to buy a damn car. We need a change in this perverted law.

Little Mo
Wenatchee, Wash.

Riding

The next time you give someone bad manners or hear someone catching flak for riding rice just remember this: at least he's riding, dammit.

Hop-Along
Muncie, Ind.

Medallion?

I, too, have been trying to get my hands on any XL 30th anniversary medallion #91749-87 for my Sporty. I have never even seen one. Were any made? Would be happy to buy one.

Mike Valesh
P.O. Box 621
Villa Park, IL 60181

Another Reason

To those of you who live in the helmet states and provinces, here's yet another reason not to wear 'em.

In case you didn't know, helmets promote hair loss. That is if you ride your bike a lot. So next time you're fighting your helmet ticket, tell the judge that you don't wear it because you don't wanna go

bald just for him.
Chrome Dome
Port Coquitlam, B.C.

Needs Info

□ A few years ago I bought an old Cushman motorcycle. Hoped to get it running but can't get parts. Someone told me of a Cushman swap meet someplace in Ohio. Could anyone give me info on the swap meet?

P. W.
Rt. 5 Box 198-B
Buckhannon, WV 26201

Hugger Carb

□ I own a 1988 883cc with a C.V. carb. Is there any way I can recalibrate the jets to stop the backfiring through the carb? This is my first H-D and I love it — I'd like to keep it stock.

Dannell Cooper
Lubbock, Tex.

They've Got It

□ Here's to that dude in the May issue who wrote a letter asking about a rare David A. Coe track and anyone else who's looking for music on record or tape that's hard to find. Send \$1.00 for a catalog to:

Pack Central, Inc.
6745 Denny Ave.
North Hollywood, CA 91606
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If it's on record or tape, they've got it! And their prices are more than reasonable. They've got lots of David A. Coe tapes and just about everything else from B.B. King to Neil Diamond.

If you don't see it in the catalog, then give 'em a ring. They've got it all.

Metalhead
Trenton, N.J.

Protest

□ On March 31, 1989 ABC's "20/20" interviewed actor Gary Busey about his bike accident and why he doesn't wear a helmet. Busey hemmed and hawed instead of just flat out saying that wearing a helmet should be a matter of choice. (I guess his image was at stake.) I don't know why people lose their balls and speech when

facing the likes of Barbara Walters.

The show naturally cast a bad image on Harley-Davidson riders but showed the "good" Jap-crap riders wearing their skid-lids. They failed to point out that it's these same "good" immature Jap-crap riders that break speed limits and traffic laws on bikes that are made to do 150 mph. (We've all seen them.)

The show's purpose was to push helmet laws. I wrote a letter to the network expressing my opinion. When you see bullshit like this on TV, write to the network (but try to keep the letters decent). Networks are sensitive to viewers' opinions. TV network addresses and phone numbers are:

NBC Television
30 Rockefeller Plaza
New York, NY 10112
(212) 664-4444

CBS Television
51 West 52nd St.
New York, NY 10019
(212) 975-3247

ABC Television
1330 Avenue of the Americas
New York, NY 10019
(212) 887-7777

Hart
McNeal, Ariz.

Response to Weirdo

□ In response to Mr. Irving, let me set you straight on a few things.

First, Harley riders aren't sissies. They're more man than you could ever dream of being. They are who they are and aren't wimps who worry about what other people think of them. They are real men who know how to treat real women.

Second, who the hell do you think you are, calling me a "dirtwad bitch?" I've been with my ol' man for ten years, eight of them happily married. I hold down a full-time job, run my own business, and take damn good care of my home, husband, and his scooter. And, by the way, I'll take his "rust-bucket" Milwaukee vibrator anytime over your riceburner.

Finally, you say you're lean and mean (probably only in reference to gray matter). So what if our guys have pot bellies; they're happy and so are we. Good food and good lovin' are the cause and that's what you're missing. Seems to me the lack of it has made you just a tad cranky.

Mrs. Wizard
Oley, Pa.

□ He probably even wears a helmet 'cause he thinks he's cool!

Flash
Cozad, Neb.

□ Let's talk about the destruction of America. Hey, jackass, have you heard of the trade deficit? Probably not, because if you had, you would have bought an American-made bike instead of that rolling beer-can Honda piece of crap.

Crash
Jacksonville, Fla.

□ I'm comin' to get you!

Chop-Chop
San Diego, Calif.

Wants Tape

□ Could anyone out there help me find the writer of the original Sturgis song? It was sung by the band at the Silver Dollar in Spearfish last year. I met this turkey in the bar, but we were both so drunk that he thought he was a traveling gynecologist by the name of Ben Dover. Any info would be helpful. I've got to have a tape of this song.

Pinger
Box 467
Roseville, IL 61473

Rear Shocks

□ In your May '89 issue, your feature on the '73 Sporty was great. I have one question about it, though. I have been going nuts trying to find out where the rear shocks on it come from. Any info on them would be great. Also any info on a 21-inch five spoke Invader mag.

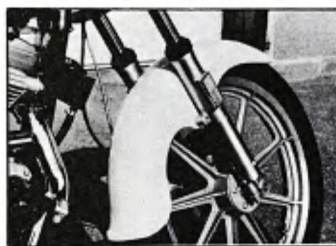
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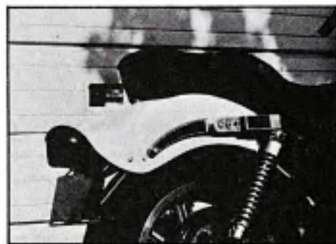
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Taillight Goof

□ Who is writing the tech sheets on featured scoots nowadays? Check the accessories column on the 41 U, page 22. Now run your grease-caked digit down to "taillight" and read, if possible. Now shift your attention to the pic at upper left and take a good long gawk! Nice job. Let's get with the program, Junior.

Festered Spleen
Shawnee, Kan.

■ Oh, Beehive?

Panhead Fan

□ The magazine *V-Twin* could be a really good magazine. How about featuring an article on a '57 Harley panhead? The big 74 cubic-inch motorcycle that is a legend. Dad had a 1957 74 that really keeps me going. I rode this machine and really enjoyed it. I would like to build a V-Twin when the money gets here. That Harley had a look and when you kicked it over, it had a sound all its own. The motorcycle was painted blue and white and had a man to back it up!

I am sick and tired of reading about punks who go drink a little beer and push some white pills in their mouths and cause trouble and heartache for everybody.

Rex
Dayton, Ohio

Aquatic Rice-burners

□ I am very tired of your magazine picking on the rice-burners. I wish you would finally realize that these motorcycles really have a place in our country. They are well-designed, well-built, and very rugged.

A few months ago when I was in Florida, I chartered a fishing boat. This captain owned three boats in the Gulf of Mexico. He took old cars, tires, motorcycles, etc., and dumped them in the gulf to make artificial reefs. Rice-burners make wonderful artificial reefs for small fish to hide in. I don't know why everybody says rice-burners are no good. They help the environment and increase the fish population.

This captain can take any Harley rider who wants to fish around a rice-burner out to these reefs, and you can catch some very large fish.

So, I wish you would please quit running down the Hondas and Suzukis. As you can see, they make beautiful artificial reefs in the bottom of the ocean.

Michael Katz
Albion, Ind.

Souvenir Buckles

□ I'm looking for a couple of souvenir belt-buckles and a silver finger-ring. The buckles say "Moto Guzzi" and will have any sort of North American grizzly in the logo, complete or head-only. I'm also after a sterling silver ring with a bear's head on it.

Keep the shiny side up, we need all the real people.

Regards,
Bear
M/S 544
Clifton, 4361
Australia

Zealand Zoomers

□ We are planning a trip to America in October this year, and want to buy a Harley and insurance when we get there. We'd appreciate any information on places to buy where we won't get ripped off, as there are plenty of places here that do just that! Some idea of dealer prices (especially for Springers) and insurance costs, and anything we might need to know about biking around over there, would be appreciated.

Daryl Coleman
and Karyn Neave
498 Featherston Street
Palmerston North
New Zealand

Doin' A Dime

□ I am a Federal prisoner currently serving a ten-year sentence for transfer of three-tenths of a gram of cocaine for thirty dollars. I am thirty years old and this is my first drug conviction. I have never been a "drug dealer." I gave a friend 0.3 grams to sell to her friend (who turned out to be an undercover agent). I am a prime example of the national tragedy of drug use/abuse and the so-called war on drugs.

I have seen articles throughout the history of *Easyriders* that exposed the injustices of severe sentences applied to quiet the maddening crowds and pretend to be fair and just when, as a matter of fact, they reflect societal hysteria. My case is clearly one in which the punishment is a crime beyond

any possible rationale. Am I truly a "victory" in the war on drugs?

I have, as well, a selfish interest in sharing my story with your readers; to call the public's attention to my plight, hoping help will be given and I'll not have to serve such a lengthy sentence. I am more than willing to furnish transcripts and related documents and be interviewed or help in any way so I can tell my story.

Sincerely,
Roger Bartley
#61589-061
P.O. Box 33

Terre Haute, IN 47808

Bring Back My Blonde

□ I need all the help I can get finding my ol' lady, Tracey L.A. Brown, who left me and our three kids—ages one, two, and three—on March 20, 1989. We have not had word or seen her since. Any help locating her will be rewarded and greatly appreciated.

Tracey is 5'4" tall, 110 lbs., with long blonde hair, blue eyes, and pretty. Last seen at home. Last known whereabouts: the Lake Elsinore, Calif. area.

Tracey, if you are reading this, please come home. We need you very badly, honey. We all love you very much.

Nathan Sr., Nathan Jr.,
Kyle, and Chelsea
Buena Park, Calif.

Bikers And Truckers

□ Back in the February, 1988, issue, you did an article called "The Road Is His Home" or "Bikers and Truckers." I would like to know why there have been no more articles on bikers and truckers, because I'm a trucker and who rode at one time and feel that we are both outlaws to the perfect public. I get your rag each month and enjoy reading it, but I would really like to see at least a few more articles on bikers and truckers, the men who ride those big steel horses—the real American cowboys.

Ed
Naugatuck, Conn.

NUDITY

□ I have just received another copy of the magazine and it is disappointing to think that perhaps the majority of subscribers enjoy the half-nude sexy pictures. What are you advertising, motorcycles or sex?

Some people do have morals and principles and still ride a Harley. In my area a Harley rider with a black jacket, cap, and beard is one of "Hells Angels." I have been trying to change that image, though I do wear a black jacket, and sometimes a black cap (no beard).

I don't mind saying I'm a Christian and the things I see in your magazine are offensive. C'mon now, you can do better.

Orley Uhls
River Falls, Wis.

■ Then read V-Twin and get off my back.

Likes Bike

□ I've been down for three flat now and have followed each *Easyriders* issue any way I could. I wrote you a couple of times tryin' to tell you to get yer shit straight, but it did no good. You're always showing us the 14-karat gold-plated H-Ds that look like some shit from friggin' outer space or something. So I finally said, "Fuck it! Let 'em do whaddafuck they want."

So I'm thumbin' through my March '89 issue of the rag expectin' to see the same ol' shit when "Rare Breed" fuckin' slaps me in the mug. Pan Man, ya did good, brother. The bike was so basic and down to friggin' earth that I'd much rather see more of the same.

Pan deserves an extra slice of raisin pie and Ricky Maney deserves a big hand. It's a great ride, Rick. As for the rest of you gold-diggin' varmits who call yourselves "The Staff," get yer fuckin' heads out of yer ol' ladies' asses and show us some bikes that a tramp can relate to.

David "Rock" Brewer
Conroe, Tex.

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

"What happened
when he ate the worm,
he won't tell.
But days later,
they say, he was still smiling.
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RUSH J

*It never comes together
on schedule*



OB

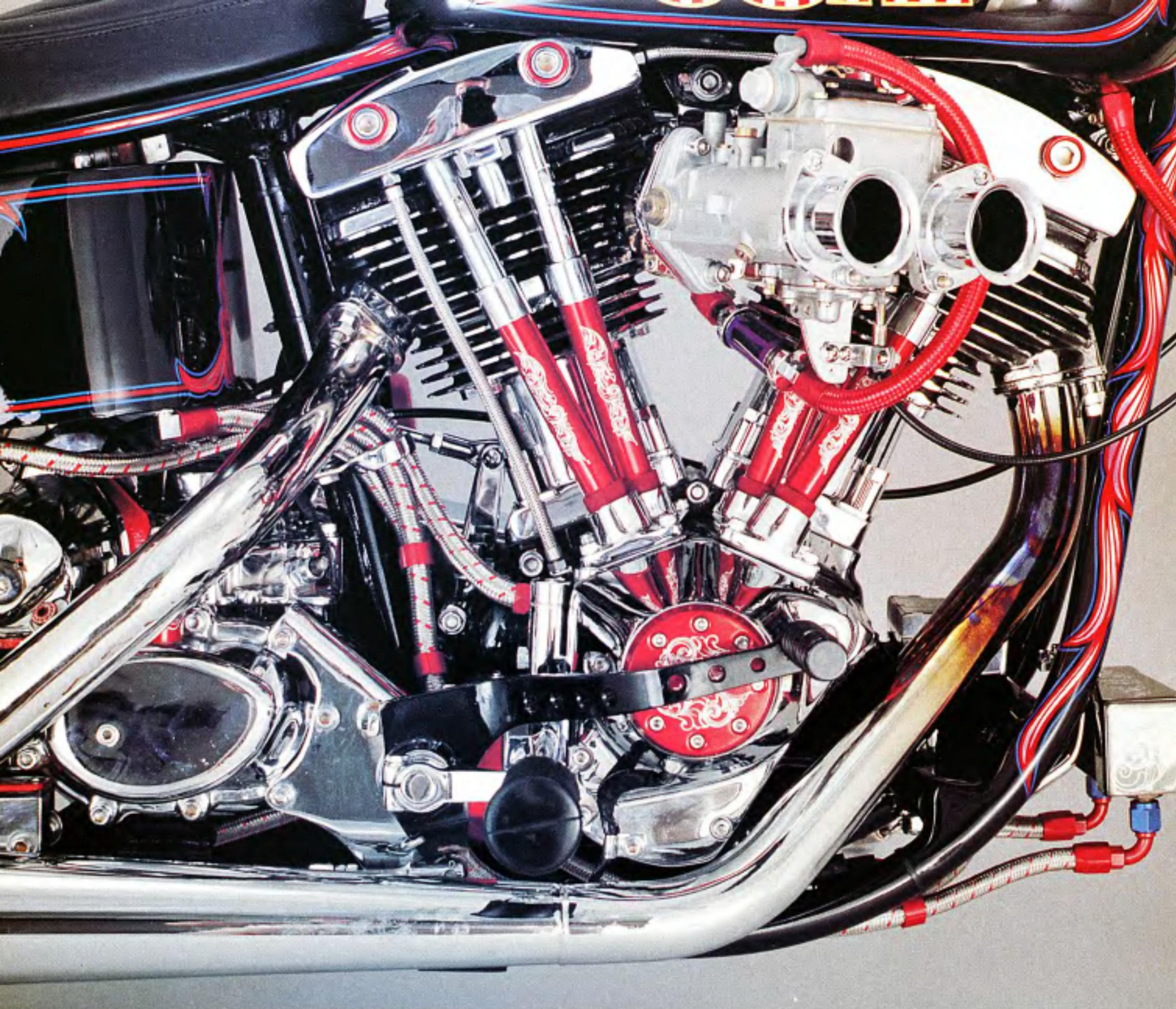


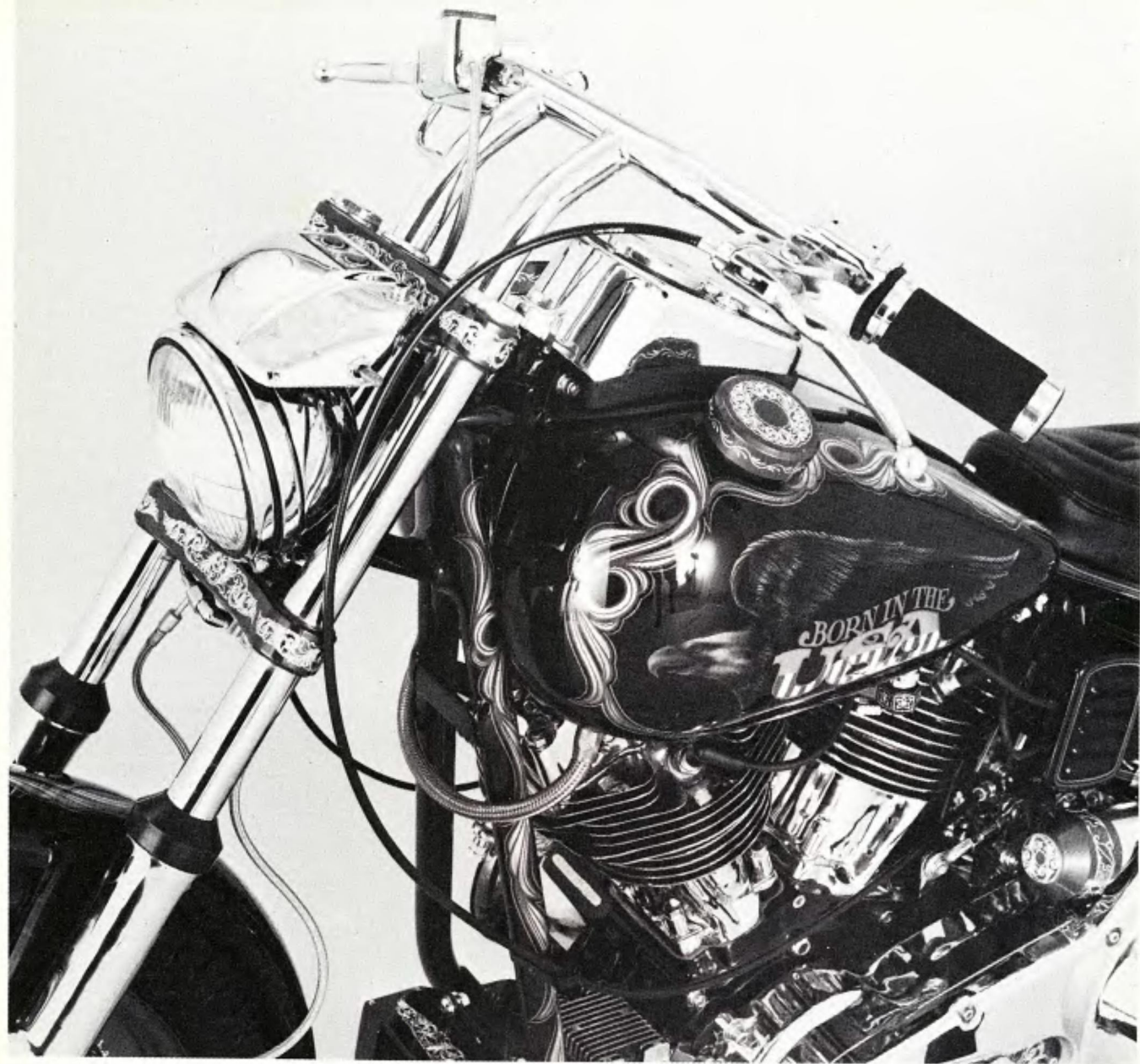
One week before leaving for Sturgis, Connie's bike looked like a Christmas tree of chrome in the center of Dave Perewitz's shop, Cycle Fabrication of Brockton, Massachusetts. One problem though: the parts that were strewn like presents around the tree needed to be bolted on the polished, naked limbs, or this bike wasn't goin' anywhere.

A couple more days slipped by and a few more parts arrived. But the scene was depressing for a man itching to leave for the Black Hills. There was packing to be done, banking, errands, and all the assorted last-minute bull before escaping.

There comes a time in every man's process of building a bike when he looks at his brother and together they look at the inventory of chromed, bead-blasted, engraved, and painted parts and decide that they're not leaving before the job is done and the scoot at least sputters to life. And so it was with this project, less than three whole days before the wind-'em-up whistle sounded. Dave looked at his lifelong friend, Connie, with that experienced, knowing, crossed-eyed glance, and they both knew instantly that they weren't leaving until the scoot fired.

The engine and trans were already bolted securely against the carefully-sanded frame mounts, the primary-drive side of the bike had been wrenched into place, and with the





clutch adjusted and the gasket sealed, the rear fender was also mounted, gleaming as if it was inviting a scratch.

The engraved trees were also fitted firmly in place, the Timken bearings packed with grease, and the tension adjusted. The fork tubes were also installed, as was some of the wiring. It didn't look like such an insurmountable job to wrap it up.

Dave took a mental inventory of the pieces strewn around the cold concrete and on the various work benches. He thought it might be a snap.

Once the headlight was in place on the forks, the wiring was painstakingly completed. Fingers were pricked with errant wires, some wires were too short; many had to be re-routed to make the job look neat. Then the front wheel was slipped into place. Not a major problem—one brother held it in place while

the other inserted the new axle.

But the time each element took sliced away at the remaining hours. The front pegs were a breeze, but the rear wheel needed a spacer that wasn't available, and it had to be added to the must-find list for the following business day. The seat bolted on without much hassle as did the throttle and the pipes—except that a couple of brackets had to be fabricated.

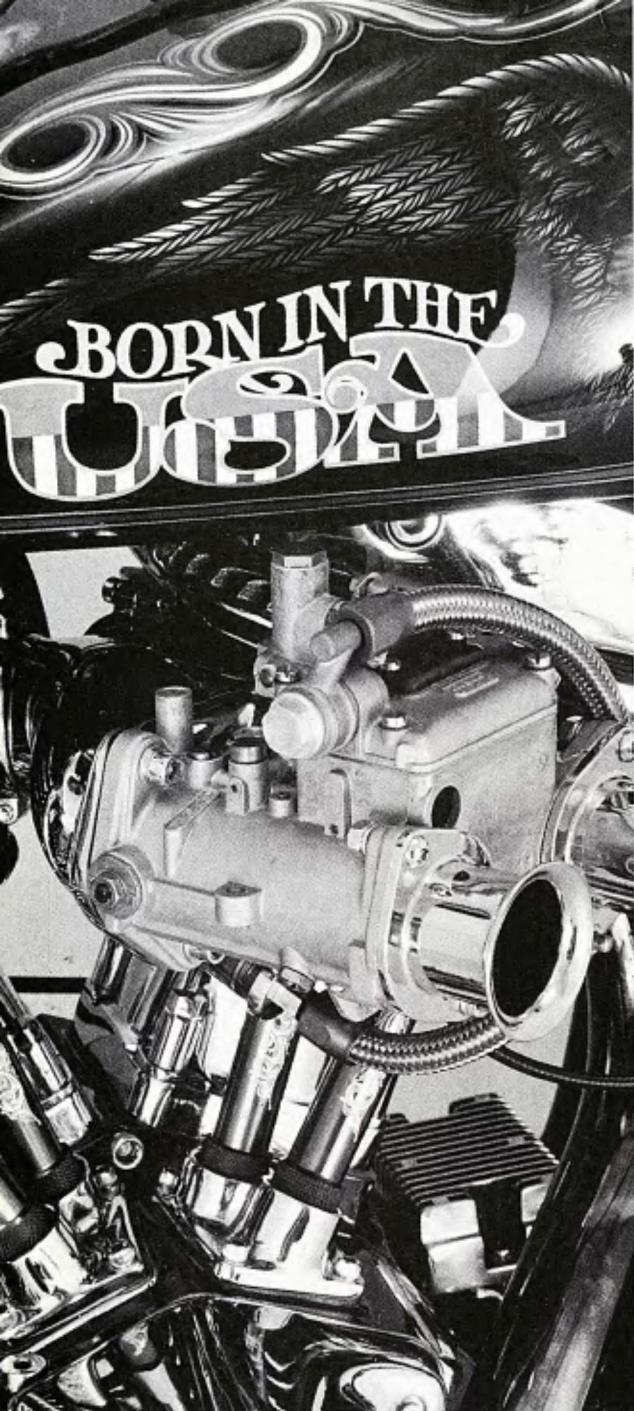
The two brothers toiled in the shop until almost 4 a.m. They kept working until they ran across too many parts which they needed, or until they started to go blind from trying to navigate through the maze of chrome, wires and oil lines, and still focus on greasy box-end wrenches held gingerly by too-tired fingers. And sometimes the sheer fatigue induced by standing on cold, hard concrete can slowly drive a nagging pain up the back of your legs until

all the creative energy in the world won't stop you from seeking relief.

The next morning began with quick gulps of coffee, and telephone calls to find parts, then progressed to the tedium of running from shop to hardware store to pull all the elements together. This became a test in communication with clerks of all types, as it always is. Will they know what you're rapping about? Will they care? Will they be out to lunch when you arrive, or having a coffee break, or transferred to another department.

Finally, when Dave returned to the shop, the question became—did everything fit? The afternoon arrived, as did Connie (after a long day on a construction site) and another friend, Santo, their electrical engineer. Assembly rolled along without a hitch.

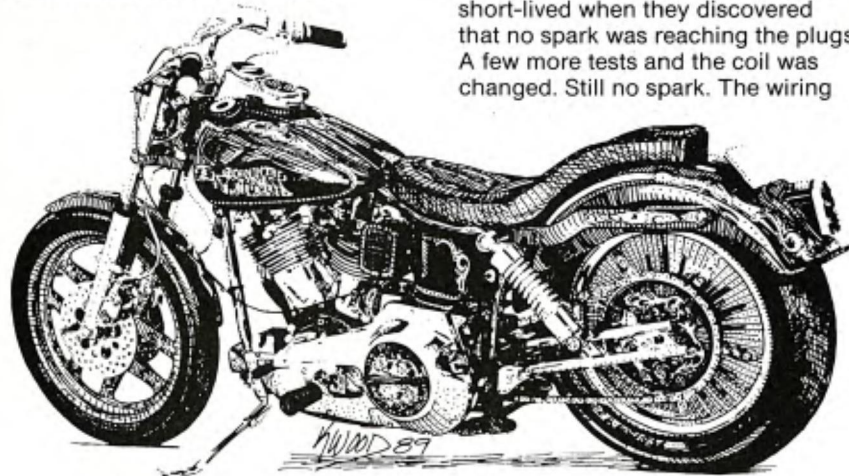
All looked too easy until the testing began. That final, jubilant move when Dave hooked up the battery leads



Photos by Michael Lichter

and the lights came on, and the brake light worked. A rush nothing but

possibly excellent sex can substitute for. But this moment of ecstasy was short-lived when they discovered that no spark was reaching the plugs. A few more tests and the coil was changed. Still no spark. The wiring



Owner: Connor Lyons		City: Pembroke, Massachusetts	
General		Frame	
Fabrication by: Cycle Fab/Perewitz		Year: 1980	
Year and make: 1980 H-D		Builder: H-D	
Model: FXEF		Type: stock	
Value: \$15,000		Rake: none	
Assembly by: Cycle Fab/Perewitz		Stretch: stock deminsions	
Time: six months		Other alterations: torch/Cycle Fab	
Chroming by: South Shore		Accessories	
Engine		Bars: Cycle Fab	
Year: 1980		Risers: 6-inches	
Model: FXF		Fender(s): Fick Sansone	
Rebuilder: H-D of Camden/Chris B.		Headlight: stock	
Ignition: stock		Taillight: tombstone	
Displacement: 80 cubic inches		Speedo: stock	
Lower end: stock		Front pegs: stock	
Balancing: H-D of Camden/Chris		Rear pegs: stock	
Pistons: 0.10 over		Electrics: Cycle Fab/Accel	
Cases: polished and painted		Gas tank: 3½-gallon	
Heads: Jim Thompson		Oil tank: D.S.	
Cam(s): stock		Oil system: Russel lines	
Lifters: hydraulic		Primary cover: derby engraved	
Carb(s): Delorto from Rivera		Seat: Danny Gray	
Air cleaner: none		Sissybar: none	
Pipes: Bub		Height: n/a	
Muffler(s): Bub		Material: n/a	
Transmission		Forks	
Modifications: none		Type: glide	
Year: 1980		Extension: 2-inch under	
Shifting: 4-speed		Builder: Frank's legs	
Engine sprocket: Primo 14mm		Special features: Ness trees	
Trans sprocket: 22 teeth		Wheels	
Wheel sprocket: 51 teeth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: owner		Hub: Performance	Hub: stock
Painter: Dave Perewitz		Rim width: WM3	Rim width: 4 inches
Color: black		Tire: Dunlop	Tire: Dunlop
Type: lacquer		Brake: H-D	Brake: Performance
Special paint: Roy Mason			
Other special modifications: Fender rails by Jack Lyons and Cycle Fab. Special thanks to: Santo, Rick, Jack, Dino, Lori Corey—Hamsters.			

was chased and checked with an ohm meter—nothing. The ignition module was swapped—still no spark.

Time ticked away. Run-time was less than a couple of hours away when Santo discovered that the electronic ignition in the point housing was cracked and malfunctioning. Another was installed and the scoot fired, bringing to life six months of design and artistry and a couple of days of intense deadline pressure. Within a half hour, Connie split Pembroke, Massachusetts, en route to Sturgis '88.

Crack teamwork under duress. 'Course this one's for sale now, so he can start on a fresh project.

—Wrench

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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Motorcycle Mechanics Institute



THE WORLD'S FASTEST

Indian -SORTA

By Tracy Nelson

Lookin' back at
an American
original



Back in the old days, when the Indian Motorcycle Company was still building and racing motorcycles, Harley-Davidson and Indian were direct competitors at the track and on the street. Harley-Davidson had introduced the OHV "knucklehead" in 1936, and was really making progress with horsepower and reliability, but the machines that were racing in the late forties were still, for the most part, sidevalve-engine-powered.

Harley-Davidson had their WR racing bike—a no-brake, magneto ignition, 750cc (45 cubic inches) lightweight motorcycle. Indian actually had no real factory racing program until the company produced the "Daytona" big-based 45-inch Scout.

Prior to that, privateers had a great deal of success, regularly trouncing the Harley-Davidson WR's on the half-and-one-mile tracks. I wouldn't try to even explain how in the hell the AMA at that time (late forties, early fifties) justified some of their rules for class "C" racing but it seemed greatly influenced by the big-money motorcycle manufacturers both at home and

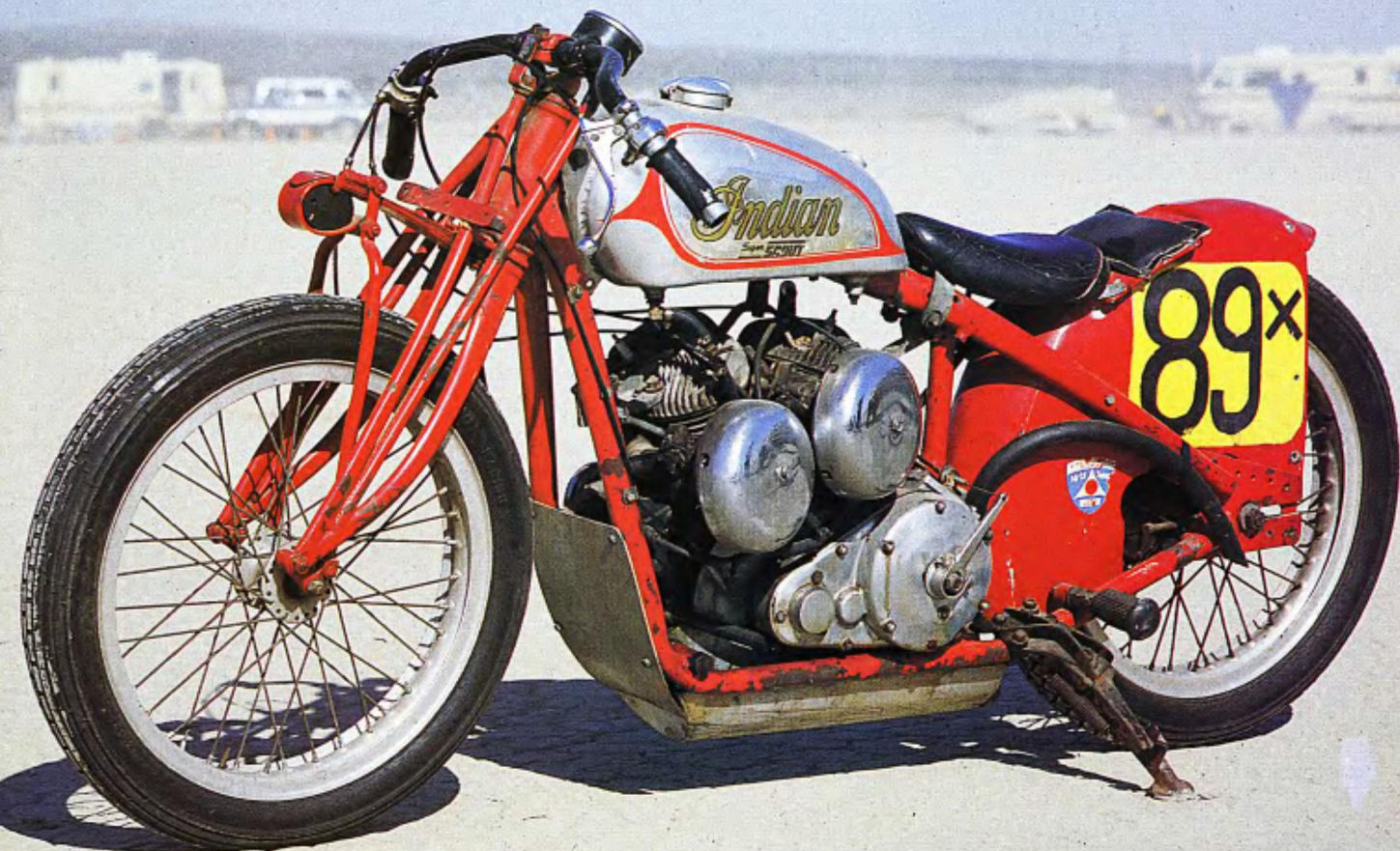
abroad. As a result, many independent motorcycle owner/riders were building, racing, and winning with equipment normally provided by the factory, now having been purchased by the racers.

