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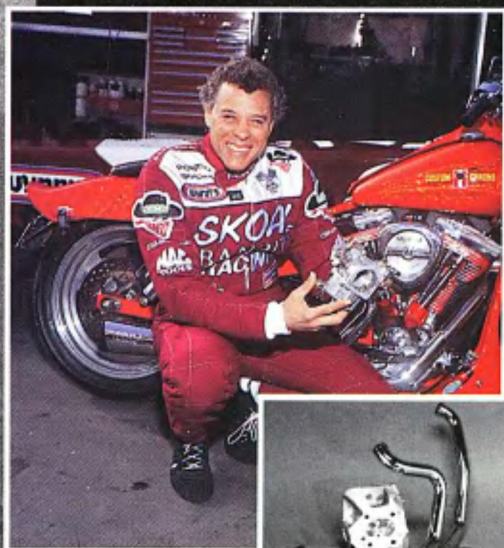
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MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 240 • JUNE 1993

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The next issue of this rag goes on sale May 27. Cover photo of Hannah, Antoinette, and Cat with Josh Donen's '92 Evo by Raiko Hartman.

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Warning! Big Brother is at it again. They (whoever "they" are) have come up with a patch that you wear on your arm and is activated by your sweat. It indicates to any nose picker who comes along that you have been drinking, smoking pot, dropping pills, or snortin' some coke, crack or PCP. This, no doubt, will be "probable cause" for the heat to tear your car apart or go through your ol' lady's purse. It looks like you'd be better off if you leave the house only when it's snowing outside. You've been warned.

People with bad eyesight will understand this. His rear end was chapped so he went to the medicine cabinet for a tube of soothing lotion to rub on it, but he accidentally grabbed a tube of Super Glue. He rubbed it all over his rear and especially between his cheeks where it hurt the most—and as a result he sealed his butt shut! He couldn't get to the hospital in a hurry, as he had to wait for his wife to stop laughing.

He was filling out a form attempting to get his bail reduced after his arrest for selling crack cocaine. When it came to the place where he had to list his occupation, he wrote "drug dealer." For some reason his bail remained at \$20,000.

He and his ol' lady were drinking and having sex all afternoon. When she'd had enough and he wanted more, she told him to go outside and cool off. After a couple of hours he came back and wanted more. So what does she do? She shot him twice when he kept persisting. Not bad for a guy 74 years old.

He found out his girlfriend was in bed with another guy. So he broke into the room and stabbed the guy twice. So what? He was really pissed and wanted to warn the guy that what he was doing was a no-no, so he clamped a pair of vice grip pliers onto the guy's joint. Then he used the pliers to tear off the guy's joint and nutsack. The girl was sorry, but the doctors couldn't reconstruct the guy's joint or replace his family jewels. The butcher was arrested for attempted murder. The victim? Herm is really sorry he was caught.

Now get this. There is now a "crotch" patrol. Some female cops have come up with this one. What they do is bust some guys who have a large lump in their pants. The women feel that would be an ideal place to stash some dope. When they arrest you, they ask, "Honey, is that a kilo of dope or are you happy to see me?" Ha, ha—two-and-a-half pounds of dope stashed between his legs. If he had a lump that big, he'd be in a carnival side show. With a chub like that, who needs a car jack?

A dipshit desperado went into a fast food joint to hold it up, but he forgot his hold-up note and his gun! So he went back home to get them. Then he went back to the fast food joint to hold it up again. What did he get for all his trouble? He got 73 bucks.

His family was very religious. You know—no dancing, no makeup on the ladies, no going to a movie, and no SEX! He was a little mixed up and sorta weird until his parents bought a new Austin Metro car which he fell in love with. He sneaked off to secluded spots and crouched down by the exhaust not knowing that women were a smidgen better than a car's exhaust pipe. He let the exhaust pipe blow warm fumes on his joint—and whiled away the time on his dummy till he climaxed. Maybe he's discovered something—at least it doesn't give you any lip!

She was on patrol when she and her male partner got a call about some dogs giving some people trouble. When they got to the scene, the dogs began to attack her partner. She took two shots at them and mistakenly shot her partner twice, one shot in each of his legs. Enough said.

A woman was actually sent to prison for 20 years for the way she mistreated her husband. What did she do? Did she clean the toilet bowl with his toothbrush? What? Well, you guys who live in the South will understand why the judge threw the book at her. He was from the South and actually groaned when he heard what she'd done. It took three minutes to send her to the joint for 20 years. And all for throwing a frying pan full of hot, sizzling grits and grease onto his nude crotch as he lay asleep on top of their bed. Like I've been telling you, never go to sleep before she does!

TAKING IT EASY

By Spider



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WORDMONGER

English Visitor

□ Thanks for the rag—it's bitchin'. We get a few Hog mags over here in quaint old England, but *Easyriders* stands tank and apehangers above the rest.

I'm coming to the U.S. in June with my wife. We'll be riding from Orlando to San Diego and back, taking in a few detours along the way. If any bros out there can pass on any tips or righteous info, I'd be happy to hear from you. Also, if anyone cares to give me his/her address/telephone number, I'd appreciate being able to drop in sometime.

Andy Goodison

3 Belgrave Place Slough

Berkshire, SLI ISR England

■ You need *Riding With Rip, The Bros Club Guide To America*

Bike Mice

□ While storing my bike for the winter, I went out to give it its usual turning over to keep the juices flowing. I turned it over and the fucking thing locked up like a bastard. I pulled the plugs and took a peek into the cylinders—saw nothing but green! Some kamikaze mouse went up the straight pipes into the top end and packed the fuckin' thing full of D-Con mouse poison.

After ripping down the top end, taking the shit out, and then redoing the valves and having one of the heads planed, it's running mint. So take this bit of advice: If you're running straight pipes and are forced to put your baby away for the winter, plug up your pipes so you don't end up with a very expensive mousetrap like I did.

M. Owens

Thompson, Conn.

H-D Models

□ Last month someone asked about H-D models. The most outrageous collection I've seen so far comes from West Germany—over a dozen different manufacturers. And at least 39 different models, ranging in price from 4.50 to 875.00 marks. The average Revell model runs about \$45.

Spielwaren Danhausen

Kleinkolnstr. 20/22

5100 Aachen, West Germany

Nearer to home try:

D & J Hobby

96 San Tomas Aquino Rd.

Campbell, CA 95008

(408) 379-1696

They carry four or five Revell model H-Ds imported from Spielwaren Danhausen. Danhausen also carries about every model of

every car and bike you can think of. I had friends in Germany send me the models I wanted, so I don't know about any import restrictions or problems.

Grinnin

Boulder Creek, Calif.

Response to "Dead Reckoning"

□ The shit Marty Ruthman has to endure (March '93, #237) due to an obvious asshole is indeed unfortunate. You would think in our day and age the justice system would overlook the stereotyping of an individual. Marty's ordeal is completely unimaginable. I will kiss the ass of any individual who can kick a car, moving any miles an hour, into a tree.

Mikey Doo

Carlisle, Pa.

A Different Viewpoint

□ I really like your rag and get it every month. But I've always felt that, for the most part, the broads just get in the way of the bikes—and I buy *Easyriders* for the bikes. If I want paper pussy, I suppose I'd pick up some hardcore shit (which I occasionally do and don't expect motorcycles covering the pages of my porno, either).

Anyway, my likes and dislikes aside, you've built a format of boobs 'n' bikes which is just fine. So whatdafuck is this snotty-faced, pom-pom wielding little priss in the "Another Nice Ness" feature (March '93) doing with her precious little hooters all trussed up like they're something special? She sure as hell ain't no nun. So I say since *Easyriders* is a bike 'n' bitch book, flop 'em out or hit the pike, sweetheart, and stop being so fuckin' cute. Call a spade a spade and move on.

Raisin pie for everyone but Miss Prissy.

George Yesthal

Wind Gap, Pa.

Back To Roots

□ Can anyone out there send me info on touring Ireland on a Harley? I'd really like to take a trip back to my cultural roots and want to do it on my FLT. If anyone can give me the rundown on shipping costs from the East Coast, road conditions, and the best seasons for touring, I sure would appreciate it.

Bob Clancy

25 Hoppin Ave.

Riverside, RI 02915

Thanks For Generosity

□ I'm writing for two very important reasons. The first is to acknowledge the great contribution bikers have made to the Marine Corps Reserve Toys For Tots Programs throughout the country. I've received

reports from Marine Reserve units in every region of the country telling me how important the toy contributions of their local biker associations have been.

My second reason for writing is to ask these same organizations who have worked with Marines in the past to do so again in 1993. I'd like to encourage those biker groups who have not done so before to consider contacting the Marine Reserve unit in their communities and get involved in a very worthwhile holiday charity for children.

Each year the Marine Corps Reserve, with the help of organizations like the various biker groups, provide over three million needy children with a toy and a little hope for the Christmas season. We're very proud and pleased that we can do this for the children of our country and hope to continue the program for years to come, but we do need a lot of help. Please let the bikers know that their toys do truly make a difference.

Major W.J. USMC (Ret.)
Amherst, N.Y.

Wants A Trike

□ I want to build a killer wide-body three-seater trike with all Harley parts, but I don't know who to contact or write to about authentic H-D chassis and frames. Do you know where to find these items?

Scott Reed
Concord, N.H.

■ Harley parts? Try a dealer.

In A Quandary

□ In the February '93 issue there is an article called "Transmission Rebuild." It's full of bursting with good information, but the writer seems to have forgotten that the mag is also read and inwardly digested by motorcycle people on this side of the pond. The point of all this drivel is this. On page 31 we are informed that we must clamp a pair of vice grip pliers onto the sprocket at about 4 o'clock. Now that may be well and good for California, but you see I don't get in from work until after 5 o'clock so would not be able to do this work until the weekend.

Then I wondered if I have to add eight hours because the article was written in the U.S. and I live in England? If so, then I could do it at midnight, though being a free-thinking, hard-drinking rough and tough biker, I'd have to get permission from the missus to stay out that late (it's also quite dark in the shed). Then there's daylight saving—that's another hour. Do you think that in the future you could add to any information of a similar nature the time in GMT (Greenwich Mean

Time) and CET (Central European Time). This would be of great help to a lot of people and could save a lot of effort that is being wasted trying to convert the time.

David Holden (w/ tongue in cheek)
Somerset, England

The Asian Fox

□ I recently checked out a totally nude strip club on a ride here to the South. The feature act was a hot dancer named "The Asian Fox." I may hate riceburners, but no way am I going to let it spill over to this babe. I pulled out a nice tip and she strutted her way to the money. After her act, she posed for Polaroids with customers. I decided to get one. She asked what I rode. I told her a Softail Classic and reached for my money. She said keep the cash and take care of that bike. She's a beauty. Nice lady, man!

J.T.
Fort Myers, Fla.

Picky, Picky, Picky

□ In your February '93 issue, "Reader's Ride" section, pages 86-87, the '46 knucklehead with sidecar has drum—not disc—brakes, as stated on the spec sheet.

Rick Widlund
Sinclairville, N.Y.

The Best Yet

□ "The Open Road Special." What's so special? It's just the best video yet! You've got great tits, great music (Jimi Hendrix), great scenery, Redwoods big enough to give a beaver a hard-on, great bikes, a die-hard hill-climber whose story gave me a chill, and did I mention great tits!! And Danielle Ashe, please come to West Virginia, we want to see more of you. Keep up the great work. Video Number 14 is the best yet.

Wild Bill
Short Gap, W.Va.

Needs Photo

□ I'm looking for anyone who can send me a picture of a 1962 Sportster with a panhead engine. I've looked through all my old issues and I can't find one.

Bob Pollison
420 Rte. 206 North, Box 140
Bedminster, NJ 07921

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, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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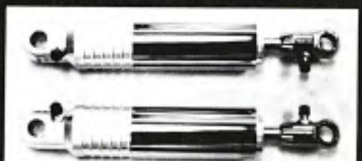
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PANHEAD FROM HELL

A No Chick Feature?





Arlin's spec sheet is a lot more interesting than what you're reading. There are two reasons for this. 1. Arlin wrote the spec sheet. 2. I wrote this. In fact, you should just travel over to the spec sheet now and leave this drivel alone.

I'd tell you to take a gander at the bike, but before you do, there's something you should know: there's only a bike in the pictures.

Oh, you knew that already? Well, Arlin and I knew it before you did. We knew three months ago.

So, now three of us are pissed off: you, me, and Arlin.

Arlin and I discussed this, and we came up with these (possible) reasons why there's no chick in the photos:

1. Since this is the unswimsuit issue, with chicks everywhere, Keith figured no one would care if one feature was chickless.

2. Since this is a motorcycle rag and not a girlie mag, Keith figured it was better to have a bike with no chick than a chick with no bike.

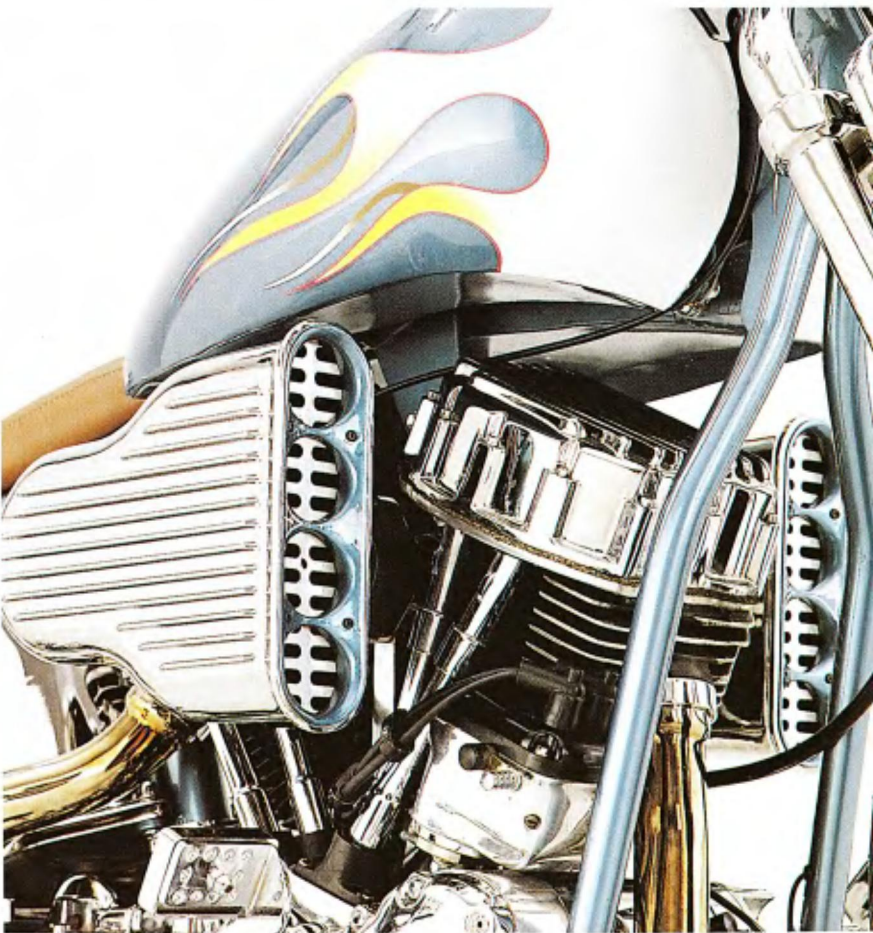
3. Having been born a boy into a family whose last name is Ball, where it was either grow up to be big, strong, and mean or not grow up at all, Keith figured, "Yeah, so there's no chick. Whattaya gonna do about it?"

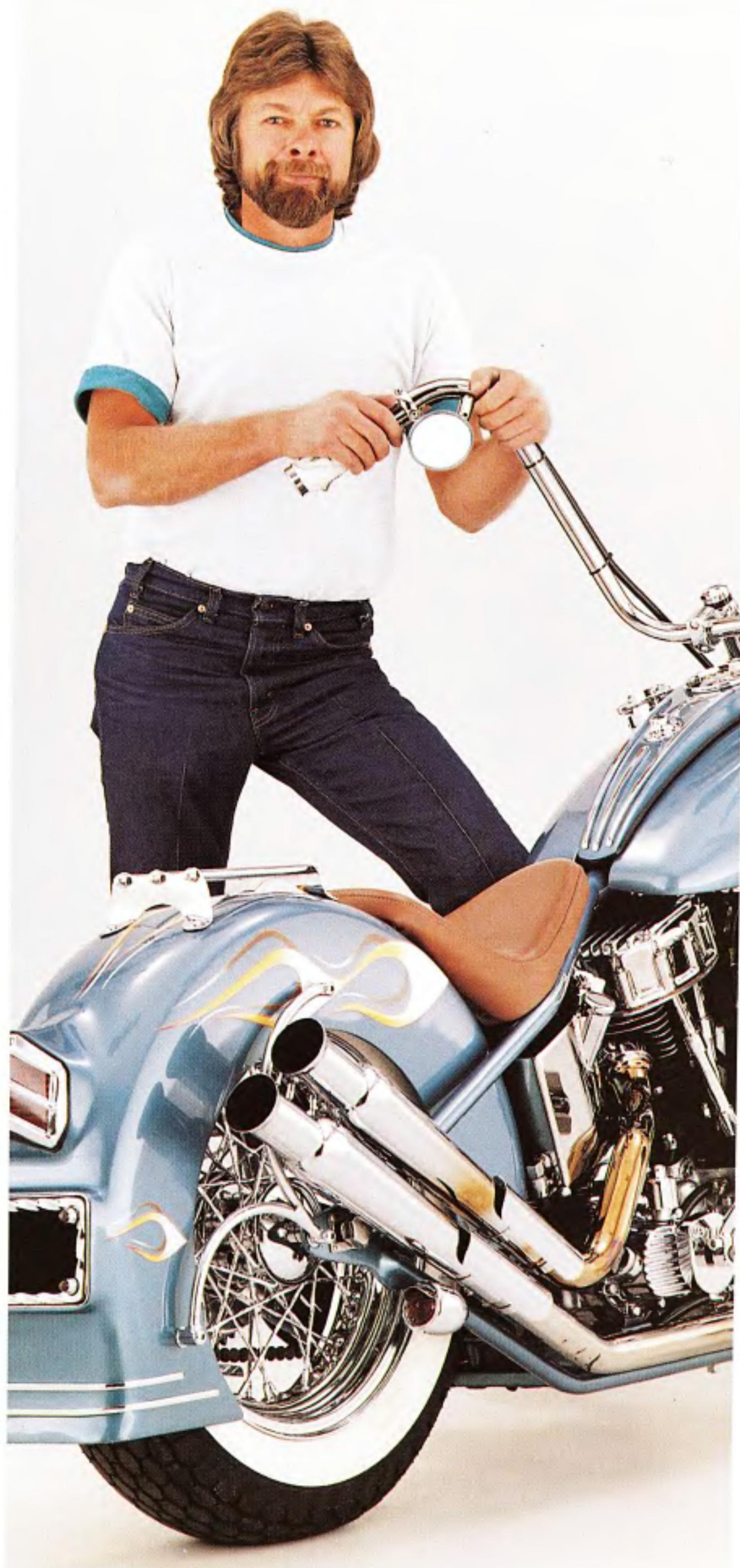
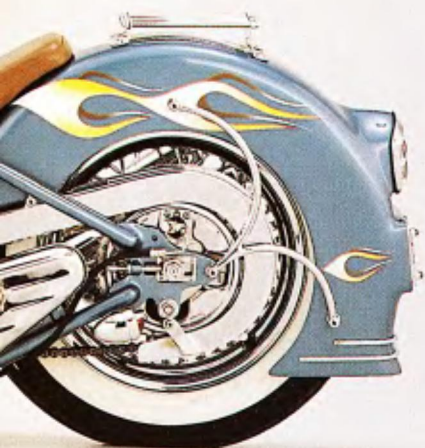
Well, Arlin and I have decided that with your help there is something we can do about it:

1. Get every picture of a naked female you can find and . . .

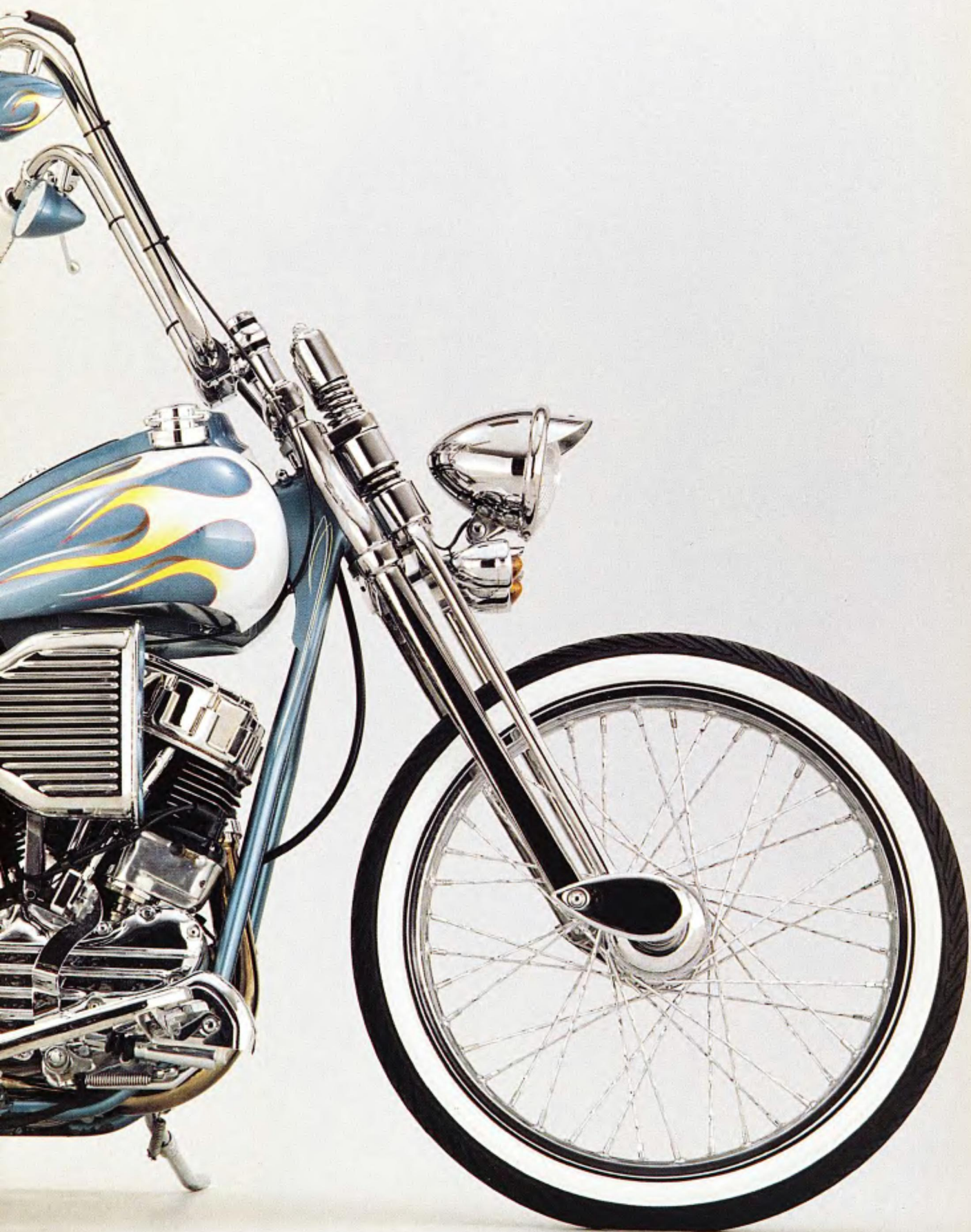
2. address them to K.R. "Bandit" Ball, editor of this magazine, and include a note saying, "Do you know what the fuck these are?"

Maybe it'll work. Maybe it won't. If it doesn't, well . . . at least your grandkids will be able to turn the →











pages of future issues without treating them with JIZZ-AWAY first.

And if this mail-in campaign works, well then, the little bastards of the future will be holding big square sheets of clumped-together paper! So, Ha HA! Fuck you, you little future-fuckers! You're alive! We're dead! Fuck you! There'd be more of ya, but you're holding your neighbors in your hands! Ha ha ha ha!

I'm okay now. These no-chick features just kind of fuck me up, is all.

—Solari



Okay, JJ, I give.



Owner(s): Arlin Fatland	Engine cont.	Accessories	Wheels
City: Denver, Colorado	Air cleaner: Fant. In Iron/2-Wheelers	Bars: Drag Specialties	Front
General	Pipes: Paughco/2-wheelers	Risers: Custom Cycle Engineering	Size: 21-inch
Fabrication by: Fantasy In Iron	Muffler(s): megaphones, 2-Wheelers	Fender(s): Brother Ness	Hub: CCI
Year and make: 1959 H-D	Transmission	Headlight: Brother Ness	Rim width: 2-inch
Model: panhead from hell	Modifications: 3 gears w/reverse	Taillight: 1940 Ford, Mark Frasier	Tire: white
Value: Who cares?	Year: 1959	Speedo: why	Brake: tennis shoes
Assembly by: 2-Wheelers	Shifting: up and down	Front pegs: Indian floorboards	Rear
Time: six months	Engine sprocket: 23-tooth	Rear pegs: no bimbos	Size: 16-inch
Chroming by: Classic/Industrial	Trans sprocket: 26-tooth	Electrics: Ben Franklin	Hub: twisted spokes
Engine	Wheel sprocket: 51-tooth	Gas tank: Gary Bang	Rim width: 4-inch
Year: 1959	Painting	Oil tank: Paughco/Texaco	Tire: white
Model: panhead	Molding: fingers	Oil system: Miller Lite	Brake: drum
Rebuilder: 2-Wheelers	Painter: George Luis	Primary cover: Schenck/Labriola	
Ignition: magneto from hell	Color: pet squirrel teal	Seat: Fantasy In Iron/Mike Corbin	Other special modifications:
Displacement: destroyed 900cc	Type: never dried	Sissybar: fender braces	Look closely, you'll find them.
Lower end: shortened rods	Special paint: flames, George Luis	Height: low	Special thanks to Steve Ruby,
Balancing: Iowa-style	Frame	Material: guess	Ken Conway, Bob Schenck,
Pistons: Gary Bang	Year: 1959	Forks	Mark Frasier, Rick Labriola,
Cases: H-D	Builder: Paughco	Type: chopper-style	and, especially, Dennis from
Heads: stock	Type: rigid	Extension: none	Fantasy In Iron.
Cam: Gary Bang	Rake: 35-degree	Builder: Paughco	
Lifters: Gary Bang	Stretch: 2.25 inches	Special features: Dennis, Fantasy	
Carb(s): 38mm Bendix	Other alterations: Fantasy In Iron	In Iron	Photos: Michael Lichter



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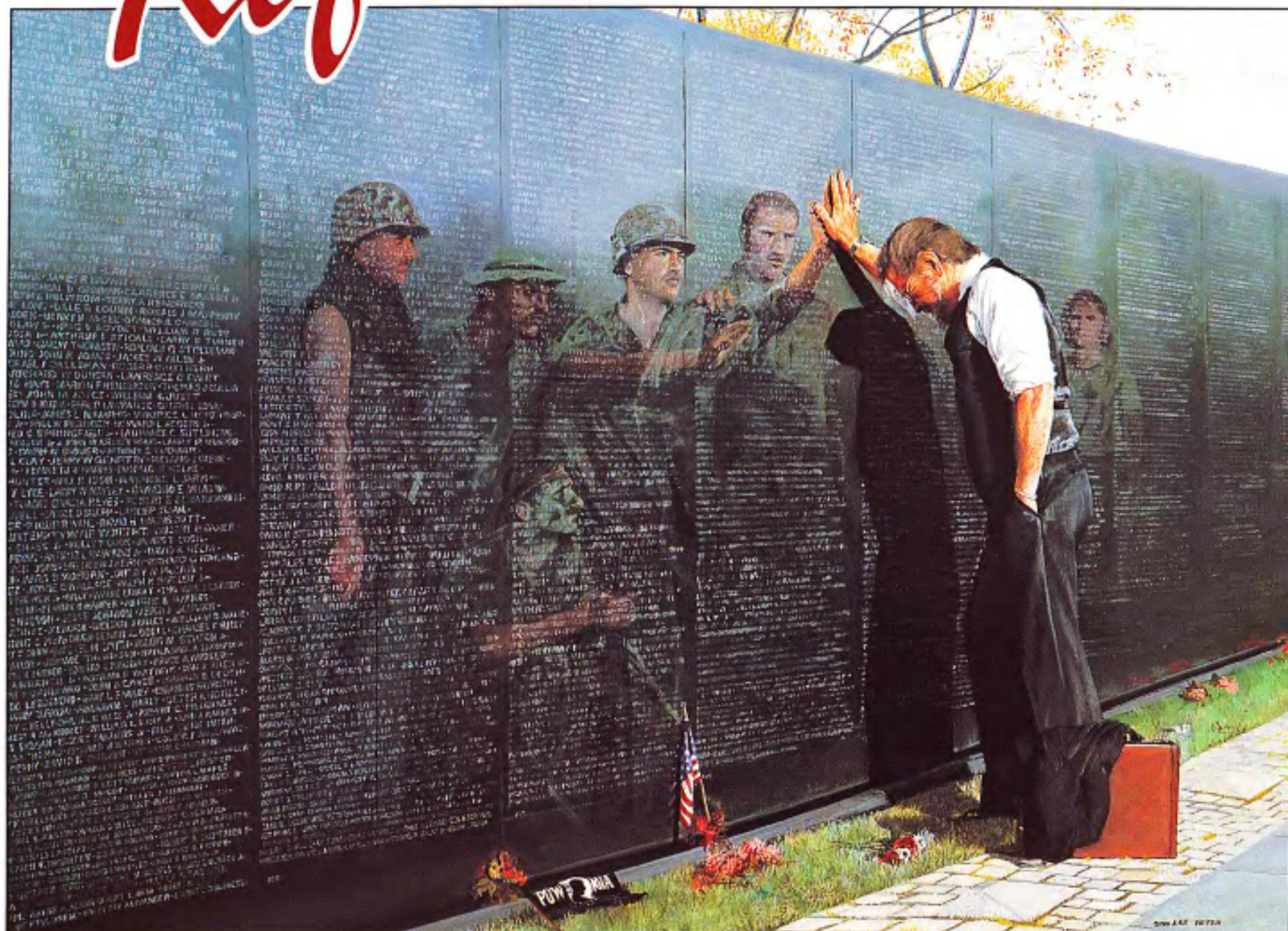


DRAG SPECIALTIES

Box 9336
Minneapolis, MN 55440

Reflections

by Lee Teter



DEALER INQUIRIES WELCOME

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The Vietnam Veterans of America present the inspirational art print "Reflections" by Lee Teter which gives visual definition to the purpose and meaning that "The Wall" has for Americans – not just a list of faceless names, but a place to visit and remember people we love, who fought for each other and America.

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EASY NEWS

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

HELMET PUSH INTENSIFIES

Trouble For Connecticut Motorcyclists

The hard-working members of the Connecticut Motorcycle Riders Association (CMRA) are facing their toughest fight ever in the battle to remain helmet-free. It seems some new players, calling themselves the "Motorcycle Safety Coalition," have entered the political arena, and the only item on their agenda is a helmet law for the bikers of Connecticut.

The Coalition, a well-connected group made up of health professionals from the Hartford area, includes Gary Lapidus from the Hartford Hospital and various other insurance people (too numerous to mention). To enforce their position, they have hired the lobbying firm of Sullivan and LeShane, one of the most powerful, expensive, and prestigious lobbying firms in Connecticut, as well as a media consultant.

And to make matters worse, they've brought in a hired gun, Kyle Zimmer, a representative for the Advocates for Auto and Highway Safety. Zimmer, an out-of-state ringer who works for Ralph Nader, allegedly takes credit for the recently passed Maryland and California helmet laws, and his current "mission" is to see a helmet law go down on the Connecticut books.

"This isn't a bunch of kind-hearted local nurses and docs chatting with the Connecticut



Legislature in a public hearing. It's a well-funded, organized attack on our freedom to choose," said William Ashworth, editor of the *CMRA News*. "In our twelve years of history, we [the CMRA] have fought vigorously against the many threats to our motorcycling freedom, and for the most part, have been successful. But many times, we've heard people brush off our warnings, suggesting this sort of infringement on personal freedom couldn't possibly happen here. Don't kid yourselves, this threat is very

real and very well headed.

"But then again, perhaps these misguided people think we cry wolf to keep the interest high. Such attitudes only encourage the core people in the CMRA to work harder. All of us—from the Executive Board to the general membership—are proud of our efforts. This is the fight we've all been preparing for. If we don't win this battle, we'll be wearing helmets by summer's end.

"Many states' rights organizations can attest to the fact that repealing a helmet law is much

tougher than defeating one before it becomes law. Because of our tireless efforts, the CMRA has been powerful enough to obtain massive amounts of money to defeat groups like the Motorcycle Safety Coalition. The Coalition knows this, and they will do whatever is necessary to see the helmet law go into effect in Connecticut. With them, it's either a full helmet law, or nothing at all. I say, 'Let them have nothing.'"

To contact the CMRA, write P.O. Box 186, Terryville, CT 06786.

—Twiggy

SEARCH AND SEIZURE CHANGES

The Holloman Decision

Last February, the New York State Supreme Court handed down a couple of decisions that restrict how much police officers can do when they stop you on the road. In *People v. Holloman* and *People v. Saunders*, 79 NY2d 181, 1992, the Court held that questions or searches following a stop had to have a direct relationship to the reason for the stop.

Before *Holloman* and *Saunders*, New York police officers, like officers elsewhere, would stop somebody for a defective turn signal, then start a game of "Twenty Questions" about who you were, where you were going, and so on. The object was to catch people in answers that didn't fit together, and use that as an excuse for a search or an arrest.

Under the new rules brought about by these decisions, New York cops can still ask general questions, but they must have valid reasons for asking ques-



tions like, "What's in your saddlebags?" or "What are you carrying?" They can do "pat downs" for concealed weapons, but they *can't even ask* if you will consent to a search unless they have "a founded suspicion of criminal activity."

They can also do "pat downs" for weapons that might

be within the reach of the person stopped; for example, a camping knife rolled up in a sleeping bag. The best way to avoid that kind of search is to move a few steps away from your bike so nothing is within your reach. Even so, the cops can't search your bedroll or saddlebags unless they have a very

good reason to believe you're doing something illegal.

Remember, the *Holloman Decision* only applies to New York. Other states may permit questions and searches, and you'll have to play (and ride) by the local rules. New York riders, though, ride a little freer now.

—Jim Eagan

MOTORCYCLE MUSEUM IN CALIF.

Ventura Shop Owner Kicks It Off

If you've never had the chance to visit The Shop in Ventura, California, make it a point to do so. But don't expect any flashy new bikes. Far from it. Instead, you'll take a trip back in time. How far back? For starters, on display in the front window are a 1915 H-D, a 1916 Indian, and a 1919 Excelsior. When you walk through the front door, you're greeted by a life-sized, turn-of-the-century, hand-carved wooden Indian chief, complete with his squaw and papoose. Off to the right, you'll see a 1930 Indian Arrow outboard boat motor. I apologize if I sound like a tour guide, but there are so many classic pieces of machinery in Dave Hansen's 20-year-old shop, it's hard for an old enthusiast like me not to get excited.

Before his untimely death, actor Steve McQueen lived in

nearby Santa Paula and frequently hung out at The Shop. He also had one of the largest motorcycle collections in the world. Steve and Dave's conversations often drifted toward the possibilities of establishing a motorcycle museum on the West Coast, and although nothing concrete ever became of the talk, Dave never forgot their dream.

In fact, recently, Dave invited some very knowledgeable parties to meet and discuss plans for the future motorcycle museum in Ventura. In attendance were two men who know a great deal about motorcycle museums—Ed Youngblood, president of the American Motorcyclist Association (AMA) and Bob Perkins, vice chairman of the American Motorcycle Heritage Foundation (AMHF) Board of Trustees. These two influential

men have given this project their blessing and are more than willing to lend a helping hand to get it off the ground. A steering committee has been formed, and some of the legal red tape has already been handled. Locating a building is the next hurdle. But

Dave has one in mind, and he hopes the museum will be in full operation within two years.

For more info contact Dave at: The Shop, 6541 Ventura Blvd., Ventura, CA 93003, (805) 656-6777/ FAX: (805) 644-6448.

—Twiggy



L to R: Bob Perkins, vice chairman, AMHF Board of Trustees; Ed Youngblood, president, AMA; and Dave Hansen, owner, The Shop, Ventura, Calif

Photo: Twiggy

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COLORADO BIKERS CELEBRATE

And Continue To Ride Helmet-Free

The gavel has sounded. Colorado motorcyclists will continue to ride helmet-free. The Senate Transportation Committee, by ignoring a \$10 million federal blackmail threat, phony medical statistics, plus "tales from the crypt" accounts from alleged motorcycle accident victims, voted 6-1 to kill the bill introduced by Senator Bill Ownes (R-Aurora).

Only Senator Don Mares (D-Denver) voted for it. After the defeat, Ownes said, "I'm disappointed but not surprised. Year after year, this issue is dealt with in this fashion. We'll keep trying because it's a real public safety . . . Aw, c'mon Senator Ownes, even Bart Simpson could come up with better rhetoric than that. If you haven't heard, ABATE of California has a saying, "Pass a helmet law, lose your job!"

This same little "phrase" applies in Colorado, or any other state for that matter.

Now let's meet the man of the hour who spoke the truth and knew exactly what the real issues were. Mike Holt of Loveland, president of Riders for Justice, gave an outstanding speech on the Senate floor. He criticized the bill and warned that death-causing injuries were just as likely when wearing a helmet. "Helmets limit vision, sound, and often lull riders into a false sense of security," said Mike. "The chances of neck injuries are actually increased by wearing a helmet."

'Course Mike didn't do this all by himself. The dedicated members of ABATE of Colorado and the Riders For Justice certainly deserve a great deal of the credit, not to mention the many Colorado motorcyclists

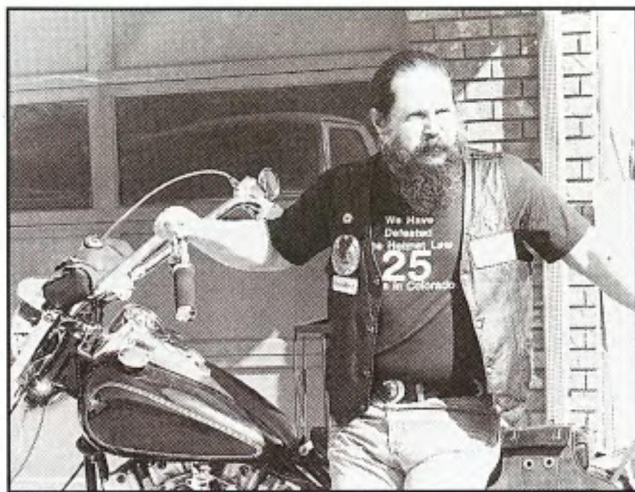


Photo: Clyde Briggs

who, though unaffiliated with any particular bikers' rights organization, rallied in support of the rights' groups and pitched in to help.

Without a doubt, the bikers

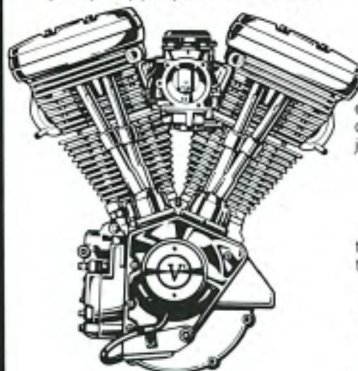
of Colorado were on the right track when they pulled this one off. It just goes to show what can be done when everyone works together.

—Twiggy

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SHORT STROKES

So What's Going On?



I used to live in sunny Southern California. Now it feels like I'm living in a river bed surrounded by a rain forest. But what the hell, I've never had so much time to work on my bike....**So other than the weather**, which grabbed most of the headlines through March, interrupted by a few scattered murders and drive-by shootings, what the hell is going on? As I write this, Daytona Bike Week is just a few days away. My bike will be there, then it will go over to Richmond for Lee Clemen's bike show....**Accel has completed testing** on their new fuel injection system. We're bolting one on Gregg's bike and will have a tech feature completed in the next couple of months. Soon bikes, like everything else, will be controlled by computers....**Freshman Democrat Dan Hamburg** says he'll wear blue jeans and a denim shirt on the floor of the House, defying the dress code. This new California state congressman has a couple of comments for his predecessor, Republican Frank Riggs, "He's everything I'm not. He missed the 1960s. I live them. He's a narc. I favor growing your own." I never thought I'd hear the call to freedom again. Maybe there's hope after all....**Glider, the wildman writer** from the North, sent us this little bit of news: If you're into computers, and I'm not, there's a new software package called Prodigy. It's sorta like the shopping mall of software, because you go on line and "jump" to Bulletin Boards, select "Travel," and then select "Motorcycles." If you scroll down the letters in the motorcycle category you'll find things like "Bay Area Bikers" and "Harley Biker Scum." You can also visit clubs like "The Biker Bar and Cafe," complete with bartenders and bimbos. He

found it to be an interesting ride—and he didn't have a hangover the next morning....**Has it really been a quarter of a century?** A Los Angeles-based company called Hardy and Company has announced plans for *Easy Rider II*, the sequel to 1969's original *Easy Rider*. Look for a summer of '94 release—yep, that's 25 years after the original release....**Arizona stays free.** On February 2, the Arizona House Transportation Committee had a hearing on a mandatory helmet law. After listening to testimony by the MMA of Arizona, ABATE of Arizona, and other Arizona bikers, the committee was unable to vote on it. The next day, Rep. Richard Kyle, who introduced the bill, killed it. The bill won't be brought up again until next year. Way to go, Arizona bros....**Former Assemblyman Richard Floyd** (D-Carson) has a new job. He's become the new director of the California Card Club Owners Association. At least he's not gambling with people's lives this time....**If you're going to the 90th Anniversary** party and need a place to camp, you might check out the 90th Anniversary World's Fair, June 11, 12, and 13 at the Waukesha Expo Center. They have the closest campground to Milwaukee. The sites will be available from Monday, June 7, and they're going to have everything from bungee jumping, to negligence shows, to fireworks, to exhibits. For info call Don at (414) 548-3633....**Look out, this will be a lively summer.** But while you're out having fun, don't forget to throw some leftover clams in the direction of your local bikers' rights organization. If you don't, maybe next year won't be as fun. Ride forever.

—Bandit

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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 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 91376-3000.

Alabama

DIXIE BIKERS ASSOCIATION HARLEYWOOD BLOWOUT—June 11-13. Info: Dixie Bikers Association, P.O. Box 196, Wetumpka, AL 36092-0196.

ALL-AMERICAN BIKE & STREET ROD EXPO—June 26-27 at Valley Sports Colosseum in Decatur. Info: (205) 350-3006.

Alaska

1993 CAN-AM—June 30. Twenty-eight day, 10,000 mile Motorcycle Tour to Alaska. Departs from Denver, Colo. 5,000-mile tour departs from Seattle, Wash., on July 9. Info: (303) 762-6579.

Arizona

2ND ANNUAL JAKES CORNER BAR CHILDREN'S BENEFIT BIKE RALLY—May 7-9 in Jakes Corner. Info: (602) 474-6810.

EASYRIDERS RODEO—May 14-16. Pinal County Fairgrounds in Casa Grande. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Info: (818) 889-8740, ext. 281.

MMA TOY RUN—May 16 in Casa Grande. Info: (602) 836-7596.

Arkansas

ABATE OF ARK. MOTHER'S DAY RUN-WHAT-YA-BRUNG DRAGS—May 8-9. Centerville Dragstrip. Info: (501) 942-7553.

California

INTER STAR MOTORCYCLE SWAP MEET—May 14 at Orange Country Fairgrounds in Costa Mesa. Info: (714) 364-2542.

MMA FROG JUMP—MAY 14-16. Calaveras County. Info: (805) 522-6557.

5TH CHAPTER MC'S 11TH ANNUAL CLEAN & SOBER RUN—May 21-23. Paso Robles Fairgrounds. Info: (805) 237-2905.

16TH ANNUAL REDWOOD RUN—June 4-6 in Piercy. Info: (800) 4-FUN RUN.

THE LAUGHING INDIAN RIDERS INDIAN RUN—June 11-13. Fisher's Wild Pony Rancheria, Oakdale. Sign-in: 8 a.m. - noon. Info: (415) 334-2336 (eves)

6TH ANNUAL ANTIQUE & CLASSIC M/C SHOW & EXCHANGE—June 20 at Ventura County Fairgrounds. Info: (805) 656-6777.

BIKE FEST '93—June 25-27. Mariposa. Info: (800) 247-6246/(805) 522-6557.

Colorado

WOMEN IN THE WIND SUMMER NATIONALS—June 25-27 at Silver Creek. Info: (303) 726-8995.

7TH ANNUAL LADIES RUN—July 10-11. Info: (303) 322-5769.

ABATE RODEO—May 15. Canon City Rodeo grounds in Canon City. Info: (719) 269-9551.

Florida

12TH ANNUAL HELMET PROTEST RUN—May 16. Skyway Bridge in Sarasota. Info: (813) 753-6101.

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 30 - May 2. Howard Johnson's Conference Center, Daytona Beach. See the best custom bikes and tattoos. Daily door prizes, live music, and fashion show on Fri. & Sat. Info: (818) 889-8740, ext. 281.

Florida continued

EASYRIDERS RODEO—June 4-6. Municipal Stadium in Daytona Beach. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Info: (818) 889-8740, ext. 281.

REBEL'S 3RD ANNUAL ROUND-UP—July 30-August 1 at Camp Rotary in Lakeland. Info: (813) 858-4180.

Idaho

ABATE SPRING OPENER—June 4-6 at Carlin Bay. Info: (208) 667-3668.

Illinois

AIDS AWARENESS RUN—May 15. Linn Lanes in Canton. Info: (309) 647-1386.

