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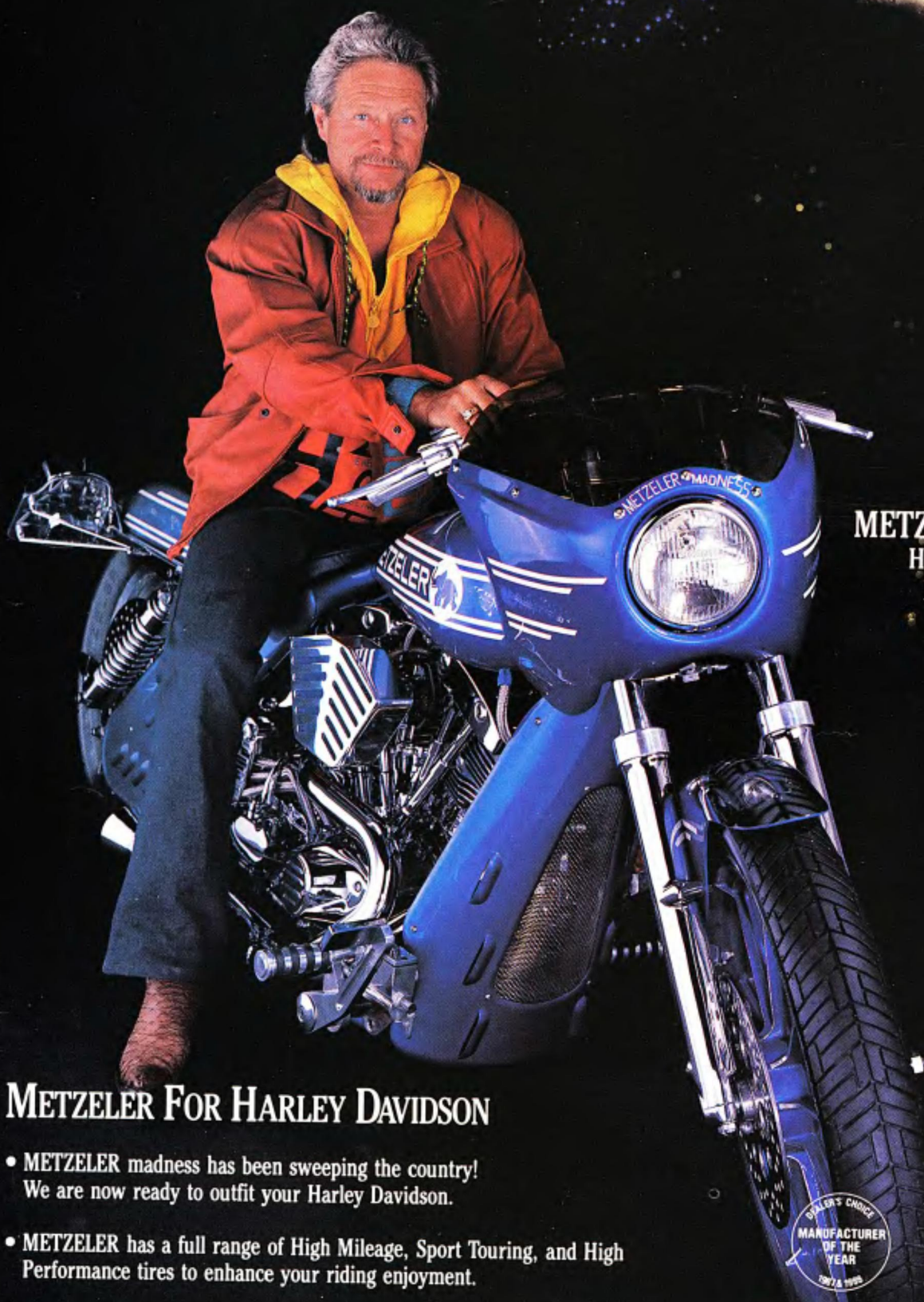


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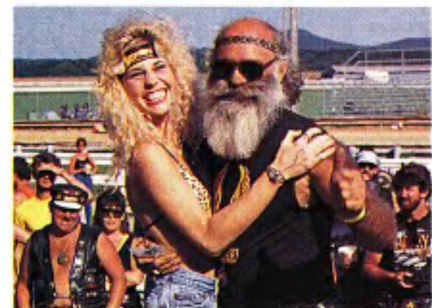
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**The next liver-quiverin' issue of this rag
goes on sale July 26.**



The
Audit
Bureau



Printed in the USA

Cover photo of your March Fox Hunt winner, Sherrie, alongside Pat Kennedy's stretched Evolution was shot by Raiko Hartman. Makeup by Teri Groves. Tie-dyed shirt courtesy of Jamie Ellyn Levin.

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GENUINE PARTS
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I read somewhere once that the more you use your crank when you're young, the more you'll be able to use it when you're older. So when I saw the following item, I took heart. It seems that a 77-year-old man was married to a 37-year-old woman who recently had triplets! Then I saw where 64-year-old Hugh Hefner was married to a young woman who recently gave birth to a boy. So, guys, keep this in mind: If you don't use it, you'll lose it.

Now this has to be the dipshit of the year. He bought some dope from a new dealer he ran into somewhere. When he got home and tested the shit, he found that it had been stepped on so many times that the guy must have lost count. So what did he do? Did he go hunt up the guy to get his money back? Shoot himself? Or what? No, he went to the police station, threw the bag of coke on the counter, and demanded that they go after the sleazy coke dealer--whereupon they promptly arrested him, then went searching for the dealer.

Here's another dipshit. He was sentenced to two years in a halfway house in Colorado (where his movements were restricted as you probably know). His ol' lady was in Florida, and she called him after he had been in the halfway house a month. She said she had lost her job, had no place to stay, and her car had broken down. So the dipshit went to Florida, and in 36 days managed to get her a house, a phone, and an '84 Toyota. But she got pissed off and called the cops because she wanted a Camaro. Now he's doing nine years for escape. Women can be cold.

He went to an adult bookstore to rob it, and while putting the revolver back into his pants pocket, he shot himself in the dick. So he gave up the robbery and ran out the door clutching his genitals and yelling in pain. Two days later he came back to the same store (very slowly) and stuck it up again. This time he grabbed the cash and limped toward the door but not being able to move very fast, they caught him.

Here's another doctor's report that should make you beer guzzlers happy. It seems that having a big gut may help you live longer.

A woman was recently attacked by a drug-crazed guy, and while fending him off, she jammed a handful of hamburger down his throat. He turned blue and gagged to death. So you might consider telling your ol' lady to keep a pound of hamburger in her purse at all times.

Here's a new angle for you guys who want to get out of prison earlier than the prescribed sentence. All you have to do is snore very loudly so that the other prisoners complain. The warden may release you early as was done in a state in the South recently.

In the snooze-you-lose department, a girl was picked up by a man in a bar. When he got her to his car, he screwed the day-lights out of her and then drove her home. He wanted to come in and do a little more screwing, but she said no so he grabbed her again, pulling her back into the car where he had another go at it. While he was driving her around town, she jumped out of the car and after tumbling around trying to get her shit together, she flagged down a passing car for help, and to her horror, when she got in, she found it was the same--guy who promptly screwed her again. That's one horny guy.

The Colorado Department of Health has cited the federal DEA for violating state air pollution standards by burning a half ton of cocaine in an incinerator. The DEA officials were outraged and said, "What do they think we're going to do with it--ship it back to Colombia?" The DEA used the incinerator because it could burn the drug at a temperature exceeding 800 degrees. The high temperature was needed to keep the cocaine burn from turning into "the world's biggest crack cookout."

My ol' lady complains about my smelly feet, but she has never (thank goodness) gone as far as the roommates in this item. It seems they got fed up with his smelly feet, but he told them that if they didn't like it, they could put clothespins on their noses. So they waited until he went to sleep, grabbed a machete, and chopped his feet off.

TAKING IT EASY

By Spider



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Gotta Bitch

☐ I just gotta bitch about Harley's blockhead motors. When they came out, all I heard was how great they were—no leaking, no maintenance, and so on.

But God forbid if you have any problems. What a fuckin' disaster to work on these motors. Did the asshole who designed them think they would never break down? There's no such thing as adjusting the pushrods. Just throw them out and get another color coded set. Even to get the fuckers out you've gotta take the rocker arm assembly out. And what about a leaky base cylinder gasket? Then you've gotta pull the whole fuckin' motor because there isn't enough clearance to get the barrels off the studs.

Gimme a fuckin' break. Whoever designed this shit should be shot. Give me a shovel or a pan anytime.

Bill D.
Queens, N.Y.

Streamliner Video

☐ Just got my Streamliner video today. Man, you did us right! You make me proud to have my name on the machine.

Good luck this year!
Jim "Boomer" Kalwoda
Lyons, Ill.

A Response

☐ In response to Tramp in the May issue, Paul Mattox did indeed play a lot in the Dallas/Ft. Worth area. Last time I saw him we lived together in Holly Hill, Florida. He has a really kickass album out called "Running With The Night." He usually plays at Dirty Harry's every year during Bike Week in Daytona. So check him out there next year.

Earthdog
Gaithersburg, Md.

Vermont Vietnam Veterans MC

☐ A few years ago, a friend of mine asked me to join the Vermont chapter of the Vietnam

Veterans Motorcycle Club, as I am a veteran of Vietnam. I was told that the only requirements for being a prospect were that I be a Vietnam veteran and that I ride a machine of 700cc or more. I declined, as my job would not leave me time to be an active member.

Sometime last summer, the Vermont chapter held some kind of gathering at the Guilford Fairgrounds (I think it was a swap meet—open to the public). A good friend of mine went to the event with intentions of possibly joining the Vermont chapter. (He is a two-year veteran of Vietnam as a combat engineer, with the USMC.) He was informed that he was not eligible to join, as the Vermont chapter had voted to exclude anyone not riding a Harley, and he rides a 750cc Honda. Needless to say, this policy is totally ridiculous, as the name of the club is The Vietnam Vets Motorcycle Club, not The Harley-Riders Club.

At least one member of the Vermont chapter, and very likely more than one, owns a Japanese car. Probably every member owns at least one thing made in Japan. What's the difference? A Jap bike, a Jap car, a Jap TV or VCR, it's all the same to me. For the Vermont chapter to accept these members and exclude a man who spent two years in Vietnam totally on the basis that he rides a Japanese bike is total hypocrisy. Hypocrites are on the same level with people like Jim and Tammy Bakker and Jimmy Swaggart which is just about one level above whale shit!

I wouldn't join the Vermont chapter of the Vietnam Vets MC if I owned a dozen Harley-Davidsons, and had nothing better to do with my time!

Donald E. Tracy Jr.
Homosassa Springs, Fla.

Needs Info

☐ My present scooter is a '78 XLCR1000. I was hoping someone out there would have some

info about it such as: value, parts availability, and number produced. My local H-D dealer doesn't know whatdafuck it is. Any information would be great!
Denny Swaim
2048 Mt. Hope Ch. Rd.
Whitsett, NC 27377

Social Security Info

☐ I have info on Social Security supplemental income. It is payment to us bros inside because we are classified as disabled S.S.L. It pays you a monthly check (upon your release) for every month you've been down, no matter how long. I also have the Department of Labor aid info. They give you "starting over" money free. If you want the information, drop me a line and I'll send it free.

Chris "Shitty" Steele
c/o Arlington Co. A.D.C.
1400 No. Courthouse Rd.
Arlington, VA 22201A

Correction

☐ Anyone up here in Maine and the better part of New England for that matter can tell you that the name of the cycle shop who did the engine work on Dwayne Landry's FXE ("Reader's Ride," issue #203) isn't "Pudgy Cycles," as in fat. It's "Pudgy's Cycles" as in Pudgy Gibson, a primo engine man.

Pudge is friendly, helpful, and available, and his knowledge and mechanical skills are worth whatever traveling is necessary. So, if you need first-rate work done by a long-time biker/builder, putt on up (or down) to Pudgy's Cycles, North River Rd., Auburn, Maine. It's worth it.

Mr. Mike
Auburn, Maine

Needs Frame

☐ Help! My man has serious problems. He has had to park his Harley indefinitely because of a cracked frame. He's in desperate need of a frame for a 1961 panhead. To help keep his sanity

RUBBERMOUNT FRAMES

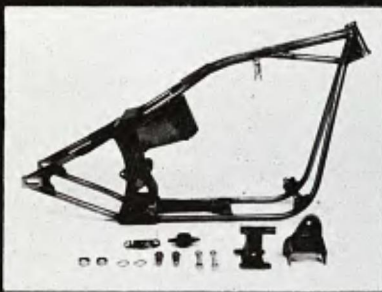
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Red Deer, Alberta T4N5K5

Ph. 403-3736

and mine, help us out.
The Old Lady
Box 697
Carthage, NC 28327

Response to The Hound

☐ In response to The Hound in the April '90 issue: What the fuck is your problem? Are you brain dead? I've been ridin' Harleys for 18 years. I'm also married and have three boys. I'd like them all to ride Harleys someday. You're four quarts low on oil and overheatin' over nothin'.

This is the good ol' USA or did you lose that, too? We all have our rights and a Constitution to guide us.

You should be proud that there are bikers and wannabes. It's freedom of choice. The freedom you choose is yours.

My choice is to own Harley tennis shoes, jean jackets, and just about anything that has "Harley" on it. My wife and I own a 1988 and 1990 with side-car FLHS. Our kids own Harley accessories, too.

So if and when you read this, remember, there are a lot of proud vets out there who have fought (and some have died) for our freedom to be individuals. The next time you want to start some shit about H-D accessories or some other shit that doesn't really matter, spend the time wisely and use it to pull your head out of your ass.

Mad Dog
Hartford, Mich.

☐ My hat goes off to The Hound. Those ads are an insult to your magazine and you ought to take a stand. But big buck talk, right? And H-D has the bucks. Are they editors, too?

Ralph R. Stephens
Omak, Wash.

Loves Kim

☐ This is to the staff of the world's best motorcycle magazine. When I picked up the May '90 issue, I had to buy an extra copy. It was that good.

And what made it so good was Kim, the best lookin' brown-eyed lady I have ever seen.
Steve Stefanski
Dublin, Calif.

☐ I doubt if I will ever see a more absofuckinglutely gorgeous woman on the cover again—but I'll keep checkin' just in case.
Jimmy G.
Fairfield, Conn.

☐ Those bombers look like they have more silicone than my shovelhead.
Moose
Chicago, Ill.

☐ Great cover, guys. Made me sweat. Made me want to jump on my Hog and ride—if you know what I mean.
Harry Assad
El Paso, Tex.

☐ With my eyes in a fixed focus on Kimberlee's bodacious tats, I almost missed the superb job done on Dana Levine's shovel. This bike is unbelievable. Can you give me any information on his early/late style combination cam cover?

Monroe
Oconee, Ill.

Clean & Sober

☐ I'd like to find out more about the Clean & Sober MC in and around the Memphis, Tennessee, area and north west Mississippi.

I've been riding for over 10 years and have found in the last four months that riding with a clean head makes for better riding. I'm currently involved in AA and NA but need more bikin' people who can relate. We need some information about possibly starting our own chapter.

David A. Scott
Rt. 3 Box 36
Coldwater, MS 38618

More About Helmets

☐ After reading all the bullshit about helmets (yes, no, maybe), I thought I'd throw in my two-

cents worth on brain buckets.

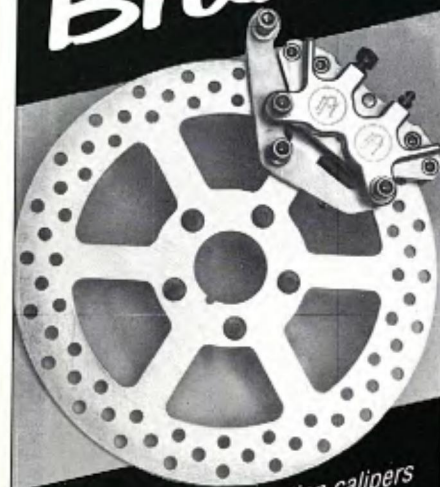
I choose at times to wear a skid lid. Those of you who have ridden on the L.A. area freeway system know that the shit sometimes really flies there. Anything from cigarette butts (no offense to the bros who still suck the deadly weed) to (believe it or not) a used diaper—not to mention nuts and bolts, rocks, glass and other assorted refuse of our society. Sometimes I feel that if I were to hit that shit at 70 mph, I'd be dog meat anyway.

Then there are the times when the ol' lady and I like the wind in our faces and hair—like heading north on Highway 1, making the Bakersfield Run, or ridin' to the Rock Store on Mulholland Drive. Those are the times I would not want a cop with a hard-on for bikers to decide that it was in our best interest to "wear protective head gear." The skid lid I use has an open face with a small plastic shield to keep shit out of my face. With it on I can't hear diddly shit traffic around me, can't see shit out of the sides, and can't turn my head worth a shit, not to mention having to scream to the ol' lady.

One problem image we bike people have to contend with is the Ninja assholes who ride 90 mph in between traffic that's moving 65 to 70 mph, wearing shorts, tennies, and no helmet, looking like a monkey fucking a football, and with a bimbo on the back with even less clothes than brains. When one of these assholes gets himself splattered on the side of the road, the do-gooder liberals begin the propaganda to ram down our throats another "law for our own good." (Does a certain actor's name come to mind?)

Remember the assault rifle scare? It took one crazy shithead to ruin it for everyone. Well, the mass hysteria is at work again. It's time to: 1. Register to vote. 2. Write to those who can decide our future. 3. Vote the assholes out of office. In other words,

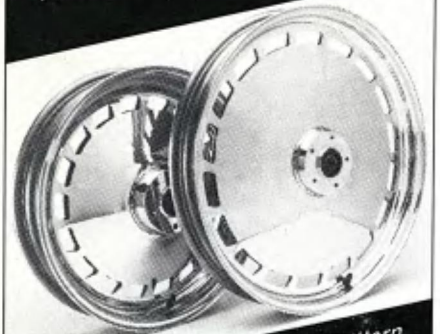
Fast Brakes



Billet aluminum dual action calipers and hi-performance rotors - Bolt on brake systems for Harleys



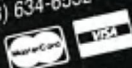
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bros, unite and organize.

Wearing a skid lid should be a matter of personal choice, dictated by where and when you ride, not by the whims of a select few politicians who have probably never ridden, even a Jap-trap.

Enough of all my bullshit. You bros put out a great mag. Keep up the good work!

The Big Guy
Los Angeles, Calif.

□ Attention, all you scooter types in the west central Minnesota area: Your ABATE chapter needs your support. According to our state officials, a motorcycle is a motorcycle, and with that point I must ride as long as they make you wear a helmet. Last year the helmet bill missed being passed by one whole vote! That's right, count 'em folks, one!

We put together a toy run last summer, and we plan on doing another one this summer. But to continue we need people in our membership to help out with these "dastardly deeds," and help keep the lids off. If people don't get involved, we may all have to "put a lid on it!"

If you're interested in having some fun while you're doing some good, send me a kite and I'll get back to you.

Bob Hoeck, President
W.C. Chapter ABATE
Box 82
Carlos, MN 56319

Beware!

□ My ol' lady and I were ridin' north on Highway 41 in Venice, Florida when out of nowhere this asshole in a cage decided to make an illegal left-hand turn and cut us off. I went to dip around him, but the scumbag panicked and hit his brakes. After I saw the brake lights, I knew we were dead and stinkin'.

The Sporty is now totaled and so is my left arm (it's paralyzed from the elbow up).

Being a firm supporter of BAM and AIM, I called AIM's 800 number the day I got out of Venice Hospital. I find out after the accident that they sell bumper stickers that say "I survived Highway 41."

Charles Pugliese
Valhalla, N.Y.

Letter From Solari

□ Just wanted to let ya know I liked the check you sent me for "Bikers At Sea" (Mar. '90 issue), and I liked the illustrations by the DiLucca wop guy. They were perfect. He even added his comedy and jokes—and good ones at that. They made the whole damn yarn work. I'd like to

meet the guy some time and tell him myself.

J.J. Solari
Burbank, Calif.

Wiring Info

□ In response to Gene in the March issue who asked about wiring an SX250, there's a book published by M. Arman Publishing, Inc. called *Motorcycle Electronics Without Pain*. It costs \$9—plus \$1 for p&h—it's well worth it. It tells you how to wire just about any bike made. They also put out a book called *Custom Chopper Cook Book* which shows you how to chop a Harley, wire it, build your own frame, etc. This book sells for \$10, plus \$1 for p&h.

Craig M. Evans
Belington, W.Va.

Change of Heart

□ I'm a Canadian expatriate living in Bangkok. I'm also a biker of 20 years. Of all the bikes I've ever owned, there hasn't been even one Harley. (I can hear the gasp of horror all the way from your office.) Both of my current rides are completely illegal in the U.S. (a Suzuki RG500 and a Yamaha TDR250). Both are nasty snarling two strokes that are as close to all-out GP bikes as it's possible to get on a street bike. Of course, it goes without saying that they leap over tall Harleys in a single bound.

Like most of the sport bike freaks in the world, I've tended to put down Harleys in general, choppers in particular, and by extension your magazine. Well, the other weekend while suffering with a bout of the flu, to my horror I found that the only thing there was to read was your January issue, that some misguided soul had left behind. So thinking to myself that there would at least be a few laughs in this "sleazoid rag," I started browsing through it. To my great surprise, I found that I enjoyed it thoroughly. You guys write a hell of a good magazine, and it has vastly altered my view of the cosmos. I mean if Harley riders are not such miscreants as I had thought, perhaps even Harleys aren't that bad.

It now occurs to me that while we might disagree about what to ride, we all agree to ride. Maybe we're not that different after all.

So if any of you folks ever get around this way, be sure to drop in and we'll show you about biking Thai style. I can't promise that we'll find you a Hog to ride but can promise that you'll have a hell of a good time. Riding in

Thailand is somewhat like a Mad Max movie, no speed limits. In fact, almost no trouble that you can get into that \$5 or \$10 won't take care of.

Marty
Bangkok, Thailand

Long Dick

□ I saw Rip's article about the Caribbean Club in the April issue. He wanted to know if we thought he was weird for pissin' in the Atlantic. Well, he ain't weird, but he must have a 500-yard dick because the Club is located bayside.

Just thought you'd like to know.

Aina
Tavernier, Fla.

Help!

□ Where in hell can I find an H-3 6-volt for my 1957 XLA? I've tried everywhere. Some idiots tried to sell me the H-Z, but it doesn't fit. Someone must have some lying around.

Percy Sanchez
Box 28
Newark, CA 94560

□ I'm trying to locate a supplier or catalog for a 21" Invader or super spoke style front wheel. These wheels can be seen in your February '90 issue on the feature bike and "Reader's Ride" sections.

Any information or addresses for a supplier would be greatly appreciated.

Dr. Feelgood
612 Starlite
Clovis, NM 88101

■ **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. Don't wanna take the time to write? Call 900-234-BIKE and leave your message on the Raisin Pie Line. Be sure to specify which letter you're commenting on. The call costs 89 cents per minute.**

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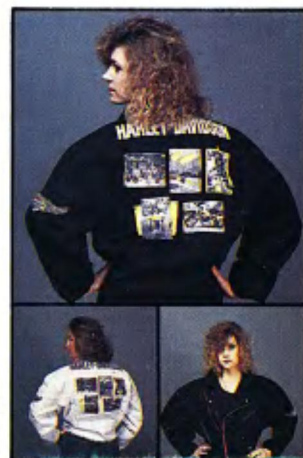
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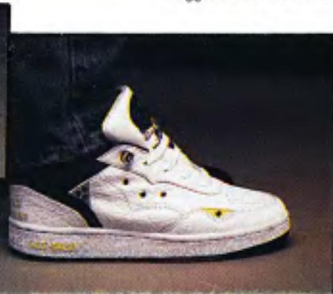
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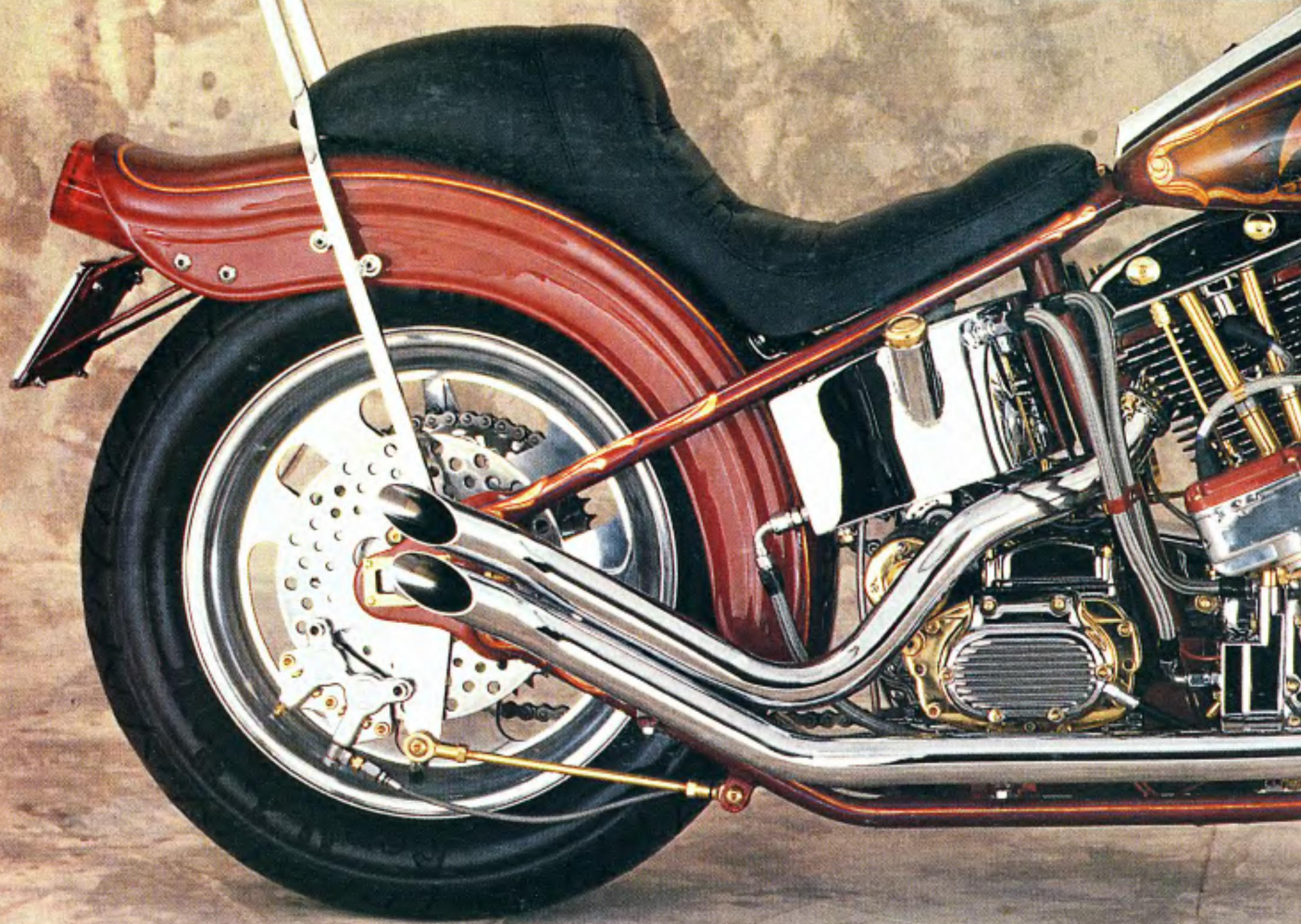
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T R A N S

THAT WAS
THEN
THIS IS
NOW



I T I O N

Here's the picture. It's a chilly fall day in Massachusetts and you're kicked back in your favorite easy chair, sippin' suds and starin' at your putt sittin' against the far wall. It's clean. Real clean. Righteous in fact. It took runner-up as a ride-in at Daytona in '87. The 80-cubic-inch, '76 shovel mill is tight. It's been balanced. It's runnin' an Andrews cam and an S&S Super carb. The tranny case is stock, but it's packin' Andrews gears. The paint's beautiful; brandywine over gold. The chrome and gold plating look sharp. Hell, *Easyriders* even snapped some flicks of it at Daytona in 1988.



This is the situation Butch Bennett, the owner of the beauty you've been ogling at above, found himself in a couple years back. Well, Butch wasn't sippin' suds because he gave up such things to Milwaukee iron. And he probably wasn't in the living room, since he's a little unconventional. But the scene was basically the same.

Last Call (he named the bike that due to all the last calls he had to miss to save bucks and brain cells to turn it into a reality) was clean; a bike any died-in-the-wool scooter tramp would've killed to ride, much less own. But . . . well, Butch thought it needed a facelift.

Now, right here, most of us would've looked a couple more times, popped a top, and said, "Fuck it. Good enough is good enough." But Butch isn't your average bro (who is?), so after a bit more skullduggery he broke out the wrenches, with the idea of turning out a unique bike.

The first thing to go was the mill. In its place he

dropped in a 1983 fully-chromed, 80-cubic-inch shovel, drilled for four plugs and fired by a dual mag, with gold-plated nuts and bolts. Next, the stock tranny vanished and a five-speed in a chromed Sputhe case appeared. The wide glide was replaced by a new '89 Harley springer, cut down to 18 inches and modified to take a 16-inch wheel. A primary belt with a custom cover replaced the old chain setup.

Then, Butch kicked back for a couple more days of mind walking. There was still money in the stash and plenty of wrenchin' time, so he called his bros, Warren Alessi and Wheelchair Paul. Next thing ya know, Last Call got a new coat of brandywine paint and a mural appeared on the five-gallon fatbobs.

Of course, this took some time. So, while he was waiting, Butch replaced the star hubs with 16-inch Performance Machine mags, added JayBrakes, and





Photos by Michael Lichter

collaborated with his bro, John Wallace, on the special machine work the bike required, such as the modifications to the springer, a clutch lever to match the JayBrake's, and who knows what else? I mean, just look at the thing.

Anyway, time passed, Butch done a little nail chewing, and the stash shrunk. But finally, the time came



when the paint was dry, the burrs'd been filed off the chrome, and everything was assembled. But Butch wasn't satisfied. Last Call was still lacking that unique look he was searching for.

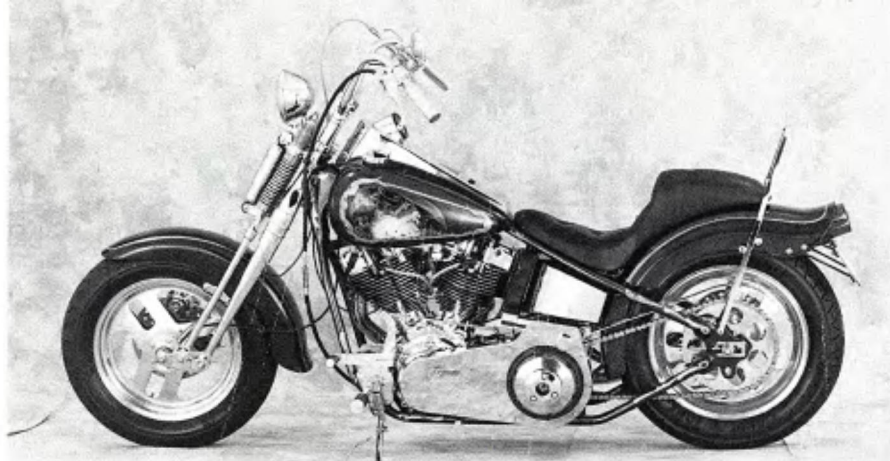
That's when he came up with the idea for a handmade dash with a digital readout. That's right, a *digital* readout, with a touch pad entry.

The question is, did the two-year-



long facelift of Last Call make it cleaner than the original? Butch thinks so. The judges at Daytona '90 (where we rephotographed her) must have thought her at least as clean; she came in runner-up in the Ride-In class again. But around here we couldn't make up our minds. So we brought you both. Enjoy!

—Silent



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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.

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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."

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Motorcycle Mechanics Institute



MMI

SCHOLARSHIP WINNER

"Mike, congratulations, you're goin' to Harley wrenchin' school. Whaddaya think of that Mike?"

