

Easyriders

**Chicks In
Torn T-Shirts**

**Cliff Hangin'
Gatefold**

**What The Hell
Is Going On?**

**Mexico Run —
How To Survive**

**The Love
Ride's Comin'**

**140-mph
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NUMBER 197

ENTERTAINMENT FOR ADULT BIKERS

NOVEMBER 1989

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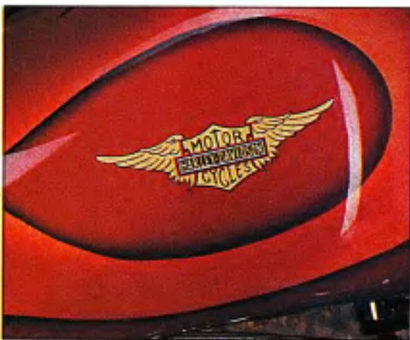
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Cover, gatefold, and feature photography of your June Fox Hunt winner, Gabriela, with Rick Pew's candy-cane shovel/Evo combo is by Michael Lichter. Makeup provided by Cindy Louise. Special thanks to Dan Ballard for location scouting in the Rockies.

The next liver-quiverin' issue of this rag goes on sale October 26.

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Oh Gawd, don't let this happen to me. He was working beneath his tractor lawn mower which was up on blocks. He must have touched something, 'cause all of the sudden the lawn mower blade apparently took one whirl and struck him, lopping off his joint. It would be a week before the hospital could reattach it, so to keep his joint alive while waiting in the hospital, they attached it to the blood vessels on his arm. Now when he wants a head job, he just puts out his arm and lets his ol' lady munch away.

Remember months ago when a woman attempted to jump start her boyfriend? It was a funny incident. Now we have a truck mechanic who literally did jump start a man's heart with battery cables from his car. He made two attempts on the dying man's heart and was successful the second time. The heart started working and the man was saved. The hospital was amazed by what he had done and issued a warning to everyone not to try to do the same thing, as it might kill the victim. But the guy whose life was saved didn't suffer any side effects other than a fried tit.

He was charged at a trial with raping a chick. She felt she had proof that he forced her to eat him, as her teeth marks would show on his dick (she had taken a big bite on it). To prove his innocence, he showed the jury 8" X 10" photos of his joint with no teeth marks on it. (The jury had been warned that the trial would have very shocking testimony.)

Dipshit of the month: A police officer was attempting to arrest a guy for failing to return rental property. As he got ready to leave, the guy put a package of cigarette rolling papers in his pocket. The cop asked him what he was going to do with them. The guy said he was going to smoke dope. The cop asked him if he had any dope on him. The dipshit said he did and showed the policeman a small quantity of marijuana.

Any of you guys who have been to Bike Week in Daytona have a pretty good idea what kind of police they have there. Recently a cop had the bright idea of putting a sign on the road which read 'Narcotics Inspection Ahead.' Then far off in the distance he waited until a car abruptly made a U-turn. The cop hopped on his motor and went after him.

Ah, shit, there's always a do-gooder around wanting you to stop doing something because he doesn't want to do it any more. It seems there is a do-gooder

who now feels that he wants a smoke-free environment due to his respiratory illness, and he feels that not having a smoke-free environment in prison life constitutes cruel and unusual punishment. The suit is pending.

He was out for the evening with his ol' lady and friends, and they decided to go bowling. They were leading the other couple until the last frame, and all he had to do was hit the pins, as he needed to make only six more points--and what does he do? He rolls a damn gutter ball. His ol' lady got so pissed at him for losing the game that she shot his ass.

This sounds like something a lawyer would do. A group of 13 attorneys passed a company rule whereby women were no longer permitted to wear slacks to the office--they must wear dresses. And the 13 attorneys taped mirrors to the toes of their shoes so they could look under women's dresses while talking to them. Talk about cheap thrills.

The police officer was confronting a man with a rifle. When the guy brought the rifle up to take aim at the officer, the policeman shot him in the arm, knocking him down. While being taken to the jail the guy whips out a pint of booze, takes a swig, bites the top of the bottle off and chews it up. No one knows why he did it other than to show how tough he was.

His 300-lb. wife got horny one day and decided to sit on his lap while he watched TV. Her weight forced him down in the chair and they got stuck. It took her three hours to attract someone's attention, and in the meantime her flabby shoulder smothered him to death. So you guys with porkers for ol' ladies, take heed!

TAKING IT EASY

By Spider



STAFF

Publisher
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Editorial Director
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German Production Coordinator
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Photographers
Michael Lichter

Billy Tinney
Silvermoon

Pat Randle

William Matthews
Chuck Emery

Bike Feature Coordinator
Jim Shaffer

Contributors
Bette S. Garber

Peter L. Adamski
J.D. Chandler

Jay C. Dearing
J.D. Armstrong

E.L. Woody

Illustrators
David Mann

Judy Roberts
Alan Vaughn

Lithography
Billy Thornbury

Nick Teresi
John Sacha

Advertising Director
Luzette Hotinger

Advertising Coordinator
C.J. Shute

Advertising and Production
Sharon Ridge

Nick Longo
Sue Parkinson

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Music Production Manager
Kit Maira

Operations Director
Cathy Gibson

Sales Manager
Bevi Whitehouse

Paisano Publications
Box 3000

Agoura Hills, CA 91301



Thanks

□ The Washington, D.C. chapter of Vietnam Vets MC would like to thank all the people at your mag. Your articles and photos of our club events have made a difference in the public awareness of our presence, not only here but throughout the country.

Sandman
Mid-Atlantic
Regional President
Vietnam Vets MC
Washington, D.C. RM70

Thanks, Again

□ On behalf of the vets in Saratoga County and the membership of my chapter, I want to say thank you to all the brothers and friends who stopped by the booth and bought a pin or a bumper sticker or made a donation. I set up a table at the *Easyriders* Rodeo in Malta, New York (the AM-JAM) and the Duanesburg Rendezvous. The response I received was incredible.

My chapter is involved in the upkeep of a van that transports veterans every day to the VA Hospital in Albany, New York. We are also helping to pay for a temporary shelter for homeless vets in our area. We help out vets and their families at Christmas.

All the money raised at these biker events goes to the vets. Those of us who go to the rallies and sell the stuff do so on our own time. There are no salaries to pay, so any money you have spent has gone to a good cause. George O'Hagan, V.P. Chapter 66
Vietnam Veterans of America
Saratoga, N.Y.

An Update

□ I'd like to offer an update for snake bites ("The Sensible Cure For Snake Bites," July 1989 issue). The best treatment available for spider, insect, scorpion, or snake wounds is a stun gun. The bite or sting marks should be between the electrodes when the voltage is applied. The electricity neutralizes the

venom if the stun gun is applied promptly.

This may prove useful to travelers in the rural parts of Arizona, New Mexico, Texas, and Florida. There are 44 counties in Texas that have no doctors, hospitals, or clinics at all.

Joe Roberts
Angola, La.

Memories

□ In the August '89 issue ("In The Wind") you had a shot of some bikers from Krakow, Poland. Hey, this is my city! You mothers did me right. Memories upon memories just like acid-laced layer cake. Riding, women, and vodka. Ride free, my brothers, ride free.

Zbigniew Jastrzebski
(last name translates to Hawk in English)
Chicago, Ill.

A Real Find!

□ Ran across a little pack 'n' ship stop in Gatlinburg, Tennessee that was a life saver! It's run by two gals named Donna Lose and Pam Bogni, and for a very reasonable fee, they'll pack up all your goodies and ship them home so you don't have to make yer putt look like the Beverly Hillbillies' truck!

They want input on an idea they have for bikers. For all the hard-to-pack items you always seem to need to pack, but never can find the room for on your bike 'cause yer ol' lady has packed too much shit or your ol' man just takes up too much room, they are trying to get a package together (for a reasonable fee) whereby you mail all yer junk to them and give them the arrival date and time that you'll finally settle in. They will then deliver all your junk to your campsite. When yer ready to travel on or head back to your stomping grounds, then they'll repack it and mail it back to you.

If you or anyone you know might be heading toward the Smokey Mountains, ya might give them a buzz. They'd love

to hear from ya, and they are some really nice ladies. You can contact them at:

Gatlinburg Pack 'N' Ship
314 Parkway
Gatlinburg, TN 37738
(615) 436-3493

Tell 'em ya saw this letter in *Easyriders/V-Twin* and it will make their day!

Lonnie & LaKlonna Jolly
Houston, Tex.

Tech Tip

□ Anyone running a Screamin' Eagle carb on his/her scooter, listen up! Every 3,000 miles or so the piece-of-shit K & N air filter that comes with the Screamin' Eagle carb takes a dive. The rubber mount shears completely away from the back of the filter, and yes, mine is properly mounted with the supplied support bracket.

I don't know what to do about the problem, but I do know of a temporary replacement if you can't get your hands on a new K & N filter or find a Harley dealer. Just sputter to the nearest Jap crap parts shop (your scooter will be running like shit) and buy the smallest "Flex Filter" (foam) that will fit over your carb's air intake, making sure to use the spring that comes with it. The damn thing looks strange but whatdafuck! It works great and will get you by until you can locate another K & N filter.

Anyone knowing of a remedy for my filter woes, please let it be known.

Mike Studley
Alpine, Calif.

Needs Info

□ I'm putting my panhead back together, and one of the finishing touches would be stainless steel button socket-heads. I've tried everywhere in England—same reply, "Sorry mate, not enough demand." So I was wondering if anyone could give me the name of a supplier in the U.S., preferably with a catalog, so I can finish my project.

I'll be coming to Sturgis next year with my wife and the pan and will be spending a

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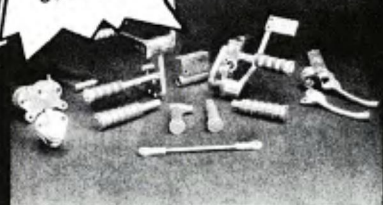
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month over there. After Sturgis I plan to ride around and would like some info on interesting places to visit (including bars) in South Dakota and surrounding states.

P.M. Rodd
38A Addington Road
W. Croydon
Surrey
CRO 3LU
England

Clean & Sober

□ A pat on the back to the Clean & Sober MC and to Wino Joe for a great article! I'd like my ol' man to get in this club or start a chapter near here and need a contact number. Would appreciate hearing from someone.

Redbird
Box 1536
Gadsden, AL 35902

□ I'm writing in response to your request for sober bike club addresses. Last Chance MC has been in existence for two years and has chapters in Fair Lawn, N.J., Greenwood Lake, N.Y., and E. Stroudsburg, Pa. Here is the address of the main chapter:

Last Chance MC
P.O. Box 692
Fair Lawn, NJ 07410
Charge
Englewood, N.J.

Any Deadheads?

□ Hey, are there any Deadheads out there who have Dead bootlegs and are willing to tape them for me? My collection was stolen, and I really want to start another one.

I'm looking for any show, past or present, good recordings. I'll send you the tapes and pay for the postage. All I need is a name and an address.

Vinny Tiernan
Echo 2/2 3rd Plt.
2nd Mar. Div.
Camp Lejeune, NC 28542

A Real Cowboy

□ This is in response to Ed who wrote about bikers, truckers, and cowboys in the August '89 issue. I want to set

the record straight 'cause I'm tired of hearing this shit about bikers and truckers being the "real American cowboys."

You're dead wrong, man. The cowboy is still out there. He's on his bronc when the sun comes up and he's working cattle. He shoes horses, breaks colts, works and doctors cattle, brands in the spring, and ships in the fall. How the hell would I know? I'm a cowboy. I've worked ranches all over Arizona. We're still here, we just don't make a lot of noise. I'm not talking about weekend ropers or feedlot workers. I'm talking cowboys! We work ranch to ranch, stay when it feels right, and move on when it doesn't. I have as much pride in my handmade saddle, boots, bits, and spurs as you do in your scoots. And I know because I own and ride a '71 shovel that I built—it's my pride and joy.

Ever tried pulling up to a ranch looking for a cowboy job with a Harley in the back of the truck with the rest of your gear? It ain't easy. I've had shit from both sides, but I don't give a shit.

The point is, you ain't no cowboy, not even close. And neither are those truck drivers. Cowboys are alive and well and still punchin' cows. To me, bikers and cowboys have a lot in common—too bad they don't get along better. I respect everyone's right to live as they choose as long as they respect mine.

Randy Rutledge
North of Flagstaff, Ariz.

Where Were You?

□ All right, you semi-competent halfwits, get yer scabby tit-squeezers outta that raisin pie! You ain't done nothin' to deserve it!

What the hell happened to the coverage of the Run To The Wall and Rolling Thunder II? The half-assed TV news had more on it than you. If you wanna keep your rag the #1 biker fishwrap, you're gonna have to do better than that.

If someone had not been there and only read your

story, he would have thought it was no more than a scattered handful of 'Nam Vet MC members holding a candle-light meeting and a small, if dedicated, ride. You short-changed them and the rest of us, vet and non-vet alike, because we were all there—22,000 scooters someone said. Where the hell were you?

Oh, well, whatdafuck. At least you let everyone know about the Vietnam Veterans MC and their dedication to the POW/MIA cause. So cut yer-self a slice anyway—a small one, mind ya. And the next time Thunder rolls, you owe us one.

Filthy Phil
Oxford, N.C.

■ Wrong issue Phil—the Run To The Wall flicks are in October.

Wants Photos

□ We are a small group of men, vets (combat and otherwise) who have been locked down for some time. We would be forever grateful to anyone who would be kind enough to send us a picture or two of either the Run To The Wall or the Rolling Thunder Rally. The parties, the brotherhood, but mostly of the Wall. I'm not askin' for a whole roll or a stack and definitely not the only ones you have. Have some duplicates made up!

To those who respond to this, you have the thanks of some real solid bros and to the rest of ya, see ya in the wind 'cause a lot of us are bikers too!

Tony McCaffrey
Vice Chairman/A.V.I.P.
1 Administration Rd.
Bridgewater, MA 02324

Needs Help

□ I recently purchased a 1942 45 flathead (solo H-D) suicide clutch and jockey shift included. I'm interested in any info on getting ahold of parts and manuals. If you can help me, please write.

Thomas "Barney" Barnes
78A2 Lakeview Circle
Wahiawa, HI 96786

Allman Brothers

□ With the reunion of the Allman Brothers Band and the response I got from a previous letter in "Wordmonger," I'd like to pass along an address for a quarterly newsletter about the band. It's *Les Brers*, 742 S. Oak Park Ave., Oak Park IL 60304. *Les Brers* is cajun for The Brothers.

This is not a fan club. It's more or less the equivalent of a Deadhead. The same people who put out the newsletter are in the process of putting together the ABB Archives.

The newsletter is \$10 a year and worth every penny! They feature articles about the band and its members, past, present, and future! For the memory of the one and only "Skydog!"

Mr. Breeze
Garden City, Ga.

Likes Centerspread

□ Just got the August issue. Dave Mann's pirate centerspread is one of the best I've ever seen! It would make one righteous poster, and I sincerely hope you'll make it into one.

Terry the Tramp
Bellingham, Wash.

□ Re Dave Mann's pirate centerspread, a few of us sea salts got into quite a scuffle—over the words "Illigiti Non Carborundum." Does it mean rats jump ship first? Every man for himself? Don't piss into the leeward side? Sailors get blown offshore? Sailors have more fun? I say (being a deck ape of long ago) that it means "Don't let 'em get to ya or get ya down."

So tell me, matey, do I get my ration of grog or do I walk the plank?

Sea Dog
Clinton, Mass.

■ You're right. It means "Don't let the bastards wear you down."

Flag Burning

□ There is a big loophole in the Supreme Court's recent decision that burning the American flag is constitutionally protected free speech.

Free speech does not include speech intended to provoke violence. If the flag burners want to say it's free speech, there is an easy answer. The next time you see someone burning Old Glory, immediately beat the shit out of him/her. Then you can prove that this so-called "speech" was intended to

provoke violence and it won't be protected by the Constitution.

Dave Denholm
Dunn Loring, Va.

Looking For Shops

□ Need some help in locating a reputable bike shop for assembling my machine. I need some framework, engine work, etc. I have no time or place to do the work myself. Anyone out there near the Allentown, Pennsylvania area drop a line and we'll talk. I need to ride again so I can regain some sanity.

Richard D. Hess
611 N. New St.
Allentown, PA 18102

Another

□ I'm trying to locate a shop in the lower east part of Michigan or Orlando, Florida area that does engine case repair. Anyone who has had repair work done and was pleased with the results, please drop me a note with the shop's address and phone number. I'm outta the wind until they're fixed.

Red
1433 S. Elkton Rd.
Elkton, MI 48731

Lost Camera

□ While at the Bike Fest in Hanford this year I lost my camera. It happened on Saturday, June 17—right after the games and before the wet T-shirt contest. It was a Vivitar PS120.

It would be nice to have it back, but I'll settle for the film or negatives.

Ernie Howard
400 Stirrup Ave.
Bakersfield, CA 93307

Wants Video Sub

□ I'm looking forward to *Easyriders* Video Vol. II. Why don't you guys make it a regular thing and start a subscription for the videos? All the bros over here would buy them.

Dan George
APO N.Y.

■ You missed the charter subscription offer, and now we're even renting them—see page 18.

A Response

□ This is in response to "Someone's 'Once' Best Friend" in the August '89

issue. I'd tell this woman to either set him straight or demand equal time on the scooter! If she can ride, then she deserves it. Some of you "bros" out there should take a long look at what you have and decide if you'd rather have her or one of your "bros" to snuggle up to at night. "Sisters" should be able to ride amongst themselves and have a place to meet too!

If this jerk can't come to some compromise, then you are a fool for staying. Take this time to do some soul-searching. Don't be there when he comes in from one of his "bro's" parties. Let him feel what it's like to be alone all night.

I know you ladies love your scooter tramps, but is it worth the good feeling when he's there compared to all the loneliness? There are few men who will admit they depend on us always being there when he returns. But a few are proud of their "ol' ladies" and of being best friends. Find one!

Susie
Greenwood, Ind.

Toy Run Pins

□ Need address and phone number of dealers selling Santa Claus motorcycle Toy Run pins—need info before October.

Angelo Bruno
4310 No. 9 St.
Carter Lake, IA 51510
(712) 347-5307

Helmet Laws Again

□ With all this talk about helmet laws and everyone saying we have to do something such as writing your senators, etc., I did just that. Here's a copy of my letter that you may print in "Wordmonger" or wherever. I figure a lot of people would write a letter but don't really know how to word it. Maybe this will give them ideas.

Dear Senator _____:

I do not support a mandatory helmet law and won't support a senator who does. As an experienced motorcycle rider of 30 years, I think that whether I wear a helmet or not should be a matter of choice — FREEDOM OF CHOICE!

This type of bill will never end. The next step is to require everyone, including senators and their wives, to wear helmets while driving their

cars. I've already heard a senator from California discuss this as a real issue. Are you prepared for that?

R.A. Lambert
Grand Canyon, Ariz.

Aussie Wants Ride

□ I'm an Aussie chick who wants a lift to the Grand Nationals in Ventura, California on October 20, 21, and 22. I'll pay half the expenses but with no strings attached (if you know what I mean). I'm just looking for some cool male or female rider who would like to show an Aussie what an *Easyriders* Rodeo is all about.

I'll be staying in the San Francisco, Los Angeles area but will travel. I'm 21 years old and have a good sense of humor.

Nicola Lee
Box 649
Kingaroy, 4610
Queensland, Australia

Looking For Sprint

□ The last run I took with my ol' lady I decided she needed her own scooter. Wanted to start her on a 350 and was hoping someone out there had an old Sprint sitting out back collecting dirt but pretty much all there. Real interested. Will pay cash.

Fred C. Dobbs
5715 Lemon Ave.
Long Beach, CA 90805

A Thought

□ I was reading this here really neat mandatory motorcycle helmet law article and stuff, you know? And an angle of this whole thing came to mind that I don't know if anyone has considered before, but if you like, here it is. It's yours free, and you can give it to anyone else who wants it.

Has anyone ever done a count in California to figure out what percentage of motorcycle riders are already wearing helmets? I mean if it's already 99%, a person's gotta ask himself, "What are these assholes really after?" And the only thing I can think of is that they're specifically after the greasy Harley rider. And if these are the only guys they're after to get helmets on their heads, the next thing you gotta ask yourself is, "why?", since most lawmakers would just as soon see the tar-laden Harley-type bent around trees.

I suspect the whole reason for all this helmet crap isn't to save lives or sell helmet—it's

to eradicate an image.

It could be I'm not the first one to come up with this notion, but it is the first time I've come up with it.

J.J. Solari
Burbank, Calif.

Rent Harleys?

□ Two British riders want to visit Tennessee in the summer of 1990—visiting the Jack Daniel's distillery and surrounding areas. Can we rent Harleys anywhere for the time we're there? Any ideas or info would be appreciated.

Lewis Ham
72 Clarendon Way
Orpington, Kent
BR5 2PF England

Wants Name In Print

□ My ol' man and I waited for months to see the Stafford Springs Rodeo featured in your rag and lo and behold! When it finally came out, you gave it shit coverage.

Having won third place in the potato haystack event at Stafford Springs, I wanted to see my name in print, and even more important, my ol' man wanted to see his.

Please rectify this gross injustice and print the winners of this rodeo as you did for all the others.

Roberta Aihen
Shirley, N.Y.

■ See Easyriders May 1989.

Jody Writes and Rides

□ Just finished Jody Via's "The Recovery" and I gotta say it's sure good to read something by a biker who can write, opposed to a story by a writer who (maybe) rides. The difference is painfully obvious when you read the latter. I've read all your issues for a little over 15 years and Jody has been the most consistently enjoyable, believable, and readable author. (Solari is tops in his own unique league.) Thanks, J.V., for all the good stuff.

Here's to hot sun and cold beer.

Fred Quigley
Watertown, Conn.

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. ■

*"He met the twins
on an orange night in
Oaxaca, bought them
Monte Alban Mezcal,
and ate the worm from
both their glasses.
Then the air got chilly and
they got crazy.
He says the evening
left a mark on him.
He won't say
where."*

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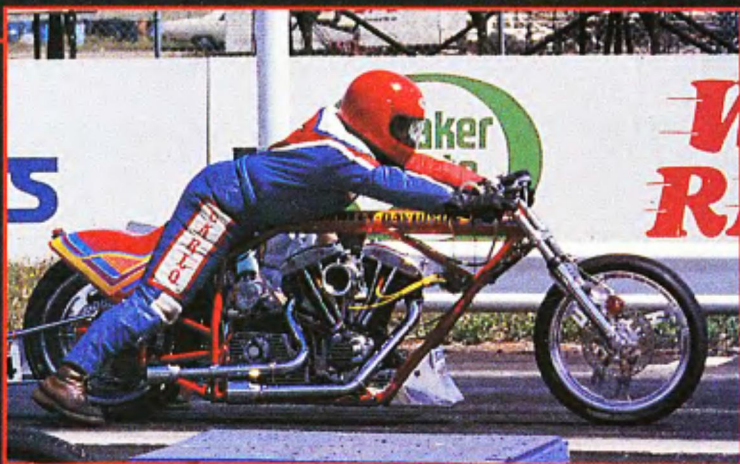
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Now that's what I'm talkin' about. And it couldn't happen to a nicer, veteran rider. Ya know, I gotta tell this tale in a way that gives you the same chills-up-the-spine it gave me. I'm a firm believer that if you're doin' what ya love best, you'll excel at it. Like for me—I lived and breathed motorcycles, so much so that I landed this slave-labor occupation so I could



PHOTOS BY SILVERMOON

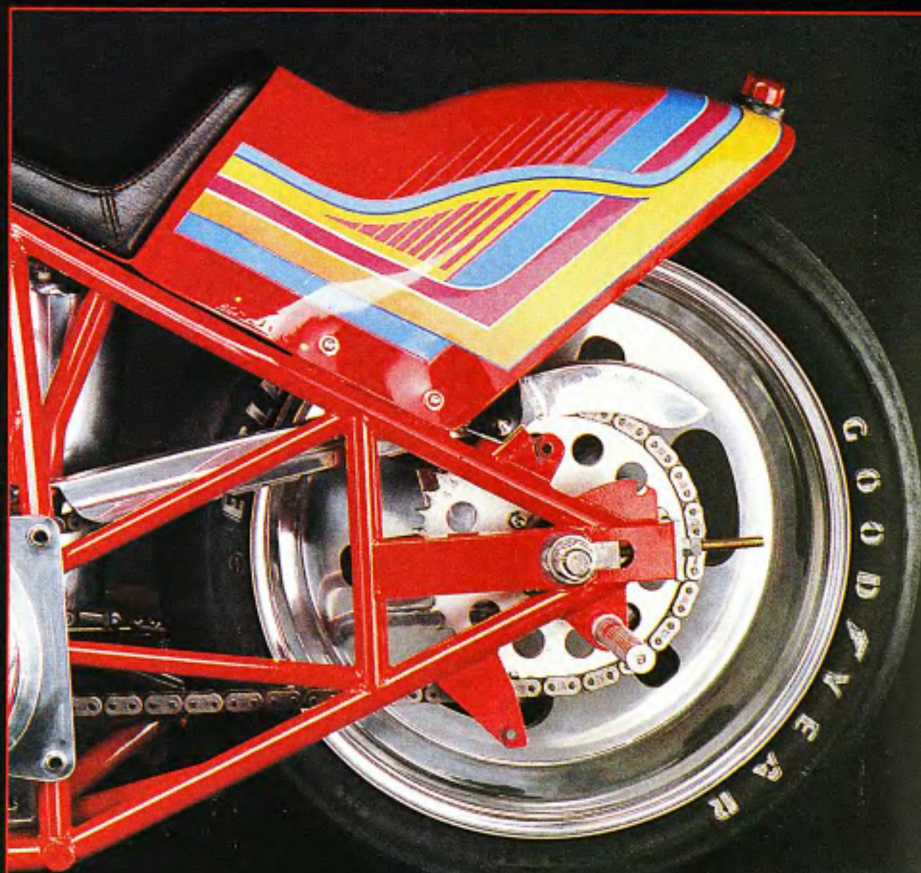




make my living in the same lifestyle I lived—a fuckin' dream come true. Well, the same magic potion came the way of Carlo and Emma.

Carlo began tinkerin' with two wheels at the age of 14, and by 15 he was hangin' out with Orvil Lewis, an ol' biker who wrenched on foreign makes in the mornin' and H-Ds at night. He let this pint-sized enthusiast have his first ride on a Big Twin, and that was the end of the debate. Carlo had his first basket case, a 1936 knucklehead, before his 16th birthday.

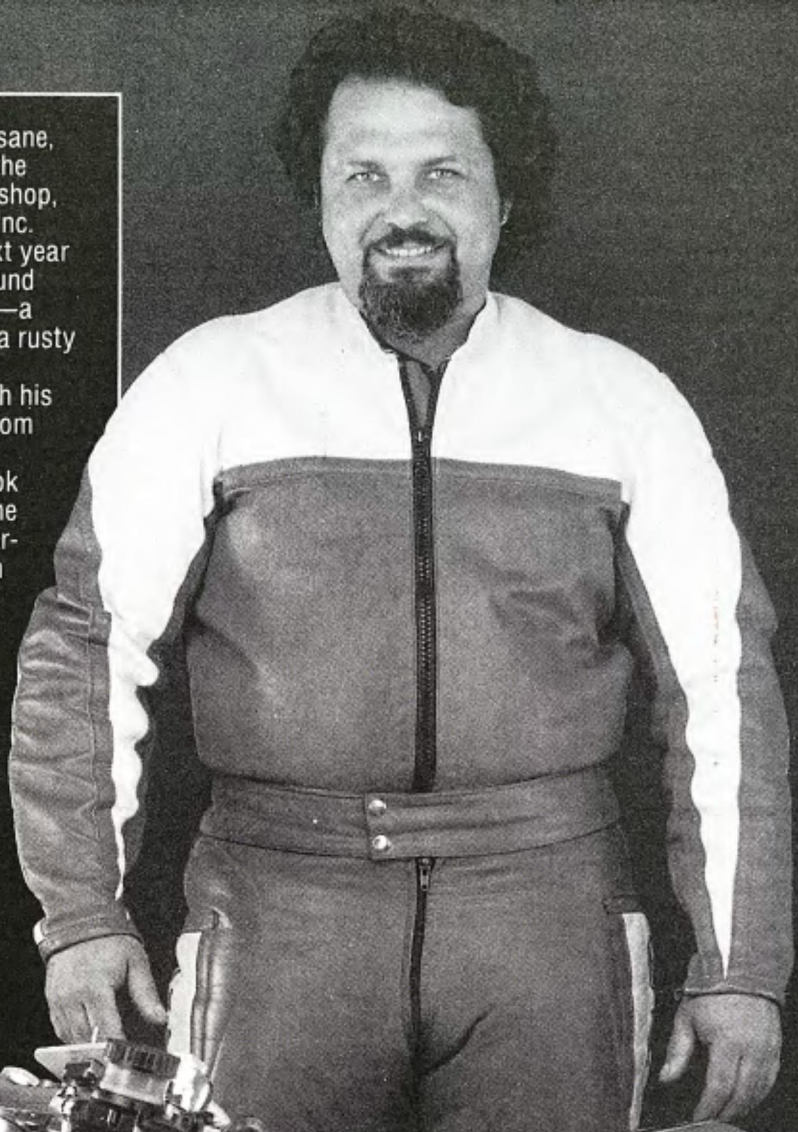
And like all us half-crazed puttin' fools, he built his bike, lived on next to nothin', rode like a madman on Northern California highways at night, and tried to make a few bucks for parts and beer during the day. But motorcycling and H-Ds had a deeper meaning to Carlo than just



guzzlin' and grazin', acting insane, and blowin' away citizens in the twilight. In 1982, he started a shop, Carlo's Custom Motorcycles, Inc. in Concord, Calif., and the next year he quit drinking. Seems he found something of a higher octane—a brother had turned him on to a rusty basket case of a drag bike.

