Dell D. 04107

# Easyriders

For the Swinging Biker!

October, 1972
75¢

Retailers:
See page 66

## Special Fight Back Issue!

## A Case Against the Helmet Laws!

### Special Engineering Report:

## Raked and Extended Front Ends are Safe!

***Also in this issue:***

*200mph Dual-Shovel-Muscle Bike!*
*Two Choppers From Tijuana*
*Red Ryder and Little Beaver*
*Righteous Michigan Knucklehead*
*—and all kinds of other goodies!*





## Pullback Handlebars

***Limited offer, while they last!***

*Come in extra lengths in every direction so you can modify width and length.* **$9.95 a pair**

**For use only with handlebar clamp shown - Sportsters - 74s**




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*2.75 x 21 Avon Speedmaster Mark II tires.* **$24.95**

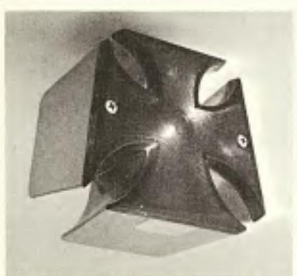
*tube* 4.85



## 160mph Speedometer Exclusively for the 74 Chopper!

*Now for the first time you can buy this small (only 2¾" in diameter) precision, German-made speedometer designed especially for the 74 chopper.*

*Has chromed exterior, black illuminated face with white numerals, and it has an odometer. Simple to install. Price includes cable and light.* **$39.95**



## Maltese Cross Taillight

*The final touch to your bitchin' chopper. The hip-looking* **Maltese Cross taillight.** *Note new low price!*

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## 45 drag type, header pipes

*Hip-looking (drag type) header pipes for your 45*

**$18.95 set**

*Shortie muffler and clamps, add $15.00*



## Peanut Tanks

*Peanut tank. Steel, and comes in glossy black finish. Tapped at four locations.* **$23.95**

*Gas cap* 2.50



## Banana Tanks

*Banana tanks are made of steel and come with a glossy black finish.* **$24.95**

*Gas caps* 2.50



## Steel 5" Fender

*Sport fender for custom or chopped bikes*
*Black steel, rib in center, rolled edges, flared end*

**$7.95**



## Yetman Hardtails

**Yetman** *rigid frame sections are handbuilt in precision jigs using Shelby seamless steel tubing, and heliarc welded with stainless steel rod. Every tube is beautifully set into the mounting plates to produce a molded effect and to greatly increase weld area for maximum strength.*

*Each hardtail uses stock chain adjusters and axle hardware, and may be bolted or welded in place without modifying the frame.*

*The Yetman frame extends wheel base by 3 inches, and lowers it by approximately 2 inches.*

| Model | Fits | Price |
|---|---|---|
| TRS6 | Triumph 650, 64-70 | 69.50 |
| SRS1 | HD Sportster & K to 66 | 69.50 |
| SRS2 | HD Sportster, 67 and up | 69.50 |
| HRS7 | HD Swingarm 74 | 74.50 |

## Chopper Gas Tanks



*Tired of spending $150 for a paint job and having your gas tank spring a leak? Here's a heavy-duty 18-gauge steel tank that should ease your mind a little. Made in the good old U.S.A.—heliarc welded.*

*2½ gallon capacity. Gas outlets located to accommodate all bikes and get the last drop out.*

*Only right hand hole is functional—the left is a dummy. Tanks come without caps.*

| | |
|---|---|
| Single-cap tank | **$49.95** |
| Gas cap | 2.50 |
| Double-cap tank | **54.95** |
| Gas caps (each) | 2.50 |
| Caps | $2.50 each |
| Petcocks | 3.50 each |
| Plugs | .75 each |

**Terms:** 50% deposit, balance C.O.D.

Send money order. Personal checks must clear before we ship. Allow four weeks.

California residents add 5%.

We will ship cheapest way possible to save you money, unless you specify otherwise.

# Vista Chopper Products

**Box 3536, Glendale, California 91201**

# Easyriders



**Talk about contents!**


| | | |
|---|---|---|
| Trippin' along with Spider | 4 | **Taking It Easy** |
| Readers strike back! | 6 | **Wordmonger's Wordhoard** |
| What other bike rags are saying | 10 | **Biker's Digest** |
| Two choppers from Tijuana, Mexico | 12 | **La Chuleta** |
| A reader shares his secret process | 17 | **Instant Sneaky Pete** |
| Righteous knucklehead | 18 | **From Michigan? I Don't Believe It!** |
| Everyone should have a Mutha like this! | 21 | **Miraculous Mutha** |
| Arguments that can be used against helmet laws | 22 | **A Case Against Helmets** |
| Our readers freak out! | 24 | **Mutha Goose** |
| An ABATE Engineering Report | 25 | **What Is a Safe Rake?** |
| Action photos from our readers | 26 | **In The Wind** |
| Make-out artist and his scooter | 30 | **Talk About Having It Made** |
| The chopper as viewed by different artists | 36 | **Chopper Art** |
| There's one in every crowd! | 40 | **Red Rider and Little Beaver** |
| Part IX of Teresi's word trip | 41 | **Strokes For Different Folks** |
| 200mph muscle bike | 42 | **New Highway Patrol Bike?** |
| News from all over the United States | 47 | **ABATE, The Street Biker's Organization** |
| A good place to buy and sell your goodies | 66 | **Choppershopper** |



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*Member of* ABATE

*Cover Photo of Laurel Gilbert by Clyde Hammett*

# TAKING IT EASY

**By Spider**



At last! A cure for the common cold! Canadian Health Minister John Munro reported to Parliament that pot and hash might help in fighting a cold or the flu. He also said that grass has been used by doctors to cure all types of illnesses--even warts and (rigid owners note) hemorrhoids.

Astonishing leg-wetting fact: There are an average of 9,137 flakes in a large box of corn flakes.

Pot smokers are lovers: A Government survey found that 72% of college pot users had engaged in premarital sex, while only 34% of nonusers had done so. Speaking of sex, another Government survey discovered that 46% of the 19-year-old chicks had been ravaged by some lucky stud.

Barf Department: A Utah sociologist has proposed attaching an electronic device to prison parolees so that authorities (Big Brother) can monitor them 24 hours a day. He also suggested that the electronic bug be implanted into the hide of every American. "Thus," he said, "the police would have less difficulty keeping all of us under control."

You can smoke marijuana in Ohio! All you gotta do is become a narc. The Ohio Supreme Court ruled that a plain-clothes officer may possess, as well as smoke, the devil weed in order not to blow his/her disguise.

Our-lawmakers-have-always-taken-care-of us-for-our-own-good department: In 1912 Nebraska had a law that required a car driver on a country road at night to send up a skyrocket every 150 yards, wait eight minutes to make certain the road was clear, then drive on slowly while blowing his horn and shooting off roman candles.

Diabolical scheme: First, man's best friend turned fink, and was taught to sniff out grassheads. Then he was trained to sniff out bombs. And now--are you ready? Now, they are developing a marijuana-eating caterpillar! I wonder what'll happen when the caterpillars graduate to hard stuff. And what if they get on an eating kick and scarf all vegetation in sight? I can see it now: Dope-crazed Caterpillars Take Over The World!

That pussy cat's tail you've been taking your frustrations out on by "accidentally" stepping on it, has three times as many muscles in it as there are in your hand and wrist.

Beard wearers can collect unemployment checks. The California Supreme Court ruled that a beard is a form of expression protected by the First Amendment, and even though a company can fire a man because of his beard, the dismissed worker cannot be denied unemployment compensation. Beard freaks, express yourself!

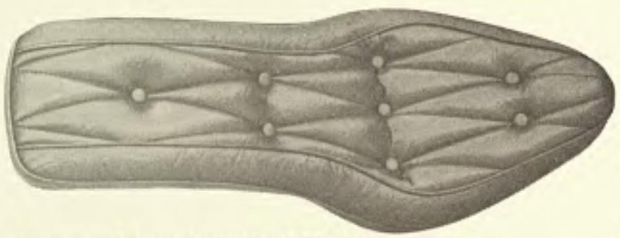
International news: If you're planning on making a run to Singapore, you'll have to get a haircut, for they won't allow longhairs there, as part of their fight against "undesirable alien influences." No anti-chopper laws--yet.

A modern day "Hanging Judge" is terrorizing Eaton County, Michigan. Despite all Government and medical research to the contrary, Judge Willard Mikesell insists that 80% of all people who smoke marijuana are destined to become addicted to hard drugs. He recently sentenced a 25-year-old first offender to 30 to 40 years in prison for helping a friend sell less than an ounce of grass to a narc. A Commander in the Navy Reserve, he's ape for strong punishment as a deterrent: "If you hanged thirty heroin addicts in Detroit tomorrow, don't you think that would stop people from taking heroin?" (Yeah, the thirty who were hanged.)

# Cobra Seats

**(Originals, not imitations)**

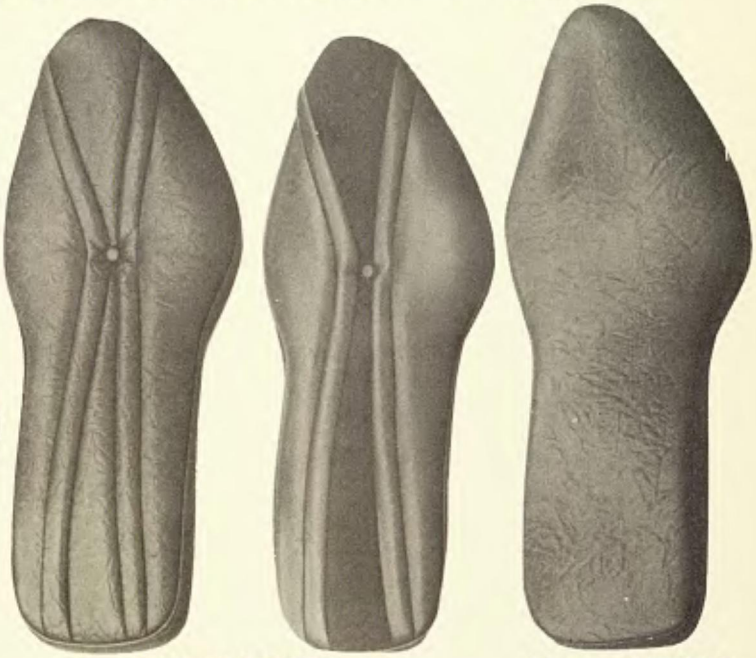
*Universal seats—will fit all bikes*
*Quality-covered on a steel plate*
*High-density foam—does not lose its shape*
*Simple to install—your mother could do it!*
*High-quality black naugahyde  Heavily padded*



**Diamond Leatherette $37.50**

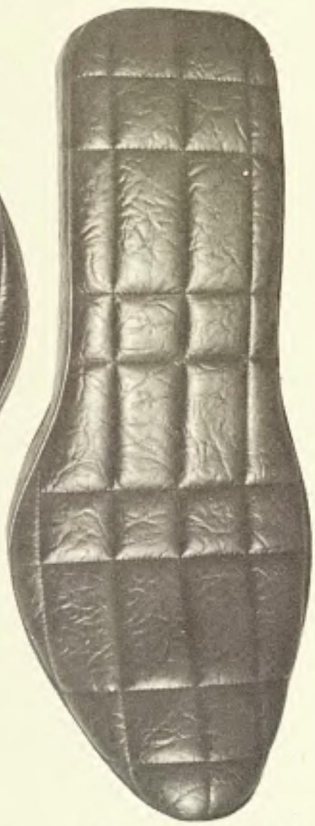


**Diamond Suede $37.50**



A **Wasp $34.95** B **Standard $29.95**





**Diamond Stitch $32.95**  **Square Stitch $32.95**

**Terms:** 50% deposit, balance C.O.D.
Send money order.
Personal checks must clear before we ship.
Allow four weeks.



**Plain Highback $39.95**
(Also available without hump)

Note: No increase in price for hump in either style. Be sure to specify whether you want hump or not



**Diamond Highback $44.95**

**Be specific when ordering**

**Vista Chopper Products**
**Box 3536, Glendale, California 91201**

California residents add 5%. We will ship cheapest way possible to save you money, unless you specify otherwise.

# WORDMONGER'S WORD-HOARD

**Traffic Safety Administrator**

☐ I read your ABATE comments with interest. I think that there is some real merit to approaching the problem in this way. Depending on the people to respond to their feelings is always a solid and American approach to any problem.

We should be receiving some of the choppers that we ordered shortly. As we gain more experience with them, we will get back in touch with you. We very much appreciate your offer of help. We hope that you will make an effort to stay in communication with us. We will, in turn, make an effort to stay in communication with you.

Douglas W. Toms
National Highway
Traffic Safety
Administration
Washington, D.C.

■ One of the choppers being sent to Washington for testing purposes is the chopper that was featured in the April issue of **Easyriders.** The chopper testing program had to wait until the snow was off the ground in D.C.

The "ABATE comments" that Doug Toms refers to is the ABATE column in the June issue, where it was urged that every effort be made to have State lawmakers hold off passing anti-bike laws until the results of the Government's testing program were known.

**Like He's Got Common Sense**

☐ I just finished reading the comments of Doug Toms and I must say the guy sounds like he's got some common sense. The sad part of it all is that if Nixon's administration changes, he'll lose his job.

Bob Madaus
Covington, Indiana

**Interview Was a Mistake**

☐ Your interview with Douglas Toms has got to be the worst mistake you have made—it has got to be a waste of paper and space.

Every question or comment thrown at him was answered by "We have plans," "We think," "No, we can't do anything about it," "In the future," etc., etc. No concrete facts, no evidence he is really doing anything about the problems we bikers face. His "in the future" crap isn't doing us a bit of good.

You people could show more class than running interviews like that.

Michael Halstead
Milwaukee, Wisconsin

■ Mike, don't let your frustration with the unreasonable anti-bike laws across the land stop you from trying to do something—anything—about them. I found Douglas Toms a very reasonable man; I believe, a fair man. I also believe his answers were honest, even though we may not agree with many of them. The important point is, the man in the key position to affect all of us does ride a bike—is not anti-bike. I believe he is sincere in his job. Imagine what it would be like if a redneck bike hater had his job.

**Mundane and Sucks**

☐ The title of your magazine is a mundane cop-out and it sucks!

Dennis Frazee
San Diego, California

■ Half of the staff just OD'd themselves to escape their shame.

**Biker's Ol' Lady Sounds Off**

☐ I can find only one fault with your magazine, and I assume it is caused by your feeling your readers are only males. That is untrue. Being a female, a biker's wife and a mother of two, I and the other women in our MC all read your magazine. Because I am female I find too much vulgarity in it—right alongside some real fine writing. I hope this doesn't sound too prudish, but I would appreciate less vulgarity and a little more honest humor and interesting articles which you do exceptionally well.

Judi Pappas
Seattle, Washington

■ Every week we receive requests to feature dressers, to feature Hondas, to feature Yamahas or to put more tech articles in. It is not that we are against any of these bikes or suggestions—it's just that we are what we are. It's sorta like having a sleek, handbuilt Maserati and then having someone suggest you bolt a luggage rack on its roof.

**Easyriders** is edited for adult men—not teenagers, women, or little old ladies in tennis shoes. To take into consideration a woman's viewpoint whenever a decision is to be made would adversely affect the magazine's content. If you feel the magazine is vulgar in places, remember it is not vulgar for vulgarity's sake; it is saying it like it is, as one guy would say it to another—or at least as our type of guy would — the others don't matter, because there are plenty of other magazines on the market for them.

**What About Stock Bikes?**

☐ There is one thing about your rag that pisses me off, and that is you direct all your attention to the chopper set. How about devoting a page or two for guys with stock bikes who aren't handy with their hands and would like to customize their bikes? What about the guys who don't have the savvy to build a chopper?

Big Phil
East Patterson, N.J.

■ See what I mean, Judi?

**We're Lucky Guys?**

☐ You cats sure are lucky—the closest thing to a righteous machine around here is your rag. Extended forks or raking are definite no-nos here. If you were to read our vehicle code book, you'd die barfing. You think you've got hassles? Well, men, I'd love to have only your hassles.

Laurie Walsh
17 Parkside Ave.,
Mt. Pleasant,
Western Australia 6153

**Warning To All Bikers**

☐ Stay out of Warwick and Cranston, Rhode Island; the police there are impossible. They even have an ordinance that prohibits more than seven bikers riding together at one time, and extended front ends are against the law. They hate bikers—and especially choppers.

ABATE Brother 2294
Pawtucket,
Rhode Island

**Zipper's Backward**

☐ My ol' lady noticed that the dude on your June cover had his fly zipper assbackwards. Then I noticed the juice and clutch were sorta freako. Sorry to be a fink and call this fuckup to your attention — but perfection is one of the finer points your rag has over the rest of the chopper mags.

Thumb
Hastings, Nebr.

■ For good cover design we decided to reverse negatives. We had hoped that we'd get away with it, because so little of the bike was showing — and we didn't think many readers would get past the chick. Who in hell would anticipate a chick looking at a guy's pants zipper! Mutha says (now) that she always looks.

**Colors Magazine**

☐ I wrote **Playboy** magazine for the address of

**Colors** magazine and they wrote back that they hadn't heard of it. Can you guys help a biker and a short-time G.I.?

Sp4 Gene Stowers
Ft. Huachuca, Arizona

■ That's what you get for going to straights for your info. You can write **Colors** magazine at Box 296, Huntington Beach, California 92648.

**Bikers on Bummers**

☐ We anxiously await each issue here at the Drug Abuse Treatment Center. **Easyriders** comes in handy during our absurd winters, and is great for bringing bikers off bummers.