Talk to me, man!" Susan, Mike's wife, grabbed the phone, demandin' to know what was goin' on, to turn her hubby into a babblin' fool. After explainin', and leavin' wifey in shock, I decided to call back later.

Mike Lowe hails from Bourbon, Ind., Along with milk crates fulla other hopefuls, he'd entered the Motorcycle Mechanics Institute's (MMI) scholarship contest in our January 1990 issue. Mike did his homework and bested the rest on filling in the feature bike's blank

chart and convincin' us that he's deservin' of this esteemed education.

MMI has been providing dealer technician training for the motorcycle industry for 14 years. It is the only mechanics training program endorsed and sponsored by Harley-Davidson. Mike's chosen program, worth over \$6,000, will be the basic six-month Technical Career Program followed by the 3-month H-D Factory Certification Program (the only Harley-Davidson endorsed program in the country to give PHD and H-D Technician Certification status). Mike could have chosen the six-week H-D Early Model Training (advanced course for pre-1969 Harleys), but he's into bein' an Evolution Engine Spe-

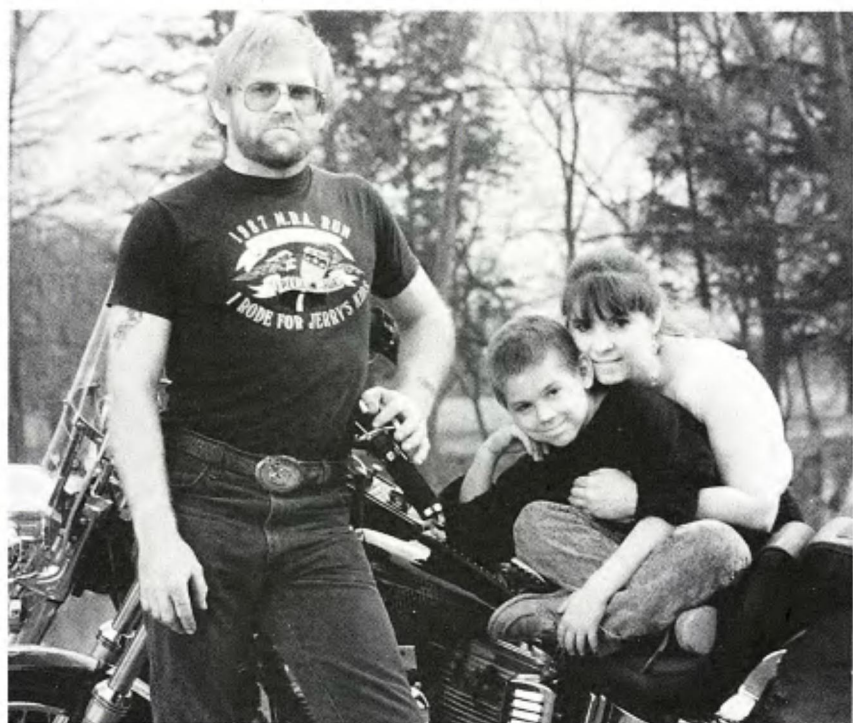


Photo by Mike Farabaugh

cialist. Over 2,200 students are enrolled per year at MMI's campuses in both Orlando, Florida, and Phoenix, Arizona (the site of a recently dedicated 58,000-square-foot training facility).

The Lowes, Mike, Susan, and 8-year old son, Joshua, are a mega ridin' family. Mike recently built Susan a bitchin' '52 rigid panhead (rumored to appear in a future *Easyriders* "Foxy Rider" feature). "Had to build her the pan," Mike explained, "Her and my Electra Glide went everywhere together after she completed the ABATE Riding Course and became a confident rider — I'm real proud of her." Mike also has a Softail, and, just lately, a '73 rat

Sportster project bike (Mike says it's a blast, but none of his bros will ride with 'im). Mike was a soldier, stationed in Alaska, when he met Susan. They just celebrated their 16th anniversary.

"My love for scooters started when I was 15," Mike told us, "when Dad brought home a '49 pan. My first bike was a Hummer which I had to sell to go be all that I could be in the Army."

Mike's done a lot of car buildin' and racin', but

motorcycles are his life. He held the "Top of the Class" title in both Small Engine Repair and Machine Tooling courses. Mike's job, although a high-tech machine maintenance position, has been bummin' him lately—he's been starvin' for more education and challenge—MMI's got it.

Mike's a lucky man. At 36 he's gettin' a chance at his dream of bein' a bonafide Harley technician, and his family is behind him all the way—Susan and Joshua will keep the homefires burnin' while Mike gets his 10-month schoolin' in Phoenix. The split-up ain't worryin' 'em... yep, I reckon life's lookin' pretty damn good to the Lowes..

—Clean Dean



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Wolfman Jack

Yep, that's right. 1990 is the twentieth year for *Easyriders* and the fiftieth year for Sturgis—and if that ain't an excuse for one helluva celebration, I don't know what would be. But then when did bikers ever need an excuse to party anyway? Well, we're gonna do it. With two decades of havin' too much fun under our belts, we're ready to kick off the next one with a blast—and you're invited! (Turn the page for details.)

\$100,000

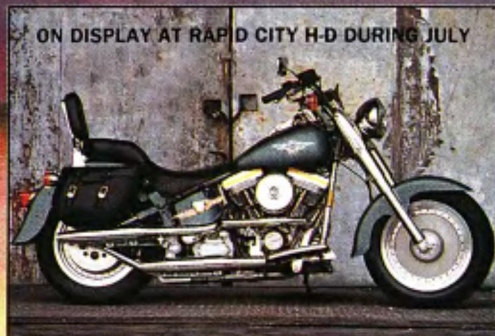
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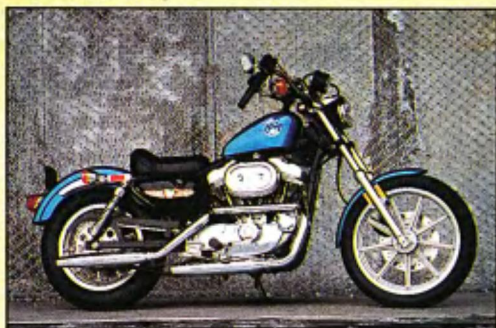
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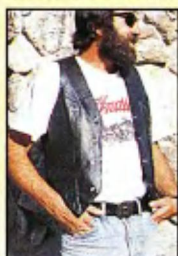
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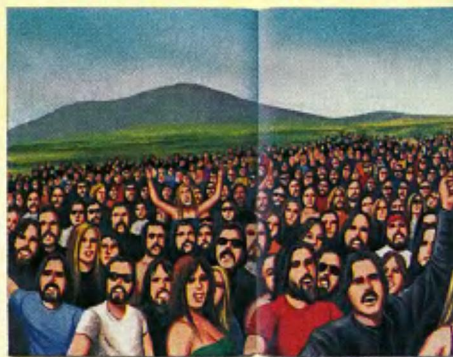
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Contest Rules

1. A chance at the drawing is open to anyone, age 18 and over with a valid motorcycle license, and must have used a Harley-Davidson or Indian motorcycle, except employees of Paisano Publications and their families, its affiliated companies and advertising promotion agencies. Void in Fla. and N.Y. and where prohibited by law.
2. NO PURCHASE NECESSARY. Print your name, address, zip code and telephone number on a 3" x 5" piece of paper and mail to: *Easyriders* Birthday Party, P.O. Box 1075, Agoura Hills, CA 91301. All entries must be received by July 10, 1990. Enter as often as you wish, but mail each entry separately.



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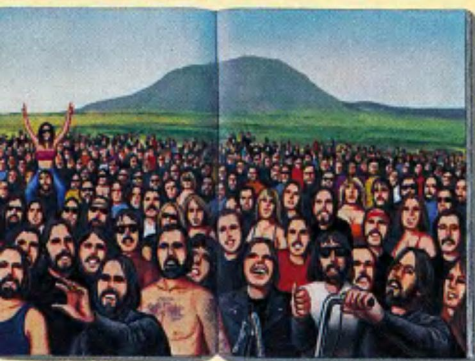
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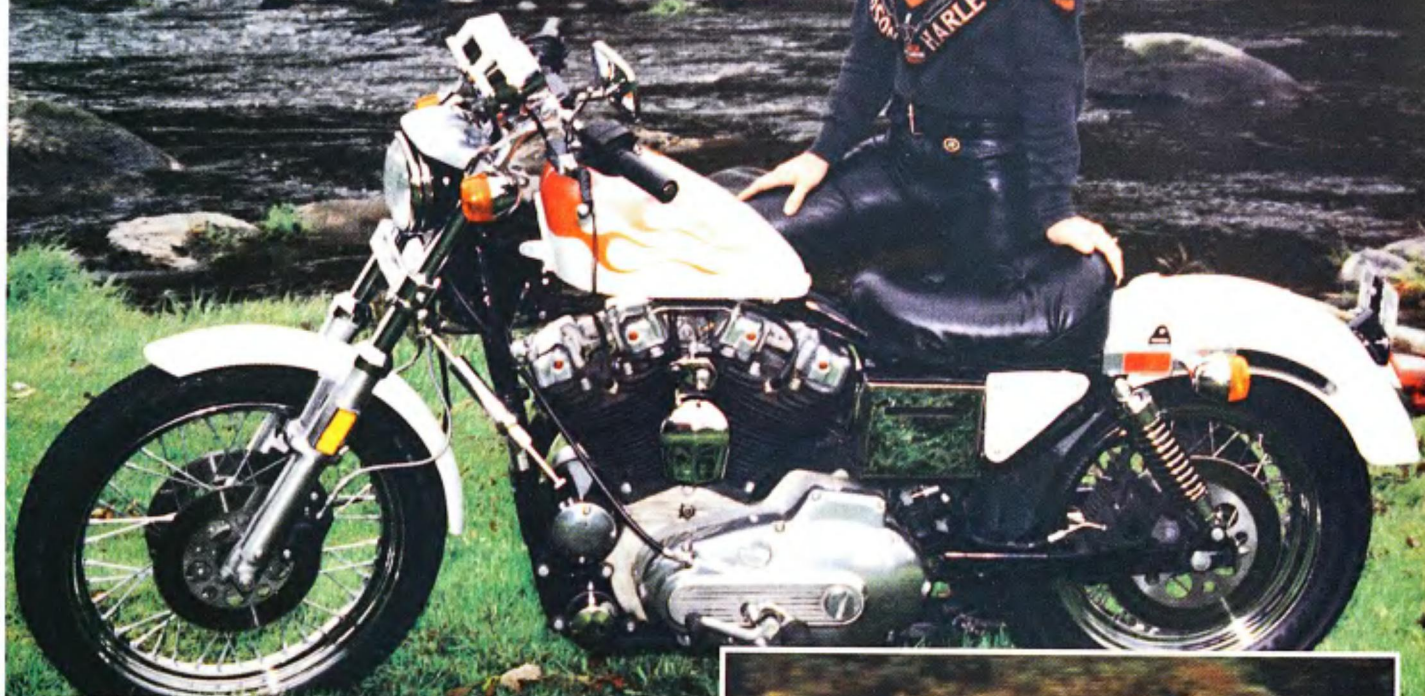


Easyriders and The American Bikers' Streamliner: The world's fastest Harley-Davidson will be on display Sunday through Wednesday at the Buffalo Chip Campgrounds. Meet **Dave Campos**, the world's fastest Harley rider, and **Keith Ruxton**, the 'Liner crew chief.



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FOXY RIDER



Ellen Mott, Orland, Maine 1982 25th Anniversary XLHA Sportster

She was 16 when we started dating. When we first met, she had already been riding some on her brothers' dirt bikes, and she spent a lot of time packing on the Sporty I was riding at the time. After we were married, I bought a couple of small street bikes for her, graduating to a bigger bike each time (back then she didn't feel comfortable riding my shovel).

When she was confident enough (and had some riding experience behind her), she decided it was time for her own Sportster. Being the sweetheart she is, she wanted to hunt for a good buy on a fixer-upper of sorts, then paint and detail it as money and time allowed. But I had gone to Daytona's Bike Week in 1982, where I spotted the 1982 Silver Anniversary Sportster. It sure was beautiful sitting there in the showroom, and I figured she'd look awful good on it. My mind was made up. She was gettin' that bike.

When we got back home, and the weather warmed up, we rode over to our local Harley dealer. She loved the Silver Anniversary bike, but still didn't want to spend the extra money on a new one. What a gal. Well, I finally talked her into it. We bought the Sporty that same day and off she rode, happier than a biker at a free beer-drinkin' contest.

She rode it bone stock till last winter when she decided it



Photos by Harley Dave

was time to customize it. We removed and saved all the stock items that had the 25th Anniversary logo on it, had Painter George in Florida design a new set of fenders and a tank for her, and then I lowered the bike 2 inches and added a solo seat and drag bars. Last summer, she rode it to college every day she could—getting a lot of strange looks from the faculty and students.

Well, we've been married for 14 years now, and in that time I've watched her ride Low Riders, dressers, and choppers—as well as her own Sporty.

She runs the remote starter on our Harley drag bike, and keeps the chrome clean on everything else when she's not busy being mom to our two sons or goin' to nursing school full time. All this and a good cook, too. What a deal.

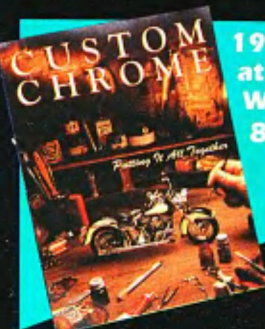
—Her ol' man,
Harley Dave

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

Australian Researchers Find Helmets To Be Killers

Chin Straps Kill Like A Hangman's Noose

Reprint from the *Australian Post*,
December 2, 1989

Researchers at Adelaide's world-renowned Cranio Facial Unit have found the standard helmet worn by 80 percent of riders may cause fatal injuries rather than act as a lifesaver.

The unit has discovered flaws in helmet design that contribute to fatal injury—the rider's skull base is fractured as if he were hanged!

The Cranio Facial Unit has joined the South Australian Centre for Manufacturing to design a new helmet to reduce fatal injuries.

For four years, researchers, Doctor Rodney Cooter and Unit Chief Mr. David David, have been studying injuries caused by various accidents to see if there was a pattern.

"We looked at the influence of things such as spectacles, dentures, and, of course, helmets," Dr. Cooter told the *Post*. "It surprised us that when motorcyclists suffered a lot of facial fracturing, they often had little or no brain damage. It seemed their faces had absorbed most of the impact.

"On the other hand, we examined riders who had been wearing full-face helmets and had suffered little face injury, yet died

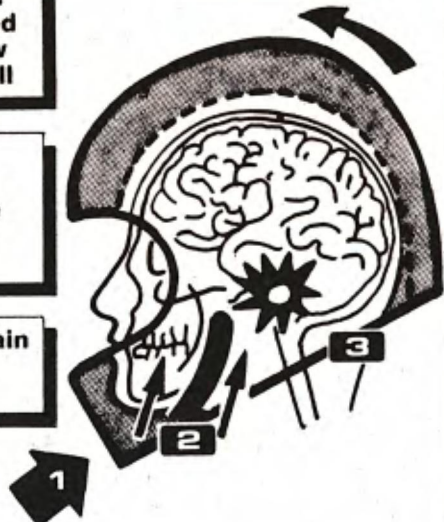
HOW HELMETS CAN KILL

1 Impact to the lower face bar is transmitted via the jaw to the skull

2 The chinstrap forces the jawbone upwards

3 The brain stem is severed

Helmet rotates



★ This pattern of death emerged after four years of research.

from skull-base fractures, often running from ear to ear."

The findings were backed by

accident reports from both Europe and the United States.

"Naturally, we were keen to

find out why these injuries were occurring and the best way was to examine where and how a dead rider's head had impacted on the inside," Dr. Cooter said.

Rather than cutting helmets into sections, Dr. Cooter decided on a novel approach—subjecting helmets to CAT scans at Adelaide Children's Hospital.

One individual who showed keen interest in the research was Formula One Racer Ayrton Senna.

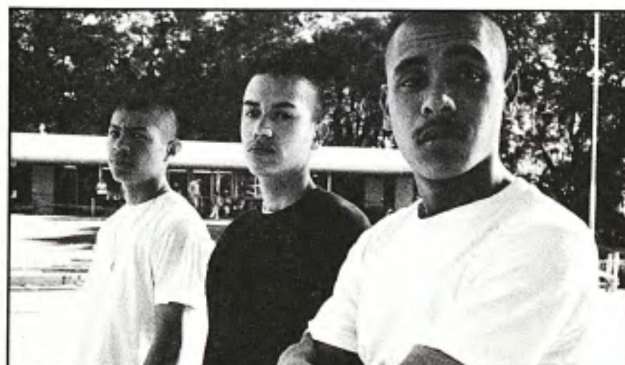
"While in Adelaide for the 1987 Grand Prix, he came to the hospital and I showed him the CAT scans we'd performed on helmets and the X-rays of riders' heads," Dr. Cooter said.

Senna was fascinated and eager to help. Helmet Dr. Cooter two of his own helmets, which were subjected to a scan from different angles.

"Our research led us to conclude the modern full-face helmet has a weak aspect," Dr. Cooter said. "They have been designed not to break on impact, but the combination of rigid face bar and position of the chin strap, which holds the helmet tightly on the rider's head, can be lethal." ■

CYA Recovery Run

4th annual run/bike show by clean and sober riders



Photos by Wino Joe

Sometimes we see our lives goin' down the tubes, and know we gotta change things quick. Givin' up drugs and alcohol is a radical lifestyle change, but it's easier than you think—especially with the help of some bros who've been through it.

Nowadays, clean and sober bros band together to be physical proof that life's better when you're in control. This time, they got together to help misguided youth work toward a clean and prison-free life.

On November 18, the 4th annual California Youth Authority (CYA) Recovery Run '89, under the leadership and guidance of Art G. and Dana A., rolled into the secluded Ben Lomond Conservation Camp in the Santa Cruz Mountains.

This annual run/bike show is sponsored by a group of clean and sober bikers from the Santa Cruz area (many are members of N.A., a local 12-step program). During the event, members provided one-on-one counseling with the wards and a regular

N.A. meeting was held. The basic theme of this sharing is clear and simple: When you stop using drugs or booze, the only thing you give up is being hooked on that shit.

The wards of this mountain-top fire camp don't just hang out, pumpin' iron, they're out there fightin' fires. As a matter of fact, two groups missed the fun 'cause they were out savin' our forests.

But the ones that *were* there really dug the bike show, riding events, and biker camaraderie.

Whatafuck, clean and sober runs are fun, too. Hell, one of the bros showed up after just havin' a vasectomy, and he was ridin' a rigid frame! Now, ain't that fun?

For more info on the annual run/bike show write: CYA Recovery Run, Suite 102-250, 1840 41st Ave., Capitola, CA 95010; or for information on N.A. write: N.A. World Service Office, Inc., Box 9999, Van Nuys, CA 91409 (818) 780-3951.

—Wino Joe, USA

U.S./Canadian Motorcycle Laws

Special License Helmet Law Eye Guards Lights on 24-hours

Alabama	No	Yes	No	No
Alaska	Yes	No ¹	Yes	No
Arizona	Yes	No ²	Yes	No
Arkansas	Yes	Yes	Yes	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	Yes	Yes
Georgia	Yes	Yes	Yes	Yes
Hawaii	Yes	No ^{2,4}	Yes	No
Idaho	No	No ²	No	No
Illinois	Yes	No	Yes	Yes
Indiana	No	No ²	Yes	Yes
Iowa	Yes	No	No	Yes ⁶
Kansas	Yes	No ²	Yes	Yes
Kentucky	Yes	Yes	Yes ³	No
Louisiana	Yes	Yes	Yes	No
Maine	Yes	No ¹³	No	Yes
Maryland	Yes	No ²	Yes	No
Massachusetts	Yes	Yes	Yes	No
Michigan	Yes	Yes	Yes ⁷	No
Minnesota	Yes	No ²	Yes	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No ²	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes	No
New Hampshire	Yes	No ²	Yes	No
New Jersey	Yes	Yes ⁴	Yes	Yes ⁶
New Mexico	Yes	No ^{2,4}	Yes	No
New York	Yes	Yes ⁴	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No ^{2,4}	No	No
Ohio	Yes	No ²	Yes ³	Yes
Oklahoma	No	No ²	Yes	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No ¹²	Yes ³	No
South Carolina	Yes	No ⁹	No	Yes
South Dakota	Yes	No ²	Yes	No
Tennessee	Yes	Yes	Yes	Yes
Texas	Yes	Yes ⁴	No	No
Utah	Yes	No ²	No	No
Vermont	Yes	Yes ⁴	Yes	No
Virginia	Yes	Yes	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 reflected, 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 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.

MAINE BIKERS

A political force to be reckoned with

Both unopposed contenders for Maine's governor pay strict attention when the state's 90,000 motorcyclists flex their political muscle. Republican Governor John R. McKernan and his Democratic challenger, Rep. Joseph E. Brennan, are competing for the favor of Maine's 90,000 plus bikers, as well as the 1990 gubernatorial endorsement of the United Bikers of Maine (UBM). They shared their views at a daylong political seminar, on April 7, with more than 100 leaders of groups and clubs representing thousands of Maine's motorcyclists. "We really want to know what their views are and hear them in a nonantagonistic manner," said Terry Christensen, president of the 3,000-member UBM.

Neither candidate is a motorcyclist, yet both respect the political clout of the state's bikers, who have become increasingly politically savvy since they helped bring about a repeal of the state's mandatory helmet law in 1977.

At the meeting, Gov. McKernan stated he would not sign a mandatory helmet law.



Illustration by John Towle

Rep. Brennan said he *would* support a helmet bill if it came before him (apparently he hoped his honesty would be some points).

UMB gives their endorsement in October. That gives both candidates more time to rev up their campaigns, make courtesy calls, and woo Maine's motorcyclists.

Let this be a lesson to you. Politicians *will* listen to numbers and results.

—Clean Dean

Britain's Leading Riders' Rights Organization Petitions Against U.S. Chaffe Bill

Sure, they've got enough problems of their own to keep 'em frustrated, but members of Great Britain's Motorcycle Action Group (MAG) combined an honorable English demonstration with a petition against a bill threatening American Bikers.

Dear Concerned American Bikers,

Members of the Motorcycle Action Group (MAG) of Great Britain commemorated Fred Hill Day (Feb. 10) with a run from London's Pentonville Prison to the American Embassy.

Fred Hill, who was imprisoned 31 times for his refusal to observe Britain's 17-year-old helmet law, died in Pentonville Prison in 1984 at the age of 74. After placing a wreath at the gates of the prison, MAG members rode helmetless through London to the embassy where a petition was handed to embassy staff. The petition was designed to demonstrate support for American Bikers in their campaign against the Chaffe Bill.

As Britain's transport laws increasingly become the concern of the European parliament, MAG is exploring ways of utilizing the European political machinery to pursue amendments to the helmet law. MAG has, in the past, taken the helmet issue to the Euro-



Photo By Ian Mutch

pean Court of Human Rights which, so far, has ruled the subject out of order.

The members of MAG UK wish all their American brothers to know we watch your battle for justice with interest, and draw encouragement from the success you have had in resisting and reversing helmet laws. Our fight will go on until we win.

—Ian Mutch,
MAG Public Relations Officer

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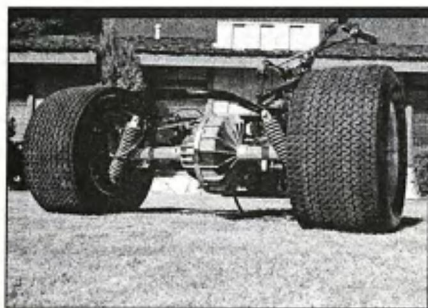
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PARTS BOX

Tell 'em Snake sent ya



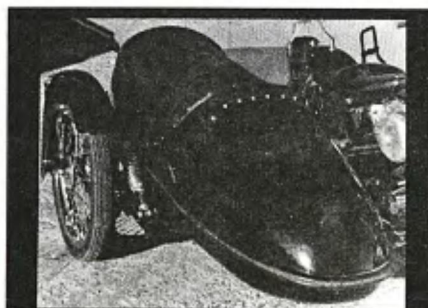
Trike Stuff

Since Texas Frame Works musta dropped off the face of the earth leaving a few disabled bikers without the parts to finish their bikes, I've been looking around for good people who produce differentials and/or rear frame sections to turn swingarm frames into trikes. I've found two so far. Warner Frame and Engineering in Carson, California, (213) 518-7950, is building frames. And these guys are building chain drive differentials for trikes. They're designed to accommodate all high-performance motorcycle mills, and can be fitted with a wide range of gear ratios. They're also equipped with disc brakes. Write G.B. Enterprise, Dept. ER, Box 3701, La Habra, CA 90630.



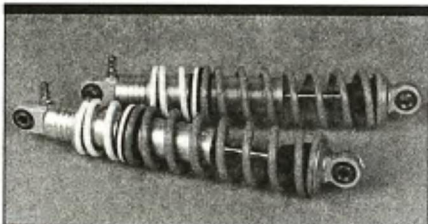
Rack Sack

Here's a Sturgis Run space saver. It's an all-leather, strap-on, sissybar travelin' case. If you're packin' someone, this kinda contraption is perfect for totin' the stuff usually earmarked for saddlebags. It's even got straps and D-rings for tying on additional hardware, like pots and pans. For the straight scoop, write RAK Research, Suite 157, 23679 Calabasas Rd., Calabasas, CA 91302.



Slick Sidehack

Not a bad 'hack. It's fiberglass and designed for quick and simple installation. The frame is square tubing and installs with four weld-on tabs. It comes with disc brakes, a 19-inch wheel, independent tire shocks, tinted windshield and a tonneau cover. For more information, write Third Wheel Enterprises, Box 761, Yellville, AR 72687, or call J.J. at (501) 449-4926.



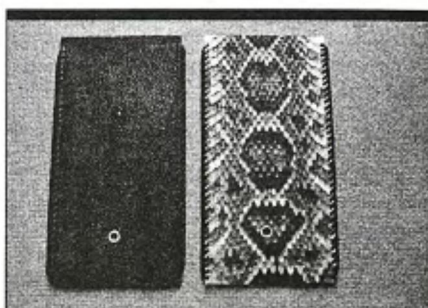
Bigboy Shocks

When it comes to high-quality shocks, these guys are at the top of the list. Works Performance makes an entire line of these puppies for our scoots. The Street Trackers feature a gas-charged emulsion design for improved performance, compared to conventional twin-tube shocks, and they are fully rebuildable and adjustable. Check 'em out at the local shop or call (818) 701-1010.



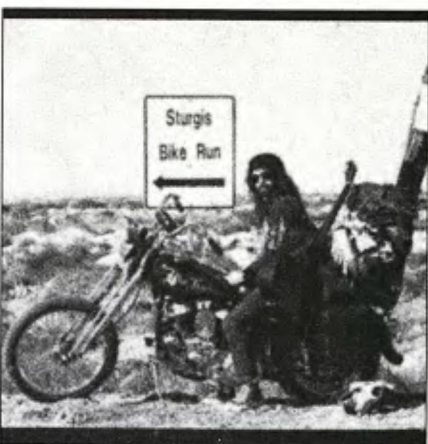
Another Harley Book

This is another history book with lots of pictures. A coffee table job, this big format publication provides a historical framework spanning eight decades, from 1900 to 1980. It's a nice piece for the collector. For more information, refer to your new *Easyriders* Catalog or call (800) 572-1386.



Concho Creations

I recently stumbled into a small leather shop in a rough area of Long Beach, California. Fortunately for Tony and Suz, the area's biker bar is across the street. But Tony is one fine craftsman and the above shot of his Eastern Diamond Back Rattlesnake tank panel for Heritages and Softails doesn't do 'em justice. He can make 'em outta snake (watch it), stingray, various colors of lizard (that's more like it), and natural leathers, with or without conchos. They also make some outrageous boot straps. For less bullshit and more facts send 'em \$2 for their color catalog to Concho Creations, Box 4680, Long Beach, CA 90804. I'll tell ya about Suz's tits another time.



Biker Tunes

Here's a scooter jockey who beats on guitar strings at most of the major runs. We were beatin' out another magazine at 10 o'clock at night and decided to test Billy Gordon's tunes. He's got songs about generators, Sturgis, and all sorts of weird shit. We had to stop plunkin' at our milk crates several times to catch all the bizarre lyrics. He ain't no Billy Idol or George Strait but his funky, country style has a knack. For one of these Blue Rocker original cassettes send 10 bucks, plus \$2.50 postage and handling, to RPM Management, Dept. ER, Box 2425-599, Anaheim, CA 92804. ■

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Gettin' Bagged—yer tools, that is.



We've all heard that gettin' there is half the fun. Maybe, but ... South Dakota is a long way from yer garage. This here is a handful of tune-up and tool roll, Sturgis-bound advice.

First off, perform a major tune-up, change all the fluids, replace the chain (with a good one), and tighten all the major nuts and bolts. Then get yer front wheel off the ground and observe the recommendations in the Tech Tip in last issue regardin' front end maintenance. Then get yer rear wheel off the ground and check it for alignment and loose bearings. If they're loose, check 'em out, replace 'em, or have the damn hub rebuilt. And if you're into batteries, service the bastard or replace it and check all the battery leads and connections at switches. Long hard miles will take a major toll on a loose wire connection. If yer battery leads are eaten alive, don't just clean 'em. The acid has gone way up under the insulation. Trash the twisted shit and replace it with the right gauge stuff with soldered-on fresh leads.

Tools:

Different scoots need different tools, natch. So now that you've just performed an all-encompassing, high-tech, state of the art service to yer sled, note the damn tools ya used the most. Take an extra pair of plugs, points, and a condenser.

An Evo owner won't need points. Harleys with cast wheels use tubeless tires that can be sealed with plugs. The owner of a wire-wheeled bike will need some way to get the tube out so he can

work on it. Take a pair of tire spoons.

Pull out all yer most commonly used tools. Now is the time to choose those tools which can pull heavy double duty.

A roadside repair, in most cases, is designed to get ya where yer going. You'd never use a pair of vise grips to replace a broken footpeg at home but they'll do just fine when you're 40 miles from the nearest water. There are any number of uses for mechanic's (bailin') wire. I once made a shift lever out of an allen wrench and bailing wire. An adjustable (crescent) wrench fits a lot of bolts.

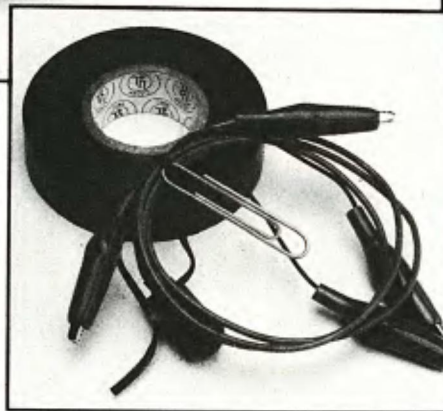
Pliers are a must. I like to carry a 7-inch pair of lineman pliers. Lineman pliers are strong, have sharp, gripping teeth, a built-in wire cutter, and can be used as a hammer. They are a little bulky for some uses, but I also carry a pair of needle nose pliers for those more delicate jobs.

Channel-Lock makes a variable socket (part number 906) that will adjust to fit nuts and bolts from one quarter inch to five eighths across the flats. The tool is a little bulky for a single socket but it is

certainly smaller than the collection of sockets it will replace.

Electrical problems can be among the most frustrating you can face. After all, an electrical fault often can't be seen. A wire that has broken inside its insulation will look the same as a perfectly good one. You can make a simple and compact test light. Radio Shack sells small lights with wires attached. And carry plenty of wire, electrical tape and wire connectors, fuses, etc. Also, throw in a few alligator clips and paper clips.

Take tools to adjust that new chain and, if you have the room, pack some



Photos by Mark Chen

lube or even a small can of that tire leak fix-it goo. Tire pressure gauges found at service stations are often way off in accuracy. Pencil gauges, on the other hand, are accurate, cheap, tough, and small. Carry one and use it every couple of days. Take some shop rags and a film can filled with hand cleaner along, it'll beat tryin' to get oil an' grease off your hands with sand.