3RD ANNUAL OLD PARTS IRON BUTT CHALLENGE—July 9-11. Destination is Memphis, Tenn. Info: (312) 327-7263.

Indiana

ABATE'S 6TH ANNUAL "BLAZING SADDLES"—June 4-6. Conservation Club in Mt. Vernon. Info: (812) 985-7376.

Iowa

AMRA 9TH ANNUAL IOWA ALL-HARLEY DRAGS—July 3-4. Humboldt County Dragway in Humboldt. Info: (712) 262-8910.

ABATE 'S 9TH ANNUAL FREEDOM RALLY—July 2-4 in Humboldt. Bands. (515) 858-5001.

EASYRIDERS RODEO—July 16-18. Boone County Fairgrounds in Boone. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Info: (818) 889-8740, ext. 281.

Kansas

ABATE'S 10TH ANNUAL MEMORIAL DAY PARTY—May 28-31. Info: ABATE of Kansas, District 8, 1027 Lewellen, Wichita, KS 67203.

Kentucky

VIETNAM VETS MC-SPONSORED BASH—June 11-13 in Colson Hollow (Land Between the Lakes). Info: (615) 552-9122.

Louisiana

13TH ANNUAL MDA POKER RUN—June 12-14 at Cheniere Park Area 8 in Monroe. Info: (318) 325-9578.

ABATE'S 6TH ANNUAL POKER RUN—July 16-18. Info: (318) 239-0010.

Maine

5TH ANNUAL WEEKEND BEHIND THE BARN PARTY—May 28-31. Grant's Farm, North Saco. Admission: \$10 (advance)/\$15 (gate). Info: (207) 282-6968.

UNITED BIKERS OF MAINE PARTY—July 2-4 in Athens. Info: (207) 445-2112.

Maryland

MDO MODERN CYCLES SPRING RIDE-IN BIKE SHOW—May 9 in Rockville. Info: (301) 948-1704.

ECRA DRAGS—May 16. Maryland International Raceway, Budds Creek. Info: (609) 652-1159.

AHDRA DRAGS—June 26-27 at Mason-Dixon Dragway in Hagerstown. Info: (919) 229-4877.

Michigan

ABATE FIELD MEET—July 9-11 in Otisville. Info: (313) 629-2707.

AHDRA DRAGS—July 31-August 1. Raceway Park, Martin. Info: (919) 229-4877.

Minnesota

EASYRIDERS RODEO—June 18-20. Brown County Fairgrounds in New Ulm. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Info: (818) 889-8740, ext. 281.

Minnesota continued

TRI-STATE CANCER M/C RALLY—June 5-6. Winona County Fairgrounds, St. Charles. Bike show, vendors, etc. Info: (507) 932-5499.

Mississippi

11th Anniversary Gulfport Blowout—May 28-31. Gulfport Dragway, Gulfport. Info: (601) 392-8888.

Missouri

RUN WHAT YA BRUNG 8TH ANNUAL ALL-HARLEY DRAGS—June 20. Kansas City International Raceway. Info: (816) 358-6700.

Montana

ABATE'S MDA FREEDOM RALLY—July 17-18. Fergus County Fairgrounds, Lewistown. Info: (800) 841-7546 (MT).

Nebraska

SPRING RUN FOR FUN—May 28-31. In Brady. Info: (308) 381-0354 (Bill).

VIETNAM VETS MC POKER RUN—June 5. Starts at Heartland MC, Omaha. Info: (402) 731-8841/(402) 331-5018.

New Hampshire

1ST ANNUAL BIKE-A-RAMA—July 16-18. Lancaster Fairgrounds. Info: (603) 788-2121.

New Jersey

ECRA DRAGS—June 20. Atco Raceway, Atco. Info: (609) 652-1159.

New Mexico

FOOD DRIVE AND POKER RUN—June 26. Farmington. Info: (505) 632-0303.

New York

5TH ANNUAL DANNY MURPHY BLOOD RUN—May 2. Rain or shine. On Long Island. Info: (516) 467-2048/(516) 232-BIKE.

ABATE 3RD ANNUAL M/C RODEO—June 4-6. Weedsport Speedway. Info: (315) 433-5330.

EASYRIDERS RODEO—July 2-4. Orange County Fairgrounds, Middletown. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Info: (818) 889-8740, ext. 281.

North Carolina

CBA MEMORIAL WEEKEND PARTY—May 28-31. Info: (919) 367-3416.

CBA INDEPENDENCE DAY JAM—July 2-5 in Sanford. Info: (919) 947-3918.

AMRA ALL-HARLEY DRAGS UNITED NATIONALS—July 31-August 1. Farmington Dragway, Farmington. Info: (615) 763-2241.

North Dakota

ABATE 18TH ANNUAL RALLY—June 5. Menoken Grove, 13 miles east of Bismarck. Info: (701) 223-5609.

Ohio

ABATE ANNUAL STATE PARTY—June 11-13. Grand Lake M/C Race Track, Mendon. Info: (614) 279-4634.

6TH ANNUAL FREEDOM RALLY—July 2-4. Toronto Band Camp, New Somerset. Gates open: noon, Fri. Info: (216) 484-3962.

CENTURIONS BIKE RAFFLE, ROAD RUN, & SWAP MEET—July 9-11 in Toledo. Info: (419) 472-2428.

WETZEL MC SWAP MEET/PARTY—July 23-25. Live bands, Harley giveaway, tattoo contest, and much more. Info: (419) 968-2507/(419) 238-3743. Day of party: (419) 587-3826.

Oklahoma

CHEROKEE STRIP 6TH ANNUAL SUMMER SIZZLE—July 9-11. Wentz Camp, Ponca City. Cherokee Strip ABATE: P.O. Box 124, Ponca City, OK 74602.

Oregon

ABATE'S 4TH ANNUAL SUMMER RUN—July 23-25. Umpqua Falls Campground near Tiller. Info: (503) 855-7345.

Pennsylvania

ABATE 7TH ANNUAL SAFETY AWARENESS RUN—May 8. McMahon's Harley, Beaver Falls. Begins at 10 a.m. Info: (412) 375-3570.

ABATE 10TH ANNUAL SWAP MEET—June 5. Trexlertown Fire Co. Grounds, Rts. 222 and 100 in Trexlertown. Info: (215) 965-8655.

Pennsylvania continued

EASYRIDERS RODEO—July 30-August 1. Butler County Fairgrounds, Prospect. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Info: (818) 889-8740, ext. 281.

South Carolina

SWAP MEET AND CAMPOUT—June 19-20. Louisville. Info: (803) 845-5722.

South Dakota

STURGIS RALLY AND RACES—August 9-15.

Make a note of the new dates. Info: (605) 347-6570.

Tennessee

AMRA CLARKSVILLE ALL-HARLEY NATIONAL DRAGS—July 17-18. Clarksville Dragstrip, Clarksville. Info: (615) 648-1607.

Texas

AUSTIN ROAD RIDERS ASSOCIATION 23RD ANNUAL TEXAS HILL COUNTRY TOUR & TRADE SHOW—May 28-31. Burnet Fair & Rodeo Grounds, Burnet. Tour Info: (512) 259-2236/(512) 259-0669. Trade show info: (512) 459-7447.

EASYRIDERS RODEO—May 29-31. Heart O' Texas Fairgrounds in Waco. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Info: (818) 889-8740, ext. 281.

Utah

2ND ANNUAL PACK THE PANTRY/BLESSING OF THE BIKES—May 8. St. Marks Episcopal Cathedral in S.L.C. Begins at 11 a.m. (801) 359-9149.

Virginia

3RD ANNUAL BUDDY NICHOLS SWAP MEET—June 27. White Oak Motor Cross Track, Rt 603 in Stafford. Info: (703) 775-5800.

Washington

ABATE 15TH SPRING OPENER—June 17-20. East of Tonasket on Hwy. 20, 13.4 miles to Aeneas Valley Rd., then follow signs. Info: (206) 894-3928.

2ND ANNUAL HAWG RUN 'N' PIG ROAST—July 3. Sponsored by Renton Chapter of ABATE. Info: (206) 264-2000.

10TH ANNUAL "DO-WA-DIDDY"—July 10 in Tenino. Info: (206) 264-2000.

Washington, D.C.

ROLLING THUNDER VI/RUN TO THE WALL—May 30. Bikes will meet at North Pentagon Parking Lot (9 a.m.) and leave at noon for the ride to the Vietnam Veterans Memorial. For info, time of departure, and arrival in states for the Run to the Wall, call Rod at (310) 425-3145.

West Virginia

TRI-STATE POKER RUN—June 26. Reedsville. Info: (304) 864-6446.

Wisconsin

BUBBA'S HONDA DROP—May 8. Union Grove. Info: (715) 453-8544.

H-D's 90th Anniversary Reunion—June 12. Henry W. Maier Festival Park, Milwaukee. Call your local H-D dealer or (800) 8HD-90TH.

H-D's 90TH ANNIVERSARY WORLD'S FAIR—June 11-13. Waukesha Expo, Waukesha. Antique bike show, swap meet, tattoo show, live bands. Info: (414) 548-3633.

ALL-HARLEY HOMECOMING NATIONALS—June 11-13. Great Lakes Dragaway, Union Grove. Info: (414) 878-3783.

SECOND ANNUAL TATTOO EXPO AND MC SHOW—July 18. Schwabenof Pavilion, Meno Falls. Info: (414) 255-4884 (Scott) or (414) 246-4300 (Tim).

CANADA

British Columbia

BCCOM CUSTOM MOTORCYCLE SHOW—May 8-9. Queens Park Arena in New Westminster. Info: (604) 687-0115.

EUROPE

England

NORTH EAST REGIONAL DEMO—May 28-30. Teesside Ind Est Thornaby. Campsite, bands, bike show, tattooists, and more. Info: Number One Rally, Middlesbrough M.A.G., 98 Cromwell Rd, South Bank, Middlesbrough, Cleveland, TS6 6HW.

Italy

STEEL IN THE WIND MC BIKERS MEETING—June 25-27. Montegrotto Terme, Padova. Info: (49) 793498, or Via Diocleziana 2, 35036 Montegrotto Terme, Padova, Italy.

PASSIN' GAS

Rippin' Off Some Good Ones

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 91376-3000.

The bro's ol' lady decided to prepare her last will and testament. She went to a lawyer to have the papers drawn up, stipulating two iron-clad conditions.

"First of all, I want my body to be cremated," she told the attorney.

"Easy enough," he said.

"And your second condition?"

"After the cremation, I want my ashes scattered all over the Harley shop on Main Street," she said.

"Why the Harley shop?" asked the baffled lawyer.

"Because then I'll be making sure my ol' man will visit me twice a week," she said.

—M.C.G.
America

Young Wally walked over to the swimming pool lifeguard and asked, "Pardon me, sir, but what's the best way to teach a girl how to swim?"

Climbing down from his observation chair, the lifeguard took Wally aside and explained with a wink, "Son, the best way is to walk her slowly into the water and, putting one arm tightly around her waist, run your hand up her arm until your hand is even with hers. Then you lightly twine her finger—"

"Excuse me," Wally interrupted, "but it's my sister."

"Hell, just shove her ass into the deep end," said the lifeguard.

—Haystack
Club Fed



"This cereal has all kinds of grain in it—so what's the matter with a little barley?"



MIKE SHAPIRO

"Sure I like yer ol' lady—in fact, why don't ya introduce us when she finishes givin' me this blowjob?"

Apriest was standing in the long line outside the Pearly Gates, where Saint Peter was checking his book on who could get through. Suddenly and without warning, a badassed biker roared up from behind on his chopped Harley, and the gates promptly swung wide to let him into Heaven.

This thoroughly pissed off the priest, who immediately marched up to Saint Peter and demanded, "Why do I, a priest who saves souls, have to wait in line to be checked off, while that hairy biker just rides on in?"

"Calm down, Father," answered Saint Peter. "See, you gotta understand—that biker has scared the hell out of more people than you ever preached the hell out of."

—Mark Grosskopf
Baraboo, Wis.

Why are there two senators for each state?

One has to be the designated driver.

—Larry Lucero
In The Shade

"I still haven't found a man with the right-sized cock," sniveled the young hardbelly to a girlfriend.

"What's the problem?"

"Either the guy is so small I want to scream, or he's so big that I have to."

—Virge
The Alamo

Didja hear about the new Japanese flu that's been going around lately? It's similar to the regular flu, but your fever breaks a lot sooner.

—Whitey
Countin' Down

Whaddaya call a woman who can suck a golf ball through 50 feet of garden hose? Darlin'.

—Maxwell
E. Moline, Ill.

After Rammer and his fiancée had taken their premarital blood tests, the doctor called him into his office.

"I have some good news and I have some bad news," he told Rammer. "The good news is that your fiancée has syphilis."

"Man, if that's the good news, what could the bad news possibly be?" asked the bro.

"She didn't get it from you," said the doc.

—Joey
Crescent City, Calif.



"I'm goin' in to get us a beer—stay!"

Two locked-down bros were sitting around, scratching and talking about their bit. "What do ya think the best thing is about bein' locked up?" asked one bro.

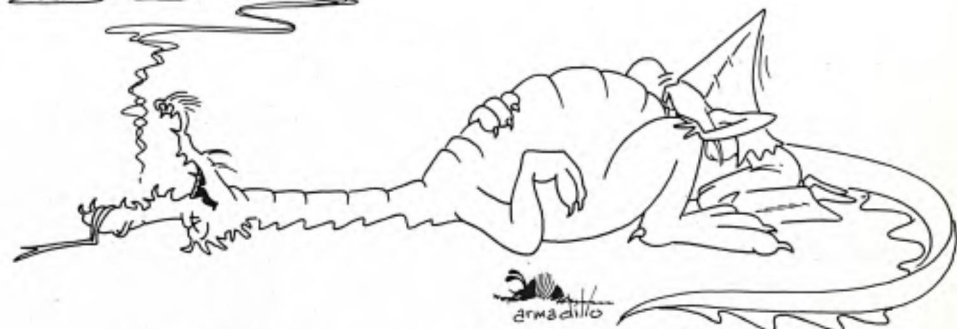
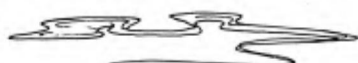
"Shit, that's easy," said the other. "It's gotta be that now, I've finally got my ol' lady to put out every night."

—R.B.
Canton, Ill.



The old graybeard biker walked up to the hot little jailbait number at the bar and said, "Where have you been all my life, sweet thing?"

"Teething," she replied.
—Cowboy
Lovelady, Texas



"For 20 years I've tried to drop a dragon, but that's a technique I never thought of!"

Buzzard came home from the run early with his bro Red. They stepped into the living room and found Buzzard's ol' lady enthusiastically giving head to some stranger. "Let's go in the kitchen and get a beer," Buzzard muttered to Red as he led the way.

After sitting at the kitchen table for a few minutes, drinking their brews, Red finally spoke out, "Hey, bro, what about that dude in the living room with yer ol' lady?"

"Fuck him," said Buzzard. "He can get his own beer."
—Dave Chance
Maintaining

Why don't prospects ever hear a chick scream out another man's name during sex?

Because there's not enough time.

—Trucker
Tobacco Road

Why is the U.S. Postal Service raising the rate of postage stamps again?

They need the money to buy more *This Window Is Closed* signs.

—Wagonmaster
The Colony



"Dear, I want you to go in there and give a rimjob to the man sitting behind the desk—I'll explain later."

Whaddaya call a midget in the Navy?

A micro WAVE.

—Buzz
Crossbar Inn

Why do Indians wear jockstraps?

Totem pole.

—Fat Boy
Durango, Colo.



"Yes, I'm sure this isn't another frivolous lawsuit."

Dirty Don rode home from work, grabbed a cold one out of the fridge, and kicked back on the couch beside his woman.

"Honey," said his ol' lady, "let's go out again tonight and have us some fun, okay?"

"Sure," said Dirty Don, "but this time leave the fuckin' porch light on if you get back before me."

—Al Troxler
Greensboro, N.C.



"Isn't that romantic? He's carving their initials on her."

During a visit to England, Jumpy Jim approached a streetwalker in London's Piccadilly Circus and asked her what the going rate was.

"Fifteen quid for you, dearie," she purred.

Jumpy Jim thumbed through his wallet and unfortunately found himself short of cash. Then a thought occurred to him.

"American Express?" he asked hopefully.

"As fast as you fuckin' like, luv," said the hooker.

—High Climber
Euclid, Ohio

Definition of *unmarked car*: One yer ol' lady hasn't driven yet.

—Kippy
Scimitar, Calif.

Panhead Pete was shopping for a birthday present for his ol' lady, but he wasn't having much luck. "Perhaps," suggested the pretty store clerk behind the cosmetics counter, "your wife might appreciate some cucumber soap?"

"Naw, I don't think so," said Panhead Pete. "She usually just rinses 'em off with water when she's through with 'em."

—Bobby Ray
Shields Up

How many surrealists does it take to change a light bulb? A chair.

—Adrian Cowdry
Southampton, UK

EASYRIDERS 1993

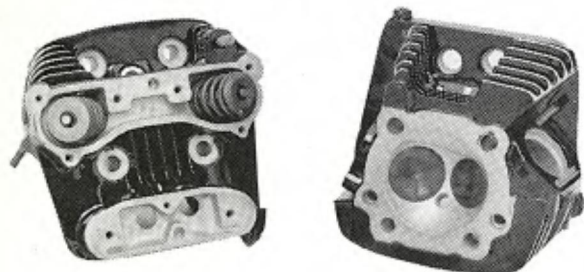
GUIDE TO CUSTOM CYLINDER HEADS

Head work has come a long way, from the days of simple porting and polishing to the high-tech assortment of completely custom fabricated heads you see here. This is not the typical grind, mill, and polish-your-stock-heads-to-get-more-power article. This is for the serious horsepower enthusiast. These heads are all new replacement types. Some use stock bolt patterns. Some require major engine or cylinder modifications. Some allow for huge bore sizes. Take a look at each head set, then write or call the company for more information. You need to find a set of heads that meet your demands for application and performance.

—Keith Ruxton

S & S Cycle Inc.

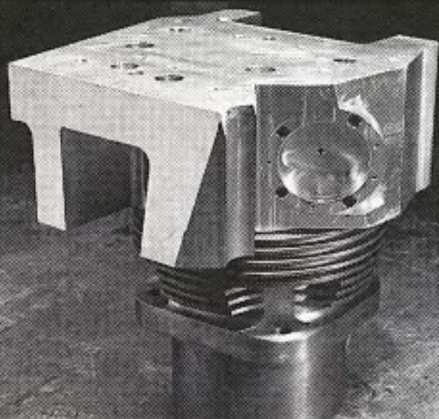
Box 215/Rte. 2 Highway G, Viola, WI 54664
(608) 627-1497



These heads feature 2-inch intake valves and 1 7/8-inch ports and come with matching pistons and a manifold with a unique directional valve to enhance flow around the valve stem. The pistons are the same weight as stock so rebalancing is not required. An S&S-equipped, 80 cubic-inch engine with stock head pipes and free flowing mufflers developed 130 horsepower at 6500 rpm. An 89-cubic-inch engine made almost 130 hp at 5,500 rpm.

Hyperformance

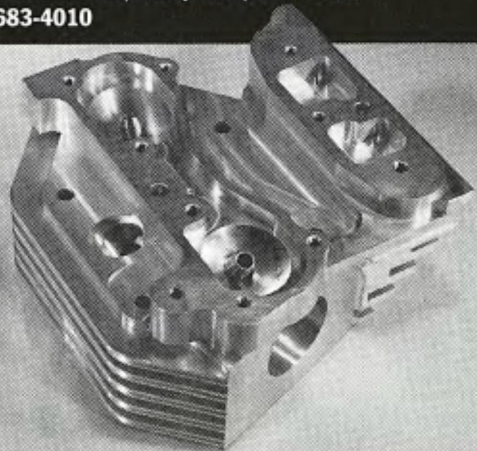
5152 A N.E. 12th Ave., Pleasant Hill, IA 50317
(515) 266-6381



This is so new that pictures of the finished product were not available. These heads are available for bore sizes up to 4 5/8-inch and are designed for street or strip. The heads are made from 6061-T65 and feature 2.55-inch intake/2.10-inch exhaust valve sizes with an oval intake port and a "D"-shaped exhaust port. The rocker ratio is 1.72:1 and uses a modified stock Evo rocker cover.

Trock Cycle Specialties, Inc.

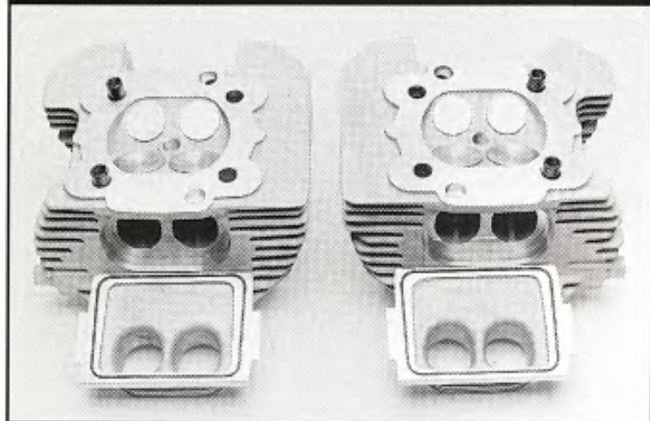
13N417 French Rd., Hampshire, IL 60140
(708) 683-4010



The rocker box surface and bolt pattern are stock Evo. Just about any other feature can be altered. Trock is manufacturing these heads on a "custom-to-order" basis with raw port position and no chamber shape, to allow the head builder total control of final shape. Made from solid aluminum, which maximizes stiffness and heat control for Nitro fuels. Available options: raised ports, high spring pockets, cross flow port positions, twin carbs.

Rivera Engineering

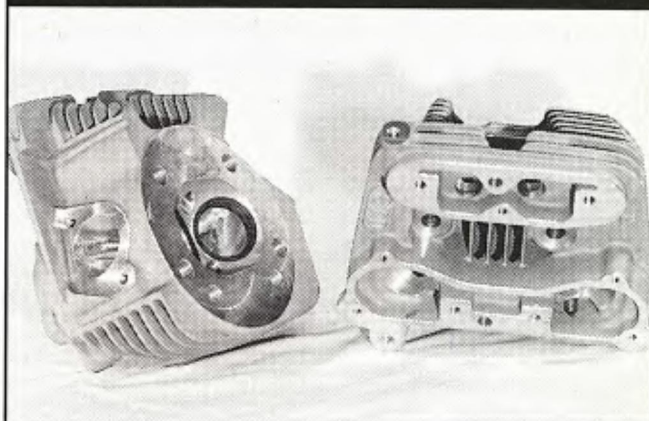
6416 S. Western Ave., Whittier, CA 90606
(310) 692-8944



These 4-valve heads feature high-tech, state-of-the-art engineering. The basic Stage I package will produce more horsepower and torque than the best reworked stock heads and it's very streetable. The Stage II setup will produce over 110 horsepower. The "not recommended for street use" Stages III, IV, and V are rated at 120, 130, and 140 horsepower.

STD Development Co., Inc.

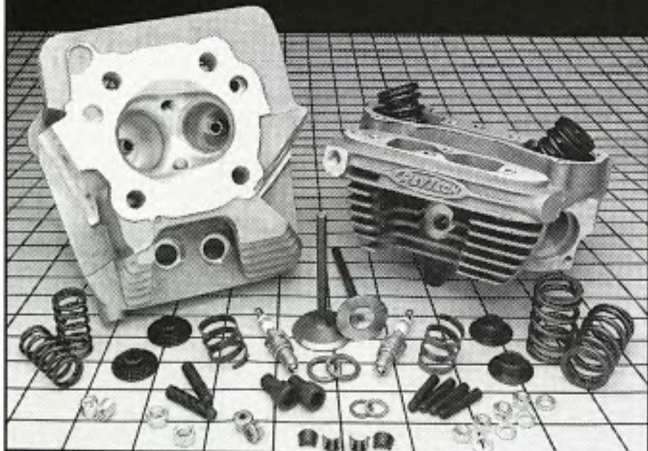
P.O. Box 3583, Chatsworth, CA 91313
(818) 998-8226



Panheads with shovelhead ports, shovelheads, high port Evo heads, Shovelution heads. Innovative modifications to stock designs have opened up the performance potential for all '48 and newer Big Twin engines. The latest design allows shovelhead owners to update their engines to Evo-style heads bolted to shovel cylinders. Both Evo-style heads feature bathtub combustion chambers.

RevTech

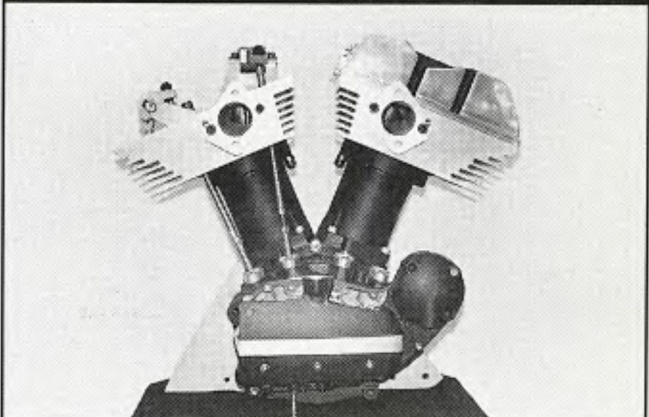
See your local CCI dealer



These bolt-on Evolution heads are racing quality and are set up for .600-inch lift cams. They come fully assembled and are available in Standard or Deluxe for street. The Standard does not have the hand-finished port work. Also available are semi-finished, dragster-style heads for 3 13/16-inch bore, Axtell or S&S cylinders with an 8-bolt head pattern, or unfinished for do-it-yourselfers.

D & S Performance

2184 Rice Ave., Lake City, PA 16423
(814) 774-23591



Billet Plus Aluminum Cylinder Heads are for competition only, 4 cam H-D engines. Intake valves are 2 1/8-inch valve springs set for .625-inch lift, Harland/Sharp aluminum roller rockers, and titanium valve spring retainers. Five-bolt head pattern, porting, and flow testing included. Manufactured from 6061-T6 aluminum. Computer designed ports use high port technology with individual ports for dual carbs or fuel injection. Heavy cast aluminum valve covers with built-in top motor mounts.

F.I.G.H.T. UPDATE

"I'D RATHER F.I.G.H.T. THAN SWITCH . . ."

Your letters to F.I.G.H.T. continue to provide ammo for our federal lawsuit against helmet laws. Your stories provide personal testimony to the injurious side effects of helmets, a point that will be instrumental in proving our case that, like medications, helmets have serious complications, and adults should be able to refuse "treatment" if they'd prefer not to take the calculated risks.

Dozens of you have sent in the article, "Deciding To Die," from *People* magazine. The article tells the story of Larry McAfee, a quadriplegic who fought through the courts for the right to install a switch in his wheelchair that would allow him to shut off his life-sustaining respirator. McAfee, whose story was told to the nation in the CBS docudrama, "The Switch," was paralyzed from the neck down in a motorcycle crash.

As *People* described the accident: "It was a flawless spring morning, May 5, 1985, that Larry McAfee, a 29-year-old mechanical engineer, decided, on an impulse, to take his motorcycle for a ride with friends on the mountain roads north of his suburban Atlanta home. Hours later, *traveling no more than 10 mph*, he hit a curve, fell, and had his head snapped back, *the base of his helmet crushing his top two vertebrae*. [Emphasis added.]

"There was not another mark on him," says Larry's mother, Amelia. Yet in that split second, the 6'6", 240-lb. McAfee, an avid outdoorsman, hunter, and fledgling parachutist, had sustained what the medical profession calls a 'complete injury,' one that would leave him permanently paralyzed from the neck down—unable to walk, eat, or even breathe again unaided."

It's important to note that McAfee won the legal right to die by discontinuing his medical treatment, a situation he was forced into because of a state-mandated helmet! You can bet that both F.I.G.H.T. and *Easyriders* will investigate this case more closely, so look for an in-depth follow-up to this story in a future issue.

—Eight Ball



QUESTIONNAIRE

Have you had a close call, an accident, or an injury because you were wearing a helmet? Tell us about it.

Name _____ Day phone (____) _____

Address _____ Night Phone (____) _____

City _____ State _____ Zip _____

Brief story: _____

(use separate sheet of paper if you wish)

Mail to: *Easyriders* - F.I.G.H.T. - P.O. Box 3000 - Agoura Hills, CA 91376-3000



One restrictive law leads to another.

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. First it's helmets, then it's a suit of armor. Is this Freedom? We don't think so.

Easyriders' Freedom F.I.G.H.T. campaign is more than a T-shirt, bumper sticker, patch and decal. It's a movement that will use every dollar from the sale of each F.I.G.H.T. kit to defeat the approaching NATIONAL HELMET LAW! We'll take the fight as far as we have to - even if it means the

Supreme Court. Join the fight and help keep America "the land of the free."

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FIGHT THE LAW!**



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	CA residents add 8% tax.	
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MAIL TO:

Easyriders Freedom F.I.G.H.T., 089
P.O. Box 1025
Agoura Hills, CA 91376-1025

YOU CAN MAKE A DIFFERENCE.

HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

North Country Retreads

Topeka, Kansas

The North Country Retreads is part of the 22-year-old, 30,000-member international Retread organization.

The North Country Retread Chapter is only three years old and already has some 200 members. Its directors are big Dan Salisbury and his wife Mary. About the only membership requirements are that you, or your spouse, be a minimum of age 40 and own a motorcycle.

The Retreads are dedicated not only to

riding and having a good time, but lending a helping hand whenever they can. In addition to setting up runs and events that draw road-seasoned riders from all over the States and the globe, big Dan and his wife have organized some highly successful fund-raising events and benefits for a wide range of those in need.

Keep up the good work, and remember, Retreading doesn't begin till 40.

—Prune Dog



Shack O' Shame

Gary Busey

Birmingham, Alabama

Not Gary Busey again. What seems to be the problem, bro? Hell, you already had to make one trip to the shed. And now I'm minding my own business, shakin' off a hangover over a cup o' joe in Coshocton, Ohio, when I see your mug staring up at me in the local tribune, peddling mandatory helmet laws for not only motorcycles but for snowmobiles, skateboards, and tricycles?

First off, you made me spit coffee all over a cute little waitress I was making some headway with. Second, you've

been throwing your weight around as a spokesman for the National Head Injury Council, abusing the hell outta that clout to confuse the freedom of choice issue. And third, I don't get it. Tricycles?

Nobody dug *Buddy Holly* more than me, but flat-out slingin' wet cement on ABATE—not to mention the thousands of dedicated bikers across the USA who have been fighting for our right to ride free—shit bro, you didn't leave us any alternative but to drag your star-studded ass back into the shack. —Clay Dog



Put-In-Bay

Lake Erie, Ohio

Put-in-Bay is an island near Toledo Ohio, with great bars, a beautiful state park with camping facilities, the best walleye fishing anywhere, right-cous views of Lake Erie, and lots of hon-ey. Just one problem: They won't let bikers on the island.

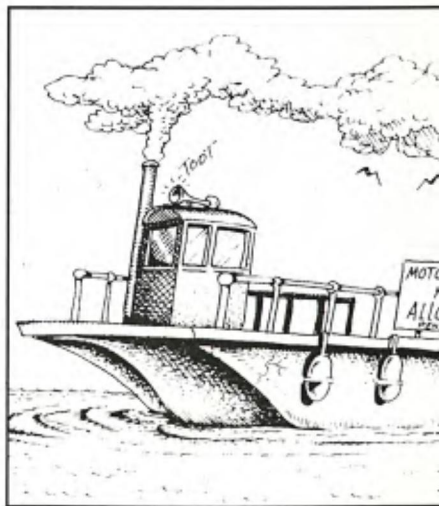
Back in the '70s, a few bad-assed bros raised some hell on this island which instilled a fear of bikers in the locals. Consequently, the main ferry service from the mainland adopted a policy to disallow motorcycles on their vessels

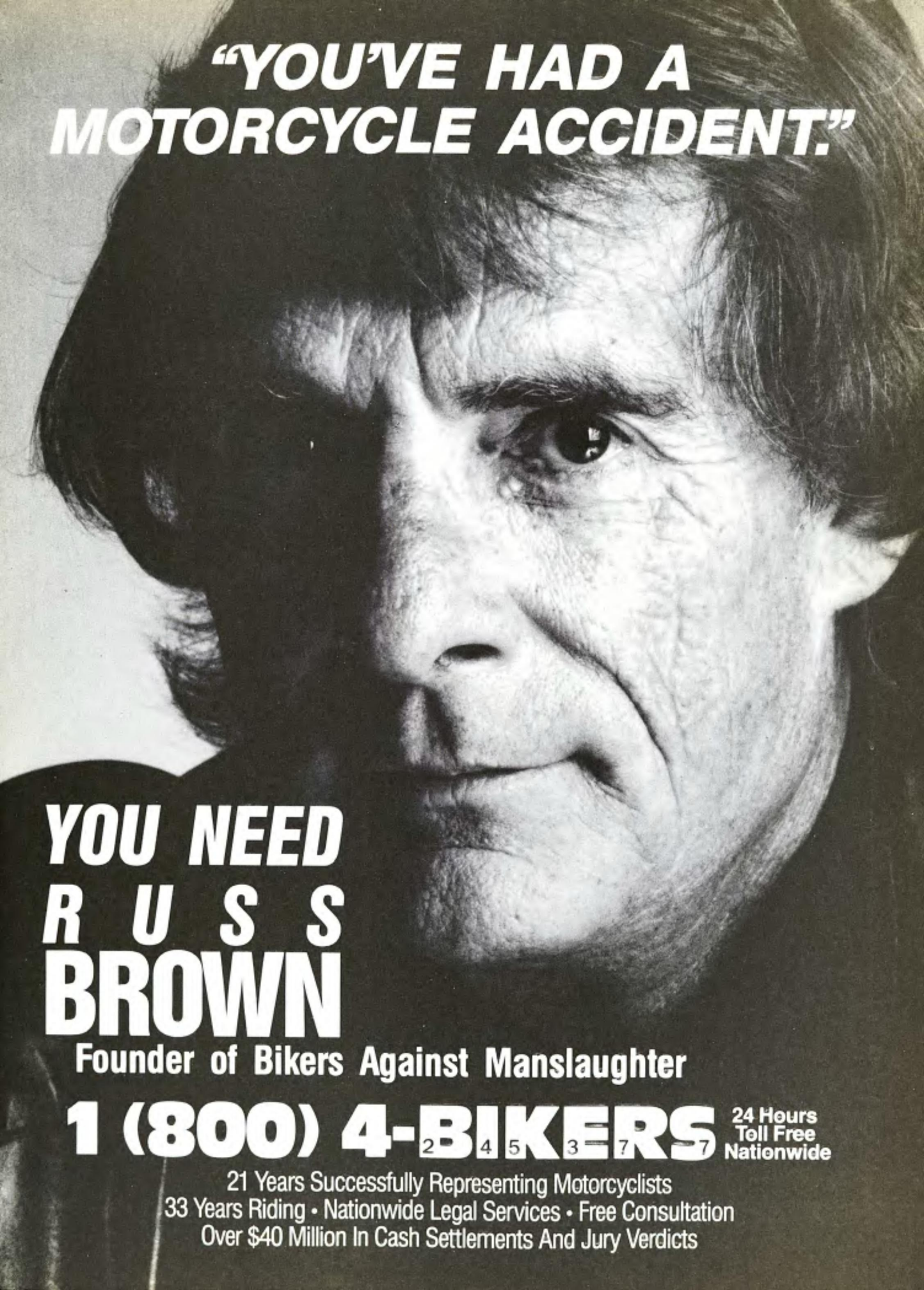
unless fully trailered. This rule effectively cut off bikers from the island since most of us would rather ride than pull our bikes.

Bros riding cross country who happen to be Great Lakes bound (and who don't happen to have a trailer handy) are denied one of the finest spots in the States.

National exposure to this political injustice would force the locals to re-examine their motives and give bikers another chance. A letter to the Put-in-Bay Chamber of Commerce would be a good start.

—T-Bone





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BROS CLUB GOES GLOBAL

The Bros Club has an international flavor. Thanks to the worldwide distribution of *Easyriders*, bros from all around the globe are joining.

Although the club is dominated by U.S. bikers, with members in all 50 states plus Puerto Rico and the Virgin Islands, we now have members in such far off places as Germany, Italy, Switzerland, Norway, Spain, Australia, New Zealand, Japan, Brazil, Canada, England, Taiwan, South Africa, Austria, France, and the Netherlands.

Many of our new international members are looking for things to do. For example, a bro from Berlin wanted a European schedule of bike events and biker friendly places to visit. Sorry, bro, we haven't figured out how to send Rip overseas yet.

If you're lucky enough to putt around Down Under in kangaroo country, Bros Club member Bradley Lynch suggests the following annual biker parties: The Bradford Hells Angels Run in Victoria, Pondee in South Australia, and the Bindoon Run and Sandhurst, hosted by the Coffin Cheaters in Western Australia.

Brad's on his way to Thailand with his '42 flattie trike, and he's also taking along an 883 Sportster engine so he can build another three-wheeler. He sent us a photo is his dad astride his '66 shovelhead. "He used to be a bit of a rebel in his day," Brad said proudly.

Brotherhood traverses the globe and knows no geographic boundaries. So does the Bros Club. So if you're out there and have a story or

Brotherhood traverses the globe and knows no geographic boundaries . . . so if you're out there and have a story or photos to share, send them in

photos to share with your fellow Bros Club members, send them to me at: Bros Club, 28210 Dorothy Drive, Agoura Hills, CA 91301-2693.

We'll even pay you \$30 for each 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 we print less than half-page. Please send us

good, sharp, black-and-white or color prints (any size) and color slides only. No negatives.

If you've got a story to tell about your favorite watering hole, event, run with your bros, our whatever else is on your mind, send it in and we'll consider it for print. Be sure to include your name and phone number so we can reach you for details. G'day, mate. —Bill Bish



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JOEY GAMACHE

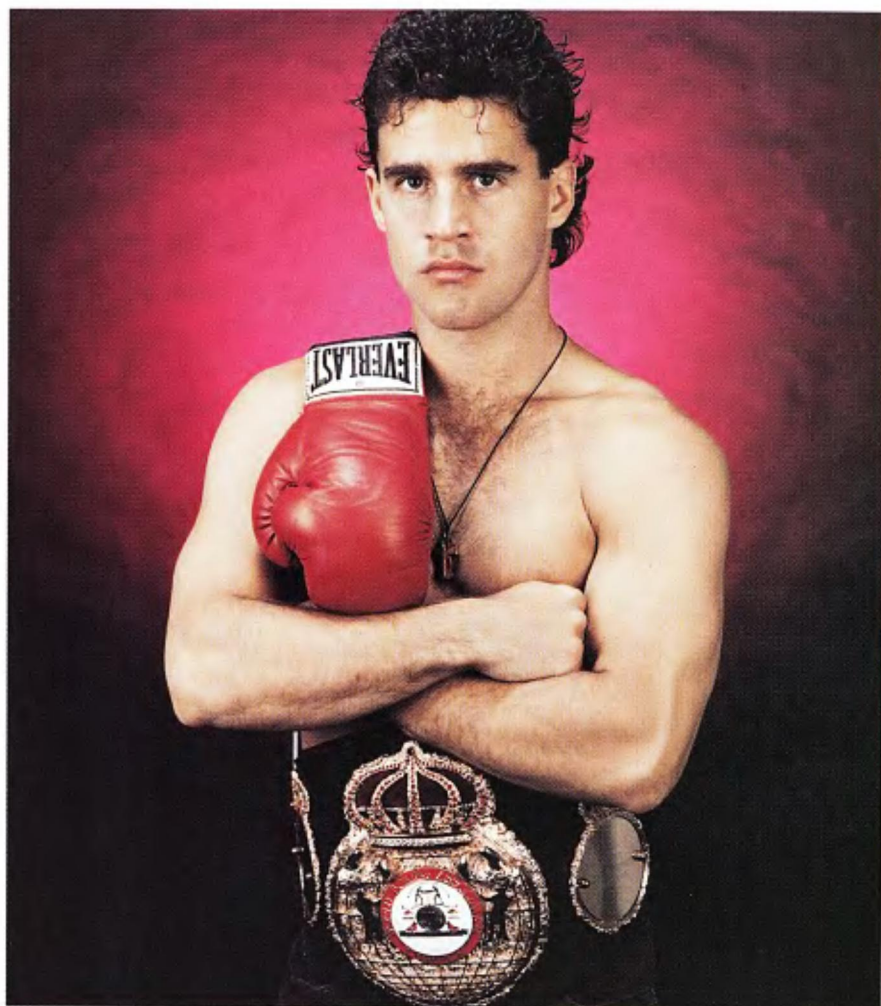
Biker/Boxer Is Maine's Man In The Ring

Training authorities say preparing for the ring is the toughest workout an athlete can endure. If you doubt it, try going at a heavy bag or a speed bag (hard) for two minutes, or jumping a rope for five. Second in line on the tough man training tour would have to be the sport of motocross. Anyone who's ever steered two wheels through terrain not fit for man, and barely for beast, knows of the wear and tear on the body, starting with the wrists. And road riders like ourselves, familiar with inclement weather conditions like the frosty roads of Maine, could assure you there's nothing more taxing on the nervous system than wondering what Joe Blow in the oncoming cage has up his sleeve.

Recently, we met a bro who dedicated himself so deeply to the aforementioned grueling sports that he became a force in the boxing ring. At the age of 24 he was the World Boxing Association junior lightweight champion of the world. At 26 he moved up a weight class and became the WBA lightweight champion with a perfect 29-0 record.

This is a young man who relaxes by mixing equal combinations, outside the ring, of riding the Maine highways on his Harley-Davidson shovelhead Low Rider and entertaining the ladies. Even though Joey Gamache (pronounced Ga-maash), from Lewiston, Maine, boxes professionally in the 135-pound lightweight division, his 80-inch FLH definitely ain't a powder-puff putt.

After preparing for the moment since he was 11, Gamache gained his WBA lightweight title in June of 1992 when he earned an eighth round TKO over No. 1 contender Chil Sung Chun of South Korea. When his arm was raised in victory by the referee, the ring became a mob scene with an ecstatic Joey

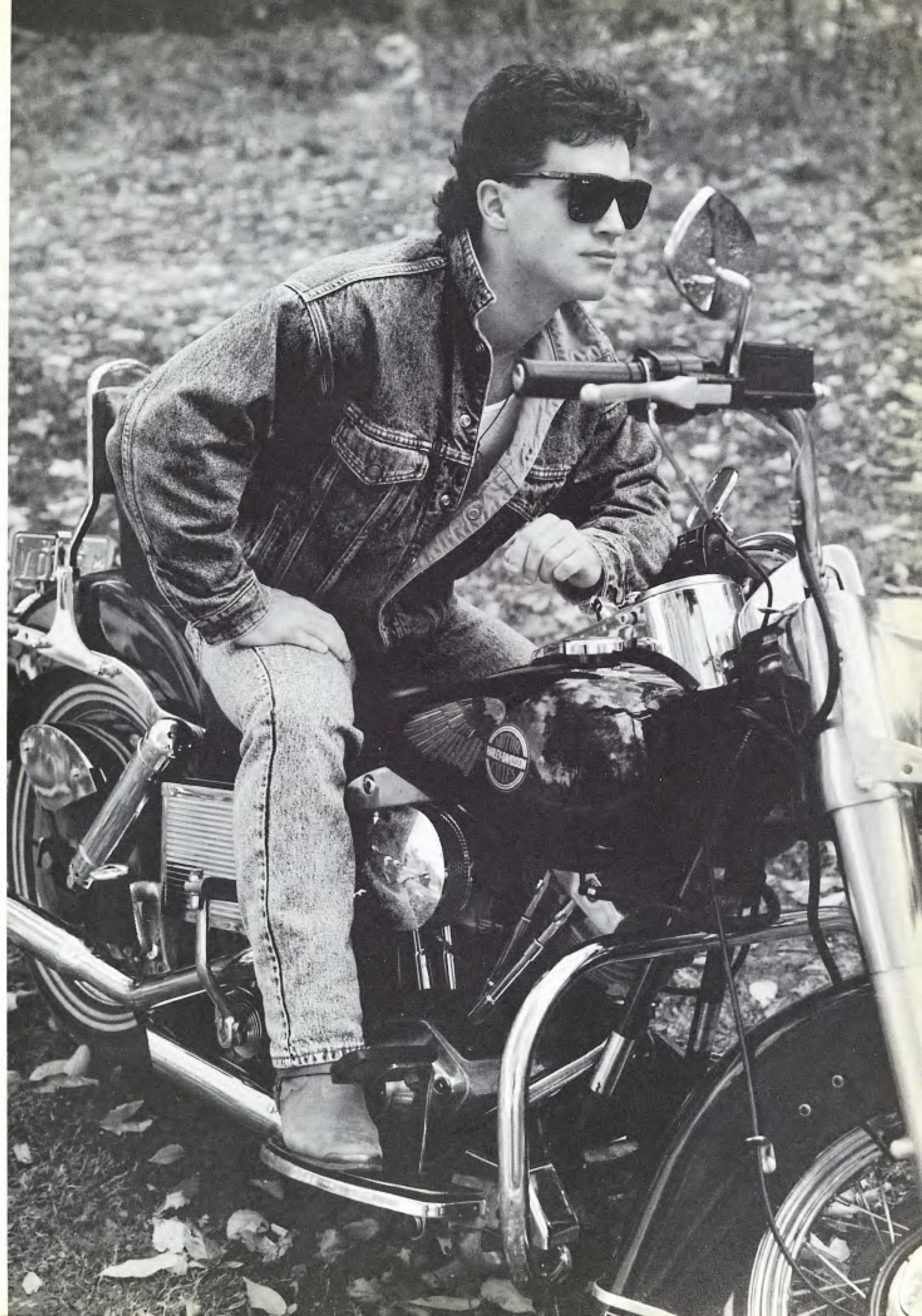


being carried around the ring on the shoulders of a cornerman in front of the enthusiastic, homestate crowd. Wearing dangling strips of flashy red, white, and blue stripes on his trunks, he was the picture of American boxing brilliance.