So much for the background. Much equipment was modified in the garage by shade tree mechanics, and some was very fast in the right hands and very successful at the track, especially the Indian Scout. People like "Pop" Schunk and Ed Kretz contributed to the everlasting reputation of the Indian motorcycle.

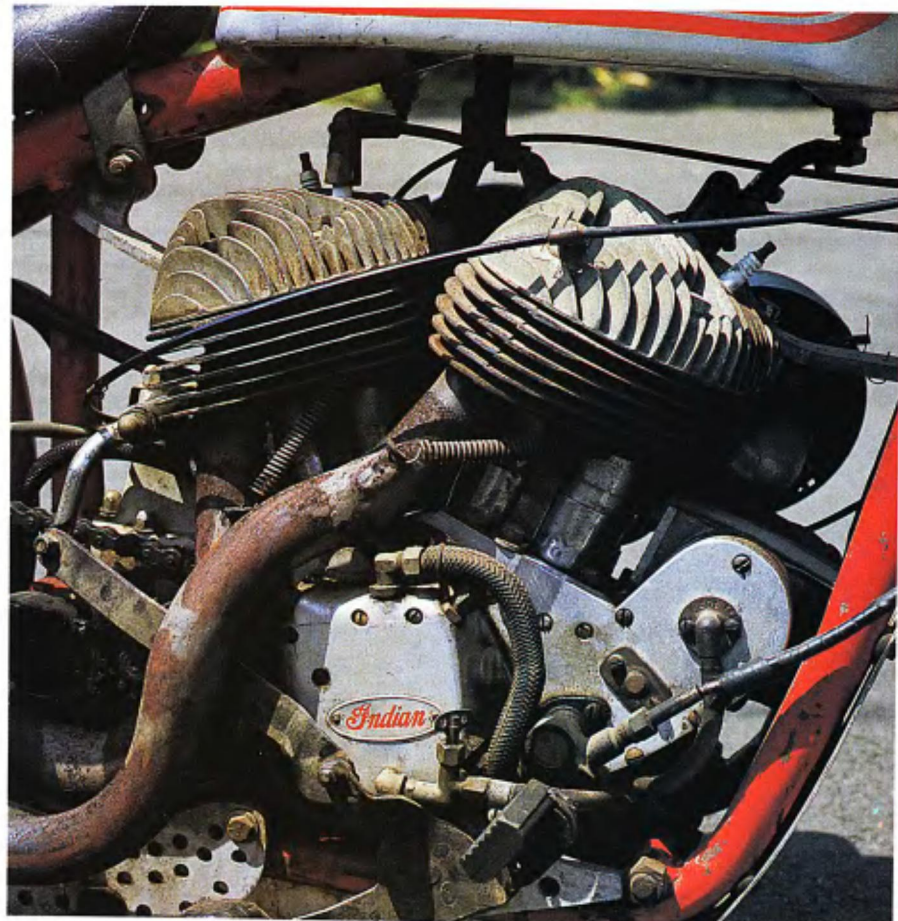
In the early sixties, an Indian sidevalve motorcycle was constructed by Sammy Pierce with assistance from Pop Schunk for an assault on the land speed record at the Bonneville Salt Flats near Salt Lake City, Utah. The bike you see here was put together in a dedicated private effort to show the world that the Indian was not dead.

Technically the sidevalve engine was, even at that time, obsolete. Almost all competition was with overhead valve, if not overhead cam, configuration.

Using the Sport Scout as a starting



Photos by Tracy Nelson



point, Sam built this record-setting motorcycle, with Pop Schunk-designed cams. The engine has two rear cylinders, and of course the cam lobes have been relocated (reversed). The oil reservoir is in the semi-streamlined aluminum tank under the bike. Indian enthusiasts will notice the oil pump has been rotated 90 degrees to the rear and the hole for the stock distributor is now facing towards the rear. Dual Linkert carburetors provide the fuel/air mix through extensively-reworked cylinder ports, and both are on the left side of the motorcycle with the exhaust exiting on the right. This piece of American motorcycle history went 146 mph on gasoline in a two-way average at Bonneville in 1963.

Bert Monroe went over 200 mph at Bonneville with a streamlined motorcycle powered by a 1920 overhead Indian V-twin, but that's another story to be told another time. For now, remember: the Indian sidevalve motorcycles were kicking ass on a lot of the Harley-Davidsons (overhead valve) in the late thirties, and even today are competitive at some tracks.

SAVE OVER \$82⁰⁰

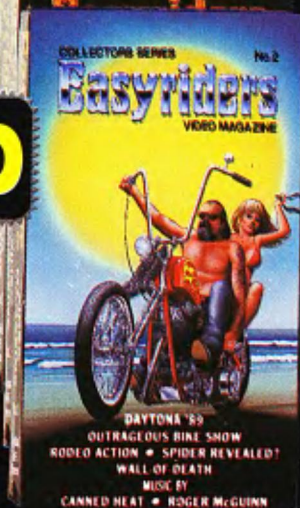
Sorry we had to shout—but it's good news. The first *Easyriders* video was such a huge success that we're going to be making four per year from now on—No. 2 is ready now, and you can save over 50% on the video *and* *Easyriders* magazine by being a charter subscriber! This is a limited offer so act NOW!!



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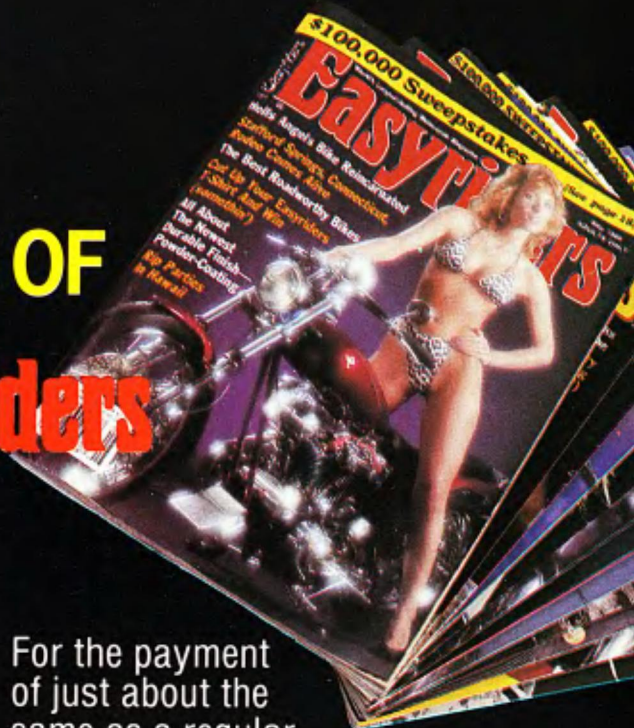
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A GATHERING OF



Photos by Trapper John



BROTHERS

AROUND THE COUNTRY THE BROTHERHOOD GROWS.



For these men a club means more than a patch and good times shared. These special brothers, who served time in the military to protect our liberty, now take advantage of the opportunity to ride free once again. The POW/MIA issue remains paramount in their minds.

Take the pilgrimage of the Rolling Thunder II "Run For The Wall" on Memorial Day Weekend in Washington, D.C., for instance. All the riders' hearts and minds during the trek were set on one goal: To confirm, find, and secure any remaining American veterans still in Vietnam. Some rode 3,000 miles cross-country to attend.

It's been thirteen years since the last American boarded a troop transport and was flown out of that torn tropical land. One of the major goals of the Vietnam Vets Motorcycle Club is to find out the status of the Americans still there.

On Veterans Day in Florida this year, according to correspondent Trapper John, 'Nam vets gathered to pay homage at The Memorial in Tallahassee on the holiday dedicated exclusively to all Americans who fought for the freedom we continue to work so hard to retain. The Alpha Chapter from Miami had 100-percent attendance—and a nice long ride.

After the Memorial ride and state meeting, good partying ensued. The possum-in-the-bag contest afforded a weekend pass to the prospect who retrieved the animal from the pile of bodies that fell on it when it was dropped from a sack. Nightfall saw a solemn candlelight vigil for the fallen warriors from all of our wars over the past 200 years. Later that night a bonfire was lit, torching the start of a multiple-birthday party that got everyone in an "up" mood for the rest of the weekend.

Meanwhile, recently out on the West Coast, 'Nam vet and photojournalist Serge McCabe joined a group from the Washington state Vietnam Veterans MC on a ride down to Sacramento, California for a long weekend, where they met up with some of their ex-chapter members. It also allowed them the chance to get together with a few of their Northern California brothers to strengthen the ties between chapters and promote further understanding within the membership.

From Florida to California, Kentucky to Virginia, all the way to D.C., hell throughout the country, the 'Nam Vets MC members endeavor to galvanize the POW/MIA movement. They are dedicated in their resolve to find out what happened to our thousands of brothers left behind in Vietnam.

—Bandit



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EASYnews

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

Auto Occupants Ought to Wear Helmets

It is gross discrimination to force motorcyclists to wear helmets, when ten times the social costs are paid in other vehicular accidents, statistics and medical experts concur

Automobile occupants ought to wear helmets to minimize the public burden expense of head injuries due to car crashes. Car-related head injuries and their lingering aftermath are roughly estimated to be costing American taxpayers over \$5 billion per year in medical bills, says Keith Ball, Editor of EASYRIDERS, who also noted that a majority of public health professionals and accident prevention experts in an informal survey conducted by EASYRIDERS favor the use of protective helmets by automobile occupants of all ages, purely from the standpoint of reducing injuries, fatalities, and the social burden to society. "What professes to be good for motorcyclists would be ten times as good for motorists," says Ball. "Among the many facts that ardent proponents of helmets for motorcyclists ignore are that the social burden costs of head injuries due to car accidents per year in the U.S. far outweigh those due to motorcycle mishaps, and that experts in the field of public health and vehicular accident prevention resoundingly favor the use of protective headgear in cars. "We know that the American public is so concerned about the social burden element, over personal freedom, that they couldn't resist a true savings to society," Ball continues. "Why attempt to coerce all motorcycle riders to wear helmets when the danger of serious head injury in car crashes is greater, and the absolute numbers and social costs per year are ten times greater? According to the National Highway Traffic Safety Administration, roughly \$6 billion is spent annually on medical costs due to motor vehicle accidents of all types. The total cost to American society of such accidents is estimated to be \$74 billion, which includes property damage, lost wages, court costs, etc. The percentage of the above figures attributable to motorcycle accidents ranges from a high of 8.3 to a low of 4.2 percent, Ball reports. Averaged out to



6.25 percent, motorcycles would account for an estimated \$375 million in medical costs while the remainder of motor vehicles—including cars, trucks and RV's—account for \$5.625 billion in medical costs alone, and \$69.375 billion in total societal costs. If the key is saving taxpayers' money and lives, then it is idiotic to consider only motorcyclists, Ball says. "It actually doesn't make sense to waste politicians' campaign funds and time on promoting helmet laws for motorcycles," he says, "when the big factor is the rest of the vehicle population on our highways, especially considering that 37 percent of all serious head injuries in this country happen in car crashes and 50 percent of all fatalities due to head injuries also occur in cars, according to a study by Mayo Clinic. In a car accident it is almost inevitable to have head injuries. Drivers and passengers are surrounded by hard and sharp objects. In motorcycle accidents, however, only 20 percent of the serious injuries are to the head." In its informal survey, EASYRIDERS telephoned about 20 of the nation's leading public health and accident prevention experts at universities, non-profit agencies and automobile manufacturers. Over half favored the use to

protective headgear in cars to maximize safety and minimize injuries and fatalities. Says Dr. Patricia Waller, director of the University of Michigan Transportation Research Institute in Ann Arbor, "I was wondering when some of you motorcycle people would catch on. Motor vehicle crashes are the major cause of serious head injury—the recent Mayo Clinic study demonstrated this....The relative level of protection that you get on a motorcycle from a helmet may be greater than for a car, but the absolute number of injuries in cars is much greater. Injury data suggests that when car crash victims are seriously injured, head injuries are prominent....Helmets for auto drivers might make sense..." Says Dr. Waller's colleague at the University of Michigan, Dr. Don Huelke, "Obviously it makes sense for auto occupants to wear helmets...Helmet use in cars would go a long way toward reducing serious head injuries, and potentially save a few brain-injury victims..." Says Dr. Dave Viano, a research scientist in General Motors' biomedical sciences department in Detroit, "There is no doubt that helmets in cars would provide an additional degree of protection in the event of serious crashes—

the interior padding of the helmet would be extremely important....If you add a helmet, it no doubt increases your overall safety." Says neurosurgeon Dr. Voight Hodgson of Wayne State University, "I've been pushing for helmets in cars for a long time. Most of the serious injuries in cars are cranial injuries, and helmets could very significantly reduce serious injuries in car crashes. I think that helmets would actually be more effective in cars than on motorcycle riders, because motorcycle crashes tend to be so overwhelming." Even the federal government agrees. Says James Fell, a research scientist with the National Highway Traffic Safety Administration, "I guess that if we want to save the lives of people involved in crashes, auto occupants should wear protective helmets from a purely public health standpoint. This would reduce injuries, but by what percent, I'm not sure. It would certainly reduce serious injuries and fatalities for unrestrained drivers and passengers." Says biomechanics expert Dr. Jim Newman of Biokinetics and Associates in Ottawa, Canada, a leading research facility into auto accident prevention, "This is a fascinating subject—if racing car drivers wear helmets, why not civilian drivers? Yes, it makes sense for auto drivers to wear helmets. Head-related injuries still dominate auto injuries..." Says an official from the Insurance Institute for Highway Safety, "It's really necessary to provide protection to the head in crashes of all kinds. Racing car drivers wear helmets and five-point restraints, which may be adaptable to passenger cars. Certainly you could have fewer injuries to the head with the use of helmets..." "The verdict is in," says EASYRIDERS' Ball. "If helmets for car occupants make this much sense, why should the minority of motorcycle riders alone be forced to wear helmets? Clearly, bikers are being unfairly singled out and discriminated against."

Texas Bikers Save Their Watering Hole

Benefit to pay tax man raises \$3,000

The brothers and sisters of Longview, Texas recently staged a benefit and raised \$3,000 to pay annual taxes for their local watering hole, "Moms Place", and keep it open after it had been burglarized.

As the only biker bar between Shreveport, Louisiana and Dallas, Texas on Interstate 20, Moms is as treasured by area scooter people and highway trekkers as rare parts to a '47 knucklehead are. But the Longview establishment was threatened with extinction when just prior to Christmas, 1988, burglars broke through a plate-glass window and made off with proprietor Nell "Mom" Higginbotham's entire stock of booze, beer and apparel. Lacking funds to pay a difficult-to-swallow tax bill, "Mom" turned to her biker "boys" for a solution.

The resulting barbecue/benefit/beer bash held at Moms Place saved the day, as bikers from throughout east Texas and Louisiana dug into their Levi's and ante'd up a total of about \$3,000 within a few hours.

Says a grateful Mrs. Higginbotham, "Of all the bars and clientele that I have had in the past, my bikers are the best. Contrary to what some people want to believe, I have never had any trouble



out of them.

"I take care of my boys, and they take care of me," says the white-haired, T-shirt-clad tavern-keeper. "I pick them up in my pickup truck when they break down; it doesn't matter where they are. I give them a meal when they are hungry and have no money, and a

place to sleep. I implemented Bikers Against Manslaughter here for them, and am in the process of helping them organize their own ABATE chapter....We offer them a family, complete with a pool team and a bowling team."

Now that the beer and booze are

flowin' again, Moms will be staging a variety of special events throughout the remainder of this year. Stay tuned.

Moms Place is located about 120 miles east of Dallas on the south side of Longview, just off of I-20 and Eastman Road, at 819 Ryder Drive.

Interesting Figures

Reprinted from Buzzzz,
The Motorcycle News,
April 1949

According to latest motorcycle riding statistics the outlook is bright and pleasing—for, whereas the auto driving experience continues bad, the motorcycle statics below, speak volumes.

We are hoping they may prove an aid in smoothing out a few furrows in the wrinkled brows of certain "mighty mental marvels" enthroned behind sacred insurance portals inscribed with the words: "Asleep—Do Not Disturb."

During 1948, more than 200,000,000 miles were travelled by AMA members. The accident rate was the LOWEST since 1945 when only 17,000,000 were covered. Nine hundred and sixty-one clubs cycled 204,247,975 miles—an all time high.

There was but one accident for every 355,214 miles traveled.

HERE'S THE RECORD

(send it to your insurance company)

Year	Miles Covered	Rate for	
		100,000 Miles	Miles
1937	67,753,000	.384	260,027
1938	83,567,000	.369	270,443
1939	99,469,000	.355	281,782
1940	109,927,000	.333	300,347
1941	101,129,000	.325	307,383
1942	42,587,000	.317	315,459
1943	12,326,000	.290	342,389
1944	12,938,000	.280	386,412
1945	17,691,000	.282	353,820
1946	123,670,00	.285	351,335
1947	182,432,000	.293	340,994
1948	204,247,975	.282	355,214

ABATE of Oregon Passes 1,000 Members



Portland-based ABATE of Oregon has passed the 1,000-member mark and is seeking to fine-tune the mandatory helmet bill which the state's voters passed last November.

State Coordinator Roger Hendricks and his colleagues are working to clarify the amount of the traffic fines levied for helmetless puttin' passengers—it can now range up to several hundred dollars—and are also seek-

ing a provision in the law for a medical exemption from helmet use. They doubt that they can get the compulsory helmet law completely rescinded this session.

Last fall, ABATE of Oregon joined with other motorists' rights groups to help defeat a mandatory seat-belt law at the polls.

—from ABATE of Oregon, Box 4504, Portland 97208.

BLACKMAIL — ON A FEDERAL LEVEL

Rhode Island senator's bill would tie federal highway disbursements to state helmet and seatbelt laws

The Feds are coming back to haunt motorcyclists. Federal legislation to blackmail states into enacting mandatory helmet and seatbelt laws was introduced into the U.S. Senate in early May by Senator John H. Chafee (R—Rhode Island).

Chafee—the ranking minority member of the Senate Committee on Environment and Public Works—introduced a bill to withhold some federal highway construction funds from states which fail to enact both mandatory helmet and seatbelt laws by September, 1991. Motorcyclist rights groups have banded together to fight this bill, which many describe as the scariest piece of federal legislation to be aimed at bikers in the last 20 years.

The legislation would require 75 percent usage compliance (for the first year), and would become effective on January 1, 1992, if passed. The draft legislation at press time set aside \$25 million in 1991 and \$35 million for both 1992 and 1993 for the incentive grants and administration of this pro-

posed law.

There would be generous highway construction grants for states which meet the requirements in advance of deadlines.

Representatives of the Motorcycle Riders Foundation, the Rhode Island Motorcycle Assn., the American Motorcycle Assn., and the National Coalition of Motorcyclists met in Washington on April 5, and subsequently met with Senator Chafee and his staff that day. They found the senator to be unbudgeable in his position regarding mandatory helmet laws, even after discussing several alternatives, all of which he rejected.

Based upon his experience in the Senate Committee on Finance, Chafee feels strongly that the only good motorcyclist is a helmeted motorcyclist, in order to reduce Medicare/Medicaid payments for accident victims, the alleged heavy social burden that injured bikers seemingly represent. He is equally adamant about the need for nationwide mandatory seatbelt laws.

The need for unity among all bikers is critical now, and three meetings have already been held among rights group leaders. But it's your individual voices that lawmakers respond to.

The proposed legislation fails to address the social burden costs of head injuries due to car accidents, which far outweigh those due to motorcycles. A recent press release by *Easyrider*s calls for legislators to stop discriminating against bikers and to include automobiles in all mandatory helmet legislation. If the issue is the public burden, then helmet laws for cars would save an estimated \$69 billion per year in total societal costs due to all other motor vehicle accidents, compared to under \$5 billion for motorcyclists.

You scoff that this won't affect you? Bull! This affects all motorcyclists in every state. It is time for the American bikers to unite. Write and phone your federal senators and representatives and let them know your feelings. Join, support, and get in-

volved in the rights group of your choice: AMA, ABATE, MMRA, NCOM, AIM, MMA, RIMA, FORR, BRO, BAM or MRF. They're on the front lines. Don't put this off because the time to act is NOW!

To contact Senator Chafee:

Senator John H. Chafee
567 SDOB
Washington, D.C. 20510-3901
Phone: (202)224-2921

For additional information on this bill or on other members of the Senate Committee on Environment and Public Works, contact:

Wayne Curtin
Motorcycle Riders Foundation
25 "E" St., N.W., 8th floor
Washington, D.C. 20001
Phone: (202)783-0600

—from Dan Boyd, editor, *American Bikers Journal*

Doctored Statistics Support Helmet Use

Missouri Motorcyclists Look Beneath Surface of Pro-Helmet Forces' Numbers

Doctored statistics have been shown to be cleverly-manipulated numbers which make the pro-helmet advocates' arguments seem indisputable. We all know that the "other side" has been using them, but the Freedom of Road Riders (F.O.R.R.) of Missouri has delved beneath the hyperbole to come up with some startling findings.

Quoting British and Australian medical researchers, in one of F.O.R.R./Missouri's recent monthly newsletters, the organization has come to the conclusion that both state and federal pro-helmet advocates have deliberately and systematically manipulated the numbers contained in U.S.-funded research studies to erroneously substantiate their claims about head injuries.

One highly-qualified British researcher, Dr. John Adams of London's University College, wrote back in 1985,

Plotting the death rate for repeal and non-repeal (American) states separately for the period after 1975,



we can see that the blame for the increase in the death rate cannot be placed on the helmet law repeal because, for most of this period, the increase was greatest in the states that did not repeal their helmet laws. In 1976, nine states repealed their helmet

laws, in 1977 a further 14 did, and in 1978 a further four did. Between '75 and '78 the death rate in repeal states increased by 46.7 percent while in non-repeal states it increased by 48.2 percent. In 1979 the death rate decreased by 2.6 percent in the 28 repeal

states and by 7.8 percent in the non-repeal states. However throughout this period, the death rate in the repeal states was on average 19 percent lower than in the non-repeal states."

Dr. Adams went on to find that U.S. federal researchers had erroneously extrapolated accident and fatality data from Utah to other states, to support a contention that death rates have increased by 40 percent in non-helmet-law states.

F.O.R.R. of Missouri legislative affairs coordinator Dean Wilhite has been systematically debunking the pro-helmet forces' positions and statistics in his lobbying to state legislators, as he and his colleagues try to reverse the state's all-inclusive mandatory helmet bill with an under-21 bill and simultaneously launch a state-sponsored voluntary motorcycle training program.

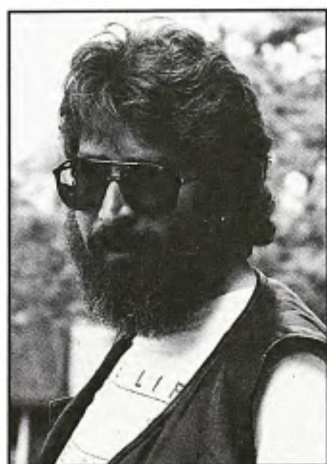
—from Freedom of Road Riders/
Missouri, Box 520211 Independence, Mo. 64052

California Helmet Law May Pass Assembly

AB-8 will next be voted on by the full Assembly. All indications at this time are that it will pass. By the time you read this, it may have. Our next chance (and it is a good one) is to get AB-8 killed in the Senate Transportation Committee.

Let the legislature know of your opposition to mandatory helmet laws. Call PACMAN'S Western Union Legislative Hotline and send a message. There are three messages to choose from; ask the operator to read them to you and make your choice. This Hotline will be changed every two weeks so that we can send messages to all of the key people in the legislature. Messages will be changed on July 3rd, 17th, and 31st, August 14th, and 28th. Plan to call during each period—these are messages with impact.

It only costs \$5.75 to send your message each time, so don't let your freedom disappear because you were too cheap to spend a few bucks to protect it. If you don't fight for your freedom, you don't deserve it. The



number to call is 1-800-257-4900; ask for Hotline operator #9490. This Hotline will remain in operation until AB-8 is defeated, or until you stop using it. —The Spokesman, Political Action Committee for Motorcycle Awareness Now, P.O. Box 212, New Almaden, CA 95042.

Rodeo Proponents Reject Helmets

Bruises, broken bones, and professional rodeo go together like chitlins, mashed potatoes, and gravy. But even in this, one of the world's most dangerous sports, proponents universally scoff at the mandatory use of protective headgear.

Promoters in the Midwest and West, like Bruce Lehrke and George Runquist, say helmets would detract from the aesthetics and audience appeal of their sport. Award-winning cowboys like Dan Dailey (the winning-east cowboy in history, with 17 world titles) and Mika John Calico say that well-trained cowboys who know how to escape from dangerous situations don't need them. Cowboy officials like J.O. Cravens, president of the cowboy's trade association, say that the tradition and inherent danger of rodeo events call for cowboy hats and not helmets. Even health experts point out that helmeted cowboys could be exposing themselves to greater injuries with helmets than they would without.

"If all cowboys wore helmets, we might reduce head and skull injuries," says Don Andrews, program director of the Justin Sports Medicine Pro-



gram. "But what we're finding in other sports, like hockey and football, is that helmets also lend themselves to greater spinal injuries...Helmets can turn a minor head injury into a major neck injury."

Andrews is solidly pro-choice for adult motorcyclists. "The Gary Busey reaction of running to the legislature and passing a motorcycle helmet law does more harm than the initial accident," he says. "There should be a good research base before a motorcycle helmet law is passed—otherwise we're starting to look at a police state."

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 ¹²	Yes ³	Yes
California	Yes	No ¹³	No	Yes ⁶
Colorado	Yes	No	Yes ³	No
Connecticut	Yes	No	Yes	No
Delaware	Yes	No ⁵	Yes ³	No
Florida	Yes	Yes ¹²	Yes	Yes
Georgia	Yes	Yes ¹²	Yes	Yes
Hawaii	Yes	No ²⁻⁴	Yes	No
Idaho	No	No ²	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes ²	No	Yes	Yes
Iowa	Yes	No	No	Yes ⁶
Kansas	Yes	No ²	Yes	Yes
Kentucky	Yes	Yes ¹²	Yes ³	No
Louisiana	Yes	Yes ¹²	Yes	No
Maine	Yes	No ²	No	Yes
Maryland	Yes	No ²	Yes	No
Massachusetts	Yes	Yes ¹²	Yes	No
Michigan	Yes	Yes ¹²	Yes ⁷	No
Minnesota	Yes	No ²	Yes	Yes
Mississippi	Yes	Yes ¹²	No	No
Missouri	Yes	Yes ¹²	No	No
Montana	Yes	No ²	No	Yes
Nebraska	Yes	Yes ¹²	No	No
Nevada	Yes	Yes ¹²	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 ¹²	No	Yes
North Dakota	Yes	No ²⁻⁴	No	No
Ohio	Yes	No ¹⁰	Yes ³	No
Oklahoma	No	No ²	Yes	No
Oregon	Yes	Yes ¹²	No	Yes
Pennsylvania	Yes	Yes ¹²	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 ¹²	Yes	Yes
Texas	Yes	No ²⁻⁴	No	No
Utah	Yes	No ²	No	No
Vermont	Yes	Yes	Yes	No
Virginia	Yes	Yes ¹²	Yes	No
Washington	Yes	No ²	Yes	Yes
West Virginia	No	Yes ⁴	Yes	Yes
Wisconsin	Yes	No ²	Yes	Yes
Wyoming	Yes	No ²	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 ⁶
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 Possession only. ⁶ Lights on if bike was made after 1977. ⁷ Required for speeds above 35 mph. ⁸ 1970 or newer bikes. ⁹ If over 21. ¹⁰ Except drivers under 17 and passengers. ¹¹ Certain cities may require lights. ¹² Passengers must wear helmets. ¹³ Under 15% must wear helmet. *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.



Last issue we covered Bob Nevola, the founder of the National Handicap Motorcyclist Association, in "Hall Of Fame." This year he will be at the Cincinnati, Ohio Motorcycle Expo talking to as many dealers as possible about the needs of the handicapped rider—right on Bob.

On the day that John R. McKernan, Governor of Maine, got hitched, the *Morning Sentinel* ran an editorial lambasting their esteemed Governor for being on our pages wearing a black T-shirt and congratulating the United Bikers of Maine for their immense Toy Run contributions. Ain't the media swell?

Magician, motorcyclist and would-be politician, Loch David Crane is

going to attempt to create a strange illusion before an audience of physically and visually-challenged children to benefit the San Diego, California Crime Victims Fund. He intends to vanish a fully-loaded Harley police bike and then saw a cop in half—then restore him to active duty. Should be interesting.

Here's the quote of the month: "The statistics in front of me indicate that we are going to kill more people if we pass this law," said Rep. John Ulvang, a Fort Collins, Colorado Republican (regarding a proposed Colorado helmet law. "I don't want to do that. I don't want that on my conscience." It's for real and originally published in the *Denver Post*, March 8, 1989. The

bill for helmets on riders 21 years old and under died. Somebody listens. **Custom Chrome** is co-sponsoring this year's Black Hills Classic in Sturgis. And they've built a mobil showroom in the back of a converted semi-trailer to show off their latest line of parts. The trailer will be parked in downtown Sturgis for the entire week. May be worth a look. Also the H-D Dealer in Rapid City, Bill Gikling, and attorney Herm Walker are in the process of building a 20,000 square-foot museum which might be seriously underway this year and is sure to be completed for the 50th Classic.

ABATE of Georgia has been busy restructuring their regions and lobby-

ing the Georgia Legislature. They pursued efforts this year which repealed the Georgia state law prohibiting the use of headphones (helmet speakers) while operating a vehicle; got considerable momentum going to modify the state's mandatory helmet law, with a hoped-for new law which will make helmet use voluntary for scooter people 21 and over; and had the legislature recognize May, 1989, as Motorcycle Awareness Month. Lee Richardson, their lobbyist, informed his brothers and sisters that all on the legislative front ain't peachy, but much has been accomplished in the name of Bikers' Rights—here, here.

EASYRIDERS RODEO

New East Coast Location!

Easyriders Events Director Al Sherman, announced today that the Stafford Springs, Connecticut Rodeo will move to a new, larger facility at the Orange County Fairgrounds in Middletown, New York, August 25, 26, 27, 1989. Sherman said the new facility is more conveniently located, just 30 miles from the Connecticut border, and 65 miles from New York City. The new rodeo site has more camping conveniences such as showers and larger swap meet buildings. This year a \$1,000 Ride-In bike show will be run by the H.O.G. club in addition to the \$5,000 rodeo purse.

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RAISIN PIE REPORT

We gotta know—who you are and what you like best and least about *Easyriders* so we know who on the staff gets the extra slice of raisin pie and who gets latrine duty—and so we can give you the magazine that you want and deserve. So take a couple of minutes and stick it to us. Thanks.

—Easyriders

P.S.: When you're finished, just fold'er up so that our address shows on the outside and stick a stamp on it. We're makin' you pay the postage 'cause we want only serious responses, but we're gonna kick in a **FREE** catalog for your time and trouble.

