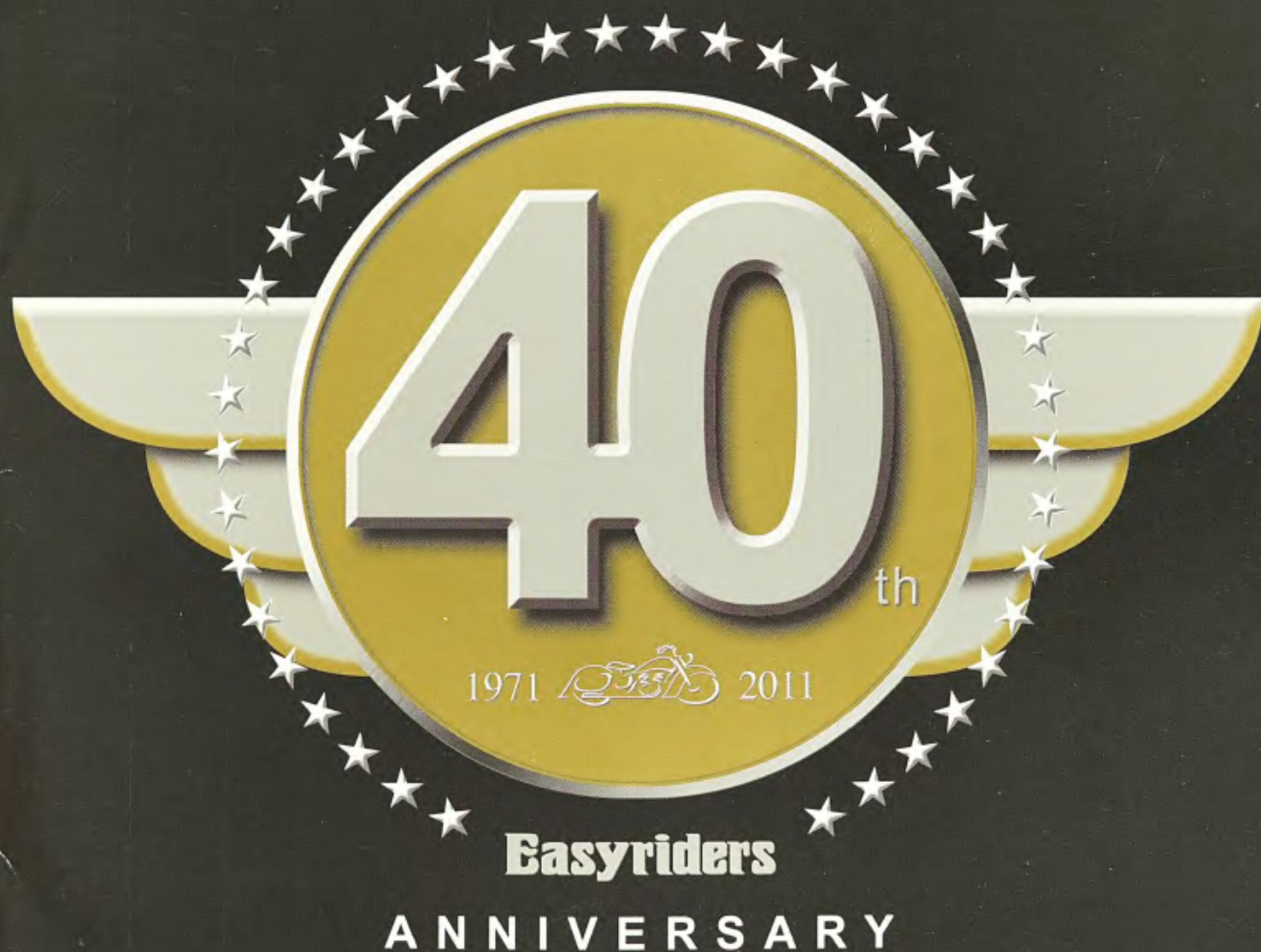


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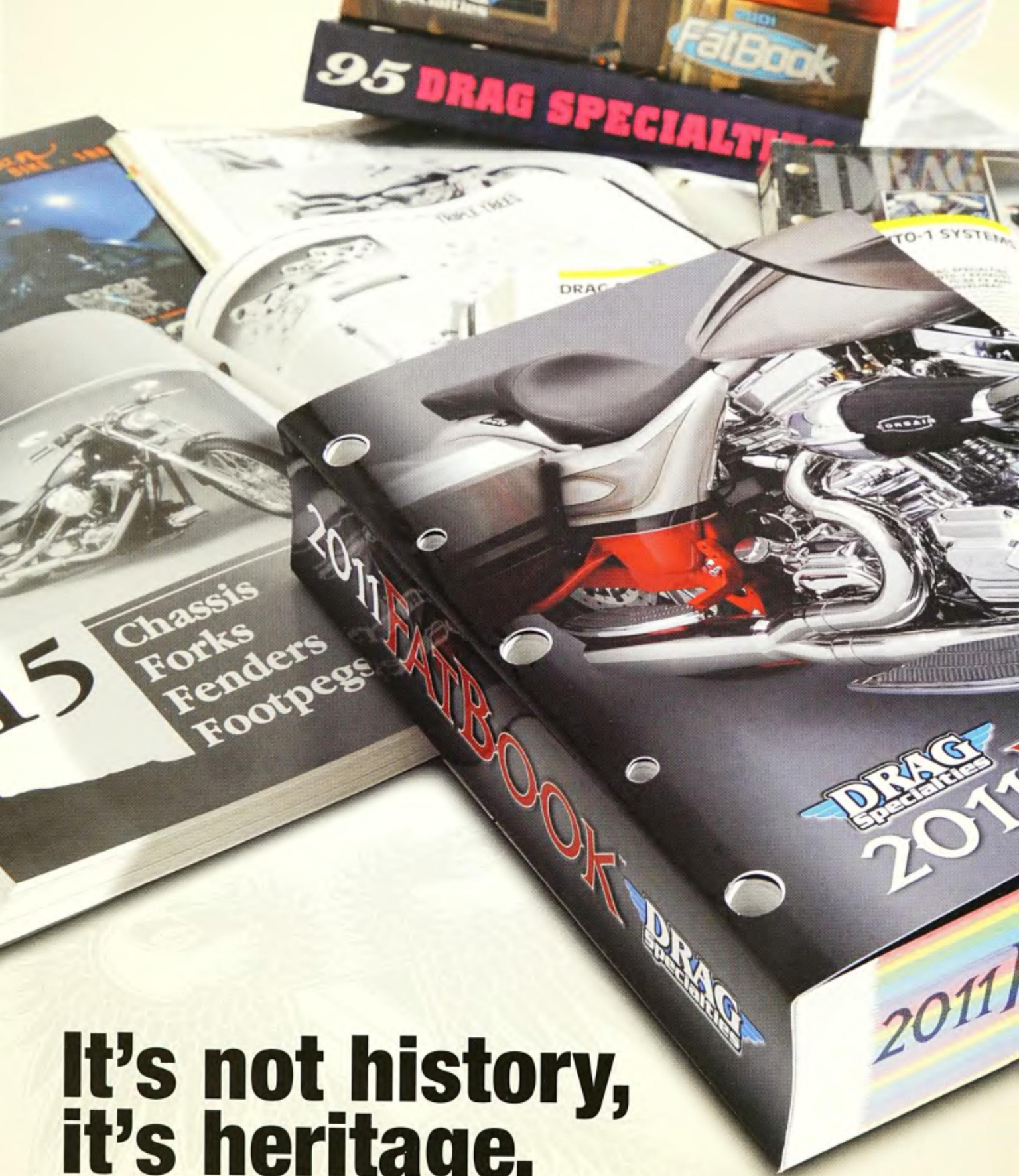
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1971 **Easyriders** 2011
ANNIVERSARY

EASYRIDERS' BIG 4-0: MAY THE RIDE NEVER END

The magazine you hold in your hands is 40 years in the making.

The very first issue of *Easyriders* was launched June 1971.

Now, 40 years later, we present this collector's edition packed with some of the best of the best of what makes *Easyriders* the unique biker lifestyle magazine that it is.

Some have called it "the biker's bible," with its tweaked view of the two-wheeled world.

Hey, who are we to argue?

We've noticed in recent years that everything old is new again.

Today's riders are rakin' rigid shovelheads and panheads and are custom paintin' their rides with the same heavy metalflake and lace templates that were big in the 1970s.

With that in mind, we know there are many of you who began reading

Easyriders 40 years ago, while others of you are new to bikerdom.

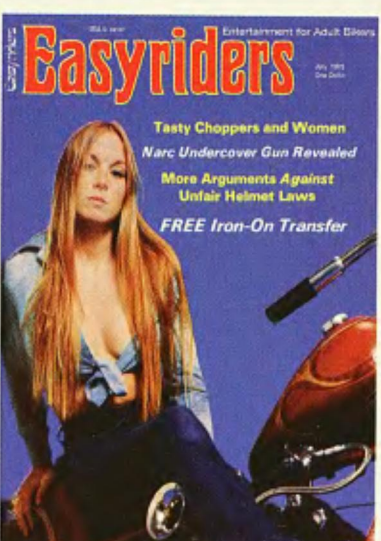
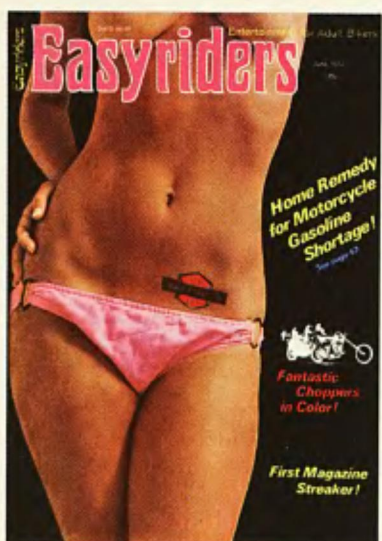
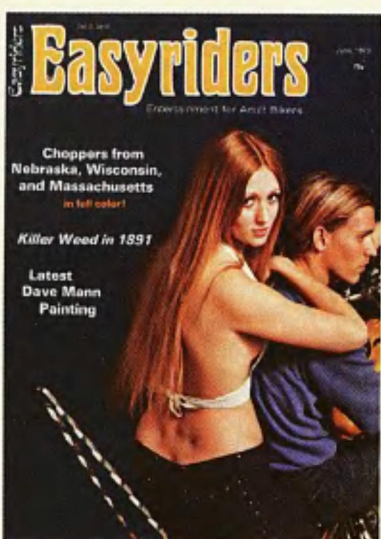
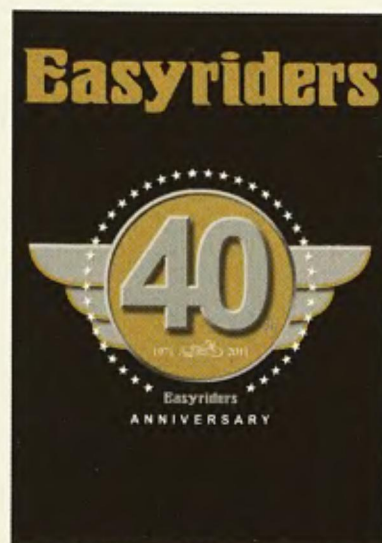
Either way, we knew this '70s trip down memory (or mammary) lane would put smiles on your faces.

Thanks for coming along with us on this crazy, wild ride.

Here's to 40 years of ridin' easy!

—Dave Nichols

Editor-in-Chief, *Easyriders*



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Next month's issue goes on sale

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WordMonger



Christmas in New Orleans

Here's a photo (*above*) of my hubby and me in New Orleans on Christmas Eve. We each rode a bike. Tom is on a Dyna Street Bob and I am on a Road King. We rode through the French Quarter throwing candy to the kids. It was so much fun, and the kids loved seeing Santa and his elf.

Next year, we want a whole group of "Santas" to come out and make this an annual event for the riders in N'Awlins.

Gayle and Tom O'Connor
New Orleans, Louisiana

Mann Fan

I anxiously waited for the March 2011 edition of *Easyriders* to see which of David Mann's works would be featured. When the mail arrived, I quickly opened to the centerfold only to be gravely disappointed. Instead of finding one of David Mann's pieces "suitable for framing" as promised in a prior edition of *Easyriders*, I found the "Topless Tech Heart-Stopper." Have you lost your

marbles? Placing David Mann's work on two pages and not on the centerfold does not make it "suitable for framing."

I love the "Topless Tech," but David Mann is an American icon.

Biker Mike
Basin, Wyoming

America's Best Biker Runs

With all respect, your fine pic layout (April 2011 issue) may have missed one of "America's Best Biker Runs," in April in Leesburg, Florida—300,000. Size doesn't matter? How about a dozen or more blocks, bikes parked both sides, plus two rows right down the middle, no fucking cages, and you still can't find a damn place to park after 9:00 a.m. Local oysters come in a shell instead of a sack, sidewalk cocktails are legal, and a bugless flop house will run ya less than a C-note! Did I mention the hot Orlando chicks?

Jeff Ryan
Cyberspace



What Year?

My question to the group is what major component defines the advertised year of a custom build? I was checking out Andy Walker's beautifully built "1956 panhead" and Jessi's Springer on a 1956. I appreciate the shit out of putting something together from the component level, so I turned to the specs to find the details. It's not a bad thing, but it read like the Johnny Cash song "One Piece At A Time." That put the question into my head: How do you define a build to tell people what it is?

I've included a photo (above) of my "51 pan" (well, the engine is) that I built, and I answer the question "Well, it is a '51 H-D." I guess I just want to know where the readers stand.

Sons of Thunder
Los Lunas, New Mexico

Most bikes are registered by the motor's VIN number, so if your bike has an aftermarket frame and a genuine 1951 Harley pan motor, it is probably registered as a 1951 Harley.

Hit A Nerve

I must have hit a nerve, since some of you readers are so defensive about my comments in the November 2010 issue. There is nothing wrong with your wanting to lay out lots of your hard earned dollars for one of your overpriced rub bikes. The thing I resent is when people pass themselves off as the "real deal" just because they watched the movie *Wild Hogs*. A hundred thousand dollars and

100 miles don't make you a biker! The Internet is full of the high-priced custom bikes that have been wrecked, ridden by fools that absolutely had no business on two wheels.

Tailgunner
Merlin, Oregon

April's Girl Of The Month

Don't you fuckers have any graybeards around there that are Viet Nam vets? That gorgeous hard belly (Cam-Ranh, April 2011) is named after one of the first and last places at Viet Nam vet saw. Cam Ranh Bay, RVN. A lot of brave men and women passed through that place. Bob Hope called it "the largest sand box in the world."

Ted
Alexandria, Minnesota

Angie Savage

Angie gets my vote (April 2011), and the tech is the best. She is the best diamond in a big handful of great diamonds. She is like the barmaid at a go-go pole dancer strip club. After you're in there for a while, you finally notice the barmaid is the best one there.

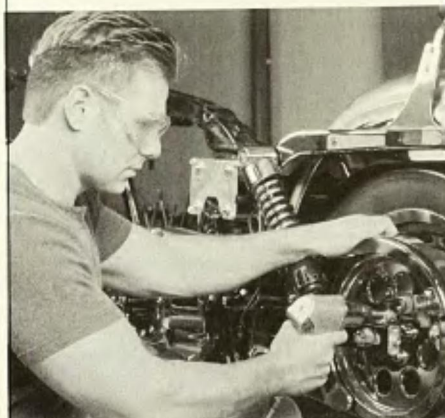
Sure would love to see a great few pages devoted only to Angie.

Last Chance
Centerville, New York

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JUNE, 1971

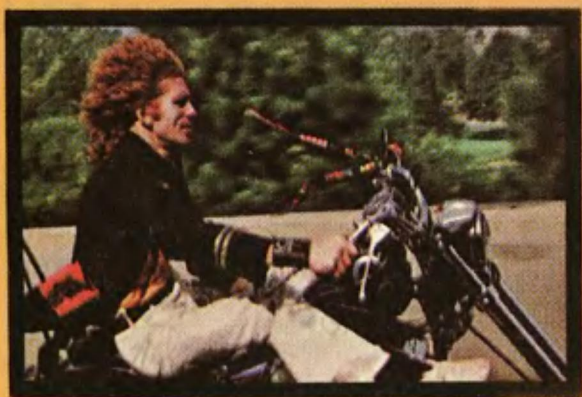
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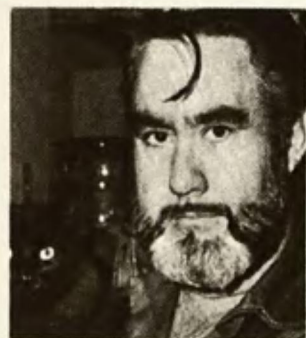
Easyriders' easy riders

By Spider

Holding the dubious distinction of having a chopper ripped off within four hours after buying it, **Lou Kimzey** has been riding choppers off and on since the days before choppers became a national thing—when Angel-type clubs were known as the "Winos," "13 Rebels," "Galloping Gooses," and "Deuces Wild."

Most of his editing background has been in the drag racing field. (He created and published **Drag Racing and Drag Strip** magazines.) However, he is an alumnus of **Big Bike** magazine, which he created, and on which he served as editorial director.

As editor of **Easyriders**, he wanted to produce a magazine that was entirely different in editorial concept and format from any other bike or chopper magazine.



The entire staff, working on the premise that it isn't only the "dirty fingernail types" (as one New York ad agency referred to bike riders) who ride choppers, feel that we have created a superior magazine, one that is different—different in too many ways to cite here.



A name that most chopper enthusiasts will know is **Don Pfeil**, who up until recently was editor of **Big Bike** magazine.

Don has joined our staff as editor-at-large. (Which means without restraint or confinement.)

His primary job will be to report on the fun side of owning a chopper—be it a beer-run with the one-percenters, or explaining the chopper's phallic appeal to women, he will always be where it all hangs out.

He will report from Japan, Detroit, Chicago, or wherever there are righteous choppers, or happenings. It is our intention that this magazine be an international magazine.

Don knows choppers. Aside from developing the first chopper magazine into a best seller, he is active to a fault—always screwing around with his scooter, or off somewhere balling on it. But he's gotta eat, so we know we will hear from him—even if he's in the middle of a five-day orgy in the mountains.

—Write *Easyriders*
Box 2086, Seal Beach,
California 90740

The chopper pro on our staff is **Joe Teresi**. A designer and builder of choppers and chopper products; he has over fifteen years and (he guesstimates) 100,000 chopper miles behind him.

He has built and raced an 86" Harley fueller and a record-holding Buick-powered drag bike. He is presently building himself a 1970 shovelhead chopper (with a 100" engine) and plans to have it ready for the first big run of the year.

Joe jams all of his bikes—with the attitude that if you can't beat the hell out of 'em—really get it on—then throw 'em away.

He rode a chopper from Minneapolis to California eleven years ago, along with **Mighty Mil** (who is mentioned in next column). Until recently he was Technical Editor of **Big Bike**. His job with **Easyriders** is that of Managing Editor—which means he will be responsible for keeping an eye on Pfeil, and seeing to it that other staff members don't let **Ripple**, or whatever, cause us to call a can a knucklehead, or make similar dumb technical mistakes. If you find any, send your nasty letters to him.



Mighty Mil has pretty much the same chopper background as Joe. He builds and designs choppers, has raced drag bikes, and owns a panhead, but in addition to all that he is also a camera freak (he's a freak with the broads too, but that's another story), and as such, is **Easyriders'** photo editor.

Not happy with the dark, out-of-focus, poor quality and unimaginative photos that usually appear in other bike magazines, Mil decided to change all of that—this magazine is evidence that he succeeded.

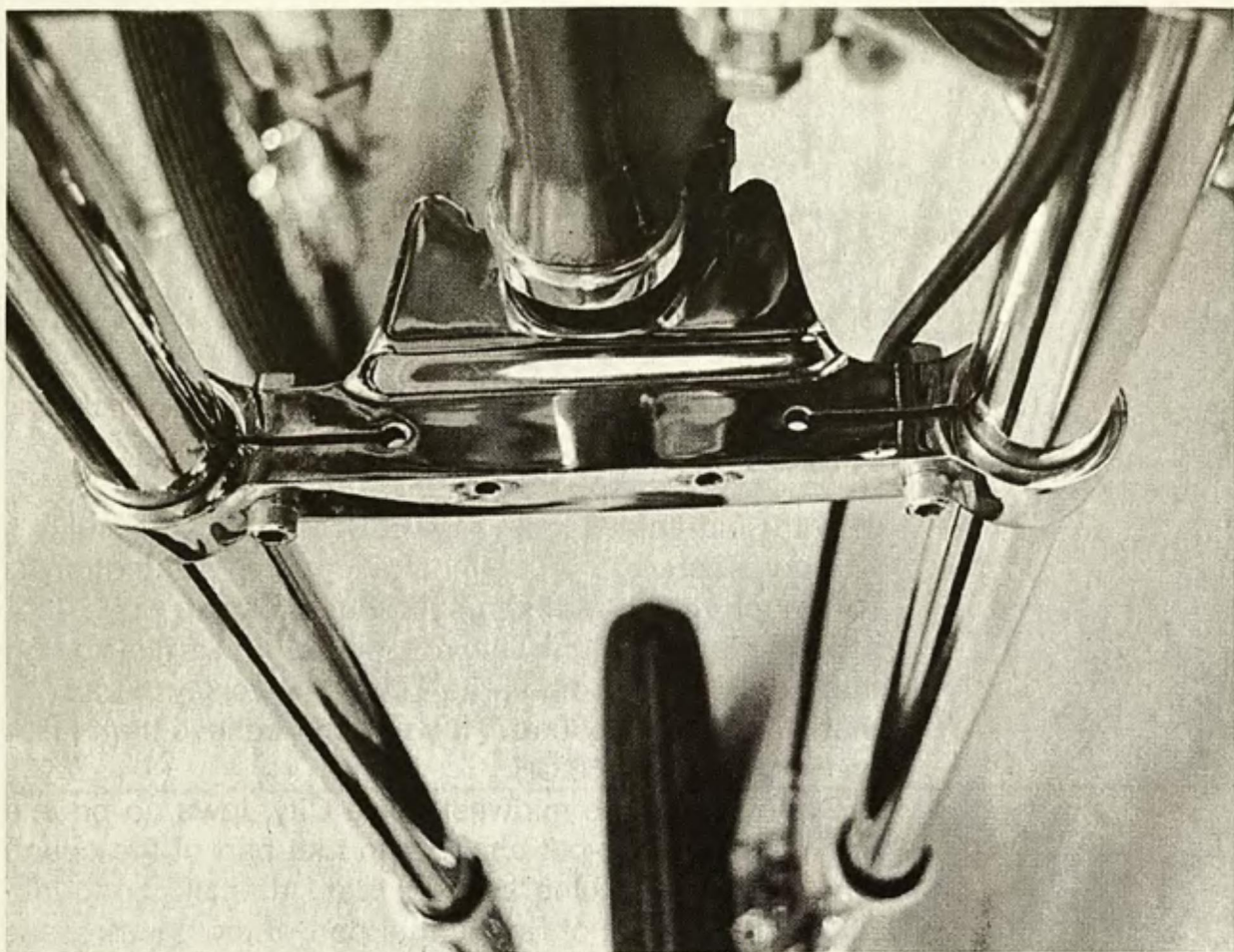
A swinger (like Pfeil), he has a water bed (when asked if it's good, he just gets a spaced-out look on his face and says, "Y-e-a-a-h").

He really digs hip clothes, has long hair, and aside from women (8 to 80), his favorite pastime is metal sculpting.

In addition to improved photographic quality, you can expect some really hip, creative photography as well.

Between Mil and Pfeil, you may be surprised at what you'll find in this rag. The only problem is, we are not sure if we should let Pfeil and Mil out on assignment at the same time—they do get wasted at times.





revelu Lower Triple Clamp

Quite often the difference between building a nice-looking bike and building an out-of-sight chopper is simply a matter of "little things" and details—those small tricks in building that add little touches of polish and finish to a bike. One of these tricks is reversing the lower triple clamp.

Basically it is simply a matter of grinding the welding off the bottom where the neck stem goes through, pressing the neck stem out, and then pressing it back in and rewelding it from the other side. Along with this you should do something about relocating the fork stops below the frame crown.

Why go to all this trouble? If you've ever had a pair of glide clamps chromed you will no doubt remember how beautiful the smooth bottom of the lower clamp looked,

and how lousy the top looked because there was almost no way to polish the inside of the recess in it or get chrome to flow into it. In other words, the only way to see the good-looking side of the lower clamp was to lie on the ground. The only time other people saw it was when you were doing big wheelies.

One other little thing the inverted lower clamp does for the looks of your scooter is to move the clamps about two inches farther apart, and when you are running long legs, like 14 inches over stock and up, this eliminates the "bunched" appearance that wide glides sometimes get. Just one of those little things, but one that makes a big difference in how "complete" your scooter looks. ■



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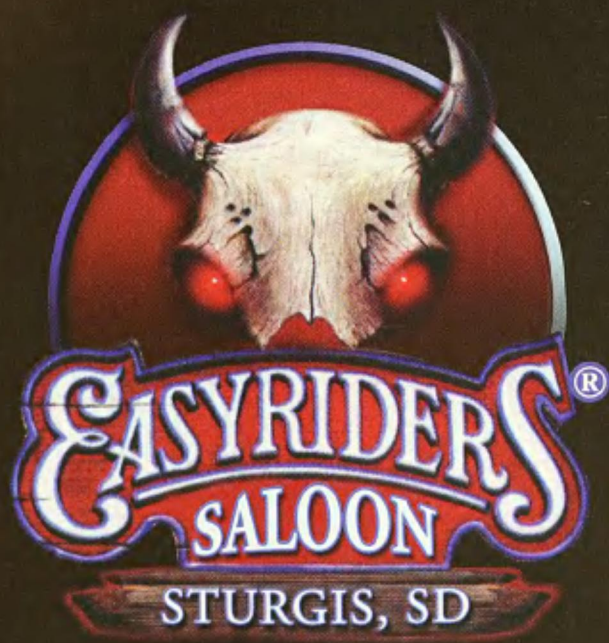
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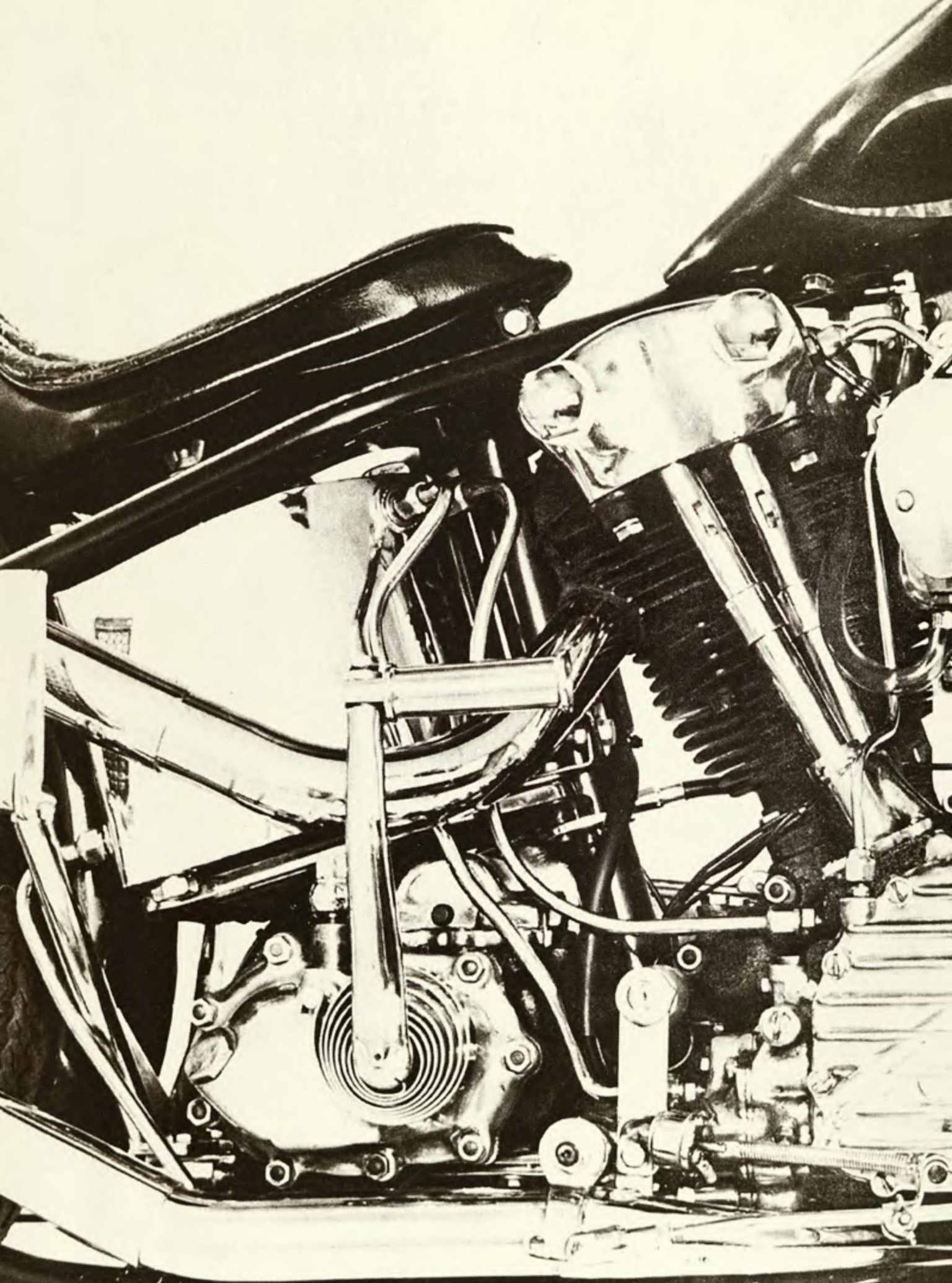
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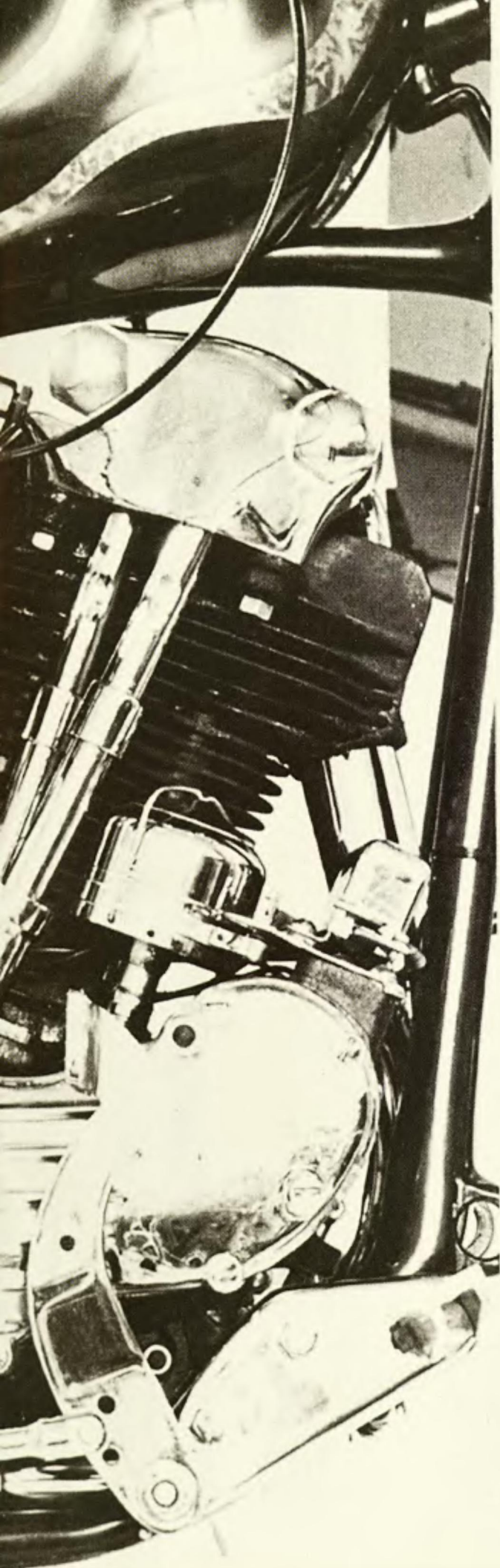


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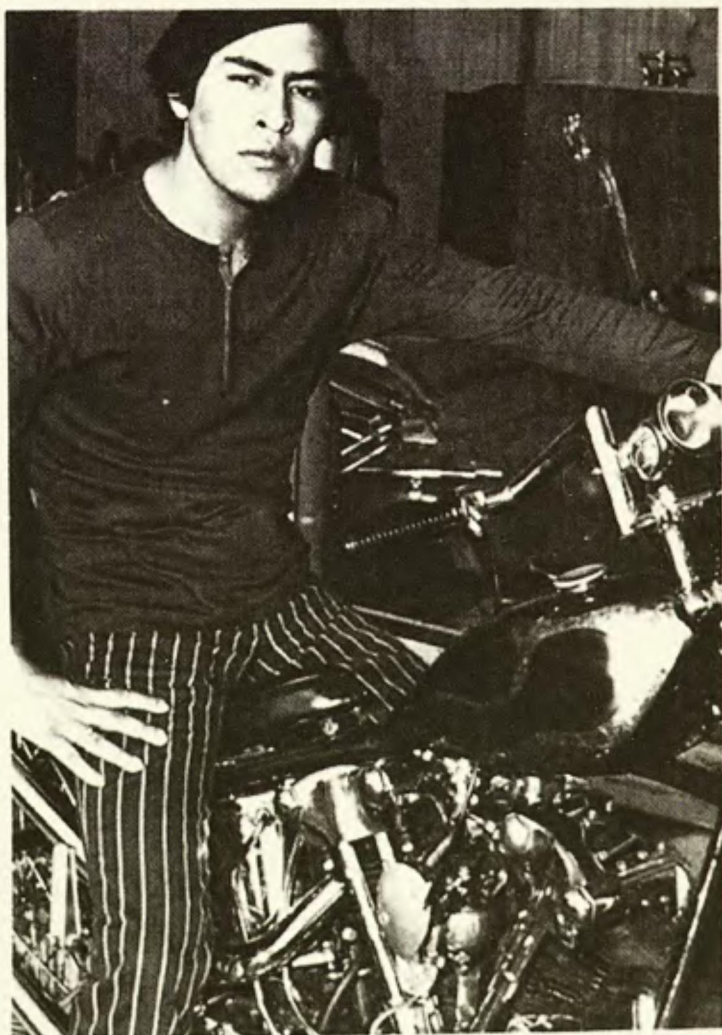


Super-sanitary scooter is an excellent example of a traditional chopper

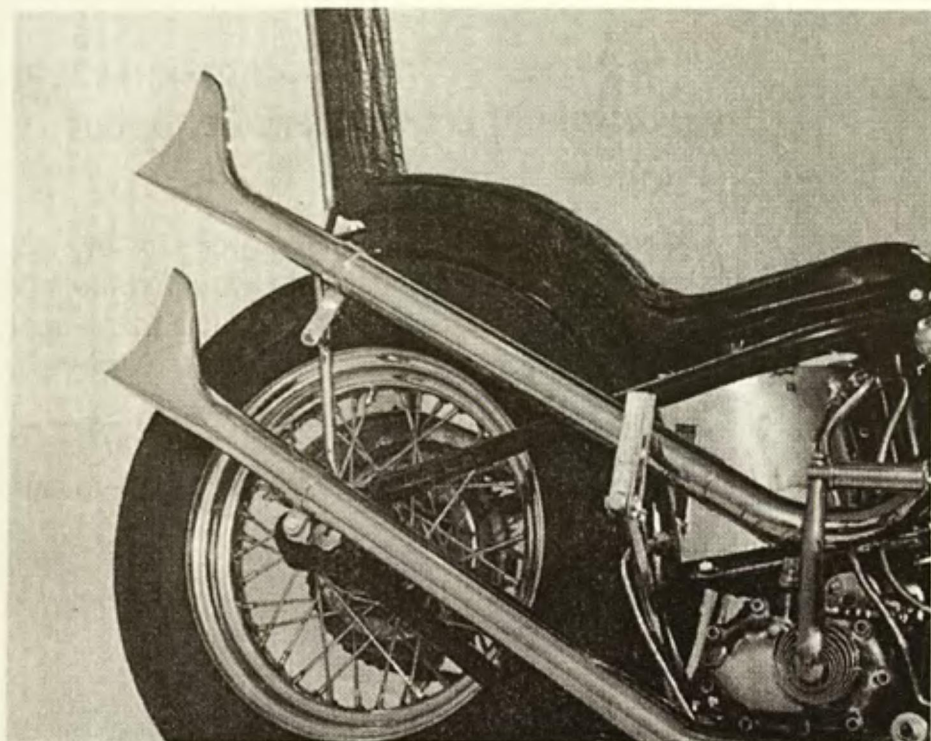
To ride it—to control all that power—to have it leap instantly to your demands is as if you and the machine are one. To this fantastic oneness you add the appeal of its masculine beauty and you **know** the difference—for there is **no** comparison.

