

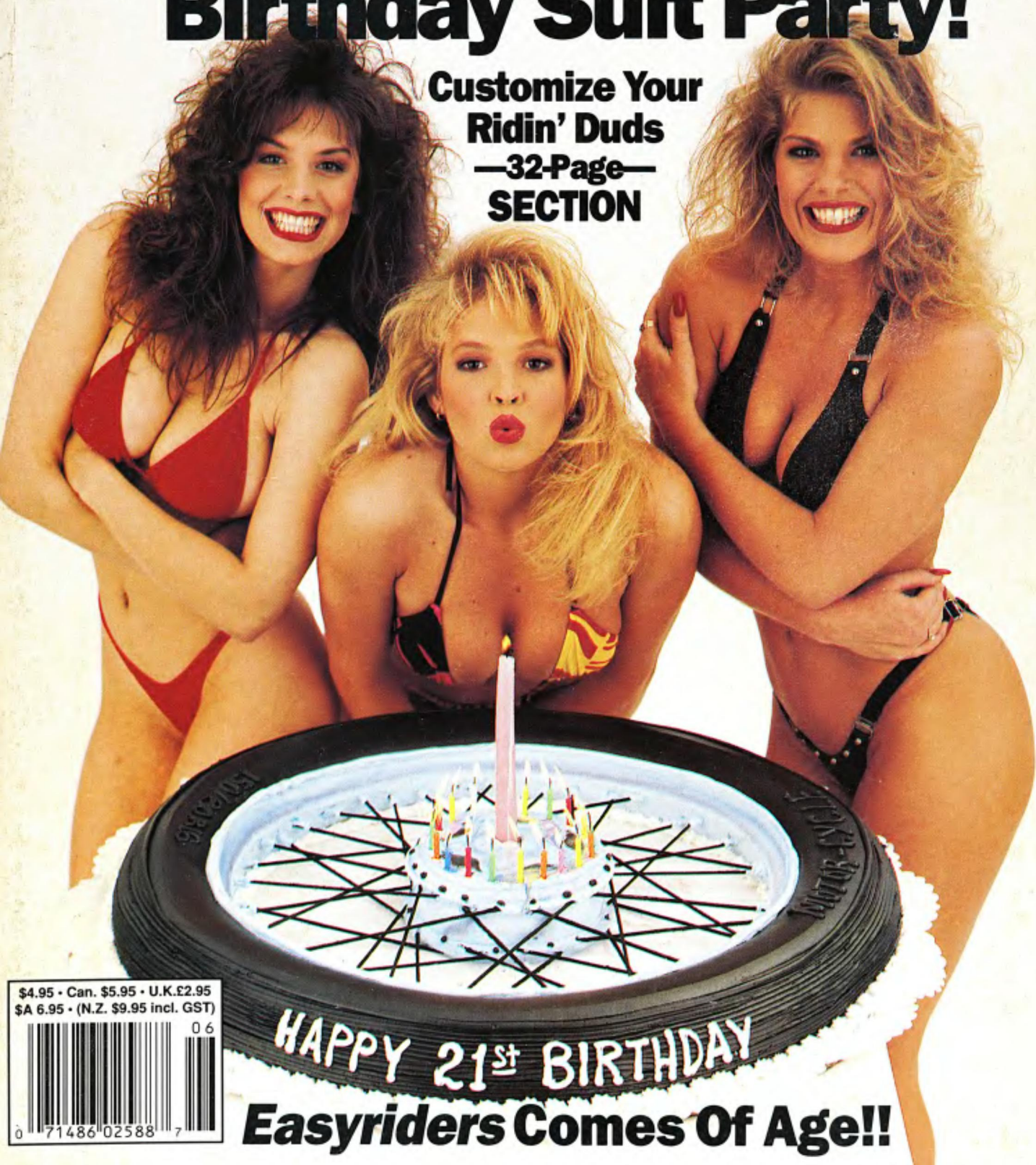
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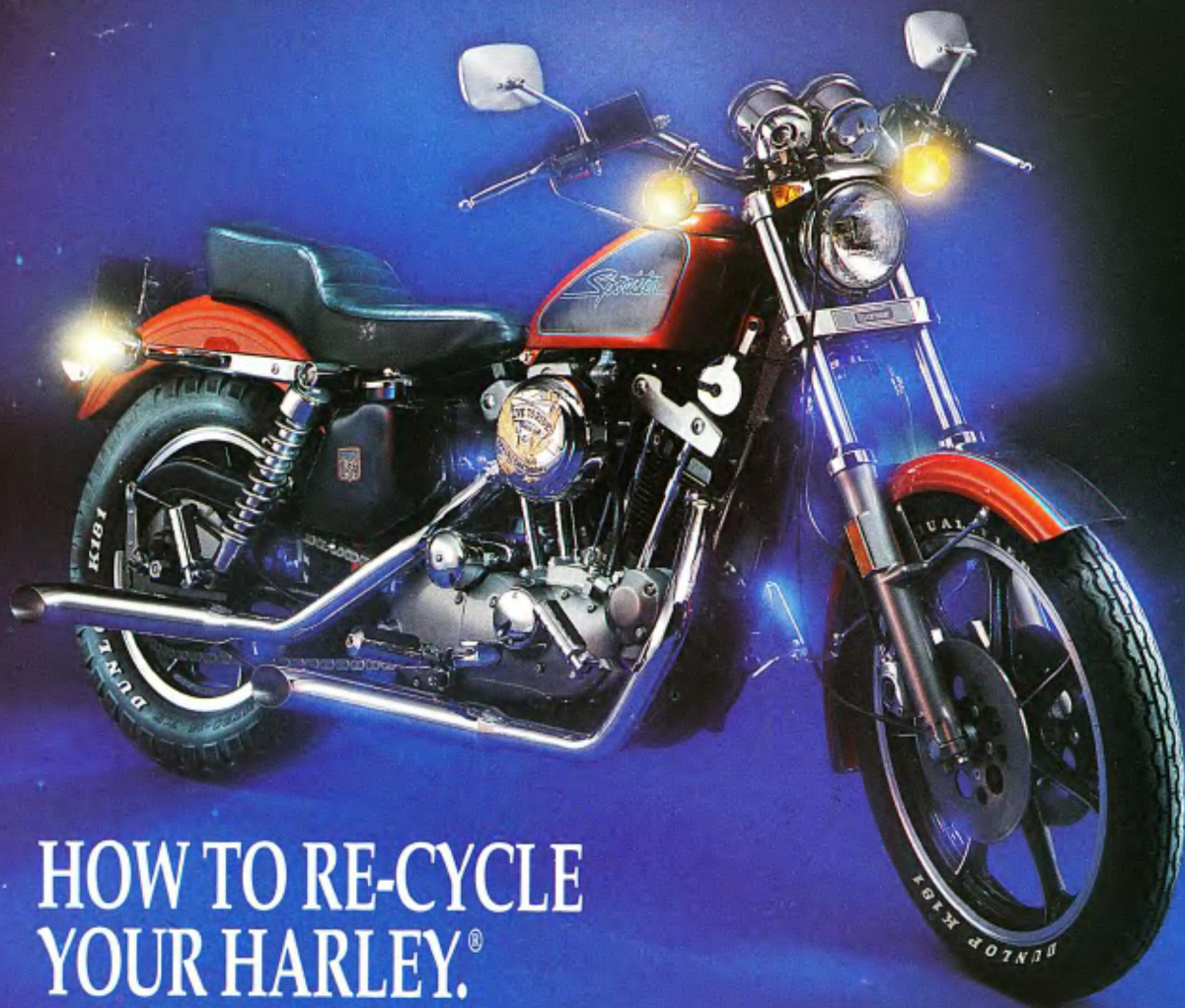


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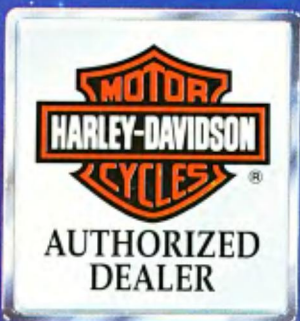
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Easyriders

MAGAZINE

NUMBER 228 ENTERTAINMENT FOR ADULT BIKERS JUNE 1992

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The next liver-quiverin' issue of this magazine goes on sale May 28.

Cover photo of our party girls, Bobbi, Nikki, Teri, and Stephi, by Raiko Hartman. Makeup and hairstyling by Teri Groves. Birthday cake by Reggie Hosey.



The Audit Bureau

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I received so many newspaper clippings on this incident that I feel sure you would agree this guy qualifies as the dipshit of the month. It seems that at about 2 a.m. when the bars had closed and after raising hell and terrorizing the town all night, he decided it was time to get a hamburger. He spotted what he thought was a hamburger stand and pulled up to the microphone to place his order. He squawked his order into the microphone and settled back in his seat to wait for the delivery. But what he had actually done was to speak into a microphone that was part of a police booking station. He was waiting for his hamburger while parked at the entrance to the jail where they bring in prisoners for booking. In time a policeman came out to ask what the hell he was doing. He said he thought he was at a Burger King. They arrested him for drunk driving and no driver's license. I've been high a time or two but have never mistaken a police station for a Burger King.

They were in a park juicing it up. It came time for a little head so they went to her house and he slipped his wienie to her. As she proceeded to munch away, he gave her pointers on how to do a better knob job. Insulted by his criticism, she moved slightly lower and bit one of his nuts off. The pain was so horrible that he hit her on the head a couple of times and knocked her out while trying to strangle her. When she came to, she had his nut between her teeth, and because she was still insulted, decided to call the police. But she lied and said the guy had broken into her house and tried to rape her. The police found him at his house in a pool of blood, still moaning about his missing nut. They said it wasn't cleanly bitten off, that it looked like it had been chewed on (it looked like ground hamburger). Now get this. Who do you think they arrested? Well, surprise, surprise. The police arrested the guy and are holding him in jail in lieu of \$250,000 bail, and they're keeping his mangled nut as evidence. (You don't get any slack from the police.)

Talk about trying to make a buck one way or another! This guy went to a store, held them up, and took two hams. About an hour later he returned to the same store and tried to return the hams for a cash refund. The store owner saw that he was the same guy who had been in earlier and called the heat.

You all know about those damn Nintendo games and the loud sounds the players make while the game is going on. Well, a mother recently got so angry with her son for playing Nintendo with his pals at 3 a.m. that she jumped out of bed, went to his room, and pulled the plug on the Nintendo game (which was a no-no as far as her son was concerned). Believe it or not, they actually got into a fist fight—and was he surprised when his mother got a butcher knife, sank it into his chest, and killed him! His pals learned early in life that you don't fuck around with women—even your own mother.

They spotted a 90% increase in the distribution of condoms. Apparently more money was made by selling them as toy balloons.

It seems that semen ejaculated during lovemaking is better than anything the sperm banks provide. According to research, semen produced during sexual intercourse contains more sperm and is livelier and healthier than sperm found in samples stored in sperm banks. Shit, those research institutes are always coming up with facts we already know—for a fee, of course.

You've all seen needy people with signs around their necks saying they'll work for food. Now this dude went a step further and put a sign around his neck offering good sex for booze. For some reason the police arrested him. (He could have had a sign around his neck saying that women could sit on his face for food—maybe that's more acceptable.)

The next time someone says smoking dope rots your brain, here's living proof. A policeman was arresting a man on a charge of failing to return rental property, and as he got ready to leave, the guy put a pack of cigarette rolling papers in his pocket. The policeman asked him what he used them for. The suspect said he used them to smoke dope. The policeman asked the guy if he had any dope and the guy showed them some grass. You know the rest.

Talk about days you should have stayed in bed! A guy went into a bank to hold it up not knowing it was FBI payday and that the bank was filled with at least 15 FBI agents. So when he raised his gun at the teller and said it was a stickup, he heard 15 guns clicking behind him.

TAKING IT EASY

By Spider



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

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

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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

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WORDMONGER

A Comment

☐ I feel compelled to comment on something I read in your February issue in the Easynews section ("Cossack MC, Russian Style"). The first sentence of the third paragraph states: "In other words, despite being mostly farmers, they were a fair bunch of hard-asses . . ." This implies that being a farmer is an impediment to one's ability to qualify as a "hard-ass."

Whatever "hard-ass" means, as well as being a farmer, I am a U.S. Navy veteran of the Vietnam era. I realize that having served three years in the western Pacific aboard an attack submarine doesn't mean too much, but consider the 65-year-old man living about a mile from here. As well as taking the occasional cruise on his Harley full dresser (with his ol' lady on the back, of course), he also works a farm that has been in continuous production and owned by his family since before the Civil War. I know other people involved in agriculture who are also H-D owners. They are proud of both claims.

Many people in agriculture can kick ass, party down, rock 'n' roll, turn wrenches, get in the wind, and every farmer (around here anyway) is a gun-shooting sonuvabitch.

I have been an *Easyriders* reader since the magazine first came out. I have always enjoyed it and will continue to do so. Not to be a dickhead about it, but it would be nice if some people did a bit of a reality check and got enough of a grip on things to be able to release some of their attitudes concerning farmers. Let's not forget that American farmers, many of whom are proud bros in the biker movement, produce the food eaten by, among others, magazine writers sitting under fluorescent lights in office buildings.

Stewart Royaltley

Middletown, Va.

A Leak

☐ We'd better all start payin' attention! If anyone on our side of the line is still tongue-in-cheek about the future of freedom after reading K. R. Ball's "Sam Chopper Orwell—The Year 2000," then it's time they join the opposition. Fine story, but Big Brother's going to be pissed when he finds out someone leaked his plan.

Ogar

Somewhere, Mass.

H-D Shares

☐ This letter goes to Birdman from Steilacoom, Washington. I'm glad to see I'm not the only person who believes in H-D and America. A few months ago my pop and I bought 1,500 shares of H-D stock at \$17 per share. It has been up to

\$68 per share, but we will never sell. We feel we are doing our part in avoiding a foreign takeover. My pop is 74 years old and can out-ride most of my bros. He said he'll die in America and be buried with his Harley.

Peacemaker

Columbia, Mo.

Snivel, Snivel

☐ Your rag just goes to prove that sooner or later Joe Public's going to get fucked. I love *Easyriders* and buy every issue, but I don't need an instant replay in *V-Twin*! Your March editions of *Easyriders* and *V-Twin* are the same—word for fuckin' word. Keep this shit up and your loyal readers will start buying *Cycle World*!

D.

Malaga, N.J.

☒ The first month we printed *V-Twin* magazine (March 1989) we printed an ad in *Easyriders* that said, "Don't Buy This Magazine." Underneath was a photo of the new *V-Twin*. We went on to explain that *V-Twin* is just an edited version of *Easyriders* intended for sales in areas where nudity is prohibited (something like when you see "edited for television" on R-rated movies). We then said that the magazine distribution system is less than perfect, and you may find *Easyriders* and *V-Twin* on sale at the same location—don't buy both—they are basically the same material! Many of our readers didn't catch this warning, and we get a complaint letter from time to time.

Needs Memorabilia

☐ We need some help finding some memorabilia. I showed my bike at the Rat's Hole Chopper Show at Sturgis' 50th and ended up selling it after the show. I talked to a friend who was at the rally and who bought a 50th anniversary package. Part of the package was a book of photos from the rally and in the book was a picture of my bike at the show. I never got a picture at the show.

If anyone has one they'll sell or knows where to get one of these books, please write or call.

Rick Ziemann
304 Waters Edge Dr.
Chaska, MN 55318
(612) 448-9340

A Cushman Fan

☐ Thanks for the photos and article on the Mustang MC in the March '92 issue. I can't say I'm lucky enough to own a Mustang, but I do

own a '62 Cushman Silver Eagle just like some I saw pictured in the article.

It was the start of a long Michigan winter when I ran across my Cushman. I was saving for my Harley but hadn't found the one I wanted. I bought the Cushman to keep me busy over the winter while I dreamed of Harleys.

I restored it from the ground up. You should have seen the looks on people's faces when I rode through town in 20° temperatures, shifting into high with the tank mount shifter and wheelbarrow-sized tires.

People laughed when they saw all 6 feet, 200 pounds of me on my tiny Cushman. But I said fuck 'em 'cause I had my toy running. I even went and got my cycle endorsement on it.

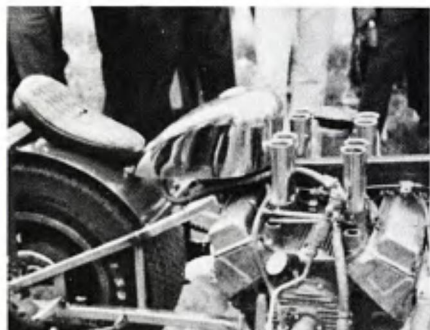
To all the people who laughed at my Cushman: You can kiss my ass because it's as American as apple pie and not a Jap pile of shit.

Chris E. Taylor
Springport, Mich.

Help!

□ I'm trying to buy a Harley for delivery in Europe and shipping it back after my vacation. My local Harley (BMW) dealer will sell me a BMW this way but not a Harley. I called Milwaukee and they wouldn't help either. Any tips?

L. F. Matthews
1808 Evelyn
Memphis, TN 38114



E.J. Potter

□ I've noticed letters in your mag asking questions about E. J. Potter and his 396 fuel-injected drag bike. Enclosed is a picture of his bike taken about 10 years ago at a track in West Salem, Ohio. You may notice that the bike has no transmission or clutch — it's direct drive!

E. J.'s a small guy (maybe 5' 4") but big balls. He mounts this beast as if he's going to the corner store for milk and bread. He fired the bike on a stand that raised the rear wheel like an old Harley center stand, turned the throttle

of the "396" to 7 grand, nodded his head to his launcher (a big guy who resembled Lurch) who pulled a lever that dropped the bike under full power onto the asphalt.

Most normal humans would've been in dire distress at that moment but not E.J. He not only smoked the rear tire for the entire 1/4 mile doing over 160 mph, but he also waved his left hand in recognition to the spectators for the entire length of the strip. The crowd went wild!

I don't know where he is today, but he showed us one hell of a time and I wish him the best.

Moe Sachek
Pittsburgh, Pa.

Healthy Bikers

□ I plan to organize a group of vegetarian bikers. No Jap bikes. Any of you into or interested in natural, holistic healing, natural foods, natural highs, anti-orthodox medical establishment activism and environmental activism are invited to write to me. Those of you in non-alcohol clubs might be interested too. Healthier, cancer-free, disease-free, stronger bodies make better bikers.

Jack Stiegler
Box 6368
Malibu, CA 90265

Rolling Thunder

□ If you are going to Rolling Thunder in D.C. and will be traveling anywhere near Kentucky, join us on May 21, 1992, at Mt. Sterling, Kentucky. We'll spend the night at the Mt. Sterling Fairgrounds and hotels nearby. We will be leaving at 8 a.m. on May 22 for our trip to D.C. Go with us or meet us in D.C. for Rolling Thunder. We can bring our brothers home if you care! (Mt. Sterling Fairgrounds are 45 miles east of Lexington, Kentucky, on I-64 (Exit 113). Go toward Mt. Sterling 1/4 mile on right. For more info contact: Danny Belcher, Box 44, Preston, KY 40366 (606)674-6799.

Danny "Greasy" Belcher
Preston, Ky.

■ *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.*

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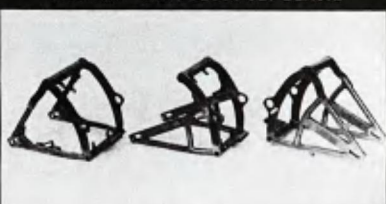
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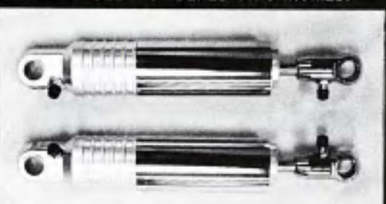
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And the angels

Some see a motorcycle.
Yet there are those who
see much more, and hear
what the others cannot.

Those who truly know
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but the promise of a
complete and common
experience which draws
them together. Such
is the power of the
Springer® Softail®.

What is it that inspires
such devotion? Could it
be that front end, in all its
chrome-dipped, smooth-
stroking, U.S.-patented
glory? Or is it the ma-
chine's rear suspension,
recalling the simple,
uncluttered lines of its
hardtail ancestors? Maybe
the answer lies somewhere
between the two. Or
maybe there are many
answers, there being more
than one true one.

Chrome drapes like
liquid silver over many
of its surfaces, making

the sun shine with new
brilliance. It covers fender
supports and belt guard.

Oil tank and primary
cover. Coil cover and
instrument console.

Horn and headlight.
And the engine, oh,
the engine. The eighty

cubic inch Big Twin
known as the Evolution®.
It too carries chrome.



sang baritone.



with a voice, a voice that speaks clearly to those who truly listen. It speaks of roads disappearing into the horizon, of air-burnished leather and faded denim. It speaks of places not yet discovered, of the joy of creating a self-induced sixty mile per hour headwind. It speaks of freedom. It announces the reward of Harley-Davidson.

This reward is not all things to all people, just as the Springer Softail is not.

It is a separate and personal appreciation for an experience that can affect a rider from the outside to the inside, through and through.

You, too, might someday gain your own part in this reward. All that is asked of you is to look, and listen.

Chrome on its rocker boxes, on its timer and pushrod covers. Chrome

that dazzles against the wrinkle black coat of the engine's recesses.

Chrome of the staggered shorty duals from which emanates the voice

of the machine.

And though it is a machine, it is a machine



Through and Through.

P · R · O · J · E · C · T

PAN



The other night, as I warmed up my favorite barstool and put down a few cold ones, I gave this motorcycle and feature some serious thought. This pretty panhead was shot

last year at our Third Annual *Easyriders* Invitational Bike Show, held at the Veterans Memorial Auditorium in Columbus, Ohio, where it received a lot of well-deserved attention.

Although we regularly feature many outstanding scoots—produced by some of the finest shops and builders in this country—where money is as much a factor as talent, I also →



From
one
style to
another

Photos: Silvermoon

realize that not everyone, including myself, can afford similar productions. So I thought to myself, my elbows resting comfortably on the worn, wooden counter and the sexy cocktail waitress doing her best to distract me, "How can this bike feature help and inform other riders?"

Here's the answer:

Suppose, for example, you don't particularly care for the Arlen Ness style, but maybe you

like the chain guard, or the tranny cover, or some other parts. Well, use these features to ferret out the aspects of particular machines you *do* like—then go out and find the talent to duplicate it, or contact a builder who would be willing to work on some of your own ideas. That's sorta what Fred Bohacek Jr. did on this project.

Fred, who hangs his hat in the northern Ohio town of New Bedford, has been riding for a

dozen years. His father owns a metal stripping shop, and together they build an occasional hot rod or paint motorcycles and cars. Now, New Bedford ain't Los Angeles, and their name isn't as well known as, say, Bay Area Custom Cycles, Rick's Custom Harlees, C&L Hog Shop, Ron Finch, Don Hotop, or some others, but they're definitely working on it. Fred got into painting some years back, break-





ing in his finishing talents on his friends' rides. (We're planning a couple tech articles in the future on painting techniques. It's not that difficult, but it requires time, patience, and a desire for quality.)

Fred began thumbing through this magazine about the time he first got into motorcycles, at the tender age of 16. He immediately started to plan and scheme about the styles of motorcycles he wanted to build: a fatbob Sportster, a lowered, detailed dresser, or maybe a Ness-style scooter. More designs were scheduled as his knowledge and imagination broadened.

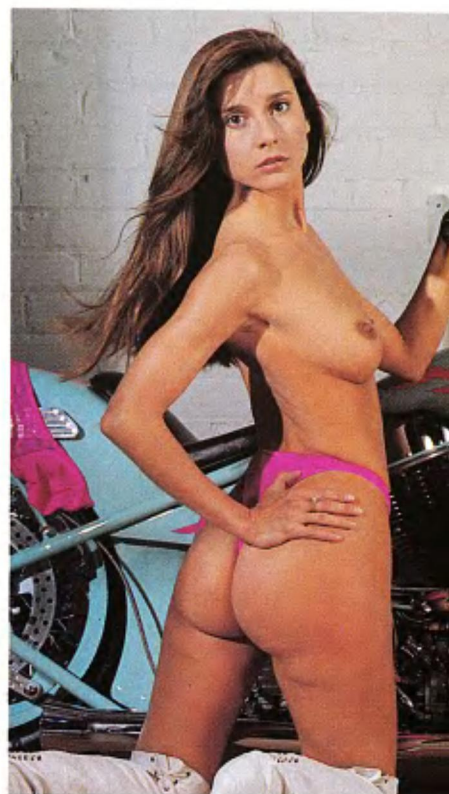
He started with a Sportster, on which he mounted a pair of narrowed fatbobs and a hand-made rear fender. Then he louvered the shit out of it. When he was 25 years old he purchased this 1948 panhead which, at the time, was a dopey-looking dresser. His immediate modifications altered it to a detailed

fatbob-style Classic, with lots of chrome and paint.

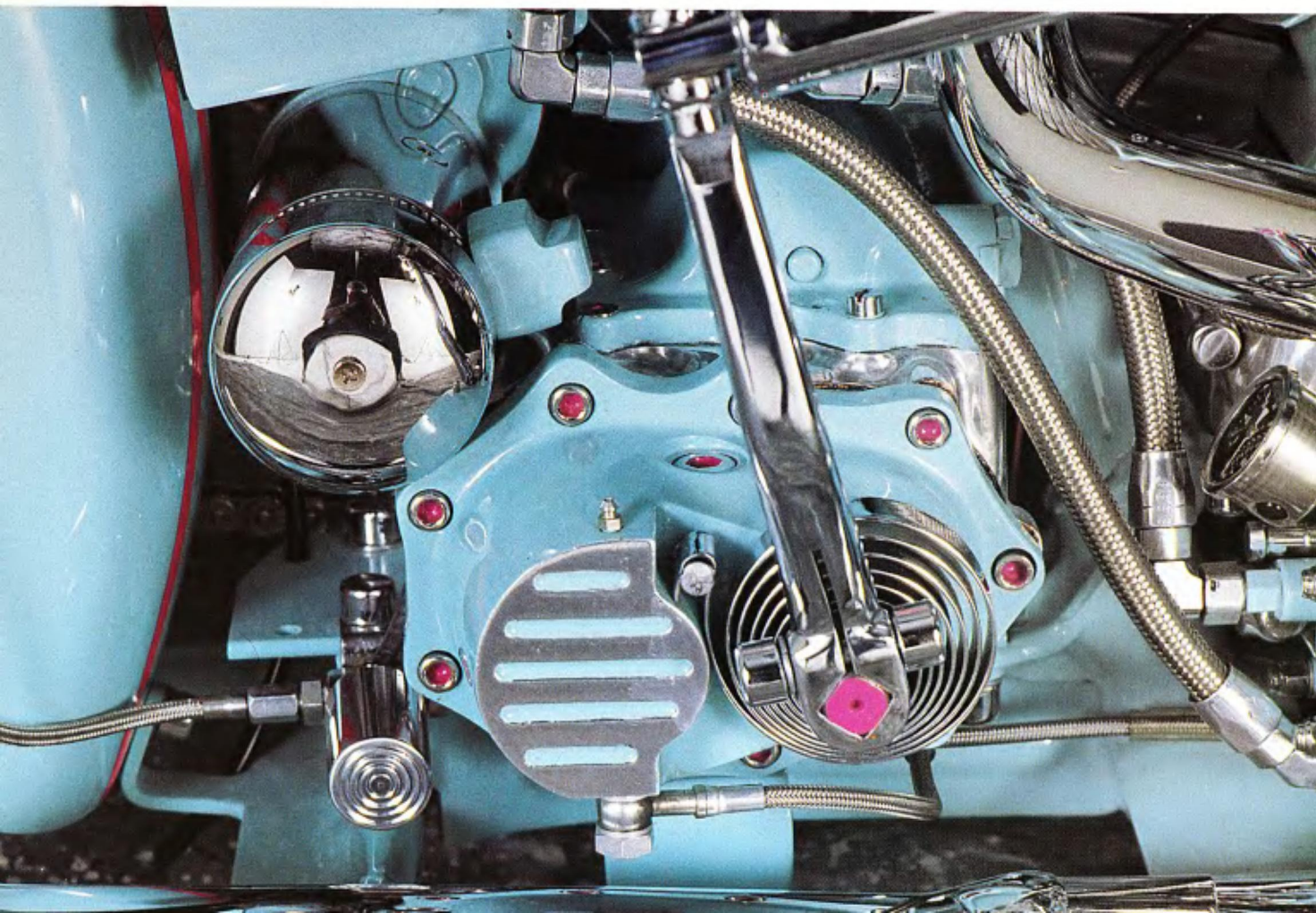
Fred then decided to do a Ness treatment to the pan. In order to accomplish this, he first called Arlen Ness' Northern California shop to get some advice and direction. Then he hooked-up with a local machinist, Mark Zelin, who did the billet work. Steve Sanders, a frame builder out of Cleveland, Ohio, fabricated the hardtail and oil tank. Fred made the pipes. Fred's dad fabricated the rear fender. And, last, but definitely not least, his brother-in-law, Larry, cracked the whip.

Now, here's where I had my fourth beer and the concept started to become incredibly clear: Have a dream, find the right talent, roll your sleeves up, and get to work.

Nobody's forcing you to fork over 25 grand to have a custom motorcycle built. Use the various talents available throughout the country (and world), and control



the project yourself. And, if you want to get it done on time, find someone like Fred's brother-in-



Owner(s): Fred Bohacek Jr.	Engine cont.	City: New Bedford, Ohio	Accessories cont.
General	Cam: stock	Frame	Oil system: stock
Fabrication by: owner	Lifters: stock	Year: 1975	Primary cover: stock
Year and make: 1948 panhead	Carb(s): SU	Builder: H-D, owner	Seat: red and Batco
Model: panhead	Air cleaner: stock, milled cover	Type: rigid	Sissybar: never been in one
Value: \$25,000	Pipes: owner, custom made	Rake: none	Height: very low
Assembly: owner and Larry	Muffler(s): none	Stretch: stock	Material: steel and aluminum
Time: one year	Transmission	Other alterations: molded	Forks
Chroming by: Custom Chrome	Modifications: stock	Accessories	Type: stock H-D
Engine	Year: 1975	Bars: Ness	Extension: none
Year: 1948	Shifting: JayBrake	Risers: Ness	Builder: owner, Larry
Model: panhead	Engine sprocket: stock	Fender(s): owner	Special features: Ness trees
Rebuilder: Bruce Lindsey	Trans sprocket: H-D	Headlight: FLH	Wheels
Ignition: stock	Wheel sprocket: 51-tooth	Taillight: handmade	Front Rear
Displacement: 74 cubic inches	Painting	Speedo: drag	Size: 19-inch Size: 16-inch
Lower end: stock	Molding: Graphics by Freddie	Front pegs: Iso	Hub: H-D Hub: H-D
Balancing: factory	Painter: Graphics by Freddie	Rear pegs: none	Rim width: 2-1/2-inch Rim width: 3-1/2-inch
Pistons: H-D	Color: sea foam green and neon pink	Electrics: Jack and Larry	Tire: Metzeler Tire: Metzeler
Cases: polished	Type: R-M Diamond, House of Kolor	Gas tank: Indian, Fred Sr.	Brake: Perf. Mach. Brake: Perf. Mach., JayBrake
Heads: polished	Special paint: fender graphics, pinstriping	Oil tank: Flash Welding	

Other special modifications: engraving by Sumax, hydraulic clutch, gas tanks, oil tank, fenders are all handmade and lots of billets milled parts. Special thanks to: Santa's Cycle, Flash Welding, Mark Zelin, Fred Sr., L.M.F.

law to keep you from lollygagging. In Fred's case, the panhead project would still be collecting

dust in his garage, had it not been for Larry's regimentation. "Hey, babe, can I have another

beer? And, by the way, what are you doin' later?"

—Snake

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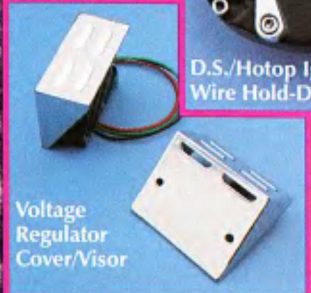
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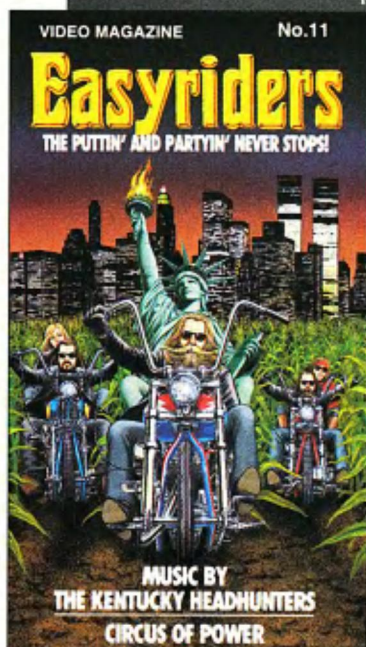
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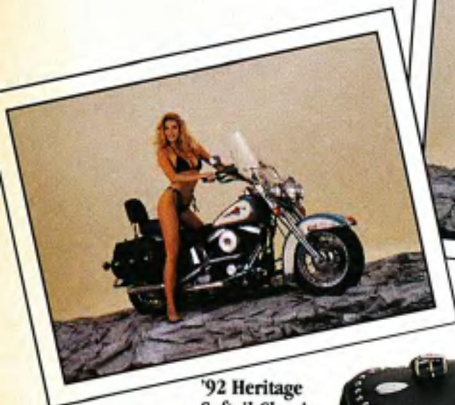
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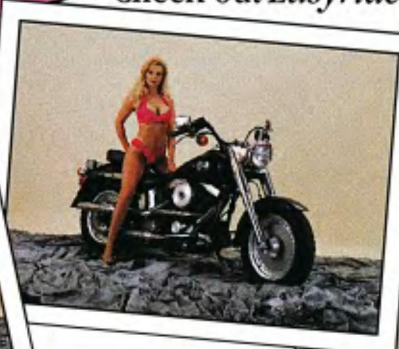


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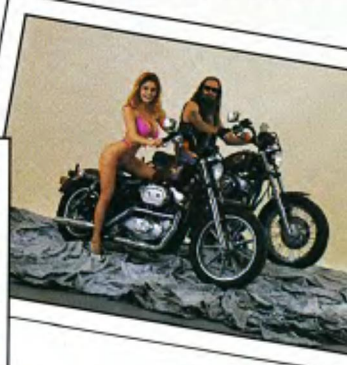
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ABATE-ING HELMET LAWS

Illinois: Todd Vandernye, heavy equipment operator and active member of the Dukane Chapter of ABATE of Illinois got laid off his job—so he decided to go into politics. He's running for state office in the Republican primary. Help out. Todd, who lives in Downers Grove, has been one of the most energetic opponents of helmet laws they've ever seen down in Springfield, the state capital.

Maryland: Governor Schaefer himself sponsored this year's helmet law, which passed the House of Delegates 103 to 29 and the state Senate by 31 to 14. The law takes effect on October 1, 1992, and puts helmets on all bikers.

Despite the loss, supporters from the Motorcycle Riders Foundation (MRF) and the National Coalition of Motorcyclists (NCOM) helped ABATE of Maryland put up a stiff fight.

Missouri: Freedom of Road Riders, Inc., of Missouri wants the state to quit discriminating against motorcyclists. In Missouri, the penalty for driving without a seat belt is \$10, no license "points," and no jail time.

For riding without a helmet, the penalty is a \$1000 fine, two points on your license, and up to a year in jail. House Bill 1299 will equalize the penalties, says Steve Zimmer, Legislative Coordinator.

And if H.B. 1299 fails? Maybe it's time to look into the "equal protection" clause of the 14th Amendment?

Oregon: ABATE of Oregon is

putting out a call for help for Lana Little, a great lady who's put 10 years of effort into ABATE (plus working with homeless and needy kids along the way). Now, Lana needs some help herself for a liver transplant. ABATE of Oregon has organized a fund for the purpose. Write Key Bank: Box 2826, Eugene, OR 97402, if you can help, or call (503) 345-7724 and ask for

Archie, Kathy, Kurt, or Lana.

Pennsylvania: ABATE of Pennsylvania couldn't get their helmet law repealed, so they're doing the next best thing—they're pulling its teeth. Charles Umbenhauer, Legislative Coordinator, says state Senator Clarence Bell has introduced a bill to reduce the penalty for riding bare-headed to a "secondary" of-

fense in the same category with not using a seat belt. Umbenhauer says Representatives William DeWeese and Joseph Patriarca are helping, so help those men at election time, bros. And mark down May 11 as the day for ABATE's rally at the state capitol. Call (717) 234-3777 for more information.

Something to consider: If seat belts and helmets are supposed to be good for the same reasons, then why this discrimination against bikers in imposing penalties? Could a smart lawyer make a constitutional case out of it?

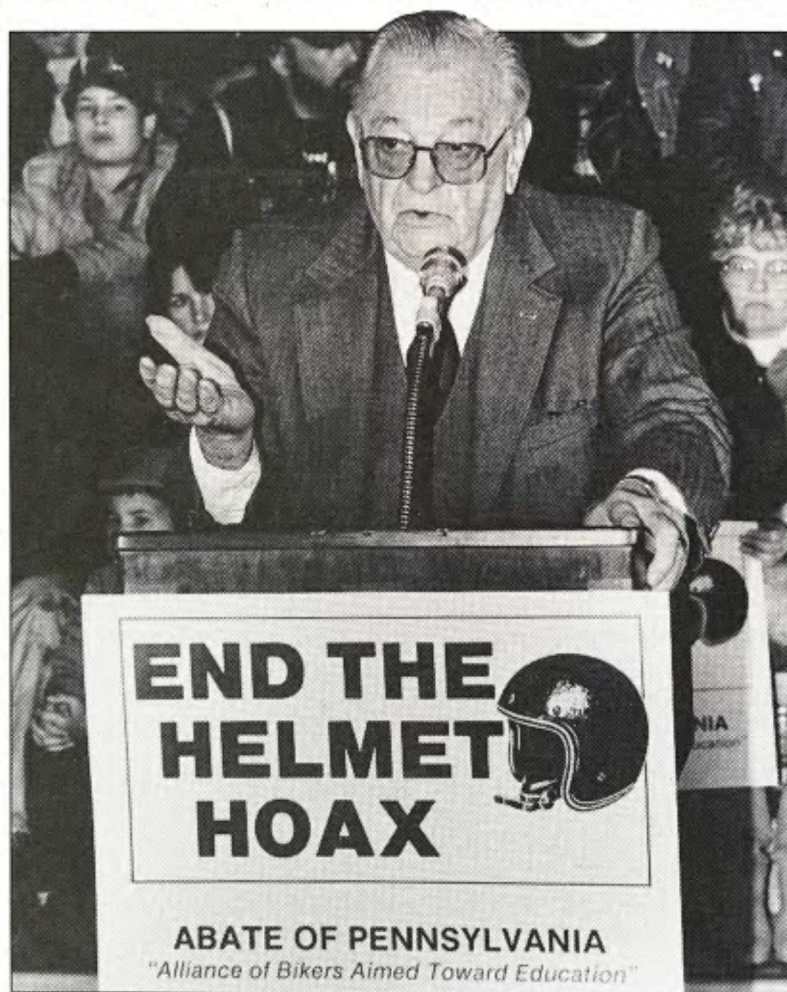
Utah: ABATE and H.O.G. members in Utah just demonstrated the importance of being in contact with one another so that you can act promptly when the lid lobby tries a sneak maneuver. Representative William Bailn tried to get a helmet law on the floor with only a one-day notice to the public. One day was enough, though, for ABATE,

H.O.G., and other Utah bikers to collect themselves and oppose the bill, which went down.

Bill "Shadow" Prince, of Santaquin, says, "We've done it twice now, and hope to hell we can continue to beat them again and again."

Just hang together, bros, and you will.

—Maestro



Pennsylvania state Senator Clarence Bell talks to some biker friends

Photo: Charles Umbenhauer

NEBRASKA: PROPAGANDA MILL BUSY

From ABATE of Nebraska, a bro named Warren Sheehy sent us a copy of the nonsense being peddled there in support of the state helmet law, specifically a report by Doctors Muelleman, Mlinek, and Collicott of the University of Nebraska under the title of *Motorcycle Crash Injuries And Costs: Effect Of A Re-Enacted Comprehensive Helmet Law*.

The report compares data from 1988, the year before the Nebraska lid law went effect, with data from 1989, the first year of the lid law, and looks specifically at Douglas and Lancaster counties.

So far, so good—now, for the punchline at the bottom of the page: "This work was supported by the Insurance Institute for Highway Safety (IIHS)." No need to read further. You know what this report says already.

The report fails primarily because of a failure (refusal?) to consider changes in the motorcycle populations and to ask why the changes took place and what they

imply for the crash injury figures.

First of all, if numbers mean anything, note that neck and cervical spine injuries go up in 1989 relative to the total number of motorcycles and accident victims.

To the numbers in the table, add that Nebraska had 31,770 motorcycle registrations in 1987. Therefore, by 1989, motorcycle registrations had fallen by 8,210 or 26%. Starting from 1988, they fell by 5,528, or 19%. Changes of that magnitude point to something. If a large number of people did not buy motorcycles, then perhaps an even larger number did not ride them.

Crashes and injuries fell by about one-half from 1988 to 1989. In a study as loosely tied as this one—for example, it makes no distinction between mopeds and Big Twins—any number of factors might be at work. Particularly, we need to know how many bikes got parked, or were ridden less during 1989. If the lid law inhibited riding, which is the IIHS motive for it in the first place, then certainly

crashes and injuries will go down, but because of the helmet law, not the helmet.

On the other hand, the committed riders would continue to ride. So, the declining registrations suggest that the proportion of inexperienced riders declined relative to the experienced. If so, crashes and injuries would fall—as they did.

This idea gets support from the most significant change the good doctors found over the two years: that is, that the percentage of licensed riders increased significantly in 1991. In other words, the beginners and inexperienced stayed off the road. The report hastily acknowledges this possibility (pg. 16), but doesn't linger over it. Rather, it claims that injuries went down because the inexperienced learned to wear helmets in their training courses.

The doctors couldn't seem to make up their minds about medical costs. On page 15, they say 59% of those injured had private insurance, 7% had Medicaid/Medicare, and 34% had no insurance. On page 19, "Forty-eight percent (\$676,722) of the ... acute medical charges ... were either unpaid or paid by government funds."

That doesn't compute. If the last statement is true, the doctors are playing games with what constitutes "acute medical charges" as a way of obscuring their earlier admission that 66% of the injured riders had insurance. Nor did the doctors bother to compare insurance rates for people injured in car accidents.

Despite its failings, the report supports what a lot of anti-helmet people say; namely, that helmets make no difference. For example:

Page 13: "Despite the reductions in injured motorcyclists ... the characteristics of the injured ... were largely the same."

Page 14: "... the small number of injured cyclists makes the year-to-year comparison statistically weak."

Page 18: "... the costs of acute care ... are similar whether a severe head injury is present or not."

Page 20: "... the true impact of

the helmet use law on all injury rates (minor and severe) cannot be described with certainty."

Despite all this, the doctors remain loyal to their client, the IIHS, and conclude that helmets are good, etc. Along the way, they simply deny contrary arguments. To the claim that helmets can kill or injure, they say the studies they cite "show no evidence to support these allegations." Yet, their own list includes Dr. Rodney Cooter, who has shown pretty clearly that helmets can kill. Did the IIHS doctors simply not read Cooter? Or, just hope nobody else will? Likewise, they include Dr. Jonathan Goldstein in their list, but have not one word to say about his objections to the studies they seem to believe in.

In seeking to prove that the Nebraska law did some good, the report compares Nebraska with nearby states that did not have helmet laws. Over the six years from 1984 to 1989, the average crashes per 10,000 registered motorcycles come out like this:

Nebraska	281
Oklahoma	235
Kansas	211
South Dakota	133
Iowa	117
North Dakota	103

Now, can these states really be "similar" if the numbers vary so much? Shouldn't we ask why they vary before we start passing helmet laws?

Alas, in a way, the Nebraska report isn't about helmets or helmet laws at all. Rather, it is simply more propaganda to foster the IIHS agenda. Lurking covertly on page 19 you find: "Large reductions in medical costs could be realized if serious extremity injuries could be prevented or diminished."

Memorize that, bros. It's the revised new "public burden" theory. In another year or two, you'll see every newspaper quoting it and every apostle for Big Brother repeating it as the reason you need leg guards. As a lot of people have said, the helmet fight is not limited to helmets.

—Sharp

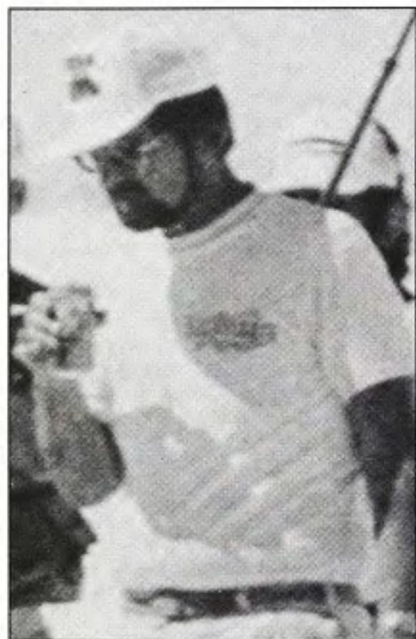
It gives these figures for Nebraska:

	1988	1989
Registered motorcycles	29,088	23,560
Motorcycle crashes	857	539
Crashes per 10,000 registrations	299	295
Registrations, two counties	7,354	8,895
Injuries, two counties (AIS* 1-3)	187	92
Injuries, two counties (AIS* 1)		
Head and neck	49	25
Brain/cranium	45	22
Neck	0	1
Cervical spine	11	7
Chest	22	9
Extremities	98	48

*Abbreviated injury scale.

NORTH OF THE BORDER

News from Carol Crosby, of the Sauve-Comeau Defense Committee: new witnesses have been found who say Rick Sauve and Gary Comeau did not pull the trigger in the fatal shooting of Bill Matiyek. Although the courts rejected an appeal for a new trial, Ian Waddell, a member of the Canadian Parliament, introduced a bill to re-open the case. Contact Carol Crosby or Betty King at 33 Hexham Drive, Scarborough, Ontario, Canada M1R 1J5 if you want to help the Defense Committee.



In Memoriam One of Our Own is Gone

Raise a glass, light a candle, say a prayer—for Carl Beard, one of us and a true biker brother. You may not know the name. Carl wasn't a man to push himself up front where everybody would see him. Rather, he stayed at work behind the scenes, hunting up new *Easyriders* products and helping bike shops get them on their shelves. When we opened our store in Daytona Beach last spring, Carl stayed after Bike Week to manage it. He was killed on December 17, 1991, by a lowlife trying to rob the place.

We didn't get to know Carl long. He was only with us for two years, but he jumped right in as soon as he got here. The picture shows him on the Streamliner project in 1990—as tired and sweaty as any of the crew, but hanging in to victory.

"Every man's death diminishes me," wrote John Donne. Carl, we can feel it.

—The Staff

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SMALL CHANGE—NOT WORTH THE WORRY

As with any federal law, the 1991 highway bill took up a whole lot of pages of very fine type, so fine that few people—even those who voted for it—read it closely.

Two people did read it closely: Jill Z. Smith, of ABATE of Montana, and Wayne Curtin, of the Motorcycle Riders Foundation (MRF). Both say to relax a bit, that the bill doesn't take away nearly as much as you've been led to believe.

To review the law: States which pass helmet laws are eligible for grants for a series of safety programs. States that do not pass laws will not be eligible for the grants. Instead, these states will be required to use 1.5% to 3% of their federal

money to pay for the recommended safety programs.

So far, so good, except that having a helmet law, Jill points out, does not guarantee that a state will get a grant. In other words, a state could discover that it sold out for nothing.

A state that refuses to pass a helmet law, though, won't lose much. Montana's share of the federal highway money would be \$140 to \$165 million, Jill says,

and 1.5% to 3% of that would run from \$2.1 to \$5 million. That's enough, she calculates to resurface 11.5 to 23 miles of highway, or build 3 to 6 miles of new, two-lane highway. Not a big deal, even in state as big as Montana.