Okay, so we used our own *Easyriders* tool bag as a base for this rambling. But a decent bag is a must. It's not a bad idea to roll yer tools up in something to keep those thousands of miles from wearing the electrodes off the spark plugs.

If you have an early shovel, pan or knuckle, don't forget the allen wrench used to undo the wheel lugs. In fact, an allen wrench set fits easily. Having a strong tool bag means security crossin' the desert and friendship to a stranded brother or sister. If'n you come along and help a rider back under way, well — you'll have started their party early.

—J.D. and Wrench

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VENDORS: SOME SPACE STILL AVAILABLE

BIKER HALL O' FAME

Brothers and sisters who stand out in the crowd

By Red Baron

Karl "Crash" Marohl Panama City, Panama

Originally a Virginia boy, Karl "Crash" Marohl opened a bike shop in, of all places, Panama. And, if we're to believe our sources, his shop, Coast to Coast H-D, is the only authorized Harley dealer south of Mexico. His shop makes sure that all Harleys in and around Panama run as well as his own two Hogs. He even stayed open during the recent war. Now, that's dedication. Karl is also the prez of the Jokers MC, Panama, and rides a bike "every day of my life." Ridin' weather in Panama is nice year-round, ya just gotta watch out for low-flyin' bullets.



Photo by Rojo

Gary Bang, Canoga Park, California

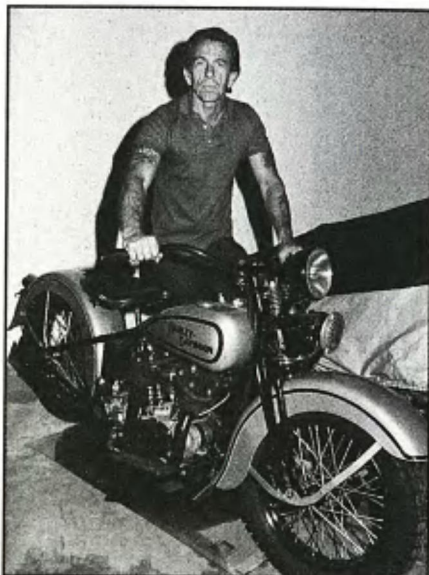
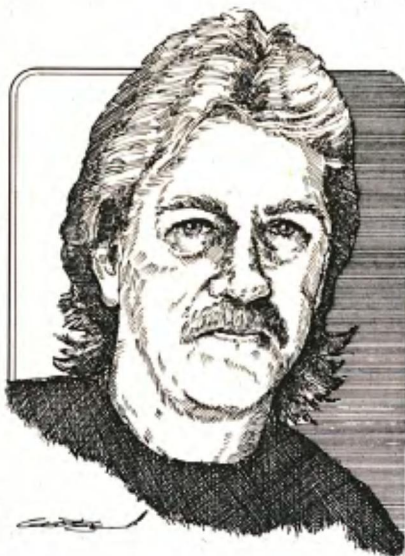


Photo by Kim Peterson

Terry Lovering Vancouver, British Columbia

We've featured Terry's bike in our rag (ER #194), so now it's his turn. Terry, among other things (such as being a black belt tae kwon do instructor and a long-time bike builder), has a lot to do with bikers on the silver screen. He and a coupla partners run Biker Squad, an agency that delivers real-life bikers for movies and TV shows like *21 Jump Street*, *McGyver*, *Wise Guy*, and more.

Being a biker involved in the entertainment industry gives him the means to realistically present our lifestyle to the rest of the world—and that's important to him.



Darlene Browe Eagle Bridge, New York

Darlene can't ride a regular bike because of a birth defect that rendered her left arm short and twisted. She can't use the clutch. So she got herself a '61 flathead trike with side shifter. Hell, she's even got a reverse on that Servi-Car for those moments when backin' up is the only way to get ahead.

She's been in the wind for many years, and with her resolve, I'm sure she'll be ridin' for many more. ■



Photo from Thomas Browe Jr.

SHACK O' SHAME

Roger Simon Baltimore, Maryland

Roger "Simple" Simon, a syndicated columnist at *The Baltimore Sun*, has a difficult job: he carries the weight of the world on his shoulders. He must mete out rules to those who obviously can't fend for themselves.

Take February 21, 1990, for example. Simple Simon knows what's good for motorcycle riders: "Motorcyclists don't deserve any more free rides," his headline for the day announced. He believes mandatory helmets and catastrophic health insurance are a must if Maryland and other states are to recoup the monies spent on medical bills for uninsured and unhelmeted motorcycle accident victims. Why, 20 years ago 47 states had mandatory helmet laws, he claims, and ever since 26 of those states have repealed these



Illustration by George Dilucca

laws, motorcycle fatalities have shot up 44%!

According to whom? Simple Simon? Did this figure come to him in a vision? The true number is 30%, Simple Simon. Yes, but a 30% *decrease* of motorcycle fatalities during the 1980s alone. This is according to a report recently published by the National Highway Traffic Safety Administration.

In one swift stroke of his piss-filled pen, Simple Simon reduces all motorcyclists to "goons" and declares that "one reason I write about some subjects ... is my belief that if I do so long enough, eventually everyone will be as enlightened as I."

Let's hope not. Just as education is the key for less motorcycle accidents, it is also the key for Simple Simon to become a somewhat less ignorant man, whose frothing at the pen could actually be termed "writing."

Someday.

If you're interested in letting him know how "goons" feel about his attitude, here's where to channel your steam:

The Baltimore Sun
c/o Roger Simon, columnist
1627 K-Street NW, Ste. 1100
Washington, D.C. 20006
Or call his office at (202) 452-8250.
—Red Baron

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PASSIN' GAS

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, Box 3000, Agoura Hills, CA 91301.

During a weekend run with two new hardbellies, Boomer and Rags decided they'd bet on which of them could score the most times in one night.

As the sun hit the horizon, they rolled into a cheap motel and took adjoining rooms, agreeing to keep score by scratching a mark on the wall after each round of the old in-and-out.

Boomer was wrung out from the road but did his best to win the bet. He screwed the stuffing outta his chick at 10 o'clock, 11 o'clock, and he managed one last fuck around 2 a.m. before he scratched his third mark on the wall and collapsed into a deep sleep.

The next morning, after breakfast, Rags went into Boomer's room and looked at the marks on the wall. "Unbelievable!" he cried. "One hundred and eleven!—you beat me by four, bro."

—James Wheway
Somers, Conn.

The biker stood on the burning deck, hollering at the top of his lungs, "Woman the lifeboats! Woman the lifeboats!"

Hearing this, the captain roared, "You don't 'woman' the lifeboats, you idiot—you 'man' the lifeboats."

"Lissen, Captain," said the biker. "You fill your lifeboats and I'll fill mine, okay?"

—Wayne Willhoite
West Coast

What do 10,000 battered women have in common?
They didn't listen.

—E.O.
Lombard, Ill.

What's the difference between a holdup and a stickup?
Age.

—Snipe
Truman, Minn.



P. W. Sub

"Fast elevator, isn't it?"

Pete was telling his bro that he'd just lost his job. "Jeez, that's tough luck, man," said his buddy. "Why'd the foreman fire ya?"

"Shit, you know how foremen are," Pete said. "They stand around all day with their hands in their pockets, watchin' everybody else work."

"Fuck, I know that," replied his bro, "but why'd he let ya go?"

"Jealousy," answered Pete. "All the other workers thought I was the foreman."

—Wayne Willhoite
Corcoran, Calif.

Whaddaya call a governess with a bad case of burrito farts?
A hootenanny.

—Harry D. Wagner
Tenn. Colony, Tex.

The old farmer was having a helluva time getting his prize bull to mount his cows, so he called the veterinarian for some advice. The vet examined the bull carefully and concluded, "Looks like your bull just can't get it up, but we can fix that easy enough—watch this shit."

With that, the vet reached over to one of the cows and dragged his hand through the cow's pussy, and then he rubbed that same hand on the bull's nose. The bull took a deep whiff, snorted twice, got a terrific hard-on, and immediately began plowing away on the cow.

Later that night, the graybeard farmer crawled into the sack with his ol' lady, who was already asleep. By and by, he began to reminisce about the horny days of his youth, and remembering what had happened to his bull earlier, he reached down between his ol' lady's legs, gave her snatch a good rubbing, then rubbed his nose vigorously.

Surer'n shit, his pecker started getting hard, so he rubbed his nose again, and again his tool grew bigger still. Excited, he shook his ol' lady by the shoulder and whispered urgently, "Wake up, woman! Wake up and take a look at this!"

His ol' lady switched on the bedside lamp, took one look at him, and said irritably, "You old fool—you mean you woke me up just because you got a bloody nose?"

—Jack Talbert
Abilene, Kan.



DiENEY

"Something strange is happening, Howard . . . this beach was crowded just a minute ago."

A hooker working a casino in Atlantic City sidled up to the bro taking a break from the craps tables. "Hey, handsome," she purred. "Wanna have a good time with me?" "Mebbe," said the tramp. "Whadaya got to offer, bitch?"

"Only the best of everything in New Jersey," said the whore. She pointed at her ass and said, "See this? Asbury Park." Then she pushed up her tits and said throatily, "Point Pleasant."

The bro laughed and pointed at her pussy, saying, "And I suppose that's Cherry Hill?"

"Naw, honey," said the hooker with a smile. "That's Eatontown."

—Fat Boy
Rockies

Sleazy Suzie was the picture of calm as the doctor confronted her with a barrage of questions after completing her pregnancy test.

"Do you honestly mean to tell me," snapped the doc, "that you have absolutely no idea who the father of your child is?"

"Aw, gimme a break, Doc," retorted the bitch. "If you backed into a buzz saw, would you be able to tell me which tooth was the sharpest?"

—Tazmanian
Menard, III.

Why is it common knowledge that Adam was the happiest man in the world?

He had no mother-in-law.

—E.T.
Holland



"Enough, Edward—I think everyone will agree that you're the life of the party."



"And you wonder why I'm for gun control?"

How many rainbow trout did you say you caught when you went fishing with the boys last week?" asked Tony's ol' lady as she was going through the mail.

"I brought home six beauties, darlin'," Tony replied. "Why ya askin'?"

"That's what I figured," his ol' lady said. "The fish market made a mistake—they're tryin' to bill us for eight."

—Norm
West Coast

A little boy, wearing a cowboy hat and a pair of six-shooters, walked into the ice cream store and asked the pretty blonde clerk for a hot fudge sundae. The clerk asked, "Do you want your nuts crushed?"

The little boy whipped out his six-shooters, pointed them at her, and said, "You want your tits shot off, bitch?"

—Prowler
Toledo, Ohio

Father Murphy was left to settle a two-wheeled disagreement between a pair of nuns.

"Sister Agnes," the priest decreed, "you will get the bicycle on Monday, Wednesday, and Friday. And you, Sister Louise, can ride it on Tuesday, Thursday, and Saturday."

Then the man of the cloth added, "And if I hear any more arguing about it, the seat gets put back on, understood?"

—Knucklehead
Taycheedah

Didja hear about the ol' lady who put her leather chaps on backwards?

Her ol' man chewed her ass out when he saw her.

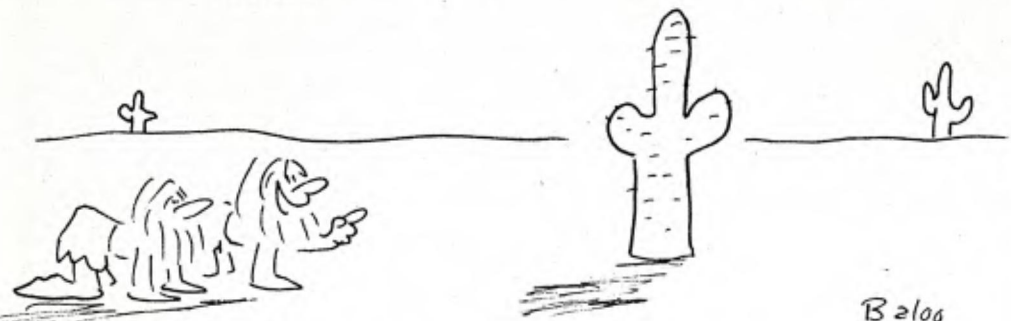
—Chuk
Melbourne, Fla.

The biker was testifying in court on the behalf of a bro, and suddenly the prosecuting attorney jumped up and demanded, "Isn't it true that you were paid \$5,000 to throw this case?"

The biker just stared out the courtroom windows, saying nothing. The prosecutor repeated the question and was again ignored. Finally the judge leaned over and admonished the biker, "You will answer the question, young man."

"Aw, shit, Judge, I'm sorry," replied the biker. "I thought he was talking to you."

—Tom McClernan
Kiwcchhoe, Mich.



"Wow! Get a load of the tits on that one."



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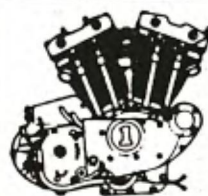
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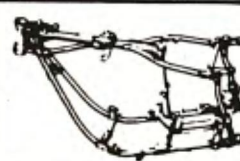
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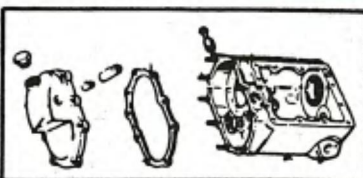


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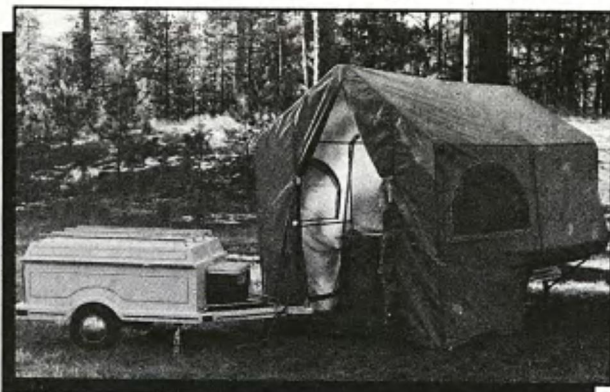
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FIRST CLASS



FLAMES
Easy Rider
MAGAZINE

Box 3000
Agoura Hills, CA
91301

#001
Bike Owner: The Magician
Painter: Ain't Painted Yet
Town & State: Hollywood, Florida
Photographer: The Magician

— Photos —



the fuck do we know?

We shifted the blame over to Clean Dean and told him to hook a 900 number up to the project: (900) 234-BIKE (2453). We figured that would enable the *real* experts to let us know which flames were the hottest.

We received so many smolderin' entries that we decided to run more flame contestants in a near-future issue. That way, all the best burners will be represented before we award the

As we put this issue together, the flames were lapping at our heels. We received so many flamed bikes, the ol' garage began to smolder. Bandit rumbled in on his Evo and told me to spread the best out over a bunch of pages before the whole joint went up in smoke. Accordin' to the singed hands of the judges, these are the best. But what

winners. Or, we'll award the entrants with the most votes down the sizzlin' road and then have a final run-off in the future. Who the hell knows? What is known, is that the creators of these lacquered 'bikin' bonfires deserve some credit and we're gonna give it to 'em—or burn up tryin'.

We created a committee of three gruff sonuvabitches and one shapely temptress to pick this conflagration for you to judge. If ya can't get through on the 900 number (for 89 cents a minute) drop yer vote in the mail to: Flames, Box 3000, Agoura Hills, CA 91301. And if you've got a ring-of-fire paint job on yer sled that'd melt the competition, send it in. Numero uno will receive a \$200 gift certificate for *Easyriders* products, the two flamed jobs following will get \$100, and all the rest that we publish (including the rides on these pages) receive \$25 gift certificates. Hell, even John at House of Kolors (the guy who stirs these crystal colors) has thrown in some prizes.

It's getting too hot in here—later —Weed



#002
Bike Owner: Mysterious Bay Area Biker
Painter: Ron Morelli—Ron's Custom Paint Shop
Town & State: Hayward, California
Photographer: Ron Morelli

#003

Bike Owner: Mark Steven Kline
Painter: Pete Meier
Town & State: Perryville, Montana
Photographer: Terry L. Urfer



#004
Bike Owner: North & South Cycles
Painter: Doug Massey
Town & State: Sierra Vista, Arizona
Photographer: Lynn



#005

Bike Owner: Fred Marino
Painter: Fred Marino
Town & State: Follansbee, West Virginia
Photographer: Fred



#006

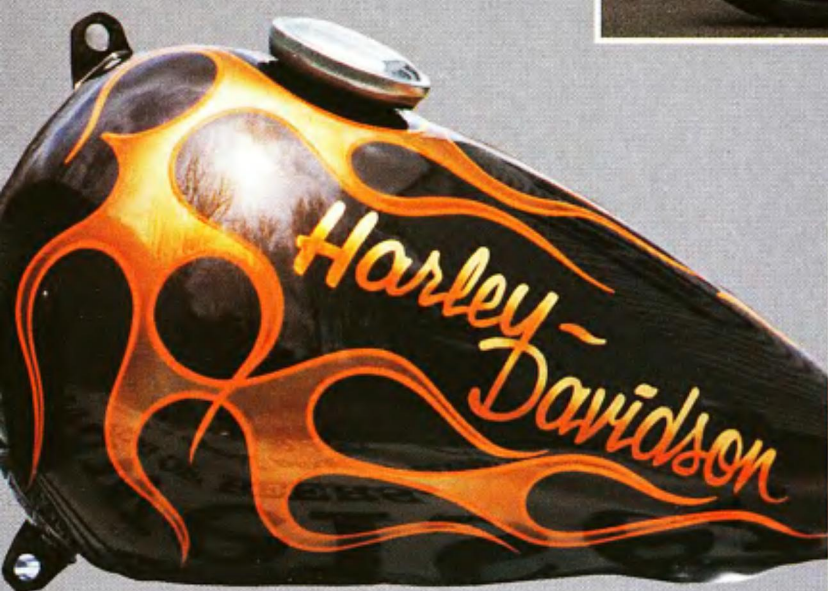
Bike Owner: Doug Watkins
Painter: Crazy
Town & State: Tulsa, Oklahoma
Photographer: Lisa Rentrow



#007
Bike Owner: George King
Painter: Joe Damiano
Town & State: Pompano Beach, Florida
Photographer: George King



#009
Bike Owner: Neal Ewaldt
Painter: Mr. John (Studio), Muscatine, Iowa
Town & State: Pleasant Valley, Iowa
Photographer: Neal Ewaldt



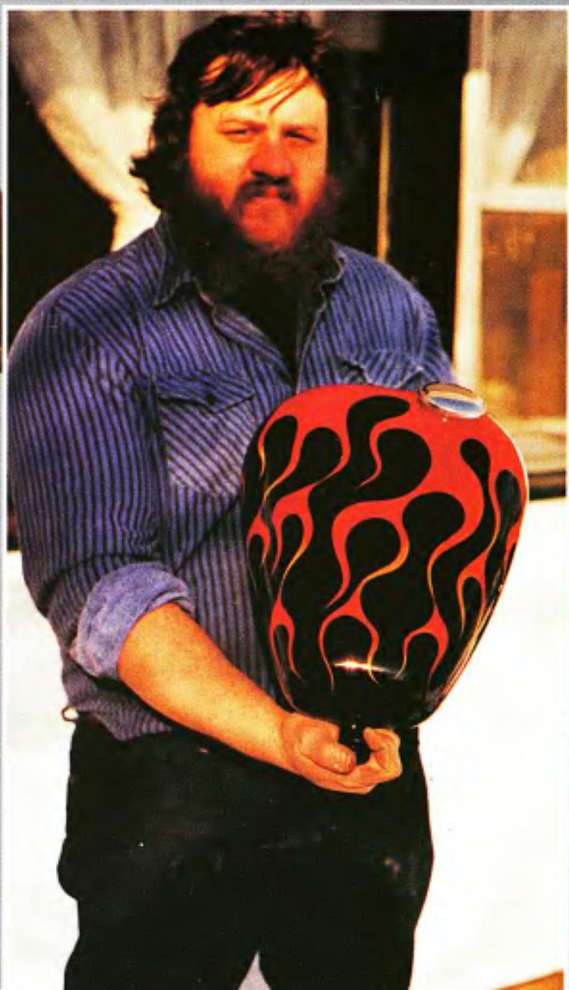
#010
Bike Owner: Robert Schaumann
Painter: Wayne Mears/Steve Martin
Builder: English Motors
Town & State: York, Pennsylvania
Photographer: Bob Brode



#008
Bike Owner: Ron Simms
Painter: Bay Area Custom Cycles
Town & State: Hayward, California
Photographer: Raiko Hartman



#011
Bike Owner: Bob's Kustom Kalors
Painter: Bob Gustafson
Town & State: McHenry, Illinois
Photographer: Kathy Gustafson



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#012
 Bike Owner: A. Piacenza
 Painter: A. Piacenza
 Town & State: Deerfield, Illinois
 Photographer: N/A

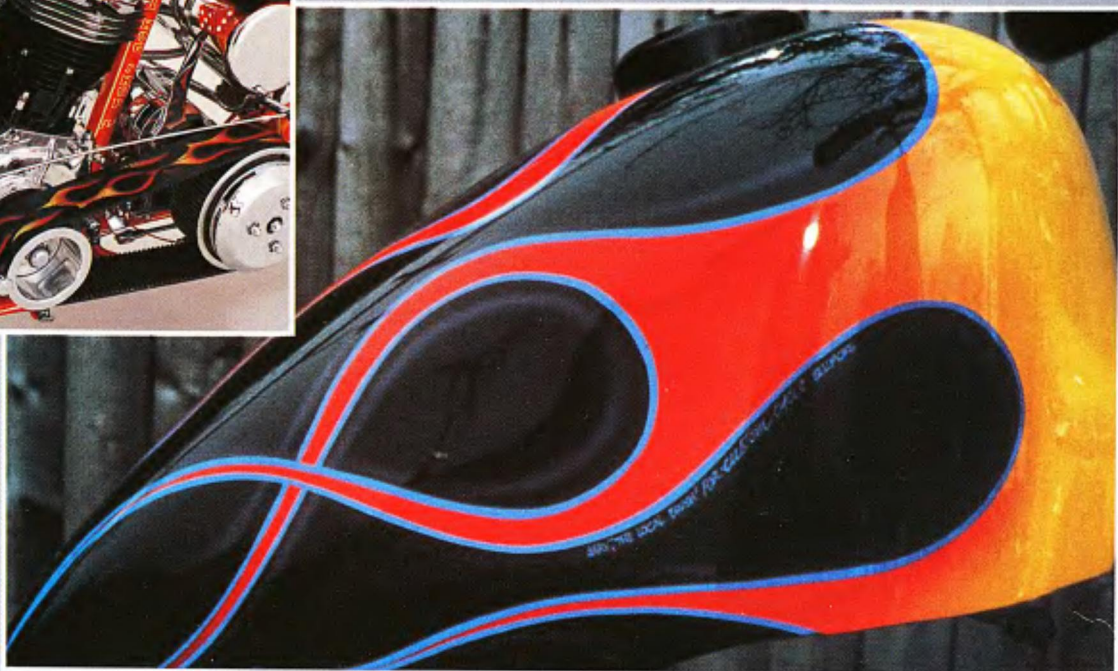


#014
 Bike Owner: Cycle Fab
 Painter: Dave Perewitz
 Town & State: Brackton, Massachusetts
 Photographer: Steve Coonan



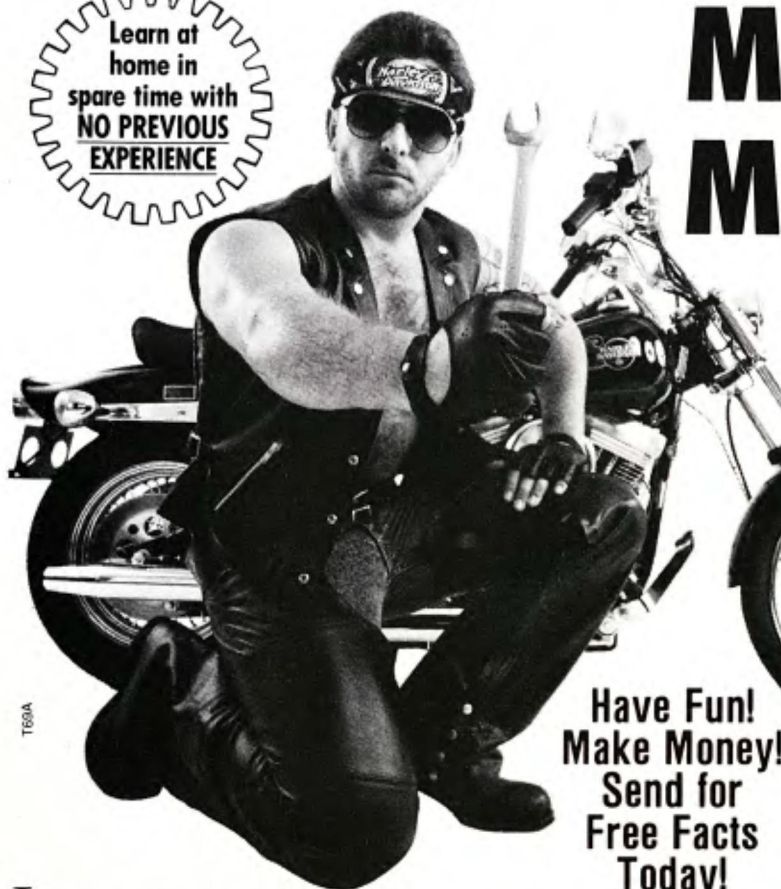
#013
 Bike Owner: Lou Falcigno
 Painter: Billy Streeter
 Town & State: Daytona,
 Florida
 Photographer: Mike Lichter

#015
 Bike Owner: A Guy
 Named Joe
 Painter: Gary "The Brush"
 Town & State: North
 Bellmore, New York
 Photographer: Stephanie
 Feld/Custom Cycle, Inc.



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Everything is explained in easy-to-understand language, complete with drawings, diagrams and photographs. You'll learn engine design, carburetion, electrical systems...as well as how to adjust and repair frame, wheels, shocks, transmissions, valves, everything you want to know from routine maintenance to a major overhaul.

Motorcycle sales means profits for repairmen

Cycles are big business...and so is fixing them! No wonder there is work for the skilled repair-

man. Because opportunities vary in different areas, we cannot promise you a job, but we will be glad to send you survey results showing the employment success of our graduates.

Motorcycle shops employ qualified mechanics

Has your bike ever been out of action waiting for needed repairs? Some shops don't have enough mechanics on hand to take care of everyone as fast as they would like. Opportunities vary from

Work Out of Your Home!



It's easy to get started once you qualify as a motorcycle mechanic. Just let your friends and neighbors know you're ready to repair cycles in spare time—or if you'd rather, get a full time job at a motorcycle shop or dealer.

place to place, but the sale of hundreds of thousands of motorcycles a year in the U.S. insures a continuing need for motorcycle maintenance.

More girls—more bikes each year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year...and more bikes mean more motorcycle repairs. So get in on the action...get in on the fun—start making money as a motorcycle mechanic. Rush post-paid card for free facts—full information.

You'll be the center of attraction in your circle of friends...

Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

Start your own cycle repair business

Your future as a motorcycle mechanic is in your own hands. You can decide for yourself whether you want to work for someone else or get into your own cycle repair business. Start in your spare time repairing cycles for friends and neighbors—or get a job with a motorcycle shop! After you've been a working mechanic, you can decide whether you want to start your own motorcycle repair business.

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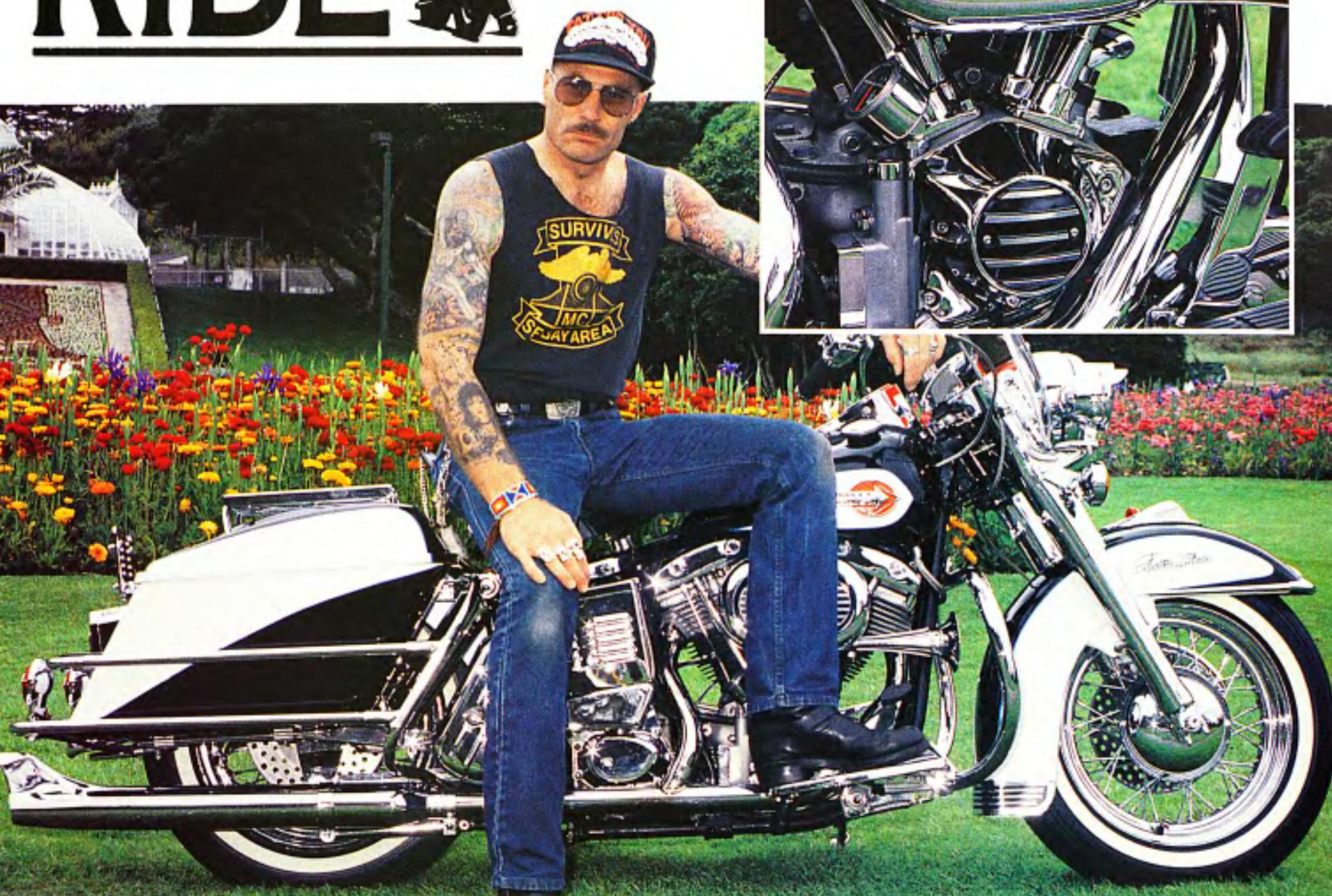


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READER'S RIDE



Photos by Paul McLaughlin

Robert Sanger, San Francisco, California 1975 Police Special FLH

Thanks to Ma Bell, I managed to scrounge up a good number for Robert. The one we had on file was no good anymore (naaaah, who sez our files are dusty? . . . heh-heh).

I connected with Carmel, Robert's ol' lady, seein's how Robert was on the road travelin' for a couple of weeks. Carmel filled me in on a few facts about this sharp-lookin' Police Special, Robert's pride and joy.

Robert scored this FLH from a friend who was sellin' off some of his stuff for needed cash, but it sure didn't look nothin' like it does now. It was greasy and ugly. Bein' a precise kind o' guy, Robert knew exactly what he wanted this baby to look like.

His buddy, Panhead Chuck, did the wrenchin', they did the plannin' together, and between the two of them they ended up with this finely-detailed restoration. Looks clean enough to eat off of, and look at all the goodies so accurately placed . . . ummm-hmmm. Another successful revival—all right.