Look at the knucklehead engine shown in these photos. It's a work of art. Everything seems to have been placed into position for design's sake first and mechanical function second.

We present here a detailed photographic study of a 1947 H-D 74 as a perfect example of a classic chopper. From this basic design you could go as far out creatively as you wish—but as for this writer, he likes his bikes clean and well built, just as he likes his women.



Proud owner, Ishmael Fernandez.



General

Fabrication by: D&D
 Year & make: 1947 H-D
 Model: 74
 Value: \$3250
 Time: 3 months
 Assembly: D&D
 Chroming: D&D

Frame

Year: 1947
 Rake: stock
 Rear Susp.: rigid
 Bars: D&D Wingback
 Tank: peanut
 Seat: Minestrone hiback
 Material: naugahyde
 Sissy Bar: D&D 40-in. 3-tube

Engine

Year: 1947
 Model: knucklehead
 Builder: D&D
 Displacement: 74 cu. in.
 Cam: stock
 Lifters: stock
 Carbs(s): Linkert
 Shifter: foot
 Pipes: MCM upsweep
 Mufflers: MCM fishtails
 Stacks: none

Forks

Type: new springer
 Extension: 6 inches
 Builder: D&D

Painting

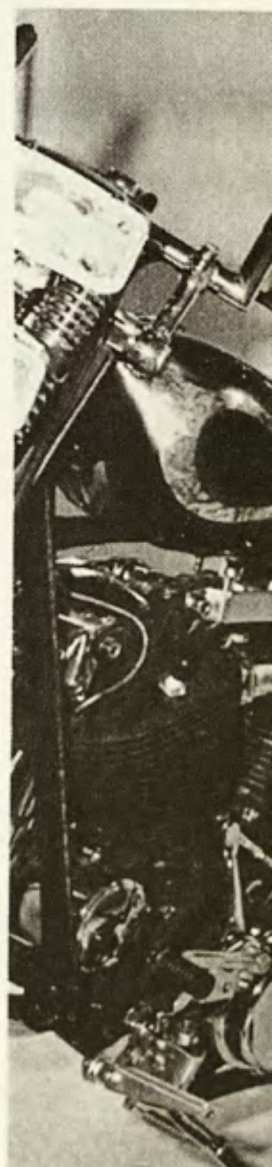
Molding: Electric Bob
 Painting: Electric Bob
 Color: brown/gold leaf
 Type: lacquer

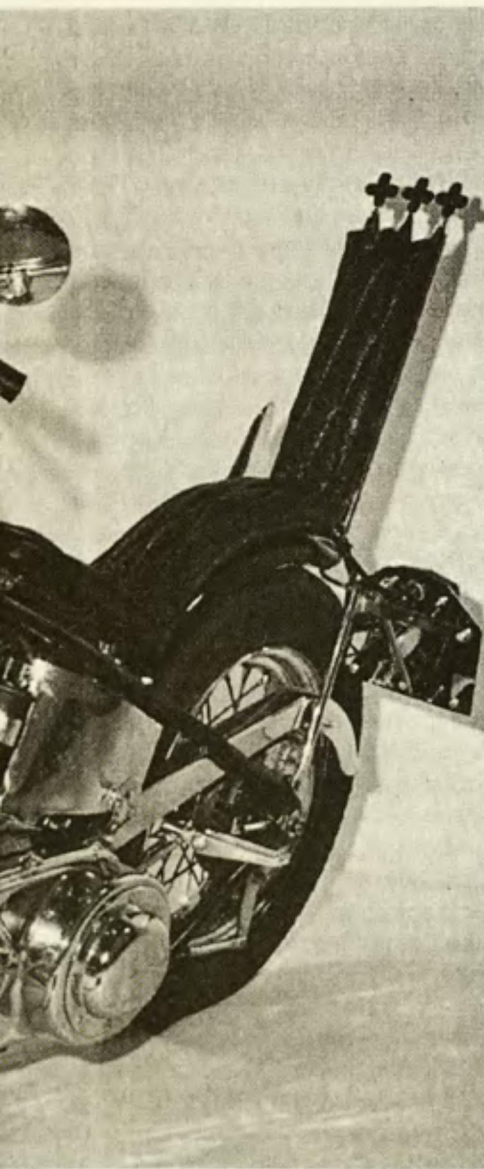
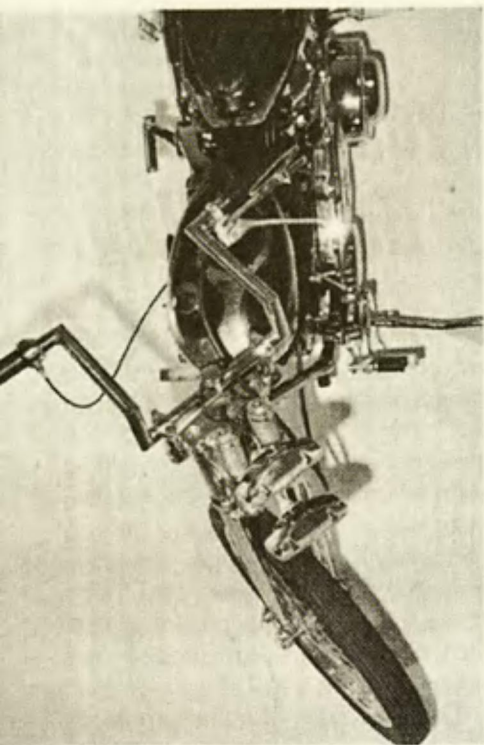
Wheels

Front: Steel 21-in. D&D
 Rear: Steel 16-in. H-D

Tires

Front: 3.00 x 21 Avon
 Rear: 5.00 x 16 Firestone





Yummy actress/ model Gloria Conway is also featured on back cover in glorious color!





Easyriders Magazine

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MIRACULOUS MUTHA TELLS ALL

Who's Counting?

You know how, when you're on a run, sitting around a campfire at night, the talk sometimes gets sort of strange? Well, on our last run we were sitting around talking about the same old three B's (bikes, broads and booze) when someone said something about balling his old lady fifty times in a week. This led to an argument about how many times the average person balls a chick in his lifetime. Guesses ranged from 3,000 to 20,000. Any idea what the figure would actually be?

Johnny LaCosta
New Haven, Conn.

• *As far as we know nobody's ever done a study (or count) on this particular subject, but we can have a try at getting a realistic figure. First we checked with the magazine staff and assorted friends, but the number was so out of line that we decided to look deeper. According to Dr. Kinsey the average man balls a chick twice a week. Figuring that he started at sixteen, and is pretty much through at sixty, this would give him 4,576 chances. Of course, bikers are usually somewhat more active than the average man, so you could add some to that figure. Even so, that cat with the 20,000 estimate must be strong.*

Free-Life Facade

I seem to have a real bad situation brewing around my place, and I don't know what to do about it. My old lady always wants to go riding with me on weekends, but then, once we're on the bike, she's constantly complaining that her rear end hurts and that she wants to stop for a coke or coffee or something. I don't really think she's hurting that bad, so there must be some other reason why she wants to stop all the time. It's getting so I can't figure on riding any distance

on a weekend with her along, and all my riding partners are getting bent out of shape behind it and leaving on weekend trips without us.

Ralph Kobowicz
Hot Springs, Arkansas

• *Unless she's got some sort of medical problem she's not telling you about, sounds like you've got a problem we've run into before. That is, you've got an old lady who doesn't really like to ride, doesn't dig bikes, but glories in the image. That is, she wants everybody to know that the groovy looking guy and his chopper are hers, and that she's part of the free life of chopper riding, despite the fact that she couldn't care less about bikes or riding. Try leaving her at home a couple of weekends, and then if she really wants to go with you on a run lay the law down to her about it.*

Anybody Feel Helpful?

I have a bad problem, and I hope that you can help me with it. Re-

cently my husband and I got into an argument, he stomped out of the house, got on his bike, and took off down the road. A few miles away, out on the highway, he tried to continue the argument with a diesel truck. He left me with nothing but half-a-mil in insurance and his cat, who stays stoned all the time on Jack Daniels. I don't get along very well with the cat, I have nothing or nobody to spend the money on, and I'm awfully lonesome! Do you by any chance know anybody out there who might be able to help me?

Rita Will
Dallas, Texas

• *Sorry, but all we can do is hope that some of our readers might be able to help you. Anybody out there have any ideas on how to help a lonesome lady with loose bucks and a tight pussy?*

A Different Kind of Shop

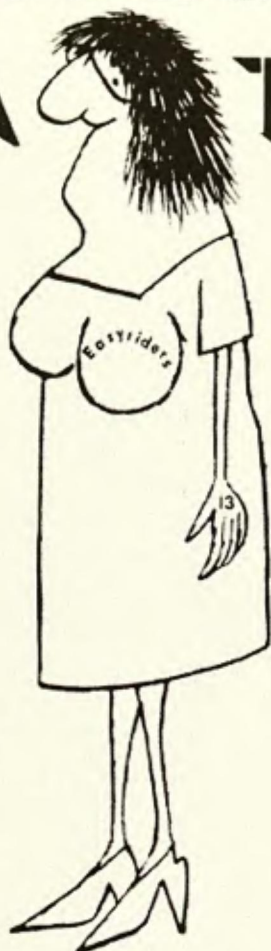
Some of my biker friends are beginning to talk behind my back, all because they don't like some of the changes I've made in my chopper. Evidently the changes I made didn't go together, like the perilous pink paint job studded (excuse the expression) with gold rhinestones and the cute little fuzzy fur covers I made for the pegs, mirrors, etc. Do you know of any shops in my area that might be able to change things just enough so that it looks right without changing the basic idea?

Ronnie Johnson
Ft. Lauderdale, Florida

• *May we suggest that you need more work than your bike does?*

—Continued on page 26

—Send your problems or questions home to Mutha c/o
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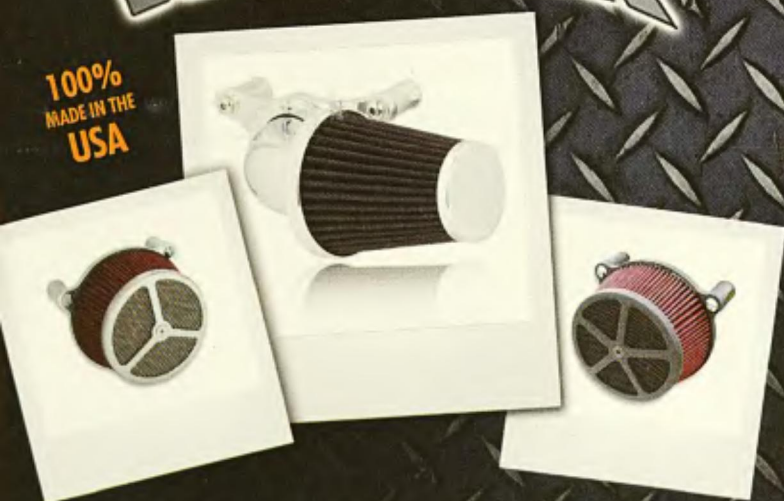
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His willpower is strong enough to put down wine, women, and song in pursuit of his occupation, but his chopper remains his

Achilles heel



Anyone who has been on a 500-pound Hog knows that it is one heavy machine to handle—and because of its weight, if for any reason you should get off balance, it's really a bitch to pull it upright. Flop it on its side, and it usually takes two guys to stand it up again.

With this in mind, flash on Armond Bletcher, a 6'3", 310-pounder who dwarfs his big 80, and makes it appear as if he's putt-putting around on a Yamaha 125.

He earns his coins by being a strong-arm body guard—strong-arm, meaning that his bad-news, mangler-of-men appearance, and obvious





capability, is used instead of a gun to protect his clients.

Armond lives the good life of his wealthy clients while on duty, and manages to spend three to four hours lifting weights every day on his own time, while chug-a-lugging quarts of milk along with his five meals a day. "Not huge meals—just five spread over the entire time I'm awake."

His chopper, as with most chopper riders, is his "escape"—so much so in his case that he won't even allow himself near the bike until after his workout—and most of the time he restricts his riding to weekends, because "Once I get on it, I want to go, and keep on going—and the hell with everything else."

He's been lifting weights for seven years, starting at age 20 with 60-pound bells, and has maintained a daily schedule except for "A couple of times when I broke my fist in fights."

Really ape for his lifting and good health, he doesn't drink or smoke, has 22" biceps, can press 350 pounds, can bench press—"I cheat a little with an arched back"—590 pounds. His daily routine consists of four sets of each

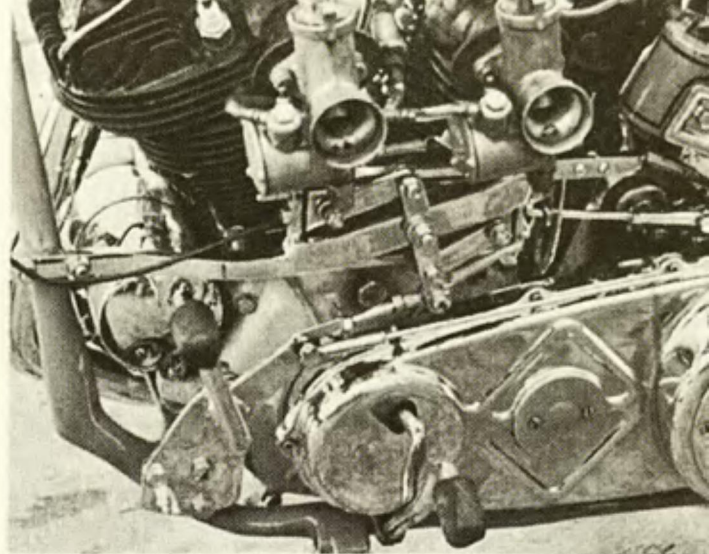
The bike was built for super-fast solo riding, and fast riding is just what Armond does with it. Note the missing lower top frame tube for further weight reduction and an "open" appearance over the top barrel.



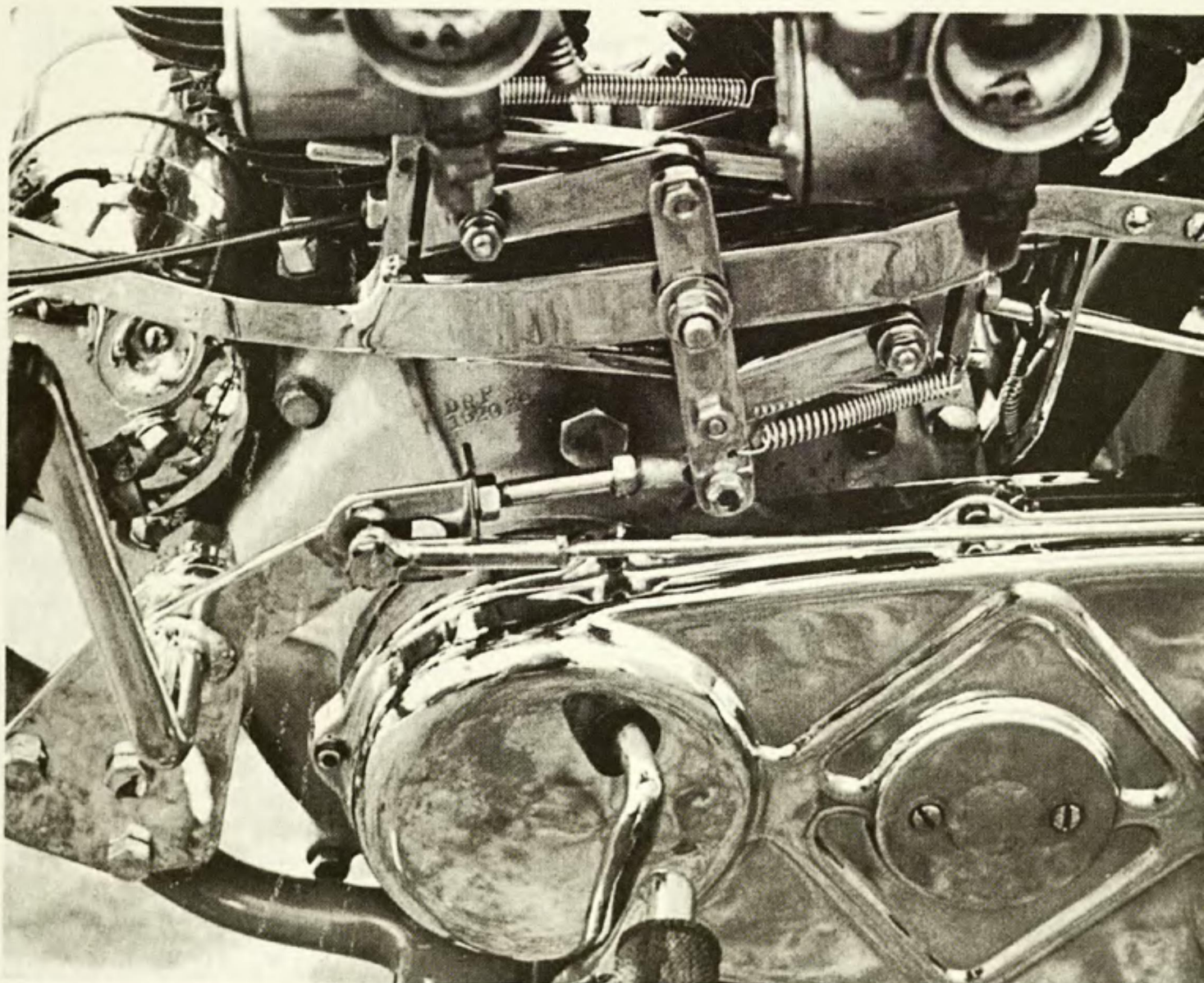
The oil tank was sectioned to allow the trans plate and transmission to be mounted on stands, moving them up from the stock location. This gives better weight transfer to the rear wheel, by raising the center of gravity, and gives more clearance under primary for tighter cornering.



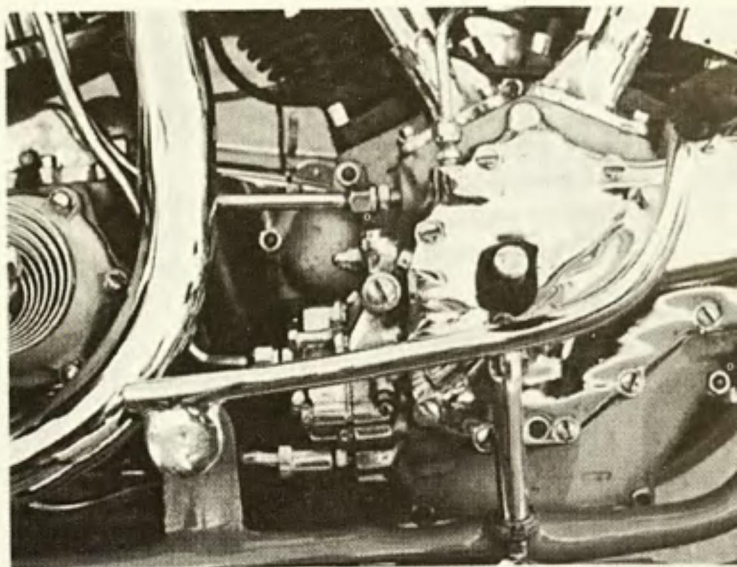
The involved speedyshifter mechanism. When the clutch pedal is stepped on, it not only releases the clutch but shifts the transmission to the next higher gear as well. Just bang the clutch lever and the shift is completed. A small lever on the bars reverses the procedure for downshifts. When sitting at a light the clutch pedal either has to be kept down or the transmission put in neutral, just as with a jockey shift. No jockey shift ever switched gears as fast as a speedyshift, though.



Cut and rewelded intake port manifolds now mount a pair of 1 3/16-inch Amal Monobloc carburetors, insuring that a sufficient supply of gas gets to the healthy 80-inch knucklehead engine. Making sure that the gas gets fired is the job of the dual late-model coils. The top motor-mount, speedyshift mechanism, early primary and generator cover are among the many parts which received a liberal coating of chrome. Note that the footpeg is mounted in the stock footboard tab.



Engine exhaust is handled by home-made drag pipes and shorty mufflers. Part of the reason for the specially made pipes is to eliminate the gap that would otherwise exist between the rear pipe and the bottom of the moved-up transmission. Check how high transmission sits in frame.



The curved brake pedal was moved back from the stock location and welded directly to the end of the cross-shaft. Note the chromed oil pump, lifter bases and cam cover.



General

Fabrication by: Owner
Year & make: H-D
Model: 74 (80)
Value: \$2600
Time: 6 months
Assembly: Owner
Chroming: Valley Chrome, Fresno

Engine

Year: 1939
Model: knucklehead
Builder: Owner
Displacement: 80 cu. in.
Cam: Sifton
Lifters: solid
Carb(s): 2-Amal
Shifter: Speedyshift
Pipes: Drag-type
Mufflers: shorty
Stacks: none

Wheels

Front: Steel 21-in. H-D
Rear: Steel 18-in. H-D

Frame

Year: 1939
Rake: stock
Rear Susp.: rigid
Bars: MCM drag bars
Tank: H-D Sportster
Seat: Pad-type by owner
Material: naugahyde
Sissy bar: none

Forks

Type: H-D springer
Extension: 10 inches
Builder: Owner

Painting

Molding: Jerry Christensen
Painting: Jerry Christensen
Color: black with silver flecks
Tank Illus: Neil Averall

Tires

Front: 2.75 x 21 Avon
Rear: 3.00 x 18 Pirelli



Going down the road Armond's size almost dwarfs the not-very-small knucklehead. The chain guard was bobbed as a part of the intensive weight-reduction program.

The rare 2.75 x 21 front tire is held in an extended Harley springer which retains the springer brake for better stopping ability. Glide risers were lengthened and adapted to fit the springer, and hold narrow drag bars above the Bates headlight.

exercise, sets of at least six reps—such exercises as curling 270 pounds.

He alternates his lifting schedule to work out different parts of his body, every other day, and increases the amount of weight as the exercise becomes too easy. He doesn't work out for the usual definition and small waist bit, but rather lifts to develop and maintain overall brute strength. As he puts it, "A bear has a gut, and you know what he can do to a guy." (His waist is 38".)

Working out in his own gym ("Because I don't like the creeps that frequent the public gyms"), he puts his lifting before anything else—he feels it's vital to his occupation. An occupation that requires he stand near his client, and merely from his size and looks, be able to discourage most people from hassling his client or even think about attempting anything, yet at the same time being physically able to do battle if the occasion calls for it.

He's a protector, an enforcer, a collector, and yet he has one admitted weakness—his chopper. □



The Sportster tank was mounted level with the top frame tube, a single rear tab welded on and molded in, and then set off with fine pinstriping.

MUTHA

—Continued from page 20

Rear End Problem

I recently got married to a chick who had never ridden before, other than a few trips around the block on assorted stock bikes. I have a rigid Harley, and while she's steady bugging me to take her for rides, she constantly complains about how uncomfortable the seat is and how the humps hurt her. I've got a wide contour seat with a high back that runs up the sissy bar, and I don't know what more I can do, other than putting a stock Harley seat on, which I won't do. Any suggestions?

Mike Flores
Bend, Oregon

• If you happen to have a friend who has a rigid bike with a solo seat and pill, have him take her for a ride. If not, put one on your bike for a while, and pretty soon she'll be begging you to put the contour seat back on. You'll probably never hear another word out of her about the humps.

Holy Wheeler

I've been watching the growing influence of choppers on the motorcycle scene for the past couple of years, and noticed that they have been getting more and more respectable. While I've wanted one for some time, I've had to forego the pleasures of riding because of my calling. Now I'd like to have one. Specifically a three-wheeler. Unfortunately the only ones I've been able to find have flathead 45 motors in them, which is not satisfactory for the kind of riding I intend to do. Can you tell me in what years Harley built 74-powered three-wheelers and where I might be able to find one for a decent price?

Rev. Paul Phillips
Manhattan, Kansas

• Sorry, but Harley never built a 74-powered three-wheeler. There are a fair number of them on the road, but they were specially built by individuals, not the factory. The usual method is to take a late model swing-arm 74 (one with a spring-suspended rear wheel), remove everything from the seat post back, and then graft it to the three-wheeler rear section and axle. You can also use a Sportster front section and engine for this conversion. The main reason for doing this is that the Harley three-wheeler flathead engine is only good for about sixty miles per hour on the highway, and this isn't enough for most people. □

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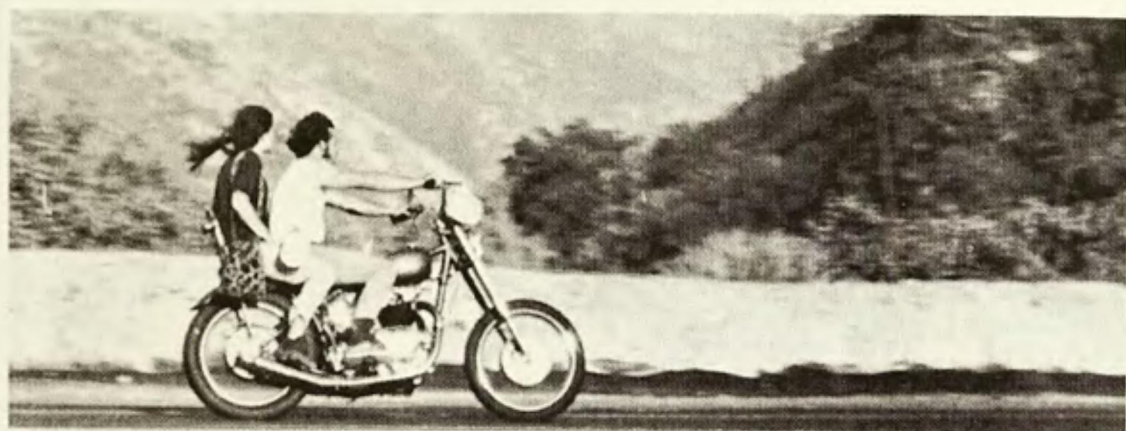
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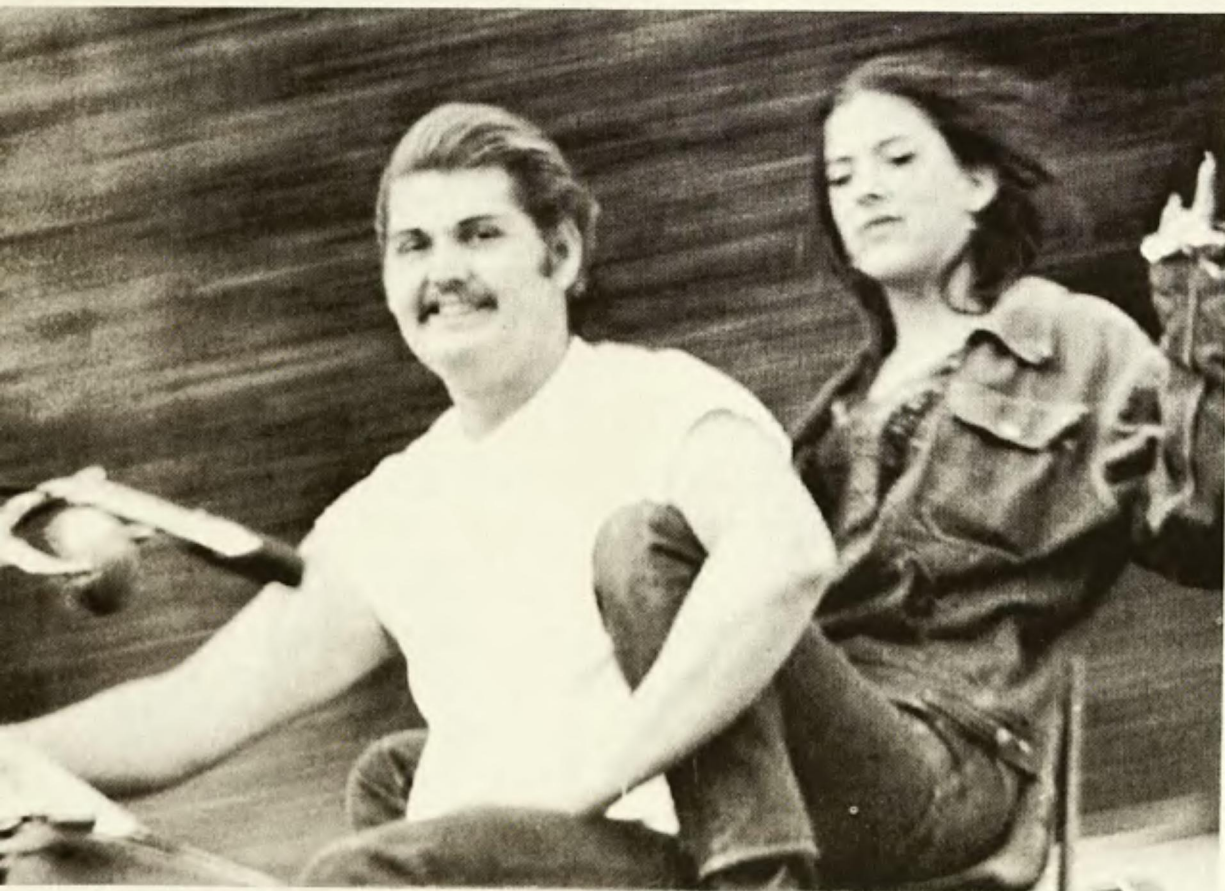
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But short of actually riding a bike, we feel that nothing illustrates this freedom, this leaving all your problems behind you, this letting it all hang out groove—better than the sight of a guy all laid out, his feet up on highway pegs, with his girl tucked in behind him, flying down the highway with hair blowing in all directions.

Easyriders will present to you, in every issue, photographs that convey these good vibrations. If you have photos that groove with what we are trying to do here, send them to *Mighty Mil*, Easyriders Magazine, Box 2086, Seal Beach, California 90740.





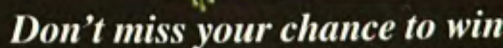
"You still having trouble with that clutch, Ed?"

A large, stylized banner for the Easyriders 40th Anniversary Sweepstakes. The word "Easyriders" is in red with a white outline. The number "40" is in large black font with a white outline, and "TH" is in smaller white font. The word "ANNIVERSARY" is in large white font, and "SWEEPSTAKES" is in smaller white font, both on a red background with yellow borders.

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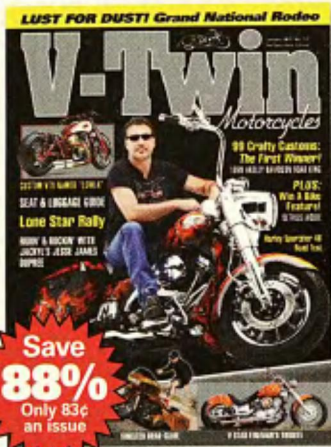
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ELIGIBILITY: The Sweepstakes is open to all legal residents of the U.S. aged 18 or over, except employees of Easyriders/Paisano Publications, LLC and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Only one prize per household will be awarded. Winner of motorcycle prize must possess and provide proof of valid U.S. Driver License and applicable motorcycle insurance at the time of the prize award.

WINNERS SELECTION: Winners will be selected by random drawing from all entries received, and validated by Wood, Weisinger, Sacdalan & Associates whose decisions will be final. Prize winners will be notified by U.S. Mail or if provided on entry form via e-mail or by phone within 90 days of the closing date and must acknowledge notification within 10 days, or the prize will be forfeited. In the event that any prize cannot be awarded because the winner cannot be located or refuses the prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

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WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, EASYRIDERS 40TH ANNIVERSARY SWEEPSTAKES, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

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Another
Dave Mann
Painting in this issue!





Rare as tits on a bowling ball—

A Midwestern Scoot Featured in a Biker Rag!

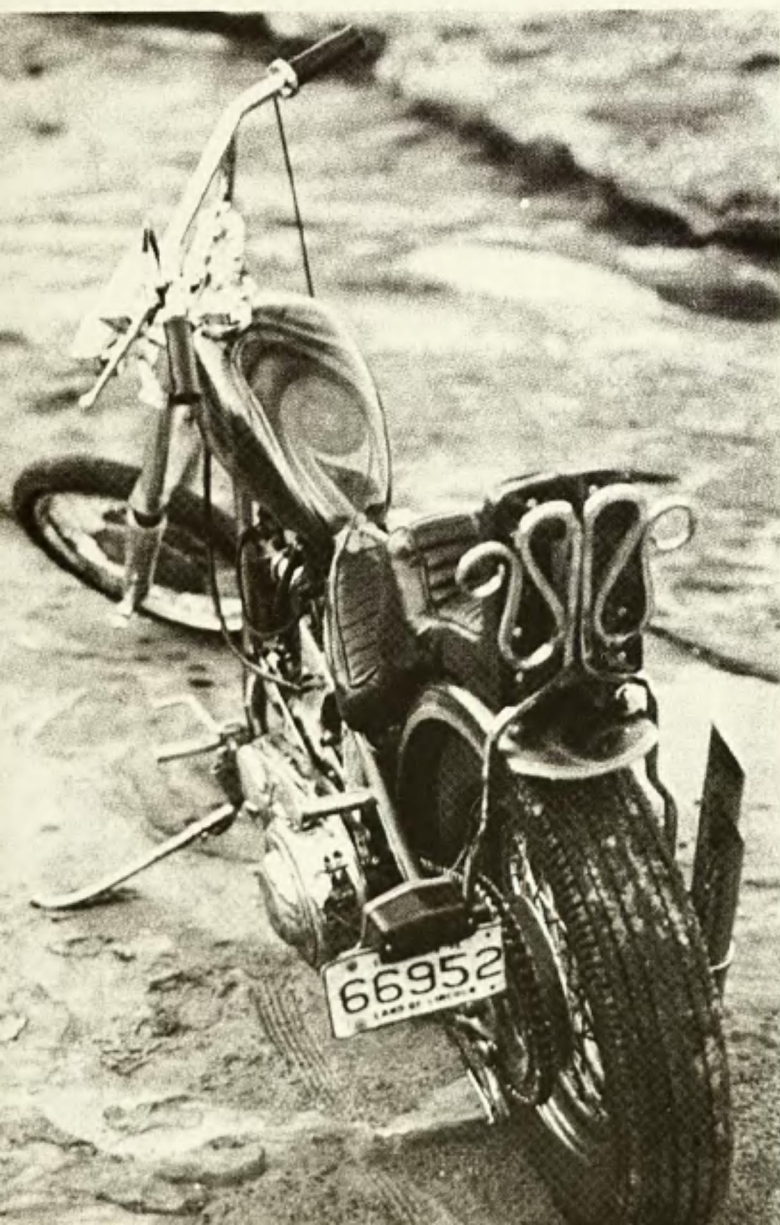
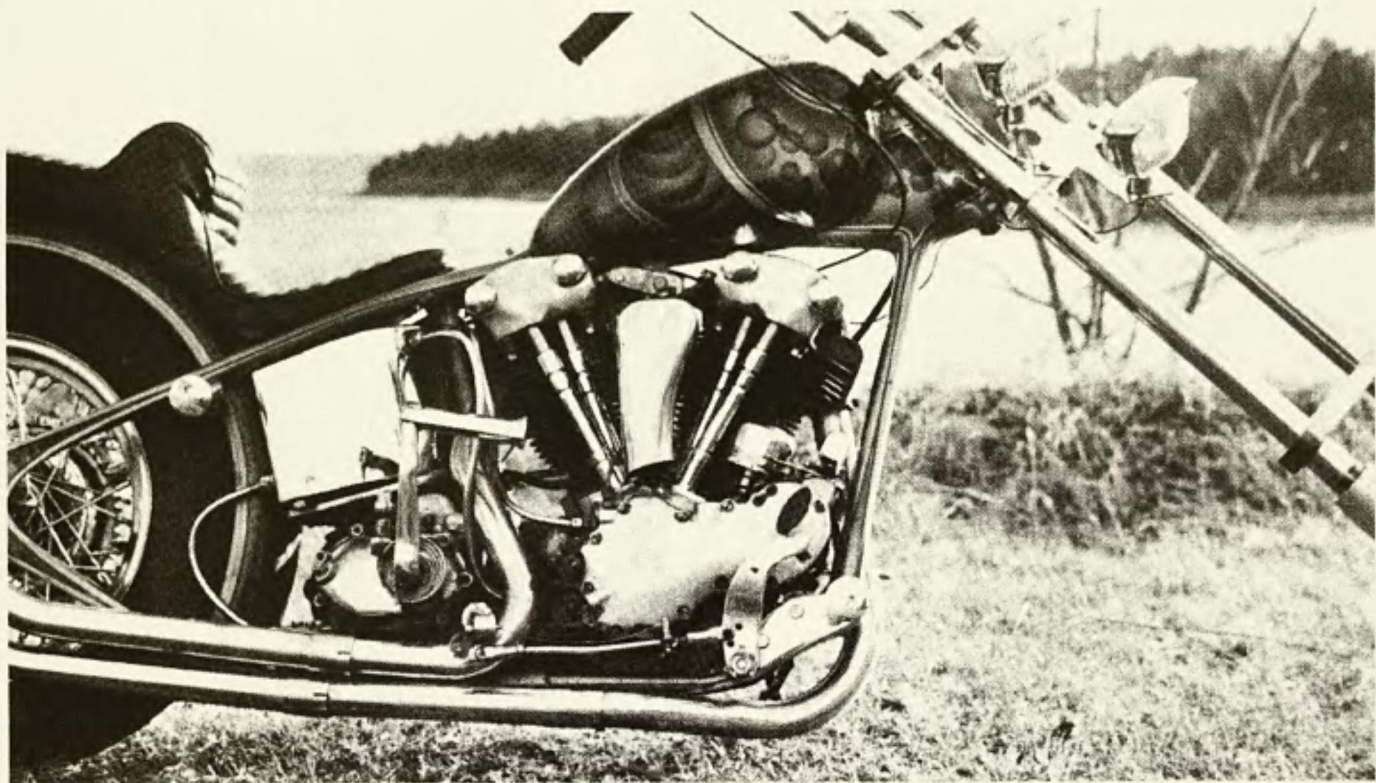
Our first contact with Gary Robinson was when we received a letter from him wondering, "Hey, what in the hell's with you West Coast slobs—you never feature any Midwestern scoots. I'm standing up for all of us guys in the Midwest when I say one of you schmuck editors ought to pay more attention to Midwesterners. You magazine prunts are all the same—I read 'em all, and you can count the Midwestern bikes represented in them during the past year on your fingers.