Eric Konefal
Supervising Counselor
Narcotics Guidance Council
Utica, New York

**Superman Became Pooperman**

☐ Love and kisses to Spider, Dog Breath, Mutha, and the rest of you heads, even if you caused me all kinds of trouble last month. Someone ripped off our May issue (I think it was our shifty-eyed mailman), and my superman became pooperman. Every day he came roaring through the kitchen on his machine, gritting mail between clenched teeth, and growling that there was no **Easyriders** in the mail box again.

I didn't mind the mud all over my kitchen floor as much as I did the exhaust fumes, but what really got me was having to cut my hair out of the spokes and chain. Send him another May issue quick—will ya?

Elsie
Sister of The Brothers M/C
Gastonia, N.C.

■ Can't help ya, Elsie. We didn't publish a May issue. We publish every other month — February, April, June, August, etc. But watch shifty-eyes anyway—you never know.

**Free Copies to Libraries**

☐ Would you please add the Tuscarawas County Jail to your subscriber list? We have 25 to 30 prisoners in custody at all times.

James Grant, Jailer
New Philadelphia, Ohio

■ Free subscriptions will be sent to all prison libraries requesting them. All that is required is for prison librarians to send their request to Monica Stewart, Reader Service, Box 2086, Seal Beach, California 90740.

**Chick Biker**

☐ I really dig riding; not behind my husband, but on my own bike. I even do my own servicing — I think I think I spend more time in the garage than I do in the kitchen. I started riding two years ago on a 250; I now have a Kawasaki 500 Mach III, and I love it.

I'm really interested in doing some custom work on it, but most custom shops don't want to see a chick biker come in. That's why I was happy to read in your last issue about a builder who was interested in building choppers especially for girls.

Ro Toth
Spring Lake Heights, N.J.

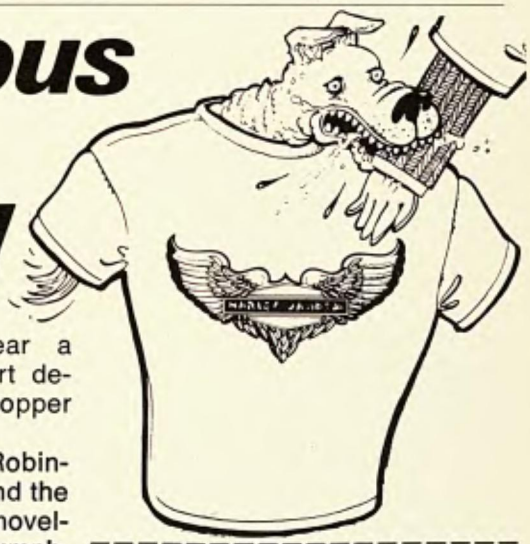
**Heat Gets Hot**

☐ This letter is being written as a cyclist (I have a stock '71 Triumph), and as a peace officer. I enjoy your magazine very much, and as proof you will find my subscription order enclosed. However, I must complain about the cartoon on page 50 of the June issue. You are depicting only 1% of all peace officers around the nation, which is not fair to the other 99%. Knocking peace officers is

*—Continued on next page*




# Righteous Chop Shirts!



Show some class—wear a **ChopShirt,** the quality shirt designed exclusively for chopper freaks.

Righteous drawings by Robinson, of the Harley Wings, and the Panhead, Knucklehead, Shovelhead, Sportster, 45, Triumph, Honda 4, and Yamaha engines!

Completely washable, durable, and 100% colorfast. All **ChopShirts** are top-quality American-made shirts. Chopper drawings printed in masculine black on a virgin white (what else?) shirt.

If you want a bitchin' shirt, and are proud of the type of bike you ride, and don't want to wear the usual hokey mickey mouse shirts that you usually see—get yourself some **ChopShirts** and show the same amount of class that your bike does.

Send your order today to: **ChopShirt**
**Box 361, Seal Beach, California 90740**

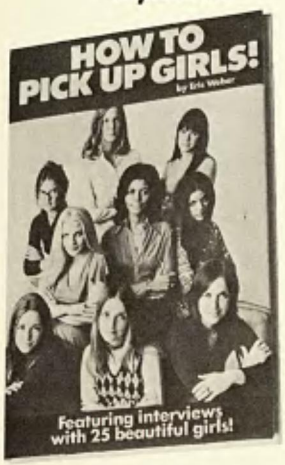
Please send me _____ shirts. I have enclosed $3.50 for each shirt ordered ($3.00 plus 50¢ for postage and handling).

___Knucklehead ___Harley Wings
___Panhead ___45
___Sportster ___Shovelhead
___Yamaha ___Honda 4
___Triumph

**Size** (sm., med., lge., x lge.)

Name_____
Address_____
City_____
State_____ Zip (Must have_____

*"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:

*How to make shyness work for you*
*How to be sexy*
*Best places to meet girls*
*50 great opening lines*
*World's greatest pickup technique*
*Why women are dying to meet you*
*How to get women to approach you*

Send for your copy right away. Within days, you can actually be picking up beautiful girls. This is a serious how-to-do-it book, published by the famous Northern Valley Co. of New York.

How To Pick Up Girls
Box 711
Burbank, California
91503

Enclosed is $7.95. Rush me my copy of HOW TO PICK UP GIRLS right away.

Name_____

Address_____

City_____State_____Zip_____

no way of getting "The Man" on your side.

In my opinion that type of cartoon leaves a bad taste in the mouth of the biker and The Man. Peace officers have a job to do and, dammit, I feel your mag could do an important job of promoting an understanding between people, bikers, and The Man. We are not as you depicted us in the cartoon. Just remember, we too may disagree with a law, but we can't ignore or interpret it any other way than as it was written. If you don't like the laws, have them changed. Meanwhile, happy jammin' and never a broken chain.

J. Smith
San Antonio, Texas

■ It may be only 1% in San Antonio, but as far as chopper riding bikers are concerned, it's a helluva lot more than that in other cities. Stock bikers are seldom rousted—it's the individualist who dares **not** to conform to the AMA-MIC fostered, and promoted, goody-twoshoes image, who is the target for harassment.

**Bad Influence?**

☐ Your mag had me junk a new '72 Honda 450 that I had just bought and learned to ride on. I went to a police auction and purchased a '68 Harley and I'm having it made into a chopper. I hope your influence stops here as I would hate to start looking for 19-year-old girls to ride with! (I am flexible on this point.)

Frank Mandelson
Canoga Park, California

■ Don't sweat the 19-year-old girls—you'll find that a chopper appeals to all ages —just take your pick.

**24-Year-Old Bag**

☐ Wait, don't throw this letter away until you read what I have to say. I don't like some of the photos in your magazine — like the photos on pages 38 and 42 of your April issue. The girls look like they are ready to get laid by the guy in the pictures. Maybe I'm wrong, but I feel photos like those give a very bad impression to the younger set of kids of today.

Other photos in your magazine have women with their boobs sticking out, or not covered at all. It's degrading. How's a kid going to get a good, healthy impression of sex, with photos like that? Don't think I'm an old fogey, 'cause I'm not.

A 24-year-old girl
Levittown, Pa.

■ Baby, you're the oldest 24-year-old I've ever heard from. I guess you had yourself on that body painting bit we had in the last issue.

**Very, Very Rare**

☐ If tits are rare on bowling balls, foot lifters and solid shifters must be a close second. After the June issue the proofreader had better increase his insurance.

Kevin Jackson
89 Sykes St.
George St.,
Hull Yorks, England

■ They don't last long enough around this joint to qualify for insurance. As soon as an error is spotted by a reader and he blows the whistle on the proofreader, the poor slob usually splits town instantly before Armond and the other enforcers pay him a call. The last dude decided to hit the mattress and fight it out. He shouldn't have; the gore made even the hit men a little queasy.

**Amsterdam Harley-Davidson Club**

☐ We never see choppers like yours in Holland, only bad imitations. In Holland you see only rebuilt Harleys from World War II (like mine), and we usually call them "Liberators." They are Harley 45's left by the liberating Canadian army in 1945.

I am saving for an Electra Glide, which costs 13,-500 guilders! There is only one Harley dealership in Holland; it is in Rotterdam —and it takes six months to get spare parts! While I am saving my guilders, I will buy **Easyriders** to keep my mind full of your wonderful motorcycles.

Antoon Krelage
Harley Davidson Club
Of Amsterdam
Zaandam, Holland

**A Winner In Susie's Contest**

☐ I just got back from the




"The trouble is that the bike's worth more than the goddam building!"

man's office and he personally handed me Susie's photograph. I almost jumped him (I'm kiddin'), when he showed it to me, because at first I thought he wasn't going to let me have it.

As you know, I'm in the slammer and some of the keepers can have some petty hang-ups, but fortunately a liberal attitude toward corrections is being generated, and with it certain hocus-pocus rules and restrictions have gone out the window, or are in the process of being dumped. I was able to keep the photo and it really draws a crowd.

William Randell
Readsboro, Mass.

**Some Feelings**

☐ I wish to express my feelings about your magazine. It is filthy, off-color, degrading, vulgar, and tasteless. You guys put out some high class shit. I beg, borrow, or steal every copy I can latch onto.

Mike Canady
Hillsboro, Ill.

■ Thanks, Mike, but they're for sale too.

**Hot-selling Product**

☐ Presently I am piecing together a Harley, and as you well know it takes a lot of scratch. But thanks to good old American ingenuity and the free enterprise system, I plan on going into business on my own. This is where you come in. If you would be so kind as to spend some of your valuable time researching the enclosed merchandise and evaluating it, all help will be appreciated.

Karpp

■ Always willing to help, and those who tested your product all agreed you'd have no trouble selling it.

**Photos Turn Her On**

☐ I am an Australian chick who really digs your magazine. It sells so fast it is hard to get, but I found a groovy newsagent who save one for me now.

Choppers are rare here, as the law clamps down on anything but standard roadbikes, so the photos in your magazine really turn me on.

I would like to hear from American bikers and would be stoked if I receive any.

Eva Gomes
1/6 Pigott St.
NSW 2203
Australia

**Kick Stand Down**

☐ Did you notice the dude from Ohio on page 17 of the June issue—the one flipping the bird? Well, he's going to need his skid lid, because he's puttin' with his kick stand down!

John Palhemus
Oroville, California

**Screaming Eagles**

☐Would you mind letting your readers know that the Screaming Eagles M/C in the Oregon State Penitentiary needs parts for a 45 trike we're building, and we also need parts for a burned-to-the-ground panhead that was righteously donated to us by a beautiful person. May The Great Brother In The Sky be with you!

Bud Chappelle
Screaming Eagles M/C
Oregon State
Penitentiary
2605 State St.
Salem, Oregon 97310

**Unconstitutional Helmets**

☐ All you slobs do is talk about getting rid of the helmets. How about spending a little bread? The Unconstitutional Helmet Committee is fighting everyone's battle in Boston. The case is in the federal court, and if they win, no one in the nation will have to wear those goddamn helmets! So send a little bread to them, they need it, man.

George DeSourdy
Pawtucket, R.I.

■ We have, we have. **Easyriders** is donating free advertising space and contributing promotional material to help them raise money. ABATE sent $250 and a promise of more. AMA and MIC have donated nothing, zero. Everyone is urged to send a donation, no matter how small, to the National Unconstitutional Helmet Committee, c/o Motorcyclist's Post, Stile Lake Avenue, Leicester, Mass. 01524.

**We Get All Kinds**

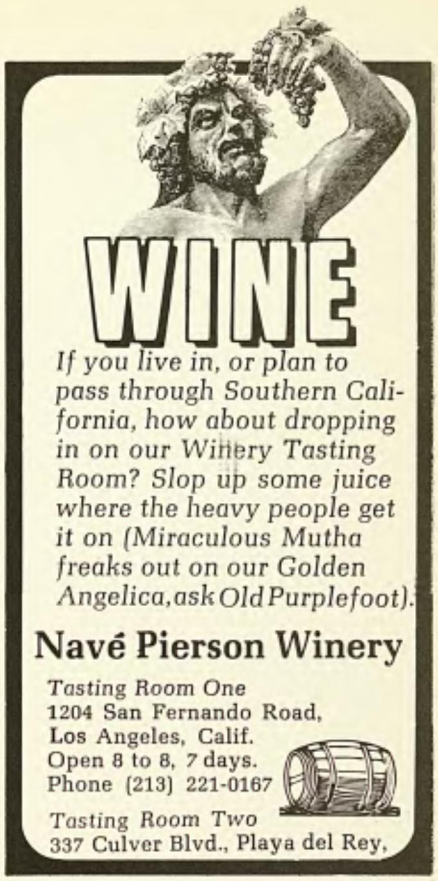
☐ Slobs, I noticed that you didn't have the balls to print my last letter, and I'm sure you won't have the hair to print this one either—but I tried.

Perry Miller
Reedsport, Oregon

*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, Easyriders Magazine, Box 2086, Seal Beach, California 90740*



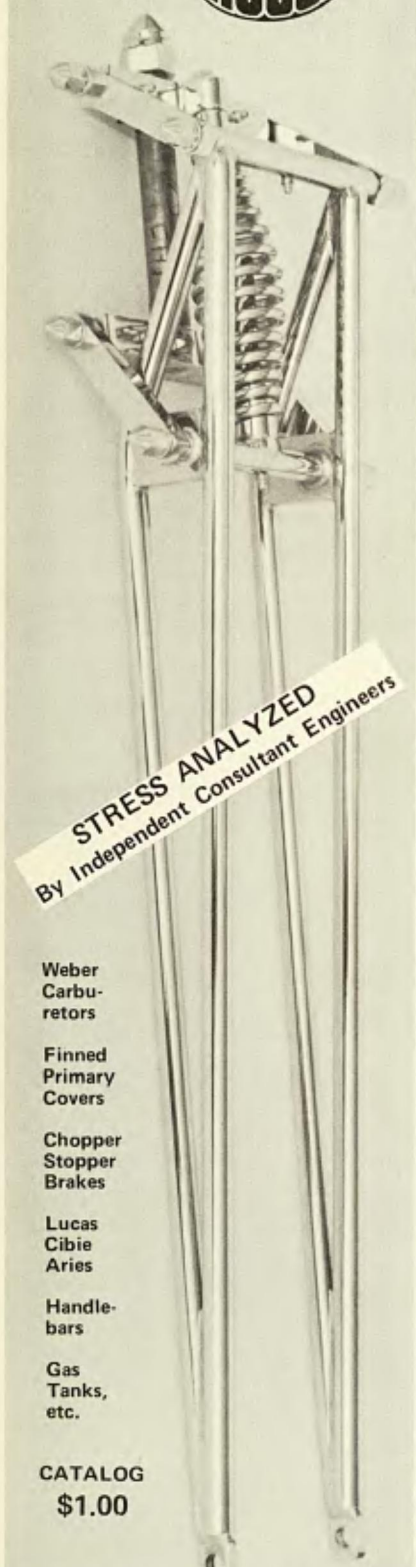

"Personally, I think all those silly bikers are a bunch of queers!"




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# Biker's Digest

## Miscellaneous quotes from other biker rags

**Closet-rebels and their noise trips . . .**

"A whole motorcycle engine of the 750cc persuasion is equivalent to about one cylinder in a respectable Dee-troit V-8. Why do they make so much racket? Will folks stop buying motorcycles if, when they ride by, a little adrenalin doesn't start exploding into the bloodstreams of the Straight Citizens out raking their yards? Everybody knows that, if you scratch a motorcyclist, you'll find a rebel. Motorcycles make statements about motorcyclists —what they ride, to an extent, is what they are. Electra Glide owners see themselves differently than Honda 450 owners, different from Hodaka owners, different from Triumph owners—as a consequence they buy Electra Glides, since Electra Glides interpret them in a way that's pleasing and consistent. All well and good—that's why there are so many different motorcycles. But most of them make too much noise, and by so doing, they piss off the neighbors out raking their yards. Is that what being a rebel is all about—pissing off the neighbors, knowing that when we buzz on by his dog barks and his baby wakes up and he can't hear his TV for a little while? Knowing that he resents the intrusion our motorcycle makes on whatever he's thinking? But at the same time knowing that he was aware that we were there? That we had gotten a rise, however small, out of a guy who'd never look twice if we dipped past on roller skates or in a Corvair stationwagon? If that's where it is—if that's what being a closet-rebel and a motorcyclist is all about—then we're doomed, and the industry is doomed, and the sport of motorcycling is doomed, and heaven help us."

*—Cook Neilson*
*Cycle Magazine*

● *"Closet-rebels"! What a beautiful description of the dumfuk who gets his jollies from the noise he makes and being able to bug the straights.*

**They couldn't care less . . .**

"AMA has pledged large amounts of money to help (the Unconstitutional Helmet Committee), but nobody has seen their check yet! The great MIC (Motorcycle Industry Council) will offer no help at all, since most of their members are selling helmets by the hundreds . . . and just what the wishes and likes of their customers and riders are, they couldn't care less! It's up to the motorcycle rider if he wants to be free, and in this case, the road rider. Pretty soon there will be so many restrictions and laws and rules, that people will lose interest in motorcycles and they'll stop buying them. Then what will the big dealers and MIC do? The welfare rolls are already overloaded!

"Folks who love motorcycles and want to continue riding them, should support this helmet fight. Look towards the future of motorcycling. That's what the AMA says in their ads!

"Think for a moment . . . maybe we haven't got one!

*—Betty Daley*
*The Motorcycle Post*

**Cycle Training schools . . .**

"Personally, I think the cycle training schools would be an excellent idea as long as it doesn't become mandatory. The choice should be left up to the individual."

