

Easyriders

Dell D. 04107

For the Swinging Biker!

June, 1972

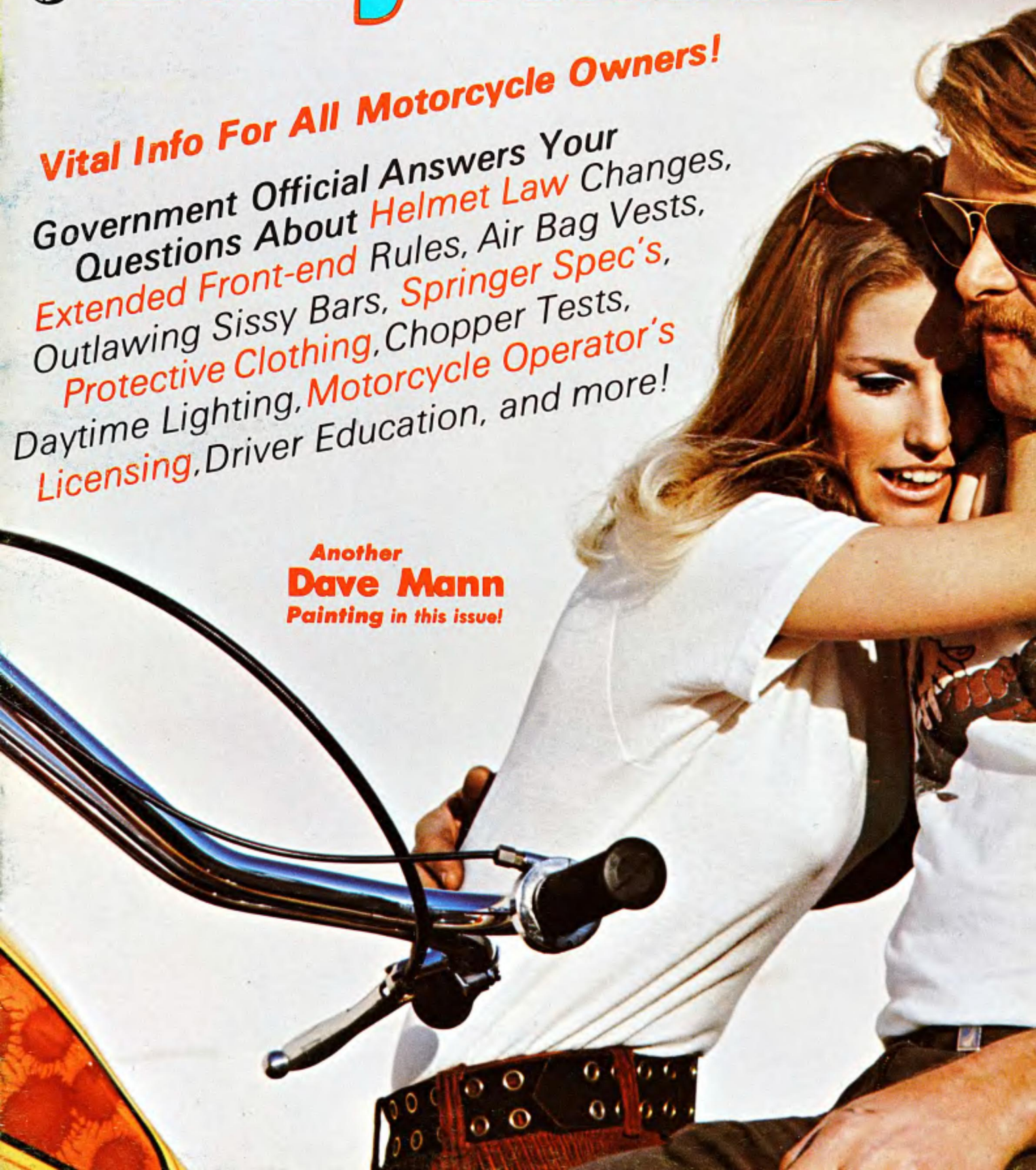
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Easyriders

Vital Info For All Motorcycle Owners!

Government Official Answers Your
Questions About **Helmet Law** Changes,
Extended Front-end Rules, Air Bag Vests,
Outlawing Sissy Bars, **Springer Spec's**,
Protective Clothing, Chopper Tests,
Daytime Lighting, **Motorcycle Operator's**
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Another
Dave Mann
Painting in this issue!





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Gas caps 2.50

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Easyriders

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EASYRIDERS magazine. Volume 2, Number 3, Published bi-monthly by Paisano Publications, Inc., 819 South Glenoaks Blvd., Burbank, California 91502. (213) 848-4451 and 596-0408. Copyright © 1972 by Paisano Publications, Inc. Nothing may be reproduced without the prior written permission of the publisher.

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ADVERTISING: J. Walker Scott, Advertising Director, Box 2086, Seal Beach, California 90740. (213) 596-0408.

NATIONAL REPRESENTATIVE: Andy Shoemaker AVS National, York Building, Suite 211, York and Figueroa, Los Angeles, California 90042 (213) 254-7355.

SUBSCRIPTIONS: 1 year \$4.50 in the United States, its possessions, and Canada. \$5.50 a year elsewhere. Single copy price 75 cents. Only one-year subscriptions are sold.

POSTMASTER: Return postage guaranteed on all undeliverable copies.

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TAKING IT EASY

By Spider



If you should get busted while having a toke or two and you need a quick rationale, just remember that at one time cannabis extracts were as commonly used for medical purposes as aspirin is today! Believe it or not, through the years it has been used as a pain killer, muscle relaxant, headache preventive, and for treatment of menstrual cramps, tetanus, insomnia, delirium tremens, asthma, strychnine poisoning, cholera, dysentery, labor pains, psychosis, stomach cramps, depression, nervous tremors, bladder irritation, beriberi, constipation and psychosomatic illness.

In case your're interested, Elizabeth Taylor says she eats chili when she's depressed. She didn't say what she eats when Richard gets depressed.

Your local newspaper may not have reported it, but the reason the Swiss authorities rejected U.S. demands for Timothy Leary's extradition back to California to finish his 10-year prison sentence for pot possession was, as one official put it, that ten years was much too stiff a penalty for "finding two marijuana butts in the ashtray of a car that did not even belong to Leary."

Speaking of stiff penalties, a federal district appeals court in Houston, Texas, ordered Lee Johnson to be retried within 90 days or released, after determining that Johnson's unusually long prison sentence indicated that his jury was affected by some out-

side influences—like being racially biased. Johnson (a black) was sentenced to 30 years in the slammer for passing one—that's one—joint to a narc ingrate. Now get this: the Houston District Attorney is actually going to appeal the decision. Meanwhile, Johnson has been counting the days since August, 1968—for one lousy, medicinal (see above) joint!

Then there's Clifford Jones (white), a former judge, who has successfully avoided going to trial on an indictment for perjury—since January 5, 1966! Having bread ("If I'd been a poor man, or even an average guy, I wouldn't have been able to afford it."), and juice in the right places ("I had good friends in Washington who are lawyers."), he has been able to avoid trial for six solid years! By the way, his nickname is "Big Juice."

Win a free brew department: There are exactly 336 dimples on a golf ball.

For juicers only: If you don't want a hangover, here's a few rules to follow. 1. Don't gulp your drinks—sip 'em, man. 2. Drink sitting down and relaxed. 3. Don't juice it when you're under stress, or tired. 4. Start with food in the stomach.

A reader buddy, Ed Adair, sent this little bit of laxative to me: A Harvard Medical School psychiatrist, Dr. Armand M. Nicholi, has discovered what he calls the "motorcycle syndrome" among young male cyclists he treats. Writing in The American Journal of Psychiatry, he listed, among other symptoms, these: a preoccupation with motorcycles; a feeling of "something missing" and a lack of confidence without their motorcycles; impotence, passivity and apathy. Dr. Nicholi says the patients have a "tenuous masculine identification," caused by poor father-son relationships. All the patients had suffered cycling accidents, but refused to give up riding.

How about that shit? Here a shrink comes off with all that jazz, then cops out that the only bikers he interviewed, in order to arrive at his conclusions, were patients of his that

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pistons & rocker arms
 removing cylinder head assembly
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 assembling shifter

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WORDMONGER'S WORD-HARD

Wasn't That Rank

I really dig your fiction. That recent story by Louis Bosque about that old (oops) fart, Walt, reminded me of a dude I used to work for—coke-bottle-thick glasses and all. But the dude I knew wasn't as rank as Walt.

Randy Thomasson
Las Vegas, Nevada

■ Bosque said he got the idea for the character after watching and listening to his ol' lady at breakfast one morning.

Erotic Fantasies

Regarding the "Scoot Douche" article—you said you wanted to show us readers more of her. Well, why in the hell didn't you? Shit, I can see that much of my mother! I think you should have stuck to your "erotic fantasies."

Mike Clark
Northlake, Illinois

■ Porno laws are pretty liberal now, but if we published the erotic fantasies of our staff, we'd be busted, publicly castrated, and generally removed from the sunlight for at least five to life.

Why So Much of Harold?

Why are 90% of the cartoons Harold Robinson's? And why does he make all his outlaw characters so rank looking? Aren't they a put-down of 1%ers? Aren't you being two-faced?

Ron Meister
Warlords MC
Champaign, Illinois

■ I'll answer your questions in order: 1. Because he's the best goddam cartoonist we know of. We receive a lot of cartoons, but most aren't even near his quality. Those that are, we publish. 2. They're not rank looking. It's a cartoon—it's

funny—meant to be fun, not a political statement. If you think they're rank looking, you should see our staff—or as a matter of fact, you should see Robinson! 3. We don't put down anybody—that's not our bag. But if we ever did we'd be straight enough to say so eyeball to eyeball, not through pissy little hints.

Photos For Horny Dudes

We really dig your rag, but we have one complaint. You dudes are printing pictures of chicks for all of the horny dudes, but it looks like you've forgotten us. If you're going to print photos for dudes, how about some photos for righteous chicks? Love you all.

Cynthia, Linda and
Toni.
Denton, Texas

■ Spider volunteered, but we just couldn't do that to our male buddies out there in televisionland. His bod would gag a maggot! We'll check around for you—maybe we'll surprise you someday.

Warning From Maine

Don't ever jam up here, man! Chops are few and far between. Once in a while you'll see a Honda with a Captain America paint job (what a combination!), but that's about it. The heat is bad news.

Stew Carson
Anson, Maine

Improves Relations

I'm the wife of a bike freak, and I hate to say this to a bike magazine, but I'm not much of a bike lover myself. In the past my husband used to read horribly boring cycle magazines—I used to stack them in the corner somewhere to hide them, but now that he's buying *Easriders*, I find myself reading them, even

talking with him about bikes, and am enjoying the sharing of his interest for the first time. Thanks for the boost in our relationship.

Linda Moore
Azusa, California

Reincarnation

The chick in the scoot douche article made me think for the first time in my life about dying and being reincarnated as a chopper front tire—or seat!

Bob Madaus
Covington, Indiana

Shows A Lot of Class

We sure dig your thing about sending free subscriptions to prison libraries—it shows a lot of class. About the only thing we can do is sit around and scratch. How about having some chicks write us good/bad guys—even Mutha—now you know how bad off we are!

John Ray Stevens
Paul Cranfill
Rt. 8 Box 500
Shelby County Penal Farm
Memphis, Tenn. 38128

■ We have received requests from the prison libraries of fourteen state prisons and four federal prisons. In case anyone missed our offer, I'll repeat it now. We will send free subscriptions to any prison library requesting them. The reason we want the librarian to request them is to be certain that the magazine will be put in the library for everyone's enjoyment. Because many prisons have an approved list, we don't want to be sending magazines somewhere to be merely thrown away.

So take this offer to your prison librarian, and have him write us. All he has to say is, "Please send your free subscription to our library"—that's all we need.

Letters should be sent to Monica Stewart, Reader Service, Box 2086, Seal Beach, California 90740. Typical of the letters we've received from prisons thus far is the following one.

"I am writing to you in response to the free subscription offered by your magazine to men who are incarcerated.

"We have one man who has a subscription to your magazine, but he doesn't get a chance to read it because he is loaning it out most of the time.

"It would be appreciated by the men of this institution who are interested in your magazine, if you could send a subscription to our library here at the Institution."

M. A. Vessel,
Federal Correctional
Institution
Sandstone, Minnesota

Reading Crap

I want to tell you freaks to pat yourselves on the back. Up until yesterday when I picked up your magazine, I had been reading crap, downright crap. Thanks for helping me see the light.

Brian Sackett
Wayne, N.J.

Fonda's Chopper

My brother and I have been arguing on whether or not Fonda's chopper in *Easy Rider* was actually destroyed at the end of the movie. I say it wasn't, so who's right, and where is the chopper now?

Rod Swearingen
Hines, Oregon

■ The bike wasn't destroyed. It was all a fake, with the front end rigged to fly off. It was the bike you saw sailing through the air, but it was done in such a way that the bike wasn't wiped out. And it didn't burn—the burn came later when Fonda let a friend ride

—Continued on next page

Have anything to say? Want to bug the staff about their mistakes? Want to give a well deserved pat on the back? Poison pen letters, threats of violence, love letters, and demands for payment, may all be sent to Wordmonger, *Easriders Magazine*, Box 2086, Seal Beach, California 90740

Cobra Seats

(Originals, not imitations)

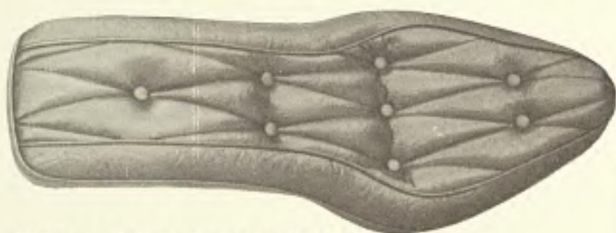
Universal seats—will fit all bikes

Quality-covered on a steel plate

High-density foam—does not lose its shape

Simple to install—your mother could do it!

High-quality black naugahyde Heavily padded



Diamond Leatherette \$39.95

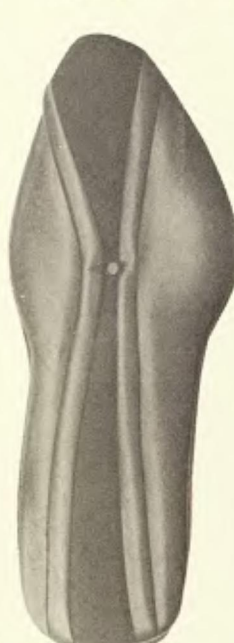


Diamond Suede \$39.95



A

Wasp \$34.95

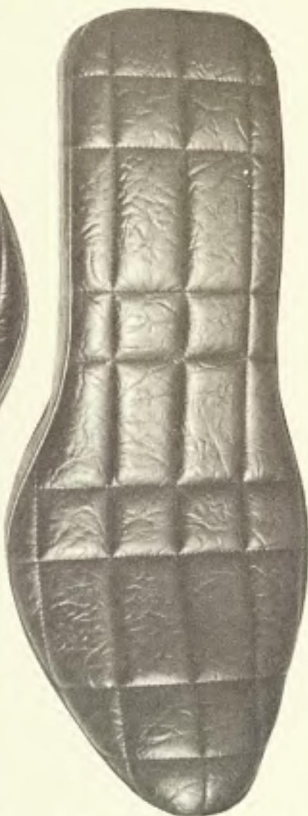


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*"If only I had
this book before
I started shackin'
with my present
orangutan!"*

-Spider



Contained in this book are actual interviews with 25 beautiful girls. They tell you—in their very own words—exactly what it takes to pick them up.

It's easy to handle girls once you've been introduced to them. But what if there's no one around to introduce you? If the girl of your dreams is a gorgeous stranger you see walking down the street?

HOW TO PICK UP GIRLS has all the answers. Here are just a few of the surefire techniques you can learn and master:

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City _____ State _____ Zip _____

it over a weekend—a friend who wasn't careful enough as to where he parked it—and someone ripped it off. It hasn't been seen since.

Up Against The Wall

Just thought we'd let you know that your color photos like "Hip Trump" and the Dave Mann paintings are all over the walls of our club house.

Wildman, Pres.
Woman Chaser, V.P.
Bad Luck, Sec.
Renegades MC, Ohio

A Stock Honda and Five Bills

I have a 750 Honda and I would like to make it look better and still be able to get it on for puttin' and long runs. I only have \$500 for such things as a springer, seat, sissy bar, pipes, etc., so tell me what to buy to get the best look for this amount of money.