At his first race, Carlo—with his wife, Emma, and a pit crew: Tom Miguel, Crutch, Conrad Abranhanston and Frosty—took seven out of seven jams for the win light at the end of the quarter mile. And so his reputation grew, along with his relationship with Emma and his expertise with strokers and that straight asphalt streak. In 1988 he was undefeated through the first five meets—took the National Pro-Dragster #1 plate.

Drag racing ain't cheap. Even with tremendous assistance from Rivera Engineering, they couldn't complete the circuit without the assistance of Emma's folks (Irma and Bill Harkey); who tow



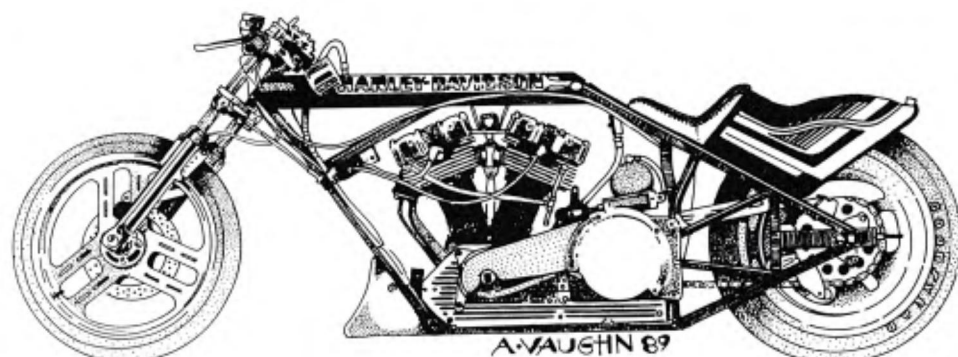
the scooter behind their mobile home from one meet to the next).

For seven years he built badass engines, custom bikes, and quarter-mile lizards, and he did it successfully until another opportunity arose about a year ago.

Three years ago, the owner of Auburn, California Harley-Davidson died. Jack Stadel left his dealership to his wife, Joan Stadel, who wasn't prepared to continue the tradition. Emma got wind of her desire to sell last year and began to pursue the possibility of a dream. She had no idea if they were even close to having the financial or professional wherewithal to handle the task, but she was going to crank every ounce of power she had into investigating the likelihood. It took them nine months, several trips to the factory, some creative financing, the assistance of Dave Hall (their mechanic at Carlo's Customs, now general manager of the dealership), selling the custom shop (it's still going strong), and hocking everything they owned to get the sign above the door changed to C&E Auburn Harley-Davidson. But his drag racing and engine ability hasn't waned. This here scooter is this year's #1 National Pro-Dragster champ, and it's no wonder riders from all over the world send him their worn out mills for a re-charge.

The shop has only been open a handful of months, and they've already sold 40 scooters and are anxiously awaiting the new models. And on October 15, Carlo, Emma and their crew are co-sponsoring their first California Fun Drags at the Sacramento Dragstrip. All the big boys are coming out for it. For more information call Emma at C&E Auburn Harley-Davidson, (916) 885-0435. —Ball

Owner: Carlo Lujan		City: Concord, California	
General		Frame	
Fabrication by: Carlo & Bob Munroe		Year: 1985	
Year and make: 1987 gas dragster		Builder: Bonnie Truett	
Model: pro dragster		Type: dragster	
Value: \$25,000/for sale		Rake: a little	
Assembly by: Carlo and Conrad		Stretch: kind of	
Time: six months		Other alterations: Carlo/Bob Munroe	
Chroming by: Walker's Custom Chrome		Accessories	
Engine		Bars: clip ons	
Year: 1986		Risers: none	
Model: shovelhead		Fender(s): Bob Munroe	
Rebuilder: Carlo		Headlight: none	
Ignition: Dyna/Rivera Eng.		Taillight: small	
Displacement: 108 cubic inches		Speedo: why?	
Lower end: Carlo		Front pegs: none	
Balancing: Carlo		Rear pegs: Indian and Chicago Joe	
Pistons: Carlo		Electrics: Conrad Abranhanson'	
Cases: House of Horsepower		Gas tank: in frame	
Heads: Dave Mackie/Rivera Eng.		Oil tank: Bonnie Truett	
Cam: Sifton/Outlaw		Oil system: Carlo	
Lifters: solid		Primary cover: Bob Munroe	
Carb(s): S&S D		Seat: Pete Contreares	
Air cleaner: stack		Sissybar: not packing	
Pipes: Bob Munroe		Height: none	
Muffler(s): none		Material: none	
Transmission		Forks	
Modifications: Carlo/close ratio		Type: Marzocchi/Motorcycle Research	
Year: 1973		Extension: 3-under	
Shifting: air		Builder: Marzocchi	
Engine sprocket: 23-tooth		Special features: shortened	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 45-tooth		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: none		Hub: Chicane	Hub: Perf. Mach.
Painter: Frank Mills		Rim width: 2.5	Rim width: 5.5
Color: Russo Red, 1987 Ferrari		Tire: Road Race	Tire: Drag Goodyear
Type: lacquer		Brake: small	Brake: large
Special paint: Frank Mills			
Other special modifications: Thanks to Rivera Eng., House of Horsepower, Sifton, Cafe Co., Kendall Oil and crew, Conrad Abranhanson and wife Emma and parents, and Mike Gharity, Michele, and Davie Hall.			



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.

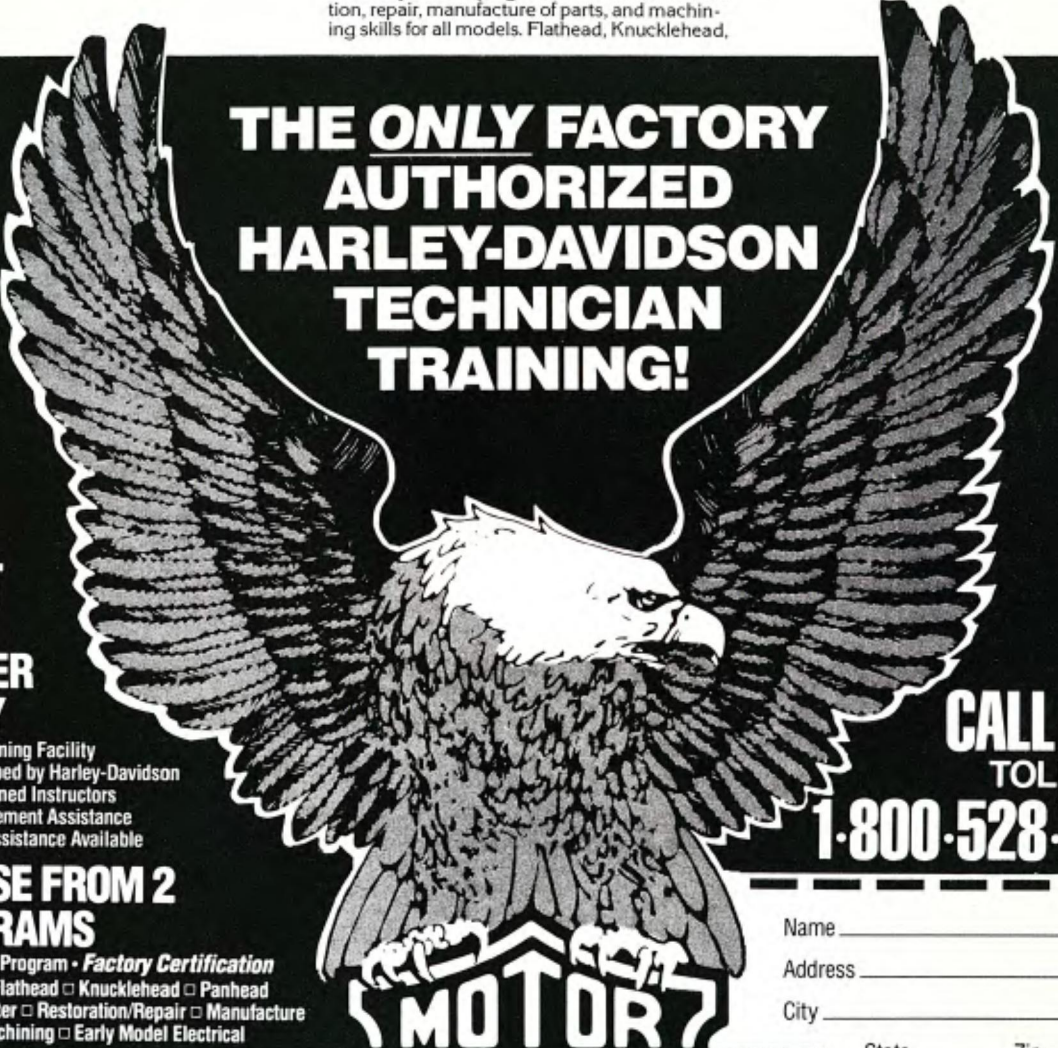
The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

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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Steve Fitzgerald
Bartels HD

"Having had experience before attending MMI, I was just a mechanic, but now I am a professional technician."

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Motorcycle Mechanics Institute



CUT~UPS PART II

"And The Winners Are. . ."

Anything to get women to flaunt their curvatures on our pages. There are times when scant clothing can be even more inviting than no threads at all, so in our May issue we kicked off our Cut-Up contest.

This gave your ol' lady the latitude to tear and shred at her favorite **Easyriders** T-shirt—maybe even get a 100 buck gift certificate (toward **Easyriders** products) fer the effort. And for you voyeuristic types, it gave you the opportunity to watch this artistic process in fluid motion; the slittin' and slicin' that makes her flesh so inticin'.

Well, the sizzlin' days of summer brought us so many tantalizing, teasin' entries, that Snake made 'em top priority on his desk—for weeks. When deadline forced him to relinquish the photos and make a decision, he picked the five sexy scissor sculptresses you see here, including our winner: Patti Breen of Tarzana, California.

I know mutha nature's beginnin' to revolve the ol' globe in a chilly direction, but these should help ya ponder some winter indoor sports or nocturnal arts and crafts.

—Renegade

1. Patti Breen,
Tarzana, Calif.
2. Deania Brown,
Roy, Utah
3. Alyce Kegolis,
Shenandoah, Pa.
4. Carrie Lucas,
Hood River, Ore.
5. Cindy Deich,
Elizabeth, Ind.



VIDEO \$3 RENTAL!

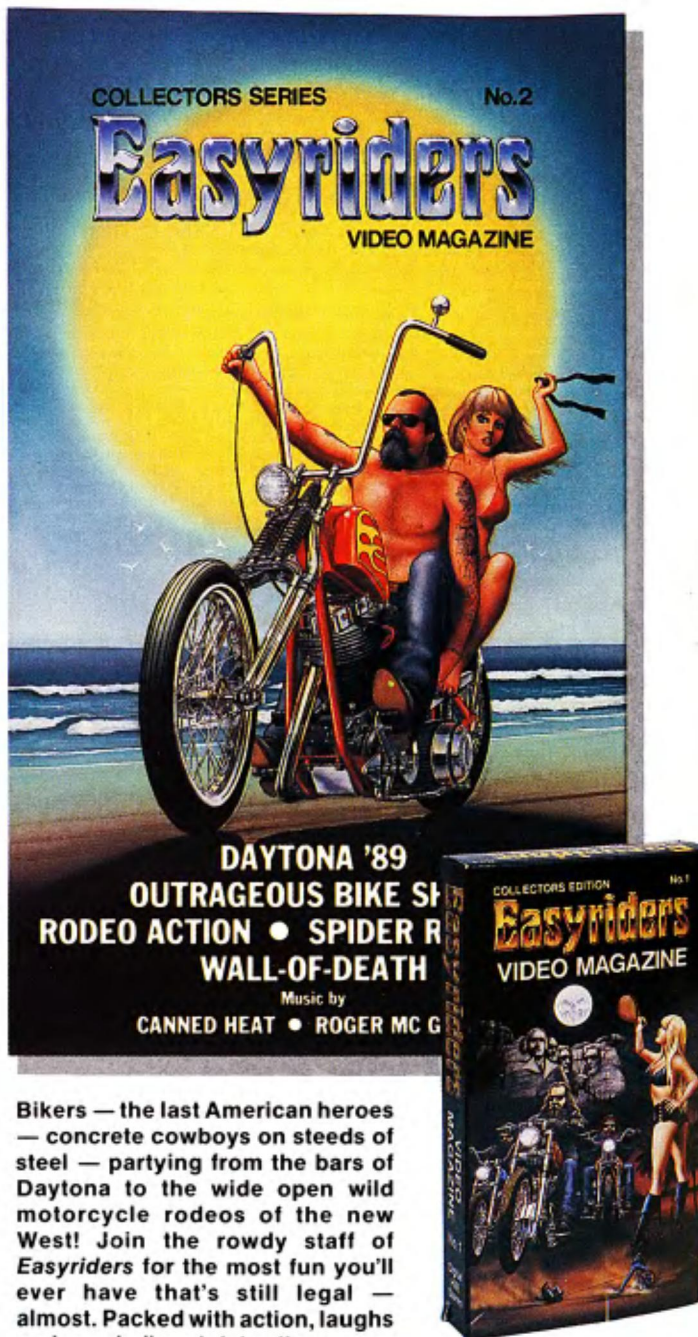
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READER'S RIDE



Al Stevens, Southampton, England 1942-52 Harley-Davidson/BSA

Rosie, the bike, went through a varied metamorphosis to reach the stage you see here. It developed from a BSA A10 into a 45 fatbob. First she was a copy of a dresser style, so realistic people asked why he put a Beeza engine in his Harley. The simple reason was that he wanted a Harley, couldn't afford one, so simply turned his BSA into a replica.

After a front end write-off, Al, a sheet metal worker, rebuilt her as a skinny forked lowrider; then along came the engine, so he changed her into a 45 fatbob; then along came a hit-and-run van, which left her crumpled in the gutter.

Unfettered, Al rebuilt her, much as she is now, with wide-glides and love. (We tracked down the driver.)

Many parts are hand made, despite comments like, "Why bother? Use this." But Al's a perfectionist, and single minded. His philosophy is, simply, "If it can be made, I'll make one."

We've ridden together since the early '70s, and whilst I've changed bikes, Al's changed **bike**. As you can see, he's a skilled builder. But what can't be seen on paper, is that he's the best friend you could ever want. Here's to you, mate.

—Tony

Year: 1942-52

Model: H-D/BSA

Engine: 1942 flathead 45 with Linkert carb rebuilt by owner.

Forks: Jap glide (handy and cheap at the time)

Top End: Stock lifters and cams with exhaust pipes by owner

Wheels: 21 front with tire and a brake (?) Rear 16 with BSA hub and Avon tire.

Lower End: Mostly stock, rebuilt with H-D parts.

Frame: 1952 BSA with plunger Softail, stretched 6 inches and lowered 3.

Transmission: 1952 BSA with 27, 19 and 38 tooth sprockets.

Finish: Bahama blue, painted with Berger paint by Chris Smith.

Accessories: 5 gallon fatbobs, Sunbeam rear fender and Super Glide bars.

Credits: Owner rebuilt engine and special painted. He also built the oil tank, the primary cover and the air cleaner.



Photos by Tony Long

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California Helmet Law Bill Vetoed

On Friday July 21, 1989, California Governor George Deukmejian once again stood up for personal freedom and vetoed AB-8 by Assemblyman Dick Floyd, which would have mandated helmet use for all motorcyclists in California.

In his veto message the Governor noted that, "Except for a four-year sunset clause, this bill is the same as AB-36 (also by Floyd) which was vetoed last year. AB-8 makes no attempt to address the concerns stated in last year's (veto) message that the bill mandates all motorcycle riders to wear helmets under all conditions on all roads."

The Governor went on to state that he would sign a bill, "requiring all riders under 21 years of age



Gov. George Deukmejian

to wear helmets and for all riders to participate in training programs to enhance vehicle licensing and testing standards."

A bill currently in the California legislative process, AB-55 by Assemblywoman Bev Hansen, contains some of these provisions and the Governor has stated that he will sign this bill should it reach his desk.

Assemblyman Floyd has stated that he will not attempt a veto override (he doesn't have the votes), and that he doesn't plan to introduce another helmet bill.

California riders can breathe easy for now, but all riders must now prepare for an even bigger battle at the federal level. S1007 by Senator Chaffee and Senator

Wilson is a bill that will, if passed, coerce the states into mandating helmets for motorcyclists and seatbelts for auto drivers and passengers. The PACMAN Western Union Legislative Hot Line enables riders and others concerned to send messages with impact to the right place, at the right time. Call (800) 257-4900 and ask for Hot Line #9490. The messages and/or targets of the messages will be changed periodically, so make sure that you call frequently.

For complete information on motorcycle-related legislation, call the PACMAN News Line: (408) 268-7351 or write: PACMAN, P.O. Box 212, New Almaden, CA 95120.

— By PACMAN

DOT Helmet Testing Suspended

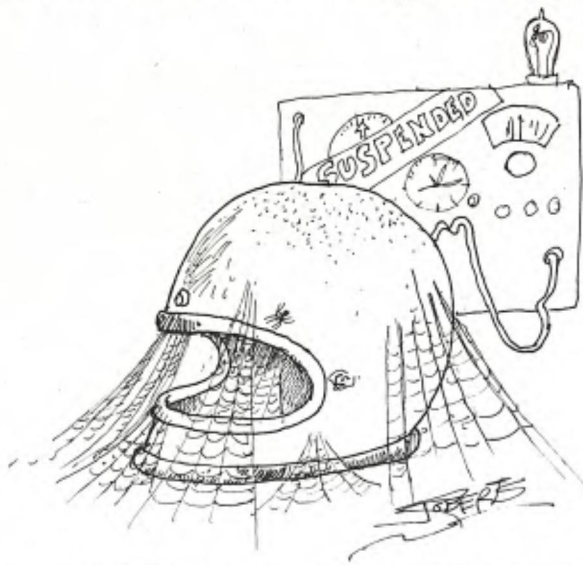
The Department of Transportation, whose DOT approval has been required on all adult-sized motorcycle helmets sold in the United States since 1980, has not conducted helmet testing for more than two years.

According to Jim Gilkey of the DOT Enforcement Dept., not a single helmet has been tested since 1987 due to budget cuts, neither as provided by helmet manufacturers for approval, nor off-the-shelf testing for quality control. Testing prior to that was "off-and-on."

In addition to the above, Bikers Against Manslaughter (BAM) National Director Bill Bish pointed out another consideration to the California Senate Committee:

Virtually every state requires helmets to be DOT approved and to bear a DOT sticker verifying that the helmet meets or exceeds

Federal Standard FMVSS218. However, that standard was developed in 1974 and has not been modified or improved upon since.



This is important to note since both the other two primary American standards, American National Standards Institute (ANSI Z90.1,

which is about 20% more stringent than DOT) and the Snell Memorial Foundation (the most stringent), are stricter and reflect more current research findings.

For example, the DOT standard (which is the least stringent) allows up to 400 Gs of impact force—400 times the force of gravity—to reach the wearer's head. ANSI and Snell allow only 300 and 285 Gs respectively, and, according to Snell Memorial Foundation's President Dr. Clinton Chester, "All the data suggests that you don't want to go to 300. That may well be the threshold of both concussion and serious injury. The 1980 Snell standard was 300 (before being updated in 1985 to 285 Gs), the DOT is 400, most of the international standards are 300...., that number will come down for future standards."

Continued on page 26

Common Sense Anti-Helmet Demonstrations

No Statistics, Please

By Bill Ley, Biker and
Motorcycle Injury Lawyer

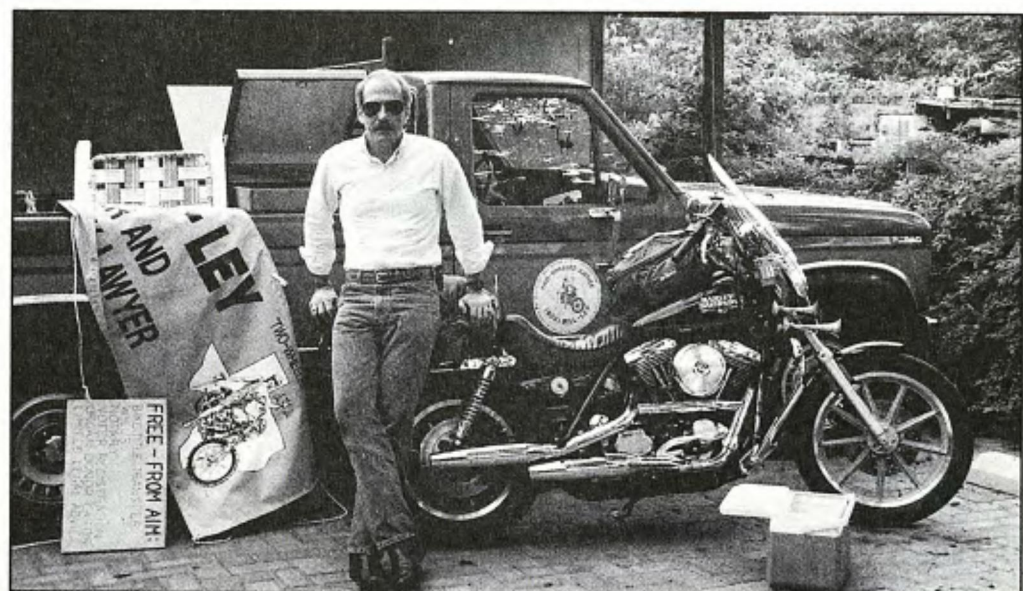
Having just come through the bitter and unsuccessful battle for freedom of choice in Texas, I have done my share of quarter-backing. For others who may gain, here's what I think we should have done more, and less, of to increase our chances of success.

First, as Dr. Goldstein says, statisticians are either liars, or damn liars. Second, lawmakers, not being entirely stupid, are not much impressed with statistics, even social burden stats. Unless you have a few, (a very few) really impressive numbers, you'd best leave your statistics in your briefcase. I found those who had not already closed their minds on the issue were most impressed by homely demonstrations of simple truths that all motorcyclists know, but most non-riders don't.

1. Some styles of helmets really do limit peripheral vision. Take a full face helmet with you. An old-style Bell is perfect. Show the legislator that when you put it on and look to your left you can see the left side of the helmet. Now, since you can see the side of the helmet, and since you don't have X-ray vision, you obviously can't see what's on the other side of the helmet. It's simple, and simple arguments get through.

2. Helmets do impair hearing, and it's not sirens and car horns. It's the little life saving sounds that get cut out. Sounds like the changing pitch of a car's "tire swish" on the asphalt as the car gets closer or falls back. We all hear and react to these sounds on an unconscious level, automatically and without thinking, most often without even knowing we are doing it. Take along a pair of shooter's ear protectors (most legislators won't put on a helmet) and ask him to try them on. If he does, while he's got them on, ask (in a low voice) if he would like to wear them to drive home tonight. He'll get the message even if he doesn't hear your words. Again, simple is effective. And no statistics are involved.

3. Helmets really do interfere with coordination. And you need all your coordination to get home in one piece. I picked up this idea from Dr. Randal McKinsey at last year's NCOM convention, and it's a good one. You need a new, clean



Bill Ley is Aid to Injured Motorcyclists' attorney for Texas and represents injured riders state-wide from his office in the state capitol. He has ridden for more than 20 years (currently rides an '88 FXRS), is a member of ABATE of Texas, The Texas Motorcycle Roadriders Association, and AMA, and is a frequent speaker on motorcycle rights issues.

helmet. Since the legislator won't put it on (I think they're afraid it'll mess up their hair), you have to ask him to call in an aide. Once the aide has it on, ask him if he's a golfer, bowler, tennis player, and keep going 'til you get his sport. Say it's golf. Ask him to participate in a controlled experiment: He's to play nine holes with the helmet off, and then play the same nine holes with it on, and compare his scores. Or, for a quickie, ask the legislator to have his secretary type the same letter with and without the helmet, and compare errors. You won't have to go beyond the request. Again, simple—and therefore effective, especially when you combine the loss of hearing with the loss of peripheral vision in your verbal description of the truck entering the expressway on your right ear and coming into your lane before you even know he's there. This has happened to you, right? Each bit of sensory loss is cumulative.

4. Helmets do cause neck fatigue and injuries, not just some, but a lot! When the aide takes the bucket off, ask him to hold it out at arm's length. (Don't ask the legislator to do this. The last thing you want to do is make him look foolish!) After the aide's got his arm stuck out, start bending the legislator's ear about cumulative sensory loss, or personal freedom, etc. The aide will start to squirm after 60 seconds. When he starts

to lower his arm, interrupt yourself and remind him to keep his elbow straight. A he-man can hold a five-pound helmet straight out for about four minutes. When the aide gives up, point out that 55-mph wind drag has much the same effect as gravity; and a sudden impact, especially from the rear, is much worse.

If you must spew out your ration of statistics, or if the legislator seems to have swallowed an unhealthy dose of the proponents' toxin, here's some numbers you can quote; and to the best of my knowledge they are the *only* statistics relating dollars of medical cost directly to head injuries in helmeted and unhelmeted riders.

Lots of government money has been spent trying to relate overall patient cost to helmet vs. no-helmet (the infamous Harbourview Study for example), but no one else has focused on the difference in the cost of head injuries for helmeted and unhelmeted riders. This is partly because the medical bills aren't segregated according to parts of the body. The emergency room bill, for example, isn't itemized as to arms, legs, and head injuries. It's just broken down into radiology, pharmacy, doctor fees, supplies, etc. But after handling more than 200 motorcycle cases for AIM, my office went back over just two years of these files and found 79 cases where neck and head injuries could be

distinguished from other injuries, and for which actual dollar amounts could be accurately established. We compiled some very surprising stats:

1. Average cost of head injuries for unhelmeted riders: \$1,269.99.

2. Average cost of head injuries for helmeted riders: \$3,792.15!

What's happening here is that we have a large number (67) of riders not wearing helmets, and suffering minor head injuries. And we have a small number (12) of riders wearing helmets, not having any minor injuries, but having the same number of brain damage injuries as unhelmeted riders. In other words, helmets almost eliminate the cut-and-bruise type of minor injury, but when it comes to the biggies, the helmet doesn't matter.

3. For the 12 helmeted riders there were four neck injuries (33 1/3%), averaging \$1,566.99.

4. For the 67 unhelmeted riders there were *no* neck injuries at all!

By the time this sees print, NCOM will be in court trying to have the Texas bill thrown out. If we succeed, we know the fight will not be over. We will face a new bill in the next session of the legislature, and every session thereafter for the foreseeable future. Maybe we will have learned from last session's mistakes. Maybe others can, too.

Motorcycle Legislation

National Guard Style

Requirements and laws for motorcyclists vary from state to state, in some they are better, in others worse. But there are other entities putting down laws in this country, and they are independent from the local or the national level. They are the military.

So imagine, if you will, that you're on the grounds of a National Guard installation, on your motorcycle. Here's what you'd have to watch out for, whether you're a member of the Guard or a civilian employee:

1. You'd have to go through a Department of Defense/National Safety Council Operator's Safety Course, which consists of six hours of classroom instruction and two hours of demonstrated proficiency.