Television announcer Alex Wallou called him "a disciplined, smart fighter." Wallou noted before the fight that very few men had won both the junior and lightweight titles. When interviewed, Gamache was shown cruising around Lewiston on his Hog, being the popular young stud. Afterward, the articulate Gamache said all the right things, including the fact that

he had "many things to improve on." And he thanked everyone from God, to family, to his trainer.

After years of intense training, Joey had reached his goal. He'd become champion of the world—and on his own terms. The satisfaction was great, and it was illustrated not by self-indulgence but by buying his parents a new home. Joey continued to live in a loft in a rooming house with his young son, enjoying putts on his bike, against the better judgment of his manager, Johnny Bos, and father/co-promoter, Joe Gamache Sr. At one point, he acquiesced to their wishes and turned over the keys. But he →





neglected to tell them he had a couple others stashed around town. The man's gotta putt.

But Joey's next fight would be in defense of his crown. It would also be an eye-opening defeat.

Any veteran rider familiar with road rash could tell ya that when ya fall down, ya gotta get back on the horse that threw ya and keep on pluggin' along. After losing his first professional fight—and the title—last October 24 to Tony "The Tiger" Lopez, in his hometown of Lewiston, Maine, Joey learned that every day is not a knockout—you've got to climb back through the ropes and come out punching for survival.

*Any veteran rider
familiar with road
rash could tell ya
that when ya fall
down, ya gotta get
back on the horse
that threw ya and
keep on pluggin'*

The only slack in this business are the ropes when you're draped through 'em, seein' stars, and hearin' the referee counting 10. Shrinking violets don't get far in the fight game, and Joey knows it. It's a business that encourages being brash and bold, but ya better back up that mouth, or you'll get it zipped shut. Everyone likes a winner, and when you're winning you're called "confident." But when you lose you're just a show-boating hot dog.

The Ring magazine, the Bible of Boxing, has called Gamache the "Rocky of Cocky," and he'll buy that. Like any self-respecting biker,

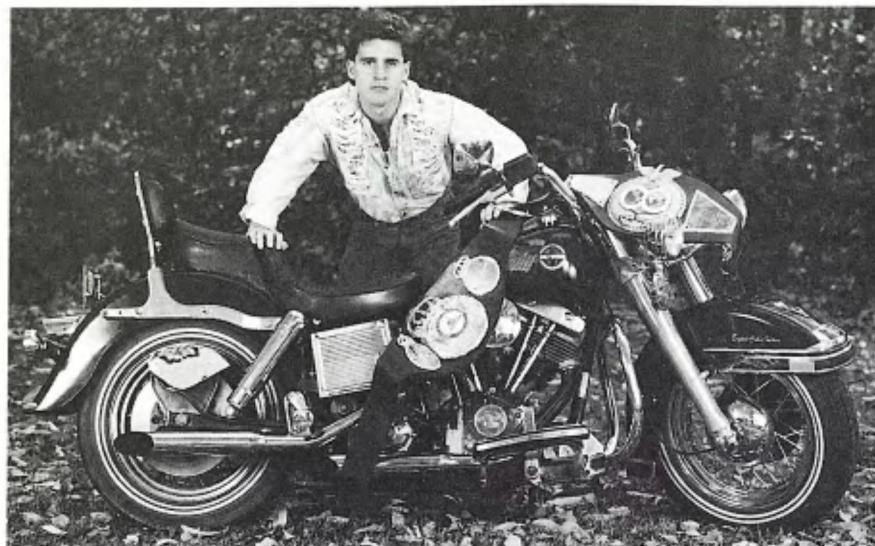


Photo: Russ Dillingham, Lewiston Sun-Journal

Joey's not afraid of nothin'. He can handle the situation. But after his first loss, to Lopez, a debilitating defeat brought about in part by a head butt, we wondered if he had at last felt fallible? A mere mortal, maybe?

Nate Dow, Sports Editor of the *Lewiston Sun-Journal*, and long-time confidant and chronicler of Gamache's career, related that after the fight Joey was very sportsman-like, acknowledging Lopez's talent and ferocity in punching power. According to Dow, it was not until days later that the enormity of the situation began to sink in for Joey. He had lost his coveted belt. And who knew when he might get a shot at reclaiming it? He began to see reality and how tough it can be to beat the politics of boxing. He began to brood, retreating into himself and shunning the public eye. Then he finally got pissed.

After listening to his manager convince him that he'd have to come back with a vengeance, and that the Lopez loss could be attributed to more than ring expertise. Negligence on the part of the attending physician, referee, and corner cutman all contributed to the defeat. A coy maneuver by a sharp manager passing the dubious buck of fault away from his client?

Whatever, Joey got back into an extremely focused training period, working out at the secluded compound of longtime mentor and friend Roland Fortin. Joey

also gained the support of renowned cut man Ted Atlas, who was brought in for priceless help in the corner. Joey was scheduled to meet seasoned "opponent" Michael Grow (24-3) of Idaho, last February 12. Grow was someone who would provide a challenge, but not necessarily a defeat. The fight went 10 rounds, and was nearly a disaster. Gamache came out tentative, not his usual confident, punching-and-moving self. Joey got head-butted early, and finally snapped to when Atlas, in no uncertain terms, let him know his career was on the line.

He began to slip Grow's punches, jabbing the wily 30-year-old veteran and connecting with a ferociousness he hadn't delivered since Chil Sung Chun. He came away with a decision—and a burning fire in his gut to reclaim the title.

As we speak, plans are under way for a rematch with Tony "The Tiger" Lopez, possibly on the undercard of the Riddick Bowe/Evander Holyfield rematch in Nevada this summer, or in Lopez's hometown of Sacramento later this summer.

It will be a test of wills that we won't want to miss. Joey Gamache, former party animal/womanizer, current serious boxer/biker, prodiged on by the ghosts of his heroes Elvis and James Dean, will be going for the gold against a worthy opponent and champion. Let the fists fly.

—Bomber

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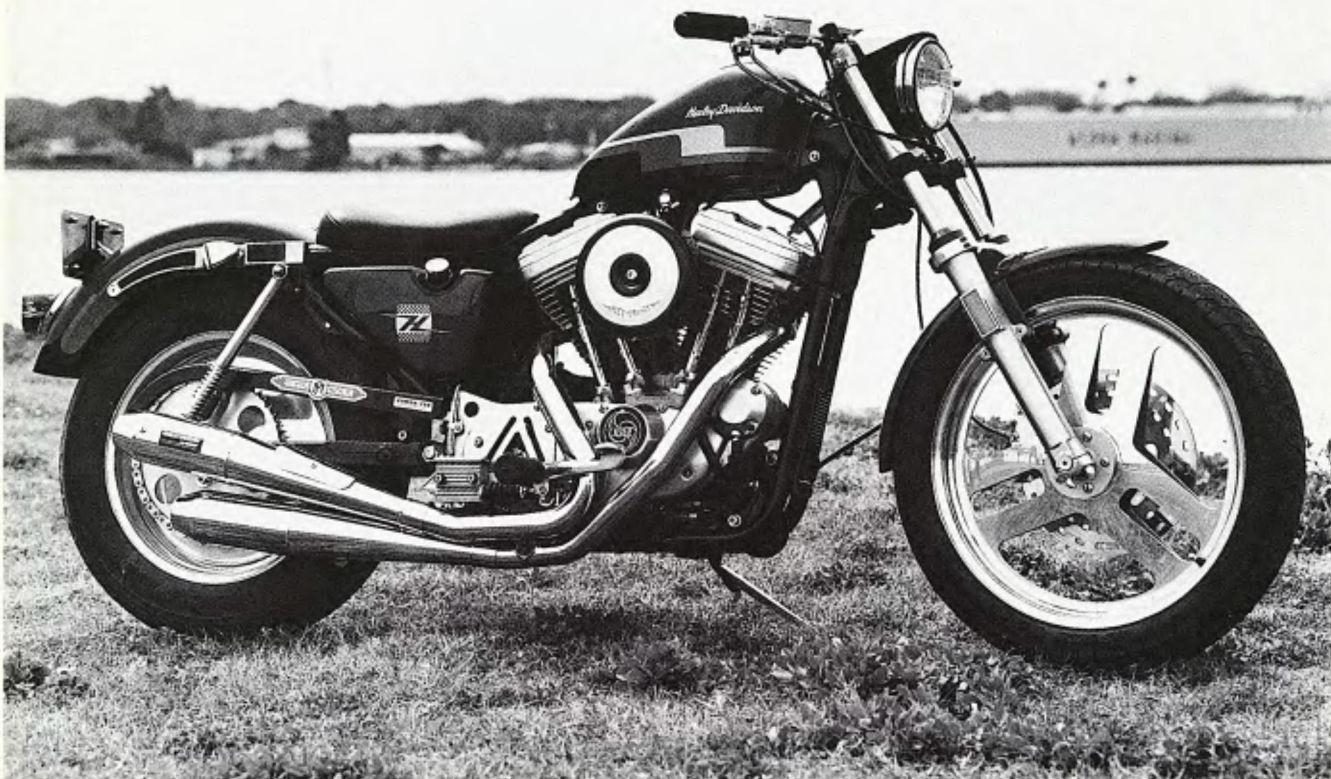
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Jim Foust, Danville, Pennsylvania

1986 Harley-Davidson XLH

Jim Foust was flat-out born to ride—and ride hard. By age 14, his evening and weekend hours were spent in his parents' cellar throwing together his first Harley from a '46 knuckle basket. And ever since that basement-born bike coughed its first roar and damn near shook his folks' doors off their hinges, Jim has dedicated his life to fast tracks and the open road.

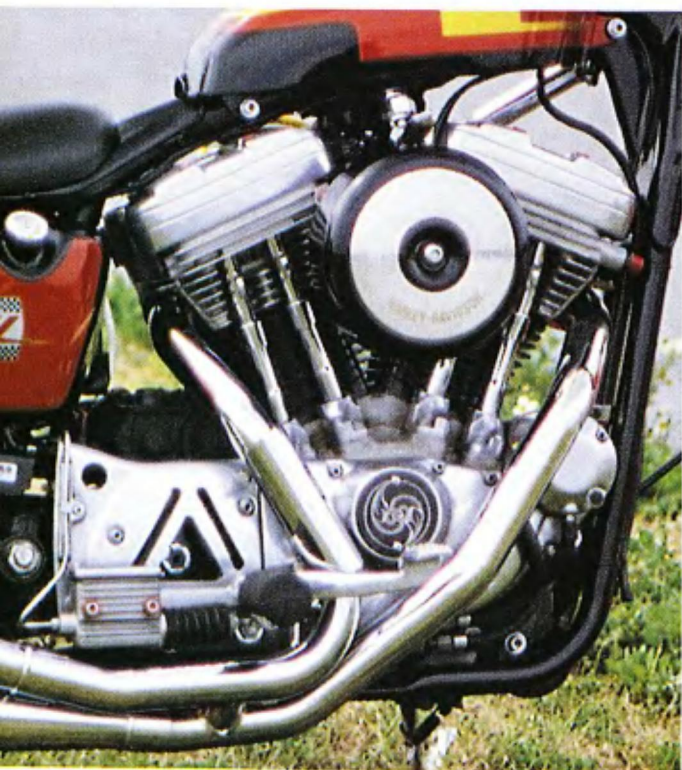
After 24 years of wrenching and hard riding—not to mention going through a total of 37 of his own customized scoots—Jim and this stand-up '86 XLH took down Yankee Division Production Class Champion in 1986 and 1987. Good and warmed up, the ballistic bro turned around and set four national records in the 1988 racing season—three for Drag Bike and one for HDRA. Those who know him refer to Jim as the bro who bombs riceburners.

These days, as an Evolution Super Stock national record holder, Jim gets his fair share of bros out at his shop, Action Cycles, looking for a friendly pointer or two. And although Jim never lets up on wrenching and customizing his own rides, he's never too busy to lend an experienced hand.

And as far as his reputation for blowing those riceburners off the road is concerned, there's not much else to say except, "Bombs away, bro."

—Clay Dog

General		Forks	
Fabrication by: owner		Type: narrow glide	
Year and make: 1986 H-D		Builder: H-D	
Model: XLH		Special features: steering stabilizer	
Chroming by: dechromed by owner		Accessories	
Engine		Bars: drag	
Year and model: 1986 XLH		Lights: stock	
Rebuilder: Jim Faust		Gas tank: H-D	
Displacement: 74 cubic inches		Oil tank: factory	
Transmission		Seat: factory ('83 XLH)	
Shifting: reverse pattern (by Jim)		Other: bare minimum	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 52-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color: black and orange		Tire: Dunlop	Tire: Dunlop
Type: lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Jim Bigart, Berwick, Pa.		Special features: first super stock	
Frame		Sportster to officially turn an 11-second quarter, caliper brackets by Jim.	
Year and builder: 1986 H-D		Thanks to God, my wife, and family.	
Type: swingarm		Photos: Billy Tinney	
Alterations: lowered 2 inches			



MARIPOSA BIKE FEST



THE PARTY THAT KEEPS ON

What is it they say? "When we do right no one remembers. When we do wrong no one forgets." Of course, the truth is, this is the '90s, and we don't even have to do wrong to get a bad rap. Directors and producers have made a habit of getting quick action fixes for their medium-grade movies by portraying "bikers" as rapists and murderers just waiting for an excuse to go on a rampage. According to them, normal people (with their definition of normal being anyone who doesn't own and ride a Harley-Davidson) should live in constant terror of us, because, given half a chance, we'll take over their town, city, or state.

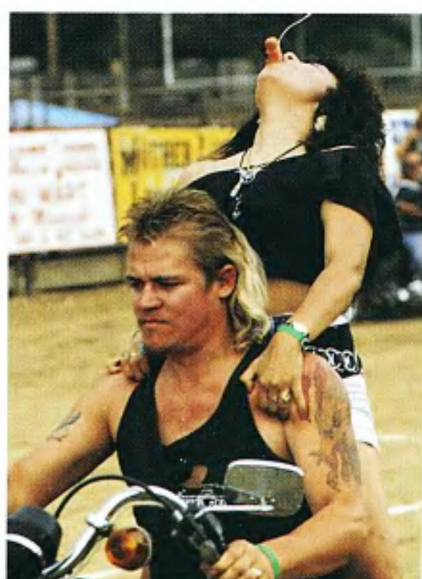
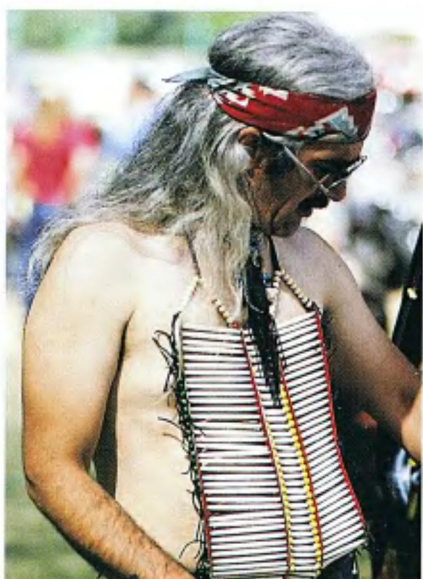
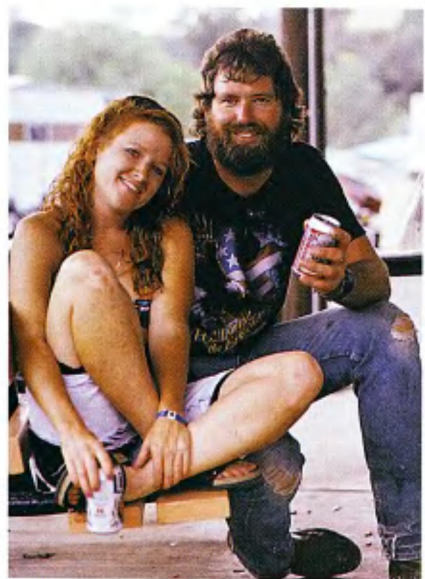


KEEPIN' ON

If ya don't believe me, check out the movie, *Stone Cold*.

Sure it's only fiction. In the case of *Stone Cold*, it's pretty good fiction. In fact, I enjoyed the movie. Unfortunately, as the bros who sponsor and run the Mariposa Bike Fest can tell ya, there are those who can't separate fiction from fact.

This festival was originally held in the Central California town of Hanford, but moved three years ago because of the excessive and unsolicited police harassment there. Hey, it's damn hard to have a good time when the authorities are following you around with a video camera. And it's damn near





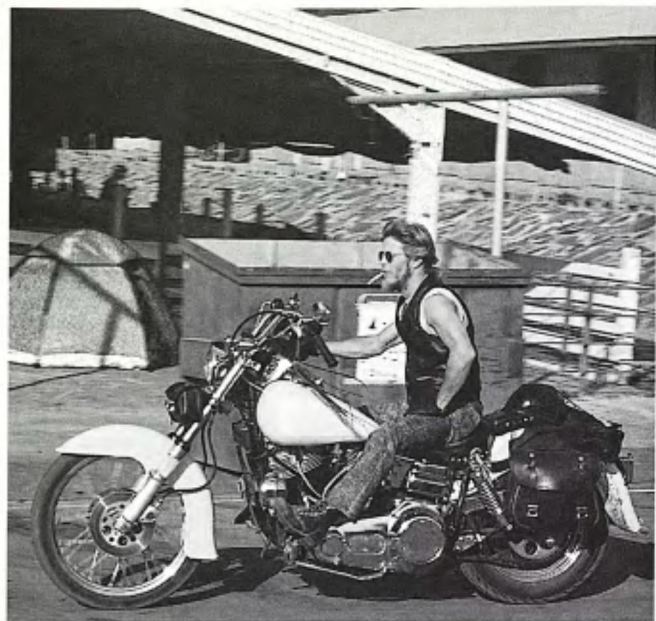
impossible to reason with anyone who can't—or won't—differentiate between factuality and fabrication. So Bike Fest was moved a couple hundred miles north to the town of Mariposa.

The sponsors hoped this move would put an end to the Fest's troubles—something it did and didn't do. In 1990, the Fest's first year in Mariposa, the authorities showed up. Seems someone had passed the Fest's fictional reputation, as imagined by the Hanford authorities, on to them. But, thankfully, they wasted their time. The authorities in Mariposa had enough functioning brain cells to separate truth from hype. They figured out in short

order that the brothers and sisters showing up at the fairgrounds were just plain folk, not hardened criminals. The Mariposa authorities wisely decided to put their money and manpower to much better use.

But the Fest's troubles still weren't over. In 1991, the County Fair Board decided it didn't want bikers to use the fairgrounds. Hell, I don't know why. Maybe owning a Hog takes away your rights as a tax paying citizen. Who the fuck knows? In any case, the Attorney General's office and the citizens of Mariposa put a stop to that. Yes, the citizens of Mariposa. Sure, they watch movies. But they also watch people. And given half a chance,





Photos: John Swart, Gregg Daniel



most people can tell fact from fiction if they choose to. Thankfully, the good people of Mariposa chose to, allowing the folks who attended the '92 Bike Fest to finally relax and party down.

And party down they did with three days of live music by The Fryed Brothers and The Beer Dogs, lots of good food and beer, and some of the best puttin' roads in Northern California. Mariposa sits on the edge of the Sierra National Forest, just a short ride from the Yosemite National Park. Those curved mountain roads alone make the run worthwhile—and help ya to understand the hard work and persistence of the bros who fought

to make the Fest the hassle-free party it was meant to be.

The 1993 Fest? It's just around the corner—June 25, 26, and 27—and there are no major changes planned. All right, maybe they'll be a new band or an added game, but for the most part, it'll be a repeat performance of last year. Those who plan to attend Bike Fest '93 can look forward to three days of camping, live music, biker games, bike, tattoo, and beauty shows, an indoor trade show, and plenty of vendors and talented tattoo artists.

Hell, it's hard to improve on perfection. And if it ain't broke, don't fix it, right?

—Silent

EUROPEAN LEGIS

Old World Bikers Fight For Survival

American bikers by and large, wrestle with one common problem, as far as legislation is concerned: the helmet law. Our European counterparts, while empathizing with our problem, point to their own legal burdens which seem staggering, if not outright confusing.

Part of the confusion is the result of the European Community (EC) trying to consolidate the laws of its 12-member countries and come up with one set of legal standards effective throughout its realm. The results are often less than acceptable to the riding population.

On February 11, for instance, the European Parliament voted overwhelmingly (and for the second time) against a 74 kilowatt (kw)/98 brake horsepower (bhp) limit for all new motorcycles sold in the EC. The Federation of

European Motorcyclists (FEM) said the power limit would hurt the European motorcycle industry. The Trophy 1200cc (or 125 bhp) and Daytona 1000cc (or 119bhp) Triumph models are currently in British showrooms, and there are plans to increase the power of these two models even further. Other European producers who will be affected are Bimota and Ducati.

Through pressure from the German government, BMW already has been limiting all new models to 100bhp, while this same power limit has also been imposed by the French government. Although the UK government supports the power limit, it admits there is insufficient road safety evidence to justify it.

Another restrictive piece of legislation currently on the books is noise limitations and the idea that bikes should run so quietly, you →

Another restrictive piece of legislation currently on the books is noise limitations



L to R: European Parliament members Dieter Rogalla, Mel Read, Brian Simpson, Roger Barton, Peter Crampton, and Peter Beazley with a 100bhp, 900cc Triumph Trophy.

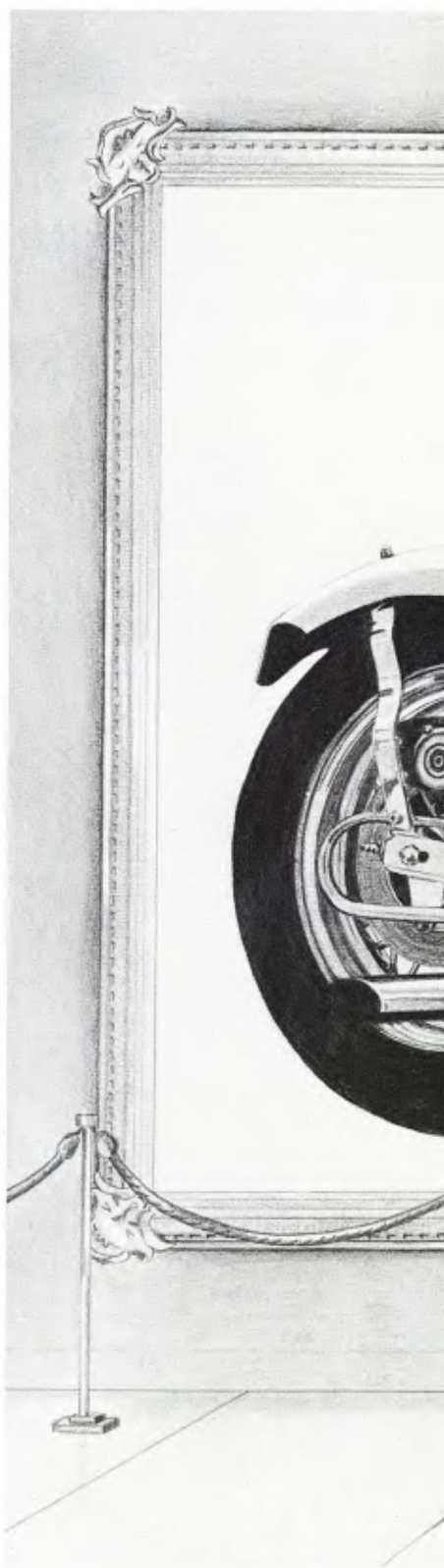
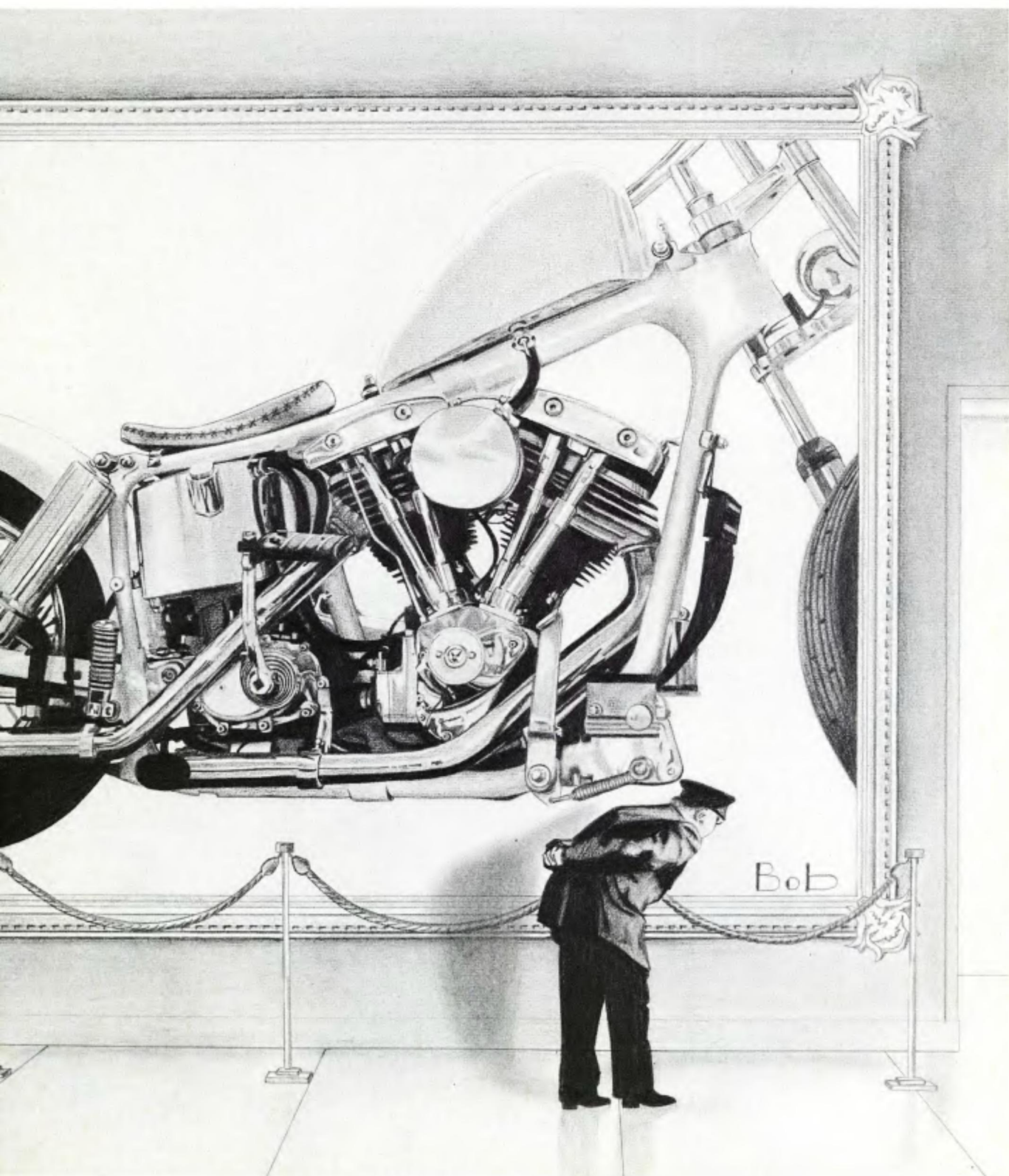


Photo: European Parliament

LATION HEATS UP

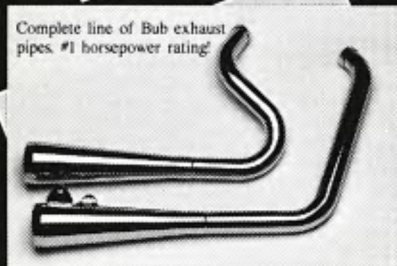


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would need a stethoscope to tell if the engine's running.

It was this issue of noise limits that really got under the skin of Europe's bikers and, on September 5 last year, sent them rolling in droves to meet in Brussels (Belgium) to prove their point. Under the eyes of Euro Commissioner Dr. Franco Stella, a

reporters that there was "no conspiracy against motorcyclists. We don't want a community where everyone is the same."

FEM is also concerned that this first limit will be only the first step in a line of subsequent limits, because when the limit will fail to bring down accident rates, further limits

There was enough pipe-work connected to the original exhaust system to house a family of sewer rats

number of stock bikes conforming to the existing 82 decibel limit, were run down a track to demonstrate just how acceptable they are.

The proposed limit for all bikes over 175cc is 80 decibels which manufacturers and riders alike claim is ridiculous. Major engine and transmission modifications would be needed to reach that level, which is so close in real terms to the current 82 decibel level that the human ear can hardly tell the difference, though from an engineer's point, it's a nightmare. To drive the point home deeper, H-D's German factory turned out a Springer Softail that met the 80 db limit, but at what a cost! There was enough pipe-work connected to the original exhaust system to house a family of sewer rats for life.

Most manufacturers fear they will have to go for water cooling and fully enclosed engines to meet the bureaucrats' demands, and that's not a road anyone wants to go down, least of all bikers. After watching the demo, Dr. Stella admitted that the proposed levels did seem too low, adding "my impression is that 82 decibels is not noisy, if the manufacturers say they cannot build quieter bikes we will think again. We have to take into account all points of view, manufacturers, users and costs."

Euro Commission Transport expert, Dr. Graeme Preston, made more hopeful noises. "It shows the depth of feeling about proposed laws, the Commission does listen," he claimed, "the fact that we have sent two people here on a Saturday shows this." Dr. Preston assured

will be introduced, leaving machines gutless and inefficient. There are many occasions where riders need extra power to escape dangerous situations created by drivers. The limit is seen also as discriminatory as there are no proposed limits for cars.

"What becomes of recent apparent lip-service paid by the Commission and Council to the wishes of EC citizens if this proposal goes ahead?" asked FEM's secretary Simon Milward. "To legislate against the wishes of the user where there is clearly conflicting evidence seems totally out of step with current public opinion. I thought we were trying to increase the transparency of the EC decision-making process."

FEM appeals to riders throughout Europe to write letters to their national governments, highlighting the conflict in evidence and asking it to oppose the limit. If the limit continues to be supported by the Commission and Council, it will take effect in July 1994.

Add to that a variety of other, manifestly whimsical laws the various European countries dump on their constituents, such as closing certain roads to bike traffic (Austria and Germany), the prohibition to work on your scooter, unless you're a "qualified professional" (Italy), and putting a "luxury tax" of up to about \$1,000 a year on any scooter with more than 6 (six!) hp (Italy), thereby moving it into the same tax bracket as a luxury liner, and you can see how forbidding it can be to be a biker in Europe.

And you 'mericans thought, you had problems? —Red Baron

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FREEZING OUT THE COMPET



TION





By the time Jim Stephens fired up his brand-new '91 FXR, it already had about 28,000 miles on it. Freight miles, that is.

Figure the bike started out in Milwaukee, then got shipped to Florida where Jim took ownership. From there, parts flurried to and from places including Maryland, Illinois, Minnesota, and California.

See, Jim had a plan: He wanted a low, fast, custom bike that handled well. And he wanted to show it at the Sturgis Rally And Races.

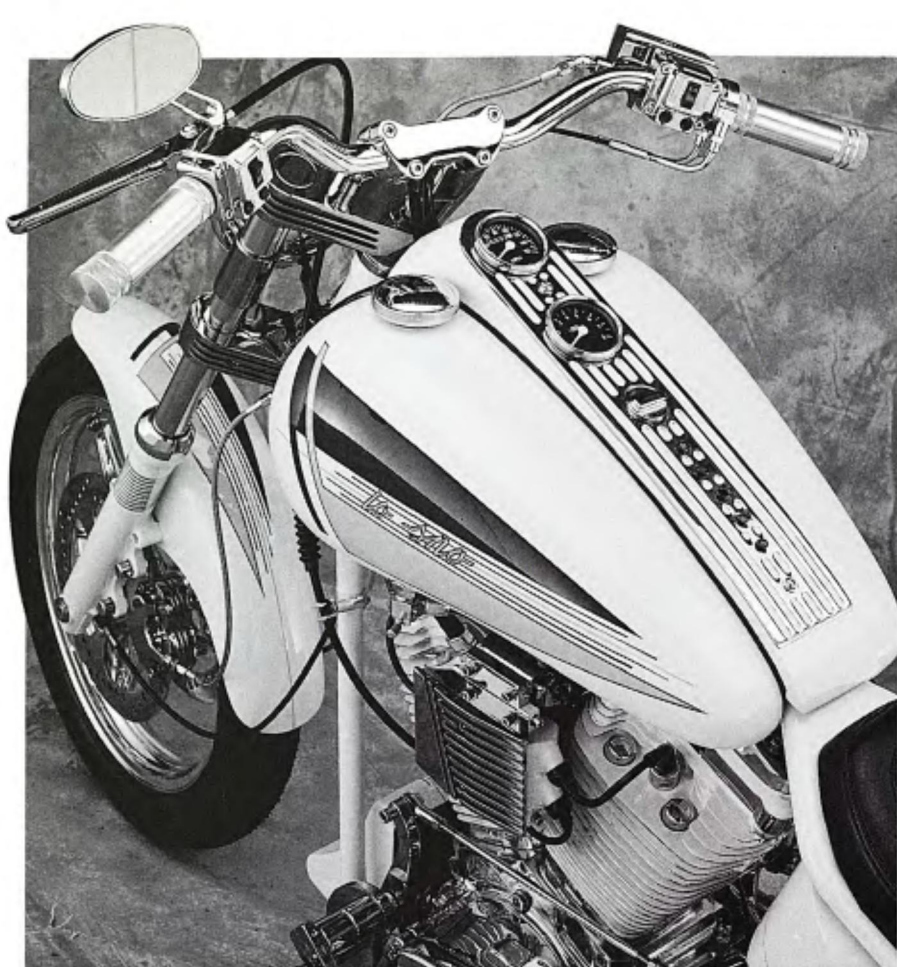
"I went to Sturgis a couple of years ago and looked at all the neat bikes," he says. "I decided then that I would build a bike to compete."

Six months went into the initial planning on this scoot. The only parts that haven't been modified or worked on are the kickstand and the gas caps.

"Most everybody down here builds Harleys with black frames," Jim says. "I wanted just the opposite. I wanted a Low Rider painted snow white." Hence the name, Lo Sno.

The connecting rods and pistons were shipped to the Windy City. "There are only two Borg Warner machines that will spin balance a Harley crank rod and pistons," Jim explains. The factory racing team has one machine. "The





other is owned by a Harley guy in Chicago," says Jim.

When everything is balanced the engine runs more smoothly and produces more power. Another result is less vibration at cruising speeds.

"I did the same thing to my Springer and now it's smooth as silk," Jim says.

The handmade seat also contributes to the overall riding pleasure. "Sitting on that bike is almost like sitting in an easy chair," he says.

Another unique innovation that you can't see—but that you'd see if it weren't there—is the porcelain coating inside the pipe bends. The porcelain dissipates heat more slowly and has prevented discoloration on Jim's pipes—even after more than 2,000 miles.

"I think the triple trees are a work of art," Jim continues, giving full credit to the skills of Rick Doss. "They're machined out of solid billet aluminum."

At the top, where the forks meet the triple trees, the nut has been machined flush. The front axles have the same treatment.

The three-spoke wheels are machined out of aluminum, too. The rear drive sprocket is also machined into three spokes to match.

To keep with that see-through look, the rotors on the brakes were machined →



to mount on each of the three spokes.

Another challenge that confronted Jim was the rear tire. It's wide. The widest you can get. Problem is, that size tire only fits a chain drive. "It took some thinking," Jim admits. "We had to engineer a way to keep the belt."

Jim's been riding since before he was legal. On all his bikes you have to push down to shift up. "I can shift faster and more positively that way," he says.

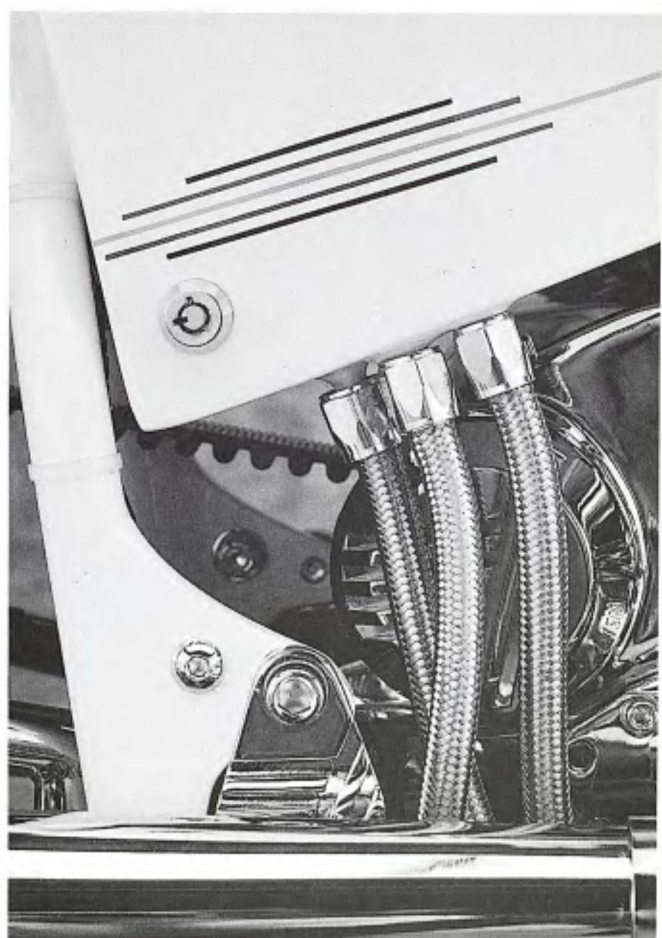
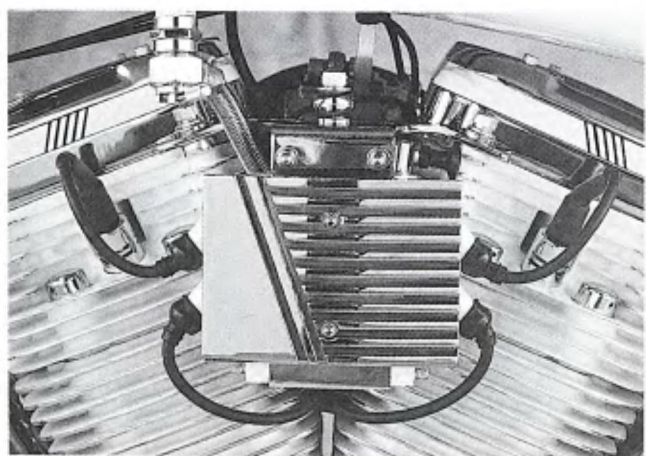
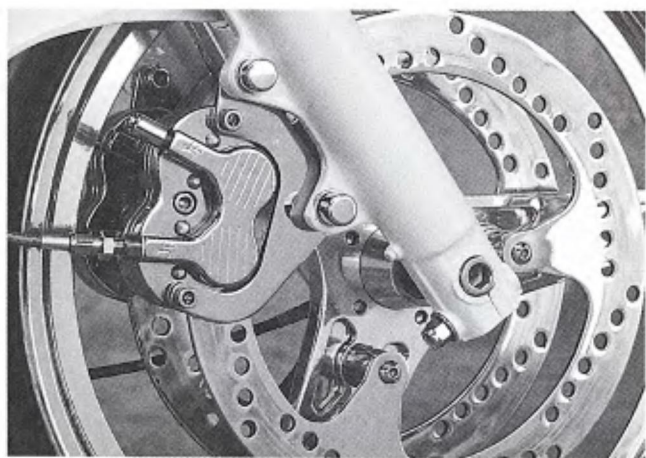
You'll also notice the slash and groove pattern that's machined into many parts, including the little throttle wheel in the carburetor.

Everything that went into this bike resulted in total success at Sturgis. "People were constantly asking to take pictures of it." Seems he only stopped riding twice, though. Once was to clean up his FXR before the Rat's Hole Show, where his ride took first place in its class. The other time was for this photo shoot, where he got out of the saddle long enough to let Shannon Kelly display some sleek styling of her own.

Despite his busy lifestyle—he's a successful developer who's involved with several charities—Jim stays in the wind as much as possible. As he explains, "When you truly enjoy doing something, you'll always find time for it."