*—Steve Stillwell*
*Street Chopper*

● *So what would be accomplished? The inexperienced rider is the primary cause of the high motorcycle fatality rate and he must be compelled to know how to ride before being able to buy a powerful bike—for the good of all of us. He's the cause of most of our anti-bike laws.*

**It only takes one clown . . .**

"All it takes is one clown to ruin our sport so let me make a suggestion in case you run into one during your summer's riding. Go up to him and suggest he hold it down. Hopefully he will after you explain what the consequences can be. If he doesn't, gently tap him alongside his ear with a two-by-four—maybe this will catch his attention and then you'll be able to get your point across in soothing terms.

"Like the old cliche says, we're in this thing together so we'd better work together to make sure we'll be able to pull our bikes from mothballs next year. If we let things go on the way they are now it won't be long before there is no next year. Think about it.

*—Dave Hetzler*
*Popular Cycling*

**Life style of chopper freaks . . .**

"No motorcyclist can tell me that he doesn't enjoy the heads that turn when he parades through the street or blows down the highway on tour . . . Chopper freaks have raised this observation to a life style. They are known by some as showboaters and as loud and dangerous members of an otherwise mild-mannered fraternity. They are slandered, ridiculed and avoided."

*—Ken Hicks*
*Two Wheel Travel*

**We didn't bother . . .**

"Since it is the position of Big Bike that although mandatory helmet laws may or may not be logical, they are most certainly unconstitutional, we didn't bother to discuss the issue." (At a meeting with Douglas Toms.)

*—Chris Bunch*
*Big Bike*

● *May or may not be logical?*

**There's weight in numbers . . .**

"Our hope is that . . . we will fire up enough of you to voice your opinion to legislative representatives and get the needed reforms (repeal of anti-bike laws), through weight of numbers."

*—Larry Kumferman*
*Custom Chopper*

**No mandatory seat belt laws . . .**

"The severe problem is that a mandatory helmet law is little more than discrimination against all motorcyclists. It has to be discriminating because in a recent national report by The National Highway Traffic Safety Administration, a study revealed that 72% of all fatal accidents in automobiles were from head injuries, while on motorcycles, 71% of all fatal accidents were attributed to head injuries. Yet, in automobiles, there isn't one state which has a mandatory seat belt law, much less a helmet law for cars."

*—Steve Stillwell*
*Street Chopper*

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*From Tiajuana, Mexico—where you can get anything you want—come a couple of choppers.*



# La Chuleta

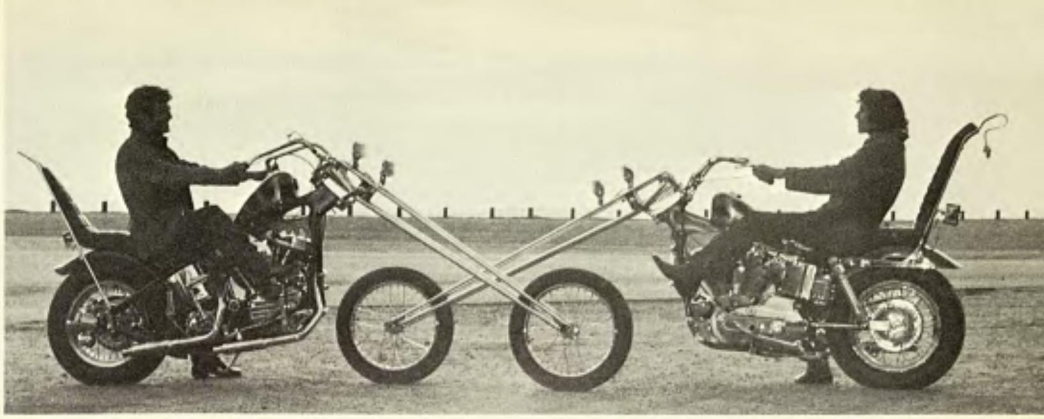


So what the hell can I say? Those home-made 36-inch extended front ends, hanging on 1¾" rakes, sorta say it all. But what the hell, Luis and Rodolfo are a couple of real nice guys (Spell that d-a-r-e-d-e-v-i-l-s), from the heavy side of the border—south, that is—the land of the grass plantations; and they popped in on us with two identical chops—well, almost. One's a Sportster and the other's a Panhead, but they're painted the same colors, and depending on the condition your head's in, they could look alike—if you could see them at all.

We don't normally feature freaky bikes, but as I said, they're exceptional in that they're from Tiajuana, Mexico, which means they're the first foreign choppers we've run into—and then, too, it doesn't hurt to have friends on that side of the border, where trouble is spelled with a capital T, if the heat should fall

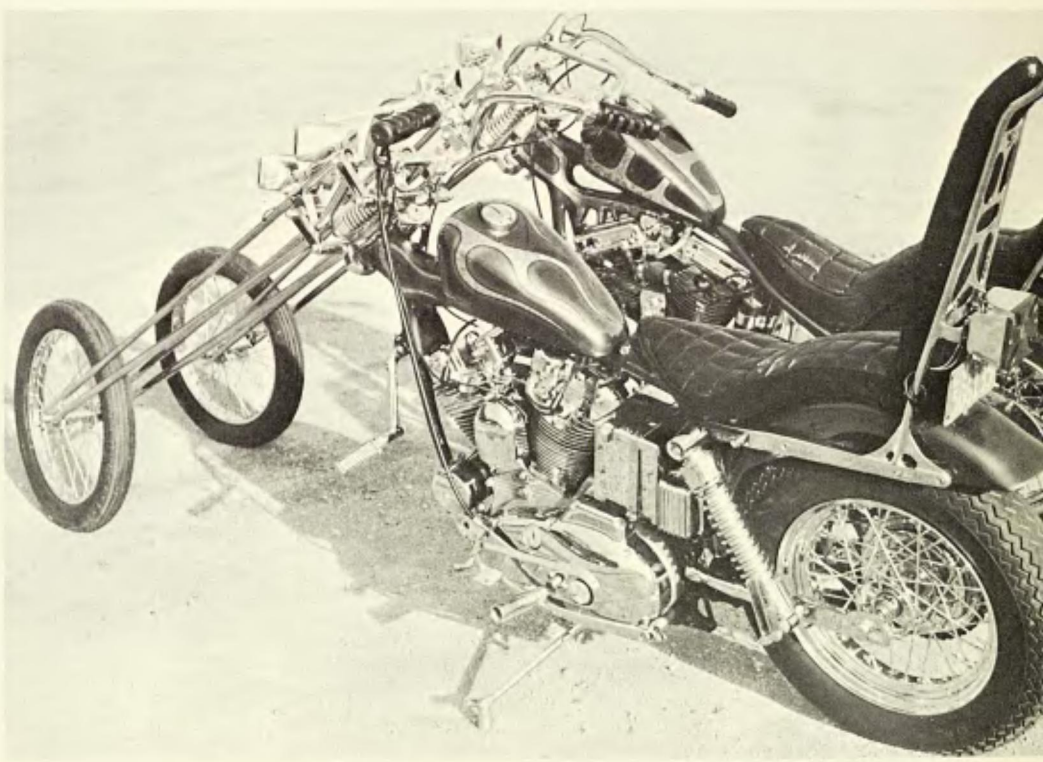
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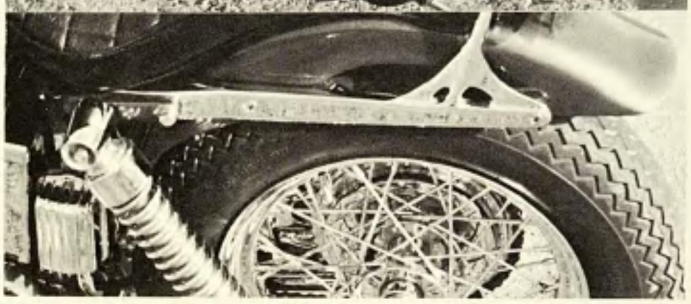












Photos by Mighty Mil

**Owners:** Luis Aquayo and Rudolfo Laredo

**General**

Fabrication by: owners
Year & make: 1971 Sportster
Model: XLH
Value: $3500
Time: 5 months
Assembly: owners
Chroming: Lemon Grove Plating

**Engine**

Year: 1971
Model: XLH
Builder: owners
Displacement: 61 cu. in.
Cam: stock
Lifters: solid
Carb(s): Tillotson
Shifter: foot
Pipes: drag type
Mufflers: shorty
Stacks: none

**Wheels**

Front: steel 17-inch
Rear: steel 16-inch

**Frame**

Year: 1971
Rake: 1¾-inch
Rear Susp.: swingarm
Bars: pullbacks
Tank: fiberglass
Seat: Ministronie medium
Material: naugahyde
Sissy Bar: ⅞ round, 50" high

**Forks**

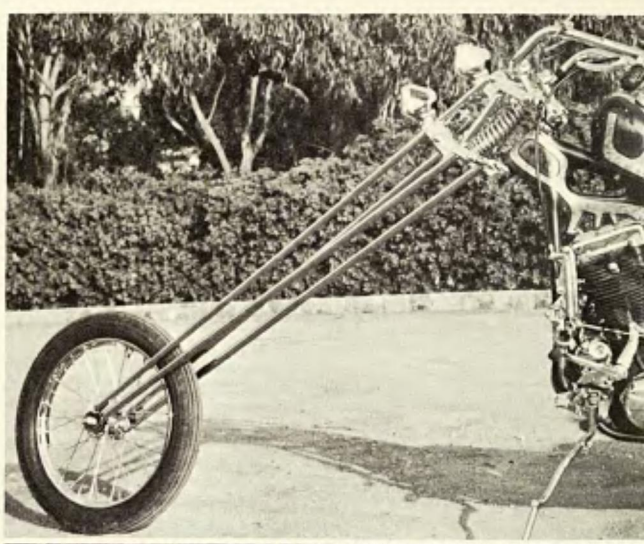
Type: Indian custom girder
Extension: 36-inch
Builder: owners

**Painting**

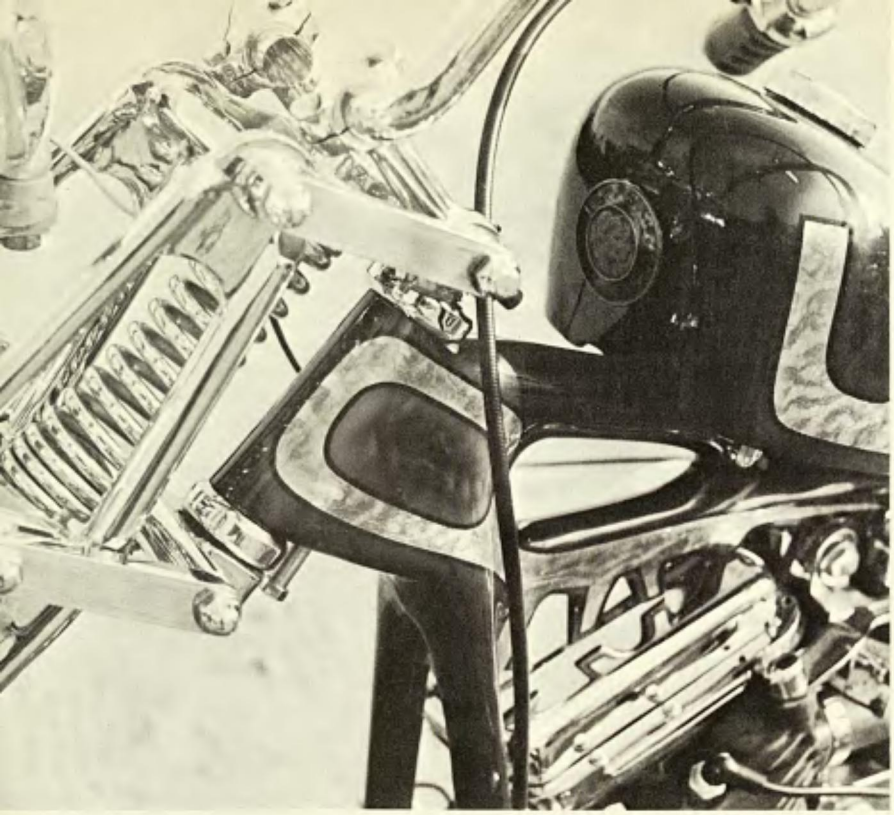
Molding: Electric Bob
Painting: Electric Bob
Color: red and gold candy
Type: lacquer

**Tires**

Front: 3.00 x 17 Inove
Rear: 5.00 x 16 Arco









—Continued on next page





**Owners:** Rudolfo Laredo and Luis Aquayo

| **General** | **Frame** |
|---|---|
| Fabrication by: owners | Year: 1956 |
| Year & make: 1956 H-D | Rake: 1½-inch |
| Model: 74 | Rear susp.: rigid |
| Value: $3000 | Bars: pullbacks |
| Time: 5 months | Tank: fiberglass |
| Assembly: owners | Seat: Ministronie medium |
| Chroming: Lemon Grove Plating | Material: naugahyde |
| **Engine** | Sissy Bar: ⅞ round, 50" high |
| Year: 1956 | **Forks** |
| Model: Panhead | Type: Indian custom girder |
| Builder: owners | Extension: 36-inch |
| Displacement: 74 cu. in. | Builder: owners |
| Cam: stock | **Painting** |
| Lifters: solid | Molding: Electric Bob |
| Carb(s): Linkert | Painting: Electric Bob |
| Shifter: foot | Color: red and gold candy |
| Pipes: drag type | Type: lacquer |
| Mufflers: shorty | **Tires** |
| Stacks: none | Front: 3.00 x 17 Inove |
| **Wheels** | Rear: 5.00 x 16 Goodyear |
| Front: steel 17-inch | Rear: steel 16-inch |

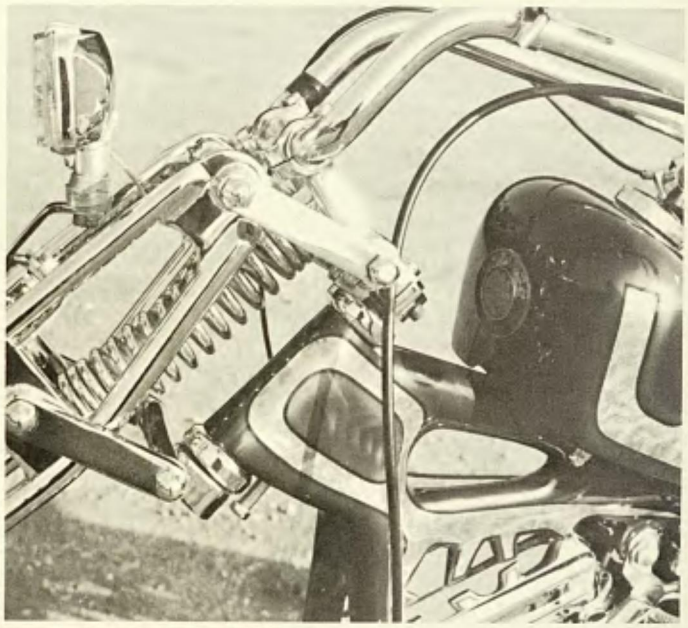


*on you and you happen to be bucks down. (You can usually get out of any trouble in Mexico if you have enough dinero.) But that doesn't concern me, because like Disneyland, they don't allow longhairs to come into their country.*

*Now back to the two Mexican choppers—yeah, well—let me think a moment. Well, those front ends are something else—aren't they?*

*—Dog Breath*







# Instant Sneaky Pete

I've read in previous issues of *Easyriders* different ways to make wine and I thought you'd be interested in my way—because mine can be made in prison, and you never know when you might need such earth-shaking information.

I've been in prison for three years and all I can say is that all my brothers like the hell out of it. The last time I made it I gave four of my brothers some and we all got knocked out of our trees when we drank two gallons—well, I should say, I drank one, and they drank the other, but we all got shitfaced.

So here's how I make it. It's orange wine, but it's different from the one you had in a previous issue.

1. There is a product on the market that is called *concentrated* orange juice. Get two quart cans. Each can makes about five gallons of orange juice (if you use it according to directions on can).

2. Get two, two-gallon jugs, either plastic or glass, *not metal*, because metal will cause a poison to form in the wine. (Some dumbasses got ripped off in here because of that mistake.)

3. Toss a cup of sugar into each jug. Do not add any yeast.

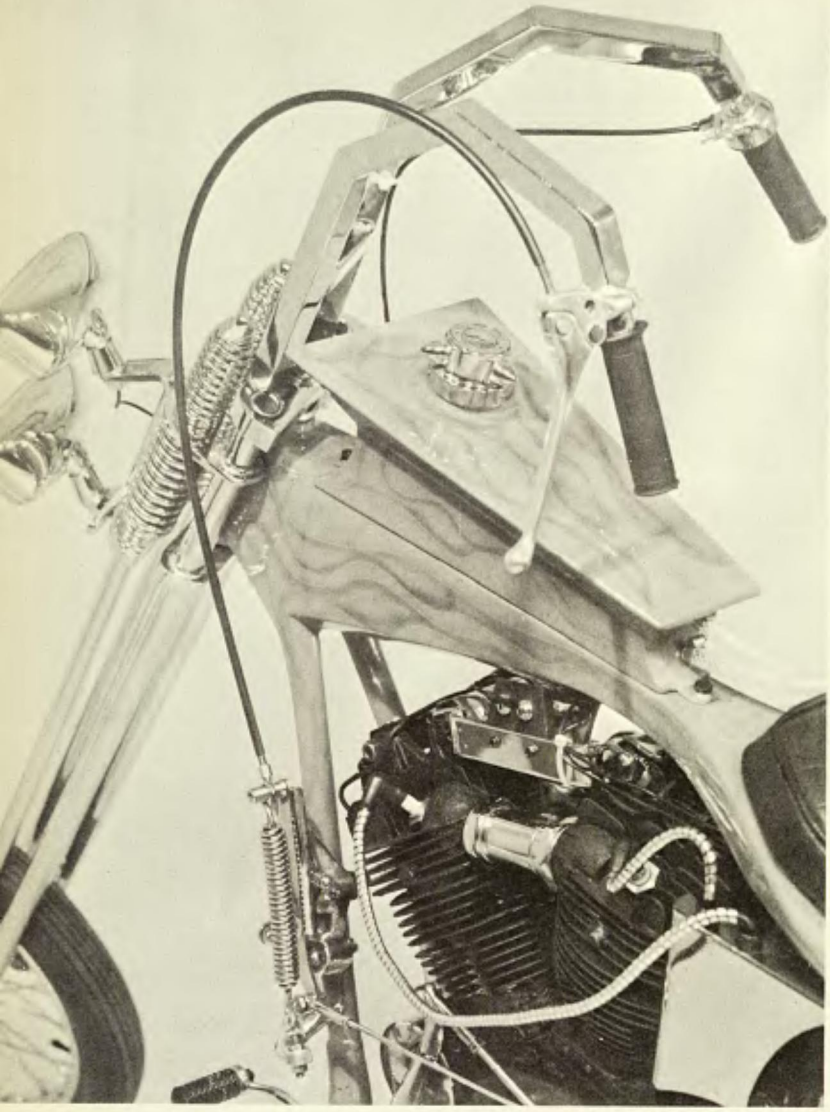
4. Place one can of the concentrated juice into each jug and stir gently, not too much. Do not—repeat, *do not*—put lids on the jugs. Put a thin cloth only.

