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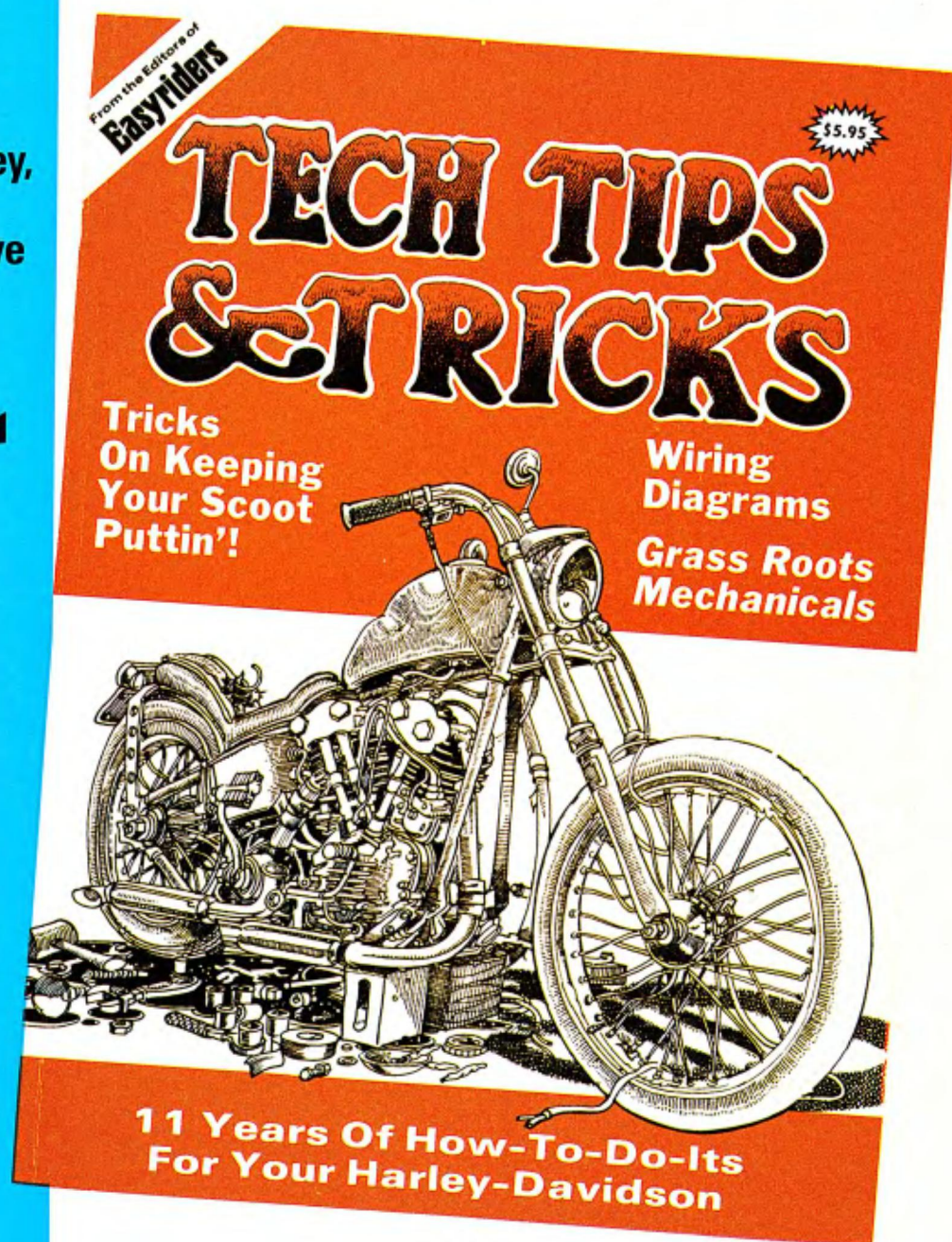
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Easyriders®

NUMBER 208

ENTERTAINMENT FOR ADULT BIKERS

OCTOBER 1990

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Cover, gatefold and feature photography of Belgian Fox Hunt winner, Veronica,
with the Rick Doss-built Evolution was shot by Raiko Hartman.
Makeup by Teri Groves.

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*The next liver-quiverin' issue of this rag
goes on sale September 27.*



The
Audit
Bureau



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They were humping and bumping in the back seat of his car, and he had promised her he would pull it out before he climaxed. Just before he reached that point, another car accidentally hit his car so he lost control. The girl became pregnant, and she's suing the driver of the other car.

I got my facts wrong in a recent column dealing with the prison population in the federal prison system. The number of prisoners in the federal system was 56,478 as of May 10, 17% more than the figure I quoted.

It looks like Reagan is out of office because there are only 6,796,501 files marked "Top Secret." This represents a 35% decline. (I figure Bush isn't as paranoid as Reagan.)

She drove up to an intersection, looked out the window, and saw her husband on a motorcycle for the first time. She didn't want him riding it (too dirty and noisy) so she asked him to pull over and go home with her. He gave her the finger and told her to eat it. She got so mad she knocked him off the bike with her car, ran over it, and backed up and ran over it again. She did this three times. I assume you can find parts of her around the city.

He went to the jail to bail out his friend who was in on a drunk driving charge. While fishing around in his pocket for the \$1,200 bail money, oops! Out popped a packet of marijuana on the counter. He wasn't able to pick it up fast enough so now his friend is on the outside and he's on the inside.

We've all had to hassle with the recent census forms, and I thought you'd like to know how some people handled it. There's one guy who listed his dog as a member of the family, and under race, he listed himself as "white" and the dog as "brown." When one woman was asked about her marital status, she wrote, "Satisfactory." Another woman said she couldn't return the census form because her dog ate it. "Should I put a stamp on him and mail him in?" she asked.

A soldier was on duty with a night vision security camera and just for kicks decided to check out his own house. Surprise, surprise! He saw two of his army buddies going in to see his wife. So he ran home and caught the two in their shorts jumping out his window. They were fined and punished. As far as the ol' lady is concerned, the article didn't say what he did to her but we can only imagine . . .

He had just bought a Tab soda and was really enjoying it until a used condom came out. Ugh! I've heard of spiders and other critters, but this is a first.

I bet you'll never guess what the most popular item is that is most frequently shoplifted. Is it cupcakes? Nail polish? Or what? Believe it or not, it's Preparation H. I assume that thieves have more cases of piles than anyone else.

His wife got pissed (for some reason). When she threatened to leave him if he didn't get rid of his pig, he decided to keep the pig. She was astounded that he'd pick a pig over her, but what she didn't know was that the pig had a better shape (in her ol' man's eyes).

Here's a record of some kind. He drank nearly 2 quarts of Scotch in hopes of dying. His alcohol level reached 10.9. He had over one percent pure alcohol in his veins (the highest amount ever measured in a person), heart failure, serious stomach bleeding, liver poisoning, a malfunctioning pancreas, and bleeding from other organs. And shit! He didn't die, he kept right on ticking.

He wanted to be arrested so badly that he threw a newspaper vending machine through a window, but the cops didn't arrest him—they just gave him a summons. So fuck, what's he going to do? He went to the Greyhound bus yard, stole one of their buses, drove it directly to the police station, parked it in front, went inside, and asked them to arrest him for stealing a bus, which they did. Maybe he needed a night's sleep.

Dipshit of the month: He wrote a note threatening to bomb a building, but he wrote the note on the back of a parking ticket that listed his name, license, and everything else the police would need to bust him—which they did.

TAKING IT EASY

By Spider



STAFF



Publisher Joe Teresi
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Production Assistant Victoria Devitt
Photographers Michael Lichter
 Billy Tinney
 Raiko Hartman
 Steve Coonan
 Peter Dokus
 Silvermoon
 Mark Chen

Contributors Greg Lawrence
 George Pawlaczyk
 Dennis White
 Mark Petterson
 Don Sharp

Illustrators David Mann
 George DiLucca
 Jon Towle
 Alan Vaughn

Lithography Billy Thornbury
 Nick Teresi
 John Sacha

Advertising Director Lizette Hotinger
Advertising Coordinator C.J. Shute
Ad Graphics Bob & Paty
Circulation Director Sanford Meyers
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Heavy Disagreement

☐ I've tried to write a decent letter to you stupid, ignorant fucks, but I knew you wouldn't understand it so here's my letter.

I like your rag and have read it for about 15 years. I agree with a lot of your views—helmet laws, rider education, etc., but when it comes to motorcycles, we disagree totally.

I own and love a 1986 Kawasaki Vulcan 750. It's a perfect V-twin, not like Harley's fix-it-weekly one. Once, I thought about owning a Hog, but after riding the demonstrators at various dealers in N.Y., I'd never buy one in a billion years.

You talk about Jap crap. Do you know how dirty and smelly a Hog gets? And I've never had my bike in the shop for anything. My 20,000 miles are without any repairs—not like my company's soap salesman who has a 1989 883 Sporty that's in the shop more than out—with only 2,000 miles.

As for resale value, my Kaw has gotten offers of \$2,500 and \$2,000 in the last six months (and it's not even for sale). That's about 80% of the original purchase price for you people who can't do math. You can tell me Harleys are worth that, but I don't believe it. Anyone smart enough to know the better value rides a Jap bike. Harley makes a pretty bike, but it's no way in hell worth the asking price (not even \$3,999 for the 883).

My ol' lady and I test drove the 1200 Sportster at Americade '89 (Lake George, N.Y.). We went about 1 1/2 miles, and my ol' lady wanted to get off "this fucking buzz box." She said if I bought one, she'd get a divorce.

I know you chicken fuckers don't have the balls to print this. Stay in the wind and out of the repair shops.

Pissed off
 Macedon, N.Y.

Thanks

☐ The Paralyzed Wheels Foundation would like to thank everyone at *Easyriders/V-Twin* for

making Wheels a Biker Hall Of Famer. It's about time people were informed that they can get back in the wind after having spinal cord injuries.

Thanks to your article the PWF has received much recognition, and we are now receiving nationwide support.

If you'd like more information, you can contact:

The Paralyzed Wheels
 Foundation/Wheels
 4703 S. Division
 Wayland, MI 49348
 or

The Paralyzed Wheels
 Foundation of Georgia/
 Dell Tiller
 435 Clover St.
 Athens, GA 30606
 Gumbo and Pokey
 Athens, Ga.

Looking For Biker

☐ Other than my ex-ol' man, who was the best-looking guy I ever saw, are there any Harley riders who aren't fat pigs or emaciated skeletons? I see plenty of beautiful Harley women but, even in the pages of your magazine, I haven't seen one man with a bike between his legs who didn't look like the back of a bus.

My ex was a master in the sack, so naturally I'm curious if it had something to do with being a biker. I would try another one if I could find one that didn't look like something I'd scrape off my shoe.

And while I'm asking, do all bikers have to be into drugs, abusing women, and racism? If not, let me know where I can find them.

I'll be surprised if you print this letter.

Helene Jan Farber
 Los Angeles, Calif.

H&M Cycle Again

☐ Saw the letter in the June '90 issue from D.J. in Okinawa. Here's another slice of pie to H&M Cycle.

I'm stationed in Yokosuka, Japan, and got tired of the shops that put your order on a slow

boat to China or don't let you know what the hell is up. After a dozen orders with various other businesses, I was turned on to H&M Cycle from a bro up in Misawa. I'm getting orders in 9 to 10 days and a fax, too! They also sent me a whole damn box of catalogs.

I really want to see these people and personally thank them when I'm back in the States in June of 1992.

Ron Hideman
 Yokosuka, Japan

Needs Address

☐ I need your help in locating the address of a newspaper in Denver, Colorado. The name of the newspaper is the *Rocky Mountain Oyster*.

Brian McKenna
 Box 205-147784
 Ridgeville, SC 29472

More Responses to "Cool Cat"

☐ "Cool Cat" (June '90) must have his head buried. If he doesn't want to see Harleys, why does he buy the rag?

To quote Graham from his kickass book *Harley-Davidson: A Celebration of The Dream Machine*:

"When you ride a Harley-Davidson, you are riding a heritage that goes back almost to the beginning of the century. Some might say that the technology level of the early bikes is too readily apparent in the latest V-twin, but for others, the sense of history and unbroken tradition is what makes them worth owning. Not everyone wants a cartilage-popping Japanese sports bike. Instead they want a bike which hasn't changed in spirit for at least 80 years, in a world that changes too rapidly for comfort."

T.C.
 Omaha, Neb.

☐ You would like Harley to come up with some new technology? For your information, H-D is at the forefront of new designs

and ideas in the motorcycle industry. When Harley riders wanted the stylish looks of a hardtail, but not the sore tail end you get after riding one, Harley designed the Softail. And a few years later, Harley added the Springer Softail to its line, with the first new motorcycle suspension system in 40 years, which earned it *Motorcyclist* magazine's Cruiser of the Decade award.

About the older Harleys. These are personal styling statements, and I wouldn't be surprised if one of the masterpieces gracing these pages *did* end up in the Smithsonian. The prices of these bikes are far beyond what someone would pay for your bike in 50 years.

One more thing. If your bike broke down, you wouldn't know what to do, would you? An experienced Harley owner would have that thing ready to putt before you could even say Yamaha FZR-1000.

I'm not cutting down your Yamaha. It's indeed a sizzler, but you can't ignore the fact that Harley-Davidsons are the best made motorcycles in the world today. Whether they're made in the factory or in someone's garage, they are the best.

Jaxon
Bessemer, Mich.

☐ Stick your yammer hammer where the sun don't shine so we don't have to look at it.

Tricia
Independence, Mo.

☐ Sure, we all know it's 1990, doughhead, but how many 1950 Yamahas have you seen puttin' around lately?

Simple Man
Annapolis, Md.

☐ I'm sure I'll see you on the road someday. You'll be the asshole who passes me in the right lane going like some bat outta hell. You'll get to where you are going faster, perhaps on your brand new FZR (Fancy

Zipperhead Riceburner) 1000, but the rest of the bros who own and love H-Ds and I will arrive with class, something I'm sure you know precious little about.

In other words, "Cool Cat," I'd rather push a Harley than ride rice! In fact, I'd walk first.

Gus "Not So Cool" Schultz
Raleigh, N.C.

Wants To Ride

☐ I'd like to know if someone has some ideas, pictures, or blueprints for a sidecar. I need one that I can drive my electric chair into, so someone can take me for a ride.

I've been riding Harleys for 15 years and would like to get back in the wind somehow.

Dennis Coots
RD #4 Box 46
Bath, NY 14810

Needs Parts

☐ I hope you guys can give me a hand. I just picked up a 1943 Indian—army type. Was wondering if anyone out there knows of a place where I can order parts. I would also like to find a service manual for this machine.

Lynch
Box 2192
APO NY 09127

Pissed Off

☐ This is in regard to a photo in the July '90 issue on page 88. There are three guys standing together. One guy has on a shirt that shows "BATE." I assume it says "ABATE." All I can see of the last three words under "ABATE" are "Alcoholics Totally Enebriated." Now what pisses me off is that there are thousands of ABATE members fighting for our/your freedom of the road, and I see this shit. We fight to preserve our freedom and to better the image of bikers, and then these folks make shirts that make us look like a bunch of drunks. The guy wearing the shirt probably lives in a state where he doesn't have to fight for his right not to wear a helmet.

Well, I could probably go on

and on. Maybe we'll open our eyes when the national helmet law is passed. Let's take freedom fighters seriously and not take cheap shots at them.

Sam Beck
Clearwater, Fla.

Insurance Problem

☐ Maybe some of you can help me out with my problem.

I just bought a 1951 FL and can't get any collision or theft insurance. All the insurance companies tell me it's an antique, and they can't put a price on it. I'm sure there's someone out there who'll insure it.

Butch Billiot
1112 Daisy St.
Houma, LA 70363

Thanks For Help

☐ I was on my way home on April 27, screaming up Kanan Road on my '74 Sporty when it began to cough and spit. It finally died almost directly across from Calamigos Ranch on Encinal Canyon Road.

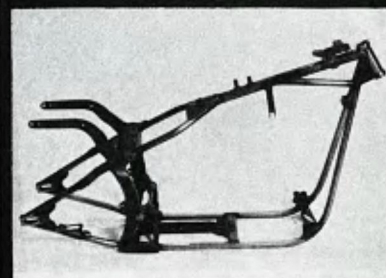
Fortunately for me, another Harley rider on a new Sporty came by and gave me a ride home. I locked up my scooter and prepared to come back on the next day to try and figure out what was wrong. After trying new plugs and points and getting nothing, I pulled my '75 Sporty into a driveway at Calamigos Ranch. I was greeted very cordially and explained my predicament. A few more guys showed up and all agreed I could keep my broken down bike at their place rather than leave it on the road. These guys really came to my rescue.

This magazine advertises a doodad that hooks up to the back of your car or truck and allows you to lift the front wheel into a semi-circular depressed slot, tie down your bars to something else, and tow your bike away. Well, these guys had one of the gadgets and proceeded to go out to my bike and hook everything up—it really worked.

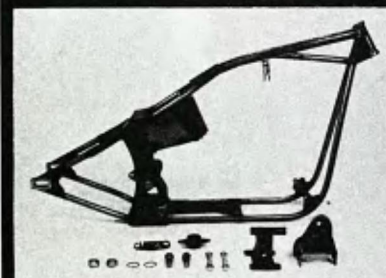
I found out, as I was getting

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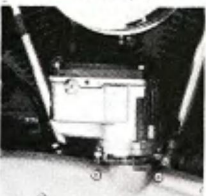
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MM74L—70 & Up Big Twins



MM2—71 & Up XL



MM3—Flatheads & '57 to '70 XL



TDK—Mechanical Tach Drive



PUMP ADAPTERS—Vert. & Horiz.



ETM—Electric Tach Drive



AED—Adjustable Enrichener
Fits S&S Super Carbs



74LOM—Dual or Single Plugs
Dual or Single Fire



EDI—Dual Plug Module

ready to leave, that the guys who so generously helped me out were the owner and publisher of *Easyriders/V-Twin*, his mechanic, and a couple of other good guys. I personally want to thank Joe, Al, and everyone else who helped. Not every rider has instant access to a truck, and folks to help him out, when he breaks down.

Jim Keehn
Agoura Hills, Calif.

No Raisin Pie

☐ No raisin pie for you (in reply to K. Burns in the July '90 issue). H-D made FLHFB in 1965, '66, '67, '68, and '69 (model 65-FLHFB, 74-cubic-inch overhead valve twin, super sport, foot shift).

This is from the book by David K. Wright, *The Harley-Davidson Motor Company*, an official 80-year history, page 275 of the second edition.

John Gallaher
Bronx, N.Y.

☐ In reply to K. Burns in the July '90 issue, on the carb, try Bill's Custom Cycle in Bloomsburg, Pa. (717-759-9613).

Don Wrench
Youngstown, Ohio

☐ The stock carb you're lookin' for is a model DC side-FLOAT carb. It looks very similar to the S&S early-style carb. It was only used one year so it probably worked well. It's gonna be hard to find. Depending on how much trouble you're willin' to go through, you might dig one up. You may want to consider using an S&S early-style. They might be somewhat easier to locate. I'm sure some older sled jockeys who are now running Supers have an early-style gatherin' dust somewhere.

Rich Weber
New York, N.Y.

Proper Battery Care

☐ In response to J.P. Lucas (June '90) who wrote about proper battery care and storage, throw the damned thing away and get a magneto and a kickstarter!

Billy Dalton
Belair, Md.

A Complaint

☐ Just about the time I thought your rag had gone completely to hell (after seeing the June issue with the flamed piece of shit that the owner had taken great pains to make look like a piece of Jap crap), here comes the July issue with some red thing that looks like a Gold Wing that Captain Kirk would ride to and from the Starship Enterprise.

What the hell happened to

good old American motorcycles that look like American motorcycles? You know, like the ones that bro's ride every day?

Dennis the Menace
Coats, Kan.

Sturgis Bars Reply

☐ In reply to Mike from Rapid City, S.D. (July '90), let's get a few things straight, asshole.

I lived in Sturgis for 14 years, and all the bars welcome bikers. Don't fuck with the name of a good town, fuck with the ones that are doing ya wrong.

B.A. Blare
Conneaut, Ohio

☐ Maybe you ought to get your facts straight if your intelligence is high enough to do so. Wild Bill's and Old Style both allow bikers and leathers, but do not allow colors. There is a difference. I'm a biker and a patron of both places, and I am treated quite well in these bars.

Phil
Deadwood, S.D.

A Kind Word

☐ I gotta hand it to you guys. After six years of reading your rag, the past 36 issues or so have had some of the hottest honeys I've seen in quite a while, along with all the world's hottest scoots!

I'm glad I picked up your rag when I did and I'm sorry it's taken me so long to congratulate you on your superior work!

Scotty B.
Somewhere Out There

Looking For Buckle

☐ I was looking through an old (July '82) issue of *Biker* and saw an ad for some humongous (11 oz.) brass belt buckles with a mini-drive chain around the rim.

I know it's been a fucking long time, but if there are any bros or sisters out there who either have one they will sell to me or know where I can buy one, I'd like to hear from you.

A.C. Summerfield
23B Treeview Way
Glenfield
Auckland, 1310
New Zealand

Bike Show A Success

☐ Many thanks to the Vietnam vets and friends of El Paso, Texas, who made our third annual prison bike show such a success.

Once again, the warden and staff were amazed that people out there care enough to come in and spend a day with us and that everyone can have a great time with no problems. There's always a lot of anticipation on

the part of the staff when they think about bikers coming into a prison. This is our third show here at La Tuna without a single problem.

Michael Wright
La Tuna, Tex.

Centerspreads

☐ Can any of the brothers or sisters out there on Freedom Street please tell me which issues the "Prison Release" and "Apehanger Days" centerspreads were in?

Noodles
Sydney, Australia

■ "Prison Release" was in the August '82 issue. "Apehanger Days" was in December '73.

Looking For Album

☐ My copy of David Allan Coe's party album ("Uncensored") is lost. If anyone has info on how I can get another copy, please contact me.

Marty
326 Rolling Wood Dr.
Kelso, WA 98626
(206) 425-7716

Good Shop

☐ A couple of weeks ago, while on my way to the Myrtle Beach Rally, I developed electrical problems with my shovel. We were heading down I-77 in North Carolina and called Tilley's Harley-Davidson in Statesville, N.C. It was almost 7 p.m. on a Tuesday, and they said they would stay open and wait for us. When we pulled in, the service manager got right on it. He knew his shit, and we were on the road in a few minutes.

I would certainly recommend this crew. They know their shit and have a real good price range.

Bruce Johnson
Abingdon, Va.

■ 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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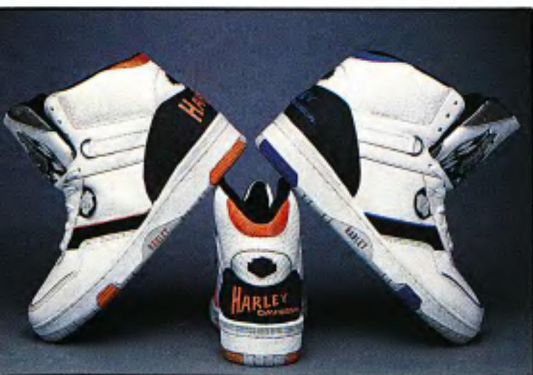


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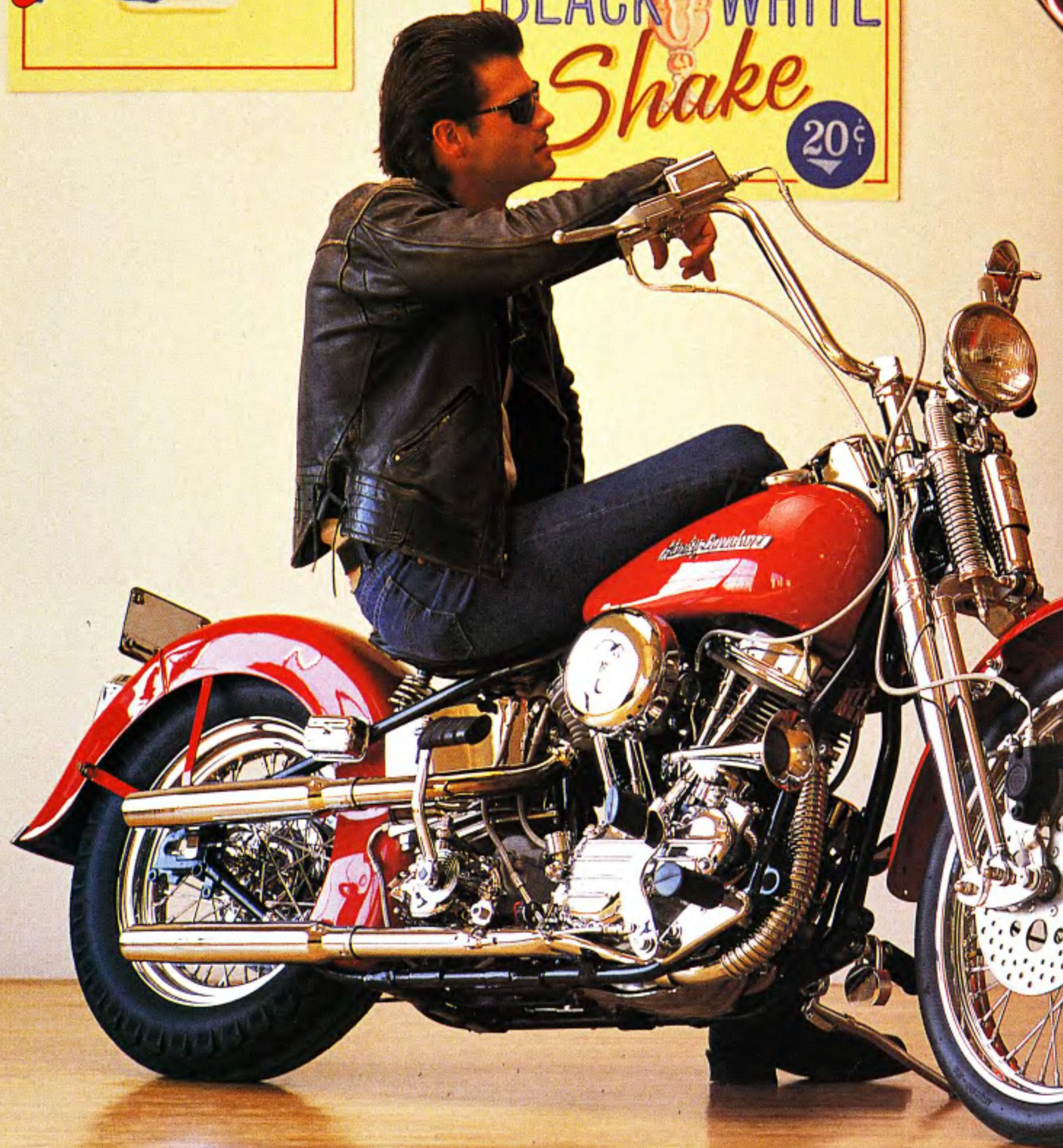


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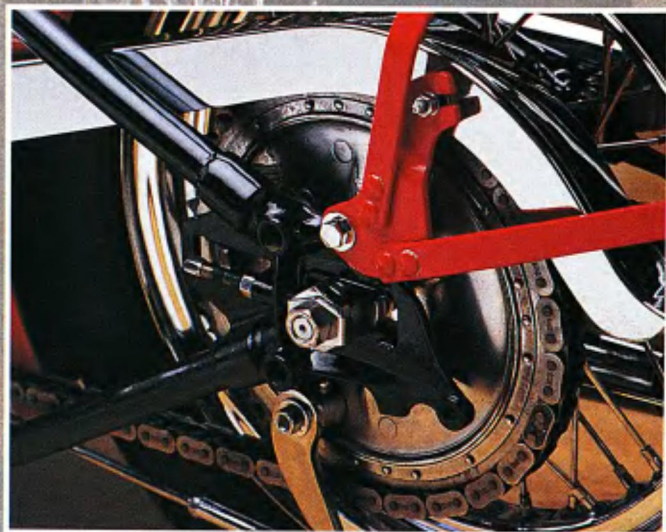
DEVIL'S

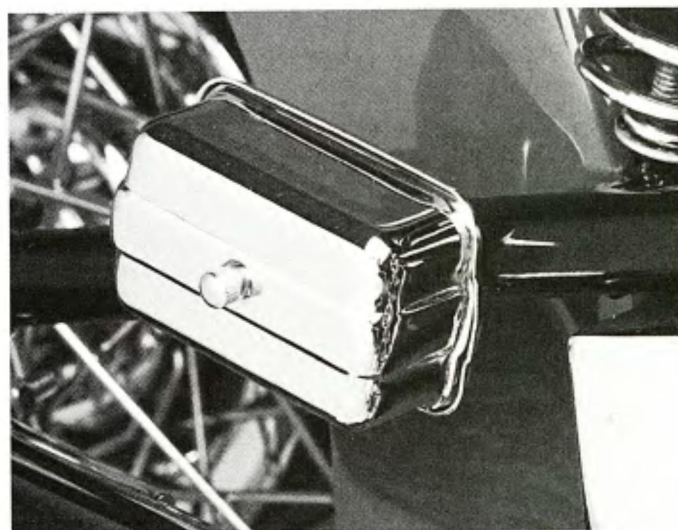
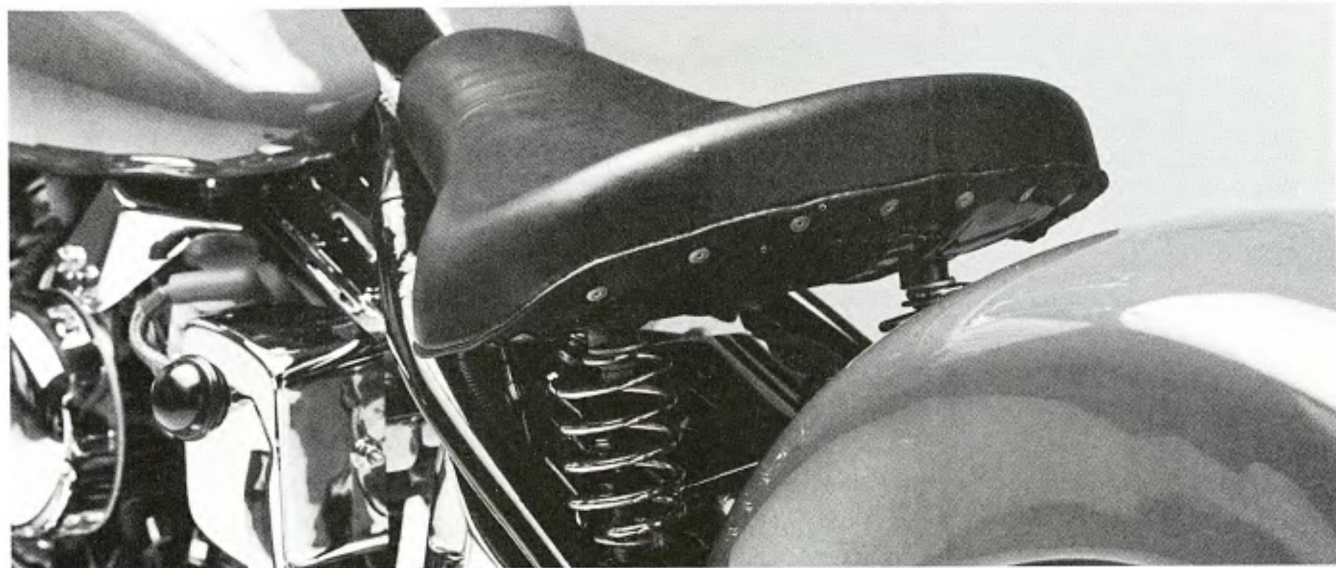
DIGNITY

For 12 years a tired machine leaned up against the wall in the back of the garage Mike and Coyote used for buildin' and tunin' their bikes. It was a rat to the bone, coated with grease and dust. The star hubs barely turned, and no chrome existed on the fat wheels to enhance the spokes or rims. The tires were cracked and bald. The left tank, smashed by a rollaway tool box, held a rusting shift gate and shifter arm (minus the jet-black ball.) There was no detailing left on the bike, just the dingy gray of exhaust smoke, neglect, grime, and oil build-up from over a quarter of a century. But when push came to shove, one bike in the garage could be counted on to make the parts run, or carry the beer back to the sun-soaked garage in the summer.

"It started first kick every time," Coyote said, describing the pan with







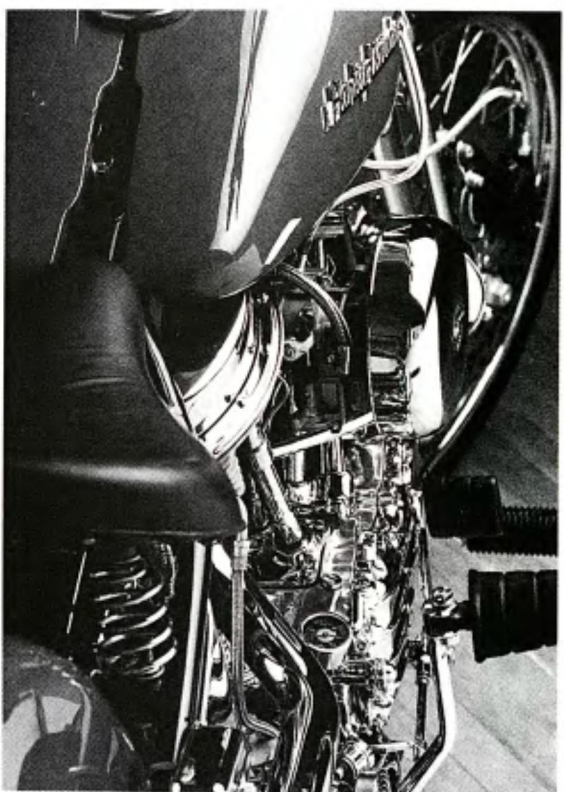
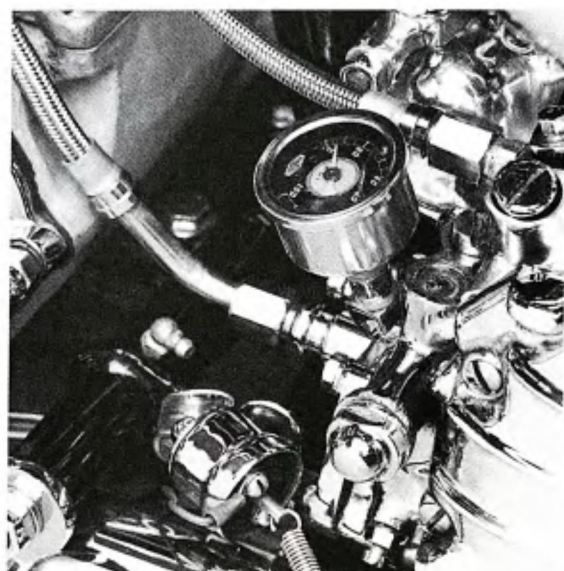
affection. "We've been relyin' on that putt for 12 years."

This ragged ride had its quirks, though. Like the fact that so much of the foam padding was missing from the solo seat, when the rider shifted gears, he immediately slipped onto the fender (the flat custom type that had been drilled so many times it looked like a shotgunned road sign). And the front tire was one of those '60s-style slicks with only the minimum tread, that wanted to stand up in curves and slide at stops. But it was always leaning up against the back wall, waitin' anxiously, only one kick away from being chosen for a beer or parts run.

One day, while the two brothers were pondering new styles, how well their bikes were running, and the sweetness of the women hanging around the garage, the subject of the downtrodden pan against the back wall surfaced. Hell, the pan had stood beside 'em a dozen years. It was time to show the bike the admiration it had always returned. They decided that this bike deserved the style of its glory days—when it split the nights with upsweep pipes, highbars, bright red hues, and wild rides. And so it was. Mike and Coyote went to work to bring the pan back to the regal life it once lead.

