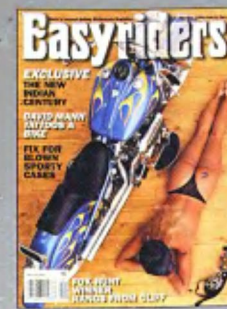
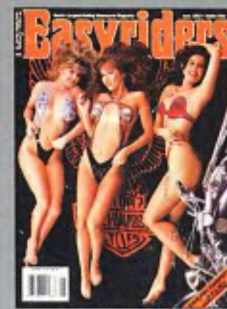
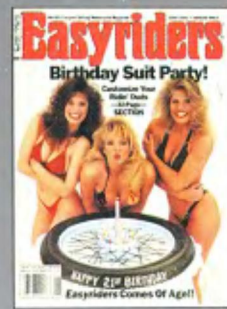
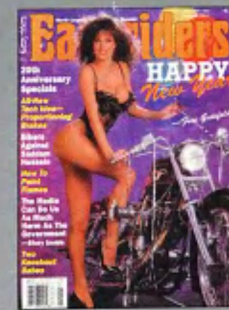
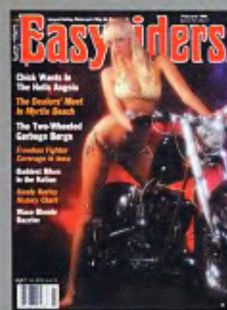
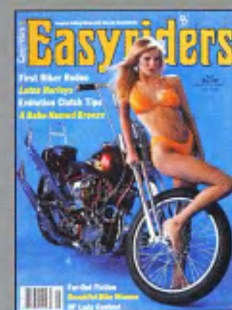
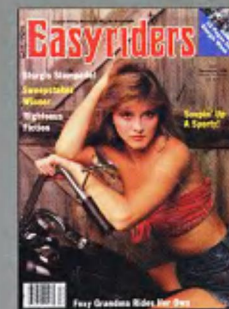
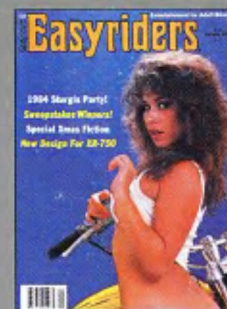
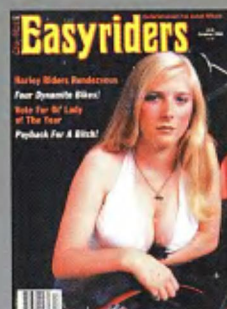
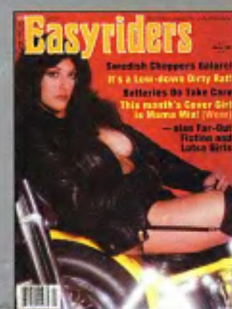
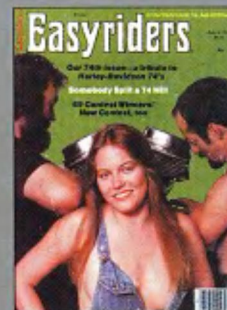
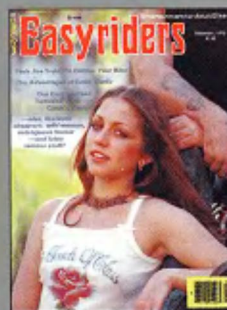
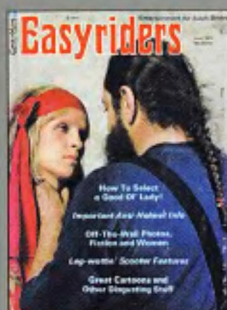
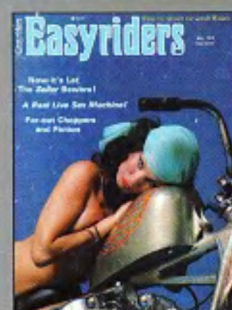
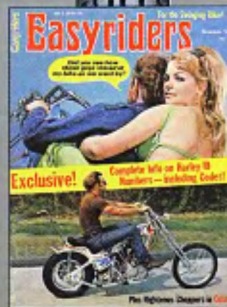
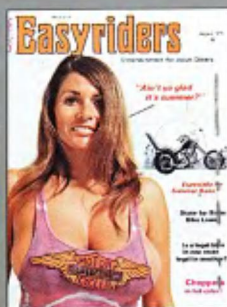
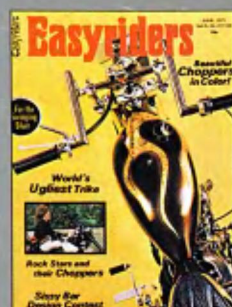


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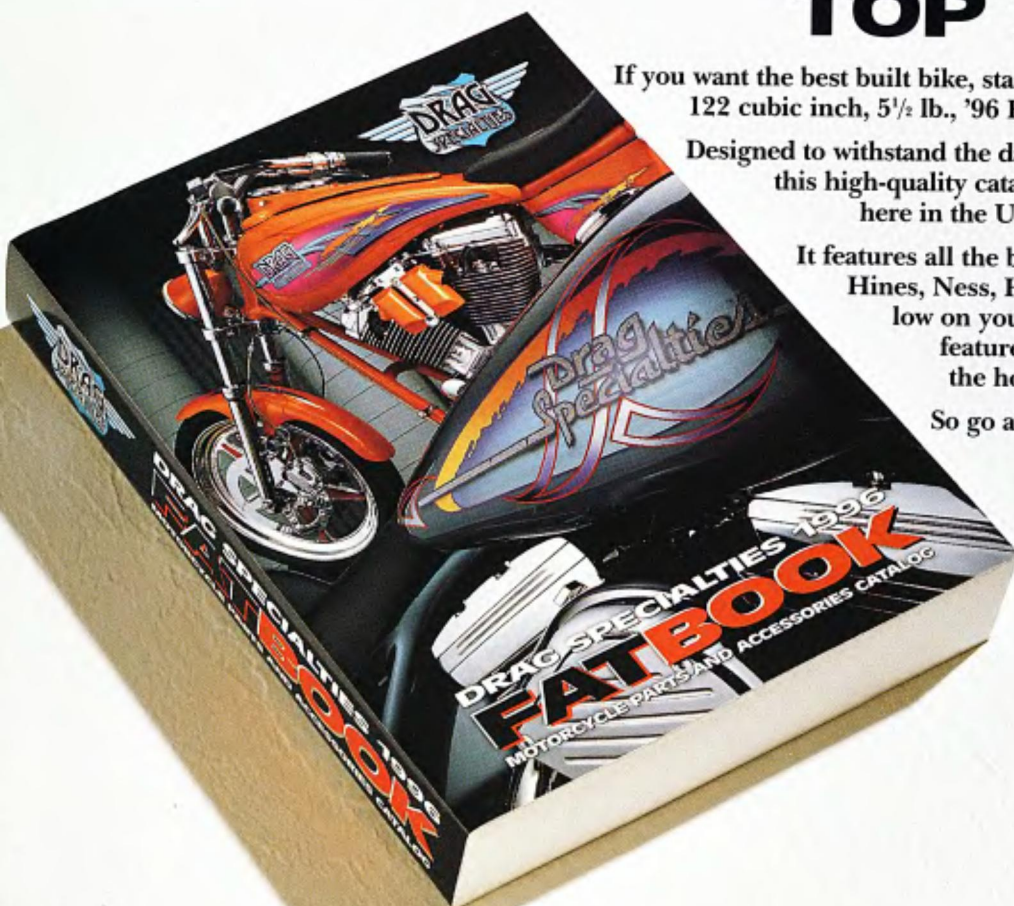
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Julia, Easyriders Feb. 1992. See her and more, pg. 50.

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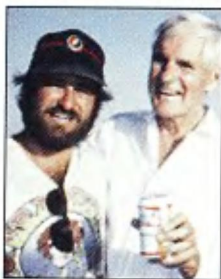
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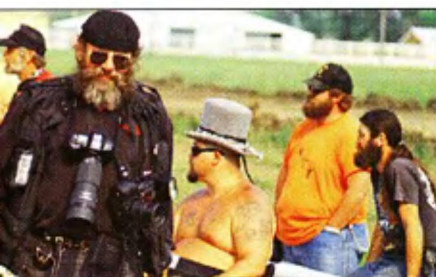
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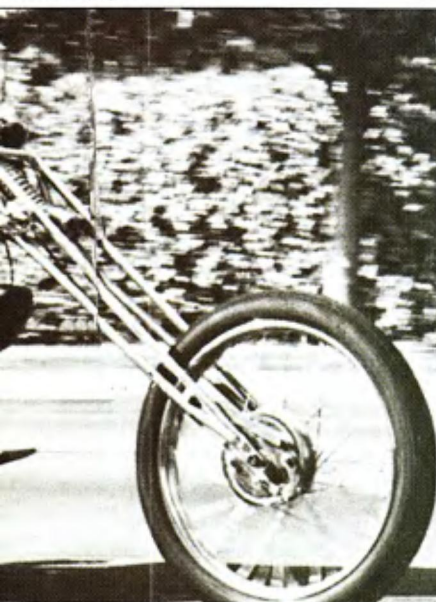
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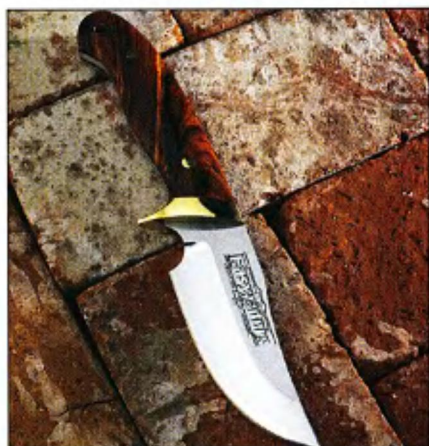
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Ira Dixon crafted this special knife for our 25th, page 68.

The next liver-quiverin' issue goes on sale
June 4, 1996

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Twenty-Five & Still Alive!

Alive? Hell, we're downright ass-kickin' ready to make the next 25 bigger and better than the first quarter century. If our first three bike shows this year were any indication of things to come, we're off to a damn good start. The number and quality of bike entries were at an all-time high, as were displays of new products by manufacturers and, of course, record attendance by our loyal readers. Those of you who missed the shows will still get to see the best of the best on these pages this coming year.

Anniversaries are a time to look back and remember some of the good times and good friends we've experienced—and we've done a lot of that in this special issue. But we also did something different. I asked the staff to dig up photos and write a little something about the true loves of their lives, past and present (motorcycles, that is). You'll see that we're a diverse group—some of us like to just ride 'em, others like to build pretty ones, fast ones, ratty ones, and yes, some of us like to do it all. In this issue you will learn the ugly truth about how a small group of motorcycle addicts fooled their ol' ladies into believing they had a job, while in fact, they were playing with motorcycles under the guise of publishing a magazine.

To celebrate our 25th anniversary, we've reprinted, in its entirety, the very first issue of *Easyriders*. It's available in this issue—I think you'll get a kick out of it.

A special thanks to the readers, contributors, advertisers, and staff listed on the following pages—you have all helped to make *Easyriders* the best-selling motorcycle magazine in the world. Ride on!

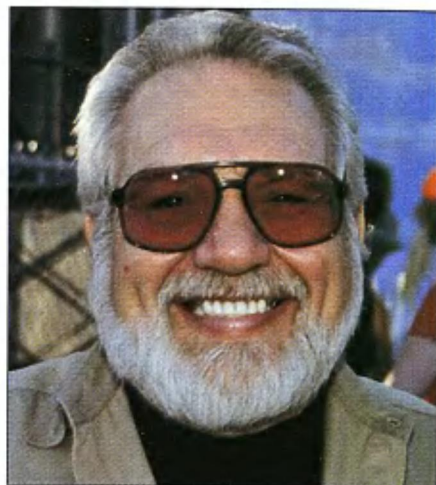
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Tank Conard • Marie Conklin • Ken Conley • Bill & Connie • Contoy • Donald R. Cook • "Ed Cook, Jr." • Jeff Cook • Kevin Gene Cook • Rick Cook • William R. Cook • Richard Cooley • William R. Coon • Steve Conco
Gary Conneely • Ed Cooper • Gary Cooper • Michael Cooper • Tom F. Corbett • Humpster Corbin • Mike Corbin • D.J. "Cork" Corcoran • Fred Papo Cordero • Richard Corman • David Cormier • "Cornbread" BMCSC
Kevin Cornish • David E. Correa • Michael Costanza • Steven Costanzo • Doctor John Costner • Tim Cote • Darlene Coto • Joel Counter • Jim Countryman • Mark Alan Counts • John Courcier • Chris De Courley
Charles Cox • David Cox • Robert T. Cox • Darrell M. Coy • Christopher (Oil) Coyle • Crumpley Crabtree • Randy W. Crabtree • Ron Craddock • Mike Craft • Lynn Craig • Stu Crazy Cralley • Rob "Big Bird" Cran
Gena Crane • Jimerrea Cranford • Gary Cranna • Ted Cranshaw • Carolyn Craver • Dave Crawley • Jeff & Lisa Craz • Crazy John RKFD • Todd A. Creamer • Ken Creek • Rick Creek • Tom Creek • Larry D. Crews
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B. T. Dehoney • Lynn Delaney • Dan & Pam Delashmit • James M. Delk • Curtis Delmont • Terry A. Delosh • Frank Deluca • Medora Delude • "Harmon, Delvin A." • Mike Demichik • Michael Demers • Paul Demyan
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Wilhelm Desser • Bill Detrich • Steve Detting • "Frank Detmers, Jr." • Frank M. Detmers Jr. • Edwin J. Deutsch • Steve Deutschman • Victoria DeVitt • Dave Dewitt • Jimmy Boy Dial • Cristobal Jaime Diaz
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Vic Graham • David Gran • Tim W. Granchamp • Gary Grandy • Arthur M. Grant • Billy W. Grant • Levern Grantham • Wiley Grantham • Grasshopper • Jack Graves • Rod Graves • Bo Gray • Doug Gray • The Gray Kids X4

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Andrea Gremmo • Bob Greytak • Michael Greywolf • Larry Griffin • Eric Grinnell • Peter Jay Grody • Jim 'Max' Groehler • Rich Groemminger • Darrell Grogan • Dan Grommensch • David Grommensch • Ted Gros
Ray Grossnick • Bill Grove • Marvin Grove • L.W. Grover • Robert J. Groves • Barney Gruesser • Ron Grygus • Robert OK Guardia • Ryan J. Guardino • Joseph A. Guarino • Jon Guthrie • Eugene Gu
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Sandy Hall • Joe Hallett • W.D. Halligan • Steven J. Halim • Steve Halso • Don G. Hamann • Hambone • Tom Gypsy Hamby • Raymond Hamilton • Dean R. Hammack • F. "Skeeter" Hammack • John Har
RRMC Hammer RRM • Walter Hammett • David H. Hammond • Ralph Hampton • John Hancock • Tamers M. Hancock • Richard J. Hand Jr. • William G. Handy • Mike Hanks • Scrub Hansen • Andy Ha
Kenneth J. Hanson • Larry Happ • Bob Haras • Gregory Harast • Bradley Harder • Buddy Hardesty • Josh A. Hardesty • James H. Hardin • Chris Harding • Frank Harding • D. L. Hardman • Richard Nel Har
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Ron & Kay Headland • Michael Headley • Son Gatlin Heath • David Hebert • William Heck • Kent Hedenstrom • C.D. 'Doc' Heestand • John Heidger • Gerard Heier • Ron Phace Heinen • Mike Hein
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Joe McKnight • Fred McLaughlin • Mark Mc Lean • Ron McLean • "Joseph Mc Lellan, Jr." • Larry W. McMaster • Steve McMallin • Rusty McNamara • Fred McNulty • J. Rick Mc Pherson • Fred McWhitt • W
Mc Whirter • Eugene Mechetti • Steven D. Medas • Kenny MFFFM Medina • Pat Medley • "W. W. Meeks, Jr." • Joedday Mehaffey • Outlaw Paul Mejia • Chris Mellott • Victor Mens • Rick Menapace • M
Mendenhall • Stacy Menin • Les Menke • Tom & Peg Menze • "Robert Fritz Mercer, Jr." • Charles Merigold • David S. Merkel • Gene Merrill • Grizz Merriam • LeRoy Merriman • Edwin Merritt • Tim Mesaros • J
Metcalf • Becky Mettner • Amber Metz • Dave E. Meyer • Gary Meyer • Mary Ann Meyers • Mark Merid-H • Mezzo • Dennis Michaels • Craig A. Mickel • Kurt & Micki • Dion P. Migas • Half-Mile • Charles M. Mil
Cotton Miles • John W. Milewski • John Milia • Robert J. Milko • A.B. Miller • Barney Miller • Barry Miller • Bryan Miller • Dan Miller • Don August Miller • Jim L. Miller • Lyndon Mark Miller • Mike L. Miller of
Teresa F. Miller • The Glen Miller • Thomas R. Miller • Tom Miller • Steve Miller • Herman Millington • Bernie Miner • Robert Minter • L. R. Minton • Joe Minton • Don Miron • Chuck Missler • R. A. Blue Missm
Hidetaka Mitani • Michael Mitchell • Lisa Miulli • Moche • Latsuyuki Mochida • Modified Motorcycle Assoc. • Moe & Little Moe • Michael Moffett • Hank Mokler • Jack Monaghan • "Carol E. Monday, J
Mark Monger • Don Monroe • Bob 'Fusion' Montagna • Oddball Montague • Ken Monteith • Rose Monteith • "Alex Montoya, Jr." • Cheni L. Montoya • Wally Montpetit • Bill & Tammie Moody • R. L. Moody The Mo
Steven P. Mooney • Tyrone K. Mooney • Dave & Lynda Moore • Jerry Moore • Larry R. Moore • Mick Moore • Scratcher Moore • Tony J. Moore • Mick Moran • Dave Morgan • Mark R. Morgan • Mike Morg
Rick 'EZ' Morgan • Patrick Moriarty • Mike GL Morisoli • Tom & Kathy Morrey • Bob Morris • Chris Morris • David 'Cat' Morris • Donald M. Morris • Mike Morris • Steven Morris • Chris A. Morris
Scotty Morrison • Rick Morse • Chuck Morton • Larry & Cejka Morton • Ricco Mosselle • Ann Moses • William 'MOE' Moses • Robby Moskal • Ronald P. Moskos • Pete Moss • Gary La Mothe • Jan A. Mottsing
Tim Motzko • Don Moyer Jr. • Takashi Muchaku • Kinsey C. Mullick • C.F. Mule • Michael Mullaney • Robert Mullen • John Mullens • Chris Mullins • Renea Mullins • Rick Mundy • Mike Munk • Robert Mur
Pat Murphy • Patrick Murphy • Kelly Murphy • Bill Murrath • Burke Murray • Heather Murray • Bob Muschitz • Mustang • Miraculous Mutha • Ron Myer • C. Kent Myers • Eugene D. Myers • Jerry Myer
Donald Nadeau • Jerry Nadolski • Robin C. Nagele • Jim Naglich • Biker Bill Naimoli • James R. Namchek • Tony Nanfria • Pekka Naranen • Robert Nault • Jim & Ursula Naers • Carol Navarre • Daniel A. Nave
Ed Neathack • Jeffery Needham • Jeremy Needham • Judy Ann Needham • Bill Neergaard • David L. Negangard • Michael Nehs • Scott Neithamer • Robert A. Neitzel • Kevin B. Nelms • Charly Nelson • Dave Nelson
Jeff 'Oil' Nelson • Jeremy Nelson • Ken Nelson • Kevin Nelson • Psycho Dave Nelson • Ricky Nelson • Willie Nelson • Steve Nelson • Dean C. Nemeth • Arlen Ness • Cory Ness • Karl H. Neugebauer • Ne
David R. Neville • James A. Newcomb • Bob & Pat Newell • Kevin S. Newman • Charles Newton • G.L. Bezzer Newton • Richard A. Newton • Mark HD Nicely • John R. Nichols • Leon Nicholson • Steven Nichol
Nick Nickols • James A. Nicks • James Niebirk • Dave Nielsen • Karl P. Niemuth II • Jan F. Nijenhuis • Frencien Nilssen • Mark J. Nilson • Gordon S. Nilsson • John Nipper Jr. • Michael Nitzsche • Nick Nix
Phil Noah • Jerry Nobby • Mark Noblett • Two Nobodies • Masahiro Noguchi • Ironbult Nolen • Brent Nonnen • Karen A. Norcross • Mike Nord • Marcus D. Nordgren • David Nordrum • Steve Nor
Stormin Norman • Bob Northrop • Don Novak • Brenda Novak • Mark A. Nowak • Kevin Nutt • Bill Nuttall • Bill 'O'B' O'Brien • Clifford T. O'Brien Jr. • T.J. O'Donnell III • Tom O'Fallon • Charles O'le
James O'Malley • Michael O'Neil • Duffy O'Neill • Lloyd Oakes • Ed Oakie • Joseph H. Oates • Hisanaga Ultra Seven Odashima • Roland Oddera • Marty Odell • Weasel Odell • Gary Oertel • Michael O'le
Shunya Ogasawara • Michele Ogilvie • Xavier Olivarez • Samuel L. Oliver • Edward D. Oller • Roger Olsen • Bradley R. Olson • Norman 'Oily' Olson • Paul Olson • R.D. 'Oily' Olson • Robert 'JIM' Olson • Terry L. Olso
Monty K. Olthoff • AB Ondeck • Bruce Orłowski • G. B. Orndorff • Fritz Orris • Jose A. Ortiz • David Osburn Jr. • Phil Osmond • Richard Ostendorf • Jack Ostler • Rich Ostrowski • John M. Oteri • Jay R. Maddog O

Bill Otto • Rick Overley • David Owen • Glenn Owen • R. E. Owen • Jack Owens • Jerry G. Owens • Johnny Ozolins • Mike P. N Deena P. • Mahlon Padgett • Asa D. Page • Mitchell F. Paine • Randy D. Painter
 Jewels Pallos • Robert Palmer • Kim 'NY' Palmeri • Dylan R. Painter • GB's Pan • Tony Panzica • Nace Panzica • Gary Parham • John Parham • Ben Parker • Kenny Big K Parker • Michael H Parker • Sue Parkinson
 Gary R. Parks • Jay T. Parks • John H. Parks • Jeff Parrish • Tom Parson • Ray Pasbrig • James Passafaro • John Paster • Richard L. Pasternik • Kermit Passwater • Don Patberg • Jamie Di Patri • Richard Paugh
 Joseph Paul • Michael H. Paul • Bonnie Paveon • Edward Victor Pavon, Jr. • Lorrie Payne • Bud Bear Peaco • Mike Peard • Walter T. Pearson • "Garland L. Peay, Sr." • Ron Peckham • Mark 'Pappy' Peek
 Martin Pelletier (PJ) • Bobby Pelli • Michael Pemberton • Terry Pena • Daryl Lynn Pendergrass • Rick & Kelly Pendergrass • Tom Pendroy • Vanessa Penix • Patrick Penman • Richard T Penrod • Steven E. Pepper
 Greg Pepper • Larry S. Perches • Dave Perewitz • Frank Perillo • Leonard Perkins • Babushka Pete • Corky Peters • Ed Peters • T. Chris Peters III • Erik Petersen • Dave Peterson • "James Peterson, Sr."
 Ken Burris & Garrett Peterson • Pete Peterson • Richard Tipp Peterson • Robert Petrisko • Mike 'Bam-Bam' Petroni • Brian L. Petroski • Larry Petroski • Izzy Petty • Mike A. Petty • Don Pheil • Cecil & Sharon Pielgi
 Larry W. Phelps • Steve Phiel • Ben Phillips • Bill Ruth Phillips • Howard Phillips • Owane Phipps • Sherry Phipps • Jackie Picklesimer • Kenneth L. Pidgeon • Mark R. Pierce • Michael J. Price • Raymond D. Pierce
 Tony Pierce • Rich Pierczynski • Denise Pierson • Martin Pieszla • Brad Pieterse • James W. Piggott • Kevin Pilcher • Eddie Pilz • Bob Ping • Dino Pippa • Joe Pisacane • Kit Piterka • Norman C. Pitsch
 Christian Pittelkow • Robert Pittittut • "Bobby W. Pittman, Sr." • Michael Pitton • Bill Plant • Charles La Plant • Jim J. Platt • Marge Poage • Douglas Poe • Marvin J. Poff • Judy Pointer • Jerry Poisson
 John The Polack • Gus 'The Greek' Polichron • Bimbe Polubinskis • Randy Poole • Leonard Popa • David Popovich • Fast Ed Popowicz • Brad Porter • David Porter • Rick Porter • Cody Dale Portwood • John Posey
 Tom Post • Terry Postema • Aaron J. Poteet • Paulie Potenzzone • Chuck Potter • Thatcher Pottoff • Guy Poulin • Betty Lou Powell • James L. Powell • Jerry L. Powell • Will Powell • Kevin Powley • Jim Prater
 Ron Prediger • Chip Prescott • David A. Prescott • Harry HD Pressel • Tracy Brea Presson • Frank Prettitore • Matthew I. Preven • Bill 'Bump' Price • Brian T. Price • David C. Price • Gregory Pridden
 Monty G. Priest • Tom Primo • Jerry Pringle • Jerry Pringle Jr. • Jeff 'Taz' Prior • Nancy C. Pritchard • Jim Pritchett • Christa Procell • Marlin Proefrock • Mike Province • David J. Pryde • Allen Pryka
 S L (Pud) Pullen • Angelo John Pulli, Jr. • Michael Purcell • Harley Putzke • Tighe 'Taz' Pysher • Cherie Quade • Frank Quillan • Martha Quinlan • Jamie Quist • Damien Rabalais • Mr. W-White Rabbit
 R. A. Rabdeau • Paul Rabideau • "Racer Don" & Nancy • Michael Rachfalski • David L. Rademacher • Kenneth E. Rader • Danny Radford • Chris Radowski • David Radi • Paul Radio • Nohim Raech • Ragman
 Ross Raines • Crazy Dave Rajicki • Bill Ralph • Original Ralph • Indian Jim Ramage • Frank R. Ramirez • Rafael Ramirez • Felix L. Ramos • Howard V. Ramsden • Cecil H. Ramsey • Hec Ramsey • Michael J. Ramsey
 Roxanne Ranallo • Rand The Tattoo Man • Roadkill Randy • Michael Rapp • Cari Rashi • Gary & Di Raster • Rob Rastovich • Debbie Ratcliff • Jerome Raupp • Kathy Rausch • Rickshaw Raymann • Dennis & Raynette
 Lloyd Carol Reed • Mike 'Buck' Reed • Rick 'Scooter' Reed • Shawn K. Reed • Stanley B. Reed • David E. Reedy • Scott A. Reek • Bob & Kym Reese • D. L. 'Davey' Reeves • Dennis E. Reeves • Kenneth M. Reeves
 Christopher Reich • Dave Reichardt • Animal Reid • Dan Rhino Reid • David Reinagle • Charlie Reinhart • Kelly D. Remer • "Walt Remley, Sr." • Ray & Doreen Reed • Marco Rendon • Robert S. Reno • Steve A. Reno
 Wayne E. Reno • Jessica Renoir • Joshua Renoir • Rev. Pierre A. Renoir • Bill Reschke • Raymond Reub • Tiger Mike Revere • Bob Reynolds • Gene A. Reynolds • John (J.R.) Reynolds • Mike Reynolds
 David R. Rhine • Al Rhodes • Kevin R. Ribbecke • Peter Ribbenstedt • Mary Ann Riccardella • Joseph A. Ricci • Scott Rice • "Earl J. Richard, Jr." • Steve Richards • Cooky Richardson • Dale Richardson
 Gary • Lisa Richardson • Michael Richardson • Skuli Richardson • Allisha Richter • Jim Rick • Gary Rickey • Rob Riddle • Bill Rideout • Snake Riedel • Max Riedel • John S. Riemert • Gordon Riemland • Russ Riesinger
 Larry Rigdon • Hank A. Riger • Kurt Rigggenberg • Alan E. Rill • Robert J. Rill • Mark Rig Riolo • Rip • Dave 'Boots' Ripley • Scott Rippeon • Strawberry & Rita • Kenny L. Ritchie • Antonio Rivera • Glenn T. Rivers Sr.
 Richard W. Roalson • Rob & Lee • Leigha N. Robbins • Garatini Roberts • C. C. Roberts • "Charles E. Roberts, Jr." • Clarence J. Roberts • Claude J. Roberts • F. Steve Roberts • George E. Roberts • Liz Roberts
 Ron Roberts • Vernon Roberts • Jody Roberts • Butch Roberts • Danny Robertson • Buddy Robinson • Gary Robinson • Joe Robinson • Robbin Robinson • Hal Robinson • Sandy Roca • Joseph G. Rocco
 John La Rochelle • Charles Rockcastle • E. Brent Rodgers • Jerry D. Rodgers • Bill Rogers • Jimbobb Rogers • Raymond Rogers • William I. Rogers • "Rogue" • "Mark B. Rohrer, M.D." • Jeffrey M. Rolka • Glen Roller
 Glen Roller • Mike Romero • Pike Romero • Rum Ron • Wide Glide Ron • Bill Roper • Vester Rose • William R. Rose • Bill Ross • Gary Ross • Chris Rosselli • Jorge Rossi • S. J. Fozzie Rosson • John W. Rost
 Chet Rotski • Claude Roussin • Jacques Le Roux • Dr. Rowe The Legend • John Leslie Rowe • Oscar Roy III • Tom Rudd • James Rue • Rufus • Robin W. Ruhnkne • A J Ruiz • Kip Rumburg • Mike Rumler
 Harold Runals Jr. • Runski Richard W. • Scott Rupert • Keith Rushford • Gary Russell • Steven Russell • Sunshine Russell • R. Rustman • Jeannie Gregory Rutherford • Keith Ruxton • Joe T. Ryals Jr.
 "Robert S. Ryan, Jr." • Gerb'Ear Ryerson • Richard Rzewuski • Blue S. • Randy T. Saab • Phillipa A. Saab • George Sabo • John Sacha • Roger Sadauskas • Charlie Safaryn • Christine Nicole Saffire • Ziggy & Tracy Saffire
 Jim Sagat • Dusty Sage • Danner Salata • Eric Salguero • Bonehead Salinas • John D. Salley • Jacques Salter-Norris • Paolo Salvato • Robin Salyer • Big Al Salzmann • Dominic Sammataro • Antonio J. Samora
 Charity K. Samora • "Oliver P. Samora, Jr." • Scott A. Samp • Eulises Sanchez • James P. Sancho • Skip Sandberg • Mogol Sanders • Ted Sands • Nancy Sands • Perry Sands • Michael D. Sangillo • Rex M. Sano
 Stephen Sanstra • Dea L. Santacrose • Chad J. Santmyer • Joseph A. Santoro • Michael Santulli • Val Edward Sarff • Eugene Sarmiento • Max JD Satomba • Glen Saucier • David E. Saunders • Manuel Sauseda
 Mike Savage • Cyndie Sava • Makoto Sawanobori • Bill Sayers • Tim Sayles • Anthony Scalfi • Michael Scalfire • Mike & Pam Scallan • Scarecrow • Terry Schaeffer Sr. • Steve Schaeffer • Michael C. Schatz
 Derrell Scheff • Mike W. Scheidt • Steven Schenck • Dean Scherpenberg • Jerry Scheuer • Ingo W. Schiller • "Robert J. Schiller, Jr." • Tony Schlapak • Carsten Schlueter • Calvin Schmid • John Schmitt
 Ken G. Schmidt • John Schmitt • Lin Schonberger • Don Schrecongost • Rainer Schreier • Rip Schreiner • Dan Schroeder • Mike Schroeder • Thor Schroeder • Butch Schubert • Linda Schubert • Chris S. Schuy
 M. Schuler • Sandy Schullman • Randy Schultz • Steve Schult • Danny Schumacher • Ray W. Schumacher • Wally Schussler • Walter Schussler • Brett Schweitzer • Mike Schwertner • Big Ray Scott
 Jason T. Scogin • R. R. Scollard • Larry D. Scott • Michael Scribner • Chris & Terri Seagrave • Doug & Sandy Seale • Glenn Lowrey & Marilyn Sealey • Thomas D. Seals • Kenneth Seay • Rick Sebolt • Ray Seely
 Steve Seidner • Josh Seidner • Bud Seigel • Ed Seko • Ruel Self • Troy Self • Mark Semenuik • Tracy Semerino • George Sepulveda • Russ Serdynski • Mike Serrano • Lori Sevigny • Buster Sexton • JoAnn Sexton
 Tom Seymour • D.R. Sfetku • Shadowdancer • Jack Shaefer • Trent A. Shafer • Donald L. Shaffer • Jim Shaffer • Regina Shaffer • John L. Shalloo • Jason Shanks • Doug Sharp • Michael Sharp Jr. • Dean Sharper
 "B. W. Shaw, Jr." • Bernard Shaw • Mark W. Shaw • Patrick Shea • Patrick Sheehan • Mike Sheets • Joseph D. Sheffield • Shelly • Vaughn Shelton • Dennis Shepard • Duck Shepard • Ken Shephard
 Brian Sheppard • Graham Sheppard • Rob Sheppard • Roy A. Sheppard • Harry P. Shepell • Charles Sherman • Thwokly N-De-Sherman • John Shermar • Ken Shermar • Scott 92395 Sherri • Sonny Shibley
 Panty Shields • Robert Shields • Brian Shifrin • Eric Shifrin • Tom Shilonksi • Kenny & Tess Shimer • Kevin Shindollar • Dennis Shisler • Tim Shock • Ron Shomsky • Raymond M. Shook • George Short • Travis Short
 C. Shotwell • Dan E. Shouse • Cleveland Shuman • Cobra Michel Silra • O'Sid-Siddle • Sy Sidebotham • Mara C. Sides • Tom Siebert • Raymond T. Siegler • Jeanne A. Sikes • Jim Sikes • Gary Silva • Ron Silva Jr.
 Richard Silveria • Hank Simmet Jr. • Don Simmons • Joseph Simmons III • Al Simmons • Scott Simonton • Al Simpson • Billy Simpson • Robert J. Simpson • Randy Simpson • Charlie Sinclair • Herb Sinclair
 Rick Sindelar • William J. Sipko • Gregory M. Sisoy • John Sitzar • Art Sjoblom • Mark & Pam Skar • Aldy Skarin • Joshua Skerlec • Aaron Skillman • Joe Skilthorpe • Harry Skinner • Robbie Skipper • Skyn
 Paul Slagboom • Tom Sloan • J.G. Slothman • Tony Sluder • Rk Strich Slvrnl • Bradley D. Smallley • Steve Smedberg • Marla J. Smetzer • Al Los Lobo Smith • Alice Mae Smith • Chuck Smith • Danny E. Smith
 Dennis Q. Smith • James 'Smitty' Smith • Jerry Smith 'KY Kid' • Mark D. & Linda A. Smith • Marty E. Smith • Marty L. Smith • Marty Smith • Patrick Smith • Randy Smith • Rick & Linda Smith • Rick Smith
 Ronald W. Smith • Stan Smith B.F.Y.M. • Walter Bones Smith • Donnie Smith • Pat Smith • Randy Smith • Dennis Smullen • Draven K. Sneed • Carl P. Snyder • Chris Snyder • Jason M. Snyder • Ldroy Snyder
 Sherri Ann Snyder • Steve Snyder • Charles M. Sobeck • Jeremiah Sobocki • J.J. Solari • Mitchell Solomon • Simon M. Solomon • Jake Sonnet • Vago Sonny • Albert Soos • David L. Soose • Raoul Soucy
 Vartan Soukiasian • Richard Soussens • Curtis O. South • Ken Southard • Spaceman • Timothy Spagno • "Joseph Spangenberg, Jr." • The Mu & Spanky • Chris Spanos • Dan B. Sparks • Gary P. Sparrow
 Nick J. Spatola • Huck Spaulding • Skip Spear • Andy Spears • Mike Speck • Allen Spector • Lee Speed • Al Speh • Dave Spellman • Ron 'Trog' Spence • 'Redskin' Spencer • Lee V. Spencer • Spikes CP
 Barry L. Spittler • Lou Spittler • Donald Spohn • Walt Springsteen • Donald M. Squire • Ray St. Clair • "Anthony 'Smokey' Stable" • Jeff Stacy • Harlen B. Stadel • William Stadler • Stoney R. Staggs • Butch Stahl
 James D. Stanley • Don Stamp • Shawn Stamper • William F. Stamps • Mike Standaert • 2 Toke Tom Stanley • David B. Stanley • Gordon Stanley • David Stanski • Dillon Juel Stanton • Tommy Staples
 Eddie Starcher • Jim L. Starkey • Rob Starsonek • Gary Lee Stauffer • Scott Stedman • Bob Steele • Ronald K. Steele • Nielsen N. Steen • Wim Steenbakkers • Patrick Steese • Gary Stefano • Timothy J. Stein
 Larry R. Steiner • Robbie Steiner • Jay Steiner • Dayton L. Stelly • Jerry L. Stengel • Rickers Stephan • Darrell & Stephanie • Ed Stephansen • Brent Stephens • Craig Stephens • Dan Stern • Dennis A. Sterritt
 Zac Steun • Maia & Steve • Greg Stevens • Sammy Stevens • Rick Stevens • John T. Stever • Roy E. Steward Jr. • Allen Stewart • Bill Stewart • K. D. Stewart • "P. D. Stewart, Jr." • D 'Stick' Stichert
 Krickert Stichert • Jeff S Stillwell • Steve Stillwell • Ron Stimach • Shannon d. Stiner • Brandon C. Stines • James Stipp • Eric Stitt • Mike A. Stoddard • Lynn Stoffaren • Garold Stodgill • Ralph Stoia
 "Gene Stone, Jr." • Joseph E. Stone • Rick Stone • Robert Stone Sr. • Scott Stone • Dennis Stone • Mike Strassberg • Michael Stratton • Mike Strine • Stringer • Ben W. Strothman • Erwin Strough • Bobby Strouth
 David B. Strayan • Denton Suicide Stryker • George J. Stubis Jr. • Nate Stuch • Charles Stulick • Sammy L. Stump II • J. 'Fish' Sturgeon • "Big Al" Suhov • R. J. Summerville • Hugh Sumral • Wynn S. Sutton
 Hideo Suzuki • Stephen Svien • Rachelle Sweet • Todd Swinford • Leslie G. Switzer • David C. Sylvester • Paul J. Sylvia • Fred-Noie Syphrit • "T.D., H.D. & Me" • Edmund D. Tafaos • Kenneth P. Tague • Pat Taketa
 Makoto Takeuchi • Randy Talbert • Dave Talbot • Harley Tanello • Frank The Tank • Larry Tannehill • Bob Tapert • LW Mark Tom Tattoo • Tim Tatum • Charlie Taylor • Jack D. Taylor • "John E. Taylor, Sr."
 Neil Taylor • Richard Taylor • Rick Taylor • Roland Taylor • John A. Tayan • Richard J. Teal • Davin J. Habershaw/Flt Tech • Lucky 7 Ted • Richard Teerlink • Robert S. Temple • BH Templeton • Dale D. Tenney
 Pat Tenney • Ted Terbeck • Nick Teresi • Monte L. Terlizzi • Betty J. Terry • Paul Testerman • Glenn A. Tetrault • "William F. Tew, Jr." • Eiji Tezuka • Junji Tezuka • Bill Thackrey • John & Lori Thatcher
 The Dead • Rick The Flick • The Point DumeBombers • Richard J. Thell • Dwayne R. Thigpen • Marc Thiry • Chuck Thomas • George H. Thomas • Kenny Thomas • Randy Thomas • Art Thompson • Craig E. Thompson
 John C. Thompson • Michael Thompson • Michele Thompson • Thomas Thompson • Tech Thompson • Steve Thorson • Terry T. Tibbett • Bruce G. Tilden • Scott Tillery • Greg Tilliton • Mike Tilque • Alger Tim
 John P. Timmins • Tim Timmons • Joe Timpanaro • Lee & Tina • Darick D. Tinker • Brad Titchnell • Bill Titchwy • William Titchwy • Gary Goat Toews • Oscar Tole • John A. Tomel • Polka Joe Tony
 Thomas J. Toolan • Lyle Torbenson • "Walter D. Towle, Jr." • David Trip • Townsend • Jethro Townsend • Tony Tremblay • Thomas G. Trexler • Harry Trinkle • Joseph G. Tripp 3 • George (Bubba) Trippon
 Kathy Trippon (KT) • Keith A. Trille • Ron Troia • Yeowza Trotter • Dino Trotto • Mel Trubey • Ronald J. Trujillo • Rex Trupin • The Truth • Ingo Tschoepe • Ron Yergeau Tubs • John Tucker • Al Turk Nam Vet
 Steven Turnbeaugh • Patrick Turner • Roger D. Turner • Scott Turner • Don Tursky • Mark Rocco Tutaio • Bernie R. Tut • Ken (Tut) Tuttle • Mark Tuttle • Murphy C.C. Tx • Willie & Tyke • Bob & Yippie Tyoe
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 Michael L. Vaculick • Bobby Valdez • Mike Valek • Randy Valensin • Kathleen Valvoda • Katilee Valvoda • Kipha Valvoda • Susan Valvoda • Bob Big B. Van Leer • Kirk • Van Scoten • Marty Vanaman
 Bradley VanHorn • John Hooper VanV • Raymond Vanyo • Paul Varvorines • Larry Vaughan Sr. • John M. Vaughn III • Alan Vaughn • Mike Velazquez aka Dragon Man • Charles Vella • Bruce A. Veltkamp
 Lary Venere • John Ventriglia • Joseph Venuti • Brett Verdung • Paul A. Versarge • Bastiaan Verwey • Stewart Vester • Jody Via • Carl Vido • "Steve Viherek, Jr." • William W. Vines Jr. • EJ Turtle Virta
 Cary D. Vollrath • Fred Volz • Bart J. De Vos • Robert Van Der Vossen • Randy Voth • Joey Vought • Larry D. Voyles • Paul Vroome • "Jerry Wade, Sr." • Dave Wagner • James P. Wagner • Dennis L. Waite
 James Walden • Engine Ed Waldo • Wandering Waldo • Bill Walker • Dan & Deb Walker • James Walker • Robert T. Walker • Ted Walker • Dale Walker • Rick-VDI-Wall • Thomas Wall • Clarence Walls
 Buz Walneck • Ed J. Walsh • "Thomas H. Walsh, Jr." • Kathy Walsh • Terry Walters • Steven Walter • Scott Walters • Terry Wampler • Mark L. Wamser • David Wang • Bob Ward • Dave Ward • Wilma Ward
 Ira Warner • Barbara Warnock • David Warren • "Phoneman, Wash. St." • Danny Watson • John D. Watson • John Watson • Dwight Watts • Robert P. Wayman • The Weasels • Frank Weatherbee
 Barefoot Weaver • Dan Swine Weaver • Dennis L. Weaver • Rev.Ebbski Weazle • Kirby L. Webb • Tom Webb • Brandon Weber • Butch Weber • Greg Weber • Steve 'Gunk' Weber • Cheryl A Webster • Weed
 Jimi Weeks • Kerry Weeks • Michael Wehagen • Jim Weidau • Vance Weige • Kip Weikel • Tim Weiler • David Weinberg • Rick Weiss • Jeff Welker • Eddie Wells • Randy Wells • Wade D. Wells Jr. • Dale Welp
 Kathi Welsh • Russell A. Werle • Stephen Werner • Westbank Rollers MC • Dean Westerhaus • Mike Weston • Bill Wetmore • Lil Stevie Wetzel • Rasputin Wheel • Woody Wheatley • Robert W. Wheeler
 Robin L. Wheeler • Bill Wheeler • Daniel Whetstone • Whiskers • Alan R. Whitaker • Paul Whitaker • Amy White • Geoff White Pg45 • Jerry M. White • Ken White • Krazy Ric White • Dennis White • Tom White
 Dan White • White Bros • White Cat • Rick Whitehead • Jeff Whitehouse • Patrick Whiteley • Steven Whiteside • Whitey • Whitman Electric • Steve (Spot) Whitt • Bo F. Wickstrom • Mike Wiedemer
 Frank E. Wiedman • Curtis Wiedrich • Joann Wienberg • David A. Wiist • Brad Wilcox • Mark D. Wildasin • Roger W. Wilde • Douglas L. Wilder • Gary K. Wiles • Jerry Wilke • Chuck Willard • Timothy Willard
 "William Willard, Jr." • Willard • Woody D. Willet • Lucky & Michelle Willit • "Doug Williams, VA" • E. R. Williams • Gary Williams • Jim & Robie Williams • Pat Williams • Paul Williams • Robbie Williams
 Ronald D. Williams • Ronnie J. Williams • Sharon Williams • Lamar Williams • Gailyn Williams • Chas Williamson • J. O. Williamson • Spike Williamson • Guy H. Willingham • Wesley Willis • Bill 'Deuce' Wilson
 H. Terry Wilson • Jethro Wilson • Larry Wilson • Marv Wilson • Mike & Tammy Wilson • Steve Witt • E. Z. Winarsky • John E. Wincell • Leroy Winegardner • John C. Winkler • Dr. John Winslow • Richard Winters
 Paty Winters • Adam 'Ezzy' Wirt • John Hugh Wise III • Danny Wisehart • Robert S. Wishart • Jeffrey R. Witmeyer • Lynn Wms • Alma Wolf • David W Wolf • Greg Wolfe • Stan Wolfe • Karl C. Wolff • Ronnie Wolff
 Bobbi Wollerman (Pitbull) • Burt Womack • Ernie Wood • Kenneth L. Wood • Thomas W. Wood • M.L. Woodall, Jr. • Eric R. Woodrome • Frank Woodruff • Bobby Woods • David R. Woods • Greg Woody Woods
 Steve Woods 69 • Ronald Woodson • T. Wolf Woodward • Woody • Duane Woodyard • Terry L. Wooley • Frank Woosley • Pamela B. Wooten • James G. Worley • "Joe,John,Moon,Doc Worrell" • Doc Worthington
 Phil Hollywood Worthington • Scott N Wren • Wrench • Andy Wright • Dan Wright • Doug Wright • Greg Wright • Patrick L. Wright • Shawn E. Wright • Terry P. Wright • Mike Wroblewski • "Joseph J. Wruble, Jr."
 Dennis & Shar Wuest • Nicholas M. Wunder • Tim Wunsch • Neal F. Wynn • Jay J. Yagle • Southern Yankee • "John E. Yankowski, Sr." • Ron Yancey • Shirley Yarker • Jim Yascavage • Don Yates • Gary Yates
 Guy Yates • Jack Yates • Larry L. Yates • Nick Yee • Yoshimasa Yokoyama • Bob CK York • Jimmy York • Bonny Young • Connie Young • Donnie L. Young • Martin A. Young • Mike Young • Raymond A. Young
 Syl Young • Timothy R. Young • Ken Youngblood • F. S. Yurkovich • Sherri Zaeske • Steven R. Zanatta • Andree Van Zanducky • Steven B. Zarwell • Eric J. Zaweski • Zenne • Zeppelin • Wally Ziegler
 John & Jan Zilz • Dave Zimmerman • Howard Zimmerman • Frederick Zingline • John E. Zink • Mirjana Zlatnar • Joseph Zobel • Rick Zook • Nick Zotter • W.J. Zottnick • Robert D. Zulick • Fred Zulueta

I started my motorized two-wheel adventure in 1949 with a Hiawatha "Doodlebug" motor scooter. I was eight years old when my father took it in trade for something or other, and I'm sure he planned on turning it over. But I grabbed onto it and wouldn't let go. I was a happy kid—I customized it and hopped it up (mudflaps and a straight pipe). Then when I was 12, disaster struck. Some kid in the neighborhood got a "Whizzer," and it was faster than my "Doodlebug." That's when I moved up to a Cushman "Husky" until someone with a "Highlander" blew past me, and I had to get a Cushman "Eagle" and then a Mustang with a 16hp hop-up kit instead of the stock 9.5hp standard



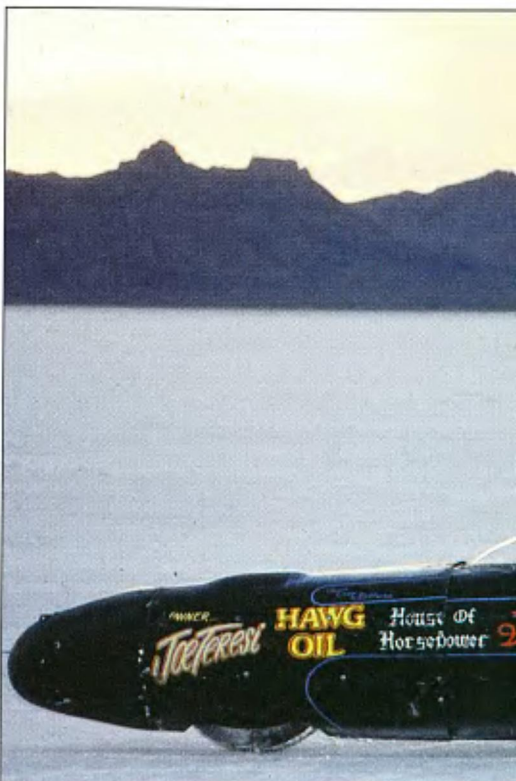
JOE TERESI

PUBLISHER/COFOUNDER

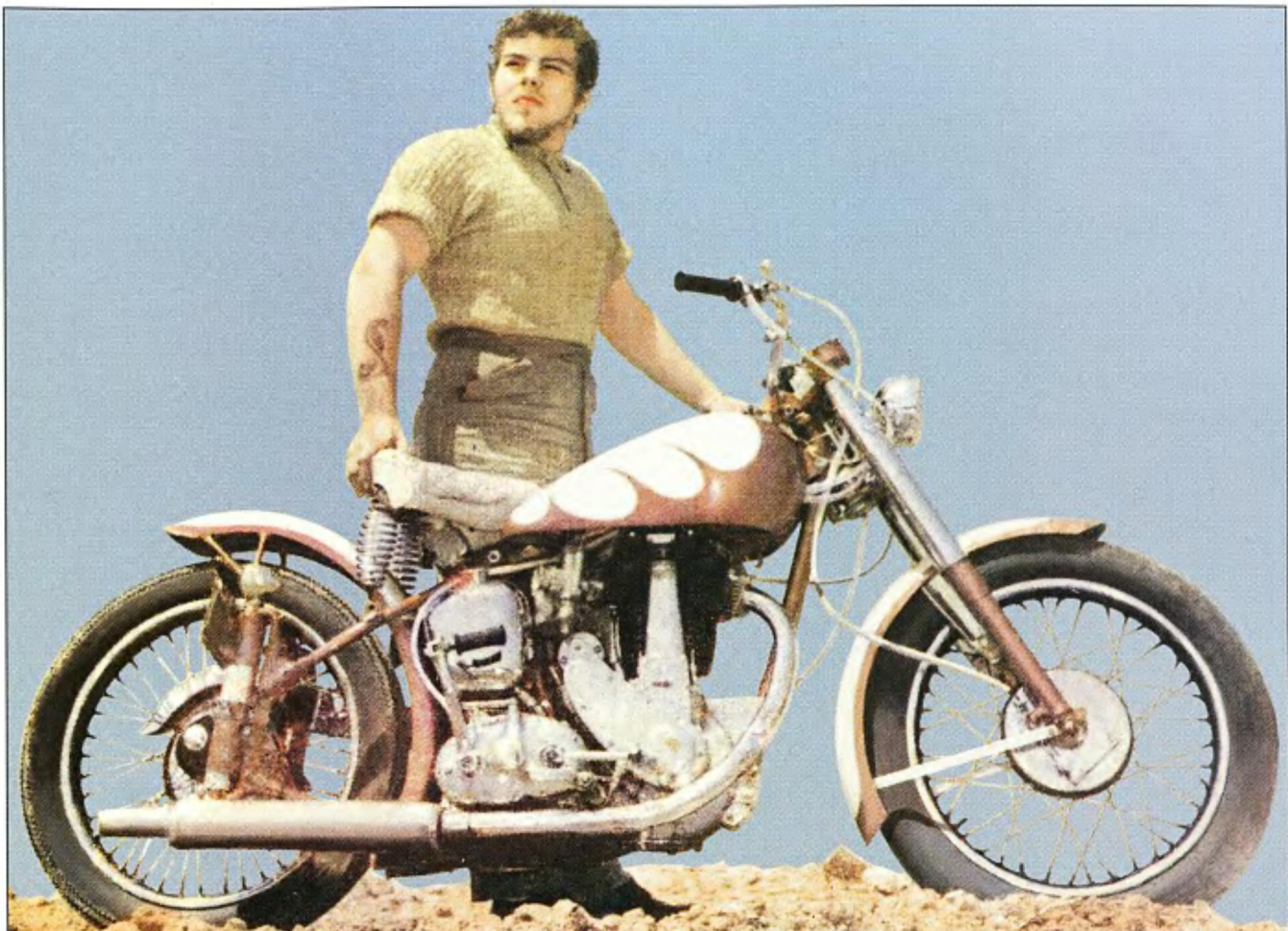
engine. You get the picture—I had to have the fastest bike on the block.

Then came the time of my life. I was 15 years old and permitted to drive legally on the streets and highways of Minnesota and the proud owner of a baby blue 1948 Indian Chief that every babe in Robbinsdale High School wanted a ride on! Yeah, 1956—Elvis and I were ridin' high and havin' fun. Then, like Elvis, I went off to the Army (I lied about my age) and the Indian was sold. But that was okay because I wanted one of the faster OHV Harleys anyway. When I got out of the Army, I blew all of my muster-out pay partying and in early 1959 I didn't have the scratch to buy a Hog—but what the hell, I found a '50 BSA 500cc single for cheap. The damn thing was fast and it did wheelies!

That's where the photos start; unfortunately, any photos I had of earlier scooters and bikes were lost on the trip down Route 66 from Minnesota to California in May of 1959. The photo of the Beezer single was taken later in 1959 after I gave the stocker a new California look. It ran too—cams, carb, and a 15-to-1 compression ratio made it haul ass. →



A new Land Speed record was set with this dual Shovelhead Streamliner by Jerry Pineda, Bobby Torres, and Joe Teresi. The record still stands.



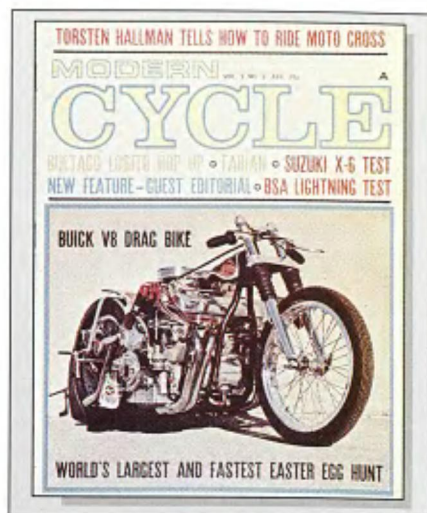
Joe Teresi and his 1950 BSA made the trip from Minnesota to California down Route 66 in May of 1959. It made the trip as a stocker but was soon customized.



990 at 322 mph, about 300 mph faster than his first "Doodlebug." From left to right: Dean Shawler, Kit Maira, Micah McCloskey, Keith Ruxton, Leon Hatcher, Dave Campos, the world's fastest motorcycle.



Joe (left) and Mil Blair (right) campaigned this Buick Aluminum V-8 drag bike in the mid '60s—capable of speeds of 160+ and low 9 E.T.s. It never realized its full potential due to the unavailability of a good "legal" motorcycle slick in the '60s.



This pair of Pans known as Captain America and Billy



Armond's unique big inch with a "Speedy Shift" was purchased from his widow. The bike was featured in the first issue of *Easyminders*. Left to right: Mil Blair, Ventura Spider (not the Spider), Keith Ball, Sheila, Rip, Joe Teresi.



Last of the Panheads, this '65 started out as a Burdette and went through four or five new looks.

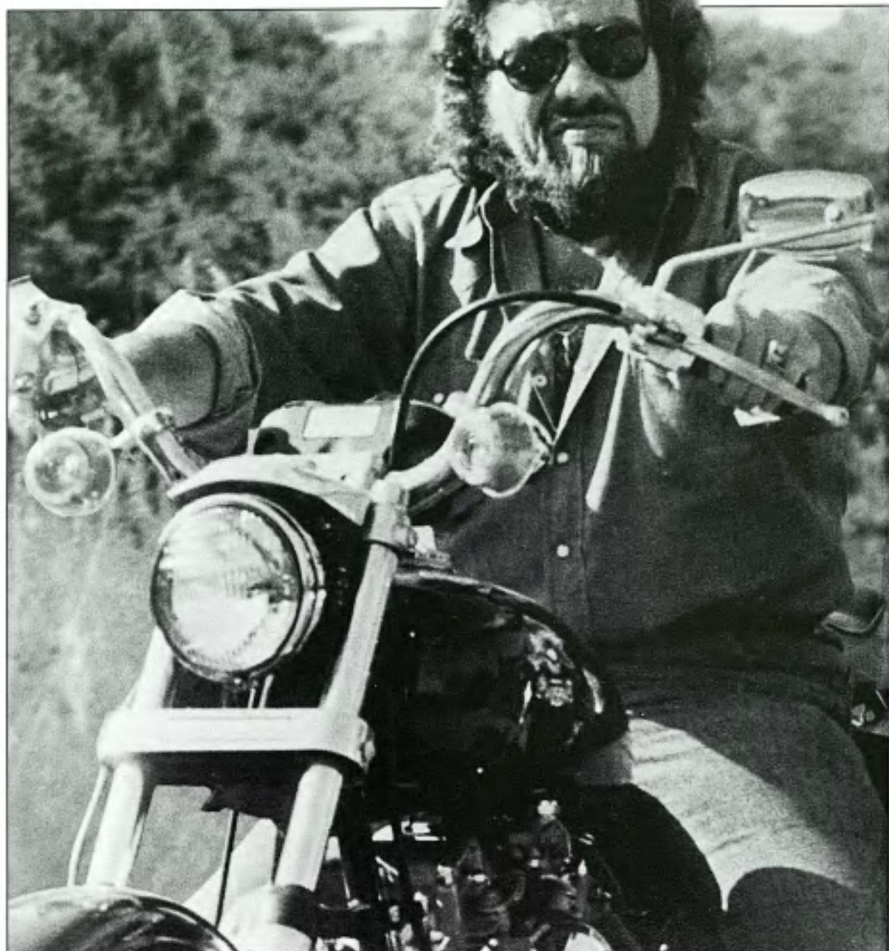
The trip down Route 66 was made with my longtime bro, Mil Blair. Once in California we had so many different bikes I couldn't list them all, but the main ride was Mil's Harley fuel drag bike that took on many forms over the next five years until it was replaced by my 215-cubic-inch Buick aluminum V-8-powered drag bike. It was this bike that first introduced me to magazine folks when *Modern Cycle* featured the bike in its April 1966 issue. One thing led to another and by 1970, Mil, Lou Kimzey, and I started to put together the first issue of *Easyriders* magazine. Over the years since then, I've owned too many bikes to show them all, but here are a few of my favorites. (Mil did the major wrenching on most of them.) →



... lives out on the *Easyriders* Rodeo Circuit.



California Police Department bike. It's now in the midst of



This AMF-era Shovel got a turbo charger and then promptly blew up—win some, lose some.



When the DOT was trying to outlaw all but stock bikes, we loaned this completely aftermarket (except engine and trans) custom to them for testing—they changed their minds.



The heart of this all-aftermarket mid-'70s scooter is a 91-cubic-inch water-cooled engine identical to the ones used in the 322-mph Streamliner.

Funny thing about me and motorcycles—I get attached to them and can't seem to bring myself to sell 'em, so I still have most of the bikes seen here including the Buick V-8 bike. As I write this my '65 Pan is about to get its fourth or fifth "new look" since I've owned it, and the water-cooled Shovel is well on its way to a redo. You might think with all the Pans and Shovels shown here that I don't like Evos—nothing could be further from the truth. I have an FXR, a Softail Custom, and Classic Bagger that range from stock to moderately customized. The latest major project is a full custom FXR/Bagger cross with a 92-cubic-inch nitrous engine that's scheduled to be finished by the end of the year. I guess besides riding, building, and racing motorcycles, I like collecting them too.

—J.T.



Goin' bear huntin' on an '81 Sturgis—the bears won—great-looking stocker but suffered from AMF quality control. J.T. says, "I liked it anyway."

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25 YEARS OF TAKING IT EASY

For a quarter of a century, Spider has sifted through a never-ending treasure trove of arcane and baffling news stories and trivia to bring you the most bizarre and entertaining tidbits of true weirdness imaginable. Enjoy some of the best of Spider's first 25 years of Taking It Easy.

