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Easyriders®

NUMBER 210

ENTERTAINMENT FOR ADULT BIKERS

DECEMBER 1990

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goes on sale November 28.*



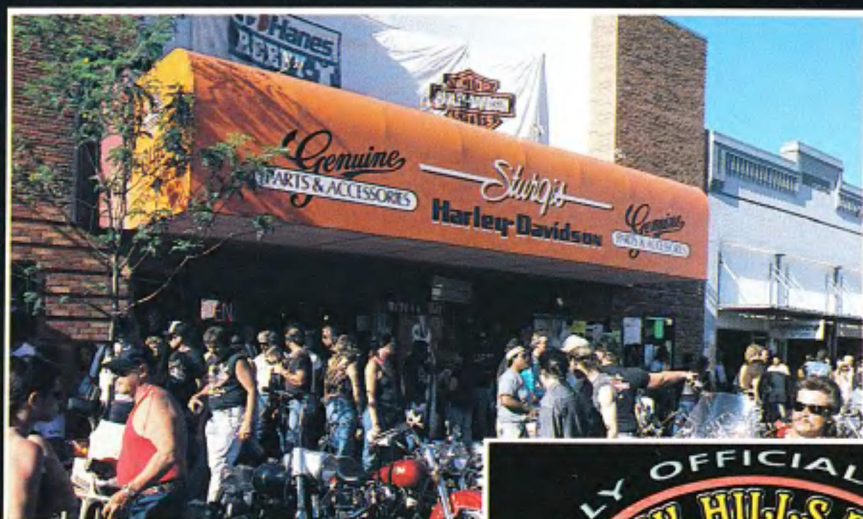
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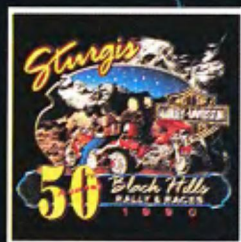
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Cover photo of Natalie on Richard Ramirez's shovelhead by Raiko Hartman. Gatefold
and feature photography of blonde fox Anna
with Louie Falcigno's C&L Hog Shop panhead was by Silvermoon.

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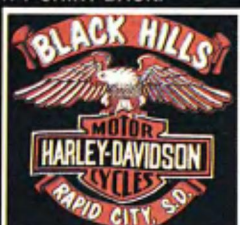


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You know what it's like to get the same old shit every night for dinner. When his ol' lady brought in the grub, he about barfed when he saw it. It was the same old shit and he was tired of it -- so tired that he whipped out his pocketknife and stabbed her in the left tit. So all you women, take heed.

The cops pulled him over. When they got suspicious, they searched his car and found 41 empty crack vials. Then they took him to the station to give him the old strip search and voila! They found 50 vials of crack inside the bra he was wearing. Then when he took his pants off, they found another 75 vials inside the ladies panties he was wearing. The crack is understandable, but the bra? And panties?

She refused to go to the movies so he had to do what he had to do. He dropped some LSD in her mouth, taped it shut, taped her eyes shut, cuffed her hands behind her back, cut off all her clothing, and raped and sodomized her for over 10 hours. She didn't remember anything but babbling brooks and roller coasters and couldn't explain her swollen and throbbing pussy the next morning. The fun and games cost him three years in jail.

Okay, you guys, here's a new breakthrough. They now have musical condoms that are timed to go off when you reach your peak. The computer chip is in the rim of the condom and will play for 30 seconds each time. The manufacturer says that music should make a guy get up and go -- like when you hear the Marine band play the '1812 Overture' with all the fireworks and exploding cannons.

A whorehouse in China was busted into by the police. They caught 14 guys humping and bumping away. They even saw a sign on the wall saying 'Kisses For \$21.' (No mention of where the kisses would be.) But the penalty for having fun and games in China is death -- enough to make any crank wilt.

My secretary is very forgetful. Shit, I remember the time she tied a piece of string around her finger to remind herself to do something. Later in the day she looked at her finger and wondered why in hell the string was on it. Now here's another forgetful broad. She stacked all their belongings inside and on top of their car, then drove 3 miles away to their new home. As she was unloading the car, she discovered something missing. What was it? Her douche bag? Her falsies? What? It was her four-year-old son who they found back at the old house, sitting on the floor crying. Needless to say, he copped an attitude toward women.

Here's the dipshit of the month. This guy broke into a house, went to the refrigerator, made himself a sandwich, fed the dog some

scraps, went into the living room, and nodded off to sleep. But he didn't know that the house belonged to a policeman who was asleep in the bedroom. When the cop woke up, he found the guy on his couch and creased his skull to enable him to sleep a little longer.

I find this hard to believe and sure would like to meet this broad. Just think of the advantages of meeting a woman like this. You could go in the back door if she'd been drinking beer or eating garlic. What's the story? She has four tits -- two in the front and two on her back. She lends out her tits to feed children and doesn't let dirty old men use them. Shit! What a killjoy!

Here's another woman with problems. She had silicone implants in her tits and buttocks. Then she walked past a German Air Force base, and the low-flying jets created a suction that caused her tits and ass to explode. So now she's suing the Air Force for damages.

Two police officers were ordered to search for three of their fellow officers who had been lost at sea. So they put on their wet suits and took along their spear guns. But they got waylaid and decided to do some spearfishing before getting down to the job at hand. The police department felt they may have found some of the remains in a shark that had been gutted (they found a tennis shoe with part of a leg sticking out of it) a month later. Needless to say, the spearfishers were fired.

It sounded like a good idea. The owner of a nursing home wanted to surprise the elderly gentlemen. So he brought in a stripper to perform for them. As soon as she took off her bra and exposed her tits, one of the old guys keeled over dead on the floor. While trying to revive him, two other patients keeled over from heart attacks. Seeing real tits was just too much for the old geezers. Their hearts simply couldn't take it.

TAKING IT EASY

By Spider



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Another "Cool Cat" Kite

☐ I've just finished reading the array of acerbic banter directed toward me and, needless to say, I am not very impressed. What more could a normal person expect from a bunch of longhaired, smelly, tattooed dipsomaniacs? I'll never be able to understand how someone can afford a \$10,000 motorcycle on one hand, and yet not be able to muster the necessary funds for a desperately needed haircut and shave on the other.

You may like to know that I am in the process of writing letters to the EPA and other environmental organizations about Harley-Davidson motorcycles. It seems to me that their persistent oil leaking constitutes an environmental hazard and as such they should either be banned outright from the road or they should undergo some form of modification. One such remedy might be to affix with bailing wire an ordinary oil drain pan under the frame of the motorcycle so that the oil may drip into the pan as the motorcycle goes down the road.

If H-D updated its technology to the current high-quality Japanese standards, they would not be beset with these problems.

Jim "Cool Cat" Capstan
Sparta, N.J.

Looking For Book

☐ I'm hunting for the address where I can order a book by David Allan Coe—Doin' Time On The Inside and The Outside (or something like that). Someone help me out or you'll leave me no choice but to scale this 35-foot wall, shoot your ol' ladies, and steal all your lawn furniture.

T. Gibbons #874131
Box 30
Pendleton, IN 46064

Foxes and Hounds

☐ We've heard of a bike game called "Foxes and Hounds" and wondered if any of the older bikers out West or the Midwest have heard of it. We'd like to have the game for our parties after we have our state meetings.

Concerned Bikers
Association/ABATE
Box 572
Wilmington, NC 28402

Prime Example

☐ You guys are a prime example of the "Bumblebee Theory." According to some aviation experts, it's impossible for the bumblebee to fly, since he weighs far too much for the area of his wing to lift. But no one ever told this to the bee so he goes and flies anyway.

Now all of the so-called experts have been telling us for years that a Harley-Davidson can't match a high-technology Japanese motorcycle when it comes to going fast, let alone the world's Land Speed Record. But I guess no one ever told

you guys. Gee, the experts will be hurt.

This just goes to prove what good old American cubic inches and men who are not afraid to follow their dreams can do. Thanks, guys, from all of us who knew you would do it. You made me proud to be an American.

Mike Wayne Hedglin
Boelus, Neb.

Pissed Off

☐ I'm a faithful subscriber and love David Mann art. I collect all his drawings and hang them in my bedroom. But I also love the gatefolds of the fine bikes and ladies and like to hang them on my walls, too.

When I got my June '90 issue, I was pissed because the Mann centerspread and the feature bike gatefold were on the same page! And my September '90 issue is the same. How can I hang both posters? With a mirror?

Joe B.
Pascagoula, Miss.

Delightful Dee

☐ What a fox! Dee in the September '90 issue is indeed delightful. The only problem is that some ignorant fool put the David Mann artwork on the other side of her foldout. I'm having a hard time trying to decide which side to hang on the wall. I love David Mann's artwork, but Dee gives me a rock-hard boner more than he ever will! So I guess Dee wins (sorry, Dave).

Dee is such a fox. I'd love to give her a ride on my bike, or better yet, a ride on my mustache! By the way, is it fate or just luck that her feature starts on page 69? Way to work, guys.

Mad Okie
Cocoa Beach, Fla.

Wants Events Info

☐ Being a soldier for Uncle Sam's Army, I get to travel a lot. My latest travels have brought me to Holland.

I'd like some information on biking events in Europe, and I'd like to meet some good people to party with. Being new in the area, I don't see too many H-D riders.

Any information or addresses would be greatly appreciated.

Carl "Doc" Schroeder
6th General Dispensary
APO NY 09011

Solari

☐ In regard to J.J. Solari's article in the September '90 issue, I can't believe you guys would publish such a thing at a time when our rights are so endangered. Although I know the article was supposed to be off-the-wall, as most of Solari's articles are, there was no humor in it whatsoever. But what's worse is the fact that someone might actually write his/her senator or representative

and use blasphemy, profanity, and actually call him a clown. If such a letter were received by a legislator who was just beginning to open the door and listen to the rights groups, it will be slammed in their faces.

The point he did make is that you don't have to write a novel when you write your legislator. Simply write: Dear Sen. (Rep.): _____ Please vote NO (or YES, depending on the bill) to number _____. Add the fact that you are a registered voter and sign it. If you really want to get his attention, you might say, "This issue is so important to me that I went out and registered to vote."

Please don't swear or belittle a man who will make you wear a helmet if insulted.

Dennis C. Beye, Chairman
MMA of Arizona
Casa Grande, Ariz.

□ Once again, you have done a great disservice to motorcyclists and quite possibly killed any hope of ever getting rid of helmet laws or keeping out a national one. I'm referring to the article by your mentally disabled contributor J.J. Solari. Letters written in the manner he suggests will only serve to make congressmen angry.

D. Robert Welsch
Mills, Wyo.

□ J.J. Solari is a genius.

Miky Booth
Stroudsburg, Pa.

□ I loved J.J. Solari's comments on congressmen.

Peter Allen
Chandler, Okla.

Help!

□ Where in hell can I find a primary belt kit for a 45-cubic-inch Harley flathead?

Mitch Ryder
611 E. Franklin
Paxton, IL 60957

Sees The Light

□ After several years of riding ricegrinders, a good-hearted bro decided to show me the error of my ways and gave me a '68 Triumph 650 Bonneville. Needless to say, I've now unloaded all my Jap junk on another poor soul (for which I feel a little guilty), and I'm trying to put this thumper together.

If anyone can give me info on where to start (engine info, frame and fork alterations, paint, etc.), it would do me a world of good.

I've been reading your mag for only a few months now, but it's already brought about a new attitude for me. Y'all keep it up!

Jerry Jamison
233 Lakeland Lane
Old Hickory, TN 37138

Help!

□ I'm in need of a little help. I'm tryin' to get another scooter up but have run into a problem with the frame. It's supposed to be a '47 knuckle, but I'm not sure if that's a fact. The markings on the frame are above the front tranny mounts. They are a 7 or a 1 with a 4 in front of whichever number it is—also has an XE524 below. The engine mount (front) has the same DIF symbol as does the tranny mount though followed by a 6.

I need a little help identifying the frame. Is it stock or an aftermarket frame? Also, which engine(s) can accommodate this frame?

Scott Holman
Belfair, Wash.

Gang Related

□ Here at F.C.I. Butner, the inmates can wear their own clothes so my daughter sent me two Harley-Davidson T-shirts for Father's Day. After being approved, they were confiscated, the reason being that they were deemed "gang related" by the warden. The warden had a meeting and told the staff to take all H-D shirts, as they were "gang related" and not appropriate for the people who came through on tours of the institution to see.

My blood is Harley 70-weight oil, and it tears my heart out not to be able to wear my H-D apparel—an American legend and tradition.

Worm
Kinston, N.C.

A Reply

□ In reply to "Needs Help" from K. Burns in the July '90 issue, up to 1970 the H-D factory engines had the type and year codes. In 1965 the 1200s got another letter "B" for electric start, plus you had a choice of foot or hand shift. The names for the different 1200s were FLHFB, FLHB, FLFB, and FLB. The second "F" stands for foot shift, "H" stands for higher compression, and "B" stands for bigger battery (electric start).

Breadman
Millcreek, Wash.

Another Pegleg Pirate

□ I read your article in the June '89 issue on pegleg pirates and have one more to add to your collection.

My husband (at 41 years of age) lost his left leg below the knee in August of '84. He was going around a curve on a wet bridge and lost control of his '82 FXRS when the back tire slid on the metal expansion joint, hitting and trapping his left ankle between the bike and a cement retainer wall. Needless to say, he was out of commission for about a year.

After recovery and repairs, he had to figure out how he could ride again—the same as before, as though nothing had happened. He finally came up with the idea of a stirrup added to his

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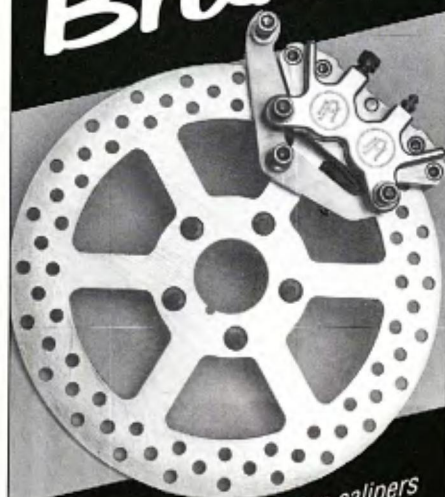
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boot, and it works great! The stirrup helps by allowing him to hook it under the shifter and lifting it up—and he just steps on the shifter to shift down as normal.

He's just as active as before, a minor inconvenience according to him. I don't know of any other man who continues to squat 315 lbs. at the gym, basically on 1 1/2 legs. Determination to continue his life as before, not to feel self-pity, and to get back on his iron horse is a bro we can all respect.

Northwest Pirate
Spokane, Wash.

Help For Spanish Biker

☐ I'm looking for a manual or any information on parts and accessories for a Triumph Bonneville Special (T140).

Luis M. Toledo Martin
Pio XII N.71 1 Izqda.
35006 - Las Palmas G.C
Spain

Ripped Off

☐ Help! Some scumbag has ripped off my David Allan Coe tapes. Can anyone out there help me find replacements? ASAP!

John R. Cline #71101
Arizona State
Prison-Florence
Box B-71101
Florence, AZ 85232

Wants To Vote

☐ I've got a beef with you guys. Since I'm locked down, I don't have access to a regular telephone to call in my vote for the monthly Fox Hunt. I think you should have an address for us locked down to write to so we can send in our votes.

John Wise
Camp Hill, Pa.

■ Read the contest directions. It says to send in your votes on the back of a sealed envelope to this address, c/o Fox Hunt.

ABATE Letter

☐ We received the following letter from Deacon Dave Phillips, one of the founders of ABATE of California, who recently moved from California to Florida.

"Since leaving California and reflecting on the current situation here in Florida, I want to let you know what a wonderful job you are doing out there in California.

Recently the ABATE of Florida people were defeated in their bid to have the helmet law repealed—a difficult thing to do. As you all know, once a law is put into effect, it takes superhuman effort to have it repealed. Lawmakers do not like to be labeled as being against safety, and no matter what is said, no matter what statistics are quoted, no matter what their constituents feel, this fear of the pointing finger is there. Plus, when the attitude on the street is 'It's already been a law for a long time so there's nothing I can do about it,' the challenge is even greater. The number of riders in Key Largo is small except for those who gather at the local pubs on the weekends. As of yet, I haven't been able to reach the leaders of ABATE of Florida (since there is no local meeting here) and have found no flyers or info posted to attend any functions.

I certainly am getting antsy to get involved, but it's difficult. Anyway, the point I'm trying to make is this: ABATE of California is considered the leader in the country, and without reservation

I say, your responsibility to California is only a portion of what is across the country. Keep up the pressure, get those flyers out, put up posters, get the new members, support ABATE in all its functions, write your legislators. You are members of the leader of the fight for the personal freedom of bikers all over the world!"

ABATE of California
Local 1
North Hollywood, Calif.

Needs Advice

☐ I've got my eye on an '82 Fat Boy, V-twin shovel with the wide glide package on her. She's beautiful with lots of chrome—nothing wrong. I need some advice:

1. Since this is the first bike I've ever ridden and I'm in love with her, is she a good bike to start out on or should I start smaller?

2. I live in the Upstate New York area. Is there a school where I can learn to ride and not spend a fortune?

Glen Potter
Box 228
Perry, NY 14530

■ Regarding a Rider's Education course in your area write to:

ABATE of New York
Oswego County Chapter
Box 5144
Oswego, NY 13126

And about that 1982 Fat Boy—I think ya mean a fatboy 'cause H-D didn't come out with the Fat Boy till last year. Unless it's an early demo model.

Not So

☐ I got a chuckle reading in your rag that all pizza delivery drivers ride crotch rockets. I'm here to tell ya that this is one "pizza delivery boy" who wouldn't be caught dead riding a six-pack on two wheels. I've worked this job since the ol' lady told me that I'd have to pay cash for the bike.

The best customers I deliver to are bikers. They always tip and are patient when the drivers start running behind. I guess they realize how hard it is to make a buck today. Without tips this job wouldn't be worth running my wheels and burning my gas. When I see a Harley-Davidson in the driveway, I know the run is going to be worth my efforts.

Mike Gary
Ft. Collins, Colo.

What's The Big Idea

☐ There was an ad in the "Choppershopper" section of the September '90 issue that talked about "scooter mates," and then in small type it said "Sorry no inmates." All my bros have done time and met their ol' ladies through "Choppershopper." What the fuck is the world coming to? Just because we fucked up doesn't mean we're all fucking bad. Give us a break!

Magilla Gorilla
Draper, Utah

VNV MC

☐ I'm glad to see someone else had balls enough to write a letter concerning the VNV MC.

As you well know, the VNV MC started about 10 years ago and had some growing and internal problems like any new club.

A few of the by-laws stated you could have any kind of scooter as long as it was 650cc or bigger. You also had to have been an in country vet to hold office. You were also to obey all laws of

the United States. The club was to bring the incountry brothers and their families together.

The idea was there. So far they've been running dope, a few recently just got caught running silencers, and one club supports fags. There are also two chapters telling everyone they're 1%.

I know quite a few real in country vets to whom Stars and Hearts were awarded, and they're being told they have to probate—and that's being done by someone who was never in Vietnam! The original charter stated, "You probated in Vietnam, you paid your dues."

Come on, you real Vietnam vets, wake up! Clean house or start a club for real vets.

Here's a question for the Vermont members: What American unit used riceburners in Vietnam (not Harleys, riceburners)?

Blue
Jacksonville, Fla.

Sturgis

☐ We just got back from Sturgis. One word sums it up—fanfuckintastic! So many beautiful women and beautiful bikes.

If someone found my flash for my camera at Buffalo Chip, please send it back for a reward.

Dick Roffino
Rt. 1 Box 220-D
Rockwall, TX 75087

☐ My husband and I bought advance reservations at the Buffalo Chip Campground this year and were very, very disappointed. Lousy out-houses, no running water, no privacy in the showers. The water in the showers ran everywhere—a breeding ground for infectious diseases. You could tell *Easyriders* cared about the bikers' wallets and not the bikers. I will not be back at this campground and a lot of other people feel the same way.

JoAnne Ruff
Jackson, Miss.

☒ *Easyriders* is not the promoter of the Buffalo Chip Campgrounds. The facilities you mention are handled by Buffalo Chip, Inc. Hopefully, it will be better next year.

☐ I just rolled in from Sturgis and like any good biker would do, I rode there and rode home.

Some people with drag bikes or show machines may have needed to trailer their bikes. Others may have serious health problems and need assistance. But in any case, a true biker, one who loves to feel the wind in his face and lives for the whole aspect of being on the road, would not even consider the humiliation and embarrassment of being such a worthless pussy as to trailer his scooter to a run!!

If you're too much of a fucking pussy to ride to a run, stay home and take a fucking douche! The only time these worthless fucks ever have their bikes on a trailer is to go on a run! What a joke. Join a car club or better yet, join the fucking circus. They have all the conveniences!

Scot McHaney
Vancouver, Wash.

☐ I just finished watching that bullshit show "A Current Affair." They sure to know how to mislead people. Here are a couple of excerpts:

"It was like something out of a Hollywood movie" (stated Maury Povich).

"Like something akin to *Easy Rider* or *The Wild One*. The sleepy little unsuspecting town of Sturgis, South Dakota (although later in the ar-

ticle they mentioned that the unsuspecting town had condoned the event for 50 years), awoke to a nightmare. Only this time it was real, and after the gang of 300,000 marauding chopper-maniacs pulled out, 11 people were dead and dozens were injured. But are the townspeople glad to see them leave? No, they're inviting them back for next year!"

Then they go on to interview the poor, terrorized townsfolk who, in my opinion, didn't seem very troubled by the whole thing. One woman who was interviewed even said that we were the "nicest people I ever knew."

As for contradicting themselves, they even mentioned that our "marauding band" inadvertently left a \$1 million shot-in-the-arm to Sturgis' economy. I'm sure that really scared the hell out of some of those poor, terrified people.

So thanks a lot, Maury, and I sure hope your studio gets invaded by millions of marauding letters of anger.

Tony (Bones) Kulmen
Myrtle Beach, S.C.

Not A Biker

☐ I am not a biker. I shave every day, keep my hair cut short, shower every day after work, and generally keep to myself. Not to say that bikers don't. I've seen bikers (from a distance) and have met one or two up close who look like those pictured in your magazine. I suspect from their appearances their preferred pastime is guzzling beer with one hand while slapping the shit outta grizzly bears with the other.

I see bikers as half-breed cowboys. They have jobs, pay taxes, take better care of their bikes than most people do their cars, send their kids to school, and are happy when some fucking idiot is not fucking with them—free spirits who simply want to be free of artificial, unnatural, and unnecessary restrictions in life.

After all, that is what I want for myself. Maybe we're not so different after all. I just don't want to own a Harley.

Leon Turner
Phoenix, Ariz.

A Reason

☐ After 10 years of picking up this mag, I finally found a reason to write you.

George Gomez's ride pictured in the August '90 issue is what I've been waiting to see. Seems there is someone out there who thinks like I do.

Jeff Johnston
Hartselle, Ala.

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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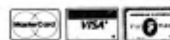
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When we last checked in on Richard Ramirez he was smokin' San Jose's asphalt, in memory of a late brother, on a Sportster called Arbitrator. Rick's still got the Sporty—it looks as tough as ever, along with a new Heritage—but a lot of water has gone under the bridge since those early-'80s Ayatolla days.

Richard's had to withstand bein' the butt of every snide Nightstalker joke and comment since the capture and conviction of California's notoriously bloodthirsty, devil-worshippin' murderer.

'Course Rick couldn't give a shit, and in fact would gladly trade it all in for the return to life of a sweet Southern Belle that graced the cover with him back in April of 1982 (#106). A soft spot develops in the heart of this hardened scooter tramp for our dearly departed, much-loved and missed secretary, Shirley "Southern Mouse" Yarber.

Shirley, Sly, or Shrimp, as Billy Tinney tagged the Bristol, Tenn., native long ago, was known around the halls of this office and the biker bars of America, as a gal with a lot of heart. She enjoyed people and felt everyone deserved a party. In the finest of Southern traditions, the little lady had a way and a want for making people feel comfortable.

In '82, when Richard arrived for his photo shoot, Sly, along with us staff monsters, made him feel welcome, and while Rick never forgot her hospitality, he had deep-fried the experience. That is, until he recently asked about her and I had to explain how Sly's now poppin' the cork on some rosé and firin' up the blender at the Big Biker Bar in the sky.

One thing that hasn't changed in eight years is the complete and stylish way Richard puts Harleys together. His '78 shovel exhibits a lotta class, displayin' the owner's personality and bike-buildin' sensibilities.

One of the more sensible things Richard did was get with Ken Puccio and his son, Kerry, of Puccio Welding in San Jose, Calif., for high-quality reinforcement of the frame neck, and all sorts of metal fabrications. Puccio is kind of a local legend

NOW HE KNOWS—

Photos by Railko Hartman





With The Right People, It Can Be Done

Yeah, you're right,
she's on the cover of
our new calendar.

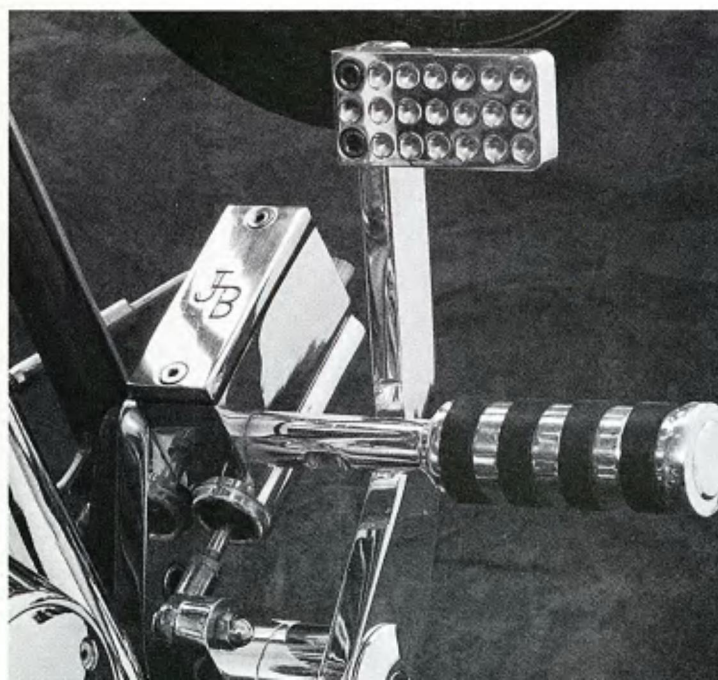


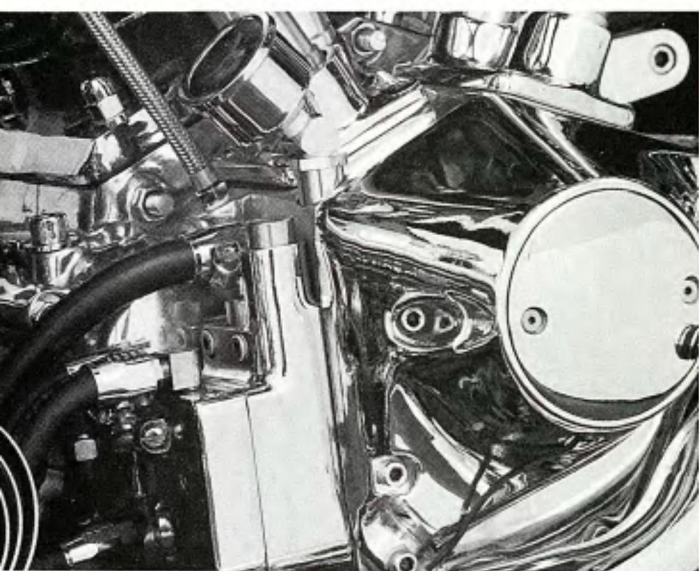
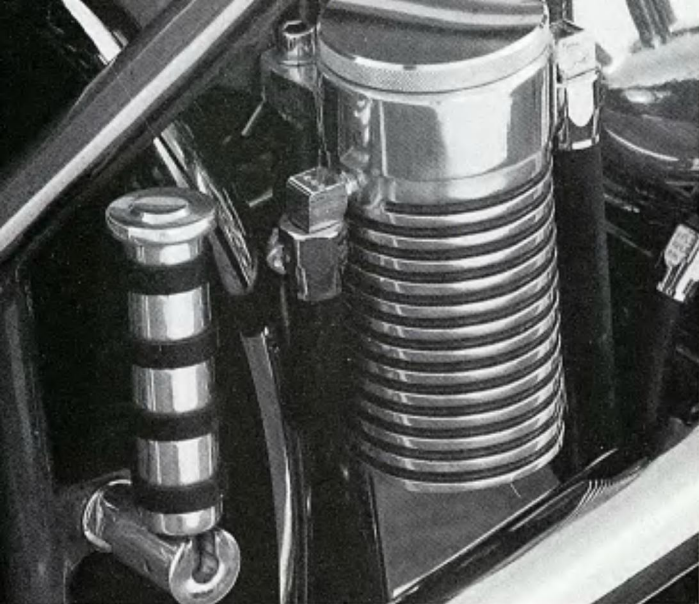


in the computer chip capital of Silicone Valley, he gets right into the work with his hands, and doesn't blindsides ya with a bill that'll induce angina later.

"Believe it or not, this was gonna be a beater, a rider I could tear around town on, and not care about the looks too much," said Richard. "I bought it as a basket from two people who didn't take too good of care of it. It was just a frame, motor, and trans. As I got going on it I saw some gussetting and reinforcing stuff I wanted Ken to do, but when he got to it it just kinda exploded behind his ideas."

No shit, Sherlock. Next thing ya know, it's a few years later, and the beater had become the bike show bitch, and a Heritage was picked up for that casual, long-mile motorin' we all love. Don't get the idea that Rick just dumped his baby in a shop and waited for completion, that ain't his style. He kept cookin' an' innovatin' on the original plan. The fiery Indian red paint by James Flomp





Owner(s): Richard Ramirez		City: San Jose, California	
General		Frame	
Fabrication by: owner, Puccio Welding		Year: 1996	
Year and make: 1978 H-D		Builder: Ken Puccio	
Model: Eliminator		Type: rigid	
Value: \$\$\$\$		Rake: 1/2-inch	
Assembly by: owner, Kerry Puccio		Stretch: a little	
Time: too long		Other alterations: reinforced	
Chroming by: Bay Area Custom Cycles		Accessories	
Engine		Bars: California—BACC	
Year: 1978		Risers: none	
Model: shovelhead		Fender(s): Puccio	
Rebuilder: Bob Gomes—BACC		Headlight: H-D	
Ignition: Accell		Taillight: tombstone	
Displacement: 86 cubic inches		Speedo: nah	
Lower end: S&S stroker		Front pegs: JayBrake	
Balancing: BACC		Rear pegs: JayBrake	
Pistons: S&S		Electrics: Mr. T	
Cases: polished		Gas tank: Sportster	
Heads: ported and polished		Oil tank: Ken Puccio	
Cam: Andrews "A" grind		Oil system: stock	
Lifters: Sifton solids		Primary cover: open belt	
Carb(s): S&S B series		Seat: Puccio—Howard the Duck	
Air cleaner: S&S		Sissybar: Puccio	
Pipes: Dean-Pipeline		Height: 7 inches	
Muffler(s): yeah, right		Material: rolled steel	
Transmission		Forks	
Modifications: Andrews gears		Type: narrow	
Year: 1978		Extension: none	
Shifting: smooth		Builder: owner	
Engine sprocket: belt drive		Special features: stops good	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Dago Dom		Hub: owner	Hub: H-D
Painter: James Flomp		Rim width: 2 inch	Rim width: extra wide
Color: Indian Red		Tire: Avon	Tire: Carlisle
Type: imron		Brake: disc	Brake: JayBrake
Special paint: graphics by Horst			
Other special modifications: Special thanks to Ken and Kerry of Puccio Welding Works, Ron Simms, Bay Area Custom Cycles, James Flomp, J&O Body, Mr. T., S&T Transmissions. Feature dedicated to Shirley Yarber.			

and molding by Dago Dom evolved to include the ZZ Top Eliminator-inspired art graphics, by Horst at Bay Area Custom Cycles in Hayward, California. Richard wanted to beef up the shovel's guts, recruiting Ron Simms, head honcho of BACC and oft-featured builder, to install, with the help of Bob Gomes, an S&S stroker kit, Andrews gears, and all the hot shit that speed demons desire.

Eventually, Richard, a highly indemnified, Los Gatos garbage-hauler polished the dog-doo out of the heads and cases himself, assembling the bastard with Kerry Puccio. And now he knows the impossible *is* possible—a low-buck, high-profile bike *can* be built—with the right support people. Richard says he's now out of favors and requests, 'cept one, he's dedicating this feature to the memory of Shirley.

—Raider Rider

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,

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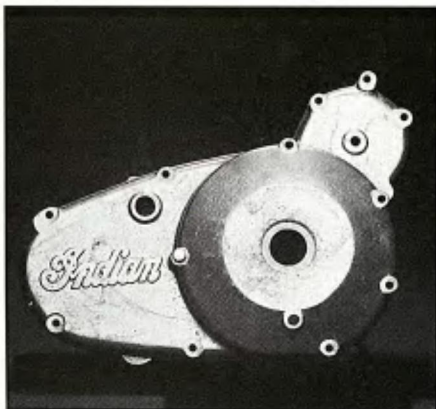
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Tell 'em Snake sent ya



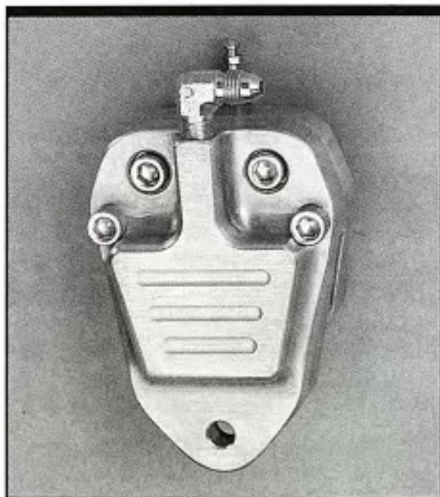
Sturgis Pennant

Listen, if ya made it home and all yer friends and neighbors are givin' you a raw time 'cause you didn't bring every last one of them a T-shirt, well, here's your solution. Arlin Fatland of 2 Wheelers in Denver, Colorado, and Sturgis, South Dakota, designed these puppies after the ol' school jobs. They're real colorful and cheap. For more information on how to get a dozen or two, call (303) 433-7025. Or write to Arlin at 1433 W. 38th Ave., Denver, CO 80211.



Aluminum Indian Parts

Lookin' for some hard-to-find Indian parts at a reasonable price? Well, M.J. McCarroll casts his own (see ER #204 Tech Tip), and is now offering his fine workmanship to the public. His prices are *damn* reasonable. Here's a list of what he offers: general drive shaft; rear brake drum, '46-'53; seat bracket; center stand; inner primary cover/double pinned; outer primary cover; with original Indian script/double pinned; generator bracket clamp/4-hole; bolt hold-down "frog"; and handlebar riser cap, '46-'53. M.J.'s real good folk, too. Trust me, this guy knows his shit. For info, write M.J. McCarroll, 1670 Robert, Box 286, West St. Paul, MN 55118.



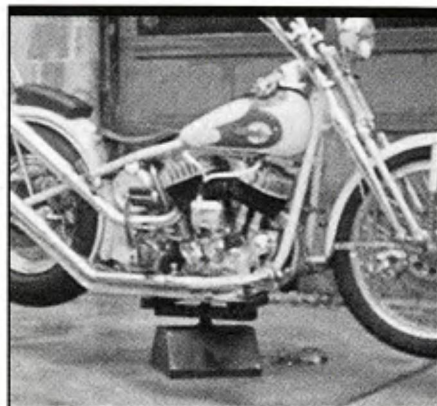
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Recently, I met a guy who didn't smile much, but made one helluva caliper for older H-Ds. Now they make a complete line of calipers for our bikes, from old to brand new. For a complete catalog ring Bill Gardner at (402) 734-6161 or have the ol' lady write him at GMA Engineering, Dept. ER, 2808 Q Street, Omaha, NE 68107.



Neat Seats

Mike Corbin makes some of the best seats around and he made a special one to commemorate Sturgis this year. But I've got a complaint. Check out the flick of the nice honey blowin' on the barrel of the pistol. Don't ya blow on the barrel after it's gone off? Well, the damn thing is cocked. Maybe she wants to blow on a cocked pistol, but keep the sonuvabitch away from me. For the real story on Mike's seats call (800) 662-6296 (Calif.), (800) 538-7035, or (800) 663-1016.