The early, adjustable wide glide was replaced with the modern version of the original springer, the flat rear fender





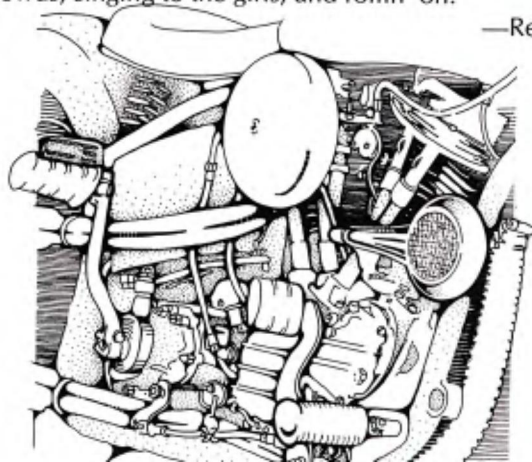
Owner(s): El Coyote		City: Burbank, California	
General		Frame	
Fabrication by: owner & bro Mike		Year: 1957	
Year and make: 1963 H-D		Builder: H-D	
Model: panhead		Type: cradle	
Value: goin' up		Rake: none	
Assembly by: owner, Mike Liakos		Stretch: none	
Time: six months		Other alterations: none	
Chroming by: Astro		Accessories	
Engine		Bars: apes	
Year: 1963		Risers: Bang	
Model: panhead		Fender(s): hinged ol' style	
Rebuilder: Painter Joe		Headlight: Bates	
Ignition: points		Taillight: tombstone	
Displacement: 84 cubic inches		Speedo: CCI	
Lower end: 4 1/2 inch stroke		Front pegs: H-D	
Balancing: Williams Motors		Rear pegs: have 'em	
Pistons: S&S		Electrics: 12-volt	
Cases: polished		Gas tank: 3 1/2-gallon bobs	
Heads: outside oiler		Oil tank: Paughco	
Cam: Andrews B		Oil system: stock	
Lifters: juice		Primary cover: tin	
Carb(s): Screamin' Eagle		Seat: Bob LaPera	
Air cleaner: H-D		Sissybar: none	
Pipes: Paughco		Height: n/a	
Muffler(s): lost		Material: n/a	
Transmission		Forks	
Modifications: rebuilt		Type: springer	
Year: 1936		Extension: none	
Shifting: jockey 4-speed		Builder: H-D	
Engine sprocket: 23-tooth		Special features: 1989	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Barger H-D		Hub: stock	Hub: stock
Painter: Barger H-D		Rim width: WM2	Rim width: WM5
Color: Modena Red		Tire: Dunlop	Tire: Dunlop
Type: enamel		Brake: disc	Brake: mechanical
Special paint: nope			
Other special modifications: Special thanks to all the Lone Coyotes and Ruby Ann.			

met the scrap pile and the shapely lines of a stock cradle frame were enhanced with a clean reproduction, hinged fender. The tank shift disappeared for the simpler, more positive jockey style. This was to be a San Fernando Valley bike, reminiscent of the times when Mike and Coyote were new bros—some 15 years ago.

When ya think about those days of apehangers, lowered cars, and rock 'n' roll, the dignity of this bike lacked only the caress of a short skirted blonde to make its existence complete. That came in the form of a cash loan from Coyote's wife, Ruby Ann. That loan made the special, outside oiler panhead rebuild—by Painter Joe at Williams Motors—complete. With the pretty red powdercoated frame, some flashy chrome, and hot spark in the wires, the pan returned to its rightful place in the

streets, looking proud, running strong, snarlin' at the crowds, singing to the girls, and rollin' on.

—Renegade



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

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

This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced

with the addition of factory PHD certified status immediately upon completion of the required course of study and graduation.

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

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead,

Shovelhead, Panhead and Iron Sportsters are covered.

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

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



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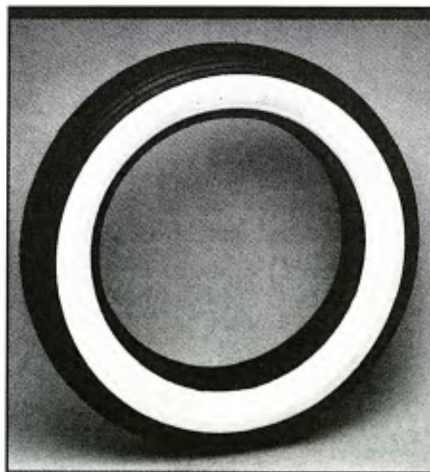
More Shirts

If I get one more black T-shirt, I'm gonna give 'em all to my granny and have her make a quilt out of them. The damn thing will be big enough to blanket the shed I live in. Here's another coupla colorful T's from an all-U.S. manufacturer. For more information write USA Sport-Arizona, Inc., 4901 West Van Buren Street, Suite 1, Phoenix, AZ 85043.



Bar Snake

I know, this one had me curious, too. If your handlebars vibrate excessively this rubber doo-dad will subdue the shaking by eliminating the resonance in the bars. Just grease it, slip it through the bars, put yer grips back on and hit the road. For more information on the Snake and the bar check at your local shop or call (408) 449-7985.



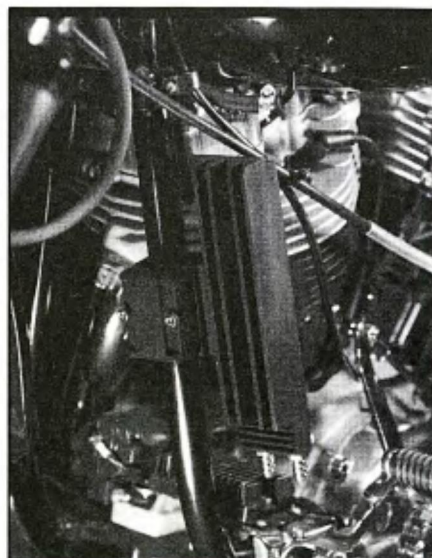
Whitewalls

What can I say. If ya like whitewalls here's one for that restoration job or yer pimp, two-wheeler. they're 5.10X16-inch with a C-load range rating and S-rated for speeds up to a 113 mph. For more info contact your local shop. They're distributed by Custom Chrome.



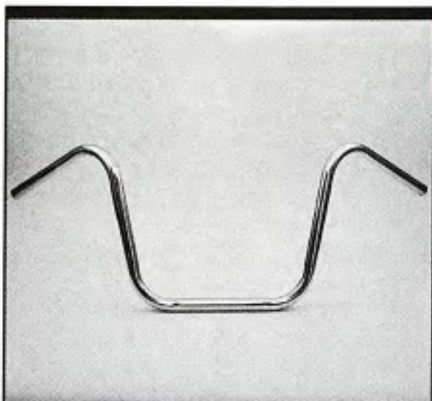
Sportster, Softail, Rubbermount Frames

Outta hand, another unique concept. Sportster builders have a tough time finding quality, aftermarket frames that look right and aren't junk. Sumax designed and now manufactures this Softail-styled frame with rubbermount capabilities. It comes complete as pictured with all the necessary mounts, hiem joints, bushings and oil tank. They're also offering rubbermount Big Twin frames as well as rubbermount rigid models. For a catalog send \$3 to Sumax, 337 Clear Rd., Oriskany, NY 13424, or call (315) 768-1058.



Frame-Mounted Cooler

Now here's a product I can get motivated over. MB impresses me as a group of down-right scooter people, bagin' good shit out for us hard ridin' fools. This new product is a clamp-on oil cooler for all Harleyframes 1-inch to 1 1/2-inch in diameter. The temp drop varies with speed and outside air temps but averages 30-35 degrees. That's serious. Comes polished or black wrinkle. For more information call (800) 852-5545.



Apehangers

Nempco carries apehangers—you know, highbars or low cars make yer nights rowdy and fulla romance. What the hell else can I say? Apehangers is apehangers. Oh, they carry a smooth version and a dimpled one for late style hand controls. Check at yer local shop. You'll never be sorry you ran 'em. ■

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READER'S RIDE



Photos by Bill Dructor

Bill Dructor, Stockton, California 1980 Harley-Davidson FXE

Time's flown at warp speed in the year since Bill had these shots taken and sent to us. He's gone through the thrill of divorce, eventually capitalizing by splurging on his first Harley, though he's been on two wheels since he was 15. He's seen his two boys, Billy and Anthony, begin growing into fine young men. To top it off, he went and married Jackie, the girl posing with his shovel, Buddy Boy, so named on account of their constant, close companionship following his divorce. Ain't that the time when ya need to be with something ya can trust?

When Bill was really down, a brother named Spike let him ride his '54 pan chopper on midnight runs to the Bay Area. That was the therapy and inspiration Bill required. When this bike came available, it wasn't too hateful, but Jerry, the owner of Valley H-D in Stockton, gave it the clean, sleek look. Twice it's been to the *Easyriders* Bike Show, taking 13th overall in 1990 by vote of the people.

Bill's discovered what a lot of Hog owners already knew, that the birds will follow, when the eagle flies. And now, it's Harleys forever.

—Rags

YEAR: 1980

MODEL: FXE

ENGINE: shovelhead, Cobra pipes, rebuilt by Roger and Wayne at Valley H-D, Stockton.

TOP END: chromed rocker boxes, S&S Super B carb

LOWER END: rebuilt, stainless oil lines, engraved points cover

TRANSMISSION: foot shift, bone-stock four-speed

ACCESSORIES: 3 1/2 gallon tanks, Arlen Ness fenders and fairing, Cycle Fab engraved doodads, Lodi Chrome

CREDITS: Thanks to Billy Richina, Valley H-D, Aguirre's Motorcycle Shop, and Mike Martini.

FINISH: candy red and orange lacquer, gold and silver leaf by Billy Richina

FORKS: stock H-D with '88 Low Rider tubes, 2-inch-over extension, pullback bars

WHEELS: front: 19-inch Dunlop; rear: 16-inch Continental Blitz, P.M. brakes

CHASSIS: stock H-D, shortened rear shocks

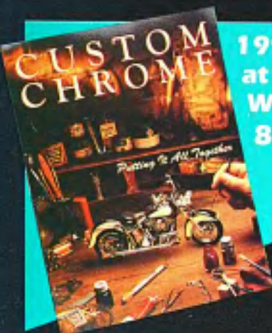
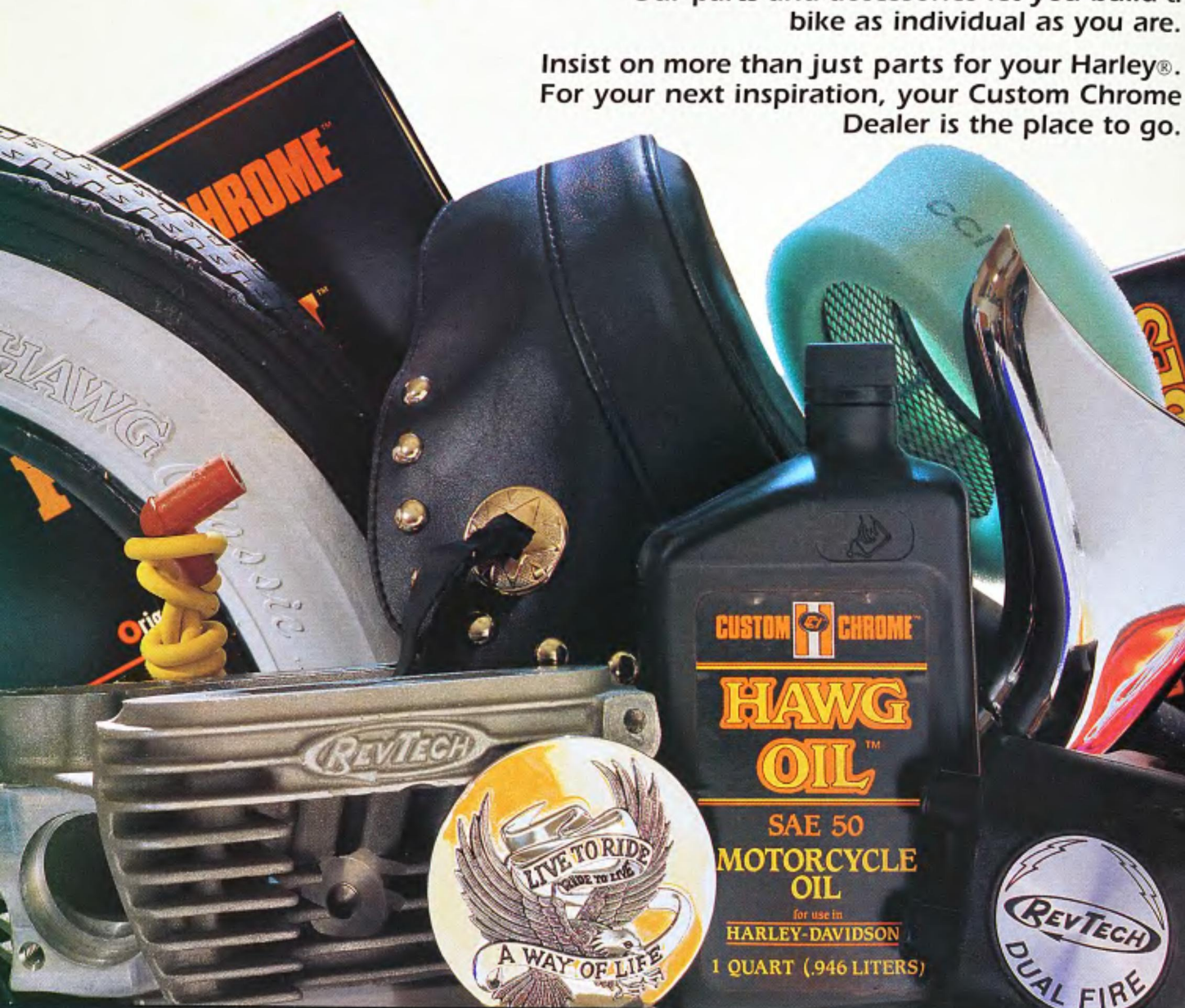


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BIKER DISCRIMINATION

A Problem We've All Faced Is Being Addressed

In March of this year, Mark Seiler and his bros rolled up to Bikini's bar in Atlantic Beach, North Carolina, expecting a warm welcome and some cold suds. Instead, right where they usually put the bikes, they saw a new sign: "No Bikers Allowed."

The sign pissed them off, but rather than trash the place, they contacted the local office of Aid to Injured Motorcyclists (AIM) and talked to attorney Jim Wyatt. They proposed to protest the sign by arriving at Bikini's early and parking their bikes in front of the sign all day, but wanted Wyatt's advice before proceeding. Wyatt told them they would need a permit for such a demonstration, so Seiler went to see Police Chief William Duke.

Chief Duke said he could not legally deny them a permit, but he pointed out that a demonstration would only make an awkward situation worse, and asked what the problem was, anyway. Seiler explained that he and the bros experienced the sign as discriminatory. Chief Duke asked if removal of the sign would satisfy them, and Seiler said, "Yes." They weren't trying to make trouble, they just didn't like being discriminated against simply because they were bikers.

Chief Duke then went to see the owner of Bikini's and asked what he had against bikers. "Nothing," the owner said, pointing out that he was some-

DISCRIMINATION . . .



Attorney
Richard M. Lester
(800) ON-A-BIKE

. . . IS ILLEGAL

DISCRIMINATION ON THE BASIS OF CLOTHING OR CLUB MEMBERSHIP IS ILLEGAL

The *Unruh Civil Rights Act* (C.C. Section 51 et seq) provides that, "All persons within the jurisdiction of this state are free and equal, and no matter what their sex, race, color, religion, ancestry, national origin or blindness or other physical disability are entitled to the full and equal accommodations, advantages, facilities, privileges or services in all business establishments of every kind whatsoever." Any person whose exercise or enjoyment of rights secured by the Constitution or laws of the United States has been interfered with, or attempted to be interfered with may institute and prosecute a civil action for injunctive and other appropriate equitable relief, including the award of compensatory monetary damages. The Supreme Court ruled in the case of *Cohen v. California* 403 US 15 (1971) that individuals have the constitutional right under the First Amendment to wear clothing which displays writing or designs. In addition, the right of an individual to freedom of association has long been recognized and protected by the United States Supreme Court. Thus, a person's right to wear the clothing of his choice, as well as his right to belong to any club or organization of his choice is constitutionally protected, and persons or establishments who discriminate on the basis of clothing or club membership are subject to lawsuit.

Don't subject yourself to civil and criminal penalties, and to expensive and time consuming lawsuits. Don't discriminate against people wearing colors or motorcycle attire.

A discrimination card is available for various states, call (800) 235-2424

what of a biker himself. Bikers were welcome at Bikini's, he said, but he wanted to reserve

that particular space for cars.

"In other words," Chief Duke said, "the sign really means

'Don't park your bikes here', rather than 'No bikers'." The owner agreed, removed the sign, and forthrightly asked the bikers to leave the scoots in a different spot.

This was one of the more easily solved instances of (apparent) discrimination against bikers. Other instances are not so easy, especially when uptight bigots refuse bikers service because they're wearing a patch or just because they're bikers.

As a biker, wearing that patch is one of your civil rights under the Constitution (unless exhibiting the patch threatens an "immediate breach of the peace"), and so is associating with your club bros (unless your club discriminates on the basis of race, etc.).

In many cases, bikers can resolve an apparent discrimination problem the way Chief Duke did, by appealing to common sense and respect for others. For the tough cases, motorcycle groups in Massachusetts printed cards like the one illustrated here and made them available to bikers. The card reviews the laws pertinent to discrimination and invites an offending business to avoid a civil suit by declining to discriminate. In most cases, to be reminded of bikers' rights will be enough. If not, AIM stands ready to pursue the matter—call 800-ON-A-BIKE.

—Sharp

Motorcycle Injuries In California Decrease— For the third straight year

According to John Paliwoda, spokesman for the California Motorcyclist Association (CMA), "Motorcycle injuries are the lowest they have been in 21 years. We applaud and congratulate the California Highway Patrol (CHP) for its efforts to educate and train novice riders in its award-winning California Motorcycle Safety Program (CMSP)."

The CMA credits the CHP's program as a major reason for the amazing 28 percent decline in the fatalities and 34-percent decline in injuries over the last three years. "The CMSP program, started in 1986, coupled with campaigns for automobile driver awareness of the motorcyclist, has saved hundreds of lives and prevented thousands of accidents and injuries," noted Paliwoda.

Motorcycle injuries decreased 8.5 percent in 1989.



That was the lowest injury rate for California since 1969. Noteworthy, too, is the fact that there are over 12 million more automobiles on California's highways competing with motorcyclists today than in 1969—as automobiles are the leading cause of motorcycle accidents and injuries.

"It just emphasizes how important rider training and education are for the beginning rider," said Wayne Thomas, a CMA spokesman, "and we wish everyone who rides would take advantage of this program and others offered by the CMSP for more experienced riders."

For motorcycle organizations like the CMA, rider training, rider education, accident prevention and motorist awareness programs have become the number one goal of the 1990s. For more information about the CMA, call: (213) 451-8502.

Minnesota ABATE Moving Full STEAM Ahead

On May 5-6, St. Paul, Minn., became the home of Heartland STEAM (Seminar to Educate and Motivate). This successful seminar was the result of efforts by hard-workin' ABATE members from Minnesota, Iowa, Wisconsin, North Dakota, South Dakota, and Montana, who realized that no one state can stand alone in the fight for freedom.

Both days were filled with classes and workshops on subjects including: motorcycle safety, highway first aid, public relations, media coverage, leadership development, conducting meetings, and a special workshop for all the editors of the states' newsletters.

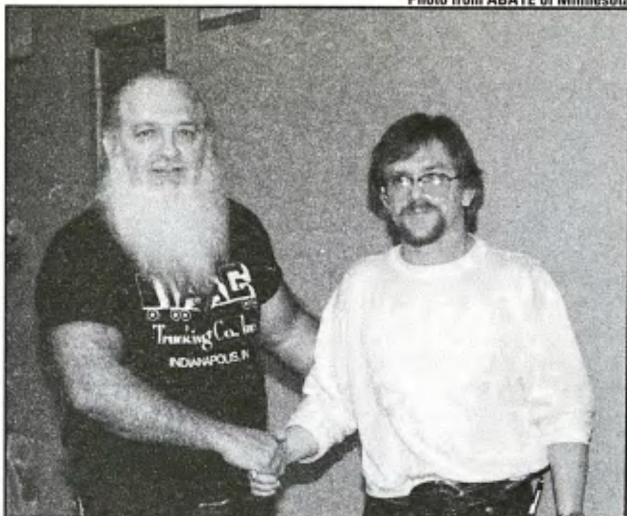
The speakers were officers from both national and state bikers' rights organizations. The program also included an award presentation, a cookout, and a dance/party.

The seminar was unique in that it represented the first time organizations such as the MRF, AMA, NCOM, and MIC stood together on the same program. Each group demonstrated the commitment to unity that is essential to maintaining our personal freedom.

Everyone in attendance agreed this seminar was one of the best, and we'll probably see this become an annual event.

—ABATE of Minnesota

Photo from ABATE of Minnesota



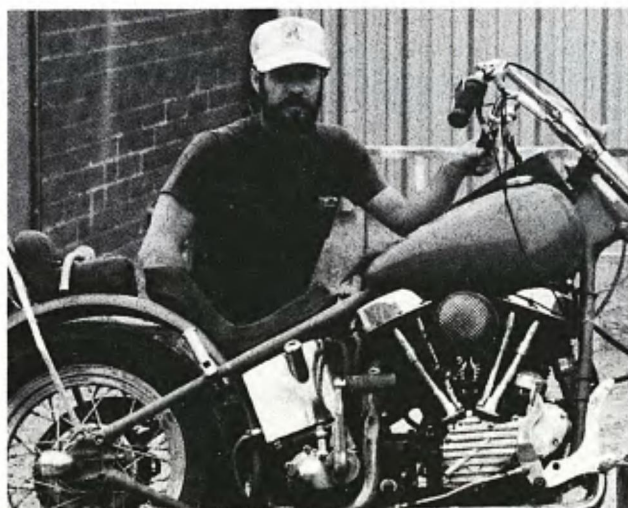
"Pappy" Haag of the MRF and Butch Olson of NCOM

ABATE of Arizona Battles Seat Belt Law

Arizona has just passed the mandatory seat belt law, calling it a "secondary offense" in that a driver cannot be busted unless he's stopped for some other offense. The fine will be only \$10 for the first offense and \$25 for each citation thereafter. They have also added that this law will automatically be rescinded in December of 1992—unless the legislature decides to extend it for some reason.

This all seemed like something our people would swallow, so the Arizona legislature decided to pass it without putting it to a vote of the people (70 percent of whom don't use seat belts).

Less than 16 hours after the bill was signed by the Governor, ABATE of Arizona filed a petition to place the initiative on the November ballot. Since that time, they have been inundated with phone calls from reporters, from all over the country,



Al Banks, state coordinator of ABATE of Arizona

who want to cover the story. These were the same media people who, just last year, showed no interest in the helmet law that was introduced.

Brothers from all over the country bitch about the lack of media exposure and the total lack of compassion on the part

of citizens toward bikers. Becoming involved in the freedom of choice/seat belt issue has drastically altered that stigma in Arizona. Entering the seat belt fight has given ABATE of Arizona a unique opportunity to show citizens that bikers are much more than a stereotype,

and, given the fact that a helmet law usually follows the seat belt law, they are setting the stage for next year, making those same citizens understand where freedom comes from so they'll back us up on the helmet law issue.

ABATE of Arizona is also campaigning for Terry Goddard, a two-year member of ABATE and a candidate for Governor of Arizona. ABATE understands that political posturing is our only viable hope in the fight for freedom. Those who succeed in this effort may take a little shit from their brothers—but the end result will make it more than worthwhile.

Arizona riders who want to enter this arena and start winning some of our battles, should contact Al Banks, state coordinator of ABATE of Arizona, 2530 East Harrison St., Phoenix, AZ 85034 or call (602) 956-9859.

Also, refer to the "Head Injuries" article on page 76.

Red Riders—Russia's Rockeri

Five years ago, the only iron associated with Russia was the stuff that made up the curtain. But the times they are a-changin', and these days, most of the iron you'll find in Russia is in the form of motorcycles.

With freedom spreading through the world like wildfire, it's only natural that the Russian youth have acquired a passion for bikes, and the freedom they represent.

This Russian youth biker phenomenon is known as the *rockeri* (rockers) and on any weekend night between April and October, you'll find them grouped together for informal rallies and runs—mostly up and down the eight-lane highways leading to Russia's 24-hour bars and clubs (nothing new here).

Ridin' on Czech-made Japwa 300s or Russia's own Iz Planeta and Voskhod 250s, these leather-clad bikers are causing quite a stir. "Almost military in organization, the rockeri have a



system for their midnight runs. In front is the diamond formation of scouts, the most experienced riders with the fastest bikes. In the middle are those without helmets or registrations. They ride like kamikazes

and are called *smertniki* or little dead ones. Bringing up the rear are more veteran rockers," reported the *San Francisco Examiner* in an April 8, 1990, article.

"I like the speed. I like the feeling of freedom. Something

speaks to my soul," says Anastasia Golovonova, a 21-year-old *rockeri*.

Spoken like a true freedom-seekin' scooter tramp, far as we're concerned.

—Mission Man

Short Strokes



The World's Gone Insane

Hold on, in Florida, a bill (HB23) has been introduced to make it illegal to belong to a "gang." They define a "gang" as three or more people who have a common name, colors, or are engaged in criminal activity....**If you're into bikers' rights** in Canada, consider joining the B.C. Coalition of Motorcyclists, 16th Floor, 100 W. Pender Street, Vancouver, B.C. V6B 1R8....**We blew it** a couple of issues ago. We ran a shot of a flag, hanging the wrong way. It was behind a model (we weren't lookin' at the flag). The field of stars should always be in the upper left—

thanks, Sheri....**A man in San Jose, California**, was sentenced to three years and eight months because his pit bull mauled a kid who wandered into his yard. The parents left the kid and went shopping....**In England, The Man** is trying to pass a law that would require compulsory leg protectors on motorcycles and here, some genius designers are trying to install air bags on bikes. Look out....**Oh, and the police** in the Burlington County community of Willingboro, N.J., are using video cameras to record drunken driving arrests. At one time we joked about the impos-

sibility of such intrusion....**Gloria Carter Spann**, a 100,000-mile rider, and last surviving sibling of former President Carter, died recently. She did much for motorcycling as a member of the Georgia Motorcycle Rights Organization. She was named Most Outstanding Female Motorcyclist in the nation in 1978....**Here's another reason** to take a Motorcycle Safety Course: over one third of the attendees are women....**Soviet cosmonauts are riding** bikes in space. Yeah, it's true. They use 'em to putt as far as 30 yards away from their giant space station. The damn thing has 32 motors and weighs 485 pounds....**Assemblyman Floyd is at it again**. The California legislator has introduced a contest wherein constituents can write in what they dislike about a law in 100 words or less. If chosen, they will be flown to the state's capitol to air their views. He's also trying to repeal the law passed in 1953 against marathon dancing and other endurance contests. His staff found no record that the statute had ever been enforced. Good work, Floyd....**And on the positive front**, Paul Vestal, a main man for motorcyclists in Maine and a biker for a couple of decades, was appointed by the governor to the five-member Maine Human Rights Commis-

sion. Another major plus for the sport. Congratulations, Paul**Last year's Harley Catalog** won a photographic award of merit in an annual ad industry competition. Another supportive whoop for the photog, Aaron Jones—nice work....**Everyone is raffling off bikes** for various causes this year. Recently, Gene Gabriel, executive director of the Association for Volusia Retarded Citizens, Inc. in Florida raffled off a Fat Boy, and Vince Thomas Jr. won it this year at Daytona Bike Week. Way to go, Vince....**Some good news**. In *Easynews*, December 1986, we ran an article on a rider who was run down by a car in Tulsa, Oklahoma. The jury refused to award the rider a dime. The kid dumped \$15,000 in medical expenses alone. The judge even ordered the jury to find the car driver at fault. Bill Harbison and Dale Warner were representing the rider, Brian Linde. They wouldn't give up, though. Well they turned it around, got Bill a substantial settlement, and got each one of the jurors' hands slapped—it can be done. For details call (918) 583-1338....**In Montana, a jealous old man** followed the biker who had gotten hold of his girl. Once they were inside the biker's pad, he shot the rider's putt several times, tied it up, and dragged the Harley down the street.

STREAMLINER CRASHES AT OVER 250 MPH

But comes back to set new record



You'll see the full-blown story next issue, but here's a quick update.

On Sunday, July 1, with perfect weather conditions in Bonneville and Dave Campos at the helm, the Liner went into a high-speed wobble, causing it to tumble, flip, and finally collide with the harsh 'salty surface after a mid-air flight.

The Liner was substantially

damaged and the crew bummed. But Dave and the undaunted crew wouldn't give up. With the help of several talented sponsors who had come to see the Liner run—including Brad West, John Ishmael, and Charlie "The Rope"—the Liner was repaired and ready to roll in two days. The crew worked in shifts, while members ran the four-hour stretch to Salt Lake City and

back for parts.

On July 5 we were back on The Salt and made a couple of blistering runs to push our own fuel-powered record of 284 mph up to 303.556 mph. Then, on July 6, with the wind whistling against us, the Liner kissed the Kawasaki record with a 317.741-mph run. But the engines had taxed themselves and a piston was damaged on the return run.

It poured through the lights at only 299.750, pushing our world-class record to 308.745 mph.

The next move was to replace the engines with a couple of fresh ones. At the time of this writing, the new engines were installed and ready to run for the record on July 10. Watch for the complete rundown in the next issue.

—Wrench

AN AUGUST 90

Bikers' Rights Organizations Nationwide

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

ALABAMA

Alabama Riders Association/ABATE
Box 360095
Birmingham 35216

ALASKA

ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
(907) 248-7828

ABATE of Alaska
Tanana Valley Chapter
Box 74773
Fairbanks 99707

ARIZONA

ABATE of Arizona
State Office
2530 E. Harrison St.
Phoenix 85034
(602) 956-9859

ABATE of Arizona, Inc.
East Valley District
3135 S. 48th St. Suite 3, Box 69
Tempe 85282
(602) 968-8985

ARKANSAS

ABATE of Central Arkansas, Inc.
Rt. 2, Box 1388
Dardanelle 72834

ABATE of Arkansas, Inc.
8120 Doyle Springs Rd.
Little Rock 72209

CALIFORNIA

Brothers of the Third Wheel
1229 S. Monterey St.
Alhambra 91801

Bikers Against Manslaughter
National Headquarters
5455 Wilshire Blvd., Suite 1600
Los Angeles 90036
(800) 4-BIKERS

PAC-MAN

Box 212
New Almaden 95042
(408) 866-5771

ABATE of California, Local #1
Los Angeles County
11021 Hesby #3
North Hollywood 91601
(818) 769-3684

Leather & Lace, L.H.R.A.
High Desert Chapter
1207 E. Caperton
Lancaster, CA 93535

CANADA

ABATE of Canada
Alberta Chapter
Box 685, Station J
Calgary, Alberta T2A 4X8

Central Ontario Cycle Association
RR 1
Churchill, Ontario L0L 1K0
(705) 456-8622

ABATE of Ontario
654-A Sheppard Ave. W.
Downsview, Ontario M3H 2S5

ABATE of Canada/Manitoba
Aid to Injured Motorcyclists
Box 2993
Winnipeg, Manitoba R3C 4B5
(204) 284-1441

COLORADO

ABATE of Colorado
Box 269
Arvada 80001-0269

Riders for Justice
Box 1586
Loveland 80539

CONNECTICUT

Connecticut Motorcycle Riders Assoc.
Box 56
New Britain 06050
(203) 229-1638

Connecticut Motorcycle Riders Assoc.
Box 186
Terryville 06786

DELAWARE

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

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Polk County Chapter
Box 1172
Eaton Park 33840
(813) 688-4345

Leather & Lace, L.H.R.A.

Box 162
Holly Hill 32017

ABATE of Florida
Southeast Chapter
Box 4943
Hollywood 33083
(305) 473-2238

ABATE of Florida, Inc.
Gateway Chapter
Box 2785
Lake City 32056-2785

GEORGIA

ABATE of Georgia
Box 689
Pine Lake 30072
(404) 294-8962

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Street Bikers United
Box 1314
Honolulu 96807

Associated Committee for Bikers
5609-2A Honou Rd.
Kapaa, Kawai 96746

IDAHO

ABATE of Idaho
Box 331
Blackfoot 83221-0331
(208) 784-4362

ABATE of Idaho
Kootenai District
Box 2244
Coeur d'Alene 83814

ILLINOIS

ABATE of Chicago
Membership Office
10811 S. Whipple
Chicago 60635
(312) 238-2824

Brothers of the Third Wheel
Box 345
Coal Valley 61240

ABATE of Illinois
Pee-Tax Chapter
Box 6036
Peoria 61601

ABATE of Illinois
DuKane Chapter
Box 186
West Chicago 60185

INDIANA

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

IOWA

ABATE of Iowa
District 14
904 E. Main
Fremont 52561
(515) 933-4169

ABATE of Iowa
Box 463
Newton 50208
(515) 791-9570

KANSAS

Central Kansas Road Riders
Box 855
Great Bend 67530

ABATE of Kansas
650 Elm
Perry 66073
(913) 597-5140 KS(800) 657-5763

KENTUCKY

ABATE of Kentucky
Box 2071
Lexington 40594

Kentucky Biker Association
Box 16011
Louisville 40216

LOUISIANA

ABATE of Louisiana
Capital Area Chapter
10844 W. Robinson Dr.
Baton Rouge 70815
(504) 273-3405

ABATE of Louisiana
Box 10186
Jefferson 70181
(504) 833-5066

MAINE

United Bikers of Maine
Box 844
Auburn 04210

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

MARYLAND

ABATE of Maryland
Box 1733
Annapolis 21404
in MD (800) 843-0252, (305) 845-8868

ABATE of Maryland
3910 14th St.
Chesapeake Beach 20732

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Modified Motorcycle Association
Box 23
Dorchester 02122

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ABATE of Michigan
Box 1032
Dearborn 48121
(313) 427-3244

Paralyzed Wheels Foundation
4703 S. Division
Wayland 49348
(616) 877-4749

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Minnesota Motorcycle Riders Assoc.
Box 27528
Minneapolis 55427
(612) 541-1704

ABATE of Minnesota
4610 Colfax Ave. N.
Minneapolis 55412
(612) 522-8024

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Hernando 38632
(901) 795-1222

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Pearl 39208
(601) 957-9163

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Independence 64052
(816) 238-3132

ABATE of Missouri
RR 1, Box 65
Princeton 64673
(816) 586-2291

Freedom of Road Riders
6210 Sherman
St. Joseph 64504
(816) 238-3132

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Box 30395
Billings 59107-0395

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Box 297
Helena 59601

NEBRASKA

ABATE of Nebraska
Box 30332
Lincoln 68503
(402) 796-2523

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Nevada Association of Concerned Motorcyclists
Box 26566
Las Vegas 89126
(702) 870-6121

ABATE of Nevada
Northern Chapter
Box 497
Valmy 89438
(702) 635-2817

NEW HAMPSHIRE

New Hampshire Motorcycle Rights Organization #18
72A Old Derry Rd.
Londonderry 03053
(603) 627-3528

NEW JERSEY

Jersey ABATE
Box 222
Franklin Lakes 07417
(201) 891-4252

ABATE of South Jersey
Membership Address
P.O. Box 762
Hammoncton 08037
(609) 567-1113

NEW MEXICO

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Box 25544
Albuquerque 87125

ABATE of New Mexico
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Star Route 2, Box 6067A
Tularosa 88352

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17 Worth Avenue #2
Hudson 12534
(518) 826-1143

National Handicap Motorcyclist Assoc.
35-34 84th St. #F8
Jackson Heights 11372
(718) 565-1243

ABATE of New York
Orange County Chapter
Box 362
Monroe 10950

ABATE of New York
Oswego County Chapter
Box 5144
Oswego 13126

NORTH CAROLINA

Concerned Bikers Association
Box 26445
Charlotte 28221
(704) 536-8535 (704) 864-1722

Harley Drag Racing Association
Box 1429
Elon College 27244
(919) 229-4877

NORTH DAKOTA

ABATE of North Dakota
Box 383, 4023 State St.
Bismarck 58502
(701) 223-5669 (800) 247-1213

OHIO

ABATE/C.M.R.O.
Region #12
66 West Rd.
Beaver 45613
(614) 226-1703

ABATE of Ohio
State Office
Box 44464
Columbus 43204
(614) 279-4634

in OH (800) 25-BIKER

American Motorcycle Association
Box 141
Westerville 43081
(614) 891-2425

OKLAHOMA

ABATE of Oklahoma
District 3
Box 7352
Lawton 73505

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Cherokee Strip Chapter
Box 124
Ponca City 74601

ABATE of Oklahoma
Box 582078
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Box 4504
Portland 97208

Bike PAC of Oregon
Box 5612
Salem 97304
(503) 363-7514

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Box 296
Ambridge 15003
(412) 857-3130

ABATE of Pennsylvania
State Office
Box 15226
Harrisburg 17105
(717) 761-6680

RHODE ISLAND
Rhode Island Motorcycle Association
Box 10446
Cranston 02910

ABATE of Rhode Island
Box 7888
Warwick 02887

SOUTH CAROLINA

ABATE of South Carolina
2062 Edisto Ave.
Charleston 29412

Concerned Bikers Association
State Office
Box 1361
Lexington 29072

SOUTH DAKOTA

ABATE of South Dakota
Box 86213
Sioux Falls 57105

ABATE of South Dakota, Inc.
Black Hills Chapter
P.O. Box 742
Sturgis 57785

TENNESSEE

Concerned Motorcyclists of Tennessee
Box 142595
Nashville 37214

CMT/ABATE

Box 140685
Nashville 37214

TEXAS

Texas Independent Motorcyclists
Denton Chapter
P.O. Box 23243
Denton 76204

ABATE of Texas
Houston Chapter
Box 75081
Houston 77275

ABATE of Texas
Arlington Chapter
Box 556
Kensdale 76050
(817) 478-8475

ABATE of Texas
Houston Northside Chapter
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Spring 77388
(713) 353-9500

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Box 520204
Salt Lake City 84152
(801) 943-1306

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Freedom of the Road
for Vermont
Box 482
Montpelier 05602

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Alexandria 22303-0348
(703) 786-4948

Leather Ladies MC
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Ashland 23005-6041

WASHINGTON
ABATE of Washington
Cowlitz County Chapter
Box 328
Kelso 98632

ABATE of Washington
Skagit Valley Chapter
Box 2101
Mt. Vernon 98257

Washington Motorcycle
Safety Association
Box 622
Omak 98841
WA (800) 527-7012 ext232
(509) 826-5066

BIKE PAC of Washington
12208 21st Ave. S.
Seattle 98168

WEST VIRGINIA

Concerned Bikers of West Virginia
Rt. 7, Box 245
Morgantown 26505

ABATE of West Virginia
Box 5268
Princeton 24740

WISCONSIN
ABATE of Wisconsin
Box 486
Hartland 53029
(414) 367-1188

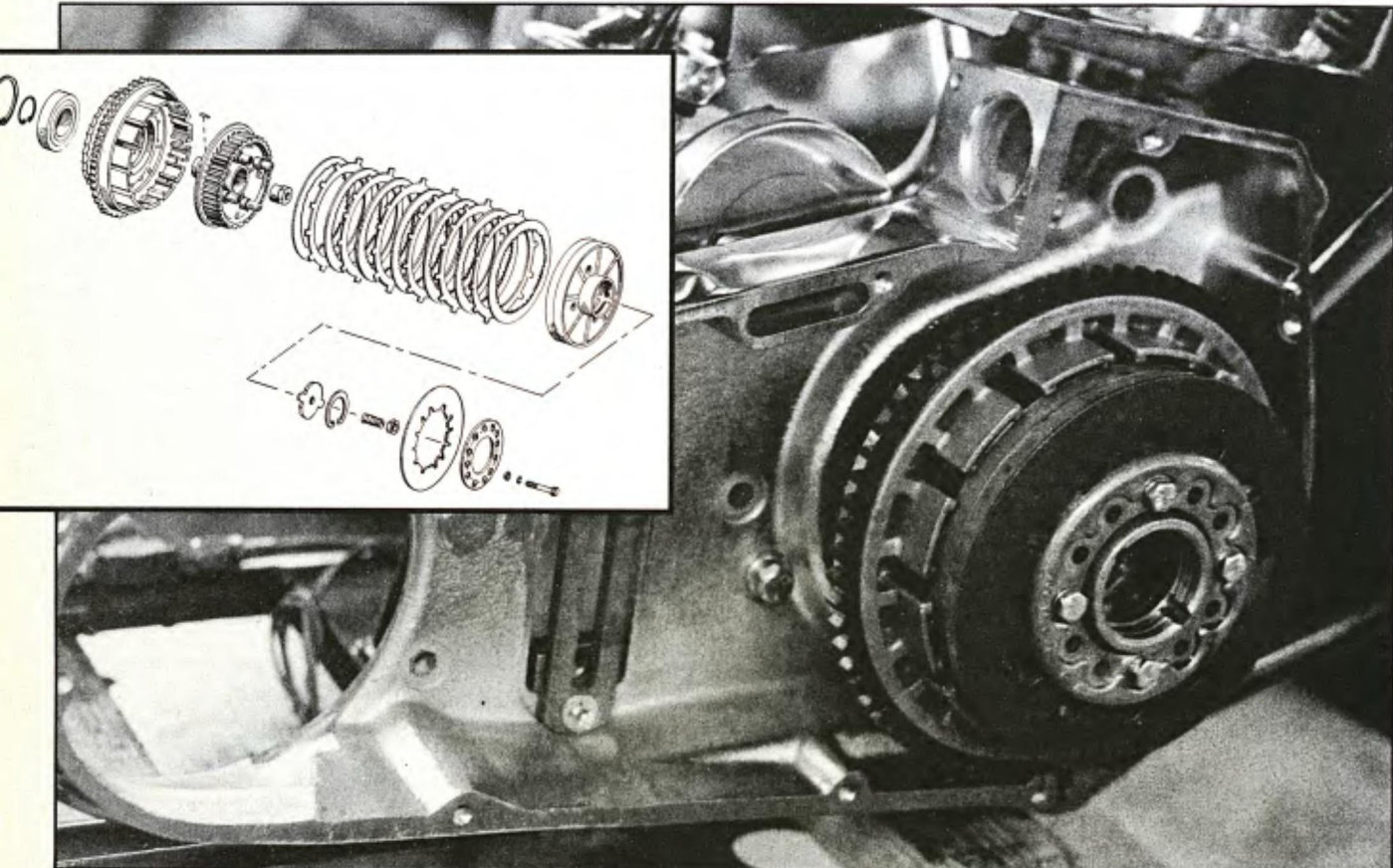
ABATE of Wisconsin
Box 25581
Milwaukee 53225

WYOMING
ABATE of Wyoming
Northeast Wyoming Chapter
Box 3676
Gillette 82717

ABATE of Wyoming
312 Burma Rd.
Riverton 82501
(307) 856-4659

ABATE of Wyoming
Poudre Valley Chapter
Box 105
Laramie 82040

Late-To-Early Clutch Conversion



Late-model clutch installed on earlier transmission.