Support mental health ... or I'll kill you. (Issue number one: June 1971)

A flipped-out dude committed "cycle-cide" recently by pumping five .357 magnum bullets into his bike. He said he did it after arguing with his wife about the amount of time he spends with his scooter. A buddy of mine heard the story and asked, "Why didn't he just shoot his wife?" (March 1973)

This must mean something: The only chastity belt manufacturer in the world just went broke due to lack of sales. Does it mean that more guys trust their ol' ladies, or that more guys don't give a shit? (November 1974)

Giving the finger to a cop is not considered harassment according to the New York Court of Appeals. The same court had previously held in another case that use of obscene language to a cop wasn't harassment either. The judge did say, however, "If you're going to give a trooper 'the finger,' you're probably going to have problems." Figures. (April 1975)

Off-the-wall file: A 78-year-old woman went to a doctor complaining about a gut ache. Upon examination, are you ready? She was found to be pregnant. No big deal you say? Well, dig. This broad had been pregnant for 40 years. That's right, f-o-r-t-y years! When the baby was removed from inside her, it was found to be mummified. Creepy! (February 1976)

Dipshits of the month: Four dudes ripped off a motorcycle and—now get this—lugged it up a flight of stairs to a second-story apartment. They parked it in the kitchen and while they were standing around snickering, the gas fumes got to the stove's pilot light and blew up, burning the shit out of 'em. (February 1977)

Did ya hear about the biker who crashed into a deer in Canada with both the deer and biker landing in a ditch at the side of the road? Well get this—a pickup came by, threw the deer in the back of the truck, and drove off leavin' the biker in the ditch. Figures. (January 1978)

He was awakened by a noise. Thinking it was a burglar, he called the police. The cops arrived, and the dude thought the policeman was the burglar, so he picked up a shovel for protection. He goes out the door with the shovel in his hand. The cop sees him with the shovel, thinks he's the burglar and shoots his ass. (June 1980)

This guy found a book on how to call wild turkeys and started practicin'. When he went out to the woods one day to see if the calls would bring in any turkeys, the calls were so good

that he got ventilated with 16 rounds of buckshot from frantic turkey hunters. (February 1982)

This dude was sleeping in his wife's bedroom when his wife came home and caught him. She beat him up, broke his glasses, threatened him with a knife, and grabbed a testicle "causing it to bleed." He's suing her for \$25,000. He should've put lye in her douche bag, or at least made sure that she fell asleep first. (March 1984)

He went to bed, but he didn't follow my advice about letting her fall asleep first! He nodded off, trusting his ol' lady to be there soon. She was! Just after he fell asleep, she poured flaming hot oil all over his body, especially his crank. He was snuffed and she shuffled off to jail. (February 1986)

Or how about the guy who was toolin' along without a helmet, and the trusty cop, doin' his job, chased him to arrest him for not wearin' a skid lid, because the rider could be killed for not doing so. So what the fuck does the policeman do? He couldn't stop him, so he shot his ass. (June 1987)

A radio station held a contest asking its listeners, "What's the craziest thing you would ever do on a motorcycle?" A young lady covered herself in liquid cow shit and then rolled in corn flakes before sitting on the bike, but she didn't win. The guy who won swallowed a live snake. Urp! (July 1989)

Hey, I think I'll try this! A guy was found looking up women's dresses via a mirror he had taped to his shoes. When he was discovered, a lot of the women (and some others) beat the shit outta him. He was charged with 22 counts of invasion of privacy and was sent to the can for 10 years. (March 1990)

Here's some stupidity. Two gas station attendants recently called the police because they were held up by a bare-ass naked man who said he had a gun in his pocket. He got away with \$100. Can you beat that shit? (October 1991)

A woman was rushed to a hospital to remove a five-inch furball from her stomach! She told the doctor she had been licking her poodle dog "to keep him nice and clean." (September 1993)

He was watching a strip show at a strip club for a stag party celebration. He had the best front row seat in the house. But it turned out to be the worst seat when one of the stripper's steel nipple tassels flew off and struck him in the head, killing him instantly. At least he died quickly and happily. (June 1994)

A wife had had enough. She shot her husband in the head. It seems he had a habit of ripping off farts in bed. The final straw was when she bought a sexy nightie for a good time with him one night. As she removed the covers and was about to hop into bed, he ripped off a long, smelly, wet fart! She got so pissed off she shot him in the head. (February 1995)

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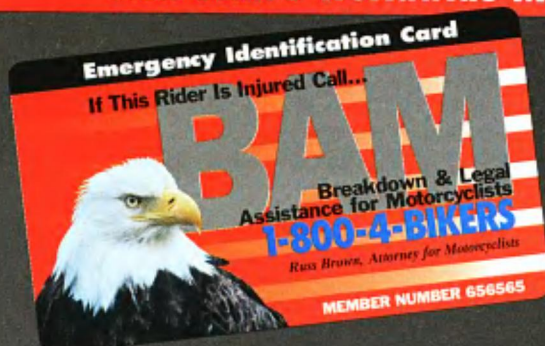
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Easynews

IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT

LOOKING BACK, SEEING AHEAD

"Easynews" has long been a source of information and help to bikers all over the world. Through the years we have worked to expose and combat threats to motorcycling and personal freedom as well as to ensure that the positive side of our lifestyle, and the people doing good works for the biker community, get the ink they deserve. As we go over some of the highlights, as well as some of the lowlights of the past 25 years, we thought we'd give you some background on Easynews itself.

The creation of *Easyriders* magazine in the early '70s coincided with the

first real attack on motorcyclists' rights, the attempt by the federal government to ban extended front ends on custom motorcycles. The brains of this outfit realized that *Easyriders* could provide a valuable service, one that could make a difference to bikers everywhere. They realized they could provide an informational section, where bikers could keep current on the happenings that would affect their lifestyle. Easynews was born. The section was filled with political info, warnings about pending laws, and recommendations for ways

to keep from losing precious freedoms.

ABATE (A Brotherhood Against Totalitarian Enactments, amended to A Brotherhood Aimed Toward Education) was born out of this idea, later becoming the strongest force and loudest voice in the country for bikers' rights. In addition, the *Easyriders* F.I.G.H.T.® program has resulted in landmark court decisions dealing with motorcyclists' issues.

Enjoy your trip down memory lane, but take a warning, some of it may be bumpy, especially when you're reminded of how things used to be!

1966-1990 GETTING ORGANIZED

1966

Federal Highway Act is enacted, forcing states to pass helmet laws and driver's license requirements or lose 10 percent of highway funds. Within eight years every state except California and Illinois has a helmet law.

1970

RICO (Racketeer-Influenced and Corrupt Organizations) Act is passed.

1971

Easyriders founds the National Custom Cycle Association, now known as ABATE. Keith R. Ball is the first employee.

1976

President Ford signs HR-3869 into law, repealing the first National Helmet Law. By the end of 1977, 20 states have repealed helmet laws for adults.

1983

Wyoming passes an under-18 amendment and becomes the most recent state to revoke its mandatory lid law.

1988

Motorcycle Rights Foundation (MRF) opens its first lobbying office in



Washington, D.C., in anticipation of legislation being introduced to enact a new federal helmet law.

1989

Senator John Chafee (R-R.I.) introduces legislation withholding 10 percent of a state's highway funds if a state does not have motorcycle helmet and automobile seat belt laws.

1990

April: Bikers Against Manslaughter (BAM) compiles a publication called *Seat Belt Facts* to provide ammo against the likes of Senator Chafee and

his National Highway Injury and Fatality Reduction Act of 1989 (S.1007).

June: Rep. Jim Cooper (Tenn.) introduces legislation similar to Chafee's.

July: State of Washington passes a mandatory helmet law, effective June 6.

Easyriders Streamliner sets new Land Speed record of 322.150 mph.

August: Australian researchers find helmets to be killers: Chin straps kill like "a hangman's noose."

October: John Paliwoda, spokesman for the California Motorcyclists Association (CMA), states that without the helmet law, "Motorcycle injuries are the lowest they have been in 21 years."

November: National Coalition of Motorcyclists' (NCOM) Richard Lester, founder of Aid To Injured Motorcyclists (AIM) initiates a new era in the motorcycle club communications by forming the Confederation of Clubs.

MMA's Bill Gannon warns that the insurance industry is now pushing for catastrophic health insurance that could cost more than \$4,000 a year.

1991 GETTING SHAFTED

January

The American Motorcyclist Association's (AMA) Board of Trustees approves a plan to move a staff member to Washington, D.C., to help deal with the deluge of federal legislation aimed at motorcyclists.

BAM urges motorcyclists to keep the heat on President George Bush about his turnaround on helmet laws. They make it easy by printing postcards for riders to send to him.

April

A new mandatory helmet bill, AB-7, was introduced in the California Assembly in December 1990. The bill's author, Dick Floyd, thinks he has a better chance with newly elected Governor Pete Wilson.

In Nebraska, 18 riders have died from head injuries since the helmet law went into effect.

May

Rhode Island's Governor Ed DiPrete wants a helmet law so bad, he even called up R.I.'s own fanatical prohelmet Senator John Chafee to propagandize for a helmet law in 1991.

Connecticut Senator Thomas F. Upson is determined to get helmets on all Connecticut riders.



Thanks to the efforts to ABATE of Pennsylvania, the Keystone State comes close to repealing its helmet law.

June

Easyriders magazine celebrates its 20th anniversary.

July

S-399, "The Outlaw Street and Motorcycle Gang Control Act of 1991" is introduced by Dennis DeConcini (D-Az.) and Alfonse M. D'Amato (R-N.Y.), along with John W. Warner (R-Va.), Howell Heflin (D-Ala.), and Joseph Lieberman (D-Conn.).

August

Earlier this year, more than 12 states had a total of 38 helmet laws under consideration. As of August, that number has been whittled down to nine, more or less.

September

On May 20, 1991, California Governor Pete Wilson signed AB-7 into law mandating helmets for all motorcyclists.

October

Senator John Chafee's at it again and wants the states to pass helmet laws as a condition of receiving their share of federal fuel taxes.

November

The Illinois Senate votes down a proposed helmet law by the biggest margin in years.

Wisconsin draws 30,000 riders to the capitol for the purpose of generating letters to Congress telling them to lay off the helmet and seat belt laws.

1992 GETTING POLITICAL

January

Easyriders initiates its Freedom F.I.G.H.T.® (Freedom From Inept Government Helmet Tactics) program and asks readers to join them in taking the helmet law to the Supreme Court.

Defense Secretary Dick Cheney orders the Pentagon to double the size of its staff to resolve POW and MIA cases.

Twenty thousand riders rally in London's Trafalgar Square to protest the European Community's (EC) edict about leg guards for riders.

February

Represented by Attorney Owen Gardener, 10 members of the Okanogan County "Freedom Fighters" Chapter of ABATE of Washington

deliberately get tickets, as a route to a class action suit, for riding bare-headed. They all go to court.

At the *Easyriders* Rodeo in Chillicothe, Ohio, Streamliner pilot Dave Campos accepts the Federation International Motorcycle (FIM) ratification for the world's fastest motorcycle.

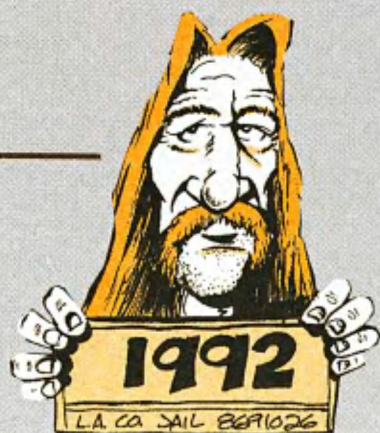
March

In its Save-A-Life program ABATE of Pennsylvania reminds drivers that their negligence causes roughly half of all motorcycle accidents.

The Hog Farm in San Jose, California, is sued by Harley-Davidson for the use of the name "Hog."

April

President George Bush signs HR-2950 (ISTEA) into law.



Senator Dave Durenberger (R-Minn.) introduces S-2204 and Representative Olympia Snowe (R-Maine) introduces HR-4207; both bills would repeal the sanctions section of the Highway Transportation Bill, basically taking out the teeth by not allowing the federal government to blackmail states into accepting helmet and seat belt laws. →

California motorcyclists' rights organizations, including *Easyriders*, join forces to combat the helmet law in court.

June

Maryland Governor Schaefer sponsors a helmet law, which passes the House of Delegates 103 to 29 and the state Senate by 31 to 14. The law takes effect October 1, 1992, and mandates helmets for all riders.

Pennsylvania state Senator Clarence Bell introduces a bill that would reduce the penalty for riding bare-headed to a "secondary" offense in the same category with not using a seat belt.

NCOM opens an office in Washington, D.C., with longtime freedom fighter, Debbie Lough, running the operation.

In Missouri, the penalty for driving without a seat belt is \$10, no license "points," and no time in jail. For riding without a helmet, it's a \$1,000 fine, two points on your

license, and up to a year in jail. HB-1299 would equalize the penalties, says FORR (Freedom of Road Riders) Missouri's legislative coordinator, Steve Zimmer.

July

Iowa State Sen. Elaine Szymoniak introduces a bill to require Iowa's bikers to carry \$1 million worth of insurance.

August

Harley-Davidson announces it's giving \$100,000 to the AMA to help fund the AMA's Government Relations Dept.

Kansas State Senate votes 21-19 in favor of a helmet law for adults.

Huntington Beach, California, cops adopt a practice of stopping riders to inspect helmets.

September

Juanita McDonald, a woman entering serious politics for the first time, takes the California District 55 seat that helmet law sponsor Dick Floyd claimed as his own.

Two days before a floor vote, Illinois Senator John Cullerton withdraws his helmet law bill, due in large part to ABATE of Illinois' discrediting of his public burden theory numbers.

Bikers in Butler County, Pennsylvania, sue 10 taverns for discrimination after the bars ban leather jackets.

October

Harley-Davidson reports that William H. Davidson, 87, former president and

chairman of the Harley-Davidson Motor Company, died on Monday, May 18.

In Holland, 5,000 riders participate in a run to protest the EC's proposal for mandatory leg guards and fluorescent clothing.

November

Utah fails to pass a helmet law: Safetycrats blame it on *Easyriders* *Helmet Fighters Handbook*.

In Sacramento, California, Senator Marian Bergeson (R-Newport Beach) introduces a bill that would allow individual cities to pass helmet laws for bicyclists. The bill fails.

ABATE of California conducts a press conference to announce that motorcycle accidents have become more deadly since the helmet law went into effect January 1, 1992.

With encouragement from state ABATE chapters, the Tennessee legislature passes a resolution telling the federal government to quit blackmailing the states.

December

In Louisiana, a prime helmet law state, Rep. Robert Livingston adds an amendment to a House appropriations bill

that effectively prevents the Occupational Safety and Health Administration (OSHA) from putting its own helmet law into effect.

The House of Representatives votes in favor of HR-5753, a bill that postpones the penalties for a full year—until September of 1994.

In Missouri, the legislature approves a rider education program by a substantial majority. Yet Governor John Ashcroft vetoes the bill because it applies to riders as young as 15½, despite the fact that parental consent was written into the bill.

FORR Missouri hooks up with ABATEs of Arkansas, Kansas, and Oklahoma, along with the AMA and MRF to form a group called Motorcyclists Improving Legislative Effectiveness (MILE).

A report from the Highway Safety Research Center at the University of North Carolina shows that motorcyclists do not impose a "public burden" on the health care system.

American Red Cross in conjunction with the California Highway Patrol

PRESENTS



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H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Customs, 5931 Van Nuys Blvd., Van Nuys
Palm Springs H-D, 19465 N. Indian Ave.,
Palm Springs
Easyriders of Hollywood, 7450 Melrose, Los Angeles
Easyriders of Fresno, 5155 N. Blackstone, Fresno
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 10419 Mills Ave., Montclair
South Coast Harley-Davidson, 345 E. St., Chula Vista

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John's H-D, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, 2571 Hwy. 6 & 50, Grand Junction
2 Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Connecticut

Mancini Racing, Inc., Custom Cycles, 26 Kenosia
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Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie

Georgia

Barshie Cycle, 2507 N. Lumpkin Rd., Columbus
American Twin Performance & Machine, 1587
Hwy. 85 North, Fayetteville

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Walter's Bros H-D, 1212 S.W. Jefferson St., Peoria
Easyriders of Chicago, 150 Rand Rd., Mt. Prospect

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Maverick Motorcycles, 8051 West U.S. 30, Larwill

Kansas

Bikers Edge Cycle & Leather, 1210 E. Douglas,
Wichita
Central M/C Inc., 13010 W. 63rd, Shawnee

Louisiana

Easyriders of New Orleans, 4230 Veterans Blvd.,
Metairie

Maryland

Capitol Easyriders, 8098 Snouffer School Rd.,
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Rockville Harley-Davidson, 7630 Airpark Rd.,
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Massachusetts

Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan

Saginaw Valley Motorworks, 3850 S. Huron Rd.,
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Detroit Motorcycle Parts, 16297 Eleven Mile Rd.,
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McNasty's Cycles, 23565 Van Born, Taylor
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota

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

Missouri

Easyriders St. Louis, 14912 Manchester Rd., Ballwin
Easyriders of Springfield, 4240 S. Fremont, Springfield

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada

Show Bike Performance Center, 17 E. Wyoming Ave.,
Las Vegas
Easyriders Las Vegas, 4600 W. Tropicana, Las Vegas

New Jersey

Kosco H-D, 8 E. Garden Pl., Pompton Plains

New York

H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 593 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyett Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
Al's Cycle Parts, 315 E. Dominick St., Rome

North Carolina

Durham H-D, 819 N. Miami Blvd., Durham
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd., Fayetteville

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Sharon Woods Cycle Center, 11506 Reading Rd.,
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1993 GETTIN' MAD

January

The Rhode Island Motorcycle Association, with support from the AMA, deflected the helmet law for all riders with an over-21 compromise.

The Nevada Association Motorcyclists amends the law requiring "both" hands on the handlebars to require "either" hand.



February

The highway bill of 1991 did have one bright spot. It mandated that motorcycles could use high-occupancy-vehicle (HOV) lanes, forcing the last two holdouts, Texas and Virginia, to comply.

Illinois Governor Jim Edgar vetoes a bill that would have prevented the state from grabbing rider education funds to use for other purposes.

March

The Nebraska Supreme Court rules that the helmet law does not violate the state constitution.

Biking politician Dave Zien of Wisconsin wins re-election to the State Assembly.

AIM attorney Sam Hochenberg challenges the Oregon Helmet Law in a court of appeals.

Texas bikers are critical in ousting helmet law sponsor Ted Lyons.

April

U.S. Senator Ben "Nighthorse" Campbell, of Colorado, is among the first to sponsor HR-4207, the bill to remove penalty sections.

Massachusetts cops harass riders for wearing beanie helmets.

Jersey ABATE helps to get Representative Frank Pallone, a supporter of HR-4207 (the bill to repeal the penalty sections of the highway bill) re-elected.

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May

Responding to arguments presented by ABATE member Steve Bianco, the Superior Court of California orders the California Highway

Patrol (CHP) to produce documents that prove its case against helmets the CHP doesn't like.

In California, after a year with the helmet law, the drop in new sales cost the state \$10 million in sales tax, another \$40 million in lost taxes on used bikes and accessories, and \$6.4 million for lost registration fees.

In North Dakota, the state Senate rejects an over-18 helmet law by a vote of 35-14.

June

The Colorado Senate Transportation Committee votes 6-1 to kill a helmet law bill. Colorado continues to be a helmet-free state.

July

The California Appellate Court in Orange County gives permission to attorneys for MLAC (Motorcyclists Legal Action Committee) to present oral arguments against the helmet law.

Montana ABATE brothers and sis-

ters help to defeat their helmet law bill (8 to 0) in committee.

August

The Helmet Law Defense League (HLDL) confirms the fact that since January 22, 1993, violations of California's helmet law—specifically not wearing a helmet—have been correctable violations (better known as fix-it-tickets).

After a hearing in Arizona's House Transportation Committee, the sponsor says he feels the bill is dead and won't push for a vote in committee.

The following states defeat their helmet law bills in committee: Connecticut, Hawaii, Kansas, Minnesota, New Hampshire, South Dakota, Oklahoma.

September

Alaska raises the bodily injury requirements on automobile insurance, including motorcycles, which means you now must have \$2 million of coverage for injury or death of two or more persons.

Maine Governor McKernan vetoes a bill that would have imposed fines on those caught without their seat belts on.

Since the repeal of Minnesota's mandatory adult helmet law, fatalities have been reduced 55%, in spite of a doubling in the number of licensed motorcyclists.

October

Iowa Governor Terry Branstad vetoes the state's helmet bill.

The CHP continues to cite "beanie" wearers despite the court ruling that stated, "The law requires only that the consumer wear a helmet bearing a certification of compliance (DOT sticker)."

Maryland lawmakers approve a measure to revive the state's riders education program, funded entirely by extra fees on street-riding motorcyclists.

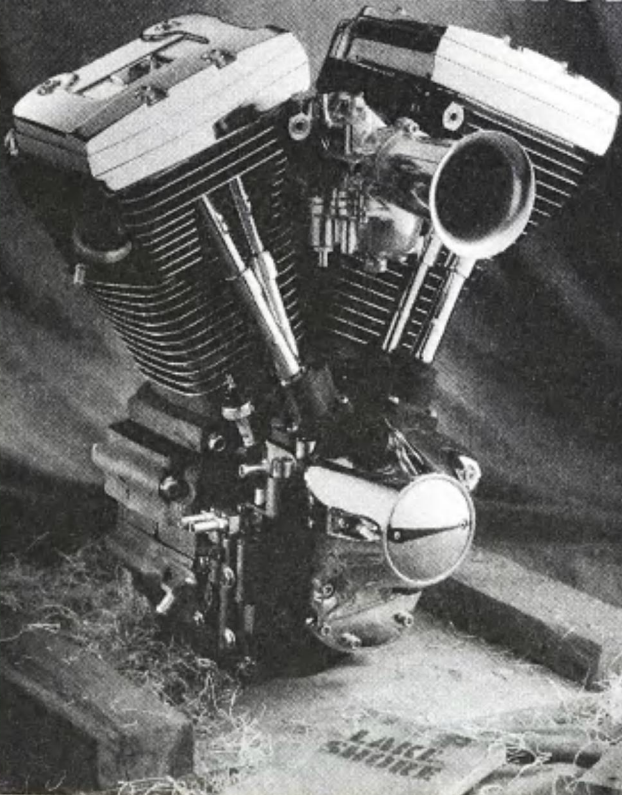
November

MAG UK National Communications Officer Allen Burton reports on some of the EC's pending restrictive motorcycle legislation: noise limits so low no air-cooled engine could pass and anti-tampering regulations wherein bike engines would be manufactured with "shear bolts," making do-it-yourself maintenance impossible.

December

In helmet-free Arizona, The Arizona Governor's Office of Highway Safety concludes from exhaustive research that there was no appreciable difference concerning the relative number of fatalities, or severity of injuries, between motorcycle accident victims who wore helmets and those who didn't.

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GETTING EVEN

94

January

Oregon's Court of Appeals rejects vagueness challenge to helmet law.

February

Illinois helmet advocates falsely claim that unless a mandatory helmet law is passed, they'll lose \$5 million in federal highway funds.

March

New York Governor Mario Cuomo vetoes ABATE of New York's rider education bill; however, he does agree to mandate a bicycle helmet law for kids 14-and-under with a \$50 fine for their parents ... if caught!

April

NCOM gets a big boost when Sen. Ben "Nighthorse" Campbell joins its legislative task force.

Repeal of ISTE is gaining nationwide support among legislators.

May

NCOM study shows that the six safest states in which to ride are all helmet-free states

June

Utah's helmet law is tabled on a 4-1 vote in the senate.

July

New federal legislation has been introduced to exempt states with rider training from helmet laws.

New Mexico is being threatened by pro-helmet factions spouting ISTE blackmail.

Two bills are introduced into the California legislature that would ease the burden of mandated helmet laws for some motorcyclists. The bills were proposed by the MMA and are being carried by Senator Phil Wyman and Assemblywoman Barbara Alby.

August

The Connecticut Motorcycle Riders Association (CMRA) beats the threat of a mandatory helmet law when Senator Bill Nickerson formally withdraws his proposal.

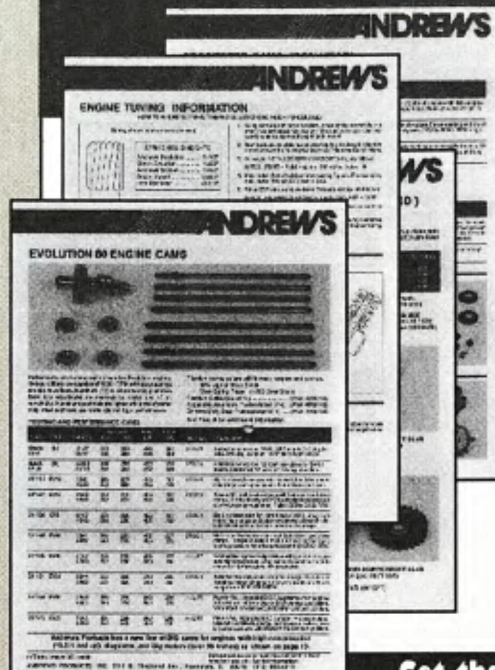
September

Oklahoma lawmakers crush a bill that would have required helmets for adult riders.

October

In Tennessee, Representative Jim Cooper (D) and Fred Thompson (R) are vying for Al Gore's old Senate seat. CMT/ABATE members are →

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throwing all their support toward Thompson. Jim Cooper was the original sponsor of the mandatory seat belt and helmet law bill that became part of ISTEA.

Idaho Governor Cecil Andrus signs legislation making Idaho the 50th state in the nation to require motorcycle operators to obtain a special motorcycle endorsement on their regular driver's license.

In New Jersey, handicapped bikers can now purchase disabled plates and park in spaces reserved for the handicapped.

November

AIM attorney Marty Fox overturns Washington state's helmet law.

One year after Maryland's helmet law went into effect, motorcycle-related deaths are up.

In helmet-free Indiana, officials credit their motorcycle safety education program for a 50 percent reduction in motorcycle fatalities.

Members of Street Bikers United of Hawaii protest media bias concerning the proposed helmet law.

December

Two new bills are introduced to restrict ISTEA penalties and ease the federal mandate on states without helmet laws: S-295 (introduced by Senator Richard Lugar, R-Ind.) and HR-799 (introduced by Representative Jim Slattery, D-Kan.)

Delaware stays helmet-free when the state refuses blackmail tactics.

In California, new Harleys will be

sporting catalytic converters. After-market companies have already begun development of performance catalytic mufflers to combat the problem.

NCOM urges motorcyclists to buy pins and patches to support Senator Ben Nighthorse Campbell's political warchest.

MMA of Massachusetts chairman Bill Gannon submits legislation to the Massachusetts House Of Representatives that would require the Registrar to develop a listing of all helmet brand names and the model name/numbers for such brands, including the date the model was tested and the pass/fail results of that test. Gannon's bill would force NHSTA to test all helmets on the market, or else drop its aggressive targeting of novelty helmets, such as the "beanie."

1995 GETTING RESULTS



January

As part of a planned protest, nine members of Bikers' Rights Action Group (BRAG) of Michigan are ticketed in Lansing for violating the helmet law.

February

The highly successful first-ever International Coalition of Motorcyclists (ICOM) Convention held in Harrisburg, Pa., marks a turning point in the international fight for motorcyclists' rights. Rights leaders from 42 states, three Canadian provinces, and seven European countries are represented.

Some 650 freedom fighters attend the MRF's 10th Annual Meeting of the Minds in St. Louis, Missouri.

March

The AMA allocates \$100,000 to develop and implement a strategy to combat discriminatory health insurance policies that target motorcyclists.

The City Of Sunland Park, New Mexico, passes a mandatory adult helmet law within the city limits as a prerequisite to applying for a New Mexico DOT safety grant.

April

Bikers celebrate general election victories as they brace for the most concerted lobbying attack on Congress since the federal helmet law repeal in 1976.

FEM (Federation of European Motorcyclists) reports that in France riders face a \$200 fine and confiscation of their bike for not wearing a helmet.

May

ABATE of South Carolina and the ACLU file a class action suit against the South Carolina cops in response to harassment of participants in the Red Cross Southeast Bike Rally. The suit will claim violation of First Amendment rights of freedom of association and assembly, as well as the Fourth Amendment protection against unreasonable search and seizure.

June

AIM attorneys Jim Stuczynski and John Bonanti of Erie, Pa., win a \$12 million settlement from Kmart for selling a defective helmet.

AIM attorney Timothy Kodani files a multi-million dollar class action claim on behalf of approximately 2,000 bikers harassed by law enforcement officials at a charity run in Northern California.

In a show of unprecedented bipartisan cooperation, AB-373, a bill to amend California's mandatory helmet law excluding adults over 21, is introduced in the Assembly.

July

In 1992, West Virginia enacted a rider training program with funds provided solely by bikers. Three years later the DMV has yet to implement the program.

British studies reveal that helmets may be killing many riders whose deaths are falsely attributed to head injuries from a crash.

FEM reports that the Dutch and German governments are rumored to be secretly scheming to enforce even stricter anti-tampering measures.

August

NCOM and the MRF decide to work together to serve the motorcyclists of this country by bringing together their members, legislative talents, and funds.

Pa. Teamsters are denied health coverage if they are injured on a motorcycle.

September

Thanks to legal documents filed by *Easyriders* Freedom F.I.G.H.T.® attorney Skip Raring, U.S. Federal District Judge Napoleon A. Jones Jr. agrees that the California Highway Patrol has been abusing the civil rights of motorcyclists. This ground-breaking decision can be used to change the status of helmet laws all across the country.

October

Snowe-Campbell Amendment wins! Senate votes to repeal helmet law.

November

Connecticut's helmet bill dies in the Transportation Committee without a vote due to lack of support.

December

Pressured by the new Republican Congress, President Bill Clinton signs the National Highway System Designation Act, a highway bill which includes a repeal of the federal ISTEA helmet mandates. Thanks to the work of the MRF, NCOM, AMA, ABATE, MMA, and other dedicated MRO activists, the NHS bill was the fifth most sponsored bill in the 104th Congress.

HB-3422, redefining what a legal helmet is in Oregon, is signed into law by Governor Kitzhaber.

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SHORT STROKES

TIME IS ON OUR SIDE

Hey, 25 years is nothing to sneeze at. We've had our highs and lows, our problems with drugs, bike accidents, and staff members who joined clubs. We fought for the rights of bikers constantly, broke the world Land Speed record, beat the beanie helmet tickets in California, and kept moving ahead. So whatdafuck? We may be older, and we don't all ride rigid frames anymore, but there are more bikes now in the staff stable than ever before. We publish more magazines and hold more events than ever, and we work harder and later, but between you and me this is the best place on the planet to work. Even though every member of the staff is up to his or her ears in work and deadlines, there's nothing they wouldn't do for one another, and who said a business couldn't be a brotherhood or a family? **And now for the news...** Here's a thought from Dan Stern, senior vice president of Custom Chrome, on being a yuppie: "I've given this a lot of thought. I have a Shovelhead, and I carry tools when I ride this bike. On the other hand, when I'm on my FXR, I never carry tools. I've owned and ridden many forms of things that could be referred to as motorcycles—bikes with no front brakes, girders, springers, rigids. Had I carried a cellular phone back then, I probably wouldn't have all these great bar-room stories to tell. I simply would have burned out my friends, having them come and get me all the time. Now that I have more than six bucks in the bank, I carry that phone (in the off position) as peace of mind. You know what it's like. When you have your tools, you never need them—like the time I gave all my tools to a stranded Knuckle rider (I knew I'd see him at the next bar), 'cause I was in a hurry and all I kept was one Allen and a 1/2-9/16 open end wrench. Of course, on the backroads after leaving the stranded rider, I threw a primary belt. Always prepared, I had a spare belt strapped under the frame,

what a comedy it was putting that belt on. If I would've had the phone I probably would've called for assistance. But I wouldn't be laughing at myself now or cursing at myself then. Now a yuppie biker with a beeper is another story."...**According to the Police Officers' Handbook** from the state of South Carolina, when club members are pulled over there should be at least one officer for each member. I don't get it, are they going to write tickets or dance?... **Thanks to bikers** willing to tell their stories of helmet hazards, we are working on a major article pointing out the devastating risks, by actual experience, of wearing a helmet. Here's a couple of examples from Corona, California: A 10-year-old girl was playing in a tree fort when she slipped while climbing down a rope, snagging her bicycle helmet. The chin strap was choking her as she hung two feet off the ground. Fortunately, Mike Halzle was on his way home from work and spotted the girl in distress. And recently a motorcycle officer was run over by a truck; he, too, was strangled by his helmet chin strap...**And an anonymous reader** from North Carolina sent in these definitions of being a yuppie: He uses a cell phone instead of 25¢ in a pay phone, drives a BMW or Volvo instead of buying American, believes everything will be all right because of his money or status, is very open about being a yuppie, avoids hard work unless in the company of others, flaunts his money and toys, doesn't know a roller bearing from a Timken, knows nothing of sweat and hard work, and when asked to show his colors or rags, has no idea of what you are talking about...**Speaking of stereotypes**, here's a piece sent in by Scooter in Wichita, Kansas, from the *Caldwell Daily News*: "For many years, bikers have been stereotyped, generally after the sensational Hollywood movie image. Perhaps some groups earned that reputation, but there is another side to bikers which negates any of the stereotypes. One of their major collective projects is the toy run..." The article goes on to describe the 10 toy runs organized by Kansas bikers to help needy kids: "They gather with one common purpose, to

help children who have all too few adults caring for them."...**And now for a hunting tip** from the K.C. White Tail Chapter on how to make beef taste like venison. First, they recommend a gut shot to the steer after chasing it for a mile; then, hang the beef in the garage so that your dog can chew on the hindquarter and properly mark his territory. Have your wife idle her car five minutes a day in the garage to improve the flavor. When the carcass smells so bad that you can barely stand being in the garage, the beef is ready to butcher. Anything you say, oh great white hunter...**This month's red alert** is for Ontario, Canada. Apparently, there's a certified check scam going on in the Great White North. Dirty Dave in Ontario sold his bike and received a bogus certified check, and his insurance won't cover it because the company considers it fraud and not theft. Beware...**Two more quick notes**, if the copy editors on the staff will let me squeeze them in: Eugene (Rat) Richter, Box 1524, Okanogan, WA 98840, wrote to tell me that his brother's home burnt down. Kevin Burley is a single parent of two small kids. He built his own home which burnt to the ground while he and Rat were on their way to work. He lost all his belongings, his Sportster and Triumph, and two of the three family pets. Fortunately, his kids were in school. Unfortunately, since he recently completed the home, he had no insurance. Rat would like to help him out...**And finally, Jose Cuervo wasn't happy** just being one of the most popular tequilas on the market, so they bought an island in the Virgin Islands and kickstarted their own nation, Margaritaville. Actually, it will be called the Republic of Cuervo Gold...**By the way, how does Bandit Island** sound to you? I'm looking. So raise a margarita (on the rocks, made with Cuervo Gold) or a Jack on the rocks to the next 25 years. We've kept the ever-changing faith so far, and we'll fight the dogs of restriction until battery-operated vehicles see the internal combustion engine's demise. And dammit we'll be the last holdouts.

—Bandit

WHAT'S HAPPENING IN MAY AND JUNE

ALABAMA

Alabama State H.O.G. Rally
Date: June 7-8
Info: 1-205-8900 HOG

ALASKA

Break Up Run to King Mountain
Date: May 18-19
Info: (907) 248-7828

Vietnam Vets MC Run to Byers Lake
Date: May 25-27
Info: (907) 272-7888

ARIZONA

Yavapai Chapter ABATE Spring Run
Date: May 4-6
Info: (520) 639-1478

ABATE BBQ & Bike Show
Date: May 26
Info: (602) 243-9479

ARKANSAS

ABATE of Ark. Mother's Day Drags
Date: May 11-12
Info: (501) 888-1112

CALIFORNIA

MMA/ABATE Capitol Rally
Date: May 10-12
Info: (916) 442-4727

2nd Annual ABATE Regional Rally '96
Date: May 10-12
Info: Bill (619) 367-3353

Run For The Wall VII/Rolling Thunder IX
Date: May 15, leaves at 8 a.m.
Info: Wild Turkey (805) 237-0790

28th Annual Vintage Cycle Rally
Date: May 17-19
Info: (805) 733-1137

West Coast Bikefest
Date: May 24-27
Info: MMA (916) 442-4727

U.S. Motorcycle Jamboree
Date: May 24-27
Info: (310) 863-4830 or 492-9688

19th Annual Redwood Run
Date: June 7-9
Info: (707) 247-3424

Run To Benefit Wildlife Waystation
Date: June 9
Info: (805) 255-6522

COLORADO

Lost & Found Picnic Run
Date: May 11
Info: (303) 399-2246

Colorado Springs United Run
Date: June 2
Info: (719) 391-8929

ABATE District 7 Vets Fund Run
Date: June 8
Info: (719) 584-2034

FLORIDA

ABATE Freedom Rights Rally
Date: May 17-19
Info: (407) 668-5006

GEORGIA

Memorial Day Party
Date: May 25-27
Info: (404) 294-8900

IDAHO

ICMS Awareness Rally
Date: May 4
Info: Bob (208) 939-4415

ILLINOIS

ABATE of Illinois Freedom Rally
Date: May 5
Info: (800) 872-2283

All Chicago M/C Awareness Run
Date: May 12
Info: (800) 872-2283

AIDS Awareness Benefit

Date: May 18
Info: (800) 872-2283

Poker Run, Bike Raffle, Bike Blessing
Date: May 19
Info: (708) 371-5325

16th Motorcycle Ride-In Reunion
Date: May 25
Info: (800) 872-2283

Springfield Races
Date: May 26
Info: (800) 872-2283

INDIANA

ABATE Spring Breakout
Date: May 10
Info: (317) 262-8949

Pig Pickin's Jamboree
Date: May 17
Info: (317) 742-5517

Ridge Runners Romp
Date: May 17
Info: (812) 829-4271

Region 9 ABATE Biker Bash
Date: May 25
Info: (812) 283-4293

Blazing Saddles Region 8 ABATE
Date: May 30
Info: (812) 474-1309

Brothers of the Third Wheel Trike-In
Date: May 31-June 2
Info: (317) 241-7375

Region 4 ABATE Hog Roast & Rodeo
Date: June 1
Info: (317) 742-5517

Olie McPike Memorial Ride
Date: June 1
Info: (812) 829-4271

Region 10 ABATE Hillbilly Bash
Date: June 1
Info: (812) 849-2892

Mayor's Ride
Date: June 2
Info: (219) 636-2077

Motorcycle Awareness Ride
Date: June 2
Info: (317) 262-8949

Gonads Go Mad
Date: June 7
Info: (812) 386-6067

Region 2 ABATE Ultimate Bike Show
Date: June 8
Info: (219) 322-6298

Mayor's Ride/Swim to the Weenie
Date: June 8
Info: (317) 628-7446

Region 11 ABATE Family Campout
Date: June 8
Info: (317) 262-8949

Pappy Carver Memorial Run
Date: June 9
Info: (812) 283-4293

IOWA

Iowa/Illinois M/C Awareness Ride
Date: May 4
Info: (319) 391-0944

Popcorn City Cycle Circus Rodeo & Show
Date: June 8
Info: (319) 366-3663

KANSAS

Brothers of the Third Wheel Trike-In
Date: May 24-27
Info: (316) 945-4558

River City Blowout Memorial Day Party
Date: May 25-26
Info: Ron (316) 264-3110

KENTUCKY

Kentucky Run to the Wall
Date: May 22
Info: (502) 896-1544/(506) 928-8465/
(502) 969-8783

KMA/KBA Hells Neck Boogie
Date: May 31-June 2
Info: (502) 969-8783

LOUISIANA

Gulfport Blowout
Date: May 25-27
Info: (800) 393-5966

MAINE

UBM Memorial Bash
Date: May 24-27
Info: (207) 729-0909

MARYLAND

Capitol Easyriders Pre Run to the Wall
Party (Benefits JDF)
Date: May 25
Info: (301) 670-4644

Annual Yellow Ribbon POW/MIA Ride
Rolling Thunder IX
Date: May 26
Info: (301) 248-1200

Capitol Easyriders Run to the Wall
Date: May 26
Info: (301) 670-4644

ABATE Cumberland Party
Date: June 7-8
Info: (410) 263-9185

MICHIGAN

Mother's Day Helmet Protest. ABATE
Date: May 12
Info: (313) 421-4367

23rd Annual Swap Meet & Bike Show
Date: May 18-19
Info: Doug (517) 795-2378

Spring Run for American Cancer Society
Date: May 19
Info: (810) 774-3131

Helmet Protest Run
Date: June 5
Place: State Capitol in Lansing
Info: (517) 288-5616

MINNESOTA

17th Annual Woodtick Races
Date: June 8
Info: (218) 546-5313

MISSOURI

Mid-America Freedom Rally
Date: May 24-27
Info: (673) 634-2166

Easyriders St. Louis Anniversary Party
Date: June 1
Info: (314) 230-6400

MONTANA

Motorcycle Awareness Parade
Date: May 11
Info: (406) 442-8949

ABATE Motorcycle Awareness Day
Date: May 18
Info: (406) 728-8869

Spring Opener
Date: May 25-26
Info: (406) 892-3333

NEW HAMPSHIRE

73rd Annual Laponia Motorcycle Week
Date: June 9-16
Info: (603) 366-2000

NEW JERSEY

Annual May Awareness Run/Party
Date: May 19
Info: (908) 549-1990
Bandanna MC Annual Mug Run
Date: June 2
Info: (908) 549-1990

NEW MEXICO

11th Annual NCOM/ICOM Convention
Date: May 9-11
Info: (800) 300-NCOM

Santa Fe Century M/C Run
Date: May 19
Info: (505) 982-1282

2nd Annual War Eagle Rally
Date: May 24-27
Info: (505) 377-2289 (days)

Motorcyclists vs. Police Softball Game
Date: May 26
Info: (505) 865-5455

ABATE/MDA Run
Date: June 1
Info: (505) 769-0920

NEW YORK

ABATE Motorcycle Awareness Run
Date: May 4
Info: (315) 448-1961

Legislative Open House
Date: May 6
Info: (315) 448-1061

Grease-Ridge Center Motorcycle Show
Date: May 11
Smitty (716) 359-3182

AM-JAM
Date: May 24-26
Info: (518) 346-0521

ABATE Helmet Protest & Rodeo
Date: June 1
ABATE Info: (315) 448-1961

Americade '96
Date: June 3-8
Info: (518) 656-3696

PENNSYLVANIA

Ride For Life IX/ Benefits MDA
Date: May 5
Info: (703) 385-7186

SOUTH CAROLINA

Myrtle Beach Bike Week
Date: May 14-19
Info: Sonny (910) 643-1367

TEXAS

Jim's 13th Annual Blowout
Date: May 24-26
Info: (800) 373-8930

Rolling Thunder At Boston's M/C Cafe
Date: May 26, leaving at 8 a.m. sharp
Info: (804) 742-5137

WASHINGTON D.C.

Run for the Wall VII/Rolling Thunder IX
Date: Arrives May 26
Info: Calif. (805) 237-0790, Ariz. (520) 287-
8650, Colo. (303) 279-5763, Mo. (314)
462-2709, Conn. (203) 283-0676, Ind.
(812) 633-7870

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EASYRIDERS EVENTS

Artistry in Ink '96 Tattoo Show.
Columbus, Ohio
Date: May 25-26
Info: (618) 597-2686

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PASSING GAS



"Okay, ya muthas—it's time to kiss the bride."

A biker got into a beef with a Chinese dude and invited him into the alley. In a couple of minutes, the biker came back into the bar all cut up, bruised and bloody. The biker asked the Chinese dude how he did it—he was about half the size of the biker.

"Kung Fu, Hong Kong 1967" was the answer.

The biker thought about it awhile, finished a drink, and then invited the Chinese dude into the alley again. This time the Chinese returned to the bar all torn up and bloody. He asked the biker how he did it, and the biker replied, "Primary chain, Harley-Davidson 1967."

Alan Cautts
Burlington, Vt.
April 1974

While inspecting their motel room, the biker's date discovered a little box attached to the bed. "What's this for?" she asked.

"If you put a quarter in," he answered, reaching into his pocket, "the bed starts vibrating."

"Save your money," she cooed. "A quarter in, and I start vibrating too."

Nails
Oxnard, Calif.
September 1981

Q: What do you get when you cross your ol' lady with a pit bull?

A: Your very last blowjob.

Mike Esbenshade
Corvallis, Ore.
July 1988



"Why are you smiling?"



"Hey, man, I don't think it's gonna work."

Fat Frank stomped into the local watering hole and started sniveling to his partner, Spike.

"Man, all I hear anymore from my ol' lady is 'Gimme five, gimme ten, gimme fifteen!'"

"Damn!" said Spike. "What does she do with all that money?"

"Money?" said Fat Frank. "Who the hell is talkin' about money?"

Lee
Greene Acres, Pa.
September 1995

The jury had found Big Jake guilty of several crimes and—due to the horrible nature of the crimes—the judge ordered a public execution. Jake was led to an electric chair, strapped into it, and wires attached to his head, arms, and chest. To put the wires on his legs, the guards were forced to cut off his trousers at the knees. Suddenly there was a mass ripple of laughter from the spectators as they spotted the bulging head of Jake's whanger jutting out from the shortened pants-leg in mammoth view.

Glaring at the snickering crowd, Jake bellowed: "Laugh, you motherfuckers! If you were as scared as I am, your crank would shrink up too!"

L.A. Bauer
Morrison, Ill.
October 1976

When the eager biker pulled over in a secluded spot, his chick pulled out a reefer, fired it up, and asked, "Would you like a little hit?"

"I'd like to have a little—period!" said the biker, reaching for her.

"Wow, how neat," she exclaimed. "That's exactly what I'm having!"

D.J. Dodson
Fayetteville, Ark.
February 1977

"Thank you," sighed the pretty young girl. "It must have taken a lot of courage to save me from that burning building."

"You bet it did," said the biker. "I hadda punch out three firemen to get to you first."

James Smith
Waupun, Wis.
June 1979

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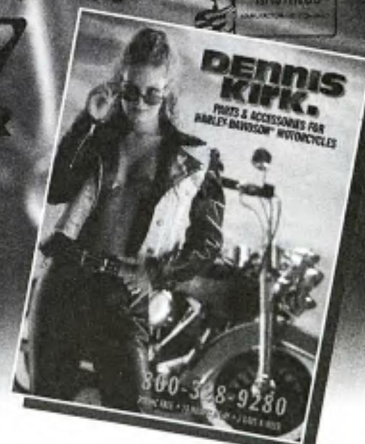
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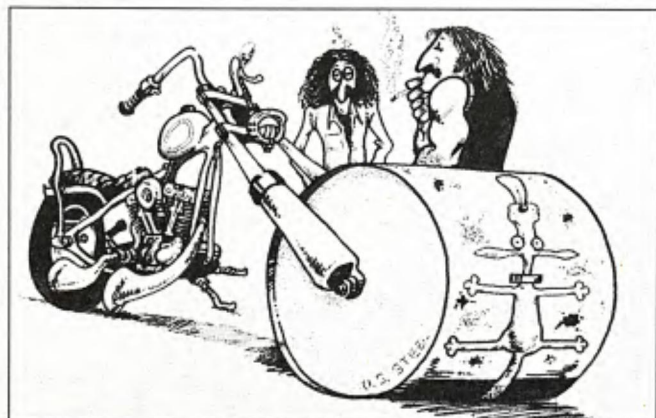
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PASSING GAS



"It's great for mean dogs!"

A bro was inviting the gang to his blowout birthday bash, and one hardbelly asked if she could bring anything.

"Sure," replied the bro. "Bring a tray of pickled beets, some fresh spinach, and plenty of yellow squash."

"If you say so," she said, "but that doesn't sound much like party food."

"Naw, it ain't, honey," the biker replied, "but it sure does make pretty puke."

Norm
Graybar
September 1991

The biker's ol' lady had died, and the biker put on quite a show of grief at the gravesite. He kept yelling, pulling at his hair, and wailing, "What am I gonna do? What am I gonna do?"

The minister finally came over to him and said, "Son, I know this is a time of sorrow for you, but you'll eventually meet some fine woman, get married again, and forget all about this in the years to come."

"Yeah, Reverend, I know that," said the biker. "But what am I gonna do tonight?"

Wayne Willhoite
Tehachapi, Calif.
June 1987

The stray dogs were overrunning the neighborhood, and the front lawns up and down the street showed it—they were virtual minefields of steaming dogshit.

While everyone else on the block would grab shovels and pooper-scoopers to clean all the turds outta their yards every day, one old man at the end of the block would come out in the mornings with a Mason jar and an eyedropper, and he'd apply a few drops to each of the piles of dogshit—which seemed to always magically disappear by late afternoon.

Out of curiosity one day, one of the neighbors came over and asked the old guy, "Tell me, what is that stuff you use that works so well on the dog droppings?"

"Bacon grease," he replied.

Butch Gordo
Sun Valley, Nev.
February 1990

The farmer was doing some plowing when his son came running up and said, "Dad, there's a man of the cloth coming up the road to the house."

That's fine, son," said the farmer. "Now you go back and find out what denomination he is, and do this:

"If he's a Southern Baptist, lock up the chicken coop, because he'll want fried chicken.

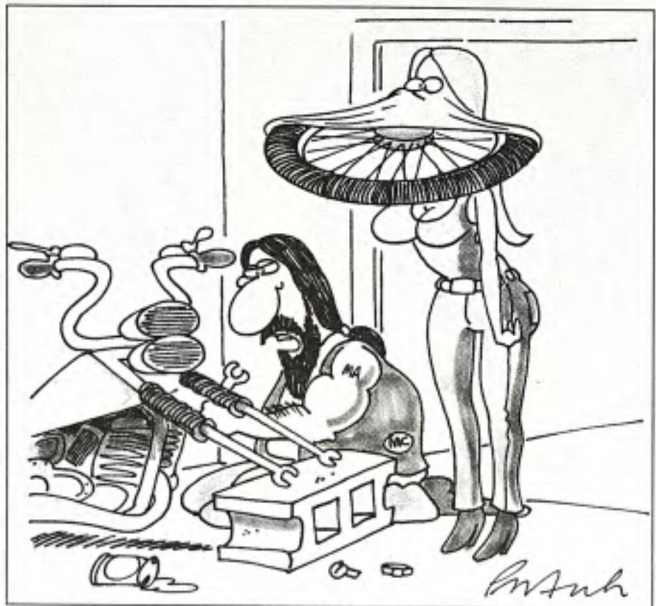
"If he's a Catholic priest, lock up the wine, because he'll be fond of the grape.

"And if he's a TV evangelist," the farmer continued, "sit between your mother's legs until I get there."

Ed Juengling
Chino, Calif.
February 1989

Definition of the *Mona Lisa*: an oil painting that looks like yer ol' lady does when ya say ya had to work late.

DeeCee
Club Fed
November 1993



"I told ya to quit bitchin'."



"Thurston, did you invite a rather large group of bearded, drunken motorcycle tramps for luncheon?"

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



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TALKING TECH

This issue brings back a lot of memories, and in keeping with our theme we're bringing back some of the most commonly asked questions. Enjoy the issue.

—Wrench

Into Mothballs (After The Guilty Verdict)

I need some advice on storing my '71 Shovelhead and '73 Sporty. I just had the Shovelhead rebuilt—both engine and tranny—and would like to try and keep it in good shape.

Shotgun
Lebanon, Ohio

1. Drain the oil tanks and clean them out. Use solvent or kerosene.
2. Put one quart of new oil back in and run the engines for about a minute.
3. Loosen all the pushrods, all the way down. Replace the covers.
4. Remove spark plugs and squirt about one ounce of oil in on top of the pistons. Stuff some rags around the plug holes, put the bike in gear, and gently roll the engine over until both pistons are near the top of the cylinder.
5. Disconnect the gas line from the carb and plug it.
6. Shitcan the batteries, or give them to someone who can get some use out of them—they won't last long enough to do you any good.
7. Block the bikes up off the tires and tie 'em down so they won't get knocked over.
8. Tie the clutch handles down so the clutch plates won't be pressure welded together.
9. Cover them up with a non-plastic cover.
10. Lock 'em up.

Out Of Mothballs (Free At Last)

Will you run through all the steps necessary to put my Harley back on the road? It's been garaged for more than four years due to this unexpected vacation of mine. I'd hate for anything to go wrong. Your professional advice is greatly appreciated.

Jerry Joe Azevedo
Wasco, California

1. Before turning over the engine, squirt about one ounce of engine oil into each cylinder through the plug holes, and wait awhile.
2. Remove and clean the float bowl and dump all the old gas out of your tank. Make sure the tank isn't full of rust or other debris. Clean the petcock screen or filter.
3. Drain the oil tank, trans, and primary case (depending on year and model).
4. Check the clutch.

After extended storage time, clutches won't release. A simple "take it apart and put it back together" is usually all that's necessary—maybe a little sandpaper on the steel plates if rust is evident.

5. Add oil (one quart less than required), gas, and a new battery. Don't install spark plugs yet.
6. Put the trans in gear and rock the engine to make sure it's not rust seized.
7. Figure out where the crankcase breather is and put a pan under it. Crank the engine for a few turns and install new plugs.
8. Start it up.

Sporty Regulator Woes

I have a 1975 Sportster 1000cc XLH. I have a problem with Delco-Remy voltage regulators burning out. I just put a new one on, wired it right, flashed the field, and started the bike a minute later. The voltage regulator started smokin'. When I shut off the bike, the generator light stayed on. I took the cover off, and the bottom set of points on the battery terminal was stuck shut. When I popped it free, the light went out.

I had the generator tested and it's okay. What could be the cause of this?

Buck
Semper Fi

Too much electrical load will weld the output contacts. A bad battery, oil-soaked wiring connections, pinched wires, or too many lights can do this. Leaving the contacts welded after the engine has stopped will finish off your generator also.

This Ain't No Hiccup

My 1992 FLHS has had a problem since it was new: It sputters at almost any rpm, especially when it's cold. I talked to the dealer mechanic, and he said the problem was a result of H-D jetting the bike lean to pass emissions. He said he could fix it (for a price, even though the bike was under warranty) by making a few modifications to the carb, but he wouldn't tell me what the modifications were. Can you?

Rico
Chicago, Illinois

Yes. Buy a service manual. It has basic pictures of how your carb works and where the pieces are inside. At the back of the carb, next to the float chamber, is where you'll find the idle mixture screw.

It's covered by a plug that you'll need to remove. I use a fine tooth hacksaw to cut 1/8-inch off the bottom of the casting where this plug is. Under this plug is a brass metering screw. Back it out 1/2 turn. This should cure the coughing problem, unless you have modified your muffler or air filter. If that's the case, the slow jet will probably have to be changed to the next larger size (48). The main jet should be okay, unless some major engine mods are done. Watch the check valve in the gas cap. It should let air into the tank with no restriction and be able to hold at least two psi pressure. This pressure keeps the float level correct.

Oil Pressure?

I installed an oil pressure gauge on my '85 Evo and was shocked to see that the engine only carried 14 psi when I started it up in the morning. The oil pressure continued to drop around six psi after the engine warmed up. To make matters worse, the oil pressure drops to zero psi when the bike's idling. I rebuilt the oil pump, but it didn't help.

Distressed
Lone Star State

Have no fear. Besides pump pressure, the engine also uses crankcase vacuum to move oil around inside your engine. As long as it reads something at cold starts you're okay. Once the engine warms up you're still okay as long as the oil tank stays warm. The main causes of low pressure are high vacuum, slightly loose rocker arm bushings, and loose-fitting lifters.

Rattling Clutches

My brothers-in-law and I all own Panheads, and they all have clutch noise. Is there a way to cure it?

The Panhead Bros
USA

The noise is caused by the plates rattling while the clutch is released. This is normal. The clutches on Big Twins from 1936 to 1984 all do this.

How many times have you sat in your garage, teetering on an old milk crate and scratching 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, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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* The Harley-Davidson Late Model program is a Motorcycle Mechanics Institute entry-level program not a Harley-Davidson Motor Co. program. It is, however, the only program in the United States of America supported by Harley-Davidson Motor Co.

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F.I.G.H.T.® UPDATE

The Helmet Industry's Achilles Heel A Blast From The Past By Spider

The following article was originally printed in the August 1977 issue of Easyriders:

Hear me out. You'll be damned glad you took a few minutes to absorb somma the stuff I'm gonna lay on ya. First off, let it be understood that I'm not against helmets. There sure as hell are places and times that a person should use a helmet—and that person knows when that is. He doesn't need Big Brother to hold his hand.

He also knows that if he has a nine to one chance of pulling something off, he'll do it. It's his decision—he doesn't need anyone around to remind him where, when, and how he should do something. He's got a mind of his own so leave him alone. As my dear ol' mom used to say, "If he wants to stick his head in the toilet and flush it, let him. It's none of your business!" (She was a great lady.) In short, if a dude wants to wear a helmet, so be it. If he doesn't it's his decision—pure and simple.

We at Easyriders have been preachin' this principle from year one, so what I have to say from here on is not against helmets, but rather against Big Brother, the do-gooder, the fast-buck artist, the I-want-to-be-elected official, the I-want-to-keep-my-job bureaucrat, the manufacturers who lie awake at night and worry about me for a buck, those assholes who lobby, influence, pass laws, and force me to do something against my will that I'm perfectly capable of deciding for myself.

I'm speaking against mandatory helmet laws—got it?

Okay, so if we're forced to put up with these professional hand-wringers, if they really feel that the helmet is such a goddamn cure-all, then should the helmet not work, fail, crap out, kill me, doesn't protect me, doesn't do all it's supposed to do, then shouldn't someone be held accountable?

If I'm forced to wear a helmet and the fuckin' thing kills me, and it's proven in court the fucker breaks my neck, the thing shatters into a jillion pieces, doesn't do a damned thing, then someone should cough up. Right? Ya fuckin' A!

The insurance companies are headin' for the hills, and in many cases aren't insuring the helmet manufacturers and dealers any longer at all, under any circumstances, at any cost. And the insurance companies that do continue to insure against product liability are doubling and tripling their rates. Why? What do

they know that we don't know? Why are they running scared?

Here's what an official of the Safety Helmet Council of America (SHCA) wrote to a manufacturer last year (1976): "Thank you for your letter of March 17th regarding your concern over your company's increase in Product Liability insurance premiums.

"You are not alone. One other major helmet manufacturer informs me that his annual premium now is \$180,000. The manufacturer builds less than 200,000 helmets per year; therefore, he is looking at \$1 per helmet as his basic cost.

"At this point in time, it looks like we have about 30 product liability cases against dealers and manufacturers for a total dollar value of about \$50 million.

"Since the Riddell football helmet case hit the wire services in mid-December 1975, I now receive at least three phone calls per week from product liability attorneys. This is going to get much worse before it gets better. I think that product liability suits against the helmet industry will equal or exceed the medical malpractice situation that is receiving so much publicity.

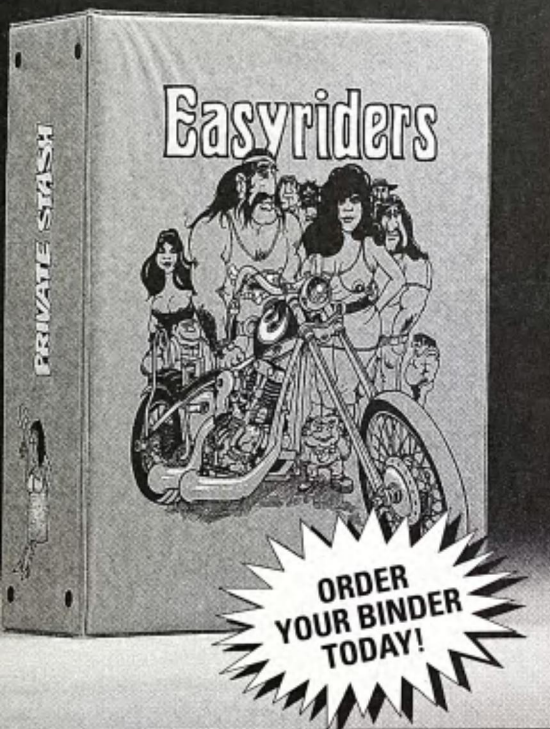
"I would like to assure you that I am making every effort to locate an insurance carrier to grant a group product liability policy to the SHCA. Unfortunately, over the past six months of trying, I have learned that most carriers, regardless of premiums, will not under any circumstances insure dealers and manufacturers of motorcycle rider helmets."