John Waddle
FPO San Francisco, Ca.

■ You said it—and in the same order.

Heavy Mother

You may not believe this, but my mother likes your magazine.

Weird Harold
Colorado Springs, Colo.

■ Could that have anything to do with your name?

Got It Together

Here in the Southeast, your magazine is rapidly outpacing the Sears-Roebuck catalog for reading and meditating. We really think you have your shit together. You may not believe this, but chopper parts are actually starting to outdistance the sales of gun racks for the back of pickup trucks now in this part of the country!

Tom
Chattanooga, Tenn.

Screaming Eagles

I'm secretary of the Screaming Eagles (the first M/C behind the wall), in the Oregon State pen. We have 35 members in our club (Outlaws and AMA).

We are presently working on a trike with a 45 engine. We only get to work on it three to six hours a week. We were happy to read about the Washington State

Pen having a motorcycle association. That makes three that we know about. Ourselves, Washington State, and the West Coast Nomads at McNeill Island.

Once I started reading the last issue of *Easyriders*, I couldn't put it down until I read every article and advertisement. When the lights went out, I had to crowd up to the bars and read it by night lights. Our librarian is going to send for the free subscription.

Vern Roff, Sec.
Screaming Eagles M/C
2605 State Street
Salem, Oregon 97310

Angela Again

I saw that photo of Angela accompanying the list of winners of her contest. Damn, man, does she really stick out like that? She doesn't have any support at all to hold those yummies up? She's beautiful, I love her, I love her.

Gary Mullin
Lincoln, Nebraska

■ I asked Spider if that all was her. His eyes got glassy as he recalled her fantastic body, and he got so turned on, just thinking about her, he even started playing grabass with Miraculous Mutha! Judging by his freaked-out reactions, I would say it was safe to say that Angela was all Angela.

Vintage Ripple

Like vintage Ripple, one can't rush good things, but why in hell do you lazy SOB's keep me, and hundreds of thousands of other bikers, in terror and agony for two months at a time? When the friendly postman finally makes it to my door after a 60-day binge, I'm a nervous wreck—having memorized every spot of ink on every page of the previous issue!

Grub
Oxford, Mississippi

■ If we were purely on a money trip, the first thing we'd do is publish monthly, thus doubling our income. But we're not. We enjoy what we're doing, and the primary reason we have held off publishing monthly is that we feel the quality gained from having sufficient time to do the job right would be lost in a monthly grind. Rather than striving for perfection, we could fall into the trap of meeting printing deadlines, to the detriment of the editorial content. We are working toward the day when we will have hot and cold running broads all over the place, and a large enough staff of highly trained people to be able to produce this rag on a monthly basis without the quality suffering.



"Whatta ya say we bounce in and pick up a coupla jars?"

Presently we can redo something if we don't like it, reshoot photos if we don't like them, and allow everyone enough time to do their best—which all adds up to the reason you eagerly wait for the following issue.

Could Get Into Trouble

Please disregard my last letter. I wrote it on impulse and now realize that it was a mistake, and could get me into a certain amount of trouble.

The Lone Street Rider
Tidioite, Penn.

■ We did. In fact, nobody even remembers seeing it.

Tight Squeeze

While reading the spec chart on the green panhead in the February issue, I wondered how in the hell you could squeeze an 18-inch tire on a 21-inch wheel. I have a helluva time trying to get a 21 on a 21.

Frank Kleinpeter
University, Mississippi

■ The Big Biker In The Sky is goin' to get you, man. Blowing the whistle on us poor working slobes just ain't right. Especially here, where even minor mistakes are dealt with harshly. Christ, we haven't seen the proofreader since receipt of your letter—all that remained in his office was some of his matted hair clinging to a weighted rubber hose.

Smiley's Secret

Here's my bread for a subscription, plus the extra penny. The penny is for information leading to the connection, where Smiley can get downers for that price!

Bill Swenson
Milwaukee, Wisconsin

■ Pennies have a way of adding up.

200 Miles from Nowhere

Just got a copy of your magazine. It was the first one I've seen; I've been here for months and we don't have a corner store to run to for goodies. As a matter of fact, we don't have anywhere to run, as we are 200 miles from anything. Needless to say, we all flipped out when we got

a chance to read a hip magazine from home.

Mike Shartran
Brockton Station,
Antarctica

From Downunder

Hey, I dig your magazine. I have a Triumph Daytona, but unfortunately, due to Queensland law, I can't fully customize it. I thought I'd write you to let you know that we're not squares down here in Australia, just because you never hear anything about us.

An Easyriders fan,
North Queensland
and New Guinea.

■ Damn, isn't there any place where there aren't any laws against bikes?

Seen The Light!

I just read my first copy of your magazine, and as I got to each page I felt like jumping up and down and yelling at the top of my ever lovin' lungs, "Right on!" Now, finally, here's a rag that's got it together. I had thought, since the laws have gotten so rough, that most of the guys had given up and gone stocker. But my eyes have seen the light—and you can goddam well count on me to carry my share of the weight to convince every biker I know that we're not alone.

Ed Cyran
Garfield, New Jersey

Same Post Office Box?

How come NCCA, ABATE, and you-all, have the same post office box in the same goddam town? If you're all working together, then more power to you. Why do we only read about ABATE in Easyriders?

Bill Hague
Virginia Beach, Va.

■ First off, NCCA and ABATE are one and the same. The name was changed from NCCA to ABATE after it was found that the NCCA name was not available as a non-profit corporation name. As to your last two questions, ABATE was started by us dudes on the Easyriders staff, after we flashed on the fact that each of us as individuals didn't have a snowball's chance in hell of changing any laws or even defending ourselves effect-

ively, unless we all got together as one strong single voice. By all we mean all. ABATE membership isn't restricted to Easyriders readers. We want and encourage all biker magazines to support ABATE for the common good. ABATE will cooperate with all media—its only association with Easyriders magazine is that we started it, but Easyriders has nothing else to do with it, other than support it financially—we're not on an ego trip. ABATE is strictly for the street biker—the only national biker organization that gives a good goddam about the street biker—and that includes the AMA! Easyriders magazine never has to be mentioned in relation to ABATE, and if other media will support it, we'll make damn certain—even change its address—that there is no special advantage or tie to any particular magazine. ABATE is for all bikers, and it hasn't yet, nor will it ever be, commercially exploited for selfish gain. It's strictly non-profit, and again, we encourage all motorcycle magazines to support it. In the area of unfair laws we all (all bike magazines) should be united—we shouldn't be competitors where the interests of the street biker are concerned.

Three Times Bigger

I have only one gripe, and that is it would sure be nice if Easyriders was three times larger. I'd gladly pay any price you'd ask. I can't put it down until I've read it from cover to cover.

I have a day off in the middle of the week and if your magazine was larger, I wouldn't have to get off my can for one entire day—from sunrise to sunset.

Herb Riggie
Newark, Ohio

■ It can happen. Just tell your buddies about Easyriders, and if you see a newsstand that doesn't have it on sale, ask the dealer to order it. There is no reason any newsstand doesn't have it—all they have to do is ask their local magazine wholesaler for it. The only way he'll know he should get it, is by someone asking for it.



Lock It Up!

Protect your most valuable possession (your bike, of course) with an Atlas Chain/Lock belt.

Forget your fears of your bike being ripped off. Chain it to a tree, a pole, or any stationary object with this hardened 3/8" chain and revolutionary anti-crowbar, circular, hardened steel lock, and then snicker in contentment.

When not using it to chain your bike down—you can wear the Atlas Chain/Lock as a belt—a massive, rugged, chrome plated belt.

No longer is it necessary to scratch or chip your bike's paint by wrapping the chain around the frame, or screwing up the looks of everything by wrapping it around the sissy bar when not in use. You wear it instead of your bike.

Check these features:

- ✓ One of the toughest chains you can buy. Four feet of 3/8", snip-proof, chromed chain.
- ✓ Revolutionary, German-designed circular lock that is heavy steel welded—without rivets and seams, double bolted shackle, and has all inner parts cadmium plated with the outside chrome plated—completely rust proof.
- ✓ Chain and lock weigh 7 1/2 pounds. Less expensive than other chains advertised, yet has the added benefits of the entirely new police recommended lock design, chrome plating, and dual purpose of lock and belt.

Satisfaction guaranteed or money refunded

Atlas Chain/Lock

Box 3536,
Glendale, California 91201

Please send me the fantastic Atlas Chain/Lock. I have enclosed \$_____ in cash, check or money order. (Sorry, no C.O.D.'s)

I understand that if within 10 days I am not completely satisfied, then my money will be refunded.

Personal checks must clear before we will ship. Allow 4 weeks.

Atlas Chain/Lock	\$12.95
Additional for chrome	7.50
Postage and handling	2.50
California residents add 5% Total cost \$22.95	

Send Atlas Chain/Lock to:

Name _____

Address _____

City _____

State _____ Zip _____

(Please print and be sure to include zip)



Rare as tits on a bowling ball—

A Midwestern Scoot Featured in a Biker Rag!

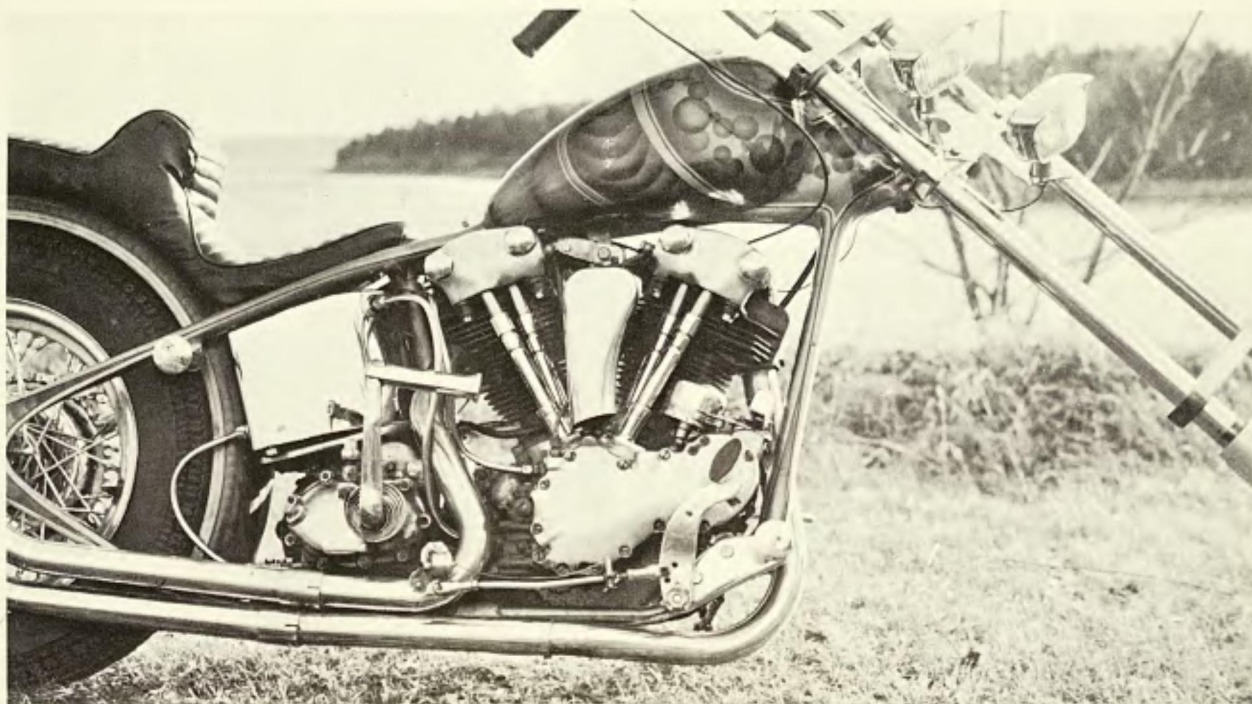
Our first contact with Gary Robinson was when we received a letter from him wondering, "Hey, what in the hell's with you West Coast slobbs—you never feature any Midwestern scoots. I'm standing up for all of us guys in the Midwest when I say one of you schmuck editors ought to pay more attention to Midwesterners. 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 scoot, 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 scoot 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

Sissy Bar: owner

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

Different Strokes for Different Folks (Part VII)

Most stroker freaks seem to go the visual speed equipment route after getting the extra inches stuffed into their engines. By visual I mean things like dual carbs and other goodies that show. Now, all this stuff is okay if the important internal components haven't been overlooked. Most important of these internal components (especially in a stroked engine) is a good cam. For dollars spent per horsepower, you can't find a better deal than a hot cam (even in a stock-inch engine). The cam is the heart of your engine, and all your inches, big valves, super ports, and dual carbs aren't going to come to life if you've used a halfassed camshaft.

You, no doubt, have heard tales that go something like: Yeah, man, I had a cam so hot my bike wouldn't run below 3000 r's, etc. Bullshit! What he's really saying is, Some dumdummy ground me one with big duration and lift numbers and no other thought put into it, or, I had a good cam but I was too dumb to get it tuned in.

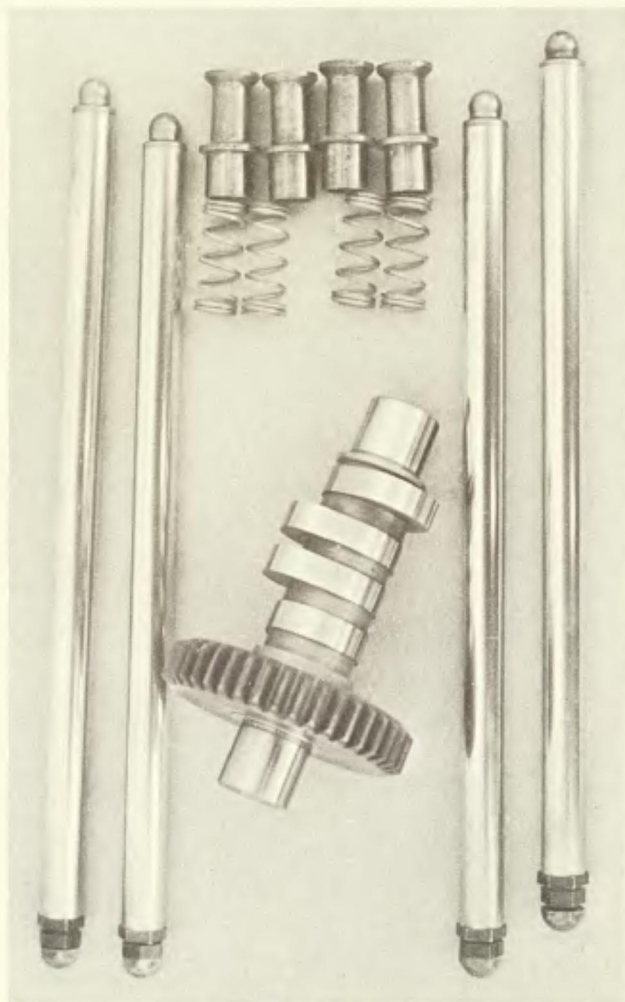
If you have a stock engine and you want to get a few easily added horses without getting into valve clearancing, spring packing, and other digging-into-the-engine-type work, then the best bet for you is something like a Sifton 412. A 412 will slip right in without any hassle, and if you add the use of solid lifter kit and light pushrods, you'll get some horsepower you can feel in the seat of your pants when you screw it on.

On the other hand, if you've got big inches and a lot of good stuff planned, then you had better get hold of something that's up to the chore—like a Sifton 468S or even one of the "plus series" (and follow to the letter the instructions that come with it).

There are several good name

brands to choose from besides Sifton, and I'm not going to get into the pros and cons of whose is best and why, but I do advise against welded-up and reground stock cams—you wind up becoming part of an experiment that usually doesn't pay

off. You'll be money, time, and races ahead by going with a company that has already done the experimenting and furnishes you with instructions and recommendations on how to make their product work for you the first time around. ■



A hot cam and valve train components are heart of a strong running stroker.