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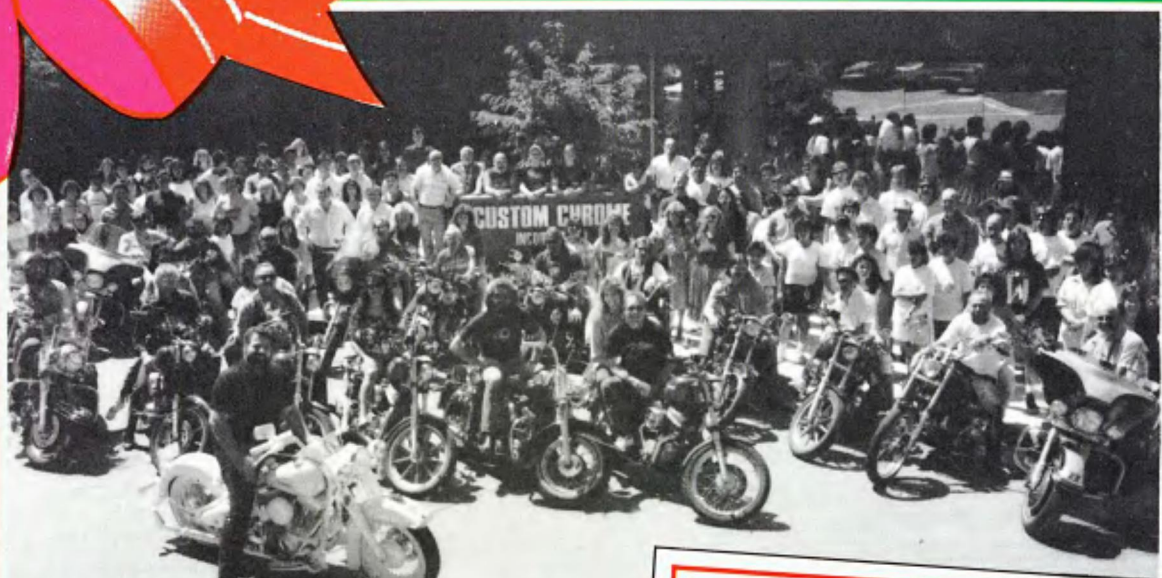


Ramjett Retainer

Roger Ramjett ambled out to Bonneville this year to see what we were up to and became an integral part of the crew—many thanks, Roger. He also devised the above gadget for keeping your 1936-1983 clutch basket in place. The tranny and engine sprockets are not always in line, either. When ya pull in your clutch, the basket floats, grabs, rattles, etc. Roger's simple, but precise, retainer allows you to adjust that movement and improve your shifting. I discovered that it also makes working on the clutch easier 'cause it holds the unit together. If ya need precision documentation, drop a dime to Roger at (805) 934-5833 or fold a piece of paper into an airplane and send it to Ramjett Retainer, Dept. ER, Box 1521, Santa Maria, CA 93456. ■



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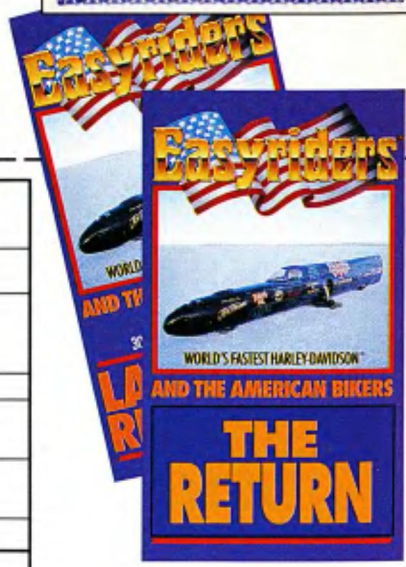
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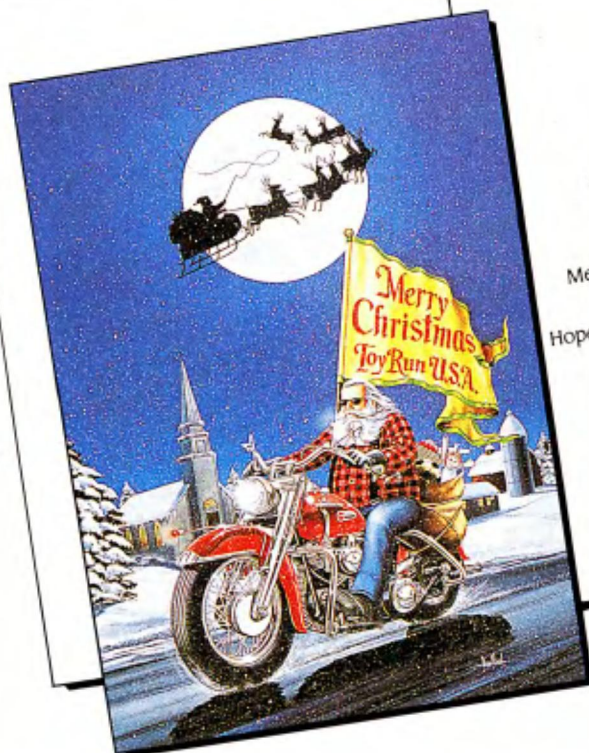
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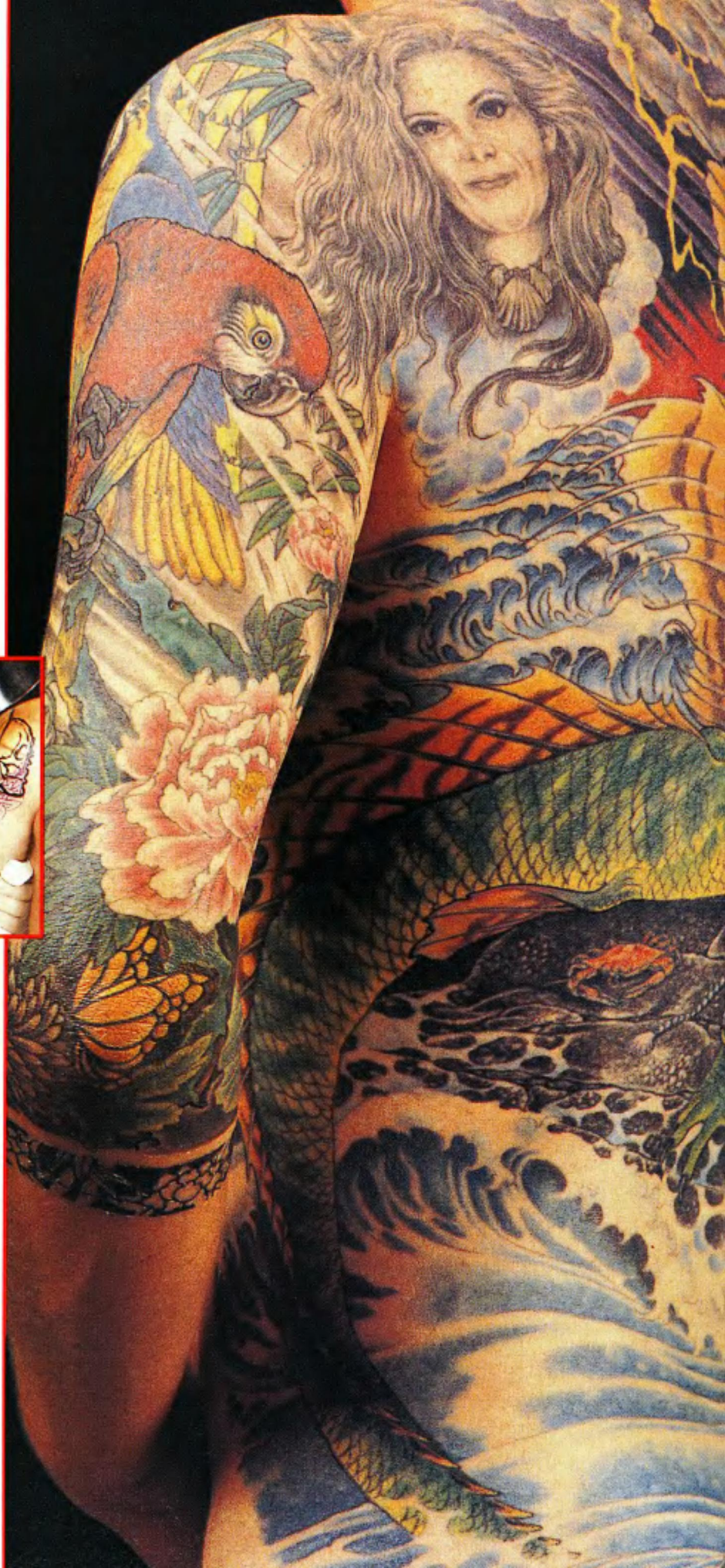
THE DUTCHMAN'S TATS

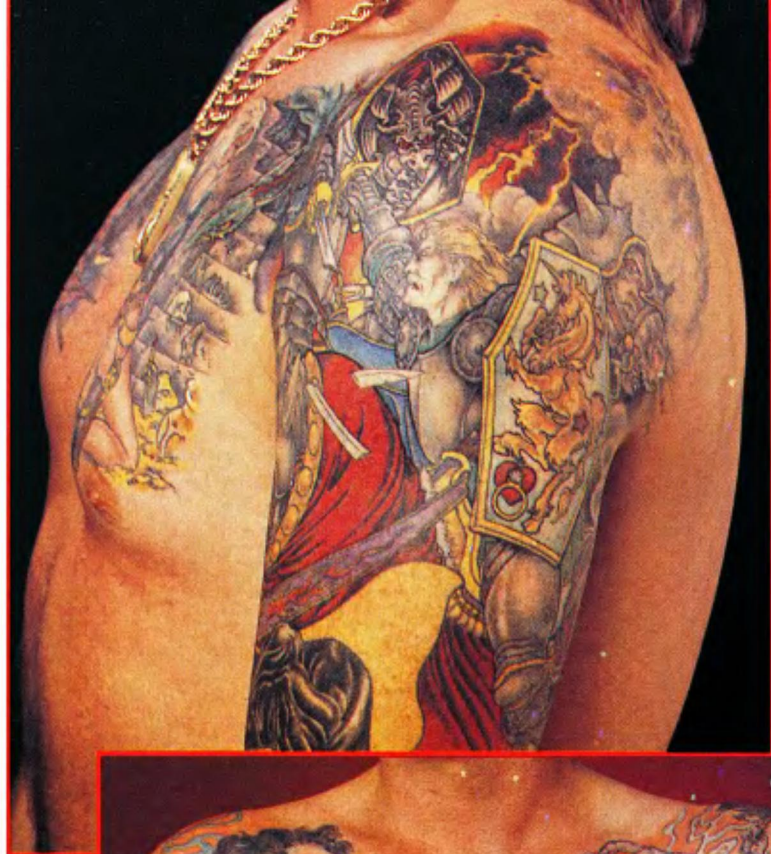
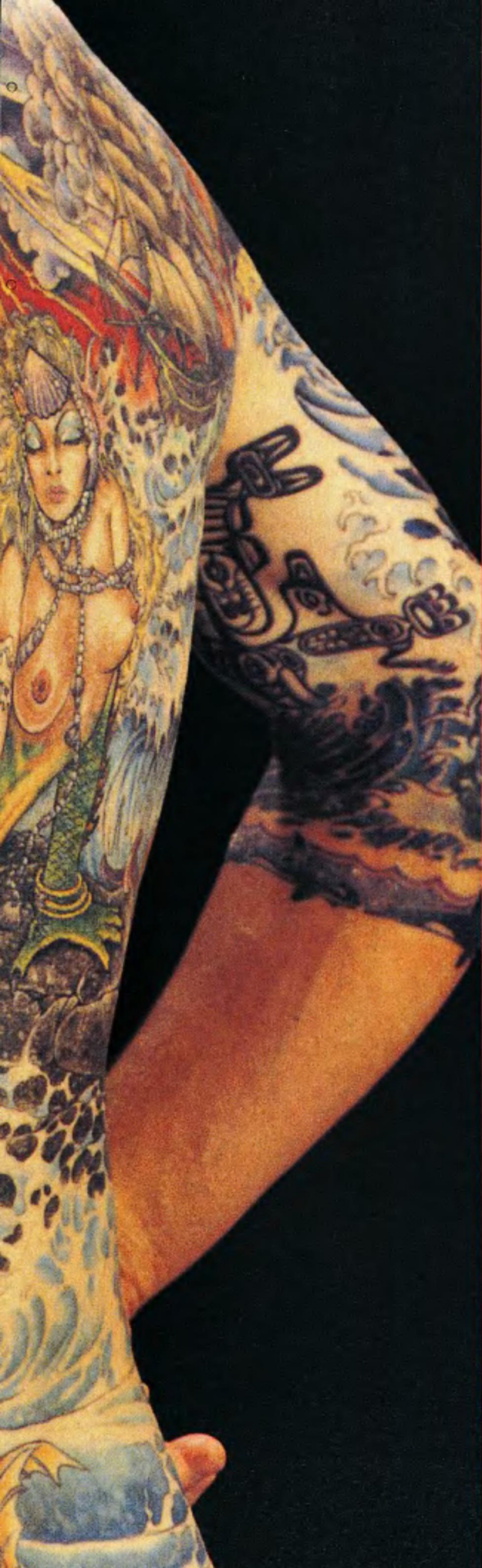
**Pure art under
the skin**



Tattooing is taking on an entirely new dimension and reaching a much broader market. For some time, we've been looking for a special tattoo artist to feature, although we spotlight fine tattoo artists in each issue of *Tattoo*. We were looking for an artist whose talents were indicative of the trend surrounding the new world of tattoos.

Many of the elite tattoo artists in the world, such as Paul Jeffries, Ed Hardy, Eddie Deutsch, Kari Barba, Kandi Everett, Jack Rudy, and many others are very private people who create a very public art form. We're proud to be able to share one of the greats with you.





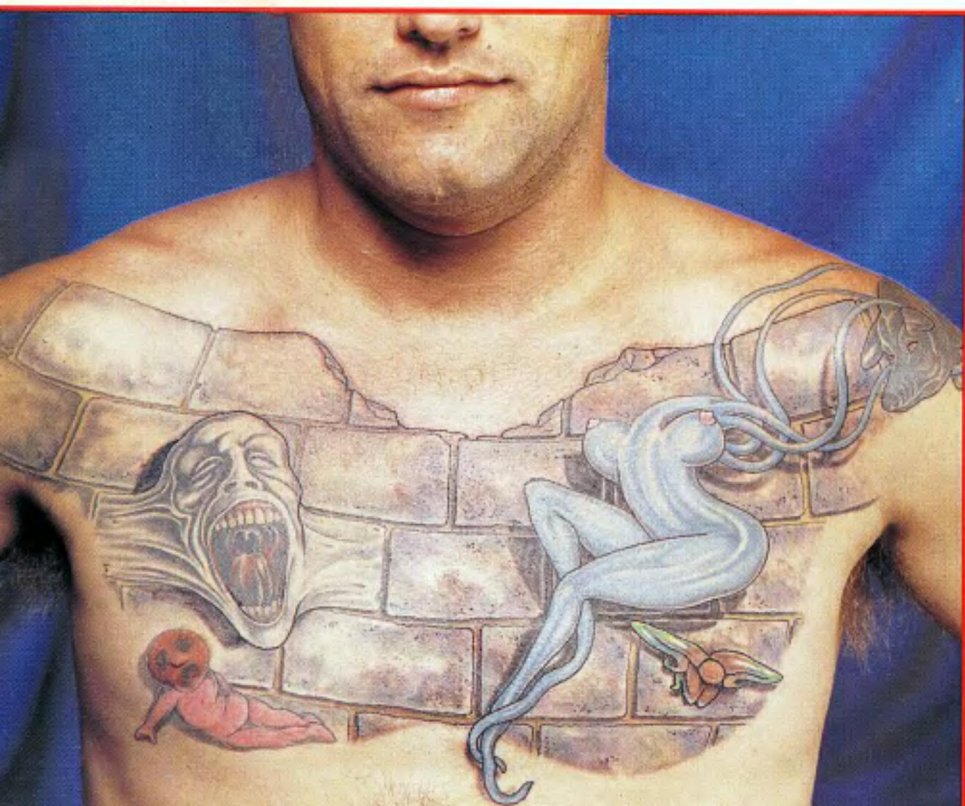
Terry Lovering, a Canadian rider whose bike was featured in our August '89 issue (#194), showed up at our last Invitational Bike Show sporting some outrageously fine supernatural tats that told an intriguing love story. They were the work of The Dutchman, an acclaimed Vancouver, British Columbia, tattooist. A very exclusive artist with strong family ties, The Dutchman avoids interviews. But affable Terry, a black belt in tae kwon do who always strives to assist his brothers and promote both biking and tattooing, easily formed a bond with this introspective artist. He set the wheels in motion to bring a truly unique tat feature to these profound pages. (Terry is featured here.)

Tattoo art is a specialized medium, which is rapidly gaining mainstream acceptance. It is a vehicle in which truly talented souls can express themselves on the living. Unlike work on a canvas, this art is alive, as the blood of the owner continues to keep every segment of the creation vibrant. The Dutchman epitomizes that medium, with a magnificent palette of colors, a light touch for shading, and a fine steady line for detail.

Born in Holland, The Dutchman was first exposed to tats in his early teens. The first ones he saw were on military boys who came to his hometown of Nijmegen, to participate in the annual four-day March military sports competition. The military competitors came from all over the world, but the English servicemen, in particular, sported the most tats. He saw sailors' tattoos showing their love of adventure; soldiers' tats displaying badges of bravery or love for women lost; and service-oriented dermographics indicating pride in a particular military branch, battles waged, enemies conquered, or family missed. The lifelike, indelible blood dripping from a "Death Before Dishonor" dagger was emblazoned in his mind forever. Here was an art form that not only reflected the artist's thoughts, but came alive as it was applied.



Photos by Louie Fox



Early in his career, he pursued commercial art, silk screening, murals, and finally attended art school with the desire of teaching after graduation. But in his soul, only one art form would do. In 1979, 10 years after emigrating to Canada, the 26-year-old Dutchman went looking for a job as a tattoo artist in Vancouver. He was hired at Curly's Tattoos. And so his internship began. Many of his own tattoos came from a generous teacher in San Francisco, Ed Hardy. Ed has gone to great lengths to promote the positive side of the art and is highly respected in the field. His Japanese work and daring style began to open The Dutchman's world to the possibilities in the art. And in Vancouver, Dave Shore influenced his style with his bold, graphic style and wicked sense of humor. Greg Iron's great draftsmanship also inspired his creations as



did Paul Jeffries, Eddie Deutsch, Kari Barba, Kandi Everett, and others. Curly Allen gave him the opportunity, but The Dutchman blossomed under the watchful eye of Paul Jeffries, at Smiling Buddha Tattoos in Calgary. Working there for over a year, he discovered that tattooing was much more than a delicate craft—it was a mystical living journey.

The Dutchman currently employs two talented full-time artists, and he hopes, long-time associates, in his Westminister, B.C., studio: Vince Ruocco (alias Vinnie) and Casey Davis. Vinnie has a wild flair and Casey has captured a realistic style backed with extensive art knowledge.

Their shop has a tremendous following within the rock and celebrity worlds. Johnny Winter was their first star client, later years brought Richie Sambora of Bon Jovi, Richard Grieco (of *Booker* fame), and Vince Neil and Nikki Sixx of Mötley Crüe.

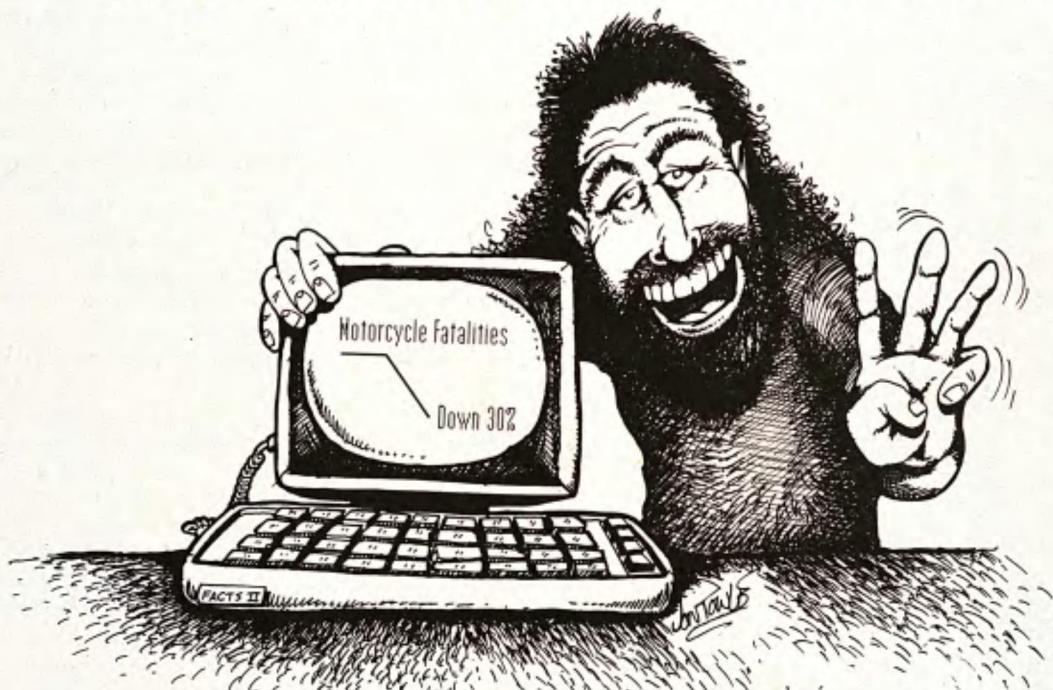
His research into the art has taken him to ports in New Zealand, Hawaii, and Thailand. His love for the art keeps him on a constant search within his creative cells and wherever art, love, and the mystical mind will reach.

—Bandit

Easynews

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

Outstanding Numbers— Motorcycle Fatalities Down!



After tabulating all the statistics for 1989, the Motorcycle Safety Foundation (MSF) reports that motorcycle fatalities have dropped a full third over the past 10 years, and dropped 13 percent just from 1988 to 1989. For 1980, the peak year of the decade, MSF reports 5,097 fatalities. For 1989, only 3,105.

That's the basic good news, and it's especially good since the number of cars has increased markedly in the past 10 years. The statistics show further good news in the respect that states that do *not* have helmet laws show lower motorcycle fatality rates than states that do have helmet laws.

These statistics are marred

by 3 notable exceptions: Alaska, Montana, and Rhode Island, all nonhelmet states, show exceptionally high fatality rates. This does not mean the numbers can't be trusted. Rather, it means that something peculiar is going on in those three states, possibly in the way fatalities are counted and classified—or, in the way fatalities are handled.

For example, in both Alaska and Montana, empty highways run a long way between towns. The lack of traffic may mean that an injured biker—or cager—lies in the ditch quite a while before getting any help, and that may explain the high fatality numbers there. Rhode Island serves as the major con-

duit for East Coast people heading north for vacations, and the excess out-of-state traffic may account for its high numbers.

In any case, bikers in those states (and everywhere else) might urge the public officials to improve the quality of the statistics before some legislator with an itchy writing hand decides to ease his pain by reforming the world.

Whatever deficiencies the numbers may otherwise have, the MSF report shows that in 1980, bikers suffered 1 fatality for every 1,114 motorcycles. In '89, the number was 1 fatality for every 1,358 motorcycles.

The bad news in the report is that motorcycle registrations

are down 1/3 over the past decade. In 1980, the U.S. had 5,681,000 registered motorcycles and similar vehicles. For 1989, the numbers show only 4,219,000—down 1,462,000 bikes, or almost exactly the 1/3 decrease in fatalities.

From the dealers' point of view, those 1.4 million unsold bikes represent lost business, and likewise lost business to the aftermarket people. The decline in motorcycle registrations rather follows the increase in the number of states with helmet laws. Apparently, helmet laws do discourage motorcycling—which is what the helmet law lobby is after.

—Sharp

SAVE!!!

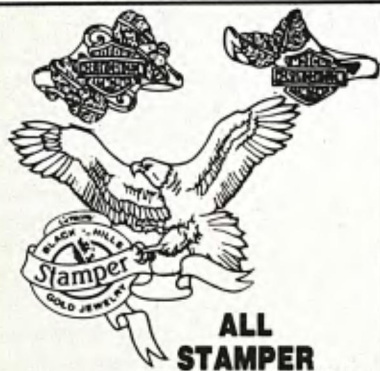
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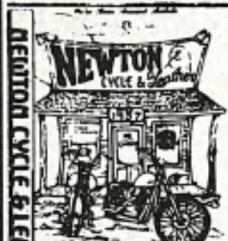
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Joan Lives! Just Call Her Betty

More shuck and jive about helmets. The feds are determined to get lids on people. Since the voters have rejected helmets in most states, the feds are trying to weasel helmet laws in through the back door via the Department of Transportation (DOT). DOT has just announced its intentions to get helmet laws in all states by 1992.

Earlier this year, President George Bush told DOT to "improve highway and motor carrier safety by targeting federal financial support . . . to promote enactment and . . . enforcement of laws . . . governing . . . motorcycle helmets." This is the same Read-My-Lips guy who, while running for election in 1988, said, "I believe mandatory helmet laws should be left to the individual states and this regulation should not be made at the federal level."

Besides DOT, over at the Department of Labor (DOL), Secretary Elizabeth Dole is pushing helmets as a job-safety measure. This is the same Betty Dole who tried so hard to get helmets when she was over at DOT during the Reagan administration, and at this point we can fairly say the main difference between her and Joan Claybrook is that she's better looking. Philosophically, they are one. The woman simply won't let up on this helmet thing.

Under the DOL proposal, reported in the *Federal Register* for July 12, 1990, anybody riding a motorcycle on the job, such as a messenger or delivery person, must wear a helmet, and the employer will be required to enforce the law. The law also includes a lot of bureaucratic



nonsense, and the total cost to businesses for the nonsense and the enforcement is estimated to run \$221 million per year (talk about public burden).

DOL says "helmets have been proven effective in reducing the risk of death." This is simply not true, and quoting other government agencies on the matter does not make it true. Fact is, the more the effects of helmets are studied, the less reason anyone has to believe that they do any good.

DOL invokes the famous "Hurt Study" from California to make its case. Yet, the main thing the "Hurt Study" proved, if it proved anything, was that age and training reduced motorcycle injuries—not helmets.

DOL further claims that states with helmet laws have "significantly" lower fatality rates than states without helmet laws. Not true. If anything, the significant statistical correlations go the other way.

Write your congressman, and, while you're at it, write a letter to the National Republican Committee (NRC) telling them what you think about Bush's turnaround. The RNC has the job of getting the guy re-elected, and they've got a little leverage.

—Maestro

Soldiering On Safely

As a lot of people remember (to their possible sorrow), life in the military is not like life "outside." Thus, statistics from military circumstances usually won't prove much about civilian life—but exceptions do arise.

For example, the Motorcycle Safety Foundation (MSF) also reports that motorcycle fatalities among Air Force personnel have fallen to the all-time low of 1.71 fatalities per 10,000 motorcycle registrations—that against an 8.06 per 10,000 rate for civilians.

Now, anybody interested in motorcycle safety has his own notions of what *causes* an accident to happen, or not to happen. The Air Force has a notion of the cause for the low fatalities: the *Rider Course* the MSF presented to 18,000 military personnel and 51,000 civilians last year.

"Training," bikers have been saying for years, "not helmets." The MSF is the organization doing something about it.

—Sharp

Sturgis Drags—A Recap Of The Racing Action

The pavement pounding was furious at the Sturgis Dragway this year. With a full week of tire screeching, fuel-burning action, it was enough to satisfy any die-hard fan. The AMRA guys started things off, August 4-5, with their All Harley Drag Invitational.

In the Top Fuel ranks, Happy Ring, out of Dayton, Ohio, the youngest fuel pilot to ever race, beat Pete Hill, of Greenville, S.C., the oldest man to straddle a knucklehead fueler. I guess AMRA combined the AFuel class and the Top Fuel class for this event. John Markwold from Andover, Minn., took the B Fuel honors. Homeboy Carlo Lujan from Auburn, Calif., breezed through the lights to win in the Top Gas category. In the Pro Stock class, Bryan Huffman did everyone in.

The King and Queen of the Hill drags were held August 6-7. It was sorta like bracket racing, that is, ya went out and tried to get the best time possible. If ya



Photo by Michael Lichter

went over the qualifying time, ya lost. This year's winners were King Gary Milligan from Garden City, Mich., and Queen Pam Cummings from Waukegan, Ill. No fuel was run during this meet, it was strictly for street racers.

Next came the Sturgis All Harley Drag Nationals, held August 8-10. Pete Hill came back from his earlier defeat to dust all competition in the Top Fuel ranks. Mike Roland out of Wyoming, Minn., won B Fuel.

Top Gas honors went to Bob Taft from Decatur, Ill., and once again that fast lady from St. Louis, Mo., Lori Volmert, showed everyone in Pro Stock the quickest way home. Look for Lori to move up in class.

In the last race, Bill Furr, who holds the number one plate in A Fuel for AMRA, the number one plate in Top Fuel for the East Coast Racing Association, and has never lost at the Sturgis track, beat out Chuck Foreman

of Dallas. The race was a heart-breaker for Foreman, as the loss of a master link shortly after staging put him out of the race.

Well, the Sturgis drags are over for another year, but All Harley drag racing is growing fast. The track at Sturgis was jam-packed with fans all week and if that's any indication of things to come, we should be seeing the records fall by the wayside.

—Rip

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Short Strokes

Merry Whatever

I mean it. Although this is somewhat premature, this being November and all, I wish you all a great holiday season and all the brotherhood in the world. I'll try to keep the spirit of the season alive through this batch of off-the-wall stocking stuffers. **The first good news** is that Texas Frame Works is back in business after several setbacks. If you need trike-related

parts you can give 'em a shot at 115 Industrial Blvd., Austin, TX 78745, (512) 442-9777. Or, try George Barton's, G.B. Enterprises, 521 E. Bishop Dr., La Habra, CA 90631. You might try them both....**Hey, 300 riders** got together for a toy run of sorts in July, specifically for the kids at Milwaukee's Children's Hospital. Many of the kids who received the 300-plus

toys are terminally ill. The paper said the inspiration for the event came from *Easyriders*—thanks.... **Here's another credit** to this fine mag. A girl in Cedar Rapids, Iowa, sued for sexual harassment on the job. But the judge said that her nude layout in *ER* indicated that sexual comments should not have offended her. Apparently, if she was in this rag, she should dish out more abusive remarks in a week than the average Joe hears in a lifetime....**Oh, and regarding good deeds**, ABATE of Greenville County, South Carolina held a Diaper Run in April to support the Piedmont Council For The Prevention Of Child Abuse. Seems the government provides for food and medical supplies for the infants, but not diapers....**On the legal front**, a decision written by Judge Alex Kozinski, 9th U.S. Circuit Court of Appeals, ruled that a Douglas, Ariz., police officer shouldn't have stopped a car just because a drunk passenger was hanging out the window screaming and making obscene gestures at him. The man was merely exercising his constitutional right of free

speech.... **James Dean's 1955 Triumph** was located in October 1989. The search was started in August of 1988 by Marcus Winslow of Fairmount, Ind., the township's trustee and Dean's cousin. The bike had never been in Dean's name, so the owners didn't know who had owned it. After searching a dozen names of owners in a dozen states, they reached the father of a man who had owned the bike. He sent the investigator to his son's ex-wife, who said her ex-husband had given it to a friend who had helped him move from Kansas City to Minnesota. It's now being restored....**Elwood Hilfiker of Webster, N.Y.**, has given serious thought to the ominous parked motorcycle that might, for some mysterious reason, begin to roll. According to Elwood, that's one terrifying thought. So he's invented Motorcycle Brake Parking(?). He's working on production, but, hopefully, not legislation....**That's it.** Just remember, while you're out and about this holiday season, you're not havin' fun till they call 911. Who said that?

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The League needs signatures for its petition

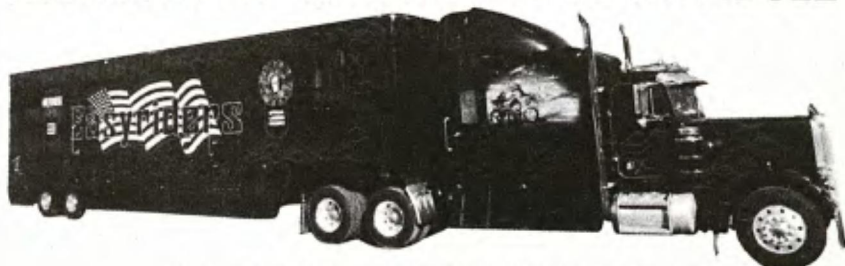
You commit yourself to writing letters and sending mailgrams to elected officials, the Vietnamese Mission, and the United Nations. In addition, you can donate some money to keep the work going.

As an element of the POW/MIA campaign, the League is also trying to get the Post Office to issue a POW/MIA commemorative stamp. This effort depends on the Citizens Stamp Advisory Board, and the League needs signatures for its petition.

If you can help, contact Easy Walker at the League offices, 1001 Connecticut Avenue Northwest, Suite 219, Washington, D.C., 20036-5504. Or call (202) 223-6846.

—Maestro

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Bulletproof Cases

Pushin' the V-Twin to the Limit

As chunks of aluminum go, Harley crank cases can take brutal punishment. For serious, heavy-duty drag racing, though, the big boys cast their own, or machine them out of solid pieces of aluminum. Besides having extra thickness where the pinion and sprocket shafts go through, these high-performance cases are being manufactured to provide for four camshafts—like Sportsters, one per valve, and located to create the optimum angles between pushrods and rocker arms. In addition, they allow a higher deck height, which allows a piston with a longer skirt, and, if used with special cylinders, some even have room for a 6-inch stroke.

Here of late, the big boys have begun to let their monster cases out to the world in general, so if you want to pump up your street Harley to outrageous limits, you, too, can have these ultra high-performance cases to back up your racing formula.

The availability of these cases raises several old arguments, the first being which is better: cast, or machined from billet. The argument revolves around the issues of air bubbles being trapped in the casting mold, of uneven flow of metal into the mold, and of uneven cooling of the casting producing internal stresses that lead to warping.

As the metallurgical generality, cases machined from solid stock should be stronger. However, the generality must bow to particulars. For example, the cast

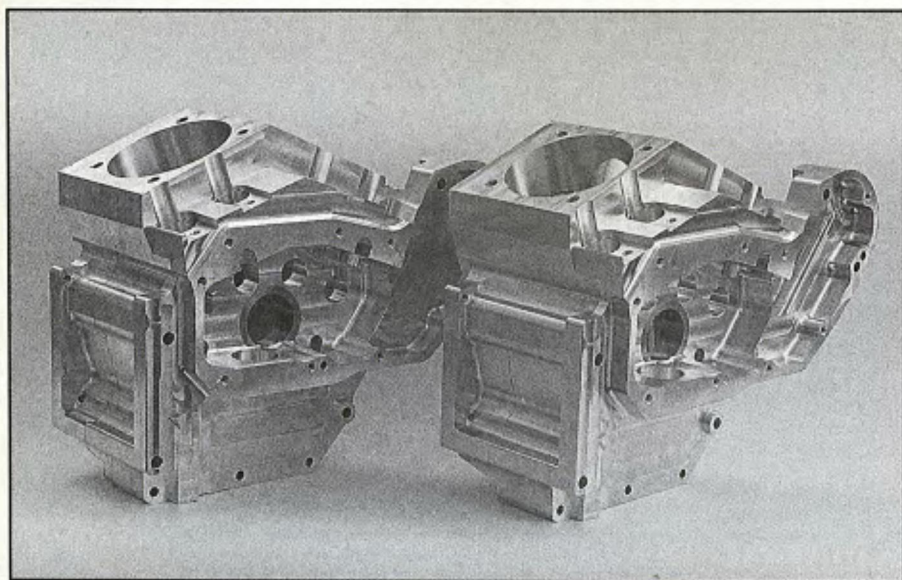
Illustration by George DiLucca

cases from Competition Motorcycles have extra beef at the critical points—so much that some engine builders actually remove some of the metal to make room for their heavy duty components. So, cast or not, Competition's cases leave nothing to worry about in the strong department, and Lonnie Isam, manager at Competition, points proudly to the racing pedigree that proves it.

On the other hand, cases machined from solid stock are not exempt from failings. Removing metal from here and there can introduce stresses into the metal, and the machinist must be very careful not to take out too much in one place without taking out some in another to keep the tension in the metal under control. The billet-stock people don't report failures resulting from their machining procedures, but they do acknowledge the possibility.

At bottom, though, the argument proves useless. Neither cast nor billet case makers claim an absolute superiority. Jim McClure, a well-known and highly respected racer, for example, distributes the machined cases manufactured by Shumaker Racing, but McClure expresses complete respect for cast cases. Accordingly, whether on the track or the freeway, it's safe to ignore the question.

The four-cam business can also be debated, but to no greater purpose. One cam per valve increases the number of pieces, including the number of gears. The good part is that the four-cam system permits the pushrods to work in shorter and more directly straight lines, rather than through several angles. The angles that single-cam pushrods and rocker arms work through absorb energy and lead to valve float at high rpm.



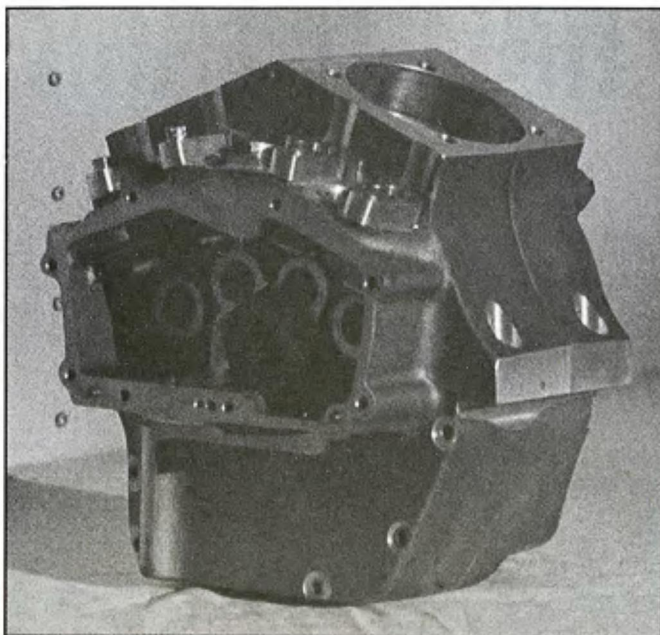
Jim McClure distributes these cases from Shumaker Racing.

In addition, the longer pushrods can actually bend so much that the valves don't open as much as they should. Thus, one cam per valve, with a shorter pushrod, should be better—and no doubt is for drag bikes.

However, an argument can be made that valve spring impulses can be transmitted back to the gear train and set up unhappy vibrations—not vibrations in the commonly understood sense, but "torsional" vibrations wherein the gears may actually turn backwards momentarily as they rotate.

As a matter of fact, such torsional vibrations no doubt arise. However, the mass of the gears involved is small enough that torsional vibration has, so far, not been a problem. For example, no one reports gears mysteriously shedding teeth at some critical rpm. Accordingly, torsional vibration is more a theoretical than a practical problem and a street rider can use one cam or four and be right at home with either.

The third argument raised by the high-performance case builders is that of the relationship of bore and stroke. Long stroke, of course, means a long, thor-



With Competition Motorcycles' special cylinders, these tough cases permit 6-inch stroke.

ough fuel burn and, therefore, very high torque. However, it also means a connecting rod of greater mass and a piston moving through a greater distance. The mass of rod and piston can put such a load on the pinion and sprocket shafts that they distort the holes in cases. Besides that, extra-long strokes can cause the piston to tilt in the cylinder, and thus permit excessive blow-by and loss of compression. Last, excessive piston

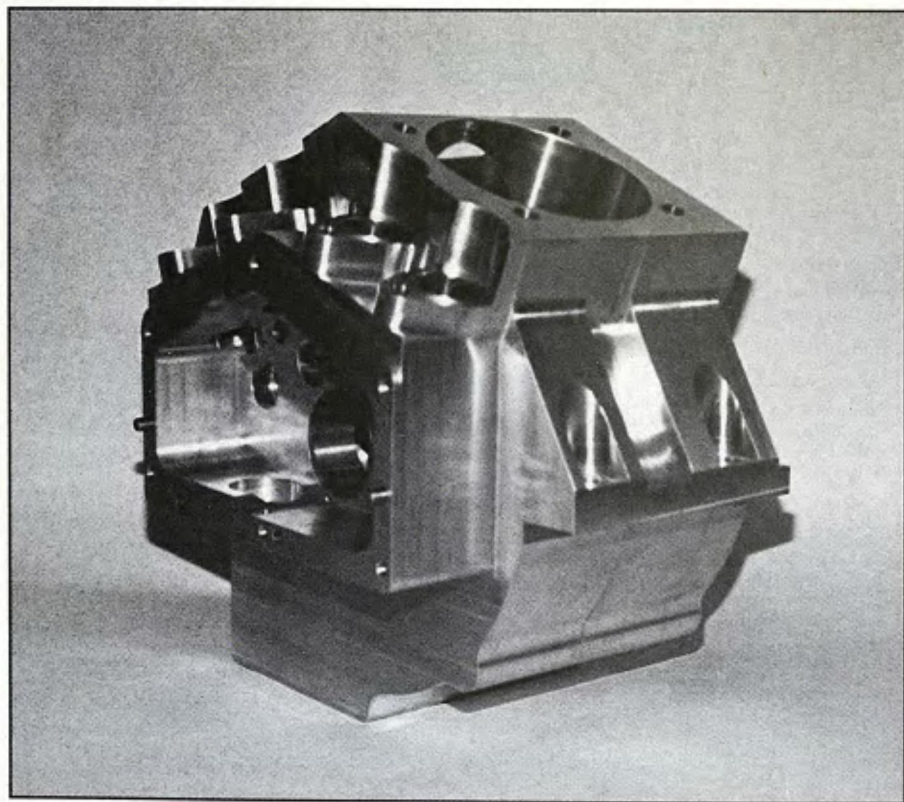
speed can melt the piston simply because it can't get enough oil and cooling at extremely high piston speed.

If all this is true, then a shorter stroke with a bigger bore would seem to be better, and many people think that way. However, short-stroke, big-bore engines get their better torque at higher rpm, and that brings in problems with

gear ratios. These issues don't matter much to the guy building a simple freeway flyer to dust off Jap scrap and the stray Porsche or so, but be prepared to hear about them from partisans on both sides.

The high-performance case people don't like to quote off-the-shelf prices because, in the racing world, every customer has his own special little wrinkles that he wants wrought into the cases. Also, the cost might vary, depending on whether the manufacturer is doing a one-off or making a run of cases. They prefer a customer to call for a quotation, but they are all happy to talk, so don't be bashful. However, you will have to give them several weeks to work up a set. Don't worry about fancy stuff to go inside. The cases all accept standard H-D flywheels, and you can get what you need from S&S, Axtell, and a number of other sources that the case manufacturers can recommend.

—Maestro



Delkron's billet cases. Note the bulk of metal below the pinion shaft hole.

Manufacturers:

Competition Motorcycles, Inc.
8318 Braniff Street
Houston, Texas 77061
Contact: Lonnie Isam
713-644-4922

Delkron Manufacturing, Inc.
2430 Manning Street
Sacramento, California 95815
916-921-9703

Jim McClure
Master Performance Racing
3707 Rochambeau Drive
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(cases by Shumaker Racing Components)

BIKER HALL O' FAME

Upland Garage Chester, Pennsylvania



Photo by Ray Brown

Last January the members of Upland Garage in Chester, Pennsylvania, got together and organized a benefit party for the son of one of their friends, Trebreh Williamson. Trebreh, who is about four years old, has been through a lot in his young life due to several birth defects and complications arising from them. Not to mention the financial burden this has been to his parents, Herb and Kim Williamson. As soon as the word spread, unsolicited donations of money, raffle gifts, and help with coordinating the event poured in. Between the benefit at the Garage and the after-party at the Little Lounge in Aston, Pa., a lot of money was raised, impressing all concerned. Bill "Moon" Laber reckons it "was the largest single motorcycle event in Delaware County history." Moon further adds, "Many thanks to all our brothers and sisters who came, helped, or donated to the cause."

Just another case of some selfless bros offering a hand where it's needed the most.



Photo by Karen Lee Ensley

Warren Winters

Well, I don't profess to be some hotshot music critic and don't claim to know the difference between a half step and a two-step, but I know what I like. And Warren Winters has a way of getting into yer ear and under yer skin. This here album, his third so far, is aptly called *Crossbar Hotel*. See, Warren spent 2 1/2 years in prison and knows how to tell his story well. After listening to his tunes ya kinda feel like



Photo from Scooter Susie

Brothers and sisters
who stand out in the
crowd

By Red Baron

Eastern H-D Dealers Association

In an age when faceless corporations are raiding the country and eradicating the last attempts by small enterprises to inject a little personality and identity into American business, it's still encouraging to see these giants bend over once in a while and contribute to the common good on a humane level. It was in this vein that the Eastern H-D Dealers Association joined forces with the Muscular Dystrophy Association in a recent "Ride For Life" (the third one already) to raise funds for Jerry's Kids. More than 1,700 motorcyclists got together at Knoebels Amusement Resort in Elysburg, Pa., and ended up giving the MDA more than \$200,000, surpassing last year's result by \$20,000. Not bad for an afternoon's get-together of a bunch of incognito, indistinguishable institutions, eh?

you just spent time in the pen yerself ('course, if yer already in the pen, ya won't need any like inspiration). Warren's dedicated his songs to all the scooter trash still locked up, or those that once were, or soon will be. You can look for this little gem on Shovster Records, Rt. 4, Box 530, Tahlequah, OK 74464. But ya don't have to, 'cause I ain't pushing nothing for nobody. ■

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PASSIN' GAS

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"Let's go bikin' in the high country' you said!"

Washington insiders report that the drug summit in Colombia has produced one little-publicized result: Bowing to Colombia's concerns that a total crackdown would create economic hardship, President Bush has agreed to allow a limited amount of cocaine to be delivered to the USA... if it's shipped on Exxon tankers.

—Norm
Graybar Hotel

Didja hear about the town slut who was so skinny that every time she swallowed an olive, four guys left town?

—G.M.
America

What's the difference between an old scooter tramp and yer dick?