"So, how about getting off your dead asses

to help us out and let your readers know that we exist. I'm appealing to you freaks at Easyriders because you, out of all the bike mags, are the most together bunch of 'em all. Because you've got your shit together, I laying it on ya—is there any reason for not featuring the enclosed scoot?"

The photos Gary submitted were good and there was no reason not to feature it; in fact, we're damned glad to get it—we're always looking for good bikes.

We called him and told him so, and requested additional photos. In a letter ac-



companying the requested photos, Gary said, "Thanks for calling. I sent the enclosed photos off as fast as I could."

"Thanks for recognizing a Midwestern bike—so far, no one else has had the balls to do it."

We told Gary that the bike was chosen because it was a good bike, not because it was a Midwestern bike. That a bike is selected to be featured in *Easyriders* solely on its merits. There is nothing prohibiting any scooter, anywhere, from appearing in *Easyriders*.

The problem is that we can't be everywhere. We must rely on you, wherever you are, to bring righteous bikes to our attention. Once this is done, we'll do the rest. But before we can do anything, we must know where they are.

Any bike that is righteous enough can be featured, regardless of make, but it should be understood that the biggest guys on the staff are Hog freaks, so anything other than Milwaukee iron has got to be really righteous to get past them. But it's not impossible, and that's the point. A bitchin' bike is a bitchin' bike . . .

To see if your scooter qualifies, all you have to do is send us a couple of clear photos of it. If the editorial board approves it, we'll contact you and take it from there. If you want your photos back, you must send a stamped, self-addressed envelope.

The only type of bike we don't want in *Easyriders* is unridable, show-bike freaks. We'll consider any other bike—yes, even if

it's from Gary's town of Carbondale, Illinois—wherever the hell that is. It must be a hip town, though, for Gary is head (excuse the expression) painter for a chopper shop in Carbondale: The Custom Works.

So, don't complain about not being in a magazine—do something about it. Gary did. It's your move.



Owner: Gary Robinson

General

Fabrication by: owner

Year & make: 1938 H-D

Model: '61

Value: \$2800

Time: 6 months

Assembly: owner

Chroming: Brown's Plating

Frame

Year: 1938

Rake: 1 3/4 inch

Rear susp.: rigid

Bars: T-Bar

Tank: Peanut (3 gallon)

Seat: owner

Material: naugahyde

Engine

Year: 1938

Model: Knucklehead

Builder: owner

Displacement: 61 cu. in.

Cam: 1936 Lightning Cam

Lifters: foot

Carb(s): Linkert

Shifter: solids

Pipes: owner

Mufflers: none

Stacks: none

Forks

Type: Glide (3" narrow)

Extension: 15 inch

Builder: owner

Painting

Molding: owner

Painting: owner

Color: Candy tangerine and red

Type: Lacquer and acrylic

Tires

Front: 1.75 x 18 Yamaha

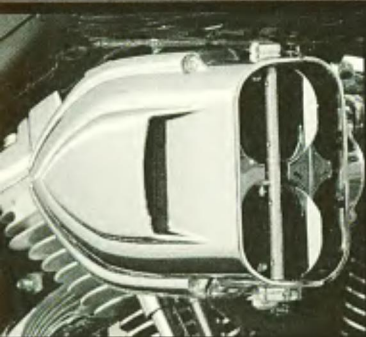
Rear: 5.00 x 16 Goodyear

Wheels

Front: 18 inch Rear: 16 inch

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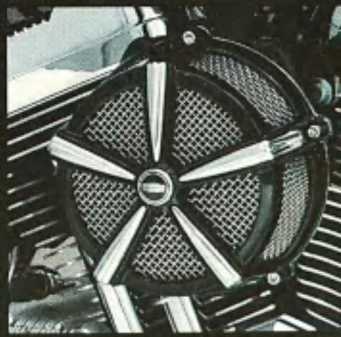
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POOR BOY

My recipe is designed for those of you who are as broke as I am, and that, would you believe, is flat broke. I assure you that my procedures have been tested, and the strength of this stuff exceeds that of mild steel, but it is not weldable. For those of you who worry considerably about health and pollution, you'll be happy to know this is organic. It's really fuckin' pure.

As you know you can make wine out of anything that grows. My old reliable (because it's cheap, 1.50/gal., and it only takes six weeks from start to finish) is made with honey. That's right, man, honey. Wine that is made with honey is called Mead. Mead is known as the wine of the gods. So, man, if you ride a seventy-four, get it on right now. In six weeks you'll be able to go down the highway without any help from your bike.

Here's what hardware you'll need:

- 1—One gallon glass container (known as a jug in the enlightened societies, the same kind you shouldn't keep gas in).
- 1—Rubber stopper with a hole in the middle. You can buy it in a wine store or a hobby shop.
- 1—A piece of metal tubing to

fit snugly in the end of the stopper. You can use, if you want, the little piece off your fat bobs.

- 1—Three-foot piece of gas line.
- 2—Some old bean or ravioli cans.

Here's what edibles you'll need:

- 1—Packet of Fleischman's yeast. They come three to a box and can be ripped off at your local supermarket. Check the date stamped on the packet and make sure that you use it before this date. If the date has already passed when you buy it, then the super-

market ripped you off, so fuckum. Take your ripped-off yeast back to the supermarket and demand your money back; they never ask for receipts. Then go to another store and buy the yeast with the money you got from the first store. Go back to the first store and rip them off again. Take the yeast and go back to the second store and demand your money back, which will be returned because you have your receipt with you. Keep going from store to store until you have enough money to buy the next in-



WINE

by Bob (Bum) Kates

redient, and to pay for all the gas you're using.

- 1—Three-pound (per jug) jar of **white clover** honey. (White clover is a type of honey, not a trade name.) It's the best so far. **Buy** (most bee farmers are just as broke as we are) it from the farmer, the fresher the better. The freshest and most profitable way is to buy the comb. Honeycomb comes with wood on four sides and open both front and rear. Remove the skid plate from the bottom of your bike, and put it in the center of the floor. Remove the derby cover from your primary case and put it next to the skid plate in the center of the floor. Take the wood off the comb and put it on the skid plate. Put the remaining comb in the cleaned-out derby cover. Put the derby on the wood which is on the skid plate which is in the center of the floor. Set the wood on fire. As the beeswax melts it rises to the top. Clean up the two putty knives you use for mixing Bondo and swish them gently in the honey; the beeswax will cling to them. Rinse the excess honey off the wax by run-

ning it under lukewarm water. Get your carbon scraper and scrape the wax into one of the old bean cans. Put the derby cover with wax on the table. Dump the ashes out the window and replace skid plate on bottom of bike. Get some string and heat up the wax in the can. Dip the strings in wax and then you have candles to burn when your electricity is shut off.

Now that you are ready to barf, I'll tell you how it should be done:

- 1) Clean a one-gallon glass jug with **soap**, not detergent—detergents contain pollutants that can kill yeast. Rinse jug. Put ten tablespoons of baking soda in the jug and fill halfway with water. Slosh around and empty. Rinse with clean water.
- 2) Put three pounds (less yes, more is a no-no) of white clover honey in the jug and fill with lukewarm water to about the halfway mark. Slosh around until the honey is dissolved in the water.
- 3) Put one packet of yeast in the jug of honey-water solution and fill the jug to the neck, leaving about an inch or two from the top. Be sure

that you **do not** use hot water. Hot water may screw up the yeast.

- 4) Put the jug in the sink and let it sit undisturbed for nine to ten hours. It will foam at the mouth.
- 5) After nine or ten hours, clean the outside of the jug with a clean wet cloth or paper towel. Put a vapor lock on the jug (you can buy a vapor lock at any Wine Art store for less than a buck, and make sure you ask the clerk how to use it if you don't know).
- 6) After two weeks rack the wine. (**Racking** is simply the transfer of the wine from the original container to another, spotlessly clean, one-gallon glass jar. Use a $\frac{3}{8}$ " rubber hose at least $1\frac{1}{2}$ yards long. Keep the hose clear of the bottom and sides of the original container; all you want to siphon off is the clear, pure liquid.) Siphon the wine into your second, clean jug and be sure that you don't pick up any of the yeast sediment at the bottom. Fill the jug with water to make up for the loss when racking. Rinse out the vapor lock in baking soda solution and put on the jug. Let stand for four weeks.
- 7) At the end of four weeks siphon the wine into clean bottles (see step number one). Use corks to seal the bottles. You can buy corks at the same place you bought the vapor lock. Soften the corks by putting in boiling water for two minutes before putting in the bottle. Pressure, but not much, may force the cork partially out of the bottle, so keep your eye on them until the corks dry out.
- 8) Go do something for your head.

In the Wind

More words and photographs cannot adequately convey the exhilaration and the feeling of complete freedom enjoyed by bikers gliding through city traffic or jamming on the highway. You have to get on a bike and ride it in order to appreciate the real benefits of owning one.

But short of actually riding a bike, we feel that nothing illustrates this freedom, this leaving all your problems behind you, this letting it all hang out groove—better than the sight of a guy all laid out, his feet up on highway pegs, with his girl tucked in behind him, flying down the highway with hair blowing in all directions.



—Submitted by P. S. Shull, Concord, California

—Submitted by Larry Jones, Cleveland, Ohio



Woops, The Man!

*Jammin' down the highway
With the wind against your face,
With a love so rare between your legs,
Not goin' anyplace . . .
Cruisin' so smooth at sixty,
So rare, so free, so fine—
And then to look up
And see The Man!
It really blows your mind!*

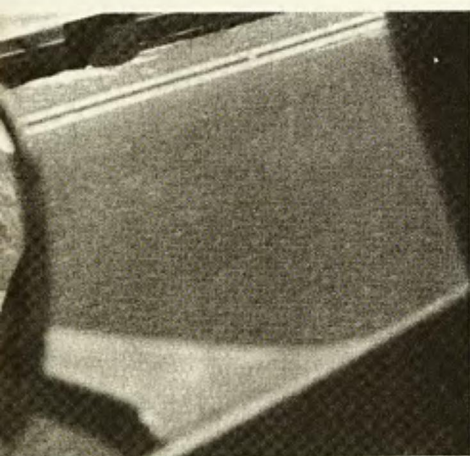
—by Carl Beck



—Submitted by Lynn Miller, Fallbrook, California

Easyriders will pay \$10 for black & white photos, and \$20 for color transparencies, of bikers in action. We prefer bikes in motion, with a guy packing a chick, although we will purchase any sharp, properly lighted action shot.

Send your black & white prints or color transparencies (no color prints) to Pete Chiodo, Photo Editor, Easyriders Magazine, Box 2086, Seal Beach, California 90740. If you want rejects returned, you must include a self-addressed, stamped return envelope with submissions. Easyriders cannot be responsible for loss or damage done by Post Office.



*Flyin' down the highway, jammin' away . . .
Can't describe the feeling, or what makes me
feel this way.*

*I've left the old world; I'm in one of my own
Leave me alone.
I'm free!*

Off into the wind, throttle in hand . . .

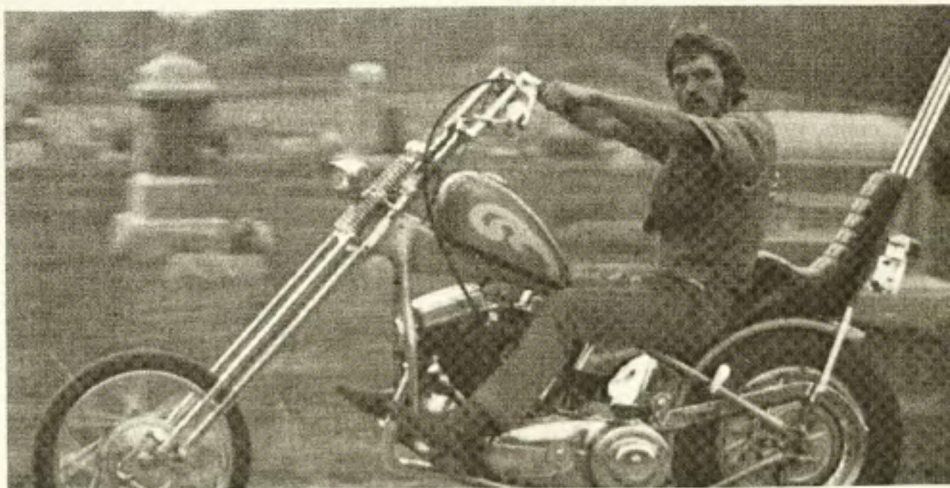
*Come off it, man, don't hassle me!
You be you,
I'll be me (And believe, there's nothing I'd rather be!)
I'm a biker, and proud to be.
It's a way of living, life for me—
Ridin', glidin', I'm free!*

—by Steve Holmes

Larry Jones, Cleveland, Ohio



—Submitted by Bob Huber, Janesville, Wisconsin
Ken Frederick, Berrien Springs, Michigan



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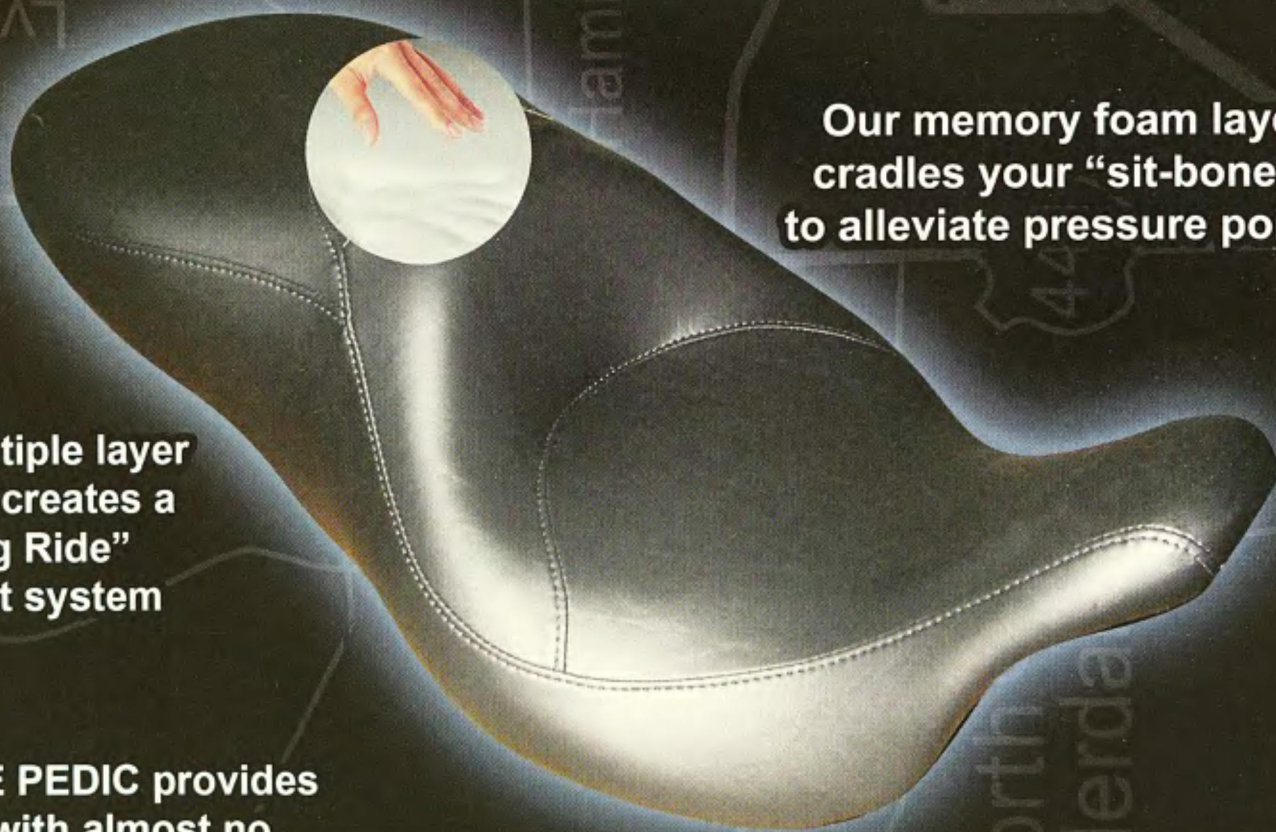
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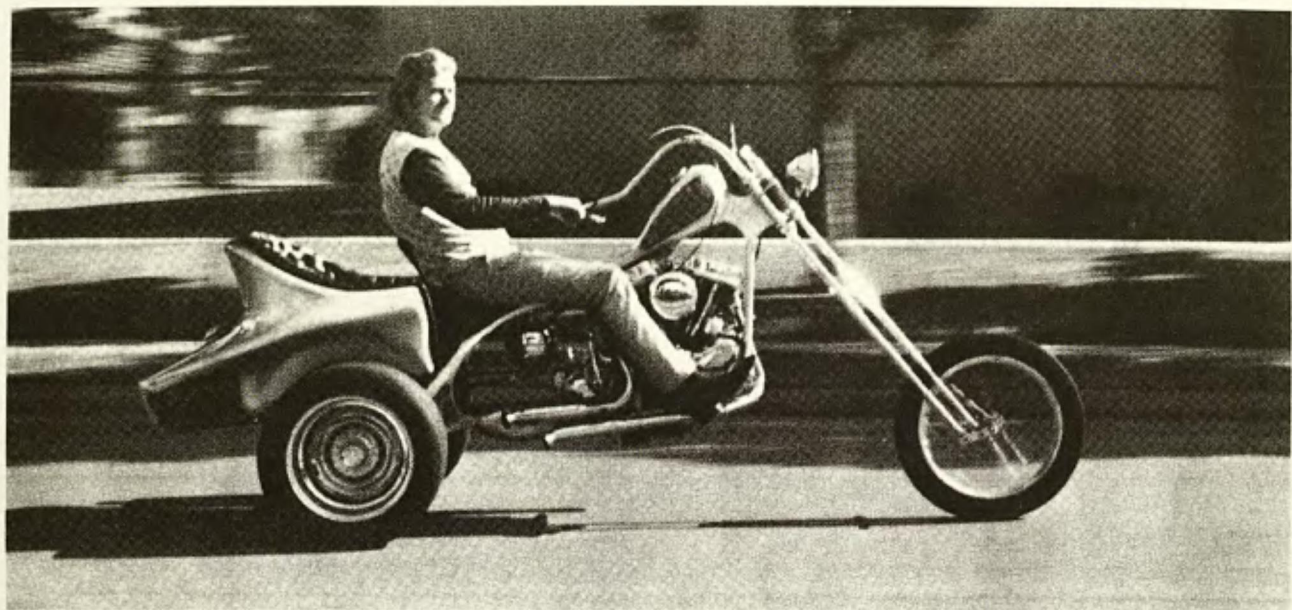
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Snapper's Snappy Snapper

Photos by Clyde Hammett

No, the title has nothing to do with the yummie model—but as long as you have mentally done her in, I guess the only proper thing to do is to introduce her to you. Twenty-year-old, five-foot-six (36-25-37) Berna Ballas is in a matronly bikini simply because she doesn't go any further than that. As you can see, she is a sweet, tender, innocent thing—and besides, Spider's lousy habit of drooling, coupled with his seedy, dirty-man appearance, scared the hell out of her.

In case you haven't noticed, that's a pretty bitchin' trike she's pressing her fanny against. It belongs to—you're going to think I'm putting you on, but I'm not—Casey Snapper. The reason I thought you might think I was putting you on was, that was my initial reaction when he told me his name. At first I shined it on, thinking it was a stage name, but when he signed the photographer's release form, I was fairly certain he wasn't kidding. Of course,







being a nosy slob, I had to ask him if that was his real name—or just a stage name (like Tony Curtis's real name is Bernie Schwartz).

It was real.

I then asked if he got kidded about it by any of his buddies. He laughed. "Yeah, but you wouldn't be able to print what they say."

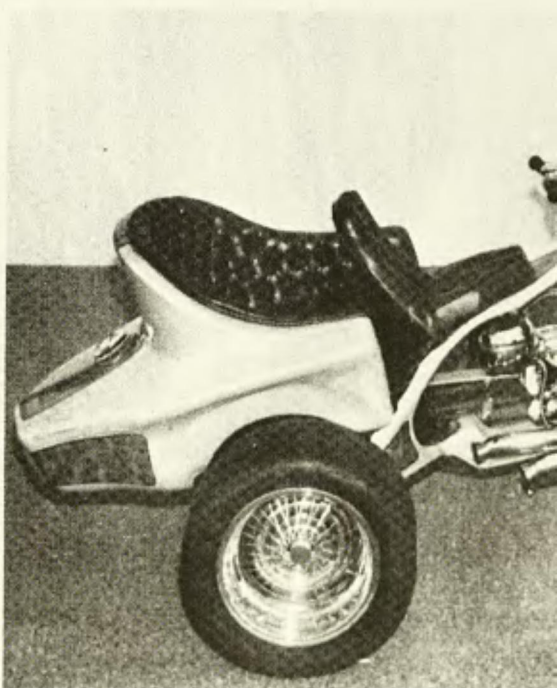
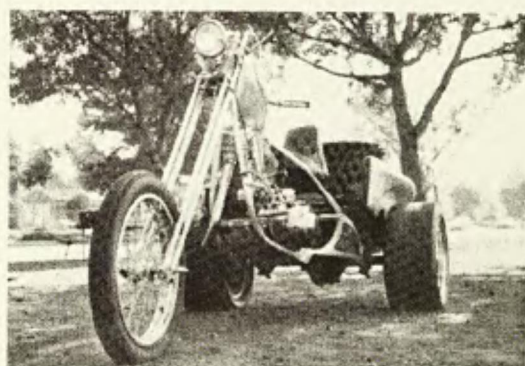
Casey owned a Yamaha, a Triumph and a Honda 450 before he got this trike. When asked what he thought of the 450, he answered, "I thought enough of it that I sold it six months after I got it."

Like most bikers planning their bikes, Casey started saving photos from magazines and making notes and taking photos at various shows.

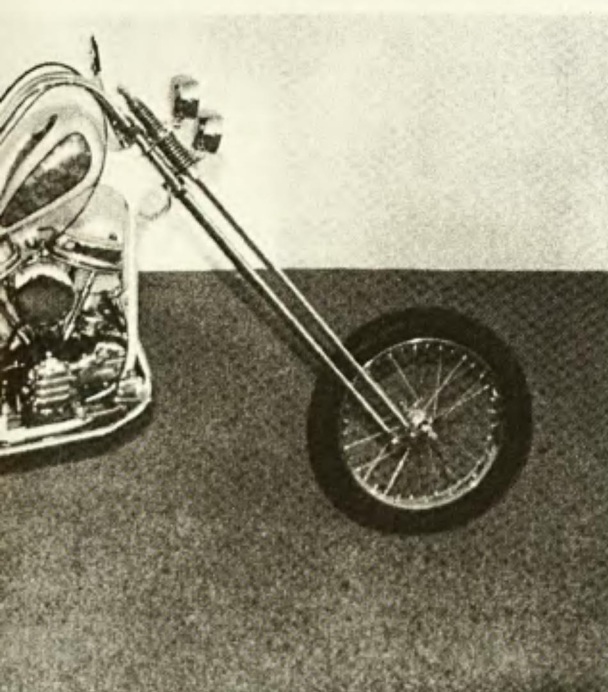
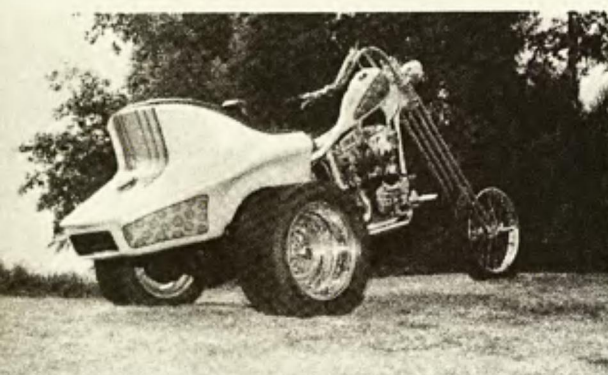
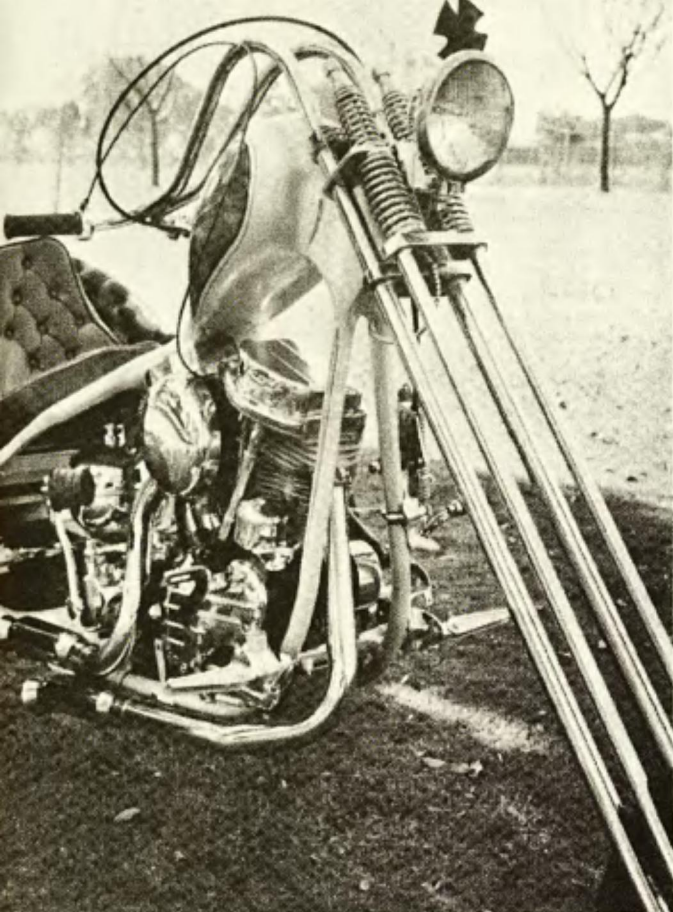
Although he wanted a trike of show quality, everything from inception was geared primarily for riding—like the peanut gas tank being a dummy, with the actual 8-gallon gas tank at the rear of the trike. As Casey said, "I wanted a good-looking trike, but I also wanted to be able to putt anywhere."

He did most of the work in his garage at home. He gets off work at three in the afternoon, and this allows him many hours every day to spend on righteous projects.

I asked him why he decided to build a trike as opposed to a two-wheeler. "The trike was more of a challenge to build." He thought a moment, and then grinned. "Plus, a trike



—Continued on next page



Owner: Casey Snapper

General

Fabrication by: owner

Year & make: 1960 H-D

Model: 74

Value: \$4800

Time: 13 months

Assembly: Steve Mitzner

Chroming: Ferrier Plating

Frame

Year: 1964

Rake: 1/2 inch

Rear susp.: rigid

Bars: Kar-Life Muffler

Tank: Peanut (not used)

Seat: Custom Aircraft

Material: naugahyde

Sissy Bar: none

Engine

Year: 1960

Model: Panhead

Builder: Steve Mitzner

Displacement: 74 cu. in.

Cam: FLH

Lifters: hydraulic

Carb(s): Linkert

Shifter: foot

Pipes: drag pipes

Mufflers: Shorty

Stacks: none

Forks

Type: springer (custom)

Extension: 18 inch

Builder: Ted Vos

Painting

Molding: owner

Painting: Dennis Ricklefs

Color: pearl and candy orange

Type: Acrylic lacquer

Tires

Front: 3.00 x 18 Pirelli

Rear: 12.00 x 15 Goodyear

Wheels

Front: steel 18 inch

Rear: 15 inch Plymouth



gets a helluva lot more attention."

"I dig riding—rather ride a bike than a car." He casually wiped unseen dust from the peanut tank as he spoke. "So much so, I can ride a bike for eight hours at a time and enjoy every minute of it."

I noticed a small chromed bowl-shaped thinger at the rear of his engine. "What in the hell is that—where you keep your stash?"

He smiled. "No, that was a smudge pot—one of those things fruit orchards burn oil in to keep the fruit trees warm at night, so that the fruit doesn't get frost bitten. I'm using it as an oil tank—it holds four quarts."

"That's a nutty idea," I said out loud, but more to myself, as I inspected it closely.

"It wasn't my idea," Casey said quickly, making certain I didn't credit him for it. "I thugged the idea from a friend of mine that has one on his scooter."

I was about to leave, but something bothered me, and I had to ask, "Hey, Casey, where did the name 'Snapper' come from—I've never heard it before."

"It's a Dutch name—I was born in Holland."

I felt better. I had learned something. I try to learn something every day. Yesterday I learned that the U.S. expects to land men on the moon before 1980. Back to Snapper, I'd always wondered where the lobster got the name of "red snapper." Or is that some other kind of fish? How would a lobster be able to swim all the way over here from Holland? I've got to remember to ask Casey about that the next time I see him.

—Dog Breath

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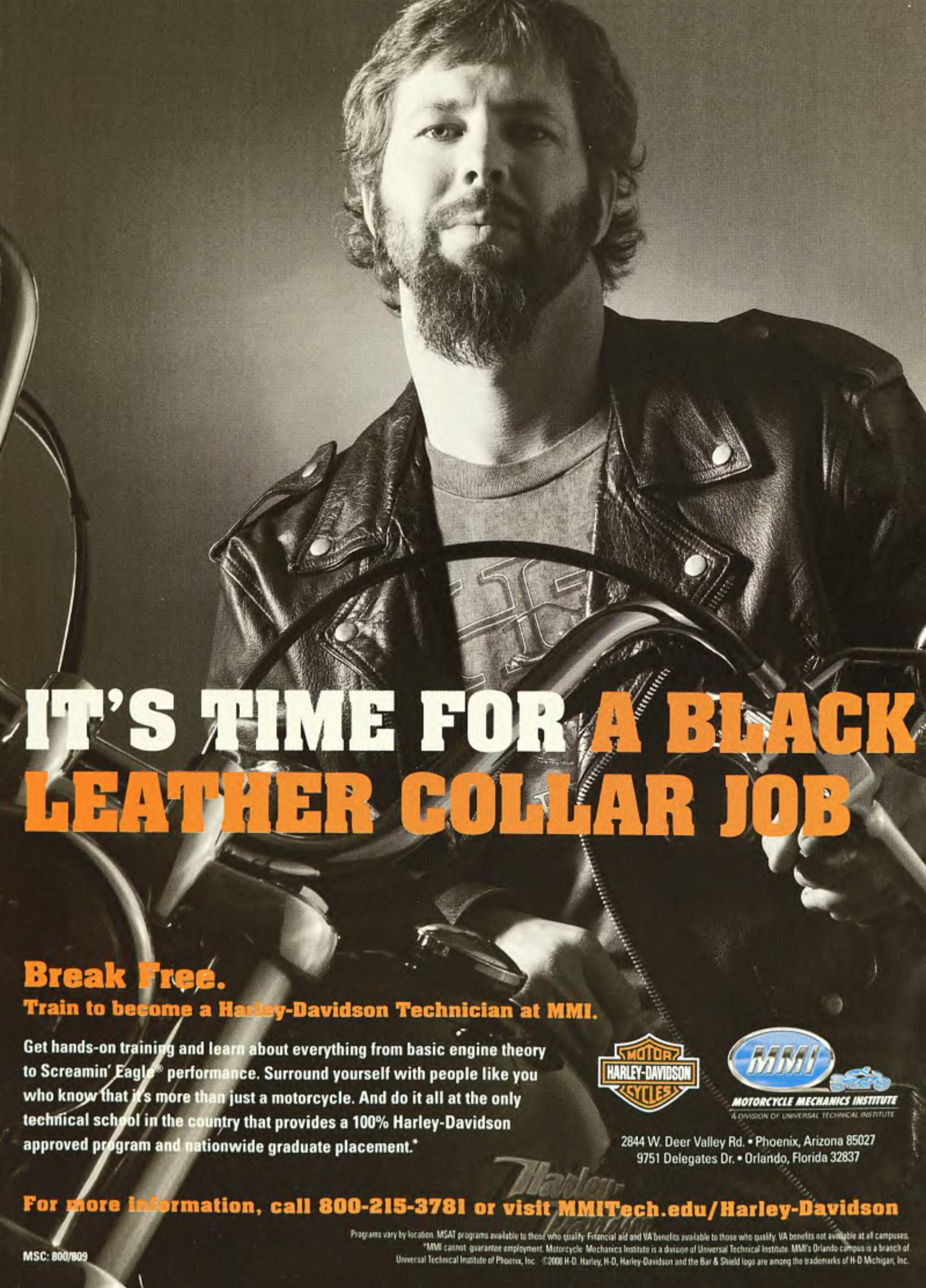
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Night Run

The sun's gone down; neon lights come alive. Your belly's full, and you've seen to it that your head's in good shape. You're ready for a night run to who knows where. Who cares?

Cool it through the city—start to get on it in old town, where things are looser; head for the highway that will take you away—somewhere, anywhere, nowhere.

This free and easy night run mood is captured by Dave Mann in his latest creation for Easyriders, on the following pages. You can sense the power the rider is going to feel as he cranks it on, down a street on the hip side of town. Turn the page and see if you don't agree.



David Mann





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Freedom of the Road



Here, at Last, is a Sound Program for Fighting Anti-bike Legislation

Now that we have the views of Douglas Toms, Administrator of the National Highway Traffic Safety Administration (see page 26), it would appear that the best, most immediate way of effectively stopping enactment of anti-bike laws in your state is to fight a **delaying action**.

Get Lawmakers To Wait

Do everything in your power to get your state's lawmakers to wait for the results of the federal government's testing program; to not rush ahead and enact laws without complete knowledge of the subject.

Raking And Extended Front Ends

Some states, for instance, are considering the outlawing of extended front ends—yet, in this issue you see that the government's official guesstimate, prior to actual testing, is that rakes of 42-43 or maybe 45 degrees may be okay, and extensions up to 18 inches may be okay—everything depends on their tests, but already they "suspect" that these figures will be the results of their testing. Which is one helluva lot better than a flat outlawing of extended front ends, or enacting laws that no modifications can be made to a motorcycle.

There's no closed mind on this subject as far as the government is concerned; in fact, they feel that an extended front end is a safety

factor in a collision, for the extended front end absorbs a lot of the energy.

The comparatively uninformed (at times, opinionated) state lawmaker should wait for the results of the government's testing. It stands to reason that if a lawmaker really wants to be fair, is really interested in the desires of the people he represents, he will make certain that he has all facts before making a final decision. Not just facts, but impartial facts, from experts, and after thousands of tax dollars are spent on testing programs.

Lights On In Daylight

It is recognized that because of the carelessness, or downright stupidity, on the part of many car drivers, a biker must make himself super-visible—so he can be seen by the most lame-brained motorist.

True, the motorist has got to be educated to co-exist with the motorcyclist; they should not be absolved of blame for an accident with a biker merely by saying, "I didn't see him," but until then, we're gonna keep getting clobbered. So we must drive defensively—as if every car is out to get us. So defensively, in fact, that it might not be a bad idea to leave the lights on in the daytime. However, the government's testing program for this has not conclusively proven the effectiveness (a dumb motorist is a dumb motorist) and as a result, they have not issued a ruling on the subject.