—Southern Connection





Owner(s): Jim Stephens	Engine cont.	Accessories	Wheels
City: Ft. Lauderdale, Florida	Air cleaner: custom	Bars: CCI	Front
General	Pipes: custom	Risers: CCI	Size: 18-inch
Fabrication by: many	Muffler(s): where?	Fender(s): handmade	Hub: billet
Year and make: 1991 H-D	Transmission	Headlight: handmade mounts	Rim width: 2.75-inch
Model: FXR	Modifications: reversed shifting	Taillight: custom mount	Tire: Metzeler
Value: ooh-eee!	Year: 1991	Speedo: Borg Warner gauges	Brake: dual JayBrake
Assembly by: R. Doss	Shifting: shift up by pushing down	Front pegs: JayBrake	Rear
Time: one year	Engine sprocket: 24-tooth	Rear pegs: none	Size: 18-inch
Chroming by: many	Trans sprocket: 32-tooth	Electrics: custom wiring, 12 volt	Hub: billet
Engine	Wheel sprocket: three-spoke	Gas tank: cut, modified	Rim width: 5.75-inch
Year: 1991	Painting	Oil tank: custom w/ ignition switch	Tire: Avon
Model: Evo	Molding: none	Oil system: works good	Brake: JayBrake
Rebuilder: Zipper's/Branch	Painter: Teresa Crane	Primary cover: machined billet	
Ignition: Dyna dual coil/dual plug	Color: white w/ red/blue graphics	Seat: handmade, Danny Gray	Other special modifications:
Displacement: 88 cubic inches	Type: acrylic	Sissybar: none	dual plugs and O-ringed heads,
Lower end: S&S	Special paint: lots of clear	Height: n/a	channel gas tanks with lines in
Balancing: Borg Warner	Frame	Material: n/a	frame rails, oil tank has ignition
Pistons: S&S	Year: 1991 modified	Forks	switch built in, and machined
Cases: Delkron	Builder: Doss	Type: custom	rotors and sprockets to match cus-
Heads: Branch reworked	Type: swingarm	Extension: nope	tom wheels. Special thanks to
Cam: Sifton	Rake: just enough	Builder: R. Doss	Brevin, Paul, Bill, Teresa, and Jerry.
Lifters: Sifton	Stretch: a tad	Special features: axle nuts	
Carb(s): Mikuni	Other alterations: lots	machined flush	Photos: Michael Lichter

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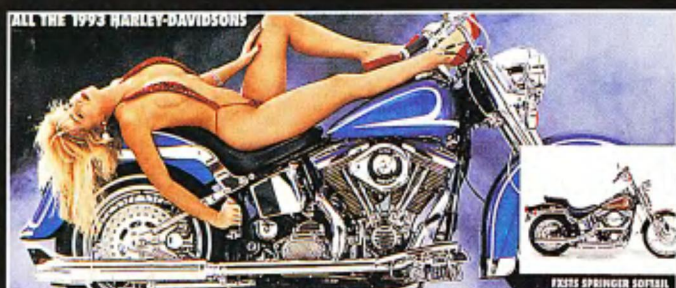
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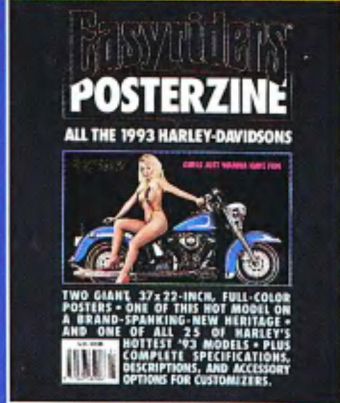
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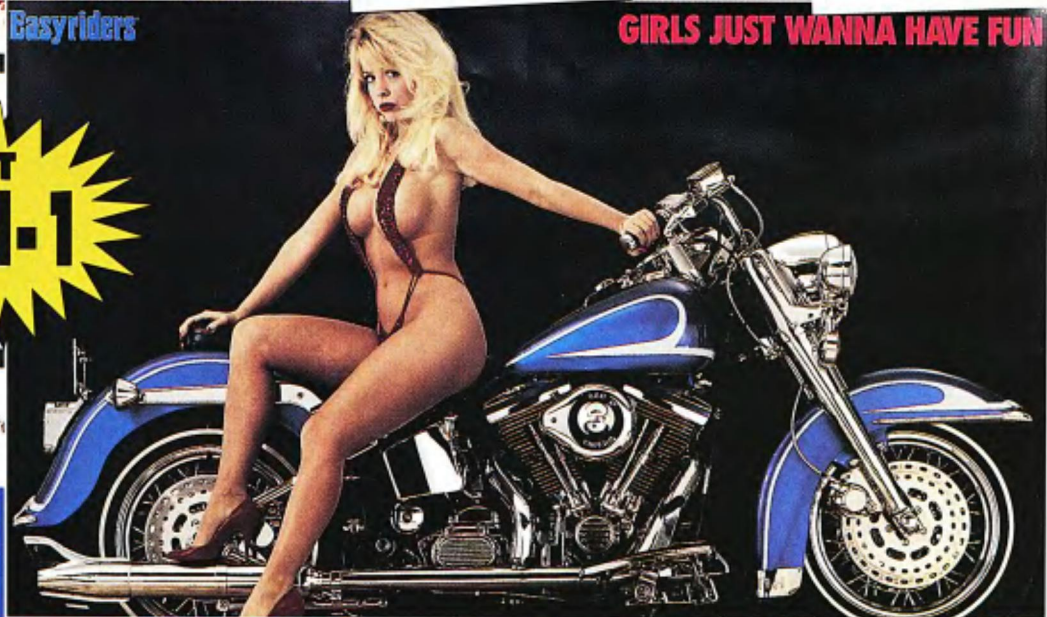
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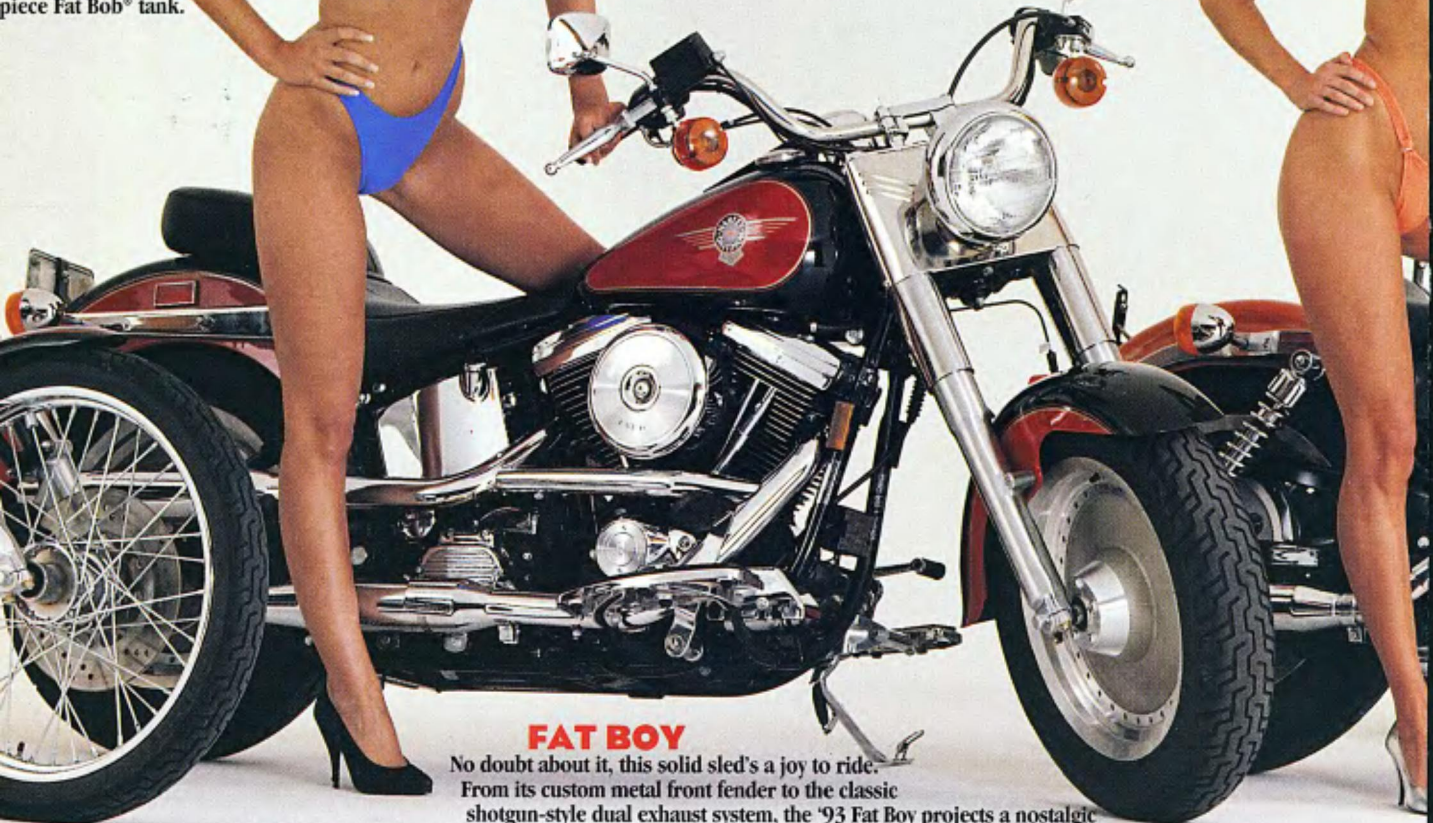
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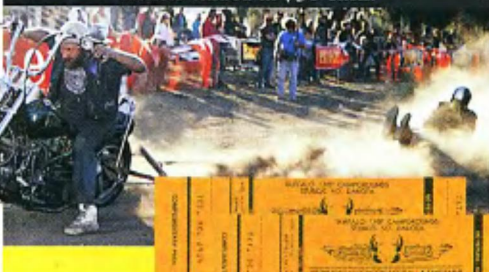
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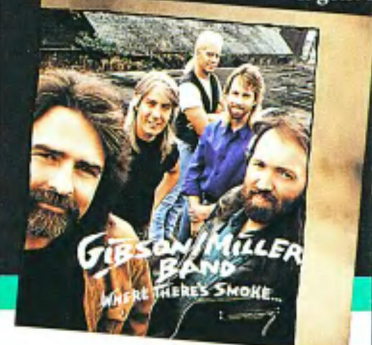
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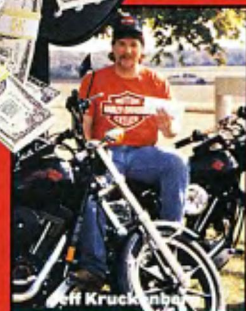
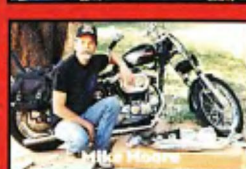
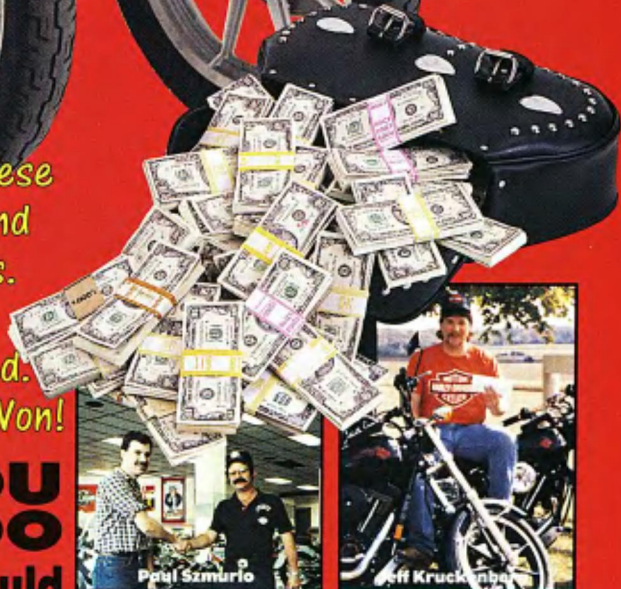
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CHOPPERS

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A PROUD HERITAGE





Last week a kickass storm blew through town—howling winds, crashing thunder, flash flooding, the whole tamale. It was spectacular, but downright scary at the same time. The rain hammered down in a

*Choppers meant
social mavericks
riding stretched out,
chopped down scoots*

merciless torrent, hurling fat drops that stung the skin and blinded the eyes, while the gale sent roof shingles scattering throughout the neighborhood. One of the casualties of the storm was a neighbor's tree, snapped at a right angle about two feet from the ground.

In a day or so the city sent out one of their tree-eaters to clean up the mess. I find these machines fascinating—you can feed almost any size branch or limb into its yawning





maw, and with only a brief snarl of its spinning blades, the device reduces the wood to toothpicks and sawdust. In just a couple of seconds, what had been a distinct chunk of tree with unique characteristics of its own has been reduced to splintered particles indistinguishable from the rest of the mass accumulating in the hopper.

It seems to me that popular culture works something like that shredder. It can be clothes, cars, music, politicians, you name it—as soon as something new or unusual turns up, the market is flooded with look-alike clones and copycat, pre-packaged imitations. The usual result is the transformation of the unique, outrageous, and unforgettable into the lame, ordinary, and trivial—like turning a tree into a homogenized mass of shredded wood. The whole process is something of a metaphor for what took place in the world of custom scoots.

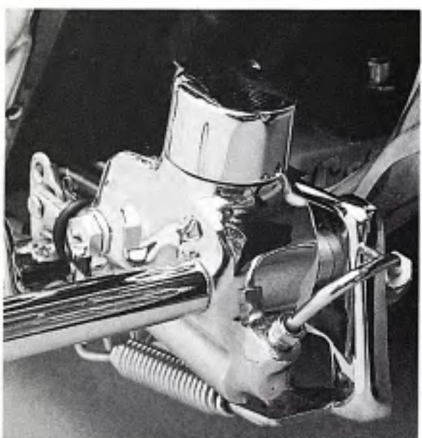
Back in the heyday of choppers, there was no doubt about what the word “custom” meant, because



there were no production motorcycles that looked or rode like choppers. A production bike was merely a starting point, the raw material, you might say, for the customizer to shape into his own personalized chop. In those days, choppers, their builders, and their riders were the outcasts of the biking world. Choppers meant social mavericks riding stretched out, chopped down scoots flashing by in a dazzling blur of super-shined chrome, hand-rubbed paint, and good-lookin', nasty women.

Unfortunately, as so often happens, the chopper phenomenon was co-opted by business, and owning a chopper no longer had anything to do with being a tough individualist, dedicated to living life your way and riding a bike uniquely your own.

But not for Lou Falcigno, co-owner of the classy custom featured here. Lou's motto is CF/FC (Choppers Forever/Forever Choppers), and he doesn't have much use for the proliferation of →



the ersatz custom, or as he puts it, the "Kmart bike."

Lou's dedication to the genuine article prompted him and his crew at C&L Hog Shop in Ft. Pierce, Florida, to build the show-stopping, Evo-powered, beauty shown on these pages. The chopper is a joint venture between Lou and his wife Linda. Linda owns the bike, but Lou rides it, since Linda's trick leg makes using a jockey shift pretty much impossible.

So feast your eyes on a motorcycle that will always be in style with real bikers. From its narrowed Sportster tank, to its springer front end, to its highly modified frame, to its 33-degree rake and 3-inch stretch, this scooter is a classic throughout.

The wannabes and the jockey shift sniffers may settle for prefabricated customizing, but as long as there are devoted riders and builders like Lou Falcigno keepin' the faith, there will always be a chopper rollin' somewhere.

—Knuckleduster

Owner(s): Lou & Linda Falcigno		City: Ft. Pierce, Florida	
General		Frame	
Fabrication by: C&L Hog Shop		Year: highly modified Santee	
Year and make: 1992 Harley-Davidson		Builder: C&L Hog Shop	
Model: custom pan/Evo		Type: rigid	
Value: \$25,000		Rake: 33-degree	
Assembly by: C&L Hog Shop		Stretch: 3-inch	
Time: three months		Other alterations: plenty	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: C & L Hog Shop	
Year: '92		Risers: 3-inch, Paughco	
Model: FL		Fender(s): custom Sporty	
Rebuilder: Louie		Headlight: CCI	
Ignition: electronic		Taillight: Snortster	
Displacement: 80 cubic inches		Speedo: couldn't afford one	
Lower end: stockeroo		Front pegs: C&L Hog Shop	
Balancing: factory		Rear pegs: none	
Pistons: H-D		Electrics: special	
Cases: spiffed		Gas tank: narrowed Sporty	
Heads: H-D, Xzotic pan cover		Oil tank: CCI	
Cam: Harley		Oil system: stock	
Lifters: solid		Primary cover: custom "skull"	
Carb(s): S&S Super E		Seat: Keith's Leatherworks	
Air cleaner: S&S		Sissybar: no	
Pipes: C&L Hog Shop		Height: n/a	
Muffler(s): nope		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: H-D springer	
Year: 1992		Extension: none	
Shifting: custom jockey		Builder: H-D	
Engine sprocket: 23-tooth		Special features: chrome	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Jack Beasley		Hub: Sporty	Hub: '73 FLH
Painter: Jack Beasley		Rim width: 1.65-inch	Rim width: 3.5-inch
Color: ice blue		Tire: Avon	Tire: Continental
Type: lacquer		Brake: mechanical	Brake: disc
Special paint: "Streeter"			
Other special modifications: Sportster tank reduced 2 inches. Special thanks to Wayne, Gary, and Ed at C&L Hog Shop			
Photos: Don Rogers, Langone Studios			



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PT #6060 For 1982 & later \$99.00



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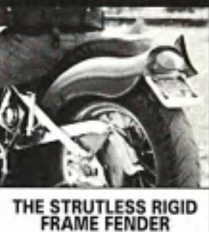
PT #2020 \$193.00
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STRUTLESS SOFTAIL

Bobbed style shown, hinged style available. All steel with tailight bracket welded in, except dresser. Sits lower on tire than stock. Frame modification needed on 86 & later models.

Bobbed style PT # 0303 1984-85 \$215.00
PT #3833 86 & later \$215.00
Dresser style PT # 2323 1984-85 \$293.00
PT #2383 86 & later \$269

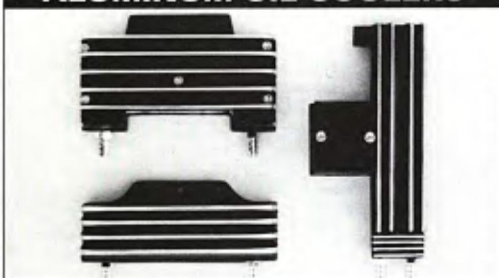


THE STRUTLESS RIGID FRAME FENDER

An all steel fender, reinforced on the inside with 1/2" steel bar & 1/8" flame cut steel side plates. Tailight bracket is welded in. Steel tube wire guide & wire exits through a rubber grommet. Mounting instructions included.

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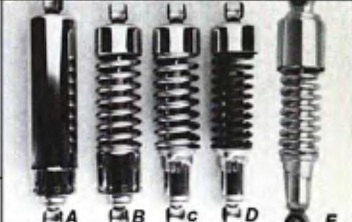
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Our 79 & later Sportster shocks, & 5-speed shocks shown at right, (A,B,C,D) are heavy duty, rebuildable, multivalve shocks, W/1/2" dia. shafts. Our PT #3300 11" (picture E) is a stock performance short shock with good chrome. Stock & custom lengths are available. Other shocks not shown look like stock, are all chrome & have adjustable spring tension. Prices include U.P.S. ground shipping.

Below fits 79 & later Sportsters & 82 & later 5-speeds (except DynaGlide)

LENGTH	STYLE	PT #	PRICE
11"	E	3300	\$129.00
10.5", 10.75", 11.1"	C	3311	\$164.00
11.5" 11.7"	D	3310	\$149.00
SAME AS ABOVE	B	3333	\$185.00
11.1", 11.5", 11.7", 11.9"	A	3322	\$224.00
Below fits FX, FXE, FLH, W/square swing arm lowers bike 1.5"			
LENGTH	STYLE	PT#	PRICE
11.1"	Exp. chr. Spring	2211	\$159.00
11.1"	Full chr. Covers	2222	\$184.00



LENGTH	STYLE	PT#	PRICE
13.4"	Below fits 1952-1978 Sportsters		
13.4"	(lowers bike 1.5") Exp chr. Spring	1111	\$164.00
13.4"	(lowers bike 1.5") W/hall chr. covers	1122	\$184.00
Below fits 1986-1972 FLH W/round swing arm lowers bike 1.5"			
Dyna Glide, lowers 2 1/4"			
LENGTH	STYLE	PT#	PRICE
12.8"	Exp. chr. spring	4411	\$184.00
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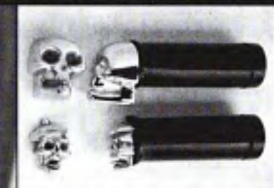
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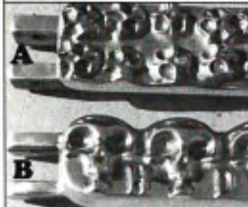
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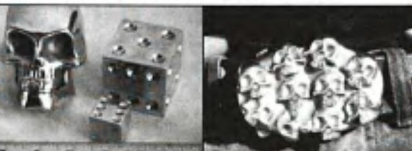
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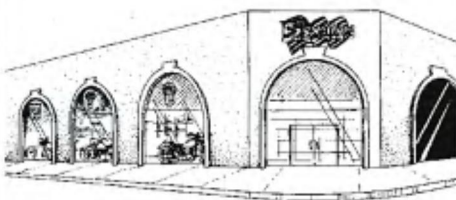
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Long Island, Naples & Worcester.



AND THE WINNER IS . . .

MMI Scholarship Contest Results

Back in January we announced the kickoff to our third motorcycle training/education contest. This year, applicants were asked to fill in the blanks on the technical chart accompanying Jeff Scozzaro's bike feature. Being a true blue custom shovel machine, we figured filling in the chart would be a bitch. It was. Even our overworked, beloved bro, Wrench, had to burn the midnight oil to check up on the specs. Well, many people tried, a few came close, but only one could win. And this year, Greg Hale from Houston, Texas, earned that distinction.

The Motorcycle Mechanics Institute (MMI) is the world's only factory-authorized Harley-Davidson training school. For over six years, the MMI has been providing update training to keep dealership mechanics informed about current model changes. This program is sponsored and equipped by Harley-Davidson.

Until now, there were only two ways to get into the H-D program. The first was to take the 39-week motorcycle technician course that covers all brands and types. The second way was to be sponsored by a dealership.

The 39-week course is a good starting point for someone who has almost no wrenching experience. However, for the semi-to-fully experienced "fix anything" type, it did not cover any of the basics using Harley-Davidsons as guidelines.

This year, a new option has opened up for the winner. A new 33-week course has been introduced that uses only H-D models to teach the basics. This gives the student a much better starting point for the 12-week technician course.

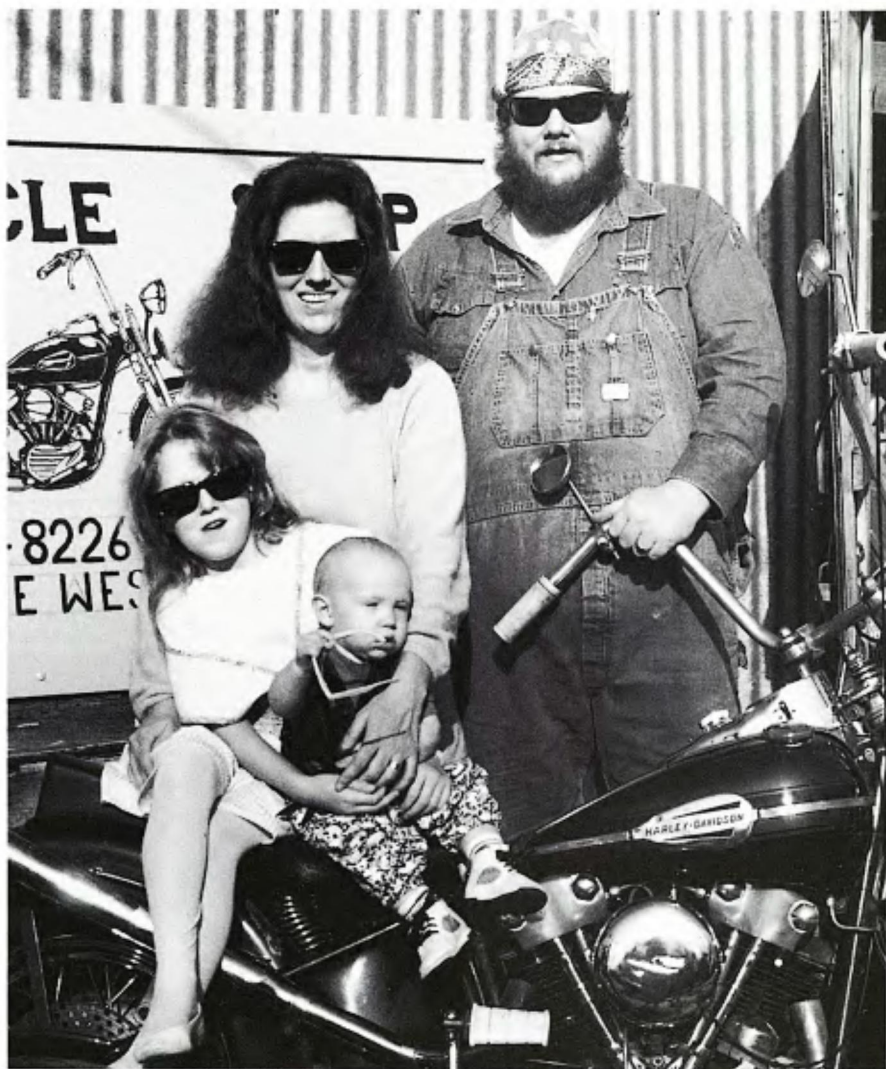


Photo: Julie Nanni

Which brings us to this year's lucky winner, Greg Hale. Greg answered all the questions correctly and was the first contestant to do so. Actually his entry was number 41, but his was the first one that was completely correct.

Greg has been running a small shop in Houston for about two years. His hobby of 19 years turned into a business, and since everything he's learned up to now has

been by the seat of his pants, he realized that a formal education would be beneficial to his future success in the field.

Greg is married and has two kids. He knew that to properly provide for his family, he needed to further his education and training, but with a family to support, saving the money wasn't easy. Well, it just got easier, Greg. Don't sell your knuck.

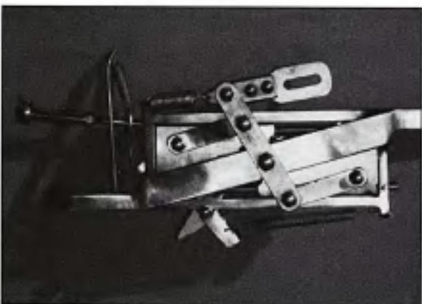
—Salt Slinger

Parts Box *Tell 'em Snake sent ya!*



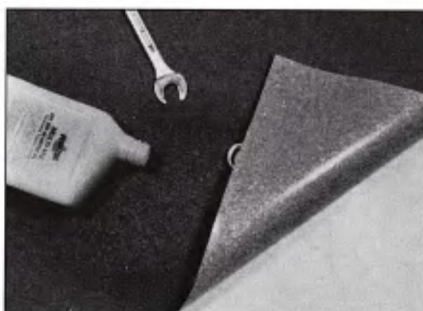
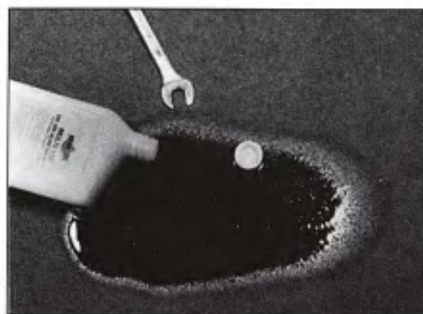
Dehumidifier

It's called the Golden Rod, and Wrench is currently writing an article about how to maintain the looks of any scooter, especially in humid climates. The Golden Rod helps keep moisture away from your scooter while it's stored. These guys know what they're doing—they build them for boats. For the real scoop write Buenger Enterprises, Dept. ER, P.O. Box 5286, Oxnard, CA 93031.



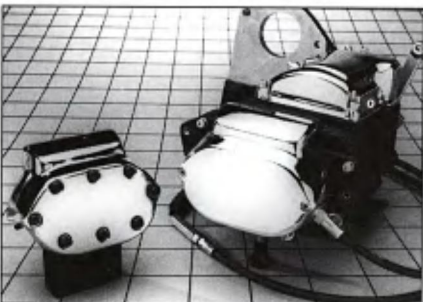
Speedy Shifter

This is the issue for completely oddball, but useful or unique products. The bro who is building these reproductions of the infamous '50s Speedy Shifter taught me how to rebuild engines 20 years ago. He introduced me to Bonneville racing and we broke the World Land Speed record with a bike he originally designed. An article on the Speedy Shifter from 1952 begins with, "Sure shot Speed Shift eliminates clutching completely." This is one wild setup. It's a nostalgic racer's dream, but somewhat tough to get along with. Handle with care. Contact R&R Cycle, Dept. ER, 6622 West 87th Place, Los Angeles, CA 90045, (310) 645-9067.



Another Obscure Product

Hey, this is different. It's called Mighty Mat, and it will absorb 10 times its weight in oil and beer. The durable, 24x36-inch mat is made from a material with a poly backing which prevents oils and fluids from bleeding through to the floor. For info: Green Company, Dept ER, 9811 Owensmouth Ave. #1, Chatsworth, CA 91311, (818) 701-8886. It could save a relationship or two.



Tranny Covers

This is something new from Custom Chrome. Most of us customize 5-speeds without ever touching the trannies. This affords us a different touch to the new tranny fronts without having to take them apart to install them. They come chromed. For more info see a CCI dealer or call (800) 729-3332.



Compact Battery Chargers

Everyone needs one of these. I'm not here to shove anyone's product down your throat, but everyone needs a charger. The only problem I see with this one is that it doesn't allow the option of a 6-volt system. But this charger is designed to fully charge a battery without destroying it. The initial charge cycle of the Battery Tender brings a battery to a full charge at 14.5 volts. Then it converts to a float charger and monitors the battery at 13.6 volts. The constant charge is fed with little or no current (10mA), so as not to damage the cells. For more info: John C. Driscoll Jr., Deltona Power Supply, Dept. ER, 801 U.S. Hwy. 92 E, Deland, FL 32724, (800) 456-7901.



Useful Tool

Rivera has developed a simple drain system for most models. Changing oil on many Harleys is like dipping your bike in a 50-gallon drum. It can be a mess. But Rivera has developed a series of tools to clean up the job. The above shot is of a Softail oil Drain. For info on the other models, mail a torn slip of paper to Rivera, Dept ER, 6416 S. Western Ave., Whittier, CA 90606, or call (310) 692-8944. ☉





Easystruts Denim Shorts

Easyriders' pre-washed, pre-shrunk denim shorts really let you strut your stuff. Be risqué in the french cut style or throw caution to the wind in the thong. Both made of 100% cotton.

XS-LG \$19.95

A. Thong Shorts

XS(26) #802020 SM(28) #802021
MD(30) #802022 LG(32) #802023

B. French Bikini-Cut Shorts

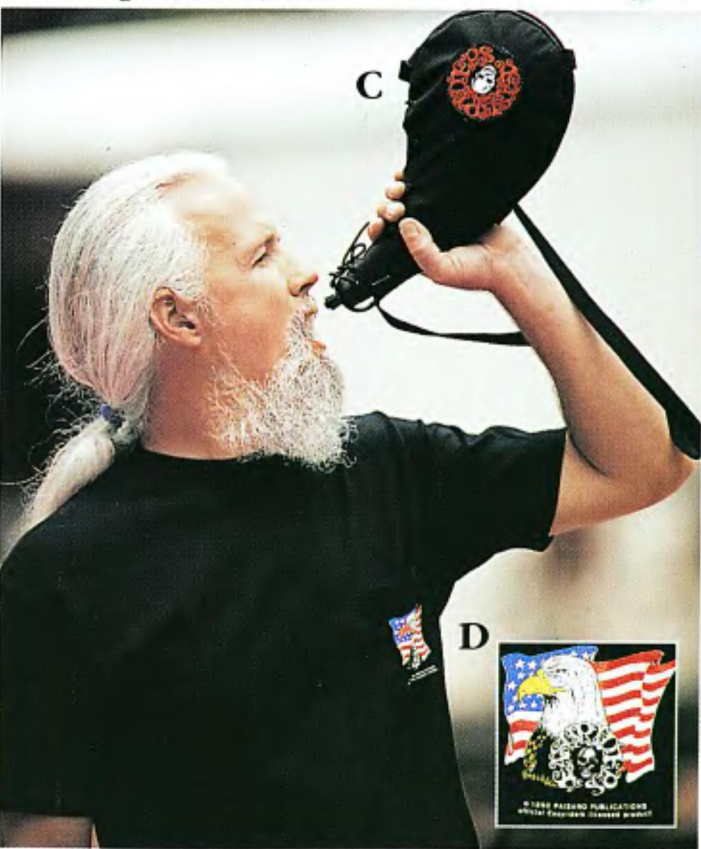
XS(26) #802016 SM(28) #802017
MD(30) #802018 LG(32) #802019



Easyriders Bota Bag

If your days are filled with wine, women and song, Easyriders' bota bag is what to bring along! Complete with sanitary latex lining, screw-on cap, shoulder strap and Easyriders skull logo.

C. Bota Bag #600403 \$16.95



Easyriders Pocket T-Shirts

100% cotton black Hanes T-shirts with two available pocket insignias.

M-XL \$16.95

D. Eagle Flag Pocket-T

MD #208224 LG #208225
XL #208226

E. Eagle with Shield Pocket-T

MD #208104 LG #208105
XL #208106





Women's Easyriders Babydolls

Soft, sexy and super comfortable, Easyriders babydoll tops are trimmed in lace. 50/50 cotton/poly keeps them from losing shape.

M-XL \$14.95

F. Easyriders Heart-Wing Babydoll

MD #804241 LG #804242

XL #804243

G. Easyriders Rose-Heart Babydoll

MD #804229 LG #804230

XL #804231

Easyriders Ladies Snap Top

Revealing and appealing, our snap-down top gets a 10 from the men. A specially designed Easyriders heart logo adds a feminine touch to this flattering top. 50/50 cotton/poly for wash-and-wear ease.

M-XL \$29.95

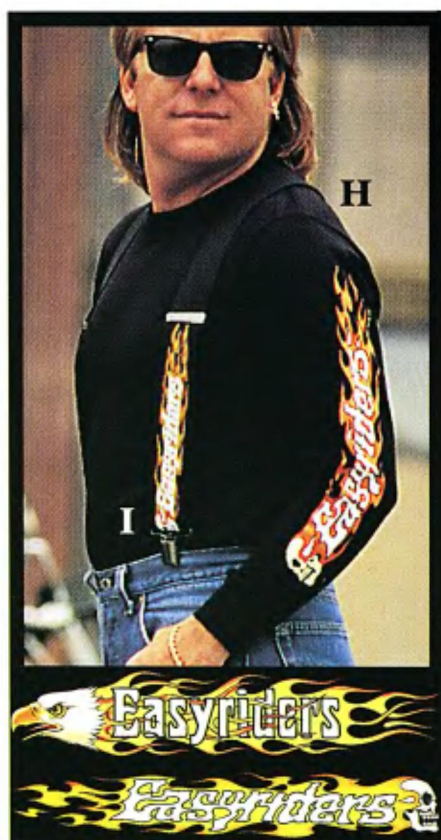
J. Ladies' Snap Top

MD #212037 LG #212038

XL #212039



Made in the U.S.A.



Easyriders Flame Shirts and Suspenders

Long-sleeved flame shirts -100% cotton - or suspenders. Choose eagles or skulls.

H. Shirts M-XL \$29.95, I. Suspenders Reg.-XL \$16.95

Eagle Flame Shirt MD #203030 LG #203031 XL #203032

Skull Flame Shirt MD #203039 LG #203040 XL #203041

Eagle Suspenders RG #290606 XL #290607

Skull Suspenders RG #290608 XL #290609

Call
800-247-6246
for information
and location
of your nearest
dealer.

Easyriders T-Shirts

You can never have too many T-shirts! Great to work, play and ride in, Easyriders and Tattoo T-shirts are printed on high quality 100% cotton Hanes Beefy T's so they keep their shape and hold their color wash after wash.

A. David Mann's Need For Speed

M-XL \$14.95, XXL \$16.95

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

B. David Mann's Time Warp

M-XL \$14.95, XXL \$16.95

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

C. David Mann's Knight Rider

M-XL \$14.95, XXL \$16.95

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

D. David Mann's Ghost Rider

M-XL \$14.95, XXL \$16.95

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

E. Bad To The Bone

M-XL \$14.95, XXL \$16.95

MD #208096 LG #208097 XL #208098 XXL #208099

F. Lady Color Tattoo T-Shirt

M-XL \$14.95, XXL \$16.95

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

G. Heart With Bike

M-XL \$14.95, XXL \$16.95

MD #208100 LG #208101 XL #208102 XXL #208103

Easyriders Men's Tank Top

Exercise your right to bare arms in a black Night Moves tank top. Cool comfort is yours in a Hanes Beefy T. This design also available in a short-sleeved Hanes Beefy-T!

L. David Mann's Night Moves Tank Top

M-XL \$14.95

MD #208108 LG #208109

XL #208110

M. David Mann's Night Moves Beefy-T

M-XL \$14.95,

XXL \$16.95

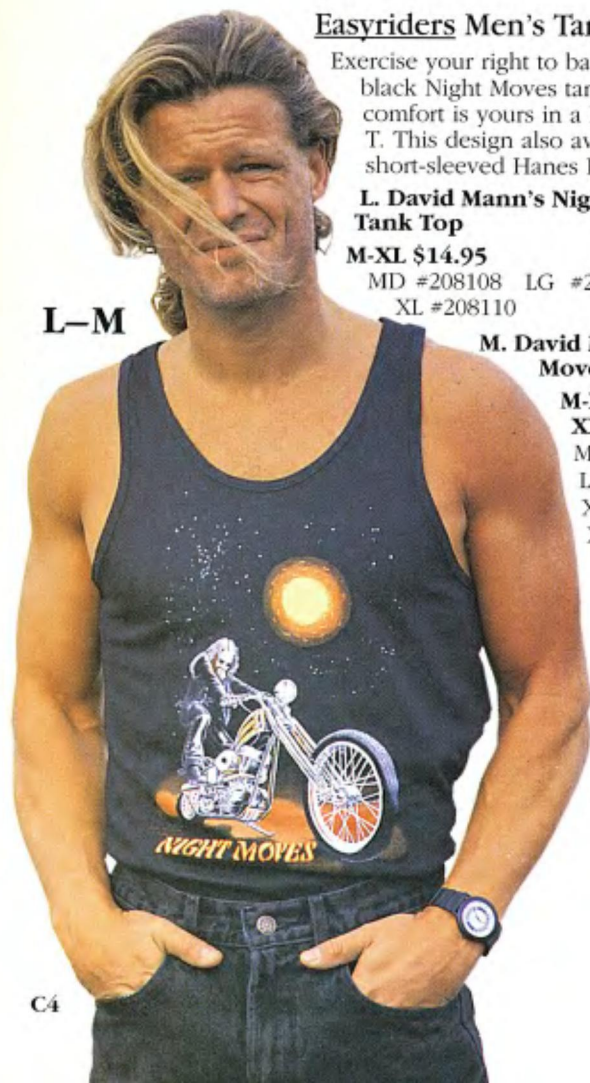
MD #208052

LG #208053

XL #208054

XXL #208055

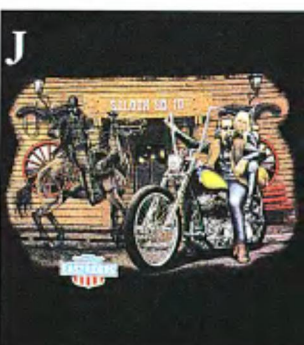
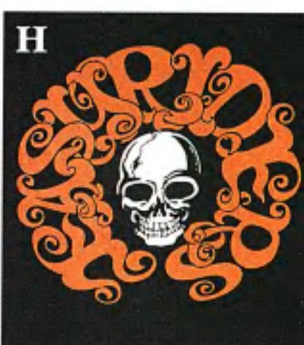
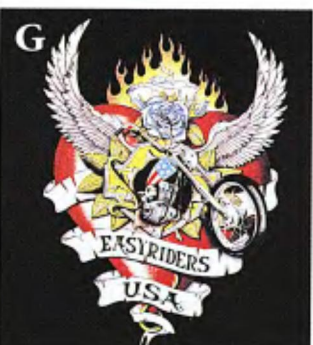
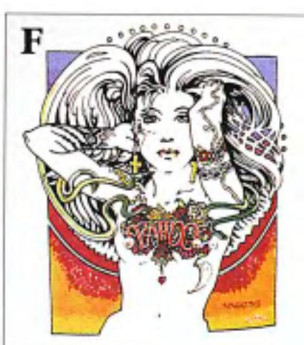
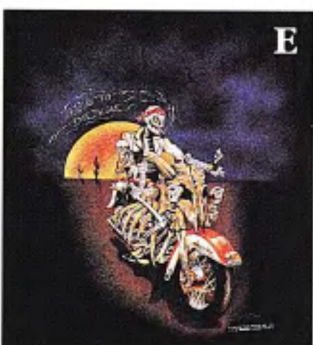
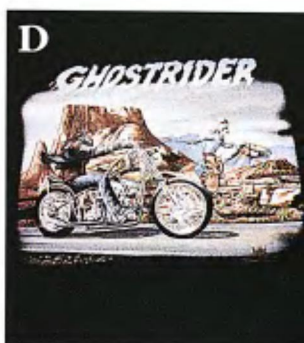
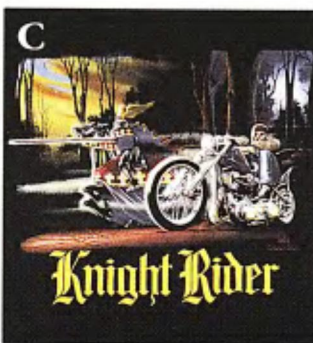
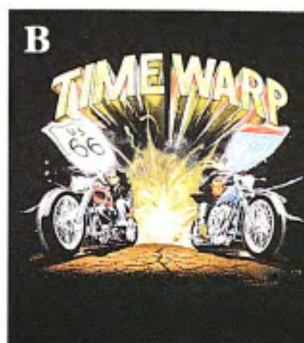
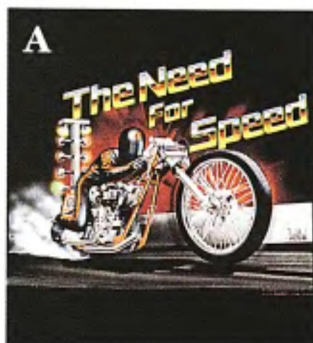
L-M



Hanes
BEEFY-T



Made in
the U.S.A.



H. Easyriders Skull Logo

M-XL \$14.95, XXL \$16.95

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

I. Skull, Snake & Dagger Tattoo T-Shirt

M-XL \$14.95, XXL \$16.95

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

J. Saloon #10 T-Shirt

M-XL \$14.95, XXL \$16.95

MD #208084 LG #208085 XL #208086 XXL #208087



N



K



K. David Mann's Discovering America

M-XL \$14.95, XXL \$16.95

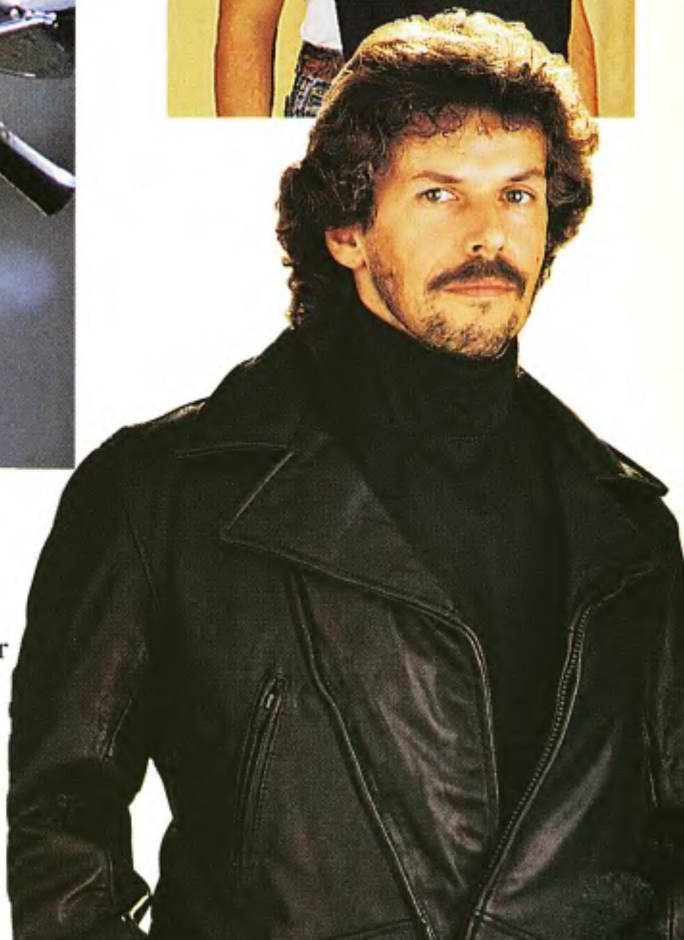
MD #208056 LG #208057 XL #208058 XXL #208059

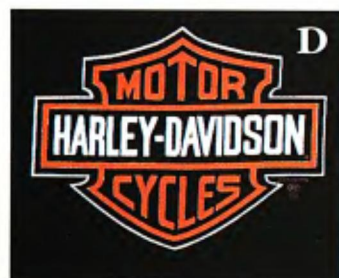
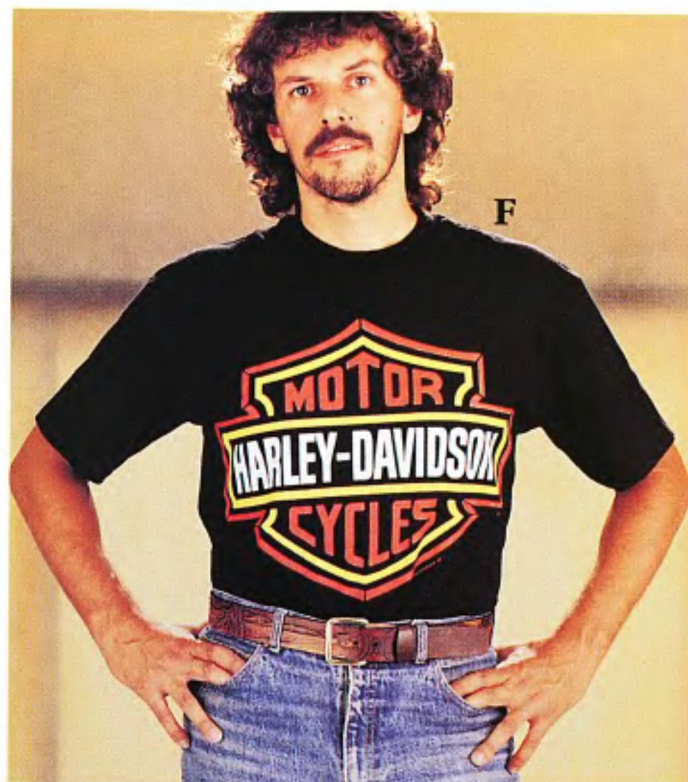
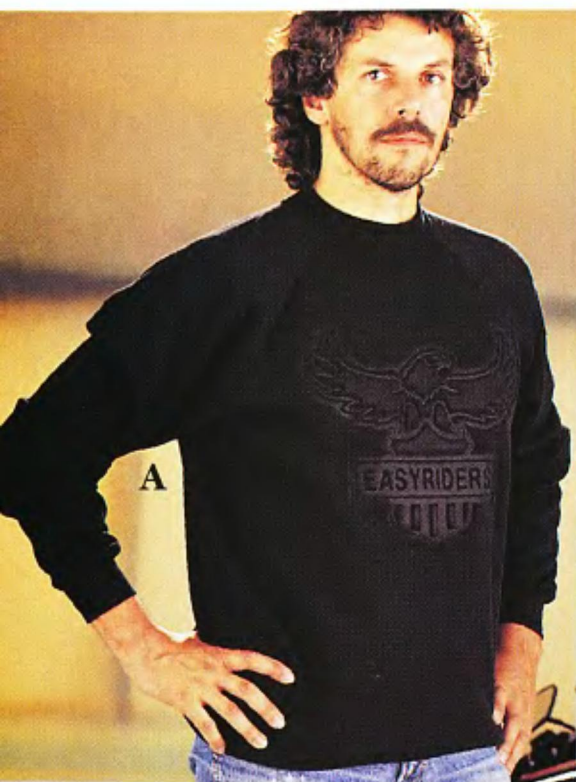
Easyriders Chillbuster

Staying warm is a breeze in this nylon wind-breaker with flannel lining. Cuts the cold like nothing you've ever worn! Just slip it on under a sweater or jacket and you'll be insulated from wind, rain and freezing temperatures. Velcro closure is designed for convenience and a perfect fit. Made in the U.S.A.

N. Chillbuster #700047 \$29.95

Call
800-247-6246
for information
and location
of your nearest
dealer.





Sweatshirts

Easyriders Embossed Sweatshirt— This understated embossed design is made in the U.S.A. on a Hanes 50/50 cotton/polyester sweatshirt.

A. Easyriders Sweatshirt M-XL \$29.95
MD #208194 LG #208195 XL #208196

Easyriders and Harley-Davidson Sweatshirts— You'll always have plenty of horsepower when you wear these sweatshirts. Choose from two classic Harley-Davidson designs or two David Mann designs. 50/50 cotton/poly.