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

gradient, 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

*M*ere 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!*

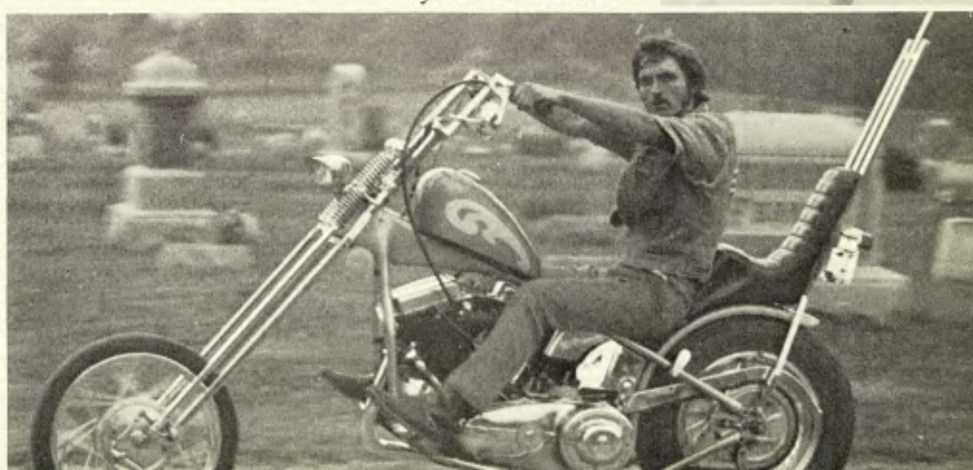
*Off into the wind, throttle in hand . . .
Come off it, man, don't hassle me!
You be you,
I'll be me (And believe, there's nothing I'd rather be!)
I'm a biker, and proud to be.
It's a way of living, life for me—
Ridin', glidin', I'm free!*

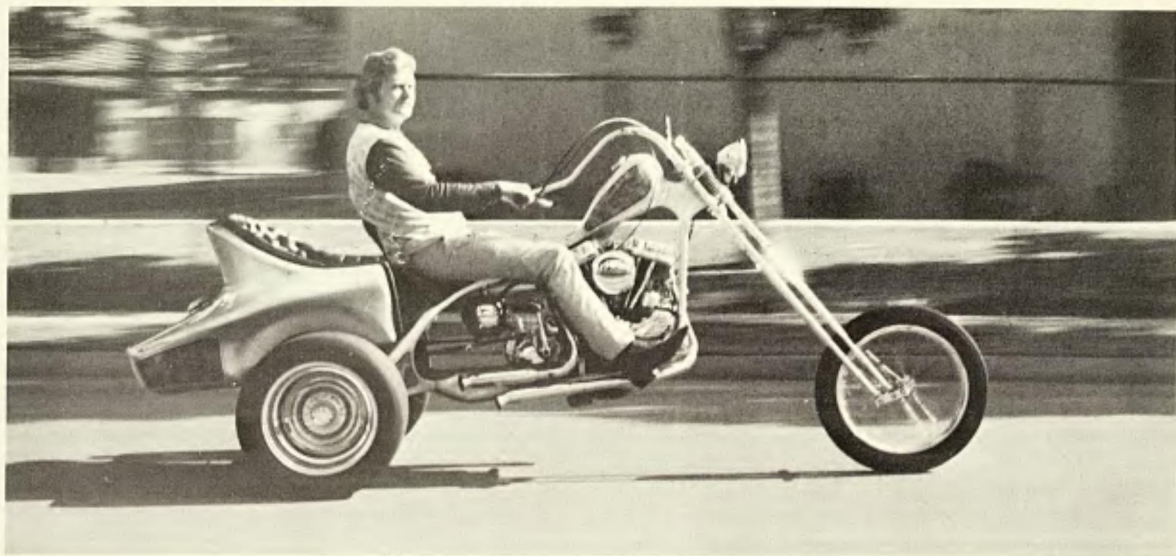
—by Steve Holmes

Larry Jones, Cleveland, Ohio



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





Snapper's Snappy Snapper

Photos by Clyde Hammett

No, the title has nothing to do with the yummiest 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.

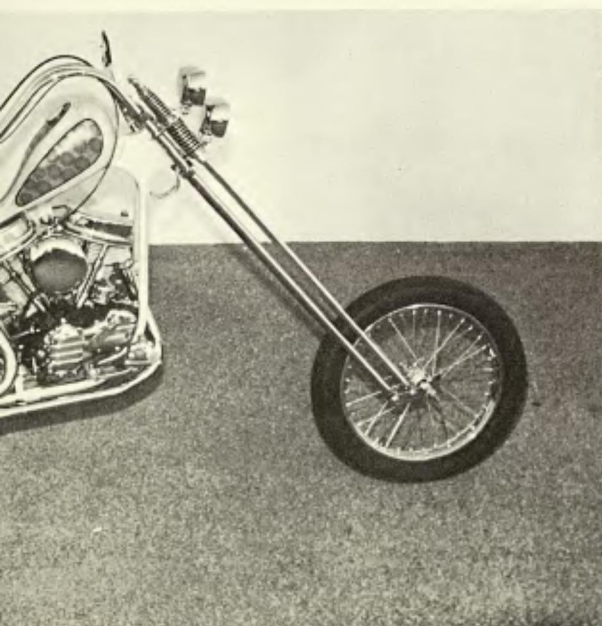
Although he wanted a trike of show quality, everything from inception was geared primarily for riding—like the peanut gas tank being a dummy, with the actual 8-gallon gas tank at the rear of the trike. As Casey said, "I wanted a good-looking trike, but I also wanted to be able to putt anywhere."

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

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



Every Mile a Thrill!

SPEED—that leaves autos behind in the dust! **Power** — that simply snorts at hills! **Pick-up** — that zips you out and away from traffic!

That's motorcycling, on a Harley-Davidson! A sport for men who feel young — for men who love to control the power of this pulsing, eager mount that out-climbs and outspeeds anything on wheels.

Noted for economy, too — the Harley-Davidson. Fifty miles for a dollar — gas, oil, tires and all! And good looks, also — olive green, maroon striped.

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*Ask your dealer for a FREE Demonstration
Ride for you and the family on a new 1924*

Harley-Davidson

The Motorcycle

Vital Info For All Motorcycle Owners! Government Official Answers Your Questions About Helmet Law Changes, Extended Front-end Rules, Chopper Tests, Air Bag Vests, Outlawing Sissy Bars, Springer Spec Protective Clothing, Daytime Lighting, Motorcycle Operator Licensing, Driver Education, and more!

By the Editor.

Little is generally known about the powerful Government agency that is directly responsible for many of the laws affecting all motorcyclists. While it's true that various states enact their own laws, they receive guidance from this Government agency which issues specific guidelines, highway safety regulations, and standards that all states *must* follow if they wish to continue receiving vital federal highway funds.

This federal agency is the U.S. Department of Transportation's National Highway Traffic Safety Administration. Its Administrator is Douglas W. Toms.

In an effort to get answers to your questions — questions that have been bothering all of us — and to dispel the negative rumors that keep assailing us from all sides, I contacted Doug Toms and requested an interview. Needless to say, I was apprehensive. I had no idea what Toms would say in response to my questions. I did expect a righteous defense of the existing unpopular motorcycle laws and anticipated scary predictions of doom regarding the future of

choppers and custom bikes in general.

Well, I'm happy to report that I was apparently wrong. Doug Toms seems to be a very reasonable individual. After speaking with him, I feel that my original fears of the Government's dictating all kinds of design changes to us — and perhaps eventually outlawing choppers entirely — were unnecessary.

Many of you will take exception to some of his answers and conclusions. You will note that I did not attempt to offer rebuttal or debate his replies to my questions. In the limited time I had for the interview (approximately one hour), I was more interested in getting his responses to as many questions as I could ask, realizing that I could always offer rebuttal in subsequent issues (perhaps, even, getting him to respond to the rebuttals).*

After you have read the following interview, I am reasonably certain you will agree that the situation is much, much brighter than most of us thought it was. The ray of hope (no matter how

small) indicated in his response to the question about the helmet laws is encouraging. What he says about the possible degree of rake, range of extensions, lack of ruling on daytime lights, and his views on choppers and customized bikes in general — all this makes the future of choppers much more secure.

The interview reveals another vital fact: Out of all the types who could hold his powerful position, we're damned lucky that a man of Doug Toms' caliber is in charge. Although he's slightly on the paternalistic side (which is his job, I suppose), he is also open-minded (refreshingly so), is willing to listen, is not opinionated, is dedicated and fair. I hate to think of the problems we'd have if there were an out-and-out autocrat in charge, instead of Toms.

—Continued on next page

**For preparing a rebuttal that expresses your feeling as well as mine, how about writing me and letting me know your views. I will see that Doug Toms is made aware of them. Believe it or not, he's interested.*

There is one statistic that has been widely quoted by reasonably reliable sources, and I would like to know how valid it really is: What is the actual percentage of fatal accidents attributable to the novice biker within 60 to 90 days of ownership of the bike?

A major complaint of our readers is that they are dictated to with regard to the wearing of a helmet, and that they feel it is an infringement on their personal freedom. Do you have any comment on that?

What is your Department doing about establishing some kind of standard for licensing motorcyclists?

What is the status of your tests regarding the running of lights in the daytime?

What are your Department's views on the need for a front brake?

You mentioned people riding bikes before they had a license. Assuming that the fatality rate is high primarily because of the novice rider, do you think about a law that would prohibit sales to inexperienced, unqualified purchasers—law that would require the buyer to show some kind of evidence that he is a capable bike rider, can handle a machine safely, before he could buy one?

Okay. Now, what are your views on choppers?

In order of importance, what are the top three areas in which your Department is working that will affect bikers in the future?

Has your Department issued any standards on safety glasses, goggles, or visors?

At this time, has your Department issued any guidelines on extended or springer front ends?

Out of all motorcycle fatalities, what do Government statistics show to be the major cause?

Has your Department established a helmet standard for the states to follow?

Does your Department have any plans for establishing some method of educating the motorist to co-exist with the biker?

Is there any part of the chopper that your Department is presently more concerned about than any other?

There are many police officials who hold to the belief that the only safe bike is the original product exactly as manufactured. Does your Department have any opinions in that regard?

Will your Department be testing new motorcycles and issuing minimum standards on them?

Have you ever sought the opinions of the average motorcyclist before making any of your decisions?

Do you foresee the day when it will be established requiring to wear certain protective clothing?

Is it your Department's plan to issue minimum standards for all custom motorcycle parts?

Where it is shown that a major portion of the total fatalities are caused by the novice rider during his first year of operating a bike, doesn't it make sense that they should be the ones to have to wear the helmet, rather than the people who have been riding for years?

Does your Department have any program underway to—once and all—get accurate statistics on all motorcycle accidents, in order to pinpoint the types of people who are guilty, the types of bikes, and so on?

Do the states have to abide strictly by your Department's present helmet rule, or could they, if they chose to, enact a new helmet law to apply within the state and to select groups rather than across the board? Would they be in violation of your present helmet rule in doing so?



Well, Mr. Toms, apparently the average motorcyclist gets most of his information concerning the activities of your organization through pure rumor.

Yes, I think that's true.

That's what our mail indicates here at Easyriders. The fact of receiving so many conflicting thoughts, beliefs, opinions in our mail is what gave us the idea of trying to get at some facts through direct contact with your office. The questions I have to ask you are representative of the most conflicting questions, answers, and reports that we receive in our mail. I hope you can help us.

I'm happy to have the opportunity to try.

First, how long have you been Administrator of the National Highway Traffic Safety Administration?

Since President Nixon was elected. I didn't come on the job immediately thereafter, but I've been here now for about two and a half to three years.

What did you do before—I mean, were you connected with motor vehicles in any way?

I was the Commissioner of Motor Vehicles for the State of Washington.

You're a college man, of course?

Yes. University of Michigan and Michigan State.

Do you presently own a motorcycle?

Yes, but I hesitate to tell what makes I have, because I don't want to sound as if I'm endorsing any particular brands. I own more than one motorcycle, and they're principally dirt bikes.

Do you belong to any motorcycle-oriented organizations?

Only the AMA.

Are you a voting member?

No.

Out of all motorcycle fatalities, what do Government statistics show to be the major cause?

We can break it down into a couple of categories. First, what was the cause of death?—which almost without exception is head injuries. Another is, How did the accident happen?—and, again almost without exception, it is that the motorcyclist ran into a car, or a car ran into the motorcyclist. Now, about 20 percent of the total involve a situation where the motorcyclist lost control, ran off the roadway, skidded, or something like that. But the great bulk of them involve car and motorcycle in some way. The overwhelming problem seems to involve the car driver: he pulls out in front of a motorcyclist and the cyclist hits the car, or the car driver doesn't see the motorcyclist and hits him. That seems to be the prevailing circumstance.

There is one statistic that has been widely quoted by reasonably reliable sources, and I would like to know how valid it really is: What is the actual percentage of fatal accidents attributable to the novice biker within 60 to 90 days of ownership of the bike?

The data are rather interesting. A very high percentage of motorcycle crashes are attributed to people who are in their first year of riding. Now, we don't have really reliable information about the first 30-60-90 days. That's a pretty ambiguous thing, because most people ride before they get licensed.

It's unfortunate, then, that that particular statistic has been so widely used.

Well, it's a common statement from people in the motorcycle industry that something like 60 to 75 percent were killed in motorcycle crashes in the first 90 days of riding. We've tried to check into that, and whereas we wouldn't want to come right out and refute the statement, we find that most people ride motorcycles to some degree before they get a license. Sometimes it's dirt riding, sometimes it's other forms of off-the-road riding, but they've almost always had some experience before they start riding on the street. It's true that once they start riding on the street with a driver's license a significant percentage of them have their crash in their first year of riding. It seems that once they get past that first year, the statistics taper down pretty well. I think the

situation is similar to that in skiing, where something like 60 percent of the broken legs occur with the first-year skier. It's a matter of experience. If you survive the first year, you're smarter than you were earlier.

You said "high percentage" and "significant percentage" when referring to first-year fatalities. Can you give a numerical percentage range of these fatalities in relation to the overall total?

The data are not consistent. As a guess, I would say that the best range I could give you would vary somewhere between 40 and 60 percent, depending upon whose figures you were looking at.

Do you have an opinion—and do you care to state it—on just what part the non-thinking, or simply careless, driver plays in these totals?

I think it is a fair statement—I certainly agree with it—that the overwhelming majority of the automobile public hasn't yet learned to deal with the motorcyclist as a traffic unit.

Does your Department have any plans for establishing some method of educating the motorist to co-exist with the biker?

Absolutely. In fact, we have been working on it, and have some material that deals with this problem. We have a brochure, we have put out various public-service messages, and we expect to do a great deal more. One of the things we are working on right now is ways of making the bike itself more easily visible. Of course we are also interested in what can be made available for the biker to help him protect himself, in terms of both clothing and helmets.

You mentioned people riding bikes before they had a license. Assuming that the fatality rate is high primarily because of the novice rider, what do you think about a law that would prohibit sales to inexperienced, unqualified purchasers—a

—Continued to page 52

Permission to quote from, or reprint, this interview is hereby granted. Credit to Easyriders would be appreciated, but not mandatory—our primary interest being the wide dissemination of this information, in order to help the street biker.

MIRACULOUS MUTHA TELLS ALL

Hot and Bothered

I've been going with this guy for a year now. Yesterday he started copping feels and I'm frightened. You see, I wear falsies, and he doesn't know it. He enjoys himself so much, I'm afraid to tell him he's getting hot and bothered over nothing.

No Nubs Tina
San Diego, California

● If it's taken a year for him to cop a feel, then it'll be another year before he gets around to propositioning you. Meanwhile, start wearing smaller and smaller falsies until you're down to the original equipment — then blame him for mauling your tits away to nothing, and demand that he marry you for the damage he's done.

Talk About Imagination

Here's what I think you look like. I just know that there is a fabulous figure inside that muu-muu. I think a bikini suits you better—



and it's more practical for packing on a chopper.
Cheyenne
Bessemer, Pa.

● Well, if nothing else, you knocked everyone out of their trees here at the salt mine. They really thought it was a crackup that anyone could consider me as nice as your drawing. Spider recalled that the last time I showed up at a beach party

in a bikini, he barfed on my foot. I did forget to shave, but that was no reason for everyone to ask why I had vines growing down my legs.

She's Full Of It

I own a beautiful 450 scrambler and my chick thinks I spend more time with it than I do with her. I love her very much and really try to show it, but I also love my bike. She thinks I should sell it, so I can spend more time with her, and I think she's full of shit. I must solve the problem, for she simply won't get off my back. What should I do?

David Ray
Waynesville, N.C.

● Punch her out—and if she still speaks to you afterwards, she'll stay in line. Be sure and cop a Sunday on her for openers—you never know how tough a freaked-out chick can be.

Pussy Whipped?

