

Easyriders

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To This Issue**

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At Sturgis?**

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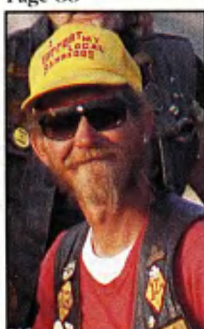
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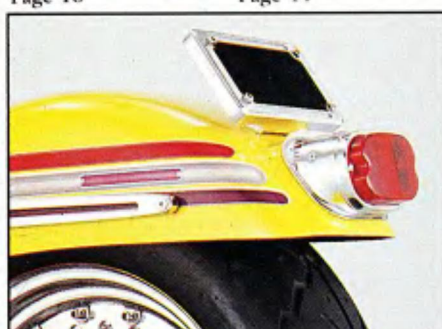
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The next liver-quiverin' issue of this rag
goes on sale November 28.

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Two guys broke into a jewelry store one night. Unbeknownst to them, the silent alarm went off at the police station so two policemen went to the store and found the front windows broken into. Peering into the darkness, one policeman shouted, 'You'd better come out. We've got our attack dogs with us and we're going to let them loose.' Then both policemen started barking like dogs, and the burglars came out of the shadows with their arms in the air.

He came home and found his wife in bed with another man. He decided to teach her a lesson and cut her nose off. He was about to hack her nose off when she started crying. He never could stand seeing a woman cry so he decided to stab her to death and did so.

The bailbondsman stood to lose \$1,000,000 in bonds if the men he had bailed out failed to show up in court. So he did what he had to do and dragged the bullet-riddled bodies of the six dead drug traffickers into court rather than forfeit their bonds. The judge called for an immediate recess when three members of the jury fainted. The bailbondsman couldn't get death certificates so he dug up all six bodies and brought them into court, explaining, 'I would have had to pay the full amount of their bonds if I didn't show up in court with them.' The stunned judge let him off the hook.

Shit! An honest man in New York City can't even earn an honest living. He just robbed a bank of \$2,000 and was running out of the building to his car when a mugger held him up and took the money. He was so pissed off at being robbed that he called the police. They were very sympathetic but busted his ass for robbing the bank.

Oh no! Say it isn't so! She told him to go into her bedroom and she followed him. She told him to dangle his legs over the bed, then she removed his shorts. What did she do? Did she munch on him? Or fondle him? What? She put a hot steam iron between his legs. He screamed and ran to the kitchen where he found a pot of boiling hot oil on the stove. She told him she was going to boil him in oil. For some reason he couldn't get it up for more fun and games that night.

He was taking a leak in the outhouse and somehow dropped two \$100 bills in the shitter. So he did what he had to do and slipped through the hole to get them back. He was found seven hours later

standing in several feet of shit. It seems he could get through the hole but couldn't manage to get out. At 6:00 a.m. he attracted the attention of a drifter, who in turn called the police department. It took both the police and fire departments to get him out. The firemen washed him down as he came out. (He left the \$200 behind.)

She went to this faith healer to see if she could correct a problem. It seems that her left tit was bigger than her right one. The faith healer said, 'Let us pray,' and he put one hand on each breast while praying for about 30 seconds before she decided she'd had enough of that shit.

Another woman went to the dentist and he tried to knock her out with laughing gas. When he thought she was out of it, he decided to tweek her tits and grab the pot of gold between her legs (she had on pantyhose). So what did he get? Slapped in the face? Slapped on the wrist? Thirty days? What? He got three long years. And all he had to do was take her dancing or out to dinner or for an automobile ride. He had thought she was out of it, but she wasn't (she screamed for help).

Here's a guy who literally fell head over heels in love with a broad. They met when she fell from a window and landed on him, breaking his collar bone. On the day he was discharged from the hospital, she ran into him on her bicycle, breaking his collar bone again. Discharged for a second time, he was promptly hit in the face by a ball thrown by the same broad. Thinking she couldn't do any more to him, he figured he might as well ask her to marry him. As she coyly said, 'It was love at first fracture.'

TAKING IT EASY

By Spider



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Prison Swap

□ I'm a downed bro in the Georgia State prison system and I'm looking for someone in the Montana or Kansas prison system who would like to swap. I'll pay all expenses, filing fees, etc. If there is anyone with a fairly long sentence in either state who would like to swap, then by all means drop me a line or two.

Leonard H. Culbertson
EF-103360
S.M.U. M-4
Georgia State Prison
Reidsville, GA 30499

To Sturgis 1990

□ To all American bikers who want to go to Sturgis in 1990: I'm from West Germany and want to ride (with some friends) to the Sturgis party next year. I'll start my tour in El Paso, Texas. So if there are guys who live in a town between El Paso and Sturgis, I would appreciate our meeting each other and riding to Sturgis. If you're interested, please contact me and I'll send more info about my tour.

Bernd Rudolph
Dornbusch 14 b
6072 Dreieich 4
West Germany

Clean and Sober

□ I have a friend who once told me he was more of a biker than I was. I figured it was 'cause he owned a rainsuit or got his can kicked at a run or something. I ride 'cause I love it. Freedom of expression, some say. Seems to me y'all printed something once that stuck with me. "Bikers don't have to go around tellin' people they're bikers, they already know it."

I'm currently president of a clean and sober club called "The Quest MC." When I walk

into a bar or make a run, I usually get the same old back-slapin' and "How ya been" from the bros, not the "Watch out, he doesn't party and he likes to preach" attitude some of the other clean and sober clubs experience. You give a little respect, you get a little respect. I have my own reasons for stayin' sober and statistics ain't one of 'em. Statistics seem to make you judge the way you want to live. I'm a firm believer in freedom of choice, and if I were to push my sobriety on the bros and sisters, I might end up locked out of the lifestyle I love. To some, sobriety is politics or religion. For me, it's just part of my life.

So if Rip's going to hell, then I'd like to make that run too 'cause from looking back through all my old rags, Rip's met some mighty fine people and has had some damn good times. I know this run wouldn't be any different.

Mad Jack
Mandan, N.D.

■ Amen!

Raisin Pie

□ What the hell is raisin pie? Everyone seems to be giving it to someone in your rag. Is it some new kind of disease? Or is it another word for poontang? Well, if it's the latter, it doesn't sound like it would taste too good. Poontang's okay, but raisin pie?

Big Don
Perryton, Tex.

■ We give a piece of raisin pie as a reward to people who do good work—that's all.

Oops

□ In the July '89 issue on page 77, there's an obviously out-of-

date story about snake bites. It explains on page 79 that they are ancient methods of treatment and goes on to tell of a modern remedy which consists of "sucking the venom from the wound and getting to a hospital emergency ward pronto." This method is also wrong. You should apply a constrictive band two inches above the snake bite, remove all rings and jewelry on the limb, apply ice to the wound site, and transport whoever was bitten to an emergency medical facility immediately. The constrictive band should be loose enough to fit one finger between the band and limb so that only the flow returning to the heart is cut off.

B.W. Fergen
Medic, U.S. Army,
Korea

■ Sounds good, but most people aren't carrying ice around when they encounter a snake.

East or West?

□ In response to "Poet of The Northeast" from Rhode Island and "Grizzly" from California, one question: What's the fuckin' problem with you two? One knocks the West Coast, then the other knocks the East Coast. This is fuckin' great! Let's get these two together so they can knock the whole fuckin' USA! Better yet, how's this? Hey, Poet, you don't like the West Coast? Stay the fuck away from it. Hey, Griz, don't really care for the Northeast? Do the same! Simple as that!

I don't know about them, but as long as I'm on my bike and in the wind, I don't give a fuck where I am (unless I'm fuckin' lost), East or West Coast.

I'll tell ya something else, too. It doesn't matter if it's a \$30,000

custom or an old, barely running piece of shit—just as long as it's a Harley.

Eric W.
Antioch, Calif.

Assistance Needed

☐ I need help in finding plans, parts (cheap), and ideas to build myself a trike so I can get my ass out of this wheelchair. Because of Uncle Sam's limited funds, I have to go the cheapest way possible—like torching a VW in half and throwing a front end on it.

Any help getting me in the wind will be greatly appreciated.

Jack Tobin
15 Rumbers Rd.
Cheshire, CT 06410

They Care

☐ Just thought I'd tell you about a great company that stands by its products. The company is Rivera Engineering (makers of Primo belt drives). Mr. Mel Magnet of Rivera was very interested and helpful in the installation of their product. I urge anyone who reads this letter to consider buying their products over other companies, because they care.

Mark Elexa
Erie, Pa.

An Offer

☐ The old man left the other day (been down for nearly 15 years). He gave me his old mags and they're in excellent condition! I don't want to sell them, but I'll trade. So if any of you fine, long-legged ladies want to write, I need some mail and flicks too. May the wind stay in your faces.

Mr. Shannon
"Tongue" Davis
#302443 Wynne Unit
Huntsville, TX 77349

A Trike

I was born with cerebral palsy. As a result, I don't have a lot of strength or mobility in my feet. Also, my reflexes aren't quite up to par. Both my father and my stepfather have been riding Harleys since I was a little tyke, and it's rubbed off on me. With their help I want to build a trike. My biggest worry is whether or not I'll be capable of shifting, clutching, and braking properly. I've seen a lot of trikes in your mags (and in Daytona) with modifications for disabled brothers and I'm hoping they can help me out with any information, suggestions or tips on what would be the best setup for me.

Todd Kauppinen
1205 Wenonah St.
Negaunee, MI 49866

Dave Mann

☐ I read in your mag that Dave Mann's trademark in his art is not including a valve stem on wheels. So my question is why-dafuck is there a valve stem on his September '89 issue center spread?

Sonny
Colorado Springs, Colo.

■ He doesn't always paint the valve stem—but sometimes he does.

Yak Crap

☐ I bought my first issue (your first issue out) of *Foxyriders* magazine, and all I have to say is thank you, thank you, thank you! It's about time the sisters on wheels had a mag of their own. We've long deserved it.

I've got to admit, though, it has been causing a lot of stress to some motorcycle bros, but all I can say is tough shit! Especially to Gator of Walhalla, North Dakota who made his

comment in the July 1989 issue on page 8 of "Wordmonger." He said, "I don't think any of my pals would give two bits of Himalayan yak shit to see what our 'sisters' are riding. Maybe some broad who needs a 'bitch' to clean her bike does."

What are you trying to say, Gator? That we're all gay because we want to have and read our own mag? I'm one of the sweetest things around the Chicago suburbs, and I would never give up dick for pussy. My ol' man is totally for the sisters mag, and he's a hardcore biker.

What's your problem, dude (Gator)? You think that women can't do and have the same things as men? Or are you just afraid that one day the women of the world's only use for men will be to make babies or get a piece of ass?

Mary (April Wine) Clark
Des Plaines, Ill.

Likes Dave Mann

☐ To Dave Mann: I lift my glass to you and award you a couple extra slices of that raisin pie!

Pat
Brockton, Mass.

Jap Crap

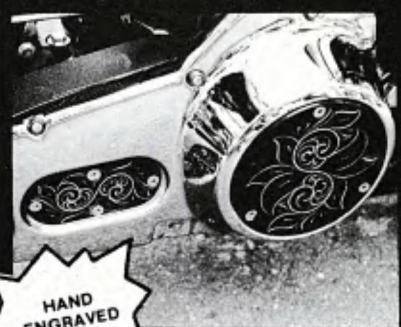
☐ I'd like to respond to the letter from Hop-Along in the August '89 issue. I've been ridin' H-Ds for 16 years and have spent over \$49,000 to ride with pride. And every fuckin' cent has been well spent—and was spent in our USA. I'd give up the wind long before I'd put my ass on rice. The fuckheads ridin' rice aren't "at least" ridin', as you put it. They're fuckin' supportin' the Japs.

Jimmy the Spider
& Bon-C
Bloomington, Minn.

continued page 8

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Blues for Bubba

□ Okay, I'm all for torchin' a Jap bike now and again, and I get a helluva thrill watchin' Datsuns and Toyotas being smashed, bashed, and otherwise abused, but just what in the fuck did the Volkswagen Microbus ever do to deserve that shit? Next to my scooter, I'd hafta call the 'bus a pretty respectable means of gettin' there, so don't go throwin' Dr. Porsche's work in with the fuckin' rice mobiles.

And I ain't done bitchin'. Anyone who's ever partied with the Dead will tell you those are some people who know the meaning of the word freedom, and ain't that what it's all about? Now if you want to talk music, pull yer head outta yer ass and take a look at who's playin' what. What? If Bubba had his way, would we all be listening to Metallica or mega-monster-somebody with their fuckin' Jap Ibanez Kramer or other assorted Jap-shit metal-trash axes! Bullshit? I'll die with my Stratocaster in hand.

Bugman
Brillion, Wis.

Rush Job

□ In regard to "Rush Job" in the August '89 issue, I'll say it was a rush job. If a person's gonna put \$15,000 in a machine, why not go ahead and spend 10 more bucks and get a couple of chrome valve stem covers. Hell, even the cheap black plastic ones would look better than threads. Some heat shields would cover up the blued pipes.

Tom (Breeze) Cole
Middletown, Ohio

A Good Shop

□ A big thanks to Bucky Morel of Newington, Georgia for getting our scooter on the road to recovery. The pipes he made for our XR1000 are better than any "after-market" we've seen.

If any of your righteous people out there need his help in welding or painting, he's listed at the Scooter Shop in Savannah, Georgia.

M & J Van Dyke
Savannah, Ga.

A Good Bar

□ There's a nice little biker bar on Long Island. It's on Exit 70 north of the Long Island Expressway. It's called the "Maples." If you want to have a good time, check it out. Or if you don't want to be found, it's a real hideaway. (It used to be a speakeasy.)

Punky
Manorville, N.Y.

Wants Frame

□ I'm stuck over here in Germany doing a tour for Uncle Sam and I need some help. I'm trying to find a hardtail chopper frame with a 3- to 5-inch stretch to fit engine and trans from a 1979 Sportster. Parts over here cost too much and army pay ain't the greatest so I'm hoping a bro has a frame sitting around the shop and will sell it at a reasonable price. I would be very grateful. Please send a picture and photocopy of the pink slip or bill of sale with the letter.

PFC Michael J. Hill
304 62 5850
HHB 3/5 ADA
APO NY 09076

Fetish

□ Does anyone out there know what the story is behind wearing your spur on the right boot? I've heard there is a reason but no one seems to know what it is. I'd like to hear from someone who knows. So drop me a line.

Barb Elliott
1656 Prospect St.,
Springfield, OH 45503.

■ It's up to the ol' lady—which side she likes to be spurred on.

Shovelhead Problems

□ In response to "Keeping Shovelheads Alive—Part IV" in the September '89 issue, my ride is a '76 FLH mounted on a rigid. I plan to restore it to original in the future. Having an after-market frame and oil tank with no filter, I decided to use the kit you mentioned. I ran this kit for a year (give or take) without any problems. In fact, it's easy and convenient to change. My experience this year almost

cost me an engine. The center tubing that is run through the mounting plate also has the threading to hold the filter intact. It seems to be welded at the underside of the plate. This weld is subject to break from vibration or hard-to-remove oil filters. If it does, the filter will be loose, thus losing your oil. If all kits are made the same as mine (which I rewelded), bikers should keep an eye on their filter kits in this area. Shit happens so pass the word.

Rick
Gaffney, S.C.

Likes Doverdahl

□ I have a little something to say about your September issue.

The article starts on page 98 and goes to page 103. I'm a fan of "EasyRider" and think your tribute to and celebration for the movie is great. What's more I just saw it last night on TV (I've seen it at least 10 times).

I only have one favor to ask. Give Ben Doverdahl the whole pie because he deserves it for this article. Let him know he's appreciated for it.

As for the rest of September, it stands up to your standards of screwups and genuine quality.

Thanks and a slice for everyone.

Rex Cornell
Showhow, Ariz.

Easy Rider Anniversary

□ I read your article on the 20th anniversary of "Easy Rider" and thought I'd drop you a line to give you some info about our 20th celebration. (We provided movie pix, brochure layouts, and sound reinforcement/stage crew for the show and band). As the movie premiered in New York, Los Angeles, and Santa Fe, the Santa Fe Film Festival decided to have a 20 here in Santa Fe and invite the cast to a screening of the film. The last unissued print of the film was reserved from Columbia Pictures and invitations were sent to the principal stars, production people, etc. Both Peter Fonda and Dennis Hopper made it to the Festival;

Hopper dropped everything and rented a plane to be there.

As with most things, there were some snags. One of the projectors broke down about ten seconds into the first reel and never did work again, but Señor Fonda came through like a champ, talking to the crowd and keeping things light in spite of the 90-second delays between reels.

The last of the production bikes, the one used for movie lobby displays during the theater run of the movie was on a riser behind the band during the dance and is still looking pretty fine, even after all these years. It is alive and well and now the property of a couple of people in northern New Mexico (after being purchased from Dennis Hopper a few years back).

Keep up the good work. I hope we're all around for a 30.

Lannis C. Loyd
Movie Still Archives
1630 Jay Street
Santa Fe, NM 87501

Lust?

□ Wow! Who is that fox on page 10 and on the gatefold in the September issue? Gotta be the foxiest woman I've ever seen in the rag. She is a 13 plus. Man, what I would give to have her as a house mouse. Is it love or lust?

Sam Berry
Hallettsville, Tex

Question?

□ And you want raisin pie? Ha! All I wanna know is where's the catseye dash on the 47 EL-knuckle in the September '89 issue! Enlighten me, will ya?

Herbie
Avenal, Calif.

■ Oops.

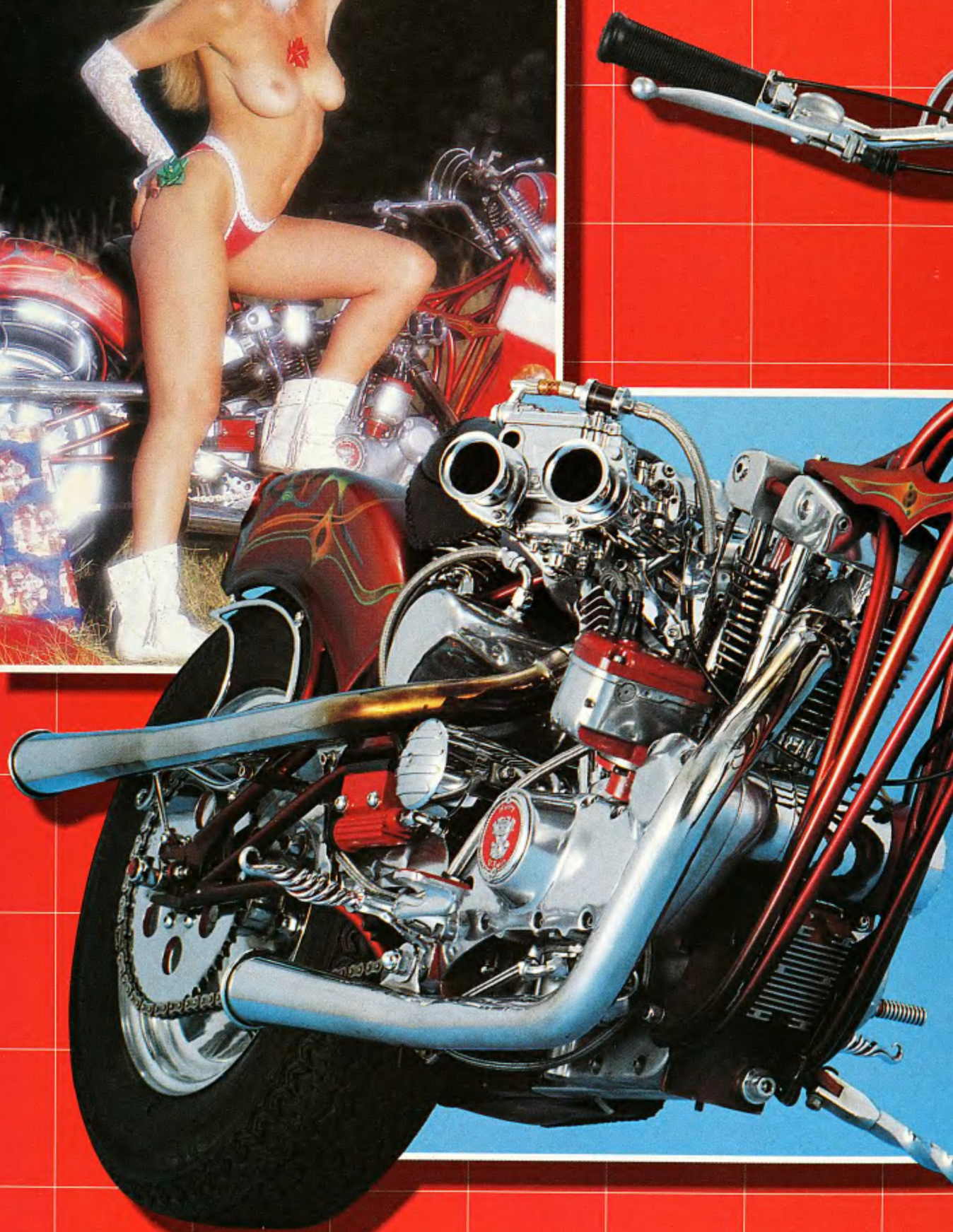
■ Have anything to say? Want to bug the staff about its mistakes? Want to give a well deserved pat on the - back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301.

"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."

Everything they say is
true. Monte Alban Mezcal.
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Mexico. With the real agave
worm at the bottom. Join
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And tell some stories
of your own. Write:
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Chicago, IL 60690

MEZCAL
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Alban

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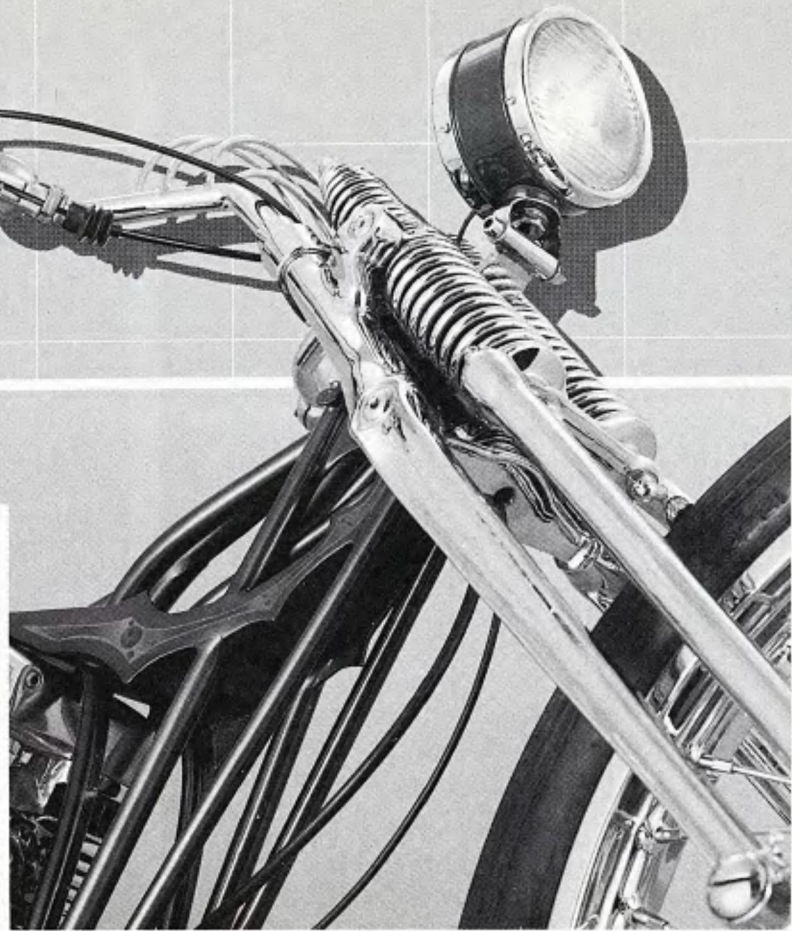
Finch's Aorta

***His unique design
is a rush.***





Photos by Michael Lichter and Billy Tinney



Okay, okay, right, right, I was gettin' to it. Where's the gas tank ya say? Well, like the sketti sauce commercial says, "it's in there." Somewhere. We've got a team of experts checkin' on it and we'll get back to ya some time during the broadcast.

For now you'll have to be content with the knowledge that the boundless, creative energy of Ron Finch found it essential to "lose" the tank on this bizarrely sculpted Sporty he calls Aorta. Maybe he had a wild hair up his ass an' didn't want to let the bike's high-octane blood course through the systemic arteries in a traditional downward gravity flow to the carb. Gas would have to find its way to ignition through alternate veins of travel. Uncommon as a metric bolt on an old Harley.

Why should he be handcuffed with the ordinary?

After all, Ron Finch, universally renowned as an unconventional bike artist, craftsman, innovator and maxi-modifier of motorcycles for danged near 30 years, the past 16 in the same location at Joslyn and Brown Roads in the Pontiac, Michigan area, has never had his brain shackled by restrictive notions of "can't" or "won't."

"Predictability" isn't in Finch's vocabulary. Words an' phrases like "flow" and "design of the piece" are more typical. Ya might even toss in "outrageous" and "out of this world," as well as "customer oriented," when referrin' to his business.

His mechanical manipulations, attract stares, as they explode with diversity, sometimes with harrowing results. Like when he's mindin' his own business, puttin' down the road, airin' out his head to make room for more manifestations, and some cage-enclosed gawker gets to checkin' all the bended an' looped tubes that Finch has perched above, goes into a deep trance, forgets the rudiments of driving and drifts into Ron's lane, sendin' him into the shoulder. Just part of the price ya pay for brilliance.

Jumpin' Jeopardy! Back to the missin' gas tank. We'll take HODGEPODGE for a hundred, remembering to "frame the response in the form of a question." What is the rear fender that doubles as Aorta's gas tank? Holy buzzer, talk about a daily double.

As dynamic and demanding of jaw-droppin' attention as Aorta is, Ron is equally and conversely subdued. He'd just as soon let the bike be his mouthpiece. Volumes are shouted with each mile Aorta rolls.

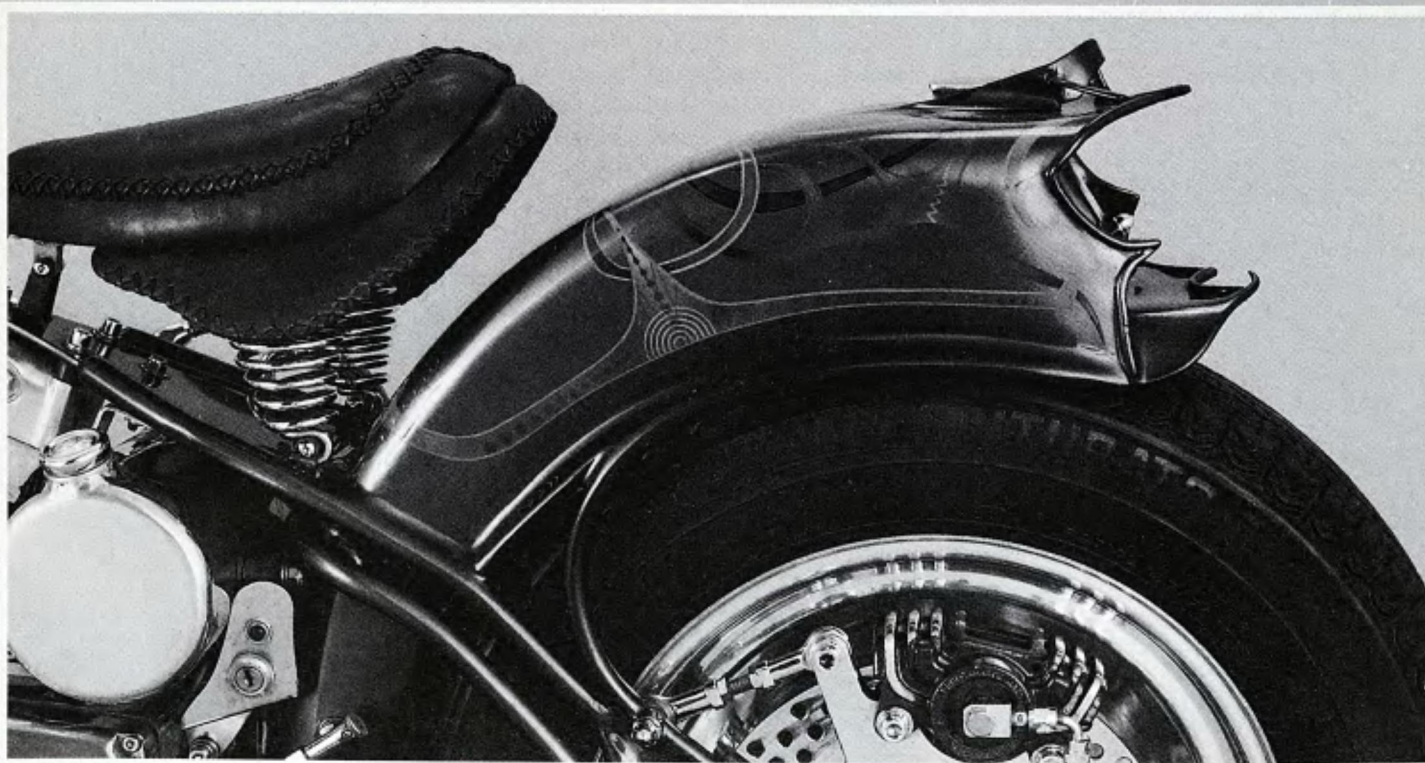
Speakin' of standin' up an' shoutin', how 'bout the sexy blonde's addition to Aorta's red, spindly frame? She's Shelly (formerly Carolyn, before she got bored and went for a name change), out of Fargo, North Dakota. Ya run into the nicest stuff in the Badlands. Aorta an' Shelly prove the point.

You video freaks can check out an up-close an' personal-like interview with Ron in *Easyriders* Video Magazine No. 3. You'll catch him at work in his shop and go for a stroll outside in the kicked-back World of Wheels patio, featuring his Piston Garden where he's breeding strokers. Watch for it.

—Buster

Owner: Ron Finch		City: Pontiac, Michigan	
General		Frame	
Fabrication by: owner		Year 1984	
Year and make: 1975 H-D		Builder: owner	
Model: Sportster		Type: handmade	
Value: \$18,000		Rake: 30 degrees	
Assembly by: Finch's Custom Cycle		Stretch: none	
Time: six months		Other alterations: JD front end	
Chroming by: ABC		Accessories	
Engine		Bars: handmade/rainbow rodwork	
Year: 1975		Risers: none	
Model: Sportster		Fender(s): rear/gas tank	
Rebuilder: Finch's		Headlight: got it at a swapmeet	
Ignition: Joe Hunt magneto		Taillight: H-D turn signal	
Displacement: stock		Speedo: none	
Lower end: stock		Front pegs: twisted 1/4 inch steel	
Balancing: yes		Rear pegs: none	
Pistons: stock		Electrics: magneto/battery in saddlebag	
Cases: stock/split rocker boxes		Gas tank: 4 gallon	
Heads: chromed/painted		Oil tank: handmade/aluminum cylinder	
Cam(s): stock		Oil system: stock	
Lifters: stock		Primary cover: polished	
Carb(s): Dell 'Orto		Seat: handmade leather	
Air cleaner: velocity stacks		Sissybar: none	
Pipes: custom shotguns		Height: N/A	
Muffler(s): none		Material: N/A	
Transmission		Forks	
Modifications: none		Type: JD	
Year: 1975		Extension: none	
Shifting: stock		Builder: H-D	
Engine sprocket: stock		Special features: chromed	
Trans sprocket: 18-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 15-inch
Molding: owner		Hub: H-D	Hub: Perf. Mach
Painter: owner		Rim width: 3 inches	Rim width: 5 inches
Color: candy brandywine/red/orange		Tire: Avon	Tire: Pirelli
Type: House of Kolor		Brake: H-D	Brake: Perf. Mach
Special paint: scallops/overlays/graphics			

Other special modifications: rear fender molded to frame; electric fuel pump; oil tank has steel braided lines.



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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WHAT THEY SAY

"For me it was real good, got me in a dealership that I would not have been able to get in without the course."

Steve Fitzgerald
Bartels HD

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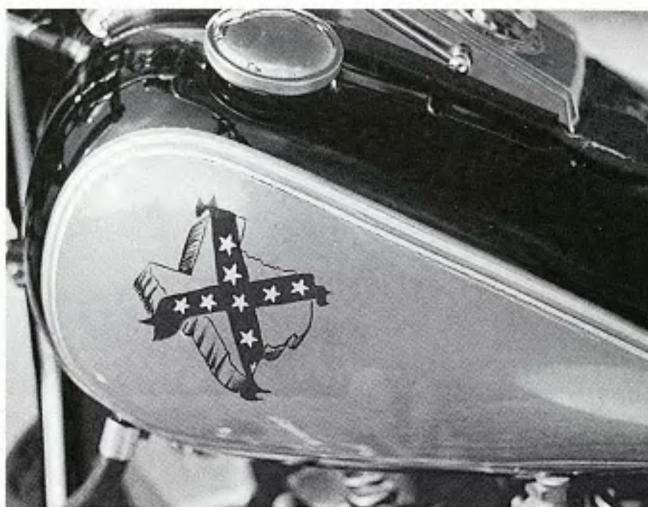
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Motorcycle Mechanics Institute



READER'S RIDE



Bandido Moon, Houston, Texas 1974, The Moon Beam

Bikers are like warriors and cowboys, not looking for the easy way out, but often the tougher road, the longer run, or the face-to-face confrontation. Here's a bike and a rider who symbolize the rugged road.

The rider is a veteran of the road who is still riding a rigid frame—and not taking any short cuts to Sturgis, either. This year he took off from Houston, on his way to the Black Hills Classic, and swung by the Canadian border before landing in the Badlands. That's 4,300 miles and he ain't home yet.

This is his ride, and for 11 years he's ridden it every day, everywhere. For some of us, rigid frames and kick starts are as much a part of motorcycling as handlebars and Harleys. I met a couple of other Bandidos while roaming the streets

Year: 1974

Engine: 86.6 cubic inches.

Top End: S&S pistons and valve springs

Lower End: S&S wheels and rods

Transmission: Andrews 1st and 3rd

Finish: Bandido Trash

Credits: To all my Bandido brothers who helped with parts and support

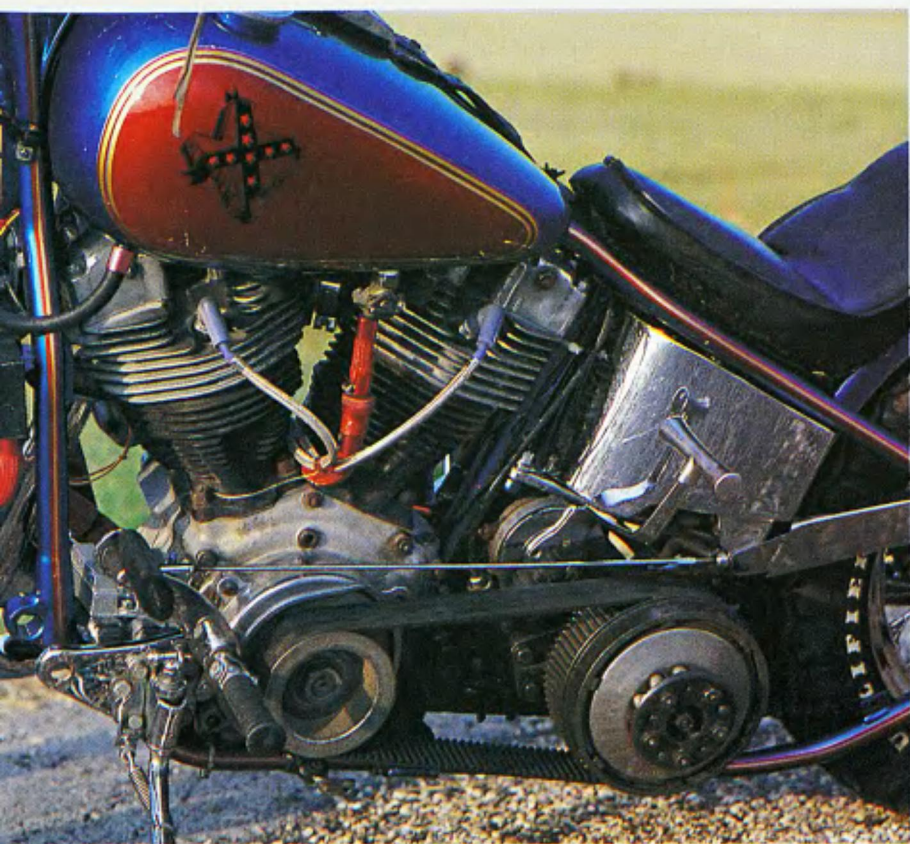
Model: Moon Beam

Forks: FXWG

Wheels: Yes, two

Frame: 1951

Accessories: all necessary



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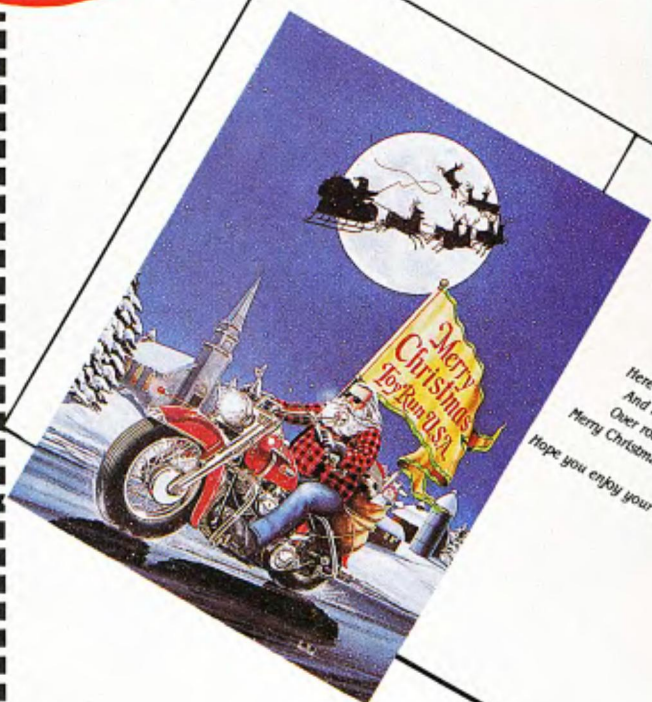
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Here's to a safe
And many safe
Over roadways for
Merry Christmas and Happy
Hope you enjoy your Easyriders



Photos by Billy Tinney

of Sturgis this year—Craig and Jay. I was seriously impressed by their knowledge of Evolutions, how often they ride, and how they ride.

These two brothers are intent on speed and handling, enjoying constant speeds above the 70-mph mark, road racing clearance for turning, and strong brakes for curves and high-speed stops. Jay is a stickler for proper assembly, safety wiring most fasteners and building motors that go fast and don't stop.

If these men are indicative of Bandido bikes and riders (not to mention their substantial racing team), they are a good representation of what bike clubs should be all about.

—Renegade



SNOW *Ride*





*Rene Gauthier's
Canadian
Ice Man
Contest Winner*



This rag has inspired folks to do many things, but this is a first. We all know that our brothers up north have anti-freeze coursing through their veins, so they can keep ridin' through the winter. But this guy must have thermal skin to match.

He spent 75 hours, in temps as low as 30 below, bringing this snowy sculpture to life. His creation won first prize in Quebec's annual Ice Man Contest and caught the eye of Flasher, prez of the Pow-Wow MC in Quebec. Flasher spotted the icy cycle alongside the road in Reviere-Heva, Canada, and knew it would be a natural for the magazine. Pow-Wow MC member Roland Rolland (R²) put the pan man on film, and the results are in front of ya.

A couple ridin' tips on this bike: Only putt north, don't ride without gloves, and make sure you wear special leathers—with extra padding in the seat area.

Ride on.

Photos by R²

—Wilburn Roach



The bike is optional.

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EASYnews

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



BEWARE— NATIONAL HELMET LAW

NCOM's call for help

Senator Chafee

The National Coalition Of Motorcyclists asks every biker who believes in the freedom of the road to make his voice heard.

October 3 and 4 are the tentative dates set for the hearing on the Chafee Bill, S-1007. This federal bill (The National Highway Fatality and Injury Reduction Act of 1989) would blackmail all states into mandatory helmet and seat belt laws by withholding a portion of federal highway funds.

We urge each and every one of you to write the United States senators from your state, plus the senate members of the Environment and Public Works Committee, to let them know that this decision should be left up to the individual states, and not the federal government.

Senator Chafee (R-RI) has received hundreds of letters to this effect. The problem is, we feel Mr. Chafee has already made up his mind, and no amount of letter writing seems to persuade him to change his position. Your senators, on the other hand, may be able to apply the needed pressure on the committee that will help fight this devastating piece of legislation.

The time is now! If your state senators and other members of the Environment and Public Works Committee receive thousands of letters, it will make a difference and keep us free. We need everyone's help.