B. Ghostrider Sweatshirt MD-XL \$29.95
MD #208197 LG #208198 XL #208199

C. Eagle Head Sweatshirt MD-XL \$29.95
MD #800674 LG #800675 XL #800676

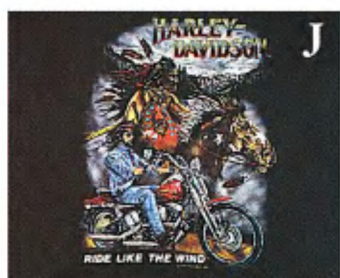
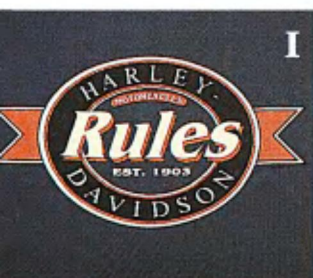
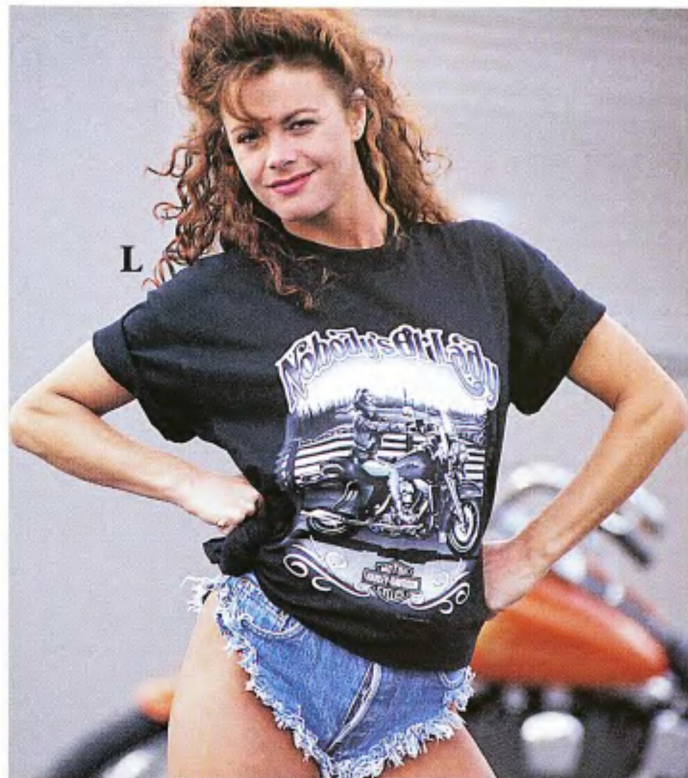
D. H-D Bar & Shield Black Sweatshirt MD-XL \$29.95
MD #800677 LG #800678 XL #800679

E. David Mann's Time Warp Sweatshirt MD-XL \$29.95
MD #208213 LG #208214 XL #208215



Made in
the U.S.A.

Call
800-247-6246
for information
and location
of your nearest
dealer.



Harley-Davidson T-Shirts

F. Bar and Shield T-Shirt

MD-XL \$14.95, XXL \$16.95

MD #800744 LG #800745 XL #800746 XXL #800747

G. Indian Headdress T-Shirt

MD-XL \$14.95, XXL \$16.95

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

H. Legends Roam T-Shirt

MD-XL \$14.95, XXL \$16.95

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

I. Rules Green T-Shirt

MD-XL \$14.95, XXL \$16.95

MD #800748 LG #800749 XL #800750 XXL #800751

J. Ride Like the Wind T-Shirt

MD-XL \$14.95, XXL \$16.95

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

K. Wolf/Storm T-Shirt

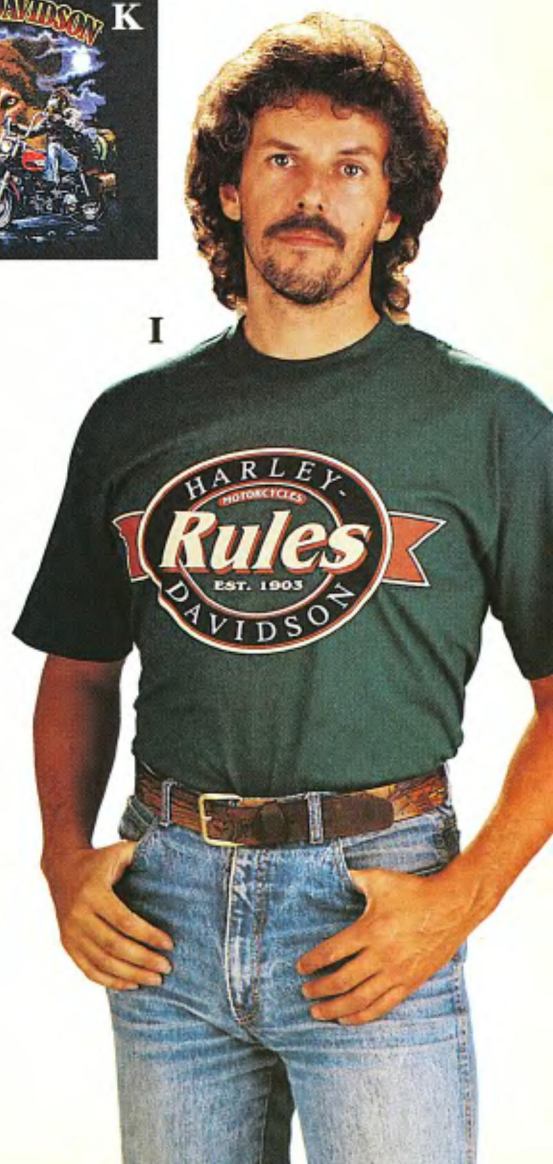
MD-XL \$14.95, XXL \$16.95

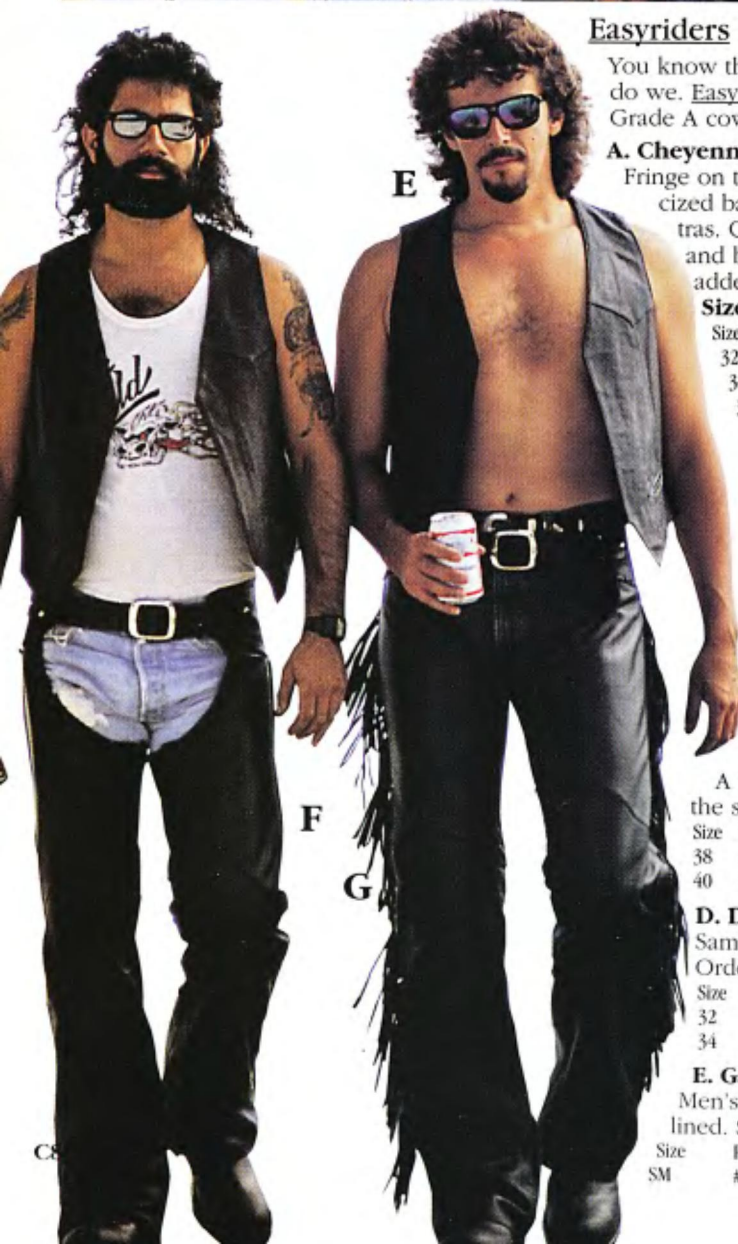
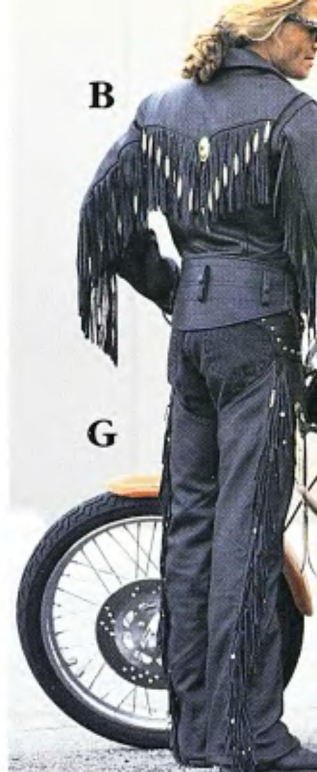
MD #800700 LG #800701 XL #800702 XXL #800703

L. Nobody's Ol' Lady T-Shirt

MD-XL \$14.95

MD #800752 LG #800753 XL #800754





Easyriders Leather

You know the difference between a real riding jacket and a fashion trend. So do we. **Easyriders** brings you authentic leather garments made of Super Grade A cowhide with outstanding features designed by riders like you.

A. Cheyenne™ Ladies Fringed Leather Jacket

Fringe on the front, back and sleeves give this jacket western style. Elasticized back for a snug fit, zippered pockets and tapered sleeves are extras. Choose your look – original or customized. Natural bone beads and brass accessories (conchos, beads and bolo tips) have been added for a sensational jacket! Order by chest size.

Sizes 32-46 \$329.00 — With Bone Treatment \$439.00

Size	Part #	w/Bone	Size	Part #	w/Bone	Size	Part #	w/Bone
32	#214222	#214923	38	#214225	#214926	44	#214228	#214929
34	#214223	#214924	40	#214226	#214927	46	#214229	#214930
36	#214224	#214925	42	#214227	#214928			

B. Fringed Biker Jacket™

Extras 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 cold. Also available with natural bone beads and brass accessories for a customized look.

Sizes 38-50 \$359.00 — With Bone Treatment \$449.00

Size	Part#	w/Bone	Size	Part#	w/Bone
38	#214420	#214916	46	#214424	#214920
40	#214421	#214917	48	#214425	#214921
42	#214422	#214918	50	#214426	#214922
44	#214423	#214919			

C. Biker Jacket™

A basic, no-frills style, the Biker Jacket is simple yet loaded with the same special details as the Fringed Biker Jacket. **38-50 \$349.00**

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

D. Dakota™ Ladies Weave Leather Jacket

Same great features as the Cheyenne Jacket but without the fringe. Order by chest size. **32-48 \$289.00**

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

E. Gambler™ Men's Open Leather Vest

Men's open leather vest has western yoke, two pockets and is fully lined. **SM-XL \$129.00**

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



ALSO SEE
PG. 12
For Do-It-Yourself
Kits!



F. Tombstone Chaps™

These classic chaps give you the luxury of comfortable movement while providing warmth and protection. Features include expandable rawhide tie waistband; lace-up inner thigh; brass zippers; replaceable belt buckle, adjustable extra-long length; and shotgun-flare legs that slip easily over boots! **SM-XXL \$279.00**

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

G. Men's Montana Chaps™

The same great features as the Tombstone Chaps™ (see above) but with fringe for a western look. Now available with bone treatment! Natural bone beads, feathers, leather lacing, and brass accessories (beads, conchos, and bolo tips) create a fantastic customized look. **SM-XXL \$329.00 — With Bone Treatment \$409.00**

Size	Part#	w/Bone	Size	Part#	w/Bone
26-28 SM	#214257	#214931	38-40 XL	#214260	#214934
30-32 MD	#214258	#214932	42-44 XXL	#214261	#214935
34-36 LG	#214259	#214933			

H. Ladies' Montana Chaps™

SM-LG \$329.00 — With Bone Treatment \$409.00

Size	Part#	w/Bone	Size	Part#	w/Bone
26-28 SM	#214257	#214931	34-36 LG	#214259	#214933
30-32 MD	#214258	#214932			



Call **800-247-6246**
for information
and location of your
nearest dealer.



Easyriders Leather

A. Cheyenne Fringed Vest™

Our snap-down leather vest with fringed yolk and western weave on the front and back features two front pockets. And now you can buy this same great looking vest with our new bone treatment. Natural bone beads, feathers, and brass accessories (conchos, beads and bolo tips) give this vest a sexy customized look. **SM-XL \$199.00 — With Bone \$309.00**

Size	Part#	w/Bone	Size	Part#	w/Bone
SM	#214241	#214939	LG	#214243	#214941
MD	#214242	#214940	XL	#214244	#214942

B. Wildfire 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

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

C. Wildfire Lace-Up Shorts™

Your leather wardrobe is not complete without a pair of enticing lace-up shorts. Leather covered elastic waistband 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.

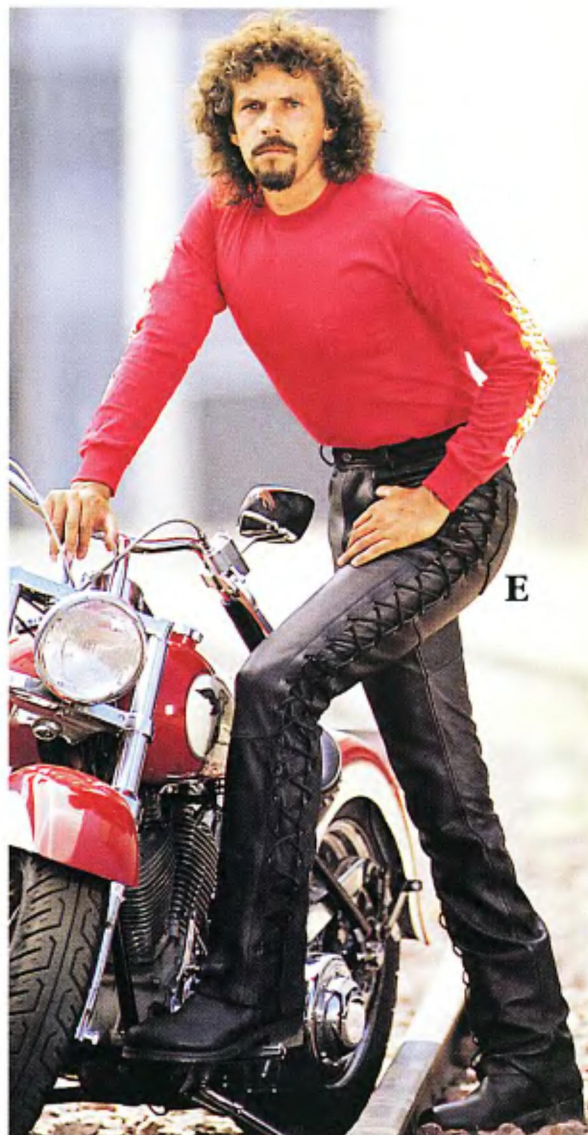
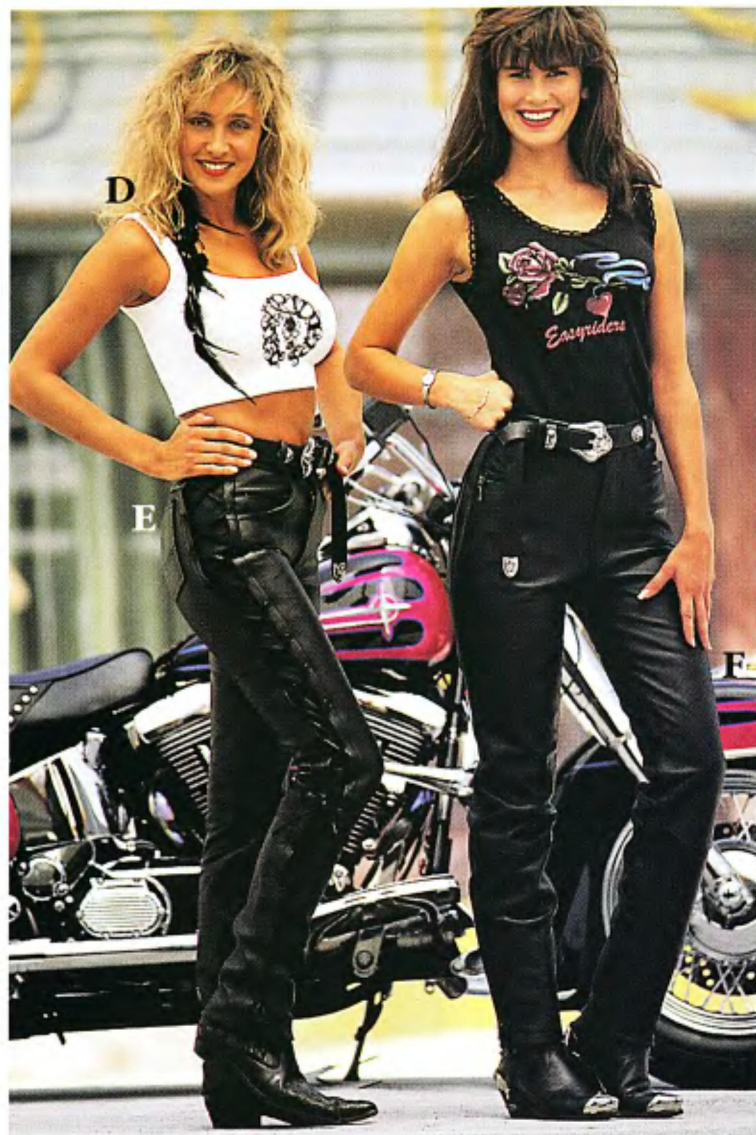
SM-LG \$69.95

Size	Part#	Size	Part#
SM	#214363	LG	#214365
MD	#214364		



Call
800-247-6246
for information
and location
of your nearest
dealer.





D. Easyriders Tube Tops

The classic Easyriders logo looks great on a black or white tube top. Tight and sexy, these tops stretch to give everyone a perfect fit.

One size fits all \$14.95

Black #212012

White #212013

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

Lace-up Leather Pants give you a truly custom fit. Rugged styling includes expandable lace-up sides; sturdy zipper fly; five-pockets; shotgun-flare legs that slip easily over boots and extra-long length that you just cut to fit. Order by waist size. **26-42 \$269.00**

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

F. 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. Customize them with studs and these leather jeans become the greatest accessory ever seen on a Harley!

5/6-15/16 \$229.00

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



Oval Saddlebag Stud/Eagle Kit
#160055 \$24.95



Saddlebag Stud Kit
#160054 \$84.95



Multi-Use Bead Kit
Silver/Black #160035 \$19.9
Pink/Turquoise/Silver #160038 \$19.9
Black/Turquoise/Silver #160058 \$19.9
Orange/Black #160036 \$19.9
Silver/Blue #160037 \$19.9

Uses for Bead, Bone & Stud Kits
Use this reference chart when choosing a kit to accessorize with!



Ladies' Dakota Jacket



Tombstone Chaps



Fringed Cheyenne Jacket



Montana Chaps



Mens' Biker Jacket



Scarves & Bandanas



Fringed Biker Jacket



Leather Hats



Mens' Gambler Vest



Boot Bandana



Ladies' Cheyenne Vest



Cross-Country Saddlebag



T-Shirts



Oval Saddlebag



Leather Purses



Women's Clothing & Leather



Leather or Denim Jeans



Kits come with detailed illustrated instructions!



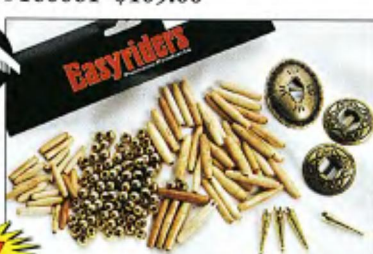
Cheyenne Vest Bead Kit

Pink, Turquoise, Silver #160050 \$29.9
Silver and Black #160051 \$29.9
Black, Turquoise, Silver #160060 \$29.9

Biker Jacket Bone Kit
#160063 \$99.00

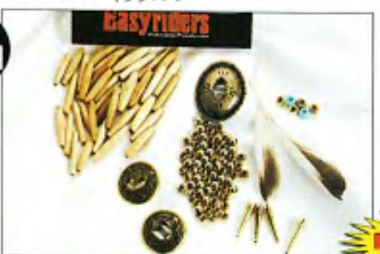


Cheyenne Jacket Bone Kit
#160061 \$109.00



NEW

Cheyenne Vest Bone Kit
#160062 \$99.00



Montana Chaps Bone Kit
#160064 \$99.00



NEW



Tombstone Chaps Stud Kit
#160048 \$34.95



**Biker Jacket Bead Kit**

Silver and Black #160025 \$54.95
 Black, Turquoise, Silver #160056 \$54.95

**Cheyenne Jacket Bead Kit**

Silver and Black #160028 \$54.95
 Black, Turquoise, Silver #160057 \$54.95

**Jacket Stud Kit**

#160045 \$64.95

Customize It!

With Bone, Beads or Studs!

Easyriders brings you the latest in customized clothing! For a unique look that's fun to create, buy a do-it-yourself bead or stud kit. Four new kits featuring authentic bone and brass beads! There's no limit to what you can do with a pair of scissors and a package of colorful beads, studs, or beautiful natural bone beads. Complete with handy ideas and how-to instructions.



Deluxe Bead Kit — Use it on anything... and everything! #160034 \$84.95



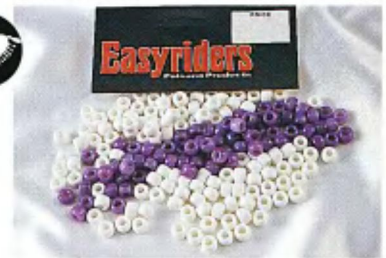
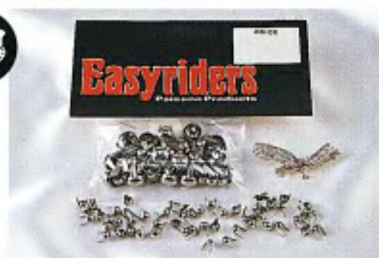
Made in the U.S.A.

Chaps Bead and Stud Kit

Silver and Black #160039 \$22.95
 Black, Turquoise, Silver #160059 \$22.95

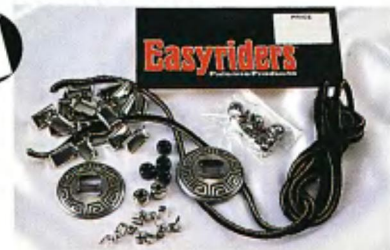
**Hat Stud Kit**

#160044 \$29.95

**Bandana/Scarf Bead Kit**

Purple and White #160040 \$14.95
 Red and Black #160041 \$14.95
 Black and Blue #160052 \$14.95
 Red and White #160053 \$14.95

Jeans Stud Kit
 #160049 \$24.95



Vest Stud Kit
 #160047 \$44.95



Accessory Bead Kit with Studs
 #160039 \$22.95



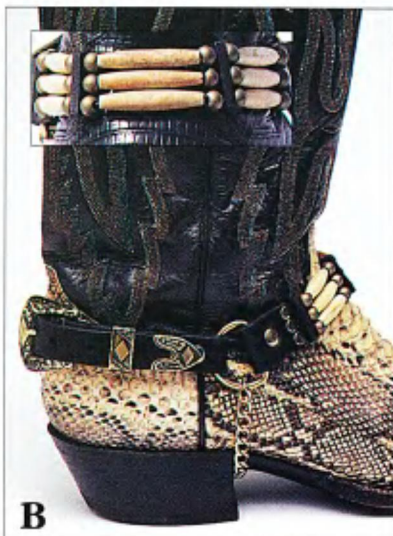
Call 800-247-6246 for information and location of your nearest dealer.

Bone Boot Chains

Authentic bone is dyed black or left natural to make these unique accessories for men and women. See page 20 for matching bone chokers and bracelets. Wear them when you're feeling bad to the bone!

A. Black Bone Bootstrap #310619 \$84.95 (pair)

B. Natural Bone Bootstrap #310620 \$84.95 (pair)



Nasty Feet

Easyriders biker boots can take anything you can dish out. They're made to withstand harsh weather, dangerous work, years of wear and thousands of kick starts. Tough steel toes and shank give you extra protection and reinforced, oil-resistant soles insure your safety. Additional features include:

- Handcrafted leather uppers.
 - Fully cushioned insoles.
 - Stash pocket for money or cigarettes.
 - Knife or tool pocket with Velcro strap.
 - Choose from 17" or 11" height.
 - Women's boots include inner stash pocket and lace-up sides to accommodate pant legs.
- Whether you like them short or tall, Nasty Feet are long on comfort. All boots are ANSI rated: Z41. 1-1972-75, and U.S. made.



Men's 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

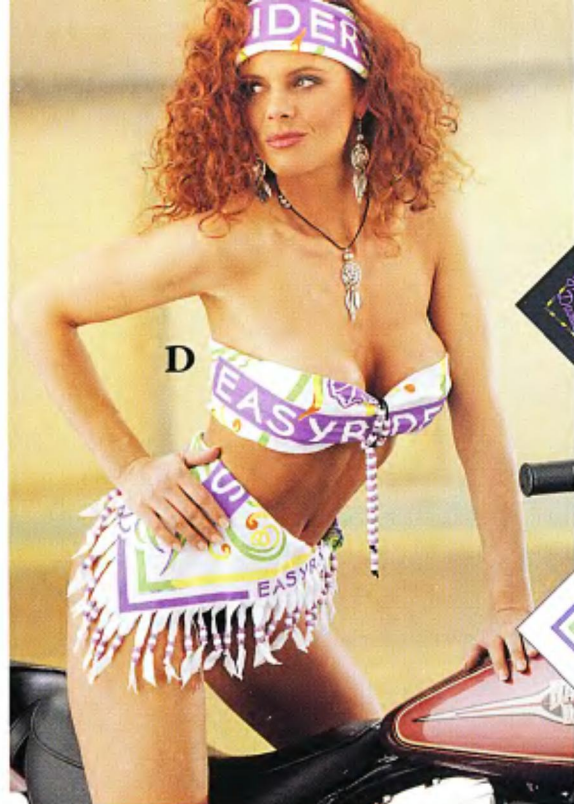
Men's 11" Tall Nasty Feet
Size 8-12 \$179.00

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		

Women's 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

Call
800-247-6246
for information
and location of your
nearest dealer.



Scarves

Larger than the bandanas, these colorful scarves are big enough to fold into a sexy bikini top and hip wrap. Printed on durable 65% polyester/35% cotton fabric. Easyriders scarf measures 27" x 27". H-D scarves are 30" x 30".

C.-D. Scarves \$7.95 each

C. H-D Eagle Rose, White #801252

C. H-D Eagle Rose, Black #801251

D. Easyriders Flower, White #801249

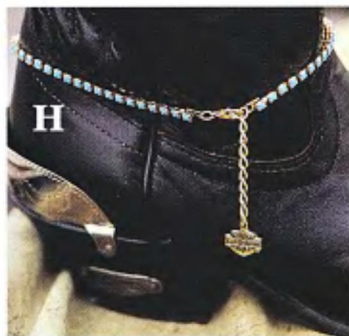
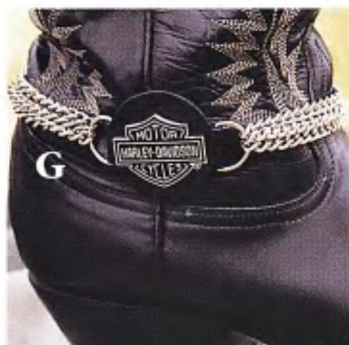
Bandanas

A multi-purpose bandana is a traveling necessity. Wear it as a headband, handkerchief, or use it to hold your bike together until you reach the next stop. Just make sure you don't leave home without at least one! Harley bandanas measure 24" x 24", Easyriders' measure 22" x 22".

E.-F. \$6.95 each

E. H-D Bar & Shield #801229

F. Easyriders American Shield #801132



Leather Boot Bandana

The boot bandana features a zippered stash pocket, silver-plated Easyriders heart concho, braided trim and fringe. Can also be worn on the thigh.

Leather Boot Bandana #310109 \$34.95



Made in the U.S.A.

H-D Boot Chains

H-D boot chains feature silver-plated double chains separated by the H-D bar and shield on leather. Women's faux turquoise boot chain features a H-D charm.

G. H-D Bar and Shield Boot Chain #310104 \$29.95

H. H-D Turquoise Boot Chain #310100 \$24.95

Easyriders Caps and Hats

A.-G. Easyriders caps are full-color embroidered and 100% cotton! A superior hat!

A. #300211 \$14.95

B. #300213 \$8.95

C. #300214 \$8.95

D. Easyriders Leather Bandana Cap—

One size fits all.

D. #300262 \$39.95

E. Easyriders Leather Cycle Cap with Easyriders Pin—

One size fits all.

E. #300282 \$24.95

F. Easyriders Leather Flyer's Cap—

(Goggles not included.)

F. SM-LG \$29.95

SM #300287 MD #300288 LG #300289

G. Easyriders 100% Wool Beret—

Military-style beret includes an Easyriders pin.

G. SM-LG \$29.95

SM #300297 MD #300298 LG #300299

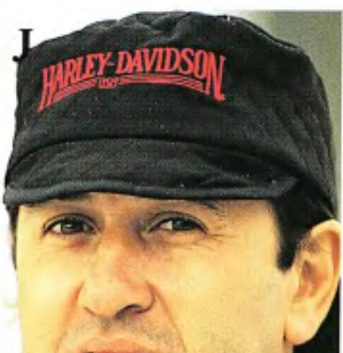
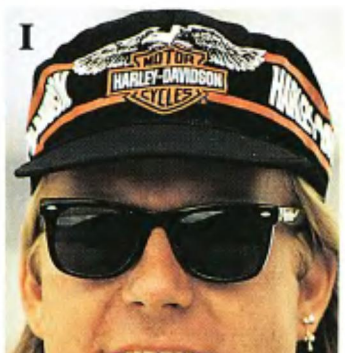
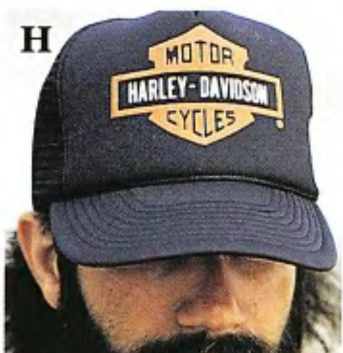
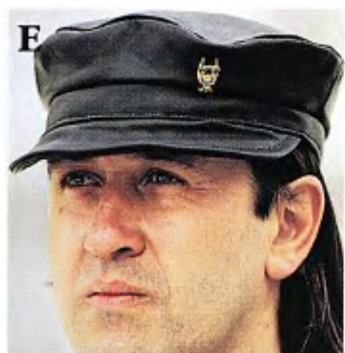
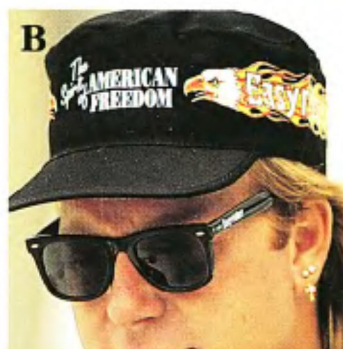
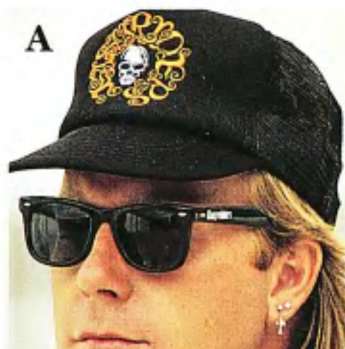
H-D Caps and Hats

H.-J.—Classic H-D caps and hats show your pride and preference for the world's greatest American-made motorcycles!

H. #300227 \$9.95

I. #300235 \$12.95

J. #300237 \$14.95



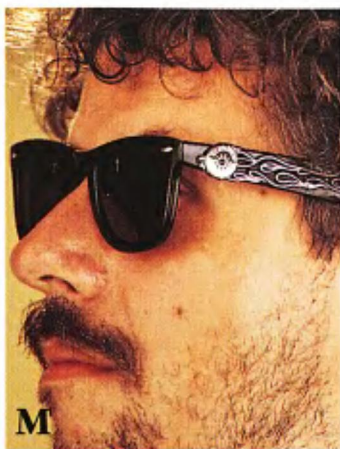
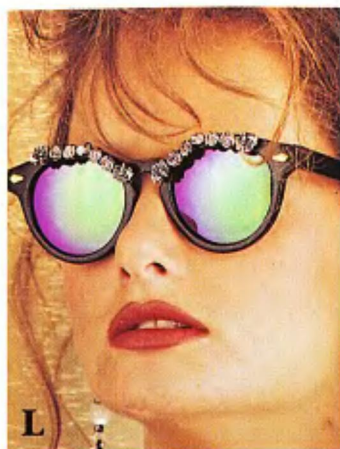
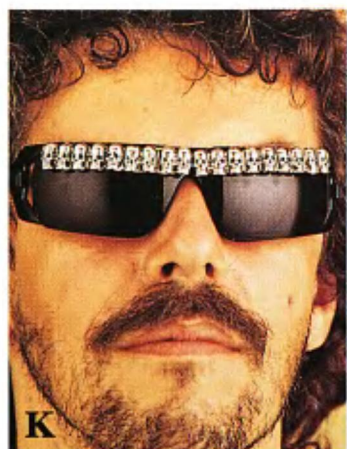
Easyriders Beer Can Holster

Strap-on holster attaches to your belt and ties around your thigh to keep brew up-right. Great for when you need both hands but want to keep a cold one close by!

Beer Can Holster #500002 \$14.95

Call 800-247-6246
for information
and location of your
nearest dealer.





Easyriders Sunglasses

These sunglasses give new meaning to the word "cool." Unique, fun and totally outrageous new styles feature skulls and flames for the guys and roses with colored lenses for the ladies.

K. #321007 \$19.95

L. #321008 \$19.95

M. #321006 \$19.95

Short-Fingered Leather Gloves

You'll get a good grip with Easyriders short-fingered riding gloves made of drum dyed cowhide. Velcro adjustable closure.

Short-Fingered Gloves SM-XL \$14.95

SM #214610 MD #214611

LG #214612 XL #214613

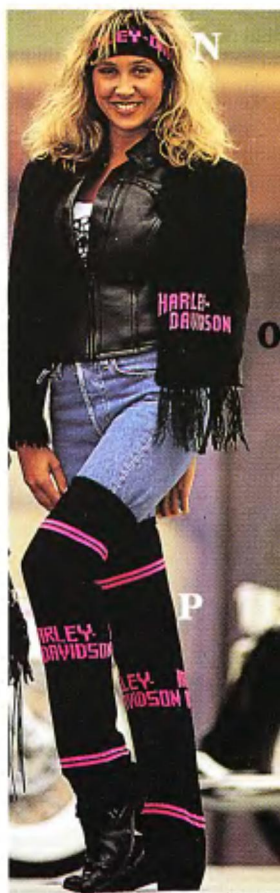
Summer Leather Gloves

Made from the finest sheepskin, these cool Easyriders gloves have an open back, knuckle-holes, ventilated fingers and a Velcro closure.

Summer Gloves SM-XL \$24.95

SM #214600 MD #214601

LG #214602 XL #214603



H-D Knitwear

N. Headband,
Black and Pink,
#300116 \$9.95

O. Scarf,
Black and Pink,
#300117 \$19.95

P. Leg Warmers,
Black and Pink,
#300118 \$19.95



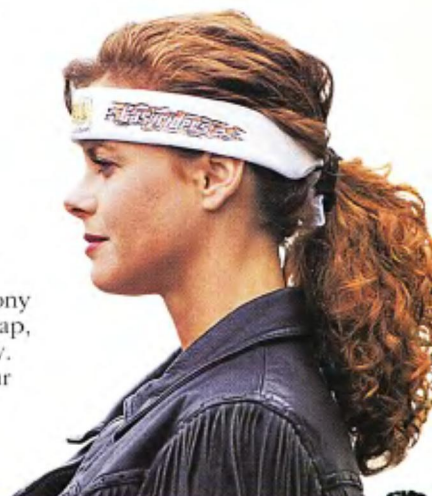
Easyriders T-Band Headband

This handy headband converts into a pony tail holder, tote bag, head scarf, shoulder strap, halter top, belt, and cover up, to name just a few.

Great for when you're traveling and need to streamline your stuff. Directions included in the package.

Black T-Band #801235 \$11.95

White T-Band #801236 \$11.95





A



B



C



D

Bun Huggers

The ultimate in loyalty—Easyriders and Harley-Davidson bikinis. Nylon panties with cotton crotch.

One Size (7, Med.) \$6.95

A. Wild Flowers #803292

B. Passion #803290

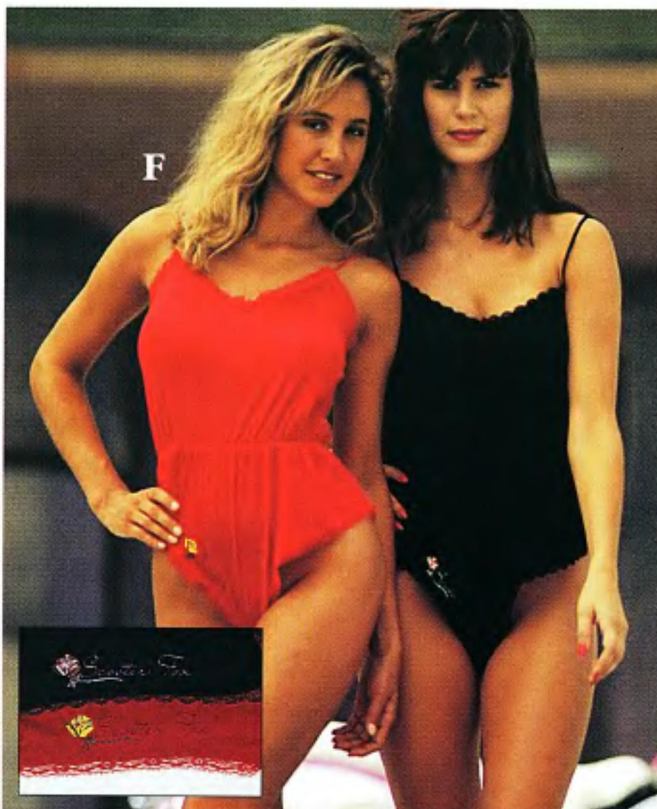
C. Pegasus #803297

D. Butterfly #803295

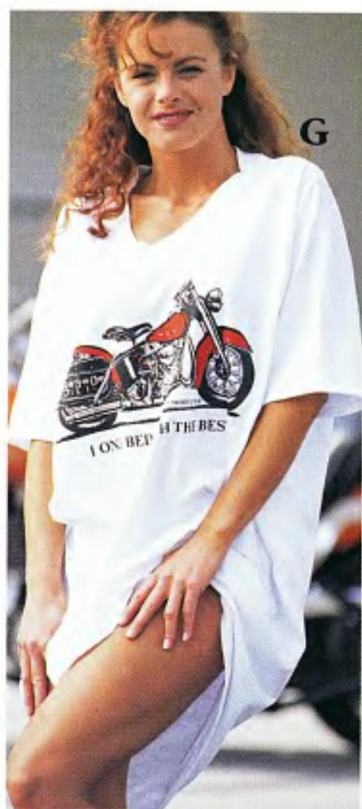
Tiger Nightshirt

If you're active at night, the tiger sleepshirt is a natural selection. Our Tattoo Magazine logo looks sharp on a black T; 100% cotton. One size fits all.

E. #208235 \$16.95



F



G



Scooter Fox Teddy

Lingerie for lingering. The Scooter Fox Teddy can be worn day or night for silky smooth comfort and maximum appeal. Features lace trim, Scooter Fox logo and snap crotch.

100% nylon. F. SM-LG \$24.95

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

Easyriders Nightshirt

"I Only Bed with the Best," is a motto to live by. Announce your preference in our ladies V-neck 100% cotton nightshirt.

Comfortable, extra roomy and matches our pillowcases. One size fits all. G. #208234 \$29.95

Pillowcases

This novelty pillowcase is great for when your system's exhausted. Made in U.S.A. (set of 2) H. #400002 \$24.95

Easyriders Towel Set

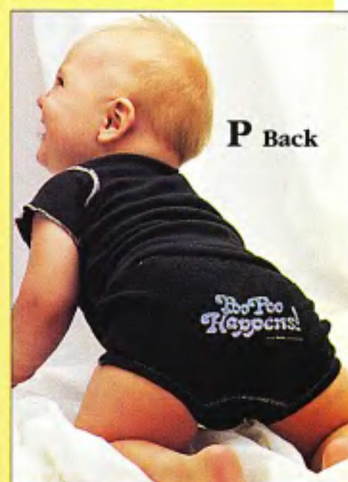
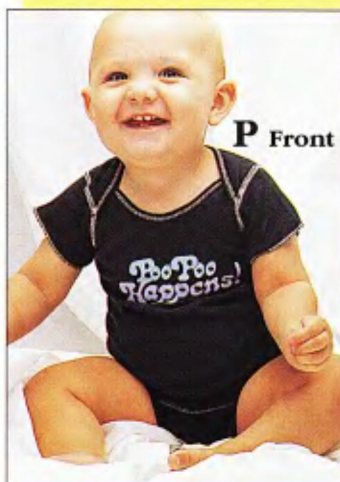
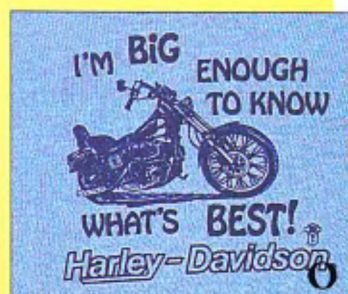
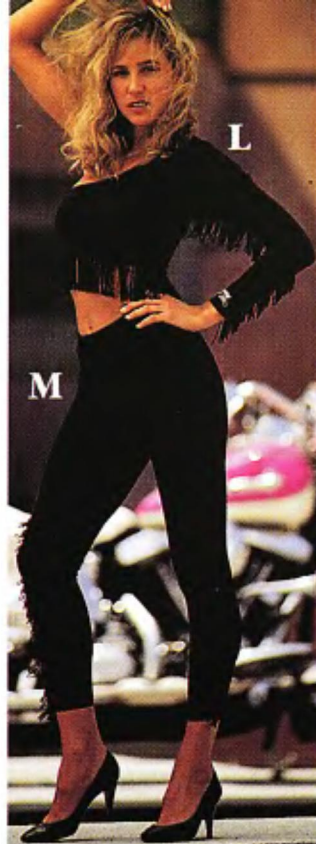
Don't get soaked, dry off with Easyriders bath towels, hand towels and wash cloths. 100% cotton and made in the U.S.A. Set includes one of each: bath towel (23"x 42"), hand towel (16" x 26"), and wash cloth (12"x 12"). Set—one of each. I. #401106 \$34.95



I



E



Foxyriders Collection

These are a great addition to any wardrobe. Tight black Foxyriders separates hug your curves and leave only a few things to his imagination. Mix and match two different tops, pants and shorts,— all fringed for super sex appeal. Foxyriders garments are made of cotton/lycra for a smooth, snug fit and maximum comfort. All tops and bottoms sport the official Foxyriders logo.

J. Fringed Top MD-XL \$49.95

SM #802009 MD #802010 LG #802011

K Fringed Shorts M-XL \$29.95

SM #802012 MD #802013 LG #802014

L. Fringed Single-Sleeve Top MD-XL \$34.95

SM #802006 MD #802007 LG #802008

M. Fringed Leggings MD-XL \$59.95

SM #802003 MD #802004 LG #802005

H-D Kids T-Shirts

Harley apparel for children includes the Legends Roam T-shirt for boys and the Crystalline/Eagle T-shirt for girls. 2/4-10/12 \$14.95

Q. Crystalline/Eagle T-Shirt

2/4 #800560 6/8 #800561 10/12 #800562

R. Legends Roam T-Shirt

2/4 #800557 6/8 #800558 10/12 #800559

Baby Tops & Outfits

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

N.-O. Big Enough Baby Tops SM-LG \$12.95

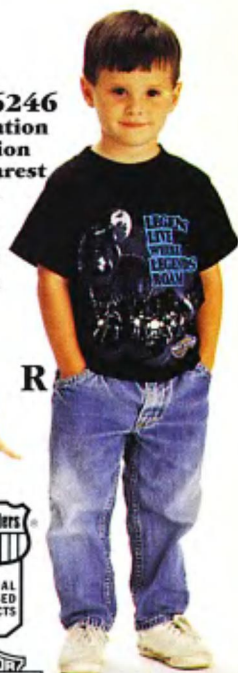
Pink: SM(12 mo.) #213017 LG(24 mo.) #213018

Light Blue: SM(12 mo.) #213015 LG(24 mo.) #213016

P. Poo Poo Happens SM-LG \$19.95

SM(13/18 lbs.) #213000 MD(19/26 lbs.) #213001

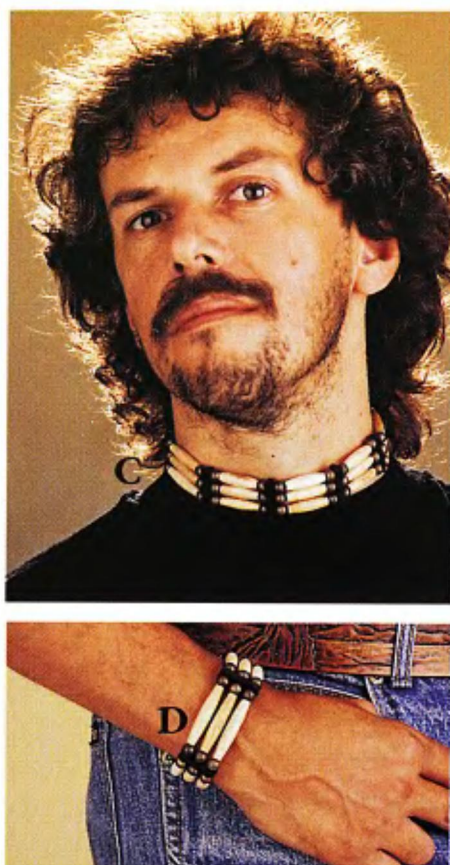
LG(22/34 lbs.) #213002



Call
800-247-6246
for information
and location
of your nearest
dealer.

Made
in the
U.S.A.





Bone Accessories

Authentic bone is dyed black or left natural to make these unique accessories for men and women. Matching chokers, boot chains and bracelets look great separately or as a set. Wear them when you're feeling bad to the bone!

- A. Black Bone Choker #310617 \$84.95
- B. Black Bone Bracelet #310622 \$34.95
- C. Natural Bone Choker #310618 \$84.95
- D. Natural Bone Bracelet #310621 \$34.95

Call 800-247-6246
for information and
location of your nearest
dealer.