Cubic inches and horsepower top the priority list for modifications today. But all the power in the world is useless if you can't get it to the rear wheel.

For years, Harley used a three-adjusting stud, 10-spring clutch hub, and pressure plate. For some riders, the old clutch setup has proved indestructible. For others, the new model is the hot ticket.

Some bros with big-inch motors like the new diaphragm clutch. So that's what this mess is all about—installing the late-model clutch in earlier scooters. Using a Harley Screamin' Eagle or aftermarket diaphragm, which has more tension than the stock unit, also helps/prevents the clutch from slipping, with 100-cubic-inch motors.

This system can be added to any four-speed trans that will bolt to an aluminum primary. What you have now will determine what you'll need to change. The bottom line is that the bearing support is critical.

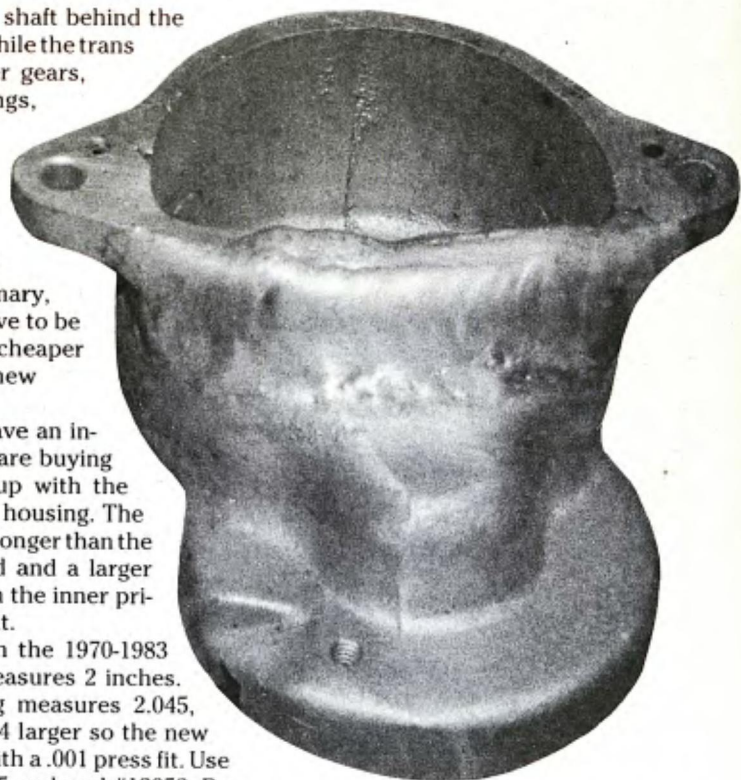
You have to use a 1970 to 1983 four-speed trans case. The only part in the transmission that needs to be changed is the mainshaft (H-D part #37800-84) and the inner race (H-D part #34090-84). The

race goes on the shaft behind the seal. Of course, while the trans is apart, all other gears, bearings, bushings, etc., should be checked and repaired or replaced if they are worn.

If you're using a '70-'83 inner primary, a few changes have to be made, which are cheaper than buying a new primary.

If you don't have an inner primary and are buying one, get a 1984-up with the later-year starter housing. The new mainshaft is longer than the one you replaced and a larger bearing is used in the inner primary to support it.

The bearing in the 1970-1983 inner primary measures 2 inches. The new bearing measures 2.045, bore the hole .044 larger so the new bearing goes in with a .001 press fit. Use H-D bearing #9135 and seal #12052. Re-



Starter drive.

move all oil line fittings and replace them with plugs so the primary becomes a sealed unit. Primary chain oil will no longer be circulating through the engine—good news.

The factory has finally gotten around to this modification on the 1990 models. Now, you will be using a little more than a quart of H-D primary oil, so you will need a better seal on your starter drive. A special plate has been designed to take an H-D #12051 seal. (This plate and seal may also be used on stock systems that are having problems with oil leaks on starter shafts.) It is available from Freds Custom Cycle, 3101 North Harbor City Blvd., Melbourne, FL, (407) 259-7111, for \$31.95 plus shipping.

To make this plate work, you must build up the bottom side of your starter housing and inner primary with a weld (where the chain always hits when you forget to adjust it). Match your seal plate to both, and grind it slightly to make it fit. (Instructions come with the seal plate).

Make sure the nuts are loose on the four studs that fit through the trans plate, as well as the fifth bolt under the kicker cover. Use a new O-ring on the engine (if it uses one) and install the inner primary cover. Don't forget to safety-wire bolts on the engine. Tighten five bolts on the

bottom of the transmission. Then install a new seal plate, starter housing, and other starter parts.

The diaphragm clutch assembly is H-D #37800-84 which comes complete. You may want to buy parts of this kit separately and get one of the heavier springs.

Install the engine sprocket and tighten to 100 ft./lbs. using an air or electric impact wrench. Press the pilot bearing into the outer clutch hub and install a circlip (lock ring). Then, using a press, support the inner race with a sleeve. Press the inner hub into the bearing against the hub shoulder and install an external clip. Install a key into the trans mainshaft and make sure that it is not more than .119 inch above the shaft.

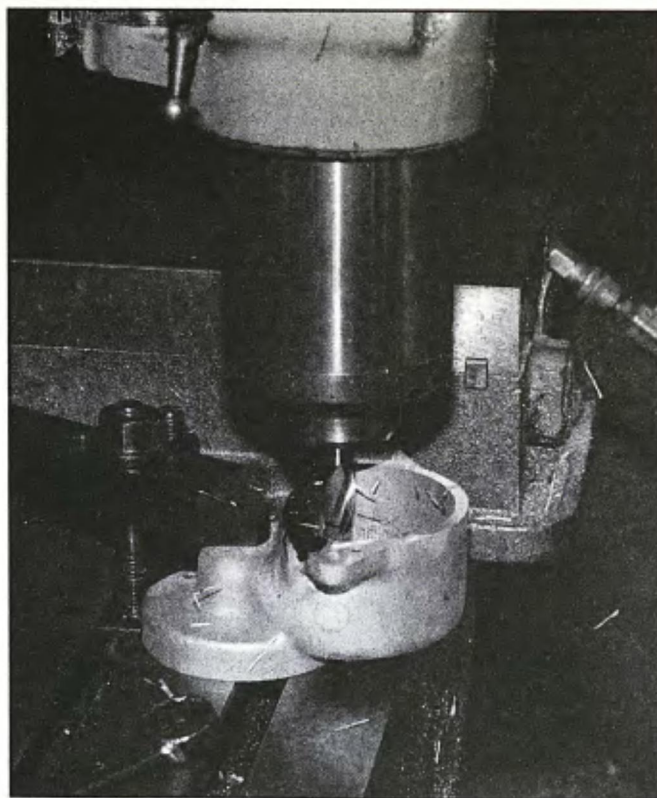
Place the drum and hub assembly on the mainshaft and install the hub nut (which is a left-hand thread) and tighten to 50 ft./lbs. torque. Place a straightedge across the back side of the hub and engine sprocket, then adjust the spacer on the engine (if necessary) so that the straightedge touches all surfaces evenly. Remove the sprocket and clutch hub and reinstall with chain. Use Loctite 242 on the engine threads and the trans mainshaft. Pay attention to torque. Over tightening the hub nut can cause damage to the bearing. Install steel discs and

friction discs, alternating, starting and ending with steel disc. **NOTE: convex side of spring diaphragm must face out.** Stack the pressure plate spring diaphragm and adjuster plate with the holes aligned. The cable must be free and the pushrod adjusting screw should be backed out. Lay a straightedge across the face of the diaphragm spring. The spring should be flat within .010 inch. If the spring is bowed outward (convex), the adjuster plate should be moved to the next hole position of greater compression. If the spring is dished inward (concave), the adjuster plate should be moved to the next hole position of less compression. **NOTE: Bolts used to set pressure plate must be adjusted evenly in or out evenly 1/2 to 1 turn at a time or distortion to pressure plate may occur.**

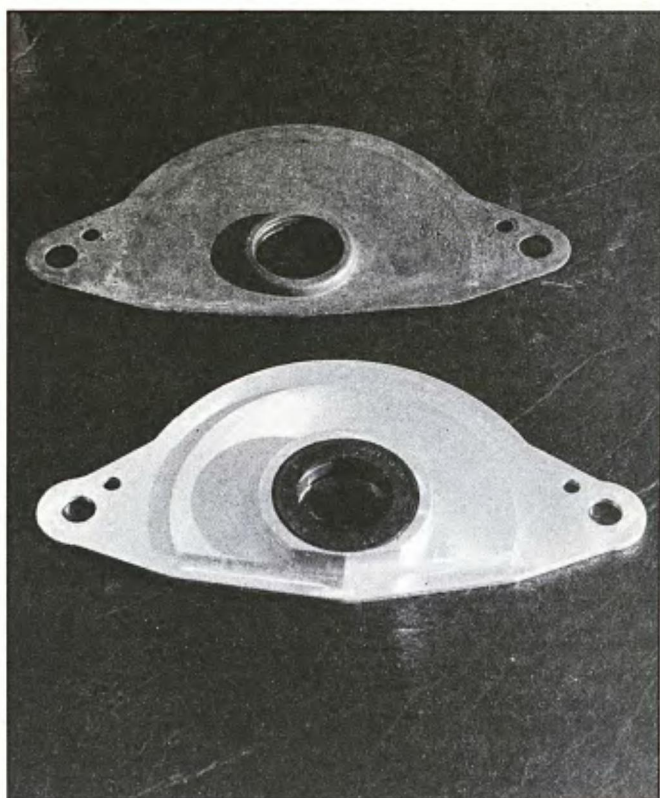
Set the pressure plate to 8 ft./lbs. torque then take the slack out of cable to give the lever 1/8 inch to 3/16 inch of free play. Position outer cover and add correct amount of H-D primary chain oil. Give a trial check of clutch adjustment. **Do a hole shot and smoke the tire.**

For more information, contact Rogue at Box 184, Melbourne, FL 32902 or Harley Motor Works at (407) 723-0026.

—Rogue



After welding, a mill is used to clearance drive.



Tighter seal plate from Freds Custom Cycle.

Photos by Rogue

BIKER HALL O' FAME

Brothers and sisters
who stand out in the
crowd

By Red Baron



Photo from Jim Shrewbury

Jim Shrewbury Long Beach, California

Most people, bikers included, would at least think thrice about this. Many would just bail. Not Jim. He decided to stick it out, take the good with the bad, and embark on a difficult road that would change his life. Some 15 years ago, you see, Jim got married. Specifically, he got hitched to a woman whose four-year-old son had muscular dystrophy. That ended his biker lifestyle, as he'd known it. Scotty, wheelchair bound for the rest of his life, was to become the center of attention for this new dad. There were many times when Jim thought he'd had enough and wanted to hit the road, but should anyone want to know, Jim's answer is always, "My boy is number one in my life." Jim has managed not only to turn Scotty into a fine young man of 19, but also to keep his passion for Harleys alive by becoming the part owner of M&J Custom Cycles in Long Beach, proving that where there's a will, there's a way. Even if that means gettin' up at 4 every morning and working two jobs.

Danny Perkins Montpellier, Quebec

Danny is the founder and executive director of Bikers Against Drunken Drivers (B.A.D.D.) in Canada. Danny's been riding for about 20 years and has always supported motorcycle activities and rights throughout Canada and the United States. In October of 1981 he organized the first motorcycle swap meet in Montreal and continued to do that during the next six years, when he founded B.A.D.D., where he's since been extremely busy doing what directors do best. For those of you who'd like more info about this organization or to even join up, here's where to get a hold of them: B.A.D.D., Box 122, Ville St. Laurent, Quebec, Canada H4L 4V4, or call 'em at (514) 748-1419.

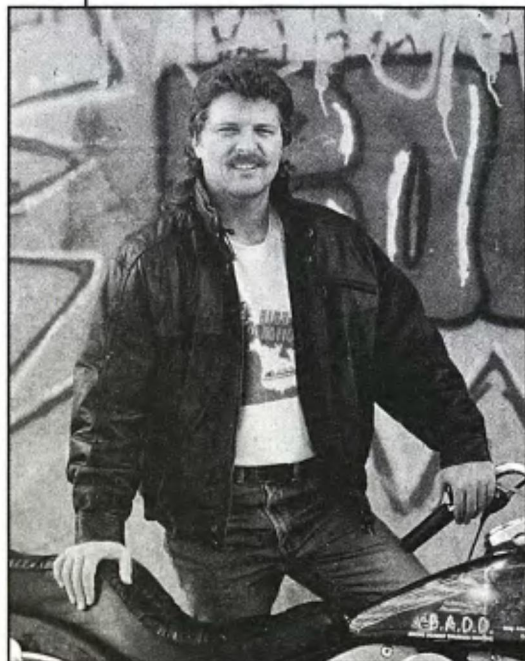


Photo from Lauraine Teodoro

Tony "Pan" Sanfelipo Milwaukee, Wisconsin

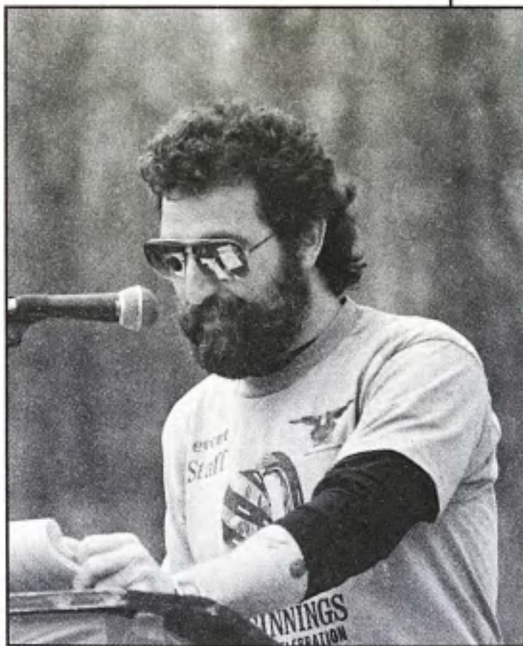


Photo from ABATE of Wisconsin

Pan is the founder and co-director of ABATE of Wisconsin and has been instrumental in a ton of things his group has accomplished in recent years. Near the top of that list you'd probably find the proclamation of the month of May as Motorcycle Safety Awareness Month by the governor of Wisconsin, accompanied by a commendation for the many things ABATE of Wisconsin has done to enhance motorcycle safety there. But wait, there's more. Pan has also been appointed to the Motorcycle Safety Advisory Council, works as editor of the ABATE newsletter and co-editor of the *Midwest Biker News* magazine, started ABATE food and blood drives, and has managed to change state laws prohibiting

bikes from angle parking. And most recently, at the above mentioned safety celebration, Pan and his group have given honor to the rag you're holding in your oilstained hands, recognizing the fact that it was our Lou Kimzey (and staff) who started the idea of ABATE, which is something not too many are aware of. Thanks, Pan.

SHACK O' SHAME

**Assemblyman Richard Floyd
Hawthorne, California**



Photo by Bill Bish

As a perennial sponsor of helmet bills in California, Assemblyman Richard Floyd has earned a villainous reputa-

tion with bikers in the Golden State. Lately, however, Floyd has spread his pro-helmet propaganda beyond the land of nuts 'n' fruits by appearing on national television to pander his fetish for lid laws. Appearing on NBC's *Today* show to debate helmet laws with Bikers Against Manslaughter (BAM) founder Russ Brown, Floyd had the audacity to inform the nationwide viewing audience that "We, the taxpayers, pay for the streets and highways, and if they (motorcyclists) don't want to wear a helmet, then they shouldn't ride on our tax-supported roads." *Today* host Deborah Norville wouldn't allow Russ Brown to rebut Floyd's outrageous statement on the air, however. America's 4,426,123 registered motorcycles represent only 2.4 percent of the nation's 183 million

vehicles using public roads, yet bikers represent more than 4 percent of the 110 million federal taxpayers. This means that that motorcyclists pay almost *double* their share of road use taxes. In fact, according to Russ Brown, "Conservatively, bikers pay more than \$17 billion a year in federal income tax alone (based on the IRS average estimate of \$4.002 per taxpayer), which, ironically, exceeds the total federal expenditures for highway construction and maintenance (\$15 billion). Therefore, to the assemblyman's whimpering cry of, "Let those who pay have a say" we respond, "We, the motorcyclists, *paid* for the streets and highways, and if politicians don't want us riding without helmets, then don't drive on our biker-supported roads!" ■

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HANDLING INCLUDED!**

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.



"I wish you'd stop using sex as a weapon, Ruth."

While filling out application forms at the welfare office, the hillbilly couple listed all 13 of their children as having the same first name: Clem. The social worker studied the completed form and, scratching her head in confusion, asked, "But how on earth can you tell them all apart?"

"Nothin' to it," said the hillbilly. "We jist calls 'em by their last names."

—Ellie Worth
Somewhere

Whaddaya call a blowjob in France?
Bone appetit.

—J.D.
San Antonio, Tex.

"Man, I just gotta know," said Rags to Dirty Dan at the bar one afternoon. "Every night, I see ya with these old broads that gotta be pushin' 60, at least. What gives?"

"Hey, bro, I like 'em at that age," Dirty Dan said with a grin. "They don't swell, they don't tell, they don't smell, and they're grateful as hell."

—Phantom
Down South

The Texas Aggie owned a department store that had recently been burglarized. "Sorry to hear about the robbery," sympathized his pal Jed. "Did you lose much?"

"Some," said the Aggie, "but it would've been a helluva lot worse if they'd broken in the night before."

"Yeah? Why's that?" asked Jed. "I was pretty lucky, see," said the Aggie, smiling. "On the day before the burglary, I'd already marked everything down by 30 percent."

—Shetland Pony
Conn.

What's the difference between a gorilla's asshole and a politician?

One serves a vital function.

—Paul Jorgensen
Marion, Ill.

Why did Tiny buy his ol' lady two tickets to the carnival's freak show?

One was to make sure she could get out.

—K. Dodson
Villa Park, Ill.



"We're short of AB negative, but luckily for you, Nurse Collins is having quite a heavy period."

Last winter, Panhead Pete was trying to figure out a way to beat the ball-numbing Nebraska cold, and a buddy of his who happened to be into scuba diving suggested he try wearing a "wet suit" under his leathers to keep warm. Later on in the week, his buddy called up to see if the idea had worked. "Fuck, man, I couldn't even get out of the house," Panhead Pete said. "Every time I farted, I blew both my boots off."

—Shirley Keith
Tuskahoma, Okla.

"I'm so ashamed of the way we live," Betty sniveled to her ol' man. "Ever since the day we got married, Dad has paid our rent, Mom has bought our clothes, and my sister sends us money to buy food. I'm ashamed we can't do better."

"Ya fuckin' well oughtta be," said her ol' man. "Ya got a grandmother and two brothers who haven't even given us a cent."

—Jerry
Graybar Hotel

Definition of confidence: a bro coming home at 3 a.m., snort-slinging drunk, smelling like whorehouse pussy, and telling his ol' lady, "Spread 'em, bitch—you're next!"

—Roberta Bostick
Sugarloaf, Calif.

Why did elephants finally quit using sheep as tampons?
Toxic Flock Syndrome.

—Froggy
America

Late one night in a Beverly Hills estate, the butler was slipping the sausage to the pretty new maid on the kitchen countertop. They were going at it hot and heavy when the butler suddenly started screaming like a maniac.

"Wow, Jeeves, when you come, you really do come," said the maid.

"Like hell I do," said the butler. "I just got my balls caught in the silverware drawer."

—Steve Bernhard
Toledo, Ohio



The graybeard tramp took her hand in his and looked proudly upon the engagement ring he'd placed on her finger only three days before. "Did any of yer friends admire it?" he asked.

"They did more than that," she said. "A couple of 'em even recognized it."

—Morris the Cat Inside

How many unemployed actors does it take to change a light bulb? One hundred—one to change it, and 99 to stand around and say, "Hey, I could've done that!"

—V.D. Left Field

A newly established lawyer, wanting to impress the first client entering his office, snatched up the telephone and barked into the mouthpiece, "I'm sorry, but I have a tremendous caseload and won't be able to look into this for at least two months. Call me back then and I'll see what I can do." The new attorney then hung up the phone, turned to the young man waiting in his office, and asked curtly, "What can I do for you, sir?"

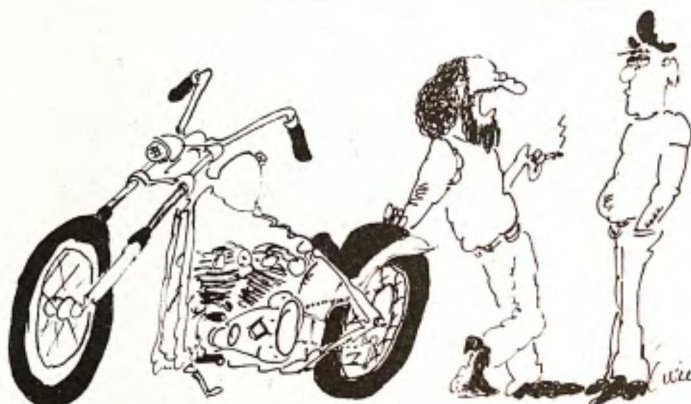
"Not much, really," said the man, setting down his toolbox. "I'm just here to hook up your phone."

—Victor De La Mora West Coast

GANG BANG



"Anyone mind if I go to the head of the line? After all, she is my wife."



"Oh, I got about five grand in it... including tickets."

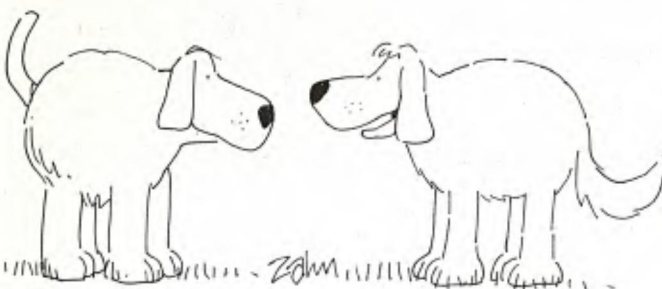
When terrorists kidnapped the wife of a prominent businessman, they sent him this ransom message: "Bring \$50,000 to the 17th green of the country club golf course at 10 o'clock sharp on Friday morning. We'll release your wife as soon as we get the loot." That Friday, the husband finally arrived at the 17th green not at 10, but at noon. Immediately a masked man stepped from behind the bushes and demanded, "You're two hours late, asshole! What took you so long?"

"Hey, gimme a break, pal, my handicap's 27," replied the businessman.

—Ruben Sanchez Crescent City, Calif.

Definition of divorce: the future tense of marry.

—Al Troxler Greensboro, N.C.



"Life is short... You gotta stop and smell the assholes"

The biker's rugrat got lost in the grocery store while the ol' lady was shopping for some dinner grub. Noticing the kid's distress, a friendly check-out clerk took him by the hand and asked, "Little boy, why didn't you hang on to your mother's skirt?"

"I couldn't reach it," replied the rugrat.

—Joe Molnar Coxsackie, N.Y.

The definition of a pimp: a nookie bookie.

—Fat Boy Rockies

How is a loose chick like a warm toilet seat?

They both feel good, but you gotta wonder who was there before ya

—Brazell Durango, Colo.

Every fucking day, after riding home from a hard eight hours of wrenching at the shop, Spike would no sooner climb off his shovelhead when the dog who belonged to the old biddy next door would come hauling ass off her porch, barking and growling and generally raising hell, and nine times out of 10 the bastard would take a bite outta Spike. After a few weeks of this crap, Spike knocked on the old bitch's door and told her that if she didn't do something about her fucking dog, he was gonna ventilate its canine guts with his 12-gauge shotgun. The old lady started crying and promised she'd do something about the dog right away. When Spike rolled into his driveway the next day, he spotted the dog lying on the porch as usual, but figuring his neighbor had taken care of the problem, he parked the scooter and got off... and here came that blood-thirsty sonuvabitch again, flying off the porch with blood in his eyes, and once more that damned dog tore Spike's ass all to hell and gone. Hearing all the commotion, the old lady came rushing out in a panic and pulled the dog off Spike, all the while apologizing and pleading that she'd had him castrated at the veterinarian that morning. Spike picked himself up, looked at the mutt, and said, "Veterinarian, my ass, lady. You shoulda taken him to the dentist—I could tell by the way he came offa that porch he didn't wanna fuck!"

—Satch Do-in Time

Whaddaya call a virgin having an explosive climax for the first time?

A cherry bomb.

—Sly Zeek USA

When a man opens the car door for his ol' lady, you can bet yer ass that the car is new... or at least this ol' lady is.

—J.D. San Antonio, Tex.

The country boy was telling his best buddy about his wedding night. "Jeez, you weren't kidding when you said women are dumb—believe it or not, on the first night of our honeymoon, she even put her pillow under her ass instead of her head."

—Willie Corcoran, Calif.



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

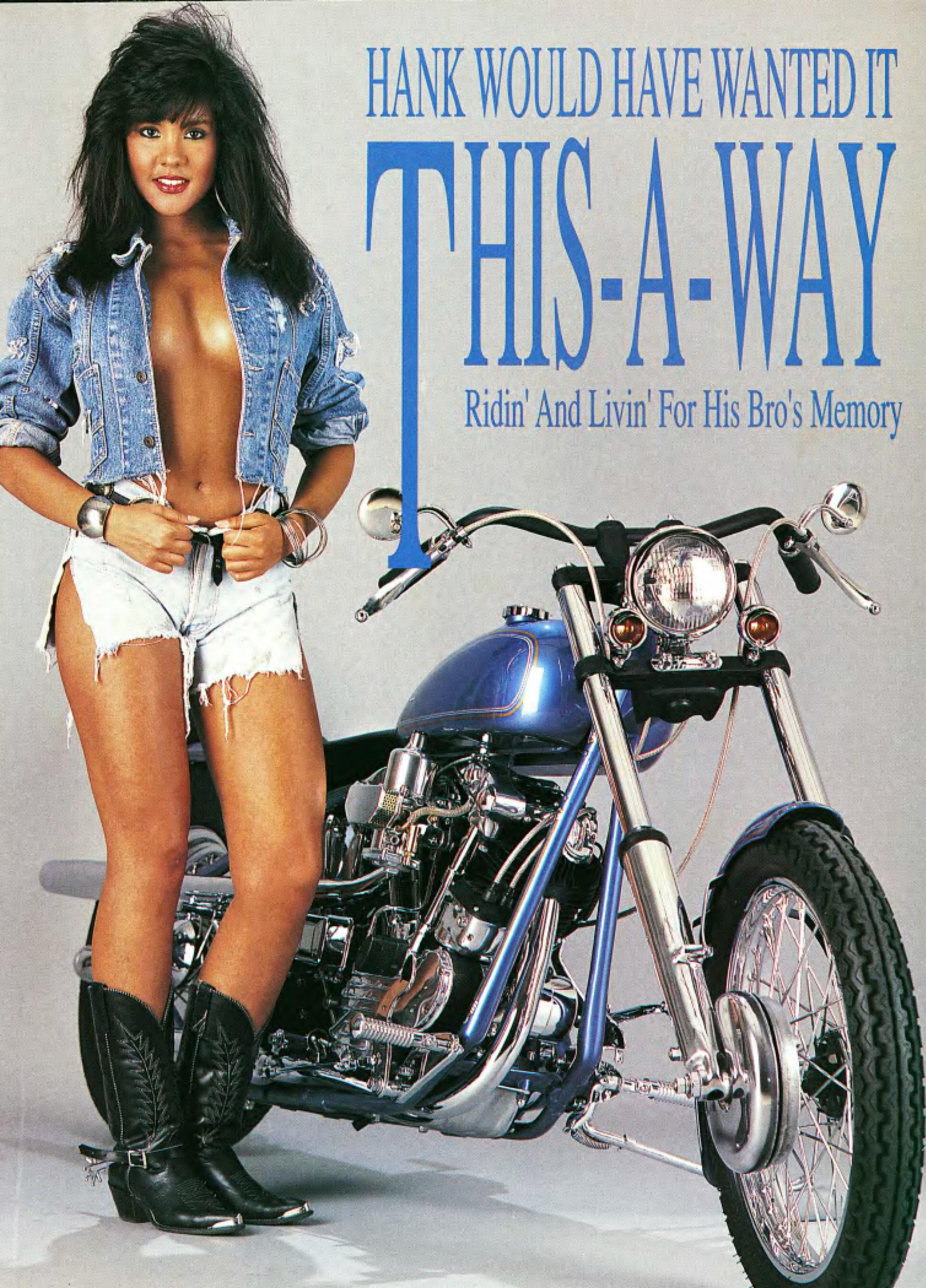
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Tell 'em you saw their name here!

HANK WOULD HAVE WANTED IT THIS-A-WAY

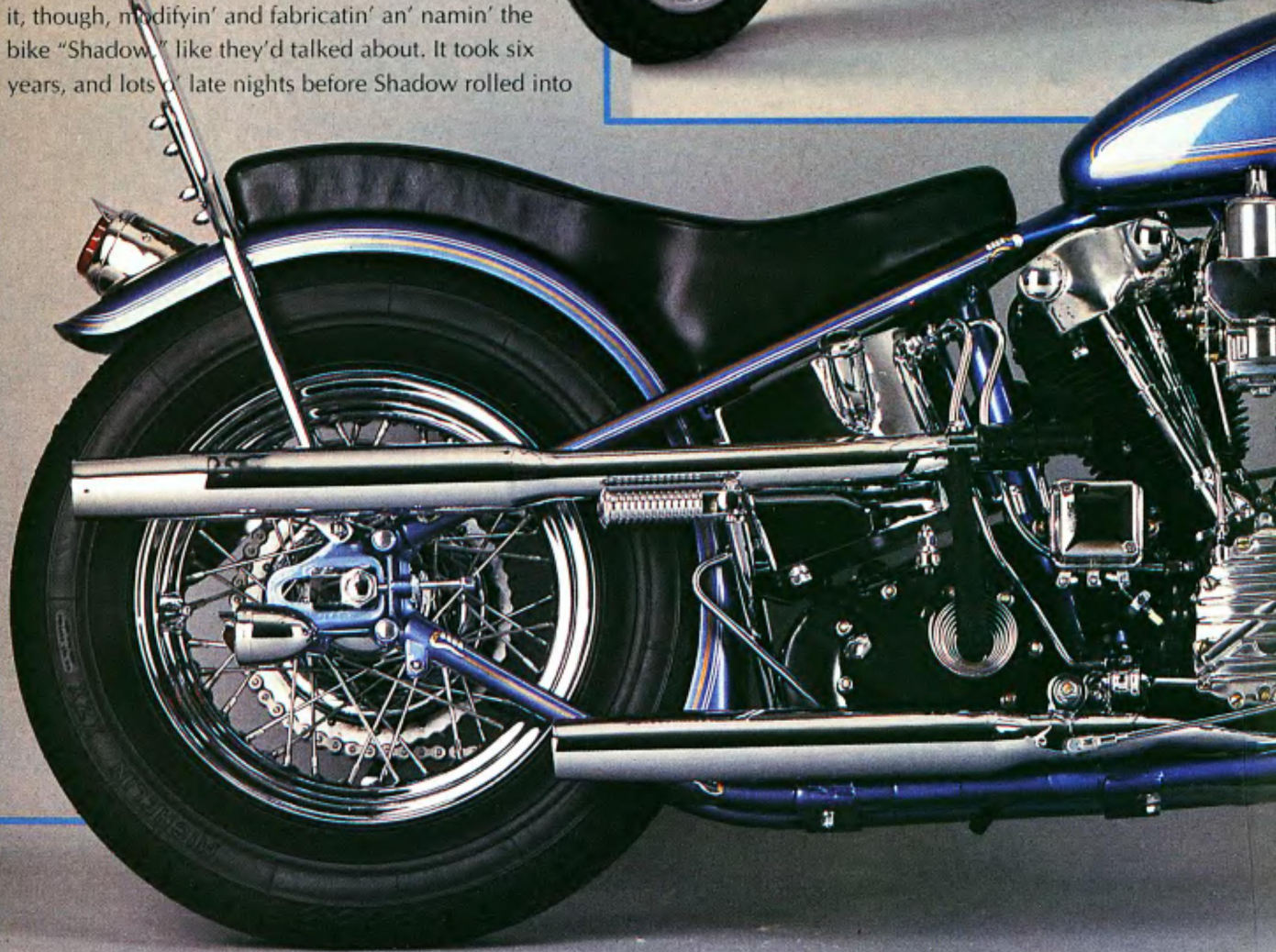
Ridin' And Livin' For His Bro's Memory



Hey, is this a great-lookin' machine, or what? Look at those lines, how everything sorta fits together just right. Now tear yer lecherous old eyes offa the sweetie, an' check out what Lorney O'Connor's done with his 1941 knucklehead. Lorney owns a home-based shop outta Poway, California, callin' itself Lorney Artistic Construction, specializing in buildin' Harleys. An' if you've finally managed to switch some attention onto the scoot here, ya can see what he does with 'em. Twenty-four years in the saddle tends to verify his qualifications some, too, doncha think?