If you choose to fight a proposed daytime-lights-on law in your state, you can point out that even after exhaustive testing, the government has not made a decision as yet, and that they (the state) should wait for the results of the government tests.

Modifications

State inspection stations are largely guided by official government guidelines issued to the inspection stations. When some state officials, and some state inspectors, appear to be prejudiced or are "down" on modified bikes, you should quote Douglas Toms's words to them: "Modest modifications are . . . perfectly fine. It is the extreme, the extreme extremes . . . that are hazardous."

If it is the official government position that safe modifications are "perfectly fine," then the states should wait until the government determines otherwise.

The apparent official government view is that as long as modifications are safe and do not present a hazard, what customizing the individual does to his bike is "none of the government's business."

Helmet Laws

As we suggested in the last issue, the people who should be required to wear a helmet all the time are the novice riders. While there are conflicting statistics regarding actual percentages, it is generally agreed that

the major cause of most motorcycle fatalities is the new bike rider during the first year of operation.

Douglas Toms agreed that a helmet law restricted to specific groups made sense, and that at the present time, his office would not oppose such a law if states were to enact one. He did say that he would base his final decision on the merit of the facts used as a basis for such a law. He also said he didn't feel the legislative and law enforcement officials would go along with such a law, due to policing problems, difficulties of determining the specific groups that would have to wear them, etc., but he didn't close the door—it's open a crack, and it's up to all of us to devise a successful campaign—to come up with convincing rebuttals or solutions to the problem areas he anticipated.

Basic Plan To Follow

Basically the rule-of-thumb action to take immediately upon hearing of a proposed law is to write an intelligent letter, or wire, to the lawmaker making the proposal, and request that he put off action on his proposed bill until the National Highway Traffic Safety Administration has concluded its extensive testing program of choppers and custom bike modifications.

Send him a copy, or quote from the interview in this issue. Stress that he must have all the facts before making a final decision.

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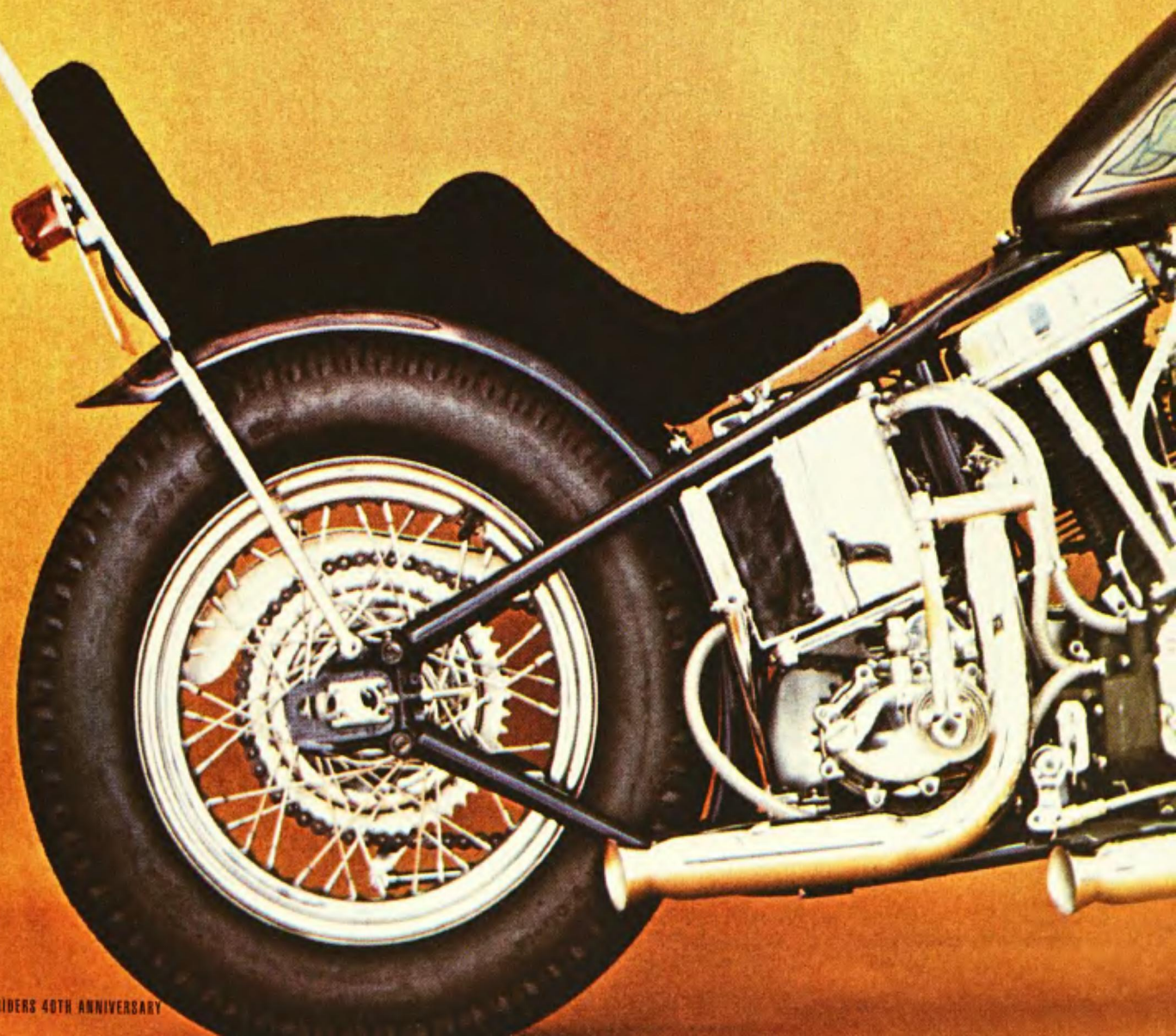
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A cold chill ran up Bill's spine—as if he were helplessly watching his bike being ripped off—when he first heard the word that the state in which he lived was considering a series of anti-chopper laws.

What in hell should he do? His bike, which you see here, was almost finished, the frame had already been raked, molded, and painted—all designed around a 12 inch over stock springer, and now his state was considering the outlawing of extended front ends, and other laws that directly affected his scoot.

He made his first decision fast—that if he

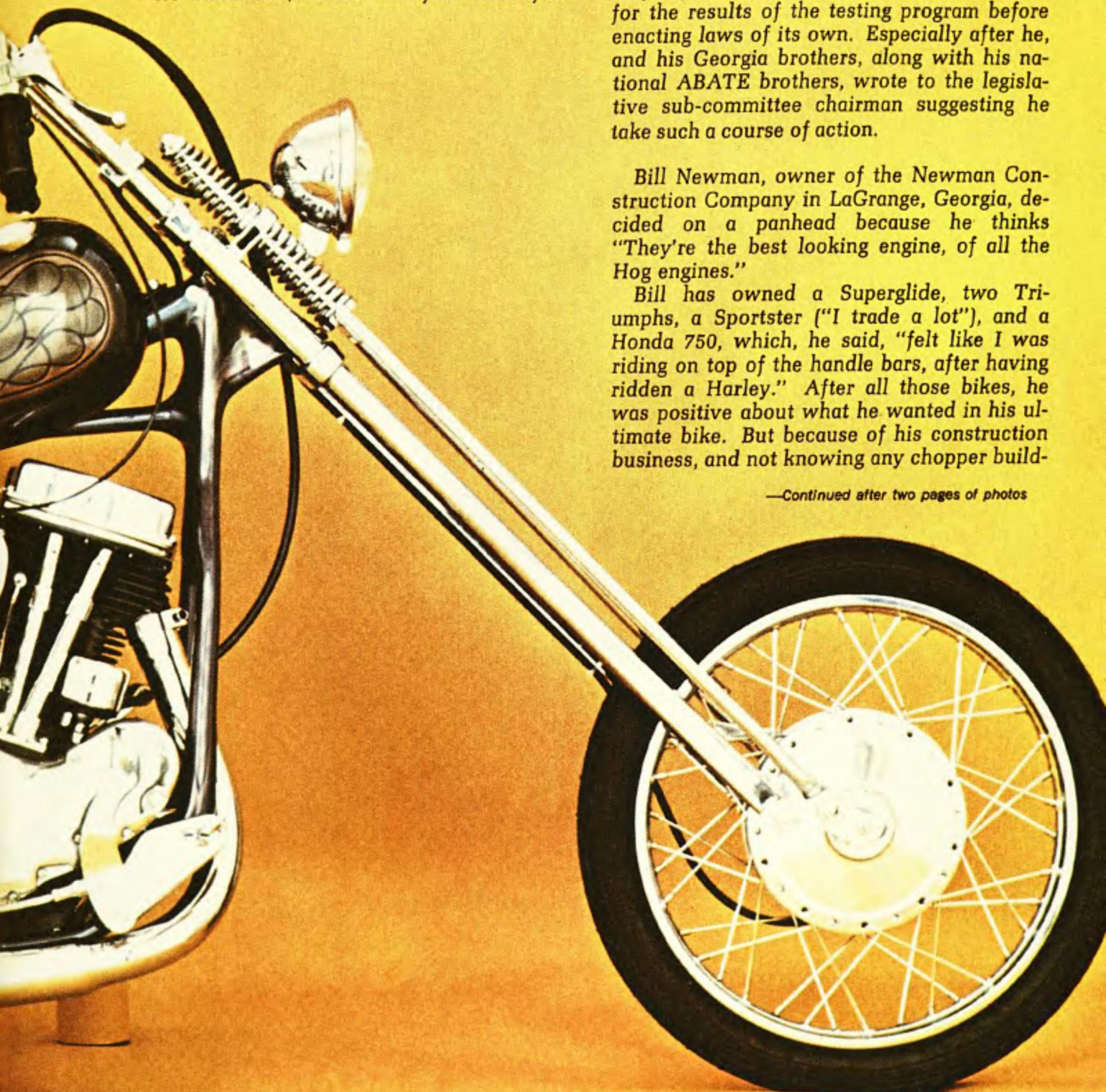
wasn't allowed a bike personalized the way he wanted it, then he didn't want any bike at all.

After many restless days, which included his joining ABATE, and having conversations with ABATE people and many other individuals within his state, it was the consensus that in view of the U.S. Government's planned testing program of chopper components, which in turn would probably result in the establishment of government standards for the states to follow, it would be reasonably safe to assume that his state would wait for the results of the testing program before enacting laws of its own. Especially after he, and his Georgia brothers, along with his national ABATE brothers, wrote to the legislative sub-committee chairman suggesting he take such a course of action.

Bill Newman, owner of the Newman Construction Company in LaGrange, Georgia, decided on a panhead because he thinks "They're the best looking engine, of all the Hog engines."

Bill has owned a Superglide, two Triumphs, a Sportster ("I trade a lot"), and a Honda 750, which, he said, "felt like I was riding on top of the handle bars, after having ridden a Harley." After all those bikes, he was positive about what he wanted in his ultimate bike. But because of his construction business, and not knowing any chopper build-

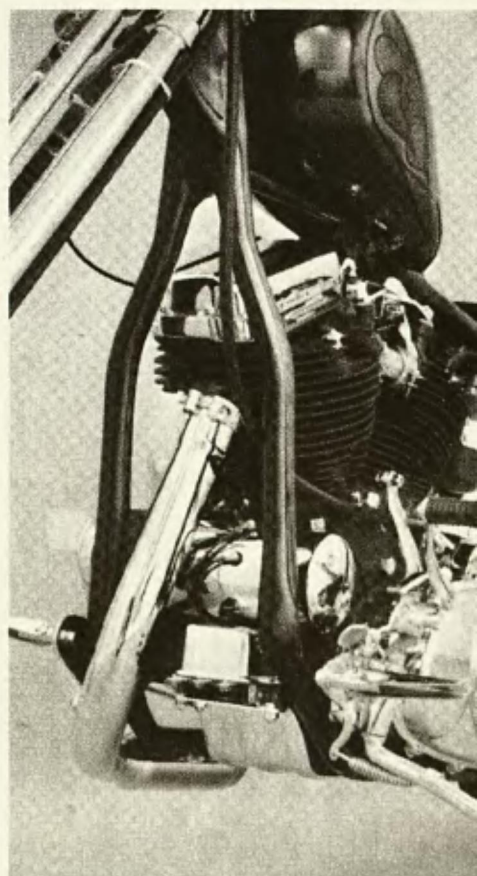
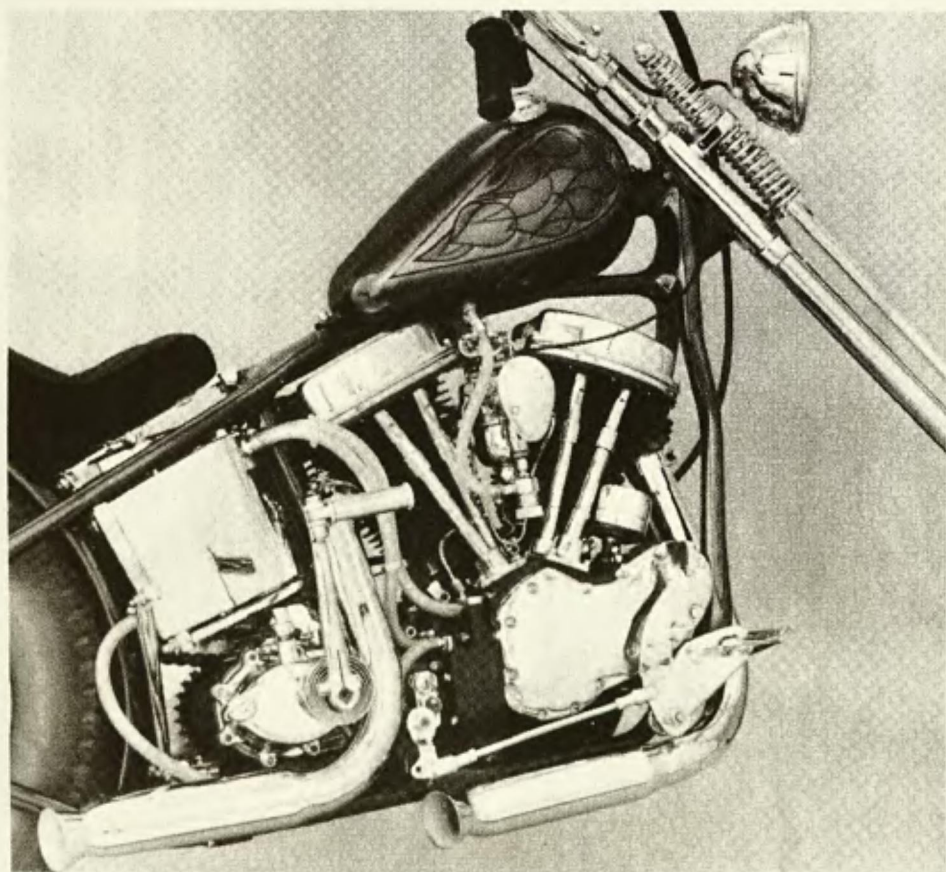
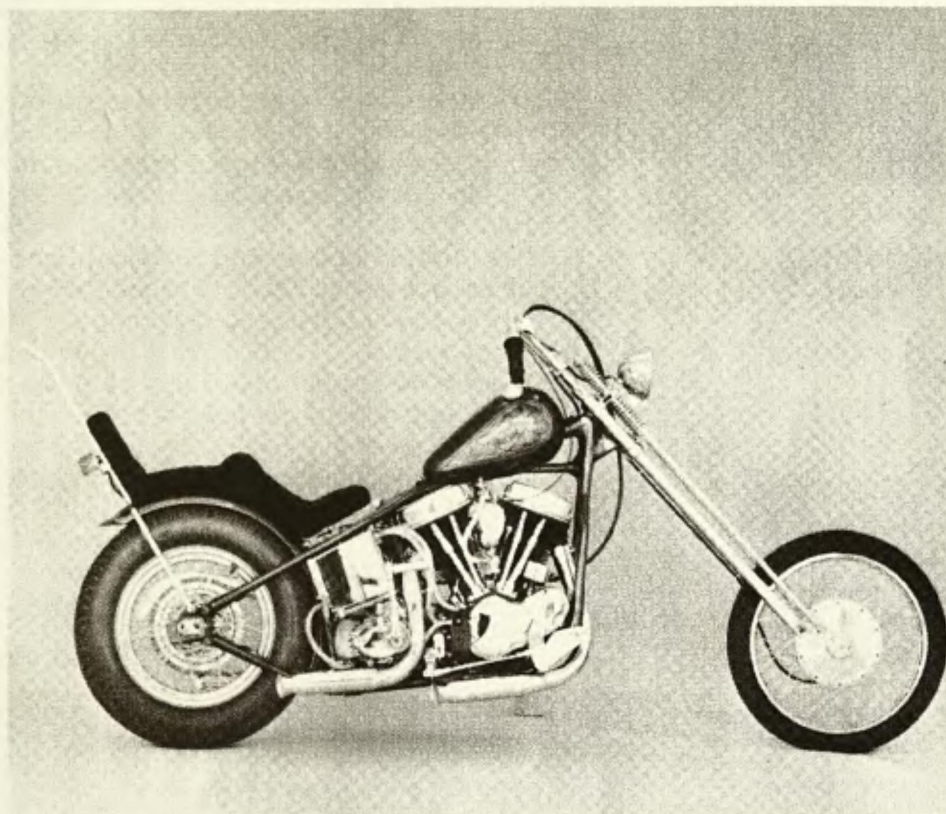
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ABATE member wanted, and got, a tasty super-conservative panhead

Photos by Pete Chiodo





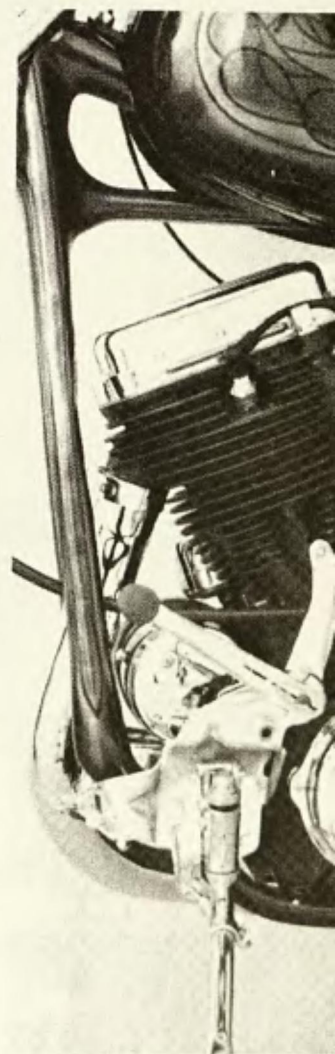
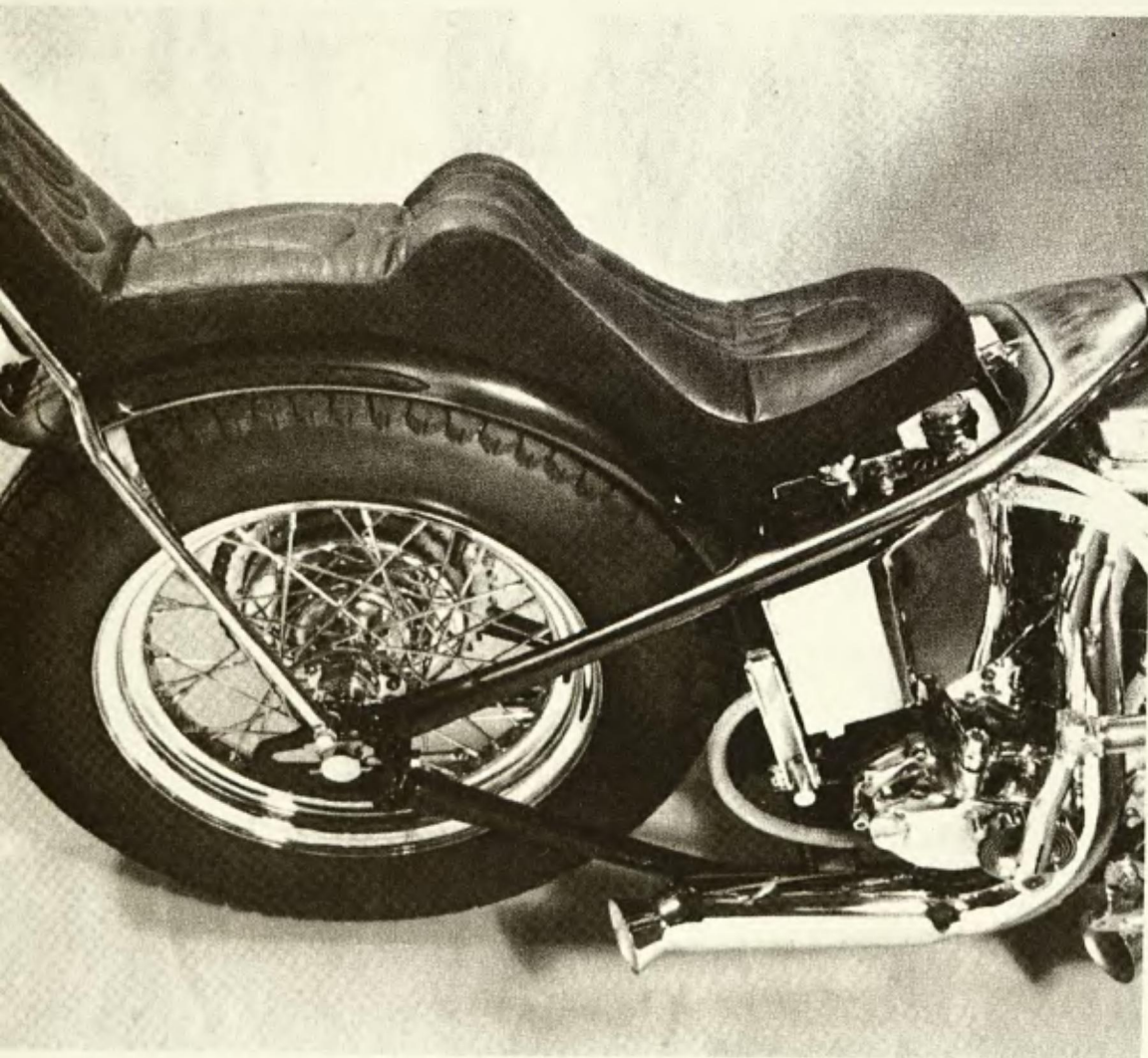
ers in his area, he decided to have a scooter built for him—to his exact specifications.

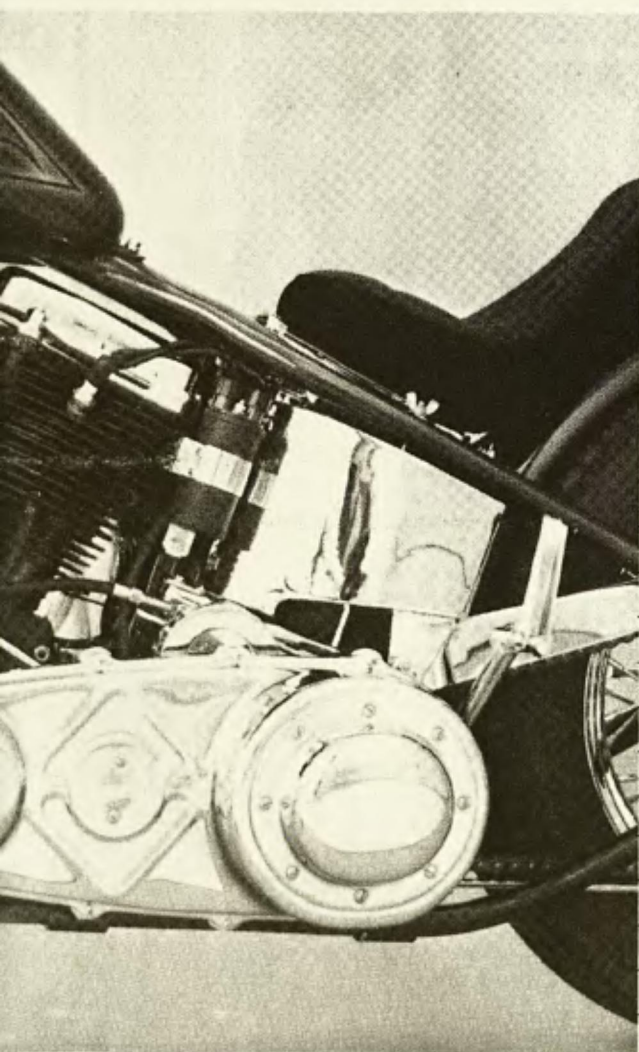
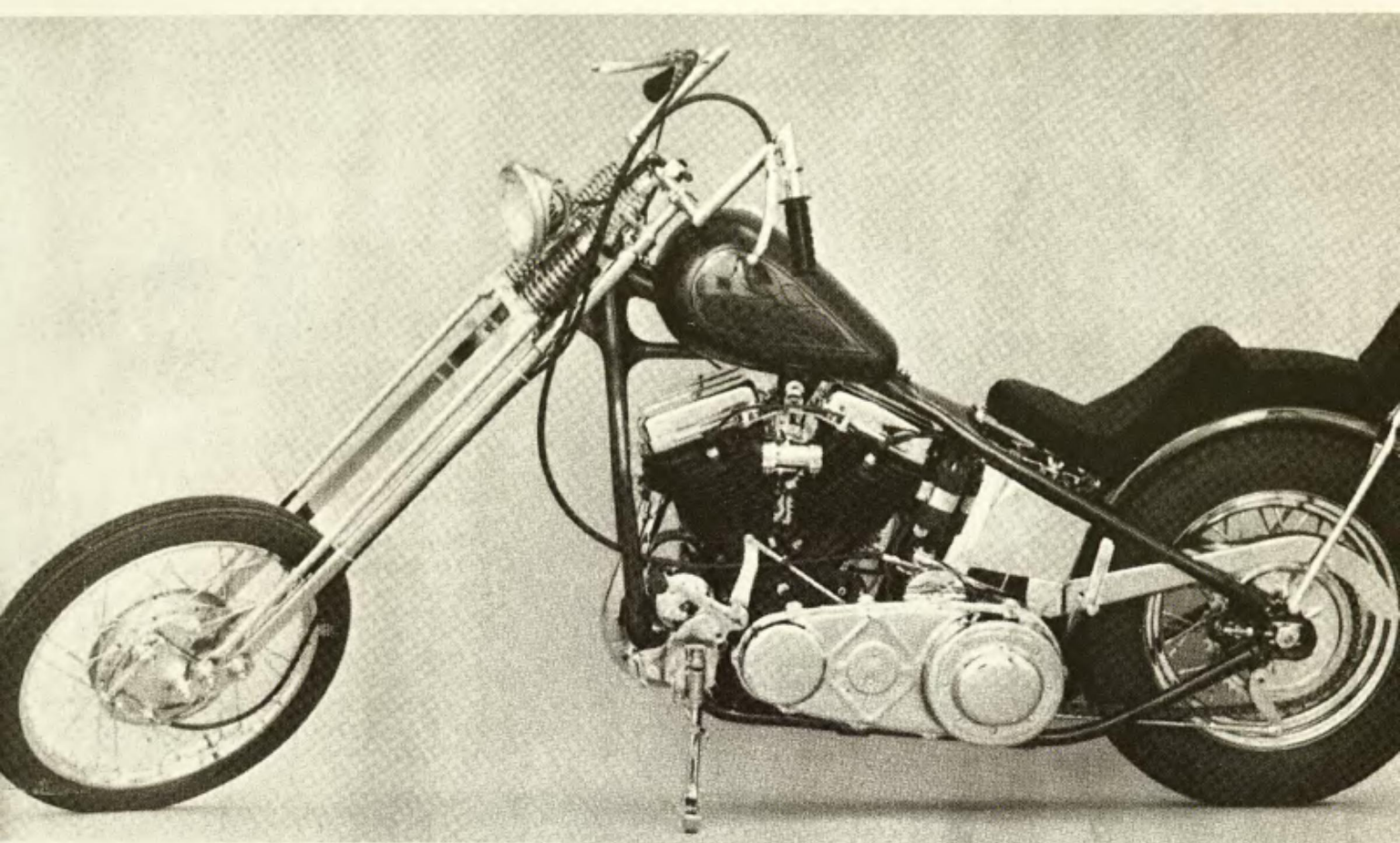
Armed with sketches, photos from magazines, and a detailed list of instructions, he fired them all off to a chopper builder (our back cover) way off in the land of fruits and nuts (California).

He wanted a strictly conservative bike. "No wild flame job, with a six-foot sissy bar." He specified a dark blue color, no twist to springer rails or sissy bar, and engine kept stock. "I wanted it to start easy—no hassles, no problems on runs—something different in design and to my tastes, but trouble free for jammin'."

His favorite run is to Panama City, Florida, which is a comfortable 240 miles one way. His wife, Leown, digs bikes, and packs with him.

"There's no special problem with police in this area, other than the fact that they do enforce the helmet law aggressively," Bill said. "Main reason is because the motorcycle is really getting to be popular in the South—for instance, a Honda dealer in this town of 25,000 sold over 200 Hondas for Christmas."





Owner: Bill Newman

General

Fabrication by: D&D
Year & make: 1966 H-D
Model: 74
Value: \$3500
Time: 4 months
Assembly: D&D
Chroming: D&D

Frame

Year: 1951
Rake: $\frac{1}{2}$ inch
Rear susp.: rigid
Bars: W's
Tank: Chopper Tank
Seat: Ministronie
Material: leather
Sissy Bar: 36 inch, round

Engine

Year: 1966 bottom; 1965 top
Model: Pan/Shovel
Builder: Laidlaw Harley Davidson
Displacement: 74 cu. in.
Cam: Sifton—412

Forks

Type: narrow springer
Extension: 12 inch
Builder: D&D

Lifters: Sifton—solids
Carb(s): Linkert
Shifter: foot

Painting

Molding: Electric Bob
Painting: Electric Bob
Color: Midnight blue and viol
Type: candy-pearl lacquer

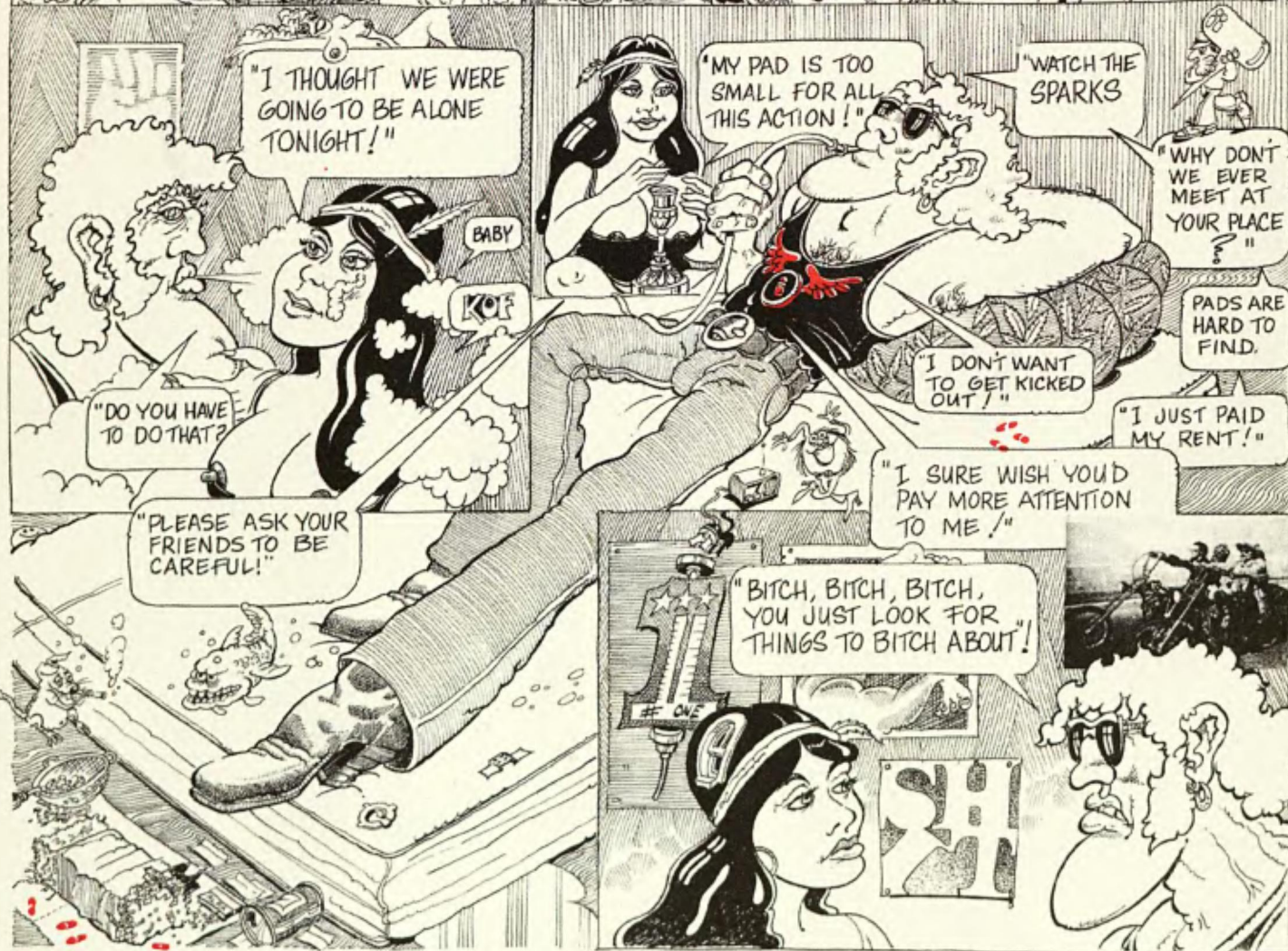
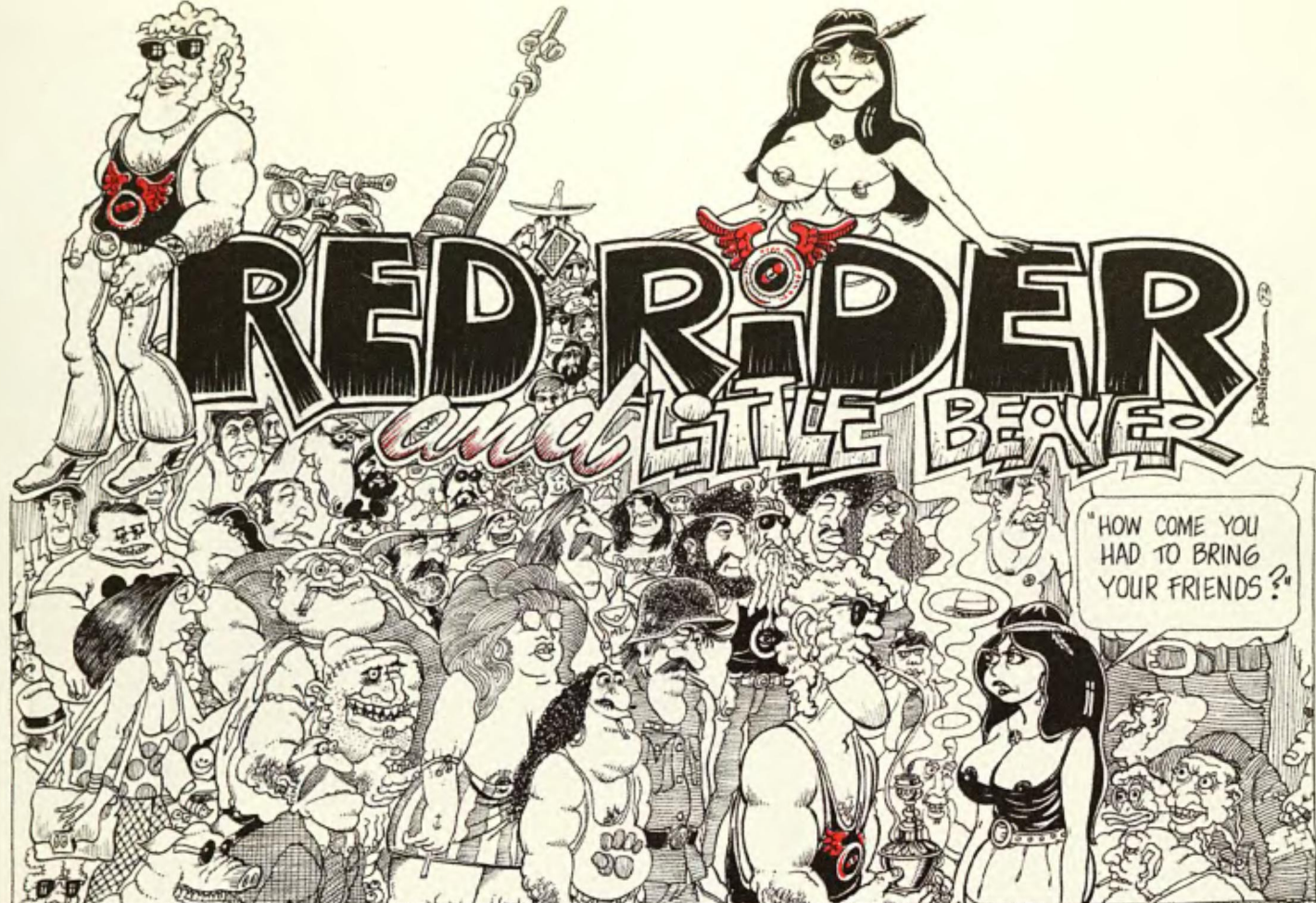
Pipes: drag type
Mufflers: Cycle Eng. "Glass"
Stacks: none