Wayne points out that a state might already be using its own money for the recommended

safety programs. Therefore, a forced shift of federal money into those programs would simply leave more money in the state treasury for other things. True, the state would have less to spend specifically on highways, but a particular state might be quite content to spend the allocated money on something else, anyway.

The whole thing is trickier than this hasty summary can tell, since it gets involved in successive fiscal years and how much grant money is available, and so on.

Call Wayne Curtin, at the Motorcycle Riders Foundation, (202) 546-0983, and ask for a copy of the MRF "white paper" about the highway bill. MRF makes the details fairly clear.

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SPRING OFFENSIVE ON THE HELMET FRONT —COULD WIN SOME THIS YEAR

About that highway bill with its mandatory helmet law provisions: Keep in mind that the states have until the end of 1994 to pass a helmet law before they suffer any federal penalties. That means a state can take two years to study the matter before being ramrodded into passing a helmet law.

Call this fact to the attention of your state legislators. To be sure, Big Brother has spoken, but the states don't have to jump right away - and who knows: the helmet law provisions could be repealed by then.

Senator Dave Durenberger (Minnesota) and Representative Olympia Snow (Maine; see "Easynews," February 1992) are already working on that. They have introduced Senate Bill S. 2204 and House Resolution H.R. 4207, respectively, that would eliminate the penalties in the highway bill. Senators Max Baucus (Montana), Conrad Burns (Montana), Hank Brown (Colorado), Herbert Kohl (Wisconsin), Robert Smith (New Hampshire), and Malcolm Wallop (Wyoming) have signed onto S. 2204.

In the other chamber, Representatives John Boehner (Ohio), Duke Cunningham (California), Barney Frank (Massachusetts), Fred Grandy (Iowa), Tim Johnson (South Dakota), Frank Pallone, Jr. (New Jersey), Jim Ramstad (Minnesota), and Craig Thomas (Wyoming) have lined up with H.R. 4207.

Meanwhile, Congressman Scott Klug (Wisconsin) is also trying again for bikers. Last fall, Senator Klug tried to get an amendment to the highway bill that would exempt riders over 21 from the helmet law provisions. He failed, but he's back again with H.R. 4226, a bill that would do the same thing.

The congressmen who support H.R. 4207 also endorse H.R. 4226, and the bill has picked up more sponsorship from Neil Abercrombie (Hawaii), (California), John Doolittle (California), David Dreier (California), Ron Marlenne (Montana), Tom Petri (Wisconsin), and Tim Roemer (Indiana).

This thing could grow. Apparently, a lot of congressional reps are having second thoughts about the way they voted away another big chunk of states' rights in last year's highway bill. Some of them want those rights back. So, when you start writing your congressional reps, remind them that a vote in favor of S. 2204 and H.R. 4207 is a vote in favor of a state's right to manage its own affairs. Whatever legislators may think of helmets, most of them respect their own states.

And, if any of these people are up for reelection this year, remind them that bikers can and will help their friends.

—Perfesser

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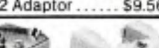
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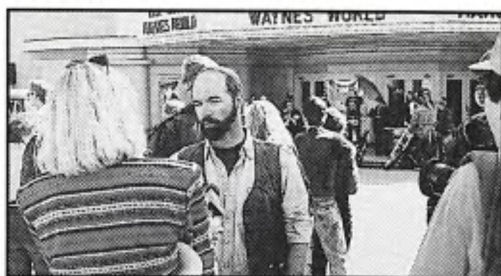
CALIFORNIA HELMET FIGHT TWO STRIKES, BUT NOT OUT YET

Hard slogging out here. The helmet law came up for constitutional review superior Court—and passed.

Last December, California ABATE, in conjunction with several other biker organizations, tried to keep the law from going into effect at all. In that suit, the judge declined to enjoin because no "irreparable harm" would follow if the law were allowed to go into effect in January 1992.

In the second round, Superior Court James J. Alfano found the law constitutional because, he said, the state has a right to pass laws to "protect" people using the highways. In other words,

Judge Alfano accepted the discredited assumptions that were used to justify the law in the first place—here and everywhere else in the country. ABATE is working out its appeal to the state Supreme Court.



PAYING FOR A HELMET LAW

CAN STATES AFFORD THE LOSS OF REVENUE?

After their helmet laws went into effect, both Oregon and Nebraska experienced drastic reductions in motorcycle registrations and new motorcycle sales.

Assuming a similar drop if Illinois passes a helmet law, an unsigned article in the South Suburban ABATE (Tinley Park, Illinois) newsletter calculates the cost to Illinois as:

Lost retail business, new bikes: \$19,340,000
Lost state sales taxes, new bikes: \$967,000
Lost county sales taxes, new bikes: \$193,000
Lost registration fees: \$616,350
Total: \$21,116,350

The writer couldn't offer figures for economic losses due to lost jobs, but the article



certainly makes the point that Illinois could pay a very high price for the \$6million it isn't even sure to get under the new highway bill. Big Brother doesn't come cheap.

DEAR MOM: A SNIPER'S VIETNAM

J.J.'s BOOK OF THE MONTH

When was the last time you saw the words "mom" and "sniper" in the same sentence? Whatcha got here folks are two words that don't usually go together.

Two other things that don't usually show up together are good writing talent and the ability to pull the trigger on someone standing a thousand yards away—and watch them crumple like wet rags.

Good writing and good killing don't usually go together, either. A writer is so attuned to pulling messages out of his environment that killing a human being would probably make his head explode. That's why a book about war, by a participant who can actually pull you into it

with him, is so rare.

On the other hand, if Joseph T. Ward had been anything but a sniper, this book wouldn't be so good. Writers and snipers both do their best work off by themselves where they can filter reality through their heads. Sometimes what comes out is a blathering mess. (Take a look at *Easyriders*, for example.)

With Ward, the reality reality comes so clear you'll think you lived it instead of him. Only the masters can do that.

—J.J. Solari

Dear Mom: A Sniper's Vietnam, by Joseph T. Ward, Ivy Books, 1991 (a division of Ballantine Books); paperback.

U.S./CANADIAN MOTORCYCLE LAWS

	Special License	Helmet Law	Eye Guards	Lights On 24 hours
Alabama	No	Yes	No	No
Alaska	Yes	No 1,11	Yes 13	No
Arizona	Yes	No 2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	No	Yes 8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No 12
Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes 6
Kansas	Yes	No 2	Yes 3	Yes 8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No 14	No	Yes
Maryland	Yes	No 2,4	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes 7,3	No
Minnesota	Yes	No 2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No 2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes 3	No
New Hampshire	Yes	No 2	Yes	No
New Jersey	Yes	Yes 4	Yes 3	No
New Mexico	Yes	No 2,4	Yes	No
New York	Yes	Yes 4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No 2,4	No	No
Ohio	Yes	No 2	Yes 3	No
Oklahoma	No	No 2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 11	Yes	No
South Carolina	Yes	No 9,4	No 9,3	Yes
South Dakota	Yes	No 2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes 4	No	No
Utah	Yes	No 2	No	No
Vermont	Yes	Yes 4	Yes 3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	No	Yes 4	Yes	Yes
Wisconsin	Yes	No 2,10	Yes 13	Yes
Wyoming	Yes	No 1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes 3	No
Yukon	Yes	Yes	No	No

1. Required under age 19. 2. Required under age 18. 3. Required unless equipped with windscreen. 4. Reflectorization required. 5. Must have in possession. 6. Required for 1977 or newer bikes. 7. Required at speeds over 35 mph. 8. Required for 1978 or newer bikes. 9. Required under age 21. 10. Required for instructional permit holders. 11. Required for passengers. 12. Required for 1980 or newer bikes. 13. Required unless windscreen is 15 inches above handlebars. 14. Required under age 15 1/2.

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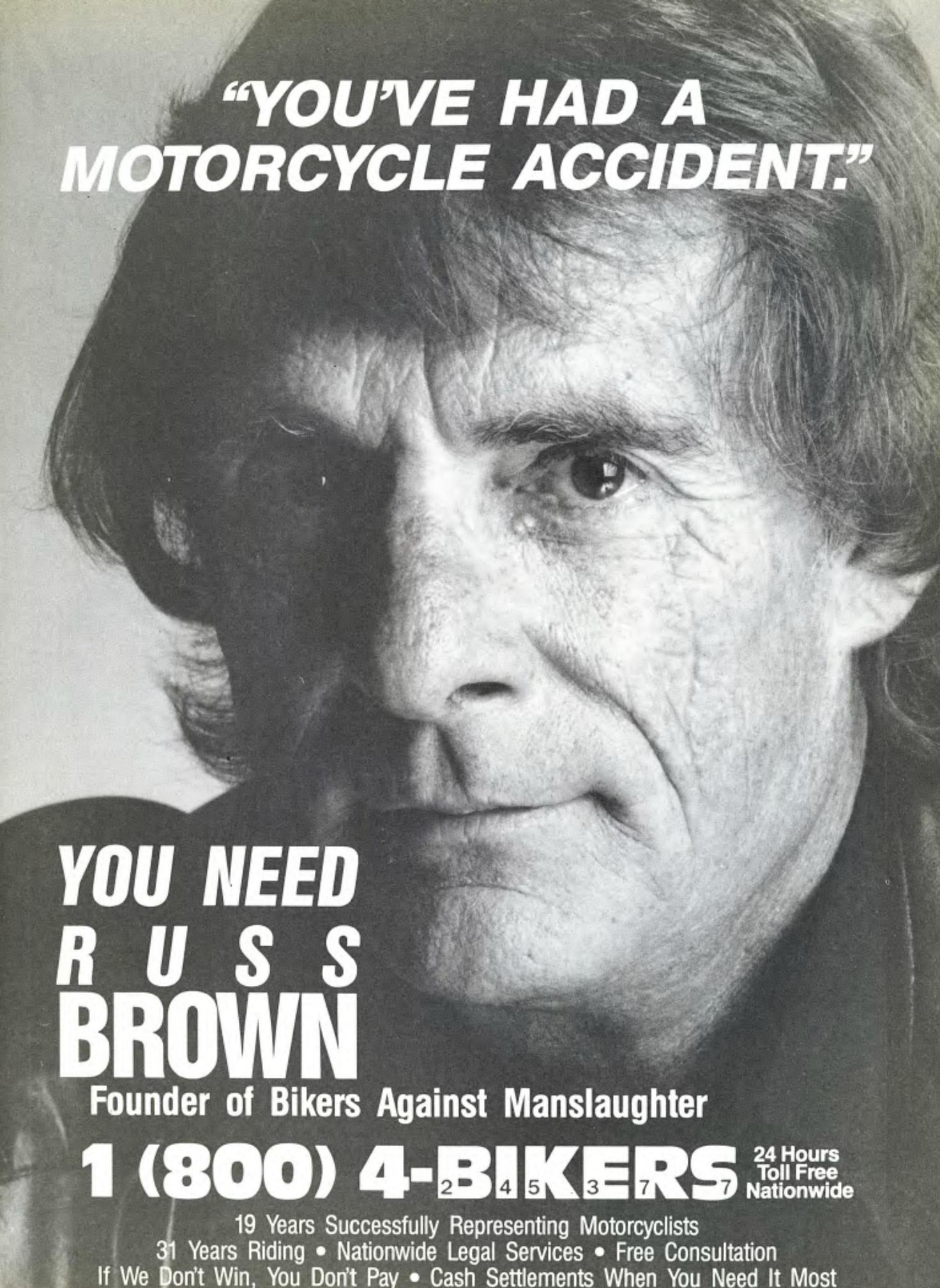
SHORT STROKES LIFE ON THE BRINK



Did you read the Sam "Chopper" Orwell fiction piece in the March issue? Shortly after it was published, the state of New Jersey passed a law against short-order cooks who serve customers any eggs that are not cooked hard....**And how about this for government intrusion?** A bill has been introduced to make it illegal for a parent or anyone else to spank a child or use any type of corporal punishment to maintain discipline....**Steve Krueger, of South Gate, California, sent us a clipping** stating that Senator William Roth, of Delaware, has introduced a bill that would outlaw all cars manufactured before 1980—holy shit....**And now for notes on public burden:** John Sweeney, a lawyer here in Agoura Hills, California, has filed lawsuits in California and Wisconsin on behalf of five policemen who think they got cancer from radar guns, and says he expects to file more suits in the near future....**A recent issue of Newsweek magazine reported** that roughly 10% of all health costs, or around \$80 billion per year, goes to scam artists who know how to manipulate insurance claims. So where's the Insurance Institute for Medical Scams?...**According to a column in the Wall Street Journal,** one out of every seven dollars is spent on the last six months of someone's life, most of it from Medicare funds. That is, from government provided insurance. The columnist cited the case of a 91-year-old man who died after 41 days in an intensive care unit. The poor fellow's bill ran to \$93,111 dollars or \$2,271 per day....**So why helmets?** Besides the numbers from Florida, a state notoriously vicious and uncompromising about enforcing its helmet law: in 1991, 220 riders died in motorcycle accidents. Of those, 201 were wearing helmets....**The circulation of Time magazine is falling rap-**

idly. Here could be an example why: page 21 of the January 13 issue handed out the standard drivel about "sensible" helmet laws, then compounded it by bringing on the famous Gary Busey, who is designing helmets with Bell, and being paid to promote them. Gary said that people who don't wear helmets are "not playing with a full deck." No wonder *Time* is slipping, the country is tired of hearing the same lame story....**Now for some positive notes,** 'cause, goddammit, we're survivors and leaders—not followers. Evidence has surfaced at the Freeport Public Library in Freeport, Illinois, establishing Kegel Harley-Davidson Motorcycle Co., Inc. as the oldest Harley-Davidson franchise in the country. The 80-year-old H-D dealership is also the oldest motorcycle business still owned and operated by the same family that established it. Rah, rah....**There is now another clearing house** of information in Washington D.C. The National Coalition of Motorcyclists (NCOM) has opened an office and longtime freedom fighter, Debbie Lough, is running the operation. NCOM's lady in Washington, D.C. can be reached by dialing (800) 238-0080. Way to go, Debbie....**This is the last chance we'll have to remind you** to be in Washington, D.C., on May 24, 1992, for the "Rolling Thunder Ride for Freedom," a ride devoted to the MIA/POW bros who didn't come back and who still aren't accounted for. Call Raymond F. Manzo at (201) 857-1111 for more information....**And last but not least,** the number of traffic tickets written by Los Angeles police officers dropped 43% last year (no wonder they passed the helmet law), compared to 1987—costing the city some \$6.9 million in revenue. This year could be a bitch in L.A.

—Bandit



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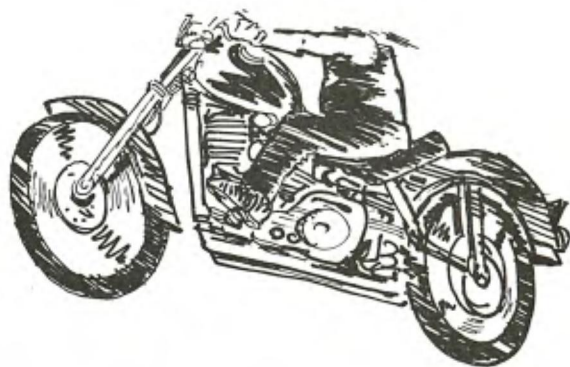
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PASSIN' GAS

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



The nuns had been getting very restless in the remote convent, and the Mother Superior called a meeting to ask what was wrong.

One of the young novices said boldly, "What we need are some men around here!" The Mother Superior was shocked, and another nun added, "It's only human nature."

The Mother Superior thought for a moment, then said, "All right, sisters, I'll issue extra candles. You can

comfort yourselves with them."

"No, no," the nuns cried. "We've already tried those."

The Mother Superior was indignant. "They were good enough for me when I was young."

"Still," said the outspoken nun, "we get tired of the same thing, wick in and wick out."

—Norm
Vacaville, Calif.

How is yer ol' lady like an early-model Harley?

After a long, hard ride, they both leak for about 15 minutes.

—Steve Simkins
Ft. Dodge, Iowa

Arguin' with yer ol' lady is like wrestling with a pig in a mudhole: after a while ya realize the pig enjoys it.

—Robert Collier
Rhineland, Wis.



"Sorry, but none of our girls has sesame-seed buns."



"I said, isn't it nice not living next to the airport anymore?"

JARTOS

Why do women love hunters? Three reasons: They go deep into the bush, they always shoot twice, and they always eat what they shoot.

—Buzz
The Pitt

Didja hear about the midget who's Miraculous Mutha's new boyfriend? She lets him try a new wrinkle every night.

—Wagonmaster
Tenn. Colony, Texas

How many bodybuilders does it take to change a light bulb?

Three: one to screw it in, and two to chant: "You're lookin' huge, man, you're lookin' huge."

—Woody
Stripe City

Two gynecologists met for lunch. The first one said, "I had a patient this morning with a clit like a dill pickle."

The second one said, "Whaddaya mean—it's that big, or that green?"

"That sour," the first one said.

—Joey
Crescent City, Calif.

What's the shortest distance between two points?

A tight blouse.

—Risky
Around

Zeke had just turned 40 and was becoming concerned because his stamina in bed was rapidly dropping off. He consulted his doctor, who pointed out that his general physical condition left something to be desired.

"You're 20 pounds overweight, you're easily winded, and frankly, you're just out of shape. I recommend jogging five miles a day," said the physician. "It'll really improve your sex drive and all-around stamina."

Though Zeke was a confirmed couch potato by nature, he grudgingly agreed to the regimen. A week later he telephoned the doctor.

"Hi, Zeke, how're you feeling?" asked the doc.

"Terrific," enthused his patient.

"And how's your sex life?"

"Sex life?" countered Zeke. "What sex life?—I'm 35 miles from home."

—Kippy
In There

The old woman walks into the city park and sits down next to an elderly gentleman.

"Guess how old I am," he says. "I'd rather not, if you don't mind," she replies.

"Aw, c'mon, guess."

"Well, if you really want me to," she says, "you'll have to take off all your clothes."

The old guy is surprised to hear this, but he does it anyway, dropping his threads.

"All right," she says. "Now jump up and down."

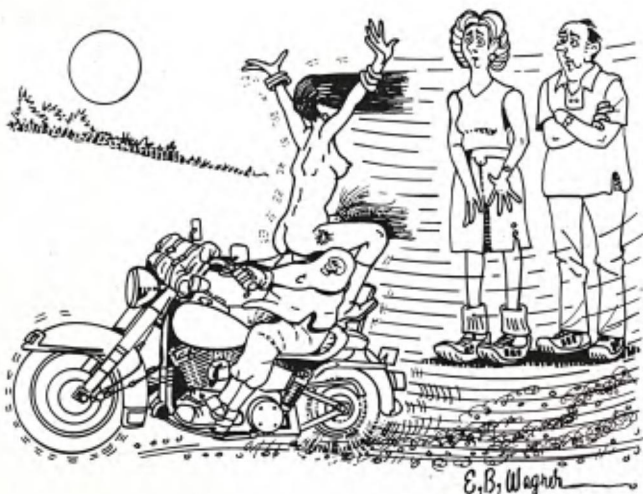
He does this too.

"Good," she says. "Now pretend you're riding a motorcycle... excellent. You can stop now. From watching you, I would guess that you're about a month away from your 87th birthday."

"That's absolutely amazing," he says. "You're exactly right—but how could you tell?"

"It was pretty easy," she says. "You told me yesterday."

—Stormy
On the Lake



"Those kids are gonna get in trouble with the police—neither one's wearing a helmet!"

Definition of a lady: a girl who doesn't smoke, doesn't drink, and only curses when it slips out.

—Chance
Hotel California

What makes a two-year-old Ninja go faster?
A tow truck

—Fast Eddie
West Coast



"These are cute, Harold, but it's not really foreplay."



"Fill it up."

What's a plutonic love affair?
Only doin' it doggie-style.

—Fat Boy
Rockies

Knucklehead Ned just bought one of those condoms advertised as "New and Extra-Sensitive." He figgers when he's finished humpin' the ol' lady, it can stay up and talk to the bitch.

—Mad Max
Ionia, Mich.

"Mom, what's an orgasm?" asked the biker's rugrat.

"I don't know, son—go ask your father," she said.

—Michael Fry
Capron, Va.



MAFMAN

It was the last evening of a long business trip, and Dave got totally wasted at the hotel bar. In the middle of the night, he woke up still blind drunk and couldn't find a light or the bathroom door, so he pulled back a corner of the rug, shit on the floor, flapped the rug back down, and went back to bed.

The next morning he woke up late, and as he was rushing out to catch his plane, he saw the lump he'd left under the rug. He didn't have time to clean it up, so he stomped it down as flat as he could.

Two weeks later he got a telegram from the hotel: "All is forgiven. Where is it?"

—Victor
West Coast

Definition of born loser: a guy who buys edible panties for his ol' lady and she eats them right out of the package.

—Tom Stratton
Hamburg, N.Y.

Then there was the prospect who heard that 90 percent of all accidents happen within a 10-mile radius of home... so he moved.

—Glasscutter
Lockdown

The horny bro approached the long-legged hardbelly at the pool table and asked her if she'd like to join him for a steak dinner and get better acquainted. The fox said, "I'm a vegetarian—vegetables are the only thing I eat."

"Shit, then let's just go to my place," said the tramp. "I'm a humanitarian!"

—Tats Morton
On the Road

What were the results when Sneaky Pete tried getting some of his underarm hair transplanted to his balding head?

It was the pits!
—Deli
Countin'



"I usually steer my patients away from unnecessary cosmetic breast surgery, but in your case..."

High Bars With No Strings Attached

By Gene Koch

The goal for this project was tall, clean-looking handlebars. In order to accomplish that, all the wiring and switches were eliminated, and everything above the triple trees, including the bars, was replaced.

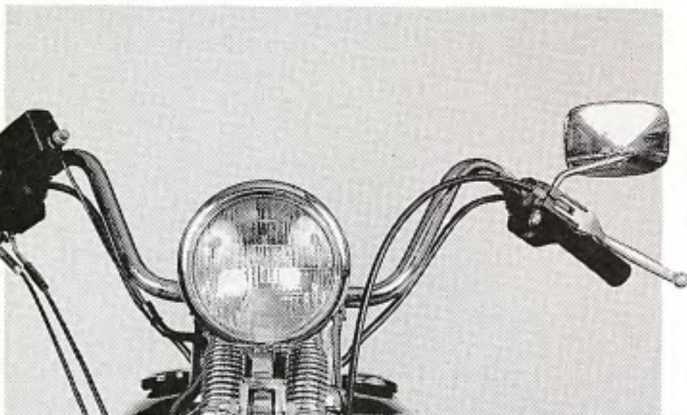
First, we removed the seat and disconnected the battery. Then the gas tank was removed to perform the wiring work, and also to prevent any dinging-up of the primo Cycle Fab paint job. Next, we disconnected the clutch cable. If you replace your clutch cable, make sure to drain the oil from the transmission. Put a piece of masking tape across the speedometer lens and write: NO TRANSMISSION OIL, to remind yourself to refill it. We then disconnected the throttle cables at the carb and the front brake hose at the caliper and covered the hole to keep dirt out of the caliper.

We followed the wiring from the handlebars back to the main harness and disconnected them. It makes the job easier to eliminate as much wiring as possible. We uncovered the main harness, just forward of the ignition switch and behind the connector, and then cut the wires and removed the connector. The shop manual came in handy here. This bike has no oil light, neutral light, turn signals, or horn (Wrench doesn't need one, he's loud enough on his own), so reams of wiring were removed. The handlebars were removed as a complete set. On the springer front end it helped to keep the holes aligned. We replaced one riser at a time.

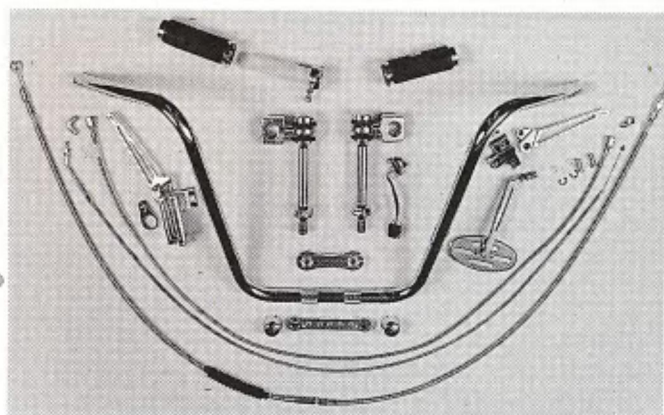
Before we bolted on any new parts, I finished the wiring. I soldered all connections and used shrink-wrap. The end result will look good and be

able to put up with his abuse.

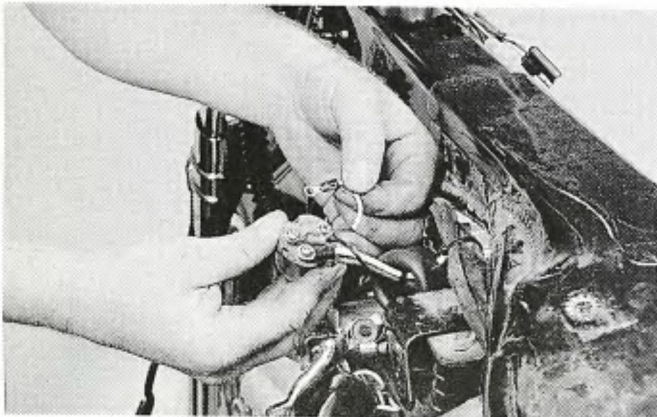
From the main harness, I soldered the gray wire to the white coil wire to bypass the kill switch we removed. Instead of a button, the bike will now be started with a key. We removed the white jumper wire from the back of the ignition switch and put the green and white wire on the ignition post. Then we connected the black wire from the main harness to the light post. The first position was then "off," the second position, ignition and lights, and the third position would engage the starter. The key isn't spring-loaded like on a car, so when the bike fires, the key must be turned back to the first position. Be very careful to have the bike in neutral every time you start it or the damn thing will walk away from you. The orange wire was soldered to the dash lights and gas gauge. The only other



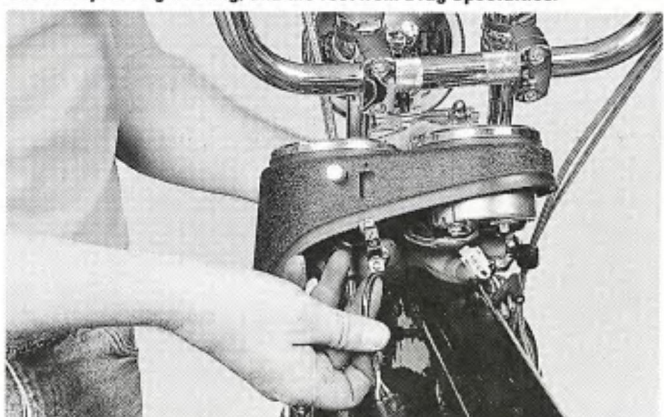
The stock setup—if you can call a springer on an FXR stock. Everything except the headlight will be removed. The wiring will never return.



The parts to be installed on Wrench's 1990 FXR: apehanger highbars from Paughco, controls from Arlen Ness, risers and springer accessories from Custom Cycle Engineering, and the rest from Drag Specialties.



This shows the jumper wire that turns the lights on in both switch positions. It's being removed to free the second position for the starter motor. The lead is white.



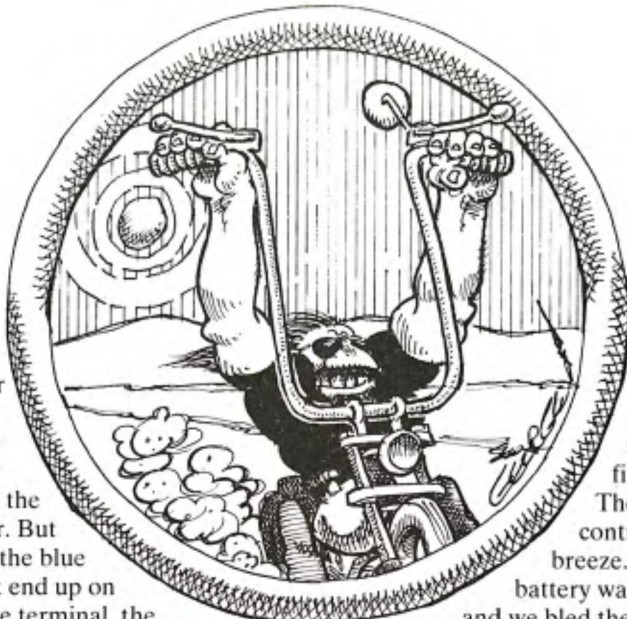
This is the dimmer switch before installation. Note the slot cut into the dash and the two screw holes for the mounting screws.

wire we used from the main harness was the blue lead for the headlight.

The high-low switch was mounted on the side of the dash panel, which sits on the tank. It required an extra connector to ease tank removal. The blue wire was soldered to the female position on the connector. To get the right wire length, we positioned the new connector alongside the other connector to the gauges. The yellow and white wires from the headlight also were soldered to this connector. To mount the early-style, high-low beam switch, I made a cardboard template and marked the side of the gauge housing. We drilled the two mounting holes and drilled holes in the center of the rectangle, using a die grinder and file to finish the opening. To make the switch mount close to flush, use 1/4-inch spacers between the housing and the switch.

Depending on what connector you use, the color code may change at the connector. But as a rule, the blue wire must end up on the middle terminal, the white wire must be on the terminal behind the rocker end marked "Low," and the yellow wire needs to be behind the rocker end marked "High." This completed the wiring part of the project.

Next came the Arlen Ness controls. We used the old-style clutch pivot pin, with plastic bushings for the new-style clutch cable. There wasn't room for the flanges inside, so I trimmed them off.

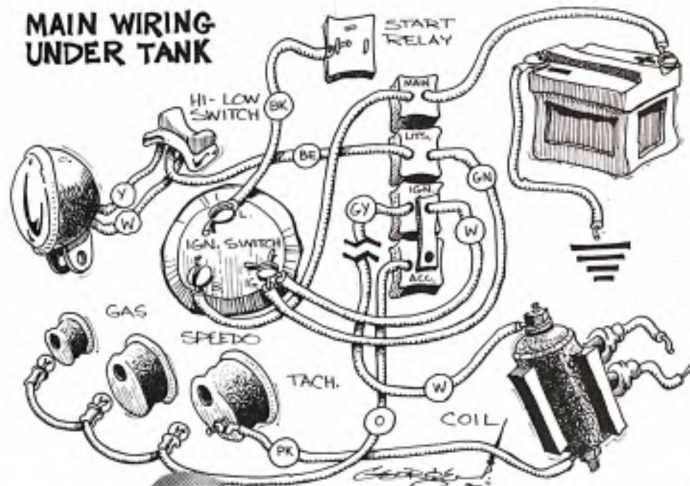


The new clutch cable was then installed, and the transmission was re-filled with oil.

The rest of the controls were a breeze. Then the battery was reconnected and we bled the brakes. The

paint job and chrome were protected from scratching from the braided cable with cable clamps. Clear vinyl tubing over the braided area near paint also works well. We also installed a billet brake stabilizer, a top bracket on the springer, and new axle covers to clean up the front end from Custom Cycle Engineering. Not bad—high bars and high life for a reasonably stock FXR. ●

MAIN WIRING UNDER TANK



Parts Suppliers

Custom Cycle Engineering (see your local dealer):

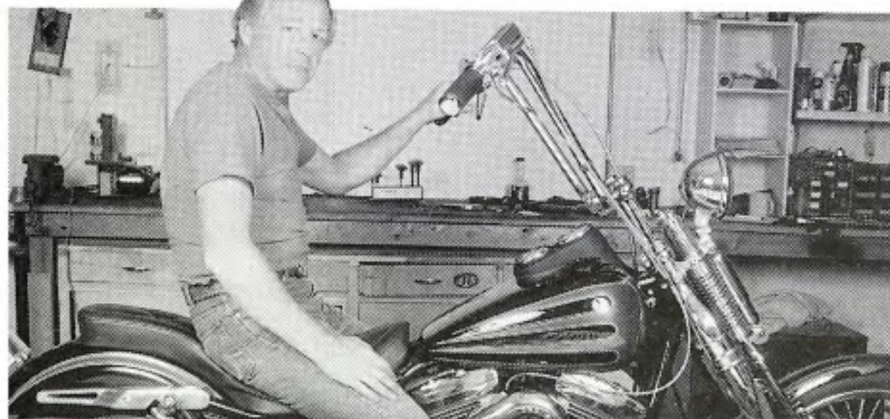
- billet brake stabilizer
- billet top springer bar
- chrome axle covers
- custom risers

Arlen Ness (510) 276-3303:

- Ness Tech front master cylinder and brake lever
- Ness Tech clutch lever and clutch lever mount

Drag Specialties (see your local dealer):

- textured foam grips
- throttle assembly
- 16-inch apehangers
- braided brake hose and fittings
- Barnett braided cables
- clutch lever pivot pins
- Clutch lever bushings
- Ness billet cable clamp



Gene Koch (all 6 feet of him) sitting on Wrench's FXR after completing the job. It's not legal, but it's cool.

Photos: Clark Crouse

RIDERS' HALL OF FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Assemblyman Doug Bache, Carson City, Nevada



Doug Bache

Back in April last year, Assemblyman Bache introduced Assembly Bill 490, a piece of legisla-

tion designed to collect funds for a state-wide rider training program for the state of Nevada, based on Motorcycle Safety Foundation (MSF) standards.

Two months later the bill passed, and now efforts are underway to create a budget for the program (like most other states in this country, Nevada also has huge budget problems). An additional \$2 fee will be collected from motorcyclists applying for their licenses, and each motorcycle registration will also have a \$2 fee earmarked specifically for the Rider Training Program.

According to Bache, who also is a member of the American Motorcyclists Association and the Motorcycle Riders Foundation, the program should be in effect sometime next year, as soon as the budget allows. There are, after all, only 30,000 licensed motorcyclists and 20,000 registered motorcycles in Nevada.

—from Fred Harrell

Shack O' Shame

Councilman Clay Henderson

Deland, Florida

Bike Week means major bucks to the city of Daytona Beach and its environs. Little surprise then that the Volusia County Council had given its approval to a plan allowing the local fairgrounds association to use a campground site for bikers attending this year's festivities.

While debating the issue of trash containers, portable toilets, and shower facilities on the camping grounds during Bike Week, Councilman Clay Henderson was quoted as commenting, "I didn't even know that bikers took showers."

Maybe if bikers decided to



avoid the Volusia County Fairgrounds next Bike Week, Clay will notice how expensive a shower can be.

—Muff Dwyer

Friendly Cop Hollywood, California

As much as one would like to reward a fellow human being and praise his virtue and integrity to others, sometimes it is better not to, just to keep that person out of trouble.

This is one of those occasions. Not too long ago, I was asked to bring a scooter to our studio in Hollywood for a catalog shoot. From my house to the studio is a distance of a dozen miles, so I decided to forget about the helmet law and left the helmet where it's been all these years: under a pile of trash in a

corner of the garage.

I made it about halfway there when I noticed a motorcycle cop parked on the side of the freeway; he noticed me, too. I twisted the wick, got off the freeway, and pulled into the nearest parking lot. Once there, I jumped off my bike and pretended I was just coming out of the laundromat.

"Course, I couldn't fool him. He pulled in right behind me, got off his Harley, and asked me, "So, why shouldn't I give you a ticket?"

To make a long story as short as I can: by the end of our conversation he not only confided in me how much he hated the helmet law, that he owns a Softail, and that he participates every year in the Laughlin run (without a helmet), but he also escorted

me the rest of the way to the studio (to ensure I wouldn't get ticketed by some other cop), right past the Hollywood police station.

Ya shoulda seen the looks on the faces of the studio crew when we got there.

—Red Baron



Illustration: Jon Towle

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WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in May, June, and July. To have your events listed, get the information to us at least three months in advance. We are as accurate as possible, but event dates are often changed

California

THE MEMORIAL DAY RUN—May 24 at the Solano County Fairgrounds in Vallejo. Huge outdoor party, giant ride-in bike show, bikini contest, live music, games, and much more. Gates open at 8 a.m. For more info call (510) 930-7752 (after 6 p.m.).

2ND ANNUAL FRED MELLOR MEMORIAL MOTORCYCLE RALLY—May 24 at the Atascadero State Hospital in Atascadero. Open to all clean and sober riders. For more info call John Jardine: (805) 238-5162.

ANTIQUE & CLASSIC MOTORCYCLE SHOW & EXCHANGE—June 20-21 at the Ventura Fairgrounds in Ventura. General admission is \$5 a day. For more info call: (805) 656-6777.

Colorado

BENEFIT MOTORCYCLE RALLY—June 13 at the Intermountain Events Center in Grand Junction. There will be two runs, one 100 miles or less and the other 250 miles. Sign-in from 8 a.m.-1 p.m. There will be entertainment and events after the run. For more info call: (303) 243-6313, (303) 675-8512, (303) 434-1222.

Illinois

EASYRIDERSRODEO—June 19-21 at the Winnebago County Fairgrounds in Pecatonica. Rodeo, trade show, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available for weekend. For more info call Gloria at (818) 889-8740.

Kansas

1ST ANNUAL CHAUTAUQUA HILLS BIKE RALLY '92—May 1-3 at the Oak Ridge Campsites in Elk City. All motorcycle organizations welcome. Field events and lots of partying. Plenty of free camping. For more info call: (316) 378-3727.

9TH ANNUAL MEMORIAL DAY PARTY—May 22-25 at The Ball Range in Dodge City. K.M.S.A. and Vintage Flat Track Racing Association National Flat Track Races, 12 p.m. Saturday: games, contests, bike show, and live music. Camping and showers available. For more info call Pat at (316) 635-2509 or Gary at (316) 865-4080.

Maryland

EAST COAST RACING ASSOCIATION—May 17 at the Maryland International Raceway in Budds Creek. For more info call: (609) 652-1159.

GARRETT'S H-D 25TH ANNIVERSARY BASH—May 23 in Darlington. For more info call: (410) 836-0515.

ANNUAL AMERICAN PRIDE YELLOW RIBBON RIDE—May 24, leaves Harley-Davidson of Washington, 9407 Livingston Rd., Ft. Washington, at 10 a.m. for a 30-minute ride to join the Rolling Thunder V POW/MIA parade in D.C. For info call Jack or Ric: (301) 248-1200.

Mississippi

ALL-HARLEY MEMORIAL DAY BLOWOUT—May 22-25 at the Gulfport Dragway in Gulfport. Bike show, drag races, tattoo show, T-shirt and bikini contest, live music, and much more. Admission: \$30 for entire weekend or \$20 for Sat. and rest of weekend, includes camping. For more info call: (601) 392-8888.

Missouri

4TH ANNUAL MID-AMERICA FREEDOM RALLY—May 22-25 at The Outdoor Place in Freeburg. Live bands, field events, bike show, Miss Freedom Rally contest and much more. For more info write: Mid-America Freedom Rally, Box 10260, Columbia, MO, 65205.

Nebraska

15TH ANNUAL SPRING RUN FOR FUN—May 23-25, west of Brady, look for signs on Hwy. Camping, live music, and much more. For more info call: (308) 987-2661.

6TH ANNUAL HOG ROAST—June 20-21. Live music, camping, and bike games. Sponsored by ABATE District #3. Call Nebraska ABATE for more info.

New Jersey

EAST COAST RACING ASSOCIATION—June 21 at the Atco Raceway in Atco. For more info call: (609) 652-1159.

SWAP-A-RAMA—April 4-5 at the Garden State Exhibit Center in Somerset. Beer, food, entertainment, and much more. For more info call: (800) 477-SWAP.

New York

5TH ANNUAL POKER RUN—May 3 at Cantine Field in Woodstock. Call: (914) 246-5336.

4TH ANNUAL BENEFIT POKER RUN—May 17 at McDermott's H-D in Glens Falls. Registration 10 a.m.-12 p.m. For more info call: (518) 792-2791.

North Carolina

MEMORIAL WEEKEND STATE PARTY—May 22-25 at the Jomeokee Campground in

after publication—so check with the sponsors before you putt across the state or country. Send your information to *What's Happenin'*, Box 3000, Agoura Hills, CA 91301.

North Carolina cont.

Pinnacle. Admission: \$15/person, \$25/couple. Camping available. Lots to do, see, and hear. Gates open Friday at 12 p.m. and close Monday at 12 p.m. For more info call (704) 683-3734 or (919) 325-2296.

Ohio

9TH ANNUAL LOUIE RUN—May 3 in Lake County. For more info call: (800) 22-Louie.

13TH ANNUAL SWAP MEET & PARTY—June 26-28 on Tannerville Rd. in Orrville. Live music, women's mud wrestling, beer, food, and more. For more info call (216) 682-SWAP.

Oregon

CHRIST'S DISCIPLES ANNUAL SWAP MEET & BIKE SHOW—May 3 at the Deschutes Fairgrounds in Redmond. Hours are from 10 a.m.-5 p.m. For more info call: (503) 389-7526.

Pennsylvania

12TH ANNUAL SWAP MEET AND CHICKEN ROAST—April 25, at the Grove City Sportsmen's Club in Grove City. Beer and food available at swap meet. Gate opens at 9 a.m. (vendors, 8 a.m.). For more info call: (412) 452-6066.

2ND ANNUAL M/C SWAP MEET—May 16 at Transfer Harvest Home, Rt. 18 in Transfer. For more info call: (412) 347-3239.

FREEDOM WEEKEND—May 8-10 at the Shellsville VFW Picnic Grounds in Shellsville. Located off exit 27 of I-81. Follow signs. Bands, bike games, poker run, vendors, and overnight camping. For more info call: (717) 234-3777.

South Carolina

EASYRIDERSRODEO—June 12-14 at Exchange Park in Ladson. Rodeo, trade show, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available for weekend. For more info call Gloria at (818) 889-8740.

Texas

EASYRIDERS RODEO—May 23-25, at the John Ray Harrison Convention Center in Pasadena. Rodeo, trade show, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available for weekend. For more info call Gloria at (818) 889-8740.

Virginia

MEMORIAL WEEKEND BASH—May 23 and 24. Ride-in H-D bike show, open house, and group ride to Rolling Thunder V. Sponsored by the East Coast Harley, Virginia Chapter of H.O.G. For info call: (703) 221-3757.

Washington, D.C.

ROLLING THUNDER V—May 24, in Washington, D.C. Meet at North Pentagon parking lot at 9 a.m. The ride will begin at 12 p.m. sharp for the ride through to the Vietnam Veterans Memorial. This ride is a demonstration for our POW/MIAs. For more information contact Eugene at (912) 746-8237.

Wisconsin

POKER RUN FUN—May 2 at the Prime Time Club in Menasha. Ride-in bike show, BBQ, vendors, raffles, and door prizes. For more info call: (414) 722-6103.

ALL-HARLEY DRAGS, HOMECOMING NATIONALS—June 6-7 at the Great Lakes Dragaway in Union Grove. Saturday show is from 1 p.m.-12 a.m., Sunday 1 p.m. until done. For more info call: (414) 878-3783.





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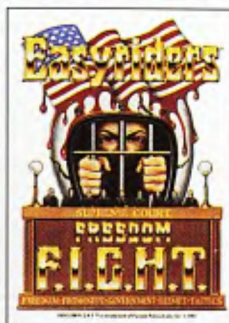
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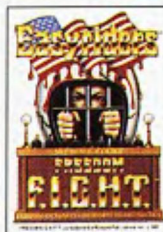
A.



B.



D.



It's your choice. By 1993 all states must adopt a mandatory helmet law. Why? Because we are a public burden! In other words, riders who do wear helmets could cost the state more money than riders who do wear helmets — it's never been proven even though the number crunchers have tried, but the numbers are beside the point. In "the land of the free" the government should not tell us what to wear for our own good or for the public's good. If the government can do this, then by the same logic, they can say cars are safer than motorcycles so all people who ride motorcycles are a public burden! And people who

drive Fords and Chevys are a public burden to those who drive the safer Volvo station wagons. Far fetched you say? Think about what happened to A.T.V.s — can motorcycles be far behind?

This is definitely a constitutional issue and must be tried in the court system! **Easyriders Freedom F.I.G.H.T.** kits will raise the money to do just that and nothing more — you must continue to support ABATE, MMA, MRF, etc.

All proceeds from the sale of these kits will be used to fight helmet laws in the courts!

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Notice: This summer's pro-choice helmet rally will be rescheduled—keep your eye on "Easynews." For more info:

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How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Just jot a note to Wrench, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. If we can find a solution, you'll read it here.

Level Pipes

☐ I have a 1985 Low Rider. It has stock pipes and is not level. I would like to get a set of pipes for it. What do you suggest?

Jim Bingham
Cincinnati, Ohio

☐ Paughco, Cycle Shak, and many others have replacement mufflers that will bolt up on the stock mounts. For more money, you can get new pipes and mufflers. Remember: when you uncork the exhaust, some carb rejetting will be necessary.

Oil Temp

☐ I haven't been able to find out what temperature my oil (in the oil tank) should run at, and whether I need an oil cooler or not. I own a 1979 FLH.

Andrew W. Moyers
Baytown, Texas

☐ Oil temp in the tank should not exceed 220 degrees. At this temperature the engine is probably near 300. Normal operating temperature is between 180 to 200 degrees.

Anything outside "normal" is considered "extreme duty service." If you run an oil cooler you should use a thermostat. It will keep the oil in the proper heat range.

Wants Fast Sportster

☐ I want to make my 1979 XLH Sportster 1000 go fast. I want at least 11.5-second, 1/4-mile ETs, with a top speed of around 140 mph. I also want it to stay street legal.

What compression, stroke, cams, carb combo will get me the results? Will I need any drive train modifications to take the additional power?

Dave Snapp
Norfolk, Va.

☐ Contact Jim McClure at Master Performance Cycles: 9825 Jefferson Ave., Newport News, VA 23605.

Clutch Response

☐ Just a response to Rod Elder "Clutch Hassles" in the January 1992 issue. First, toss your *Clymers* manual. Second, buy a genuine factory manual. Third, the outer hub spring clearance should be flat to 0.010 concave. Fourth, the "A" setting is middle, "B" is more pressure, and "C" is the least pressure. Fifth, the gap on cable end play is 1/8 to 3/16. Maybe this info will help.

A Medic
Jacksonville, Fla.

Lowered Sporty

☐ I ride a 1973 Sporty and I was trying to lower the ass end. I got a set of FX fender struts and a pair of 12-inch shocks. It looked good once it was assembled, but when road tested, it rubbed the fenders. I replaced the shocks with solid struts. They gave me

clearance, but it rides a little rough now.

Where can I get a set of shocks that don't give so much?

Trip
Garnett, Kan.

☐ The shocks you picked have a movement range from 12 inches to about 10 inches, when compressed. The trick is to make 'em bottom on the rubber stops before the fender bottoms out on the rear tire. I've done this by using a stack of 1/2-inch I.D. washers.

First: Block the bike up. Remove and disassemble the shocks. Second: Raise the rear wheel until it hits the fender or any other limit and then lower it at least 1 inch. With the springs off of the shocks you can see how much shimming the shock bottoming stops need. Third: Cut the washers and twist them open so they can be slipped over the shock rod above the rubber bumper. Twist them back flat and use as many as necessary to shorten shock travel. Spring shimming should also be considered.

Big Inches

☐ I have a 1959 FL lower end tranny. I want to get a set of FLH heads and machine them to fit my 1959 jugs. I'm going to bore and stroke it out to 98 cubic inches and run a 40mm, down-draft Weber carb.

I'm toying with the idea of water cooling the engine. I'm looking for a way to bypass drilling the heads and hooking a water-cooled system directly to the barrels.

Ron Reynolds
Salem, Ore.

☐ Getting motor displacement of 98 cubic inches requires a 3-5/8-inch bore and aftermarket cylinders, along with a 4-3/4-inch stroke kit. S&S has a couple of air-cooled kits that come with all the hardware for air-cooled engines. Custom Chrome has cylinders, pistons, and some hardware for air-cooled engines. Water-cooled cylinders, which were used on the *Easyriders* Streamliner engines, are available in 3-7/16- to 3-5/8-inch bore. Call R&R Cycle: (310) 645-9067.