Knucks've been Lorney's ride of choice from day one, an' this one's been in the family for 17 years. It was basketized when he stumbled across it an' the price tag read \$750, eat yer heart out. He got it up quick an' wore down some rubber for a while, then, in 1980, he and his brother, Hank, designed its reconstruction. They had just begun work when Hank was killed on the way to the 1981 San Diego Toy Run. A freak fog had caused a 32-car pileup, and Lorney's bro didn't make it through.

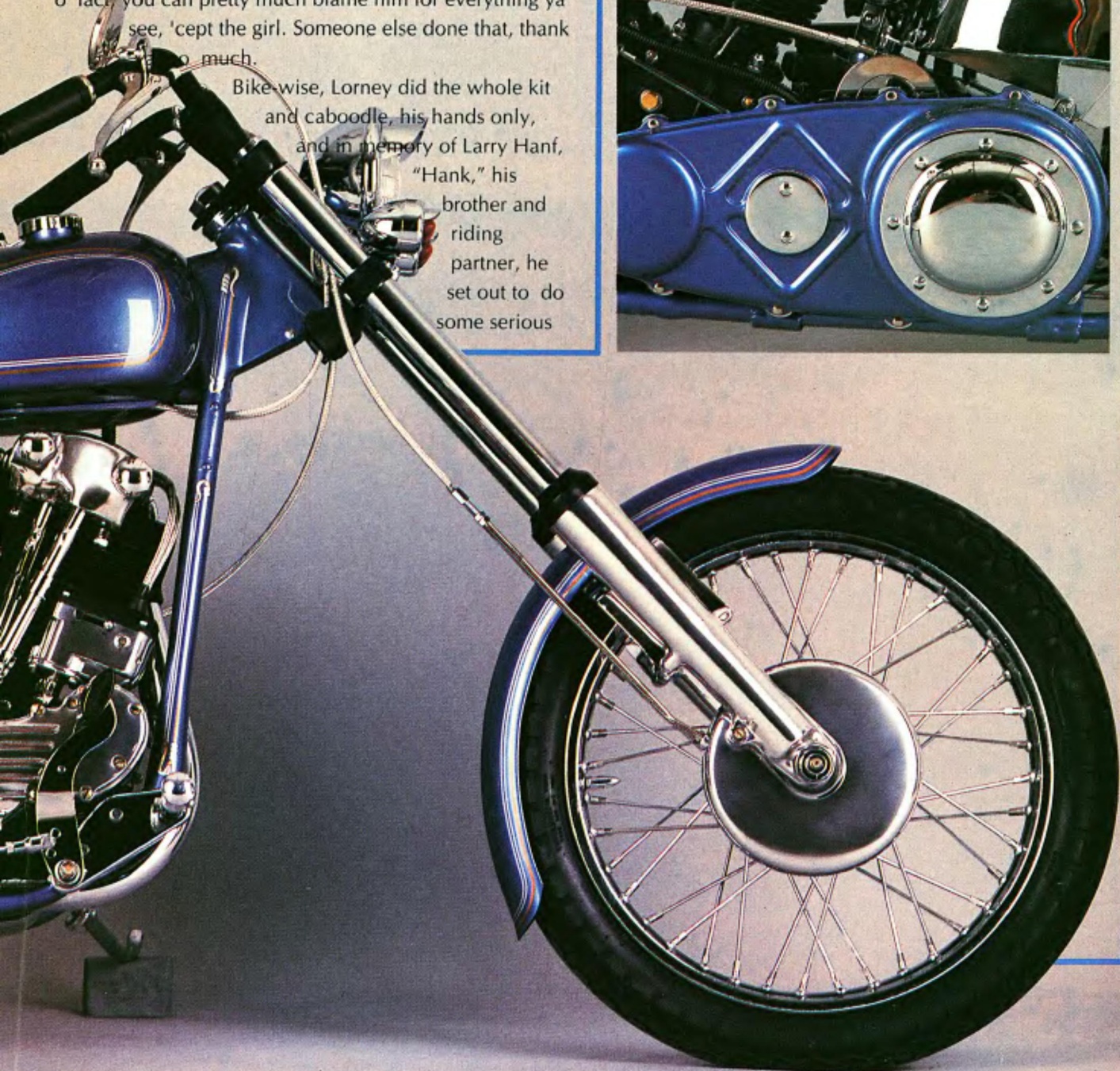
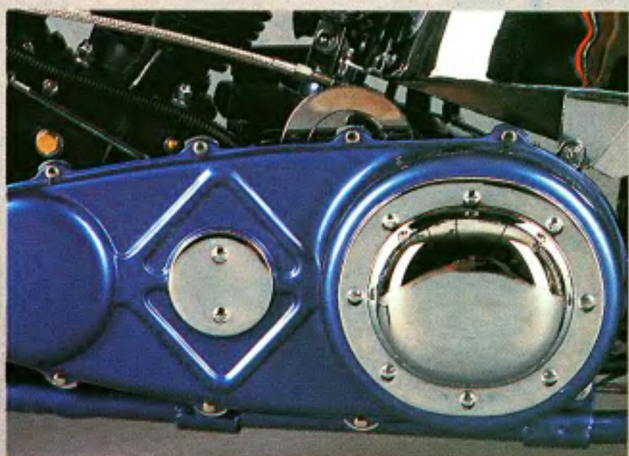
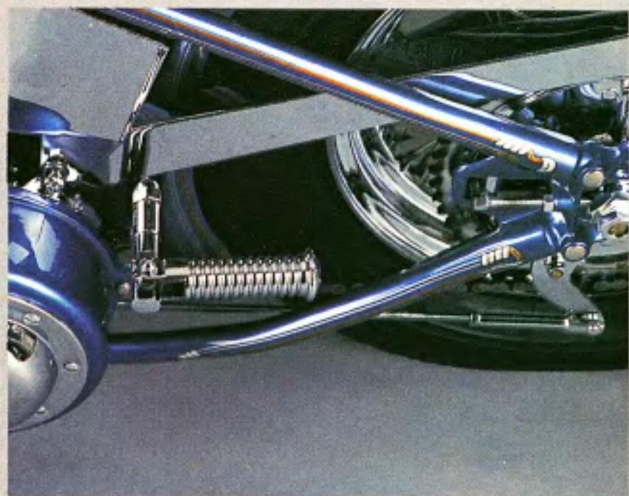
Out of respect and dedication, he kept after it, though, modifyin' and fabricatin' an' namin' the bike "Shadow," like they'd talked about. It took six years, and lots of late nights before Shadow rolled into

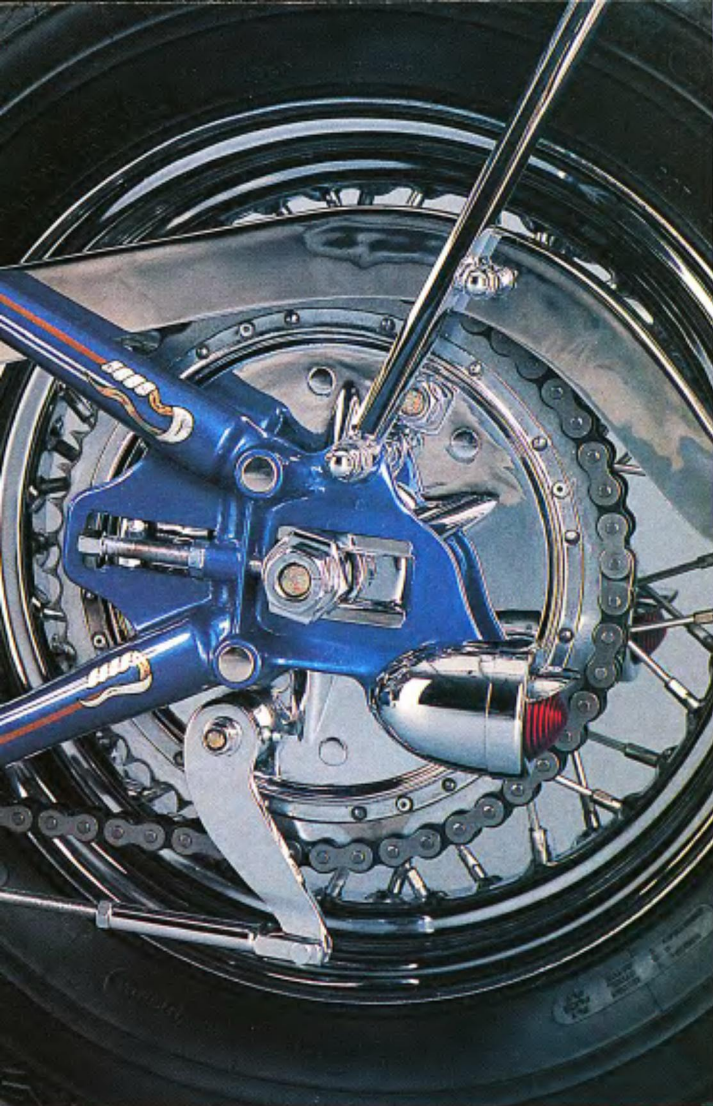


the sunlight for the first time. Look close at the details. There are parts here, the likes o' which exist nowhere else on earth.

He modified an FXR gas tank and fabbed the dash, mounting it on the side of the tank, with the filler cap opposite. The primary cover, pipes, sissybar and front end were likewise modified, and lovingly applied. The handlebars, air cleaner, and seat just sprang from his imagination and shop. He rebuilt the mill, adding some muscle for G.P., and redid the tranny. New electrics, six-volt style and a mag, completed the mechanical, and Lorney got on to the finish. Molding, paint, pinstriping, leaf work an' pearls are all his handiwork, as well. Matter o' fact you can pretty much blame him for everything ya see, 'cept the girl. Someone else done that, thank o' much.

Bike-wise, Lorney did the whole kit and caboodle, his hands only, and in memory of Larry Hanf, "Hank," his brother and riding partner, he set out to do some serious





Photos by Silvermoon

way. Shadow's seen Daytona, Midwest functions, rodeos and bike fests, then back to Florida, Sturgis, I mean *serious* highway. For a lark he entered the 2nd Annual *Easyriders* Bike Show and cinched a solid fifth. Not bad for an untrailered pavement-pounder with half-a-zillion miles about—but look how sanitary he keeps her (the bike, man, the bike).

But all rides come to an end, eventually, and things change. For anyone interested, Lorney's climbin' out o' Shadow's saddle an' she's goin' on the block.

"Seventeen years on a hardtail's long enough," he grudgingly admits.

His new ride is cushier, a '73 dresser frame, but still wrapped around his favoritest motor. This knuck, vintage '47, he's left stock . . . so far, but the story's not over yet. Lorney does stuff 'til it's not fun anymore. He's owned a construction company and a coupla H-D shops, has some paintings hanging somewheres in Europe, even played in a band. He quits stuff "as soon as it becomes work, except for motorcycles and music. You never lose it for them, you know?"

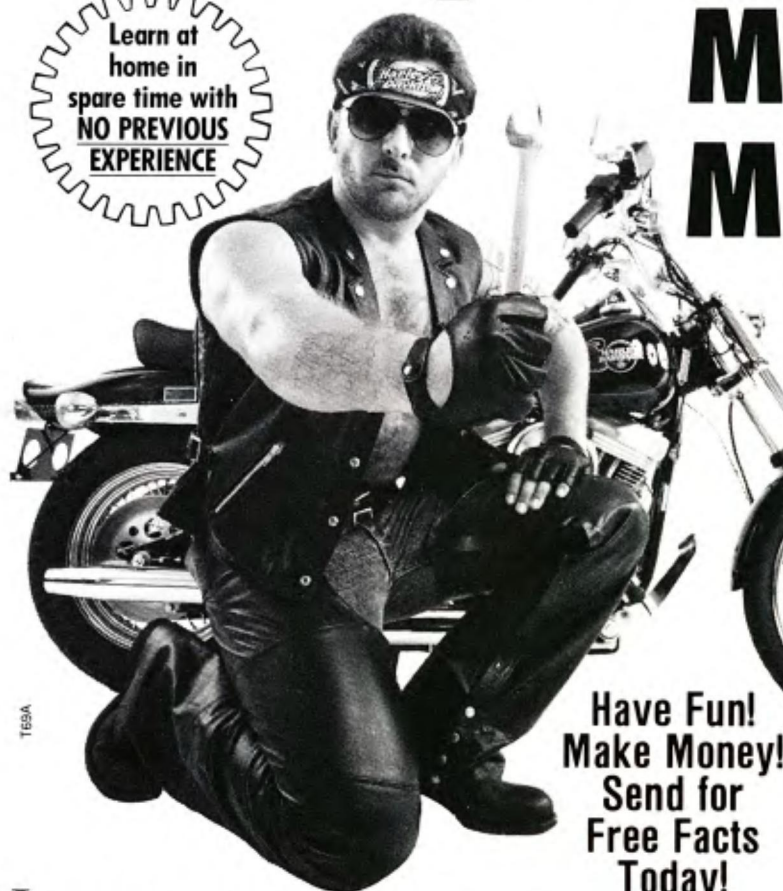
Yeah, we know, bro, and respects to Hank. —Glider

Owner(s): Lorney O'Connor		City: Rehoboth, Massachusetts	
General		Frame	
Fabrication by: owner		Year: 1957	
Year and make: 1941 H-D		Builder: H-D & owner	
Model: EL an' nothin' but		Type: rigid	
Value: money means nothin'		Rake: 3/4-inch	
Assembly by: Mr. O'Connor		Stretch: none	
Time: six years		Other alterations: tasteful	
Chroming by: manufacturers		Accessories	
Engine		Bars: owner	
Year: 1941		Risers: 2-inch H-D	
Model: EL/FL		Fender(s): altered by owner	
Rebuilder: owner		Headlight: Bates	
Ignition: Mag		Taillight: H-D	
Displacement: 68 something		Speedo: VDO	
Lower end: 61 cubic inch		Front pegs: Drag Specialties	
Balancing: stock		Rear pegs: Drag etc.	
Pistons: .010 over H-D		Electrics: 6-volt, owner	
Cases: H-D Cal Custom		Gas tank: owner	
Heads: 74 cubic inch		Oil tank: 4-quart	
Cam: H-D, H		Oil system: high volume	
Lifters: solid		Primary cover: H-D & owner	
Carb(s): SU		Seat: owner	
Air cleaner: you guessed		Sissybar: Paughco & unohoo	
Pipes: Paughco & right again		Height: 10 inches above	
Muffler(s): absolutely		Material: 5/8-inch stock	
Transmission		Forks	
Modifications: nope		Type: wide glide	
Year: early		Extension: 6-inches over	
Shifting: 1 down, 3 up		Builder: H-D & owner (of course)	
Engine sprocket: Primo belt		Special features: engraved	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 15-inch
Molding: a la Lorney		Hub: H-D	Hub: H-D
Painter: who else?		Rim width: 2.15-inches	Rim width: 4-inches
Color: Chry Santa Fe Blue Crystal		Tire: Dunlop	Tire: Michelin
Type: lacquer		Brake: H-D	Brake: H-D
Special paint: pinstriping, leaf work, pearls			
Other special modifications: everywhere. Special thanks to Beaker (the Mrs. I. Mike, Uncle Mac, daughter Jennifer and all other believers.			



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Graduation from this course does not insure that you will get a job. To find out how our graduates have done, send for our job placement record. And be sure to check with the motorcycle repair shops in your area!

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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Illustration by David Mann

Vagos Fight

1983 - 1990

After the cops left on that September morning in 1983, Terry the Tramp called Parts and gave him the bad news: The cops had raided his house, pushed everybody around, and taken all the Harleys—including Parts' bike.

Parts wasn't entirely surprised. The Hawthorne, California, police had been dealing out that kind of shit for years. Sometimes they dealt out a lot worse, and Parts has the scars and healed fractures to prove it. On the occasion of those bumps and bruises, he had contacted a lawyer named Joanne Bockian and proposed a civil suit. To keep the story short, Bockian fumbled the ball on that one and Parts got nothing for his pains. Yet, he felt he could trust Bockian, which is not something you can say about every lawyer, so he called on her again. "Help me get our bikes back," he said.

Bockian went to work and got a court order for the release of the bikes. Parts then called Terry, so he could come along to help retrieve them. For 20 years back, and right down to the present, a biker with any sense of survival doesn't go into Hawthorne alone—and going double doesn't guarantee safety. If you ride a Harley into Hawthorne—and a lot of other L.A. suburbs—you can fairly well depend on being pulled over for something, and once pulled over, might well be accused of "resisting arrest"—which means the handcuffs and nightsticks, in that order.

Oh, sure, the "resisting" charges will eventually be dropped, but that won't heal the nightstick lumps, or settle the bill for getting the bike out of impoundment, and it leaves the

arrest on the record. A biker riding in Hawthorne can accumulate a long list of such arrests, and if the

cops can make one of those arrests stick, they've got all the others for the judge to look at when he's passing sentence.

The sickening harassment is particularly galling to Parts and Terry, for they are longtime members of the Vagos Motorcycle Club, the patch the Hawthorne cops have made their particular target (see Rip's Run, *Easyriders*, July '90). The Hawthorne P.D. does not like the Vagos. In fact, they don't like bikers at all, though they tolerate wimps with K-mart shoes on rice runs, and they show their displeasure in a number of ways. By accusations of drug dealing, for example, and by impounding bikes because they might be "stolen," and returning them without forks, transmissions,

The number of raids, the way they were conducted, and the abuse of the victims convinced Parts and Terry that the Vagos had to go on the offensive.

and suchlike—the missing parts presumably winding up on some cop's personal scooter.

Now, when cops decide they don't like something, they don't announce the fact to the public. They just get dirty on the sly. They can get dirty because they know they don't have to worry about public exposure. They invite the newspaper and TV scribes to witness their raids, and the scribes get good headlines out of it—plus the opportunity to feel important because they were *there* when the heavy shit came down.

So, on that September day, Parts was not surprised to hear that Terry had been raided. Terry heard his dogs barking around 6:30 a.m., and stepped out the front door to find a covey of cops in plainclothes and flak jackets—no uniforms or badges to tell who they were—charging his house. As quickly as he could step back inside, they broke through the door and dragged him and several others who lived there outside. Terry Jr., 14 years old at the time, awoke to find a shotgun in his face. After ransacking the house and smashing a lot of stuff, the cops finally left, taking the Harleys with them.

Lawyer Bockian had her court order by noon and met Parts and Terry at the Hawthorne P.D. The

cops stalled from 1 p.m. till 3 a.m., before releasing the bikes, but the 14-hour wait gave the three time to talk about some bad news Bockian had uncovered in the process of getting the court order. Did Parts and Terry know, she wondered, that on the morning of the raid, the cops raided a total of 20 other houses in the East and South L.A. area? Did they also know that three weeks earlier, they had raided another 27 houses? All 47 instances were the same: break through the door without warning, wave guns around, and herd people out into the yard in nightclothes or bare skin, while accusing them of being drug dealers, thieves, or members of the Vagos.

Presumably, the cops were looking for a Vago named Ray Malloy. In July, Malloy had been in the Country Girl bar in Hawthorne when three locals with knives jumped him, got him down, and stabbed him several times. Malloy managed to get up, get his own blade in action, and make a few good cuts of his own—then got the hell out of there.

Witnesses called the cops and told the story: three with knives jumped on one. The cops were primed to go after the three until one witness let out that Malloy was a Vago. That changed everything. The cops promptly shifted gears, and elected to go after him.

The cops seemed peculiarly unable to find Malloy, and they reasonably suspected that some member of the Vagos might have been sheltering him (not a bad assumption; bros do help each other). On the claim that he was looking for Malloy, a detective named Frazier filed an affidavit based on some loose interpretations of the facts, and persuaded a judge to issue a search warrant for a house in Hawthorne. Under the authority of this warrant, Frazier apparently—“apparently,” one says, because the full details didn't come out—persuaded the cops in a dozen other suburbs to raid houses where Vago members lived, had lived years ago, or were simply thought to have lived.

The opportunity to play SWAT team, just like those bad dudes on TV, was too much to pass up, so upwards of 300 cops from a dozen municipalities went on the warpath. When they didn't turn up Malloy in the first 27 houses, Detective Frazier got a second warrant, and they

raided 20 more.

And where was Malloy all this time? Just where you might have expected: at home, getting over his cuts. Why didn't the cops just go over to his house and gather him up?

A very good question, indeed. “They didn't really want Malloy,” says Parts. “Malloy was just an excuse for them to harass Vagos—and anybody remotely connected with us.” For example, the father of an ex-Vago, a 71-year-old man, was yanked out of his bathroom and held naked on his couch; a frightened toddler got smacked on the head with a shotgun butt for screaming her fear; and a woman was knocked flat and injured by her own front door. These and many other victims of the raids had little or no connection with the Vagos, much less Ray Malloy, but innocence is no defense when cops go on the rampage.

According to their warrant, the cops were looking for Malloy, his knife, and his bloody T-shirt. Not finding them, they helped themselves to everything else. They impounded two cars, about a dozen motorcycles, firearms, cash, and personal effects, including Parts' and Terry's photo albums of their movie work. If the cops couldn't carry it away, they smashed it: flower pots, antiques, mirrors, kitchenware—all the while waving their guns at women and children. When they tried to get their stuff back, the victims met all kinds of bureaucratic resistance and much of the stuff was never recovered.

The number of raids, the way they were conducted, and the abuse of the victims convinced Parts and Terry that the Vagos had to go on the offensive. They needed to sue the bastards, and this time the cops had so overplayed their hand that they reckoned they could make a lawsuit stick. Bockian talked to the other victims: would they join in a lawsuit? Yes, if someone could show the way.

Meanwhile, Terry got together with the American Civil Liberties Union (ACLU). Paul Hoffman, an ACLU attorney, said his organization would like to help, but warned Terry that a lawsuit against a police department was no casual affair. With the facts and the law both against you, Hoffman reminded, lawyers stall in the hope that the opposition will tire out. Given the circumstances, Hoffman said, the

Vagos

Hawthorne P.D. could be expected to play every trick in the legal book to wear the Vagos down with delays. If the Vagos wanted satisfaction, they would have to commit themselves to a long struggle.

After 20 years of horseshit, the Vagos were ready. They would dig in for the long haul. Parts and Terry put up the initial money to get things going and called on the bros for more. Bockian and Hoffman filed the suit in April of 1984, listing 76 plaintiffs from 16 municipal areas in a 30-page complaint that gave 10 causes for action. Several of the causes derived from the punitive faults in the warrants. Other causes included illegal search and seizure, false arrest, and unreasonable force. The complaint asked for injunctions against further harassment and upwards of \$2 million in damages.

Under Hoffman's direction, the legal wheels began grinding, the Hawthorne P.D. lawyers delaying in every way possible. If they were slow in the courtroom, though, they stayed active in the streets, and the

Vagos experienced a major escalation in harassment. More petty arrests, more bikes impounded, and bikers' kids harassed as they walked to and from school. When these tactics didn't scare the bikers off, the midnight calls began, curt voices in

have it. They bet wrong, and the case finally came to trial in Feb. 1990—six years after the initial complaint.

Assuming the truth of its complaint, the Vagos had an open-and-shut case. For example, if the warrants were defective, then every

The patience to wait is strength in itself

the night promising, "We're going to kill you, asshole." Of course, the calls couldn't be traced and nothing could be proved about them, but whoever made the calls was well-informed about the Vagos and its suit.

The law ground along with majestic slowness. The 71-year-old fellow, dragged naked from his bathroom, died and lost his chance for justice. Some of the original plaintiffs wore down and dropped out of the suit. Some of the bikers got tired of the harassment and felt like giving up, too. The patience to wait is a strength in itself, and the Hawthorne P.D. were betting the Vagos didn't

police action under them was illegal and a gross violation of civil rights. Of course, the cops' lawyers could argue that Frazier really believed he had cause for a warrant, so the issue wasn't as clear, in the legal sense, as it might appear.

Even if the warrants were valid, the issue of whether the cops used "excessive" force or otherwise proceeded in a "reasonable" manner remained, and this issue would boil down to whether the jury believed the cops or the Vagos. Juries typically side with cops, so this left the Vagos in a weak position, despite the fact that they acquitted themselves



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well on the witness stand.

As you could expect, though, getting on the witness stand could be a trap. Under the guise of determining the credibility of a Vago as a witness, the cops' lawyer could drag in all those false arrests and thereby characterize the bikers as scruffy criminals deserving of their knocks. Thus, the case hung in the balance, until two ex-Hawthorne P.D. members, Dave Griffith and Don Jackson, took the stand.

Griffith and Jackson were two of those honest cops who get into corrupt departments by accident—but don't stay. They testified to the attitudes, policies, and illegal practices that drove them out of the Hawthorne P.D. Yes, the Hawthorne P.D. had systematically and deliberately beaten people; yes, they had falsified reports; and yes, they had stolen stuff in raids.

Once Griffith and Jackson began telling their stories in court, the cops' lawyers began scrambling for a way out. They proposed an out-of-court settlement of \$1.95 million—about as much as the original complaint asked for. Usually when you settle out of court, the damages

go way down. Why, then, did the Hawthorne P.D. offer virtually the full amount? Do you suppose they were desperate to keep their behavior away from the light of an exhaustive courtroom inquiry? The answer seemed obvious: They had more to hide than they dared expose.

"Actually," said Parts, "the raids weren't the worst thing the Hawthorne cops have done. The raids were just the thing they got caught on." And, as Terry added, they wouldn't have gotten caught this time if the Vagos hadn't hung in there for six years. The money—\$1.95 million—sounds like a lot, but remember: the Vagos, the ACLU, and Joanne Bockian had six years in the project, and the Vagos had the additional investment of numerous beatings, arrests, and "stolen" bikes. Once the lawyers got their share, the 70 remaining plaintiffs split the rest, for around \$21,000 apiece—not much, really, for having your house trashed, your things stolen, and being handcuffed and kicked. "The money's not the thing," said Terry. "The important thing is that we won. Other clubs can win, too, if they hang in there. We don't have to

take the shit. We can do something."

Patty Erickson, one of the ACLU lawyers who worked on the case, agreed. "The Hawthorne police were depending on the fact that juries usually believe policemen," she said, "but the Vagos case proved that juries *will* believe bikers. Other clubs should not be reluctant to file a civil rights suit. They needn't believe they have to tolerate abuse, or that the decision will always go against them, just because they are bikers."

Erickson added that bikers who feel their civil rights have been abused should document the abuse carefully—name, badge number, number of car, time of day, and so forth, plus find as many witnesses to the abuse as possible.

Back in the late 1960s, people were amazed to find the hippies filing civil rights suits and winning. Maybe the 1990s will be the bikers' turn. Don't listen to them when they trash your clubhouse and say nobody will believe you. Make the best friends you can of those few good cops on the force. When the others lay shit on you, get the facts in order, don't scare, and hang in there. Let the Vagos be an inspiration. —Sharp

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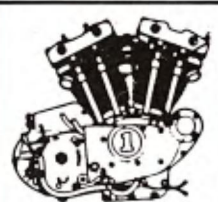
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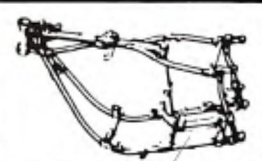
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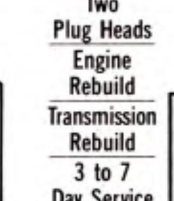


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Cindy Cassell, Kensington, New Hampshire 1988 883 Sportster

Yep, that is a female Hamster, complete with pigtails, graciously Cindy Cassell's '88 Sportster tank.

Cindy started out kickstarting her ol' man's Sportster in the '70s. The rest is pretty much history. Her first accomplishment was a '77 Sportster, beautified by Dave Perewitz, of Cycle Fab in Massachusetts. Then, as is our nature, after a while she wanted to recharry the '77. 'Bout then, the 883s were comin' out, so she wisely decided to check one out first. She found it acceptable and brought it home. No sooner had she rolled it in the garage, than her son, Shane, then 21, got designs on it.

Shane's birthday was the next September, so Cindy got another 883, which was promptly bored into a 1200 by Camden County H-D (fellow Hamsters), and gave Shane the original 883.

This 1200 Sportster is completely detailed, I mean, where do I start? The wheels were originally saved for the '77, but found a newer home. I'll let yer eyes do the walkin' . . . Cindy also had this one cherried by Dave Perewitz. It's truly a work of art. You'd hafta ride with skill to own one of these 'cause ya sure couldn't afford to drop the sucker. Cindy's ol' man, Fishman, rides a '70 custom H-D ('86 Rat's Hole winner), and this happy Hamster family of three rides together often in the beautiful, nonhelmet law state of New Hamster. . . uh, I mean, New Hampshire.

I was a little shaky on the phone with Cindy, seein's how I'd just received a dozen long-stemmed red roses from my upcoming Sturgis partner and Canadian heartthrob. But she understood.

—Calamity

Year: 1988

Model: 883 Sportster

Engine: 1200cc, Accell ignition, rebuilt by Chris at Camden County H-D

Top End: Thompson heads, S&S pistons, S&S carb, handmade Citroni air cleaner, Super Trapp pipes and mufflers

Lower End: stock cases, Andrews cam, Russel oil lines

Transmission: stock 1988 four-speed

Accessories: extended steel rear fender, engraving by Cycle Fab, air dam by Don Hotop, Ness bars and risers, seat by Dan Gray, Ness fairing, Accell electrics, Iso front and rear pegs, Cycle Fab fenders

Credits: Special thanks to Don Richie; Grim, for keeping me running; and the Hamsters.

Forks: glide, 2 inches under, black paint, built by Cycle Fab

Wheels: Front: 19-inch, Rear: 16-inch, Continental tires, PM brakes

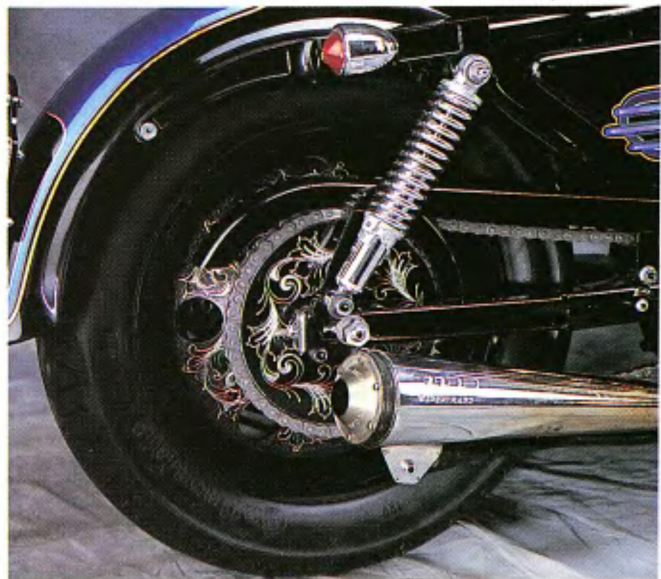
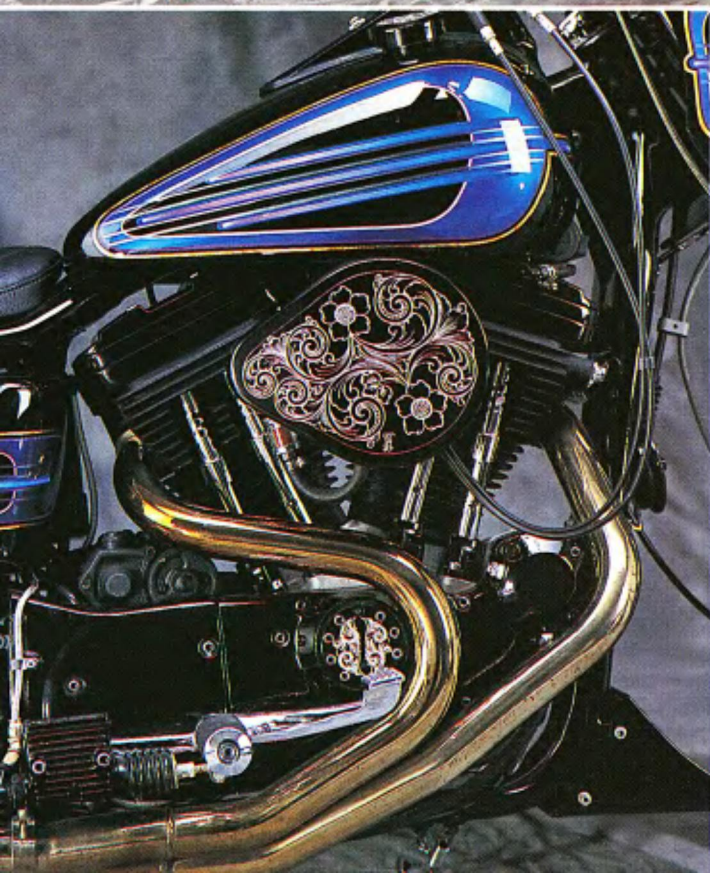
Frame: 1988 stock

Finish: molding by Don Perewitz, special paint by Roy Mason and John Hartnett, chrome by Brown's and Southshore.

Paint: black House of Kolor paint by Dave Perewitz



Photos by Steve Coonan



HARLEY HELED



Dennis M. M. M.

S-2 had treated the black and white photograph as a sort of joke. A curiosity of war. It was passed from colonel to colonel in the air-conditioned Intelligence bunker of the First Infantry Division's forward base camp in Lai Khe.

Ultimately it was tacked up over a fancy mirror in the Officer's Club.

That's where Loon and I first glimpsed the grimy snapshot. The realization of what it meant made us want to trash the fancy premises.

photo again in disbelief. A Harley held as a prisoner of war. It was worse than seeing the American flag burning.

It was like seeing our mamas and sisters impaled on shit-tipped bamboo. The picture of the gleaming Sporty hit me right in the balls.

Shit, the officers couldn't have cared less. The snapshot was displayed with the same respect shown a dartboard. We quickly lost our taste for their beer.

"I thought you men were thirsty," our chaperone griped, but then quickly led us to the servant's door. We were

and when that happened, the guilty party owed beers around.

Loon and I were in the Den, keeping drunk like proper short-timers, when Mo from Chicago strode in.

We blearily welcomed him, but Mo had business on his mind. He was just in from our battalion's NDP, a circle of fortified bunkers a few clicks from the Quan Loi fire base and only a long mortar lob from Cambodia. This was near one of the southern extensions of the Ho Chi Minh Trail.

"Listen up," Mo said, pushing a beer

The Harley lit up that sorry patch of 'Nam weeds like a jewel.

In a trampled-down pocket in head-high elephant grass, a VC squad and a few NVA were depicted. Their weapons were proudly arrayed; a French light machine gun, two M-16s, and a half-dozen AKs. In the center was an NVA officer grinning like a Cheshire cat. He was astride a brand new '67 Sportster. The Harley lit up that sorry patch of 'Nam weeds like a jewel. If there was a Vietnamese phrase as succinct as "Fuck you," it would have been perfect as the caption.

"Dammit," Looned said quietly.

Behind us, a nervous shavetail tapped his boot on the spotless floor.

"Drink up, men. You deserve it," he said, without an ounce of sincerity.

We had just unloaded and carried in the club's weekly liquor supply and were thus entitled to the largess of a mug of draft drawn from their exclusive tap.

It was cool and dark in the old French mansion that had been appropriated by the Lai Khe officers corps. It was early afternoon and we were alone at the bar.

"Whaddaya say, sir, you think we deserve another of these?" Loon turned and held up his mug.

The shavetail nodded but it was clear this officer wasn't going to allow any grunts to get shitfaced in the same luxurious quarters where his own kind got shitfaced every night. He tapped his boot and pretended to ignore us.

"Man, oh man. That can't be. Just can't be. What a thing to have to look at," Loon moaned as we stared at the

about to get in our Jeep when Loon spoke up.

"Just be a moment, sir. I left my lighter." He was gone before Looney could object.

That night, in our own club, "The Lion's Den," I stared glassily at the same grimy picture Loon had snagged. The damned thing seemed engraved on my soul. It was that NVA officer's smile. It bit like white phosphorous.

Loon and I were in the Den because we were due to DEROS (Designated Estimated Return From Overseas) in only five days—which meant we would soon begin processing to leave 'Nam via Freedom Bird to the World. In two days we were supposed to be at the big clerkshop in the rear at Xian.

Completing a tour of duty was now just a matter of keeping a low profile, catching easy duty, and scrounging a chunk of ice at night. Except for the unsettling thought of a freshly-minted H-D in Communist hands.