These complimentin' shots were taken at Golden Gate Park in San Francisco. Robert rides with the Survivors MC of San Francisco. Besides this classic ride, Robert also has a new '90 Low Rider to whet his whistle on, not to mention a nice ol' lady, Carmel, who rides a '71 Sportster. Be sure to steer clear o' them earthquakes, folks.

—Calamity

YEAR: 1975

MODEL: FLH Police Special

ENGINE: 74 cubic inches, lotsa chrome

TOP END: rebuilt by Panhead Chuck with unleaded valves and guides

LOWER END: rebuilt and balanced by Panhead Chuck, Andrews A grind cam

ACCESSORIES: stock saddlebags, early style bag guards, fender rack, tinted windshield, spots, and lotsa other stock shit

CREDITS: assembly by Panhead Chuck, engine built by H-D Cycles in Vallejo, Calif., paint by DeMasi's Custom Paint in Cotati, Calif.

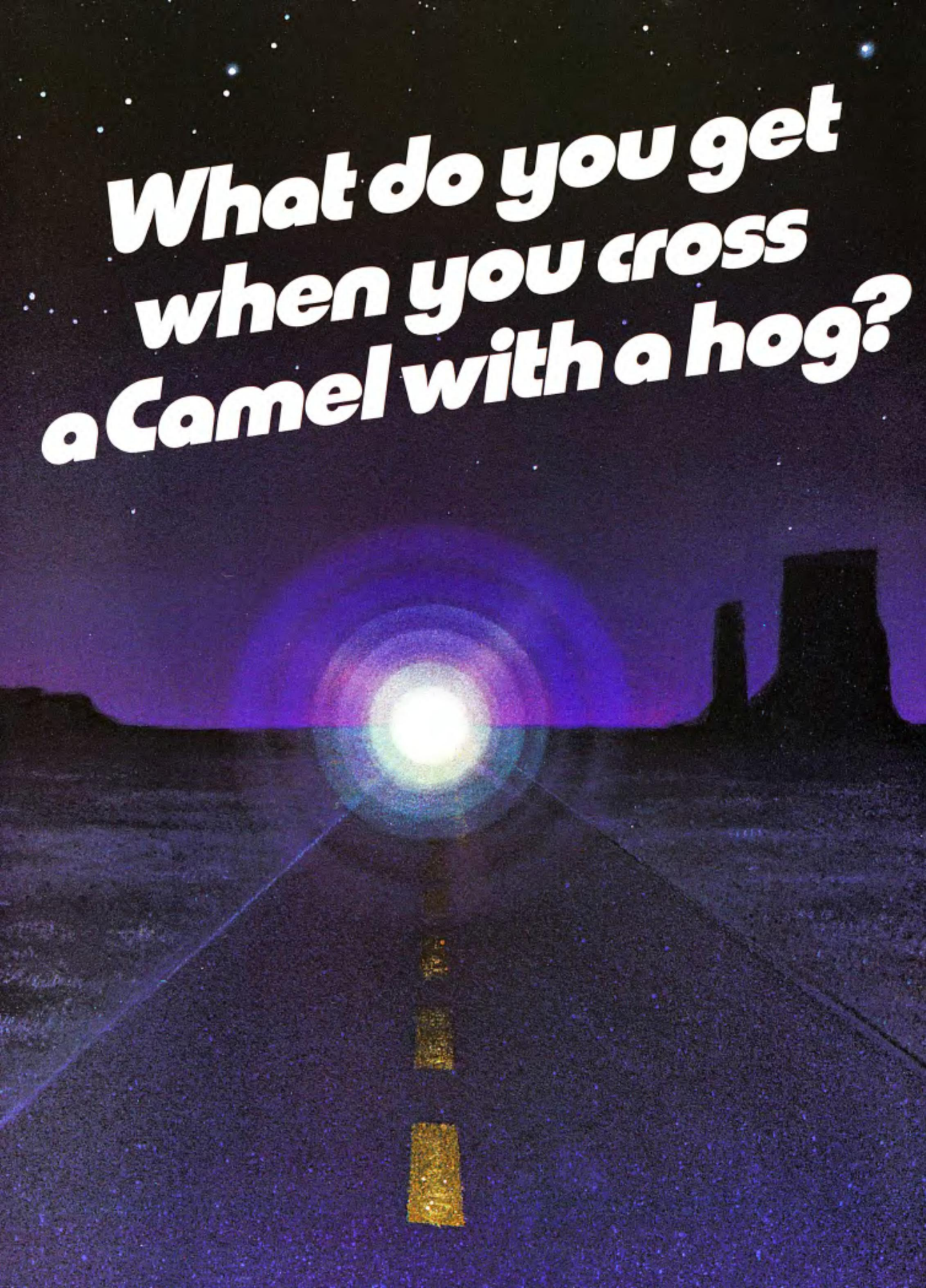
TRANSMISSION: stock Police Special, 23-tooth counter-shaft sprocket, 51-tooth wheel sprocket

CHASSIS: stock swingarm stripped and repainted

FORKS: wide glide, stock length with everything polished and chromed

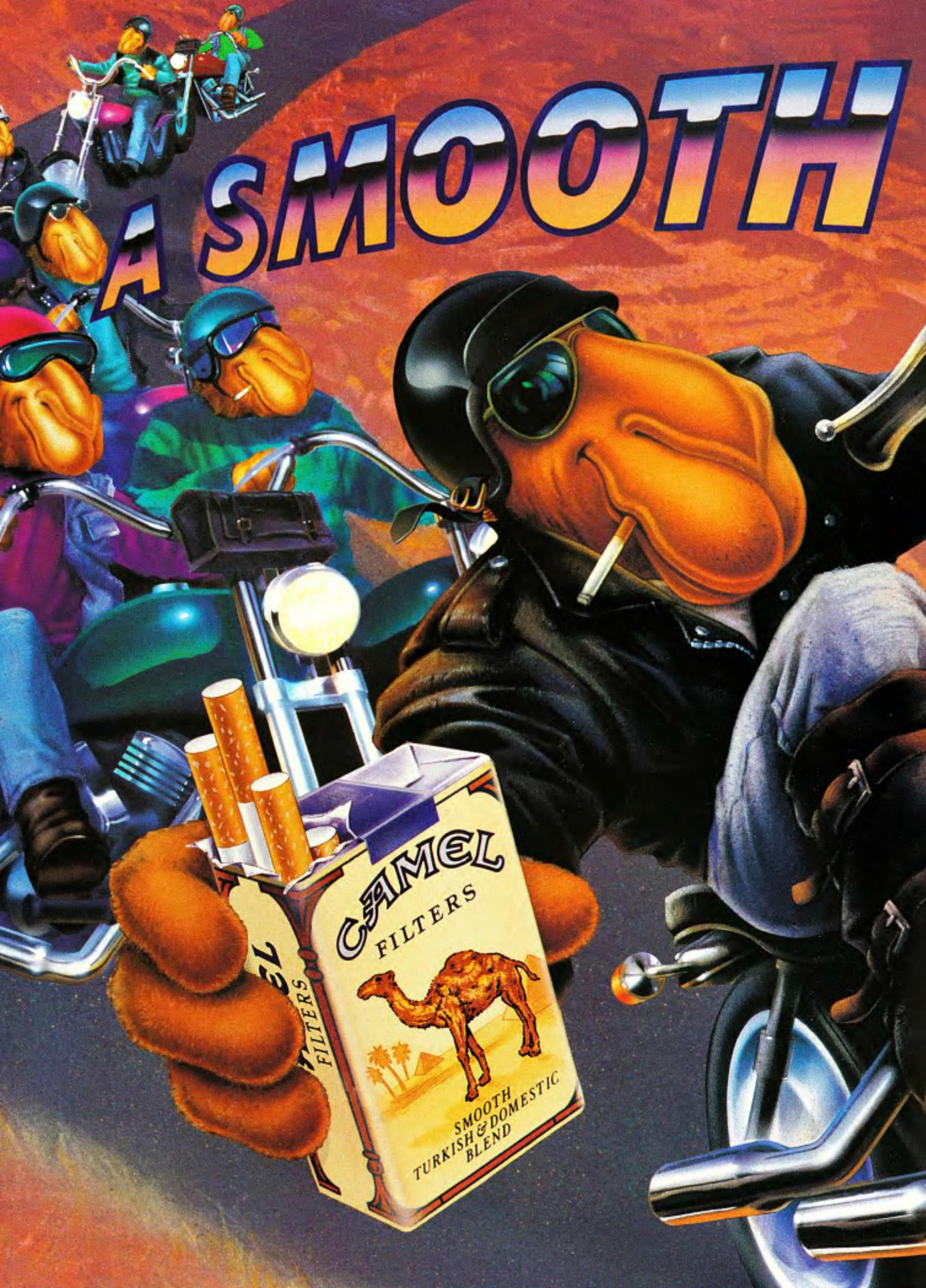
WHEELS: front: 16-inch, rear: 16-inch, spokes

FINISH: black and white with blue pearl

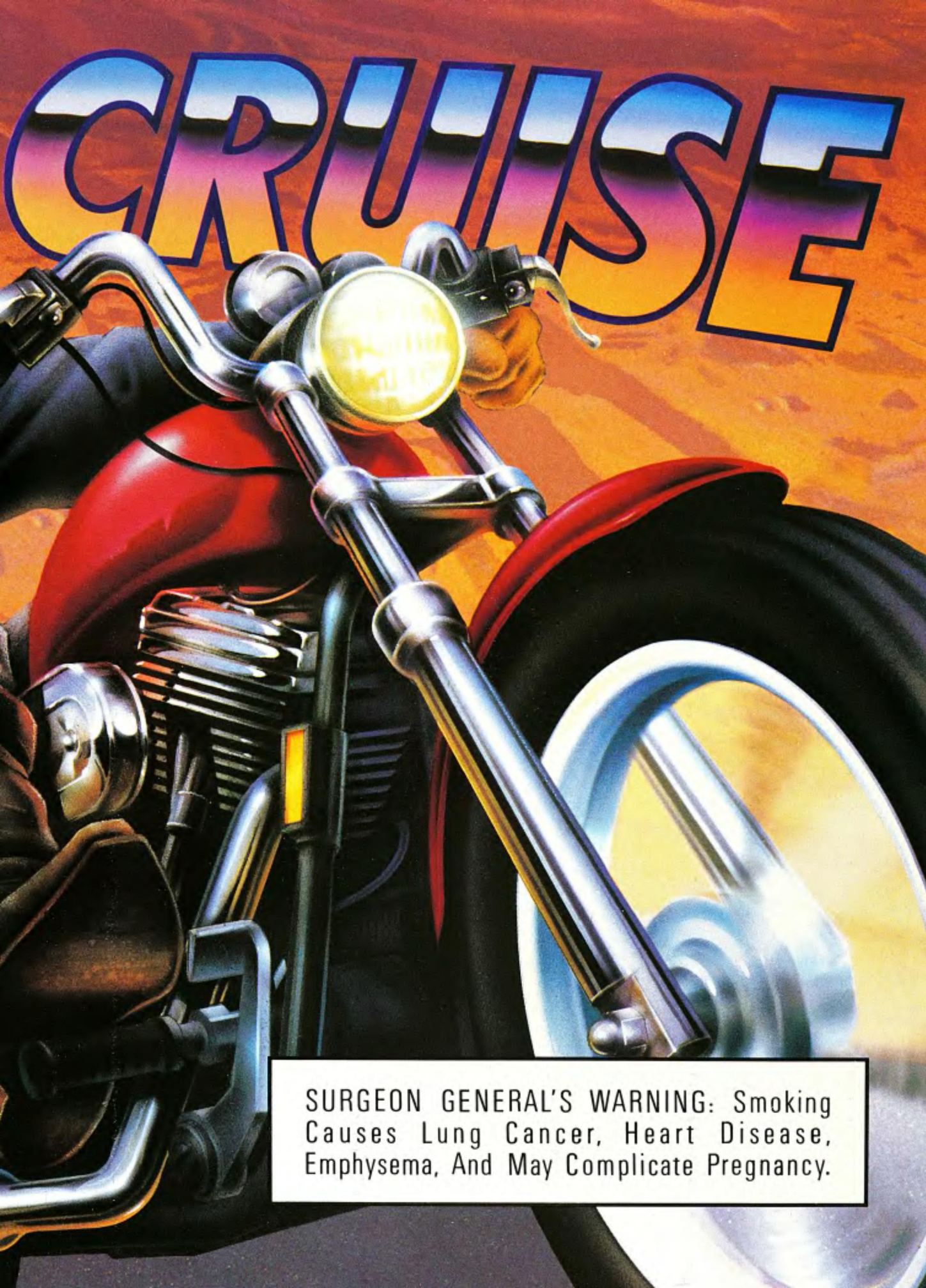


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when you cross
a Camel with a hog?**

A SMOOTH



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SUMMER
AHEAD

Smooth Character

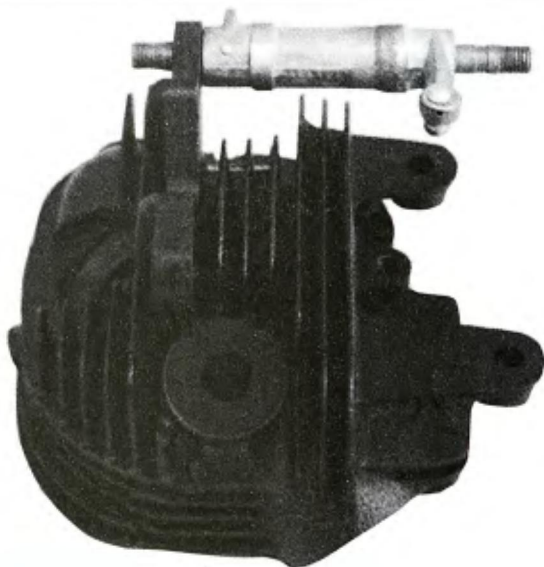
16 mg. "tar", 1.0 mg. nicotine av. per cigarette by FTC method.



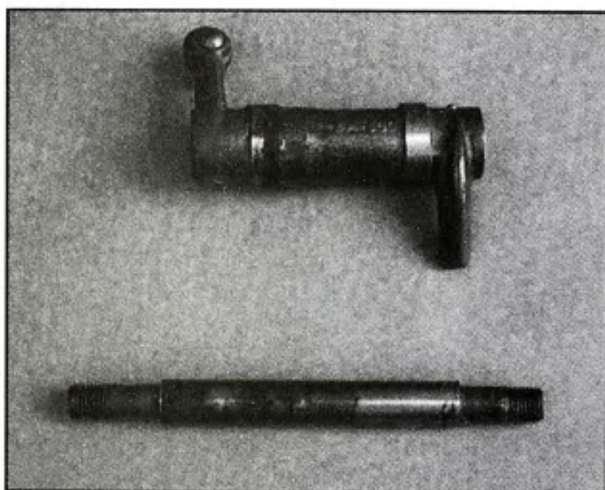
Restoration Blues



Still being manufactured in Nashville after 50 years.



A knucklehead with a frozen rocker shaft and arm—bummer.



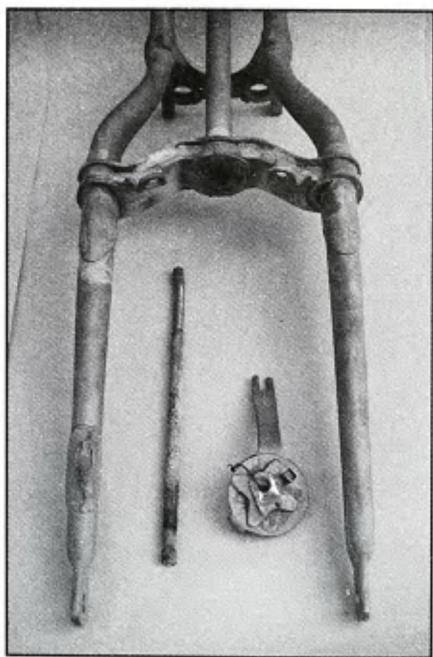
After proper treatment and careful tappin' dem parts are free.

Recently, I rode out to Santa Paula, California, an old agricultural community back in the hills behind Oxnard and Ventura. Besides an oil museum (a remnant of its black gold days), wide-open farm land, and some hellfire burrito stands, not much else is going on.

But Santa Paula does hold a major attraction for bikers into restoration projects or just old American two-wheelers. M.F. Egan's Vintage Cycles on Ojai Street is a museum in its own right, a treasure of pre- and post-war ingenuity and Mike Egan, the owner, is a concerned authority on restorations and such.

Last time I was in his shop, he told me about the difficulties of tryin' to break frozen parts and an oil from back East, by the name of Kroil, that works hard to free dem parts. It's dubbed "the oil that creeps," and, with respect to the parts you're tryin' to split, it works.

The key to the success of getting that frozen rocker shaft out of the rusty



knuckle is patience. Put some of this oil near the frozen areas and tap the shaft once or twice a day. Then reapply the oil. Don't bang on the part, and don't hit it with anything harder than a brass hammer, or oak or ash wood.

Apply Kroil with a squirt can. Don't try to soak parts in it—it's too expensive and won't perform any more efficiently. Just be patient and tap or bump the part daily.

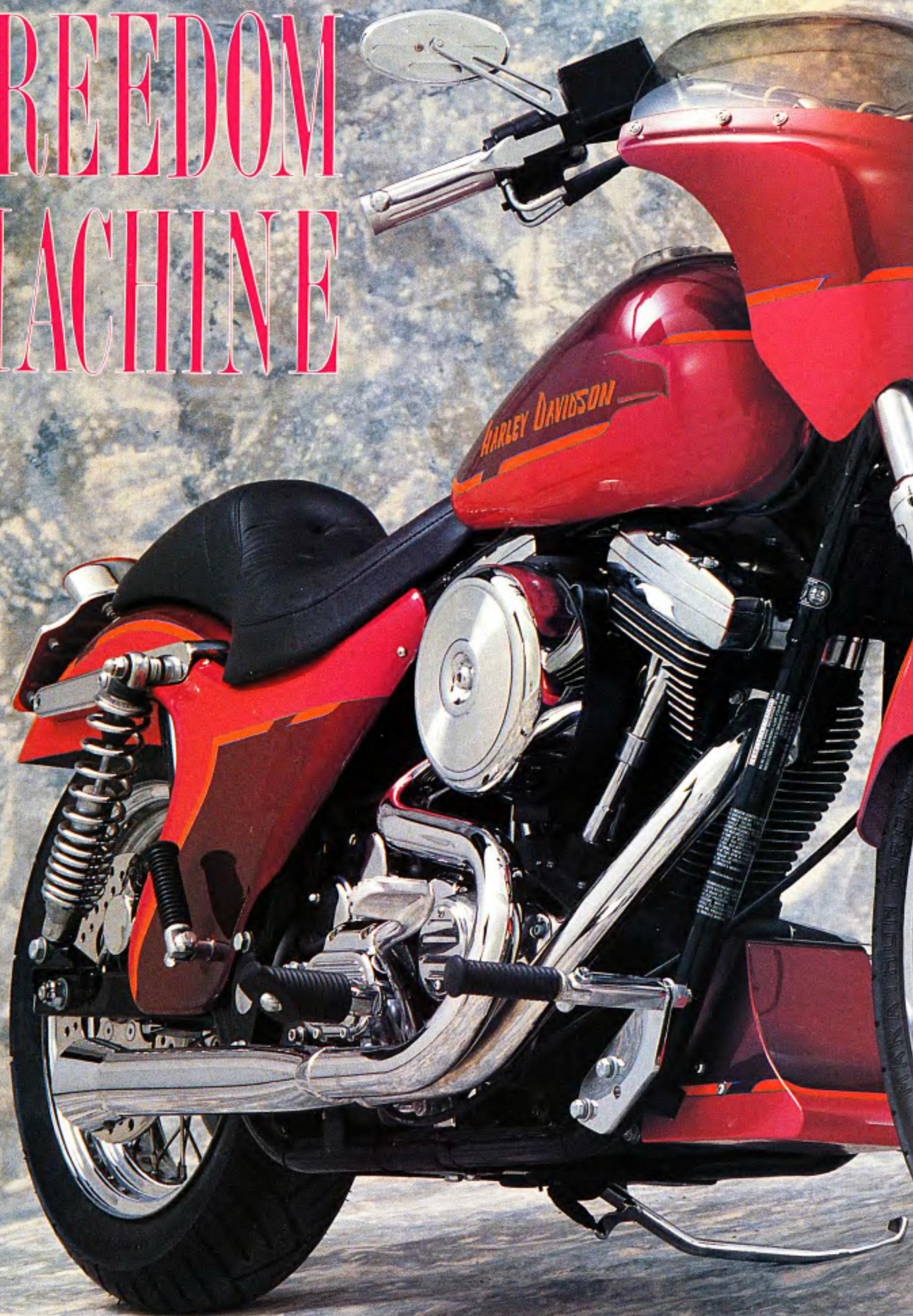
It also works well on valves stuck in guides or frozen springer front ends. You can only obtain this miracle cure by writing 50-year-old Kano Laboratories, 1000 South Thompson Lane, Nashville, TN 37211, or calling (615) 833-4101.

—Wrench

This original springer had the ride adjustment shaft frozen in place until treatment with the oil that creeps.

Photos by M.F. Egan

FREEDOM MACHINE



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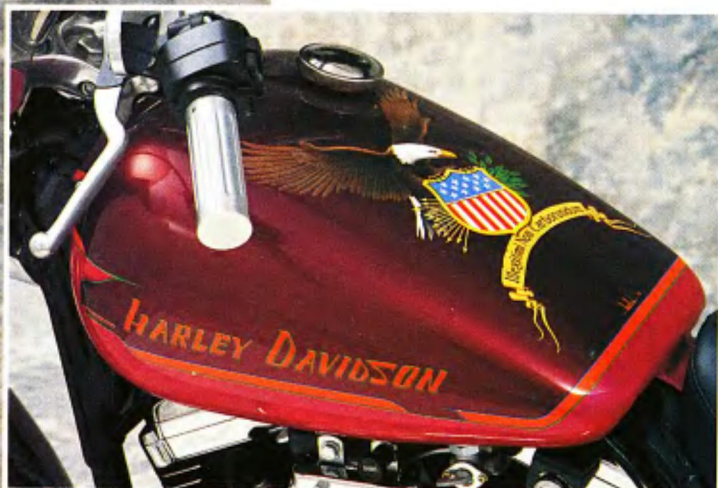


Foto von Ralko Hartman

Or at least it should be. Dammit, we've raised big bucks for Jerry's Kids, donated gallons of blood to the Red Cross, and packed warehouses of stuffed animals for Toys for Tots. It's about time we stood up and donated some time and energy to our freedom to ride.

That's what this bike is all about. There are currently 2 federal bills before Congress that would blackmail or "give incentives" to states that do not have salad bowl legislation on the books for motorcyclists.

One organization, the Motorcycle Riders Foundation (MRF) is diligently battling to defeat these bills.

The MRF is a young organization, initially kept alive by donations from state's rights organizations. But now, this newcomer is facing a major bout and needs your support.

The plight is so monumental, that some of the major players in the industry are backing the raffle of this brand new FXR in support of the MRF and its battle. Harley-Davidson, through H-D of Reno, Nevada, owned by Bob Evans, gave the MRF a deal on the bike, Arlen Ness donated his time and expertise to customize it, and David Mann painted an unreal eagle on the tank with the slogan: "Don't let the bastards get you down." We ain't about to let any bastards get us down.

Here's the deal for a shot at this bike. A measly \$2 will buy a raffle ticket at any supporting shop or dealer. Each dealer is asked to donate \$100 to help pay for the bike, then they are given tickets to sell for the raffle. The winner of the bike will be announced in Sturgis this year (you don't have to be there to win). If your local shop isn't involved, explain to the owner how damaging restrictive legislation is to business. For info call (612) 522-8024, or write the MRF at Box 11153, Minneapolis, MN 55411.

I'd be proud as hell to own this bike. It represents everything we stand for.

—Bandit

Special thanks to:

Bud Evans, H-D of Reno
Arlen Ness
David Mann
Metzeler Tires

Accel Ignition Systems
Russell Oil Lines
Ron Morelli, paint



The dream had Dingus again; had him in Technicolor. *He woke amidst inky blackness, surrounded by the dank, musty scent of a too-long-enclosed space. Urgency filled him. He had to get away. He knew that instantly. Had to before the men came back . . .*

Men? That bothered Dingus. Why should he fear men, especially as he feared these men? It didn't make sense. Then terror swept over him, sexual terror. He knew this wasn't a dream. Somehow, somehow, he was with Nikki; inside her head, experiencing what she experienced, feeling what she felt . . .

Water dripped nearby. Small rodents scurried in the darkness. The air was damp and chilly on her nakedness. Cuffs chafed her wrist and throat whenever she tried to move. And she needed him. Lord, how she needed him . . .

Muthafuck! he thought as he woke wrapped in sweat-soaked sheets. It was the fifth, no, sixth, time he'd dreamt the dream. Almost unconsciously, he reached for Nikki. "Shit," he gasped as the pain slammed him against the mattress. He remembered then. The ride, the shotgun blast, Nikki's disappearance, all of it. They'd been heading west into Flagstaff. It was early. The air was crisp and clear, filled with a mixture of sage, cedar, and burnt diesel. I-40 had stretched before them, a white ribbon winding through the desert. He'd had his feet up on the highway pegs, his head resting between Nikki's breasts, and he'd been one with the big hardtail. The powerful throb of the V-twin beneath him, the rhythmic thump of the rear tire dancing across the seams in the old highway, the screeching cry of the Avons as he whipped in and out of the curves, the chatter of the primary, were all part of him. Then Nikki's thighs had clamped down in warning and he'd turned to see the redneck swinging over the cab of the pickup with the shotgun. For an instant he froze. Then there was one maddening second of slamming gears and brakes, fighting to get away and keep the shovel upright, before the shotgun blast lifted him off the bike. The

LOVE STORY

By Dennis White

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A DREAM

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JULY 7 & 8 (tentative)

Laurel & Harley Cycle - 10th Annual Bike Show and Party
1306 Barnum Avenue, Stratford, Connecticut

JULY 20-22

Bean Blossom Boogie in Bean Blossom, Indiana

JULY 29-AUGUST 4

Sturgis Kick-Off Hog Rally, Sturgis, South Dakota

AUGUST 5-12

Sturgis 50th / Easyriders 20th Birthday Celebration.

The truck will be located out at the Buffalo Chip Campground through Wednesday the 8th, then look for us on Main Street throughout the remainder of the week. Look us up; we will have special Sturgis 50th/Easyriders 20th T-shirts.

AUGUST 24-26

And we're off to the Rodeo!

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LOVE STORY

concrete'd come up hard. He had just glimpsed Nikki flying by before darkness settled over him.

And, two days later, I learned she hadn't been found, Dingus remembered.

"Ya okay, bro?"

The question came outta the darkness near the door. Squinting through the tubes and cables surrounding him, Dingus could make out the frame of Li'l Mac, all 280 pounds of him, sitting in a chair propped against the door.

"Yeah, just dreamin'. Heard anything?"

Mac shook his head. "Naw. We ain't found nuthin' and neither have the pigs."

"Fuck Mac, it's been—"

"Five days. I know," Mac interrupted. Then he let the chair drop and stalked across the room to the plateglass window taking up most of the west wall.

"Don't think we're gonna find her, Dingus," he finally continued, looking out over the moonlit mountains. "Neither do the pigs. Odds are she's dead. And don't even ask," he added as Dingus glanced at his casted arm and leg.

"Mac!"

"No, Dingus, I'm not helpin' ya outta bed."

"Then don't talk like you're giving up on her and find her, dammit."

"How, Dingus? We've talked to every swingin' dick livin' within 150 miles of I-40. Just what else can we do?"

"Mac, Nikki's out there somewhere. Those creeps got her. She's scared, she's hurt, and she needs me. You know me well enough to know that if you stop looking for her, somehow, I'm getting outta this bed and look myself."

"Dingus, be realistic," Mac argued. "She came off that bike behind you doin' 70 or better, and bullet wounds aside, ya got six broken bones and enough roadrash for 10 people. Chances are she's dead, whatever them creeps wanted her for..."

"I don't wanna fuckin' hear that shit," Dingus screamed. It hurt, but he didn't even care. He and Nikki had something special, not a forever 'n' ever type thing, but special, real special. As teenagers they'd practiced their night

moves together in the back of his old man's Plymouth, and in the years since, they'd spent some time improving on 'em. She was the only woman he'd ever *really* loved. It didn't matter that they didn't always share the same bed, or even the same bedmate, when she was in trouble she called him, and when he was in trouble he called her. It'd been like that for 20 years, and he damn sure wasn't gonna let her down now.

"I'd know if she were dead, Mac."

"How, bro? How could ya know? And I don't wanna hear no more psychic

Neither of them could be in trouble without the other one knowing it.

"No, Dingus," Mac said, holding his hands up palm forward in a warding off gesture. "I ain't slept in five days. I've walked hundreds of miles, rode thousands. My feet hurt, my ass hurts, and I ain't gonna sit here and play like we're gonna find Nikki because of some fuckin' dream."

"So you just quit, huh? I thought we were better than that," Dingus said. He regretted it instantly. Being helpless just drove the shit outta him.

"Sorry, Mac. You've done plenty,

"If ya could only remember where ya saw the creep that shot ya..."

bullshit, neither."

"Who gives a fuck what you wanna hear?" Dingus snapped. "Those bastards have her, and that dream's the only clue we've got."

"Clue! A fuckin' dream isn't a clue, Dingus."

"This one is, Mac. I know it sounds crazy, but it isn't."

Dingus didn't believe in telepathy, or any of that other bullshit, any more than Mac did. But this was different. He could *feel* Nikki's terror, her need for him, even now as they talked. It had always been like that between them.

more than your share, and I know it."

Mac nodded. "I know ya do, bro. And don't sweat the bad attitude. I'm almost as irritable an' I ain't strapped in no hospital bed feeling helpless."

"So we're at a dead end, huh?"

Dingus said.

"If ya could only remember where ya saw the creep that shot ya..." Mac began, then caught himself. They both knew that if Dingus *could* remember he would've long ago.

"Yeah," Dingus returned. "If I could remember, or if we could figure out what that dream means."



"Do you have any black condoms? I'm in mourning."

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LOVE STORY

"Don't start, Dingus."

"Hey Mac, listen to me at least, will ya? I know you're tired, and I know you don't believe the dream means anything. I don't, either. But it's all we got. Can't we at least try to make something outta it? Maybe it's my subconscious trying to tell us something. After all, it isn't any crazier than knowing when yer Avon's gonna come out from under ya on a curve, is it?"

"Dammit Dingus," Mac started only to throw his hands up in defeat and snag a chair over beside the bed.

"Okay, dammit. I'm fuckin' crazy as hell for doing this. But fuck it, I love ya both. So where do we start?"

"Fuck, I don't know, Dingus shrugged. Are ya sure those creeps picked her up?"

Mac nodded. "Yeah, we're sure. We have half-a-dozen witnesses who seen it. They shot ya, then stopped and picked her up."

"They'd probably been following us, waiting for their chance."

"Likely," Mac agreed.

"They were after her—not me."

"How ya figure that?" asked Mac.

"If they'd wanted me, they had me," Dingus responded. "The only reason I'm still kicking is that the bastard with the shotgun was being damn careful

not to hit Nikki."

"Probably seen her dancing somewhere," Mac guessed.

Dingus nodded. He'd never liked Nikki dancing. With her body, it was just asking for trouble. But the money was good, and Nikki, being Nikki, did what she pleased.

"Yeah, probably," Dingus agreed.

"They seen her and wanted her."

"So this was all planned."

"Right," Dingus said, as things began to make sense to him. They planned it. They wanted her for a reason. They probably even had a place ready to keep her. A...?"

"Cave," Mac suggested, remembering the dream.

Dingus shook his head. A cave just didn't feel right.

"What about an ol' mine shaft?" Mac tried. He could think of nowhere else in Arizona that was dark, cool, and damp.