Tires

Front: 2.75 x 19 Avon
Rear: 5.00 x 16 Avon

Wheels

Front: Honda 19 inch Rear: 16 inch







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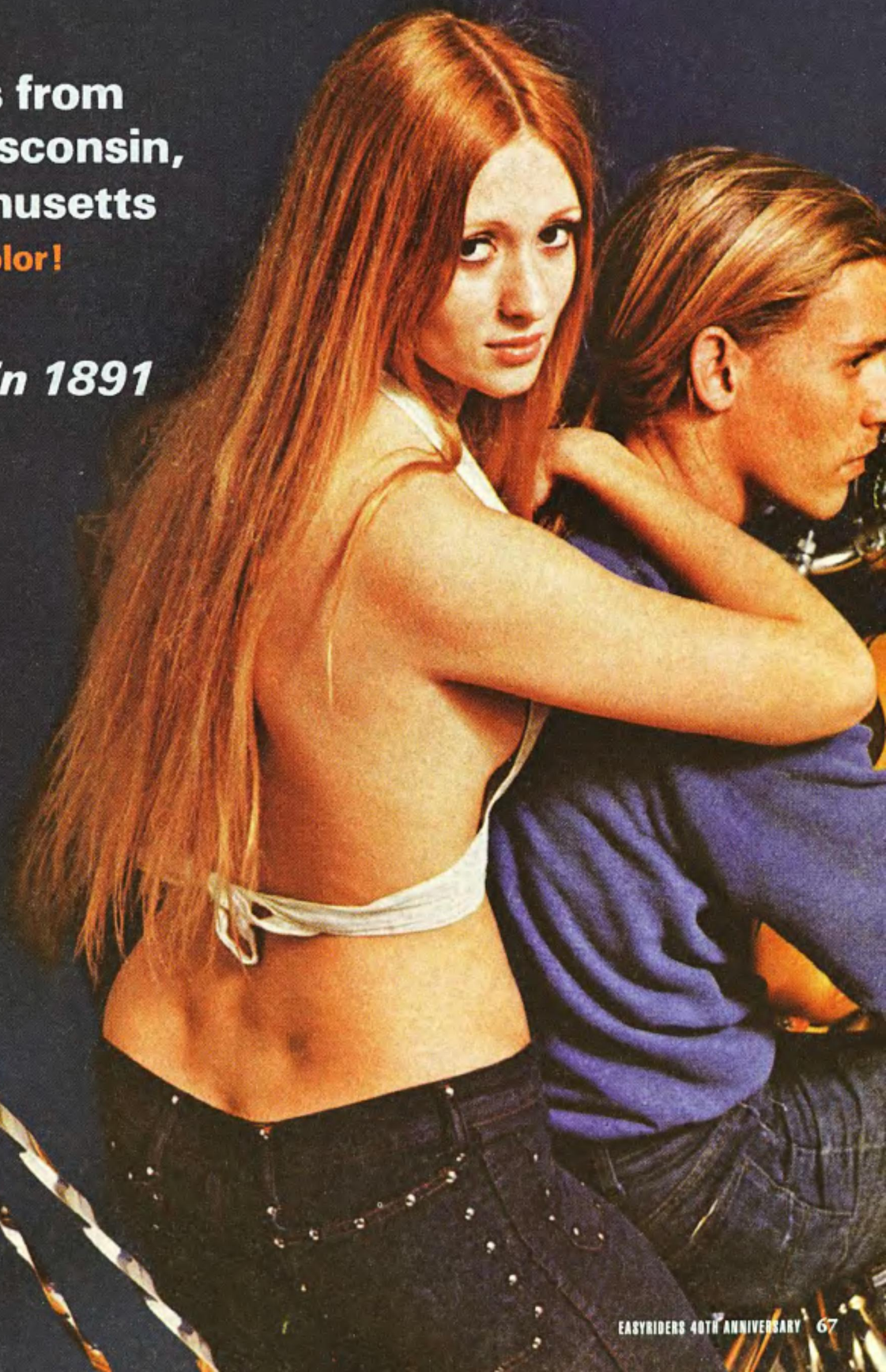
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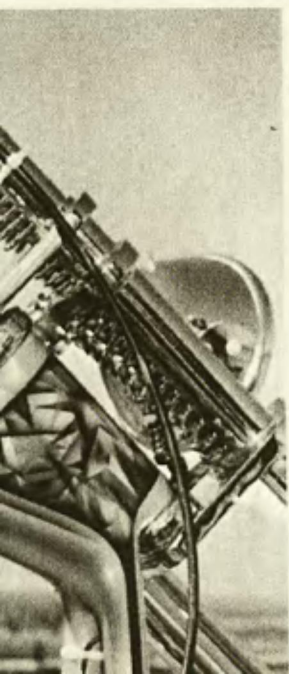
**Latest
Dave Mann
Painting**





*He had to change
his first tank design
because the
cops kept wanting
to impound it!*





Don De Rooy sat astride his Sportster in the left turn lane, waiting for traffic to clear. The bike's engine was spitting exhaust noises at the asphalt, and a cop sitting in a nearby gas station hung his head out of his car window as if listening. In the parking lot of the restaurant across the street that Don was about to pull into sat half a dozen dressers, looking like luxurious overstuffed chairs.

Don throttled the Sporty into the lot as the dresser freaks came out the door of the restaurant, laughing, shoving, and bad-rapping each other. But all the action in the doorway suddenly stopped, and staring eyes followed the Sporty, with Don and his luscious ol' lady perched on it in their relaxed, laid-out style.

"Damn, man, look at that!"

"Yeah. Fantastic bike."

"Not that, stupid! The chick!"

The only place left to park was next to the dressers. Don dropped the stand and cut the engine. Phyllis jumped off and started digging in her purse for her hairbrush.

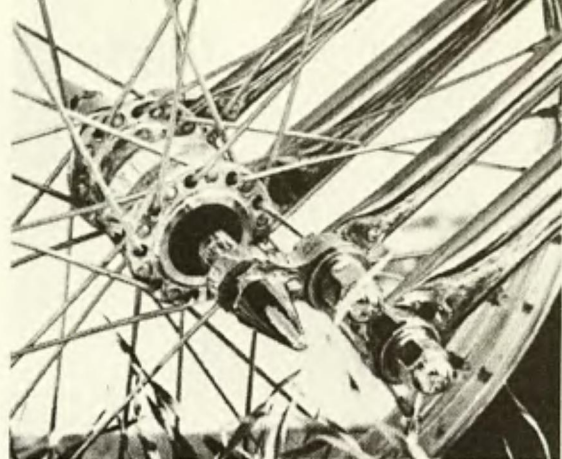
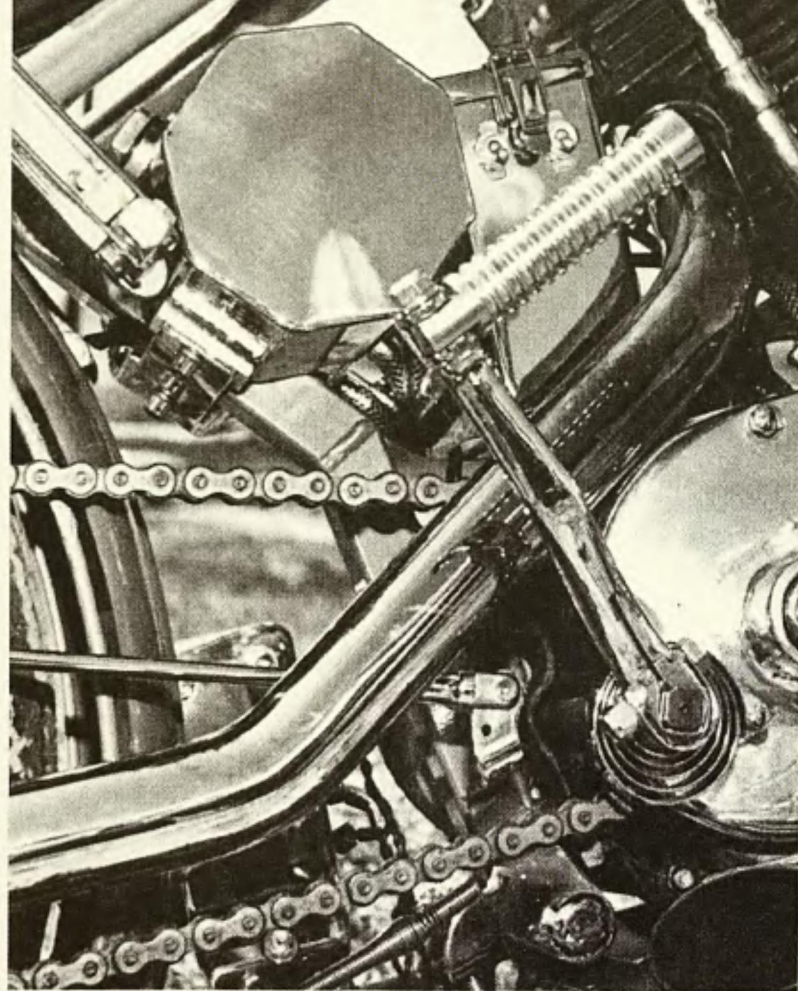
"Man, I wouldn't ride more than fifty feet on a hardtail," commented a big-assed dude in a bright green crash helmet.

Oh, shit, Don thought. Here we go again.

"If you'd lose some weight off your fat ass you might fit on that hardtail." Green Helmet's ol' lady, in her matching green helmet, had the big dude by the arm and was trying to pull him toward their dresser. She obviously didn't dig the way he was eyeballing Phyllis.

Don didn't even have time to get off the bike before he was surrounded by the rest of the dresser dudes. Then came the usual questions and comments.

"That long front end—is it hard to ride?"



"It ever go over backwards on ya?"

A hand reached out to touch the paint. Don stopped it in mid-air with an icy glance.

"Goddam, look what's painted on the tank!"

They all moved in closer, peering down at the gas tank, looking like football players in a huddle. Don dismounted to give them a better view.

"Makes me horny just lookin' at it."

"That's nothin', you get horny at the zoo."

"How could you keep your mind on ridin', with that in front of you?"

"In front? What about the chick that rides behind him?"

"Won't the cops bust ya for that?"

Don glanced across the street. The cop was still there, watching.

"Naw," Don told the guy, "they don't bother this one. But this is the second paint job I've had on it since the bike was built. The first one featured pot leaves that I had painted gold and laid into the paint under half a dozen coats of epoxy." He waited for that to sink in and then added, "But the cops must have thought I had some secret process for takin' 'em off and smokin' 'em, 'cause the bastards tried to impound the bike twice. One cop actually pulled a knife out and told me to scrape 'em off!"

The dresser freaks looked at each other and shook their heads.

"Hell," Don went on, "I was sittin' in a bar a few months ago an' two nars tried to bust me for possession."

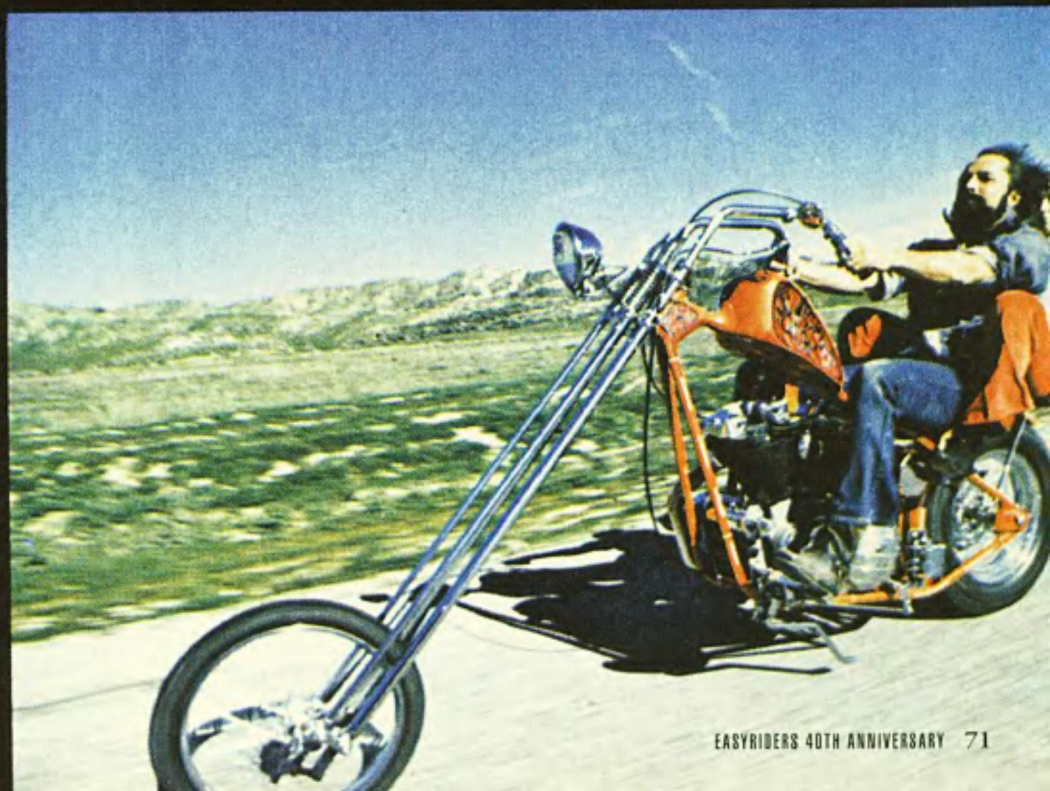
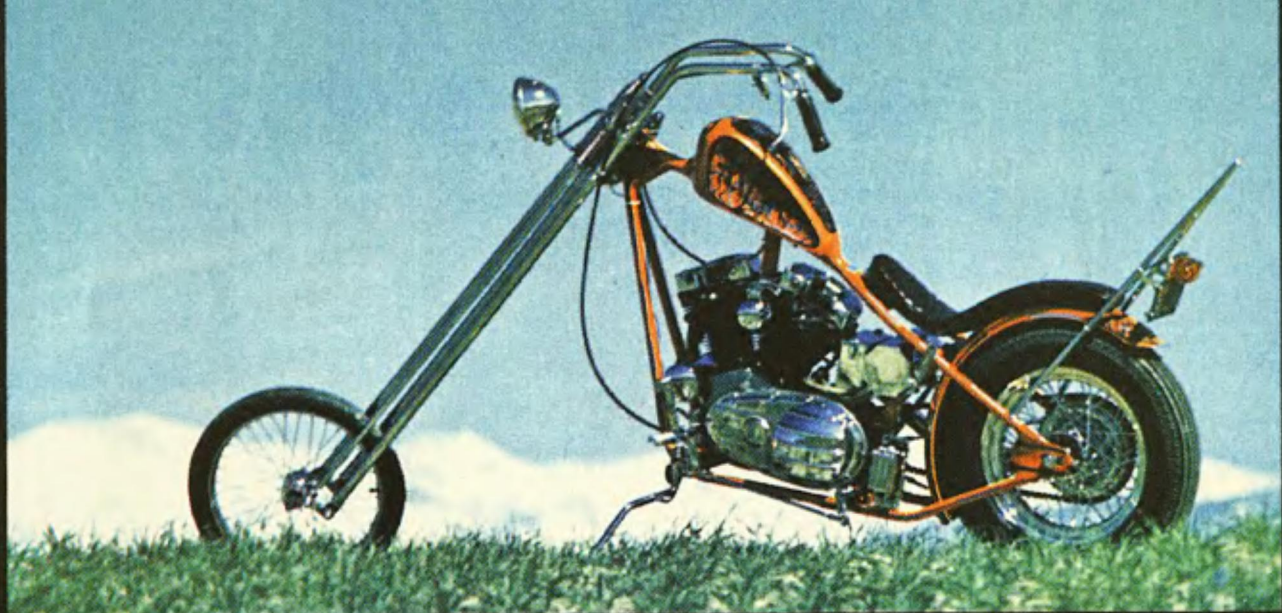
"Come on, man, you're puttin' us on." Green Helmet had finally escaped from his ol' lady and joined the crowd. Don looked at him.

"Puttin' you on, hell. You dresser dudes never get hassled—I bet you could even get away with pot leaves on your tanks!"

One of the dresser chicks wrinkled up her nose as if she'd just stepped in a dog turd. "Who'd want to?" she sniffed.

They milled around for another few minutes, looking the bike over curiously, as if it might be some strange beast from the last ice age. Green Helmet kept looking Phyllis over with a somewhat different curiosity.

His ol' lady didn't like it any better than she had the first time. "If you," she told him





in a sweet tone, "don't get over here, I'm gonna bend a goddam crescent wrench around your fat neck!" She had his arm again, in a grip that threatened to turn into a hammer-lock at any second.

Green Helmet grinned weakly at her, reached down and pulled a half pint of Jim Beam out of one boot and took a quick nip. Don glanced over at the cop, but the cop happened to be looking the other way now.

The dresser crowd began pulling scarves and gloves out of their scoot boots. Green Helmet took another quick nip and stuffed the jug back into his boot. The cop was still looking the other way.

Don watched the crowd leave, while the cop looked everywhere but at them. Don shook his head and snorted. Then he jerked his head toward the restaurant. "Come on," he said to Phyllis, "let's scarf."



Owner: Don DeRooy **City:** Winchester, California

General

Fabrication by: owner
Year and make: 1958 H-D
Model: Sportster
Value: \$3500
Assembly by: owner
Time: two months (this time)
Chroming by: M&P Plating

Chassis

Frame builder: Denvers
Year and make: 1958
Rake: $\frac{3}{4}$ -inch
Stretch: 5 inches
Rear Suspension: rigid

Engine

Year: 1958
Model: XLCH
Builder: owner
Ignition: 12V
Displacement: 55 cu. in.
Balancing: flywheels, pistons, rods
Pistons: stock — 30 over
Cam: Harley P
Lifters: solid
Carb(s): Lake injector 35 mm
Air cleaner: none
Shifter: custom foot
Pipes: owner
Muffler(s): Cycle Enterprises

Accessories

Bars: pullbacks
Risers: none
Fender(s): Bates (ribbed)
Headlight: Bates
Taillight: Bates
Speedo: none
Foot pegs:
Front: Anderson
Back: Anderson
Gas tank: Sportster
Oil tank: owner
Primary cover: stock
Seat material: naugahyde
Sissy bar: owner
Height: 18 inches
Material size: $\frac{5}{8}$ -in. round

Gearing:

Engine sprocket: 34
Trans sprocket: 21

Forks

Type: springer
Type front rail: $\frac{5}{8}$ -in. round
Extension: 30 inches over

Painting

Molding: owner
Painter: Art's Kustom Kolors

Wheels

Color: red
Type: lacquer
Other special modifications:

Front:	Rear
Size: 17-inch	Size: 16-inch
Hub/brake: spool	Hub/brake: stock
Rim width: $1\frac{3}{4}$ -in.	Rim width: 5-in.
Tire size: 2.75 x 17	Tire size: 5.00 x 16

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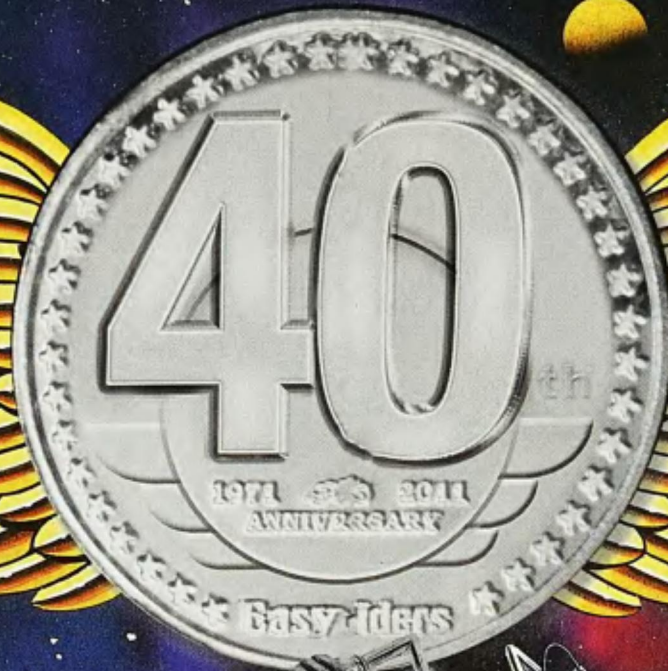


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Easyriders' Cover Girls

Okay, okay — so here they are! We've been catching hell for only printing one photo of a model (on the cover) and not backing it up with additional photos on the inside. So in order to shut off all the bitchin', here they are in all their glory — the beauties that have adorned our covers.



Susie Stevenson

Elana Casey



Pat Ward

Gina Martinez



Sonja Sion

Caron





Here are some photos submitted by our readers. After going through hundreds of submissions, we feel these best typify the exhilaration and the feeling of complete freedom enjoyed by bikers everywhere.

As we've said in previous issues, we feel that nothing illustrates this freedom, this leaving all your problems behind you, this letting it all hang out groove—better than the sight of a guy all laid out, his feet up on highway pegs, with his girl tucked in behind him, flying down the highway with hair blowing in all directions.



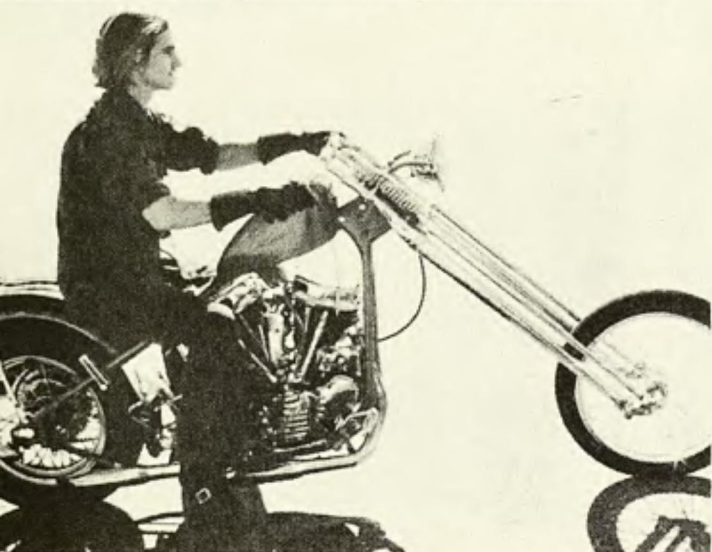
—Submitted by John Herlihy, Bridgeport, Conn.

Submitted by David Spina, Long Island, N.Y.





—Submitted by Bill Whitehead, Felton, California





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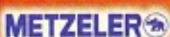
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This is the time of year when guys will be eagerly trying to push the riding season—trying to make summer come sooner. But old Mutha Nature more often than not won't be rushed, and as a result more than one guy gets caught in the rain. On the following two pages Dave Mann has captured a group of bikers coming out of a passing rain storm on their way home from a righteous run.



DAVID MANN

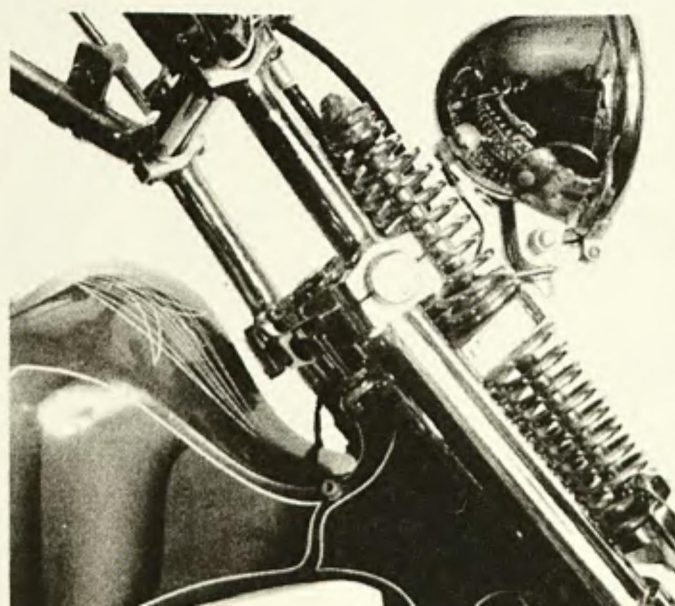




Milwaukee Iron

Gary Frey found himself working at the Milwaukee iron works two years ago and decided that while Harley had the Limeys he'd been running beat, they were light years off it in design—so he got into choppers.

About a year ago, Gary opened Fancy Colors, a design/paint shop, and set to work on his first from-the-ground-up scoot. He wanted a bike that could perform on the streets all summer and look





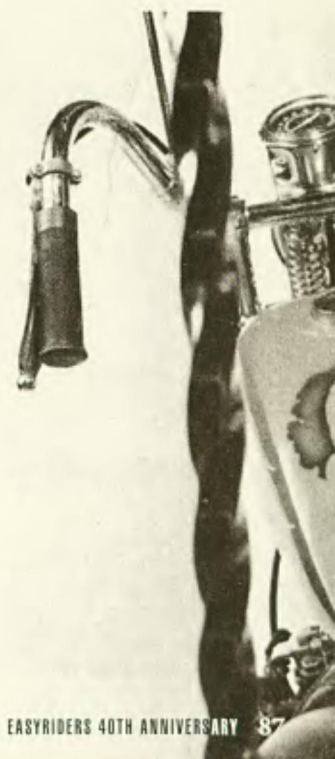
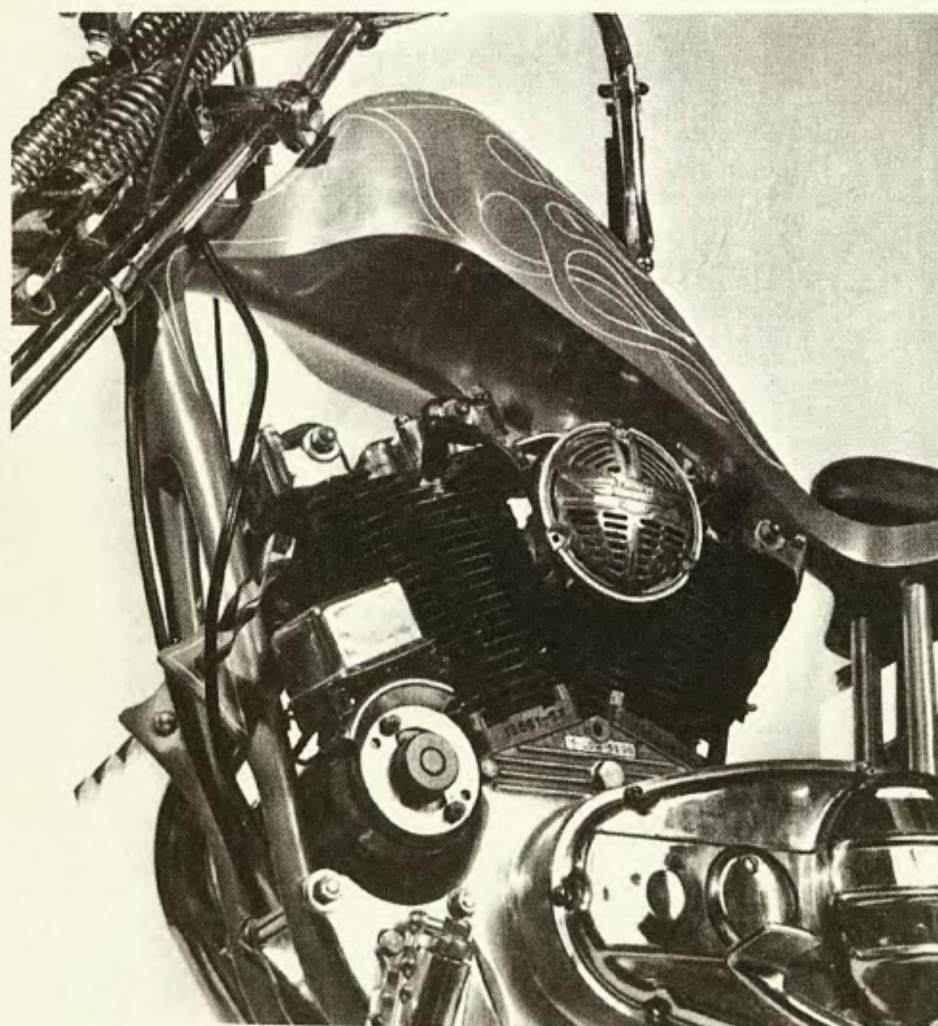
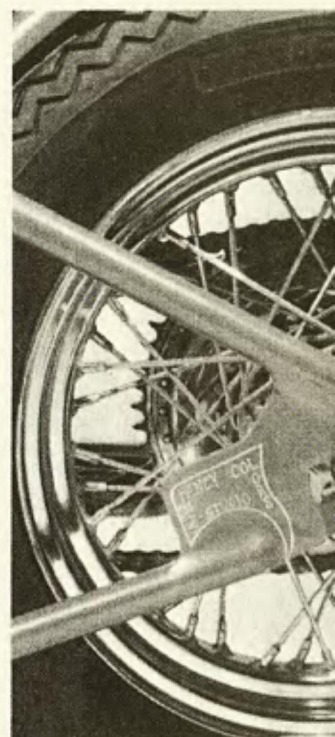
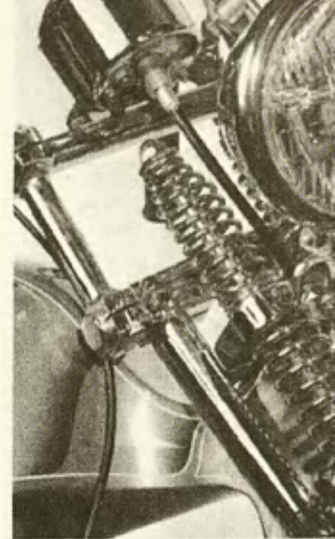
good on the floor in winter. This show-and-go hummer is what he came up with.

Frey's "clean lean" concept revolves around the low center of gravity provided by a Santee hardtail which dropped him 3" and added a 6" stretch. An 8" extension on twisted springer forks rounded out the handling package Frey wanted. Gizzard wizard John Heidt of Milwaukee set up the power; the engine is balanced and stroked, runs Dytch pistons and an SS flywheel. Heidt capped his act with a secret jetting job and venturi porting on the Linkert carb.

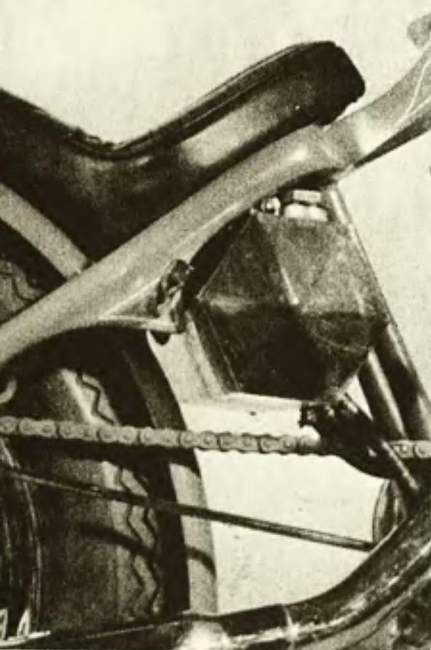
Meanwhile, Gary was painstakingly hand laminating his tank onto the frame to avoid the Bondo blues once he hit the street. The Fancy Color special followed: a candy red over Murano pearl.

—Continued on next page





Photos by Perry M. Paegelow



Owner: Gary Frey

City: Milwaukee, Wisconsin

General

Fabrication by: owner

Year and make: 1961 H-D

Model: XLCH

Value: \$3500

Assembly by: owner

Time: 9 months

Chroming by: Astra Chrome

Chassis

Frame builder: H-D

Year and make: 1961 H-D

Rake: none

Stretch: none

Rear Suspension: Santee Hardtail

Accessories

Bars: pullbacks

Risers: 2 1/2-in. dogbones

Fender(s): 5-in. flat

Headlight: Bates

Taillight: Bates

Speedo: stock

Foot pegs: owner

Front:

Back:

Gas tank: Sportster (fiberglass)

Oil tank: Santee

Primary cover: stock

Seat material: leather

Sissy bar: D&D

Height: 18 inches

Material size: 1/2-in. square twist

Engine

Year: 1961

Model: XLCH

Builder: John Heidt

Ignition: 6V

Displacement: 65 cu. in.

Balancing: n/a

Pistons: Dytch

Cam: PB

Lifters: solids

Carb(s): Heidt-Linkert

Air cleaner: n/a

Shifter: foot

Pipes: H-D

Muffler(s): Shorty (glass)

Gearing:

Engine sprocket: 34

Trans sprocket: 23

Forks

Type: springer

Type front rail: 1/2-in. twist

Extension: 8 inches over

Builder: D&D

Painting

Molding: Owner (fiberglass)

Painter: Owner

Color: candy red over pearl

Type: lacquer

Other special modifications:

S&S lower end

Wheels

Front

Size: 21-inch

Hub/brake: spool

Rim width: 1 3/4-in.

Tire size:

3.00 x 21 Avon

Rear

Size: 16-inch

Hub/brake: stock

Rim width: 5-inch

Tire size:

5.00 x 16 Arco

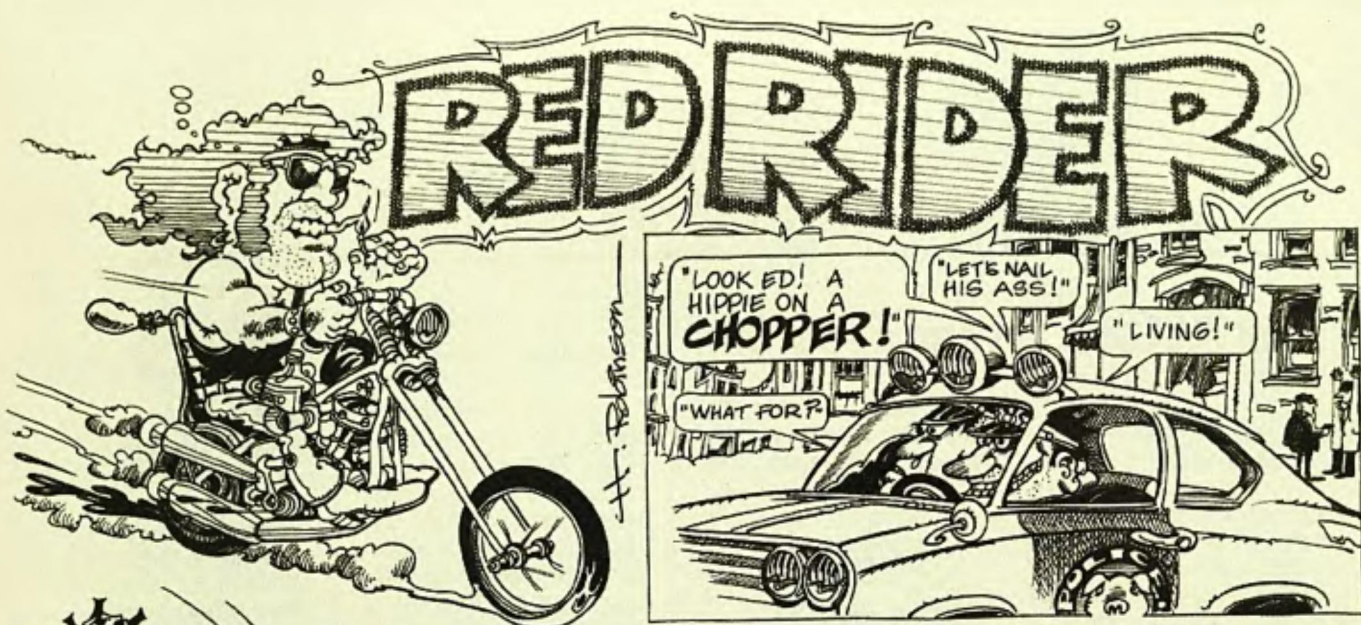
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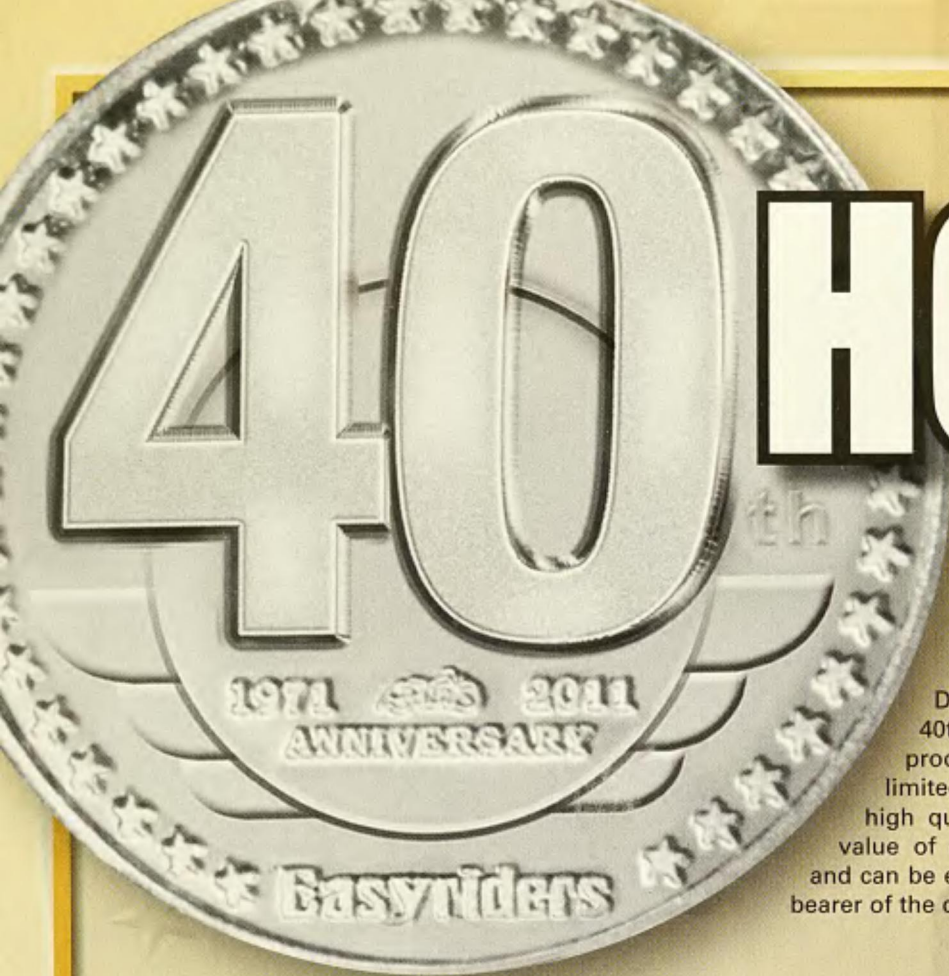
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See page 57



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It seems like only yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* magazine is now worth about \$450? All these years later we're still proud to be putting out the best motorcycle magazine ever. In our usual style, we'll be celebrating our 40th year and we want you to join us.