We learned from an S-2 radio operator that the startling photo had been part of a small documents cache turned up by LURPs.

The Long Range Reconnaissance Patrol had barracks near ours and we learned from an E-6 that similar photos of apparently the same Sporty had been found. They had caused a stir.

Our purloined copy passed from hand to hand until I feared we might wear it out. The reaction to the bizarre snapshot was about the same each time; a fist would be slammed into the door or wall, whichever was handiest,

aside and lowering his voice.

"Heard your Harley last night. Clear as a bell. We were on ambush and we were supposed to be listening for trucks. But the only thing we heard was a V-twin winding out."

Our unit had been sending out regular night probes in an attempt to alert MACV to mechanized movement on the Trail's corduroy log roads. Saigon command could then notify long-range artillery and the Air Force Phantoms a few minutes away in Thailand. Actual incursion into Cambodia was supposed to be a no-no. Our battalion, the Second of the 28th Infantry, the "Black Lions," was supposed to stay on its own side of the river that made the border with Cambodia.

"You guys look like somethin' that just crawled out a Pandora's box," Mo said disgustedly.

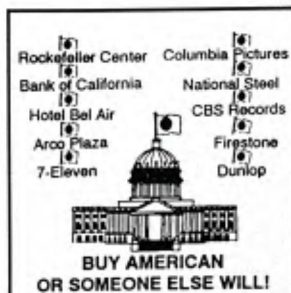
"Whatter we gonna do about this thing?" he said angrily. "The whole platoon wants to invade Cambodia and git that thing."

I looked up in bewilderment.

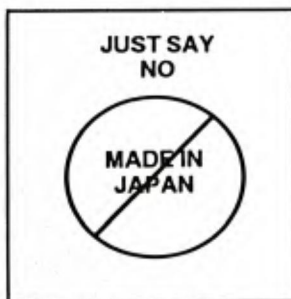
"Fer Chrissakes we's goin' home in a few days. Paperwork starts tomorrow," I said with a whoop. "Shooooort!"

"Gonna take the big silver bird and whoosh the fuck outta this country," Loon hollered back, but I saw his face change when he picked up that damned, dirty NVA photo. I was gettin' a little nervous.

"How'd you hear about this?" I asked as Mo fixed his black eyes on mine. He was Sioux Indian who left the



t-shirt A



t-shirt B

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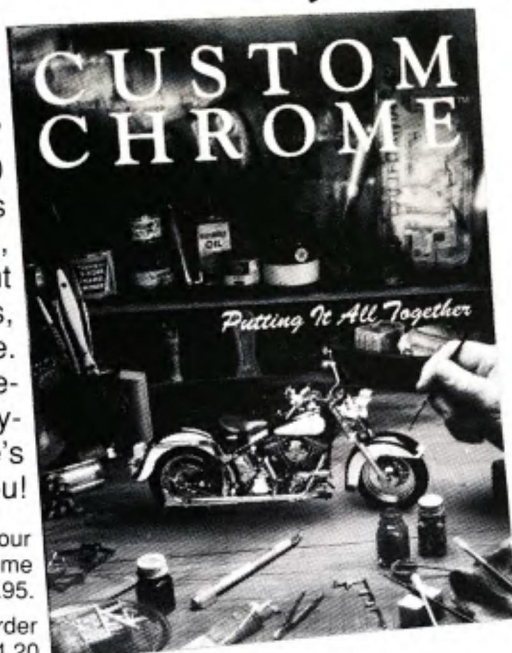
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HARLEY HELD HOSTAGE

reservation to work in a Chicago slaughterhouse.

"Where the fuck do ya think?" he answered. "A V-twin in the jungle ain't exactly what the guidebooks call a indi-gee-nous sound. Didn't take too long to put two and three together."

Loon suddenly jumped up and stepped outside. I followed.

In the tropics, twilight doesn't last long. We were silent for a while and I realized that we both had made it. There were only a few sundowns left for us on this side of the world.

In a nearby tree the "Fuck you" bird gave his low-pitched, unique call.

"Be a shame to have to think about this shit the whole way back, wouldn't it Polack?"

I couldn't believe what I was hearing. "What shit?"

Loon shook his head and laughed. We were both 20 and in our prime, but Loon could always outthink me.

"Dink's kinda been rubbin' our noses in it lately? Don't ya think?" he said.

"Listen Polack. You been readin' the papers from home? The shit they don't print in Stars and Stripes? From what I read, we best buy raincoats at the Oakland PX 'cause the spit's gonna be comin' our way."

I looked up incredulously.

"You believe that?"

"I believe what I read if I read it enough times. So would you."

"Anybody who spits on me is gonna die," I said. Loon put his arm over my shoulder.

"Not if I get to 'em first, bro, but we gotta think about down the road. These dinks and NVA are bold bastards. I'll bet they planted those photos of the Sporty. Left 'em to be found. A challenge maybe. Or, just a dumb coincidence. But I think it's gold, Polack. A 24-carat opportunity."

I wasn't listening because lyrics from a tune being played heavy on Armed Forces Radio was stuck in my head.

"Give me a ticket for an aero-plane. Ain't got time to take a fast train..."

Loon was deep in thought too.

I'd known him since we both hit the repo depot, Camp Alpha, March 18, 1967, and took that first long look at the red, baked mud.

But Loon had a way about him. He told me we just had to make the best of things. We had hit it off right away.

Loon, a Californian, saved me from one of the worst duties at Alpha, burning human shit in 55-gallon drums.

I was grateful for this. There's something about the idea of having been sent halfway around the world to tend a shit fire that would have been hard to live with.

Ever since, we had been together, spending most of our time at various nondescript NDPs, circles of bunkers in the boonies where an Army infantry

"Whatta we gonna do with 500 lbs. of iron even if we really can find it?"

"That ain't a problem," Mo said enthusiastically. "If we can hold onto it until first light, I know a dude in Phu Loi who'll chopper it out for us. He's a warrant officer but he owes me."

"Polack, don't you see?" Loon interrupted. There was a crazed fire in

"It's a gift, Polack. They'll never expect a small unit to hit across the border. Not without Arty or the Jets first softening it up."

It might have been the heat or delirium caused by onset of malaria. Maybe it was because I didn't know any better but I saw a glimmer of a chance. Surprise would be with us!

"Hell, the way I see we ain't gonna pack a radio 'cause we ain't even gonna be there. Not officially. If we fuck up, we got no one to blame but ourselves."

Mo slapped my back.

"C'mon Polack. You're a crazy bastard."

"I guess we could try," I said. Mo did a version of a war dance.

"Bet your sweet ass we can," he hollered. "But there won't be any calling the cavalry, Polack. We Injuns don't like that."

It was decided, and to make it work we had to get to Quan Loi *beaucoup* fast. We hitched that night on the last slick out of Lai Khe.

Quan Loi is a peculiar place, even for 'Nam. Basically, it was a small pigs-and-chickens village, but right next to the huts of the poor villagers is a chunk of the Palace of Versailles.

Or so it seemed to me during the few times I was allowed to peer into the opulent interior of the largest of several, palatial stone buildings. It was headquarters for Master Michelin, the supervisor of this remote outpost of the famed rubber plantation.

This dude no longer lived in Quan Loi, but commuted from Saigon, less than 100 miles to the south. This way he avoided the regular nightly

We had even talked about opening a bike shop somewhere in the sun.

battalion carried out daily sweeps and patrols and nightly ambushes.

We were tight by the time our 365 were nearly up and we approached DEROS. We had even talked about opening a bike shop somewhere in the sun.

But the first thing we had planned was to hit every beach in California.

"Man, Loon," I said, worried about my future in the warm sand, "You ain't thinking nothin' crazy are ya? In a few days we're gonna be so high over the Pacific lookin' down's gonna be like lookin' at the moon. We got nothin' to worry about. We made it."

He gave me one of those philosophical looks that I knew from experience meant trouble.

"Hell no!" I yelled, jumping up off a low sandbag wall.

"There's no way we can do anything. That whole piece of Cambodia is hit by H and I. Those Arty boys will drop HE right on our heads."

Mo came out. He'd been listening.

"I know a guy in Arty," Mo said. "We could get a corridor."

I couldn't believe it.

"How in hell are we gonna find a motorcycle in the jungle, in the dark, in another muthafuckin' country?" I said.

"I presume we'd need the cover of darkness. Hell, we might as well go to Hanoi, kidnap Ho and trade *him* for the Sporty."

Mo sat down and fiddled with a stick, tracing lines in the dirt. Suddenly, he looked up.

"I got it!" he said.

"When we heard that V-twin winding out we couldn't figure it. Those log roads would make that impossible. Besides, the B-52s have arc-lighted that whole stretch. There are craters everywhere. But near the river there's a flood plain. The mud's baked into laterite. It's gotta be the spot.

his eyes that I hoped fervently was from too much beer.

"See what?" I said quietly, feeling the warm sand slip through my fingers.

"It's our big chance," he said.

"Our whole time in this fucked-up place it's been one bullshit thing after another. The NVA hit us and run for the river. Saigon said we gotta stop and let the muthafuckers go.

"The Cong ambush us because our intelligence is more interested in finding rice and bicycles for the fuckin' press than it is in watching out for our asses.

"You remember X-Ray don't ya, Polack? How many did we lose there? You want me to run down the list."

I pushed him away.

"I don't need any fucking reminders," I said, spitting on the red dust.



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HARLEY HELD HOSTAGE

mortarings. It was rumored that the VC were paid off not to lob in any 82mm rounds when the Master's Cessna was on the grounds. The palatial digs were avoided too, but our bunkers at the other end of the runway received full attention.

Which was no problem. War is war.

If we didn't have the Sporty ready to sling up, we were on our own.

But what pissed us off was the daily damage assessment, rumored to be \$100 per for each rubber tree our artillery damaged in defending the godforsaken place. This was during a time when the average E-4 grunt was paid \$120/month plus \$65 combat pay. Not quite the value of two French-owned, french-fried trees.

There's a high ridge that runs north-south to the west of Quan Loi. If you glance quickly the tops of the rubber trees appear deceptively like a forest.

Four of us took a break in the relative cool of rubber tree shade. We were at the top of that ridge and below, visible between the orderly rows of dappled gray trunks, lay the Quan Loi staging area. It swarmed with activity.

A dual rotor Chinook resupplied the Arty's 8-inch gun battery and we watched with great interest.

Somewhere in that gun crew was a Spec. 4 who had guaranteed that until 4 a.m. no H and I (Harrassing and Interdicting) fire would be laid down in the narrow corridor that was our route into Cambodia.

Mo had been most reassuring.

"Guy's solid," he said as we watched the unloading of the gun's 200-pound-plus projectiles.

After 4 a.m. we'd be on our own. An Arty captain would then inspect the big gun's firing coordinates log and stay with the battery until dawn.

Our fourth man was Mormon Nate, a straight arrow who never, unlike us weaker types, embalmed himself with "Beer 33" or risked mutant gonorrhea in village whore shops.

But in Nate we had a real fighter. He was natural-born with an M-79 grenade launcher. Nate left the piece's

cumbersome sights flat against the breech, relying on what we called Utah windage. He could hit a "fuck you" bird as far away as he could see one. He had been a Black Lion for six months and then had snagged a clerkship with Brigade S-2 in Quan Loi. Nate's knowledge of operations in our sector was expert.

From Nate's info we knew that when we approached the river border we should be aware that another battalion would have a squad-sized ambush in place on the Vietnam side and less

than three "clicks" from us, about a mile and a half.

With no radio, our signal to the Phu Loi chopper-jockey would be a smoke grenade, but in this case, we had agreed on a reversal of regular colors. We'd use white and red, strictly reserved for the marking of enemy positions.

The chopper pilot was concerned about getting sucked into an ambush on the notorious border.

Mo said the pilot would land only if he spotted white-red-white. No other colors. No other sequence.

He guaranteed one pass upriver and one down. If we didn't have the Sporty ready to sling up we were on our own.

The chopper, a Huey slick of a UH-1, armed only with side-mounted 7.62mm machine guns, would make its passes at :0545. There'd be just enough light.

Darkness found the four of us in Cambodia although I'll be damned if it felt any different. The Michelin rubber had long since given way to bamboo and elephant grass. We had crawled through that, moving slowly, until we had reached the muddy, shallow river. On the Cambodian side we encountered a marsh and by the time we hit the rock-hard, laterite flood plain it was nearly dark.

But was this the spot where Mo had heard the Harley? There was no sign of a road. Not even a path cut the heavy brush surrounding the football-field-sized area of the hardened flood plain.

The brush began to give way to jungle that here, I guessed, must have been double canopy. The dark treeline, purplish in the fast-fading light, looked forbidding. I couldn't imagine finding anything smaller than a blimp in

that dark mess.

We set up an ambush position, more for safety than any tactical reason. Our plan was to listen and then move in.

Loon and I, both carrying short-barreled 12-gauge pumpguns, covered the flanks. Mo had a 16 and 25 clips and Nate had a loaded cannister in the 70. In addition, each of us packed a .45 K-bar, grenades, a chest compress or two, and Holozone tablets for water.

Two claymores covered each flank. Loon had one detonator and I had the other. There was nothing to do but pinch bugs and wait.

Darkness was complete and the only thing I could make out for sure was a reddish glow far to the east.

Suddenly, the whole thing felt stupid. What chance did four grunts have against a company of NVA? Against a platoon?

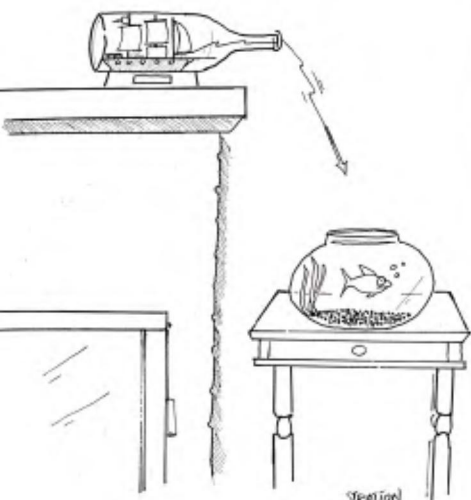
I just hoped we could didi in the morning and make a clean getaway to Quan Loi. We could still make our DEROS. But California seemed as far away as the slopes of Olympus Mons.

I kept nodding off, despite the situation, and lapsed into dream. Salt water hit my face and in the dream I could taste a difference. The Pacific definitely tasted better on the Roundeye side.

Mo gripped my shoulder and shook it. His hand was like a vice. Then I heard it, too. It sounded like a deuce and a half trying to crawl in low gear as quietly as possible.

The jungle can muffle sound, especially a low-pitched one. We all knew from experience that the truck was probably nearly on top of us, maybe less than 75 yards away.

The noise stopped and for a moment all I heard was my own breathing. Then I heard a sharp crunch. And another. And another. The claymore detonator



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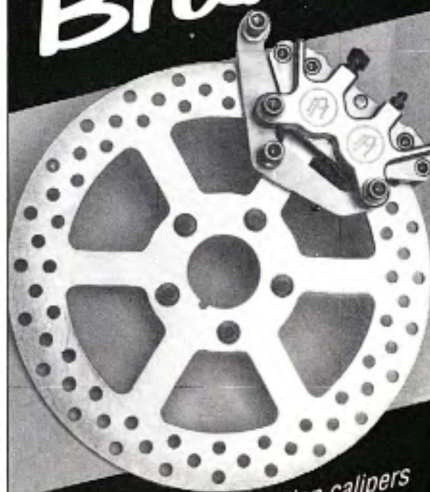
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HARLEY HELD H O S T A G E

wire snapped taut and I let the mechanism drop.

"Oh shit," I whispered as I eased the pump's safety. "They're between us and my claymore."

Mo was the first to let fly and then we all cut in. A deafening blast kicked dirt and a shower of sparks lit the brush as Loon detonated his mine. I saw a pith helmet and fired the last two rounds from my pump.

"Hit it, Polack!" Loon yelled but I knew I didn't dare touch the detonator even if I could have found it. The claymore could very well be turned toward us.

Shucking shells into the pump I felt bits of brush fall. Muzzle flashes pricked in a 20-yard-wide front. Had the bastards stalked us? Had they been waiting?

The second claymore erupted in a blinding flash and as rocks rained down I could see a white cloud drifting waist high 10 yards away. There were moans and the guttural sound of Vietnamese spoken urgently.

They were good. All I'd seen was that pith helmet and if the second claymore hadn't exploded, probably struck by a bullet, I doubt that my 12-gauge and Mo's 16 would have held our end.

No one needed to tell us what was next. We knew that the NVA would drag their wounded and dead out of range and then, at a radio signal, at east two 60mm mortar tubes would

spit their deadly "chunk."

We moved out but hadn't gone 20 feet when Nate pitched forward into the dirt. He was chest shot.

The mortars slammed in not 10 yards away and my ass was instantly on fire. Loon was hit, too.

Mo took over and dragged Nate who managed to still clutch his 79. It would have only pinpointed us to return fire. It was didi or die.

One hundred yards toward the river we stumbled smack into an old fighting hole. It saved our lives. The mortars continued their deadly tracking, came abreast of our hole, and passed.

It gave us time to jam compresses into the wound in Nate's chest. He was still conscious.

Nate tried to talk but it came out garbled. I did make out "Dobol," the radio call sign of the Second of the Second, the 2nd Battalion, 2nd Infantry Regiment. But he choked up blood as we watched helplessly.

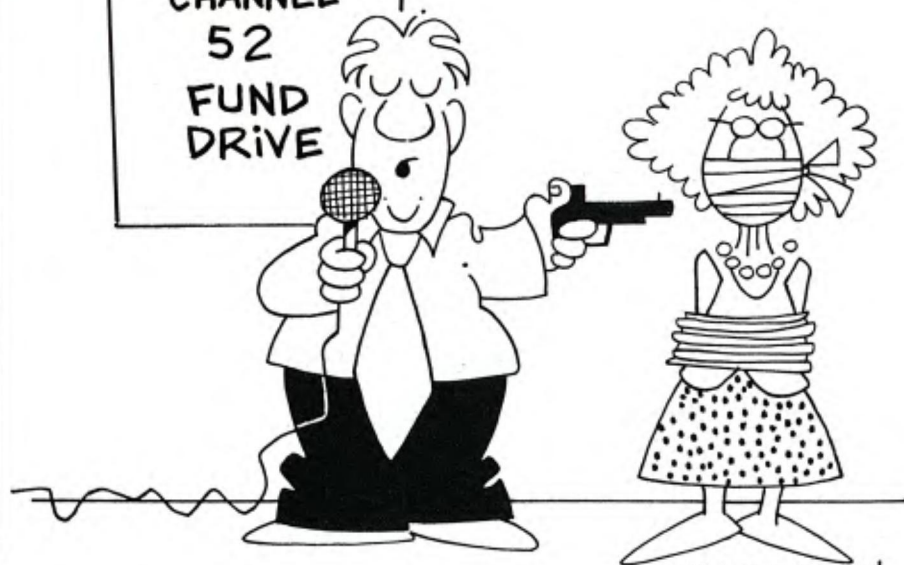
Then it came. The mortars had stopped and the night was silent but for Nate's strangled breathing. It was as vicious as a tiger's roar or a leopard's cough. It was a Harley V-twin.

It started low and then built and built over the gears until even through our hate, sweat, and blood we felt a tinge of admiration for the gook who could hit 100 on a laterite jungle road.

"We gotta get Nate dusted off," Loon ordered, grimacing in pain. The fingers of his left hand were mangled, the stock of his pump covered with blood.

Without a radio our only chance was to haul Nate to the river. It was :0410 hours. We had 1 hour and 35 minutes. We made the riverbank in 15 flat and as

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"No more Mister Nice Guy. Send your pledge to public television or I shoot this sweet little old lady."

the sun inched from behind the jungle wall, Nate's face was the color of waxed paper.

Behind us a helluva firefight had broken out. It sounded at least company strength.

Twenty minutes later, when it was growing light quickly, two beautiful Phantoms dived from the pinkish gold sky and blasted through a rainbow of green tracers.

Green tracers meant crew-served weapons, probably Chinese .52 caliber machine guns.

We heard the whoosh, whoomp of napalm and realized with horror that if we popped red and white smoke our asses would be fried. The Air Force pilots would never realize we weren't the enemy.

The chop of a Huey churned up the narrow river valley and I saw our slick coming in low.

I ran to a gravel bar but with my boonie hat gone and jungle fatigues streaked black with sweat, I went unrecognized. There wasn't a fucking thing I could think of to stop the chopper.

The slick turned upstream and again bore down on me. I could see the pilots through green plexiglass. I started to wave frantically 'til my mind exploded.

"Fuckin' A," I bellowed. It was the idea of a lifetime. The perfect signal. Clearly understood by every American in the whole fucked-up Nam.

Yanking my pants down, I bent over and stuck out my lily-white, bloody ass.

Nate was stabilized in Quan Loi and then whisked to the 93rd Evacuation Hospital in Bien Hoa. From there he got a ride to Tokyo General and ended up a school teacher in Salt Lake City.

Loon got a quick fix at a battalion aid station and made Tan Son Nhut just in time to climb into his Freedom Bird.

As for me, I never had much sense anyway. After a medic picked steel out of my ass, I let Mo talk me into a beer in the Quan Loi brew tent. In the morning we were in the grip of truly malicious hangovers. When we staggered out to the runway to hitch a ride back to Lai Khe, we got the surprise of our lives.

A C-130 with cargo door lowered was flanked by brass and civilian newsmen. Photogs ringed something and when we shouldered in, there stood a Harley-Davidson Sportster. It was as pretty as a brook trout.

A second looney was making a speech but I recognized a bunch of boys from the Second of the Second. Dobol. It wasn't hard to figure out what had happened.

There wasn't a single ding on the Sporty. Even in enemy hands there had been respect. ■




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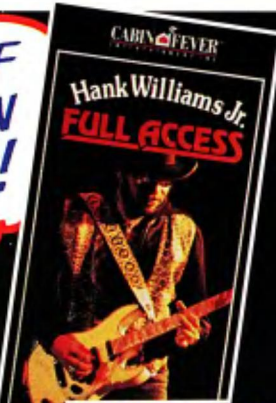
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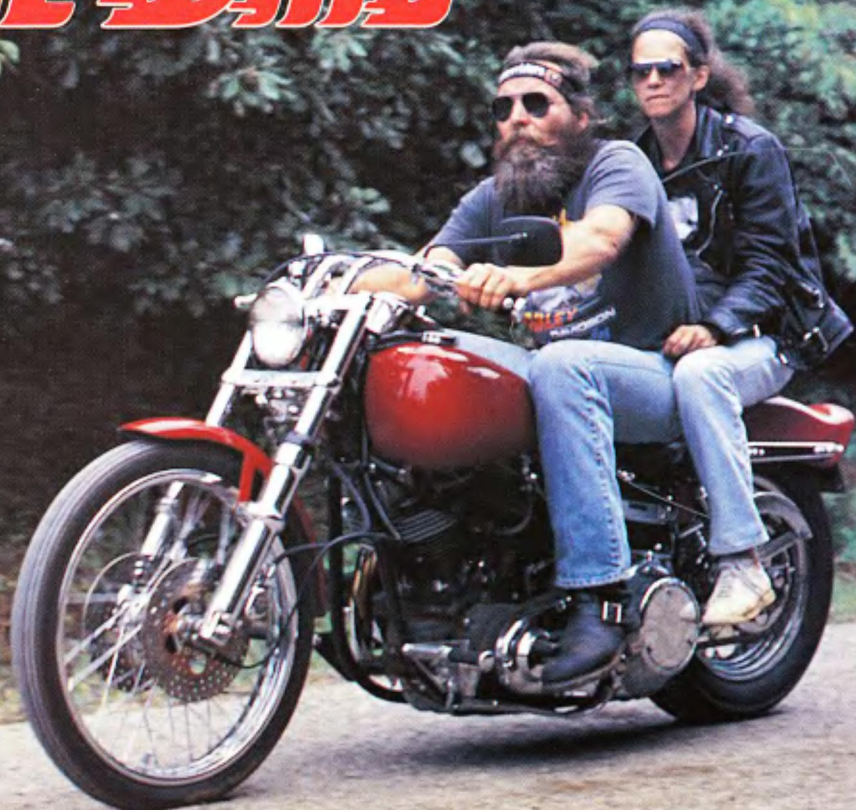
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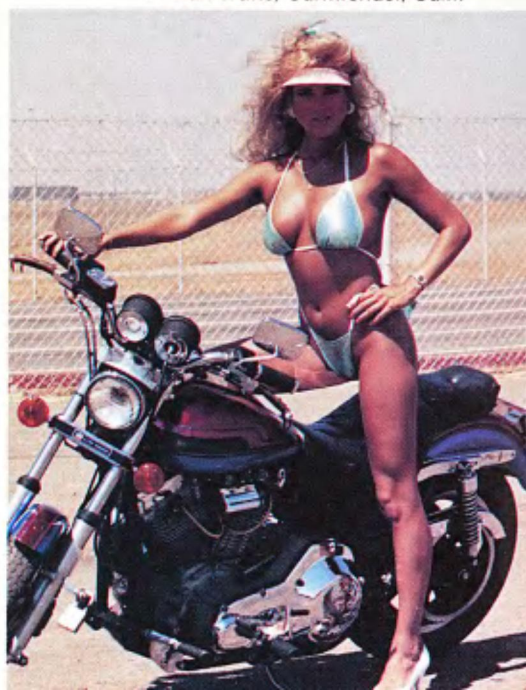
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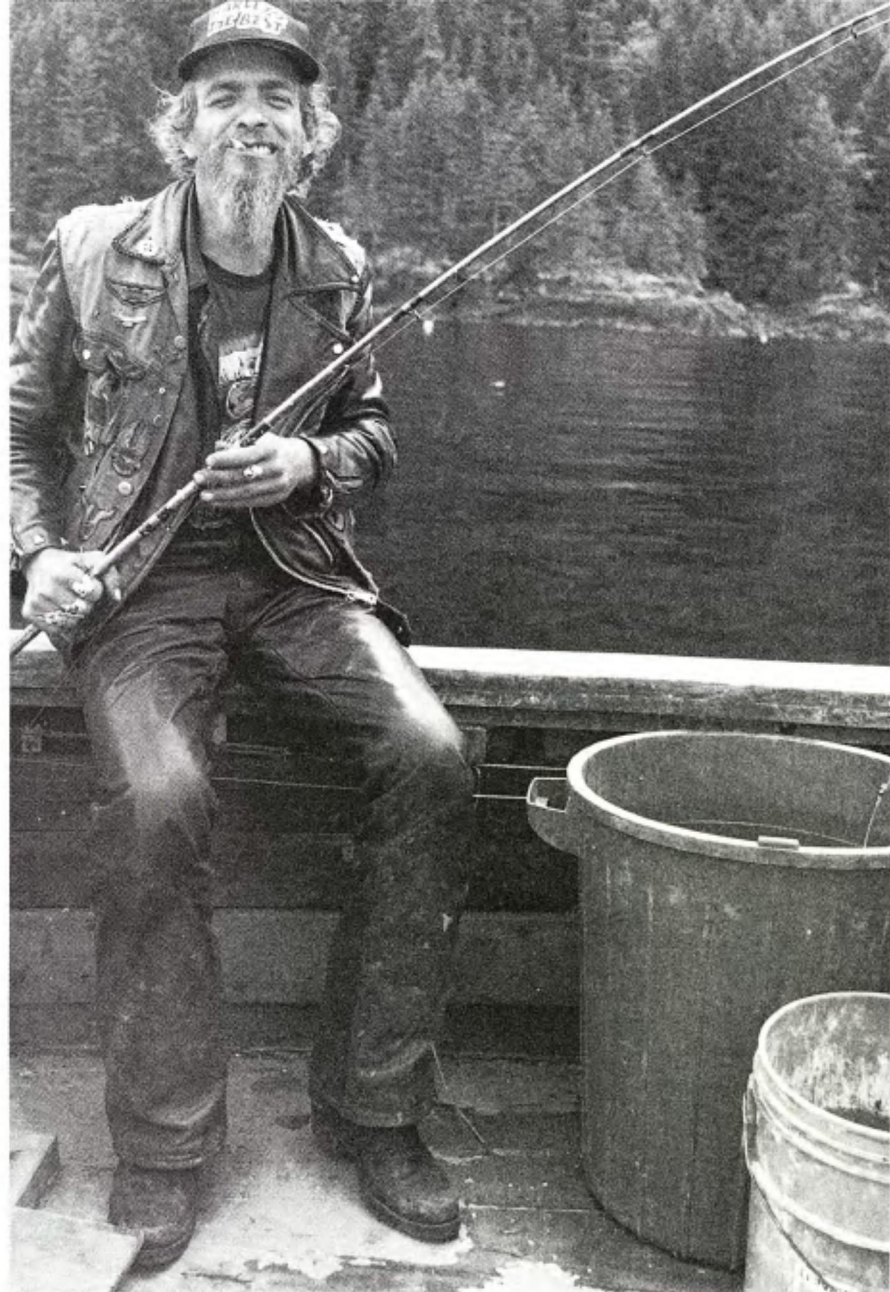
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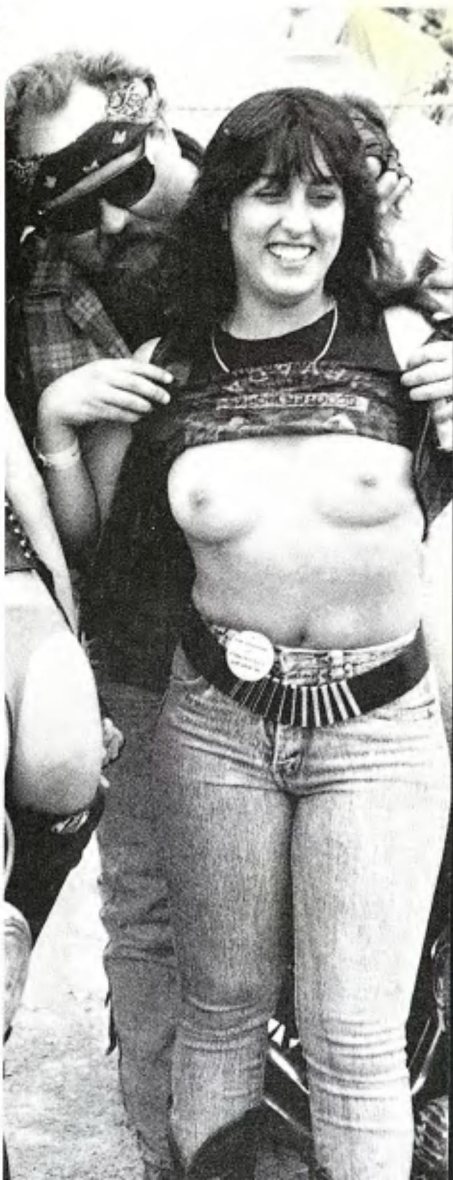


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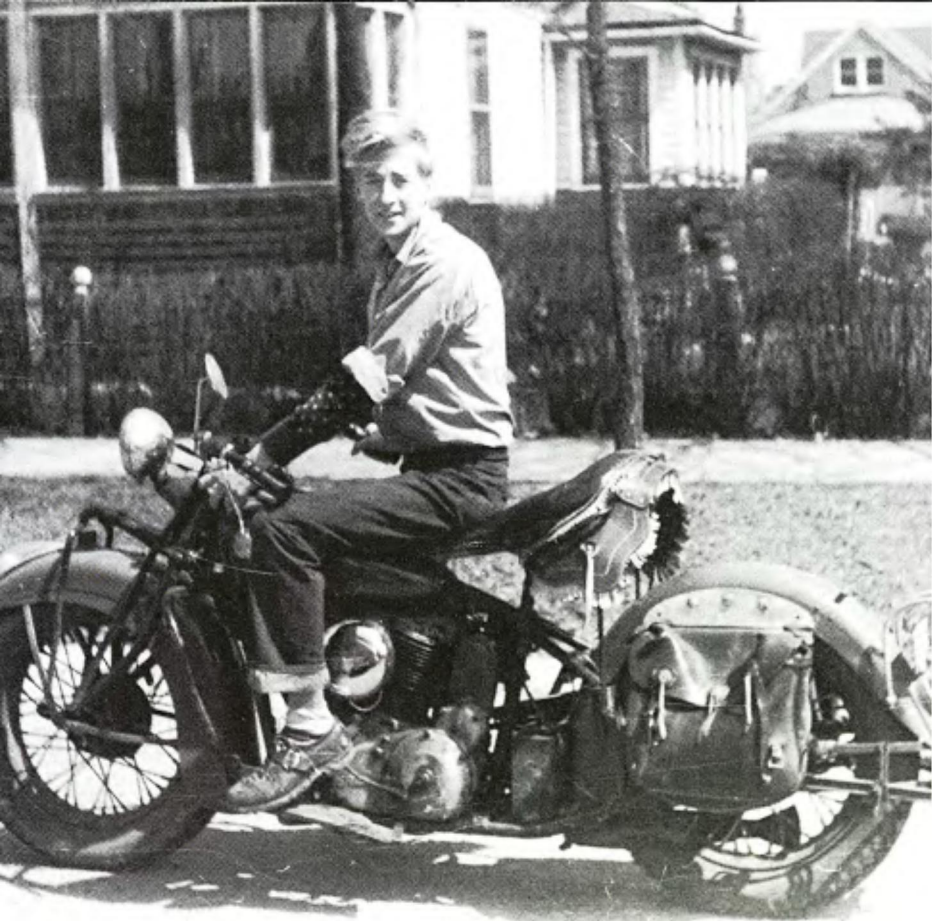


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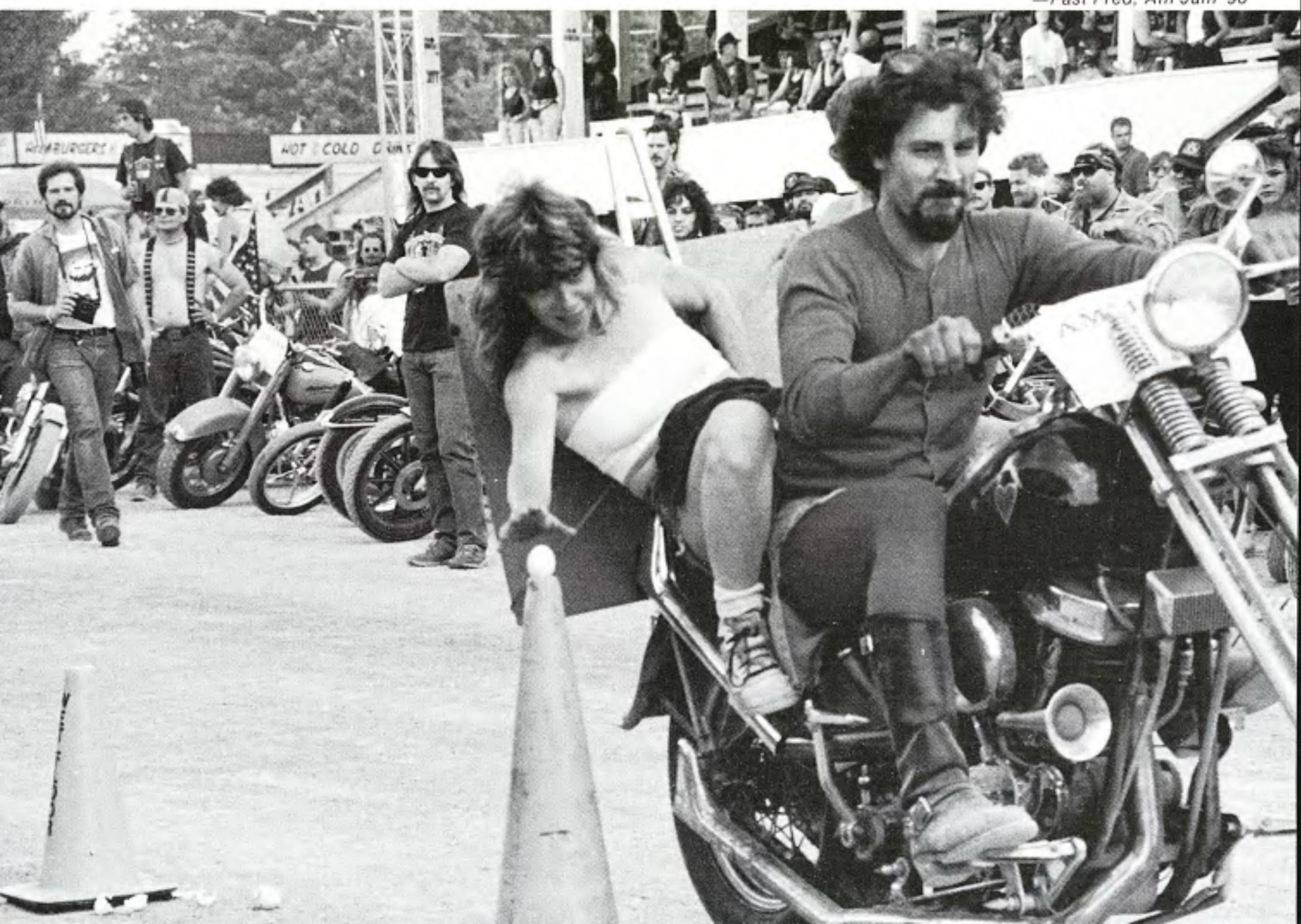