2. You'd have to wear a helmet at all times—DOT/Snell 85 approved, with chin straps strapped.

3. Full-fingered leather gloves are in order. Cutoff gloves and cloth gloves are not authorized.

4. A reflectorized, high-visibility vest must be worn.

5. Don't forget eye guards. A wind screen is no substitute. Eyeglasses and sunglasses do not meet requirements. A face shield (or goggles) is required.

6. Be sure to have over-the-ankle leather boots with heels on your feet. High top sneakers or moccasins are out.

During the operator's course, you can prove your proficiency



only on a scooter you own. You can't borrow your buddy's scooter for the test, and they make sure of that by demanding proof of ownership and a safety inspection.

If cited by military police for failure to wear required safety equipment or to possess the Defensive Driving Course (DDC) card, military personnel are subject to actions in accordance with the Uniformed Code of Military Justice, i.e. financial penalties, extra duty, or restriction.

Safety equipment beyond what the state requires is not necessary off the installation for service members, however, if you're involved in an accident and you don't meet safety requirements as outlined for on-base driving (like gloves, boots, vest, DDC card, etc.), or if your motorcycle is determined unsafe, the service member may be required to pay all medical expenses as well as a line of duty investigation.

Military personnel stationed in West Germany are required to attend a German (civilian) safety course at their own expense and on their own time.

It seems kind of ironic that an institution that defends the country's freedom and democracy—the right of the people to rule themselves—prohibits that very same freedom and democracy when it comes to riding bikes.

—from Red Baron

Easy Rider 20th Anniversary Celebration

Possible Sequel Discussed In Santa Fe

During the recent 20th anniversary celebration of the movie, "Easy Rider," in Santa Fe, Dennis Hopper, who played Billy, spilled the beans about a possible follow-up to the original flick.

Picture this: It is a post-nuclear holocaust world, and America has been overrun by evil mutants on

wheels. All the bikers in Heaven want to go back to Earth, find the president, and restore the colors of the nation—the old, revolutionary "Don't Tread On Me" flag.

'Course, not just any old biker can handle this, only two bikers are truly worthy of the task, two guys who didn't quite make it to

Biker Heaven. Yeah, you guessed it, Captain America and Billy, the dead heroes of this 20-year-old counterculture classic.

Although at a press conference, Hopper, who described this story line in rambling detail, was quoted as dismissing the idea as "party talk," and that there are no con-

crete plans for a new movie, Peter Fonda said, "We've been talking about a sequel since 1972."

"We're probably closer now to making a sequel than we've ever been," Hopper added. "We're waiting for Mr. Big to give it a go." Anybody with lots of extra cash interested?

TUPPERWARE TOWERS

"I wouldn't live there if they paid me."

The popularity of the tough, bad-ass biker in advertising campaigns seems to be at its peak these days. In the April issue we told you about an ad which featured a biker who couldn't get many dates and suggested that if he shaved, showered, and ate a few dates, he might marry a debutante and run for office. And win.

Keeping in line with this high-browed testimony to the biker of the '80s, the Austin Agency in New Boston, New Hampshire, has come up with its own contribution. Their expression came in the form of a real estate ad—seen in the June 18 issue of the New Hampshire Sunday News.

Mister Average Biker, astride a somewhat chopped Harley, looks straight at the reader and declares solemnly, "I wouldn't live there if they paid me."

"There" refers to a place called the Bayberry Estates, and Mr. Biker is further quoted as to what his reasons for disliking this "dream come true" are:

"Bayberry Estates. Even the name makes me sick. The lawns are manicured just so, the houses look like somethin' out of a magazine, and I haven't seen one chopped-off Harley anywhere. Disgusting! You won't find me takin' no sissy bath in one o' them coozy tubs. I wouldn't live there in my wildest dreams."

"The lawns are manicured just

comfortable and luxurious lifestyle. If Bayberry Estates sounds like the kind of home you'd like to live in, come by for a visit. You can build a Bayberry home on your own land or at Bayberry Estates. Our model homes are open for viewing every day between 11am and 6pm. Call (603) 668-7100 for directions.

Some people feel that Bayberry Estates isn't for them; but for others, it's a dream come true. You'll find hardwood floors, two-story windows, laundry rooms, mud rooms, country kitchens and more. All in a spacious, open concept home designed for a

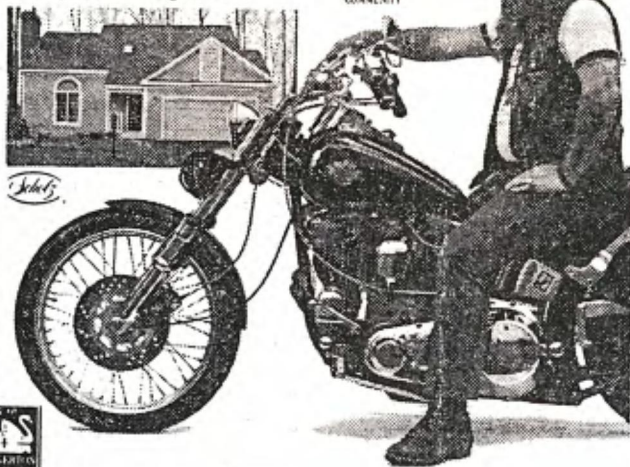
comfortable and luxurious lifestyle.

If Bayberry Estates sounds like the kind of home you'd like to live in, come by for a visit. You can build a Bayberry home on your own land or at Bayberry Estates. Our model homes are open for viewing every day between 11am and 6pm. Call (603) 668-7100 for directions.

BAYBERRY ESTATES

Where to get away from it all.

Conveniently located off Bicentennial Drive in the North End of Manchester



so the houses look like somethin' out of a magazine, and I haven't seen one chopped-off Harley anywhere. Disgusting!" Manicure is a word Mr. Biker uses profusely on his weekly visits to the beautician where he has his fingers and toenails done, his hair teased, and his legs shaved. Of course, during his regular perusal of *Better Homes & Gardens*, he is constantly imbued with examples of beautiful abodes, and plans to arrange his humble mansion accordingly.

Anyone who'd even consider living in such a sterile, stuffy, and unimaginative Tupperware trailer in his wildest dreams surely must have suffered some terrible, traumatic accident which left him brain dead. Possibly from driving his Porsche without a helmet?

If this ad grates your senses like chips of steel floating around in your tranny, you might want to let your feelings be known. The Austin Agency holds court at P.O. Box 325, New Boston, New Hampshire 03070 and will be happy to hear from you at (603) 487-5005. But take it easy on them; their note-taking hands are freshly manicured and their virginal ears not used to the strong language of no fuckin' biker.

Indiana Bikers Help The Needy

Good news is coming from Indiana again. Those guys in the Midwest are doin' one helluva job in tryin' to change the biker image in the eyes of the scrutinizin' citizen.

Some time ago, bikers out of the town of Universal, wearing the colors of the Gladiators, had a run which supplied 17 needy Vermillion households with food.

According to Steve Jones, the Christmas Basket chairman, the Gladiators is a charitable club whose members ride in fundraisers for community service proj-

ects. Every member of the Gladiators is also a member of ABATE of Indiana, he added.

The food basket giveaway is one of several projects the club conducts for underprivileged citizens, and a ride to collect toys for children had been on an earlier agenda.

Jones said his organization is seeking additional family-oriented members who are community minded. "We'd like to increase our membership so we can do twice as much next year," he said.

—ABATE of Indiana

DOT Testing (continued)

Unfortunately, because of fiscal cutbacks and manpower depletions there may not be any "future standards" for the DOT, even if they do resume testing in the near future.

Other criticisms that have been leveled against DOT testing include: Only medium-size, adult helmets have been tested due to limitations of the testing apparatus; the apparatus will only accept traditional style helmets and will not conform to testing new/improved design configurations; chinstrap retention systems are not tested with side-to-side force, and

only new helmets, out-of-the-box and without normal wear or material fatigue, are tested.

Bish concluded his testimony by reading from a disclaimer found inside a DOT approved helmet purchased four days prior to the hearing: "Warning: No helmet can protect from all foreseeable impacts or injury. This helmet is not designed to provide neck or lower head protection. This helmet exceeds Federal Standard FMVSS218; Even so, death or severe injury may result from impact speeds as low as 15 mph while wearing a helmet."

Bikers' Rights Organizations Nationwide

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

ALABAMA
Alabama Riders Association/ABATE
Box 360096
Birmingham 35216

ALASKA
ABATE of Alaska
Kenai Peninsula Chapter
Box 1969
Soldotna 99669
ABATE of Alaska
Mat Valley Chapter
Box 872905
Wasilla 99687

ARIZONA
ABATE of Arizona, Inc.
Prescott-Yavapai County District
Box 3377
Prescott 86303
(602) 445-7386 (602) 445-7425
ABATE of Arizona, Inc.
East Valley District
3135 S. 45th St., Suite 3, Box 69
Tempe 85282
(602) 968-8965
Modified Motorcycle Association
4625 E. Broadway, Suite 215
Tucson 85711

ARKANSAS
ABATE of Central Arkansas, Inc.
Rt. 2, Box 1388
Dardanelle 72834
ABATE of Arkansas, Inc.
8120 Doyle Springs Rd.
Little Rock 72209

CALIFORNIA
Brothers of the Third Wheel
1229 S. Monterey St.
Alhambra 91801
PAC-MAN
Box 212
New Almaden 95042
(408) 268-7351
ABATE of California
Box 8
Oak View 93022
Bikers Against Manslaughter
National Headquarters
5455 Wilshire Blvd., Suite 1600
Los Angeles 90036
ABATE of California
West San Bernardino Chapter,
Local #19
630 S. Mountain Ave. #285
Ontario 91762

CANADA
Bikers Rights Organization
Box 14, Site 2, RR 5
Armdale, Nova Scotia B3L 4J5
ABATE of Alberta
Calgary Chapter
c/o Laura Combs, 1744 37th Ave. S.W.
Calgary, Alberta T2T 2H3
Central Ontario Cycle Association
RR 1
Churchill, Ontario L0L 1K0
Bikers Rights Organization of Alberta
Box 684
Coaldale, Alberta T0K 0L0

COLORADO
Colorado West Concerned Cyclists
Box 218
Clifton 81520
Riders for Justice
5400 S. College Ave.
Fort Collins 80525

CONNECTICUT
ABATE of Connecticut
84 Venice Dr.
Burlington 06013
Connecticut Motorcycle Riders
Association
Box 186
Terryville 06786

DELAWARE
ABATE of Delaware
New Castle County Chapter
Box 10765
Wilmington 19850
(302) 453-0490

FLORIDA
ABATE of Florida
Brevard County Chapter
Box 776
Cocoa 32923
ABATE of Florida
Daytona Beach Chapter
Box 3483
Daytona Beach 32018
ABATE of Florida
Polk County Chapter
Box 1172
Eaton Park 33840

GEORGIA
ABATE of Georgia
Box 669
Pine Lake 30072
(404) 294-8962

HAWAII
Associated Committee for Bikers
5609-2A Honou Rd.
Kapaa, Kauai 96748
Street Bikers United
Box 1314
Honolulu 96807

IDAHO
ABATE of Idaho
Box 331
Blackfoot 83221-0331
(208) 694-5531
Idaho Coalition for Motorcycle Safety
Inc.
Box 2732
Boise 83701

ILLINOIS
ABATE of Illinois
Piasa-Gateway Chapter
148 Blackhawk
Collinsville 62234
ABATE of Illinois
Central Illinois Chapter
Box 1084
Galesburg 61401
ABATE of Illinois
Pao-Taz Chapter
Box 6036
Peoria 61601

INDIANA
ABATE of Indiana
Box 81
Granger 46530
(219) 674-5694 residence
(800) 23-ABATE

IOWA
ABATE of Iowa
Box 463
Newton 50208

KANSAS
ABATE of Kansas
650 Elm
Perry 66073
(913) 597-5140
Central Kansas Road Ryders
Box 855
Great Bend 67530
Central Kansas Road Ryders
Box 855
Great Bend 67530

KENTUCKY
Kentucky Biker Association
Box 16011
Louisville 40216
ABATE of Kentucky
Louisville Chapter
3007 S. 7th St.
Louisville 40216

LOUISIANA
ABATE of Louisiana
St Bernard Chapter
Box 1743
Chalmette 70044
ABATE of Louisiana
Columbia Chapter
Box 1096
Columbia 71418

MAINE
United Bikers of Maine
Box 844
Auburn 04210
United Bikers of Maine Inc.
Box 729, Ocean Point Rd.
East Boothbay 04544
(207) 633-6138

MARYLAND
ABATE of Maryland
3910 14th St.
Chesapeake Beach 20732
ABATE of Maryland
Box 1733
Annapolis 21404

MASSACHUSETTS
Modified Motorcycle Association
39 Cross St.
Somerville 02145

MICHIGAN
ABATE of Michigan
Box 1032
Dearborn 48121
(313) 427-3244
Paralyzed Wheels Foundation
4703 S. Division
Wayland, Michigan 49348
(616) 877-4749

MINNESOTA
Minnesota Motorcycle Riders
Association
Box 27528
Minneapolis 55427
(612) 541-1704
ABATE of Minnesota
4610 Colfax Ave. N.
Minneapolis 55412
(612) 522-8024

MISSISSIPPI
ABATE of Mississippi
Northwest Chapter
Box 708
Hernando 38632
(901) 795-1222
ABATE of Mississippi
Jackson Chapter
Box 97264
Pearl 39208
(601) 967-9163
ABATE of Mississippi
Meridian Chapter
Box 2975
Meridian 39302

MISSOURI
Freedom of Road Riders
Box 520211
Independence 64052
(816) 238-3132
ABATE of Missouri
RR 1, Box 65
Princeton 64673
(816) 586-2291
Freedom of Road Riders
6210 Sherman
St. Joseph 64504
(816) 238-3132

MONTANA
ABATE of Montana
Missoula Chapter
c/o Todd Westlie, 121 Short Rd.
Missoula 59801
ABATE of Montana
Gallatin Park Chapter
c/o Patricia Wherley, Box 203
Three Forks 59752

NEBRASKA
ABATE of Nebraska
Box 30332
Lincoln 68503
(402) 733-1559

NEVADA
Modified Motorcycle Association of
Nevada
Box 25566
Las Vegas 89126
(702) 870-6121

NEW HAMPSHIRE
New Hampshire Motorcycle Rights
Organization #18
724 Old Cherry Rd.
Londonderry 03053
(603) 627-3528

NEW JERSEY
Jersey ABATE
Box 222
Franklin Lakes 07417
ABATE of South Jersey
Box 714
Mays Landing 08330

NEW MEXICO
ABATE of New Mexico
1st Mountain Chapter
Box 213
Cedar Crest 87008

NEW YORK
ABATE of New York
Grand Island Chapter
Box 335
Grand Island 14217
ABATE of New York
Hudson Chapter
RR 2, Box 1284 Stewart Pt. Rd.
Nassau 12123
ABATE of New York
Oswego County Chapter
Box 5144
Oswego 13125
ABATE of New York
350-B Holmes Rd.
Porter Corners 12859
National Handicapped Motorcyclist
Assoc.
32-04 83rd St.
Jackson Heights 11370
(718) 565-1243

NORTH CAROLINA
Harley Drag Racing Association
Box 1429
Elon College 27244
Concerned Bikers Association
Box 26445
Charlotte 28221
Concerned Bikers Association
Box 2421
Salisbury 28144

NORTH DAKOTA
ABATE of North Dakota
Box 383, 4023 State St.
Bismarck 58502
(701) 223-5609 or (800) 247-1213

OHIO
ABATE/C.M.R.O.
Region 12
86 West Rd.
Beaver 45613
ABATE of Ohio
Region 9
2684 Elliott Ave.
Columbus 43204
ABATE of Ohio
Region 4
Box 157
Kipton 44049

OKLAHOMA
ABATE of Oklahoma
Box 96113
Oklahoma City 73143
ABATE of Oklahoma
Shawnee Chapter
Box 1623
Shawnee 74802
ABATE of Oklahoma
Box 582078
Tulsa 74158

OREGON
ABATE of Oregon
Box 4504
Portland 97208
Bike PAC of Oregon
Box 5612
Salem 97304

PENNSYLVANIA
ABATE of Pennsylvania
State Office
Box 15226
Harrisburg 17105
(717) 761-5680
ABATE of Pennsylvania
Montgomery County Chapter
Box 37
Willow Grove 19090

RHODE ISLAND
ABATE of Rhode Island
Box 7888
Warwick 02887
Rhode Island Motorcycle Association
Box 10446
Cranston 02910

SOUTH CAROLINA
ABATE of South Carolina
2062 Edisto Ave.
Charleston 29412
Concerned Bikers Association
State Office
Box 1361
Lexington 29072

SOUTH DAKOTA
ABATE of South Dakota
Sioux Falls Chapter
Box 864
Sioux Falls 57101
(605) 335-8772
ABATE of the South Dakota
Black Hills Chapter
Box 241
Whitewood 57793

TENNESSEE
Concerned Motorcyclists of Tennessee
Rt. 1, Box 32
Mt. Juliet 37112
CMT/ABATE
Box 140685
Nashville 37214

TEXAS
ABATE of Austin/AIM
P.O. Box 149243
Austin 78714
Motorcycle Riders Foundation
Box 422
Brazoria 77422
ABATE of Texas/AIM
State Office
Box 5173
Waco 76706

UTAH
ABATE of Utah
Box 520204
Salt Lake City 84152
(801) 943-1305

VERMONT
Freedom of the Road for Vermont
Box 482
Montpelier 05602

VIRGINIA
ABATE of Virginia
Olde Dominion Chapter
9826 Hampton Lane
Fairfax 22030

WASHINGTON
ABATE of Washington
Olympia Chapter
Box 7129
Olympia 98507
Bike PAC of Washington
Box 69048
Seattle 98168
ABATE of Washington
East Pierce County Chapter
Box 1004
Tacoma 98401
Rider of Washington
Box 37
Walla Walla 99362

WEST VIRGINIA
ABATE of West Virginia
Mountain State Chapter
Box 875
Inwood 25428
ABATE of West Virginia
2187 4th Ave.
Morgantown 26505

WISCONSIN
ABATE of Wisconsin
Box 25581
Milwaukee 53225
ABATE of Wisconsin
Box 25369
Milwaukee 53225

WYOMING
ABATE of Wyoming
4011 E. 13th St.
Cheyenne 82001
ABATE of Wyoming
Big Horn Basin Chapter
Box 1742
Cody 82414
ABATE of Wyoming
Central Wyoming Chapter
612 N. 7th St.
Douglas 82644

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Settlements and Verdicts

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We will continue to offer the benefit of years of experience handling accident cases.

In answer to the many inquiries regarding the A.I.M. attorney track record and an attempt to keep motorcyclists informed as to the results of the continuing battle for their legal rights, we submit the following case study.

MOTORCYCLE versus CAR — HIGHWAY ACCIDENT

\$500,000 Policy limit settlement.

Wrongful death \$250,000. Bodily injury plus negligent infliction of emotional stress \$250,000.

FACTS: Motorcyclist and his wife were on a ride to a neighboring state on a rural highway. Without notice, an approaching car turned left into a campground. Speed was not a factor and the defendant driver stated the all too common, "I didn't see you."

INJURIES: This unfortunate accident resulted in the death of the passenger (wife). The motorcyclists suffered fracture of the left patella and multiple fractures of the right hand plus the possibility of a compression fracture of the T-12 vertebrae. In addition, as was pointed out to the insurance company, the severe emotional trauma of watching his wife succumb to her head injury.

RESULTS: The case was handled by one of the California offices, since the motorcyclist was a resident of that state. Legal assistance was provided by one of the Arizona A.I.M. attorneys. This was an excellent example and result of how the A.I.M. network of attorneys work toward the benefit of the injured biker. The insurance company at first, was willing only to pay to the only heir (husband) the \$250,000 for the wrongful death of the spouse and considerably less for the physical injuries of the motorcyclist. The use of Arizona law provided by our A.I.M. Attorney clearly showed that the motorcyclist/husband was also entitled to recover for his emotional damages. The full \$500,000 (250/250) was obtained.

BIKER HALL O' FAME



Photo by "Morn" Heth

Ransom "Wheels" Heth Paralyzed Wheels Foundation Wayland, Michigan

Ten years ago Ransom "Wheels" Heth became a "former" biker. A crash on his bike left him paralyzed from the chest down, able only to move his eyes and left hand.

Undeterred and determined to be in the wind again, he soon started drawing a blue print for a trike he was going to build, piece by piece and part by part—by himself. It took him 14 months to finish his Cadillac trike, "Bad To The Bone," but the day finally came when he could take off—Wheels hasn't looked back since.

In that spirit, Wheels has set another

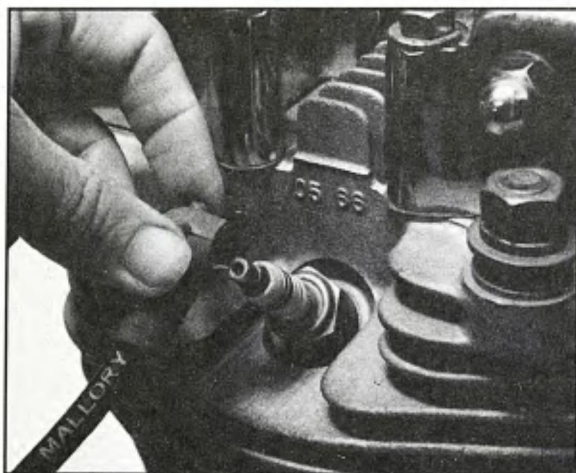
goal for himself. He has started a non-profit organization, the Paralyzed Wheels Foundation (PWF), which helps other "former" bikers, those who have spinal cord injuries or other handicaps, get back into the wind. But trikes cost money, and for that purpose Wheels has planned a cross-country pilgrimage on Bad To The Bone, visiting each and every biker event possible, to raise funds for and publicize his new organization.

Wheels invites every club or organization to hold fundraising events or to just travel with him for a few miles

when he comes through their towns or counties in order to show their support and help make it possible for less fortunate brothers and sisters to ride.

On the way, however, he found out that while it only takes a quick second to be doomed to a life in a wheelchair, it takes a long time and hard work to help others out of that wheelchair. But Wheels is determined to make PWF for the biking world what Bad To The Bone has become for him: Freedom.

--Shufflehead



GARY'S "FIX-IT" FORUM

Have you ever come out of your girlfriend's house at 2:00 am (ok, so she out-lasted you one time), tried to start your bike only to have one of the plugs foul so that it just barely runs? No tools - too dark to work on it - and your girl doesn't want to see your face anymore tonight?

One of the oldest tricks in the book is to pull the plug boot off the fouled plug just enough to let the spark arc between the plug wire terminal and the spark plug. We're not sure why it works (we think that lengthening the spark gap helps get the plug hotter faster), but it clears the fouled plug right-up, gets you home, and we have another happy ending!

P.S. Before you attempt this little trick, be sure that your plug wires are in good shape (no cracks or exposed wire) or your bike will give you a bigger thrill than your girlfriend did!



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MARIETTA, GEORGIA 30062

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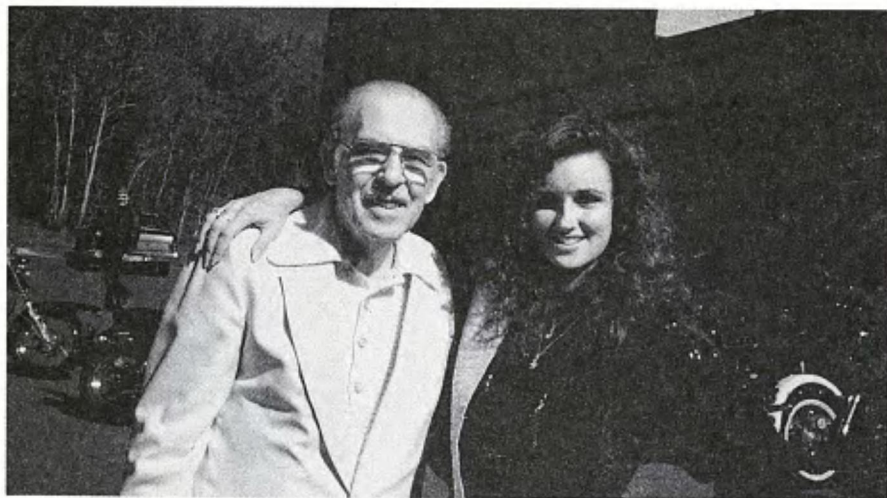


Photo by Del Knutson

Howard Belmont
St. Paul, Minnesota

More than 200 brothers and sisters accompanied Howard Belmont on his final ride, giving him an honor that left no one guessing as to how many friends he had made in the biking world.

A native of St. Paul, Minnesota, Belmont's life was filled with the winds of the road and the roar of the Harley

engines he loved to putt. He started riding as a teenager and was the founder of Howard W. Belmont Motorcycles, which he later renamed St. Paul Harley-Davidson, Inc. His business stayed in the same location for some 42 years.

Early in his motorcycle career, Belmont helped found the St. Paul

Escorts, a now defunct club that rode in parades such as the Payne Avenue Harvest Festival, and provided escort services when celebrities came to town. In the early '50s, another club was founded in St. Paul and gained notoriety because of its run-ins with the law—the Hell's Outcasts. Although Belmont didn't join them, the Outcasts were among his favorite customers.

Belmont was also a life member of the American Motorcycle Association, as well as the Minnesota Antique Motorcycle Club and several other motorcycle organizations. "Motorcycles—why he practically slept with them," said Margaret Belmont, his former wife. "That's one of the reasons we're divorced: We had no home life, he worked 18 hours a day on them."

For several years Belmont was among the nation's largest mail order dealers of Harley-Davidson parts. He had been in business so long that he had accumulated older, out-of-production parts no one else had.

Asked why Belmont was so fond of motorcycles, Margaret said, "I think it was being outside. It's a funny thing, the wind blowing in your face. You feel free. That's the way it was with him. I wish I could explain it better."

No need for that, Margaret.

—Red Baron

PASSIN' GAS

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the 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 your 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, Box 3000, Agoura Hills, CA 91301.



"Why don't you rub his nose in it?"

Definition of double-digit inflation: a 10-inch hard-on.
—Fast Eddie Jersey

A cowboy, ridin' trail across the desert, came unexpectedly upon an Indian, lyin' naked in the sand with a tremendous hard-on. Amazed, the cowboy dismounted and asked, "What the hell are you doin', redskin?"

"Keepin' track of the time," the Indian responded complacently.

Skeptical, the cowboy asked, "Awright, what time is it, then?"

The Indian glanced down at his whanger and announced, "It's exactly 1:07." The cowboy checked his pocketwatch, and damned if the Indian wasn't right on the money. Shakin' his head in confusion, he mounted up and rode on.

A few miles later, the cowboy reined in his horse again when he saw yet another Indian, also buck naked and with a terrific hard-on—but this one was beatin' himself off furiously on the sand.

"What the hell are you doin', Injun?" the flabbergasted cowboy inquired.

Without missin' a stroke, the Indian looked up and replied, "Just windin' my watch, pale-face."

—Swift Turtle
Susanville, Calif.

"What'd ya get, fish?" asked the longtimer when he was introduced to the new prison arrival.

"Twenty years," replied the newbie.

"Twenty, huh? What'd ya do?"

"Nothing."

"Aw, bullshit," said the longtimer. "Nowadays ya only get eight years for that."

—Risky
Away



"Awright, bitch—you want a divorce, you got a divorce."

What do Richard Pryor and "Hot Lips" Houlihan have in common?

They've both had Major Burns on their faces.

—Glenn Hager
Seattle, Wash.

Why do chicks pay less than their ol' men do for motorcycle collision insurance?

'Cause they don't get hand-jobs while they're riding.

—Al Troxler
Greensboro, N.C.



"Good morning, Joyce . . . good afternoon, Joyce . . . good night, Joyce—I remember a time when it was, 'HEY, HEY, THUNDER-BUNS' morning, noon, and night!'"

Peddling his wares in the West, a traveling salesman stopped in a saloon to wet his whistle . . . and stayed for a few too many. After getting more than a little shitfaced, he started running down the state of the economy under the new Administration, ending his bombastic tirade by shouting, "President Bush is a horse's ass!"

That was too much for one of the patrons to bear; arising from a group of friends, the burly man walked over to the salesman and cautioned, "I'd hold my tongue if I were you, stranger."

"Why?" slurred the tipsy salesman. "How can you like that sorry horse's ass?"