The following senators are members of the committee:

U.S. SENATE COMMITTEE ON ENVIRONMENT & PUBLIC WORKS

Majority Members - Democrats

Quentin N. Burdick (ND)
511 Hart Senate Office Bldg.
Washington, DC 20510-0903

Daniel P. Moynihan (NY)
464 Russell Senate Office Bldg.
Washington, DC 20510-32301
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Washington, DC 20510-1902

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Washington, DC 20510-1803

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324 Hart Senate Office Bldg.
Washington, DC 20510-2803

Minority Members - Republicans

John H. Chafee (RI)
567 Dirksen Senate Office Bldg.
Washington, DC 20510-3802

Alan K. Simpson (WY)
261 Dirksen Senate Office Bldg.
Washington, DC 20510-5002

Steve Symms (ID)
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James M. Jeffords (VT)
136 Hart Senate Office Bldg.
Washington, DC 20510-4803

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154 Russell Senate Office Bldg.
Washington, DC 20510-2301

John Warner (VA)
225 Russell Senate Office Bldg.
Washington, DC 20510-2601

Gordon J. Humphrey (NH)
531 Hart Senate Office Bldg.
Washington, DC 20510-2901

Attorney Richard M. Lester (founder of AIM and NCOM) has pledged to keep telephone hot lines open 24 hours a day to inform you of the names and addresses of your United States senator. Call NCOM (800) 525-5355 or AIM (800) 531-2424.

In addition, a Western Union legislative hot line has been created for additional communication. This Mailogram has proven to have tremendous impact at a very small price. Each message costs \$5.75 and can be billed to your phone or a major credit card. The number to call is (800) 257-4900. When the Western Union operator answers, ask for hot line number 9490 (if switched to other operators, just keep asking for

hot line number 9490). The operator will read the pre-written messages, and you will be asked to select your choice. Then just tell the operator the state you live in, or the senator you wish it sent to. This is a cheap price to pay for freedom, so please send one to both of your senators, and as many committee members as you can afford.

Your choice of messages are:

1. One of the most compelling factors in the success of American democracy is the unity of the federal government coupled with the continued diversity of the States. S-1007 strikes at the heart of that diversity. Vote NO on S-1007.

2. To use a seat belt or a helmet is a decision that should be reserved for the people. S-1007 is an attempt to erode the power of the people by coercing the states. Help preserve the 10th Amendment. Vote NO on S-1007.

3. Our state legislature has the power and the ability to develop traffic laws appropriate to conditions in this State. S-1007 is an example of federal coercion on an issue best left to the states. Vote NO on S-1007.

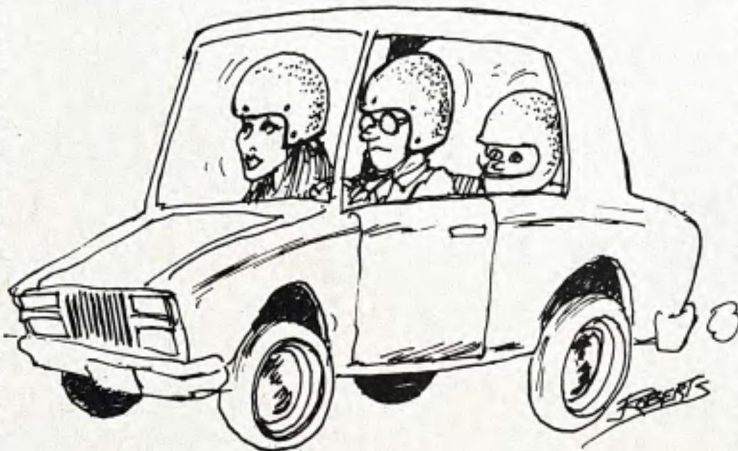
Our system of government will work if we all participate. You can help stop this coercive bill from becoming another bad law. Write or call today!

HELMETS FOR AUTOMOBILES A MUST

(A rebuttal to a similar article published in the *L.A. Times*, utilizing some of the original wording, "Helmets For Motorcycles A Must.")

Among trauma center doctors and nurses, automobiles are rapidly becoming known as "don-ormobiles." The grim nickname recognizes a grim reality: The lives of motorists injured in accidents often cannot be saved; but their organs can be harvested for transplantation to others. The fact is that the number of automobile accidents so far exceeds that involving any other vehicle that something must be done with the organs available. It is quickly becoming a concern that helmets might just be far more effective in automobiles than anywhere else. Over 90 percent of all automobile accidents result in head injuries, whereas only 20 percent of motorcycle accidents result in head injuries.

The legislatures in many states have approved a law that requires all motorcyclists and their passengers to wear safety crash helmets. But it's becoming more evident that motorcyclists need all their faculties to avoid accidents, while car drivers actually need helmets to prevent impact within automobiles during crashes which they cannot avoid. Currently only one assemblyman has



been willing to come forward and initiate a bill that would require helmets worn by the drivers and all passengers in automobiles. Assemblyman Richard E. Floyd (D-Gardena, California) addressed the issue in a radio interview in which he related how many young people are killed annually in automobile accidents, usually through

head injuries.

The public burden due to the cost of automobile accidents is a staggering 5 billion dollars plus annually. If 90 percent of that amount could be recouped with a helmet law, the inconvenience of wearing a helmet anytime the public takes to cars to get from one place to the next would be a

small price to pay for the lives and money saved. Under the legislation sponsored by Assemblyman Floyd, the law would take effect and remain in force indefinitely.

There seems no doubt that the helmet law would have an immediate safety effect in automobiles, whereas on motorcycles, which are usually struck by automobiles, the rider needs to be skilled and aware of movements around him. Helmets stifle that ability. It has been proven over the last 10 years that the accident, injury, and death rates actually increase in states where helmets are required on motorcyclists. In fact, one study indicated that accident victims without helmets showed almost no neck injuries while victims with helmets had a very high ratio of costly neck and spinal cord injuries.

The Floyd bill provides California with an opportunity to enhance motor vehicle safety. This is not a matter to be left to personal decision by the motorists, because it is the public that pays most of the costs for the carnage caused by injuries to drivers unprotected by helmets.

ABATE of New Jersey Fights For Tougher Riding Tests

"Nobody ever teaches you how to ride a motorcycle correctly. I had to learn the hard way a few times, and that's no way to learn," complained Ed Natale, Jr.

Natale is the coordinator of the 300-member Bergen County chapter of ABATE in New Jersey, which is spearheading a drive to create an educational program for motorcycle riders. The program would supplement the tests given by the DMV.

Another ABATE coordinator, Bill Schmidt, called the DMV's tests a joke... "You go through a few cones, come to a full stop, put both feet down, and get your license," he said.

ABATE's feelings are confirmed by statistics: According to the DMV, the rate of failure for motor-

cycle tests is three percent, while the failure for car tests hovers at 20 percent.

ABATE's proposed program would offer a course designed to develop the knowledge, skills and habits necessary for safe operation of a motorcycle. The course would be taught by certified instructors under the watchful eye of the State Department of Law and Public Safety, and anyone who passed would not have to take the DMV's written or road tests.

So far the proposal has found an ear in Assemblywoman Elizabeth Randall and Assemblyman William P. Schuber, who said he hopes to introduce the bill, which is modeled after a similar law in Delaware, during the current legislative session.

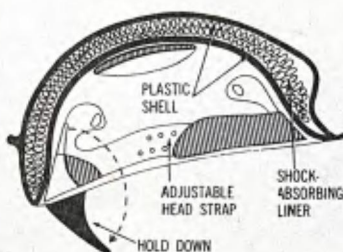


Stylish Helmets for Motorists

More and more we find evidence of serious thinking in the direction of placing helmets where they will do the most good—on motorists. In fact, evidence seems to constantly point toward mandating helmets for motorists and taking them off cyclists so we can avoid the unconscious bastards.

Anyway, here's an article on a new, stylish, fedora-style helmet for the four-wheeled enthusiast:

It's the result of long years of research and testing by Wayne State University in Detroit (it's good to know that at least some places of higher learning are con-



tributing to the common good). Joseph Buegeleisen of Southfield, Michigan, who made these classy helmets, also fixed up some of them to look like chic safari hats for women and sport caps for men.

They're nice, when you're hunting for elephants in Kenya or going to do battle with your stock broker on the green, and ya don't even have to take them off when ya get into yer Beemer after comin' in four-under-par. So with a proposed helmet law for motorists knockin' on our doors, there could be a definite market for these things. What a stroke of genius!

Freedom of Choice . . . The Only Choice

An Editorial by Fred Harrell of the Motorcycle Rights Foundation

The ongoing and revived controversy over mandatory helmet laws along with the 1987 attack on superbikes should cause motorcyclists to take a close look at how selectively we defend the issues before us. How well we defend or repel the current efforts by Senator John Chafee to reinstate the national mandatory helmet law may well depend on how well motorcyclists work together. The picking and choosing of our issues, or freedom of choice issues, as they pertain to motorcycling, is a luxury we can no longer afford.

I note with interest the individuals and groups who have taken a stand against voluntary helmet use for adults and almost in the same sentence take a 'freedom of choice' position when it comes to government regulation of other aspects of motorcycling, particularly the superbike issue: The Motorcycle Industry Council, representing several motorcycle manufacturers and aftermarket product manufacturers, along with a number of state motorcycle dealer associations have in the past taken a position in support of mandatory helmet laws for all riders. This position is taken with little or no regard for the position of the riders associations (ABATE, AMA, MRF, MMA or NCOM) fighting for freedom of



Fred Harrell, Modified Motorcycle Association of Nevada

choice. Given the obvious concern that our industry had for the superbike issue, I find it difficult to believe that any of us are in a position to pick and choose what freedom of choice issues we will support.

Freedom of choice does not make a good bargaining chip. Bureaucrats and politicians will continue to target motorcycling for elimination. Certain members of the motorcycling industry (and yes, even the motorcycling press)

believe that if we push mandatory helmet laws, the insurance companies and government agencies will leave us alone on other issues. Obviously, the superbike issue disproved this. We were lucky that the bill was so poorly conceived and we were able to mobilize our ranks in time to kill it.

Whether the issue is helmet laws or superbike legislation, I believe that once surrendered, rights are lost forever. Those who will-

ingly surrender rights to appease the detractors of motorcycling may find that if our industry is divided and surrenders on any one given issue, then we will easily be conquered on other issues such as, custom modifications, engine displacement and horsepower, just to name three.

Mutual support and unity are the only ways our sport and industry will survive.

Whether S-1007 or superbike legislation is allowed to pass depends on how well our industry unifies in support of freedom of choice. I am offended by the attitude held by several responsible individuals in our industry that, "If we comply with the latest government edict then we'll be left alone." I also resent the government threatening the livelihood of dealers and manufacturers as much as I resent the fact that dealers and manufacturers, often are the first to suggest that we comply with the latest edict. I believe that before it is too late we, as riders, dealers, and manufacturers must take steps to protect our industry and sport. With a three-pronged stand against those who wish to regulate motorcycling out of existence, we have an excellent chance of really winning.

There is only one choice, and that is freedom of choice for adults regarding all motorcycling issues.

ABATE of Denmark Lives



ABATE

ABATE of Denmark is currently Europe's only ABATE chapter, says Joi Bay, and he should know, because he's a member. But actually, that's not quite as remarkable as some of the bullshit the brothers in Denmark are stuck with.

Check this out: if you live in Denmark and you want to buy a bike (or any vehicle, for that matter), the registration fee will run ya a whopping 180 percent of the vehicle's value! That means, if your new scooter cost ya \$10,000, your registration fee will run ya an additional \$18,000. Of course, ya gotta have a driver's license, for which you've paid another \$1,000 previously.

Helmets are the law, unless you can get yer ol' doc to write ya a letter attestin' to the fact that you suffer from claustrophobia, then you're exempt. That might explain why the Danes like those wide, open spaces.

But that's all something the 1,000 members of the nine-year-old ABATE of Denmark don't even bother to fight, "because it would be hopeless," as Joi puts it. Instead, the bikers of Denmark wage battle with two issues: bike modifications and rings.

Joi, who works as a sociologist for the University of Copenhagen, has put the statistics together for the fight, refuting the old claim that modified bikes are more likely to be in an accident than stock bikes. "It's the young, inexperienced rider on his Japanese bike, who has accidents, not the older, more experienced biker on his chopper," explains Joi.

Getting a modified bike past inspection is either a matter of lotsa luck or big bucks. Many bikers will take their stock bike for inspection and, as soon as

they get home, modify it and ride it until they get stopped... But there's another way to avoid being cited by Big Brother for modification. You can take yer bike to the Ministry of Justice and have a thorough, and I mean thorough, test performed.

First, it will be examined for streetworthiness, making sure all parts are there. Then a professional test rider will take it to full speed, carrying a passenger and fully loaded saddlebags, plus whatever else it can tote. If your Hog is still alive then, its frame will be measured for possible cracks and weak spots by laser beam.

After you get through with all that, the only thing left to do is pay them for the favor, another \$7,000. But hey, you get a certificate to show any bullheaded cop that he can't mess with yer bike. But is it worth it?

In order to change these laws, ABATE of Denmark has produced a video that was shown on national television in August. On it, experts from Denmark as well as Sweden, where chopper life is relatively unrestrained, give testimony to the safety of the modified bike.

"The political climate is very liberal right now," says Joi, "so we think we might have a good chance for some changes."

But is it liberal enough to accommodate ABATE's second issue and change the illegal status of wearing more than two rings on each hand? Any number of rings above that is considered to be a "knucklebuster," and therefore an illegal weapon. But who can blame them? With all these ridiculously high fees, who wouldn't want to bust a lip once in a while?

— Bjorn T. Bewild

Happiness Through Lower Insurance Rates

This foxy chick is looking at me with sultry eyes, struttin' her stuff, and (presumably) with a raspy voice says, "No bike? Take a hike!" Next to her, bold letters loudly ask the question, "Why Take a Chance on Spoiling All Your Motorcycle Fun?"

Well, I've got a bike, and I certainly don't wanna have my fun spoiled. Not with this chick. So the flyer reads on: "For just \$66* (or \$5.50 per month) you can make sure *nobody* but *nobody* can take away your cycling pleasure because you failed to carry motorcycle insurance, as now required by California law!"

Being somewhat educated I immediately know that an * means something special, so I set my eyes on the bottom line. Aha! "NOTE: \$66 is the Annual Premium for liability policy... for insured age 31 or older with 1,000 cc standard, '87 or older model."

Shit, this is serious! I better call the insurance company, McGraw Insurance Services, right away. I fit the description. I'm 32, and my bike's pretty much a stock '80 FXEF with 1340 cc. I can afford \$66 a year.

Helen answers. I give her my stats. "I'm sorry, sir, but a Harley is more expensive."

"Why?"

"Because they're special bikes."

Well, that makes sense to me.

"They're like Ninjas or Hurri-

canes, or any of the other bikes that fall into that category."

This sister's walkin' a very, very thin line here. She's lucky can't shoot her through the phone.

"And you can't live in the city."

"I can't?"

"No."

"Where do I have to live?"

"In what we call 'remainder of state.'"

"Where's that?"

"Well, out in the desert, for instance."

"What, Death Valley?"

"Or around Mojave, or north of L.A. County, sir."

"Bakersfield?"

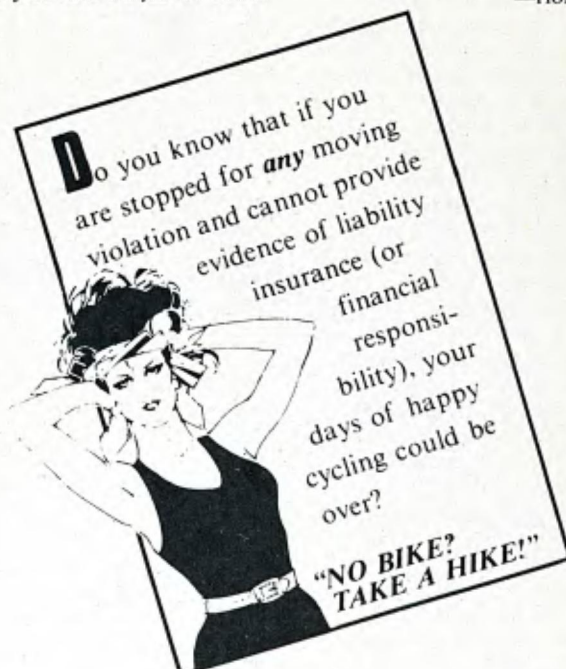
"For instance."

That's a fate worse than death. "What bike do I have to own to qualify?"

"I don't know, sir. I just have a list of what bikes you can't have for the \$66."

Well, I've stashed all my shit in a trailer, my FXEF is being overhauled to look like a Suzuki Intruder, the one bike she was certain would qualify, and I've checked out apartment possibilities in Stove Pipe Wells. Course, I hear the job opportunities in Death Valley are pretty scarce. But fuck it! I'm gonna get the 66 bucks rate yet. And then I'm gonna look for that foxy chick and have some cyclin' pleasure.

—Horn Dog



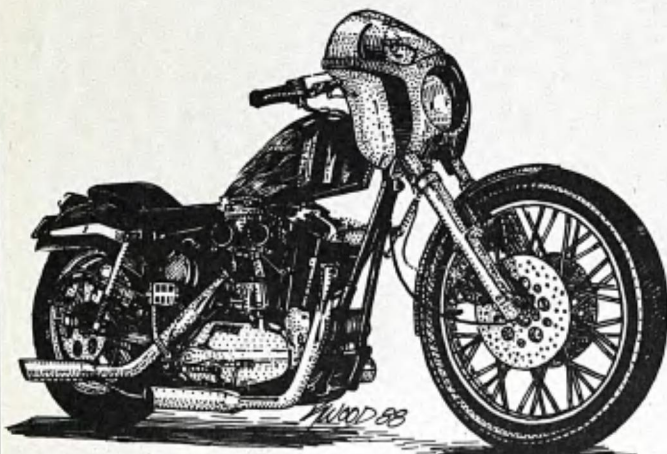
Short Strokes



The Mighty Return

Well, bros, I forgot to write Short Strokes last issue. I know, I'm on probation, but no shit, I'll try to keep up in the future.... **Did you know** there's an association for nonprescription drug manufacturers? Well, there is. I wanna know who the members are.... **Hey, if you haven't** written the Governor of California for vetoing the helmet law, get off yer ass. He did the number two years in a row. Not too often do we find that kind of integrity in the capitol of any state....**Now get this:** A dude in Springfield, Mass., Donald Gross, has created a line of greeting cards for the dying. With slogans like, "Cancer has the power to destroy the body, but not the love I have for you," how can he go wrong?....**Good news.** In New York you can now register your antique scooter (25 years or older) as a historical bike and receive vintage plates....**Damn, it's too late** for this news, but the powers that be in South Dakota passed a law this year that ya can't ride at night with shades on. But officer....**Ya know** that the best

sellin' scooter in the USA in 1988 was a Sporty? Well, it was. In fact, Jap bike sales dropped another 30 percent.... **And get this:** A nun pulled up to a roadside cafe and was refused service 'cause she was riding a bike. They said, "Sorry, we don't serve bikers." Maybe the bros in England are beginning to discriminate against Jap bike riders. She was riding a Honda 125.... **Tim Walsh** took his final ride recently in South Florida, and his employer, family, and friends made a special effort to let us know his love for the mag and riding. So here's to you, brother. Keep yer tanks fulla clouds and your heart in the heavens....**The closing thought** this issue has to do with Sturgis '89. For a relatively calm year, in regards to busts, it seemed to me that the law enforcement policy was a tad heavy-handed. Too many tickets for bullshit infractions and too many traps - two patrol cars at every intersection makes ya wonder. Perhaps what's needed is greater understanding and better communication.



U.S./Canadian Motorcycle Laws

	Special License	Helmet Law	Eye Guards	Lights on 24-hours
Alabama	No	Yes	No	No
Alaska	Yes	No ¹⁻¹²	Yes	No
Arizona	Yes	No ²	Yes	No
Arkansas	Yes	Yes ¹²	Yes ³	Yes
California	Yes	No ¹³	No	Yes ⁶
Colorado	Yes	No	Yes ³	No
Connecticut	Yes	No	Yes	No
Delaware	Yes	No ⁵	Yes ³	No
Florida	Yes	Yes ¹²	Yes	Yes
Georgia	Yes	Yes ¹²	Yes	Yes
Hawaii	Yes	No ²⁻⁴	Yes	No
Idaho	No	No ²	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes ²	No	Yes	Yes
Iowa	Yes	No	No	Yes ⁶
Kansas	Yes	No ²	Yes	Yes
Kentucky	Yes	Yes ¹²	Yes ³	No
Louisiana	Yes	Yes ¹²	Yes	No
Maine	Yes	No ²	No	Yes
Maryland	Yes	No ²	Yes	No
Massachusetts	Yes	Yes ¹²	Yes	No
Michigan	Yes	Yes ¹²	Yes ⁷	No
Minnesota	Yes	No ²	Yes	Yes
Mississippi	Yes	Yes ¹²	No	No
Missouri	Yes	Yes ¹²	No	No
Montana	Yes	No ²	No	Yes
Nebraska	Yes	Yes ¹²	No	No
Nevada	Yes	Yes ¹²	Yes	No
New Hampshire	Yes	No ²	Yes	No
New Jersey	Yes	Yes ⁴	Yes	Yes ⁶
New Mexico	Yes	No ²⁻⁴	Yes	No
New York	Yes	Yes ⁴	Yes	Yes
North Carolina	Yes	Yes ¹²	No	Yes
North Dakota	Yes	No ²⁻⁴	No	No
Ohio	Yes	No ¹⁰	Yes ³	No
Oklahoma	No	No ²	Yes	No
Oregon	Yes	Yes ¹²	No	Yes
Pennsylvania	Yes	Yes ¹²	Yes	No
Rhode Island	Yes	No ¹²	Yes ³	No
South Carolina	Yes	No ⁹	No	Yes
South Dakota	Yes	No ²	Yes	No
Tennessee	Yes	Yes ¹²	Yes	Yes
Texas	Yes	No ²⁻⁴	No	No
Utah	Yes	No ²	No	No
Vermont	Yes	Yes	Yes	No
Virginia	Yes	Yes ¹²	Yes	No
Washington	Yes	No ²	Yes	Yes
West Virginia	No	Yes ⁴	Yes	Yes
Wisconsin	Yes	No ²	Yes	Yes
Wyoming	Yes	No ²	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes ³	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	*
Ontario	Yes	Yes	No	Yes ⁸
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes ³	No
Yukon	Yes	Yes	No	No

¹ Under 19. ² Under 18. ³ Required even if bike has windscreen. ⁴ Helmet must be reflectorized. ⁵ Possession only. ⁶ Lights on if bike was made after 1977. ⁷ Required for speeds above 35 mph. ⁸ 1970 or newer bikes. ⁹ If over 21. ¹⁰ Except drivers under 17 and passengers. ¹¹ Certain cities may require lights. ¹² Passengers must wear helmets. ¹³ Under 15½ must wear helmet. *Lights must be on 24 hours if equipped with auto-on wiring by factory. Chart is accurate as we go to press - but laws change constantly. Send info on new laws in your area to Easynews, Box 3000, Agoura Hills, CA 91301.

*Merry Christmas
From The Staff of...*

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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.

VAN versus PICK-UP TRUCK — LANE CHANGE ACCIDENT \$100,000 Policy Limit Settlement

FACTS: This Nevada resident and MMA member was in his small van W/B on S.R. 117 near Fallon, Nevada. The other driver, in a large pick-up was E/B on S.R. 117. The other driver was speeding, braked to slow down, but lost control and spun out into the client's lane, hitting him head-on. The impact demolished our client's van.

INJURIES:

Comminuted fracture and dislocation of left hip
- ORIF with 4 plates and screws

Fractured Pelvis
Fractured right ankle - ORIF

RESULTS: The other driver was only 16, but was covered by his parent's insurance policy with a \$100,000 limit. Investigation revealed no excess insurance. Allstate tried to settle for \$85,000, but eventually paid the full policy amount.

BIKER HALL O' FAME

*Brothers and Sisters
Who Stand Out in
the Crowd*

ABATE of Indiana Granger, Indiana

ABATE of Indiana members have a damn good reason to be proud: Their motorcycle safety program recently won the Rider Education Achievement Award from a national organization dedicated to the improvement of safety for motorcyclists. But probably even more pride comes from the fact that last year's fatality numbers in Indiana dropped a whopping 31 percent—

a direct result of the program's impact.

ABATE of Indiana's education and training program was initiated about 10 years ago as a grassroots movement, but it wasn't until 1987 that ABATE received \$100,000 in grants, after what former Executive Director and Chief Instructor Mike "Balls" Farabaugh calls, "Years of begging, pleading, and borrowing money..."

Farabaugh, who has trained some

650 instructors nationwide over the past 10 years, added that with the help of state money the program has spread to 17 cities throughout Indiana, and close to 12,500 graduates are a testimony to its success. "Helmet laws do *not* save lives and, by God, we've proven that," says Farabaugh. "Rider education *does*... instructors in Indiana have earned braggin' rights."

Who can argue with that? —Red Baron



Photo by Balls

Kenny L. Redd Hutchinson, Kansas



This being Christmas and all, we thought we'd surprise a guy who has no idea that his story is in these here pages. So here goes. Merry Christmas, Kenny.

In 1977, Kenny was working on a building with a metal roof when his head accidentally touched an overhanging powerline. Some 34,500 volts ripped through his body for a full 11 seconds. He was left near death, with third-degree burns covering 55 percent of his body and second- and first-degree covering the rest. He was also left in the medical books as one of the very few individuals to survive expo-

sure to such incredibly high voltage.

A lesser man might have kicked the bucket, or at least thrown in the towel. But Kenny, though unable to walk without the aid of canes, has an iron will to live and be free, and to keep his nose in the wind. These days Kenny gets his charge out of building his own 80-inch trike, which will be on the road as soon as the snow melts. Kenny is an inspiration, not only to his brothers and sisters in Hutchinson, Kansas, but to all those who refuse to let a handicap cage their freedom.

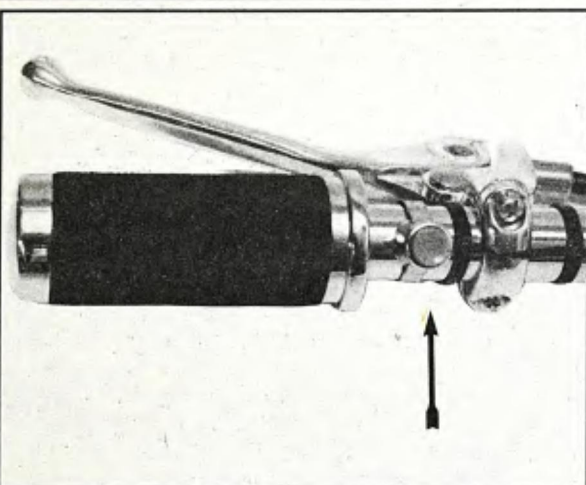
—Red Baron

GARY'S "FIX-IT" FORUM

An item that is often over-looked doing custom work is when builders change the handlebars, or remove the stock switches, is to put a **KILL BUTTON** switch back on the handlebars.

It is absolutely necessary to have some type of run - stop switch located where you can kill the motor in an emergency. It's very easy to wire an early style dimmer switch or a basic horn / **KILL BUTTON** that can be operated with the rider's thumb. Key switches by themselves (unless they're the dash-mount type) are not safe, because they're not usually located where they can be easily reached.

Ask anybody that has ever had a throttle hang-open how important a **KILL BUTTON** can be - without it, you could ruin your motor or life!



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DEALER INQUIRIES WELCOMED

Mayor Jim Brady Dubuque, Iowa

Just by looking at Jim Brady, as he was demonstrating against the helmet law at the Wisconsin state capitol two years ago, ya wouldn't have known he was the mayor of Dubuque, Iowa, a city of some 70,000 souls.

With a full beard and beefed-up arms, his Harley ball cap, and a "Milwaukee Iron" T-shirt, he looked like every other biker in the crowd. But on his 1974 FL Police Special, this usually unhelmeted four-time mayor has become a regular cyclin' sight over the past few years.

Brady, who has been straddlin' scooters for some 12 years and has four Sturgis runs under his kidney belt, says he started this hobby, which has become his trademark, as a form of relaxation. "To me, it's a chance to leave the pressures behind and kind of change personalities," he says. "Some weekends I'm riding with doctors and lawyers, other weekends I'm riding with genuine rougher Harley groups. There are all kinds of Harley riders. I think I'm an example of that."

Brady has gotten a lot of crap from some of his political colleagues, seems



Photo from Jim Brady

they question whether a motorcycle-ridin' maverick is an appropriate representative of the city. But as one Dubuque councilman put it, "There are an awful lot of mayors in the United States who do a hell of a lot

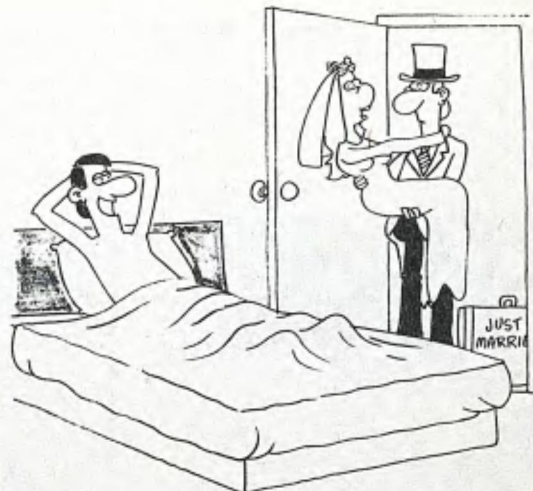
worse things than ride a motorcycle."

Maybe if more politicians rode bikes, they wouldn't be so damn uptight or spend so much time inventing laws that restrict our personal freedom.

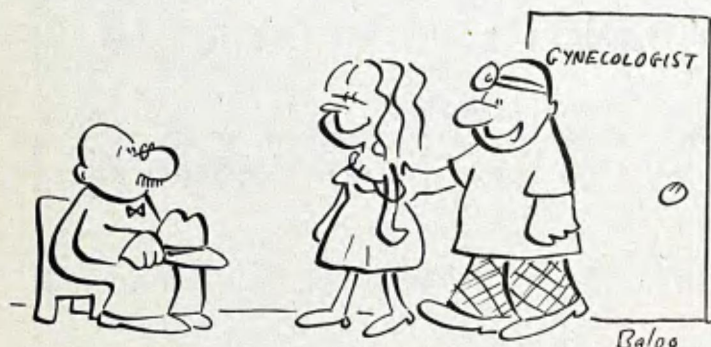
—Noose Man

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, Aqoura Hills, CA 91301.



"Oh, that's my ex-husband—he's here to show you what I like."



"You've got a real jewel there, Mr. Bundy."

A teen-aged boy was headed to the drive-in movie with his first date, and in the back-seat was his hardnosed dad, acting as a chaperone for the horny young couple. When his girlfriend edged over and snuggled up next to him as he drove, the kid quickly dropped one hand from the wheel and moved it stealthily underneath her skirt.

Abruptly, his father leaned forward over the seat and said sternly, "Don't you think you should be using both hands, son?"

"Jeez, Dad, I gotta steer with one of 'em," the kid said.

—Half-breed
Ellenville, N.Y.

Census taker to the biker's ol' lady: "I need to know the exact number of dependents. Ma'am—not how many will be alive after their father gets home."

—Body Man
Up North

Definition of premature ejaculation: goin' off half-cocked.

—Merlin
Corpus Christi, Tex.

Mad Mike has been goin' out with a chick who has the devil tattooed on one thigh and roarin' flames tattooed on the other—when she spreads her legs, it looks like hell.

—D.A.
Lake Wales, Fla.

After the drain funnel slipped while Panhead Pete was changing his oil, he sent the ol' lady down to the store for a bag of cat litter to soak up the spill. It worked fairly well, but there wasn't quite enough, so he sent her back to get some more.

The bag boy at the checkout stand remembered her, and seeing the second bag of litter, he remarked, "Lady, it's none of my business, but if that was my cat, I'd leave the sonuva-bitch outside."

—Dale Messmer
Inside

What's the difference between Bigfoot and Miraculous Mutha?

One is 6'6" tall, covered with matted hair, and smells fuckin' terrible. The other one has big feet.

—Harry Wagner
Tenn. Colony, Tex.

A bouncer threw the noisy customer outta the bar four times in a row, but each time, the unwanted drunk kept staggering back in for more of the same. Finally, a biker who'd been watchin' it all tapped the bouncer on the shoulder.

"Ya wanna know why that lush keeps comin' back in?" he asked the bouncer.

The bouncer nodded, and the bro told him, "You're puttin' too much backspin on him, man."

—Chief
Willow River, Minn.

Whaddaya do if yer ol' lady's always forgettin' to give ya enough blowjobs?

Keep poundin' it into her head.

—Hot Rod
TDC

A group of bros were sitting around discussing their various hunting techniques, and when the talk turned to small game, Spike asked Jimbo, "How is it you come back with so many squirrels every time you go hunting? You gotta secret or sumpin'?"

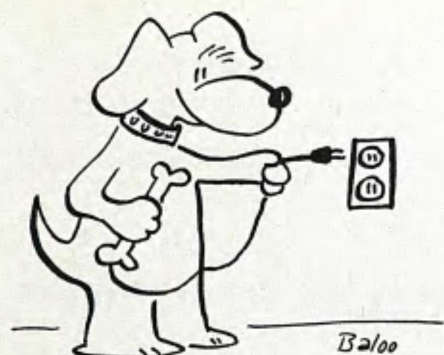
"Well, I got a special method I use," Jimbo said. "I always take my ol' lady out with me, and we sit down under a tree together. Then I put a sack over her head, see, and we stay real still until the squirrels come out. That's when I yank the sack off her head, and she uglies 'em all to death. Simple as that, man."

"Yeah, I tried that with my bitch once," Spike said, "but she tore 'em up so bad there wasn't enough left to eat on."

—Doug
Heidelberg, Germany



"All right, class, all right! I believe we've all seen the janitor moon before."



Baloo

Whaddaya call a French chastity belt?

A muzzle.

—Victor De La Mora
Corcoran, Calif.

What's the difference between guns and marriage?

Guns are quicker.

—Bert
Dallas, Pa.

In a town beside an Indian reservation, a beautiful prostitute was soliciting business when a potential john asked what the going rate was.

When she told him it was \$100 for 30 minutes, the guy protested, "That's ridiculous! Why, the Indians sold Manhattan Island for only \$24!"

"Could be," the hooker replied, "but Manhattan just lies there, don't it?"

—Wolf
America

Right after Big Jim unbolted the P-pad from his shovel-head, his ol' lady came along and started snivelin'.

"Hey, where the hell's my seat?" she whined.

"Bout two inches below where it was when I met ya," Big Jim said.

—Bert
USA

"I suggest we go dutch," said the foxy secretary to her boss as they sat down for dinner at the ritzy restaurant. "If you pay for the meal, the rest of the night will be on me."

—Lee
In the Clink

Ever wonder what keeps chicks' intestines from fallin' out through their snatches?

The vacuum in their heads holds 'em in.

—Ken Guthery
Auburn, Wash.

What did John Tower have to drink after he learned of his rejection as President Bush's Secretary of Defense?

A thousand pints of Lite.

—Lobo
Cheeseland

"I heard you stopped datin' Doris," Dave remarked to his closest bro. "You two have another fight, or what?"

"Nothin' like that, man. I just got tired of her usin' all those four-letter words."

"Hey, that doesn't sound a bit like Doris," said Dave. "What kinda four-letter words?"

"Aw, the usual ones: *Don't, Can't, Won't*..."

—Billy M.
Pendleton, Ind.



"How funny is an attack poodle now, buddy?"

A married woman carried the struggling, yapping dog off the subway escalator and marched straight to the transit cop standing nearby.

"I gotta talk to you about that sign, officer," she complained, pointing to this notice on the wall: *Dogs Must Be Carried On The Escalator*.

"It's ridiculous," she huffed. "It took me an hour to find this one!"

—Mad Dog
Nashville, Tenn.

What's ex-President Reagan's Cabinet doin' nowadays?

Five-to-ten.

—Dave Chance
Tehachapi, Calif.

"Sorry I'm late," the biker told his boss, "but my ol' lady passed out in the bathroom this morning and fell over the sink."

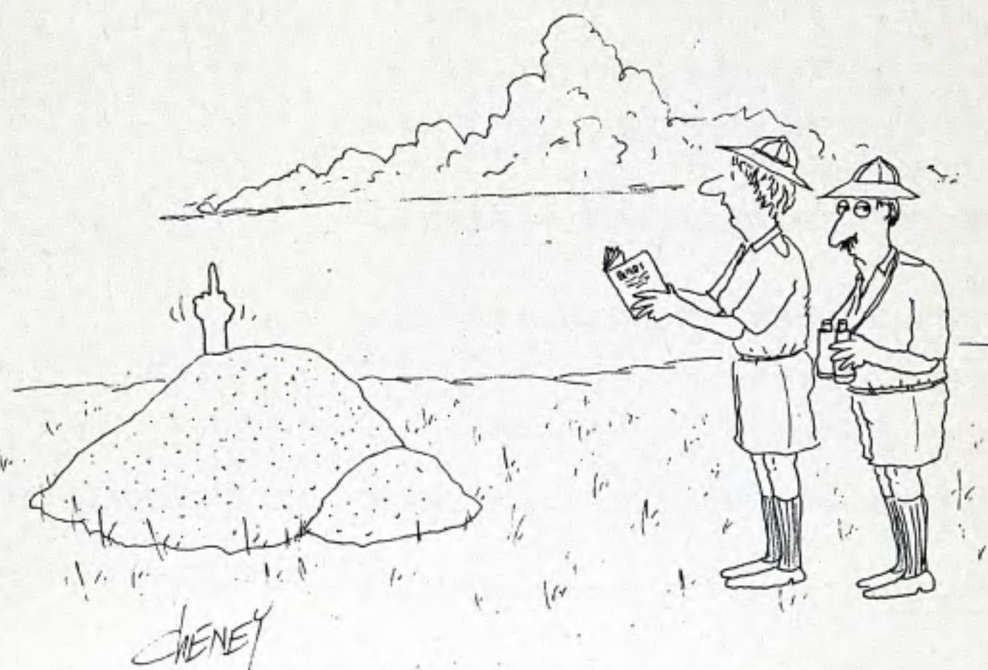
"Holy shit!" exclaimed his boss. "What did you do?"

"At first I couldn't really think of what to do, boss," said the bro, "but finally I just shaved over the bathtub."

—John Fisher
Williamsport, Pa.

Lemme tell ya—the chick I fucked last night was so ugly, I pretended I was someone else.

—Keith Burr
Sarasota, Fla.



"Well, if it's a bird, how come it's not listed in the field guide?"

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Harley-Davidson of Tucson, 5205 E. 22nd St., Tucson, AZ 85711. (602) 747-7304. Shipped UPS/COD.

S & S Clothing, Box 2263, Amarillo, TX 79105. (806) 374-8985.

Brooklyn H-D Sales Corp., \$12 each, 2487 Coney Island Ave., Brooklyn, NY 11223. (718) 998-6666 (U.S. funds only)

Blue Ribbon Cycles Inc. Easyriders, H-D, custom designs. 2137 Dixie Ave., Smyrna, GA 30080. (404) 432-3614. Shipped UPS/COD.

Oakland Harley-Davidson, 744 E. 12th St., Oakland, CA 94606. Unique design \$15. State size (S-XL) and color (black or white). Shipped UPS. Cert. check or money order only.

Woodstock Harley-Davidson, Inc., \$12 (state size: S-XL). Mailing address: Route 212, Box 7320, Saugerties, NY 12477. (914) 679-7227.

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

Hacienda Harley-Davidson, \$9.95 first shirt, \$8.95 second. Heavy black 100% cotton, 5-color design. 918 Thatcher Blvd., Safford, AZ 85546. (602) 428-4700. (800)-BIKE4U2.

Harley-Davidson of Hempstead Inc., \$12 ea., 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-XXXXL, \$16), 4436 Telephone Rd., Houston, TX 77087. (713) 644-7535.

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PAINTERS

P · R · I · D · E



It's not every day that the bros in the offices give the wrench in the garage a shot at one of the four bike features taking up the main color in each issue. I'm extremely proud to have this auspicious opportunity and sincerely hope I don't blow it.

To tell you the truth, everyone else split for Sturgis yesterday (it's August 7), and I'm stuck here in the heat, battling an old Smith-Corona, jigglin' the ol' milk crate, and workin' on the Christmas issue. On the other hand, this is the type of feature I like to handle.

The owner/builder/painter of this bike, Craig Foxworthy, is a paint and body man and the son-in-law of Arlen Ness. When

he got into riding nearly a decade ago, he began to apply his skills as an exotic auto painter to bikes. Since Craig's been into bikes, he's been guided by the talents of his father-in-law, Arlen, and his brother-in-law, Cory. They both assisted immensely with the creation of this yellow monster.

I've always been fascinated by the skilled artistry it takes to perform a paint job like ya see here, so I asked Craig about some of the technical aspects of painting bikes.

We started discussin' bondo, and he mentioned that it takes time to develop a feel for the right proportions of that plastic funny putty—when there's too much on the surface or not enough. Often, the man behind the sanding block will mix

the bondo, slap it on, and then sand past the point of evenness and have to apply more. "Just takes experience," Craig said. "Using primer to see where you're at helps a lot. Don't be afraid to spray it on often to get a fresh viewpoint."