When a good-lookin' babe holds yer dick, the wrinkles disappear.

—Stoney
Ferguson Unit, Tex.

Why does it take longer to build a snowwoman than a snowman?

'Cause it takes longer to hollow out the head.

—Doctor of Darkness
Salmon Arm, Canada

Definition of a bigamist: a man who keeps two himself.

—Dave
Not Here

Ten patchholders walked into a bar and ordered 11 beers, giving the extra one to a college boy standing in the corner. The college boy looked astonished when the prospect handed him the brew, and the prez explained that they always bought a beer for a cripple.

"But I'm not a cripple," said the confused college kid.

"Ya will be if you don't pop for the next round," growled the prez.

—Nick Brown
England



"Well, whaddaya know, only part of me was enchanted!"

"Im proud of my daughters and wanna see them all get comfortably married," said the aged father to the young biker. "I've made a little money in my life so they won't have to go penniless to the fellow who marries them.

"There's Bess, 25 years old and a pretty good girl—I'll give her \$25,000 when she marries. Then there's Susie, who won't ever see 35 again—I'm gonna bless her with \$50,000 when she gets hitched. And to Beth, who's now 45—she'll get a full \$100,000 when she ties the knot with some lucky fella."

The young biker thought all this over for a few minutes and then asked, "Hey, Pops, you ain't got one about 50, do ya?"

—Morris the Cat
Inside

The country doctor was examining a little girl with his stethoscope. "Big breaths, my dear," he said.

"Yeth," said the little girl, "and I'm only 12 yearth old."

—Hammer
Here

Have ya heard about the new birth-control pill for men?

Ya take it the day after, and it changes yer blood type.

—Norman Willhoite
Corcoran, Calif.

How is screwin' a divorcee a lot like working on your old Hog?

You have a helluva lotta fun foolin' around with used parts.

—DeeCee
USA



"I knew you'd like a little nookie better than a little cookie."

A flat-chested chick went to see her doctor about getting a breast enlargement, but she explained that she didn't have much money.

The doc showed her three different types of enlargement procedures, ranging from \$500 to \$5,000. Being strapped for cash, she took the \$500 cheapo enlargements—which had to be pumped up by flapping her arms up and down.

Afterwards, she went to the local biker clubhouse to see what kinda reaction her new tits were gonna get. After a few beers, she decided to flash 'em at a tramp who was standing alone in the corner. As she walked on over toward him, she pumped her tits up as big as they'd go.

As she stood in front of him, she said coyly, "Don't I know you?"

"No," answered the bro, furiously pumping his legs together, "but I think we have the same doctor."

—Lucas M. Salmons
Locked Down



"I assume this means you don't want to put a wreath on the door, either."

Sign on the door of an artificial-insemination clinic: Please come in and be seeded.

—Lucky
America

What does a man who's just had an orgasm have in common with the woman he's on top of?

They both want to get off.

—Risky
Somewhere



"Let the record show that we have eight 'ayes' and one 'eat shit and die.'"

Having just bought his first rubber, the rugrat was proudly displaying it to a cynical 12-year-old from down the block.

"It's the wrong shape," said his friend. "Look at the silly thing on the end of it."

"Don't you know anything?" said the rugrat. "That's what you put your foot on when you want to pull it off."

—Shetland Pony
Hanging

What's better than a cold Bud?
A warm Busch.

—Thomas Oetzel
Ocala, Fla.

There was a young lady from Reno,
Who lost all her money playing Keno.

So she laid on her back,
And opened her crack,
And now she owns the casino.

—Skull Crusher
Michigan City, Ind.



"He claims he's Flash Gordon."

One cold winter day, Panhead Pete's rugrat came rushing into the room and blurted, "Daddy! Daddy! Mommy's been hit by a car!"

Panhead Pete snapped, "Don't make me laugh now, little bro—my lips are chapped."

—Sandwich
West Coast

How's a cold draft beer the same as a good blowjob?

You don't get either one at home.

—Lee
Penns Woods

The Pope and a lawyer died at the same time and were standing at the gates of Heaven.

St. Peter said, "We've been expecting you two—your rooms are ready." Then he said to the lawyer, "Excuse me while I take the Pope to his room. I'll get right back to you and show you your own quarters."

"Hey, would ya mind if I tagged along?" asked the lawyer.

"Not at all," said St. Peter.

They arrived at the Pope's room: it had a twin bed, a single chair, a little table, and a small radio—it looked like your everyday motel room.

St. Peter then took the lawyer to his room, and the attorney was shocked to see a huge suite with a spacious balcony, a king-size bed, a spiral staircase, and a wide-screen color TV with remote control, stereo, VCR, the works.

"This room is terrific!" exclaimed the lawyer. "But why is the Pope in a dinky little motel room and yet I get this fabulous penthouse?"

"Well," said St. Peter, "we've had many popes up here, but you're the first lawyer to ever make it."

—Ruben Sanchez
West Coast

"Shit, man, it's your birthday," one bro said to another as they hit the bar for a cold one. "How come ya look so bummed out?"

"Aw, the guys at work gave me a sweater," replied the downcast tramp. "Whatsamatter—wrong size?"

"Naw, it's just that last year, they gave me a moaner-and-groaner."

—Wolf
Cheeseland

Yesterday I told the ol' lady that when she reached 40, I was gonna trade her in for two 20-year-olds.

The bitch told me I wasn't wired for two-twenty.

—Pete
Paden, Okla.



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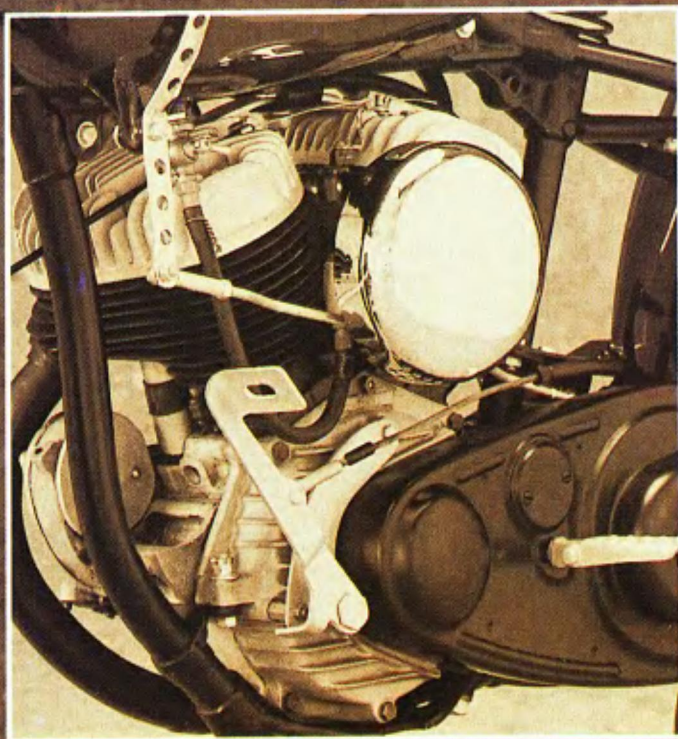
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Tell 'em you saw their name here!

ANTIQUE RACER



Win Young and 10x as they appeared on a Milwaukee track around 1950. Young, about 35 at the time, began racing Harleys in 1940.



You've heard stories like the one about the guy who bought the old school desk at a rummage sale and found Abe Lincoln's name carved on it. That's how Tom Moeller felt when he got to checking the numbers on the cast-off 45R he rescued.

Tom turns wrenches on automatic transmissions in Grand Island, Nebraska—mostly oldies for restorations and suchlike, so he's got his heart and hands in preservation. When the Spirit moved him to get a Harley, he went after this 1949 model 45 he'd heard about in nearby Hastings.

A strange bike—pretty good shape, with the original tires and seat, but no brakes, no crashbars, and no ignition—just a switch that killed a magneto. Moeller recognized it as an "R," a production bike set up for AMA flattrack racing, a bike with no comforts for touring, but with goodies like a close-ratio gearbox and a chrome-moly frame with struts in the hardtail.

Since the bike was something special, Tom didn't want to put it on the road, so he got a panhead to ride while he spent a year putting the 45R back the way it started out. Along the way, he visited a lot of antique meets. At one, an old-timer told him about the engine swapping game the racers used to play.



Seems they'd bring two engines to the race, a loose one for the qualifying trials, and a tight one for the race. The AMA seemed to think you ought to race what you qualified with, so they made the racers register their engine numbers (so the racers bought unstamped cases from Harley and had two engines with the same number). The old-timer told Tom the AMA records of engine numbers might tell him who raced his bike.

That set off a lot of calling and writing to Harley and the AMA and Moeller found his man: Win Young, of Santa Ana, California, won three AMA class championships on ol' Number 10x.

"Racing was mostly dealer sponsorship in those days," Tom said. "The dealer gave you a good price on the bike, and sent you off with a gaso-
line credit card to support yourself winning races." Tom gathers that Young picked up \$1500 for each of his championships — not bad





Photos by Peter Dokus

money in the days when a new 74 panhead with Hydra Glide forks cost \$1000, plus or minus.

Going the extra 2,000 miles for the faith, Moeller made a trip to California to find out more about Win Young. The dealership Young rode for, Wager and Walker, had relocated and gone through several changes of ownership, but Tom found the successor, Orange County H-D. He also had the pleasure of meeting Bill Mills, one of the W&W mechanics who worked on Young's bike—that is, the very one Tom owns.

Although Young himself had made his last ride some years before, Moeller looked up his sister, Mrs. Annabelle Newland. She showed him Young's old AMA card, listing the several engines he ran, and a picture of Young on the circuit, trailering 10x behind an old Ford "woody" station wagon. Tom's been making inquiries

about the numbers on the AMA card, and hopes to turn up some of Young's old engines, too.

With no brakes, Tom can't ride the bike too much. "Actually," he says, "it stops pretty quick after you kill the ignition—especially if you drag your feet." He's tried it out at flattrack meets in Iowa and Illinois, where the bike attracts a lot of admirers—you know, "You mean this is really Win Young's old bike?"

It is. That ruby red is the original, 1949 stuff, though 10x may have raced with yellow tanks during part of its history. The tires have racing wear on the treads and rust at the beads, but they're the ones Win Young rode to some of his championships, and the leather on the seat is the same that he sat on. Nobody knows how 10x wound up in Nebraska, but it landed in good hands.

—Maestro

Owner(s): Tom Moeller		City: Grand Island, Nebraska	
General		Frame	
Fabrication by: Tom Moeller		Year: 1949	
Year and make: 1949 Harley-Davidson		Builder: Harley-Davidson	
Model: WR flattrack racer		Type: chrome-moly	
Value: not for sale		Rake: stock	
Assembly by: owner		Stretch: stock	
Time: one year		Other alterations: stock	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: speedster	
Year: 1949		Risers: 4-inch	
Model: flathead		Fender(s): WR	
Rebuilder: Ed Osantowski		Headlight: none	
Ignition: WICO magneto		Taillight: none	
Displacement: 45 cubic inches		Speedo: none	
Lower end: DOW Metal		Front pegs: stock WR	
Balancing: Ed Osantowski		Rear pegs: none	
Pistons: DOW Metal		Electrics: kill switch	
Cases: WR		Gas tank: narrow 1/2 mile; 1 3/4 gallons	
Heads: WR		Oil tank: other half gas tank; 1 3/4 gallons	
Cam: ball-bearing		Oil system: stock	
Lifters: Solid		Primary cover: narrow clutch WR	
Carb(s): MR4 racing—4-bolt, no choke		Seat: WR	
Air cleaner: stock		Sissybar: none	
Pipes: stock		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: close ratio		Type: stock WL	
Year: 1949		Extension: none	
Shifting: hand shift		Builder: Harley-Davidson	
Engine sprocket: 22-tooth		Special features: steering damper	
Trans sprocket: 17-tooth		Wheels	
Wheel sprocket: 37-tooth		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: none		Hub: ball-bearing	Hub: ball-bearing
Painter: owner		Rim width: 4-inch	Rim width: 4-inch
Color: Ruby Red		Tire: Firestone 3.25x19	Tire: Firestone 4.00x18
Type: lacquer		Brake: none	Brake: none
Special paint: none			
Other special modifications: original tires, seat, and fender pad.			

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They may lose their feathers, but by the Great Spirit they're still out there. Some mighty exciting developments are stirring up the dusty history of the Indian motorcycle, and it's encouraging

to see this fine machine draw a little current attention. And drawn attention it has, by more than one con-

cerned individual, in an attempt to breathe life back into the once proud warrior.



What made us turn our shaggy heads was a recent article in the Springfield, Massachusetts, *Union News* titled "Indian Motorcycle May Roll Again." In following up on this information, I left a message for Philip S. Zanghi, who was mentioned in the article, to please get back to me. My excitement was such that I couldn't just sit back and wait, I decided to get my hands dirty and really dig in.

I called a number on a card I've had on my Rolodex the entire time I've been shufflin' up to this mag-makin' garage, and had yet to call—American Indian Motorcycle Company, in Mokelumne Hill, California. I called, feelin' slightly foolish, and started asking questions. Luckily for me, Charlie Mathre is a stand-up guy, and he filled my already astounded noggin' full of valuable information. In 1974, Charlie bought out the late and legendary Sam Pierce—a former Indian factory employee who'd bought up many Indian parts from Indian dealers (directly or indirectly) when the company went under in 1952-'53—and named his parts business American Indian Motorcycle Company.

Sammy Pierce had grown tired after a worthy career, so Charlie Mathre picked up the flame and moved Pierce's huge inventory to Mokelumne Hill, Calif., where he is currently open for business, and has been since 1974. Charlie is an extreme purist, and has very few dealings with any foreigners. He upgrades unavailable parts, using only the finest methods and materials. Also, he lists the national origin of each part he sells. He cares enough to have tested some foreign aftermarket parts, with the help of Alloy Hard Surfacing Inc. in San Jose, Calif., i.e., main drive shaft, pinion shaft, and two types of crankpins that some "unnamed" companies

Old Indians Never Die They Only Lose Their Feathers



currently sell. He found these parts to be *dangerously* unsafe, yet many Indians unknowingly carry these low-grade parts. (You can see a copy of the correspondence between Charlie and the Alloy Hard Surfacing Inc. in his current catalog).

We have nothing but respect for Charlie Mathre, and are proud of him for carrying the torch in the true warrior spirit.

Longtime, diehard readers of our old and sold publication *Iron Horse* may recall an in-depth article about Charlie in the June 1979 edition, issue number three.

In this interim, Philip S. Zanghi returned my call. In 1989, Carmen Nick DeLeone and Philip S. Zanghi purchased the Indian Motorcycle Company trademark from Meryle M. Clymer, doing business as Floyd Clymer Motorcycle Division. Clymer purportedly acquired the trademark simply by having it registered, not by succession. Philip S. Zanghi informed me that the company will be producing 100 limited-edition Indians, work-

ing with a Southern California Indian shop, and offering them for \$100,000 apiece. Orders have already been placed from abroad. According to Zanghi, the company will stay American, although word is the bloodthirsty Honda bunch has already been beatin' at the door.

Zanghi and his group have already thrown a lawsuit at 75-year-old Harry Sucher, author of *The Iron Redskin* (the most informative Indian book I've ever laid hands on and the most educated old-timer I've ever had the pleasure to meet) over logo use. Although they didn't get shit out of it, (Harry had previous verbal permission from Clymer, who is now deceased) they plan to prosecute freely on this matter.

They have offices in Springfield, Massachusetts, and Dana Point, California

The next day, I received a call from W.A. "Wayne" Baughman, Project Developer of Indian Motorcycle Manufacturing, Inc., out of Albuquerque, New Mexico, yet another group working feverishly to revive Indian lore. Wayne's an old-time rider. This company has a new, beautiful Indian head-dress logo (trademarked, and very similar to the original Indian head-dress logo) and is offering three models based on the 1947 Indian Chief: the S.C., Super Custom; the C.S., Classic Special; and the Daytona Scout. The price per Indian is \$18,500. Wayne's looking for any valid Indian data, design plans, technical drawings, machine tool equipment, sheet metal dies, etc., during the time period of 1946-1953. If you know of any, give 'im a call. Wayne is a good ol' hardcore Indian enthusiast who seems to know his shit.

So now, you ask, what's the deal? Well, yer certainly not alone. My Apache heart aches, and knows that my '39 Indian Chief was made in

The spirit and resurrection of the Indian motorcycle is as scattered as the proud Indian nation.

America and is owned by a true native. I got really pissed-off at certain things, and really happy at some of the other things, that I discovered while putting together this article. If ya want to read a real in-depth history of the Indian motorcycle, read Harry Sucher's *The Iron Redskin*. This fine man invited me to his home, and took the time to educate and broaden me with his knowledge. That knowledge will have to stew around awhile, before I'll be ready to let it out.

As you can see, the spirit and resurrection of the Indian motorcycle is as scattered as the proud Indian nation. It tugs at my heart to see such a sturdy name dragged through the mud, bastardized, and whored out. 'Course, not all folks are doing that. Indian enthusiasts are the main reason this stubborn motorcycle has stayed on the road, and stayed strong.

The following chart is a brief outline of the history of the Indian motorcycle, and the changes it has gone through over the years.

—Calamity

HISTORY OF INDIAN MOTORCYCLE

Compiled by Bonnie Hufft from "The Iron Redskin" by Harry V. Sucher
Additions by Harry V. Sucher

1895	Hendee Manufacturing Company, Mass. Produced bicycles. George M. Hendee, owner—capital investment, \$5000	1916	Hendee resigned. Hedstrom returns temporarily to help with war effort. John F. Alvord elected President by Board of Directors. Model K Featherweight discontinued. Powerplus model accepted by public rewardingly. Competition suspended due to European war. Improved Featherweight Model O offered. Military prototypes built.
1901	Hendee Manufacturing Company, Mass. Partnership between George M. Hendee, President & General Manager, and Carl Oscar Hedstrom, Chief Engineer & Designer	1917	U.S. declares war on Germany.
1903	First motorcycle built with "Indian" name.	1918	Indian war contract fulfilled. Additional contract for 25,000 machines made.
1904	Hendee consolidated bicycle and motorcycle production work to form one to Indian company. Increased production. Shares sold to investors in Springfield. 586 motorcycles sold.	1919	Scout prototype undertaken. Henry H. Skinner elected President, gives Weschler control of company.
1905	Frank J. Weschler joined staff as Bookkeeper and Office Manager. Later became President. Year ended with sales of 1,181 machines.	1920	New staff employed. Introduction of Scout.
1906	New twin cylinder model introduced. 1,698 machines produced.	1921	Chief announced. Financial problems.
1907	Site located for new factory in Springfield, Mass.	1922	Operations and financial problems.
1908	New optional features offered. First major successful year. 3,257 machines sold, over 400 franchised dealers active in U.S.	1923	Frank Weschler elected President. Scout, Chief, and Standard models carry on, few changes. Jap replica Scout sent to factory, to their amazement. Things begin to improve and recover.
1909	Line redesigned. Additions planned for State St. factory. 4,771 machines sold.	1924	Finances improved. H-D is motorcycle sales leader. Mass-produced Ford car introduced.
1910	Extensive changes in Indian line. Eight models. Factory space enlarged. Production totaled 6,137 machines, 200 dealers added on.	1925	Scout and Chief offered. Big Chief 74 and Prince models introduced. Successful year.
1911	Detailed improvements. (For info, refer to <i>The Iron Redskin</i>) Frank Weschler named treasurer. Plans made for 5-story addition to State St. factory. Over 1,200 dealerships in U.S. Additional shares sold to Springfield bankers and investors, enough to remove financial control of company from original founders.	1926	Financial success. Ace motorcycle incorporated.
1912	Minor detail improvements (For info, refer to <i>The Iron Redskin</i>). Repair department added to factory. Spring frame fitted to single and twin cylinder models. Sales soaring. Improved rear brake.	1927	Four cylinder Ace and 45 Scout offered. Weschler proposes forming holding company. Board refused. Weschler resigned. New Board of Directors, Louis J. Bauer, President, and son. Wants to diversify to other products.
1913	New facilities in full use. Improved carb. Plans for Hendee Special electric start undertaken. Production of 31,950 machines, all time high. Hedstrom resigns from company.	1928	Prince, 37 and 45 Scout, 74 Chief, and Four offered. Small auto assembled. Prince discontinued.
1914	Motorcycle industry giant. Both factories operating at full capacity, 5 models offered. Electric start Hendee Special doesn't live up to expectations.	1929	J. Russel Waite elected President. New Board of Directors. Dealer servicing disrupted. Bauer resigns, remains on Board. New model 402 offered. Auto patent shock absorber created. Waite resigns. Norman T. Bolles elected President.
1915	Production lower. Introduced Model K Featherweight. Loss of European market due to war. Powerplus model designed.	1930	E. Paul DuPont, President of DuPont motors, acquires controlling interest in Indian. Bolles remains President. Outboard "Arrow" engine announced, project failed.
		1931	E. Paul DuPont becomes President. 3 model range with minor improvements, selection of DuPont Delux paint

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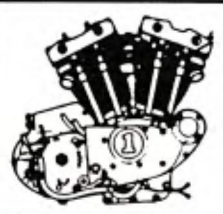
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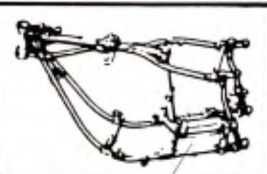
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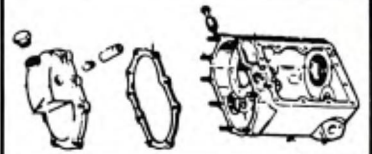


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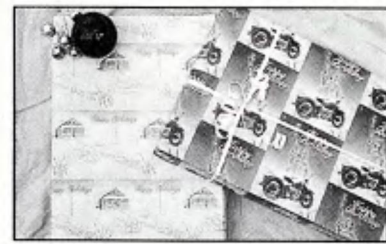
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- 1931 (Cont.) and colors available. Sam West Cecil Pierce hired as apprentice mechanic.
- 1932 **Pony Scout and Motoplane (resurrected Prince) offered.**
- 1933 **Production at lowest ebb.** New preferred stock sold to alleviate finances.
- 1934 **Motoplane discontinued.** President DuPont decides to update and improve. Four restyled, Pony Scout renamed Junior Scout. Sidecar Dispatch Tow resurrected.
- 1935 **Sales improve.**
- 1938 **Arrow and Chief run at Bonneville Salt Flats in Utah.** Receive order for 5,000 military Chiefs w/sidecar from French government.
- 1940 **Chief and Four fitted with plunger spring rear frame.** Smaller military models made on request of War Department.
- 1941 **Open-end war contract made.** Full-time war status after Pearl Harbor. Receives order from British War Department for 5,000 military machines. Dealerships suffer.

COMPANY SPLITS IN 1949

- 1949 **Indian Motorcycle Company (manufacturing)** Owned by Atlas Corp. Assigned to its subsidiary, Titaflex Corp. Called Indian Division of Titaflex. Henry Vernon, President. Titaflex plans limited production of Torque models, but most dealers have dropped franchises.
- 1952-1953 **Indian Motorcycle Company (manufacturing)** Indian Division manufactures Chief through Indian Sales Corp. through 1952. Some sold as 1953. Plant closed. Edward Nichols of Chicago buys some tools, dyes, and jigs.
- 1952-1953 **American Indian Motorcycle (parts)** Sam Pierce buys Indian parts from 150-250 now defunct Indian dealers. Brings parts to San Gabriel, Calif.
- 1968 **American Indian Motorcycle (parts)** Sam Pierce moves his business and vast collection of parts to Monrovia, Calif.
- 1974 **American Indian Motorcycle (parts)** Charlie Mathre buys out Sam Pierce's business, moves inventory to Mokelumne Hill, where he is currently in business.
- 1989 **Indian Motorcycle Company, Inc. (manufacturing)** Carmen Nick DeLeone, President, and Philip S. Zanghi, Chairman, buy the principal register trademark from Meryle M. Clymer, Claim to offer 100 limited-edition Indians at \$100,000 apiece.
- 1990 **Indian Motorcycle Manufacturing, Inc. (manufacturing)** Wayne A. Baughman starts company in New Mexico, and new logo trademark. Offers 3 models from period of 1946-1953.

- 1942 **Military production continued.** Last of the Fours built, not offered after World War II.
- 1943 **Uneventful year.** Receives Army-Navy Production Award.
- 1944 **Army sold 1,900 surplus Indians to public.**
- 1945 **President DuPont turns company over to Ralph B. Rogers,** who acquired majority of outstanding shares of company, formerly held under option by Lawrence Aeronautical. Atlas Corporation had substantial part in transaction. Rogers dismantles State St. factory. Limited number of Chiefs produced.
- 1946 **2,800 Torque models produced.**
- 1947 **Torque models begin having mechanical failures—complaints.** Rogers goes to England, attempts production there. Makes deal with Brockhouse Ltd. in England. A few Chiefs produced with difficulty. Indian-Vincent prototype created.
- 1949 **Rogers resigns as President.** England's pound note value drops, kills possible Warrior models. Decision by financiers (Atlas, Midland Marine, and Chemical Bank) to separate Indian into individual entities.

- 1949 **Indian Sales Corporation** Stote, President. Financed by Midland Marine and Chemical Banks. Distribution of British motorcycles.
- 1950 **Indian Sales Corp.** Manufactured Indian "Papoose."
- 1951-1952 **Indian Sales Corp.** Manufactured 250cc motorcycle painted Indian Red named "Brave."
- 1955 **Indian Sales Corp.** Royal Enfield in Indian Red and affixed with Indian script on tank, built in England.
- 1955-1959 **Associated Motorcycles Ltd.** operates Indian Sales Corp.
- 1959 **AMC takes control of Indian Sales Corp.**

INDIAN MOTORCYCLE COMPANIES

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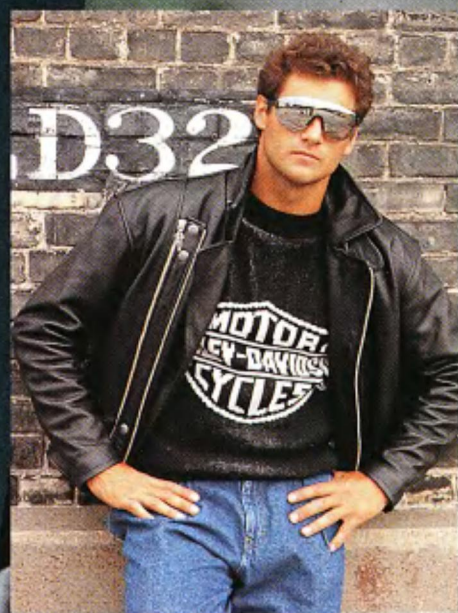
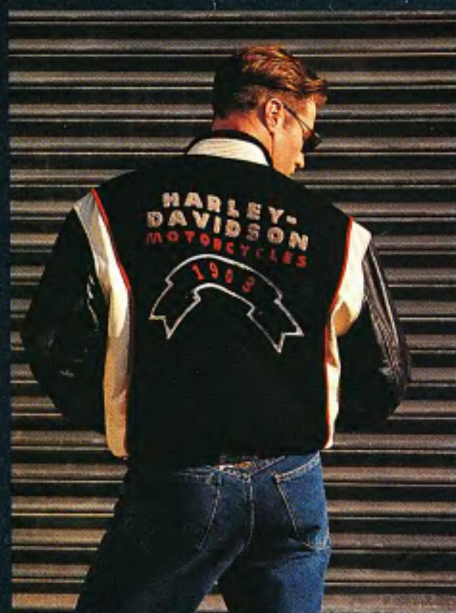
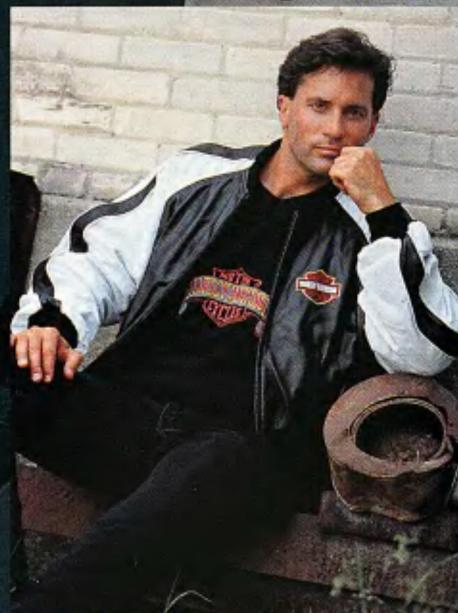
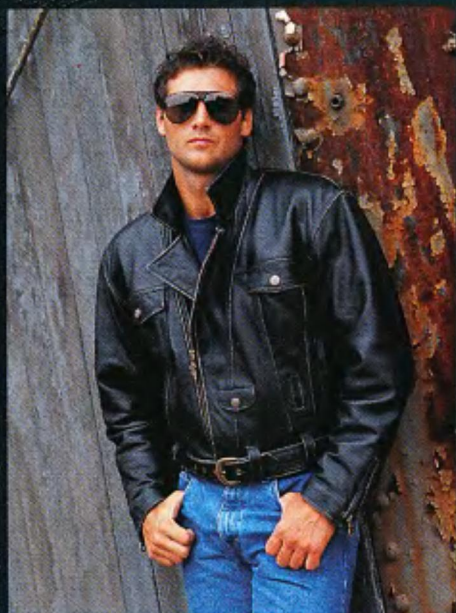
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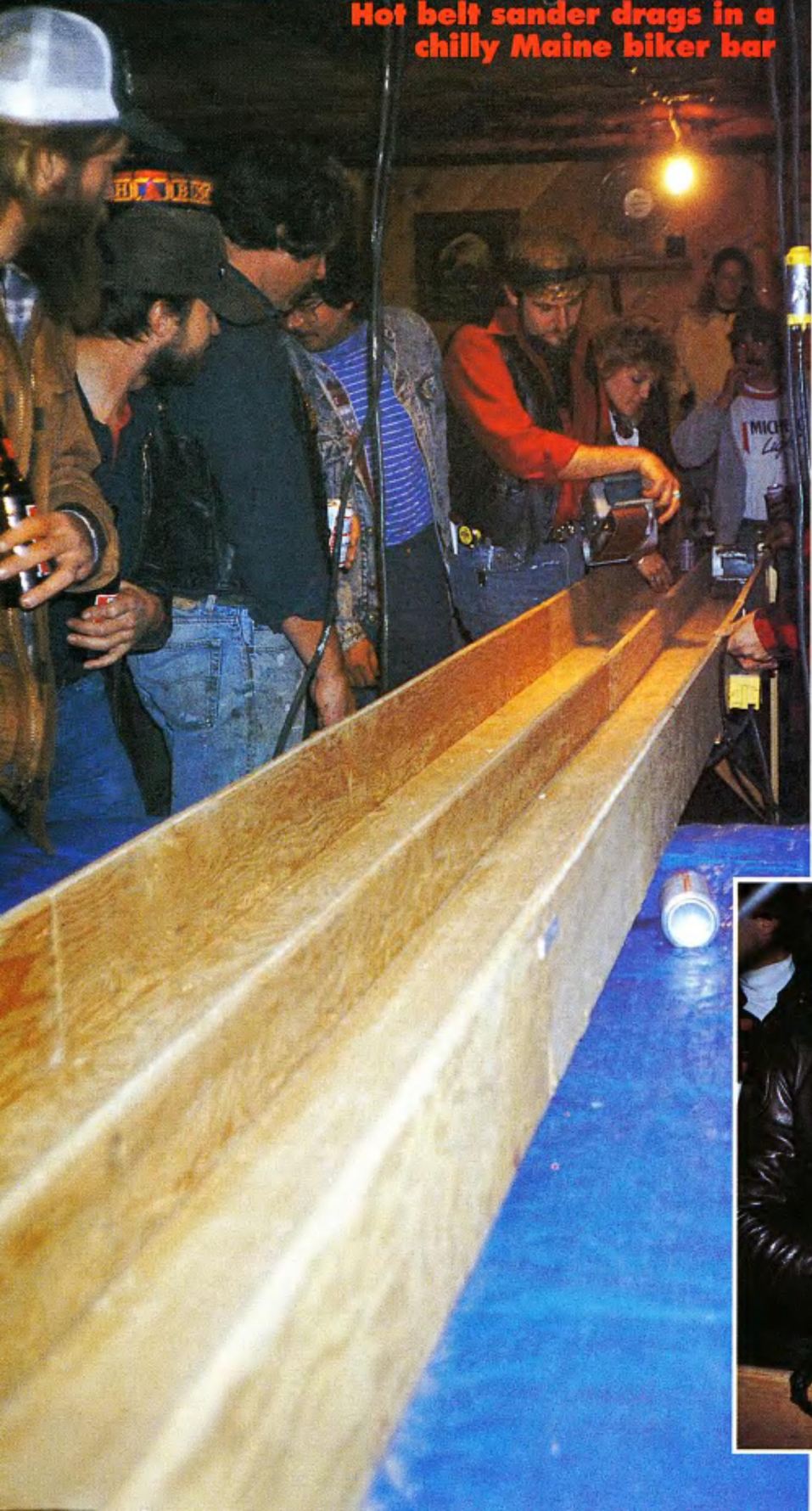


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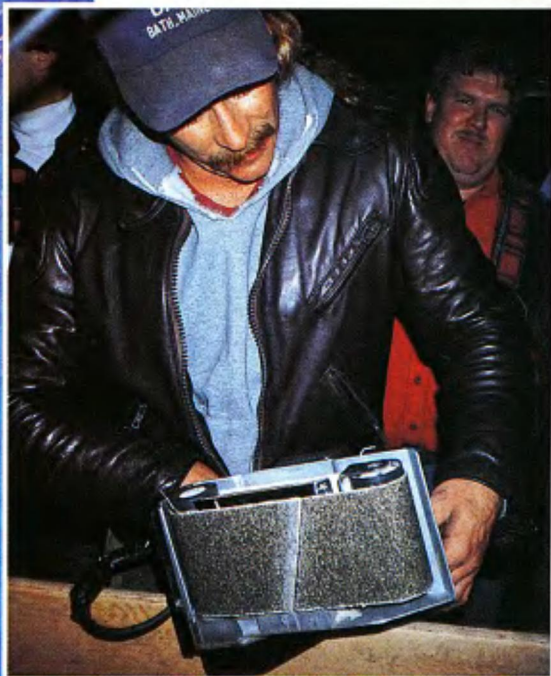
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Crop with Lace \$79.95
Panties \$49.95
Lace \$39.95
Thong \$49.95
Thong with Lace \$24.95
Bra \$49.95



CALL (714) 962-HAWG

18898 Beach Blvd., Huntington Beach, CA 92646

EVERYTHING FROM NITROUS TO LACE PANTIES

ORDERING INFORMATION

TO ORDER: 714/962-HAWG
Visa/MC accepted, or send check or money order (personal checks are held for clearance). PLEASE specify year/model, size, color, and quantity etc., where applicable. Some items are legal in California for racing vehicles which may never be used on the highway. Check state laws in your area prior to ordering. All items subject to availability. All prices subject to change without notice. This ad supercedes all other ads. (WE'RE OPEN 7-DAYS A WEEK! 10:00 AM till 7:00 PM.)

What's Happenin'

Here's your guide to what's happenin' in your area in November, December, and January. To have your events listed, get the information to us at least three months in advance—or call the new "What's Happenin'" Hot line, punch in the "Gripe Line," and for 89 cents a minute you can leave a message that we'll add each Monday to a set of recorded messages consisting of the latest, up-

to-the-minute event listings. To find out what's happenin' in any state, just punch up the state's number code (listed below) and be informed. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you put across the state. Send your info to "What's Happenin'," Box 3000, Agoura Hills, CA 91301.

California

VIETNAM VET ERA 20 YEAR REUNION—November 9-10-11 in Nipinnawasee. Admission \$10 per day. Good meals, Marine Corps birthday party, good rock 'n' roll, and guest speakers. For info, write Paul, Ol' Nip Golds Town Bed and Breakfast, 45013 Hwy. 49, Nipinnawasee, CA 93601, or call Paul at (209) 683-2155.

19TH ANNUAL TURKEY RUN—November 11 in Northern California. Sponsored by Chiefs MC. For info, call (209) 521-9780, or (209) 835-7812.

LOVE RIDE 7—November 11 starting in Glendale at H-D of Glendale, to the Calamigos Ranch in Malibu. Minimum pledge required. For info, write Glendale H-D at 3717 San Fernando Rd., Glendale, CA 91204, or call (818) 246-5618.

ALL-HARLEY DRAG INVITATIONAL—November 24-25 in Palmdale at L.A. County Raceway. Best top-fuel and top-gas racing, street and modified racing. Parts extravaganza held both days. \$10,000 cash purse plus contingencies. Sponsored by J&P Promotions. For info, write Box 405, Anamosa, IA 52205, or call (319) 462-4605.

OLD TIMER'S DANCE—December 1 in San Francisco. Sponsored by San Francisco MC. For info, call (415) 490-SFMC.

TOY RUN—December 2 in Northern California. Sponsored by Sierra Road Riders Association. For info, call (702) 849-0885, (415) 458-6239, (415) 352-3896, (209) 599-3155, or (415) 327-7890.

Delaware

ANNUAL TOY RUN—November 3 leaving Banning Park (Boxwood Rd. and Maryland Ave.) at noon, sharp. Bring toy or \$10 donation. Toys donated to Wilmington Boys Club. Party afterward for participants. Sponsored by ABATE of Delaware, New Castle County Chapter. For info, call (215) 494-7309.

Georgia

SWAP MEET & BIKE SHOW—December 9 in Atlanta at Henderson's Auction Building. Fund raiser for Georgia Motorcycle Political Action Committee. Sponsored by Walton Cycle Club. For info, write Lee at Box 2356, Smyrna, GA 30081, or call (404) 438-8442, or WCC clubhouse at (404) 267-9928.

Indiana

LADIES OF ABATE DANCE—November 24 in Greensburg at Knights of St. John Hall. Sponsored by Ladies of ABATE, Region 7. For info, call Darla at (317) 525-6002, or Brenda at (812) 663-7000.

Louisiana

ABATE OF LOUISIANA STATE TOY RUN—December 8. For info, call Rusty Walker, State President, at (504) 622-2216.

Nebraska

THANKSGIVING PARTY—November 18. Sponsored by ABATE of Nebraska, District 12. For info, write or call Bob Spry at 410 West 1st St., McCook, NE 69001, (308) 345-6157, or state office at (402) 438-2523.

CHRISTMAS PARTY—December 8. Sponsored by ABATE of Nebraska, District 8. For info, write or call Bill Tolle at 233 S. Gunbarrel Rd., Grand Island, NE 68801, (309) 331-0354, or state office at (402) 438-2523.

CHRISTMAS PARTY—December 15. Sponsored by ABATE of Nebraska, District 6. For info, write or call Warren Sheehy at 8516 Polk St., Omaha, NE 68127, (402) 331-7904, or Tom at (402) 457-6388, or state office at (402) 438-2523.

CHRISTMAS PARTY—December 16. Sponsored by ABATE of Nebraska, District 12. For info, write or call Bob Spry at 410 West 1st St., McCook, NE 69001, (308) 345-6157, or state office at (402) 438-2523.

Nebraska (continued)

CHRISTMAS PARTY—December 29. 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, or David at (402) 435-1597, or state office at (402) 438-2523.

New York

AM-JAM TATTOO EXPO '91—January 12-13 in Schenectady. General admission \$5 per day. Top tattoo artists, tattoo videos, competition, vendors, and more. For info, write AM-JAM, Box 4709, Schenectady, NY 12303, or call (518) 346-0521.

New Mexico

ALAMOGORDO 3RD ANNUAL THANKSGIVING FOOD RUN & FEAST—November 11. Sponsored by ABATE of New Mexico, Alamogordo Chapter. For info, write Star Route 2, Box 6067A, Tularosa, NM 88352.

4TH ANNUAL THANKSGIVING FOOD RUN—November 18. Sponsored by ABATE of New Mexico. For info, write Box 26544, Albuquerque, NM 87125.

Oregon

PORTLAND ABATE CHAPTERS' SHRINE TOY RUN—December 1 starting at 10th and Woodward in Portland at A&J Motorcycles. Form up at noon, leave at 1 p.m., to the Portland Shrine Hospital. Bike raffle for a '91 Harley. Sponsored by ABATE of Oregon, Portland Chapters. For info, call Sarge at (503) 639-0873, or write Box 3572, Portland, OR 97208.

Rhode Island

13TH ANNUAL TOYS FOR TOTS RUN—November 25 starting in West Warwick from J.P. Murphy Rd. Rain, snow, or shine. Party at Elk's Lodge after. Sponsored by Rhode Island Motorcycle Association. For info, write Box 10446, Cranston, RI 02910, or call RIMA Hot line at (401) 949-3470.

Texas

2ND ANNUAL DALLAS VINTAGE & CLASSIC MOTORCYCLE AUCTION—November 10 in Dallas. Featuring finest antique, vintage, classic, and special interest motorcycles. Sponsored by ACS International. For info, write 227 W. Hwy. 36, St. Paul, MN 55113, or call (612) 633-9655, or FAX 612-633-3212.

DUMMY DAVE'S SWAP MEET—December 9 in Pasadena at Pasadena Rodeo Grounds, 7600 Red Bluff. Booth reservations a must. Door prizes, food, beer, and rhythm and blues. For info, call (713) 941-8136.

Washington

NEW YEAR'S EVE PARTY—December 31 in Renton. Clean and sober. Sponsored by 5th Chapter MC. For info, write Slut Putt at Box 1405, Renton, WA 98507, or call (206) 698-3628.