More Garage Security

☐ Concerning your "Garage Security" tip, issue #215, I'd like to suggest a way of making this device "trip-proof."

Take some expanded polystyrene sheet and fill the tube, leaving a lump sticking out each end. Carve the ends to suitable shape, and along the tube top at floor level. After the concrete is set, the polystyrene can be broken out. Or, spray it with carb or brake cleaner and it will dissolve. This leaves a level floor, with two, 2-inch holes to let the chain or cable through.

Steve Blyth
England

Bikers Against

CRACK

Clubs Battle Drugs In Middle America

The war on crack is no longer confined to urban cities. Crack is a cancer that's spreading to the smaller cities, industrial centers and farming communities hit hard by unemployment, recession, and other financial problems of rural America. Unlike their big city counterparts, who have been trying to deal with this social disease, crack houses, street gangs, turf wars, and graffiti symbols are relatively new to these areas. Also new are the methods of coping with the problem.

In the city of Appleton, Wisconsin, the apparent course of action was to deny that the problem existed. Authorities in Appleton were reluctant to admit they had street gangs present in town. But the kids knew. They saw colors announcing "Black Cobras," "Vice Lords," "Gangster Disciples," and "Trouble Making Crew." They knew of the danger of wearing the wrong type of jacket, or the wrong color combinations in clothing. They knew of the brutality out on the streets and the retaliations. And so did the area's bike clubs. In fact, it seems everyone knew about it, including the police, but only the bikers were determined to do something about it.

Instead of the mayor, the police chief, or other civic leaders stepping forward, guys with names like Cisco, Buck, and Turtle, and clubs such as the D.C. Eagles MC, Zodiacs MC, Cobras MC, and Association of Recovering Motorcyclists (ARM) MC took the initiative in fighting the plague infecting their city.

Cisco, the local leader of ARM MC, turned his club's meeting hall into a "safe" house where area youths could socialize, dance, and simply be protected from the gang element. Privately funded, the program, called "New Avenue," has been a constant uphill battle for Cisco and his bros. When some of the local gangs started preying on the kids hanging out at New Avenue, Cisco turned to the only

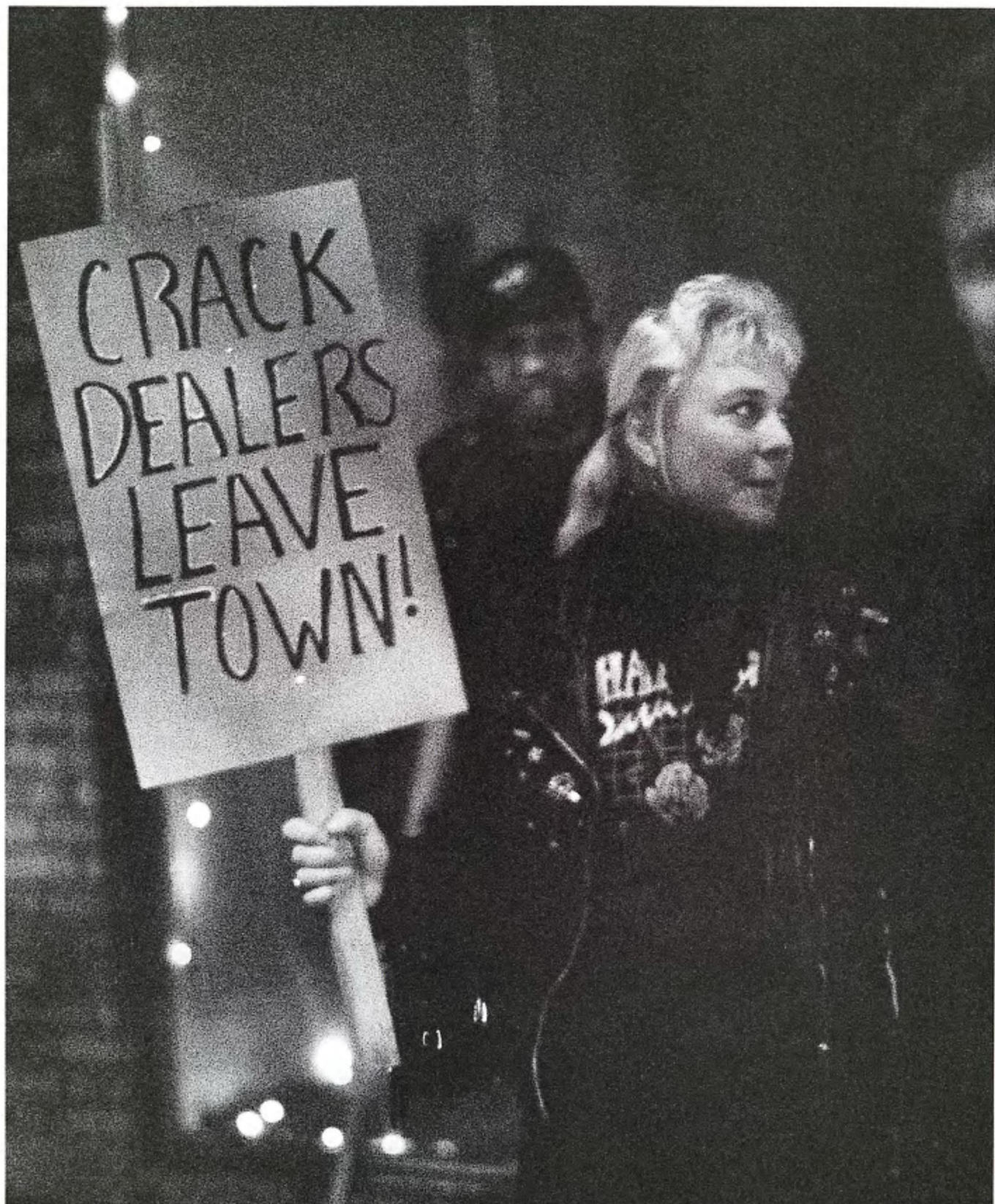


Photo illustration: Tony Sanfelipo

people he knew he could trust, the area's brotherhood of bikers.

Under the organizational skills of the D.C. Eagles MC, a plan was soon put into action. The city's crack houses were quickly identified and targeted for demonstra-

tions. Although they were to be peaceful assemblies, some of the 100-plus crowd members got a little carried away with their protesting. A couple of the houses were slightly damaged. The club leaders immediately informed the gather-

ing that at subsequent demonstration rallies that type of behavior would not be accepted.

Of course, that one little slip flung open the door for the legitimate press to claim it was a racially-motivated incident, even though →

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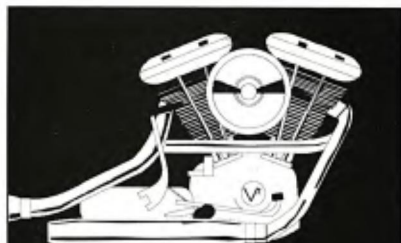
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Bikers Against CRACK

many of the street gang members are white. The police chief, most likely embarrassed because the bikers located crack houses he denied existed, lashed out and called the action a "turf war" for control of the crack trade.

The negative responses were to be expected. The bikers really didn't care what the authorities were thinking. They felt the community was behind them. But with or without the city's support, these bike clubs have vowed to do whatever it takes to protect their

All battles need leaders, maybe bikers need to take command of this war

kids and the rest of Appleton's youth. As one former D.C. Eagle MC president said, "We're not really worried about our public image. Nobody's ever said anything good about us."

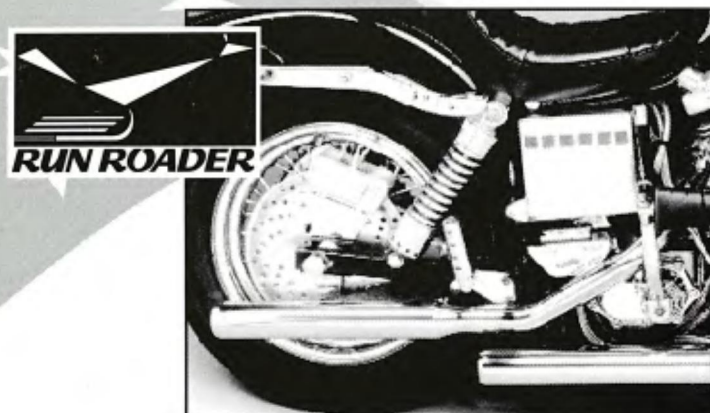
The D.C. Eagles routinely hold fundraisers for various charitable organizations, and never solicit media attention. They weren't looking for, nor were they expecting, fair treatment in this situation, either. As one member put it, "This is the right thing to do. The bottom line is that we're going to do it, and we're not about to let anyone stop us."

We wish them luck. Crack is slowly killing the youth of America. If more clubs got involved with viable solutions to silence this killer in their own communities, the situation in our nation's cities and towns would improve. All battles need leaders, maybe bikers need to take command of this war.

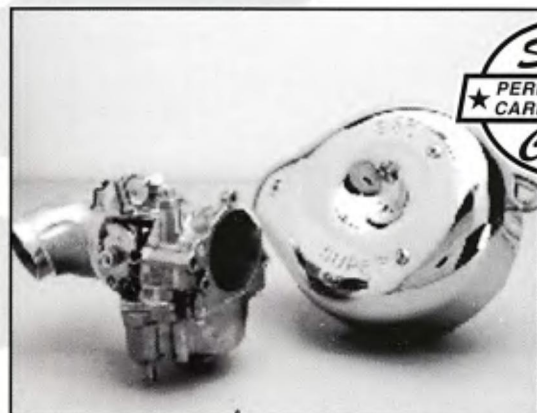
—Pan

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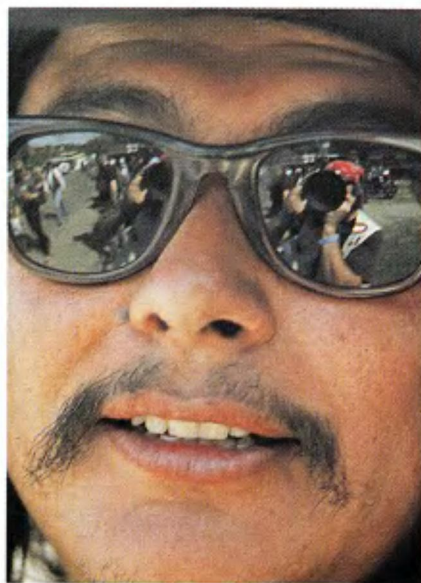


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West Coast

Stretchin' For Sturgis And Comin' On Strong



I hate like hell to have to tell you about this, but Bandit said, "Give it up, or else."

The last time I opted for the "or else," my next assignment was researching the mating rituals of transvestite motorcycle clubs. That changed my attitude, lemme tell ya, not to mention my wardrobe—just kidding!

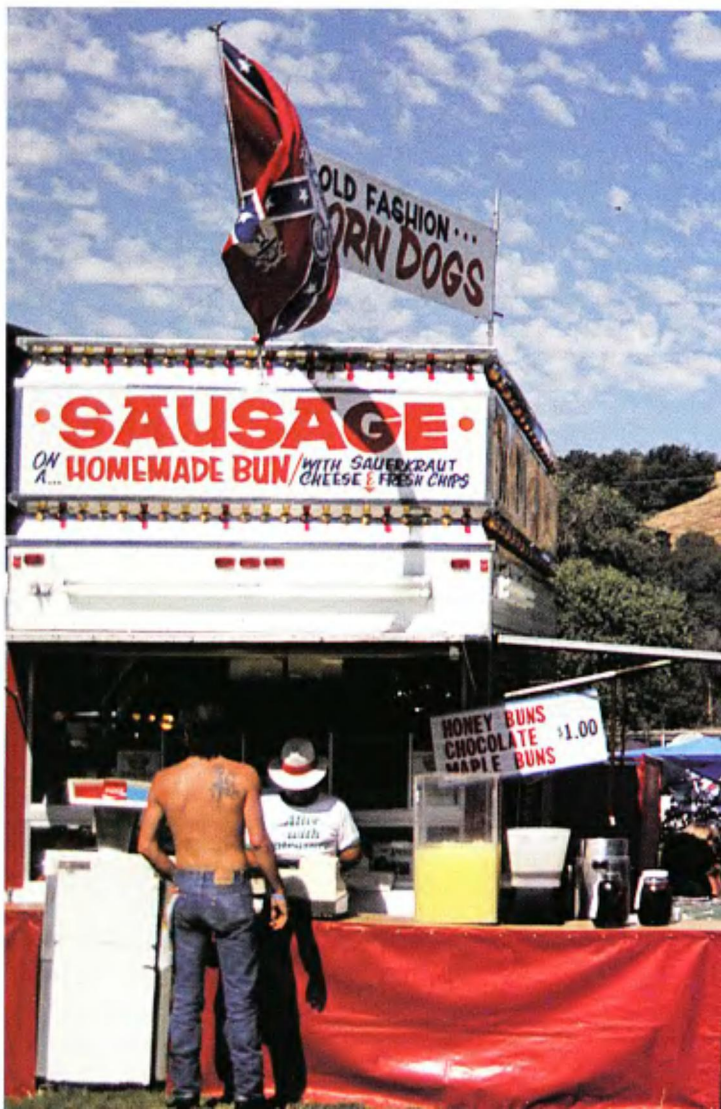
Naw, the truth is, by telling you about this killer annual run, which is put on by the MMA, I'm letting out a secret previously shared by only a few thousand scooter folks. There, Chief, I told 'em. Cat's out of the bag. Ya happy, now?

It happens every June, the third weekend of the month. The privileged few converge on a picturesque little town known as Mariposa, located in the rolling, forested hills of Northern California. Just 30 miles from Yosemite, it's still only a hop and a fart from the main interstates (check your map).

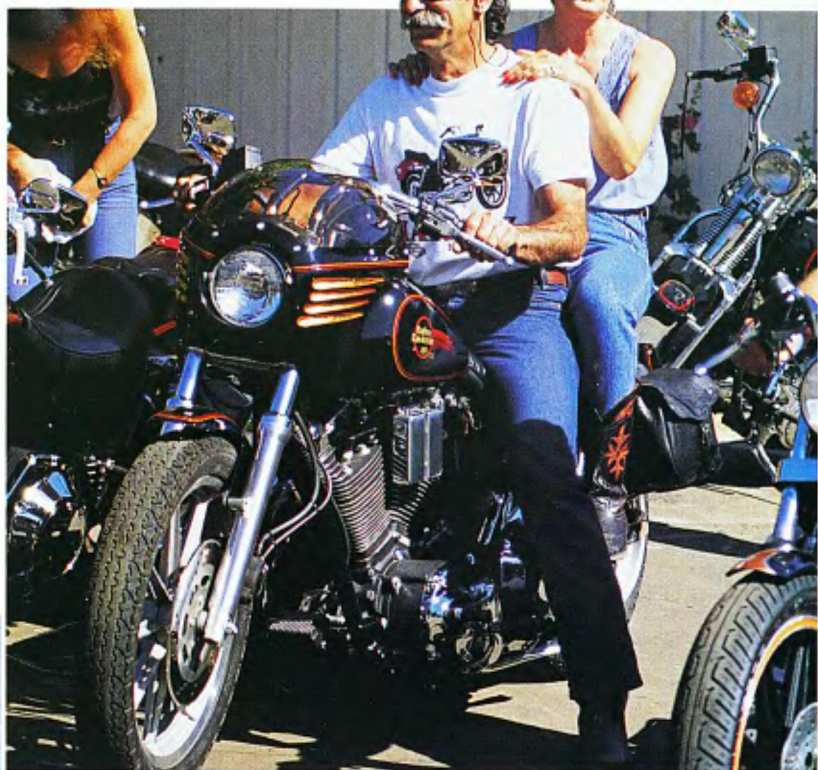
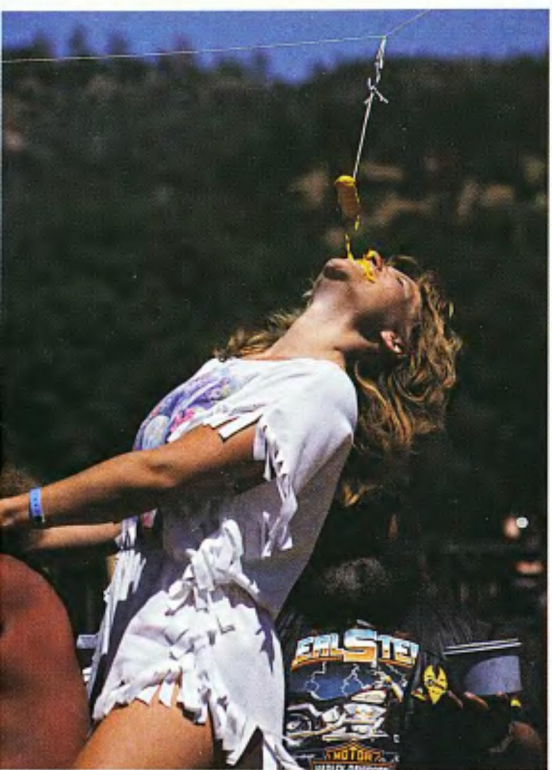
So now, thanks to me, *everybody's* gonna ride in to party, huh? Well, it *is* one hellacious party, like the Redwood Run, but it's more centrally located. In fact, the Redwood Run's a warmup for the Bike Festers (The runs are only about 10 days apart).

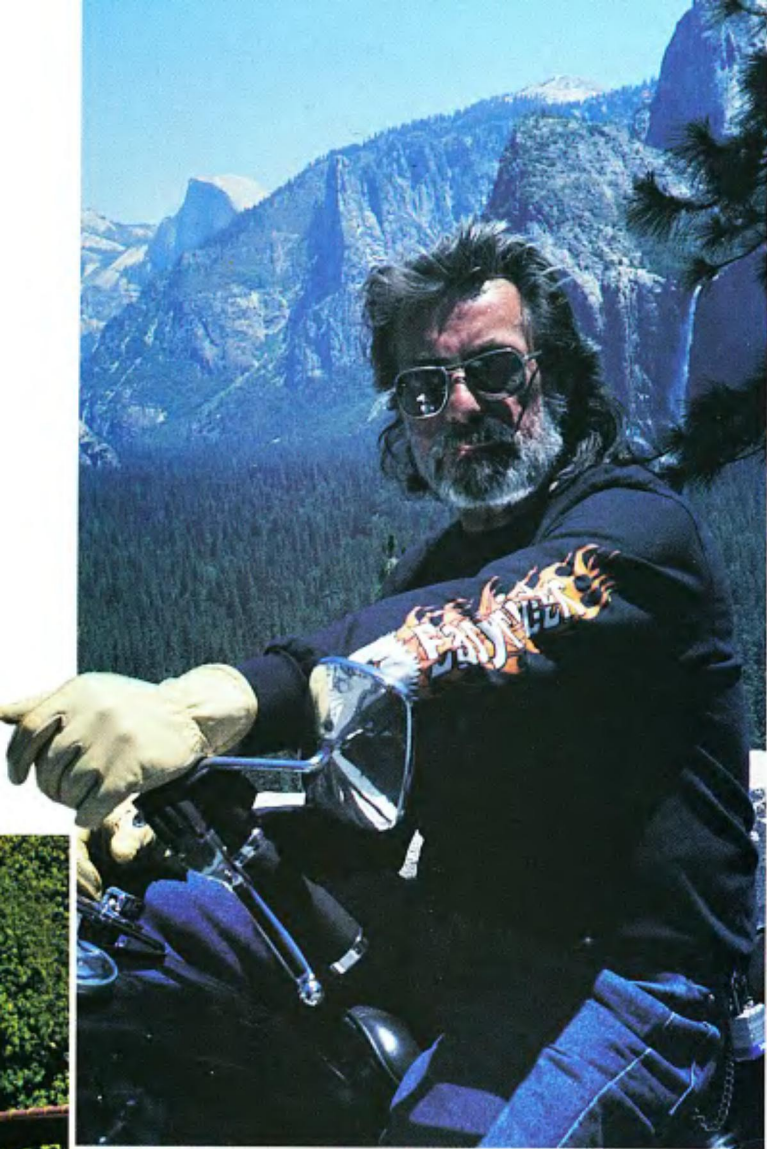
Anyway, I got the lowdown for ya from a bro named Alan Mahon (pronounced *Man*), so read closely. Alan's in charge of this shindig, and has been since it started seven years ago. By the way, Alan owns Delkron Manufacturing, so when he's not throwing parties, he's making parts—for Harleys, of course, high-performance stuff.

Whatdahell, another cat's outta the bag now. I →



BIKE FEST





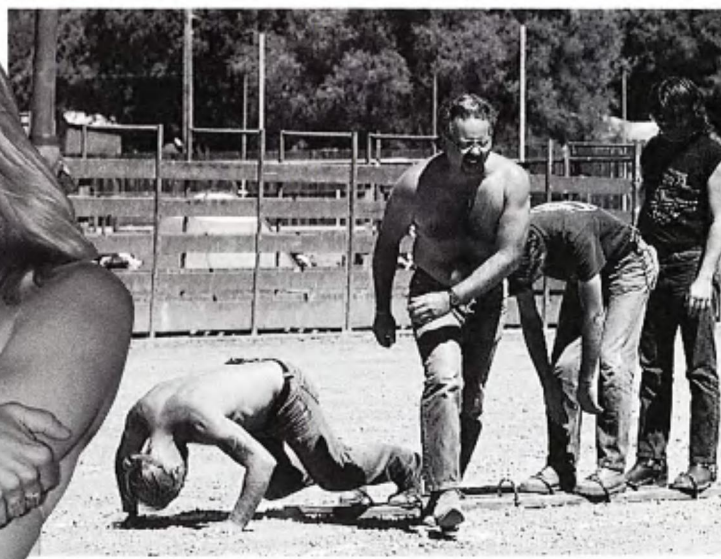
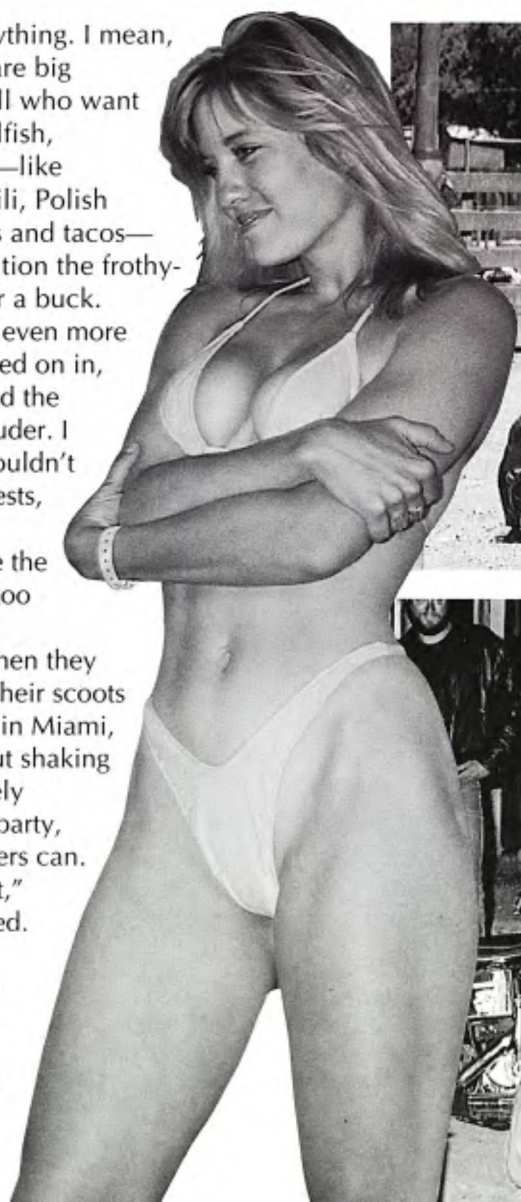


might as well tell 'em everything. I mean, the Mariposa Fairgrounds are big enough to accommodate all who want to come. And it is kinda selfish, wanting all that great food—like barbecued chicken and chili, Polish sausage, fish, dogs, burgers and tacos—all to ourselves, not to mention the frothy-cold brews you can buy for a buck.

Hell, maybe it would be even more fun if a shitload of folks rolled on in, and the party got bigger, and the hootin' and hollerin' got louder. I don't know, maybe they wouldn't like all the games and contests, like the Slow Race, or the Beauty Contest. And maybe the wienie bite would be a bit too much for them to swallow. But hell, if that's the case, then they should consider trading in their scoots for a Leisure Village condo in Miami, 'cause this here Fest is about shaking out yer cobwebs. It's a purely traditional, righteous biker party, getting it on as only we bikers can.

"But what about the heat," you snivel. Well, it's handled. Two years ago, the MMA moved the Bike Fest out of Hanford, where the police climate was stifling.

"Mariposa's great," Alan says, "the police leave us





totally alone, to handle our own security. Everything runs smoothly. We showed 'em we're not kids. They love us, now."

Nah, I thought, who'd love a bunch of bikers? So I called the Mariposa Chamber of Commerce to check for myself and surprise, surprise, they did! But don't take my word for it, call them yourself at (209) 966-2456. They'll even hook you into a motel, if you don't want to camp out at the fairgrounds. 'Course, you can't really call

camping in California, in June, with toilets, showers, and a grubwagon open for breakfast, roughing it, anyway.

Maybe you like trade shows? Well, this one's got master knifemakers and metal art. There's even a lingerie booth, with live models in (pant-whine-grovel) sheer lace teddies! Or how about the bike shows, for the baddest and prettiest sleds, or the wet T-shirt contest, for just the prettiest?

Do ya dig rock 'n' roll? How

about live music from 6 p.m. to midnight, for two beer-swillin' days, at the mercy of the Fried Brothers, and the Beer Dawgs? Would that drive ya home?

The Bike Fest's got it all, and these flicks from the 1991 Fest testify to that. It won't be long till this bash equals the likes of Bike Week in Sturgis.

Read this mag for details and dates, or call Jim Graessle, at (510) 778-9059, for advance tickets.

—Glider



Photos: Doug Kamicar, Gregg Daniel, Kim Peterson



FOXY RIDER

Marsha Dumon, Santa Ana, Calif.
1978 FLH. Engine rebuilt by owners. Paint by Scooter
Shooter, chrome, polishing, and powdercoating by Al Reed
Specialties. Photo: owner



Rose Parson, Lewistown, Pennsylvania
1978 FXE. Engine rebuilt by Buffalo Bob. Crimson
brandywine paint by Stan the Man, handpainted roses
on tanks and fenders by Liz, chromework by Brown's.
Photo: Snapshot.



Cyndi Newman, Albany, Oregon
1991 XL 1977 Sporty engine rebuilt by Steve Taylor
(RIP). Paint and fabrication by Ratso, chroming by The
Chrome Shop. Thanks to: Steve Adams, Don Fine, Jeff
Coffman, and Roger Franks. Photo: owner.



Ginger Galloway, Orangeburg, South Carolina
1985 trike. '64/'70 pan/shovel engine. Four-speed with
jockey shift, pearl white paint, custom tank art by Keith's
Custom Design, custom oil tank, deerskin tank panel.
Thanks to Boots. Photo: owner.

PRETTY



POISON

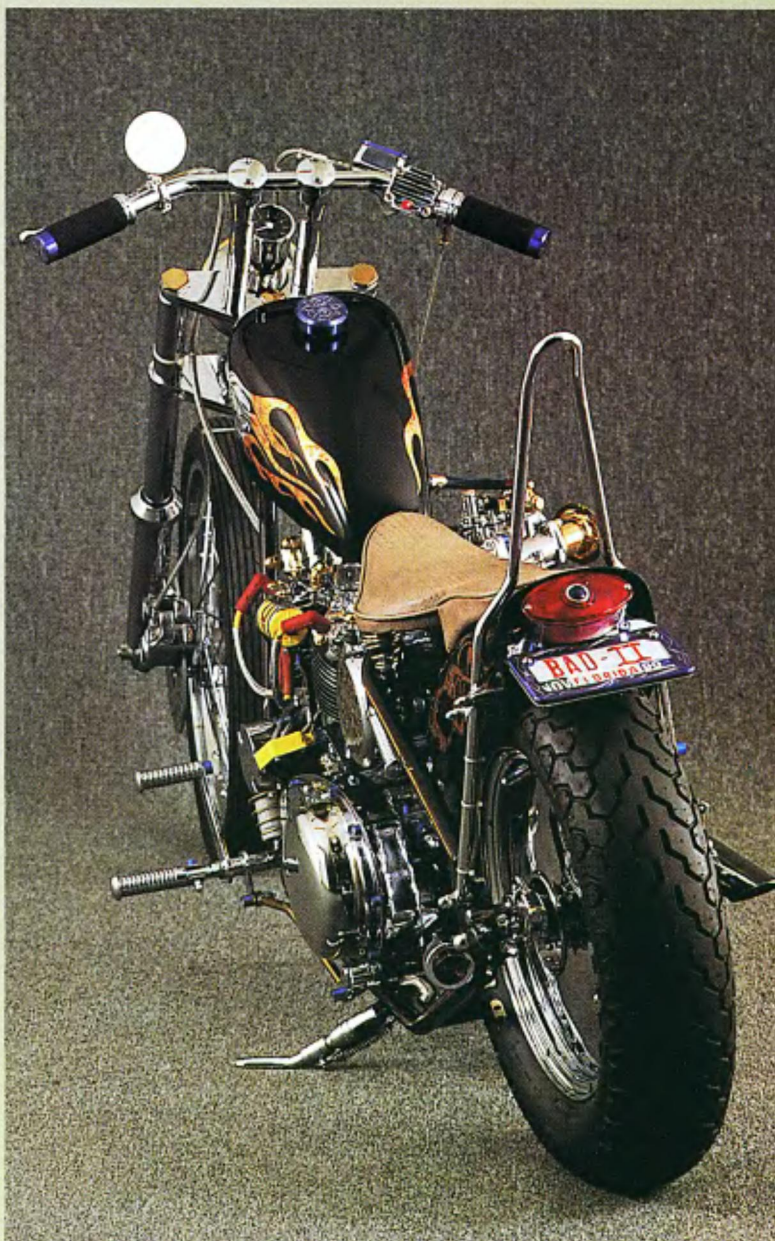
Photos: Silvermoon



Gather 'round children and I'll tell you a story. It involves a man, a machine, and a mystery.

The machine is the fine-lookin' Sportster pictured here. It's older than some of you are, I know. But like all good Milwaukee iron, it only gets better with age.

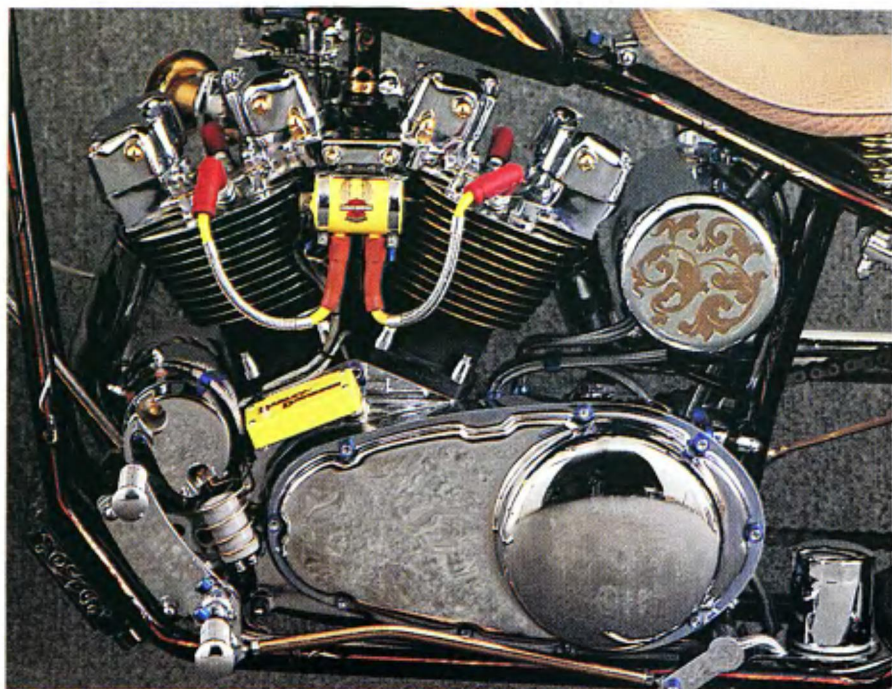
The word painted on the bike is Poison, on account of that's what owner Brian Nusker named it.

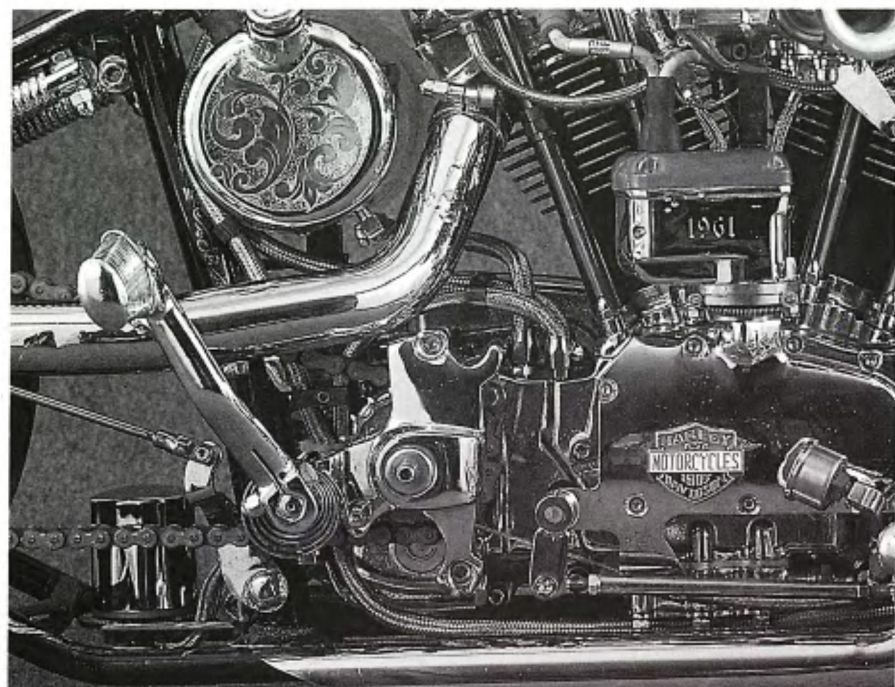


You're probably wonderin' what the mystery is. Well, the mystery is: Just where the hell is Brian Nuskert? And howdafuck does he expect anyone to write a story about his bike without talkin' to him?

Let me back up a minute and explain a few details, like how things work at this here rag. Every Tuesday the usual suspects stumble into Bandit's crate for a creative confab. They used to meet on Monday morning, but nobody could talk over the ear-splittin' fizz of the Alka Seltzer. You know how it is after the weekend.

Anyway, by Tuesday most of the swelling's down to manageable proportions and the extra-strength aspirin's finally kicking in. So Tuesday's when all the writing assignments get handed out.





Bandit will open the first folder and say something like, "Look at the frame on this one!"

"Rigid or swingarm?" Glider asks.

Meanwhile, Toejam's already reaching out his sweaty mitts. He knows what kind of hardtail Bandit's referring to.

"Gimme!" he yells, grabbin' the photos and droolin' with anticipation. He still hasn't recovered from the time one of the Fox Hunt winners introduced him to a pair of double-jointed Siamese twins.

Glider's a little pissed-off now, mainly 'cause no one will give him the twins' number. So he snatches up the next folder and stomps out.

The other bike features get divvied up between Loudmouth, Snake, and the rest of the crew. But when everyone else has left, →





there's always one folder left. It's the one I end up with, and it's the assignment from hell.

I didn't used to be superstitious, not until I started writing for this rag, that is. But no matter what beautiful bike I get to write about . . . something always goes wrong.

Take the time I wrote about a European bro. He'd spent all winter building a truly righteous ride and had just finished touring the world on it. I couldn't wait to hear all about his adventures. Problem was he only knew five words of English: Ya, No, and Harley-Fuckin'-Davidson. Or is that three words?

I won't bore ya with details about the time my phone caught fire, or the day my computer exploded, or how I lost the keys to my handcuffs right before the twins were gonna pick me up.

But you get the idea. If something can go wrong, it will.

So I took this assignment and my first thought was: What's gonna happen this time?

Well, you guessed it—I couldn't get in touch with Brian Nusker. And no one, from his loyal ol' lady to his favorite wrench, had any idea as to where he might be.

Which is a cryin' damn shame 'cause I had a shitpot fulla questions to ask him.

Take, for instance, the alligator seat this Sporty's sportin': Did ya hunt the beast down yerself, Brian? Did ya stab him to death with your trusty Buck? Or maybe ya just mugged a yuppie fer his briefcase.

And how'd ya come up with a name like Poison? Since that's what I'm callin' this piece, it'd be nice to know. But if I can't find out from you, I'll make something up. I'm good at that—just ask my last girlfriend.

I've got plenty more questions, Brian. But I gotta go, my toilet's overflowing. So how 'bout all you bros keeping an eye out for this bike? And when you see the guy ridin' it, give him this message: Phone home, Brian Nusker. Phone home, damn it!

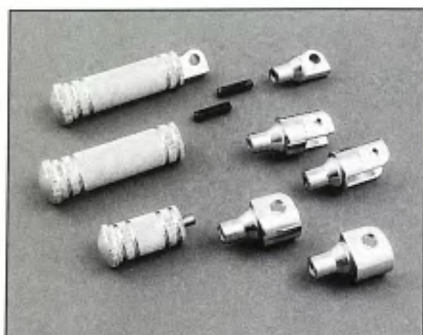
—Southern Connection

Owner(s): Brian Nusker		City: Miami Beach, Florida	
General		Frame	
Fabrication by: owner		Year: 1989	
Year and make: 1961 Sportster		Builder: Santee	
Model: XLCH		Type: rigid	
Value: for sale—\$10,000		Rake: 45 degrees	
Assembly by: owner		Stretch: 3 inches	
Time: 2 1/2 years		Other alterations: top motor mount, lowered	
Chroming by: Action Plating		Accessories	
Engine		Bars: drag	
Year: 1961		Risers: 8-inch glide risers	
Model: XLCH		Fender(s): louvered cutdown fatbob	
Rebuilder:owner/Heaven On Wheels/Real Steel		Headlight: Bates	
Ignition: Morris mag, electronic dual plug		Taillight: catseye, blue dot lens	
Displacement: 74 cubic inches		Speedo: use tach	
Lower end: 4 5/8-inch, S&S stroker		Front pegs: forward controls	
Balancing: Algernon Machine		Rear pegs: yes	
Pistons: +.030 , 900cc custom-made		Electrics: 12-volt, no battery	
Cases: chromed, machined cam, kick cover		Gas tank: 2.8-gallon, low tunnel	
Heads: 2-plug, ported and polished		Oil tank: engraved 4-qt.	
Cam: Sifton Barracuda		Oil system: cooler, filter, pressure, temp gauge	
Lifters: Sifton Solids		Primary cover: smooth	
Carb(s): chromed Dell 'Orto dual throat		Seat: Florida alligator	
Air cleaner: velocity stacks		Sissybar: pointed tilt top	
Pipes: 2-inch shotguns		Height: 24-inch	
Muffler(s): right!		Material: round stock	
Transmission		Forks	
Modifications: Andrews gears		Type: '81 FXWG	
Year: 1961, dry clutch		Extension: 4-inch	
Shifting: fast		Builder: owner	
Engine sprocket: 34-tooth		Special features: turned down legs, machined trees	
Trans sprocket: 19-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 15-inch
Molding: owner		Hub: FXWG	Hub: early Sportster
Painter: Kinnucan Custom		Rim width: 1.85-inch	Rim width: 4-inch
Color: black cherry		Tire: Dunlop	Tire: Dunlop
Type: lacquer		Brake: drilled dual disc	Brake: drum
Special paint: goldleaf artwork			
Other special modifications: Special thanks to Vinnie at C.R. Tire, Heaven On Wheels, Real Steel, Bob, and Algernon Cycle & Machine Shop.			



PARTS BOX

Tell 'em Snake sent ya



Hotshot Pegs

Alley Custom Motorcycles continues to machine high-tech billet aluminum parts to match their grips for that tough, sanitary look. Not much else to say, except there ain't no rubber to wear out. Check 'em out at your local Drag Specialties dealer, get a catalog by writing: Drag Specialties, Dept ER, Box 9336, Minneapolis, MN 55440.



Indian Power

The Indian legend is alive, well, and growing. One of the families that has kept the legend alive all these years is the Starks (of Starklite Cycle). They restore the old majestic ones and even have a new catalog out. It's 140 pages strong, has the history of the Indian Motorcycle Factory from 1901-1953, an array of full-color photographs of various models, and many assembly drawings for restoring Indians. On top of that, Starklite Cycle is the premier source for antique Indian parts. They've been at it since 1956. It costs a 10 spot, plus a couple more for shipping and handling. Send something nostalgic with your order to: Starklite Cycle, Dept. ER, 21230 Gold Valley Rd, Perris, CA 92570. Or ring-up (714) 780-0421.



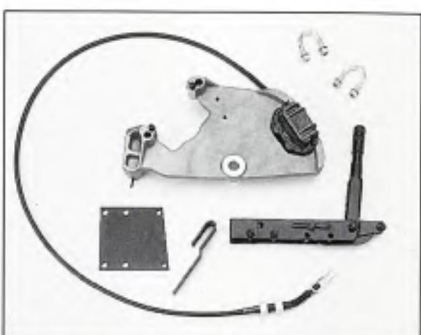
Primitive Calendar

I'm late with this one. But who cares about the month or the year when the cosmic energy flowing from the strength of the tattoos in this calendar carry it far beyond mere days of the week? It's all black and white and interesting. Send a telepathic message to Primitive Energy, P.O. Box 784 Venice, CA 90291, before it's too late.



Rip's Plug

This rider drew a bitchin' drawing for Rip, so this is Rip's plug. This photo doesn't do the artist, Hoss, justice. His charcoal drawing, whether they be of bikes, pets, or people, are excellent. You won't believe how amazing his drawings are until you see them for yourself. Custom Art Work By Hoss: 3087 Hull St., Richmond, VA 23224. (804) 231 0244.



H-D Sidecar Parking Brake Kit

I once got off a brother's bike and stood there while it rolled down the driveway and over his mailbox. I tried to stop it but the sidecar ran over my leg. This kit enables you to lock the rear wheel of your motorcycle (when parked), to keep the entire rig from rolling. It comes with a hand-operated brake lever, which mounts on the front right frame downtube; all necessary brackets; hardware; and comprehensive installation instructions. That's the official word. See your dealer if you want a closer look.



Corbin Boots

The man who makes the famous seats is now manufacturing boots. "So what?" you ask. Buy a set for your girlfriend and you'll be surprised. They're comfortable, warm, and she'll love 'em. It worked for me. The Roadmaster fringed boot is all-American, made from U.S. cowhide, decorated with leather fringe, soled with neoprene, and lined with Cambrel, which is soft and warm. To save your relationship call: (800) 538-7035. ☺

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48	* \$2.00 ea.	\$96.00	\$192.00	\$240.00

Please circle issue(s) ordered

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1982				106	107				111	112	113	
1983			117	118	119		121			124	125	
1984		128	129									
1986		152						158	159	160	161	
1987		164	165	166						172	173	174
1988	175	176	177	178	179	180		182		184	185	186
1989	187	188		190	191	192	193	194	195	196	197	198
1990	199	200	201	202	203	204	205	206	207	208	209	210
1991	211	212	213	214	215	216	217	218	219	220	221	222
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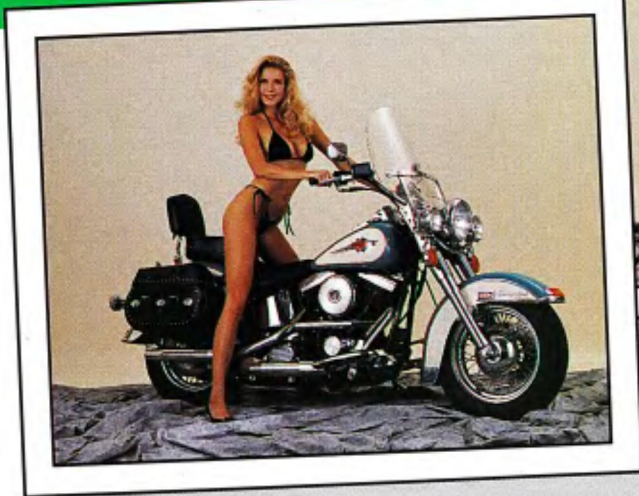
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Putt home on this baby and it's guaranteed to get your blood a-flowin'. Reminiscent of the '49 Hydra Glide, the Heritage Softail gets much of its classic look from studded leather saddlebags, chrome-studded seat and fishtail mufflers.



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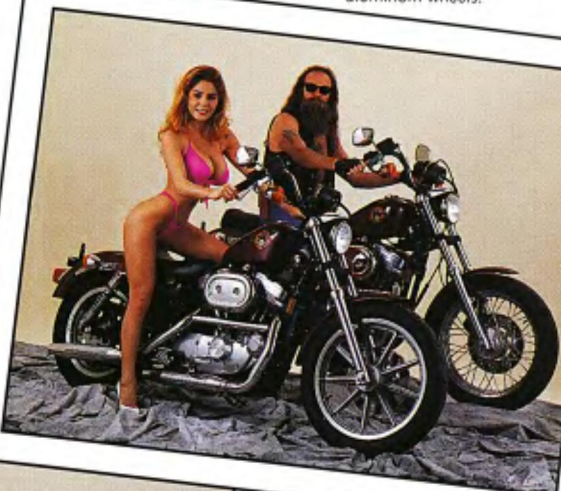
Easyriders Motorcycle Rodeo Tickets

750 tickets to Easyriders Motorcycle Rodeos. Pack your ol' lady on the P-pad and get ready to party at one of this year's rodeos. Tickets valued at \$30 each.

Price of these Harleys. CASH.

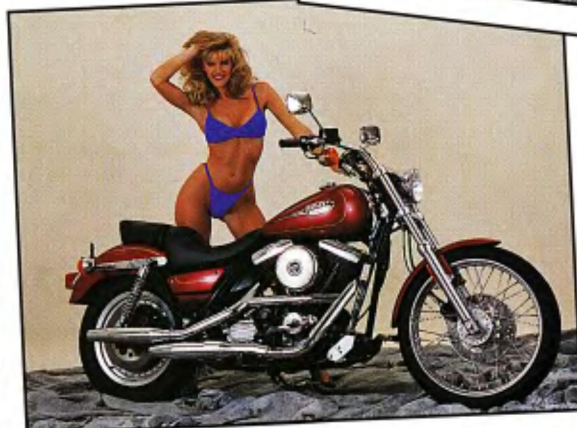
FXRS-SP LOW RIDER SPORT EDITION

Here's Performance with a capital P. With its 1340cc OHV V2 Evolution engine, this Low Rider turns a backroad jaunt into a run to remember. The exclusive anti-dive front suspension lets you stiffen or soften the fork action right from the air reservoir handlebar. No rice grinder comes close to this righteous Harley.



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AND WHAT WOULD YOU DO WITH AN EXTRA TEN GRAND? HEAD FOR THE HILLS? TURN THE OLD BIKE INTO A BEAUTY? DO SOMETHING SWEET FOR THE OL' LADY? THINK ABOUT IT. IF YOU'RE THE GRAND PRIZE WINNER, THE CHOICE IS YOURS -- THE BIKES OR THE BUCKS.



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Mike Moore
Mesquite TX

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3. Winners will be selected by random drawing from all entries received by Davis Professional Corp., whose decisions will be final. Prize winners will be notified within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
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5. Winners may require to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91301.

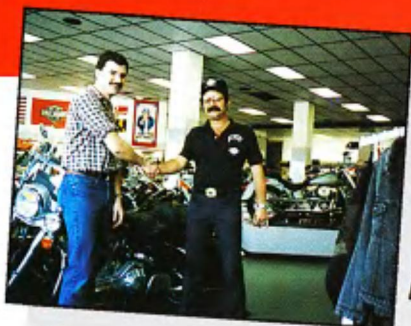
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"Who me -- win one of these great bikes or runnerup prizes?"