My buddies all say that I'm pussy whipped, just because every once in a while I wash the dishes or help clean up the apartment for the ol' lady. I don't think helping her out a little is any indication that I'm the kind of dude who's afraid of his ol' lady.

Jim Ramsey
Vienna, W. Va.

P.S. My ol' lady told me to write this letter.

● I can think of worse things to get whipped with—as a matter of fact, I can also think of better things to get whipped with.

Real Sweet Idea

I work on weekends and that is when my guy goes on runs. When he's away, I miss him very much. So much, I asked him to leave one of his handlebar grips



with me as kind of a sentimental gesture—but mostly to keep me comfy (you know what that means).

Well, I thought the idea was real sweet, but he got in a big huff and called me a pervert. As you know, it's hard to be a good girl when all of your friends are having fun on Saturday nights. He gets pissed whenever I bring it up, but I continue to miss him—what do I do?

Audrey St. Peter
Houston, Texas

● How selfish can a person be? How can you expect a guy to go on a run without his handlebar grip? Why, everyone would laugh at him! Handlebar grips, eh? Hmmm, I've never considered them for fun and games.

Madly In Love

Mutha, I love you, I love you. Never have I run into someone as straight as you are. I know you can't look as bad as that drawing that is featured on your page, so how about sending me a picture of the real you. I bet you're beautiful — you've just got to be!

Irwin Evers
Detroit, Michigan

● I don't have a photograph, but smart-ass Robinson has made a drawing

of me, and I'll send an autographed copy of it to anyone sending me a stamped, self-addressed envelope. You're right—I am lovely.

Trolling For Queers

Yesterday, I saw a friend of mine walking backwards down the street with his crank hanging out. I asked him what he was doing, and he said, "Trolling for queers." Is this possible? What if he catches one? Should I still associate with him?

Dirty Ernie
Beatrice, Nebraska

● You're too late, man. It's after working hours and the freaks around here are already getting themselves into condition to fight the evening rush hour traffic, so I'm not going to take time to answer any deep questions at this time of the day—with Spider and Dog Breath around, there wouldn't be any good stuff left by the time I got to the back room.

Funny Feeling

I get the funny feeling the editor didn't credit the name of the chick in the December and February issues for a reason. The same feeling strikes me when I remember they have never run a photo of you. Could it be that you posed for those photos?

John Sexton
Lancaster, Texas

● I'll never tell.

Notice to all shut-ins:

A lot of guys have written asking me to print their requests for chicks and fellow bikers to write them. Because of the number, I have conned the editor into letting me list the names and addresses on page 66. This little favor from Mutha is restricted to guys in the service and shut-ins in the slammer.

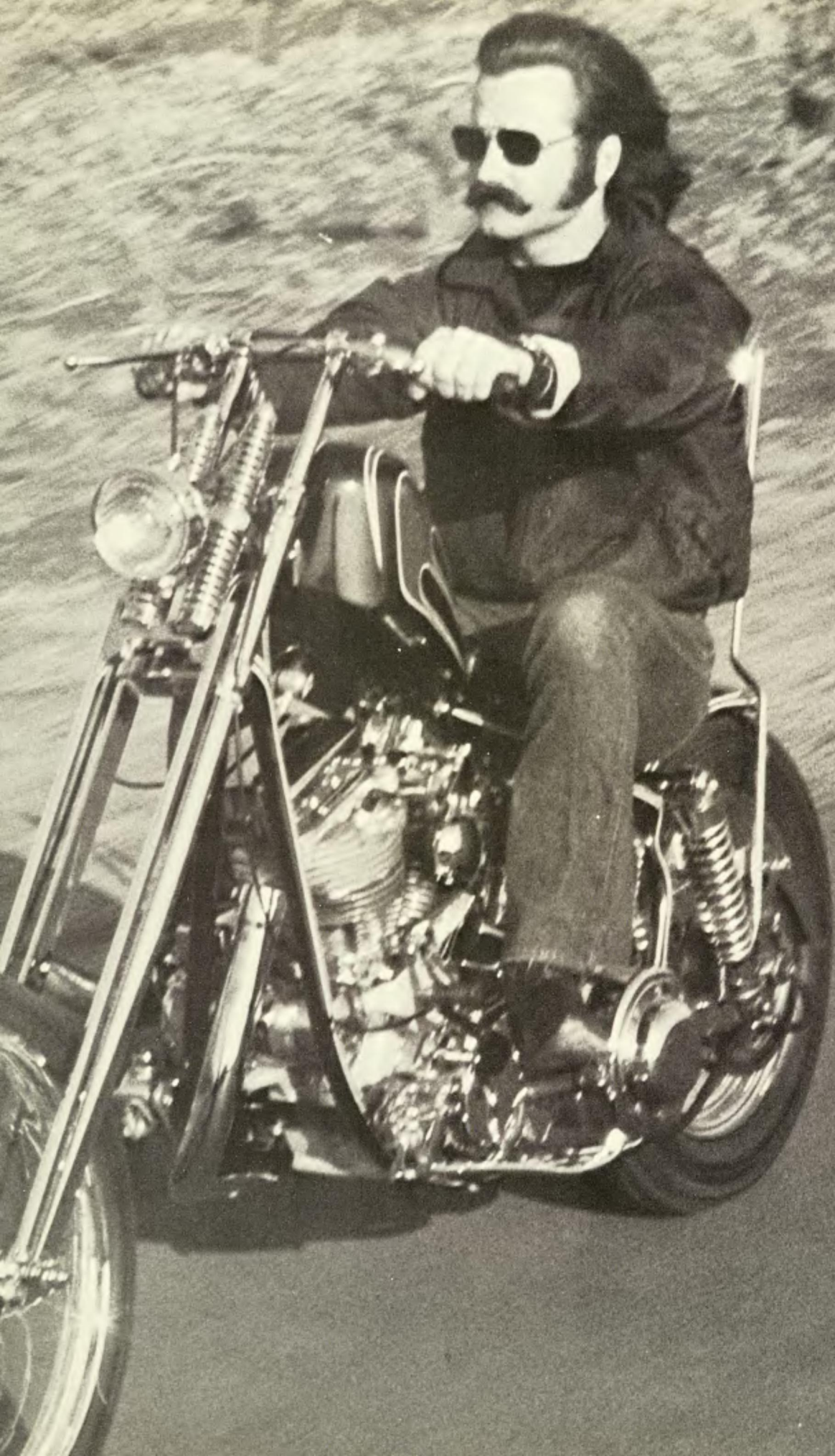
Here's a guy who keeps his mistress in one bedroom and his ol' lady in the other!

His mistress is a swinger too! A swinging arm, that is, for his mistress (according to his ol' lady) is his '53 panhead. She said, "There's nothing he'd like to do better than to take off with his mistress." She smiled — sorta — as if she had just chewed a white and was reacting to the rank taste. "There are times when I think he thinks more of that scoot than he

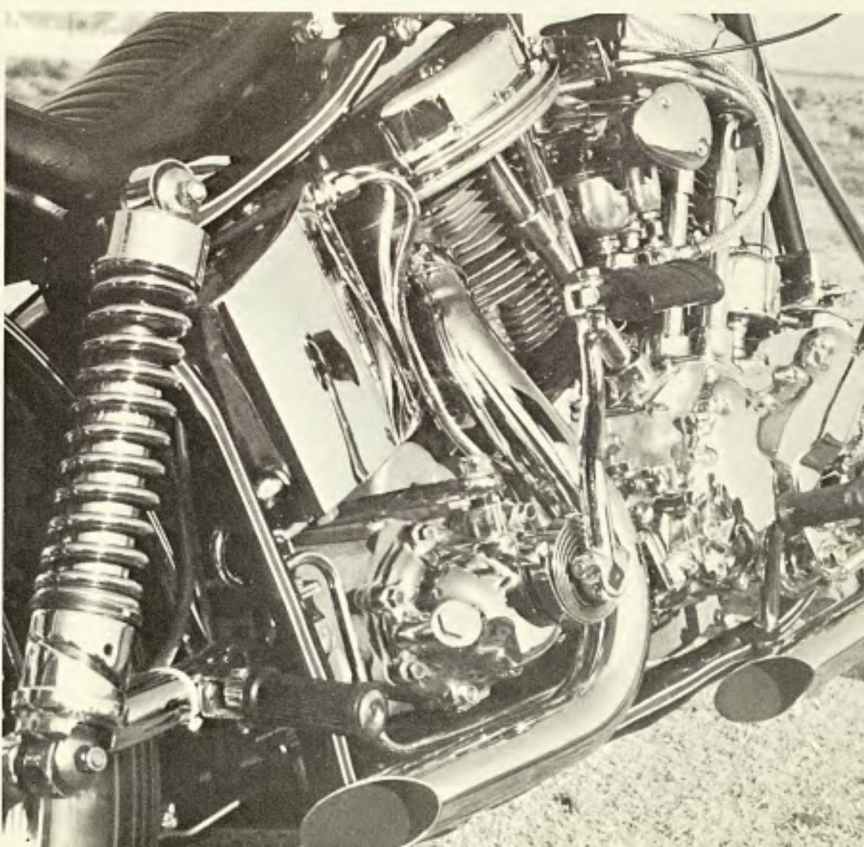
does me." She looked down demurely, trying to look the part of a neglected wife.

She wasn't very convincing. She was too beautiful to pull it off. A rational mind (it was still early in the day) couldn't accept the picture she was trying to present — it was as convincing as a sexy-looking movie star telling me that the dude who had just gotten out of prison after





Easyriders





serving, say, five years, wouldn't have anything to do with her (even though she offered herself to him repeatedly), and that all he wanted was a plate of beans to eat. Yeah he did.

Mauro's bike is a beauty—but so is Dianne, his ol' lady, and she digs bikes and jammin'. Do **you** believe he'd leave her home? Neither do I, but you know women—they usually don't like sharing us with anyone or anything. Christ, the burdens we bear!

Back to Mauro Simone's righteous pan. He said he did the usual studying of other bikes before starting his. "I noticed that almost all good-looking choppers were rigid frame jobs. I thought I'd be different and build a swinging arm chopper."

He stepped on my toe to get my attention back, after my eyes had wandered over to his beautiful ol' lady, who was busy polishing his scooter. "I mounted the fender of my bike to the swinging arm, not to the frame, so that the fender could stay close to the tire." He stepped on my toe again. "I used a Hallcraft front brake and straight-laced it to a 21" Harley wheel. The engine is a '53 pan. It's stroked to 80 inches, has solid lifters and a Sifton cam. Most of the internal . . ." He kicked me in the ankle. "Most of the internal parts are polished to reduce friction." He paused, caught me looking away, but nodding my head as if I were listening. "You're sort of a dumb-lookin' bastard, aren't you?" he asked, knowing I wasn't really listening.

"Yes—yes," I answered, not knowing what in hell he'd asked me. "Anything else—uh . . ." I had to think fast. "Did you do anything else to the engine?"

Mauro chuckled—I didn't know why. Final-

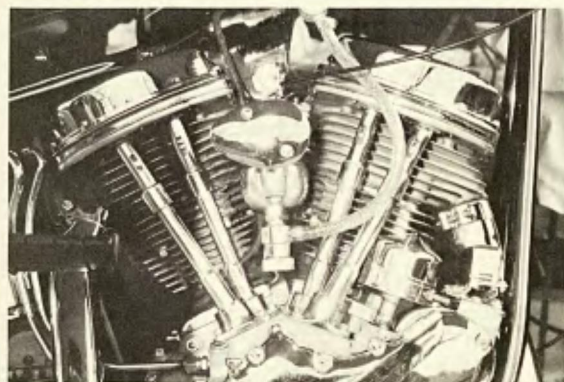


ly he answered, without telling me what had amused him. "Yeah, I'm using a standard M-74 carburetor, but I plan to install a Weber in the future." He noticed that his ol' lady was listening, so he added, "as soon as my ol' lady buys me one!"

Seeing him grin at his wife, I naturally joined him. While I was hung up, he asked, "Would you like to make a short run?"

Again, I was caught dreaming. "Done? Oh yes, we're finished, thanks a helluva lot. You've got a beautiful machine, man; she, I mean it, is really far out."

By Spider



Owner: Mauro Simone

General

Fabrication by: owner
Year & make: 1953 H-D
Model: 74 (80)
Value: \$3000
Time: 3 months
Assembly: owner
Chroming: Western Wheel

Frame

Year: 1959
Rake: stock
Rear susp.: swinging arm
Bars: narrowed drag bars
Tank: Sportster
Seat: owner
Material: naugahyde
Sissy Bar: 30 inch by owner

Engine

Year: 1953
Model: Panhead
Builder: Harold Mathews
Displacement: 80 cu. in.
Cam: Sifton
Lifters: solid
Carb(s): M-74
Shifter: Dishong foot
Pipes: D&D drag type

Forks

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

Painting

Molding: owner
Painting: Ken West, N. Avera
Color: ebony black, candy red
Type: lacquer

Tires

Front: 2.75 x 21 Avon
Rear: 5.10 x 16 Goodyear

Wheels

Front: steel, 21 inch Rear: steel, 16 inch

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



Dedicated to
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.

Faith In Government

All this may appear that we are putting a lot of naive faith into the fact that the government is going to treat us better than individual states do. Perhaps it is naive—but it's still better than a poke in the eye with a sharp stick.

By getting the states to wait, we will gain more time to organize, more time to plan campaigns. Remember, **it is easier to stop a law from being enacted than it is to get a law repealed.**

If we can just temporarily stop the laws from being passed, we will have won an important battle, for as more time goes by, ABATE is getting stronger—and in the future, if the law should be proposed again, we will be armed to the teeth with facts, figures, and sufficient manpower to wage an effective campaign against it.

Also, getting the states to hold off will allow us to work closely with NHTSA. By working closely with them, we will know their thoughts and feelings, and vice versa. Through cooperation, perhaps we can keep things under reasonable control—although it may become a matter of give and take. For instance, the NHTSA is very concerned about pointed and sharp edges on sissy bars—no other complaint. Wouldn't it be better for us to voluntarily eliminate all points and sharp edges? Would that be a cop-out? We think not, for it would be much smarter to give up useless points and sharp edges, than to lose the entire sissy bar (at least one state is proposing the outlawing of sissy bars).

Take the helmet law. Wouldn't it be better—if anyone must wear one—that it be the guilty, the ones causing the fatalities, who should have to wear it?

How about goggles and visors? The government feels that shatterproof glasses are sufficient protection—so why should some states go overboard and dictate goggles that make you look like a freaked-out WWI pilot—and visors that are as stupid looking as helmets are? Even a helmet and glasses is better.

Finally the government will not be releasing all their

test findings at once, so in a short period of time, we will see if faith in the government is justified. Meanwhile, we have a powerful, sensible, realistic, fair reason to request—and expect—the states to hold off enacting anti-bike laws. And while the states hold off, we grow stronger.

Speaking of growing stronger, we need a lot of members in order to have a strong voice—a strong enough voice to command attention and respect.

Don't sit around waiting for the other guy to fight for your rights—join us—**help yourself!** Join the struggle, by joining ABATE, the only national organization that gives a damn about the street biker!

All motorcycle magazines are invited to aid ABATE in its fight for fair motorcycle laws. ABATE is an independent non-profit organization, with no exclusive arrangement with any magazine. (The pages for the ABATE column in Easyriders are donated to ABATE.)

To further encourage cooperation from all motorcycle magazines to aid ABATE, all information in this column may be reproduced, quoted, etc., with credit given only to ABATE.

Editors wishing to be put on ABATE's mailing list to receive its newsletter, free feature articles, cartoons, etc., in support of the street biker, should write Dominick Romeo, ABATE, 819 South Glenoaks Blvd., Burbank, California 91502.

Bite Your Tongue

When writing a letter of protest, remember, we are up against wealthy, slick, articulate professionals, who already have the law-maker's ear.

Our best offense against this power is to be ourselves. What we want is just. The facts are on our side, so there is no need to be insulting or abusive, for all it will accomplish is to confirm the already low opinion he may have of chopper riders, and as a result play into our opposition's hands.

Insulting or crude letters will only harm our cause. So be specific and straight forward. Keep your letters short. Suggest positive alternatives. Talk to him—don't shout or cuss.

What can you do? Join ABATE. Let's get together in a mass so that our voice means something, has the weight and strength of numbers.

ABATE is a non-profit organization, sponsored by Easyriders magazine. If what has been said above doesn't get you off your ass, if you don't see the pending arbitrary laws, if you don't see that an organized protest is much more effective than a shotgun approach, then what else can we say?