1. Please enter your zip code here:
1-1 _____

2. Sex:
2-1 ☐ Male 2-2 ☐ Female

3. Age:
3-1 ☐ 18-24 3-2 ☐ 25-29 3-3 ☐ 30-34 3-4 ☐ 35-39
3-5 ☐ 40-44 3-6 ☐ 45-49 3-7 ☐ 50-64 3-8 ☐ 65 or over

4. Marital Status:
4-1 ☐ Married 4-2 ☐ Single 4-3 ☐ Divorced/separated/widowed

5. Education:
5-1 ☐ High school 5-2 ☐ Junior college 5-3 ☐ College
5-4 ☐ Post-graduate 5-5 ☐ Trade school 5-6 ☐ Night school
5-7 ☐ Specialized mail-order

6. Do you:
6-1 ☐ Rent your place of residence 6-2 ☐ Own your place of residence

7. If residence is owned by you, please give approximate value:
7-1 ☐ Under \$20,000 7-2 ☐ \$20,000-\$49,999 7-3 ☐ \$50,000-\$69,999
7-4 ☐ \$70,000-\$99,999 7-5 ☐ \$100,000-\$199,999 7-6 ☐ Over \$200,000

8. How many children do you have?
8-1 ☐ None 8-2 ☐ One 8-3 ☐ Two 8-4 ☐ Three or more

9. How old is the oldest child?
9-1 ☐ Under 5 9-2 ☐ 5-10 9-3 ☐ 11-15 9-4 ☐ 16-21 9-5 ☐ Over 21

10. Do any of your children show any interest in riding?
10-1 ☐ Yes 10-2 ☐ No

11. Occupation:
11-1 ☐ Professional/managerial 11-2 ☐ Office job 11-3 ☐ Skilled trade
11-4 ☐ Laborer 11-5 ☐ Student 11-6 ☐ Unemployed
11-7 ☐ Self-employed 11-8 ☐ Government/Military

12. Gross household income (yearly):
12-1 ☐ Under \$10,000 12-2 ☐ \$10,000-\$14,999 12-3 ☐ \$15,000-\$19,999
12-4 ☐ \$20,000-\$29,999 12-5 ☐ \$30,000-\$49,999 12-6 ☐ \$50,000-\$80,000
12-7 ☐ over \$80,000

13. Do you drink liquor?
13-1 ☐ Yes 13-2 ☐ No

14. Do you use tobacco products?
14-1 ☐ Yes 14-2 ☐ No

15. Do you own a bike?
15-1 ☐ Yes 15-2 ☐ No
If yes, how many?
16-1 ☐ 1 16-2 ☐ 2 16-3 ☐ 3 16-4 ☐ 4 or more

16. What kind is your main ride?
Make: 17-1 ☐ H-D 17-2 ☐ Triumph 17-3 ☐ Honda 17-4 ☐ Yamaha
17-5 ☐ Kawasaki 17-6 ☐ BMW 17-7 ☐ Indian 17-8 ☐ Other
Model: 18-1 ☐ Flathead 18-2 ☐ Knucklehead 18-3 ☐ Panhead
18-4 ☐ Shovelhead 18-5 ☐ Blockhead 18-6 ☐ 1100-1200 Sportster
18-7 ☐ 883 Sportster 18-8 ☐ Other
Year: 19-1 ☐ Pre '50 19-2 ☐ '50-60 19-3 ☐ '61-70 19-4 ☐ '71-80 19-5 ☐ '81
19-6 ☐ '82 19-7 ☐ '83 19-8 ☐ '84 19-9 ☐ '85 19-0 ☐ '86
19-a ☐ '87 19-b ☐ '88 19-c ☐ '89

17. It is:
20-1 ☐ Customized 20-2 ☐ Chopped 20-3 ☐ Heritage-style 20-4 ☐ Stock

18. Is it a:
21-1 ☐ Softail 21-2 ☐ "New" Springer 21-3 ☐ "Rubber" glide

19. Check the five (5) features about *Easyriders* you like **BEST**:
22-1 ☐ Spider 22-g ☐ Parts Box
22-2 ☐ Wordmonger 22-h ☐ Bikers Bulletin Board
22-3 ☐ Bike features 22-i ☐ Choppershopper
22-4 ☐ Fiction 22-j ☐ Hall of Fame
22-5 ☐ Fox Hunt 22-k ☐ General Store
22-6 ☐ Girl features 22-l ☐ Edmondson artwork
22-7 ☐ Articles 22-m ☐ Jody Roberts artwork
22-8 ☐ Event coverage 22-n ☐ Two-Wheel Tales
22-9 ☐ In The Wind 22-p ☐ Passin' Gas
22-0 ☐ Advertisements 22-q ☐ Helmet Law Chart
22-a ☐ David Mann centerfolds 22-r ☐ What's Happenin'
22-b ☐ Cartoons 22-s ☐ Rip's Run
22-c ☐ Reader's Ride 22-t ☐ Foxy Riders
22-d ☐ Free *Easyriders* page 22-u ☐ Photography Gatefold
22-e ☐ Easynews 22-v ☐ Tech Tips
22-f ☐ Rodeo coverage 22-w ☐ Streamliner Updates

20. Check the five (5) features about *Easyriders* you like **LEAST**:
23-1 ☐ Spider 23-g ☐ Parts Box
23-2 ☐ Wordmonger 23-h ☐ Bikers Bulletin Board
23-3 ☐ Bike features 23-i ☐ Choppershopper
23-4 ☐ Fiction 23-j ☐ Hall of Fame
23-5 ☐ Fox Hunt 23-k ☐ General Store
23-6 ☐ Girl features 23-l ☐ Edmondson artwork
23-7 ☐ Articles 23-m ☐ Jody Roberts artwork
23-8 ☐ Event coverage 23-n ☐ Two-Wheel Tales
23-9 ☐ In The Wind 23-p ☐ Passin' Gas
23-0 ☐ Advertisements 23-q ☐ Helmet Law Chart
23-a ☐ David Mann centerfolds 23-r ☐ What's Happenin'
23-b ☐ Cartoons 23-s ☐ Rip's Run
23-c ☐ Reader's Ride 23-t ☐ Foxy Riders
23-d ☐ Free *Easyriders* page 23-u ☐ Photography Gatefold
23-e ☐ Easynews 23-v ☐ Tech Tips
23-f ☐ Rodeo Coverage 23-w ☐ Streamliner Updates

21. How do you rate:
Photography in the magazine
24-1 ☐ Great 24-2 ☐ Good 24-3 ☐ So-So 24-4 ☐ Terrible
Contents of magazine
25-1 ☐ Great 25-2 ☐ Good 25-3 ☐ So-So 25-4 ☐ Terrible
Writing in the magazine
26-1 ☐ Great 26-2 ☐ Good 26-3 ☐ So-So 26-4 ☐ Terrible
Over-all look of magazine
27-1 ☐ Great 27-2 ☐ Good 27-3 ☐ So-So 27-4 ☐ Terrible

22. Do you vote?
28-1 ☐ Yes 28-2 ☐ No

23. Are you a registered:
29-1 ☐ Democrat 29-2 ☐ Republican 29-3 ☐ Independent

24. Do you try to buy American-made goods?
30-1 ☐ Yes 30-2 ☐ No

25. Where do you buy *Easyriders*?
31-1 ☐ Motorcycle shop 31-2 ☐ Convenience store 31-3 ☐ Newsstand
31-4 ☐ Supermarket 31-5 ☐ Liquor store 31-6 ☐ Drugstore
31-7 ☐ Bookstore 31-8 ☐ Subscriber

26. Approximately how many friends and relatives (that includes your ol' lady) read your copy each month?
32-1 ☐ 1 32-2 ☐ 2 32-3 ☐ 3 32-4 ☐ 4 32-5 ☐ 5
32-6 ☐ 6-10 32-7 ☐ 10+

27. Approximately how long have you been reading *Easyriders*?
33-1 ☐ Less than 1 year 33-2 ☐ 1-2 yrs. 33-3 ☐ 3-5 yrs.
33-4 ☐ 6-10 yrs. 33-5 ☐ 11-15 yrs. 33-6 ☐ 16-19 yrs.

28. Approximately how long have you personally been riding motorcycles?
34-1 ☐ Less than 1 year 34-2 ☐ 1-2 yrs. 34-3 ☐ 3-5 yrs. 34-4 ☐ 6-10 yrs.
34-5 ☐ 11-15 yrs. 34-6 ☐ 16-20 yrs. 34-7 ☐ More than 20 yrs.

29. Check all the organizations you belong to:
35-1 ☐ ABATE 35-2 ☐ AIM 35-3 ☐ AMA 35-4 ☐ BAM 35-5 ☐ CBA
35-6 ☐ HOG 35-7 ☐ M/C 35-8 ☐ MMA 35-9 ☐ MRF 35-0 ☐ NCOM
35-a ☐ Other _____

30. Would you join a club sponsored by *Easyriders*?
36-1 ☐ Yes 36-2 ☐ No
If yes, which club activities would you be most interested in? (Mark three (3) only)
37-1 ☐ Poker runs 37-2 ☐ Parties 37-3 ☐ Rodeos 37-4 ☐ Drags
37-5 ☐ Gypsy tours 37-6 ☐ Concerts 37-7 ☐ Bike shows
37-8 ☐ Swap meets 37-9 ☐ Trade shows 37-0 ☐ Bonneville
37-a ☐ Daytona/Sturgis camp grounds 37-b ☐ Other _____

31. What benefits would be most important to you? (Mark three (3) only)
38-1 ☐ Club I.D. card, patches, pins, etc. 38-2 ☐ Road service
38-3 ☐ Rip's Run Travel Book 38-4 ☐ Discounts 38-5 ☐ Bail bond service
38-6 ☐ Group rates on bike/health/life insurance 38-7 ☐ Credit card
38-8 ☐ Bike loans 38-9 ☐ Lost key return 38-0 ☐ Motorcycle theft reward
38-a ☐ Other _____

32. How many of the above benefits would be important to you when joining a club?
39-1 ☐ 1 39-2 ☐ 2 39-3 ☐ 3 39-4 ☐ 4 39-5 ☐ 5
39-6 ☐ 6 39-7 ☐ 7 39-8 ☐ 8 39-9 ☐ 9 39-0 ☐ 10

33. What yearly membership fee would you be willing to pay for the number of benefits chosen?
40-1 ☐ \$20 40-2 ☐ \$25 40-3 ☐ \$30 40-4 ☐ \$35
40-5 ☐ \$40 40-6 ☐ \$45 40-7 ☐ \$50
Comments: _____

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34. Did Easyriders influence you to purchase:

41-1 ☐ a Harley-Davidson 41-2 ☐ Parts 41-3 ☐ Accessories 41-4 ☐ Clothing
41-5 ☐ Tires 41-6 ☐ Mail Order items

35. In the last 12 months, how many dollars have you spent on:

42 A new motorcycle \$ _____
43 Parts \$ _____
44 Accessories \$ _____
45 Tires \$ _____
46 Mail Order products \$ _____
47 Motorcycle events \$ _____
48 Clothing \$ _____
49 Leather \$ _____

36. How do you feel the following treat you as a customer?

	Great	Good	So-So	Terrible
Easyriders	50-1 ☐	50-2 ☐	50-3 ☐	50-4 ☐
Other magazines	51-1 ☐	51-2 ☐	51-3 ☐	51-4 ☐
H.D. factory	52-1 ☐	52-2 ☐	52-3 ☐	52-4 ☐
H.D. dealers	53-1 ☐	53-2 ☐	53-3 ☐	53-4 ☐
Other Harley parts companies	54-1 ☐	54-2 ☐	54-3 ☐	54-4 ☐
Custom shops	55-1 ☐	55-2 ☐	55-3 ☐	55-4 ☐

37. Do you have a:

56-1 ☐ Visa 56-2 ☐ MasterCard 56-3 ☐ American Express

38. Do you watch cable TV?

57-1 ☐ Yes 57-2 ☐ No

If yes, what stations do you watch?

58-1 ☐ 95F	58-6 ☐ CNN	58-a ☐ NSH	58-g ☐ HBO
58-2 ☐ A&E	58-7 ☐ ESN	58-b ☐ TBS	58-h ☐ MAX
58-3 ☐ BET	58-8 ☐ LIF	58-c ☐ USA	58-i ☐ PLA
58-4 ☐ CBN	58-9 ☐ NIK	58-d ☐ DIS	58-j ☐ SHO
58-5 ☐ TNT	58-0 ☐ VH1	58-e ☐ MTV	58-k ☐ TMC
		58-f ☐ TNN	58-l ☐ PT

39. Do you own a VCR?

59-1 ☐ Yes 59-2 ☐ No

If yes, do you:

60-1 ☐ Rent Tapes 60-2 ☐ Buy Tapes 60-3 ☐ Both

40. Who is your favorite movie actor?

61-1 _____

41. Who is your favorite recording artist?

62-1 _____

42. What is your favorite spectator sport?

63-1 _____

43. What is your favorite participant sport (other than motorcycling)?

64-1 _____

44. What is your favorite television program?

65-1 _____

45. What would you LIKE to see in Easyriders?

66-1 _____

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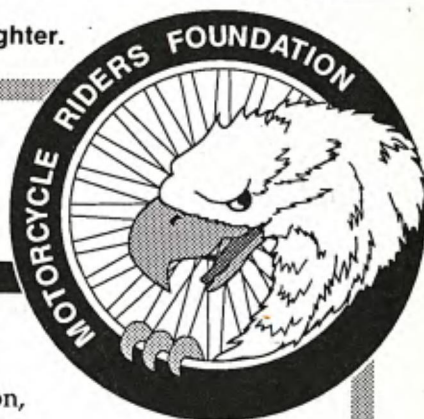
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Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. 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.



This is the story of Corkscrew Rick, Cursed from birth with a spiral dick. He traveled the earth in a perilous hunt, Tryin' to find a corkscrew cunt. He found one and damn near dropped dead— The fuckin' bitch had a left-hand thread.

—Thomas Oetzel
Philly

What's the difference between yer ol' lady runnin' off and yer dog runnin' away? Ya look for the dog.

—Jeff Seymour
Benton, Ill.

Did ya hear about the depressed dyslexic chick who tried to kill herself? She jumped behind a bus.

—Larry
America

Why don't sharks ever attack lawyers? Professional courtesy.

—Vermin
West Coast

Crazy Jerry's six-year-old rugrat announced one day that he was running away with the little girl next door.

"Oh, yeah?" Crazy Jerry said. "And just what do the two of you plan to live on, son?"

"She gets \$5 a week for allowance," the curtain-climber said. "We oughtta be able to make it on that."

Laughing, Crazy Jerry then asked his boy, "And what about when you start having kids of your own?"

"Shit, Dad," the kid said. "We've been pretty lucky so far."

—Chucker
Columbus, Ohio

Why did God make women 10 percent smarter than cows?

So when you squeeze their tits, they won't shit all over the floor.

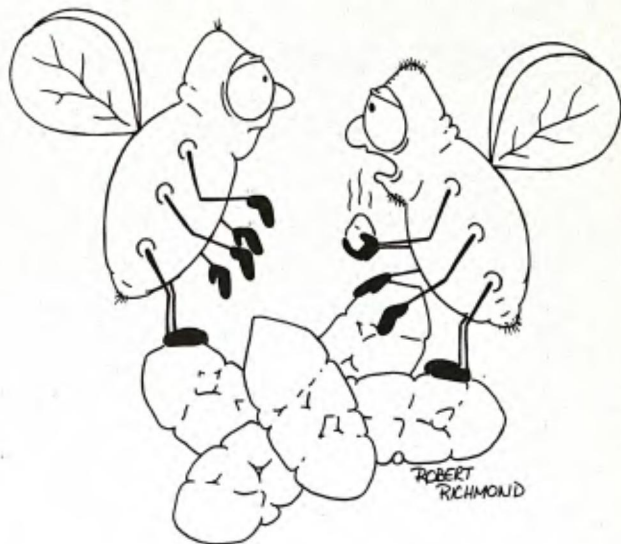
—Mike Williams
Spencer, Iowa

Sufferin' from a severe case of the blueballs one Saturday night, Little Joe found himself taking Big Bertha home from the bar for a little relief.

After he climbed into bed next to the lard-ass, Big Bertha suddenly looked serious. "Little Joe," she whispered, "Before we start—have you, uh, taken any precautions?"

"Yeah, don't sweat it," Little Joe said. "I tied my feet to the bedposts."

—Ed Hangebrauck
Waupun, Wis.



"Excellent bouquet, full-bodied, truly a joy to the palate, but I still prefer a good French poodle over a local domestic."

Whaddaya get when ya cross marijuana with an aphrodisiac?

Tumbleweed.

—B.J.
Bledsoe, Tenn.

On the eve of his transfer to Rome, the Irish priest paid a visit to the Kellys, who had been childless for six years, and promised them he'd light a candle for them at the Vatican.

Thirteen years later, the priest returned to Ireland, dropped in on the Kellys, and found nine healthy children romping around the house.

Congratulating Mrs. Kelly on her fruitfulness, the priest looked around and inquired, "And where might Mr. Kelly be?"

"Sean?" the haggard woman said. "Oh, he went to Rome to blow out that damned candle."

—Greg LeMay
Oshkosh, Wis.

How does Miraculous Mutha keep away peeping Toms?

She leaves the curtains open.

—Brazell
Rockies

Abro known for his heavy womanizing stepped into the local watering hole one afternoon and glumly ordered a brew. The barkeep noticed his low spirits and asked if anything was wrong.

"Plenty!" the tramp exclaimed. "Some pissed-off bro sent me a letter sayin' he'd kill me if I kept fuckin' his ol' lady every time his back was turned."

"So just stay away from her," suggested the barkeep.

"It ain't that simple, man," said the biker. "The asshole didn't even sign his name."

—Joker
San Diego, Calif.

A stockbroker walked into his penthouse apartment, poured himself a stiff Scotch, and sank into a chair. Tossing back the drink, he told his ol' lady that the market crash had completely wiped them out.

"We'll have to sell the condo, the cars, and your jewelry," he said. "We're flat broke."

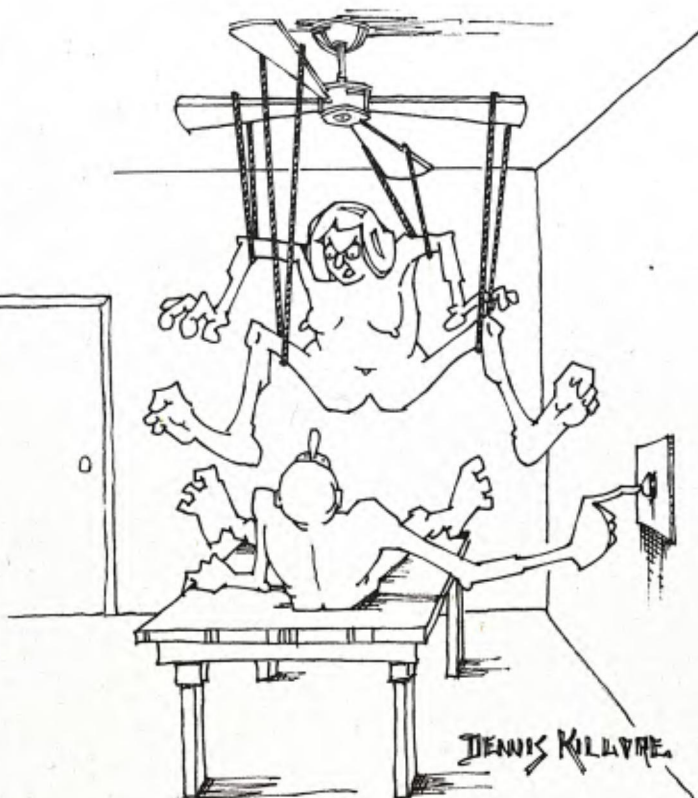
His stunned ol' lady gasped, then took a running leap out the window. The stockbroker slowly raised his head from his hands and muttered, "Thank you, Paine Webber."

—Wolf
Cheeseland

What was Ted Bundy's last job?

He was a conductor.

—A. Little
St. Helens, Ore.



"Whattaya mean, 'This is sick'?—it was your idea!"

Why did the chicken cross the road?

To prove to the armadillo that it could be done.

—Klanker
St. Aug., Fla.

The traveling bro called home to his kid brother. "How's my cat doin'?" he asked.

"The cat's dead," said the kid brother.

Stunned by the abrupt news, the biker got hold of himself and asked his brother why he hadn't used more tact when breaking it to him.

"Hey, I don't even know what that word means," the kid said.

"Lemme give you an example," the bro said. "When I asked about my cat, you coulda said he was on the roof, and you were tryin' to get him down. Then the next time I called, you could say ya got him down, and he was at the veterinarian's. Then later on, ya could tell me that my cat had finally passed away. Understand?"

"Yeah, I guess so," said his kid brother.

"All right," the biker said. "Now lemme talk to Mom, okay?"

"She's on the roof," said the kid.

—Joyce Beskar
Gainesville, Fla.

Mad Mike's ol' lady, craving new excitement in their marriage, happened to read a magazine article that advised wives to greet their spouses wearing nothing but Saran Wrap when the ol' men arrived home from work.

Sure enough, when Mad Mike put up to his pad that afternoon, he swung open the front door, and there stood his ol' lady, striking a very seductive pose—clad only in Saran Wrap.

"Aw, fuck," Mad Mike groaned when he saw her. "Not leftovers again!"

—John Visciatti
Tamal, Calif.

After the wedding reception, the two newlyweds arrived at their honeymoon hotel, anticipating a long-awaited night of bedroom gymnastics. The bride coyly stepped into the bathroom to slip into something more comfortable, and she soon emerged wearing nothing but a skimpy towel. Slowly she let the towel slide to the floor.

"Oh, darling, you're so beautiful!" the groom exclaimed as he stared at her. "Let me take a picture of you so I can carry it in my wallet at all times."

The blushing bride obliged him as he whipped out a camera and snapped a photograph of her. Then the groom, breathing hard, quickly stripped himself down and stood proudly before her.

After a moment of studying him, his young bride said, "I'd like to take a picture of you, too, dear."

Obviously flattered, he asked, "To carry with you always, my sweetheart?"

"Not exactly," she replied. "I wanna have it enlarged."

—Ruben Sanchez
Tehachapi, Calif.

There's a new movie being released soon, all about a blue-collar working chick who tries to make it big as a bottomless go-go dancer.

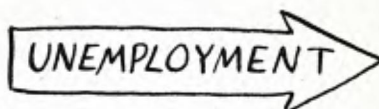
It's called *Gashdance*.

—Mike Robertshaw
Ontario, Canada

Then there was the bro who was always slippin' his meat to his sister-in-law.

Seems he had it in for his brother.

—Herm Albright
Indy



"It's got so bad at our place, we have to jack-off the dog to feed the cat."

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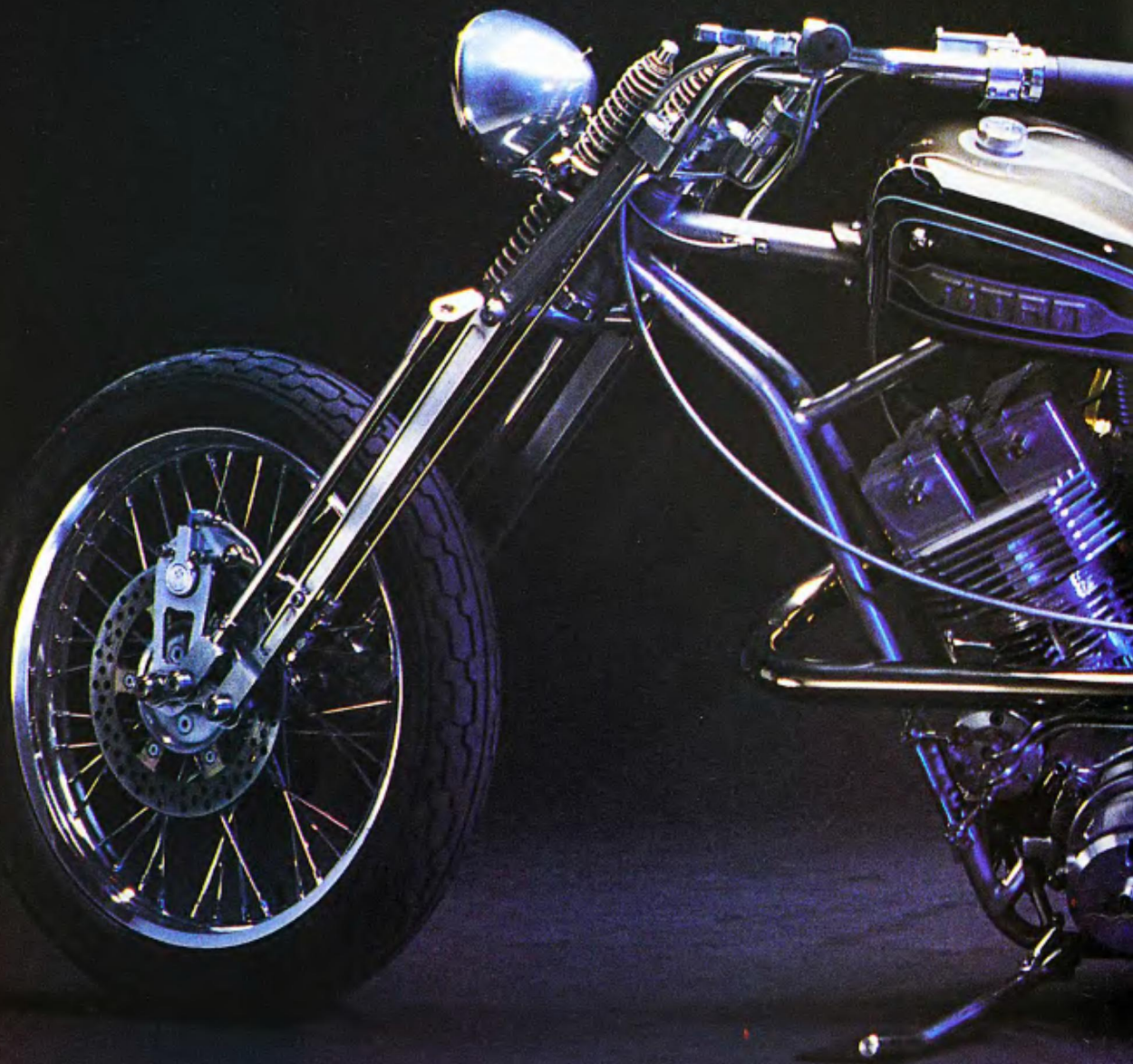
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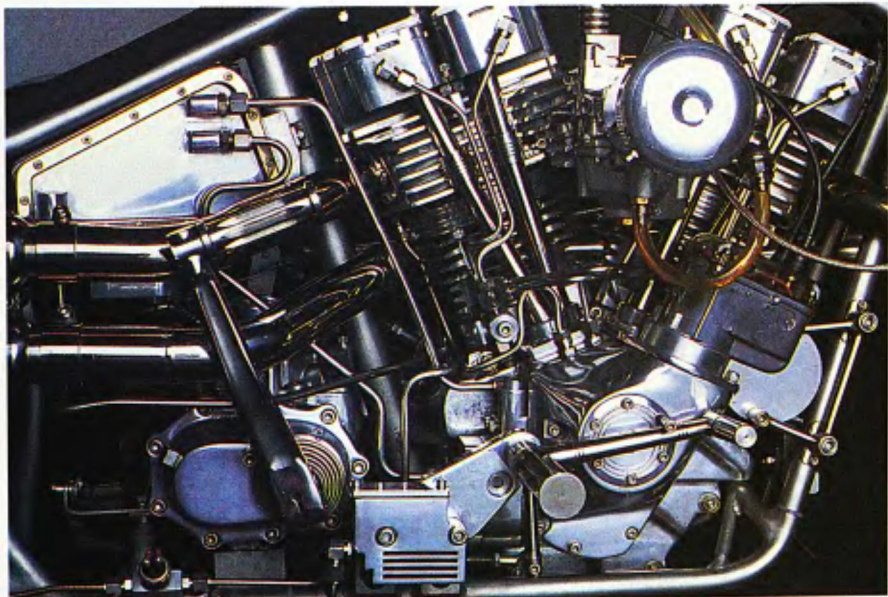


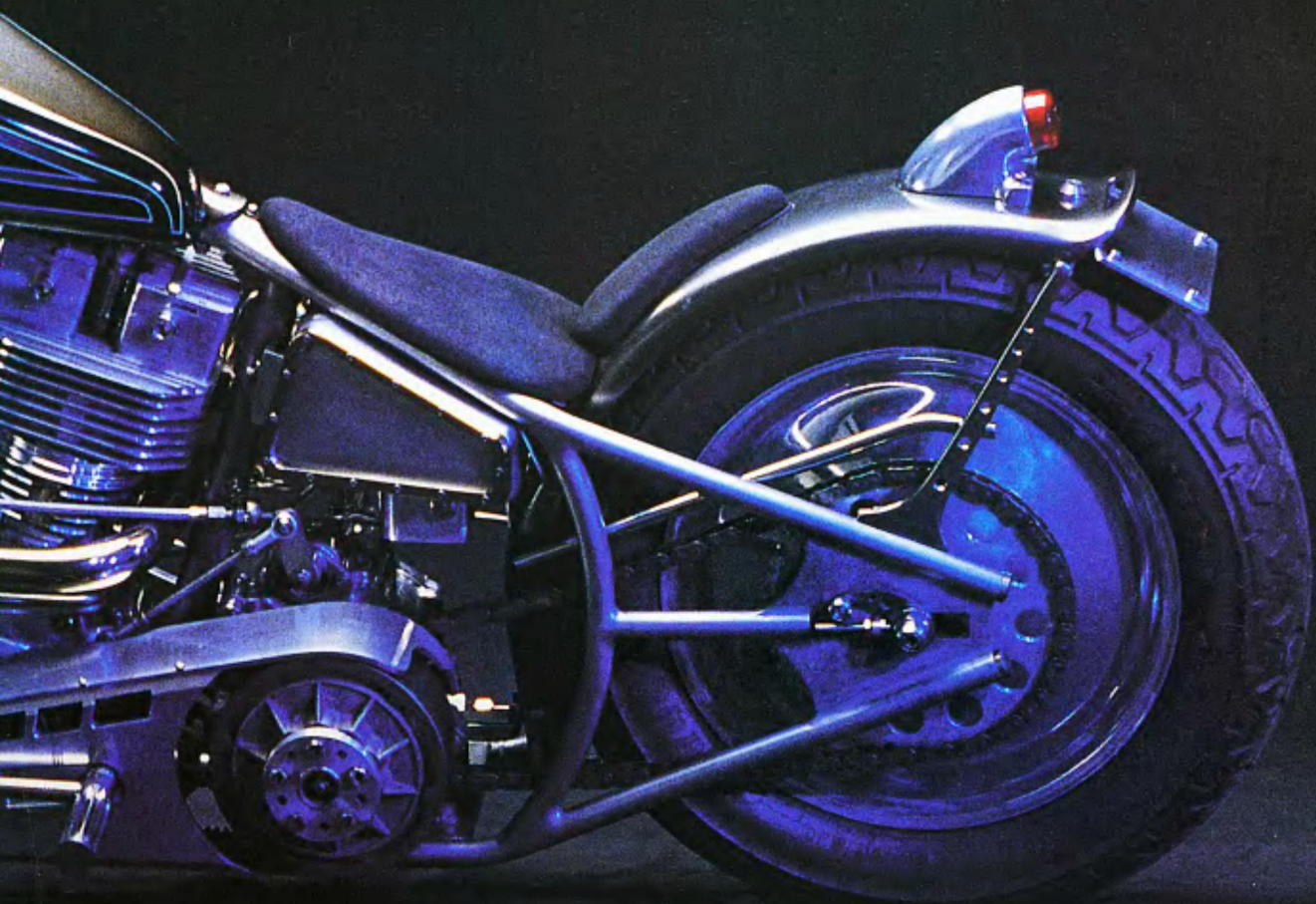
How do you get interested in something that doesn't exist where you live? Where its legacy to your family, friends, and countrymen is one of death and destruction? How do you put this behind you and boil it down to the basic bottom line feeling of enjoyment?

Yukio Sato, from the land of the red ball, a Japanese nationalist with American sensibilities, now calls Honolulu, Hawaii, home. When he was growing up in Tokyo, thirtysomething years ago, he was bitten in a roundabout way by the Harley bug.

It first sank its teeth into him when he caught a glimpse of an old replica Harley called the Rikuo (One was featured in ER #118, April, 1983.) The puttin' venom was in his blood.

At fifteen years of age, young Yukio was gettin' into tearin' down, rebuildin' and modifyin' street, motocross, and cafe racers that he came into contact with. He liked the feel of wrenches and grease, of taking things apart and putting them back together again. Of applying his brain power towards making the bikes work and look better.





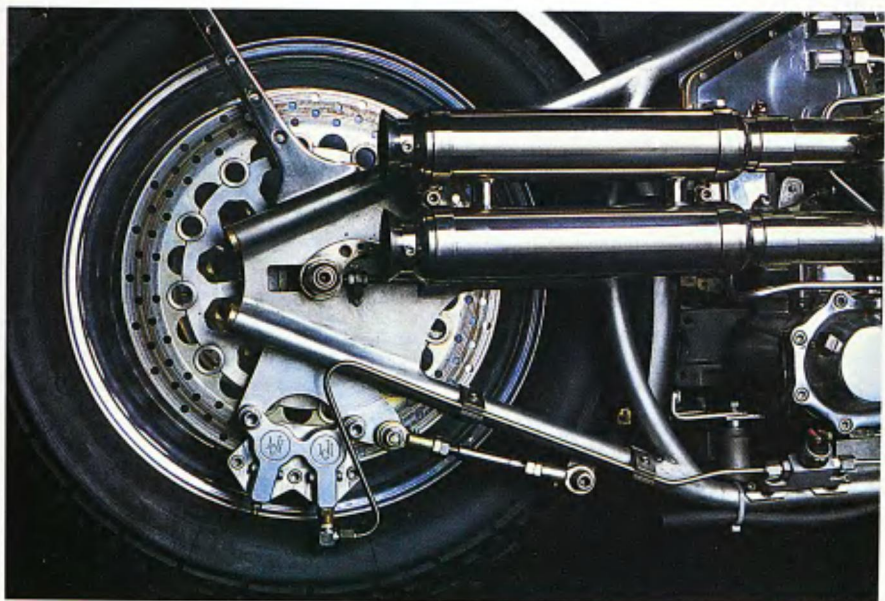
Better for Yukio meant the creative bikes he was seeing the U.S. military guys riding around on. It was the dawn of choppers in Japan. A whole new culture of individuality was finding its way into the ancient land of tradition. It was a revelation: you didn't have to be the same, or look the same, or ride the same.

His interest kept growing, as did his talents. And in his toolbox, he now had more standard than metric tools.

While being gainfully employed as an architect and illustrator, he decided to sell his first Harley—his favorite bike—in order to get a plane ticket to L.A. He had to see the chopper lifestyle that consumed his thinking.

His immediate impression of Harleys here was, "They're alive, not robots."