He also mentioned that feathering bondo is only successful to a certain extent. It will always leave an edge, so use the primer and glaze to fill in and develop the smooth finished look. And don't be afraid to pile it on. It doesn't do any good to try to spot bondo. Slap it on, wrap some coarse sandpaper around a block of wood, and work it down.

Then I asked about paints. What the hell is the difference between one sprayed,

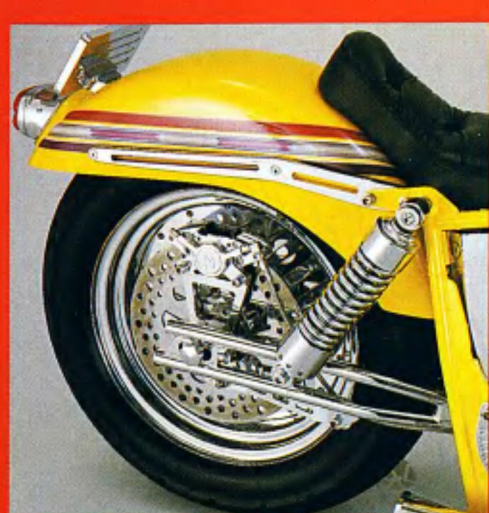




hue blast and another metallic, hand-rubbed finish? What's the best paint for bikes—for normal, beat 'em up riding, shows, or whatever? And what category of pigment delivers the widest assortment of colors? The type of paint and the style depend a great deal on the man whose finger is on the gun. If the artist is familiar with lacquers, that may be the only material he'll recommend. But for the record, Cory pointed out that everyday lacquers and enamels are now antiquated and rarely used for custom painting anymore. The term acrylic is now the first name attached to all lacquers and enamels (which are all but buried) for all custom auto and bike painting applications. The acrylic added to







Photos by Pete Chiado

the vintage lacquer has generally been a synthetic improvement, leaving the ol' standards with more tints, densities, selections, and durability.

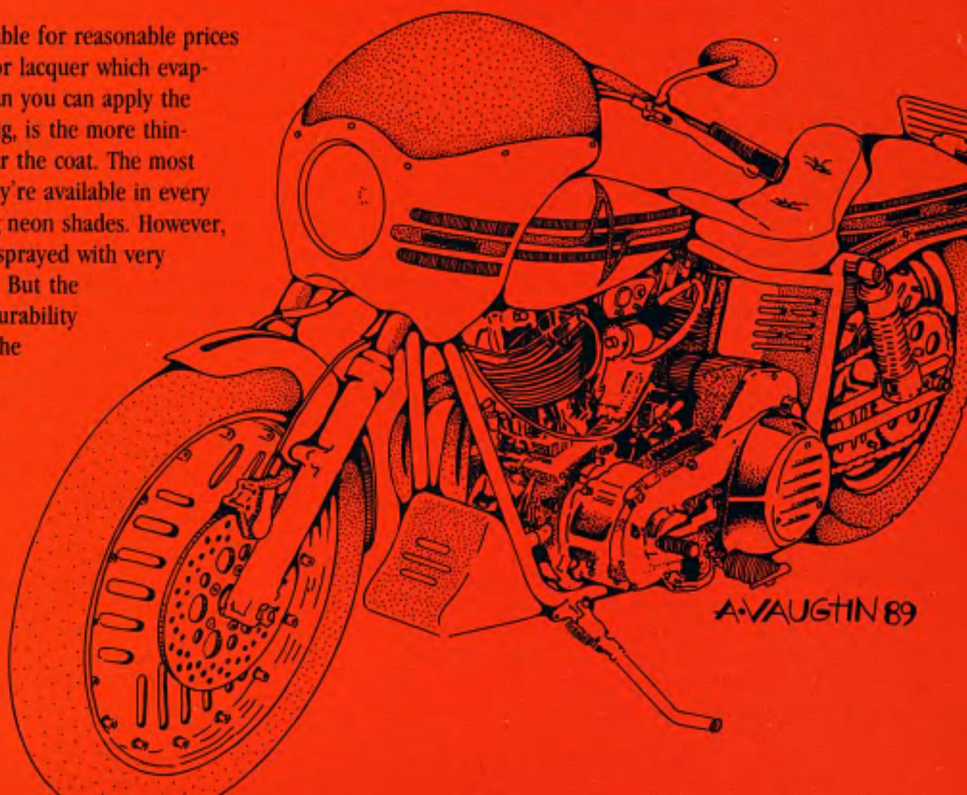
Although lacquer is the most versatile to work with, it's the least durable. It's easy to work with because it dries fast, often in a couple of minutes, at any temperature over 75 degrees. But where it takes 25 coats of lacquer to do a job, it only takes 3 coats of urethane, a much more durable finish. But top-of-the-line urethane takes 30 to 90 days to cure, which rapidly eliminates many painters from using it due to the expense in time or equipment. Paint booths for \$20,000 prohibit many a paint gun bandit from using urethanes. One other problem with urethane is that due to the catalyst chemical reaction and the length of time to dry, each coat acts like a magnet to dust—so a sanitary paint area is a must. But once the obstacles are overcome, urethane goes on looking as if the job had a coat of water on it—the wet, deep effect.

Times have changed and lamps are now available for reasonable prices to dry the urethanes, as thinners are available for lacquer which evaporate quickly, allowing the hues to dry faster than you can apply the paint. The basic rule of thumb, according to Craig, is the more thinner, the quicker the drying cycle—but the thinner the coat. The most durable finishes for bikes are urethanes, and they're available in every tone any acidhead has ever tripped on, including neon shades. However, they take more time to work with, and must be sprayed with very high pressure. It's also a bitch to clean the guns. But the acrylic lacquers and enamels have added some durability to those paints, although they still don't match the strength of the urethane. Consequently, many sprayers put urethane clears over their finished lacquer paint jobs.

So I learned somethin' while talkin' to Craig about the second bike he built—not bad. Oh, and how do they get the smooth finish over a mass of graphics, flames or striping? Lots of coats of clear. They spray on three coats and then wet sand 'em, then do it again and again until they reach the depth and finished surface they're after.

I've learned enough for one day, school's out.
—Wrench

Owner: Craig Foxworthy		City: Castro Valley, California	
General		Frame	
Fabrication by: owner		Year: 1986 Ness/Davis	
Year and make: 1982 H-D		Builder: 1986 Ness, 5-speed	
Model: FXR		Type: swingarm rubber mount	
Value: \$15,000		Rake: 3	
Assembly by: owner		Stretch: 3 inch stretch	
Time: one year		Other alterations:	
Chroming by: Hi-Lustre of Hayward		Accessories	
Engine		Bars: Ness	
Year: 1982		Risers: Ness	
Model: shovelhead		Fender(s): Ness	
Rebuilder: Dee's American V-Twin		Headlight: 5 1/2 inch Bates style	
Ignition: Accel		Taillight: stock style	
Displacement: 80 cubic inches		Speedo: mini speedo	
Lower end: Dee's		Front pegs: stock	
Balancing: Dee's		Rear pegs: no	
Pistons: stock		Electrics: Accel	
Cases: polished		Gas tank: aluminum	
Heads: Hannah's Machine		Oil tank: Bob Monroe	
Cam: Crane		Oil system: stock	
Lifters: Sifton		Primary cover: chrome	
Carb(s): Rivera's Chrome Dell'Orto		Seat: Danny Gray	
Air cleaner: stacks		Sissybar: fender struts	
Pipes: Ness Collector		Height: 1-inch	
Muffler(s): Ness		Material: aluminum	
Transmission		Forks	
Modifications: 5-speed polished		Type: H-D	
Year: 1982		Extension: 3 inches under stock	
Shifting: 5-Speed		Builder: Harley	
Engine sprocket: Primo belt		Special features: Ness-Tech/triple trees	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: owner		Hub: handmade	Hub: handmade
Painter: owner		Rim width: WM 8	Rim width: WM 8
Color: yellow		Tire: Bridgestone 3.25	Tire: Bridgestone 150
Type: lacquer		Brake: PM	Brake: PM
Special paint: graphics			
Other special modifications: Handmade wheels, slotted covers, gas tank console, and more.			
Special thanks to Mun, Darrel, Davis, Arlen and crew.			



A-VAUGHN 89

Te

Two Toolin' Theories



Snake's Tool Box

A couple of special tools and parts can keep ya on the road through almost anything but a major explosion.

I'll tell ya how important this tin box of shaken and rattled tools is to my broken-down self. I once threw it through the windshield of a motorist who thought he was Jaws and I was a blonde swimming alone at night. After about 30 seconds, and the realization of what I'd done, I chased that turkey on foot, cornered him, and retrieved my box. Wasn't no easy task—Jaws was pissed.

So with that ostentatious intro, I'll describe the jewels that lie within:

1. This is a pushrod holder-upper, so ya can wipe yer brow while adjustin' yer pushrods alongside the freeway—in the middle of the Mojave during July.

2. This here is an authentic H-D tool. It fits backing-plate nuts on mechanical brakes, juice brakes, and the chain adjuster screw. It's generally

hard and heavy to carry a 12-inch crescent wrench.

3. This here is a standard screwdriver. I had a Phillips when the box left my hands briefly and went to some non-motorcycling photog for this shot. I'll be stakin' out that boy's studio for some time.

4. It's difficult to tell what the hell this is supposed to be, and after it bounced around in this box of junk and precious tools for five or six years on my rigid 1948 panhead, it's a wonder everything isn't ground to filings. Originally, before the grease and grit got to it, it was a small piece of emery to clean my points with. Ya see, I had a pan with a magneto. Magnetos must be kept in tune, (especially with a kicker) for these aluminum boxes of windings and magnetic fields to fire. That baby saved my life a couple of times after riding in the rain, filling the mag with water and letting it set for a couple of weeks. Oh, the bike still ran, but it got increasingly difficult to kick to life.

Sooner or later I'd wise up, use wrench No. 6 to reach those tough-to-get-at screws on the top of the mag, take it off, clean out the body, and sand the points (and Joe Hunt would quit being called a bastard).

5. Nothin' special, just a 7/16 wrench. But you need a couple, gener-

ally to adjust pushrods.

6. Neat item. A ratchet screwdriver for fast action and difficult spots.

7. Piece o' chain. Don't need to describe it or its use. If ya don't know—it's too late. Don't forget a master link or two.

8. I don't know who the hell put this piece of shit in my tool box, but when I find out...

9. This here precision device usually doesn't get the honor of rattlin' around in the ol' tool box. But as most of ya know, there's nothin' in the world more dangerous than holdin' a lit Zippo under yer gas tank in the middle of the night to see if ya got a gas leak or to find a wire that sizzled. This particular flashlight was engraved by a talented rider in Southern California's Orange County who's been riding for next to ever—thanks C.J. Those flames make the bulb shine brighter.

10. & 11. This special gem (10) was modified to be helpful in takin' off my magneto. The hex end is shortened to fit under a Joe Hunt mag to loosen the Allen bolts. The other one (11) fits the hard-to-reach screws, on the plastic top, that ride dangerously close to the barrel fins.

12. Build yer bike with lots of Allen bolts and it's easy to carry plenty of wrenches. They have their drawbacks,



Photo by Mark Chen

though.

13. 14. & 16. As much as we all know about all the damage pliers, if used improperly, can inflict on your nuts and bolts, they're more versatile than almost anything—so carry plenty.

15. Crescent wrenches are also vital. Carry 'em in several sizes, unless ya got the room for a complete set of sockets.

17. Nuts and bolts, cotter keys, washers, lock washers, bits of wire and bailing wire, extra spark plugs and master links are essential. There's nothing like pulling over 'cause a bolt came out of yer packer bar (and everything bungled to it is about to fill potholes in the pavement), and you've got the tools but no stinkin' nut and bolt to replace it with.

18. Spark plug wrench—no shit.

Well, that's it. My tool box for the last 15 years. It's varied slightly from year to year. But mostly, a tool box is like yer kid brother's security blanket—it makes ya feel more confident about settin' out on the road when ya know that all the weak links are covered. Nobody knows what yer tool box needs the most 'cept you.

Oh, and wrap the plugs and points in rags. I had a spare plug in the box for five years. When I needed it t'weren't a thread left on that sucker.

Ride safe—Snake

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Mold A Roll

By J. D. Chandler



About the only thing worse than bein' stuck on the side of the road with a broken scooter is knowin' that the tool you need to fix it is lying on the bench back home. After

that happened a couple of times, I started carrying a tool kit. I haven't been seriously parked since. There's no reason you can't do the same. All it takes is some time to pick the tools you'll most likely need and a bag to put 'em in.

About the best way to come up with your personal set of tools is to make dry runs on the mechanical problems that would most likely get you into trouble on the road. You set your bike in the middle of the garage, stare at it, and ask yourself what tools you'd need to fix this and fix that.

After you've gone through all the things that might go wrong and have taken out the tools you'd need, you'll probably find that your tool box is empty and you'd need a trailer to carry everything. This is when you're gonna have to get thoughtful. You'll need to choose tools that can do more than one job.

There are tools, like a screwdriver with interchangeable tips in its hollow handle, that aren't very handy in a garage but are just fine on the road. One tool that I carry on the road, but never use at home, is the Channellock #906 adjustable socket (shown in the photo). This neat gadget will serve as any socket between 1/4" and 5/8".

Every tool kit should include a pair of

vise grips. I use the "7R" size, they combine moderate size with wide jaws. I have seen riders use vise grips to replace broken footpegs, clutch levers, and as a way to operate a broken throttle cable. Another handy tool is a set of lineman pliers. These pliers can be used as a hammer as well as a set of powerful pliers and cutters. Don't forget a small roll of bailin' wire. I carry some .062" safety wire, it is strong and won't rust.

The most common on-the-road problem has to be a flat tire. If you have a late-model cast wheel Harley, you'll be able to fix the problem with a plug kit and not even have to take the wheel off. Most of us, though, use spoked wheels and will have to find a way to get the wheel off and then get the tire bead off the rim so we can patch the tube. The best way to ensure getting the wheel off is to actually do it at home with the tools you're gonna take on the road. That way you'll be sure you can do the job. Good tire irons are hard to find, but the Flanders Co. has some that will do very nicely (#253-00503, \$2.74/ea.).

BMW makes a compact tubeless tire repair kit that has plugs, reamer, glue and several CO₂ capsules to inflate the repaired tire. The best tire pump I know of is shown in the photo. It consists of

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a hose with a special spark plug hole adapter at one end and a fitting for a valve stem at the other. To use it, you remove a plug, screw in the adapter, attach the hose to the valve stem, and start the engine. This thing can fill a tire to 30 psi in a couple of minutes, and it won't dump gasoline into the tire, either.

After you've collected the set of tools that will work best for you and you're bike, you'll need some way of carrying and protecting them. First thing is to roll 'em up so they won't get beaten to powder by all those power pulses your Hog puts out. An old T-shirt works real well. Roll your tools in the shirt so that they are all separated from one another by the shirt material.

When you've gotten the tools rolled up, you'll be ready to select a leather bag to put 'em in. There must be a ton of different tool bags available. The two we used were both from Custom Chrome. One is long but has less volume than the other. Pick one that'll carry your tools, plus a little more.

Once you've gotten your tool roll, you'll need to do one more thing—carry it. Carry it wherever you ride. Just imagine what it'd be like to get stuck on the road and have your tool roll back home. ■



Photos by J.D. Chandler

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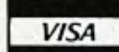
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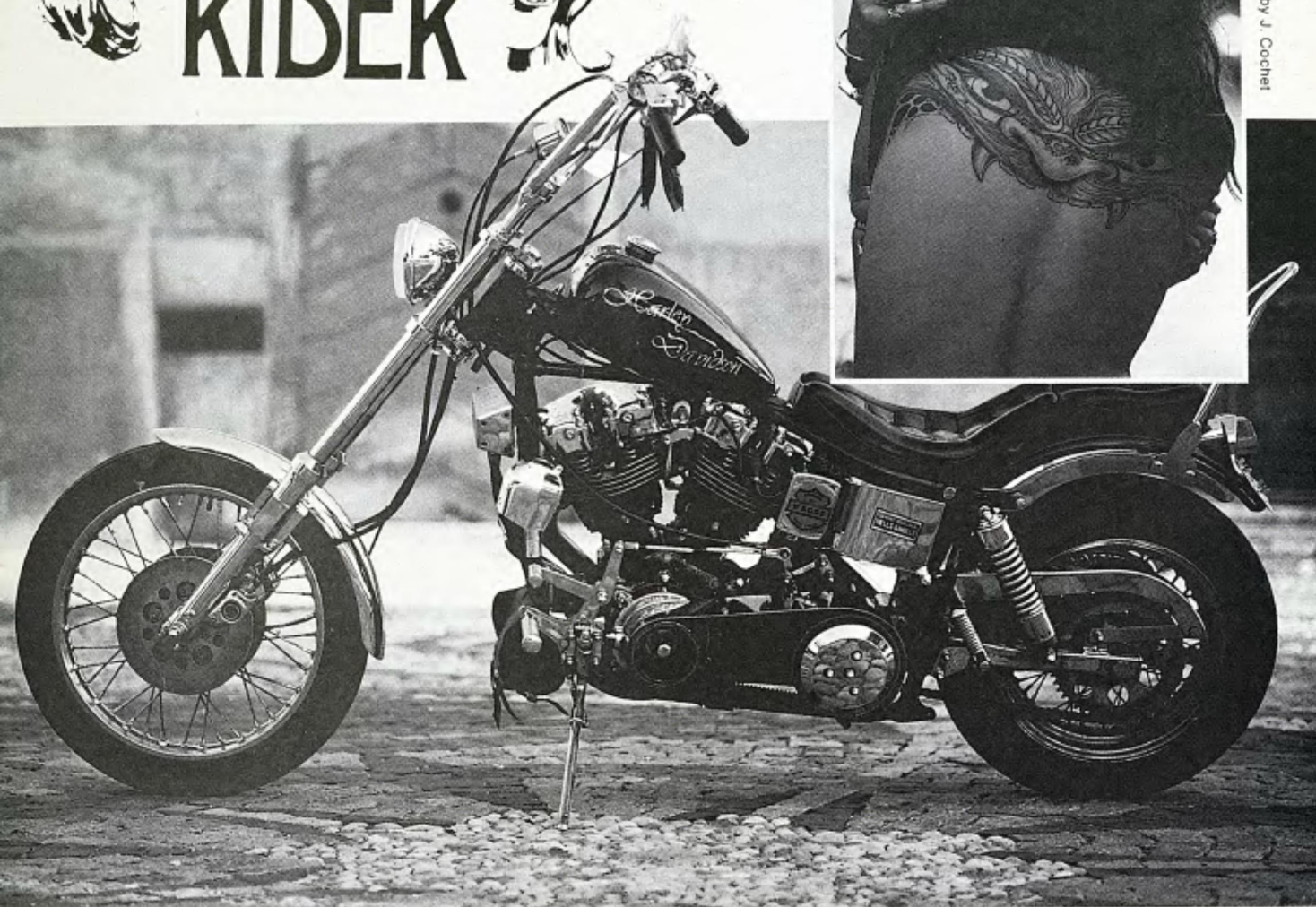
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FOXY RIDER

Photos by J. Cochet



Patricia "Smack" Marmy, Estavayer, Switzerland 1982 Low Rider

Switzerland has some of the most panoramic stretches of curvy country road anyone could ever wanna lean his Avons against. Picture serpentine mountain roads meandering through narrow valleys, separated by sheer, vertical walls. Kinda like Swiss cheese. But that's what Smack likes about her tiny country the most.

Smack's been hangin' out with bikers since she was 15, and started ridin' her own Harleys five years later. Now, I ain't gonna tell ya how long ago that was, 'cause that wouldn't be polite, and we happen to be as courteous as a handful of drunks at closing time. Let's just say she's seen as much of her native Switzerland from the seat of a hawg as Rip has seen of the bottom of a J.D. bottle.

She says, in her own words, that she likes "Guys who think Harley's are best, and fuck the rest." And to make sure there is no misunderstanding about her preference and lifestyle, she's got the Harley logo tattooed on her right arm. This sister doesn't beat around the bush, and when she turns her back on you it's a sight to behold: The ravenous rattler tat devouring her shoulders will make any pesky rodent run, no matter what size or how many legs.

—Yodeller

Year: 1980

Model: Low Rider

Engine: stock shovelhead

Forks: 4 inches over

Transmission: four-speed with belt drive

Wheels: Front: 21-inch
Rear: 16-inch

Chassis: original, stock swingarm

Finish: skulls on the tank

Credits: Paint by Marty at Gunnard; special thanks to Andre Grin.

Special features: Belt drive, stretched fork.





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No Trouble

By Joe Umbarger

Homer Cox didn't like trouble. It didn't fit his lifestyle and it tended to give him a headache. He avoided trouble whenever he could, which was most of the time. But as he watched the Harley-Davidson pull up to the pumps at the turnpike rest stop where he worked that cold Christmas Eve night, he knew somehow that trouble had come to pay him a visit.

Homer pushed himself up from his chair inside the station and headed outside into the sharp wind that promised snow before morning. The bearded rider removed the bike's gas cap and stuck a nozzle inside the tank while the female passenger headed toward Homer, meeting him with a big smile. She looked very young, and very pregnant.

Homer could tell she was about to hit him up for something. He could always tell. Probably a couple bucks worth of free gas. He got those types every so often.

"Hi," she greeted, trying to sound cheerful. "Could you do us a big favor?"

There it was, Homer sighed, just like he'd figured. He could always tell. He didn't say anything, however, and the woman continued.

"My boyfriend," she pointed toward the bike, "he needs a place to...uh...make a couple of minor repairs to our scooter. We won't take long. Please?"

"Can't," Homer answered. "Boss won't let me."

At least he didn't have to lie. Old Floyd didn't let people use the garage. And he absolutely hated bikers. Nope, there was just no way he could let the couple use the garage work area, even if he wanted to.

"Oh, please," she begged. "We've got to get to Phoenix—we've got friends out there who can help us. We tried to make it tonight, even tried

to find a motel where we could wait 'til morning, but they were full. Can't you let us use the garage, please?"

"Can't," Homer said, again.

The young woman shivered slightly from the chill, and a flash of light from her jacket caught Homer's eye. He leaned forward to get a better look.

It was a pin—an earring, really—with a replica of an eagle feather that dangled from the post, catching the light. Homer thought how great it would look in his collection. He had quite a few. He didn't wear them, of course, but kept them mounted on

He knew somehow that trouble had come to pay him a visit.

a board at his house. He had different styles, different materials, and even some from different countries, but he had never seen one like this. It was beautiful.

After a moment, he realized that he was staring, and that she was watching him. Homer blushed slightly. She smiled back at him.

Gee, he'd like to help these people, it being Christmas Eve and her being pregnant and all, but he didn't want no trouble.

The young woman suddenly sucked in a sharp breath, and grunted as though in pain. The smile faded, but returned a moment later as she put her arms around her swollen stomach. There was an edge of desperation in her eyes and voice this time as she repeated the single word, "Please?"

Homer glanced at the pin again, then cast weary eyes toward the night sky. It was getting worse. Hell, Old

Floyd wasn't going to come out in weather like this—at least, he never had. Considering the circumstances and all, Homer guessed that he could let someone use the garage just this once, as long as they didn't steal something, or dirty the place up too bad.

"Yeah, okay," he heard himself saying, "but get through as quickly as you can."

"Oh, thank you," said the young woman.

The Harley roared to life at the pumps, pulling up alongside the two a moment later. The young woman relayed the news to the rider.

"Thanks," said the biker, nodding toward Homer.

Homer didn't know much about motorcycles, but he didn't think this bike sounded like it needed any repairs. He shrugged, leading the couple toward the bay doors. He had already committed himself. He just hoped there wouldn't be trouble.

Homer went back inside the station, listening with one ear to the garage area. It didn't sound like any work was being done to the bike, although he could hear the two of them talking in low, hushed tones. He decided against going over to take a peek.

Instead, he picked up the phone on the desk, dialed the restaurant next door, and asked Rosy to bring him a couple of burgers and a thermos of hot cocoa. After a moment, he amended the order. "Better make it four, Rosy, and some coffee—looks like a long night."

It wasn't Rosy who brought the order to Homer, however, but Eugene, the assistant grease grinder, who also happened to be Old Floyd's brown-nosin' nephew.

Homer didn't like Eugene, but he made an effort to keep his hostilities toward the little puke hidden, so as not to lose his job.

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"Big order tonight, ain't it, Homer?" Eugene asked in his whiny voice. Homer didn't answer.

"One of the busboys said they seen a motorsickle over here, while ago," Eugene continued, eying the door to the garage suspiciously. "Uncle Floyd wouldn't like it if he knew you was letting any bikers hang around the station—bad for business, Homer."

Homer emptied the tray of its contents, and handed it back to Eugene, a little harder than was necessary.

"Ain't you got something you're supposed to be doing, Eugene?" he asked flatly, surprised to hear himself use that tone of voice with Old Floyd's nephew.

Eugene slid another glance toward the door that led from the station office to the garage, grinning that shit-eating grin of his. "Sure do," he said, then slithered back to the restaurant.

Homer watched to make sure Eugene didn't double back, then took two of the burgers and the coffee to the garage. The biker and the young woman were kneeling beside the Harley. At least they were making an effort to *look* like they were working on the bike, Homer guessed. He handed over the burgers and coffee.

They muttered thanks, and Homer returned to his desk to enjoy his own meal. Before he got a first bite, Red Hassel, a local highway patrolman that Homer knew fairly well from frequent visits to the rest stop, pulled into the drive.

"Howdy, Homer," the patrolman called as Homer stepped quickly outside.

"Red," Homer nodded in return. "What's up?" He was pretty sure he already knew.

"Looking for somebody," said Red. "You haven't seen no bikers pull through here tonight, have ya?"

The cop's eyes bored into Homer's. "Bikers?"

"Yep. One in particular. Got a kidnapping charge pending against him." He spoke casually, but Homer was afraid he knew they were inside.

"Girl's mother filed charges. Says her daughter's pregnant and underage. Thinks this biker forced her to go with him at gunpoint, or something."

Homer thought back to his first encounter with the pregnant, young woman. She hadn't acted like a kidnap victim. Why, she could have just as easily asked him to call the police,

as for a place to fix the bike. No, whatever the real story, Homer was certain that she had not been kidnapped. Being underage was a different story, though.

"Any bikers fitting that description

jail for somebody he didn't even know. He'd tell them to get out.

Before he even got to the door, he heard the young woman screaming and crying.

"That's it," Homer declared. One

"You haven't seen no bikers pull through here tonight, have ya?"

been here?" Hassel asked him.

"No." The word all but ran down Homer's leg.

Hassel looked at him for a long time. "Well," he said finally, putting the patrol car in gear, "if they do, give me a call."

"Sure thing," Homer agreed. He watched as the cop pulled back onto the turnpike, and head south.

Homer was angry and even a little scared. Lying to state cops was trouble—big time trouble. Why had he done that? Homer didn't know, but he did know that he wasn't going to

thing he wouldn't tolerate at all was hitting a woman, especially one that was pregnant, by God! He rushed to the drawer where he kept the cut-down baseball bat, and stomped into the garage. But before he could burst in, he heard a younger cry join the first in duet.

The woman was lying on the floor. The biker was beside her, holding a wet, wrinkled newborn baby in his arms.

Homer stared for a moment before thinking to ask, "Are you all right?"

"To tell the truth, man, I could use some help," the bearded biker shuddered. "I ain't never done this before."

"It's a boy," the young mother gasped excitedly. "I was hoping he'd wait 'til we got to Phoenix, but..."

"I know somebody who can help," Homer interrupted. "Rosy, over at the restaurant. She's had five of 'em—she oughta know what to do."

He started to rush to the phone, but stopped in his tracks and spun around to face the new mother.

"Say," he demanded, "are you underage?"

"What time is it?" she asked back.

Homer frowned, but looked at his watch anyway. "It's a few minutes after midnight," he told her, annoyed with the apparent stalling tactics. "Now, are you underage?"

"Not any more, I'm not," she beamed back at him.

Rather than argue the technical point, Homer opted to rush to the phone and call Rosy. He dropped the bat and dialed the number quickly. "This girl just had a baby in the garage," he told her. "I need you to get over here, but come alone." As an afterthought, he added, "And don't let Eugene know anything about it, please!"

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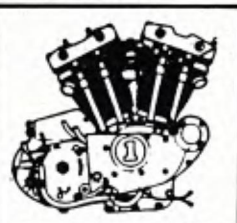
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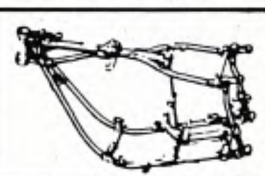
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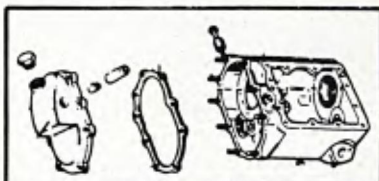
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No TROUBLE

Rosy was there in a few minutes, but she was not alone. Two other women who worked at the restaurant were with her. They chattered excitedly as they filed into the station, bearing gifts—blankets, diapers, baby oil.

They made Homer stay out of the garage, and would have made the father leave, as well, but the mother insisted he stay.

"What next?" Homer wondered with a sigh of disgust. He dropped into the chair behind his desk and prepared to eat his supper, at last. He had scarcely swallowed, however, when the familiar wine-over-gray sedan pulled up to the building, and Old Floyd, the station owner, got out and made his way against the howling wind toward the door.

Homer jumped up from behind the desk to try to head him off, but was too late. The old man stormed inside, accompanied by an angry swirl of icy wind.

"I knew you couldn't be trusted from the first day I hired you," he yelled at Homer.

Homer saw the glazed eyes, smelled the breath that reeked of cheap gin. "Now, Floyd, just wait a minute . . ." he began. But Floyd continued to rave on belligerently.

"You let them bikers hang around here, next thing you know I'm going to get robbed blind! Now, where are they?"

Eugene had called the old man, Homer was sure of it. The thought caused his blood to boil.

"It ain't like you think, Floyd," he tried to reason with the owner. "There's just been a mistake, is all."

"The mistake was in hiring you in the first place," said Floyd. His head jerked toward the closed door that led to the garage.

Winter's wind howled against the station, rattling the windows and garage bay doors. Flecks of sleet mixed with snow now spattered the plate glass.

"I know they're here," Floyd shouted. "Eugene wouldn't lie to me!"

So, it had been Eugene. "I'll settle with that sumbitch later," Homer vowed beneath his breath.

Old Floyd, meanwhile, hurried to the door, flung it open, and charged into the garage. Homer winced against the commotion he knew would follow.

There was only silence.

Homer ran to the doorway. There was no one inside but Floyd, jerking

first one direction, and then another to peer drunkenly into empty, darkened corners.

Homer's blood pressure lowered a notch.

"You haven't heard the last of this," the old man foamed. "I'll get to the bottom of this yet!" With that, he careened his way back through the station and out the front door to the sedan, and drove away.

Homer allowed himself a little smile. Old Floyd hadn't noticed the faint tire prints in the thin dust of the garage that headed toward the closed bay door, accompanied by several footprints. Apparently Old Floyd's raving

He would remember this night for a long time to come

had alerted everyone in time, and they had escaped under cover of the storm's din.

The old man hadn't noticed the crumpled bills lying on the back workbench, either. As Homer picked up the money—which turned out to be only three dollar bills—something metallic fell into his hand. Homer grinned down at it.

The money puzzled Homer, until he recalled that he hadn't been paid for the gas that the biker had gotten when they had first pulled in.

"A long way from getting robbed blind," Homer mused.

The phone on Homer's desk rang, then, and Homer walked back inside the station to pick it up. It was Rosy, confirming what Homer had already guessed, adding that the three would be staying with her until the baby was old enough to travel. She also had a message for Homer from the young couple, "Hope you like your Christmas present, and we're sorry for all the trouble we caused you."

Homer dangled the pin that had been cupped in his palm, admiring the way the room's light danced across the silver feather. At that moment, Homer Cox knew this would be his last night at the turnpike station. He just couldn't work for someone like Old Floyd anymore, or ever again. He didn't know what he'd do after he quit, and was amazed to discover that it didn't really matter. He'd find something better. And he would remember this night for a long time to come.

"Rosy," Homer said, "tell 'em it was no trouble. It was no trouble at all." ■

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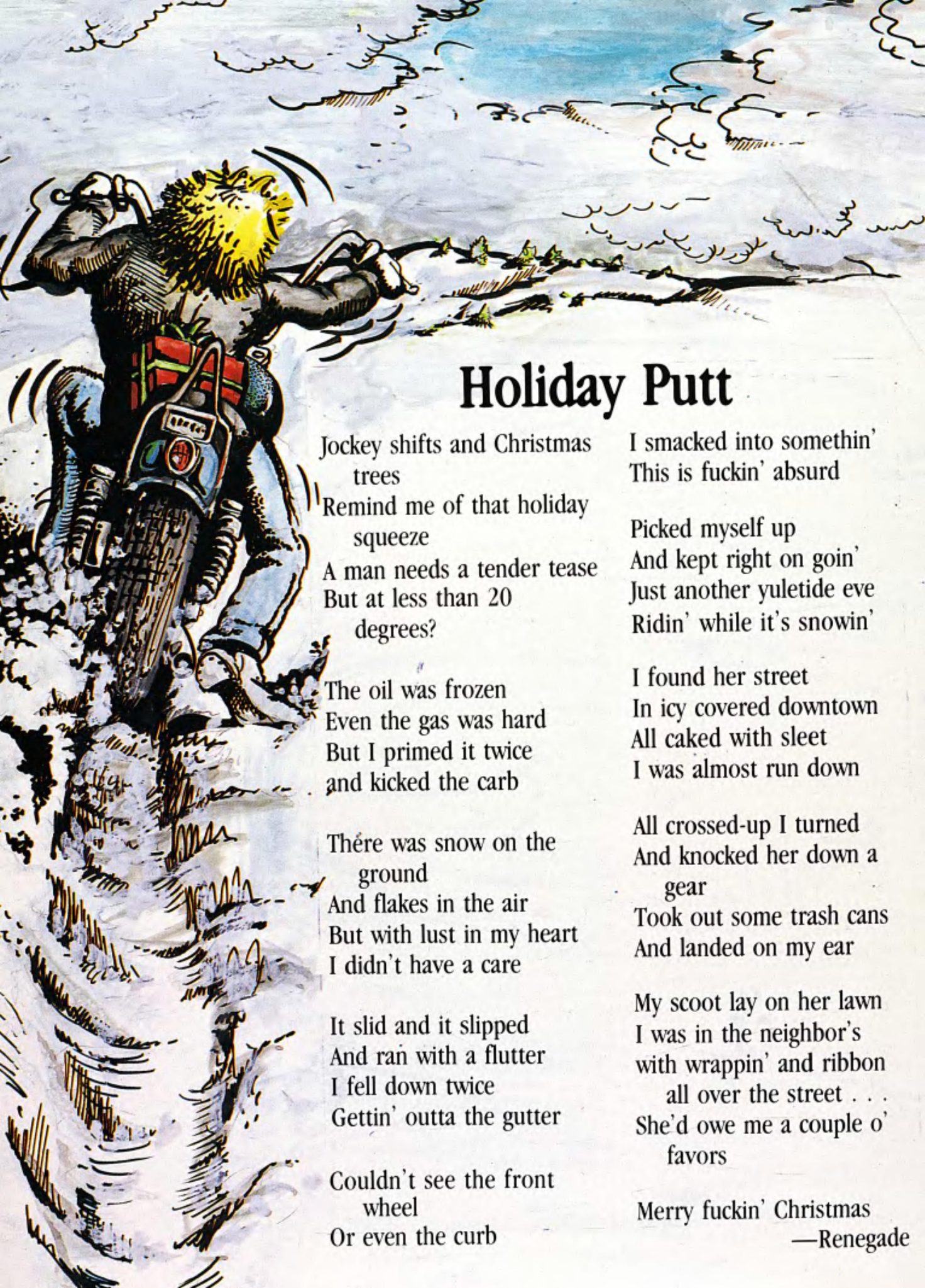
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And ran with a flutter
I fell down twice
Gettin' outta the gutter

Couldn't see the front
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Or even the curb

I smacked into somethin'
This is fuckin' absurd

Picked myself up
And kept right on goin'
Just another yuletide eve
Ridin' while it's snowin'

I found her street
In icy covered downtown
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All crossed-up I turned
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I. WOMEN'S V-TWIN BOMBER™

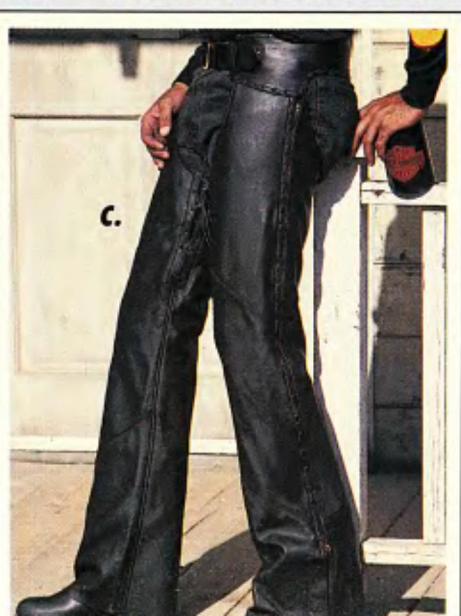
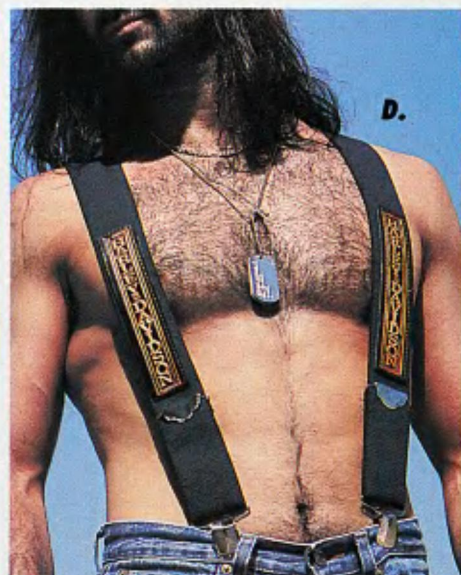
SIZES 30-42 \$259.95

SIZE	PART #	SIZE	PART #
32	#214215	38	#214255
34	#214254	40	#214217
36	#214216	42	#214256



**5-YEAR
 WARRANTY MATERIALS
 & CRAFTSMANSHIP**

E.**F.****H.**



MENS' LEATHER

A. TOMBSTONE CHAPS™

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

A. TOMBSTONE CHAPS™		SM-LG	\$219.95
		XL-XXL	\$258.95
WAIST SIZE	PART #	WAIST SIZE	PART #
26-28 SM	#214366	38-40 XL	#214369
30-32 MD	#214367	42-44 XXL	#214370
34-36 LG	#214368		

B. MONTANA CHAPS™

Another great pair of chaps! The Montana Chaps™ have all the great features of the Tombstone Chaps™ while we added the western weave and fringe.

B. MONTANA CHAPS™		SM-LG	\$299.95
		XL-XXL	\$306.95
WAIST SIZE	PART #	WAIST SIZE	PART #
26-28 SM	#214257	38-40 XL	#214260
30-32 MD	#214258	42-44 XXL	#214261
34-36 LG	#214259		

C. ROUGH RIDER CHAPS™

Hey, pardner, these chaps also have all the great features of the Tombstone Chaps™ ... with the added style of our western weave.

C. ROUGH RIDER CHAPS™		SM-LG	\$259.95
		XL-XXL	\$275.95
WAIST SIZE	PART #	WAIST SIZE	PART #
26-28 SM	#214371	38-40 XL	#214374
30-32 MD	#214372	42-44 XXL	#214375
34-36 LG	#214373		

D. SUSPENDERS WITH LEATHER

Keep a hold on your pants with the most popular design in suspenders. Adjustable, with Harley-Davidson on leather.

D. SUSPENDERS		REG	\$12.25
		XL	\$12.25
SIZE	PART #	SIZE	PART #
REG	#290610	XL	#290611

E. MAVERICK™ MEN'S LACE-UP PANTS

Men's leather lace-up pants feature rawhide lace-up gusset sides, five pockets, zipper fly, shotgun flare, fully lined 100% nylon taffeta and made of Super A cowhide. Order by waist size.

E. MAVERICK™ MEN'S LACE-UP PANTS		SIZES 26-40	\$221.95
		SIZES 42-46	\$258.95
SIZE	PART #	SIZE	PART #
26	#214327	38	#214333
28	#214328	40	#214334
30	#214329	42	#214335
32	#214330	44	#214336
34	#214331	46	#214337
36	#214332		



F. BIKER JEANS™ MEN'S LEATHER 5-POCKET JEANS

These fine leather pants are made of Super A cowhide with boot cut and metal button-fly front. Our pockets are wide enough to handle a biker's wallet, and we have added an extra long length, Shotgun Flare™ leg that fits comfortably over any boot. Order by waist size.