When you join ABATE, you'll receive a decal, membership card, and ABATE's monthly bulletin bringing you up to date on all bike laws, pending bike laws, and reports on ABATE's progress and activities.

Send \$3.00 for a year's charter membership, to

ABATE, Box 2086, Seal Beach, California 90740.

Do it now, keeping in mind that, tomorrow, today will be yesterday—and we're already short of time.

Join Today!

Don't put it off—the people who are making the laws aren't!

It's not necessary to use coupon—just put same info on separate sheet of paper—get your friends to join—we need a loud voice!

ABATE
Box 2086
Seal Beach, California 90740

Here's my \$3.00 for a one-year charter membership in ABATE. Send me my membership card, decal, and monthly bike law bulletin.

Name _____ Age _____

Address _____

City _____ State _____ Zip _____

Phone _____ Can you help us in your state? _____

Comments: _____

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Name _____ Age _____

Address _____

City _____ State _____ Zip _____

Phone _____ Can you help us in your state? _____

Comments: _____

*“No Flame
Job or
Six-Foot
Sissy Bar!”*



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 scooter.

He made his first decision fast—that if he

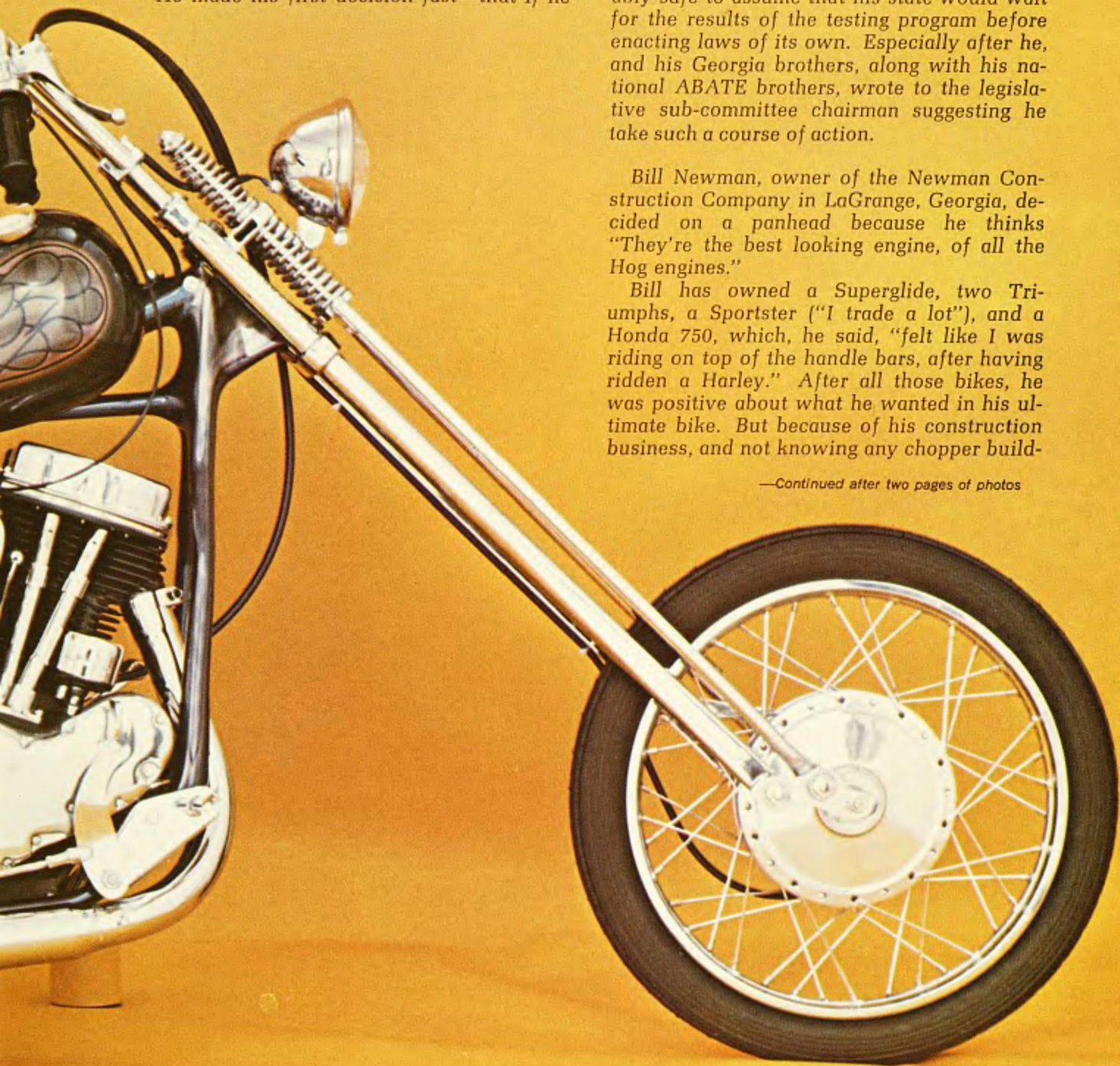
wasn't allowed a bike personalized the way he wanted it, then he didn't want any bike at all.

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-

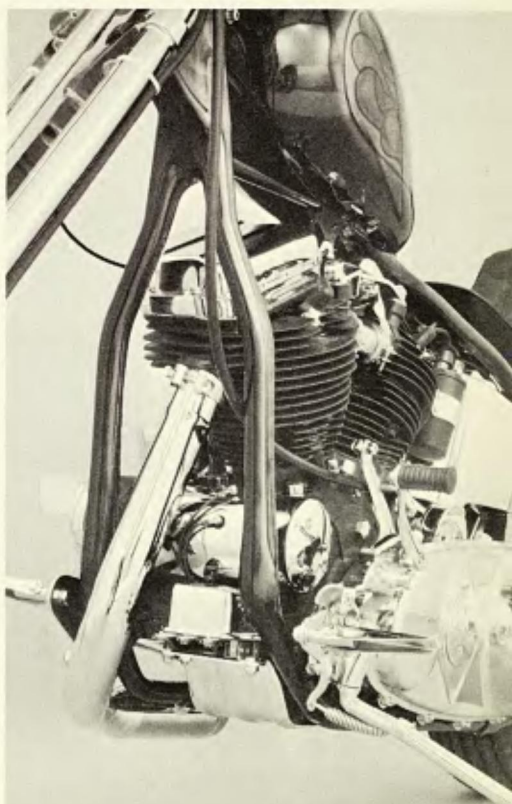
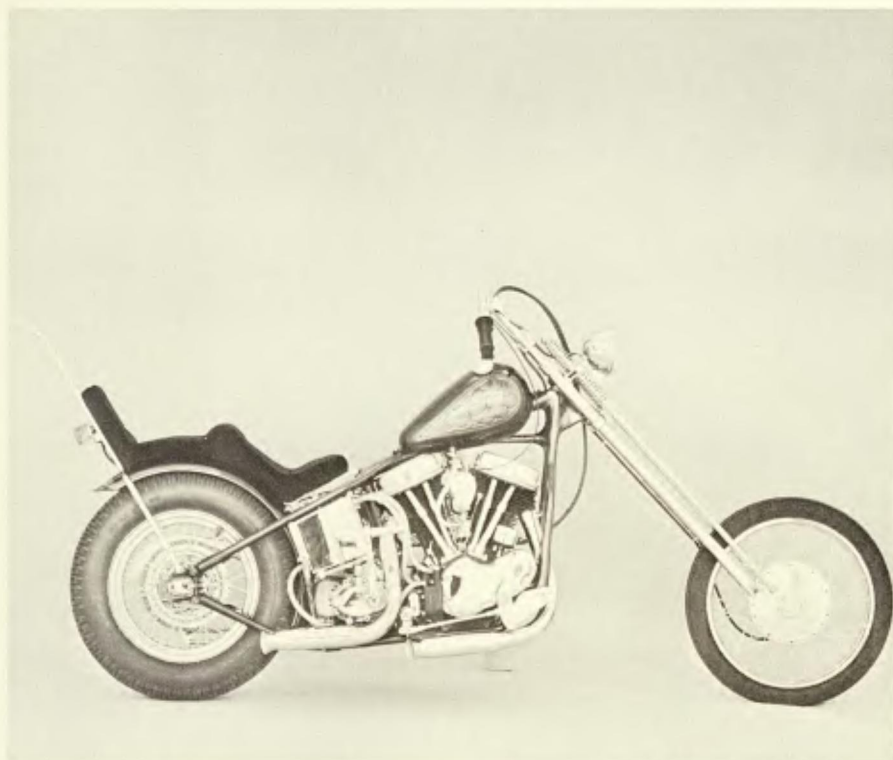
—Continued after two pages of photos





**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.

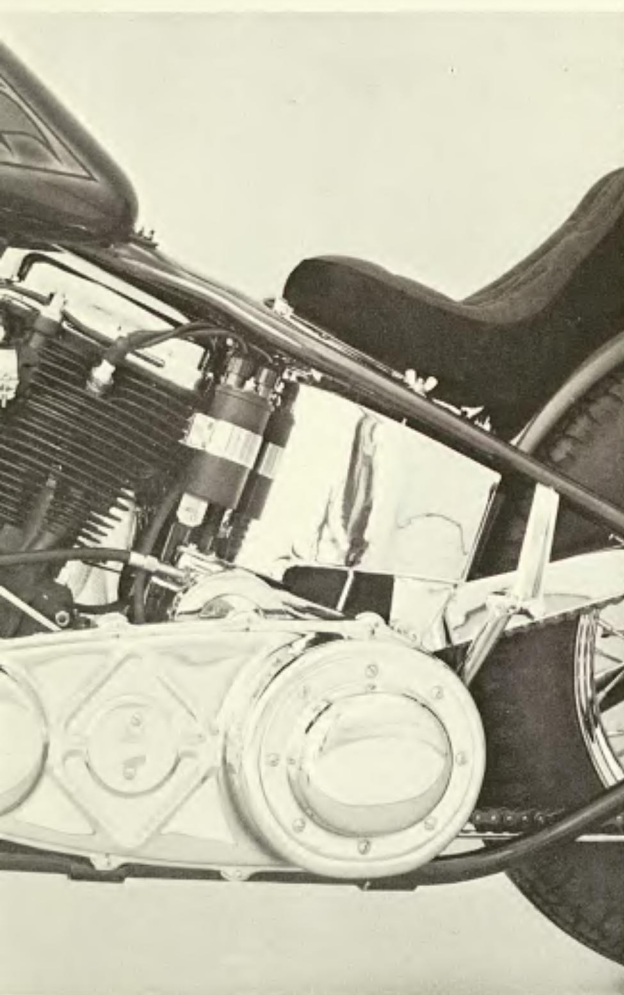
Armed with sketches, photos from magazines, and a detailed list of instructions, he fired them all off to a chopper builder (our back cover) way off in the land of fruits and nuts (California).

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: Ministrone
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 violet
Type: candy-pearl lacquer

Pipes: drag type
Mufflers: Cycle Eng. "Glass"

Tires

Stacks: none
Front: 2.75 x 19 Avon
Rear: 5.00 x 16 Avon

Wheels

Front: Honda 19 inch Rear: 16 inch

To Juice, or Not to Juice?

Mechanical brakes or juice brakes—which are better? Will the juice brakes stop any quicker? Are they more dependable? These are some of the questions often asked about 74 brake systems. Most of the reasoning that's used to come up with the answer is based on the fact that Harley went to juice on their later models, and therefore the juice brakes must be an improvement over what Harley was using before . . . Or: All new cars have juice brakes, and old ones that didn't have always been converted . . . Well, this reasoning has some big holes in it!

If Harley is completely sold on juice as being the best system, then why haven't they gone to it on their other models? The Sportster is supposed to be the hybrid of the line as regards performance—and it has mechanicals. As a matter of fact I can't think of any other make of bike that has juice rear brakes.

There are several damn good reasons for juice on a car: First, you have the problem of stopping four wheels all at the same time, with one pedal and with an equal amount of pressure applied to each wheel. Juice, of course, is the perfect answer. (On a bike, you stop one wheel with one pedal; no need to equalize the pressure applied.) Another good reason for juice on a car is simplicity. Can you imagine what the linkage would have to look like on a modern car with power-assist brakes, parking brakes, etc.? For these same reasons, juice on a trike makes a lot of sense, and most guys do convert.

Getting into the area of dependability, again it's six of one and a half-dozen of the other. Mechanicals have more moving parts that can wear out; juice brakes have seals in the master cylinder and wheel cylinder that can give out. Steel juice lines have been known to crack from vibration (especially when chrome and not baked), and you still have some mechanical

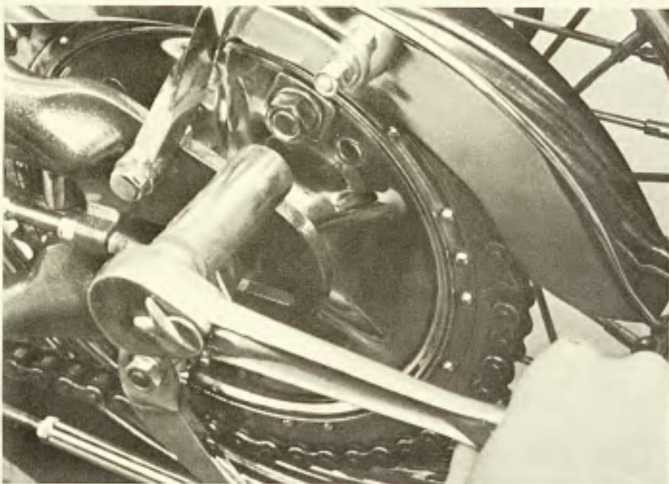
linkage in the juice system that can wear out.

Being able to get replacement parts for mechanicals was a problem a few years back, but today there are several companies manufacturing new replacement parts, and you can get anything from a clevis pin to a new brake drum.

Mechanicals have, of course, a great advantage in the looks department. The mechanical setup is far cleaner and looks more as if it belongs than does the juice system.

As for stopping power, it's a toss-up: you won't find any difference if both systems are in good working order.

There is a little something that has to be done to mechanicals that a lot of builders overlook, and that little something is the centering of the brake shoes in the drum. So, if your brakes are clicking when you step on the pedal, or if they just seem to be less than you think they should be, pick up on the captioned photos and give this a try.



After getting scoot up on old beer case, stand, or what-have-you, loosen pivot stud nut.



Spin rear wheel by hand in a forward motion and have a Brother (ol' lady or average-sized kid okay too) stab brake pedal while wheel is spinning—just stab it, don't hold it on. This will shake everything loose.

Turn wheel by hand and have shanghaied helper apply brake slowly until you cannot turn wheel (no need to strain your hernia trying to overpower brake). While helper continues to hold pressure on brake pedal, retighten pivot stud nut. Check brake pedal for travel and readjust linkage if required.

**Editors go ape
with ten dollar bills.**

Last House of Sissy Bar Contest

Don't know how to tell you this. We know it'll come as a great shock to you, and that you'll probably have a conniption, but we have come to the end of our trip with this particular feature.

Don't panic! We're not taking your chance to earn money away from you—it's just that the sissy bar designs are beginning to look pretty much alike every issue, and because of limited space, we think the space that this feature takes up in the magazine could be put to better use. If we're wrong—here we are—fire your best shot—we've been known to make a mistake or two.

\$10.00 for your jokes!

Commencing with the next issue we would like to feature a joke page, and because we're champions, we'll pay \$10.00 for every joke we use.

We prefer jokes centered around bikes and bike people, or in other words, bikes, booze and broads. They can be any kind of jokes including risqué (a little dirty) jokes, just so long as they appeal to men.

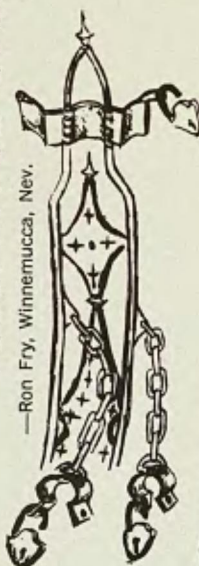
We know you've heard some good ones lately, so clean them up a little, and send them to Silly Tilly, Box 2086, Seal Beach, California 90740.

—Bill Carr, Milton-Freewater, Ore.



"Cook your own steak while you wait"

—Mickey Hall, Fort Pierce, Fla.



—Ron Fry, Winnemucca, Nev.