"I will continue to try to interest a major insurance carrier in the rigid Safety Helmet Council of America Quality Assurance Program and will keep you informed of the results."

Well, it seems that at last we can tell the eager beaver helmet law promoters, private, federal, state, city—whatever, to put up or shut up. Back off, Baby. We'll wear helmets when we want to, but if you force them on us, ya better be sure they work, and we don't think you are. If we're forced to wear a helmet and because of it one of us dies, our heirs are gonna sue, baby. They're gonna sue. They're gonna sue the state, the feds, the manufacturers, and the dealers. If the product is the cause of death, then someone should pay, right? Two and two makes four. Get outta my hair.

So let's tell them once more to back off and leave us alone. Let those who ride, decide—goddammit!

—Spider



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BROS CLUB NEWS

HISTORY, NEWS, AND PARTIES A Bros Club Retrospective And More

Because this is the 25th Anniversary issue of *Easyriders*, Bandit thinks I should do a special Bros Club News. "Say something about the history of the Bros Club," he said. Okay, here goes.

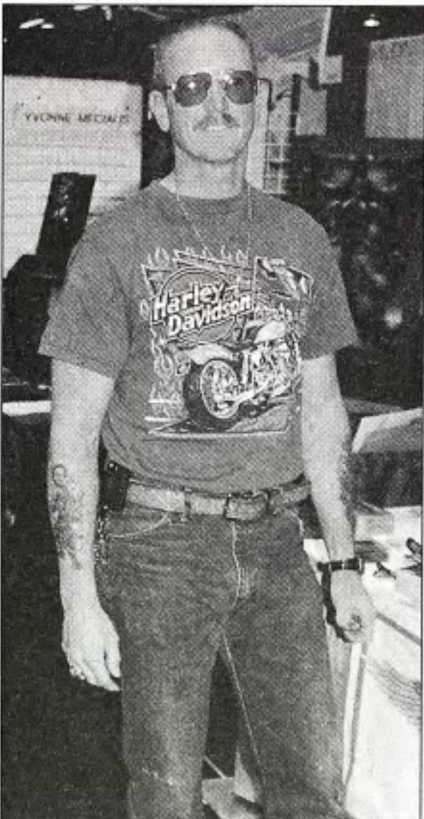
A long time ago when dirt was young, J.T. had this idea about an organization that would help Harley riders who were broken down (even if they were in the middle of nowhere) and, at the same time, be a social organization with no politics.

By 1991, this thinking (which he does all the time) came alive when he didn't have anything else to think about (which isn't often) and the Bros Club was formed. For those of you who don't know what the Bros Club is all about, I'll lay it out for ya. First, it is a road service program that provides 24-hour towing and/or roadside assistance—365 days a year—throughout the United States and Canada. This includes unlimited tows up to \$50 per occurrence for as many times as you need them and for as long as you are a member. It also includes VIP benefits at all *Easyriders* Bike Shows and Rodeos. These benefits include Bros Club Hospitality Rooms with snacks and refreshments, VIP parking, and a Bros Club window, so you don't have to stand in the long lines that are normally associated with our shows. At *Easyriders* Rodeos you get the benefits previously listed (with the exception of the Bros Club Hospitality room) plus VIP camping (in a quieter place yet still close to the action) and VIP seating in the grandstands during the events.

Under the "you don't want them until you really need them" heading, your Bros Club membership also includes ambulance reimbursement, theft and hit and run rewards. Plus, we offer some of the most competitive motorcycle insurance rates in the United States and include a free phone number for free insurance quotes. We also offer, for members who sign up year after year, a rocker patch with the last year's date indicating successive membership years, brought to you by a uniformed messenger of the government (don't panic, I'm talking about the mailman) upon renewal.



Here I am recruiting for the Bros Club. As you can see I am always on the lookout for new members. Oh yeah—her name is Ocia, a Fox Hunt contestant.



Tim Graham, a new member from the U.S. Navy. Tim rides a 1996 FLHTC when he has time.

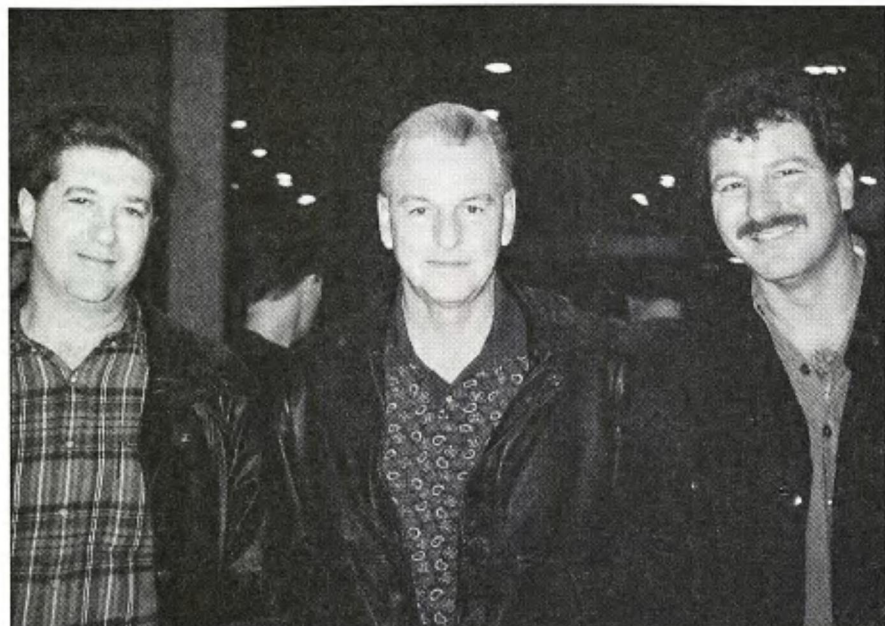
Last year we instituted a new service with an instant membership by creating a box that includes all the Bros Club stuff that you once received by mail—your Bros Club patch, Bros Club pin, Bros Club decal, Bros Club handbook, *Ridin' with Rip* book, etc., and best of all, your membership card that you activate with a phone call. If you have a roadside assistance call on the way home from wherever you bought your membership (i.e. an *Easyriders* event, store, or authorized dealer), you will be covered immediately with no hassle. Bingo—it's like getting your money back. This takes all the pain out of becoming a member.

Along with all the benefits mentioned above, we are starting more and more Bros Club chapters (which you will become a member of automatically when you sign up for The Road Side Service Plan) at our *Easyriders* stores. They meet at regular or irregular times.

We currently have the following five chapters set up as of this writing; call them for more information:

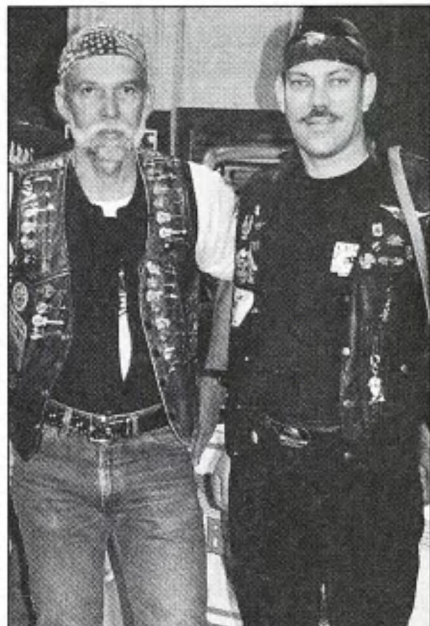
Easyriders of Columbus, Ohio, 611 Broad St., Columbus, OH 43215; (614) 224-9400. Contact Tom Starker.

Capitol *Easyriders*, 8095 Snouffer School Rd., Gaithersburg, MD 20879;



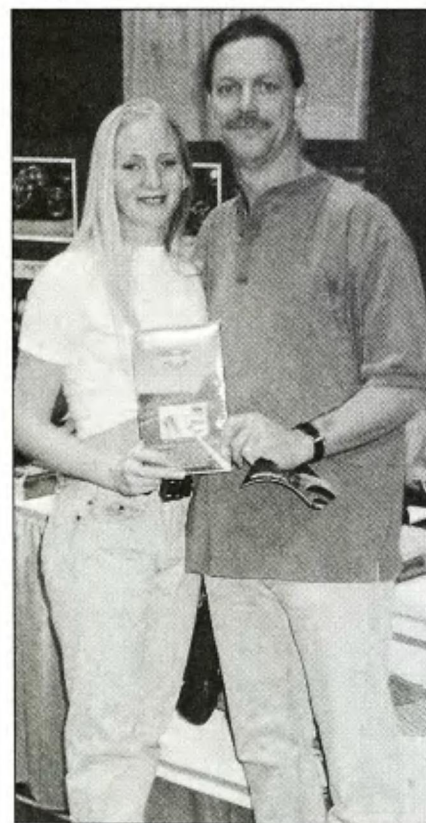
Here are three new members who signed up at the same time: Wayne Haltivanger (Lee, S.C.), George F. Stiefel (Leesville, S.C.), and Robert H. Crosby (Chapin, S.C.) at the Charlotte Bike Show.

Photo: Karen Brown



New members Jim White and Michael Mortensen, from Torrance, Calif., at the Anaheim Bike Show.

Photo: Cave Dave



New member Mark Beeks with his better half, Monica, from Aliso Viejo, California.

Photo: Cave Dave

(301) 670-4644. Contact Sandy Kersey.

Easyriders of Las Vegas, 4600 West Tropicana Blvd., Las Vegas NV 89103; (702) 368-7808. Contact J.P.

Easyriders of Chicago, 150 Rand Rd., Mount Prospect, IL 60056; (708) 506-1234. Contact Larry Wallach (they have a regular meeting on the first Thursday of every month).

Easyriders of San Diego (our newest chapter) has two locations, one at 363 Fifth Ave. (store) and the other one at 527 10th Ave (service and custom dept.), San Diego, CA 92101; (619) 234-8547. Contact Big Daddy Drew or Michael D. They are having their "Grand Reopening" on May 5, 1996, and it looks to be a blast (if I know Big Daddy), so plan on being there if you are in the area. You won't be disappointed.

By the time this article hits the newsstand we will most likely have more chapters started because we are opening more stores all the time. Maybe in Texas or even Canada—who knows?

If your local *Easyriders* store doesn't have a chapter started, then tell them to call me. I'll be glad to help them get started. We are looking for some rapid growth over the coming



Robert and Paula LoBianco, Tujunga, Calif., who joined the Bros Club at the Anaheim Bike Show.

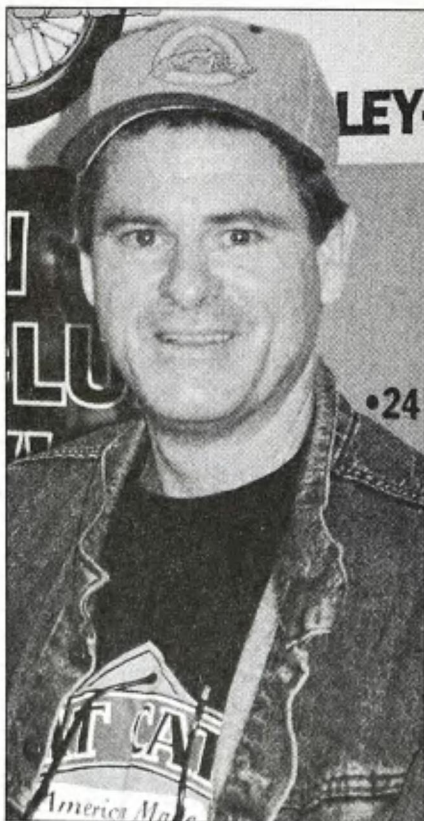
Photo: Cave Dave

BROS CLUB NEWS



Here are some well-rested Bros Club members enjoying the hospitality of the VIP room at the Charlotte, North Carolina, Bike Show.

Photo: Gregg Daniel



Fredrick Zingline, a new Bros Club member, Fred rode his 1984 Shovel to the Anaheim Bike Show.

Photo: Tammy Daniel

years and we are open to all suggestions. An organization like this can't be totally effective if it doesn't listen to its members.

For those of you who are active on the Internet, you can reach me at BrosClub1@aol.com. Drop me an e-mail. I check my mail once a week, and it would be good to hear from you.

I wanted to let you members know that on the newsstand right now is a special issue of *Biker* magazine called "Biker Parties," jam-packed with as many events this year that we could get in it, including quite a few of the *Easyriders* stores' events.

I am hearing few complaints these days, so we must be doing a good job. We are graded by you members, so at this point we are getting an A-. Let us know if you have any problems, don't be shy (yeah, right ... like you're shy).

I know you Bros Club members have a good time all the time and would love to share some of them with your fellow members. You can do this by sending me some of your pictures and letters of your riding experiences. Most of you went to Daytona, Sturgis, some of our Rodeos, an *Easyriders* store grand opening/party or some other sort of

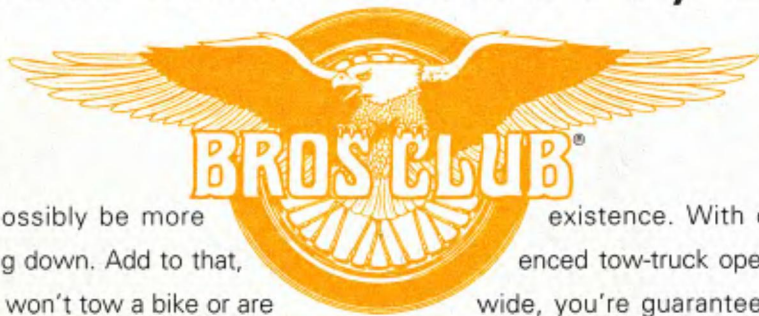
a great party, so turn loose with some of those photos! I'll even send them back if you send me a stamped, self-addressed envelope. Just for review, here are the guidelines: photos should be good in-focus, black and white or color prints (any size) and/or color slides (35mm, 2 1/4, 4x5, 6x7, or any format up to and including 8x10). Whatever the subject matter is, these photos should include Bros Club members doing their thing and enjoying their lifestyle. Please include a brief letter describing what is going on in the photo along with the names, occupation of the members in the photo. Also let us know what kind of Harley you ride. If there is a shop in the photo, then please include its name. We will pay \$30 for each photo printed. Please label each of your pictures submitted with your name and address. And again, if you want your photos returned, please include a self-addressed, stamped envelope and we will make every effort to return them.

—Gregg

Send your photos and letters to:
Bros Club
Attention Gregg Daniel
P.O. Box 3000
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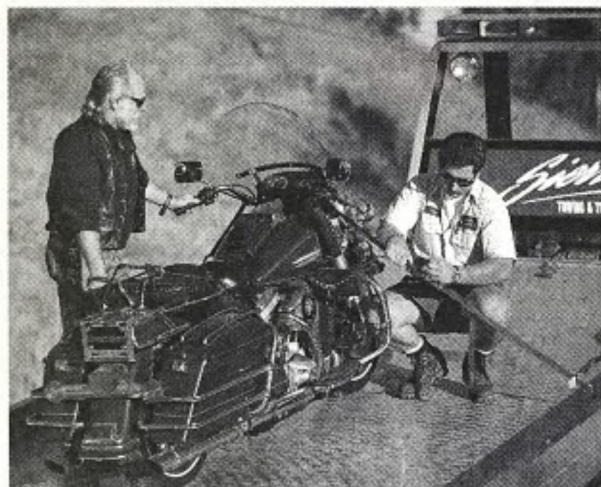
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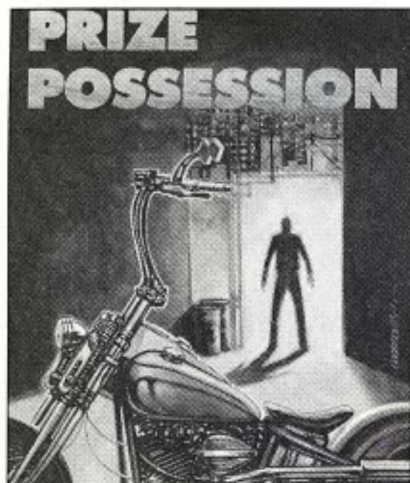
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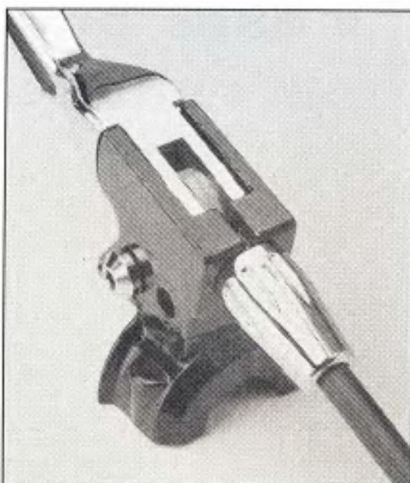
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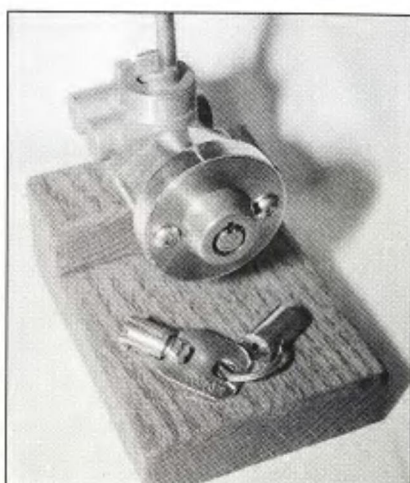
PRIZE POSSESSION

Hey, Bandit just finished his first book. It's the gut-grabbing saga of a brother whose bike is stolen and the bloody ordeal of retrieving his prize possession. This hard-hitting paperback costs only \$5.99, plus \$1.50 postage and handling. Just drop a check or money order in the mail to 5-Ball, Inc., 2934 1/2 Beverly Glen Circle, Suite 170, Los Angeles, CA 90077. Read it quick 'cause he's got more on the way.



HOTOP DETAIL LINE

Don Hotop has designed a line of small detail components for Drag Specialties. They fit various cables including the choke lever for S&S E and G carbs. Don's such a picky bastard, he forced Drag to include a wrench to install his products. A set of this line will add the detail touch to any custom. For more info find your local Drag dealer, or write Drag Specialties, Dept. ER, P.O. Box 9336, Minneapolis, MN 55440.



FUEL LOCK

Here's an interesting item. Sure, the guy could get a mile, if he started the bike, and sure, he could roll it into a truck, but he'll run into a problem sooner or later. In fact, the more I think about it, the more it seems like the owner of the bike might have the most trouble with this, especially if he leaves his key behind. For info on the No Chance Fuel Lock write Chance Products, Dept. ER, 2250 Tropicana, Suite 19611, Las Vegas, NV 89119.



HEADWINDS TRI-BAR LAMPS

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There's this crazy bastard in Denver who builds bikes, runs a couple of shops, rides around the country, and in his spare time puts together a few nostalgic products. He's such a prick I won't mention his name, but his partner, Jim, is fine people and deserves tremendous respect. These puppies are made from cast aluminum here in the States. For more info call the gang at 2 Wheelers at (303) 433-0564.



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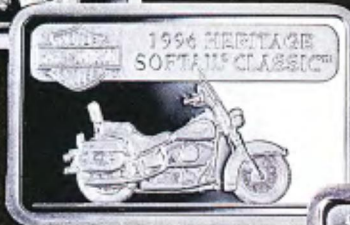
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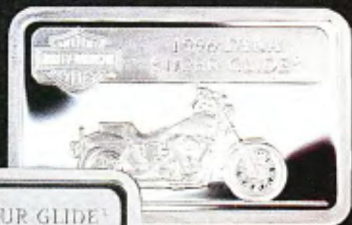
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1983 Softail "Darling" in ihrer jüngsten Version.

RIPPER-ROO FROM BERDOO

A LEGENDARY BRO AND THE RIDES THAT KEEP HIM RUNNIN'



1977 86-cubic-inch Shovelhead "Desperado."

If you're a loyal follower of the Rip's Run column in *Easyriders*, or if you keep a *Bros Club Ridin' With Rip* book stashed in your saddlebags, chances are your life has been touched in one form or another by a human institution known as Rip. Over the years, literally millions of our readers have benefited—either musing over a heartfelt story, picking up a helpful on-the-road tip, or just having a good laugh—from Rip's two-wheeled travels. →



Check out Darling's '50s/'60s-styled dust covers (circa '93).

Since that very first column of Rip's Run was published back in the summer of '86, the legendary bro has clocked close to half a million miles on his bug-spattered baggers—Darling, Baby, and Sugar Pai. Along those memorable miles he's done it all: partied, paid his respects, helped organize fund-raisers for those in need, replaced a part or two, and shared a piece of road with brothers and sisters in all 50 states, including Alaska and Hawaii, as well as in places like Canada, Mexico, and Puerto Rico.

As a kid, Rip grew up around southern Florida's gator and cottonmouth-

infested Everglades, where giggin' for frogs and a paper route earned him enough pocket change to score his first scoot—a yellow and black '47 Indian Chief. After butcherin' his first Injun, he rounded out his high school years racin' stock cars and hackin', wrenchin' and ridin' a Triumph Bonneville. It wasn't till he moved to California that he bought his first Harley; he doled out a big \$50 a month (\$850 total) for a '57 ex-cop bike. The old FL Panhead's reworked frame sits in Rip's garage to this day.

After the wild '60s and the even-wilder early '70s, Rip decided to make

San Bernardino (Berdoo) his home. He would build—on the average—one custom scooter each year. Usually, they'd involve a swingarm frame and a wide glide front end, and natch, having owned his own custom paint shop for 10 years, Rip would enjoy the honors of laying down the paint himself. Parlaying one project putt into another came natural to him; there would always be one of the younger guys in the local 'hood anxious to get his mitts on a Ripper-built ride.

When the hard-ridin' bro was offered the opportunity to chronicle his travels in an *Easyriders* column all his own,



bike-building soon took a back seat to full-time scribe work out on the road. Rip had long been part of the *Easyriders* family—mostly behind the scenes lending a hand with a photo shoot or working security at swap meets around the country. He'd also done his share of writing tech tips for *Easyriders* under pseudonyms like Comatose and Harry Peters—gleaning much about the nuances of the craft from pros like Tex Campbell, Keith Ball, J.T., Lizette, and "most of all The Spiderman." He'd also helped some of the world's best biker photogs like Pete Chiodo and Kim



Rip, on the prowl at an *Easyriders* Rodeo.



1990 FLHTC, fuel-injected "Sugar Pal," January 1994.

Peterson. Rip credits all of the above for providing him with an education that would prove crucial to the success of his column in the years to come.

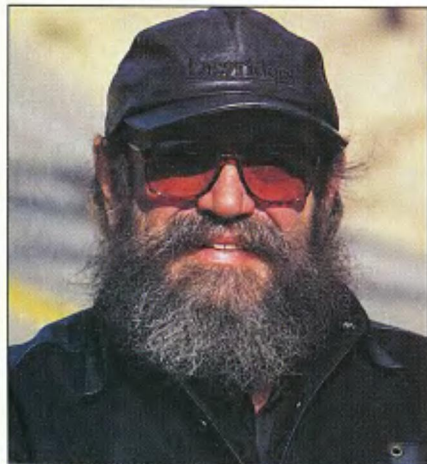
At about the time Rip landed his new gig, he had been cruising the countryside on a very rare bike—a 1983 Softail Evolution. Rip used to get a rush from pulling up to Harley dealers along the California coast and blowing their minds with the Motor Company's never-before-seen latest generation of Milwaukee iron. Although the bike was only on loan from Harley-Davidson to motorcycle rags for test reports and publicity, Rip decided

he had to make this rare breed of steed his own. He named his '83 Softail "Darling," and converted her into the world's first Heritage.

Through the early years of Rip's Run, Darling saw her share of changes: Sputhe five-speed, S&S stroker wheels, and a Belt Drive Ltd. primary and final belt set-up to bring the power band back down some. Rip also chopped and sectioned her front fender (from an old stockpile lying around his garage and based on an ancient tech tip by the Ripper himself), added a strutless rear fender made from another relic in →



This 1988 FLHS is Rip's resurrected hoochie-coochie "Baby," January 1995.



Rip, a happy man.



Darling's right side, circa 1996.

Rip's boneyard, and a sturdy, eight-bolt, cantilever-styled cargo trunk that Rip custom-built for multiple on-the-road uses. When Darling turned somewhere around 140,000 miles, she proudly retired from the long hauls, content to turn her road reins over to Rip's next freeway flyer, Baby, a 1988 FLHS.

Baby also saw her share of miles and mods, racking up 150,000 miles before she was finally replaced by Rip's latest righteous roller, Sugar Pai, a 1990 FLHTC. The hopped-up Tour Classic has taken center stage for the

past few years out on the long stretch, but Rip continues to take Darling and Baby for local putts. In fact, it was astride Baby about a year ago that he survived a near-fatal series of 360-degree endos along Kanan Road in Malibu. Ironically, after he had ridden through every conceivable harsh climate and terrain, the accident took place just a few miles from the *Easyriders* home base. Although Baby was in serious need of repair, Rip walked away from the incident with only a minor case of road rash. The bro definitely lives right. 'Course, if you were to ask Rip what it

takes to lead a charmed life, most likely he'd only have three things to say: Darling, Baby, and Sugar Pai.

—Clay Dog

Keep an eye out for the Ripper as he gets closer to swappin' Sugar Pai for some fuel-injected fur-trappin' across the central provinces of Canada.

Rip would like to give a special thanks to Mike and Holly Logan of Concept Powdercoating in Rancho Cucamonga, Calif., and Greg Swailes of M&M Welding, Upland, Calif., for helping to get Darling ready for this photo shoot.



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Dear Reader:

Twenty years ago I started on this backed-up bile duct called *Easyriders*. I felt at the time that I had reached a new personal low in self respect. Since then I have occasionally been asked to do a special assignment. Usually a stupid special assignment. One that would plummet me to an even deeper sewer level than I would normally be able to sink to on my own. I have always heeded these requests just to see if there is a limit to the foul degree I am willing to pull the worthless art of journalism into. There isn't.

But for the first time I admit that I am now on dangerous ground. I have been given the assignment to write



Julia by Raiko Hartman, *Easyriders* Feb. 1992

about the best babes in *Easyriders* for the past 25 years.

This is a topic all 15 *Easyriders* subscribers have strong opinions on, and they are all better thought-out than my own, because I am not what you would call a good judge of women. I still fuck chickens. How qualified can I be? Now, you line up a few pullets from the henhouse and I can usually tell you pretty quick which ones are gonna get some blood flow goin' into Ol' Bruno. But you toss three billion issues o' *Easyriders* in front of me an' tell me to pick the best women, yer gonna see me underline some bona fide farm animals. What can I say: I'm a fuckin' slug. If it's hairy enough to

KEEPING ABREAST OF THE TIMES



Cindy Wells by Pete Chiodo, *Easyriders* October 1976



Donna, Fox of the Year 1993, by Raiko Hartman

where I can pretend it's got feathers, I'll chase after it. You think I'm associated with *Easyriders* because I'm a quality person? You ever read my crap? It sucks more dick than Los Angeles. Now, granted, there are six people on this planet who are convinced *Easyriders* is a quality magazine. Four are in mental institutions and two have been executed by Iraqi firing squads. The rest of the population is convinced that *Easyriders* contains less merit than the Chemical Toilet Newsletter. And let's assume all these people are right; would there really be any "best babes" in such a publication? And would the babes chosen as "best" be proud of this distinction? And →



Shelby by Steven Gunn, *Easyriders* Dec. 1987



Stephi, Bobbi and Nikki by Raiko Hartman, *Easyriders* June 1992. New frosting added for 25th.



Sandy Carey by Pete Chiodo, *Easyriders* February 1976



Christy, Fox of the Year '92, by Raiko Hartman *Easyriders*



Christene by Raiko Hartman, *Easyriders* Dec. '92

another thing: you just have to read this mess. I sometimes actually compose material for it. What the hell are my credentials to be a fucking judge of anything?

But *Easyriders* has insisted.

Let me tell you something about the people who do the real insisting for this rag. They are actual bikers. They are not weekend hillclimbers and elbow-padded desert shrub-jumpers. They are foul, grimy, oil-encrusted lifers with short tempers and big ham fists that have occasionally punched motorcycle engines. Punching jaws for these fists is welcome relief. So I do not fuck with these guys. I make an effort to comply. Hey, call me a douchebag. I'll



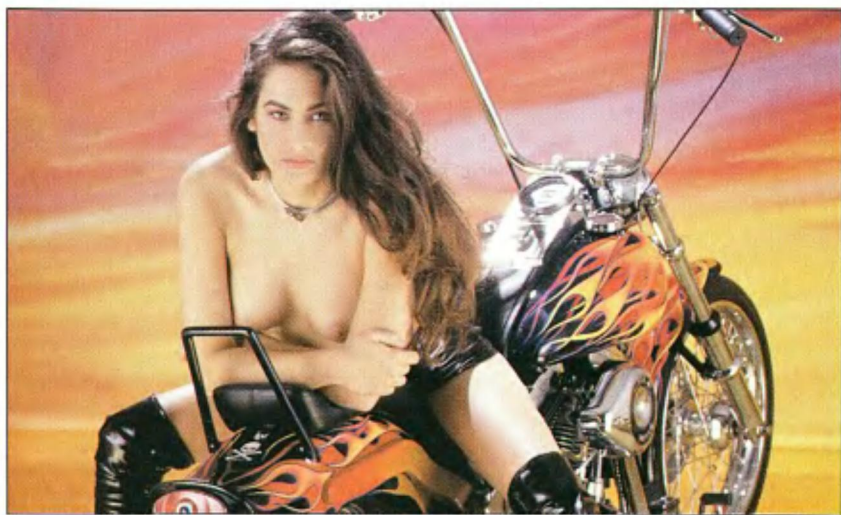
Hildi by Pete Chiodo, *Easyriders* June 1984



March 1992

talk to you about it. But I won't talk to them about it.

So I—douchebag—have been asked to write about the "best babes" over the past 25 years. It would be nice if they had provided me with some issues, but they didn't, and I sure don't have any. I use them all to wrap up dead kittens. Hey, I'm kidding. I don't kill animals, I copulate with them, remember? Still, the issues don't last long around here. Four or five powershits into the toilet bowl, hey, they're history—torn to shreds, covered in wipage, and on their way to the life-giving sea. Over the years I've run my eyes over every issue, however, and when I was told of this assignment, in an instant, →



Erin by Silvermoon, *Easyriders* August 1992



"Easy Rider" by Pete Chiodo, *Easyriders* May 1976



Seana by Raiko Hartman, *Easyriders* January 1993



Catalina, Hannah and Antoinette by Raiko Hartman, *Easyriders* June '93



Susie by Pete Chiodo, *Easyriders* November 1985



Sandra Scream by Raiko Hartman, *Easyriders* May 1992

two babes flashed through my chicken-fucking head, and well, they wanted my picks for the best babes, and take 'em or leave 'em, here they are. Both of 'em.

#1—Rebecca Ferratti. Appearing on the cover and the insides of the April 1994 issue, my vote-topping best babe falls into the category of *Easyriders*-chick that sometimes draws criticism: *The Professional Model*. There's a reason why they're used. They will go through the drill. Bike features are usually shot in one working day—a day in which the photographer, bike builder and his bike, and a piece of ass converge upon some agreed-upon location to get the job done. Time is brief and



Mary by Pete Chiodo, *Easyriders* August 1976

you need someone who will go through the grind and not have a bashful-fit about what's standing around leering at her, namely, staffer monstrosities. Miss Ferratti pro'bly thinks that her photo shoots and videos are gateways to Oscar nominations, but they are in existence for one reason. Miss Ferratti has done a job for me more than anyone on this planet or in this galaxy, so she's first.

The other one that came instantly to mind is some unsung heroine back around issue #3, or something. This was so long ago that the editors thought color was something you experienced only after gulping special sugar cubes, so the feature was in black-and-white. It was a lesson in →

proper bota bag emptying, and the babe emptying the bota bag wasn't even naked. She was in jeans and a white undershirt with straps, like the handsome, well-behaved men of Italy wear. To formal occasions. She had such tremendous tits that she got that blood-flow thing goin' without even showin' 'em. This is talent. This is quality. This is the kind of thing that provides the otherwise sleazy *Easyriders* name the aura of



K.C. Williams by Raiko Hartman, April 1992

greatness. Who she was, where she is now, only the psychics know. But somewhere, in some drawer, there have to be photos that the photographer took once she passed out and he pulled her shirt up. Printing these would probably get this 25 Years of Sludge the Pulitzer Prize.

So there ya have it: my selections of the best babes in 25 years: fuckin' two. Not happy with this? Bite me.

Here's to another 25 years of no page-numbers, fucked-up spelling, bad jokes, missing paragraphs, untimely periods, clogged colons, twisted commas, undotted i's, runny sentences, flopped photos, tortured facts, legwettin' fiction, crusty briefs, unshaven crevices, heaving-mounds-of-slimy-hormone-secreting-semen-encrusted-uninspired-metal plate-blocked-cerebrum, ugly men, bitchin' bikes, and the best-lookin', most intelligent women in America.

—J.J. Solari

(The bota bag girl was Angela Capre, photos by Pete Chiodo, featured in the October '71 issue, number three).



Cathleen by Raiko Hartman, *Easyriders* November 1995



Missy by Pete Chiodo, *Easyriders* July 1983

THEY DON'T BUILD CUSTOMS IN FACTORIES



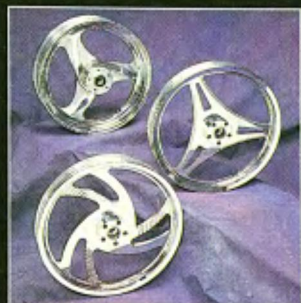
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Edelbrock Heads: 41-0491



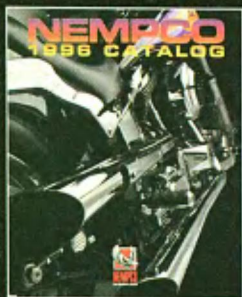
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DAVID MANN

A LIFETIME
OF RIDING
AND PORTRAYING
HIS LIFESTYLE
ON CANVAS



Billy Tinney captured Dave and Jacquie jammin' Mulholland Highway in the early '80s.

I'm not explaining who David Mann is. I don't need to. He's been here since the beginning and continues to be the epitome of the biker artist, our Norman Rockwell, and a lifelong rider himself. He's had the same bright red rigid framed

Shovel/Pan for 25 years. It's been stretched, mounted in a stock frame, touched by the legend, Arlen Ness, and most recently returned to its highbar roots. But it maintains the original three-inch open primary belt drive, the pointed



David aboard his rigid Pan/Shovel, Kansas City, 1969.



Left to right: Hangman Skip, Tom Fugel, David, Tiny, and Turk—true brothers.

sissybar over the traditional English ribbed fender, the jockey/ratchet shift and the illegal highbars.

David's dad was a lifelong illustrator and an active member of the Society of Scribes in London. The younger Mann was born in Kansas City, Missouri. In 1957 he first drew pencil sketches of hot rods while feigning attention in high school. His crude sketches opened the door for David's first job, pinstriping cars for Doug Thompson and Ray Hetrick's custom car shop in Kansas City.

The wild lure of the West Coast drew him and buddy Al Burnett into the tuck-and-roll interior of a candy-apple red and pearl-white, customized 1947 Chevy coupe, and they peeled rubber to Santa Monica, California. While cruising the seaside community he stumbled across Bay Area Muffler, an area custom car house, and there he discovered completely insane chopped Harleys. The bikes drove him wild. They projected freedom, power and mobility with every chromed curve. Dave was immediately hooked, much like the rest of us. →



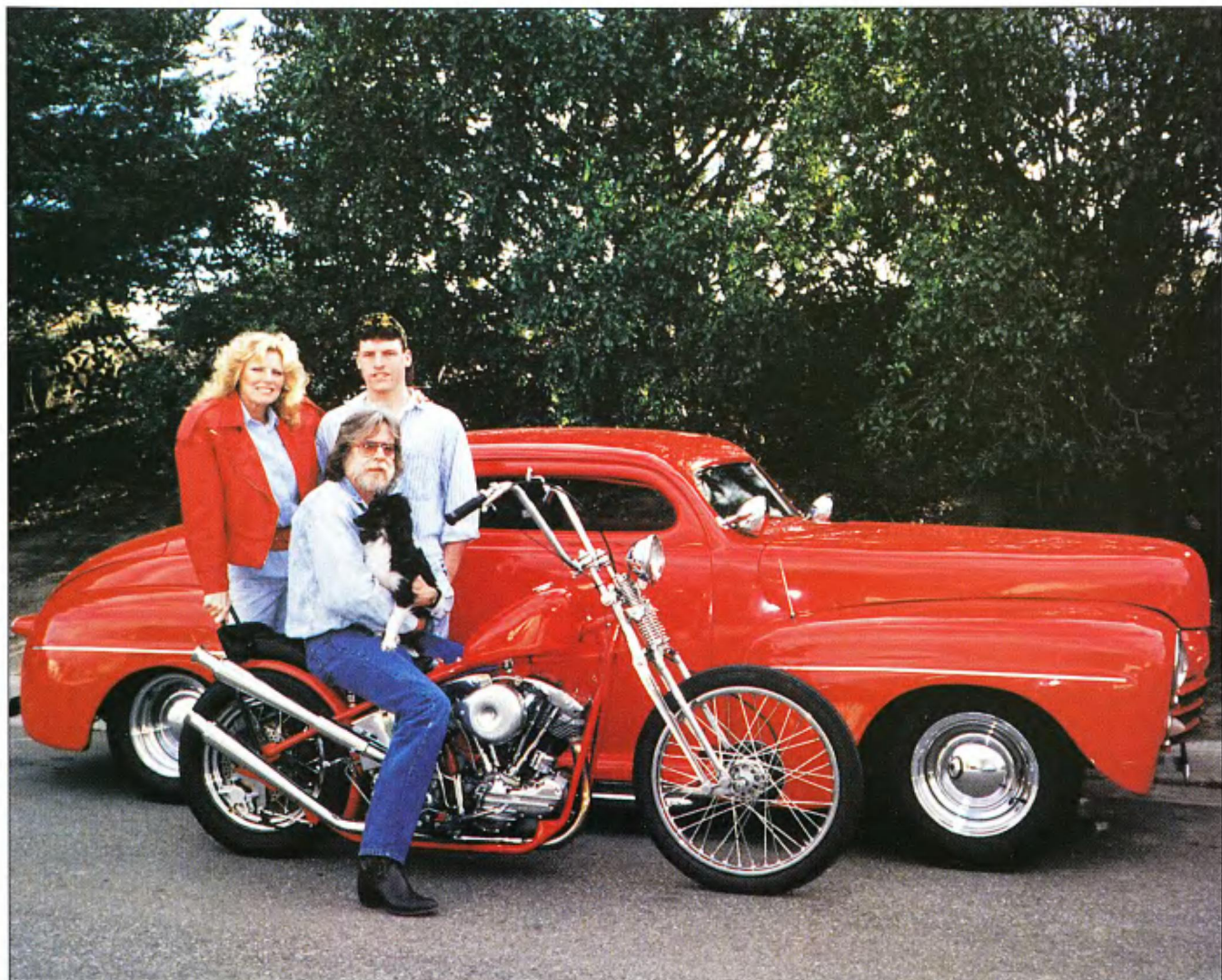
Self-portrait of David on his favorite type of bike.

He returned to Kansas City and bought his first new bike, a 1948 Panhead, for \$350. At the same time he created his first artistic creation, "Hollywood Run." It represented the wild, unleashed, Hollywood outlaw lifestyle. Riding his customized Harley with his first painting tucked under his arm, he entered the 1963 Kansas City Custom Car Show. That car show launched Dave's artistic/biker career. He had the only custom-bike entry in the show, so for his creative efforts the judges initiated a new class and trophy specifically for Dave. In addition, a Sioux City, Iowa, club member named Tiny noticed Dave and took him under his wing. Before long, David became a club member. In addition, Tiny took a Polaroid of his first painting and sent it to the eccentric Ed "Big Daddy" Roth, the California custom car creator and publisher of the first chopper magazine. Dave painted several posters for Big Daddy Roth.

In 1965, David went to work in the mailroom at Scheffer Studios in Kansas City, where he met an architectural renderer, Dave Poole, who taught him

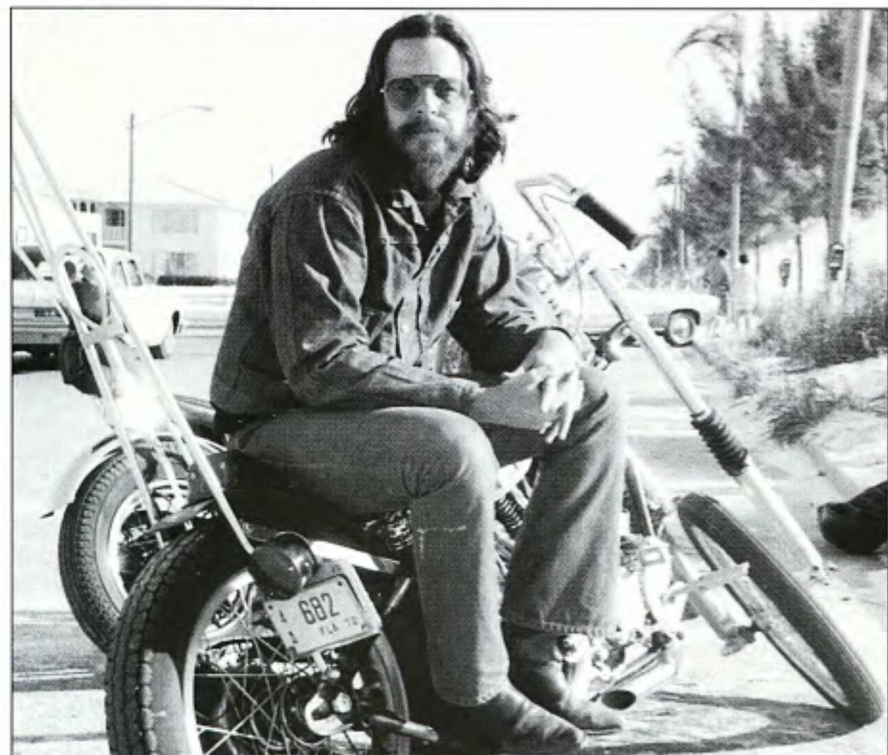


1970, Kansas City.



Jacquie, Jamie, Gizmo, and Dave with 1947 Ford Coupe.

Photos: from David Mann personal collection



Mid-'70s, Clearwater, Florida.

the precise craft that Dave has incorporated into his fanciful art for the last 30 years. By 1967, David developed into a full-fledged architectural renderer, learning careful detail, exacting dimension, and mechanical perspective. He also studied at the Kansas City Art Institute. Then in 1971, Dave discovered a new magazine with a twist—*Easyriders*! It was the first full-fledged, lifestyle-related bike rag. Since the third issue, Dave has followed—and in some aspects led—the industry by capturing the essence of a changing lifestyle on the center-spreads of *Easyriders*.

Regarding the future of custom bikes, David said, "I see many builders going the way of the full-fendered bikes, and I love 'em. But, like you, I will always be a chopper rider at heart."

Dave recently returned to his old stomping grounds in Missouri where he'll no doubt rediscover the roots responsible for the illustrator's living legacy. We'll be here to see what Dave has up his sleeve next.

—Bandit

Fair Warning [October 1971]

I'm a middle-aged office worker who was on a lifeless path until a year ago, when I bought a \$25 used 50cc machine out of boredom, and rebuilt it in my basement. Come spring, I took it out, and some knight of the highway on a chopper—with hair that used to make me go, "tsk, tsk"—gave me the peace sign. I've been a member ever since, and now straddle a 200cc, which I'm in the process of turning into a '39 Hog.

Oen Norton
Williamsville, New York

Let me get this straight. He was a longhair on a chopper, and you were on a 50cc thingamajig, and he gave you the peace sign? I don't want to blow your trip, Oen, but are you sure? Think carefully; could it have been one finger you saw instead of two? Either way, welcome to the club.

Why All The Female? [February 1973]

On your October cover you featured a real far-out chick, but you covered up the bike. It had only its handlebars showing. Why all the female and so little of the scooter? Remember that there are a lot of dudes who will always feel that "next to my putt, I dig my ol' lady." So put them behind the bikes.

Guy
San Jose, California

Balance of bike was featured inside that issue. As to cover design, we feel that you don't have to identify a cow by hanging a sign saying "cow" on the side of it. We also feel that righteous bikes and righteous chicks go together—like ice cream and cake, or toes and toe jam.

Fair Warning! [June 1973]

At the present time I am locked up at the Indiana State Farm. I'd just like to give fair warning to any back-stabbing, foul-mouthed mother out there who might be ballin' my ol' lady, because I would like a good reason to fuck somebody up real bad in order to let off some tension that has built up since I've been in this joint.

A Suspicious Husband
Greencastle, Indiana

Ah—is there any particular reason you sent your warning to us?

Car/Bikes Accidents [January 1974]

It's obvious that most car/bike accidents are caused by the head-up-the-ass car driver. I have a solution and a way that will make sure that they will look out for us, and that is to load your bike with 20 lbs. of TNT with a detonator that will go off when the bike is hit hard enough to kill the rider. That way, if a car hits you hard enough to kill you, at least you'll nail his ass too. If enough bikes had this device, the car freaks wouldn't only notice the bikes, but they'd also stay the hell out of their way.

Bolshevik
El Paso, Texas

Pretty good peyote down that way, eh?

Needs Information [April 1974]

I need some information. Do you know how to shrink a head? I'm serious, so give me a straight answer.

B. Wannager
Jackson, Mississippi

We found a head shrinks pretty fast whenever a chick's ol' man comes unexpectedly through the door and interrupts a fun and games session.

Serious Question [September 1974]

I recently found myself in an unusual predicament, and I'd like your advice. I was completely innocent, but for one reason or another I found myself surrounded by some shotgun-carrying cops, and they were aiming them right at me. I hadn't done anything, and they had no right to level their guns at me, but they told me to put my hands on the wall, which I did. I didn't like it. What would you have done in a similar situation?

Jim Bibey
Lincoln, Nebraska

Shit.

Escape Reading [November 1974]

I've just finished reading your latest issue as I lie here in bed with a bullet hole through my foot—it sorta took my mind off my problems.

Haze
Macon, Georgia

That, and a gallon of rotgut.

Discrimination [November 1974]

I went to see a brother in the hospital, but as soon as I stepped off the elevator I was stopped by a nurse. She looked me over and said I couldn't visit him unless I cleaned up. She acted like I was filthy or I was gonna sneak him some dope or something. After I left I telephoned him, and he said he already had a lid.

Maestro
Akron, Ohio

Easyriders On Radio [April 1975]

Have been meaning to write you since I heard your interview on CBC radio—which was funnier than hell!

Barbara Frum: "What's it really like to have one of those big throbbing machines between your legs?"

Easyriders Editor: "Well, it's kinda like one of those personal vibrators you can buy in the porn shops."

Barbara Frum: [silent]

Easyriders Editor: "That's the kind of answer you wanted, wasn't it?"

Sheldon Bickford
South Ryegate, Vermont

Cow Lover [May 1976]

Really got my nuts off on your "Animal Sex Life" article. That dude's been there. I agree that's it's a real bummer makin' it with a cow. I don't mind the shit that much, but it takes too friggin' long to walk around front to kiss 'em.

Steve The Snatch
San Jose, California

Forewarned! [October 1976]

All bros ridin' through Rockport, Texas, oughta know there's this bike-hatin', murderous muthafucker who pops caps (.22) at passing sleds after dark on Hwy. 35 between the Dairy Queen and the eastern edge of town. So far, he's hit nine dudes and a broad during the past six months. Nobody wasted—yet. The local heat can't find the snipin' bastard. It figures, don't it!

Chigger Chops
Corpus Christi, Texas

Brief But Good [October 1976]

Here.

Wild Man
St. Louis, Missouri

Thanks.

Wants Numbers [November 1976]

When are you shitheads gonna number all of your pages? Not having them all numbered makes them hard to find the rest of the story when a reader's shitfaced.

Guinea
Yulan, New York

It's hard numbering them when we're shitfaced.

Editor Changes Copy [November 1976]

I noticed that you edited out the part in "Mama In A Million" where I wrote about the girl eating a steaming turd; now I have made lengthy inquiries about this matter of depicting a young lady having a portion of dung inserted in her mouth, and one fellow, a priest at a nearby church, after rubbing his chin thoughtfully for many minutes, put his hands in his pockets and said, "As far as I'm concerned, young man, I can recall nothing in the Canons of the Church that would specifically relate to the moral consequences of such an act, but I will tell you what I will do. During my sermon on Sunday I will put it to the congregation for discussion. We shall put the thing to a vote then I shall give you the results of it ... though for my own part, I consider such an act as you have described as being a generally healthy thing to do. Turds are propelled from our own bodies, are they not? Reversing the procedure shouldn't be too devastating a notion for people to accept, I should think. There is Sister Violence coming toward us. Let me ask her: Oh Sister Violence! Would you come here for a moment? Yes, thank you, I just have a small question: This fellow here has written a story in which a young girl is spoon-fed a heap of stinking, wet, probably runny and filled with kernels of corn, putrid and maggot-filled shit from a human asshole, or 'bunger,' as he prefers to call it. Now, do you think that is too gross to print?"

"Well, Father, I think perhaps Sister Petite Margaret Dainty could answer that better than I could. What do you think, Sister Petite Margaret Dainty?"

"I think it would be a very fine thing to portray such an act, Sister, and I'm sure all the ladies in the Convent would agree. I shall ask them this evening after prayers."

"Does that help you at all, Father?"

"Yes, Sisters. Thank you. Well, young

man, that should somewhat give you our opinions on the matter, but just to be sure, let me give the Bishop a call. Just come this way ... yes, here we are ... I'll just call him here ... Yes, Bishop Tasteful? This is Father Decorum at Delicate Sensibilities Parish. I have a question for you: Do you think it improper to print something about a fellow inserting foul and drippy, fly-infested wheelbarrows full of rank, stinking shit into a young girl's mouth? You don't? Diarrhea? No, I don't believe it was diarrhea. (Was it diarrhea, young man?) No, Bishop. Just your regular—pardon the pun—shitstool, or turd, cable, pole, log, ass-hammer, anusbaby, rectum-roll, or whatever you wish to call it; solid feces material with definite borders and a coherent shape. That would be okay? Thank you, Bishop. Does that help, young fellow?"

So anyway, that's where the clergy stands on the matter.

J.J. Solari
Los Angeles, California

Unfair To Women [February 1977]

Few people realize what ignorant discrimination exists toward women joining bike gangs. A "lady of leathers" may not be allowed in any such "club" without first attaining a mate with "biker" status. After pursuing the subject intently with a one percenter, I was appalled to find the way in which a biker's "ol' lady" is treated. Why don't they just drag them with chains behind their bikes? I cannot fathom how any female could stand this kind of abuse. There is absolutely no way I would put up with this inept shit!

The Whiz Kid
Calgary, Alberta

I'm sorry, I wasn't paying attention.

One Decal [January 1978]

I've been subscribing to *Easyrider* for years. How come I only got one free decal?

Jug head
Red Bank, New Jersey

We wanted to send ya a new Low Rider, but the business dept. told us to fuck off.

We're Wrong [March 1978]

I must tell you that I think your stand on helmet wearing is all wrong. Being an avid rider since '71, I have logged somewhere

between 40 and 50 thousand miles. Personally, I wouldn't get on any machine without a helmet. You see, I was involved in a rather serious accident, and had it not been for the \$40 Bell surrounding my brain, I wouldn't be here to bother you with this shit. Oh yes, the old salt salute to the old/ new uniforms was cute, real cute.

AN. M.R.
New York, New York

Yeah, and if ya hadn't got outta the sack that day, you coulda taken your turn in the barrel.

Tough Question [May 1978]

How come The Man frowns upon my poundin' on the ol' lady in the privacy of my home?

Little Jesus
Island Park, New York

No sense of humor.

A Compliment? [June 1978]

I can read your shit because it's in plain language and you sound like people instead of some bullshit like high school grads.

John Thornton
Canandaigua, New York

Ah, thanks a lot, John.

Down On Monger [July 1978]

I want the guy who makes a remark in Wordmonger to know I think he's an asshole. Every time someone is trying to be serious about something, he comes up with his fucking motto which sucks as bad as he does.

Parkview
Springfield, Missouri

My wife, ol' lady, and favorite mama hate your guts.

To Our Defense [August 1978]

I really can't see how people write to you all and tell you that you fucked up or something of that sort. I guess they've never made mistakes in their lives.

Ed Reefer
New Castle, Pennsylvania

Wright.

We're Improvin' [August 1978]

Your rag is better than ballin' a \$10 Texas whore.

Big Sam Ramirez
Pusan, Korea

Now that's sayin' somethin'.

Hopin' [April 1979]

Hope you will print my letter in your mag. Keep up the good work.

Numbrnuts
Onley, Tennessee

If we were keepin' up the good work, we wouldn't print your letter.

Number 69 [May 1979]

You really know how to fuck with someone's head. I was readin' a story in the March issue. It said continued on page 69. But every page was marked 69. You muthafuckers—it took me almost 20 minutes to find the rest of the story.

Pollack
Pittsburgh, Pennsylvania

We try to keep ya on your toes, bro.

Honest Writin' [August 1979]

I don't know from bikin', but I do know clear, honest writing when I see it.

Dan Pierce
Topeka, Kansas

Hey, Dan, I'm thinkin' of selling my farm.

Mind Fuck [December 1979]

I was reading Spider's "Takin' It Easy" and I read about a guy in Idaho who made jewelry out of elk shit. I want to know two things: 1. How does he get an elk to shit on a post earring? 2. If you bought his shit, how would you know it was the real thing and not some cheapo imitation?

Zube
Point Arena, California

Ya look in the Yellow Pages for an elk shit expert.

A Solution [July 1980]

Every fuckin' U.S. citizen should shit in a box and send it to Iran.

Crazy Craig
Kinston, North Carolina

Tech Tip [July 1980]

Any man who says that bikes, broads, and beer don't go together is fucked up.
Space Captain
Waterford, Michigan

In Memory [July 1980]

For the first time in nine years, a member of our staff has been killed in a motorcycle accident. Ken Stambaugh was on the staff less than two weeks when his '49 Panhead was struck by a car on a mountain road. It was Ken's dream to be a member of our staff—having been a biker for over 15 years. We won't forget Ken as we haven't forgotten other brothers who have been killed in bike accidents.

Dammit people, ride safe. —Staff

Just For The Record [October 1980]

David Duke sounds like a pretty sharp cookie, except for one thing—he's got his fuckin' head up his ass! The dude screams about white supremacy, white heritage, and protecting the white man's "own" country. The fucker seems to forget that all that bullshit came about after the "great" fuckin' white man stole the country from its original tenants, the good ol', too often forgotten, American Indian. Duke, fuck you. (Just for the record, I'm a full-blooded Cherokee and fuckin' proud of it.)

Breed
Houston, Texas

Southern Rock [January 1981]

I totally agree with Austin Animal's claim that rock music today is pure goat dung. Certain "rock" magazines want you to think that the only music to listen to is the garbage being played by snivelin', scumbag, toothpick punk runts from Limeyland who act tough but couldn't beat their own dicks with a bullwhip. If ya want good shit-kickin', beer-drinkin', ass-chasin' music, stick to Southern rock: Lynyrd Skynyrd, The Outlaws, Charlie Daniels, Molly Hatchet. Fuckin' right on! Piss on them punk rockers. Listen to American music.

Frank Thunders
Clark County, Washington

Caught Again [January 1981]

After three years of readin' your rag, I finally found a mistake in the September 1980 issue. In the "Old Man" story, on page 82, it says that after the old man

drank his beer, he wiped off his mustache and beard with his sleeve, and in the fuckin' picture (on page 76), he doesn't even have a fuckin' beard. Wake up, assholes.

D.W.L.
Blanchester, Ohio

It took ya three years to find one goof? You're all right, D.L.

A Bet [June 1981]

Diane said that Roger said that Mutha is a man. A piece of ass is riding on this.

Young stuff
Fort Polk, Louisiana

She sure as hell looks and acts like one.

A Snortster [October 1981]

I was reading the July 1981 issue of this rag, and guess what I found? On page 50 in the "Downtime" column, about the second paragraph, it says, and I quote: "You see, a couple of weeks back I was riding home from work on the old Snortster." Tell me, what the fuck is a Snortster?

Everstoned
Santa Ana, California

It's called a Freudian slip.

An Opinion [January 1982]

It seems to me that you could do away with the bitches you have on your cover every month. Hell, why don't you show a clean-lookin' scooter instead?

Shitheel
Santa Ana, California

When we started doin' a motorcycle magazine differently, everyone (except our readers) said no, no, it was a no-no. Now, other rags are changing their formats, and we're not gonna regress to theirs.

Makes Him Sick [September 1982]

You guys make me barf. But what else is new?

Stud
Racine, Wisconsin

Your face—it would make a freight train take a side street.

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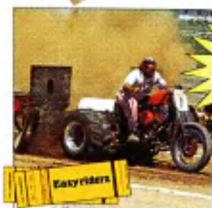
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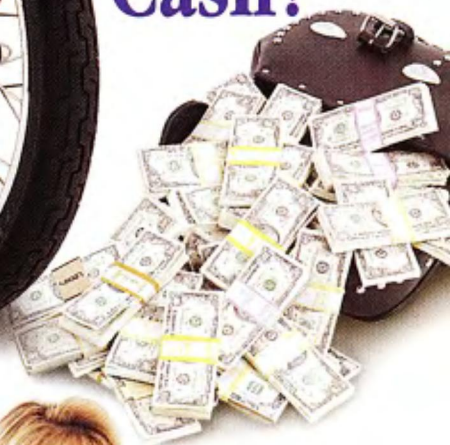
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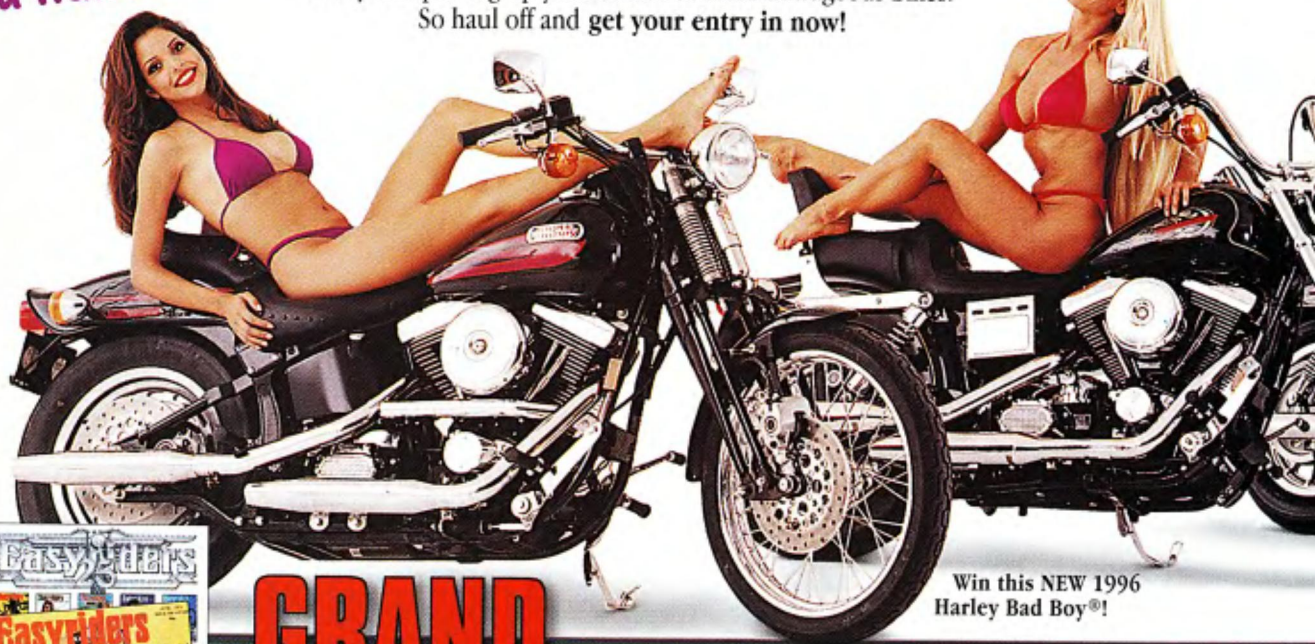


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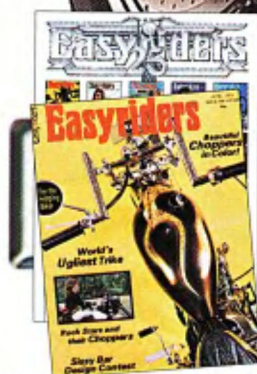
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quarter century. Don't miss out on this massive, full-blown 25th Anniversary Collector's Edition. It's all here. The BEST of 25 years of *Easyriders* — the women — naturally, the BEST of the baddest Harleys to ever rule the road — and it will also reveal the ugly truth about some of the staff members! Subscribe to *Easyriders* now and you'll receive this Collector's Edition PLUS a FREE reprint of the very first issue of *Easyriders*.