Sato studied English, went back home, and began seriously building bikes, learning through trial and error. It wasn't long before he got a reputation as a thorough builder, with exacting standards. Then the law came down, and the leaders of the Land of the Rising Sun dictated that



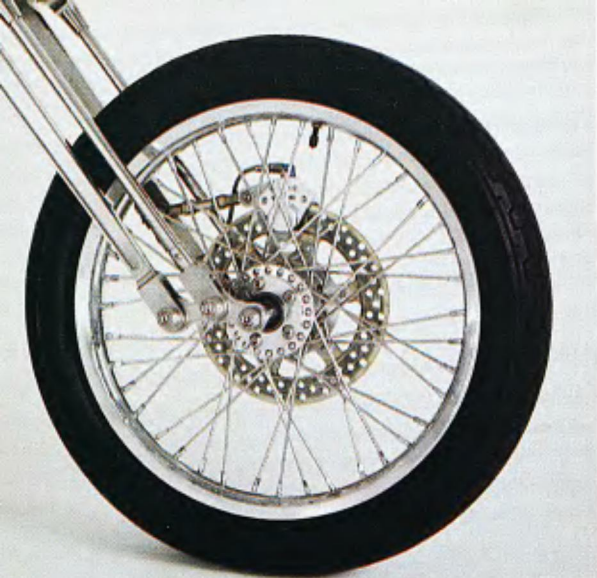
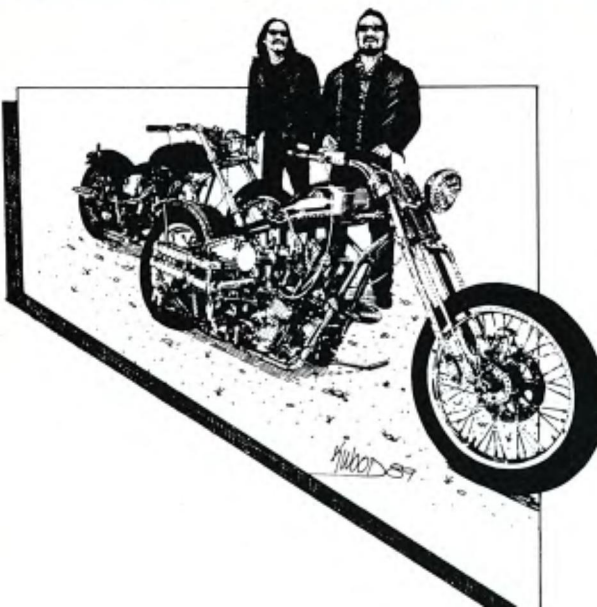


Photo by Jamie Wellner



Owner: Yukio Sato		City: Honolulu, Hawaii	
General		Frame	
Fabrication by: owner		Year: 1987	
Year and make: 1987 H-D		Builder: owner	
Model: Titan		Type: Titan rigid	
Value: priceless		Rake: 40 degrees	
Assembly by: owner		Stretch: 4-inches	
Time: four years		Other alterations: sandblasted w/glass bead	
Chroming by: none		Accessories	
Engine		Bars: stainless steel	
Year: 1987		Risers: one-piece	
Model: Titan		Fender(s): rear/fiberglass	
Rebuilder: owner		Headlight: spun aluminum/brass rim	
Ignition: Morris magneto		Taillight: Sparto	
Displacement: 94 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: titanium	
Balancing: Motorcycle Den		Rear pegs: titanium	
Pistons: S&S		Electrics: 12-volt, concealed wires	
Cases: Bonneville		Gas tank: hand-beaten aluminum	
Heads: Motorcycle Den		Oil tank: computer-machined aluminum	
Cam: 450 Sifton		Oil system: owner; stainless steel	
Lifters: solids (Sifton)		Primary cover: owner; aluminum	
Carb(s): S&S Super D		Seat: carved from high-density foam	
Air cleaner: owner		Sissybar: fender brackets	
Pipes: stainless steel		Height: n/a	
Muffler(s): titanium		Material: n/a	
Transmission		Forks	
Modifications: none		Type: springer	
Year: 1979		Extension: 3-inches	
Shifting: foot		Builder: owner	
Engine sprocket: Primo belt drive		Special features: stainless steel	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: none		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: owner		Rim width: 3 inches	Rim width: 5 inches
Color: silver-gray		Tire: Michelin	Tire: Michelin
Type: lacquer		Brake: P.M. disc	Brake: P.M. disc
Special paint: all of it			
Other special modifications: Lots, look.			

bikes could not differ from factory designs when built in Japan. In other words, customizing took it in the shorts.

They could, however, be imported, and that's about when Yukio Sato picked up stakes and headed west—to Hawaii, where he resides and works today. The Titan is but one of his many fine-art Harley accomplishments.

Yukio is an innovator who builds what inspires him. Using practicality as his guide. Like not wasting time on chrome-plated steel that will just rust in the salty ocean air, instead employing components made of titanium, aluminum, and stainless steel which are more rust-resistant. He's a stickler for details, figuring just because you can't see it doesn't mean it shouldn't be perfect.

He takes this approach to all his projects, including the recent completion and restoration of a 1934 VL.

Yukio is a high-tech artist who is into American motorcycle culture. He builds three or four major project sleds a year, entering them in shows on the Islands as well as on the Mainland, like the Oakland, California, Roadster Show. He'd like to help in bridging the gap between the Far East and America—one of his ideas is the introduction of bike drag-racing in Japan.

Go for it.

—Knucklehead Kned

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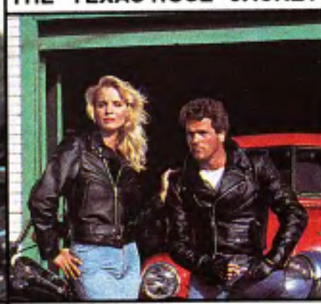
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Front Design



Shovelheads:

By J.D. Chandler

This article is the third of a series aimed at helping you make your shovelhead motor perform better than stock, and last. They are meant as a guide in selecting parts that will give the longest service and best all-around performance.

If you build your shovel motor along the lines suggested, you will have an engine with a broad power band, that doesn't consume much oil, and that will get the longest running-life possible.

The first article dealt with the top-end. We talked about the latest Harley pistons, valves, valve guides, and seals. We also mentioned a couple of companies that will rebuild heads with these parts and which will install extremely durable, lead-free valve seats.

Our second article discussed the crankshaft and oil pump.

This month we will consider cams and tappets.

There has been a long and unfortunate tradition of building engines with too much cam, too much carburetor and too much compression. As a result, there are many, many shovelhead motors that simply don't perform well in the rpm range where they spend most of their running time. A balanced selection of engine components is as important as cubic inches.

One shovelhead high-performance tradition is the solid lifter conversion. Like many traditions, this one contains more fancy than fact.

There is a bit of cushion or play in a hydraulic tappet, and to get proper valve action they require cams that open quickly. To get a hydraulic tappet to open a valve as effectively as would a solid one, the cam must have a little bump right at the beginning of its action.

Factory cams are rather mild and almost any increase in valve timing over stock will make more power. They open valves gently and don't keep them open all that long. Factory Big Twin cams are designed to run with hydraulic tappets. These cams have a little bump at the beginning of the valve-opening cycle. When one converts a set of hydraulic tappets to solids, the hydraulic cushioning effect is removed. The hydraulic cam's bump, when used with solid lifters,

Making 'Em Last—Part III

opens the valves a bit sooner, giving more cam duration. A solid lifter conversion has the effect of installing a slightly hotter cam.

There is a down-side to this, however. Solid lifters and hydraulic cams don't get along too well. That bump in the opening ramp of the hydraulic cam turns into a hammer blow when the tappets are solid. Solid tappets operating on a stock hydraulic cam may give more power but they will be

noisy and very hard on the cam, tappets and valves. Don't do it.

Besides, a properly-matched hydraulic cam will give better performance, longer life, low maintenance (none in fact), and make the valve train almost silent.

While there is truly no substitute for cubic inches to achieve more power, the same principle does not apply to cams. I believe that the single most common engine-building mistake is

to install too much cam. Proper cam action (opening and closing points, lift, and acceleration) is determined by engine design characteristics and the intended rpm at which the engine will operate. You can't expect to get more power by simply installing a cam with more duration or lift. A hot cam pulls more power off the bottom end than it adds to the top. It is possible that you could install a cam that is so radical that your motor



For good, lasting performance the Andrews "J" or "A" grind cams work well with standard hydraulic tappets.

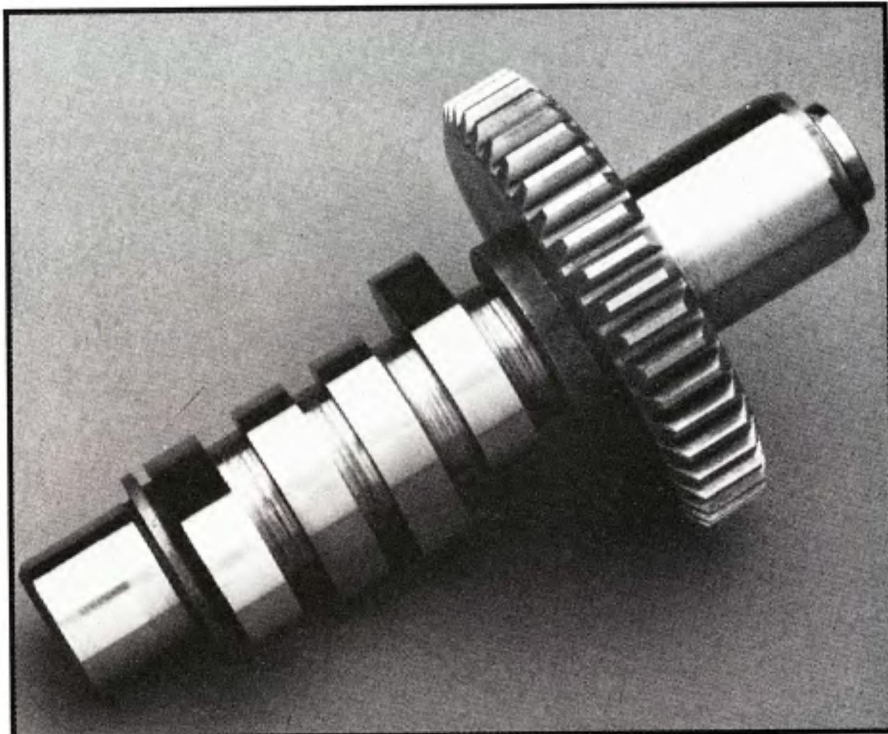
Photos by J.D. Chandler

never will turn enough rpm to take advantage of it.

However, there are aftermarket cams that will improve engine performance over stock yet are easy on the valve gear. There are more moderate cams that will add power throughout the rpm range.

For the best power from 2,000 to 5,000 rpm, install a cam that has no more than 250 degrees of intake-valve duration. Hydraulic cams like Andrews' "J" or the higher-lift "A" will give a stock shovelhead engine all the air/fuel mixture it can use at these rpm. If your valves are free to open to .500-inch, consider the Andrews "2" cam. This cam opens the valves early, has lots of lift and short duration. It will give wonderful power from idle to red-line. Crane makes two cams that will give similar wide rpm performance. Their grind numbers H288 or H288-2 work very well, especially if you take advantage of Crane's adjustment feature and advance the cam.

There are several companies offering alternate tappet and pushrod setups for shovelheads. Some are meant as light-weight solid conversions for high-performance motors. Some are



Another all-around performance cam for shovelheads, the H-288 or H-288-2 cam from Crane Cams, sold through Custom Chrome.

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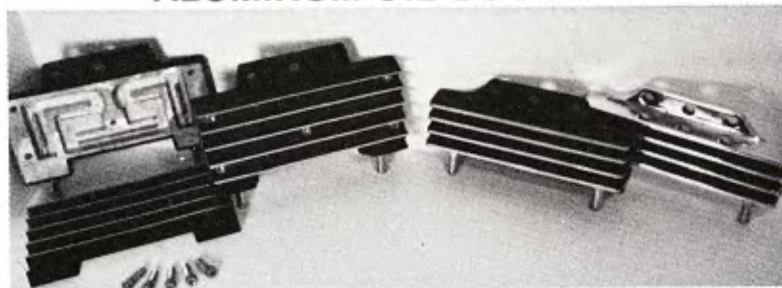
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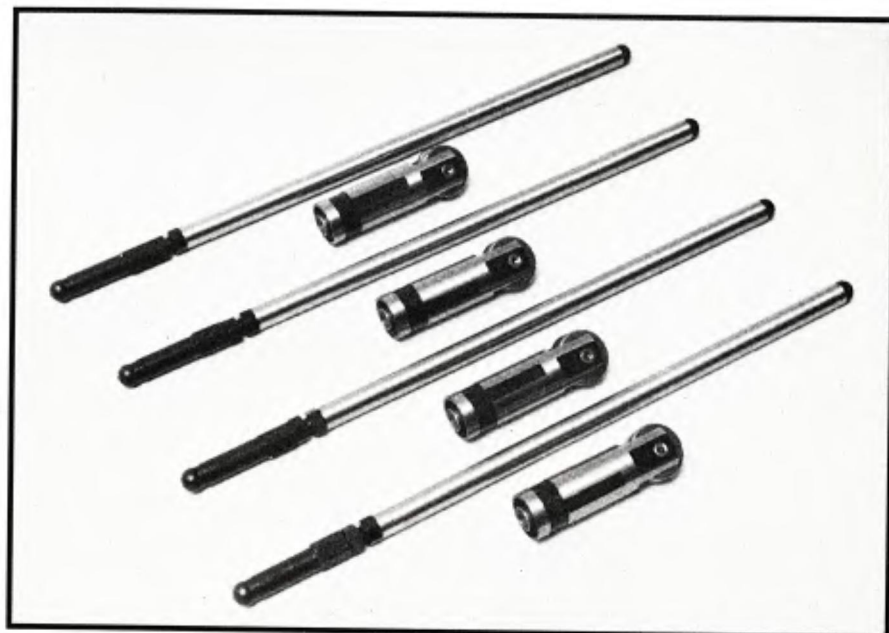


designed to keep the pushrods away from the pushrod tubes in motors with extremely high-lift cams. None of these special parts are needed for the cams recommended here.

There is nothing wrong with these parts; you just don't need them for a normal motor.

Since you will be building your shovelhead motor to last, you won't be revving it past about 5,500 rpm. As long as you are not trying to turn astronomical rpm's, most valve gear problems will disappear. You won't experience hydraulic pump-up which only happens when pushrods flex or valves float from having too little spring pressure and/or a cam with too much initial acceleration. The cams mentioned above can be used with stock valve springs, tappets and pushrods. There is nothing wrong with any of the stock parts, as long as you are not trying to reach very high rpm with radical cams.

A mild hydraulic cam set-up with stock valve springs will wear very slowly and will run quietly, too. Also, the moderate cam-timing will give your shovel motor a much wider and more useful power band. This hydrau-



The word is out: aftermarket hydraulic tappet kits keep shovelhead valve trains alive. This set is manufactured by Crane Cams.

lic-tappet and mild-cam combination will give excellent performance and long life, and we recommend it.

You may very well find that your

scooter will pull harder in a moderate speed top gear roll-on with one of these set-ups than it did with the old high-performance cam you took out. ■



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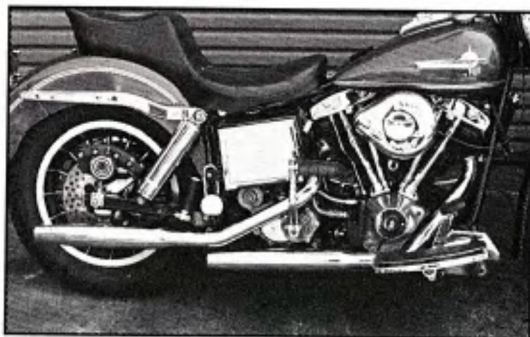


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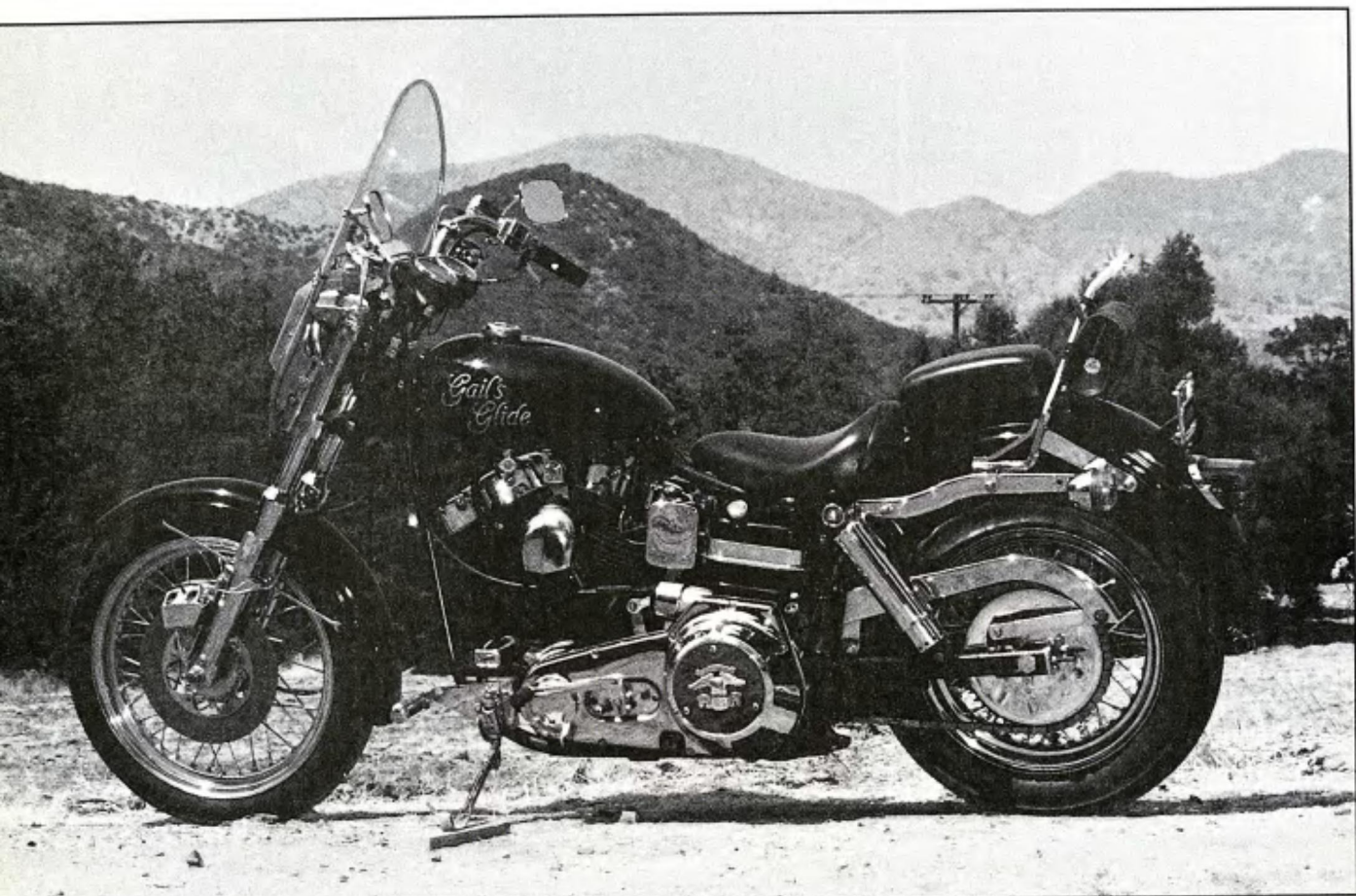
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• Gail Chambers, Whittier, California • 1975 Harley-Davidson FXE

The title of this column correctly describes Gail on both points: she's foxy, and a rider. We've seen her long hair blowin' in the wind on this bike at damn near every run in the Golden State over the past decade, and she's attended many that we were unable to get to.

Gail's Glide is her first and only bike. Gail bought it from an old boyfriend who wouldn't take her with him often enough, and who eventually let it rot in his parents' backyard. That was in 1978. It was a custom chopper with a 6-over front end and a king-queen seat.

Ya might say she brought it back to stock before that was fashionable. She's always loved her Harleys black, with blue accents. Hence, the black chrome throughout.

Gail had packed behind guys since high school, deciding over ten years ago that, "If he can do it, I can do it." For her, riding "wasn't an itch, it was a rash."

And she scratches that road "rash" as often as possible — wherever the run is, she is. Gail's a good sport who keeps her nose clean and just wants to be an outrider, not a bitch. She describes women's attitudes towards her as "non-competitive," and men's as "supportive," noting also that, "riding is much easier now than ten years ago. We're not as unique."

Yeah, but yer still classy, Gail.

—Pan Man

Year: 1975

Model: FXE

Engine: rebuilt 74, Drag Specialties air cleaner

Forks: original FXE, polished tubes, compact windshield

Transmission: stock '75

Wheels: Metzler tires; front: 19-inch; rear: 16-inch

Chassis: stock FXE swingarm, highway pegs only (long legs)

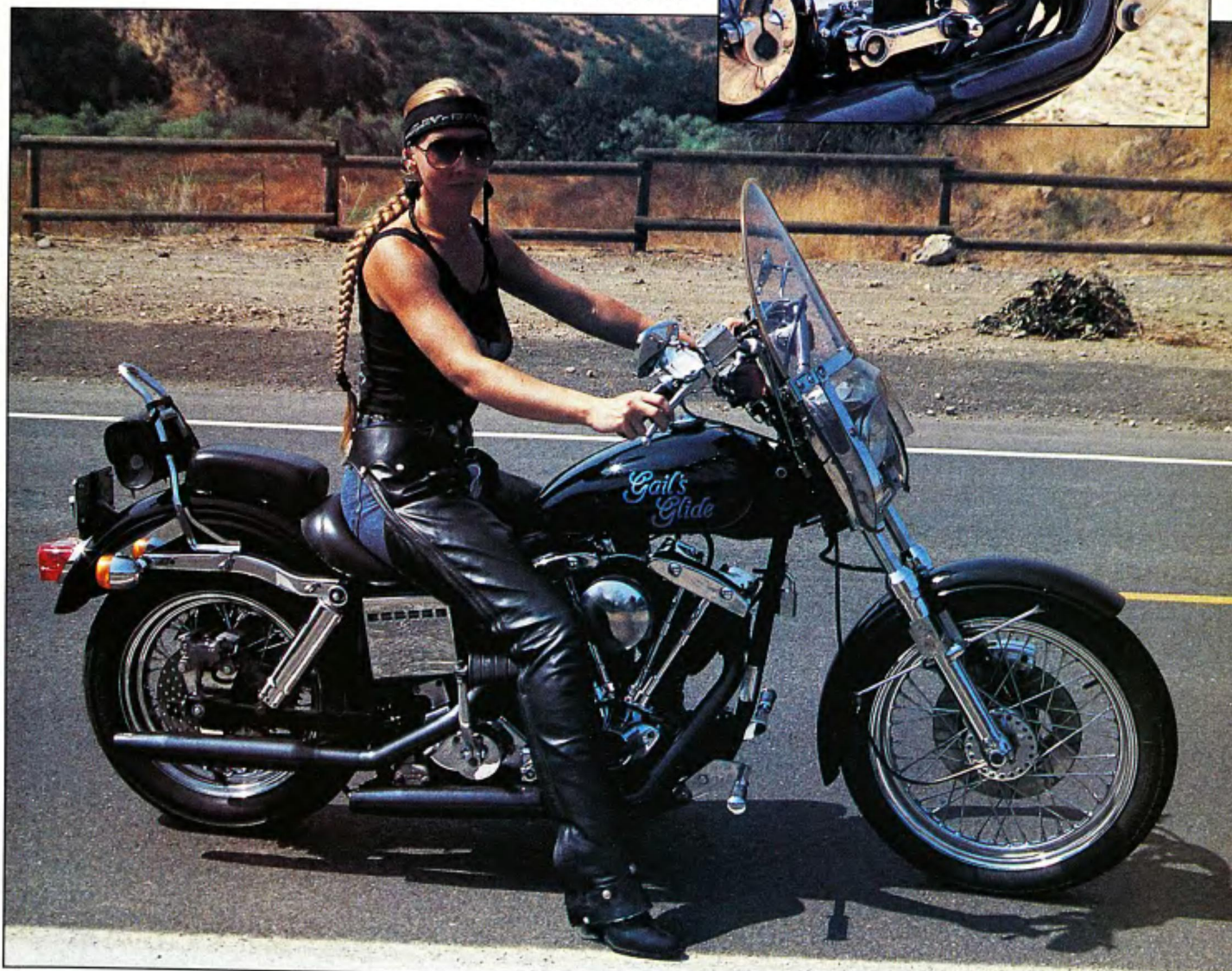
Finish: black lacquer, designed by owner

Credits: paint by L.A. Motor Magic; special thanks to "A" Jim and Hog Jim

Special features: it's either chrome, black, or rubber; black chrome on points; derby cover, pipes by Cycle Shack, covered shocks, Poly handlebar heaters



Photos by Kim Peterson



European

ADVENTURE

Photos and Text by John Holod



The line was long at the border checkpoint between Czechoslovakia and East Germany. I sat on my motorcycle and waited. Sweat dripped down my neck from under my helmet. It wasn't that hot out.

I'd heard stories about these border crossings, none of them good. Stories about film being confiscated, bikes being taken apart piece by piece, questions asked.

My wildest nightmares got wilder. I saw myself naked, tied to a chair in a dark room, with just one intense light shining into my eyes. They begin to attach electrodes to my body...

"May I see your passport, please?" the polite border guard asked, jolting me back to reality.

Shaking fingers fumbled with my money belt as I searched for my papers. I handed them to him, not saying a word. I'd heard you should never be friendly in these situations because they take that for a weakness and try to intimidate you.

My eyes slowly took in the scene. The presence of many guards armed with automatic rifles did not go unnoticed. The sweating increased.

After checking my passport, the guard walked slowly around the bike, giving it a thorough looking over. His eyes stopped at the old guitar I had strapped to the back.

"You play us something by Dire Straits?" he asked with a smile.

The other guards who'd gathered to look at this huge American motorcycle burst out laughing. So did I.

"No, uh, actually I used to be in a country-western band back in the States," I said, the air rushing out of my body in a great sigh of relief. The thought of being tied naked to a chair now seemed ridiculous.

"Oh, how about some Willie Nelson then?" he said, still smiling.

Suddenly an even more ridiculous scene jumped into my head—of the border guards dancing with their rifles, singing the chorus of "On the Road Again."

He looked over the bike once more, tapped my saddlebag with his finger and handed my passport back.

"Have a good trip," he said, sounding as if he meant it as he waved me through.

Where was the hatred, the enemy mentality we've all been brought up with since childhood? Wasn't this guy a communist, my sworn enemy? I'm worried about being brutally tortured and these guys want to hear a Willie Nelson song?

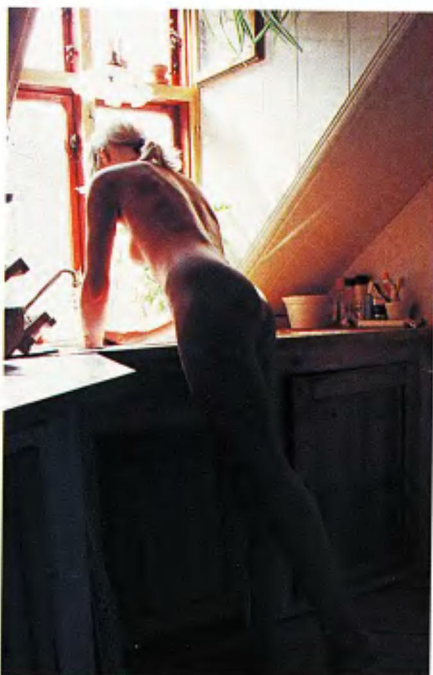
If you'd told me earlier it would be so easy to travel behind the "Iron Curtain", I'd have laughed in your face.

Traveling in Europe opened my eyes to many things.

My trip began in June of 1986. Friends of mine had cancelled their travel plans abroad because of terrorists and the Chernobyl accident, but I assured them my chances of getting killed in good ol' Detroit were as great or greater than my chances of getting killed in Europe.

Having traveled extensively in North America by motorcycle, I decided that that would also be the best way to experience Europe—"experience" being the key word here since I've always compared riding in a car to being trapped inside a little bubble, unable to experience a 360-degree view, the smell of pine trees, or a sudden rain storm. (Well, you have to take the bad sensations with the good.)

Motorcycle travel just seems to have heightened any experience I've ever had. I also knew for a fact that I'd met ten



times more people in my travels by bike than by car, although I had no idea then how helpful this exposure would prove to be in Europe.

I'd booked passage from Montreal to Rotterdam on a Polish cruise ship called the Stephen Batory. It cost \$500 for me and \$300 for the bike. For ten days at sea, that seemed like a real bargain.

Crossing the Atlantic by ship was the only way to go for me. Somehow getting on a plane, watching a movie, having a couple of drinks, and then getting off the plane in London a few hours later, would leave a person with no idea of the scope or the vastness of such a great body of water. Besides, you can't really meet anybody on an airplane.

Most of the people on the ship were from Europe. Ten days of getting acquainted over Polish vodka left me with a long list of addresses, not only

from those I'd met on the ship, but for their friends, brothers and sisters. They would come in handy later.

The Hovercraft and ferries made for heavy traffic as we passed through the English Channel. For the first time, where I was really sank in.

Our first stop was just south of London in the industrial port of Tilbury. It wasn't a pretty sight, but was my first step onto truly foreign soil.

Making use of this time, I took a little tour of town, searching for my first English pub, soon to be followed by my first real English beer.

I was nearly breathless with anticipation as I topped the small hill leading to town. The first thing I saw took what breath I had left. There it was, right in front of me, big as life, "McDonald's"! I travel ten days by ship, risking my life for new adventure, and the first thing I see are the lousy "golden arches"? Give me a break today!

That evening the ship left for Rotterdam. We arrived early the next morning.

When the phrase "just got off the boat yesterday" was thought up, they must have had me in mind. Until now, almost everyone had spoken English and had used American money. Suddenly, I was very alone in a very strange place. Just getting gasoline was a real challenge. I decided to head straight to Zurich, Switzerland, where an old friend of mine from Colorado had been living for the last five years. I figured I could stay with him until I got this language/money thing straightened out.

Belgium was beautiful with its rolling hills and farmland, and things got easier when I figured out how to use the combination gas station/store/bank/tourist information station/rest area centers. Camping out that night under a beautiful moon, I knew everything was going to be all right.

After traveling the back roads of France for half a day, I crossed into Switzerland. The countries are so small that you can pass easily from one to another before you realize that everyone's speaking a different language again and your money's no good.

A week in Zurich with my friend got me used to the European way of doing things. Just as soon as I got a handle on that, my Harley broke down.

Earlier, I'd planned to meet a lady lawyer friend from Detroit in Pamplona, Spain, on July 7th, for the running of the bulls. So, leaving my bike in the capable hands of Rolf, now the richest motorcycle mechanic in all of Switzerland, I continued on to Spain by train, over the plain, of course. Although Rolf spoke no English, his friends assured me he would have my bike running by the time I got back.

The train ride was beautiful though a

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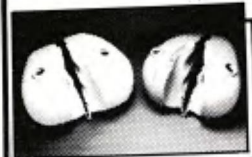
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European ADVENTURE

Photos and Text by John Holod



bit frustrating for a photographer used to stopping every five minutes to take a photograph.

It was sheer luck when I found my friend in the mass of humanity celebrating the running of the bulls. I didn't hear of anyone getting killed by the bulls while I was there, but two guys died diving head-first from a 15-foot statue in the middle of town.

After picking up the bike from Rolf, I got about a quarter-mile before it broke down again. Three more breakdowns and \$1,500 dollars later, I was on my way to Italy. I'm still not sure what the problem was, but every year I get a

Christmas card from Rolf inviting me to visit anytime.

Months before I left the States, a photographer friend of mine had given me the name of a small village outside Pisa, Italy, where his wife was born and where they spend each July. There were no phones in the village and no way I could be sure he was there, but I thought I'd give it a shot.

The winding roads of Italy were a real treat on the bike as my search led me higher and higher into the mountains. Reaching the small village of 300, there was quite a commotion as the big cycle pulled up. My friend and the whole vil-

Yugoslavia was in a class by itself... traffic crawled through the twisting hills behind barrel-chested produce-truck driver...

lage took me in as family.

There, the food was all homemade and the women still washed their clothes in a common trough. This remains one of my fondest memories.

We took a trip down to Pisa to see the Tower, but after watching all the tourists waiting in line, suffering the 90-degree heat, we turned right around and were glad to get back into the mountains. Before I had left Montreal, I had decided not to worry about seeing Rome, Paris, or London, but to spend time with the people in the rural areas of the different countries. This only reinforced my decision.

Traveling across Italy, it was actually reassuring to see some very ugly scenery near Bologna. I would hate to think every inch of Europe could be so beautiful.

While many of the countries I visited had bad roads and worse drivers, Yugoslavia was in a class by itself. The major highways were all two-lane blacktop and traffic crawled through the twisting hills behind barrel-chested produce-truck drivers in white T-shirts who were perfectly content to drive 15 miles an hour, smoking as many non-filtered cigarettes as humanly possible.

The border crossing into Hungary was effortless. No one had even checked my baggage this whole trip. As for getting my papers in order for entering these countries, what I'd been told would take months back in the States, took less than two hours in the Swiss capital of Bern. In that time, I obtained a visa to enter Yugoslavia, Hungary, Czechoslovakia and East Germany.

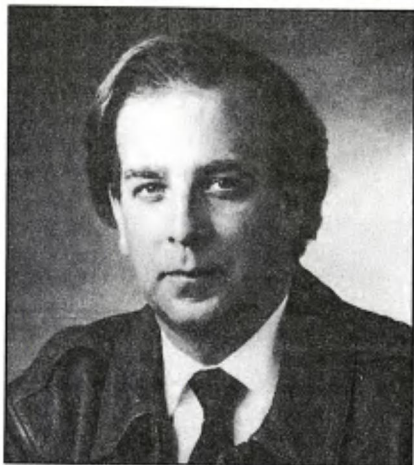
Not long after entering Hungary, I came upon scenic Lake Balaton. The interesting thing about this lake was that families separated by the East and West German common border can't cross over to visit each other, so they make

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arrangements to meet down at the lake every year.

Budapest was overwhelming with its two million residents. One of my ship-board roommates had given me his sister's address there. He assured me he'd call to let her know I was coming so her family would be prepared to show me around.

Realizing I had no chance of finding her apartment on my own, I hired a taxi to guide me to her doorstep. The cabby rang her bell and after a short conversation in Hungarian, turned to me with a shrug.

"She has no idea who you are," he said.

Great! Her brother had never called and now here I was in this huge city, not knowing a soul.

The sister came outside her apartment and I showed her her brother's handwritten address. She looked at me, looked back at the address and then took a walk around the huge motorcycle that had found its way to her front door. In

one swift move, she waved her arm and invited me into her home. That really amazed me.

The cabby explained that her husband would be home at 5 p.m. and spoke

o'clock and explained life in Budapest to me. That night, they and their two sons took me on a guided tour of their city. The sons were then shuttled off to their grandparent's place down the hall so I

She brought over two beers and set them in front of me. "Hello," she said and smiled. "Hello," I said and smiled. That was pretty much the extent of our conversation.

good English.