"I don't," the patron replied. "But this here is horse country, pardner."

—James Wheway
Somers, Conn.

Big Jim and a few of the bros were sitting around playing poker one day when little Jimmy got to raising hell, running around the room, making noise, and in general spoiling the whole card game.

The bros got so pissed at the rugrat's shit that they finally threw in their hands and quit playing. That's when Fat Bob took little Jimmy by the hand and led him quietly from the room. In a few minutes, Fat Bob returned without the kid, and they resumed the game.

The poker marathon continued for the rest of the day without any more trouble or interruptions from little Jimmy, and finally one of the bros asked Fat Bob, "Jeez, what the hell did ya do to the little bastard, man?"

"Nothin' much," replied Fat Bob. "Just showed him how to jerk off."

—Kelly Chambliss
Tenn. Colony, Tex.

Worried that her ol' man was gettin' kinda bored with her in the sack, Donna asked Big Bonnie for some advice on how to perk him up. Big Bonnie suggested that she rub vegetable oil all over her tits, sayin' that it drove her men wild with desire.

Upon searchin' the kitchen cupboards, though, Donna couldn't find anything but a year-old tin of sardines, so she decided to drain the oil outta the can and make do with that.

When her ol' man climbed into bed next to her that night, he lay there for a minute or two in the dark before commentin', "Yer ridin' a little high on the pillow tonight, ain't ya, bitch?"

—R.D.
Inside

Apriest and a rabbi decided to buy a car together, since neither had enough cash to afford one by himself. They agreed at the start that the car would be no more of one denomination than the other.

That settled, off they went to town, returning shortly with a new Chrysler bought from a local dealership.

Later that night, however, unaware that the rabbi was watching through the keyhole, the priest crept into the garage and sprinkled holy water on the hood of the Chrysler, consecrating it.

The next night, the rabbi sneaked into the garage, hack-saw in hand, and sawed four inches off the tailpipe.

—Fat Boy
Rockies

Did ya hear about the Ozark hillbilly who died and left his entire estate in trust to his grieving wife?

"Course, she can't touch it until she turns 13.

—Dave Chance
Tehachapi, Calif.



"If you're not too busy, we'd like to come in and talk to you about Bible study..."

What's the most painful part of a man's sex-change operation?

Sewin' on the anchovy.
—Valerie Macaw
Las Cruces, N.M.

Did ya hear about the bro who was feelin' so low he got his face slapped?

—Larry Brazell
Durango, Colo.

After a long day on the golf course, the exasperated golfer turned to his caddie and said, "You must be absolutely the worst caddie in the world."

"No, I don't think so," said the caddie. "That would be too much of a coincidence."

—Victor De La Mora
Corcoran, Calif.

Whaddaya call rats on Capitol Hill?

Meese.
—Big Jim
Up North

What drives a lesbian right up the wall?

A crack in the ceiling.
—VeeDee
America



"Until tonight, I never realized your daughter was left-handed."

Why does it take a Texas Aggie a week to wash his basement windows?

Hell, it takes him six days just to dig the holes for the ladder.

—Trucker
Dixie

Have ya heard about the new radio station called KUNT? Every month, they play three weeks of rock 'n' roll and one week of ragtime.

—Dooley
Tenn. Colony, Tex.

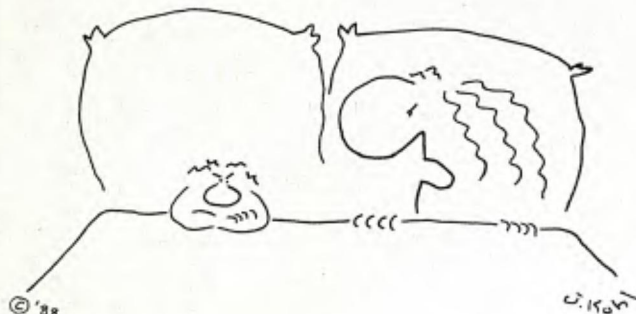
Who was the world's first computer operator?

Eve—she had an Apple in one hand and a Wang in the other.

—Shit for Brains
Hudson, Colo.

Pizza is a lot like sex: When it's good, it's great—and when it's bad, it's still pretty good.

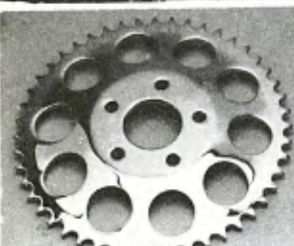
—Red
Rogers Park, Ill.



"Okay, so I faked it—you happy now?"

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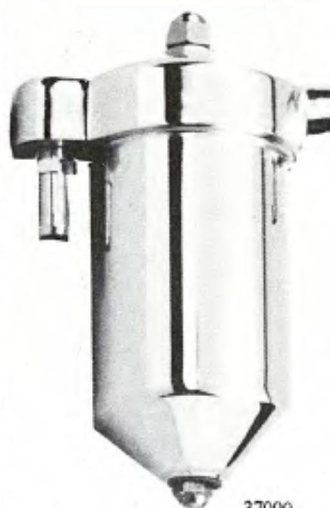


37067

Long Spin-On...

Fits 1980-89 five speed FLT/FXR, 1984-89 Softails, late 1984-89 XL's.

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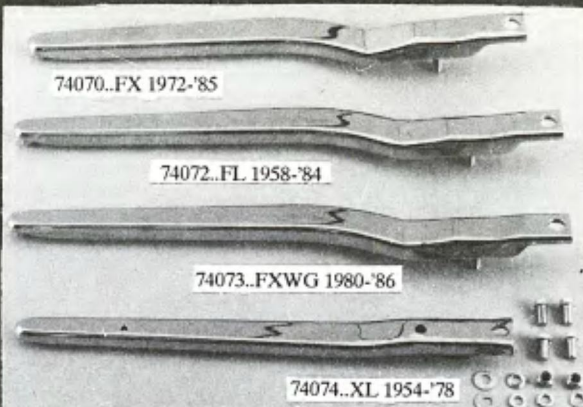
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28061...13.5" 28060...13.5"

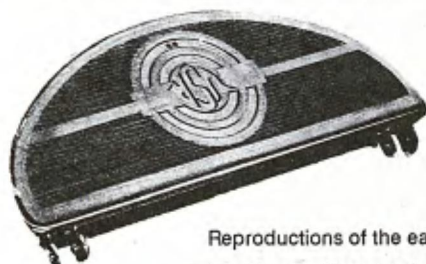


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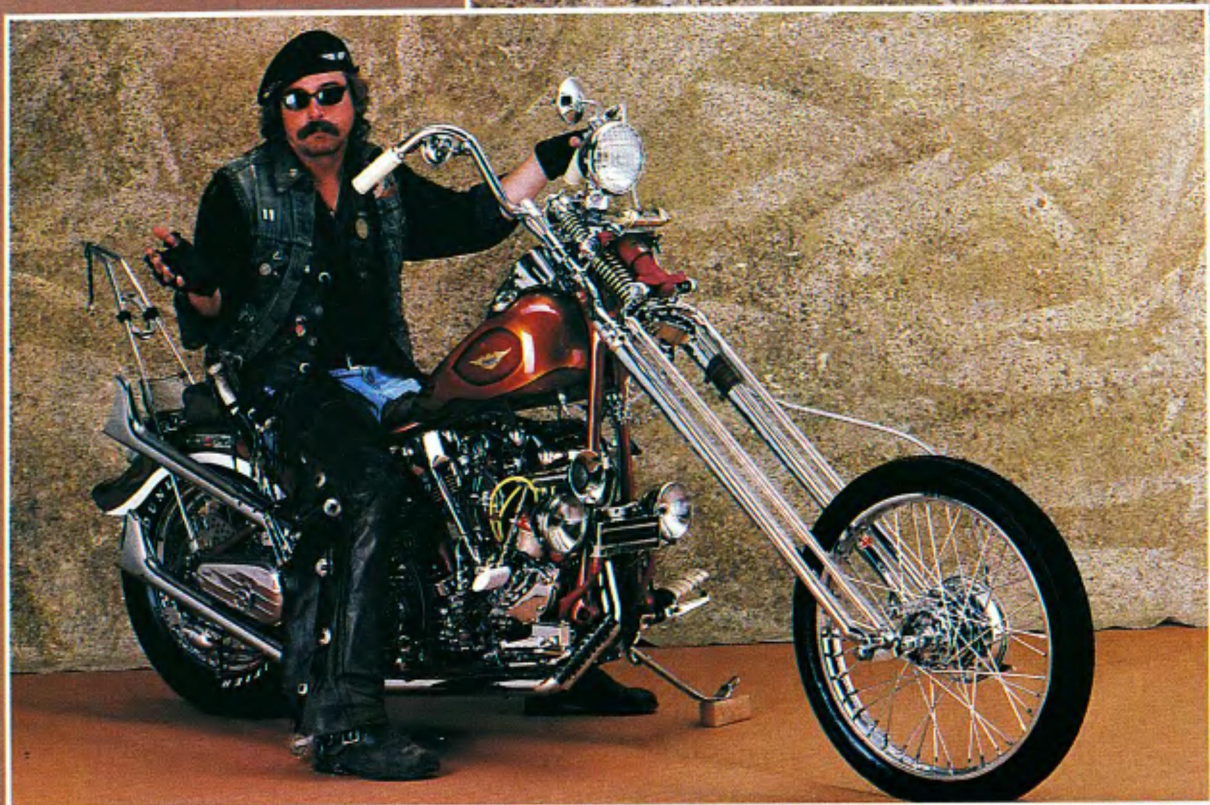
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Getting a solid, custom tailored set of American wheels between your legs today is one helluva lot easier than it was back in the '60s and '70s, when we hacksaw-wielders and scrap-metal welders had to rely solely on ingenuity and an unflagging can-do attitude to get our putts rolling.

The few accessories available then were mostly mail-order and usually more trash than class. (Remember all those killer 10-inch slugs? Or how about some nice raked triple trees?) Those days, thankfully, are long gone, and we've never had it better than we do now.

Yet Pow-Pow, the builder of this tight '42 iron-top, says the downside to all this availability is that our welders are rusting and our tools are catching cobwebs. Conversely, Pow-Pow's knuckle-head is a testament to yesterday's way of bike-building.

The more obvious touches, such as the dual-rocker-boxed heads, jump right off the page at you, but you have to get down to the nitty to fully appreciate this seasoned knuckle. Look closely, for example, at the early-model pan horn bugle on the right side; it's actually an air scoop that channels air into the tin primary to keep







the clutch and belt drive cool, calm, and collected. The vented inspection cover on the outer primary is a drain screen Pow-Pow pried out of an antique, four-footed bathtub.

Keep looking. The trick toolbox access knob was once a brass water shutoff handle. The early springer, extended with Ford radius rods, was chamfered and filled for a seamless complexion. The fatbobs were reworked by hand for perfect mating. The rear rim was drilled, the intake shortened, the heads aluminized . . . you getting my drift? This scoot has Pow-Pow's individual brand all over it.

Which reminds me—Pow-Pow has another, smaller creation due for delivery about the time this rag hits the stands. If it's a boy, he'll dedicate this sled to him, so:

Taylor, this knuck's for you. But if it's a girl, Annie gets the nod.

—Pizzaman



Owner(s): Pow-Pow (R.N. Dahlke)		City: San Francisco	
General	Frame	Engine (continued)	Accessories (continued)
Fabrication by: owner	Year: 1947	Cam: special grind	Oil system: cooler, gauge, pan filter
Year and make: 1942 H-D	Builder: H-D/owner/Rat	Lifters: solids	Primary cover: H-D diamond, vented
Model: chopper	Type: straightleg	Carb(s): 38 mm Bendix, chromed	Seat: solo and P-pad by owner
Value: not for sale	Rake: 3/8-inch	Air cleaner: H-D	Sissybar: owner
Assembly by: owner	Stretch: 4 inches	Pipes: 2 in., owner/Wally at Santee	Height: 21 inches
Time: it's never finished	Other alterations: dished/stretched for panhead	Muffler(s): 12-inch baffles, fishtails	Material: 1/2-inch round
Chroming by: too many to mention	Accessories	Transmission	Forks
Engine	Bars: owner	Modifications: Andrews gears	Type: H-D springer
Year: 1942	Risers: 4-inch	Year: 1942	Extension: 19 inches, seamed radius rods
Model: FL	Fender(s): 8-inch extension by owner	Shifting: ratchet/handshift	Builder: owner
Rebuilder: owner	Headlight: Bates, H-D Deluxe spots	Engine sprocket: 8 mm Phase III	Special features: shock absorber
Ignition: Boma magneto	Taillight: 1948 H-D tombstone	Trans sprocket: 24-tooth	Wheels
Displacement: 74 cubic inches	Speedo: H-D/owner	Wheel sprocket: 51-tooth	FrontRear
Lower end: Lake Shore H-D	Front pegs: Drag Specialties	Painting	Size: 21-inchSize: 16-inch
Balancing: Lake Shore H-D	Rear pegs: Drag Specialties	Molding: owner	Hub: starHub: dual-flanged
Pistons: FLH	Electrics: 12-volt, 2-brush, dual regs	Painter: Jimmy Layole, N.H.	Rim width: 2.5 inchesRim width: 4 inches
Cases: stock, chromed	Gas tank: H-D/owner/Rat	Color: red with gold flames	Tire: AvonTire: Dunlop
Heads: aluminized, reworked intake	Oil tank: stock 4-quart	Type: acrylic lacquer	Brake: early H-DBrake: Perf. Mach.
Special paint, touch-ups over the years by Righteous Richard, J. Taylor			
Other special modifications: Double-knuckle rocker boxes; pan bugle cools clutch and primary belt; shortened intake; drilled rear rim; seamed fatbobs			
Special thanks to: "Fast" Eddie Reed, Classic Custom Cycle, Blue Bob (dual knuckle concept), Peter Fonda, and "Roadkill" Con.			

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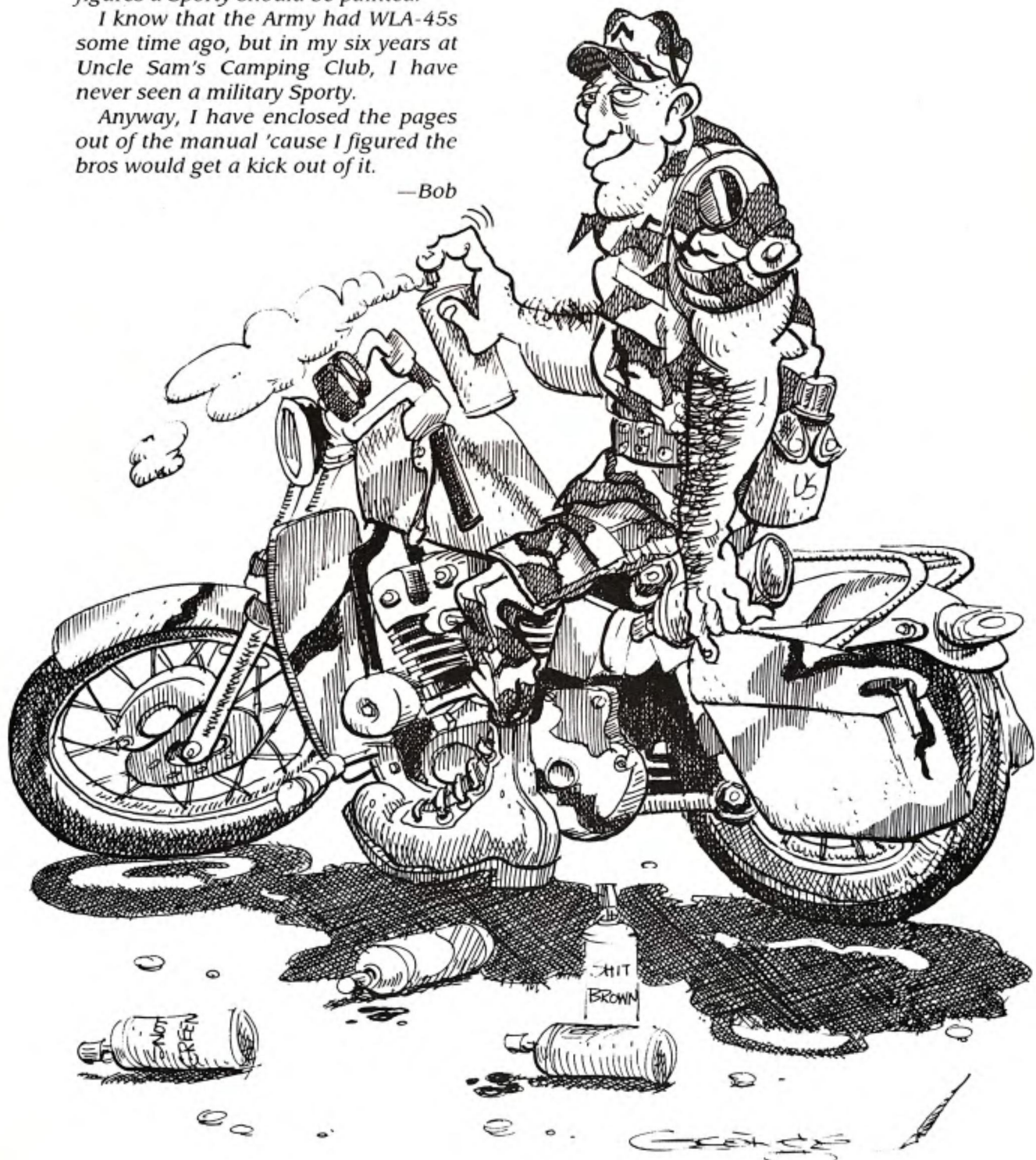
Tech Tip

Dear Easyriders,
I'm in the Army, and recently had to repaint my dozer camouflage. Well, as I went through the manual, I came across how the Army figures a Sporty should be painted.

I know that the Army had WLA-45s some time ago, but in my six years at Uncle Sam's Camping Club, I have never seen a military Sporty.

Anyway, I have enclosed the pages out of the manual 'cause I figured the bros would get a kick out of it.

—Bob

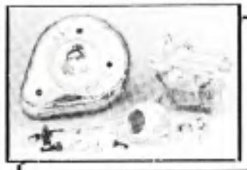


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Camouflage Painting

Pattern Designs: The patterns, when painted on the vehicles, are a guide for a design developed for the specific item of equipment. The design in an outline drawing of the item on which wavy lines give the boundaries of the color areas. Within each such area is a number that stands for the color to be used in that area, except that areas which are to be black are shown as solid black. As shown in Table 2, the color represented by the number varies according to the season or terrain color combination being used. An individual design drawing is given for each of five views of the vehicle; front, back, left side, top, and right side.

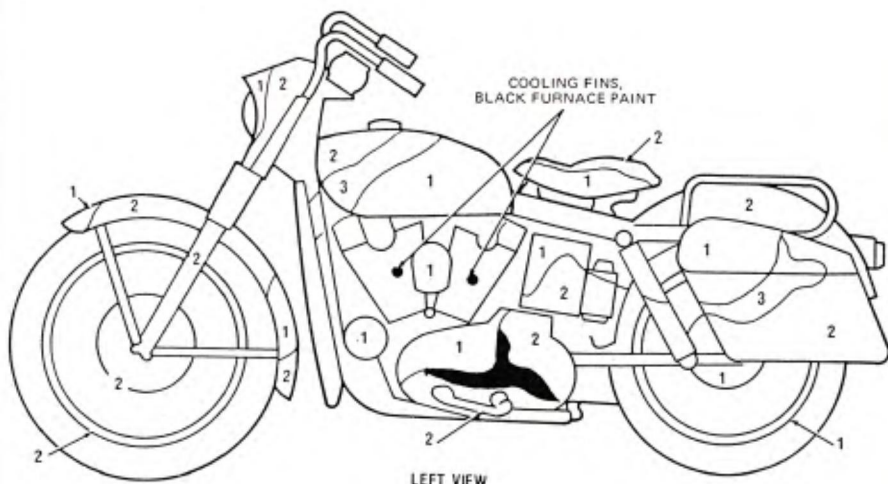
Preparation For Pattern Painting:

a. The first step in pattern painting a vehicle is to thoroughly clean the surfaces to be painted. A clean vehicle is a must. Applying paint to anything less than a totally clean sur-

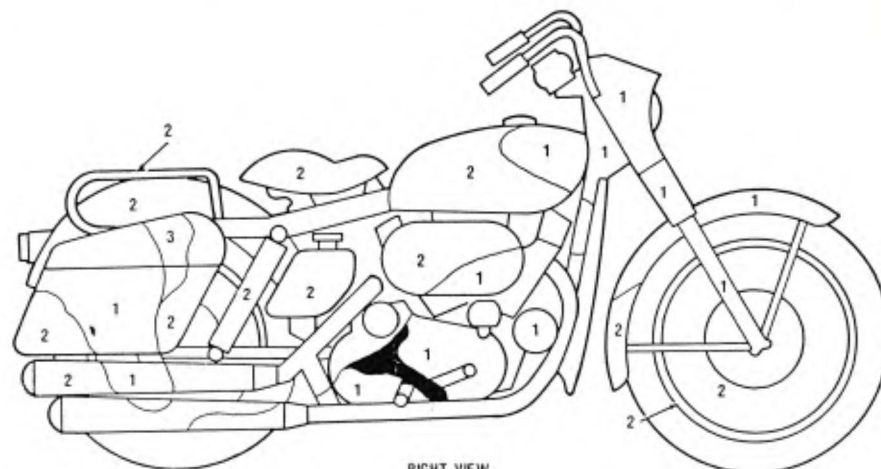
face will result in rapid peeling, cracking, and scaling of the new coating.

b. The vehicle must be cleaned with detergent or with solvent and rinsed thoroughly or steam cleaned to insure a totally clean surface suitable for durable coating. Grease, oil, dirt, plastic letters, stars, all loose and scaling paint, and paint other than the original enamel (such as latex paints, etc., which may have been used to retouch as an expedient) must be removed.

c. Sanding of rough areas to remove the oxidized surface from the old paint will also make the new paint job look better and last longer. If bare metal is exposed following sanding and cleaning, a primer must be applied to the bare metal before the camouflage alkyd enamel is applied. The primer should be allowed to dry hard before the enamel is applied. The specification number for the primer is TT-P-1757; NSN is 8010-00-515-2208 for a one-gallon container and



LEFT VIEW



RIGHT VIEW

0 6 12
INCHES

NSN 8010-00-515-2211 for a five-gallon container.

d. The following is a list of items needed for pattern painting:

1. Vehicle or other item of equipment
2. Pattern-painting design for the specific vehicle or other item of equipment
3. Spray guns
4. Paint (camouflage alkyd enamel)

5. Thinners (xylenes, mineral spirits, butyl collasolve, and cellulose nitrate)
6. Mixing buckets
7. Paint brushes, 1/2-inch, 1-inch, and 3-inch
8. Paddles or sticks to mix paint
9. Painter's masks
10. Masking tape for masking small items
11. Brown (kraft) paper for masking windshields, etc.

12. Detergent to clean vehicles
13. Chalk for marking paint areas
14. Steel wool or sandpaper
15. Rags
16. Compressed air source
17. Water separators and fittings with pressure gage
18. Wrenches for spray guns
- e. All glass, grease fittings, and items which can be damaged by paint must be masked with masking tape and/or paper. ■



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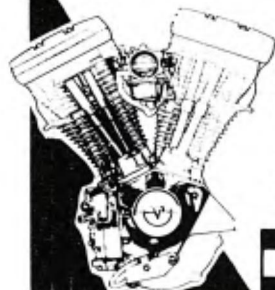
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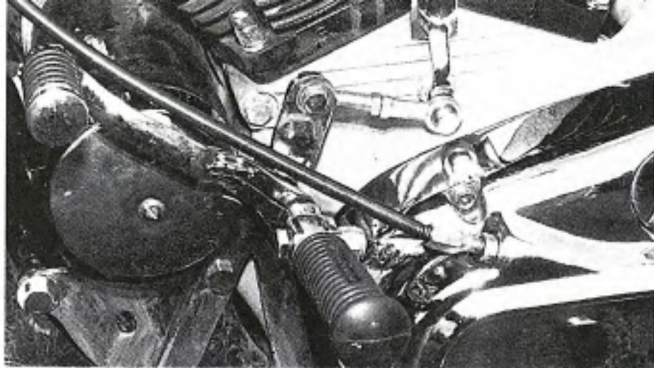
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Photos by Rip

Charlie Babcock, Anchorage, Alaska 1972 1000cc Harley-Davidson XLCH

Charlie's 1972 1000cc Sportster started comin' to life last October in the kitchen of her house. She stared and pondered at it every day until she figured out what she wanted. You see, the problem was that she's a 4-foot-11 spinner and wanted a putt that was close to the ground.

To test her modifications for leg reach and comfort, the bike was hoisted onto a kitchen cabinet, 3½ feet off the deck, and the ceiling was only 8 feet high. It worked out great—when she wasn't wrenchin' on it. Charlie cooked around the Sporty all winter. She got it runnin' midday on Friday the 13th of May.

She had wanted it to shift in the conventional manner. You know, foot shift on the left, brake on the right. So her husband, Les, who works for Alaska Airlines and knows his way around aircraft, appeased her by building a custom linkage setup just for Charlie. It's comprised of four ball joints, four control arms, and a number of hymie joints.

Believe it or not, the hardest part was building foot pegs. All the handcrafted linkage is made of beaucoup hymie

ends. Seating position was moved 6 inches and a foot forward. The foot pegs were raised to accommodate the pipes and to keep everything within reach. The pipes were made to be above the frame.

Les bent and welded all the tubing for the exhaust pipes. Her benevolent ol' man also freshened up the motor, putting it back to stock, and chopped 3 inches off the front end. The Shock Shop out of Chicago added 12-inch shocks on the rear. The frame is lowered 3 inches and everything else, the forward controls, pipes and rear fender, is moved up. The fender struts are made of ¾" x 1½" flat stock and fit just great. Les laced up a 19-inch hole for a disc brake, changing it from a drum brake with the use of a new master cylinder and 1976 caliper.

Ya know that up in Alaska the riding season is short—kinda like Charlie. But you know what? That don't matter. What **does** matter is Charlie's spirit and her determination to get her face in the wind. Charlie may be small, but her involvement in ABATE of Alaska is immense.

—Rip



A RUN THAT SEEKS A SOLUTION.



Photos by Kim Peterson, and Peter Romero

Time's wheel has done another lap and it's gettin' around to that time of the year when thoughts turn toward saddlebags filled with goodies. But before we make with big-time merriment, bikers never forget the have-nots. Or the will-nots.

Nearly 10 years ago, in 1980, Oliver Shokouh got his first shivers from the rush that comes from giving of yourself—putting yourself out there on the line of social responsibility, where you create good without expecting anything in return. Merciful community involvement.

Shokouh sponsored a Biker Carnival at his Harley dealership in Glendale, California, that coincided with the Harley factory's first involvement with the Muscular Dystrophy Association (MDA). H-D had sponsored the first MDA Artistry In Iron biker happening at the Sports Arena in downtown L.A. We were there (check out yer ol' musty ER #89, November, 1980). The idea of the event had turned on a light in Oliver's skullcap. His social consciousness reached up and bit him when he saw the reality of muscular dystrophy.

Oliver's Biker Carnival has evolved into the Love Ride. Donors and pledges are solicited. Just \$35 gets ya a spot in the pack for a 100-mile putt around the San Fernando Valley and into the hills, a run pin, food, and entertainment in the Santa Monica Mountains under cool November skies.

Last year the 4,200 puttin' participants produced





\$360,000 in donations. For their efforts they were treated to the music of David Crosby, Bonnie Bramlett, and Bandaloo Doctor. Celebrity appearances by Peter Fonda (who got back on our replica of his ol' Captain America bike), John Schneider, comedian Rick Overton, and pack leader and factory rep, Willie G. Davidson, kept the party alive.