5. Now set jugs in a warm place, but not too warm, for about five to seven days. When you've decided you want a drink, get about five heavy drinking friends together and have a blast, because believe it or not, it's pretty hard stuff. It tastes like the wine you can buy on the street, called Orange Rock, or Orange Flip—at least that was what it was called in Kentucky.

**By Big Mike**



*Reader shares his secret process for making orange juice*





# From
# I don't

Neither did we when we first opened Dude Acerra's letter, but in the June issue under the heading "Rare as tits on a bowling ball," we featured a knucklehead from the Midwest. The article ended (after we had explained the simple steps it took to get a bike featured in Easyriders) with a challenge: "So, don't complain about not being in a magazine—do something about it . . . It's your move."

Well, to make a long story short (how's that for sparkling rhetoric?), Dude Acerra of South Haven, Michigan, made a move—and as a result you see his '40 knuckle here in all its glory.

We had a slight problem though: he had only submitted bitchin' color transparencies for us to wet our pants over, and failed to send us any black and white photos.

Instantly, with speed seldom seen around this asylum, Spider called Larry (that's what his mom calls him, and how he signs his unemployment checks) and rattled off all the additional photos we'd need to feature his bike—action photos packing a chick, close-up nitty-gritty shots—the works.

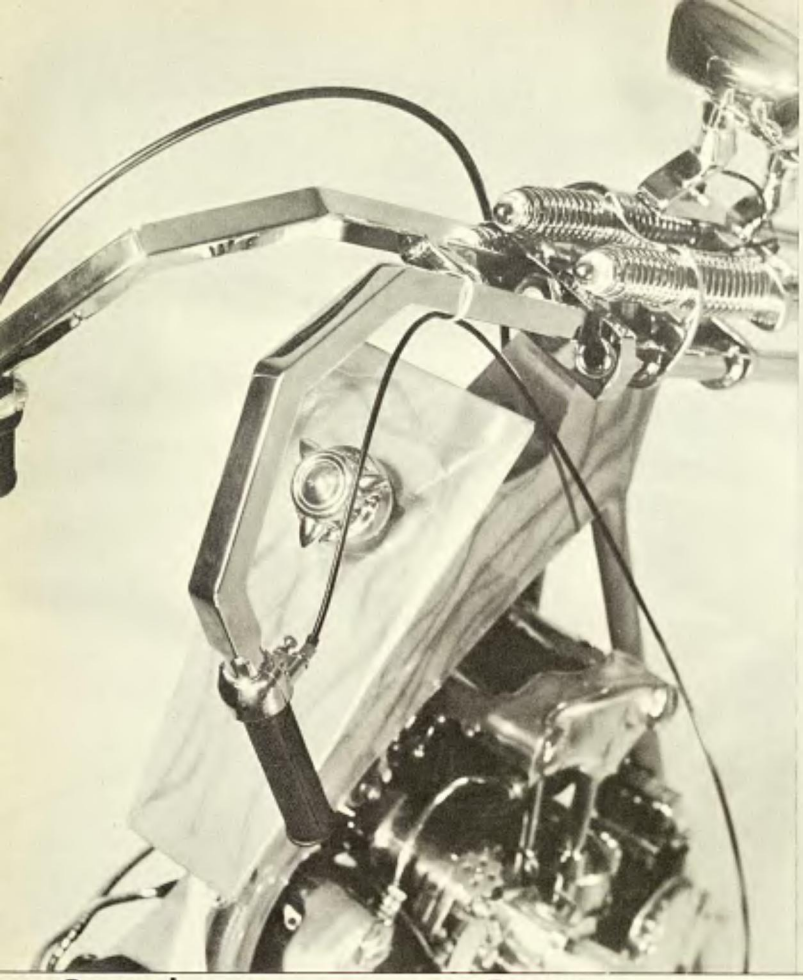
When Spider got off his word-trip, Dude told him he'd sure like to help him out, but there was six inches of snow on the ground. Spider puckered, like he was about to slide down a razor blade, but before he could say anything, Dude said," But I think I can get it into a photo studio."

Relieved, Spider asked him to let him know, and meanwhile he would send photo instructions, tech chart, release forms and loyalty oath. When he hung up the phone,

Photos by Appleyard Studio

# Michigan? believe it!







## General

| | |
|---|---|
| Fabrication by: | owner |
| Year & make: | 1940 H-D |
| Model: | 61 (74) |
| Value: | $2500 |
| Time: | 3 months |
| Assembly: | owner |
| Chroming: | Grand Rapids Plating |

## Engine

| | |
|---|---|
| Year: | 1940 |
| Model: | Knucklehead |
| Builder: | Russo's Harley Shop |
| Displacement: | 74 cu. in. |
| Cam: | stock |
| Lifters: | solid |
| Carb(s): | Tillotson |
| Shifter: | foot |
| Pipes: | drag type |
| Mufflers: | none |
| Stacks: | none |

## Wheels

Front: 21 inch Rear: 16 inch

## Frame

| | |
|---|---|
| Year: | 1956 |
| Rake: | 1¼ inch |
| Rear susp: | rigid |
| Bars: | owner |
| Tank: | owner |
| Seat: | Humphrey Upholstery |
| Material: | naugahyde |
| Sissy Bar: | owner |

## Forks

| | |
|---|---|
| Type: | springer |
| Extension: | 15 inches |
| Builder: | Cycle Specialties |

## Painting

| | |
|---|---|
| Molding: | owner |
| Painting: | Joe Getrust |
| Color: | translucent orange |
| Type: | lacquer |

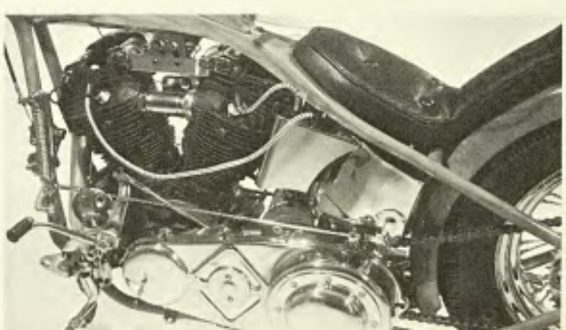
## Tires

| | |
|---|---|
| Front: | 3.00 x 21 Avon |
| Rear: | 5.00 x 16 Goodyear |

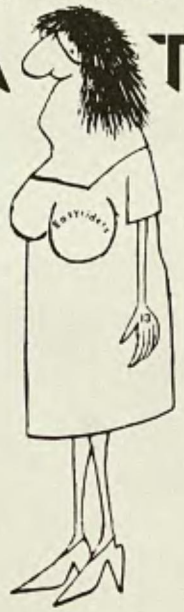
Spider, a native Californian, asked, "Is six inches of snow very much?"

When Dude mailed the black and whites in, he said that he tried to get some action shots jammin' on the highway, but Mother Nature took care of that with three inches of snow and about 20-degree weather—and he added, it's not nice to fool with Mother Nature.





# MIRACULOUS MUTHA TELLS ALL



**Wants to Ball Mutha**

I've been reading your words for quite some time now and I think you're quite a lady. I would like to meet you and maybe we could ball.

Bruce Rodgers
Portland, Oregon

● The line forms on the right, sweetie. Like everyone else around this asylum, I draw the line at eight and eighty.

**Honda Freak**

How in hell do you get a broad to give up Hondas? She's so hung up on them, she thinks all other bikes are trash and Harleys are oil-dripping piles of junk.

Don Rossiter
Denver, Colorado

● Take her to a local outlaw club and tell her to repeat her statements. She needs a little shock treatment to get her head straightened out, and that should do it.



**The Real Mutha**

I hate to see everyone pick on you, even though you look like you're all burnt out on Panama Reds. I have drawn a few pictures of what I think you really look like under that dingy dress.

Marty Robinson
Gresham, Oregon

● If you and the other readers really want to see what I look like, just send me a stamped, self-addressed envelope and I'll send you an autographed drawing of me.

**176 Pounds of Problems**

I have a terrible problem. I'm the ugliest bitch in school. I try to look my best, but everyone laughs and avoids me. I am flat-chested, have horrible breath that will peel paint, a chipped tooth in front, and too damned much hair all over my body and face. I weigh 176 pounds and can't seem to get rid of my rank body odor even when I bathe every week. Please tell me what I can do to be happy.

Flatso-Fatso Pam
Lindsay, California

● You could dress like a man and become a narc—you seem to meet all of the necessary qualifications.

**Does Anyone Know?**

What makes a chopper legal? Does anyone know?

Ken Rea
Kennewick, Washington

● Every state does its own number. What is legal in one state will get you castrated in another. If you want to play it super-safe, I suggest you get a mildly modified Sting Ray—but be sure to check federal, state and local laws governing bicycles, and be sure not to wear any Orphan Annie or Popeye t-shirts—colors seem to twist the heat's head.

**Insulting and Crude**

If I were your mother—which would be a miracle, because I don't believe you had one—I'd break your knuckles so you couldn't write. Your answers are insulting and crude and can only serve to confirm the already low opinion people have of chopper riders. The magazine is good and could do without your filthy tongue.

E.C.M.
Douglas, Georgia

● Hey, baby—chopper riders could wear pissy purple leathers, go to church twice a week, and listen only to Pat Boone records, and it wouldn't change anyone's opinion. There's nothing wrong with long hair, a beard, or even greasies, but some people think so and largely because they have been sold that opinion by the AMA who preach that the only good and wholesome biker is the guy on a factory stock bike. Everyone around the office agrees that my tongue is indispensable.

**Help! I'm Going Crazy!**

Mutha, please help me! I'm about to go crazy. I need an answer to this question: If toads grew on trees, if olives were really elephants, if weed was purple, if cops wore hot pants, if King Kong was really Spiro Agnew, if Igor got ripped on bubble gum, and George Wallace was a soul brother, then would Richard Nixon be a smack freak?

Gorgo
Perry, Iowa

● Wasn't Iowa one of the states where the Government owned marijuana plantations during World War II? And you know where—don't you, Gorgo?

**Smelly Problem**

There has been this problem that has been buggin' us, and we decided that your great mind could solve it for us. If you can't see the invisible man, can you see his shit? If not, how would you know if you stepped in it?

Ron Alexander
Pat Johnson
Mansfield, Ohio

● That's easy. You'd smell it. Or maybe it'd depend on what you were on at the time. And then again, maybe the answer to the question depends what you're on at the time you're trying to decide the answer. But another thing keeps getting in my way when I'm trying to figure the answer: I keep wondering what you guys were on to come up with the question in the first place.

**Dullsville, USA**

Would you please tell me how a 21-year-old chick can get in on the hip scene? I ride a stock 350 Honda because I don't have enough bread for a chopper, but I ride one in my heart. I'd appreciate any ideas you have to help me get away from Dullsville and be able to make the scene with some heavy guys.

Frantic
Winnfield, La.

● Move to a hip town. Throw away your bra and ride around town on your scoot—they'll find you, baby.

**Hairy Problem**

My problem has nothing to do with bikes. Every time I wash my hair it honestly smells like vomit, or a dirty damp wash cloth. This bothers me. I wonder if you've ever had this problem?

Yak Morrison
Philadelphia, Pa.

● Why wash your hair? It just gets dirty again.

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*—Send your problems or questions home to Mutha c/o Easyriders, Box 2086, Seal Beach, California 90740*

# A Case *Against* Helmet Laws



By E. Armstrong

***Here are arguments that can be used to contest helmet laws!***

All but a few states have already passed helmet-wearing laws for motorcyclists, and the California lawmakers are presently pushing through such a law. A recent newspaper article reports the sponsor of the bill as saying that a study by the (California) Highway Patrol showed that in 43 states with mandatory helmet laws, the rate of fatal and injury accidents has decreased because of the regulation. *This simply is not a true statement.* In fact, after writing to at least 30 states, I have been unable to find even one state with statistics that will uphold the contention.

Even if it could be proven that helmets alone reduce the rate of fatal and injury motorcycle accidents, the helmet law is unfair and discriminatory, in that wearing helmets would also, then, reduce death and injury accidents with automobiles, bicyclists, and probably even housewives around the house. I will not pursue this, nor will I pursue the statement made by another California Assemblyman—let them crack their heads open!

The real fact of the matter is, in all cases where I was sent a copy of the "helmet law," the same law would include many other regulations such as tighter control on licensing, rider tests, certain safety standards such as rear view mirrors, and other items that tend to get at the real problem, that of *preventing* accidents to start with.

This article will attack in two ways the contention that motorcyclists kill themselves unnecessarily. First, by examining several states that have kept quite good statistics, I will show that in fact helmets contributed nothing to decreasing the death rate. Second, with what few statistics are available, I will show that probably motorcyclists do not in fact have a fatal accident rate several times that of automobile drivers, as is frequently claimed, and that the key lies in looking at similar age groups. It is hoped that by basing the arguments on statistics from the states themselves the information furnished here will be made useful in court cases contesting the helmet laws, and perhaps can be used to persuade lawmakers to leave helmets out of the laws and concentrate on reasonable accident-preventing measures.

**Unable to find any records that show that wearing helmets reduces the number of deaths.**

The following paragraph is from an article titled "Motorcycle Accidents —1968," contained in the November 1969 issue of *Traffic Safety*.

"Protective helmets are effective in reducing motorcycle fatalities. For example, the following quotes are from a news release of the State of Washington Department of Motor Vehicles: After 2 years in operation, Washington State's Motorcycle safety law has been more effective than its proponents had hoped. In 1966, before passage of the law, 46 motorcycle fatalities were recorded. In 1968, the number of motorcycle fatalities dropped to 22, a reduction of 49%. One provision of the 1967 law requires that motorcycle riders wear protective helmets."

Let's take a closer look at that quote. I have before me a document titled "Motorcycle Fatality Study 1967 and 1968 Data," issued by the Research and Technology Department, State of Washington, dated April 1969. Here we can learn whether the helmet-wearing law really did reduce deaths by motorcycle accidents in Washington. To put the question in the right perspective, the State passed the following new regulations:

1. An equipment law required wearing of helmets and goggles or windshields, and motorcycle mirrors, as of Aug. 1967.
2. To operate a motorcycle, a driver must have a license endorsement to do so, by his birthday after Aug. 1967. The endorsement is obtained by demonstrating ability to ride a motorcycle.

The most interesting fact that comes out of the statistics from the above referenced document is that helmets in fact couldn't have had

anything to do with the announced reduction in deaths from 46 in 1966 to 22 in 1968! You must look at the right numbers.

First, note that in 1967, the year of the law, the registrations began to drop. This no doubt was due in large part to fewer purchases by young people.

*The total number of MC accidents here is a small extrapolation. I received only the number of death and of injury accidents, not the property damage accidents as I had for the previous years. I added the average of the previous years, about 200.

Next, we must agree that wearing a helmet is not an accident-preventive device; it can only, if it does anything, prevent death or perhaps head injuries *once an accident happens.* The appropriate row to look at to see the effect of helmet wearing is fatal accidents per number of accidents, not at the absolute number of fatalities (as was done in the earlier quote, stating that deaths dropped from 46 in 1966 to 22 in 1968).

In the bottom row you can see that wearing a helmet had almost no effect on the trend of the rate of deaths per accident. The year 1966 seems to be a particularly bad year, where the number of fatal accidents rises higher than in either 1964 or 1965. In 1967, the number drops to slightly less than in 1965 and stays the same in 1968. In 1969, the first full year with the law in full effect (because of the law requiring licensing on birthdays), the number of fatal accidents per number of accidents rose again to more than in any of the pre-helmet years shown. As time goes on and registrations rise rapidly (more new riders), the deaths go up as well as the death rate. *It simply is not correct, nor fair, to dogmatically support helmet-wearing because the absolute number of deaths dropped from 46 to 22 between 1966 and 1968.* In fact, to say that masks a very important fact discussed below.