900 phone number state codes – alphabetically

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

BLACK HILLS

STURGIS

MOTORCYCLE
CLASSIC

50th Anniv. Souvenirs

Great

Wall
Deco

Rally Pennants

Grab some of these for yer friends, real historymakers.
12"x30" \$5.95



Official Map T-Shirt

S-M-L-XL \$13.95



Official Rally T-Shirt

S-M-L-XL Black only \$13.95



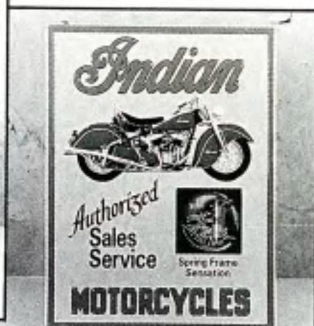
Haulin Ass to Sturgis

This ones a keeper, its probly Daryle and Diane. Another 2-Wheelers Creation \$39.95



Gasoline Globe

Check out this Nostalgic lamp, yer friends will freak.
11"x14" Plastic/Wood base \$199.95



Indian Dealer Sign

This Ole bitchin tin thing is embossed just like the original.
18"x24" \$39.95



"Sturgis 50th Anniversary"

Belt Buckle \$24.95
Key Ring 9.95
Pin 7.95



H-D Beach Club

T-Shirts. Kids (white only)
2 thru 12 \$9.95; Big kids
S-M-L-XL \$13.95 XXL \$14.95



Drifter



Kickstart

Biker Art Sculptures

You probly havent seen anything this cool, the detail alone will blow your mind. Made in Colorado. Available in highlighted bronze or hand-painted. Bronze \$199.95 Hand-painted \$249.95

WORLD FAMOUS
2-WHEELERS
DENVER ★ STURGIS ★ DAYTONA

Well Bros, we still got the TOLL FREE NUMBER; we still accept your (MASTERCARD or VISA only) also we ship U.P.S. C.O.D. Sorry Charlie still no F..kin Checks!

Orders Only
1-800-421-6224





Photos by Smokey

Rick Horridge, Wurtsboro, New York 1972 Harley-Davidson FL

This article's history is about the same as the bike's—they both started out as basket cases. Rick "Silent Salesman" Horridge works as the service manager at O'Toole's Harley-Davidson in Wurtsboro, New York. He also puts his personal touch to several build 'n' sell bikes a year.

Matter of fact, this masterpiece of a shovel just went down the road under an elated new owner. Rick had her for about a year and a half—three months of buildin' and a little over a year for ridin'.

You get the old pan feelin' from the '61 wide glide, panhead tanks, and classic trumpet horn. These unique, eye-catchin' fenders are fabricated from stock FL fenders which he formed, adding welding to the steel sides. "They took a lot of work and came out a little heavy—but not bad. Now I hear there's a similar-lookin' fiberglass Indian fender reproduction on the market," said Rick.

These photos were shot during the '89 Easyriders Rodeo in New York. Rick was running the bike show, and this bitchin' green and cream shovel bagged him a second-place trophy.

Rick still has a couple of bikes at home that are lookin' fine, and you can bet we'll be seein' more of his Milwaukee Iron creations in the near future.

—Clean Dean

YEAR: 1972 Harley-Davidson

MODEL: FL

ENGINE: almost stock, 74-cubic-inch shovelhead

TOP END: Dudley lifters, bored .040-over; chrome fins, and black paint

LOWER END: stock, cases painted black

TRANSMISSION: stock four-speed

FRAME: stock 1972 Harley-Davidson

FINISH: candy hunter green and cream lacquer with urethane clear

CREDITS: Special thanks to O'Toole's Harley-Davidson, Wurtsboro, New York.

FORKS: stock 1961 wide glide front end, chrome lower legs, chrome fork tins, spotlamps, running lights, stock headlight, chrome cover, and visor

WHEELS: stock chrome, 16-inch spoke wheels

ACCESSORIES: old panhead-style gas tank emblems, trumpet horn, taillight, chrome oil pump, and mounted oil pressure gauge

SPECIAL MODIFICATIONS: both front and rear stock FL fenders, steel fabricated sides by owner, stock solo seat rebuilt and recovered by Indian AI



HARE-E CHRISTMAS

BY JON TORVILLE



E. BUNNY? THIS IS NICK, HEY, MAN, I FUCKED UP MY BACK, CAN YA FILL IN?



OKAY, NICK, BUT SINCE THIS AIN'T EASTER, I WANT TIME-AND-A-HALF!



CHRISTMAS EVE

HEY THIS GIG AIN'T SO HARD!



AW SHIT, MY TOE... CAN'T THESE FRICK'N BIKERS PARK THEIR HARLEYS SOME PLACE BESIDES THE FUCKING LIVING ROOM?



MMM, A RABBIT RIPPIN' OFF MY KIDS' TOYS, AND I WANTED TO PLAY WITH THE TRAIN SET IN THE MORNING!



FIRST YER GONNA CLEAN THOSE ROUND PELLETS OFF THE FLOOR, THEN WE'RE GONNA DANCE



NEXT MORNING

WELL, FAMILY, I WENT AND GOT US A NICE RABBIT DINNER FOR THIS WONDERFULLY HAPPY DAY (CHUCKLE-CHUCKLE)



IN THE LOCAL PAPER, WHICH SANTA ALSO READS!



GEE, I CAN'T BELIEVE IT, A RABBIT ACTING AS SANTA. I WONDER WHAT HAPPENED TO HIM (HEE-HEE)



MEANWHILE BACK AT THE NORTH POLE!

HEY, ELF, GO AND GET ME MRS. CLAUS 'CAUSE I'VE GOT SOMETHIN' TO TELL THE LITTLE BITCH!



WHAT NOW SHITHEAD... I'M NOT IN THE MOOD FER SEX, BESIDES, I LOST MY KNEE PADS!



NO, NO, GO PACK YER SHIT 'CAUSE WE'RE GOING TO STURGIS ON THE PAN!



BUT HONEY THAT'S NOT FOR A LONG TIME!



I'M AWARE OF THAT MY LITTLE UNDERAGE SEX KITTEN, WE'RE TAKIN THE LONG ROAD. WE NEED A VACATION!



LET ME GET THIS STRAIGHT, NICK GOES ON VACATION AND I HAVE TO DIE? WELL, HERE'RE SOME PELLETS FOR ALL OF YOU! BAH-HUMBUG!



END

Easyriders®

1991
CATALOG



Leather Jackets

Lookin' for hard ridin' genuine biker leathers? Then look no further—the **Easyriders** leather line is for you. We've taken the traditional look and added special features for the true bikers' needs. **Easyriders** 100% American cowhide jackets are tough, yet supple and comfortable. These hides are treated to state-of-the-art tanning and drying techniques—producing Super A Grade™ leather with top-quality construction. **WE GUARANTEE** you the best comfort and fit around!



A. Dakota™ Ladies' Weave Leather Jacket

This sleek, custom-style, jacket has western weave on the front, back, and sleeves. The elasticated back gives fitting comfort and keeps the cold air out. It has a snap-down collar and 100% nylon taffeta lining. The two large inside pockets and the black zippered outside ones give you plenty of room for all those necessary things.

Sizes 32-42, \$258.95, Sizes 44-48, \$275.95

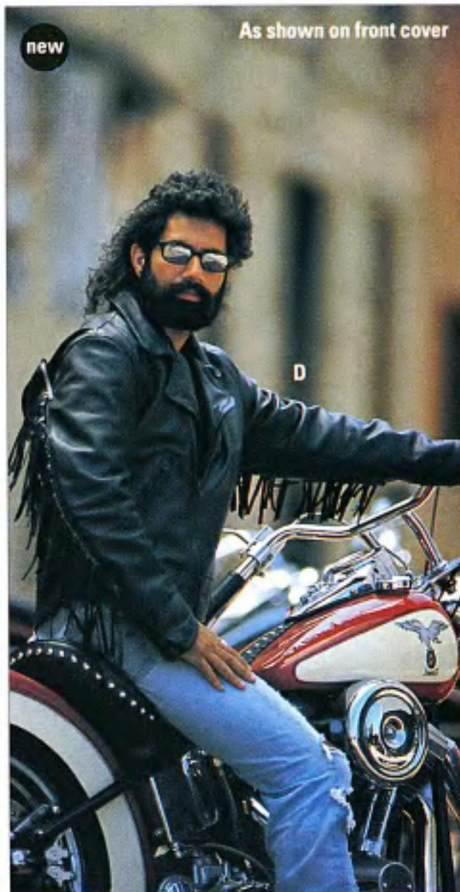
Size	Part #	Size	Part #
32	#214232	42	#214237
34	#214233	44	#214238
36	#214234	46	#214239
38	#214235	48	#214240
40	#214236		

As shown on front cover



new

As shown on front cover



B. Biker Jacket™

Features: Super A cowhide, black zippers, action back, adjustable waist gussets, contoured and tapered sleeves, wrist zipper closures, and built-in kidney support. In addition, quilted 100% nylon taffeta lining, two exterior pockets w/ zippers and two large interior ones. Also cigarette pocket and special mini mag-lite pocket.

Sizes 38-50, \$312.95

Size	Part #	Size	Part #
38	#214301	46	#214305
40	#214302	48	#214306
42	#214303	50	#214307
44	#214304		

C. Cheyenne™ Ladies' Fringed Leather Jacket

Same great features as the Dakota™ with the added classic style of fringe. A look that will never be out-of-date and quality that will last.

Sizes 32-42, \$288.95, Sizes 44-48, \$299.95

Size	Part #	Size	Part #
32	#214222	42	#214227
34	#214223	44	#214228
36	#214224	46	#214229
38	#214225	48	#214230
40	#214226		

D. Fringed Biker Jacket™

This traditional Biker Jacket has been made one step better by adding fringe to the arms and across the back. This jacket looks great in the wind and has all the features of the Biker Jacket™.

Sizes 38-50, \$324.95

Size	Part #	Size	Part #
38	#214420	46	#214424
40	#214421	48	#214425
42	#214422	50	#214426
44	#214423		

**FIVE-YEAR WARRANTY
MATERIALS & CRAFTSMANSHIP**

Men's Leather

E. The Gambler™ Men's Open Leather Vest

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

Sizes SM-XL, \$99.95

SIZE	PART #	SIZE	PART #
SM	#214352	LG	#214354
MD	#214353	XL	#214355

F. Tombstone Chaps™

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

S-L, \$239.95, XL-XXL, \$258.95

Waist size	Part #	Waist size	Part #
26-28 SM	#214366	38-40 XL	#214369
30-32 MD	#214367	42-44 XXL	#214370
34-36 LG	#214368		

G. Men's Montana Chaps™

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

S-L, \$299.95, XL-XXL, \$306.95

Waist size	Part #	Waist size	Part #
26-28 SM	#214257	38-40 XL	#214260
30-32 MD	#214258	42-44 XXL	#214261
34-36 LG	#214259		

H. Maverick™ Lace-up Pants for Men & Women

These quality leather lace-up pants come in waist sizes to fit both men and women. They feature rawhide lace-up gusset sides, five pockets, zipper fly, shotgun flare, fully lined 100% nylon taffeta and are made of Super A cowhide. Order by waist size.

SIZES 26-42, \$246.95

SIZE	PART #	SIZE	PART #
26	#214327	36	#214332
28	#214328	38	#214333
30	#214329	40	#214334
32	#214330	42	#214335
34	#214331		

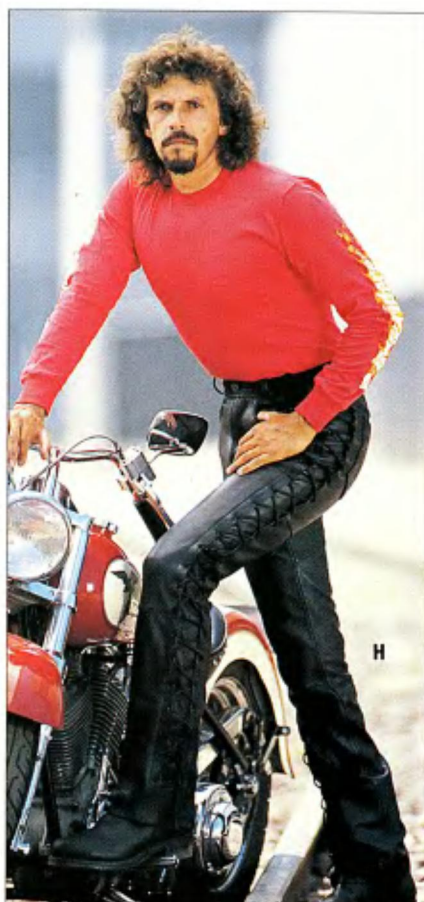
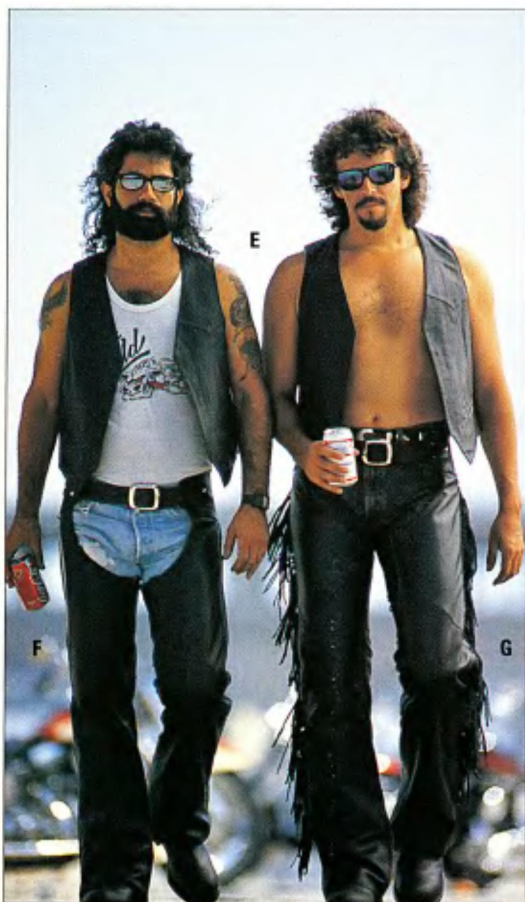
I. Ladies' Montana Chaps™

All the great features of the Men's Montana Chaps™, but in small sizes for the ladies. Crystalline Rose babydoll top sold on page 10.

S-L, \$299.95

Waist size	Part #	Waist size	Part #
26-28 SM	#214257	34-36 LG	#214259
30-32 MD	#214258		

CALL 1-800-247-6246
FOR MORE INFO AND LOCATION
OF YOUR NEAREST DEALER





Women's Leather

A. Wildfire Shorts™ Ladies' Lace-Up Shorts

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

Sizes S-L, \$55.95

SM#214363 LG#214365
MD#214364

B. Easyriders Tube Tops

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

One size fits all \$9.95

Black#212012 White#212013

C. Wildfire Skirt™ Ladies' Lace-Up Skirt

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

Beautiful garment-weight cowhide.

Sizes S-XL, \$106.95

SM#214360 LG#214362
MD#214361 XL#214395

D. Cheyenne Vest™ Ladies' Fringe Vest

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

Sizes S-XL, \$159.95

SM#214241 LG#214243
MD#214242 XL#214244



CALL 1-800-247-6246
FOR MORE INFO AND LOCATION
OF YOUR NEAREST DEALER



Nasty Feet Boots

These boots are American made and built especially for you, the biker. Both styles meet all ASI safety standards by featuring tough steel toes, and shank and oil resistant Neoprene soles. We customize them for you by adding the following features: handcrafted leather uppers, heavy-duty hardware, fully-cushioned insole, cigarette pack (size) pocket, plus a knife (or tool) holder. They come in 17" and 11" high styles. Ladies' style includes an inner stash pocket (see inset) and lace-up sides so pants will tuck in easily. Sizes to fit everyone! All Nasty Feet boots are ANSI rated: 241.1-1972-75. We will include a pair of Easyriders identification pins with each pair of boots.

E. Mens' 17" Tall Nasty Feet

\$149.50

Size	Med.	Wide
8	#251001	NA
8 1/2	#251002	NA
9	#251003	#251203
9 1/2	#251004	#251204
10	#251005	#251205
10 1/2	#251006	#251206
11	#251007	#251207
11 1/2	#251008	N/A
12	#251009	#251209

F. Mens' 11" Tall Nasty Feet

\$124.50

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

G. Women's 17" Tall Nasty Feet

\$132.50

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

EZ Legs, Boot Chains & Straps

H. Fringed EZ Legs

These EZ Legs compliment your boots, while giving you the wear of fine chaps. Side zippers for easy on & off—fringe and conchos for style. Lace adjustment at back of thigh.

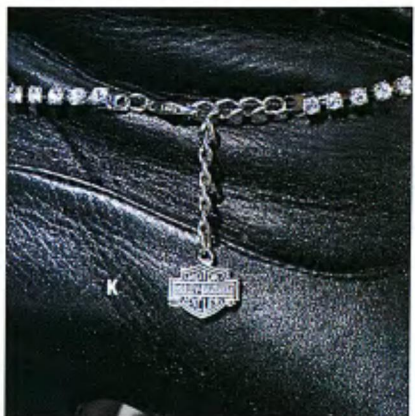
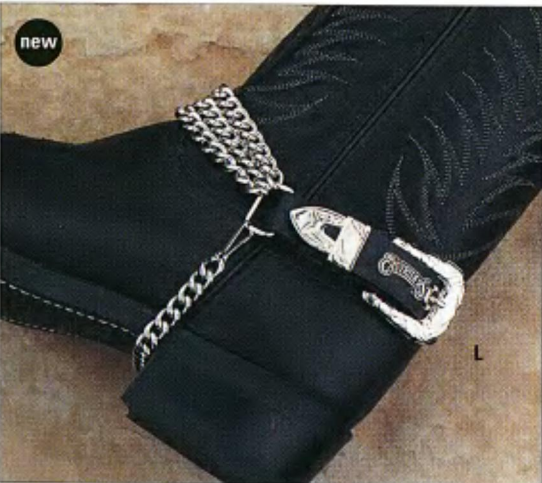
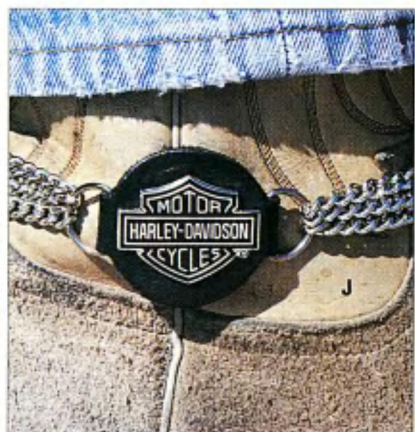
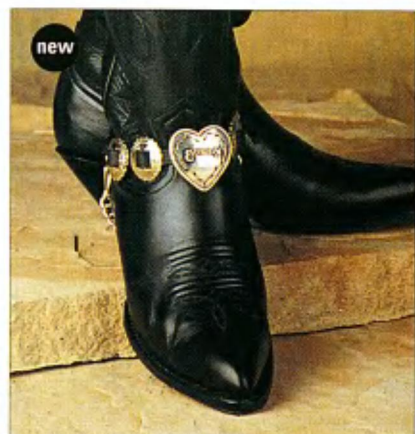
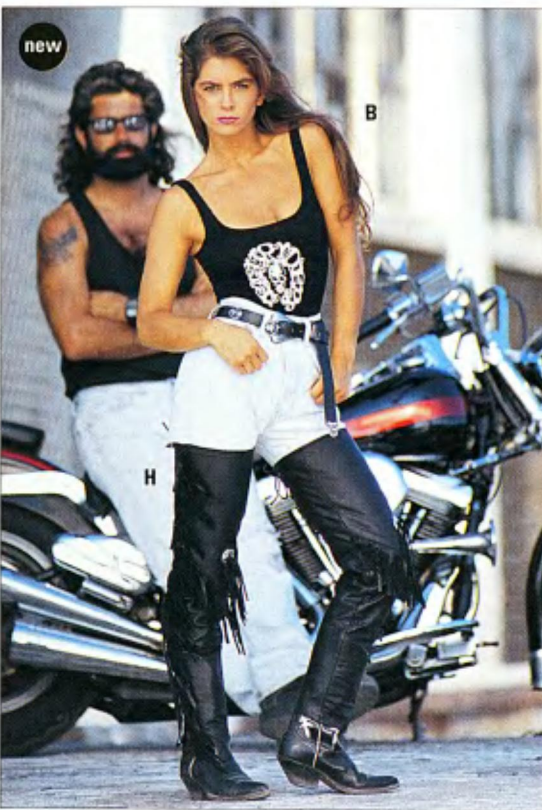
Sizes P/S-M/L, \$159.50

P/S	#214550	M/L	#214551
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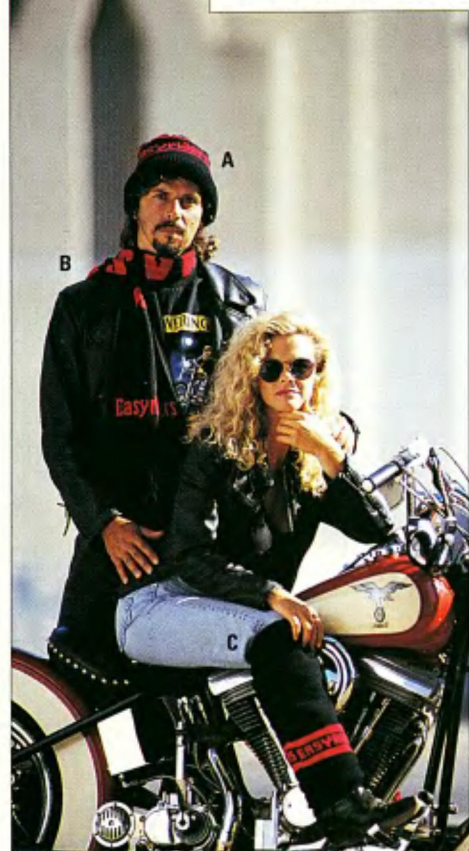
I.-L. Boot Chains & Straps

Men's boot chain has double heavy silver plated chain with H-D Bar and Shield. Women's chain has crystal rhinestones with the H-D shield. Men's Easyriders boot strap is made of quality leather and metal. The ladies Easyriders strap features a beautiful tooled heart.

I.	#310105 (left foot)	\$19.95
	#310106 (right foot)	\$19.95
J.	#310104	\$18.50
K.	#310102	\$12.50
L.	#310107 (left foot)	\$19.95
	#310108 (right foot)	\$19.95



Winter Knitwear, Flame Pocket T's, & Suspenders



A-C. Easyriders Knit Wear

Keeps your head, neck, and legs toasty on those cold ridin' days. Easyriders scarves are double-knit and extra long.

A. Easyriders Knit Cap	#300102	\$7.25
B. Easyriders Knit Scarf	#300101	\$15.95
C. Easyriders Leg Warmers	#300103	\$13.95

D-F. H-D Knit Wear

Warm and comfy Harley-Davidson knits.

D. H-D Knit Cap	#230001	\$7.25
E. H-D Knit Scarf	#300111	\$13.95
F. H-D Leg Warmers	#300110	\$13.95

G-H. H-D Suspenders

Keep a hold on your pants with the most popular designs in suspenders. Adjustable, with Harley-Davidson on leather, or quality printed on straps.

G. REG-XL, \$9.95

REG	#290600	XL	#290601
-----	---------	----	---------

H. REG-XL, \$13.75

REG	#290610	XL	#290611
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I.-J. Flame Shirts

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

M-XL, \$21.50

I. Eagle Flame

Size	Red	Black	White
MD	#203027	#203030	#203033
LG	#203028	#203031	#203034
XL	#203029	#203032	#203035

J. Skull Flame

Size	Red	Black	White
MD	#203036	#203039	#203042
LG	#203037	#203040	#203043
XL	#203038	#203041	#203044

MADE IN U. S. A.

Sweats & Leather Riding Gloves

K.-L. Flame Sweat Suits

You can sweat, or you can be cool... hooded sweatshirt, with tummy pocket, matching sweat pants... eagle or skull flames on both. Red or black. 50% cotton/50% acrylic fabric. Made in USA.

Shirt M-XL, \$34.95,

Pants S-XL, \$27.95

K. Skull Flame Sweatshirt and Pants

Size	Red Shirt	Pants	Black shirt	Pants
SM		#203061		#203057
MD	#203054	#203062	#203051	#203058
LG	#203055	#203063	#203052	#203059
XL	#203056	#203064	#203053	#203060

L. Eagle Flame Sweatshirt and Pants

Size	Red Shirt	Pants	Black shirt	Pants
SM		#203069		#203065
MD	#203048	#203070	#203045	#203066
LG	#203049	#203071	#203046	#203067
XL	#203050	#203072	#203047	#203068

M.-N. Easyriders Sweatshirts

These fine American Easyriders sweatshirts are 50% polyester/50% cotton, and are the best heavy-duty sweatshirt we offer. David Mann's awesome Time Warp sweatshirt, and the striking Lightning Eagle design, are both new sweatshirt designs.

M-XL, \$24.95

M. David Mann's Time Warp Sweatshirt

MD #208213	LG #208214	XL #208215
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N. Lightning Eagle Sweatshirt

MD #208210	LG #208211	XL #208212
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O.-P. H-D Sweatshirts

Made of 50% cotton/50% acrylic American made material. These quality sweatshirts sport new Harley designs in bright, lasting colors.

M-XL, \$24.95

O. Red H-D Eagle Head Sweatshirt

MD #800674	LG #800675	XL #800676
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P. Black H-D Bar & Shield Sweatshirt

MD #800677	LG #800678	XL #800679
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Q. Leather Gauntlet Gloves

These heavy black cowhide Gauntlet Gloves are insulated with Thinsulate... have hidden rain cover, and the quality leather is professionally drum dyed.

S-XL, \$29.95

SM #214605	LG #214607
MD #214606	XL #214608

R. Leather Summer Gloves

Made of the finest sheepskin, these summer riding gloves feature open back and knuckleholes for comfort and cooling.

S-XL, \$19.95

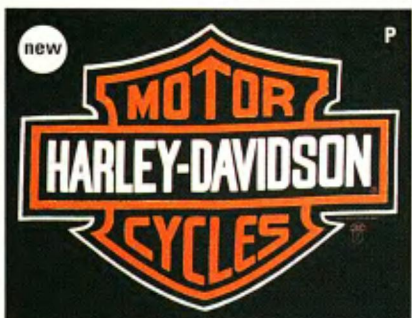
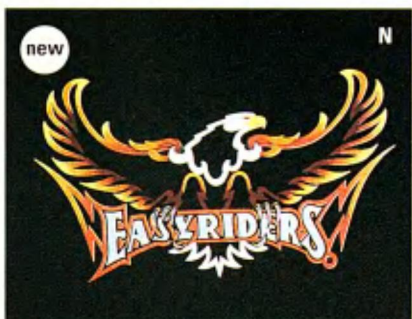
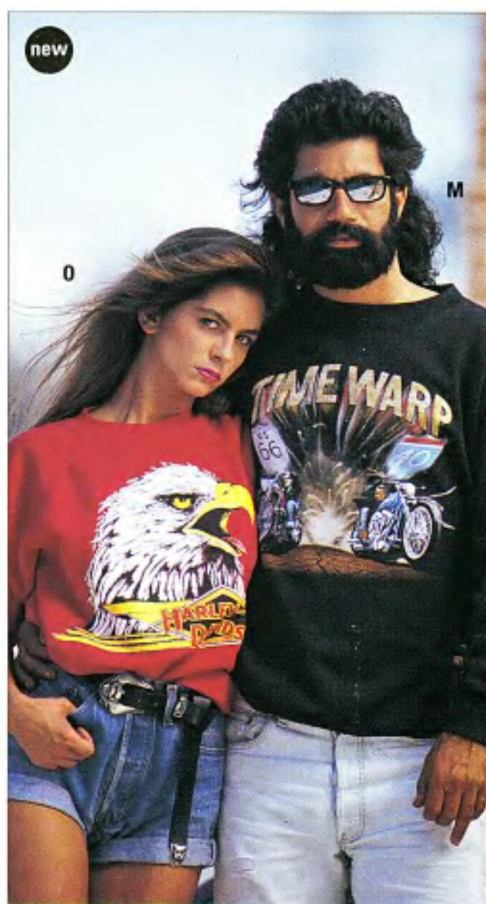
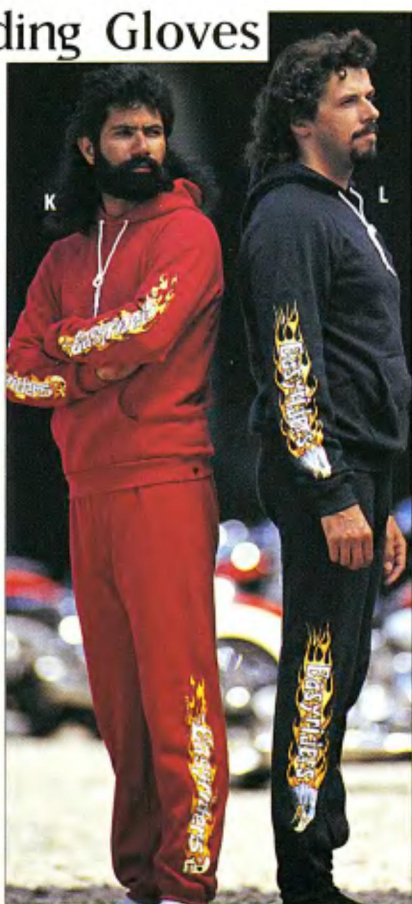
SM #214600	LG #214602
MD #214601	XL #214603

S. Leather Short-Fingered Gloves

Top Quality short-fingered riding gloves. Made of black drum dyed cowhide.

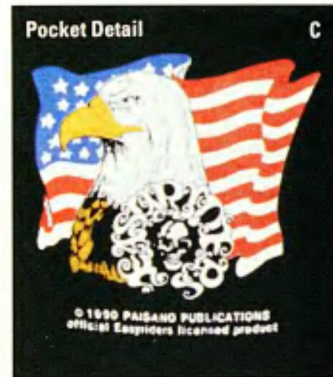
S-XL, \$9.95

SM #214610	LG #214612
MD #214611	XL #214613



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Easyriders & Tattoo T-Shirts

These are the newest designs in Easyriders and Tattoo T-Shirts. They're all quality 100% cotton Haynes Beefy-Ts. You can get yours sporting the new detail artwork of David Mann—America's most famous biker artist. NOTE: Ghost Rider T-shirt is new, improved design.

M-XL, \$12.95, XXL, \$15.95 (*except where indicated)

A. Nighttime Tiger T-Shirt

Big, extra-roomy size... makes a great ladies night shirt!

*One size fits all #208235 \$15.95

B. Easyriders Falcon T-Shirt

MD #208248 XL #208250
LG #208249 XXL #208251

C. Easyriders Eagle Flag Pocket T-Shirt

*M-XL, \$14.95

MD #208224 XL #208226
LG #208225

D. Lightning Eagle T-Shirt

MD #208216 XL #208218
LG #208217 XXL #208219

E. Eagle on Wind T-Shirt

MD #208220 XL #208222
LG #208221 XXL #208223

F. Easyriders Streamliner T-Shirt

MD #800704 XL #800706
LG #800705 XXL #800707

G. Skull With Helmet Tattoo T-Shirt

MD #208244 XL #208246
LG #208245 XXL #208247

H. Dragon Tattoo T-Shirt

MD #208236 XL #208238
LG #208237 XXL #208239

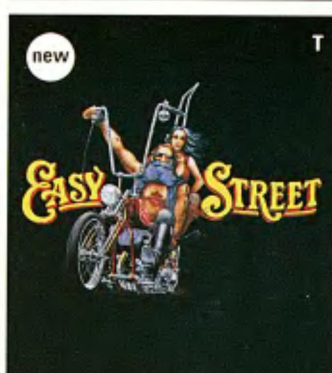
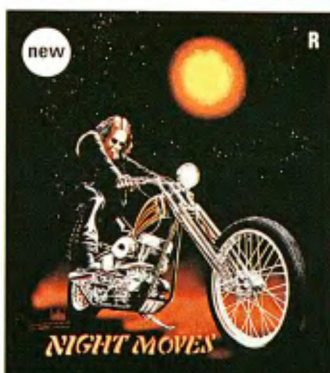
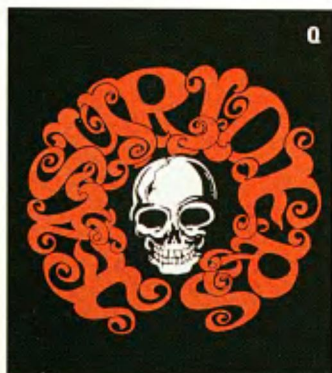
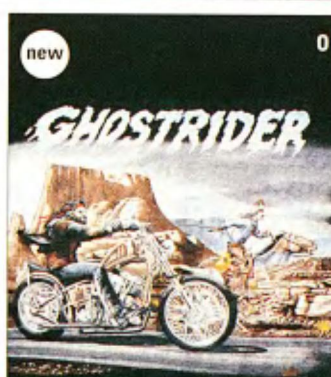
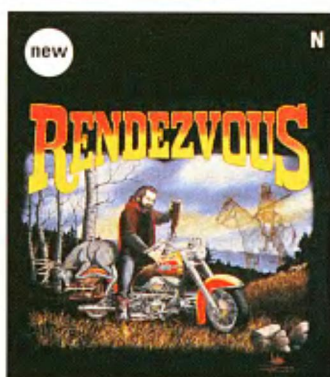
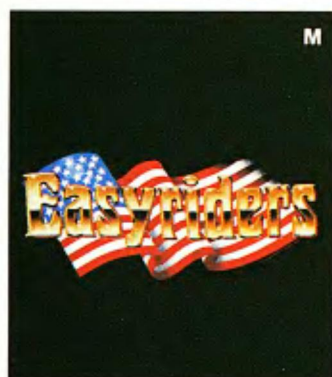
I. Skull, Snake & Dagger T-Shirt

MD #208240 XL #208242
LG #208241 XXL #208243

J. Lady Color T-Shirt

MD #208228 XL #208230
LG #208229 XXL #208231

new



K. David Mann's Knight Rider

MD#208080 XL#208082
LG#208081 XXL#208083

L. David Mann's Discovering America

MD#208056 XL#208058
LG#208057 XXL#208059

M. Easyriders Flag Logo T-Shirt

MD#800633 XL#800635
LG#800634 XXL#800636

N. David Mann's Rendezvous

MD#208060 XL#208062
LG#208061 XXL#208063

O. David Mann's Ghost Rider

MD#208068 XL#208070
LG#208069 XXL#208071

P. David Mann's Time Warp

MD#208072 XL#208074
LG#208073 XXL#208075

Q. Easyriders Skull Logo T-Shirt

MD#202002 XL#202004
LG#202003 XXL#202005

R. David Mann's Nightmoves

MD#208052 XL#208054
LG#208053 XXL#208055

S. David Mann's Need For Speed

MD#208076 XL#208078
LG#208077 XXL#208079

T. David Mann's Easy Street

MD#208064 XL#208066
LG#208065 XXL#208067

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new



Harley-Davidson T's

Tough 100% cotton T-shirts with stunning new H-D artwork.

M-XL, \$12.95, XXL, \$15.95

A. Eagle vs. Dragon T-Shirt

MD#800696 XL#800698
LG#800697 XXL#800699

B. Gargoyle T-Shirt

MD#800688 XL#800690
LG#800689 XXL#800691

C. Upwing T-Shirt

MD#800680 XL#800682
LG#800681 XXL#800683

D. Traditional Circle T-Shirt

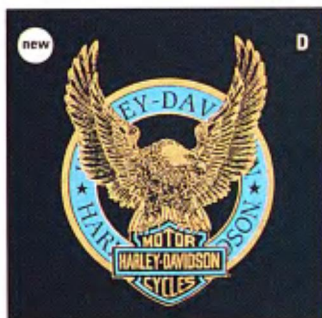
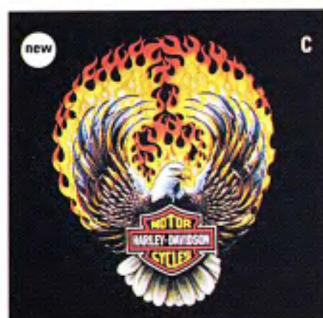
MD#800684 XL#800686
LG#800685 XXL#800687

E. "My Soul" T-Shirt

MD#800692 XL#800694
LG#800693 XXL#800695

F. Wolf/Storm T-Shirt

MD#800700 XL#800702
LG#800701 XXL#800703



Ladies' Babydolls

These 50% polyester/50% cotton babydolls aren't thin—they're soft, comfortable, strap-type tops with hot colors and quality printed fronts.

M-XL, \$11.95

G. Precious Cargo String Top

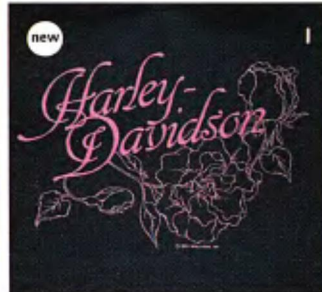
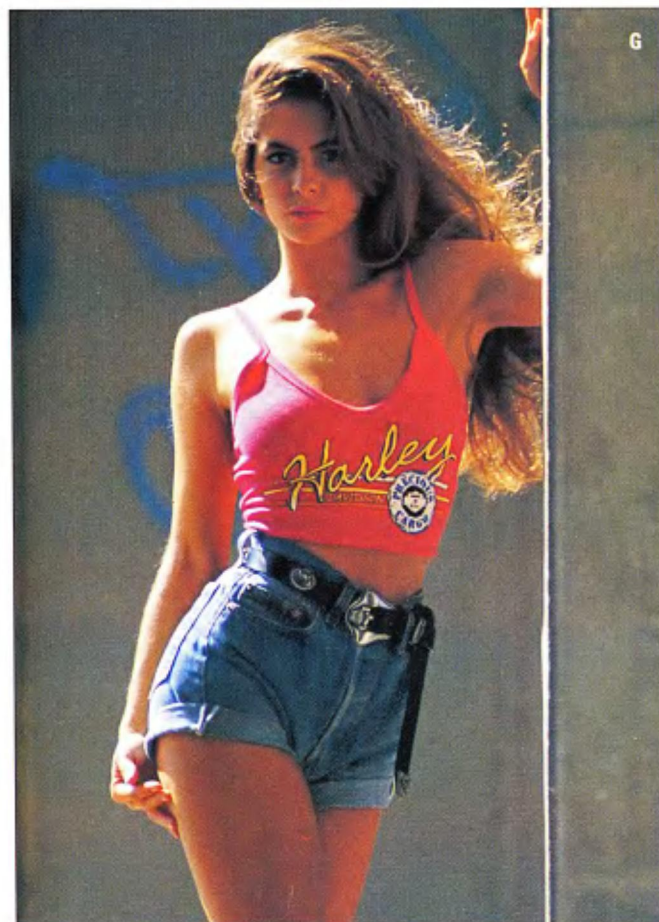
MD#212017 XL#212019
LG#212018

H. Hot, Hot, Hot String Top

MD#212014 XL#212016
LG#212015

I. Crystalline Rose Top

MD#212022 XL#212024
LG#212023



H-D Bike Models

These scale Harley models (pictured on opposite page), are perfect, clear down to the nuts and bolts. All "pocket bikes" are 1/12 scale. Kits include instructions and decals.

\$25.95 each

T. H-D FLS Low Rider#160021
U. H-D FLHC Classic#160020
V. H-D FLH Electra Glide#160023
W. H-D FXE Fatbob Super Glide#160024

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Kid's And Baby Clothes

J. H-D Knit Baby's Cap

The perfect gift to keep your favorite rug rat's ears toasty warm.

One Size, #300112, \$8.50

K.-L. H-D Kid's T's

Cool new "Killer at the Beach" design on 50/50 poly-cotton blend T-shirt. Available in black or aqua.

Kid's S-L, \$9.95

K. Black

SM#800551 LG#800553
MD#800552

L. Aqua

SM#800554 LG#800556
MD#800555

M. H-D Jr. Chain Wallet

A scaled-down version of the ol' man's chain-drive wallet. 100% cowhide. (Also sold on pg. 18).

#216532, \$12.50

N.-Q. Baby Outfits

100% cotton baby outfits include a short sleeve shirt and matching diaper pants. (S-13 mos./18lbs., M-19mos./26 lbs., L-22 mos./34 lbs.)

S-L, \$14.95



N. Potty Animal

SM#213009 LG#213011
MD#213010

O. Just Wait Till I Get My Hog

SM#213006 LG#213008
MD#213007

P. Poo Poo Happens!

SM#213000 LG#213002
MD#213001

Q. Easyriders Orange Logo

SM#213012 LG#213014
MD#213013

R.-S. Big Enough Baby Tops

100% cotton baby tops come in light blue or pink and fit SM (12 mo.), or LG (24 mo.).