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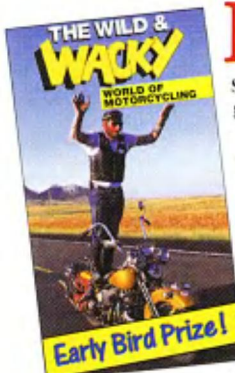
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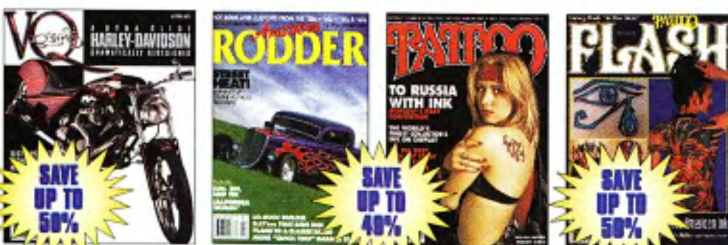
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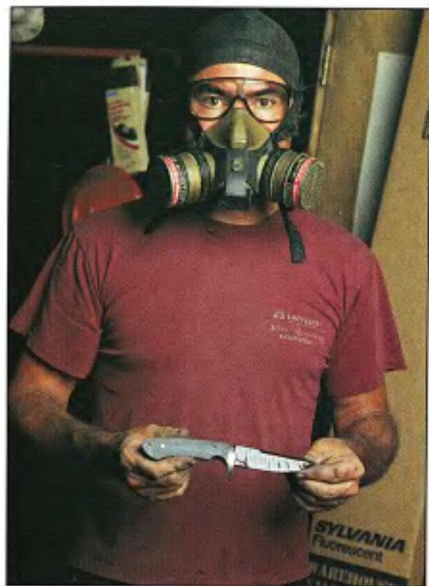
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IRA DIXON: MASTER KNIFE BUILDER



Ira.

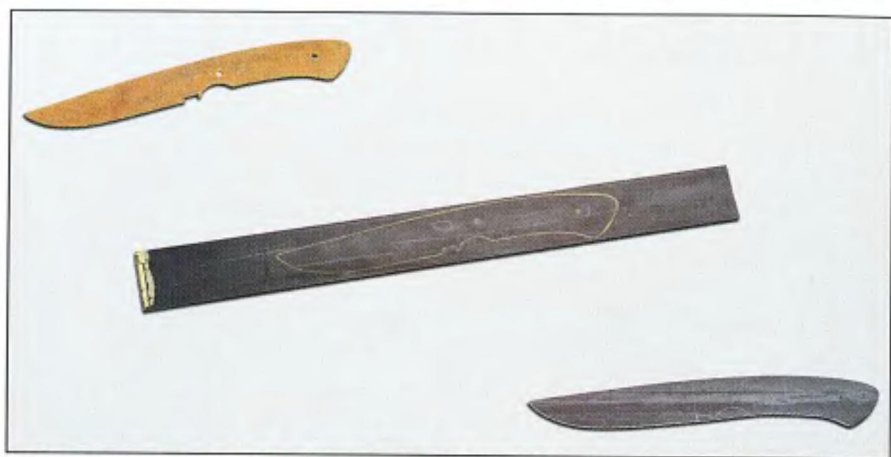
If you ever saw someone on TV or in a store do something you thought you could do better, then you can relate to Ira Dixon. A few years ago, Ira walked into a Nordic cutlery store, saw a knife he wanted but couldn't afford, and said, "Hell, man, I can make that myself." Ira's life hasn't been the same since.

Not only did Ira, formerly a certified welder by trade, hand-make the knife he lusted after, but word of his work got out and he was selected to hand-make the *Easyrider's* 25th Anniversary knives currently available at *Easyrider's* stores. His custom-made knives have become collector's items.

"I appreciate the significance of that, but I think I'd rather have people use my knives than just mount them on the wall," he said. "I make these knives to be functional and to last. I like to get feedback on my work so I can better design the next knife, but that's hard to do if everyone is keeping them as an investment or a trophy."

"This is no machine shop," said Ira, who's been honing his craft for the past five years. "I hand-make one knife at a time." Like an Old World craftsman, Ira apprenticed to Doug Brack, a fellow Ventura knifemaker, who took Ira under his wing. "I've got to give credit to Doug, he really showed me the ropes."

When designing a knife for a client, Ira pays careful attention to its intent. "The first thing I need to know is what the customer wants to use the knife for. Is it for hunting, or does he need an all-around camping knife?" The choice will determine the material Ira uses and how it is shaped and heat-treated.



(left to right) Template, bar stock (with transferred template), rough blade profile



Belt grinding blade bevels



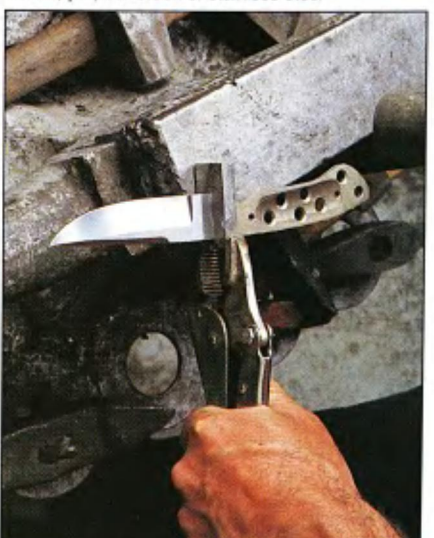
Guard, pin, bar stock of stainless steel



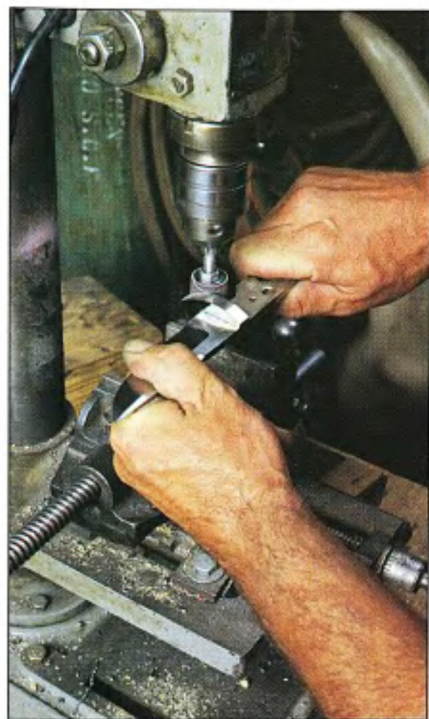
Grinding out finger release



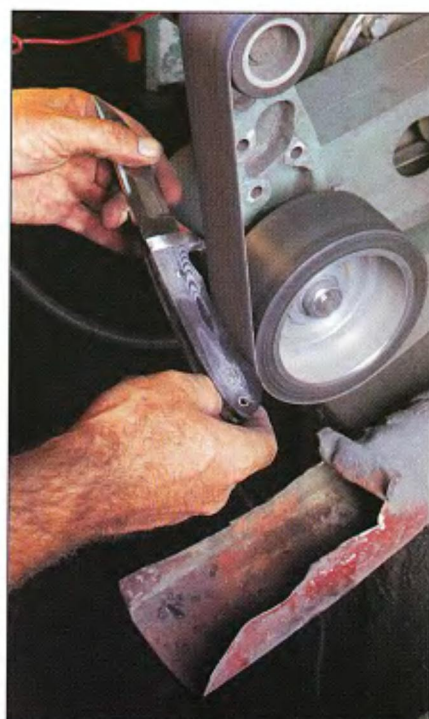
Hand finish to 1000 grit



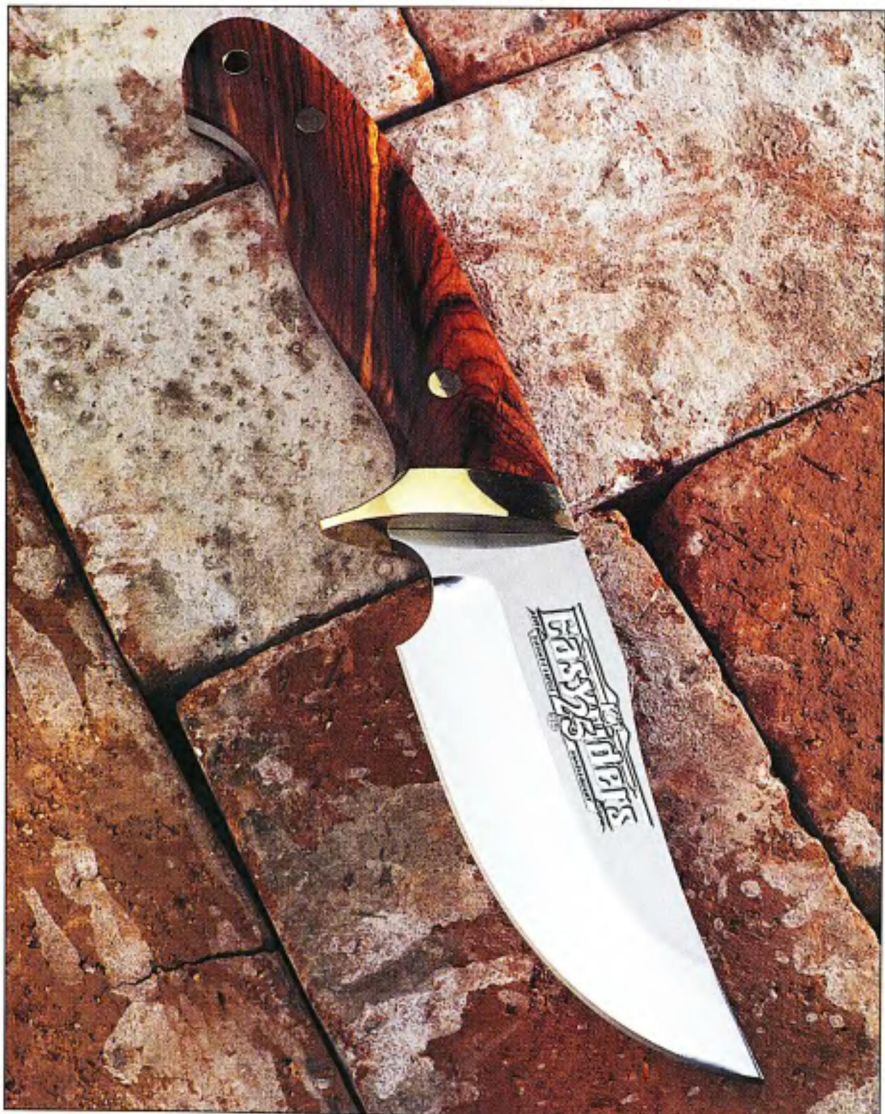
Positioning of guard to peening (setting) of guard pin



Photos: Markus Cuff



Finished ground and shaped handle on knife



Completed knife

Ira described the two methods of knife making: stock removal and hand-forged. Ira prefers to use the stock removal method. This starts with a cold bar of stainless or high-carbon steel. "I then draw a design over it, which I cut out with a band-saw, although sometimes I use a torch, depending on the type of steel. After I cut out the profile, I grind the bevels into the blade and form the guards, handle and pommel. Occasionally, however, I will use the hand-forged method," added Ira. "I begin by heating up the steel until it is cherry red (in a forge capable of making 2,800 degrees), pound out the bevels at an angle of about 30 degrees and develop the tip. The idea is to get a uniform, compact structure of carbon molecules. This way, when it cools, the knife has good edge and point retention. Of course, either method requires heat treating and proper quenching."

The intricacies of making a high-quality knife, however, are far more complex than this. Nuances in the various methods of pounding, heat-treatment and quenching (air, water and oil cooling) can literally make or break your knife.

Depending on the knife's purpose, a variety of material can be used, said Ira. "I like to use 440C stainless steel or ATF 34, which is the Japanese version of 440, but slightly harder. High-carbon steel is best for a damp climates or sterile applications. It's a low-maintenance steel. All it takes is a quick wipe-down to keep that knife in good shape."

For a more flexible knife, Ira turns to a high-carbon, 5160 spring steel, the same kind of metal found in the leaf springs of your car. "This is a tough steel. It absorbs shock. If you have to pry anything with it, it will flex before it breaks," said the 41-year-old craftsman. "If you want to try your hand at this, just take a ride down to your local junkyard."

Ira uses exotic hardwoods from Africa, Central and South America to make his handles. "I carve them myself. I like to make my knives balanced at the guard and ergonomical. I've studied how the human hand works. You have to understand the hand's highs, lows, ins and outs. You have to understand how a knife handle should feel for comfort and firmness of grip."

Ira's knives range from \$150 to \$350. Delivery takes four to six weeks. For more information, write Ira Dixon at P.O. Box 2581, Ventura, CA 93002, or call him at (805) 659-5867.

—J. Joshua Placa





Left and above: Kim's pride and joy, his 1946/55 Knuckle/Pan bastardized baby.

NO PAIN, NO GAIN

An hour before an incoming storm, an Agoura Hills, California, citizen and his wife part the curtains, watching a bald-headed badass with a mouth full of fresh root canal mow his lawn like a man possessed.

"Now why can't you be more like Mr. Peterson out there?" asks the housemouse. "He's not afraid of a little rain, and he'll get his lawn watered for free!"

"Maybe if you'd let me buy a Harley," replies the citizen, "I would be."

Don't think so.

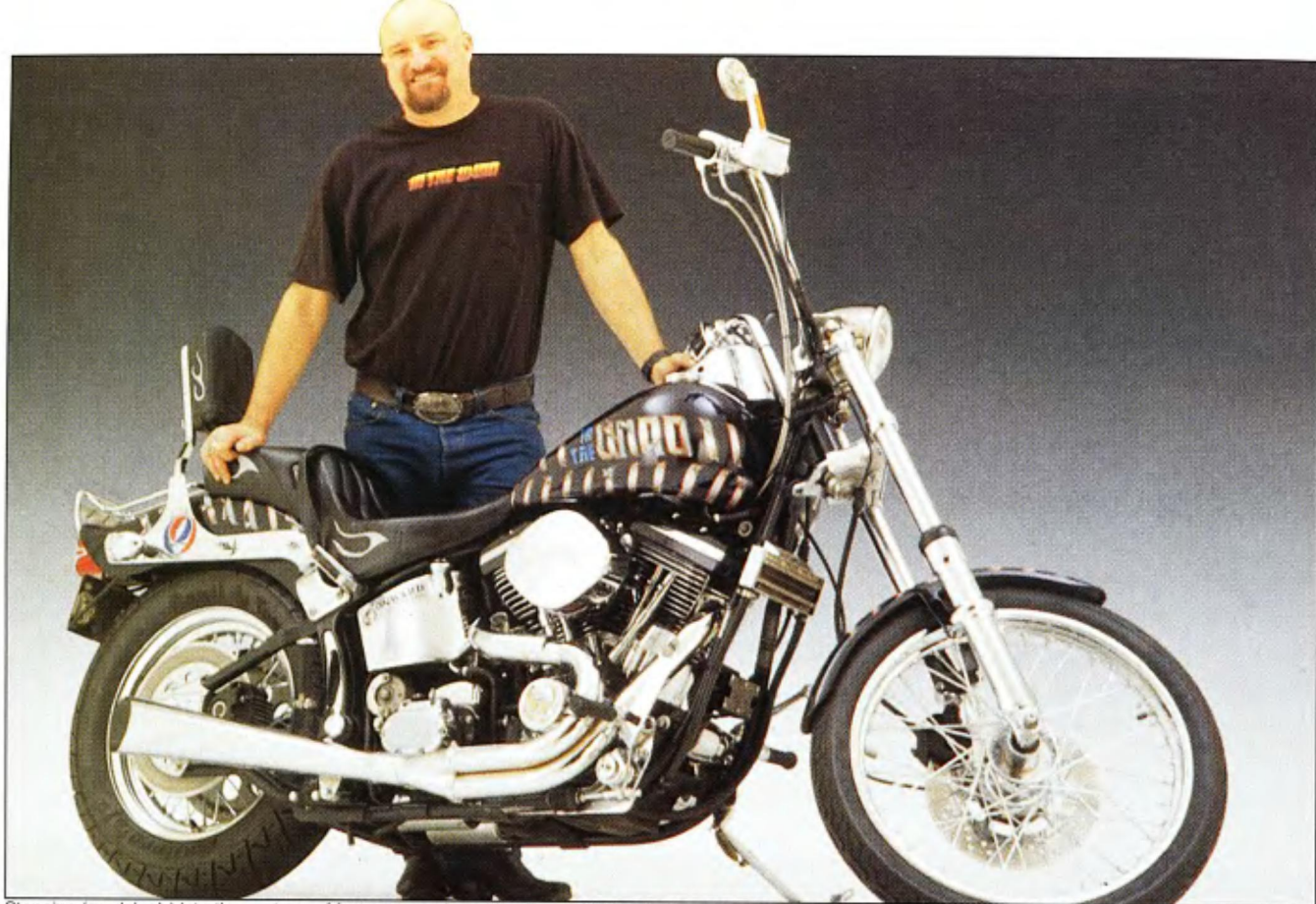
For 20 years come this summer, Kim "Bomber" Peterson has been doing

what it takes at *Easyriders* and now, as editor of *In The Wind*. Undaunted by rain, riots, brush fires, floods, earthquakes, or inadvertent staff deaths, Kim's seen the gamut of people and events who shape our lifestyle, while always deeply appreciating the biker code of honor and the open road.

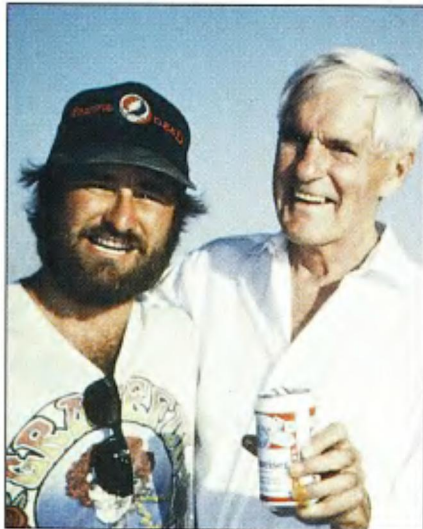
A photo-journalism junkie as a kid, Kim was a Malibu teenager married to his Pentax Spotmatic camera. In 1974, he and his longtime friend Richard Corman met Crazy Joe and Dave, from New York, during New Orleans' Mardi Gras looney-tunacy. The New York

bikers were California-bound, looking for the home of *Easyriders* magazine. They showed a dogeared copy to Kim, who recognized the publisher's name (Lou Kimzey) as the low-profile dad of a local friend, and the seed was planted.

Classes at Santa Monica College and UCLA kept Kim aligned with his career shot, but it was serendipity that delivered him into *Easyriders'* office as Young Man About Town. That job title in 1975 meant 12-hour shifts and a 120-mile daily driving route, helping a diehard crew get the rag out. It was also the start of an education that →



Stepping (grudgingly) into the next era of fast motorcycles with a Bartels' H-D rehabbed '87 FXSTC. Tradition's great, but ya gotta get a move on.



Kim and Timothy Leary partyin' at a Dead show.



Enjoying an early-'80s canyon run on the Ram Pan. Note Bandit's custom primary cage and oil cooler/filter.

ain't never gonna be found in the halls of higher learning.

As the cub reporter, Kim worked with legends like Frank "Wordhead" Harding (hermit editor extraordinaire) and artist Hal Robinson (fat chick connoisseur and bike humor protagonist). He experienced lifestyle tutelage from the one-and-only Rip on cross-country romps, and savored the finer points of the English language through resident writing god, Mr. Tex Campbell. Art directors Denise Pierson, Michele Hellman, Denise Baumann, and staff photog Pete Chiodo, whose old-school techniques

put *Easyrider*s bikes on the glossy page map, and Billy Tinney, whose real-life photo experiences still amaze, all contributed to rounding out Kim's eye for exacting detail, with Keith R. "Bandit" Ball adding inspiration through iron-fisted editorial touches and lifestyle illuminations. Not to be overlooked have been the relationships developed with vital crewmembers Izzy Petty, Billy Thornbury, Alex Lopez, Lin Schonberger, David Kelly, Gregg Daniel, Rowan Johnson, ER softball team players, and all the brothers and sisters who have come and gone.

Then came night school, an ongoing

course called '46 Knuckle/Pan Basket Case 101. The bike was originally built by Keith Ball and was used in early issues of *Easyrider*s. It was a rat with lots of character and class, albeit low. (Only kidding, Keith.) It featured heavy-duty twisted rods for brake and shifter controls, a four-gallon gas tank, hefty pre-billet primary cage/oil cooler and filter setup, a Triumph front fender on the rear and a spider brazed on the distributor. It eventually ended up as an office entry piece. Kim bought the Knuckle/Pan in 1979 from Lou Kimzey for a grand, with parts help from Joe



Classic customizing by Bandit—twisted rod shifter.



Ziggy and Dave Merton found this old Bar Ent. seat.

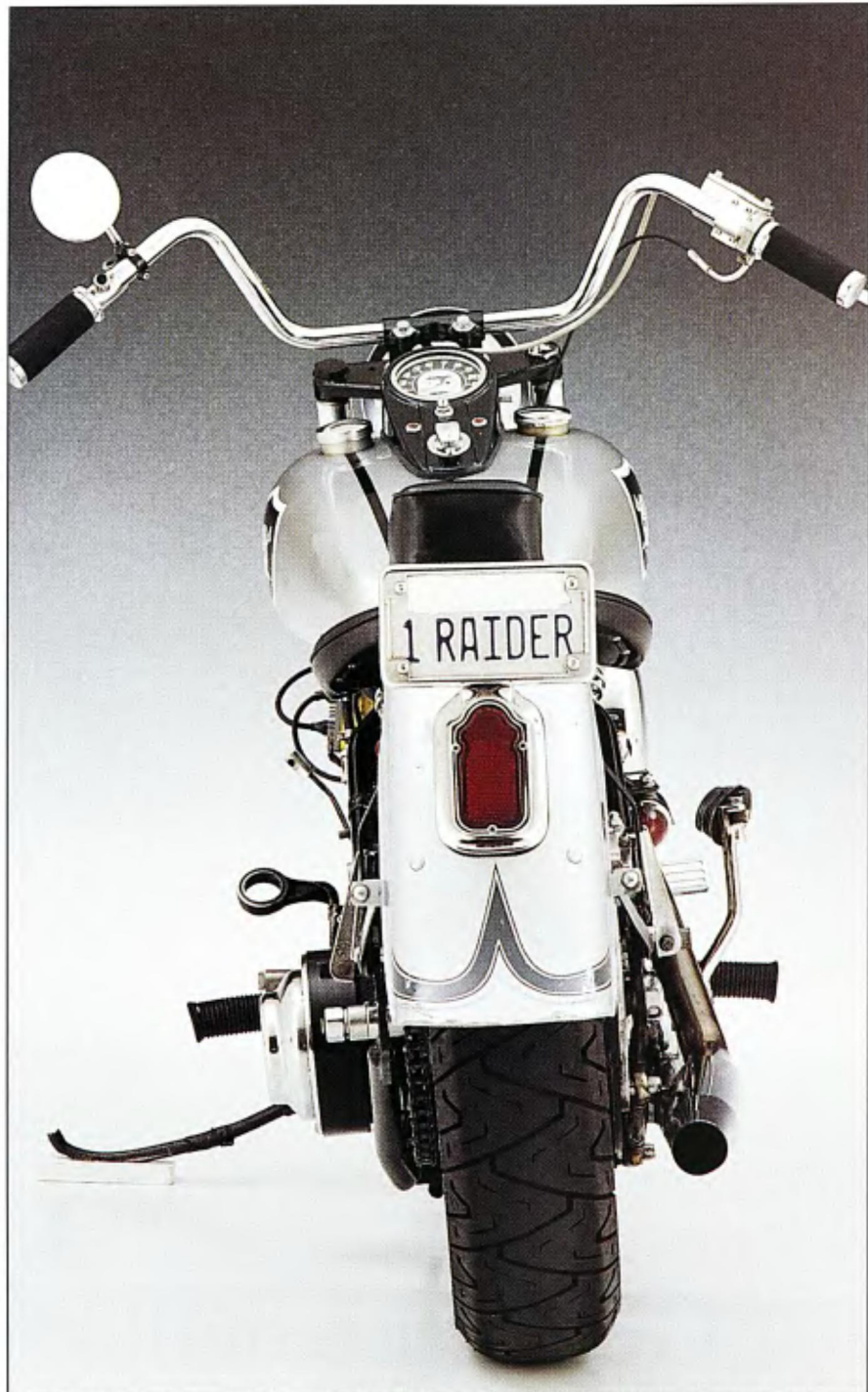


Bendix carb and cam woes fixed by Keith Fluxton.

Photos: Rakko Hartman, Rip, Kris Peterson

Teresi, J.T. McGarry and anyone else. The staff's resident Deadhead and sports fanatic, Kim had Terry Williams from Terry's Custom Paint in Latham, Illinois, lay an exacting freehand air-brushed Raiders logo over a set of fat-bobs donated by Micah McCloskey back in 1989. The Silver and Black design showcased an Andy Hansen (H.E.S.) rebuild, a '46 Knuckle lower end mated to a '55 Pan top and barrels.

Kim says, "This bike is my first love. I'll be buried with it. We've made it together through it all, and I'd like to putt into the twenty-first century on her. She's



Raider Rider is ready with Super Max belt, CCI fenders, P.M. brakes, and Carl Casino's expert help.

got more heart and class in just her distributor cover than any Evo has in its guts." Despite that, in '92, Kim scored an '87 Softail, featured in *Easysiders* #275.

On his future plans for *In The Wind* he says, "In the years I've been into photography I've always preferred spontaneous, real-life stuff. And as we turn the corner into the next century, when we will no doubt be facing even stricter controls from The Man who hates us bikers anyway, I'd like to jam it up their ass by portraying the biking lifestyle with as much class and clarity as possible. Sharp shots of sharp peo-

ple being alive. Every image is a new one. Let's get everybody who rides into the *Wind*. It's better than fifteen minutes of fame. I like photos better than video because you can always enjoy a photo on a wall, instead of having to crank up a VCR to watch some contrived crap. Besides, a picture lasts longer."

Looking back over his career, this die-hard Dane sees a prevailing concept. "The game is never easy, but it's the battle that makes it worthwhile. Like the late J.T. McGarry used to say, 'You either hold your mud or you don't.'"

Your move, citizen. —Captain Trash



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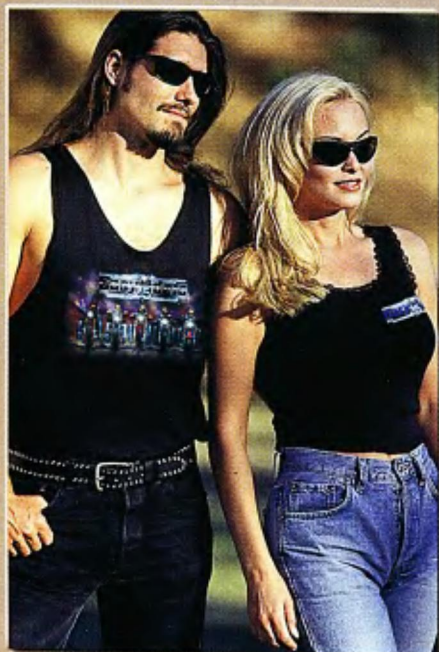
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B. DENIM JACKET. 14 oz. stonewashed denim jacket features an antiqued brown leather collar and pocket flaps, triple needle construction and *Easyriders* bike logo. **9100** Sizes SM, MD, LG, XL, XX. **\$54.95**

C. SLEEVELESS DENIM JACKET. We offer the same sturdy construction and timeless style in our sleeveless version of the denim jacket. Unisex sizes **9110** Sizes SM, MD, LG, XL, XX. **\$39.95**

D. BASIC BLUE DENIM SHIRT. Features a beige washed corduroy collar, sturdy 6 oz. stonewashed denim *Easyriders* buttons, front yoke, zipper pocket, and double needle construction. **9165** Sizes SM, MD, LG, XL, XX. **\$49.95**



★ FREE GIFT!
SEE PAGE 18!

E. & F. HOODED DENIM TIE TOPS. Features rugged 6 oz. double stitch denim, western yoke, embroidered bike logo and flap front pockets. **E.** 100% cotton red plaid sleeves and hood **9185**. **F.** 100% cotton green plaid sleeves and hood **9175**. Sizes SM, MD, LG. **\$34.95**



★ FREE GIFT!
SEE PAGE 18!

G. & H. HOODED BLUE DENIM SHIRTS. The rugged comfort of 6 oz. denim with soft black cotton fleece or green cotton plaid hood and sleeves. **G.** Denim shirt with black cotton fleece **3520**. **H.** With green plaid **3535**. Sizes SM (3535 only), MD, LG, XL, XX. **\$49.95**

New!



I. BLUE DENIM BUSTIER.

Our form-fitting ladies bustier features bike logo, button front closure, adjustable straps and an elastic panel back. **7175** Sizes SM, MD, LG. **\$14.95**

J. MENS BLACK DENIM SLEEVELESS SHIRT.

Unfinished arms give this shirt a rugged style. Features *Easyriders* bike logo, overdyed, stonewashed, 6 oz. black denim, contrast stitching and zipper front pockets. **9151** Sizes SM, MD, LG, XL, XX. **\$34.95**

K. LADIES BLACK DENIM SLEEVELESS SHIRT.

Stonewashed black denim shirt features antiqued brown leather trim on pockets, embroidered bike logo and contrast stitching. **9161** Sizes SM, MD, LG. **\$34.95**



New!



***FREE GIFT!
SEE PAGE 18!**

L. BLACK DENIM JACKET. Our 14 oz. black stonewashed denim jacket is trimmed with antiqued brown leather on the collar and flap pocket. Features triple needle-stitching, *Easyriders* buttons, and the *Easyriders* bike logo. **9105** Sizes SM, MD, LG, XL, XX. **\$59.95**

M. BLACK DENIM VEST. Our form-fitting black denim ladies vest features an antiqued brown leather collar, double-needle construction, belt loop, front yoke with flap pockets, and *Easyriders* buttons. **9145** Sizes SM, MD, LG. **\$39.95**

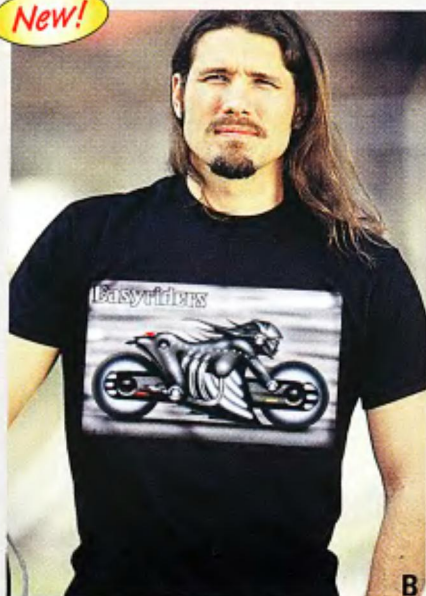
N. BASIC BLACK DENIM SHIRT. Basic black 6 oz denim shirt with antiqued brown leather trim. Features zippered pockets, double stitching design, overdyed stonewashed denim, front yoke, *Easyriders* buttons and embroidered bike logo. **9155** Sizes SM, MD, LG, XL, XX. **\$49.95**

O. SLEEVELESS BLACK DENIM JACKET. Same as the black denim jacket without sleeves. **9115** Sizes SM, MD, LG, XL, XX. **\$44.95**

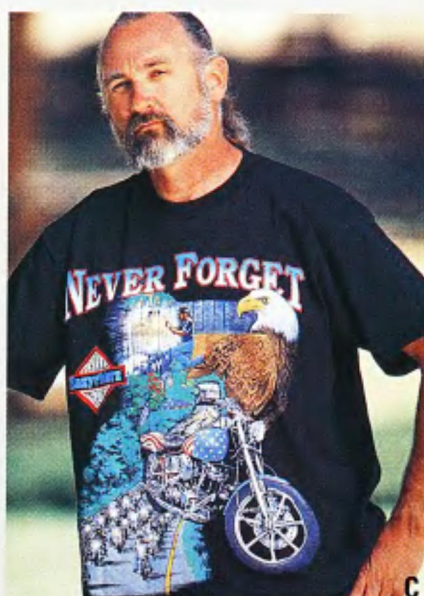


A

New!



B



C

New!



D

New!



E



F

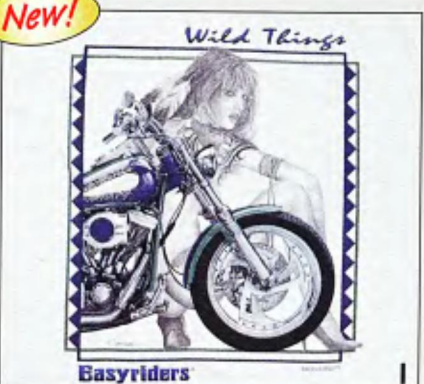


G



H

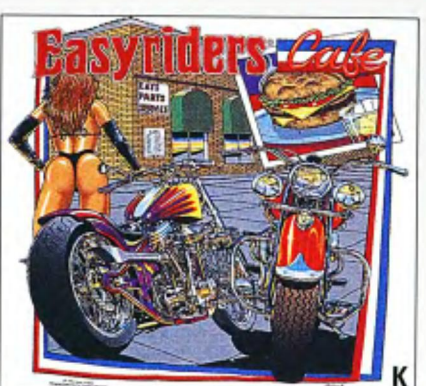
New!



I



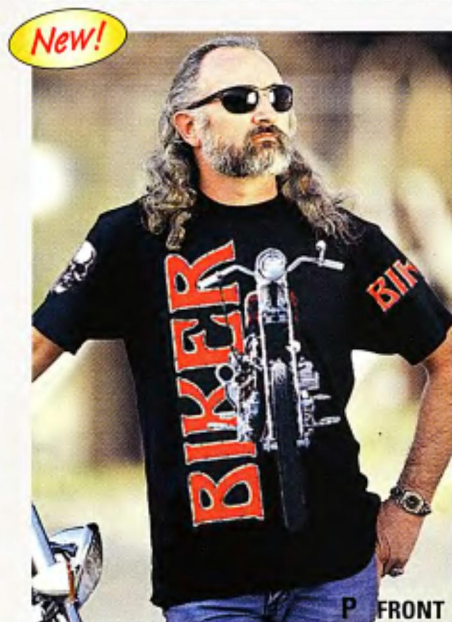
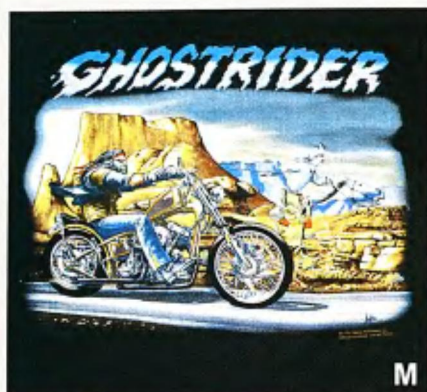
J



K



L



EASYRIDERS T-SHIRTS. Easyriders T-shirt designs have always embodied the fun and freedom of the biker lifestyle and our newest T's are certainly no exception. All designs are screen printed on 100% cotton Hanes Beefy T's.

All MD, LG, XL T-shirts are \$16.95 each, XXL are \$18.95 each, XXXL are \$20.95 each in available designs, unless marked differently.

A. JUMBO EAGLE.
8720 Sizes MD, LG, XL, XX, XXX.

B. LIGHT SPEED.
8765 Sizes MD, LG, XL, XX.

C. VIETNAM VET.
8715 Sizes MD, LG, XL, XX, XXX.

D. WILD THINGS WOLF.
8755 Sizes MD, LG, XL, XX, XXX.

E. DUST DEVIL. On slate blue T-Shirt
8760 Sizes MD, LG, XL, XX.

F. THE STRONG SURVIVE
8550 Sizes MD, LG, XL, XX.

G. BIKERS AROUND THE WORLD.
8500 Sizes MD, LG, XL, XX.

H. SALOON.
8560 Sizes MD, LG, XL, XX.

I. WILD THINGS GIRL.
8750 Sizes MD, LG, XL, XX, XXX.

J. BLOWN SKULL.
8615 Sizes MD, LG, XL, XX.

K. CAFE.
8740 Sizes MD, LG, XL, XX.

L. MEDICINE SHIELD.
8490 Sizes MD, LG, XL, XX.

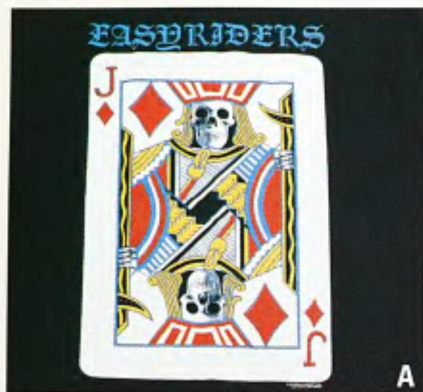
M. DAVID MANN GHOSTRIDER
8580 Sizes MD, LG, XL, XX, XXX.

N. MARILYN.
8710 Sizes MD, LG, XL, XX.

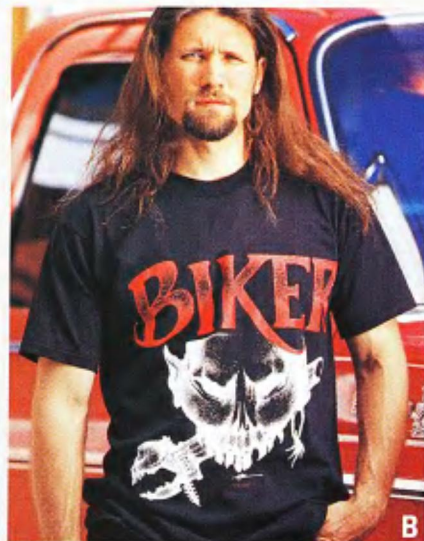
O. EASYRIDERS BIKE LOGO.
8390 Sizes MD, LG, XL, XX, XXX.

P. BIKER BASICS.
Design is screen-printed on front, back and sleeves. 8800 Sizes MD, LG, XL, XX, XXX \$23.95 each.

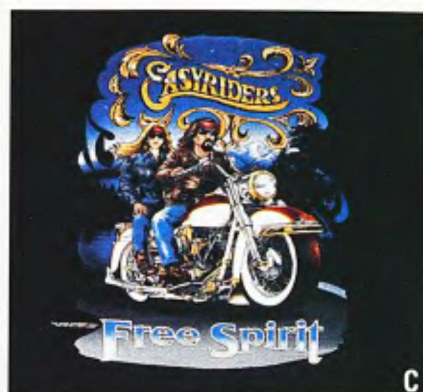
Q. TATTOO/DAGON TANK TOP
8400 Sizes MD, LG, XL \$14.95



A



B



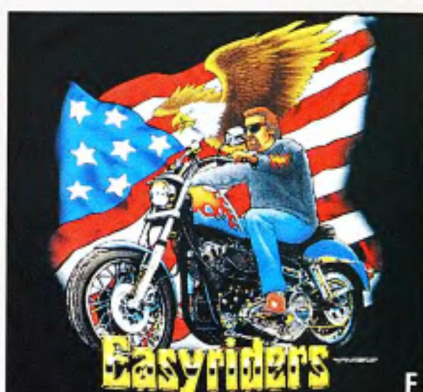
C



D



E



F



G



H



I

MORE GREAT EASYRIDERS T-SHIRTS. All designs are screen printed on 100% cotton Hanes Beefy T's.

All MD, LG, XL T-shirts are \$16.95 each, XXL are \$18.95 each, XXXL are \$20.95 each in available designs.

A. JACK-SKULL DIAMONDS.
8605 Sizes MD, LG, XL, XX.

B. BIKER WRENCH.
8725 Sizes MD, LG, XL, XX, XXX.

C. FREE SPIRIT.
8600 Sizes MD, LG, XL, XX.

D. BAD TO THE BONE.
8420 Sizes MD, LG, XL, XX.

E. EASYRIDERS SKULL LOGO.
8340 Sizes MD, LG, XL, XX.

F. BIKER W/FLAG AND EAGLE.
8510 Sizes MD, LG, XL, XX.

G. SOUTHWEST W/BAR & DIAMOND.
8540 Sizes MD, LG, XL, XX.

H. SKULL & EIGHT BALL.
8610 Sizes MD, LG, XL, XX.

I. SNAKE/SKULL.
8625 Sizes MD, LG, XL, XX.

J. LADIES KNIT SPORT TOP. A sporty top featuring 100% cotton, white contrast stitching and the embroidered *Easyriders* bike logo. 3825 Sizes SM, MD, LG, XL \$13.95

K. LADIES KNIT LACE TOP. Sheer lace front panel, embroidered bike logo and 100% black cotton knit. 3856 Sizes SM, MD, LG, XL \$14.95

L. LADIES DENIM SHORTS. These 14 oz. stone-washed shorts feature an unfinished edge, double

stitching and the *Easyriders* bike logo. Available in **Black 9181** or **Blue 9180.** Sizes SM, MD, LG, XL \$29.95

M. ROSE VINE TANK TOP. 8630 Sizes SM, MD, LG \$14.95

N&O. BABYDOLL. This top is made in a poly/cotton blend. Choose from two great designs. **N. 3920 Rose Heart** or **O. 3910 Heart Wing** Sizes SM, MD, LG (XL 3920 only.) \$14.95

P. BUTTON CROP TOP. Lace trim at the arms and neck decorates this 100% cotton knit top. 3855 Sizes SM, MD, LG, XL \$19.95

Q. EASYRIDERS MINI-CHAPS. Our sexy, stylish suede and leather mini-chaps feature front, back and thigh buckle closures to give you the perfect fit. 6140 Sizes SM, MD, LG. \$49.95

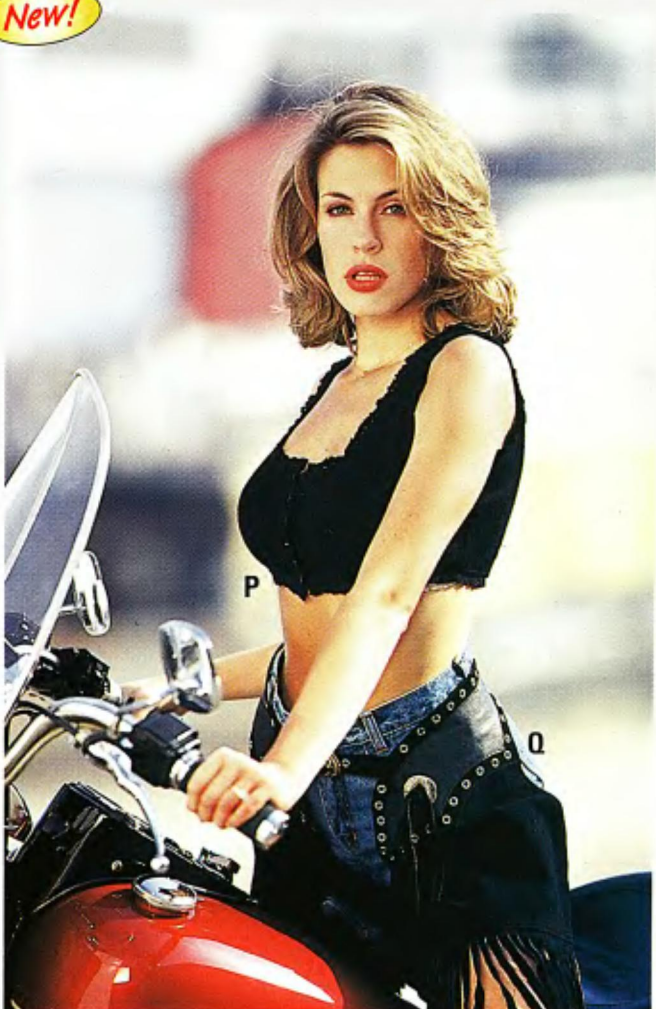
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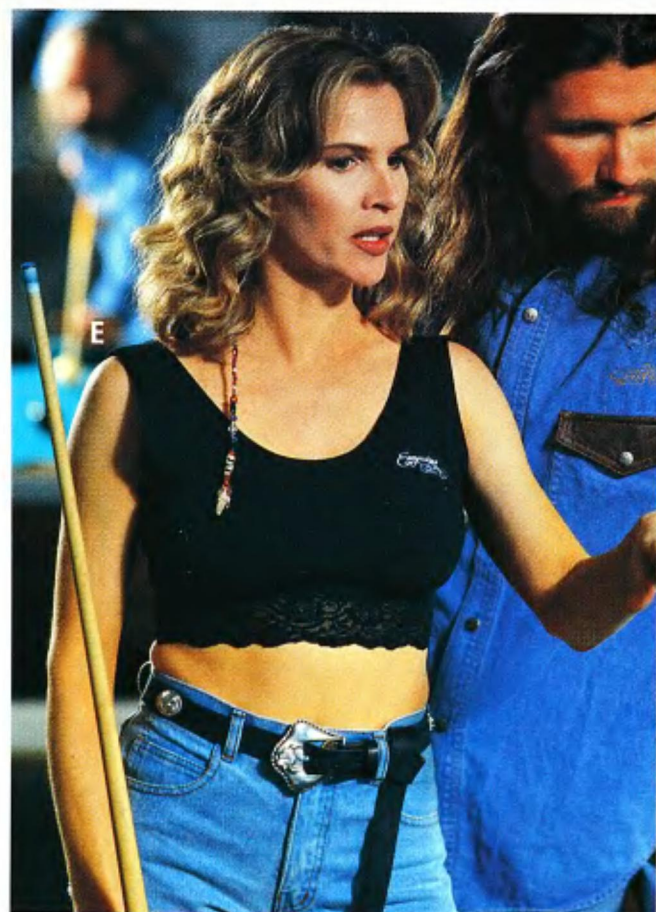
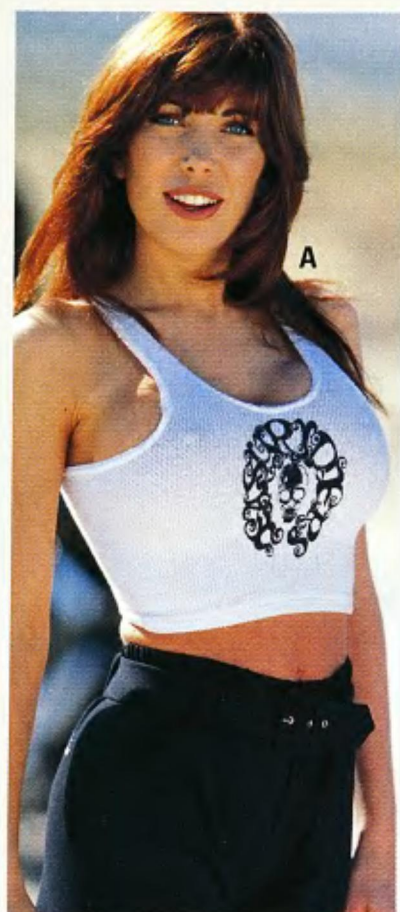


New!



New!





A. TUBE TOP. What better way to make a statement than with our eye-catching *Easyriders* logo tube tops. Offered in black w/white logo and white w/black logo. **Black 212012, White 212013.** One size fits most. **\$19.95**

B. BONE CHOKER. *Easyriders* bone choker is a great accessory with any outfit. In **Natural 310680, or Black 310681 \$34.95**

C. DEERSKIN VEST. Feathers accentuate this beautiful neckline and set this top apart from the rest. Made of soft deerskin with darts and ties for a form fit. **214253** One size fits most. **\$159.00**

D. ANIMAL PRINT BUCKLE TOP. Unleash the animal within with our rugged leather leopard print vest. Features an adjustable front belt for a snug fit, full-lining and *Easyriders* logo snaps. **5525** Sizes SM, MD, LG, XL. **\$55.00**

E. LACE CROP TOP. Look sexy and be comfortable in our black crop tank with lace edging. Cotton lycra material for easy care. **3820** Sizes SM, MD, LG. **\$24.95**

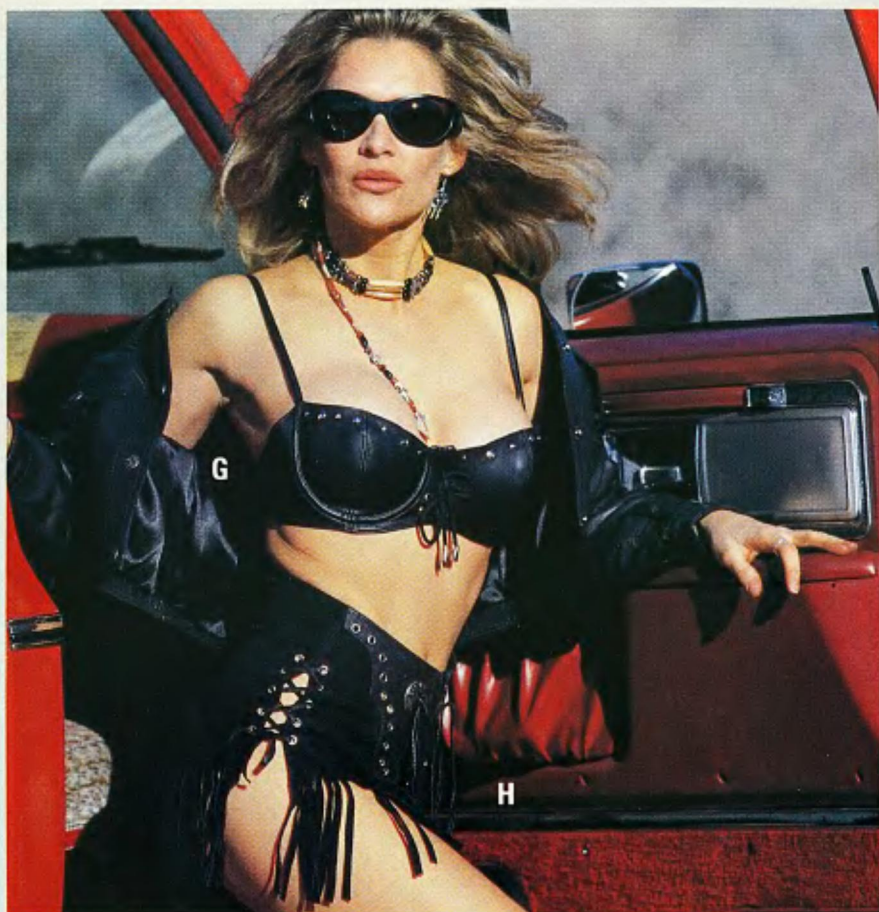
F. LACE 3/4 SLEEVE TOP. This lace-trimmed, cotton lycra shirt is sure to dress up any pair of jeans. **3810** Sizes MD, LG, XL. **\$29.95**

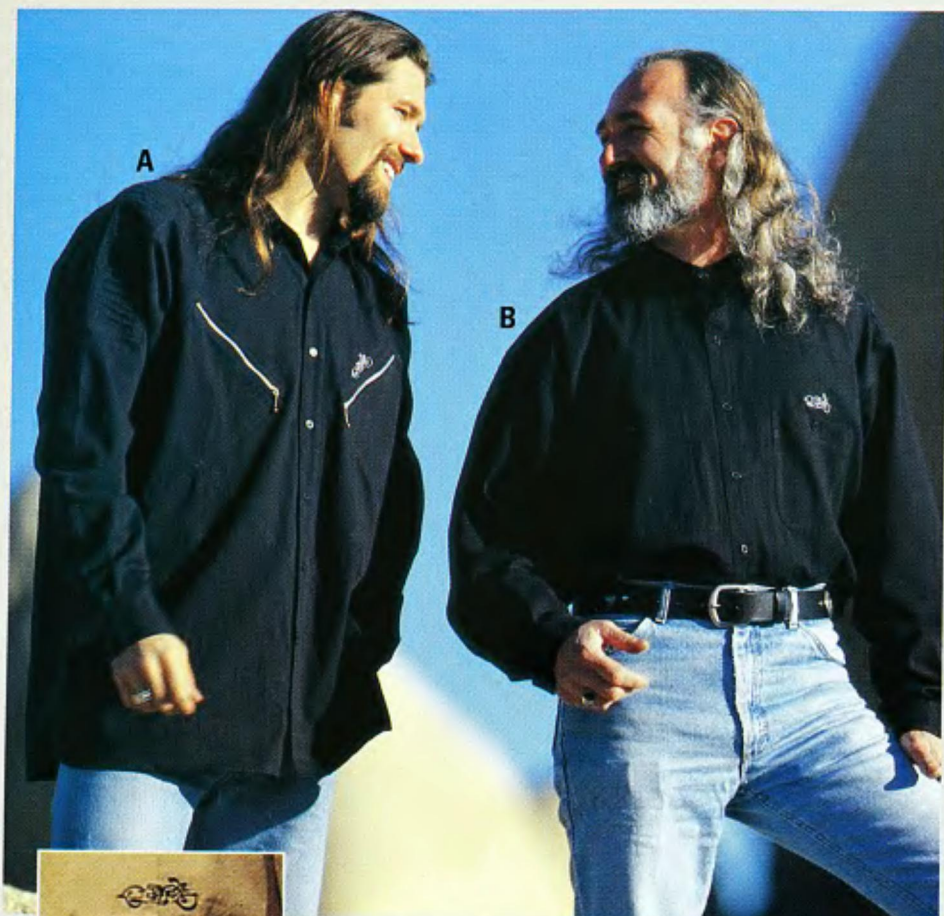
G. EASYRIDERS FAUX LEATHER BRA. An unmistakably sexy look of leather without the dry-cleaning hassle, we offer our washable leather-like bra with an adjustable front tie. **1910** Sizes SM, MD, LG, XL. **\$29.95**

H. LADIES BLACK FRINGE SHORTS. These fringed suede and leather shorts include front zipper and *Easyriders* Conchos. Fully lined with adjustable lace-up sides. **7520** Sizes SM, MD, LG, XL. **\$44.95**

I. SLEEVELESS SNAP VEST. Another piece of our famous tattoo art appears on this 100% cotton, snap front vest. **3880** Sizes SM, MD, LG. **\$19.95**

J. LACE TANK TOP. Our southwest design is printed in vivid color on this lace-up front cotton tank. **3830** Sizes SM, MD, LG. **\$19.95**





A. ZIP POCKET SHIRT. Diagonal zippered front pockets characterize this medium weight, 100% cotton shirt. The double-lined shoulder patches produce a unique ripple effect. Available only in black. **7430** Sizes MD, LG, XL, XX. **\$34.95**

B. MANDARIN COLLAR SHIRT. This 100% medium weight cotton shirt features a mandarin collar, two front pockets and the *Easyriders* bike logo. Available in black and tobacco. Sizes MD, LG, XL, XX. **Black 7420, Tobacco 7421** **\$34.95**

C. SHORT SLEEVE ANTI-COLLAR SHIRT. This collarless cotton shirt is comfortable with a three-button neck, patch pockets and embroidered bike logo. 100% cotton twill. Sizes in MD, LG, XL, XX. **Tobacco 7156, Black 7155** (not shown) **\$29.95**

D. BLACK SHORT SLEEVE HENLEY. Featuring 100% cotton construction, short sleeves and the embroidered *Easyriders* bike logo. Sizes in MD, LG, XL, XX. **3510** **\$34.95**

E. TWO-TONE LONG SLEEVE HENLEY. Our latest take on the Henley shirt features black and gray two-tone styling and eye-catching gray contrast stitching. 100% cotton. Sizes in MD, LG, XL, XX. **3505** **\$39.95**

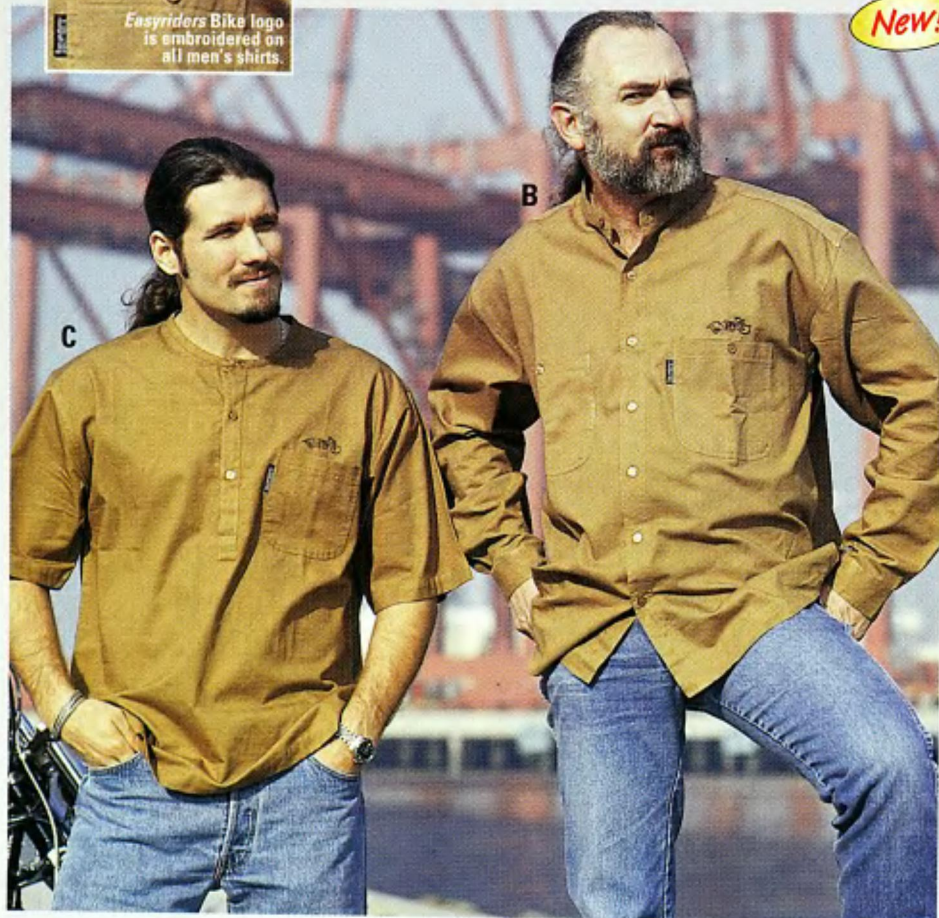
F. EMBROIDERED SWEATSHIRT. The *Easyriders* bike logo is embroidered in silver-grey on Hanes 100% black cotton fleece. Sizes in MD, LG, XL, XX. **3730** **\$34.95**

G. LONG SLEEVE PIGMENT DYED SHIRT IN CHARCOAL. This unique new shirt combines classic button-front styling with textured, stonewashed, 100% soft cotton. Features front flap pockets and the embroidered *Easyriders* bike logo in black. Available with long or short sleeves. Sizes in MD, LG, XL, XX. **Long sleeves 7480, \$34.95**
Short sleeves 7476, \$29.95