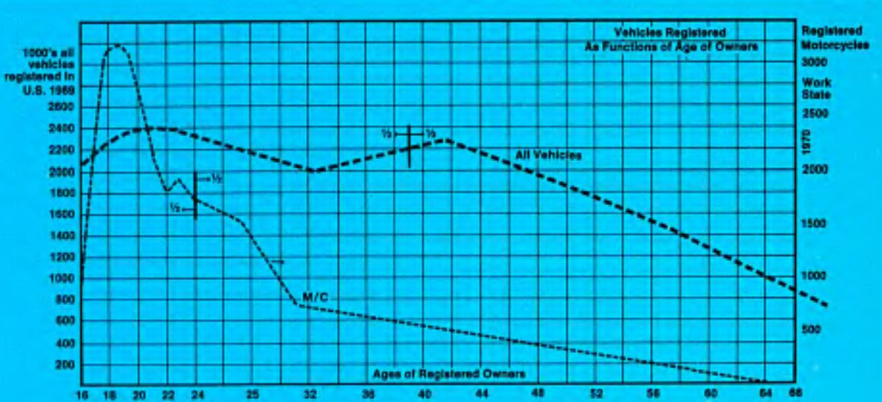
The number of accidents per registered motorcycles has shown a downward trend. This can't be caused by helmets or no helmets. It is caused probably by the increased publicity on safety and the licensing requirements. In fact the Washington report itself does not attribute the drop in deaths from 1966 to 1968 to helmet wearing. Their report states: "The underlying factor in the fatality decrease is that today's drivers are more experienced than were drivers two years ago because there are fewer new and inex-

—Continued on page 61

| Washington | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970* | 1971* |
| MC Registered | 29,875 | 43,923 | 55,476 | 53,065 | 46,638 | 49,082 | 61,697 | 74,092 |
| MC Accidents | 1356 | 1560 | 1853 | 1482 | 1137 | 988 | 1760 | 1935 |
| Fatal Accidents | 32 | 32 | 46 | 28 | 23 | 26 | 41 | 53 |
| Fatal Accid. per 10,000 Reg. MC's | 10.7 | 7.2 | 8.3 | 5.3 | 4.7 | 5.1 | 6.6 | 7.2 |
| Accidents per 100 Reg. MC's | 4.5 | 3.3 | 3.3 | 2.8 | 2.4 | 2.0 | 3.6 | 2.6 |
| Fatal Accidents per 100 MC Accid. | 2.3 | 2.0 | 2.5 | 1.9 | 1.9 | 2.6 | 2.3 | 2.7 |

| New York | | | |
|---|---|---|---|
| Year | 1966 | 1967 | 1968 |
| MC Registered | 67,890 | 67,177 | 75,632 |
| MC Accidents | 5275 | 3210 | 3598 |
| % Reduction in Accidents | | 39% | |
| Fatal Accidents | 85 | 51 | 60 |
| % Reduction in Fatal Accidents | | 40% | |
| Injury Accidents | 4877 | 3034 | 3400 |
| % Reduction in Injury Accidents | | 38% | |
| Fatal Accidents per 100 MC Accidents | 1.68* | 1.65* | 1.67* |
| % Reduction in Fatal Accidents per 100 MC Accidents | | less than 2%* | less than 1% from 1966* |
| Accidents per 100 MC Registered | 7.7 | 4.7 | 4.8 |
| % Reduction in Accidents per 100 MC Registered | | 40% | |
| Head & Face Injury Accidents | 1800 | 770 | Not Available |
| % Reduction in Head & Face Injury Accidents | | 57% | |
| Injury Accidents per MC Accident | 0.925 | 0.945 | 0.945 |
| Head & Face Injury Accidents per 10 MC Accidents | 3.4 | 2.4 | |
| % Reduction in Head & Face Injury Accid. per 10 Accidents | | 30% | |

*Helmet-wearing effect on deaths. If the % reduction, in fatal accidents per 100 MC accidents had been 10 or 20 or 30%, there might be an argument for helmet wearing.





# Mutha Goose

Sing a song of acid,
Tripping on his bike.
Topping off at ninety,
Headed down the pike.
Forty miles away from home,
But back he had to hike.
'Cause suddenly it hit him,
That he'd left without his bike!

—Doug Wagner
Bucksport, Maine

Jack the Rat married an old bat,
and told her he wanted a new '74.
When he got the bike he took back his
ring and married the chick next door.

—Glen Moore
Kansas City, Missouri

Peter, Peter, Harley speeder,
Raced a Honda; couldn't beat her.
Met the guy who won the race,
Shook his hand, then broke his face.

—Big Orange
Merced, California



Little Boy Blue, don't blow your horn,
The bikers up front think it's a beautiful morn.
But if you start honking and crowd them for space,
They might just drop back and rearrange your face.

Pee Wee had a righteous scoot
Its chrome, it sure did glow
And everywhere that Pee Wee went
His scoot was sure to go.
It went with him to Oakland one day
Which was a big mistake
He mouthed off at a local club
Who threw it into the lake.

—Bob Ranta
San Dimas, California

Little Miss Frigid
Sat on her rigid,
Gave no one the time of day.
Instead of putting her glands
Into trustworthy hands,
She let Harley vibes go all the way.

—Rick Germik
Allen Park, Michigan

Fractured Freddy Frock
Missed a shift with his jock.
With his foot in the chain
And with gravel on the brain,
He decided to visit the doc.

—Michael Walker
Fort Wayne, Indiana

Foolish Jack Horner
Stood in the corner
Staring and drooling at Sadie.
But he got shot, because he forgot
Sadie was Big Duke's ol' lady.

—George Tamlurino
River Edge, New Jersey

Hairy Harry, quite contrary,
How fast does your chopper go?
It'll go so fast,
It's really a blast,
With naugahyde seat,
To rest my meat.
But I gotta lay low,
From the cops, you know.
'Cause it blows their mind,
When they see my kind.

—John Borner
Hereford, Arizona



Little man in blue, come blow your whistle.
A chopper's in town, please draw your pistol.
Where's the man who guards Straight Joe?
Having seen all the movies, he's afraid to show.

—Lloyd Troendle
Hopkins, Minnesota

Peter, Peter, old gash eater,
Said, "My 'goochy is fast; you can't beat 'er."
He bet his ol' lady, my chopper he'd beat.
Now she's mine, and he just sniffs the seat.

—Lloyd Troendle
Hopkins, Minnesota

John liked his booze, and John liked to ball,
But John liked his Harley best of all.
Well, he gave it the gas, but busted his ass,
There's ice at 20 below in St. Paul.

—Janice Hammond
Albany, Georgia

There once was a biker named Ike
Who one day ran over a dyke.
He wasn't in Holland, so after the maulin'
The dyke rode away on her trike.

—Darrell Craig
Orlando, Florida

Jack was nimble, Jack was quick,
His chopper started with one swift kick.
Jack was cool, Jack was smart,
The cheating mutha used an electric start.

—John Montgomery
Louisville, Kentucky

By William M. Otto, Engineer/Physicist



# What is a *safe* rake?

*ABATE is a national brotherhood of bike riders, an organization of concerned bikers who have joined together to fight for positive solutions to the myriad problems confronting street bikers everywhere.*

*The fight is being fought on many fronts, one of them being the fight against the arbitrary outlawing, or attempted outlawing, of certain modifications. Arbitrary, in that such laws are usually based on uneducated opinions and/or decisions of well-meaning lawmakers; laws that are enacted without a sound scientific basis—just an opinion of the lawmakers that usually have been molded by silver-tongued vested interests. Such interests are represented by people who are called in to testify as experts without any consideration given to the fact that they, the experts, may have an axe to grind—a vested reason to slant their "expert" opinion.*

*The lawmaker, not knowing any better, accepts at face value, for instance, the "expert" advice of AMA (the manufacturer's mouthpiece) and MIC (the dealer/distributor/importer lobby). To their advice is invariably added the views of the police establishment, which of course just happen to coincide with AMA and MIC views. With no one invited to present* our *side's viewpoint, the lawmaker accepts the advice of the "experts," what else? Is there any wonder why there is a growing trend toward laws forcing bikers to keep their bikes stock—under the delusion that the only safe bike is a stock bike?*

*Here's one thing ABATE is doing about it. We'll soon be presenting our side in the form of scientific engineering reports, offering intelligent technical papers by recognized experts in an effort to educate lawmakers, judges and the police. Each in-depth report will cover in minute detail every aspect of a particular subject, i.e., extensions, rakes, center of gravity, etc. All testing will be by a respected laboratory. The reports will be written by engineers. We are making every effort to make the reports of such academic quality that they will command respect for their authoritative detail, supporting documents and test reports, as well as the credentials of the individuals conducting the tests and writing the reports.*

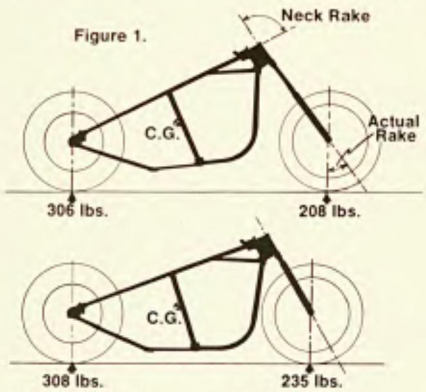
*In addition to the reports being mailed to legislators, ABATE will make them available to members to aid them in their defense in traffic court. Now a biker will be able to defend himself with documented facts, not opinions. Facts in sufficient detail that they should be able to offset the "expert" testimony (opinion) of the traffic officer.*

*Our first report is on what* really *is a safe rake for a 74 when coupled with all the different lengths of extended forks.*

There are so many aspects to the rake question that it is almost impossible to make a flat statement that any particular rake angle is safe, and that all others are dangerous. Nevertheless the question is still a very vital one to the biker, the builder, and the authorities; and it can be answered with reasonable accuracy, but only after *all* the factors affecting the performance of a bike are considered. We will present here a systematic way of considering all these factors, a way that should make it relatively easy for you to determine whether you have a safe rake.

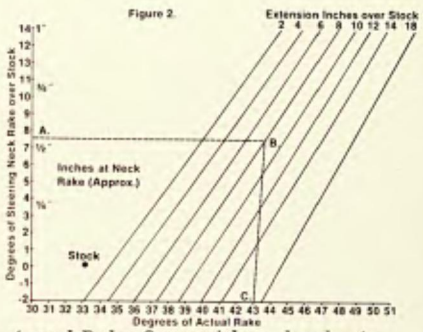
There are two broad subjects which must be considered in examining the rake question: structure and handling. Each is of major concern, and each is strongly influenced by the rake angle. In order to do full justice to each, we have divided this discussion into two parts, and we will consider first the influence of the rake angle on structural adequacy.

*Structure.* Whether a structure is strong enough or stiff enough is determined by three things: 1. the forces you apply to the structure, 2. the size and shape of the structure, and 3. the material that the structure is made of.

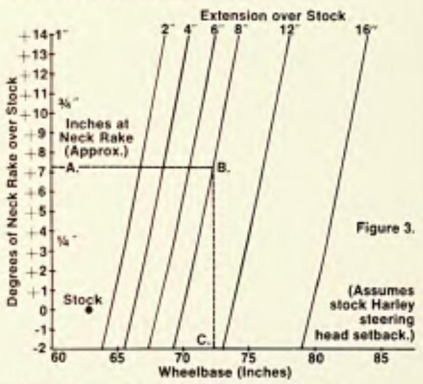



*Weight Distribution: A—Stock SuperGlide; B—Chopped SuperGlide with extended forks, no additional neck rake. Note that longer wheelbase and increased* actual rake *take place* without increasing neck rake. *C.G. is almost fixed in location.*

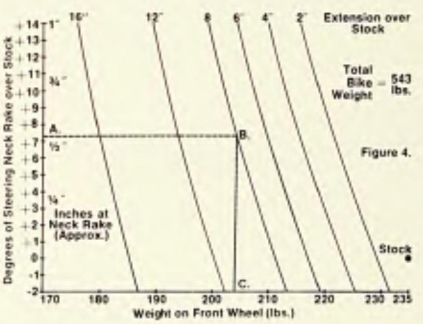
*Forces.* All of the forces that are applied to the fork and neck of a bike must result from forces that originate at some point on the front tire. There are two kinds of forces, *constant* and *varying*, that can be generated. The *constant* forces are principally due to the inert weight of the bike and rider, but we will also include the forces due to braking since they are rather slowly varying and from a structural point of view can be viewed as essentially constant. The constant forces due only to the inert weight of the bike are shown in Fig. 1. (Fig. 1 does not include the force changes due to braking, nor does it include weight of rider.) Note that the lower bike is a stock Harley SuperGlide which has a measured weight distribution of 235 lbs. on the front wheel, and




*Actual Rake: Start with neck rake A, go over to fork extension line B, drop down to find actual rake C.*




*Wheelbase: Steering neck loads vary with wheelbase. Same bike as in Fig. 2. has 72-inch wheelbase.*




*Weight on front wheel: Stock SuperGlide has 235 lbs. Chopped bike with same weight has 204. As rake and extension get bigger, front wheel weight gets less.*

—Continued on page 50



# In the Wind

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

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



—By Jake, Wellesley, Massachusetts





—Submitted by Frenchy DeCarrie, Pasadena, Texas



—Submitted by B. J. Eltz, Wheeling, Illinois



—Submitted by Dave Fitzgerald, Poughkeepsie, New York



—Submitted by Diane VanWieren, Redlands, California



—Submitted by Ken Corts, Rochester, New York



—Submitted by Bill Hood, Largo, Florida



—Submitted by SSgt. C. Malitz, Korat, Thailand ("American chopper building center in Southeast Asia.") That's a Sunbeam 500cc engine with shaft drive. Servicemen build choppers in spare time from scrounged up parts.

—By Jake, Wellesley, Massachusetts

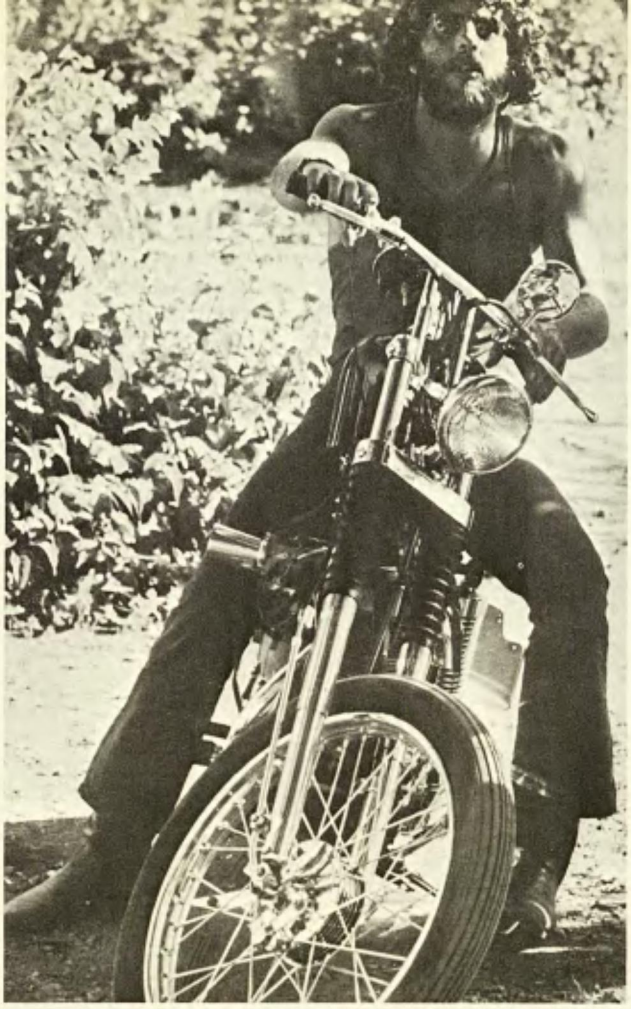




Easyriders will pay $10 for black & white photos, and $20 for color transparencies, of bikers in action. We prefer bikes in motion, with a guy packing a chick, although we will purchase any sharp, properly lighted action shot. Send your black & white prints or color transparencies (no color prints or color negatives) 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 envelope with submissions. Easyriders cannot be responsible for loss or damage.

*To ride on the wind while it's*
*rushing through my hair,*
*And to experience all the*
*freedom that stirs within*
*my soul,*
*Is to escape society's prison that*
*would shackle me to their*
*fold.*
*It is loving.*
*It is hating.*
*It is knowing where I stand.*
*It is loving one's fellow biker*
*by extending a greasy*
*helping hand.*
*It is hating the outsider who*
*condemns us for our*
*code.*
*It is knowing my ol' man*
*boozed too much when his*
*head threatens to*
*explode.*
*It is knowing that his brother*
*is always at his side,*
*Ready to bust any knuckles*
*if trouble happens to*
*coincide.*
*So keep your plastic society.*
*Make your money.*
*Buy your toys.*
*Just leave me to ride behind*
*my man.*
*My lord's chopper is our joy.*

*—Debbie Keaghey*
*Ponchatoula, La.*



—Submitted by Bruce Carlton, San Francisco, Ca.