Made in the U.S.A.



Easyriders Jewelry

Dazzling and elegant, Easyriders beautiful silvertone jewelry features Austrian crystal beads and sapphire colored stones. Choose from two different styles of necklaces and earrings. (See below and top right of facing page).

- E. Thorn Heart Earrings #310624 \$19.95
- F. Thorn Heart Necklace #310625 \$29.95
- G. Rose & Thorn Necklace #310627 \$24.95
- H. Flame & Rose Earrings #310623 \$24.95
- I. Flame & Rose Necklace #310626 \$24.95



Easyriders Bulova Watch

Time is running out to buy an Easyriders Collector's Watch! Only a few of these Bulova black quartz watches are left. Capable of accuracy to within a minute a year and engineered to deliver years of excellent and dependable service. Comes with a one-year warranty. #310400 \$89.95



Easyriders Feather Earring

Easyriders long and lovely black feather earring is a dramatic and feminine accessory. **J. #310609 \$14.95 each**

Flame Earrings

Wheel/flame earrings are just the right size. **K. #310599 \$19.95**

Flame Pin

Easyriders wheel/flame pin is another design to add to your jacket, vest or hat. **L. #310531 \$7.95**

Easyriders Up-Wing Pin

M. #310477 \$6.95



Conchos

These heavy, metal conchos with leather thongs will dress up any leather garment, purse or saddlebag. Makes a great gift! (Set of 6) **#700058 \$19.95**

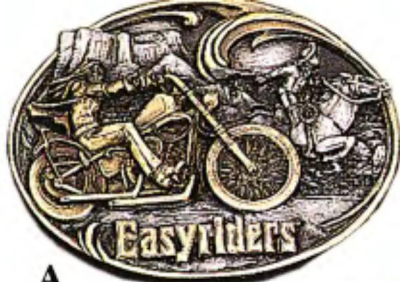


Eagle Flame Jewelry and Belts

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 belts (with adjustable elastic back) the traditional Harley look.

N. Stud Earrings	#310611	\$14.95
O. Bracelet	#310615	\$19.95
P. Flame Belt	#290370	\$89.95





A



B



Belt Buckles

Buckle up with more great designs in natural brass and nickelplate finish.

Skull Pile

#290217 \$29.95

Brass H-D Wing

#290201 \$14.95

Two-Tone Collector's Belt Buckles

Our collector's belt buckles feature two famous David Mann designs that will never go out of style. Unique two-tone look comes from brass and pewter finish. Each buckle carries a message about the art, limited edition number and the Easyriders seal of approval on the back.

A. Ghost rider #290205 \$29.95

B. Rendezvous/Time Warp #290204 \$29.95

Call 800-247-6246
for information and
location of your nearest
dealer.

Made in the U.S.A.



D



C



E



F



G



H



D

NEW

J



Easyriders and H-D Purses and Wallets

C. Easyriders Fringe Concho Purse

Every woman needs at least one black leather bag for everyday use. These will last for years but won't ever show dirt. Zippered compartments are another plus!

#216536 \$79.95

D. Concho Pouch w/Key Hook #216509 \$16.95

E. H-D Kid's Chain Wallet #216532 \$19.95

F. H-D Credit Chain Wallet #216528 \$39.95

G. Easyriders Eagle/Flag Trifold Wallet #216513 \$29.95

H. Easyriders Trifold Wallet w/Inlay #700022 \$24.95

NEW

I



I. Engine Wallet

Small chain wallet with credit card insert— 6" x 3". #216524 \$29.95

J. Easyriders Fringe Heart Wing Purse

Our new black leather purse is nice and roomy! This bucket-style bag zips at the top and features long fringe plus the Easyriders metal logo for style. #216547 \$79.95



K



L

Easyriders Belts

Choose from a great selection of high quality leather belts with beautiful buckles featuring Easyriders logos and western themes. All men's belts are 1-1/2" wide. Women's are 1" wide with extra length for wrapping. Made of top-quality leather with excellent workmanship and durable metal buckles.

K. Women's Wrap Concho Belt

XS-LG \$44.95 ea

28 (XS) #290366 32 (SM) #290367 34 (MD) #290368 36 (LG) #290369

L. Easyriders Ghost Rider Belt

SM-XL \$24.95 ea.

32 (SM) #290371 36 (MD) #290372 40 (LG) #290373 44 (XL) #290374



M



N

Saddlebags and 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.

M. 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. Measurements listed reflect size after usage. **#700069 \$139.00 (set)**

N. 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. Measurements listed reflect size after usage. **#700068 \$169.00 (set)**



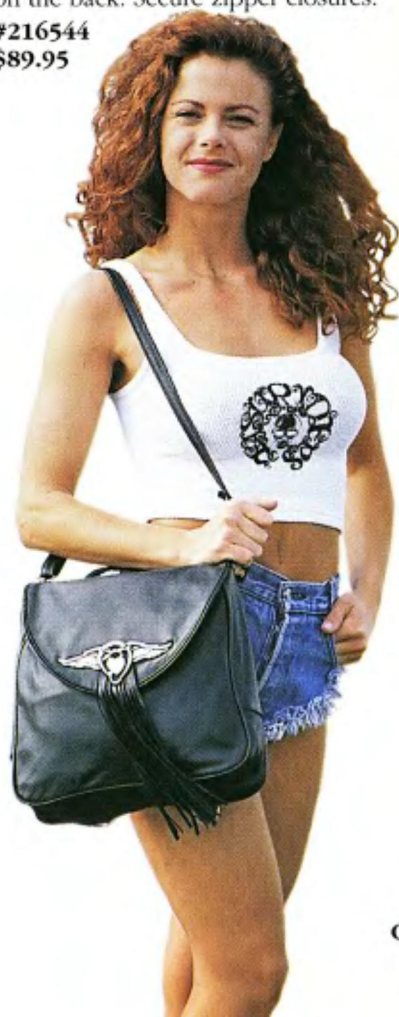
Easyriders Leather Back-Pack Purse

This black leather bag was created especially for women who ride. It may be worn as a backpack when you're on the bike (saves storage space) and then easily transformed into a purse

when you arrive at your destination. 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.

#216544

\$89.95

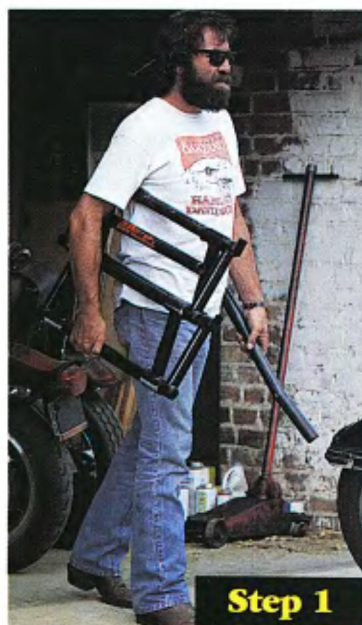




Adjustable EZ-Lift

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, aircraft grade, and chip resistant. A telescopic arm and compact design allow the complete unit to fold into one easy-to-store piece. Powder coated for extra durability!

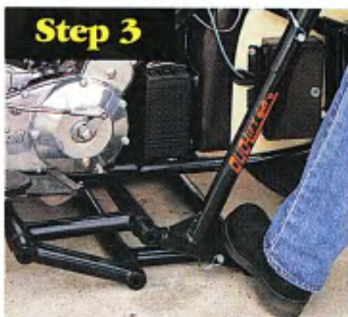
#280104 \$99.00



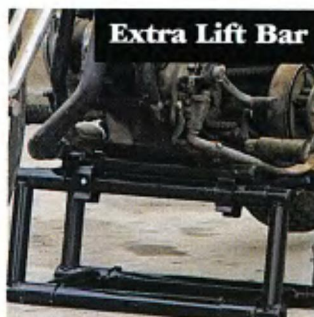
Step 1



Step 2



Step 3



Extra Lift Bar

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





MIDDLE



HIGH

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	\$3.75
18"	#160002	\$4.25
24"	#160003	\$4.50



Tie Downs

Extra heavy-duty, aircraft-style tie downs feature a full, 1-1/2-inch-wide nylon strap, padded hooks and tough quick-release buckles that are made to last.

#160004 \$24.95 pr.



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 on this page).

Made in U.S.A.

A. 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 this page).

#280110 \$99.00

B. Ball Hitch EZ-Haul

Used with ball hitch construction.

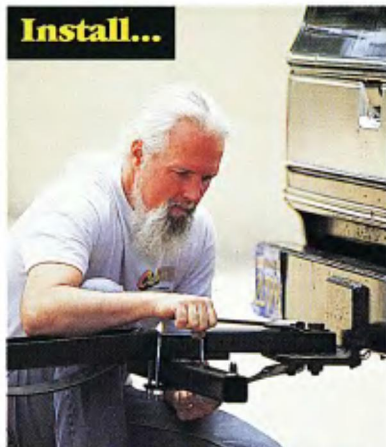
#280111 \$119.00

C. EZ-Haul Tie Down Bar

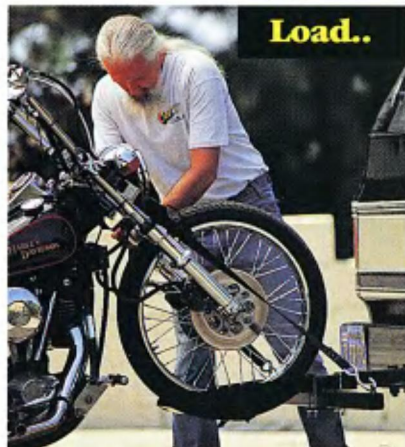
Bar attaches to front of Receiver Hitch EZ-Haul with two c-clamps and plate. Tie downs hook directly to eyelets in each end of bar.

#280112 \$49.95

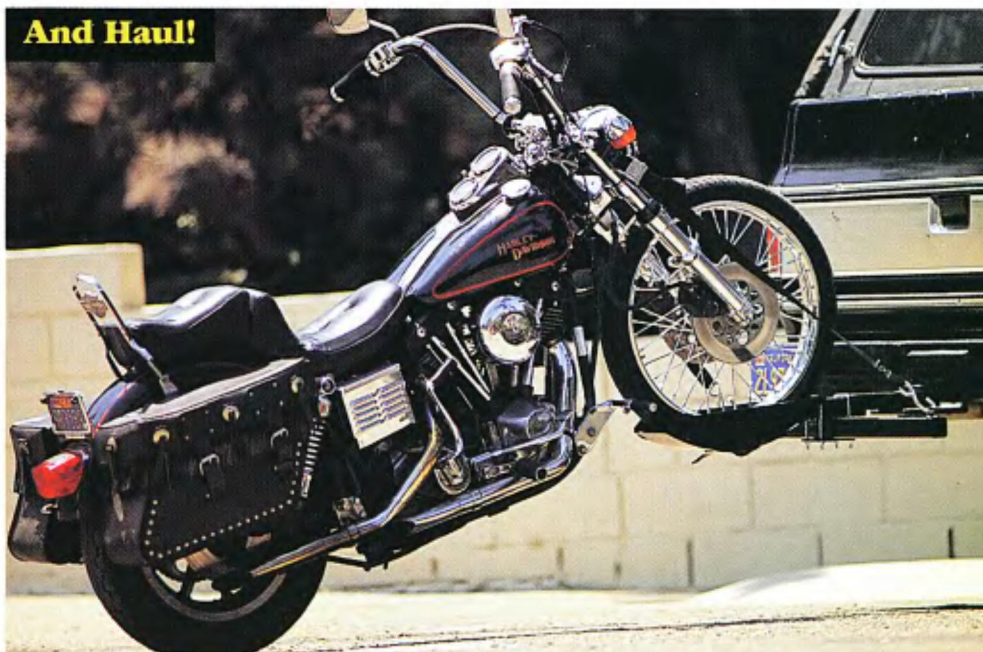
Install...



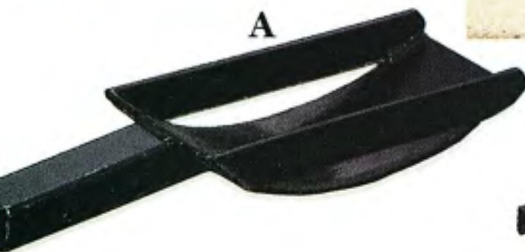
Load..



And Haul!



C



A

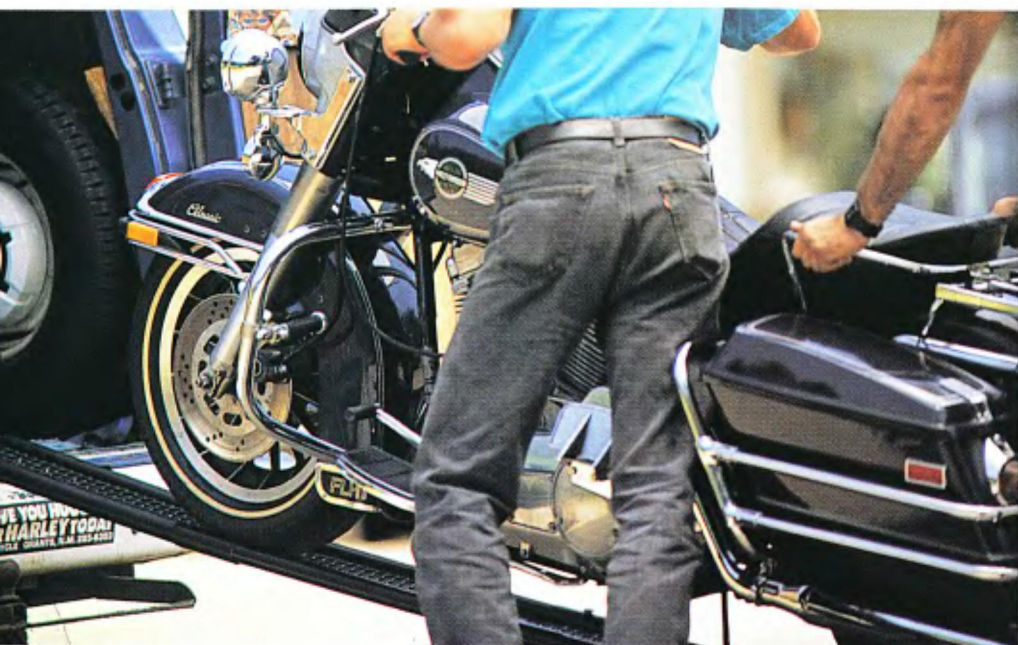


B



Made in the U.S.A.

Call
800-247-6246
for information
and location
of your nearest
dealer.



EZ-Load

The EZ-Load Ramp is a three-piece eight-foot-long ramp made of the best U.S. tubing and steel and strong enough to load the heaviest bikes. It's made to fit between the frame rails to keep the bike from high-centering. Features include 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



Bike Covers

Your bike may be too beautiful to cover, but it beats exposing it to the elements 24 hours a day. Protect your investment with a fitted black motorcycle cover that keeps out the bad stuff yet doesn't trap moisture. Fits all Harleys except ones with fairings or scooter boots. Made in U.S.A.

A. Easyriders Warning #700099 \$99.00

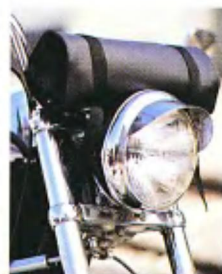
B. Go Ahead #700000 \$99.00



Easyriders Deluxe Tool Roll with Tools

You never know what's going to happen when you take to the road, so this tool roll is designed to let you handle most curbside repairs. 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



Bike Cleaning and Detailing Kit

Easyriders Bike Cleaning Kit contains everything you need to clean, protect, condition, wax and shine every part of your bike – including a rag and convenient carrying bag. Each specially formulated product is gentle and effective giving you maximum results for your effort. The kit contains Metal Polish, a chrome and aluminum cleaner and polisher for all bright metal surfaces; Cleaner Degreaser, a gentle but effective spray-on cleaner that is also kind to the environment; Leather Conditioner to clean, soften and protect leather, vinyl and naugahyde; Cream Wax, designed for today's new paint technology (especially effective on red, black or metallic finishes); and Carnauba Wax, the ultimate paste wax for the ultimate shine. Whether you need to do a quick clean up job on the road or a thorough garage maintenance, this kit has it all. Take it to your next bike show! Refills may be ordered for Cleaner Degreaser. **Kit #290020 \$29.95**
Cleaner Degreaser 16 oz. Refill #290021 \$8.95

NEW



H-D Mud Flaps

Dress up your vehicle with H-D mud flaps! 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.

C. Auto (7"x 12")	#300191	\$14.95
D. Van (12"x 18")	#300192	\$19.95
E. Pick-up (12"x 22")	#300193	\$29.95
F. Light truck (24"x 12")	#300194	\$24.95
G. Truck (24"x 18")	#300195	\$39.95
H. Semi truck (24"x 24")	#300196	\$44.95
I. Truck (24"x 30")	#300197	\$49.95
J. Truck (24"x 36")	#300198	\$64.95



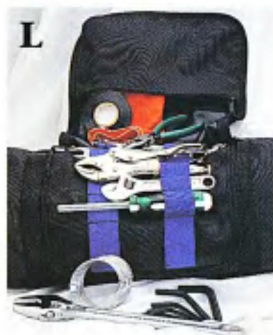
Day Bag (14" long x 9" diameter)

Great for leisurely day trips, the Day Bag has just enough room for an extra shirt, or lunch for two. Tools can be stored in the two zippered compartments on either side. **K. #700087 \$89.95**

Weekender Bag (24" long x 8" diameter)

Easyriders Weekender Bag with built-in zippered tool pouch mounts easily to your handlebars. Zippered pockets at both ends provide extra storage space. Purchase with or w/o tools — 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.

L. Weekender w/o tools	#700083	\$99.00
L. Weekender Roll w/ tools	#700082	\$249.00



Easyriders Shop Rags

One pack of shop rags includes 12 absorbent cloths, each measuring 13"x 15". **#700080 \$16.95**

Call
800-247-6246
 for information
 and location
 of your nearest
 dealer.

Made in the U.S.A.





Easyriders Leather Barrel Bag

For longer trips, or when there's two of you, this all-leather bag is great for packin' all your stuff. Small enough to fit on the bike and durable enough to take to the airport. Includes a removable leather carrying strap (18" x 10" x 10").

A. Easyriders Barrel Bag #216545 \$139.00

Easyriders Leather Travel Bag

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

B. Easyriders Travel Bag #216546 \$109.00

H-D License Plate

C. #150182 \$6.95

H-D Chrome Car License Plate Frame

D. #150129 \$34.95

H-D Chrome Cycle License Plate Frame

E. #150128 \$29.95



H-D Clocks

\$29.95 ea.

F. H-D Eagle #290036

G. H-D Bar & Shield #290035



H-D Kite

Another great way to put a Harley in the wind! The H-D Skyflier plastic kite with keel is 51 inches tall and includes 200 feet of pre-wound polyester cord. Adult guidance is suggested for children under eight.

#290038 \$8.95

Easyriders Flamed Mailbox

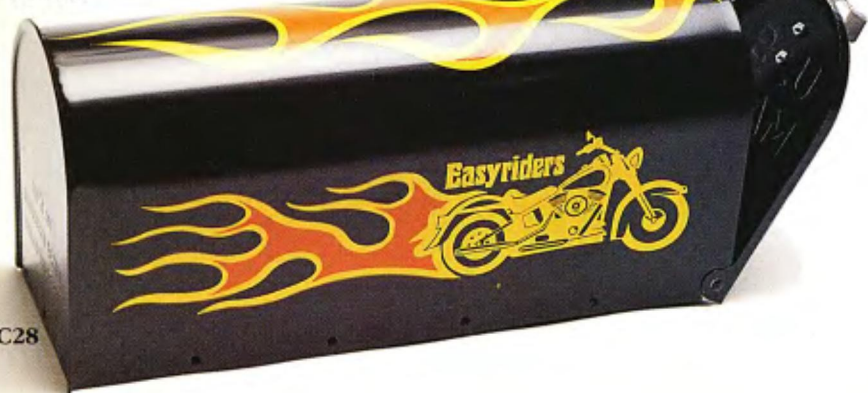
It's against the law to tamper with the mail, especially when it's in an Easyriders flamed mailbox. Use it for all your letters and deliveries (it's been approved by the U.S. Postal Service) or use it to stash valuables indoors. Whatever the function, Easyriders flamed mailbox makes the message clear: Your belongings are too hot to touch. 19" L x 6 3/4" W x 8 3/4" H.

H. Mailbox (as pictured) #290040 \$39.95

Mailbox Accessories:

Graphics Only #290041 \$19.95

Pole For Mailbox #290042 \$24.95



Handcuffs & Case

Nickel plated Double Lock and Heavy Duty Double Lock handcuffs come with a HOG-A-HIDE belt pouch.

I. Belt Pouch #700053 \$14.95

J. Heavy Duty Double Lock Handcuffs #160011 \$39.95

K. Double Lock Handcuffs #160010 \$19.95



Patches

Choose from our great selection to add to your patch collection. Three sizes available.

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



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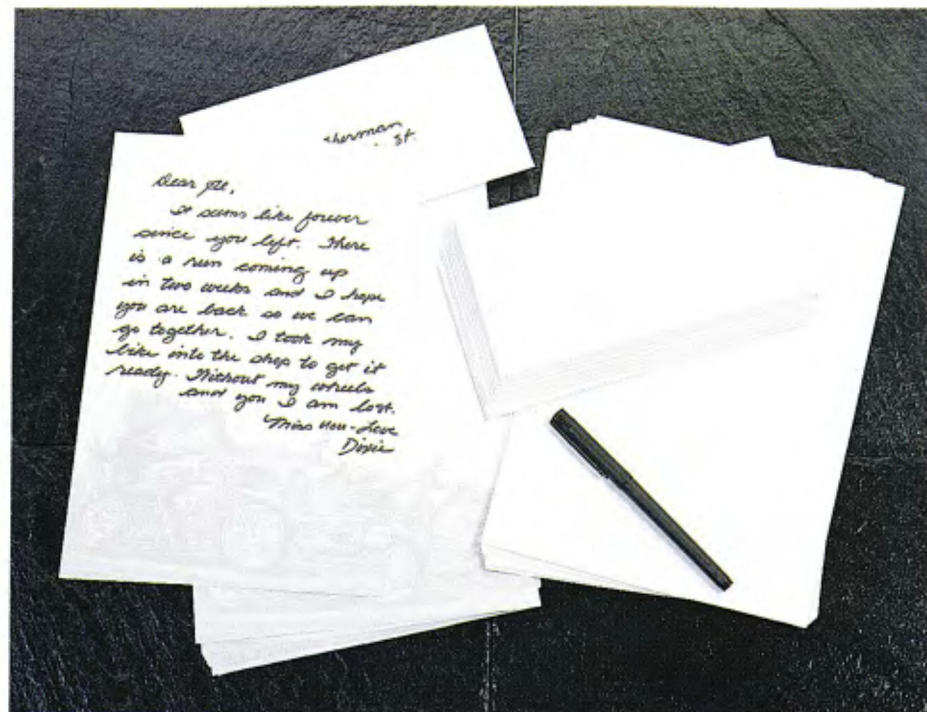


Call 800-247-6246 for information and location of your nearest dealer.

Easyriders Tote Bag

All-purpose tote bag comes in handy as a gym bag, diaper bag, book bag or for packing. Nylon bag sports Easyriders logo (20" x 11" x 11").

#300199 \$19.95

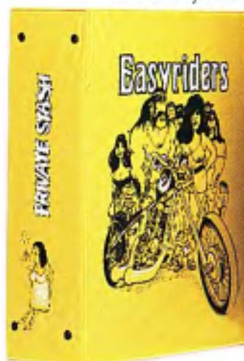


Ghostwriter Stationery

When you're in the mood to haunt old friends but can't take a trip, drop 'em a line on some Ghostwriter stationery. It's personal, unique and can't be found anywhere else. Comes with 24 sheets of stationery, 24 second sheets and 24 envelopes. #253000 \$14.95

Easyriders Binder

Keep a year's worth of back issues in an Easyriders binder. The perfect way to save your collection.

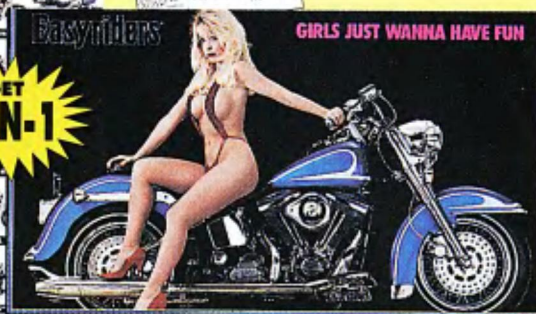
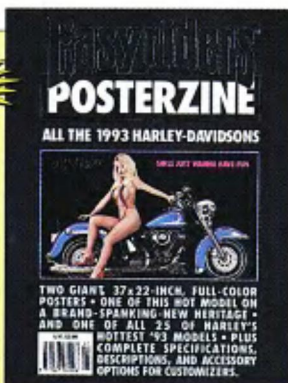


#140101
\$14.95



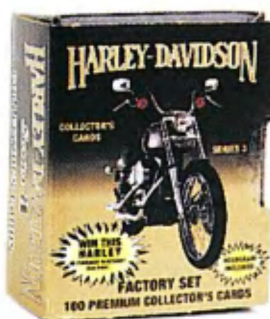
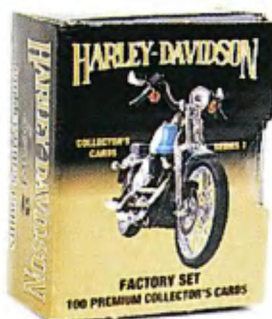
Easyriders Posterzine

Buy a posterzine and you'll get a poster of all the 1993 Harley-Davidson models plus specifications, descriptions, maintenance and performance tips! And if that's not enough to thrill you, the sexy pinup poster will— **all for only \$5.95!** TWO IN ONE! #081026



Stamp Collection

There will never be another stamp like the Harley-Davidson 10c stamp, issued on July 22, 1922. Each stamp features a mail carrier delivering a package on the new (at that time) Big Twin Harley. Sometimes even the government needs the speed of a Harley. This framed collector's set of original stamps can be passed on to your kids! #290039 \$99.00



H-D Collector Cards Series II and III

Here's another way to collect and invest in the greatest motorcycle ever made. Series I is already gone but it's not too late to buy Series II and III. These collector cards will be classics!

Series II #160007 \$35.00

Series III #160008 \$24.95



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dealer.

Made in the U.S.A.

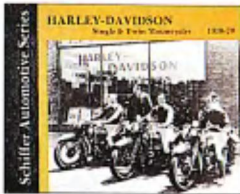
Recent Works of Motorcycle Art from Easyriders



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The Magnificent Motorcycle Art Of David Mann

A collection of the best David Mann centerspreads from *Easyriders*. A limited quantity of these autographed books is now available for collectors.
#050201 \$49.95



Harley-Davidson Singles & Twins Motorcycles Book
A history and documentation of H-D sales literature from 1903-1978.
#060319 \$39.95



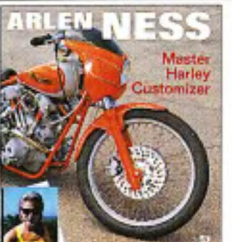
Thunder In The Hills
An internationally acclaimed photographer's view of the 50th Anniversary of Sturgis. Don't miss these great pics!
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Painless Electrics
Revised! Practical info for electrical problems, a down-to-earth solution to the riddle of electrics.
#120101 \$14.95



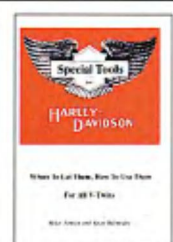
Run To The Sun
Capturing the essence of Bike Week in Daytona. 96 pages of quality printing and photos.
#060312 \$19.95



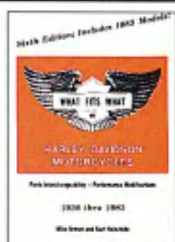
Arlen Ness Master H-D
An insight and pictorial to Arlen's many artistic motorcycle creations.
#060111 \$34.95



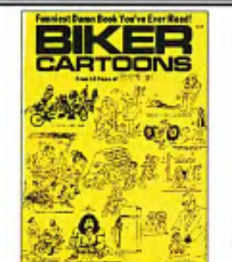
H-D '45 Servi-Car
Complete service info, drawings & parts lists for '40-'58 civilian models.
#060301 \$24.95



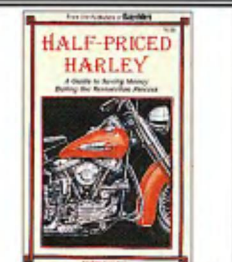
Special Tools for H-D's
All the tools needed or recommended for working on V-Twins.
#120301 \$11.95



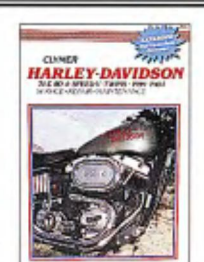
What Fits What #5
Interchangeability for all '36-'82 V-Twins.
#120001 \$11.95



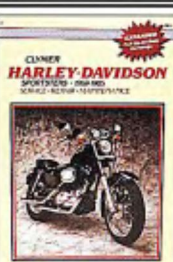
Biker Cartoons
Jillions of gut-bustin' cartoons from the first 13 years of *Easyriders*.
#050302 \$5.95



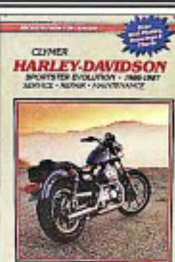
Half Price Harley
Where and how to approach each separate task of a restoration project.
#050205 \$8.95



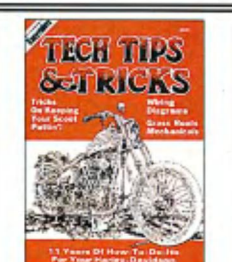
Service Manual
For Evo Big-Twins '84-'91
FX/FL Softail #060320 \$29.95



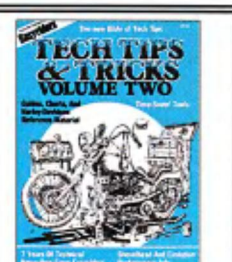
Service Manual
For Sportsters '59-'85
#060309 \$29.95



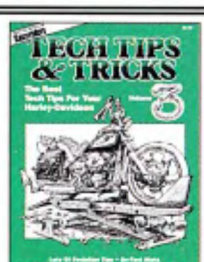
Service Manual
For Evo XL '86-'90
#060311 \$29.95



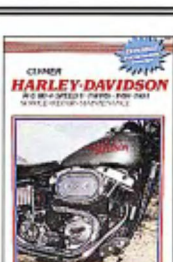
Tech Tips & Tricks Vol. I
Tips from *Easyriders* '71-'83 for knuckleheads, puns & shovelheads.
#060207 \$5.95



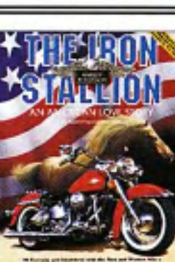
Tech Tips & Tricks Vol. II
More of those terrific tech tips & tricks from *Easyriders*.
#060200 \$9.95



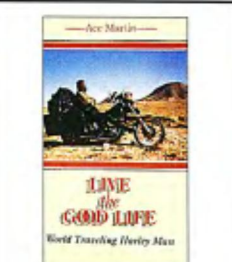
Tech Tips Vol. III
More tips revealed—Don't leave this valuable book out of your collection.
#060202 \$9.95



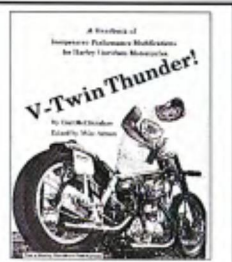
Service Manual
For Evo Big-Twins '84-'91
FL/FXR #060321 \$29.95



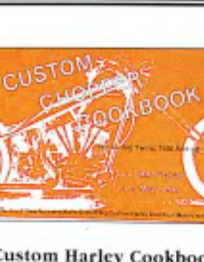
The Iron Stallion
Explore the H-D passion as described by riders across America.
#060125 \$39.95



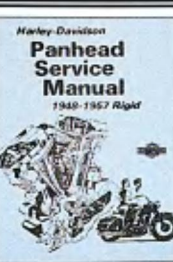
Live The Good Life
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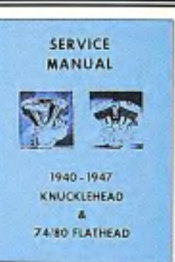
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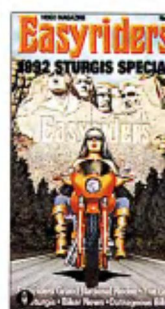
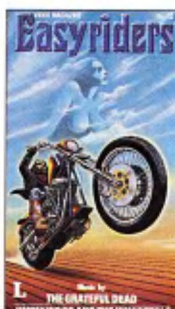
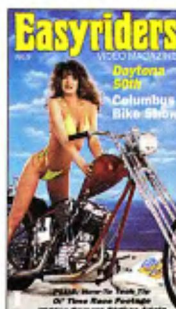
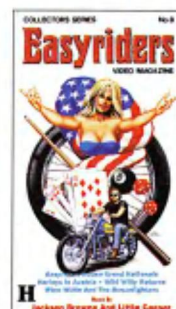
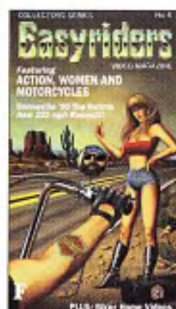
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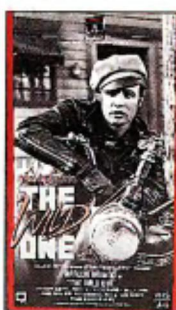
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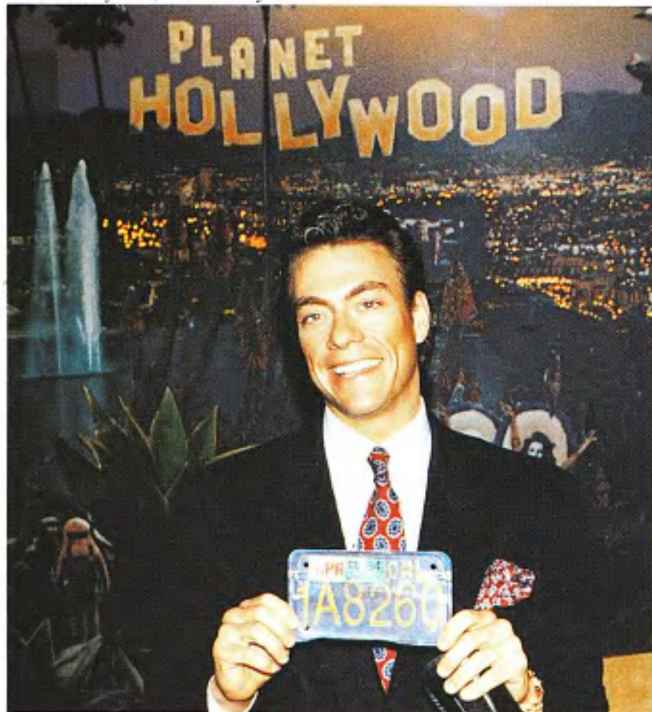


—R.J. Garafalo, Love Ride 9

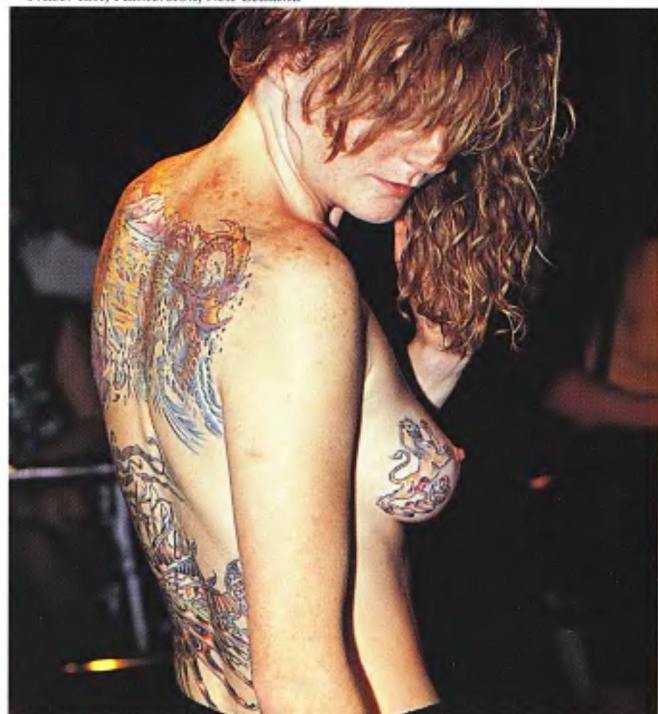
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, 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 photos returned. Send photos to: *In The Wind*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Planet Hollywood, New York City

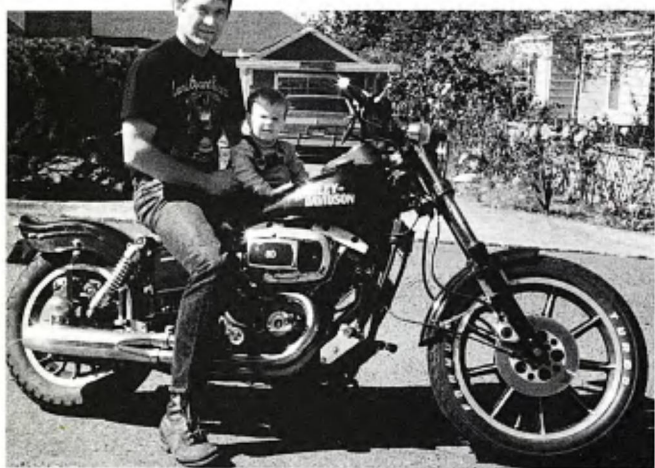


—Fraser Kitt, Palmerston, New Zealand





—Ray and Jim Smith, Astoria, Ore. 1957



—Jim and Nick Smith, Astoria, Ore. 1992



—Martha Belmadock, Long Beach, Calif.



—Michael Kestner, Suffolk, Va.



—Bret Brandt, Waterloo, Iowa

—Hans Bowman, Zeist, The Netherlands



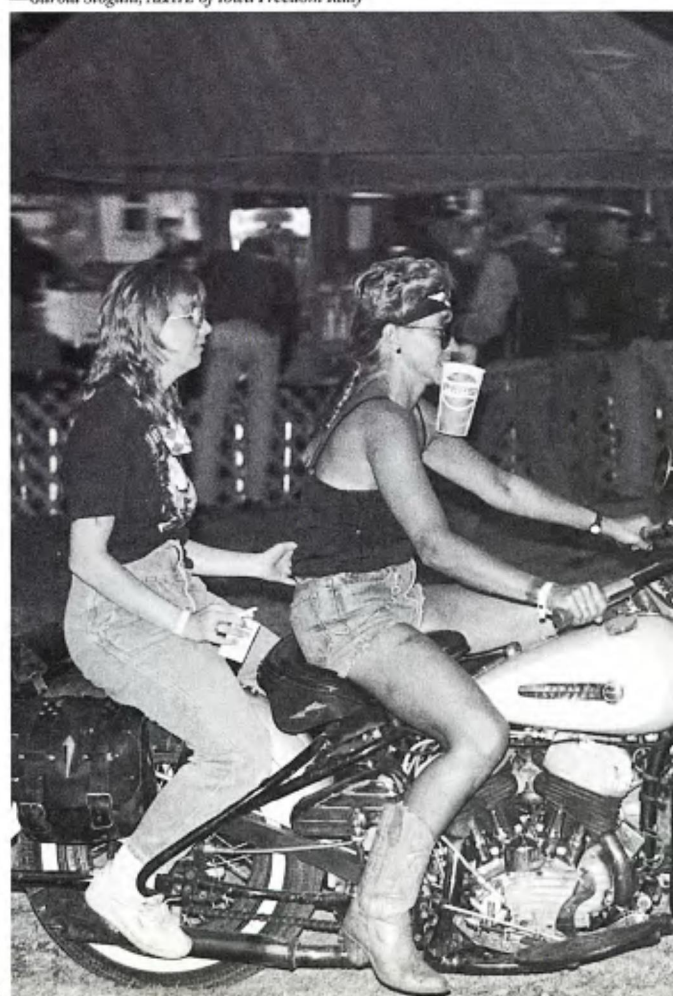


—Kendall, Glendale, Ariz.



—Timm, McHenry, Ill.

—Garold Stoddill, ABATE of Iowa Freedom Rally





—C. Smithson, Abilene, Texas



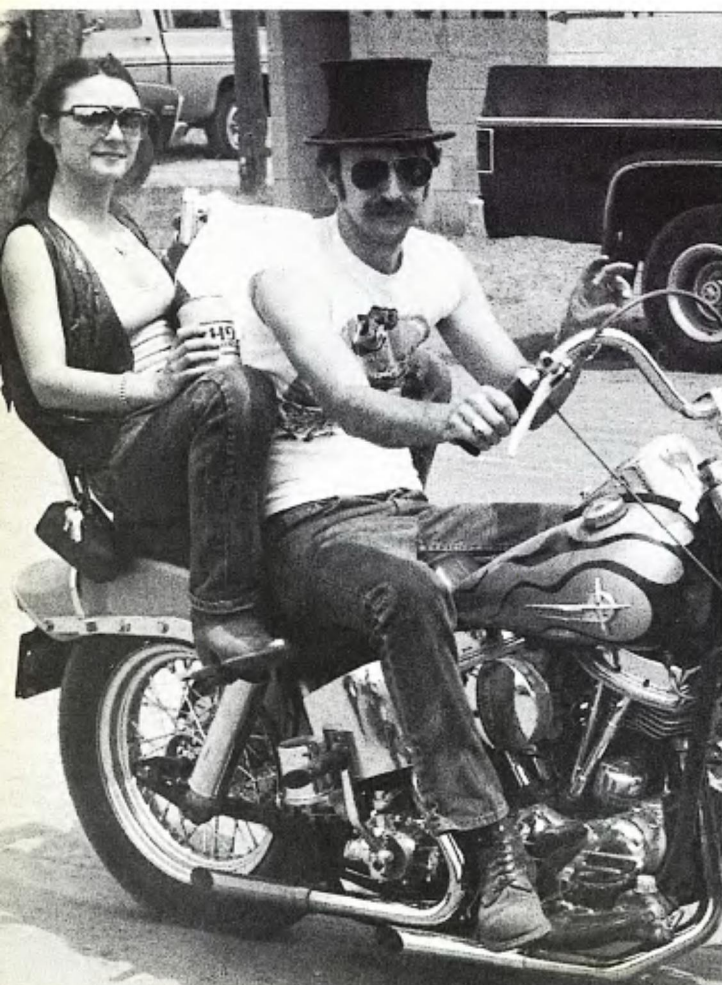
Pat Randle, St. Cloud, Fla.

—John Lewis, Flint, Mich.

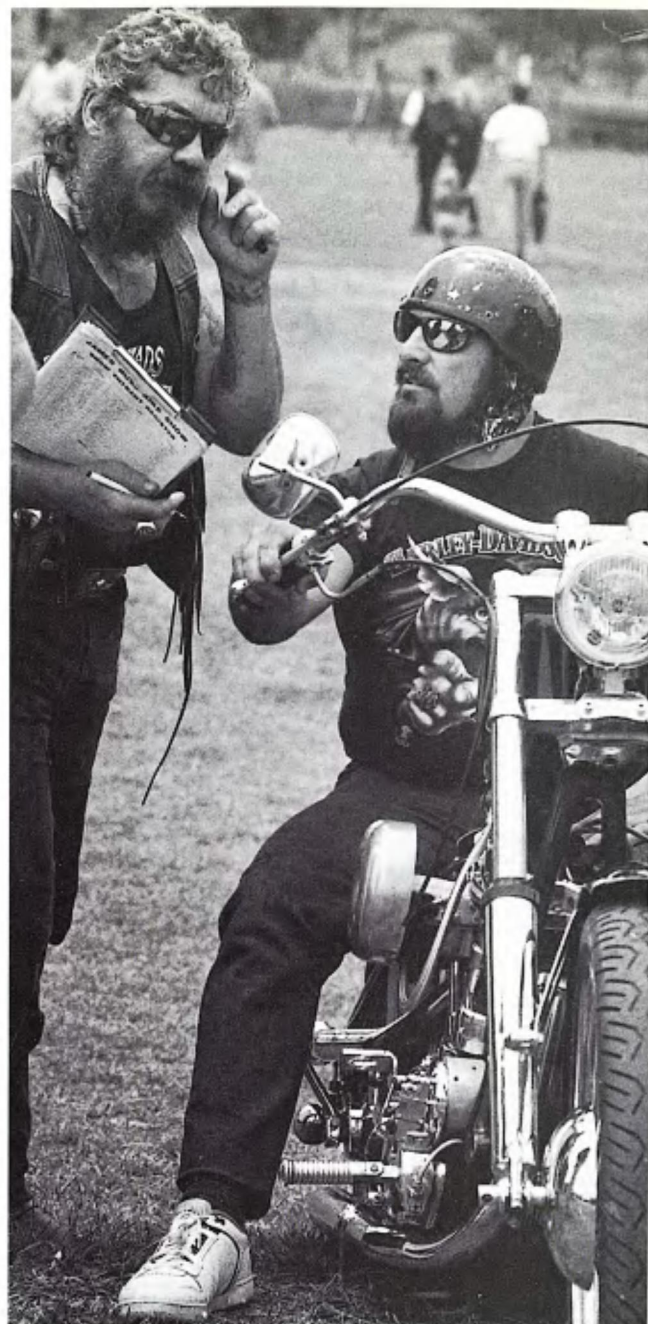




—Joseph Kohl, Glen Burnie, Md.



—John Lewis, Flint, Mich.



—John McAteer, Heathcote, NSW, Australia

—Char Clark, Billings, Mont.