F. BIKER JEANS™		SIZES 28-40	\$216.95
		SIZES 42-46	\$224.95

SIZE	PART #	SIZE	PART #
28	#214342	38	#214347
30	#214343	40	#214348
32	#214344	42	#214349
34	#214345	44	#214350
36	#214346	46	#214351

G. THE GAMBLER™ MEN'S OPEN LEATHER VEST

This righteous vest has a western yoke, 2 pockets in front and is fully lined. Same Super A cowhide as our other fine garments.

G. THE GAMBLER™ VEST		\$106.95	
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SIZE	PART #	SIZE	PART #
SM	#214352	LG	#214354
MD	#214353	XL	#214355

H. THE DERRINGER™ LACE-UP LEATHER VEST

The Derringer sports a western yoke, 2 slash pockets, snap-front closure, adjustable leather lace-up side detail, and fully lined in 100% nylon taffeta. Made of Super A cowhide.

H. THE DERRINGER™ VEST		\$139.95	
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SIZE	PART #	SIZE	PART #
SM	#214338	LG	#214340
MD	#214339	XL	#214341

I. THE WINCHESTER™ LACE-UP LEATHER VEST

This men's leather vest is the same Super A cowhide vest as the Derringer, with the added style of our western weave. Fully lined.

I. THE WINCHESTER™ VEST		\$145.95	
--------------------------------	--	-----------------	--

SIZE	PART #	SIZE	PART #
SM	#214356	LG	#214358
MD	#214357	XL	#214359

IMPORTED

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FOR THE LOCATION OF YOUR NEAREST DEALER





WOMEN'S LEATHER

A. CHEYENNE VEST™ LADIES' FRINGE VEST

You'll definitely stand out in the crowd with the Cheyenne Vest™ with western weave and fringe front and back yoke detail. Also features snap front closure, 2 front pockets, 1 inside pocket, fully lined with 100% nylon taffeta, and Super A cowhide.

A. CHEYENNE VEST™		\$159.95	
SIZE	PART #	SIZE	PART #
SM	#214241	LG	#214243
MD	#214242	XL	#214244

B. WILDFIRE SHORTS™ LADIES' LACE-UP SHORTS

These delightful short shorts have covered elastic waist, and sexy leather lace-up sides. Beautiful garment-weight cowhide.

B. WILDFIRE SHORTS™		\$55.95	
SIZE	PART #	SIZE	PART #
SM	#214363	MD	#214364
		LG	#214365

C. EASYRIDERS TUBE TOPS

Show your stuff in this eye-poppin' stretch-to-extreme style tube top.

C. EASYRIDERS TUBE TOPS		\$9.95	
COLOR	PART #	COLOR	PART #
Black	#212012	White	#212013

D. WILDFIRE SKIRT™ LADIES' LACE-UP SKIRT

This revealing mini skirt has a zipper front, covered back elastic detail, 18" length, two jean-styled pockets, with sexy leather lace-up sides to give maximum exposure. Beautiful garment-weight cowhide.

D. WILDFIRE SKIRT™		\$106.95	
SIZE	PART #	SIZE	PART #
SM	#214360	MD	#214361
		LG	#214362

E. RAMPAGE™ LADIES' JEANS

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

E. RAMPAGE™ JEANS		SIZE 3/4—13/14 \$227.95	
		SIZE 15/16—17/18 \$229.95	
SIZE	PART #	SIZE	PART #
3/4	#214376	9/10	#214379
5/6	#214377	11/12	#214380
7/8	#214378	13/14	#214381
		15/16	#214382
		17/18	#214383



CALL 1-800-247-6246

FOR THE LOCATION OF YOUR NEAREST DEALER





NASTY FEET



F., G. & H. These boots are American made and built especially for you, the biker. Both styles meet all ASI safety standards by featuring tough steel toes, and shank and oil resistant Neoprene soles. We customize them for you by adding the following features: handcrafted leather uppers, heavy-duty hardware, fully-cushioned insole, cigarette pack (size) pocket, plus a knife (or tool) holder.

They come in 17" and 11" high styles. Ladies' style includes an inner

stash pocket and lace-up sides so pants will tuck in easily. Sizes to fit everyone! All NASTY FEET boots are ANSI rated: Z41.1-1972-75. WE WILL INCLUDE A PAIR OF EASYRIDERS IDENTIFICATION PINS WITH EACH PAIR OF BOOTS.

F. MENS' 17" TALL NASTY FEET

\$132.00

SIZE	Med. Width	Wide Width	SIZE	Med. Width	Wide Width	SIZE	Med. Width	Wide Width
8	#251001	N/A	9 1/2	#251004	#251204	11	#251007	#251207
8 1/2	#251002	N/A	10	#251005	#251205	11 1/2	N/A	N/A
9	#251003	#251203	10 1/2	#251006	#251206	12	#251009	#251209

G. WOMEN'S 17" TALL NASTY FEET

\$128.00

SIZE	PART #	SIZE	PART #	SIZE	PART #
5	#252001	6 1/2	#252004	8	#252007
5 1/2	#252002	7	#252005	8 1/2	#252008
6	#252003	7 1/2	#252006		

H. MENS' 11" TALL NASTY FEET (Med. Width Only)

\$112.00

SIZE	PART #	SIZE	PART #	SIZE	PART #
8	#250001	9 1/2	#250004	11	#250007
8 1/2	#250002	10	#250005	11 1/2	#250008
9	#250003	10 1/2	#250006	12	#250009

NEW! I. & J. LEATHER LEGS

Leather legs are a striking complement to your boots. 28" tall from top of boot to top of LEATHER LEGS. Top 7" lined, 2 adjusting straps, 1 5/8" Easyriders pin. With fringe or without.

I. FRINGED LEATHER LEGS

\$194.95

SIZE	PART #
MD	#214502
LG	#214503

J. LEATHER LEGS WITH PIN

\$169.95

SIZE	PART #
MD	#214500
LG	#214501

NEW! K.—N. BOOT CHAINS

Men's boot chains have double heavy silver plated chain with Harley-Davidson bar and shield or Harley-Davidson V logo. Women's are rope style with Harley-Davidson shield (N.), or crystal rhinestones with the Harley-Davidson shield (M.).

K. & L. MEN'S BOOT CHAINS

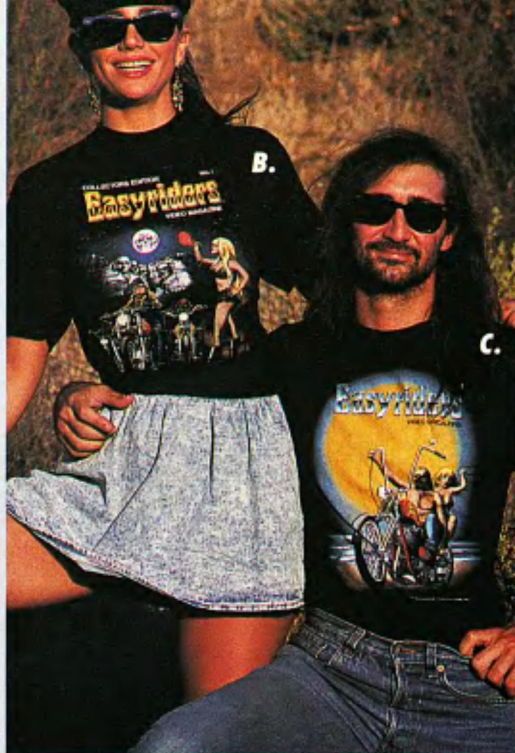
\$18.50

ITEM	PART #	ITEM	PART #
K.	#310104	L.	#310103

M. \$12.50 & N. \$10.95 WOMEN'S

ITEM	PART #	ITEM	PART #
M.	#310102	N.	#310101

MADE IN THE U.S.A.



EASYRIDERS T'S

NEW! "BURN THE JERKS" T-SHIRT

Get behind your opinion of the Supreme Court's decision! 100% Cotton!

SM-XL \$11.95 XXL \$14.95

A. NEW! 100% COTTON

SIZE	PART #	SIZE	PART #
SM	#208200	XL	#208203
MD	#208201	XXL	#208204
LG	#208202		

NEW! EASYRIDERS VIDEO T-SHIRTS

Great artwork from the covers of *Easyriders Video Magazine*. Bound to be a collector's item! 50/50 poly-cotton blend. Order your *Easyriders Videos Today!* See page 22!

SM-XL \$8.95

B. NEW! 50/50 VIDEO NO. 1

SIZE	PART #	SIZE	PART #
SM	#800390	LG	#800392
MD	#800391	XL	#800393

C. NEW! 50/50 VIDEO NO. 2

SIZE	PART #	SIZE	PART #
SM	#800394	LG	#800396
MD	#800395	XL	#800397

NEW! FLAME SHIRT

The HOTTEST flame shirts around now feature 3 colors, 2 designs, and a pocket! Super Quality! 100% Cotton!

M-XL \$21.50

D. NEW! EAGLE FLAME

	RED	BLACK	WHITE
MD	#203027	#203030	#203033
LG	#203028	#203031	#203034
XL	#203029	#203032	#203035

E. NEW! SKULL FLAME

	RED	BLACK	WHITE
MD	#203036	#203039	#203042
LG	#203037	#203040	#203043
XL	#203038	#203041	#203044

BABYDOLL SHIRTS

Great designs with lace trim in 50/50 poly-cotton blend. Shirts run small.

M-XL \$8.95

E41 50/50

SIZE	PART #	SIZE	PART #
MD	#804012	LG	#804013
		XL	#804014

G42 50/50

SIZE	PART #	SIZE	PART #
MD	#804047	LG	#804048
		XL	#804049

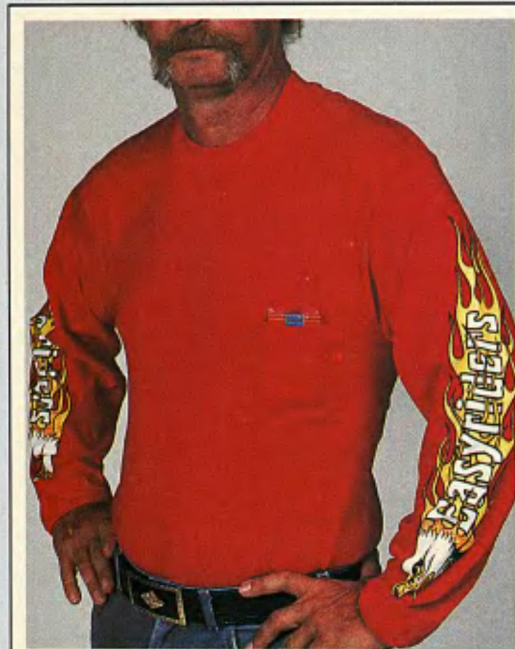
NEW! EASYRIDERS STREAMLINER T-SHIRTS

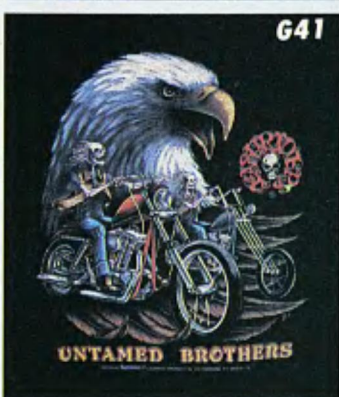
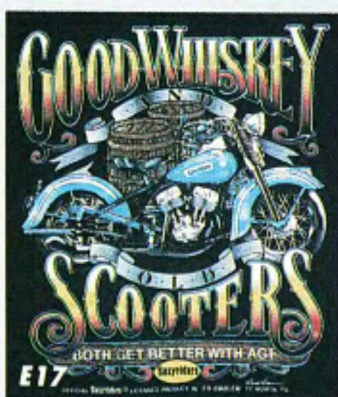
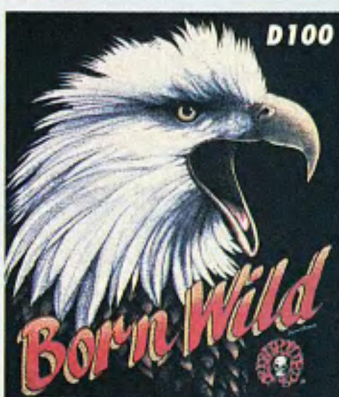
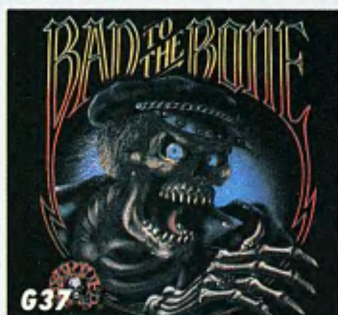
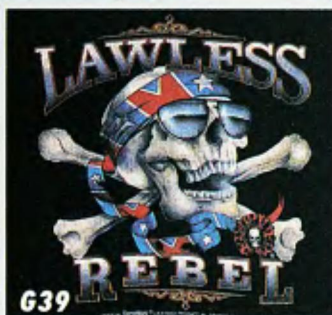
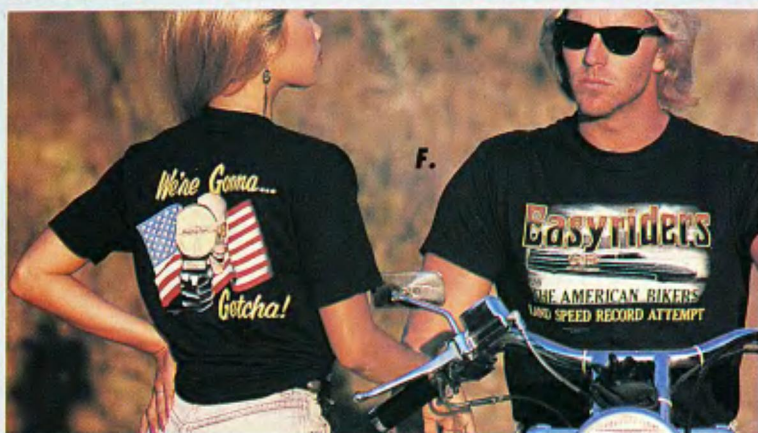
A true collector's item about the most exciting biker event of the decade!

SM-XL \$15.00

F. NEW! 50/50

SIZE	PART #	SIZE	PART #
SM	#800661	LG	#800663
MD	#800662	XL	#800664





1. — 3. BUN HUGGERS

To cover those cute little cheeks!

PANTIES	\$5.75 EACH		
	SM	MD	LG
1.	#803271	#803272	#803273
2.	#803281	#803282	#803283
3.	#803241	#803242	#803243

T-SHIRTS

M-XL \$11.95 XXL \$14.95

	SIZE	PART #
G40	MD	#800617
100% COTTON	LG	#800618
	XL	#800619
	XXL	#800620
E59	MD	#800621
100% COTTON	LG	#800622
	XL	#800623
	XXL	#800624
G39	MD	#800625
100% COTTON	LG	#800626
	XL	#800627
	XXL	#800628
G37	MD	#800629
100% COTTON	LG	#800630
	XL	#800631
	XXL	#800632
E01 NEW!	MD	#800633
100% COTTON	LG	#800634
	XL	#800635
	XXL	#800636
G32	MD	#800637
100% COTTON	LG	#800638
	XL	#800639
	XXL	#800640
E51	MD	#800641
100% COTTON	LG	#800642
	XL	#800643
	XXL	#800644
D100	MD	#800645
100% COTTON	LG	#800646
	XL	#800647
	XXL	#800648
E32	MD	#800649
100% COTTON	LG	#800650
	XL	#800651
	XXL	#800652
E17	MD	#800653
100% COTTON	LG	#800654
	XL	#800655
	XXL	#800656
G41	MD	#800657
100% COTTON	LG	#800658
	XL	#800659
	XXL	#800660



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HARLEY-DAVIDSON T'S

M-XL \$14.50

K9 NEW POCKET T-SHIRT! 100% COTTON	SIZE	PART #
	MD	#800500
	LG	#800501
	XL	#800502

K33 NEW POCKET T-SHIRT! 100% COTTON	SIZE	PART #
	MD	#800504
	LG	#800505
	XL	#800506

M-XL \$11.95 XXL \$14.95

K83 NEW! 100% COTTON	SIZE	PART #
	MD	#800560
	LG	#800561
	XL	#800562
	XXL	#800563

K92 NEW! 100% COTTON	SIZE	PART #
	MD	#800576
	LG	#800577
	XL	#800578
	XXL	#800579

K15 NEW! 100% COTTON	RED	GRAY
	MD #800600	#800604
	LG #800601	#800605
	XL #800602	#800606

L19 NEW! 100% COTTON WHITE	SIZE	PART #
	MD	#800596
	LG	#800597
	XL	#800598

H44 100% COTTON RED	SIZE	PART #
	MD	#800592
	LG	#800593
	XL	#800594

H39 100% COTTON	SIZE	PART #
	MD	#800588
	LG	#800589
	XL	#800590
	XXL	#800591

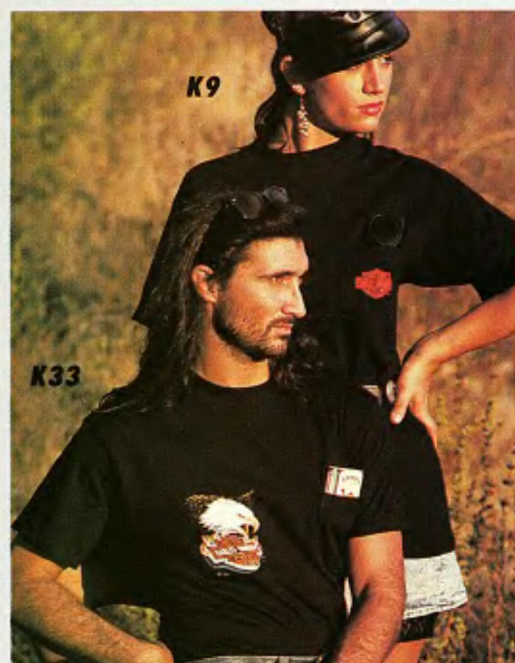
K93 NEW! 100% COTTON	SIZE	PART #
	MD	#800568
	LG	#800569
	XL	#800570
	XXL	#800571

J28 NEW! 100% COTTON	SIZE	PART #
	MD	#800584
	LG	#800585
	XL	#800586
	XXL	#800587

K81 NEW! 100% COTTON	SIZE	PART #
	MD	#800572
	LG	#800573
	XL	#800574
	XXL	#800575

K91 NEW! 100% COTTON	SIZE	PART #
	MD	#800564
	LG	#800565
	XL	#800566
	XXL	#800567

J90 NEW! 100% COTTON	SIZE	PART #
	MD	#800580
	LG	#800581
	XL	#800582
	XXL	#800583





NEW! LADIES' T-SHIRTS AND BABYDOLLS

Here's the greatest look in hot, new, ladies' Harley apparel. Roses are popular on the 50/50 (polyester/cotton) tank tops, with lace trim. The new v-neck design is also a 50/50 blend and has a laced trim accenting the neckline. It is oversized with a slightly shorter cut for comfort and style. The scoop style is made of 100% heavy cotton. These classy Harley-Davidson shirts sports all new printed colors and graphic designs. Shirts come in colors shown.

SHIRT	PART NO.	PRICE
G35 TANK		\$8.95
MD	#800536	
LG	#800537	
XL	#800538	
F60 TANK		\$8.95
MD	#800542	
LG	#800543	
XL	#800544	
K17 V-NECK		\$9.95
SM	#800524	
MD	#800525	
LG	#800526	
K25 SCOOP		\$9.95
SM	#800516	
MD	#800517	
LG	#800518	
H58 V-NECK SCOOP		\$9.95
SM	#800532	#800520
MD	#800533	#800521
LG	#800534	#800522
G59 TANK		\$8.95
MD	#800539	
LG	#800540	
XL	#800541	
E70 V-NECK SCOOP		\$9.95
SM	#800528	#800508
MD	#800529	#800509
LG	#800530	#800510

A.—G. BUN HUGGERS

To cover those cute little cheeks!

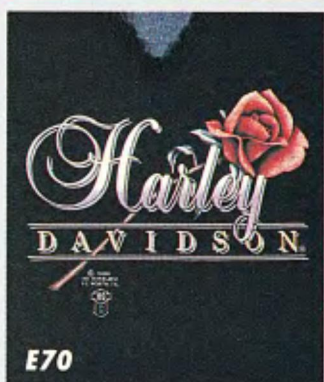
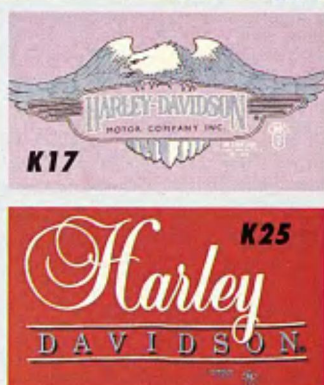
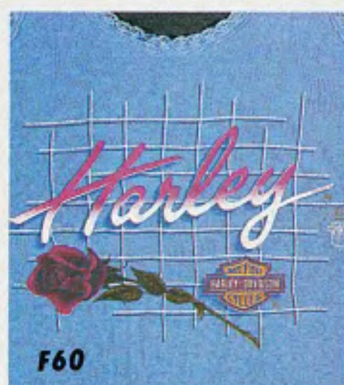
PANTIES	\$5.75 EACH		
	SM	MD	LG
A.	#803274	#803275	#803276
B.	#803257	#803258	#803259
C.	#803254	#803255	#803256
D.	#803264	#803265	#803266
E. NEW!	#803284	#803285	#803286
F. NEW!	#803287	#803288	#803289



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TATTOO T-SHIRTS

NEW! A.—D. TATTOO T's

Strut your colors with pride! Dramatic six-color reproductions of famous Tattoo art screened on 100% cotton.

A. CAUGHT DEAD

RIBBED TANK \$11.95		T-SHIRT \$11.95		LONG-SLEEVE \$18.95	
SIZE	PART #	SIZE	PART #	SIZE	PART #
MD	#206040	MD	#202080	MD	#208040
LG	#206041	LG	#202081	LG	#208041
XL	#206042	XL	#202082	XL	#208042

B. TATTOO

RIBBED TANK \$11.95		T-SHIRT \$11.95		LONG-SLEEVE \$18.95	
SIZE	PART #	SIZE	PART #	SIZE	PART #
MD	#206046	MD	#202086	MD	#208046
LG	#206047	LG	#202087	LG	#208047
XL	#206048	XL	#202088	XL	#208048

C. DRAGON LADY

RIBBED TANK \$11.95		T-SHIRT \$11.95		LONG-SLEEVE \$18.95	
SIZE	PART #	SIZE	PART #	SIZE	PART #
MD	#206049	MD	#202089	MD	#208049
LG	#206050	LG	#202090	LG	#208050
XL	#206051	XL	#202091	XL	#208051

D. YOU BET IT HURTS

RIBBED TANK \$11.95		T-SHIRT \$11.95		LONG-SLEEVE \$18.95	
SIZE	PART #	SIZE	PART #	SIZE	PART #
MD	#206043	MD	#202083	MD	#208043
LG	#206044	LG	#202084	LG	#208044
XL	#206045	XL	#202085	XL	#208045

HARLEY KIDS

E. & F. H-D KIDS' HATS

The perfect gift for your favorite rug rat. Top-quality with fully adjustable headband.

E. H-D BASEBALL CAP	#300239	\$7.95
F. NEW! H-D CYCLE CAP	#300240	\$6.95

G. & H. H-D KIDS' T-SHIRTS

Popular graphics on 50/50 poly-cotton blend.

G. \$8.95		H. \$8.95	
SIZE	PART #	SIZE	PART #
SM	#800545	SM	#800548
MD	#800546	MD	#800549
LG	#800547	LG	#800550

I. H-D FRISBEE

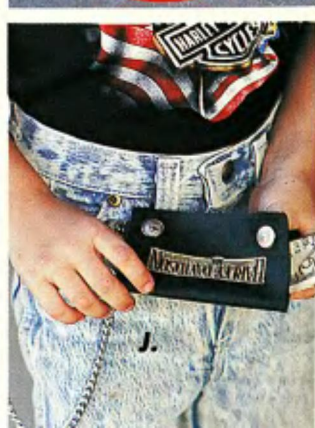
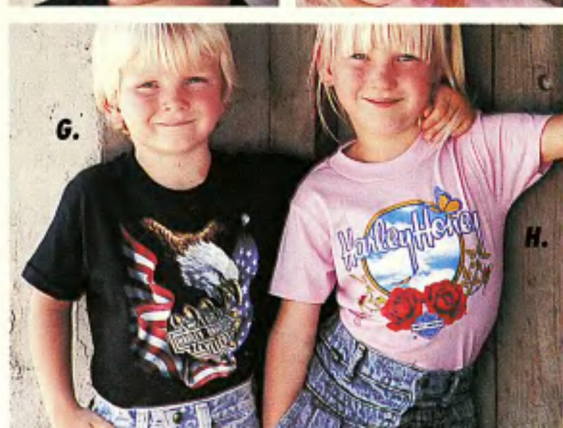
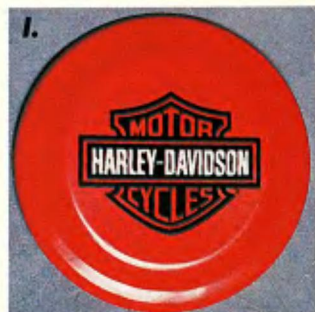
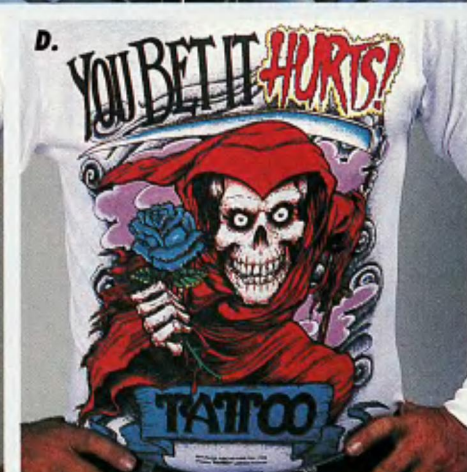
The toy that takes the Harley-Davidson name to the wind.

I. H-D FRISBEE	#600406	\$4.95
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NEW! J. H-D JR. CHAIN WALLET

A scaled-down version of the ol' man's chain-drive wallet. 100% cowhide.

J. H-D JR. CHAIN WALLET	#216532	\$12.50
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TEDDIES, NITESHIRTS & SWEATSHIRTS

K. SCOOTER FOX TEDDY

Look great, feel great in 100% nylon. The snaps at the crotch allow you to wear them under your clothes by day, but nighttime is the fun time!

K. SCOOTER FOX TEDDY		\$18.95	
BLACK	RED	WHITE	
SIZE	PART #	SIZE	PART #
SM	#810100	SM	#810103
MD	#810101	MD	#810104
LG	#810102	LG	#810105

L. HOODED NITESHIRTS

Made for those cool nights, these hooded nightshirts are made extra long and big enough to fit almost everyone.

L. BLACK NITESHIRT	#810109	\$25.95
L. PINK NITESHIRT	#810110	\$25.95

M. EASYRIDERS NITESHIRTS

Made of soft 50/50 poly-cotton.

M. EASYRIDERS NITESHIRT		\$13.95
SIZE	PART #	
SM	#810041	
MD	#810042	
LG	#810043	

N. EASYRIDERS LADIES' SWEATSHIRT

Keep the warmth where it belongs in this 50/50 poly-cotton sweat.

N. LADIES' SWEATSHIRT		\$21.95
SIZE	PART #	
SM	#809041	
MD	#809042	

NEW! O. & P. H-D SWEATSHIRTS AND HEAVY LONG SLEEVE T's

The sweatshirt is a soft 50/50 poly-cotton blend, and the long-sleeved T-shirt is made of extra heavy-duty 100% cotton.

O. LONG SLEEVE T-SHIRT		MD-XLG \$13.95
SIZE	PART #	
MD	#800611	
LG	#800612	
XLG	#800613	

P. SWEATSHIRT		MD-XLG \$21.95
SIZE	PART #	
MD	#800614	
LG	#800615	
XLG	#800616	

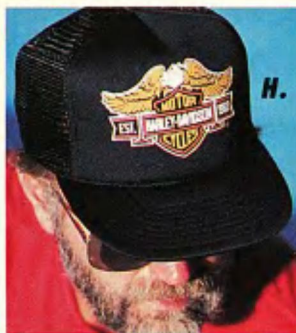
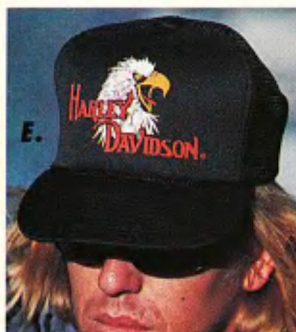
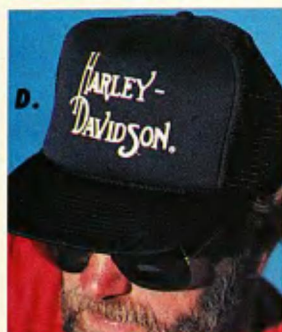
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MADE IN THE U.S.A.





HATS AND LEATHER CAPS

A.—I. HATS

These top-quality baseball caps, painter caps, and welder caps feature the most popular designs from *Easyriders* and Harley-Davidson. Baseball caps have mesh back while the *Easyriders* cap comes in solid or mesh. All caps are adjustable.

ONE SIZE FITS ALL \$7.95		PART #	
HAT	PART #	HAT	PART #
A.	#300201 (solid) #300211 (mesh)	E.	#300233
B.	#300238	F.	#300235
C.	#300236	G.	#300237
D.	#300223	H.	#300225
		I.	#300227

J.—P. LEATHER CAPS

These purely biker caps are of the finest leather and craftsmanship—years of wear will be had with these righteous toppers!

- J. NEW!** H-D STROKER CAP w/ H-D Wing Pin
K. NEW! H-D PAINTERS CAP w/ H-D Embroidered Logo
L. NEW! H-D GREEK CAP w/ H-D Logo on Strap
M. H-D CIVIL WAR CAP w/ Chain & Leather H-D Logo
N. H-D FIDDLER CAP w/ Chain, Rivets & H-D Logo
O. EASYRIDERS FLYERS CAP (Goggles not included.)
P. EASYRIDERS CYCLE CAP w/ *Easyriders* Pin

CAP	SIZE	PART #	PRICE
J.	SM/MD	#300284	\$22.95
	LG/XL	#300285	
K.	ONE SIZE FITS ALL	#300283	\$19.25
L.	ONE SIZE FITS ALL	#300286	\$25.00
M.	SM	#300270	\$18.25
	MD	#300271	
	LG	#300272	
	XL	#300273	
N.	SM	#300278	\$18.25
	MD	#300279	
	LG	#300280	
	XL	#300281	
O.	SM	#300287	\$22.95
	MD	#300288	
	LG	#300289	
P.	ONE SIZE FITS ALL	#300282	\$21.50

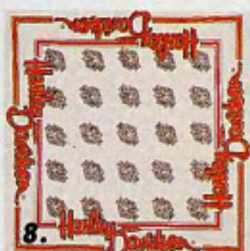
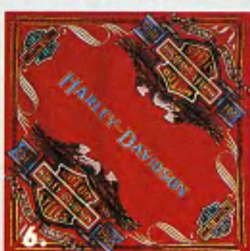
CALL 1-800-247-6246

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MADE IN THE U.S.A.





BANDANAS, HEADBANDS & MORE!

1.—9. BANDANAS

These multi-purpose cotton cover units measure 27"x26". They can be used on your head, or whatever favorite part of your body that needs covering! Made in the USA.

BANDANA	PART #	\$4.95 EACH
1. NEW!	#801223	6. #801222
2.	#801220	7. #801041
3.	#801210	8. NEW!
4.	#801040	9. #801224
5.	#801221	

Q.—S. EASYRIDERS AND HARLEY-DAVIDSON HEADBANDS

HEADBAND	PART #	\$3.95 EACH
Q.	#801005	
R.	#801006	S. #801011
AS PICTURED, #801004		AS PICTURED, #801012
TOP TO	#801002	TOP TO
BOTTOM	#801003	BOTTOM
	#801001	#801008
		#801009
		#801007

T. EASYRIDERS KNIT HAT

Keeps your ears and forehead warm on those cold rides home from the waterin' hole.

T.	#300102	\$7.25
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U. EASYRIDERS KNITSCARF

Wrap this six-foot scarf around your neck and down your shirt... stay toasty! Machine washable.

U.	#300101	\$15.95
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V. EASYRIDERS LEG WARMERS

Put an end to frosty knees and chilled calves. You can probably put on an extra 50 miles with warm knees... maybe 100!

V.	#300103	\$13.95
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W. HARLEY-DAVIDSON KNIT HAT

Warm and good for keeping the gnarlies out of your hair.

W.	#230001	\$7.25
----	---------	--------

X. YUKON™ WINTER GLOVE

These gloves not only protect your hands from wind and wet weather they also maintain flexibility and warmth. The newly developed Wetlock™ liner is the secret for keeping dry hands.

X. YUKON™ GLOVES	\$37.95
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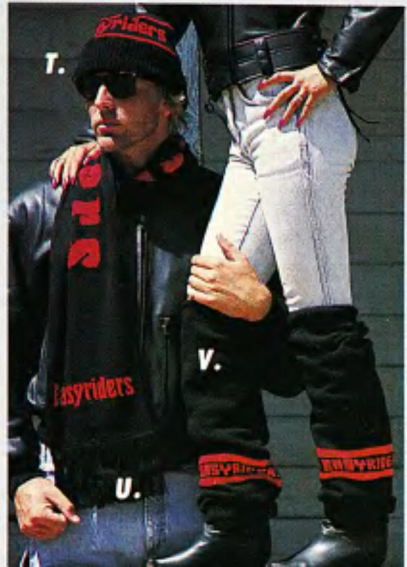
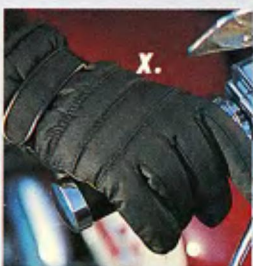
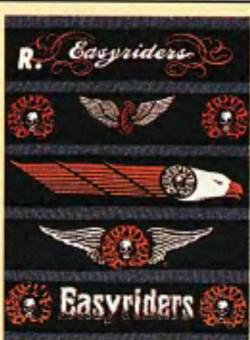
XS #214384	MD #214386	XL #214388
SM #214385	LG #214387	

Y. DEATH VALLEY™ SUMMER GLOVE

This glove is for warm-weather ridin'. Made from black, Grade A leather, with attractive perforated back and fingers, spandex between the fingers, reinforced palm and elastic cuff.

Y. DEATH VALLEY™ GLOVES	\$27.95
-------------------------	---------

XS #214389	MD #214391	XL #214393
SM #214390	LG #214392	





BELTS, BUCKLES, PURSES AND WALLETS

A. — G. MEN'S BELTS

Keep your pants on! The latest styles in Harley-Davidson belts feature snake skin, feather overlays, conchos and Indianhead nickels in some truly righteous new designs. Most belts feature snap-style buckles.

BELT/PRICE	SIZE/ PART #	SIZE/ PART #
A. H-D CHAIN AND WINGS \$16.95	32"-34" (SM) #290322 36"-38" (MD) #290323 40"-42" (LG) #290324	44"-46" (XL) #290325
B. NEW! H-D 1 1/2" INDIANHEAD NICKEL \$15.95	32" #290346 34" #290347 36" #290348	38" #290349 40" #290350 42" #290351
C. H-D CONCHO \$38.95	32"-34" (SM) #290330 36"-38" (MD) #290331 40"-42" (LG) #290332	44"-46" (XL) #290333
D. NEW! H-D 1 1/4" INDIANHEAD NICKEL \$15.50	32" #290352 34" #290353 36" #290354	38" #290355 40" #290356 42" #290357

BELT/PRICE	SIZE/ PART #	SIZE/ PART #
E. NEW! H-D SNAKE INLAY \$18.50	32" #290340 34" #290341 36" #290342	38" #290343 40" #290344 42" #290345
F. H-D PYTHON RANGER \$23.50	32"-34" (SM) #290326 36"-38" (MD) #290327 40"-42" (LG) #290328	44"-46" (XL) #290329
G. NEW! H-D EAGLE FEATHERS OVERLAY \$19.95	32" #290334 34" #290335 36" #290336	38" #290337 40" #290338 42" #290339

H. — J. BUCKLES

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

BUCKLE	PART #	PRICE
H. EASYRIDERS SKULL	#290002	\$19.95
I. SKULL PILE	#290217	\$21.50
J. BRONZE H-D WING	#290201	\$ 8.95



NEW! K.—O. NICKLE SILVER BUCKLES

Each individual buckle is crafted with pride . . . the same pride you'll feel when you wear one! Made of nickle silver with colored acrylic inlay. Looks great with chaps as well as with regular belts. Life-time guarantee.

BUCKLE	PART #	PRICE
K. SMALL ROSE BUCKLE—LADIES	#290223	\$65.95
L. INDIAN CHIEF BUCKLE	#290224	\$69.95
M. UPSWEPT EAGLE WINGS BUCKLE	#290221	\$65.95
N. EAGLE FLAG BUCKLE	#290220	\$74.95
O. EAGLE HEAD BUCKLE	#290222	\$65.95

P. SOLID BRASS DOUBLE CLIP KEY HOLDER

P. DOUBLE CLIP KEY HOLDER	#310318	\$6.50
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Q.—V. WOMEN'S PURSES

PURSE	PART #	PRICE	PURSE	PART #	PRICE
Q. FRINGE PURSE	#216514	\$52.00	T. BIKER WAIST POUCH	#216517	\$26.00
R. NEW! H-D FRINGE BARREL BAG	#216530	\$57.50	U. HOBO HANDBAG	#216516	\$59.95
S. NEW! H-D FRINGE PURSE	#216531	\$71.50	V. CONCHO POUCH WITH KEY HOOK	#216509	\$16.95

1.—15. WALLETS AND KEY RINGS

ITEM	PART #	PRICE	ITEM	PART #	PRICE
1. EASYRIDERS SKULL WALLET	#700011	\$23.95	9. H-D SHIELD KEY CHAIN	#216533	\$1.50
2. NEW! H-D WOMEN'S CLUTCH	#216529	\$24.00	10. H-D SHEILD FRINGE KEY CHAIN	#216523	\$3.95
3. NEW! H-D CREDIT CHAIN WALLET	#216528	\$25.00	11. H-D EAGLE KNIFE HOLDER	#216525	\$8.50
4. NEW! H-D LIGHTER CASE/ KEY RING	#216527	\$3.50	12. H-D WING WITH CHAIN 7 3/4"	#216518	\$13.95
5. NEW! H-D BIFOLD WITH SNAKE OVERLAY	#700020	\$15.50	13. H-D WING 3-POCKET RIVET WITH CHAIN	#216519	\$10.95
6. NEW! H-D TRIFOLD WITH SNAKE OVERLAY	#700021	\$16.50	14. H-D SCRIPT 4-POCKET TRIFOLD WITH CHAIN	#216521	\$10.50
7. H-D BIC LIGHTER CASE/ KEY RING	#216524	\$3.25	15. H-D SHEILD BIKER WITH CHAIN 6"	#216520	\$11.75
8. H-D EAGLE CIG CASE/ LIGHTER HOLDER	#216526	\$4.50			

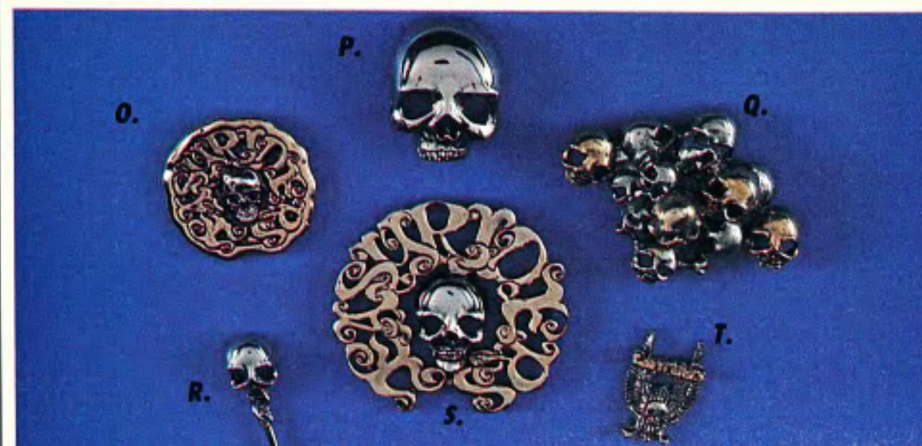


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EASYSRIDERS JEWELRY

Our original designs plus new, innovative ideas fashionably utilizing leather, metal, stone, and excellent craftsmanship make this line of jewelry truly unique.

NEW! NECKLACE AND EARRING SETS

This new line of jewelry is using dyed leathers, stone, skulls, chrome beads, and some other hooters that work together to be the nicest necklace/earring sets you'll find anywhere this year.