—Submitted by Brian Davis, Arlington, Virginia



Lonesome Road

*Wind in my face,*
*I feel her beneath me.*
*She moves with grace;*
*What's taking place?*
*Springers gleaming,*
*Engine screaming,*
*Down the lonesome road.*

*Deserted highway,*
*Hear what I must say:*
*I will always find you,*
*And no matter what's before me,*
*You'll see me one day,*
*Lonesome highway,*
*Lonesome road.*

*—Dan Kluzek*
*Santa Ana, Ca.*

*Dirty necker, dirty necker*
*on your bike,*
*Cranking it up on a cross*
*country hike,*
*What do you seek?*
*Why do you ride?*
*Truth is not your fate—*
*but you've nothing*
*to hide.*
*You throw in your clutch,*
*and kick her in first,*
*For speed is all that will*
*quench your thirst.*
*Gasoline, benzedrine, sex,*
*and pot,*
*Whatever the scene, you're*
*living a lot.*

*Now first is wound, so you*
*bang second gear;*
*The roar of your megs is all*
*you can hear,*
*You feel the throbbing of*
*your screaming machine,*
*But your ear's always cocked*
*to detect a mixture*
*too lean.*

*The wind makes your eyes*
*wet—It's hard to see.*
*You're winding eight grand—*
*so you kick number three.*
*Got to really hang the turns*
*now, but you feel just fine.*
*(Keep her a little to the*
*right of the line.)*

*As for the fuzz, you just don't*
*sweat them.*
*Well, third's wound tight so*
*you kick into four,*
*Knowing you're doing a*
*hundred or more.*
*With squinting eyes—and*
*teeth that are gritting.*

*The goddam thing's still*
*accelerating;*
*Long lines of cars you leave*
*behind,*
*All of them thinking you're*
*out of your mind,*
*And hoping it's not their*
*daughter clinging to*
*your back.*
*('Cause she's got the guts*
*that they all lack.)*

*You know she's still behind you*
*on the buddy seat;*
*Her legs are scarred, from*
*tailpipe heat,*
*But when times are hard, and*
*the road is slick,*
*She's still behind you, 'cause*
*she's a Drag-On chick.*
*And she knows that someday,*
*on a wet manhole cover,*
*You'll grab a fistful of brake,*
*and she'll die with her*
*lover,*
*And pass with you on to the*
*promised land.*

*And you and your chick*
*And your cranking machine*
*Will roar forever*
*On heaven's scene.*

*Dedicated to the*
*Drag-Ons M/C*
*Philadelphia, Pa.*


CALIFORNIA
19 68

Typical of the beautiful women who attend college with Brad is Laurel Gilbert (36-23-35). That frame you're gawking at is five-four and a firm 110 pounds. Spider, our staff lecher, was bug-eyed with enthusiasm when he returned from the photo session with Laurel. "Man, she was Playboy material—her body was perfect!" He wiped his chin. "She didn't have anything else on, except a thin knit tank-top and shorts. Her body was so perfect, you'd swear she had a corset on, or some jazz like that—but she didn't. It was all her—just her, and man she's wild—the most bitchin' body I've ever seen." Now, with that coming from an expert lecher like Spider, you *know* she must be something else!





**Photos by Pete Chiodo**

# Talk About Having It Made!

*Some of us less fortunate slobs would consider ourselves lucky if we could just live in a small beach community where all the tender things try to see who can wear the least amount of bathing suit. A place so crowded with girls that you practically have to rub against, walk around, and step over them to get anywhere. If they're not lying around trying to see who can expose the most flesh to the sun, they are walking around trying to see who can show off the most sun-tanned skin—in a few words, wall to wall yummies.*

*But consider for a moment a guy who not*

# *Brad lives a disgusting (we're jealous) life of bikes, booze, and broads and broads and broads!*

*only lives in a city like that but also attends a nearby college, where the same sun-kissed bodies abound and look even more sensuous with their bare minimum of clothing. Also consider that this same guy has a few steady bucks coming in from his GI Bill benefits.*

*Then add to it all (you're really going to hate the guy) the fact that he owns the tasty scoot you see here, and spends most of his free time whopping the broads away. He's the only guy who when asked to bring a chick to photograph along with his bike, brought three.*

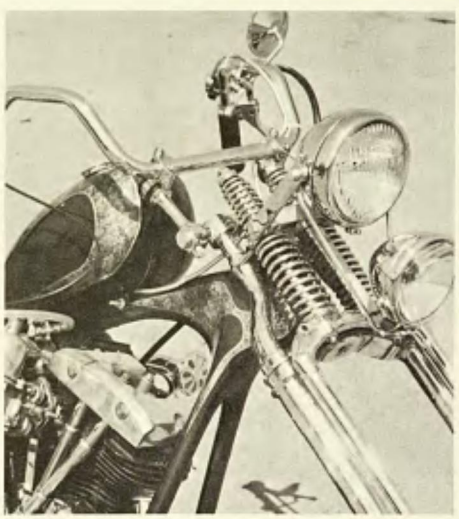
*We all hated him at first—until we found out that he wasn't selfish with his 24-page little black book. As a matter of fact, Brad Koerner turned out to be quite a righteous guy—but that's another story. Let me just say that Naples, California, is THE place to be in the summertime. Bring a rag to wipe your chin with, a fistful of nickels for the parking meters, park and dig it.*

*Well, I guess we'd better say a few things about his scoot, especially after his being so nice to us. At first glance you may flash that it's a shovel, but actually it has a shovel top end with a '40 lower end. He had only one bummer while working on the bike, and that was when he was spraying his paint job (which included the striping) with clear plastic; it made his paint run and he had to do the whole trip over again. (He kicked the crap out of two chicks that night.)*

*Since the photos were taken, the long arm of the law has reached out and hit him twice for excessive noise. He's also been rousted twice and did the numbers number. But even with the hassles he's happy. And why in hell shouldn't he be—he's got everything, while all some of us got is doodly shit. Thank God, I'm hung; it's the only thing that keeps my spirits up at times.* —*Spider*







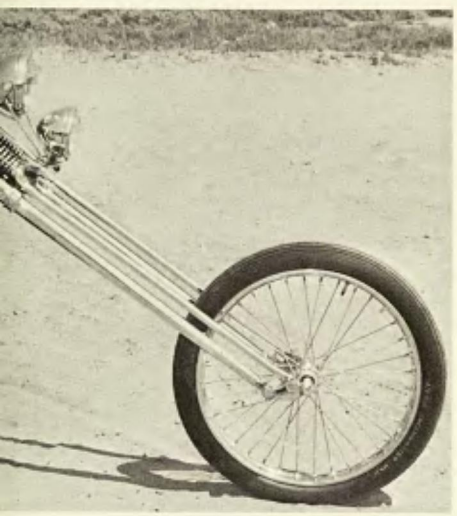




*Two more Long Beach College yummies (Geri Londres and Linda Rocha) are shown with you-know-who.*











| General | | Frame | |
|---|---|---|---|
| Fabrication by: owner | | Year: 1940 | |
| Year & make: 1940 H-D | | Rake: 1¼ inches | |
| Model: 74 | | Rear susp: rigid | |
| Value: $2500 | | Bars: pullbacks | |
| Time: 4 months | | Tank: peanut | |
| Assembly: owner | | Seat: owner | |
| Chroming: Custom Chrome | | Material: naugahyde | |
| | | Sissy Bar: Keith Ball | |
| **Engine** | | **Forks** | |
| Year: '40 lower, '70 top | | Type: H-D 45 springer | |
| Model: FL | | Extension: 15 inch | |
| Builder: owner | | Builder: | |
| Displacement: 74 cu. in. | | **Painting** | |
| Cam: FLH | | Molding: owner | |
| Lifters: solid | | Painting: owner | |
| Carb(s): SU | | Color: brown flake | |
| Shifter: foot | | Type: lacquer | |
| Pipes: drag type | | **Tires** | |
| Mufflers: none | | Front: 2.75 x 21 Avon | |
| Stacks: none | | Rear: 5.00 x 16 Avon | |
| **Wheels** | | | |
| Front: M/C 21 inch | Rear: 16 inch | | |

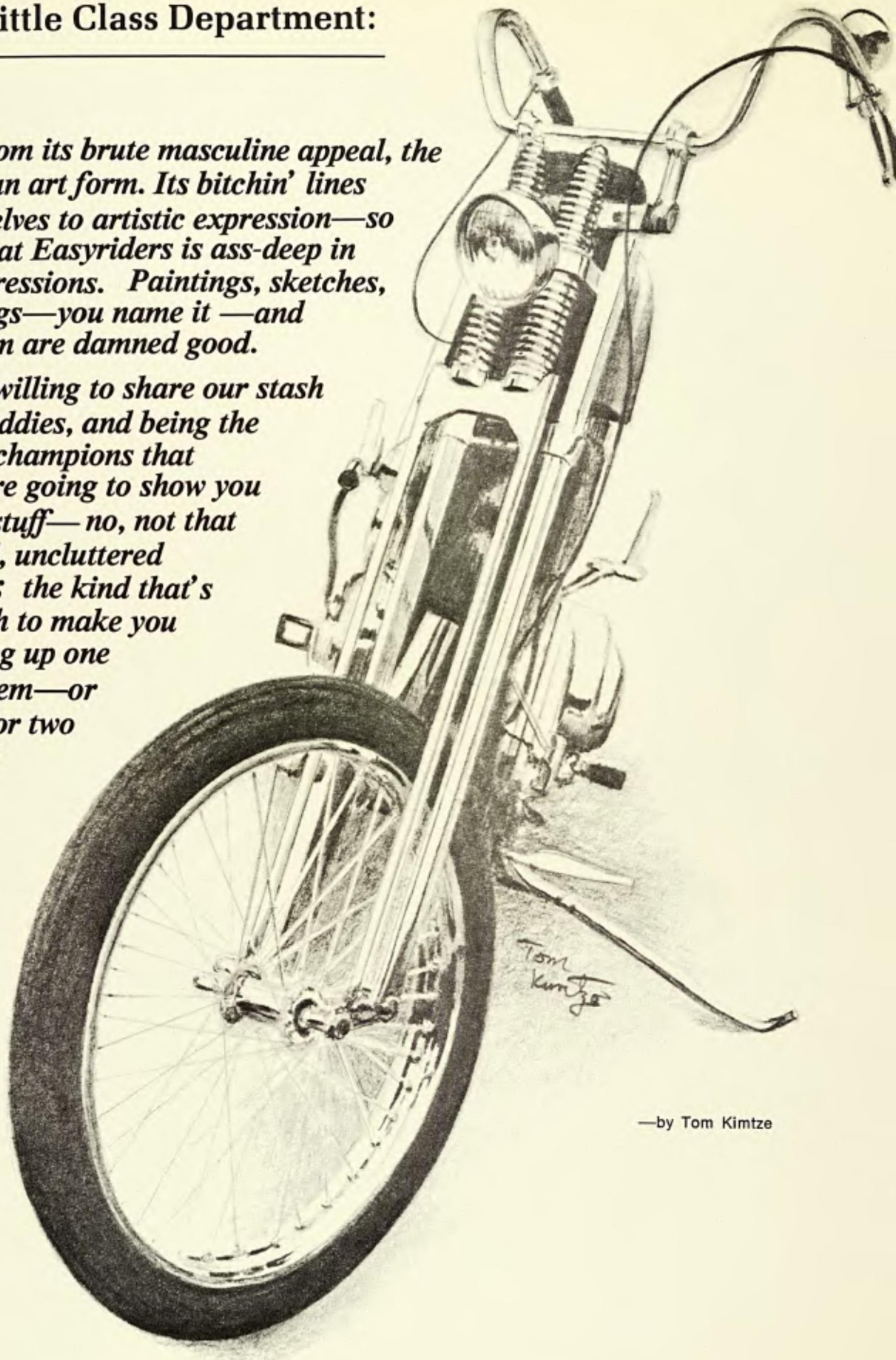


*—Now have a go at the next two pages!*

## Show a Little Class Department:

*Aside from its brute masculine appeal, the chopper is an art form. Its bitchin' lines lend themselves to artistic expression—so much so that Easyriders is ass-deep in artistic expressions. Paintings, sketches, line drawings—you name it —and most of them are damned good.*

*Always willing to share our stash with our buddies, and being the all-around champions that we are, we're going to show you some good stuff— no, not that stuff—good, uncluttered chopper art; the kind that's good enough to make you want to hang up one or two of them—or maybe one or two of them will hang you up.*




—by Tom Kimtze

# CHOPPER ART



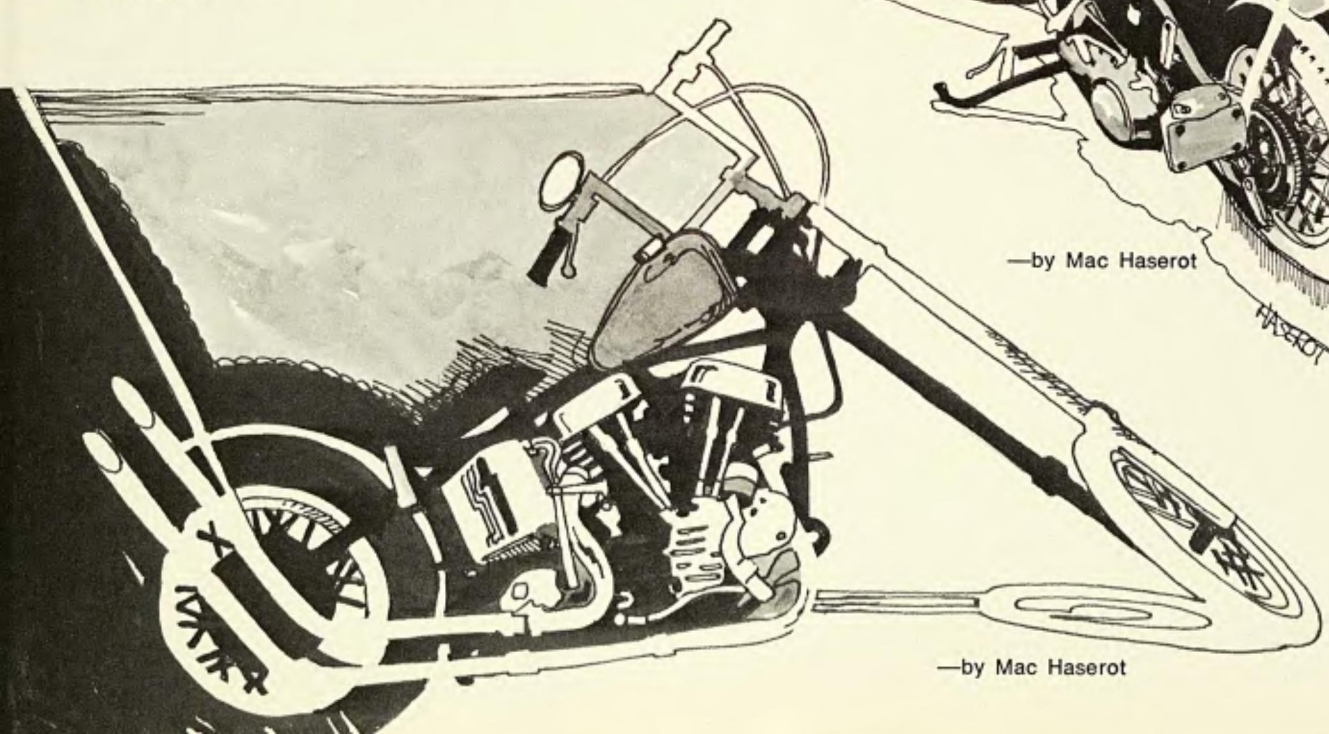
—by Andy Anderson



—by David Damson



—by Mac Haserot



—by Mac Haserot



—by Albert Van Houten

—by LaRochelle

—by Alphonse Gavila

—by Brian McBean




At the end of a run—where you let it all hang out! By Dave Mann.


Red Rider 'n' Little Beaver
"HERE, SNAKE, THIS WILL GET YOUR HEAD"
GIMME!
FSSSSST
BELCH
SNORK
SCARF
SHLORK
SNUFK
SKROF
SUCK
GRUB
BARF
GORGE
SLURP
GAG
CHOMP
GULP
GOBBLE
GLUG! UG! UG! UG! GLUG! GLUG! GLUT! GLUG! GLUG!
BREAD
YOCK
YUK
JEER
YIP
HOOP HAW
YUK HAW
YAK HEE
HOOT
GAK
HAR HAR
YEE HEE HA
BOFFEL
YEEK
YUK
OH WOW
"THAT SHIT'S NO GOOD MAN!"
HI ROY
END
Rainstone

# Different Strokes for Different Folks (IX)

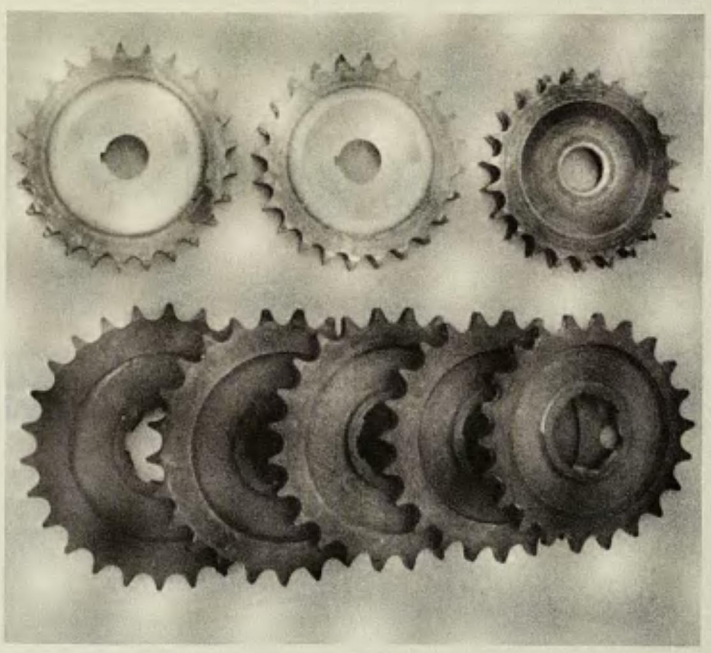
How you gear a stroker is a very important part of the overall performance and comfort you will wind up with when you're jammin'. If you gear too low (high numerically), at least three things are going to happen: 1. your scoot's going to vibrate and shake hell out of you at highway speeds; 2. you'll lose top-end speed; 3. strange as it seems, your bike will probably be slower out of the hole. An 80" (or bigger) hog putting out some heavy ponies doesn't need as low a gear to get it out of the chute as a full-dress 74 does to just take off normally—you can always use taller than stock gears on a chop because you're hauling around a lot less weight to begin with. So even a stock-engined 74 chopper can gain in comfort, if not in performance, by using tall gears, which let your engine turn fewer revs per mph; this in turn cuts down vibration.