Entering her modest apartment, I sat down in a large chair. She brought over two beers and set them in front of me.

"Hello," she said and smiled.

"Hello," I said and smiled.

That was pretty much the extent of our conversation that afternoon, with a few more "hellos" thrown in for good measure. Her husband came home at 5

could use their room while I was in town. My own relatives don't treat me that well and these people didn't even know me!

The next day, the father informed me that there was a motorcycle rally in town with over 2,000 bikers, so I figured I should check it out.

The Federation of International Motorcyclists had taken over a large soccer

BIKER VIDEO

STURGIS

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stadium in the middle of downtown Budapest. All this was happening just by chance, because I had no idea they were going to be in town when I was.

That afternoon there was a 10-mile parade through the downtown streets. Thousands of people lined the route and waved. There was a flagged bike for each country represented: 400 Swedes behind their flag, 300 English riders behind theirs, 100 Czechs next in line, and so on. Nobody expected any Americans, so I rode behind the Canadian flag with a man and his wife who were the only other North Americans there. It was amazing.

That night there was a huge banquet with Gypsy violinists, where I exchanged many addresses. The next morning, everyone headed back home.

I headed up into Czechoslovakia and straight north to the Tatory Mountains which sit partly on the Russian border. This area reminded me of some of my favorite places in the Colorado Rockies.

Traveling almost the entire length of the country, I ended up in Prague. I'd expected a depressing, gray city with depressing, gray people, but I was totally mistaken. The city was very attractive as were its people. I was befriended by two beautiful, well-dressed Czech women and given a grand tour of their city.

Everywhere I went, people seemed

proud of their countries and more than willing to show them off.

Returning to the train station where I'd parked my bike, I found another motorcyclist waiting for me. He spoke no En-

right road to the edge of Prague. We shook hands and, after two days without really saying a word to each other, I felt I would always have a Czech brother.

It really bothered me when I realized

The biker volunteered to help... We shook hands and, after two days without really saying a word to each other, I felt I would always have a Czech brother.

glish but we found a nearby truck driver to translate. Both asked me many questions about my travels, and when I mentioned I was having battery trouble, the biker volunteered to help. I followed him to his house where we put the battery on a charger overnight. He then drove me back to my campsite where he returned to pick me up early the next morning. After fixing my battery, he led me on the

he couldn't leave his country to travel as I could. It made me both sad and angry that he couldn't come to America to visit.

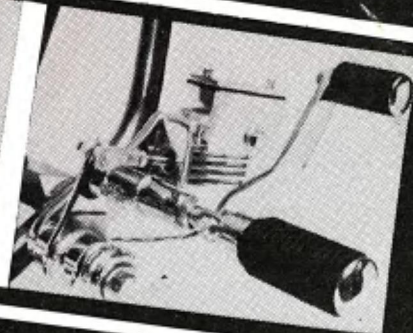
The first thing I saw after the anxious East German border crossing were people at a resort, bowling and playing volleyball. How terrible could this place be?

Having only a transit visa to travel with, I was restricted to the main high-

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way, but I managed to get lost and have a beer in a small village. This country was the only one where the people seemed afraid to talk to me.

Riding through Dresden, I tried to imagine the terrible bombing that had gone on here during the War. The rebuilding job was good and I could see no scars, at least from the highway.

Crossing from East to West Germany was the only time in my travels that my bags were checked, and that was only a half-hearted attempt at looking into one saddlebag.

The Autobahn was frightening, with many of the cars flying by at over 100 miles per hour. I quickly retreated to the back roads where I felt more comfortable.

Ferry boats were to become a familiar way of travel in the Scandinavian countries. My first experience with them took me from West Germany up to Denmark. Some of the boats were even larger than the one that took me across the Atlantic. They all had nice lounges and plenty of food so it was a social way of getting across the water.

Months earlier, I'd planned to meet up with some jazz musician friends from Hawaii. I found them with about 8,000 wild Danes at one of the larger jazz festivals in Europe, on an island off the southern coast of Denmark. There were only two hotels, so most of the people camped out in a large field. There were only about four showers in the area where I camped, and they were much colder than the beer!

It was funny how meeting people kept snowballing. I met a woman at the festival who gave me her address in Copenhagen, so when I showed up there a week later, I had a guide and a place to stay. She had a fifth-floor apartment with no elevator, no shower, and she had no car—three things Americans could never get along without.

I got to know her whole family, so there were times when I'd be having dinner with ten people or more and, even though most of them spoke English, they'd converse in their native tongue while I would sit, smile and wait. If something funny or interesting was said, they'd all stop and translate. That actually worked out quite well. I've been to lots of parties in the States where I would have preferred the edited version.

It was a short hop across the water to Sweden where I spent some time in Stockholm with more new-found friends.

After another boat ride, I was heading north through Finland. Since I didn't know anyone in Helsinki, I was going to bypass it altogether. But having gone twenty miles past the city, something made me turn around and go back.

Once I got downtown I was hopelessly lost in a matter of minutes, as usual. When I stopped for directions at a motorcycle shop, the sympathetic owner recalled the hospitality he had received on a visit to the U.S., and insisted I stay with him. I got to meet his family, his girlfriend and her family, and almost everyone in town. I even got to take a Finnish sauna with some real Finns.

It was funny how meeting people kept snowballing. I met a woman at the festival who gave me her address in Copenhagen, so when I showed up there a week later, I had a guide and a place to stay.

Tears filled my eyes as the cold north wind whipped my face. The sun had been gone for almost a week and the fall colors made it seem much later than September 1st. I'd stopped three times to consider turning back. The cold was the worst I'd experienced on a motorcycle, and even the down mittens and snowmobile mask didn't ease the pain completely. Still, I was determined to ride as far north as possible.

After crossing the Arctic Circle in Rovaniemi, I knew I could make it to the end of that road. That evening produced one of the most beautiful sunsets I've ever seen, and the next day the weather took a turn for the better.

The only thing I had to worry about now was dodging the reindeer while passing through Lapland.

Norway turned out to be more scenic than I'd ever imagined. It seemed I had to stop the bike every five minutes for "just one more" photo.

As I stood on a rocky cliff at the very end of the road in Nordcap, I thought back on the fifteen countries and 9,000 miles I'd experienced and, more importantly, all the wonderful people I'd met. I looked out into the Arctic Ocean and saw a rainbow.

My European trip was complete. ■



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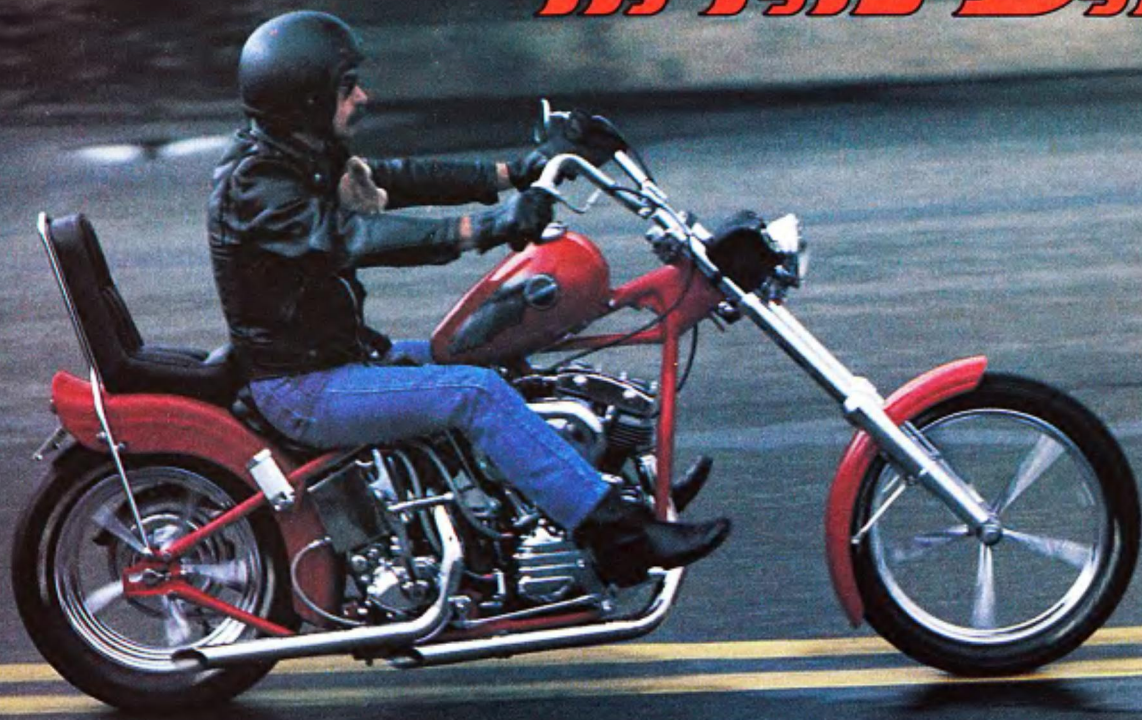
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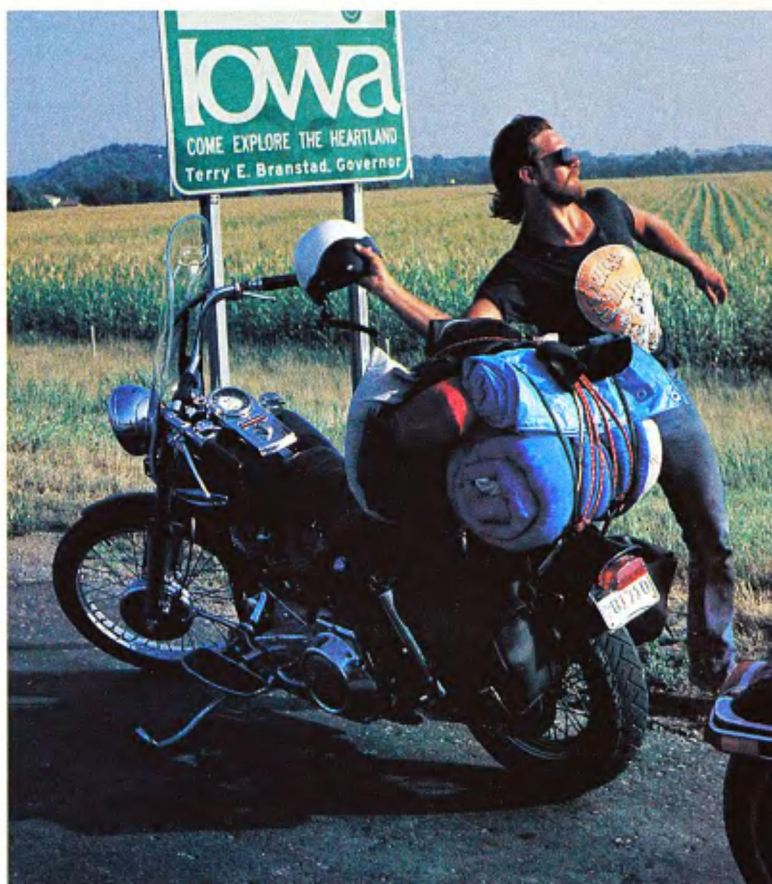



IN THE WIND



—Professor, Vienna, W. Va.

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 *In The Wind*, Box 3000, Agoura Hills, CA 91301.





—Klaes Palmgren, Mashed Kidneys MC, Sweden

—Wino Joe, USA



—Joe Forc





—Robert Rozek, Krakow, Poland



—Hooch, Tarzana, Calif.

—John Lewis, Flint, Mich.



—Linda Barbour, Feather River, Calif.

Not Too Cold To Ride

A fine windswept day!
Warmth of the sun beating
into the pale skin of winter,
promising at least the scrape
of windburn.

Thumping pulse of power
propelling the iron steed
seeps into the heart to awaken
the renegade asleep within.

The hot metal reeks.
Burnt oil cakes the boot toe
and the crease of the chaps.
Knuckles reddened by
the fierce bite of the wind
grasp the throttle,
the other hand claws the
clutch.

He smiles.



—Ken Garey, Albany, Ga.



—Eve Pollack, Brooklyn, N.Y.



—Butcher, St. Louis, Mo.

—Glen Shirtcliff, Charleston, Ore.



—Oly Tom, Truckee, Calif.

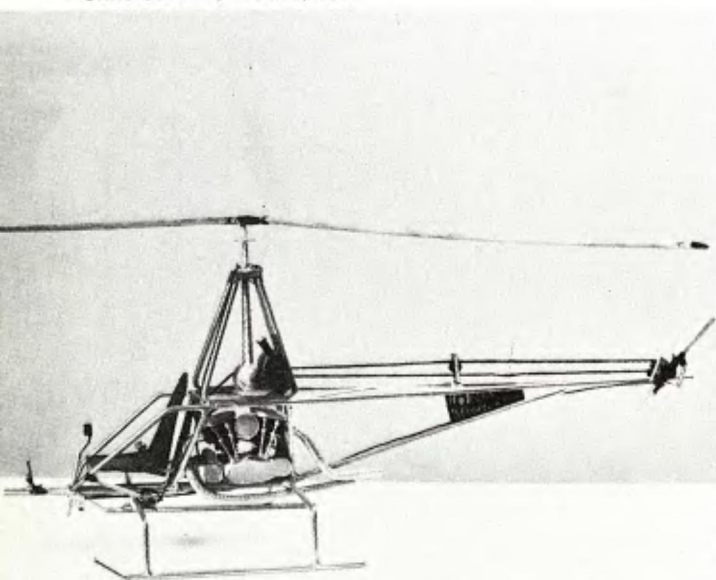




—Chris Carrizal, El Paso, Tex.



—Stephanie Keller, Gainesville, Fla.



—John McNab, Sherwood Park, Alberta



—Jerome Dubisk, Safford, Ariz.



—Rusty, Los Angeles, Calif.





—Professor, Vienna, W. Va.

—Big John, Ft. Washington, Md.



—Jas Mundy, Seattle, Wash.



—Al Bent, Anaheim, Calif.





Easyriders

FOX HUNT

Make \$500 by being selected as the winner and modeling for an Easyriders feature!

Help pick the winner by calling 1-900-234-BIKE

New winner every month!

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

It works this way—if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or choice of 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 into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received over the phone by calling 1-900-234-BIKE and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

Final judging will partially be based on the contestants' reasons—in writing and in a taped phone interview—for wanting to pose for *Easyriders*. Potential voters will be able to hear the taped interviews at an 89-cent-per-minute rate.

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. (It's easier than it sounds.)

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. Remember, your message will

also be taped over the phone for the voters to listen to when they call to vote—and it 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. You can call in for this issue starting July 1, 1989. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-234-BIKE, and Clean Dean will answer and take you through the motions. You'll get to listen to the taped message of the girl of your choice. If you don't like her reasons for wanting to be in the magazine, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #194 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is July 31, 1989. We'll print the winner in the December issue.

Don't forget to vote. These girls are depending on you.



Here she is, bros, the fourth monthly winner in our eleventh Annual Fox Hunt —Kathleen, from Orlando, Florida. See more next issue.

FOX HUNT

Box 3000
Agoura Hills, CA 91301

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

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

194

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Topless _____ Full Nude _____

I will give a 30-second taped interview _____

Model's Signature _____

Notary _____

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

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

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

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Notary Seal



I get jealous when my boyfriend checks out the girls of Easyriders. If I'm in it he'll be checking out me instead.

Megan, New York—Ext.#401



The best things were made in the USA, Harley-Davidson's and me.
Tiffany, Texas—Ext.#402



I love the vibration of a Harley between my legs. To all my friends in Nebraska, this one's for you.

Melanie, California—Ext.#403



My older bro has been an "Easyrider" for about 20 years and I'd be proud to make him proud for posing in his one and only mag.

Nikki, California—Ext.#404

FOX HUNT

WINNER



**Teresa,
March Fox Hunt Winner**

Tryin' to round up your March Fox was a tough one, mainly because she was first undergoing treatment at a drug rehab clinic, then had to complete some lock-down time to finish her beef. As you can imagine, it was a bitch. But we definitely wanted to show off this young Topeka, Kansas, girl who is on the upswing in getting her life straightened out.

She gets off on puttin' around town with some young stud, flashin' what she's got—provin' ya don't have to be all wired up to be wild. She's set a goal of buying a Hog for herself and posing on it for lecherous slobs like us. Good luck.

—Loudmouth

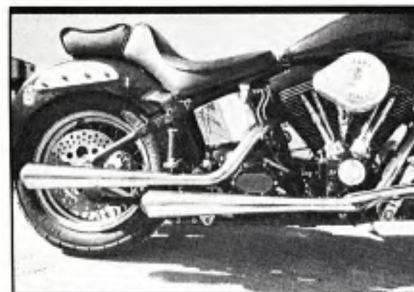
PARTS BOX

Tell 'em Snake sent ya.



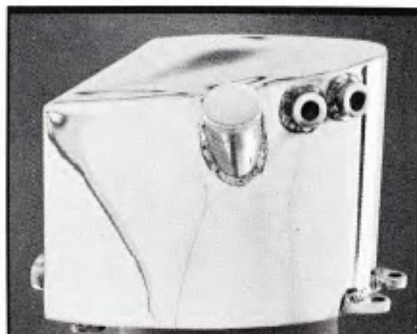
LADY'S CALENDAR

What the hell can I say. I staggered in the office one drizzly morning to find a most disturbing calendar perched on my milk crate. It already had a couple of derogatory Post-its attached. Seems a bunch of ridin' women out of Chicago decided to produce their own female-chauvinist calendar in black and white. They did it and it's off-the-wall. Check it out by sending \$10.00 to Mean Bkie Chicks, Dept. ER 6319 N. Glenwood, Chicago, IL 60990.



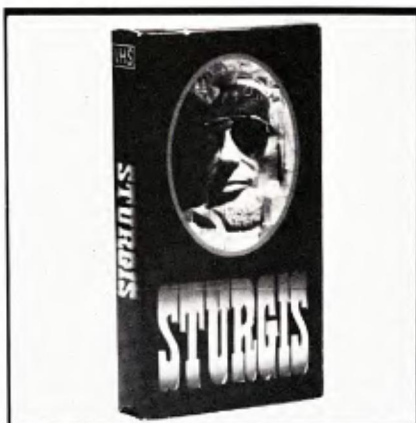
EVO EXHAUST

Bub Enterprises is manufacturing these new and improved, staggered high-performance dual exhaust pipes. They fit the stock mounting brackets and are guaranteed. Almost 32-inches long with mufflers, and heli-arc welded, they retain the deep, throaty Harley sound. If you're interested in this set, or exhaust pipes in general, write or call Bub Enterprises, Dept. ER, 22573 Meyer Ravine Road, Grass Valley, CA 95949, (919) 268-0449.



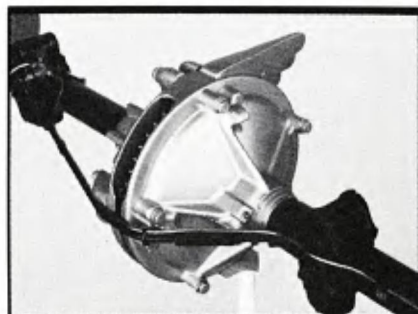
MAGNETO OIL BAG

I like this one. I've always been a fan of running lots of oil and I've had at least a half dozen bikes with only magnetos for spark. Never had one lick of electrical problems or starting problems unless I ran out of gas. Anyway here's a '36 to '57 polished-aluminum oil tank, without the gap for the stinkin', drippin', or runnin'-dry battery. It'll fit any stock-type rigid frame. For more info write or call Riverdale Distributing Co., Dept ER, Rt. 1, Carlos, MN 56319, (612) 852-7352.



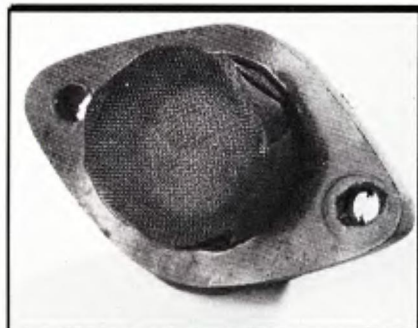
STURGIS DOCUMENTARY

Hey, here it is just before The Sturgis Black Hills Classic, August 7th through the 13th. If you have never been to Sturgis, here's your chance to become acquainted with one of the most gorgeous places in the country before you venture to the best run of the year. And if you are a veteran of the best and baddest run of each year, here's a way to show it to your pals and bring the memories home whenever you get cabin fever. For more information, call Jammer Cycle Products, (818) 502-1200.



SWINGARM TRIKE CONVERSION KIT

This man does nice work. After dabbling with trike conversion kits for handicapped riders, the response was so great that he devoted considerable energy to developing a complete assembled kit for the trike enthusiast. Check out the size of the gear in the housing (51 tooth—stock for Big Twins) and the Performance Machine disc brakes. For more info on this kit write Rick at Texas Frame Works, Dept. ER, P.O. Box 43724, Austin, TX 78745-0010.



THE ATOMIZER

About a year ago a brother rode down here to L.A. from Oroville, Washington, to show me (Snake?) his new product. Now that's a man who deserves to have his product featured. This atomizer basically further mixes up the fuel-air mixture before it reaches the cylinders. The tossed mixture burns more efficiently and completely, equalling better combustion. It's simple, they guarantee it, and claim that the System II atomizer can increase your Big Twin horsepower by 20 percent, increase gas mileage up to 25 percent and add to the life of your top end. For more information write or call M&T Engineering, Star Rt. Box 114, Oroville, WA 98844, (509) 485-3808.



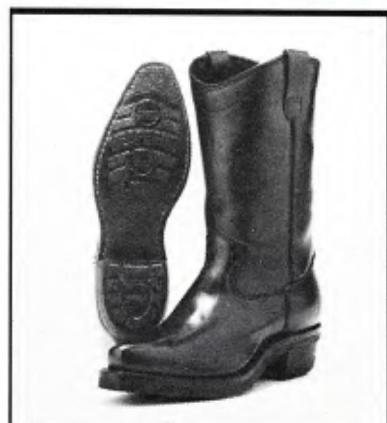
SPIDER WEBB'S TATTOO COLORING BOOK

Now here's a man with a bizarre sense of humor. This stuff is specifically adults only. But the art is fine, the message is provoking, and it could be coloring at it's finest. Besides, if you're interested in a tat it could give you some ideas; you could color 'em in and putt over to Derby, Connecticut so Spider Webb could do his number. And the back cover of this book is unbelievable. Plus this edition contains a couple of shots of my favorite porno star, Annie Sprinkle. For more information write or call (this issue five bucks) Spider Webb's Pushing Ink 2 Tattoo Comix, Dept ER, 220 Main Street, Derby, CT 06418, (203) 732-4571.



PIRELLI MT68 AND MT69 TOURING TIRES

After extensive design development and testing (that means a long time in the saddle to me), Pirelli is offering what they feel is the world's finest long-distance touring tire. Their MT68 rear and MT69 front Tour-Am tires feature a unique four-ply carcass construction which was designed to eliminate the squaring off or wearing down the middle found in conventional touring tires. For more information call (800) 327-2442 (natch, tell 'em Snake sent ya) or write the Motorcycle Tire Division, Pirelli Tire Corporation, 2001 Gateway Place, Suite 700, Dept. ER, San Jose, CA 95110.



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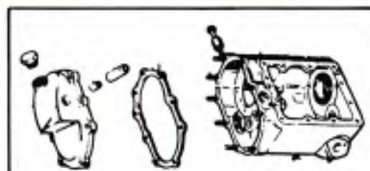
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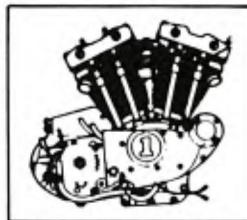
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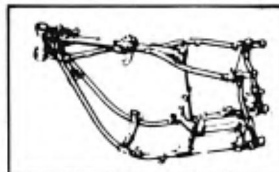
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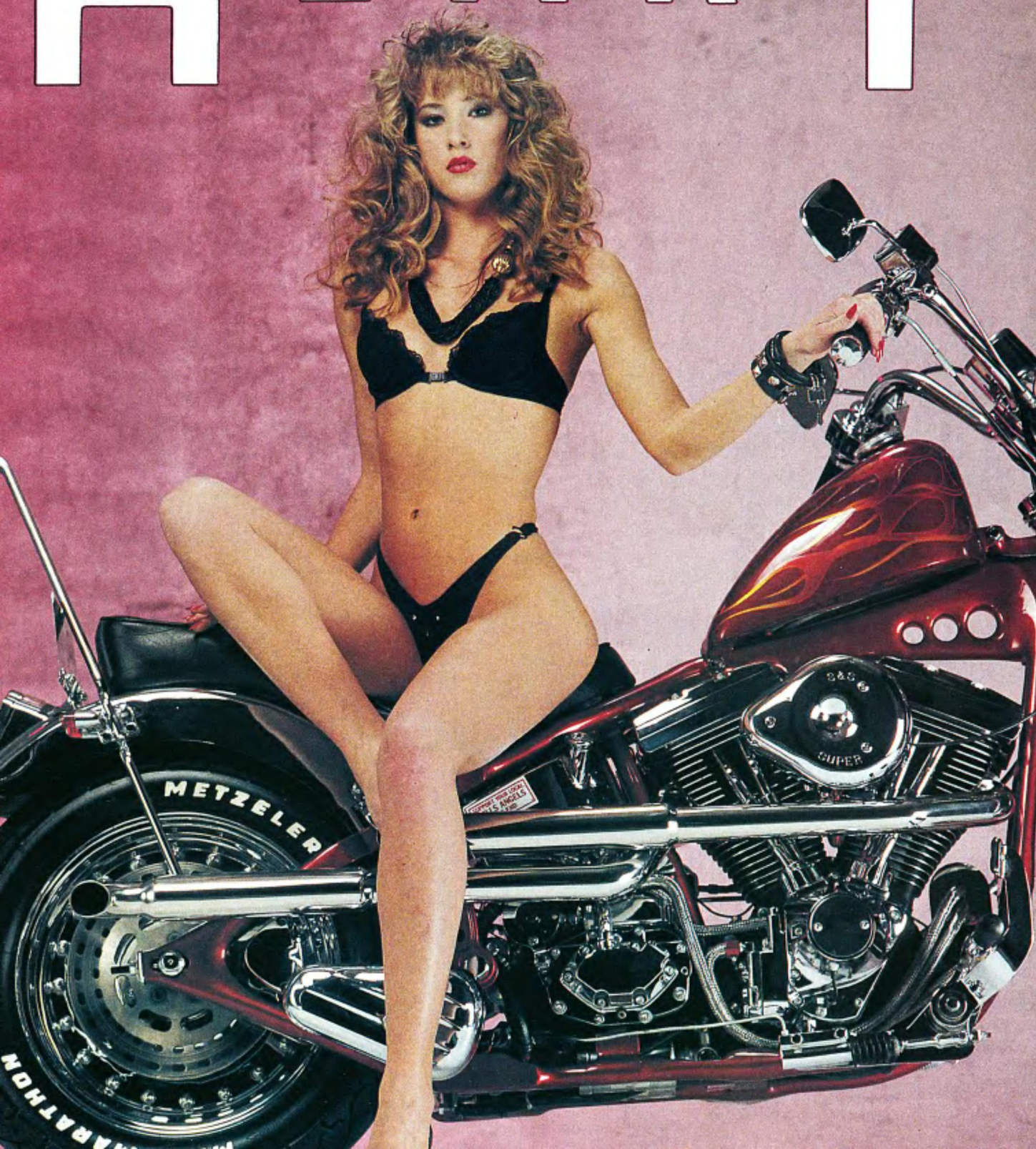
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CANADIAN H·E·A·R·T



A couple of months ago, during the madness of deadline week, when the phone seemed to scream at me every few minutes and my concentration seemed distracted by a multitude of interruptions, one particular call caught my attention. Obviously far away, long distance, a brother began telling me about this Softail lowering-system that he and his bros had devised in Canada. I put a few of my projects aside so I could concentrate on what the seemingly straightforward bro was telling me, from Burnaby in British Columbia.

We discussed his project, his own scooter, magazine bike features, etc. He wanted to get his bike into *Easyriders*, but he wasn't near enough to any of our studios to make it mutually convenient for us to shoot it. So—since he indicated that he had the ability to find the right photographer and possibly the right model in his native Vancouver—I explained what we needed to complete the task properly.

Well, I hung up from a brief, productive conversation with a positive impression of the caller and a sincere notion that perhaps through this rider/entrepreneur we might have a contact with the Canadian scooter crowd. At the same time, I realized how difficult, costly and frustrating it can be to find the right photographer to do the job, coordinate it, find the girl, make-up artist... the list goes on.

A few months passed by and on a Friday afternoon, our former receptionist, Dazzlin' Dorothy, buzzed me with a call from Terry Lovering, except that this time, the call was local.

"Keith, got those shots taken, thought I'd drop 'em by and see what you thought of 'em," Terry said.

Terry and his brother, Errol Hannigan, had just putted 1,600 miles to bring me the dynamite shots you see here, and of course we partied a tad. I learned that Terry is seriously involved in the Canadian bike scene. He's an active member of the British Columbia Coalition Of Motorcyclists; he developed with Bill Slater the kit that lowered his scooter and brought him comfortably to L.A.;







he was very close friends with the Hells Angel you see pictured here, Dave Swartz, who was unfortunately killed between the shooting of the bike and the time I met with Terry. So with the East End Angels' permission, Terry has dedicated this entire feature to the memory of David E. Swartz.

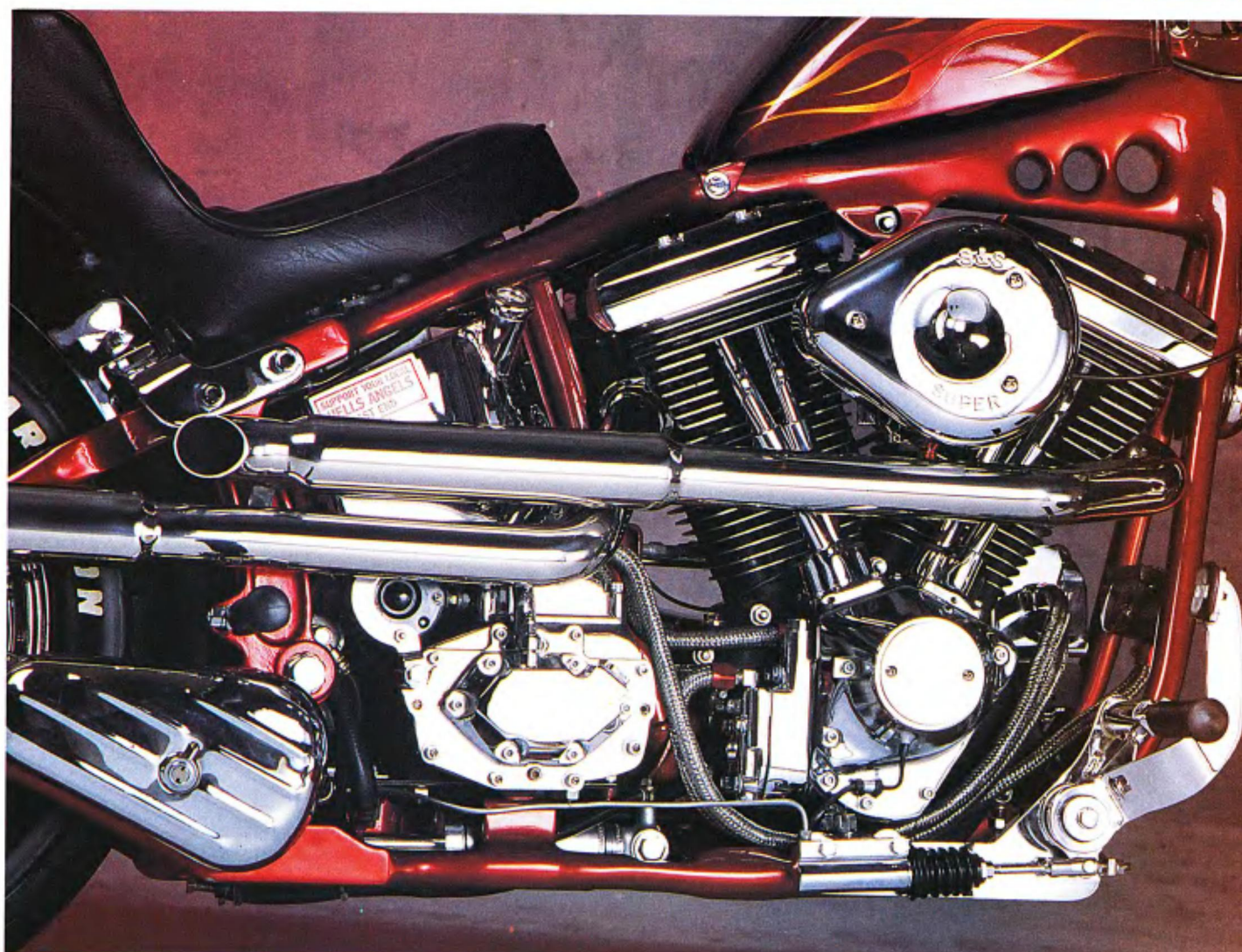
Finally, through his concern for the biker image portrayed on Canadian television, Terry helped initiate a network of responsible brothers, for bit parts as bikers on local shows, called Biker Squad—Bikers for Motion Pictures.