- A. BROWN WING NECKLACE
- B. BROWN WING EARRINGS
- C. BLACK FEATHER NECKLACE
- D. BLACK FEATHER EARRINGS
- E. BURGUNDY ROSE NECKLACE
- F. BURGUNDY ROSE EARRINGS

ITEM	PART #	PRICE
A.	#310606	\$26.95
B.	#310603	\$18.95
C.	#310605	\$34.95
D.	#310602	\$19.95
E.	#310604	\$32.50
F.	#310601	\$18.95

G. & H. NECKLACE AND KEY CHAIN

G. Open Skull Logo Key Chain	#310481	\$ 7.50
H. Wing Logo Necklace	#310472	\$13.95

EARRINGS

- I. NEW! CONCHO SKULL EARRINGS
- J. NEW! CONCHO FRINGE EARRINGS
- K. SKULL PILE
- L. WING LOGO & AXE
- M. SILVER SKULL (STUDS)
- N. SKULL & CROSSBONES (STUDS)

ITEM	PART #	PRICE
I.	#310600	\$19.95
J.	#310383	\$ 8.95
K.	#310488	\$ 7.95
L.	#310490	\$ 7.95
M.	#310487	\$ 4.95
N.	#310486	\$ 4.95

PINS

- O. SKULL LOGO PIN
- P. SILVER SKULL PIN
- Q. SKULL PILE PIN
- R. SKULL & AXE PIN
- S. LG. OPEN SKULL LOGO PIN
- T. WING LOGO PIN

ITEM	PART #	PRICE
O.	#300001	\$4.00
P.	#310479	\$3.50
Q.	#310478	\$6.50
R.	#310480	\$4.50
S.	#310476	\$6.00
T.	#310477	\$4.50



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HARLEY-DAVIDSON JEWELRY

Lots of hot new designs . . . brass with rhodium plating. Made in the USA. You'll get years of wear and tear from this quality-made jewelry.

NEW! A.—M. PINS

Serpents, eagles and hogs, oh my! Striking new pins to show what you're a-talkin' about . . . *Harley Davidson* forever!

PINS \$4.95	PART #		PART #
A.	#310521	H.	#310514
B.	#310520	I.	#310513
C.	#310519	J.	#310512
D.	#310518	K.	#310511
E.	#310517	L.	#310510
F.	#310516	M.	#310509
G.	#310515		

NEW! N.—P. NECKLACES

Looks like a person can make up a fine set of matching jewelry: pin, necklace, and earrings. These beautiful necklaces are excellent samples of great craftsmanship.

NECKLACES \$8.99	PART #
N.	#310506
O.	#310505
P.	#310504

1.—13. EARRINGS

PAIR/PRICE	PART #	PAIR/PRICE	PART #
1. \$7.95	#310459	8. NEW! \$9.95	#310503
2. NEW! \$7.95	#310522	9. \$7.95	#310461
3. \$7.95	#310466	10. NEW! \$7.95	#310500
4. \$7.95	#310462	11. \$7.95	#310467
5. NEW! \$7.95	#310508	12. NEW! \$7.95	#310502
6. \$7.95	#310464	13. NEW! \$7.95	#310501
7. NEW! \$7.95	#310507		

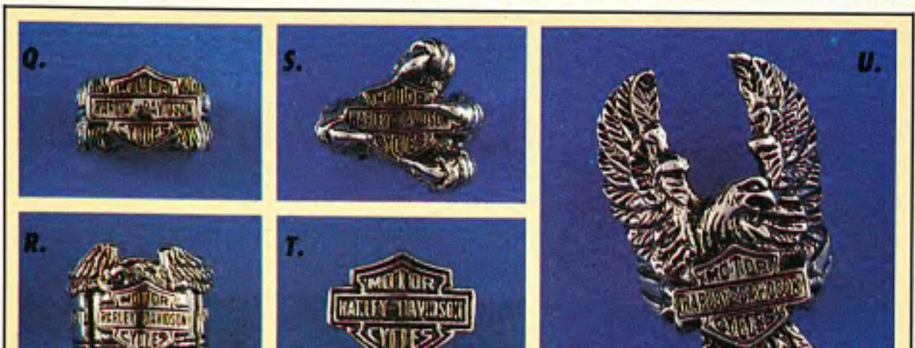
Q. LADIES' RING

\$9.95 (ALL SIZES)	PART #		PART #
SIZE 5	#310452	SIZE 8	#310455
SIZE 6	#310453	SIZE 9	#310456
SIZE 7	#310454	SIZE 10	#310457

R.—U. MEN'S RINGS

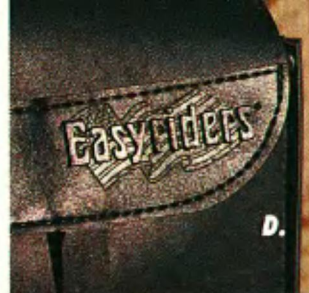
\$10.95 (ALL SIZES AND STYLES)

R. SIZE 8 #310422	SIZE 10 #310424	SIZE 12 #310426
SIZE 9 #310423	SIZE 11 #310425	SIZE 13 #310427
S. SIZE 8 #310404	SIZE 10 #310406	SIZE 12 #310408
SIZE 9 #310405	SIZE 11 #310407	SIZE 13 #310409
T. SIZE 8 #310416	SIZE 10 #310418	SIZE 12 #310420
SIZE 9 #310417	SIZE 11 #310419	SIZE 13 #310421
U. SIZE 8 #310398	SIZE 10 #310400	SIZE 12 #310402
SIZE 9 #310399	SIZE 11 #310401	SIZE 13 #310403



MADE IN THE U.S.A.





NEW! SADDLEBAGS & CONCHOS

We've come to the conclusion that real leather is just too darn expensive for such things as saddlebags and pouches. We've found this man-made material, HOG-A-HIDE, to look just like real leather but surpass it in strength, wear, and weathering... and cost about half as much. Our same great guarantee also applies to HOG-A-HIDE.

A. & B. EASYRIDERS SADDLEBAGS

(11"x10"x3 1/2") HOG-A-HIDE saddlebags, single strap, Old-West style, adjustable yoke extenders. With or without fringe.

C. & D. EASYRIDERS SISSYBAR BAGS

HOG-A-HIDE sissybar bag, single strap, heavy duty construction with or without fringe. Unique process blends raised letters of Easyriders logo into material without seam.

E.—H. EASYRIDERS TOOL POUCHES

With or without fringe, double straps, Easyriders logo.

ITEM	PART #	PRICE	ITEM	PART #	PRICE
A.	#700071	\$74.95	E. (8"x3 1/2"x4 1/2")	#700072	\$19.95
B.	#700070	\$79.95	F. (8"x3 1/2"x4 1/2")	#700073	\$18.95
C.	#700076	\$32.50	G. (11"x3 1/2"x4 1/2")	#700074	\$23.95
D.	#700077	\$29.95	H. (11"x3 1/2"x4 1/2")	#700075	\$21.95

I. EASYRIDERS TOTE BAG

This is the perfect bag for packin' your stuff. Made of canvas with a nylon zipper and the Easyriders skull logo just for party.

J. HARLEY-DAVIDSON TOTE BAG

This all leather Harley barrel bag can be taken on the bike or to the airport. Includes a removable leather carrying strap. Holds a lot... seems you can just keep packin' it.

ITEM	PART #	PRICE	ITEM	PART #	PRICE
I.	#300200	\$8.50	J.	#290070	\$99.95

K. EXPRESS FRINGED SLANT SADDLEBAGS

(12"x12"x5 1/2") new spaceage HOG-A-HIDE. Made to fit swing arm frames; fringed top; double straps; double layered fronts and backs; adjustable yoke extenders; heavy duty nylon thread; heavy duty copper rivets in all stress points.

L. & M. DELUXE SISSYBAR BAGS (SPOTS/FRINGE)

(7"x9"x3 1/2") HOG-A-HIDE. Made to fit on the sissybar; Single strap; fringe with concho or fringe with chrome hooters.

N. & O. DELUXE TOOL POUCHES (SPOTS/FRINGE)

(12"x5 1/2"x3 1/2") HOG-A-HIDE. Double strap; fringe with 2 conchos or fringe with chrome hooters.



P. LARGE EXPRESS SADDLEBAGS (Fringed)

(13"x11"x5 1/2") NEW SPACE-AGE HOG-A-HIDE LEATHER (man-made). Double straps; fringed top; conchos. Extra side stiffeners to retain shape longer and for extra rigidity. Extra back stitching where needed.

Q. DELUXE EXPRESS SADDLEBAGS (Fringed)

(15"x13"x5 1/2") NEW SPACE-AGE HOG-A-HIDE LEATHER (man-made). Triple straps; fringed top; conchos. Same great quality as above, just bigger. Only the best top quality and heavy duty hardware used.

ITEM	PART #	PRICE	ITEM	PART #	PRICE
K.	#700051	\$173.00	O.	#700054	\$ 42.50
L.	#700056	\$ 38.00	P.	#700052	\$173.00
M.	#700057	\$ 38.00	Q.	#700050	\$183.95
N.	#700055	\$ 42.50			

R.—U. CONCHOS

All conchos come with real leather accents. Four attractive new designs of heart with roses, Harley-Davidson symbol, skull and crossbones, and eagle head. Can be used anywhere your l'il heart desires.



V. STANDARD CONCHOS

(Six in a pack) Standard conchos with real leather thongs. Good ol'e reliables that'll spiffy up most any chunk of leather.

W.—Z. PINS

Pins that match the same four attractive designs as the new conchos: heart with roses, Harley-Davidson style, skull and crossbones, and eagle head. Pins are a nice present!

CONCHO	PART #	PRICE	PIN	PART #	PRICE
R. HEARTS	#310112	\$24.95 pr.	W. HEARTS	#310116	\$9.95 ea.
S. H-D	#310111	\$24.95 pr.	X. H-D	#310115	\$9.95 ea.
T. SKULLS	#310110	\$24.95 pr.	Y. SKULLS	#310114	\$9.95 ea.
U. EAGLES	#310113	\$24.95 pr.	Z. EAGLES	#310117	\$9.95 ea.
V. STANDARD SET OF 6	#700058	\$15.00 (6)			



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EASYSRIDERS VIDEO

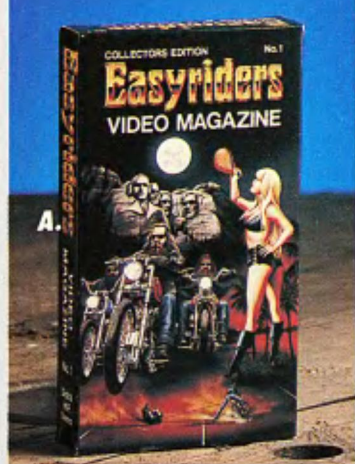
A. VIDEO MAGAZINE NO. 1

50 minutes of rip-roarin' action from biker happenings in Daytona, Sturgis, Bowling Green and *Easyriders*' rodeos. Share a tale with Spider, meet David Mann and get off to the great music of The Doors, David Allen Coe, Bill Van Dyke, Top Jimmy & the Rhythm Pigs. You'd better snag this collector's edition before they're gone!

Contains strong language and nudity.

A. EASYRIDERS VIDEO MAGAZINE NO. 1 \$29.95

CONTAINS STRONG LANGUAGE AND NUDITY #600012

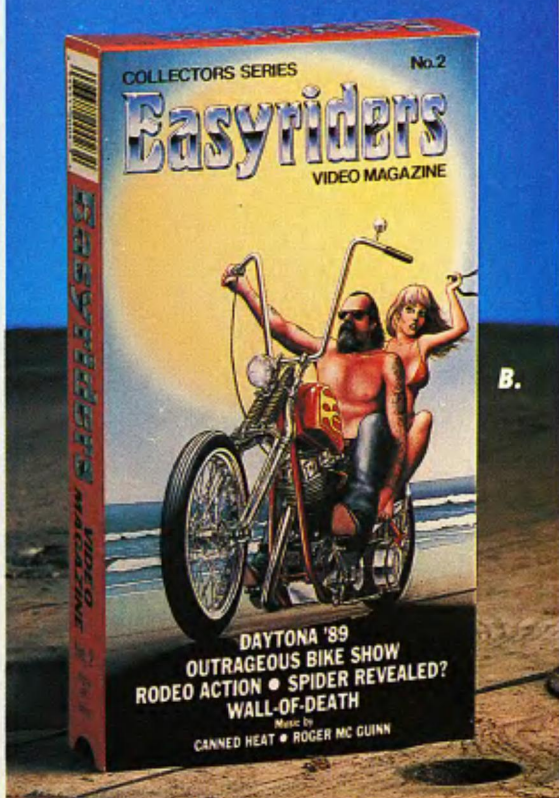


NEW! B. VIDEO MAGAZINE NO. 2

Bikers — the last American heroes — concrete cowboys on steeds of steel — partying from the bars of Daytona to the wide open wild motorcycle rodeos of the new West! Packed with action, laughs and good old rock 'n' roll from Canned Heat, Roger McGuinn, Faultline and Renegade. Catch the stripped-down comedy of Tom Arnold. Approximately 60 minutes. Contains strong language and nudity.

B. EASYRIDERS VIDEO MAGAZINE NO. 2 \$29.95

CONTAINS STRONG LANGUAGE AND NUDITY #600020



C. THE WILD ONE

This is an old '50s cult classic you gotta have in your collection. It's based on the run into Hollister in 1947 that turned into a real bad trip... stars Marlon Brando and Lee Marvin.

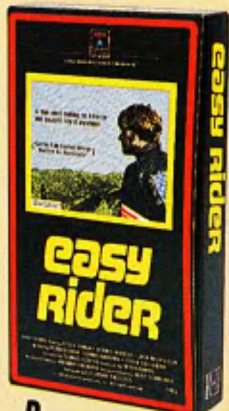
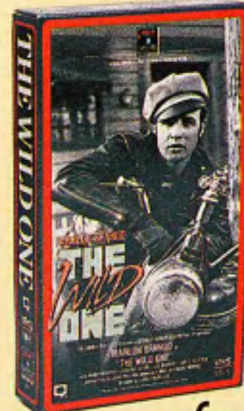
C. WILD ONE MOVIE #600014 \$19.95



D. EASY RIDER

This is the classic film of the '60s that turned many of us on to where we're at today! This movie reflects the attitudes and longings of an entire generation. Stars Peter Fonda, Dennis Hopper and Jack Nicholson.

D. EASY RIDER MOVIE #600013 \$19.95



E. EASYRIDER VIDEO T-SHIRTS!

Don't forget to order your hot, new, *Easyriders* Video T-shirts! See page 8 for size and ordering info.

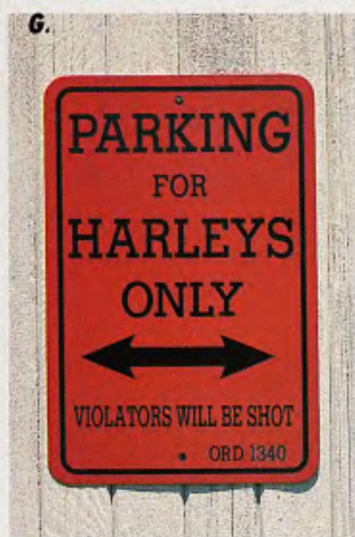
NOVELTIES & BRASS ACCESSORIES

NEW! F. & G. PARKING SIGNS: "HARLEYS ONLY"

Why beat around the bush? Let 'em know what happens if you mess with the best!

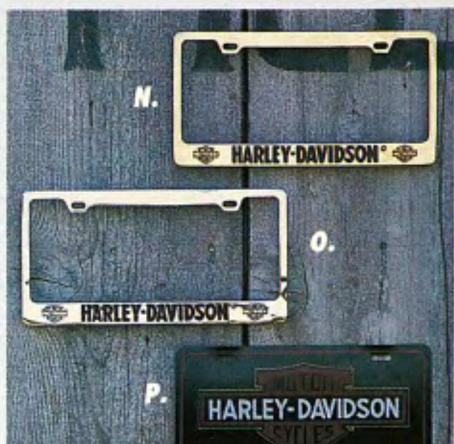
F. WHITE PARKING SIGN #150051 \$19.95

G. ORANGE PARKING SIGN #150050 \$19.95



NEW! H.—L. POLISHED BRASS ACCESSORIES FOR THE ROAD

ITEM	PART #	PRICE
H. H-D SHIFT KNOB WITH EAGLE (American thread 5/16" to 1/2")	#150169	\$16.50
I. H-D MONEY CLIP WITH EAGLE	#150162	\$ 4.25
J. H-D MONEY CLIP	#150161	\$ 4.25
K. "NO SMOKING" H-D DASH PLAQUE	#150166	\$ 4.95
L. H-D SPIDER KEY CHAIN WITH CLIP HOLDER	#150160	\$16.50



M.—P. LICENSE PLATES/FRAMES

PLATE/ FRAME	PART #	PRICE
M. H-D CHROME CYCLE LICENSE FRAME	#150133	\$21.95
N. H-D BRASS CAR LICENSE FRAME	#150131	\$21.95
O. H-D CHROME CAR LICENSE FRAME	#150132	\$23.95
P. H-D BAR & SHIELD LICENSE PLATE	#150182	\$ 4.95

NEW! Q.—V. POLISHED BRASS ACCESSORIES FOR YOUR DESK

ITEM	PART #	PRICE
Q. H-D RULER/ CLOCK/ CALCULATOR	#150164	\$59.95
R. H-D BUSINESS CREDIT CARD CASE WITH EAGLE	#150163	\$ 6.50
S. H-D BOOK/ PAGE MARKER WITH EAGLE	#150167	\$ 3.25
T. H-D LETTER OPENER	#150168	\$ 9.95
U. CHROME SKULL WITH MOVING JAW AND BRASS BASE	#310120	\$59.95
V. H-D BLACK PORTFOLIO/ CALCULATOR WITH BRASS PLATE EAGLE. (Comes with paper pad, pen, inside pocket, and calendar!)	#150165	\$32.50

NEW! 1.—3. HANDCUFFS AND CASE

OK, let's think of the many uses of handcuffs: cuff your bike, cuff your dog, cuff your ol' lady, cuff a friend. Wear them as ornamental jewelry! Belt pouch made from the revolutionary Hog-A-Hide. Nickel plated cuffs.

ITEM	PART #	PRICE
1. HEAVY-DUTY DOUBLE LOCK HANDCUFFS	#160011	\$29.00
2. DOUBLE LOCK HANDCUFFS	#160010	\$14.75
3. BELT POUCH	#700053	\$11.95

4. HARLEY KNIFE

This Harley knife is good looking and functional with seven features. Durable blade engraved with the Harley-Davidson name.

4. H-D KNIFE	#290703	\$21.95
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5.—7. H-D MUGS AND ASHTRAY

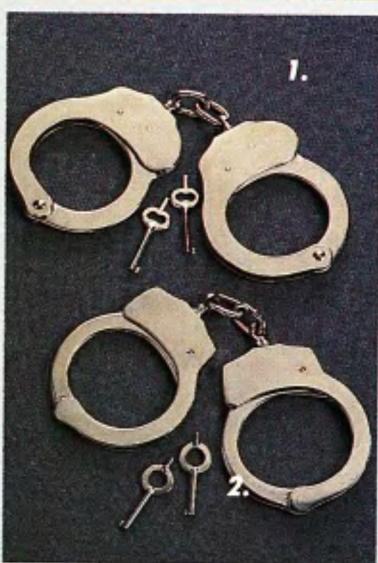
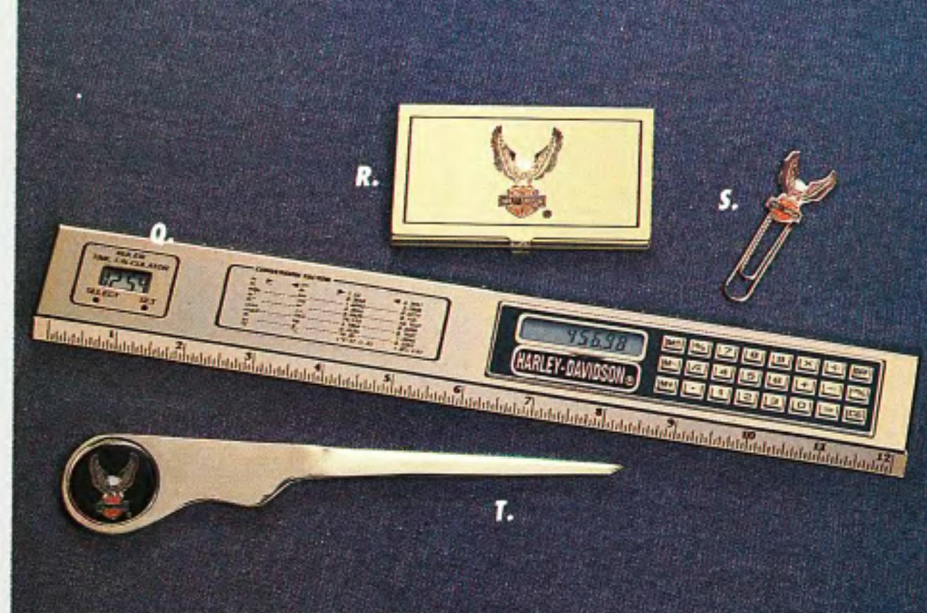
ITEM	PART #	PRICE
5. HARLEY SHEILD ASHTRAY	#600006	\$4.95
6. HARLEY SHEILD 13 OZ. COFFEE MUG	#600102	\$5.95
7. HARLEY V-TWIN 13 OZ. COFFEE MUG	#600205	\$5.95
	(4 for \$19.95)	

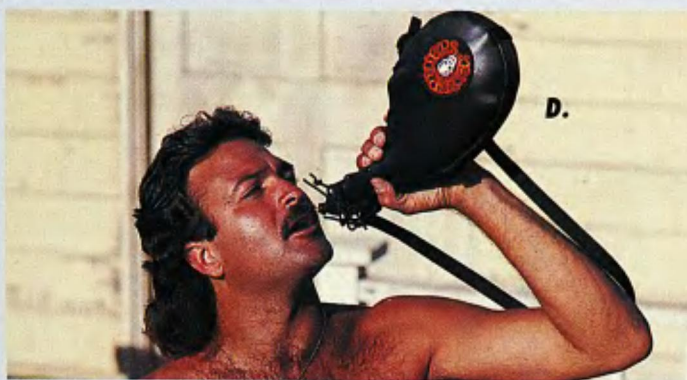
CALL 1-800-247-6246

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MADE IN THE U.S.A.





GAMES AND COLLECTIBLES

NEW! A.— C. HARLEY-DAVIDSON BIKE MODELS

These scale Harley models are perfect, clear down to the nuts and bolts. These little Police Specials, Lowriders and FLHCs have been cleverly named the "pocket bike." Kits include instructions and decals.

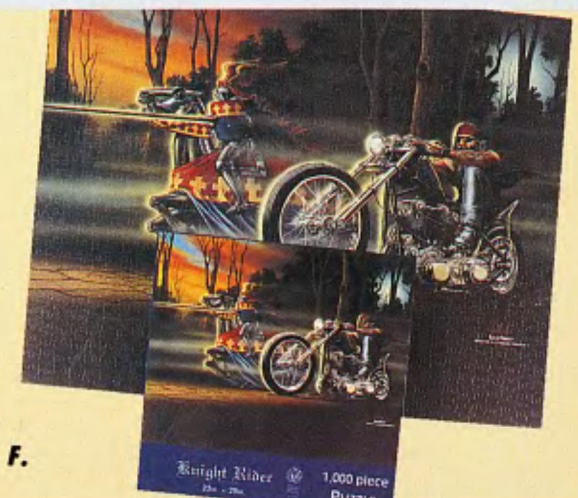
- A.** THE HARLEY-DAVIDSON POLICE SPECIAL — 1/10 scale
B. THE HARLEY-DAVIDSON FLH LOWRIDER — 1/12 scale
C. THE HARLEY-DAVIDSON FLHC CLASSIC — 1/12 scale

BIKE MODEL	PART #	PRICE
A. H-D POLICE SPECIAL	#160022	\$29.95
B. H-D FLH LOWRIDER	#160021	\$25.95
C. H-D FLHC CLASSIC	#160020	\$25.95

D. EASYRIDERS BOTA BAG

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

D. EASYRIDERS BOTA BAG	#600403	\$12.95
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NEW! E. & F. PUZZLES

Two of Dave Mann's best works, Ghost Rider and Knight Rider, are now available in 1,000-piece puzzles. 23"x29" — 4-color.

- E.** THE GHOSTRIDER PUZZLE
F. THE KNIGHTRIDER PUZZLE

PUZZLE	PART #	PRICE
E. GHOSTRIDER PUZZLE	#253001	\$19.95
F. KNIGHTRIDER PUZZLE	#253002	\$19.95

G. H-D EAGLE COUNTED CROSS STITCH KIT

Finished design area is 5 1/2"x7 1/2". Kit includes: 100% cotton 14-pound AIDA cloth, highest quality cotton embroidery floss, tapestry needle, design graph, and instructions.

G. H-D COUNTED CROSS STITCH KIT	#082352	\$21.95
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H. AMERICAN BIKER TOILET SEAT

Made especially for bikers... has an embroidered, scooter-style eagle decorating the lid. Fully padded to cradle your rear after a hard day in the saddle.

H. AMERICAN BIKER TOILET SEAT	#400003	\$28.95
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I. PILLOWCASE

You can ride till you're weary and ready to drop. This pillowcase will help you count Harleys, instead of sheep. Made in the USA.

I. PILLOWCASE (1) SET OF 2	#400000	\$ 8.95 \$11.95
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J.—M. THROW PILLOWS

These Easyriders and Harley-Davidson throw pillows are great to decorate any biker's pad! Can be snatched in an emergency to throw under that bro's head that just couldn't quite make it up off the couch. Covered with 100% acetate for smooth comfort.

PILLOW	PART #	
J. GHOSTRIDER	#400015	\$12.95
K. SNOW QUEEN	#400024	\$10.95
L. LEAN MEAN MACHINE	#400005	\$12.95
M. HARLEY EAGLE	#400026	\$10.95

N.—P. BEER MUGS

Heavy-duty commercial quality glass mugs with classic Easyriders, Harley-Davidson and Indian logo designs. Great for home or to pack along to the keggars.



BEER MUG	PART #	PRICE
N. HARLEY OIL MUG (16 OZ.)	#500001	\$8.50 (4 for \$29.95)
O. EASYRIDERS MUG (1 PT.)	#600201	\$8.50 (4 for \$29.95)
P. INDIAN OIL MUG (16 OZ.)	#600204	\$8.50 (4 for \$29.95)

Q.—T. CLOCKS/ THERMOMETER

When you just gotta get in the wind... check out the time and/or temperature with Easyriders and Harley-Davidson clocks and thermometers. Clocks are battery powered.

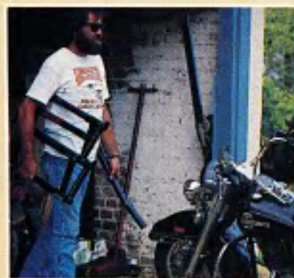
ITEM	PART #	PRICE
Q. EASYRIDERS ALL THE ELEMENTS CLOCK	#290024	\$29.95
R. H-D EAGLE CLOCK	#290054	\$29.95
S. H-D BAR AND SHIELD CLOCK	#290035	\$29.95
T. H-D EAGLE THERMOMETER	#290055	\$19.95



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MADE IN THE U.S.A.



DUO-LIFT

A. Remember the good old days when you'd grab a case of beer on the way home 'cause the guys were comin' over to help put the scooter up on the milk carton? With this Duo-Lift in your sweaty palms you'll have to think up a different excuse for the beer and bros! This one-man operation puts both wheels in the air and the bike setting solid. Detachable handle and fold-up feature make for easy storage. Made of the finest American tubing and steel. Locking pin and safety clips prevent bike from being pushed off the side of the lift. Works on all Harleys (rigid, swingarms, Softails, etc.) with standard front ends. Made in the USA.

EXTRA LIFT BAR (Not Pictured)

This is an additional piece of tubing that will simply bolt on to the front upright of the Duo-Lift. This is for those extended front ends and tall settin' scoots (more than 5 1/2 inches of ground clearance) that need that extra lift to get the front wheel off the ground.

ITEM	PART #	PRICE
A. DUO-LIFT	#280101	\$99.95
EXTRA-LIFT BAR	#280102	\$15.00

EZ-LIFT

B. The Ez-Lift is versatile and durable and can be a one-man operation. The 3-way adjustability feature allows you to use it with Softails (high position), swingarms (middle position) or rigids (bottom position). This single tubular bar lift allows you to lift either the front or rear of the bike separately. The handle can be attached to either side of the lift, making it possible to use on either side of the motorcycle. The powder painted lift (electronically bonded paint) is aircraft grade, and chip-resistant. The telescopic arm and compact design allow the complete unit to fold into one easy-to-store piece.

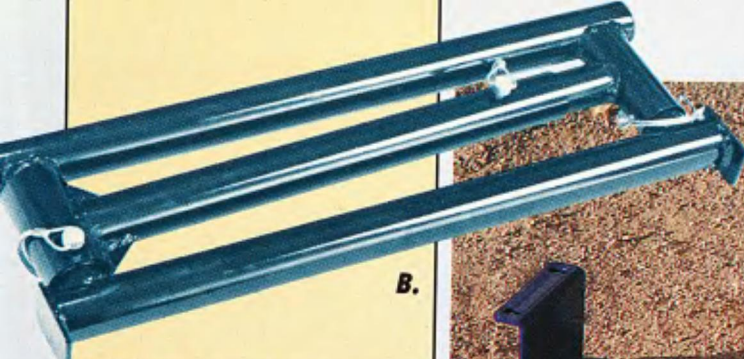
ITEM	PART #	PRICE
B. EZ-LIFT	#280104	\$69.95



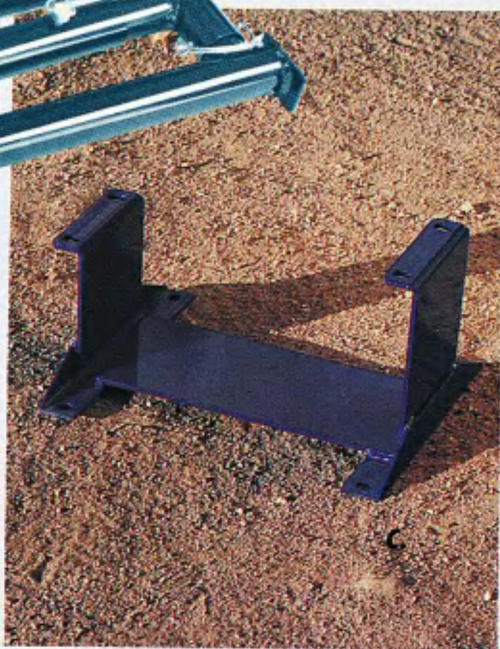
CALL 1-800-247-6246

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B.



C.



D.



E.

NEW! ENGINE MOUNT

C. Here it is bro! The buy of the century! This Big Twin engine stand mounts on your bench, making wrenchin' easier and faster. Blue powder coated finish. How do they make them so good and sell 'em so cheap?

ITEM	PART #	PRICE
C. ENGINE MOUNT	#280301	\$38.00

NEW! POLYCORD

D. These black Polycords are virtually indestructible and have a lifetime replacement guarantee. Not affected by: sunlight, oil, most chemicals, salt water, or salt air. Available in 3 sizes: 12", 18", and 24". Used as recommended (twice its length) it is designed to last a lifetime.

ITEM	PART #	PRICE
D. POLYCORD 12"	#160001	\$2.25
POLYCORD 18"	#160002	\$2.50
POLYCORD 24"	#160003	\$2.75

EZ-LOAD

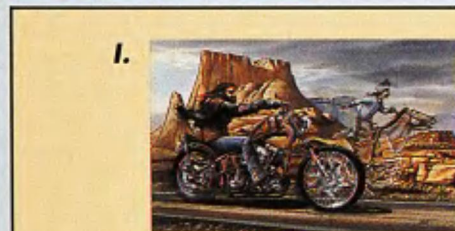
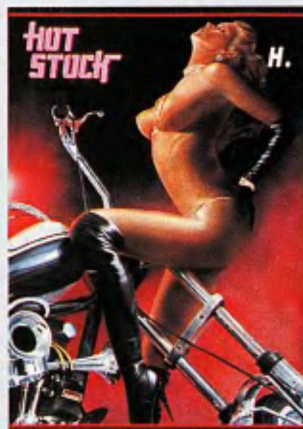
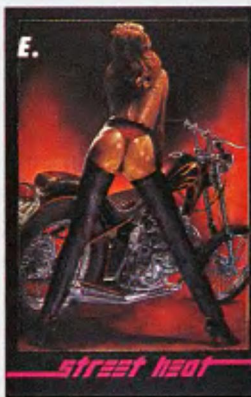
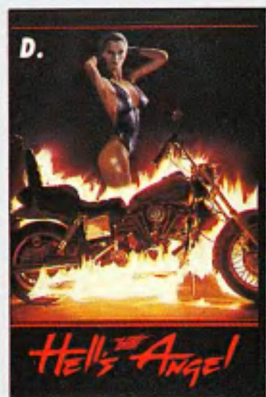
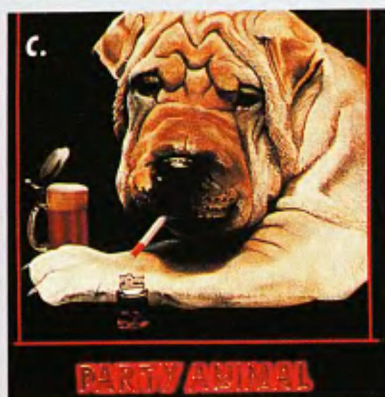
E. The EZ-LOAD RAMP is a three-piece ramp made of the best U.S. tubing and steel and strong enough to load any dresser. It's made to fit between the frame rails to keep the bike from high-centering - 8' long with a 20° bend to fit flush on the tailgate, cleats to keep it from slipping, safety clips to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

ITEM	PART #	PRICE
E. EZ-LOAD	#280200	\$99.95

"STRAP 'EM DOWN" TIEDOWNS (Not Pictured)

Keep that bike snugged down tight when trucking or trailering with our extra-heavy-duty, aircraft-type tiedowns (beats the hell outa binder twine). A full one-inch-wide nylon strap. These quality tiedowns feature padded hooks and tough built-to-last, quick-release buckles.

ITEM	PART #	PRICE
TIEDOWNS	#280103	\$14.95 pr.



PATCHES...

1. H-D SILVER WING (Sm)	#180071	\$ 1.95
33/4" x 11/4"		
H-D SILVER WING (Md)	#180073	\$ 8.95
121/2" x 31/2"		
H-D SILVER WING (Lg)	#180074	\$13.95
163/4" x 41/2"		
2. EASYRIDERS LOGO—3" ROUND	#180101	\$ 3.50
3. H-D EAGLE (Sm) 33/4" x 5"	#180081	\$ 5.95
H-D EAGLE (Md) 8" x 10"	#180082	\$16.95
H-D EAGLE (Lg) 10" x 14"	#180083	\$37.95

POSTERS, BANNERS AND BIKE COVERS

A. LOWBOY POSTER

A re-purposed and hopped-up '84 EVOLUTION engine—that's Duc Du Four's "Lowboy," one man's vision of an American dream machine. An all-time classic.

B.—H. POSTERS

Great posters to decorate your walls! Most are NEW!

POSTER	PART #	PRICE
A. LOWBOY POSTER	#082001	\$7.00
B. DREAM MACHINE	#082002	\$6.00
C. NEW! PARTY ANIMAL	#082005	\$6.00
D. HELL ON WHEELS	#082003	\$6.00
E. STREET HEAT	#082004	\$6.00
F. NEW! THIS BUTTS FOR YOU	#082007	\$6.00
G. NEW! DANGEROUS CURVES	#082006	\$6.00
H. NEW! HOT STOCK	#082008	\$6.00

I.—N. DAVID MANN POSTERS

These classic David Mann posters are printed in beautiful color on a top-quality heavy stock. They are approximately 22" x 30" in size, and suitable for framing.

POSTER	PART #	PRICE
I. GHOSTRIDER	#081016	\$6.00
J. NEW! PIRATE	#081021	\$6.00
K. NEW! KNIGHTRIDER	#081022	\$6.00
L. NEW! RENDEZVOUS	#081024	\$6.00
M. NEW! TIME WARP	#081020	\$6.00
N. NEW! DISCOVERING AMERICA	#081023	\$6.00

SPECIAL OFFER!!!

ANY FOUR POSTERS FOR \$20.00!



WARNING:
Touching this bike
will be hazardous to
your health

GO AHEAD



Make My Day!



...& MORE PATCHES!

4. H-D MAPLE LEAF (Sm)	#180011	\$ 1.95
2 x 3"		
H-D MAPLE LEAF (Md)	#180012	\$ 4.95
3 1/2" x 5 1/2"		
H-D MAPLE LEAF (Lg)	#180013	\$ 7.95
6 x 9"		
5. H-D BROKEN WING (Sm)	4" x 1 1/2"	#180001 \$ 1.95
H-D BROKEN WING (Md)	9" x 3"	#180003 \$ 5.95
H-D BROKEN WING (Lg)	15" x 5"	#180004 \$12.95

O. & P. BIKE COVERS

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

BIKE COVER	PART #	PRICE
O. EASYRIDERS "WARNING"	#700099	\$69.50
P. "MAKE MY DAY"	#700000	\$69.50

Q.—U. BANNERS

These finely printed banners feature our most popular designs and are made in the USA.

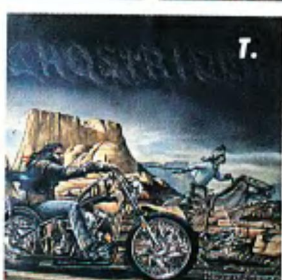
BANNER	PART #	PRICE
Q. HARLEY EAGLE	#082025	\$12.95
R. KNIGHT RIDER	#082075	\$15.95
S. HARLEY WINGS UP	#082010	\$ 9.95
T. GHOSTRIDERS	#082014	\$15.95
U. HELMET LAWS	#082016	\$ 9.95

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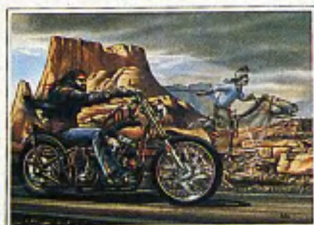


MADE IN THE U.S.A.



50 Magnificent Works of Motorcycle Art from Easyriders

DAVID MANN



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

A.