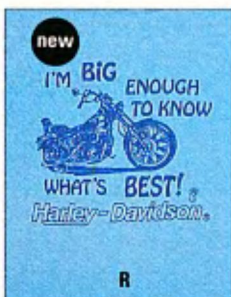
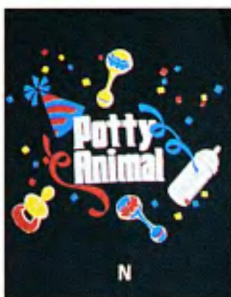
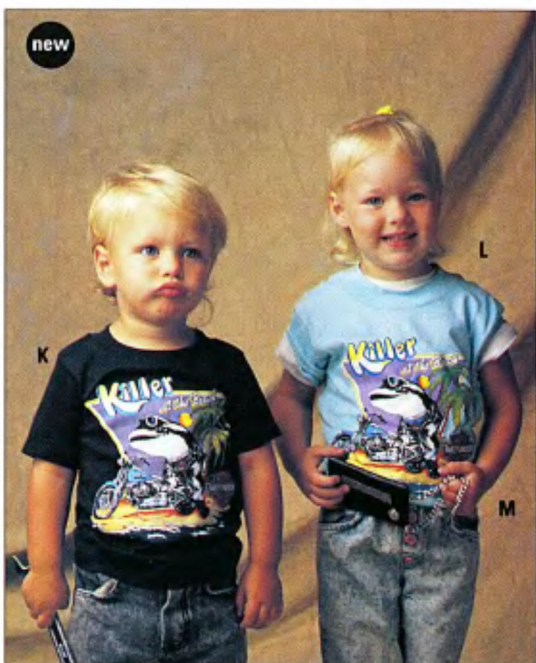
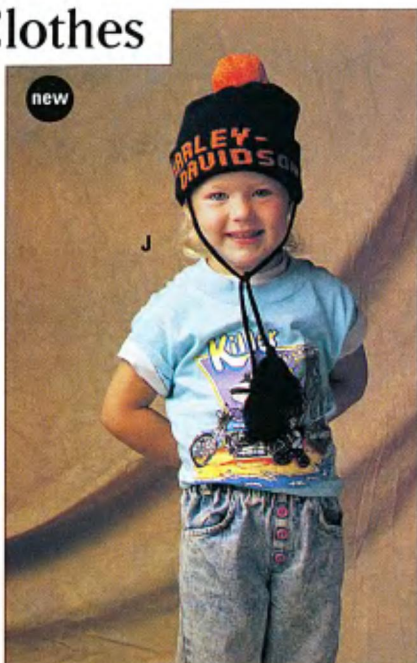
S-L, \$7.95

R. Lt. Blue

SM#213015 LG#213016

S. Pink

SM#213017 LG#213018



T see opposite page for models



new



Lingerie

A. Spider Web

Ultra sexy "spider web" mesh body suit is trimmed with lurex/maribou feathers has a low back and sensual back seams running down each leg.

S-L, \$43.95

Color	Size	Part#	Size	Part#
Black	SM	#804220	LG	#804222
	MD	#804221		
White	SM	#804223	LG	#804225
	MD	#804224		

B. Underwire Teddy

Stunning lace underwire teddy has a lycra back, snap crotch, adjustable shoulder straps, and is trimmed with maribou enhanced by lurex.

S-L, \$29.75

Color	Size	Part#	Size	Part#
Black	SM	#804202	LG	#804204
	MD	#804203		
White	SM	#804205	LG	#804207
	MD	#804206		

C. Sleep Shirt

Seductively appealing describes this sleek and sexy sleep shirt of sheer fabric and lace with a ribbon tie front and matching bikini.

One Size, \$28.50

White	#804209
Black	#804208

D. Lace Baby Doll

This adorable lace baby doll is beautifully adorned with lurex trimmed maribou, a matching lace bikini, and has a sexy tie front with maribou pom-poms.

One Size, \$42.75

White	#804198
Black	#804199

E. Open Front Teddy

Indulge in this open-front, half-cup, underwire teddy which supports your uncovered bust, contours to your waist and has an adorable thong back.

S-L, \$27.50

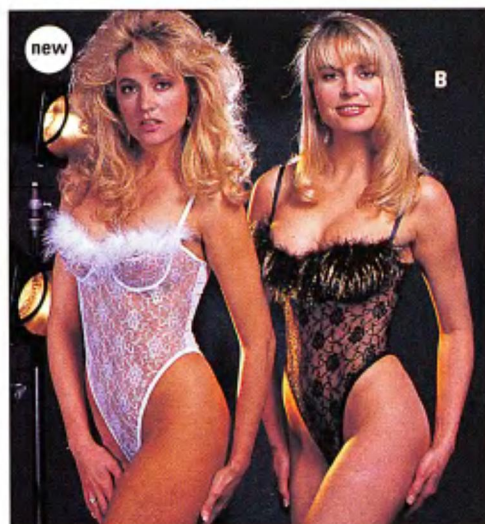
Color	Size	Part#	Size	Part#
Black	SM	#804210	LG	#804212
	MD	#804211		
White	SM	#804213	LG	#804215
	MD	#804214		

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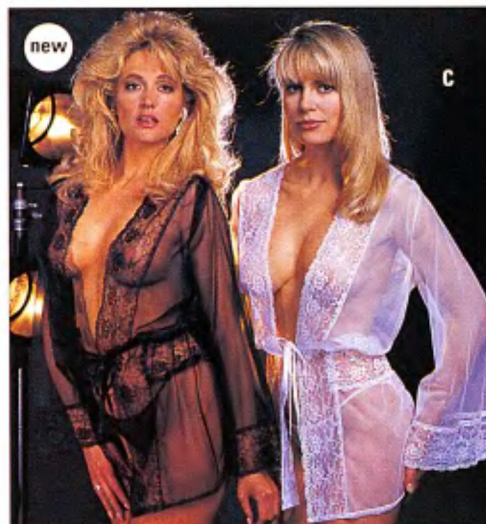
MADE IN U. S. A.



new



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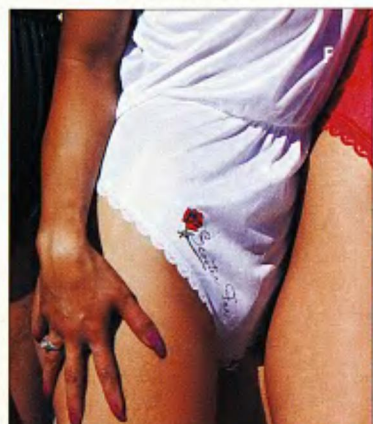


F. Scooter Fox Teddy

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

S-L, \$18.95

Color	Size	Part#	Size	Part#
Black	SM	#810100	LG	#810102
	MD	#810101		
White	SM	#810106	LG	#810108
	MD	#810107		
Red	SM	#810103	LG	#810105
	MD	#810104		

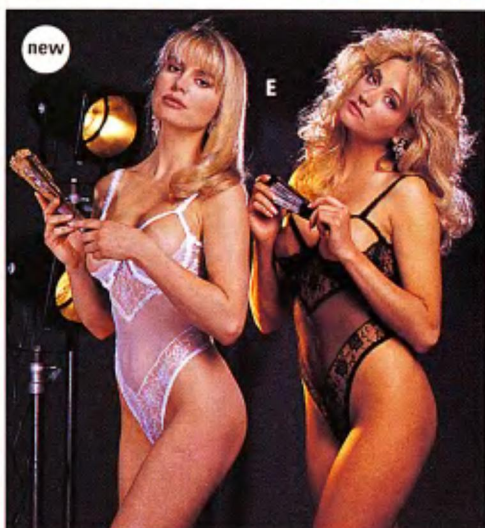


G. Baby Doll

Fun and flirtatious, this sheer baby doll is trimmed with charmeuse and comes with matching bikini and adjustable shoulder straps.

One Size, \$19.95

Red	#804201
Black	#804200

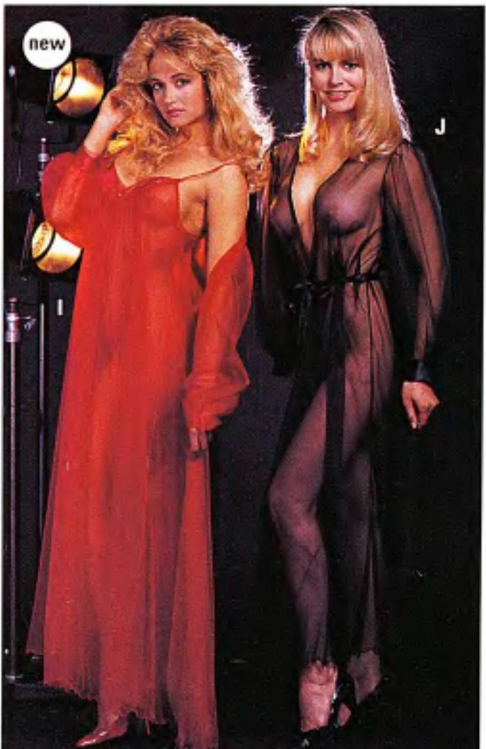
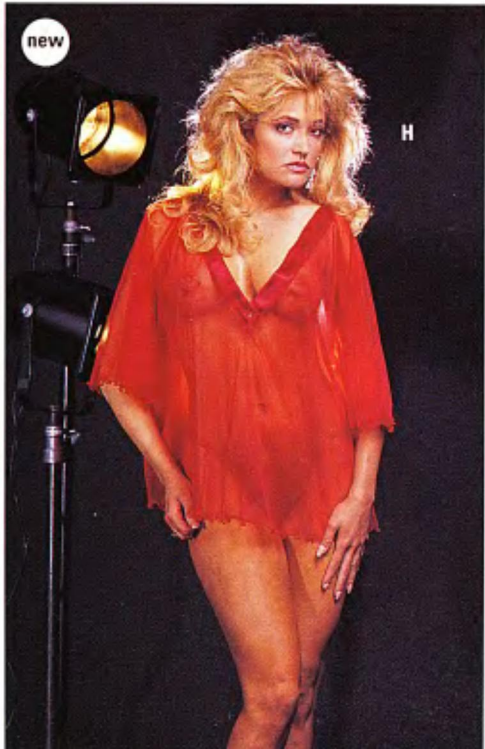


H. Sheer Sleep Shirt

Trimmed in charmeuse with a matching bikini, this sleep shirt is sheer, sensuous, and very eye catching.

One Size, \$25.00

Red	#804196
Black	#804197



I. Long Gown

This flowing long gown is sheer with a full sweep to the skirt, trimmed with charmeuse and has adjustable shoulder straps. (Matching long robe is sold below).

One Size, \$27.50

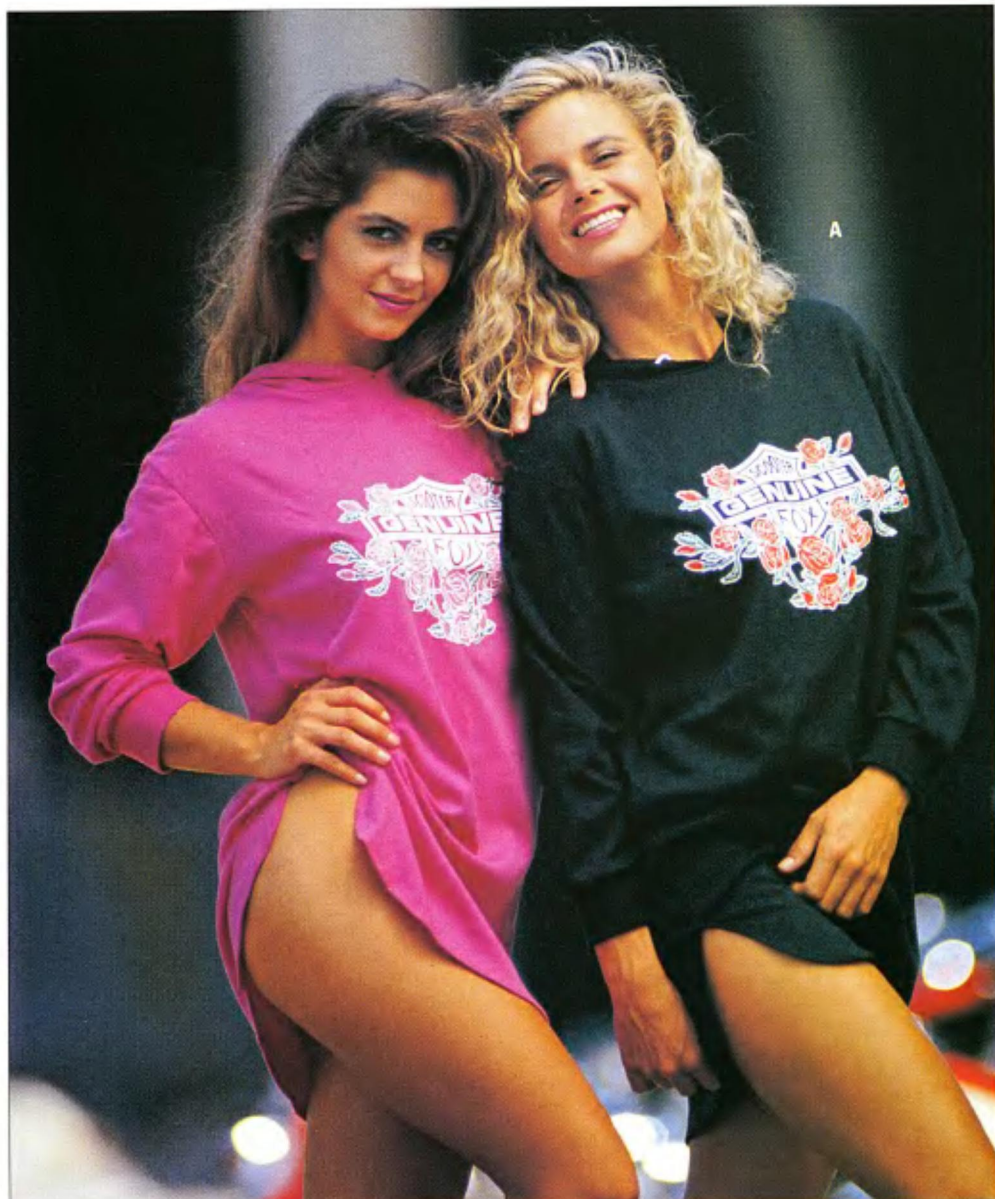
Black	#804218
Red	#804219

J. Long Robe

Matches the long gown sold above; is sheer and seductive and trimmed with charmeuse cuffs.

One Size, \$34.75

Black	#804216
Red	#804217



Nightshirts, Etc.

A. Hooded Nightshirts

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

One Size, \$25.95

Black #810109 Pink #810110

B.-D. H-D Bun Huggers

To cover those cute little cheeks!

1 Size (7, Med.), \$4.95 each

B. MD #803291

C. MD #803292

D. MD #803290

H-D Scarves

These official Harley-Davidson scarves are big—they measure a full 30-inches by 30-inches. Scarf can be worn in many different ways (see opposite page for an example). The attractive new designs are printed on a durable 65% polyester/35% cotton fabric.

Made in the USA, \$5.95 each

E. Eagle Rose, Black #801251

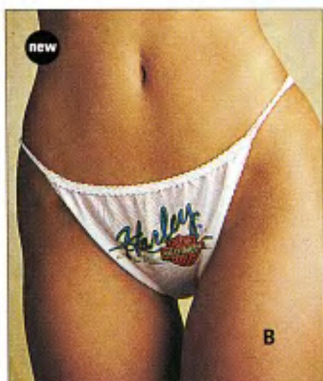
F. Eagle Rose, White #801252

G. H-D Pegasus #801250

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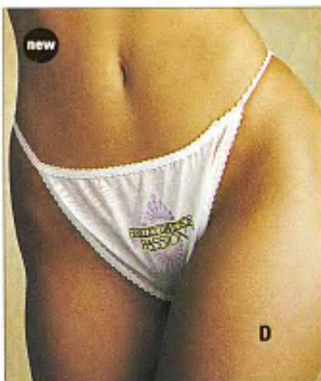
MADE IN USA



B



C



D



F



Bandanas

These **Easyriders** and H-D bandanas are made of multi-purpose cotton that measures 24-inches by 24-inches. They're plenty long for easy installation, stays on while ridin', and stores easily in back pocket (or ya can just tie it around your leg—what the hell).

Made in USA, \$4.95 each

- H.** H-D Eagle Script#801044
- I.** **Easyriders** Roses#801130
- J.** H-D Red Script#801227
- K.** H-D Black Roses Script#801225
- L.** H-D Bar & Shield#801229

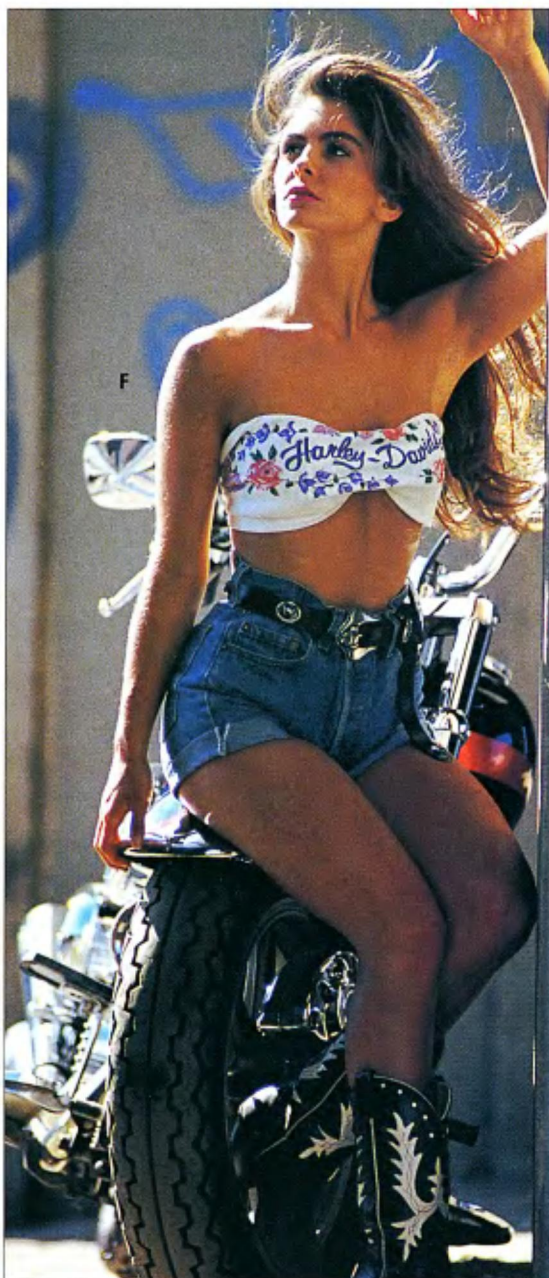
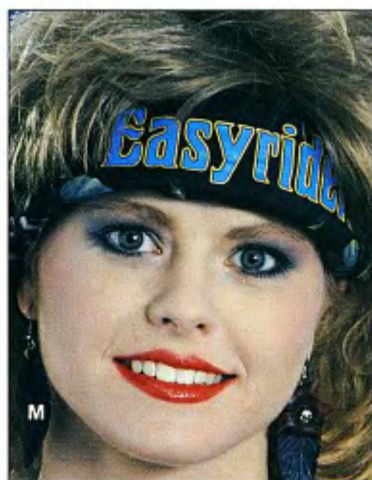
Headbands

M.-P. Sweathog Headbands

We've taken the regular bandanas, rolled them up to about two inches wide, added a piece of foam, and sewed them to stay. Foam helps keep shape, absorbs sweat, cools, and is comfortable.

\$9.95 each

- M.** **Easyriders**, Black#801231
- N.** H-D Script, Red#801230
- O.** H-D Roses/Script, Black#801226
- P.** H-D Bar & Shield, Black#801228

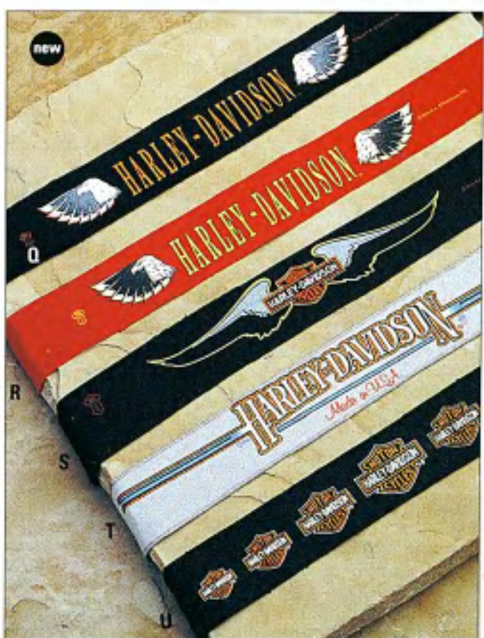
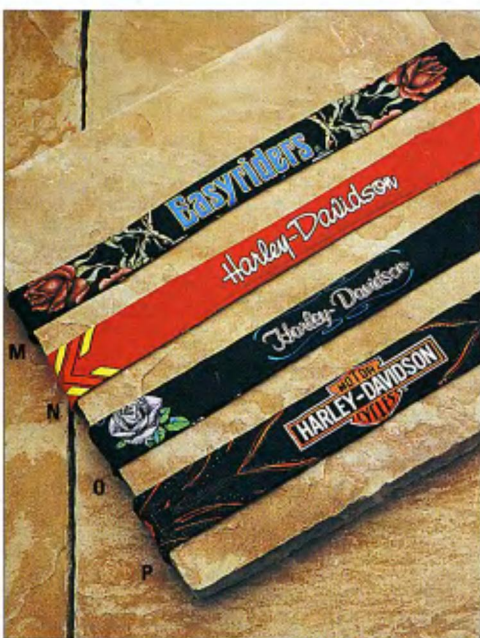


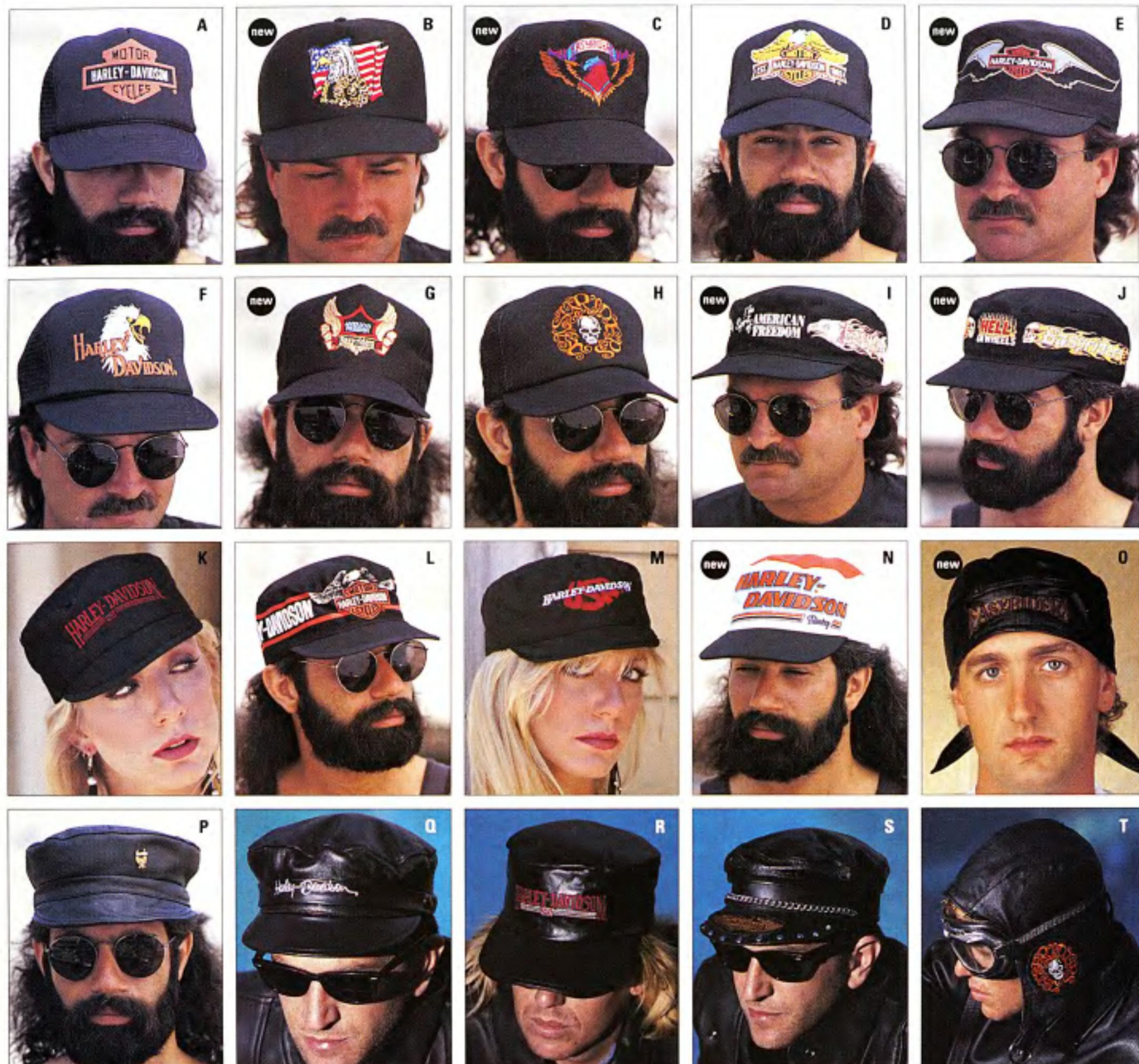
Q.-U. H-D Headbands

These attractive new heavy cotton headbands are one size: 2-3/8 inches x 45 inches. Keeps your hair out of your eyes, and your forehead from burnin'.

\$4.95 each

- Q.** H-D Eagle, Black#801254
- R.** H-D Eagle, Red#801255
- S.** H-D Logo w/ Wings, Black#801256
- T.** H-D Made in USA, Grey#801257
- U.** H-D Bar & Shield, Black#801253





Fabric and Leather Caps

A.— N. Fabric Caps

These top-quality Easyriders and H-D baseball, painter, and welders caps are fully adjustable. Baseball caps have mesh back (except for item B., C., and G. which are adjustable & all cotton).

One size fits all

A. #300227	\$7.95	H. #300211	\$7.95
B. #300245	\$9.95	I. #300213	\$7.95
C. #300247	\$9.95	J. #300214	\$7.95
D. #300225	\$7.95	K. #300237	\$9.25
E. #300251	\$8.95	L. #300235	\$7.95
F. #300233	\$7.95	M. #300238	\$9.25
G. #300246	\$9.95	N. #300250	\$8.95

O.— T. Leather Caps

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

O. Easyriders Flame Leather Bandana

One size fits all #300260\$34.95

P. Easyriders Cycle Cap w/ Easyriders Pin

One size fits all #300282\$21.50

Q. H-D Greek Cap w/ H-D logo on strap

One size fits all #300286\$25.00

R. H-D Painters cap w/ H-D embroidered Logo

One size fits all #300283\$21.00

S. H-D Fiddler Cap w/ Chain, Rivets & H-D Logo

S-XL, \$18.25

SM	#300278	LG	#300280
MD	#300279	XL	#300281

T. Easyriders Flyers Cap (Goggles not included.)

S-L, \$22.95

SM	#300287	LG	#300289
MD	#300288		

U. Beret

This increasingly popular military-style beret is 95% cotton and 5% nylon. It's black with a heavy, cross-stitched, black satin lining, with leather trimmed edge. The raised front is reinforced and totes an Easyriders gold and silver wing logo pin.

S-L, \$19.95

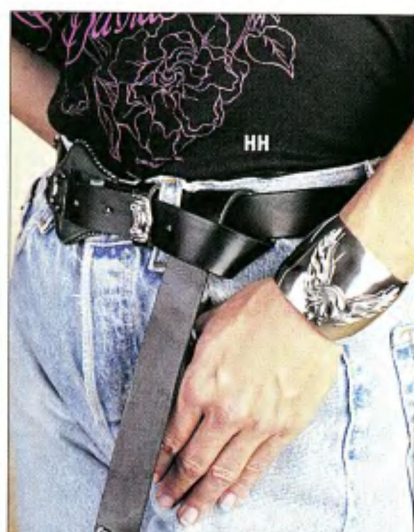
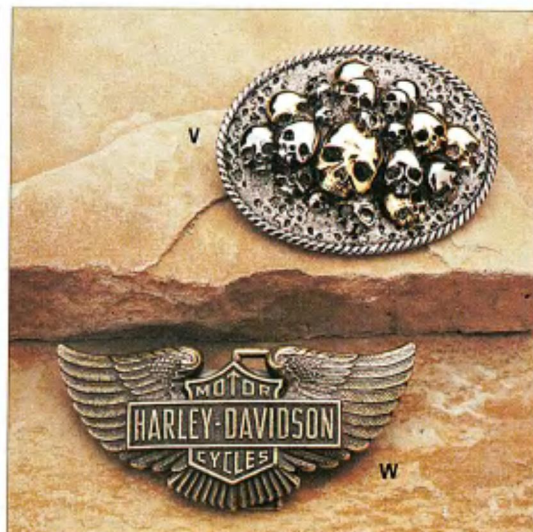
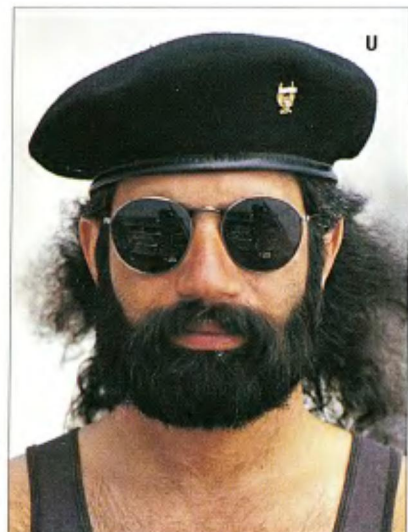
SM	#300297	LG	#300299
MD	#300298		

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MADE IN U.S.A.





Belts, Buckles, & More

V.-W. Buckles

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

V. Skull Pile

#290217\$21.50

W. Bronze H-D Wing

#290201\$8.95

X.-BB. Polished Brass Accessories

X. H-D Ruler/Clock/ Calculator

#150164\$59.95

Y. H-D Business Credit Card Case w/ Eagle

#150163\$6.50

Z. H-D Money Clip w/ Eagle

#150162\$4.25

AA. H-D Spider Key Chain w/ Clip Holder

#150160\$16.50

BB. Double Clip Key Holder

#310318\$6.50

CC.-HH. Belts

These new leather belts, with fine metal buckles, are made with top quality leather and workmanship. Men's Harley-Davidson and Easyriders belts run 1 1/2 inches wide—women's belt runs 1-inch wide, and has extra length for wrap.

CC. Mens H-D 7 Concho Belt

\$38.95 each

32#290330 40#290332
36#290331 44#290333

DD. Mens H-D Chain & Wings Belt

\$16.95 each

32#290322 40#290324
36#290323 44#290325

EE. Men's Easyriders Concho Belt

\$34.95 each

SM#290358 LG#290360
MD#290359 XL#290361

FF. Mens H-D Python Ranger Belt

\$23.50 each

32#290326 40#290328
36#290327 44#290329

GG. Men's Buffalo Skull Belt

\$42.50 each

SM#290362 LG#290364
MD#290363 XL#290365

HH. Womens Wrap Concho Belt

\$31.95 each

XS#290366 MD#290368
SM#290367 LG#290369

Wallets, Purses & Bags



A.-I. H-D Wallets & Keyrings

A. H-D Script 4-Pocket Trifold w/ Chain #216521	\$12.25
B. H-D USA Biker Chain Wallet #216541	\$14.95
C. H-D Credit Chain Wallet #216528	\$25.00
D. H-D Trifold w/ Snake Overlay #700021	\$18.50
E. H-D Shield Key Chain #216533	\$3.50
F. H-D Shield Biker w/ 6" Chain #216520	\$12.25
G. H-D Fringe Shield Key Chain #216523	\$4.25
H. H-D Eagle Knife Holder #216525	\$8.50
I. Kid's Chain Wallet (also sold on pg. 11) #216532	\$12.50

J.-M. Easyriders Wallets & Keyrings

J. Eagle/Flag 7" Chain Wallet #216511	\$21.50
K. Eagle/Flag Trifold Wallet #216513	\$19.50
L. Easyriders Fringe Key Chain #216535	\$7.95
M. Easyriders Trifold Wallet w/ Snake #700022	\$18.50

N.-P. Purses

N. Easyriders Fringe & Concho Purse #216536	\$61.50
O. H-D Fringe Handbag #216514	\$61.50
P. H-D Braided Handbag #216540	\$75.00

MADE IN U. S. A.



Q. Easyriders Tote Bag

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

#300199\$11.95

R. Easyriders Belly Bag

You can stuff these leather belly bags with a checkbook, wallet, smokes, and a few other necessary things. Has an outside zippered stash compartment on back of bag; adjustable body strap.

#216537\$47.95

S. H-D Leather Travel Bag

(13" x 9" x 9") When you don't need a big bag, but still want to pack it in style, this bag will work just fine. Strap it on the scooter and go!

#216543\$96.00

T. H-D Leather Barrel Bag

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

#290070\$99.95

U. H-D Bar & Shield Butt Bag

This leather butt bag is big enough to stash a sweat shirt, sunglasses, goggles, and lots more. Conveniently mounts in back, out of the way. Adjustable body strap.

#216542\$74.95

V. Concho Pouch w/ Key Hook

#216509\$16.95

W.-Y. Handcuffs & Case

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

W. Heavy-Duty Double Lock Handcuffs

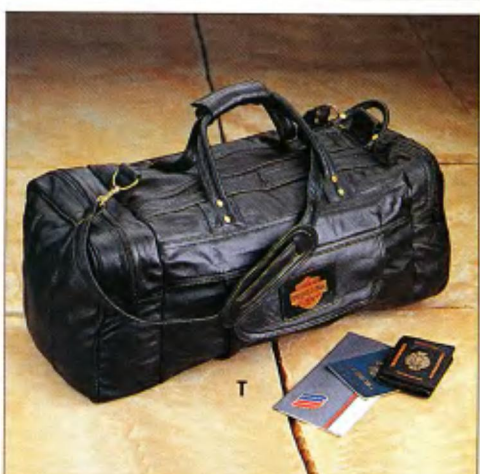
#160011\$29.00

X. Double Lock Handcuffs

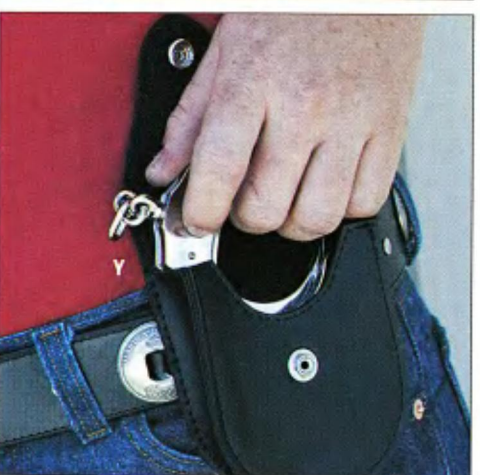
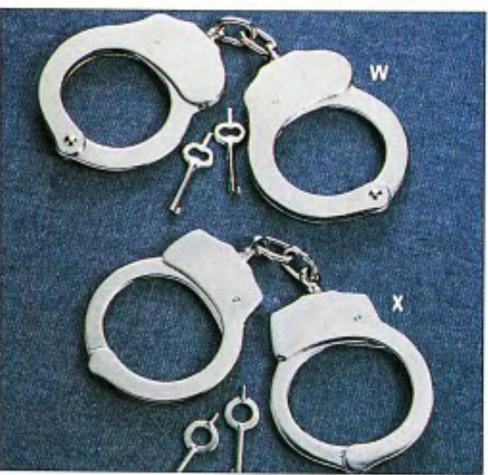
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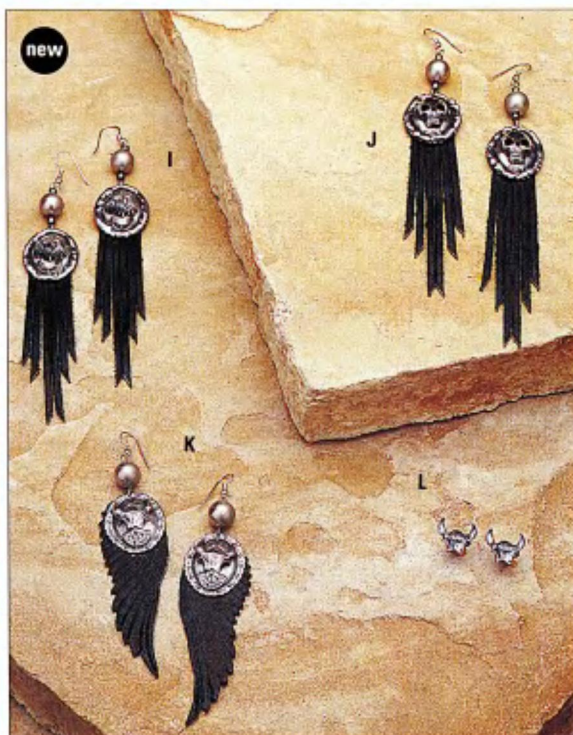
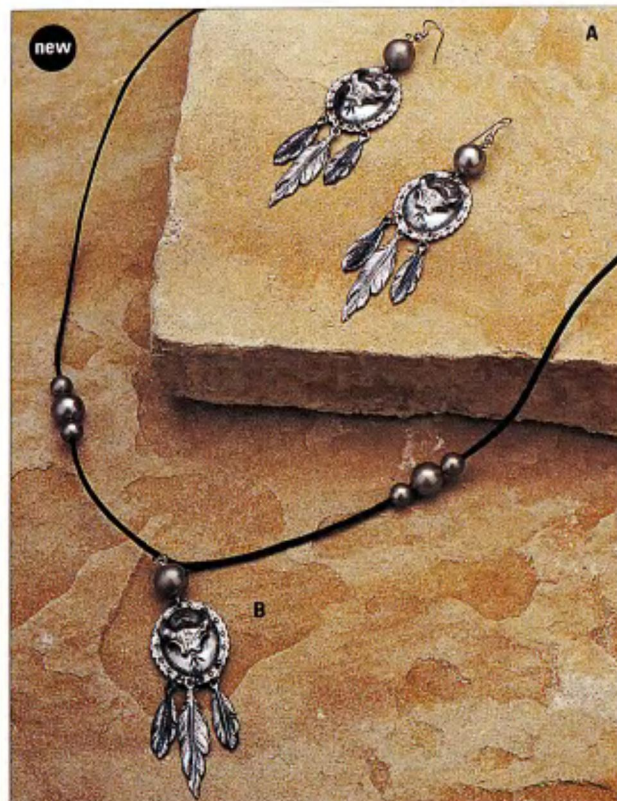
Y. Belt Pouch

#700053\$11.95



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Jewelry . . .

A.-F. Necklace & Earring Sets

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

A. Concho & Feather Earrings

#310527 \$12.95

B. Concho & Feather Necklace

#310607 \$14.95

C. Brown Wing Earrings

#310603 \$11.50

D. Brown Wing Necklace

#310606 \$18.50

E. Black Feather Earrings

#310602 \$19.95

F. Black Feather Necklace

#310605 \$26.95

G. Standard Concho Set

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

Pack of six #700058 \$15.00

H. Bolo Tie

Try a bolo tie for gettin' fancy—makes a great gift. Braided leather with fine Spanish tips—adjustable sinchen' up concho with our buffalo design.

#310118 \$12.95

I.-M. Earrings

I. Eagle Concho Earrings

#310613 \$11.95

J. Skull Concho Earrings

#310614 \$11.95

K. Leather & Wing Concho Earrings

#310528 \$12.95

L. Buffalo Skull Stud Earrings

#310526 \$5.95

M. Easyriders Heart Earrings (pg. 21)

#310493 \$12.50

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FOR INFO AND THE LOCATION OF YOUR NEAREST DEALER

MADE IN U. S. A.



& Conchos

N.-R. Eagle Flame Jewelry Set

Beauteous new jewelry with that finely polished silver and leather look. Stylish flame and eagle combination for splendidly matching earrings, necklace, belt, and cuff bracelet.

N. Eagle Flame Necklace

#310610 \$22.95

O. Eagle Flame Bracelet

#310615 \$14.95

P. Eagle Flame Earrings

#310612 \$11.95

Q. Eagle Flame Stud Earrings

#310611 \$9.95

R. Eagle Flame Belt (adjustable elastic back)

#290370 \$69.95

S.-U. Conchos

All conchos come with real leather accents. Can be used anywhere your l'il heart desires.

S. Skull & Crossbones Conchos (set of 2)

#310110 \$24.95

T. Easyriders Starburst Conchos (set of 2)

#310119 \$24.95

U. Eagle Head Conchos (set of 2)

#310113 \$24.95

V.-EE. Pins

V. Easyriders Flag Logo Pin

#310474 \$6.00

W. Easyriders Skull Pin

#300001 \$4.00

X. Upwing Eagle Pin

#310477 \$4.50

Y. Buffalo Skull Pin

#310525 \$3.95

Z. Eagle Head Pin

#310117 \$9.95

AA. Skull & Crossbones Pin

#310114 \$9.95

BB. Easyriders Wing Pin

#310494 \$15.50

CC. Easyriders Flame Pin

#310495 \$15.50

DD. Easyriders Heart Pin

#310496 \$9.95

EE. Eagle Flame Pin

#310616 \$4.95





Saddlebags, Tool Pouches . . .

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

A.-C. Easyriders Saddlebags & Tool Pouches

Saddlebags have single strap, Old-West style and adjustable yoke extenders. Toolbags available in two sizes, double straps. All have Easyriders logo.