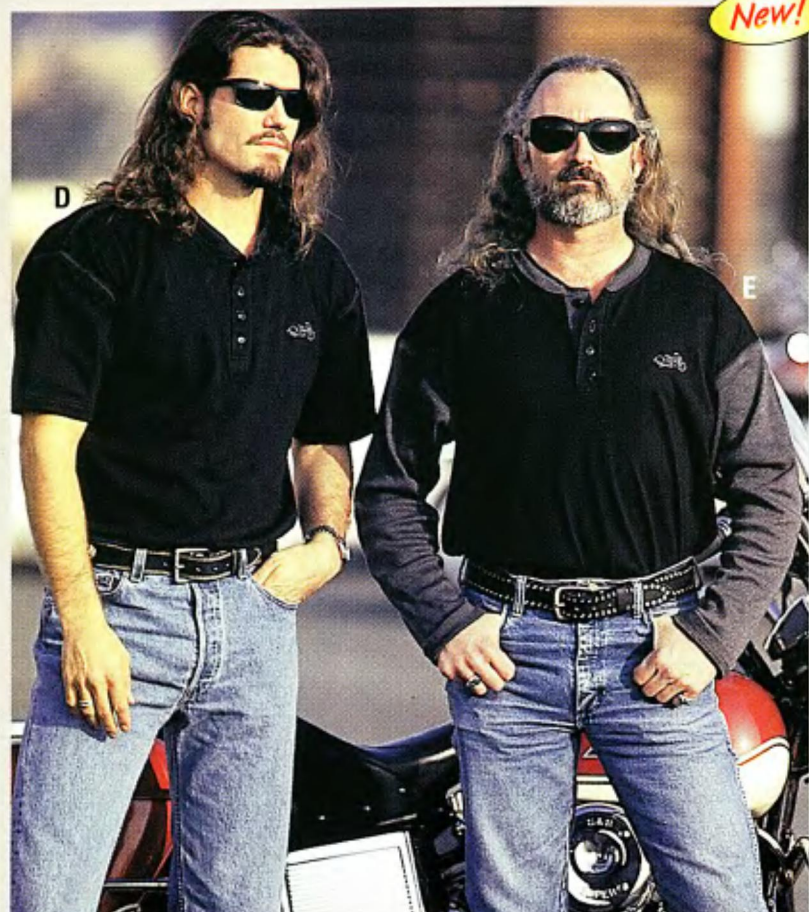
H. SHORT SLEEVE TWILL SHIRT. A great medium weight 100% cotton shirt with two front pockets, an embroidered *Easyriders* bike logo and durable double stitch construction. Available in three colors. Sizes MD, LG, XL, XX. **Black 7150, Gray 7151, Tan 7152** **\$29.95**



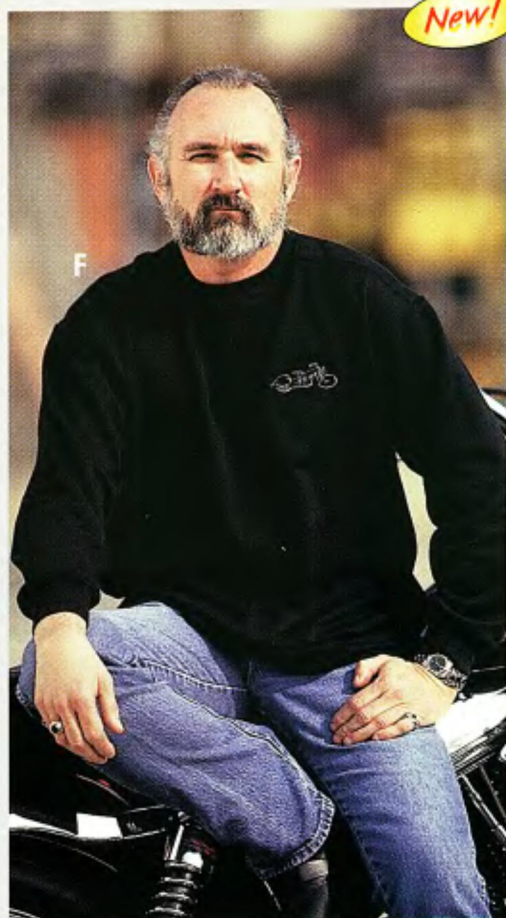
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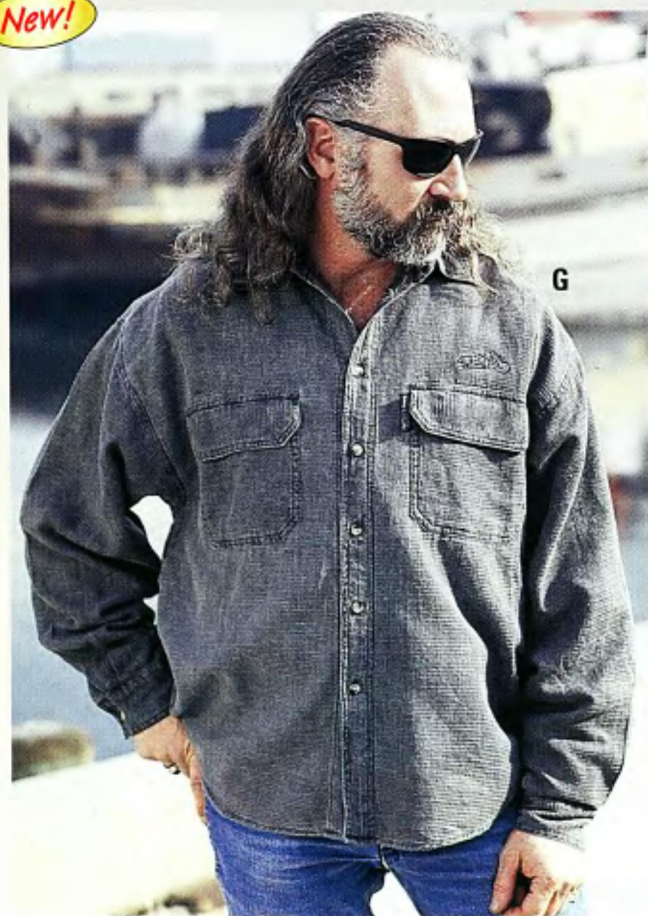
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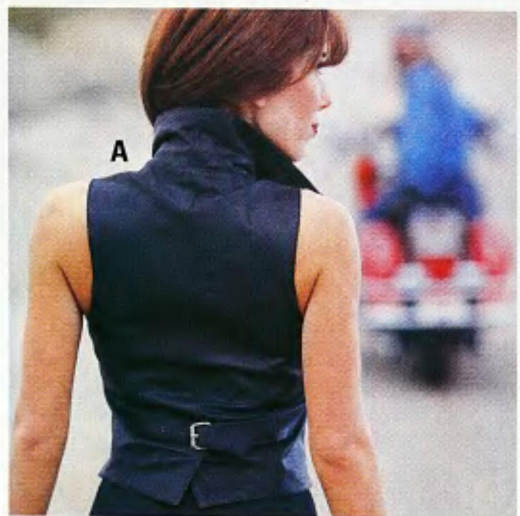


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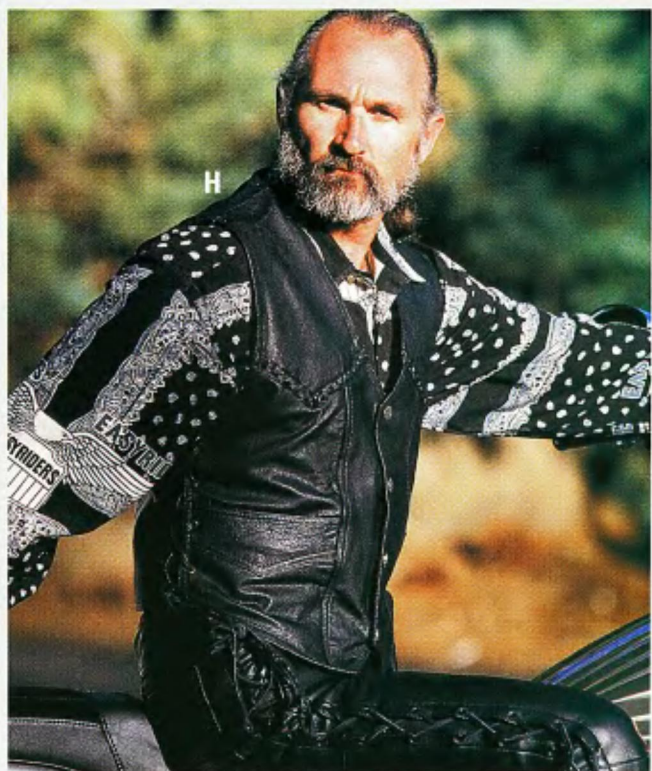
A. GLAMOUR VEST. You'll be hard to miss in this soft, lined, black leather vest. Four zippered pockets, embroidered bike logo and an adjustable back strap make this vest as practical as it is attractive. **5520** Sizes SM, MD, LG, XL. **\$109.00**

B. INDIAN VEST. The same great design as our Indian wool shirt (page 6) in a cool, comfortable vest. Features a quilted lining, back and front yoke, *Easyriders* snaps, front and back zipper pockets with leather trim, and adjustable side tabs. **3355** Sizes SM, MD, LG, XL, XX. **\$44.95**



C. ANTIQUED LEATHER JEANS. Straight leg, five-pocket leather jeans made of specially treated, high-quality antiqued black leather, featuring lining to just below the knee, an over the boot cut, and the *Easyriders* bike logo above the right back pocket. **7125** Sizes SM, MD, LG, XL, XX. **\$239.00**

D. BODYSUIT. This long sleeve bodysuit features a deep square open neck in a front-gathering style and it comes in a cotton/lycra blend that never loses its shape. **3835** Sizes SM, MD, LG. **\$24.95**



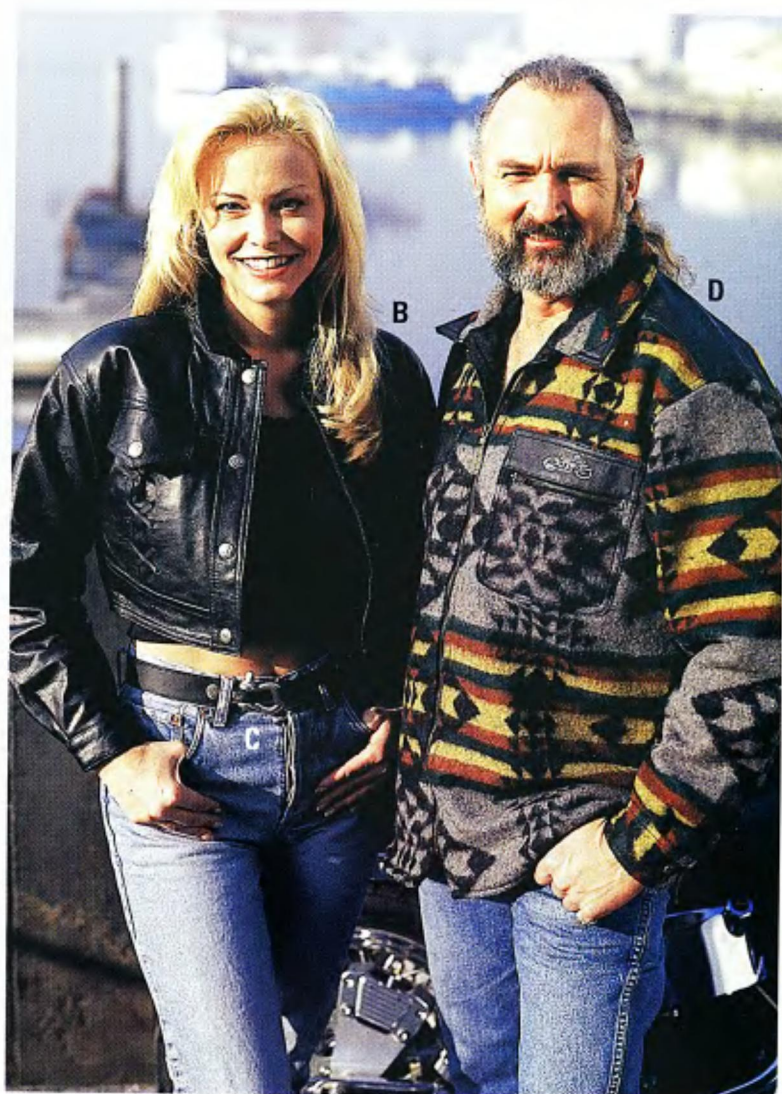
E. BLACK LEGGINGS. Form-fitting and comfortable, these cotton/lycra black stretch leggings look great with anything. **3750** Sizes SM, MD, LG. **\$14.95**

F. LADIES FRINGE VEST. Our ladies goat napa leather vest is tailored to follow the contours of the body. It features a fringed front and back yoke, full lining, and *Easyriders* snaps. **5540** Sizes SM, MD, LG, XL. **\$85.00**

LADIES FRINGE VEST WITH BONE TREATMENT—4597 \$119.00

G. EASYRIDERS TOURING VEST. Extra pockets, a built-in back pouch and a hidden hood zippered in the collar will come in handy if you're caught in bad weather. **5150** Sizes MD, LG, XL, XX. **\$189.00**

H. NAVAJO VEST. A great leather riding vest with western-style braiding along the yoke, fully-lined adjustable lace-up sides, convenient front pockets and metal snaps imprinted with the *Easyriders* logo. **5140** Sizes MD, LG, XL, XX. **\$95.00**



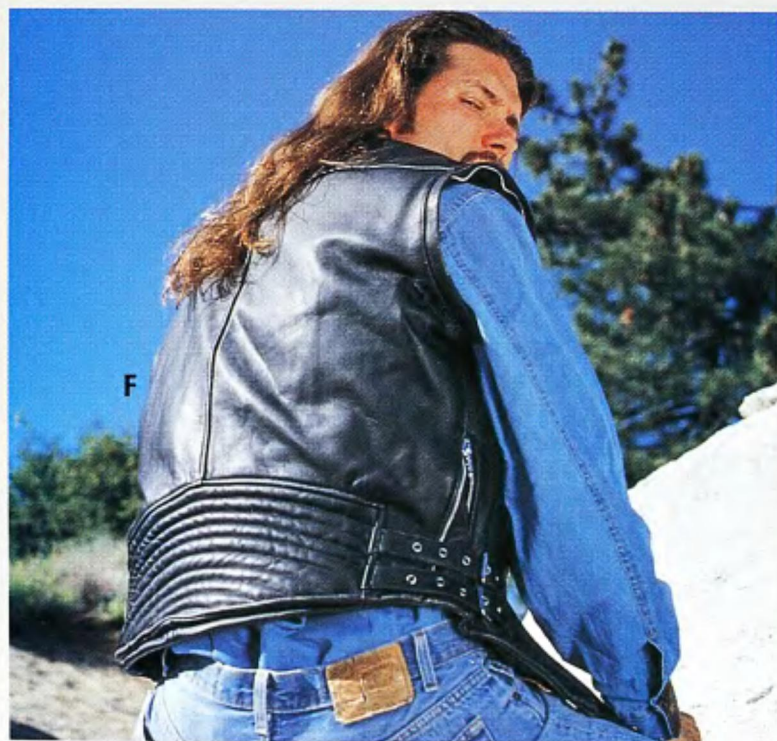
A. COLUMBUS JACKET. This fully-lined cowhide shirt doubles as a light jacket. Includes convenient front patch pockets with secure zip closures and an embroidered *Easyriders* logo. **4170** Sizes MD, LG, XL, XX. **\$229.00**

B. LADIES DENVER JACKET. This sexy little bolero-style jacket is made of soft, lightweight Napa leather. Features shoulder pads and decorative stitches on the snap-front pockets. **4580** Sizes SM, MD, LG, XL. **\$159.00**

C. LADIES HOOK BELT 2355 Sizes 28, 32, 34, 36. **\$29.95**

D. INDIAN JACKET. Our fully lined, southwest-style wool shirt doubles as a light jacket. Features two front zipper pockets, *Easyriders* bike logo and black leather trim. **3335** Sizes SM, MD, LG, XL, XX. **\$59.95**

E. EASYRIDERS TOURING JACKET. Our durable antiqued cowhide jacket features zippered vents and adjustable snap sides. A removable quilt lining makes this coat suitable for year-round wear. Includes elbow protection and built-in kidney support. **4150** Sizes MD, LG, XL, XX. **\$419.00**



F. DUAL ZIP JACKET/ VEST. This antiqued leather jacket is all about versatility. Two rows of front zippers allow you to layer up in the colder months. The zip-off sleeves transform the jacket into a vest. **4160** Sizes MD, LG, XL, XX. **\$359.00**

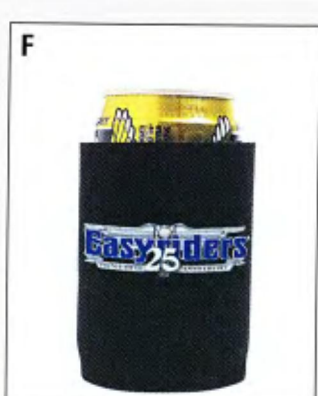
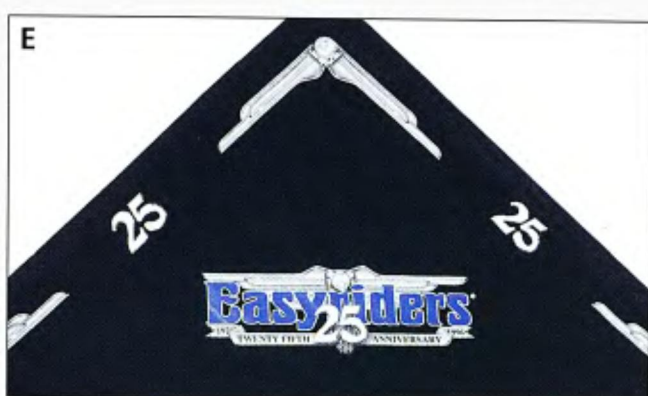
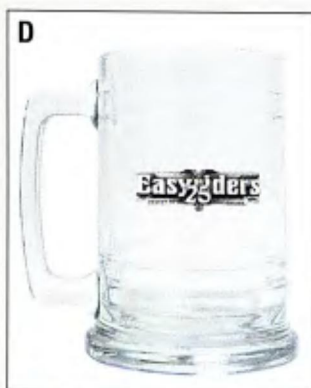
G. RODEO JACKET. Our Rodeo leather jacket is made from dry-milled cowhide for a classic matte finish. Two snap front pockets and an *Easyriders* bike logo complement this simple design. Adjustable tab sides ensure a custom fit. **4180** Sizes SM, MD, LG, XL, XX. **\$199.00**

Easyriders[®]

1971 TWENTY FIFTH 1996 ANNIVERSARY



Don M. Hall



New! 25TH ANNIVERSARY PRODUCTS.

In honor of *Easyriders* 25th year, we're proud to introduce our line of 25th anniversary products. They feature the exclusive 25th anniversary logo and artwork created especially by David Mann. And just like early issues of *Easyriders*, they're sure to be collectors items.

✱ During our 25th Anniversary celebration, we're offering a free gift with the purchase of each item noted on pages 2 and 3. You select the gift of either an anniversary pin, 4" patch, or we'll embroider the anniversary multi-color logo on the garment. Simply indicate your choice on the order form.

✱ A. 25TH EMBROIDERED PATCH. 180180 4" \$4.95, 180181 12" \$14.95.

✱ B. 25TH PIN. *Easyriders* 25th anniversary logo in pewter. 11/2" 310329 \$4.95



C. 25TH BUMPER STICKER. 6" wide. 150118 \$2.50

D. 25TH MUG. 16oz. glass mug featuring a pewter 25th anniversary logo. 600212 \$14.95

E. 25TH BANDANA. Made of black cotton and measures 21" x 22" with screen printed logo. 801137 \$9.95

F. 25TH BEER CAN COOLER. Black neoprene with screen printed logo. 500011 \$4.95

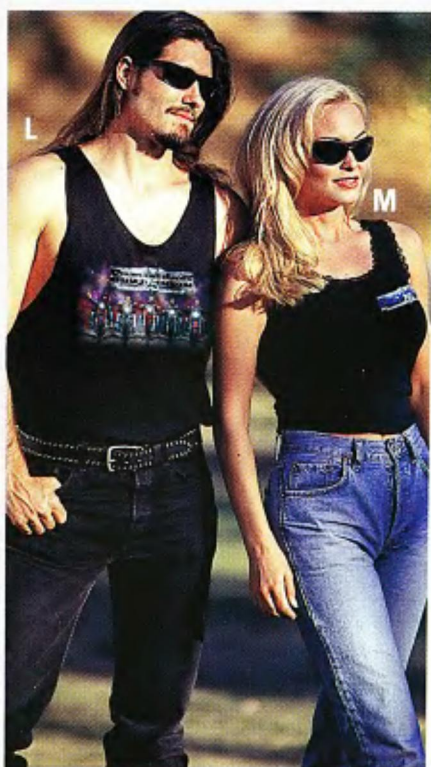
G. 25TH SHORT SLEEVE T-SHIRTS. These 25th anniversary T's feature new artwork, created especially for the occasion by David Mann. Black 9610 and Ash 9615. Sizes MD, LG, XL, \$15.95, XX \$18.95, XXX in black only. \$20.95

H. 25TH LONG SLEEVE SHIRT. This 25th anniversary long-sleeve shirt also features the same stunning new artwork as on the short-sleeve T's. Sizes MD, LG, XL, XX. 9620 \$24.95

I. 25TH BLACK HENLEYS. These 4-button henleys come in 100% black cotton and feature the screen printed 25th anniversary logo. Available with long or short sleeves. In sizes MD, LG, XL, XX. 9640 long sleeves \$34.95, or 9635 short sleeves \$29.95

J. 25TH BASEBALL CAP. Brushed cotton with embroidered logo. 300350 \$19.95

K. 25TH ANNIVERSARY BLACK DENIM JACKET. This commemorative-edition stonewashed black denim jacket highlights the embroidered 25th anniversary logo patch on the back. Features include antiqued brown leather trim on the collar and pockets, contrast brown stitching and sturdy 14oz., triple needle construction. 9106 Sizes MD, LG, XL, XX. \$84.95

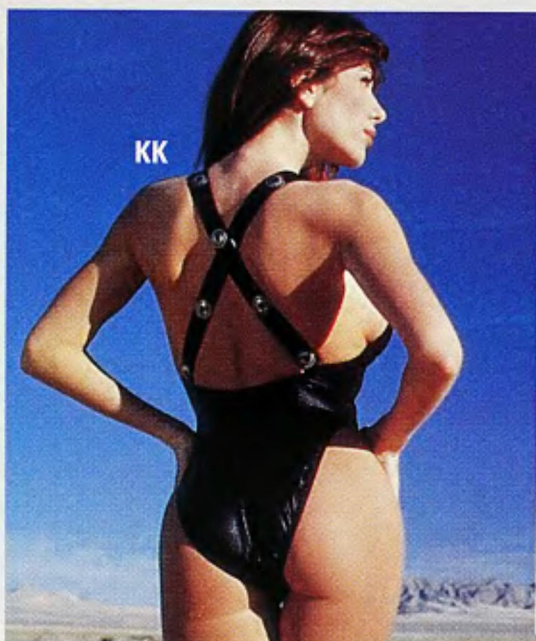
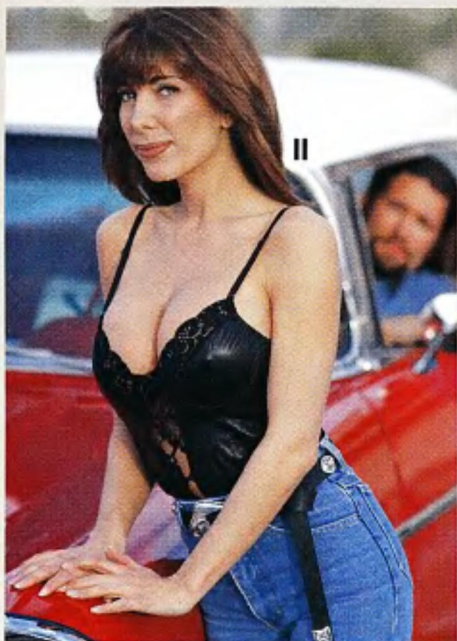
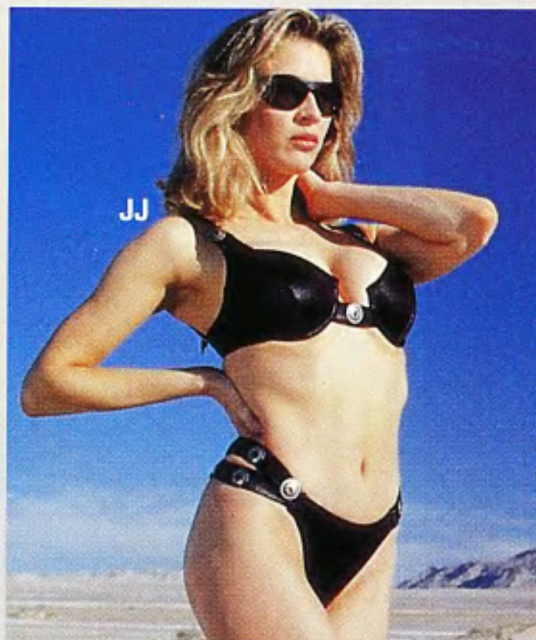


L. 25TH TANK TOP. The 100% cotton anniversary tank. 9625 Sizes MD, LG, XL, XX. \$14.95

M. 25TH KNIT BABYDOLL. Our form-fitting, lace-trimmed baby doll comes in 100% black cotton and features the 25th anniversary logo. 9630 Sizes SM, MD, LG, XL. \$14.95



- A. H-D MINI STICK ON BALL HD**
#180131 \$2.25
- B. H-D MINI STICK ON BAR/SHLD**
#180130 \$2.25
- C. H-D 2 FLAGS**
(5"x3 5/8") #180037 \$7.95
- D. EASYRIDERS WHEEL**
(3"x3") #180113 \$5.95
- E. H-D CREST**
(3 1/2"x3") #180036 \$5.50
- F. H-D GENUINE BIKER**
(2 1/2"x2") #180133 \$3.95
- G. H-D LONG BAR/SHIELD**
SM (4"x2") #180005 \$2.50
MD (8"x4 3/16") #180006 \$7.95
- H. H-D STILL THE BEST**
(2 3/4"x3") #180134 \$3.95
- I. H-D TAB (2"x3/4")** #180132 \$2.50
- J. H-D EAGLE/BARS**
(6"x2 1/2") #180030 \$5.95
- K. H-D LAST BIKER**
(2"x3") #180049 \$2.50
- L. H-D BAR/SHLD RECTANGLE**
(4 1/2"x2") #180136 \$3.95
- M. H-D CHAINLINKS IN RECTANGLE**
SM (4"x1 1/2") #180047 \$3.50
LG (8 1/4"x3 1/4") #180048 \$9.95
- N. H-D SOFTAIL (5"x2 3/4")** #180145 \$6.95
- O. H-D FAT BOY**
(5 3/4"x1 1/4") #180146 \$7.95
- P. H-D BLOCK HEAD**
(6 1/2"x6") #180029 \$19.95
- Q. H-D MINI #1 STICK ON** #180129 \$2.25
- R. GENUINE HD/LADY BAR/SHLD**
SM (4 1/2"x3") #180141 \$10.95
LG (8"x4 3/4") #180140 \$19.95
- S. H-D SPREAD EAGLE BROWN**
XS (2 5/8"x3 1/2") #180162 \$3.95
SM (5"x3 3/4") #180081 \$6.95
MD (10"x8") #180082 \$19.95
LG (10"x14") #180083 \$39.95
- H-D SPREAD EAGLE SILVER**
MD (10"x8") #180160 \$19.95
LG (10"x14") #180159 \$39.95
- T. H-D SCROLL VINYL (4"x1")** #180156 \$2.50
SUEDE (10"x3 1/2") #180155 \$5.95
- U. EASYRIDERS EAGLE HEAD**
SM (4"x2 1/2") #180117 \$5.95
MD (7 3/4"x4 1/4") #180118 \$10.95
- V. H-D STRAIGHT WING SILVER**
XS (4 1/2"x1 1/2") #180071 \$1.95
SM (5 1/2"x1 3/4") #180164 \$3.95
MD (12"x4") #180073 \$11.95
LG (16 1/4"x4 3/4") #180074 \$15.50
- H-D STRAIGHT WING BLACK**
XS (4 1/2"x1 1/2") #180165 \$2.50
SM (5 1/2"x1 3/4") #180163 \$3.95
MD (12"x4") #180167 \$10.95
- H-D STRAIGHT WING ORANGE**
XS (4 1/2"x1 1/2") #180166 \$2.50
- W. H-D BROKEN WINGS**
SM (4"x1 1/2") #180001 \$2.50
MD (9"x3") #180003 \$8.95
LG (14 7/8"x5") #180004 \$24.95



X. EASYRIDERS ARC EAGLE
MD (3 1/2"x6") #180122 \$11.95
LG (6 3/4"x12") #180123 \$24.95

Y. EASYRIDERS SPREAD WING EAGLE & SHIELD CHENILLE
(4 1/2"x17") 180168 \$34.95

Z. H-D BAR/SHLD METALLIC
MD (4 3/4"x4") #180150 \$6.95
LG (7"x5 1/2") #180151 \$14.95

AA. H-D BAR/SHIELD
SM (4"x3") #180016 \$2.95
MD (6"x4 1/2") #180153 \$8.50
LG (6"x8") #180152 \$12.95

BB. H-D AMERICAN BAR/SHIELD
SM (3"x2 1/2") #180149 \$3.95
MD (6"x5") #180148 \$6.95

CC. 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

DD. 1903 H-D EAGLE
SM (3 1/2"x3") #180033 \$4.95
MD (6"x5") #180034 \$10.95
LG (12"x10") #180035 \$19.95

EE. H-D LADY HARLEY W/ROSE
SM (4"x2 3/4") #180040 \$2.95
MD (7 1/2"x11") #180139 \$15.50

FF. H-D FLAMES W/BAR & SHIELD
SM (3"x3 1/4") #180017 \$4.95
MD (6"x5 1/4") #180154 \$14.95

GG. H-D PEGASUS
SM (6"x6 3/4") #180031 \$15.50
LG (13"x13") #180032 \$39.95

HH. CHAIN LEATHER TEDDY. Get his motor running wearing our Chain Leather Teddy. Featuring exotic soft leather, lycra thong back, detachable garters and a snap crotch. 1950 Sizes SM, MD, LG. \$109.00

II. LACE & LEATHER TEDDY. For the leather-and-lace biker, this teddy features soft leather, a lycra thong back, detachable garters, adjustable straps, underwire and a snap crotch. 1940 Sizes SM, MD, LG. \$95.00

JJ. CONCHO BIKINI. This sexy, wet-leather-like bikini features rust-proof Easyriders conchos and is available in radiant red or blatant black. Black 3634 - Red 3635 Sizes 6, 8, 10, 12. \$69.95

KK. CONCHO ONE-PIECE SWIMSUIT. Shimmering Cire material and brass, rust-proof conchos dress this sexy one-piece suit. Choice of black or red. Black 3632 - Red 3633 Sizes 6, 8, 10, 12. \$59.95

LL. CONCHO SWIM WRAP. Complete your beach outfit with the Easyriders swim wrap. Same fabric and conchos as the concho swimsuits. In black or red. Black 3630 - Red 3631 Sizes SM/MD, LG/XL. \$49.95



A

EASYRIDERS NASTY FEET BOOTS.

Made in the USA. Handcrafted in the Allegheny Mountains of Pennsylvania. All boots are made with Goodyear Welt construction, reinforced shanks, Neoprene oil resistant soles and cushioned insoles. Men's boots have ANSI approved steel box toes, Velcro closure tool pocket and stash pocket. Embossed *Easyriders* eagle logo (see inset below).



A-D

A. MEN'S 17" NASTY FEET BOOTS.

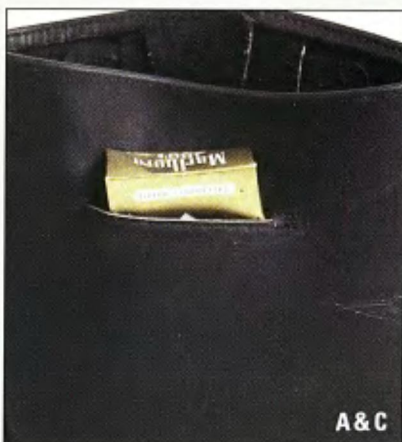
2505— 17" Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12. For wide widths: **2504**— 17" Sizes, 9, 9½, 10, 10½, 11, 12. **\$189.00**

B. LADIES' 17" NASTY FEET BOOTS.

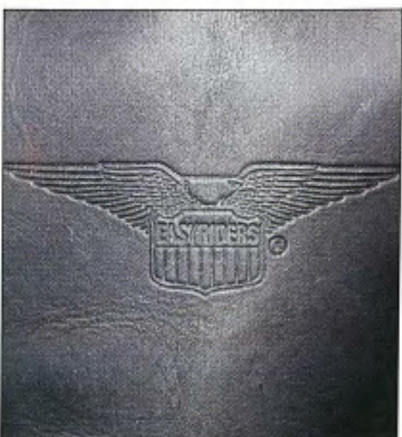
This tall ladies boot has a lace-up top closure. **2506** Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9. **\$189.00**



B



A&C



C



D



E & F



G



E



Men's boot

F



Ladies' boot

C. MEN'S 11" NASTY FEET BOOTS. 2515- 11"
 Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12. **\$169.00**

D. LADIES' 11" NASTY FEET BOOTS. This shorter version of ladies boots come with an upper buckle closure. **2516- 11"** Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9. **\$159.00**

E. & F. TONY LAMA WESTERN BOOTS.

Tony Lama developed this western styled boot

exclusively for *Easyriders* with the special needs of the biker in mind. These boots feature a specially prepared, oil-tanned leather upper, oil resistant Vibram sole and an extra wear midsole.

E. MEN'S TONY LAMA WESTERN BOOTS. 2521-Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12. **2514-** For Wide Sizes 9, 9½, 10, 10½, 11, 12.

G



F. LADIES' TONY LAMA WESTERN BOOTS. 2513- Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9. **\$209.00**

G. EASYRIDERS LOGGER BOOT. Our rugged logger boots are handcrafted with "goodyear welt" construction, providing comfort and durability. Features include full grain leather and heavy-duty oil-resistant Vibram soles. Embossed *Easyriders* eagle logo (see inset opposite page).

G. MEN'S LOGGER BOOT. 2525- Mens Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12. For Wide Sizes **2524** - 9, 9½, 10, 10½, 11, 12. **\$129.00**

G. LADIES' LOGGER BOOT. 2526- Ladies Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9. **\$129.00**

New!



A. BODY POCKET. Created exclusively for *Easyriders* by Body Pocket™. The patented design includes four compartments (including a hidden one) plus a convenient sunglass holder and key hook. It can be worn a variety of ways including around the waist and over the shoulder, or you can remove the strap and thread it on your belt. A special extension strap with a suspender attachment even allows you to wear it holster-style. 700012 \$69.95.

B. UNISEX BRAIDED BELT. A classic braided belt in black leather. Available for men or women. 2385 Sizes 26, 28, 30, 32, 34, 36, 40, 44. \$44.95.

C. SKULL LOGO KEYCHAIN. Features a convenient silver belt attachment and *Easyriders* silver skull logo snap. (Chain not included, see D.) 310158 \$10.95.



New!



D. 15" ACCESSORY CHAIN. Extend virtually any keychain with this accessory. 310160 \$9.95

E. ENGINE BUCKLE. In chrome or pewter finishes.

290235 Chrome \$29.95

290236 Pewter \$24.95

F. ENGINE PIN. 310327 \$4.95

G. SKULL LOGO PIN. 310328 \$4.95

H. SKULL LOGO BUCKLE. In chrome or pewter finishes.

290237 Chrome \$29.95

290238 Pewter \$24.95

I. BIKE KEYCHAIN. Features engraved *Easyriders* bike logo. 310157 \$14.95



J. STUDED GAUNTLET GLOVES. Get a grip wearing our heavy-duty gauntlet gloves. Made of soft leather, they feature reinforced stitching plus a reinforced palm, thumb and cuff. The extra length ensures extra protection and the soft nylon lining keeps your hands warm and comfortable. Includes elastic wristband, silver studs and an *Easyriders* logo medallion on cuff. **2250** Sizes SM, MD, LG, XL **\$69.95.**

K. BLACK DEERSKIN GLOVES. Lightweight, super soft and durable, our black deerskin gloves are a necessity on the road. **2235** Sizes SM, MD, LG, XL **\$50.00.**

L. EASYRIDERS SUMMER GLOVES. Our lightest weight full-fingered glove has Velcro closures. **2230** Sizes SM, MD, LG, XL **\$34.95.**

M. EASYRIDERS HALF-FINGER GLOVES. Don't lose your grip with the half-finger, padded riding glove. Features include an *Easyriders* logo medallion, stay-tight Velcro wrist strap, and a padded palm. **2210** Sizes SM, MD, LG, XL **\$29.95.**

N. EASYRIDERS HALF-FINGER GLOVES WITH FRINGE. Features an *Easyriders* logo medallion, Velcro wrist strap and western-style fringe. **2215** Sizes SM, MD, LG, XL **\$29.95.**



K



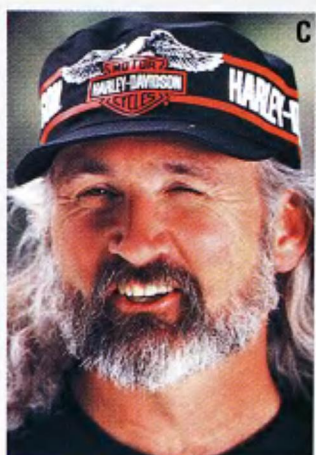
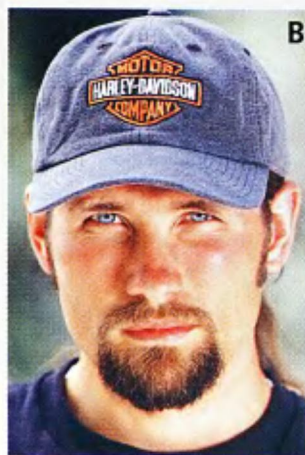
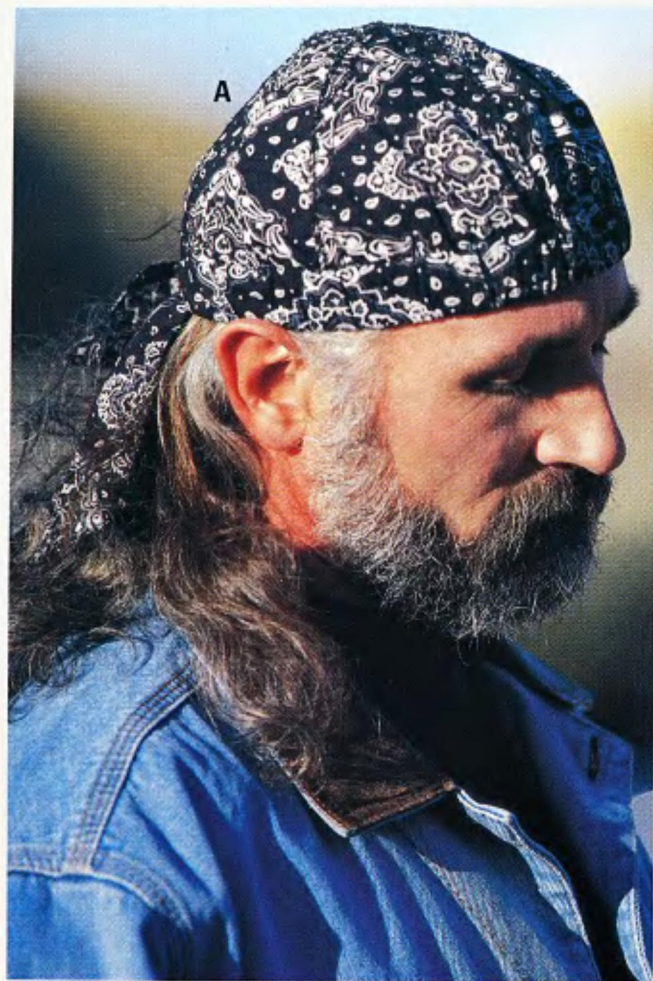
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M



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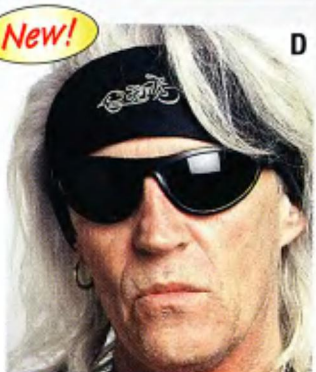


A. RIPPER CAP. Our form-fitting, 100% washable cotton rippers are so comfortable you might forget you're wearing one. They offer all the benefits of a bandana, plus an elastic and velcro closure to keep them in place.

- 300265 White with Black Print
- 300264 Black
- 300268 Black with White Skulls
- 300267 White with Black Skulls
- 300266 Black with White Print
- \$9.95

B. HARLEY-DAVIDSON BAR & SHIELD CAP. Brushed gray canvas, with embroidered logo. 300338 \$19.95)

C. H-D WINGED BAR & SHIELD PAINTERS CAP
300235 \$12.95



D. EASYRIDERS HEADBANDS. Keep your eyes clear with *Easyriders* 100% cotton headbands. Available in two styles: White skull logo printed on a black background and the *Easyriders* bike logo embroidered in white on a black background.

- 801016 Skull
- 801015 Bike
- \$4.95



SUNGLASS COLLECTION. Our glasses feature optically molded, shatterproof, scratch resistant, polycarbonate lenses with maximum UV protection, even the clear lenses. Each durable nylon frame has been custom contoured for wind protection, especially important when you're on the road. The *Easyrider*s logo appears on each pair identifying them as yours.

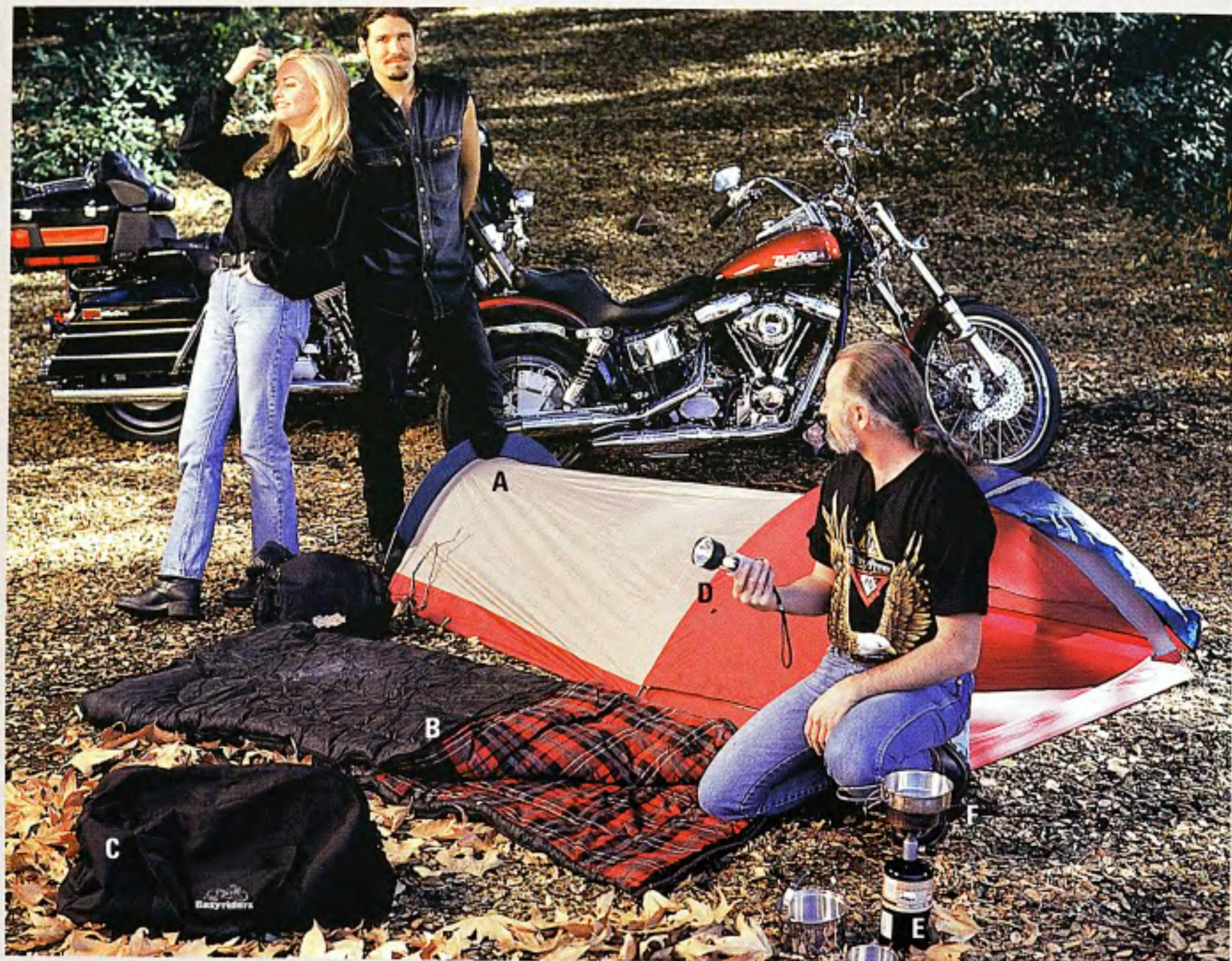
E. NYLON BALORAMA. 321022– Smoke, 321023– Clear \$11.95

F. EXTREME WRAP. 321020– Smoke, 321021– Clear \$14.95

G. BOLO. Rimless contoured sunglass with adjustable nylon cord. 321015– Smoke, 321016– Clear \$14.95

H. SUNSHIELD II. 321017– Smoke, 321018– Clear, 321019– Yellow \$14.95

I. BLACK MASK. 321024– Smoke \$14.95



New!



New!



New!

CAMPING GEAR. When you spend as much time outdoors as bikers do, you learn to appreciate the virtues of a well-made sleeping bag. That's why Easyriders has teamed up with world-renowned Coleman to offer you the highest quality, most functional camping and outdoor gear around.

A. TENT. This two person tent is so convenient you'll forget you're even carrying it. At only 3.5 lbs, it's compact enough to fit into a large pocket. Features shock corded fiberglass poles, a 26" ceiling, mesh screening, printed Easyriders Bike Logo, and it can be assembled in minutes. **253011 \$139.00**

B. SLEEPING BAG. Our black nylon sleeping bag features 4 lbs of 100% polyester Insull®

filling, rated 30° and zips together with a second bag. Comes in its own gray nylon sack with Easyriders bike logo and grab loop for carrying and easy removal. **253010 \$99.00**

C. DUFFEL BAG. This heavy-duty, water-resistant nylon duffel bag features reinforce stitching and internally taped seams, Easyriders bike logo, adjustable foam padded shoulder strap and extra wide, angled carrying straps which make it easier and more comfortable to handle any load. Measures 14"x16". **253015 \$75.00**

D. LANTERN/FLASHLIGHT. This handy, lightweight lantern saves space by doubling as a flashlight. Features a bright krypton bulb

and a convenient carrying strap. Uses 4 AA batteries not included. **253014 \$19.95**

E. STOVE BURNER. This ultralight, one-burner stove uses 16.4 oz or 14.1 oz propane cylinders and can burn for over 2 hours. Propane tank not included. **253013 \$55.00**

F. COOKING GEAR. This stainless steel cooking kit is both lightweight and functional. It features a 1 qt. pot plus a frypan and cup with swing out handles. Comes in a convenient drawstring nylon sack. **253016 \$34.95**

New!



G

G. COLLECTOR BUCK KNIFE & CASE. For the serious collector, this is an item that cannot be passed up. Only 250 of these knives were ever made. They feature an original David Mann piece etched in 22kt gold on the blade and a solid wood display box with marble inset of "Ghost rider" artwork. Manufacturer's warranty and certificate of authenticity are included. **290060 \$319.00**

H. KERSHAW'S LI'L HOSS WORK KNIFE.

For comfort and control, this Li'l Hoss Work Knife can't be beat. Features include a cushioned, specially contoured hand print handle, stainless steel blade and a unique covered locking mechanism to keep out debris. **253017 \$59.00**

I. EASYRIDERS MULTI-TOOL.

This handy tool may look like a pair of pliers, but that's just the beginning. It features a can opener, a bottle opener, several knife blades, files, standard and Phillips-head screwdrivers. Plus it comes with its own convenient leather carrying case featuring an *Easyriders* logo medallion. **700100 \$24.95**

J. EASYRIDERS CANTEEN.

Quench your thirst on the road with the *Easyriders* black leather flask. It features a screw-on cap that doubles as a shot glass, a removable strap and a belt loop attachment on back. **700035 \$39.95**

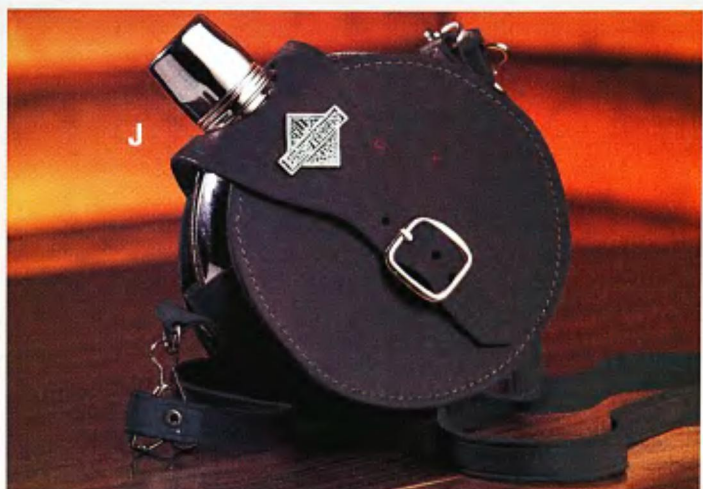
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H



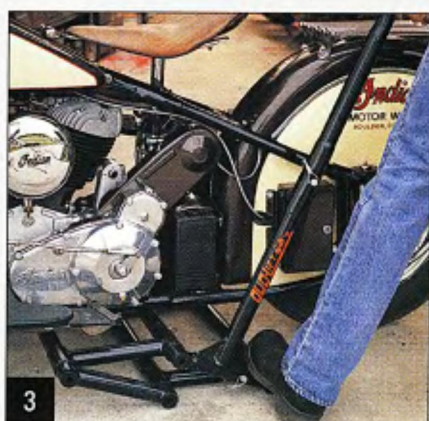
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J



A



A. ORIGINAL DUO-LIFT. This unique device is designed to lift both the front and rear wheel off the ground in a safe manner. Designed for double down-tube frames, the Duo-Lift comes in two models. The original Duo-Lift is lightweight and will handle most bikes. The Wide Duo-Lift offers greater stability and handles bikes with low oil pans, including Dyna Glides.

Both feature a sliding top bar to clear center side stands.

280103 ORIGINAL. \$119.00 Ⓢ

280101 WIDE. \$139.00 Ⓢ

EXTRA LIFT BAR FOR DUO-LIFT. Made for extended front ends and tall scooters (more than 5 1/2" of ground clearance) that need an extra lift to get the front wheel off the ground.

280102 \$19.95

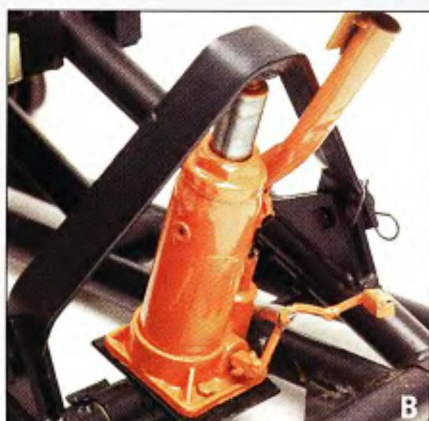
LIFTS BOTH WHEELS OFF THE GROUND!

Ⓢ Extra Shipping charge may apply for these items. See order form.

New!



B



B



B & C

B. HYDRA-LIFT. This newly designed, heavy duty, tubular construction lift is for use with all Harleys. It lifts the frame a full 18 inches off the ground and slides under bikes with less than 4 inches of ground clearance. Features full floating 4 ton hydraulic jack, double wall gate hinge construction, ground locks and levelers, double duty safety locks and stops, rubber covered lifting surfaces, plus a ratchet with hold down strap. Weighs in at only 50 lbs.

280115 \$299.00

C. WHEEL PACKAGE. Makes your Hydra-Lift more portable, with or without your bike on it. Wheel package includes a set of 4 wheel assemblies. When removing motorcycle wheels this package allows you to expand the wheel base from 30" to 45" for extra stability (working like an outrigger). Wheels mount easily to the Hydra-Lift and safely lock in place.

280116 \$99.00

Extra Shipping charge may apply for these items. See order form.



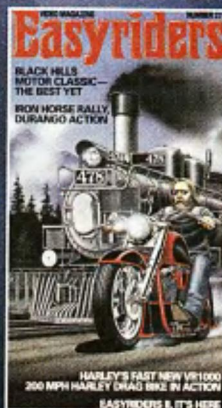
C

New!

EASYRIDERS VIDEO MAGAZINES — Four times a year we put together the ultimate biker video packed with on the road action, Tech Tips, Biker Fantasies, & the hottest biker babes! Each video is \$24.95.

- #1: GREATEST DECADE IN HARLEY HISTORY. VHS 600012 PAL 600099
- #2: DAYTONA '89, BIKE SHOW AND RODEO. VHS 600020 PAL 600098
- #3: BLACK HILLS RALLY, DRAG RACING. VHS 600021 PAL 600022
- #4: ICE RACING, LOVE RIDE. VHS 600026 PAL 600027
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- #6: BONNEVILLE '90, LAND SPEED RECORD. VHS 600035 PAL 600036
- #7: STURGIS' 50TH, EASYRIDERS 20TH YEAR. VHS 600040 PAL 600041
- #8: EASYRIDERS RODEO GRAND NATIONALS. VHS 600045 PAL 600046
- #9: DAYTONA'S 50TH, VINTAGE HARLEYS & INDIANS. VHS 600051 PAL 600052
- #10: STURGIS, LACONIA, RED RIVER RUN. VHS 600056 PAL 600057
- #11: POW/MIA RALLY, OHIO RODEO, TOY RUN. VHS 600061 PAL 600062
- #12: AM-JAM TATTOO EXPO, KENTUCKY HEADHUNTERS. VHS 600068 PAL 600069
- #13: DAYTONA BIKE WEEK, LAUGHLIN'S 10TH RIVER RUN. VHS 600073 PAL 600074
- #14: ANTIQUE RACES, FREEDOM RALLY, REDWOOD RUN. VHS 600082 PAL 600083
- #15: GIRLS OF STURGIS, EASYRIDERS RODEO. VHS 600090 PAL 600091
- #16: DRAG BIKES, '93 INVITATIONAL BIKE SHOW. VHS 600112 PAL 600113
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- #18: WINTER SPECIAL, HARLEY'S 10TH ANNIVERSARY. VHS 600126 PAL 600127
- #19: '93 CHILlicothe RODEO, GIRLS OF STURGIS. VHS 600132 PAL 600133
- #20: '93 GRAND NATIONAL RODEO. VHS 600135 PAL 600137
- #21: DAYTONA, THE "RUN TO THE WALL". VHS 600138 PAL 600139
- #22: LAUGHLIN RIVER RUN, HARLEY HISTORY. VHS 600141 PAL 600142
- #23: STURGIS, PEARL HOYLE. VHS 600143 PAL 600144
- #24: RODEO SPECTACULAR. VHS 600145 PAL 600146
- #25: DAYTONA '95 SPECIAL. VHS 600147 PAL 600148



- #26: PARTY SPECIAL. VHS 600149 PAL 600150
- #27: STURGIS CLASSIC. VHS 600151 PAL 600152

Also for your viewing pleasure...

- EASY RIDER. THE ORIGINAL BIKER MOVIE. VHS 600013 PAL N/A \$19.95
- LAND SPEED RECORD—RECORD BREAKING DOCUMENTARY. VHS 600902 PAL N/A \$19.95
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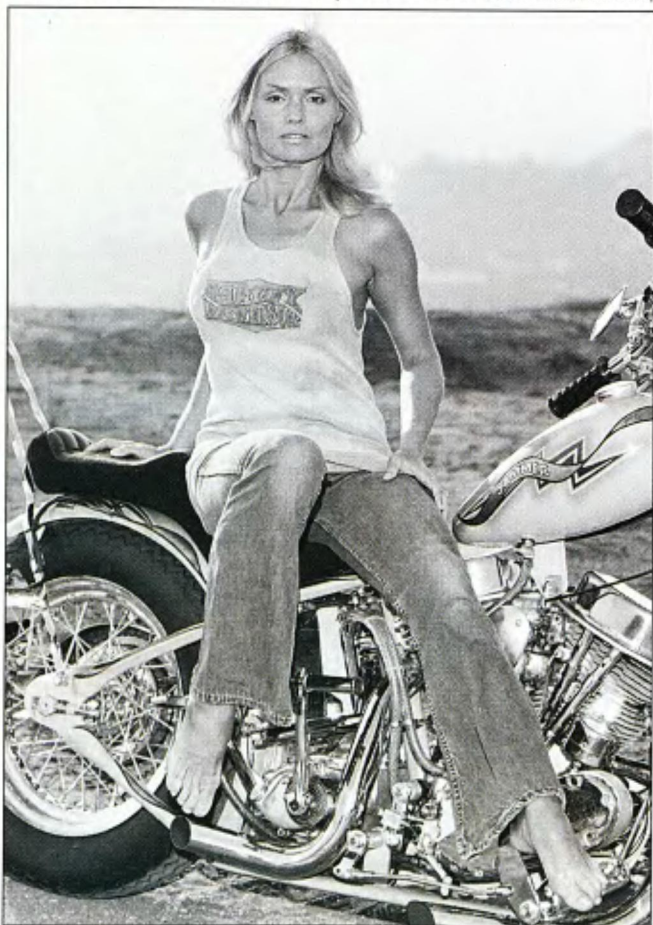
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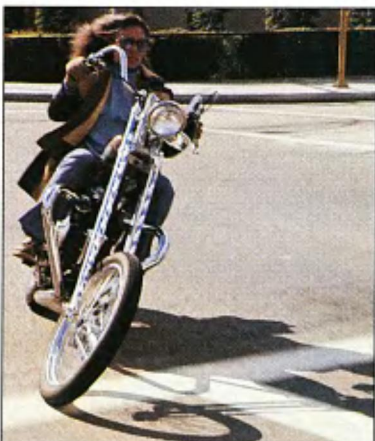
—Easyriders staff 1979, Malibu, Calif., by Pete Chiodo for David Mann centerspread illustration



—Pete Chiodo, Burbank, Calif.



—Jake, Boston, Mass.



—Mil Blair, North Hollywood, Calif.



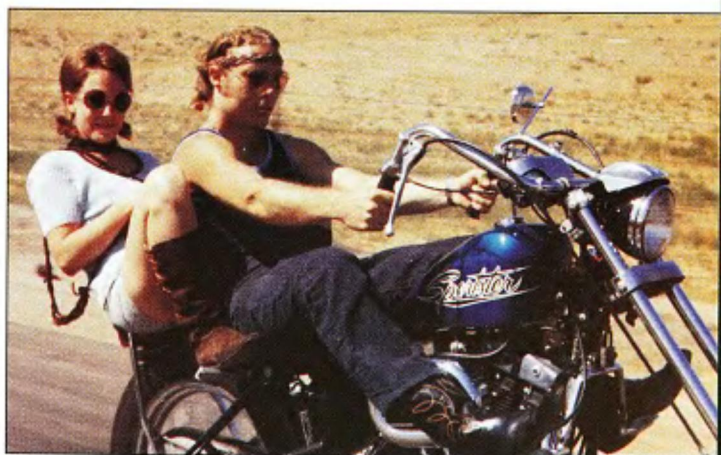
—Kim Peterson, Canoga Park, Calif.



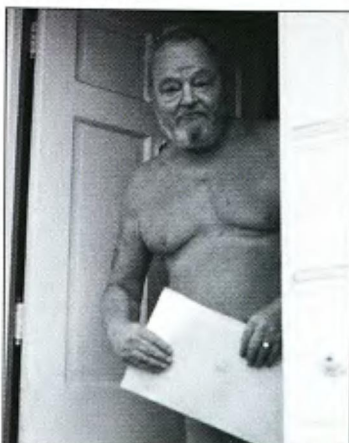
—Pete Chiodo, Studio City, Calif.



—Mil Blair, Burbank, Calif.



—Unknown, 1971



—Kim Peterson, "Wordhead" Harding, '78



—Philip Shull, Concord, Calif.