MOTORCYCLE WOMEN
Over 300 photos of righteous biker women from all over the world. Feast your eyes on this stuff!!!
#014006 \$2.95



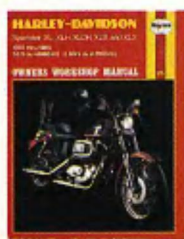
EARLYRIDERS
Old-time classic photos, historic scooters, early fashions and ads are in this one gigantic volume.
#050202 \$7.95



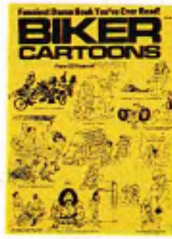
YESTERDAZE
A nostalgic look back at the days of iron men with iron kidneys.
#040501 \$2.95



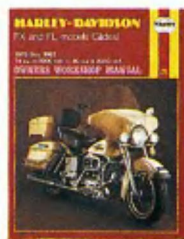
EASYRIDERS SPECIAL
Anniv. #3—164 pages of bikes, broods and features from the early days of the world's #1 biker rag.
#014009 \$2.95



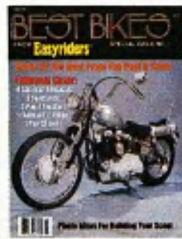
BIG TWIN
1970-1983
74 cu. in. (1200 cc)
80 cu. in. (1340)
#060107 \$15.45



BIKER CARTOONS
Jillions of gut-bustin' cartoons from the first 13 years of Easyriders. 160 pages of laughs.
#050302 \$5.95



SPORTSTER
1970-1985
53.9 cu. in. (883 cc)
60.9 (997)
#060106 \$10.95



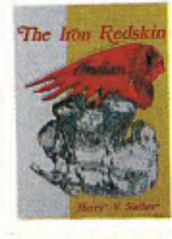
BEST BIKES BY EASYRIDERS
160 pages of chopper designs over the past decade; ideas to keep you building and dreaming for years.
#040301 \$2.95



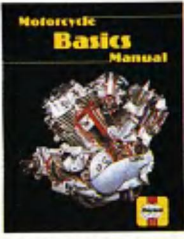
TECH TIPS & TRICKS
Over 100 tech tips in this 130-page volume with a plastic-coated cover. A must-have for every wrench.
#060201 \$8.95



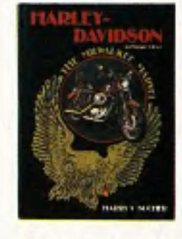
KNUCKS & FLATTIES
Factory service info for 1940-1947 Twins. Over 16 pgs.: photos, diagrams & trouble-shooting.
#060302 \$15.45



THE IRON REDSKIN
V-Twins, in-line fours, Scouts, Chiefs, and Big Chiefs are all here in the best history of Indians ever.
#050503 \$29.95



MOTORCYCLE BASICS
Written in layman's terms and accompanied by over 150 drawings.
#060109 \$10.95



HARLEY-DAVIDSON THE MILWAUKEE MARVEL
If you love your Hog you've gotta have this; 280 pgs. of Harley facts.
#050504 \$29.95



PANHEAD
All you need to know about your H-D panhead engines from '48-'57; also front ends, frames & wheels.
#060101 \$16.95



V-TWIN THUNDER
Dozens of do-it-yourself H-D hop-up modifications to increase your performance without mega bucks.
#120401 \$9.95



H-D '45 SERVI-CAR
Complete service info, detailed assembly drawings & factory parts lists for '40-'58 civilian models.
#060301 \$15.45



SPECIAL TOOLS FOR H-D's
All the special tools needed or recommended for workin' on V-Twins; where to get 'em, how to use 'em.
#120301 \$6.95



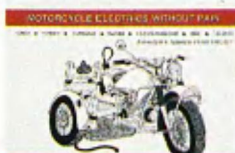
WHAT FITS WHAT #5
Interchangeability for all '36-'82 V-Twins: build a stormin' Sportster, change a pan to a shovel, etc.
#120001 \$6.95



BEST BIKER FICTION #3
Thirty-nine of the greatest tales from Spider's vault. Hours of great reading matter, the kind you dig.
#020003 \$2.95



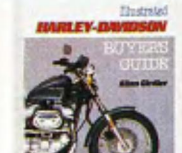
TAKING IT EASY
Truth is stronger than fiction. Now, Spider's best irreverent essays collected into one leggettin' volume.
#050401 \$2.95



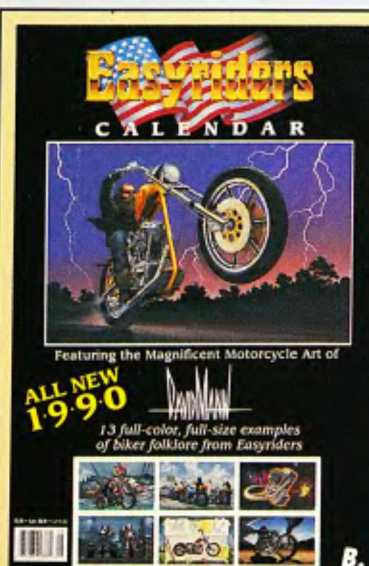
PAINLESS ELECTRICS
Revised! Practical info for electrical problems, a down-to-earth solution to the riddle of electrics.
#120101 \$8.95



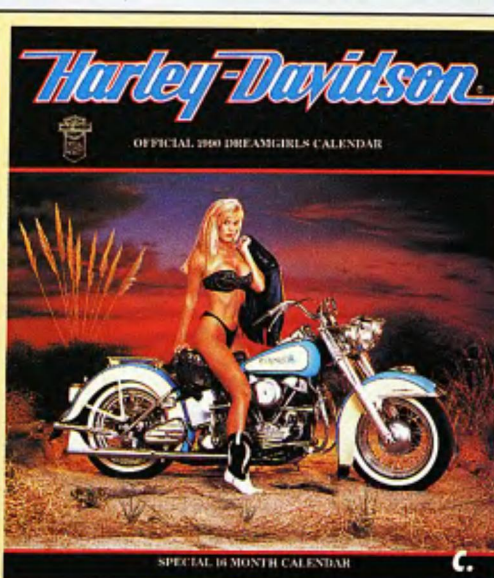
CUSTOM HARLEY COOKBOOK
Building custom Hogs with step-by-step explanations & diagrams of what works and what doesn't.
#120201 \$9.95



BUYER'S GUIDE
More than just a buyer's guide—it's a model-by-model Harley-Davidson history.
#060108 \$18.95



B.



C.

AMERICA'S CLASSIC 1990



D.

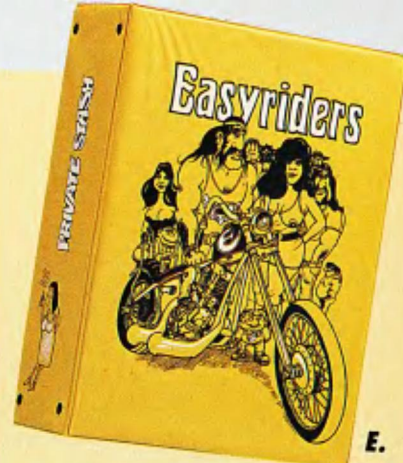
B.— D. CALENDARS

Bring 1990 in right with these bitchin' calendars. Easyriders calendars are full of Dave Mann art, the dream girl calendar is self explanatory, and the American Classic is full of great Harley-Davidsons of the past. 17"x22".

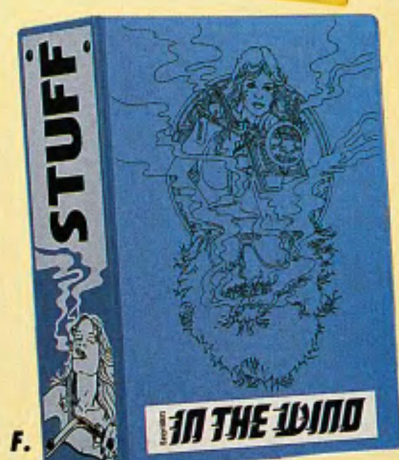
B. Easyriders 1990 Calendar:
#014020 \$5.95

C. 1990 Harley-Davidson Dream Girls Calendar: #014019 \$9.95

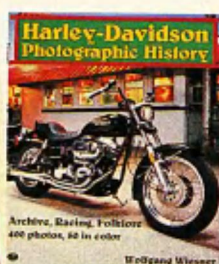
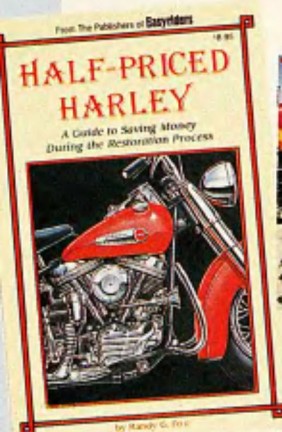
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E.



F.



H.



J.

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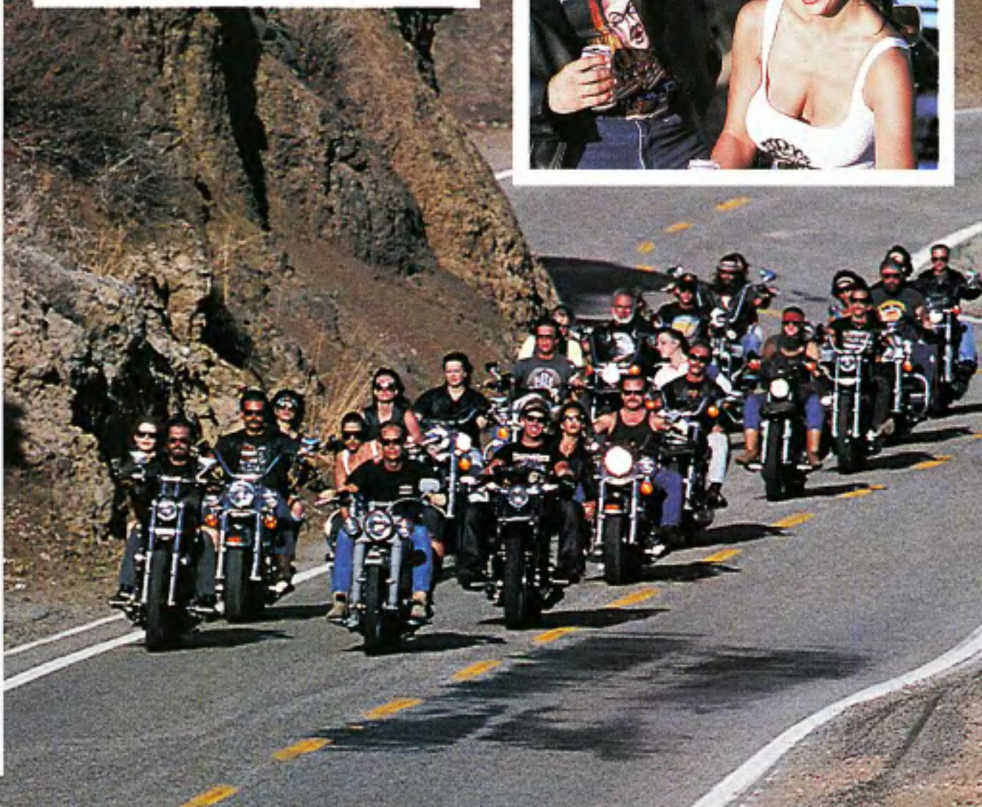
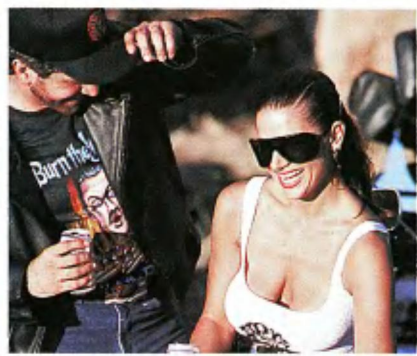
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IN THE WIND



—T.R. Vanhorn, III, Chesapeake, Va.

—Ron Thompson, Kent, Wash.



—Tim Stephens, Simi Valley, Calif.



—R.T. Hamilton, Dunoon, Scotland





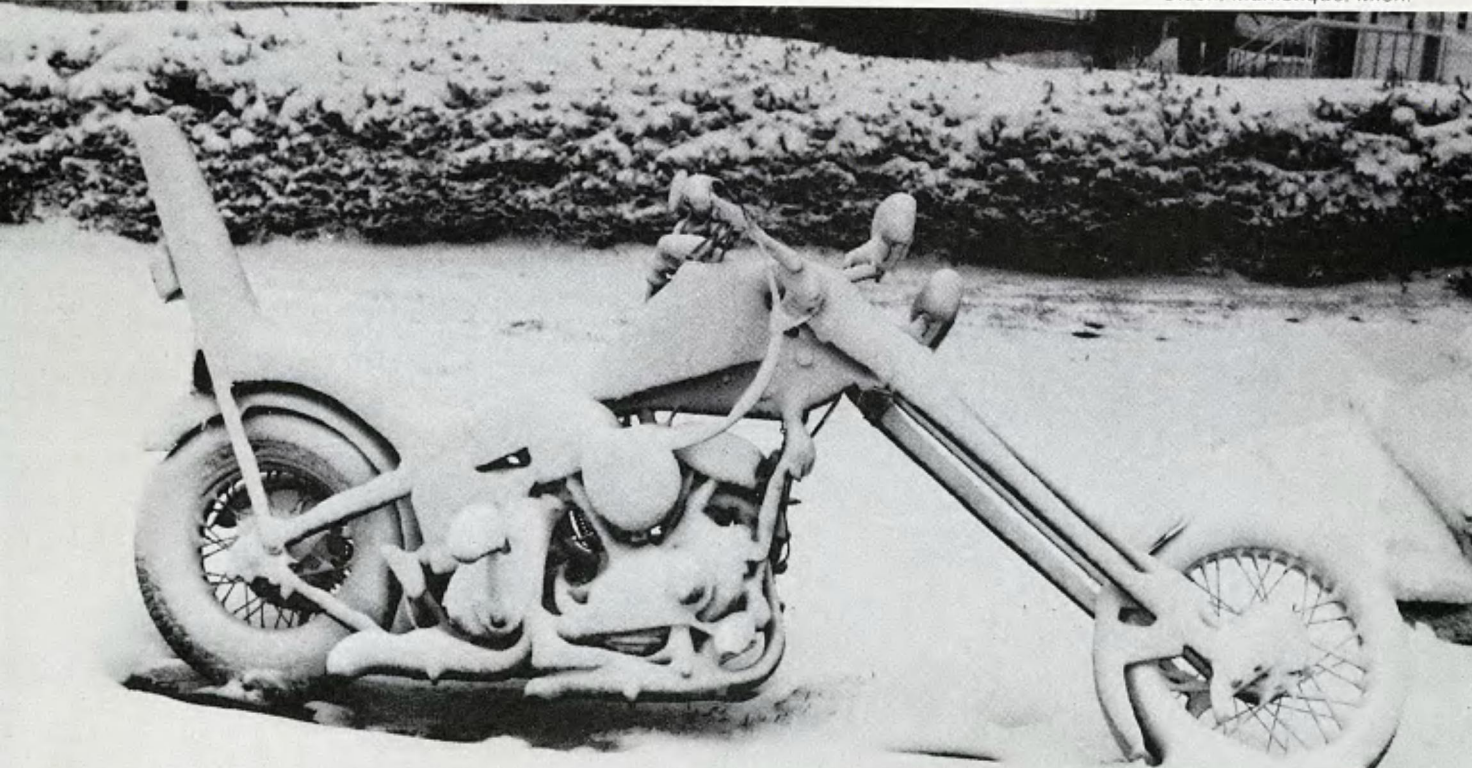
—Sportster Jeff Dull, Goose Creek, S.C.



—Cheryl Senter, Lawrence, Mass.

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

—Stash, Manistique, Mich.





—Michael Snider, Los Angeles, Calif.



—Fred Hayward, Wallkill, N.Y.



—James Kemp, Baltimore, Md.

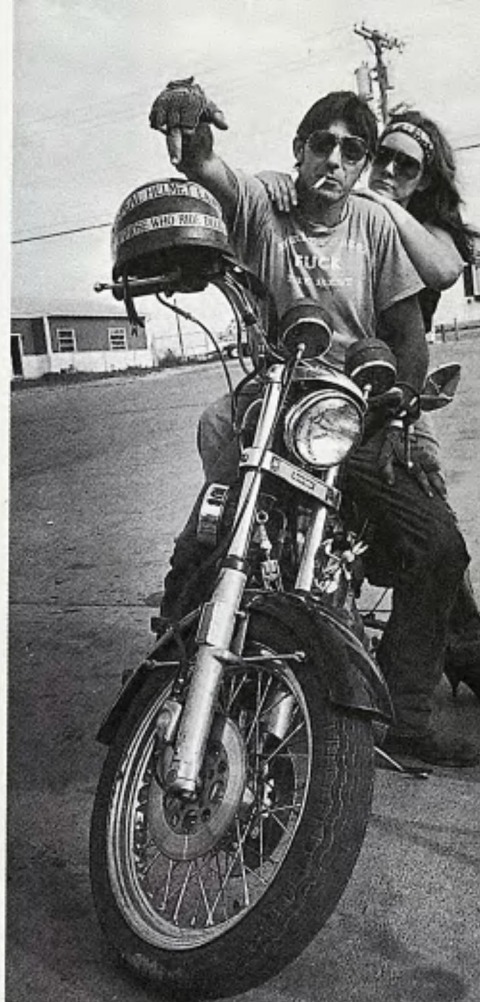
—Blue Bike Mike, Am-Jam '87





—"Crank," Somewhere, USA

—Scott Daloisio, Los Angeles, Calif.



—Shayde Goracke, Beatrice, Neb.



—Dirty Ernie, Lincoln, Neb.



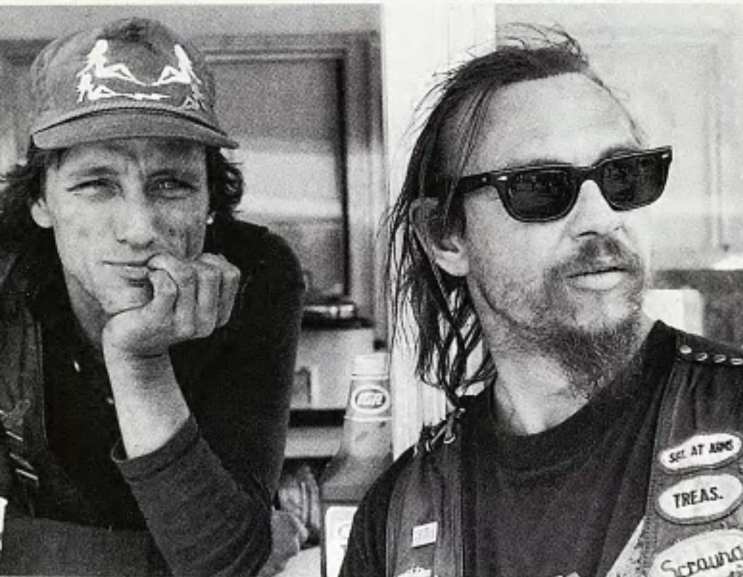


—John Lewis, Flint, Mich.

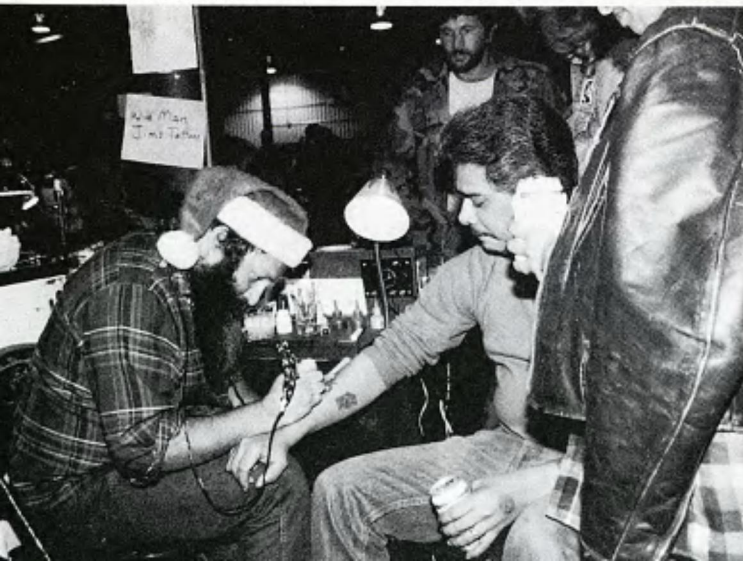
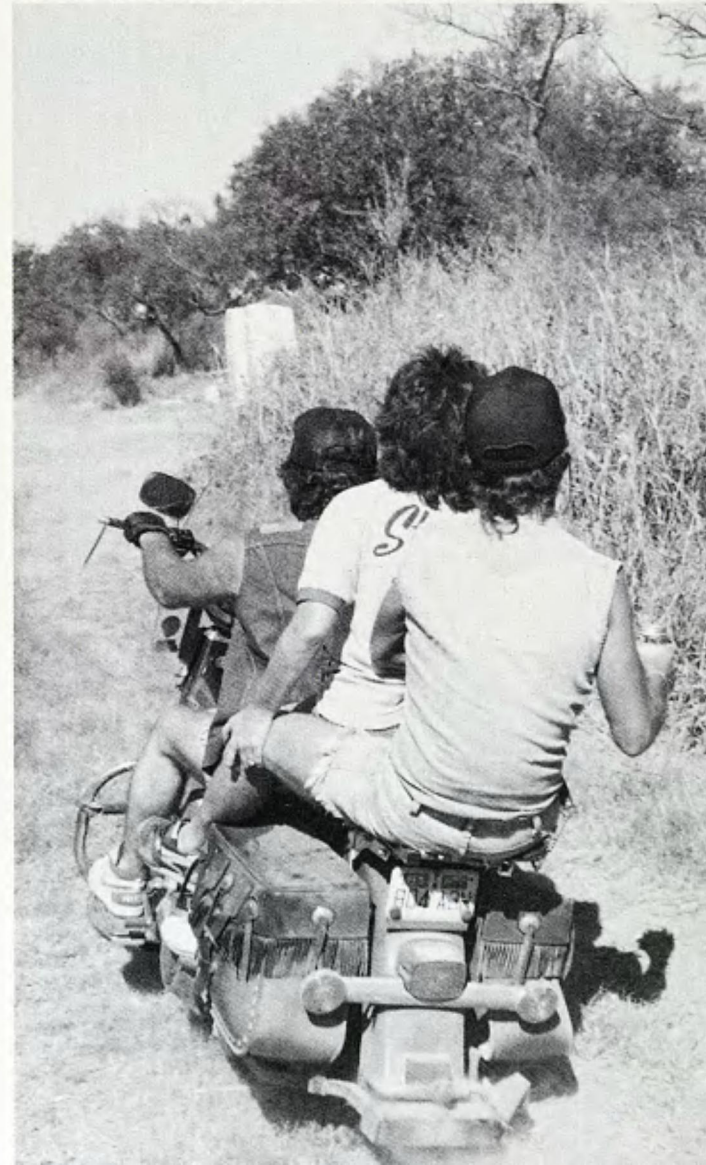


—Bill James, Temple, Tex.

—Kevin Macy, Converse, Ind.



—Les Holt, LaPorte, Tex.





—Christian Fafard, St. Barthelemy, Quebec

—Trapper John, Montgomery, Ala.



JULY *Fox Hunt* WINNER



Your Fox Hunt Winner for July, Shelly (formerly Carolyn, until a recent name change), from Fargo, North Dakota couldn't believe it when we called with the winnin' news, tellin' her we were sendin' her down to Sturgis. Shelly's a part time bakery employee, who loves bein' in front of cameras. She was goin' a

mile a minute on the phone, makin' sure we'd mention Gene, who got her goin' with modeling, and had heavy words of thanks for her boyfriend, Dan, for supporting his little "wild thing." Oh, and Shelly also thanks the bros who voted for her by sayin', "Take it easy, everyone . . . and if it's easy, take it twice." —Loudmouth

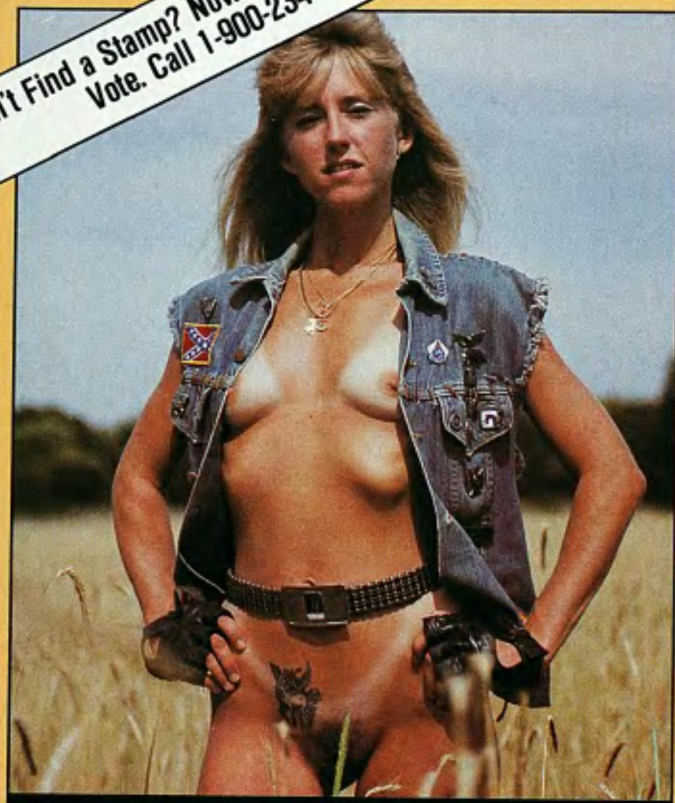


Let's show the rest of the world what Idaho has to offer!
Shelian, Idaho—Ext. #402



I like to strap my legs across a 1400 cc Milwaukee vibrator.
Jill, Illinois—Ext. #405

Can't Find a Stamp? Now Ya Can Phone In Yer
Vote. Call 1-900-234-BIKE.



If I win, I'm going to use the money for a down payment on a Harley.

Mindy, Florida—Ext. #404



I've been a fan of *Easyriders* ever since me and my ol' man's been together. To be featured would make him proud.

Rhonda, Georgia—Ext. #401



I want to share my erotic nature with your readers. It gets me hot thinking about all those bikers getting hard.

Charlene, Washington—Ext. #403



My uncles are heavy into Harleys, and I'd like to thank them for showing me the fun of bikes and make them proud of their niece.

Kimberlee, California—Ext. #406

get one of these... *FREE!!

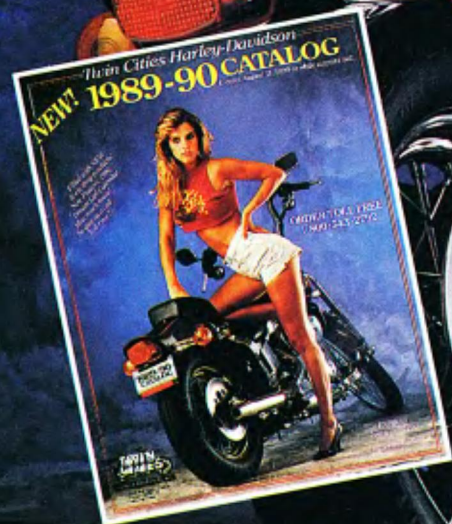
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Easyriders

Fox Hunt

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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 November 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 eighth monthly winner in our 11th Annual Fox Hunt—
 Tiffany, from Houston, Texas.
 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 a sealed envelope and send it to #198 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is November 30, 1989. We'll print the winner in the April 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.

198

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 _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Notary Seal

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

In your own handwriting and in 25 words or fewer, tell the staff what you like best about motorcycling.

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

PARTS BOX

Tell 'em Snake sent ya.



The Blonde Tank

Here's what I want fer Christmas. She's young, has a dynamite smile, just the right-size chest, and she's not too skinny. Her eyes may even be blue, and around Christmas I always get blue. I need someone to keep me warm after long nights in the garage tinkering or tearin' down. I like to share the Jack, the stories of last summer's runs, and plans for the next ridin' season with a girl with warm eyes and a soft heart. Come on Santa, make my day.

Oh, and I suppose you Sportster owners (or brothers with long-top rails on yer frames) would be interested in this heavy-duty, long, one-piece, five-gallon gas tank? Well, for more info on the American-made tank call, USA Motorcycle Parts LTD., (800) 635-4539. It's called the Highwayman.



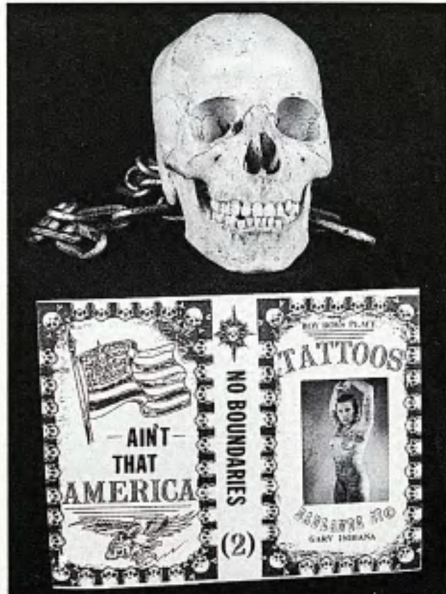
Hurdy-Gurdy

Here's the ultimate Christmas gift. But not fer me. Seems that this dude built 'em 'cause everyone in his office wanted to turn his crank. So, he decided to make exact replicas of his thing. It's a hurdy-gurdy from the good old days. Each organ has 16 hand-crafted wooden pipes. It is hand-painted and comes with a sturdy metal cart on rubber tires and a crank. They cost a tad over what I usually see in a year, \$6,200 each. For more info, and I know yer dyin' to find out what tunes it plays, write Erich G. Siezkarek Enterprises, Dept. ER, 13570 Henna Ave., St. Paul, Minnesota, 55124.



Christmas Romance

Nothin' like a fist fulla gold to kick off a holiday romance—that is if ya got any bucks after the tear-down. But if yer eyes are big fer the chick down the street, or yer dude needs a gift that says ya understand his desire to ride, these people at Stamper, Black Hills Gold Jewelry know what they're doing. Their shit is available at H-D dealers or ya can call (800) 843-8753 and they'll send ya a free brochure. Just hope my sweetie doesn't get ahold of one.



We Bad

Here's a biker video that rocks, screams and oozes some bizarre shit. It's even produced by a tattoo artist, biker maniac in Indiana. Check it out by writing Roy Boy's Place, Dept. ER, 3849 Broadway, Gary, Indiana 46409 or call (219) 884-4965. And tell 'em Snake sent ya.



One-Arm Bandit

No it ain't no slot machine, but a great stocking stuffer that allows ya to flip that Buck open with one hand—like the Flicker. It did until they disappeared from the scene. We've tested this precision little bolt-on-to-ye-blade gadget. It fared all right as long as yer blade is free. If it ain't, that precision knurling might wear a hole in yer finger. But you can take a chunk of wet 'n' dry sand paper and smooth out the sharp edges. They did a nice job, though. For more info write (or send \$7.95 plus \$2.00 shipping and handling): Y.B. Technology, P.O. Box 65, Snowdon Station, Montreal, Quebec, Canada, H3X 3T3.



Bearly Made It

That's right. This bearly made it into this rag. I'm a tad burnt out on Teddy bears. But Daytona Biker Bears? No shit, the ol' lady made me buy her one. For more info on these bad-assed fuzz balls that bearly survived Daytona this year, write: Crickett's Characters, Dept. ER, 78 Gulf Boulevard, Indian Rocks Beach, Florida 34635 or call (813) 596-5686.

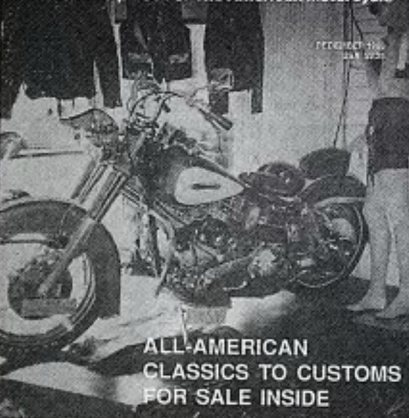


The Ultimate Gift

These people are some of the neatest scooter enthusiasts in the industry to work with. And every time we do something on them we spell their name wrong, fuck up the address, put 'em in the wrong state, or something ridiculous. But if I was to give a true rider/builder the finest gift possible, it would surely be a scholarship to the Motorcycle Mechanics Institute. When he (or she) graduated, he'd know H-Ds like the back of his hand, could always get a job, could fix his bike and his brothers', and run circles around my ass in a shop. These people have the only factory certification training program in the country and work very closely with the factory. For more information about the various curriculums offered by this group, call the Motorcycle Mechanics Institute, Dept. ER, at either their Phoenix or Orlando campuses: (800) 342-9253 or (800) 528-7995. Hope I got the numbers right.

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V-Twin Trader

If what ya need to find for that special someone is a scooter, this rag might help. This mag carries nothin' but ads for H-Ds and Indians from all over the country. Since it's printed on newsprint, the photos aren't the best—but the selection is. For more info write to the Harley Trader, Dept. ER, P.O. Box 1402 Beverly Hills, CA 90211 or call (213) 273-7967.

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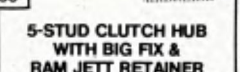
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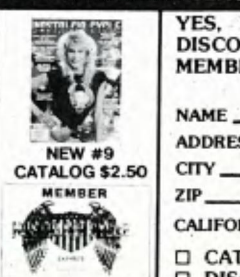
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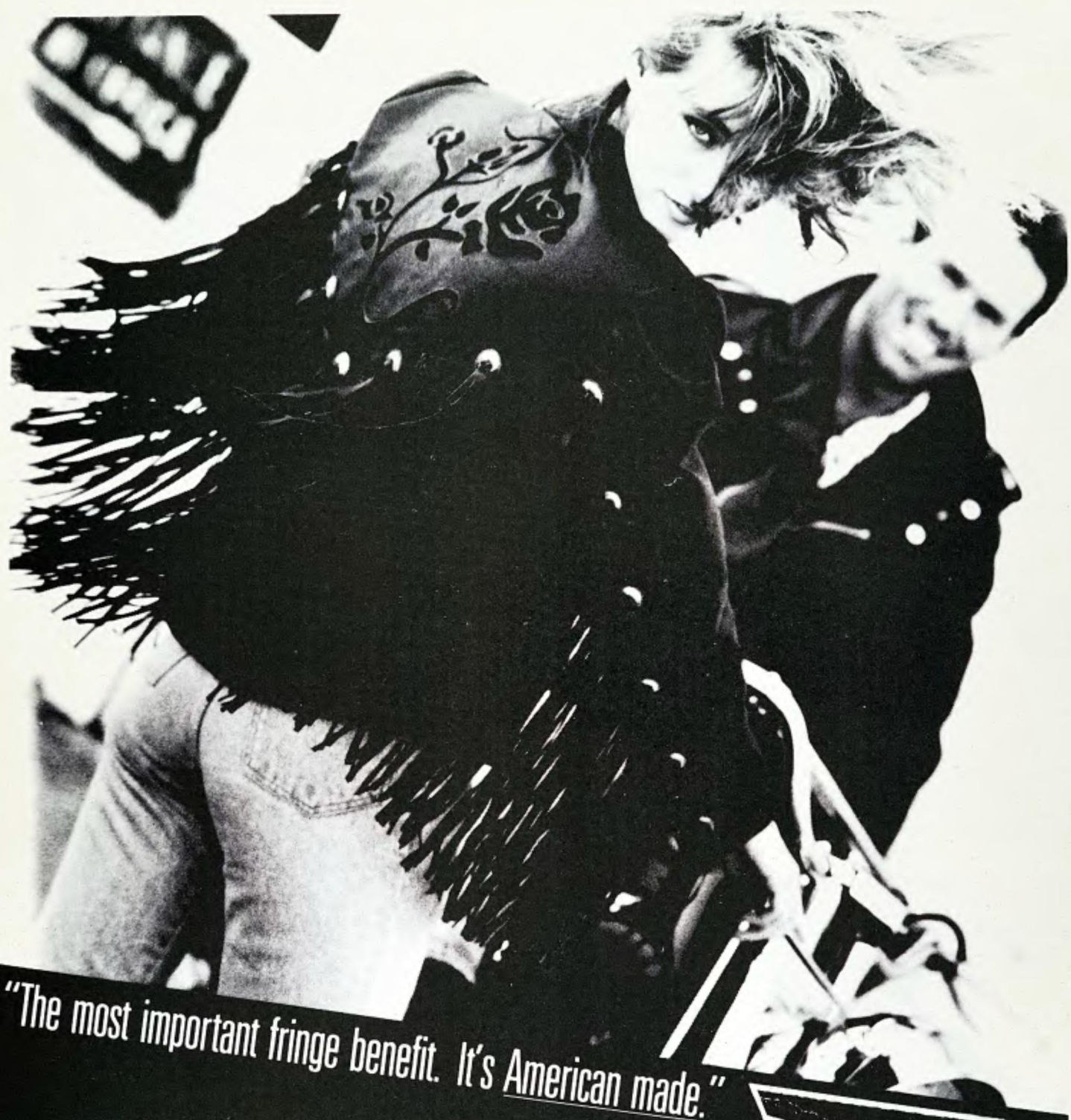


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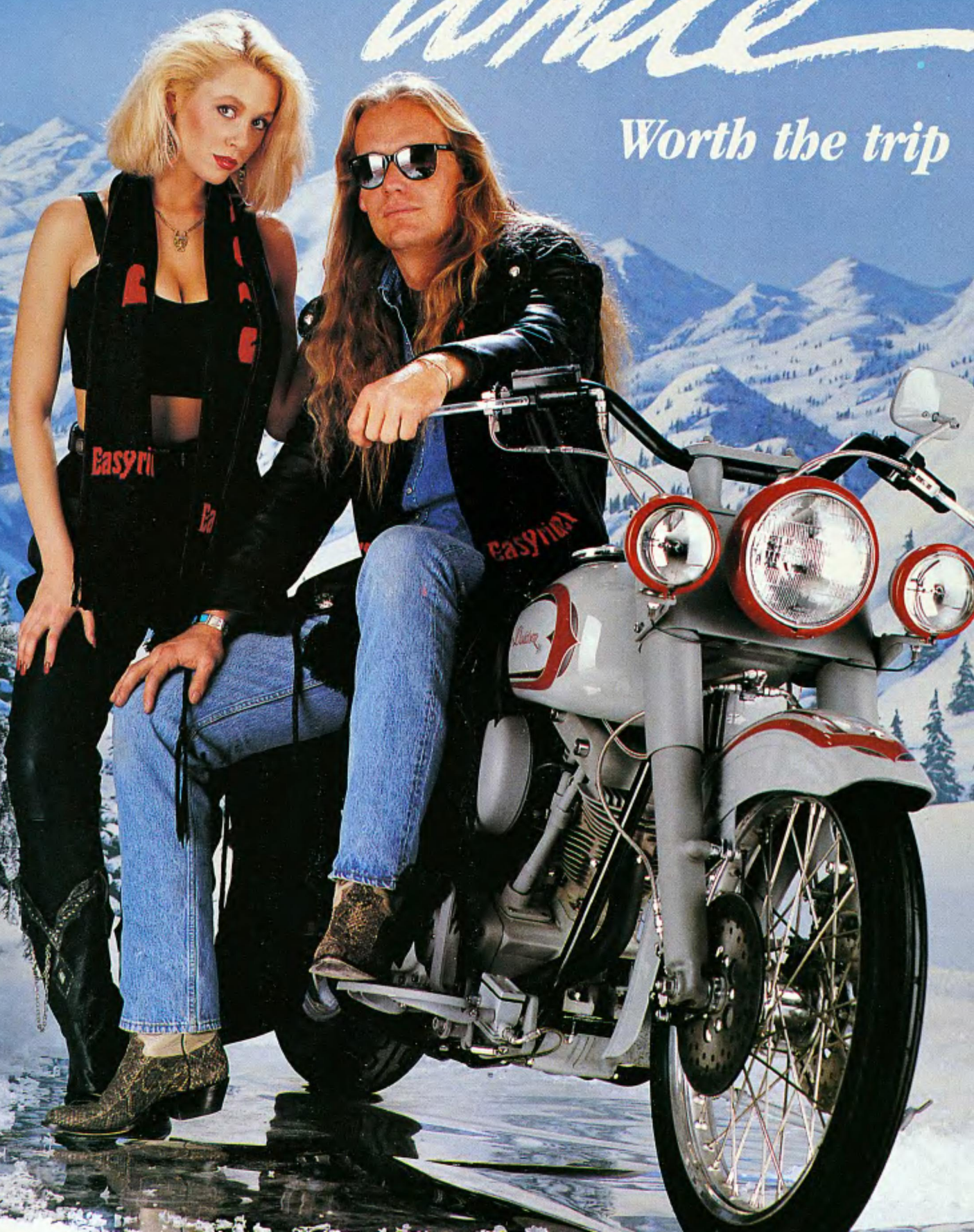
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Snow White

Worth the trip



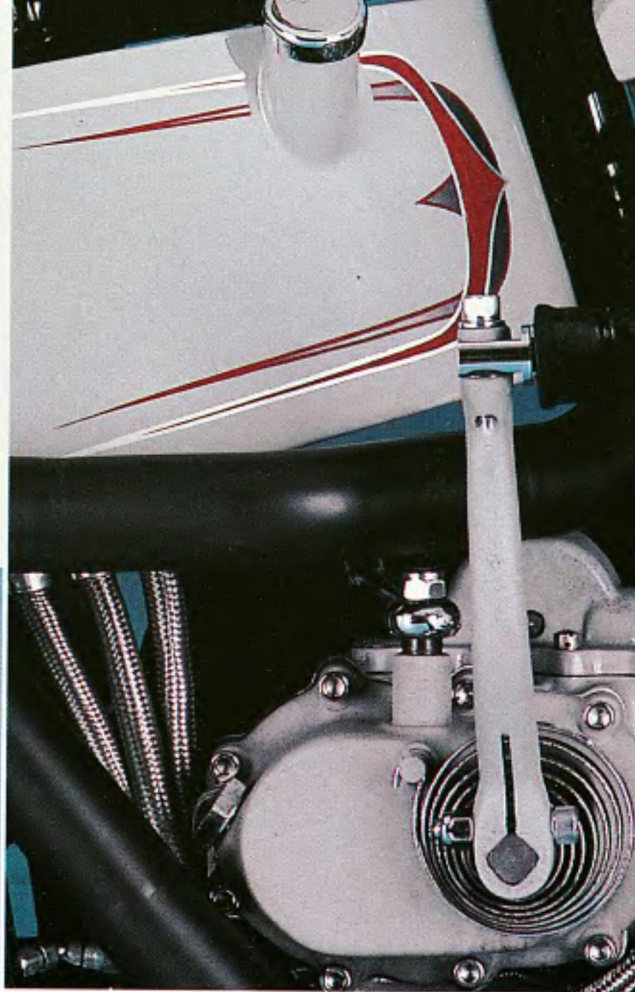
A blonde woman with shoulder-length hair is posing in a black vest with red lettering. She is looking over her shoulder at the camera. The background is a snowy mountain landscape with evergreen trees. The vest has "Pia" written on the front and "91" on the side.

Citizens are constantly tryin' to make this lifestyle OSHA-approved, homogenized, and trouble-free. But that's bullshit. We don't ride 'cause it's benign, harmless or unoffensive. Conversely, we do it because it's treacherous, malicious, and we're a spiteful lot. And with that prelude, the story begins.