"You gotta be kidding."

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Easyriders



THE MIDAS TOUCH

Photos: Raiko Hartman

Some Have It, Some Don't



I'm sure you've all heard of old King Midas and his tragic tale. If ya haven't, he's the guy who was cursed by one of those Greek gods with the power to turn everything he touched into gold. It was supposed to teach him a valuable lesson, or something like that. But, whodafuck cares, right? This feature is supposed to be about motorcycles, not mythology.

The only reason I even mentioned Midas, is because Mark Cutter, the builder and ex-owner of this righteous ride, kinda reminds me

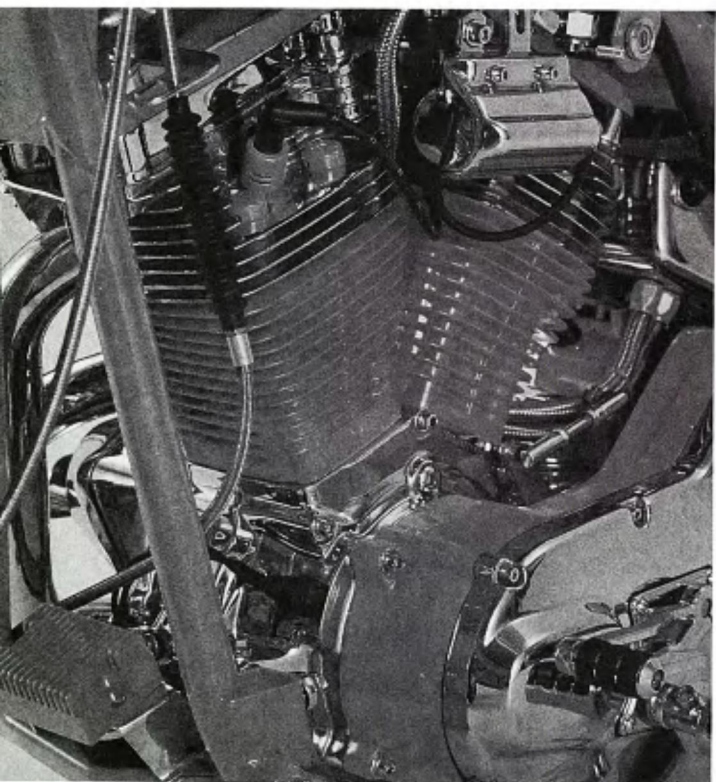
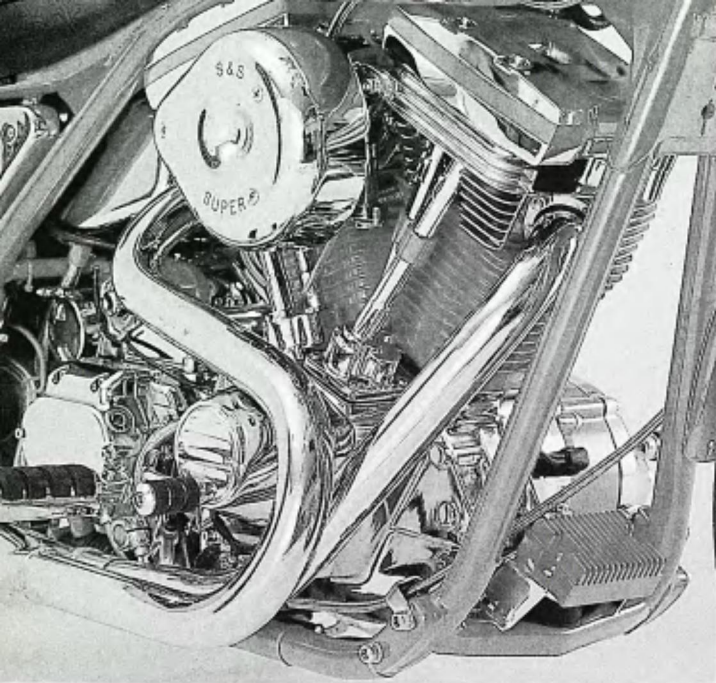


of him. Difference is, Mark isn't cursed and he doesn't have to touch things to make money. Hell, he doesn't even have to think about them. He's one of those bros who can fall in a shit pile and come out smelling like a dozen roses, or take out the trash and find a shoe box full of \$100 bills in the dumpster.

This FXR came about in just that manner. See, Mark has owned and operated Cutter Leasing and Sales, Inc., in Las Vegas since 1985. For the first five years, he sold and leased cages. Not just any cars, but classy foreign cages like Porphes, BMWs, Mercedes, and Ferraris. You know, the kind of claptraps the rich and famous drive. The only problem was Mark's Hog.

Yeah, Mark's one of us. He cut his teeth in the wind and was balancing on two wheels before he could even walk. So, naturally, Mark would get up in the morning, kick his baby to life, and cruise off to work, where he would park whatever piece of Milwaukee's best he was riding at the time in the showroom, to keep light-fingered wannabes from getting any funny ideas. But, in this case, prevention led to problems. See, when a prospective customer →





wandered into the Cutter showroom, his gaze would immediately fix on Mark's Harley. Despite his masterful sales pitches and other cage-selling strategies, Mark just couldn't get them to concentrate on four wheels instead of two. Once they saw the Harley, it was all over. Hence, the problem.

You can just imagine Mark's frustration. There he was, knowing full well that two wheels were better than four, especially for go-fast freaks like most of his customers, but he was stuck in the uncomfortable situation of having to sell or lease them a cage.

After five years of that shit, Mark finally decided to give them what they wanted. No, he didn't sell 'em his

own rides, but he did buy four or five new Harleys, which he customized and sat in his showroom.

Yeah, you guessed it. They sold like hotcakes and 5¢ draft beer. As any self-respecting, hard-core speed freak will tell you, the wind in your face is a helluva lot better than a windshield in your face. Hell, even the rich and famous know that.

From October 1990 to October 1991, Mark sold about 100 motorcycles. He jobbed-out the customizing on the first few, but it didn't take him long to realize he could make more money doing it himself. Now, Cutter Leasing and Sales, Inc. is also Cutter Custom Cycles, which specializes in building, selling, and *leasing* new Harleys.



They also customize used bikes on order.

Getting back to the FXR pictured here, I'll tell you just what Mark told me: "This is what they [his builders] do," he said. "They make them pretty. They take Willie G's handiwork and improve on it."

As for me. Well, I'm fine-tuning my poker skills. The way I see it, if I get out to Vegas and get lucky, I'll go see Mark. And if I only get half lucky. . . Fuck it, I'll still go see Mark. With that lease option, I'll be cruisin' in style for at least a month or so.

—Silent

Owner(s): Chris Easley		City: Las Vegas, Nevada	
General		Frame	
Fabrication by: Cutter Custom Cycles		Year: 1991	
Year and make: 1991 H-D		Builder: Cutter Custom Cycles	
Model: FXRS		Type: FXR	
Value: \$24,000		Rake: none	
Assembly by: Don Bittman		Stretch: none	
Time: six months		Other alterations: lowered front and rear	
Chroming by: Cutter Custom Cycles		Accessories	
Engine		Bars: Screamin' Eagle 883	
Year: 1991		Risers: H-D custom Softail	
Model: Evo		Fender(s): trimmed	
Rebuilder: Cutter Custom Cycles		Headlight: round	
Ignition: Screamin' Eagle		Taillight: stock	
Displacement: 80 cubic inches		Speedo: stock	
Lower end: stock		Front pegs: KüryAkyn	
Balancing: H-D		Rear pegs: KüryAkyn	
Pistons: factory		Electrics: 12-volt	
Cases: chromed, stock		Gas tank: H-D	
Heads: chromed, Screamin' Eagle II springs		Oil tank: under seat	
Cam: Screamin' Eagle II		Oil system: factory	
Lifters: hydraulic		Primary cover: stock	
Carb(s): S&S		Seat: Corbin Gunfighter	
Air cleaner: S&S		Sissybar: none	
Pipes: Cycle Shack, 2 into 1		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: chromed		Type: narrow glide	
Year: 1991		Extension: 2 inches under	
Shifting: 5-speed		Builder: Cutter's and H-D	
Engine sprocket: 22-tooth		Special features: lowered	
Trans sprocket: 54-tooth		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: none		Hub: H-D	Hub: H-D
Painter: Jon Kosmoski, House of Kolor		Rim width: 3-inch	Rim width: 4-inch
Color: Vermillion		Tire: Dunlop	Tire: Dunlop
Type: urethane		Brake: H-D	Brake: H-D
Special paint: candy blue, gold, magenta			
Other special modifications: silverleaf H-D on tank, Arlen Ness accessories (covers and fender rails), lots of chrome and powdercoating, braided lines and cables, Koni rear shocks.			



WHAT DO *HARLEY RACERS* WEAR WHEN THEY KICK OFF THEIR BOOTS?



Mike Hale
1990 AMA Dirt Track Rookie of the Year



Andrew "Tripp" Nobles
1990 Top Expert - 600 cc & 750 cc



Nigel Gale
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National Champion



Jay Springsteen
40 Time-National Champion

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YVONNE D. CACY

Artist With A Punch



Photo: Raiko



When you walk into the *Easyriders* editorial department, it's impossible not to have immediate eye contact with an oil painting of a beautiful, bodacious blonde on a red panhead. It's big—2-1/2 feet x 3-1/4 feet to be exact.

Bandit suggested she submit something that involved flesh and chrome

The artist, Yvonne D. Cacy, aka Yogi, isn't much bigger than the artwork herself. Standing 5 feet, 3 inches tall, and weighing just 100 pounds, Yogi's small in size but big on talent. Self-motivated, self-taught, and with no formal art training, Yogi developed her natural gift while growing up in rural Colorado.

In August of 1989, Yogi came to California with her boyfriend, who stopped by the *Easyriders* offices to take care of some business. During a casual conversation with Bandit, Yogi mentioned that she painted and did leather work, and expressed an interest in getting her work into the mag. Constantly searching for new and undiscovered talent (particularly from lovely ladies), Bandit suggested she submit something that involved flesh and chrome—both very difficult to reproduce.

Brainstorming all the way home to Farmington, New Mexico (where she now resides), Yogi decided to use oil paint as her medium for the project. She phoned the offices to

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213-658-8817

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East

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YVONNE D. CACY

Artist With A Punch

work out some ideas and decided to reproduce an *Easyriders* cover. Not just any cover, but the October 1987 issue cover, which has special significance to Bandit.

When she accepted the challenge, Yogi was pregnant, working full time, and producing a 45-page leather catalog. She worked on the portrait in her spare time.

All her paintings had been slashed with parts from a broken mirror

She'd completed the first few stages of the painting when disaster struck. She came home from work one day to find her house ransacked and vandalized. All her paintings had been slashed with parts from a broken mirror and her easel thrown out the kitchen window.

Refusing to be defeated, Yogi started all over again, using the same size canvas and design. She repaired the broken easel and made some changes to her technique. By March 1991, Yogi delivered a wet painting to our editorial offices, where she and the work were enthusiastically received.

Currently, she's working on a portrait of a professional rodeo cowboy, and she's just completed a photo shoot to promote her new custom leather line. The line was featured in our December '91 Parts Box, with an incorrect company name and address. So, if you want a great portrait and/or some high-quality, custom-made leathers, give Yogi a call at (505) 632-9302, or write for a catalog to: Fringe Benefits Ltd., Box 6051, Farmington, NM 87499.

—Compton

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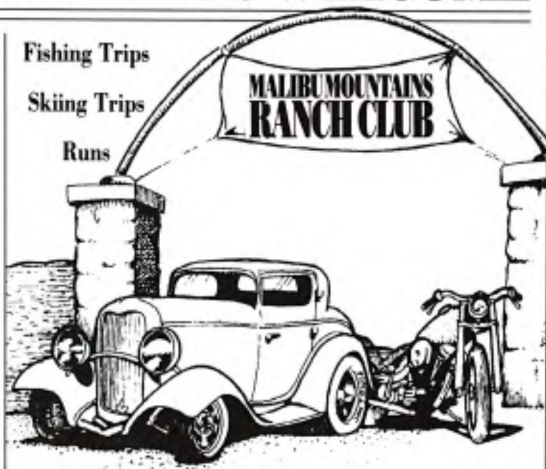
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1992

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COLLECTION





Skull, Snake
& Dagger
Tattoo
T-Shirt sold
on pg. 4



B&C-Examples



A.

new



B. C.

new



BEADS are back!

Easyriders brings you the latest in customized clothing! And you can do it yourself! Beading kits are now available for a unique look that's fun to create. There's no limit to what you can do with a pair of scissors and a package of colorful, decorative beads, complete with handy ideas and how-to instructions.

A. Deluxe Beading Kit

Our deluxe beading kit includes everything you need plus handy ideas and instructions to do-it-yourself: beads, conchos, studs, bolo tips, and leather lacing make it easy. A great way to revive your wardrobe! Bead a T-shirt, fringed leather jacket, vest, chaps, purse, gloves or anything shown in the *Easyriders* collection and you'll create a sensation. Perfect for the true individualist!

#160034 \$84.95

B. Silver/Black Beading Kit for T-Shirts

#160035 \$19.95

C. Orange/Black Beading Kit for T-Shirts

#160036 \$19.95

(For more T-shirt beading kits see page C-6)

D-O. Easyriders T-Shirts

Add to your collection with the latest designs in *Easyriders* logos and flames, tattoo designs and the artwork of David Mann. All short-sleeved T's are printed on 100% cotton Hanes Beefy T's. Long-sleeved Flame shirts with breast pocket are 100% cotton.

D. David Mann's Rendezvous

M-XL \$14.95, XXL \$16.95

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

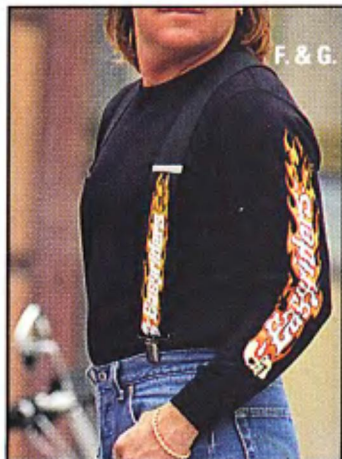
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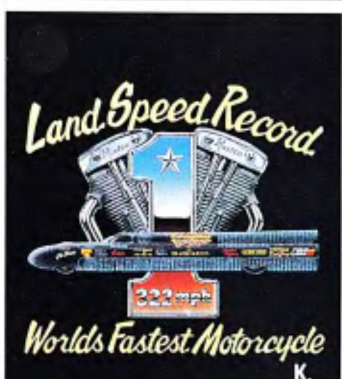
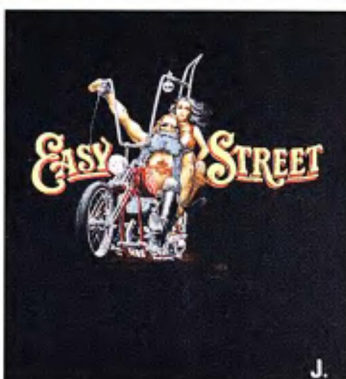
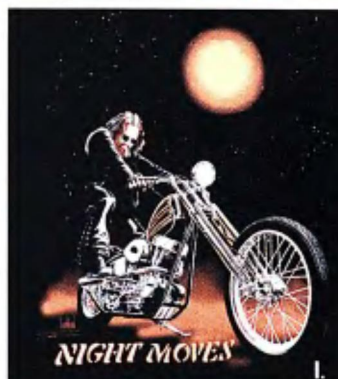
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Easyriders
Eagle Flame Design

Easyriders
Skull flame Design



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E. David Mann's Ghost Rider

M-XL \$14.95, XXL \$16.95

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

F. Easyriders Flame Suspenders

Reg.-XL \$16.95

Eagle Flame Suspender **Skull Flame Suspender**
Reg. #290606 Reg. #290608
XL #290607 XL #290609

G. Easyriders Black Flame Shirts

M-XL \$29.95

Eagle Flame Shirt **Skull Flame Shirt**
MD #203030 MD #203039
LG #203031 LG #203040
XL #203032 XL #203041

H. David Mann's Discovering America

M-XL \$14.95, XXL \$16.95

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

I. David Mann's Night Moves

M-XL \$14.95, XXL \$16.95

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

J. David Mann's Easy Street

M-XL \$14.95, XXL \$16.95

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

K. Easyriders Streamliner

M-XL \$14.95, XXL \$16.95

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

L. David Mann's Knight Rider

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MD #208080 XL #208082
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M. David Mann's Time Warp

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

N. David Mann's Need For Speed

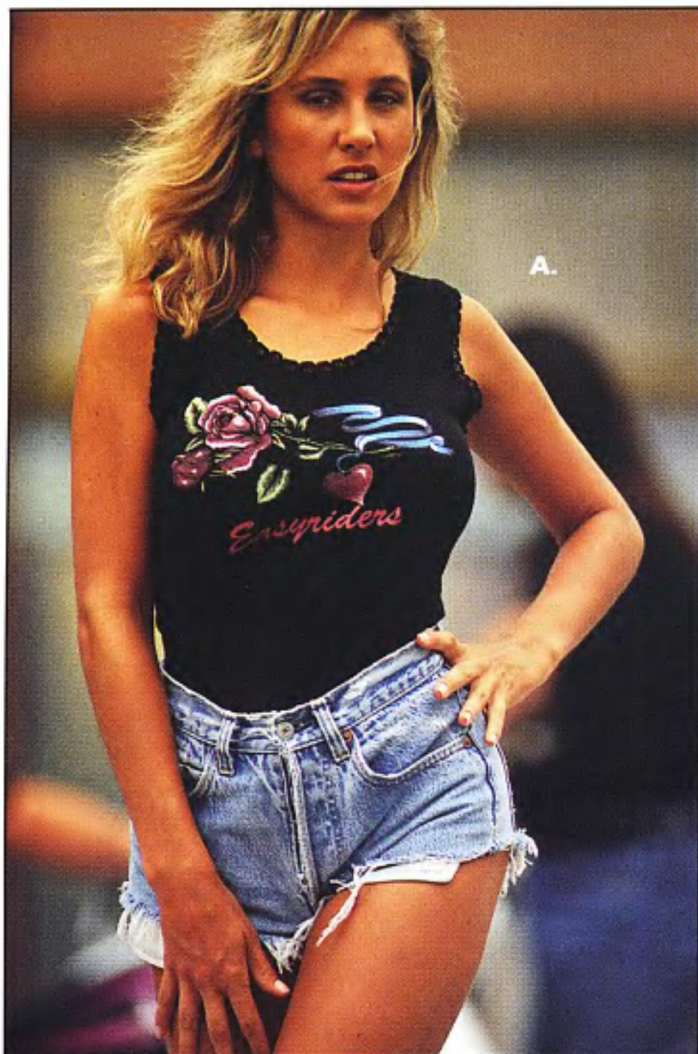
M-XL \$14.95, XXL \$16.95

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

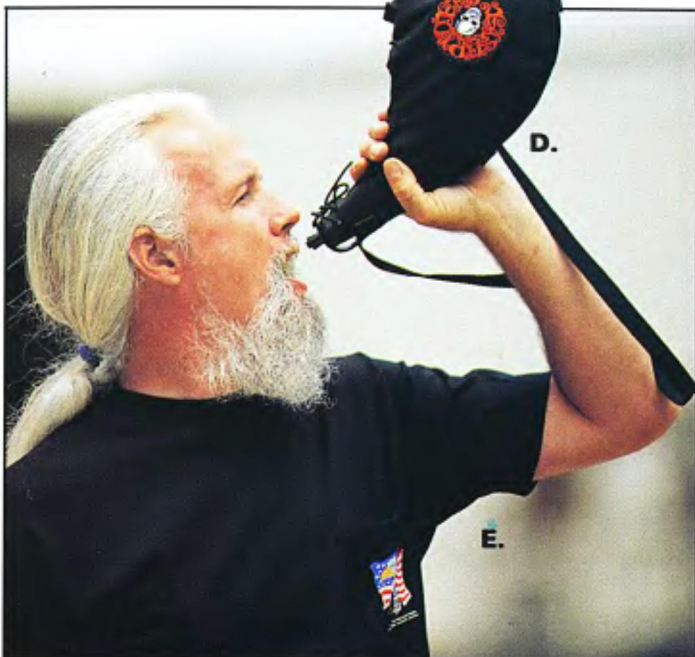
O. Easyriders Skull Logo

M-XL \$14.95, XXL \$16.95

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



A.



D.

E.

E. Pocket Detail



TATTOO



F.

Baby Doll



B.

Baby Doll



C.



G.



H.

A.-C. Women's Babydolls

You'll look like a doll in this soft top with lace-trimmed scoop neck. Made from 50% cotton/50% polyester. High quality printing and vivid colors will keep them looking as good as you do. Shirts run small.

M-XL \$12.95

A. Easyriders Rose Heart Babydoll

MD#804229 XL#804231
LG#804230

B. Easyriders Eagle Rose Babydoll

MD#804232 XL#804234
LG#804233

C. Easyriders Hummingbird Babydoll

MD#804235 XL#804237
LG#804236

D. Easyriders Bota Bag

Bring your own bota! This vinyl-covered 50-oz. bag with sanitary latex lining features screw-on cap, shoulder strap and Easyriders skull logo.

#600403 \$16.95

E. Easyriders Eagle Flag Pocket T-Shirt

M-XL \$16.95

MD#208224 XL#208226
LG#208225

F. Skull with Helmet Tattoo T-Shirt

100% cotton Hanes Beefy-T.

M-XL \$14.95, XXL \$16.95

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

G. Skull, Snake & Dagger Tattoo T-Shirt

100% cotton Hanes Beefy-T.

M-XL \$14.95, XXL \$16.95

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

H. Lady Color Tattoo T-Shirt

100% cotton Hanes Beefy-T.

M-XL \$14.95, XXL \$16.95

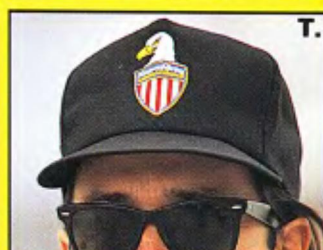
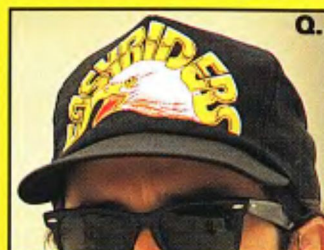
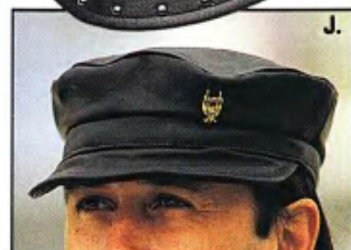
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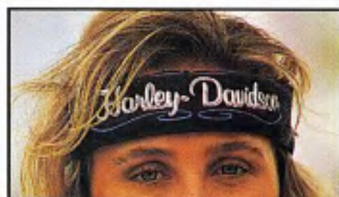
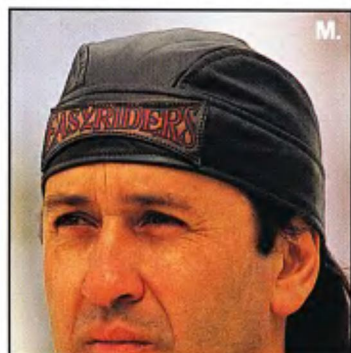
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Easyriders Full-Color 100% Cotton Embroidered Caps



I. Stud Kit For Caps
#160044 \$29.95

J.-U. Easyriders Caps

Don't "head out" for your next adventure without the right hat. Choose from a great selection of Easyriders leather riding hats, baseball and painter's caps, leather bandana, wool beret, and many more! Stud kit available for leather caps (see above).

J. Easyriders Leather Cycle Cap With Easyriders Pin

One size fits all, #300282 \$24.95

K. Easyriders 100% Wool Beret

S-L \$29.95

SM#300297 LG#300299
MD#300298

L. Easyriders Leather Flyers Cap

(goggles not included)

S-L \$29.95

SM#300287 LG#300289
MD#300288

M. Easyriders Leather Bandana

One Size Fits All, #300260 \$39.95

N.-U. Easyriders Fabric Caps

N. #300213\$8.95 R. #300246\$14.95
O. #300214\$8.95 S. #300255\$14.95
P. #300211\$14.95 T. #300254\$14.95
Q. #300253\$14.95 U. #300247\$14.95

V.-X. Sweathog Headbands

We did all the work for you with these! We sewed a strip of foam into our bandana to create a headband that holds its shape and keeps extreme temperatures off your forehead. Adjustable clasp.

\$11.95 each

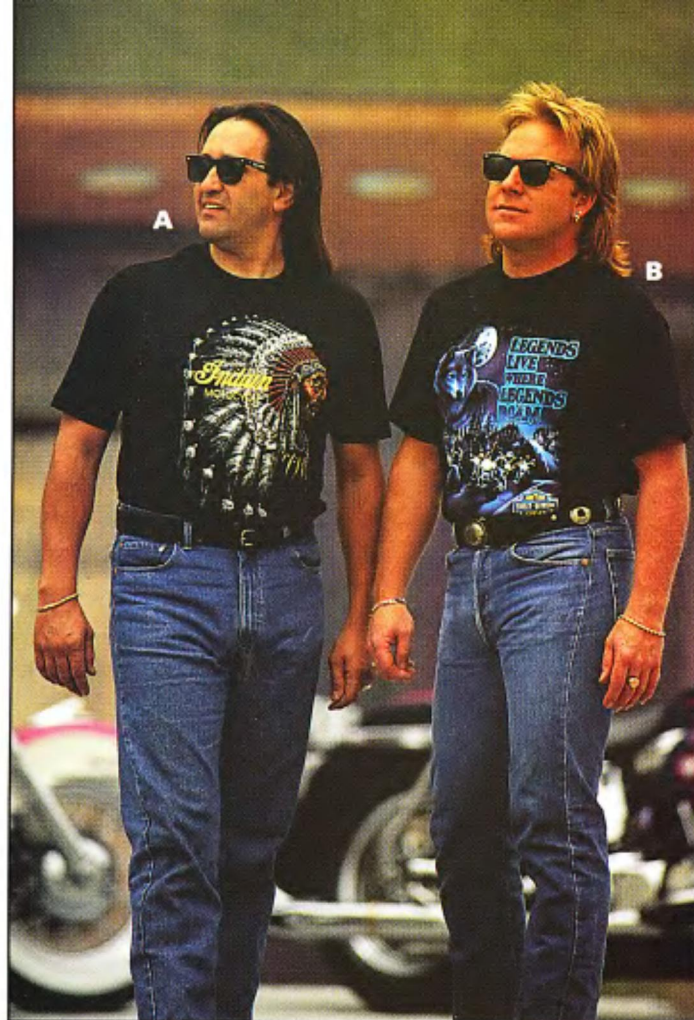
V. H-D Script, Red#801230
W. H-D Roses/Script, Black#801226
X. H-D Bar & Shield, Black#801228

Y.-BB. Headbands

These Easyriders and H-D heavy cotton headbands are 2-3/8" x 45".

\$5.95 each

Y. Easyriders Eagle#801260
Z. Easyriders Skull flame#801259
AA. H-D Bar & Shield#801253
BB. H-D Logo w/ Wings#801256



A.-I. H-D & Indian T-Shirts

Colorful Harley-Davidson and Indian designs are available on 100% cotton T-shirts.

A. Indian Headdress T-Shirt

MD-XL \$14.95, XXL \$16.95

MD#800724 XL#800726
LG#800725 XXL#800727

B. Legends Room T-Shirt

MD-XL \$14.95, XXL \$16.95

MD#800740 XL#800742
LG#800741 XXL#800743

C. Medicine Shield T-Shirt

MD-XL \$14.95, XXL \$16.95

MD#800728 XL#800730
LG#800729 XXL#800731

D. Bike Through Map T-Shirt

MD-XL \$14.95, XXL \$16.95

MD#800732 XL#800734
LG#800733 XXL#800735

E. Wolf/Storm T-Shirt

MD-XL \$14.95, XXL \$16.95

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

F. Ride Like the Wind T-Shirt

MD-XL \$14.95, XXL \$16.95

MD#800720 XL#800722
LG#800721 XXL#800723

G. Eagle vs. Dragon T-Shirt

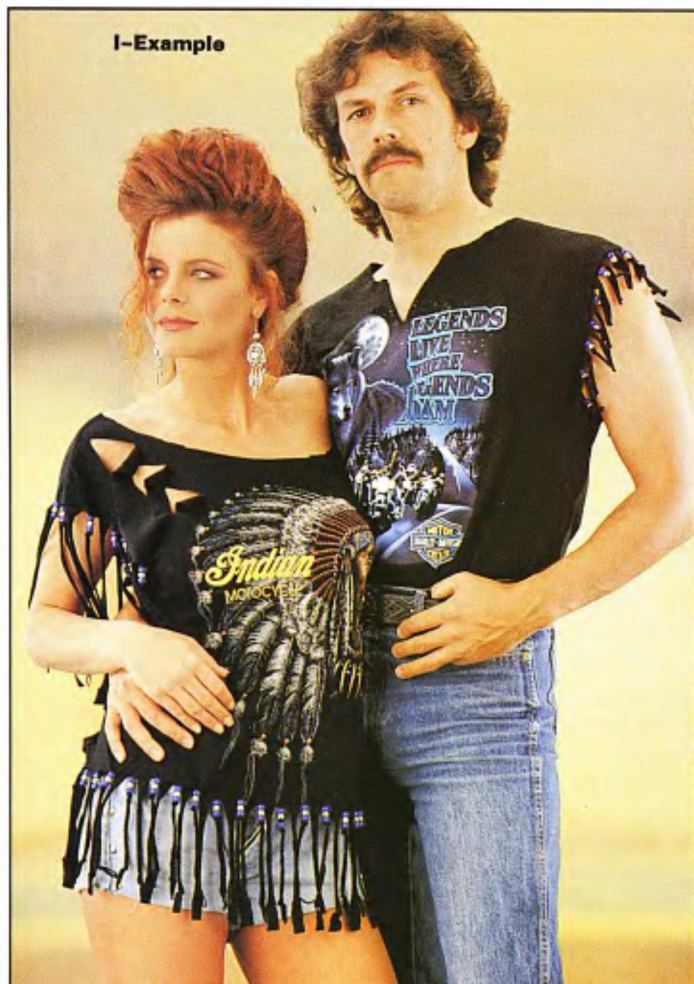
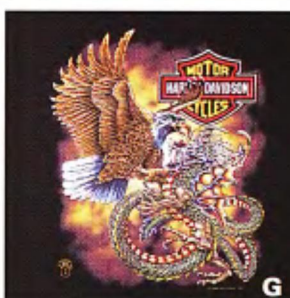
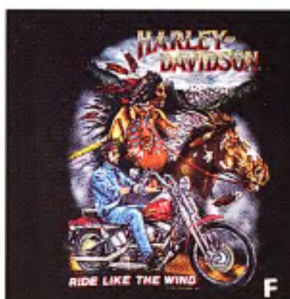
MD-XL \$14.95, XXL \$16.95

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

H. Traditional Circle T-Shirt

MD-XL \$14.95, XXL \$16.95

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



I. Beading Kit for T-Shirts

\$19.95

Blue/Silver#160037

Silver/Pink/Turquoise#160038

See page 2 for more T-shirt beading kit color choices!

J. Ladies' Long-Sleeve Fashion Top

A plunging neckline and snap-down front make this Harley top sexy. 50/50 poly/cotton blend. MD-XL \$34.95

MD #212033 XL #212035
LG #212034

K. Ladies' Pullover Fashion Top

This one-size-fits-all top features three-quarter sleeves and H-D rose logo. 50/50 poly/cotton blend.

One-size-fits-all #212036 \$34.95

L.-Q. H-D Caps

Classic H-D hats show your pride and preference for the world's greatest American-made motorcycles! Made to stay on your head while you're cruising down the road.

L. #300233 \$9.95
M. #300227 \$9.95
N. #300225 \$9.95
O. #300251 \$12.95
P. #300235 \$12.95
Q. #300237 \$14.95

R. H-D Leather Fiddler's Cap w/ Chain, Rivets, & H-D Logo

SM-XL \$29.95

SM-MD #300278 LG-XL #300280

S. H-D Greek Cap w/ H-D Logo On Strap

One-size-fits-all, #300286 \$34.95

T. H-D Leather Painter's Cap w/ H-D Embroidered Logo

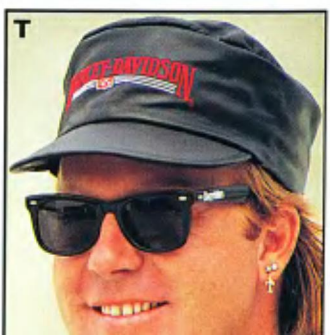
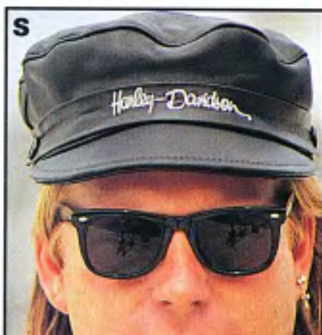
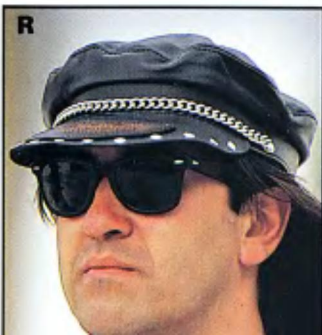
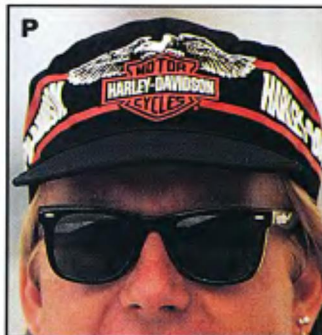
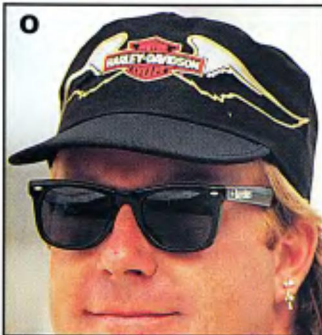
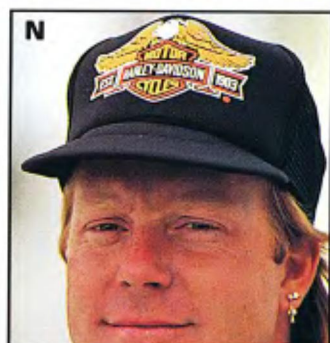
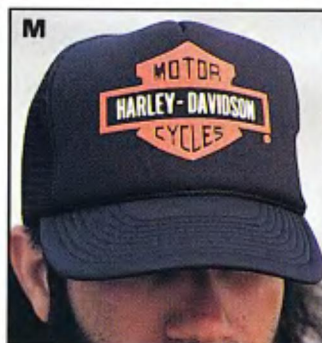
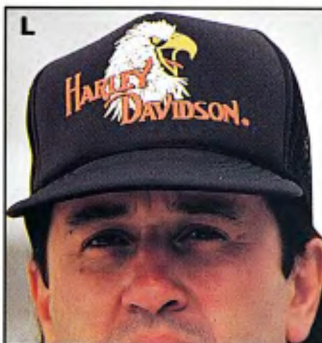
One-size-fits-all, #300283 \$29.95

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B
Bead your own jacket and create a sensation! Now you can get this exciting new look by beading your fringed jacket! Developed for a breed of riders who "do it their way," the beaded jacket lets you express your individuality. Give your leather a unique, customized look and have fun at the same time. It's easy!

Kits are available for every design pictured or you can create your own design with the deluxe package shown on page 2. Each kit comes with enough beads to create the styles shown (plus a few extra) including easy-to-follow instructions.

A. Bead Kit for Fringed Biker™ Jacket

\$54.95

Silver/Black#160025

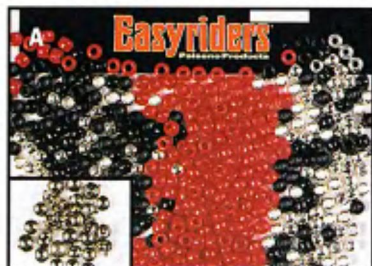
Orange/Silver/Black#160026

Red/White/Silver#160027



A-Example

new



Back

Patches
sold on
pg. C-23



Easyriders Leather Garments

Designed by people who ride, *Easyriders* leather garments include all the features you need for convenience, style and protection when you're on the road. All garments are custom-made of Super Grade-A leather and fully lined to keep you cool and comfortable. If you ride the best, wear the best—*Easyriders* Leathers.

B. Fringed Biker Jacket™

This jacket matches the spirit of freedom in every rider. Designed specifically for riding, no detail has been overlooked. Special features include: plenty of pockets inside and out; built-in kidney protector for riding support; expandable waist for comfort; action back for easy movement; and tapered sleeves with zippered closures to keep out the wind.

Sizes 38-50 \$359.00

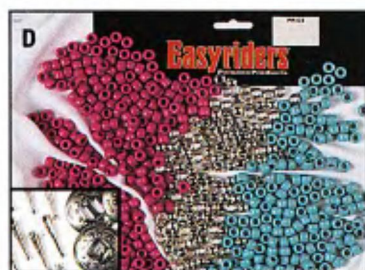
Size	Part #	Size	Part #
38	#214420	46	#214424
40	#214421	48	#214425
42	#214422	50	#214426
44	#214423		

C. Cheyenne™ Ladies Fringed Leather Jacket

Put a little swing in your step with the styling of fringe. Made with the same great features as our Dakota™ jacket. (Ladies' jackets run small; order 2 sizes larger.)

Sizes 32-48 \$329.00

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



D. Bead Kit for Cheyenne™ Jacket

MD Kit \$54.95 LG Kit \$74.95

	MD Kit	LG Kit
Silver/Black	#160028	#160031
Turquoise/Pink/Silver	#160029	#160032
Black/White/Red	#160030	#160033

Call 800-247-6246

for more info and location your nearest dealer

IMPORTED



D-Examples

new



D—LG Bead Kit Front



D—LG Bead Kit Back



D—MD Bead Kit Front



D—MD Bead Kit Back



Studs Make A Statement!

A. Biker Jacket™

Known for its rugged good looks and all seasons wearability, the functional Biker Jacket™ is made to last a lifetime. Features roomy pockets inside and out; built-in kidney protector for support; expandable waist for comfort; action back for easy movement; and tapered sleeves with zippered closures to keep out the wind. Looks great plain and simple or jazzed up with silver studs. Either way—this jacket is a must for every serious rider.

38-50 \$349.00

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

B. Dakota™ Ladies Weave Leather Jacket

You can't appreciate all the features of this jacket until you wear it firsthand! The tapered waist flatters the figure while western weave on the front, back and sleeves gives you a touch of classic styling. Additional benefits include elasticized back for unrestricted movement and plenty of zippered pockets to keep contents in place. Keeps you looking sharp during any activity—indoors or out! *Ladies jackets run small; order 2 sizes larger.*

32-48 \$289.00

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

C. Stud Kit for Biker Jacket™ & Dakota Jacket™

#160045 \$64.95



D. Fringed EZ Legs (shown at right, top)

Ready for some excitement? Get the look of hip boots and the flair of fringe all at once! These fringed EZ Legs are a fashionable way to keep warm and look sexy. Side zippers and lace-up at back of thighs give you a perfect fit and make them easy to wear.

P/S-M/L \$179.00

P/S #214550 M/L #214551

E. Leather Boot Bandana (shown at right)

When you only need to carry a few essentials, the boot bandana does the trick. Ideal for travel because it keeps your hands free and your valuables safe, the boot bandana features a zippered stash pocket, silver plated *Easyriders* heart concho, braided trim and fringe. Can also be worn at the thigh.

#310109 \$34.95

F. Fringed Gloves (shown at right, center)

If you fancy fringe, these leather gloves are for you. They're thick enough to protect your hands, yet thin enough to provide plenty of flexibility. Made to last under the most demanding conditions.

XS-XL \$49.95

XS	#214614	LG	#214617
SM	#214615	XL	#214618
MD	#214616		

C-Examples

Front (studded)

Back (studded)

Patches sold on pg. C-23

Front (studded)

Back (studded)

G. Leather Gauntlet Gloves

Insulated with Thinsulate, these gloves have a hidden rain cover to keep your hands warm and dry. Made of heavy, drum dyed cowhide. Velcro adjustable. SM-XL \$39.95

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

H. Leather Summer Gloves

Made from the finest sheepskin, we gave these cool riding gloves an open back, knuckleholes and ventilated fingers for maximum comfort. Velcro adjustable. SM-XL \$24.95

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

I. Leather Short-Fingered Gloves

Get a good grip with these shortfingered riding gloves, also made of drum dyed cowhide. Velcro adjustable. SM-XL \$14.95

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

J. Bead Kit for EZ Legs

Black/Silver#160035\$19.95
Black/Orange#160036\$19.95

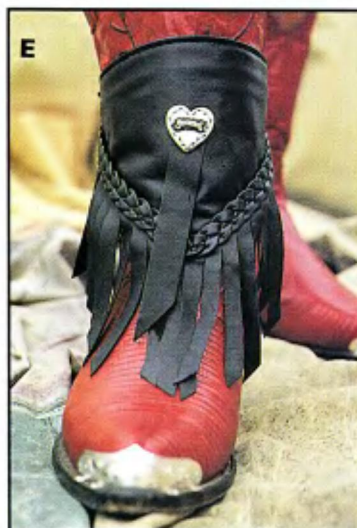
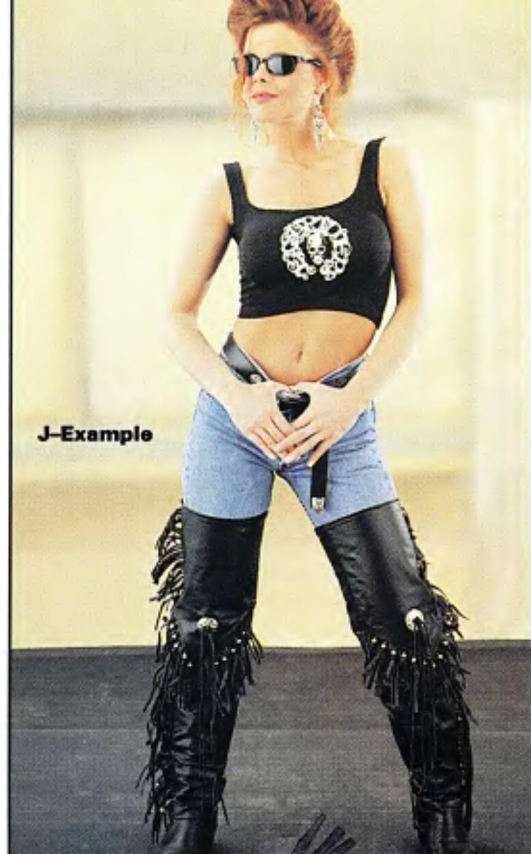
Bead Kit for Fringed Gloves & Boot Bandana

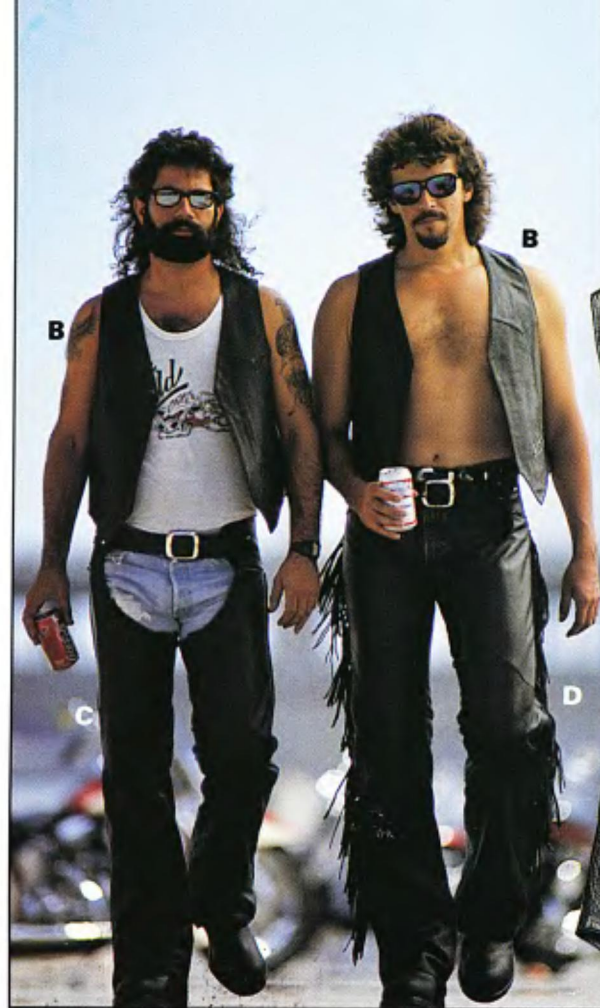
Black/Silver#160039\$22.95

Call 800-247-6246

for more info and location of your nearest dealer

IMPORTED





Front
Studded



Back
Studded

Studs and Conchos— For the Rugged Individual

With studs and conchos, the Gambler™ Leather Vest is ready to take on country roads or city streets. You'll get a feeling of distinction when you wear your own creation. Follow instructions for the design shown or create your own look with our stud kit.



A. Stud/Concho Kit for Gambler™ Vest #160047 \$44.95

B. Gambler™ Men's Open Leather Vest

The Gambler™ Leather Vest offers protection, warmth and sleeveless freedom of movement. It looks plain and simple, but it isn't! Our classic vest keeps your body warm while giving your arms freedom of movement. Lined for comfort, this design features a western yoke and two front pockets.

SM-XL \$129.00

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

C. Tombstone Chaps™

The same great features as the Montana Chaps™ (see below), but without the fringe for a traditional look. SM-XXL \$279.00

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

D. Men's Montana Chaps™

You don't have to give up your favorite jeans to ride, just slip on a pair of chaps. Whether you're mounting your bike or a barstool, these give you the luxury of unrestricted movement while providing warmth and protection. These aren't just an accessory—they're a necessity!

Features include expandable rawhide tie waistband; lace-up inner thigh; brass zippers; replaceable belt buckle (see pg. 20), extra long length that's easy to adjust; and shotgun-flare legs to slide over boots.

SM-XXL \$329.00

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

E. Ladies' Montana Chaps™

Step into these chaps and experience adventure! Whether you're behind your old man or riding your own Sportster, there's nothing more appealing than fringed leather chaps. Comfortable and stylish, they really stand up to harsh conditions from sun, wind and rain.

SM-LG \$329.00

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



**Customize Your Chaps with
the Newest Look in Leather—
Beads, Studs and Conchos.**



**F. Stud/Concho Kit for
Tombstone Chaps™**
#160048 \$34.95

G. Bead Kit for Montana Chaps™

Silver/Black/Orange #160042 \$19.95
Turquoise/Pink/Silver ... #160043 \$19.95
Silver/Black #160039 \$22.95



Call 800-247-6246

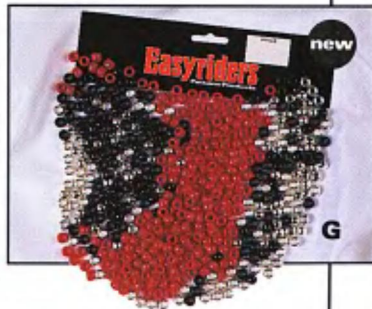
for more info and location of your nearest dealer

MADE IN U.S.A.



Patches
sold on
pg. C-23

G-Example





A. Wildfire Skirt™ Ladies' Lace-Up Skirt

This eye-catching leather skirt leaves just enough to the imagination. Sleek styling includes zippered front, elastic back and two front pockets. 18" length is adjustable.

SM-XL \$119.00

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

B. Wildfire Shorts™ Lace-Up Shorts

Your leather wardrobe is not complete without a pair of enticing lace-up shorts. Leather covered elastic waist-band makes them comfortable and secure, yet easy to slip on (and off). Beaded lace-ups get even more attention!! You'll be the girl with something extra when you add beads to your lace-up shorts or skirt.