—Ron Meirster, Champaign, Ill.

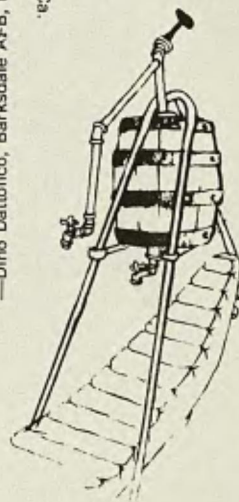


—Gib Hedges, Lincoln, Neb.



"Drink some wine, or take a hit on the water pipe."

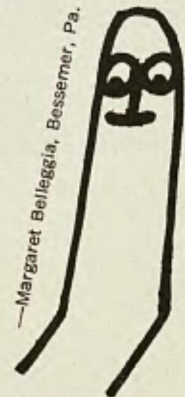
—Dino Dattolico, Barksdale AFB, La.



—Bruce Anderson, Albertville, Minn.



—Mike Spika, Long Beach, Ca.



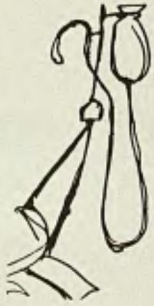
—Margaret Belleggia, Bessemer, Pa.



—Duane Caldwell, Bluefield, West Va.



—Richard Rohn, Columbus, Wis.

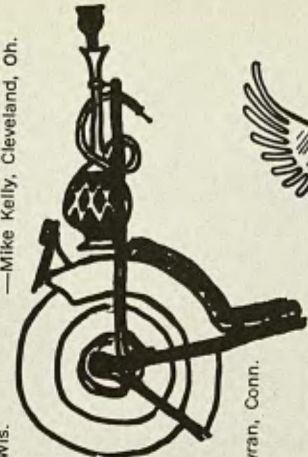


"Douché bag to keep wine in."

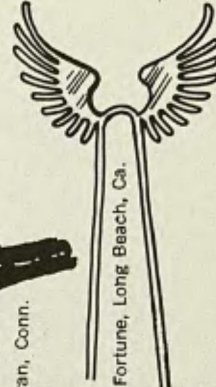
—Maryann Sullivan, Jersey City, N.J.



—Les Brown, Huntsville, Ala.



—Mike Kelly, Cleveland, Oh.

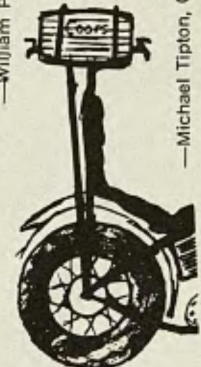


—Jim LaFortune, Long Beach, Ca.

—William Parnell II, Byron, Conn.



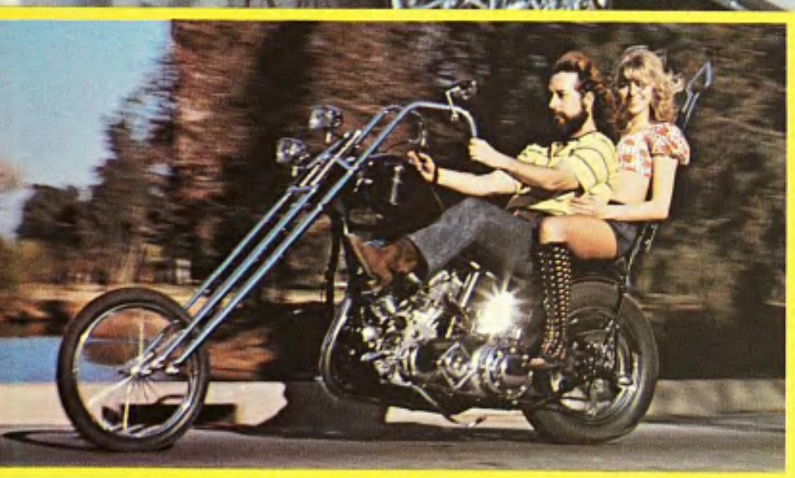
—William Parnell II, Byron, Conn.



—Michael Tipton, Gardena, Ca.



—Phil DiPietro, No. Hollywood, Ca.



“We’ve been through a lot together!”

The photos of his bike had been taken, and Byron Dolen went back to installing a small TV inside his custom Ford van. When I walked up, all I could see was his tail end hanging out the side door.

“The job’s not over until the paper work is done, man,” I called in. His reply was muffled from inside; then he started backing out on all fours, with the look on his face of a man doing something he loved.

We went inside Action Choppers, where Byron is one of three competent bike builders employed by Carl Crouch, the owner. I sat down in the large black chair in the office and we started to rap.

“Harleys, that’s the only way to go,” Byron began. “I was into the car trip for a long time. I still have a custom ’56 Chevy in the garage at home, but it’s gathering dust now. My first bike was a 650 BSA, which I chopped. Then a Triumph, and an old knuckle. When I discovered the Harley, that was it. I haven’t enjoyed working on any other bike since. I build all kinds of bikes here at the shop, but Hogs are my favorite.”

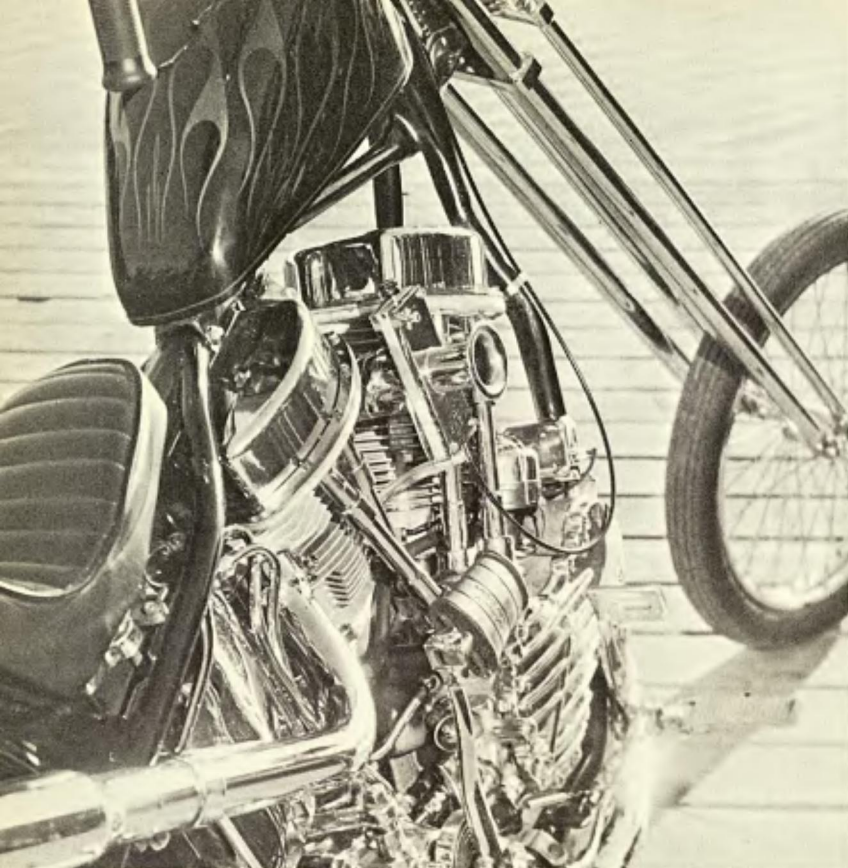
He settled back on the couch, popped open a beer, handed me one, and continued.

“There is something about those damned things that gets into your blood—especially mine. You know, I’ve had that same bike for over four years now; it’s been built and re-built over and over, and it’s never left me afoot—ah—except twice. Once, it was a flat tire, and then a broken chain, but that time it was my fault; no master link.”

As we talked, two local cops roared past the shop in their new police-issue FX’s, which brought us around to one of a biker’s least favorite subjects—tickets.

“Would you believe it,” Byron said, “I got a ticket for going too slow on the freeway—no shit. Ten of us were on our way up to the mountains. Another dude and myself were in





Owner: Byron Dolen

General

Fabrication by: owner
 Year & make: 1951 H-D
 Model: 74
 Value: \$2000
 Time: Off and on for years
 Assembly: owner
 Chroming: M&P Plating

Frame

Year: 1951
 Rake: $\frac{3}{4}$ inch
 Rear susp.: rigid
 Bars: pullbacks by Action
 Tank: 125 Harley Hummer
 Seat: Cheetah
 Material: naugahyde
 Sissy Bar: none

Engine

Year: 1951
 Model: Panhead
 Builder: owner
 Displacement: 74 cu. in.
 Cam: LH

Forks

Type: narrow springer
 Extension: 15 inch
 Builder: Eyeball Engineering

Painting

Lifters: solid
 Carb(s): Lake Injector
 Shifter: Jockey—by owner
 Pipes: Action Choppers
 Mufflers: Cycle Enterprises

Molding: Action Choppers
 Painting: Gormo
 Color: black-red-gold
 Type: lacquer

Tires

Stacks: none
Wheels
 Front: 17 inch Rear: 16 inch

Front: 2.25 x 17
 Rear: 5.10 x 16

the back of the pack, in the fast lane. The pack got behind this dude who was half asleep. The rest of the guys finally made it around the dude by shooting past him on the right, but by the time our turn came to pass, traffic had caught up with us and we couldn't get into the right hand lane to go around the bastard. Sure as hell a cop snuck up behind us and shot us with the red ray. We tried to explain it to the guy, but he wouldn't listen. He whipped out his Paper-Mate and gave us the business." Byron took a drink of brew. "But we're lucky—the cops around here aren't that bad. In fact, we've built some nice Sportsters for a few of them."

We joked about a run he had made to the west coast a few weeks before, and talk finally made the circle and got back to the black pan-head sitting a few feet away from us on the showroom floor.

"That's where I keep it, protected by all the nice burglar alarms and jazz here in the shop, when I'm not flying down the highway into the wind."

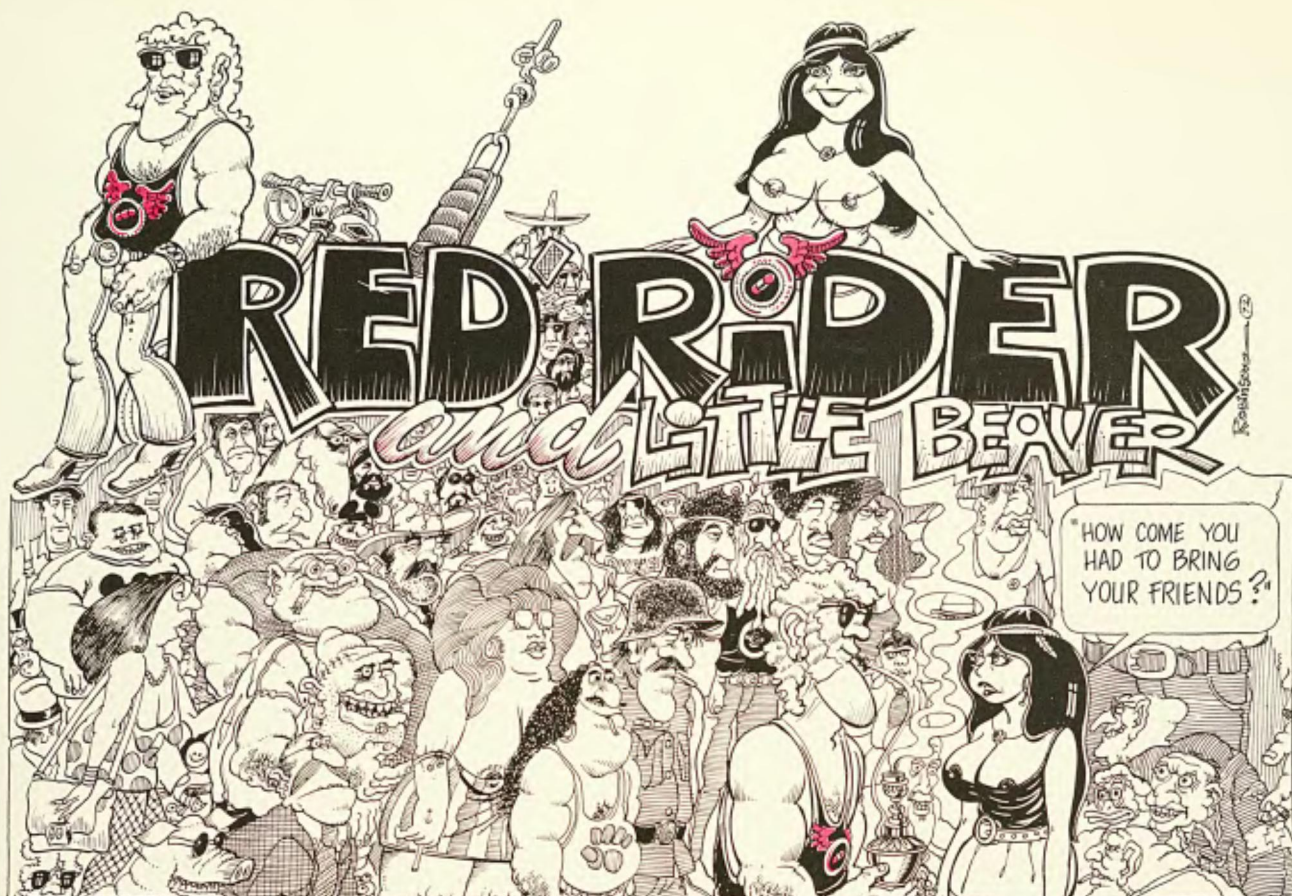
He finished his brew. "I wanted to keep it clean and simple—the classic chopper—but above all safe." Shaking his head he said, "I don't know how people do it. Some of the rags I see on the road I'd be afraid to ride around the block. I've had a couple of close calls—went down once—and I know damn well that if I hadn't had a safe scooter under me I'd have gone down a helluva lot of other times too."

After another brew, our conversation got around to chicks, everybody's favorite subject. "I'd like to see more chicks on bikes," he said. "Not just on the back of them, behind someone else, but on their own scooter. We, as builders, could do some fine things, tailoring a bike to a chick." He got turned on as he talked about some of the things he had been doing to his latest creations.

We went to the back of the shop, to where, under a tarp, was a beautiful rigid frame, ready for an engine.

"That's my next one," he said. "Wilder than the pan, but not too far out." He looked down at the painted frame. "It's going to be bitchin', but you know"—he paused for a moment before continuing—"there'll never be another one like that ol' black pan. We've been through a helluva lot together."







INTERVIEW

—Continued from page 26

law that would require the buyer to show some kind of evidence that he is a capable bike rider, can handle a machine safely, before he could buy one?

I would probably be opposed to it.

Why?

Because it would probably be an unwarranted abridgment of one's rights to freedom. You should be able to go out and buy what you want to buy. I suppose you could present an argument in terms of firearms or dynamite or poison, but I would hate to see the motorcycle classed in that category.

But the combination of a teenager and a 750 Honda, with no experience whatsoever, has got to be a hazard.

With regard to that, I would absolutely support a categorization of driver licenses—thoroughly support a driver licensing provision that would rate motorcycles by performance, and permit licenses only for those people who can demonstrate full ability to handle the machines in the category they wish to be licensed for. But I would not restrict the purchase; it seems to me that there would be many instances where people might purchase a motorcycle for some other member of the family, or buy one for uses other than riding on the road. I just wouldn't want to see that kind of restriction placed on our society.

Does your Department have any program underway to—once and for all—get accurate statistics on all motorcycle accidents, in order to pinpoint the types of people who are guilty, the types of bikes, and so on?

Yes. As a matter of fact, we are doing a great deal in that area, but it's slow, because we have to depend entirely upon local officials to provide data. All we can do is to issue the request and specify what we want, but it is not uncommon for it to take a year or two before we get results from the field.

Doesn't your Department have the power to force this issue with the states?

Well, almost. In short, we could withhold their federal money if they didn't comply. But if they decide they don't want our federal money, they don't have to listen to us.

What is your Department doing about establishing some kind of standard for licensing motorcyclists?

We have rather thorough plans for motorcycle driver education, motorcycle retraining, and motorcycle licensing that we are working on. We have a model behind-the-handlebars test, and we have a model pencil-paper test. We are also working on a motorcycle-simulator test.

Do you have any kind of time schedule for completion of these plans and tests?

It's an on-going program—as soon as possible.

The tests presently used by some states as a requirement for a motorcycle operator's license are actually pretty much of a joke, don't you think?