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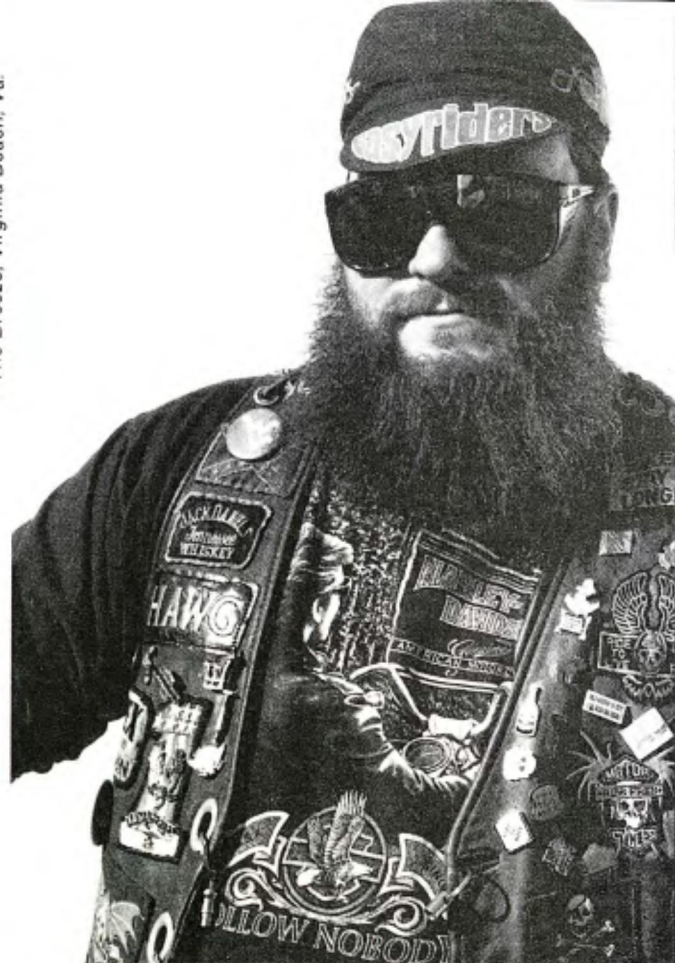


—Fast Fred, Am Jam '90

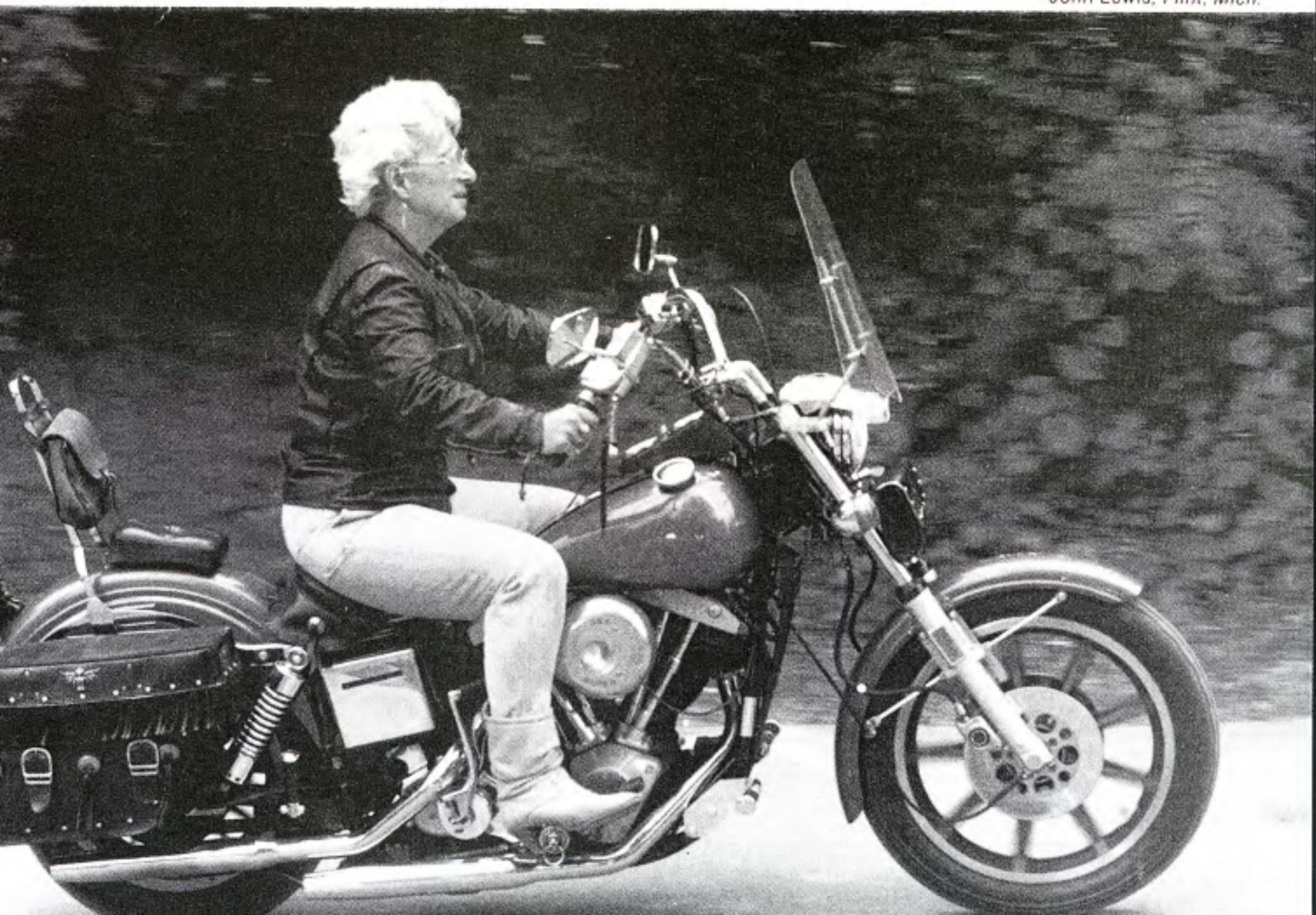


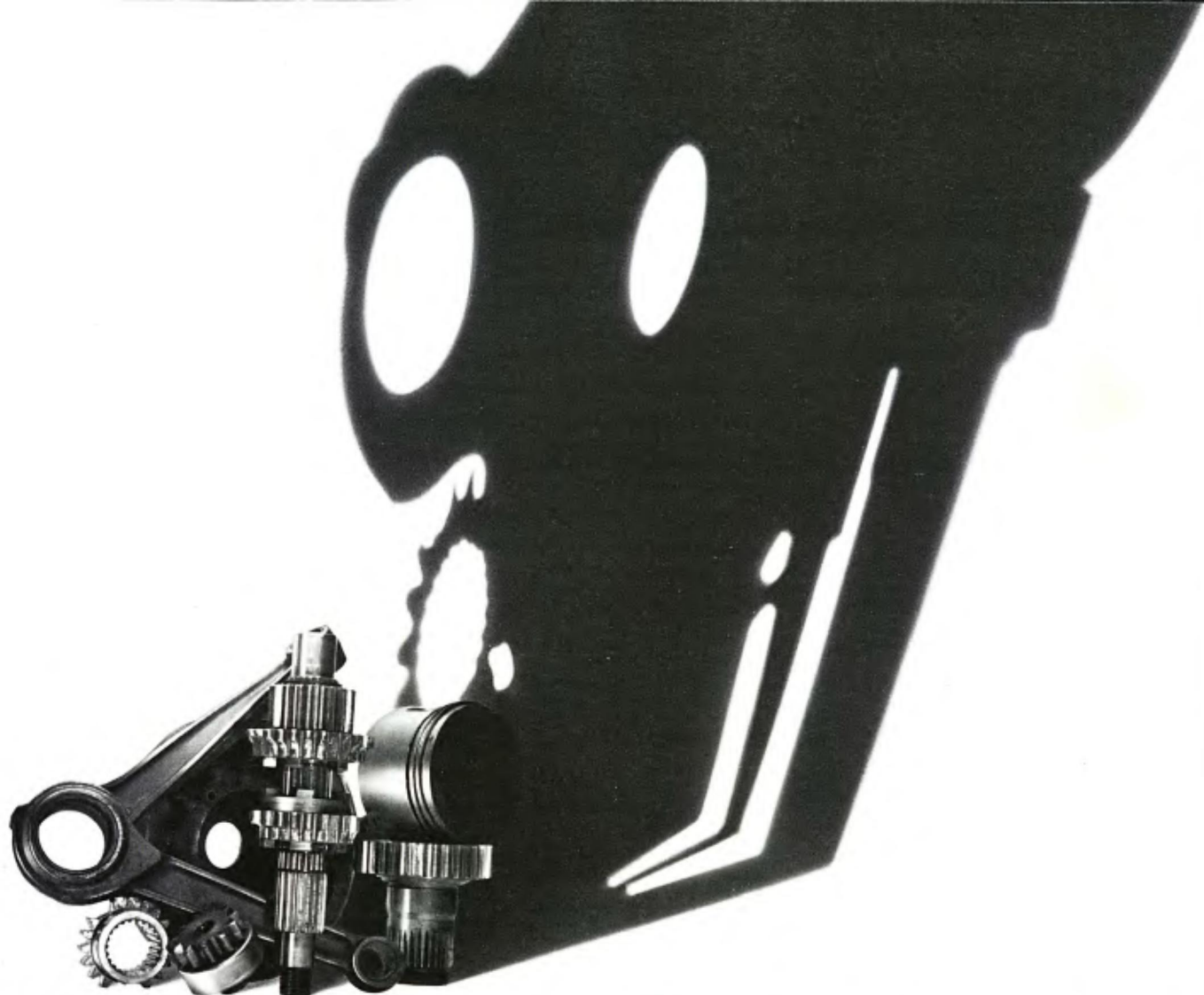
—Blue Bike Mike, Middletown, N.Y.

—The Breeze, Virginia Beach, Va.



—John Lewis, Flint, Mich.





Beware Of Parts Unknown.

Things can get grim in a hurry when you risk riding on *imitation* parts for your Harley®. Even if you don't mind spending your valuable time trying to modify these bargain basement parts to fit right—like chrome covers with misaligned holes—misfit parts can cause serious problems for your Harley.

Buy an improperly machined connecting rod set and you could be buying a lot of damage for your engine. Or poorly designed camshafts that do not provide the correct valve train dynamics may cause accelerated valve and valve guide wear.

The way to be certain you're getting parts

with the right specifications, tolerances and quality-tested and engineered to work with every other part in your Harley—is simple: just insist on genuine Harley-Davidson® replacement parts, at your Harley dealer. And you *know* you'll keep a good thing going.



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 — **CALL 900-234-BIKE** —
 To Listen And/Or Vote For Your Favorite Lady. 89c A Minute.

MAY *Fox Hunt* WINNER



We ran a shot of Belgian-born Veronica a few years back with Zach's knuck. Her ol' man thought she looked fine enough to enter the Hunt, and judging by the reponse, so did you readers. Next thing ya know, she's steppin' offa BOAC big bird, right into a boxing canvas. A brother of ours operates a boxing gym, and in between workouts, thought it might work as a feature setting. It ain't often ya see somethin' like the Rick Doss-built Evo in a punching factory, but Veronica could be our ring girl anytime. Check her out on page 69.

—Loudmouth



I like big guys and big bikes. Come on, gimme a ride.
Debra, Florida — 900-234-BIKE — Ext. #401



I love the sound and vibration bikes put off. And I like to ride solo.
Kari, California — 900-234-BIKE — Ext. #402



Holding my man with both arms, while gripping the bike with both legs, is the best of both worlds.

Debee, Surrey, England — 900-234-BIKE — Ext. #403



I respect the honest, no ass-kissing lifestyle. Packing gives sexual foreplay a whole new meaning.

Raleigh, Oregon — 900-234-BIKE — Ext. #404



I get off on horses and Harleys. I like to smell the mountain air and the wind in my hair. I love to love my man.

Lori, Colorado — 900-234-BIKE — Ext. #405



The only thing that could get me hotter than a Harley and a little "Heiny" would be having my picture in *Easyriders*.

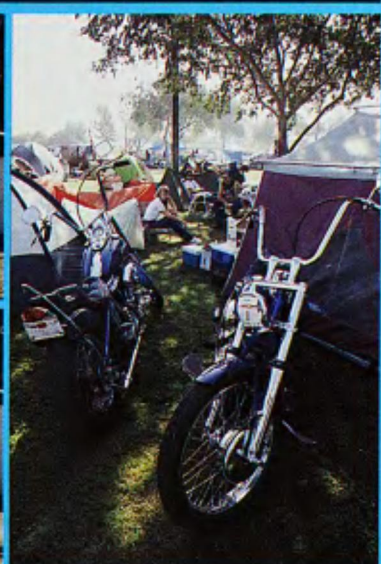
Julie, Connecticut — 900-234-BIKE — Ext. #406

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45 SOUTH TO SOUTH BELT
EXIT, TO FAIRMONT
PARKWAY LEFT

**\$100,000
In Prizes**

AUGUST 8

**STURGIS, SOUTH DAKOTA
BUFFALO CHIP CAMPGROUND**

See pages 18 & 19 for details
EAST ON I-34 TO I-79 NORTH

**AUGUST 24, 25, 26,
FT. PIERCE, FLORIDA**

ST. LUCIE FAIRGROUNDS
HWY. 95 TO KINGS HWY.
TO ST. LUCIE BLVD.

**SEPTEMBER 1,2,3,
LABOR DAY WEEKEND
CHILLICOTHE, OHIO
ROSS COUNTY FAIRGROUNDS**

ROUTE 22 TO 104;GO SOUTH
ON 104 FOR 13 MILES

**SEPTEMBER 21,22,23
MIDDLETOWN, NEW YORK
ORANGE COUNTY
FAIRGROUNDS**

I-84 TO HWY 17 WEST,
TO EXIT 120

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and Hwy. 80 meet

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Easyriders

Fox Hunt

Make \$500 by being selected as the winner and modeling for an *Easyriders* feature!
Help pick the winner by calling 1-900-234-BIKE. Call costs 89 cents per minute.
New winner every month!

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

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

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

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

All entrants must be 18 years of age or older, and the model release form on this page must be completely filled out, signed in front of a notary, and 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 August 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 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 #208 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is August 31, 1990.

We'll print the winner in the February issue.

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



Here she is, bros, the sixth monthly winner in our 12th Annual Fox Hunt, Kim, #406 from Morgantown, West Virginia. See more of her next issue.

FOX HUNT
 Box 3000
 Agoura Hills, CA 91301

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

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

Model's Name _____
 Address _____
 City _____ State _____ Zip _____
 Daytime Phone () _____ Evening Phone () _____
 I am _____ years of age, born _____
 I will pose Topless _____ Full Nude _____
 I will give a 30-second taped interview _____
 Model's Signature _____

Photographer's Name _____
 Address _____
 City _____ State _____ Zip _____
 Daytime Phone () _____ Evening Phone () _____
 Photographer's Signature _____
 Notary _____
 Notary Seal _____

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

208

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

Clutch Adjustment Wrench

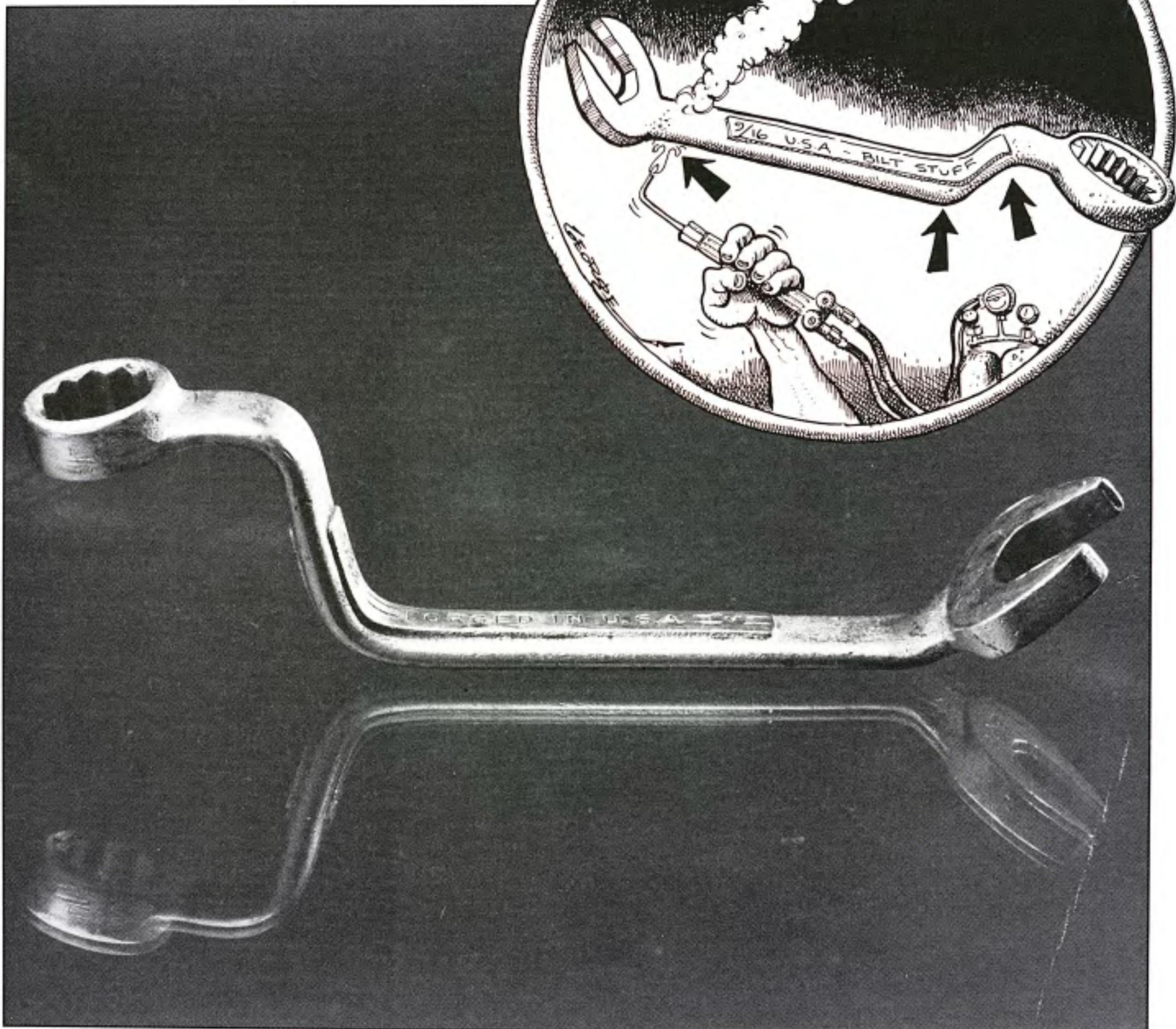


Illustration by George Di Iucca

Photo by Mark Chen

Ah, the kind of tech tip we're always looking for. Simple and easily handled with a wrench and a torch. If televisions could be repaired with a rosebud, I'd be an electronics wizard.

Chris Schelb of Kasilof, Arkansas, ran into a frustratin' problem many of us have been putting up with for years. That thin, 9/16-inch locknut that holds the clutch cable in adjustment, just under the oil bag, is a bastard to get at. This causes problems with adjustment, tightening, rounding off the corners on the nut, and major, nail-bitin', wrench

throwin' pissed-offedness. So Chris took a standard 9/16, box/open-end wrench, heated the handle about an inch from the end of the opened-end end (how's that for a description?) and bent it to almost 45 degrees. Then he made the other end jog by heating about 2 inches in from the other end, bending it 90 degrees, letting it cool, heating it approximately 1/2 inch before the box-end, and tweaking it another 90 degrees.

Spirits willing, when you've completed the above exercise, your wrench will look like the one Chris made in this

photo. Chris said he didn't torch a Snap-On tool 'cause it would blow the warranty. The same goes for Craftsman. So, if yer concerned about the guarantee on your wrench, use one that's not worth the powder to blow it to hell.

One other wrench tech. If you dislike adjusting hydraulic lifters as much as I do, anything to make it easier is a welcomed sight. Take a 7/16-inch, open-end wrench and grind at least 1/3 of the thickness of the tongs off—much easier to work with.

—Wrench

FREE EASYRIDERS!

You got it—just make a purchase of 30 bucks or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around

Alaska

House of Harley, 4334 Spenard Rd., Anchorage

Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
M/C Brothers Parts Inc., 2226 Northstone, Tucson

California

Cycle Mart, 542 S. Main, Milpitas
H-D of Glendale, 3717 San Fernando Rd., Glendale
D & G Cycle Parts, 1057 N. Hacienda Blvd., La Puente
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
Palm Springs Harley-Davidson, 19345 N. Indian Ave., N. Palm Springs
Moonshine Cycle, 1221 N. Main St., Unit 6, Porterville
Curtis Fine Cutlery, 10613 Michele Ave., Bakersfield
Dale's Modern Cycle, 225 E. Baseline, San Bernardino
H-D of Orange Co., 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights
South Coast Harley-Davidson, 345 E. Street, Chula Vista
Bartels' H-D, 8910 Washington Blvd., Culver City
L.A. Harley, 13300 Paramount Blvd., South Gate
Road Sled Eng., 5442 S. Sepulveda Blvd., Culver City

Colorado

2 Wheeler's M/C Shop, 1433 W. 38th Ave., Denver
Howell's House of Harley, 232 S. Federal Blvd., Denver
D & C Enterprises, 2571 Hwy. 6 & 50, Grand Junction
High Country Custom Cycles, 302 Arvada, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Hawkins H-D, 715 N. Grand, Pueblo

Connecticut

Lightning Cycles, 556 Westport Ave., Norwalk
D & S Cycle Supply, Box 245, North Windham

Florida

Fred's Custom Cycle, 3101 N. Harbor City Blvd., Melbourne
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood, Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
H-D of Tampa, 7202 E. Hillsborough Ave., Tampa
Mike Denniston's H-D, Inc., 2211 E. Main St., Leesburg
Southside M/C Hog Dept., 5612 S. Orange Ave., Orlando
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Hog Heaven Cycle Acc., 7254 S. W. 40th St. Miami
John & Sams Leather, 4414 Del Prado Blvd., #1, Cape Coral

Georgia

Southern Cycle, Inc., 4982 North Ave., Buford
Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
Missing Link, 2912 Sylvester Rd., Albany
Bear's Bike, 2005 S. Lumpkin Rd., Columbus

Hawaii

Maui HD & Kawasaki, 32 Lono Ave., Kahului

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Oak Lawn H-D Sales, 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc., 2200 Rand Rd., Palatine
Riverside Cycle Saloon, 1238 B River Rd., Mount Prospect

Indiana

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

Iowa

Cyclepedia Corp., 1824 Dean Ave., Des Moines
Walker's Harley-Davidson, Inc., 101 Broadway, Red Oak

Kansas

Central M/C Inc., 13010 W. 63rd Shawnee
Newton Cycle Shop & Leather, 115 S. Kansas Ave., Newton

Maine

Custom M/C Supply, 13 Portland St., Portland

Maryland

Crazy Carl's Custom Cycle, 8258 Rt. 3 Northbound Lane, Millersville
H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington

Massachusetts

Milwaukee Iron, 3508 Washington St., Jamaica Plain
Dave Franks Motorcycle Sales, 81 Bridge St., Salem
H-D Freedom Center Inc., 220 Boston Rd., N. Billerica

Michigan

Motor City Harley-Davidson, 8755 Inkster, Westland
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16616 Harper, Detroit

Minnesota

Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri

County M/C Parts, 7348 North Lindbergh, Hazelwood

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Jersey

Tramontin H-D, P.O. Box 157, Hope
Kosco H-D, 8 E. Garden Place, Pompton Plains

New Mexico

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



New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd., Brewster
Woodstock H-D, Inc., Rt. 212, Box 7320, Saugerties
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St. Rome

North Carolina

The Shop, Rt. 3 Box 108, Claremont
Durham Harley-Davidson, 819 N. Main Blvd., Durham
D&D Custom Cycles, Hwy 221 E. Abbeeden
Carolina H-D, 1940 W. Franklin Ave., Gastonia
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville
J & E Harley-Davidson, 1008 Dickinson Ave., Greenville
Snake's Hawg Shop, Hwy. 55 West, Mt. Olive
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte

North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

Ohio

Don's Custom Cycle, 7021 Harrison Ave., Cincinnati
Johnston Street Cycle Repair, 643 Johnston St., Akron
Great Lakes H-D, 7429 Tyler Blvd., Mentor

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville
Brian's H-D, 1223 W. Lincoln Hwy. (US 1), Langhorne
The Chrome Shop, 317 E. Pleasant Vly. Blvd., Altoona
Schoch's Inc., RD 2/Rt. 33, Stroudsburg
Hannum's H-D Sales, Inc., US 1 & Rt. 352, Media
Rask Cycle, Road #2, Box 277, Evans City

Puerto Rico

Manos MC Dist. Inc. El Cinco, 1470 Ponce De Leon Sector, Rio Piedra

South Carolina

D.W. Cycles 117 Webb St. Simpsonville
Doug's H-D, 2790 Pamplico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill

Texas

American Cycle, 116 W. Highway 190, Killeen
Stubbs H-D, 4436 Telephone Rd., Houston
S&S 816 Amarillo Blvd., E. Amarillo
D&M Knives & Supplies, 500 E. Arapaho, Richardson

Tennessee

C & S Harley-Davidson, 6014 Charlotte Ave., Nashville

Virginia

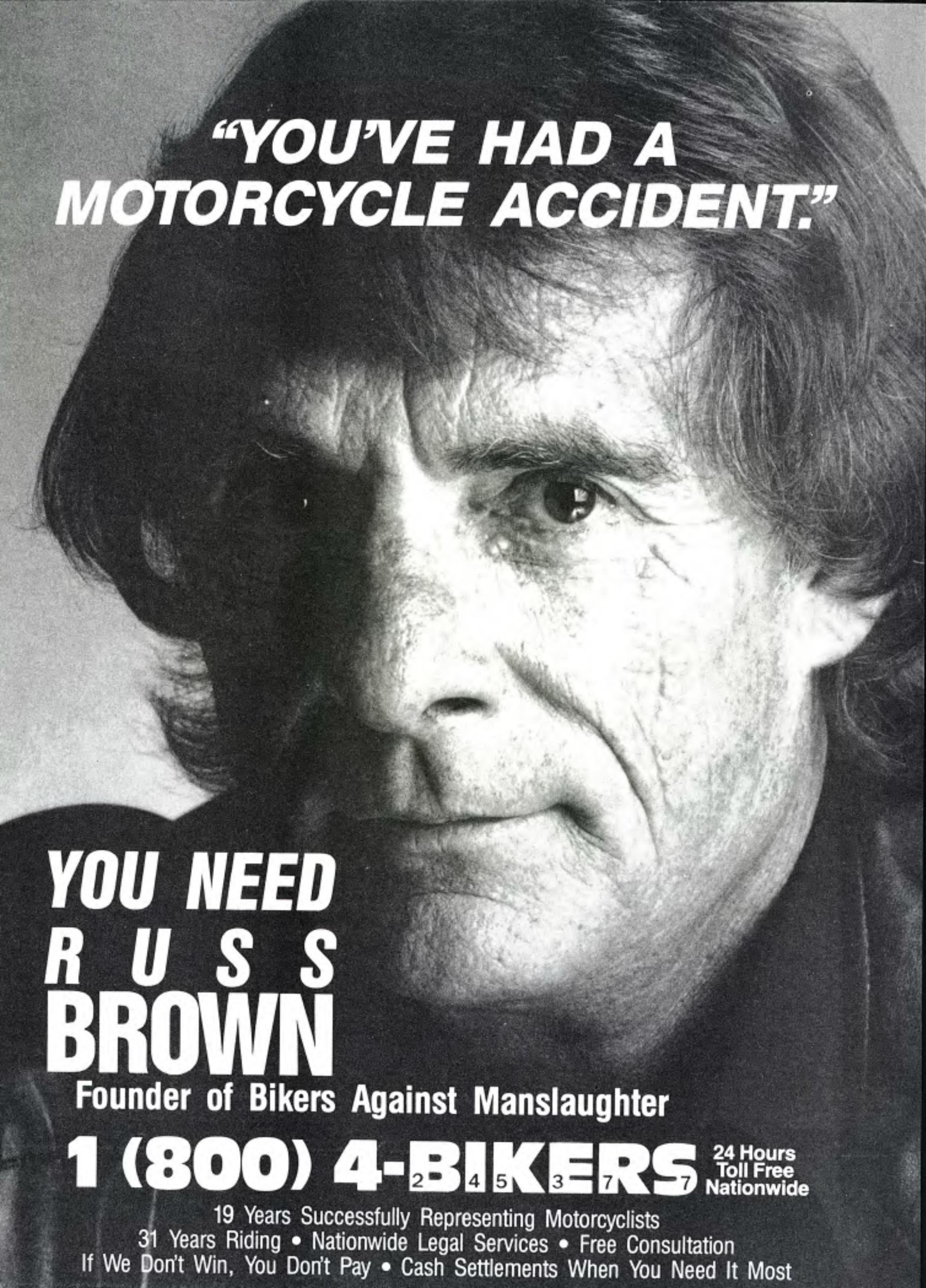
Departure Bike Works, 3093 Hull St. Richmond

Washington

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



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K I L L E R F I N E !

THE NAME SAYS IT ALL







They've got an expression down South that they use for describing the best, or the most beautiful, or the most perfect, or the most ultimate in anything. And when a Texas homeboy rode into Rick Doss' shop in Danville, Virginia, and saw this pulse-poundin' putt the first words that fell outta his mouth were: "That's a killer fine bike."

It's a name that just naturally stuck: Killer Fine—two simple words that sum up a veritable paragon among motorcycles.

"Nobody really believed you could take a rubbermount and make it look good," Doss says. So when he bought this FXR as a basket case he decided to change a few minds. He wanted to create something sleek and clean-looking, something with a lot of naturally-finished, aluminum-fabricated parts, but something without a lot of heavy chrome items. He was going for the high-tech look. As a result, most of what you see here—from the dash to the fenders to the gas tank to the lens cover on the taillight—he crafted himself.

But Doss wanted more than just yer average showpiece—he wanted somethin' he could run the shit out of every day. He wanted a street machine that was smooth,



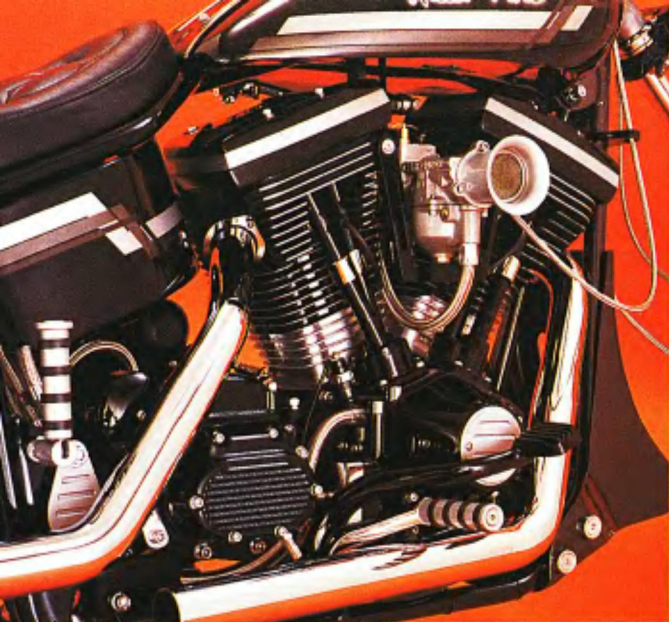


fast, handled great, and just plain fun to ride. After all, isn't that the name of the game?

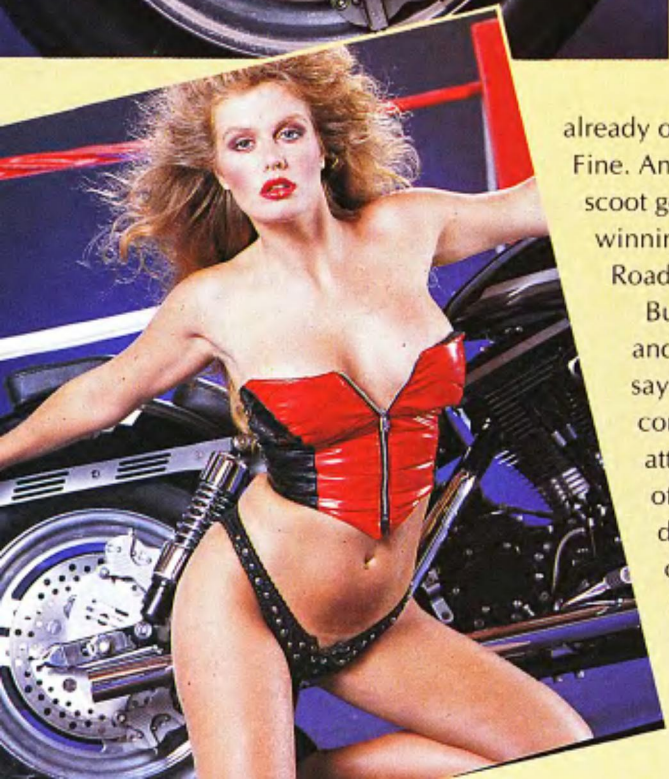
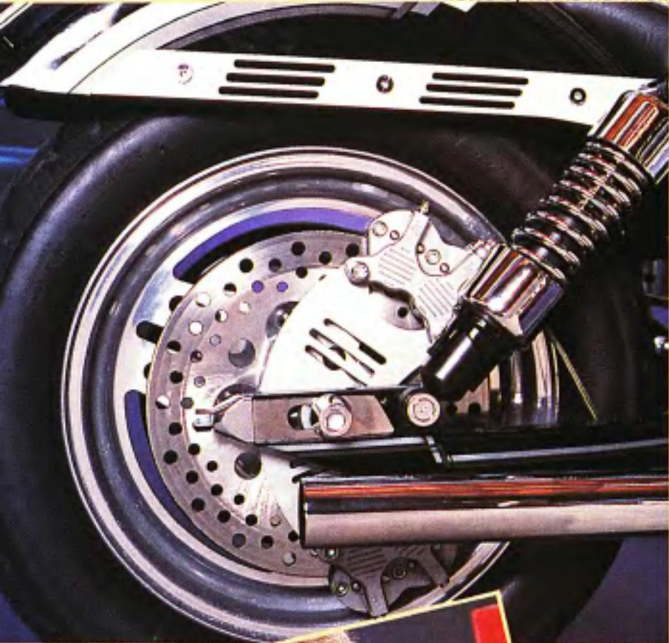
So after eight months of meticulous toiling he resurrected this former wreck into an eye-poppin' show-stopper that proceeded to win First Place in the Radical Class for Harleys at the big show in Daytona—the first rubbermount to ever claim that honor.

But Doss wasn't satisfied to just rest on his laurels. So he figured he'd ship his lightning-fast creation out to La La Land and generate some jaw-droppin' awe on the proverbial Left Coast. It was at The 1st *Easyriders* Invitational Bike Show in Long Beach that Rey Sotelo and Rick Magee noticed this prize-winnin' piece of Milwaukee iron.

It was, as they say, lust at first sight. Never mind the fact that, between the two of them, Sotelo and Magee



Photos by Raiko Hartman



Owner(s): Rick Magee		City: Gilroy, California	
General		Frame	
Fabrication by: Rick Doss		Year: 1988	
Year and make: 1987 H-D		Builder: Santee	
Model: FXR		Type: swingarm	
Value: just say a lot		Rake: 5/8-inch	
Assembly by: Rick's Custom Harlees		Stretch: 2-inch	
Time: 8 months		Other alterations: cherished by Rick	
Chroming by: Brown's		Accessories	
Engine		Bars: XL	
Year: 1987		Risers: Rick's	
Model: Evolution		Fender(s): Rick's	
Rebuilder: Rick's		Headlight: CCI	
Ignition: mag		Taillight: CCI/RCH	
Displacement: 80 cubic inches		Speedo: CCI	
Lower end: stock		Front pegs: JayBrake/Rick's	
Balancing: Rick's		Rear pegs: JayBrake/Rick's	
Pistons: H-D		Electrics: clean	
Cases: stock, powder painted		Gas tank: 3-in. narrower, 2 in. longer	
Heads: Branch		Oil tank: Rick's	
Cam: Sifton		Oil system: stock	
Lifters: factory		Primary cover: Primary cover	
Carb(s): S&S		Seat: Danny Gray	
Air cleaner: S&S		Sissybar: struts	
Pipes: Rick's		Height: n/a	
Muffler(s): you must be joking		Material: billet aluminum	
Transmission		Forks	
Modifications: shaved gears		Type: 39 mm	
Year: 1987		Extension: stock	
Shifting: foot		Builder: H-D	
Engine sprocket: factory		Special features: cleaned	
Trans sprocket: H-D		Wheels	
Wheel sprocket: stock		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: Teresa Crane, Wayne Elliot		Hub: Revlite	Hub: Revlite
Painter: Teresa Crane		Rim width: 1.85-inch	Rim width: 3.5-inch
Color: Bitch Black		Tire: 120 Avon	Tire: 140 Avon
Type: lacquer		Brake: JayBrake	Brake: JayBrake
Special paint: silver gray, charcoal graphics			
Other special modifications: special thanks to Barry Fowler and Teresa Crane and Jim Shaffer for excellent powder paint work.			

already own upwards of 16 bikes—they still had to have Killer Fine. And never mind those other 16 bikes—'cause guess which scoot gets ridden every day? Not to mention which scoot is still winnin' shows—the latest honor coming from the Oakland Roadster Show where Killer Fine grabbed first place in its class.