—Staff gals with Bill Dutcher from Harley-Davidson delivering a test bike to Easyriders Ranch, Malibu, Calif., by Kim Peterson



—Kit Maira, Cathy Chafin by Kim Peterson



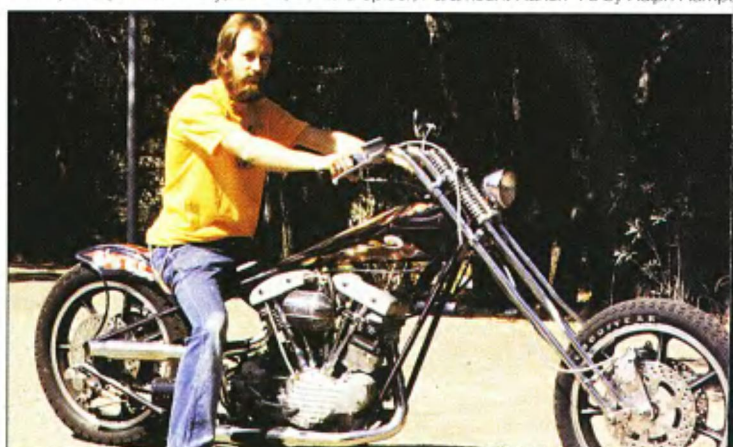
—Kim, Train, model Nancy, Bandit, Ventura Spider, Paramount Ranch '78 by Ralph Hampton



—David Kelly by Kim Peterson



—Mil Blair, On the road with Jammer



—Billy Thornbury by Frank Kaisler, Easyriders Ranch, Malibu, Calif.



—Unknown lucky guy with a bevy of breasts



—Pete Chiodo, North Hollywood, Calif.



—Mil Blair, Burbank, Calif.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6x7, or 4x5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$500 for a two-page photo spread, \$100 for every full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white printed.) Please label all photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope. So, mail your photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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FOX HUNT

JANUARY WINNER

Just when ya think you've seen it all, you ain't. On paper it looked like one of our easiest cases. A ravishing blonde, Sarah, was our winner and lived right near us in the Valley. All we had to do was get her to the studio and get her comfortable on a bike. Since it was our 25th Anniversary issue, Bandit decided to roll out some of his prime rides. Piece of cake. All went well until we were leaving and found that Sarah's car had been towed. Bandit to the rescue. He spent the rest of the night tracking down tow yards till it was recovered. Sarah's a good sport. You know it by the fact that she owns three Shovels, yet prefers riding on the back. Joe's a lucky guy. The Detroit native is pursuing a modeling career and enjoys reading, travel, movies, working out, and Elton John, Stevie Nicks, and old Motown. Sarah thanks "Julia for the motivation, Joe for your love of Harleys, and Kenny, Chuck, and Mike for getting me into bikes."

—Loudmouth



My first Harley-riding experience was one continuous orgasm. Nothing has compared since.
Dora, Florida—#601



That first ride was through the mountains of Colorado. It was like a little heaven between my legs.
Lucky, Colorado—#602



Right away on that first ride I was overcome by the vibration and freedom of it. Let me drive. I want my own.
Suzanne, Alabama—#603



It made me look forward to screwing my ol' man on his bike. We haven't yet, but what a ride that will be!
Kimberly, Michigan—#604



It was really exciting. Everyone should have a chance to have one between their legs. My dream is to have my own Fat Boy.
T.J., California—#605



While I was on vacation in the Caribbean thumbing a ride, a guy picked me up. We parked to watch the sunset—and sunrise.
Peggy, Massachusetts—#606

FOX HUNT

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

Okay, bros, here's a chance to share your favorite hardbelly with all of 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). No Polaroids!
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, or color slides—no negatives, and no Polaroids. And, sorry,

you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #276 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue, you can begin sending in your votes beginning May 1, 1996.

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 voting deadline for this month's colorful crop of cuties is May 31, 1996. We'll print the winner in the October 1996 issue.



Here she is, bros, the February 1996 winner in our monthly Fox Hunt, Corinna, #201, from El Paso, Texas. 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.

276

Model's Name _____
Address _____
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Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____

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

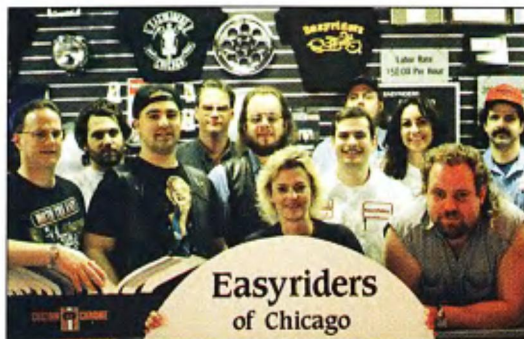
Send a photocopy of your picture I.D. that shows your signature and photo.

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.

PUT YOURSELF IN THE PICTURE

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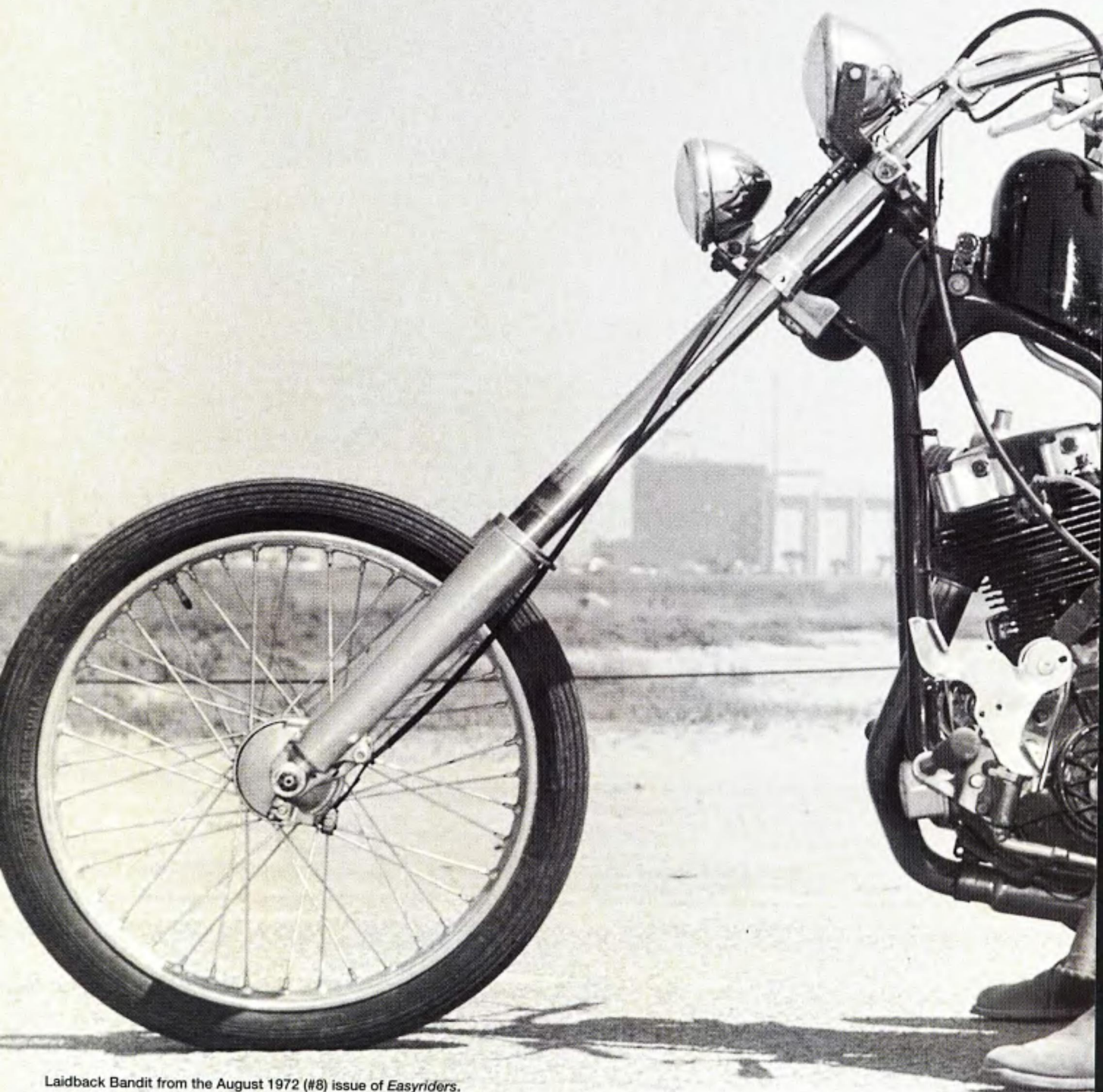
If you've got the means and the savvy, we've got the goods! *Easyriders* Franchise Stores are currently available in select areas. For further information on this unique business opportunity please contact The *Easyriders* Franchise Department at (818) 879-6114.



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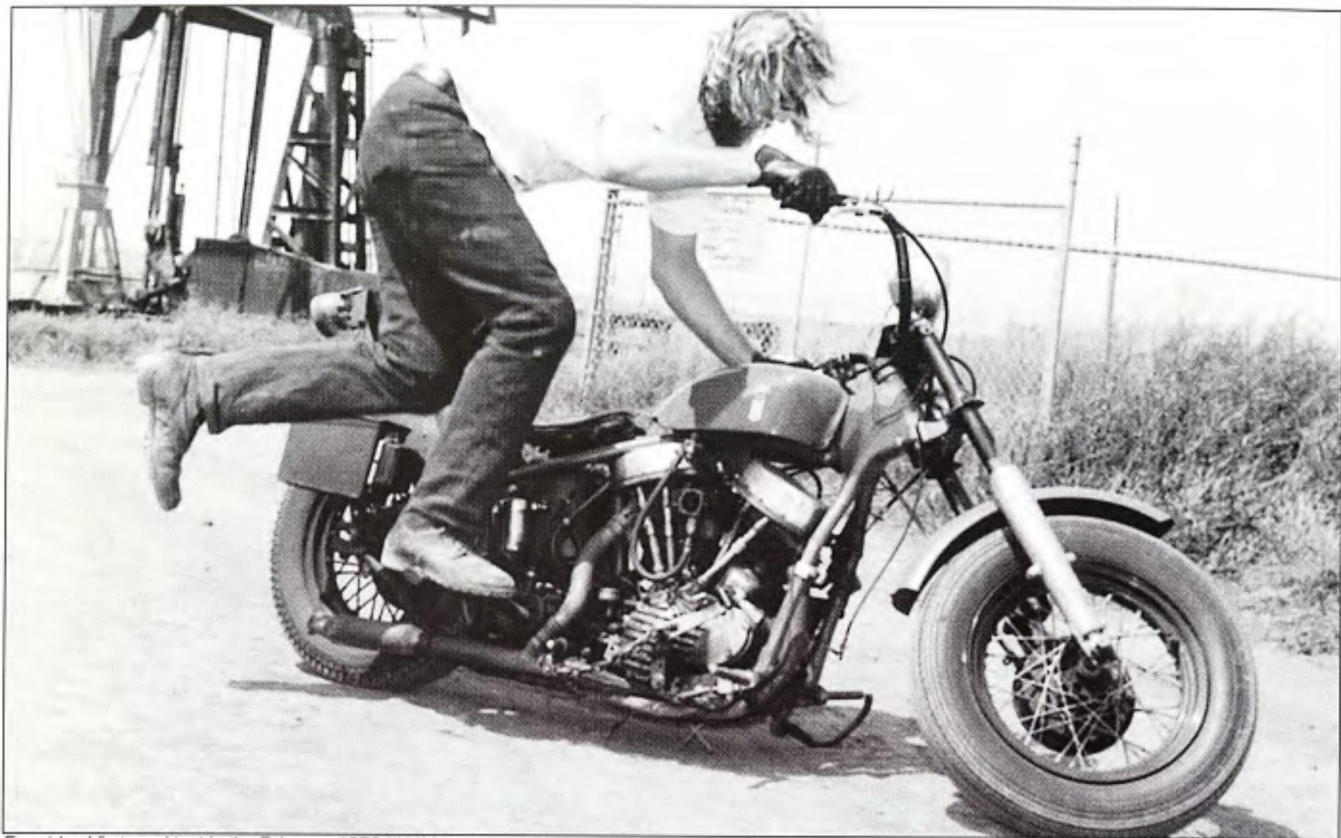


Laidback Bandit from the August 1972 (#8) issue of *Easyriders*.

STYLE

**BIKES
BY
BANDIT**





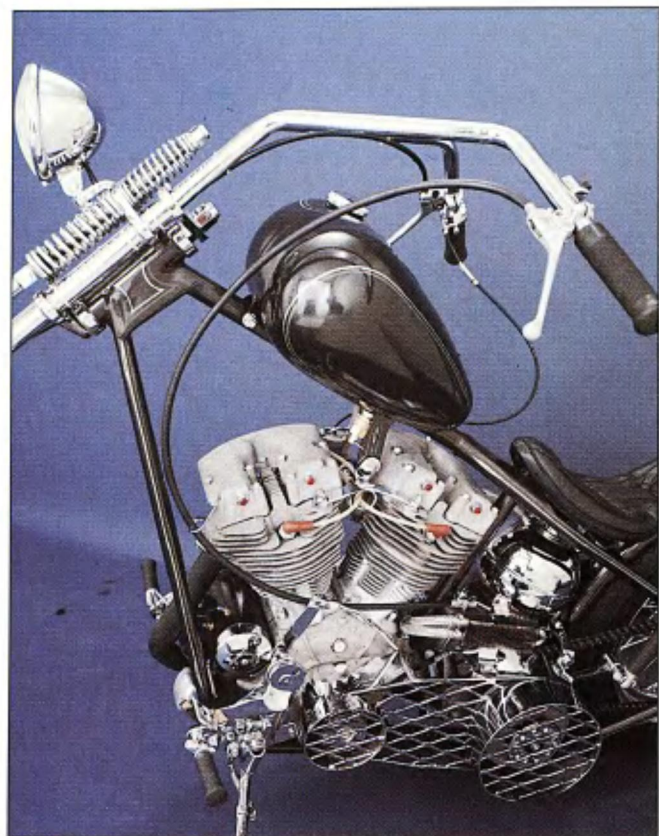
Easyriders' first road test in the February 1973 (#11) issue.



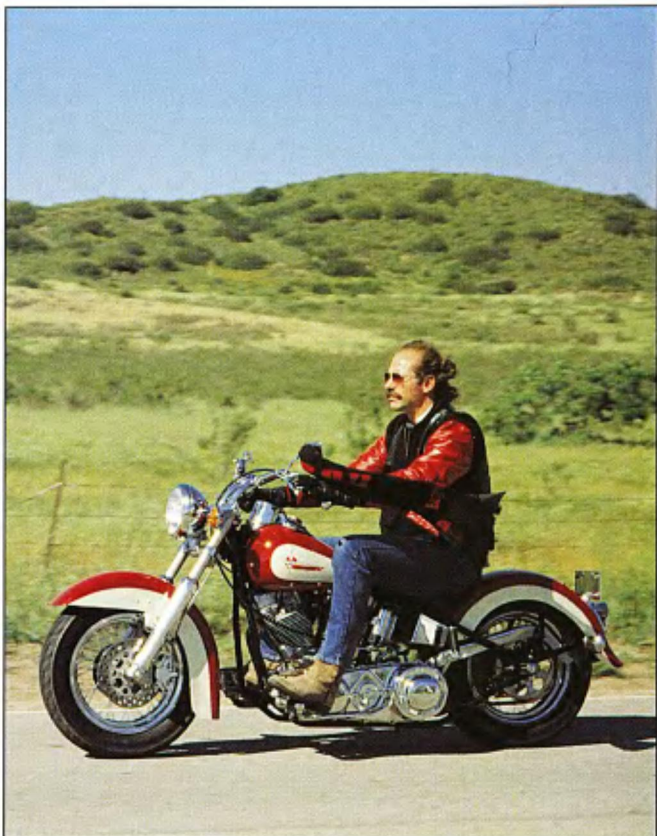
Bandit's first cone motor in the late '70s.

I've known Keith Ball (as well as his flashier, but more menacing alter ego, Bandit) since I came to work for *Easyriders* almost 20 years ago. Simultaneously, that seems both a lifetime ago and only yesterday. With the magazine approaching its 25th Anniversary, I've been thinking back over those years. I came to

realize that, for me, Keith is a sort of benchmark, a constant in a swirl of changes. Now don't get me wrong—Ball packed those years with more than his share of women, weirdness, and warfare. But through it all, one thing about him has remained constant to this day—he's the same creative volcano of enthusiasm



Almost a serious custom from February 1975 (#27).



First Evo, September 1989 (#195) *Easyniders*.



The 1948 Pan with XA front end featured in the April 1980 (#82) issue. He had it for 12 years.

and energy, the same let's-quit-talking-about-it-and-start-doing-it madman I've known for nearly two decades.

Keith was customizing bikes well before I met him. His tour with the Navy included Vietnam duty before he wound up stationed back in his hometown of Long Beach, California, in 1969.

"With a wife and college classes to support, I had to supplement my service pay," he recalls. "I rented two garages near the tiny apartment we lived in—one to house the Shovelhead I rode, and one to work on basket cases. I tricked out a wrecked Triumph chopper and made my first profit from bike building. About the →



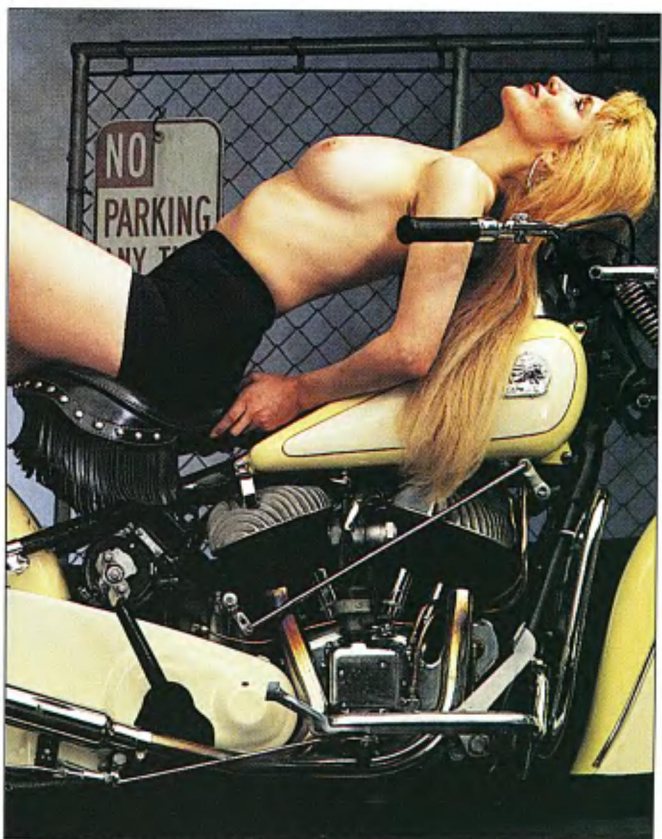
Pat Kennedy built this radical Evo featured in the April 1993 (#238) issue.



Bandit bought Spider's 1931 VL (April 1992 *Easyriders* #26).

same time, I met my first outlaw biker, a guy named Seymour."

For a little perspective, consider that when Keith joined the staff of *Easyriders* in 1971, they were working on issue number three, and his addition as manager of ABATE brought the personnel up to a whopping four. His 80-cubic-inch Shovel was



1946 Indian used in the 1994 *Easyriders* calendar.

featured in issue number eight, the first of at least a couple dozen magazine appearances of bikes he's owned or built. In the intervening years (to mention only a few of his frenzied activities), he's published his own magazine, created his own Internet site (<http://www.bikernet.com>, for those readers who surf the Net),



Jim Waggaman and Mike Maldonado finished this 1992 Dyna feature with Fox Roxy in February 1994 (#248).

and has just published his first biker novel, *Prize Possession*. It would be easy to turn this story into a dry chronicle of the scoots Keith has built over the years, or a list of the books, magazines, products and events he's been a part of for *Easyriders*—Ball's Greatest Hits, so to speak. But the accompanying photos

do pretty much the same thing. Bikes aren't the only things he builds, and it seems to me that a few words about his other creations might help people appreciate his motorcycle work.

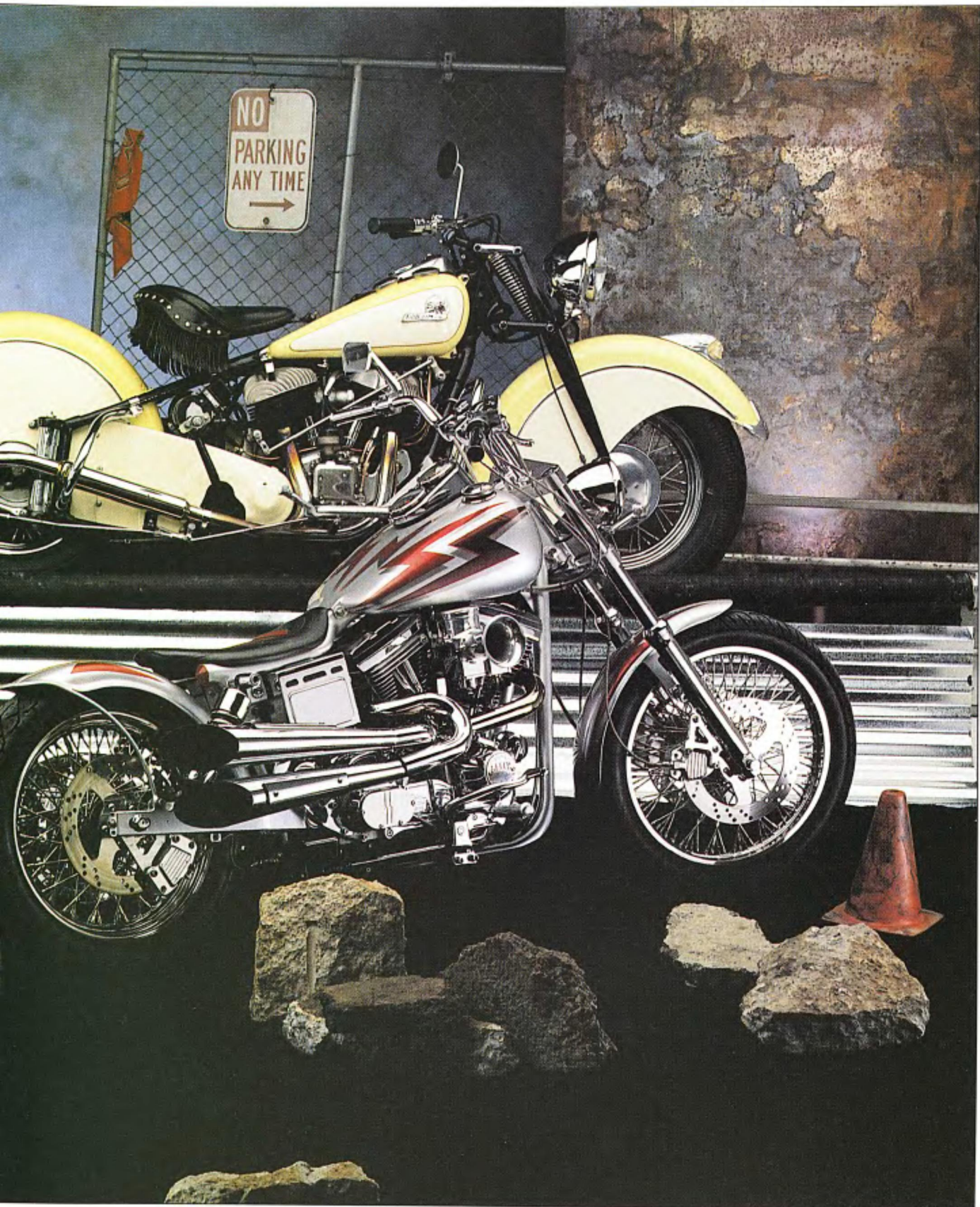
When I think of a Ball-built item, two words come to mind: strength and detail. Years ago, he bought a small piece of land →



Four of Bandit's favorite bikes with Sarah, May 1996 Fox Hunt winner. L to R: 1958 Triumph, 1946 Milwaukee Iron-built Knuckle, 1946 Indian, and 1992 Dyna Glide.

whose only structure was a little one-bedroom house built by the previous owner. Everything about the place was flimsy—until Ball set to work, that is. Before long, the home had the feel of a battleship. Among other things, the place now featured welded steel bathroom towel racks you could do chin-ups on, a coffee

table (complete with ashtrays made from empty howitzer shell casings) so dense and formidable it required three hefty bikers to position it in front of the couch, and a fireplace that could withstand anything short of a direct hit by a nuclear warhead. In short, if Ball built it, it was here to stay.



Interestingly enough, however, Keith could turn out work as delicate as his other creations were rugged. His skill with brazing and welding, coupled with a penchant for metal art, continues to harvest everything from miniature motorcycles and spoked belt buckles to Panhead-powered desktops. When I

bought a tiny silver gargoyle at a crafts show, he made a finely-detailed stained glass cathedral to display it. I have it to this day, as well as the large, stained glass mobile he made for me. This creation features an intricately wrought, welded sculpture of a motorcycle suspended in the middle of at least 50 →



This pristine British Motor Works-built Triumph was featured in April 1995 (#262).

Photos: Pete Chiodo, Kim Peterson, Joe Minton, Raiko Hartman, Randy Lorentzen, Mike Lichter, and Grant Edwards

pieces of dangling, colored glass, no two the same size or shape.

So take a look at the accompanying bike photos and enjoy Keith's work. Its unique blend of inspiration, functionality, durability, and detail speak for themselves, as does his long and continuing role in making *Easyriders* one of the best magazines—motorcycle or otherwise—on the stands today.

—Tex Campbell



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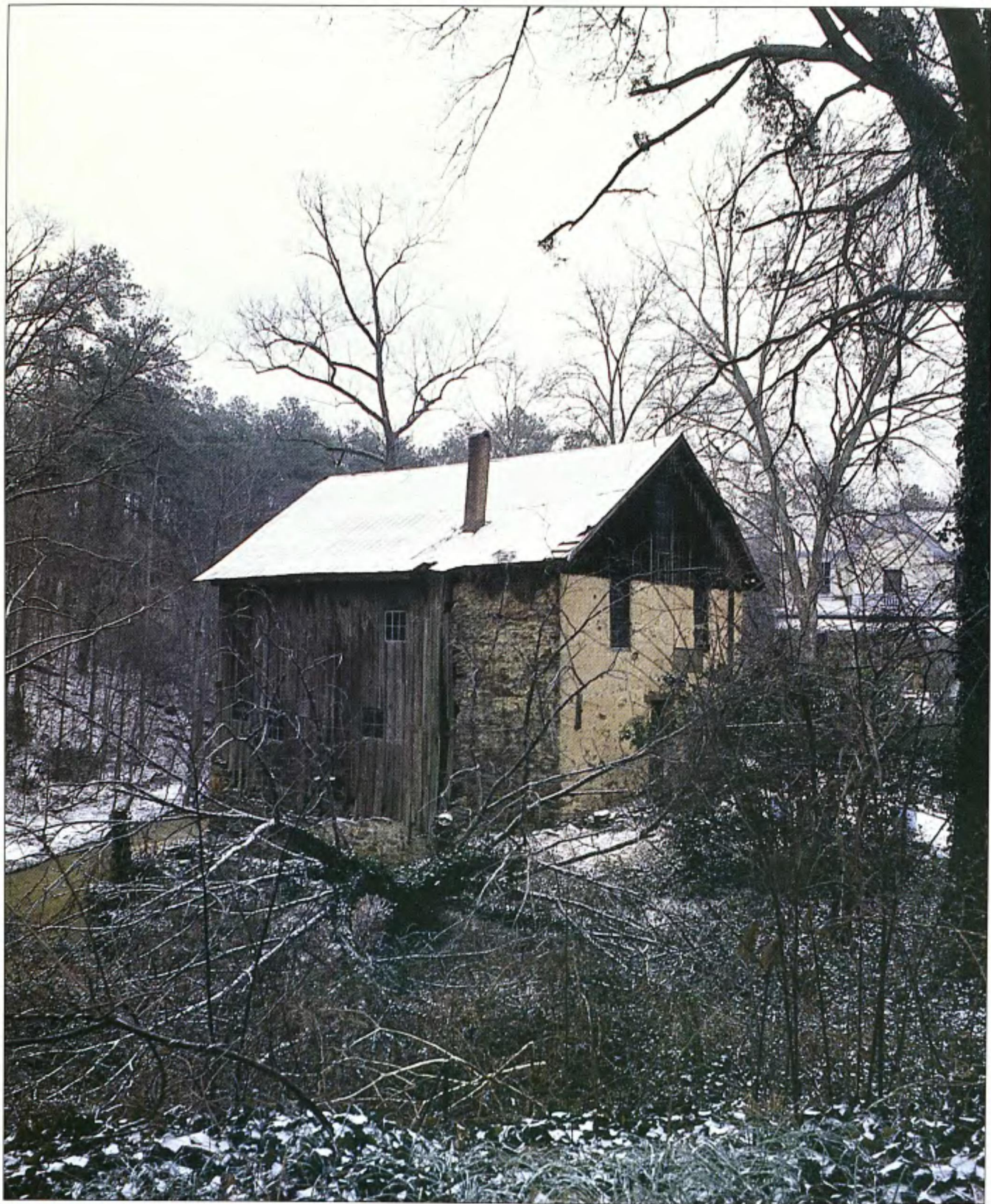
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RIP'S RUN



Site of Civil War battle at Ruff's Mill, Georgia, July 4, 1864.



Friday afternoon at Blue Ribbon Cycles, Marietta, Georgia.

for *Quick Throttle*, Paisano Publications' performance rag.

While at the beach I did get the chance to go by and visit Coastal H-D in Murrells Inlet, S.C. They also have a smaller store on the main drag which is located on N. Ocean Boulevard. They do service work at the Murrells Inlet store and retail sales at their other place. It seems that a lotta people just have to have a Harley T-shirt. While there I had the opportunity to scan two very rare Harleys. One is a 1956 165cc Bobcat. What makes this motorcycle so unusual is that it has a swingarm and shocks. I don't remember Hummers having swingarms. What makes this next bike different is that it's one of only 30 made. It's a 1966 175cc with an experimental swingarm not unlike the Softails on the road today. Hummers weren't made to ride at today's speeds. I personally haven't seen anything like this before and didn't know that Harley made them. I bet you could win a lotta bar bets with fellow riders on this Softail Hummer matter. Coastal H-D is a very good-looking store. It's very modern with everything you would need to keep your putt in tip-top shape. Check them out the next time you're out that way. They are very nice people and will deal with you more than fairly. Go by and

tell them you heard about them on these pages.

Sunday we drove back to Greensboro, N.C., and watched the Super Bowl.

Monday morning Kevin Campbell (Dane's partner) and I tore into Sugar's primary covers. She was leaking fluid past the seal where the mainshaft goes through the inner. While he was into it Kevin replaced the seal where the starter shaft goes through the primary cover also. Late that afternoon we made a mad dash to Ray Price's Harley-Davidson in Raleigh, N.C., for the starter shaft seal. We were lucky because they are open Mondays and after we called ahead they took care of us. Thanks, folks. We wrapped it up the next day. Sugar and I left that afternoon for historic Atlanta, Georgia.

En route we stopped back by Cyclone Cycle where Tommy, one of the owners, replaced the rear exhaust gasket and welded up the rear exhaust pipe, using his wire-feed welder, where it butts into the front header pipe. It cracked right next to the weld so he rewelded it and Tom also put some extra on the brace that's located in that area. I'm keeping a close eye on the rear head because the head gasket may be going away. Could it be that I'm riding too fast? Naw, it probably ain't nothing. After Tommy finished,

Sugar and I left N.C. It was warming up so I shed some of my cold weather gear.

Late that evening Sugar took me to Blue Ribbon Cycles in Smyrna, Georgia. Blue Ribbon is owned and operated by Gene Eidson. I kinda got there at a bad time 'cause they were in the middle of moving their location to a bigger and better spot. They were moving from Dixie Avenue to South Cobb Drive, the main drag in Marietta, Georgia. Gene let me crash at his pad while I was visiting Atlanta. He shares a house with John-Patrick Liesinger, who works at EMGO. They are importers, manufacturers and exporters of motorcycle parts. EMGO has warehouse facilities in Mableton, Ga. John-Patrick is also called Wide Open 'cause he likes to go WFO on occasions. Like every chance he gets.

While in the greater Atlanta area it started snowing. The snow wasn't that bad but what made driving or riding difficult was the cold weather and ice under that snow. It was only eight degrees one morning. People don't know how to drive in such inclement weather. One evening, while we were going across town to hear Wayne (Bear) Sauls and the Bearfacts, we saw no less than eight wrecks within a five-mile stretch. Gene turned his old Caddy around and we went back to



The All-Harley Drag Racing Association (AHDRA) staff.



L to R: Wendy, Wayne, and Wide Open.

his house to wait out the storm. It wasn't worth taking the chance of being involved in an accident. Later, I got to go by Bear's home, so it turned out alright 'cause I had a better visit than I would have had at the nightclub. Bear has lots of experience having worked with many top-name entertainers throughout his musical career. He played lead guitar for David Allen Coe for a while. Bear played a portion of a tape that the band was working on for us on his stereo while we were there. The man knows how to play the blues along with lots of R&R. When I asked him if he had written any songs, he replied "many." Wayne (Bear) Sauls rides a 1970 FLH Electra Glide and also has a 1964 Sporty.

Another Atlanta-based musician, J.B. Walker, dropped by Blue Ribbon Cycles one afternoon while I was there. J.B. Walker and The Cheap Whiskey Band are the house band at the Iron Horse Saloon during Bike Week in Daytona and also during Biketoberfest. They had just recently come back from entertaining the troops in Bosnia. They are very popular across the waters and spend quite a bit of time on the continent, particularly in Germany where their music is received warmly by the biker crowd. J.B. gave me his recent CD titled *Iron Horses and Wild Women*,



J.B. Walker at Blue Ribbon Cycles, Marietta, Ga.

it's on the Kick Start label. The three tunes I liked best were "Iron Horses and Wild Women," "Son of the South," and "Wild and Free." They're songs that bike riders can relate to. The CD was recorded at Communication Studio in Frankfurt, Germany. They did a fine job with the digital audio mix. Check it out when ya get the chance. J.B. is a rider, not just a dude who likes to wear Harley T's. He has also worked with David Allen Coe. He said that David helped him get started in music.

Also while still in Atlanta I got to go by a few biker-friendly places. Not too far from where John-Patrick and Gene live is a jumping juke joint called My Brothers Place. The evening we stopped by they were closing down early due to the frigid weather. Atlanta comes to a screeching halt when the weather gets bad. I hear they don't usually get really bad weather and when it does come they have a hard time dealing with it. A band called Tank was playing at My Brothers Place that night. They play mostly rock sounds. The bar has live music seven days a week. They shut down Sundays at midnight. Brothers has food specials on Wednesday. It's usually steak and shrimp. They also have 25¢ oysters and 15¢ wings during happy hour every day. Sunday night they have a dart →

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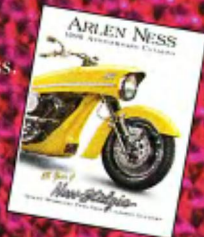


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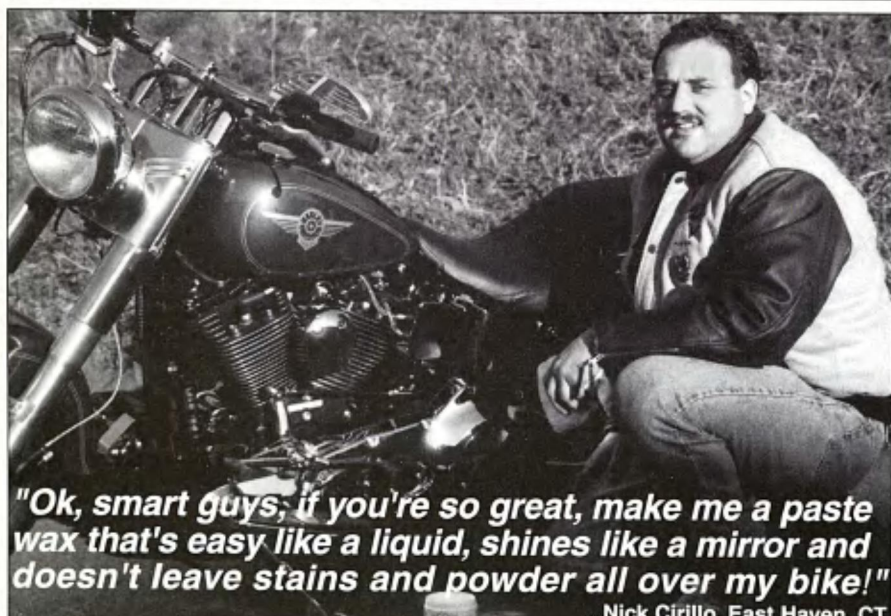
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Dane Miller presents Bill Furr his 1996 TF and PF plates.



"Ok, smart guys, if you're so great, make me a paste wax that's easy like a liquid, shines like a mirror and doesn't leave stains and powder all over my bike!"

...Nick Cirillo, East Haven, CT

"I've known the guys from S100 for a few years now. I use their stuff and love it - after all, I'd rather be riding it than cleaning it. To me, waxing is taxing. So I told the S100 guys they needed a paste wax that's as easy to use as their cleaners. Something that's a cinch to use, but doesn't make a mess of my bike with big white stains and lots of powder. Believe it or not, they've actually done it. You gotta try this stuff to believe it. So easy, I did the entire bike in a few minutes. Gave the new S100 Shine-enhancing Cleanser a test spin too. Got rid of water spots, some nasty film and a couple of small blemishes and set the paint up so the wax could work better. Talk about a 1-2 punch! I've never seen my bike look this good. If you're into ridin' - not rubbin', you've gotta check this stuff out!"



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tournament. Monday and Tuesday they feature karaoke and an open mike for anyone who wants to try their luck at entertaining the folks. Darlene and Steve work there, John is the manager and Quinton owns the joint.

Sunday we got to go by The Zoo Tavern across town in Lilburn, Georgia. This is a full-on biker bar. District 14, ABATE of Georgia have their meetings here. The Zoo has been in business in Atlanta more than 20 years. The owner, Carol Hudson, worked for the bar two years before she bought it and has had it 10 years. They sell food and booze, and they do a lotta community work such as blood drives. They are involved in different charities. The Zoo is a must stop on many poker runs. They have two bike shows annually as well as a run around Christmas for the kids. Carol has her own putt and her husband backs her up fully. If a rider gets too fucked up to ride they will lock up their scooter in the bar and call a cab or someone will take them home. I'd call that being biker-friendly, wouldn't ya?

At The Zoo they serve a variety of wing delicacies from mild to atomic or something called triple kamikaze. They also serve burgers and chicken filet sandwiches, which I tried and found to be very tasty. Wayne Richardson



L to R: Randy, Pat, and Gene at Blue Ribbon Cycles.

stopped by while I was there and I got to meet him. He's the District 4 coordinator. Donna Pepper also came by. She's the community relations director for District 4. Donna works at Fidelity National bank in the credit card services department. Hey, Donna, do ya think I can get a credit card? No way, José. Those things can get ya in a heap of trouble. It's too easy to do.

After going by The Zoo Tavern, Gene, Wide Open, Captain Dave and myself went by the Euclid Avenue Yacht Club near downtown Atlanta. During the warm summer months it's an old biker hangout. You'll see bikes lined up curbside on both sides of the street near EAYC. Close by are old book and clothing stores as well as an old record-selling store called Wax N Facts. It kinda reminded me of Hollywood or 'Frisco, in their hippy days. But nowadays you'll see the youngsters with their outlandish hairdos, tats and with rings pierced everywhere imaginable. Hey, I ain't putting them down for it. It's their life. A lotta people looked down their noses about the way we dressed and acted not that long ago. Go for it kids, enjoy. The EAYC has all kinds of old posters and photos on their walls. It's funk to the max, check it out. It's in the Little Five Points area of Atlanta—the arty

part of town with good food and spir-its. Tell Suzanne and Geoff, the bartender, that Rip sent ya.

Earl Small's Buell and H-D in Marietta is the largest store in Georgia. They also sell Enfields made in India. They look like they were made back during WWII, olive drab paint and all. It's been at the present locale for three years. Earl's been in business as an owner for 10 years, sells over 280 new units a year and has 33 employees. Small's is currently the largest-selling Motor Clothes dealer in the world. He told me Daytona H-D will probably sell more stuff during the upcoming Bike Week than his shop. Small's dealership is very active in roundy-round racing fielding an 883, as well as a VR-1000 that just became the first Harley to finish in the Super Bike class at Daytona's rain-delayed 200. They have a very large inventory of hard parts and all the technical know-how, including a dyno to handle each and every bike problem you may encounter.

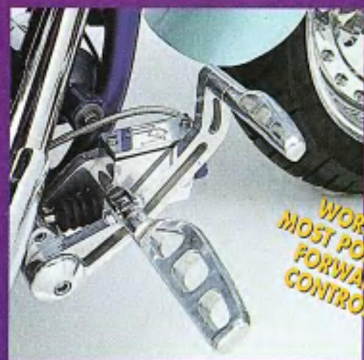
And so does my pal Gene Eidson, the owner of Blue Ribbon Cycles. Maybe not in such grandiose surroundings, but he'll get the job done for ya just the same, one way or another. Blue Ribbon Cycles is the oldest bike shop in Atlanta and is currently

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L to R: Beverly, Carol Hudson (owner of The Zoo Tavern), and Sharon, Atlanta, Georgia.

celebrating its 20th. His main wrench, Randy, used to work for Earl Small. Randy will build ya whatever ya want. Did I hear you say nitros? One or two bottles? Gene also has some old motorcycles stashed around town. Can you say Indian, Panhead, JD? A few are untouched and unrestored. He has a lotta old toys and rusty parts as well. Check Blue Ribbon Cycles out if you're ever in Marietta.

I first met Gene back in the late '70s. He knows a lot about the Civil War battles that took place around those parts. He told me of how the Cobb County boys made Sherman approach Atlanta from the west. I found him to be a very interesting dude and if it weren't for him and Wide Open I wouldn't have very many pictures to show you readers this month. Twenty more, Gene, and then some. Thanks bros, I enjoyed your company.

And that's what I'm looking for. To be in your company. But I can't do that unless you write me and let me know of the biker doings in your neck of the woods. Until then, see ya.

—Rip

Write to:
Rip's Run
P.O. Box 3000
Agoura Hills, CA 91376-3000

RIP REFLECTS

The big guy asked me to write a retrospective of the last five years, so here goes. If you have been reading this rag you know by now that we are 25 years old. Big deal, huh? We think so. We're the oldest and best motorcycle magazine of this type on the planet.

Our *Easyriders* family is growing daily. Life is good. We always kick ass and take names. Thanks for keeping us number one. It's been a struggle, but very rewarding and satisfying, personally.

I usually ride to the office on Baby, and lately it's been more fun there because for the most part we can communicate. We can argue the merits of our particular brand of carburetor or women. Yeah, we also have women riders. Buff puts a black Sporty. We lost another female rider and drag racer when Chris Ruxton moved to Texas. We also have a few musicians in the crowd. We have beaucoup Softails, none of them stock; a Pan/Knuck, a couple Dyna riders, one is a fuel injection freak (ain't that right, Gregg?); dressers for the long haul; and dressers to be chopped, like it's always been. We touch them up to suit our taste, individuality, and personality. The purists don't understand us but wouldn't it be a boring world if everything was samo-samo?

On "Weasel Wednesday" you can



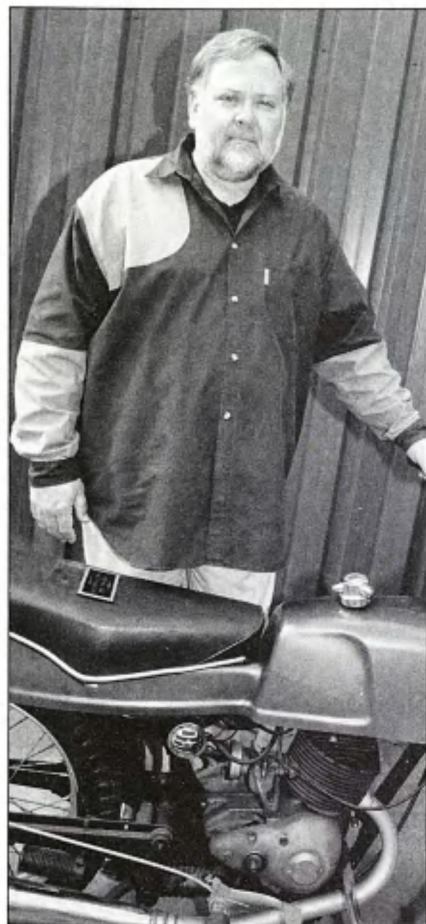
Geoff (bartender) and Suzanne (patron) at the EAYC.

spot people in bright orange T-shirts, scampering around the office halls whispering, "Pass this on—fuck a bunch of advertisers and yellow-shirted Hammys." To look at them you'd almost think they were cut out of the same cloth, but they're a scummy, scaly, secreting, scurvy, scruffy, scabby, scary, scabies-covered, scroungy, scurrying, seamy, seedy, scrappy, scrawny, scandalous, scalawag lot.

Just kidding—this group is a talented and diverse bunch, experienced in many fields. Most of us have gone through different phases and stages of the biker world. If you totaled up the years of riding on each of the riders it would be way up there. This is a kinder, gentler *Easyriders* personnel. Maybe not always politically correct but always of the same frame of mind—serving you readers. And that comes from keeping in touch via the U.S. mail and from those face-to-face meetings on the streets of Daytona Beach, Sturgis, Laconia, or any number of biker events throughout the years—including our own rodeos, tattoo shows, and bike shows.

Well enough of this patting ourselves on the back. Get back to fuckin' work! We have to get started on the next 25 years. Onward, forward, never straight.

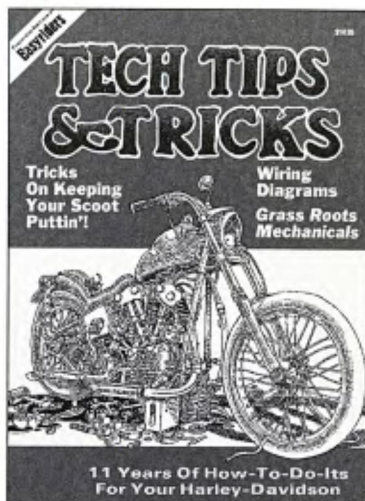
—Rip



Billy Abbott with his 1966 175cc Hummer Softail.

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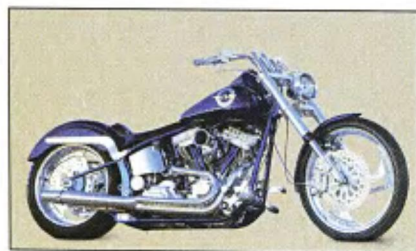


1996 COLUMBUS CUSTOM
Stock #: NM1
Engine: 80 cu. in./59 H.P.
Color: Black w/purple flames
Mods: Many custom parts/
2-inch lowering kit

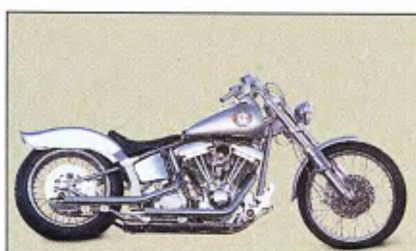
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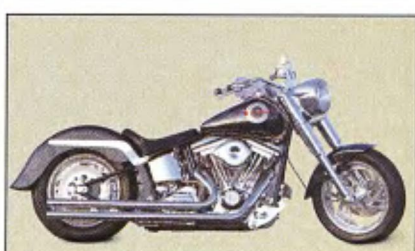
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Engine: S&S 96-inch/108 H.P. Features: Inverted Front End, PM Viper Billet Rims, & more.



1996 TITAN
Stock #: Avail. in May Model: Sidewinder
Engine: S&S 96-inch/108 H.P. Features: Classic chopper styling, Chrome Dual Disk Fork Sliders, Spoked wheels & more



1996 TITAN
Stock #: Avail. in May Model: Roadrunner
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Options: Windshield and bags

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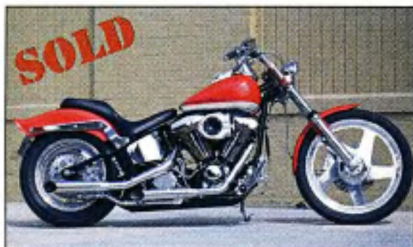
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Model: Tiger Bike. This is a radical custom with an incredible amount of parts and fabrication; a one-off for the serious motor-maniac.



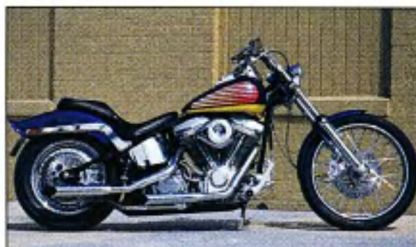
COLUMBUS CUSTOM SPECIAL

Model: High Bar Sporting super Ape Hangers. This techno-chopper wears distinctive blue jugs, and is a unique show — and — go bike.



1996 COLUMBUS CUSTOM

Stock #: NM4
Engine: 80 cu. in./59 H.P. **Color:** Orange
Mods: Lots of Chrome/2-inch lowering kit



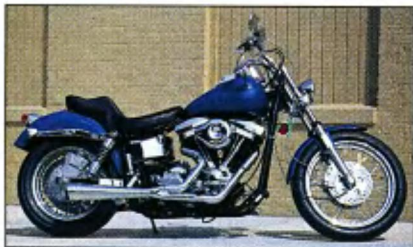
1996 COLUMBUS CUSTOM

Stock #: NM3
Cu. In.: 96 **HP:** 103 at rear wheel **Color:** Purple
Mods: Many plus 2-inch lowering kit



1996 COLUMBUS CUSTOM

Stock #: NM2 **Cu. In.:** 96
HP: 103 at rear wheel **Color:** Purple Splash
Mods: Many plus 2-inch lowering kit



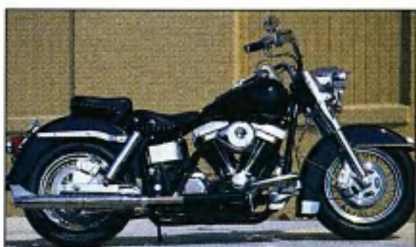
1996 BIG DOG

Model: Coyote **Engine:** 80 cu. in./75 H.P.
Color: Blue **Features:** Compact Styling



1996 BIG DOG

Model: Proglide **Engine:** 80 cu. in./75 H.P.
Color: Black w/Red Flames **Mods:** High performance and styling



1996 BIG DOG

Model: Vintage **Engine:** 80 cu. in./75 H.P.
Color: Black **Mods:** Authentic Nostalgic look; rubber mounted engine



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IN THE SHADOW OF THE GRAYBAR HOTEL

Fiction By Mark Lonsdale

Illustration By Bob Dorman

PART 3—THE FINAL CHAPTER

Dominick was now a lean 180 pounds of mostly muscle; he could bench-press 250 pounds and run several miles with ease. He was tanned and tattooed, and his dark hair and beard were both cut short. Even his bike was leaner and more powerful than when it first rolled into Monk's shop.

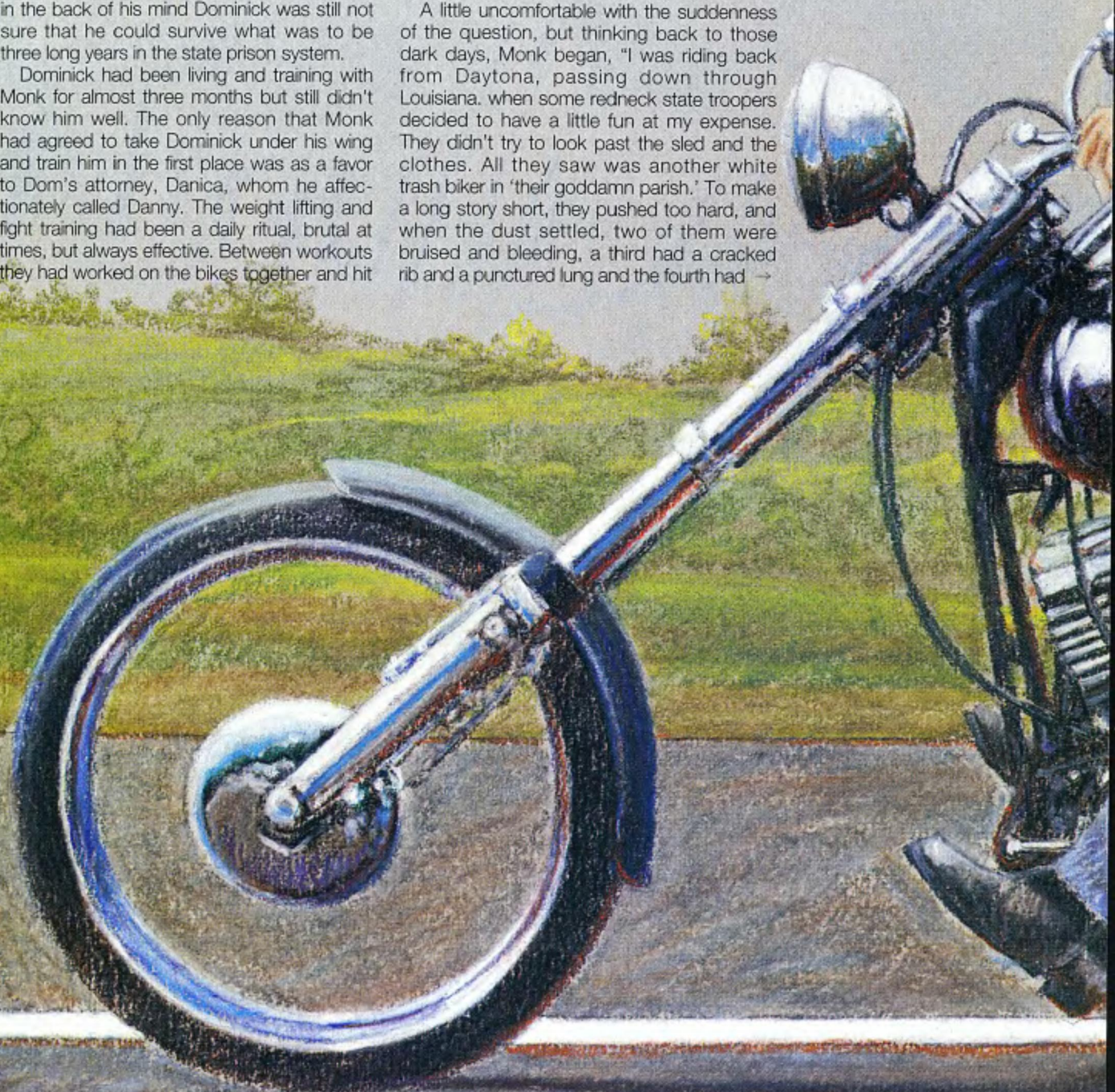
This was all a far cry from the weak, flabby Beverly Hills attorney of just 90 days ago, but in the back of his mind Dominick was still not sure that he could survive what was to be three long years in the state prison system.

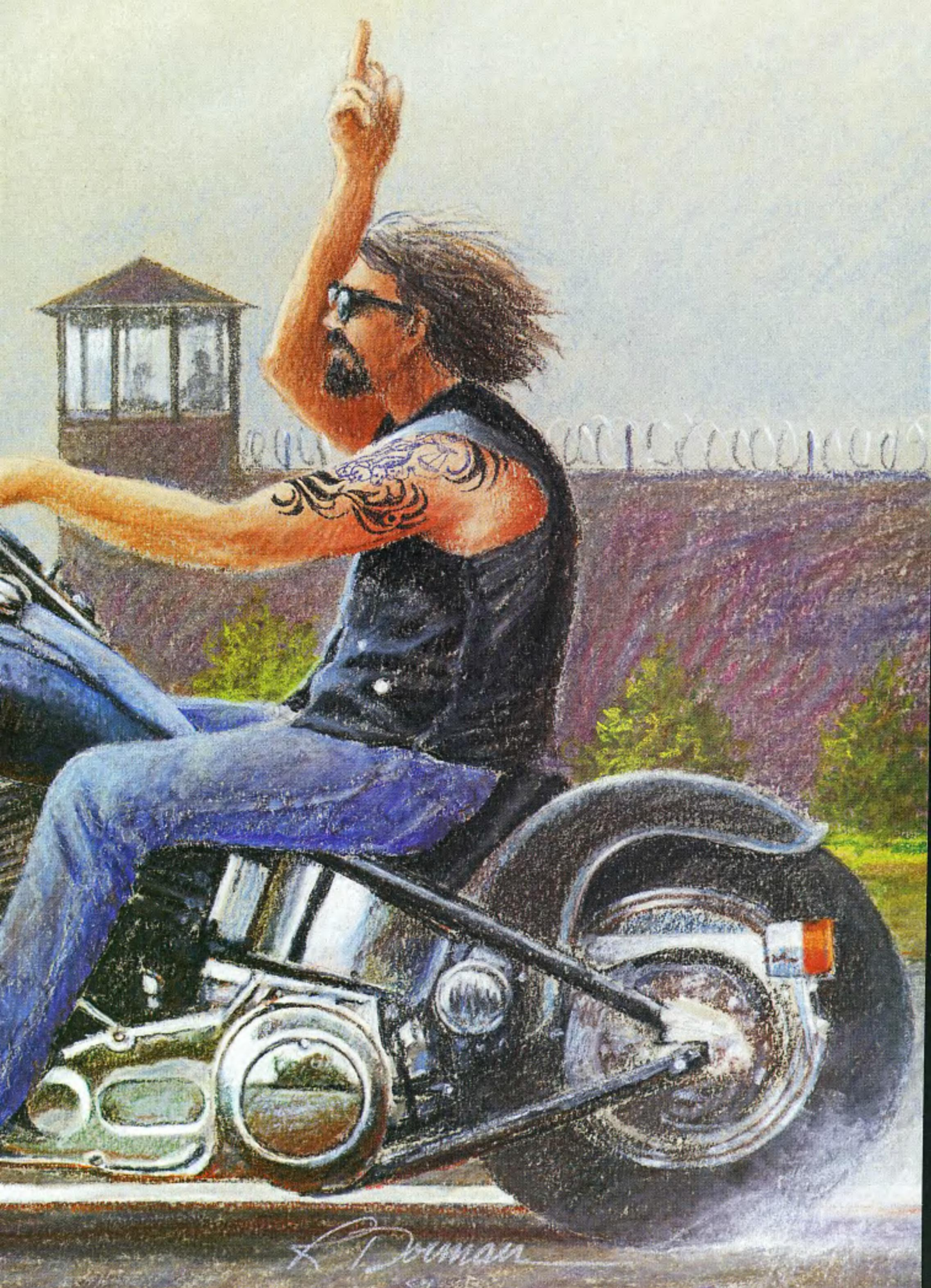
Dominick had been living and training with Monk for almost three months but still didn't know him well. The only reason that Monk had agreed to take Dominick under his wing and train him in the first place was as a favor to Dom's attorney, Danica, whom he affectionately called Danny. The weight lifting and fight training had been a daily ritual, brutal at times, but always effective. Between workouts they had worked on the bikes together and hit

several bars in the evenings, but rarely talked about anything except Dom's training.

It was Dom's last evening at Monk's and they sat with a cold six-pack watching the sun set over the Channel Islands. Monk seemed more friendly than usual, which prompted Dom to finally work up the courage to ask, "So what's your story? How did you end up doing time? Danica wouldn't tell me."

A little uncomfortable with the suddenness of the question, but thinking back to those dark days, Monk began, "I was riding back from Daytona, passing down through Louisiana, when some redneck state troopers decided to have a little fun at my expense. They didn't try to look past the sled and the clothes. All they saw was another white trash biker in 'their goddamn parish.' To make a long story short, they pushed too hard, and when the dust settled, two of them were bruised and bleeding, a third had a cracked rib and a punctured lung and the fourth had →





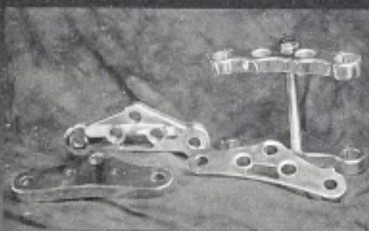
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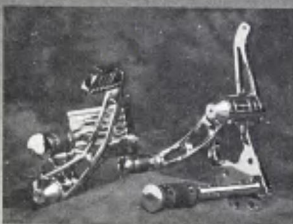


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shot me in the stomach. I did twenty-eight days in hospital while they planted dope on my bike, fabricated evidence and got their stories straight. Or at least as straight as four bent redneck cops were capable."

"Danica said you wouldn't testify and that she thought you were protecting someone," Dom pushed.

"Smart lady. There was another biker involved. An old Vietnam vet buddy riding with me. He had done two years as a POW and the whole experience shook him up pretty bad."

"Didn't he jump in to help you?" Dom asked.

"Yeah, but with his old injuries and a bum leg he couldn't do much. When a couple of cops came to visit me in hospital they made it clear that if I didn't keep my mouth shut they would implicate him in the charges as well and he would end up doing time with me. After what he had gone through in 'Nam and the psych therapy stateside, I knew that any confinement would kill him, or he would kill himself rather than be locked up again. So I did the time. The rest is history."