SM-LG \$69.95

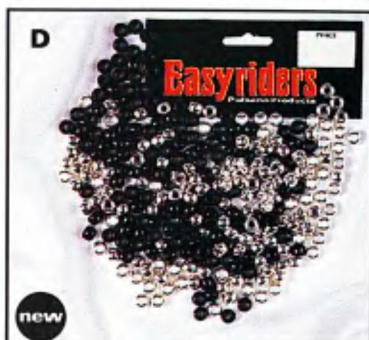
SM #214363 LG #214365
MD #214364

C. Easyriders Tube Tops

Tight and sexy, these tops stretch to fit everyone. Available in white or black.

One size fits all \$14.95

Black #212012 White #212013



D. Bead Kit For Lace-Up Wildfire Shorts™ & Wildfire Skirt™

\$19.95

Pink/Turquoise/Silver #160038
Silver/Black #160035

E. Cheyenne Vest™ Ladies' Fringed Vest

You'll look your best in this striking leather vest with fringed yolk and western weave on the front and back. Features two front pockets outside and one inside. Sexy snaps let you be revealing! The Cheyenne Vest™ is a natural for the native American look of beads—just pick a color and watch your leather come to life!

SM-XL \$199.00

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



F. Bead Kit for Cheyenne Vest™

\$29.95

Pink/Turquoise/Silver #160050

Silver/Black #160051



Front
Beaded



Back
Beaded



At left, bead color
choice for
Wildfire Skirt™
Shorts™ &
Cheyenne Vest™



F-Example

G. Maverick™ Lace-Up Pants for Men & Women

These unique leather pants were made for you to ride, work and play in. Rugged styling includes expandable lace-up sides; sturdy zipper fly; five-pockets; shotgun-flare legs that slide over boots and extra-long length that can be cut to fit. Order by waist size.

26-42 \$269.00

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

H. Rampage™ Ladies' Leather Jeans

These are a knockout! Loaded with extras, the Rampage's™ great looks and comfortable design make them the perfect leather jeans for any occasion. Zippered side pockets give you a tight fit when they're closed and easy access to contents when they're open. Special details also include expandable waist panel for easy movement and a satiny lining for a smooth change. Add the polished look of studs and these leather jeans become the greatest accessory ever seen on a Harley!

5/6-15/16 \$229.00

5/6	#214377	11/12	#214380
7/8	#214378	13/14	#214381
9/10	#214379	15/16	#214382

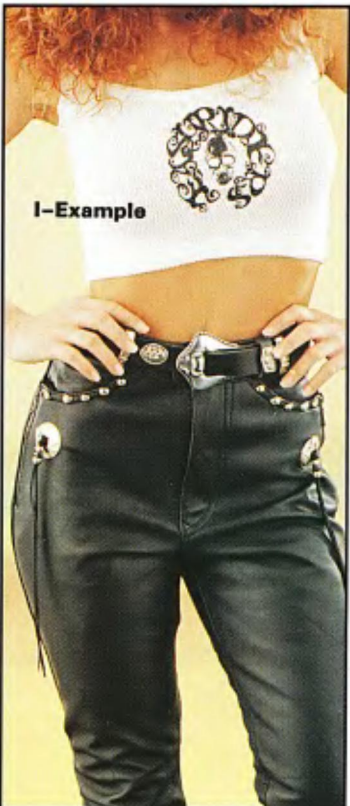
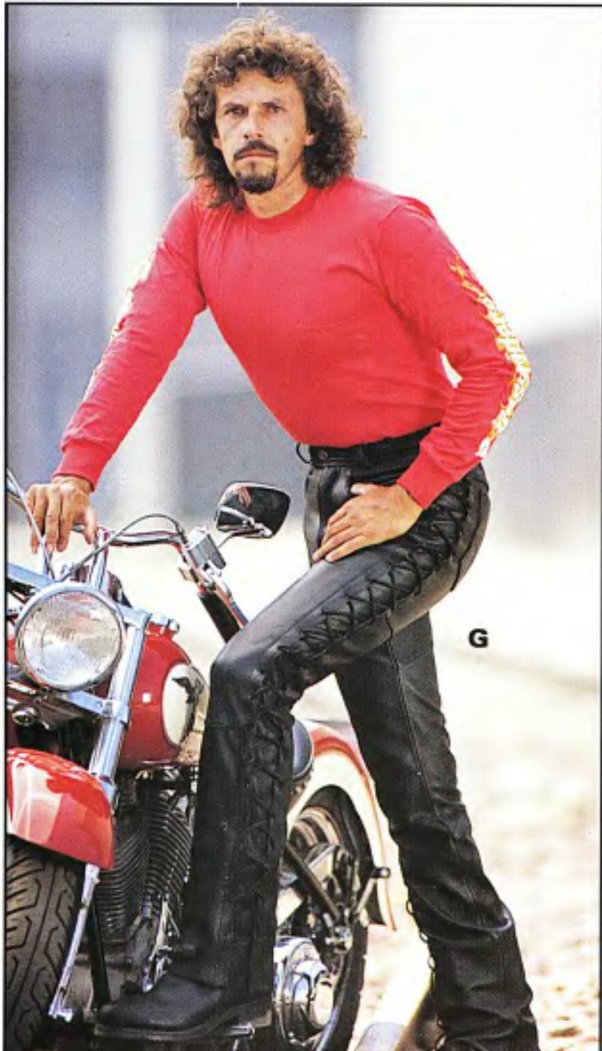
I. Stud/Concho Kit for Rampage™ Leather Jeans

#160049 \$24.95

Call 800-247-6246

for more info and location of your nearest dealer

MADE IN U.S.A.



I-Example





A-Example

Make this SEXY bathing suit top and cover-up skirt with just two scarves and a bead kit!!

Now there's one more thing you can do with these *Easyriders* and Harley-Davidson scarves—fold, fringe and bead them to create a bathing suit top and seductive wrap-around cover-up skirt that has ultimate sex appeal. Wear it to the beach and you're guaranteed to be a "10" in your new beaded creation. Beautiful floral designs are printed on 65% polyester, 35% cotton fabric so they wash and wear like new. H-D scarves are 30"x30"; *Easyriders* scarves are 27"x27".

A. Bead Kits for Scarves & Bandanas

\$14.95

Purple/White	#160040	Black/Blue	#160052
Red/Black	#160041	Red/White	#160053

B.-E. Scarves

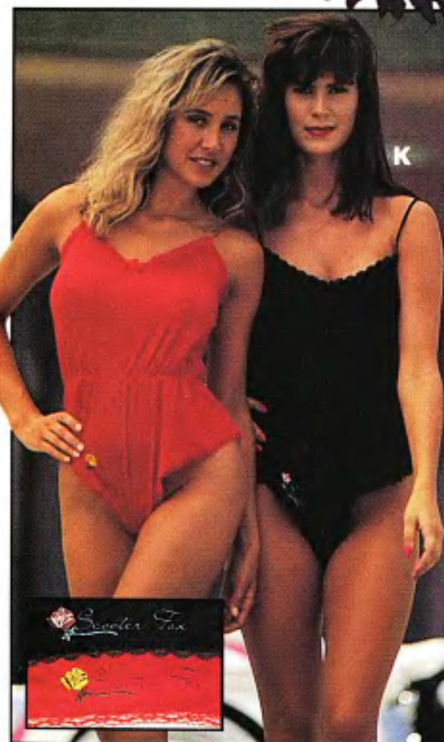
\$7.95 each

B. <i>Easyriders</i>	#801249	D. H-D Pegasus	#801250
C. H-D Eagle Rose, Black	#801251	E.H-D Eagle Rose, White	#801252





A-Example



F.-J. Bandanas

A multi-purpose bandana is a traveling necessity. Whether you fold it into a headband or wear it around your neck, these are a fun fashion accessory. Beads add a personalized look—you pick the color.
\$6.95 each

F. Easyriders Eagles	#801131
G. H-D Roses/Script	#801225
H. H-D Bar & Shield	#801229
I. H-D Eagle/Red	#801227
J. H-D Eagle/Black	#801129

K. Scooter Fox Teddy

If he wants his teddy at night, let him hug one of these. Made of 100% nylon, the Scooter Fox Teddy is silky smooth between the sheets or under your clothes. Features lace trim, Scooter Fox rose logo and snap crotch for convenience.
SM-LG \$24.95

Red	Black
SM #810103	SM #810100
MD #810104	MD #810101
LG #810105	LG #810102

L. Hooded Nightshirt

Our one-size-fits-all nightshirt gets a feminine touch from the heart-and-rose Scooter Fox design. Made of 50/50 poly-cotton blend with a comfortable slit at each leg, this style is perfect to lounge in after a long, hard day.
One Size \$34.95

Pink #810110	Black #810109
--------------------	---------------------

M. Tiger Nightshirt

It's a jungle out there! So why not relax in the shadow of a tiger. This roomy Tattoo design is made to last on a 100% cotton Hanes T-shirt.
One size fits all #208235 \$16.95

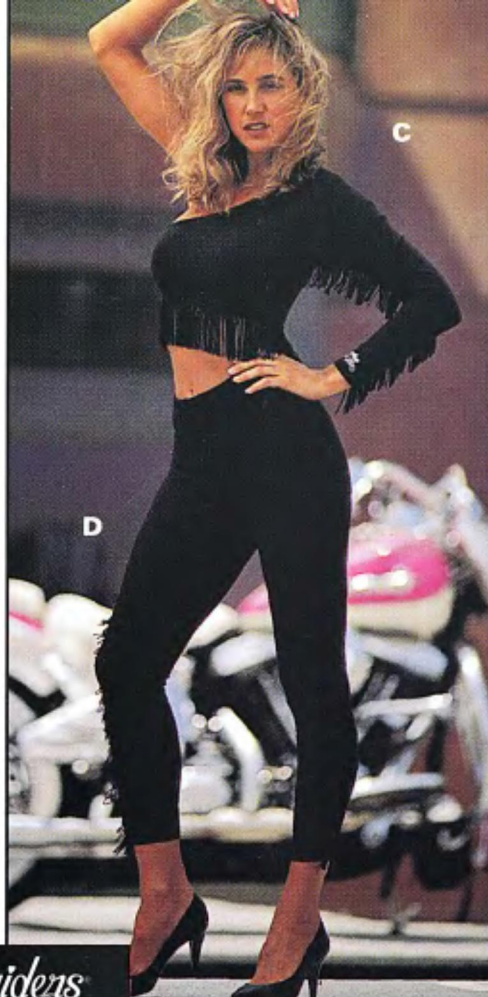
Call 800-247-6246

for more info and location of your nearest dealer



MADE IN U.S.A.

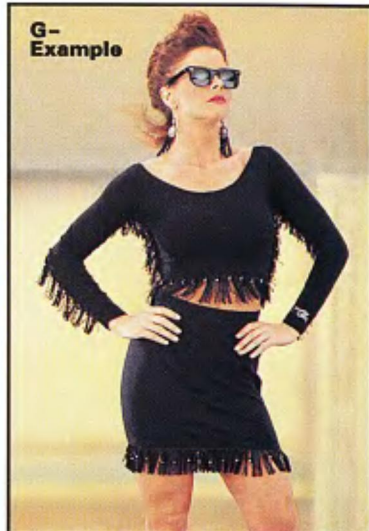




A.-H. Foxyriders Collection

You'll love the fringe benefits! If you've got the curves, we've got the clothes to show them off. And now there are two new garments you'll want to add to your collection: Fringed Shorts and Fringed Fingerless Gloves. When you mix and match these sexy separates, the possibilities are endless. Slip on any combination and have an adventure you'll never forget.

Foxyriders garments are made of black cotton/lycra for a smooth, snug fit and maximum comfort. All tops and bottoms sport the official Foxyriders logo. **Let onlookers know—you belong on a Harley!**



A. Fringed Stretch Top

MD-XL \$49.95

SM #802009 LG #802011
MD #802010

B. Fringed Stretch Mini-Skirt

MD-XL \$34.95

SM #802000 LG #802002
MD #802001

C. Fringed Single-Sleeve Stretch Top

MD-XL \$34.95

SM #802006 LG #802008
MD #802007

D. Fringed Stretch Leggings

MD-XL \$59.95

SM #802003 LG #802005
MD #802004

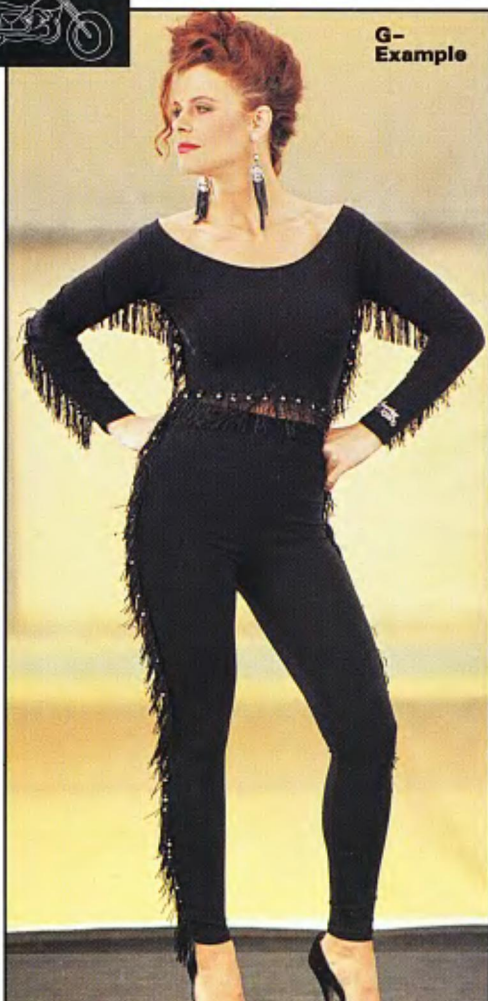
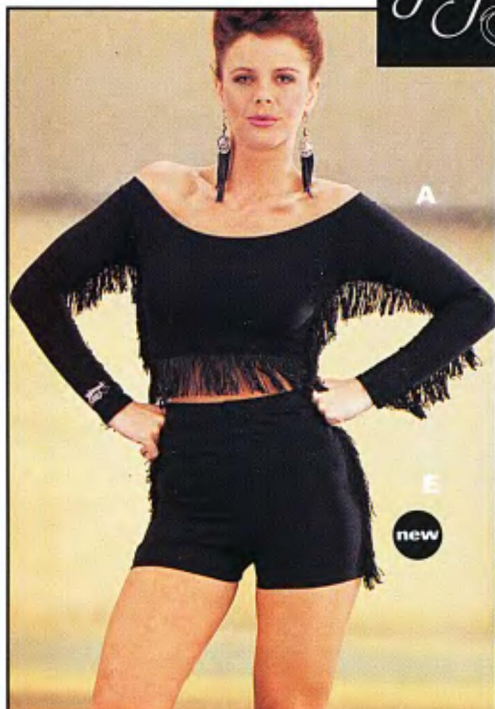
E. Fringed Shorts

M-XL \$29.95

SM #802012 LG #802014
MD #802013

F. Fringed Foxygloves

One Size #802015 \$19.95



G-
Example



G. Bead Kit for Foxyriders Fringe

\$19.95

Silver/Black #160035
Orange/Black #160036
Silver/Blue #160037

H. H-D Kid's T's

"Killer at the Beach," designed just for kids, comes in black or aqua on a 50/50 poly/cotton blend T-shirt. Kid's H-D chain wallet sold on page C-21.

Kid's SM-LG \$12.95

Black "Killer"	Aqua "Killer"
SM#800551	SM#800554
MD#800552	MD#800555
LG#800553	LG#800556

I.-J. H-D Sweatshirts

More high quality, 50/50 American made sweatshirts with the Harley-Davidson logo. MD-XL \$29.95

I. Eagle Head Sweatshirt-Red

MD#800674	XL#800676
LG#800675	

J. H-D Bar & Shield Sweatshirt-Black

MD#800677	XL#800679
LG#800678	

K.-L. Easyriders Sweatshirts

American-made heavy-duty sweatshirts feature David Mann's famous Time Warp and Ghost Rider designs on black. Made from 50% cotton, 50% acrylic.

MD-XL \$29.95

K. David Mann's Time Warp Sweatshirt

MD#208213	XL#208215
LG#208214	

L. David Mann's Ghost Rider Sweatshirt

MD#208197	XL#208199
LG#208198	

M.-O. Baby Tops & Outfits

100% cotton baby tops come in light blue or pink and fit SM (12 mo.), or LG (24mo.). Baby outfits include a short sleeve shirt and matching diaper pant. ((SM-13 mos./18lbs., MD-19mos./26 lbs.; LG-22 mos./34 lbs.). Available in black.

M. Big Enough Baby Tops

SM-LG \$12.95

Pink	Light Blue
SM#213017	SM#213015
LG#213018	LG#213016

N. Poo Poo Happens

SM-LG \$19.95

SM#213000	LG#213002
MD#213001	

O. Just Wait Til I Get My Hog

SM-LG \$19.95

SM#213006	LG#213008
MD#213007	

P. Infant Baseball Cap

Protect baby's skin and eyes from the sun with a Baby Harley Cap featuring the classic bar and shield logo. The perfect starter accessory for every future Harley rider.

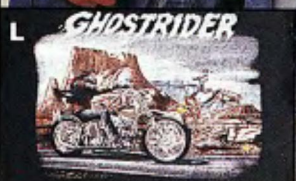
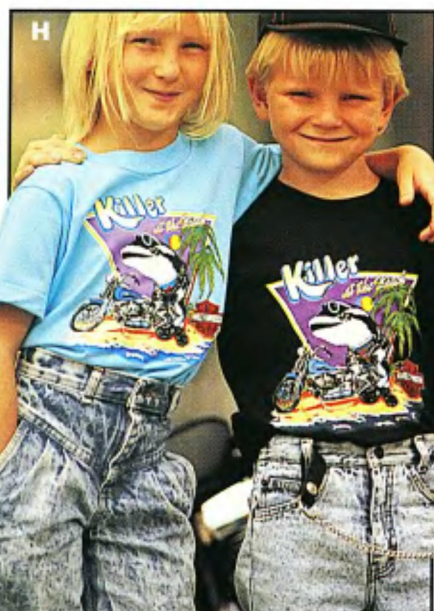
One size, #300241 \$11.95

Q.-S. Bun Huggers

The ultimate in loyalty—Easyriders and Harley-Davidson bikinis.

1 Size (7, Med.) \$6.95

Q#803293	S#803292
R#803290	



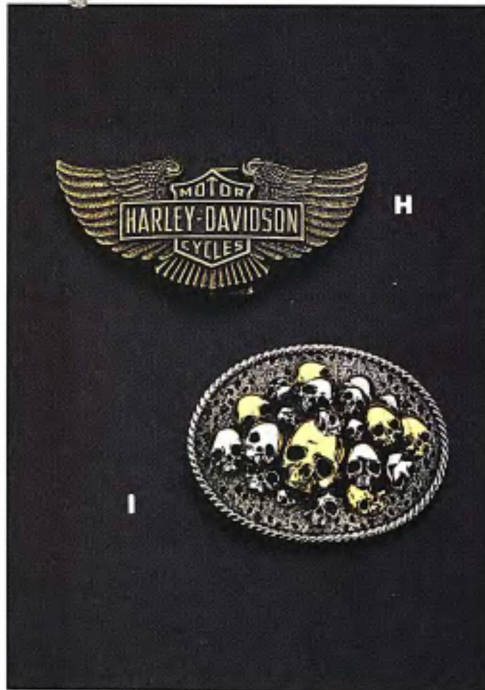
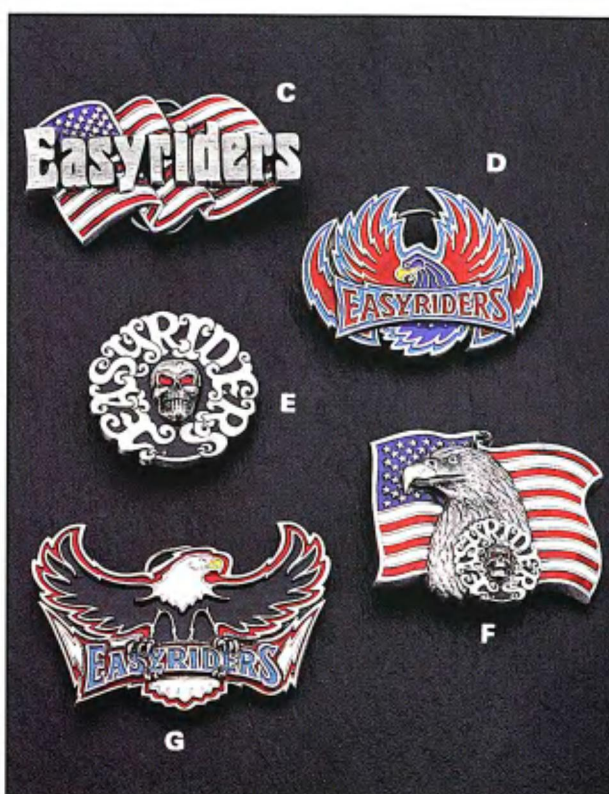
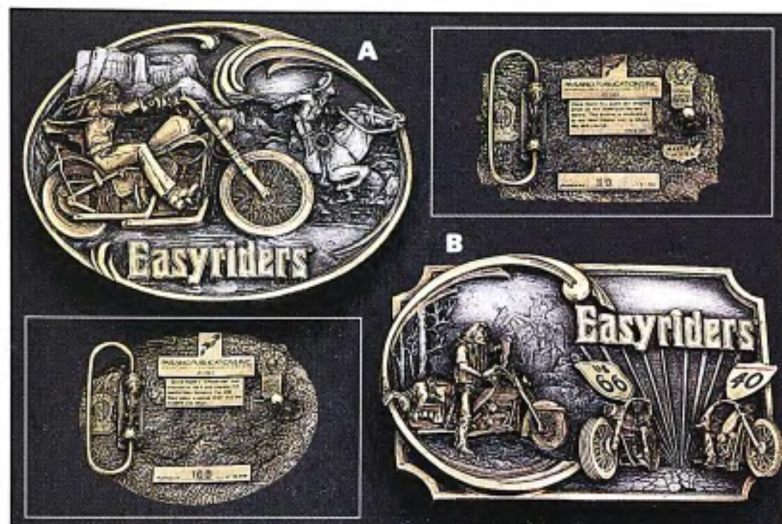
Call 800-247-6246

for more info and location of your nearest dealer



MADE IN U.S.A.





A.-B. Two-Tone Collectors' Belt Buckles
Die-cast brass and pewter-finish belt buckles feature work by David Mann. Back of each buckle features a message about the art, limited edition number and the *Easyriders* seal of approval.

A. Ghost Rider #290205 \$29.95
B. Rendezvous/Time Warp #290204 \$29.95

C.-I. Belt Buckles
Classic Harley-Davidson and *Easyriders* designs are made in natural brass and nickelplate finish.

C. Easyriders Flag Logo #290206 \$14.95
D. Easyriders Falcon #290211 \$14.95
E. Easyriders Skull #290207 \$14.95
F. Easyriders Eagle/Flag/Skull #290208 \$14.95
G. Easyriders Lightning Eagle #290212 \$14.95
H. Bronze H-D Wing #290201 \$14.95
I. Skull Pie #290217 \$29.95

J.-S. Easyriders & H-D Belts
All men's belts are 1-1/2" wide. Women's are 1" wide with extra length

for wrapping. All are made of top-quality leather with excellent workmanship and durable metal buckles.

J. Easyriders Ghost Rider Belt, SM-XL \$24.95 ea.
32 (SM) #290371 40 (LG) #290373
36 (MD) #290372 44 (XL) #290374

K. Men's Easyriders Buffalo Skull Belt, SM-XL \$49.95 ea.
32 (SM) #290362 40 (LG) #290364
36 (MD) #290363 44 (XL) #290365

L. Men's Easyriders Concho Belt, SM-XL \$49.95 ea.
32 (SM) #290358 40 (LG) #290360
36 (MD) #290359 44 (XL) #290361

M. Women's Wrap Concho Belt, XS-LG \$44.95 ea.
28 (XS) #290366 34 (MD) #290368
32 (SM) #290367 36 (LG) #290369

N. Easyriders Spread Wing Belt, SM-XL \$29.95 ea.
32 (SM) #290375 40 (LG) #290377
36 (MD) #290376 44 (XL) #290378

O. Yellow Flame Belt, SM-XL \$24.95 ea.
32 (SM) #290383 40 (LG) #290385
36 (MD) #290384 44 (XL) #290386

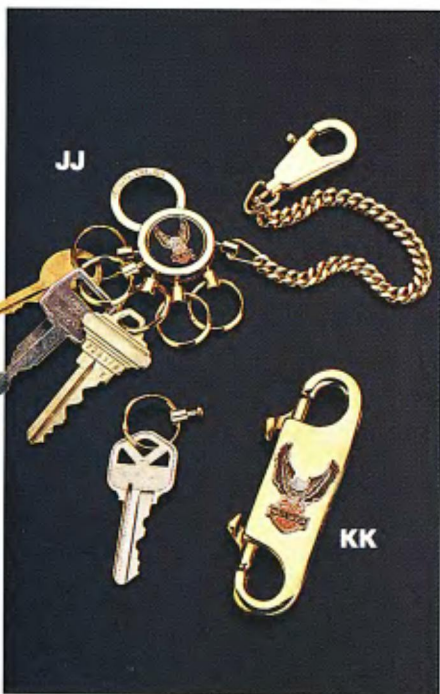
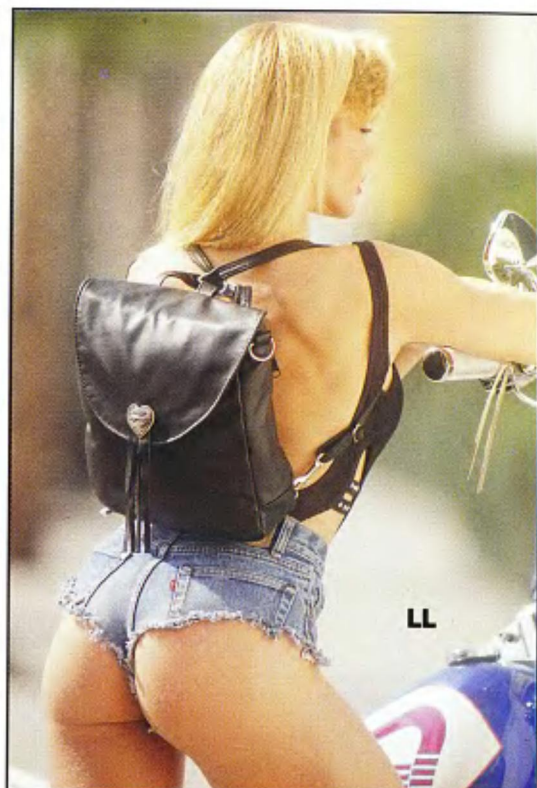
P. Easyriders Double Eagle Belt, SM-XL \$24.95 ea.
32 (SM) #290379 40 (LG) #290381
36 (MD) #290380 44 (XL) #290382

Q. Men's H-D Inlay Eagle Belt, SM-XL \$34.95 ea.
32 (SM) #290326 40 (LG) #290328
36 (MD) #290327 44 (XL) #290329

R. Men's H-D Chain & Wings Belt, SM-XL \$24.95 ea.
32 (SM) #290322 40 (LG) #290324
36 (MD) #290323 44 (XL) #290325

S. Men's H-D 7-Concho Belt, SM-XL \$49.95 ea.
32 (SM) #290330 40 (LG) #290332
36 (MD) #290331 44 (XL) #290333

T.-KK. Leather Wallets and Keyrings
T. H-D Credit Chain Wallet #216528 \$39.95



- U. H-D Shield Biker w/6" Chain #216520 \$16.95
 V. H-D USA Biker Chain Wallet #216541 \$24.95
 W. H-D Eagle Knife Holder #216525 \$12.95
 X. H-D Shield Key Chain #216533 \$6.95
 Y. H-D Fringe Shield Key Chain #216523 \$6.95
 Z. H-D Script 4-Pocket Trifold w/Chain #216521 \$16.95
 AA. H-D Trifold w/Inlay #700021 \$24.95
 BB. Kid's Chain Wallet #216532 \$19.95
 CC. *Easyriders* Shield w/Eagle Wallet #216450 \$19.95
 DD. *Easyriders* Fringe Key Chain #216535 \$11.95
 EE. Eagle/Flag 7" Chain Wallet #216511 \$29.95
 FF. Eagle/Flag Trifold Wallet #216513 \$29.95
 GG. *Easyriders* Chrome Eagle Bm. Wallet #216452 \$19.95
 HH. *Easyriders* Wheel & Eagle Wallet #216451 \$19.95
 II. *Easyriders* Trifold Wallet w/Inlay #700022 \$24.95
JJ.-KK Brass Key Chains
 JJ. H-D Spider Key Chain w/Clip Holder #150160 \$19.95
 KK. Double Clip Key Holder #310318 \$7.95



QQ-
Example

LL. *Easyriders* Leather Back-Pack/Purse

A purse and back-pack all in one! All-leather bag with *Easyriders* heart & fringe concho on front flap; adjustable clip-on strap and carrying handle; roomy interior; inner stash pocket and large outside pocket on the back. Secure zipper closures.
 #216539 \$89.95

MM.-PP. Purses

- MM. Concho Pouch w/Key Hook #216509 \$16.95
 NN. H-D Braided Handbag #216540 \$89.95
 OO. H-D Fringe Handbag #216514 \$79.95
 PP. *Easyriders* Fringe/Concho Purse #216536 \$79.95
QQ. Bead Kit - *Easyriders* Fringe/Concho Purse
 Accessorize your fringed leather jacket with an *Easyriders* fringe and concho purse—looks fantastic with beads! \$19.95
 orange/black #160036 silver/blue #160037
 silver/black #160035

Call 800-247-6246

for more info and location of your nearest dealer



A.-C. Nasty Feet

We know a lot of bikers who just about live in their boots, so we've customized every inch of our Nasty Feet Boots. All styles meet ASI safety standards with tough steel toes and shank, and reinforced, oil-resistant Neoprene soles. They also feature handcrafted leather upper, heavy-duty hardware, fully-cushioned insole, a pocket made for a cigarette pack and a special knife or tool holder.

Take your pick of 17" or 11" height. Women's boots also include an inner stash pocket and lace-up sides for trucking in pants. All boots come with a pair of *Easyriders* identification pins and are ANSI rated: Z41. 1-1972-75. Made in the good ol' U.S.A.

A. Mens' 11" Tall Nasty Feet

Size 8-12 \$179.00

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		

B. Mens' 17" Tall Nasty Feet

Size 8-12 Med.-Wide \$199.00

Size	Med.	Wide
8	#251001	N/A
8-1/2	#251002	N/A
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

C. Womens' 17" Tall Nasty Feet

Size 5-8 1/2 \$189.00

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

D.-G. Boot Chains & Straps

Easyriders Boot Strap for men features a detailed buckle made of high quality leather and metal. The women's *Easyriders* strap features a beautifully tooled heart and conchos. H-D Boots Chains feature silverplated double chains separated by the H-D bar and shield on leather. Women's turquoise look boot chain features H-D shield on metal charm.

D. #310107 (left foot)	\$29.95
#310108 (right foot)	\$29.95
E. #310105 (left foot)	\$29.95
#310106 (right foot)	\$29.95
F. #310100	\$24.95
G. #310104	\$29.95

H. H-D Suspenders

Don't get caught with your pants down! Try a pair of adjustable suspenders. Harley-Davidson on leather patch.

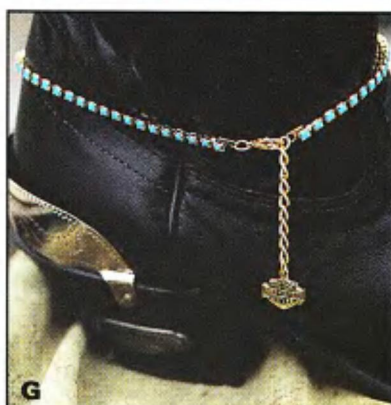
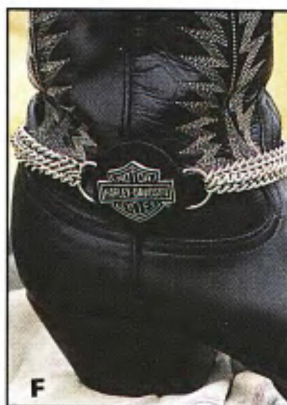
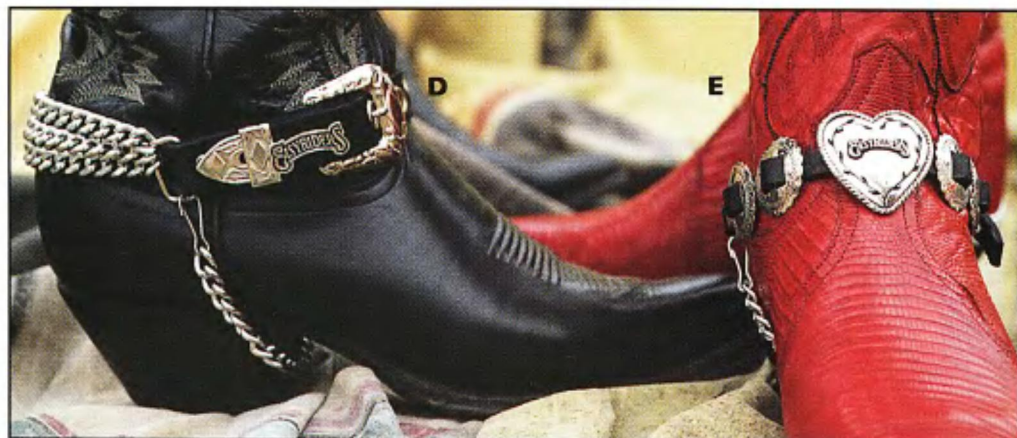
Reg.-XL \$17.95

Reg.	#290610	XL	#290611
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I. H-D Bar & Shield Butt Bag

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

#216542 \$89.95



N.-TT. Patches

A colorful new collection of Easyriders and H-D patches in various sizes.

N.	H-D Crown (3 1/2"x3") ..	#180036	\$5.50
O.	H-D Bar & Shield (4"x3") ..	#180016	\$2.95
P.	H-D Eagle		
	SM (3-3/4"x5") ..	#180081	\$6.50
	MD (8"x10") ..	#180082	\$19.95
	LG (10"x14") ..	#180083	\$39.95
Q.	H-D Bar & Shield Flames (3-1/2"x3") ..	#180017	\$3.95
R.	H-D Wings (6"x2-1/2") ..	#180030	\$5.50
S.	Easyriders Wings/Wheel (4-1/2"x6") ..	#180121	\$9.95
T.	H-D Maple Leaf		
	SM (2"x3") ..	#180011	\$2.50
	MD (3-1/2"x5-1/2") ..	#180012	\$5.50
	LG (6"x9") ..	#180013	\$10.95
U.	Easyriders Logo (3" round) ..	#180101	\$4.95
V.	Easyriders Eagle		
	SM (4"x2-1/2") ..	#180117	\$5.95
	MD (7-3/4"x4-1/4") ..	#180118	\$10.95
W.	Easyriders Wheel/Flame		
	SM (1-3/4"x4") ..	#180119	\$5.95
	MD (3-1/2"x8-1/4") ..	#180120	\$15.50
X.	Easyriders Wheel (3") ..	#180113	\$5.95
Y.	H-D Silver Wing		
	SM (3-3/4"x1-1/4") ..	#180071	\$1.95
	MD (12-1/2"x3-1/2") ..	#180073	\$9.95
	LG (16-3/4"x4-1/2") ..	#180074	\$15.50
Z.	1903 H-D Eagle		
	SM (3-1/2"x3") ..	#180033	\$4.50
	MD (6"x5") ..	#180034	\$9.95
	LG (12"x10") ..	#180035	\$14.95
AA.	H-D U.S.A. #1		
	SM (2"x2-1/2") ..	#180094	\$2.25
	MD (2-3/4"x4") ..	#180095	\$4.50
BB.	H-D Upwing Eagle (13-3/4"x10-1/2") ..	#180085	\$4.95
CC.	Easyriders Eagle		
	SM (1-1/2"x4") ..	#180114	\$3.95
	MD (3-1/2"x9") ..	#180115	\$10.95
	LG (5-1/2"x15-1/2") ..	#180116	\$16.95
DD.	Last Biker (2"x3") ..	#180049	\$2.50
EE.	Easyriders Eagle Head		
	MD (3-1/2"x6") ..	#180122	\$11.95
	LG (6-3/4"x12") ..	#180123	\$24.95
FF.	H-D Broken Wing		
	SM (4"x1-1/2") ..	#180001	\$2.50
	MD (9"x3") ..	#180003	\$5.95
	LG (15"x5") ..	#180004	\$19.95
GG.	H-D Rebel Flag (5-3/4"x6") ..	#180028	\$15.50
HH.	H-D American/Rebel (5"x3-5/8") ..	#180037	\$6.95
II.	H-D Motorcycles		
	SM (4"x1-1/2") ..	#180005	\$2.50
	MD (8"x4") ..	#180006	\$6.95
JJ.	Easyriders Chrome Eagle		
	SM (1-1/4"x4") ..	#180110	\$2.50
	MD (2-1/2"x7") ..	#180111	\$8.50
	LG (15"x4") ..	#180112	\$14.95
KK.	H-D V-Twin (6-1/2"x6") ..	#180029	\$14.95
LL.	H-D Motorcycles/Chain		
	SM (4"x1-1/2") ..	#180047	\$3.50
	LG (11-1/2"x4-1/4") ..	#180048	\$9.95
MM.	H-D Pegasus		
	SM (6"x6-3/4") ..	#180031	\$15.50
	LG (13"x13") ..	#180032	\$34.95
NN.	Easyriders Flag (1 1/2"x4") ..	#180105	\$4.95
OO.	H-D Girl (3"x3") ..	#180024	\$3.50
PP.	H-D Teddy Bear (3-7/8"x2-5/8") ..	#180038	\$3.95
QQ.	H-D Boy (3"x3") ..	#180025	\$3.50
RR.	H-D Butterfly (3-1/2"x2-1/2") ..	#180020	\$8.50
SS.	H-D Flowers (3-7/8"x1-1/2") ..	#180043	\$2.95
TT.	Lady Harley (4"x2-3/4") ..	#180040	\$2.95

UU. Doggie Sunglasses

Dogs are people too! Get your best four-legged friend a pair of shades to cut down on glare and keep him comfortable—especially if your pooch loves to ride as much as you do! Designed just for the canine crowd, these doggie sunglasses fit snugly around the head with an adjustable cord to keep them secure.

#321004 \$13.95



Call 800-247-6246

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MADE IN U.S.A.





A



B



C



D

A. Easyriders Feather Earring

Easyriders new long and lovely feather earring is a dramatic and feminine accessory. Black. #310609 \$14.95 each

B.-D. Earrings

B. Eagle Concho #310613 \$11.95
C. Easyriders Heart #310493 \$12.50
D. Buffalo Skull Concho .. #310528 \$12.95

E. Conchos

Fun to collect and give as gifts, these heavy, metal conchos with leather thongs will dress up any leather garment, purse or saddlebag. (Set of 6) #700058 \$19.95

F.-I. Necklace & Earring Sets

Easyriders jewelry is carefully designed to complement our complete line of clothing and accessories. Unique styling includes dyed leather, feathers, metal skulls, chrome beads and other materials that give every piece a handcrafted look.

F. Brown Wing Necklace #310606 . \$24.95

G. Brown Wing Earrings #310603 . \$14.95

H. Concho & Feather Necklace #310607 . \$16.95

I. Concho & Feather Earrings ... #310527 . \$14.95



E



F

G



I

H



J

J. Bolo Tie

Easyriders bolo tie is a class act. Braided leather, fine Spanish tips and a buffalo-skull concho will dress up your shirt without chokin' ya! #310118 \$14.95

K.-O. Eagle Flame Jewelry Set

This set is as proud looking as the beautiful bird that graces every piece. Finely polished look of silver on leather gives the necklace, bracelet, earrings (two styles), and belt (with adjustable elastic back) the traditional Harley look.

K. Belt #290370 \$89.95

L. Necklace #310610 \$29.95

M. Earrings #310612 \$16.95

N. Stud Earrings #310611 \$14.95

O. Bracelet #310615 \$19.95



L



M



N



O

P. Pillowcases

If you really love your bike, you should take it to bed. This novelty pillowcase is great for when your system's exhausted. Made in U.S.A.
(set of 2) #400002 \$24.95

Q. Easyriders Towel Set

Easyriders bath towels, hand towels and wash cloths are 100% cotton and made in the U.S.A. Set includes one of each: bath towel (23"x 42"), hand towel (16" x 26"), and wash cloth (12"x 12").
Set—one of each #401106 \$34.95

V. H-D Beer Can Holster

Strap-on holster attaches to your belt and ties around your thigh to keep brew upright. Great for when you need both hands but want to keep a cold one close by!
#500002 \$14.95

W.-Y. Handcuffs & Case

You'll be a prisoner of love with Easyriders nickel-plated handcuffs and a belt pouch made from our unique HOG-A-HIDE. There's no escape from our double lock cuffs and not even a prayer with our heavy-duty double lock cuffs.

- W. Heavy Duty Double Lock Handcuffs**
#160011 \$39.95
X. Double Lock Handcuffs .. #160010 \$19.95
Y. Belt Pouch #700053 \$14.95

Z.-BB. Plates & Frames

- Z. H-D License Plate** #150182 \$6.95
AA. H-D Chrome Car License Plate Frame
#150129 \$34.95
BB. H-D Chrome Cycle License Plate Frame
#150128 \$29.95

Call 800-247-6246

for more info and location of your nearest dealer





A.-C. Mugs and Ashtrays

Easyriders heavy-duty ashtrays, cups and mugs feature artwork by David Mann. They make great gifts. (Artwork names given in order of inset first, then top to bottom.)

A. David Mann Black Coffee Cups

8-oz. coffee cups \$8.95 ea.

Ghost Rider	#600510	Time Warp	#600514
Knight Rider	#600512	Discovering America ...	#600515
Rendezvous	#600513	Pirate	#600511
Set of 6	#600516		\$49.95

B. David Mann Black Tankards

14-oz. tankards \$14.95 ea.

Ghost Rider	#600520	Time Warp	#600524
Knight Rider	#600522	Discovering America ..	#600525
Rendezvous	#600523	Pirate	#600521
Set of 6	#600526		\$79.95

C. David Mann Black Ashtrays

5-1/2" across, 1" deep ashtrays \$14.95 ea.

Ghost Rider	#600530	Time Warp	#600534
Knight Rider	#600532	Discovering America ..	#600535
Rendezvous	#600533	Pirate	#600531
Set of 6	#600536		\$79.95

D. H-D Leather Barrel Bag

For longer trips, or when there's two of you, this all-leather bag is great for packin' all your stuff. fits well on the bike and is durable enough to take a beating at the airport. Includes a removable leather carrying strap. (18"x 10"x 10") *Wallet sold on page C-21.*

#290070 \$129.00

E. Leather Travel Bag

This one's just the right size for some overnight stuff and a few clean T-shirts. Strap it on the scooter and go! (13" x 9" x 9").

#216543 \$109.00

F.-H. Beer Mugs

F. H-D Oil Mug (16oz)	#500001	each	\$12.95
H. Easyriders Mug (1 pint) ...	#600201	each	\$12.95
G. Indian Oil Mug (16oz.)	#600204	each	\$12.95



L



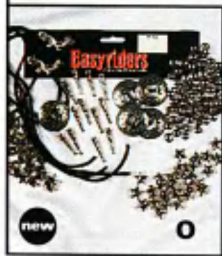
M-Example



M



O-Example



O



N

I.-O. Saddlebags & Stud Kits

Packing is easy when you've got a pair of roomy saddlebags to hold your gear. Ruggedly constructed of *Easyriders* HOG-A-HIDE—a revolutionary man made material that looks like leather but is sturdier, more weather resistant, and much less expensive. Secure buckle closures keep belongings safe and dry.

Dress up your Cross Country or Oval saddlebags with eye-catching studs! Looks great on a bike with lots of chrome!

I.-K. *Easyriders* Saddlebags & Tool Pouches

Easyriders logo saddlebags have single strap with adjustable yoke extenders. Tool bags available in two sizes, double straps.

I. Saddlebags (11" x 10" x 3 1/2") #700071 .. \$119.00

J. Tool Pouch (11" x 3 1/2" x 4 1/2") #700075 \$29.95

K. Tool Pouch (8" x 3 1/2" x 4 1/2") #700073 \$24.95

L. Cross Country Saddlebag With Tool Pouch

Double strap saddlebags (14" x 14" x 6"); Double strap tool pouch (10" x 4 1/2"). Matching braided weave on both saddlebags and tool pouch. Nice 'n' roomy.

#700068 \$169.00 (set)

M. Stud Kit For Cross Country Saddlebag Set

#160054 \$84.95

N. Oval Saddlebags With Tool Pouch

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

#700069 \$139.00 (set)

O. Stud kit for Oval Saddlebag Set

#160055 \$24.95

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MADE IN U.S.A.

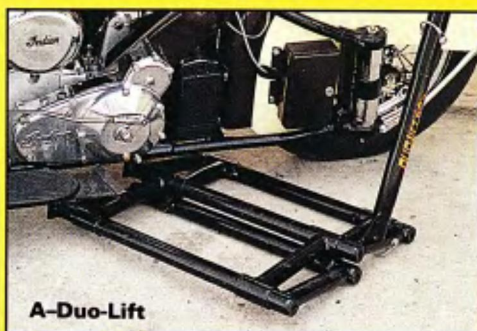




A. Duo-Lift



A. Duo-Lift



A-Duo-Lift



A-Duo-Lift



A-Duo-Lift
Extra
Lift Bar

A. Duo-Lift

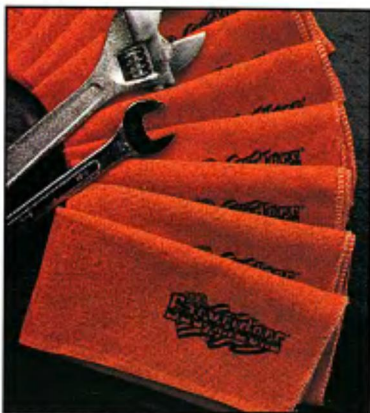
Made of the finest American tubing and steel, this one-man operation puts both wheels in the air but keeps the bike solid and stable. Detachable handle and fold-up feature make for easy storage. Locking pin and safety clips prevent the bike from being pushed off the side of the lift. Works on all Harleys (rigids, swingarms, Softails, etc.) with standard front ends. Made in U.S.A. *Now powder coated for extra durability!*
#280101* \$119.00

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. Made for extended front ends and tall scoots (more than 5-1/2" of ground clearance) that need an extra lift to get the front wheel off the ground.
#280102 \$19.95

B. Adjustable EZ-Lift

The perfect setup for any mechanic working alone is the versatile, durable EZ-Lift. Three-way adjustment feature is designed for Softails (high position), swingarms (middle position), or rigids (bottom position). A single tubular bar allows you to lift either the front or rear of the bike separately. Handle can be attached to either side of the lift, making it possible to use on either side of the motorcycle. Powder painted with electronically bonded paint, the lift is aircraft grade, and chip resistant. A telescopic arm and compact design allow the complete unit to fold into one easy-to-store piece. *Now powder coated for extra durability!*
#280104* \$99.00

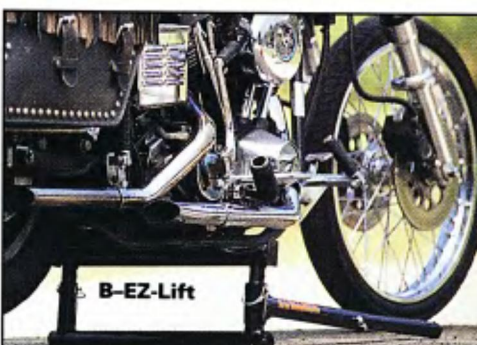


C. Easyriders Shop Rags

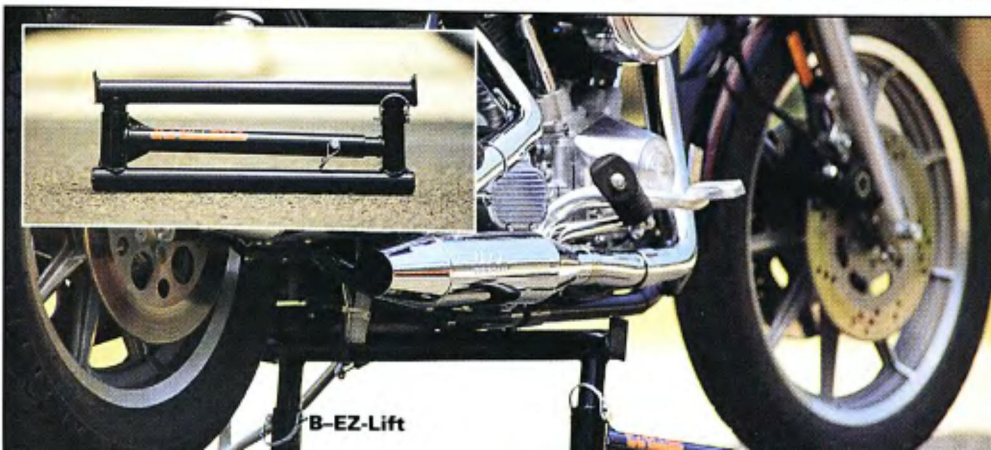
Pack of 12 absorbent cloth rags, 13"x 15" ea.
Pack of 12 #700080 \$16.95



B-EZ-Lift



B-EZ-Lift



B-EZ-Lift

D. 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. Eight 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* \$129.00

E.-G. EZ-Haul

This front wheel motorcycle hauler is made of solid construction steel to pull the heaviest bikes—if you can tow a trailer, you can also use the EZ-Haul. Fits easily into a trunk or behind the seat. Tie-downs not included (see item F., this page). Made in U.S.A.