The man who owns this scooter lives in a city, a big sprawlin' congested megapolis on the West Coast. It's a place fulla squalor, with fast moving downtowns, ethnic bergs, a population exceeding 12 million, and a freeway system encompassing over 500 miles in length. There's drive-by shootings in the summer, gang wars in the winter, and exploding crack houses all the damn time. And the asphalt ribbons that wrap this city like tarnished Christmas paper over a box dropped into a foxhole in '68, are the aggregate transportation system—the only way to get from

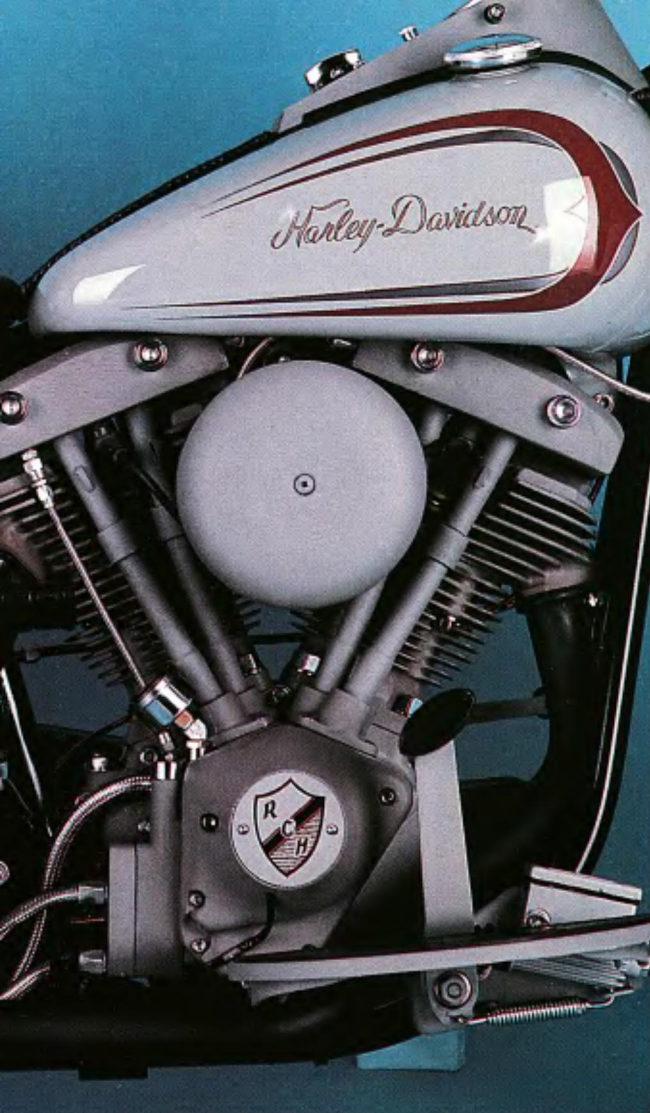
point A to point B, or get the fuck out. It's a tough concrete playground to wrestle with two-wheels. Perhaps that's why he asked Rick Doss in Virginia to build this battleship gray shovel for him. Rick knows what he's doing.

But when the moon is out, the rock 'n' roll's loud, and the sex drive high, there's no keeping any self-respectin' scooter tramp indoors, no matter how chilly the winter wind. On just such a Friday night, Jim pulled on his roughed-out, leather-fringed shirt, a pair of dark glasses, and gloves, before going into the garage to plot the evening with his best friend—the shovelhead battlewagon. As he entered the cluttered church of two wheels, the phone rang. Just what a man needs after struggling through a 16-hour-a-day week to help his family's powdercoating business stay solvent and impel ahead. A wispy voice blew warm, tantalizing thoughts in his ear. With the phone still at his ear, he turned on the radio stuck between two studs in the wall—out rolled the rhythm he needed to release the kinks in his back. A glint flickered in his eye as he hung up, slipped on his glove again, and kicked his freedom









Photos by Silvermoon

to life. She'd be waiting at midnight—nude, after a tub of hot water and suds—in her apartment across town.

"Perfect," he murmured to himself as the bike leaned onto the boulevard; ZZ Top's "Sharp Dressed Man" keeping his mind keen, and the straight pipes holding citizens at bay. The bike seemed to float toward the asphalt turnpike ahead. A small compact, its driver indecisively darting from lane to lane, cut into his path. Without a second thought he did what comes naturally in a city of sharp-edged bumpers, and dulled minds; he dropped the four-speed down a gear, aggressively (the only way to ride) slipped onto the slim concrete next to the curb, and darted past the cage—nothin' to it. A sharp lean onto the freeway, and he merged with the flurry of taillights and chrome for a mixture of adrenalin-pumping lane-to-lane gymnastics, passin' door handles close enough to comb his long hair in the reflection.

His first stop was the Palomino, a famous North Hollywood night spot for up and coming wailers. Jack Mack and the Heart Attack were shaking the rafters loose as he moved through the audience, a proud biker out on Friday night, challenging the menacing obstacles of the freeway like a bullfighter after a successful round with an angry steer. After a few brews with the bros, the group moved to the task that keeps its blood surging—the ride against the odds on the freeway. They were fired up and on the freeway, in the direction of the inner portion of the city, in less than a handful of shifts—weaving through traffic like a chromed snake. One brother bolted ahead, drew an ol' trashed, heavy screwdriver out of his bedroll and stabbed the passing, abrasive pavement, sending

Owner: Jim Shaffer		City: Sherman Oaks, California	
General		Frame	
Fabrication by: Rick's Custom Harlees		Year: 1968	
Year and make: 1976 S.C.		Builder: H-D	
Model: Battleship		Type: swingarm	
Value: \$10,000		Rake: stock	
Assembly by: R.C.H.		Stretch: stock	
Time: six months		Other alterations: powder painted	
Chroming by: none		Accessories	
Engine		Bars: Flanders	
Year: 1974		Risers: H-D	
Model: FL		Fender(s): front CCI/rear H-D	
Rebuilder: R.C.H.		Headlight: H-D	
Ignition: Dynaflo		Taillight: beehive	
Displacement: 74 cubic inches		Speedo: H-D	
Lower end: stock		Front pegs: running boards/R.C.H.	
Balancing: R.C.H.		Rear pegs: Jay Brake	
Pistons: stock		Electrics: stock	
Cases: stock		Gas tank: 3½ gallon	
Heads: dual plug/R.C.H.		Oil tank: Santee/braided	
Cam: Sifton		Oil system: R.C.H./braided	
Lifters: hydraulic		Primary cover: modified/R.C.H.	
Carb(s): Keihin		Seat: Danny Gray	
Air cleaner: H-D		Sissybar: none	
Pipes: custom/R.C.H.		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Andrew's close ratio		Type: Hydra-Glide	
Year: ?		Extension: none	
Shifting: stock		Builder: H-D	
Engine sprocket: Primo belt		Special features: powder painted	
Trans sprocket: belt		Wheels	
Wheel sprocket: Karate belt		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Teresa Crane/R.C.H.		Hub: Star	Hub: Star
Painter: Teresa/R.C.H.		Rim width: 2½ inches	Rim width: 5 inches
Color: Dove Gray		Tire: Carlisle	Tire: Michelin
Type: lacquer		Brake: Jay Brake	Brake: Jay Brake
Special paint: Gray Wrinkle powder coating			
Other special modifications: Rear belt, special thanks to Rick Doss for building another exceptional bike.			

a shower of sparks into his wake. The pursuing cagers backed off, and the brothers broke free of the mindless masses.

Freeway interchanges are the most deceptive, eerie impediments in the night. Strings of street lights lead riders from one freeway to another. But the perplexing riddle is always whether to twist the wick and drag the pegs through the gentle curve (to hell with what ya can't see up ahead), or to take it smooth. It's Friday night, and that's all that counts. The brothers take the getaway to another track with speed and aplomb. What the hell is death anyway but a switch that ends the party? Fuck it, nobody's gonna live forever, and the riders twist on into the night. They own those L.A. lanes, from night club to strip joint. The vermin in metal cages are just that, scoundrels, insects, obstructing and challenging the rider to overcome.

Slowly the group scatters, some finding love and shelter along the way, some going off to find a place and a partner to share the sunrise with.

Buckskin Blondy finds himself alone again, blasting down an almost deserted five-laner, dodging an occasional drunk or pack of party animals compressed into a cage, toward a girl who knows how to treat a man who has defied death all evening—with a smile on his face.

—Renegade

What's Happenin'

Here's your guide to what's happenin' in your area in 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 event listings. To find out what's happenin' in any state, just punch up the 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.

California

INDOOR MOTORCYCLE SWAP MEET—November 12 in Vallejo at Solano County Fairgrounds from 11 a.m. to 4 p.m. Live music and \$200 cash door prize. Sponsored by Modified Motorcycle Association. For info, write Scott Marran at Box 8009, Marysville, CA 95901, or call (916) 673-0307.

18TH ANNUAL TURKEY RUN—November 12 in northern California. Sponsored by Chiefs MC. For info, call (209) 521-9780, or (209) 835-7812.

3RD ANNUAL FOOD & TOY CHARITY RUN—November 19 in northern California. Sponsored by Western Road Runners MC. For info, call AMA District 36 at (415) 657-2087 or (813) 687-4542.

4TH ANNUAL TOYS FOR TOTS & GOODIES FOR GRUNTS CHRISTMAS BENEFIT—December 9 in Ventura at the Ventura Fairgrounds. Spread Christmas cheer to abused children and disabled veterans of Ventura County. Raffle, live music, barbecue, and more. Donation of \$3.50 and gift per person, or \$6 per couple and gift. Sponsored by ABATE of California, Local 13. For info, call Richard at (805) 683-3242, (805) 646-5204, or Mel at (805) 656-6777.

TOY RUN—December 3 in northern California. Sponsored by Sierra Road Riders Association. For info, call (415) 352-3896, or (209) 599-3155.

INDOOR MOTORCYCLE SWAP MEET—December 17 in Ventura at Ventura County Fairgrounds from 11 a.m. to 4 p.m. Live music and \$200 cash door prize. Sponsored by Modified Motorcycle Association. For info, write Scott Marran at Box 8009, Marysville, CA 95901, or call (916) 673-0307.

Georgia

BIKE SHOW & SWAP MEET—November 5 in Atlanta at the Lakewood Fairgrounds. Admission \$6, food and drinks available. Indoor, rain or shine. Sponsored by ABATE of Georgia. For info, write Box 669, Pine Lake, GA 30071, or call Moose at (404) 294-8982, or George at (404) 278-1709.

Illinois

MOTORCYCLE SWAP MEET—November 12 in Chicago at the International Amphitheatre. Admission \$5. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

VETERANS DAY PARTY—November 12. Sponsored by V-Twin Riders MC. For info, write Box 302R, Romeoville, IL 60441, or call (815) 886-2220.

Indiana

8TH ANNUAL TOY RUN—November 25 in Clark County. Sponsored by ABATE of Indiana, Region 8. For info, call (800) 23-ABATE in Indiana, or Gerald at (812) 423-0342.

1ST ANNUAL TOYS FOR TOTS RUN—November 26 in Kosciusko County. Sponsored by ABATE of Indiana, Region 1. For info, call Dennis at (219) 269-2688, Don at (219) 658-9351, or Rick at (219) 831-4911.

MOTORCYCLE SWAP MEET—December 3 in Indianapolis at the Indiana State Fairgrounds. Admission \$4. Sponsored by J&P Swap Meet Promotions, Box 135, Anamosa, IA 52205, or call (319) 462-4605.

2ND ANNUAL TOY RUN—December 9 in Scott County. Sponsored by ABATE of Indiana, Region 9. For info, call Chris at (812) 752-2295, or Steven at (812) 752-6874.

REGIONAL CHRISTMAS PARTY—December 16. Sponsored by ABATE of Indiana, Region 6. For info, call Rick at (812) 333-9055, or Bill at (812) 829-2645.

TOYS FOR TOTS RUN—December 17 in LaPorte County. Sponsored by ABATE of Indiana, Region 2. For info, call Steve at (219) 324-3732, or Don and Peggy at (219) 872-1777.

New York

CHRISTMAS SWAP MEET—November 26 in Hamburg at Erie County Fairgrounds. Sponsored by The Hog Farm. For info, write 721 Mineral Spring, West Seneca, NY 14224, or call (716) 822-3227.

Texas

2ND ANNUAL BIKE SHOW—November 12 in Hill County. Sponsored by ABATE of Texas/AIM. For info, write Box 5173, Waco, TX 76708, or call (817) 754-0830.

TURKEY TOY RUN—November 19 in Killeen. Sponsored by ABATE of Texas/AIM. For info, write Box 5173, Waco, TX 76708, or call (817) 754-0830.

6TH ANNUAL TOY RUN—December 10 in Austin. Sponsored by ABATE of Texas, Austin Chapter. For info, write Box 140243, Austin, TX 78714, or call (512) 837-6167.

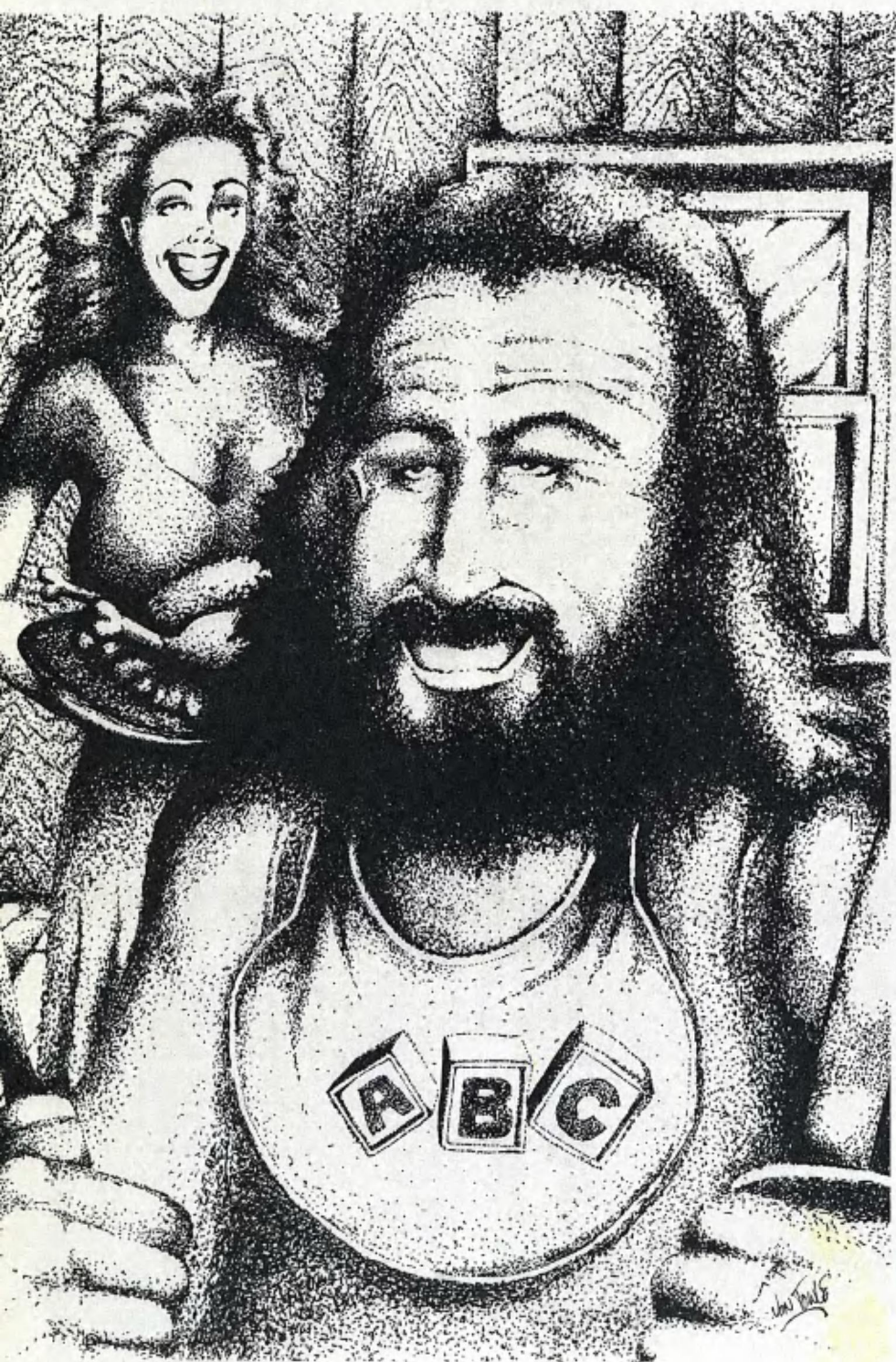
MOTORCYCLE SWAP MEET—December 10 in Pasadena at the Pasadena Rodeo grounds in Campbell Hall. Mass quantities of beer, food, and rhythm and blues music. Sponsored by Dummy Dave & Co. For info, call (713) 991-0699.

TOY RUN—December 17 in Arlington. Sponsored by ABATE of Texas/AIM. For info, write Box 5173, Waco, TX 76708, or call (817) 754-0830.

900 phone number state codes – alphabetically

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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		

LEDGEHAMMER'S



I watched the darkness. Normally the dark doesn't mean anything 'cept a cooler ride and fewer cages, but that night the darkness was mixed with blowing snow and cold.

It was December 23, two fuckin' months past reasonable time to be putting Milwaukee Iron up on blocks.

But Mongo had called to announce he had cancer and a month to live. Hell, he'd been told 100 times to get that pain in his belly checked. Now it was too fuckin' late. Mongo told me he wanted one last visit.

I couldn't even rent a cage for one run to northern Wisconsin, so there I was, ridin' my scoot through the snow ... and cold ... and more snow.

The damn flakes felt like bullets, and all I could see was about 50 feet of road. Next thing I knew there was a cage in front of me—in my fuckin' lane.

You know how it is. Milwaukee Iron slid down the road on her side and I caught a glimpse of some fuckface in the cage.

He was gone and I rolled into a snow bank. Milwaukee Iron landed about 50 feet away. I staggered over, but I knew she was dead. The bars weren't even pointin' the same direction the light was.

The right side made me want to puke. The chrome was gone and there was a big puddle of oil in the snow. She was bleedin' to death, an' there wasn't a fuckin' thing I could do 'cept watch.

I looked around. Nothing as far as I could see.

I didn't want some plow to give the old girl her final rites, so I tumbled her down the bank into the drift at the bottom and propped her up so I could find her when I returned.

On the road I checked my watch. It was after 9:30 p.m., had to be lotsa cages along a county road at that time a' night.

I started hoofin' it, not wantin' to think about cold, frostbite, and other things that fuck up a man's mind.

CHRISTMAS

by Big Joe

Then I saw the yard light. No lights in the house. I knocked anyway. About the time I was ready to turn my knock into some hearty pounding, the porch light came on and the door opened.

There stood a good-lookin' broad in a bathrobe.

"Can I help you?" she asked.

"Yeah, I ..." How do you explain puttin' a bike down to a broad that's probably never been near one? "My vehicle's in the ditch and I was wonderin' if I could use the phone and warm up," I said.

"We don't have a phone, but you can warm up," she said.

I walked in. Nice place. There were lots of pictures of kids, including a finger painting on the fridge. Man smilin' from the seat of a tractor. Plaque of some sort.

If she's married and got kids, then why didn't Mr. answer the door?

"I'll put some coffee on. You must be cold," she said.

I sat down and began pullin' 1,200 zippers. Then the lights went out. She started screamin'. I couldn't see nothin', so I sat tight. Pretty soon I noticed the yard light had died, too. The place had a power failure. Definitely my night for shit to happen.

She stopped screamin' when one of the kids showed up with a flashlight and shined it in my face.

"Aim it at the ceilin', kid," I told him, but he didn't hear me and kept it in my face until I took it outta his hands and aimed it myself.

"You okay?" I asked her.

"Sure," she said. But she had the death-grip on the counter with both hands. Her robe was open, and I could see the nightgown underneath.

"What kinda heat you got?" I asked.

"Electric."

"Well, you ain't got it now. Better get your ol' man an' we'll think of somethin' to do," I said.

"My ... ol' man?"

Jesus! "Your husband," I said, impatiently.

"He died a year ago."

"You got a generator?"

"No."

"Great. It's gonna get cold in here soon. You got a warm room we can move to?" I asked.

"There's wood heat in the garage. Bill used it when he worked out there."

"Where's the garage?"

She pointed through a wall.

"Can we start a fire in there and leave the door open to the house?"

"It's not attached."

Great. Back out into the cold again. And I had just started to puddle.

"Get all the blankets you got and get the kids dressed in warm clothes,"

Twenty pounds of dust flew off a candy-apple red Electra Glide.

I said. "You got another flashlight?"

"No, but we've got a gas lantern."

"Get it. I'll go get a fire goin'."

She handed me a lantern. I lit it and pulled the zippers back up.

I staggered around until I found the garage and forced the door open. Inside, the calm almost felt warm.

The heater was just beyond a beat-up Plymouth station wagon. Next to it was a tarped pile of wood. I set the lantern on the roof of the cage and gave the tarp a yank. Twenty pounds of dust flew off a candy-apple red Electra Glide.

I was still standin' there when she walked through the door. The kids followed her.

She noticed I'd found the scoot.

"What ... ?" she began.

"It's next to the heater. I thought it was wood," I answered.

"Oh, my father-in-law took the wood last fall. I forgot."

"Then what do you recommend?"

I asked. "I'm out of ideas, unless your cage here's got enough gas to run all night or until the juice comes back

on."

"No, it's got just enough to get to town."

"Mister, why do you carry that?" the boy asked.

Junior was pointing to my right hip. Christ, that thing hangs there so much I'd forgotten it. No wonder the woman screamed.

"That's a sledgehammer, son."

"Why do you carry it?" he inquired.

"Cause that's my name."

He shook his head. But he'd given me an idea. Like the Good Book sez: 'Outta the mouths a' babes.'

I looked around the shop. Nice place. A wrenchin' man could be happy there. I guess her ol' man was. Tools were all clean, 'cept for the ones she'd been using and hadn't wiped off.

On the wall hung what I was lookin' for. I took it down and swung it gently, gettin' the feel of it, lettin' it talk to me.

You can have your chain saws. I like an axe. With an axe you can see what's happenin', with a chain saw all you got is them little teeth gnawin' away at the wood where you can't see. Kinda like Mongo's cancer. And an axe never runs outta gas.

"Any dead trees around here?"

"Down by the barn."

"Which way?"

She pointed through the fuckin' wall again. I took the lantern.

Okay, by now yer sayin', "Ol' Sledge's been out in the cold too long and his brain's froze." Right?

When I staggered back to the garage they had the cage runnin' and the place smelled. The kids were asleep in the back, all rolled up like sausages. She was sitting behind the wheel, so I had her turn the lights on so I could see better and save fuel in the lantern.

Once the fire was going, I slid in beside her and turned the cage off.

She still had that silly bath robe on, under her coat.

"Thanks, Mister _____," she started.

"Sledgehammer," I said.

"That's your name?"

"That's what I'm called."

"How'd you get a name like that?"

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LEDGEHAMMER'S CHRISTMAS

"I was in a bar in Chicago with my ol' lady, when this dickhead started hittin' on her. She told him to fuck off, but he kept it up. I told him to fuck off. He badmouthed me, then my ol' lady, an' took a poke at me. I broke his nose and then went outside and took a sledgehammer to his riceburner."

She grinned. She was pretty when she did that, so I told her so. Then I turned her cheek and kissed it. She turned her head, so I kissed her again. After a moment she started kissing

ready to kick holes in a retainin' wall—barefoot.

Then it hit me. The smell. Not just any smell. The smell. Like before Christmas. Christ, today is Christmas, I remembered.

My mouth started waterin'. Turkey, gravy, yams in melted marshmallows, pumpkin pie. You know.

And there it was, decoratin' the hood of that ol' cage. Shit, there was even a table cloth, silverware, and a candle holder with a block of wood under it to make it stand up straight. And the three of 'em were standin' there with silly grins.

"How come?" I asked.

"It's Christmas," she said. "I did it on the wood stove. Hope you like it."

Like it? Hell, in my mind I was already on seconds!

We sat on some camp stools. She

There ain't nothin' like when a man and a woman want to kiss each other.

back. There ain't nothin' like when a man and a woman want to kiss each other.

Next thing I knew, her robe was over the seat, and my leathers were on top. We went at it like two kids at the drive-in.

When we were done, she lay there on my belly, cryin' soft and womanlike.

Maybe I'm gettin' old. I held her, kissed her, and told her everything would be all right. She sobbed something about my wife, so I pushed her up.

"I ain't married. Never was. Ain't even got a house mouse. Just a mutt named Dusty," I said.

"Oh," she said, as she snuggled back down. I pulled a blanket over us.

When we woke, the sun was makin' a useless attempt to visit through the blowin' snow.

Then she handed me the news: There are cows in the barn that gotta be milked.

You ever milked cows by hand? Well, now I can squeeze piss out of a rock. 'Nough said.

The wind blew all day. I cut more wood. Milked more cows. The snow piled higher 'n my ol' '69's apehangers. The kids thought it was great fun. Shit.

Next morning, same damn thing. About 7 p.m., I stumbled back into the garage, madder'n hell, cold, and

thanked God for my bein' there. Well, if he had a hand in wreckin' Milwaukee Iron I wanted to talk to him about it, but after the feed.

So we dug in. She handed me two cans of beer that had been in the fridge a year. Now that's properly chilled beer. Right label, too. I saved one for after dinner.

When we kicked back, the kids climbed into the car to play.

I walked over to the Glide.

Bill musta' loved that ol' girl. Under the dust that stock FLHS looked like a queen. I took a rag and began wipin' her down.

Glides ain't my kinda ride, I prefer a chopped Sporty, like Milwaukee Iron, a 1000 XLH. But I respect a man's opinion. Least I could do was wipe it, like a memorial. When I looked up, she was wipin' on the other side. She smiled over the leather. Well trained woman. I like that.

When I was done I kicked it over slow, waited, then did it again. After the third time I really leaned on her, and with the first kick she was up and runnin'.

Now if there's anything sweeter 'n tuned exhausts rumblin' between your legs—well, opinions, remember?

After half a minute I shut her down. Didn't want to wake her up all at once, not after a year's nap. And old oil.

She handed me the last of my beer. She was smilin', so I pulled her over and kissed her. She resisted for a moment, then gave in.

The power came on the next day and I hitched a ride into town on a plow.

There were 40 cages parked around Mongo's when I arrived. I didn't like the look of that.

Mongo died the day before Christmas. They'd had the funeral and this was the feed afterward. I felt kinda outta place in my leathers, beside all those fancy clothes. I looked for some bros, but there wasn't one in sight.

Then some broad oohed and ahed after I told her how I got there. She told everyone about my ride and some old fuck started windin' up about bikers.

I wanted to shove his face down his throat, but I decided it was time to go, before I brought shame on myself fer bustin' up Mongo's send-off.

So I said goodbye to Sheila, Mongo's ol' lady, and headed for the door.

I got to the door, and there were the kids, with Ma just behind. The Plymouth cage (dinner table and love boat) was parked outside.

Her mouth fell open. Mine did, too, but I got it closed before she saw.

"What are you doing here?" she asked.

"I told you I was ridin' up to see Mongo."

"Mongo?"

I had to rack my brain to remember his name. "John. John, uh ..."

"John Delaney," she said.

"That's right."

"Bill used to ride with him."

"Where do you fit in?" I asked.

"Bill gave up most of his riding when we married. I didn't want him to, but he traded off his other bike for the Electra Glide so we could ride together. Then the kids came along and we just didn't ride as often."

"You like to ride?" I asked.

She smiled. Damn. Now I know how a bass feels when the hook sets.

Well, it's now February. Milwaukee Iron's sittin' up north next to the Glide.

Crystal is workin' out with weights. I told her if she couldn't pick up the Glide she couldn't ride it.

I'm back in Milwaukee until spring gets here. She comes down every other week, or I drive a cage up.

When it's spring, and the nights are in the 40s, we're headin' out. Seems I told her about the redwoods and California. And Big Sur.

She thinks it'd be nice for the ceremony.

Biker style.

Shit. ■

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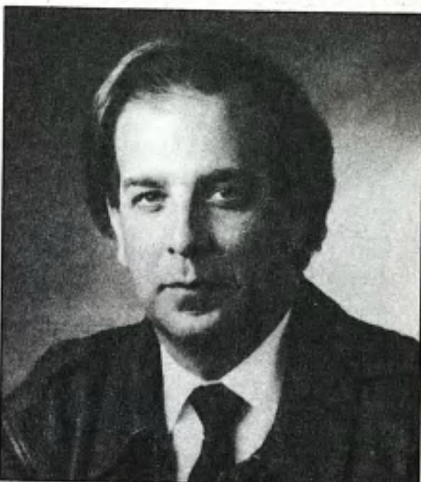
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Note: Closing date for advertisements is the 15th of the 4th month preceding cover date. There are approximately sixty days between closing date and national on-sale date.

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100 females needed: Single, 80 to 200 lbs., no experience needed. \$2,500 month, a possible career. Send photo and SASE to: Dr. Scott, c/o Easyriders, Box 3000, Agoura Hills, CA 91301. (198)

Lotsa "Harley Goodies", DISCOUNT prices, FREE BANDANA with \$3 catalog. B.M.P.S. SALES, Box 653-ER, Maricopa, AZ 85239-0653. (198)

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

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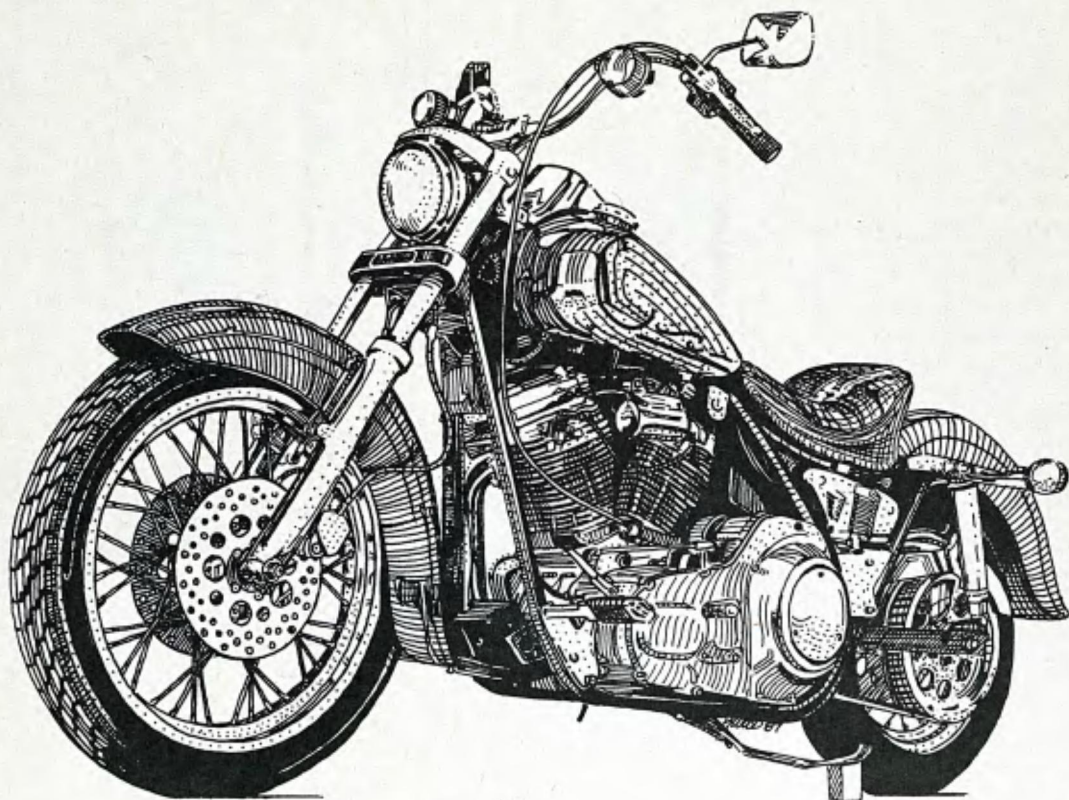
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Spence Padgett or anyone knowing his whereabouts: Contact William Maloy, Box 91707, Anchorage, AK 99509 or telephone collect (907) 248-6026. (198)

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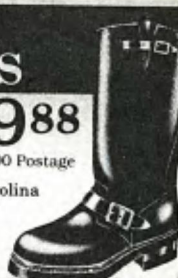
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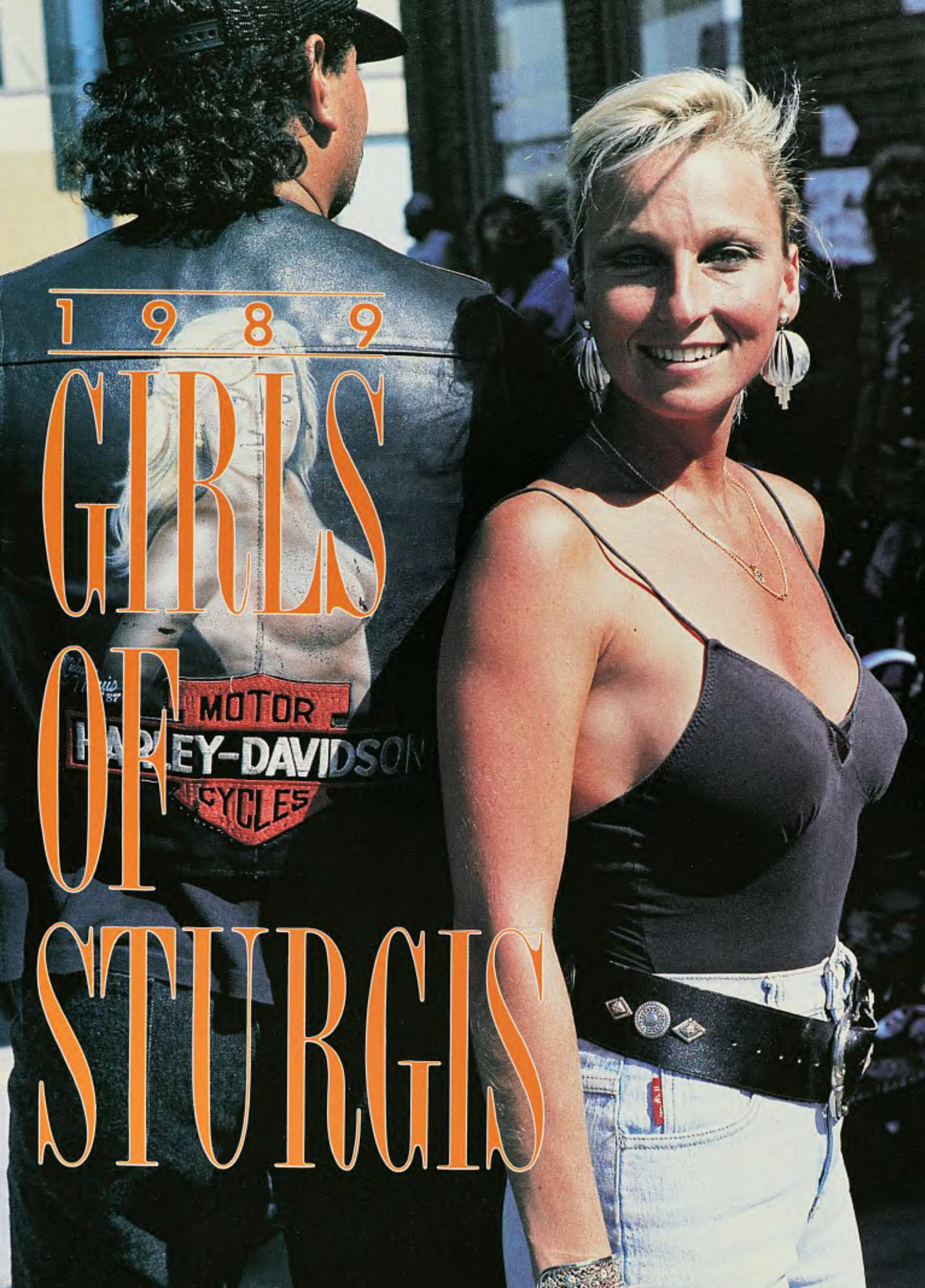
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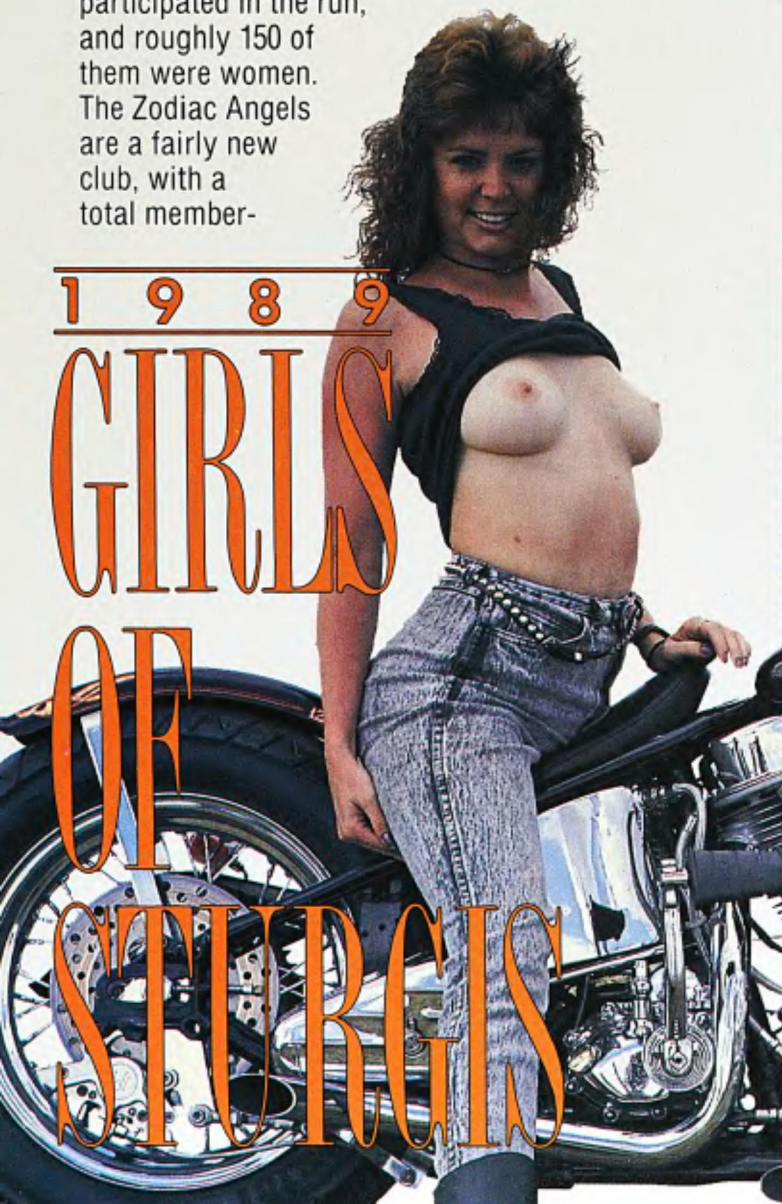
GIRLS
OF
STURGIS

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What can I say? The asphalt was clean, the sky clear as fresh chrome, the woods were green as new felt on a pool table, and the temps as hot as two lovers warming up for an allnighter. Sturgis is, in the minds of many, biker heaven, and the ladies recognize the lure for adventure just as much as the brothers. More and more of them come to the Badlands every year, on their own bikes (11% of all Sportsters sold last year were to women), behind brothers, in groups, as members of women's clubs, you name it. And this is just a small sampling of the delicacies that graced the Black Hills from August 5 to 13.

This year two women's groups had runs that made the national Black Hills Motorcycle Classic schedule. The Zodiac Angels MC had their second annual, two-day Ladies Run. They left the Buffalo Chip Campground on Saturday, August 5, journeyed to G-Bobs in Hill City, and returned to Buffalo Chip on Sunday. Two hundred people participated in the run, and roughly 150 of them were women. The Zodiac Angels are a fairly new club, with a total member-

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GIRLS
OF
STURGIS





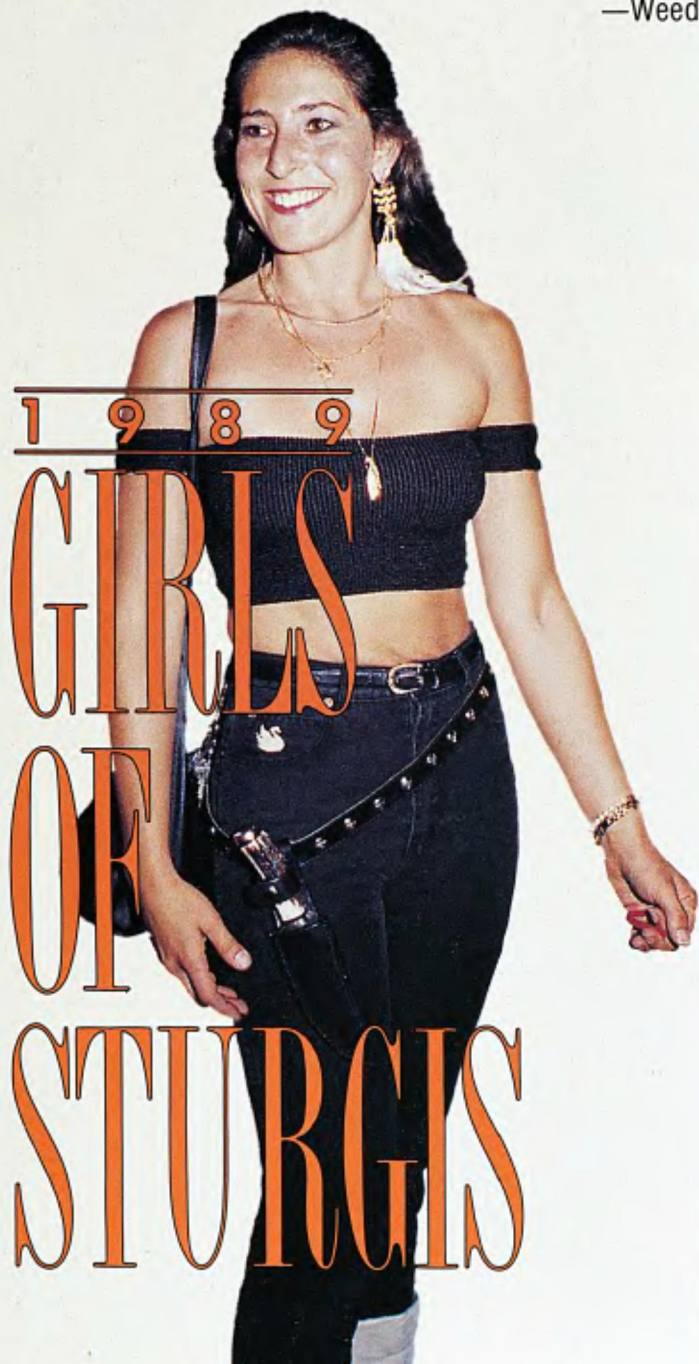
ship of 30 women.