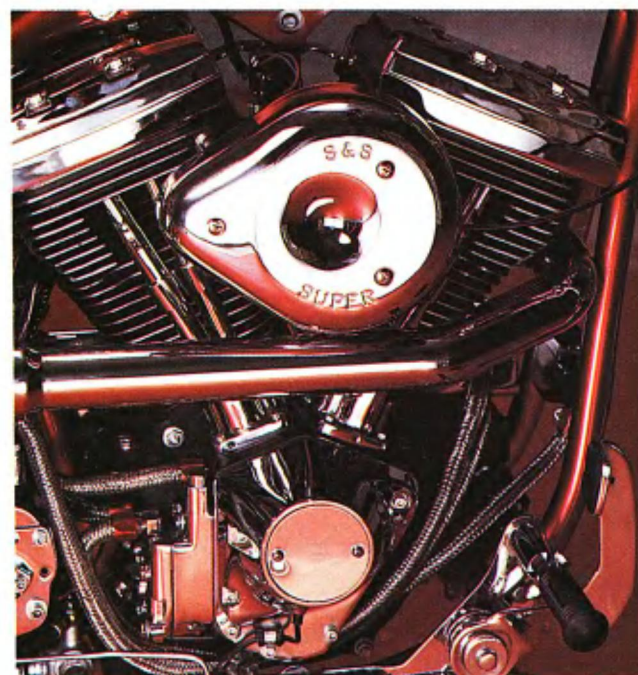
In addition to the above attributes, Terry apparently has the ability to build a decent road-machine. Note the front 16 which seems to be a Canadian trait. (Errol also had a fatty on the front of his extended wide-glide.) To top it off, Terry holds a first-degree black belt in the martial art of tae kwon do.

He bought his first Hog—a brand-new 1969 Sportster—at the tender age of 17, when the rest of the riders where he lived in Canada were tooling the highways on limey rides. Every bike he's ever built since then has taken first place in area bike shows. And this 89-incher runs as strong as it looks.

Bikers everywhere get the short end of the stick too often, but it's scooter people like Terry and his associates who through their talents, enterprises, and drive are making their communities distinctly aware that just because you ride a motorcycle or are a member of a club, doesn't mean that you are any less of a human being than your straight counterparts. And in fact, if a citizen would stop for a moment to get to know the biker, he would discover, in short order, that someone like Terry has a tremendous amount of heart, courage and gumption—something that seems sorely needed in society today.—Bandit







Owner: Terry Lovering		City: Vancouver, B.C., Canada	
General		Frame	
Fabrication by: Terry Lovering		Year: 1986	
Year and make: 1986 H-D		Builder: H-D	
Model: FXSTC		Type: Softail	
Value: \$30,000		Rake: stock	
Assembly by: Terry Lovering		Stretch: stock	
Time: one winter		Other alterations: Lookridge Kit/Bill Slater	
Chroming by: Superior Plating		Accessories	
Engine		Bars: aftermarket	
Year: 1986		Risers: 5-inches	
Model: Evolution Softail		Fender(s): F.: 6-inch flat; R.: custom made	
Rebuilder: C&D Cycle/Carl Hoffsten		Headlight: car light	
Ignition: points		Taillight: tombstone	
Displacement: 89 cu.in./120 hp		Speedo: aftermarket	
Lower end: S&S		Front pegs: H-D	
Balancing: C&D Cycle/Carl Hoffsten		Rear pegs: H-D	
Pistons: S&S		Electrics: Bill Slater	
Cases: H-D		Gas tank: 3-gallon Sporty spread 2-inches	
Heads: Branch		Oil tank: stock	
Cam(s): EV2		Oil system: H-D	
Lifters: adjustable hydraulics		Primary cover: stock	
Carb(s): S&S		Seat: custom made	
Air cleaner: S&S		Sissybar: custom made	
Pipes: Al's Hog Performance		Height: 16-inches	
Muffler(s): Al's Hog Performance		Material: round stock	
Transmission		Forks	
Modifications: stock		Type: by Frank	
Year: 1986		Extension: 2-inches over stock	
Shifting: one down four up		Builder: Terry Lovering	
Engine sprocket: 24-tooth		Special features: shaved legs	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Terry Lovering		Hub: mag	Hub: Centerline
Painter: Bo Do Motors		Rim width: 4-inches	Rim width: 4-inches
Color: Candy Apple Red		Tire: Metzler	Tire: Metzler
Type: Ditzler		Brake: disc	Brake: disc
Special paint: flames by Crazy George			
Other special modifications: Lookridge Kit designed to make Softail look rigid, without losing the suspension. Lookridge Kit includes struts, seat, rail, and fender. For info on kit, please write: B. Slater, 12245 99A Ave., Surrey, B.C. V3V-2R3			

What's Happenin'

Here's your guide to what's happenin' in your area in July and August. To have your events listed, get the information to us at least three months in advance—or call the new "What's Happenin'" Hotline, and for 89 cents a minute you can leave a message that we'll add each Monday to a set of recorded

messages consisting of the latest, up-to-the-minute events listings. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to "What's Happenin'," Box 3000, Agoura Hills, CA 91301.

CALIFORNIA

MOTORCYCLE SWAP MEET—August 4th in Costa Mesa at the Orange County Fairgrounds, Building 10. For info, write Inter-Shows, Box 2910, Mission Viejo, CA 92690, or call (714) 364-0515.

PARTNERS MC 3RD ANNUAL OVERNIGHTER—August 18-19-20 in Azusa at Follows Camp. \$15 per person. Camping, swap meet, bike games, and more. For info, write Partners MC, Box 1104, Gardena, CA 90249, or call (213) 946-5748, (213) 324-2900, or (714) 821-8393.

CANADA

3RD ANNUAL WEEKEND DRAGS—July 14-15-16 in Quebec City at Pont-Rouge Dragway. Biggest drag race in Canada. \$30,000 in prizes, four bike classes, live bands, camping, etc. For info, call (601) 833-5803.

COLORADO

ROCKY MOUNTAIN ALL-HARLEY NATIONAL DRAG RACE—August 26-27 in Morrison at Bandimere Speedway. For info, write House of Horse Power, Inc., 1190 Griffith St. #2, Louisville, CO 80027, or call (303) 665-2827.

ILLINOIS

BLOOD RUN—July 22 in Romeoville. Sponsored by V-Twin Riders MC. For more info, write Box 302R, Romeoville, IL 60441, or call (815) 886-2220.

1ST ANNUAL GATEWAY NATIONALS/AMRA ALL-HARLEY DRAGS/MOTORCYCLE SWAP MEET—July 14-15-16 in East St. Louis. Ride-in bike show, camping available. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52005, or call (319) 462-4605.

INDIANA

LADIES RIDE—August 12-13. Sponsored by ABATE of Indiana. A state event. For info, write Box 81, Granger, IN 46530, or call (800) 23-ABATE in Indiana, or (219) 674-5694.

IOWA

5TH ANNUAL IOWA HOG DRAGS—July 1-2 in Humboldt at Humboldt County Dragway. Sponsored by American Motorcycle Racing Association. For info, write AMRA, Box 50, Itasca, IL 60143, or call (712) 262-8910.

MAINE

MMC Three-Day Weekend—July 16-17-18 sixty miles north of Bangor on I-95. Sponsored by Mattawamkeag MC. For info, call (207) 736-3875, or (207) 736-2315.

NEW YORK

1ST ANNUAL CAN-AM NATIONALS—July 29-30 in Leicester at the Motorcity Raceway. All-Harley drags. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

NORTH CAROLINA

WORLD SERIES OF MOTORCYCLE DRAG RACING II—August 19-20 in Rockingham at the Rockingham International Dragway. All-Harley drags. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

SOUTH DAKOTA

49TH ANNUAL STURGIS BIKE WEEK—August 7-13 in Sturgis. For info, call Sturgis Chamber of Commerce at (605) 347-2556.

EASYSIDERS MOTORCYCLE RODEO—August 11-12 in Sturgis at the Sturgis Dragway. For info, see back cover.

TEXAS

2ND ANNUAL MS. HARLEY RIDER CONTEST/POKER RUN—August 25-26-27 in Canyon Lake. Rain or shine. Camping, food, beer, live music. All bikes and vendors welcome. For info, call Lacey at (512) 935-2064, or Donna at (512) 992-2755.

WEST VIRGINIA

DOG DAYS POKER RUN—August 5. Sponsored by ABATE of West Virginia, Region 1. For info, write Box 782, Princeton, WV 24740.

WISCONSIN

BUTLER BIKER DAYS—August 18-19-20 in Butler at Frontier Park. Live music, free camping, contest, shows, swaps, etc. Rain or shine. Sponsored by ABATE of Wisconsin. For info, write Box 25581, Milwaukee, WI 53225, or call (414) 731-5731.

UTAH

DINOSAUR RUN—July 28-29 in Flaming Gorge at Arch Dam Campground. ABATE of Utah, Northeast Chapter, membership drive. Bands and contests. For info, call Chody at (801) 722-5818, Bill at (801) 789-4133, or Suzanne at (801) 789-4234.

WASHINGTON

6TH ANNUAL DO-WA-DIDDY PIG ROAST—July 22 in Tenino during Oregon Trail Days. Field events, party, camping, and live music. Sponsored by Tenino Motorcycle Drill Team. For info, write Box 723, Tenino, WA 90589, or call (206) 264-4210.

In addition to these printed events, you can now get timely, accurate, weekly reports of events and parties in your state through your rag's new "What's Happenin'" Hotline phone number. Simply dial 1-900-234-BIKE; following the mysterious voice, punch in your state's two-digit number for a listing of scheduled scooter happenings.

The two-digit numbers progress alphabetically; for example, Alabama is first at 01, and Wyoming is last at 50. For a complete, numbered roster of states, check the What's Happenin' column every month.

900 Phone Number State Codes—Alphabetically

ALABAMA..... 01	LOUISIANA..... 18	OHIO..... 35
ALASKA..... 02	MAINE..... 19	OKLAHOMA..... 36
ARIZONA..... 03	MARYLAND..... 20	OREGON..... 37
ARKANSAS..... 04	MASSACHUSETTS..... 21	PENNSYLVANIA..... 38
CALIFORNIA..... 05	MICHIGAN..... 22	RHODE ISLAND..... 39
COLORADO..... 06	MINNESOTA..... 23	SOUTH CAROLINA..... 40
CONNECTICUT..... 07	MISSISSIPPI..... 24	SOUTH DAKOTA..... 41
DELAWARE..... 08	MISSOURI..... 25	TENNESSEE..... 42
FLORIDA..... 09	MONTANA..... 26	TEXAS..... 43
GEORGIA..... 10	NEBRASKA..... 27	UTAH..... 44
HAWAII..... 11	NEVADA..... 28	VERMONT..... 45
IDAHO..... 12	NEW HAMPSHIRE..... 29	VIRGINIA..... 46
ILLINOIS..... 13	NEW JERSEY..... 30	WASHINGTON..... 47
INDIANA..... 14	NEW MEXICO..... 31	WEST VIRGINIA..... 48
IOWA..... 15	NEW YORK..... 32	WISCONSIN..... 49
KANSAS..... 16	NORTH CAROLINA..... 33	WYOMING..... 50
KENTUCKY..... 17	NORTH DAKOTA..... 34	



The LAZARUS SCAR

by C. Cobb

Jody shook his head an' sighed. Only doin' '65, on a desert road, when you could see for miles, didn't make sense. An' it didn't make sense to ignore old traffic tickets—so when you got stopped for not goin' '65, you got hauled off to jail. An' it didn't make sense when a girl with soft eyes and long hair forgot what it was like to ride with the wind an' started naggin' you 'bout money, pieces of plastic an' piles o' wood—'til you were goin' balls-out down a desert road just so you could breathe.

But sense or not, Jody found himself being escorted down a row of steel cages to the one that would hold him for the weekend.

On each side of the cell were sets of bunks, one upper and one lower. The head of each bunk was shoved up against the bars so it could be watched from the corridor. In the left corner was a toilet and sink, and, in the middle, a steel table with steel benches, bolted to the floor. A metal tray with remnants of greasy, gray-colored gravy sat on the table, waiting to be picked up.

Great. That made sense, too. Gettin' his ass busted right after dinner had been served, so he could spend the night hungry, sober and outta smokes. Jody looked at the dirty tray for a minute, then picked it up and pitched it into the bars of the cell.

A snort of amusement made him look over to see a man leaning back on the other bunk, rolling a cigarette, and smiling. He had on jeans, a work shirt, and a leather vest that looked like it had seen a few miles of rain and road. The veins in his face stood out from skin pulled tight over bones. The hands that rolled the cigarette were thin and scarred. His hair was full, but the color of sun-bleached granite. He looked like he'd been carved from a single slab.

"What's so fuckin' funny?"

"If you want outta here, don't beat on the bars—jes' spread some of that

gravy on 'em. Oughta eat right through 'em!"

"How 'bout you not worrin' about what I'm doin', okay?" Jody threw himself on a bunk, glared at the wire mesh above him and fought to ignore the

**"I went back to the
putt and was
checkin' the load
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When I came to, I
was inside, chained
to the fieldstone by
an iron fetter on my
leg."**

smell of cigarette smoke drifting at him from the other side of the room.

After awhile, though, the fight didn't seem worth it. Jody sat up and shrugged.

"Sorry, partner. Been a hard day."

The other man allowed him a quiet smile, then stood up and crossed to the table in the middle of the room, listing to one side as he walked. He sat down and pushed the pouch of tobacco in Jody's direction.

"Look like ya could use a smoke."

"Thanks."

Jody moved to the bench on the opposite side and carefully rolled a cigarette. He lit it, took a long drag, and let the smoke flow through him.

A guard came by to pick up the tray. A voice sang, "Lights out!" and the cell snapped black, leaving only the corridor light to filter through the bars. The two men sat smoking, watching their smoke curl in the yellow light, up the corridor and away.

The stone man spoke. "They call me Lazarus."

"Jody." The two men hooked hands. "Thanks for the smoke. I needed it."

"Sure. Everyone in this shithole has troubles, but you look like yours are still new."

Jody smiled. "Yeah, gettin' busted on a traffic beef is probably the best thing that happened to me today."

"You here on traffic? Call yer ol' lady an' have 'er bail you out!"

Jody shot across a nasty look. "I just got done puttin' miles between me an' that bitch."

The man answered quietly. "Sorry. Sounds like a new wound. But, ya know, sometimes freedom costs. Sometimes you gotta leave somethin' behind."

"How the fuck you know so damn much 'bout my business?"

"Hate to tell you this, but you ain't goin' through nothin' that ain't been gone through before."

"You got somethin' to say about everythin'?"

Lazarus spoke softly. "I know a thing or two about pain . . ."

Jody leaned forward, rolled a cigarette, and tossed the makings back on the table. Looked like this old con had been sittin' alone too long an' wasn't gonna lose a chance to flap his jaws. Jody had a choice: either shut the fucker up right now, or spend the next two days listenin' to him. He moved back to the bunk. Whatdafuck. It was gonna be a long weekend. Might as well let him talk.

Jody lit his cigarette, relaxed his back against the bars and looked over at Lazarus, waiting.

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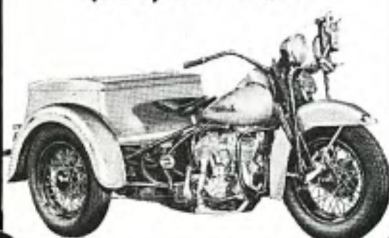
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The LAZARUS SCAR

He didn't have to wait long. Lazarus took the cue, rolled his own smoke, and started to talk.

"You're too young to know about this first hand, but there was a time, years ago, when people 'bout your age were givin' up jobs in the city and goin' out to live in the country . . ."

"Yeah, I heard. A bunch of weirdos into cults and shit. Couldn't take care of themselves, let alone the land they were supposed to be livin' off of."

"Believe what you want. Truth is, sometimes it worked. Some places had farmers, even doctors, tired of treatin' diseases brought on by the cities. People lived together in families . . ."

Lazarus caught the smirk on Jody's face and shrugged. "I was on my way to a place like that when it happened."

"The scooter I had back then was a '47 knucklehead."

"Old EL?"

"FL."

"Oh, yeah, the 61."

"FL was a 74."

Jody smiled. So the guy knew his scoots. Probably spent a lot of time readin' while he sat around in county jails.

"Sounds like a nice bike."

"It was held together with bairlin' wire and had everythin' I owned strapped on it. The tank had streaks where the gas had run down. But it got me where I was goin'—jes' took awhile sometimes."

"The farm was down South. God's country. I found most of the way usin' a map, but when I pulled off the main road, I got screwed up. I found myself doublin' back 'til I didn't know where the hell I was. When I saw the cabin with the fieldstone chimney, the truck

patch, and a couple of cords of wood stacked and tarped outside, I figured the person who lived there musta been there for awhile. I stopped to ask directions.

"The man who came to the door was older, but built like a bull. His hair was cut so short you could see his skull through it. He looked pretty damn unfriendly 'til I pulled out the map and explained I needed directions to the farm. He smiled then, and pointed up over a rise, sayin' I could walk there in 10 minutes, or follow the road around and be there in five."

"I went back to the putt and was checkin' the load when the bastard came up behind me and laid me out with an axe handle."

Jody laughed. "How come? Was he standin' downwind?"

Lazarus let him have his laugh, then went on.

"When I came to, I was inside, chained to the fieldstone by an iron fetter on my leg."

"Aw, come on, why'd he do that?"

"He had this thing about the farm. Told me the people there stole shit off him, but he couldn't prove it, 'cause every time he went there with the sheriff, they hid the stuff. Said he was gonna use me to teach 'em a lesson."

"Sounds like the fucker was paranoid."

"He sure wasn't firin' off all eight, but knowin' that didn't do me much good. I was in a shit-load of trouble."

"He left for awhile, then came back when it started to get dark. He told me he shoved my scooter in a lake and was digging a hole in the truck patch to put me in. He hauled in some wood and started splittin' it up for a fire."

"He acted like it was the most natural thing in the world. Like I was some kinda animal he caught and was gonna kill. I don't think he even thought of me as a man. Guess it was lucky for me he



"That was a hell of a bump, huh?"

didn't, 'cause he got careless with the axe and I got my hands on it."

"I didn't use the handle end on him. The blade was sharp enough and I was swingin' hard enough that his head damn near came off. As it was, the throat ripped and he only made it across the room before pointin' all ten at the sky."

Jody stared hard at the quiet voice coming from shadows, then shook his head to clear it.

"So you killed the guy, ran over the hill and joined the commune. Great story, man, see ya in the mornin'." Jody

"The blade was sharp enough and I was swingin' hard enough that his head damn near came off. As it was, the throat ripped and he only made it across the room before pointin' all ten at the sky."

threw his cigarette butt on the floor and started pullin' off his boots.

Lazarus laughed. "Yeah, and I dragged the leg iron and the fireplace with me."

"So what did ya do?"

"What'd I do? For four days I laid there with a dead man, my own shit, and flies. On the fifth day, I figured out if I stayed there any longer, I was gonna die."

"The leg iron had a lock on it, right?"

"Yeah."

"So how come you didn't go through the dead guy's pockets and get the keys off him?"

"Couldn't reach him where he fell."

"How come you didn't use the axe on the chain?"

"Beat on that sucker for four days. Just made the blade dull."

Well, shit, I guess some good fairy came an' cut you loose!"

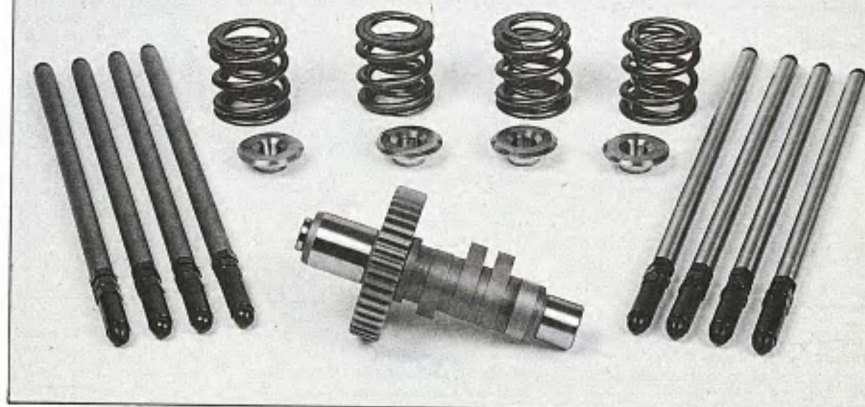
"Can't count on pixies to cut you loose. Freedom is a thing ya get for yerself."

Lazarus leaned down an' pulled a boot off a leg that didn't end the way it should. He gently massaged the stump.

"But, ya know, sometimes freedom costs—sometimes you gotta leave somethin' behind." ■

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FROG, Ohio, Don excommunicated. See you at Stargis. Have a happy life, Love ya, Rick, Connecticut—Better Hot Rods!! (194)

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AMERICAN INDIAN HANDMADE STERLING SILVER JEWELRY: Genuine turquoise, onyx, etc. Slave bracelets, biker rings, and more. Send \$3 for catalog (refundable with first order) to: Chief Wildfire, 7102 N. 43rd Ave., #327, Glendale, AZ 85301. (195)

Non-recording AM/FM stereo players available. Free catalog. The Conaid Company, 8221 Dunfield Ct., Severn, MD 21144. (202)

Anyone knowing Peggy Sue Gierke: Tell her I'm out. I'm sorry and I wish she'd write me. Tony Cassano, Box 83, Suisun, CA 94585. (194)

Are you turned by Levis so greasy they shed water? T.D., Box 46, Ft. Dick, CA 95538. (194)

TATTOO GUNS, DESIGNS, COLORS, catalog \$10 U.S. funds. Deeken, Box 1642, 29 Oldenburg, West Germany. (214)

ATTENTION EX-CONVICTS: Establish yourselves by asserting your rights 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. (194)

WIN \$100 IN THE ULTIMATE BIKER CHICK CONTEST. Harley ladies only, no entry fees. Send SASE for application to: The Ultimate Biker Chick Contest, Box 871, Agoura Hills, CA 91376. (104)

Children of all ages: Has life gotten too tough? Don't know which way to turn? Need a friend? I can help! Bennie Epperson #204-895, Box 56, Lebanon, OH 45036. (194)

Black T's, screen-printed, "FLATHEAD KNUCKLEHEAD PANHEAD SHOVELHEAD BLOCKHEAD GIVE ME HEAD." Sizes: S-M-L-XL-XXL \$7.95. Headrest Imprint, Box 3782, Louisville, KY 40201. (194)

SHIT HAPPENS with realistic shit on premium caps, visors, and T-shirts. White shirts (S,M,L,XL) available in five logos; SHIT HAPPENS, TOUGH SHIT, MY SHIT DOESN'T STINK, DIFFERENT DAY SAME OLD SHIT, I'D RATHER BE GETTING SHIT-FACED. Hats (assorted colors) available in SHIT HAPPENS only. Shirts: \$12. Caps: Visors: \$6. HILLS-BOROUGH, Box 5226, Scottsdale, AZ 85261-5226. (195)

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

Happy birthday Fuzzy Bear (July 31, 1943). Love always, Red Fox. (194)

MISTLETOE BELT BUCKLES: gold or silver. \$14.95. L.G. Products, 20993 Foothill Blvd., #120, Hayward, CA 94541. (194)

Buy & trade new/used biker duds from hats to boots. Catalog \$2. Larsen Leathers, Box 33, Riner, VA 24149, (703) 382-4668. (196)

B.J.S.: You are the best thing to happen in my life in a long time. Maybe someday we can ride in the wind together. I love you Mc. (194)

TEAR GAS FOR SELF DEFENSE: Legal in all states except NY and WI. Send SASE for info. No Felons or Minors. Roadside Resources, Suite 6, 1819 Pine Needles Tr., Chattanooga, TN 37421. (194)

"WANTED—CUM GUZZLIN' SLUT—APPLY WITHIN," great bumper stickers. Send \$2.50 to: B. Rakidzich, 2651 S. 8th Ave., #1001, Yuma, AZ 85364. (194)

Downed bros need money to start Harley workshop. Michigan DOC gave us until September 1989 to put it together, or lose the chance. With enough people helping out, the price of a 6-pack will get us the stuff we need. Send \$ to: Tom "Frog" Rastall, Prison Project Committee, Box 217, Kingston, MI 48741. (194)

Scooter Mates: introduces biker men and women. 15 FREE profiles! Name, address to Scooter Mates, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates. (194)

SAVE BIG BUCKS! How to paint your scooter like the pros on a tramp's income. Step-by-step instructions. Start your own business at home. Booklet \$6.95. W. Smith, Box 45, Dunkirk, NY 14048. (194)

FRODO FRODO FRODO Missed your leaving Utah. Got some killer songs for *Warlock*. Write me on my new ship. Need talkin' immediately! Stay cool! Write EM2 Glenn Smith, USS Yarnell, E-Div., FPO New York, NY 09594-1141. (195)

To "Anonymous" in the May 1989 issue of *Easyriders*: Is that you? M.K. (194)

Poonie: I love and miss you with all my heart. You will always be the only one. Love forever, Cheeseburger. (194)

STORMY MONDAY: Last seen Phoenix. Contact your bro, Rocky. We need to ride again (414) 375-0239. (194)

Cindy Kelp: I really wish we hadn't parted. I still miss you, babe. Say hi to Sara & Danielle. Love ya, Brian. (194)

Peaches Wallace (October 1987, Foxy Rider): Write me! Lynn, 9963 Grey Cloud Island Dr., S. St. Paul Park, MN 55071. (194)

Tom Grim, Columbus, OH: Remember the hayloft in Bremen. Retain the connection. Call ASAP. Lynn (604) 883-2923. (194)

Prison-made belt buckles. Don Warren, Ellis 1-290323, Huntsville, TX 77343. (194)

Kirk and Gros, the two best friends ever. See you in two years. Thanks, Whit. (194)

Frank M.P. of Leichfield: contact Rick in Lancaster, not Palmdale, 43300 Archwood. (194)

"Bo" Dennis Lee Messer: Bleep 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. (194)

ATTENTION all worldwide, coast-to-coast H-D riders: need custom-drawn tattoo & airbrush designs? James Cowboy Inman, Art of the '80s, has 1,000 designs that I'll sell or trade for patches, cards, T-shirts. Anyone who doesn't have faith write for one free design. \$5 gets 3 small designs, \$10 gets 5 designs (money orders only); or any lady mailing photos (show your body) gets 5 free designs; H-D shop cards or tattoo cards get 2 designs. All designs available in color or black outline. Lets trade. Write to: James Inman (Cowboy), 202 S. 3rd St., Lamesa, TX 79331. (194)

FREE-WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions, Ladies, men needing mates. *League*, Box 5637-ESR, Reno, NV 89513-5637. (194)

BEAUTIFUL GIRLS worldwide want correspondence, friendship, marriage. Details and photos, \$1 (cash only!) Rothe, Box 270, E. Berlin 61, West Germany. (194)

HELP: Anyone who has connections at DMV in New Jersey or elsewhere who can help reinstate or get a valid license write or call, Dave Miller, 305 E. Third Ave., Runnemed, NJ 08078, (609) 939-3246. (194)

FOR SALE: Custom-built show bike, 98 cubic inch, shovelhead, Morris Magneto, 2-inch chrome SU carb, rigid frame, 5-speed, dual belt-drive, hydraulic clutch. Featured in *Easyriders* #176 (February 1988). Like new. For more information call (405) 253-6370. (195)

New Identity: Report details how it's done. Send \$10 to Newman, 5132 NE 105th, Portland, OR 97220. (194)

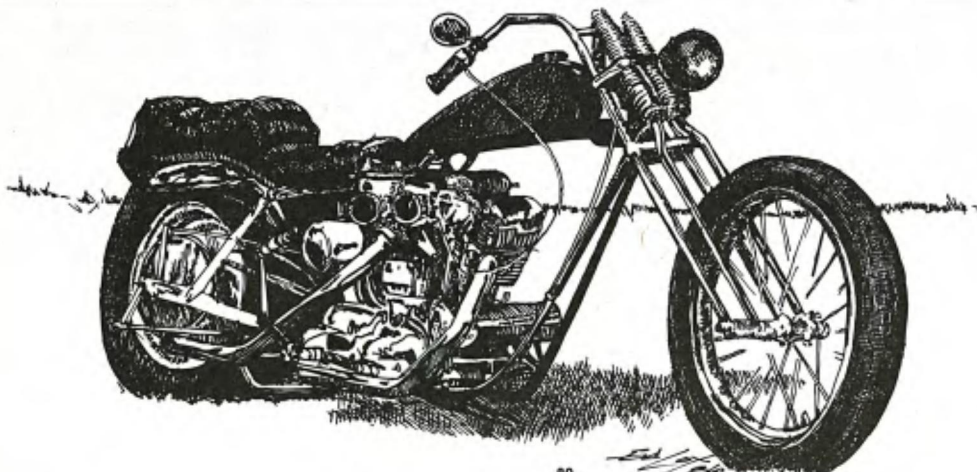
PRISON SUBS: Locked-down bros and sisters, subscribe to *Easyriders* for only \$14 a year (U.S. funds only, please.) Mail to: *Easyriders*, Box 3752, Escondido, CA 92025. Allow 6-8 weeks for delivery of first issue.

Reggie: I know you're a True Southern Gentleman, but if you don't get your cute little Yankee Softail to Los Angeles soon, I'm gonna have to snatch a knot in it. I love you, Susie Q. (194)

Inmates and others: Consignment retail outlet or CASH into bank account for your handmade leather crafts, esp. wallets, vests & belts. Most interested in "VENICE BEACH" designs with carved waves, sand, palm trees, surfers, etc., and elaborate leather stitching. Send sample of work and/or pic to: California Primo Leather, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301, Attn: P. Warner. (214)

BONNIE LOR-LOR: Patrick—1st place—County Acrylic Painting. Bob expecting baby in September. Kitchen almost done. Love and miss, Mom and Daddo. (194)

SPECIAL: Reb's 50-page catalog of shirts, buttons, bandanas, etc., also Reb's music catalog with cassette and record bargains for only \$2 (regularly \$2 each). Reb's, Box 1625, Dept. F, Morro Bay, CA 93442. (194)



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.