E. Ball Hitch EZ-Haul

Used with ball hitch construction. #280111* \$119.00

F. Receiver Hitch 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 (not included—see item F., this page). #280110* \$99.00

G. EZ-Haul Tie Down Bar

Bar attaches to front of Receiver Hitch EZ-Haul with two c-clamps and plate. Tie downs hook directly to eyelets in each end of bar. #280112 \$49.95

H. Tie Downs

Extra heavy-duty, aircraft-style tie downs. A full, 1-1/2-inch-wide nylon strap. Padded hooks & tough built-to-last, quick-release buckles. #160004 \$24.95 pr.

I. Polycord

These black polycords are virtually indestructible and have a lifetime replacement guarantee. Not affected by sunlight, oil, most chemicals, salt water, or salt air. Designed to last a lifetime when used as recommended (twice its length).

12"	#160001	\$3.50
18"	#160002	\$4.00
24"	#160003	\$4.50

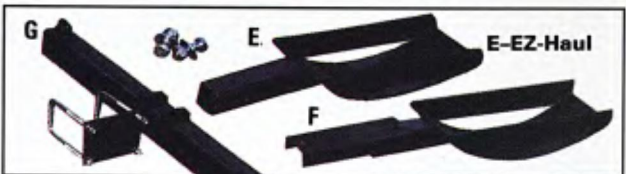
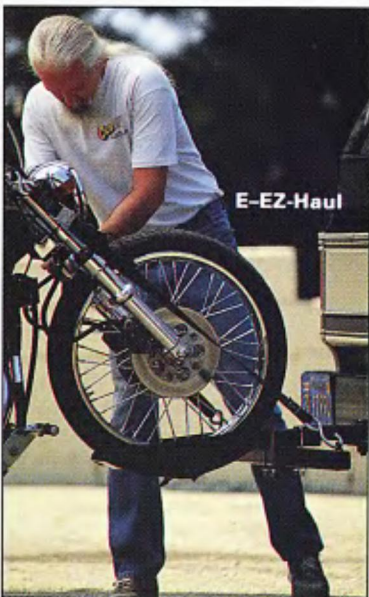
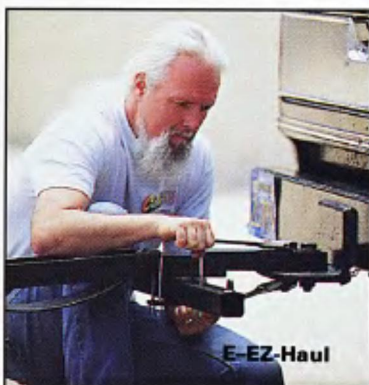
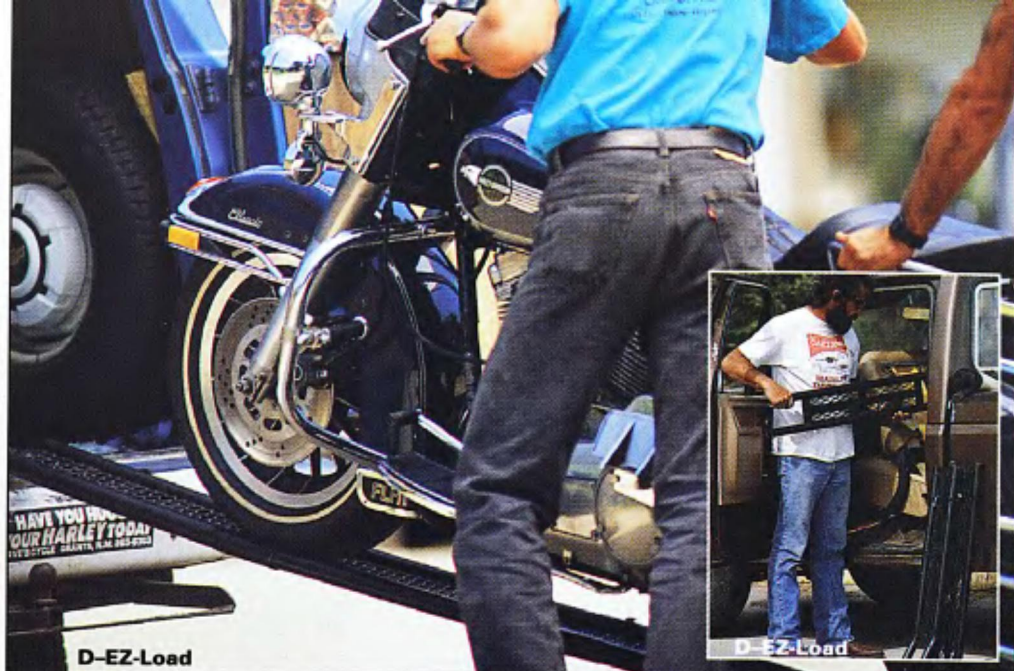
*These items (pages C-28 & C-29) require additional postage. ADD to regular postage rates for EACH item: \$20 for Canadian; \$150 for foreign orders. Or save postage cost by ordering from one of the distributors listed on back cover, page C32.

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for more info and location of your nearest dealer



MADE IN U.S.A.



LIFETIME GUARANTEE
Workmanship & Materials



A



A



A. Easyriders Deluxe Tool Roll with Tools

We put the best top-quality S-K tools in a handy roll-up tool holder for those on-the-road emergencies. Straps easily to fork tubes or front frame tubes. Tools include: 12" adjustable wrench, electrical tape, bailing wire, screwdriver, 6" adjustable wrench, needle-nose pliers, grip pliers, open/box end wrenches (7/16", 1/2", 9/16", 5/8", 13/16"), 6 hex keys, and a shop rag. Made in U.S.A. #700078 \$199.00



B. Easyriders Bed Roll (24"x 8"x 8")

Easyriders Bed Roll with built-in zippered tool pouch is a great way to wrap up everything you need on the road. Zippered pockets at both ends provide extra storage space. Mounts easily to your handlebars. Can be purchased with or w/o tools. Tools include: 12" adjustable wrench, electrical tape, bailing wire, screwdriver, 6" adjustable wrench, needle-nose pliers, grip pliers, open/box end wrenches (7/16", 1/2", 9/16", 5/8", 13/16"), 6 hex keys, and a shop rag.

Bed Roll w/ tools #700082 \$249.00

Bed Roll w/o tools #700083 \$99.00

C.-D. Bike Covers

These bike covers won't trap chrome-rotting moisture. Fits all Harleys except ones with fairings or scooter boots.

C. Easyriders "Warning" . #700099 \$99.00

D. "Make My Day" #700000 \$99.00



E.-L. H-D Mud Flaps

H-D mud flaps are something to get excited about! When you've got to hit the road without your Harley, you can still show your pride in American iron. Available for semis, pick-ups and cars.

E. Auto (7"x 12") #300191 \$14.95

F. Van (12"x 18") #300192 \$19.95

G. Pick-up (12"x 22") #300193 \$29.95

H. Light truck (24"x 12") #300194 \$24.95

I. Truck (24"x 18") #300195 \$39.95

J. Semi truck (24"x 24") #300196 \$44.95

K. Truck (24"x 30") #300197 \$49.95

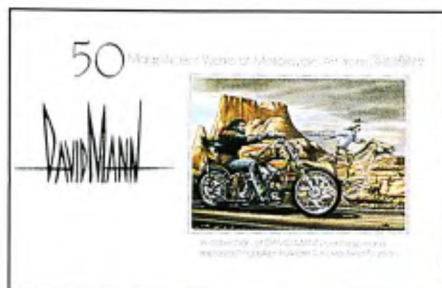
L. Truck (24"x 36") #300198 \$64.95



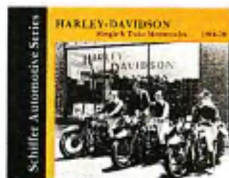
Call 800-247-6246

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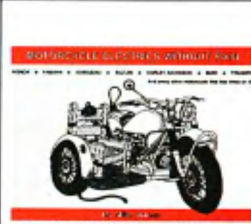
The Magnificent Motorcycle Art Of David Mann
A collection of the best David Mann centerspreads from *Easyriders*.
#050203 \$29.95



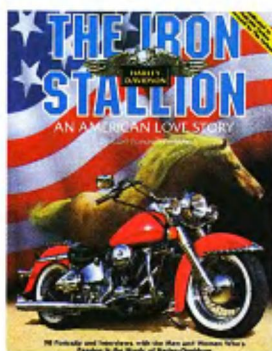
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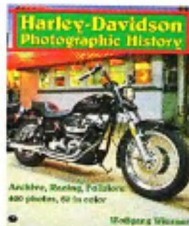
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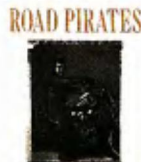
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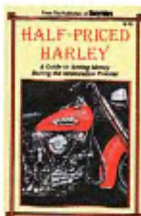
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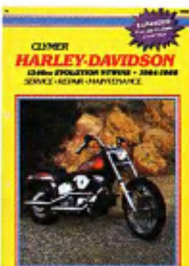
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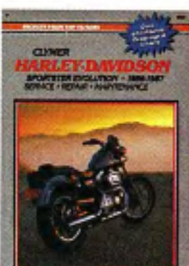
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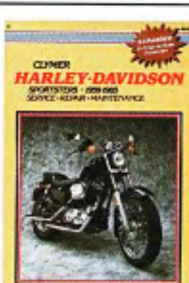
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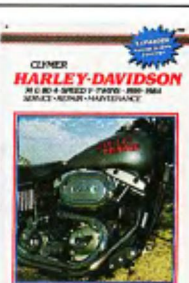
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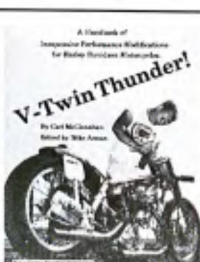
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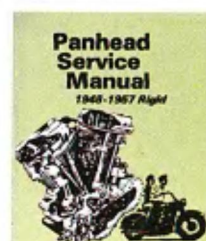
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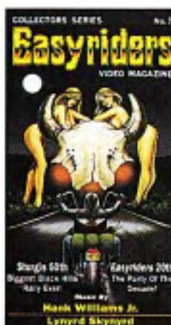
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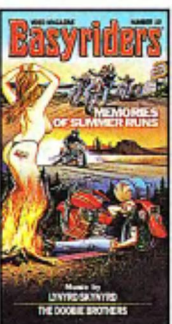
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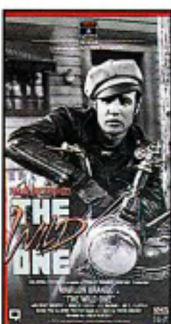
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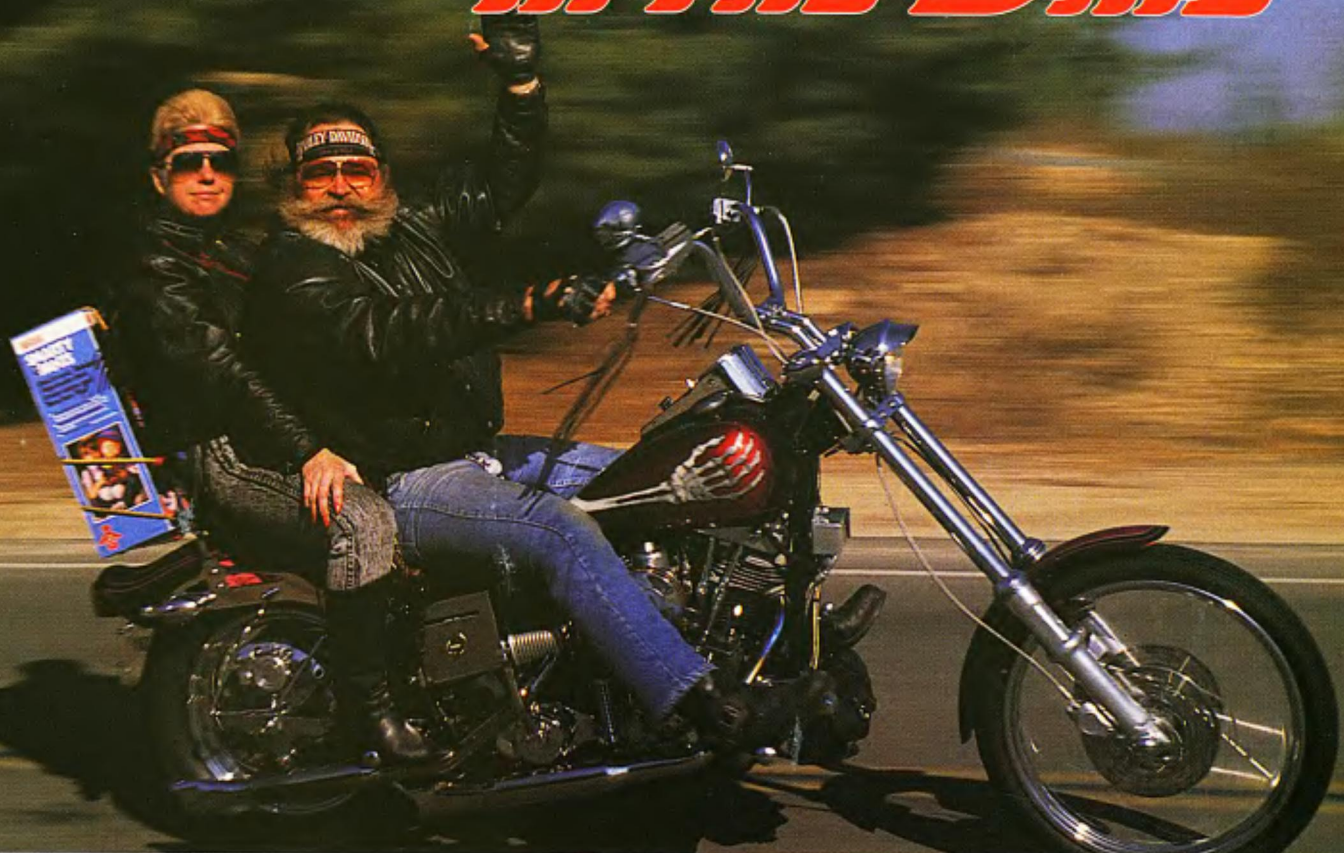
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IN THE WIND



—Doug Kamicar, CHP Toy Run

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 the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photographs returned. Send photos to In The Wind, Box 3000, Agoura Hills, CA 91301.

—W.R. Bear, Ravenna, Ohio



—Elde Stewart, Del Mar, Calif.





—S. M. Smith, Paris, Mich.

—Steve Cadrain, Casablanca, Morocco





—Dan Wright, Duncanville, Texas



—Kelly Jones, Marion, Va.



—Linda Barbour, Vallejo, Calif.

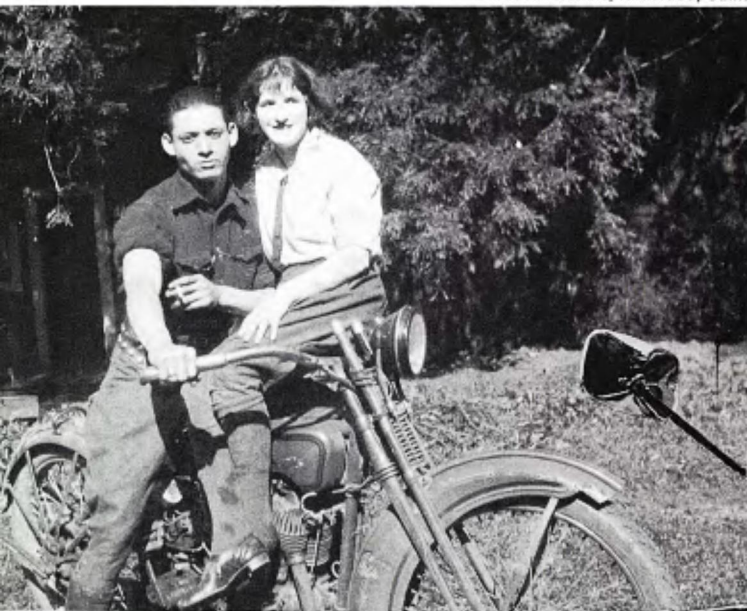


—John Lewis, Flint, Mich.



—John Lewis, Flint, Mich.

—Barbara Nichols, Kirkwood, Calif.



—Morici-Hyden, San Francisco, Calif.



—Jim Brehio, Tujunga, Calif.



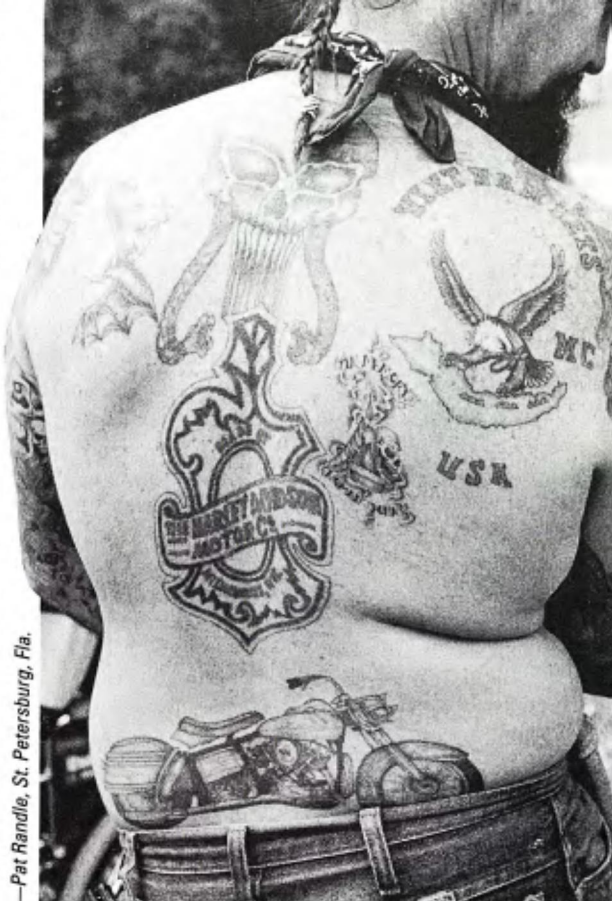


—Loudmouth Ralph, N. Ft. Meyers, Fla.

—Blue Bike Mike, Newburgh, N.Y.



—Pat Randle, St. Petersburg, Fla.



—G. Kelly Jones, Stoney Fork, Va.



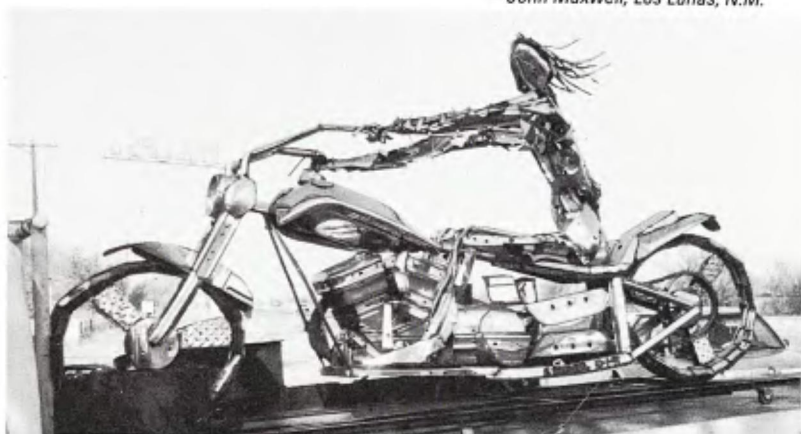


—Ron Inselman, Old Forge, N.Y.

—P. Retz, St. Joseph, Mich.



—John Maxwell, Los Lunas, N.M.



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Where The Legend Begins.

PROJECT REF-JECT





Photos: Raiko Hartman

Eye check: there are two objects in front of you, one finished in skin tones and the other in a blue mix. Except for a few accessories, one of them is totally original. The other has hardly an original part on it. Which is which? Give up? Okay, the one with the long, sweet sweep of rounded lines down the back and over the rear end—no, we can't say that: it applies to both of them. Try this: the one with the big, round tanks up front that you just want to put your hands on and rub—no, that applies to both, too.

We'll just give it away: the girl—by the name of Lisa and a real estate agent by trade in an ocean-breeze California town—is the original. The bike? It's a John Reed brain-storm, and if you know John, you know he never puts anything together with stock parts. John designs bike products for Custom Chrome, Inc. (CCI). He figures out things that would make a bike look good or work better, then makes a prototype and tries it out. If it works to his satisfaction, CCI puts it into production.

Even when he gets things from somebody else, he changes them around to suit himself.

Take the Santee frame you see here. You don't see any wiring, 'cause John opened the neck and stuffed the wiring inside. And the heads: they're RevTech, but John did some whittling and grinding inside according to his own theories of flame-front propagation.



Agreed, this bike is supposed to look like a '65 panhead. Bros see it across the floor at a show and say, "Let's check out that '65 dresser," but the closer they get, the more they realize that this bike is something else. Like, it has dual brakes up front. Only the brakes use drums, because that's what stock '65 pans use.

Now, a spoked wheel has its own way of transferring braking forces from the pavement to the front axle. To make the dual system work, John had to slice a CCI Timken-bearing hub in half, rotate the

halves so the spokes lined
up for dual brakes,
and weld the hub →







Owner(s): John Reed		City: Morgan Hills, California	
General		Frame	
Fabrication by: owner		Year: 1991	
Year and make: 1992 H-D repro		Builder: Santee	
Model: Electra Glide		Type: swingarm	
Value: relative		Rake: none	
Assembly: owner		Stretch: none	
Time: three months		Other alterations: modified to accept wiring	
Chroming by: Santee		Accessories	
Engine		Bars: George Lavato	
Year: 1992		Risers: H-D	
Model: Evo		Fenders: CCI	
Rebuilder: owner		Headlight: CCI	
Ignition: RevTech		Taillight: CCI	
Displacement: 97 cubic inches		Speedo: CCI	
Lower end: H-D		Front pegs: owner	
Balancing: CCI		Rear pegs: owner	
Pistons: RevTech		Electrics: John Reed	
Cases: Delkron generator		Gas tank: CCI	
Heads: RevTech		Oil tank: Santee	
Cam: RevTech EV 20		Oil system: Russell braided lines	
Lifters: stock		Primary cover: stock	
Carb(s): RevTech		Seat: custom fabrication	
Air cleaner: John Reed		Sissybar: none	
Pipes: John Reed		Height: n/a	
Muffler(s): CCI		Material: n/a	
Transmission		Forks	
Modifications: RevTech gears		Type: wide glide	
Year: 1992		Extension: none	
Shifting: foot, Heim joints		Builder: John Reed	
Engine sprocket: 24-tooth		Special features: prototype	
Trans sprocket: 26-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Shawn Renteria		Hub: special fabrication	Hub: CCI
Painting: Renteria Brothers		Rim width: 5-inch	Rim width: 5-inch
Color: blue mixes		Tire: Avon	Tire: Avon
Type: two-part polyurethane		Brake: CCI	Brake: CCI
Special paint: Quality Powdercoating			
Othe special modifications: battery box by Russell, oil lines in frame. Special thanks to: Jenny Reed, Frank Kaisler, South County Motorcycles.			

back together. 'Course, you saw that little detail, right away, right?

You also saw the cables running from the levers and saw the hydraulic lines at the brakes. Did you find the master cylinder? Don't lie. You couldn't have found it 'cause it's hidden inside the headlight.

Well, John may be pretty clever, but he can't fool you: that instrument cowl is stock. Not really. Actually, it's machined out of solid aluminum and then polished.

Give up, bros—outside of a few small items, the only stock components on this bike are the lower-end innards of the engine, and you can't see them. The tranny? It has RevTech gears. Not even the grips or pushrod tubes came from Milwaukee.

Study the specs sheet: nearly everything came from John's hands, even if some of it has been in the CCI catalog awhile. That's where the name Ree-ject comes from. Any production system produces some

perfectly usable parts that can't be sold because the color is slightly off or something like that. These parts go into a "reject" bin. Reed dove in, and pulled out enough parts for this project. And why did he spell it r-e-e-ject? Make a guess.

W-h-a-a-t? You say you haven't been looking at the bike? Oh, you like originals, huh? Well, can't knock that—certainly when it's long, lean, lissome Lisa we're talking about.

—Maestro

Easyriders



FLYIN' FREE



A Forum For Women In The Wind

Well, here it is—a page for us, women who ride. Each month we'll focus on a different facet of riding—from personalities to personal experiences, clubs to runs. This is our page, so help us make it shine. Send your suggestions and submissions to: Flyin' Free, Box 3000, Agoura Hills, CA 91301.

Jacqui and Kathleen Dublin, California

After reading about the success and incredible turnout of Love Ride #8, my friend Kathleen and I decided that nothing would stop us from being at Glendale Harley-Davidson on Sunday morning, November 3, for the start of Love Ride #9. We spent months collecting donations for Muscular Dystrophy and weeks preparing our bikes for the 400-mile trip to Los Angeles. In fact, we had to install a badly-needed new battery on Kat's bike only minutes before our scheduled departure time.

We left Fremont, California, on Friday night, at 8 p.m. The temps were in the low 40s, so we were pretty bundled up. We headed south on Highway 101, then picked up Highway 152, which cuts across the mountains to Interstate 5. At our first stop for gas and hot coffee, we noticed that Kat had a bolt missing from her front brake caliper. I stopped every person in a pickup truck to ask for a bolt. Incredibly, we found one.

We started back out on the road, figuring we'd ride another 100 miles before stopping for the night. It was almost 1 a.m. when we turned off the freeway. As soon as I hit the exit ramp, my clutch

went out of gear. I managed to coast into a Denny's parking lot, where my clutch collapsed completely. Realizing it was going to be a long night, we decided to go into Denny's to have some coffee and warm up.

After discussing alternatives and solutions, we asked the men sitting next to us if they knew anything about clutches. One of them had a Jap bike and said he'd take a look at mine. We were able to get it adjusted enough to ride the 13 miles to the nearest motel, where my clutch collapsed again. Hoping the problem was only an adjustment, we decided to call it a night and fix it the next day.

On Saturday morning we got up and tried to remove the clutch inspection cover, only to discover that two of the bolts were frozen on. We were afraid we would strip the bolts if we tried to remove them, so I called a local machine shop. The mechanics there, who normally don't even work on Saturdays, were kind enough to let us borrow their tools. Unfortunately, we were unsuccessful



in all attempts to adjust my clutch. We determined that the problem was in the bearings. At that point, I began calling Harley shops in the Bakersfield/Fresno area, trying to get a tow to their shop. It was getting late and we weren't having any luck. My next decision was to use my H.O.G. card and call the parts department at H-D of Fresno to try and get the parts I needed for the bearing replacement. They had the parts I needed, and I sent Kat to get them. Not long after Kat rode off, I realized that I didn't have a repair manual with me, and that there was no way I could do the repairs to my '85 Super Glide without one.

We hit the road flying, trying to make up some of the time we'd lost

I called H-D of Fresno back and explained my situation to Kevin, the parts man. He said he was willing to come and get the bike if we were willing to wait for him to get off work. He said he'd take a look at it at his house. When we finally got to his house, Kevin and Wizard worked on my bike until 1 a.m., not wanting anything in return but a "thank you." Kevin and his wife offered to put us up for the night, and we gratefully accepted their offer. We took off at 6:30 a.m. on Sunday morning.

We hit the road flying, trying to make up some of the time we had lost, when—nothing would have surprised us at this point—the red lights started flashing behind us. We were pulled over by a CHP officer who said he had been chasing us for 4 miles. Just as he began to write our speeding ticket, apparently we were going 85 mph, he got an emergency call and had to leave. For all the problems we encountered, we sure had some lucky breaks.

Well, we pulled into Glendale Harley-Davidson at 11:45 a.m. We were late, but happy to be there at all. We turned in our money and made our contribution to the \$830,000 raised for MDA. We can't wait for next year's Love Ride.

—Jacqui Rix



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Chuck Collier, Woodward, Oklahoma 1936 Harley-Davidson knucklehead

Ideas for a classic custom scoot have been twistin' around Chuck Collier's noggin ever since he first flashed on a David Mann centerspread. To Chuck, the ultimate Mann-style bikes are the early '60s custom jobs where instead of cutting frames and extending front ends, you just strip 'em down and clean 'em up. Chuck decided to do just that when he forked out his green on a pre-butchered 1936 knucklehead.

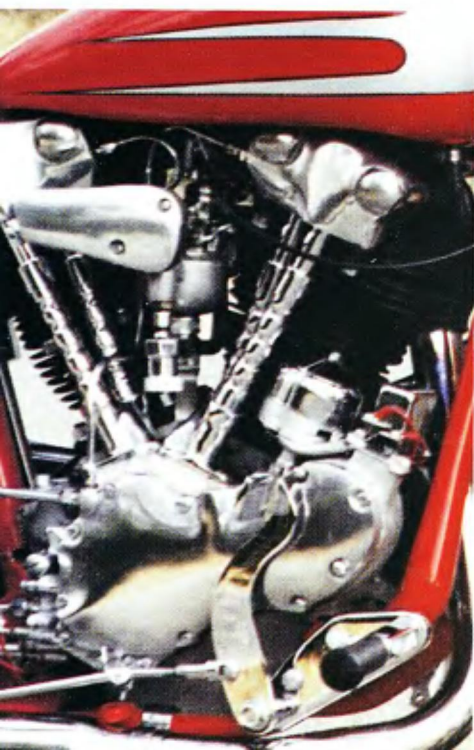
According to his Mann-inspired vision, the knuck's 6-bend bars and extended wide glide front end had to go. He cut the front end back to stock length and replaced the pullbacks with Flanders bars. The fatbob tanks were mounted in a weird position and had to be relocated to stock position. Chuck always thought a fat fender on the rear of his ride would look good, so he intentionally parted with tradition by using the front of a Springer front fender for the rear of his rear fender. Looks better than it sounds. Then he began scratchin' out drawings for his Mann-style tank design layout. He even spray painted a spare tank to show Robert Coleman, a pro rod painter, the exact look he wanted. Not a bad job for Robert's first bike tank. Chuck hasn't decided on his next project yet, but he's been thinking about getting his hands on another knuck. In the meantime, our hats are off to the good work of another Mann fan.

—Clay Sherrig

General		Forks	
Fabrication by: owner		Type: early wide glide	
Year and make: 1936 H-D		Builder: H-D	
Model: EL		Special features: none	
Chroming by: misc.		Accessories	
Engine		Bars: Flanders #2	
Year and model: 1936 EL		Lights: Jammer	
Rebuilder: owner		Gas tank: reworked H-D	
Displacement: 61 cubic inches		Seat: Bar Enterprises	
Transmission		Other: diamond primary cover	
Shifting: jockey		Wheels	
Trans sprocket: 22-tooth		Front	Rear
Wheel sprocket: 51-tooth		Size: 21-inch	Size: 16-inch
Finish		Tire: Pirelli	Tire: Avon
Color and type: torch red, silver		Brake: stock	Brake: stock
Special paint: scallops			
Frame		Special features:	
Year and builder: 1937 H-D		paint by Robert Coleman, bead	
Type: stock		blasted cases	
Alterations: Super Glide shocks			



Photos: Chuck Collier



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Fox Hunt
 WINNER



Luscious Lisa, from Oceanside, California, took the prize for January's contest, but she's much better suited for June's un-swimsuit issue. That is, her bod can be way more appreciated when it's not bogged down with bulky winter wear. Get a gander at how she struts her stuff on Englishman John Reed's hopped-up Evolution on page 76.

—Loudmouth



The sound of the roaring engine and the gleam of its chrome unloads a wild, unpredictable side of me.

Becky, California — #601



My first ride was terrifying, but I sat in front and shifted. We caught a lot of looks, and it allowed me to be myself. I ride my own now.

Starbuck, Indiana — #602



I was a little girl on my first ride. I loved it. The wind, the road, and the vibrations were a turn on. It's even better now that I have my own.
Donna, New York — #603



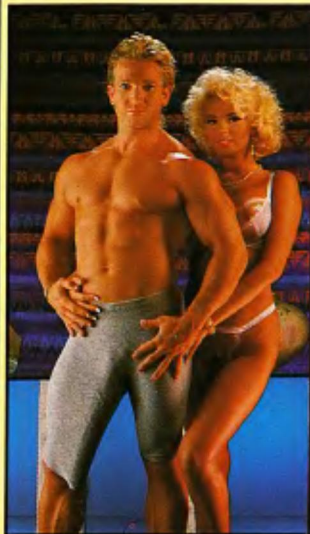
I like to share, and my Harley brothers are always willing to embrace me with open arms and strong, loving hands.
Rhonda, Pennsylvania — #604



I loved my first ride. Nothing's better than a throbbing man on a throbbing Harley.
Laura, Georgia — #605



My first putt was the ride from hell. It was uncomfortable, but I got used to it. In eight years I haven't been on anything but a Harley.
Bonny, North Dakota — #606



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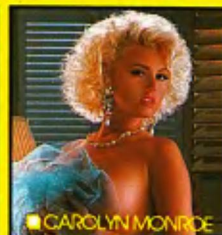
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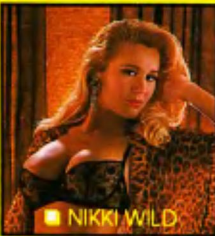
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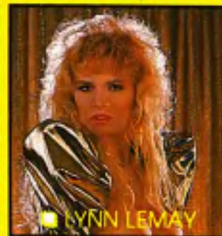
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Fox Hunt

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

It works this way—if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare 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 in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photo of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white or color prints or color

slides—no negatives (color slides are best). Sorry, no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag, and vote. Simply write the name, and number of the lady you like on a postcard or the back of a sealed envelope and mail it in to #228 *Easyriders* Fox Hunt,

Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending in votes starting May 1, 1992.

Like we say, it's easy. Just look the girls over and note the name and number of the lady who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's crop of cuties is May 31, 1992. We'll print the winner in the October 1992 issue.



Here she is, bros, the first monthly winner in our 14th Annual Fox Hunt, Melissa, #401, from Charleston, West Virginia. See more of her next issue.

FOX HUNT

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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.

227

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I am _____ years of age, born _____

I will pose Topless _____ Full Nude _____

Model's Signature _____

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Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

Lacing 80-Spoke Wheels

How It's Done—By The Only Lady In The Land Who's Doing It

By Gene Koch

Pat Kennedy, of Kennedys Custom Harleys, in Oceanside, California, likes big-inch motors and spoke wheels, but he quickly grew tired of his Monday routine of replacing broken spokes after a weekend of hard throttle twisting. Some years ago, while vacationing in Europe, Pat saw an 80-spoke wheel and decided that's what he needed to solve his problem. Fortunately, Brook Bryant, who works with Pat at Kennedys, had years of experience with lacing wheels. Brook has been around bike shops for 12 years. She also rides—her bike was featured in our April '92 issue.

Bo Erickson, a friend of Pat's and Brook's from Sweden, machined the 80-spoke hubs for them. Then they found a rim manufacturer to dimple 80 spokes.

Kennedys has been capable of producing an all-stainless steel wheel—including stainless hub, spokes, nipples, spacers, and rims—in 14- to 21-inch diameters and 1.85- to 10-inch widths for some time now. The wheels are strong and stainless spokes are easy to maintain.

Since double the spokes means double the trouble, Brook prefers to use a Lacemaster to ease her work load. The Lacemaster is free-standing and allows

her access from the top and bottom, yet she can still move the rim, getting the proper cross pattern of spokes. With an 80-spoke wheel, you're crossing eight spokes rather than four, and you'll appreciate the extra working space.

First, Brook assembles the hub with

tion, until 20 spokes are in. She lubricates the threads with a light machine oil so the nipples turn easily, turning in each nipple only a couple of threads at this point, to allow movement of the rim. Next, she does the second row of 20 spokes, going in the opposite direction, then the third and fourth rows.

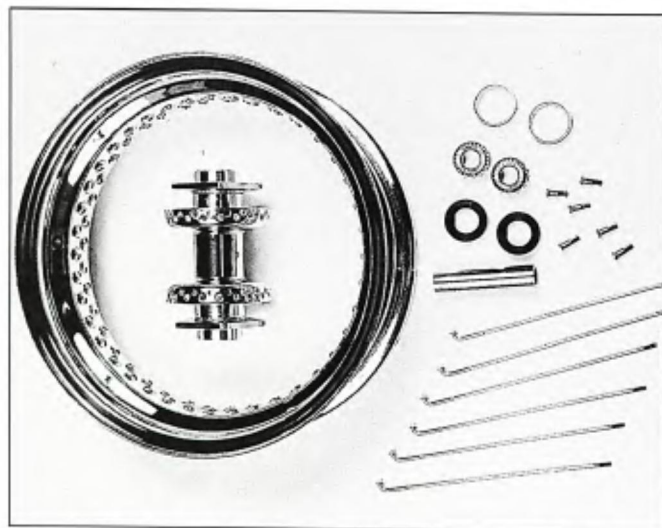
After all 80 spokes are in, she tightens the four clamps, centering the rim with the hub. Using a straightedge, she sets the height of the hub in relation to the rim. Some wheels are on-center and others are offset, depending on the application. Starting at the valve stem hole and working with a group of four spokes at a time, Brook tightens the spokes a little past snug.

The next group of four is opposite valve stem. The group after that is 90 degrees off. Then she goes across, continually alternating with groups of four until all the spokes are snug. This is not the final tightening process, but all spokes should still have the same tension on them. Brook checks this tension by lightly tapping on the spokes. They should all ring the same. With 80 spokes, the space between nipples is limited, so Brook made

Continued on Page 126

With an 80-spoke wheel, you're crossing eight spokes rather than four

bearings, proper length sleeve, etc., slips it and the rim on the Lacemaster, and puts all 80 spokes through the hub. At this point, the rim is loose in the machine. Installing one spoke and nipple at a time, she fills in the top row, every fourth hole, with the spokes going in the same direc-



80-spoke wheels available in 14- to 21-inch diameters, 1.85- to 10-inch widths. All-stainless, including rim, hub, spokes, nipples and spacers.



Hand tools needed to complete a wheel. Brook had to make her spoke wrench to work on an 80-spoke wheel.



With the wheel and hub mounted on the Lacemaster, Brook starts the lacing process. This is a lot easier than working on the floor or a bench top.



With all 80 spokes loose in the rim, Brook uses a straightedge to set the required offset of the hub to the rim.



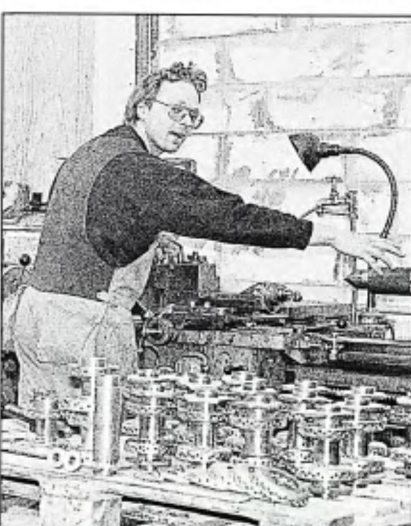
Brook trues the wheel up and down and side to side. With 80 spokes, this takes patience.



After the wheel is trued, she sets the nipples into the rim. The wheel will probably have to be retrued after this step, but it will stay true during use.



Threads protruding through the nipple are likely to puncture an innertube so she grinds off any excess and uses Loctite to make sure the spokes stay tight.



Bo Erickson, the talented machinist behind the Kennedy hubs.

Gene Koch is a West Coast representative for Drag Specialties. You can call him at (714) 894-2335.

Photos: Clark Crouse

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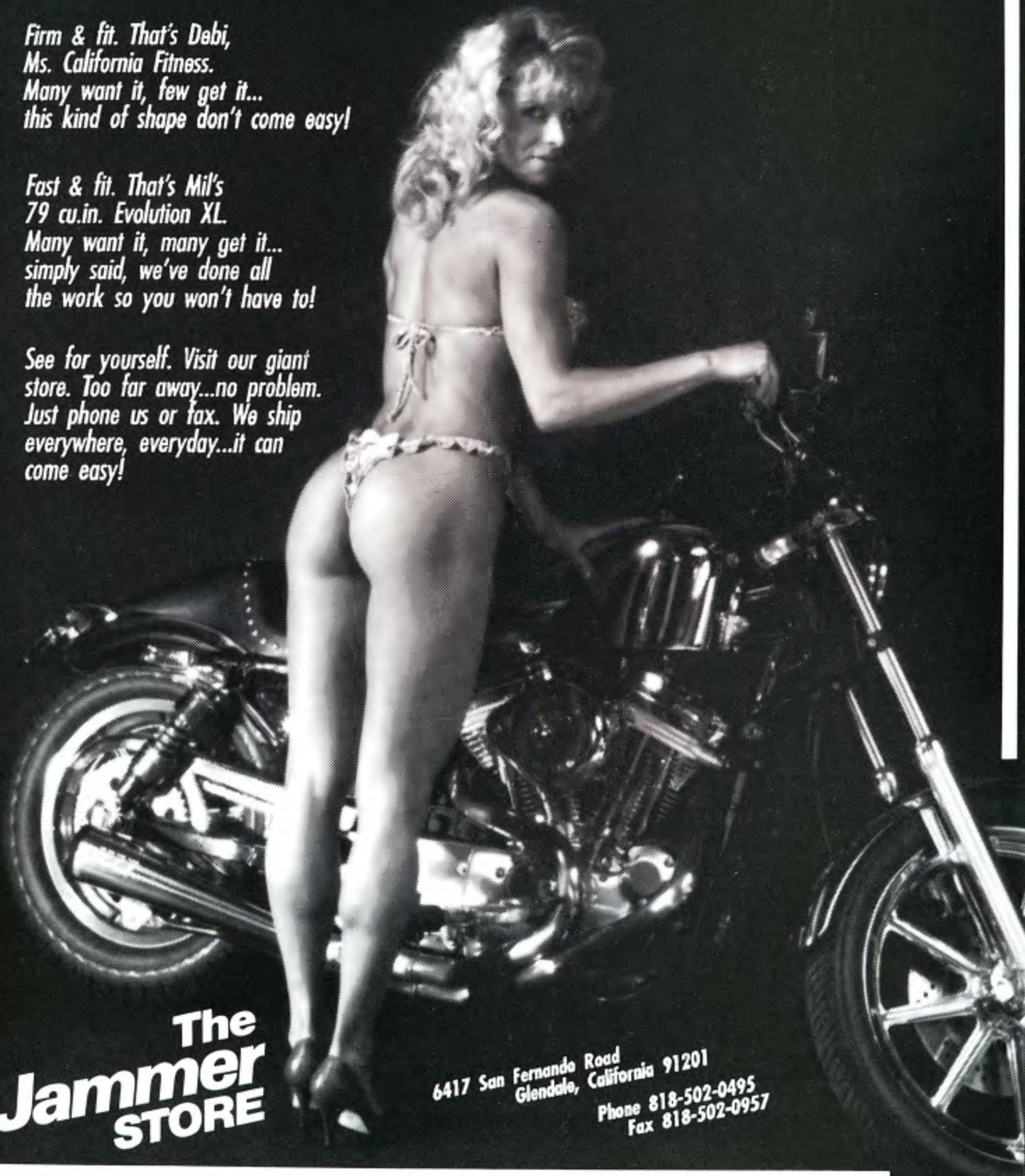
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TECH TIP

Lacing 80-Spoke Wheels

her own spoke wrench.

Next, she removes the wheel from the Lacemaster, puts it in the truing stand, and sets up the dial indicator. She trues up and down first, then side to side. Brook likes to get them within .010- to .020-inch, which is closer than factory specs. When tightening spokes to correct a high spot, you may have to loosen spokes on the opposite side first, to prevent over tightening. You should end up with 100 inch-pounds of torque on each spoke. Again, she checks this by tapping each spoke to assure consistent ring.

After the wheel is trued, Brook pre-seats each nipple in the rim with a hammer and punch and rechecks wheel alignment. Ninety percent of the time it needs to be retrued. This may seem like extra

It takes Brook about six hours to lace a 14-inch wheel or three hours for a 21-inch, 80-spoke wheel

work but the wheel will stay true and you won't have to go through this process again. When Brook laces a wheel, she doesn't want her customers to have any blowouts. To eliminate puncturing the tube, she uses a grinder and removes any threads protruding through the nipples. To eliminate any spokes from coming loose, she puts a drop of Loctite on each nipple/thread.