After a long pull on his beer, Monk said, "While we're getting all personal here, tell me about these goons that you got sideways with. The ones who set you up."

"Not much you don't already know," Dom began. "I was retained as an attorney for a Central American import company headed by Dolgos—you may have heard of him. Because of the big money, I kidded myself that everything was legal and aboveboard, but I had my suspicions. When these were confirmed and I found irregularities in the banking procedures, and worse, found that our messenger service was actually being used to move dope, I bailed. They didn't like that, so Dolgos had his goons plant incriminating evidence at my home and office, and, well, here I am. No more appeals and one night of freedom left."

Monk reached across and put his arm around Dom's shoulders, "Good luck. You've done good in the training, and I consider you a friend. I mean that, and I don't give up on my friends. Danny and I will keep plugging away at the system out here—you just gotta hang tough."

Dom was choked up by Monk's display of friendship and concern, so he didn't trust his voice to answer. He just sat watching the last of the orange sun drop below the horizon.

The following morning Dom had an appointment to see Danica. He arrived on his bike looking very different from the well-dressed attorney of just three months ago. The valet parking attendant didn't know how to deal with bike parking, especially Dom's rowdy chopper,

and the receptionist all but called security. Only Danica seemed unaffected by Dom's tough appearance, since she had seen his gradual transformation each time she had visited Monk's place.

"Are you ready?" Danica asked, not waiting for an answer. "I have your suit here, you can change in my bathroom."

Dom changed from his worn jeans and boots. He found that the expensive tailored suit he had once worn to the office on a daily basis now felt alien and uncomfortable.

Danica drove and Dom sat in silence as they made the short trip over to the courthouse, both deep in thought about what the future held in store.

Standing before the judge, Dom felt numb. His experience as an attorney gave him a strong feeling of foreboding for which way this was going to go.

HE LAY BACK AND SUBMITTED TO HER DELIGHTFUL EARLY MORNING TORTURE

"Dominick Lunt, your appeal has been reviewed and denied and you are here today for final sentencing," the judge began. "You have been found guilty of a number of crimes, not the least of which is possession and trafficking in narcotics. In view of the seriousness of these and the fact that you were once an officer of the court, you could be sentenced to ten years, but since this is your first time before the bench, I have shown some leniency in sentencing you to three years." This is what they had expected. "You will surrender to the bailiff and be taken into custody at this time ...," the rest was all just a blur to Dominick as he was led from the court, handcuffed and transported to county jail—his first stop on the way to state prison.

"Out of the van, line up and move

directly to the door." The deputy's voice snapped Dom out of his dazed state ... the beginning of his worst nightmare. He flashed back to when he was first arrested and the night he had spent in jail, a helpless victim of the six gang-bangers.

He was led into the processing area where he immediately gave up his clothes and all his possessions were sealed into a large brown envelope. Next came the dehumanizing body cavity search, after which he was given county issue orange overalls, and a thin blanket. He had missed the evening meal so was led directly to a holding area. It seemed to be an old gym filled with iron bunks stacked three high and grossly over-crowded.

Dom walked up and down the rows looking for an unoccupied bunk until he found one in the very back. At least this time, as a result of the training, he felt a little more confident. The other cons studied him but seemed to accept him as one of their own. Nevertheless, Dom had no intention of sleeping that night. He wasn't that comfortable.

Before dawn the next morning, after a sleepless night and a breakfast of watery scrambled eggs and soggy toast, Dominick's name was called. Along with several other inmates in orange coveralls, he was strapped into chain restraints and marched out to a waiting black and white bus. There seemed to be a chill in the air but Dom was not sure if it was real or just his imagination. LOS ANGELES SHERIFFS' DEPARTMENT was painted down the side in large black letters, the windows were all barred, and there was a heavy wire grill gate separating them from the driver and guard.

They were leaving early to avoid the gridlock of L.A.'s morning rush-hour traffic, and the sullen group had been told they were being transported to Tehachapi—but Dom thought little of his final destination. He didn't even know where Tehachapi was. The long bus ride gave him a chance to catch a few needed zees and think back to his time with Monk—wishing that he was there now.

At the same time that Dom was boarding the bus, the morning light was filtering into Monk's bedroom. Monk swung his legs out of bed and, still naked, headed by instinct to the bathroom to relieve the pressure in his bladder.

As he sat back on the bed to pull on his jeans an arm snaked out from under the covers and slid over his thigh and down between his legs.

"So she's awake," he said quietly.

"And she wants to play" came the response as Danica pulled the covers back with her other hand to reveal her naked and willing body curled in the center of the bed.

Monk needed no more encouragement. He dropped his jeans and turned so →

'96

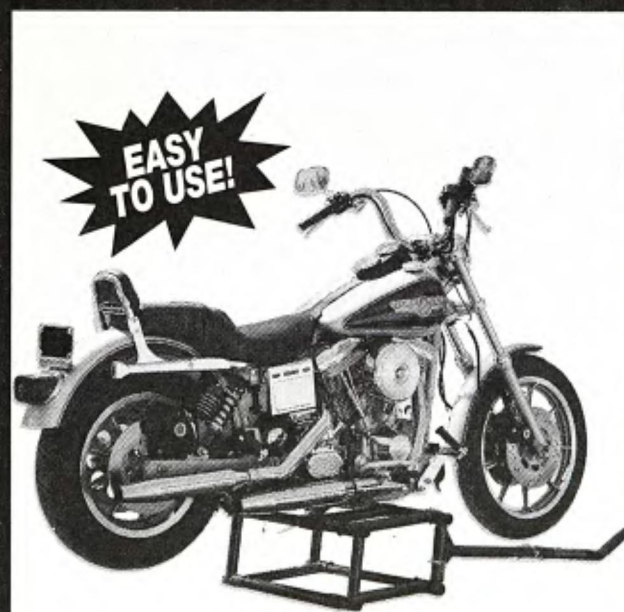
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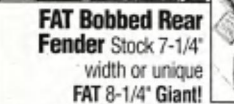


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that she could take his now hardening penis, which she was already holding, into her mouth. He lay back and submitted to her delightful early morning torture.

After they had all but exhausted themselves, and Danica lay curled in his arms, she asked, "Do you think he'll be okay?"

"Dom? I don't know. I just don't know," was Monk's only response as he pushed her long hair away from her angelic face.

After a moment of thought she persisted, "So what's state prison really like?"

Monk took a moment to let his mind wander back to those days and then began, "It's not like Club Fed, the federal prisons, and there is none of the freedom that you have at a minimum security housing facility for white collar criminals. State prisons suck. They are overcrowded and often violent places. You work, you eat, you sleep, and you try to survive. All with a uniquely unforgiving, racially segregated structure. Everyone is paranoid and it is jungle rules—survival of the fittest. The old hands try to take advantage of the new arrivals, and the strong prey on the weak or those who show weakness."

"Don't the guards protect the prisoners?" Danica asked hopefully.

"The guards aren't there to protect the inmates. They are there to protect society from the inmates. That is evident by the number of killings that occur on the inside each year. The guards are as much prisoners of the system as the cons. They just want an easy life and their shift to go smoothly, so there is a kind of tense working relationship and understanding of the rules by both sides. Sure, the guards hold the keys and man the towers, but actually inside the walls, the inmates run the show. It's a whole different world. The smallest things become important, and men often die over them."

"How do the weak survive?" Danica asked with a little shiver.

"Some don't. Some serve the strong. If Dom had been an informant or a child molester he would go into a PC unit—protective custody, segregation. But he is not, so after processing he will probably go straight into the main population. That can be scary at first. You lose all possessions, rights and privileges. The only thing you can try to hang onto is your self-respect—and that you must fight to maintain," Monk explained.

"But being an attorney, won't that make him valuable to the other prisoners who want to file appeals?"

"If he survives the first few months, maybe. Everyone needs a scam, a money maker, something to barter with. For some it is access to cigarettes, dope, sex, doing tattoos, or making shanks. Even working in the kitchen or clerical duty can be a plus. But you gotta

remember, everyone inside is there because their lawyer failed them. Either they had no money and couldn't get a good one, or the good ones bled them dry. They have families still trying to pay the bills on the outside. Most have a reason to hate attorneys. They represent a part of the system that put them inside."

"What more can we do?"

"Do you have access to Dom's office files?" Monk asked.

"Not all of them. The police seized most of that stuff—but I did get the tape-drive back-ups for his computer without anyone noticing."

"Let's start by checking his records and correspondence, maybe there's something there," Monk said as he rolled out of bed for the second time that morning.

Dom was snapped back to reality by the doors on the bus hissing open. The bus had pulled into a secure double gated sally-port with only one door leading into the facility. A guard with a scoped rifle looked down from the tower. There was a sign: California Correctional Institution—Tehachapi.

They were led off the bus in shackles and lined up in a processing hall. "Gentlemen, welcome to the Graybar Hotel. You can expect to be in this reception facility for anything from twelve to sixty days. During that time you will be processed, medically examined and evaluated for your current educational levels. After all that you will be classified and be moved to your final destination."

Dominick was then issued bedding and taken to a cell already occupied by another inmate. The cell was about eight feet by 10 feet with one set of bunks, a toilet bowl and a wash basin. It was painted with pale green government issue paint and the only color came from a few pictures the current resident had torn from magazines and put on the walls.

Dom's new cell mate seemed almost relieved to have company but also a little intimidated by Dom's appearance. He could only guess that he looked like a returning guest.

"Charlie Grimms," chirped his cell mate as he swung down off of the top bunk.

"Dominick," was all Dom answered without shaking hands. It had been another long day and another missed dinner, so Dom just lay down on his bunk and tried to relax. Within minutes he discovered the true torture of imprisonment. Boredom. The sheer monumental boredom of confinement. Nothing to do, nowhere you can go, nothing to read, no TV to watch, and nothing to eat or drink. Just four walls and a shitter. This was it.

The first night was the worst. When the doors slammed shut and the lights went out, it all hit home like a sledgehammer. He was in prison. He had lost

his freedom. He'd hit an all time low, but at least he didn't cry like those others who kept him awake most of the that night.

Over the next two weeks Dom came to feel like a slab of meat being passed from one department to the other: fingerprints, photos, full medical, blood screening, testing for TB and AIDS; followed by educational testing, interviews and file checks for any gang affiliations. In between being processed he spent long boring hours sitting in his cell with nothing to do.

He learned from the other returning inmates that he would be assigned a points score of one through six, based on his criminal history and propensity for violence, and this would dictate his final destination. Level 01 was minimum security while Level 06 housed the real hard-core killers and rapists.

The only thing Dom had in processing was time, time to reflect on the past. Dom thought back to the months of training, knowing that physically he had risen to a new level. He had learned to fight but was not sure that he had found the trigger that released the survival instinct and primal violence that Monk had talked about. He was getting some respect from the other inmates because he looked tough—but he did not know how he would react when tested. And they would test him. Fear lurked just below the surface and became his unwanted constant companion.

Dom had gone the distance in the training and beneath the tattoos and muscles had found someone he could face in the mirror, very different from the fast-talking attorney that he had once been and now despised. He had attacked the iron pile in the mornings and in the afternoons gone after Monk with a vengeance in fight training. He

had learned to use mechanic's tools and had torn his bike down several times to make changes and to get it just the way he wanted it. When he went to Frog's bar he was accepted as an equal by all, even the outlaw bikers who had earlier wanted to kill him and later had not even recognized him as the same yuppie who had disrespected their colors just a couple of months before. Some he even considered friends.

He'd also scored with the ladies who frequented the bar. One hardbody in particular had dropped by quite frequently to stay the night with him at Monk's. She didn't seem to mind the old mattress in the corner of workshop or even Monk's dog Tyson watching. Now the thought of that hard naked body riding him for all he was worth made his confinement even more real and painful. Three years of no sex—except in his mind's eye. And no way was he going to fall victim to the violence of prison rape. That was enough to make him roll off of his bunk and start his daily work-out routine of push-ups and sit-ups in an effort to sweat that horrible image from his consciousness.

Would all that training help? He was soon to find out since he was to be transferred to main line the next day.

At the end of his second week he was moved to a Level 3 module. The organized crime and drug association of his charges put him well above minimum security, but since he did not have a prior history of violence he was not sent to the PC unit—requiring total segregation. He was glad to be away from his cell mate who had turned out to be a real twitchy mother fucker. He never stopped talking about the women he had fucked and the scams he had pulled and was always trying to bum cigarettes.

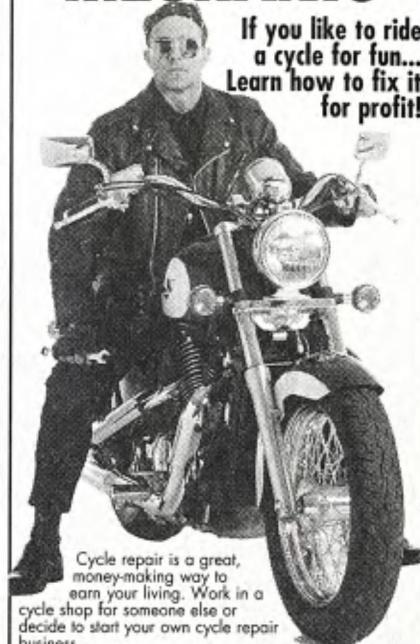
Upon arrival at main line, Dom was issued bedding and handed in his orange coveralls for prison blues—dark blue denims and coat with a lighter blue work shirt. Anything was better than those orange coveralls, and any change broke up the monotony of serving time.

Now that he had reached his final destination he was informed that he could get quarterly packages from the outside, could have \$25 per month in canteen allowance and would ultimately be eligible for a number of vocational work programs. In the beginning, though, he was to have culinary duties, which meant working in the kitchens.

He was assigned a cell on the second level of the module. His cell mate, Hank, was an old goat, a three time loser who was supposed to show him the ropes and keep him out of trouble while he adjusted. But all he seemed interested in was how he could sponge off of Dom's canteen allowance.



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When Dom stepped out into the yard for the first time, he immediately noticed the distinct yet invisible lines drawn between racial groups—blacks in one area, Hispanics in another, and whites, the smallest of the three groups, in yet another.

Dom knew by now to associate with his own kind, so he headed for the iron pile being used by some of the biggest men he had ever seen. Their sweating muscles glistened in the late morning sun, and the dark glasses and distinctive prison tattoos made them look quite ominous.

As Dominick stepped into the pit with the rusting barbells and dumbbells, he was startled by a loud voice from behind, "You haven't earned the right to work out on this pile, shit bird."

Dom turned to see who had spoken. He found himself looking across the pile at a very tough-looking character. He looked to be a little under six feet but made up for it with a huge chest, massive arms and shoulders. He had jeans and a weight-lifter wide leather belt. He wore dark wrap-around glasses and his head was not only shaved, it was tattooed.

"Hey Deacon, let the new guy come play," one of the other weight lifters called. "Fuck him, and fuck you," Deacon spat back at the other con.

"Listen, this is my first day outside in weeks. All I want is to pump some iron," Dom said, trying to keep the strain out of his voice. He hadn't expected such a hostile reception from the white population.

"If you want to work out, it will cost ya," Deacon declared.

Dom knew it would be a mistake to just give in and he couldn't just walk away now. Everyone was watching and he was being tested.

"Hey buddy, I can wait until you have finished your work-out. No rush," Dom compromised.

"I ain't your fuckin' buddy, but I tell ya what punk, if you can knock me out of the pit you can work out," Deacon challenged. The other inmates gathered around and smiled. This was the best entertainment all week.

"First, I'm not a punk, and second, I don't want to fight you," Dom tried to stand up for himself.

"That's what I thought. You are just a punk and a coward to boot." With that, Deacon reached for Dom, but out of sheer reflex and driven by fear, Dom blocked his arm and hit Deacon in the face. Not real hard but hard enough to bloody his nose.

Before Deacon or his cronies could react, the guard's whistles were blowing and everyone began walking away, trying to distance themselves from the confrontation. No one wanted to be a wit-

ness or lose privileges over some prison yard scuffle.

"You're dead meat, faggot. You just bought into more than you can handle," Deacon threatened, barely controlling his temper, but smart enough not to make a move with the guards watching.

By the time the guards arrived everyone had dispersed into the yard.

"Lunt, what's happening here?" one of the guards asked.

"Nothing," was all Dominick dared to answer.

"Well, just watch it. The last thing we need is another dead inmate," the guard added. "Oh, and stay away from that Deacon—you don't need that trouble. He is a psycho and should be in the PC unit, but we just haven't caught him at his shit. So just watch your ass." The guard turned and headed back to the base of the tower.

For the rest of the day everyone avoided Dom like the plague. He was a marked man, and even at dinner that night he sat

HE FELT THE STEEL RIP INTO HIS SIDE

alone. Deacon and his mob glared at him from the other side of the food hall.

That night as he lay on his bunk, he found it strange that he now appreciated the locked cell door. At least he would be safe while he slept that night. The only distraction was the voices in the night saying: "You are dead, Lunt." "Kiss your ass good-bye, punk." "You are stuffed, turkey." "See you in the yard, lawyer." This went on until Dom finally fell into an exhausted but troubled sleep.

When Dom stepped into the yard the next day he sensed the tension immediately. Too many faces were looking his way. He could see Deacon and his goons huddled over by the iron pile. Dom's first instinct was to turn and go back inside—maybe fake an illness and go to the infirmary. But that would show he was a punk and only delay the inevitable. At best he would just have to stay alert and hope that the guards intervened before it got too bad.

It was his cell mate, Hank, who finally came over to talk to him. He was a small nervous man with wrinkles deeper than the cracks in the granite walls. "Hey Lunt, I hear you're a lawyer on the outside?"

"Was," said Dominick.

"Whatever. Look, some of the guys would like you to become a MAC rep. If you survive the next few days, that is," the old con chuckled.

"What's a MAC rep?" Dom asked, but not really interested.

"Men's Advisory Council. You help with filing 602 appeal forms—what the guards call snivel sheets. You would represent the inmates in their complaints with the institution and that kinda stuff. Interested?"

"No." Dom was trying to keep an eye on Deacon.

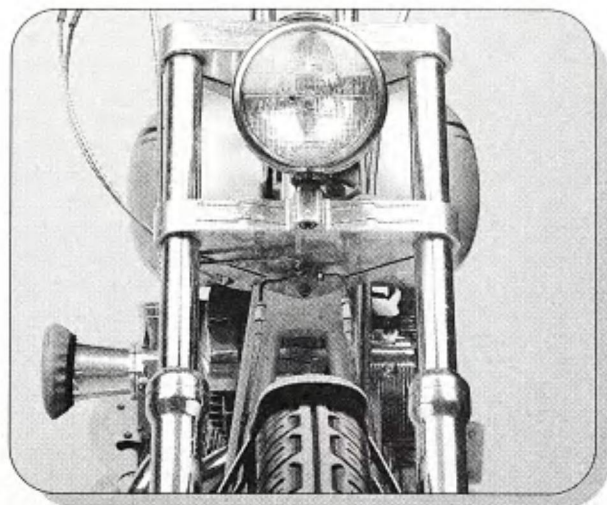
"You get to use the library. You get other privileges too. It can only show your willingness to be a model prisoner. Might get you out earlier," the old con was trying to make his case.

"Talk to me tomorrow," Dom said, worried that this old goat was just trying to distract him from the problem at hand.

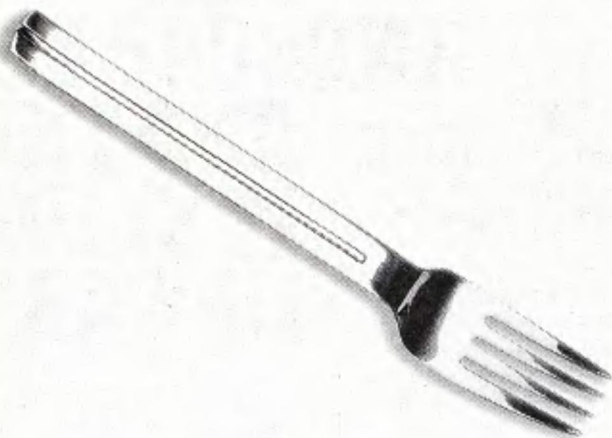
He was so busy keeping an eye on Deacon that he never saw the actual attack coming, but he felt the steel rip into his side as one of Deacon's lackeys slid up behind him. Luckily he had been turning at the time of the thrust and the blade skidded on his ribs, but it still bit deep and the pain made Dom's knees go weak.

The attacker had already disappeared into the crowd by the time Dom straightened up. It had happened so fast, but he seemed okay, apart from a lot of blood running down his side. The guards hadn't even seen it but the inmates watched discreetly as the scene played out.

Dom headed over to the toilet block to clean himself up. As he washed away some of the blood and tried to hold the wound shut, he felt another presence behind him. He turned to find Deacon →



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and one of his bigger, uglier cohorts with him, the one they called Beast. Six-four and 280 pounds of muscle and ignorance.

"Like I said, you're dead meat, punk," Deacon said.

With that they both rushed at Dom, slamming him into the wall. Pain shot up from his already injured side, and he felt the blood flow increase. Both his attackers stepped back to get another shot at him.

Beast came in fast, faster than a big man should move, and grabbed Dominick by the throat in a vice-like grip. Dom had seen it coming but was too slow reacting. At the same time he felt Deacon land a solid body punch right into his injured side. The pain was enough to blur his vision and almost make him pass out.

But then his months of training clicked in. Dom brought his right up in a cupped-hand strike that landed squarely on Beast's left ear. Dom felt the satisfying slap as his cupped hand compressed the brute's ear-drum bursting inward and extracting an short scream of pain.

The grip immediately loosened on his throat so he followed up with a kick to the base of Beast's kneecap. With this he heard the kneecap tear and felt it slide upwards. Beast's leg buckled and he dropped to his now damaged knee. That made enough room for Dom to slip out of his grip and get some space to maneuver.

Deacon had seen what happened and was now stalking Dom, looking for an opening. Deacon moved in with his left arm extended and his right down by his side—then Dom realized why. In his right hand, Deacon held a wicked looking shank made from 10 inches of Plexiglas honed to a sharp point and a razor edge.

As Deacon made his first thrust, Dom side-stepped out of the way and tried to kick for Deacon's knee, but was not quick enough. Deacon just made an evil face and came in again. This time Dom was luckier and as the blade grazed his stomach, he managed to land a solid ridge-hand strike to the bridge of Deacon's nose. This got a grunt but did not slow Deacon's next thrust, which Dom only just avoided.

Now Beast was up and trying to get back into the fight but there was barely enough room for two to move, let alone three in the smelly wash room. Deacon stepped back to let the big bone cruncher swing a huge right fist at Dom's head. Dom ducked under it, stepped in and fired a palm-heel strike to the base of his nose. As Beast grabbed his damaged nose, Dom stepped back and executed a rising kick to the con's groin. As Beast

went down, now clasp his crushed balls, Dom stepped in again, fired a vertical punch into the back of his head, and as he hit the ground executed a perfect ax kick to the base of his spine.

Dom found himself wondering how many other violent little tableaux had been played out in this toilet block. Had others screamed, bled and died here? Deacon's scream snapped him back to the moment and Dom realized that he needed to concentrate, to focus as Monk had taught him.

Even though Deacon seemed a little shocked by the violent and efficient way his partner had been dispatched, he wasn't deterred. He came at Dom with a vengeance—and that was his error. Even Dom knew that any loss of control would mean mistakes and openings.

As Deacon charged in, Dom side-stepped and redirected Deacon's momentum into one of the stainless steel mirrors above the wash basins. Deacon hit the wall hard and before he could

HE HEARD THE KNEECAP TEAR AND FELT IT SLIDE UPWARDS

turn, Dom delivered a forearm smash into the back of Deacon's head, bouncing it off of the wall again like a basketball.

If Deacon was mad before, now he was in a blind rage. Before Dom could hit him again, Deacon turned and grabbed Dom in a bear hug, lifting him clear of the ground. Immediately Dom felt the impending peril of his position as Deacon began to squeeze the life out of him. He felt his back arch and ribs creak under the strain. He couldn't breathe.

Dom drove two short vertical punches into Deacon's face, trying to break his grip, but to no effect. As he began to get dizzy and see red spots before his eyes, Dom grabbed both sides of Deacon's head, and, with his fingers anchored under Deacon's jaw, drove his thumbs down into his eye sockets. Dom felt the gelatinous orbs of the eye-balls roll and compress under his thumbs—then Deacon bellowed

and threw him across the room.

Before Deacon could clear his damaged vision, Dom was up and moving. As he closed on Deacon, Dom hit him as hard as he could in the solar-plexus. This did not get the desired result but it did make Deacon pull his hands down from his face and give Dom a clear shot at Deacon's throat. Dom drove a webbed-hand strike into Deacon's exposed throat, then closed it into an iron-claw and pulled back. Before Deacon even began choking, Dom fired two solid kicks into Deacon's groin then grabbed his head and ran it into one of the wash basins. As Deacon slid to the ground, now choking on his own juices as his shattered wind-pipe began to spasm, Dom delivered a stamping kick to Deacon's knee. Dom heard the satisfying sound of the knee breaking.

Without immediate medical attention Deacon would choke and die. Dom didn't care as he turned for the door. He stepped over Beast who was conscious but barely moving—his spine probably permanently damaged from the ax kick.

The inmates, including Deacon's buddies, were crowded by the door to the toilet block and were now frozen in shock as Dom emerged into the glare of day. Even though he was battered and bleeding, they had never expected to see him come out alive, especially from such a seemingly unmatched fight.

Grabbing Dom, the guards hustled him off to the infirmary. When the body of Deacon was discovered, along with his badly battered partner, Dom was immediately put under close guard and then transferred to a maximum security unit. Rumor had it he would be charged for the murder.

For days, Dom sat in his dull, confining cell, unable to even use his daily hour of yard time because of his injuries. The only break in the monotony came with the meals that were now delivered to his cell and the occasional visit by the male nurse who checked on his injuries and changed his dressings.

As if the mind-numbing solitude wasn't bad enough, he began receiving threatening notes, delivered by the trustees who swept out the housing module. Deacon's friends were promising all sorts of grievous bodily harm when he returned to main line.

Dom gave up any attempt at personal hygiene or shaving as he became more depressed with each passing day. The danger of returning to main line would almost be preferable to the terminal boredom of segregation.

"Someone from the DA's office here to see you," the guard announced one morning.

Dom said nothing and slowly walked with the guard to the interview rooms.

A man in a suit was sitting at the table, a briefcase open beside him. He seemed shocked at Dom's appearance.

"I'll come right to the point," the deputy DA began. "We know you were set up on the original charges so we have begun release formalities. You will have to appear in a few weeks before the judge, but you will be out of here by tomorrow afternoon."

"How?" was all Dom said, surprised that this meeting didn't relate to his recent battle.

"A local hood, a Colombian, walked into our office and confessed to framing you. Seems someone had convinced him that it would be safer for him to be in here than on the outside. He was pretty shaken up by the time I interviewed him. Kept mumbling something about protecting him from evil bikers," the DA added.

"What about Deacon?" Dom asked.

"What about him? Seems no one saw what happened, and if they did, no one is talking. The report will probably show that he was fighting with the other inmate who is now paralyzed from the waist down, and you just happened to have gotten in the middle of it. You have a problem with that?" the deputy DA asked.

"No goddamn way!" Dom answered with a pained smile. He still showed a lot of bruising.

The DA was true to his word. The following afternoon Dom signed for his clothes, possessions, and meager pay and processed out. The first thing that he saw as he limped passed the guards and out the front gates was Monk and Danica standing by two bikes—his stripped down Evo chopper and Monk's red and white Knuckle.

Dom hugged Danica, looked at Monk and asked, "You didn't have a hand in this, did you?" Monk just sat on his bike and smiled.

"Thought you may be more comfortable in these," Danica said, holding up the clothes Dom had left at her office.

Without any hesitation, Dom pulled off the suit that he had been wearing when taken into custody and changed into his old jeans, boots and leather vest—leaving his \$1,200 suit in a crumpled heap on the ground. Dom then asked, "So, what's news in the big world?"

"You wanna talk or you wanna ride?" Monk shot back.

"Where to?" Dom asked, grinning.

"Somewhere with no walls," Danica said, climbing on behind Monk.

Dom then took great pleasure in giving the guard in the tower a final one finger salute and then laying rubber the length of the prison parking lot as they accelerated out to the highway. ☉

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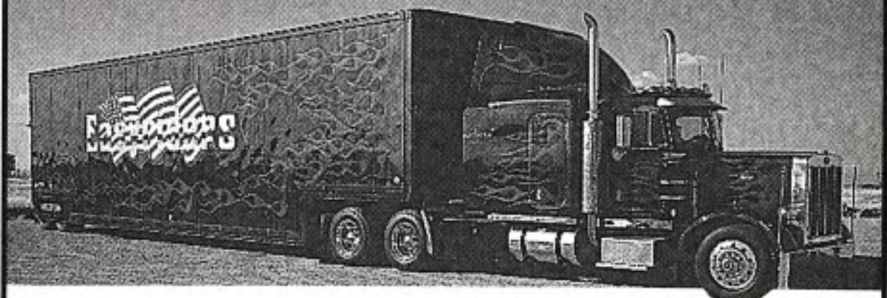
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TECH TIPS

SILENT BUT DEADLY From Quiet to Riot With The Pull of a Knob

Here's a product we all coulda used back in the not-so-old days, back when rappin' those ol' sawed-off pipes meant a visit from The Man—along with an all-expense-paid trip to the local slam. Nowadays, things have eased up a bit, especially with innovative products like these S.B.D. mufflers [available through S.B.D. Mufflers, P.O. Box 10488, Newport Beach, CA, 92658, (714) 760-5070]. We all know that loud pipes can save lives and that

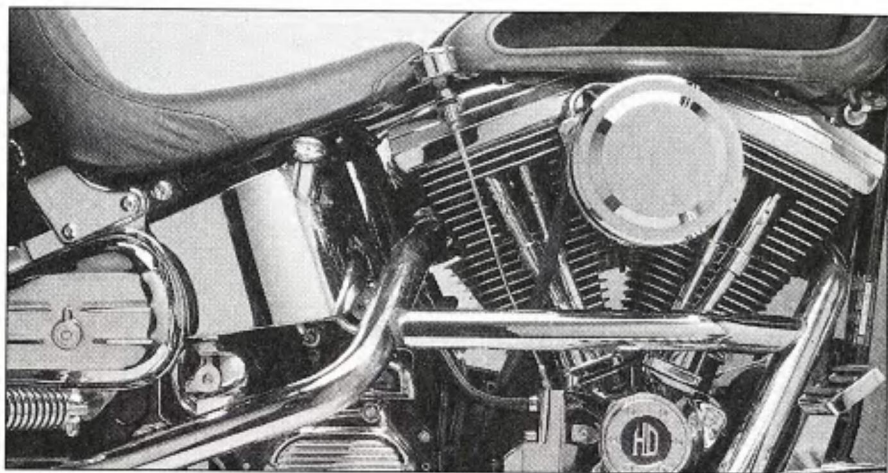


Photo 1

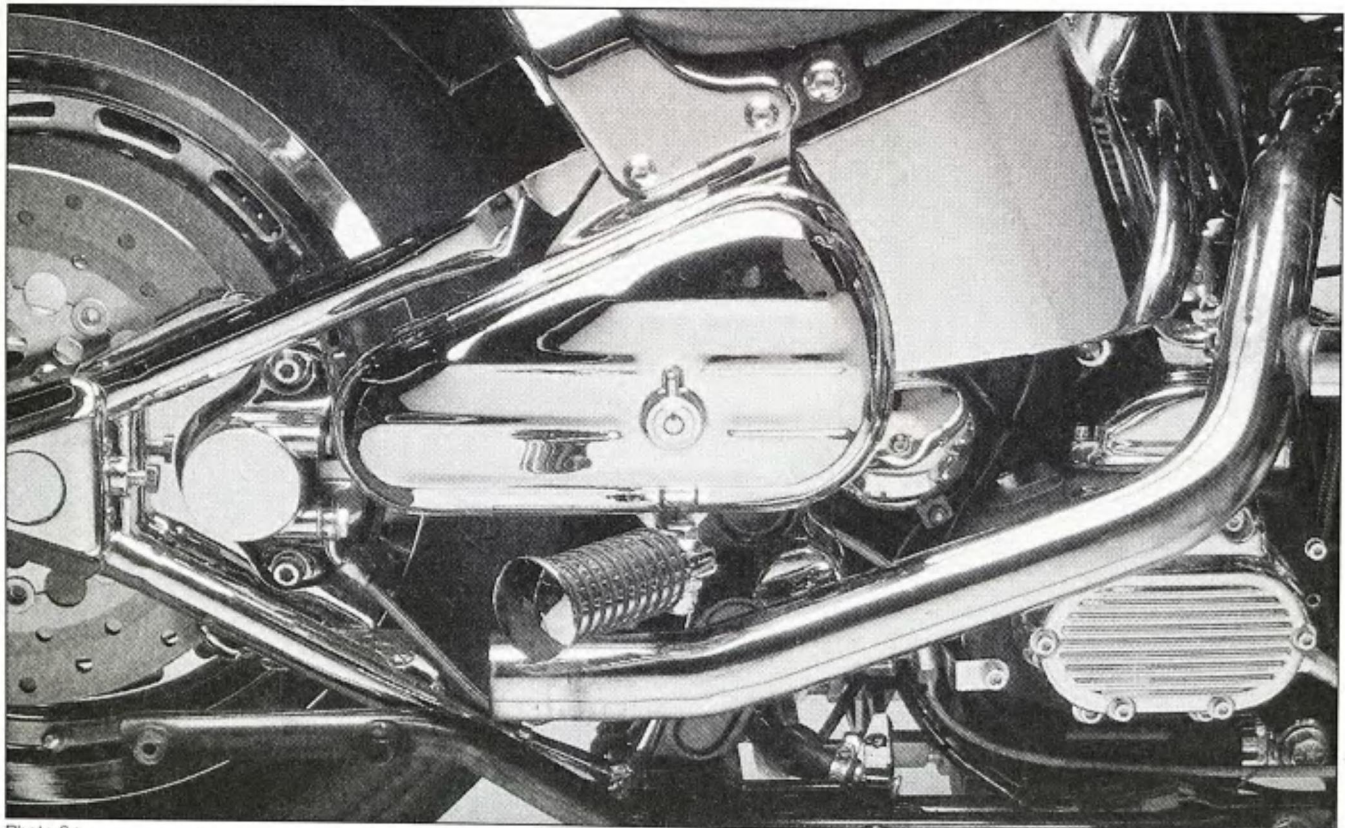


Photo 2

quiet pipes can save tickets. The new S.B.D. mufflers offer a dual purpose: They comprise a show-chrome muffler system which allows your scooter to go from loud to quiet at the pull of a knob.

Each muffler system comes complete with all the necessary hardware and step-by-step instructions for easy

installation. The process amounts to little more than removing your stock mufflers (photo 1), installing the S.B.D. bracket (photo 2), whipping out your new SBD mufflers (photo 3), then installing the S.B.D. activating cable and knob (photos 4 and 7).

This made-in-the-USA custom sys-

tem, which is designed to fit 1986 and newer H-D models (photo 5), offers the following advantages: cooler running engine; better fuel economy; simple, quick transition from quiet to loud; all necessary hardware is included in the package and it's made of stainless steel; braided stainless cable and billet

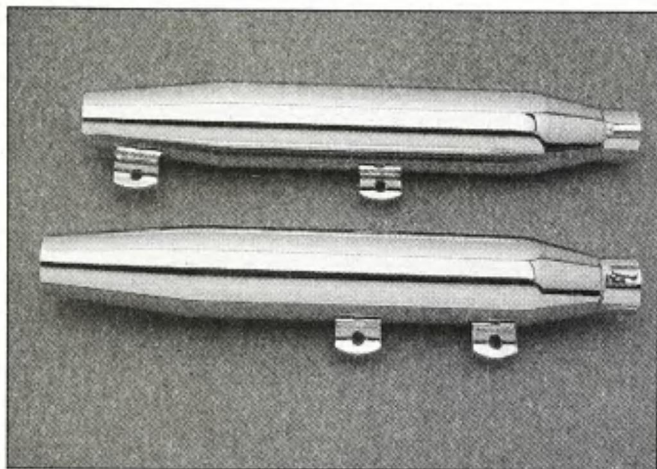


Photo 3



Photo 4

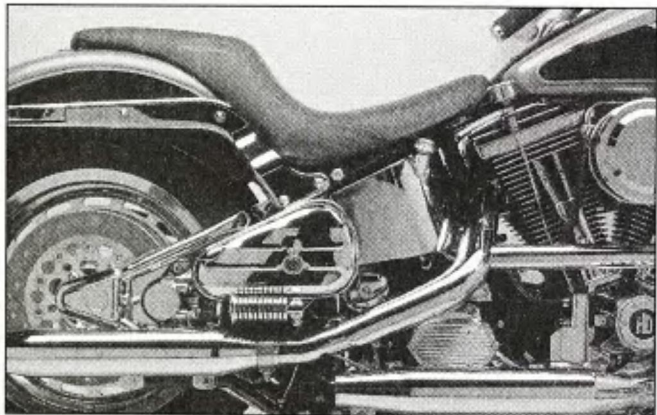


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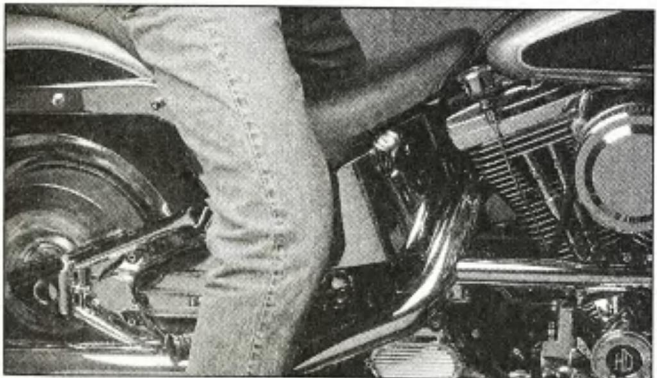


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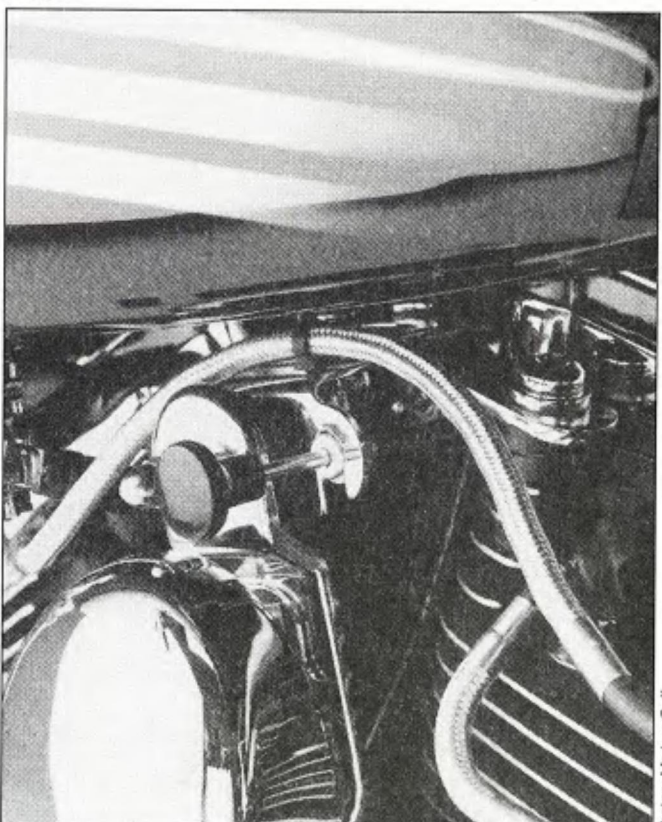


Photo 7

Photos: Markus Cuff

knob; and improved horsepower in the loud mode (throughout the entire rpm range) with little or no jetting or ignition changes—per Dyno test (photo 6).

Once these babies are installed—that's the easy part—the only additional tech tip is when and where to activate this righteous system. For exam-

ple, if you're puttin' through Hellhole, Mississippi, and a seven-foot-tall, nine-hundred pound, donut-encrusted patrolman named Bubba is parked up the stretch a ways, proceed to activate your dual system's "silent mode." Then, once you're just about out of sight, but still within earshot of the

hard-working officer, cut those pipes loose and let 'em rip to hell and back. 'Course, if one of Bubba's cousins happens to be waiting for ya up the road a spell, then disregard this tech tip and call the Bros Club. Hey, they're always there to bend an ear for a good laugh.

—Clay Dog

TECH TIPS

VL VILIFIED

Stuffin' Shovels into Antique Single-Tubers

"Vilify—vil'-eh-fi—v.t.—to malign, defame, desecrate; (vilified, past partic.)"

That's Webster's definition. But here's a whole new meaning: how to ram a late-model power-packed Big Twin engine into an unsuspecting, lightweight, Harley VL chassis—the grandpappy of all single-downtube frames.

Now we know this tale may horrify H-D historians, panic purveyors of prim proper restoration procedure and net us a nasty-gram from Ralph Nader. But actually, Americans have a long, rich history of similar swaps—from Barney Clark's mechanical heart to Rolls Royce Merlins who re-engined the P-51 Mustang in WWII, 392 hemi engines dropped into innocent deuce coupes, and GMC diesel blowers cannibalized for early top fuelers.

And this transplant's snipped from the same shroud. It was first popularized by Harley speed merchant Chet Herbert. His famed dragster, The Beast, ran an 80-inch Knuckle in a VL frame. From there, the mod rolled nationwide in the '50s and '60s. So, while it ain't exactly stone stock, it is authentic retro-rod.

So, let's get with the program. Go to a swap meet. Find a VL frame (1). It looks like rigid 45 (W series) frames, but taller. Another visible difference: 45s have open rear axle slots while VL rear lugs are closed like all Big Twins.

We copped a frame readied for a Knucklehead engine. You may not be so lucky. Crux of the matter: the lower top frame tube needs to move up in the rear to clear the back cylinder head. Bring it 3.5 inches up and forward on the upper main backbone—reattaching the front end where it was, but shortening accordingly (2). And fab a new top motor mount plate to suit, natch. You'll need a jack and torch to coax things apart, jig to maintain alignment, plus machining and welding talents. Mock up engine casings in the frame to check fit. Feeling artful? You can keep the two tube-to-frame-unions in stock location, but make a new curved tube that arches over the heads. Credit Harry Bear Browne, from



Photo 1

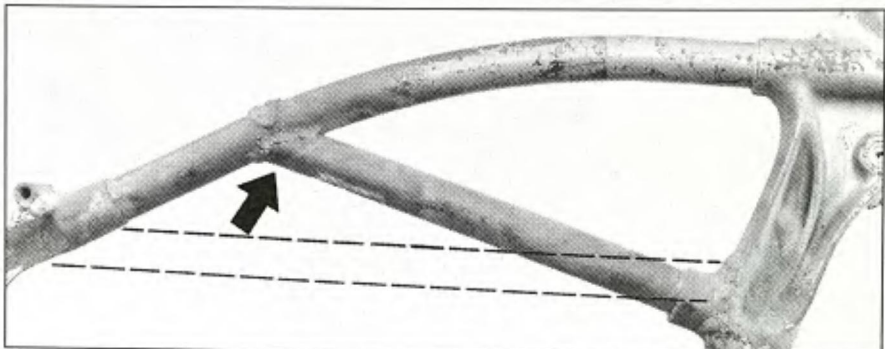


Photo 2

Hayward, California, for that innovation.

Evo motors are even bigger. So, to the above drill add a seat post stretch of about one and a half inches (3—not to scale). Resection/ remove the rear accessory mount; apply heat to the rear rails to enable the stretch. Weld or braze inserts of 1¼-inch diameter.

Next, we'd recommend raking the neck out from the 25-degree stock

angle. And, have the frame magnafluxed to help locate and repair cracks. Fix weak welds and bad brazing. It's old, old metal. Now, the seat post lug. Installing a Knuckle engine? No problem. But Panheads on up feature bigger valve covers, so they need relief (see marks 4). Evos are again bigger, so the upper two inches of the seat post tube itself needs flattening or, better idea, replacement →

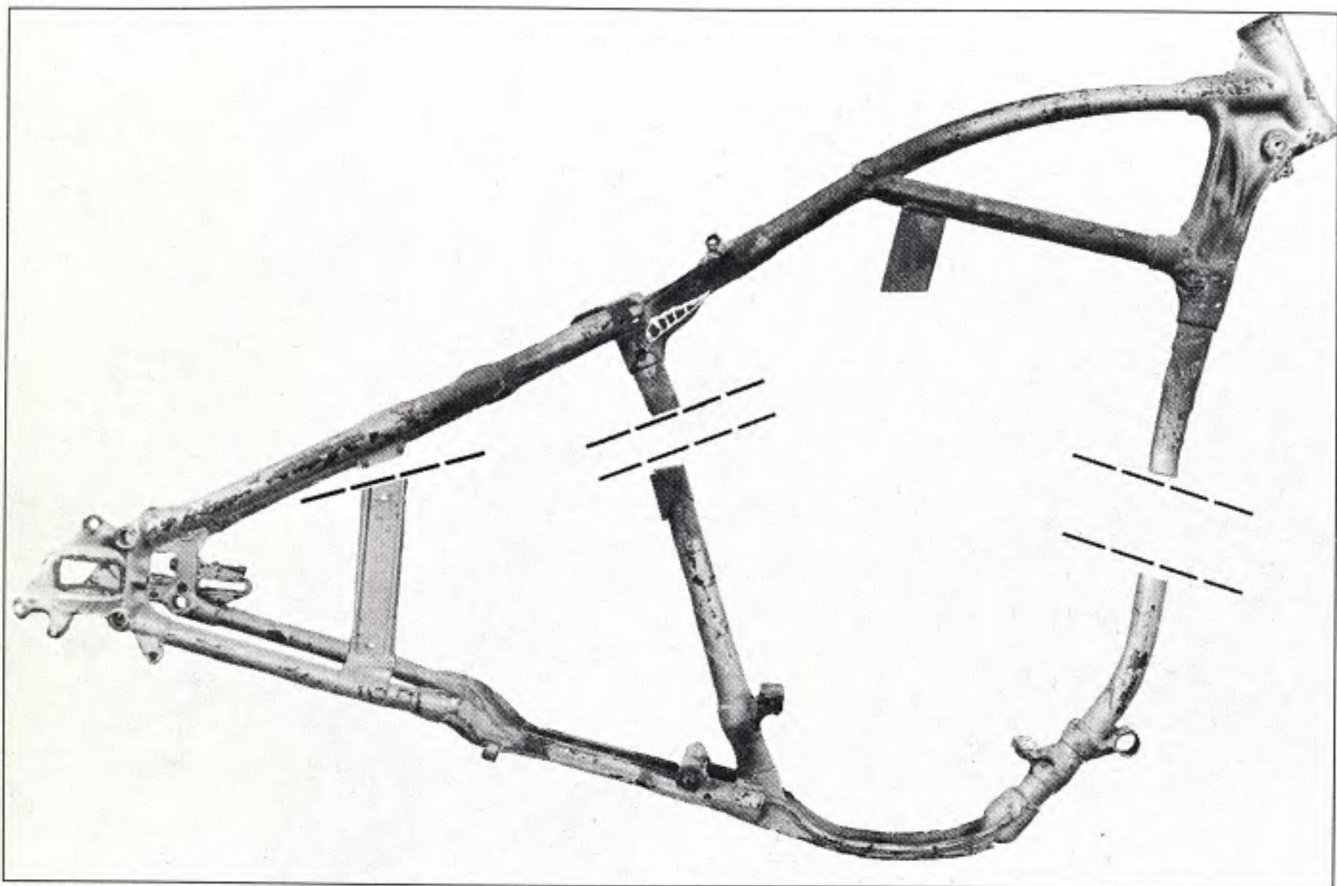


Photo 3



Photo 4

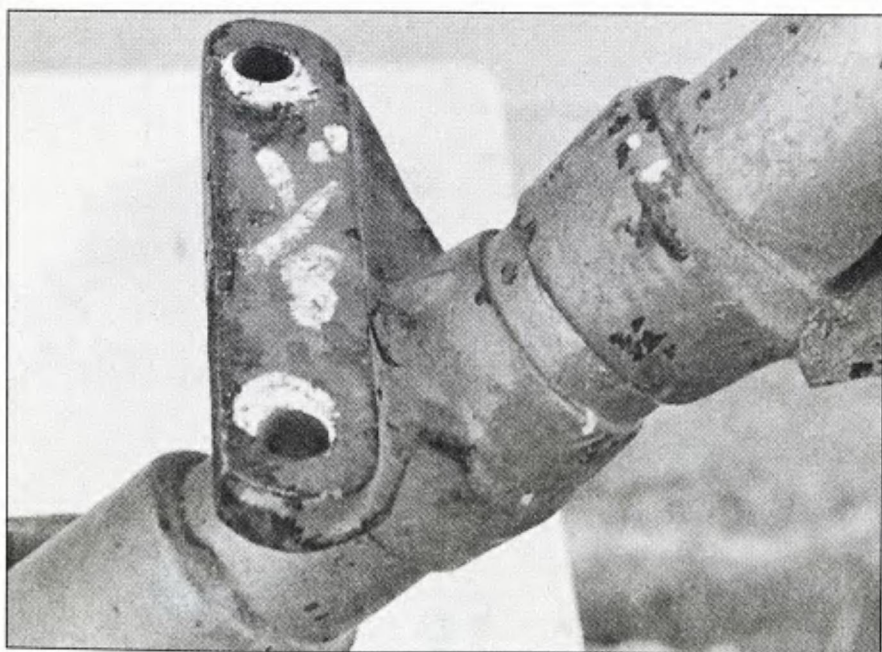


Photo 5

TECH TIPS

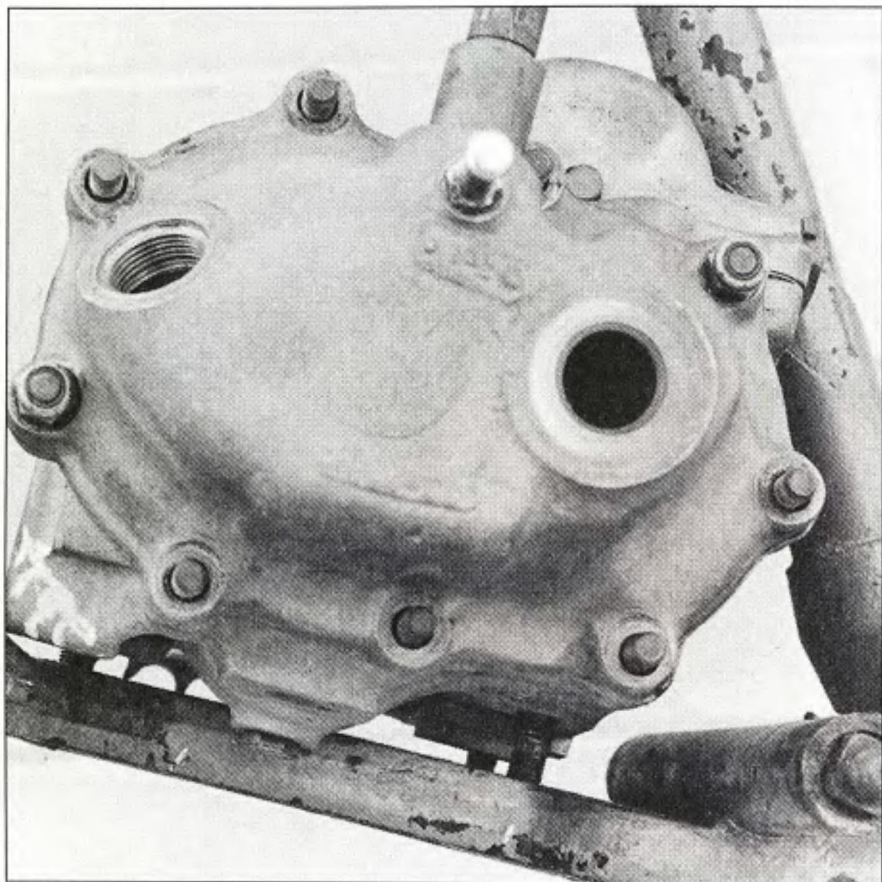


Photo 6

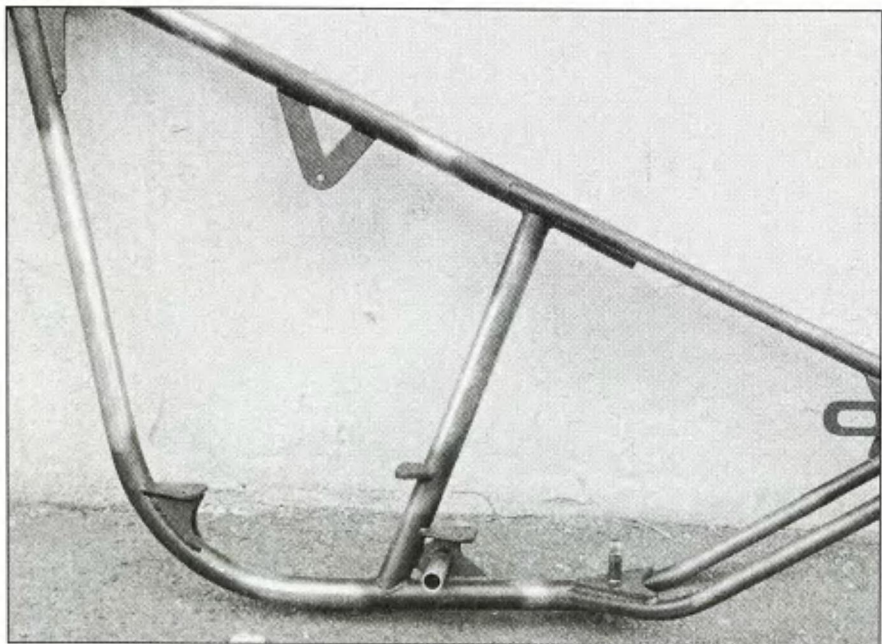


Photo 8

with flat steel stock, at least 3/8 inch thick (see arrow and dotted lines—4).

It's all downhill from there. Big Twin (74) steering races fit with shims. The VL front motor mount doesn't quite match Big Twin cases. Move bolt centers inwards about 1/4-inch each. And raise the boss about 1/8-inch (5). Don't just use washers under your cases. Make a shim that supports the entire surface to minimize stresses. Try Chevy starter motor shims. Check everything against your cases.

Four-speed transmissions fit; two gotchas. Radius the adjuster boss on the gearbox case rear to clear (see mark—6). And, the VL has no provision for the fifth

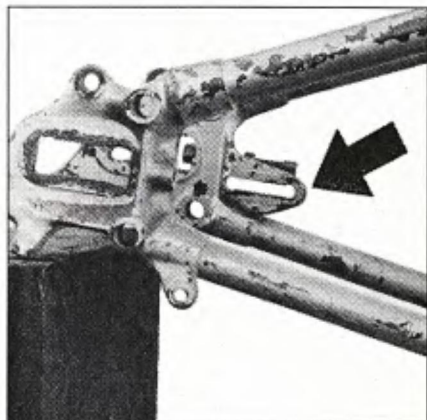


Photo 7

mounting bolt. There is a crossover shaft for mechanical brakes, though.

The VL rear axle area adapts readily—beef/widen the anchor (arrow-7) to fit the pin on early 74 mechanical brake plates. Or, go with custom alternatives.

If you can't scrounge a VL, don't despair. Modern aftermarket alternatives (8) feature cleaner fabrication, new metal and welding practically too pretty to bond. (Note: in stronger designs, the downtube turns into two ahead of the transmission mounting).

That way, you can still frame your late deep breather with a sensuous single-looper. And let ol' time VL-ers restore and ride unmolested. Forgiven, now?

—Jake

Special thanks to Bud Wiser for technical assistance.

Lead bike credit: owner/builder: Harry Bear Browne

TECH TIPS

THE B&H SHIFTER 25 Years Ago, This Was The Hot Ticket

While "hand clutch, foot shift" doesn't sound radical today, it was in 1947 for Harley. The pre-war tank shifter with a rocker pedal foot clutch was still being employed at a time when post WWII USA was bombarded with less expensive foreign motorcycles, all with modern hand clutch levers and toe shifters. Tank shifting a Harley through the gears while rocking the foot clutch pedal back and forth takes a certain knack and is

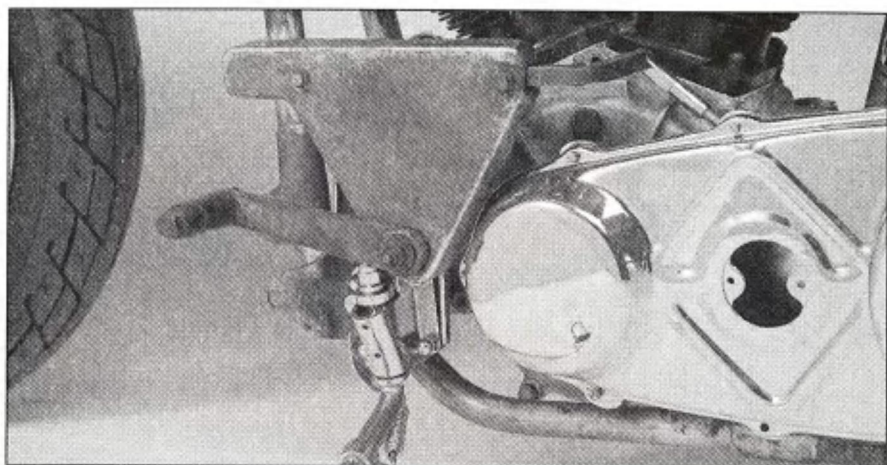


Photo 1

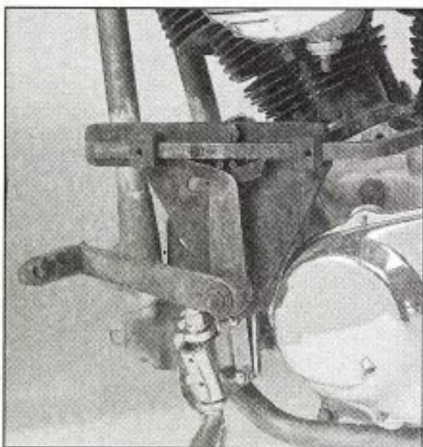


Photo 2

slow going by any standard. In search of quicker shifting, riders would often remove the foot pedal anchor spring that held the rocker clutch at bay. This modification required the rider to shift into neutral or keep his foot on the clutch pedal when at a stop. It was known as the "suicide shift."

In search of a solution for quicker, smoother shifting, a small company named Scientific Research in Portland, Oregon, developed the B&H Footshift (photo 1) conversion for Harley-Davidson Big Twins. A spring-assisted clutch booster was supplied to soften the hand pressure required to disengage the clutch. This booster was beefed up and incorporated by the Motor Company in 1953 when the factory introduced its hand clutch Big Twin model. The booster became known as the "mousetrap." B&H's conversion kit was a straightfor-



Photo 3

ward bolt-on accessory. The mechanic or rider needed some mechanical savvy to install it and get it adjusted. The mechanical shifter worked well, shifting through the gears with only an occasional misshift from an overzealous quick foot stab on the lever. The shifting bar notches on the mechanism were too shallow to catch and stop at each gear if the rider was too vigorous. The remedy was to get out the file and deepen the notches on the bar. Photos 2, 3, and 4 show the operation.

The Achilles heel of smooth operation was the lack of technology to overwhelm the heavy spring clutch in order for it to release properly to prevent clutch drag and gear gnashing. The hand lever was a one-to-one pull with a very short throw and did not provide enough leverage to disengage the clutch fully. The throw of the clutch arm

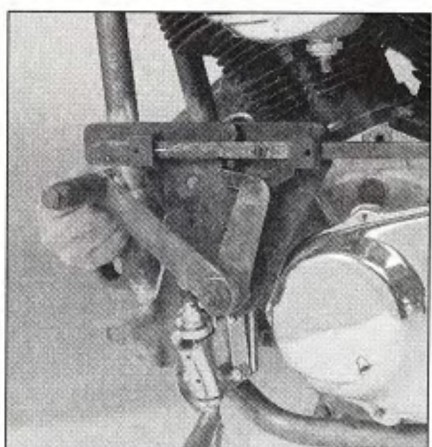


Photo 4

was longer than the hand clutch lever could achieve.