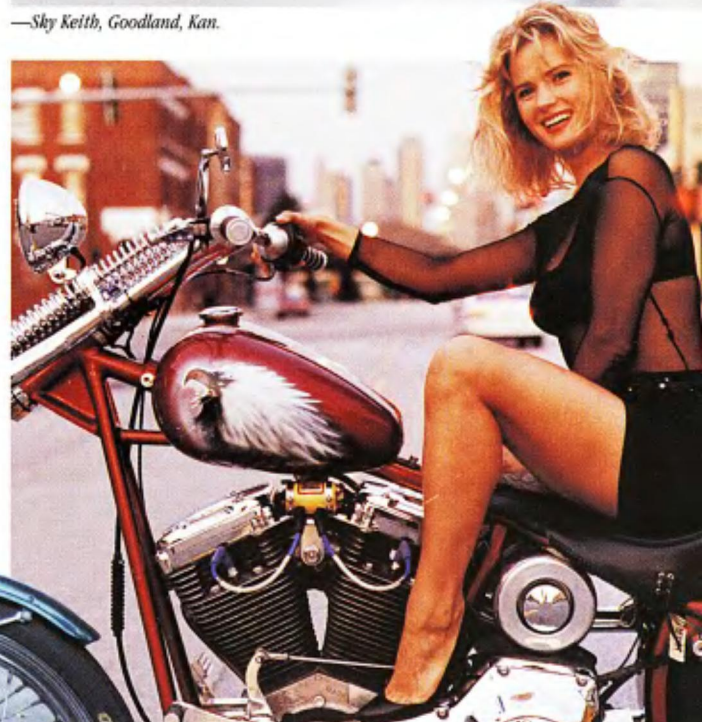
—Bill Matbis, Prichard, W. Va.



—Sky Keith, Goodland, Kan.



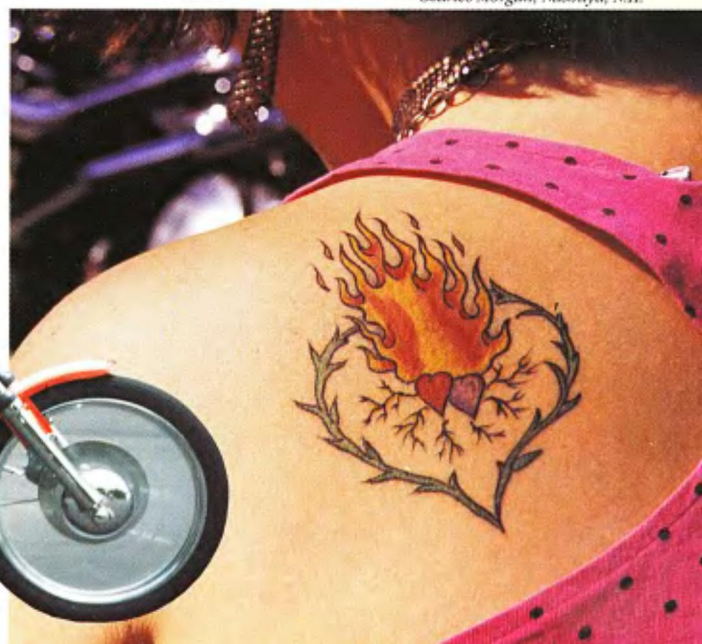
—Dick Mountford, Alameda, Calif.



—Dariusz Achramowicz, Chicago, Ill.



—Lee Mashensky, Shelton, Conn.



—Charles Morgan, Nashua, N.H.



OFF AND RUNNING

FROM THE
GUTTER TO
THE GATE







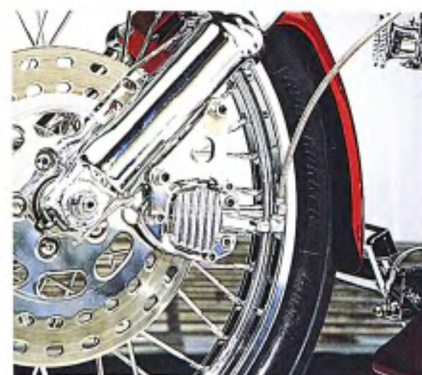
Jeez, is everyone's mind in the gutter? True, our Fox Hunt winner, Kim, is un-fuckin'-believable, but so is the story behind what she's straddling. Bob Eatherton, the owner of this '89 Softail, found it exactly where most of our minds are . . . in the gutter.

Bob is a master wrench and service manager at Cycle Fab in Brockton, Massachusetts. He was looking for a replacement putt, and a customer turned him on to a guy who needed some fast cash. All it required was a trip to a war zone called the Bunker Hill Projects in Charleston, Massachusetts.

You history buffs will recall that Bunker Hill is where the infamous battle of the same name was fought during the Revolutionary War. It is also where Captain Jeremy Lipshitz, commander of the Loon Platoon, earned a peculiar footnote in history. And you know what they say about history repeating itself, right?

Lipshitz had pissed off his men by making them do drills in the rain on a Saturday night, after they'd spent all day kicking the shit outta some starch-collared Redcoats. To show their thanks, his men loosened the hand brake on a delivery cart full of contraband bloomers he'd procured for his ol' lady and let it slide downhill in the mud.

Unfortunately, that's where Lipshitz had tied up Testosterone, his prized white stallion. Well, the cart started rolling and backed right over the poor beast, who suffered much anguish and pain (broken front legs and such)—all because he was parked in the wrong place. Fortunately, there was a good horse wrench in town, and, eventually, →



Testosterone was off and running.

But now here's where history does a playback. When Bob and his boss got to the Bunker Hill Projects in '91, they found an '89 Softail all right—buried in 6 inches of mud. Seems that a delivery truck had backed over the iron stallion one day, and unlike Lipshitz, the owner didn't have the means to care for his beast. So it just lay there, suffering much anguish and pain (bent front forks and such)—all because it was parked in the wrong place . . . in the gutter.

For two rain, sleet, snow, humidity, and heat-infested years it lay there. Luckily, there wasn't much interest in bikes around those parts. But the owner had kept a loaded .38 by his bed for inventory control, and the bike was covered with a tarp (kinda).

Still, two years of merciless mother nature had left the Softail in need of serious wrenchin', and that's exactly what Bob Eatherton proceeded to do. Just about everything you see is new. Bob disassembled the whole bike, cut the frame, kicked the neck out, and trimmed a lot of excess all over. He cut the gas tanks, stretched and blended them into the frame, and made a plain, low, gaugeless dashboard. Some serious chrome, a masterful cherry red paint job by Dave Perewitz, and a few bolt-on goodies later, Bob and his ride were off and running. And yeah, he parks it very carefully.

Now on to another work of art. When she's not dancing in the clubs of Alaska, Kim's cruising on her red '89 Low Rider, which is completely stock, like its owner. Kim turned 21 the day before this shoot. We think you'll agree that she definitely blows the candles right outta the cake.

Make a wish.

—Aldridge



Owner(s): Bob Eatherton		City: Holbrook, Massachusetts	
General		Frame	
Fabrication by: Sansone/Cycle Fab		Year: 1989 (modified)	
Year and make: 1989 H-D		Builder: H-D	
Model: Softail		Type: Softail	
Value: \$30,000		Rake: 8 degrees plus	
Assembly by: owner		Stretch: none	
Time: three months		Other alterations: everything	
Chroming by: J.C.		Accessories	
Engine		Bars: Ness	
Year: 1989		Risers: built into bars	
Model: Evo		Fenders: Ness	
Rebuilder: Jim Thompson		Headlight: Ness	
Ignition: Crane		Taillight: Ness	
Displacement: 80 cubic inches		Speedo: no need	
Lower end: H-D		Front pegs: ISO	
Balancing: yes		Rear pegs: ISO	
Pistons: two		Electrics: hidden, 12-volt	
Cases: H-D		Gas tank: stretched	
Heads: Jim Thompson		Oil tank: painted	
Cam: EV-3		Oil system: steel braided	
Lifters: hydraulic		Primary cover: stock	
Carb(s): two-throat, Dell 'Orto		Seat: Danny Gray	
Air cleaner: velocity stacks		Sissybar: none	
Pipes: modified Ness		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: 1989		Extension: 1 inch under	
Shifting: foot		Builder: H-D	
Engine sprocket: 24-tooth		Special features: Ness trees	
Trans sprocket: 32-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Don Perewitz		Hub: H-D	Hub: H-D modified
Painter: Dave Perewitz		Rim width: stock	Rim width: stock
Color: candy apple red		Tire: Avon	Tire: Avon
Type: urethane		Brake: GMA	Brake: GMA
Special paint: House of Kolor			
Other special modifications: everywhere—look closely. Special thanks to Linda, Dave, Don, Peter, John, Rick, and the Hamsters.			
Photos: Steve Coonan			



Easyriders Truck Tour Schedule

1993 RODEO SEASON KICKS OFF WITH:

MAY 14, 15, 16

EASYRIDERS RODEO—CASA GRANDE, ARIZONA

Pinal County Fairgrounds

(I-10, Exit 194, go East on 287)

Come join us for the first rodeo of the season. We'll have a ride-in bike show, rodeo events, tattoo contest, 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-SHIRT!**

MAY 29, 30, 31—MEMORIAL DAY WEEKEND

EASYRIDERS RODEO—WACO, TEXAS

Heart O' Texas Fairgrounds

(I-35 to New Road Exit, go West)

Rodeo, trade show, ride-in bike show, live music, food & beverages on sale, tattoo contest, trophy girl contest and camping. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRT!**

JUNE 4, 5, 6

EASYRIDERS RODEO—DAYTONA BEACH, FLORIDA

Municipal Stadium

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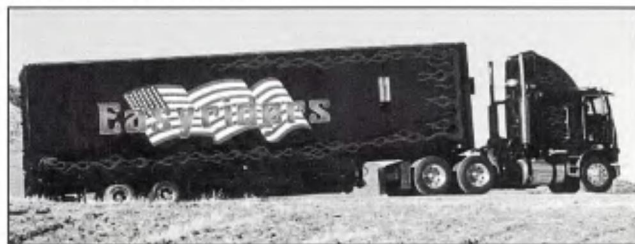
JUNE 18, 19, 20

EASYRIDERS RODEO—NEW ULM, MINNESOTA

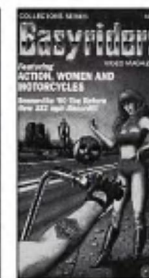
Brown County Fairgrounds

(Hwy. 14 to 12th North Street)

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TALKIN' TECH

Your Technical Questions Answered Here

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. Jot a note to Wrench, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

Two Projects

□ I'm working on two project bikes. So I have a couple of questions.

Project #1: '64 Sporty. I want to run a '45 springer front end with a 19 or 21-inch wheel and a single disc brake. Who can extend it safely and chrome it for me?

Project #2: '76 FXE. I'm running a '93 S&S Sidewinder kit. The cylinders are .200 longer than stock. I need to order a frame from Paughco. Will I need to get a frame with any stretch in the front down tubes? I'm using STD heads that have a three-position exhaust port. Who can make me some 2-inch shotgun drag pipes, around 38 inches long, that will work on a swingarm frame?

Spudz
Winston-Salem, N.C.

■ Project #1: If you can't extend the springer yourself, by the time you get it done and plated it will cost almost the same as buying a new one.

Project #2: The Paughco frame will fit your taller engine with or without any stretch. Any muffler shop can make pipes, if you're a good communicator. Strader Engineering makes custom pipes. Call (805) 525-8280, and ask for Walter.

Sporty Rebuild

□ During the winter, I scattered my '65 XLCH to make improvements. I put a Bendix carb on it and installed a set of "P" cams to improve performance. What do you suggest to help the dependability of such an engine in a "no lead" world.

Also, do you have any suggestions concerning fuel additives and timing recommendations?

Jack Steele
Louisville, Ky.

■ See Biker's Bulletin Board under "Heads." Check for an over-rich idle mixture or an overly high float level.

Use premium fuel and stock timing specifications in lieu of additives.

Pipe Hunt

□ I have a 1991 FLSTC, and I'm looking to change the factory staggered duals to a 2-into-2 setup. I saw two systems that interested me in your July 1992 issue. The first set was on Bill DeSantis' '91 FLSTC (pgs.76-82). They were made by Damon's Custom. I asked around and no one has heard of them. Do you have an address?

The second set was on the white and green Evolution on pg 123. Are these pipes custom-fabricated, or are they readily available?

L.A. Kren
Cleveland, Ohio

■ Both of these pipes and muffler sets are available from Paughco Inc., P.O. Box 3390, Carson City, NV 89702, (800) 423-2621.

Damon's number is (714) 990-1166.

Bad Advance Weights

□ I have a '73 Sportster. I never had any trouble with the mechanical weights mechanism behind the points until last summer, when I went through two sets.

They lasted about 2,000 (easy) miles. These two sets were made in Taiwan, and they are shit. I also bought a set of weights from a Harley dealer (P/N 32522-70T Eagle Iron, engineered and inspected by H-D), and they say, "Manufactured in Taiwan." I'd like to know where I can buy some good ones that will last, maybe made in the USA.

Edward Foster
Springfield, Vt.

■ This has been a problem since 1970. Early failure is caused by loose meshing cam gears. Rivera Engineering has a stainless steel unit. You can reach them

at: 6416 S. Western Ave., Whittier, CA 90606, (310) 692-8944.

Shifting Woes

□ I have a 1973 Sportster with a right-side shift. I recall seeing a linkage system in your magazine that reverses the shifter and brake levers from the right side to the left.

Any information you could give me on this could save my ass in a clutch situation. Thanks.

Sanders
Laguna Hills, Calif.

■ 1975 and 1976 Sportsters use the parts that you want. See your local Harley-Davidson dealer.

Front End Lengths

□ I'm redoing an already chopped shovelhead. It sits in an Arlen Ness rigid frame with a narrow springer. I want to change to a wide glide front end. How do I determine the length of the fork tubes on the glide front end to keep the frame level to the ground?

The overall length of the springer is 38.75 inches from the top side of the top triple tree to the back pivot point on the rockers. Is there a formula you can use to figure this? Also, do you measure the degree of rake from vertical or horizontal?

Mark Christian
Alanson, Mich.

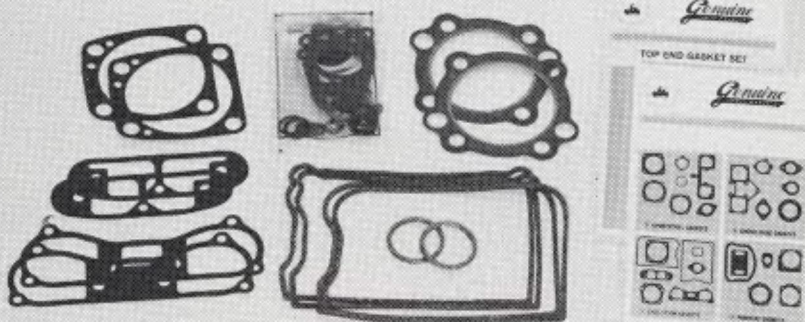
■ Stock springers have 15.5-inch long rear legs, measuring from the rocker pivot bolt to the bottom of the neck stem. Adding up the extra distance to where you measured, you have about a 10-inch extension for a "stock" springer. Wide glides were about 2 inches longer stock than stock springers, so you need 8-inch-over tubes (28.5 inches).

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Bummer Belt

□ In 1990 I bought a brand-new FLHTCU and an RTL sidecar. I don't ride the bike hard, only long distance. After 6,210 miles, the nut which holds the front belt pulley loosened and the transmission main shaft destroyed the splines in the belt pulley. We got a new belt pulley, fit it on, and used LocTite on the nut. When we passed about 9000 miles, the same thing happened again. This time the nut did not loosen, but the axle rotated out of the splines in the belt pulley. Is the combination of the thin axle and the belt pulley made of soft aluminum the problem?

I've been told that most of the people in my country have built back to chain again. What has the factory done to solve this problem? In my opinion, the only solution is to get a belt pulley made out of a harder material or reinforce the belt pulley with a sprocket of steel.

Rolf Ophus
Glaamos, Norway

■ 1990 was a changeover year for the clutch and tranny main shaft. In '91 the tranny main shaft and the main drive gear were updated to improve strength and durability. I recommend this upgrade. The transmission pulley still has a soft spline and needs to be heat-treated to a higher level of hardness. The splined connection should also be a light press fit to eliminate parts fretting against each other.

Rigid Castings

□ I just bought a '57 straightleg frame that's been raked. I'd like to take it back to stock. Is there a company that makes a steering head I can weld onto it?

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Carlsbad, N.M.

■ Pat Kennedy's Custom Cycles: (800) 331-9903.

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DIANE SCHUTT, WESTMINSTER, COLORADO

1979 Harley-Davidson shovelhead

If you relied on the mainstream media for all your information, you'd think this country was made up entirely of dysfunctional, abusive families devoid of all morals and values. The tabloids and talk shows are only too happy to fill society's appetite for disaster and destruction, but stories of hardworking, stable, committed families don't ever make the headlines.

Well, they do here. In fact, anyone concerned with "family values" would be happy with this biking family, because what they value most is being together. Eleven years of marriage certainly proves that Diane and Dennis Schutt enjoy each other's company, and the fact that their kids Dustin, 10, and Cassandra, 4, have bikes of their own, shows that the family that plays together stays together. Dustin rides a Rapido, and Cassandra, who has her own mini-bike, literally cut her teeth on Harleys. At the age of two, she was teething on the foot pegs of her mom's bike.

About mom's bike: Diane's shovel began in the kitchen, then moved to the shop floor of the now-defunct American Thunder when parts got in the way of the pots and pans. Diane had the concept, and it came to life through the know-how and guidance of Dennis, who's the parts manager at 2-Wheelers in Denver.

I wish I had more space. Families like this really deserve the spotlight. I guess I'll just have to be content with wishing Diane a happy birthday.

—Two Step

General		Forks	
Fabrication by: owner/American		Type: Showa	
Thunder		Builder: H-D	
Year and make: 1979 H-D		Special features: turned lower legs	
Model: low blow		Accessories	
Chroming: Clown's Plating		Bars: K&N	
Engine		Lights: H-D	
Year and model: '79 shovelhead		Gas tank: H-D, 3.5-gallon	
Rebuilder: American Thunder		Oil tank: factory	
Displacement: 80 cubic inches		Seat: solo	
Transmission		Other: luggage rack, Drag	
Shifting: cow pie		Specialties front and rear pegs	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color: white, magenta pink, & blue		Tire: Cont. Blitz	Tire: Cont. Blitz
Type: lacquer		Brake: dual disc	Brake: H-D disc
Special paint: powdercoated frame		Special thanks: to my husband Dennis,	
Frame		Shawn Galusha, Mark Conklin, L'il	
Builder: H-D		John in Florida, Ellen Kelly, and Boone	
Type: swingarm		Photos: Michael Lichter	



FOX HUNT

January Winner

Traffic came to a screechin' halt in Boston when Kim stepped off the plane for her weekend photo shoot. Born in Hawaii, this heart-stoppin' dancer now lives in Anchorage, Alaska, where she provides plenty of her own brand of Northern Exposure. Probably a lot of whiplash, too.

Kim gets her drop dead looks from her Vietnamese mother, who is also a dancer and who, according to Kim, has an even harder body. What a gene pool to go swimming in. Her daddy was a CIA agent, so it's a sure bet that this Fox knows what's on people's minds.

Kim's porcelain body blends right in with Bob Eatherton's cherry red Softail. You'll see plenty of both on page 108.

—Dave



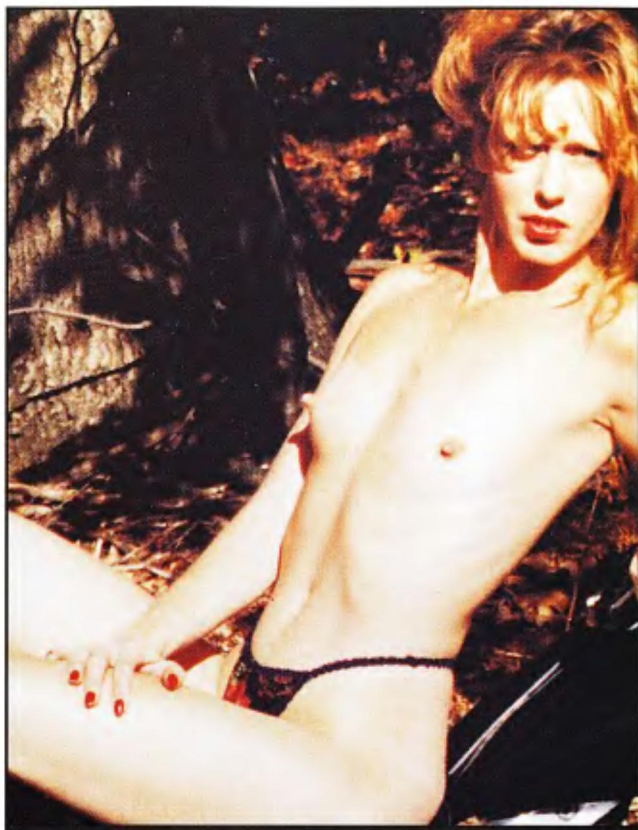
It was very exciting. I was topless, and I loved the feeling of the wind against my body.
Holly, Texas—#601



My first ride was with my uncle when I was seven years old. I've been in love with the hard power ever since.
Sarah, California—#602



I was riding with my man. The vibrations excited me, the feel of the wind intoxicated me, and I was proud to be an American.
Goldie, Indiana—#603



By the end of the night I was so horny that I had to make him do something about it.
Amy, Michigan—#604



I feel it underneath. I feel it inside. And when my hair is flying in the wind, I am high and can't let go.
Ute, Erfurt, Germany—#605



The only thing better than my first ride on a Harley-Davidson was having my legs wrapped around my man.
Cindi, North Carolina—#606

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☐ VOLUME #10



☐ VOLUME #11



☐ VOLUME #12



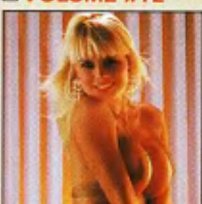
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☐ VOLUME #14



☐ VOLUME #15



☐ VOLUME #16



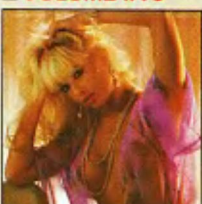
☐ VOLUME #17



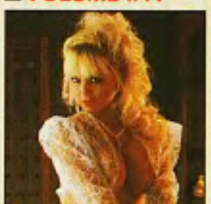
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Fox Hunt

Ladies, make \$500 by being selected as the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote.

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending 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 Fox Hunt entrant:

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

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

Photographs must be black-and-white prints, color prints,

That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

or color slides—no negatives. Color slides are best. Sorry, no photographs 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 reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #240 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

can begin sending in your votes starting May 1, 1993.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox 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 colorful crop of cuties is May 31, 1993. We'll print the winner in the October 1993 issue.



Here she is, bros, the second monthly winner in our 15th Annual Fox Hunt, Kira, #201, from Temecula, California. See more of her next issue.

FOX HUNT
P.O. Box 3000, Agoura Hills, CA 91376-3000

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

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

240

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Topless _____ Full Nude _____

Model's Signature _____

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

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

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Photographer's Signature _____

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

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

TECH TIP

THE FIGHTIN' FOUR

Special Tools To Get The Job Done

Rogue is a scruffy veteran mechanic at HMW in Melbourne, Florida, who's been sending us photographs and tech tips from up and down the East Coast for about 20 years. HMW, which was once known as Harley Motor Works before the boys in Milwaukee took their name away, specializes in four-valve head installations and performance motor work.

For well over a decade, Rogue has been hammering pissed-off performance into V-twins, including the installation of turbochargers on shovelheads, so he thought it would be an admirable idea to share some of his special tools with the rest of us wrenching fools.

The only problem was that Rogue had a problem focusing his lens, and his shots of these tools looked like the junkyard dog out behind the shop had pissed on 'em. So we asked our main penman, George, to illustrate the devices that have assisted Rogue in his wrenching duties for years. If you have questions about the construction of these tools, or about other special tools, give Rogue a call at HMW, (407) 723-0026. And if you're thinking about four-valve heads, they are experienced at installation.

Enjoy.

—Wrench

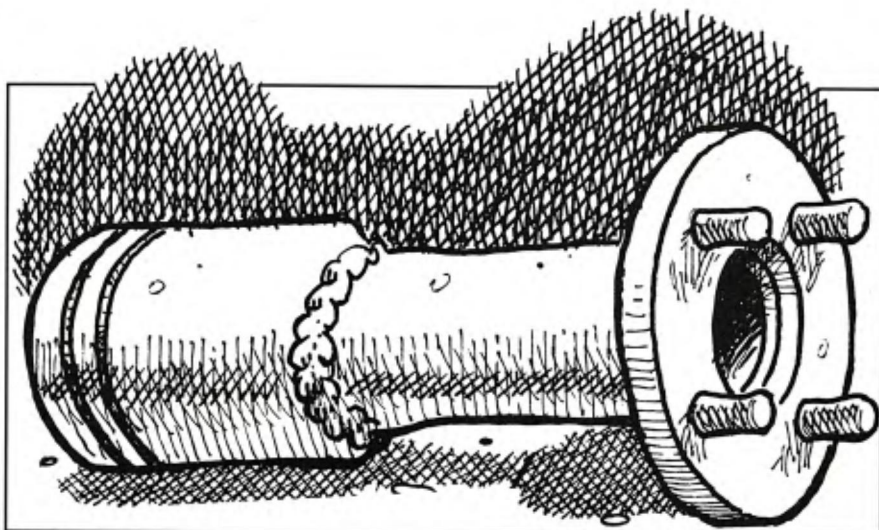


Figure 1

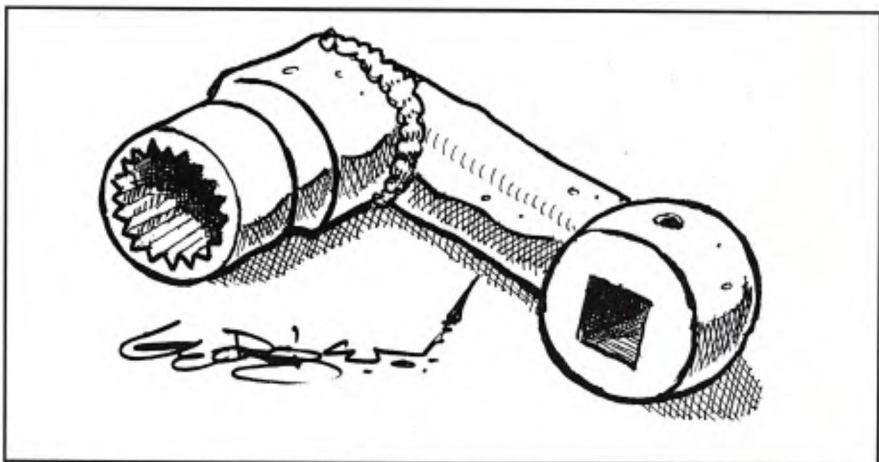


Figure 2

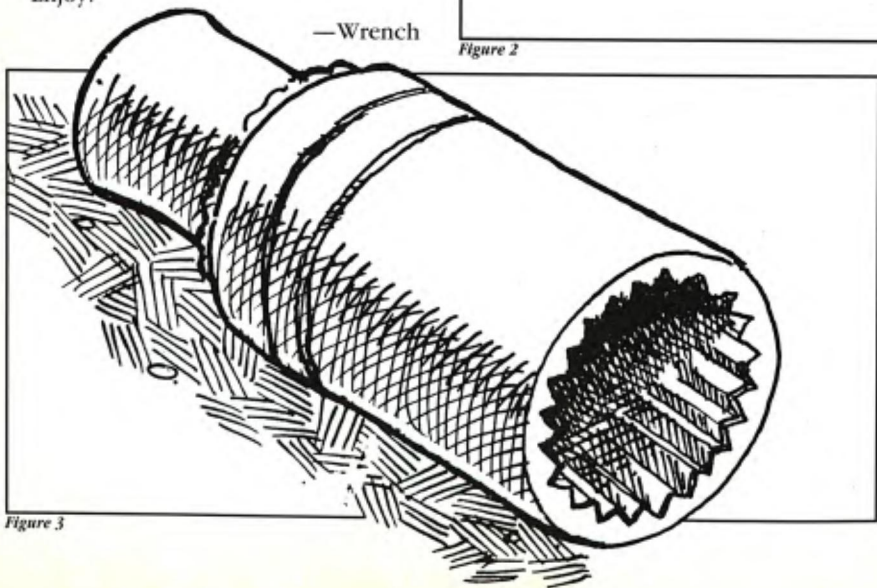


Figure 3

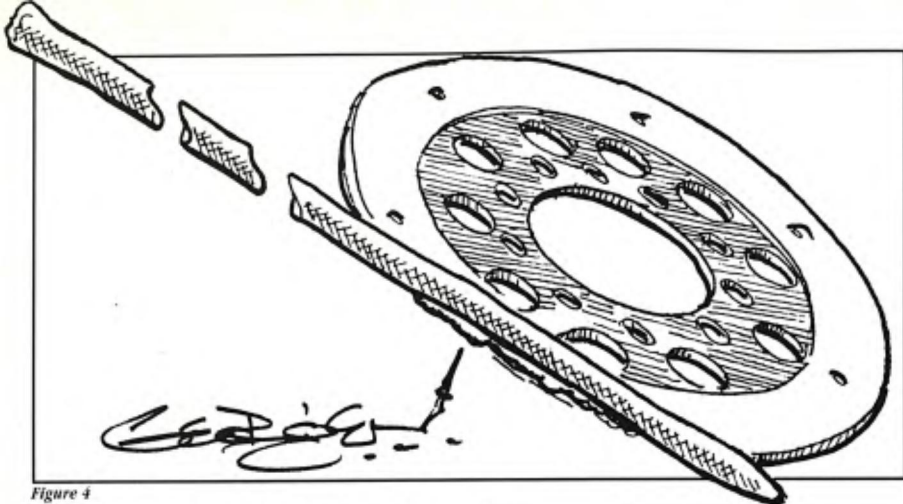


Figure 4

1. Compensator Tool: This tool is used on early Big Twins and most Sportsters to remove or install the compensating sprocket on the engine. It's made by taking an old compensating spring retainer and installing 4 5/16-inch diameter hardened pins into the existing holes, measuring the length to make sure the pins are long enough. Weld an old socket to the shaft end of the retainer, and it's done.

2. Sportster Head Bolt Tool: Because of clearance problems, this tool is a must for tightening the 12-point head bolts on Sportsters. Use a 7/16-inch, shallow, thin wall 12-point socket and weld a 3/8-inch drive torque adapter to it.

3. Clutch Hub Socket: This is a simple one used to remove the clutch shell. Too often the sockets available are too short, and it's easy to damage the fingers protruding from the hub. This is the correct socket welded to another socket for length. The threads on the nut are left-handed.

4. Clutch Hub Retainer: This one is an oldie but goodie. It is used to hold the clutch hub while loosening or tightening the hub nut. Take an old clutch plate, remove the friction pad, and then weld a handle to it. If you make the handle long enough, it will smack the ground.

5. Tranny Sprocket Tool: The chunk of flat mild steel and length of chain (approximately 6 inches) is used to hold the transmission sprocket in place while tightening the left-handed nut on the main drive gear. This part will only work on chain drive trannies with aluminum primaries.

6. Starter Tester: Don't throw away that broken outer primary cover—at least not before you cut off the corner holding the starter drive bearing. Now you have a tool that will let you check starter operation. Watch those fingers, though.

—Rogue

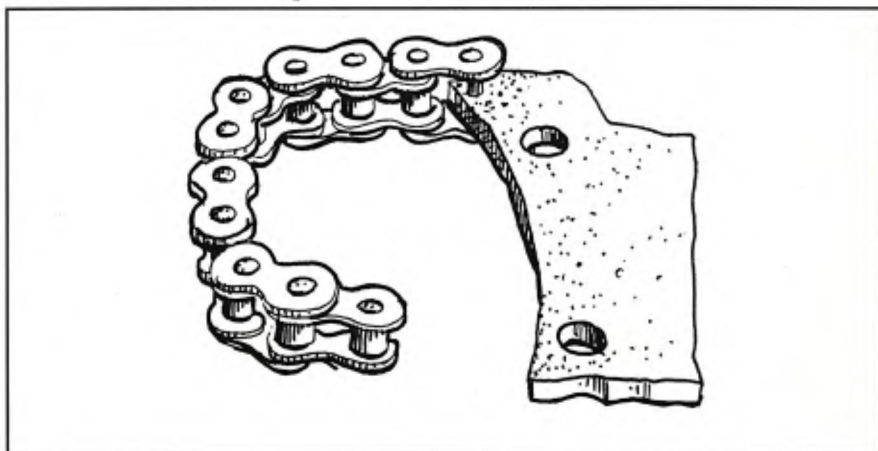


Figure 5

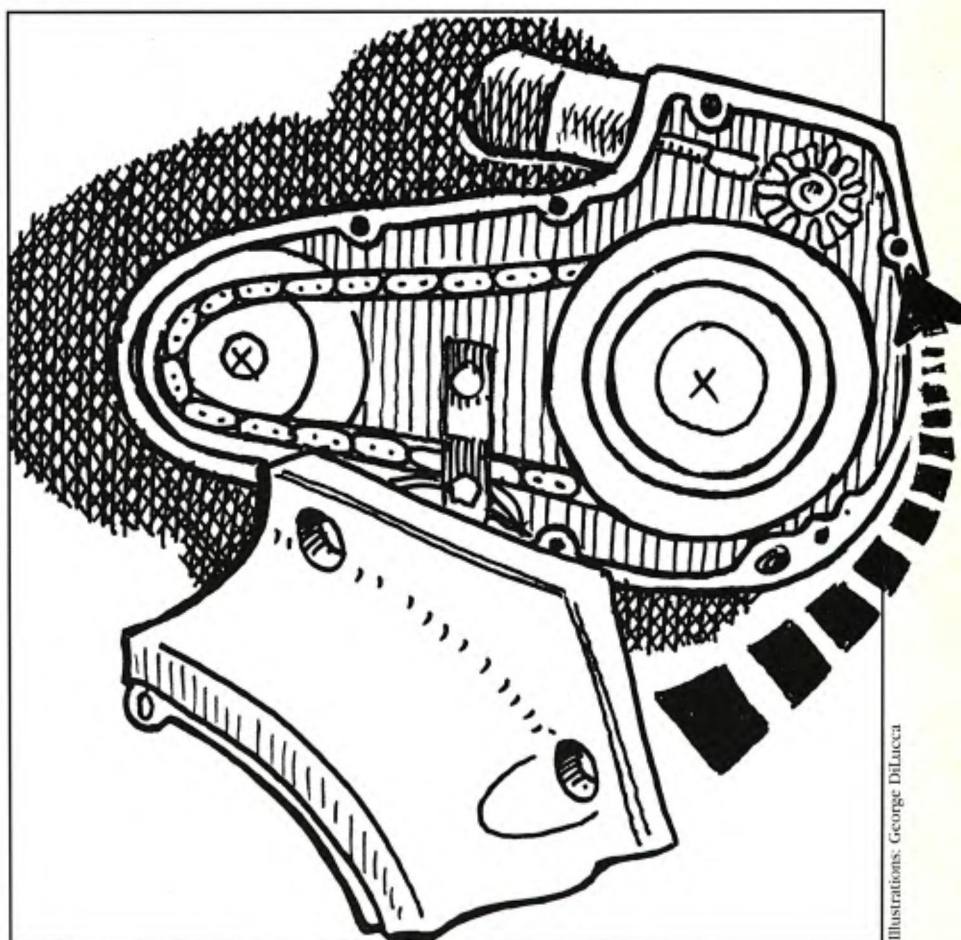


Figure 6

FLYIN' FREE

LEATHER AND LACE

Helping Our Children

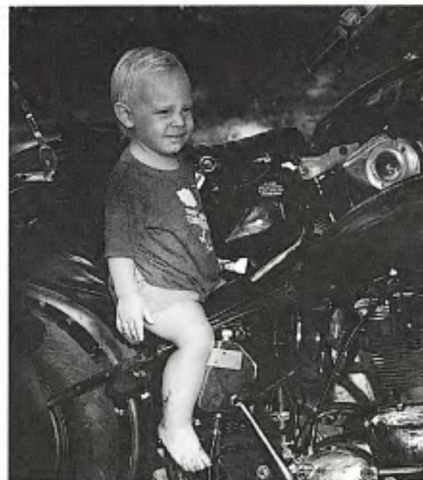


Photos: Michael Cornett



The women of Leather and Lace/Lady Harley Riders Association have a mission. In addition to bringing together women who share a love of motorcycling and changing the image of lady riders in general, these ladies are specifically concerned with insuring the future of our children. "We feel that children are our future and will carry our heritage," said Susan Grant, president of Leather & Lace's Cherokee Chapter-forming. "To insure that future, Leather & Lace has set aside a special day each year to hold the International Children's Run. At 10 a.m. on the third Sunday in September, each member of Leather & Lace starts her motorcycle to make a 150-mile run. She may be a member of a chapter, or the only member in her area, but she is not riding alone, because all over the world her Leather & Lace sisters will be riding together for the same reason—our future, the children."

Last September 20, the Cherokee Chapter-forming of Leather & Lace held their first children's run to benefit the Eagle's Nest Children's Home in Greenwood, South Carolina. Now in development, this special home for "troubled" adolescents will provide young people with a stable, supportive home environment and the guidance and skills they need to become independent, responsible, and productive adults. But what makes this home even more special is that it was both



conceived and supported by bikers.

Walt Gorham, a South Carolina mechanic and shop owner, was the man who first came up with the idea of a safe home for underprivileged and abused youth. "It's a sorry individual who would beat on a child," Walt would say. "I wish I could take them all home with me and see that they get the love and care they deserve." After conceiving of the idea of the Eagle's Nest, Walt set the plans in motion by enlisting the help and support of his biker friends who felt the same way. Unfortunately, Walt never got to see his dream become a reality. He was tragically killed during Daytona Bike Week '92 by a cager who ran a red light.

But Walt's friends weren't about to see his dream die with him. They took it upon themselves to make sure that the Eagle's Nest became a reality, and now the home is being built in Walt's memory. In addition to the money raised on their 150-mile run last September, the new Cherokee Chapter of Leather & Lace would like to challenge other organizations, clubs, and individuals to contribute to this cause.

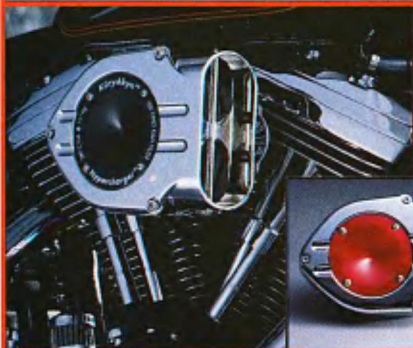
The ladies of Leather & Lace definitely have the right idea. If we don't invest in the health and well-being of our children, the lifestyle and freedom that we love and have put so much stock into, may become nothing but a distant memory. Let's insure our future by supporting our kids.

—Two Step



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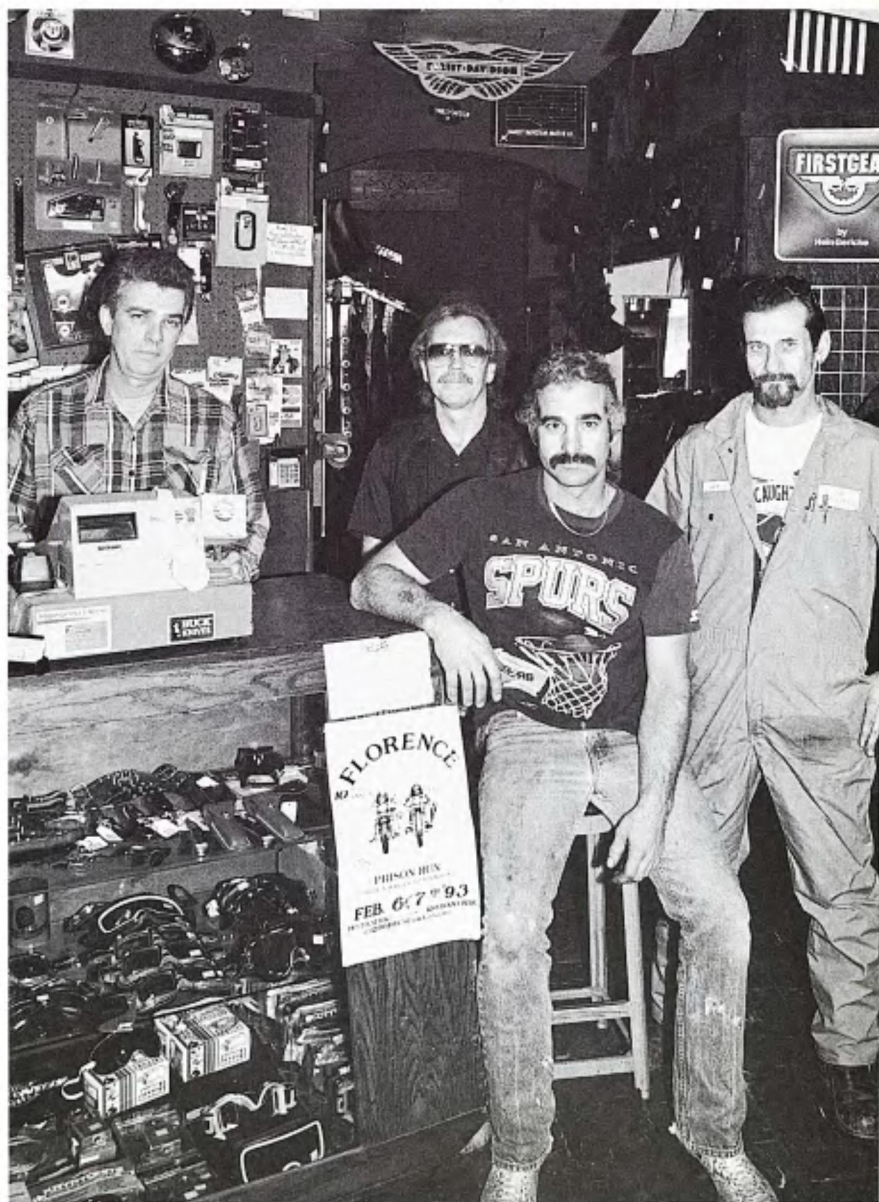
Howdy. In last month's issue I left you in soggy Southern California. Since Daytona Bike Week '93 was coming up, it was time for Sugar, my FLHTC, and me to ride across this great country of ours once again.

The first day out, February 2, Groundhog Day, we rode to Phoenix, Arizona. While in town I got to visit with Buzz, the owner of The Wheel Shop, 1621 E. McDowell Rd., (602) 253-1344. They specialize in tires and wheels, as their name implies. They are a charter member Bros Club dealer. The Wheel Shop carries hundreds of tires, all brands for all kinds of 2-wheel vehicles. They also handle ATC paddle tires and do high-speed balancing.

That evening I spent the night at Buzz's house. He showed me his large collection of spurs. Buzz must have hundreds of them, all shaped with different designs hanging from the ceiling in several rooms of his house. I know from nothing about spurs, but nonetheless found them interesting to scope out.

From Phoenix, I rode to Mescal, which is east of Tucson near Benson. I dropped in for an overnight visit with Red Beard and Jeanette, whom I met in the spring of '88. With the help of some brothers, Red Beard is building his own house. He's lucky because a few of his bros live nearby and are in the construction business. Some pull wires, some do concrete, a few lay brick or tile, and still others drive nails and are handy with a skill saw. A few of the bros showed up that night for a house party. It was fun and relaxed, more so, let's say, than hanging out in a bar.

Thursday, after eating breakfast at Hank's Coffee Shop, 4th and Ocotillo



The Wheel Shop crew, Phoenix, Ariz.



Don and Gloria Hoppe in front of their bar, Li'l Sturgis, San Antonio, Texas.

Road in Benson, Sugar Pai and I hit Interstate 10 once again, headed toward El Paso, Texas. Arriving in El Paso late that afternoon I stopped to check out Z-Bros Custom, 5631 Dyer, (915) 565-1437. It's located in a large shopping center. The two brothers, Juan and Carlos, have a fairly large store and bike shop. The store has grown quite a bit since my last visit. In the back part of their store they have a tattoo studio called Flesh Tones. The two artists who work there are Rudy, nicknamed China, and Carlos, also known as Cuervo. They do custom fine line and full-color tattoos. Z-Bros builds choppers and does restorations. They are also getting into the silk-screen business, doing ball caps, T's, or anything that will take paint. The brothers have been in business about a dozen years, four at the present location.

I left El Paso on Friday morning for San Antonio, Texas. It was the longest and coldest part of my trip thus far. To ward off the chill I wore my Aero Stitch Roadcrafter suit over my leathers. On the handlebar grips I used my Farnan heated grip pads. On my hands I wore a new pair of electric gloves by Widder Enterprises. I highly recommend these products. They helped greatly and the putt would have been damn near

impossible without these creature comforts. During inclement weather conditions my experience has taught me to ride during daylight hours whenever possible. The address for Aero Stitch is 88 18th Ave W., Duluth, MN 55806-2148, (218) 722-1927. Farnan Custom Products can be reached at P.O. Drawer 9, Arden, NC 28704 (800) 338-3974. Widder Enterprises are at 410-D Bryant Circle, Ojai, CA 93023 (800) 992-2653.

Late that evening Sugar and I pulled into old San Antonio. I started looking for a cheapo motel where I could crash for the night. That is, until I phoned a bar called Li'l Sturgis and found out that they were having a party for someone called Rip. Yeah, wouldn't ya know it? No rest for the wicked. A couple of weeks before I left California, Gloria Hoppe, the owner of the bar, wrote me a note and invited me to stop at their place. I grabbed a bite to eat then hurried over to see the folks at the bar.