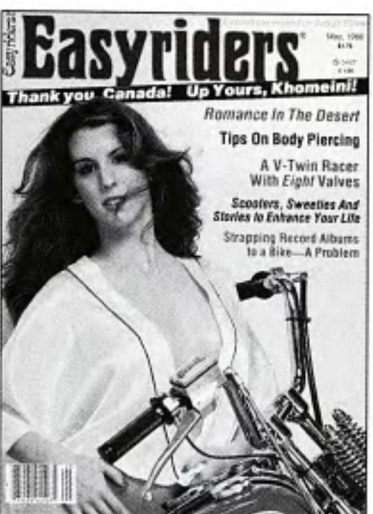
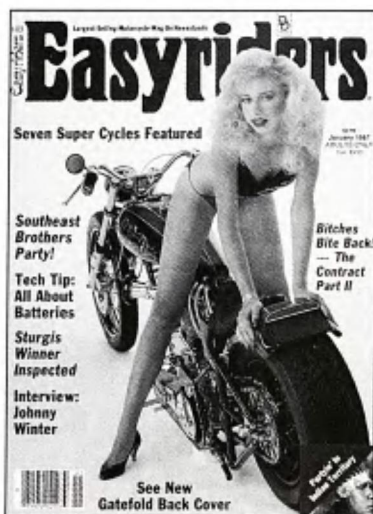
But like all great thoroughbreds, Killer Fine was born to run ... and run ... and run. "Nobody's been able to beat us yet," Sotelo says. Then he tells the story of the day Magee was cuttin' concrete past the weigh station and attracted the unfortunate attention of the Highway Patrol. The Smokey pulled him over, of course, and informed Magee that he was gettin' a ticket for doing 100 mph. "Well, my speedometer said 145," Magee corrected. So the understandin' officer rewrote the ticket up to include the new speed. And now, at least for Magee, the words Killer Fine have taken on a slightly different, more expensive meaning.

—Southern Connection

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12	\$2.00 ea.	\$24.00	\$34.00	\$35.50
24	\$1.50 ea.	\$35.00	\$56.00	\$57.50
48	* \$1.00 ea.	\$48.00	\$80.00	\$86.00

Please circle issue(s) ordered

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
1979	67											
1980						84						
1981		92	93	94	95			98		100		
1982		104				108		110			113	114
1983	115	116						122				
1984	127	128			131		133	134	135	136	137	138
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1986	151	152	153	154		156	157	158	159	160	161	162
1987		164	165	166		168	169	170	171	172	173	174
1988	175	176	177	178	179	180	181	182		184	185	186
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listings. To find out what's happenin' in any state, just punch up the state's number code (listed below) and be informed. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to *What's Happenin'*, Box 3000, Agoura Hills, CA 91301.

Arkansas

2ND ANNUAL FREEDOM RALLY—October 7 at the state Capitol. Sponsored by ABATE of Arkansas, 8120 Doyle Springs Rd., Little Rock, AR 72209.

California

ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, High Desert Chapter, Box 729, Edgewater, FL 32132.

STATE RUN '90—September 21-22-23 in Azusa Canyon at Follows Camp. Raffle, games, trophies, live music, food and drink, camping, and more. Sponsored by ABATE of California. For info, write Box 8, Oak View, CA 93022, or call Paul at (818) 504-9271, or Milky at (805) 648-1330.

4th ANNUAL CANYON PICNIC RUN—October 6-7 at Robin's Nest Campground in Acton. Sponsored by V-Twin Trader. Live music featuring Studebaker, 50/50 raffle to benefit homeless vets. \$25 admission includes overnight lakeside camping, chicken dinner and breakfast, and run pin. Sponsored by V-Twin Trader, write 249 N. Brand Blvd. #631, Glendale, CA 91203, or call (818) 247-1381.

EASYSIDERS GRAND NATIONALS RODEO—October 26-27-28 in Vallejo at Solano County Fairgrounds.

Colorado

ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, South Colorado Chapter, Box 11521, Pueblo, CO 81001.

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ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, LH/MRA National, Box 729, Edgewater, FL 32132.

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Louisiana

3RD ANNUAL POKER RUN—October 12-13-14 at Leesville Fort Polk. A benefit for the crippled children at Lions Camp. For info call Randy at (318) 238-5267.

Missouri

ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, Greater Kansas City Chapter, Box 729, Edgewater, FL 32132.

Nebraska

TOY RUN—October 6. Sponsored by ABATE of Nebraska District 2. For info, write Tom Lopez Sr. at 6235 Kearney Ave., Lincoln, NE 68507, or call Misty evenings at (402) 466-8424, David at (402) 435-1597, state office at (402) 438-2523.

New Hampshire

ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, Twin State Chapter, Box 897, Newport, NH 03773.

New Jersey

ELKS RUN FOR VIETNAM VET MEMORIAL—September 23 at Sussex Elks Lodge. Sign-in from 9 a.m. to noon, Rt. 565 near Sussex Airport. Assisted by Jersey ABATE and Blue Knights Chapter IX. For info, call (914) 469-4324, or (201) 728-3512.

New Mexico

ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, White Sands Chapter, Box 726, La Luz, NM 88337.

ALAMOGORDO LEATHER & LACE ANNUAL MAKE-A-WISH RUN—September 16. Sponsored by ABATE of New Mexico, Alamogordo Chapter. For info, write Star Route 2, Box 6067A, Tularosa, NM 88352.

New York

ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, Liberty Chapter, Box 252, Oceanside, NY 11572.

2ND ANNUAL WRESTLING FOR BIKERS—September 15. Sponsored by Ultimate Performance & Fabrication Inc. For info, write 38054 11th St., Long Island City, NY 11101, or call George or Butch at (718) 482-9600.

North Dakota

HDRA'S 7TH ANNUAL NORTH CAROLINA HARLEY-DAVIDSON DEALERS ASSOCIATION FARMINGTON FINALS—October 20-21 in Farmington at the Farmington Dragway. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

Pennsylvania

ANNUAL CHILDREN'S RUN—September 16. Write Leather & Lace, Silver Rose Chapter, Box 694, Thorndale, PA 19372.

POKER RUN & PARTY—September 15 in Export at White Valley Park off Route 66. Live band, overnight camping. Sponsored by ABATE of Pennsylvania. For info, call (412) 423-5404.

South Dakota

5TH ANNUAL SWAP MEET & MOTORCYCLE SHOW—October 27-28 in Sioux Falls at Ramkota Inn Exhibit Hall. Tattoo contest, parts, vendors, used, new, and antique parts, door prizes, best costume prizes, and dance. Admission \$10 covers both days. Sponsored by J&L H-D and Landshark. For info and reservations, write J&L H-D, 2110 Burnside, Sioux Falls, SD 57104, or call (605) 334-2721 days.

Tennessee

5TH ANNUAL NATIONAL ALL HARLEY-DAVIDSON FINALS—October 6-7 in Clarksville at Clarksville Dragstrip. 1/8-mile national points meet. Sponsored by American Motorcycle Racing Association. For info, write Box 50, Itasca, IL 60143, or call (615) 648-1607.

Texas

OUTDOOR BENEFIT SWAP & FIELD MEET—September 14-15-16 in Waskom. Events, live music, door prizes, raffle. All proceeds to help pay medical expenses for 12-year-old Elaine Rodriguez from Waskom. Promoted by East Texas Biker Promotions. For info, call Fat Cat at (214) 687-2975.

6TH ANNUAL HARLEY-DAVIDSON FALL ROUNDUP & RACES—October 14 in Dallas at Devils Bowl Speedway. Swap meet, bike show, field meet, HOG parade, chili cook off, group ride contests, AMA Pro Flat Track races. Gates open at 9 a.m., races 2 p.m. Adults \$10. Everyone welcome. For info, call Bob Bagwell at (817) 488-9133, or (502) 444-7593.

Wisconsin

1990 ANNUAL CHARITY RIDE—September 29 in Madison. Toys, clothing, non-perishable food to benefit Salvation Army. Entertainment, door prizes, autumn ride. Sponsored by Four Lakes H.O.G., Box 14637, Madison, WI 53714.

6TH ANNUAL MOTORCYCLE SWAP MEET—October 7 in Milwaukee at Wisconsin State Fair Park, South Exhibit Hall, just off I-94, 84th St. exit. For info, write J&P Swap Meet Promotions at Box 138, Anamosa, IA 52205, or call Bill at (319) 462-4605.

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Idaho	12	Missouri	25	Pennsylvania	38		
Illinois	13	Montana	26	Rhode Island	39		

Head Injuries

By Don Sharp

Who gets 'em and what they cost

As you know from barroom debates, the less a guy knows about something, the more adamant he gets about his ignorance. The same thing arises in helmet law arguments. "Helmets save lives," the bucket brigade declares, tossing out some numbers, but being very careful to ignore any numbers that contradict their position.

Fact is, the numbers alone don't prove a thing. That a given motorcyclist did, or did not, wear a helmet tells nothing about the cause of an accident, and tells no more about the exact cause of his injuries. In no case can a doctor, or anyone else, say with certainty that a certain injury would have been this way, or that other way, if a biker had, or had not, been wearing a helmet.

The truly curious thing about the numbers, though, is that once you quit concentrating on bikers and look at *all* head injuries, you find that bikers lead pretty safe lives compared to

people in cars or pedestrians on the street. In support of this view, look at the doctors' views in *Easyriders* Sept. '88, p. 30, and for support of their views, look at these numbers from three local studies of fatal brain injuries. They give the percentages of fatal head injuries among victims of different types of accidents. (See Table I).

TABLE I

Distribution of Fatal Brain Injuries According to Type of Victim, Three Studies, 1964-1978.

	number of victims	motor vehicles	pedestrians	bicyclists	motorcyclists
Study A (1)	5,055	74%	15%		10%
Study B (2)	3,587	78%		14%	8%
Study C (3)	735	78%	14%		8%

TABLE II

Accident Victims Treated at 95 Trauma Centers, 1982-86.

source of injury	number of victims	% of total
motor vehicles	16,266	33.1
falls	7,273	14.8
assaults	7,076	14.4
gunshot	5,848	11.9
stabblings	5,405	11.0
pedestrians	3,851	8.0
motorcycles	3,341	6.8
total	49,143	100.00



If bikers need helmets, a helluva lot of other people need them a lot more

Hey, what's going on here? How many times have you read that bikers account for the majority of fatal head injuries? Check Study A: 74 percent of 5,055 is 3,741, but 10 percent is only 505. So, how can bikers cause more "public burden" than people in cars, or people on sidewalks, for that matter? Or, if you go by Study B, people on bicycles? One thing is sure: If bikers need helmets, a helluva lot of other people need them a lot more.

Seems like we've heard that before: Dr. Patricia Waller, of the University of Michigan Transportation Research Institute, said "I was wondering when some of you motorcycle people would catch on. Motor vehicle crashes are the major cause of head injury" (*Easyriders*, Aug. '89). Right, and you can see the numbers right there.

Another study (Source 4, see page 80) of 6,306 fatal head injuries from 1979 to 1986 lumped bikers in with "all vehicle deaths," and so provides no help to the car/biker comparison. However, this fourth study did say that firearms account for 14 percent of fatal head injuries, and falls for another 12 percent. These rates are well above the fatality rate usually given for bikers, and they make you wonder about the guy who fell down after he got shot between the eyes. Did the bullet kill him, or the fall? If it was the fall, would a helmet have saved him?

Howsoever encouraging to bikers, though, these four studies don't prove much. In the first place, the total number of victims is too small to support broad conclusions. Beyond that, the cause of death in many of the accidents was established by a policeman at the scene or by a local coroner with no medical competence. Thus, the causes of death can't be entirely trusted: Some of the victims may have actually died

from injuries that didn't involve their heads.

To improve on these deficiencies, a fifth study (Source 5, see page 80) considered only accident victims who were treated by trained medical people. This study included 49,143 victims treated at 95 trauma centers from 1982 to 1986, and it separates the victims into two categories: those *with* head injuries, and those *with no* head injuries. Look at the total numbers first (Table II).

What this tells you right off is that you want to stay out of cars. They are the worst news of all—about three times more dangerous than bad dudes with guns. If you want to be safe, you better walk. To be really safe, ride a motorcycle.

You could do more with these numbers if you knew the total number of people who drive cars, fall down the stairs, or cross intersections on foot. That's a messy statistical proposition, since most people do all three at one time or another, but take a look down a New York street during rush hour and make a guess. If you figure 100 people in cars, you have to allow about 1,000 pedestrians on the sidewalks and in the intersections, and maybe—just maybe—two or three motorcycles.

From these admittedly arbitrary proportions, you can project that 80 of those pedestrians and 33 of the people riding in cars will wind up in an injurious accident. The exact ratios obviously depend on how many walk and how many drive, but one is clear beyond argument: We better get helmets on those pedestrians and cagers, and we better do it quick! (That one lone biker in the mix—6.8 percent of 2-3 bikers—can take care of himself.)

Dr. Voight Hodgson spoke to this same point when he said, "I've been pushing for helmets in cars for a long time . . . I think helmets would actually be more effective in cars than on motorcycles" (*Easyriders*, Aug. '89). Fair enough. Now, all we have to do is wait for Congress to try to put helmets on everybody in cars—and that will provoke enough objections to wipe helmet laws out completely.

Of the total 49,143 victims, 32,619 had *no* head injuries, and the numbers for that group further support the conclusion that bikers are not a major public health burden (Table III).

You think a guy with a gun is dangerous. Well, watch out even more for that dude with a knife, and stay even farther away from cars. Don't try to walk, either. Take the bike.

Now, look at the 16,524 of those 49,143 accident victims who *did* suffer head injuries (Table IV):

The most recent piece of pro-helmet propaganda comes out of the Oklahoma Department of Health. From a review of 1,652 motorcycle accident victims, of whom 51 died, the report says motorcycle accidents cost the state of Oklahoma \$25

TABLE III

Accident Victims With *No* Head Injury, 95 Trauma Centers, 1982-1986.

source of injury	number of victims	% of total head injuries
motor vehicles	8,807	27.0
stabblings	5,316	16.3
gunshot	5,088	15.6
assaults	4,794	14.7
falls	4,794	14.7
pedestrians	2,022	6.2
motorcyclists	1,794	5.5
totals	32,615	100.0
(loss of 4 due to rounding from percentages)		

TABLE IV

Accident Victims With Head Injuries, 95 Trauma Centers, 1982-1986.

source of injury	number of victims	% of all head injured
motor vehicles	7,518	45.5
falls	2,478	15.0
assaults	2,263	13.7
pedestrians	1,867	11.3
motorcyclists	1,569	9.5
gunshot	760	4.9
stabblings	66	.4
totals	16,521	100.3
	(loss of 3 to rounding)	(excess due to rounding)

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Head Injuries . . .

million a year. Having come to this conclusion by whatever dubious means, the report goes on to say that a helmet law would prevent "40-50 moderate, severe and fatal head injuries" per year. Leaving aside the question of whether the report writers can accurately specify the number of injuries that will not happen, note that only a portion of their "40-50" inju-

rets on them, and save \$203,196,000. Can't you just see the public treasury filling with money as we save all this green? If you want more, put helmets on those 1,867 pedestrians and save another \$153,099,000. If we can put helmets on all those people in cars, on those falling down, on those getting beat up, and on those walking around loose, we can save \$1,158,332,000 per year—and that ain't change.

To get some perspective on what the Oklahoma Department of Health says

**If you've got a choice between
falling off a barstool or crashing
your bike, crash the bike: it may
be more expensive, but
statistically it's a lot safer**

ries would be expected to be fatal.

Having decided how many people would not get hurt, the report goes on to say that preventing those "40-50" head injuries would save the state \$4.1 million per year. If 1,652 accidents cost \$25 million, then how preventing "40-50" injuries will save \$4.1 million isn't made clear, but no matter: accept their figure of \$82,000 per head injury prevented (\$4.1 million divided by 50 injuries).

Now, apply that \$82,000 to the 7,518 people who got their heads broken while riding in a car. They represent a "public burden" of \$616,476,000—and that's a lot of bread, even if spread over four years. And those 2,478 who fell down: put hel-

we could save, the country has already committed \$1.6 billion—write it out as \$1,600,000,000 for comparison—of federal taxpayers' money for research to find a cure for AIDS. If, as we are told, around 80,000 people have died from AIDS since the syndrome was identified in 1979, then AIDS kills about 7,300 people per year. At that rate, we're committing around \$220,000 per AIDS victim, or three times as much as the \$82,000 per head injury that Oklahoma says it will have to spend on injured bikers. If we weren't spending that \$1.6 billion, we'd have plenty of money to care for those 1,569 injured bikers, even at \$82,000 apiece, and could throw in the 826 people who

TABLE V

Fatalities Among 16,524 Accident Victims Who Suffered
Head Injuries, 95 Trauma Centers, 1982-1986.

motor vehicles	7,518	15.1	1,135
gunshot	760	68.0	516
pedestrians	1,867	23.0	429
falls	2,478	14.6	361
motorcycles	1,569	19.0	298
assaults	2,263	11.0	249
stabblings	66	21.0	66

got shot and stabbed, to boot.

To add further perspective on the "public burden," do you remember Lawrence Walsh, the guy Congress hired to nail Oliver North? So far, the *Wall Street Journal* estimates the expenses to get Ollie North and his buddy, John Poindexter, at upwards of \$100 million. For another example, maybe you heard the flap about the travelling art exhibit funded by the National Endowment for the Arts (NEA), the one with the dirty pictures. Did you know that the NEA is spending around \$146 million per year to bring art into your benighted life? Hey, man, like if we can spend that kind of money on "struggling artists," we can certainly spare some loose change for suffering bikers.

The implications for helmet laws don't change when you take the numbers one step farther and separate *fatal* head injuries out of *all* head injuries. The next table (Table V) shows the percentage of those with head injuries who ultimately died from the injury. For example, 68 percent, or 516, of the 760 people who got shot in the head died from it (no big surprise).

No doubt about it. Stay out of cars—and from in front of cocked guns. And, if you've got a choice between falling off a barstool or crashing your bike, crash the bike: it may be more expensive, but statistically it's a lot safer.

Now, get ready to hear the bucket maniacs object that on a *per mile* or *per vehicle* basis, motorcyclists get hurt more often than people in cars. That may be (it's an arguable proposition), but it is also irrelevant to the issue of saving "public burden" money. If saving lives and preventing incapacitating injuries is our purpose, then we ought to put our efforts—that is, the helmets—where they will save the most numbers, and that is on pedestrians and people in cars. Why should bikers be called upon to accept all the blame for the "public burden" when, in fact, they represent drastically fewer injuries?

As James Fell, a research scientist at the National Highway Traffic Safety Administration, said, "I guess if we want to save the lives of people involved in crashes, auto occupants should wear protective helmets." Yes, sir. If we must be zealous, let us at least be honest: aim the solution at the greater problem, where the real numbers and saving can be found. And, maybe once the cagers see that they are the problem, they won't try to lay the blame—or the helmets—on bikers.

Okay, that's about the best numbers on head injuries that we can come up with, and they are as good as any you'll find. They point two ways.

First, cagers need helmets. They

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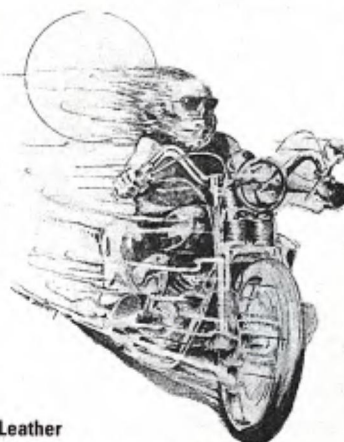
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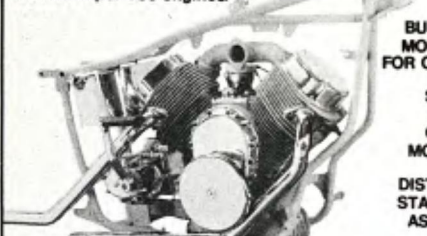


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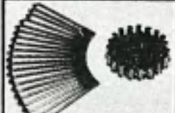
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need them bad, so start raising hell with the legislatures to extend the benefits of safety to everybody. If they insist on trying to put helmets on bikers, they will be admitting that they aren't really interested in safety at all, that they're primarily trying to harass bikers. Once the cagers have rejected helmets, though, they'll be inclined to support bikers when bikers say they don't want helmets, either. The combined objections of both

Once the cagers have rejected helmets, though, they'll be inclined to support bikers

cagers and bikers may end the nonsense completely.

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Sources

- 1) Study A, San Diego County, Calif., 1978.
- 2) Study B, Olmstead County, Minn., 1965-74.
- 3) Study C, North Central Virginia, 1978.
- 4) Journal of the American Medical Association, October 27, 1989, pp. 2251 ff.
- 5) Journal of Trauma, September, 1989, pp. 1193 ff.

Editor's Note: All of our legislative articles are available (complimentary) for reprinting or sending to your representatives. Just make sure and tell them where you got them. ■

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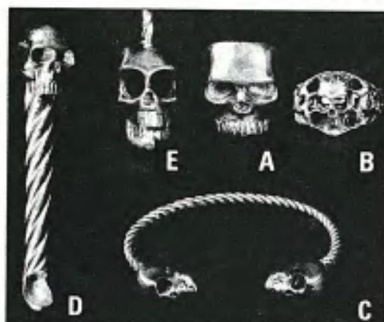
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Yes, brother and sisters, Bubba did it again. The mailman ain't got shit on this guy. This Milwaukee bar owner, entrepreneur, and rat bike rider is a patriot. Neither rain, mud, sleet or snow keep him from delivering what he promises, mainly plenty of ricegrinders biting the dust—or maybe I should say mud.

It rained all day Saturday, May 12, which kinda put a damper on the planned tour from Milwaukee H-D to the 300-acre camping facility at the Great Lakes Dragway in Union Grove.

But the rain didn't even begin to dampen the festivities, as thousands of us caught the holes between the downpours and showed up to party. Bubba set up a 200-foot big top tent and continuous live music was supplied by Tres Hombres, The 48th Street Rockers, Tom Grizzly Adams, and the Cosmic Cowboys. A little of that, along with a few brews, and a man didn't care much about wading through ankle-deep mud to watch the jet cars, Green Mamba, and the Enforcer melt riceburning cages into heaps

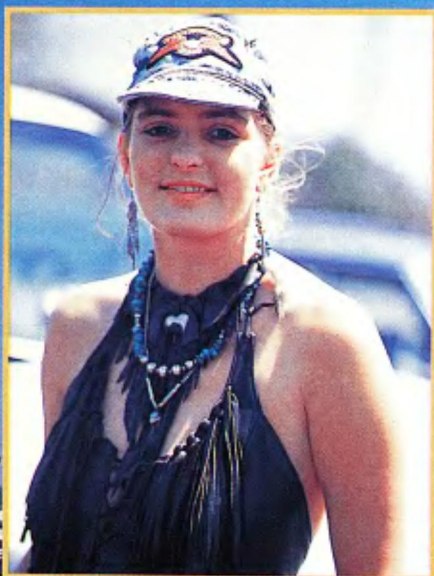
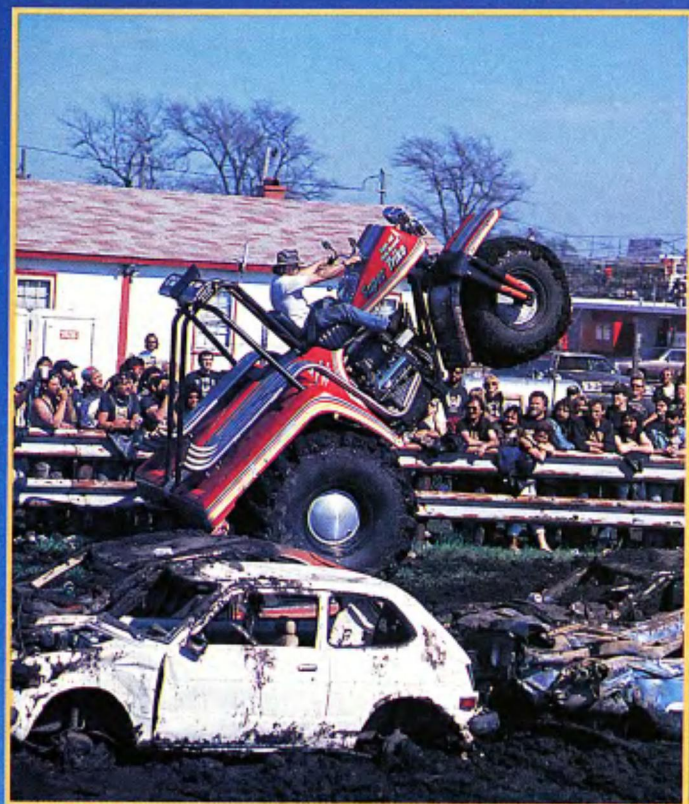


of steaming slag. If the downpours came back you could always mosey back in and check out the 30 entrants of the wet T-shirt contest strutting their stuff, or say the hell with it and stroll over to the 75-booth swap meet—I mean, a little rain never killed anyone, did it? Sunday, Mother Nature relented. It was sunny, 76 degrees and Bubba's polution solution went into action. Twin, 100-foot cranes rained tin ringdings from the sky. An army tank smashed 18 Jap cages into the goo. There was a 30-foot-high



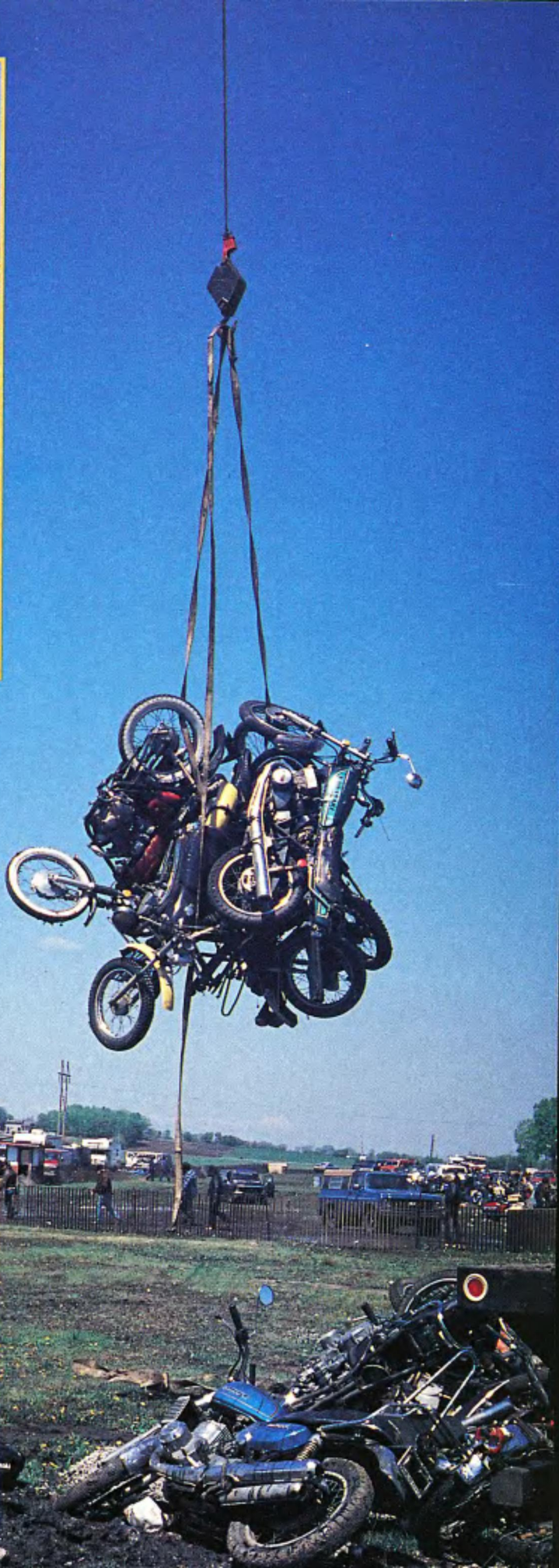


robot called the Beastron Monster with caterpillar treads for feet and flame throwers in both arms which made short work of some rice. And, of course, the jet cars were back, melting 20 foreign cages into molten heaps. Not to forget the motorcycle drags simultaneously takin' place at the nearby strip. Or that the winners of the wet T-shirt contest were given the honor of demonstrating the ol' disappearing Jack Daniel's



bottle trick. Or the army half-track full of bouncing beauties, who handed out thousands of free flags. All and all it was one helluva party. Lots of rice went where all good rice should be—making compost under American soil, and it went with enough smashin' and burnin' to fill the hardest heart with patriotism. Next year should be even better. Bubba plans to be back May 11, 12, 1991, and he's gonna get back to basics with a herd of elephants stompin' imported junk into obliteration. Ya gotta be there to see how he tops himself.

—Silent



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BA208

RIP'S RUN



Photo by Steve Barr

Gypsies By Rip

Howdy. In last month's issue I wrote about the trip I took from Florida into the Smoky Mountains for the Spring Cherokee Rally in North Carolina.

In this issue, I'll be writing about my ride east from Knoxville, Tenn., to the Myrtle Beach Rally, in South Carolina, then west to St. Louis, Missouri.

While in Knoxville I met Dr. John, a tattoo artist who appeared briefly in one of the early *Easyriders* videos. I had met Martha, Dr. John's ol' lady, last month at the Cherokee Rally. Dr. John can be reached by calling (615) 970-3307. Check him out if you're in the area and in need of a tattoo. His shop is located on the Alcoa Highway, next door to the Lakemont Fire Department.

Instead of cruising the back trails, I chose to putt the interstate. I had a lotta ground to cover and didn't have any extra time for sightseeing.

My first stop was at Pete and Jackie Hill's shop in Greenville, S.C. Steve Barr, our crack video cameraman, flew out from the Coast with beaucoup equipment so we could interview Pete and Jackie for a forthcoming *Easyriders* video. Pete's segment is scheduled for *Easyriders* Video No. 6. Look for it, it should be a winner.

After taking care of business in Greenville, Sugar Pai and I rode north to Burlington, North Carolina, reaching Ace Paschal's home around 11 p.m.,



Dr. John and Martha.

Wednesday. Sugar Pai is my FLHTC. Ace and his partner, Dane Miller, head up the Harley Drag Racing Association.

The next morning we left his house early, arriving in Myrtle Beach that afternoon. We checked into our room at the Tropical Sand Hotel, then headed out to the track. Ace had to make sure that everything would be ready for the races the next day. The main thing being bales of hay covering the guard rails on both sides of the

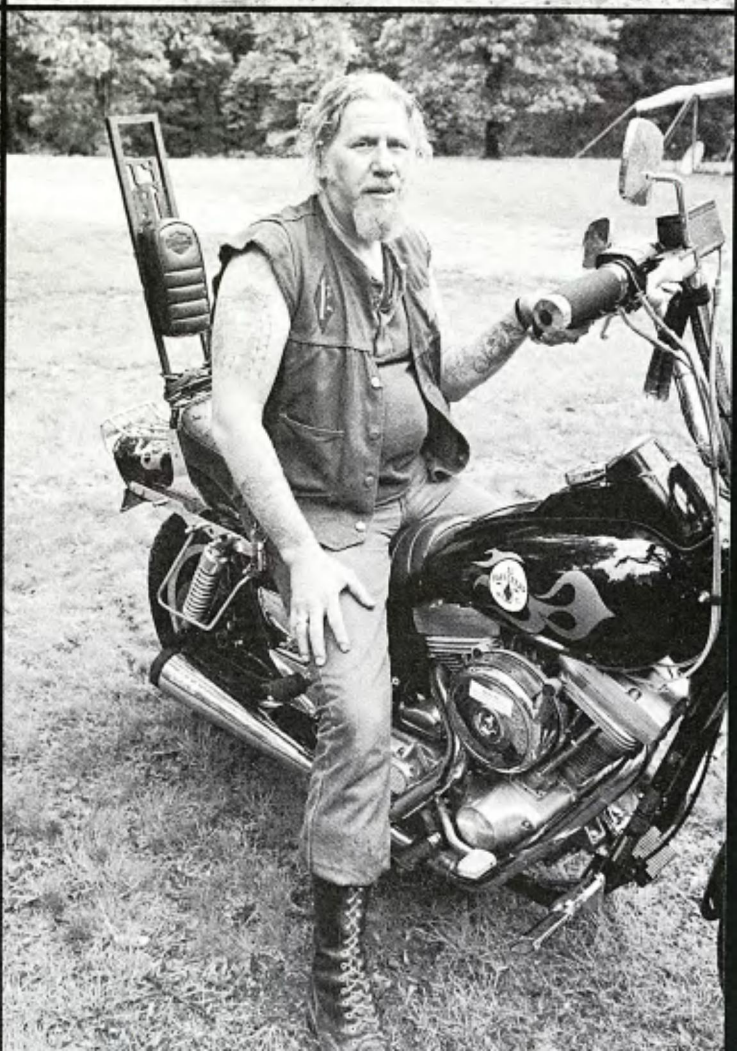
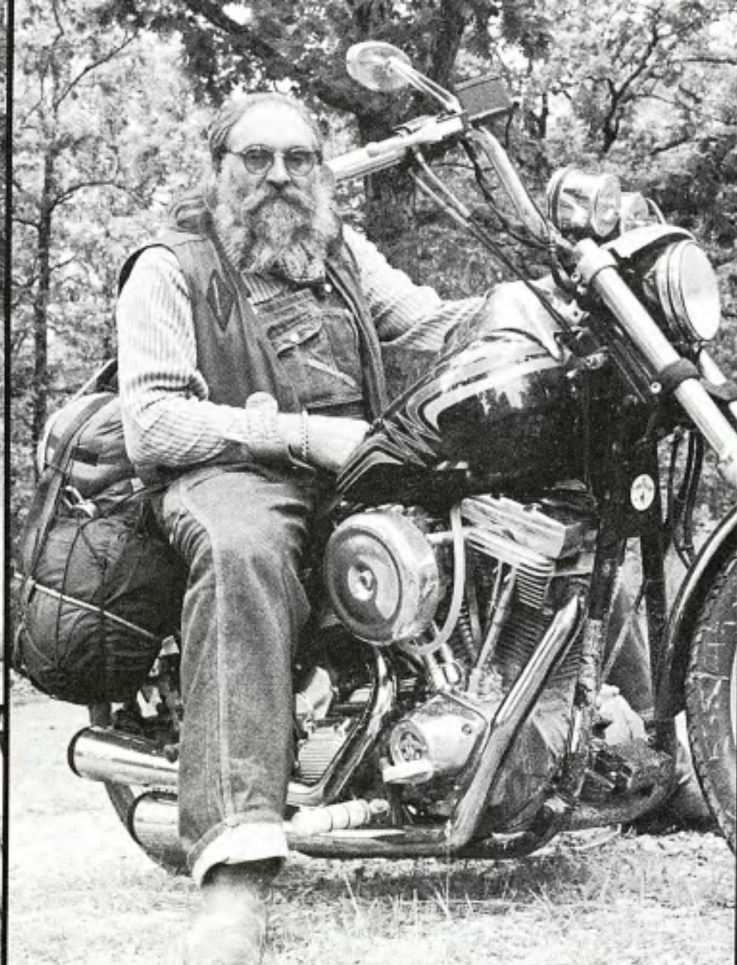


El Forastero brothers.

track. This, of course, is for the safety of the drag racers and fans.

I'm gonna have to stop here 'cause the Myrtle Beach Rally is scheduled for the next issue of *Easyriders*. If not, look for it in *Biker* magazine, another Paisano Publications biker rag.

Sunday, Ace and I rode back up to his house. I did my laundry and rested up, leaving his place Tuesday morning in the rain. While back there, I listen to Rock 92. That evening I stopped a few



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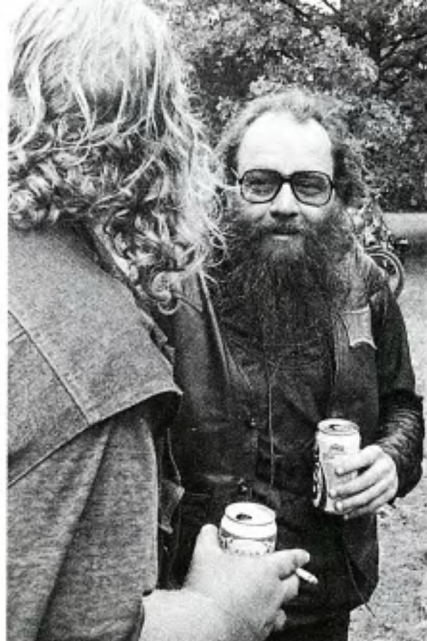
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Old Goose.

miles east of Nashville, Tennessee. I had ridden in the rain all day but it wasn't cold so I really didn't mind it that much. Hey, I couldn't do anything about it anyway so why snivel?