To my way of thinking, it's almost impossible to overgear a strong-running 86-incher using the parts available today—there's not a damn thing you can do about the size of the clutch or rear wheel sprockets without getting really into it (stock sprocket sizes are: engine—23T or 24T; clutch—37T; transmission—22T; rear wheel—51T). For taller gearing you have to increase the size of the engine sprocket or the transmission sprocket or both. You are limited to how large you can go by chain clearance on both engine and trans—25T engine is the largest I've seen; 25T trans (foot shift) and 26T trans (jockey shift).

A strong stroker can easily pull a 25/25 and will usually perform best at any speed with something close to this—74s may lose a little acceleration but will be a lot smoother around 65-75 mph with a 23/24 or 24/24. Keep in mind when playing around with sprockets that a one-T change on the engine will have a greater effect on the overall ratio than one-T on the trans.

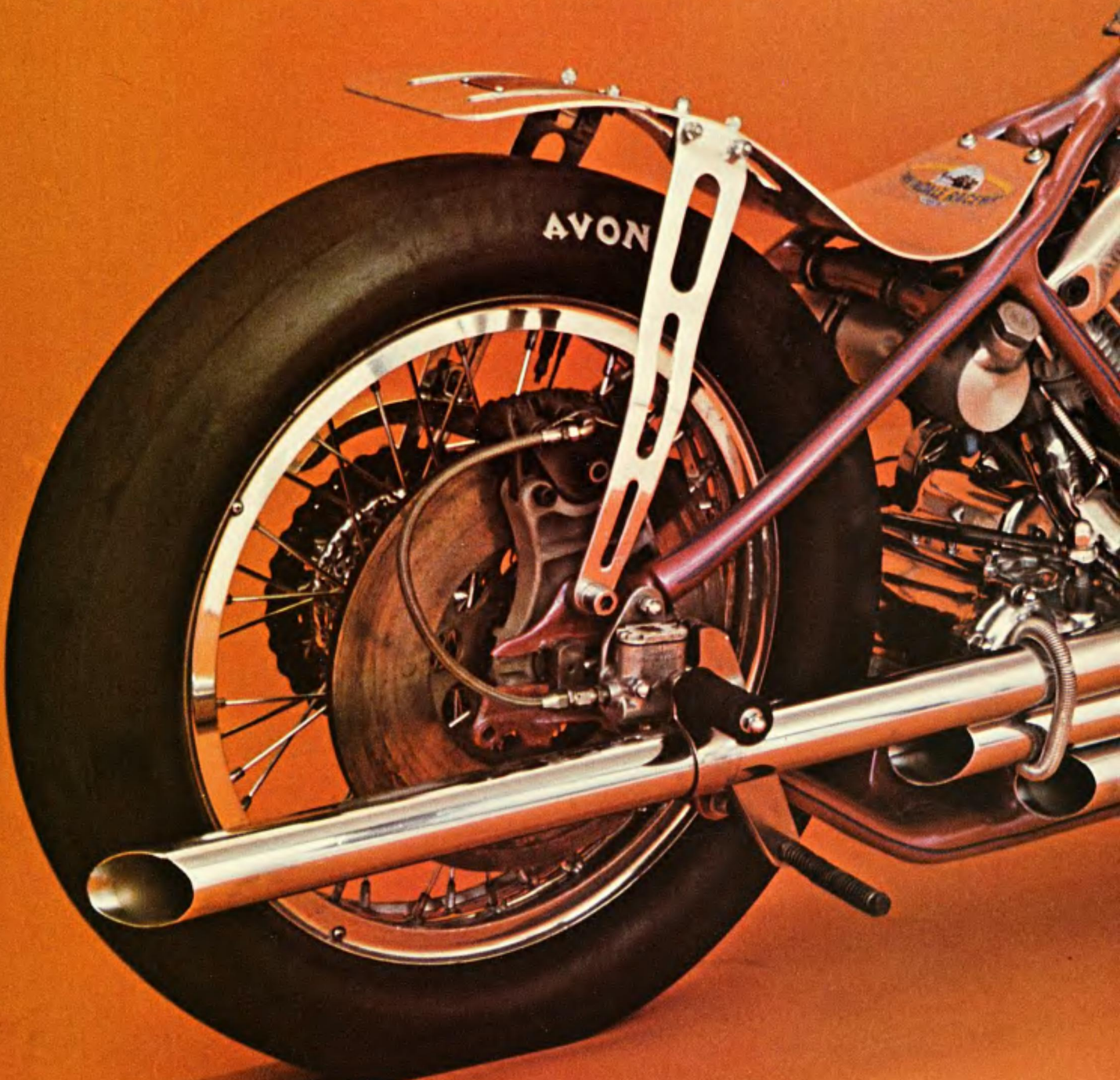
Engine sprockets are a lot more expensive than trans sprockets. Even though engine sprockets are easier to change, it is usually advisable to do your zeroing-in at the trans. ■

**Tall gears are a big help in smoothing out engine vibrations at highway speeds—a pretty fair variety of ratios can be had from sprockets available on the market today.**



# New Highway Patrol Bike?

**200mph dual-shovel-muscle bike started out as a street bike!**






**By Keith Ball**

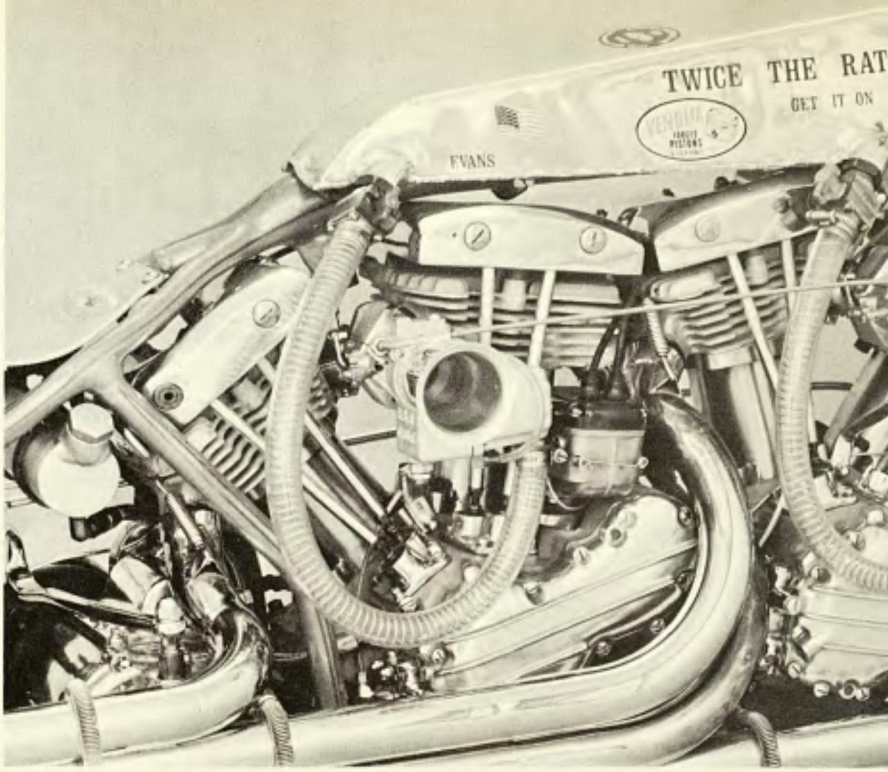
You're not going to believe this, but this brute started out as a street bike—that is, until the owner, Bob George, took it to the drags, which immediately changed his entire trip. All it took was one sweep down the quarter. With two stock panhead engines he ran 113 mph in the mid 11's.

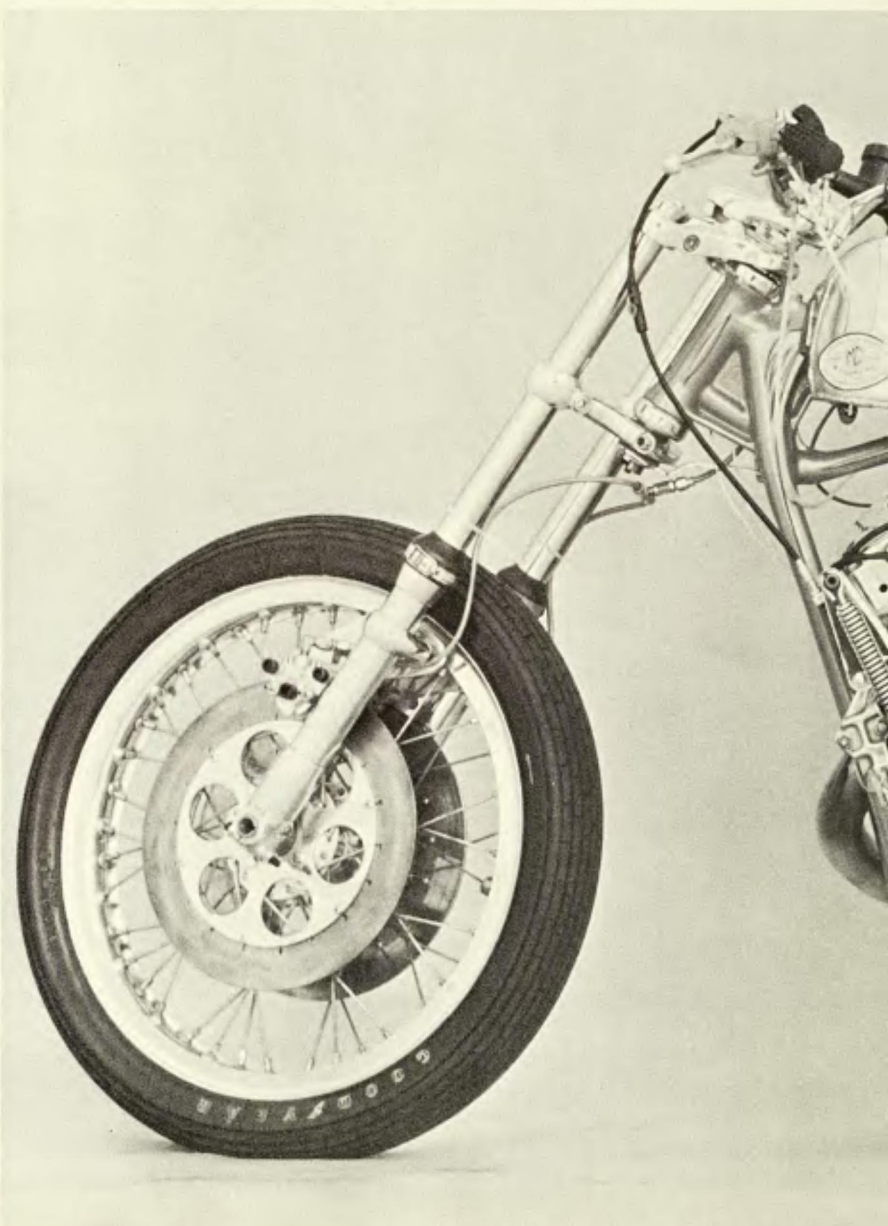
The next time he went to the drag strip, he had added dual carbs on each engine, went 127 mph and got his e.t. down to the low 11's—on gas. You Sporty owners may be interested in knowing that he kick-started the two-engined mutha.

In '69 with the same stock pans and dual carb setup, he set the National AAG 3000 class record at Bonneville with 150.914 mph.

In 1970, Bob stroked the engines to 80 inches and made a 166.35-mph run, but was unable to make the return run





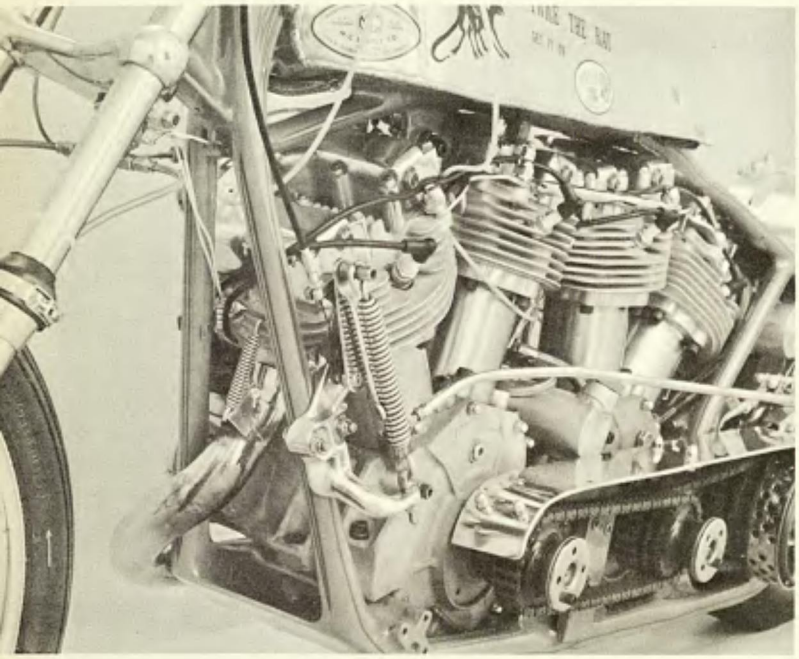
because he'd wasted a sprocket shaft.

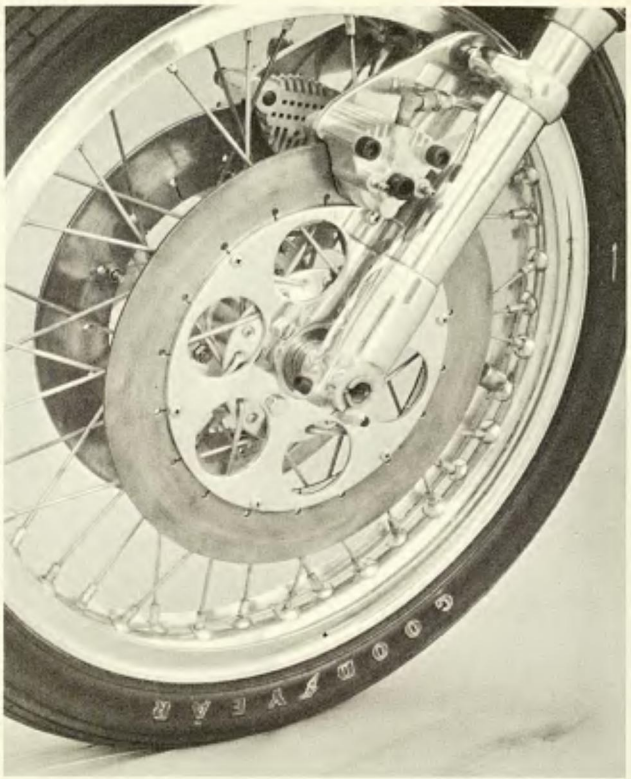
He switched to 80-inch shovelheads and barrels and single S & S carbs in 1971. With that combination plus fuel he made a warmup run of 190.27 mph, but after switching the gearing to 1.77:1, the driveline said later and that ended his attempts that year.

Never-say-die Bob will be back at Bonneville this year with the machine you see here. In test runs at the quarter-mile drags he was on snot all the way, but even at that he went through the traps at 140 mph in third—the tire never stopped burning. Here's why: It has two 91.5-inch engines with S&S experimental (4¾" stroked) flywheels that are three pounds lighter than the 19-pound stock S&S wheels.

*—Continued on next page*

Photos by Pete Chiodo





| General | |
|---|---|
| Fabrication by: owner | |
| Year & make: 1968 H-D | |
| Model: FL Twin | |
| Value: $5000 | |
| Time: constant | |
| Assembly: owner | |
| Chroming: Supreme | |

| Engine | |
|---|---|
| Year: 1962 | |
| Model: FL (S & S flywheels) | |
| Builder: owner | |
| Displacement: 91.5 cu. in. (each) | |
| Cam: Sifton+ (old style) | |
| Lifters: Sifton solid | |
| Carb(s): S & S (fuel) | |
| Shifter: ratchet | |
| Pipes: drag | |
| Mufflers: none | |
| Stacks: none | |

| Wheels | |
|---|---|
| Front: 19 inch | Rear: 18 inch |

| Frame | |
|---|---|
| Year: 1968 | |
| Rake: ½ inch (40°) | |
| Rear susp: rigid | |
| Bars: small Flanders | |
| Tank: owner (aluminum) | |
| Seat: owner | |
| Material: aluminum | |
| Sissy Bar: none | |

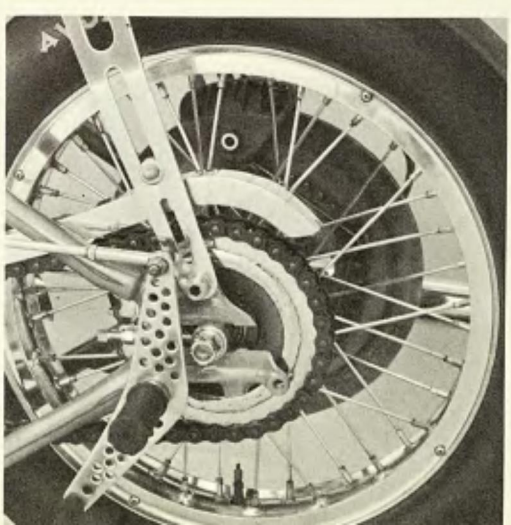
| Forks | |
|---|---|
| Type: glide | |
| Extension: none | |
| Builder: Cerrinia | |

| Painting | |
|---|---|
| Molding: owner | |
| Painting: Watson | |
| Color: raspberry pearl | |
| Type: lacquer | |

| Tires | |
|---|---|
| Front: Goodyear (road racing) | |
| Rear: Avon slick | |

Special Venolia stroker pistons are used. The 10.5:1 compression isn't much, but that's so more fuel can get in. S&S 1¾" fuel carbs are used. The clutch is stock Harley, but Bob redesigned the pressure plate to utilize four additional springs.