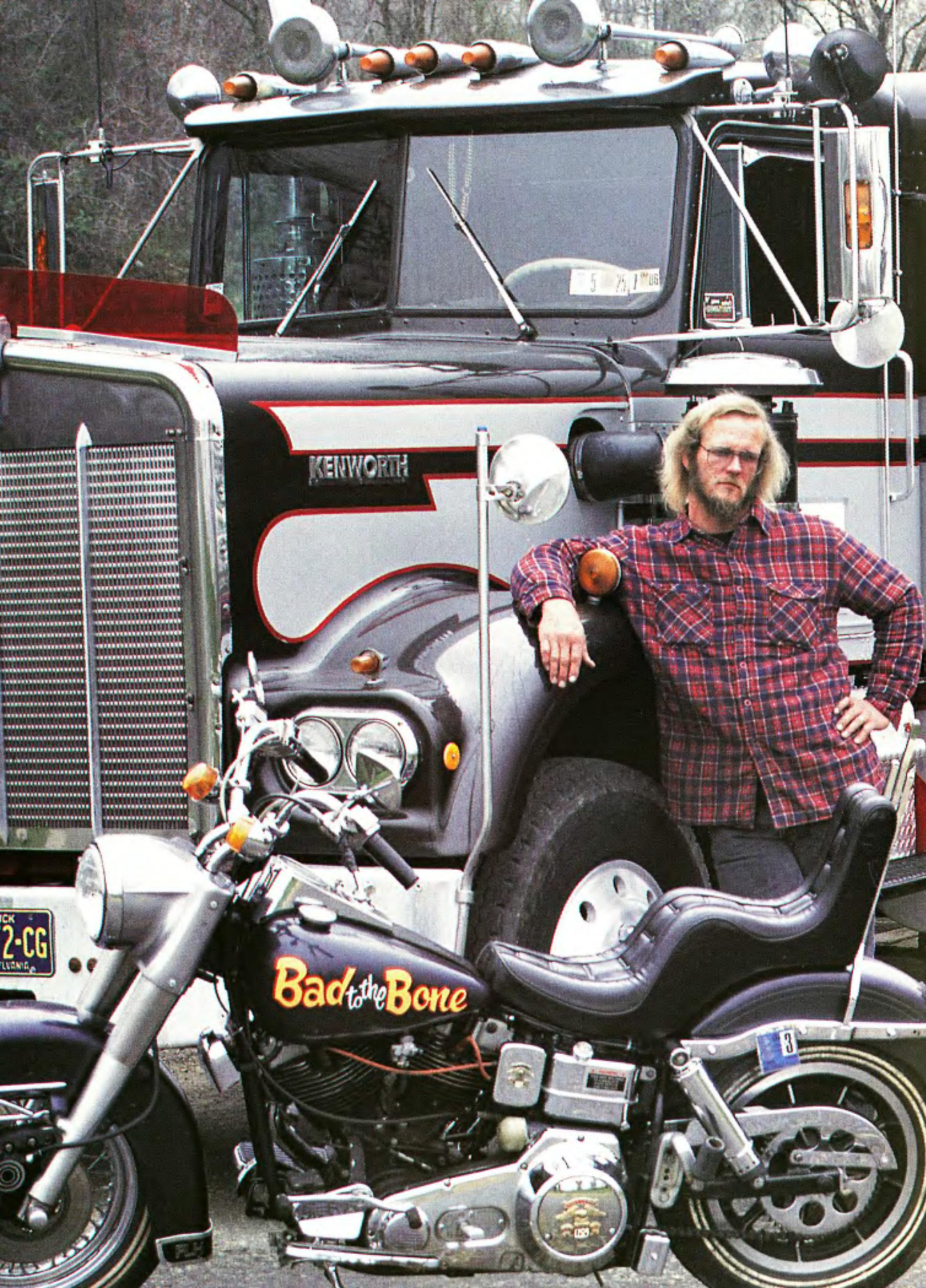
Representing the disease's stricken children are Amanda and Christopher Van Deuson. Their father rides on the run, which is neither here nor there. His kids are crusaders with tons of heart and guts. They are well aware of what they have, enough to know they will die, as have three of the kids portrayed in the MDA posters since Oliver started the Love Ride six years ago.

Shokouh, a member of the Million Dollar Club, signifying MDA donations gathered in excess of \$1 million, has commitments from Hoyt Axton, Eric Burdon, Craig Chiquico (of the Starship) and Malcolm Forbes to take part this year. There is an escalating scale of prizes to win for varying amounts of pledges, including righteous Love Ride denim jackets for \$600 collections. But the underlying cause is much more than prizes and partyin', it's about keepin' kids alive.

Muscular dystrophy's a no-foolin' killer. This November 12, 1989 the mission is to ante up a half-million dollars that can be put into research. Can you help?

—Bomber





BROTHERHOOD

OF THE WHITE LINE

Text and photos by Bette S. Garber

I don't know as much about bikers as I do about long-haul truckers. Truckers I oughta know well; I've been interviewing and photographing these highway gypsies for years.

It was during these interviews, hundreds of them, that I heard a lot of the guys telling me they ride bikes. Harleys, mostly. What is the attraction, and why do so many of these men share in it? Why do they want to drive all week, then ride again? I spent two years talking to what I came to call "trucker/bikers" and I think I have some answers.

But first, an *Author's Note*: I need to state for the record that Milwaukee Iron chanced to be the ride of choice of everyone I interviewed, but Harley riders were NOT deliberately sought out for this article.

There are thousands of these independent souls crisscrossing the country by every highway Rand McNally put to paper. They grind out mile after mile of grueling road duty, toe-to-toe with pin-headed four-wheel-



ers, overzealous cops, and twisted traffic hazards. At the end of the run they crawl back to the garage, climb out of the cab, and do what? Kick start their bike and disappear into the next bend.

The call of the highway doesn't end when the haul is through—the urge to push a powerful engine down an open road is overwhelming. They simply trade 18 wheels for two and the ride goes on.

A Pennsylvania trucker put the never-ending ride into perspective, "I get on my bike and ride before I go home. It re-

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BROTHER OF **HOOD** THE WHITE LINE

leases a lot of tension I build up when I'm driving. Hell, sometimes I don't even make it home at all."

Some drivers I met can't wait that long. They strap their cycle to the truck grill or chain rack and take it with them, ready to roll whenever the wind dictates.

The acts of truck driving and riding a bike complement each other. It's a natural teaming, like beer and pizza. What we have here is a genuine American *highway hybrid*, a man who blends two distinct (but similar) lifestyles into one. The result is a special breed, a harmonious fusion of motor madness that celebrates road machines and road life as a lifelong pursuit.

A closer look at these highway-riding buffs reveals some interesting parallels that run straight and true. First—both activities are usually done alone. These men *like* being chief-in-charge of a mighty machine, facing whatever comes around the bend on their own terms. They're freedom-loving individuals, disdainful of 9 to 5 routines and rules, the confinement of enclosed workrooms, and skinny necks peering over their shoulders.

The sound and feel of power—something trucker/bikers seem to *need*, like a daily dose of fiber or B-vitamins. Captaining a mighty engine gives true meaning to the phrase "King of the Road," and these street sovereigns frequently see themselves as extensions of the machine.

The roar and vibration of a mighty motor, thundering about the lone trucker/biker is mighty heavy head medicine. There is a clear connection between the act of kick-starting a bike into a vibrating roar and starting up a truck, feeling the vibrations roll over, under and all around. Bikers and truckers alike conveyed through their interviews that the very act of controlling all that power was overwhelmingly



intoxicating and mystical.

In his poetic tribute to men who ride, "Where Thunder Rolls," Jody Via, a widely-published writer of biker literature well-known to these pages, celebrated highway euphoria and its mystique.

He wrote that, "To ride the thunder marks a man . . . a challenge met by roving souls who dare to go where thunder rolls." Bike riding . . . or trucking? Nowhere in the poem does he mention motorcycles, the source of the "thunder" of which he writes. Could not those who ride the thunder just as well be truckers? The muscle-packed thunder of a KTA600 Cummins turned up to 725 hp, or the deafening roar of a straight-piped stroker—if ever men were marked by thunder, it is these brothers of the white line.

Bikers and truckers both consider their wheel-riding a lifestyle, distinct and separate from the rest of the civilians. In their closets hang jeans and leathers,

clothes of simple, utilitarian design—ready to do a job, take a ride, or party till the wearer drops. It's no coincidence that T-shirt racks in truck stop stores are predominately black, with shirts as

These men *like* being chief-in-charge of a mighty machine, facing whatever comes around the bend on their own terms.

likely to feature Harley-Davidson graphics as a design displaying Peterbilt, Kenworth, or Freightliner trucks. Nor by accident are the display cases aglitter with metal-tipped black leather and

silver accessories, with chain drive wallets sporting orange wings sharing shelf space.

I've been going to the U.S. Diesel Truckin' Nationals in New Jersey for 11 years now and the crowd is always weighted heavily with bikers. One particularly well-tattooed, heavily-bearded biker I talked with at the last show put it simply, "I *like* these people. We share the road together."

A philosophy of riding and driving American runs deep in this brotherhood, with a preference for American-made trucks and American-made bikes. Their patriotic streaks are bold and strong, and unapologetically emotional. Many of these guys are armed service veterans and damn proud of it. I'd swear every one of them had red, white, and blue, tattooed across their hearts. Sure, there are veterans, patriots if you will, in every walk of life, but in this group, military service is a part of their life kept alive, whether in a Vietnam Vets MC patch or

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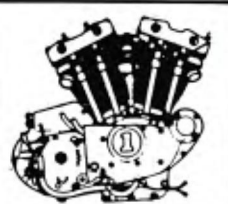
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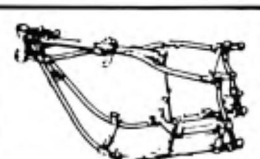
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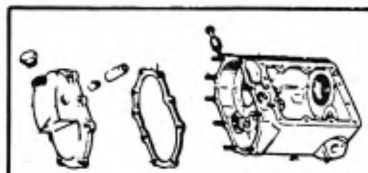


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BROTHER OF THE HOOD WHITE LINE

American flag decals waving from truck windows, fenders, and fuel tanks.

In New Jersey, I found an owner-operator whose truck was a Mack, his bike a harley. He told me he refuses to use his wife's Japanese-made pickup (a holdover from her single days) because it just feels wrong.

trucks and is there any wife or girlfriend who hasn't felt the pangs of jealousy because of it?

Decorating the bikes and trucks is another common bond these brothers share, putting their personal imprint on their machines—paint, pinstripes, chrome, and lights. A lot of truckers like

Four-wheelers apparently view the trucker/bikers' rides as damnations they are personally responsible for sending straight to hell.

The devotion a driver or rider has for his machine can't be matched, it seems, by anything less than (maybe) a good woman. You know how a biker usually glances over his shoulder as he walks away from his ride truckers do the same thing with their rigs. And the equipment is always a "she." These guys spend hours tinkering with their bikes and

to use motorcycle parts to dress up their rigs, and although I doubt I'll ever see twin stacks on a motorcycle, I have seen some real fancy bikes dressed with truck-stop-issue chrome accessories and tiny carriage lamps, reflectors, and lights.

For these brothers of the white line there is an almost hypnotic call to seek out the quiet pleasures of chasing a sunset or dawn: In a truck, with the CB turned down, windows open, and clean country air blowing through the truck cab, or bent over a flamed fuel tank, drinking in the heady wine of free winds as the road blurs into oneness with the land and sky.

One Connecticut truck driver told me he likes to put his head out the cab window as he's driving—to feel the wind. "It's as close as I get to riding my bike while I'm working," he said, later showing off a Harley rug in the sleeper of his Western Star conventional and Harley snapshots in his wallet.

Highway riders, no matter the number of wheels, also share horror stories of the inevitable interactions with "civilians." Four-wheelers apparently view the trucker/bikers' rides as damnations they are personally responsible for sending straight to hell.

That frame of mind dovetails neatly with the commonly-held public perception, reinforced by television and the movies, of the "truck-drivin' man" and "Brando-style" biker, which paints both breeds as unsavory characters, unwellcome in homogenized American society. Bikers and truckers are partners in these empty prejudices; they slam into them constantly. What else do they share? The shit that rains heavy when neighbors decide trucks and bikes are far too



Bette S. Garber has been a photojournalist with *American Truck Magazine* since 1978. She travels extensively throughout the country in a custom van doing photo feature stories about trucks, truckers and the trucking industry; focusing on successful independent owner-operators and small fleets, specialized commodity hauling, and trucking life. Her photos are also seen in advertising, national posters, and calendars. She travels with two killer mutts, Bandit and Basha, who, according to Bette, "... have watered some of America's finest truckstops."

—Jody Via

menacing for local driveways to bear.

Yet all the guys I interviewed were perfectly respectable, hard-working gents, into their families and jobs—nice homes, cute kids, and family dogs (one was a bitch named Harley).

The parallels which bond these bros together go on . . . Their hearts are open to the unexpected, neither road-warrior knowing from one day to the next what waits beyond the next bend. It's part of the excitement which makes requisite the steely nerves for the curves both groups have honed to a cutting edge.

Their true neighborhood is mapped on the nation's highways, in the truck stops, bars, garages, and parts shops, where men of like spirit come together. From Bakersfield to Daytona, driving and riding the white line is a triumphant run for independence and brotherhood. ■



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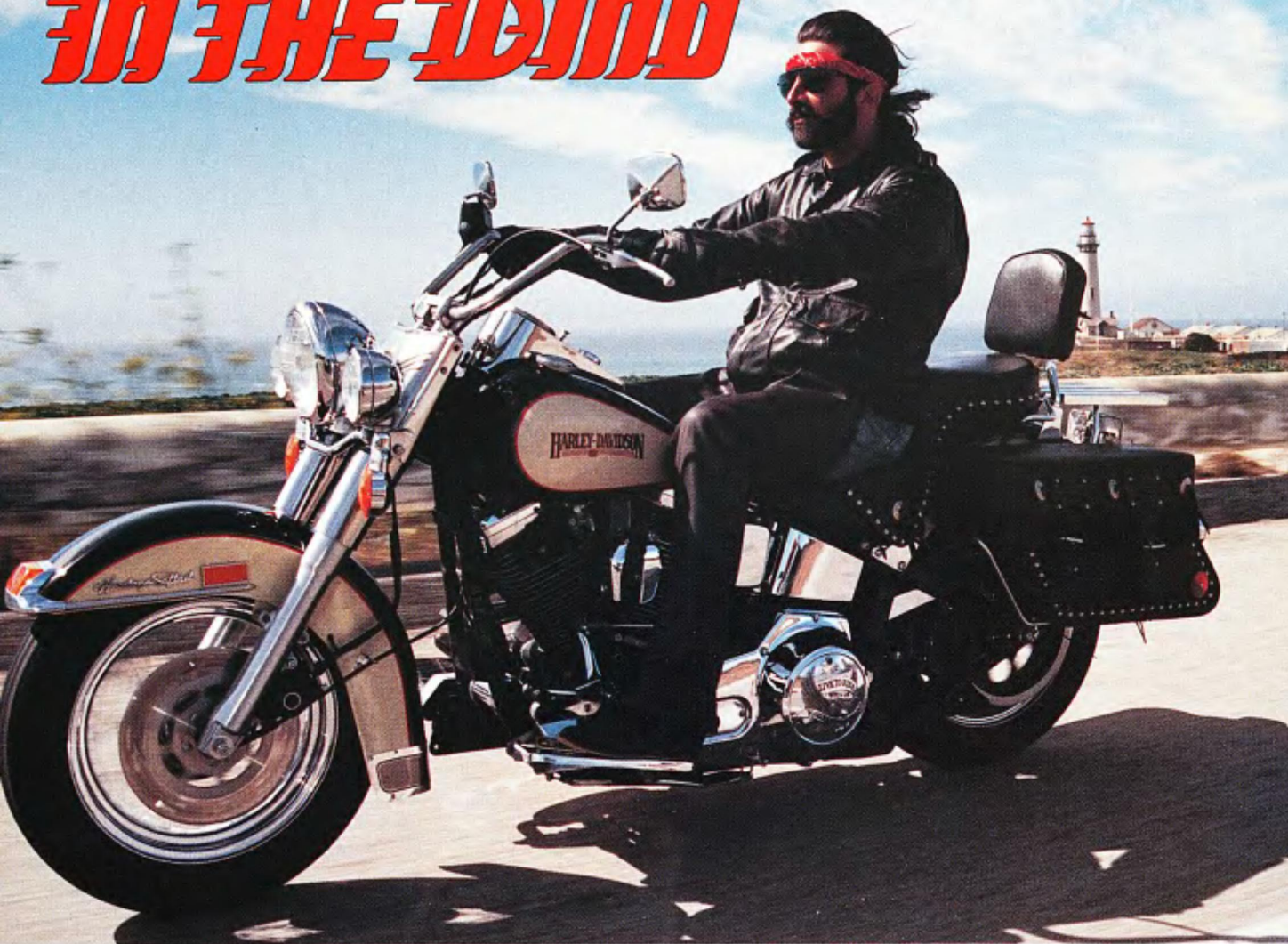
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IN THE WIND



—Darleen Sergent, Campbell, Calif.

—Mike Woolsey, Southern Hills Bash, Dubois, Ind.

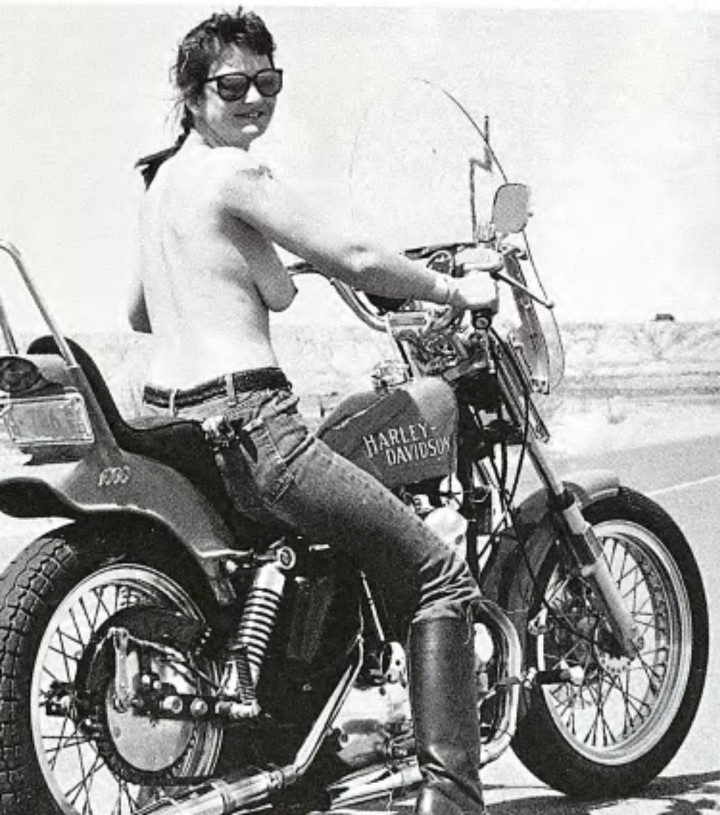




—R.J. Holmes, Jackpine Gypsies, Sturgis, S.D.

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*.) Send photos to *Easyriders*, Box 3000, Agoura Hills, CA 91301.

—Jerry Barlow, VFFV, Wyo.



—Rip, St. Louis, Mo.





—The Sheriff, Lammhult, Sweden

—Kristiana, Keaau, Hawaii



—Paul de Sailles, Sunland, Calif.



—Chicken, Berlin, Germany



Winter Down Time

The streets outside are piled with snow
Wind's blowin' strong, it's 15 below

Havin' a beer and watchin' TV
We're stayin' real warm, my scooter and me

As soon as the snow stops, we're out on the road
She runs like a dream and she's 20 years old

Seein' her sit there is really a tease
'Cause my scooter's a Harley, she's not Japanese

We're always together, side by side
I ride for my freedom, I ride her with pride

There will always be down time for snow and repairs
But soon comes the morning I tie back my hair

I jump on my scooter, the road never ends
I'll ride her forever, my face in the wind

—Button



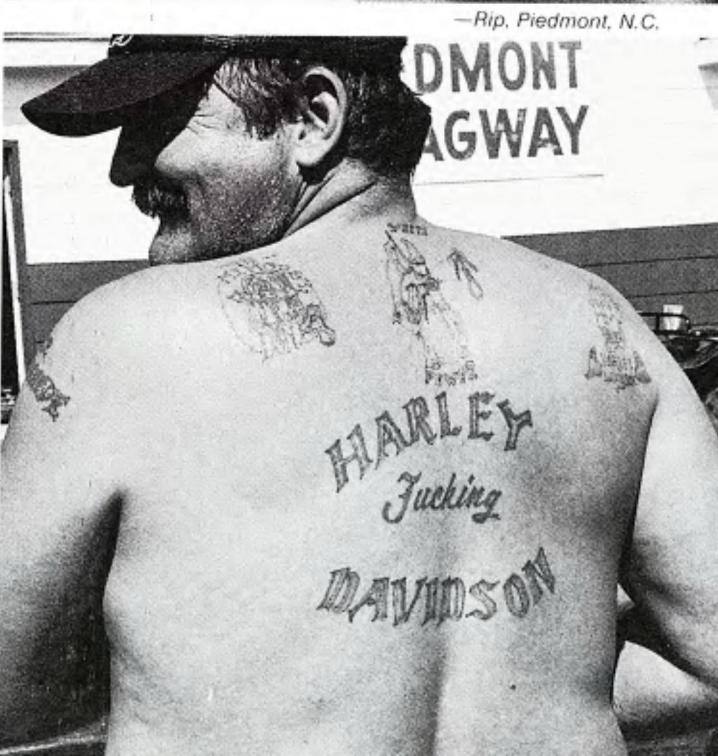
—Unknown, Diablos MC, 1960



—Char Clark, Billings, Mont.



—Michael Kennedy, Ponca City, Okla.



—Rip, Piedmont, N.C.



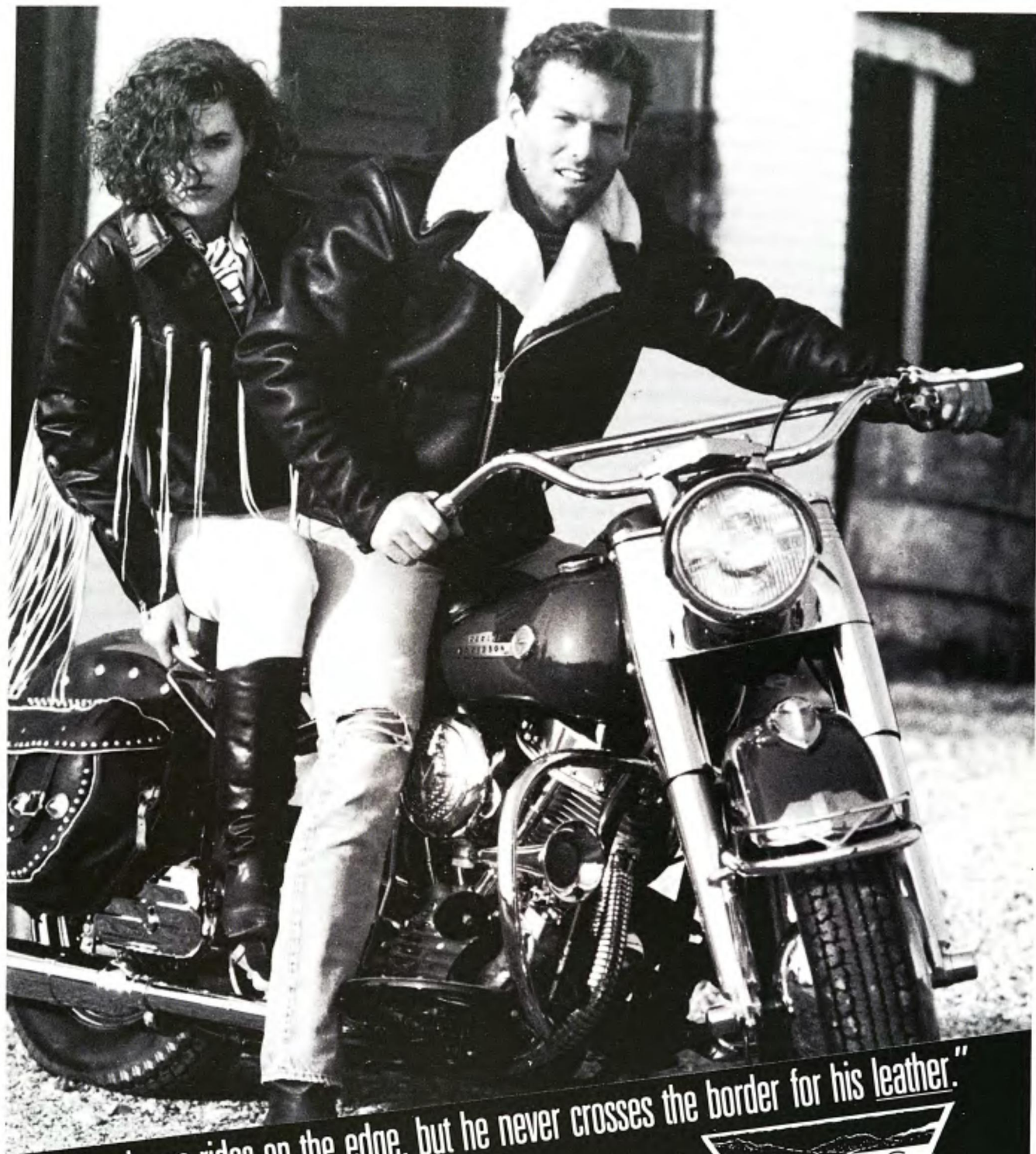
—Linda Barbour, On The Road

—Rip, Daytona Beach, Fla.



—John Lewis, Flint, Mich.





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Distributed by Chrome Specialties. Dealers only call 1-800-527-1635. In Texas, 1-800-633-7802



JUNE *Fox Hunt* WINNER

Her hometown is New York City, and she lives in Brooklyn, the ol' stomping grounds of the Dodgers. But while Ebbetts Field is little more than a faint memory,

your June Fox Hunt winner, Gabriela, 30, is a right-on vision of reality. She's into panheads,



mud wrestling, Guns N' Roses, The Clash, Void, and hanging out in the East Village at the Pyramid Club. Gabriela likes deep colors, mother nature, riding motorcycles

and makin' love in front of a fire on a moonlit beach. Good pick, bros.

—Loudmouth



I had my second baby in 3 years and my ol' man says I'm baggy and saggy. What do you think?

Linda, Michigan—#401



I figure if you've got it, flaunt it. And who better to flaunt it for than bikers?

Penny, Georgia—#402



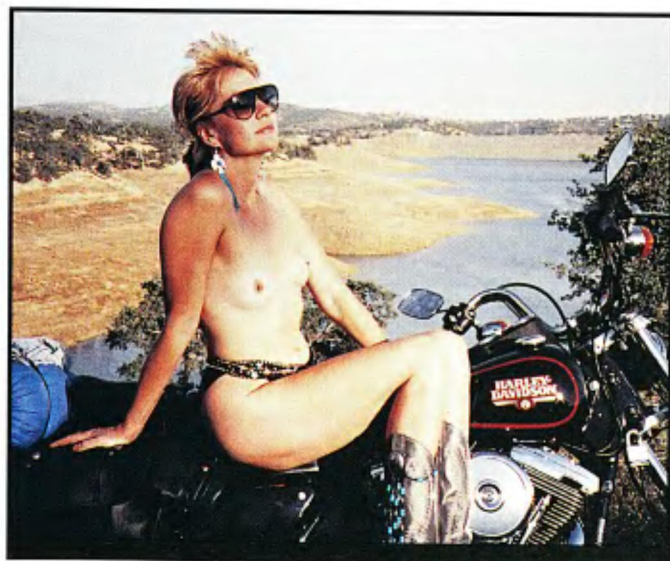
There's nothing like the rumble of a Harley between my legs; it makes me wet and horny.

Kim, Connecticut — #403



It would be my own way to touch every man out there. That's sexy!

Karen, Florida — #404



Why do I want to pose for *Easyriders*? If I have to explain you wouldn't understand.

Cindy, California — #405



Riding bikes and living the bikin' lifestyle is the ultimate life for me. I would love to strut my stuff for *Easyriders*.

Tracey, Queensland, Australia — #406

Easyriders

VIDEO MAGAZINE

July Release!

Available at video rental stores and
cycle shops nationwide.