A commemorative, limited-edition 40th Anniversary coin is being minted by *Easyriders*. It will bear the image of David Mann's most famous artwork, *Ghostrider*. Though this coin should go up in value (Remember what issue #1 is now worth!), it is guaranteed to always be worth at least \$29.99 because you can spend it on *Easyriders* product at full value of \$29.99 – forever!

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Paul Carney

A BROTHER LOST

A Brother is lost
His soul no more to his body bound
Death was the cost
His head laid to the ground
His family, his bike
They were one and the same
He rode through each night
His scooter wasn't to blame

The waning sound of a bike
No longer with its wheels to the ground
Like breath gasping for life
But none to be found
His bike may have been green
The bleak color we dread
But purple, red or tangerine
A Brother's still dead
A Seventy-Four alongside the road
A tight companion, not a whore
She was his transportation mode
Though not anymore
Though the bike won't lack attention
With the green coat concealed
The rider won't be mentioned
When the new scooter's revealed

Though a Brother lie dead on the highway
No one will assist
A Brother who made his own way
His people don't know he exists
The State is his mortuary
No ceremonies held
His name on the obituary?
No one cares that he fell
The county donates the coffin
The Man the pallbearer
No hearts are softened
No weeping mourners for our Brother
His grave site is distant
The home turf won't be dug
He'll travel one more expanse
Across the border he'll be lugged
And there he'll lie
No stone shows his name
Alone he did die
No one came to claim
Only Death holds feelings
For a Brother laid to rest
Death's tears a-streaming
For a man only he did bless
Death known as evil
Against God people spout
But where were the people
And God's warning shout?
Death held back waiting
He knew nothing could be done
But Death wasn't laughing
When he saw the darkness come

The small animal crosses the lonely highway
The gruesome event has passed
Covered with armor in such a way
That he is sure to last
But what is life
In an encompassing cage
To ignore the strife
And a society's rage
But to stand amidst the elements
Explore each day aware
Traveling swiftly over the pavement
And know the whistling air
The Brother seeks not a cage of ignorance
Nor a naive cover
He reaches out for experience

And fights for his lover
Oh Brother I do mourn you
And so does Death in the dark
Along with the chosen few
Who will not leave their scooters parked
We're Brothers all of us
Who fly with the night
Our scooters are part of us
We ride without fright
But inside we pause
In mournful bemuse
To say a farewell clause
For the Brothers we lose
For the life we live
We can share with no others
Live only to give
And share with our Brothers

—Renegade

A BIKER AGNOSTIC

See the helpless people crying
For Him they have not found
Soon the winds will smell of dying
And graves will fill the ground

Where are you, O Prince of Light,
When darkness fills the sky?
The legends tell us of your might—
Or are they just a lie?

The stench of Death now fills the nose,
and Madness rules the land
An icy wind with fingers blows
I feel it clutch my spine

Like this I do not wish to live
I long the kiss of Death
And to you, God, a curse I give
Upon my dying breath

—Wally Greer

SEXUAL CYCLE

I climb on
and begin to feel real good.
I move around
and that feels even better.
Moving.
Motor motion
speeding
sixty
sixty-five
and faster.
Building power
and miles per hour
that I will never
reach
again.
Until the next time.

—Darrell Kitchell



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Night Rider



"For christssakes, Tubs, willya quit slobberin' all over me, already?" Crabs reached for the already-soggy napkin and wiped his face for the fifth time in ten minutes. If Tubs heard him, he showed no such sign. The fat slob served himself another beer out of the new pitcher, not for a moment taking his eyes off the potbellied skin dancer on stage. Sure as shit, he kept pouring the whole damned pitcher into his glass until three-quarters of it ran over the mug, across the table, and into Crabs's lap. Crabs was already pretty juiced up, so it took him a second to figure out what was happening. He'd thought at first that he might have pissed in his Levi's, until he looked at Tubs and saw the asshole still holding the empty pitcher over his mug, with that same idiotic grin plastered across his face as he leered at the tassles on the stripper's breasts, spinning like golden propellers on a twin-engined airplane.

"Hey, you goddam pig! Why the hell don't ya watch what the fuck you're doin', ya stupid barrel o' shit!" Crabs was yelling right into Tubs's left ear, trying to drown out the wild jungle music crackling over the cheap p.a. system hooked up to the juke box.

Tubs was turning around to see what his buddy was making so much noise about when he saw the upturned pitcher in his hand. Surprised as hell that it was empty, he looked at Crabs quizzically and asked, "Hey, man, didn't you just buy a fresh dose of booze?" Naturally, he spit the words all over the table, giving Crabs another shower, not to mention a worse case of the redass than the one he already had.

It seemed as if someone had stuck a live wire into Crabs's BVD's; he just sat there, grinding hell out of his teeth, looking like his eyes were about to pop out of his reddened face and onto the table. He was making some kind of weird noise in his throat as he struggled desperately for self-control.

"You okay, Crabs?" Tubs leaned

towards him across the table, setting his hands down on the wet table as he did so. He brought his dripping hands up, looked at them, and the grin of an imbecile who finally understood broke out over his face. "Whaddya do, spill your brew all over the fuckin' place?" Tubs thought that was funny as hell and damn near broke a gut, laughing and spitting all over Crabs at the same time.

Everything and everyone at the strip joint came to a grinding halt as the two bikers demolished their section of the room. Crabs had let out an ear-splitting battle cry and given his friend a good one under the chin. Not having expected the attack, Tubs had fallen backwards over his chair, bringing half of the tiny stage crashing to the floor along with his huge 285-lb. carcass. The dancer, having been on the side that caved in, stumbled and fell on top of him, ass first, landing squarely in his face. There was a muffled but distinctive roar from underneath her buttocks as she tried frantically to regain her balance and dismount her bearded throne. She could've saved herself the effort, because in no time at all Tubs placed one of his stubby paws on each of her creamy cheeks, easily lifting her off to uncover his grinning map with her snapped G-string firmly clenched between his teeth. About ten feet away on the floor, Crabs was guffawing helplessly, holding his sides and rocking back and forth with each new fit of laughter.

The dancer was fit to be tied. She kicked, scratched, and clawed the two bikers all the while they were scrambling to get up off the floor. The two hyenas made it out the back door in time to avoid the bouncer, a former Dallas Cowboy waterboy.

This is the life, Crabs thought. When they had gone into the strip palace about four hours ago, it had been as warm and as calm as one could hope for this time of the year. But now, as Crabs clambered on top of his knuckle, the temperature dropped so sharply as to send a quick

chill up his spine. Then, just as ominously, the wind picked up to an audible howl, throwing dust and garbage from the parking lot all over the two bikers. Crabs shot a glance down at Tubs, who was unlocking the chain that strapped the two scooters together like a pair of mammoth, handcuffed wrists. Tubs had noticed it, too. The strange occurrence had sobered the both of them up almost immediately, and they stood looking around as if an explanation hung somewhere in the darkness around them. As suddenly as it had come up, the gust of cold died away and the air was quiet again. So were Tubs and Crabs—Tubs because he was stupid, and Crabs because odd things happening made him nervous.

With a shrug, Crabs finally slapped his friend on the back. "Someday I'll show you how I do that, Tubby." They both chuckled and fired up their mills, each savoring for a moment or two the sound of his pet love coming to life, then rolling the Milwaukee irons at idle into the street, where they headed out in opposite directions toward home.

Crabs leaned the greasy knucklehead onto the entrance ramp to the freeway that would lead him to his doorstep in about twenty minutes. He remembered when he used to make it in fifteen, but now the new 55mph speed limit slowed him down some. As he revved the engine up to merge smoothly into the light traffic, it happened again. A fierce gust of icy wind struck him full in the face, the cold pricking his face like a thousand cactus needles. He felt his fingers go numb, naked on his tall Z-bars. Crabs had gone without a coat or gloves that night because of the warm weather that had surrounded the area for the earlier part of the week, and he was being knifed cruelly now from head to toe by the cold cutting through his relatively thin clothing. Undaunted, he slid into place behind the first Mack truck he came to, where the air pocket afforded him some relief from the elements. But he hadn't

been tailing the big diesel for more than two or three minutes when it lumbered off an exit to a truck stop. Not my night, Crabs thought to himself as the continuing ondraft of hell made his aching eyes water, blurring what little vision he had with his eyes squinted against the wind.

Even before he passed the city limits sign, the highway traffic had all but vanished, giving Crabs the road to himself—almost. When he checked the rearview mirror, he could barely make out a yellowish light about a quarter of a mile behind him, as best he could judge. He was sure it was a chop, because of the height of the headlight, it was too tall to be a one-eyed car, and the weakness of the light hinted to him that it could be an early model Hog. So Crabs slowed down in order to let the other scooter catch up to him. Misery loves company, he mused.

But the chop stayed behind him, modifying its speed to remain the same distance from Crabs's tail. Well, screw you, too, he thought as he grabbed a fistful of the knucklehead's throttle and held it full back. He was going to blow that guy's wheels off so fast he'd think his bike had stalled on him. But nothing happened. Crabs worked the right grip all the way up and all the way down, with no results whatsoever. He felt the cable where it went into the handlebar housing, and then at the carburetor. It hadn't come loose. His stomach tied up in knots when he flicked the throttle again and felt the cable work the butterfly on his Linkert, with still nothing happening. It was like the Hog had a mind of its own. There was absolutely nothing he could do to control the speed. Crabs watched the yellowish light dancing steadily in his mirror and wondered.

Tubs! Of course, it was Tubs behind him. This had to be a joke of the fat man's. Crabs didn't know how he had done it, but, he told himself again, it had to be Tubs. A joke, yeah. Some kind of joke. But Tubs's Pan didn't have the headlight set up as high as the one behind him—he had a damn near stock springer. So who...?

Crabs was caught by surprise when the Harley that had been behind him shot past threateningly close. It loped ahead for about a half-mile, then slowed to about two car-lengths in front of Crabs, where it stayed. It damn sure wasn't Tubs, but Crabs vaguely remembered that bike from somewhere. Where had he seen it? He twisted the gas handle to ride up beside the guy for a better look, only to be reminded that it somehow didn't work anymore. It didn't make sense; none of this crap made sense.

"Goddammit, work, you bastard, work!" he screamed at the throttle. He was getting scared, damned scared. He was half-frozen on a deserted highway, sitting on top of a bike he couldn't control, with some weird sonofabitch lunatic in front of him riding a scooter he had seen somewhere before, but he couldn't remember...

"Omigod, omigod, no! no! no!" Crabs was howling, after the rider in front slowed to about a foot in front of his Avon, giving him the first really good look at the Hog and its owner. Crabs had recognized both and knew that it couldn't be, couldn't be. But it was.

In frenzied recollection, Crabs saw again what had taken place two years ago. He was crouching between an old yellow Rambler Station wagon and a 1963 chopped Hog, keeping one eye on the front door of the dilapidated duplex while he

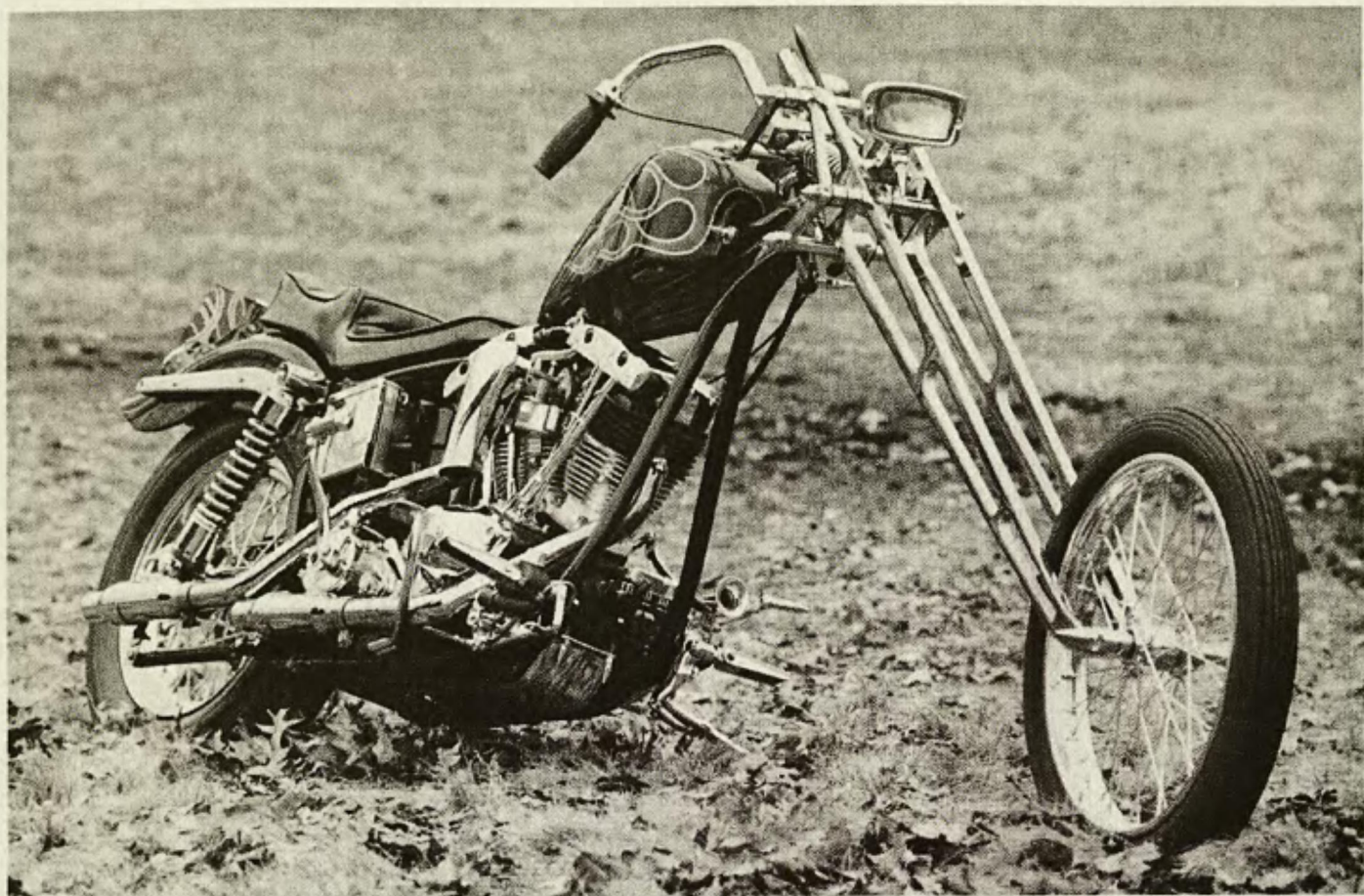
listened intently for any sign of someone coming out before he could wheel 63FL7089 out of the small driveway and into the back of the pickup truck waiting around the corner. He remembered sitting in the covered bed of the truck with "his" Harley 74 lying on its side, laughing and laughing as his friends drove him away from the unlucky biker's house. But Crabs also saw in his hysterical remembrance something he had known nothing about. He saw the owner of the bike he had ripped off fly out the door with a shotgun in his arms, letting out a scream of pure misery and rage. He saw that guy trip on the doorstep and fall, the shotgun belching the full load of buckshot into his anguished face.

Crabs snapped back to reality in time to see the rider in front, the rider of the bike Crabs had stolen and sold two years ago, turn around in his seat, facing backwards at him.

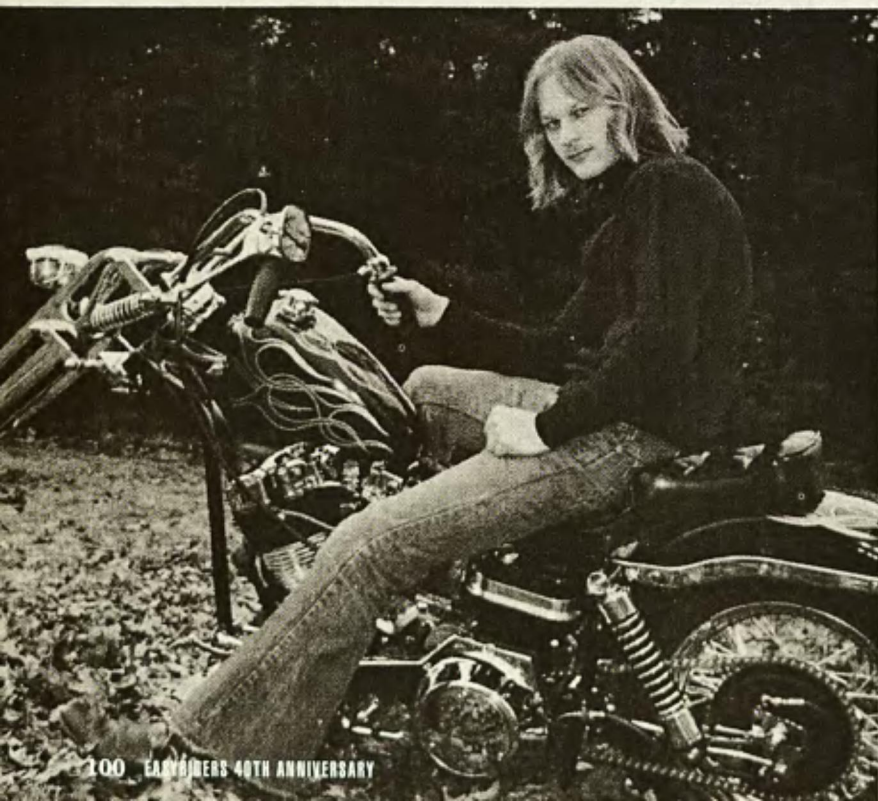
The man, instead of a face, had a mass of gore and blood, with a pair of macabre teeth imbedded in the lower part of the revolting array of minced flesh, which parted to emit the most hideous, blood-curdling laugh Crabs would ever hear. This, and the spattering of the rider's gore on his face as the wind blew it toward him, froze Crabs into a gruesome statue of fear aboard his knucklehead.

When the duo approached a curve in the highway, Crabs and his bike did not turn; instead, they ran into the median curb, flipping up on end, and Crabs, with his Hog behind him, hurtled into the wire-mesh fence separating the halves of the freeway. As Crabs's body hung lifelessly on the fence, half-riced through it, the night rider and his laugh faded into silence—dead silence, as the saying goes.

By Savage Williamson

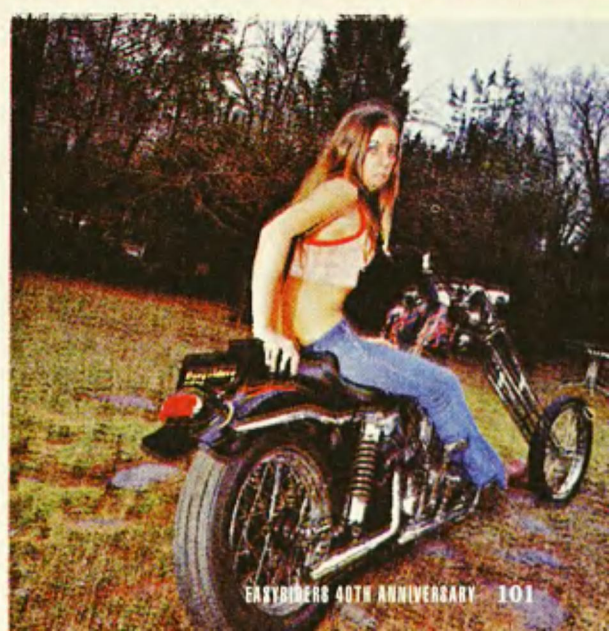
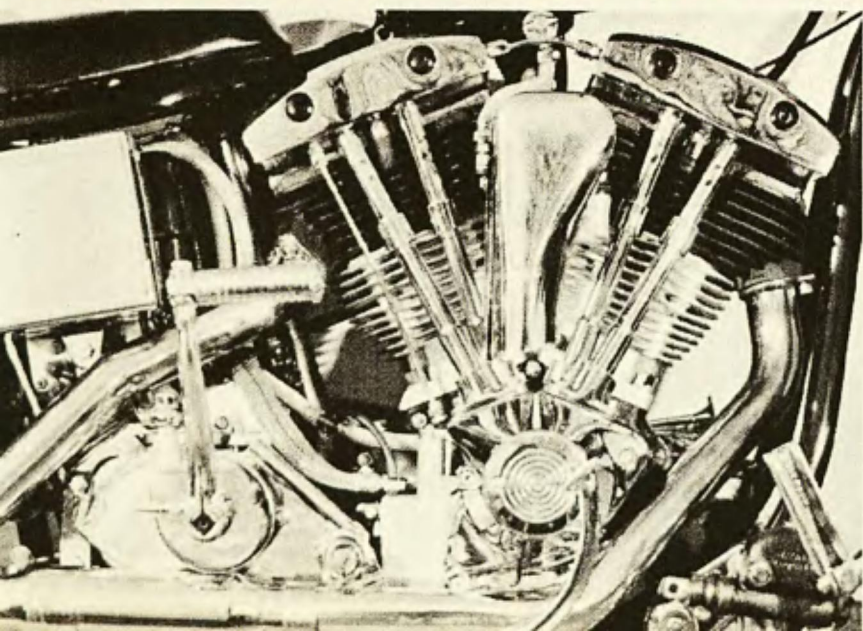


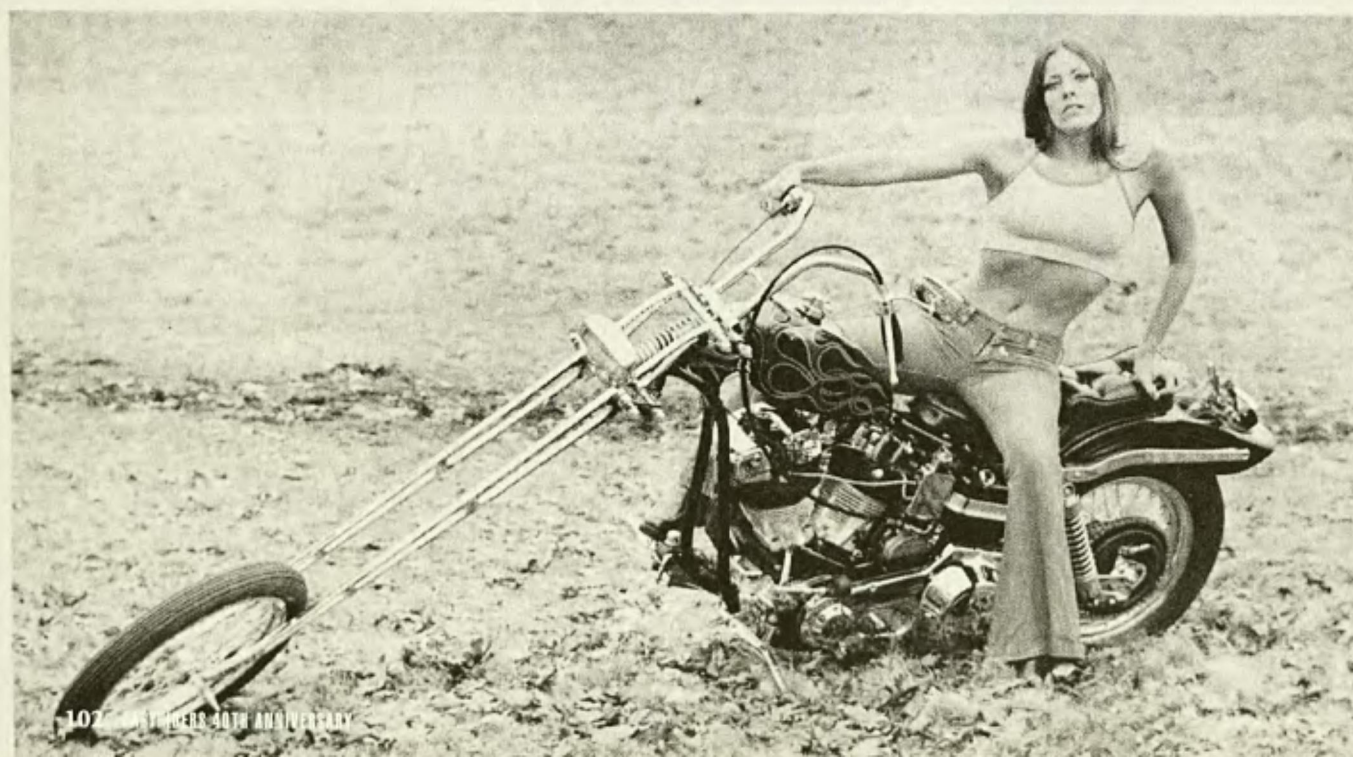
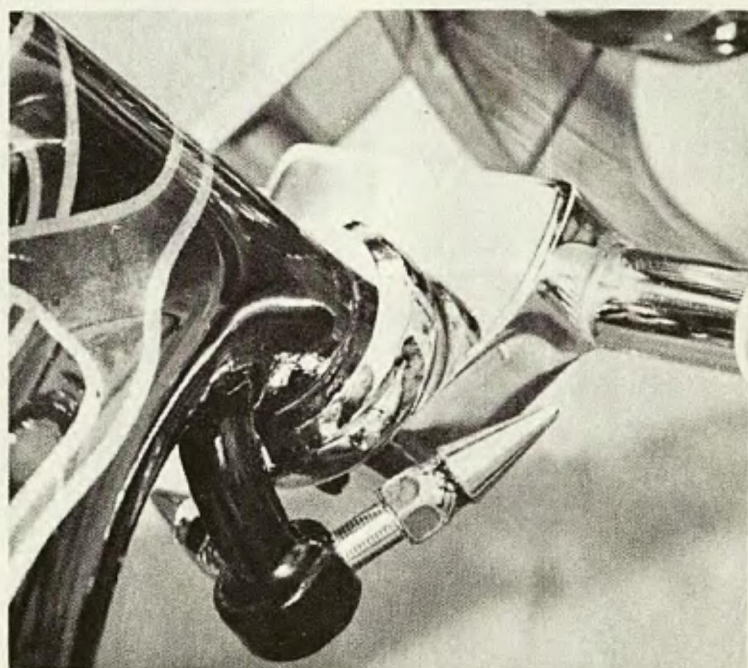
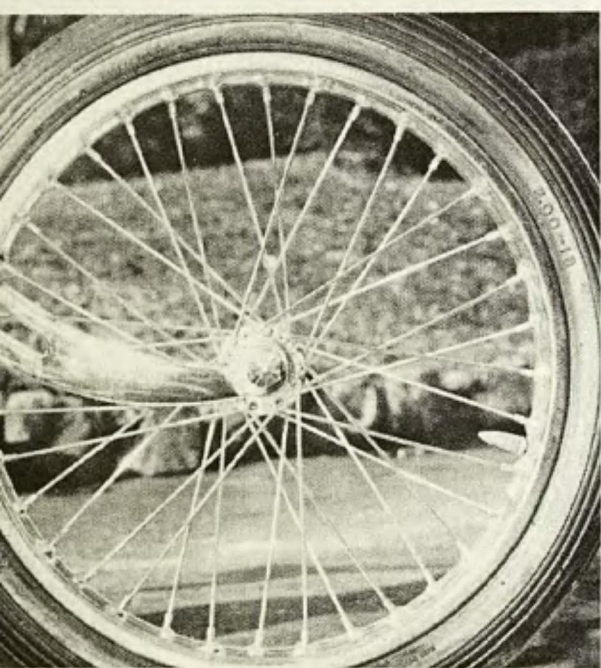
Wintertime is Cold in New England



Now, by the time you're scanning these immortal lines, the price of gas has probably hit another all-time high. So you can well understand the sacrifice that Richard Ostromecki made to call our attention to his scooter.

First of all, he took a whole gallon of the precious slime and set fire to it all around the machine in question. Over the neighbors' objections, of course, who would just as soon have sopped the stuff up with a sponge and wrung it into their empty gas tanks. And since Rich had his bike basted and broiled in Sunoco 260 from a loose fuel hose only last season, you can imagine the courage it took for him to fool around with fire again. He and his brother painted the tank out in their Lexington, Mass., shop with flame patterns—just as a reminder to keep all the connections tight and leak-free.



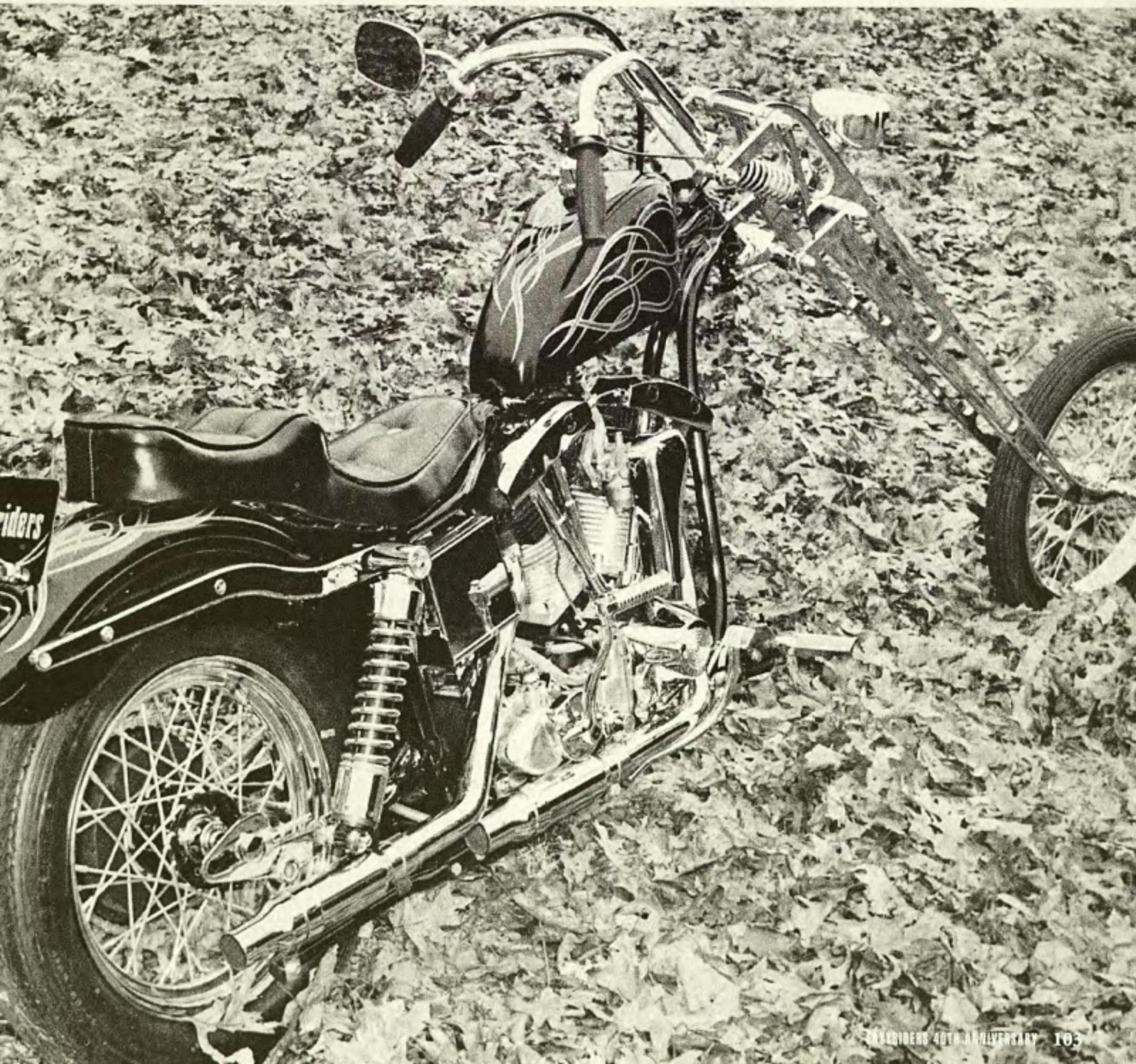




And if that ain't the capper, you'll probably notice a scattering of custom bits all over the machine, like the fork stops, the license plate support, and the fuel petcock that was specially relocated so that it's centered between the two cylinders. The chief pipe-scraper, pavement burner, and gear head had some doubts about the bike's handling qualities with that extended neck and long stretcher front end, but he got overruled somewhere between the fifteenth and eighteenth hit at the last editorial juice session.

Actually, Rich didn't have to go to all that trouble. After laying a pupil on Sue Nordahl and her lovely goosebumps, we were **all** convinced!

—Continued on next page



Owner: Richard Ostromecki **City:** Lexington, Mass.