If you decide to do this yourself, you should also read the section in the shop manual on wheel lacing. Keep in mind that it takes Brook about six hours to lace a 14-inch wheel or three hours for a 21-inch, 80-spoke wheel. Also remember that she's had plenty of experience. You may just want to give her a call and let her deal with the frustration, she has the patience. ☉

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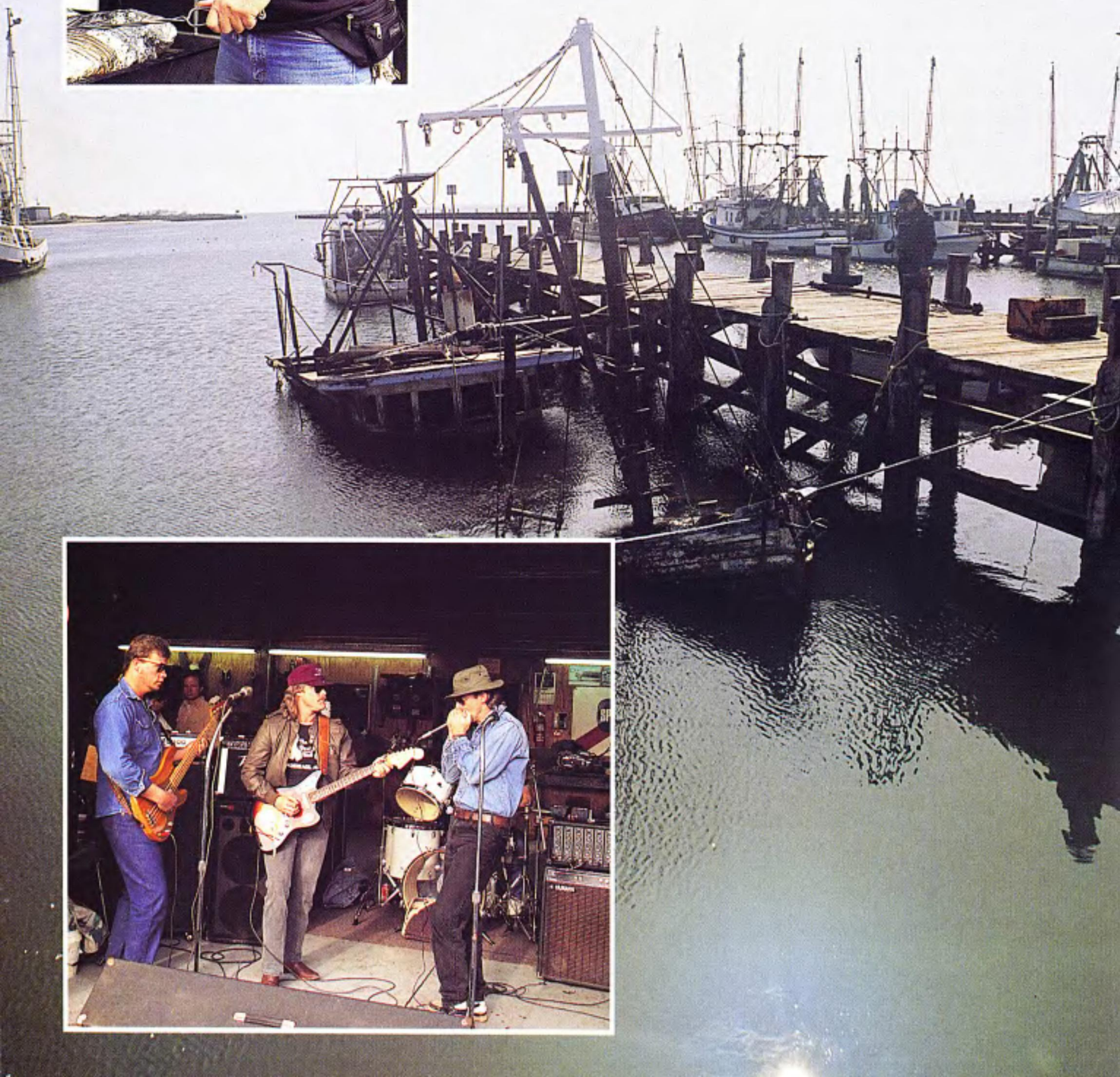
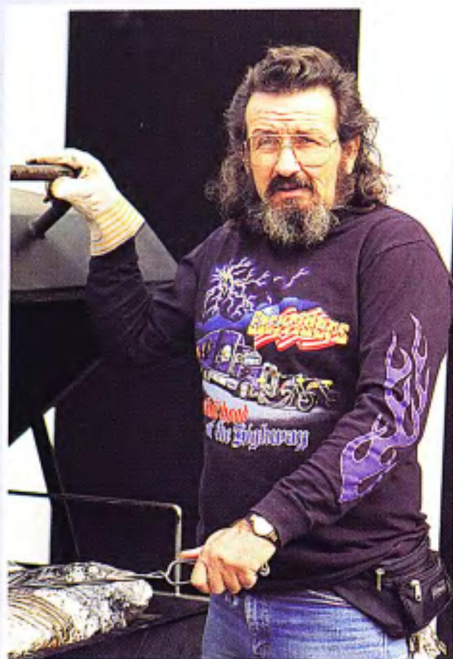
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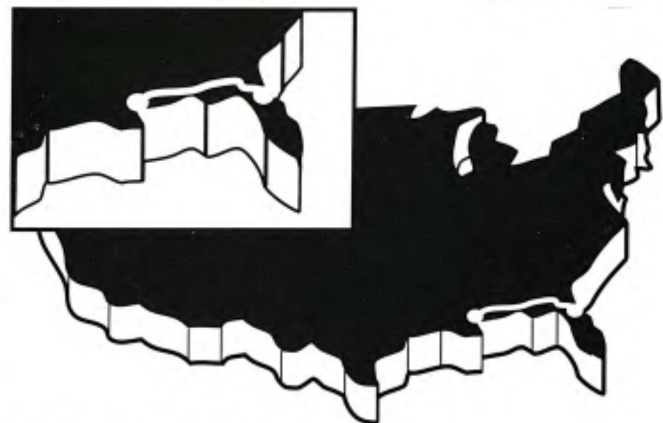
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Miss Flabama By Rip

As you know, I've been Down South this winter. Sugar, my FLHTC, and I had darted out from the *Easyriders* store in Daytona Beach, Florida, and jammed up to Atlanta, Georgia, for the Vets Day parade. Then we rode back down

to Homestead, Florida, for a party at Hog Heaven bike shop. In this issue's column, we'll head over to Gulfport, Mississippi, and then on to L.A.—lower Alabama, that is—Mobile, to be exact.

But first, I hung around while the

Easyriders store put on another poker run and pig roast. It was a bit on the chilly side, but some 50-plus riders showed up on Sunday, February 2, to brave the elements on this 100-mile putt. Sugar's mileometer showed 125 miles, but that was after we took a →



Brothers and sisters at Jake-Stirr's Bar in Gulfport, Mississippi.

Photos: Rip

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Becky and Doug, with their bar's namesake, Jake, Gulfport, Miss.



Tattoo Dee, owner of the 101 North, in Fla.

so-called short cut. Al Bulling, owner of the Last Resort bar in New Smyrna Beach, and his sharp ol' lady, Luanne, signed up the poker run participants. Some of us got to scope out a choice 1930 Henderson, painted blue with yellow trim. It is owned by Larry and Sylvia Wood, of Ponce Inlet, Fla. It was way cool. I love the way these relics were assembled. The shape of the 4-cylinder engine, as well as the front end, handlebars, and levers turn me on. Supposedly, the bike has been ridden only 48,123 miles. That's probably since its been restored.

On the ride from the store to the three bars listed on the poker run circuit, we hooked up with Larry and Jillian, proprietors of Las Brisas, a Mexican restaurant I ate at and wrote about a couple of issues back (#226). Jillian puts a solo 45, and Larry's got a bad-ass sounding rigid shovel. Our first stop was at the 101 North bar in Flagler Beach. The 101 is owned and run by Tattoo Dee. She rides a Heritage Softail. Shelly is one of the pretty girls who works there as a barmaid. The bar has two pool tables.



Peek-a-boo I see you.



Rick Reeves, sittin' on the dock of the bay, Gulfport, Miss.

Check out the 101 when you're in the area. Located catty-corner from the Flagler pier, it's easy to find.

From the 101, we rode over to Ormond Beach's Twin Gable Restaurant and Lounge on Route 17. We rounded-out the afternoon behind the Last Resort bar, warming our bodies around a blazing fire.

From the Last Resort it was just a short ride back to the *Easyrider's* store on Main St., where we chowed down on a bonaroo roasted pork.

Tuesday morning I putted north to visit Jerry and Sue at the Old Rooster Restaurant and Bar, located at 12661 Phillips Highway in Jacksonville. It's a neat biker bar with lots of fun people hangin' out. The Old Rooster is a couple miles north of the Jacksonville 295 cutoff, which swings ya west of town.

En route to Rooster's, I stopped and took pictures of a lighthouse and the fort at St. Augustine. That put me behind, so Sugar and I rode fast on I-10 west, trying to make up for lost time. Things were going great until it rained on my parade—literally—before I →



Keeping a grateful gourd warm.



Pete, with his friend, Cindy, from Mobile, Ala.

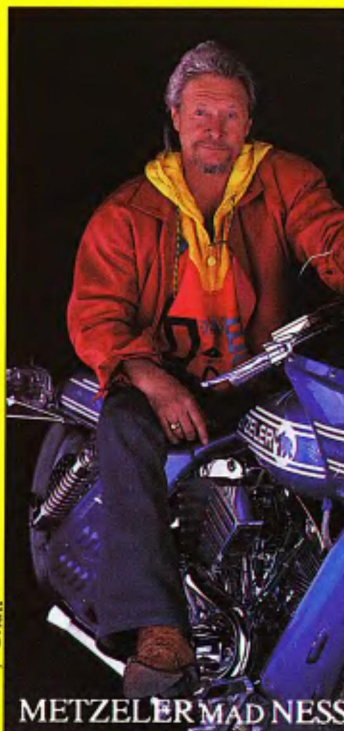


Nice-looking Sportster rider.



Chewing the fat at Jim's Cycle, Mobile, Ala.

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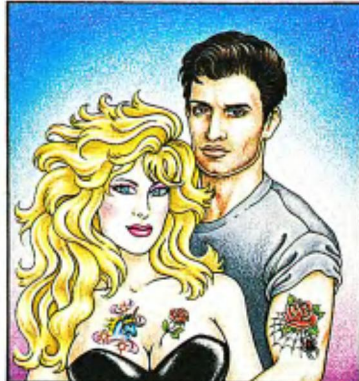
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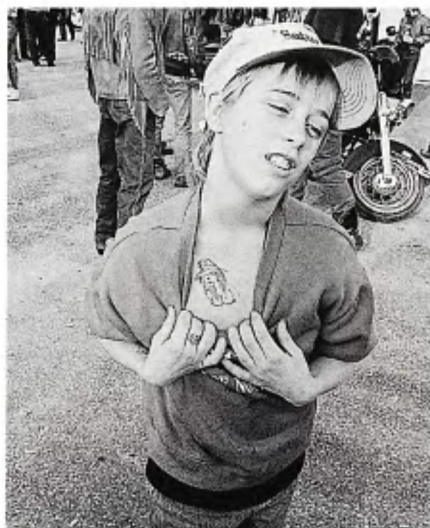
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Part of the large crowd that showed up at Jim's Cycle for the swap meet.



This 14-year old got an early start.

reached Pensacola. It didn't come as a great surprise, though. I had checked with the weather channel before leaving Daytona Beach and knew the forecast was calling for rain. When I left Fletcher's Restaurant in Mobile, Alabama, it started coming down in big drops, and then it dumped as only a tropical storm does. Fletcher's is located only a couple miles from one of the charter Bros Club dealers, Jim's Cycle Shop, at 1640 Varner Dr. I called Jim's and talked to his daughter, Sara. She said, "Come on down." By the time I got to Jim's Cycle, I was nearly drowned. I soon got over it, as they made me feel welcome. I stayed close, hanging around the next day to dry out before splitting to Jake-Stirr's Bar in Gulfport, Mississippi. Jake isn't a dude, he's a furry, redhaired chow dog and the bar is named after him. It's a play on words.

That night we had one helluva party. Lots of people showed up, which surprised me, seeing as how it was a mid-week night. I hung in there till about 4:30 in the a.m. before crashing at Rick Reeves' pad. Rick lives right



At the Old Rooster in Jacksonville, Fla., John, Sue, Chief and their dobeys, Jody and Mozart, behind Jake's. That was handy.

The next day, Rick and I checked out the gulf. We rode to the docks by the bay where the local commercial fishermen park their colorful boats. We saw the remains of a couple of boats that had sunk. They were still tied to the pier with just their cabins jutting out of the water. It certainly was odd-looking. Gulfport is a neat little town that is home to a lot of good biker folks. Their annual big party is held on Memorial Day at the drag strip. The show is put on by the Asgard MC.

On Saturday, Sugar and I swung back to Mobile. Jim's Cycle was sponsoring a swap meet on Sunday, February 9. Attendance was sparse in the morning, but by noon more people had arrived, picking up the slack. The swap meet featured live music, door prizes from CCI and Drag Specialties, and slow drags outside. They also raffled off a pair of matching CCI-donated leather saddlebags with a fork bag thrown in, to boot. There wasn't a setup fee for the vendors, and they had lotsa space. Jim's also offered food and drinks. The chili and hot dogs, along

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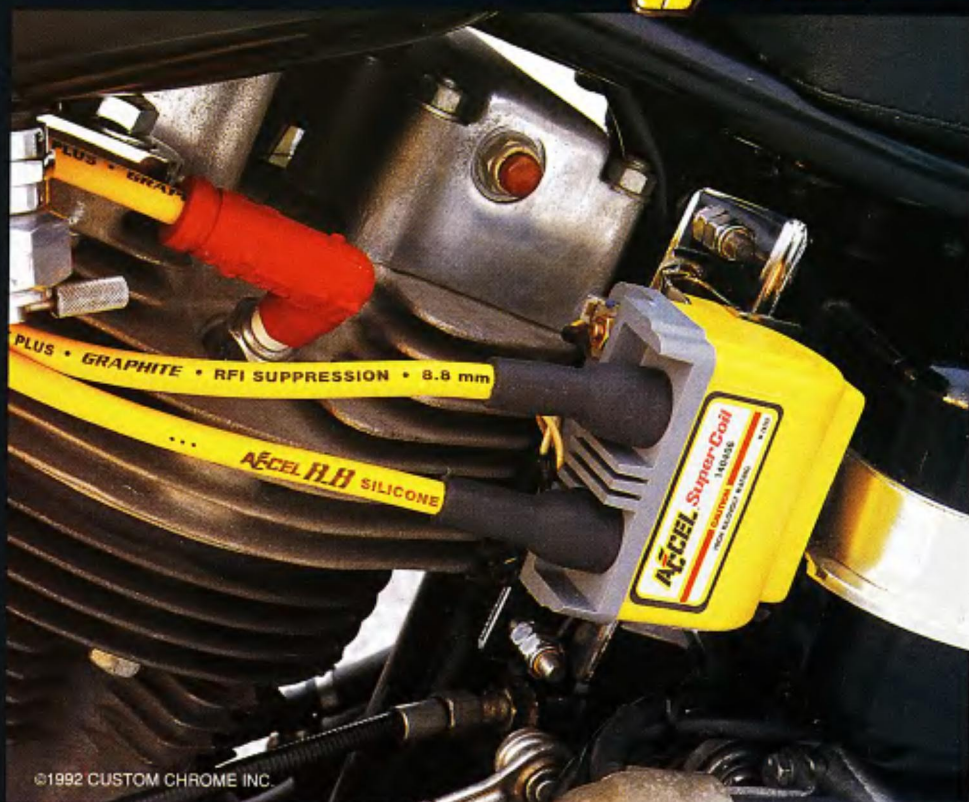
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The Speed Limit Band at Jim's Cycle, Mobile, Ala.



Future go-go dancer.

with the cold keg beer was good. Of course, they did take donations for the grub and drinks.

Outside, in the industrial complex's alley, a dozen or so riders went at it in a slow race competition. The live music was provided by Speed Limit. They played rock, blues, and country tunes. The sounds were mostly Southern rock—reminiscent of Lynryd Skynyrd. They played pretty decent. I really dug the harmonica. Speed Limit is a four-piece combo, featuring two guitar players, a drummer, and the lead singer who also plays the mouth harp. They jammed way into the night.

By the way, and back to the swap's sponsor, Jim's Cycle is real close to where the I-10 and I-65 intersect. Their 24-hour pick-up telephone number is (205) 660-0289. They'll treat ya fair.

Everyone seemed to get along at the swap meet. The fight didn't start till later, at one of the local bars—but that's



First group to sign up for the poker run in Daytona Beach.



Jillian and Larry, owners of Las Brisas, New Smyrna Beach, Fla.



The crew at Jim's Cycle, from left, Sara, Jim, Joe.

another story. Besides, it was lightweight. Nothing major. The cops would've called it a "domestic disturbance."

All in all, I've got to say that I've been enjoying my winter visit of the South, and Daytona Bike Week is just around the corner. Yeah, buddy, we're talkin' fun now.

Well, that oughtta do it for this month. This is the part of the movie where I ask for mail. I'm looking for places a bike person would want to visit. You know, good places to scarf, interesting bike shops, bars, parties, runs, antique motorcycle museums to scope out, or events like bike hillclimbs or Harley drag races. Just about everything and anything that you would enjoy and would like to share with our readership. I'm looking to party hardy and have fun, so how about it?

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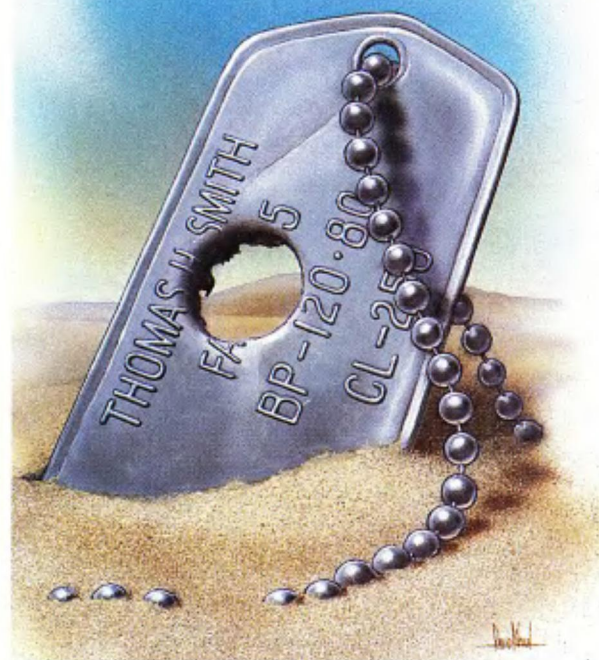
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We Are Looking For Strange And Unusual Books

Sam "Chopper" Orwell—2000

Time For A Move

Fiction by K. Randall Ball



We ran the first segment of Sam "Chopper" Orwell in our April 1992 issue (#226). Sam is a biker living in a world gone mad where life is regulated, motorcycles are kept under glass, and freedoms are unheard of. In the last story, Sam's old riding partner told him of group of riders, working under the guise of "Starving Students," who helped others to escape the madness. The first story ended with Sam making a call to Starving Students.

Sweat was running down Sam's face. A plastic hose ran from his mouth to a vacuum machine. Wire sensors were taped to his torso and scalp, running to junctions at his wrist and waist. He felt like a caged rat being pierced and pricked for his response to a new drug. His discomfort was compounded by the annoying digital readouts staring him in the face. Two oscilloscopes and a computer monitored his heartbeat. The routine was nothing new to Sam. These monthly wellness checks were just another irritating fact of his now regimented life. All citizens were required to wear dog tags imprinted with their fat, blood pressure, and cholesterol levels. If they didn't pass these monthly stress tests, they couldn't purchase fatty foods at the market, order rich foods from a restaurant, or travel out of the city limits.

Though his feet were pounding the rubber on the treadmill, Sam's mind was miles away. He was dreaming of escape and thinking about the call he had made to Starving Students Van and Storage. He ached to ride again, his desire to reclaim the freedom he once knew was overwhelming. He had to go for it. This could be his last chance.

Suddenly, his attention snapped back to the wires and tubes. The repetitive bouncing motion blurred his focus of the digital readouts, but he could tell his heart rate was too high. Sam panicked. He knew he needed a clear test in order to get a vacation clearance. He glanced to his left and saw the Wellness Official looking skeptically at the blinking red numbers on the meter. Sam didn't have much time to bring his heart rate down. His lungs burned. Perspiration pumped out of every pore. His legs ached.

Then Sam flashed back to a lesson he'd learned in martial arts

training about maintaining his "wa" [an area around his being in which he could control the atmosphere]. He remembered his old karate instructor saying, "Don't let anyone or anything disturb your wa."

The pace of the treadmill quickened. Sam concentrated with all his might. He felt a coolness wash over his monitored temples. Though his feet were flying, his touch lightened, his grip on the rails softened, and his heart rate stabilized. He felt the machine shut down and he jogged to a stroll, then a stop. The official at his side displayed obvious disappointment at his narrow success.

"You should have been quarantined," he said, rudely. "You were lucky."

Sam looked through him. He had to get out of this web of technology. He yanked at the belt around his waist and ripped the sensors from his skin.

"Hey, take it easy with the equipment," the male nurse sneveled.

"Just sign off the report," Sam said, tossing the wired wristbands aside.

When Sam returned home he immediately began filling out the requisition papers he had received from his Starving Students' connection. He was setting the wheels in motion for his supposed two-week vacation in Nevada. Two weeks was all the time off he could ask for, and in order to get the vacation he had to complete a stack of forms. They needed to know where he was going, why he was going, and, especially, why he intended to take his bike.

Sam told them he was going to sell his bike to a motorcycle museum in Las Vegas. He knew they'd like that. The authorities took pleasure in any gesture of stamping out the old ways.

Though the majority of citizens acquiesced to the rules set for them and the restricted life they were forced to lead, there were

some individuals who refused to conform. In some sectors, these "renegades" had set in motion a growing current of rebellion. They chose the desert as their oasis of freedom, and there was talk that some had successfully escaped into the unrestricted sands between Los Angeles and Las Vegas. Others had disappeared from obscure roads leading through Death Valley into Beatty, Nevada.

In most instances, however, these freedom fighters were caught in their desperate act of escape. In fact, the captures were televised on a weekly program called *Manhunt*. The idea behind *Manhunt* was to film the capture of these fugitives, undoubtedly to discourage those watching from attempting a similar escape. Sam didn't buy into the program, but if the ratings were any indication, society sure did. No one knew what happened to the people once they were apprehended, but more often than not the "capture" turned into an ambush, with the escapees being shot down like animals. The bloodier the better as far as the viewing audience was concerned, and the continued success of *Manhunt* meant bigger budgets for the law enforcement agencies, which made everyone happy. The cops had developed a seemingly unlimited force of manpower and equipment, including a fleet of helicopters.

The Starving Students people had warned Sam that, to prevent the cargo from raising any suspicions at checkpoints, only the bike, secured in a tough, plastic casing, could be loaded onto the van. That meant that anything else he wanted to bring had to be hidden inside the same enclosure that held his bike. To prevent any weight discrepancies, Sam dug up the few remaining tools he was allowed to keep and removed the fat, stock fenders, footboards, and any other items he could live without. He packed only essentials, then sealed up the plastic and waited.

At 6 a.m., the moving van arrived. The movers deftly crated the bike's museum-like display and loaded it into the van. He signed some papers and they were gone. With one suitcase in his hand and enough paperwork to fill a laundry basket in the other, he began the tedious process of checking out.

First he had to go check-in with his local law enforcement agency. They snuck the check-in procedure into law under the guise of a burglary prevention. If you checked in before you left for a trip, the cops would watch your house. If you didn't, the mailman reported that your mail was not being retrieved regularly. Either way, they knew if you were gone. Actually, the authorities knew when Sam was supposed to leave L.A., when he was to arrive in

Vegas, where he'd be staying, and how long he was going to be there.

Dealing with his employer was the toughest step out. Sam's boss was an institutional-type who figured no one needed a vacation since the invention of Simul-Act. He saw no reason to foot the bill for anyone who was dumb enough to risk getting hurt on the outside. Luckily, Sam's boss was relieved to find out that he

He'd been a biker for 20 years before the country fell to the mercy of the insurance companies

was going to Vegas to sell his "relic" motorcycle, and quickly signed the forms.

Sam put on his fleece-lined Wrangler jacket, a souvenir from his riding days, and headed down a long escalator to the bus station. Reserving a seat on a desert-bound bus was another difficult task. The desert was portrayed as a drug-trafficking no-man's land, subject to hijackings, so few buses were allowed to make the trip. Sam finally boarded his Las Vegas tour bus, which was packed with senior citizens who were taking advantage of their monthly gambling privileges.

An old, silver-haired woman sat beside Sam, looking at him inquisitively. "If we're lucky, we'll get to see some of those renegades in the desert," she said.

Sam smiled at her, then looked across the aisle. Another elderly woman was seated there. She glanced back briefly, then quickly turned away.

The woman seated beside Sam continued to rant about the renegades, talking about their disgusting beards, long hair, and hideous tattoos. Sam listened without commenting, occasionally looking to his left at the silent brunette woman with knowing eyes and a youthful glint, desperately clutching a large purse in her lap. Although she was bent in an elderly slouch, and her attire was loose and flowery like so many of the other women on the bus, there was something youthful about the texture of her skin. Her eyes told a story of longing and intensity. She seemed to speak whole conversations to him with every glance.

Finally he spoke to her. "Where are you headed?" he asked.

"To gamble," she said in a soft, shy tone.

"Are you on vacation?"

"Yes, probably my last."

The intensity of her stare bore right through him. At one point he wanted to

reach out and touch her arm. Her features were smooth, but stressed. He could see the muscles twitch in her forearms as she pulled the over-stuffed bag to her chest.

"Where are you staying?" Sam continued.

"The Desert Inn," she answered.

To Sam, the woman's response seemed like a signal, a call for help, or even an invitation.

The bus lurched forward and rumbled

through the multitude of traffic lights and checkpoints leaving the city. Sam looked out the window at the long lanes of graffiti-covered concrete, bars which covered the windows on every home, and new electric transports rolling up and down the streets.

The average citizen was forced to use the electric transports. Only the wealthy could afford cars, the expensive insurance required to drive them, or the electronic locking devices necessary to secure them.

Soon the bus lumbered onto the open road as city lights faded into darkness behind them. Sam closed his eyes and thought about how much his life had changed. He'd been a biker for over 20 years before the country fell to the mercy of the insurance companies. One after the other his freedoms were taken away. He'd fought alongside bikers' rights groups for years, but once the new laws went into effect, their efforts became futile. It was hard enough to get rights for citizens, let alone for bikers. How could they fight helmet laws when the government was forcing motorists to wear them also? How could they defeat mandatory drug testing when the Health Department made citizens take monthly cholesterol tests? How could they combat police harassment when the communities were supporting the use of road blocks?

Sam's once adventurous existence had become routine and mundane. He got up, went to his work station, worked eight hours, went home, and sat in front of his video screen. Even relationships had become a thing of the past. Once AIDS hit, sex was frowned upon. If a man wanted a woman, he could watch whatever he wanted on video. Why take the risk?

Sam woke to the sound of sirens. The highway ahead was a sea of red lights, criss-crossed by search beams flashing across the desert. It was a scene out of a movie. There were enough cop cars to clog a freeway. The bus came to a halt and the driver got out. Everyone stared through the tinted windows. A manhunt was taking place before them. This was Sam's signal →

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Chopper Orwell

to move. "I gotta take a leak," he grumbled, rising from his seat.

"I wouldn't go out there, if I were you," the old woman beside him said.

He looked to his left, and for the first time the brunette's gaze was fixed with emotion. She reached out and grabbed his hand. "The Desert Inn," she repeated, squeezing his fingers urgently.

Sam grabbed his suitcase and stepped off the bus. Kneeling, he quickly scanned the desert. Lights from two helicopters were locked on a form in the open sand, running for the distant hills. Sam wondered what the guy was doing. He didn't have a snowball's chance in hell of making cover. The runner's legs sank into the sand, his suitcase swayed back and forth as he struggled to continue on. Sam watched the man, wishing the stranger could find a break, a hard spot in the soft sand in which to run from, or a burst of superhuman energy to carry him across the broad, open expanse to safety. But he knew it wasn't possible.

Just then, Sam noticed something about the man. The suitcase he was carrying was the same size and make as his own. Their jackets were similar, they both wore Levi's and cowboy boots, and they had similar hair. Sam realized that the man under the lights, running from the armed troops and dogs, was his intended double. That's when he heard gunfire and someone screaming, "He's got a gun."

This was the kind of action most people who watched *Manhunt* hoped for: the armed escapee. This insured that the man would end up riddled with bullets. The public loved to see someone gunned down. Hell, it was the only excitement they had.

Sam crouched down, his knees becoming weak at the thought that the man in the desert might be dying for him. He shuddered and looked behind the bus for the Starving Students moving van.

More shouting pierced the dry air. A →

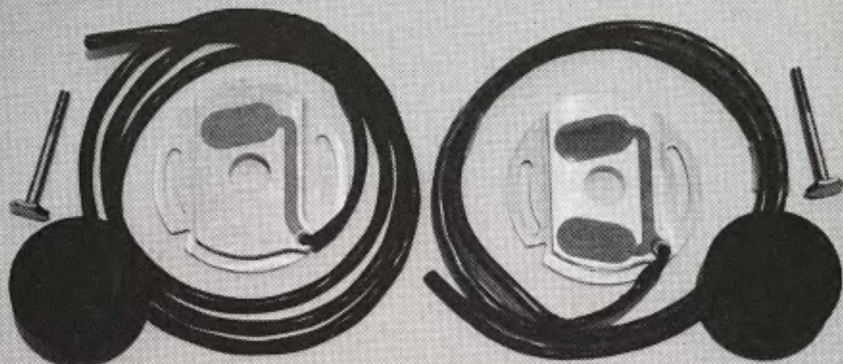


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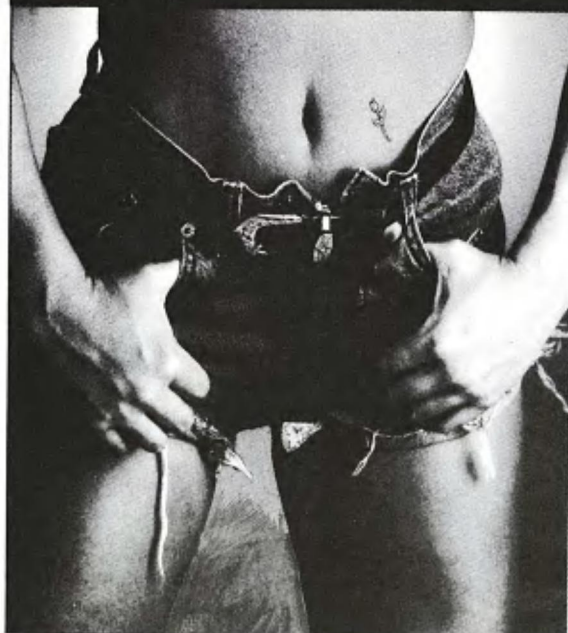
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Chopper Orwell

film crew situated atop a large van was aiming lights at the figure struggling in the waist-high sand. Another camera crew in a brightly-colored television helicopter appeared over a wave of several hundred men in uniforms. The word "fire" filled the air. Artillery seemed to fly from every direction. Sam's legs quivered and he dove into the ditch beside the road. When he lifted his head all he could see of the annihilated man was a smear of blood and fragments of body parts scattered about the desert, like the remains of a bug

Sam looked at the bloody corpse lying in the darkening sand

splattered against a windshield.

A government official hurried the bus driver back into the bus and ordered the vehicle on its way. Sam wasn't sure what to do, his contact hadn't arrived and the bus was pulling away. It wouldn't be long before he was spotted, and unless there was something blocking the road, the moving van couldn't stop without raising suspicion. Sam looked out at the bloody corpse lying in the darkening sand and thought about himself and the commitment he was making. He raked his fingers through his graying hair and looked back down the highway toward the city.

Sam saw a vehicle approaching. The absence of a bar of red lights on top told him it wasn't official. Police cars were leaving the scene, but a half-dozen units remained. Officers stood in the roadway, waving through traffic past the *Manhunt* scene. The show was over and the officers had no patience for slow-moving traffic.

The headlights rolled closer, then slowed. Sam squinted and made out the words "Starving Students" above the cab. He threw open his suitcase and looked for anything he might need. He stuffed a few things in his shirt, shoved the case deeper into the ditch, and covered it with sand. He skirted along in the trench, careful to stay below the line of search lights. An officer motioned for the big van to maintain its speed and go by, but it continued to slow down. It passed Sam and the driver hit his high beams. Sam scrambled out of the ditch toward the back door. A large, →

Choppershopper

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BACK ISSUE BONANZA! Over 50 ISSUES no longer available from *Easyriders!* Mint condition! Souvenir editions! 15 *In The Wind* issues, too! Send \$1 by May 25, 1992 for list and information to BACK ISSUES, Box 8200, Omaha, NE 68108-0200.

STERLING SILVER BUTTON COVERS. Eagle Head Emblem, set of five; \$18. Send check or money order to Blue Sky Jewelry & Design, Box 21162, Albuquerque, NM 87154-1162.

BREW YOUR OWN BEER! Send \$1 for catalog and instructions to BYOB, Box 1705-E, New Milford, CT 06776.

Ladies worldwide. Free color swimsuit photos. Enclose twelve 29 cent stamps. Michael Broderick, APDO 6-3200, Eldorado, Panama, Panama.

FEED TEN HUNGRY BIKERS for \$25. The best Clambake they ever had. For recipe send SASE and \$3 to CLAMS, Taghkanic Rd., Elizaville, NY 12523.

AM/FM nonrecording stereo cassette players and G.E. SUPERRADIOS available. FREE CATALOG. The Conaid Compnay, 2302 230th St., Pasadena, MD 21122.

"Body Decorating Guide" for all occasion fun. Send \$3 to Cross, 165 S. Bent Ave., Ste. #453, San Marcos, CA 92069.

Easyriders collection #1 thru #228. *Iron Horse*, #1 thru #58. Excellent condition. Best offer plus shipping. L. Carr, 52287 298th St., Grove City, MN 56243.

Black Hills and Badlands Biker Photographs: Harleys—8 1/4" x 6" scenic color shots; \$12.50 includes shipping. Enlargements available. High Plains Photography, Box 297, Black Hawk, SD 57718-0297.

BEER DRINKERS! Save hundreds in attorney fees, bail bonds, increase in auto insurance. New booklet reveals 101 ways to avoid a DWI/DUI. Only \$5. D & V, Box 278, Velma, OK 73091.

BADDEST TATTOO DESIGNS on Earth! SASE for free sample sheet and information. Design Master Tattoos, Box 785, Wichita Falls, TX 76307.

DISCOUNT ADULT VIDEOS: Lowest cost, Highest quality. Catalog \$2. Discount, Box 6650, Augusta, GA 30916.

CHILI LIKE YOU'VE NEVER HAD! Ellie Bee's Recipes means world class chili! \$4.95 to Ellie Bee's, 1082 Peppertree, Upland, CA 91786.

HOT, SEXY, EXOTIC, LINGERIE! Huge, sizing live-modeled color catalog. Highest quality made in US. Fast shipping. Reasonable prices! Sizes S-4X, Satisfaction guaranteed. Rush \$4 to Fashion Fantasies, Box 1281, Dept. 1, Sulphur Springs, TX 75482.

ENJOY SICK HUMOR? GROSS JOKES? Send \$1 for our disgusting monthly newsletter. Funny Pages, Box 317025, Dayton, OH 45431.

Dee dee: I love you babe. One more year. Andy.

COMING TO STURGIS RALLY 1992? NEED A PLACE TO STAY? GLENCOE CAMPSORT can rent you a travel trailer connected to all utilities with kitchen, shower and toilet facilities in each unit. Located 2 miles east of Sturgis on Highway 34. Call (605) 347-3920 for information.

POSITION WANTED: Parts manager or equivalent, in H-D dealership or private shop. Experienced—dedicated. Mike (309) 527-2764.

Going to an event? Have your bike shipped in an enclosed trailer. Guaranteed to arrive as safe and clean as when it left your living room. Supreme care, hauled by Harley people. Don't miss Harley Rendezvous in late June, upstate New York. Call (516) 369-0517 or write Haulin', 105 River Rd., Calverton, NY 11933.

D.O.T. STICKERS FOR YOUR CUSTOM HELMET 2 FOR \$3. SEND SASE TO HAYDEN HAMILTON, 15870 ROYAL HAVEN PL., SHERMAN OAKS, CA 91403.

Chris & Misty of Flagler Beach, FL: Been down 9 months, don't have your address. Please write soon. Mark Johnson, SBI # 00153012, Delaware Correctional Center, Smyrna, DE 19977.

GULFVETS M/C: For info write Joseph Brown, Box 142, Bridgeport, OH 43912.

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

Wanted: 15" over wide Paughco of Jammer widerunner Springer. Jim (413) 549-1274.

Little Lor-Lor: Everyone doing fine here. Trust in God and keep your chin up. Love and kisses, Mom and Daddoo.

DEEP DESIRE for you. I'm Lace. My sexy poster is Daytona's Official Collectable. Luscious blonde, SATISFACTION. Any personal message from me; \$10. Lace, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. Make checks/m.o. payable to Lace.

BLUE FLAMES ARE HOT! NOW BLUE FLAME sleeve prints on LICENSED HARLEY-DAVIDSON HOODED SWEATS and ZIP-UPS with our exclusive back logo. Coordinating accessories. **ORANGE FLAMES** also. Wide selection of **LATEST HARLEY-DAVIDSON** products. **SATISFACTION GUARANTEED.** For 1992 40 page catalog, send \$3 (no stamps), \$5 for foreign (US funds) to LIFESTYLE ACCESSORIES, Box 792-ER, Bodega Bay, CA 94923.

YEAR-ROUND ALASKA JOB OPPORTUNITIES. Environmental pipeline, fisheries, labor. 30 categories. Booklet; \$10. AKJOBS, Box 21168SE, Anchorage, AK 99521.

Steven Chuka Aleo: Just want to hear from you as friends, nothing heavy. Been wondering how you are and how things are going. Hope things are going well. I still live around my hometown. Call collect if you want. Yoni.

STURGIS CAMPGROUND: Screw the Helmet Law, we ride. 3rd year open. TRY US!! 5-1/2 acres, 1 mile from downtown, free firewood, shade, showers. \$5 per person, per night. Group weekly rates available. Call Ray, (605) 347-5083.

SEX MAGAZINES: Catalog, send \$1. M. SALES, 1800 Market St., #247-E, San Francisco, CA 94102.

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.

BEER: Freedom to Choose. Freedom from Sin or Sales Tax. All supplies and equipment, send \$2 for catalog. Morrison Home Brewing, 401 S. Locust, #202C, Denton, TX 76201.

Catherine Suzanne Bernadette "Frank" Caldwell-Burton: I love and miss you. Wish we could do it all over again and get it right. Paul Maidel, (503) 238-7106.

WE'LL PAY YOU TO TYPE NAMES AND ADDRESSES FROM HOME! \$500 per 1000. Call (900) 896-1666 (\$1.49/min, 18 yrs. +) or write PASSE—XER692, 161 S. Lincolnway, N. Aurora, IL 60542.

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easyriders* or *V-Twin* for only \$17.50 a year (U.S. funds only, please). Also subscribe to *American Rodder and Tat*; \$15 a year each title, *Biker*, *In The Wind* for only \$8 a year, each title. Mail to: Paisano Publications, Inc., Box 390, Mt. Morris, IL 61054. Allow 6-8 weeks for delivery of first issue.

SPORTYS (The) National Association of Sportster Enthusiasts. Join for \$19. Newsletter, Classified Ads, Parts Location and More. For more info, send TWO first class stamps to: SPORTYS, 594 Summer St., East Bridgewater, MA 02333 or call (508) 378-4202.

BEAUTIFUL GIRLS, worldwide want correspondence, friendship, marriage. Photos, send; \$2 (cash only). ROTHE, Box 270/E, BERLIN 61, Germany.

ATTENTION VETS: Professional photo journalist, veteran, will participate in 1992 "Rolling Thunder." Would appreciate advance contact with any Veteran's groups, clubs, or individual planning to attend. All info or stories welcome. Contact Ray "Spider" Rybaak, Box 161, Syracuse, NY 13215.

SCOOTER MATES: Introduces biker men and women. 15 FREE profiles! Send name, address and three 29 cent stamps to Scooter Mates, RD 5, Box 209A, Middletown, NY 10940. Sorry no inmates.

AUTHENTIC, TEXAS, LONGHORN SKULLS. Write Skulls, 9 Matthew Lane, Los Lunas, NM 87031.

New sober motorcycle Brotherhood—not outlaw—club. Top rocker, Sober Nomads, Center patch, Tribal art on inverted turquoise triangle. Comments or complaints write Sober Nomads, Box 217, Brunswick, OH 44212.

CALIFORNIA NUDE BEACHES. 1-15; Nudest Beauty Contest, 1-12; 2 hrs. \$35 each. \$1 catalog. (310) 519-8840. T & A Video, 904 Silverspur Rd., #414-ER, Rolling Hills Estates, CA 90274.

THANKS VIETNAM VETS black t-shirt and bumper sticker; \$12 for both. Bumper sticker alone; \$2. Both with war illustrations. State T-shirt size, postage paid. \$1 extra for XXL, \$2 extra for XXXL shirts. For more info send SASE. Recognition to those who served, fought or died in Vietnam. Printed by Vietnam Vets. Timothy Monson Co., Box 20151, Minneapolis, MN 55420.

Paul Harlod Hall Jr. (Hal) from Rely, NC: I'm doing good, love ya. Butterbean from Beeville, TX now in Okinawa, Japan!

"LICK BUSH IN '92" bumper stickers; \$2. T-shirts, M-XL; \$12. GT Enterprises, Box 58, Endicott, NY 13761.

VIETNAM HARLEY-DAVIDSON RUN. Hanoi to Saigon, October 1992. Champagne, Phone/FAX: (707) 923-4147

DON'T TRASH THOSE OLD WORN OUT BOOTS! CASH for used motorcycle BOOTS by Chippewa, Nasty Feet, Red Wing, Harley, Wesco. \$30 to \$100—even if not wearable. Sizes 10 to 13. Biker jackets and tall lace up BOOTS wanted also. VINTAGE CLOTHING, Box 3298, Marion, IN 46953, (800) 852-7394.

Uncensored Adult Videos. Closeout prices. Free information. Warren, Box 5571-ER, Gainesville, FL 32602.

Softail frame for pre '84 Sportster engines. Purchased new through mail order but never used comes with Softail shocks and all mounting hardware. Call (914) 469-7894 (NY) evenings.

"FRIENDS DON'T LET FRIENDS RIDE RICEBURNERS", T-shirt; \$11.99 (postage paid)! Norton, Triumph parts catalog; \$1. XANDERS BRITBIKES, 1280 Stringtown, Grove city, OH 43123-9743, (614) 871-9001.

ATTENTION BROS! Great Beef or Venison Jerky recipe. \$4 m.o. and SASE to Recipe, Box 356, Tipp City, OH 45371.



Chopper Orwell

authoritative-looking cop stepped in front of the white moving van and motioned the driver to halt. The vehicle lurched to a stop. Sam ran to catch it, then, realizing a search might ensue, dove underneath the tailgate.

He frantically looked for something to grab. In a matter of seconds, six armed officers had the vehicle surrounded and the driver yanked from the cab, spread-eagled against the left front fender. His papers were carefully scrutinized.

"Why'd you slow'down?" one of the officers asked.

"Thought I'd catch a *Manhunt*," the driver replied.

"That was over, we were waving you on. You know better than to hesitate. When we wave, you move."

"Guess I was just tired and needed a break," the driver said.

"Next time you could be the guy in the desert, you know that? You don't want to be a star, do you?"

"No, sir."

The cop went around to the back of the truck and looked inside. A few minutes later, he returned.

"Get the hell out of here," he shouted, tossing the driver's clipboard at his feet.

Never looking up, the driver knelt, picked up the papers and his clipboard, and climbed back into the cab. He

nervously ground gears, jerked the clutch, and rolled down the highway.

The truck rolled on for another 20 miles until it reached an all-night truck stop. The driver steered it into an empty bay next to an earthmover. As soon as the truck came to a stop, a couple of men came out from the service area and threw open the doors of the van.

"Where is he?" the taller of the two men demanded.

"I don't think this one made it. I was

late to the pick-up spot. He had overloaded his container, so they were fuckin' with me."

"Dammit!" the bearded man yelled, slamming the truck door. He spun on his heels and stared out at the dark desert. "He's out there, somewhere. We can't leave him. You'll have to go back."

"I can't..." the driver began.

A small thud interrupted them and Sam rolled out from under the truck. "Gotta beer?" Sam asked, looking up at his old friend. He was covered with road grime. His face was dust brown.

"We don't have time," he said, helping Sam to his feet. "Load the container and prepare Sam for the next leg of his journey. We've gotta keep this rig rolling."

A large fork lift motored out of the service area and hefted the container out of the van and dropped it into the earthmover. Another container replaced it and the van was on its way. From under the ceiling of the service bay, sand began to fill the earthmover. Two men placed Sam in a coffin, attached a hose to the wood box, and placed him in the bowels of the truck. His container, some others, and Sam's coffin were covered with sand. The massive diesel fired, then jerked and jolted out of the enormous service bay onto a back road leading into the hills.

EASYRIDERS TRUCK TOUR SCHEDULE

**MAY 9, 10—BUBBA'S HONDA DROP
"TOWERING INFERNO"
UNION GROVE, WISCONSIN—GREAT LAKES DRAGWAY**
(1/2 way between Milwaukee and Chicago on I-94—exit KR—west 5 mi.)

**MAY 14, 15, 16, 17—MYRTLE BEACH WEEK
DUNES CYCLES
MYRTLE BEACH, SOUTH CAROLINA**
(Hwy. 501)

'92 RODEO SEASON BEGINS WITH:

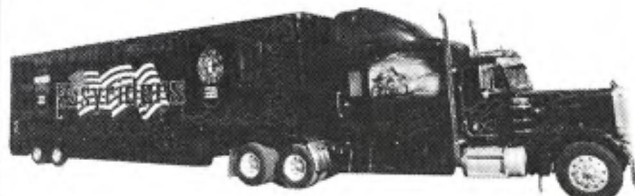
**MAY 23, 24, 25—
EASYRIDERS RODEO KICK-OFF—PASADENA, TEXAS
JOHN RAY HARRISON CONVENTION CENTER**
(Hwy. 225 to Red Bluff exit south, to Fairmont Pkwy. left)
Come join us for the first rodeo of the season. We'll have a ride-in bike show, rodeo events, trade show, live music, camping, food & beverages on sale and a trophy girl contest. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

**JUNE 12, 13, 14—
EASYRIDERS RODEO—LADSON, SOUTH CAROLINA
EXCHANGE PARK**
(I-26 to exit 203 to Hwy. 78)
Rodeo, trade show, ride-in bike show, live music, food and beverages on sale, trophy girl contest and camping. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

**JUNE 19, 20, 21—
EASYRIDERS RODEO—PECATONICA, ILLINOIS
WINNEBAGO COUNTY FAIRGROUNDS**
(Between Rockford & Freeport, off U.S. Hwy 20)
WE'RE BACK! For all of you who didn't make it to our rodeo last year, come join us this year for a fun-filled rodeo weekend. We'll be having our rodeo events, ride-in bike show, trophy girl contest, camping, live music and food and beverages on sale. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

**JULY 3, 4, 5—
4TH OF JULY WEEKEND
EASYRIDERS RODEO—MIDDLETOWN, NEW YORK
ORANGE COUNTY FAIRGROUNDS**
(I-84 to Hwy. 17 west, to exit 120)
Come join us for some 4th of July fun. We'll be having a ride-in bike show, rodeo events, trade show, live music, and trophy girl contest. Food and beverages and camping will also be available. Along with all this we'll also be having a "FIREWORKS SHOW"! **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

**FOR MORE RODEO INFORMATION,
SEE CALENDAR ON BACK COVER!**



You, too, can have the attention grabbin' Easyriders Truck at your event for quality product sales and prizes. For information on the truck's tour schedule or if interested in becoming a full-line dealer, we would be happy to stop by your shop and introduce you to the Easyriders product line (if our schedule allows). Contact Leon Hatcher at (209) 299-0753, or call Easyriders—(800) 247-6246.

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board", seen by more than 2,500,000 readers every month, call (818) 889-8740.

ANTIQUE MOTORCYCLES & PARTS

Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200. International source of restoration parts. Catalog \$5.

BALANCING SERVICE

V-twin flywheel assemblies balancing. Will return UPS/COD. Call for info, (317) 639-2712. Precision Balancing Co., 448 N. Holmes Ave., Indianapolis, IN 46222.

BIKER BARS

Rainbow Tavern, T-shirts, with H-D design & bar logo on back (S-XL), \$13. Cert. check, M.O., or cash only. 3425 E. Benson Hwy., Tucson, AZ 85706, (602) 889-9165.

BELT DRIVES

Super Max Belt Drives, 200 South D St., Porterville, CA 93257, (209) 782-8200.

CHROME PLATING

SHOW QUALITY CHROME, gold & black. Chrome metal polishing. Free price list. Worldwide, direct mail order service. (204) 475-8979, FAX (204) 757-2028. The Chrome Pit, Box 3509, Stn. B, Winnipeg, Man., CANADA R2W 3R4.

CUSTOM PAINT

Crazy John Custom Paint, Lacquer, urethane, powder paint. Shipping worldwide. T-shirts, \$12 plus postage and handling. 6341 Industry Way, #B, Westminster, CA 92683, (714) 897-7669.