The Last American Heroes

Featuring

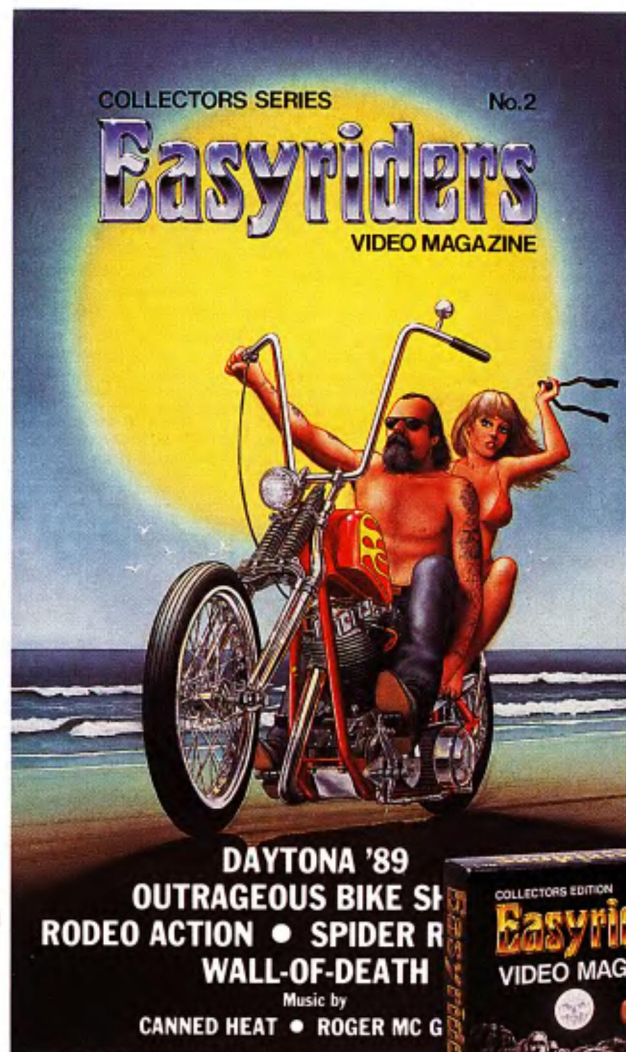
- Daytona '89
- Spider Revealed?
- Rodeo Action
- Wall of Death
- Bikes • Bikes • Bikes • Girls • Girls • Girls
- And Much More
- Bubba's Honda Drop
- Q.M. Bike Show
- Meet Billy Tinney
- Sweater Bumpers

Music by

- Canned Heat
- Faultline
- Roger McGuinn
- Renegade

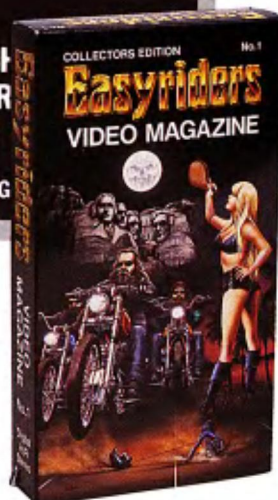
Concrete cowboys on steeds of steel—partying from the bars of Daytona to the wide-open wild motorcycle rodeos of the new West! Join the rowdy staff of *Easyriders* magazine for the most fun you'll ever have that's still legal—almost.

Contains strong language and nudity.
VHS or PAL color. Approx. 60 min.
Hi-fi digital stereo.



\$29⁹⁵
Suggested Retail Price

**No. 1
SPECIAL
COLLECTOR'S
EDITION**



Most cycle shops that carry *Easyriders* magazine will be stocking the video—also major video stores such as The Wherehouse, Tower Records, Music Plus, Strawberry Videos, and many local rental outlets. If they don't have it, show 'em this and tell 'em to call us!

Easyriders Video Dept., 28210 Dorothy Dr., Agoura Hills, CA 91301

1-800 572-1386

(National)

1-800-346-0252

(California)



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 hard-belly 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 what you like best about motorcycling (bikes, parties, men, etc.). 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 October 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



Here she is, bros, the seventh monthly winner in our 11th Annual Fox Hunt—Carolyn, #404, from Fargo, North Dakota. See more of her next issue.

motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, 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 an envelope and send it to #197 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

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

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

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.

197

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 what you like best about motorcycling.

What I like best about motorcycling: (25 words or fewer)

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Notary Seal

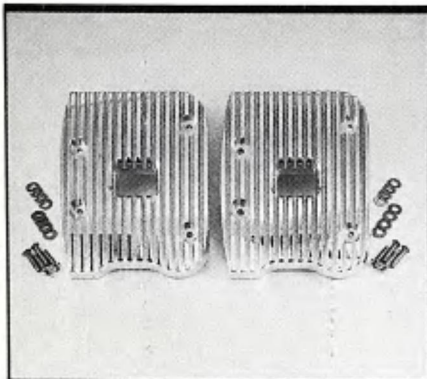
PARTS BOX

Tell 'em Snake sent ya.



Rivera Catalog

Since this is the November issue and there's still time to order a catalog, and then parts or accessories, before Christmas, we're featurin' Rivera's. Rivera has always had a quality rep in the performance area, especially their S.U. carbs. Check out their catalog for shit that'll make yer bike run like a bat outta hell. That's what I like. Call (800) 872-1515.



Finned EVO Rocker Covers

All right, remember finned aluminum panhead covers? A couple of months ago we featured a Hawaiian shovelhead with finned rocker covers that had been split. They make the baddest looking mills in the world look even nastier. Now Nempco (the Biker's Choice) is makin' 'em for Evolutions. For more information on this trick Christmas present, go pound on the counter at yer local dealer or write: Nempco, Dept. ER, P.O. Box H, Foxhill Park, Foxboro, MA 02035.



Helmet Facts For Everyone

The holidays are fast approaching—I know, bummer. But at least this first stockin' stuffer won't cost ya a dime. Bikers Against Manslaughter designed the above Helmet Facts cards and counter displays—and they're free. This nationwide legal services network and legislative support group for bikers' rights organizations went through a helluva lot of work to create these wallet-sized guides to anti-helmet law info. And hell, they even left space for shops or organizations to stamp their names and addresses for promotion. Every freedom thinkin' rider should carry one of these suckers. Call (800) 4-Bikers to get your free Helmet Facts counter display or plenty of cards.



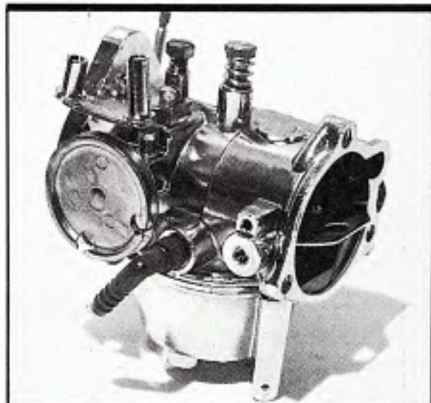
Doesn't Fit Poster

Here's a gift with class, produced in 1966—whatta great year. It's black and white and printed on heavy stock. This slab of ground pulp said it all then and it still applies now—the rest of the world can wear uniforms and follow all the rules, but that ain't for us. "Ride on," as Wino Joe would say. To get one of these classics just send six bucks to Rick Alpert, Dept. ER, P.O. Box 405, Whitewood, SD 57793 or call (605) 269-2182.



Wrap It Up

Now I've seen **everything** with scooters emblazoned on it—motorcycle gift wrap. Natch, we had to test it—that's why you see the boxes in the photos neatly wrapped by the office mice—nice work, huh? It's not bad in color either. To grab some of this shit, send a self-addressed, stamped envelope (legal size, I like illegal sizes myself) to: Like It Is, Dept. ER, P.O. Box 8125, Garden City, NY 11530.



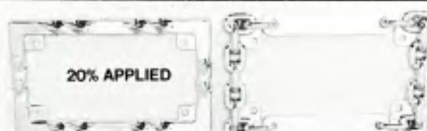
Gary's Bendix

Now here's a stand-up individual I'd trust anywhere—that's Gary Bang (yeah, the individual) who's a ridin' fool and a charter Hamster. But the bottom line is that he puts out decent parts, and if Gary put one of his carbs on my bike, I know it would improve the performance and hold up to day-to-day abuse. This is his 40 mm chrome Zenith/Bendix carb which features an adjustable main jet as well as a chrome body with brass highlights on the choke and throttle linkage. The new throttle cable plate allows bolt-on installation on 1982-up dual cable push-pull throttles, and it can be used on 1973-up 74s, 80s, and XLs. For more info go pound on the counter at your local dealer. ■

MILLION DOLLAR CLEARANCE SALE

JOIN OUR DISCOUNT CLUB AND RECEIVE A 20% DISCOUNT ON YOUR FIRST ORDER

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- 1073 Twist license frame, chrome.....\$11.96
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- 853 Chrome, 2-screws, 2-nuts, special key.....\$3.96
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MAXIMUM POWER FOR KEIHIN CARB.



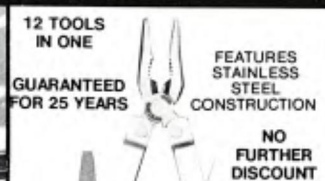
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- 24-224 Tuners kit.....\$89.95
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- IFP-1 Black (2).....\$2.36
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ELIMINATOR II SU CARB. KITS FOR EVO.

- EV-61 Kit w/10 adaptor.....\$204.00
- EV-62 Kit w/10 adaptor.....\$204.00

ELIMINATOR II SU CARB. KIT

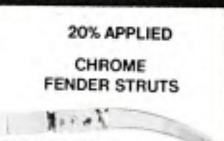
- POLISHED/SHVL/PAN/SPT.....\$204.00
- RE-61 Spt/shvl, 5.0 tank.....\$204.00
- RE-62 Spt/shvl, 3.5 tank.....\$204.00

20% APPLIED

MORRIS MAGNETOS

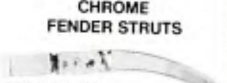
- M 5 Magneto, auto advance.....\$508.00
- MM74L Magneto, man. advance.....\$399.96
- MM74E Magneto, Pan/E.Shovel.....\$291.96
- MM2 Magneto, man. advance.....\$291.96
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- P-31-47-3 65-84 Spline Shaft.....\$230.00
- P-31-47-4 65-84 Spline Shaft.....\$260.40
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Calles Chopperdell, 340 36 Moheda, Sweden 0472-771 31.
McNasty Motors, 11411 Cedar Ave., Bloomington, CA 92316. (714) 877-0154.
Earl's Cycle, 220 S. Columbia St., Gastonia, NC 28054. (704) 861-1226.
Harley-Davidson of Dallas, 3914 S. Shiloh Rd., Garland, TX 75041. (214) 864-4647.
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A & A Custom Motorcycle, T-shirts from L.A., S-XL \$10, XXL-XXXL \$10.95, mailing address: 5442 S. Sepulveda Blvd., Culver City, CA 90230. (213) 390-9093.

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Miller's Custom Parts, S-XL \$12.95, XXL-XXXL \$15.95, 1863 S. Ridgewood Avenue, So. Daytona, FL 32019. (904) 761-0858.

Barnett Harley-Davidson/from \$11.95 ea. (\$9.95 ea. additional), \$8.95 ea. (\$7.95 ea. additional), 5 colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 79925. (915) 592-5804.

Hacienda Harley-Davidson, \$9.95 first shirt, \$8.95 second. Heavy black 100% cotton, 5-color design. 918 Thatcher Blvd., Safford, AZ 85548. (602) 428-4700. (800)-BIKE4U2.

Harley-Davidson of Hempstead, Inc., \$12 each, includes P&H; U.S. funds only; state size. 4 Laurel Ave., Hempstead, NY 11550. (516) 481-7100.

Harley-Davidson of New York, Inc., 32-86 47th Street, New York, NY 11103. (718) 278-1515. Call for style, sizes, and prices.

H&M Cycle Sales, Inc. (H-D dealer), \$12 (S-XL), \$14 (XXL-XXXL). U.S. Funds only. Cert. Check, M.O., Visa, M/C or Discover. P.O. Box 128, Dover, OH 44622. (216) 364-6519. Free 64-page catalog w/order.

Stubbs Cycles Harley-Davidson, \$13, S-XL, (XX-XXXL) \$16, 4436 Telephone Rd., Houston, TX 77087. (713) 644-7535.

American Harley-Davidson Inc., 6834 Jackson Road, Ann Arbor, MI 48103. (UPS/COD).

Home of The Blockheads, original logo on front w/Iron Block Harley-Davidson logo on back. \$11.95 ea. COD/UPS same day. Specify color (black, blue, gray) & size (S-XXL). Iron Block H-D, Box 319, Adams Center, NY 13606. (800) 633-9473.

Yellowstone Cycles of Jackson Hole/Wyoming, \$12 m.o. postpaid, heavy blk. 100% cotton, S-XL (50/50 XXL-XXXL). Old faithful geyser on back, mountains on front. Box 7438, Jackson Hole, WY 83001.

USED HARLEY-DAVIDSONS WANTED

Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925. (915) 592-5804. Cash for used Harleys. We pick up nationwide. We crate & ship overseas. We trade for anything.

Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85548. (602) 428-4700. (800)-BIKE4U2. Cash for used Harleys. We trade for anything. We crate & ship overseas.

VALVES

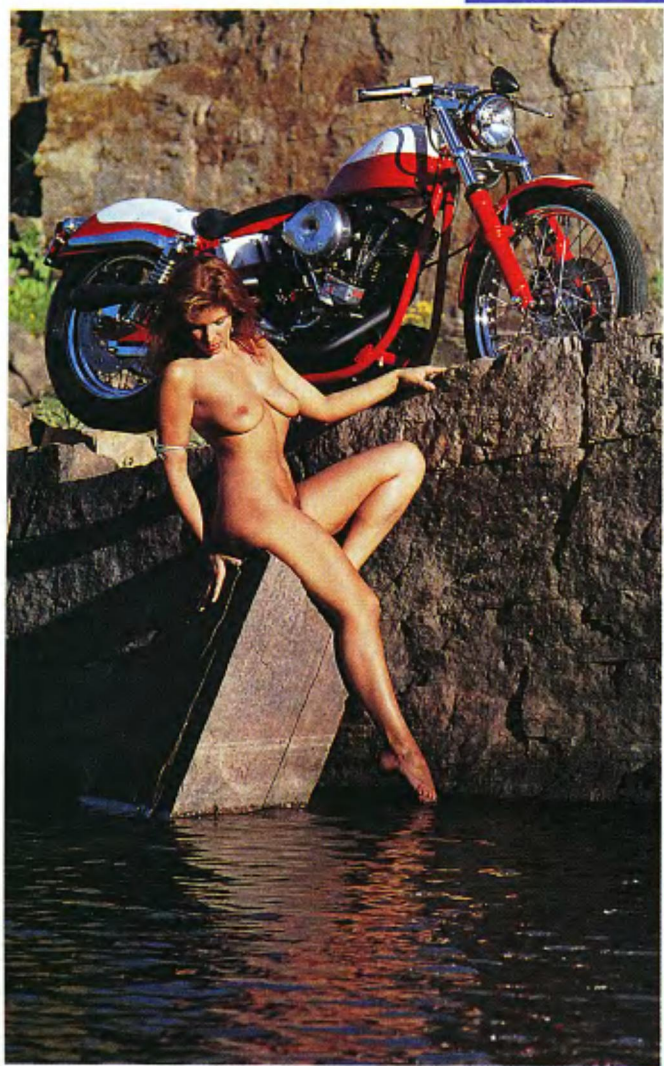
Classic Enterprises 'The Head Masters', Unleaded-fuel valve seats. R.R. 1, Churchill, Ontario, L0L 1K0. Tel: (705) 456-6622, FAX: (705) 456-0360. USA, Kaycee, Rt. 22B, Buffalo, WY 82834.

The Head Masters, Box 3458, Mission, B.C., Canada V2V 5M2.

Tell 'em you saw their name here.



The
BOYS KNOW
Best



“H ey, Dad, when ya gonna clean up the garage? Yer crap’s everywhere, an’

Walker an’ I want it out so’s we can do some serious wrenchin’ on *our* stuff. You know, Pops, our MX bikes an’ junk, plus we need the space for when the guys come over for bench racin’ sessions.”

“Yeah, right. Sure, Nik. Don’t kid me, this is your father you’re talkin’ to. I know all you boys want is to clear out an area for a clubhouse to sneak peeks at my *Easyriders*.”

“No way, Dad, honest. You’ve got parts stacked a mile high in there, why don’t ya build somethin’ with



'em, 'stead of jus' lettin' 'em lay around gatherin' dust? Besides, we only read *V-Twin*."

Later that night, his wife, Nancy, unwittingly came to his rescue by chirpin' in, "Honey, why don't we go out to Mother's for that three-week vacation ya got comin' up next month?"

With that threat, Rick Pew's heels cut a groove in the kitchen's linoleum as he dashed out the door. Next thing he knew he had embarked upon clearin' out and cleanin' up his garage, which simultaneously lowered his inventory and elevated his sanity.

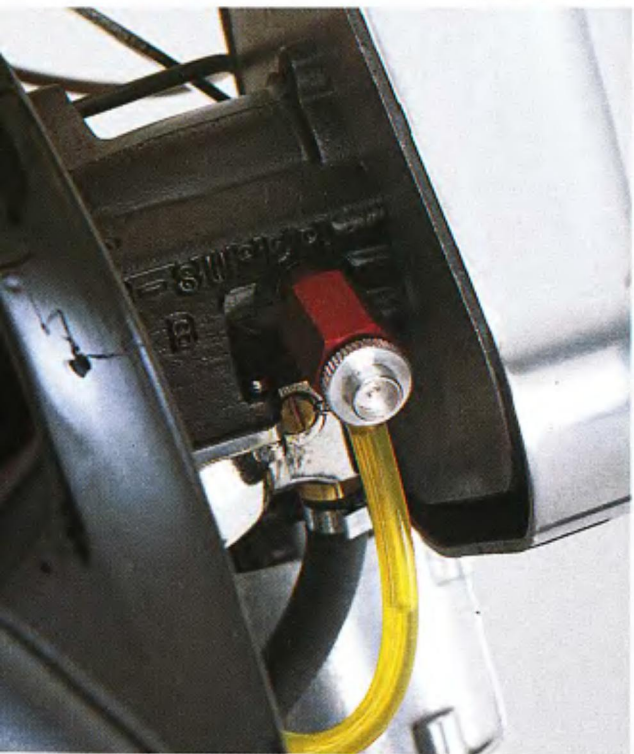
This goulash stew of a shovelhead, beautiful as it is, represents an even more beautiful sight to Rick's sons a







Photos by Michael Lichter



Owner(s): Rick Pew and sons		City: Broomfield, Colorado	
General		Frame	
Fabrication by: owner/Gary Hunt		Year: 1964	
Year and make: 1973 H-D		Builder: H-D/Hunt	
Model: FX		Type: swingarm	
Value: \$6,500		Rake: stock	
Assembly by: owner		Stretch: none	
Time: three weeks		Other alterations: lowered swingarm	
Chroming by: Tony Nielsen		Accessories	
Engine		Bars: 2 Wheelers	
Year: 1973		Risers: 2 Wheelers	
Model: FX		Fender(s): Ness	
Rebuilder: Ken Conway		Headlight: Gary Bang	
Ignition: magneto		Taillight: Gary Bang	
Displacement: 88 cubic inches		Speedo: oops	
Lower end: Evolution		Front pegs: Drag Specialties	
Balancing: Equipoise		Rear pegs: hang on	
Pistons: S&S		Electrics: 12-volt battery	
Cases: House of Horsepower		Gas tank: Gary Hunt	
Heads: Marvin's		Oil tank: 2 Wheelers	
Cam: Andrews		Oil system: late model	
Lifters: S&S		Primary cover: stock	
Carb(s): S&S, Thunder Jet		Seat: Rick Jorgensen	
Air cleaner: S&S		Sissybar: not today	
Pipes: Gary Hunt		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: stock		Type: wide glide	
Year: 1979		Extension: 3½ inches under	
Shifting: up and down		Builder: Hardly-Dangerous	
Engine sprocket: 23-tooth		Special features: turned down legs	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: H-D	Hub: H-D
Painter: owner		Rim width: WM2	Rim width: WM
Color: Guards red/white		Tire: Dunlop	Tire: Avon
Type: polyurethane		Brake: Girling	Brake: Gardner Mfg.
Special paint: Louie Allison			
Other special modifications: Special thanks to Arlin, Jim, Quick Carl, Nancy, and Magnum Engineering			

couple of rad-dude triple threats), Walker, 15, and Nik, 13.

They, along with their father (who's employed at Arlin Fatland's 2 Wheelers shop in Denver), worked the design around what was available—and take it from Rick's baby motorheads, there was plenty.

Ya might call it a grab bag bike. Grab a part here, pick a piece there, line 'em up, adjust 'em all, get 'em familiar with each other, stand back, and three weeks later, *presto*—a new motorcycle.

The bike was finished in June, about two months before Sturgis. And despite a bunch of bros offering fistfuls of cash to buy it, Rick was determined to keep this one. Unlike last year, when he outsmarted himself by sellin' off his stock, leaving him dry for a ride and in the embarrassing position of having to borrow a putt for the run.

Rick thanks Gary Hunt of Hunt's Hot Rods and Harleys in Denver for the assistance on the project. And the boys thank him too, as well as their

dad for givin' 'em the space they needed.

Up just a month and a half, the red and white swingarm shovel was the perfect lounge chair for Gabriela, the vivacious nominated fox from Brooklyn, New York. And so it was that they would be together—high in the Rockies, overlooking wide expanses of American wilderness. For Gabriela, it was quite a change of scenery from the hustle of Gotham and the bustle of the Brooklyn Bridge.

—Raider Rider

What's Happenin'

Here's your guide to what's happenin' in your area in October, November, and December. To have your events listed, get the information to us at least three months in advance—or call the new "What's Happenin'" hot line, punch in the "Gripe Line," 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. To find out what's happenin' in any state, just punch up that state's number code (listed below) and be informed. 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.

ARIZONA

ALL-AMERICAN MOTORCYCLE SWAP MEET—November 5 in Phoenix at Veterans Memorial Coliseum. Admission \$5. Sponsored by V-Twin Trader Magazine. For info, write Box 1402, Beverly Hills, CA 90213, or call (213) 453-2702.

CALIFORNIA

EASRIDERS GRAND NATIONALS—October 20-21-22 in Ventura at the Ventura Fairgrounds. For info, see back cover.

INDOOR MOTORCYCLE SWAP MEET—December 3 in San Francisco at the Cow Palace. Live music and \$200 door prize. Sponsored by MMA. For info, write Box 8009, Marysville, CA 95901, or call (916) 673-0307.

CONNECTICUT

8TH ANNUAL TOY RUN—October 8 in Hartford starting at Bushnell Park. Sponsored by Connecticut Motorcycle Riders Assoc. For info, write Box 56, New Britain, CT 06050, or call (203) 582-2840.

FLORIDA

5TH ANNUAL HALLOWEEN COSTUME BOOGIE—October 27-28-29 in Fountain. Swap meet, bike show, live music, food, camping, no hassles. Sponsored by ABATE of Florida, Panhandle Chapter. For info, call (904) 722-9005.

INDIANA

TOYS FOR TOTS CHRISTMAS PARTY—December 2 in Jay County. Sponsored by ABATE of Indiana, Region 5. For info, call (800) 23-ABATE or Don at (219) 731-2122.

5TH ANNUAL CHRISTMAS PARTY—December 9 in Grant County. Sponsored by ABATE of Indiana, Region 3. For info, call Richard at (317) 664-3848, or Jim at (317) 662-9478.

KENTUCKY

HARLEY-DAVIDSON RALLY & RACES—October 1 in Henderson at Riverside Downs. Admission \$10. Swamp meet, bike show, field meet, races, parade, and more. For info, call (502) 444-7593.

MINNESOTA

MOTORCYCLE SWAP MEET—November 19 in St. Paul at St. Paul Civic Center. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

NEBRASKA

10TH ANNUAL TOY RUN—October 7 starting in Omaha at 60th and Underwood. Custom bike show, refreshments, and more. Sponsored by ABATE of Nebraska. For info, write Box 30332, Lincoln, NE 68503, or call (402) 796-2523.

NEW JERSEY

3RD ANNUAL CHRISTMAS SWAP MEET—November 9 in Manville at the VFW. Vendors, food, music, and more. Sponsored by Jersey ABATE. For info, call (201) 752-8337 or (201) 906-7643.

NEW YORK

CHRISTMAS PARTY—December 10. Sponsored by ABATE of Hudson. For info, write RR 2, Box 128A, Nassau, NY 12123, or call (518) 766-3842 or (518) 392-2493.

NORTH CAROLINA

6TH ANNUAL FARMINGTON NATIONAL FINALS—October 21-22 in Winston-Salem at Farmington Dragway. Sponsored by Harley Drag Racing Assoc. For info, write Box 1429, Elon College, NC 27244, or call (919) 229-4877.

OHIO

MOTORCYCLE SWAP MEET—November 26 in Columbus at Franklin County Veterans Memorial Auditorium. Admission \$4. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

OKLAHOMA

FALL BLOOD RUN & FOOD DRIVE—November 4. Sponsored by ABATE of Oklahoma. For info, call (405) 631-3431.

RHODE ISLAND

12TH ANNUAL TOY RUN—November 26 leaving from J. Murphy Industrial Rd. at 1 p.m. Sponsored by Rhode Island Motorcycle Assoc. For info, write Box 10446, Cranston, RI 02910, or call (401) 943-1535.

TEXAS

VIETNAM VETERANS MEMORIAL BENEFIT RUN—November 11 starting in Arlington at Arlington Stadium. Admission \$5. For info, write CCFW, Box 7220, Ft. Worth, TX 76111.

3RD ANNUAL HAM RUN—December 9 in Brazoria. Sponsored by ABATE of Texas/AIM. For info, write Box 5173, Waco, TX 76708, or call (817) 754-0830.

WEST VIRGINIA

2ND ANNUAL FORGOTTEN CITIZENS RUN—October 14 to benefit the Assoc. for Retarded Citizens of West Virginia. Sponsored by ABATE of West Virginia, Bluestone Chapter. For info, write Box 782, Princeton, WV 24740.

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	

dreams and plans

down time

By J.D.

In my mind's eye I see a curling strip of black pavement racing toward me at an incredible speed. It seems to surround me, to encircle me, like an image cast on a concave screen. I feel every bump and crack of the weathered surface the entire length of my spine.

A low rumble rises from between my knees, playing a bass run of back-road blues. Music to live by.

I feel a steady vibration in my hands and my fists clench involuntarily. I begin to lean in rhythm with the approaching curves as trees and buildings race by in a blur, becoming quickly forgotten glimpses of the landscape. Forgotten, because there's too much ahead to recall what's been past.

From behind, tender hands rest tightly but trustingly on my shoulders. Warm thighs squeeze against my ribs. My teeth turn to icy stones as the chilled wind races into my smile.

A rising softness presses to my back as a hill is topped and she responds in an exhilarated gasp. She knows as well as I there's only one other feeling as equal in pleasure.

A steel door slams and a bell rings long and loud. "Out for count," a voice echoes through the cavernous dwelling.

I come slowly from my dream, not wanting it to end.

Standing by the cell door, I watch a uniformed guard with a clipboard. He's counting, not names but numbers. And not soon enough the totals match and I'm once again in my private place where only she, I, and the machine may exist.

But before my ascent into the real world, I take one yearning glance out the small barred window which looks down upon a narrow stretch of blacktop.

A single thought buys a smile, and I whisper, "Soon my ladies, soon."





CHANGING YOUR ADDRESS?

If you're moving, please let us know 6-8 weeks in advance. Send us both your old and new addresses. If possible, attach the label from a recent issue in the space provided.

Name _____
Address _____
City _____ State _____ Zip _____

Mail to:
Easyriders
Box 3752, Escondido, CA 92025

PLEASE ATTACH YOUR OLD ADDRESS LABEL

dreams and plans



long time coming

Twenty-some years ago my best friend Steve and I used to talk about buying Sportsters. We were two broke teenagers from New Jersey with dreams of riding across the country on our Harleys.

Then came Vietnam. I went first, then Steve. Steve beat me home. He got badly wounded and spent over six months in the hospital. When I returned we had some great times together—but no Sportsters. I had found a home in the Army and stopped off in New Jersey only long enough to

say hello and leave for Germany. Steve got out of the hospital, married, bought a home, and fathered three kids. I met a beautiful German girl and got married.

Steve and I corresponded, but not often. He had his life and I had mine. My wife, Barb, and I traveled around the world, stopping by Steve's whenever we were in Jersey. Like so many other hard-working guys, Steve was up to his eyeballs in mortgage payments and bills. We weren't any different, having bought a home in Arizona.

It's gonna be a ride for the two of us.

Whenever we did get together, Steve and I joked about the past and talked about the Sportsters and our ride that never was. A few months ago I heard that Steve was killed in a car accident. I cried like a baby. While on leave I visited his grave. I felt sad that we had never taken our cross-country journey. As I was leaving the cemetery a very old and familiar song was playing on the radio, "Hot Fun In The Summertime," a song Steve and I used to listen to.