General

Chassis

Fabrication by: owner	Frame builder: modified by Place Bros.
Year and make: 1971 H-D	Year and make: 1971 H-D
Model: Superglide	Rake: 1 1/2 in.
Value: \$3,500	Stretch: 3 in.
Assembly by: owner and brother	Rear Suspension: swingarm
Time: 3 months	

Accessories

Chroming by: Waltham Labs.	Bars: pullbacks
----------------------------	-----------------

Engine

Year: 1971	Fender(s): shortened fat bob
Model: Shovelhead	Headlight: quartz-iodide
Builder: owner	Taillight: Sportster
Ignition: 12V	Speedo: none
Displacement: 74 cu. in.	Foot pegs:
Balancing: stock	Front: Frisco
Pistons: stock	Back:
Cam: FX	Gas tank: Sportster
Lifters: hydraulic	Oil tank: stock
Carb(s): Bendix	Primary cover: stock
Air cleaner: teardrop	Seat material: naugahyde
Shifter: foot ratchet	Sissy bar: none
Pipes: modified drag type	Height:
Muffler(s): glass pack	Material size:

Gearing:

Forks

Engine sprocket: 24	Type: girder
Trans sprocket: 22	Type front rail: solid

Painting

Molding: Pro Cycle Painting	Extension: 22 in.
-----------------------------	-------------------

Painter: Pro Cycle Painting	Builder: EME
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Wheels

	Front	Rear
Type: acrylic lacquer	Size: 18-inch	Size: 16-inch
	Hub/brake: spool	Hub/brake: stock
	Rim width: 2 1/4 in.	Rim width: 5 in.
	Tire size: 3.00 x 18	Tire size: 5.10 x 16
	Make: Avon	Make: Goodyear



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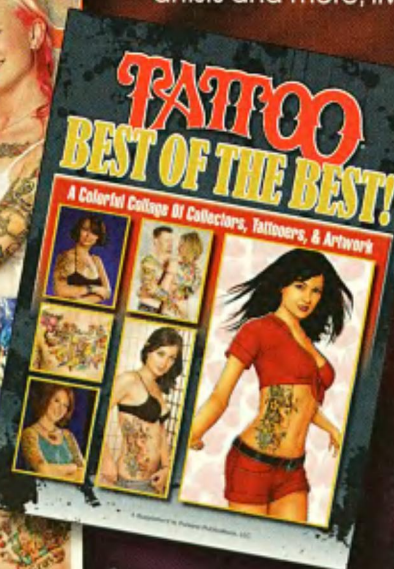
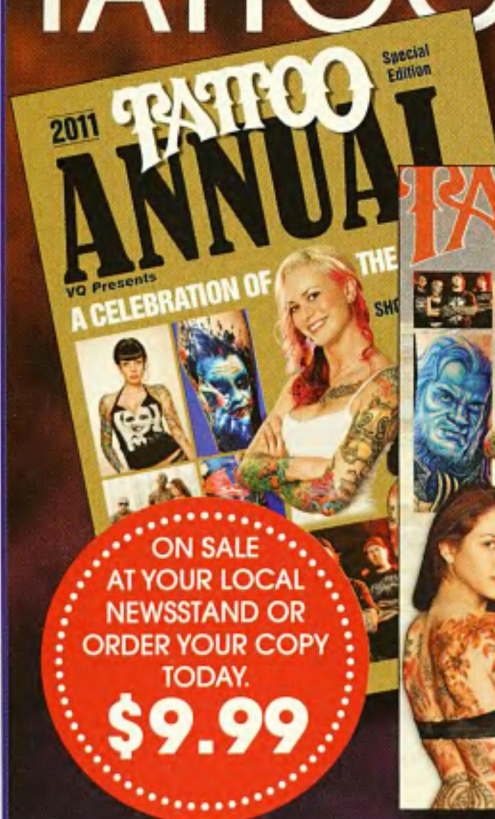
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As you can see, our readers are really getting with it and are sending us some good usable stuff. We also receive a lot of good color prints and color negatives, but we cannot use them. We can use only black and white prints (any size), and transparencies (either 35mm or 2 1/4 x 2 1/4)—nothing else.

As we've said in previous issues, we feel the photos shown here typify the exhilaration and feeling of complete freedom enjoyed by bikers everywhere. Nothing illustrates this freedom—

This leaving all your problems and cares behind you, this letting it all hang out groove—better than the sight of a guy kicked back, feet up on highway pegs, with his girl tucked in behind him, flying down the highway with their hair blowing in all directions.



—From M. Dobbs, Cheshire, England





—From Dan Drexel, Rochester, N.Y.



—From Joe Baker, Adrian, Michigan



—From Earl Ancell, San Dimas, Ca.

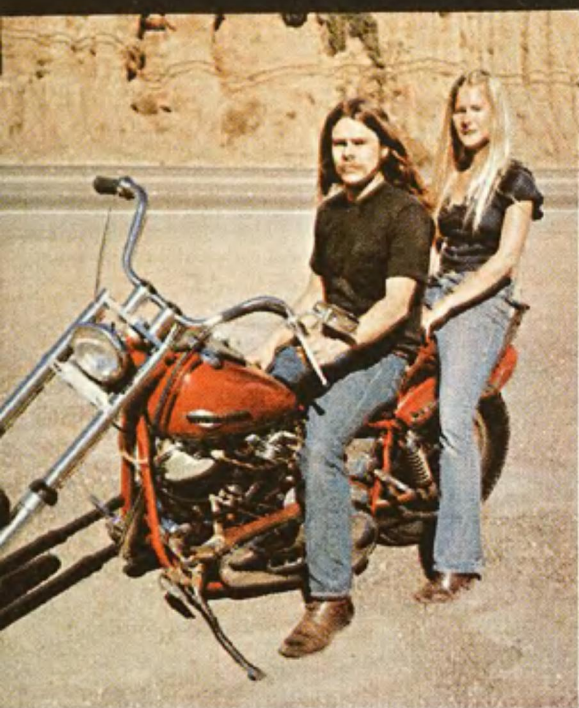


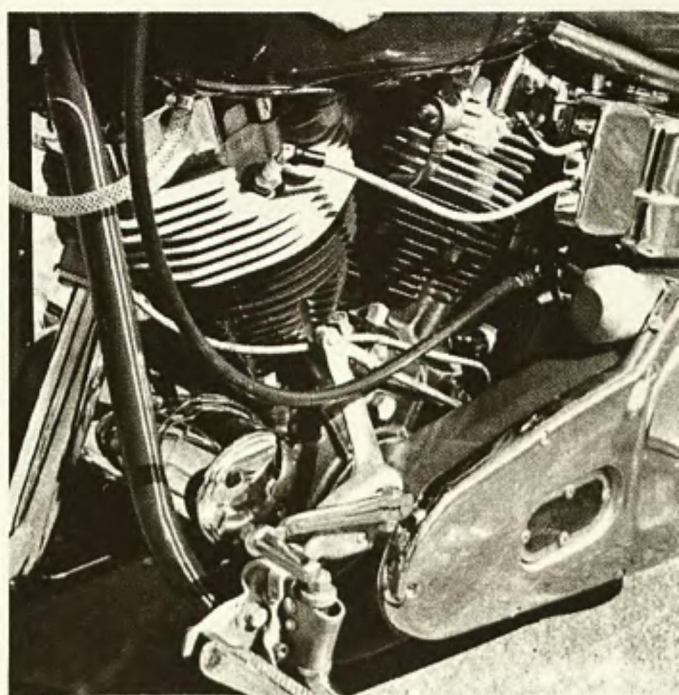
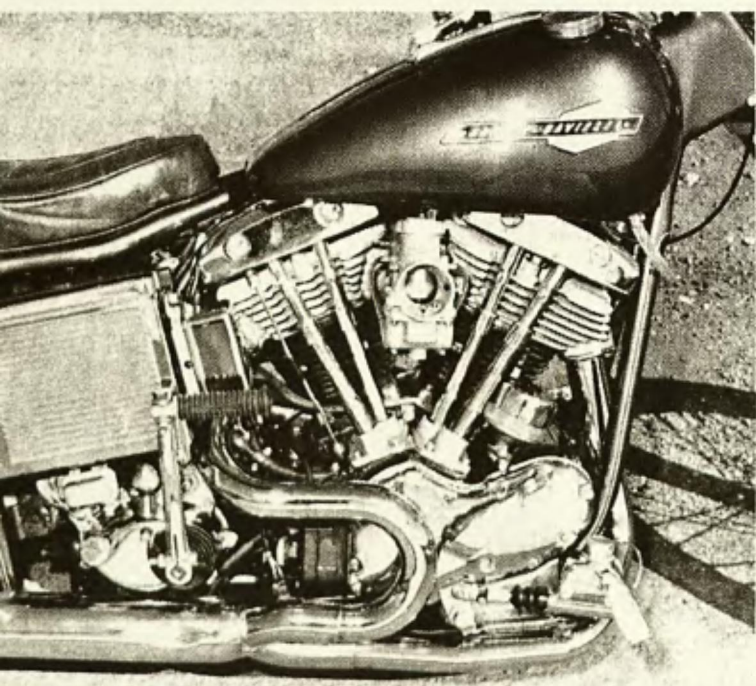


LOWRIDER

A technical gig looked like it might be the way to go with this scoot, especially after Steve Johnson ran down the hassles he went through with his rear wheel. When he began to put this sled together, he decided to run sort of a racing trip on his rear wheel. He started by lingering the front wheel off an Anglia (a 15 inch American mag), but he wasn't quite aware of the hassle he was headed for. First he had to have spacers machined to adapt the mag to a $\frac{5}{8}$ -inch axle, then the wheel had to be recentered and machined for the sprocket and spaced to line up with the trans and the other side was centered and drilled for the disc brake setup. Then for the final racy touch he had his adapters threaded for knockoffs so that the wheel or the sprocket could be swiftly removed. The entire operation took two months, a few bucks, and a helluva lot of hectic running around to different machine shops. Then came the straw that broke the camel's back, or the one more turn that stripped the threads, when a few months later American started









manufacturing their wheels for bikes. Talk about bad news!

Well, so much for technical data. It has always been a good philosophy (with me at least) not to run down a lot of technical crap, because after relating to thousands of brothers the manner in which a particular bike had been constructed, then if after a few months something goes wrong with the scooter, the article did a lot of people a disservice. This is because most bikes featured in bike rags have just been completed before the photos are taken and before all of the bugs have been ironed out.

In Steve's case, about three weeks after the bike was photographed and while we were discussing the article with him, he explained that he was in the process of redeveloping his rear wheel brake system, utilizing another set of calipers and a substantially thicker disc, because his previous system was damaging the disc and wasting pucks. The problem did not result from Steve's construction, ignorance or design; the brake worked fine, but it simply had its problems. However, to have described his system would have given it publicity.

When a Brother goes down because his Ford radius rod front end job didn't hold, or when he loses his ass because his frame split, a magazine article rather than his construction methods could very well have been what led to his dilemma. Consequently, it is a good idea to base any new modifications on bikes that have done some time on the road and are still together—not on a newly constructed scooter in a magazine.

—Bandit





Owner: Steve Johnson

City: Wichita, Kansas

General

Chassis

Fabrication by: owner

Frame builder: H-D

Year and make: 1968 FL

Year and make: 1968 Swingarm

Model: FL

Rake: 1 inch

Value: \$3,500

Stretch: none

Assembly by: owner

Rear Suspens.: shortened shocks 1 1/2-in.

Time: 4 months

Accessories

Chroming by: Acme Plating

Bars: Jammer

Engine

Risers: H-D

Year: 1968

Fender(s): 1934 stock reproduction

Model: FL

Headlight: Bates

Builder: owner

Taillight: oval

Ignition: 12V

Speedo: stock

Displacement: 74 cu. in.

Foot pegs:

Balancing: (lower end)

Front: Anderson

Pistons: MC, 60 over

Back: Anderson

Cam: 412 Sifton

Gas tank: 3.5 gal. fat bob

Lifters: Sifton

Oil tank: stock

Carb(s): Branch Mikuni

Primary cover: reworked stock

Air cleaner: none

Seat material: leather

Shifter: foot ratchet

Sissy bar:

Pipes: EME Headers

Height: 8 in.

Muffler(s): baffle

Matl. size: 1/4 in. plate, .049 tubing

Gearing:

Forks

Engine sprocket: 22

Type: Glide

Trans sprocket: 24

Type front rail: none

Painting

Extension: 6 in.

Molding: Paint'n Place

Builder: owner

Painter: Paint'n Place

Wheels

Color: candy apple red

Front

Rear

Type: acrylic lacquer

Size: 19 in.

Size: 15 in.

Hub/brake: stock

Hub/brake: Airheart

Rim width: 2 1/4 in.

Rim width: 4 1/2 in.

Tire size: 2.75 x 19

Tire size: 555.15

Make: Avon

Make: Contin. Radial



Miraculous Mutha has found an idol!

Fart Fantasia

In the August '73 issue, dear ol' Miraculous Mutha offered some of her profound advice. In her response to a letter, she referred to a man she had heard about who performed on stage. She couldn't recall his name, but he was famous for being able to fart songs—yes, f-a-r-t songs as if his rectum were a musical instrument.

Most of you shined it on, because, after all, Mutha was just being gross as usual and you probably thought this was just one more of her excesses.

Well, a friend of Mutha's—in Paris, France, yet—sent her a book about the fart musician. His name was Joseph Pujol. He was born in 1857, and like all good little boys, went to school until he was thirteen years of age. At that age, he discovered that if he put his head under water and held his breath while swimming, the sea came in through his anus.

At first it scared the piss (sea water) out of him. But after a while he experimented again, and according to an account written by his son, "He went down to the sea for the experiment, and to his astonishment the same phenomenon took place. By helping the penetration of the water by contracting his abdominal muscles, he found he could take in as much water as he wished."

In the beginning, he would panic his friends by running up on the beach and all of a sudden dumping all of the water he had, ah, shall we say, inhaled?

It wasn't long before he practiced "inhaling" air instead of water, and then, as his son said, he would "blow it out with all sorts of noise—otherwise called 'farts'—a veritable fart fantasia.

"The word 'fart' is somewhat vulgar. But my father had transformed this action into an art, since having taken in air that way he used it to make music or, if you prefer it, to modulate sound from the smallest and almost inaudible to the sharpest and most prolonged, simply according to the contractions of his muscles—he did what he liked with his stomach."

He soon created an act and called himself "Le Petomane." He started off by giving ex-

amples of different types of farts. "During the initial silence, my father coolly began a series of small farts, naming each one. 'This one is a little girl . . . this is the mother-in-law . . . this is the bride on her wedding night (very timid) . . . and the morning after (very loud) . . . this is the mason (dry—no cement) . . . this is the dressmaker tearing two yards of calico (this lasted at least 10 seconds) . . . then the cannon.'"

He also inhaled cigarette smoke through his anus (while on stage), then blew out all of the smoke like a jet taking off. He played a flute with his talented asshole, and at the end of his act he blew out several gas jets in the footlights. He also blew out candles.

Le Petomane became so famous that he was hired by the Moulin Rouge and was its main attraction from 1892 to 1900. In addition to public performances, he gave private performances before all-male audiences in which he dressed in a bathing suit so all could see that he wasn't faking. These performances, his son said, he ended by lowering himself "on to a basin containing about two litres of water, pumped it into himself by muscular contraction and then expelled it clean and under great pressure."

He continued until 1918, constantly improving his art to the point where he could imitate dogs, owls, ducks, bees, hens, toads, pigs, and musical instruments. He died in 1945 at the age of 88. His son said that he was never ill, and as for the big question on all of your minds, his son said, "Every morning after his evacuation, he would give himself an enema by the means described earlier, using some two litres of warm water, and he was thus always meticulously clean." (And, we might add didn't gas out everybody.) If it had been Miraculous Mutha, it would have been a wipeout. In fact it is. Ever since she got the book, she's been practicing—she says she always wanted to be an artist. ■

All quotes in this masterpiece are from the book LE PETOMANE, by Jean Nohain and F. Caradec, Sphere Books Limited, London. Copyright © 1967 by Souvenir Press.

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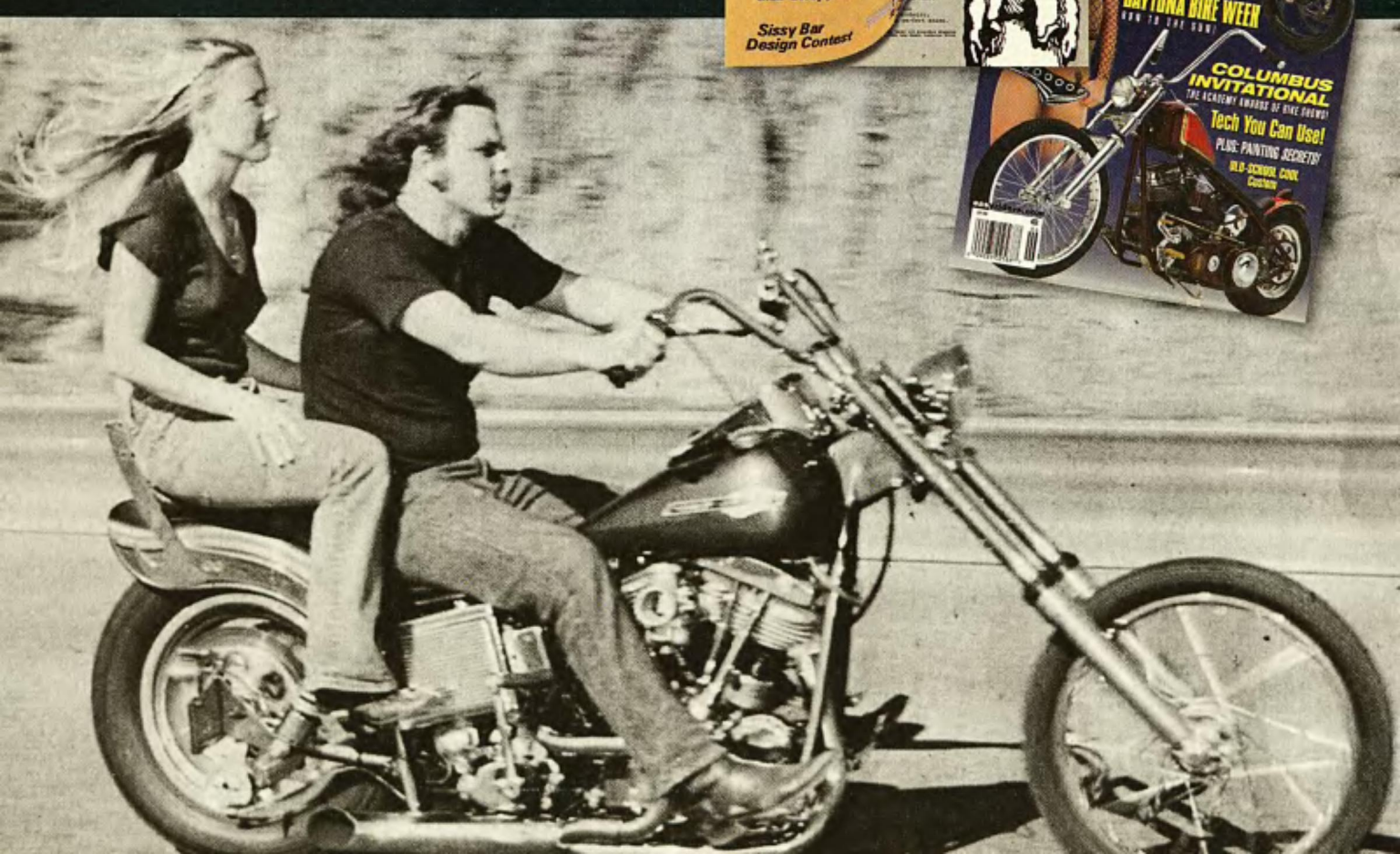
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As you can see, our readers are really getting with it and are sending us some good usable stuff. We also receive a lot of good color prints and color negatives, but we cannot use them. We can use only black and white prints (any size), and transparencies (either 35mm or 2 1/4 x 2 1/4)—nothing else. As we've said in previous issues, we feel the photos shown here typify the exhilaration and feeling of complete freedom enjoyed by bikers everywhere. Nothing illustrates this freedom—This leaving all your problems and cares behind you, this letting it all hang out groove—better than the sight of a guy kicked back, feet up on highway pegs, with his girl tucked in behind him, flying down the highway with their hair blowing in all directions.



— from Wino Joe

— from Joe Bisanz, St. Paul, Minnesota



— from Bob Couch, Redondo Beach, Calif.





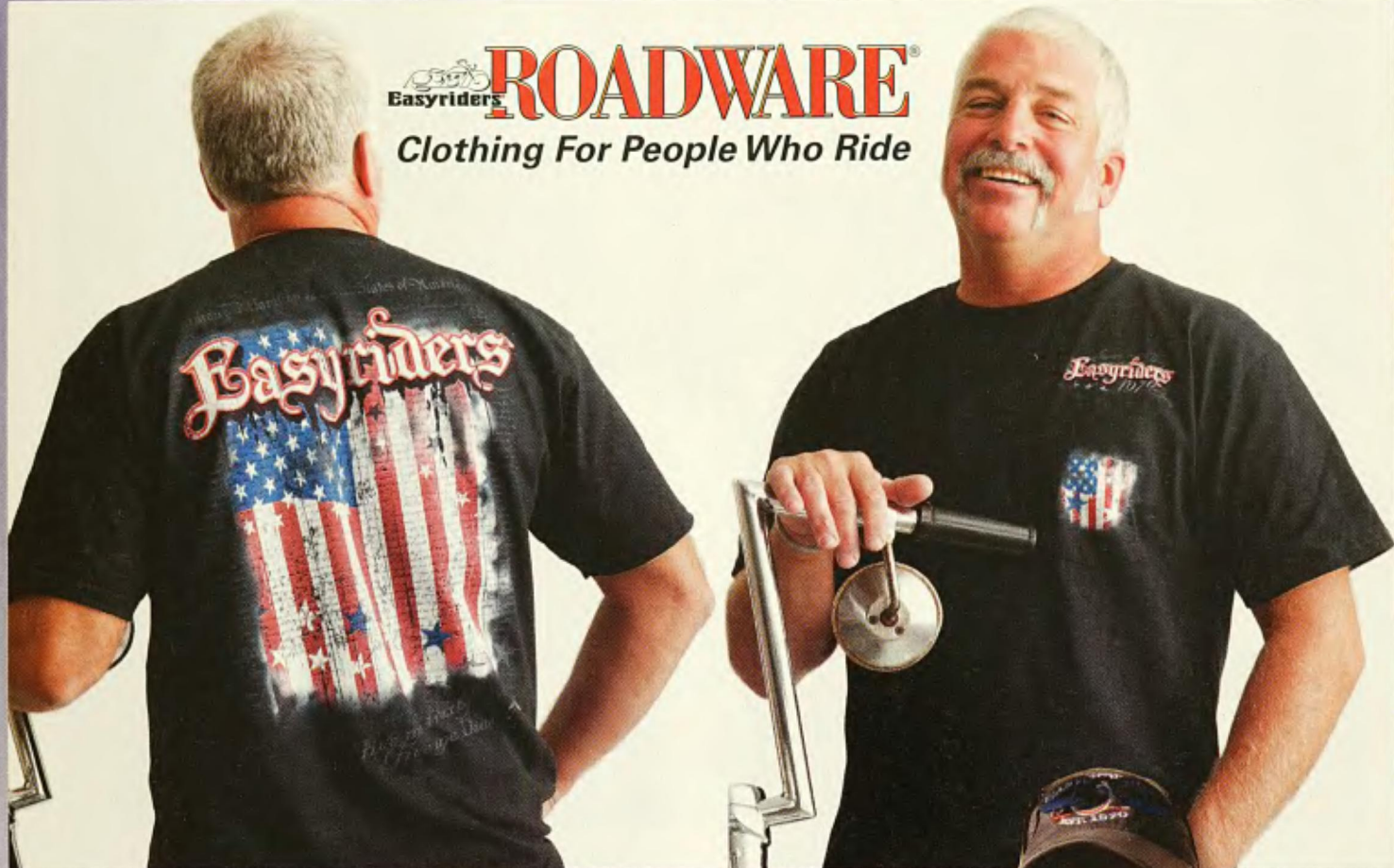
— from Wino Joe



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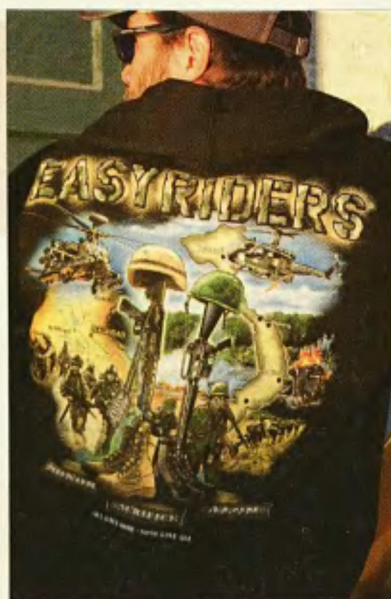
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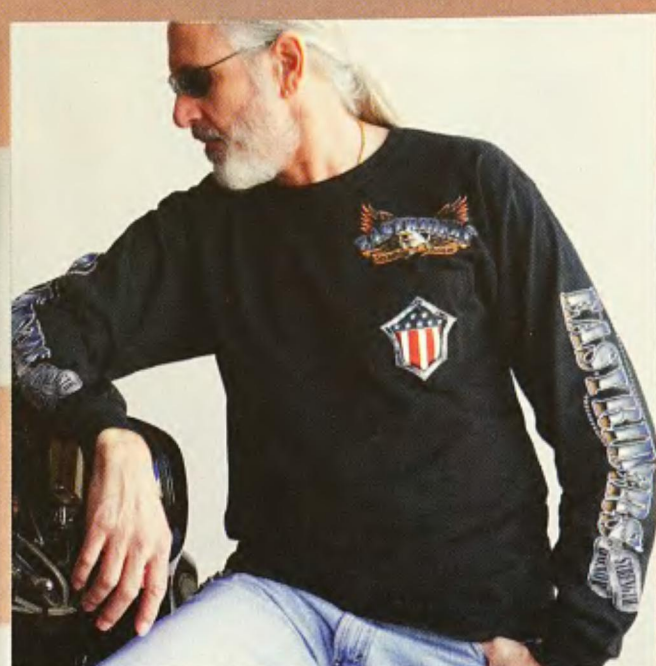
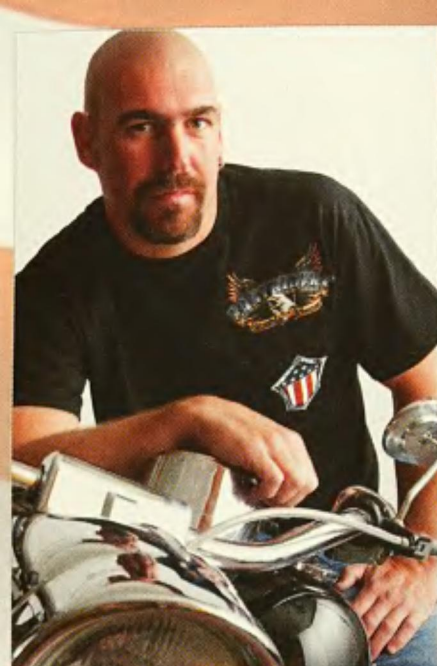
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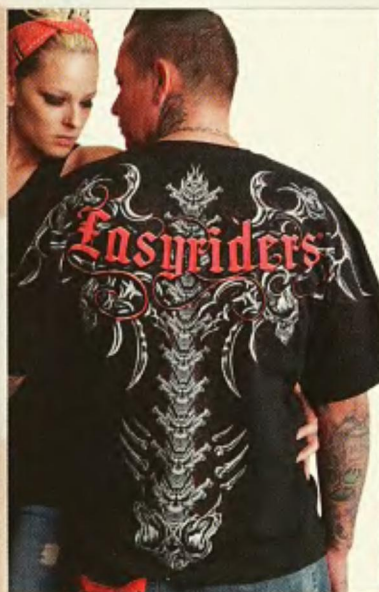


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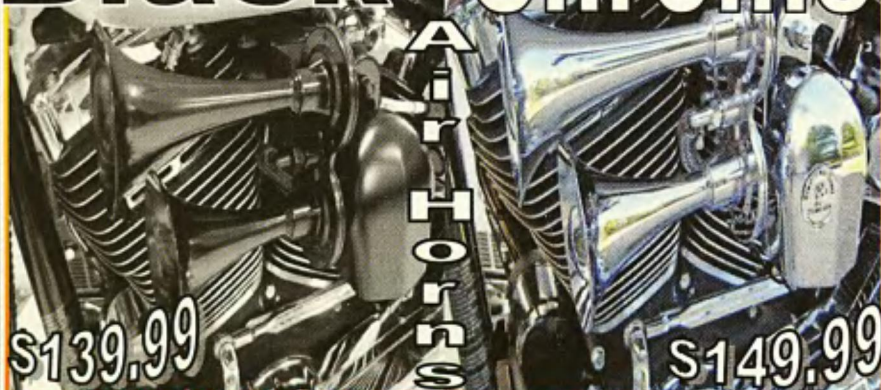
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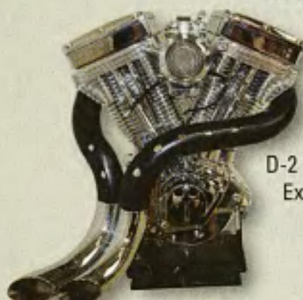
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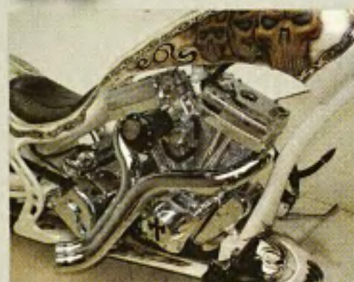
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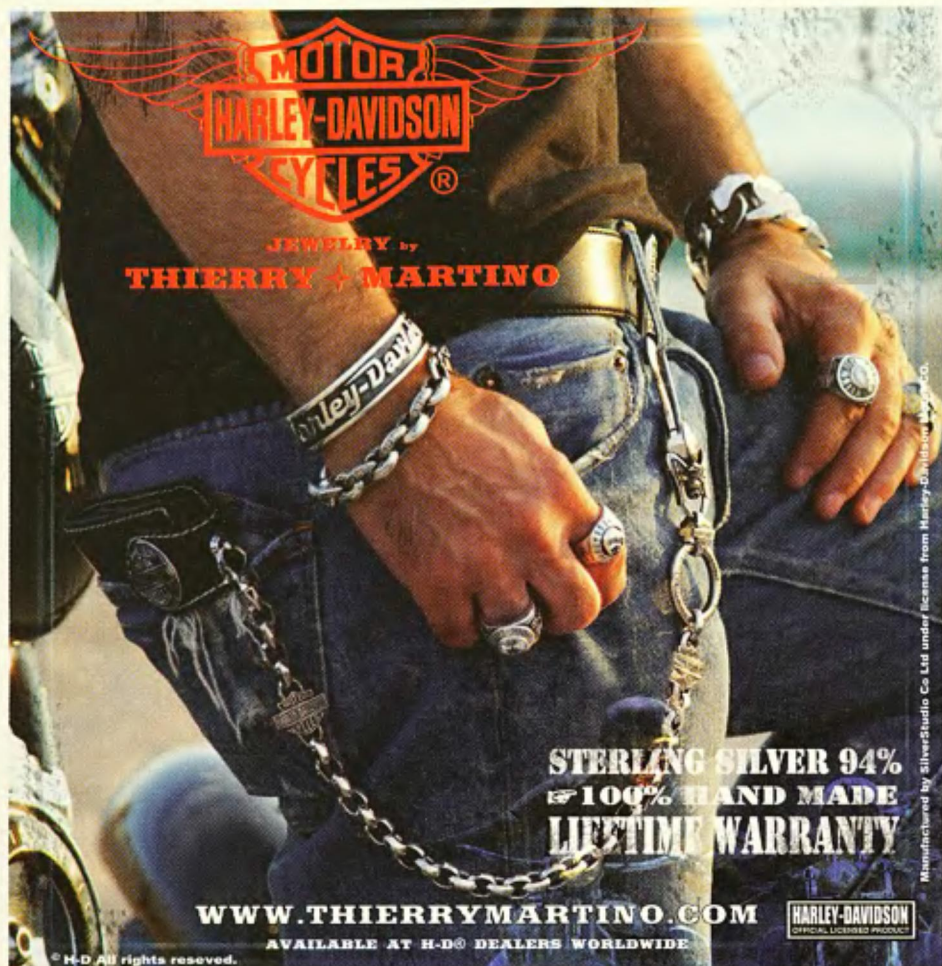
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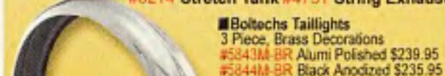
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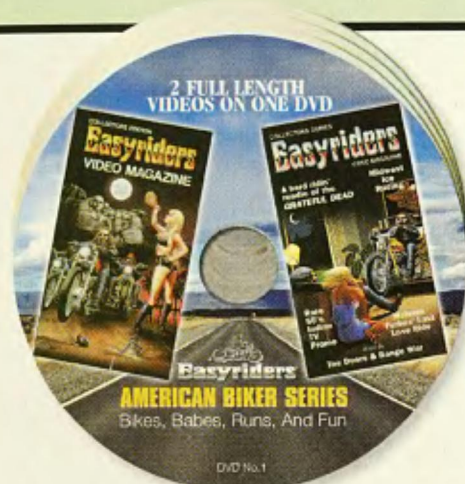
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DVD 6

"BEST PARTIES ON THE PLANET" Texas Rattle Snake Roundup, Myrtle Beach 1996, Laughlin River Run 1996, Bridgeport Rally, Lee Clemons of Departure Bike Works, Doobie Brothers.

"OUTRAGEOUS STURGIS" Sturgis 1996, Jims Machine, Love Ride #96, Harley racing legend Scotty Parker interview.

DVD 7

"ROLLING THUNDER" Easyriders Rodeo 1997, Rolling Thunder/Run to the Wall. Easyriders Bike Show in Anaheim, California, Exotic Dancer Poker Run, David Mann's wedding.

"BUSTIN' AT THE SEAMS" 1997's best events. Sturgis, Hollister, Redwood Run, Chicago Toy Run, Easyriders Columbus Bike Show.

DVD 8

"THE CARNAGE CONTINUES" Daytona 1998, Easyriders Bike Show Tour 1998, JIMS Tech Tip.

"SUPER HOT" Laughlin 1998, Michael Lichter profile, Gulfport Blowout, Primo Rivera Tech Tip, Harley VR1000.



DVD #9 - 12

4 pack

DVD 9

"ALL STURGIS" Full coverage of Sturgis, 1998, Jack Pine Gypsies MC.

"BEST BIKER PARTIES #2" Myrtle Beach, Easyriders Rodeo Chillicothe, Iowa Freedom Rally, Laconia, Bean Blossom Boogie, Love Ride 1998.

DVD 10

"HOTTEST DAYTONA COVERAGE EVER" Ten years of Easyriders Video, Complete Coverage of Daytona 1999.

"SHOWTIME" Myrtle Beach 1999, Easyriders Bike Show Tour 1999, Laughlin, Bonehead Enduro.

DVD 11

"STURGIS MADNESS!" Complete coverage of Sturgis 2000. Dumas Brothel Run.

"DESTINATION AMERICA" The best runs of 1999. Red River Run, Redwood Run, Laconia, Easyriders Rodeo, Prospect Pennsylvania, Reading MC Anniversary Party, Trail of Tears Run, Rock 'n Blues Chillicothe, Ohio, and Rip's B.A.D. Ride.

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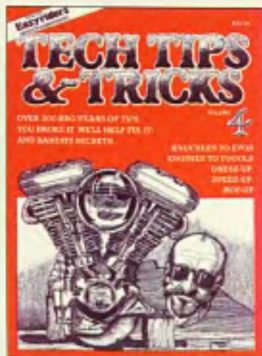
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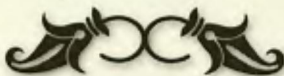
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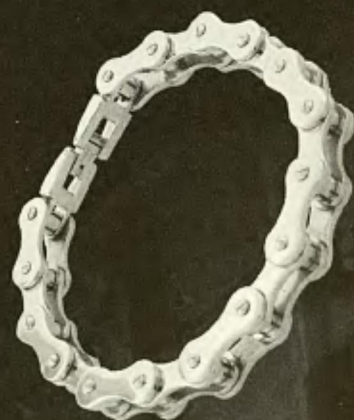
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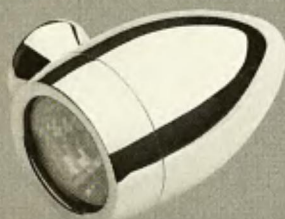
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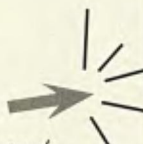
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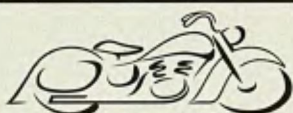
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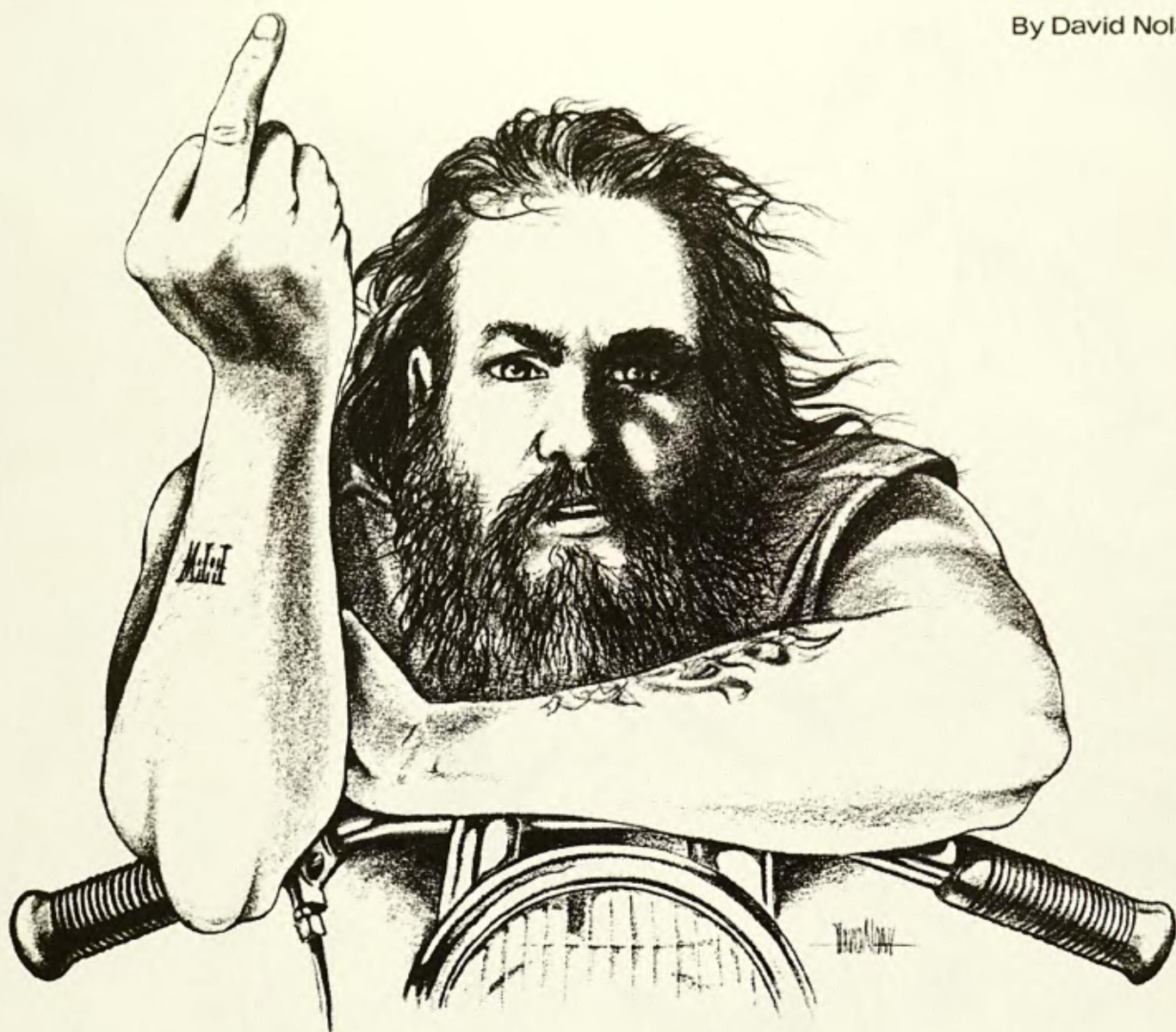
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"Try not to antagonize him, honey."