Yes, they're much too easy. One of the major difficulties for a state is getting enough money to provide the examiner talent to do a comprehensive job. A further problem is that of following the motorcycle in traffic, or finding a way to actually road-test a rider under hazardous conditions without subjecting the examiner to hazard. I think that simulators will probably be our long-range answer.

Has the Department considered making this a part of the driver education program in the schools?

Yes, but I'm not so sure the school districts are in a financially good enough condition to put it into the curriculum. In terms of whether we think it's good, and needed, there's no question about that.

Okay. Now, what are your views on choppers?

Well, this is a subject we hadn't known a great deal about until Eric Grant exposed us to it for the first time about six months ago, when we had a chance to ride some choppers and really think about them from an engineering viewpoint. A

little while back, we had another opportunity to ride for maybe eight or ten miles on a couple of different choppers, and now, through Eric, we're getting some choppers, chopper forks, and springer front ends for testing. We're trying to determine what the danger point might be, how much extension can be tolerated, how much change in rake can be tolerated, before the motorcycle becomes unstable. We suspect that the front rake probably shouldn't go beyond 42-43, maybe 45 degrees, and we suspect that the extension should probably not be beyond 15 to 18 inches. But we are not in a position to make a scientific determination yet. It is our present judgment that modest modifications are perfectly safe, perfectly fine, but it's the extremes—the extreme extremes, the kids who are playing oneupsmanship—that can be hazardous. Inspection officials around the country are beginning to ask us at what point do we reject choppers. We are trying to make that determination, and we are hopeful that by the middle of this summer we will have enough experience to be able to hit the mark.

Is it your Department's plan to test all custom motorcycle parts and issue minimum standards?

That really isn't our job. We recognize that there is a big need for it, but we'd rather see an organization like SEMA or some organization in the industry attempt to do that, and we would monitor it. We would hate to be in the position of trying to scour the fifty states and buy items off the shelf to find out whether or not they were safe. That's a very large task.

Are you presently working with any organization?

We have been working with Eric Grant, and he does represent an organization.* We don't know how active that organization is, or whether it represents the total industry, but if there is an organization that evidence shows us does represent the entire industry, then we will work with them. One thing we won't do: We won't work with five or six different organizations that all try to tell us they represent the entire in-

—Continued on next page

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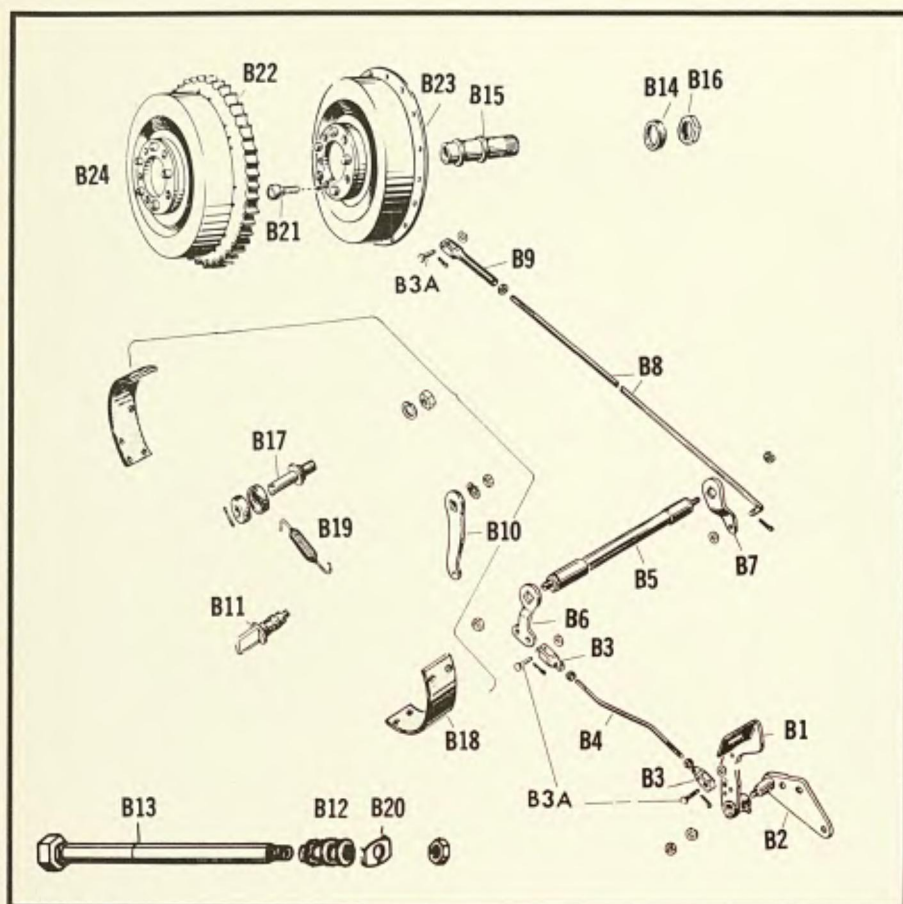
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dustry. It has to be one organiza-
tion, one official group.

*Will your Department be testing
new motorcycles and issuing mini-
mum standards on them?*

Our task is to try to determine
whether or not something is hazard-
ous. We don't attempt to come out
and say to the automobile industry,
for instance, that your wheel has to
be built to such-and-such specifica-
tions, or that your steering column
is such-and-so. We let them put on
whatever they want to, and then we
test the total vehicle to see if it has
any hazard components. If we de-
termine that it presents a hazard to
the public, then we will declare it
defective. The same would be true
of the motorcycle.

*What is the status of your tests re-
garding the running of lights in
the daytime?*

It is our opinion that state laws
requiring motorcycles to run lights
in the daytime have had a bene-
ficial effect in the form of fewer col-
lisions and deaths.

*Will you be issuing a rule on this
subject, a rule that states will have
to follow?*

No. We don't think the evidence
is sufficient yet to prove a case. I
will say, however, that a bike rider
might well give it a lot of thought,
because lights appear to be an ef-
fective way of attracting a motor-
ist's attention.

*Regarding other guidelines that
your Department has issued to the
states, don't you think they should
be more specific, or that something
should be done to make the various
state laws more uniform?*

One of the things we will prob-
ably do, in time, is to pre-empt the
states' requirements on tires, lights,
wheels, and that sort of thing. It is
a fairly commonly held belief in the
United States that we ought to have
federal legislation in this field so
that manufacturers need not deal
with fifty different jurisdictions.
The states are coming around to the
point where they agree that it may
be unreasonable to expect manufac-
turers to have to file in every state.
In the past there had never been an
agency to take care of this sort of

thing on a national scale; it was left up to the states, simply because there was no central agency. But now that we're here, and beginning to gear up to fill the void, I think we will see a new situation. The manufacturers will file with us, and we will work with the states in terms of enforcement.

It's difficult for a biker, especially in the east, when he leaves his state, where his bike is legal, and goes into another state, where his bike is illegal.

Yes, but there are very few states that will prosecute, because reciprocity agreements almost always provide that the states entered will recognize the laws of the state in which the motorcycle is registered.

As long as he is passing through.

Yes. There are a few exceptions, but not many.

In order of importance, what are the top three areas in which your Department is working that will affect bikers in the future?

I would list the top three as, first, lighting; second, braking; and third, suspension.

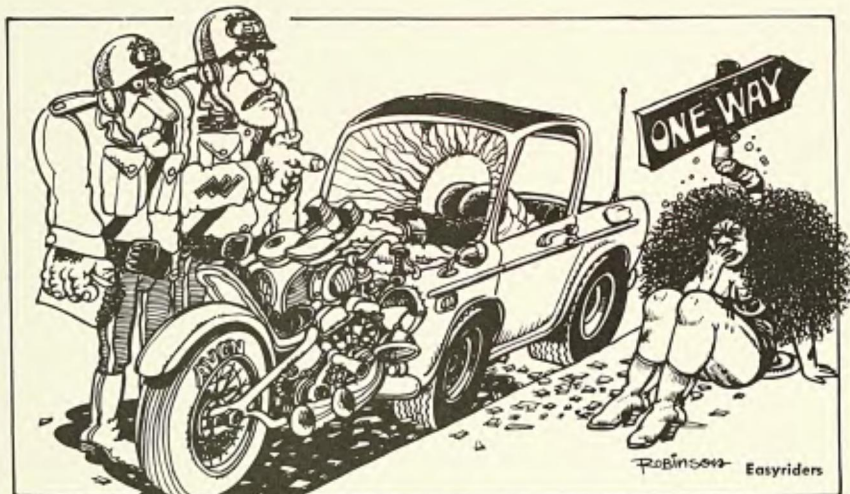
What about air bags and air vests?

We have been doing a lot of experimenting to see whether or not we can provide additional protection. As you know, there's a lot of exotic technology available in the world today, and we've been check-

ing into it to see if any of it can do us any good. One of the problems we've been working on is the provision of a proper lining material for helmets, so that when the rider lands on his head he won't die. So, there has been an organization experimenting with air as a cushion between the skull and the shell of the helmet. Another problem is that very often when a motorcycle hits an object, say a car, the rider separates and is killed by hitting some other object—tree, curb, pavement. Some people have talked about inflating a vest that would cushion vital parts of the body, aside from the head, from impact with solid objects that would normally kill the victim. We are exploring these things, but we have found nothing yet that has enough merit for serious consideration. Some of the ideas are fun, and you never know when you'll come across something of real value. Every rider will fall once in a while, and it's the responsibility of the rider to decide what he is going to wear. Some regularly wear leathers now. If an item like the air bag comes along, each rider will have to decide for himself whether or not he wants to use it. If it can be made comfortable enough—and inexpensive enough—you might find a good number of people who would appreciate the development of such a product.

Do you foresee the day when laws will be established requiring bikers to wear certain protective clothing?

We would have to have data showing that people were dying



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The first issue of *Easyriders* has been completely sold out. It has now taken its place in history along with all the other immortal first editions—never to be seen again, except in private libraries (gag).

The next five issues (numbers 2, 3, 4, 5, 6) are still available, so those of you who still want to have an almost complete set had better get with it.

They cost a buck (\$1.00) apiece, and we pay postage. So send a dollar for each copy you want to the *Easyriders* Vault, 819 South Glenoaks Blvd., Burbank, California 91502. Do it now—that stack of number twos is disappearing.

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from this or that cause, and that this or that device would remedy the problem. For instance, on the subject of helmets, we had a situation here some years ago where something like 85 percent of the fatalities were the result of head injuries, and the helmet has definitely brought that figure way down. We admit that the helmet standards have not been adequate, but our new rules will correct that situation, and hopefully, some day, we will get the report that head injuries are no longer the primary cause of fatalities. Then, if we found that most deaths were being caused by internal injuries, and that there was an inexpensive device that would demonstrably remedy the situation, at that point we would address ourselves to the question of whether or not it was worth considering some kind of standard.

Where it is shown that a major portion of the total fatalities are caused by the novice rider during his first year of operating a bike, doesn't it make sense that they should be the ones to have to wear the helmet, rather than the people who have been riding for years?

Sure. We've taken a careful look at legislation that requires minors to wear helmets, or that would require any given group to wear helmets but would exclude another group, and we don't have any great trou-



"Look, Elmer, there goes one by remote control!"

ble with that. We feel that this issue has been deliberated by most of the state legislatures, and it's their decision as to whether or not they're going to require helmets for one class or another. We, here in the Department, feel that in the long run this is such a vital life-saving activity that it's probably good for all who ride the streets and highways. We readily acknowledge that there's a legitimate question concerning

abridgment of the right of personal freedom. The courts, of course, have considered that question, and in all but one or two instances have ruled that there was no abridgment. Now, that's from a legal viewpoint. The question's probably not settled yet, though, because from the individual viewpoint there are a lot of people who take issue with the court decisions.

Do the states have to abide strictly by your Department's present helmet rule, or could they, if they chose to, enact a new helmet law to apply within the state and to selected groups rather than across the board? Would they be in violation of your present helmet rule in doing so?

Nobody, as yet, has come out with a law that talks only about the first-year rider.* I guess what we would have to do is treat that instance separately. We would have to look at the background information upon which they made the decision—to see how much merit it had. I don't think we could say at this point that we'd be automatically opposed. I think we would owe it to these people to review their data, and find out whether or not they had something.

I'm glad to hear that. Your program to have states report accurate statistics of all fatal motorcycle accidents should be a good basis for such a law, if they prove that it's the first-year rider who's responsible for most fatalities.

I have a hunch that, when you really review this thing overall, there probably isn't a sufficient number of exceptions—that it's going to be pretty hard for a decision-maker not to apply the helmet rule to all riders. He would have a difficult time trying to determine who was a first-year rider. He would have difficulty from people lying. It would be a very hard thing to administer fairly, and enforce fairly, and thus, when these problems really began to emerge, I would guess that the average administrator, or the average lawmaker, would opt to apply the law to everybody.

Have you ever sought the opinions of the average motorcyclist before making any of your decisions?

Most of our rules are heavily

laced with scientific, engineering, factual material. When it comes down to situations where a rule might affect the quality of driving, or of motorcycling—handling, braking, rideability or driveability of a product—at that point we do make a real effort to get feedback from the public. We do so through organizations like the AMA, AAA, driver education associations, road groups, sports car clubs, what have you. We very much encourage these types of organizations to consider the question and to give us a group opinion. Of course the dockets are open; they're public. For example, during the speed control question, we received more than 25,000 letters from the public, each one of which was read, properly notarized, submitted to the computer, and became part of a print-out which gave us some valuable assistance in making a decision.

Has your Department established a helmet standard for the states to follow?

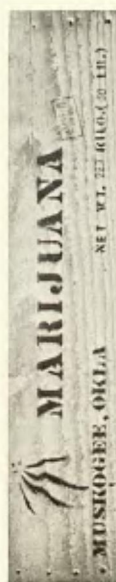
Yes. It's not final yet—it's still in the formative stages—but it should be final soon, probably near the end of the year.

A major complaint of our readers is that they are dictated to with regard to the wearing of a helmet, and that they feel it is an infringement on their personal freedom. Do you have any comment on that?

I'm very sympathetic with their views. Having motorcycles myself, I understand why they feel that way. I guess this is an illustration of a circumstance where the courts and the lawmakers have decided that the problem had become so severe that we had to give up something to help correct it. I think we all regret that. I know there are times when I say, "Sonuvagun, I've got to go back and get the helmet, I've got to put the thing on," but nevertheless, I realize that it's the law, and it's come about just like a lot of other laws—you've got to have driver's license; you've got to have a license plate on your car—a whole lot of things that have come about because of the gravity of a particular problem.

Another major complaint is that helmets obstruct vision and impair

**Suggested by Easyriders in last issue as a new approach to fighting helmet laws.*



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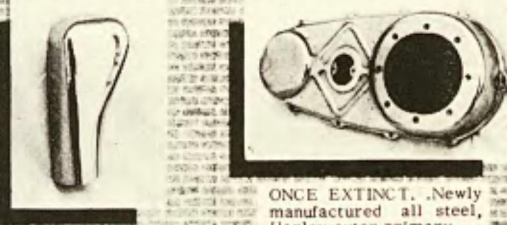
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hearing, and the riders feel that this
 is contributing to a hazardous con-
 dition.

I think these are legitimate
 gripes, and I don't think there is
 any good reason why helmets can-
 not be designed so as not to impair
 hearing and obstruct vision.

*Do you have a helmet testing pro-
 gram underway, or do you plan on
 suggesting any design changes in
 the future?*

We set performance requirements
 and let the helmet manufacturer de-
 sign the product any way he wants
 to. Our performance requirements
 are strictly for safety. If there ap-
 peared to be a big problem with
 hearing, I think that would fall
 within the performance area. Our
 standard does require a full field of
 vision. I feel that most helmets don't
 impair the field of vision, but I
 think the hearing complaint is per-
 haps a legitimate one.

*Has your Department issued any
 standards on safety glasses, goggles,
 or visors?*

No.

*Some states require visors; others
 require goggles; and some require
 shatterproof glasses. Don't you think
 that shatterproof glasses would suf-
 fice?*

They are adequate for us, but we
 recognize that some states feel that
 bugs, stones, or other things could
 be thrown into the motorcyclist's
 eyes, and could cause a crash. If a
 state wishes to impose that kind of
 law, our principal concern is only
 that it be reasonable. We've taken a
 hard look at the materials out of
 which these things are made, and
 we find that this is not an area that
 merits our attention.