The next day was more of the same, up until I reached Clarksville, Tenn., in midafternoon—then the sun came out for a short while. I didn't take off my rain suit cause I've discovered that when I do, it usually starts raining again. My theory comes from the same school of thought that if you wash your bike, it'll rain shortly after. This curriculum is from the school of hard knocks titled Breaks of the Game 101. You gotta know what I'm talking about. I'm sure you've been there a time or two yourself.

Anyway, I reached Trader Bob's Tattoo Shop in St. Louis late Wednesday. The shop is owned and operated by Honest Mitch, whom I stayed with while in town.

The next morning we packed our scoots and rode to the El Forastero clubhouse. We were supposed to leave on the run around 10 a.m., but really didn't get out of town till noon. That's an old biker trick to get everyone at the designated spot about the same time. We were supposed to be the first ones to get to the run site, which was about 175 miles from St. Louie. The campsite was located in the heartland of Missouri. In other words—in the middle of the state. The El Forastero and the Galloping Goose are brother clubs and are a tight group sharing many activities—such as their annual Run What Ya Brung drags in Kansas City, Mo., twice a year and also the SEMO Run which I covered last year. SEMO stands for Southeast Missouri. It's usually held at Rueslers Gulch near Appleton, Mo., about 100 miles south



And then ...

of St. Louis off of Interstate 55 sometime in mid-May (see *Biker* #93 and *Easyriders* #195).

Getting back to the business at hand, we peeled out of St. Louis around noon. The sun was out, lucky us. We made a couple of stops en route. One was for fuel for the bikes and the other was for beers for us riders. We scoped out Johnny's Bar in St. James, Mo., which had many antique rifles and shotguns hanging on the walls. In fact, there were lots of relics from bygone days for our viewing pleasure. Many of these objects dated back 100 years or so. The owner said that "they are all for sale at the right price." We slammed down a few brewskis, then hit the dusty trail, making camp in late afternoon.



At the gate.



Photo by PPI. Photography by Dan Vagedes.

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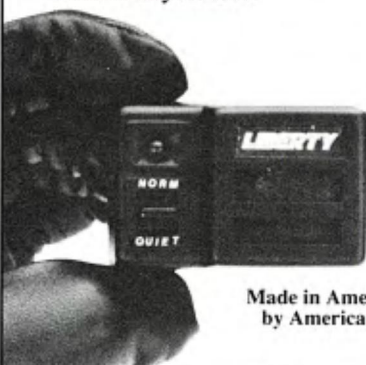
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Getting ready to leave the party.

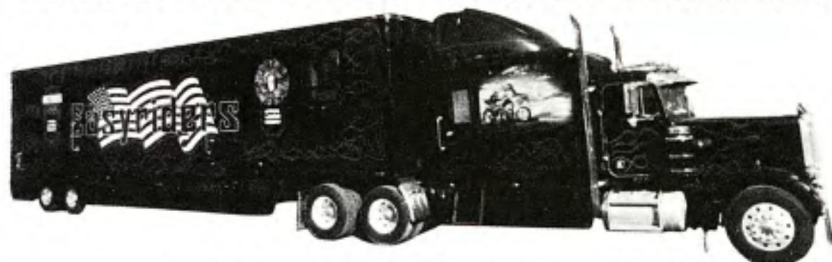
Shortly after getting there, it started raining again. Our campsite got to be a mudhole, moving around was difficult. I had every intention of leaving and going to a function held by the Freedom of Road Riders Association, which was less than 100 miles from where we were at, but after a couple of days partying in one mudhole, I couldn't see trading one for another. Besides, some of those old state roads aren't marked very well and I could see myself spinning around in circles looking for those other places.

I had also received an invitation to go to the Black Creek campground in Shelbina, Mo., which was to have David Allan Coe as the feature headliner. I didn't make that party, either. Whatdafuck, by then I wasn't sure that I'd ever see the sun again. I mean never. So I hung around with the guys and took pictures when the weather cooperated, which wasn't often.

Mitch said to "tell the other groups that I got kidnapped by a band of gypsies and returned by aliens." Hey, I do remember stumbling around in the woods looking for Eddie and the retarded kid. I know this doesn't make any sense to most of you readers but the great spirit was in the woods with me and you had to be there to really appreciate it. It was some pretty good shit, man.

The club party was closed to the public. It was a family affair and I felt privileged to be invited. Thanks a lot guys, but next time let's do it indoors. The food was your basic meat and potatoes diet, simple but good. I mean, how could I bitch about scarfing on T-bones, sirloin steaks, Polish dogs and hamburgers? Oh yeah, the breakfast was also excellent—eggs, bacon, and home fries. Their group has a couple of talented cooks that can whip up some

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Dick Allen's front end.

mighty fine grub in short order.

Like I said this was a closed shindig—members and guests only—so there weren't any field events, titty contest or the likes. They mostly sat around and shot the shit. There was some heavy road tales flying about. One was about a road whore who smashed her cage into a pole several times. I guess to show class? Then she invited a group of Gooses to her house to meet her two young daughters. Nah, you know that couldn't have happened. Heh-heh, I heard that the waterbed was more than adequate, although a bit crowded. Hey, who has more fun than we bikers? No one, that's who.

Well after three days it was time to head home. As far as I know, none of us came down with Lyme disease, from the ticks in the tundra. We had to dodge many snapping turtles that had crawled up on the road, to what they must have thought was relative safety. A few were smashed by cages. I don't really think that I would want to cream one, since I'm not fond of road rash. I just missed one by an RCH.

All in all, I've got to say that after the party I felt a bit brain dead, but I had a large time. There wasn't one lightweight bro there in the whole group, they just made the best of the situation and carried on. It rained—but so what? The brotherhood was there, it was great camaraderie. I'd like to party with these guys any place, any time.

And while I'm on the subject, how about some mail? I know it's summertime and you're busy crowding in as much fun as you can, but if you have a spare moment, drop me a card and let me know what the haps are in your area. Write to: Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

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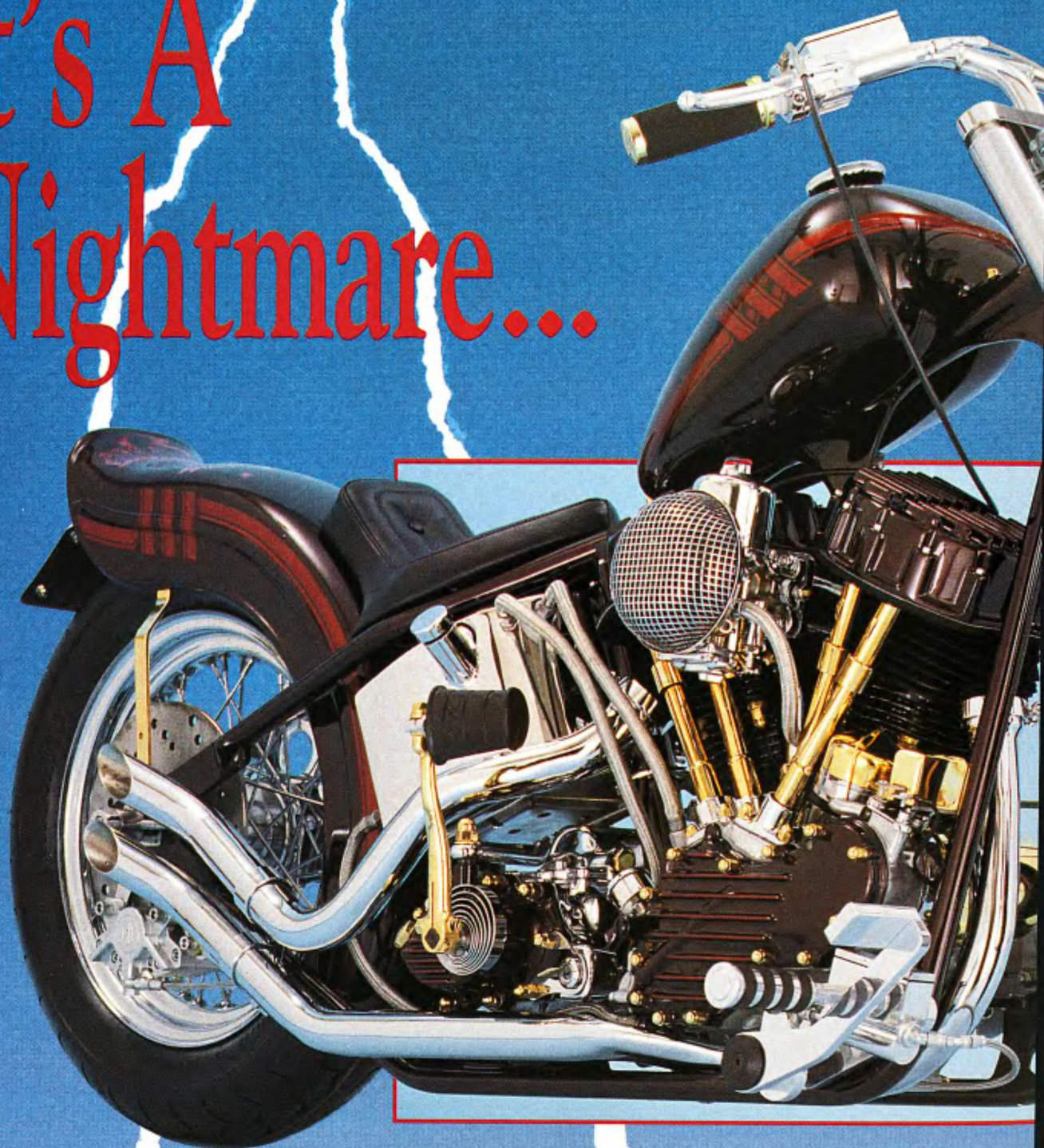
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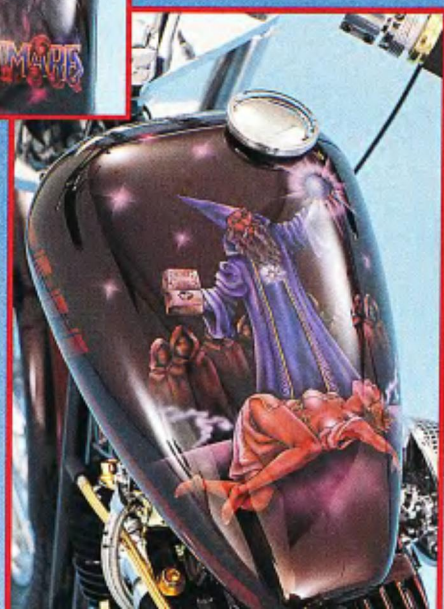
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It's A
Nightmare...



...that
a lot of
us would
like to
have.





You're sitting on the couch in yer living room, a worn-out copy of yer favorite mag in yer hands, staring at the bros, their noses in the wind, having the time of their lives. And you're steaming, 'cause they're out there, and you're in here. You ain't got no ride, no wind on yer hide, and ya think ya lost yer pride. Let's just say, you're on a fuckin' bummer.

And just when you thought it could get no worse, when slicing yer wrists with the ol' Buck knife in the kitchen or putting yer head in the oven seem extremely viable alternatives to your present perspective on life, your ol' lady drives up in front of the house.

You plum forgot you even had one. An ol' lady, that is. You hear the engine of your pickup die, and you hear her sweet voice calling out, "Honey, come out here, please, I need your help." So you amble on over to the door. You open it, and your ol' lady's teeth just about blind you, as she's grinning from ear to ear.

"Whatdafuck?" you think, "She's acting like she just won the lottery." But you know better, 'cause

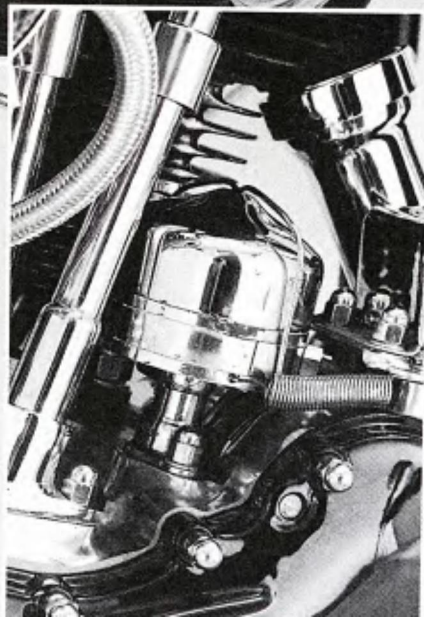
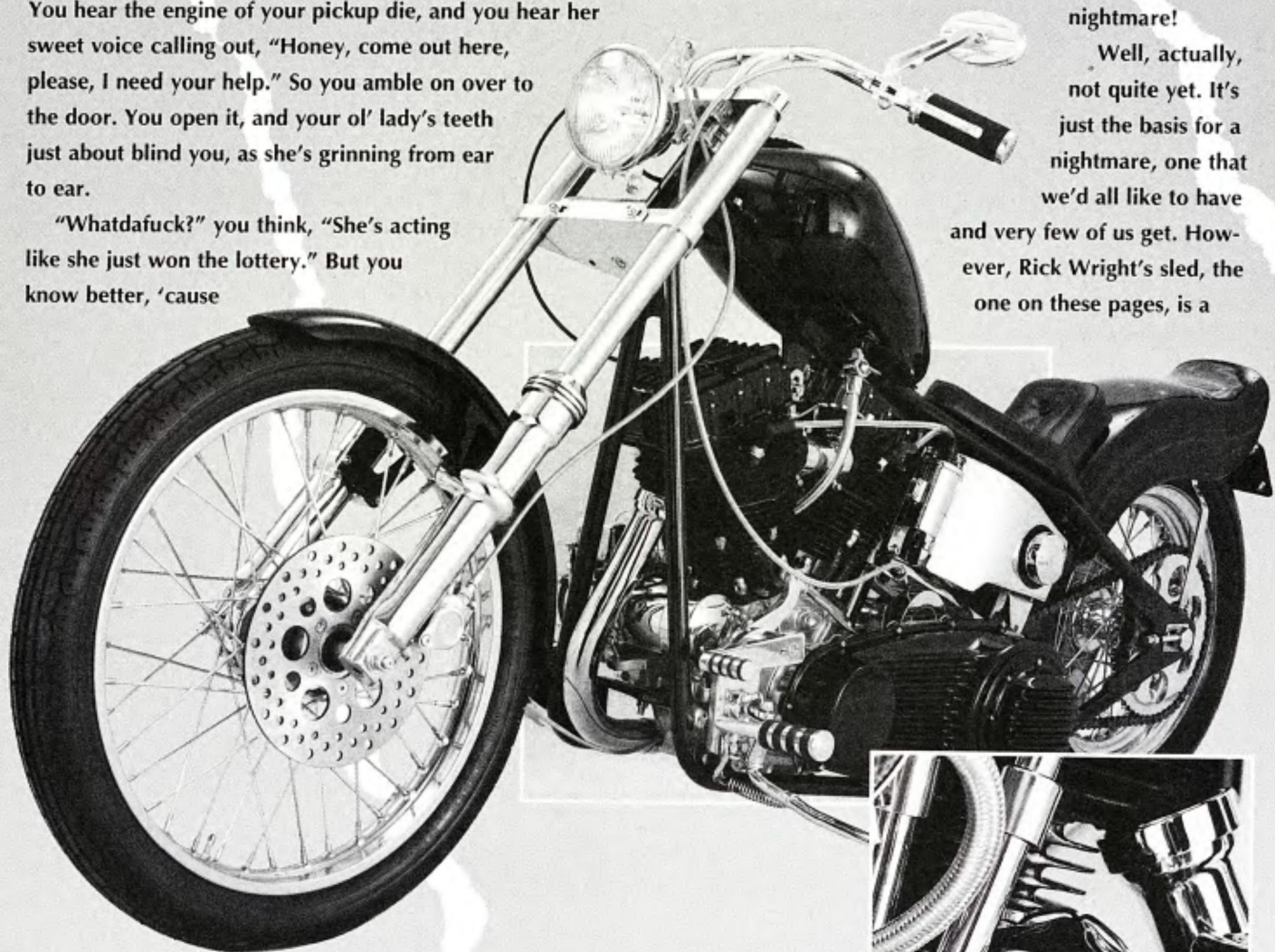
you and her ain't never won a damn thing in your lives. It's all just been hard work, every damn penny you ever earned.

As you approach the truck, you notice something big and bulky under the tarp in the bed. "What's this?" you ask. No answer. She's just busily untying the straps. Just as you're ready to get pissed at her for ignoring you, she pulls the tarp off the truck.

"Holy shit!" you scream. "Holy shit!" You don't know what else to say. "It's for you, honey," she says, still grinning from ear to ear. Up there, on the bed of yer ol', beat-up pickup, sits a fuckin' Harley-Davidson.

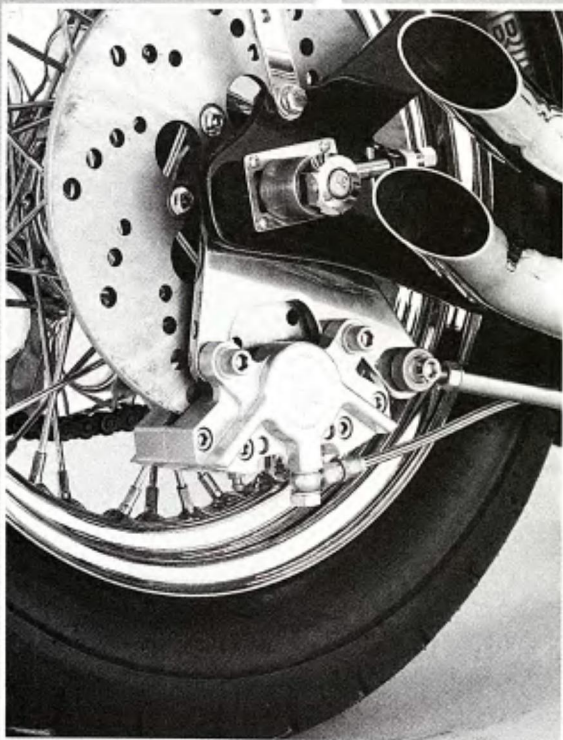
You wake up screaming, bathed in sweat. What a nightmare!

Well, actually, not quite yet. It's just the basis for a nightmare, one that we'd all like to have and very few of us get. However, Rick Wright's sled, the one on these pages, is a





Photos by Mike Lichter



result of just such an event. Maybe not quite as dramatic as the dream above, but anytime an ol' lady of mine would drop such a gift, well, what could be more startling?

Rick's ol' lady, Donna, bought him a '72 Electra Glide. They rode it around the western parts of Virginia for a coupla years, before Rick decided to sell it and use the money for a '49 panhead, which he got from a friend in nearby Kentucky. That's when the real "Nightmare" began.

"I used to get up real early," says a timeless Rick, "like around 2 p.m., and work on the bike until the next morning at 10 a.m., for about six months.

There's a big difference from what the bike used to look like."

But Rick, who calls Coeburn, Virginia, his home burg, has an important ingredient in his recipe for a sharp-looking frying pan: the Wright Brothers in Neon Junction, Kentucky. No, no, they're not *his* brothers, but they're his bros, the kind you wanna have around for a complete rebuild. They did some outrageous work on this sled. Take the engine, for instance. They reworked the heads (notice the finned covers on 'em?), put some .040 over pistons in the cylinders, and in general helped make Rick's "Nightmare" a dream come true.

So now Rick, who owns five more Harleys besides "Nightmare," follows his own dream and does a lot of riding, with Donna right behind him, of course.

Aside from Sturgis and Daytona, they head somewhere into the mountains every weekend. And just to keep it in threes, their five-month-old rug rat comes along, too. "I'm looking hard for a sidehack for the little one," says Rick. But for now, the three of 'em fit on "Nightmare" real nice. It's even kinda snug.

Which goes to show ya: one man's nightmare can be another man's dream.

—Red

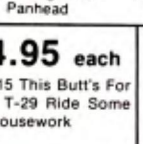
Owners: Rick Wright		City: Coeburn, Virginia	
General		Frame	
Fabrication by: owner/Wright Brothers		Year: who knows	
Year and make: 1949 panhead		Builder: ?	
Model: FL		Type: rigid	
Value: too much		Rake: mild	
Assembly by: owner/Wright Brothers		Stretch: some	
Time: 6 months		Other alterations: none	
Chroming By: Brown's		Accessories	
Engine		Bars: CCI	
Year: 1949		Risers: built in	
Model: FL		Fender(s): Chrome Specialties	
Ignition: stock		Taillight: catseye	
Displacement: 74 cubic inches		Speedo: none	
Lower end: stock		Front pegs: JayBrake	
Balancing: Wright Brothers		Rear pegs: none	
Pistons: 40 over		Electrics: 6-volt	
Cases: stock		Gas tank: Mustang	
Heads: reworked		Oil tank: Chrome Specialties	
Cam: stock		Oil system: stock	
Lifters: solid		Primary cover: finned aluminum	
Carb(s): SU		Seat: Danny Gray/Roger	
Air Cleaner: SU		Sissybar: none	
Pipes: Paughco		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: 1949		Extension: 2 inches over	
Shifting: stock		Builder: owner	
Engine sprocket: stock		Special features: chromed lower legs	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Teresa Crane		Hub: surely	Hub: indeed
Painter: Teresa Crane		Rim width: narrow	Rim width: wide
Color: brandywine over black pearl		Tire: Continental	Tire: Continental
Type: lacquer		Brake: hydraulic	Brake: hydraulic
Special paint: polyurethane clear coat			
Other special modifications: Teresa's art work, painted covers. Special thanks to Greg, Keith, Paul, George, Bo, and Todd. And, of course, my wife Donna.			

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SUPERIOR

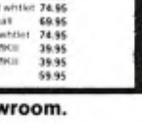
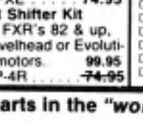
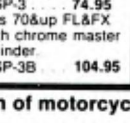
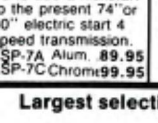
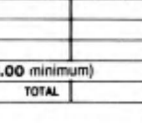
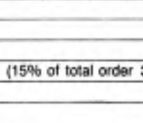
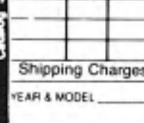
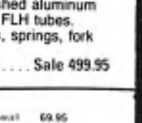
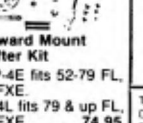
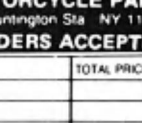
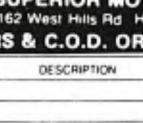
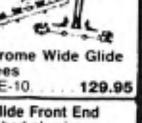
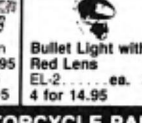
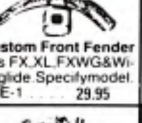
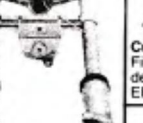
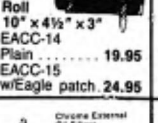
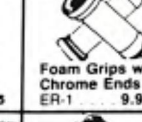
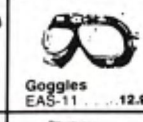
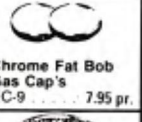
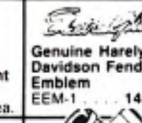
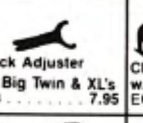
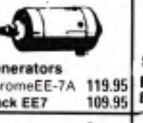
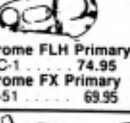
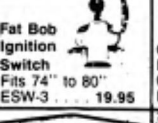
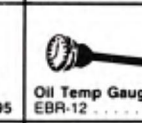
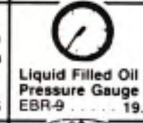
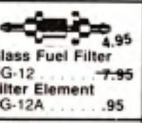
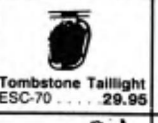
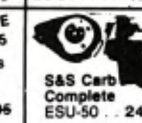
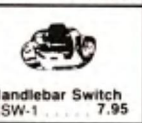
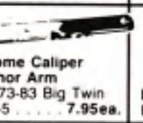
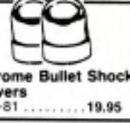
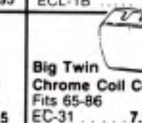
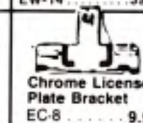
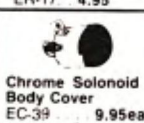
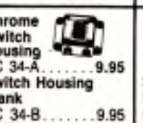
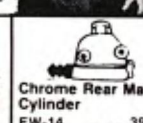
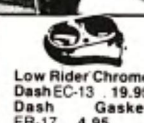
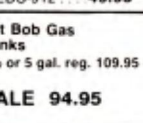
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Reproductions of H-O out-of-print literature from 1905. Send SASE for price list. CLASSIC PRODUCTIONS, Box 42, Delafield, WI 53018.

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

Late model Crossovers for Softails (drags w/ fishtails or header pipes) \$495 and \$535. SASE with phone number. Quality & fit or money back. Crossovers, Box 1083, Glendora, CA 91740.

Life-size skull makes good conversation piece or distinctive candlelight dinner companion. Finished in bone color, made from ceramic bisque. Send check or money order for \$24.99 to: Penny Cantua, 282-A Royalston Rd., Fitzwilliam, NH 03447.

Why do bikers like to go swimming with their boots on? T.D., Box 221, Antioch, CA 94509.

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

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

Need legal help? Paralegals will do writs, research, case preparation, and all matters of civil, criminal, and constitutional law work for a small fee plus supplies. Also versed in Canadian law, two years. United States, 10 years. "Don't be railroaded because of not being able to afford an attorney or ignorance of the law!" Write James Gossard, Box 819, Winnie, TX 77665.

FOR SALE: Easyriders collection, issues #29 to #189, excellent condition; \$600. Call Armando: (305) 929-6354.

Stop Smoking, Lose Weight, Attract Love, subliminal tapes. For other titles send \$1 for catalog (refundable with order) and/or \$11.50 for each tape, P&H included. INFINITE POTENTIALS, Box 532, Orchard Park, NY 14127.

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

KNIGHTS OF THE ROAD MC, Detroit, Mich.: 50-year reunion party, September 15, 1990. Former members wishing to attend, phone (313) 537-5809 or (313) 729-0727 for further information.

Little Lor-Lor: Memorial Day at Grampa's. Nothing new here. Doing the same old thing—win some lose some. Have a happy 29th. Put the things you cannot change behind you. We are happy for you and have put our trust in God. Your brother and sister look out for us. There are prayers being offered for your safety all over the USA. God does the impossible. Draw closer to Him. He understands. Love Mom and Daddo.

ORIGINAL EVEL KNEIPEL items (not reproductions!). Unused SNAKE RIVER CANYON JUMP tickets; \$10.50 includes postage. VERY FEW 1976 Evel Kniepel porcelain pins; \$25. 1976 EVEL KNEIPEL 3-inch buttons; \$5 each. D. Little, 765 Osceola, Denver, CO 80212.

Talented Harley mechanic can find a home in a successful shop in the L.A. area. Don't bother to call unless you've got the know-how and the desire to get the job done right. Micah McCloskey's Custom Cycles, (818) 348-8967.

I'm 43 years old, true to Harleys, and due to parole out of prison. I need a bro or sis to give me a parole address to parole to in the Oklahoma City, Okla., area. Please write Thomas Manos #184340, c/o Clara Waters C.T.C., 9901 N.E. Expressway, Oklahoma City, OK 73131.

PERSONAL PROTECTION ITEMS—Pocket size, ensure your safety. Free catalog. Fisher Company, 5610 Boxborough, Dept. 104, Greensboro, NC 27407.

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

Happy 30th Rich, 10/10/60. That will be the night to remember. Love Carol, Tanya and Drew.

Hygiene: Heard you came home to the sunshine. Too bad you couldn't keep in touch. Happy Birthday, 9/90. Lust you always. Guess Who?

Bobby and Mike: Together again in Harley Heaven. Ride free and hard, guys. Will miss you and think of you always.

PRISON SUBS: Locked-down bros and sisters, subscribe to Easyriders for only \$14 a year (U.S. funds only, please). Mail to: Easyriders, Box 578, Mt Morris, IL 61054. Allow 6-8 weeks for delivery of first issue.

In loving memory of T.J. Sprunk, gone too soon, 4/13/90. We miss you, T.J. Ride free, Phoenix, Ariz.

Michael Bruno: This is your wife! I just want you to know that I will love you forever, no matter what. Please don't give up on me. Stay strong, you'll get out—or at least you'll get off Death Row. You better. If not, I'll see you in Africa, ha-ha. I love you, Michael, I truly do. P.S. Happy Birthday. Jennifer Ann Bruno.

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

VIETNAM T-SHIRTS, patches, pins, stickers, videos, and more. Catalog \$2. SLP, 1105 N. Main St., #2AB, Gainesville, FL 32601.

Have all Easyriders from January 1980 to January 1990 for sale or trade. Larry Samford #498581, Rt. 1, Box 1, Huntsville, TX 77349.

EARRINGS WITH AN ATTITUDE! Fuck off, Oh Shit, or Shit Happens. From a locked-down bro. Please send \$4 for each pair you want to my outside contact. Thanks! Send to R. Stamp, Box 621, Land-O-Lakes, FL 34639. In the wind soon!

Buying and selling new and used biker engineer boots. Highest prices paid for your used engineer boots. Also buying used Snap-On tools. Murray Boots, 324 East Tremaine Dr., Chandler, AZ 85225, (602) 926-3611.

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\$200 reward for Harley-Davidson engine stamps (complete). Send UPS, c.o.d. to: L. Tronier, Box 91, New Prague, MN 56071.

FREE (noncommercial) CLASSIFIED AD PLACEMENT in V-TWIN TRADER magazine. Call or write 249 N. Brand Blvd., #31, Glendale, CA 91203, (818) 247-1381.

DON'T TRASH THOSE OLD WORN-OUT MOTORCYCLE BOOTS! Turn them into cash. Collector of used motorcycle boots wants engineer boots by Chippawa, Harley, Nasty Feet, Red Wing, and Wesco, sizes 10 to 13. ABSOLUTELY ANY CONDITION, deterioration, holes, rips, scuffs. Brands and height determine price. \$30 to \$160. Vintage Clothing, Box 3298, Marion, IN 46953, evenings (317) 438-0453. Old biker jackets and tall lace-up boots wanted also.

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TRIUMPH, NORTON parts catalog, \$1. Xanders' Britbikes, 1280 Stringtown, Grove City, OH 43123-9743, (614) 871-9001.

JOBS. \$100 to \$1,000 daily! OVERSEAS, State-side. FREE list. Zinks 120, Box 13110, Las Vegas, NV 89110.

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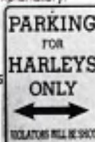
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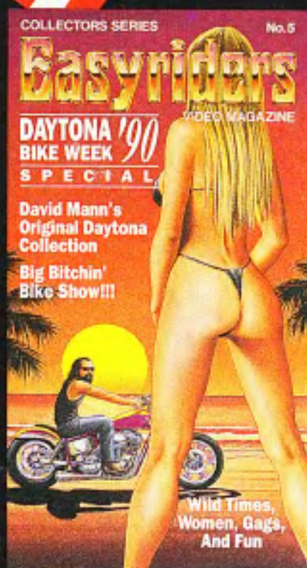
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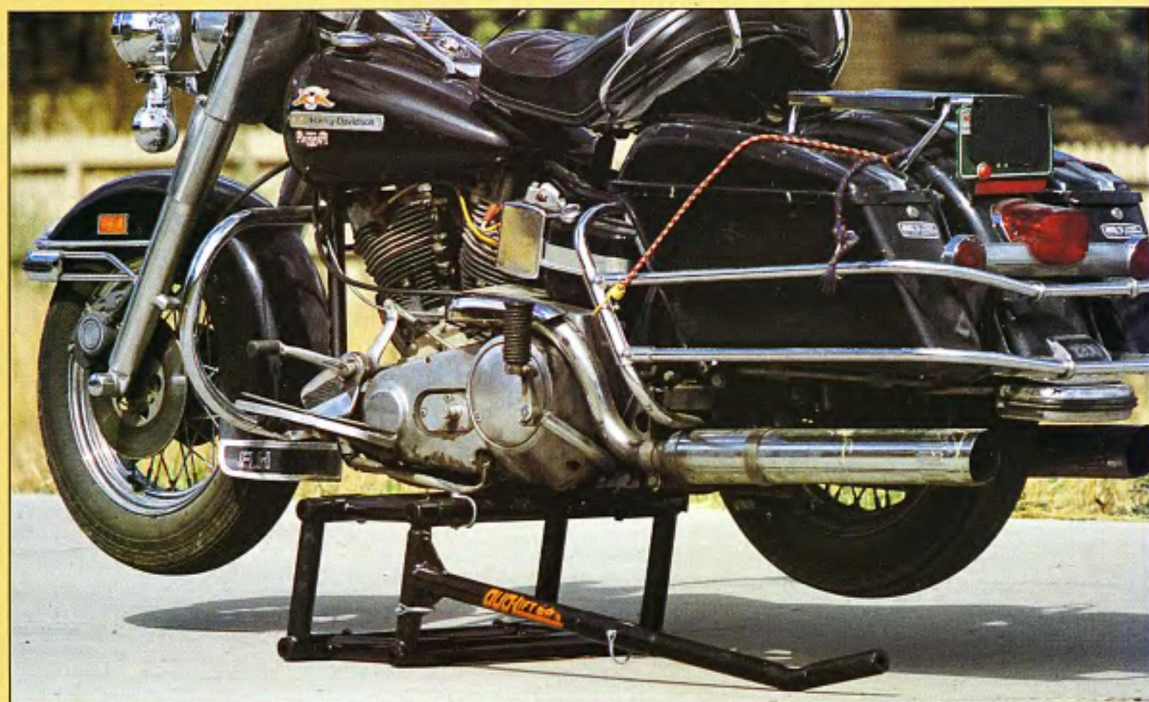
EZ-Lift

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

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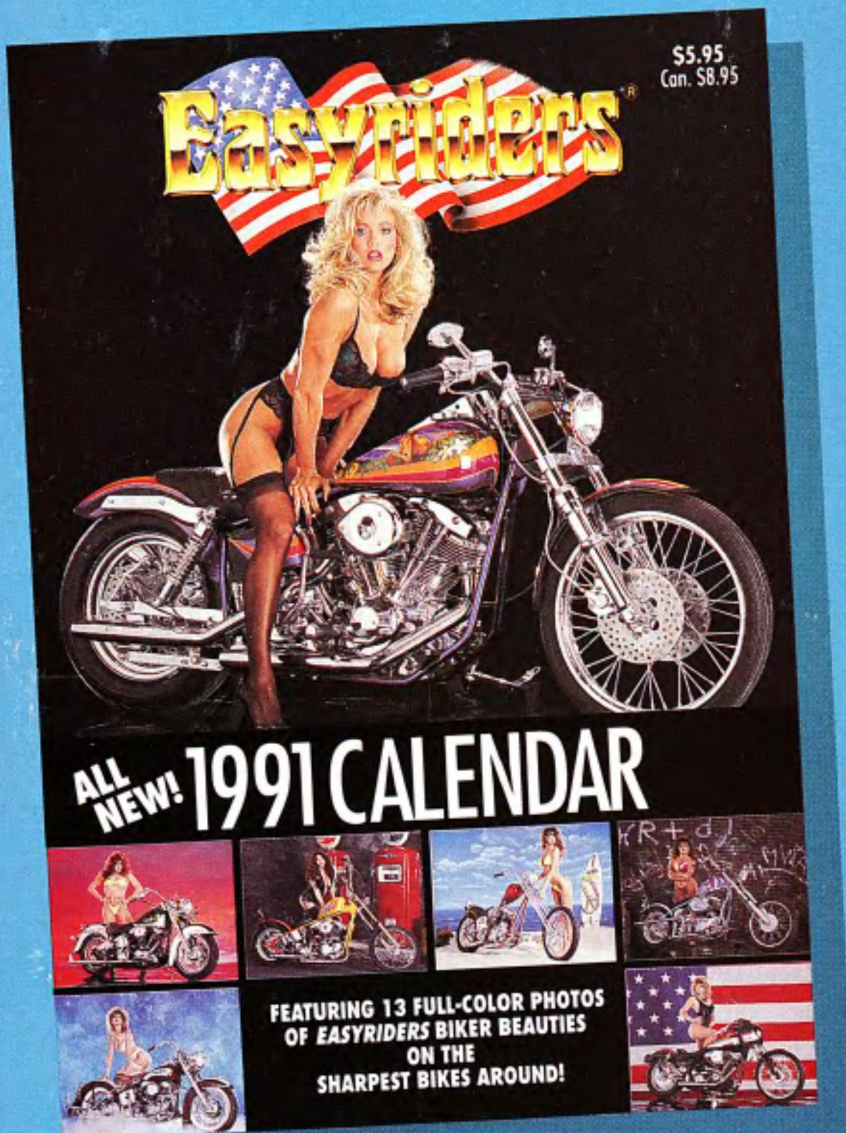
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