"Yeah," Dingus sighed, getting excited. Mine shaft felt right, perfect in fact. "That's where she's at in the dream. And it can't be far from where they shot me either."

"How ya figure?"

"They couldn't have followed us for too long. I'd have noticed. Besides, packing her would be risky."

"Ya was a long ways from Tucson," Mac returned.

Dingus' fingers tightened on the bed rail. "So maybe it wasn't the dancing. Maybe some sick muthafucker had been waiting a long time for the right woman to show up in the right place."

"Maybe," Mac said. "But where?"

"Fuck Mac, I don't know," Dingus started, then Nikki was there and he could see a wrinkle-faced, beady-eyed old man staring at her with lust-filled eyes. Behind him was a weathered clapboard building with a sagging wooden porch; a sagging wooden porch with four old rocking chairs and a paint-bare wooden Indian. As far as Dingus knew, there was only



"Muriel likes to do it doggie-style—pit bull, to be exact."

one such porch in Arizona.

"Birdie Hot Springs, Mac. That's where I saw the cocksucker that shot me. He was sitting on the porch of the General Store there when we came in."

"Ya sure?"

"No, I'm positive."

Mac stood and walked over to the window again. It made sense. Birdie Hot Springs was the kinda place he'd use if he was gonna pull some sick shit like this. It was way out in the boonies and lawless. At best a Sheriff's Deputy might do a turnaround once a month.

"Mac, I know you and the other guys are tired," Dingus started.

Mac shut him up with a wave of his hand. "We'll look, Dingus. Okay?" he said, reaching for the phone. "I don't know this dream shit. But if you say that's where ya saw the creep, that's where ya saw him."

"Mac," Dingus said as the big tramp headed for the door.

Mac turned. "I know, bro. If he's there, we'll find her."

"She means a lot to me, Mac, a helluva lot."

"I'll call you if we find her."

"Not if, Mac, when," Dingus whispered as Mac went through the door. Then he was alone with nothing but memories of Nikki to keep him company; memories of the good times: of the runs, the parties, the crazy places they'd made love—like the middle of I-70—and even the fights. There'd been some good ones, too. They were both too fucking hardheaded to admit they were wrong once they got started. But through it all, he could feel Nikki's terror.

"Li'l Mac's coming, babe, just hang in there," he muttered as the painkillers carried him into the strange dreamland where he was one with Nikki again.

The phone woke him five hours later.

"Yeah, Mac?" he said, snatching it.

"We got her, bro. The creep was here, and he didn't wanna talk. But we persuaded him to, and we got her."

"They use her bad, bro?"

There was a moment of silence.

"Yeah Dingus, real bad. They were real freaks, had her chained to that wall . . . Ya know those kind."

Dingus closed his eyes, remembering the dream—her fears, the things he'd felt being done to her . . .

"She awake?" he asked finally.

"Yeah, lyin' here waitin' for an ambulance."

"Tell her I love her, will ya?"

"Sure," Mac said. A minute later he was back on the line sounding puzzled. "Says she knows that, Dingus. Says she'd never've made it without ya."

"Yeah, there's that," Dingus said.

"There is that." Then he hung up. ■



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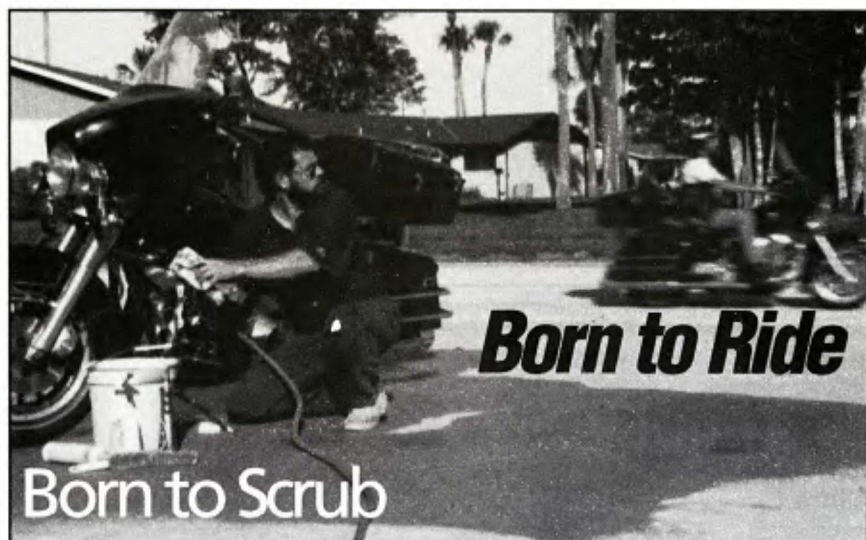
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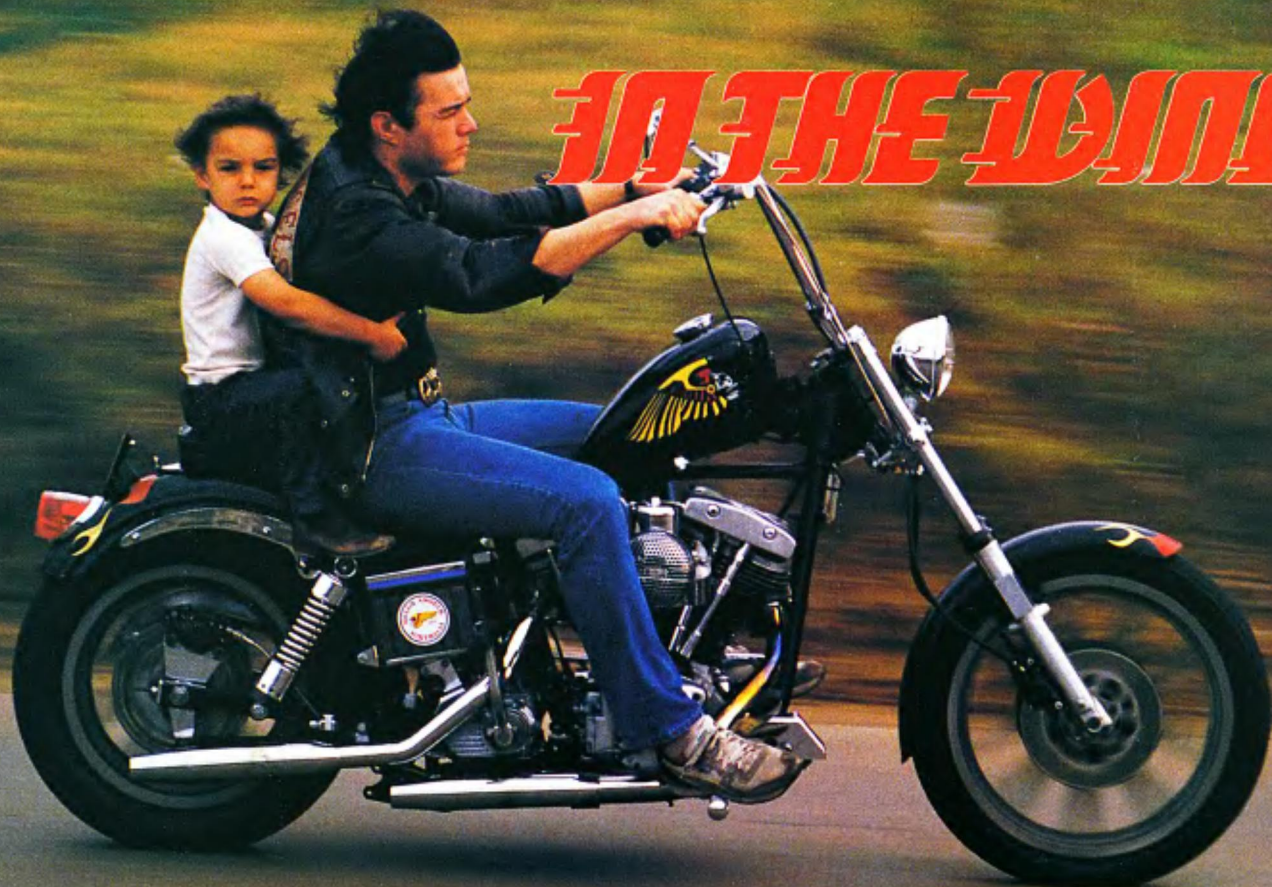
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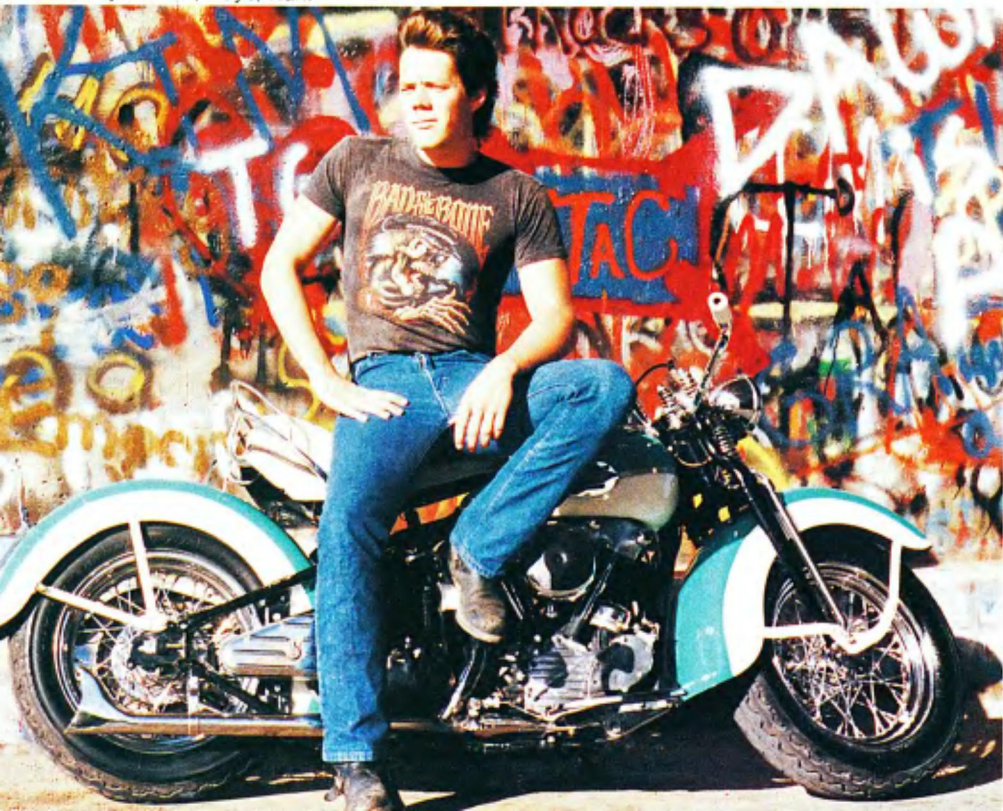


—Johnny Manic, Crows Nest, Australia

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2 1/4 x 2 1/4) — nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her

stuff — these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this — we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print *full-page*, \$50 for every color photo we print *half-page*, and \$40 for every color photo printed *smaller than half-page*.) Please label all photos with your name and address. Send photos to *In The Wind*, Box 3000, Agoura Hills, CA 91301.

—Tony Adams, Hays, Kan.



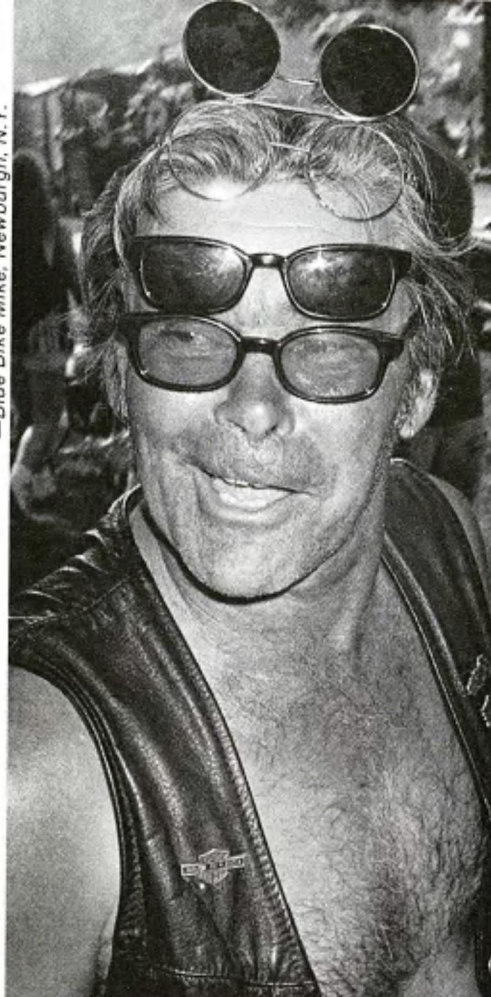
—Rask, Prospect Heights, Ill.



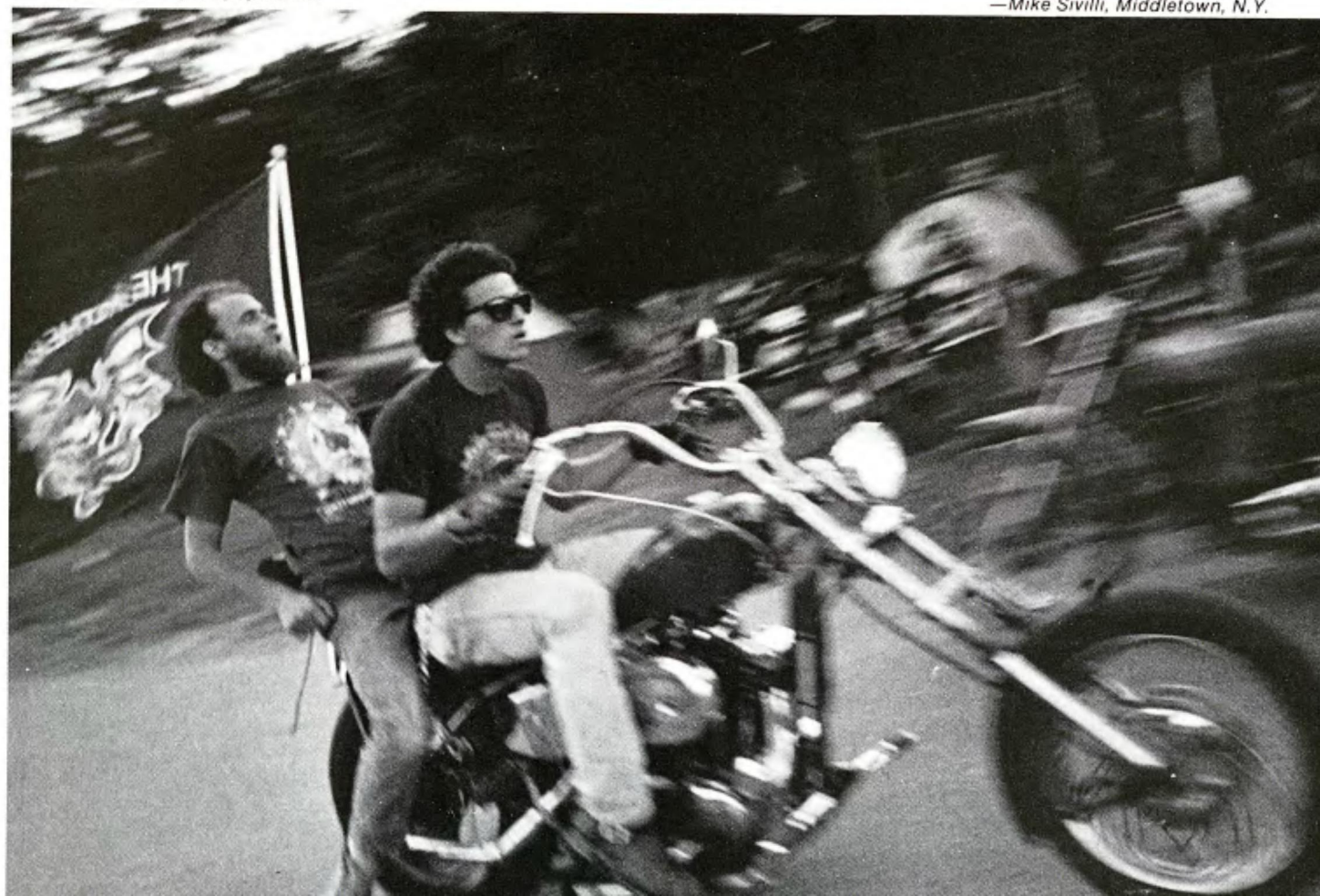


Jack Humphreys, Apopka, Fla.

—Blue Bike Mike, Newburgh, N.Y.



—Mike Sivilli, Middletown, N.Y.





—John Lewis, Flint, Mich.

—Stuart Wray, Knoxville, Tenn.



—Ronny Kaye, Savage, Minn.



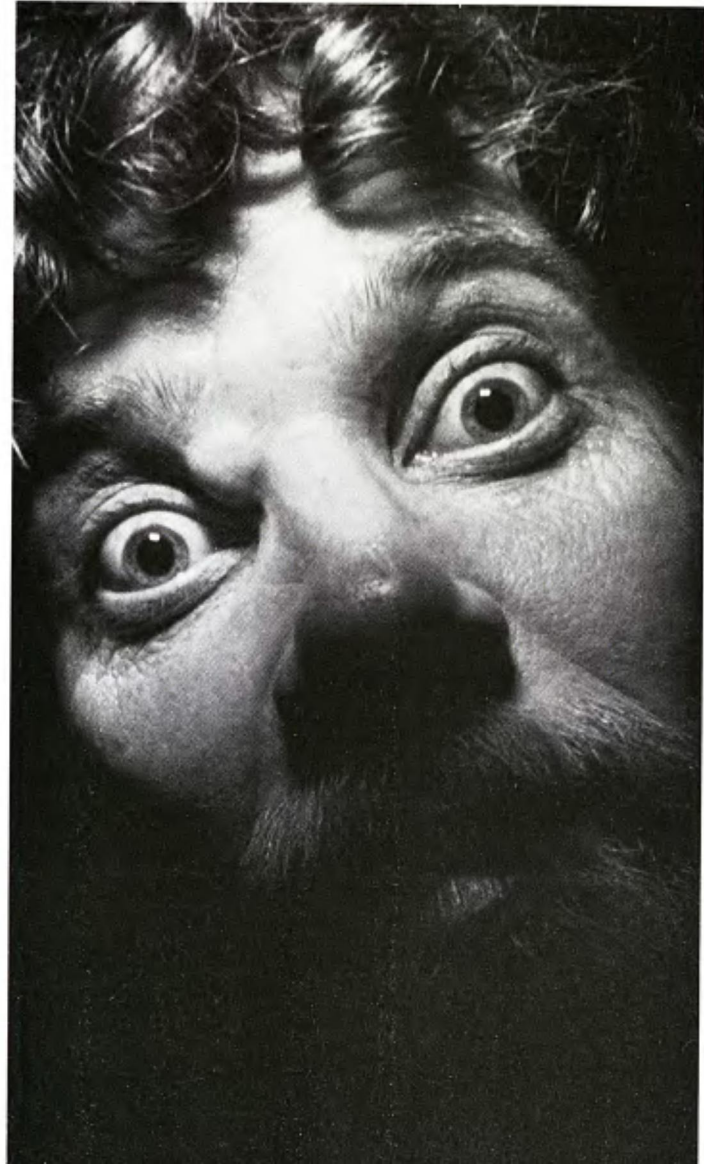


—Kim Peterson, Daytona Beach, Fla.

—Blue Bike Mike, Newburgh, N.Y.

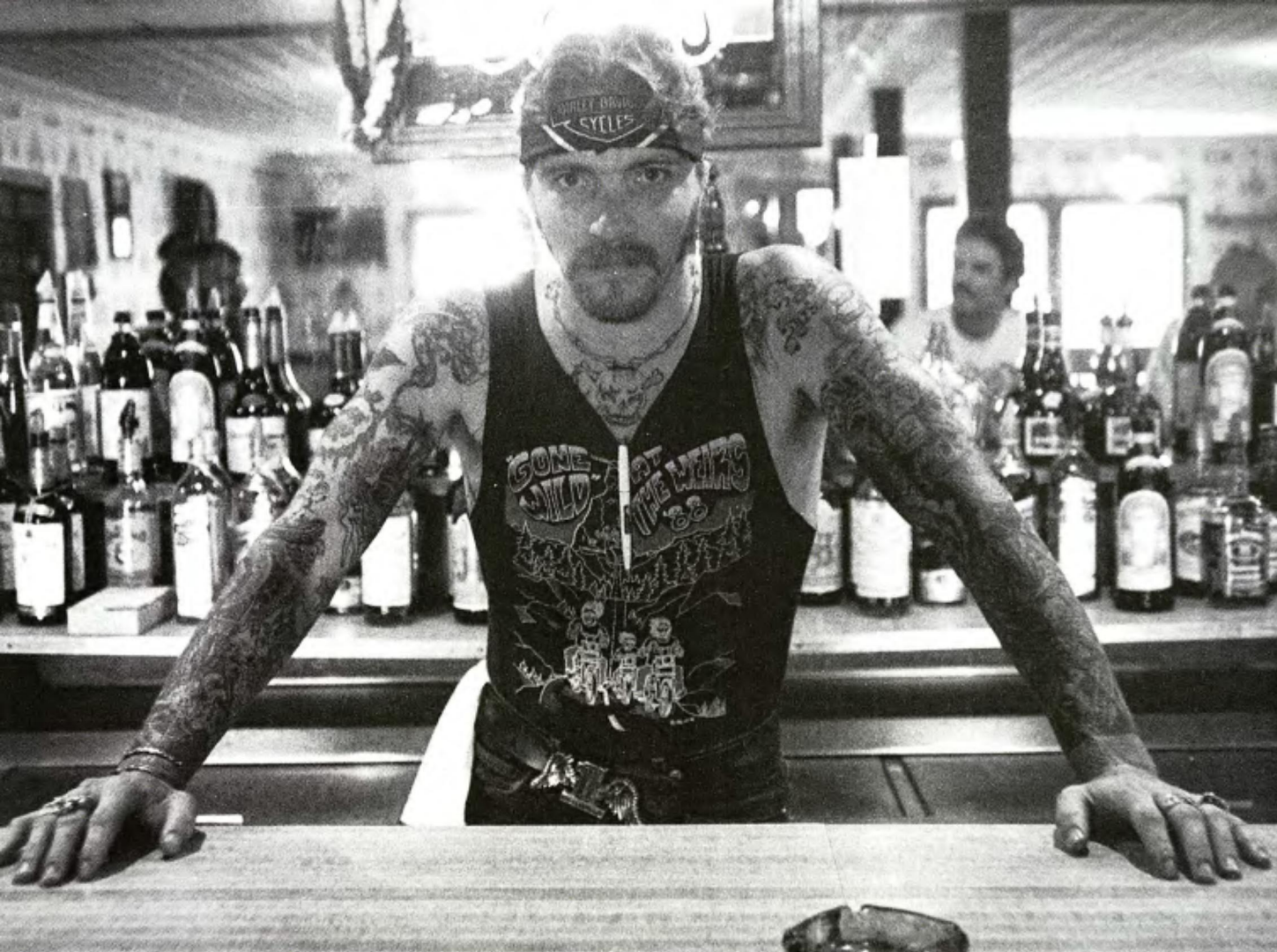


—Bob Touchette, Stafford Springs, Conn.



—Randy Cullen, Yuma, Colo.





—Ian Mutch, MAG, London, England

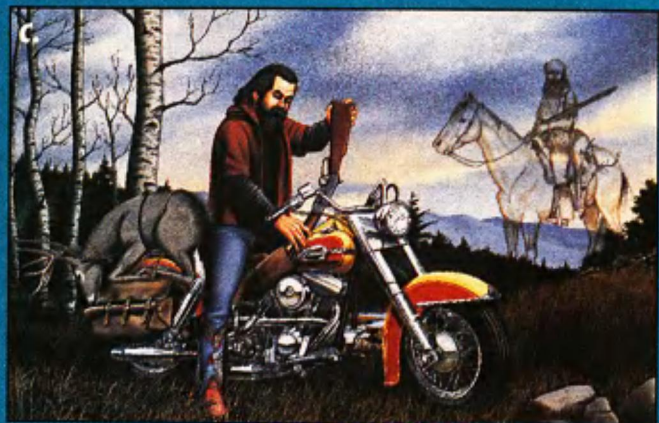
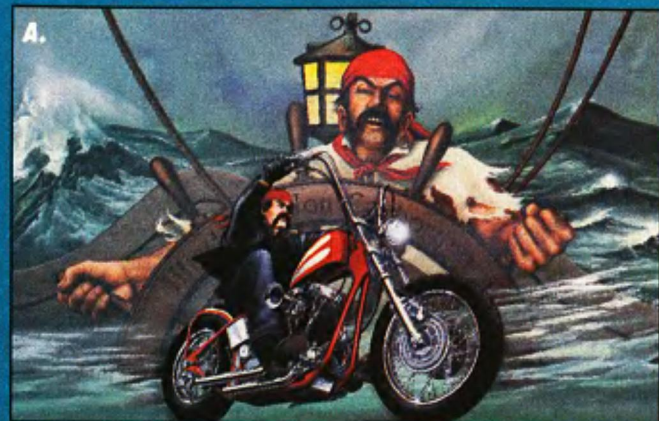
—Bob Touchette, Weirs Beach, N.H.



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—Loudmouth



Leaning into a corner with the wind in my hair is . . . Well, if I have to explain it, you wouldn't understand.

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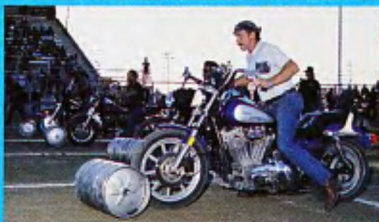
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It works this way—if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw 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 send 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 July 1, 1990. It's easy. Look the girls over and note the extension number of the lady who entices you; the most, then call 1-900-234-BIKE, and Clean Dean will answer and take you through the motions. You'll get to find out just



Here she is, bros, the fourth monthly winner in our 12th Annual Fox Hunt—Dee, #402 from Orlando, Florida. See more of her next issue.

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 #206 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is July 30, 1990.

We'll print the winner in the December issue.

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

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Suffolk Casting Co. largest & finest selection of biker, solid sterling jewelry — new designs. Money back guarantee. Catalog \$3 U.S., \$6 foreign (U.S. funds/M/O only). Refundable. 14 Larkfield Rd., E. Northport, NY 11731. (516) 754-7604.

LEATHERS

Hiway Leather Co., finest custom-made chaps. Write or call for free info. 1001 E. Hwy. 245, Lompoc, CA 93436, (805) 735-2258.

Sleepy Hollow Saddle Bags Inc./free info. & price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800) 338-8625.

Purple Hog Leather, 668 Plumas St., Yuba City, CA 95991, (916) 673-0676. 3000 to 5000 garments in stock. Custom designs. Dealers OK.

MAIL ORDER

FREE 64-page catalog, Harley-Davidson Parts & Accessories. Call 216-364-6519 or write to H&M Cycle Sales, Inc., Box 128, Dover, OH 44622.

MC PATCHES

Semel's Custom Embroidered Patches, 76 Lexington Ave., Passaic, NJ 07055, (201) 473-6868 or (201) 473-3959. Free quotes.

MUSIC

"Biker Party King." "Pussy Licking Tommy," "Sally's Hair Pussy," 14 more nasty songs on two cassettes. Send \$14.85 to Mack Banks, Box 17, West Point, MS 39773.

"Showin' Class" ass-kickin' music by Easy Jake, cassette only. Send \$9.95 (U.S.) Check or M/O to: Jake Jennelle Music, Box 2029, Anna Maria, FL 34216. Allow 3-6 wks. for delivery.

PERFORMANCE

Zipper's Performance Products/Evolutions, Sportsters, and shovelheads. Catalog only \$1.00 9855-H Washington Blvd., Laurel, MD 20707, (301) 792-8248, Fax: (301) 725 2971

SALVAGE PARTS

Throttle Masters, H-D motorcycle & service-car salvage. Surplus inventories bought and sold. 3921 S. Archer, Chicago, IL 60632 (312) 247-6114.

STURGIS

STURGIS TRAVELERS! Stop in and get a free chance to win \$300 in Black Hills jewelry. Harley-Davidson of Green River, Wyoming. Straight off on I-80. (800) 869-7317.

Camp South Sixty Campground, restrooms, showers. 45 min. from Sturgis on Hwy. 79, So. Rapid City. Only minutes from Mt. Rushmore & Custer State Park. Reservations - Day or Wkd (605) 255-4269 or 255-4166.

SPECIAL SERVICES

DW Cycles, 117 Webb St., Simpsonville, SC 29681, (803) 963-1885. Specialized services including rebuilding & customizing your motorcycle.

Barely There Sportswear. Look foxy in our custom made swim and sportswear, revealing to concealing, all sizes. \$3 catalog/refundable, Box 114, Cottage Grove, WI 53527, (608) 839-4835. M/C & Visa.

TATTOOS

Eternal Tattoos/Tramp & Chris, 27544 Plymouth Rd., Livonia, MI 48150, (313) 425-0428. "From Fantasy to Flesh."

TRANSPORTATION

D & D Motorcycle Service/Crating and shipping from California to anywhere in the world. 1338 W. 228th St., Torrance, CA 90501, (213) 530-5634.

TRIKE BODIES

Maynard's Bodies, custom fiberglass VW, sport & full size, 10 metal-flake colors available. M-F, 6-10 p.m., S/S, 10 a.m.-10 p.m. R.R. #2, Box 243, Lawrence, KS 66046, (913) 842-6148.

T-SHIRTS

Barnett Harley-Davidson/from \$11.95 ea. (S9.95 ea. additional). 5 colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 79925, (915) 592-5804 or (800) 736-8173.

Bro's Motorcycle Access., original, flames on black, 100% cotton pocket T's, \$21.95; regular Harley T's, \$10.95. 23132-A La Cadena Drive, Laguna Hills, CA 92653, (714) 859-7706.

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

Brooklyn H-D Sales Corp., \$15 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. Certified check or money order only.

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

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 or (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. Large selection of styles & sizes — \$10 and up.

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

Thunder Ride of Long Island, NY, H-D and Vietnam fronts, unique custom back. \$14 (S-XL), \$16 (XXL). Visa/MC, M/O. Catalog. 63 Railroad Ave., Sayville, NY 11782, (516) 567-7594.

Home of the Blockheads. Original logo on the front with Iron Block Harley-Davidson logo on back. \$12.95 ea. includes S&H (COD add \$2.75). Specify color (black, blue, gray) & size (S-XXL). Iron Block H-D, Box 319, Adams Center, NY 13606, (800) 633-9473.

Prisoners of War Freedom Foundation. Run For The Wall, S-XXXL, long sleeve—\$16, short sleeve—\$11. RFTW and Jane Fonda, American Traitor-BITCH patch \$5 ea. Box 65, MCRD San Diego, CA 92140.

Miller's Custom Parts, S-XL, \$12.95; XXL-XXXXL, \$15.95; XXXXXL, \$20.95. Prices include postage and handling. 1863 S. Ridgewood Ave., So. Daytona Beach, FL 32119, (904) 761-0858.

USED HARLEY-DAVIDSONS WANTED

Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800)-BIKE4U2. Cash for used Harleys. We trade for anything. We crate & ship overseas.

Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: 915-591-8889. \$\$ for used H-Ds. We pick up nationwide, crate & ship overseas. We trade for anything.

VIDEOS

TOPLESS WOMEN-MACHINE GUNS! "Hot Shots" video features 10 topless models shooting many different machine guns—and liking it! \$59.95-\$3.60. P&H to Paper Plate Productions, 741 East St., #312, Woodland, CA 95695 or (916) 361-9449 for Visa/MC/Discover. Allow 4 weeks for checks.