- A.** Saddlebags (11" x 10" x 3-1/2"), #700071 \$74.95
B. Tool Pouch (11" x 3-1/2" x 4-1/2"), #700075 \$21.95
C. Tool Pouch (8" x 3-1/2" x 4-1/2"), #700073 \$18.95

D. Cross Country Saddlebags w/ Tool Pouch

Double strap saddlebags (14" x 14" x 6"); Double strap tool pouch (10" x 4-1/2"). Matching weave on both saddlebags and tool pouch. Big enough to pack a lot of stuff.

- #700068 \$134.50 (set)

E.-F. Deluxe Express Saddlebags & Tool Pouch w/ Fringe & Spots

Saddlebags (15" x 13" x 5-1/2") have triple straps, fringed top, conchos & spots. Top quality & heavy duty hardware. Tool pouch (12" x 5-1/2" x 3-1/2") has double strap w/ fringe & chrome hooters.

- E.** Saddlebags, #700050 \$183.95
F. Tool Pouch, #700055 \$42.50

G. Oval Saddlebags w/ Tool Pouch

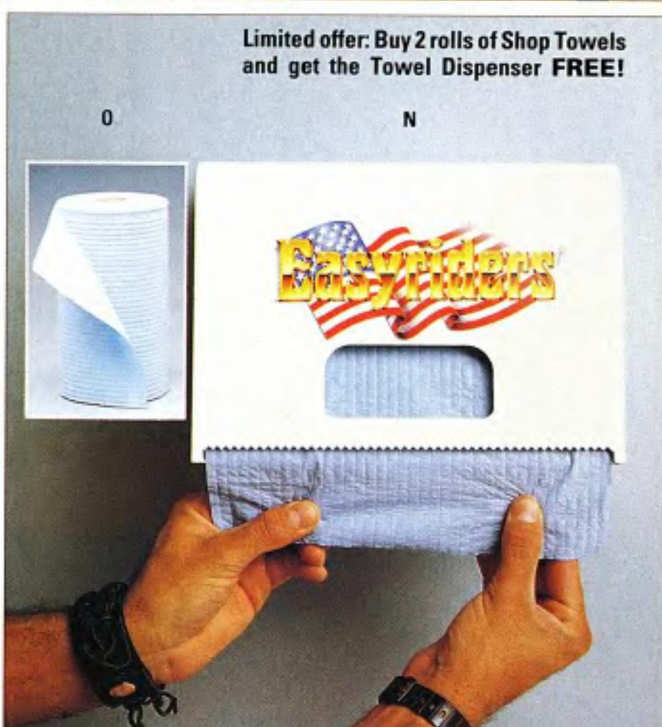
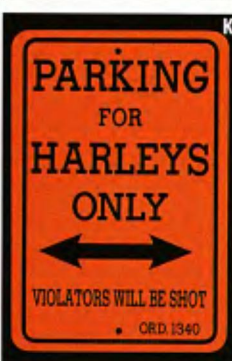
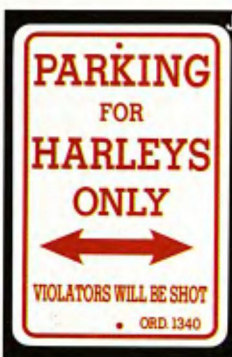
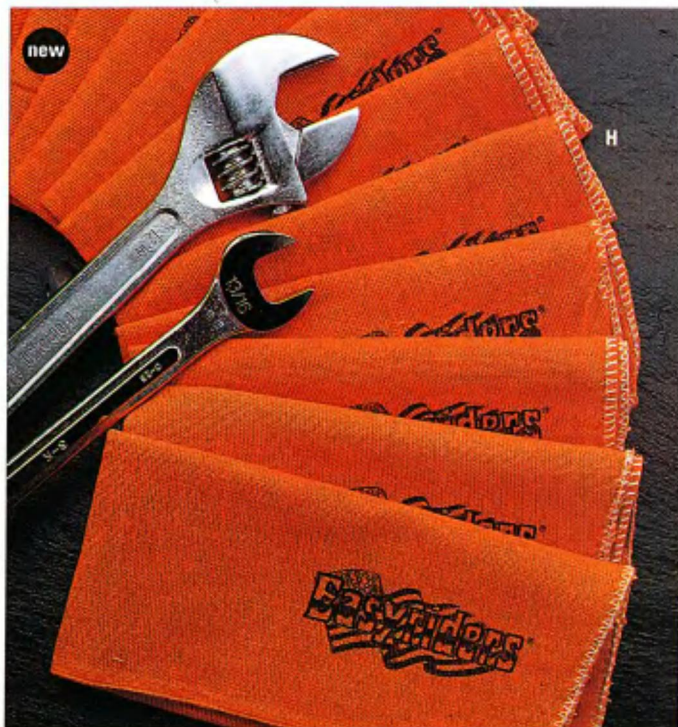
Single strap saddlebags (10" x 12" x 5"); Double strap tool pouch (10 x 3-1/2"); Matching weave and conchos on both saddlebags and tool pouch. Made in the USA.

- #700069 \$112.00 (set)

H. Shop Rags

Pack of 12 absorbent and durable cloth shop rags with Easyriders logo. Tools not included.

- Pack of 12 #700080 \$15.95



& Shop Accessories

I. Deluxe Tool Roll w/ Tools

We've selected the best American made tools, needed for most Harley highway wrenchin', and put them in a handy roll-up tool holder. Straps easily to fork tubes or front frame tubes. Made in USA.

#700078 \$169.50

J.-K. Parking Signs

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

J. (White) #150051 \$19.95

K. (Orange) #150050 \$19.95

L. Tie Downs

Keep that bike snugged down tight when trucking or trailering with our extra-heavy-duty, aircraft-type tie downs. A full, 1-inch-wide nylon strap. Padded hooks & tough built-to-last, quick-release buckles.

#160004 \$19.95 pr.

M. Polycord

These black polycords are virtually indestructible & have a lifetime replacement guarantee. Not affected by: sunlight, oil, most chemicals, salt water, or salt air. Used as recommended (twice its length) it is designed to last a lifetime.

12" #160001 \$2.25 24" #160003 \$2.75
18" #160002 \$2.50

N.-O. Towel Dispenser & Towels

Durable blue nylon-reinforced wipers. They're made from absorbent, 4-ply, embossed tissue. Rolls 9-3/4" wide, 275' long. Easyriders white, all-metal, wall-mounted dispenser simplifies a lot of garage cleaning hassles.

N. Towel Dispenser #400010 \$19.95

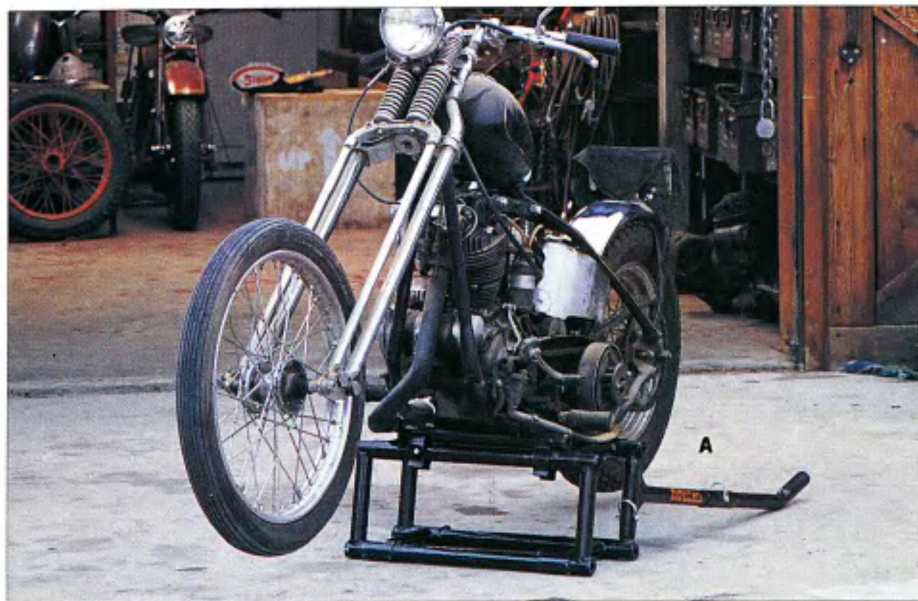
O. Roll of Shop Towels #400008 \$15.95

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5-YEAR WARRANTY
MATERIALS & CRAFTSMANSHIP



MADE IN U.S.A.



Lift it . . .

A. Duo-Lift

This one man operation puts both wheels in the air and the bike setting solid. Detachable handle and fold-up feature make for easy storage. Made of the finest American tubing and steel. Locking pin and safety clips prevent the bike from being pushed off the side of the lift. Works on all Harleys (rigids, swingarms, Softails, etc.) with standard front ends. Made in USA.

Duo-Lift #280101*\$99.95

Extra Lift bar for Duo-Lift

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

Extra Lift Bar #280102\$15.00

B. Adjustable EZ-Lift

The EZ-Lift is versatile and durable and can be a one-man operation. The 3-way adjustability feature (as shown below, top to bottom) 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.

#280104*\$69.95



Adjustable EZ-Lift



Haul it . . .

C.-E. EZ-Haul

Solid construction steel front wheel motorcycle hauler . . . great for that occasionally needed over-the-road haulin' . . . keep one handy for emergencies. Fits easily in trunk or behind seat. Tie +downs not included; see pg. 23. Made in USA.

C. Ball Hitch Style EZ-Haul

Used with ball hitch construction.

#280111*\$99.95

D. Receiver Hitch Style EZ-Haul

Bolts directly to flat hitches. Strap front wheel securely into EZ-Haul, and run tie downs from handlebars to bumper or EZ-Haul tie down bar (see below).

#280110*\$79.95

E. EZ-Haul Tie-Down Bar

Bar attaches to front of Receiver Hitch Style EZ-Haul with two c-clamps and plate. Tie downs hook directly to eyelits in each end of bar.

#280112\$37.00

F. EZ-Load

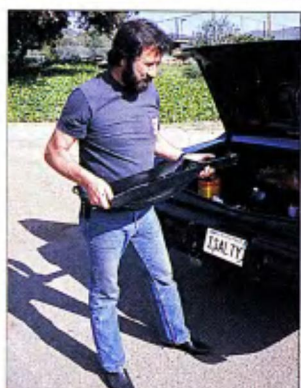
The EZ-Load Ramp is a three-piece ramp made of the best U.S. tubing and steel and strong enough to load any dresser. It's made to fit between the frame rails to keep the bike from high-centering—8 feet long with a 20-degree bend to fit flush on the tailgate, cleats to keep it from slipping, safety clips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

#280200*\$99.95

*These items (pages 24 and 25), require additional postage. ADD to regular postage rates for EACH item: \$20.00 for Canadian—\$150.00 for foreign orders. Or save postage cost by ordering from one of the distributors listed on back cover, page 32.

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MADE IN U.S.A.





Novelties . . .

Mugs & Ashtrays

Now you can get that righteous David Mann artwork on matching heavy-duty tankards, ashtrays, cups & mugs. The Harley-Davidson mugs and ashtrays also display pure product quality & detail. (Names given in order of photo, top L to R; bottom L to R).

A. David Mann White Tankards

16-ounce Tankards, \$12.95 each

Knight Rider	#600502
Ghost Rider	#600500
Time Warp	#600504
Discovering America	#600505
Rendezvous	#600503
Pirate	#600501

Set of 6, #600506, \$69.95

B. David Mann Black Coffee Cups

8 ounce coffee cups, \$5.95 each

Knight Rider	#600512
--------------	---------

Ghost Rider	#600510
Time Warp	#600514
Discovering America	#600515
Rendezvous	#600513
Pirate	#600511

Set of 6, #600516, \$32.95

C. David Mann Black Mugs

14-ounce Mugs, \$9.95 each

Knight Rider	#600522
Ghost Rider	#600520
Time Warp	#600524
Discovering America	#600525
Rendezvous	#600523
Pirate	#600521

Set of 6, #600526, \$54.95

D. David Mann Black Ashtrays

6" across, 2" deep ashtrays, \$12.95 each

Discovering America	#600535
---------------------	---------

Rendezvous	#600533
Knight Rider	#600532
Ghost Rider	#600530
Pirate	#600531
Time Warp	#600534

Set of 6, #600536, \$69.95

E.-G. Beer Mugs

\$8.50 ea. (\$29.95 for 4)

E. Harley Oil Mug (16oz.)	#500001
F. Easyriders Mug (1pt.)	#600201
G. Indian Oil Mug (16 oz.)	#600204

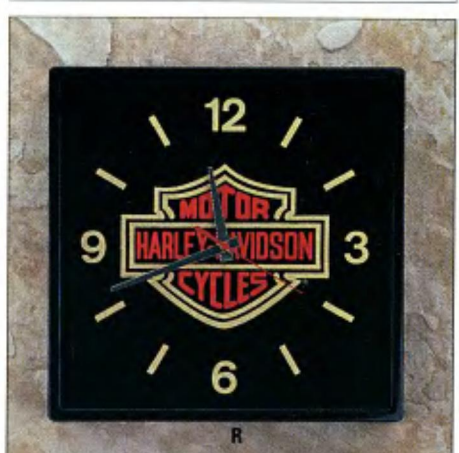
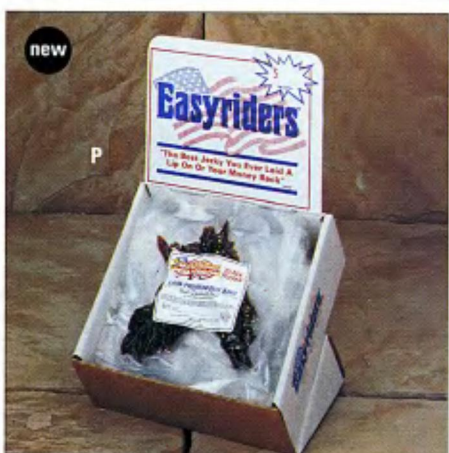
H. Harley Shield Ashtray

#600006 \$4.95

I.-J. H-D Coffee Mugs

\$5.95 ea. (\$19.95 for 4)

I. Harley Shield (13 oz.)	#600102
J. Harley V-Twin (13 oz.)	#600205



K. Pillowcase

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

#400000\$8.95
Set of 2\$13.95

L. H-D Rug

36" x 27", and about 3/4" thick, H-D rug. Cream colored background, black lettering, black & orange border.

#300115\$22.50

M.-N. Puzzles

Two of David Mann's best works, Ghost Rider & Knight Rider, are now available in 1,000 piece puzzles. 23" x 29"—4 color.

\$19.95 each

M. Ghost Rider#253001
N. Knight Rider#253002

O. Check-Hers Board Game

A game of great skill requiring a keen eye and quick hand to make the right moves! Fondling of the playing pieces is allowed.

#320010\$19.95

P. Easyriders Beef Jerky

Made from solid pieces of beef, you gotta try one, or all four great tastes, of our premium natural smoke-flavored beef jerky. "The best jerky you've ever laid a lip to—or your money back!"

\$7.95 each (Large 4 oz. pack), \$59.50 for 8 pack box

Golden Jerky#125000
Pack of 8#125004
Black Pepper Jerky#125002
Pack of 8#125006
Golden Hot Jerky#125001
Pack of 8#125005
Very Hot Jerky#125003
Pack of 8#125007

Q.-R. H-D Clocks

When you just gotta get in the wind... check out the time with these Harley-Davidson battery powered clocks.

\$29.95 each

Q. H-D Eagle Clock#290036

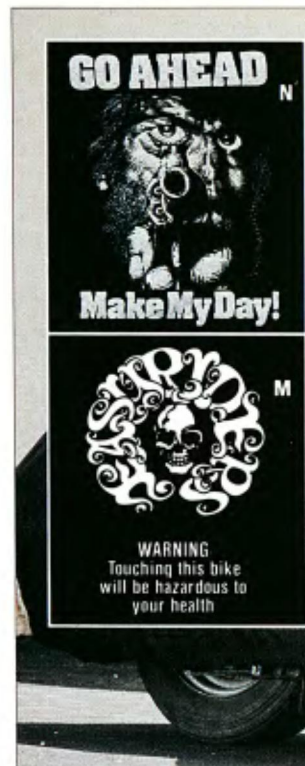
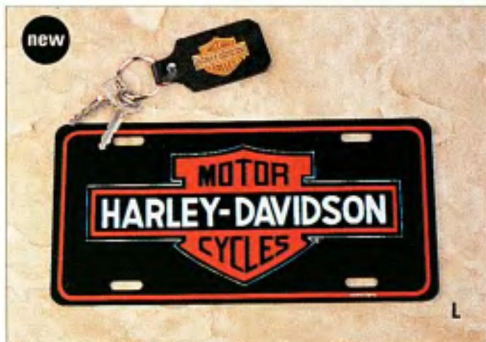
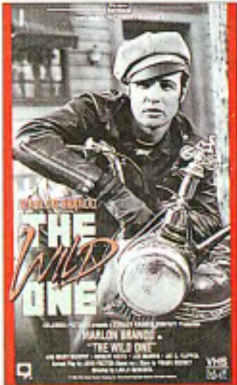
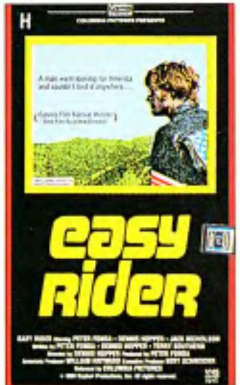
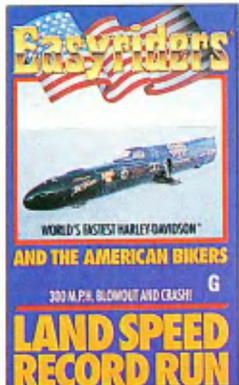
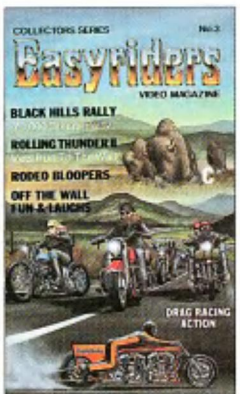
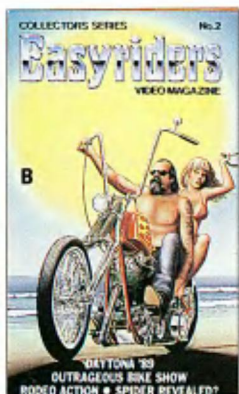
R. H-D Bar & Shield Clock#290035

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Videos . . .

Videos

A.-F. Easyriders Video Magazines

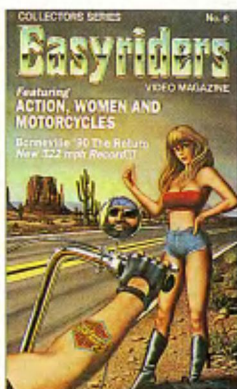
THE COLLECTORS SERIES — Easyriders Video Magazine has committed themselves to quarter-year video releases. They're ALL packed with rip-roarin' action, bike features, runs, rallies, rodeos, and great jammin' music. Plus, of course, an abundance of mouth-waterin' ladies and howlin' humor. You can always count on the usual unusual entertainment from your Bros at Easyriders.

Approximately 60 minutes. Contains strong language and nudity. VHS

\$29.95 each

Video #1#600012 Video #4#600026
Video #2#600020 Video #5#600030
Video #3#600021 Video #6#600035

new



G. Easyriders Streamliner's '89 Land Speed Record Run

The Streamliner, sponsored by Easyriders and the American Bikers, became the world's fastest motorcycle on July 14, 1990 with a 322.150 mph record.

This dynamite documentary views the entire 1989 land speed record attempt that ended in a spectacular front-tire blowout and crash.

This is a must for your video collection, as well as the complete 1990 coverage of the bizarre events leading to establishing the Streamliner's new World Land speed Record . . . to be released in late 1990. VHS

#600900\$19.95

H. Easy Rider

This is the classic film of the 60's that turned many of us on to where we're at today! Stars Peter Fonda, Dennis Hopper and Jack Nicholson. VHS

#600013\$19.95

I. The Wild One

This is an old '50's cult classic that's based on the run into Hollister in 1947. Stars Marlon Brando and Lee Marvin. VHS

#600014\$19.95

J.-L. Plates & Frames

J. Chrome Cycle License Plate Frame
#150133\$21.95

K. Chrome Car License Plate Frame
#150132\$23.95

L. H-D License Plate
(Key chain sold on pg. 18)
#150182\$4.95

and more!

M.-N. Bike Covers

These bike covers won't trap chrome-rotting moisture and tells all would-be thieves to stay away! Fits all Hogs except those with fairings or scooter boots.

\$69.50 each

M. Easyriders "Warning"#700099

N. "Make My Day"#700000

O. Easyriders Bota Bag

This vinyl-covered 50-oz. bota has sanitary latex lining and secure screw-on/off cap. Styled with shoulder strap for carrying, and Easyriders logo.

#600403\$12.95

Patches

P. H-D Eagle

(Sm) 3-3/4" x 5"#180081\$6.50

(Md) 8" x 10"#180082\$18.75

(Lg) 10" x 14"#180083\$41.75

Q. H-D Maple Leaf

(Sm) 2" x 3"#180011\$2.15

(Md) 3-1/2" x 5-1/2"#180012\$5.50

(Lg) 6" x 9"#180013\$9.95

R. Easyriders Logo

3" Round#180101\$3.50

S. Easyriders Flag Logo

.....#180105\$7.95

T. H-D Silver Wing

(Sm) 3-3/4" x 1-1/4"#180071\$1.95

(Md) 12-1/2" x 3-1/2"#180073\$9.85

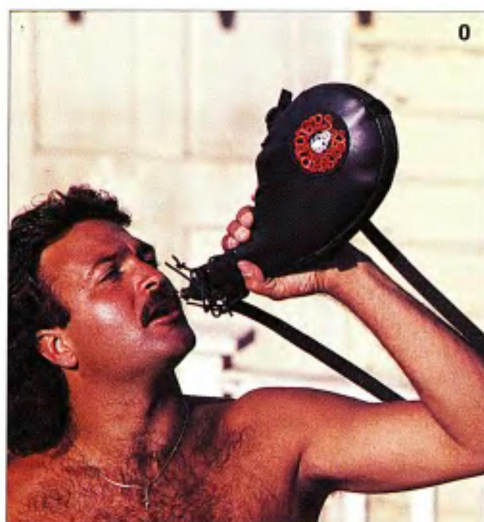
(Lg) 16-3/4" x 4-1/2"#180074\$15.50

U. H-D Broken Wing

(Sm) 4" x 1-1/2"#180001\$1.95

(Md) 9" x 3"#180003\$5.95

(Lg) 15" x 5"#180004\$17.50



V.-AA. Christmas Cards

Famous Dave Mann reproductions. Each Christmas card has a different greeting inside. Each box comes with 6 cards. Ghost Rider available as blank, all-occasion card also.

\$6.50 each

V#110304 Y#110301

W#110306 Z#110303

X#110307 AA#110305

(Y) Ghost Rider blank, all-occasion#110302

Buy all 6 six sets of Christmas cards (36 cards); it's like getting one set FREE!

#110308\$32.50

BB. Easyriders Calendar

Big, all new Easyriders 1991 calendar features 13 full color photos of bitchin' bikes and bikin' babes.

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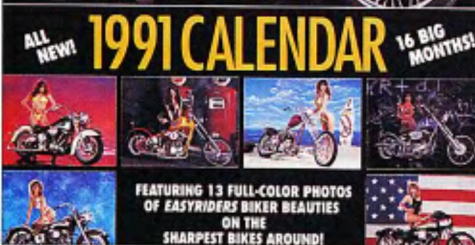
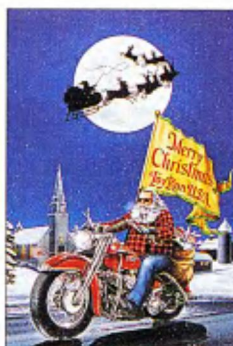
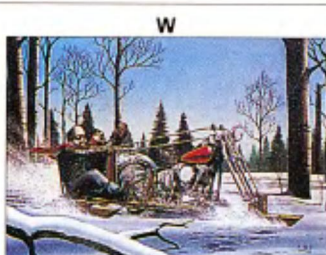
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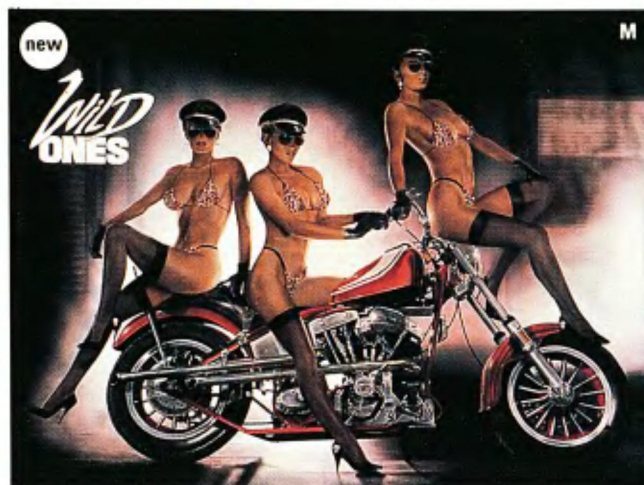
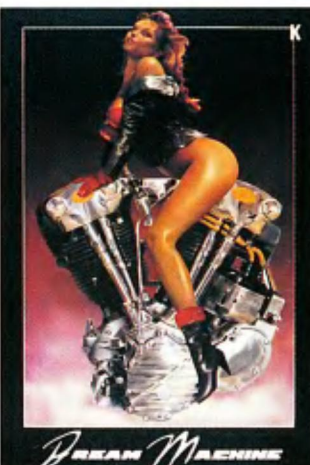
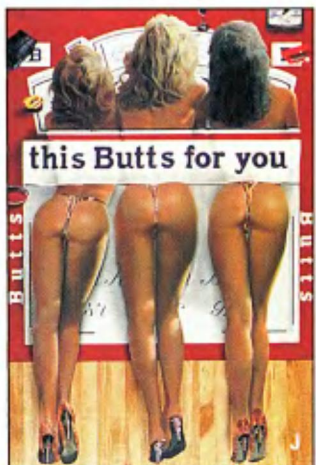
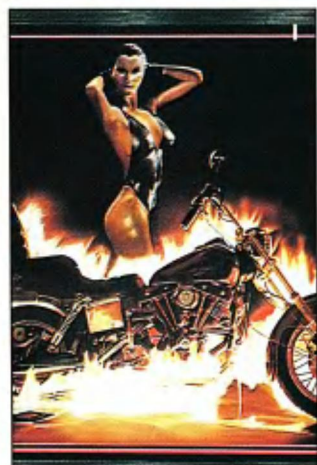
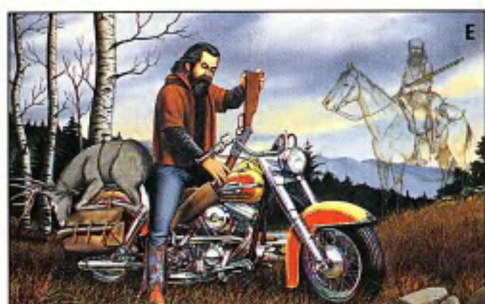
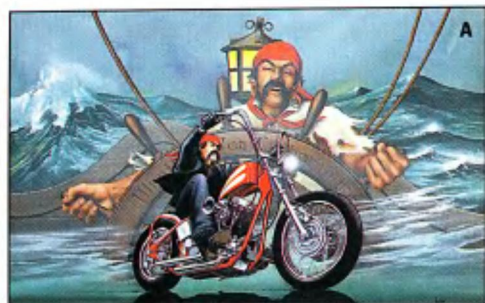
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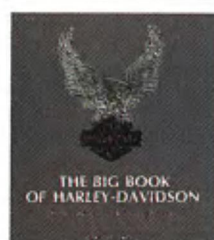
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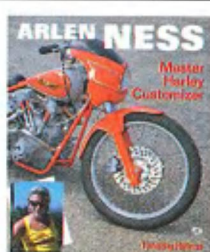
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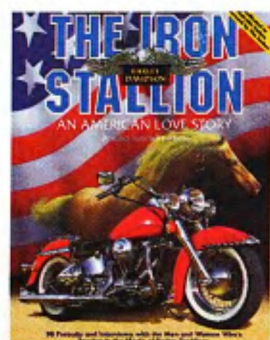
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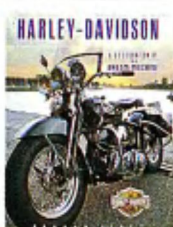
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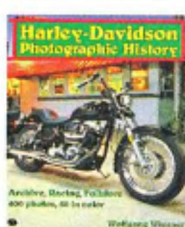
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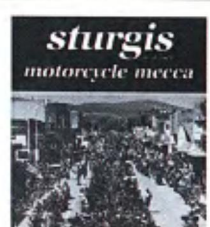
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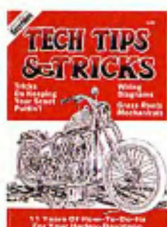
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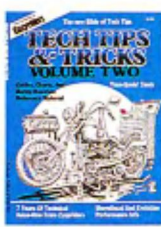
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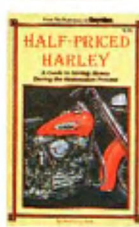
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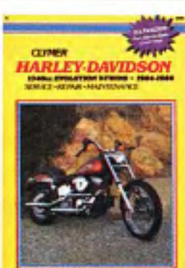
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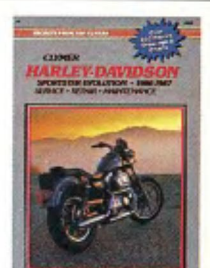
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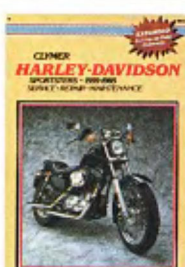
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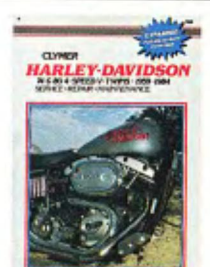
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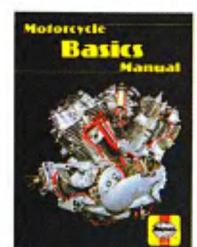
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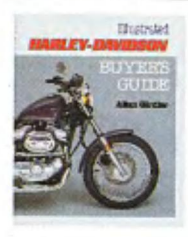
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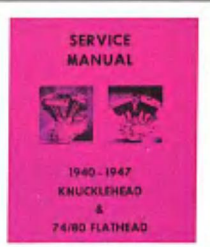
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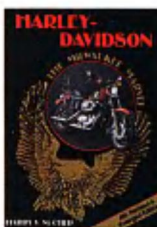
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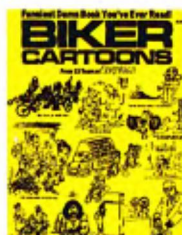
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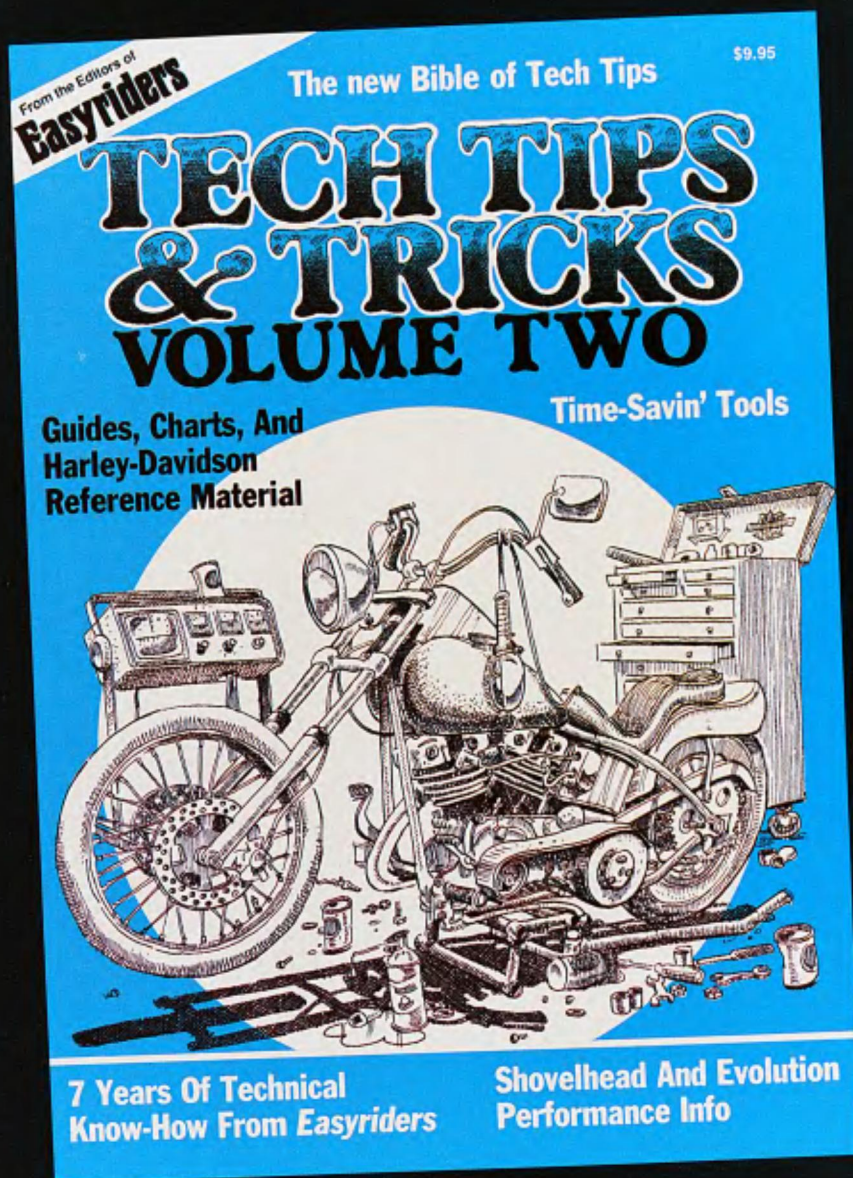
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—R.J. and me, Torrington, Wyo.

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

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



—The Breeze, Virginia Beach, Va.



—Bruce Graham, Charleston, W. Va.



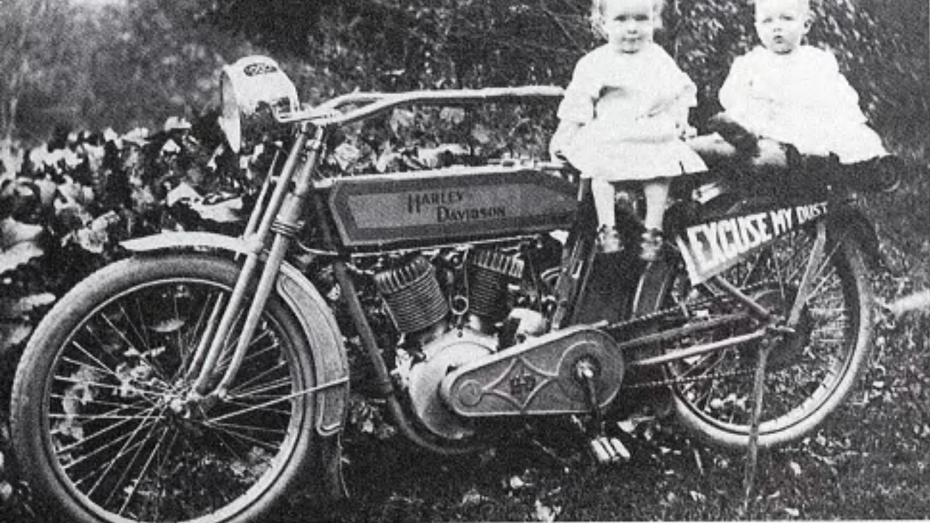
—Jimmy Olsen, Ventura, Calif.



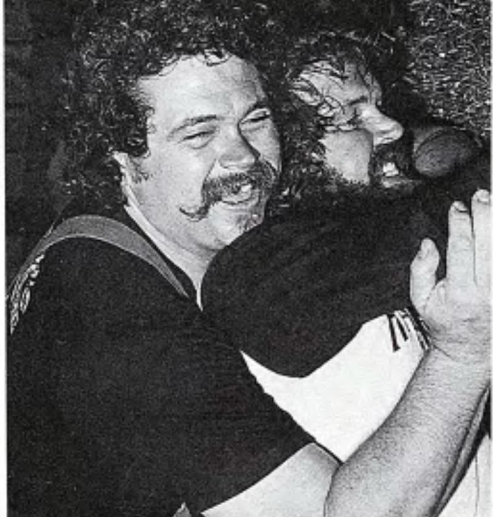
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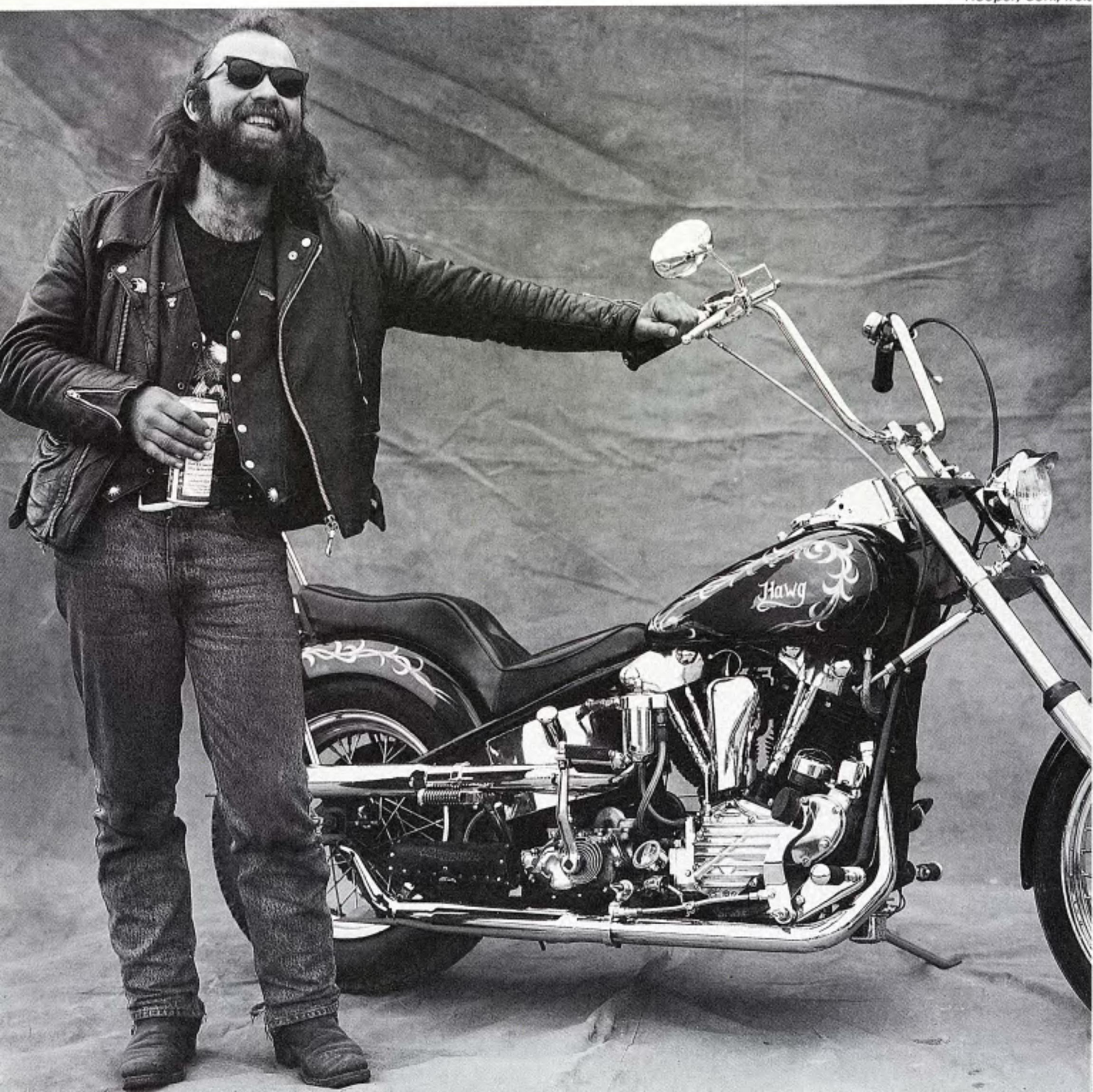


—Daniel Otterson, Shoreview, Minn.