*At this time, has your Department
 issued any guidelines on extended
 or springer front ends?*

No, not as of right now. I think
 that we will issue a guideline to mo-
 tor vehicle inspection stations, but I
 don't foresee that in the immediate
 future we will rule-make on this
 subject, unless we find that there is
 a significant number of failures, or
 that the situation is otherwise get-



13

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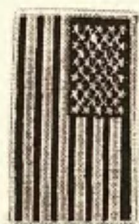
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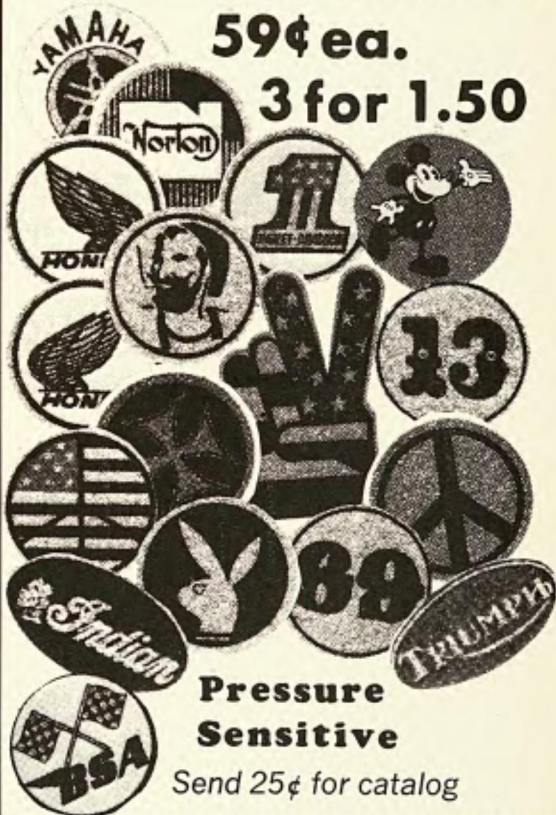
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ting out of hand.

I understand that Mr. Buchanan, of your office, made the statement that an extended front end is, or could be, a safety factor in that it would absorb much of the force of a collision.

I think there is no question that if you have an extended front end, you get more distance from the point of any frontal impact, which would absorb energy in a crash. I guess the big issue here is what happens to the handling of the machine if you get the front end out too far.

Is there any part of the chopper that your Department is presently more concerned about than any other?

Yes. We are concerned about sissy bars that have sharp and/or pointed edges.

Then you wouldn't necessarily object to a sissy bar per se, as long as it wasn't pointed or had sharp edges.

That's right.

Have you given any thought as to what the maximum height of a sissy bar should be?

No. I don't think we're terribly concerned about that — only the points and cutting edges.

Do you see any merit in a sissy bar as regards helping the passenger stay on the bike?

No, I really don't.

You don't? What do you think the passenger should do—hold onto the driver?

I think the seat needs to be properly shaped to be comfortable for the passenger, and I think there needs to be something for the passenger to hold onto, but I question that there's a real need for the passenger to lean back on a sissy bar.

What are your Department's views on the need for a front brake?

I don't think that we as an agency are concerned with whether or not a motorcycle needs a front brake. We are interested in how fast and

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reliably a bike can be stopped. We feel that a bike has to be able to stop relatively on a par with an automobile.

When your Department is considering a problem relating to a motorcycle, where do you go for your expert advice?

We normally go to the manufacturers. We usually seek out engineering help that deals in the product we are concerned with. For instance, if it's brakes, we might go to Raybestos, or to some other major manufacturer concerned with brake equipment.

When seeking advice, do you consider the fact that there may be a vested interest reflected in their response?

Oh yes. Our legal staff is very concerned with that. It's not uncommon for us to ask information from a manufacturer we may be going after, let him give his official response, and then go out to an independent laboratory or to other manufacturers, and get their views.

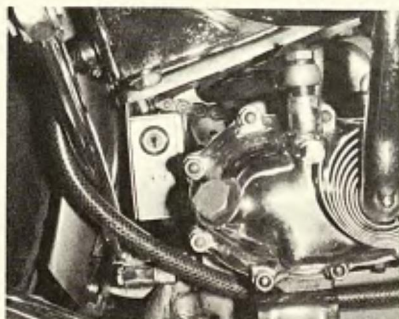
There are many police officials who hold to the belief that the only safe bike is the original product exactly as manufactured. Does your Department have any opinions in that area?

We don't agree with that at all. I believe that, if they carefully thought it through, not many official agencies would make that statement. It's our belief that one of the great American traits is to have a custom hat, to wear clothes different from those of your neighbor. If a guy wants to modify his motorcycle, he should be allowed to do so, as long as he stays within reasonable bounds of safety. We think that two of the legitimate reasons for a government's existence are health and safety, but beyond these factors, we feel that custom cars, custom motorcycles, and/or any modification that would not be hazardous, is for all practical purposes none of our business.

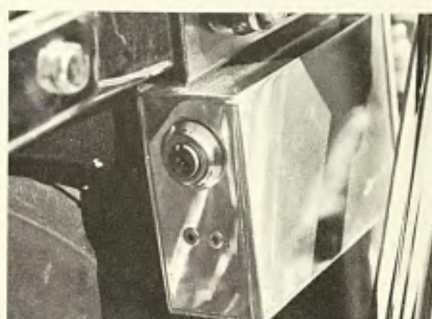
Thank you, Mr. Toms.

(With the information contained in this interview it is possible for us to go in a positive direction in combating laws. See page 36 for details.)

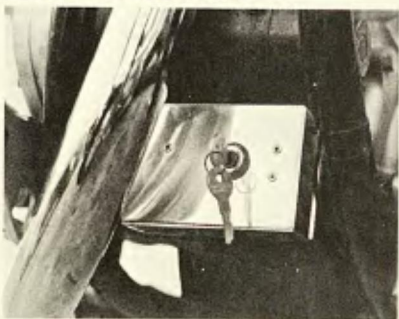
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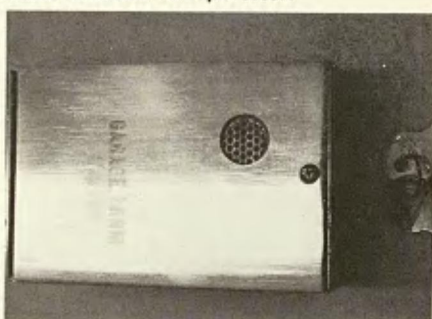
Alarm location on rigid 74.



Alarm location on Sportster.



Alarm location on swing-arm 74.



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Riding on this
bike will make you
a sex freak!

1

WARNING!

Remove gas cap
to release **nitro**
fumes before
starting!

2

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WARNING!

Do not shift
into second gear
while exceeding
89 mph
in first gear!

3

WARNING!

This bike is
equipped with a
silent alarm!

4

GIRLS BEWARE!

Riding on this
bike will cause
severe
nymphomania!

5

CAUTION!

Let clutch out
slowly or rear
tire will ignite!

6

WARNING!

All numbers on
this bike have
been altered!

7

CAUTION!

Spilled gasoline
will ignite upon
contact with
this paint!

8

WARNING!

This bike is
electronically
protected!

9

WARNING!

This bike will
self-destruct
one minute after
being ripped off!

10

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SPIDER —Continued from page 4

were seeing him (a shrink) because of
gourd problems as the result of going
on their heads in a motorcycle acci-
dent. Why in hell didn't he interview
normal bikers like me, like me, like
me, like me, me, me . . .

Talk about stash bags: A dude
dressed like Santa Claus, posing for
pictures with the little kiddies and
blasted out of his ever-lovin' gourd,
got himself busted for peddling to the
holiday shoppers. Among the goodies
in Big Nick's sack were three lids,
which, even at Christmas, is a no-no,
Santa or not. Some fink with no Xmas
spirit fingered him.

Twenty-five tons of narcotics and
other drugs valued at \$25 million
(usual optimistic police estimate)
were burned in Tijuana—burned in this
case means set fire to. It was the sec-
ond largest burning in Mexico's his-
tory (22 tons of it was pot). Red-eyed
Mexican officials and U.S. narcs wit-
nessed the burning. Downwind, of
course.

After that bum trip, I might as well
throw this at you. Did you know that
there is an average of more than one
new government body a day created in
this country?

Speaking of government bodies, did
you know that the U.S. Department of
Agriculture, in an effort to sell more
veal, has promoted by one the quality
ranking for all grades of veal?
"Choice" quality veal overnight was
elevated to "prime." What was merely
"good" is now "choice." And what used
to be "utility" is now graded a re-
spectable-sounding "standard."

Why? Well, it seems that only a
small percentage of veal really quali-
fies as prime or choice, which, nat-
urally, are the grades that sold best.
That left the suppliers with a lot of
rank veal—the cheaper, tougher cuts
—that wasn't selling. So the meat men
got to the Agriculture Department to
loosen up the standards and start using
"prime" and "choice" labels more lib-
erally (on inferior quality meats).
Because of this, a lot more "prime"
and "choice" labeled veal is now in
your store—with prices to match—but it
won't taste like "prime" and "choice"
—'cause it ain't! Who in hell eats
veal, anyway? Why am I talking about
meat? Where am I?

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No-Name \$10,000 Contest



No, that's not the trophy for the contest (we should have known better than to ask Robinson to whip up something fast); as a matter of fact, we're not even sure we're going to have a trophy—and if we did, it would not look like some ordinary thing you'd win by selling the most Girl Scout candy in the pack.

We're so with it, we still don't have a name for the contest! If we don't do something about it soon, we may have to give away the \$10,000 in a contest with no name!

We'll still give \$100 to the person who sends in a name that we like and use for the contest. This time we're not going to put a deadline on the contest. When we decide on a winner—that'll be the end of the contest—be it three weeks, or three months from now. See instructions below for rules on entering the name-the-contest contest.

Easyriders subscribers will vote a year from now on the bikes that have appeared in **Easyriders** for one year. The chopper receiving the most votes will be awarded \$10,000 in cash, merchandise and contingency awards.

That's a damn good reason to have your scoot featured in **Easy-**

riders—in fact, 10,000 of 'em! Every bike featured in **Easyriders** will automatically become a contestant for a minimum of \$10,000 in cash and contingency prizes, with more cash and contingency prizes being added constantly.

FIRST PLACE AWARDS

Easyriders Magazine, \$2,500 cash.

D&D Distributors, \$1,500 in merchandise, or \$1,000 cash if winning bike has a D&D springer or frame. If not, \$750 if any other D&D part is on winning bike.

Hallcrafts, \$250 in merchandise. Contingency: Wheel(s).

Mother's Choppers, \$1,500 in merchandise, if winning bike has a Mother's seat. Or \$750 if any other of Mother's products are on bike.

Motorcycle Goodies Inc., \$500 in merchandise. Contingency: Exhaust pipes.

Paughco, \$1,500 in merchandise or \$1,000 in cash. Contingency: Any part purchased from Paughco.

Here's how to enter the name-the-contest contest:

1. You may enter as many times as you wish.
2. All entries **must** be on postcards, or on back of a sealed envelope—thus, in a way, becoming a postcard.
3. Unless entries are on a postcard, or on back of an envelope, they **will not** be considered.
4. The decisions of the judges are final. All entries become the property of **Easyriders Magazine**.
5. Be sure to include name and address.
6. In case of duplication, entry bearing earliest postmark will win.

Mail your entry to, **Easyriders Contest**, Box 2086, Seal Beach, California 90740.

R.L.R. CYCLE SPECIALTIES

**HIWAY BARS • COFFIN TANKS (steel) • RISERS • Z-BARS
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Classified advertisements are accepted at the discretion of the publisher. Rates are 20¢ per word for private individuals; 40¢ per word for businesses, 10 word minimum. Check or money order must accompany clearly written copy. No charge for zip codes.

Easyriders box numbers are available, with mail being forwarded, unopened to advertiser. There is an additional charge of \$1.00 per advertisement for this service, to cover handling and postage. Send to Easyriders, Classified Department, Box 2086, Seal Beach, California 90740

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COMPLETE CHOPPER SERVICE—hex oil tanks reg. \$59.95, our price \$44.95. Harley type 16" rims \$23.95 36 & 40 holes, springs, tubes, rigid frames, hardtails for most all bikes incl. Honda & Yamaha. Steel & glass gas tanks, speed equipment for all makes, exhaust systems, Weber carbs, Hunt magnetos, tires & tubes, handlebars, headlights, seats, small brakewheels, hi-way bars, pegs, fenders, pistons, sissy bars, obsolete parts for Harley, Tri, BSA & many others. Complete bikes built. Your one-stop shopping headquarters. Send \$1.00 for catalog. Dealers inquire on letterhead. Chopper Engineering Mail Order Dept., 122 N. 9th St., Reading, Penna. 19601.

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PULLBACK HANDLE BARS, \$12.50, postage paid. For information about custom parts and accessories write Village Chopper, 613 Dakota, So. Sioux City, Neb. 68776.

MUST SELL—1954 74, very good condition. Lots of AEE custom parts. Glenn Bailey, 601-843-5012 on weekends.

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LONELY? Join the club for positively ALL types! Names, addresses, descriptions \$1. Club, Box 324, Ontario, Calif. 91761.

CHROME & SEATS—Largest selection on the East Coast, plus thousands of other exciting parts and

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"SUPER SAM'S" guaranteed helmet visor ANTI-FOGGING SOLUTION. Send \$1.25 cash, money order, or one full S&H Trading stamp Book (for broke riders) to: Super Sam, P.O. Box 661, Seabrook, Texas, 77586.

JOHNSON & Wood Motorcycle Salvage—New and used parts. Dept. ER, 7319 Varna, No. Hollywood, Calif. 91605. Phone 213-765-7944.

A-B EMBLEM Custom Embroidered Patches. Sew-on or iron-on. Sensible Prices. Fast delivery. 25 or 25 million. Write for free design guide. World's largest emblem makers. A-B Emblem Corporation, Dept. ER, Box 9695, Weaverville, North Carolina 28787.

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SAND BLAST Kit—Complete with gun, hose, hood, \$37.50. 1½ H.P., compressor needed. Blast Kleen, Dept. ER, 5902 Funston, Hollywood, Fla. 33023.

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of Easyriders magazine. Shore Shop 1780 Pacific Coast Hwy, Seal Beach, Calif. 90740.

CHROME & SEATS—Largest selection on the East Coast, plus thousands of other exciting parts and accessories. Send for free brochure and details. Dealer inquiries invited. Custom Cycle, Inc., 2479 No. Jerusalem Rd., East Meadow, New York 11554. 516-785-9541.

Mail Call

I've got a long year to go yet and would like to hear from a groovy chick. William Randall M.C.I., RFD #2, Readsboro, Vt. 05350.

I'm in the hospital due to a dumb car driver bouncing off my scooter. I would like to hear from anyone—especially girls—who may feel sorry for me. Zapo, 207 Norway St., Berlin, N.H. 03755.

I would like to hear from swingin chicks that can find room in their dear ol' hearts to write to a lonely shut-in. G. L. Griffin #27122 D/S. F.P.I. Box PMB, Tallahassee, Fla. 32304.

How about some sweet little thing out there in the land of fruits and nuts writing to a lonely GI? AMN Richard Watson, 478688714, 804 Civil Eng., Box 3326, Grand Forks AFB, North Dakota 58201.

WANTED

PROFESSIONAL PHOTOGRAPHERS—Easyriders are always interested in purchasing professional photos of choppers. Write on your letterhead for rates and requirements. Pete Chiodo, Photo Editor, Box 2086, Seal Beach, California 90740

PROFESSIONAL WRITERS—Read a couple of issues of Easyriders thoroughly, and decide if you can (or barf, willing), to write in Easyriders'. We want fiction pieces, short stories, poems, short features of interest to hip men. Be sure and read magazine first, don't waste our time with material aimed at Boys Life. Fiction Editor, Box 2086, Seal Beach, Ca. 90740

All clubs and individuals who want to make some easy money. Write for Easyriders' Easy Money Plan. Fairly effortless way of making good money. Box 2086, Seal Beach, Calif. 90740.

OBsolete PARTS FOR SALE

Most obsolete parts are available at D&D Distributors, 800 (2) South San Fernando Rd., Burbank, California 91502. Write for information, or send \$2.00 for 96 page catalog. \$2.00 is refundable with first \$10.00 purchase.

SITUATION WANTED

Professional Artist building bikes, fresh ideas. Contact Marv Jensen, RR#2, St. Ansgar, Ia. 50472, phone 515-736-4637.

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