VALVES

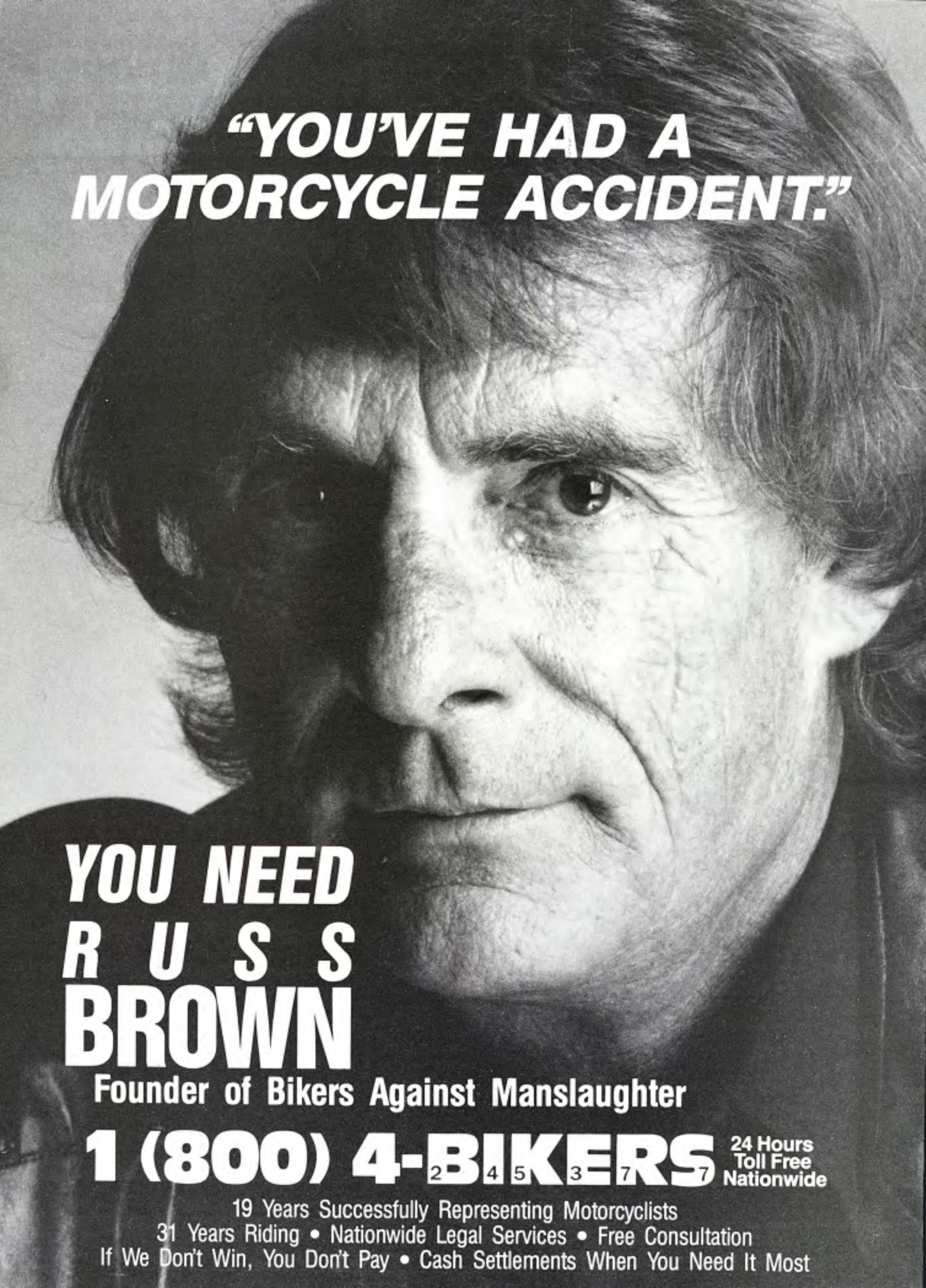
Classic Enterprises "The Head Masters." Unleaded-fuel valve seats. R.R. 1, Churchill, Ontario L0L 1K0. Tel: (705) 456-6622, FAX: 705-456-0360. USA; Kaycee, Rt. 22B, Buffalo, WY 82834.

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

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Custom Wheels, lacing & truing, stainless steel, spiral, diamond spokes available. Tires, rims, hubs, complete wheel assy's. Polished stainless steel discs. Chrome service. avail. Catalog \$1. UPS shipping daily. 975 West St. Attleboro, MA 02703, (508) 222-4981.

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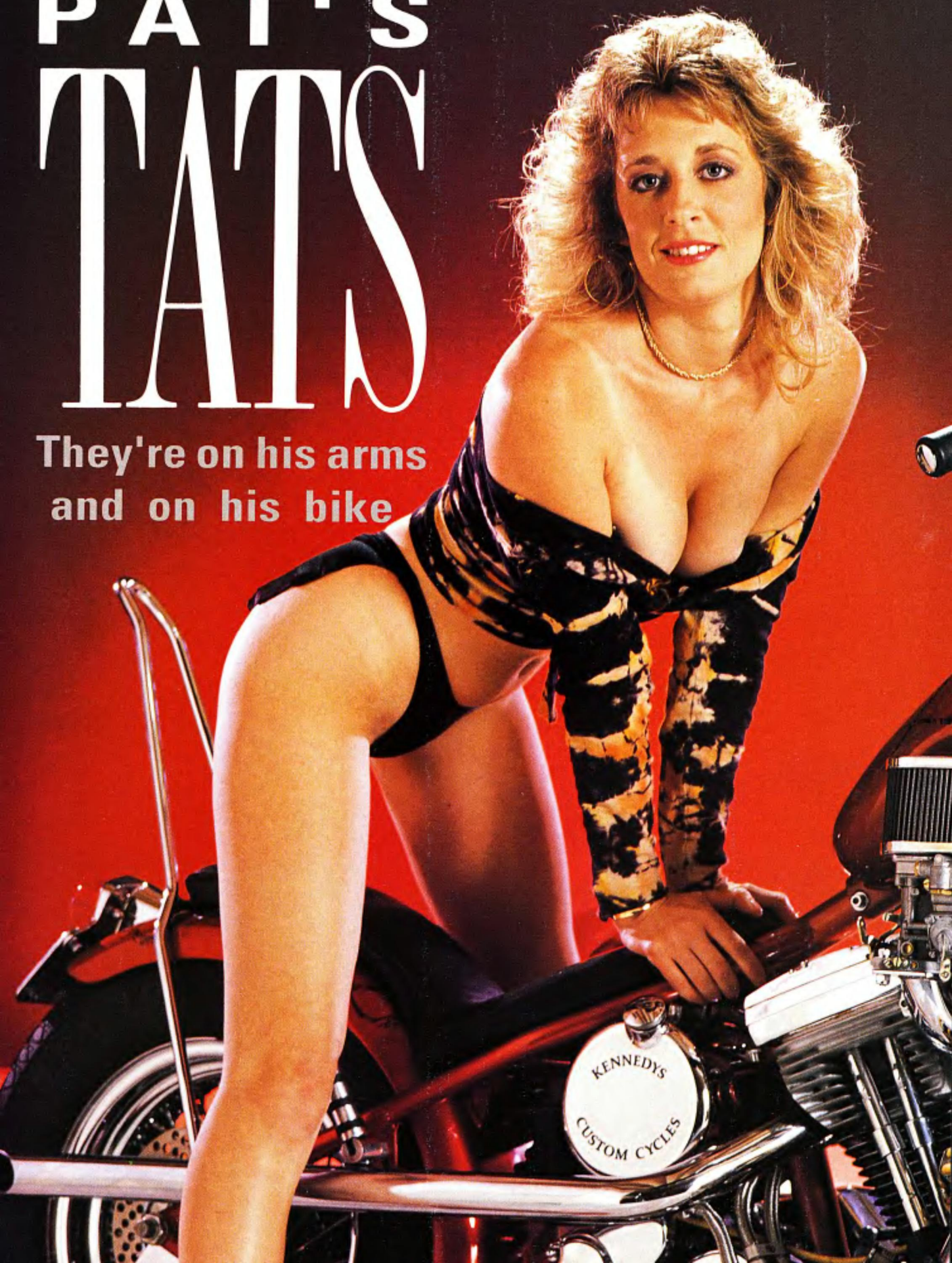
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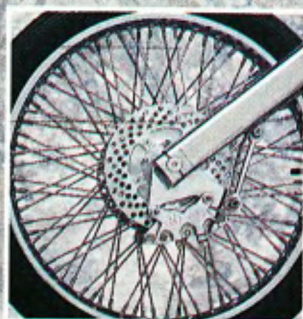
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PAT'S TATS

They're on his arms
and on his bike







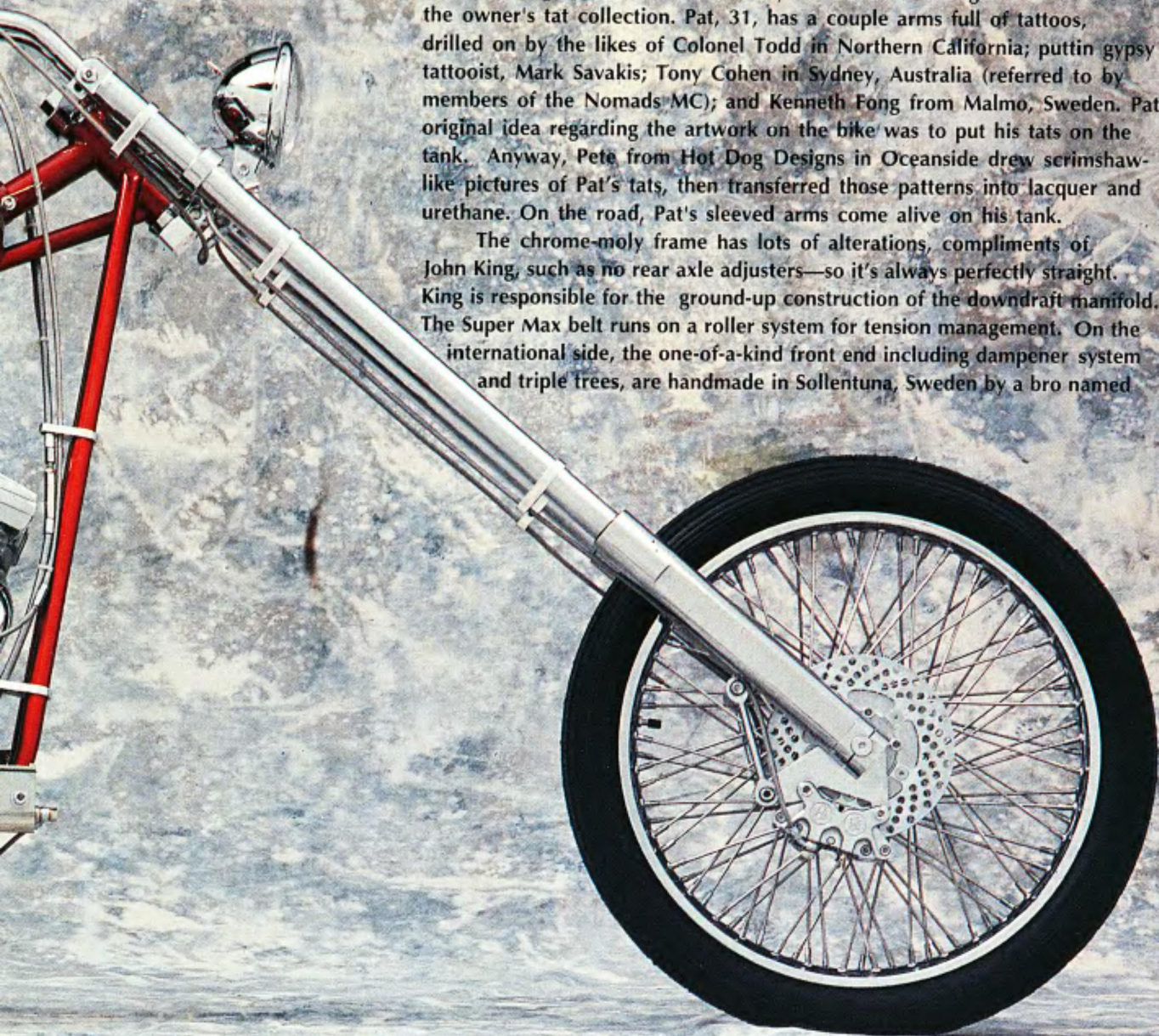
When you're the youngest of the clan an' ya wanna show class, you know, let the older brothers know that ya ain't asleep at the switch and that ya have a bundle of your own 'bike-buildin' ideas, it can be a bitch goin' the extra mile to prove it. But if miles were a factor, no scooter tramp worth his rear wheel would be puttin' today.

The obstacle is to outdo your last performance. And with Pat Kennedy, the challenge on his latest project was to overcome the past brilliance from within his own family. A talented, close-knit family who own and operate their own shop, Kennedys Custom Cycles in Oceanside, Calif., they're well-known for their signature putts, some of which tend to sport radically long front ends. The Kennedys are widely respected by bikers from around the globe.

Not that it's a heavy competition thing, but there's always a competitive blood-rush that results from doing your own project, and Pat's pet started in the conceptual stages two years ago with the notion of combining today's technical advances with a style he could be comfortable with. Leaving the limits wide open, he surrendered only to the theory that "a bike must make a personal statement."

Pat's rigid Evo, "Stretch," is truly international in origin. Which follows the owner's tat collection. Pat, 31, has a couple arms full of tattoos, drilled on by the likes of Colonel Todd in Northern California; puttin' gypsy tattooist, Mark Savakis; Tony Cohen in Sydney, Australia (referred to by members of the Nomads MC); and Kenneth Fong from Malmo, Sweden. Pat's original idea regarding the artwork on the bike was to put his tats on the tank. Anyway, Pete from Hot Dog Designs in Oceanside drew scrimshaw-like pictures of Pat's tats, then transferred those patterns into lacquer and urethane. On the road, Pat's sleeved arms come alive on his tank.

The chrome-moly frame has lots of alterations, compliments of John King, such as no rear axle adjusters—so it's always perfectly straight. King is responsible for the ground-up construction of the downdraft manifold. The Super Max belt runs on a roller system for tension management. On the international side, the one-of-a-kind front end including dampener system and triple trees, are handmade in Sollentuna, Sweden by a bro named



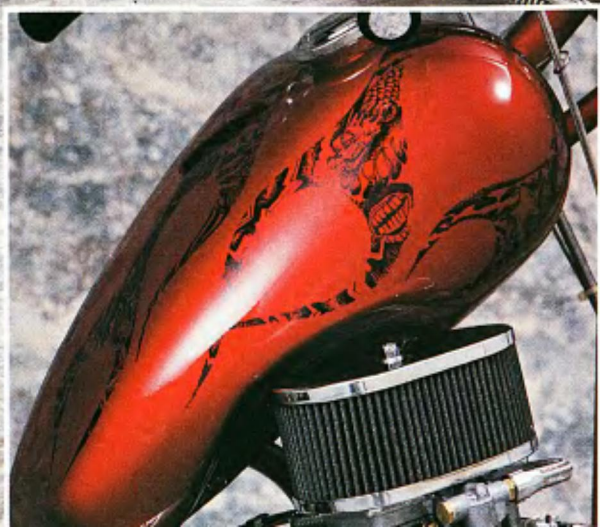
Tolle. Another Swede, Bo Erickson, put together the 14-inch rear wheel, and 21-inch double-spoked (80 of 'em), solid stainless front wheel.

The Kennedys don't just kick back behind the counter resting on their laurels, waitin' for the next wallet to come in. No, sir. The brothers like expanding their horizons, and I don't mean artificially. Their buzz comes from riding custom Harleys. The three brothers—Bill, Mike, and Pat—are of the clean-and-sober variety. Their only addiction is the vice of jamming in the wind.

Ya might say Pat's bike's heritage is of a rare lineage—1/4 old school, 1/4 new school, 1/4 Californian, and 1/4 Swedish. What's that old saw about America bein' a melting pot? Well, Pat's got that in one, fine-lookin', functional motorcycle. His brothers have gotta be proud of their younger bro.

Speakin' of proud, that's the way your March fox, Sherrie, felt about sittin' on Pat's putt. She knows her bikes and was in awe of her modeling-mate. Once her nervousness wore off, she got real comfortable and let herself go. She loves the excitement of riding. Sherrie and her ol' man are H.O.G. members out of Yuma, Arizona, making as many club runs on their '79 Low Rider as possible. Before this shoot she had to recover from a sunburn she acquired while at the Laughlin, Nevada, run. She aloe-vera'd up, and we like it.

—Buster





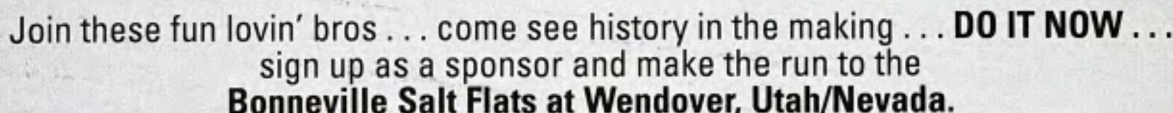
Owner(s): Pat Kennedy		City: Oceanside, California	
General		Frame	
Fabrication by: Kennedys Custom Cycles		Year: 1990	
Year and make: 1990 H-D		Builder: John King/Kennedys	
Model: Stretch		Type: chrome-moly	
Value: best offer		Rake: 45 degrees	
Assembly by: Kennedys		Stretch: 8 inches	
Time: 2 years		Other alterations: everything	
Chroming by: North County Plating		Accessories	
Engine		Bars: Ness	
Year: 1990		Risers: in the bars	
Model: Evolution		Fender(s): handmade/Kennedy, 8-in.wide	
Rebuilder: owner		Headlight: Bates	
Ignition: Karata Vertex Mag.		Taillight: V-twin, Lucas-style	
Displacement: 80 cubic inches		Speedo: none	
Lower end: H-D		Front pegs: JayBrake	
Balancing: stock		Rear pegs: JayBrake	
Pistons: factory		Electrics: 12-volt	
Cases: H-D		Gas tank: modified Paughco 3 1/2 gal.	
Heads: Branch (stage-4)		Oil tank: Santee spun aluminum	
Cam: EV 35 Andrews		Oil system: stock	
Lifters: hydraulic-adjustable rods		Primary cover: 1990 Kennedys	
Carb(s): Weber Downdraft 44 mm		Seat: Kennedys	
Air cleaner: Weber		Sissybar: Kennedys	
Pipes: shotgun/straight		Height: 20 inches or so	
Muffler(s): nope		Material: rolled steel	
Transmission		Forks	
Modifications: end cover milled		Type: wide glide (honest) Tolle	
Year: 1990		Extension: 22 inches over	
Shifting: foot		Builder: Tolle	
Engine sprocket: belt/Super Max		Special features: everything	
Trans sprocket: 33-belt		Wheels	
Wheel sprocket: Autobahn, 67-tooth		Front	Rear
Painting		Size: 21-inch	Size: 14-inch
Molding: none		Hub: stainless	Hub: stainless
Painter: Pete/Hot Dog Designs		Rim width: 1.85	Rim width: 6-inch
Color: candy apple red		Tire: Avon	Tire: Riken
Type: lacquer-urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: tattoo graphics			
Other special modifications: single fire ignition system, 80,000 volts; Minimal wiring—no key switch; 1990 electric starter; handmade sprockets on engine and tranny for alignment by John King; handmade intake manifold; added stress bars on frame.			

Photos by Raiko Hartman

Tie-dyed shirt courtesy of Jamie Ellyn Levin



June 29-July 5



Note: Credit Card purchases can be made by phone by calling: 1-800-247-6246. Make checks payable to *Easyriders* Streamliner and mail to: *Easyriders* Streamliner, Box 3000, Agoura Hills, CA 91301
 Coupon may be photocopied, or information may be submitted on a separate sheet of paper if applying for multiple sponsorship.

What's Happenin'

Here's your guide to what's happenin' in your area in July and Aug. 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. I 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

HAP JONES MEMORIAL RUN—August 5 in San Francisco. Sponsored by San Francisco MC. For info, call (415) 490-SFMC.

5TH ANNUAL THREE BRIDGE RUN—August 11 in Oakland. Sponsored by Oakland MC. For info, call (415) 534-6222.

Colorado

ALL-AMERICAN MOTORCYCLE RODEO & SWAP MEET—July 21-22 in Greeley at Island Grove Park. Rodeo, swap meet, ride-in bike show, concert, food, and beer on sale. Proceeds benefit Jan Marie Leslie Rider Education Foundation. Sponsored by Freedom H-D, 8020 W. Colfax Ave., Denver, CO 80215, (303) 238-0425.

Louisiana

ANNUAL PARTY & BLOOD/MEMBERSHIP DRIVE—July 21 in Morgan City. Sponsored by ABATE of Louisiana. For info, call J.P. at (504) 395-6678.

Maine

UNITED BIKERS OF MAINE STATEWIDE PARTY—August 17-18-19 in Palmyra. Bike events, 5 bands, vendors, camping available. Admission \$10. Sponsored by United Bikers of Maine. For info, call Jolene at (207) 935-2776 days, or (207) 935-4090 eves.

Michigan

5TH ANNUAL TOY RUN—July 28 Primitive camping available. Sponsored by Mason County Motorcycle Association. For info, call (616) 845-6520 or (616) 843-4036.

Minnesota

ANNIVERSARY PARTY—July 20 in Grand Rapids at 4th Street Station starting at 3 p.m. Public invited. Sponsored by Vietnam Vets MC, Chapter "B".

DENNISON DAYS—August 25 in Dennison. All day. Sponsored by Vietnam Vets MC, Chapter "C".

New Mexico

1ST MOUNTAIN CHAPTER ANNUAL HERON LAKE RUN—July 28-29 Sponsored by ABATE of New Mexico, 1st Mountain Chapter. For info, write Box 213, Cedar Crest, NM 87008, or call (505) 281-9449.

ABATE ANNUAL STATE PICNIC & MEMBERSHIP DRIVE—August 25-26 Sponsored by ABATE of New Mexico. For info, write Box 26544, Albuquerque, NM 87125.

North Carolina

HDRA & SCRA TOGETHER AT THE "ROCK" WORLD SERIES OF DRAG RACING III—August 25-26 in Rockingham at Rockingham International Dragway. For info, write Harley Drag Racing Association, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

North Dakota

3RD ANNUAL LADIES RUN—July 20-21 in Peace Gardens/Lake Metigoshe, at International Peace Gardens. For info, write Kathy at Box 743, Mandan, ND 58554, or call (701) 664-3609.

FM CRUSADERS HILLCLIMB—August 18-19 Sponsored by FM Crusaders MC. For info, write Box 987, Moorhead, MN 56560, or call Kasey at (701) 282-6805.

Ohio

ALL-AMERICAN VETERANS REUNION—July 13-14-15 in Chillicothe at Ross County Fairgrounds from noon Friday to noon Sunday. Free admission, camping available, live entertainment and speakers, food and drink, vendors, and reduced hotel rates. For info, write or call John Payne at 7305 St. Rt. 753, Hillsboro, OH 45133, (513) 365-1500, or call John Newton at (614) 335-6147.

4TH ANNUAL SWAP MEET PARTY—July 27-28-29 7 miles west of Van Wert on Business 30. Camping, showers, prizes, games, drawings, contests, raffle, music by Burnt River and 69 Bands, vendors, and more. \$15 donation. Free beer and soda. Hosted by Wetzel MC. Gates open noon Friday. For info, call (419) 238-9218, or (419) 968-2507.

Pennsylvania

WILD WOMEN ON WHEELS & LADIES OF HARLEY RIDE—July 18 meeting in Glenshaw at Spirit H-D at 6:30 p.m. For info, write Spirit H-D Inc. at 1023 Wm. Flynn Hwy., Glenshaw, PA 15116, or call (412) 487-3377.

3RD ANNUAL ST. JOE'S INDIAN SCHOOL RUN—August 25-26 starting in Grantville at Eddie Rehrer's Campground near Hershey. Registration from 9 a.m. to 11 a.m. Admission \$15 per

Pennsylvania (con't)

person. 100-mile scenic ride, door prizes, entertainment, food, beer, soda, and overnight camping. Raffles and bike events. Proceeds benefit St. Joseph's Indian School in Chamberlain, SD. For info, write Joseph & Wendy Zimmerman at RD 2, Box 3588, Grantville, PA 17028, or call (717) 469-7493.

South Dakota

50TH ANNUAL STURGIS BLACK HILLS MOTOR CLASSIC—August 6-12 in Sturgis.

THE 50TH CAMPSITE—August 2-16 on the outskirts of Sturgis on Whitewood Rd. Admission \$100 per bike per week. No showers, outhouses and drinking water. Bikes only, no cars or RV's. For info, call Ray or Cathy at (605) 347-4843.

ZODIAC ANGELS 3RD ANNUAL BLACK HILLS LADIES RUN & MOTORCYCLE RODEO—August 4-5 in Sturgis. Register at Buffalo Chip and Lin's County Market from 9 a.m. till noon on the 4th. Run leaves from Lin's County market at noon, ending at Buffalo Chip. 80-miles round trip. Free camping. Rodeo at Buffalo Chip on the 5th. Admission \$10 per rider. Sponsored by Zodiac Angels MC. For info, write or call Cindy at 545 Paha Sapa, Rapid City, SD 57701, (605) 342-1697.

TRIKE-IN '90—August 4-11 in Rapid City at Berry Patch Campground. Triker enthusiasts welcome. For info, write Brothers of the Third Wheel, Box 345, Coal Valley, IL 61240.

1ST ANNUAL NATIONAL INDIAN CONVENTION—August 6-10 in Sturgis based at Glencoe Camp resort. Admission includes admission to all Indian activities all week. For info, write AMR, 7640 Knox Ave. S., Minneapolis, MN 55423, or call (612) 866-8280. For campground info, call (800) 462-0257, or (605) 347-4712.

STURGIS SKYDIVING JUMPS—August 6-12 in Sturgis. Good skydiving all week. Jumps into Buffalo Chip Campground, etc. For info, call Barry at (303) 841-4295, Bob at (605) 642-7839, or bring your gear to Sturgis.

TEXAS AT THE BADLANDS—August 6-12 in Sturgis. An MDA fundraiser organized by American Cycle H-D in Killeen and supported by H-D dealers throughout Texas. Campground secured. For info, call Ron at (817) 526-2440.

STURGIS VINTAGE & CLASSIC MOTORCYCLE AUCTION—August 10 in Sturgis. Sponsored by ACS International. For info, write 2277 W. Hwy. 36, St. Paul, MN 55113, or call (612) 633-9655, or FAX 612-633-3212.

Texas

7TH ANNUAL LONGHORN DOUBLE STEAK RUN—July 21-22 Trophies, bike show, field events, steak, contests, camping, and more. Best meal served at any run. Sponsored by San Jacinto High Rollers MC. For info, write Charles Gelske at 1807 W. 23rd St., Houston, TX 77008, or call Tory at (713) 864-6040 days, or (713) 855-2725 eves.

Vermont

5TH ANNUAL CHRISTMAS IN AUGUST TOY RUN & PARTY—August 25 in Berlin at Berlin Airport, leaving promptly at 11 a.m. Ride to Montpelier to present toys at Shriner Children's Hospital. Admission: one new toy. Party to follow. Sponsored by Freedom of the Road. For info, write FOR-Vermont, Inc., Box 482, Montpelier, VT 05602 or call (802) 223-1556, or (802) 479-3597.

Washington

7TH ANNUAL DO-WA-DIDDY—July 21 in Tenino during Oregon Trail Days. Party, pig roast, field events, live music, and camping. Sponsored by the Tenino Motorcycle Drill Team. For info, write Box 723, Tenino, WA 98589, or call (206) 264-4210.

West Virginia

DOG DAYS POKER RUN—July 28 Sponsored by ABATE of West Virginia, Bluestone Chapter. For info, write Box 5266, Princeton, WV 24740, or call Kris at (304) 425-0769.

900 phone number state codes - alphabetically

Alabama	01	Indiana	14	Nebraska	27	South Carolina	40
Alaska	02	Iowa	15	Nevada	28	South Dakota	41
Arizona	03	Kansas	16	New Hampshire	29	Tennessee	42
Arkansas	04	Kentucky	17	New Jersey	30	Texas	43
California	05	Louisiana	18	New Mexico	31	Utah	44
Colorado	06	Maine	19	New York	32	Vermont	45
Connecticut	07	Maryland	20	North Carolina	33	Virginia	46
Delaware	08	Massachusetts	21	North Dakota	34	Washington	47
Florida	09	Michigan	22	Ohio	35	West Virginia	48
Georgia	10	Minnesota	23	Oklahoma	36	Wisconsin	49
Hawaii	11	Mississippi	24	Oregon	37	Wyoming	50
Idaho	12	Missouri	25	Pennsylvania	38		
Illinois	13	Montana	26	Rhode Island	39		





THE LOTTERY

By Donald M. Dunson

To start this story, you first have to know a little about Tony. Although he's one of the best friends you could want, and a great bro to have backing you up, Tony was, to be polite, a little less than reliable. Granted, he always did what he said he would do, but if Tony said he would show up at 3 p.m. on Friday, you needed to ask him which Friday. He's also known to pull in from Ohio at some odd hours. (It's 5 a.m., and you have to be at the shop at 7, and Tony pulls in shouting, "Hey, hey, time to party!!")

On December 27, 1988, my mom called me at about 11:30 p.m. Mom goes to sleep with the chickens and is up before dawn, doesn't drink, and barely tolerates those of us who do. Anyway, back to the story. Mom called and asked if I remembered "some cat named Tony! He was drunk at a local bar and couldn't remember how to find your house." Well, I got up, got dressed, and drove down to The Rock to find Tony. I hadn't

**"Come on in, sit down,
and get a drink 'cause you
ain't gonna believe this!"**

seen him in two or three years and was excited about running into him. I noticed an old beat-up Ford in the lot with Ohio plates on it and wondered how the hell the clunker ever made it to South Carolina. I walked in the bar and looked around, but no Tony. I strolled back outside to see if he had walked out to the porch when a sharp-looking Porsche pulled up to my kneecaps, damn near running me over. I looked in and there sat old Tony, grinning from ear to ear. Well, the last time I saw Tony, he had driven down when he was "between jobs," and I figured he may have come down looking for work. I asked where he had stolen the Porsche from, or if he had married a rich lady. Tony just said, "Come on in, sit down, and get a drink 'cause you ain't gonna believe this!"

As I mentioned earlier, I have to be at work at 7 a.m., so I usually don't party much late, but Tony insisted that I come in and sit down. He ordered me a shot of Jack Daniel's.

"Bro, I'm rich," he said. Compared to some of T's other stories, I knew I was in for a wild yarn, and accepted the shot of

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Newton 67114
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(316) 283-1428

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Fort Washington 20744
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Everett 02149
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Biker's Unlimited
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(915) 772-4827

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Vancouver 98661
(206) 695-8831

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Milwaukee 53221
(414) 281-4770

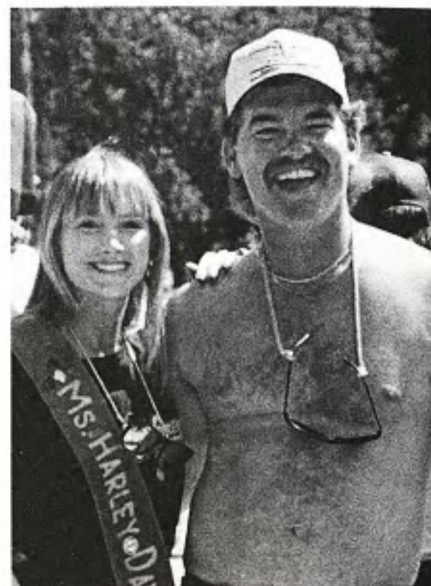
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TWO-WHEEL TALE



Lucky Tony and one of his favorite subjects.

Jack the waitress sat in front of me. "Man, I hit the big one in the lottery, and I'm set." When T said this, I figured he was talking a few thousand or so. I nearly fell off my chair when he said \$14 million! The next thing out of Tony's mouth was "Let's go to the Super Bowl." Followed by: "Let's get a Harley, let's get a boat, LET'S PARTY!!! I've got five friends, and we all want scoots. I'll get my first check in four to six weeks, and we're going to the Super Bowl, to Daytona, anything we want to do or any other fantasy we'd had, but never had the dummies to fulfill." All the while Tony talked, it was in the back of my mind that I was not dealing with one of the most reliable individuals I had ever known. So I kind of let this information simmer on the back burner, not getting all excited or going out to look at the new Harleys, or even making any plans. It even crossed my mind that Tony might hit me up for a loan to tide him over "until my check comes in."