When I arrived, they were in full-on party mode, complete with a jamming Tejas blues band. Brothers and sisters were getting down with the sounds. Everyone seemed friendly and they got along great. Li'l Sturgis is located at 1334 Austin Hwy., San Antonio, (512) 821-6059. Check them out when you're



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in the area. They're fine folks.

The next day, Saturday, I had a sad duty to perform. I attended a funeral for Mark McNeal, better known as Jingles. He rode with the Gypsy MC, River City chapter. Before becoming a Gypsy he rode as an Outrider and with the Vietnam Vets MC for 28 years. Thirty-one different motorcycle clubs showed up to pay their respects. Jingles first rode with the Alamo City Gypsy chapter before switching over to the River City chapter in 1989. Due to medical reasons, he became a life member in 1991.

Diabetes finally got him. His disease had been getting progressively worse for quite a while, and he knew it would only be a matter of time. Before leaving this Earth he told his brothers how he wanted to be buried. Jingles' ol' lady pulled the casket behind their putt on a low-slung flatbed trailer. His last ride was on a Harley with a specially built sidehack. Jingles was blind, but he went to all his club's runs before his departure. One of the Gypsy members told me that he was a captain in 'Nam. He was laid to rest at St. Joseph's cemetery in Comal County, Texas. It was a beautiful funeral, complete with a bagpipe player and a trumpeter who blew

taps. A salute was fired into the air by one of the brothers with a rifle, just as Jingles requested. The wake was held at Jingles' home and at L'il Sturgis.

The Gypsy MC has been involved in many charity events throughout the years. Besides donating to the Muscular Dystrophy Association (MDA) and Toys for Tots, they bought an \$1,800 wheelchair for the San Antonio Wheelchair Association. They started by helping the St. Peter's and St. Joseph's Children's Homes. Currently, the Gypsy MC is helping the Satellite Center by sponsoring a child for an entire year. This involves equestrian therapy for disabled children. Way to go, you guys. Keep up the excellent work.

As a side note, I would like to see the Bros Club get involved with the Diabetes Foundation on a national level, especially to help kids born with this life-threatening disease.

On a happier note, I got to visit Luckenbach, Texas, the day after the funeral. Yeah, I got to see a bit of Texas culture for myself. The kind Willie Nelson sings about. There were several musicians playing string instruments and singing out behind an old post office. Real down home entertainment. No one gets paid for it, they simply

are there because they want to continue a tradition started long ago. It was a beautiful day for a putt. Eight of us left San Antonio for Luckenbach, and we picked up a couple of riders en route. Before reaching our destination we stopped at Town and Country, a smokhaus and restaurant, and ate some good barbecued ribs and fixings. They're at 29088 U.S. Hwy 281 North in Bulverde, Texas, (210) 980-2211 or (210) 980-2277.

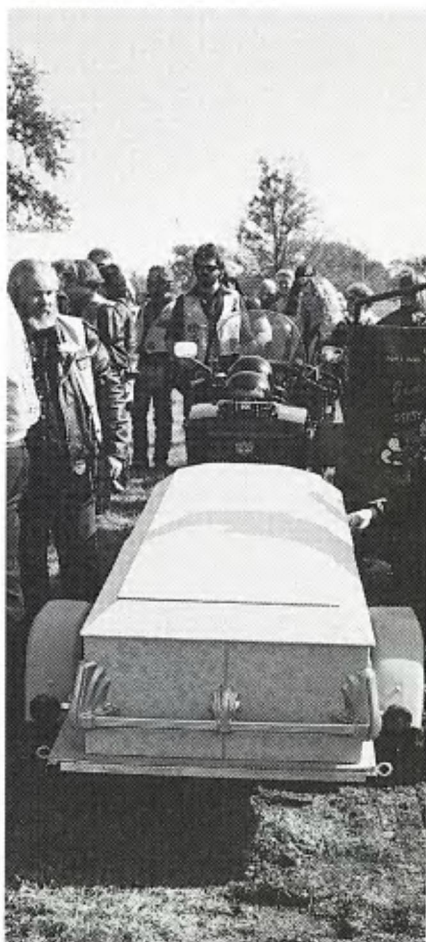
On Monday I rested, did some writing, and called the office to tell the crew that



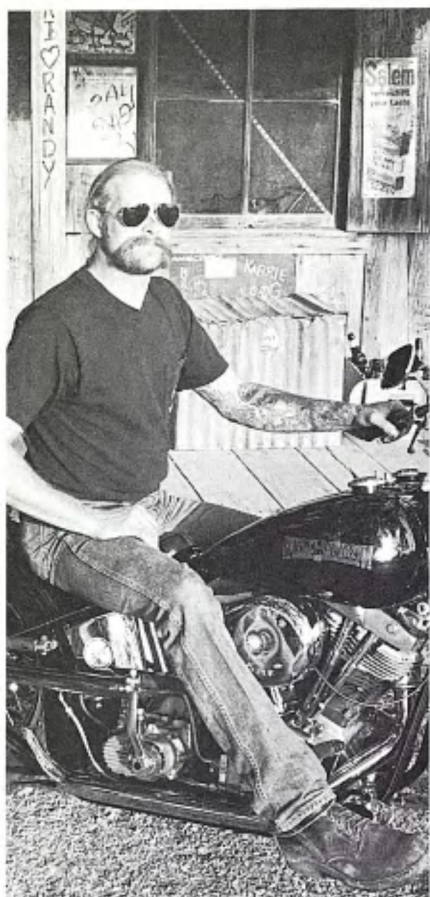
My guides to the funeral home.



Explaining it to a youngster at the Colonial Funeral Home parking lot, San Antonio, Texas.



Jingles' last ride.



Texas rider in front of a historical spot.



Waiting for the barbecue, Bulverde, Texas.



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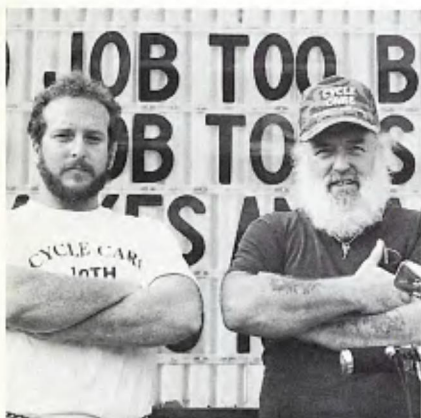
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Red Beard (far left) with a few bros, Mescal, Ariz.

Photos: Rip



Randy (left) and Larry Russell, Cycle Care, New Smyrna, Fla.



Check out the blonde



The Z-Bros gang, El Paso, Texas.

I was at the home of James and Cindy. They work at Li'l Sturgis and were kind enough to let me stay with them.

Sugar was ready for a servicing, so I took her to Alamo City Harley-Davidson. These are fine folks, and they do accommodate out-of-town wayfarers. Thanks go out to Paul DeBetta, a Softail rider, and the crew at Alamo City, 11005 IH 35 North, San Antonio, (210) 646-0499.

On Tuesday morning, February 9, Sugar and I split, heading eastbound on Interstate 10. Along about nightfall we reached Baton Rouge (Red Stick), Louisiana. I spent the night at Mr. Boar's home. Boar and I ate some huge beef steaks at the Louisiana Rouge Gardens, 11259 Florida Blvd., (504) 273-9242, before calling it a night. How big were they? They were more than 20-something ounces. Thanks, Boar, it was grand!

The next morning I cut out for Florida, reaching my friend Artie's house late that night. We've been bros since the '70s. His '57 pan was featured in *Biker* last year.

While in that neck of the woods I had the opportunity to visit Russell's Cycle Care, a Bros Club dealer at 2514 N. Dixie Freeway, New Smyrna Beach, Fla., (904) 427-6001. They work on all brands of scooters, along with water crafts and jet skis. Before going into business for himself, Larry Russell was an instructor at the American Motorcycle Institute in Daytona. During Bike Week, Larry parks a crane next to his shop on which he hangs American flags. He uses the crane to suspend several imports some 60 feet off the ground. The imports get smashed and burned at the Cabbage Patch during the Daytona classics.

Well, that does it for another month. Luck was with me on this cross-country sojourn, 'cause I didn't get wet. It sprinkled a couple of times, but Sugar outran any major rain clouds. It pays to check out NOAA, the national weather channel, on the tube.

You know where the next issue will be coming from. In the meantime, how about some mail? I'm always looking for new places to eyeball. So how about it? Let me know what's going on in your neighborhood. I'd like to know about any biker-related activities. Please include a good phone number. You know the drill. Until then.

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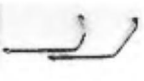
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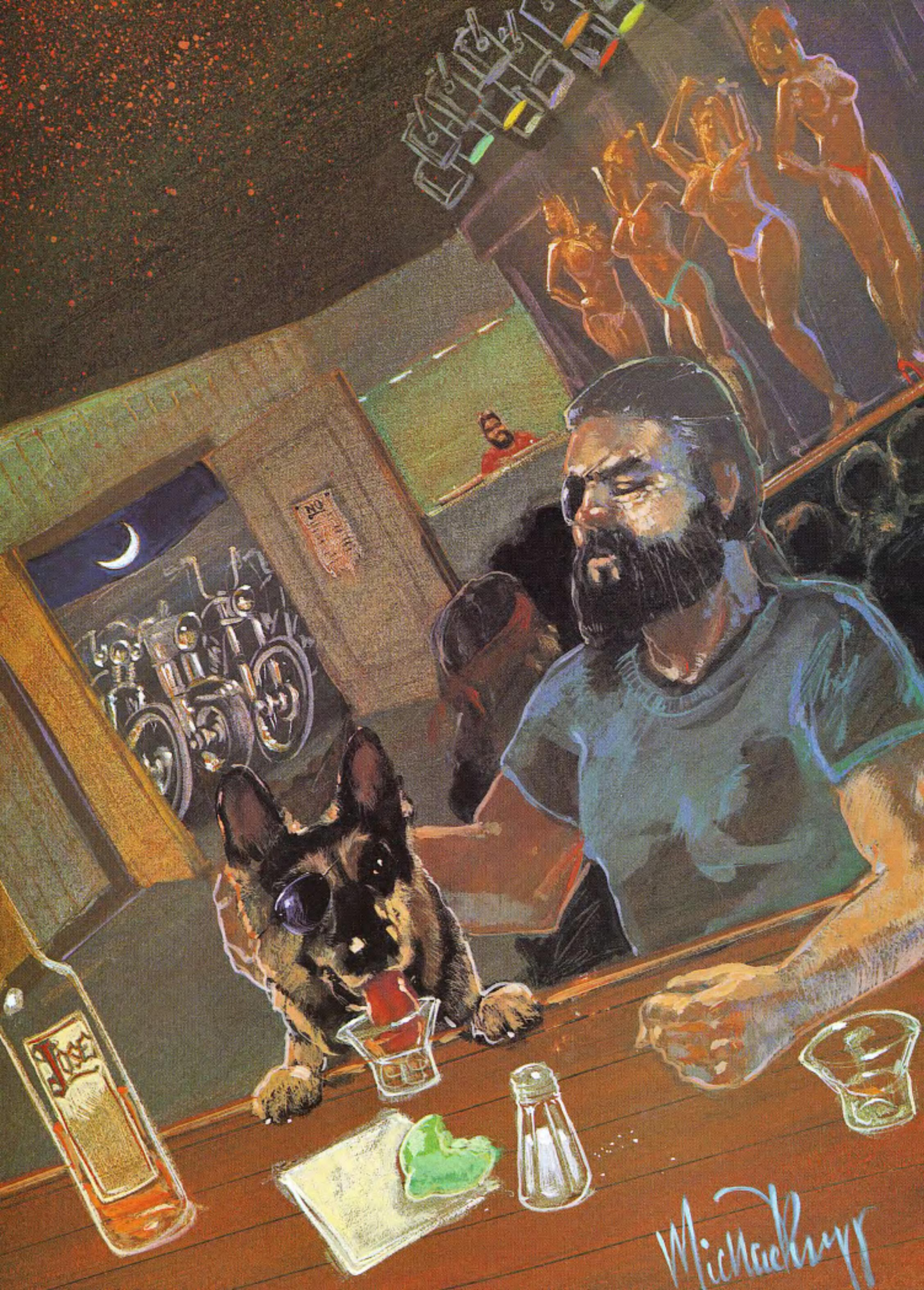
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Michael Myers

ONE EYE

The Whiskey Hill Social Club's parking lot was lined asshole to elbow with American iron that night. Deadeye sat quietly on his black '68 glide, just staring at the double oak doors.

"C'mon, Hank. I'm buying."
Hank hopped out of his sidecar and joined Deadeye as they headed for the bar and the night ahead. It was sure to end ugly, and both of them would be keeping an eye out for trouble.

Jolene looked up from behind the bar as they walked in. "Oh my God," said the blue-eyed brunette. "What the hell are they doing back here?"

Standing six-foot-three and weighing in at 240 pounds, Deadeye was a walking trouble museum. At two-foot-five and 80 pounds, his black and brown German Shepherd was a four-legged equalizer. They'd been together through 100,000 miles of Mojave wind, Texas heat (Fontana and her Chihuahua, what a pair of vise grips), and Florida rain, with enough beer and tequila in between to float the Mexican Navy. Matter of fact, folks were still talking about the last time they were in Whiskey Hill. →

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Deadeye had truly missed his second home. Vintage guitars lined the walls, and blues poured out of the house speakers seven nights a week. It was a place where a man could ride into and get very lost. Deadeye parked himself, and Jolene began pouring the Gold.

"Lime," he grunted.

She handed him one, uncut. Deadeye slammed the shot and

Deadeye watched Hank lap up his Gold. He owed his life to that dog. The black patch over his right eye only made him look meaner.

"Maybe so," replied the burly biker, "but how's Mr. Limp Dick's pool shootin' arm these days?"

Deadeye recalled the night he and Hank first met Tate. The Whiskey Hill Social Club was holding a wet T-Shirt contest, with a

... but he was a runt with an attitude. He sure didn't understand the rules about another man's woman

chewed the fruit. Jolene quickly refilled his glass.

"Him, too," Deadeye said, nodding to Hank.

She poured a shot for the other steel-eyed dog.

"Does he want a lime?" she asked.

Hank gave Jolene a nasty snarl as Deadeye handed him his libation.

"He wants your ass," the biker replied, "and we want Tate. Where is that poor excuse for his daddy's protein?"

"Bent on losing the other one?" she asked.

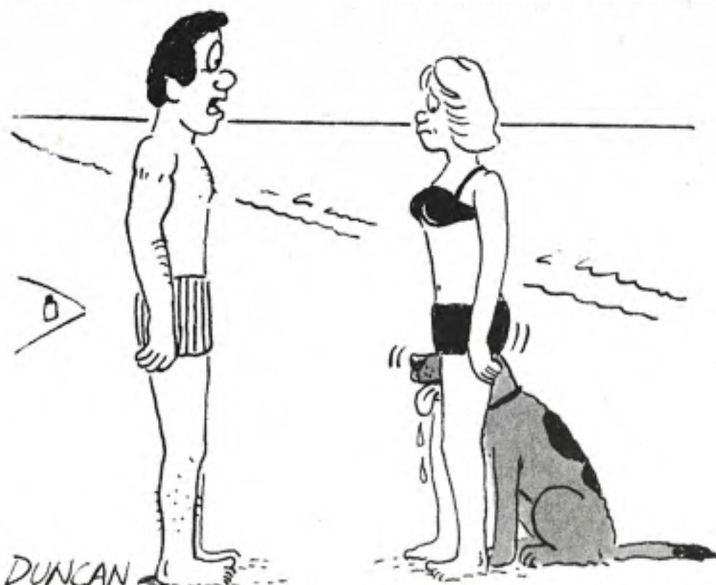
Deadeye touched the black patch over his right eye. "Lucky shot," he muttered.

"Two lucky shots," Jolene reminded him.

\$3000 door prize going to Miss Whiskey Hill 1972. Tate had organized the show, but he was a runt with an attitude. He sure didn't understand the rules about another man's woman.

Sheila was Deadeye's ol' lady. She was a fiery redhead with a whopping set of 42 double D's. During the contest, Tate told her she could take home the three grand if she'd consent to a complete after-show physical. When Deadeye heard about it, the whole bar blew apart.

He was well into the process of force feeding the runt a longneck when Tate's buddies came running over and pinned Deadeye down. That's when the German Shepherd



"Don't mind him—he only wants a little shade."

from Hell leapt over three tables and started sinking fangs into legs. The only sound heard over the screams were the pops of Tate's .22. The first shot found Deadeye's right eye. Then Hank went for the kill.

The wiry Shepherd turned into a mauling machine, shredding Tate's firing arm like a mother wolf ripping into a grizzly bear. The second shot caught Hank's right eye, a reflex action to 100 pounds per square inch of jaw locking into Tate's wrist. When it was all over, cartilage, tendon, and blood littered the barroom floor. Deadeye and Hank woke up hours later in the emergency room. In his delirium, Deadeye had threatened to kill the paramedics if they separated him from Hank. Now he and his running partner were back with a score to settle, and this year's Whiskey Hill Social Club Wet T-Shirt Contest promised to be one for the books.

"Refills," he grumbled to Jolene.

"He'll kill you this time," she said, filling her patch-eyed customers' glasses, "and I don't feel like hauling yer dead ass out those doors."

Deadeye was her one soft spot. After the shooting, Sheila had dropped him like a bad habit. She said she didn't want "no pirate-looking sonuvabitch" for an ol' man. But to Jolene, he was worth his weight in real gold.

"I read my horoscope this morning" joked the bearded biker before slamming his shot. "I ain't supposed to die tonight—just have a good time."

Deadeye surveyed the room full of beautiful women. They were his soft spot, and he'd sworn never to let himself get too close to that kind of trouble again. But Deadeye knew that these big-breasted beauties were Tate's weakness too. They would lure him back . . . and help Deadeye even up the odds.

Deadeye climbed off his stool, and Hank sat up to follow.

"Stay, boy," his master ordered, "and don't talk to no strangers."

Deadeye handed Hank some more liquid refreshment, which he managed to knock over in a drunken canine stupor. Hank →

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licked the barroom floor clean as his master headed for a girl in the crowd. Blonde, tall, and built like a neighborhood of brick shithouses, Deadeye knew she'd be the one. He said something to her and held out two crisp \$100 bills. She smiled and stuffed the money into her flimsy bikini bottom. Then she let him inspect her protruding merchandise.

approaching bikes blended in stereo. Deadeye looked out the window as Tate and his two bros parked. He studied Tate's modified Low Rider, with the gas pedal on the right side next to the dual-action brake pedal. *Clever*, Deadeye thought. But what he really admired was the chrome hook on Tate's right hand, reflecting under the parking lot light. *Nice*

The crowd went completely insane over the spectacle of music and flesh. It was the perfect distraction from what was about to occur

Hank just shook his head, convinced that his master was no smarter than a year ago. The watchful canine's gaze followed Deadeye as he approached the bro behind the DJ stand. A few words later, he handed him a \$100 bill. Satisfied with his efforts, Deadeye returned to the bar.

He slammed another waiting shot and held up Hank's refill. Hank rolled over on his back, and Deadeye slowly poured the Gold into the trashed animal's mouth. Hank belched and slumped under the barstool.

"When is that worthless fuck showin' up?" Deadeye asked Jolene. Hank's growl and the rumble of

work, Hank, he thought.

Jolene reached underneath the bar and retrieved a locked box. She took out a key to open it, and Deadeye put his hand over hers, reassuringly.

"This one's man-to-man," said the one-eyed justice department.

"You're a damn fool," she replied with disbelief, "and you're gonna die like one."

Deadeye gently squeezed Jolene's hand and gave her that slow, heart-broken grin.

"I got a fool's luck, babe."

Deadeye leaned down to pick up the vacant shot glass and glared at his tequila sidekick. The fire burned in their eyes as they



exchanged snarls.

"C'mon, Hank. Let's go clean us a few clocks."

Deadeye grabbed an industrial strength push broom from behind the bar and stomped off the bristled end. He examined the staff approvingly. Hank cocked an eyebrow.

"The right tool for the right job, eh, boy?"

Deadeye smiled at the ample-chested blonde who was talking with a group of equally healthy contestants. She headed toward him with her swaying hips and black fishnet top, and he gave the DJ a thumbs-up. Strains of ZZ Top's "La Grange" began pumping through the speakers. Deadeye laughed when he heard his favorite line from the song.

They gotta lotta nice girls...

"You got that right," he said out loud.

On cue, the DJ cranked up the house PA. Drums and guitars exploded through the club. The big-titted girls leaped on the stage, ripped off their shirts, and began shakin' and bakin' everything they had. The crowd went completely insane over the spectacle of music and flesh. It was the perfect distraction from what was about to occur at the other end of the bar.

Deadeye and Hank stared with single-minded faces at the three sets of growing shadows cast by the parking lot light through the crack under the saloon doors. "I might be mistaken" bellowed through the speakers, and guitar lightning ripped through the steel-eyed trouble twins.

It was now or never.

Deadeye vaulted on the broom handle and planted his size 12s against the double oak doors. They exploded open to Tate and his buddies, who spit teeth as they flew backward onto the ground. Hank shot through Deadeye's legs and clamped his jaws across the neck of one biker, instantly snapping it. Deadeye planted his fist into the face of the other and drove his elbow down into the screaming man's temple. Silence.

Tate staggered to his feet, horrified by the recognition of the wild

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man and his hell dog. He slashed at Deadeye with his hook and drew iron with his left hand. But his reflexes froze up at the sight of Deadeye's secret weapon.

A 6-foot blonde with 44 double E's had ripped off her fishnet top and bikini and was dancing naked in the doorway. Her swollen mammarys heaved up and down as she gyrated her bare-assed bottom to

face. He pulled the bloodied chrome hook out of his leg and buried it into Tate's right eye socket. Hank ignored the gurgling screams as he finished ripping apart the dying man's pride.

"Clean yer plate, boy," growled Deadeye. "Think of those starving pups in China."

Deadeye stood up slowly and tied a bandana around the gash

The telltale crack of the chest bone, along with the wheezing gasp of a collapsed lung, brought a smile to Deadeye's face

the deafening music. Tate stood paralyzed with his jaw hanging open.

Deadeye slammed the broom handle across Tate's left wrist, shattering the bones and knocking away the handgun. Hank lunged with a blood-curdling howl and viciously buried his muzzle into Tate's lap. He dragged the stunned biker to the ground, snarling as Tate screamed for mercy.

There would be none.

Deadeye's plunging heel crushed Tate's jaw. A hook gashed into Deadeye's left leg as he dropped his knee and all 240 pounds onto the runt's panting chest. The telltale crack of chest bone, along with wheezing gasp of a collapsed lung, brought a smile to Deadeye's

in his leg. Hank shook his bloody jowls and belched. Then Deadeye turned and gave Whiskey Hill a long, final look, knowing he could never return. He'd especially miss the great service.

"Well, boy, where to now?" Deadeye asked, firing up the glide. "You wanna go to Austin and look up Fontana and her chi-chi dog? We could take 'em to the Armadillo for some Gold."

Hank jumped in his sidecar and howled with approval.

"Then Austin it is," laughed Deadeye as they roared out of the parking lot. "But *this* time, yer buying, you sonuvabitch."

—Fiction by David Aldridge



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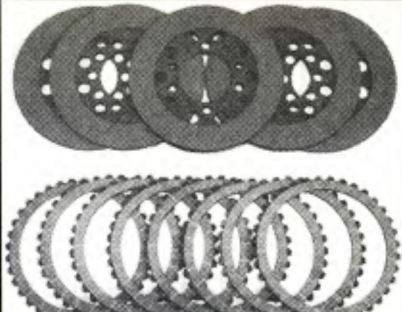


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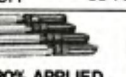


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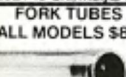
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VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1R0, (705) 456-6622, FAX, (705) 456-0360, USA: Kaycee, Rt 22B, Buffalo, NY 82834.

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LEATHERS: Sleepy Hollow Saddlery, Inc. Free info and price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800) 338-8625.

LEATHERS: GLIDE WITH PRIDE LEATHERS: Top quality American-made leather clothing & accessories at discount prices. Jackets, vests, saddlebags & much more. \$2 gets catalog—deducted from 1st order. Box 875, Jonison, MI 49429-0875.

LEATHERS: LAREN LEATHERS, buy/sell, new/used biker duds—from head to toe (hats, jackets, vests, gloves, belts, pants, chaps, all kinds of boots, dusters, fannies, police gear, etc.). Huge inventory! \$2 for catalog to Box 33, Riner, VA 24149, (800) LAREN-4. "Have Leather Will Travel".

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.

PARTS & ACCESSORIES: Free 175-page catalog, Harley parts & accessories. Call (216) 364-6519 or write to H & M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail only.

T-SHIRTS: 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.

T-SHIRTS: Brooklyn H-D Sale Corp., Various front designs with our back logo, \$17 ea. + \$2 S&H (U.S. funds only). 2487 Goney Island Ave., Brooklyn, NY 11225, (718) 998-6666.

T-SHIRTS: Hacienda Harley-Davidson, \$11.95/first shirt, \$9.95/second. Heavy black, 100% cotton, 5-oz design. Shipped UPS/COD, XXX available. 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700 or (800) BIKE-4-U-2.

T-SHIRT: 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.

T-SHIRT: DOGMEAT'S, "Flathead, Knucklehead, Panhead, Shovelhead, Blockhead, Gimme Head" on front, orig. logo on back, 100% heavy blk. cotton; \$10.95 incl. S&H. Dogmeat's, 4713 California Ave. SW, Seattle, WA 98116, (206) 935-4710.

T-SHIRT: PRISONERS OF WAR FREEDOM FOUNDATION. Black, P.O.W. T-Shirts: \$12, short sleeve only, M-XXL. RFTW and "Jane Fonda, American Traitor—BITCH" patch; \$5 ea. Box 65 MCRD, San Diego, CA 92140.

T-SHIRT: Easyriders Store, Boston, 165 Main St., Reading, MA 01867, (617) 942-9944. Full line of Easyriders products in stock. Stop by and check it out.

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T-SHIRT: Lombardi's Harley-Davidson; \$15 each, includes S&H, 440-442 Bay St., Staten Island, NY 10304, (718) 447-4009. U.S. funds only.

T-SHIRT: Blocker Harley-Davidson, Rt. 248, Box 204, Perryville, PA 18244-0204, (215) 377-0440, from Kids to XXXL; \$15, includes S&H. U.S. funds only. Large selection with multi colors.

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VIDEOS: Nudity in the streets. See the party on Bourbon Street. Find out what Mardi Gras and the French Quarter are all about. Mardi Gra Videos. Send \$1 for color brochure. EASYVID, Box 71634, New Orleans, LA 70172.

VIDEOS: Heidi Hooters, 55HHH/Bunny Joe Tyler, 55FFF... Bra Bustin' Amateur videos!!! If you like 'em big, you'll love this! Approx. 40 min. \$25/ea., \$40/both. Over 21. Signature/statement of age req. Info #1. LADYFAIR, 2520 Welsh Rd., #214ER, Philadelphia, PA 19152.

MISCELLANEOUS

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.

DEALERS WANTED: Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206, Dept. P. 112 page, color catalog, H-D accessories/Genuine Bikerware. Call/write (414) 263-3000, FAX (414) 263-2001. WHOLESALERS ONLY!

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USED HARLEYS WANTED: Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800) BIKE 4 U 2, FAX: (602) 428-1988. Cash for used Harleys. We pick up nationwide, crate and ship used motorcycles overseas.

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PERFORMANCE: Bartels' Harley-Davidson, 4141 Lincoln Blvd., Marina del Rey, CA 90292, (310) 823-1112, FAX: (310) 823-0899.

SPEEDOMETERS: PARAMOUNT SPEEDOMETER, specializing in Harley-Davidson speedometers, repair & sales, cable & housing, front wheel adapters. 8845 E. Alondra Blvd., Paramount, CA 90723, (310) 630-9753.

TRANSPORTATION: D & D Motorcycle Service/Crating and shipping from California to anywhere in the world. 1338 W. 228th St., Torrance, CA 90501, (213) 530-5654. ☉



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Photoillustration: John Jordan

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BA240

OUR 22ND ANNIVERSARY CELEBRATION

*Exposing
The
Unswimsuit
Cover
Shoot*



Each year *Easyriders* celebrates the infamous day when its very first publication plopped into existence. That first splash was bigger than anyone expected and the annals of biker history haven't been the same since. Problem is, after 22 years of sketching out cover ideas for the special Anniversary edition, about the only thing anyone around here could draw was a blank. But as fate would have it, after droning on about how we oughtta do something with tattoos, or maybe a

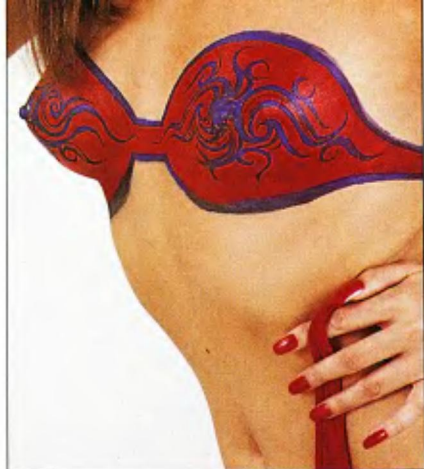
swimsuit cover like every other rag in the solar system, *Easyriders* head honcho himself put two and two together and said, "How 'bout another UN-swimsuit edition, except with cover girls wearing nothin' but flesh and ink." Like the normal run of things in a corporate boardroom, all of us simultaneously coughed, sputtered, and belched, trying to figure out a way to make it seem like we already thought of it.

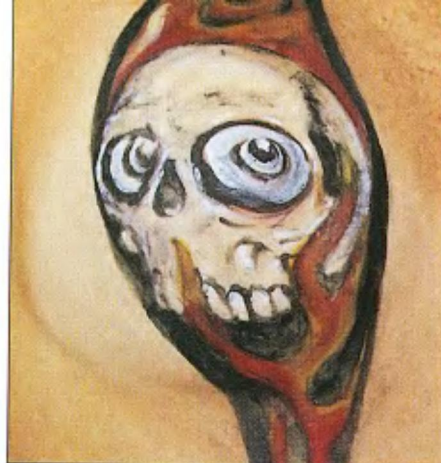
A couple weeks went by and I pretty much forgot the whole thing.

Then at 6 a.m., on what I was sure was Monday but which later turned out to be Wednesday, my girlfriend of nearly four days shoved the phone against my head. "Dogger, it's Bandit. Get your ass over to Raiko's studio. You're gonna cover the cover. This is the big one, so don't fuck up. And do yourself—and the rest of us—a favor and take a shower, you're interviewing three naked cover girls all day." Click.

I couldn't help but mutter, "Naked cover girls all day?" Big →







Bertha Sue wallowing beside me wasn't impressed.

I woulda taken a shower. Really, my hygiene's not that bad. I'm just sorta on a different time clock. Unfortunately, I used up all my gettin' ready time explaining to my girlfriend how much I was gonna hate interviewing naked women with perfect bodies all day. I was tryin' to butter her up since my scoot was down and I needed her to give me a lift. Finally, I tried appealing to her better senses by saying, "If I'm so

turned on by women with perfect bodies, then tell me what in the hell I'm doin' with you?" Needless to say, my boots saw some serious pavement that morning.

Yeah, I showed a couple hours late. And, yeah, there were three incredibly beautiful and incredibly naked models walking around like they were in their own living room. And, yeah, with pen and pad in hand I had the perfect excuse to get close to each one. The cover shoot for *Easyriders* 22nd Anniversary

Special Edition was looking up. Problem was, I stunk so bad from the long walk that the girls wouldn't get within 10 feet of me.

What I found out, from my safe smell distance, was that the little blonde from Atlanta, Georgia, goes by the name Catalina. When she's not modeling or acting, Cat gets off on everything from Harley riding, horsebacking, and professional dancing, to rafting down the Chatahoochee and "exploring deep, deep into the woods." She does →



rekindle your pioneer spirit. Her tattoo bikini was painted on by the talented ink artist, Derek (*Easyriders* Melrose Store), who invented a bio-mechanical version of the bike's theme on Cat's curvaceous canvas.

Next, was the sexy brunette, Antoinette, from Sweden. When she's not paying the bills by modeling, or straddling her '81 FLH, she devotes her time to her music career. If her looks reflect her vocal talent, she shouldn't have any trouble shitcannin' Madonna. Her

brushed-on bikini was the handiwork of tattoo visionary, Bob Vessels (*Easyriders* October 1992 issue) who applied a tribal touch to Antoinette's perky palette(s).

But it wasn't until I noticed a beautiful redheaded, blue-eyed blend of Irish and Sioux, sweet Hannah, that I knew I found just the right girl to bring home to Mom. Unfortunately, any plans I might've had turned to shit when the ink slinging heavyweight himself, Gill Montie (Tattoo Mania, Hollywood),

of *Terminator 2* fame, hauled her off into a private room for the rest of the day—and then some.

I did find out that Hannah's from Corpus Christi, Texas, and that she was filmed at the Bikini Open in Miami and also appears on the Playboy Channel. She was excited about getting a temporary tat since her bikini modeling won't permit a permanent one. Skull and flame is what she wanted, and although Gill was told to paint only "above," it's hard to blame him for the detour.



As fond as I was of standing in the middle of casaba country, my eyes kept wandering over to this custom rigid half-hidden behind a curtain. Through the 'vine, I'd heard about an Evo-powered hardtail that Micah McCloskey was building for a hard-ridin' asphalt astronaut named Josh Donen. I had no idea that Josh's scooter would be done in time for The 22nd Anniversary, let alone for the cover shoot. But there it was, bigger and better than life itself. Every painstaking inch of that →



scooter—from all that detailed billet work, the polished cases, spun aluminum, machined slots and recesses down to those grooved grips, full-floating rotors, and the rigid chassis itself—was calling my name, just begging for my butt print on its saddle. The longer I stared at the ported and polished heads, thinkin' about those mighty horses chompin' at the Crane cam and explodin' through those megaphone pipes, the more I wanted to lay my own custom creation on Raiko's studio

floor. 'Course, throwing a rubber-mount engine in a rigid frame can be like throwin' a whorehouse in the middle of a prison—things start jumping all over the place.

Then I noticed something unusual where Micah attached the rubber-mounted pad to the front motor mount: Instead of the heim joints being mounted cross-wise, they ran more like a vee, with each of the vee's legs extending to the front frame legs. I could see where the engine could still move freely, but

without lurching backward and causing any harm. Damn clever.

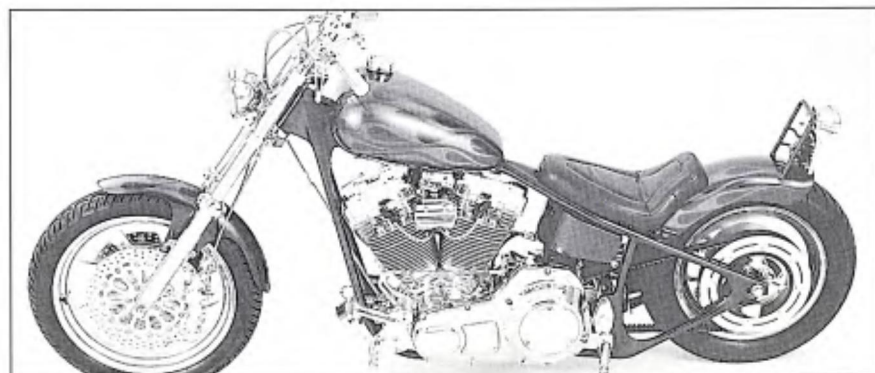
Yeah, it was the perfect putt for our Anniversary cover all right. Josh's original vision for his Evo-powered custom and Micah McCloskey's dedication toward bringing that vision to life, resulted in the ideal marriage between the classic rigid chassis of the past and modern high techs of the future—the ultimate hybrid hardtail to jump on and cook rubber into the next millennium.

—Clay Dog





Owner(s): Joshua Donen		City: Malibu, California	
General		Frame	
Fabrication by: Bob Brouett/McCloskey		Year: 1992	
Year and make: 1992 custom		Builder: Tripoli Mfg.	
Model: custom rubbermount rigid		Type: rubbermount rigid	
Value: high		Rake: a little	
Assembly: Micah McCloskey's Custom Cycles		Stretch: same	
Time: delayed		Other alterations: motor mount by McCloskey	
Chroming by: Supreme Plating		Accessories	
Engine		Bars: Gary Bang	
Year: 1992		Risers: Gary Bang	
Model: Evolution		Fender(s): Ness (front), Bang (rear)	
Rebuilder: Micah McCloskey		Headlight: Gary Bang	
Ignition: Dyna S		Taillight: Gary Bang	
Displacement: 93 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: Perf. Mach.	
Balancing: Ruxton/McCloskey		Rear pegs: huh?	
Pistons: S&S		Electrics: 12-volt, Ness regulator	
Cases: H-D, polished		Gas tank: custom	
Heads: ported, polished		Oil tank: Tripoli	
Cam: Crane		Oil system: stock	
Lifters: stock hydraulic		Primary cover: chrome	
Carb(s): S&S G series		Seat: Danny Miller	
Air cleaner: S&S, chromed		Sissybar: Bob Brouett	
Pipes: Strader, one-off		Height: 6-inch	
Muffler(s): Strader		Material: 9/16 cold rolled	
Transmission		Forks	
Modifications: polished		Type: H-D	
Year: 1992		Extension: 2-inch	
Shifting: foot		Builder: McCloskey	
Engine sprocket: stock		Special features: Ness trees, chromed	
Trans sprocket: 35-tooth		Wheels	
Wheel sprocket: 68-tooth, Super Max		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Bob Brouett		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Bob Brouett		Rim width: 3-inch	Rim width: 4-inch
Color: gray		Tire: Metzeler	Tire: Metzeler
Type: shiny		Brake: Perf.Mach.	Brake: Perf. Mach.
Special paint: ghost flames			
Other special modifications: motor mounts by McCloskey, stainless hoses and lines, full-floating chromed brake rotors, two 6-piston front calipers, Ness handlebar controls, pipes hand-fitted by Walter Strader.			
Photos: Raiko Hartman			



THE RETURN OF THAT
WORLD FAMOUS...

NICK THE DICK!

• JON TOWLE •

THIS CHICK'S ASS REMINDS ME OF MY
OL' LADY... I MUST OF HAD SOME
AMNESIA. I GOTTA GET HOME!



YOU DIDN'T HAVE AMNESIA, PUNK!
WHAT YOU JUST HAD WAS MY WIFE...
NOW YOUR ASS IS ALL MINE!



KA-CHINK



BLAM



OH, YEAH... THIS IS GREAT! I GET MY HEAD
BLOWN OFF OVER A FRICKIN' WOMAN...
HEY, HERE COMES A RIDER. I HOPE IT'S NOT
ONE OF THAT BASTARD'S FRIENDS!



TURNS OUT IT'S NOT A BACKUP, BUT A HOT
BABE ON AN AFTERNOON PUTT! AND SHE
NOTICES NICK'S HEAD IN HER MIRROR, AND STOPS!



BOY, YER AN UGLY LITTLE HEAD... BUT I
THINK JUDY CAN HAVE SOME FLIN
WITH YOU! HERE, YOU SIT ON
MY LAP TILL WE GET HOME!



OH, BROTHER, I CAN'T
WAIT TA MEET JUDY,
HEAVEN, PURE
HEAVEN!



OH, JUDY, HONEY, I BROUGHT
YOU SOMETHING TO
PLAY WITH!



THANKS, MOM...
CAN I KILL
IT... TWICE?



REALITY

WAKE UP, YA BUTTHOLE,
YER LATE FOR WORK
AGAIN!



COMIN' AT YA

Easyriders ▶

In the **July** issue we'll be looking over our shoulder to the blast we had during Daytona Beach Bike Week. '93's bash was one of the biggest ever, so we aimed our lenses at all the madness and mayhem and let Clay Dog go crazy with his pen on the wild personalities, pubs, and putts. We'll also be looking at a Russian motorcycle club and into the unbelievable story of an Alaskan rider/government employee who lost his job after his "Wind" shot appeared in our rag. 'Course the bikes and babes are world-class, so take a break from your summer puttin' and check it out.

On sale May 27



IN THE WIND ▶

The **July** issue of *In The Wind* is offerin' up freedom of the road at its finest. A flag-filled photographic fiesta awaits you as we celebrate our country's birthday in true biker style. We'll show you signs of the road from coast-to-coast, take you on a two-wheeled cruise through the coal mines of Pennsylvania, and your patriotic sparks will really start to fly when you see all the sexy shots of scantily-clad scooter foxes. It doesn't get any better than this.

On sale now



TATTOO ▶

Right around Valentine's Day every year, The Mad Hatter serves up tea and tattooing in Portland, Maine. It's a favorite event among artists and fans on the East Coast and the *Tattoo* traveling band was there to catch all the action. Our Down Under connection dropped in on Australian tattooist Tony Cohen at his studio in Sydney, and Shauhn Anderson is the subject of July's artist profile. Don't miss it.

On sale May 11



▲ BIKER

Do ya like to party? Well, we've been known to party a mite ourselves, and "party time" is the theme for the **August** issue. It's summer and the parties are raging everywhere, so we're compiling a list of the most popular biker events around the country. Plus we're gonna run the best party shots we can muster up. Tits? I hope to shout! This issue's so hot that it'll take you a coupla sixers to get through it. **On sale May 11**

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Easyriders

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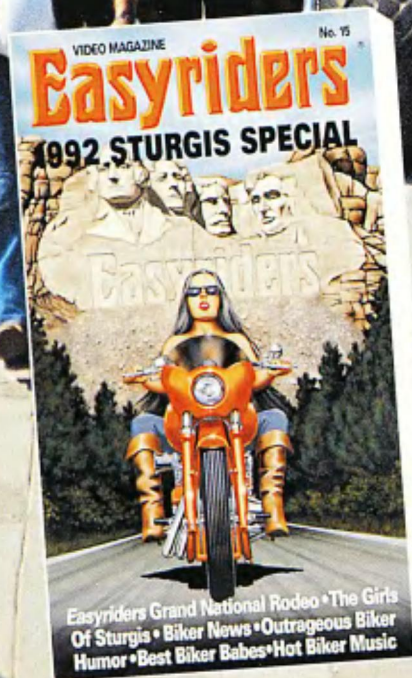
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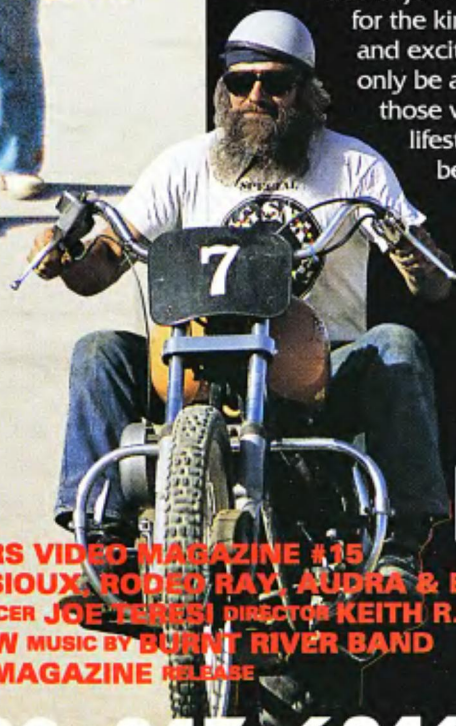
"It reminded me of all
the good times I've had
out there. I was sorry
when it was over."



#15

**video
magazine**

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FEATURING GARY FREEL, BILL VAN DYKE, KARI SIOUX, RODEO RAY, AUDRA & BIG TOE,
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1993 Motorcycle Rodeo Calendar

MAY 14, 15, 16 CASA GRANDE, ARIZONA Pinal County Fairgrounds (I-10, Exit 194, go East on 287)	Memorial Day Weekend MAY 29, 30, 31 WACO, TEXAS Heart O' Texas Fairgrounds (I-35 to New Road exit, go West)	JUNE 4, 5, 6 DAYTONA BEACH, FLORIDA Municipal Stadium (I-95 to Rt. 92 Exit, go West to 11th St.)	JUNE 18, 19, 20 NEW ULM, MINNESOTA Brown County Fairgrounds (Hwy. 14 to 12 North St.)
Fourth of July Weekend JULY 2, 3, 4 MIDDLETOWN, NEW YORK Orange County Fairgrounds (I-84 to Hwy. 17 West, to exit 120)	JULY 16, 17, 18 BOONE, IOWA Boone County Fairgrounds (I-35 to Rt. 30 West, 90 North on Story St.)	JULY 30-AUGUST 1 PROSPECT, PENNSYLVANIA Butler County Fairgrounds (Located on Rt. 422, 8 miles West of Butler)	AUGUST 13, 14, INDIANAPOLIS, INDIANA Marion County Fairgrounds (I-465 to Southeastern Ave., go east to East Troy Ave.)
AUGUST 20, 21, 22 FOWLerville, MICHIGAN Fowlerville Fairgrounds (I-96 to Fowlerville Exit, go North to Grand River)	Labor Day Weekend SEPTEMBER 4, 5, 6 CHILLICOTHE, OHIO Ross County Fairgrounds (Hwy. 35 to Rt. 104 North)	SEPTEMBER 24, 25, 26 PECATONICA, ILLINOIS Winnebago Fairgrounds (Between Rockford and Freeport, Off U.S. Hwy. 20)	OCTOBER WASHINGTON Stay Tuned For Details
OCTOBER 15, 16, 17 VALLEJO, CALIFORNIA Solano County Fairgrounds (Located where Hwy. 37 and Hwy. 80 meet)	Ride-in Bike Show • Trophy Girl Contest Rodeo Action • Trade Show Weekend Camping • Live Music Door Prizes • Biker Bingo		OCTOBER 22, 23, LANCASTER, CALIFORNIA Antelope Valley Fairgrounds (Hwy. 14 North to Ave. I Exit, Right)

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