"Yeah, we'll have hot fun in the summertime on our Sportsters," we'd say. I went home and told Barb what I planned to do. She's a good woman and agreed with me. I'm buying a Sportster, with the look and feel of the 1970 model that should have been ours, and next summer I'm taking a ride. It's gonna be a ride for the two of us: two teenagers, one grown old, and the other gone. It'll be, "Hot Fun in the Summertime," for you and me.

By Peter L. Adamski

harley

Harley-Davidson. Two simple words that bring to mind a myriad of thoughts. As I speak them, whether to myself or aloud, the floodgates open and my mind is overrun with pictures of people—all different shapes, sizes, and backgrounds.

Regardless of their differences, they all share a common bond—their love of life. Brothers and sisters all. Whether it's a group run or a pair of bros skimming along the blacktop, the constant thrum of the big V-Twin pumps life into each and every part of the system known as Harley-Davidson.

It is not possible to think of such a machine as just a motorcycle. Of all the two-wheeled vehicles that roam the asphalt jungles, the Harley is the most revered. It gives to the rider something of itself, almost as though it actually lives.

Regardless of the make of the bike, the wind still blows the rider's hair. But the air around a Harley is different. It has a quality which seems to be reserved for the Harley rider alone.

"Harley-Davidson," I say the words and my mind begins to wander. I see clear blue skies on a warm summer day. The road stretches out before me. Up ahead the road widens, and gathered there are the people I share the bond with—Harley riders, one and all. For a time we will share more than the bond which Harley brings. We share a bit of ourselves, the beer flows, and the spirits soar.

After a time we must part, but each of us takes with him or her a part of the others that made this time special. We will keep the memories of this time with us forever. The feelings, the jokes, old friendships renewed, and new friends we have made. All these things and many more to come. So many things that may never have been experienced had it not been for those two simple words: HARLEY-DAVIDSON.

By Jay C. Dearing

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Edition 1
Oct. '86 to Sept. '87



Edition 2
Oct. '87 to Sept. '88

Both collector's editions of them "Scooter Gypsies" you've been seein' in *Easyridders* each month are now available. We've rounded up all 24 of those cuties into two separate collections of 12 art prints each. Every 11" x 14" print is suitable for framing. Each collection is \$20, plus \$4 postage and handling. Please be certain to specify either "Scooter Gypsies 1 or 2."

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APO/FPO and Canadian, add \$3.50; Other foreign, add \$4. U.S. funds only.

Choppershopper

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

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

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

Beautiful ladies want friendship and marriage. Free photos and details. Latins, Box 1716-R1, Chula Vista, CA 92012. Phone, (619) 425-1867. (197)

Non-recording AM-FM stereo players available. Free catalog. The Conaid Company, 8221 Dunfield Ct., Idaho Falls, ID 21144. (202)

England's finest line of Triumph, Norton and BSA parts—complete stock color catalog \$4 (refundable). Sony Collier, 329 Cross Timbers Dr., Nashville, TN 37221, (615) 646-6821, 4 p.m. until 10 p.m. CST. (197)

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

Black-T, screen printed with Scooter Trash, S-M-L-XL-XXL, \$8.95. HEADREST IN-PRINT, Box 3782, Louisville, KY 40201. (197)

Harley-Davidson in England. Sales, spares, repairs and service offered to American bikers. Everything Harley including shop T-shirt. Postal service. Motique, 1 Clay Corner, Chertsey, Surrey, England 0932-564306. (197)

HOGS in great condition for under five hundred dollars, available in most states. Info, \$1 plus \$3 postage and handling to: HOGS, Box 781, Charles Town, WV 25414. (197)

"Sue" Hang in there, baby. They've only got you locked down a few more months, then we can be in the wind together—forever. I love you, Bubba. (197)

Diablos MC past and present: Contact Diablos in Meriden, CT 06450. (199)

HEY BROS! I'm looking for a decent deal on a Harley trike that runs or needs some work. I'd really like some info on sweet rides in the Idaho Falls, IA area. I'm willing to look at anything that's Harley-Davidson 2 or 3 wheels. My bro and I are being released from the Idaho Joint in August 1989. He was in the process of building a trike for his ol' lady when he got busted. Sucks, huh? We'd really dig it if you could possibly send us some info. Mark Keck "Idaho Spud," Box 218, Firth, IA 83236. (197)

Buy & trade new, used biker duds—from hats to boots. Catalog \$2. Larsen Leathers, Box 33, Riner, VA 24149 (703) 382-4668. (203)

DATING CLUB INFORMATION—Listing for all USA & foreign. Send \$7 with your address to Myers Marketing, 551 Valley Rd., Ste. #115, Upper Montclair, New Jersey 07043. (197)

SPENCER PADGETT: Or anyone knowing him. Contact his Alaskan buddy, Bill Malay, Box 91707, Anchorage, AK 99509 or call collect (907) 248-6076. (197)

Top Cat: Happy Birthday. I know what your wish is. I'll trade ya! Maybe even be your slave. Yes, part of me is still your fool. Love ya, 69. (197)

The 4 Point by #62167.

Now I'm down and serving time. What a great guy, that lawyer of mine. After he testified, I hit the joint. They ever mentioned, "The Old Four Point."

So I've been chained up to a bunk. If I got out, I'd choke that punk. But now my life, just hung a curl. Through the mail I've met a girl.

It restored my faith in humans. I feel just like a new man. I hope someday—her eyes that shine, are the reflection that shine in mine.

New Identity. Report details how it's done. Send \$10 to Newman 12311 NE Glisan, #239, Portland, OR 97230. (198)

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.

Help Wanted: No jive, the gang here at the magazine is looking for a brother or sister with a serious riding background to help out as an associate editor. You must have a journalism education and/or some major experience, and be willing to relocate to godforsaken California. And yes, it's a full-time position. It helps to know how to use a camera. Don't call, send resume to Paisano Publications, associate editor, Box 3000, Agoura Hills, CA 91301. (199)

Poison: I love and miss you with all my heart. You will always be the only one I love forever. Chesebrough.

FREE! Over 100 pictures of marriage-minded women worldwide. Send SASE to Margie Lee, Box 5637, Portland, OR 97228.

FREE WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. Leagie, Box 5637-ESR, Reno, NV 89513-5637. (197)

BEAUTIFUL GIRLS worldwide want correspondence, friendship, marriage. Details and photos, \$1 (cash only) Rothe, Box 270/E, Berlin 61, West Germany. (197)

Morris, "you're found." Happy Birthday, Mac. Je t'aime, Ladybug. (197)

Little Lor-Lor: Reed's three today. All's fine through July 1. You stick to your way and I will stick to mine. God bless. Mom and Daddo. (197)

Baby Huey: Happy Birthday, Bob and Cher. (198)

Charlie Roogh: June 17 couldn't make contact—nusey deputy. Tell Mama to try again. Same place and time. Mrs. Stanley. (197)

Comanche Pagans MC: Help! Locked down until 9-90. Alice VanWagner #88G-939, 250 Harris Rd., D-10, Bedford Hills, NY 1507. (197)

DRUG TESTING CONQUERED! PASSING THE URINE DRUG TEST IS EASY GUARANTEED. MANUAL \$5. Wilshire Labs, 2521 Hazlet Ave., R.R., Warwood, WV 26003-E. (195)

TRIUMPH, BSA, NORTON parts catalog \$1. Nanders' Britbikes, 1280 Stringtown, Grove City, OH 43123-9743. (197)

FOR SALE: Successful California Beer & Wine "Scooter Bar," \$90,000. Saloon c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (197)

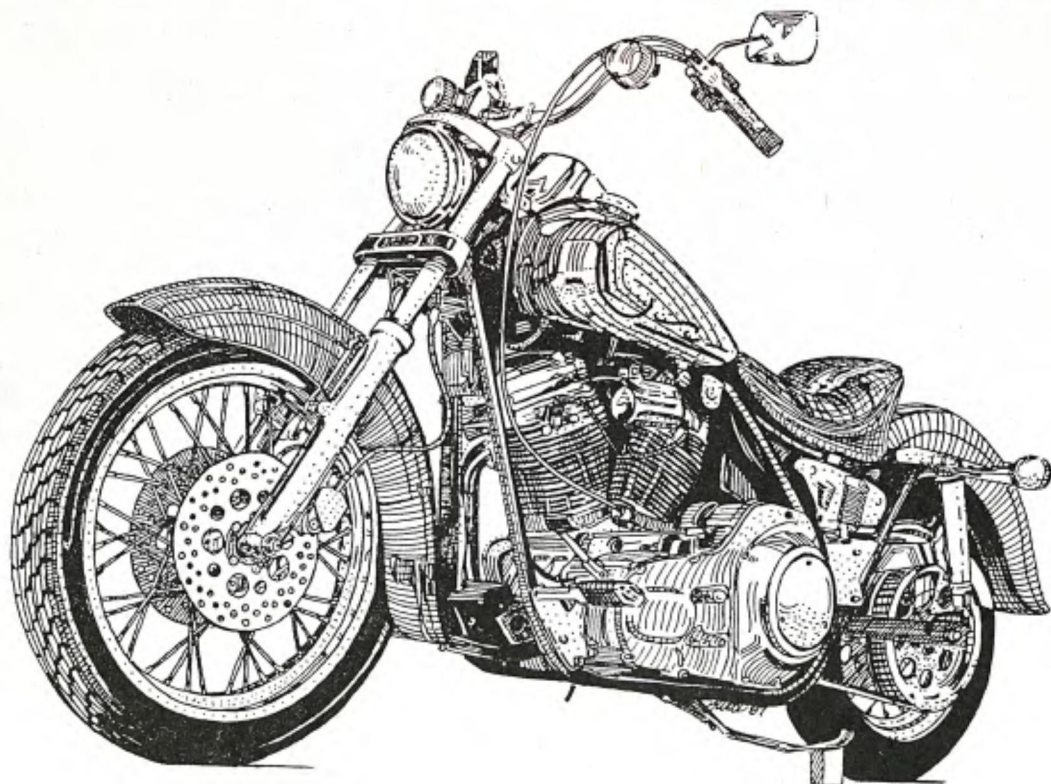
"Bo" Dennis Lee Messeri: Beep needs you. Get in touch with him! You can get him out of the joint. Write Izzy, c/o *Easyriders*, Box 3000, Agoura, CA 91301, and she will help.

Sexy biker fox will send you 2 sexy photos and letter for \$5. Marilyn c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (197)

For sale: *Easyriders* 1973-1988 in binders. Few missing. (919) 424-1272 after 7 p.m. \$450. (197)

Scooter Mates: Introduces biker men and women. 15 FREE profiles! Name and address to *Scooter Mates*, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates. (197)

Cloud Runner: Let's get to the point. Yes, we kiss better than most make love, so let's fight less and make love more (often). Could love ya, Bottom Bell. (197)



FREE EASYRIDERS!

You got it—just make a purchase of 30 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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Satan's Cycle Works 1706 W. Hatcher Rd., Phoenix
Jo's Cycle Machine 2350 W. Phelps, Suite #1, Phoenix
M/C Brothers Parts Inc. 2226 Northstone, Tucson

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D & G Cycle Parts 15715 Armar Rd., La Puente
Jammer Cycle Products 6417 San Fernando Rd., Glendale
Gordon's M/C Madness 1586 Morse Ave., #1, Ventura
Bartels' Harley-Davidson 8910 Washington Blvd., Culver City
ASA 5442 S. Sepulveda Blvd., Culver City
The Purple Hog Leathers 668 Plumas, Yuba City
Palm Springs Harley-Davidson 19345 N. Indian Ave., N. Palm Springs
Moonshine Cycle 1221 N. Main St., Unit 6, Porterville
Mars Custom Cycle 78 Shotwell, San Francisco
Curtis Fine Cullery 10613 Michele Ave., Bakersfield
Bellflower Harley-Davidson 8846 Alondra Blvd., Bellflower
Dale's Modern Cycle 225 E. Baseline, San Bernardino
Ed's House of Hogs 1564 Mission Rd., #27, Escondido
Harley-Davidson of Santa Ana 2131 E. 1st St., Santa Ana
Triple T Chopper 15606 Gale Ave., Suite D, Hacienda Heights
Scooter Trash 6609 Hollywood Blvd., Hollywood
Hog Haven 6857 Van Nuys Blvd., Van Nuys

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Ezekiel's Wheel Boutique 1841 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard Ln., Elkridge
H-D of Annapolis 1929 Lincoln Dr., Annapolis
Flying Eagle Bike Boutique 1124 S. Main St., Hampstead
Ezekiel's Wheel Boutique 5112 Belair Rd., Baltimore
Crazy Carl's Custom Cycle 8258 Rt. 3 Northbound Lane, Millersville
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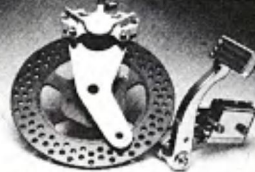


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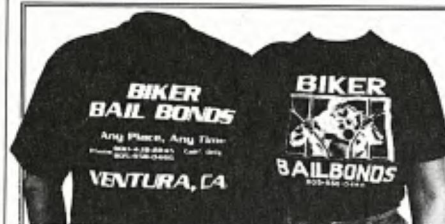


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If you are planning a putt south of the border, it could be a real adventure. Motorcycling is an inexpensive way to travel, and is also a helluva lot

of fun. But before ridin' to your nearest border crossing, take care of a few details, and you may survive Montezuma's Revenge.

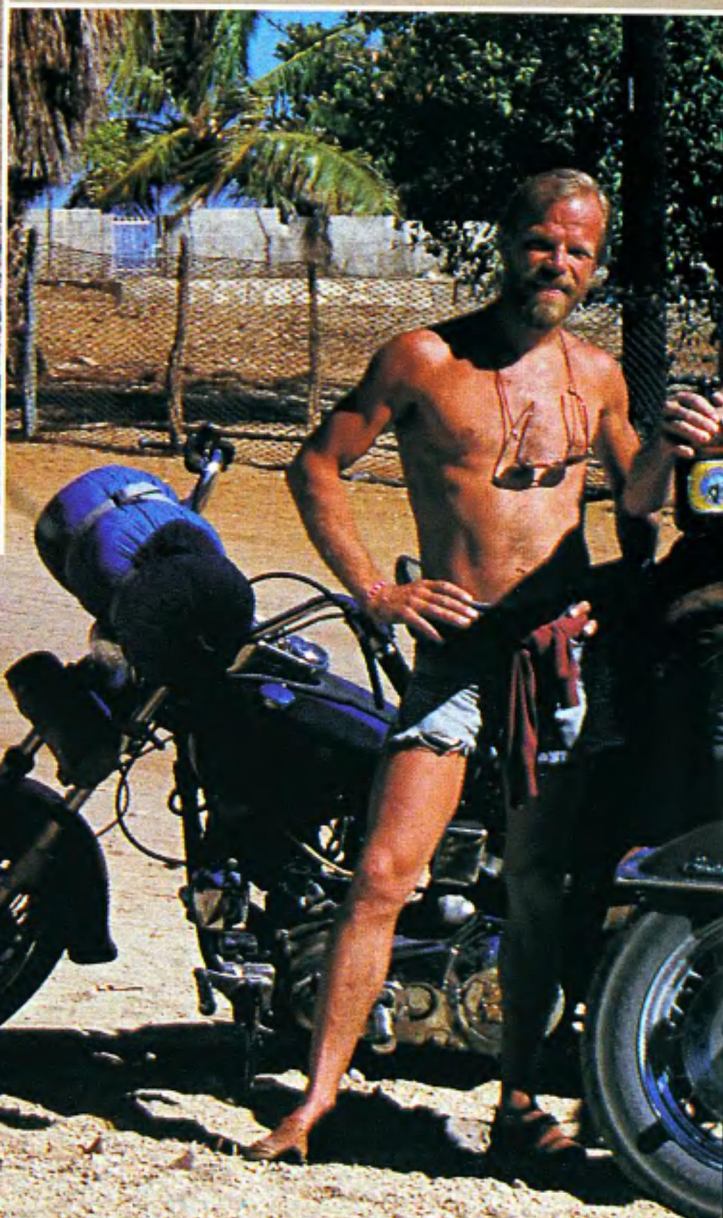


SOUTH OF THE BORDER

DOWN MEXICO WAY

The following is a short checklist of essential items for motorcycling through Mexico:

- Driver's license
- Proof of citizenship
- Tourist card
- Vehicle registrations and/or proof of ownership or notarized permission
- Notarized permission for children other than your own (if they're under 18)
- Mexican insurance
- First aid kit
- Emergency water
- Fishing and hunting licenses
- Maps
- Tools and spare parts



- Oil and gas additive
- Sunglasses and sunscreen
- Pesos.

Tourist Card: If you are going past the 60-mile zone, or plan to spend more than three days, you'll need a Mexican Tourist Card, obtainable from the Mexican National Tourist Council or travel department offices in major U.S. cities. They may also be scored from Mexican consulates, airlines, auto clubs, or travel agencies.

Proof of Citizenship: Passport, birth certificate, voter registration, naturalization papers, discharge papers, or armed forces I.D. Such proof must be presented for each traveler, and should be carried on you at all times. Other nationalities,

including Canadian, must show their passports or birth certificates for their tourist cards.

Driver's License: You must have a U.S. driver's license and proof of motorcycle ownership. If you don't own the ride, a notarized affidavit from the legal owner will work.

Insurance: Mexican law does not recognize any insurance policies except those written by a licensed Mexican insurance agency.

Any kind of an accident is regarded as a **felony**. If you are involved in an accident, report to the nearest authorities. Do not pay anyone. Show your Mexican insurance policy to the authorities, but do not hand it over without a receipt. If anyone is hurt or killed, you go to jail, doesn't matter who was right or wrong. You could be



placed in "protective custody," until responsibilities are resolved through the courts. They can keep you in jail, without filing a case for three days.

To obtain Mexican insurance, contact auto clubs, U.S. insurance agents, or Mexican insurance companies at the border.

Maps: Maps should be carried and used. Plan ahead by noting gas, hotels, and camping spots. Do not count on every gas station being open.

If you are stranded, the Mexican government has a fleet of *Angeles Verdes*, or Green Angels, to help. They patrol the highways, searching for vehicles in trouble. They are manned by a crew of two (some speak English), and carry gas, oil, water, and some spare parts. They will make

repairs on the spot, at no charge for labor and cost on the parts.

Lastly, don't drink the water. Don't spoil your trip with Montezuma's Revenge. Make sure you have some Pepto Bismol. Better yet, drink only cerveza and tequila.

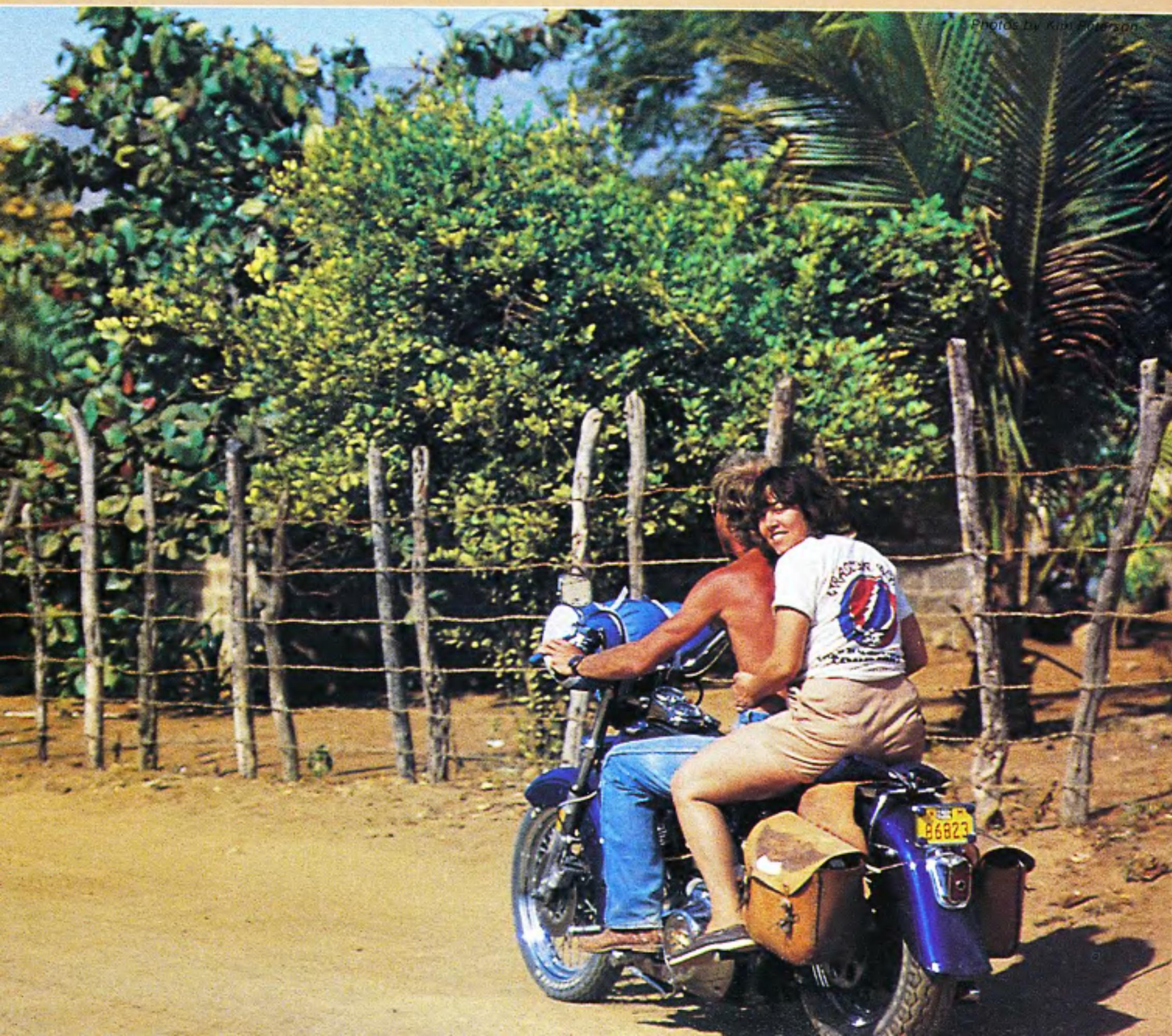
Just in case, take a couple of rolls of toilet paper (unless you're the kind that digs scrapin' your 'roids with a dry corn cob).

Mexico is always beautiful. Enjoy your trip and definitely try the roadside taco stands—they're terrific.

Also, just south of Ensenada is a house of . . . never mind, that's another story.

Buenos tacos,

—E.L. Woody



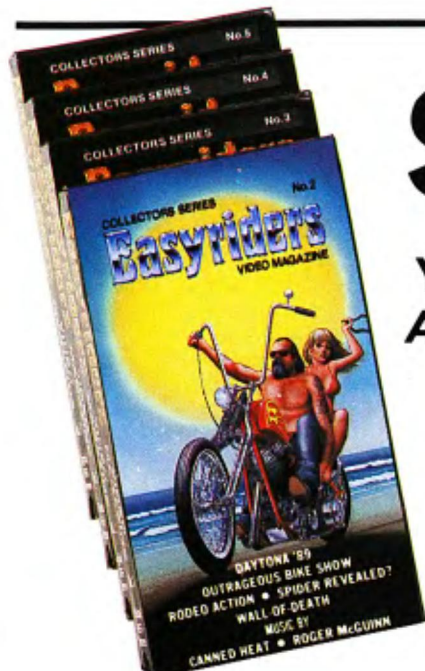
Photos by Kim Peterson

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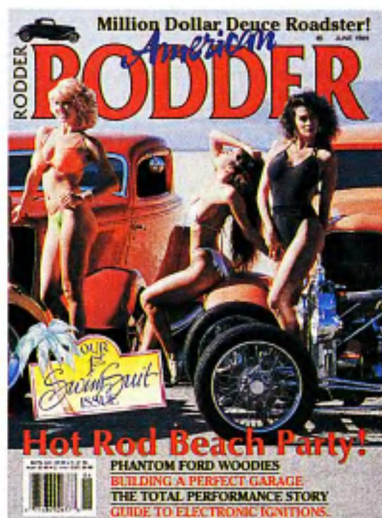
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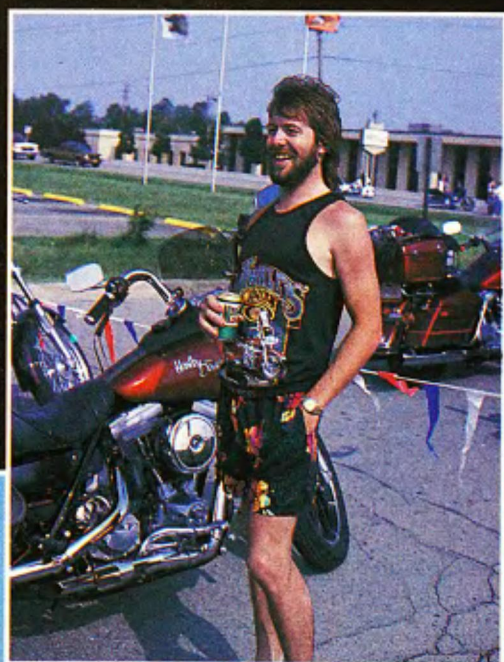
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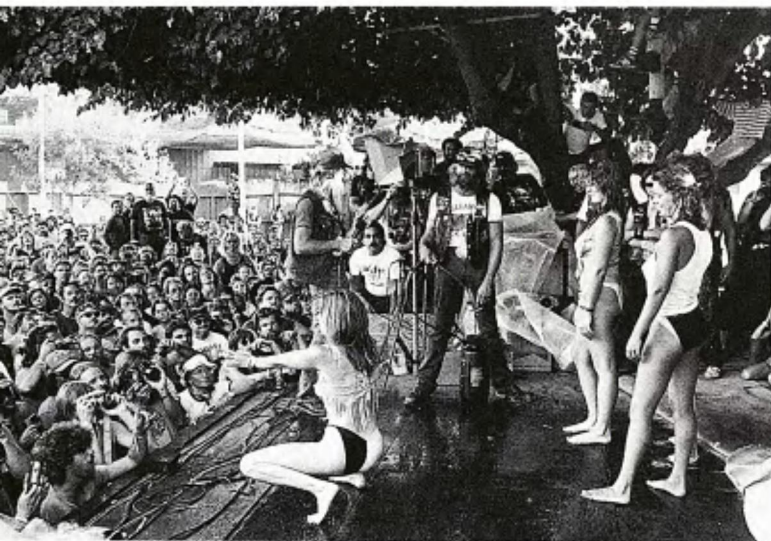
RIP'S RUN



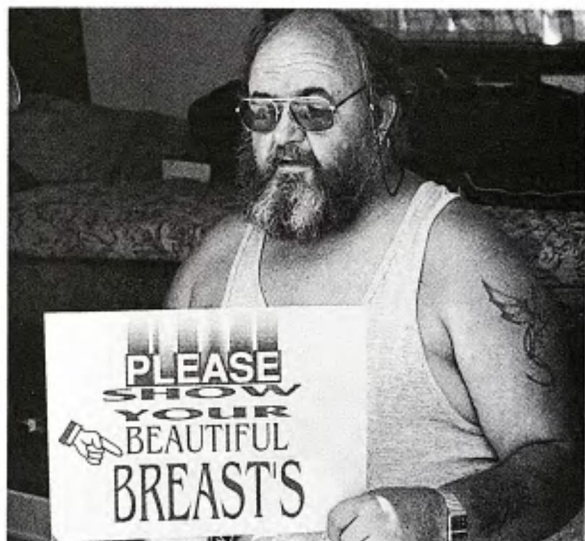
Dog Days of Summer



Photo by Smokey



Checking out the mams in Hanford, Calif.

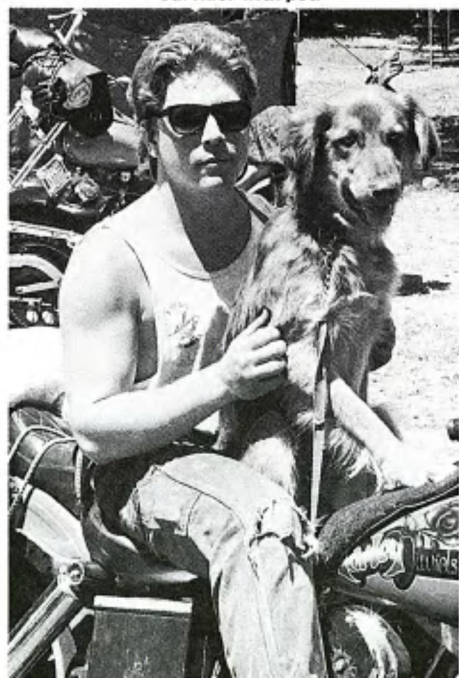


Having fun at Hanford, California.