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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
Jet Cycles 1431 W. Miracle Mile, Tucson
Hawg Doctor 941 East Andy Devine Rd., Kingman

ARKANSAS

Road House Rt. 2, Box 1388, East Dardanelle

CALIFORNIA

H-D of Glendale 3717 San Fernando Rd., Glendale
D & G Cycle Parts 15715 Armadillo Rd., La Puente
Jammer Cycle Products 6417 San Fernando Rd., Glendale
J&J Repair 16511 D St., Victorville
Gordon's MC Madness 1596 Morse Ave. #1, Ventura
Bartels' Harley-Davidson 8910 Washington Blvd., Culver City
AAA 5442 S. Sepulveda Blvd., Culver City
The Purple Hog Leathers 888 Plumas, Yuba City
Palm Springs Harley-Davidson 19345 N. Indian Ave., N. Palm Springs
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 19480 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 Rd. #27, Escondido
Harley-Davidson of Santa Ana 2131 E. 1st St., Santa Ana
Triple T Chopper 15806 Gale Ave., Suite D, Hacienda Heights
Hollywood Harley 19480 Beach Blvd., Huntington Beach

CANADA

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

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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
D & C Enterprises 2571 Hwy. 6 & 50, Grand Junction
High Country Customs 302 Arvada, Colorado Springs
John's Harley-Davidson, Inc. 2135 Mulberry St., Ft. Collins
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Longriders Custom MC 417 Bridgeport Ave., Milford
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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
Hog Heaven Cycle Acc. 7254 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 Rd. #7, Ft. Lauderdale
Treasure Coast Big Twin 1915 Old Dixie Hwy., Ft. Pierce
Harley-Davidson of Gainesville 4323 NW 6th St., Suite 4, Gainesville
Tampa V-Twin Inc. 16338 N. Florida Ave., Lutz
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Southern Cycle, Inc. 4982 North Ave., Buford
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Banshee Cycle 2507 N. Lumpkin Rd., Columbus

PhD Engineering 4003 Lawrenceville Hwy., Tucker
Tocco Spur Station 304 W. Currahee St., Toccoa
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Oak Lawn H-D Sales 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc. 2200 Rand Rd., Palatine

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

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Cyclepedia Corp. 1824 Dean Ave., Des Moines
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Hanks Cycle Shop Rt. 3, Box 208, St. George
Truett & Osborn Cycle 3345 E. 31st South, Wichita
Central Motorcycle, Inc. 13010 West 63rd, Shawnee

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Ezekiel's Wheel Boutique 1841 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard Ln., Elkrige
H-D of Annapolis 1929 Lincoln Dr., Annapolis
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Garrey Motors 15A E. Central St., Franklin
Sportster Engineering 800 Adams St., N. Abington
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Cycleville USA 14687 East 11 Mile, Warren
Detroit Motorcycle Parts 16616 Harper, Detroit
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County MC Parts 7348 North Lindbergh, Hazelwood

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Butterfield's MC Parts 8025 Blondo, Omaha

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GT Cycle Specialties 500 Salem Quinon Rd., Salem
Milville Harley-Davidson 1131 South Second St., Milville
Franchini Harley-Davidson 8 East Garden Place, Pompton Plains

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New Mexico Motorcycle Salvage 4123 Broadway SE, Albuquerque

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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
Fox Creek Leather 630 East 2nd St., Jamestown
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Superior MC Parts 162 West Hills Rd., Huntington Station
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Freebird Cycle Sales 229 Lyell Ave., Rochester
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KFK Cycle Alterations 211-19 Jamaica Ave., Queens Village

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J&E Harley-Davidson 1008 Dickinson Ave., Greenville
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
Iron Horse Motorcycles 1905 Roosevelt Blvd., Monroe
Longview Cycle 12 Cheeks Rd., Franklin
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Harley-Davidson of Metrolina, Inc. 2429 S. Tryon St., Charlotte
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Hawg Wild Rt 2 Box 463A, Hubert

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Blocker Enterprises Rt. 248, Parrisville
Cycledelic Choppers 1407 Lancaster Ave., Reading
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Schoch's Inc. RD 2/Rt. 33, Stroudsburg
Cycle World RD 2 Bums Ave., Altoona
Montgomery County H-D 1217-19 South Trooper Rd., Norristown
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Rask Cycle Road #2, Box 277, Evans City
Spirit Harley-Davidson 1023 William Flynn Hwy., Glenshaw

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Mansos Motorcycle Dist. El Cinco 1470 Ponce De Leon Sector, Rio Piedra

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Low Country H-D 4405 Dorchester Rd., Charleston
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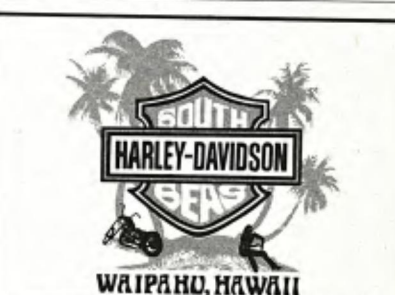
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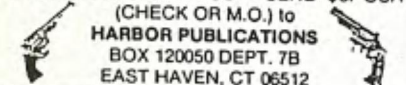
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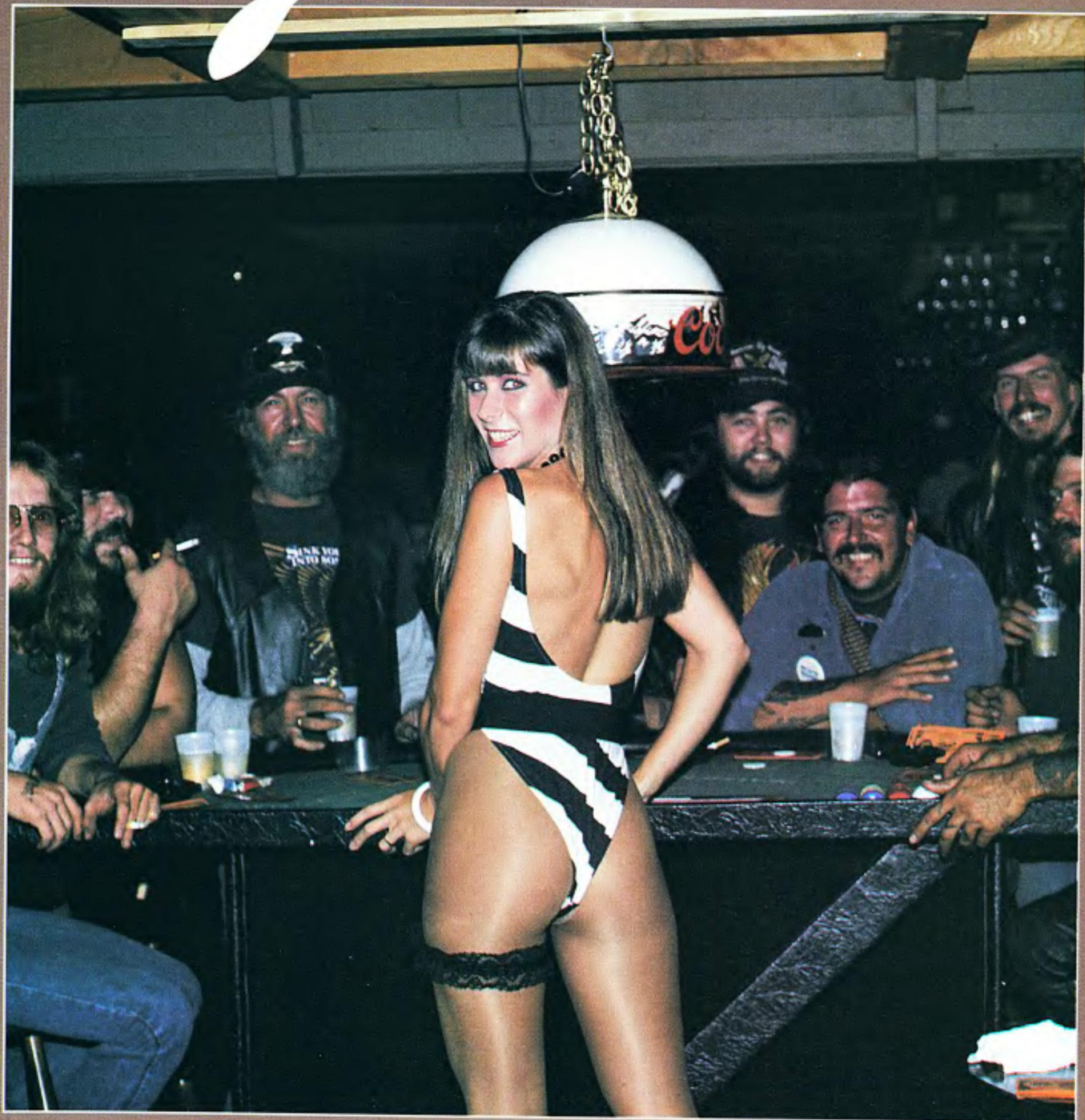
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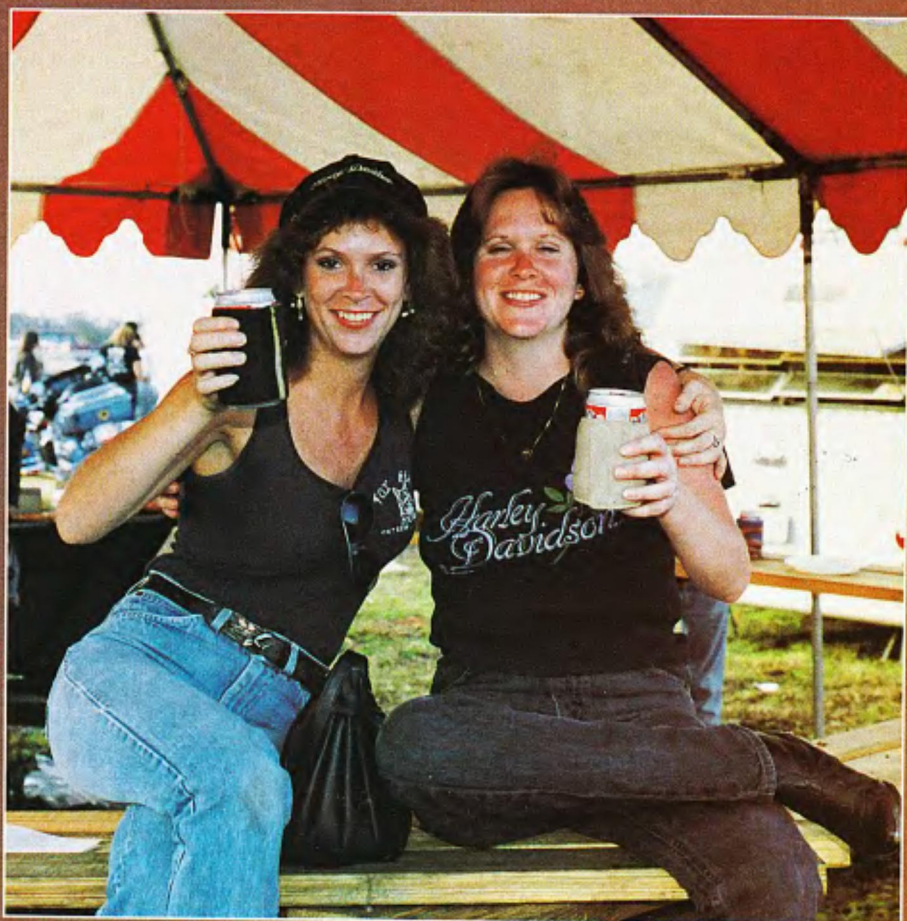
Cameras are like carburetors. Carbs are detailed, intricate, some touchy, many fragile, and it takes a certain knack to handle and adjust carbs to make everything work just right at

any speed under any condition. Photography is similar. And like many of us mechanics, few photogs can do it all. Just as some mechanics can replace carbs hands down, some can only re-adjust a given number of carbs, and even fewer can rebuild and reset a few of them; so photographers vary in their technical virtuosity.

Photography has the technical side and a creative face. Each shot takes some of each. What's the best shot

in the world without it being tack-sharp? So the same as above applies to photogs. Some can shoot the hell out of a chromed motorcycle part, some are dynamite with sunsets or wild lighting, and some have a knack with people—Pat's one of the latter.

He shoots mostly with Canon A-1's and has a Nikon 4004 and a Nikon F-3, but says he doesn't have the bucks for all the accessories. His main source of income is drivin' nails around St.



Girls!

Pete, Florida. But Pat has developed a creative ability to capture the sport and friendship of biking.

But wherever he lives, he shoots the bike people in the mud, on runs, at benefits, and where we live—on our bikes, natch.

So here are a couple of Pat's latest excursions and some of the brothers and sisters who make motorcycling the brotherhood it is today.

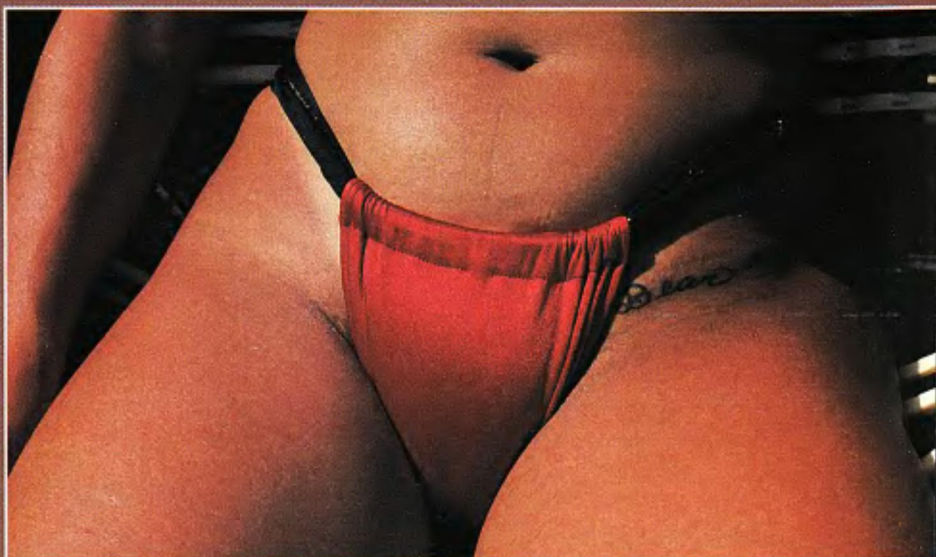
Some of the smiles and fast scooters here were from Bones and Roscoe's Old Time Dirt Drags in Lakeland, Florida, during January. Although the dirt drags scene has fallen prey to insurance beefs and has shut down in many places,

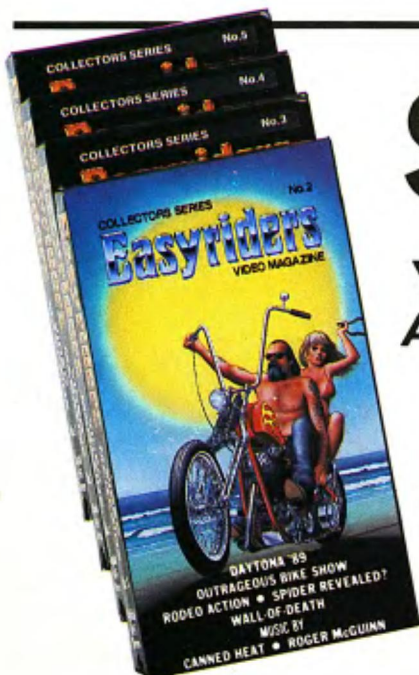
Bones and Roscoe, the promoters, hope to make the Lakeland drags a monthly event.

Some of the other shots are from an ABATE of Florida Toy Run (look for more around Christmas time), a St. Cloud Turkey Shoot in Pinellas Park, and perhaps a shot or two from Fisherman's Cove.

Picture Pat originally got his title from Rotten Roger in Indiana, where Pat is originally from. He enjoys what he has a knack for—riding and taking shots—but he confesses that he's lost a few loves when they've found his camera pointed in the wrong direction.

—Snake





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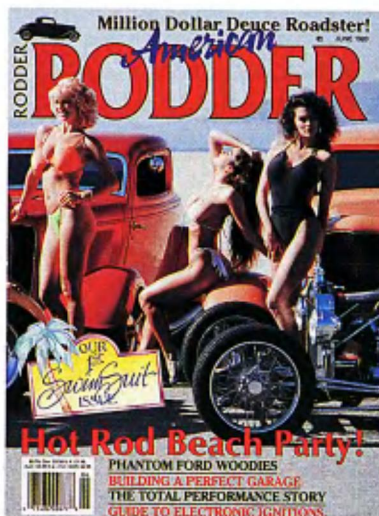
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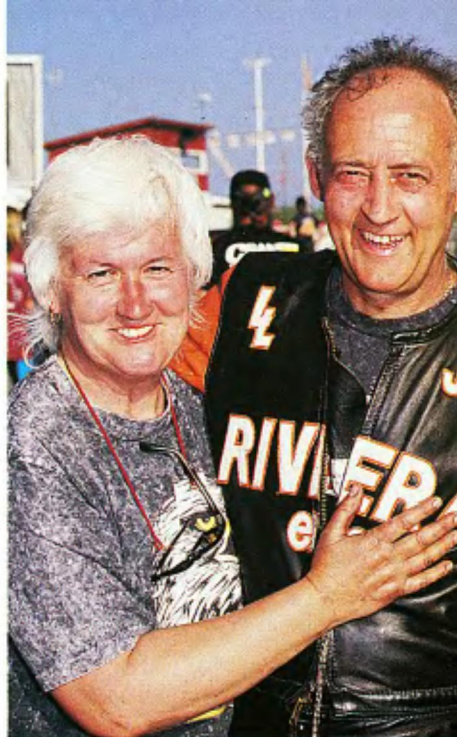
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RIP'S RUN



Photo by Smokey

Va-Va-Voom by Rip

Hello again. In last month's issue I left off saying that I would be hanging out in Florida awaiting warmer weather before riding north.

After leaving Daytona, I pointed Baby's front wheel south, reaching West Palm Beach before nightfall. (Baby is my ride, a candy brandywine FLHS.) We stopped at Bill's Bikes, at 7650 Hooper Rd., West Palm Beach, Fla. Bill has been at this location a little over a year. He worked out of his garage before finally realizing his dream come true.

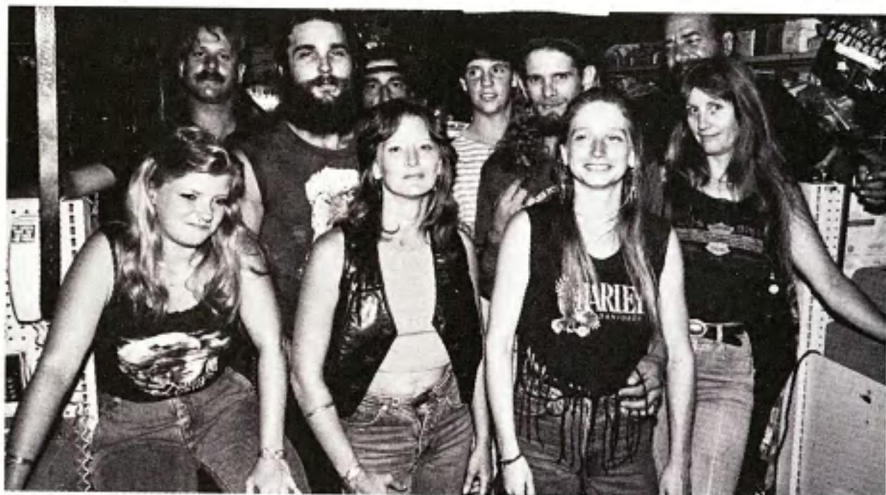
Bill and his co-workers, Butch and Face, will build any kind of bike ya want. Dressers to choppers, or whatever. Bill has a good-size inventory, including lotsa parts for knucks, pans, and shovelheads.

Late one night they threw a party for me at the shop. It was casual.

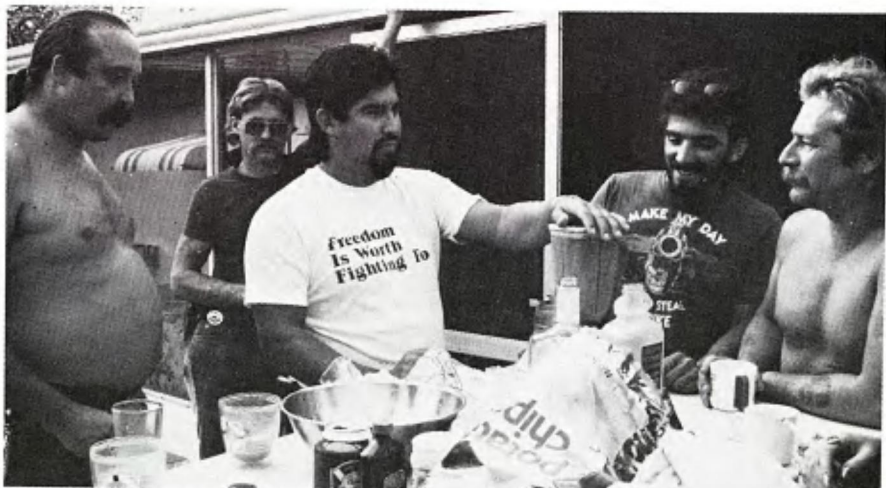
The following weekend, a group of us rode up to Stuart, Florida, to check out the Hawg Shed's annual swap meet. It was a laid-back affair with food and music provided for the buyers. Of course, they also had to have a wet T-shirt contest and small bike show. I think I could safely say that a good time was had by all. The weather was excellent.

After a couple of days, Baby took me down to Fort Lauderdale, where I met Doug, who I ran around with that weekend checking out some of the local watering holes. We went by the Rustic Bay Inn and the Hobbit in Lauderdale.

The next evening, ten riders accompanied us into Miami. We went to a bar called Tobacco Road. The band was hot, and the place was packed with college-age people.



At Bill's Bikes, 7650 Hooper Road, West Palm Beach, Florida.



Giving the blender hell in Fort Lauderdale, Florida.



Left to right: Marvin, Vinny and Doug.



Jigger, owner of the Bandit's Pub, Ormond Beach, Florida.



Backyard barbecue in Daytona with Zeke, Lisa, and company.

invited to Zeke and Lisa's home. While in Daytona Beach, I called Doug Libby, the motorcycle products manager at Crane Cams. Crane, like Harley-Davidson, is an employee-owned company. He invited me over to see how cams are made.

As you may or may not know, Crane manufactures the Screamin' Eagle cams for Harley. They can deliver in quantity as well as quality.

I don't think I was supposed to, but I took their test bike out on the street and got on it a bit. The power is on-hand when needed.

Crane has been working with many of the top-name drag-racers to develop a variety of cams to suit their individual wants and needs.

Crane also has millions of dollars wrapped up in exotic, high-tech computers. There was one on the test bike that when taken off and plugged into other computers, gave vital readout information as to what went on when the bike was being ridden. It's space-age stuff that is necessary to find out how a particular cam is operating.

Armed with this state-of-the-art information, changes can be made accordingly. As of this writing, Crane isn't into selling cams for Sportsters, but it's only a matter of time before they will be getting into that part of the market.

While in town, I partied with the home-folks one Sunday at Bandit's Pub in Ormond Beach. They opened

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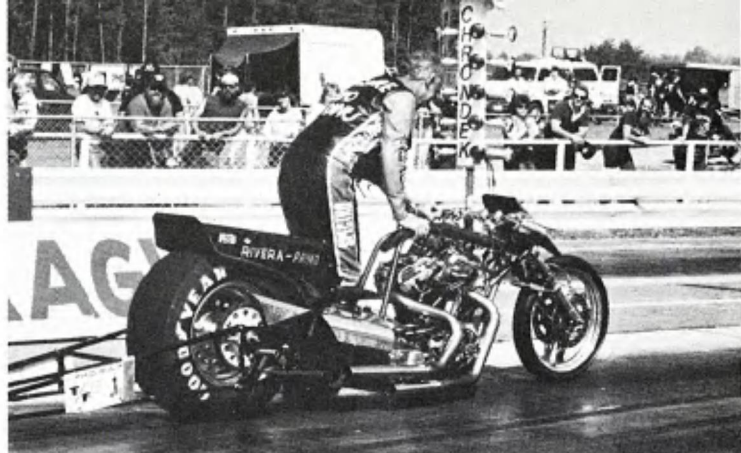
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4001 W. Loomis Road
Milwaukee
(414) 261-4770





Spud, Ace's mechanic, with his son on the street-eliminator winner.



Jimmy McClure pushing his bike to the big-end lights.



Three racin' heavies (left to right): Ace Paschal, Elmer Trett, and Ray Price, at the Piedmont Dragway, Greensboro, North Carolina.

their doors just before Bike Week '89. Jigger, the owner, a mountain of a man, and his ol' lady, Dreames, sponsored a free barbecue along with live entertainment. The five-piece group was called Avatar.

The lead singer and flutist must have cut his teeth listening to Jethro Tull, 'cause the band did many Tull tunes. The barbecued *pollo* (chicken) was cooked behind the bar in a large 55-gallon drum fixed up to handle the task. Thanks, it was tasty.

Daytona doesn't turn into a ghost town after Bike Week because there are beaucoup bike riders living in or near town.

Around noon on Tuesday, Baby and I left on I-95 north. The weather was clear. After taking on fuel a few miles north of Jacksonville, I put on more clothes. Through Georgia it was overcast and cool. Before coming to Savannah, I noticed more and more cages coming at me with their headlights on. That could only mean three things: fog, smoke, or rain. And shortly thereafter it came down like a cow pissing on a flat rock. Near nightfall the traffic lightened up but the rain didn't. The big mother truckers just kept truckin' on, washing me and Baby down every chance they got.

I stopped several times under overpasses to wipe off my safety glasses. Goggles were useless, as they kept fogging up. I finally gave up the fight and found a reasonably-priced motel near Walterboro, South Carolina. I could have ridden further but didn't see any need for it. Besides, I needed to rest in a real bed for a change.

These are times when one has to examine oneself to see if it's worth it. Yeah, I'd say I love it and wouldn't have it any other way. I guess as Joni Mitchell sings in one of her songs, "I'm just a prisoner of the white lines on the freeway."

The next day the wet weather broke, and it was cool in the morning but warmed up quite a bit that afternoon. By then I had gotten off the interstate, and as I had done numerous times, found intersecting state highways to reach my destination.

I was headed for Auto-Cycle Specialist in Elon College, a suburb of Burlington, North Carolina.

Auto-Cycle Specialist is owned by Dane Miller and Ace Paschal, who also are the driving forces behind H.D.R.A., the Harley Drag Racing Association.

I had come to see the 1st Annual Tarheel Nationals to be held in Pied-

mont Motor-Sports Park. The track is located in Greensboro, North Carolina. Piedmont is one of North Carolina's oldest drag-racing facilities. The track had recently been completely remodeled. The surface was quick, with three of the top-fuel qualifiers getting into the 4's. Of course, we are talking 1/8 mile with the mph in the 160-plus range.

The race damn near didn't come off due to inclement weather. Saturday, the day qualifying was to take place, was rained out. The next day the sun favored us with a smile and the racing was hot and heavy. Qualifying and eliminations had to be pulled off that afternoon. Not to worry; the crew at Piedmont and the H.D.R.A. folks worked together and got the job done.

The bummer was that the bikes couldn't be started till noon because churches were nearby. Remember North Carolina is in the Bible Belt. It really didn't turn into much of a problem. This ain't no ying-yang operation—the program was handled expertly and professionally.

The final four fuel-pilots were Jim "The Judge" McClure going against Donny Murphy, and Bill Furr squared off against Eric Hannah. Furr handled Eric with no problem. Every run Bill



Steve Hopkins from Shawano, North Carolina.

Photos by Rip

did this Sunday was within the four-second mark. Things looked very good for him. McClure had no trouble beating Donny; he flat outran him.

Earlier, Jim's mount had balked at the starting line, with a faulty trans. However, his opponent, Ken Overly, blew it by leaving early. The big red eye got him. Jim had to walk his scooter to the finish line to make it an official race. No record was posted; none was needed. Being the gentleman and sport he is, he complied with the officials,

smiling and waving to the race fans as he pushed his ride down to the big-end lights. Phyllis, Jim's wife, picked him up quickly and towed him back to the pit area, where other racers and wrenches jumped in to assist him so he could answer the call for the last race of the day.

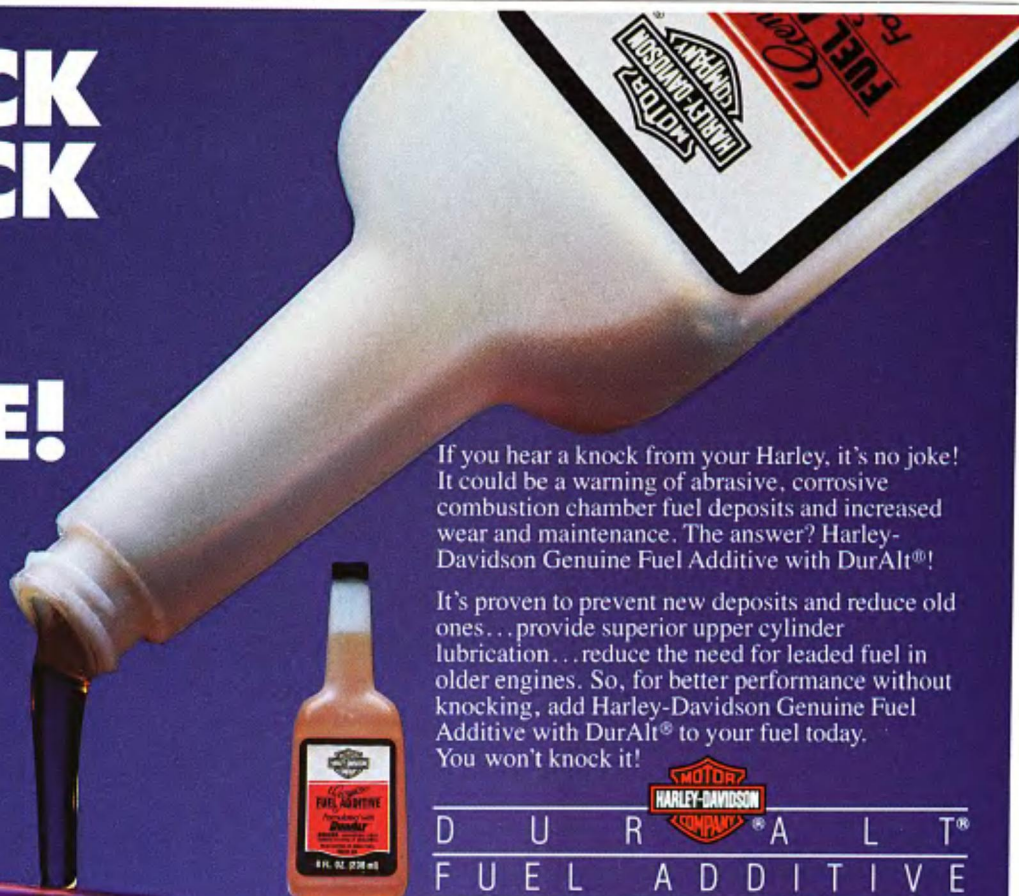
This one was for all the marbles. I can't say enough about those mechanics. They were the heartbeat behind the motor. They are what made the motor thump.

I was behind the starting line, and the way I saw it was that Bill Furr got the jump on Jimmy McClure—Jim's launch was a bit late. I didn't ask but it appeared that Jim was still having some tranny problems. Then all of a sudden like an Atlas rocket, Jim's bike grabbed ahold of the track and fired down, catching and passing Furr at the big-end. You had to be there to really experience the feeling. I mean they may refer to him as The Old Man, but this is one more time where experience under fire counts to the max. Later, I found out that Furr had red-lighted.

Jim is a smooth operator, about as smooth as a baby's behind, and you very seldom see him bobble a run. It's usually straight and true, not to mention fast.

You readers may get the idea that I like being around all that noise, smoke, and excitement. You bet your bippy, and I also enjoy receiving mail. If you readers have any exciting activity going on in your neck of the woods such as runs, parties, neat bike shops, or for that matter, anything that pertains to our way of life, I would appreciate hearing about it in the form of a letter. Include a telephone number if you can. Until then, don't let your meat loaf. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301.

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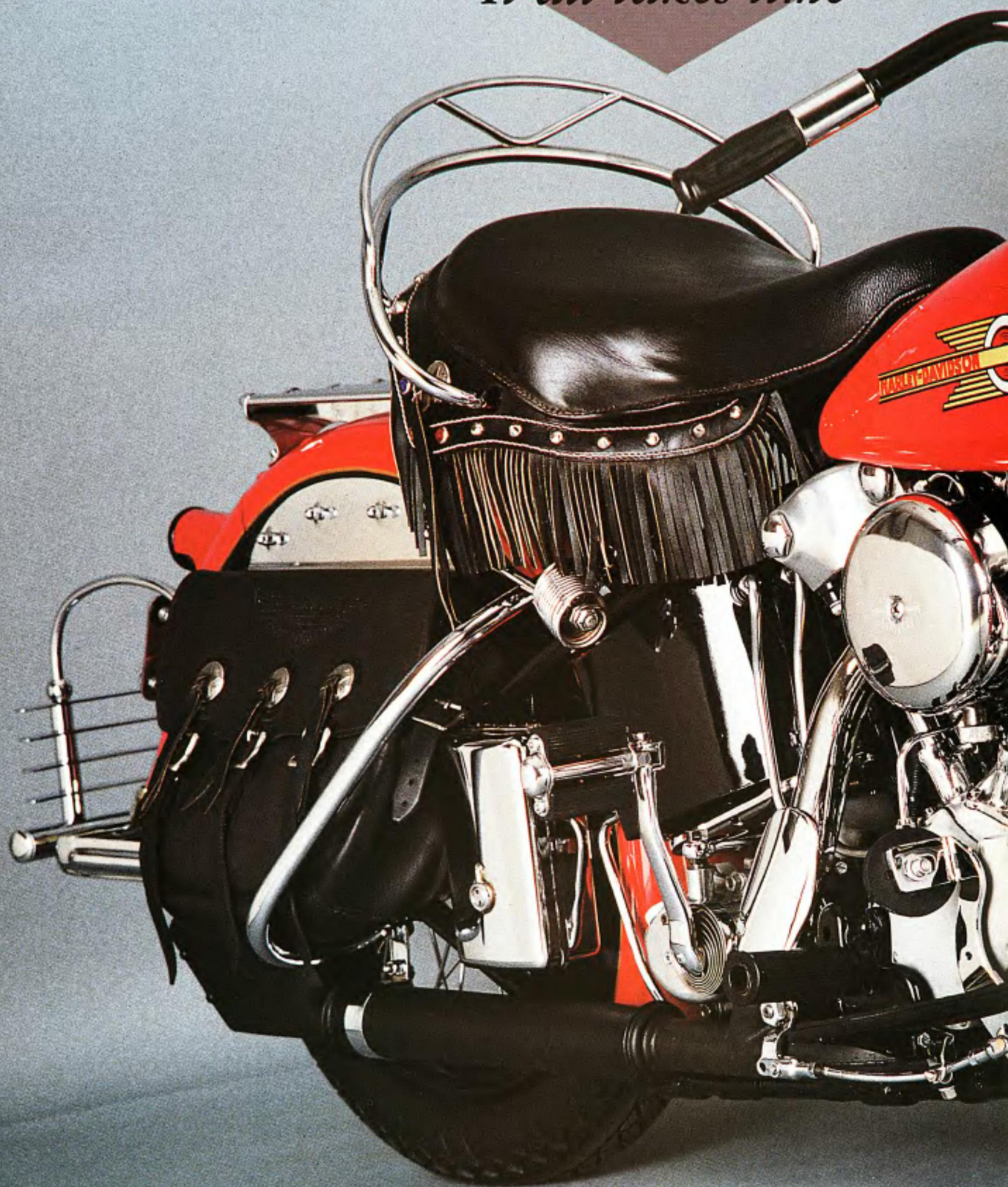
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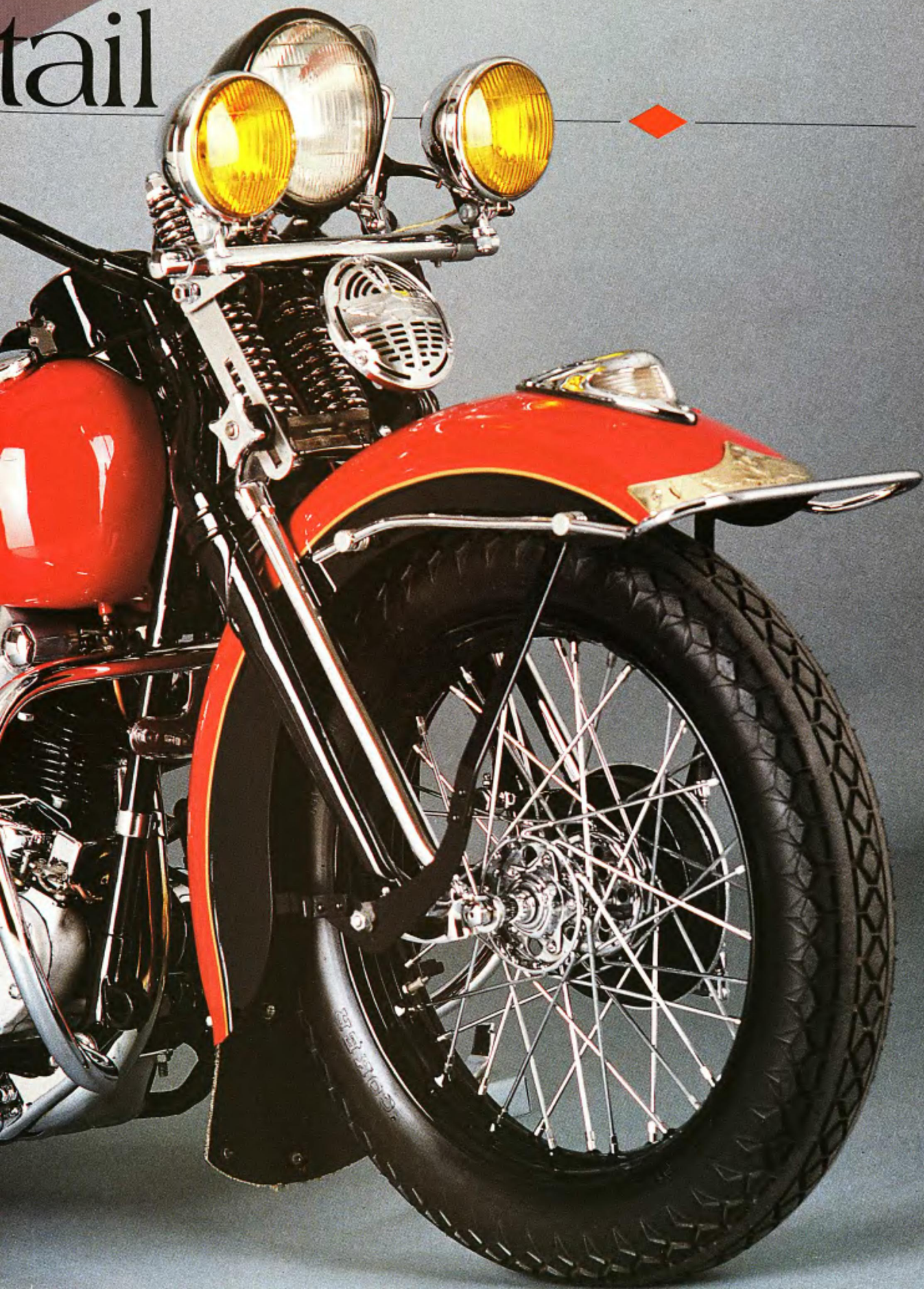
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Attention to De

It all takes time



tail



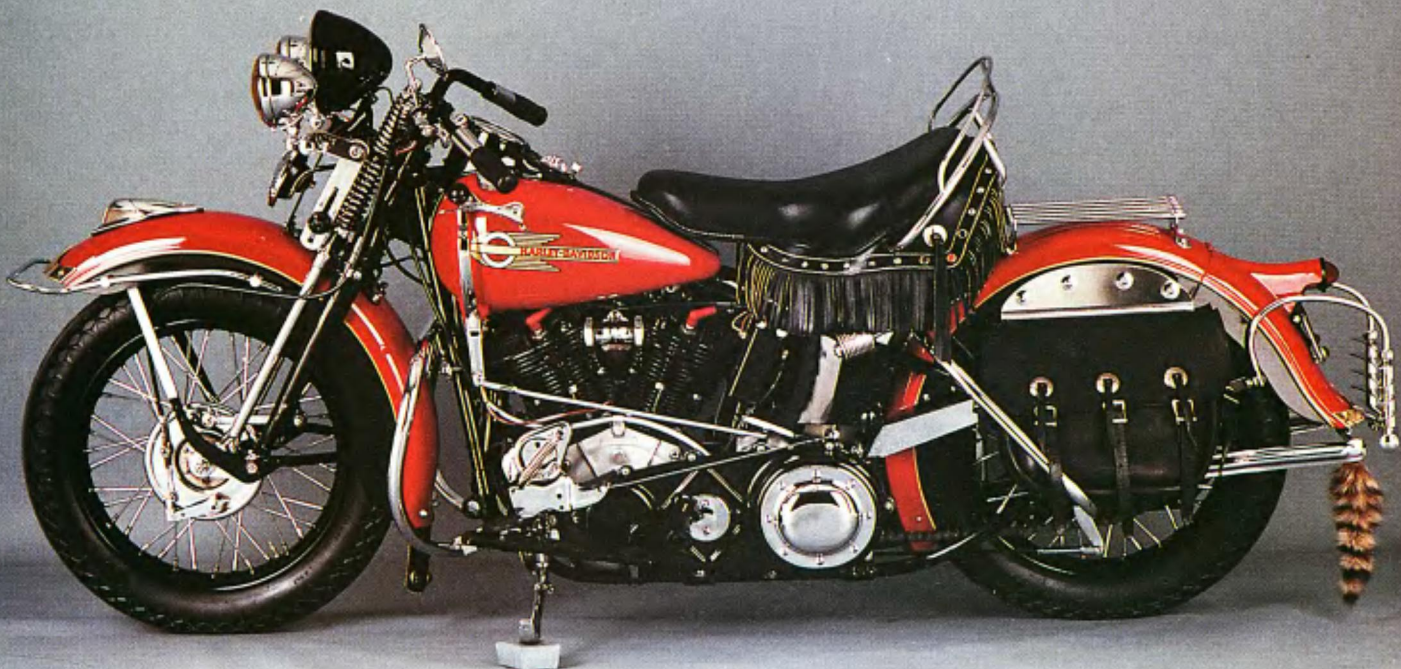
Restorations take more time than many people realize, as this bike exemplifies.