While there was a need to update the antiquated shifting method, the hand clutch release problem ensured the failure of the B&H to capture and overwhelm a hungry market, although the conversion got good marks for shifting. The photos depict an attempt to make a B&H work on the dicey Knuck. Randy, the owner of Milwaukee Iron, finally talked Bandit out of it.

—M.F. Egan

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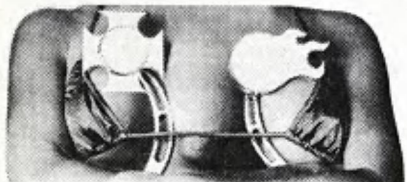
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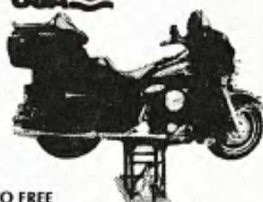
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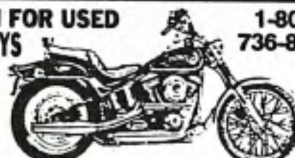
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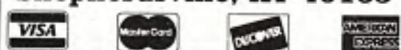
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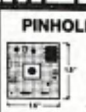
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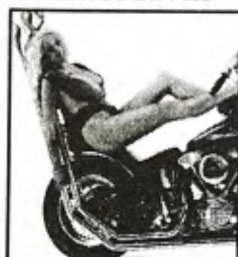
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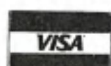
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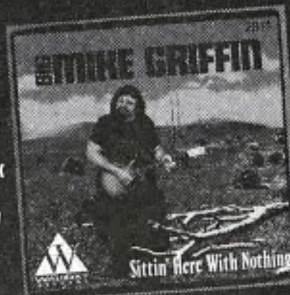
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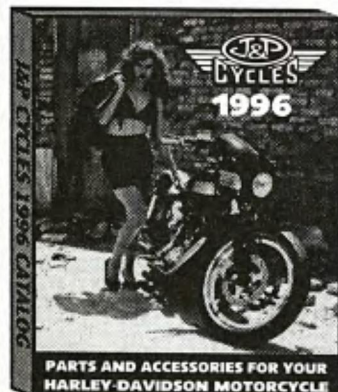
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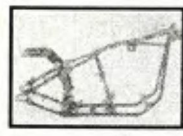
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STAFF RIDES

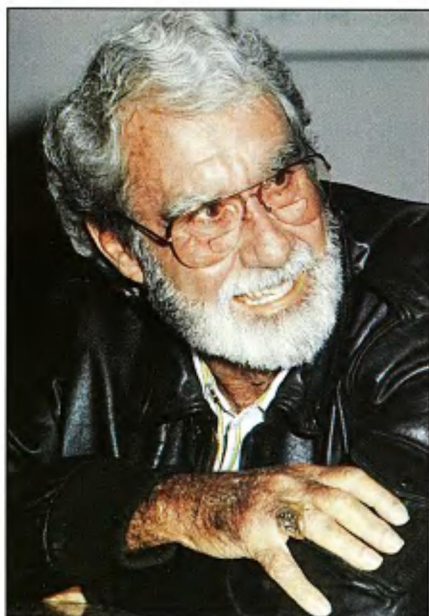


Photos: Pete Chiodo and Kim Peterson

LOU KIMZEY Cofounder

One of the originators of this rag you're reading, a man who conceived the idea of a magazine directed to a segment of society so small as to fit on the tip of a spark plug, had the coolest ride I'd ever seen when he pulled in for a fill-up at the Gulf gas station in Malibu back in 1974. Being as wet behind the ears as a flooded Bendix, I wasn't aware of *Easyriders*, much less that this black and chromed god of a bike, the very symbol of bikerdom, had been a cover feature bike (May '73). All I knew was that this behemoth of a man used to pull up on it and I'd carefully hand him the hose as he filled it himself. Since there weren't any windows to do, I'd stand there with a dumb look on my face and ogle the machinery.

It turned out that the bearded big man, whose size was intimidating but whose manner was not, was the editor and publisher of a magazine that was far more popular around the country than in its own backyard of Malibu. Later, when I became friends with his son, Louis, I was taken aback to find out that his dad was the quiet, friendly man on that huge



Harley, Lou Kimzey. I was also shocked to discover that he'd read some of my ramblings in a local paper. One day while hanging at their house, soaking up the Dead and some hooch, Lou generously gave me some copies of the *Columbia Journalism Review*, complimented me on

my writings, and encouraged me to continue my journalistic pursuits.

Big Lou used to let Louis putt that Jammer-built Knuckle around town, and more than once some of us local guys cleaned it up with him. Louis would point out simple details, like why it was called a Knuckle and what kind of rake and stretch it had, but even he couldn't exactly figure out the Linkert carb setting, and often we'd see him get launched while kicking it. No doubt about it, this bike was a man's machine.

Another of Lou's bikes that made the pages of the rag, serving as the first *Easyriders* "project bike," I am honored to say, eventually became mine. It was a rat Pan with Knuckle cases that Keith Ball had built in the formative years of both the magazine and his own custom bike career. It was, and is, a Bandit original. It has evolved over the years with help from various editors, Frank Kaisler, Don Pfeil, Dr. Twatburger, Woody, Savage, Keith Ruxton, and of course good ol' Bandit, from being the Office Rat to the Ram Pan, to its current Raider Rider statesmanship.

Lou Kimzey remains to this day a man who I look upon fondly as a combination father figure, boss, and above all, brother.

—Kim

STAFF RIDES

MIL BLAIR Cofounder

It was the summer of '59, and a stiff wind was blowing across the Plains. The warm sun beat down on the long ribbon of blacktop, causing the road to shimmer in distorted heat waves. Mil Blair leaned low over his bars to cut the wind and listened to his engine. He was heading to California with visions of sunny beaches and fun, star-filled nights in his head. It was "adios" to the ass-kicking winters of the Midwest.

Growing up in Minnesota, Mil began to ride at about age 15 when he got a Marmon motor bike, but eventually moved up to a Cushman scooter he shared with a friend. "They really got me going," he says about his first two-wheelers. The sight of a 1947 Knucklehead changed his life. "When I saw that bike, I had to have it," he explains, "and I knew we had to be together."

So in the summer of '59 and with \$60 between them, Mil and his buddy Joe Teresi set off cross-country. With pictures of beautiful sun-tanned babes, and easy-street living dancing in his head, Mil was on a mission to paradise, or so he thought. "When we got there, we were broke and lived in the bushes near Hermosa Beach," he says. "I put my last penny in a gumball machine, and it was the last food I ate." But being resourceful, "we found we could steal bait anchovies from fishermen to eat," he says. "To this day, I can't stand 'em." So being down and out, necessity called and the Knucklehead had to go for food money. "I sold the bike, then we jumped on Joe's BSA and went to a restaurant where we porked out," he explains.

It wasn't long before the two adventurers from Minnesota were back on their feet and building drag bikes. They could be seen regularly at the Lyons drag strip in Long Beach racing their machines. "We put a Buick engine in a bike and turned 160 in 9 seconds on gas. We had a lot of fun in those days," he says.

It was during those days that Mil and Joe met Lou Kimzey. The trio became entrepreneurs, producing one-off parts and selling them out of a Glendale machine shop. To augment the sales of the Jammer products they made, more



Photos: Raiko Hartman

exposure was needed, "so we decided to do a catalog," says Mil. The catalog proved to be the forerunner of *Easyrider*s and Paisano Publications. Seeing the need for a motorcycle magazine within the biker world, the three pooled their genius and filled a void.

"We laid the magazine out on the floor of a warehouse and pasted it up by hand," says Mil. The magazine was originally distributed in 1971 by Dell, and the first run of 100,000 proved to be successful. "Now, a first edition is worth \$150."

Businessman, entrepreneur, master builder, and biker are only a few ways to describe the life of Mil Blair. From delirious cross-country putts to Daytona and Sturgis and Mexican adventures with local clubs, to constant run-ins with the law, Mil experienced it all. "While others were writing about it, we were living it," he says. "One month I was stopped 60 times and harassed by the cops because I had long hair and a beard. One time, I got a ticket for going one mile over the speed limit. It was constant harassment in those days."

"We were on the leading edge. It was sex, drugs, and rock 'n' roll. We survived, but a lot didn't." Now with all his raging days behind him, mellow Mil is married with three kids and continues bike building, with more than 100 customs to his credit.

Looking back at his life as a biker, Mil says, "With all the crazy stuff we did ... I'd do it again, but maybe a little differently."

—David Loco

MIKE LICHTER Photographer

I seriously doubt that a photographer for a motorcycle magazine—even if it is the number one motorcycle magazine in the world—will go down in the annals of art history. Mike Lichter probably doesn't have the time to worry about it, but if there is any justice in the art world, Mike's work would be framed and hung alongside a painting by Toulouse-Lautrec.

Hell, Mike's '71 FX/chopper/rat bike/equipment hauler should at least get honorable mention in the Guggenheim. He acquired the FX back in '77, and in one year traveled from Boulder, Colorado, to the East Coast and back, and then twice to the West Coast and back. These days he spends more time on borrowed bikes than his own since two-thirds of his year is spent traveling via airplane. This, after once shaking every screw out of a Nikon camera riding his FX to New York—not to mention the unbearable task of finding a stylish location for the tripod.

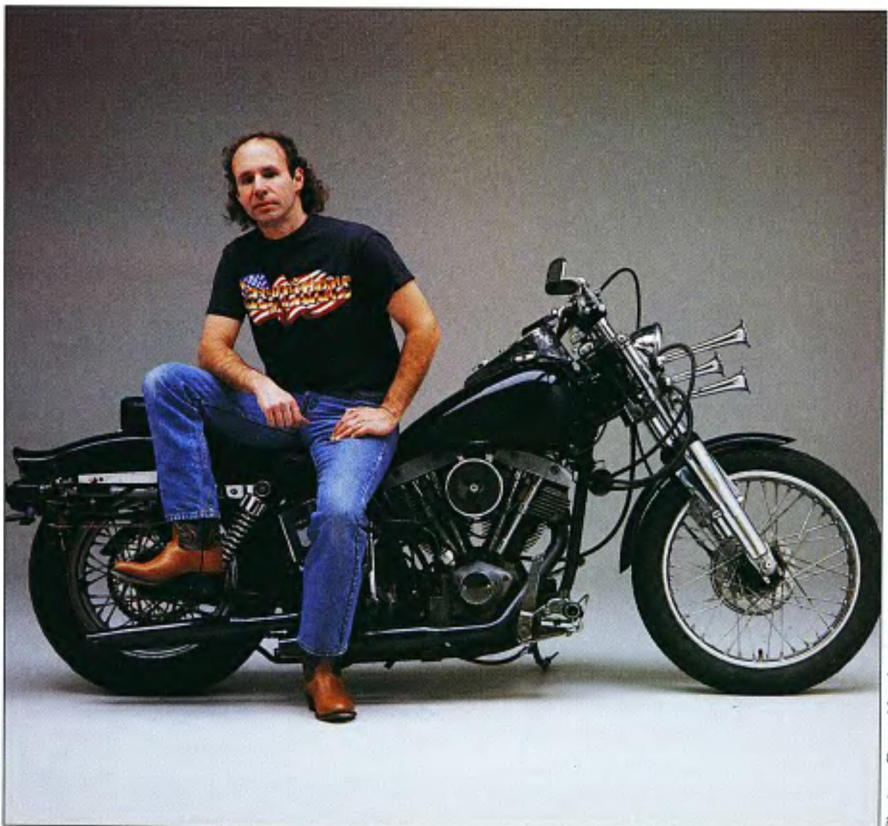
If artistic merit alone isn't enough, Mike is also known amongst his peers as the hardest-working man in the biz. He has covered the Sturgis Rally all but two years since 1981, and he's been behind the lens in Daytona Beach for the last 13 years.

Considering that he started his journey at *Easyriders* back in 1977, while helping Billy Tinney set up a cover shoot, it all adds up to a rather impressive example of good ol' fashioned work ethics.

After two decades of pounding the pavement for this rag, Mike feels privileged and loves to work at *Easyriders*. He says the variety of traveling to rodeos, shows, major events, different studios, and all points in between has kept it exciting. He is currently perfecting his technique of shooting riders behind him while riding.

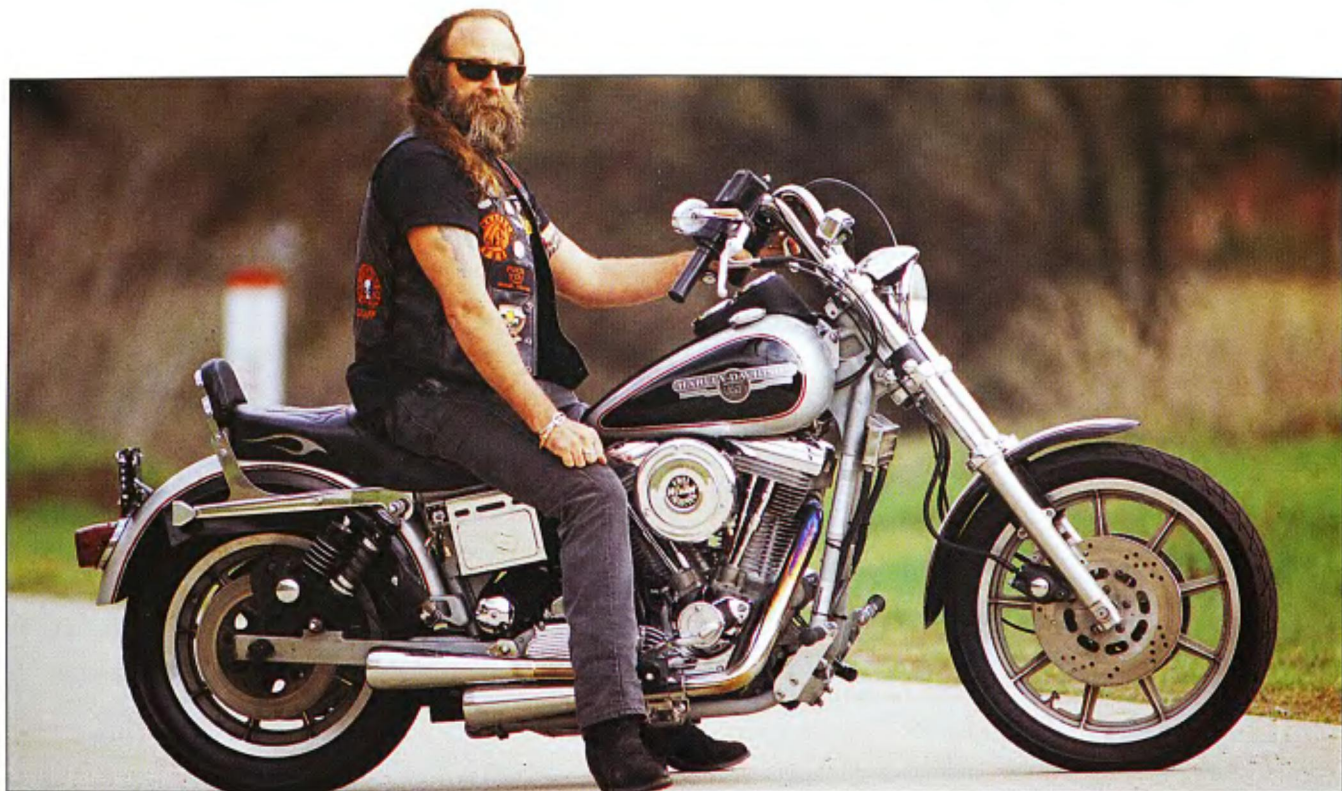
To Mike, getting that one perfect shot is serious business—the shot that cannot be had by someone who does not know the exuberance of having a fine-tuned machine on a straight road at sunset in August. To Mike, it is art.

—Flynch →



Photos: Doug Kamicar

STAFF RIDES



Photos: Doug Mazell

GREGG DANIEL Bros Club National Director

Have you ever wondered whose faces were behind the wild pseudonyms (like Sheetmetal, Elbow Grease, Brainlock, and Speed) in *Easyriders*, or wondered who had the chore of reading the Fox Hunt theses, or wondered if Spider really played tennis, or wondered whatever became of me. I'm living ... er, sorry.

Well, I'm afraid I can't give away all the secrets, but I can tell you that "Speed" is actually Gregg Daniel.

You might remember Gregg as the former managing editor, but after 15 years of whipcracking, he decided he needed a change and became the national director of the Bros Club.

Gregg got into riding the old-fashioned way, he was born into it. He was birthed on the luggage rack of a 74-inch Knucklehead (maybe not) and since his folks were bikers ... natch, he rode too.

Gregg has ridden every brand of motorcycle, for perspective purposes, and has test-ridden every new Harley for the last eight years. His current ride



is an FXDC with the special edition silver frame and a customized rear fender compliments of a dumb kid at a stop-light in Gardena. Makes you wonder how he got his nickname "Speed."

Gregg likes to race though, and will race anybody. Gregg's recent vice is trying his luck at the dragstrip where the staging tree separates the men from the supermodels.

Gregg says he loves the camaraderie and pride he feels working for the greatest motorcycle magazine in the world, not to mention the freedom and opportunities it has brought him. For instance, last year, he was able to work as a part of the *Easyriders* Rodeo crew which enabled him to pursue his hobby of collecting tattoos more frequently.

Now, knowing that Gregg is really Speed might not change the world, unless you bet your bros a new Pat Kennedy frame that you knew Gregg's alias, but aren't you glad you know?

You can find Gregg at most *Easyriders* events promoting the Bros Club and signing up new members. Stop in and say "Hi" and tell him Venus sent ya.

—Flynch

KIT MAIRA Video Director

You've all heard the tales of the biker who filled his gas tank before his bike was stolen or the biker who ordered a shipload of bike parts minutes before receiving an IRS audit notice in the mail.

If you recall, our cowboy boot-wearing hero, Kit Maira, had just dumped an entire wad of money in order to finish his suicide shift 1970 FLH before a 20-year-old nut case driving a Toyota in the San Fernando Valley bludgeoned Kit and machine into an inorganic inferno in a case of mistaken identity. Seems the driver mistook Kit for the Devil.

Sure, Kit used to be the road manager for rock bands like X and The Cramps, and has been directing the *Easyriders* Videos for the last seven years. And sure, Kit's future plans are to put *Easyriders* Videos on cable TV and then run for Congress (really). But still, it shouldn't be that hard to distinguish him from the Devil.

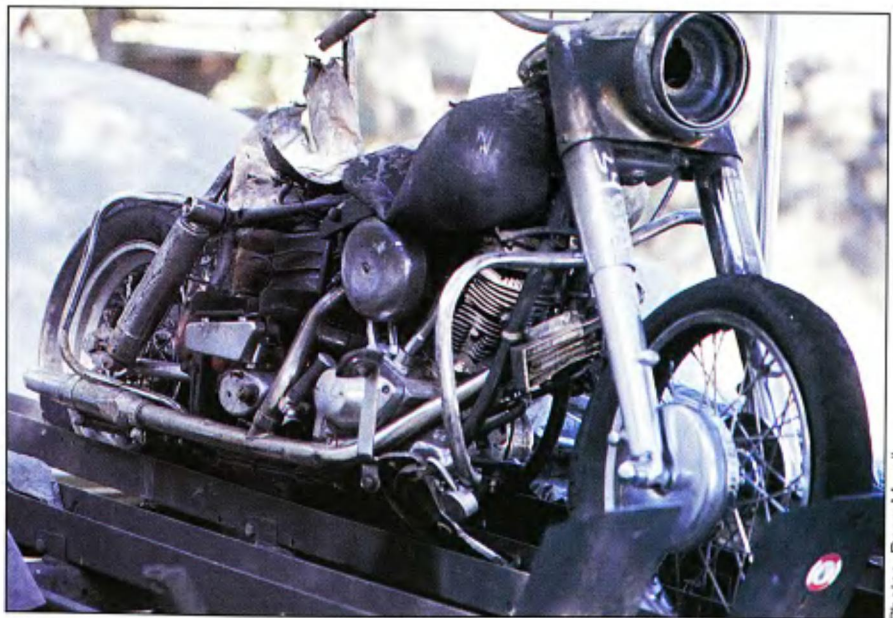
Mere mortals may have stopped riding at this point, misconstruing the wreck as a message of metaphysical proportions. Kit, being of grander beliefs, not to mention a card-carrying Weasel, set the wheels into motion, literally.

The Shovelhead was damaged severely and would not be a quick repair, so Kit purchased an Ultra Glide on the payment plan because he couldn't harbor the thought of being without two wheels.

It was at this point the teardown, salvage or discard process began on the FLH. Kit had freshly rebuilt the engine before the concrete furrowing happened but had to tear the engine back down due to fire and smoke damage sustained in the collision. The same went for the transmission. Doctor John from Anaheim, Calif., handled the frame straightening and powdercoating chores, while brother Weasel, Len Lochmiller from Titan Cycles, cast the candy apple blue paint with red and white pinstriping.

South Bay Chrome in Whittier did the chrome work on what was salvageable. The "world's smallest seat" was crafted by famed saddle stitcher Bob Le Pera.

Kit says he hasn't kept up on the



Photos: Doug Mazell

whereabouts of the lunatic who took destruction license on his person and machine. "I could go on hating the guy but that wouldn't get me anywhere. Besides, I had a wrecked bike to build." Five days before the photo shoot, Kit was still digging through his parts bins

looking for a brake anchor, making frantic calls to his machinist, and had not installed his sheet metal.

The moral of this story: Just because you're finished, doesn't mean you're done.

—Flynn →

STAFF RIDES



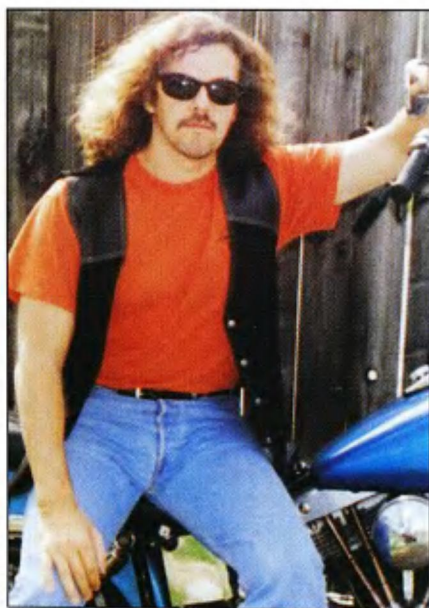
Photos: Keith Lowther

KAI RAECKE International Editor

Born in Austria and raised in Bavaria, Kai (aka Red Baron, even though nobody ever calls him that) has brought a truly international flavor to *Easyriders*, sorta like pastry filled with sauerkraut. Often mistaken for Hitler's grandson, Red actually has a knack for insulting everyone equally, regardless of creed or color.

Some eight years ago, *Easyriders* had the great fortune to discover Red's talents, claim him for its own, and make him what he is today: *Easyriders'* International Editor, a founding member of the infamous Weasels, and an all-round man-about-his-cubicle. His impressive command of the American biker lingo ("Hey, Loutmou, vanna go push a train?") and vast technical knowledge ("Goot beer should always be drunk at room temperatchoor!") have made him the darling of the international biker scene.

He is also known for his daredevil stunts when riding his 1980



Shovelhead, which he lovingly calls his "Dreckschwein," that have lesser men trembling in their boots. Even road-hardened, tough-as-nails he-bikers like Clean Dean have shed tears when spotting Red's brazen maneuvers, such as riding to work

with a missing fork slider pinch cap, or on tires that are so thin and worn, they defy the principles of physics. "Vat you vant, it's a Shuffel, it's zuppose to looz zings," grumbles Red as he replaces another lost exhaust head bolt. His titular rise in Paisano's structural confines has truly been stellar. "Titles are cheaper zan raises," explains Red. "Maybe I will be able to afford proper maintenance for ze bike ven I become ze vice president for intergalactic affairs in zis lousy joint."

Red hasn't attended many runs or rallies on his lowered, much "modified" Shovelhead lately, primarily because no one wants to help him tow all his tools and parts along for the inevitable "pitch stop," as he calls it. That's when his riding partners pitch a tent while he looks for and replaces another part that has vibrated off.

By the way, Red is also trying to restore a '58 XL Sportster, so if anyone out there has any (and I mean any) parts for him, let us know, because the way Red is going, we'll all be six feet under before he's finished (or vice president for any affairs).

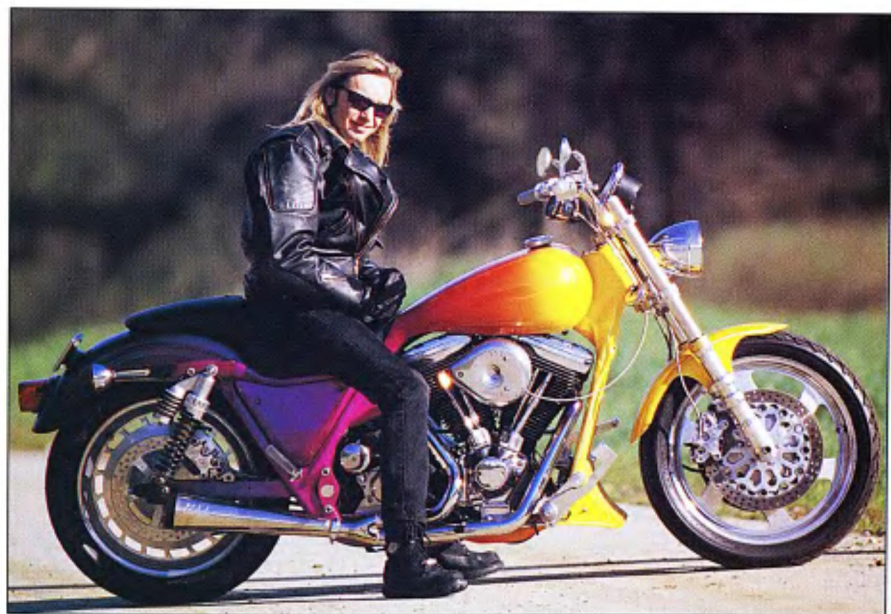
—Red's only friend



ROGER VAN WINTER *In The Wind* Art Director

Our *In The Wind* art director, "Rocket Roger" Van Winter, has been riding kick-only, rigid-ass, white-knuckle, ball-blisterin' old Shovelheads (as seen in *Easyriders* Video #24) damn near since he garnered his first conscious thought. But after landing a permanent art director gig with Paisano Publications two years ago, and being surrounded by the finest street iron on planet Earth, the bedazzled bro set his sights on a custom FXR.

Rocket Roger figured there were only so many good miles left on the ol' spinal column, and it was time to update the old mare to a new stallion. The steed he eventually roped and Hog-tied from Bartels' corral is a fully modified 1987 FXLR—with major fabrications from Burchinal's Performance (Anaheim, Calif.), a Technicolor paint fade by Lee at X-calibur, and NASA-precision pin-striping by the supernatural hands of Darrel Pinney. A trick performance package, including a 2-into-1 Super-Trapp and an ultra-close ratio high-



Photos: Doug Mazell

performance tranny, roasts the 170 rear skin as the V-twin-powered projectile evades blue-haired cagers across the damnation alley otherwise known as the San Fernando Valley.

It's no wonder our wild Weasel bro gets to work hours before Clean Dean

and Ol' Blue even think about rolling out of the sack. One glimpse at those Edgar Winter-looking vapor trails of our bro flying into daybreak like a white-line banshee, and you'll know why they call him Rocket Roger.

—Clay Dog →

STAFF RIDES



Photos: Doug Mazell

CLEAN DEAN SHAWLER *Biker Editor*

Clean Dean Shawler became a member of the Paisano staff back in January of 1989. He worked and Weaseled his way up the proverbial company ladder, and has been the editor of *Biker* magazine since issue number 102, February 1992.

Dean's a Vietnam veteran, and was residing in Council Bluffs, Iowa, prior to coming to California. He's still a member of ABATE of Iowa, and was an active member for many years, playing a big part in initiating its rebirth about 13 years ago.

One of Dean's proudest achievements was being a member of the *Easyriders* Streamliner crew. In 1990 they acquired, and still hold, the title and record of being the "Fastest Motorcycle In The World." Clean ain't really all that clean, 'cause he's got a big colorful tattoo on his right arm commemorating that achievement.

Dean's trusty Shovelhead, Ol' Blue, was built in 1973, and has been with him for about 15 years. She came to



California from Iowa in the back of Dean's pick-em-up truck. This Shovelhead originally came from Escanaba, Michigan, and was a stock, black, full-dress FLH. Dean couldn't leave her like that, though, so she immediately started goin' through the changes, and there's been a lot of 'em over the years.

Now she's a hard runnin' 80-incher with Evolution wheels and rods. Some of the other changes on Ol' Blue are: a half-inch rake in the neck, 6 inches over-stock wide glide front end with a 19-inch mag wheel, Rivera SU carburetor with an S&S air cleaner, enclosed primary belt drive, flat rear fender with struts, and a small FX-style windshield.

Clean recently acquired another Shovelhead, an '83 FLT affectionately known as "New Blue" that'll be handlin' most of the miles while Ol' Blue gets a much-needed facelift. Plans are for a radical stretch and de-rakin' job with some new paint (blue, of course).

One day (not real soon) you'll have the opportunity to view the "new-do" on Ol' Blue in *Biker* — the magazine for and by dissenting adults.

—Pond Scum

CLAY DOG

Associate Editor

A Sportster junkie! The enigmatic Clay Dog has always been partial to classic '60s-styled radical Sportys—similar to those featured back in this rag's shameless dark ages. He muses that the way he stumbled onto this '65 XLCH was something straight out of Arthurian legend. The ride's original owner had died and left the ironhead Sporty with a doubled-edged fate. Any brother who attempted to kickstart the beast—no matter how much girth he carried on his bones—couldn't get the steel pony to so much as cough, sputter, or spit. And in one case, the CH literally sent a 6-foot-6, 270-pound bro to the hospital with a snapped leg.

After that, the gauntlet was thrown down and the challenge was on. Kickstarting the monster to life became tantamount to ripping Excalibur from the legendary rock. Hardcore Southern California scooter jockeys from Oxnard to Eagle Rock (the bike's former stompin' grounds) mounted the carp-scaled beast and tried their damndest to get that magneto-powered, Linkert-carbureted creature to fire. Then, after the stubborn sled laid another Goliath-sized bro's calf open to the bone, the .30-over-piston, unforgiving putt was incarcerated and sentenced to a life of gathering cobwebs and dust in the nether regions of a Simi Valley, California, garage.

Meanwhile, Clay Dog's crusty billfold had just enough hard-earned poker scratch to pay Ol' Red a visit. Having been warned that the cantankerous sled would most likely shatter his ankle—not to mention the four-cam man's fragile pride—he said it had been so long since he'd been on a lucky streak he had nothing to lose. Somewhere around kick number 187, the mighty red beast coughed, sputtered, spit and finally—like Excalibur of old—slid out from the rock. The Dog stripped her down, freshened her up, and Ol' Red has been faithful to him ever since.

—Chaplin →

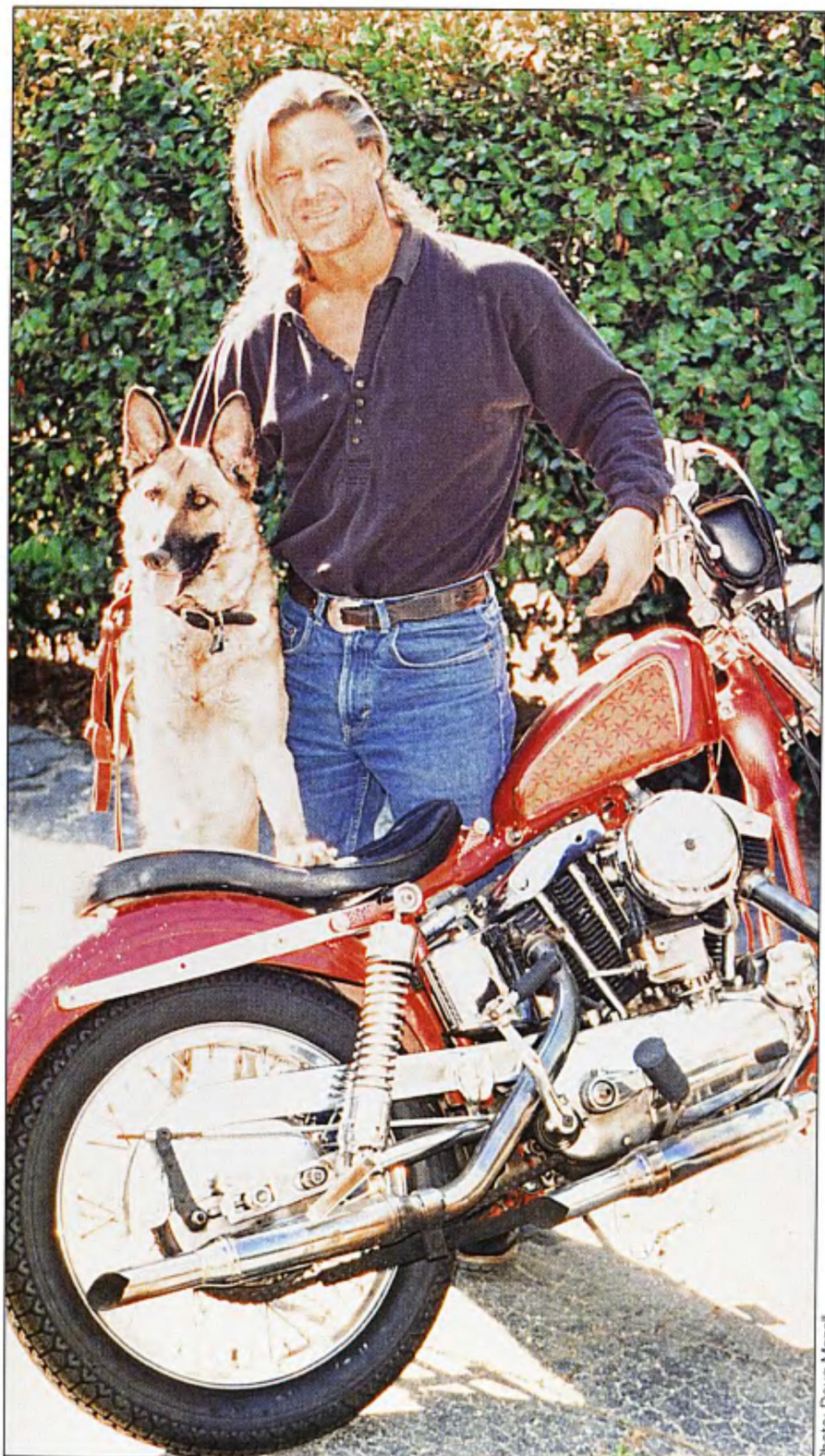


Photo: Doug Mazell

STAFF RIDES

BILLY TINNEY

**Photographer,
Tattoo Editor**

I'm not a gambling man, but I'll betcha you're sitting there reading this thinking, "These guys are incredible. Hell, I remember seeing these names in *Easyriders* ... jeez, has it been that long? I would have thought these guys had settled down and taken some cushy job behind a desk."

Not Billy Tinney. The man is made of things that I can't even mention in print. Besides, I don't want Billy riding out to Cincinnati to beat my ass over it! He's from Texas, ya know. Really though, Billy is a helluva nice guy and cuts right to the chase. He says he traded a sawed-off shotgun for a camera with which he shot a club run (with the camera, that is). That was 24 years ago. He sent the pictures to *Easyriders*, received a big check, and has been a constant presence at the magazine ever since. Billy is now the editor of *Tattoo*, but he shoots for all of the Paisano publications.

Daytona used to be Billy's favorite event to shoot. He never missed a Bike Week from the late '60s to the '80s, but has since added Sturgis to his repertoire as well as the *Easyriders* Rodeos and tattoo conventions. Billy still says nothing compares to shooting the girls (with the camera, that is). He says he generally just likes being able to travel around with his companion, assistant, and confidant, Tammy Robinson, doing the job he likes to do. Can't argue with that logic.

Billy has the same bike he rode 24 years ago, a '71 Super Glide that he bought brand-new, complete with a nighttrain rear fender, which he immediately discarded after one ride. It is currently being restored to its original condition from parts Billy has been collecting from all over the country for a few years now—nighttrain rear fender and all.

Nope, I'm not a gambling man, but I'll put my money on the fact that this Texas tornado won't be slowing down anytime soon. He's just not that kind.

—Flynn

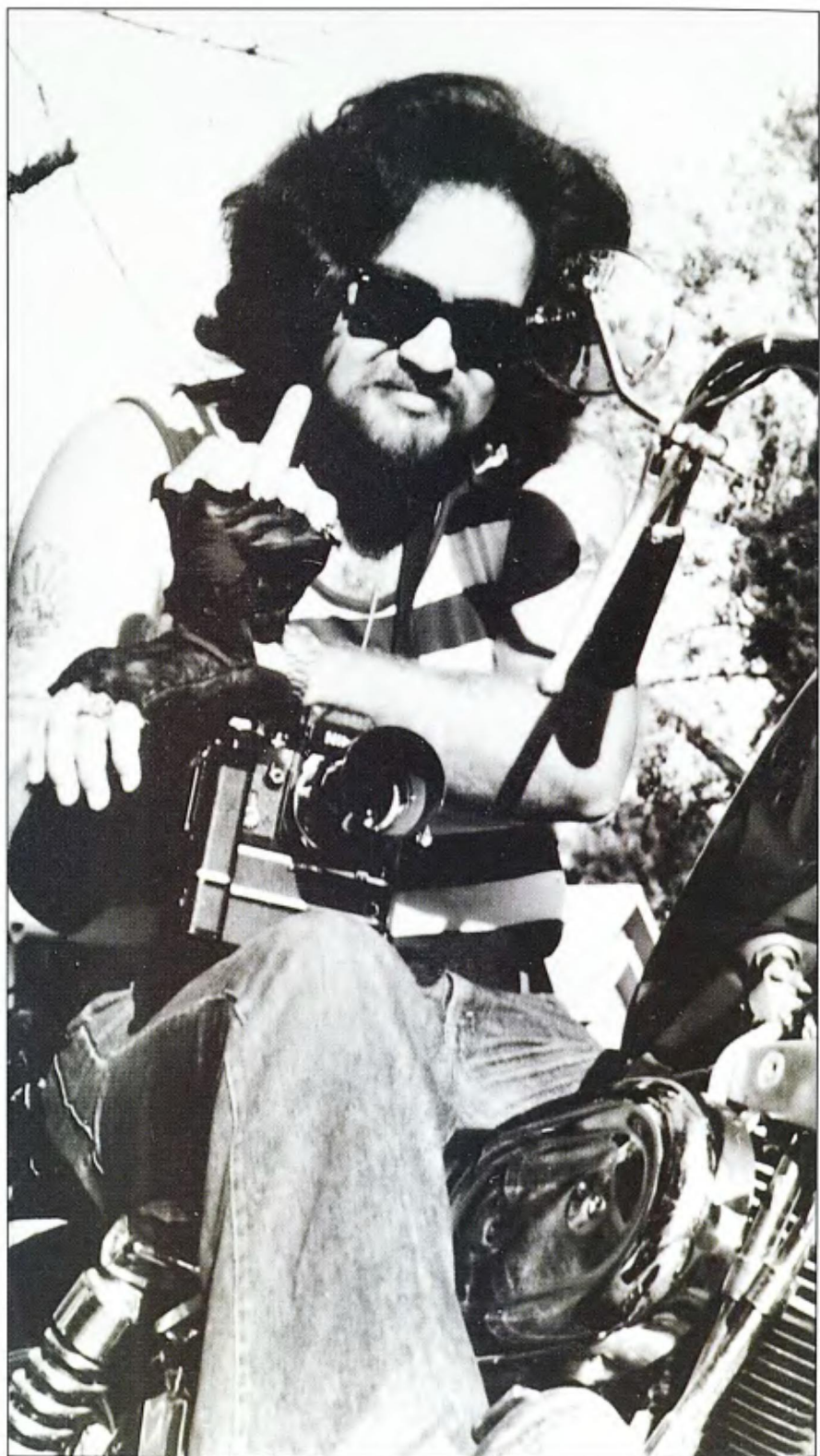


Photo: Billy Naylor



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PARTY!

We're throwing one helluva party, the kind a 25th Anniversary calls for. We're celebrating an historic event...a quarter century after printing its first issue, *Easyriders* is still alive and kicking. Like you, our readers, we've survived the roller coaster ride of the last twenty-five years, hitting the high spots, and sailing over the whoa-look-outs. It's been a gas, a hoot, one long unending ride that you helped make possible. We'd like to thank you by inviting you to our first nation-wide ride-in party. We've got \$100,000 in *Easyriders* goodies for you to win at one of the party centers. Plus you'll have an opportunity to buy a ticket to help the Juvenile Diabetes Foundation and win a Custom Harley-Davidson.

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FREE FOOD & DRINK!
\$100,000
IN DOOR PRIZES!
WIN
A JDF CUSTOM
HARLEY-DAVIDSON!

Who's invited?
 You are.

Where's the Party?
 At an Easyriders store near you.

When's the fun start?
 June 14, 15, 16, 1996

No Need to RSVP.
Just come on in.
We're expecting you.

Remember...free food, free music, free drink...and \$100,000 in prizes divvied up between the party stores. We'll have our staff and camera guys there to snap photos of the action so you might see yourself in the pages of *Easyriders*. But only serious partyers need apply!

Easyriders 25th Anniversary Nationwide Celebration!

EASYRIDERS OF SCOTTSDALE
 3748 N. SCOTTSDALE ROAD
 SCOTTSDALE, AZ 85253
 (602) 947-4423
Friday, June 14, 1996
 10 a.m. - 7 p.m.

EASYRIDERS OF MELROSE
 7450 MELROSE AVE.
 LOS ANGELES, CA 90046
 (213) 658-8817
Saturday, June 15, 1996
 11 a.m. - 6 p.m.

EASYRIDERS OF CAMARILLO
 850 VENTURA BLVD., STE 702
 CAMARILLO, CA 93010
 (805) 383-1041
Saturday, June 15, 1996
 11 a.m. - 6 p.m.

EASYRIDERS OF FRESNO
 5155 N. BLACKSTONE
 FRESNO, CA 93710
 (209) 222-7467
Sat. & Sun., June 15 & 16, 1996
 10 a.m. - 6 p.m.

EASYRIDERS OF SAN DIEGO
 527 10TH AVE.
 SAN DIEGO, CA 92101
 (619) 234-8547
Saturday, June 15, 1996
 Noon - 7 p.m.

EASYRIDERS OF DAYTONA
 605 MAIN STREET
 DAYTONA BEACH, FL 32118
 (904) 238-1645
Sunday, June 16, 1996
 10 a.m. - 6 p.m.

EASYRIDERS OF CHICAGO
 150 RAND ROAD
 MOUNT PROSPECT, IL 60056
 (847) 506-1234
Saturday, June 15, 1996
 10 a.m. - 6 p.m.

EASYRIDERS OF NEW ORLEANS
 4212-30 VETERANS BLVD.
 METAIRIE, LA 70006
 (504) 887-6968
Saturday, June 15, 1996
 1 p.m. - 6 p.m.

CAPITOL EASYRIDERS
 8095 SNOUFFER SCHOOL RD.
 GAITHERSBURG, MD 20879
 (301) 670-4644
June 14, 15 & 16 1996
 Noon - Dusk

EASYRIDERS OF DETROIT
 120 N. MAIN
 MOUNT CLEMENS, MI 48043
 (810) 783-7300
Sat. & Sun., June 15 & 16, 1996
 Noon - Dusk

EASYRIDERS OF THE OZARKS
 4240 SO. FREMONT ST.
 SPRINGFIELD, MO 65804
 (417) 883-6006
Saturday, June 15, 1996
 Noon - 6 p.m.

EASYRIDERS OF ST. LOUIS
 14912 MANCHESTER RD.
 BALLWIN, MO 63011
 (314) 230-6400
Saturday, June 29, 1996*
 Noon - 5 p.m.

EASYRIDERS OF FAYETTEVILLE
 4424 BRAGG BLVD.
 FAYETTEVILLE, NC 28303
 (910) 864-8811
Sat. & Sun., June 15 - 16, 1996
 9 a.m. - 5 p.m.

EASYRIDERS OF LAS VEGAS
 4600 WEST TROPICANA
 LAS VEGAS, NV 89103
 (702) 368-7808
Saturday, June 15, 1996
 Noon - Dusk

EASYRIDERS OF CLEVELAND
 1275 W. MAIN ST.
 CLEVELAND, OH 44113
 (216) 241-7800
Saturday, June 15, 1996
 10 a.m. - 8 p.m.

EASYRIDERS OF COLUMBUS
 611 E. BROAD ST.
 COLUMBUS, OH 43215
 (614) 224-9400
Saturday, June 15, 1996
 10 a.m. - Dusk

EASYRIDERS OF MEMPHIS
 5124 POPLAR AVE.
 MEMPHIS, TN 38117
 (901) 767-7433
Saturday, June 15, 1996
 9 a.m. - 6 p.m.

EASYRIDERS OF AUSTIN
 9325 BURNET ROAD
 AUSTIN, TX 78758
 (512) 832-8022
Saturday, June 15, 1996
 9 a.m. - 8 p.m.

OUTSIDE OF THE UNITED STATES
AMERICAN LIFESTYLE ALD
 VLASSENHOUT 3-5
 INDUSTRIAL ZONE
 DENDERMONDE, BELGIUM
Sat., June 15, 1996
 9 a.m. - 10 p.m.
Sun., June 16, 1996
 10 a.m. - 7 p.m.

*Later Date due to conflicting event in their area.

More locations to be announced...



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25th Anniversary
LIMITED EDITION

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Easyriders 25th Anniversary Celebration Request Form

- ☐ YES! Send me _____ 25th Anniversary commemorative coins at the face value of \$25 per coin.
- ☐ I don't want the commemorative coin, but I do want to party on June 14-15-16, 1996. Send the location and details of the *Easyriders* party nearest to me. I have enclosed a self addressed return envelope.

Name _____

Address _____

City _____ Country _____ Postal Code _____

Phone # ()

Please send me _____ coins @ \$25 each.....\$ _____

CA residents add 8.25% tax.....\$

Shipping & handling (U.S. \$2.00, Canada & foreign \$5.00) \$

TOTAL \$_____

- ☐ Payment enclosed (International money orders in U.S. FUNDS ONLY should be made out to PAISANO PUBLICATIONS)

Charge my: ☐ Visa ☐ American Express ☐ MasterCard ☐ Discover

[illegible]

Expiration date: _____ Signature _____

(Required for credit card orders)

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Tel. 818-889-8740 & Fax # 818-889-4726



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Ask about Boyds Billet Swingarms,
matching Brake Rotors and Pulleys
also available through Sullivan Brothers.

WORDMONGER

continued from page 64

More on Belushi [November 1982]

What you wrote about John B. was for the most part right on. Actually, Johnny was once the proud owner of a BMW R-65, and he also enjoyed taking a putt once in a while on my old FLH.

A partying fool and a real funbag he was, but he had a quiet, home-loving, book-reading side, too.

Regarding his premature demise: His ol' lady and I knew him better than anybody, and we know he didn't like spikes. It is our belief that, although he may have willingly submitted to it by someone else's hand, he was incapable of performing the intricate maneuver of self-injection.

We're convinced that the individual or individuals who were with him at the end miscalculated the mixture, banged him, and when respiratory problems resulted, this individual or individuals split in a panic and left him to succumb.

In any case, the man packed 66 years into 33, and remembering him gives me a solid laugh every day.

Dan Aykroyd
Universal City, California

Us too.

Takin' Care Of Business [January 1983]

I make a livin' with 18 wheels and take my pleasure with two. Ran up on a DOT check a while back on the East Coast. Since I wasn't exactly legal, I was worrying about having enough bucks to pay the fine. Spying my *Easyriders* on the dashboard, the officer asked if I was through with it. I said sure and handed it over. Takin' it, he waved me on through the checkpoint. Without looking back, I hit the pavement and fired one up in honor of *Easyriders*.

Dopey
Sulphur Springs, Texas

A Little Help [July 1983]

My ol' lady works for the DMV up here in Vancouver. The other day a guy came in looking for information on the helmet laws in Canada. After unsuccessfully looking for the info in their files, my ol' lady sent the guy down the street to buy *Easyriders*.

Ron Chayko
Vancouver, British Columbia

Hal Robinson, R.I.P. [August 1984]

Just read the obit on Hal Robinson. I haven't felt this bad since some fucker ripped off my Wide Glide back in '81. My heartfelt sympathy goes out to the family and bros of this talented artist. Whatdafuck will it be like without Red Rider?

Joe Haggard
Atoka, Oklahoma

Office Tits [December 1984]

After you published the tit sizes of your office muff bunnies (August '84), I wonder how you guys get any work done with all those big tits bouncin' around.

Hogger
Schwaebisch Gmeund,
Germany

Spider does the hiring—does that tell you something?

Ask Mutha [January 1985]

Ask Mutha what she douches with.
Barbara
Scio, New York

Drano.

Spider's Birthday [May 1985]

At last! My search may finally be over. When I got the 1985 *Easyriders* calendar, I found that Spider and I have the same birthday: March 25. Imagine my elation. They told me my twin brother was eaten by hogs soon after his birth. I never really believed that story and knew that some day I'd find my long-lost bro.

Zipper
Racine, Wisconsin

They puked him up—he'd gag a maggot.

Dear Ol' Mutha [July 1986]

Mutha, you were the best thing that ever happened to this rag. I'll miss ya.

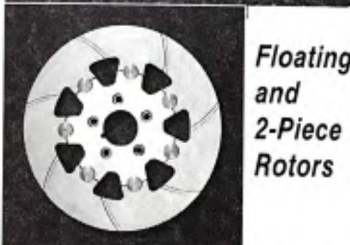
Snake
Portage la Prairie, Manitoba

Lighting Farts [August 1986]

Your article on farts (May 1986) was accurate except in one respect. Never—repeat, never—light a fart while naked. Do that and you'll risk a backlash that'll make ass-kickin' chili look like Gerber's strained peas. The flame will travel into your anal pore and literally blow your

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BOTTOM:

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quad
piston
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ass away. If you're going to play the flaming asshole, put on a tight pair of BVDs, lay the match by your ass, and fire the air slug. The skivvies act like a flame arrester and prevent unwanted occurrences. Don't use boxer shorts—just good ol' American BVDs.

Tin Man
Zion, Illinois

It's true. It's in the Scriptures.

Man Of A Few Words [October 1987]

Fuck!
P.S. I'm pissed off at something but not sure what yet!

Mike "Mad Dog" Kobel
Warrensburg, Missouri

Bad To The Bone [August 1987]

Concerning your "Ol' Lady Of The Century" feature (April 1987), I hate to be the muthafucker who brings bad news, but there's something you oughta know about that bitch—she's a guy.

Bob Paris
Oklahoma City, Oklahoma

One sack of bones looks like another to us fuck-ups.

Rufus 1969-1987 [May 1988]

Real sorry to hear about Rufus. I loved him like he was my own dog. I even took the rest of the day off from work when I read about him in the rag.

Firewalker
Elyria, Ohio

More Tongue Swappin' Tales [May 1989]

Kissing guys (brothers) on the mouth, tongue-to-tongue, has been around for a long time. Where've you been? It goes along with the lifestyle that we lead: We do what we want and we don't care what Joe Citizen thinks; i.e., we make our own rules. Just the fact we look the way we look and ride the bikes we ride sends a message to our society. We don't give a fuck what they deem appropriate or acceptable. We are a free people not bound by others' social mores. Granted, not all bikers kiss mouth to mouth.

Brotherly love, a show of respect, or contempt for society—whatever, it's freedom of choice. So if all the "brothers" in the bar you frequent are wearing

leathers and there ain't no bikes outside 'cept maybe some rice rockets, you just may be too close to San Francisco.

The Original Mr. Crude
Winters, California

Streamliner Video [August 1990]

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

Jim "Boomer" Kalwoda
Lyons, Illinois

Wet Theater [February 1991]

I've been in the Navy for 17 years, and right now my ship is hangin' around Kuwait. I have all four of your videos, and the 120 guys in my division watch them three or four times a day. There are 5,000 guys on this ship, and the word's gotten out so the tapes are well used and appreciated. Hurry up and make some more.

Sarge
USS Independence, Kuwait

Mad Brit [November 1993]

Give that cunt J.J. Solari a serious kick up the arse for badmouthing our next king and queen. Unless he knows the full s.p. (starting price), I suggest he keep his gob shut if he doesn't want someone to fall in his great cake 'ole.

J.M. Pittock, Esq.
Berkshire, England

Nipple Freak [January 1996]

I really enjoy your magazine but have a request. You show some pretty awesome scoots and mighty pretty young women in your rag, and I love looking at 'em. The thing is I love women with great big nipples, unusually large nipples. I notice that many of the girls in *Easyriders* have big tits and that many are of the silicone variety. It's a shame that when they make their tits bigger, they can't make their nipples bigger as well. I'd like to request more pictures of women with great big nipples. I'm talkin' nipples the size of chicken pot pies. That's the way I like 'em.

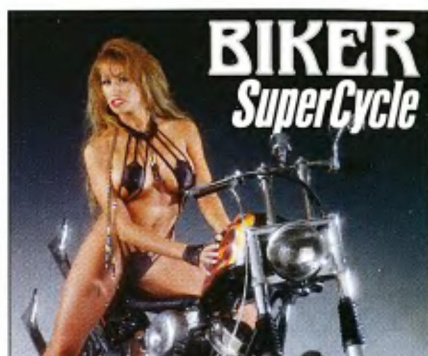
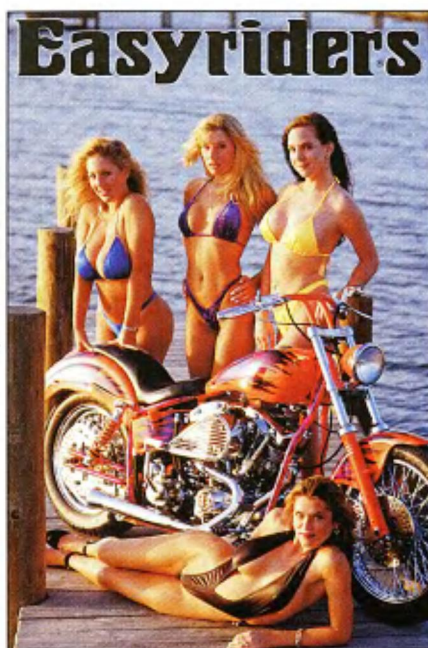
Earl Glasco
Johnstown, Tennessee

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 Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-1252.

COMING AT YA

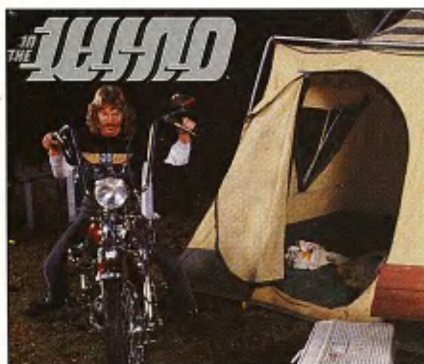
Just when you thought *Easyriders* had reached maximum rubber-to-road torque, we decided to launch the very first issue after our 25th Anniversary with a **July** Unswimsuit edition that'll fry your brains, melt your shorts, and put extra hair on your feet. Get your toes licked clean by a smooth-as-glass sunlit surf lined with more precious iron and luscious babes than ever seen with the semi-naked eye, and feel the roar of Daytona's heavy metal thunder. Then behold the rare craftsmanship of a natural born knife-smith who turns out some of the world's most righteous blades. Get an eyeful of Rick Fairless' Shovel swathed in Daytona sunlight and the foxy flesh of four—as in eight total legs—Fox Hunt winners! Captain Trash unearths the mind-boggling skinny on M.I.'s Stainless Steel Racer; Southern Connection gets the lowdown on Rick Whitehead's rigid Evo; and Bandit dislodges a chicken bone and coughs up an exclusive behind-the-scenes look at the *Easyriders* Bike Show in Columbus—our biggest ever.

On sale June 4



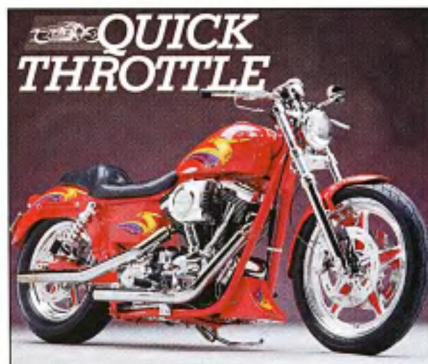
The "freedom" theme is comin' hard atcha in the form of the **July** issue of *Biker*. We're celebrating our God-given right to be a tad more risqué—just because we can be. The cover and centerspread are shared by lovely Ivy and "Cornbread's" righteous Panhead. You're also gonna love the T&A piece 'cause it's a mother (a former *Easyriders* Fox Hunt winner) and her two darlin' daughters! We're the monthly magazine dedicated to showin' ya the best of our diversions.

On sale May 7



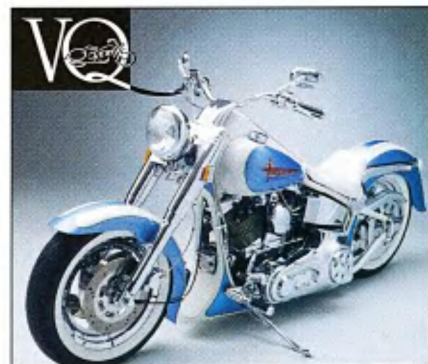
We're gonna stuff this rag with the foxiest, most bodacious live-action beauties ever committed to 35mm—always with a scooter theme, of course. To add to your viewing pleasure, there will be a heart-felt photo look at Freedom *In The Wind*. From the gigantic Rolling Thunder Run To The Wall in Washington, D.C., to your basic brother riding with a flag-draped scooter, we'll proudly display Ol' Glory. Put a lens, iris, and pupil to the **July** issue of *In The Wind*.

On sale now



Grip the throttle and get your nitrous pumping with the **July** issue of *Quick Throttle*, featuring enough high-performance tech tips, drag racing, and gearhead news to put you into overdrive. This track-tearing issue brings both of Maiko Saravia's drag bikes roaring onto the pages along with a Bill Cavalier-built '95 Softail, Richard Taylor's English version FXR, Gary Coffey's flashy FXD, and Paul Wheeler's '47 Knuck. Be quick or you'll miss it!

On sale now



VQ's **Summer '96** issue features everything you've come to expect from the all-color magazine for custom cycle connoisseurs. Our eight great bike features range from Steve "Mad Dawg" Curran's reincarnated Evo to Barry Weiss' tough Triumph. The hangout this issue is a Wild West wedding in the gunfighting town of Tombstone, Arizona, and we'll profile one of the luckiest bikers on earth: *Baywatch* stuntman Ellis Edwards. Don't miss it.

On sale May 16

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**TATTOO CONTEST ★ RIDE-IN BIKE SHOW ★ TROPHY GIRL CONTEST
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SEASON OPENER JUNE 28, 29, 30 Wilson, North Carolina Wilson County Fairgrounds (I-264 to Hwy 301 South)	JULY 5, 6, 7 Middletown, New York Orange County Fairgrounds (I-84 to Hwy 17 West, to exit 120)	NEW ENGLAND RODEO NEW JULY 12, 13, 14 Keene, New Hampshire Cheshire County Fairgrounds (I-91 to Rt. 9 East)
JULY 26, 27, 28 Prospect, Pennsylvania Butler County Fairgrounds (On Rt. 422, 8 miles West of Butler)	AUGUST 2, 3, 4 Memphis, Tennessee Memphis Motorsport Park (Hwy 51 to Fite Rd)	AUGUST 16, 17, 18 Fowlerville, Michigan Fowlerville County Fairgrounds (I-96 to Fowlerville exit, go North to Grand River)
9TH ANNUAL AUGUST 30 - SEPT. 2 Chillicothe, Ohio Ross County Fairgrounds (Hwy 35 to Rt. 104 North)	SEPTEMBER 13, 14, 15 Morris, Illinois Grundy County Fairgrounds (Hwy 80 to Rt. 47 exit, go North)	MILWAUKEE RODEO NEW SEPTEMBER 20, 21, 22 Waukesha, Wisconsin Waukesha County Fairgrounds (I-94 West to 294 exit South on "J")
MT. RAINIER RODEO RUN SEPTEMBER 27, 28, 29 Enumclaw, Washington King County Fairgrounds (Hwy 5 to Hwy 18 East)	WINE COUNTRY RODEO OCTOBER 11, 12, 13 Santa Rosa, California Sonoma County Fairgrounds (Hwy 101 to Hwy 12 East)	GRAND NATIONALS Location to be announced