One of Tony's buds from Ohio came down with him. Mike was there when Tony found out he had won the lottery. Now, Tony is always good for a few laughs, playing practical jokes, and cutting up in general. So when Tony said he'd won, even Mike blew him off and he was standing there!

As Mike called out the winning numbers to the lottery, Tony read each one to himself. When Mike got to the fifth number, Tony said, "Hot damn, I won the damn thing!"

Mike (knowing Tony to be the joker he is), laughed it off and said "Bullshit,

what's your sixth number?"

Tony said, "39," and Mike responded, "Well, if that's a fact, you've matched all 6!" When Mike turned around, Tony was lying on the floor, holding up the winning ticket, and laughing and crying at the same time.

Well, on January 21, 1989, I got a phone call at the shop at about 2 p.m..

Tony was on his way to South Carolina and wanted me to pick him up at the Columbia airport at 4:30 p.m. "I've got a big check, do you think the bank can cash it?" I had already had some things planned out and set up so we cruised through the bank, got some travelers checks, and headed for Miami. I was the only 49ers fan in a group of five Bengals fans, but we still had a blast. As the dressers performed at half time Tony said "Man, I want six Harleys, set it up."

Before the big day arrived, Tony had upped the number of bikes to eight. Well, the guy I had been dealing with, Doug of Doug's Harley-Davidson in Florence, S.C., did not believe me when I said I wanted eight bikes. I took him a cashier's check for a deposit, and he still didn't believe I wanted eight new Harleys. Tony showed up on February 3, 1989, and we headed for the Harley shop. A few hours later we were on the road. I don't think Doug believed me until we rode out of the showroom, and I imagine he's still pinching himself to see if it's a dream.

On that day, Tony purchased: three 1200 Sportsters, two Springer Softails, one Heritage Special, one Super Glide (Tony's Scooter), one Ultra Tour Glide Classic (my scooter), and all the chaps, jackets, boots, bags, saddlebags, sissybars, and pads to finish the incredible package.

Outside of the original eight, another four have been purchased for other friends, and Tony's dad. Twelve Harleys in one year, and 12 very, very happy friends.

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Note: **Closing date** for advertisements is the **15th of the 4th month preceding cover date**. There are approximately 60 days between the closing date and the national on-sale date.

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DRUG TESTING CONQUERED! PASSING THE URINE TEST IS EASY, GUARANTEED, FOOL-PROOF, PROVEN METHODS. MANUAL \$5. Wilshire Labs, 2521 Hazlett Ave., Warwood, WV 26003-E.

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

CRAWFORD ENGINEERING: Complete motorcycle service during Sturgis Rally 1990. Broken Spoke Bar, 898 Lazelle St., Sturgis, SD 57785.

Reproductions of H-D out-of-print literature from 1905. Send SASE for price list. CLASSIC PRODUCTIONS, Box 42, Delahed, WI 53018.

Nonrecording AM/FM stereo players available. Free catalog. The Conaid Company, 8221 Dunfield Ct., Severn, MD 21144.

TATTOO designs, ALL NEW, direct from the artists. 200 designs, \$30 plus \$2 P&H, or send SASE for information circular. Gundelfinger, 1408 Blaze Ave., Simi Valley, CA 93065.

Garage: You've always been there for me. I'm always here for you. You can leave a message at mother's or write: Debbie, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

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

FOR SALE: Easyriders issues #1 through #175. All in new condition. Best offer over \$385. Jimmy D, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

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

STURGIS 50th, Eagle's Landing Campgrounds, 1/2 mile from Sturgis, \$6 per night per person. Hot showers, food, beer, free firewood. Band every night. Send reservations to Box 771, Sturgis, SD 57785 or call (308) 762-2735.

CUSTOM LEATHER DOG LEASHES AT 50% OF RETAIL MARK-UP. \$1 FOR CATALOG. G.L.S. Leather, Box 13216, Portland, OR 97213.

UNIQUE motorcycle jumper cables. Pack in money orders only. M. Garipey, 1597 Marlesta Rd., Pinole, CA 94564.

PLANNING MARRIAGE IN STURGIS? Biker preacher available for ceremony, contact Rev. Kyle "Pops" Harvey, Box 396, St. Francis, KS 67756, (913) 332-2572.

CONFIDENTIAL TYPING from correspondence to manuscripts on typewriter or computer. Write: Bonnie c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

My first knucklehead is out there somewhere, case numbers 46 FL 6843. I'd sure like to find it. If you know anything write: M. C. Blair, 6417 San Fernando Rd., Glendale, CA 91201.

Mark S. Miller (nickname Turk), where are you? It's been 5 years since I last saw you. Hope you are okay. Love to hear from you! Please call Mary at (916) 989-1495.

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

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Wanted: '84 and '85 Harley-Davidson Christmas plates. Must be in new condition, preferably with original box. Also 1984 and 1985 Christmas balls. Contact Fred c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

Little Lor-Lor: All is fine as of April 1, 1990. Dad sits in your rocker and we cry together. Thank God every day for keeping you safe, we do. Love Mom and Daddoo.

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

Quality bike art from custom screen printing company. Many one-of-a-kind designs: T-shirts, caps, towels, etc. Dealer inquiries invited. Catalog \$2, quantity discounts. Laird Screen Printing, Box 5401, Mesa, AZ 85201-5401.

PARTY, PARTY: Week-long bash for all bros who rode with HAIRY LARRY in Sacramento, 1960s-1970s. Bring camp gear, head for heart of Emerald Triangle, Humb. Co. up Hwy. #101 to Hwy. #36, east on 36 approximately 8 miles from Bridgeville, mile post 33, left to 2nd drive on left. Starts Sep. 29, 1990! Look for arrows.

TRAFFIC TICKETS—NO PROBLEM! Win you case! Free details, rush SASE to Major Market Books, Box 175, Gibbsboro, NJ 08026.

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ROBIN from Panama: How's yer ass? Bill, Box 434, Spring Park, MN 55384.

Seeking sexy Western Canadian woman for Fox Hunt photo modeling. Jimmy, Box 143, St. James Station, Winnipeg, Manitoba, Canada R3J 0H4.

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MAIL FORWARDING: Send \$1 each letter, addressed and stamped (return address supplied) to: LAHARA, Box 4052, Covina, CA 91723.

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MAGAZINES: Past issues of *Easyriders*, *Iron Horse*, *Super Cycle*, *Street Chopper*, and others. Send \$1 for listing and prices: RAGS, 5417 S. Lansing, Tucson, AZ 85706.

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

Easyriders, Volume 1, Numbers 1, 2, and 3. Make an offer. Box 1084, Peru, IN 46970.

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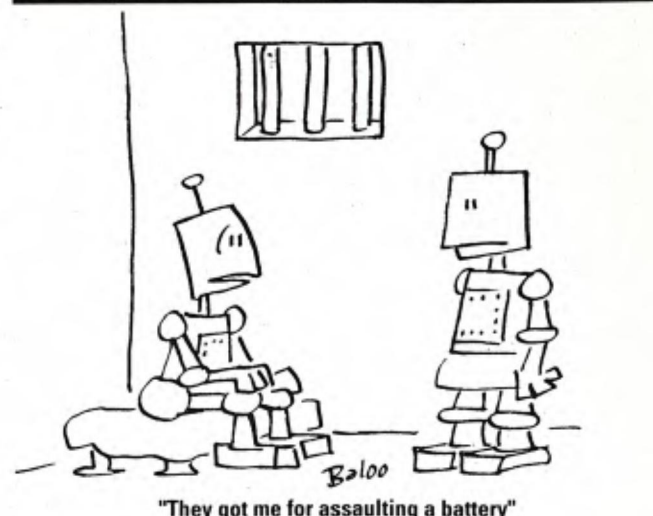
FREE (Noncommercial) CLASSIFIED AD PLACEMENT in V-TWIN TRADER Magazine. Call or write 249 N. Brand Blvd., #631, Glendale, CA 91203, (818) 247-1381.

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35 TATTOO FLASH SHEETS ON VELLUM AND BRISTOL, 175 DESIGNS, \$45. Warwood Graphics, 2521 Hazlett Ave., Warwood, WV 26003.

Edward Power or anyone knowing his whereabouts: Yvette is looking for you. Met at CRC in 1985 and fell very much in love. Lost contact in 1989 after a fire at my home which destroyed all my records. Father owns a construction company in El Cajon. He was under Rod Radenbaugh while at CRC. Please contact me with any and all information. Yvette B. Whitman #W-35373, Box 9, 610-1-31U, Avenol, CA 93204.

In memory of John Dillon. We'll miss ya, bro.



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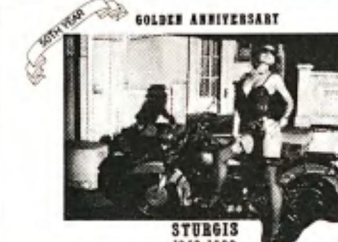
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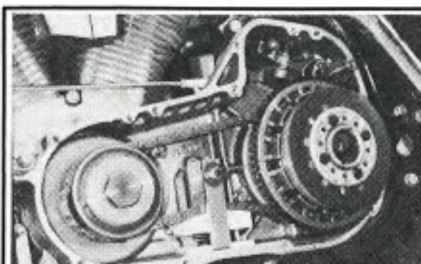
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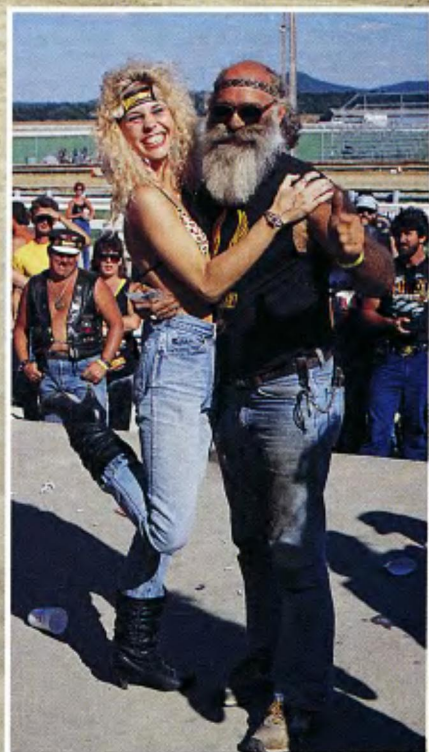
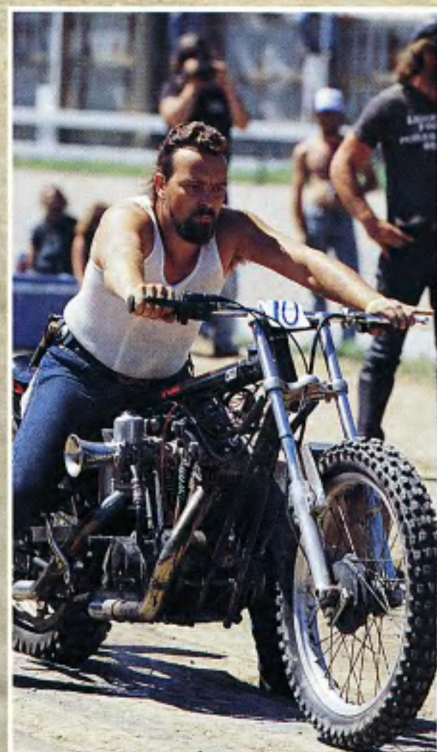
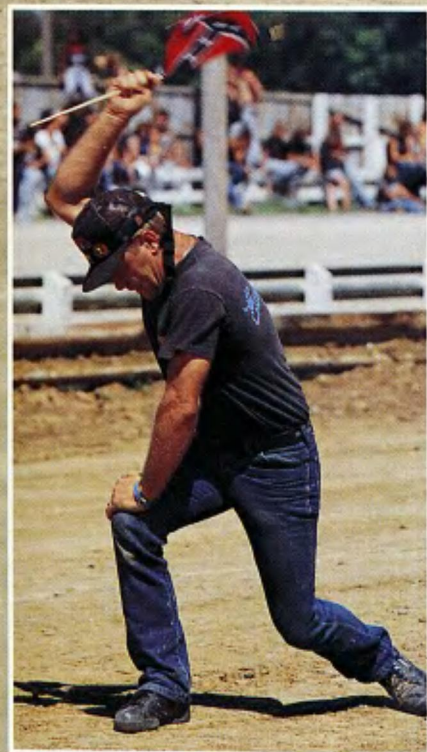
Columbia Motorcycle Company, 3312 E. 4th Plain Blvd.,
Vancouver

Wisconsin

Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W.
Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay

'90 EASYRIDERS RODEO KICK-OFF

AND THEY'RE OFF!



RODEO!



Exciting, electrifying, heart-pumpin' motorcycle-rodeo competition is blasting into its fourth, rubber-burnin' season. Brothers showin' their two-wheeled talents will be kickin' up dust all over the country, beginning in Pasadena, Texas, on the weekend of June 8-10, at the Municipal Fairgrounds. After partyin' with our Lone Star bros, it's up to Sturgis for an August 8 event. From the Black Hills, the Rodeo crew will blast over to the East Coast regional meets in Florida, followed by a Labor Day blowout in Chillicothe, Ohio.

Then it's Back East again, and a return to Middletown, New York, September 21-23. After N.Y., it'll be time to hook 'em up for another cross-country run to the Grand Nationals in California.

Motorcycle rodeos have taken off since the sport reached a scale of competition which offers prize money and trophies, as well as good ol' fashioned American duels. During each event, it's become obvious that the tour is taking on new dimensions.

The *Easyriders* Rodeo crew has hosted more than 40 rodeos throughout the country, finding solid homes with enthusiastic fans along the way. One such home is Chillicothe, Ohio, where the Labor Day Rodeo bash is there to stay, thanks to the efforts of Division 5 ABATE of Ohio. It's an awesome location, and the Ross County Fairgrounds is staffed by a great bunch of people. Even the townspeople of Chillicothe have consistently stood by the event. Hell, last year's ticket sellers were the Chillicothe Parents Booster Club, raising money to keep their children's team sports and extra-curricular activities alive in their schools. If we can help out the locals, all the better.

Middletown, New York, became a happenin' last year—a huge



facility with comfortable camping accommodations and seating for 10,000 thrill-packed scooter tramps in the grandstands (which were filled during the rodeo finals). The whole gang'll be there again this year, tearin' up the turf and downin' the dogs for all to see.

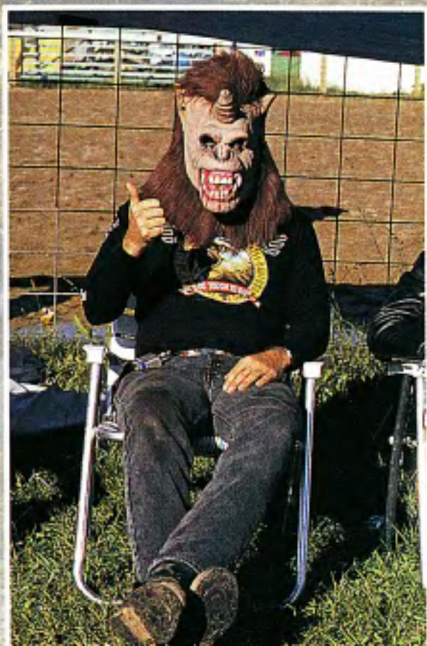
The four-year evolution of the Rodeos has developed into a series of well-rounded, rapid-fire events—servin' up decent food at reasonable prices to go with dust-squelchin' drink, outstanding biker bands, suitable places to set-up camp, and, of course, nonstop rodeo fun.

Classic, custom scooters can be found on display at the Ride-In bike shows and ya can easily shop till you drop for those unique T-shirts or accessories at the trade shows. Hell, ya can even settle down for a new tat with that favorite artist you've been looking for since the last major event. Every evening rocks with hard-driving tunes from the best in biker bands, while local ladies vy for the next day's coveted Trophy Girl crown. All this is but a mere prelim to Saturday and Sunday, where riders rodeo their everlovin' hearts out for that \$5,000 purse, not to mention the dedicated squadron of ARROW-member riders who regularly attend, competing for points toward the cherished gold belt—the symbol of the Grand National Championship in October.

New, highly-receptive event homes have been added to this year's circuit. After partyin'-down in Austin, Texas, for the past three years, the rodeo crew decided to share the action with the rodeo enthusiasts of Houston. Lovers of hard-crankin' Harleys will be given the chance to come out and check out the moto-maneuvers in Pasadena, Texas. In addition, there will be a C.A.S.I. rules chili cook off that is sure to leave many mouths jalapeñoed-out.

Competition is accelerating in more ways than one. Prominent people in the high-performance business are sponsoring many riders, while watching their products encourage Big-Twin success.

Last year, Field Director Leon Hatcher built the biggest, baddest, five-wheeled trike on the planet. That's right, five wheels—a fike? Regardless, Big Toe made its debut at the Sturgis Rodeo, which proved to be an inspiration for other monster-trike makers. "If he can do it, I can do it," said more than one creative builder. Not to outdone, over the winter, Ray "Tampa Bay Ray" Tewksbury (last year's ARROW grand champion) has put up his own earth-quaker. Hatcher and Tewksbury are



RODEO!



aimin' to go head-to-head, or gear-to-gear, in tug-of-war exhibitions from coast to coast. They welcome all comers.

The Trike Sled Pulls remain the fans' favorite event in the rodeo. This year promises to produce the best rounds of competition yet, as entrants are gettin' the hang of what works best in the dirt for their Hogs. Frank Olenick, an original ARROW member from Effort, Pa., has reportedly built an ass-kickin' dirt churner. And Frank's not alone. Rico Padilla of Stamford, Conn., is

right on his heels with another three-wheeled, powerhouse, not to mention the newest, deadly-serious ARROW competitor, Danny Heath, who's on the warpath with an awesome 120-inch Harmon trike.

A couple years ago, the infamous Tire Ride event was discontinued. It's back for the '90 season by a vocal public's popular demand. This year, daredevil tire riders will be run as two teams, eatin' 'n' splittin' the dust against each other for the fastest time. It's a hilarious, hair-raisin' event that requires guts, a vice-like grip, and the ability to snort barrellfuls of dirt.

As you can see, the concept of motorcycle rodeos, thanks to your support and desire to have family-oriented events within our lifestyle, has exploded. Check the 1990 Rodeo Calendar for the rodeo coming to your area. If you want to really see and be a part of a true All-American event, pack up your sled, stuff the ol' lady and kids in the sidecar, and check it out.



Photos by Anthony "Smokey" Stabile

1990 EASYRIDERS MOTORCYCLE RODEO SCHEDULE

BLACK HILLS ARROW INVITATIONAL	AUGUST 8 — Sturgis, South Dakota (Arrow Members' Invitational Rodeo) Buffalo Chip Campground — Largest Campground w/Live Music Nightly	<i>Easyriders 20, Sturgis' 50 Years Celebration — Finals Same Date & Location as the Subscriber Party of the Decade (See Page 17) Featuring: Trike Sled Pulls, Barrel Races, 1,000-lb. Solo Sled Pull, and Tire Rides</i>
BUCCANEER BIKE RODEO	AUGUST 24, 25 & 26 Fort Pierce, Florida — St. Lucie Fairgrounds	<i>Rodeo • Trade Show • Ride-In Bike Show • Live Music • Food & Beer On Sale • Camping • Trophy Girl Contest Featuring: Monster Trike Tug-of-War, East & West Coast Builders' Grudge Meet</i>
BUCKEYE RODEO MIDWEST'S LARGEST	SEPTEMBER 1, 2 & 3 — LABOR DAY WEEKEND — Chillicothe, Ohio Ross County Fairgrounds	<i>Largest Rodeo Attendance of '89 Tour Rodeo • Trade Show • Ride-In Bike Show • Live Music • Food & Beer On Sale • Camping • Trophy Girl Contest Featuring: Burnt River Band, Saturday & Sunday Night, and a great bunch of people from ABATE of Ohio</i>
EMPIRE STATE RODEO	SEPTEMBER 21, 22 & 23 Middletown, New York — Orange County Fairgrounds	<i>Rodeo • Trade Show • Ride-In Bike Show • Live Music • Food & Beer On Sale • Camping • Trophy Girl Contest Featuring: Monster Trike Tug-of-War - Two "Big Toes" Goin' One-on-One</i>
OCTOBER EASYRIDERS GRAND NATIONALS	CALIFORNIA — Date and Location to be Announced Final Rodeo Competition for 1990!	<i>Goin' for the Big Bucks! — ARROW Points Payoff Meet • Trade Show • Ride-In Bike Show • Live Music • Food & Beer On Sale • Camping • Trophy Girl Contest Featuring: \$10,000 Purse — \$5,000 for Rodeo & \$5,000 to the Three Highest Yearly ARROW Points Winners</i>

FOR MORE RODEO INFORMATION, CALL: 900-234-BIKE OR (800) 247-6246.

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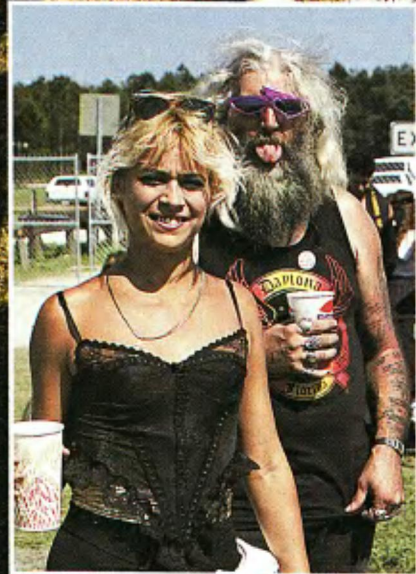
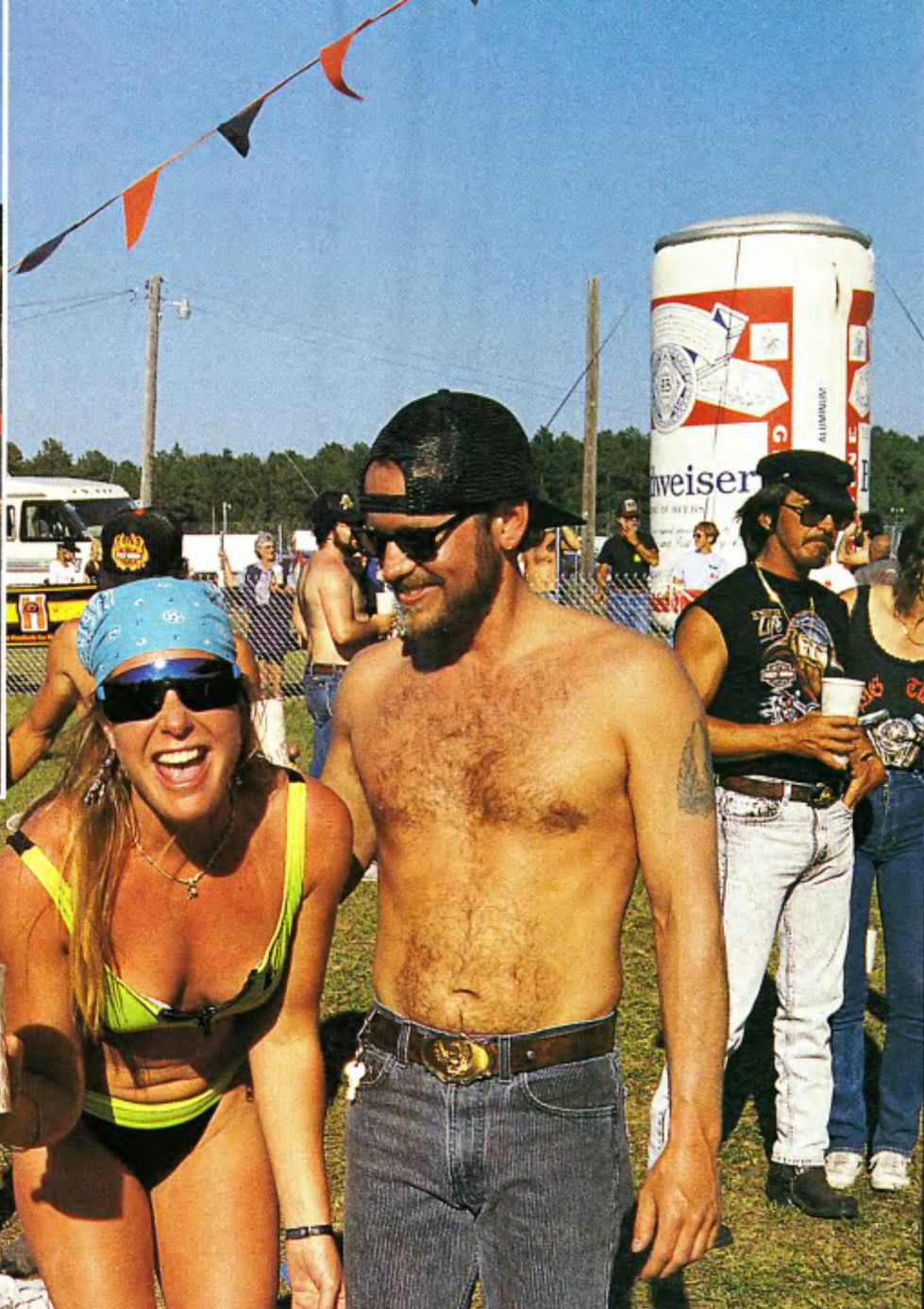
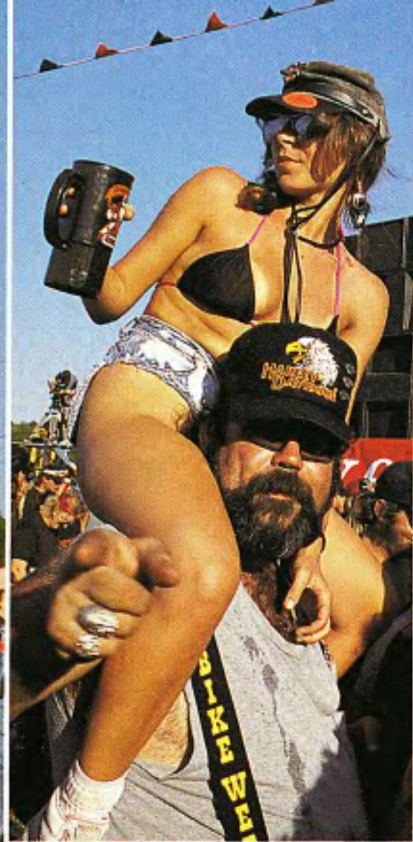
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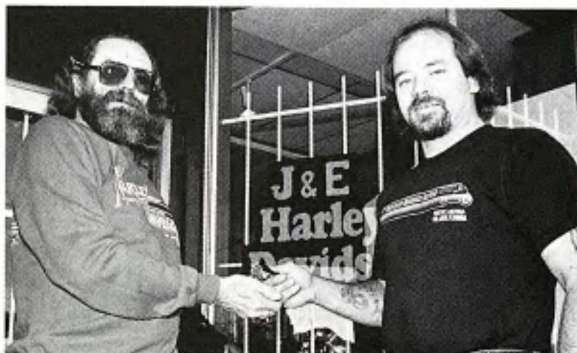


Photo by Wilbur Rivera

Sweetie Pai

By Rip

Yo, hello again. In last month's column I wrote about my—aaahh—fun (?) trip to Mexico.

This time around, I'll be writing about my trip to Daytona and about my new ride. During this month's putt there weren't any bus drivers from hell trying to get a bead on me, as in issue #205. I've got to say that I'm getting one hell of an education. I mean traveling all over the continent is opening my eyes to the way people live and act in a way that I normally wouldn't see if I stayed home in California.

Of course, for the most part it's been great. But sometimes it gets hectic. I'm not complaining, how could I?

I've got a new putt. She's called Sugar Pai. It's a play on words. The *pai* is for Paisano, which means brotherhood or countryman in Italian. For those of you who don't get it, Paisano is the parent corporation for all of our rags.

Since Baby had over 80,000 miles on her clock, our Godfather, J.T., decided it was time for me to get a new scooter.

I left San Berdoo on the redeye early on Sunday, March 4, and flew to the Raleigh/Durham airport in North Carolina. There I was met by Wilbur who drove me to the J&E Harley-Davidson shop in Greenville, North Carolina.

That's where I first saw her, in all her shiny radiant beauty, just what this doctor ordered. She's all black and



Walter Spann aka "Shine" from Plains, Ga.



Broadway Bob, official at the AMRA drags in Orlando Fla.

chrome, including the motor. Her nomenclature is FLHTC, and she comes with a fairing, windshield, and radio. I've never had a radio before. She's big and comfortable. Basically, I've always built what I ride, but that's near impossible when you're on the road. Besides that, I don't have to make no stinkin' excuses to anyone. I've paid my dues—and then some.

Eric Hannan owns J&E in Greenville. He is also a Harley drag racer, racing the world's fastest and quickest carbureted Big Twin fuel bike. That

means that he can keep up with race bikes that have injectors on them. That ought to tell ya something.

Currently, Eric is in the process of building two brand new drag bikes, one will have an injector, the other will be blown. Helping him will be Elmer Trett.

For those of you who don't keep up with drag bikes, Elmer goes damn fast. He holds and has held many national and world records. You could say that he is a legend in his own time.

I hung around with Eric, meeting his dad and many members of their H.O.G. chapter. There should be a picture of these folks somewhere on these pages. If you're in the area, stop by for a visit. These are great folks, and they have a very clean operation. They sell nothing but Harleys, no Jap crap.

Later that Monday evening, Sugar and I left Greenville, heading toward Daytona. By then I'd been up close to 48 hours. I turned the radio up almost full-blast to stay awake. My problem was that I wanted to catch the AMRA drag races in Orlando that next morning, March 6.

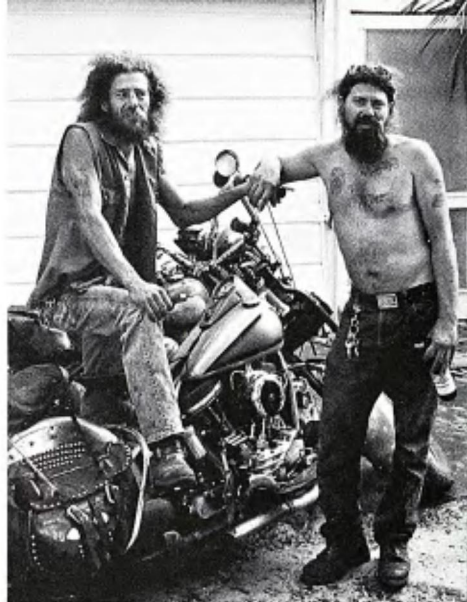
I made it with a couple hours to spare. All told, I stayed up without sleep for over three days. You know how it is during Bike Week in Daytona. We call it a vacation, but very seldom do we get much rest. Ya may miss



Longstem cutie.

something so you lose sleep trying to be everywhere and see everything. I'm no different than anyone else, I abuse myself to the point of exhaustion. But whatdafuck, Daytona only comes once a year.

Next year will be the 50th anniversary. This year will be Sturgis' 50th along with the Myrtle Beach party put on by the North Carolina Harley-Davidson Dealers Association Inc. I don't have to tell ya that we at *Easyriders* will be celebrating our 20th



Panhead Ross and Kid in St. Petersburg, Fla.

B-Day in Sturgis this year. Next year we will be old enough to drink. We will be getting down in our party mode. Be there or be square.

At Daytona, I tried to visit as many bars as I could, looking for old brothers and friends. A group of us went to the swap meets and the Charlie Daniels Band concert put on by the Brothers Three from Pompano Beach, Florida. They are located near Fort Lauderdale and they do carry *Easyriders* products. I've never been there but I understand

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J&E Harley-Davidson crew in Greenville, North Carolina.



The H.O.G. chapter from Greenville, North Carolina.

that they have a big store.