Hello again. In last month's issue I wrote about my ride from the Gulf Coast of Mississippi to northern Minnesota. In this column I will be writing about my trip from Milwaukee to New York City, with a side trip to California for the Fourth of July.

A couple of years ago I stopped in Milwaukee to visit the engine and transmission plant. While in town I attended Hal Topel's run to the races, a benefit for the Muscular Dystrophy Association (MDA). It's a 50-mile ride from Hal's H-D shop in New Berlin, Wisconsin, to Elkhorn, Wisconsin. This year was the 10th year of this event. At the Fox River Inn, after the races, Hal raffled off a new 1989 H-D Hogger, a 27-inch color TV, and a compact disc player. Actually, the Kettle Moraine, Southeast Wisconsin Chapter, gets the credit for the prizes.

Cal rider with pet.



They operate out of Hal's store and the Fox River Inn. Incidentally, over 2,000 riders attended this year's annual run. The overpasses leading to Elkhorn were crowded with citizens waving and taking pictures of the riders as they passed underneath. Hal has a fully-equipped shop as well as trained personnel. They know Harleys.

While in town I took in the Summerfest at Milwaukee's lakefront and had a blast. We parked our bikes near the front gate, courtesy of a deal made between the factory and the city. The local H.O.G. chapter watched our scoots—thanks a lot. The Summerfest ran from June 29 through July 9. The women that attended greatly outnumbered the men. Throughout the summer different ethnic groups throw bashes on the lakefront. They have about five separate stage areas scattered through-



Hal Topel and crew at New Berlin, Wisconsin. Back row, left to right: Tim, Cass, Sean-O, Dennis. Middle row, left to right: Kirk, Hal, Kim. Front row: Sean G., Mickey, Rob.



Pat Harley on his dresser. W.G. Davidson behind Pat and an MDA kid.

out the park, where a person can be entertained by such headliners as The Charlie Daniels Band, The Desert Rose Band, The Fabulous Thunderbirds, Johnny Winter, and the Boozie Brothers.

There are many more groups, too many to list here. The latter do a take-off of the Blues Brothers which Dan Akroyd and the late John Belushi originated. I have seen pictures of Dan and John riding Harleys.

I left Baby, my '88 FLH Sport, at Hal's shop for its 50,000-mile service, and flew home to San Bernardino (Berdo) for the Fourth of July. I have a large family scattered throughout the country, and each year, if possible, we get together and celebrate another year of freedom.

While home I rode Darling, my Softail, up to Hanford, California, for the annual Bike Fest. Darling has 112,000 miles on her. It was a hot and sweaty weekend. I rode up to Hanford with Chuck and Jeannie, a couple of friends. We left Berdo about three in the morning, not wanting to ride in the heat of day. We partied at Hanford and crashed by our bikes that night. I guess I should say that we didn't get that much sleep but what the hell, I don't get to see my homeboys and girls that much since I spend most of my time on the road.

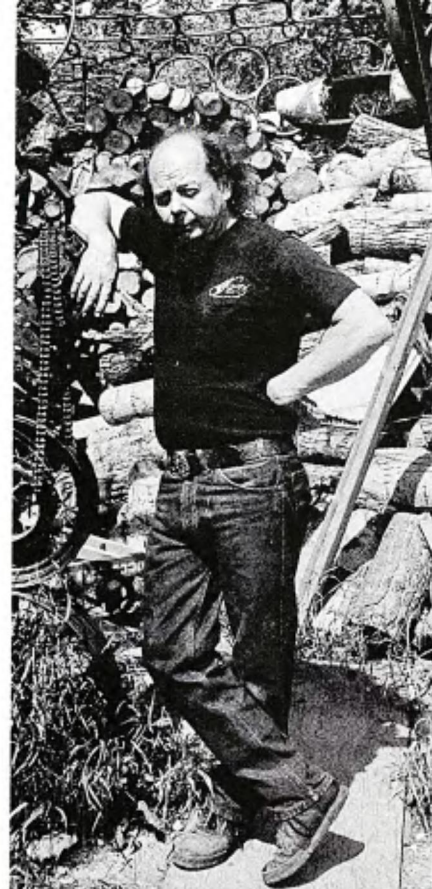
Back in Milwaukee a week later, I decided to take the car ferry across Lake Michigan. Going home for the

Fourth had put me behind schedule. I thought that the boat ride would save me some travel time. It cost 50 bucks, \$25 for me, \$25 for Baby. The ferry boat operates seven days a week, year-round.

The ride takes four hours, leaving Kewaunee, Wisconsin at 2:30 a.m. and p.m. In Ludington, Michigan, it leaves at 9:30 a.m. and p.m. There is a one-hour differential between the two states—Eastern and Central time. If you're pulling a trailer it will cost ya 10 more dollars. And yes, they do have staterooms, \$20 for the day rate and \$30 for the night



Folks from Joplin, Missouri touring the country. Left to right: Jeff & Jettie Wilson, Rolena and Stan Shaw.



Ron Finch, Joslyn & Brown Rd., Pontiac, Michigan.

crossing. For reservations call (616) 843-2521. The name of the boat is the Badger.

In Ludington, Michigan, I was met by Homestead Ted of the Mason County Motorcycle Association. I crashed at his place that night. He had a house full of people over to see *Easyriders* Video Number Two—I had obtained an early issue while home. We kicked off our boots, drank some brews, and enjoyed the tape tons. If you liked Number One you're gonna love Number Two. The next morning, after eating a great farm-fresh breakfast fixed by Linda, Teddy's wife, Baby and I split to visit with Ron Finch across the state in Pontiac, Michigan.

Ron is one hell of a fine artist. I mean, he sculpts on motorcycles like no one else on the planet (see *ER* issue #157, July '86). His shop is more totally outrageous than any headbanger's wildest dreams, more different than anything I've ever seen. After reading about him over 20 years ago, I finally met and partied with him last year at Sturgis. From the first time you pull into his driveway you will see objects of art all over the place.

Inside the shop is like being in a biker museum. Ron is also a very good painter. His shop is campy, funky, and just a neat place to visit. If ya go by his place at least buy a T-shirt, he can use the money. The

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Kirk Topel and Reo. Reo gets about 1,000 miles a year.



Getting ready to do Hal's run to the races, this dog has gone at least 10,000 miles.



At the grave sites.

expression "starving artist" applies to him and his crew. If you have ever seen one of his creations you will never forget it and you will always know the next time you see another one. He scrolls one-quarter and five-sixteenths round stock into brackets all over the motorcycle. It's just plain neat looking at shit that can't be duplicated anywhere else. He is the originator of this type of art, unique doesn't even start to describe it.

After spending a couple of days with Ron it was time to move on. Still behind schedule, I thought that by cutting across Canada I would save some travel time. It's always the same shit with these border guards if you're on a bike.

After packing all my gear back on Baby, I left—heading due east to Buffalo, N.Y. I made damn good time, the roads were above average. At the border crossing in Niagara Falls, the U.S. border guards detained me just long enough to ask a few questions, look at my driver's license and take a picture of Baby's license plate. I got lost in Buffalo looking for the Rare Breed clubhouse and had to call them to come and rescue me. It had been a couple of years since I was in town.

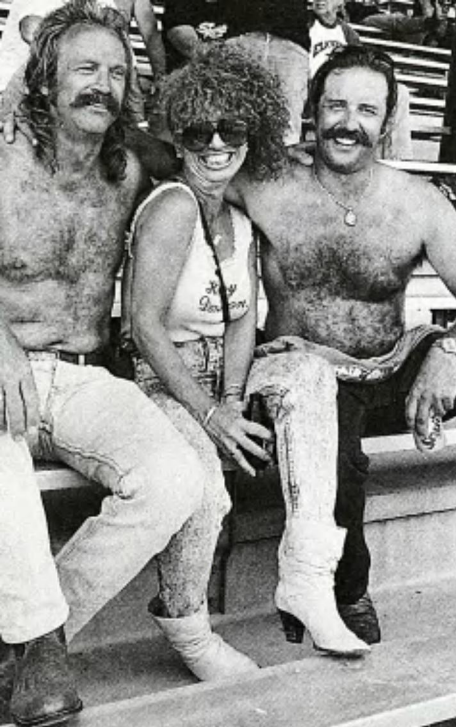
We kicked back, ordered some grub, and slid *Easyriders* Video Number Two into the VCR downstairs in the

bar of the clubhouse. The Rare Breed MC has one of the finest clubhouses I've ever been in. They fed me, gave me a clean bed to sleep in with an adjoining bathroom and brought in a phone for me to use whenever I wanted. These are good bros. I keep in touch with Billy, the Rare Breed president. We see each other at least twice a year in Daytona and Sturgis. I would have liked to have spent more time with them but I had to split the next morning.

I was heading to Meriden, Connecticut, for a memorial run with the Connecticut chapter of the Diablos Motorcycle Club. I was on the road where Uncle Earl died and wanted to visit his grave. I wish I could say that seeing Unk's grave made me feel better, but it didn't. I know a lot of folks on the East Coast miss him as much or more than I do.

Later that evening a few of the brothers escorted me to the city to visit with a bike club in the Bronx. Of course, I'm talking about New York. The ride to the City was fast. We partied with the Ching-A-Lings MC.

They partied our asses off. The hospitality was great. They own their clubhouse and a few other buildings around 180th Street in the Bronx. The Ching-A-Lings are a very serious inner-city club and don't put up



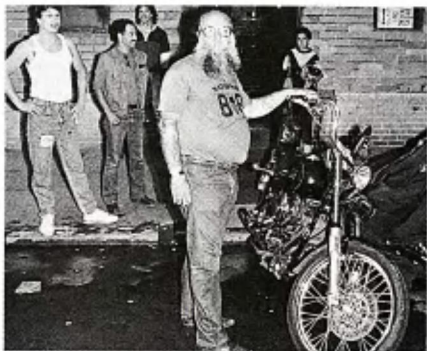
Vallejo, Calif. bros in Elkhorn, Wisconsin. Left to right: Mike Peterson D.D.S., Gail, Joe Roller.

with any bullshit.

It's that time again to close the column and ask for mail. So if you have a mind to, drop me a line and include a telephone number if you can. I'm looking for neat places to



In the Meriden, Connecticut clubhouse.



In front of the clubhouse in Meriden

visit. Runs, parties, bars, shops, etc. Generally anything or place that you yourself dig and would like to share with the readership. Otherwise, take care and keep the shiny side up. Until then write to: Rip's Run, Box 3000,



In the Bronx, N.Y. Photos by Rip

Agoura Hills, CA 91301.

Before I sign off altogether, I'd like to thank the Honorable George Deukmejian, Governor of California, for once again giving us the freedom of choice on the helmet issue. ■

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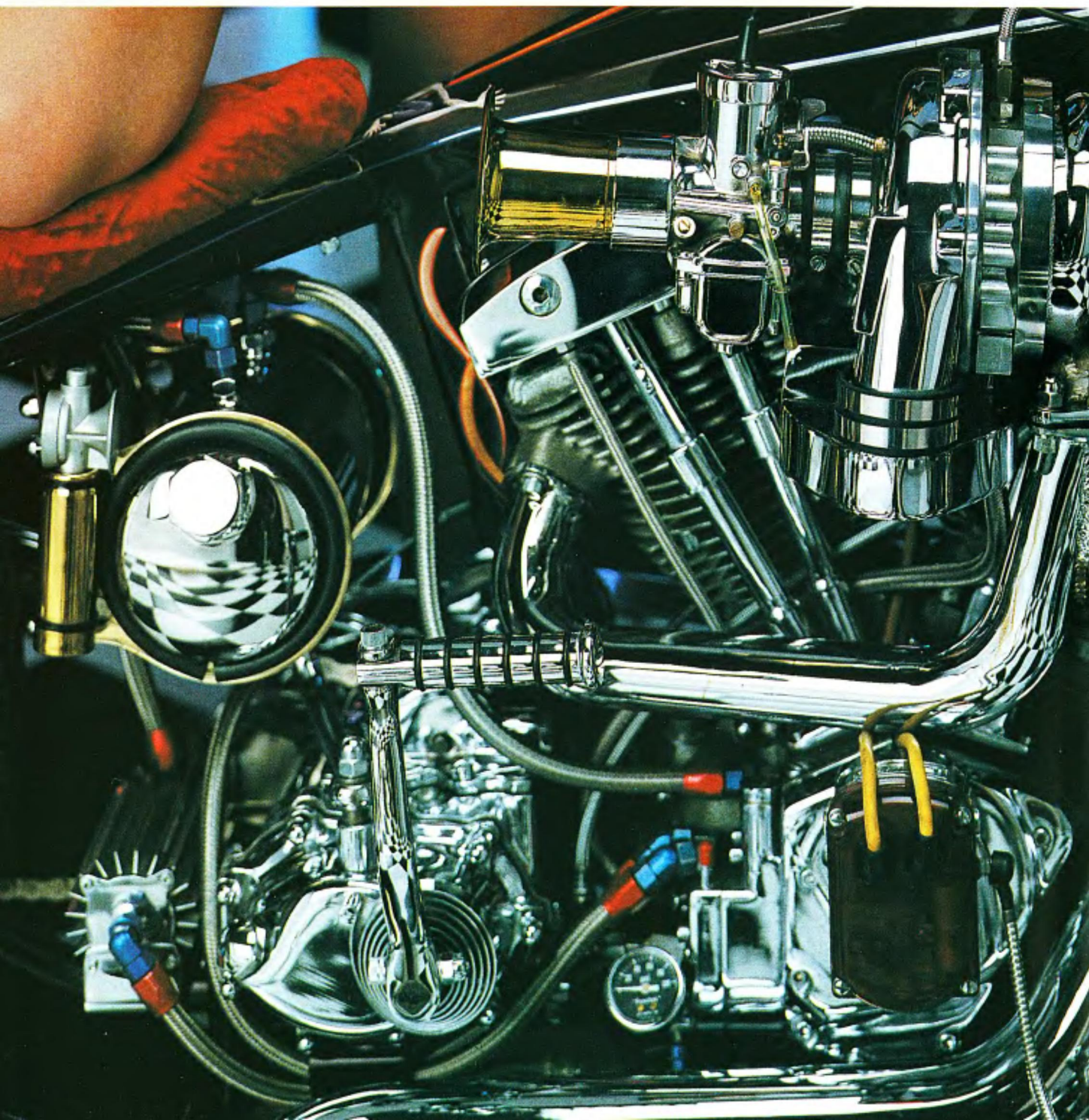


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Despite the glitter, this ain't no flash in the pan shovel.



When I first took a gander at this flasher, my immediate reaction was to reach for the darkest shades I had, the ones that make looking into the midday sun like sticking your head into a vat of the blackest tar to ever hit the highways. Instantly, the blinding glitter was reduced to a comfortably diffused vision of chrome, and my painfully compressed pupils could relax again. 'Course, that made it more difficult to keep an eye on Laura, stepping out of her finest black leather, but I figured, what the hell, I can get



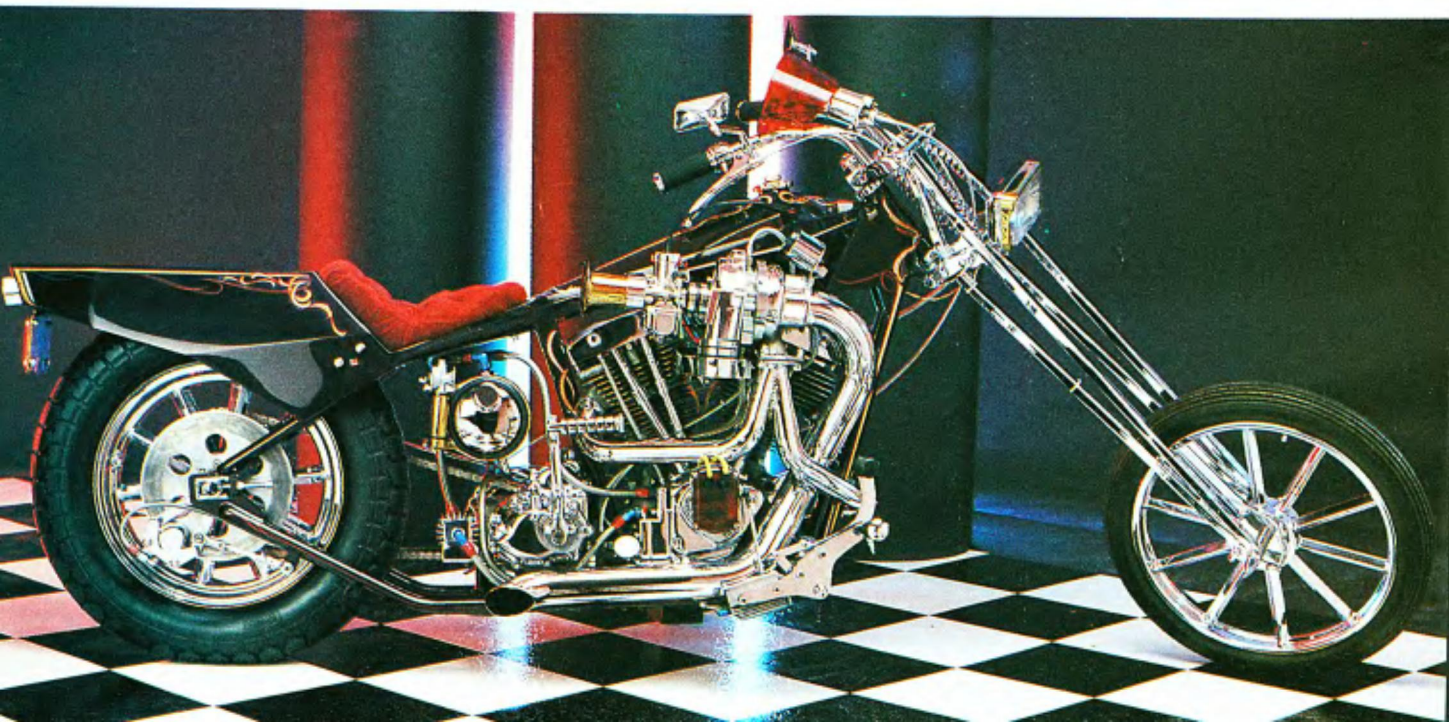
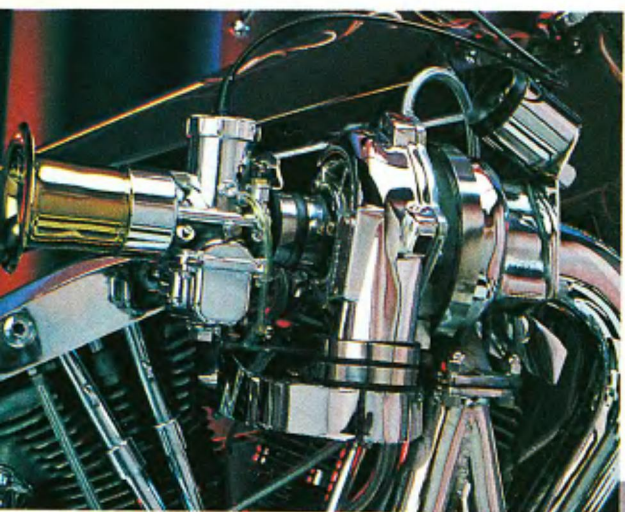
a closer look at her parts later.

Coming off more like some futuristic space vehicle you might expect to see in Star Wars or Flash Gordon, this turbo'd, chrome-studded land rocket has that blinding effect on most everyone, according to owner Jim "Boone" Bunna. "Everywhere I go, people just stare," he grinned.

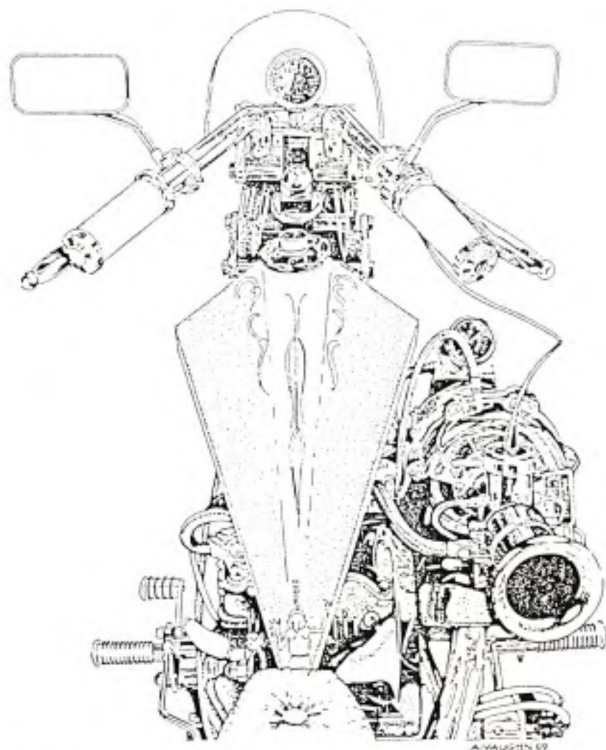
I followed the curves of the tail pipes that wind around this show bike like a nice stretch of Highway 1 on a sunny summer day. Or were those Laura's? Whichever the case, the urge to go for

a ride hit me, and it was tough to withstand the desire to mount her.

But that's Boone's privilege, and even he has only recently taken to ridin' this bike; after he moved up the turbo a bit to make it more comfortable for his 6-foot frame. Until then he had her garaged in his hometown of New Lenox, Illinois, while he was working on a two-year stint for General Motors in Wisconsin and ridin' a '76 FLH. That stint brought his total number of years working for GM to more than 10, qualifying him for a nice pension and an even







Photos by Chuck Emery

nicer buy-out; which he is currently enjoying.

Another, shorter gig at White's Pit Stop, a local motorcycle parts store, enabled him to buy his parts at an employee's discount rate. Not a bad deal. Boone had the perfect opportunity to do some heavy wrenching; which he did. It took him about

a year, and a lot of help from his bros, to complete this putt.

But no rest for the weary. As soon as this creation was finished, Boone fished himself another chopped '76 FLH. He is currently in the middle of changing her looks, maybe into something that'll remind us of the future again. If Boone ain't coughin' up details,

it's probably, 'cause he hasn't made up his mind about it yet.

But that's another story, and in the meantime I'm takin' off my shades to pay closer attention to Laura's 35-23-35 frame wrapped around Boone's rocket like a slick set of chromed pipes. And this time it ain't my pupils that are getting compressed. —Red Baron

Owner: Jim "Boone" Bunna		City: New Lenox, Illinois	
General		Frame	
Fabrication by: H-D		Year: 1973	
Year and make: 1974 H-D		Builder: Paughco	
Model: shovelhead		Type: rigid	
Value: \$12,000		Rake: stock	
Assembly by: Dave Krueger		Stretch: none	
Time: 1 year		Other alterations: molding	
Chroming by: Brown's		Accessories	
Engine		Bars: tiller	
Year: 1974		Risers: none	
Model: FX		Fender(s): rear handmade, molded	
Rebuilder: Precision Machine		Headlight: square	
Ignition: Joe Hunt Magneto		Taillight: flush mount	
Displacement: 74 cubic inches		Speedo: Drag Specialties	
Lower end: stock		Front pegs: Boone	
Balancing: lightened by P.M.		Rear pegs: none	
Pistons: TRW		Electrics: Excel solid state	
Cases: H-D		Gas tank: 2 gallon coffin	
Heads: detailed		Oil tank: polished aluminum	
Cam: Model J		Oil system: 3 1/2 quarts	
Lifters: solids		Primary cover: Graveyard belt drive	
Carb(s): Mikuni		Seat: custom	
Air cleaner: velocity stacks		Sissybar: none	
Pipes: custom made		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: Girder	
Year: 1974		Extension: 4 inches	
Shifting: foot		Builder: Cheetah	
Engine sprocket: belt		Special features: handmade windshield	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 18-inch	Size: 16-inch
Molding: Dave Krueger		Hub: 10 spokes	Hub: 10 spokes
Painter: Steve Krueger		Rim width: 3 inches	Rim width: 4 inches
Color: candy plum purple		Tire: Pirelli	Tire: Pirelli
Type: lacquer		Brake: drum	Brake: Precision caliper
Special paint: gold leaf by Ross and Boone			
Other special modifications: Magnum Manufacturing turbo, engine painted with heatproof wrinkle, crushed glass			

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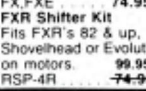
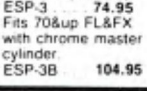
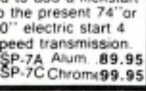
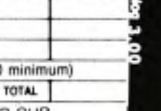
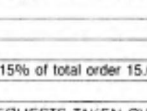
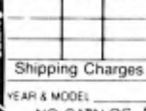
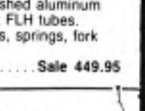
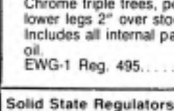
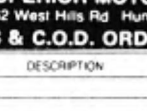
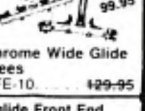
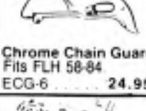
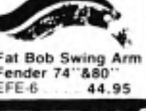
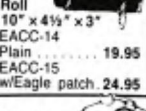
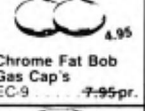
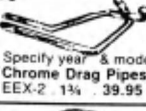
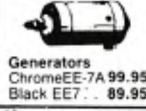
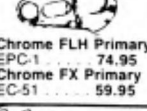
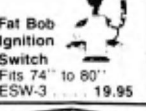
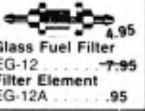
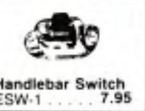
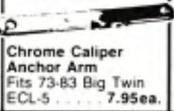
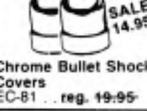
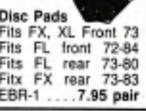
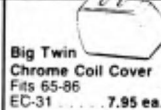
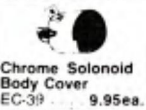
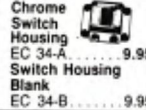
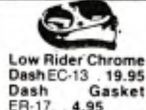
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Stop It

Couple o' hydraulic tips and recommendations

I just got a new ride. Well, not a new ride, but new to my ol' bones. And since I don't want to call the builder every time I need to know something about the ride, I called Perry at Performance Machine to find out about the new brake fluids and a couple of tips on adjustment. Since he builds some of the best brakes available for scooters, he's got the answers locked into his creative cavity.

First, I needed to know what kinds of brake fluid to use. According to Perry, Dot 5 works fine in his units and is recommended for all new Harleys. But if you have doubts always use Dot 3—unless you're building an antique or show bike. Dot 5 is less toxic and won't damage finishes, but it can have a tendency to aerate and under heat build-up the bubbles can merge, form one bubble and cause the brakes to leave town. But don't mix grades.

Dots 3 and 4 are usually compatible, but not always. If you're not sure what's in your master cylinder, take a drop of your brake fluid and drop it into the cylinder. If it's not compatible, it will probably sink or float on the surface. Don't try to mix 'em.

Perry went on to give me some adjustment recommendations. Seems that if you even adjust your chain, and your calipers are locked into place, your brake pads may take some time readjusting to the disc again. Your brakes may be a taste sluggish for a while—so no burnouts immediately after a chain adjustment or installing a new tire, axle, or whatever. Also, if your brakes persist in being spongy, take the wheel off and place a straight edge across the disc. If it has warped from heat or use, the brake action won't be as positive. Shit can it and get a new one.

A lot of what Perry pointed out specifically applies to calipers that are mounted solidly. If they're allowed to float, they have more flexibility to run parallel to the pucks. Keep that in mind when you're designing your next ride.

And finally, service the master cylinder once in a while. Dirty or badly worn pistons and clogged passages can cause pressure to build up and the



Tech Tip

brakes to drag—or just stop the scooter when ya least expect it. Make sure you assemble the piston and parts in the right order, to keep the passages to the reservoir open, and don't adjust the plunger too tight. There should always be some play between the plunger and the piston. For Performance Machine brakes, (which are adjusted properly) serious braking should take place with piston movement of 3/8 of an inch or less. That's action shortly after the reaction.

For more information on disc brakes call (213) 634-6532 and ask for one of their new catalogs—you're gonna hafta stop sometime.

—Wrench



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