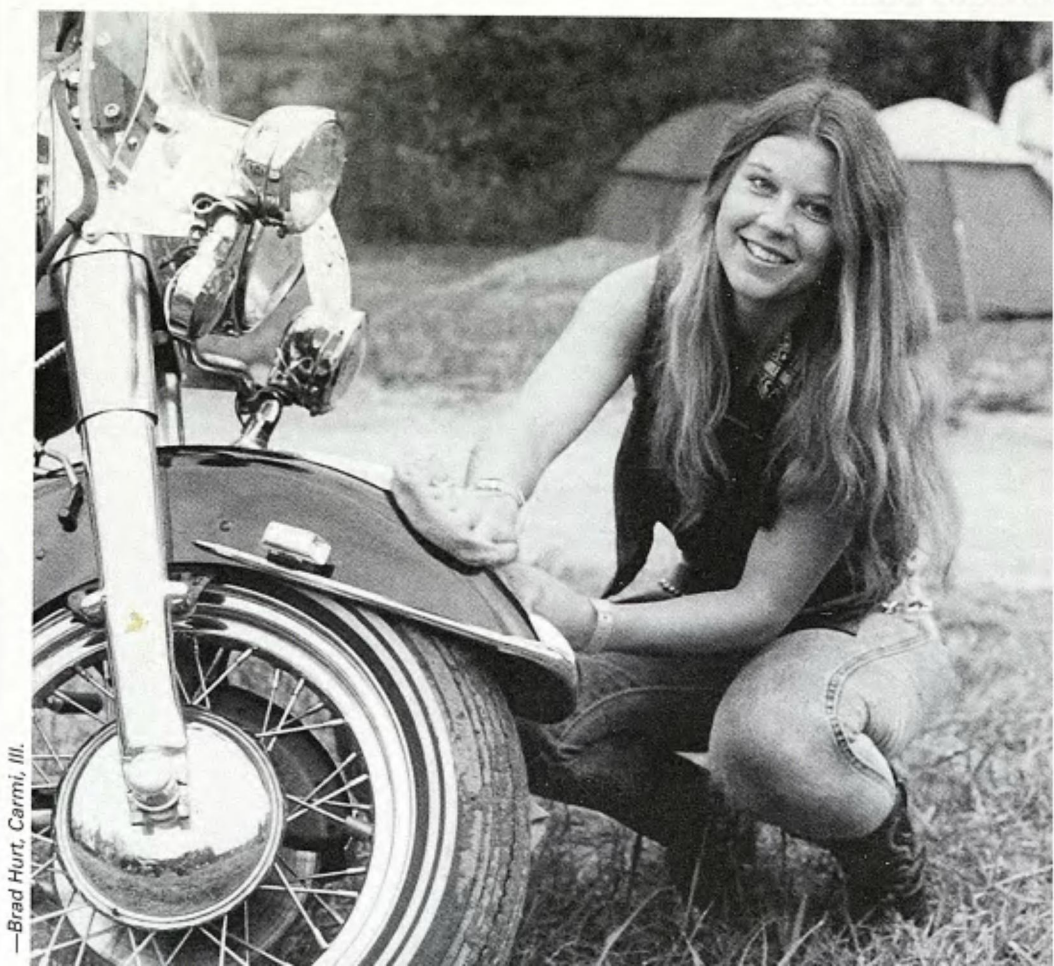
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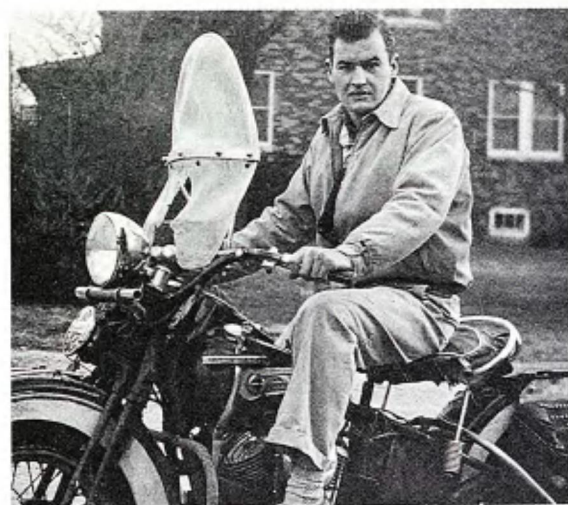
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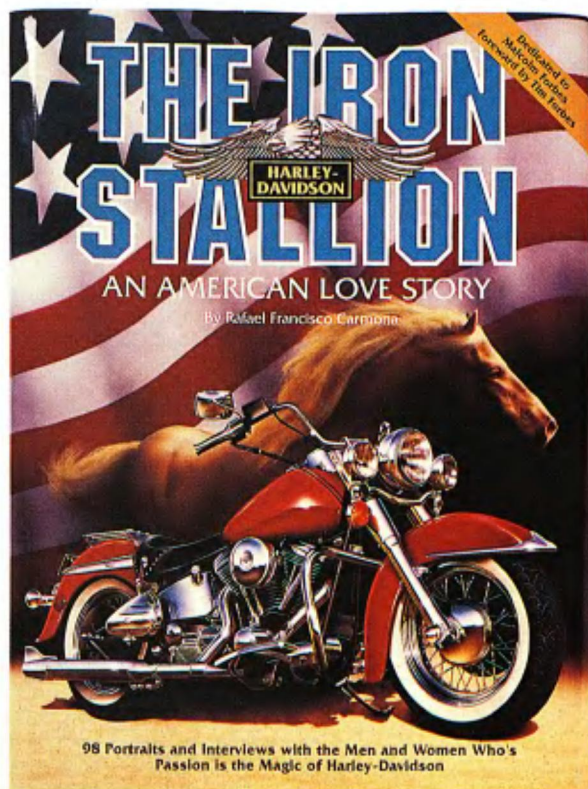
—Glen Pyles, Camp Springs, Md.



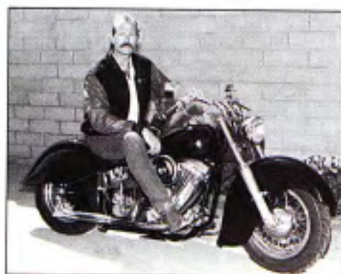
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—Loudmouth



This love of mine is being on a Harley. It's my one desire and it's gonna set my soul on fire.

Dovey Blue, Texas—900-234-BIKE—Ext. #401



I am a free spirit, and on a Harley I ride like one. A Harley is all the muscle I need.

Monda, Iowa—900-234-BIKE—Ext. #402



Nothing thrills me as much as a highway ride on my boyfriend's Hog.
Sivi, Arizona—900-234-BIKE—Ext. #403



I like feeling the hot vibrations between my legs that you can only get
 from riding a Harley, with a man who knows how to ride one.
Mindy, New York—900-234-BIKE—Ext. #404



I'm sultry and sassy, with a lot of class and a nice ass. Five foot seven,
 a bunch of heaven, with natural red hair that matches everywhere.
Shelly, Oklahoma—900-234-BIKE—Ext. #405



I just love to ride—my ol' man and his Harley.
Grace, Connecticut—900-234-BIKE—Ext. #406

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OKAY, MEN—here's a chance to share your favorite hardbilly 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 November 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



Here she is, bros, the eighth monthly winner in our 12th Annual Fox Hunt, Billie Jean, #406 from Charlotte, North Carolina. See more of her next issue.

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

The deadline for voting for this month's crop of cuties is November 30, 1990.

We'll print the winner in the April issue.

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

FOX HUNT

Box 3000

Agoura Hills, CA 91301

202

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.

210

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 _____

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

Notary Seal

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

Low-Buck Oil Filter System



Photo by Mark Chen

We did a bit on this standard oil filter mounting bracket about 10 years ago. But it still works (I ran one on a '48 pan for over a decade, the engine never gave out), and is still one of the simplest ways to keep your engine alive. You also may be tired of the oil in-the-tank-system of poor filtration. Or maybe you just purchased a custom tank without an oil filter. Whatever the reason or need, here's the way to ease your pain for less green than you'd spend on a box of .44 magnum rounds.

A remote oil filter adapter (Trans-Dapt P/N 1028) is available at your local auto parts store or speed shop. It's made of cast aluminum, tapped for standard brass fittings, and has three mounting holes. As of this writing, the list price was \$8.91 plus tax, if any. It accepts the Chrysler V-8 spin on filter, either short or long. **CAUTION:** Never use a brand which has a pressure release valve (look inside)! This little monster will give you a

V-twin charcoal surprise, as it requires 10 psi oil pressure to open the flow gate. Surely we know that the Big Twin just can't maintain that figure at idle—or in Phoenix.

Besides the easy access, it adds about 3/4 quart to capacity (depending on the filter you use), provides a bit of extra cooling, and looks trick. For those of you who are employed, you might like to go for a Moroso chrome filter and Russell anodized fittings and stainless lines. I prefer a Fram brand, paint it black and run 3/8-inch hoses off the return side of the pump (through a cooler if ya got one) and home again.

Pictured is a "no frills" model, installed on Carl's '75 FLH. If ya don't happen to like this mounting, the rubber horn bracket works, or invent your own. Check the clearance.

Now you'll have to quit snivelin' about having to change the oil and filter every 3,000 miles . . . 'cause ya got no more excuses. —Troll

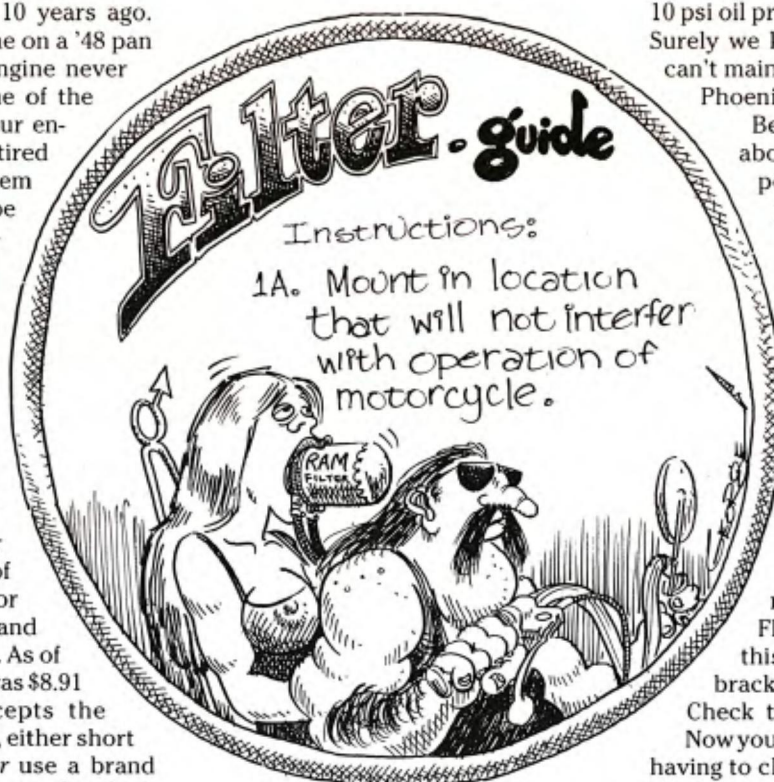


Illustration by George DiLucca

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
Hawklime 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

Kansas

Central M/C Inc., 13010 W. 63rd Shawnee
Newton Cycle & 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

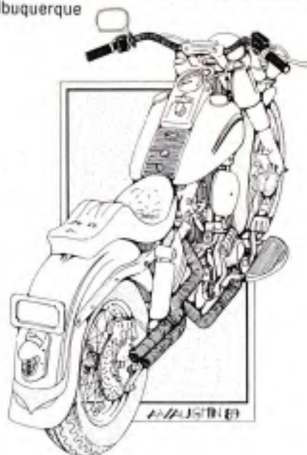
Show Bike Performance Center, 1786 N. Nellis Blvd., Las Vegas

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

Durham Harley-Davidson, 819 N. Main Blvd., Durham
D&D Custom Cycles, Hwy 221 E. Abedeen
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
Montgomery County H-D, 1217-19 South Trooper Rd., Norristown, PA

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 Pamlico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill
Southern Scooter II, Rt. 1 Box 200, Beaufort

Texas

American Cycle, 116 W. Highway 190, Killeen
Stubbs H-D, 4436 Telephone Rd., Houston
S&S 816 Amarillo Blvd., E. Amarillo
D&M of Dallas, 11620 Plano Rd. #3 Dallas

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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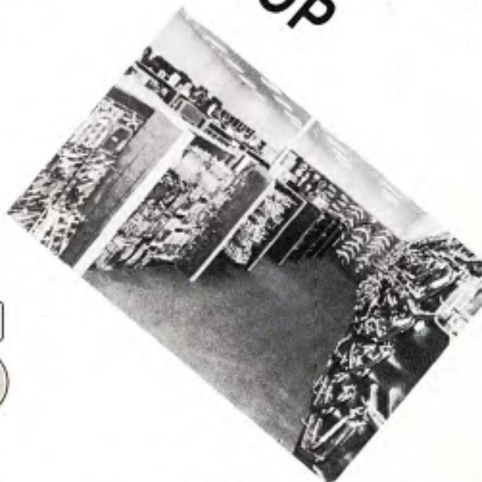
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CHRISTMAS RUSH



And I Don't Mean The Department Store Lines in December

Listen, the flicks imply that someone is about to get this bike for Christmas. Ain't so. Louie Falcigno's been snortin' the lines on the streets of Florida on this ride for over 15 years, and before that, he was chewin' up asphalt in Connecticut, while he worked at Gardner Engineering. This bike ain't for givin' away or sale—although the bike we featured a couple of years ago, that won our First Invitational Bike Show in 1989, is on the blocks in his display case at his C&L Hog Shop in Fort Pierce, Florida.

Louie is a rough and rowdy sonuvabitch. But if ya meet the dude behind a bar some night, don't be too intimidated by his fireplug attitude, the fiery slits he calls eyes, the flames on his sleeves, or his blast furnace voice. His attitude is also painted in crimson flames on every inch of this shovel, and in blazing inscriptions. I'd repeat 'em here, but this is a family rag. He builds bikes like Mount St. Helens erupts lava, or like the Navy builds battleships. His bikes look as though the frames were cast



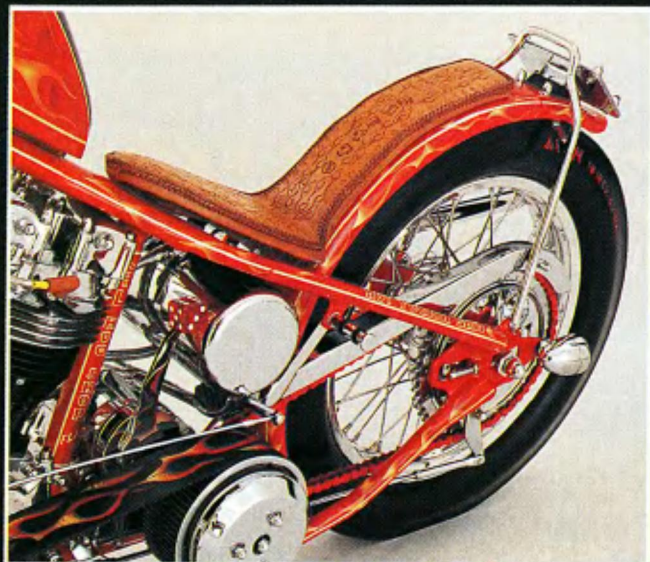


in hell and the chrome came from planets colliding in some glowing galaxy far, far away. The man puts the spirit of blazing biker nights into every bike he builds.

He first explained the tank design to me behind a Florida titty bar at 4 a.m. Seems Louie thinks the world has burnt out. And so the wizard of wizards has come to kick some ass. And splittin' the earth in two will generally accomplish just that. But I know Louie likes to intimidate and singe the average Joe with the threat of chrome, suicide clutches, flames and jagged steel violence. Sorta keeps 'em off balance. There's an element of self-preservation in every wild paint job, every sharp set of pointed footpegs, every mile-high set of apehangers, or each outrageously fringed jacket. Hell, if we were all dressed alike, in some Day-Glo Nike jumpsuit with designer shades and a painted helmet, the citizenry would run over us like pinstriped bees. Just ask the man on the street who he'd crush a trash can to avoid—Fluorescent Fred, riding on a







Owner(s): Lou Falcigno		City: Fort Pierce, Florida	
General		Frame	
Fabrication by: C&L Hog Shop, Fla.		Year: 1957	
Year and make: 1958 H-D		Builder: H-D	
Model: FLH		Type: rigid	
Value: forget it		Rake: 1/2 inch	
Assembly by: C&L Hog Shop, Fla.		Stretch: 6 inches	
Time: six months		Other alterations: everything	
Chroming by: Atlantic Coast		Accessories	
Engine		Bars: C&L Hog Shop	
Year: 1958		Risers: Paughco 3-inch	
Model: 74		Fender(s): 5-inch fatbobs	
Rebuilder: C&L Hog Shop		Headlight: small 4-inch	
Ignition: mag		Taillight: bullet	
Displacement: 100 cubic inches		Speedo: left in showcase	
Lower end: S&S		Front pegs: C&L Hog Shop	
Balancing: S&S		Rear pegs: C&L Hog Shop	
Pistons: forged		Electrics: generator	
Cases: H-D		Gas tank: custom Sportster flat bottom	
Heads: Branch, '76 H-D		Oil tank: 4-quart spun aluminum	
Cam: Sifton 468		Oil system: stock	
Lifters: solid		Primary cover: none	
Carb(s): Weber downdraft		Seat: custom by Keith's Upholstery	
Air cleaner: Weber		Sissybar: custom C&L	
Pipes: straight		Height: short	
Muffler(s): unknown		Material: round stock	
Transmission		Forks	
Modifications: Andrews gears		Type: Paughco springer	
Year: 1958		Extension: 12 inches	
Shifting: jockey		Builder: Paughco	
Engine sprocket: 24-tooth belt drive		Special features: none	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: Glendale's		Hub: spool	Hub: H-D
Painter: Glendale's custom		Rim width: 1.6 inches	Rim width: 2.5 inches
Color: tangerine orange		Tire: Avon	Tire: Avon slick
Type: lacquer		Brake: gone	Brake: mechanical
Special paint: mural by Big Bill Streeter			
Other special modifications: Engraved flames on rear slick, chromed flat bottom Sportster tank, custom seat by Keith, electric fuel pump, orange anodized chain, custom throttle cables by C&L, aluminum rims, custom marker light. Special thanks to Glendale's for their hard work on the tank and frame molding.			

Photos by Michael Lichter and Silvermoon

Ninja in his Bermuda shorts . . . or Louie. Most citizens would rather drive their Isuzus through a bank than hang a left in front of a crazed maniac, wearing gangster glasses and foaming at the beard.

Other than the burning legacy of the bike, it's been ol' reliable for Louie all these long years. He bought it as a bone-stock 1958 pan, and proceeded to build and rebuild it through every style of customizing known to bikerdom. It's won 1st Place in its class at the Rat's Hole Show in both Daytona and Sturgis. So let the legacy live long and hard—choppers forever.

—Renegade

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A BIKER'S CHRISTMAS CAROL

With apologies to Chuck Dickens

By The Dane

Screwge and Farley's Bike Shop sat on the main drag of town, covered in late December by a thin scum of damp gray snow. Farley had croaked seven years earlier, done in by too much cheap liquor and too little personal hygiene, and Screwge had run the place alone since then. He'd been too friggin' cheap to even buy a new sign for the joint, let alone make any improvements, so the place had changed little since his partner's untimely demise.

In fact, the words "too friggin' cheap" were an accurate description of Screwge in general (although other words such as rip-off artist, cheap-skate, miserly nit-picking asshole, and all-around world-class scumbag would also have sufficed). As owner of the only motorcycle shop in a small town a long way from any big city, he had the local bikers more or less at his mercy—"By the balls," as he loved to say with a grin. If his customers didn't like his jacked-up prices or cruddy service they were free to go elsewhere, except that there was nowhere else nearby to go. So the locals had to put up with his price-gouging and double-dealing ways and pity the biker who was a long way from home and really needed a break. Screwge could smell desperation the way a shark could snort red corpuscles across miles of briney, and he'd go into a feeding frenzy whenever he smelled the Almighty Dollar.

It was said by the few who could remember it, that Screwge had once been a decent biker and a halfway regular guy, but everyone agreed that it'd been a long time since those days. Somehow the years had left him nasty and ill-tempered, and with his graying hair, gaunt carcass, and permanently pissed-off expression, he looked much

older than his 50-odd years. He seldom even rode his own bike anymore, so devoted had he become to squeezing every last nickel from his customers. Yes, Screwge had become a real rotter and it was only by the very loosest of definitions that he could still have been called a biker at all.

This would have been bad enough, but the fact of the matter was that Screwge treated his own mechanics just as shitty as his customers. Decent wrenches all, they had to put up with his brow-beating and pettiness, non-existent benefits, and crappy wages. Plus they had to watch Screwge give his customers the shaft and had to hold their tongues about it if they wanted to hold onto their jobs.

"Hey, this is a business, not a fuckin' charity," he'd sneer every time one of his mechanics complained about a buddy getting ripped off. "And if ya don't like it, go work for Sears and spend yer days puttin' belts on old ladies' washing machines." This was the kind of response his men would get whenever they asked for anything, whether it was for an hour off to take their kids to the doc's or maybe just to have the heat turned up a little so a guy wouldn't get a frostbitten ass sitting on the crapper. 'Course, Screwge's normally bad attitude would reach a peak of nastiness around December 25.

And so it was that Screwge and Farley's Bike Shop stayed open right



Illustration by David Mann

up until the last second, as usual, on Christmas Eve. Nary a Christmas tree or a speck of tinsel adorned the grimy garage and when someone suggested that maybe a small party and a passed-around bottle would be nice, Screwge practically foamed at the mouth.

"I'm not in this racket for my health!" he bellowed. "I'm in it to pull as much green stuff from my douche-bag customers as I can while letting as little as humanly possible dribble back down to you clowns. This shop stays open right up till the crack of five, and if I catch even one of you shiftless bastards passing a container of anything more potent than 50-weight around, he'll be out on his rear before you can say 'Santa sucks!' Nuff said? Anyone who goes around with 'Merry Christmas' on his lips should be totin' a load of herpes instead. Bah!"

No Christmas bonuses either, as poor Bob "The Lob" Crotchitt found out when he made the mistake of bringing up the subject a day earlier.

"So you see, Boss, if I could just get a small advance till next payday..." The Lob began.

"Advance? Advance?" exploded Screwge, not able to believe his own ears. "I'm supposed to pay you for work you haven't even done yet? It's bad enough I gotta give you asswipes Christmas off, without being expected to ante up more bucks besides! You got a coke habit or what?"

"No! No! It's nothing like that," Crotchitt stammered. "It's our poor runt pitbull, Tiny Tom. He's gotta go to the vet for deworming. Poor little thing scoots around, dragging his ass on the carpet somethin' awful. You oughtta see it, Mr. Screwge."

Screwge thought for a second, put on his most sympathetic face, and replied, "Fuck 'em! Why don't ya put the mangy cocksucker in a sack and drown the sonuvabitch? What am I, Mother Teresa? Back to work, Crotchitt, and I'm deducting 15 minutes off yer paycheck for wasting my time with that disgusting story. It's enough to put me off my feed for a week!"

So, around 7 p.m. that Christmas Eve, after going over the day's receipts to double-check all the figures and coming up with a few more "unexpected" charges to screw his hapless customers with, Screwge set the alarm and locked up. He walked the three blocks to his apartment in an even blacker mood than usual, scowling at every Christmas decoration and happy face on the way.

Halfway home he grimaced as the sound of a ringing bell assaulted his ears. In the middle of the sidewalk

stood a Salvation Army Santa with a metal pot, collecting money from passersby like himself. "My lucky fuckin' day," cursed Screwge as he lowered his head and pulled up his collar, hoping to get around the obstacle unmolested. No such luck.

"Care to give some money to help the poor, sir?" asked the Santa cheerfully. "It's Christmas, and..." That was as far as he got.

"Get a life!" snarled Screwge as he gave Santa an elbow smartly in the ribcage to help nudge him aside. Leaving the gasping old elf in his wake, he continued home.

At this point, the creature gave out a semi-maniacal laugh

By the time the irate skinflint stomped into his apartment he was doubly determined not to let everyone else's good cheer ruin his own rotten mood. He downed a quick bowl of store-bought chili, sopped up the residue with a hunk of past-its-prime rye, dumped himself onto his couch, popped open a cold cheap beer, and turned on the tube, all set to make Christmas Eve no more special than any other night of the year. Christmas, however, quickly reasserted itself. It seemed that every channel the frustrated miser turned to was showing either *Miracle on 34th St.*, *It's a Wonderful Life*, or something worse. Channel after channel clicked by, each followed by a curse from Screwge. *Frosty the Snowman*. *Charlie Brown Christmas*. *How the Grinch Stole Christmas* ("At least here's a character I can identify with—too bad he turns into a pussy at the end," thought Screwge.) By the time Perry Como's Christmas Special jumped merrily onto the screen before him, Screwge was nearly beserk.

"Shee-it, I quit," he fumed. He clicked off the tube and downed

another beer while commenting dourly about the obvious lack of genitalia on TV programmers, then he headed to bed. Thus began a night that Screwge would not forget.

Sleep did not come easily and as he tossed and turned on his cot he began to think he was hearing things. Things way off in the distance at first, but growing steadily closer with each breath he took. For a while it sounded as though someone far away was using a chainsaw to dissect a VW but Screwge dismissed this as wildly improbable given that he was near the middle of town and it was Christmas Eve. The sound got to be an ear-splitting ring-a-ding-ding-ding and tinny-sounding clatter that he could've sworn was right outside his bedroom window, except that he was three floors up and his window faced a vacant lot. Finally, the noise was so close that he sat up in bed and said aloud, "Shit, what is it?"

Without so much as disturbing one flower on the deteriorating wallpaper, his dead partner Farley came riding right through the bedroom wall astride a ratty little two-stroke riceburner. Despite the unreal, transparent look of both rider and scooter, the noise was deafening and the stench of fumes unbearable. Scores of empty light beer cans, strung on clutch cables, dangled to the floor from the cursed rider and set off an annoying clatter whenever he moved. A spotless white helmet was clamped tightly upon the spirit's noggin, and the face beneath it held an exceptionally blank look—but this was normal for Farley.

Screwge was so petrified that he didn't know whether to shit or go blind. Before he had a chance to do either, the specter spoke:

"Screwge, I bear a warning."

"No shit!" yelled Screwge.

"No shit is right. Tonight you are to be visited by three spirits who will give you your one and only chance to avoid the fate you see before you: cursed to ride for all eternity on one of these things with wimp beer cans tied to your ass and, worst of all, forced to wear a helmet forever!" At this point, the creature gave out a semi-maniacal laugh which nearly eliminated the last vestiges of Screwge's toilet training.

"What have I done to deserve this?" gasped Screwge.

The creature shrugged. "What haven't you done? Screwed your fellow bikers, shafted your employees, and generally been a pain in the ass to every living creature you've come in contact with. Hell, that's all. Keep it up, Screwge, and this's the reward you'll get when you kick off. Come to think of

it, you'll probably be ridin' a Vespa and draggin' Perrier bottles around."

Screwge gave a shudder at the thought of himself coming to such an end and pleaded, "Help me, Farley. What do I do to get outta this one?"

"Just catch some winks and listen hard to the three visitors you'll be receiving this night. If you don't, well, I guess you're fucked." With a deafening ring-a-ding-ding and a cloud of oily smoke, the doomed Farley made his exit through the opposite wall.

Left alone, Screwge regained some of his wits after a few minutes of telling himself that he'd just gotten ahold of some bad chili, or maybe a loaf of that bread that monks used to scarf on to get high centuries before LSD was formally discovered. Farley was dead, wasn't he? Scooters can't ride through walls three stories up, can they? Finally Screwge just said "Bullshit!" to himself, downed the last beer in the fridge, belched loudly, and nodded off.

At 1 a.m. the alarm which Screwge had not bothered to set went off with a racket that nearly knocked him out of bed. "What the hell's goin' on?" he blurted out as he fumbled for the clock. Not expecting an answer, he nearly had a heart attack when he got one.

"Rise and shine, man. Time to get up and get your act together," said a voice beside his bed.

"Holy shit!" yelled Screwge. He jumped out of bed, grabbing the .357 by his nightstand and poking it in the direction of the voice. The sight that greeted him was so unnerving that he completely forgot about pulling the trigger for the moment. A tall, long-haired figure clad in bellbottom jeans and a tie-dyed T-shirt, every inch of his person festooned in peace signs and sappy '60s slogans, was sitting astride the ugliest purple fatbob he'd ever seen, and not two feet from his bed. With all the stunning unreality of a bad acid trip, the being looked to be from another age altogether.

"Wow, man, did I, like, startle you? Sorry 'bout that!" grinned the apparition, swaying a bit in the saddle.

"Guess I shoulda knocked first, huh?" "Who are you and how did you get that thing yer ridin' up the stairs? I'm gonna blow yer ass away if I don't get some answers pronto!"

"Like, mellow out, man. I'm just here to take you on a far-out trip! I'm the Ghost of Christmas Past, man."

Screwge looked his outlandish visitor up and down, from his lovebeads to his sandals, and replied cautiously, "Considering yer duds, that sure makes sense. Now, how about holding real still till I can get the cops



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here and then . . ."

"Sorry, man, I can't do that. We gotta go for a ride back in time and all the pigs in the world can't help you now. Say goodbye to the present, man, we're gonna take a groovy little trip down memory lane."

The next thing Screwge knew, he was sitting on the back of the purple fatbob and floating through a haze as he drifted backward through disjointed scenes from his misspent life. It was all he could do not to O.D. on nostalgia, what with all the fond and not-so-fond remembrances flashing by him. He saw himself as little more than a rugrat and watched with moist eyes as his dear old dad presented him with his first two-wheeler, a bright red Schwinn with a bell on the handlebars and tassels on the grips. A moment later, he squirmed with regret as he watched himself lose his very first girlfriend, a lovely and somewhat wild young thing by the name of Sylvia. He'd leave her sitting at home while he spent his sunny afternoons trying to wheel and deal and make a crooked buck. He blew all of his weekends at swap meets when he should have been out with Sylvia, riding wild and free in the wind. Then there were the friends he lost, good buddies all, when he screwed them in shady deals or ripped them off with his greedy schemes.

Between tokes from a seemingly endless supply of joints, his spaced-out pilot made lots of helpful, tactful comments about the scenes Screwge was observing:

"Oops, you really blew it there, man." "Oh, wow, I can't believe you really did that." "Nice move there, bowels." "What were you trying to prove that time?" "What a shithead."

"Okay, okay, I get the point. You can knock it off any time now, Spirit," cringed Screwge with his face in his hands as scene after scene rolled off before him like panoramic toilet paper.

"Had enough, huh? Guess it doesn't take much of this stuff to bum ya out. It bums me out. Does it bum you out?"

"Yes, already!" hollered Screwge.

"Wanna go home?"

"Shit yes!"

Screwge immediately found himself back in his own bed, just as bummed out as the Spirit had guessed him to be. This time he wasn't thinking about bad chili or LSD-laced rye bread—he was thinking that his mind had finally blown. Nevertheless, he was beginning to regret some of the major decisions he had made in his life as he slowly drifted off to sleep again.

It seemed that he'd just flopped back down in the sack when the alarm went off again, louder than before.

"Hell, what is it this time?"

Screwge's eyes popped open from a troubled sleep for the second time that night and saw an even more fantastic figure beside his bed than the first. This time he hesitated just a bit before grabbing for his gun, as he wasn't sure it had the firepower to stop what he was looking at. Parked beside Screwge's bed sat the largest human being he'd even seen atop a motorcycle. Helmetless, with long red hair and beard blowing in a nonexistent wind, the giant's denim vest was nearly ready to split from his enormous girth.

There was a sudden rush of cold wind shooting through him

His face was red and beaming with mirth and more than one gold tooth gleamed from his grinning mouth. His immense form was parked over a beat-up knucklehead with an old boat-shaped sidecar which had obviously seen better days. Still, it purred like it had just come out of the crate.

Screwge could manage only five words: "Who the fuck are you?"

"Why, I'm the Spirit of Christmas Present, but you can call me The Prez. How the hell are ya? Ready fer a little putt?" The Prez boomed, giving the throttle a couple of twists.

Screwge remembered his previous joyride and tried to disguise his fright by making a rather lame joke.

"You're the Spirit of Christmas Present, huh? So where's my Christmas present, ha, ha."

"I got yer Christmas present hangin', mutha!" replied the specter, grabbing his crotch with a grin. "You've been such a chiseling scumbucket all yer miserable life that now it's my job to sorta show ya the error of yer ways. We're goin' fer a little ride, bub, so hop yer ass in my hack and let's boogie."

And boogie they did, with Screwge crammed into the sidecar, as the

immense red-haired spirit roared across town at speeds Screwge had only dreamed about doing within city limits. In the midst of committing every traffic infraction known to modern man, the portly spook took corners with an abandon that would have made Jay Springsteen whistle.

"I know a shortcut. Watch this," bellowed the apparition, above the roar of the unmuffled exhaust, as he turned up a narrow alleyway that Screwge could have sworn was a dead end.

"No! Don't! Stop!" yelled Screwge.

"Don't stop? Don't worry, I won't," hollered back the fat phantasm as he gunned the ancient knuckle to speeds that Screwge wouldn't have believed possible for such a ratty machine. "If we live through this I'll kill him," groaned Screwge as garbage cans scattered and rats and cats jumped for their lives. Up ahead of them, and dead in their path, sat a clapped-out Buick, wedged wall-to-wall in the alleyway, its trunk gaped wide open, all set to end their careers in one bite.

"Oh shit, stop!" squeaked Screwge as the Three-wheeler From Hell actually picked up speed as it approached the wreck. The terrified tightwad had just enough time to put his hands over his eyes and whimper "Mommy" once through clenched teeth before they were upon it. There was a sudden rush of cold wind shooting through him and a sound like a garbage truck would make if it'd just fallen off the Chrysler Building and landed on a greenhouse, and the next thing Screwge knew, they were tooling easily down Oak Street with nary a wobble.

"Wha' happened?" Screwge asked. "I thought we were dead."

"Only one of us," The Prez said, "so far!"

"I give up. I do believe I've seen the error of my ways. Can I go home now?" moaned the passenger, checking out his balls to see if he still had 'em.

"Not just yet—we got a stop to make first. Lighten up and enjoy the ride," chuckled The Prez.

A minute later he cut the engine and rolled into a dirt driveway in front of a run-down trailer at the edge of town. "We're here," called the Spirit. "See, I look out for my friends. And you were worried—shame, shame."

"Why are we pulling in here?" Screwge asked, wasting no time in removing his ass from the sidecar.

"Because this is the home of your loyal mechanic, Bob Crotchitt, and I think you should see how the other half lives. The half who still ride their scooters and try to enjoy their lives,

not pennypinching dinks who leave their scoots locked in a garage gathering dust while they try to screw their fellow man. Know anybody like that?"

"Let's not get personal, Spirit."

"I just tells it like I sees it,"

sniggered The Prez. "Let's go in and see what they're doin'. (This is the part I like—I must have a little voyeur in me, if ya know what I mean!)"

Walking straight through the wall of the trailer presented no problem at all to the unusual twosome. Cowering, an invisible Screwge watched the Crotchitt family preparing for Christmas, stringing popcorn on a spindly tree and arranging a few meager presents around it while Tiny Tom lay in a corner, licking his balls. Despite the squalor around them, the entire tribe seemed in exceptionally good spirits. Screwge watched "The Lob" unscrew the cap off a bottle of cheap wine and pour a round for himself and the ol' lady and a couple of the older kids. Then, unbelievably, Crotchitt actually proposed a toast to his employer! It was a scene to touch the old tightwad's heart ('tho hearing the youngest Crotchitt girl mutter "What an asshole" under her breath, in regards to Screwge, took the edge off it a bit.)

As they walked back outside, the red-bearded behemoth clapped a consoling arm around Screwge's back and said, "Buck up, man. Somebody still likes ya. Well, maybe not the little girl, but at least everybody hasn't given up on ya! See what yer missin' by bein' the way ya are?"

"Well, they did seem happy, and that ain't easy on what I pay Crotchitt."

"Remember this," said The Prez, "and take it to heart—it ain't how much ya got, it's what ya do with what ya got. Adios, muthafucker."

And with those words ringing in his ears, Screwge landed back in his bed with a bounce that jarred his back teeth. This time it took a little longer, but eventually the very distraught bike shop owner nodded off to sleep again.

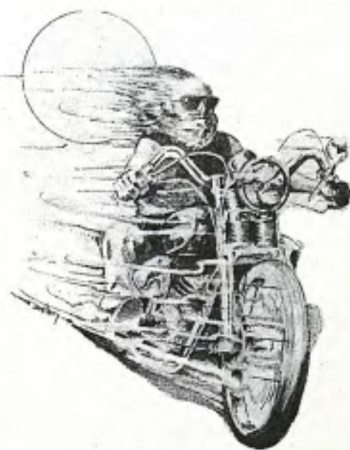
The next time Screwge was awakened, and saw what was sitting next to his bed, he just shuddered and didn't even bother reaching for the gun. A tall, black-shrouded figure was humming an inappropriately peppy rendition of a funeral dirge as he polished his coal-black chopper with his sleeve. A hideously grinning skull was airbrushed on the side of the peanut tank and the rest of the machine was blacker than a bat.

By way of making polite conversation with the black-robed dude—and by this time Screwge was alot more inclined toward politeness as the first

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course of action toward any supernatural characters found in his bedroom—he cocked a thumb toward the gruesome skull painted on the tank and said, “Nice painting, fella. Who does your work?”

With a hideous laugh, the shadowy figure whipped back his hood and cackled, “Actually, it’s a self-portrait. Do you think it does me justice?”

At this point, poor Screwge was just about ready to shit his pants, but the grinning Death Rider before him simply covered his less than corpulent features back up with the hood and chuckled, “Hey, lighten up, dickweed. You ain’t no Adonis yerself. Just hop up on my p-pad here and we’ll go for a little putt. Don’t worry ’bout a thing, sport, yer ridin’ with class tonight.”

Before Screwge could even think about croaking a polite “No thank you,” he found himself on the back of the machine, zooming out through the wall and into the air, doing about warp 8 across the night sky. He mustered up the courage to peek down just once at the city far below them and once was more than enough. As he clutched the bony torso of the thing doing the driving, he was regaled by a jovial street-by-street travelogue of his town.

“Hey, look. Way over there you can see Shaky’s Tavern. And there’s City Hall at 3 o’clock! Some fun, eh kid?”

But Screwge wasn’t having any.

“Hey, don’t get sick now, killer,” laughed the ghost. “Our destination is just ahead. Forest Rest Cemetery, next stop and straight downwwnnnn!”

With a rebel yell, the black-hooded spector gunned the engine and dive-bombed the boneyard, with Screwge hanging on for dear life. In a few seconds they came to a skidding halt at the foot of a fresh grave.

“This is a Christmas of the future, Jack. Can you guess who lies here?” sniggered the ghostly apparition, pointing one bony finger toward the darkened headstone.

“Wait, don’t tell me, let me guess,” shuddered Screwge. “It couldn’t be me by any chance?”

“Bingo,” smirked the spirit, “But take a closer look, please. You can tell what a beloved muthafucker you were when you finally bit the big one.”

Screwge reluctantly moved closer and took a gander at his future residence. A huge, coiled turd, still steaming, stood in the center of the mound of fresh earth.

“Looks like one of your former customers came by to pay his last respects, buddy,” grinned the shadow, “’tho’ it could have been anyone—you were such a popular guy!”

Screwge moved closer to peer at

his own name on the smallish, cheap-looking headstone, then jumped back with a look of horror plastered across his face. There on the headstone, spray-painted in bright yellow across his name, were the two words he despised most, the last words in the world that any true biker (no matter what kind of petty, penny-pinching, back-biting sonuvabitch he was in life) would want to find spray-painted on his final resting place: BUY JAPANESE!

“No! No!” he screamed, seizing his giggling host by his musty lapels. “I can’t be remembered this way! Give me one more chance and I’ll be the kind-

But he opened
the door anyway
and was
immediately
handed an
armload of beer

est, nicest, most honest, generous—”

“Hold on, dipshit, and watch the suit. I didn’t expect you to be running for sainthood. Just start behaving like a true biker, and not a classless little shit and maybe, just maybe, you’ll qualify for another go-around.”

“Anything! I can change! There’s no place like home, there’s no place like home . . .” babbled Screwge.

“Geez, the dorks I gotta meet in this job,” muttered the spirit as, with a wave of his black cloak, he sent the distraught dealer spinning backward through time and space.

Screwge awoke with a start. He was back in his own bed, but this time the morning sun was streaming through his window with a vengeance and a big dumb grin was plastered across his ugly face. He sat up, unsure at first of just what day it was and wondering why he was grinning like an idiot. Then he remembered—it was supposed to be Christmas Day and he was supposed to have one last chance to avoid

winding up like his ex-partner. He was hit by the sudden fear that maybe somehow he’d slept an extra day and had missed it, thereby blowing his chance at anything approaching a blissful eternity. Springing from his bed, he ran to the TV and turned it on with shaking hands. As soon as the usual Christmas morning religious programs colored the screen, he let out a whoop which could have been heard halfway back to his shop.

“It’s not too late. I’m gonna change, so help me. Hey, the streets are dry and Crotchitt checked out my old scooter just last week. I’m gonna start the sucker up and run it over to The Lob’s house. Maybe even bring ’em some goodies and give him a raise. It’ll surprise the shit out of him!”

So saying, a reformed Screwge threw on his leathers for the first time in ages and raced down to the shop. Fifteen minutes later his dusty bike was rumbling out through the main doors with a pair of huge saddlebags flapping on the back fender. Flying through the brisk air of Christmas morning, he found the only convenience store still open and two minutes later he went roaring away with his bags crammed to the brim with all sorts of Christmas-type goodies, from fruits and nuts to a complete turkey, with a case of beer propped up between his knees on the tank in front of him for good measure. He pulled into the driveway of the Crotchitts’ home, nearly wiping out from both the excitement of the moment and the effort of keeping the case of brew balanced on his lap.

When The Lob glanced out his window and saw a grinning Screwge practically skipping up the driveway toward his front door, the first thought that crossed his mind was that the boss had picked Christmas morning to give him the axe. But he opened the door anyway and was immediately handed an armload of beer and a whole bunch of T-shirts in assorted sizes (with “Screwge and Farley’s Bike Shop” printed on the backs.)

“Hold on, there’s more,” sang the delirious ex-miser as he ran back to his bike for more stuff.