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Phil's Speed Shop: Complete Custom Service. From ground up building to regular maintenance. 941 W. Collins Ave., Orange, CA 92667, (714) 771-6727.

FORKS

Forking by Frank (Frank's Maint. & Eng., Inc.), 945 Pitner, Evanston, IL 60202, (708) 475-1003.

GASKETS

Jan's Cycle Gaskets, for Harley-Davidson motorcycles. Available in kits or individually. Made in USA. Call or write for the distributor nearest you. Box 5790, Somerset, NJ 08875-5790, (908) 359-661, FAX: (908) 359-5665.

HANDLEBARS

CUSTOM BENT BARS/Apes/Drags/Cruisers/American Steel—American made. 20 years experience. Over 30 popular styles at \$39 or less. Send \$1 cash for brochure. Satisfaction Guaranteed. California Designs, 1330 South St., #4, Long Beach, CA 90805.

HEADS

Flo Dynamics, 1150 Pike Lane #2, Oceano, CA 93445, (805) 481-6300. Space-Age technology and parts used. Satisfaction guaranteed. Two-week turnaround. Technical info and prices available upon request. Go with the Flo Crane Cams in stock.

Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call: (209) 533-0290 or (800) 553-8992 (outside of Calif.). Or mail request to: 20883 Lynn Ln., Sonoma, CA 95370.

VEE-TWIN CYCLE, 713 Diamond Lake Rd., Mundelein, IL 60060, (708) 566-4626. Port & Flow Heads, hardened seats, flow-bench testing. State of the art tooling & materials. Let our Drag Racing experience work for you! Call for price list.

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Perme-Tune Ignitions. Tired of fouled plugs? Eliminate the need for dual plugs and costly magnetos. Info, (800) 457-TUNE. Sales and Installation. 941 W. Collins Ave., Orange, CA 92667.

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Charleston Custom Cycle, 211 Washington, Charleston, IL 61920, (217) 345-2577. Half-million parts in stock.

Sprint parts catalog, 1961-1974, \$3 (postage paid). Also parts for two-strokes. Moto Italia, 13960 Hwy. 9, Boulder Creek, CA 95006.

JEWELRY

Brass Head, Inc., 68 Lamar St., W. Babylon, NY 11704. Spiked leather, dancer tops, chain, eyeball, and crystal jewelry. (516) 643-6060 (wholesale only).

LEATHERS

Sleepy Hollow Saddlebags, Inc., Free info and price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800) 338-8625.

MAIL ORDER

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

FILM! Biker's Spec. Cert. Pkg.; 12 cert's each good for 1 free 24 exp. roll of Kodak or Fuji color print film or 1 free 2nd set of 4" x 6" super size color prints w/ disc. developing. \$6 ea. pkg. w/ \$1 per pkg. donated to ABATE! NORCAL PHOTO, 702 Mangrove Ave., Ste. #307, Chico, CA 95926.

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Semel's Custom Colors. Made in the USA. Manufacturing colors over 50 years. Finest quality, discount prices. Fast, loyal service. 76 Lexington Ave., Passaic, NJ 07055, (201) 473-3959, FAX: (201) 473-8895.

MUSIC

"Biker Party King", "Pussy Licking Tommy," Sally's Hairy Pussy, and 14 more nasty songs on two cassettes. Send \$14.95 to Mack Banks, Box 17, West Point, MS 39773.

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GIRLS, GIRLS, GIRLS. Talk to them live. (900) 288-3399, ext. 2758. One time fee of \$25. Must be 18 years of age.

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Bartels' Harley-Davidson, 8910 Washington Blvd., Culver City, CA 90230, (213) 838-3003, FAX: (213) 204-0376.

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WENOL, Brighter, faster shine. Removes oxidation, surface rust and protects all metals. FREE sample, send legal-size SASE to PRO GLO, 11607 Mason Rd., Castalia, OH 44824. Dealer inquiries welcome.

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Harley Linkert Carbs, complete rebuild with brass floats. Leather solo and buddy seats redone as original. Fat Bob speedos, '36-'61 cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

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Throttle Masters, H-D motorcycle & servi-car salvage. Used, rebuilt, new, old stock parts from dismantled bikes & former dealer inventories. 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

STURGIS

STURGIS RALLY CAMPING, July 30-August 10. Shade, hot showers, meals. Avoid the dust and crowds. 50 acres of camping. 10 min. from Sturgis. Tifford Gulch Campground, HCR 80, Box 861-10, Piedmont, SD 57769, (605) 787-5573 or (800) 827-1573.

TOOLS

SPECIAL SERVICE TOOLS for your Harley-Davidson. Call or write for FREE CATALOG. (813) 856-1264. The Service Dept. Co., 12907 Valmar Rd., New Port Richey, FL 34854.

TRANSPORTATION

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

Motorcycle Shipping: Nationwide, door-to-door. Group rates available. Call 24 hours, (800) 762-7973.

T-SHIRTS

Action Cycle Machine, 1425 Fuselage, Baltimore, MD 21220, (301) 391-6872. Shovel motor on black, blue, or red shirt, S-XL. Custom back; \$13 UPS/COD.

Barnett Harley-Davidson/from \$11.95 ea. (\$9.95 ea. additional). Five colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 79925, (915) 592-5804 or (800) 736-8173.

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

Brooklyn H-D Sales Corp., \$15 each. 2487 Coney Island Ave., Brooklyn, NY 11223, (718) 998-6666 (U.S. funds only).

Hacienda Harley-Davidson, \$11.95/first shirt, \$9.95/second. Heavy, black 100% cotton, 5-color design. Shipped UPS/COD, XXX available. 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700 or (800)-BIKE4U2.

Harley-Davidson of Hempstead Inc., \$15 ea., includes P&H. U.S. funds only. State size. 4 Laurel Ave., Hempstead, NY 11550, (516) 481-7100.

Harley-Davidson of New York, Inc., 32-86 47th Street, New York, NY 11103, (718) 278-1515. Large selection of styles & sizes—\$10 and up.

Stubbs Cycles Harley-Davidson, S-XL, \$14; XX-XXXXL, \$17. 4436 Telephone Rd., Houston, TX 77087, (713) 644-7535.

Miller's Custom Parts, S-XL, \$14.95; XXL-XXXXL, \$17.95; XXXXXL, \$22.95. Prices include postage and handling. 1863 S. Ridgewood Ave., So. Daytona, FL 32119, (904) 761-0858.

DOGMEAT'S, "Flathead, Knucklehead, Panhead, Shovelhead, Blackhead, Gimme Head" on front, orig. logo in back. 100% heavy blk., cotton; \$10.95 incl. P&H. Dogmeat's, 4713 California Ave., SW, Seattle, WA 98116, (206) 935-4710.

PRISONERS OF WAR FREEDOM FOUNDATION: Black P.O.W. T-shirts; \$10, short sleeve only, M-XXL. RFTW and Jane Fonda, American Traitor—BITCH patch; \$5 ea. Box 65 MCARD, San Diego, CA 92140.

Easyriders Store, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

Easyriders Store West, 7450 Melrose, Los Angeles, CA 90064, (213) 658-8817. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

Lombardi's Harley-Davidson: \$15 each, includes P&H. 440-442 Bay St., Staten Island, NY 10304, (718) 447-4009. U.S. funds only.

NAS-TEES: Get the attitude. Nas-Tees will turn heads and stomachs! Biker art drawn by a biker, many designs to choose from. Send \$1 for catalog and info. Dealer inquiries invited. 28940 Main Rd., Leisure City, FL 33033, (305) 248-7464.

Earl Small's Harley-Davidson, from \$11.95, multicolored, custom backs, M-XXXXL, 50-50 or 100% cotton beefy T's. UPS/COD, 465 Pat Mel Rd., Smyrna, GA 30080, (800) CYCLE-69.

American Motorcycle Supply, Belgium exclusive Harley-Davidson dealer. Black 100% cotton T's, M-XXXXL, with multicolored back from \$15. Oostjachtpark 6, 2700 Sint Niklaas, Belgium. UPS/COD (800) 292-5369.

Authentic Harley-Davidson Dealer Logo Backprinted Tee-Shirts. These T-Shirts are the exact same that you would buy at selected H-D Dealers across the U.S. and Canada. For catalog send \$1 to Biker Marketing, 1820 Cort Rd., Ste. #110, Plano, TX 75075.

"DON'T TOUCH MY BIKE UNLESS YOU'RE NAKED", "REAL BIKERS NEVER DIE, WE KICK START INTO ANOTHER DIMENSION", AND "HARLEY'S MAKE ME VIBRATE IN ALL THE RIGHT PLACES". 100% cotton, black, Beefy-T's. L, XL-\$14; XXL-\$16 (S&H incl.). Cash, M.O., Cert. Check (CA Res. add 7.25%). Novel T's, Box 6519, Chico, CA 95927.

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Maynard's Bodies. Custom fiberglass, VW sport & full size. 10 metal-flak colors available. For photos & price list send \$3. Rt. 2, Box 243, Lawrence, KS 66046. T-Shirts now available. To order call (913) 842-6148, 6-10, M-F, 10-10 Sat. & Sun.

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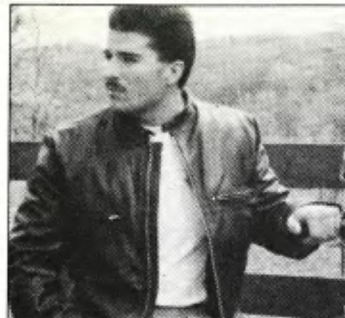


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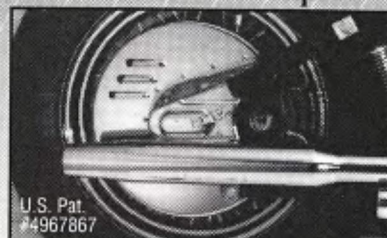
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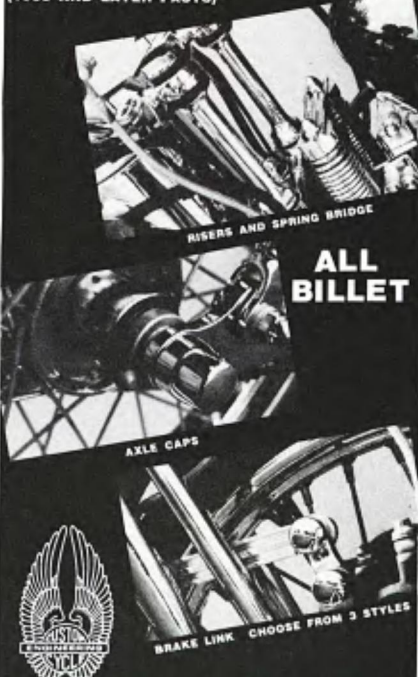
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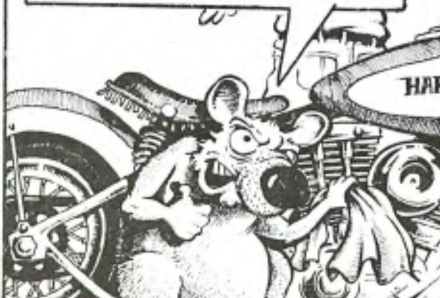
OH, OOPS! I'M SO SORRY, DID THAT HURT? I HOPE YOU FOUND HUMOR IN THAT. I DID! SEE? I STILL LIKE FUNNY STUFF... IN FACT, I THINK I'LL DO IT SOME MORE. I'M FED UP, YA TURD!



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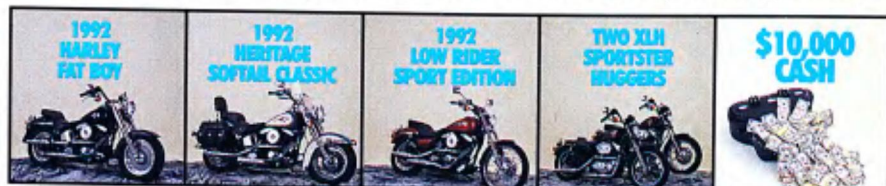
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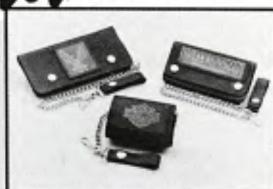
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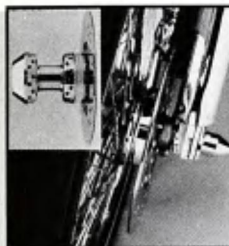
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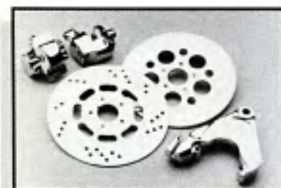
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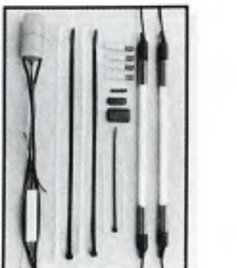
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UN-SWIMSUIT BIRTHDAY PARTY!

Photographs by Raiko Hartman.
Hair and makeup by Teri Groves.
Cake by Reggie Hosey.

Twenty-one—the birthday you never forget. Previous birthday milestones allowed you to ride a motorcycle, fight for your country, get married (?), and even vote. But when you reach 21, you get to PAAARRTEE!!

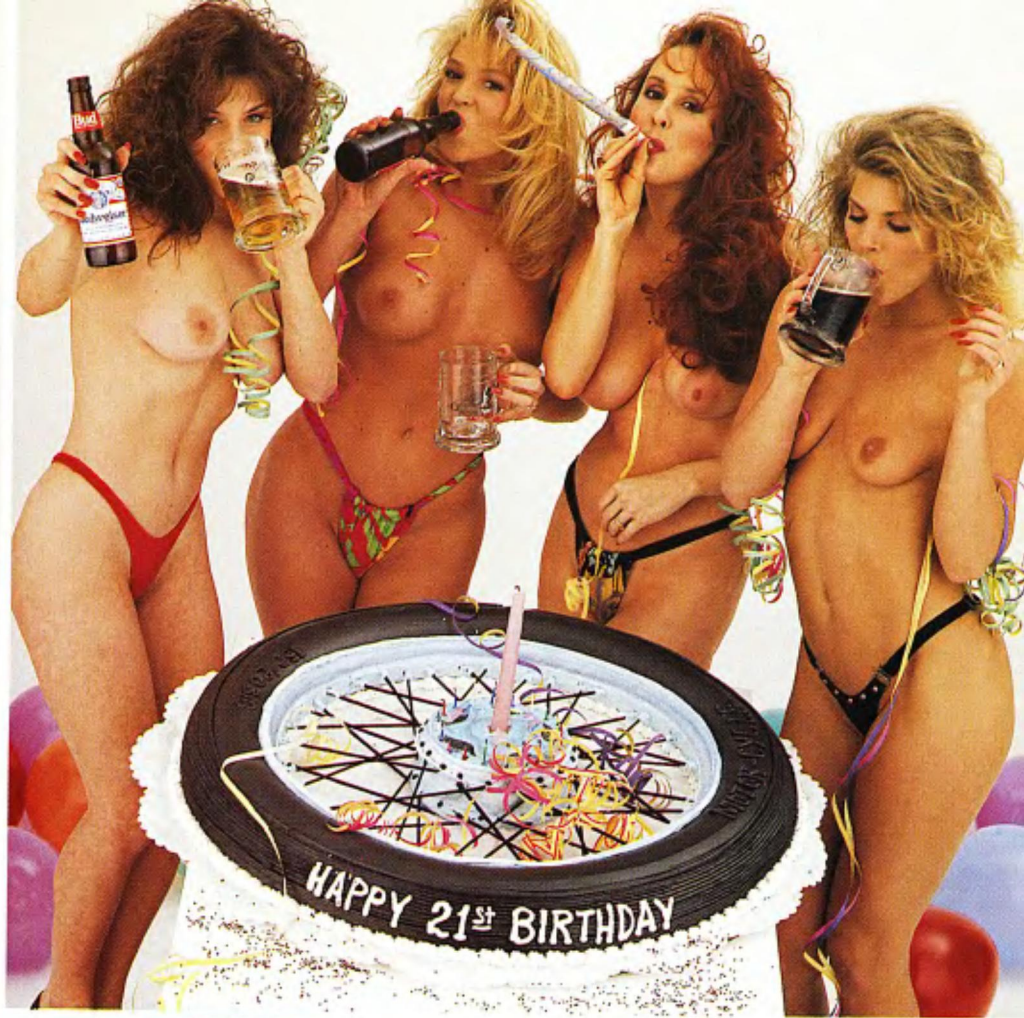
So when Teri, Nikki, Bobbi, and Stephi (the gals who come in weekly to shine our scoots) pointed out that it was *Easyriders'* big two-one, we had to throw them a party.

It was a birthday-suit-only affair, and we got photographer Raiko Hartman to record it for history. For some reason, none of the shots of the guys on the staff turned out. When questioned, Raiko mumbled something about disgustingly ugly, hairy bodies with gleaming white legs that zapped his light meter.

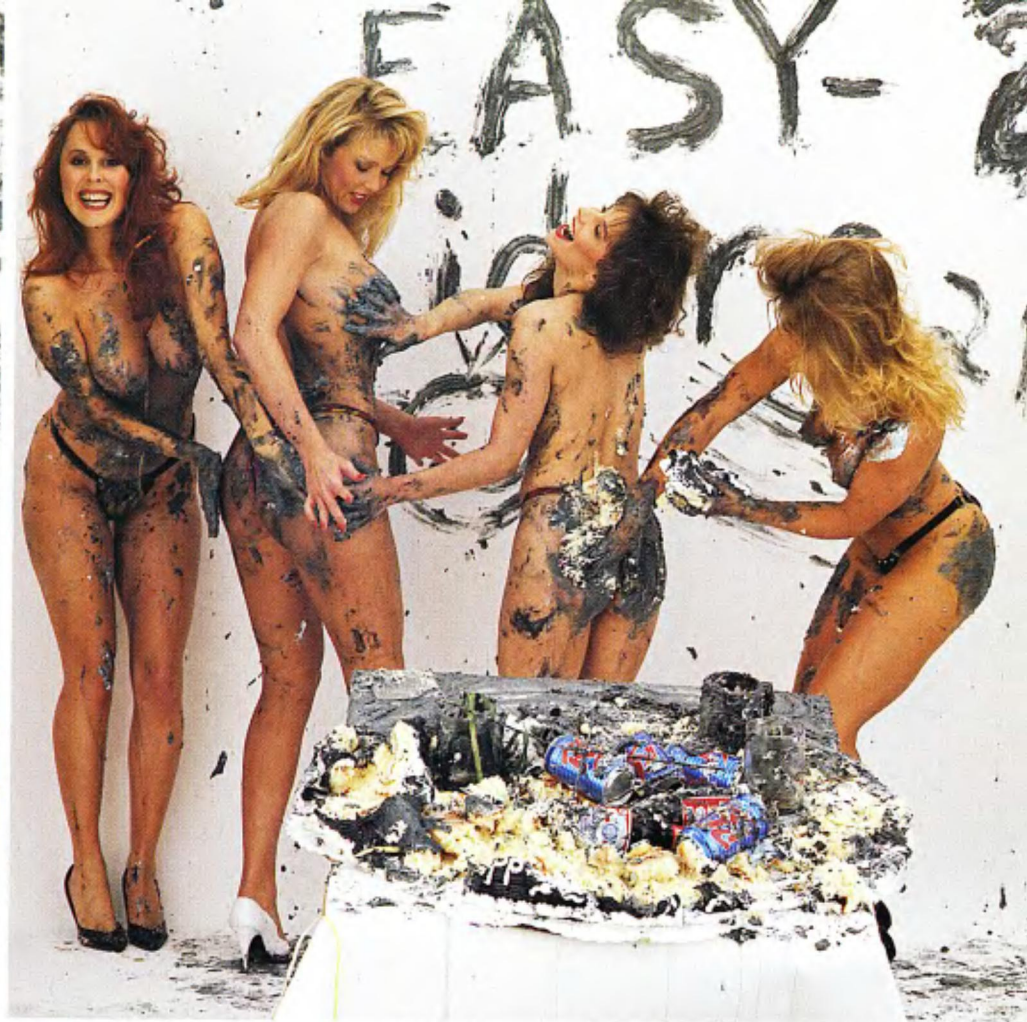
—Dipstick

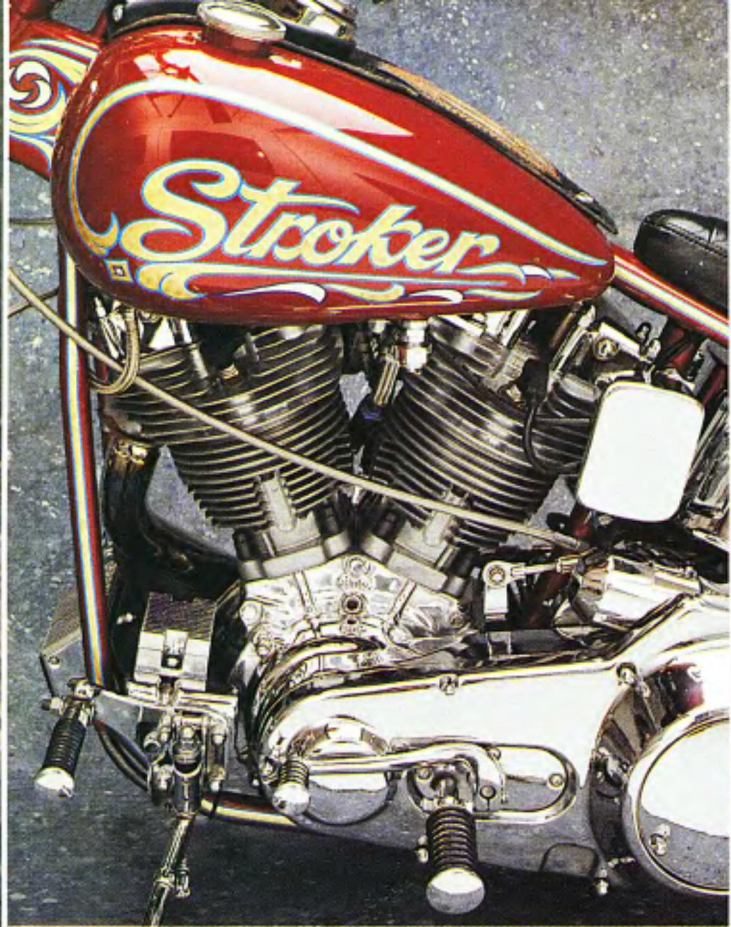




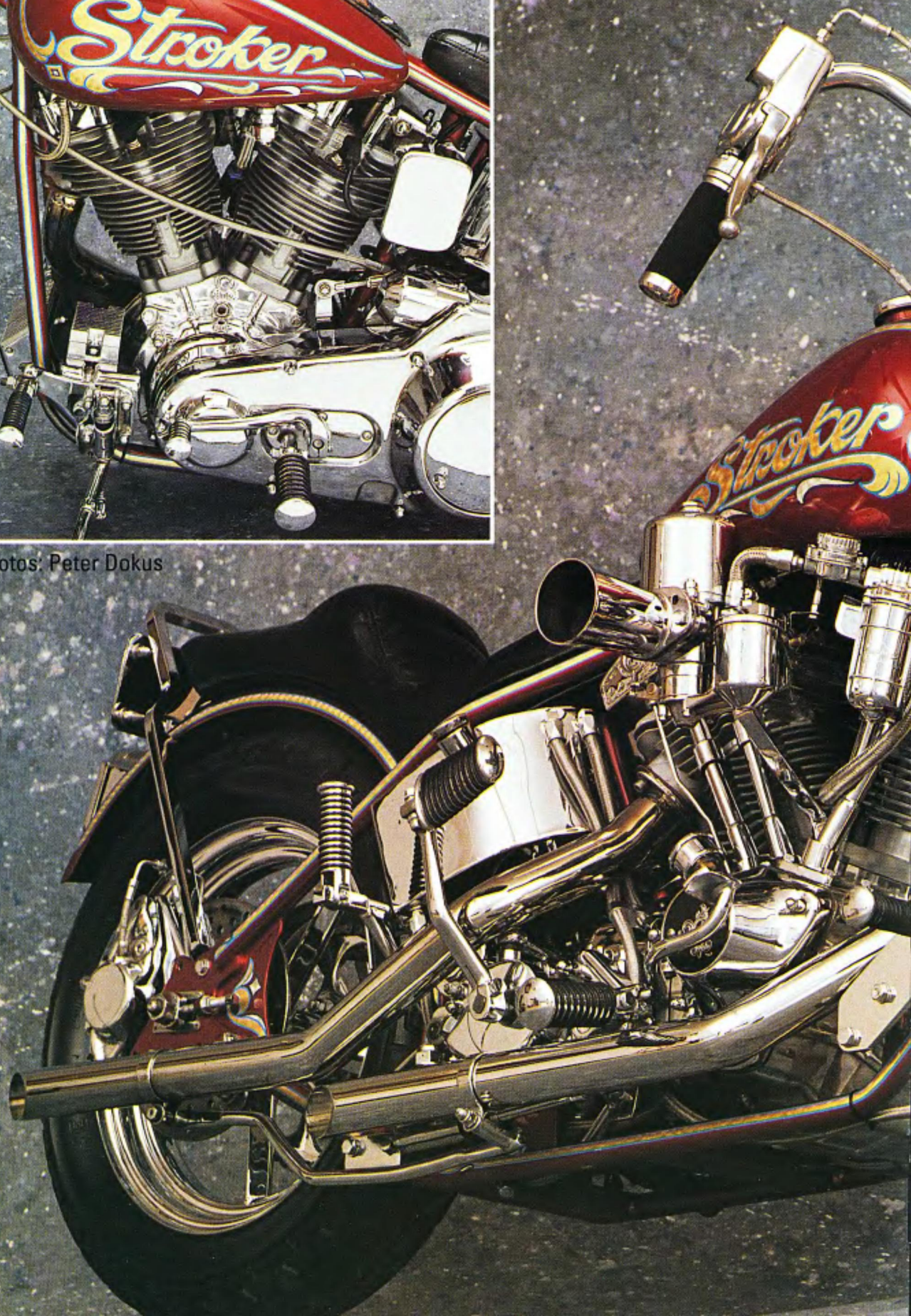






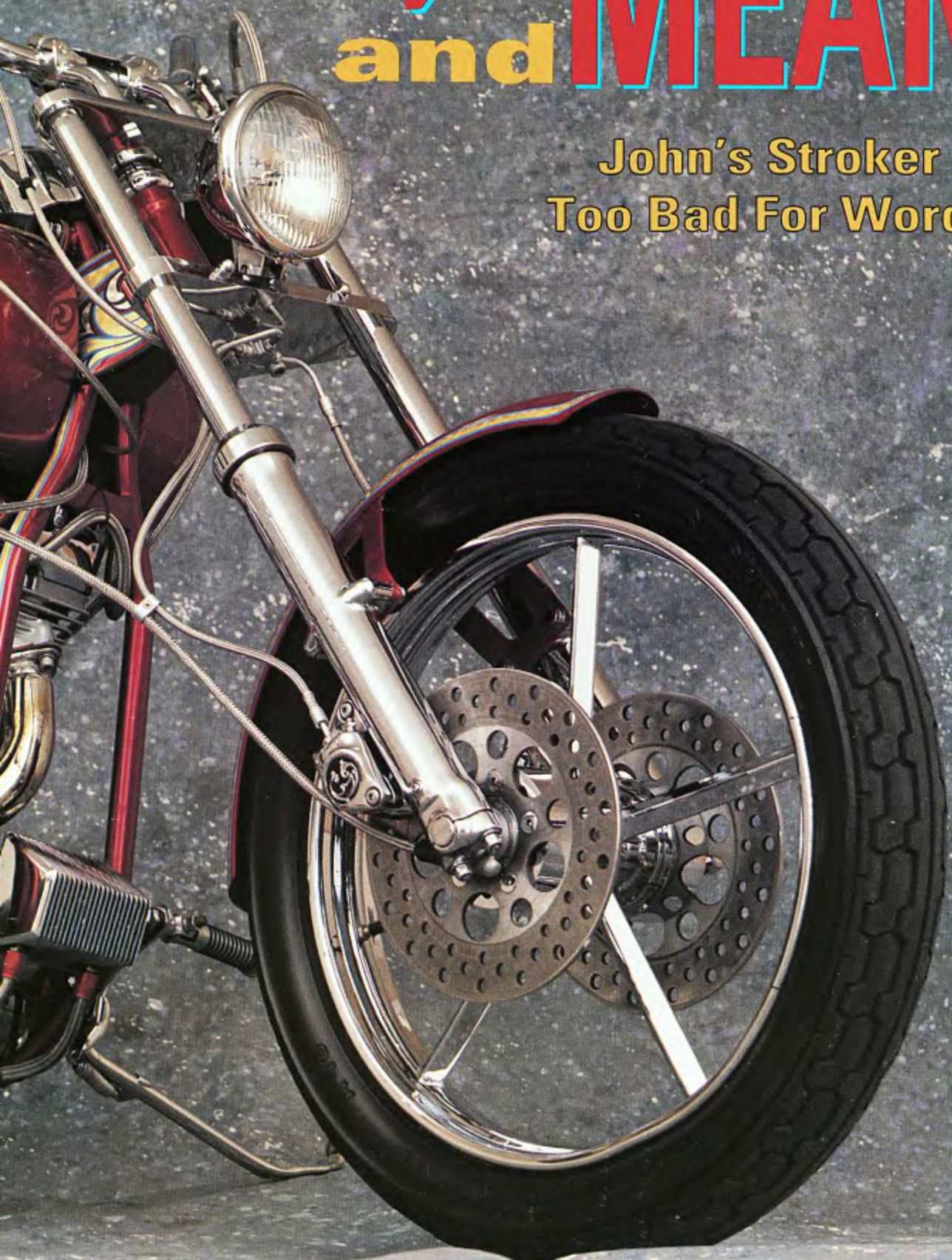


Photos: Peter Dokus



Maxed Out ~~X~~ MEAN and

John's Stroker is
Too Bad For Words





What a piss-pitiful puke bucket full of misplaced nuts and bolts. I mean, we're talkin' one oil-dribblin', gas-guzzlin', straight-up pig-iron ratter, customized by B&B (bailing wire and Band-Aids). This thing's as ugly as sin, vibrating like a dyke's best friend, and keeping the bros all worryin' about dodging loose parts . . . I fuckin' love it. But that's enough about my sled.

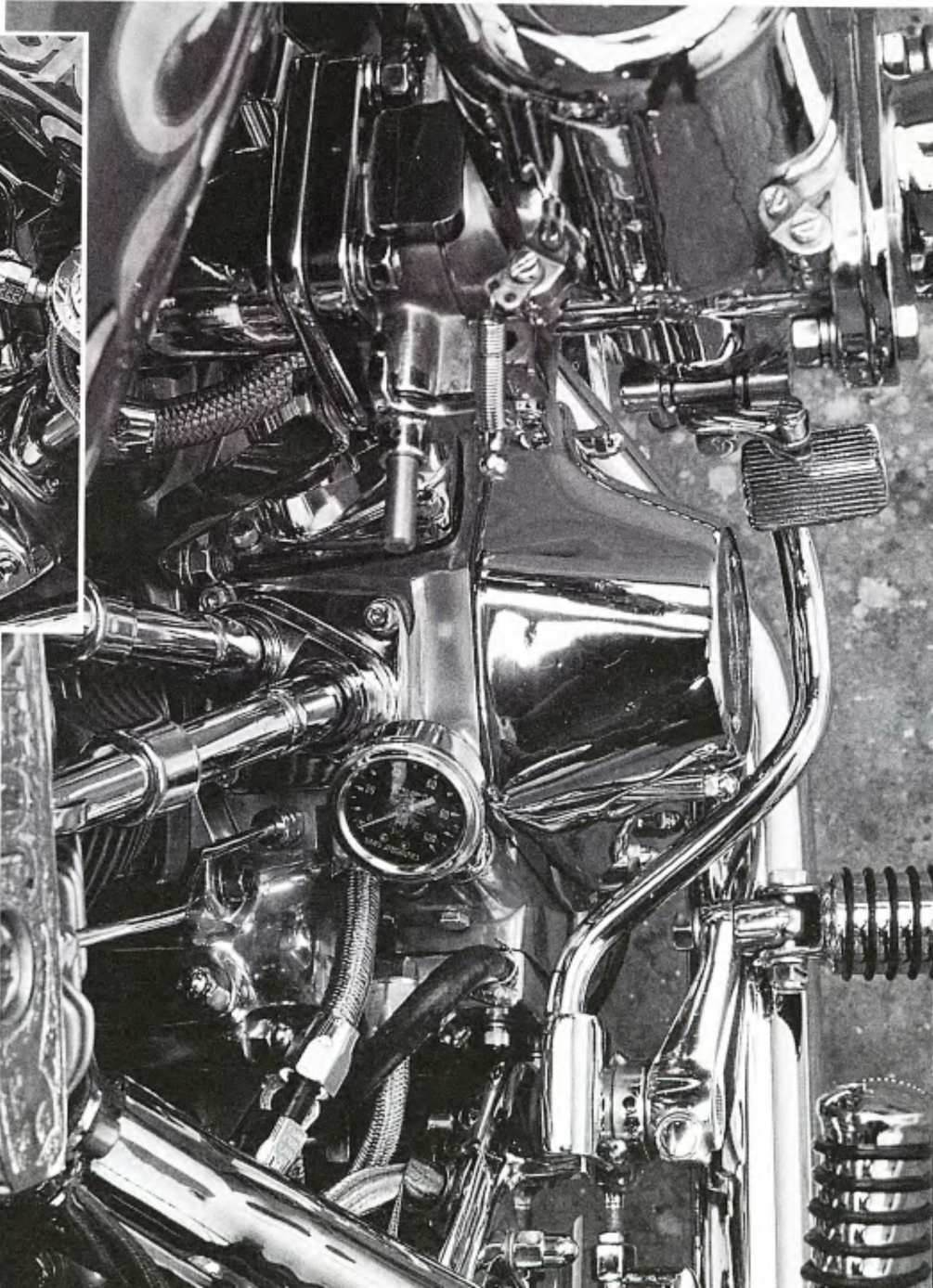
As these pictures prove, not every bro's as blessed as yours truly. Some guys, like John Martello of Canoga Park, California, have to hang with scoots like this—all shiny clean, no rust or dents, startin' up the first time

every time, and even maintaining a decent oil level for longer than 10 minutes—the poor dude! And check out the superfine detailing—all 118 precision machined cubic inches of it. Somehow, you just know that John will never know the thrill of being airmailed over the handlebars by a cantankerous kicker—and you just ain't lived till you've slopped around in a muddy ditch at night, lookin' for your carb.

Why, I bet he doesn't even pack any bailing wire. Can you imagine? Yeah, it must be a whole different trip, being in the saddle on something like this—a down-and-dirty,

punched and stroked wedgehead, raisin' total hell out of a cut-to-fit rigid frame, yet running so smooth and sweet that the ol' lady's tits ain't boxing yer ears every 80 feet.

Other than the obvious reasons, John named his sled Stroker after his Rotweiler. He says it's a toss up as to which one's meaner. His license plate reads: STROKA, for when he's on the East Coast, natch. But the accent here's not only on fast and furious. Trick shit abounds on this scoot. For instance, the pinstriping's 24 karat gold. John does everything this way, ya see. He owns The Corvette Shop, in Van



Nuys, California, applying his skills to four-wheeled performance machinery, as well. He's even wrenched on the celeb's rods and scoots, like for Bruce Willis. John tells us that Demi rides too—but on some foreign putt (for shame, Demi).

So just what, you may inquire, besides moving major muscle (check the chart), makes this a stand-up scooter? Well, take a gander, Alexander. This is 40 grand worth of U.S. Prime Grade-A-Choice, and that kind of dough buys the big words, like *trés chic* (means real nice.)

Nah. "Real nice" is the better half's new tit job or the way I smear the road grime on my sled around to look like pinstripping. This thing ain't just real nice, it's downright, fangs bared nasty—and real fuckin' pretty.

The judges at Daytona Bike Week (1985) thought so too, giving John the fifth place trophy. And John didn't trailer in, neither. Stroker had



Owner(s): John Martello		City: Canoga Park, California	
General		Frame	
Fabrication by: The Corvette Shop		Year: copy of 1949 wishbone	
Year and make: 1984 H-D		Builder: Ted's Frames, N.Y.	
Model: new construction		Type: kidney-buster	
Value: 40 big ones		Rake: standard	
Assembly by: owner		Stretch: as needed (plenty)	
Time: one year		Other alterations: adapted to stroker, reinforced	
Chroming by: Johnny's Cycle		Accessories	
Engine		Bars: '69 Buckhorns	
Year: 1981		Risers: CCI	
Model: shovel		Fenders: fabbed by owner	
Rebuilder: Sammy's Cycles		Headlight: Bates	
Ignition: Dyna S		Taillight: tombstone	
Displacement: 118 cubic inches		Speedo: H-D	
Lower end: per Sammy's Cycle		Front pegs: CCI	
Balancing: same guys		Rear pegs: likewise	
Pistons: Ross		Electrics: Sammy's Cycles	
Cases: STD		Gas tank: don't leak	
Heads: H-D and Jerry Branch		Oil tank: CCI	
Cam: Leineweber		Oil system: don't leak, neither	
Lifters: Sifton		Primary cover: H-D	
Carb(s): SU Eliminator		Seat: frame by John, George's Auto Upholstery	
Air cleaner: velocity stack		Sissybar: by owner	
Pipes: straight 2 -inch		Height: 4-inch	
Mufflers: no fuckin' way		Material: square steel tubing	
Transmission		Forks	
Modifications: Andrews gears		Type: 1981 Low Rider	
Year: 1979		Extension: shortened 2 inches	
Shifting: H-D		Builder: H-D and owner	
Engine sprocket: got one		Special features: Smith springs	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: The Corvette Shop		Hub: CCI	Hub: chrome mag
Painter: ditto		Rim width: 3-inch	Rim width: 5-inch
Color: scarlet candy apple		Tire: Bridgestone	Tire: Bridgestone
Type: lacquer		Brake: double disc	Brake: H-D, CCI
Special paint: 24K goldleaf pinstriping			
Other special modifications: big valves, rear brake uses factory banana caliper with aftermarket dual piston conversion kit, frame modifications, life insurance.			

3,000-plus party miles worth of road grime on her.

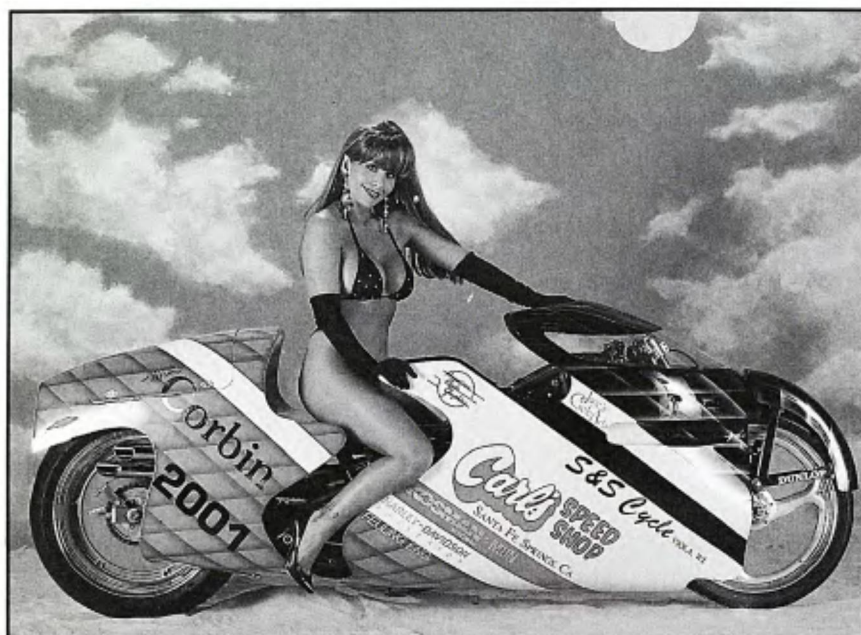
Now road grime is something I know about. I probably got \$40,000 in my sled, too, if ya count the extras: cleaning bills (for people's driveways), hospital charges (for when parts explode outta the mill), then there's always brew and bail money to consider. Yeah, \$40,000, no problem.

"Pretty" is kinda overrated, anyway, if you ask me. Personally, it gives my life meaning—being chased outta town for scaring the tourists, and having my bros draw straws to see who has to ride behind me, that is. These are just a couple of the little things that've made my life what it is today—a livin' hell.

Hey, John, bro, ya wanna trade?

—Glider

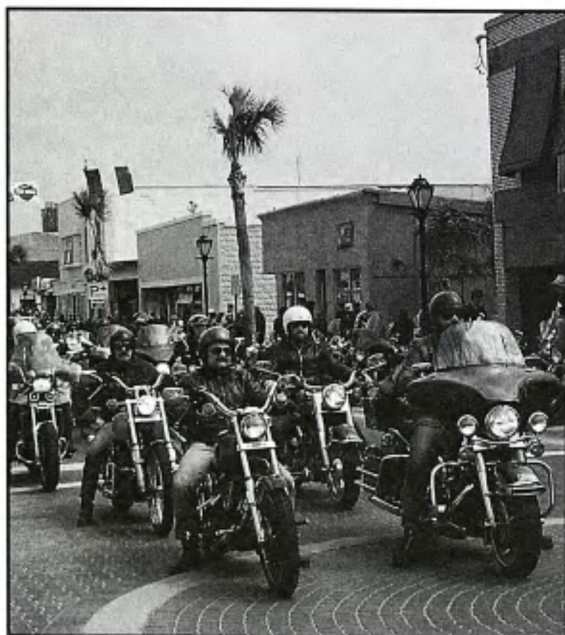
COMIN' AT YA



▼ IN THE WIND

Drop the kickstand, set a spell, and get yer eyes focused for Bike Week at Daytona Beach, Florida. We've captured all the spring fling fun, sun, runs, and buns, you've come to expect from the biker's winter getaway bash. Two

hundred thousand bikers can't be wrong, right? 'Course that ain't all. *Wind* wouldn't be the righteous rag it is without your talented input and unique photo contributions. If ya can't breed 'em, read 'em. On sale June 9.



▲ BIKER

We just keep packing *Biker* with hot bikes, jamming events, and sexy women. Lovely Luciana will be sharing the spotlight with a radical metallic '56 pan/shovel that blasts the backroads of Kearney, Nebraska. Four other bikes are featured as well as all-Harley drag racing news, world-wide events, and much more. On sale now.

◀ Easyriders

Damn this is going to be a good issue. For starters, check out this bike from Carl's Speed Shop (not to mention the girl). We've got all the coverage of Daytona, not to mention our celebration of custom bikes at the 4th Annual *Easyriders* Invitational Bike and Tattoo Show. On top of the loveliest ladies and the world's wildest rides, we had our Streamliner crew chief, Keith Ruxton, research the finest front ends for ya. On sale May 28.



▲ TATTOO

We've got an explosive fireworks display of the world's best ink coming at you in our July issue. You won't believe your eyes when you see the outrageous array of skin art and artists we have lined up for your viewing pleasure. If you're looking for the finest tattoo work being displayed today—look no further. On sale now.

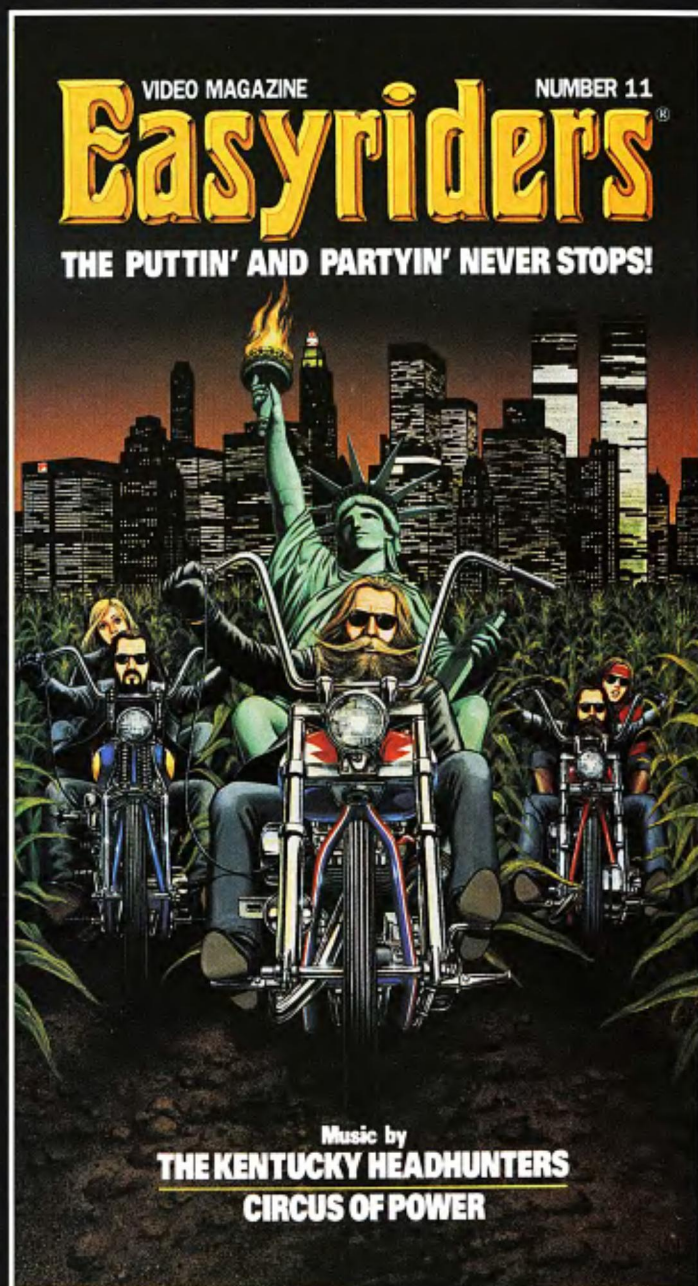
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**Easyriders
RODEO
Tour '92**

May 23-25 _____ Texas
June 12-14 _____ So. Carolina
June 19-21 _____ Illinois
July 3-5 _____ New York
July 24-26 _____ Michigan
July 31-Aug. 2 _____ Penn.
August 14-16 _____ Iowa
Sept. 4-7 _____ Ohio
Oct. 9-11 _____ Nor. Cal.
Oct. 16-18 _____ So. Cal.

Motorcycle Rodeo '92 Calendar

Memorial Day Weekend

**May 23, 24, 25
Pasadena,
Texas**

**John Ray Harrison
Convention Center**

(Hwy. 225 to Red Bluff
Exit South, to Fairmont
Pkwy., Left)

**June 12, 13, 14
Ladson,
So. Carolina**

**Exchange
Park**

(Take I-26
to Exit 203, to
Hwy. 78)

**June 19, 20, 21
Pecatonica,
Illinois**

**Winnebago
Fairgrounds**

(Between Rockford
and Freeport,
Off U.S. Hwy. 20)

4th of July Weekend

**July 3, 4, 5
Middletown,
New York**

**Orange County
Fairgrounds**

(I-84 to Hwy.
17 West, to
Exit 120)

**Fireworks!
Fireworks!
Fireworks!**

**July 24, 25, 26
Detroit,
Michigan**

**Michigan State
Fairgrounds**

(Take I-75
to State Fair
Exit)

**July 31-Aug. 2
Prospect,
Pennsylvania**

**Butler
Fairgrounds**

(Located on Route 422,
8 miles West of Butler)

**Aug. 14, 15, 16
Boone,
Iowa**

**Boone County
Fairgrounds**

(I-35, to Rt. 30 West, go
North on Story St.)

Labor Day Weekend

**Sept. 5, 6, 7
Chillicothe,
Ohio**

**Ross County
Fairgrounds**

(Hwy. 35 to Route
104 North)

**Oct. 9, 10, 11
Vallejo,
California**

**Solano County
Fairgrounds**

(Located where Hwy. 37 and
Hwy. 80 meet)

Grand Nationals

**October
California
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