The drag races were held at Speed World on the east side of Orlando. Last year they were rained out. The top fuel winner this year was Pete Hill. Jim McClure took the A-Fuel honors. I'm not gonna say too much more about Daytona. It will be covered beaucoup.

Look for a half-hour's worth of Daytona footage in *Easyriders* Video No. 5, soon to be at your local bike dealer. If not there, you can always order it through the rag. I may be

prejudiced, but I feel they are the best bike videos on the market today. Much better, by far than some of the shit that's being hawked elsewhere. I mean *Easyriders* videos are done in a very professional manner. It's got sexy women showing tits and things, *Easyriders* style. I find it very entertaining, yeah.

About mid-week I rode Sugar to Harley-Davidson of Seminole County for her 500 mile service, she had over 800 miles on her. They are located in

Longwood, Florida, just a few miles north of Orlando on State Highway 434. I had visited these folks last year and dug their operation. They have a good-size shop with ample room in their service department to do many bikes simultaneously.

They also have a lotta new and used bikes for sale. They carry a bodacious load of bike parts, clothes, and accessories, and further, they do excellent work. As you can imagine, this time of the year they were busy as

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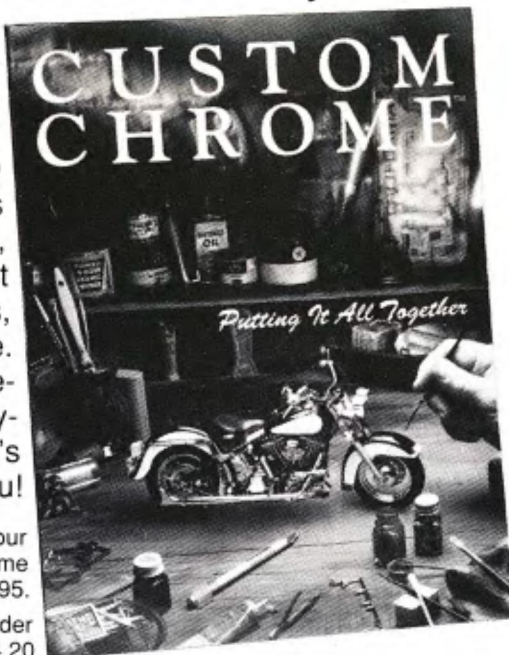
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CUSTOM  CHROME



Nice-looking honeys at the concert.

all get out. But they took care of Her Candyness while I waited. I did call first. I was only a day late. Hey, whadaya expect? It's Bike Week. I put the longer mirrors on her and bolted a couple of clear plastic bat-wing looking things on the lower part of the fairing.

We also traded Her Sweetness's passenger footboards for some chromed ones. The ones that came with her looked out of place, everything else was either painted black or was chromed. When they are down you don't see them, but when they are folded up you do notice it. That's a very minor thing but it sticks out like a sore thumb. Hey, I'm thinking of getting a mobile phone and a VCR for Sugar Baby. That's a joke, son.

After Bike Week I rode over to Orlando and kicked back with Tramp Bob and Diane. Sometime during Speed Week I must have been bitten by a spider. That slowed me down for a few days. Bob gave me some antibiotics, and after three days I felt better.

The next weekend we rode over to St. Petersburg on the West Coast of Florida, to a panhead party thrown by Panhead Ross and Kid. They are a couple of bros who I met four years ago at a fiddlers contest in Weiser, Idaho. They host this party annually, inviting panhead riders to attend.

They ride quite a bit, putting on mucho miles every year. I've run into these dudes all over the country.

En route from Orlando to St. Pete one of the riders in our group kept breaking down. While we were roadside examining the problem, a couple of citizens who lived nearby jumped the fence alongside the highway to lend us assistance. They fetched nuts and bolts from their house to speed us along. Turned out these people work



She rides her Harley in the rain at St. Petersburg, Fla.

as cross-country truck drivers and were taking a break between trips. They were really friendly. They gave us cold water to drink and some herbs. That's what I call real neighborly.

Five minutes after getting to the party it started to drizzle, but no one complained. It was a warm rain and we weren't gonna let a bit of liquid Florida sunshine dampen our spirits.

The next day, Sunday, we rode over to The Laughin' Horse bar where the local Lightning Alley ABATE chapter holds their meetings. From there we rode over to The Lone Cabbage fishing camp. There, airboat rides can be taken to the swamps. The Lone Cabbage has live country music and some pretty tasty catfish.

The weather is warming up around the country and I'm getting anxious to put some miles on Sugar. I think I'm gonna like her and hope she gives me the trouble-free miles I got from Baby. If she doesn't, the factory will have to take care of it. They offer unlimited mileage for the first year.

With Baby, and Darling (my Softail), I averaged 40,000 miles a year. That may or may not be many miles, depending on how you look at it. I would like to do 50,000 miles this year.

This brings me to the end of this column. This is the part of the movie where I ask for mail. I'll be cruising around the country looking for people who have written me. So, if you have a few minutes, drop me a line and please include a good telephone number, it makes it a lot easier to locate people. I'll be checking for events, parties, biker bars, bike shops, just anything that I think you may enjoy reading about and seeing pictures of. Until then, keep it clean. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

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If you're one o' the few not associated with California's formidable construction industry, chances are you're pretty clueless about all the behind-the-scenes stuff.

You probably know that wood an' sheetrock go together somehow, maybe with nails, an' ya need some windows an' at least one door. Oh yeah, an' the whole mess has t' be heated, plumbed an' electrified, too. Maybe you even know some subcontractors, but more than likely ya never heard o' specializin'. The specialists do one part of a subtrade, usually in multi-unit projects, like tracts or apartment complexes. One o' these areas of specialization is a real precision bit called "plumbing and lining." After the framers, an' before the roof-structure starts, the walls've gotta be squared up, trued an' straightened, "All the wows tamed," as they say.

Yeah, I know what yer sayin', "What the fuck has all this got to do with this scoot or the sweet thing draped over it?" Have a little patience, I'm gettin' to that.

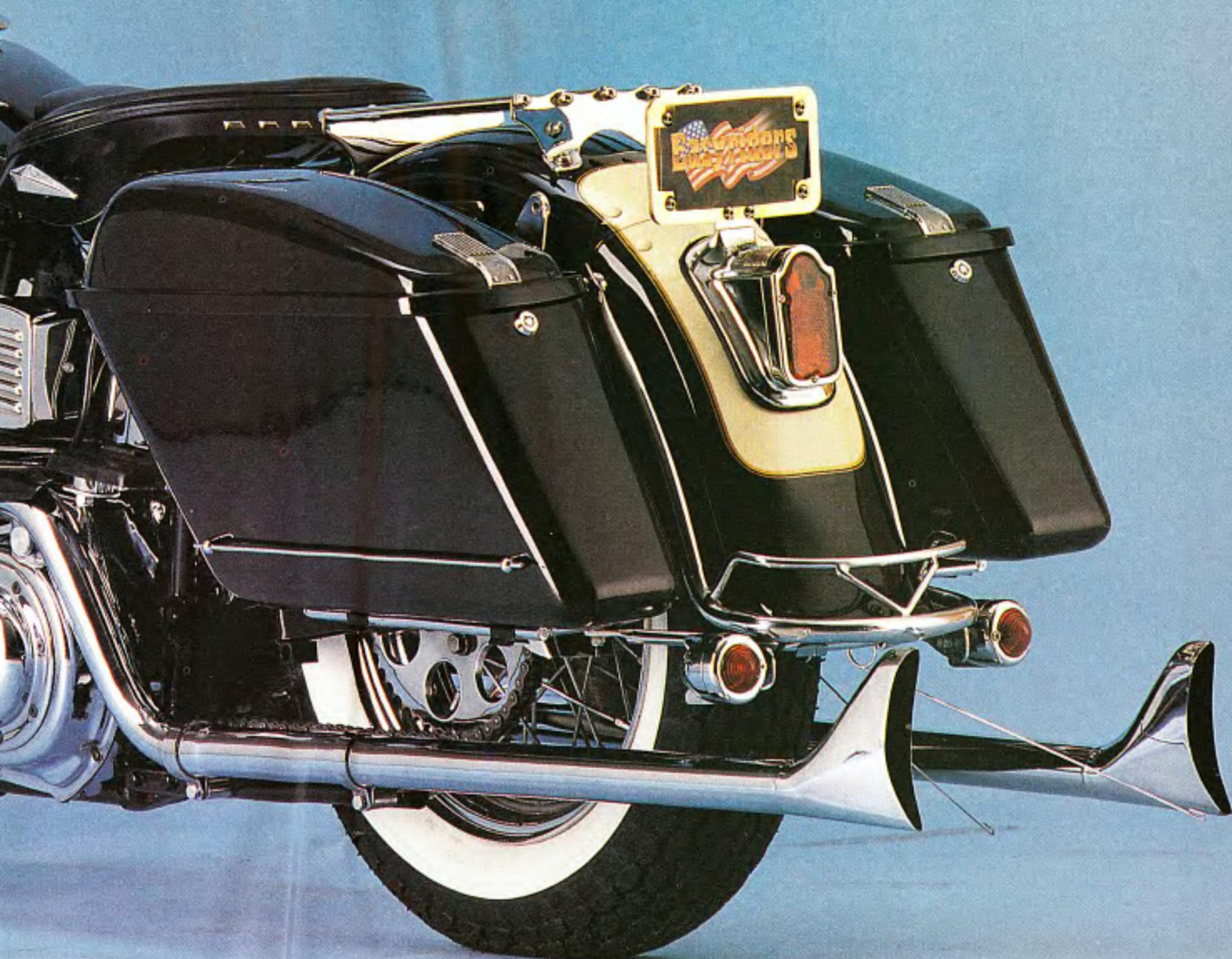
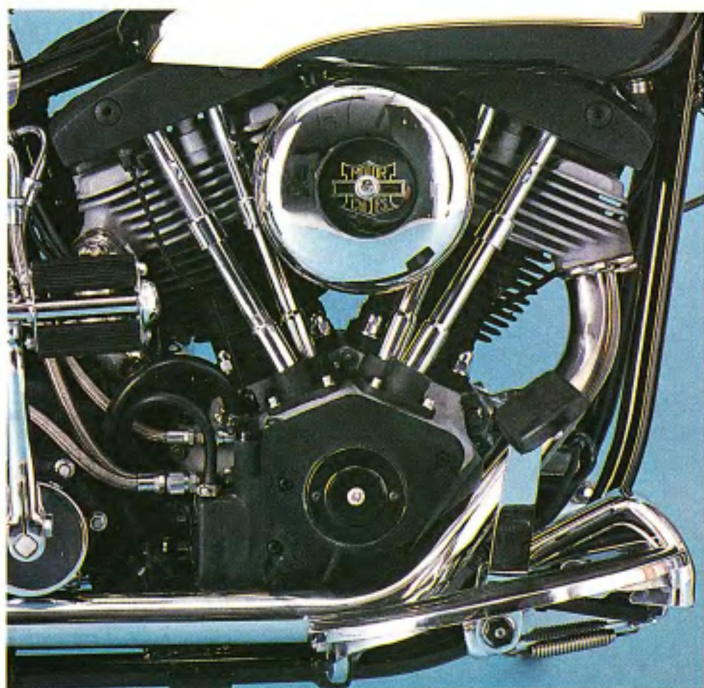
As I was sayin', these guys do precision stuff for a livin' so ya gotta know what kinda work went into George Gomez's 1973 shovelhead. 'Course, one look'll tell ya

that, an' if ya must know, the honey was George's mouse for five years. He's been ridin' for 30 of his 46 years, an' had a bike o' his buildin' in ER back in '79. Maybe you remember. It was a real pretty '47 knuck. Anyway, he brought his new one down an' showed it to Bandit, who immediately started droolin' all over himself, an' told him, "Abso-fuckin'-lutely. Bring it in fer some pics." And so here it is.

Hard t' believe now,



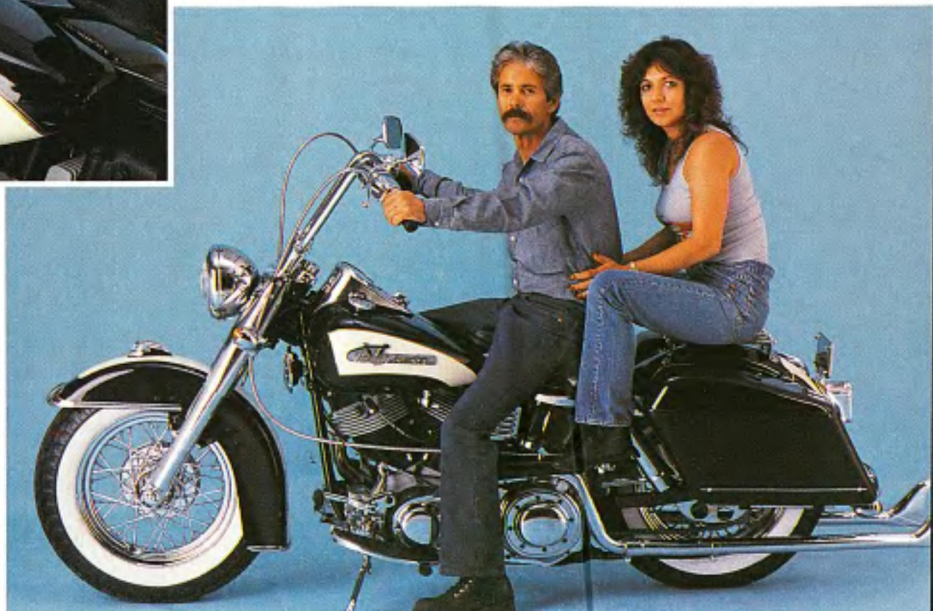
**George Works With
Wood And Iron
Equally
Well**



but it was pure Super Glide when George snatched it up a few years back. Then, slowly, piece by piece, it made the transition to FLH, all 'ceptin' the frame, tranny, an' motor. He an' his bros, "One-eyed Tom" Whiteman, Art "The Fart" Smith, an' "Baldy Bob" Johnson, stuck on stuff as they came across 'em, tryin' t' stick to one period so the bike wouldn't look like it was built by Hodgepodge Harley-Davidson. George decided to paint it up after everything was done, but the damn thing was takin' four months—an'



that was way too long to stay down. So he rode it anyway, payin' no mind to all the gawkin' caused by the fenders, tank an' frame all bein' different colors. Now, o' course, the gawkin' is of another kind completely, laced with respect an' appreciation, an' more than a little envy. An' the motor pumpin' out 86 inches probably turns a head or two its ownself.

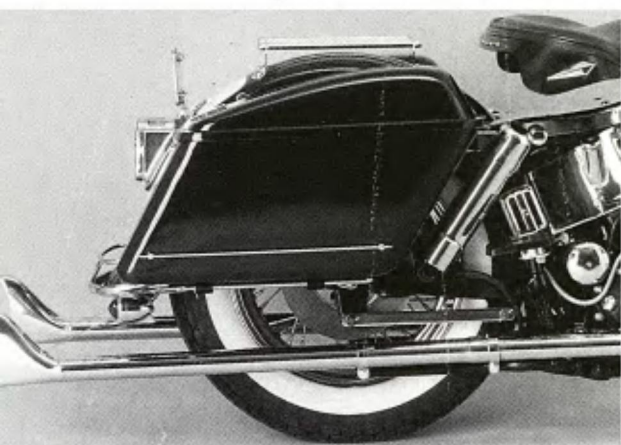
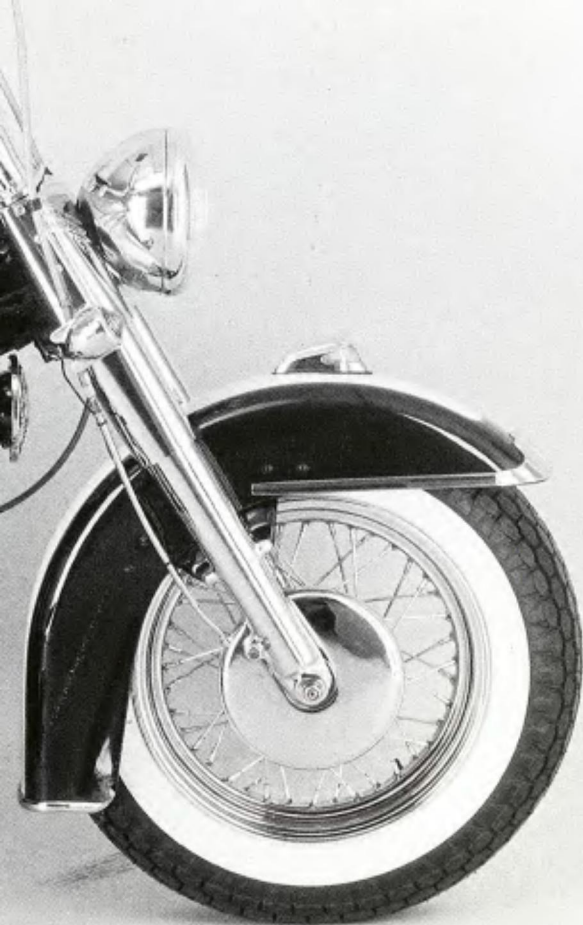




The workshop for the project was a 10 X12 shed, all the city of Baldwin Park would allow in George's back yard. You know that didn't leave a shitload o' room, what with drill press, compressor, tool chests, an' motorcycle parts everywhere. Not to mention all them dudes with the weird names in there, wrenchin', sweatin', an' fartin'. Come to think of it, kinda sounds like a miracle, what come out o' that shed.

An' George's rides don't grow roots, neither. He's a genuine hound for the highway, putting around 26,000 down last year. He makes it to every run he can, somehow still squeezin' out some time for work,

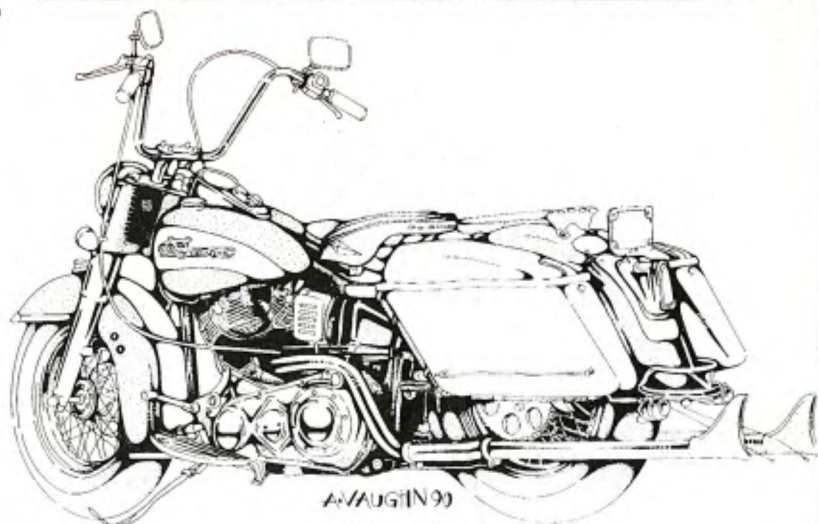




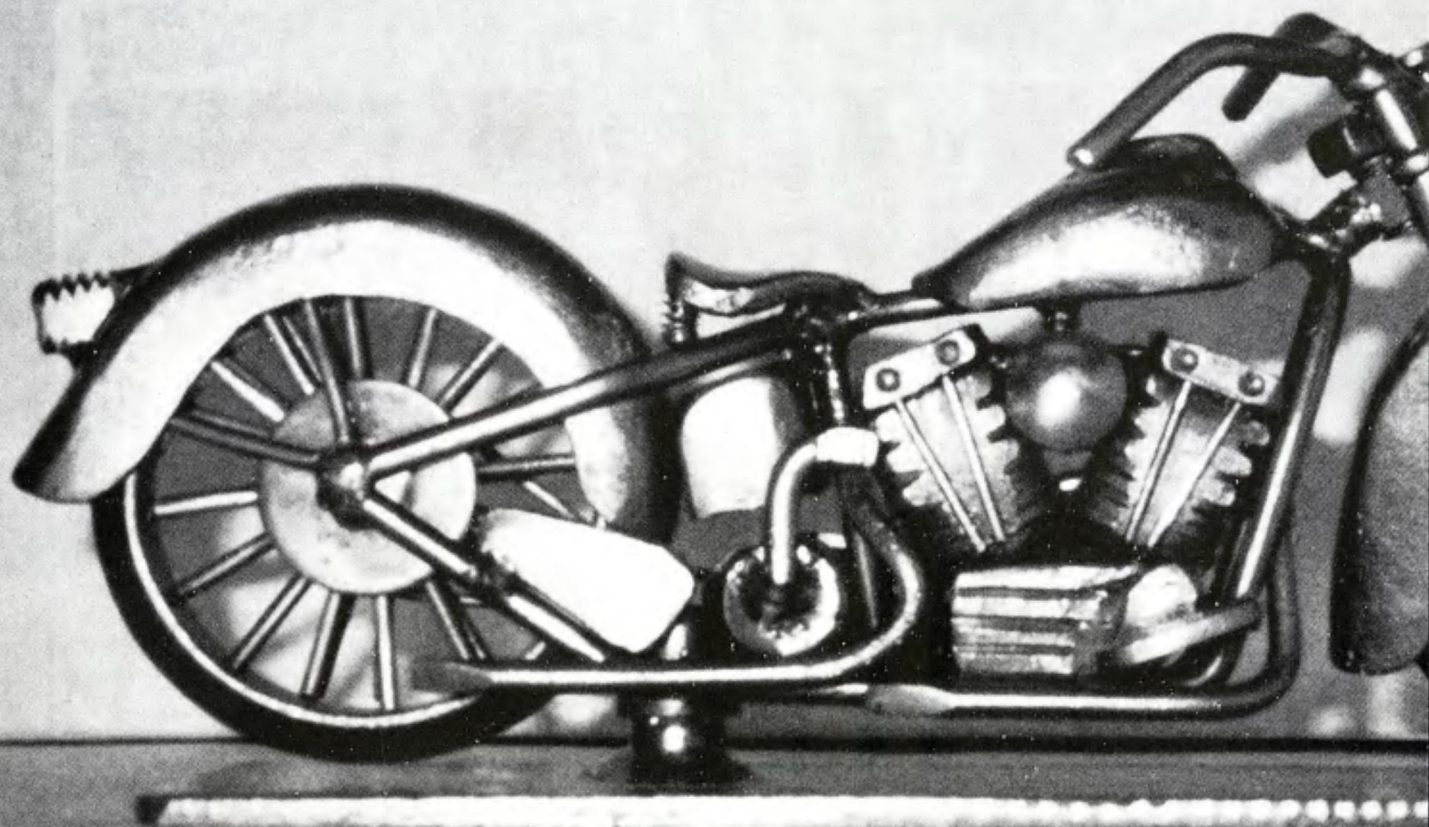
Photos by Silvermoon

sleep, an' bodily functions. He said the big wedgehead just purred like a kitten to Laughlin, Nevada, an' back, an' he's gearin' up for the Redwood Run. He an' the mouse recently took different roads, so he's just runnin' solo for a while, keepin' company with the bros, an' doin' a little shoppin'. He lives an' works with his 18-year-old son, who rides a Sporty. George's been considerin' a little project there. Who knows? It's somethin' to do, somethin' to drop some time an' bucks into for a bro—or a son in this case. Just somethin' for the good times. An' with a scoot like this under ya, and maybe a sweet-voiced woman t' warm the earlobes on cold nights, you know the good times just got to roll on . . . and on . . . and on . . . —Glider

Owner(s): George Gomez		City: Baldwin Park, California	
General		Frame	
Fabrication by: owner		Year: 1973	
Year and make: 1973 H-D		Builder: H-D	
Model: Super Glide		Type: swingarm	
Value: ?		Rake: 30 degrees	
Assembly by: owner		Stretch: none	
Time: 5 months		Other alterations: nope	
Chroming by: Chrome Masters		Accessories	
Engine		Bars: apehangers	
Year: 1973		Risers: stock/rubber mount	
Model: FLH		Fender(s): stock wide glide	
Rebuilder: Tom Whiteman		Headlight: Nostalgic wide glide	
Ignition: stock		Taillight: tombstone	
Displacement: 86 cubic inches		Speedo: stock	
Lower end: S&S		Front pegs: running boards	
Balancing: Tom Whiteman		Rear pegs: modified brake pedals	
Pistons: S&S		Electrics: stock	
Cases: factory		Gas tank: 5 gallon fatbobs	
Heads: rebuilt		Oil tank: wraparound	
Cam: FLH		Oil system: stock	
Lifters: solids		Primary cover: tin cover/stock	
Carb(s): Keihin		Seat: Police Special	
Air cleaner: stock		Sissybar: none	
Pipes: crossover with fishtails		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: 1959 wide glide	
Year: 1973		Extension: none	
Shifting: ratchet top		Builder: H-D	
Engine sprocket: 23-tooth		Special features: stainless covers	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: star	Hub: star
Painter: Art Smith		Rim width: 4-inch	Rim width: 4-inch
Color: black cherry/ivory		Tire: Coker	Tire: Coker
Type: urethane		Brake: drum	Brake: disc
Special paint:			
Other special modifications: thanks to Baldy Bob, Art Smith, and Tom Whiteman.			

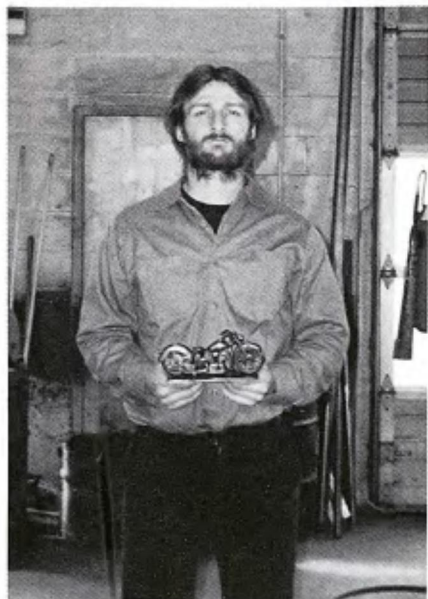
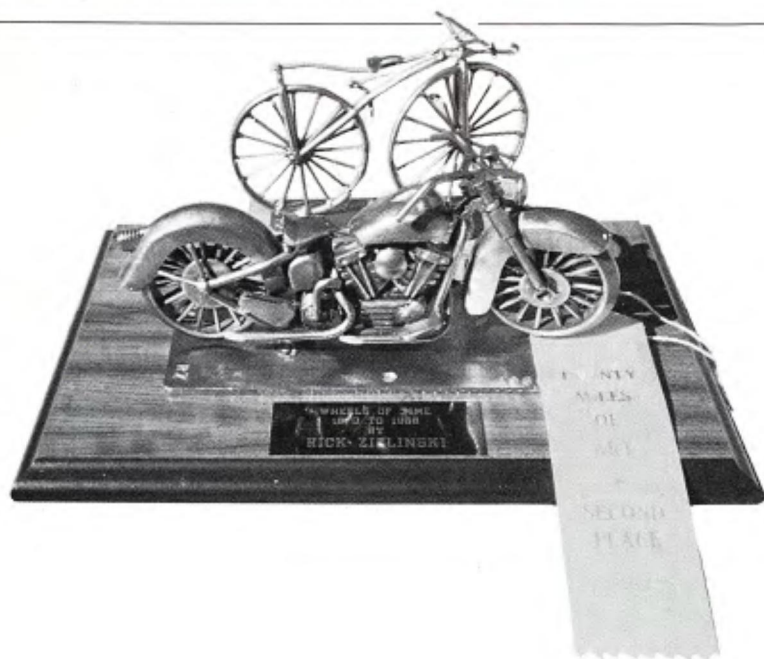


AN AUGIN 99

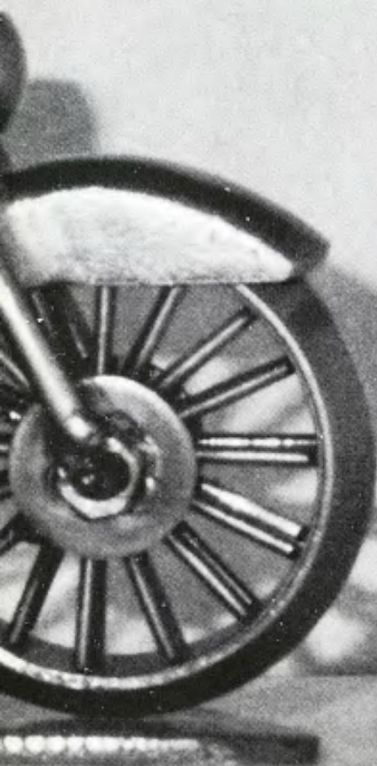


Small Steel Steeds

The Midas people never imagined that from muffler pipes and large flat washers a man could build a mini Harley-Davidson.



Photos by Robert Riley



But in Grain Valley, Missouri, a creative biker with a steady welder's hand took his ability for finding things that fit, combined it with his love for bikes, and went to work. Rick Zielinski, who has been behind a number 10 lens for over 12 years, puts these stout steel steeds together at Able Muffler, the shop where he works.

Each bike takes 22 after hours to get on the road. He's built about a half dozen so far and picked up a second place in the sculpture category of a local art show. The fenders are made of large, flat washers, cut out to form the shape he's after. The tops are slices of exhaust pipe followed by careful welds and plenty of grinding. A set of fenders takes three hours. The wheels are donut gaskets. He drills them and runs clothes hangers into the center for spokes so no welds show on the outside. Each wheel takes three hours. These beefy little V-twins with washer engines and rod cleaner pushrods are as tough as railroad ties and as American as the bikes we ride. —Weed

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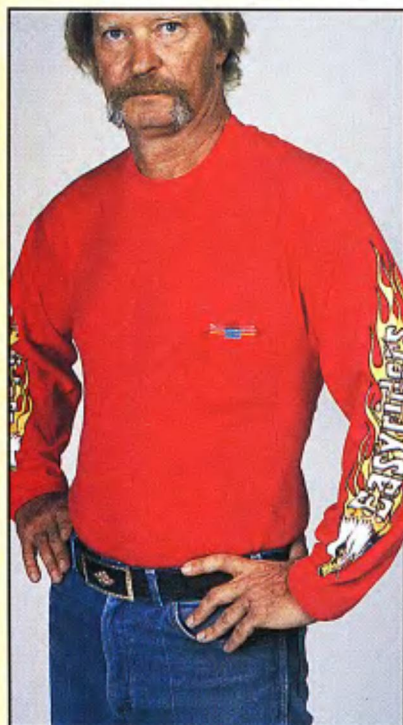
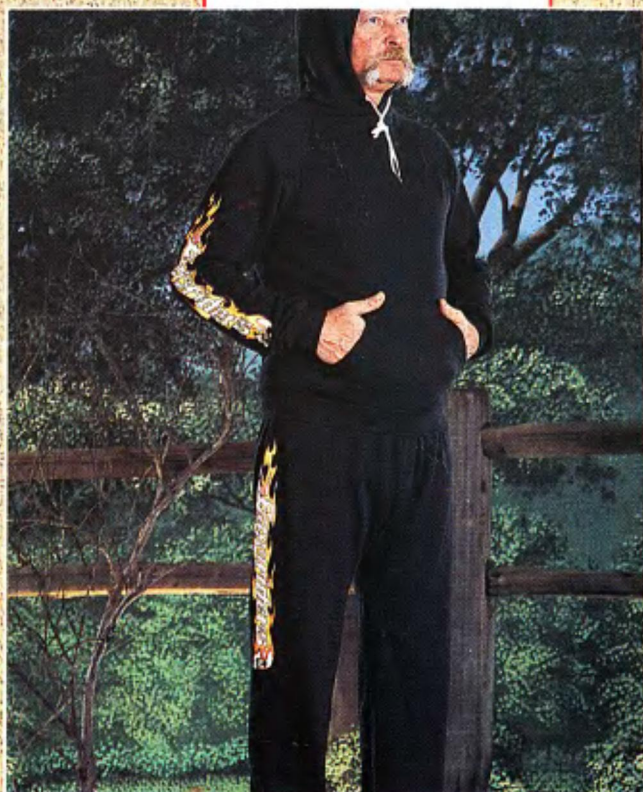
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