On Friday, August 11, it was time for the Harley Women to take the spotlight, with their third annual putt from the H.O.G. Campground into Rapid City. Over 300 riders were involved and over half of them were sisters on two wheels. They even managed to sneak in a wedding. Hell, ya never can tell, maybe one year I'll be able to get a date in the Badlands. The law of averages is working in my favor.

Watch for *In The Wind* #37, the January issue, which will be on sale mid-October. We jammed 32 full pages of Sturgis '89 right smack dab in the center of the chronicle of bikerdom.

And don't miss next year's event, the 20th anniversary of *Easyriders* magazine coupled with the 50th anniversary of the Black Hills Classic in Sturgis. Keep your bedroll packed, more girls will be riding in next year than ever before.

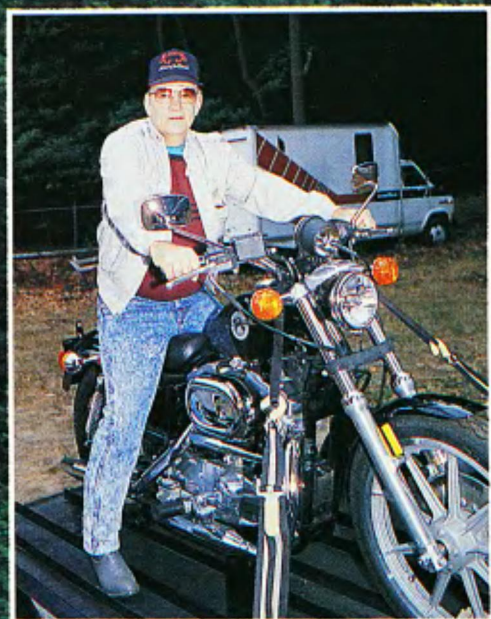
—Weed



Photos by Pat Randle and Billy Tinney







RIP'S RUN



Westward-Ho by Rip

Hello. In last month's issue I wrote about my ride to the East Coast. This column will take us back out west toward Sturgis, with a few stops along the way. I had a lotta ground to cover. I didn't want to hang around to get busted for being ugly in public or moping with intent to gawk in the second degree.

The first stop was in Rip Van Winkle country at a service station on the New York Turnpike where I met Tom and Pat Crawford. They ride out of the Lake Shore H-D shop in Waukegan, Illinois. Tom is the chapter director for the Lake Shore Chapter of H.O.G.

Up the road I stopped at the Woodstock Harley-Davidson shop and got Baby's oil changed. Baby is my FLH Sport. Janice Dordick has owned and operated this store since 1982. She lost her husband Roy in a plane crash back then. Jack and Bob are her ace mechanics. A few weeks earlier, Jack came out to the same service station where I met Tom and Pat, to rescue yours truly. It seems that a cable had corroded on Baby's battery. Of course, I thought that the problem was on the other end and had the headlight and dash out on the ground looking for a short before he corrected the problem. I don't claim to be a great mechanic. That, in a nutshell, is the story of my life. I'm forever trying to go in the out door.

I've got to say upper New York State is very beautiful this time of the year. By the way, this is the 20th anniversary of the famous Woodstock Music Festival.

I made it up to Rochester, New York, that evening. I had come to cover the Can-Am Nationals, an

H.D.R.A. drag race held at the Motorcity Raceway in Leicester, New York. Look for it in a forthcoming issue of *Biker*.

While in that part of New York I visited the Open Air Bar in Olcott Beach, which a Rip's Run reader had clued me in on. From there, a couple of the bros and I went down the street and ate some dee-lish seafood.

It took me a couple of days to ride to Pontiac, Michigan, for a visit with Ron Finch. I interviewed Ron for *Easyriders* Video No. 3, look for it later this year. While in Michigan, I rode up to Fostoria to check out the Tribesmen MC. Fostoria is a small farm community. I thoroughly enjoyed myself with these guys. They showed me their property where they conduct an annual swap meet.

The next day a couple of the brothers rode with me around the thumb of Michigan. That is the northeast corner of the state. We made a giant loop stopping along the coast several times to check out the lighthouses and the scenery. It was great fun. This part of Michigan has beautiful, tall majestic weeping willow trees.

From there it was time to head over to Muskegon, Michigan, for the Class A professional hillclimb. This is a national championship hillclimb held on Mount Garfield. It's a 346-foot hillclimb which doesn't sound like much compared to, let's say the Widowmaker, but when they put nitro in their bikes anything can happen.

The event was sponsored by the Muskegon Motorcycle Club. They trade off every other year with the York Motorcycle Club for this National. Bill Poort, the V.P. of the

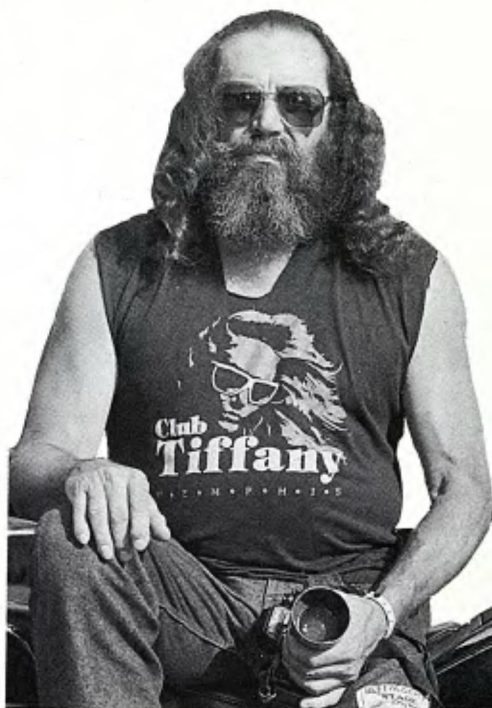


Photo by Billy Tinney



At Woodstock, New York. Left to right: Bob, Janice, and Jack.

Muskegon MC, had written me about this event, he said that the York MC is out of business so the Muskegon Club got to do it this year instead of the folks at York. I hated hearing about the York MC since I like hillclimbs. I'd like to see an open class like we have out in the West. The sound of those big-inch motors bouncing off the hillside turn me on.

The Muskegon MC is one of the oldest MCs in the nation, they have a real low AMA number and are a great group of folks.

The club gave away a 1989, 883 which was won by Dick Mulder from Muskegon. Dick only bought one ticket. Guess who picked his name out of the barrel. Yeah, I really got it rough, but someone's got to do it. Hey Dick, don't ya think that's worth a brewski or two the next time I'm in town? Naw, I'm just kidding, enjoy yourself. The second prize of the raffle was a leather jacket also won by a local. Both winning tickets were purchased at Carl Murat's shop, C&C

Cycle in Muskegon. That's keeping it in the family.

The club opened the gates Friday for camping. The hillclimb didn't go off till Sunday at 1 p.m. The happy campers had to entertain themselves till then. Bikers are a creative group, all kinds of shit went on in the interim before the hillclimb. Like the guy who kept everyone up Saturday night racing around camp being loud. That's the rebellious outlaw spirit that separates us from the weaker lightweight wannabe's. I love it. The security people busted the dude's bike Sunday morning. He picked it up after the event. Everyone looked like they

enjoyed themselves. I didn't see any power plays or bad attitudes.

I'm proud to say that a Harley rider won the event. I mean, out of the first eight riders, Harley pilots grabbed six positions—not bad at all, six out of eight ain't too shabby.

Tom Reiser covered the 346 feet of Mt. Garfield in 4.639 seconds on his second attempt. I was sweating it cause John Williams, a nipponese bike rider, was leading until then. Way to go, Tom, keep the red, white, and blue in front always. The other Harley riders finished in this order: John Groux was 3rd with a 4.653, Jeff Yoder came in 4th with a 4.7 even, Randy Gabriel finished 5th with a 4.757, and Louie Gerenur, senior and junior, finished 6th and 8th, respectively. Louis Sr. did a 4.764 and Jr. came up with a 4.991. Good work, men.

From Muskegon, I rode north with Ted and Linda DeLong, crashing that night at their pad in Ludington, Michigan. The next morning found me back on board the car ferry Badger, cruising across Lake Michigan, heading toward Kewaunee, Wisconsin.

I'm not gonna say much about the boat ride except that I did cop a nap. I was near burnt out. Hey, it's summertime, and I'm having a big time. Embarking with me was fellow Harley rider Bruce Vandervest and his girlfriend, Pat. Just recently he sent me a poem which he had composed.

It's a poem about my feeling for the open road and my compassion for earth and man. Also, I'd like to acknowledge Jerry, from El Cajon, California, who also wrote a piece of poetry entitled, "A Tribute to Rip of Rip's Run". I'd print them but I feel it's personal and would be too self-serving. All I can say is, thanks Bruce and Jerry, you're too kind.

The night I left the Badger I stopped in Albert Lea, Minnesota, at a cheapy motel and slept in a real bed for a change. Right here I'd like to say Highway 90 is one of the best roads I've been on in quite a spell. For the most part it's very smooth. I was able to ride fast and feel real comfortable. There are places where the road crews are patching up the roadbed but for the most part it was excellent.

What can I say about Sturgis that hasn't already been said? I did stop in Mitchell, South Dakota, and took pictures of the Corn Palace and also at Wall Drug, 50 miles from Rapid City. Incidentally, South Dakota is celebrating its 100th year of being. I did get to really enjoy Sturgis this year since I didn't have to take any pic-



Tom and Pat Crawford.



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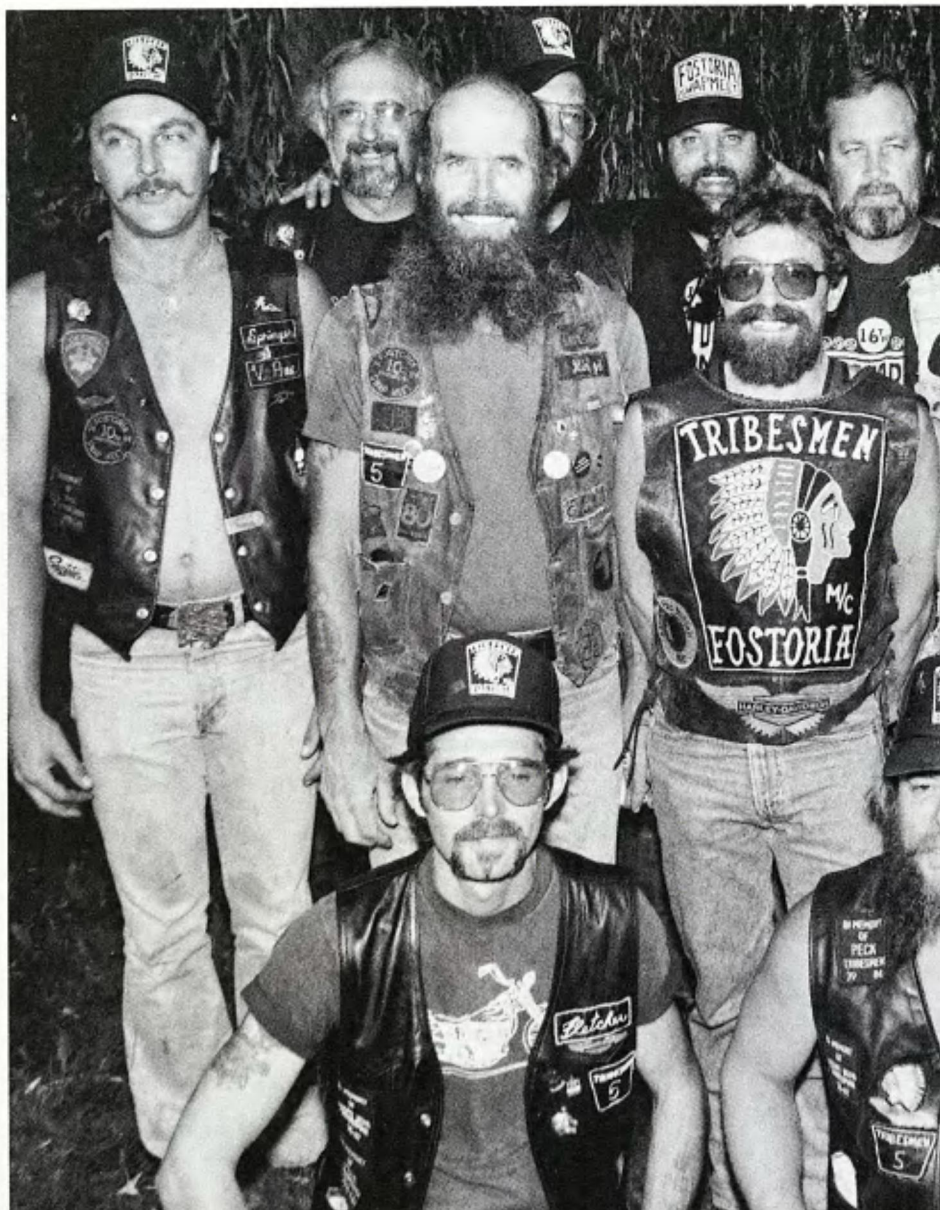
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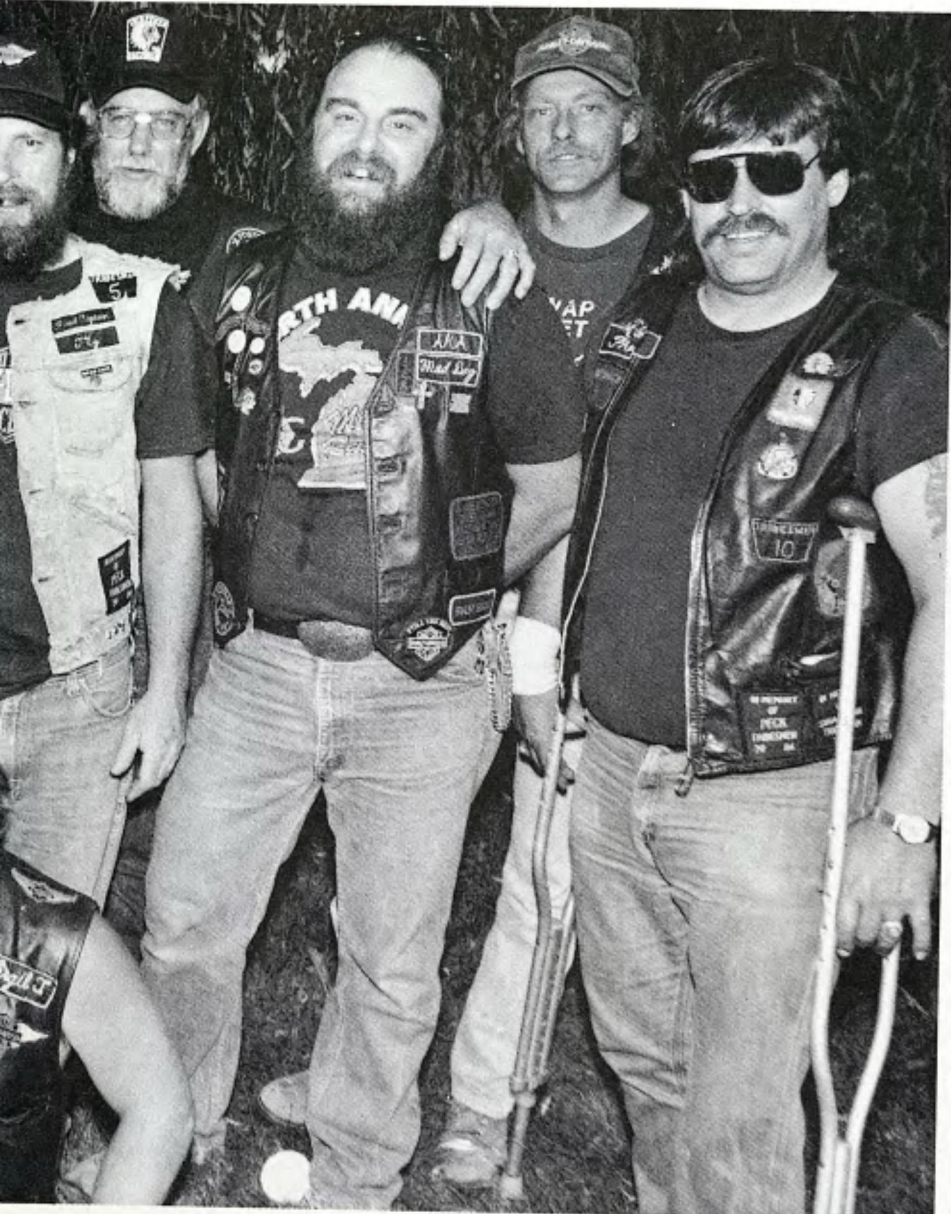
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Ain't those rear tires a bitch to change?



Tom Reiser, the winner with the pretty trophy girl.

tures. I took in the drag races and the Buffalo Chip Campground and generally fucked the dog, got drunk, rode around looking for gash, and basically kicked back for a change.

Also, I rode to the Civic Center in Rapid and saw the new Harleys. I like the Fat Boy. Weren't the first A-Bombs dropped on Hiroshima and Nagasaki called Fat Boys? This year will be the 44th anniversary of the end of that war.

From Rapid City I rode south to Oklahoma City, where next month's column will start. I'm thinking of visiting foreign shores so I'm gonna be looking in the mailbox for some mail from those parts. If it looks good and the time is right, I'll do it. So how about it. I know *Easyriders* is distributed in Germany, and Australia, New Zealand, and the UK. You guys know what I'm looking for. Until then enjoy.

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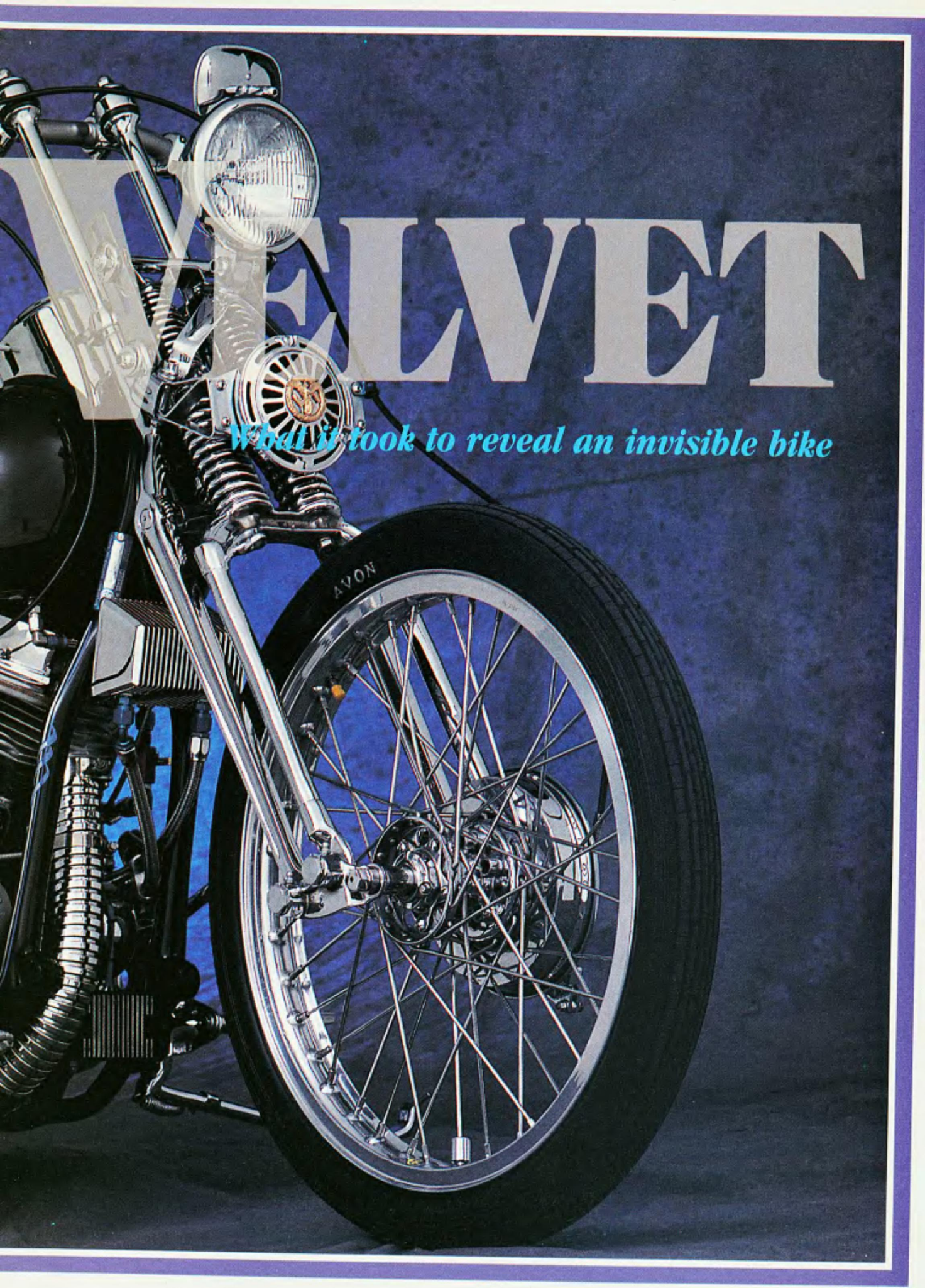
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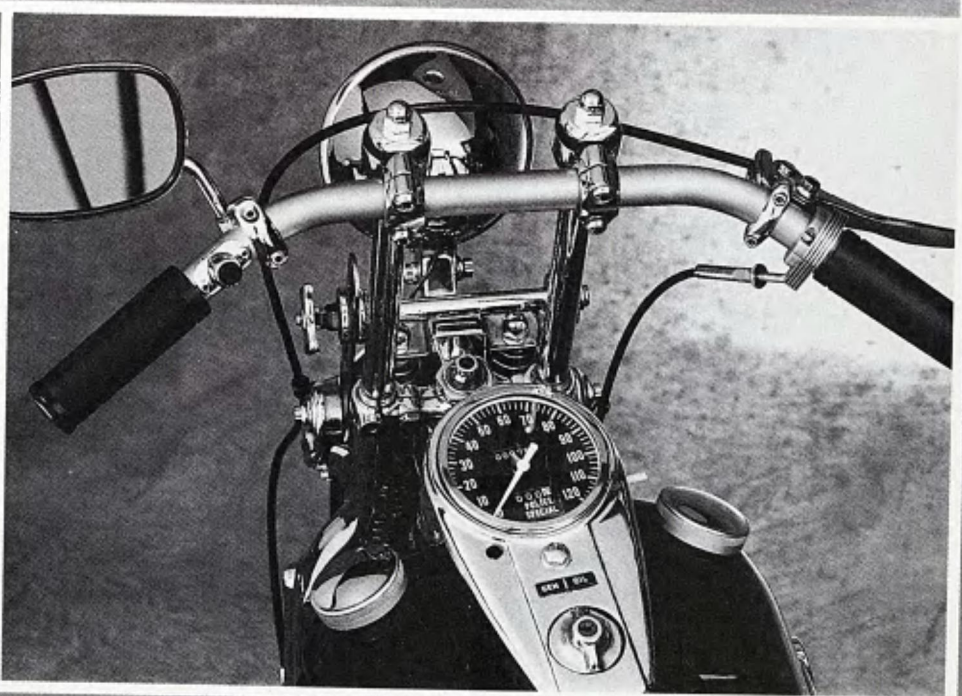
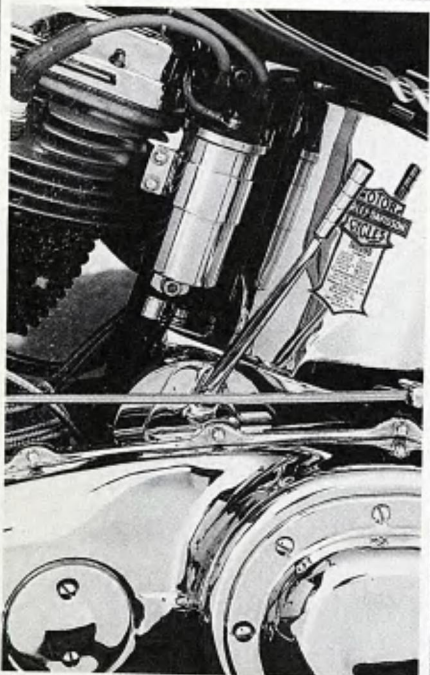
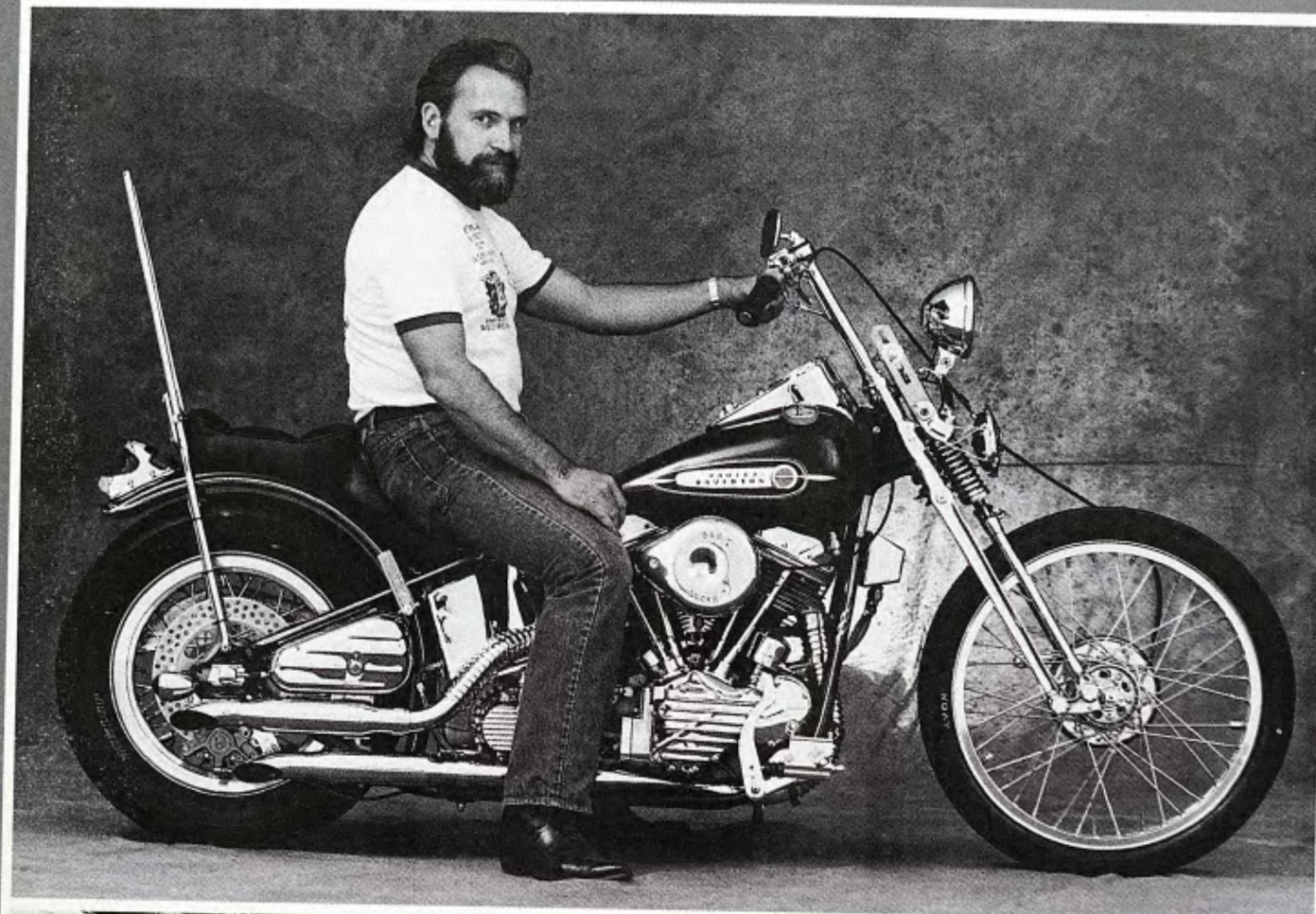
What it took to reveal an invisible bike



Rumor has it that the Air Force's Stealth Fighter was s'posed to have been finished and tested a whole year earlier than it actually was. The reason for the delay, it goes on, was

'cause the day the pilot took it out of the hangar fer the first time, it got too drafty fer him. They checked out the problem an' found it was 'cause all the hardware on the black bird was missin'.

Well, I wasn't thinkin' much 'bout that, till I came 'cross some smuggled-in photos of this here pan, and upon lookin' at it a bit closer, I noticed that them nuts 'n' bolts looked mighty familiar to the trained eye. 'Course, I ain't



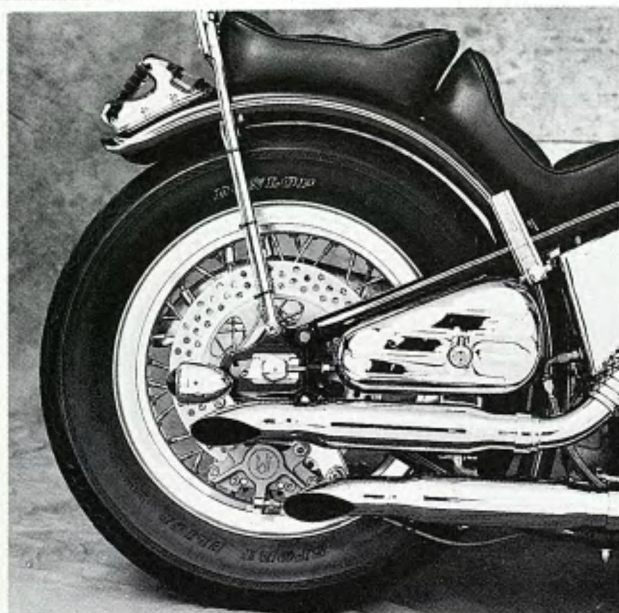
got one, so I asked my buddy, Gomer, who washes dishes an' peels taters in the Navy.

"Sho' 'nuff," he said, "them's highly secret Stealth Fighter nuts 'n' bolts. Nobody knows 'bout them. Why, they can't even be

detected by radar."

So I unscrambled the coded stat sheet that came with the photos and figured out the owner's name. Heck, the careless scoundrel even left his phone number on it!

Turns out, Kerry, the owner of this invisible bike, works at an aerospace manufacturing plant in Hawthorne, California, where he tests aircraft components, highly sensitive stuff. This, 'course, confirmed my suspicions.



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Displacement: 84 cubic inches		Speedo: police special	
Lower end: Bob George		Front pegs: Anderson	
Balancing: S&S		Rear pegs: Anderson	
Pistons: S&S		Electrics: 6-volt	
Cases: STD		Gas tank: 3½ gallon fatbobs	
Heads: Racer Jim and Chuck		Oil tank: stock	
Cam: S&S		Oil system: Powerline Engineering	
Lifters: Sifton solids		Primary cover: 50's smooth tin	
Carb(s): S&S Super		Seat: Jammer	
Air cleaner: S&S		Sissybar: Jammer	
Pipes: Paughco and owner		Height: 36-inch	
Muffler(s): hollow, empty		Material: 9/16 round stock	
Transmission		Forks	
Modifications: polished		Type: VL Springer	
Year: 1965		Extension: stock	
Shifting: suicide		Builder: H-D	
Engine sprocket: Primo		Special features: chromed/ride control	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: Star	Hub: H-D
Painter: owner		Rim width: 2-inches	Rim width: 4-inches
Color: black		Tire: Avon	Tire: Dunlop
Type: lacquer		Brake: drum/H-D	Brake: Perf. Mach.
Special paint: strip by Ron Tessensohn			
Other special modifications: stainless spokes, Borrani rims, aircraft hardware, special thanks to Bob George, Mexican Ed and Harold for welding, Mil, Paul, and Dixie at Jammer Cycle, and all the guys at work. Dedicated to the memory of Roy and Hector.			

Photos by Raiko

I interrogated him.

Seems that, after takin' this 84-incher to the limit for some 15 years, he got tired of collectin' speedin' tickets. So two years ago he decided to rebuild her—with the help of some of the

Fighter's hardware he'd come across on his job. Well, he ain't had a ticket since. That radar shit really works. And if it weren't for the blue background an' the infrared film our spy used, ya wouldn't see a thing here, either.

But come to think of it, some of these parts look a lot like what I useta have on my ol' Messerschmidt. He wouldn'ta done any testin' fer that bird, would he? I forgot ta ask him.

—Red Baron

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Gearing Solutions

By J. D. Chandler

Photos by J.D. Chandler

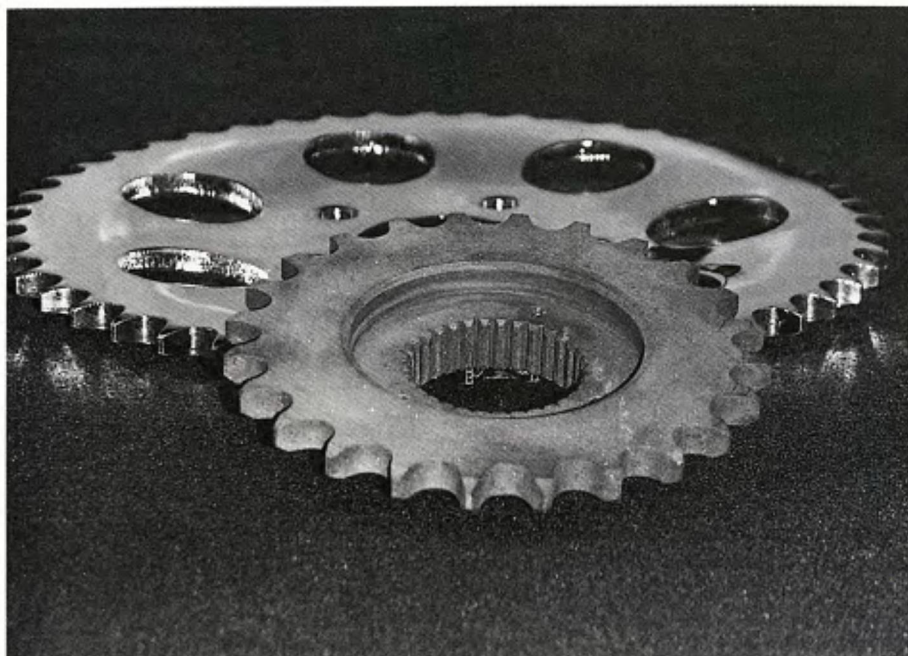
Harley-Davidson introduced their toothed rear belt final drive a dozen years ago. It has worked out better than even Harley had hoped. The belt drive is silent, needs no lubrication, seldom needs adjustment, and the belt will last, as long as it doesn't get cut. Harley hasn't put a chain on a Big Twin in five years. Chains still have their place, though, belt drives aren't the only answer.

Harley's belt is 1.5-inches wide and places a limit on tire width. No factory bike is fitted with a tire wider than a bit over five inches ("MN" or 130 size). That isn't much tire for a cammed, ported or stroked motor. It is possible to squeeze in some "MU" (140) tires if they are narrow enough. I am currently running a Continental 140x16 TK 17 touring tire on the back of my FLST, but had to take a knife to the edge of the tread to get enough clearance for the belt. An "MU" Dunlop K291 Touring Elite will just fit without alterations, but the newer K491 Touring Elite needs its left edge trimmed a bit. Most of the high performance sport tires available now are simply too wide for a belt drive Big Twin.

All factory belt drive bikes made for America have the same gearing. For many of us, that gearing is too low. In my opinion stock gearing is only right for a loaded FLT with a completely stock motor. The lighter FXRs are geared too low, even with stock motors. Most Hogs could use a 10 percent taller final drive ratio.

It is possible to change a belt drive's gear ratio but somewhat costly. A smaller rear sprocket can run from about \$265 to over \$300. A larger front sprocket will cost between \$150 and \$175. Also, the actual gearing change possible with different pulley sizes is limited by the belt's length and the limited space for a larger front pulley. A 34-tooth front pulley (Andrews Products) and a 66-tooth rear (Karata or Super Max) will give the tallest possible belt drive gear ratio. It is 13 percent taller than stock. While that much gear change is more than most stock motors need, it isn't enough for a 100 Horsepower FXR or a 98-inch stroker.

So, why not fit a chain? Because until now there was no easy way to do it. When Harley went to belt drive, they



Tech Tip

changed the spline pattern on the tranny's output shaft. Normal sprockets wouldn't fit. A few enterprising Harley owners cut and welded the inner portion of a belt drive sprocket to a chain drive sprocket and converted to chain drive that way.

Andy Hansen owns HES Performance Products (4156 Mildred Ave., Los Angeles, CA, 90066, (213) 397-3195) where he builds engines and provides machine shop services to folks who want to build fast and reliable Hog motors. He got tired of waiting and decided to be the one to do something about the gearing and tire width problem. Hansen has designed a chain drive front sprocket that replaces the belt drive OEM item. The HES conversion sprocket also moves the chain away from the tire by .7 inches.

The HES sprocket conversion will allow one to fit a 7-inch wide tire. If you modified the stock fender, you could get an even larger one in. Also, gearing

changes are easier, cheaper and there is a much wider range of ratios available. You can buy rear sprockets with almost any number of teeth you desire. The possible size range is so great that gearing ratios are, practically speaking, unlimited. You want tall gearing for Bonneville? No problem.

All stock Harley rear gearing is 2.1875 to 1, that is, — the front sprocket tooth count (32) will divide into the rear's (70) 2.1875 times. A stock motor that has a free breathing air cleaner and exhaust can use an over-all ratio of 2 to 1 strokers, and seriously breathed-on motors can go even higher. The HES 24-tooth front sprocket with a 48-tooth rear will give 2 to 1. A 46-tooth rear will result in 1.92 over-all gearing, 14 percent taller than stock and high enough for even a 98-inch.

The HES sprocket is machined of hard alloy steel and is cut properly so that it fits a standard 530 chain the way

it should. The splined center of the sprocket fits the tranny shaft as well as stock and there won't be any trouble there either.

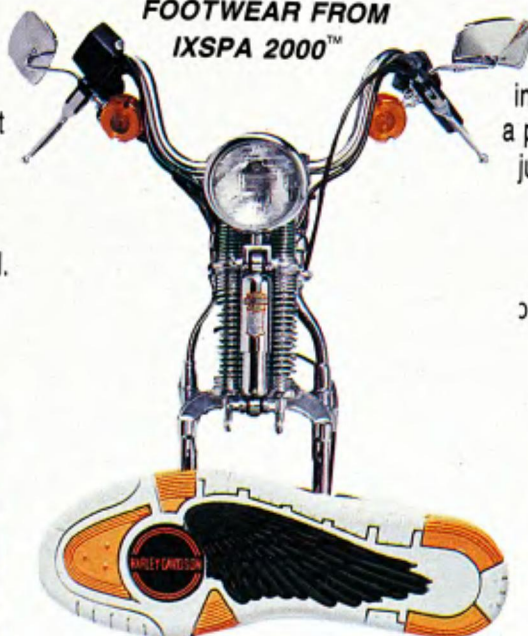
HES will furnish the sprocket in one of several ways. The front sprocket itself retails for \$74. A quality rear sprocket will run you \$40 and the spacer needed for some wheels goes for \$6.50. HES can also supply an O-ring chain for the conversion kit. In short, you can get all or only some of the parts from HES.

If you fit an HES conversion kit with an O-ring chain, you will get reliability equal to the original belt drive and will need to perform very little more maintenance. Modern O-ring chains wear very slowly and seldom need adjustment or lubrication. I have had O-ring chains go through a tire without needing to be adjusted, honest.

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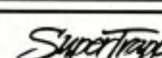
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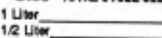
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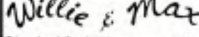
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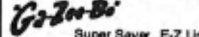
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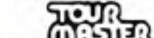


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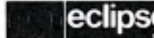
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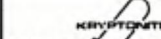
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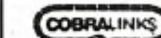
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