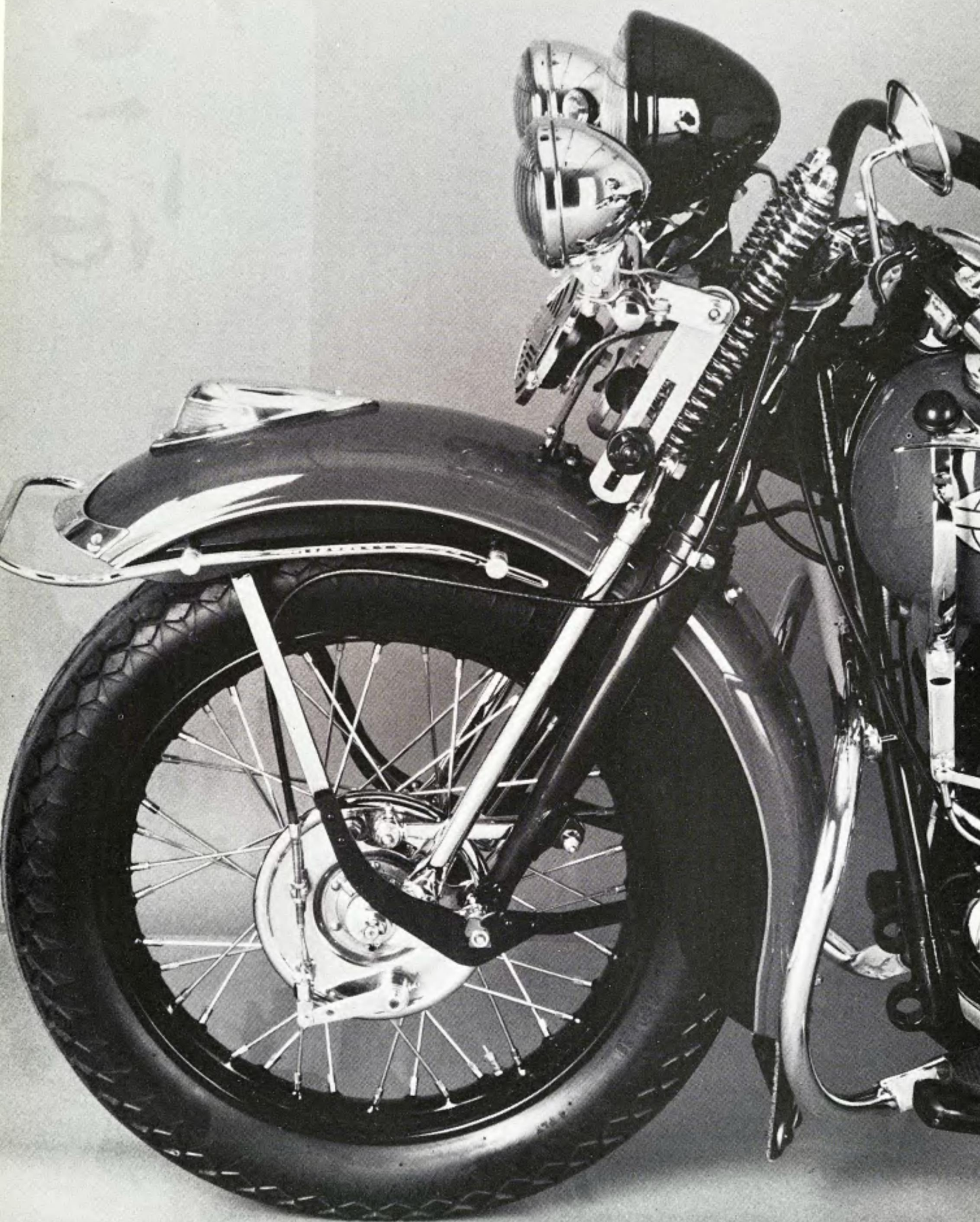
Sonny, the owner/builder of this sharp restoration project, started riding about 35 years ago. Fifty years old this summer, he first got on a Harley in 1965.

He bought this knuck wrecked ten years ago and built himself a chopper. All was fine except that he got hassled a lot while his tattered gloves reached high, his long beard flapped freely in the wind, and his leathers gave off that rowdy flair. Seems that the more stock the scooter appeared, the less he got pulled over. Miracle of miracles.

So he got to huntin' around at swap meets and such for parts. He still got on that chopped knuck everyday, but whenever he attended motorcycle swap meets in Ventura, California, or Tulare, or El Camino College, he'd search for original knuck parts. He even hit the Cow Palace in San Francisco and the Costa Mesa swap in Orange County.

For almost two years he accumulated parts—even picked up some of his best deals at straight antique swaps, such as a completely stock knuck frame for \$300. Then while strolling up and down the gravel lanes at one of these treasure chests of rusty and worn parts, he ran across a rider who was looking for a chopped chassis for a bike he was building. Sonny negotiated a fair price, took a mental inventory of the pieces he had collected so far and took the deal. He jammed home, stripped the engine and trans from the





chopped chassis and let the ol' radical stuff go and started the project you see completed here.

Some of the parts, like the frame and bars, he had powder-coated for that long-lasting, durable, stock-like finish. He rebuilt the engine with 74 cubic-inch flywheels and barrels for that extra punch, and he was on his way toward completing a serious restoration. But the toughest parts to obtain were the original tanks and fenders and a few engine parts. Just that skull dash ran him \$200—knuckle-heads are tough to find and expensive when found. But with a mug fulla tenacity, a good rapport with Harbor Vintage Motor Company in Jonesville, Vermont, and Antique Cycle Supply in Cedar Springs, Michigan—who seemed to have every conceivable part he couldn't dig up locally—Sonny's bike began to take shape.

After a couple of years of collectin' and scavengin', it took another six months to assemble.

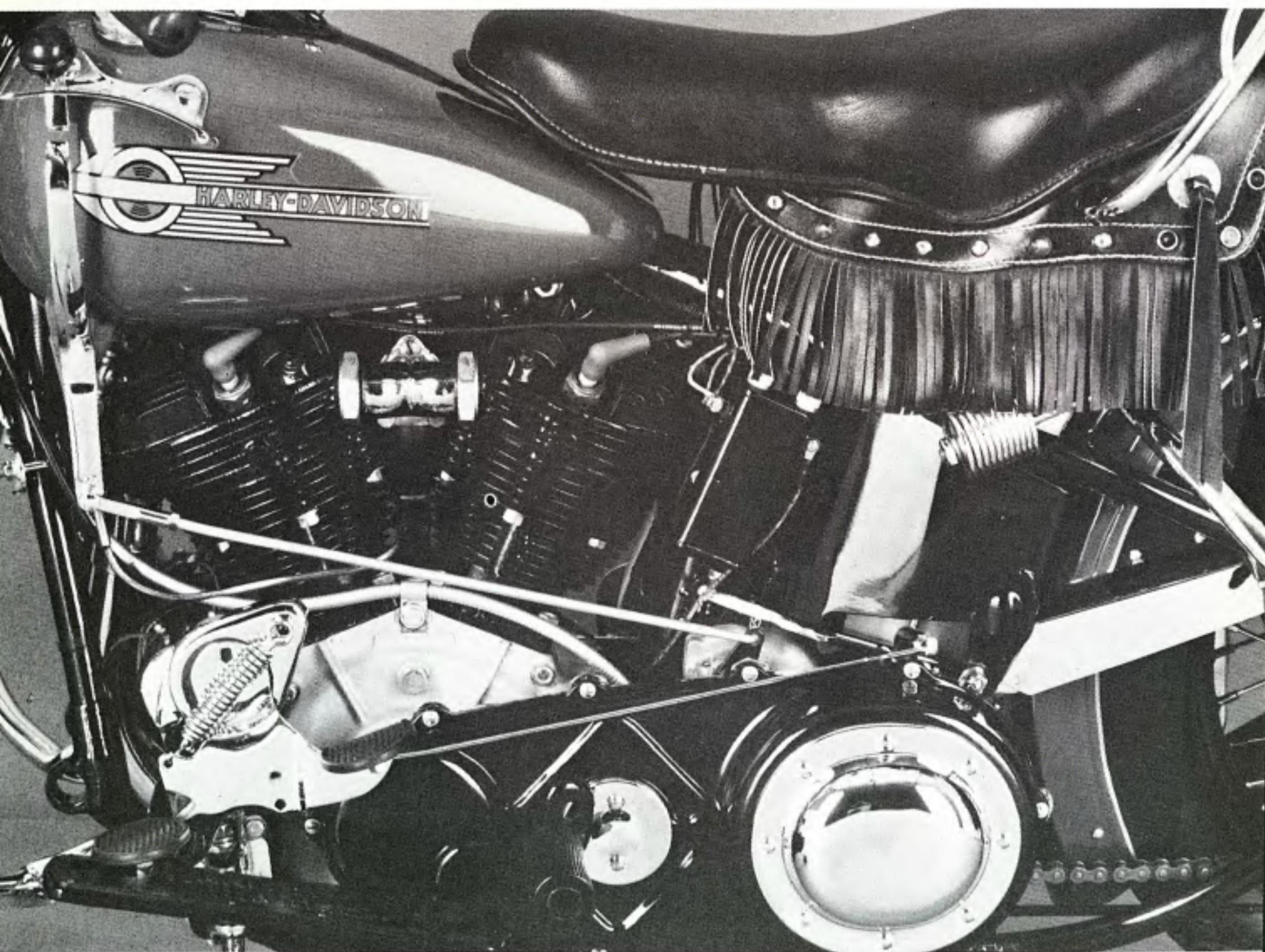
So ya might think that because this little delicacy is wrapped up, and because shortly thereafter it took the 1987 Best-Harley-of-Show Award at the El Camino College Antique Meet and won Judge's Choice Award at Bike Fest that year, that Sonny can kick back and enjoy the fruits or at least the brews of his labor. No dice. He still hits the swaps weekly and a pub the bros enjoy puttin' to every weekend—the Big Oak Lodge in Bouquet Canyon out in Saugus.

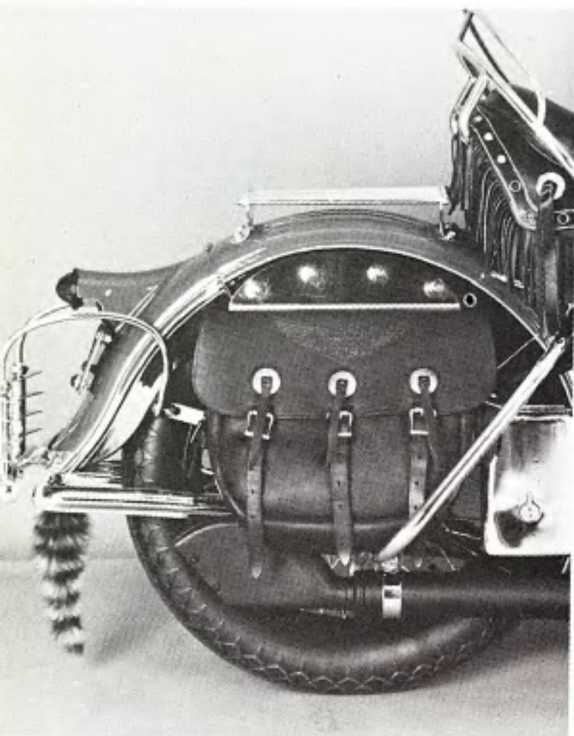
He and his bros got burnt out on all the rice rockets at the Rock Store in Malibu, California, and moved on to more American ground.

His wife, Tony, used to putt along solo on her 1951 45 H-D, but since she's just had a little one, David, who rode for the first time on his first month's birthday, Sonny has kept her in the sidecar of his latest road machine, a 1937 80 flathead.

And so it is. And so it should be.

—Renegade





Photos by Silvermoon



Owner: Sonny Wion		City: Lake Hughes, California	
General		Frame	
Fabrication by: owner		Year: 1938	
Year and make: 1938 H-D		Builder: H-D	
Model: EL knucklehead		Type: rigid	
Value: priceless		Rake: none	
Assembly by: owner		Stretch: none	
Time: two years		Other alterations: none	
Chroming by: Astro, Van Nuys		Accessories	
Engine		Bars: speedster bars	
Year: 1938		Risers: none	
Model: EL		Fender(s): stock	
Rebuilder: Sonny and Clem		Headlight: Cycle Ray 6-volt	
Ignition: stock distributor		Taillight: 1938 Hog snout	
Displacement: 74 cubic inches		Speedo: H-D	
Lower end: stock H-D 74 wheels		Front pegs: '38 style running boards	
Balancing: Hank the Crank		Rear pegs: buddy seat pegs	
Pistons: stock H-D		Electrics: 6-volt/3-brush gen./relay	
Cases: bead-blasted		Gas tank: 3 1/2-gallon tank shift	
Heads: 1938 EL		Oil tank: stock H-D	
Cam: Andrews super		Oil system: works	
Lifters: H-D		Primary cover: stock diamond	
Carb(s): Linkert		Seat: buddy seat by Don Baker	
Air cleaner: H-D		Sissybar: seat handrail	
Pipes: stock		Height: n/a	
Muffler(s): fishtail		Material: n/a	
Transmission		Forks	
Modifications: none		Type: stock springer	
Year: 1938		Extension: none	
Shifting: tank shift		Builder: H-D	
Engine sprocket: 24-tooth		Special features: front/rear bumpers	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: none		Hub: Star hub	Hub: Star hub
Painter: owner		Rim width: stock	Rim width: stock
Color: red and black		Tire: 400 x 18	Tire: 400 x 18 orig.
Type: lacquer		Brake: mechanical	Brake: mechanical
Special paint: polyurethane			
Other special modifications: none			



'LINER UPDATE

1ST EASYRIDERS BONNEVILLE BLOWOUT & LAND SPEED RECORD ATTEMPT

September 21-25, 1989

—All Harley—
Run Whatcha-brung!

The date is May 2, 1989, and I wish there was more space to tell you about the 'liner, but we've got to get this handled—we were going to run with the World of Speed about a week later than the dates above, but when we told them it looked like we were going to have about 8,500 to 10,000 sponsors, they said, "Whoa, wait a minute, it looks like your one 'liner is going to overshadow our whole event—since you're going to rent private time anyway, why not do your own event? We'll even help ya."

Well, why not? Sounds like a hell of a lot more fun watching some Harley-ridin' fools flyin' low over the salt instead of those cages. So I called Jack Dolan (the AMA/FIM referee) to see if we could set up a 1.3-mile course and let you sponsors blow some of that 55mph carbon off your valves—Jack says yep, we can do it! We'll be using modified El Mirage Dry Lake rules and awarding official speed certificates and trophies—so any of you sponsors who want to see what that black line looks like from the rider's seat, here's your chance. The entry/inspection fee is \$25.00 and you can make as many runs as time allows over the five days—all you need is a valid motorcycle driver's license and the following equipment (let us know by mail if you want to run—no deposit required):

Motorcycles must be equipped with the following items in good working order:

- Rear brake required.
- Kill switch: Must be positive OFF type.
- Foot pegs: Must be used during competition.
- Rear fender: Must extend over the tire to a line drawn through the vertical centerline of the rear axle.
- Steering dampener: A suitable steering dampener is required on all entries capable of speeds over 125mph.
- Self-closing throttle.

g. Fuel shutoff: Operable from the normal riding position.

h. Number plate/Class designation: A 10" by 12" white number plate with bold black numbers is required on the right side of the machine. Paper plates will be available.

i. Axle nuts: All axle retaining nuts must be safety wired or otherwise secured from loosening (lock-washers acceptable).

j. Chain guard required.

k. Tires: Speed rated.

l. Riding apparel: Riders must wear one piece or zip-together leather suit, leather gloves, leather boots (at least 8" high), shatterproof goggles or flat face shield and safety helmet certified to meet Snell Foundation 1980 specs or equivalent. (Two-piece leathers acceptable under 125mph.)

You "big inch" bros with 150mph-plus, modified scooters should send \$3.00 for a complete set of rules and safety regulations, as there are additional safety requirements and class specifications.

There are only 1,300 motel/hotel rooms in Wendover and about 200 campsites at the K.O.A. (See the June 1989 issue for a list of phone numbers or call our What's Happenin' Hotline 900-234-BIKE. We recommend you make reservations early. If you can't find accommodations, there will be primitive camping available on the salt at \$10.00 per day (sponsor and guest). You must reserve in advance by sending a \$10.00 deposit with a sponsorship form (you must be a sponsor to camp). We've gotta warn you though, the B.L.M. rules on the salt are strict and enforced:

- No open campfires.
- No holes in the salt.
- No dumping of fluids or trash.

There will be beer, food, Biker's Bazaar, and music (for sellers' spaces call Cathy Chaffin at 818-889-8740). We're going to do our best to make it comfortable and fun, but remember, we warned ya—it's primitive.

For weekly updates on the 'liner and any last-minute changes in weather or schedules, be sure to call 1-900-234-BIKE. J.T.

Weekly 'liner update
900-234-BIKE
(900) 234-2453

(call cost 89¢ per min.)

If you haven't seen the last few issues of Easyriders, the bike shown on these two pages is the world's fastest Harley at 276.376 mph, but there's a 318.598 mph record on the books, set with a pair of Kawasaki engines, and we're gettin' ready to kick some ass and try to take it away from them.

It's all gonna happen at the Bonneville Salt Flats in September of '89. Everyone should go to Bonneville at least once in his lifetime—it's part of our heritage as bikers.

From the nearby motel/casino town of Wendover on the Utah/Nevada border to the winding mountain road leading to the party town of Wells, Nevada—and of course the expansive beauty of the Salt Flats—it's a scene waiting for American history to be made.



1989 L.S.R. ATTEMPT

Here's what your sponsorship entitles you to:

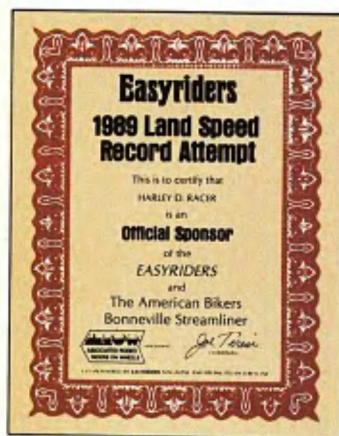
1. YOUR NAME ON THE BIKE



John Smith Harley D. Racer
Joe Peterson Mark Stevens
Jane Anderson Robert Warner

The 'Liner is 24 feet long, with about 120 square feet of surface area. That's a lot of names—but act NOW! Nothing's forever!

3. OFFICIAL SPONSOR'S CERTIFICATE (8½" x 11")



This official sponsor's certificate, with your name imprinted, will be mailed to you. Display it on the wall with pride.

2. FREE ADMISSION



Only sponsors and one guest apiece will be allowed on the salt Sept. 21-25, 1989 to watch the 'Liner run—also good for the victory celebration! If you can't make it out, there will be a video available to all sponsors.

4. OFFICIAL L.S.R. T-SHIRT



Co-sponsored by Easyriders magazine and promoted by Teresi, Inc.

SPONSORSHIP FORM

YES, I WANT TO BE A SPONSOR!

☐ I plan on running my bike ☐ I am a sponsor — camping deposit only.

NAME _____

As you want it to appear on bike and certificate. Limit of twenty letters (including spaces).

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE: DAY (_____) _____ NIGHT (_____) _____

ENCLOSED: Check ☐ M.O. ☐ VISA ☐ M.C. ☐ AMEX ☐

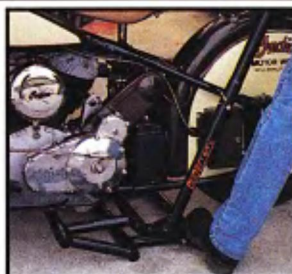
_____ Expiration Date _____

SIGNATURE _____

Qty. 1	Sponsorship includes name on 'Liner, certificate, admission for two, and T-shirt—specify S-M-L-XL	Size	\$25.00
	Add'l T-shirts \$15 ea.		
	T-shirt		
	Rules & Regulations — \$3.00		
	Camping Deposit — \$10.00		
Total			

Make checks payable to Easyriders Streamliner and mail to: Easyriders Streamliner, Box 3000, Agoura Hills, CA 91301
Coupon may be photocopied, or information may be submitted on a separate sheet of paper if applying for multiple sponsorship.

DUO-LIFT



EXTRA
LIFT-BAR

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

#280101 \$99.95

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

#280102 EXTRA LIFT BAR \$15.00

Call for the location
of your nearest dealer

800-247-6246 National
800-231-2669 California

EASYRIDERS T-SHIRTS

FLAME SHIRT

100% cotton — 100% cool

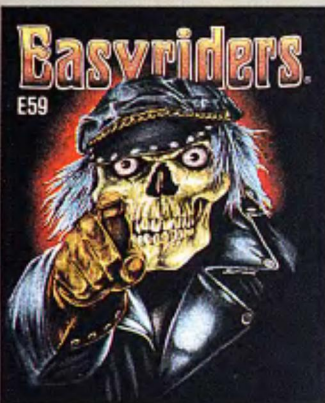
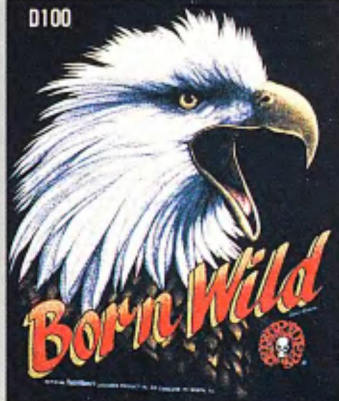
Features a pocket, long sleeves with flame design.



G32



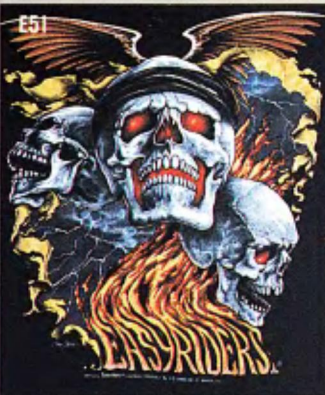
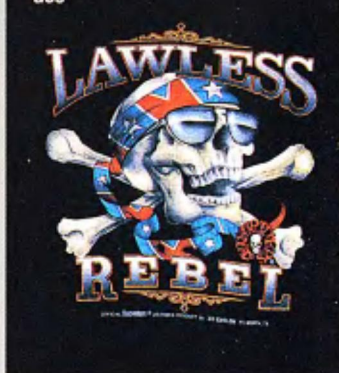
D100



E32



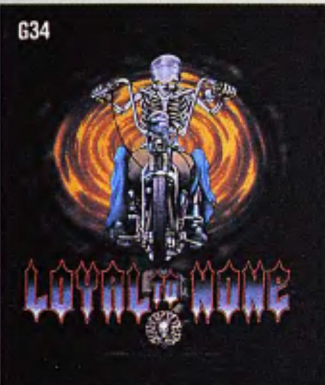
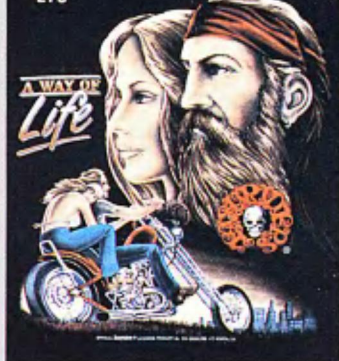
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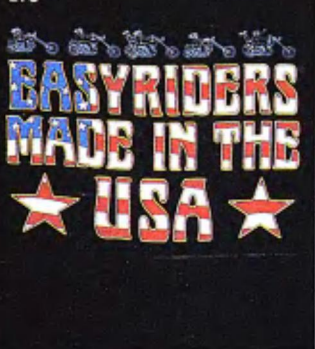
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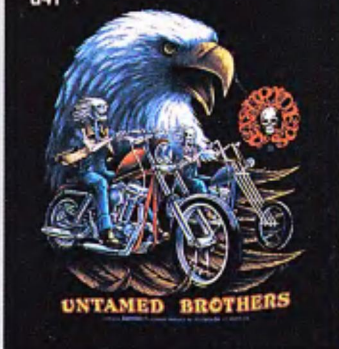
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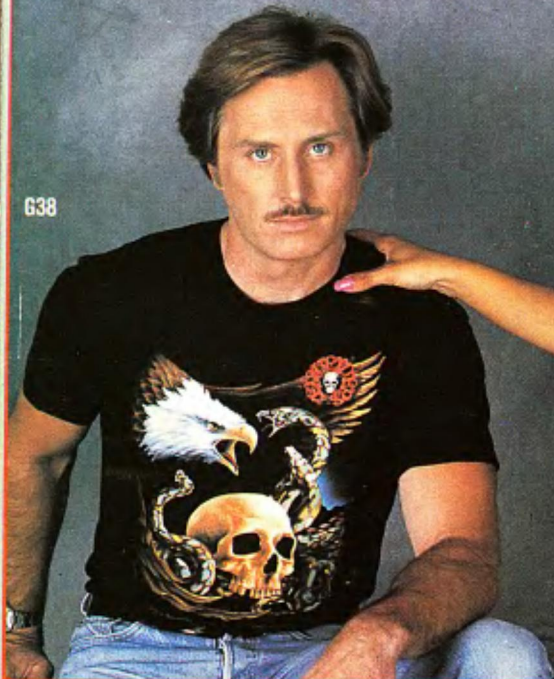
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G41



G38



E41

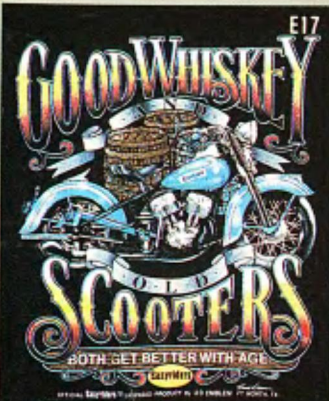


MADE IN THE U.S.A.

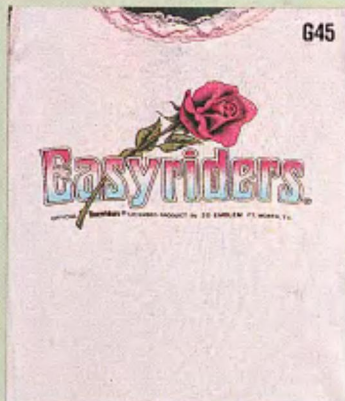


800-247-6246 Nat.
800-231-2669 Calif.
CALL FOR THE LOCATION
OF YOUR NEAREST DEALER

E17



G45



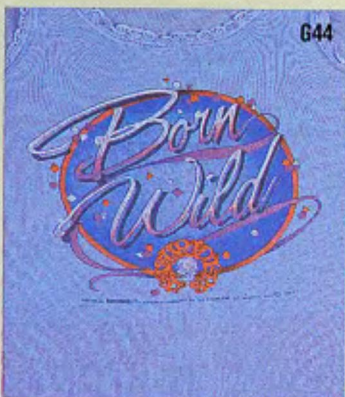
G42



G33



G44



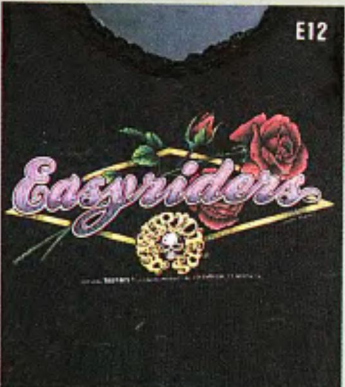
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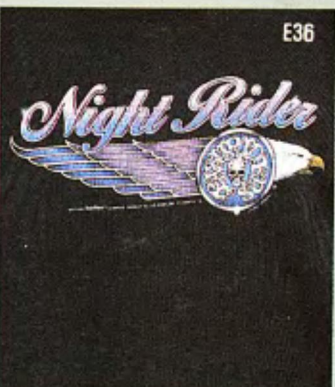
G37



E12



E36



Easyriders®

\$60,000
in cash and prizes
up for grabs in '89



★★★★ 1989 RODEO CALENDAR ★★★★★

May 27, 28, 29 Memorial Day Weekend Austin, Texas Texas Exposition and Heritage Center I. 35 south to 290 east to Decker Rd. south	June 30th-July 2 Longmont, Colorado 30 miles north of Denver Boulder County Fairgrounds co-sponsored by Freedom Harley-Davidson/ Denver Chapter H.O.G.	August 11, 12 New Location Sturgis South Dakota Buffalo Chip Campground East on I-34 to I-79 North
August 25, 26, 27 Middletown, New York Orange County Fairgrounds 50 miles north of New York City	September 2, 3, 4 Labor Day Weekend Chillicothe, Ohio Ross County Fairgrounds (Route 22 to 104; go south on 104 for 13 miles)	October 20, 21, 22 GRAND NATIONALS VENTURA, CALIFORNIA Ventura County Fairgrounds Hwy. 101 to California St. exit

Rodeo • Trade Show • Ride-In Bike Show • Live Music • Food and Beer on Sale • Camping (family area, too) • Trophy Girl Contest

Seller Spaces available, Call: Cathy Chaffin (818) 889-8740 ★ Bike Show ★
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National In California
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