The Lob’s next thought was that his boss had gotten ahold of some bad chili, but later on that morning, after it had been accepted that Screwge was neither on a firing binge nor had he gone insane on drugs, Christmas Day was spent in as happy a way as one could imagine. Even Tiny Tom, the runty and somewhat wormy pitbull, barked happily as if to say, “God bless us every one,” (Hey, it’s just a damn dog—use your imagination) just before peeing on the Christmas tree. ■



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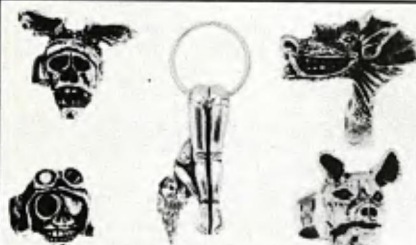


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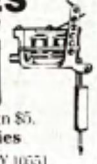
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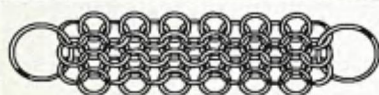
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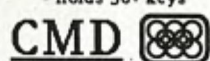
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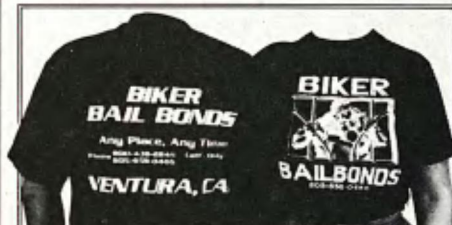
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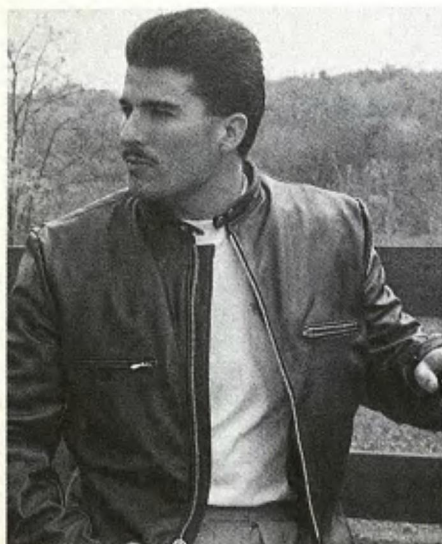


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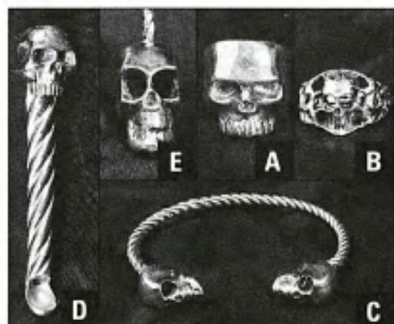
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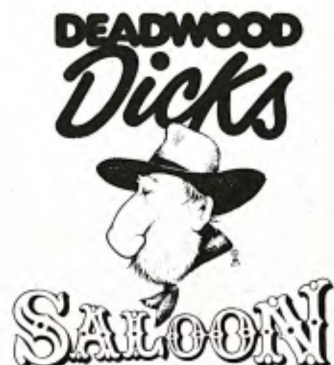
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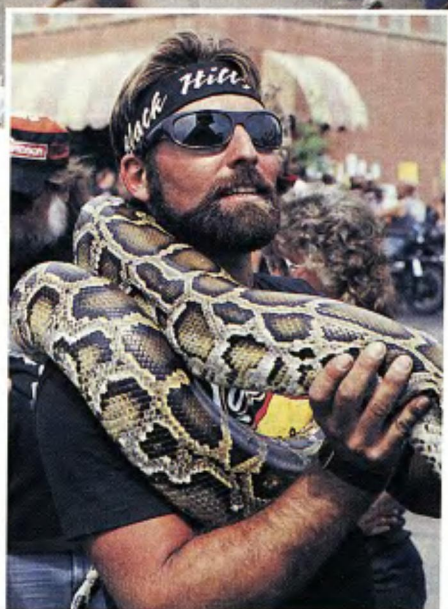
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The 50th Annual STURGIS CELEBRATION



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you're back home from Sturgis,
you can take a breath and think about
what happened up there. The main
thing that happened was that a helluva
lot of us had a helluva good time.
The Black Hills Motor Classic Board
estimates that 300,000 people passed
through the small South Dakota town
during the eight days,



The 50th Annual
STURGIS
C E L E B R A T I O N



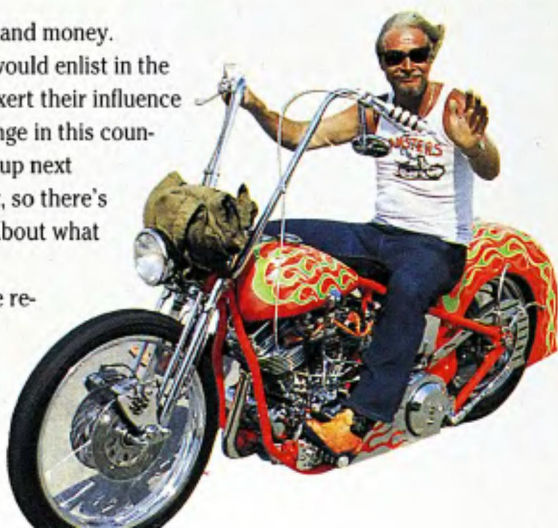
but Arlin Fatland, a longtime Sturgis hand from 2 Wheelers Motorcycle Shop in Denver, puts the number closer to 325,000. Other sources put the number as high as 375,000—or about half as many as in the whole state.

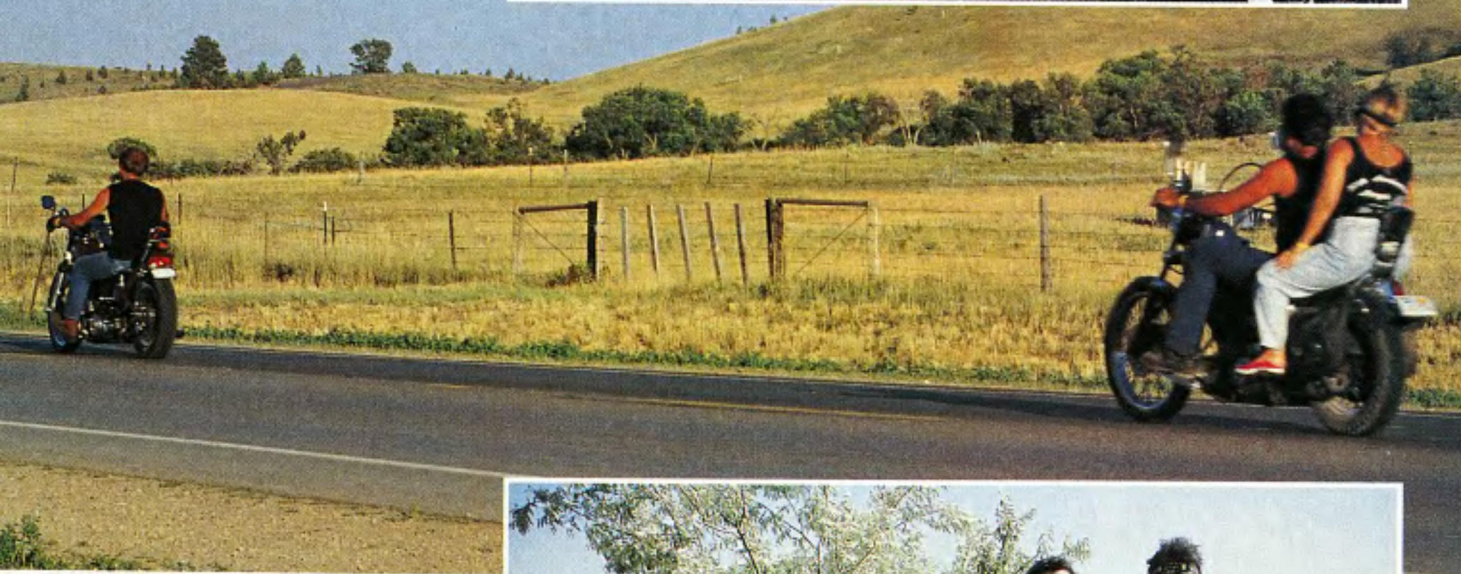
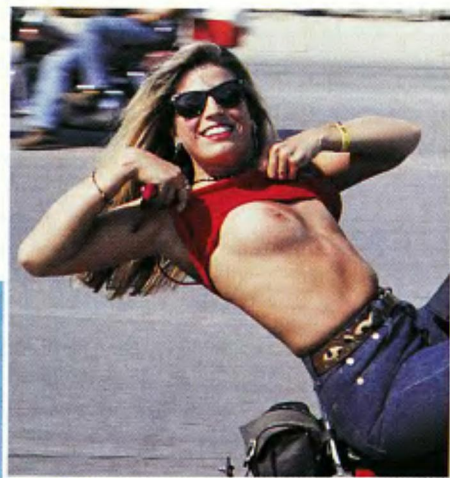
According to the Motorcycle Safety Foundation, the country has 4,219,000 registered motorcycles, mopeds, and similar machines. Classifying them all as motorcycles for convenience, the numbers say that one out of every 13 motorcyclists came to Sturgis. That's a powerful number. Just try to find another special interest group that'll

bring one in 13—on their own time and money.

Now, if all those who attended would enlist in the crusade against helmet laws, and exert their influence at the ballot box, things would change in this country. Think about it. Daytona comes up next March for its own 50th Anniversary, so there's another opportunity for us to talk about what we could do politically if we unite.

Check your billfold and you'll be reminded that we dropped a lot of money in Sturgis. The numbers haven't been collected, but projections run from \$56 million to \$112 million. For example: on





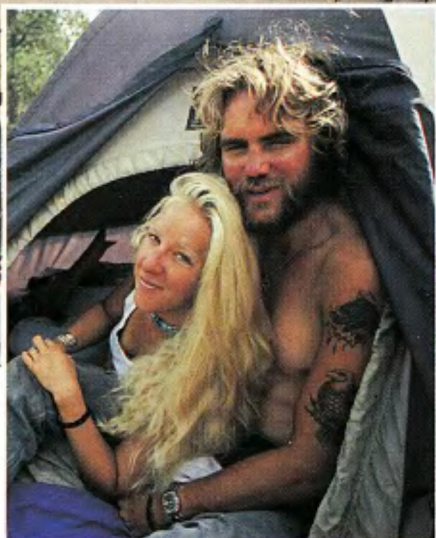
Wednesday, the State collected \$70,000 in sales taxes from vendors in Sturgis alone—not counting Deadwood and the other nearby attractions.

Local officials reported that 155 marriage licenses were issued to enamored couples during the Rally.

Mayor Andrew Szilvasi said the only complaint his office got from local residents was from a woman who couldn't get to the Post Office because of the traffic. Consider: up to 375,000 people roaming the streets, hot weather, zigzagging traffic, and literal oceans of booze—all this for over a week,



EASYRIDERS 20 YRS. STURGIS 50 YRS.



The 50th Annual STURGIS CELEBRATION

and the only trouble amounted to two fights and one lady needing to mail a letter.

Sturgis always brings comparisons to Daytona. Is one better than another? Truth is, they're two entirely different affairs. Daytona belongs with Easter, with the ancient tradition of a spring festival to shake off the winter cobwebs and start life over. Florida's tropical temps and bikini-clad

hardbellies certainly fit that purpose.

The Black Hills Motor Classic belongs with an equally ancient custom of county fairs—a time for reflection and one last fling before the cold weather hits. With its long days, open spaces, and reminders of adventuresome pioneers, Sturgis fills the bill.

Will Daytona's 50th Anniversary party match the numbers and good times in

Sturgis? We'll find out soon enough.

Space is short here. No way to tell about everything that happened in and around Sturgis. Watch for the next issue of *In The Wind*, that'll be January 1991, number 43. In it, you'll see all the outrageous iron, scenery, events, fun, and, of course, the finest-looking females anywhere.

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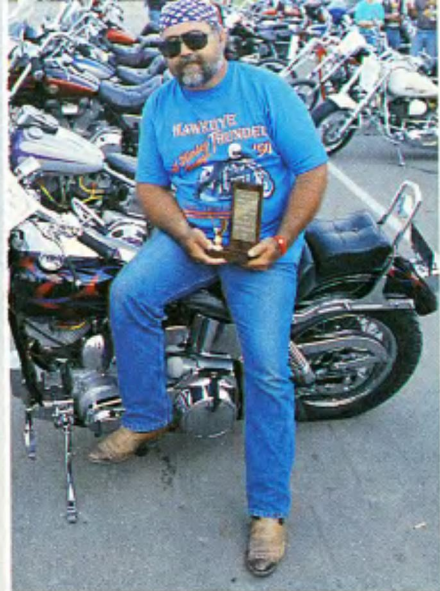
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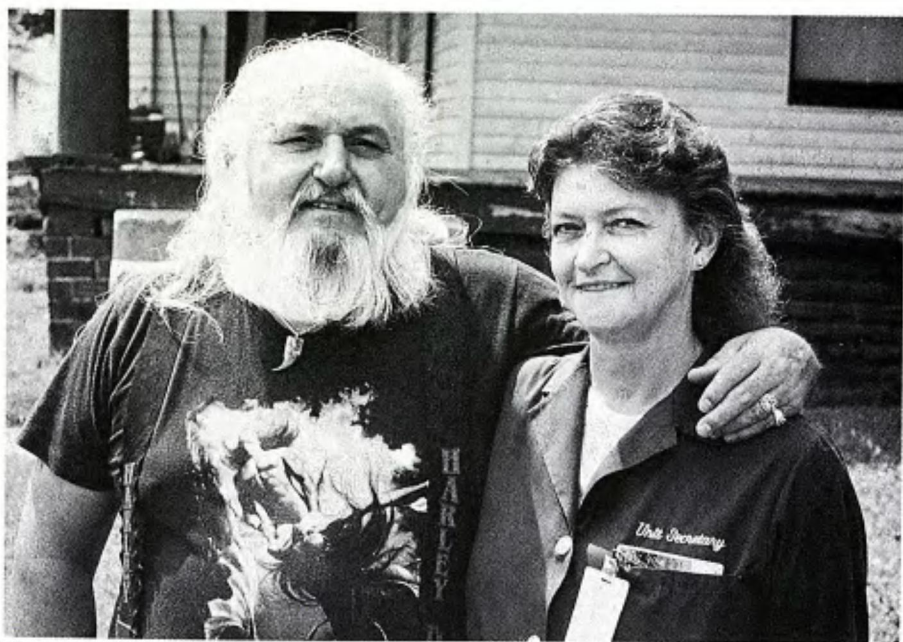


Corn Country By Rip

This month's trip starts in Terre Haute, Indiana, where I stopped to have Sugar Pai serviced and to visit an ol' bro, Diablo Joe, and his wife, Susie. Then I rode west, on I-70, to St. Louis, Missouri. From St. Louis, Sugar Pai and I rode up to the Black Creek Campgrounds (BCC) in Franklinville, Mo. You won't find Franklinville on your road map 'cause it died in the early 1900s, back before WWI. It's located between Shelbyville and Shelbyville, Mo. The owners of BCC, Parts and Melanie, came from St. Louis and Manhattan Beach, California.

Starting with a campground, Parts and Mel added a tavern and have plans to open up a bike shop. Their unique campground has concerts from Memorial Day to the end of September, when they hold a toy run. The toys go to the Shilo Christian Children's Ranch in Shelbyville, Mo. They also have parties in their tavern, then go clean up the state's roadsides. These riders park their bikes in a highly visible manner so the citizens know who is bending over to pick up their trash. Few things in life are more ugly than litter and filth. We have a beautiful country, why trash it out?

Parts and Mel are trying to get the town of Franklinville to grow again, and lots are currently for sale. Right now it's basically a biker town. It's back up in the woods.



Diablo Joe and Susie, Terre Haute, Indiana.

From the blacktop ya have to ride a mile or so on a gravel road to get to Franklinville. There is water available, in fact the weekend I was up there they had plenty of water—as in rain.

Yeah, it got pretty muddy around there. But as usual we bikers do get by and by the time Saturday night rolled around and John Kay and Steppenwolf showed up to play the rock 'n' roll everyone was primed and ready to let loose.

There were many vendors selling food, T-shirts, run pins, and all kinds of biker geegaws. Music was provided till way up into the early morning hours. I woke up Saturday morning with my legs and feet wet. Next time I'll pitch my tent on higher ground. It wasn't a big deal 'cause I draped the sleeping bag over Sugar Pai's windshield and it dried in a few hours, good enough to repack it for my ride north to Iowa later that evening. I would have hung



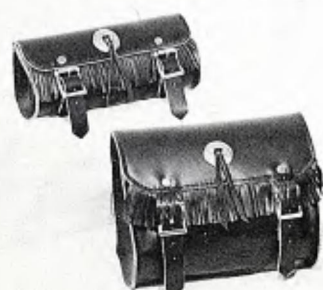
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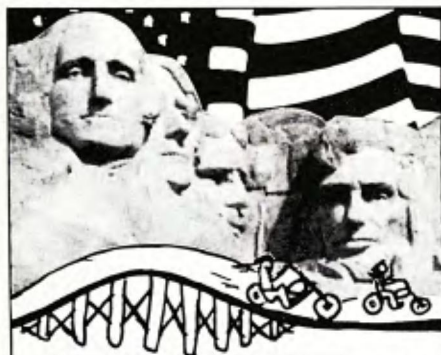
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Black Creek Campground crew, Franklinville, Missouri.

around to catch the John Kay and Steppenwolf concert but I knew that I'd be seeing their show later the next week at the Buffalo Chip Campground—which I did. John Kay and Steppenwolf always play good ol' good tunes that many of us enjoy. From what I understand BCC usually has a good wet T-shirt contest, although I didn't hang around to catch it.

That night, I packed my gear and rode north, reaching Cedar Falls, Iowa, about 3 a.m. I rode half the way there in the rain because I wanted to see another all-Harley drag race. It was called the Hawkeye Thunder II, put on by ABATE of Iowa and sponsored by Harley-Davidson Cycle Center (HDCC) of Waterloo, Iowa, and Coors beer. This event was operated under the AMRA rule book.

It wasn't a points race since the big national was to be the following week in Sturgis. It wasn't the biggest drag race in the world, but it didn't matter because everyone in attendance looked like they were having mucho fun.

Many of the top-dog racers were saving their scoots for the following week. Some were fine-tuning their machines in anticipation of the Sturgis drags. For the most part, the winners were locals, or at least came from Iowa, that is except in the pro classes. Bobby Cragin from Beecher, Ill., took home the bacon in the combined A and B fuel class. Bruce Miller from Miami, Fla., grabbed the top gas honors and once again, Lori Volmert, from St. Louis, Mo., swept the field in Pro Stock. I talked to Lori, and she said she may move up a class next year. That ought to shake up some dick strings 'cause that lady is hard to beat. The other class winners were as follows:



One helluva tractor driver.

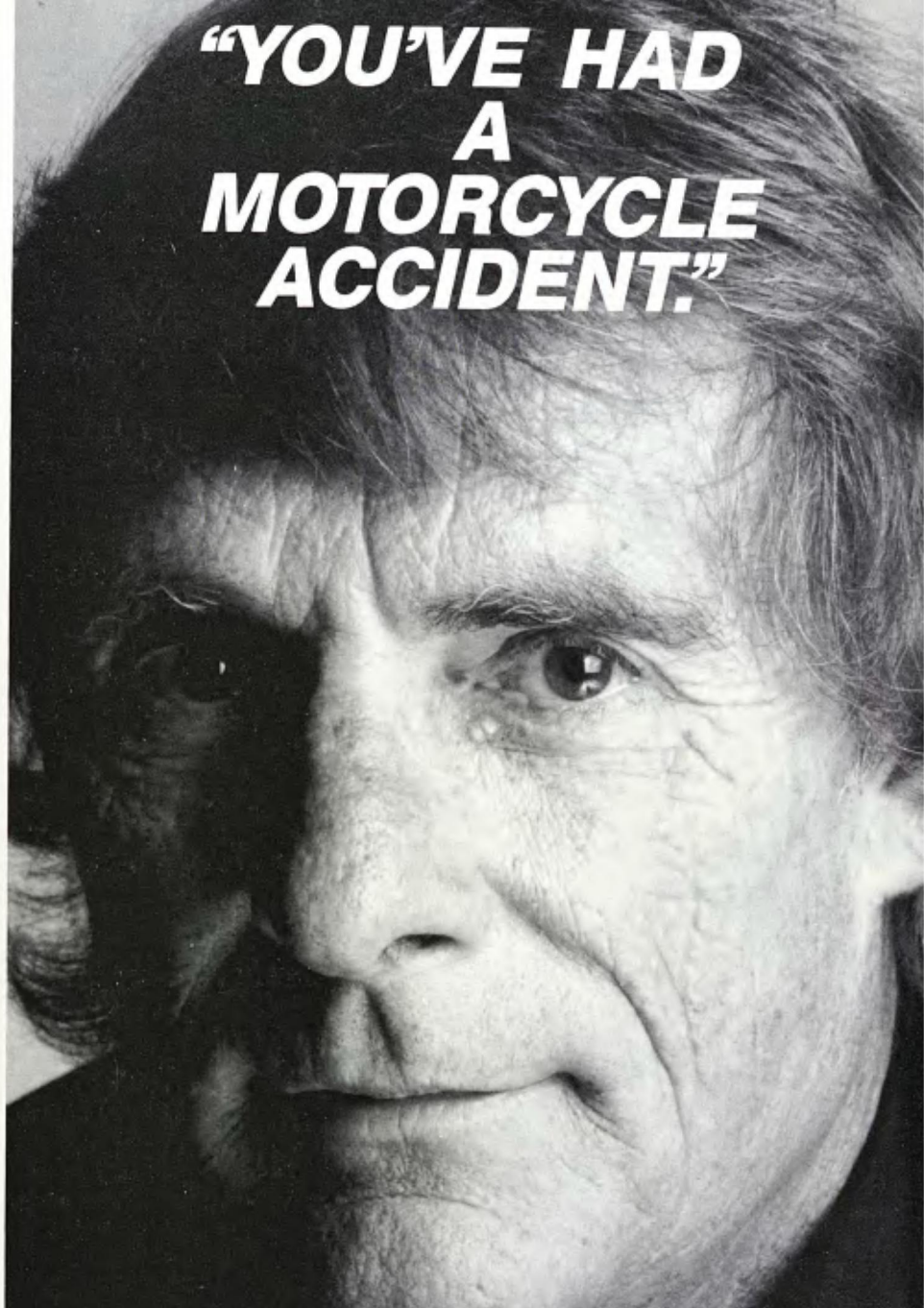
S/FL	David McVay	Cedar Rapids, Iowa
EV/XL	Rick Kern	Cedar Rapids, Iowa
EV/FL	Marty Loonan	Cedar Falls, Iowa
S/XL	Bow Stanley	Waterloo, Iowa
M/FL	Dennis Greene	Marion, Iowa
SM/FL	Vern Snitker	Cedar Falls, Iowa
M/XL	Chuck Moeller	Davenport, Iowa
SM/XL	Dave Feazell	Hudson, Iowa
H/S	Randy Evans	Nashua, Iowa
D	Jim Dahling	Bellechester, Minn.
SS/FL	Steve Vonstein	Cedar Rapids, Iowa

The cities of Cedar Rapids and Waterloo run into each other. Two rivers flow south on either side of them. Someone in Waterloo said that, "In the Indian lingo, Waterloo means much water."

They weren't kidding. That area has received much rain, flooding low-lying homes and a park adjacent to the river banks. It sure seemed strange looking at submerged swings and slides. But I guess they need the water to make the corn grow. It would be disastrous if the global warming trend continued. If farmers had to pump all their water, food would cost beaucoup. We probably would all be growing our own veggies. We would be more healthy without pesticides. What does it all mean?

While in Waterloo, Sugar got a new crossover pipe at HDCC. She ate the top off the exhaust flange butting up against the muffler and the clamp on that side. To get me back on the road quickly, the new parts came off a floor model. Thanks, Neal. HDCC is a very well-equipped shop. They participate in local activities, helping ABATE and MDA. They also have a Sporty that they race. It kinda took the top off the rear piston during the drags. Doo doo occurs. Hey, that's the racing game. Sometimes you eat the bear and sometimes the bear eats you. It's very exciting and tons of fun.

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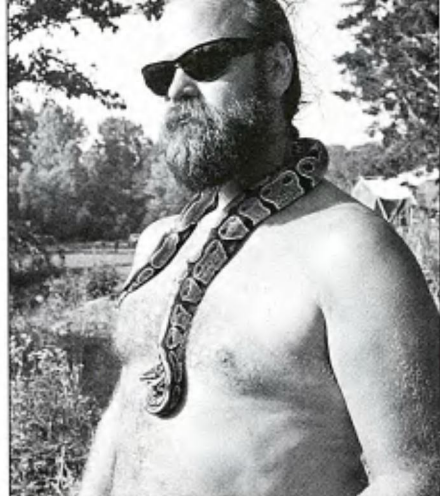
Looking for green pastures.

Oh yeah, back at the Cedar Falls Raceway on U.S. Hwy. 218 north of Cedar Falls, they had a huge party Saturday night with free camping, a bike show, vendors, and a rodeo. Nick Goings from Evansdale, Iowa, won first place in the FX category.

While in the area, I stayed at Jay C. "Toad" Hileman's home. Toad is an ABATE of Iowa officer in District 16. Thanks to Carl Smith, an ABATE member who owns Cottage Services Shoe Repair, I got the bottoms of my Nasty Feet boots repaired. They were getting thin.

Toad had a cookout in his backyard where I met more District 16 people. The California corn was dee-lish. The Iowa corn was about waist high and forming tassles. That's what I call them, anyway. I ain't no farmer and I don't mean that with any disrespect. I think farmers have been getting the shitty end of the stick for a long time.

From Waterloo, I left midweek on my way to Sturgis. I stopped by the H-D dealership in Albert Lea, Minnesota, en route. As you can imagine, they were



Live necklace.

busy. I picked up the 1991 model catalog. The new Sturgis is A-Okay, but I'd change the front end, then I'd take this off and put that on. I laugh at myself, but excuse me, ain't that what it's all about?

That evening I pitched my tent at the KOA campground in Sioux Falls, South Dakota. The H.O.G. riders from Milwaukee had ridden through earlier. The next morning it started to drizzle as I was packing Her Sweetness. Amazingly, that was all the rain I encountered in the remaining part of the month. I saw a lot of lightning but no rain. You couldn't ask for better weather.

Sturgis was a party. Ya know, Indians say that the Black Hills are sacred. They do draw people to come back, 50 years worth of titties and beer. The catch word for the week was *Unfuckinbelievable*.

It was the place to be. Wow, it was crowded. I came early and stayed late, till the last dog was hung. All kinds of attendance figures are flying around. 300,000 was what I heard on Sugar's



ABATE of Iowa, District 16 officers.



Left to right: Rose and Bonnie at the Chip.



Here's looking at you, kid.

radio as I left town. During the Sturgis Rally I mostly rode around with the *Easyriders* video crew.

We visited with the Wall of Death crew, went to the drags, shot some footage with some of the larger motorcycle clubs, etc. Look for *Easyriders* Video Magazine No. 7, it will be killer. Our 20th birthday party kicked ass and took names. You wouldn't expect anything less from the crazies around here, would ya? Yeah, it was a lotta work, thanks to all the folks who chipped in to make this event one of the best times I've ever had—that is, in the 10 years that I've attended the Annual Black Hills Classic. Enough about Sturgis, it'll be covered beaucoup.

From now on I'll be cruising around with a state-of-the-art, high-tech video camera along with my still cameras. I'm looking forward to meeting new friends so how about a card or letter telling me about the biker doings in your neighborhood.

Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■



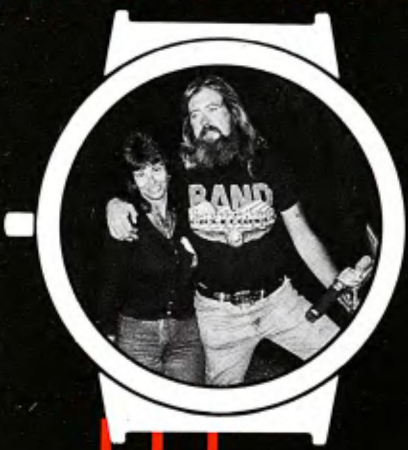
Little Caesar backstage at the Buffalo Chip.

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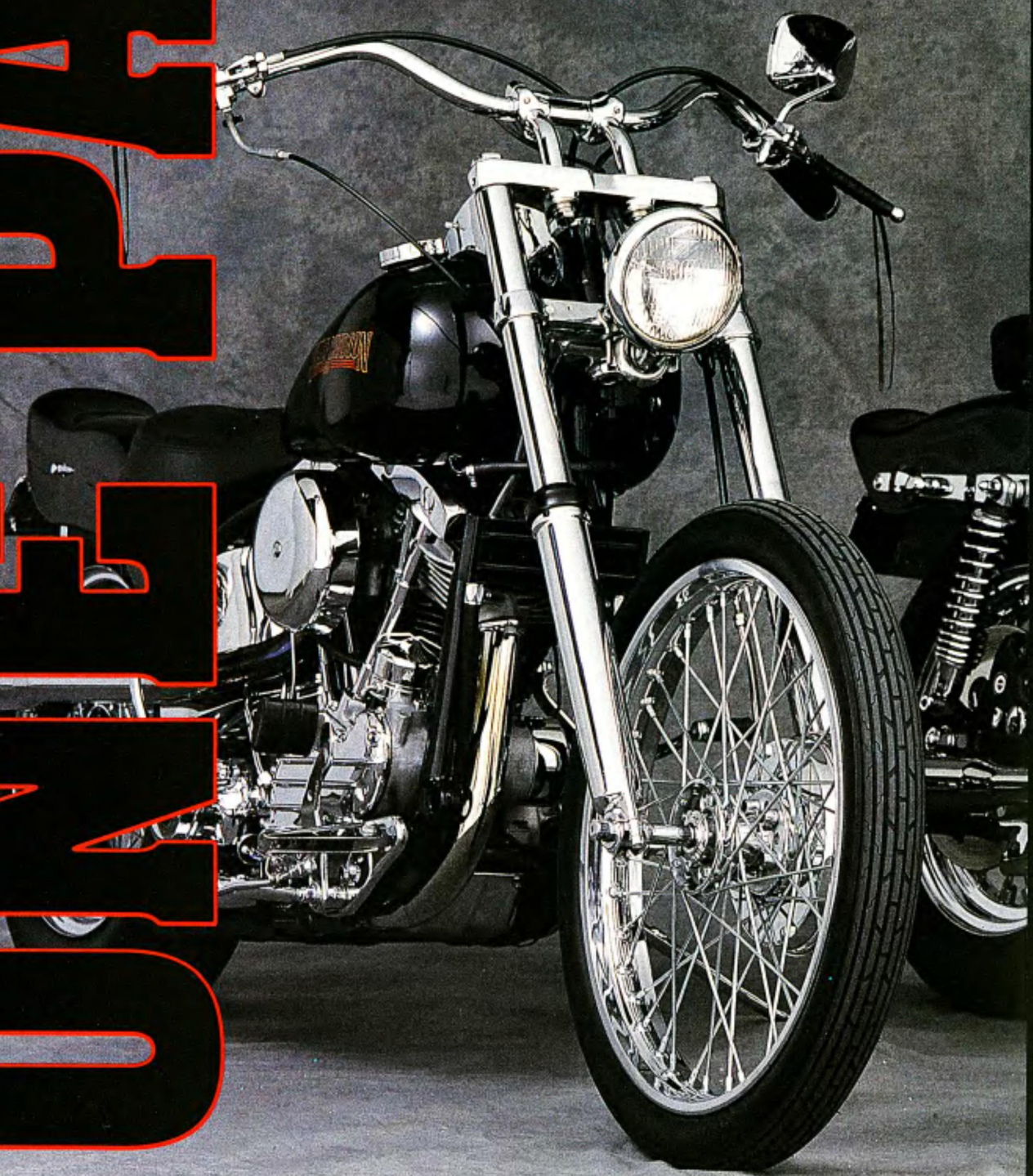
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1986



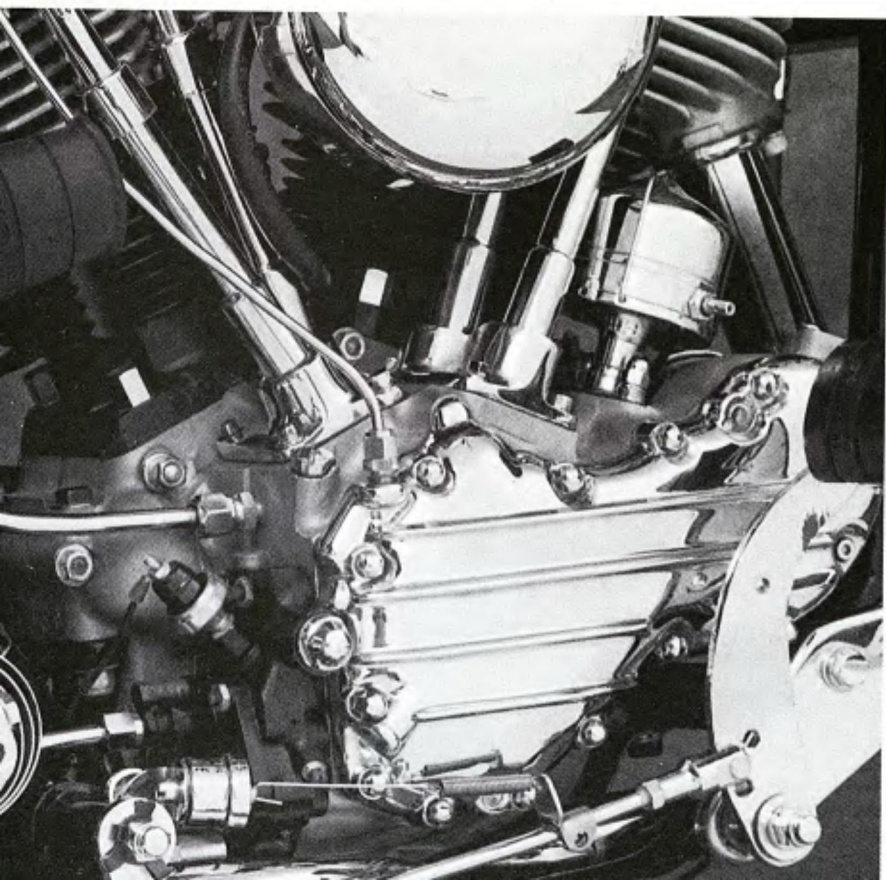
1986



Like your mama told you, the bad habits you pick up when you're young follow you through life. Mike Jackson, parts man at Harley-Davidson of Glendale, California, the shop famous for sponsoring the muscular dystrophy "Love Ride," and likewise noted for the work they did on the late Malcolm Forbes' Harley, knows all about the trouble those poor youthful decisions can get you into.

Forsaking the usual teen-age vices, at the tender age of 16 Mike chose to indulge himself in an old '60 panhead that he shade-tree wrenched into shape and rode till he joined the Army and got sent to Panama. Still in the grip of his pernicious vice, he picked up a '56 pan from the local police, who were retiring it from years of service patrolling the Canal Zone. Over 17 years, Mike built and rebuilt the pan into about every conceivable style

Photos by Raiko Hartman



and configuration before creating the final edition shown here.

Ever oppressed by those early lapses, he could not resist a '66 FLH that a dealer had taken in trade from one of those guys who do nothing but ride. That is, guys who never use a rag or cleaning solvent. "I had to steam clean it about three times before I found a shovelhead under all the old grease," Mike said of the bike, which he customized elegantly. The shovel then took its place beside the '56 pan.

Two Harleys, 10 years apart called for a '76 to make a triad. "Those were the AMF years," Mike says, "and I just couldn't get into it." When Original Truth returned to Milwaukee, though, Mike's oppressive vice burst upon him again, and he could not resist a total, mangled wreck of an '86 Liberty Edition Evo.

"I don't know what the guy ran into," Mike said. "He didn't kill himself, but he didn't leave anything on the bike unbroken." The pictures show how Mike put the Liberty Evo back together—in three months of spare time, which shows what you can do when you're determined, not to mention in the clutches of a serious vice.

So then there were three—'56, '66, and '86—but the Jackson household included several, too, of the human species, and domestic circumstances called for some hard choices. The '66 went first and the '56 next—just a year ago to a fellow who rode it from the West Coast to Daytona, then shipped it off to Switzerland.

A collection reduced to the '86 Evo simply was not enough. Besides, after 20-odd years rebuilding everything from front-wheel valve stems to magneto bearings, Mike wanted to try something definitely radical, so he got an FXWG Evo Wide Glide frame and began stuffing an '89 engine and five-speed transmission into it—but without altering the frame.

"I'm modifying the transmission instead," says Mike. "I machined the inner primary ears off the transmission case and welded on a fabricated mount that doesn't interfere with the frame. It'll work. You've got ample strength in the case." With full fenders, the current project will come out looking like a

mid-'60s dresser, but showing Evo heads and five gears.

Mike doesn't claim any particular distinction for his Harley creations. He doesn't have to. The bikes speak for themselves, for they are certainly some of the cleanest, best-detailed machines to cross these pages. Actually, you may have seen Mike's '86 in the bike scenes of *Back to the Future, Part II*, and may have seen the '56 in any number of television commercials or just sitting in the background of a soap opera set. So who says television is all bad? In fact, with enough Harleys like Mike's, the tube might teach some kids the right kind of bad habits.

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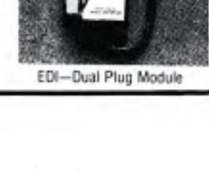
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Renee Rajotte: Contact me soon. Too long. Rob Fairbrother, Box 70, Middletown, CT 06457.

Prints of old Harleys with riders. Good collector's item! 2 different 11" x 14" prints, 2 for \$14.50 includes postage. Gatton's, Box 93, Keokuk, IA 52632.

Hey Smitty, is it Wednesday yet? Pixie.

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

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

Lor-Lor: So much to say! Most important, I'm proud to be your mom. I dream you visit me about every week, it helps. I pray that God keeps you safe and invisible about 10 times every day. Thanks for all the love you showered on us when you were here. Hugs and kisses, Mom and Daddoo.

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.

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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.

RAISED SKIRT VIDEOS! Sexy college girls! **FREE BROCHURE!** Procorer, Box 1385, Greenville, NC 27835-1385.

ATTENTION ALL CLUBS: I'm starting a club called "Saddle Tramps" in the Madison, Wisconsin, area. Patch will be a saddled wheel. Objections? Write Michael Patzner, Box 196, Dickeyville, WI 53808.

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HOT SPOTS: Do-it-yourself budget weekend plan for those seeking spicy entertainment in Tijuana, Mexico. Send \$2 to Odyssey, 716 N. Ventura Rd., Ste #219, Drawer E, Oxnard, CA 93030.

Beautiful aerial color photo of Sturgis 50th Bike Rally. Offering packets of 20 photos for \$20. Ralph S. Angell Flying Service, Inc., Box 265, Austin, MN 55912.

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SCOOTER MATES: Introduces biker men and women. 15 FREE profiles! Name and address to Scooter Mates, RD 5, Box 209A, Middletown, NY 10940. Sorry, no inmates.

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New club: Southern Thunder MC. Colors are red rockers/white letters. Send comments to Southern Thunder MC, Box 22576, Chattanooga, TN 37422.

TATTOO FLASH! Send \$1 for sample sheet and details. Suslovich, Box 9782, McLean, VA 22102-0782.

DAYTONA BIKE WEEK '91: Hotels and condos. Now taking reservations. TravelStar, (800) 541-1223.

FOR SALE OR PURCHASE: KKK novelties and regalia. Private collection to eventually be displayed in museum. To receive or send a list contact: Ken, Box 23, Crawfordsville, IN 47933.

Kathy McDoogie—where are you? Does anyone know her? We lost L.J. He loved the wind blowing through his hair, people, picking his guitar, and you! Let us hear from you. Virgil, Evelyn, Tom, and Sis. Still in Anderson, Mo.

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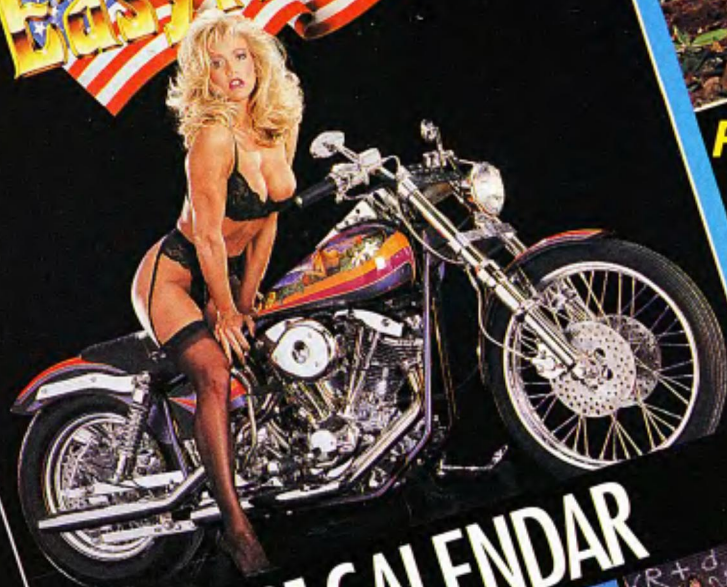
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