See How They Run!

Nobody knows to this day where Billy Joe Martin got his mysterious power. Hell, most folks still don't even know that he *had* any special powers, although there's a lot who've got their suspicions.

Among those who knew, some thought it was a gift from God; others said he got it from the Devil. Me, I don't know, and don't much care. I reckon it was some kind of ESP, as they say on the TV shows. But whatever it was, he sure had something. And he sure raised a lot of hell with it for a while there.

I don't know exactly when he first got the power. He and I went to school together, and he didn't have it then . . . or else he kept it hid real well. And that wouldn't be

Billy's style.

Probably picked it up when he was in Vietnam, back in '65 and '66, I guess. Maybe from one of those gurus, or whatever you call 'em. Anyhow, one day soon after he got back from over there, I ran into Billy down at the White Lightning—that was a tavern that was popular back then—and we got to talking.

Seems like Billy Joe wasn't havin' too much luck when it came to money. He'd taken all the money he got when he left the service and spent it on a new Harley, and he still had a pile of money owin' on the bike, and no job to speak of. All he'd been able to locate was a part-time bit, pumping gas down at the Texaco station.

Well, he was pretty bitter about the whole thing—began pissin' and moanin' about how the country wasn't doin' right by its veterans, and all that. After a few beers, he got to be downright obnoxious, and some of the folks nearby began to give him a bad look.

So over comes Big Jim Ferguson, who owns the place, and he tells Billy Joe to pipe down or else get out. Now Big Jim was about six-foot-four and must have weighed near two hundred and fifty pounds, with damn little of it fat. When he told folks to wise up, they paid heed—and up to then I'd never seen Big Jim back down from anyone.

Now Billy Joe knew Jim, and what he was like, so I figured he'd

clam up fast. But he didn't. Instead, he stands up, sorta unsteady, and squints up at Jim and says something like "Oh yeah, who's gonna make me?" So Jim grabs for him, and I figured it was all over for Billy.

But just as he's about to grab onto Billy, Jim gets a kinda funny look on his face, and he backs off real sudden. Then he mutters something like "Excuse me, folks," and makes a mad dash for the john.

Well, Billy Joe just busts up laughing, and then he looks down at me and says "Reckon we better get on outa here, Len," and turns to go. So I get up and follow him, and after we get outside I ask him, "What the hell did you do to Big Jim, Billy Joe? I've never seen him back off like that before in my life." But he won't say; he just keeps snickering to himself.

By the time we've walked over to the parking lot where his Harley and my old Triumph are parked, he's managed to stop snickering, and we say "Good night" to each other, and we both get on our bikes and ride away. I thought about it a bit, riding home, and then put the whole incident out of my mind.

Then a couple of weeks later, I'm just pulling into the parking lot over at the diner to get a bite to eat, when all of a sudden about twenty people come busting out of that place like it was on fire. Well, I sit there for a couple minutes, and nothing seems to be wrong with the place, so I walk up and stick my face in, real cautious. And who do I see, sitting there all by himself, but Billy Joe Martin. He's got this silly smirk on his face, and the counter-man is looking real mystified and kinda pissed off.

Billy looks up and sees it's me, and he says, "Hiya Len, why don't you join me?" Well, seeing as I'm hungry anyhow, I say "Sure," and buy a hamburger and sit down with him. After a few minutes of bull-shitting around, I finally say to him—very quiet, so's the counter-man can't hear—"All right, Billy Joe, what was that all about? I know you had something to do with all those folks leaving here. You did something to 'em, just like you did to Big Jim Ferguson the other night, didn't you?"

Well, he just snickers again, like he did the other time, and finally he says, "Okay, Len, I'll tell you after we finish our lunch." And after lunch, we go outside, and I say,

"Well? What did you do to those folks, Billy? Kick 'em in the nuts, real fast-like, when they weren't looking? Zap 'em with the world's most horrible fart? Cloud their minds with a secret power you learned in the Orient?"

He just sorta smirks, and after a long pause he says, "You're closer than you think, Len. Actually, it is a secret power I learned in the Orient... but it's got nothing to do with folks' minds."

"Oh, come off it now, Billy," says I. "What did you *really* do?" And then, no sooner were the words out of my mouth, than I suddenly got this terrible feeling in my gut, like I was about to get the world's worst case of the runs. The pain lasted for maybe five seconds, and just as I was sure I was about to let loose, it stopped as sudden as it started, and I felt perfectly normal again.

And then ol' Billy Joe started laughin' his head off again, and I make the connection.

"You mean that was it? That, uh, feeling I got just now was caused by *you*?"

He just nods, and keeps on laughing.

So then I say, "Can you do that to anyone? Any time? How do you do it? And what if you don't stop real quick, like you just did with me? Do people, uh, well, you know..."

Well, Billy just grins at me, and says "One question at a time, Len. Yep, I can do it to anyone—at least as far as I know. Never failed yet. The only catch is, they've gotta be within about a hundred yards of where I am."

"As for how I do it, I can't explain. I just sort of concentrate on the person's insides, imagining them real good, and then I imagine their gut muscles getting all loose and watery. That's all there is to it. I can just zap 'em a little bit, and make them think they're gonna go, or I can really let 'em have it, and it's all over."

"Well, what about those folks back at the diner?" I ask. "And Big Jim the other night?"

"I just tickled the folks back there," says Billy Joe, "but I didn't have time to fine-tune it with Jim. I gave him the full treatment, and he musta just let go. I'm kinda sorry about doin' it, but I figured he was about to whomp me one, so I had to act fast."

Somehow, the thought of Big Jim letting go in his BVDs kinda struck

me as funny, so I started laughing. Billy Joe started laughing, too, and pretty soon the two of us were whooping it up like a couple of crazies.

Well, we hop on our bikes and start peeling on down the road, still laughing, and before you know it, we're going about ninety, when out from behind a billboard comes a cop. He turns on his flasher and takes off down the road after us, doing about 120.

Naturally this sobers us both up, and we slow down to maybe sixty. So the cop pulls up right behind us and waves for us to pull over.

Now Billy Joe had always been a real law-abiding type person; sure, he was kind of a joker, but he'd never actually defied an officer of the law before. However, like I said earlier, he was kinda low on money right about that time, and kinda pissed off that he wasn't getting a better deal after coming back from the service, so he wasn't in any mood to get any ticket.

Well, the cop is getting real insistent about Billy Joe pulling over—waving his arm and flashing his flasher and generally carryin' on—and it's obvious he isn't about to go away. So, after about a minute, Billy Joe finally scowls a bit, looks in his rear-view mirror, and then closes his eyes real tight for about three seconds. And right that moment, the cop speeds up and goes whizzing past us like a bat out of hell.

We pull over, after he's gone by, and I look over at Billy Joe. He doesn't say anything, so finally I ask, "Did you give him the full treatment, or just the tickle?" He looks over at me and just kinda grins, and to this day I don't know if that cop shit in his drawers or not.

I do know that after that episode ol' Billy Joe went completely hog-wild with his funny little talent. I never did figure out if that line about "a secret Oriental power" was truth or fiction, but I guess it doesn't make much difference.

Anyhow, once he'd become an outlaw, so to speak, Billy Joe started doing his little trick just about every time anyone so much as looked at him funny. I personally witnessed him zap a couple of drugstore-cowboys that used to hang around in front of the courthouse hard-timin' people, and an old biddy that was giving him a lecture about his appearance. Plus, I know that Billy Joe never had to wait in line for

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anything after that day; the folks in front of him always just seemed to change their minds and leave.

It got so bad at one point that the state health commission sent a team of doctors down to investigate our water supply, and the *National Enquirer* ran a story on our town's "mysterious diarrhea outbreak." Billy got a big kick out of that: he tore the story out of the paper and tacked it up on the wall of his room over at Mrs. Morgan's boarding-house.

He might have still been at it, too, if he hadn't gotten carried away with himself and bitten off more than he could chew.

The turning-point came one night when Billy Joe was watching TV down at the White Lightning. They had a ball game on, and Billy was sittin' there with a bunch of us, drinkin' beer and watchin' the game. Well, the game got over and the ten o'clock news came on, and there was old LBJ mouthing off about something or other, and Billy Joe starts pissing and moaning about what a bastard LBJ is, and how much he hates him.

I already mentioned how Billy Joe was real unhappy with the way Vietnam veterans weren't getting what Billy considered a fair shake. Well, that was just one reason Billy hated LBJ; he'd kinda turned sour on the whole war, by this time, and he was also griped about LBJ's "Great Society," too. He was always sayin' that if they stopped the war and cut out the welfare bullshit, there'd be enough money for veterans' programs.

After listening to him piss about LBJ for nearly ten minutes, I finally leaned over and whispered to Billy, mostly as a joke, "So why don't you zap old LBJ, if you hate him so much?" Well, Billy got all turned on by that, and began laughing to himself like he often did, and then the news got over, and everybody shut up and watched the late movie on TV until Big Jim came around and said it was closing time.

I didn't think any more about it until about a week later, when I stopped in at the Texaco station to get gas, and Billy wasn't there. The manager told me Billy had quit and pulled out of town.

Next day, I got a postcard from Billy, with a picture of the Washington Monument on the front. All it said was "I'm here to do the job," and it was signed "Billy Joe."

Well, I began to get a little scared.

I mean, kidding around is one thing, and actually zapping the President of the United States with the screaming shits is another. I figured that dumbass Billy Joe was sure to get caught, and when he was, there was a fair chance he'd get me involved somehow.

But as weeks went by, and the Feds didn't appear at my door, I stopped worrying. Every couple of weeks, another card or letter from Billy would arrive; most of them just told about his new job—he'd been hired as an assistant bartender—or about all the good-lookin' secretaries they have in Washington.

Occasionally, though, at the end of a letter there'd be the word "zap," all by itself, down at the bottom. When I wrote back, I always made real sure not to ask about what those "zaps" meant. I had a pretty good idea, and I didn't want anything in writing, connecting me with Billy's little project, in case he got nabbed.

As time went by, the "zaps" began to get more and more frequent. And I began to notice that each time old LBJ was on TV, he looked worse and worse.

And finally, one week, I got three postcards from Billy, each with a "zap" on it—and the very day I got the third one, LBJ announced that he wasn't going to run again... for President, I mean.

And that would've been the end of it, I guess, except that ol' Billy Joe never could keep his mouth shut. I don't know exactly what happened, but I guess Billy said the wrong thing to the wrong person, and a few days later the FBI came by and arrested him. I hear they had to send in a special squad of agents with rubber underwear to get him, too.

Well, I still get postcards from Billy, only now they don't have pictures of the Washington Monument on the front; the ones he sends now come from Leavenworth, Kansas, where he's kept in a special building all by himself, and I guess he doesn't pull any stunts, or they cut off his food.

He should be out in another couple of years, if he behaves himself. The sentence they gave him was pretty much made up according to the judge's personal feelings, after all, because they didn't really have any previous cases to go by.

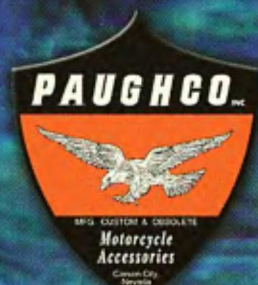
And as far as I know, Billy Joe Martin is *still* the only person ever to be put away on a charge of "Conspiracy to Commit Diarrhea." ■

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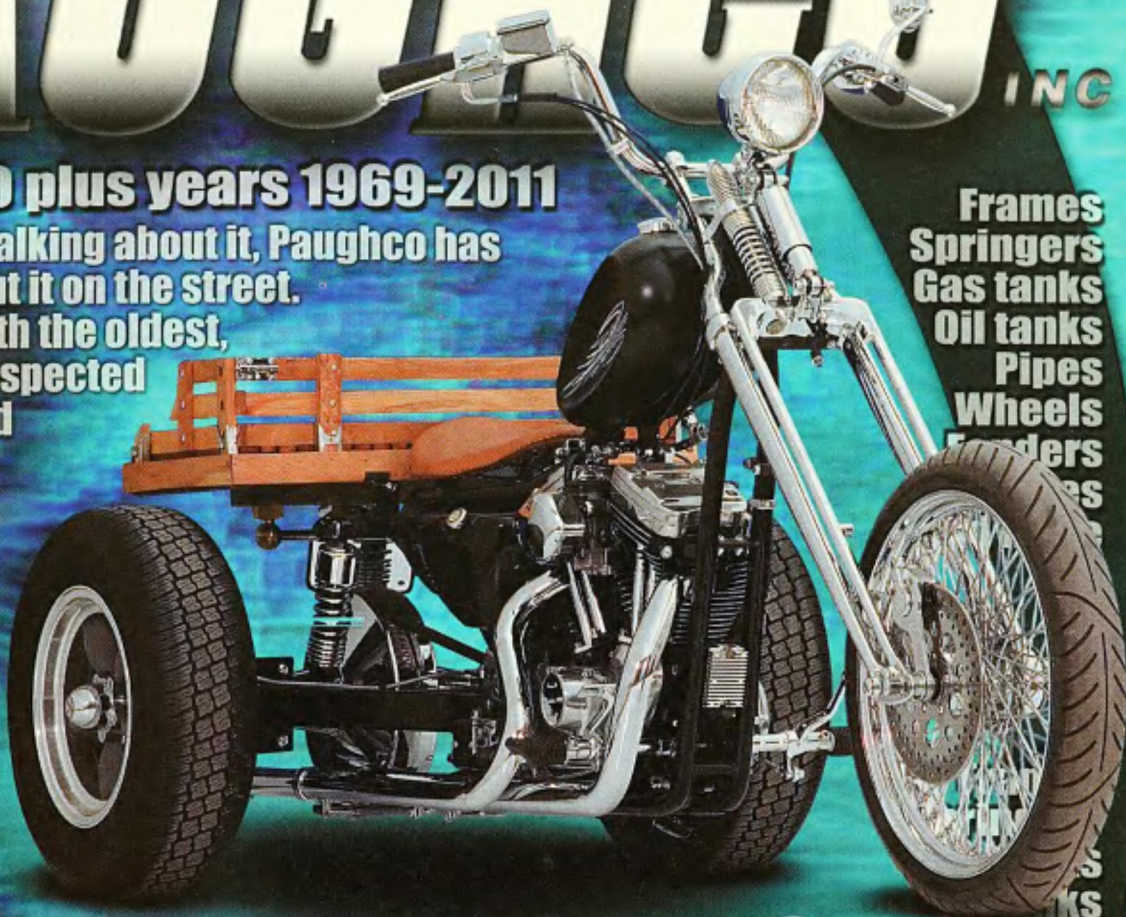
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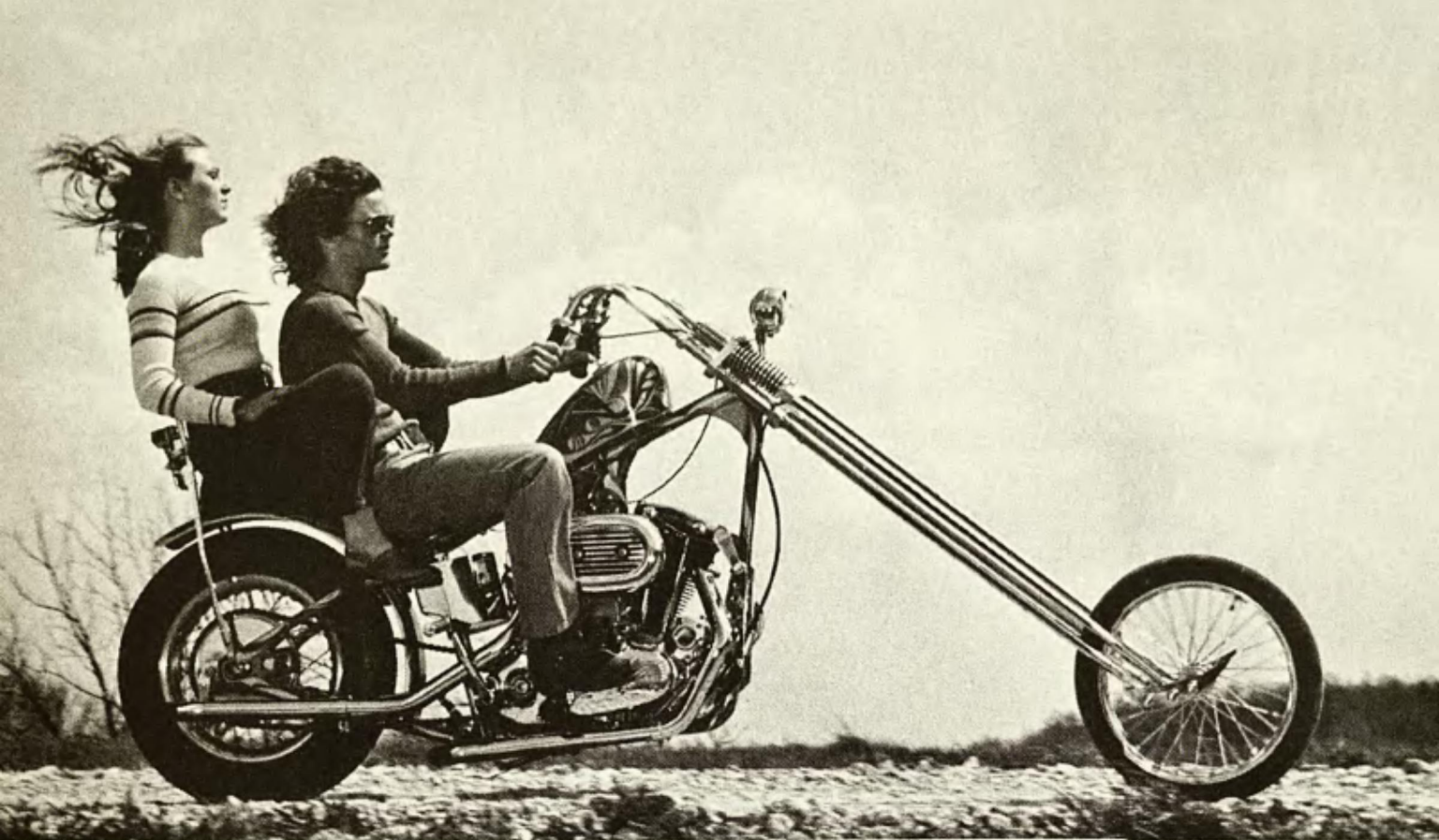
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Scooter Meets New Dawn

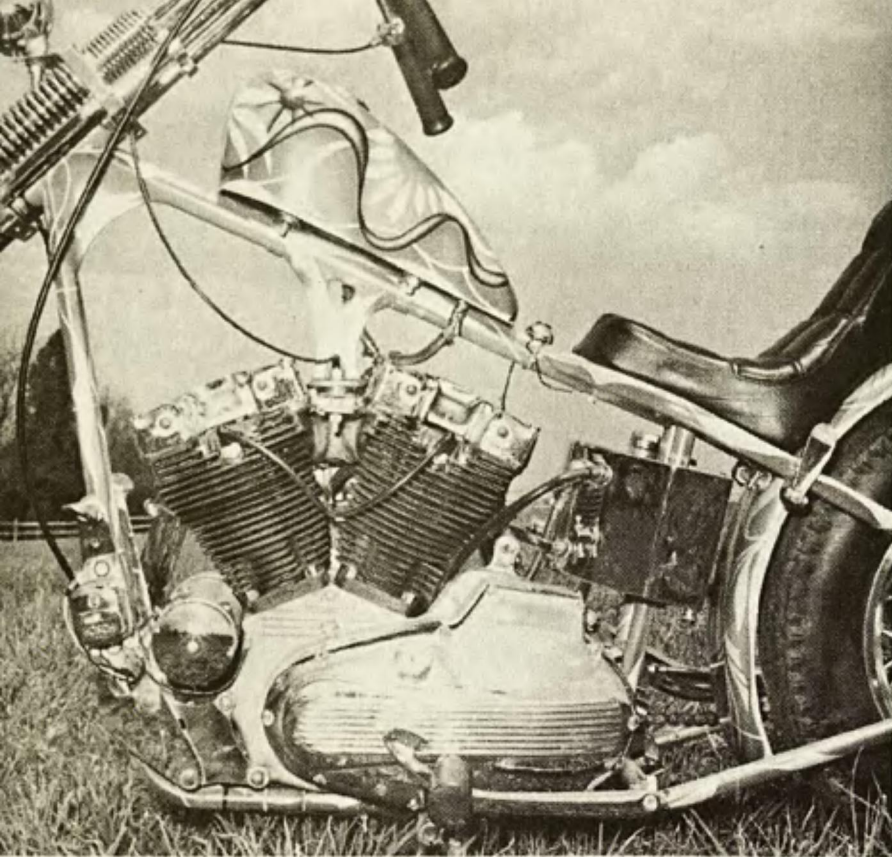


Built through the long Ohio winter, it is now free to roam through the short warm summer

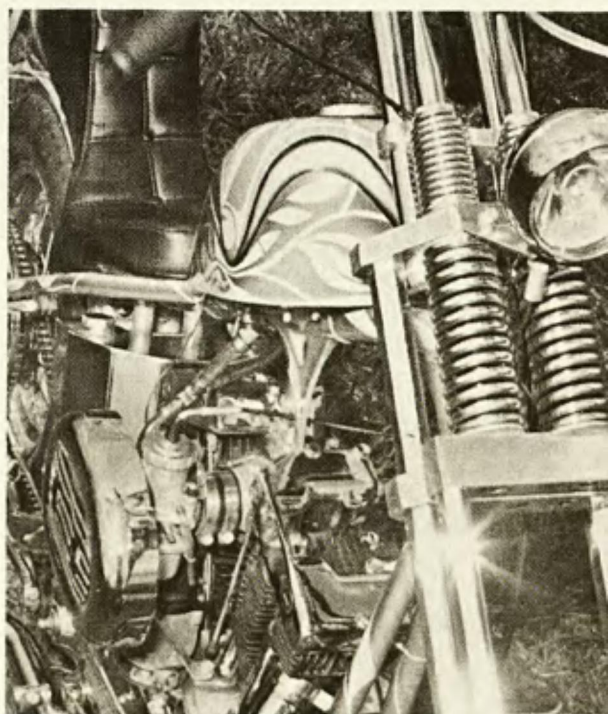
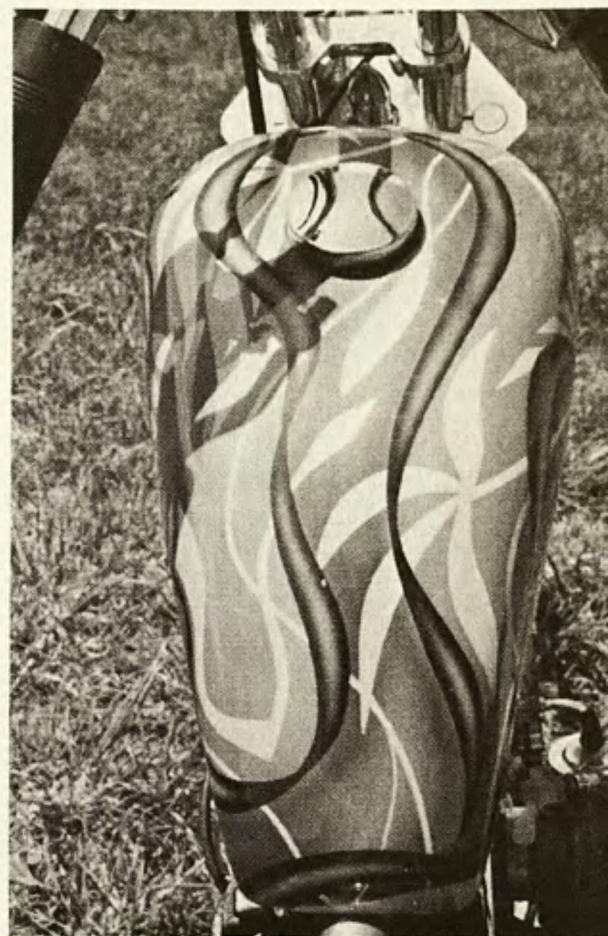
The dude that put together the Sporty you see on these ragged pages described, in writing, the feelin' of the night before his first ride on his newly built scooter. It was his paws that screwed the bolts in place to hold the sled together, and it's his hand that put that last long night on paper as the weather cleared, opening the next riding season.

— Bandit

It was a long, hard night unlike the previous days and nights during the cold winter. Remembrances of frozen knuckles smashing against the frame from an untimely slip of a wrench drift through my mind. The howls of pain and anger at a machine which has all but broke both wallet and patience. But these thoughts are forgotten; this is the night final preparations are made for morning. A last double check for loose



Easyriders photography by G.L. LeVeck





nuts or bolts and an extra film of wax will add the finishing touch that's needed. For tomorrow will be the day the beast will speak, belching its song of freedom into the cool spring air of an Ohio morn.

As the night turns into another day the beast is started. It blows the coldness and troubles of the winter away with the first, rich, black cloud of smoke that exits through its illegal drag pipes. She's purring and the untimely force of the exhaust note speaks out one name, Harley-Davidson. The sun is rising higher now as the last running adjustments are made. Up off its stand and rolling

backwards out of the dark garage that has been home for so many months, it comes into the world. The first rays of sun play on the beautiful chromed and painted bike and it seems to come alive soaking in the first sweet breezes of spring.

A supreme feeling of peace blankets the mind as a country road unfolds before the scooter, and the satisfaction of being one with a machine is discovered. This is the payoff for the time, work and money spent putting a bike together. It is a beginning of a love affair and an end to a cold winter.

— Mark Hughes

Owner: Mark Hughes	City: Lancaster, Ohio
General	Frame
Fabrication by: owner	Year: 1972
Year and make: 1972 H-D	Builder: Corbin-Gentry
Model: Sportster	Type: rigid
Value: \$3,600	Rake: 45°
Assembly by: owner	Stretch: 6 inches
Time: 5 months	Other alterations: 5 in. ext. hardtail

Chroming by: Franklin Plating **Accessories**

Engine	Bars: 2-piece pullbacks
Year: 1970	Risers: none
Model: XLCH	Fender(s): 6-inch flat
Rebuilder: Reiser Services	Headlight: Bates
Ignition: magneto	Taillight: Lucas
Displacement: 900cc	Speedo: none
Lower end: stock	Front pegs: stock
Balancing: Reiser	Rear pegs: spoon type
Pistons: 40 over H-D	Electrics: generator & regulator
Cases: stock	Gas tank: Sportster
Heads: rebuilt	Oil tank: hex wrap-around
Cam: Siftons	Oil system: stock
Lifters: solid	Primary cover: stock
Carb(s): Mikuni 40mm	Seat: Corbin-Gentry, Mark II
Air cleaner: stock	Sissy bar:
Pipes: drag	Height: 30 inches
Muffler(s): none	Material: 1/2-inch square

Transmission

Forks

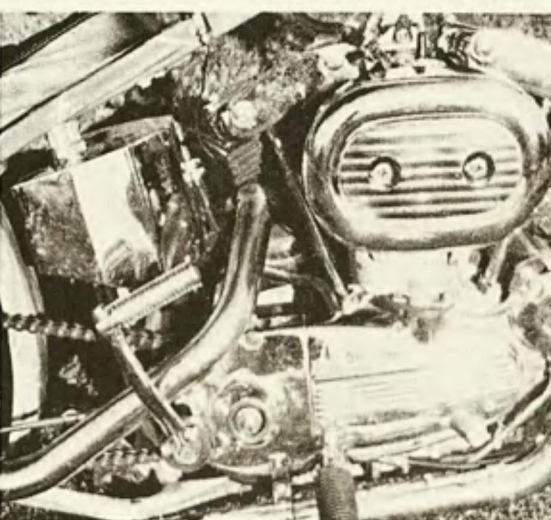
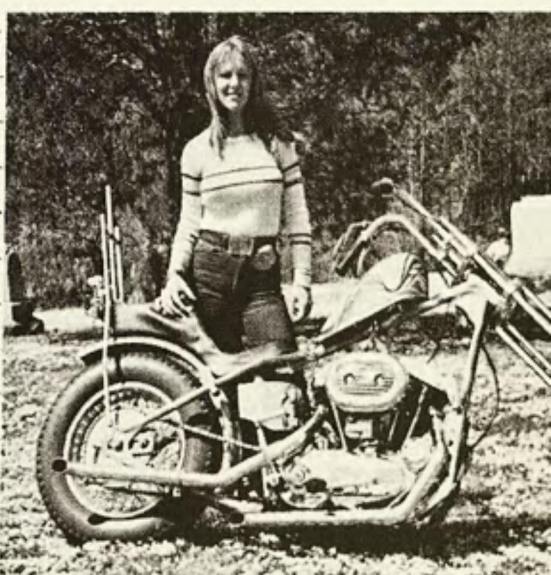
Modifications: larger sprocket	Type: springer
Year: 1970	Extension: 20 inches over
Shifting: foot	Builder: Columbus Custom Cycle
Engine sprocket: stock	Special features: hex down tubes

Wheels

Trans sprocket: stock	Front	Rear
Wheel sprocket: stock	Size: 17	Size: 16
	Hub: spool	Hub: stock
	Rim width: 2 1/4 in.	Rim width: 5 in.
	Tire: 3.00 Avon	Tire: 5.00 Avon
	Brake: none	Brake: stock

Painting

Molding: J & S
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Color: tangerine orange
Type: acrylic lacquer
Special paint: angel dust sparkles
Other special modifications:







The 99 Crafty Customs Contest

"Where creativity beats Cash!"

Merriam Webster: crafty (adjective) 1) Skillful; Clever. 2) Adept in the use of subtlety and cunning

Times are tight and your bros at *Easyriders* want to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for "brilliance on a budget"; that's why we've started **The 99 Crafty Customs Contest**.

Here's how it works: buy yourself a used 1990 to 1999 big twin Harley-Davidson (there are some good deals out there these days) and turn it into your vision of a custom scooter, spending no more than **\$9,999.99** including the cost of the bike. Then send us photos of the bike along with a tech chart of what you changed and receipts to show how much you spent on parts, accessories, chrome and paint.

Remember, the cost of the bike and customizing cannot exceed **\$9,999.99**. What you spend on internal performance and repair is not included. In other words, if we can't SEE it, it doesn't count and neither does your own labor. If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines: *Easyriders*, *V-Twin*, *Biker* or *In The Wind*. That's up to 34 chances per year that your bike could be featured!

Want to save more money on your Crafty Custom? Visit www.99crafty.com, go to "The 99 Bargain List" link and use our sponsors for special rates and savings on parts and accessories for your project bike.

To sign up, go to www.99crafty.com

Upload photos of your bike before and after your customizing changes and give us your email address so we can get in touch. If we like your bike and you can prove you did the deed for under 10 Grand, your bike might just be featured! Or snail mail your entry to:
The 99 Crafty Customs Contest, *Easyriders* magazine,
P.O. Box 3000, Agoura Hills, CA 91301

THE RULES:

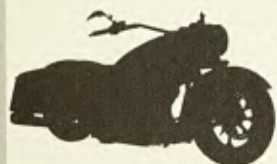
The 99 Crafty Customs Contest bikes are limited to street legal and registered 1990 to 1999 Harley-Davidson big twin motorcycles for now - watch for Sportster and metric bikes in the future. If you already own a 1990 to 1999 Harley big twin, we'll use the N.A.D.A. value for current average retail (we will use the '96 prices for '90 - '96 bikes).

Your total cost for the motorcycle, dress-up parts, accessories, chrome and paint cannot exceed \$9,999.99. We expect you to provide receipts to show us what you spent on parts, accessories, chrome and paint. If we can see it, we want to see a bill for it.

We will pick one 99 Crafty Customs Contest winner per issue so get crackin'! We'll also pick a Crafty Custom of the Year at a 99 Crafty Customs Invitational Bike Show, and that bike owner will win \$10,000.00! (Voting will be by our editors and the public.) We retain the sole right to make all decisions about what bikes and modifications qualify for Contest consideration, and anything else concerning these rules and the 99 Crafty Customs Contest.

If you've got a bike that fits the rules or if you're building one now, we want to see it. Send in your photos today!

When times are tight, American bikers are some of the most ingenious people on Earth. Let's see what you've got!



Bagger

"Times are tight and your bros at *Easyriders* want to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for 'brilliance on a budget.'"

Remember, the cost of the bike and customizing cannot exceed

\$9,999.99

To sign up, go to www.99crafty.com



Chopper

Win! Win! Win!

"Send us photos of your bike along with a tech chart of what you changed and receipts to show how much you spent."

"HERE'S HOW IT WORKS:
buy yourself a used 1990 to 1999 big twin Harley-Davidson and turn it into your vision of a custom scooter, spending no more than **\$9,999.99!**"

"If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines. Go to www.99crafty.com to enter to have your bike considered for a feature in one of the magazines."



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To learn more,
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Bobber

Win a bike feature in our magazines, prizes and trophies.
"We have added a new Crafty Custom Class to the *Easyriders/V-Twin* Bike Show Tour."

"Our sponsors offer special pricing: 99 ways to save!"

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For Crafty Custom of the Year



www.99crafty.com

A few months ago we began offering these beautiful *Easyriders* 40th Anniversary Limited Edition Coins and promised our loyal readers who purchased them that we

would list them for posterity in our special 40th Anniversary edition of *Easyriders*. Congratulations to all who are listed here; you are part of two-wheeled history!

EASYRIDERS 40TH ANNIVERSARY COMMEMORATIVE COIN OWNERS



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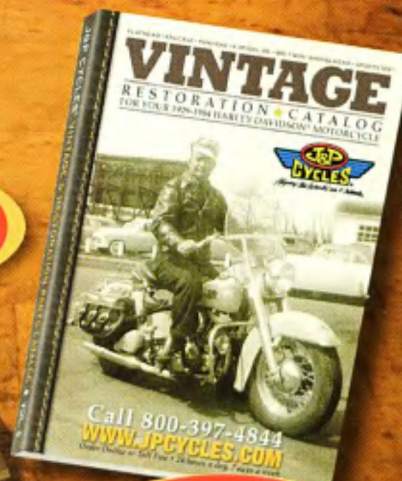
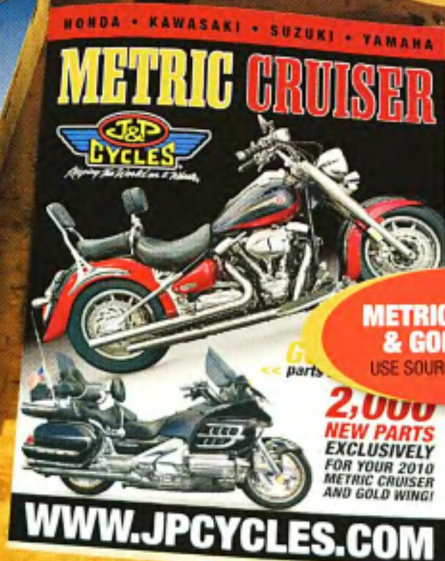
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