Bob is a rare individual in that he designs and builds many of the parts himself. The front of the frame, for instance, was built from a '57 straight bar, and the rear was from a '55 cradle, with beefed-up modifications in between. Bob beefed up and modified the engine cases, and he designed and constructed the pipes, gas tank, rear disc setup, oil tanks, barrels, seat, chain guard, special sprockets and drivelines. What else does he do? He even does his own driving. ■



**Dedicated to Freedom of the Road**

**ABATE**

**"Experience should teach us to be on our guard to protect liberty when the government's purposes are beneficient. The greatest dangers to liberty lurk in insidious encroachments by men of zeal, well-meaning but without understanding."—Justice Louis Brandeis**

# News from ABATE Members Everywhere...

**WASHINGTON, D.C.:** The National Safety Council reported that there are 650,000 to 750,000 do-it-yourselfers who have disabling accidents each year. Do you suppose it's because they don't wear helmets when climbing ladders?

**CALIFORNIA:** Even fewer people use auto seat belts than had been thought, a safety researcher reported. **Nine out of ten don't buckle up.** Do you suppose legislators fail to pass mandatory safety belt laws because it would have a direct effect on them, while laws against motorcycles don't?

**MISSISSIPPI:** A motorcycle training pamphlet issued at Kessler AFB for the use of owners of "two-wheel vehicles" had this interesting bit in it: "The extremely high handle (ape hanger) bars should never be used under any circumstances as they are not only dangerous but reflect very unfavorably on the intelligence level of the rider." The same pamphlet also said that a missing rear fender "will cause severe injury to the rider or passenger if he slides off the back of the seat onto the tire while the vehicle is in motion." I wonder which is worse, tire burn or asphalt rash.

**WASHINGTON D.C.:** The MIC brochure pitching a dealer to join their organization has these revealing words: "This Committee works closely with government regulators and assists them in framing reasonable and effective standards contributing to motorcycle safety and constructive guidance of motorcycling as a sport." They also had this line: "Our goal is one: the **wholesome** advancement of motorcycling across the nation." **Wholesome** meaning, of course, a guy on a strictly factory stock bike. Three cheers for MIC and AMA, the saviors of our sport; and would you believe they do it just for us? Y-e-a-h, they do.

**GAG DEPARTMENT:** "We think the problem of what to do with your helmet when not riding is very minor compared to the safety gained while riding. In order to enjoy walking, or anything else, you must first manage to remain alive. A helmet improves your chances." —Editor, Cycle Guide Magazine.

**HOT SELLER:** An ABATE brother sent us the following unbelievable ad that he clipped out of his newspaper: "Factory Seconds! Motorcycle and minibike helmets from $6.95."

**DRIVER EDUCATION:** A booklet titled "Policies and Guidelines for Motorcycle Education" is available for $1 from the National Commission on Safety Education, 1201 Sixteenth Street, N.W., Washington, D.C. 20036. Make checks payable to the National Education Association. This booklet is for those interested in establishing motorcycle education as an integral part of traffic safety education in local school districts.

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**GOOD QUOTE: "Majority rule" is as great a tyranny as that of a single despot, unless it voluntarily refrains from oppressing the minority."**—Sydney Harris

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**SPRINGER BREAKS:** Norm Bernier of Manchester, New Hampshire, has advised us that the welding of his springer gave way as he neared his home after an afternoon run. Luckily he was going slow, and wasn't hurt. The springer was manufactured in the East. Everyone having such a springer is urged to check the welding carefully for cracks—especially rods holding springs in place. Name of manufacturer will be given to ABATE members upon request and giving of membership number.

**PENNSYLVANIA:** ABATE brother David Cramer sent us a letter from the Pennsylvania Bureau of Traffic Safety that stated, "Regarding Senate Bill No. 1025, the Bureau of Traffic Safety has recommended rejection of the proposed law requiring motorcycles to display lights at all times while operated on a highway. I cannot guarantee that the Legislature will agree with this recommendation, so it may be advisable for you to contact your State Senator in order to make your views known."

**COLD BLOOD:** This will make your day complete. Ann Landers, the Establishment's version of Miraculous Mutha, advised a mother not to let her 19-year-old son buy a bike because of the "National Safety Council's blood-chilling statistics on the annual carnage resulting from motorcycle accidents." Bloodchilling? Carnage? Man, that broad do carry on.—Arthur Krueger, Fargo, North Dakota.

**KANSAS:** Commencing June 1st 1972 all bikes must have turning lights that can be seen in front and rear. Dealers may sell new bikes without them until the end of the year; however, the police are enforcing the law now, on new as well as old bikes. In other words, the dealers had juice with the lawmakers, and the turn signals become an "extra" for almost a year, until manufacturers provide them as a stock item—and you know who gets it in the kazoo. —Thanks to Gypsy, and the anonymous member who sent us a copy of the Kansas laws.

**INDIANA:** The city of Fort Wayne has placed a limit on extended front ends from 12 to 18 inches. Quite a spread, but the Traffic Bureau wasn't sure of exact limits. Handlebars must not exceed shoulder height; bikes must have front brake and fender. Bikers in the area should check out that extension question before jammin' around Fort Wayne.

**FLORIDA:** We received a rumor that there is a law in the wind to limit extended front ends to eight inches over stock. Any brothers knowing the facts should contact us; we should fight that kind of a law, for it is usually based on someone's ignorant opinion. The engineering facts are on our side and we must fight every inch of the way.

**ILLINOIS:** Brother Tom warns all bikers to stay away from Oak Park. He says the police are really harassing bikers.

**CALIFORNIA:** No longer does The Man measure the distance from the seat to the grips for the old 15-inch hassle. It is now judged by position of driver's hands when sitting astride seat—they must be below his shoulders.

**NEW YORK:** The daytime lights-on headlight law was repealed by the New York Legislature, but the repeal was vetoed by the Governor. The people's wishes don't seem to matter anymore.—James Tranquill, Kerwin Abbey, and L. Joseph Budde.

**TEXAS:** Brother Graves informs us that Texas now has a law requiring a front brake, and exhaust baffles must be visible from end of pipe, or ya get a ticket.

**MARK ONE UP FOR OUR SIDE:** Brother Chuck Windschell sent us a letter that he had received from Assemblyman Willie Brown, Jr., in response to his letter in opposition to California's proposed helmet law. Mr. Brown said, "Legislation requiring motorcyclists to wear helmets has been introduced annually. I have consistently opposed this requirement **as an imposition on an individual's liberties."** Voters in the Eighteenth District should remember this man the next time he's up for election.

**SEARCH AND SEIZURE:** The California Supreme Court spelled out tighter search and seizure rules for police arresting people for traffic violations. They must have reasonable grounds to believe that the motorist has a hidden weapon before they can pat-down search an individual. A second decision declared that police must obtain a search warrant before taking personal property from a motorist's car against his will, or searching it at the police station.

State Supreme Court rulings can be helpful in other states even

though the same law may not exist, for courts tend to go by legal precedent. It would be worth your while to remember these rulings even though they may be made in a state other than where you live.

**MAGS JOIN FIGHT:** **Big Bike** and **Chopper** magazines came to the rescue of one of their readers by supplying their company attorney to represent the reader in a traffic case. The attorney successfully put a stop to a campaign by a local police department of busting choppers for being unsafe and for altering a bike's center of gravity. The attorney contended that the laws were unconstitutional and unenforceable, for there were no legal guidelines for enforcement, other than "the officer's judgment." The Judge agreed, and as a result the police department stopped their anti-chopper campaign.

**LAWMAKERS:** Brother Rod Ewing sent us a news clipping in which California State Senator Grunski was quoted as saying in response to a series of pointed questions by another Senator about his proposed daytime lights-on law: "Look, if you don't like the bill, kill it; I don't care . . . I don't ride a motorcycle, but if I did, I'd keep a light on!" This is a good indication of the sincerity of some lawmakers who are proposing laws for **our good.**

## We're Saved—Again!

The National Highway Traffic Safety Committee have been having some sleepless nights again — sweating out ways to save us from meeting our maker. After much tossing and turning they have figured a way of saving 3,000 of us bikers annually. Of course, we may have to do a few things, if and when they rattle their sabers and force the States to agree with them.

Their latest nightmare is a plan to standardize all motorcycle controls—meaning all alike. All shifters would be on the same side, all brakes would be on another side, and all switches and gauges would be located in the same position, on all bikes. By doing this, their wizard with figures estimates, it will save 3,000 lives. Don't ask me how—I can't figure it out. Bikers don't go around jumping from bike to bike —as a matter of fact, the hog freaks I know wouldn't be caught dead on anything else—and why just bikes? Do you suppose this is the beginning of a movement to force all bikes to have odometers, oil gauges, ammeters, idiot lights, and all kinds of other high-profit goodies the manufacturers would like to force us to buy? (Sneaky-sneaky!) —Keith Ball

**AMA:** Charles Simon, treasurer of the National Unconstitutional Helmet Committee, and the man who initiated the fight in the Federal Court in Boston, was recently mailed an award from the AMA: "Please accept the enclosed award as a token of gratitude on behalf of the members and staff of the American Motorcycle Association for your diligent efforts to further our sport in 1971. Your unselfish contribution to motorcycling is genuinely appreciated and will surely make the world of motorcycling a much better place to reside. My personal thanks for a job well done. May future endeavors be successful and rewarding. Chet Winter." Charles appreciates the award, but he would much rather AMA contribute a measly buck or two to help finance the legal battle against mandatory helmet laws.

**NIXON APPOINTEE:** Transportation Secretary John Volpe said he has "no patience with the attitude" of those who are attempting on the state level to repeal laws requiring crash helmets be worn by motorcyclists. He will do everything in his power, he said, "to keep those laws on the books, even if it means withholding highway safety and federal aid highway funds." He has the authority and "will not hesitate to use it," he declared.

**He has the power until he is removed.** We have an opportunity to remove him in November. For him to resort to blackmail, to force his views on the people who don't agree with him—who the hell does he think he is? Why should an appointed official have the power to overrule the vote of a legislature who voted in accordance with the wishes of their electorate? Vote his "authority" away from him on November 4!

**CALIFORNIA:** Once again we have received complaints of fantastic harassment by the San Diego Police. Bikers who live in other places steer clear of the city, but what about the poor guys who live there and have to put up with their bullshit? Keep in mind that when we say bikers we're talking about chopper riders, not straights. It has to be a campaign to keep choppers out of the city, for we receive many complaints. To avoid chickenshit hassles most guys stay away, but really, why should they have to?

ABATE patches are now available to members. Embroidered red, white, blue, and black patches measure 2½" x 4".

**NEW JERSEY:** Hard to believe that a state would bar motorcycles from a state expressway, but in New Jersey they do, and the New Jersey Legal Fund is trying to do something about it. Send a donation of any amount to them at Box 86, Alpine, N.J. 07620.

**BARF FILE:** In defending the proposed mandatory helmet law, California Highway Patrol Lt. John Law (that's his name really) said that auto drivers found responsible for accidents with cyclists face manslaughter charges if the cyclist is killed, while they would face lesser charges if a helmet saved the cyclist's life. That's right — read it again! We should wear helmets to make it easier on, or to make an allowance for, the mistakes of the unthinking, unconcious motorist who slams into us. He hits us, but we should wear protection so that he isn't punished too harshly for hitting us. Why the hell don't they work on ways to make the motorist stop hitting the motorcyclists? And if they do hit one, lay it on them, just as they do us when we break a law.

## Bite Your Tongue,

*When writing a letter of protest, remember, we are up against wealthy, slick, articulate professionals, who already have the lawmaker'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.*

*Use every opportunity to talk against oppressive laws: make your opinions known to neighbors, newspapers and magazines, radio and TV stations and to members of government —local, state, and federal.*

*It doesn't take many letters to influence someone —especially sincere statements, based on fact.*

*Remember your letter represents all of us.*

**WASHINGTON, D.C.:** The Traffic Safety Administration had the following in one of their newsletters: "Safety Administration spokesmen noted that many of the motorcycle features considered potentially hazardous are being seen on bicycles with increasing frequency. While the Safety Administration has no authority to regulate bicycles, it recommends against the purchase of 'chopper' type bicycles." Can you believe that?

**KANSAS:** Up to July 1, Kansas could have been considered halfway enlightened, for until that date helmets had to be worn only by bikers under 21 years of age. But now Kansas has regressed, and every biker must wear one.

## A Win Here Is a Win Everywhere!

*There is a battle being fought in the federal courts that will affect all of us. The* National Unconstitutional Helmet Committee *is fighting to prove that compulsory helmet laws are unconstitutional.*

*If they are successful, and should the United States Supreme Court rule in their favor, such a ruling would automatically kill helmet laws in every state. Thus, their fight is our fight —the fight of everyone who doesn't believe they should be dictated to; everyone who believes that such laws are an invasion of personal freedom.*

*Because it is our fight, we must all help them finance their legal battle. If every biker would send a dollar—just a lousy dollar —they would have enough money to see the battle through to possible victory. One biker, Charles Simon of Foxboro, Mass., has put up $5,000. ABATE has just sent them $250 with more to come.*

*How about doing your part to strike a blow for personal freedom by sending a donation of any amount to the* National Unconstitutional Helmet Committee, *c/o Motorcyclist's Post, Stiles Lake Ave., Leicester, Mass. 01524. Do it today.*

**WRITING TRIP:** Brother Ron Roloff suggests that when writing a state legislator, mark the envelope "Personal." He will then more than likely open the envelope himself.

**MISSISSIPPI:** State Senator Wright has been busy. He has introduced bills to require an individual to get a learner's permit (Bill No. 1757) before applying for a motorcycle driver's license. Permit restricts driver to daylight riding, and no riding on any main thoroughfares. Another bill (1760) would restrict handlebars to 12 inches in height, measured from crown of point of attachment; no lane splitting; driver to be 16 years old before he can carry a passenger; bikes to have two mirrors, 3 inches in diameter; driver must wear goggles, face shield, or have windshield on bike; bike must have two brakes and two means of applying brakes —one for the front and one for the back brake; all bikes must have a speedometer; a fender **"type approved by the manufacturer"** over each wheel; lights must be on when bikes are in motion; helmets to be mandatory—and get this, he wants a $500 fine or 6 months in jail or both for anyone found in violation of the law.

It looks as if he's done a lot of home work to come up with all this crap in one proposed law.

# The Power!

You can take a giant step toward protecting your rights to personal freedom. You can stand up and shout that you've had too many anti-bike laws. You can let the lawmakers know that you want a stop to the creeping enactment of "victimless laws"—laws passed for "our good." You can let politicians on every level—federal, state, and city—know your feelings—and in a very effective, positive way.

All you have to do is vote in November. Find out who in your state has been the most outspoken against bikes, and vote against him. Not only vote against him, but work toward his defeat by offering your services to his opponent.

The only thing politicians really respect is political clout, and there are enough of us bikers to make our feelings count. Perhaps if we contribute to the defeat of some anti-bike lawmakers, the others will take warning.

Find candidates who agree with our views—it's not impossible. Who would ever have thought that any politician would ever come out for pot? But some have, because it is reality. The millions of bikers in this country are reality too; it's about time the politicians woke up to that fact, and it's up to all of us to do some strong awakening. If you can't do anything else, at least vote—even one less anti-bike lawmaker is a step in the right direction.

We would like you to read all the other ABATE news before you read this; we know that if you do, you'll be as pissed and as frustrated as we are at this point.

Even though we are involved and are doing something about the problems, we still grit our teeth with frustration, because ABATE is not large enough and strong enough yet to do **all** of the things that we know should be done, and particularly to be able to do them fast enough.

The letters that pour into our offices citing injustices, the picked-out-of-the-air basis for many of the ignorant laws, the callous disregard of the biker's rights to personal freedom drive home to us the urgency of the situation.

Help us fight. Let's unite now to be strong enough to put a stop to the bullshit. There's enough of us, if we'd just all get together.

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You, as an individual, can stand on your roof top shouting to the world about how unjust, how stupid and unconstitutional some of the recently passed, or pending, bike laws are—but all you will accomplish is to get yourself arrested for disturbing the peace.

Individual bike clubs can go before city councils, state legislatures, and congressional committees, but as single clubs, and unprofessional at the game of politics, their efforts are usually futile.

Scattered, unorganized, individual efforts have little if any effect against the power structure — it's like hunting big game with a bolt-action .22 rifle.

**It takes numbers to command respect, to be heard over the din created by the anti-bikers, and worse, the anti-chopper forces.**

The major problem is not any particular anti-bike movement or organization—the problem is that the people who make the laws are people who know nothing about bikes. The little old lady writes her congressman and complains. There is no one offering rebuttal—intelligent, professional rebuttal—to her unfair charges. The congressman, who doesn't hear any arguments against what the old lady said, but does want to please everybody and does want to get elected again, introduces a bill to ban whatever was bugging the old lady. The bikers in the area don't see the small item, buried in the back of the newspaper along with the hemorrhoid cures, announcing the proposed law for all bikes to have roll bars. Since no one sees it, no rebuttal is offered, and the law is passed. Or if it is seen, and a club or two protest, it isn't a loud enough protest, or it is a disorganized protest, or an unprofessional protest, and as a result the law is passed.

An oversimplification, yes. But that basically is the problem—broken down into its simplest terms.

**We need a national organization of bikers. An organization united together in a common endeavor, and in sufficient numbers to be heard in Washington, D.C., in the state legislatures, and even down to the city councils.**

We must offer strong organized rebuttal to **all** unfair legislation, no matter what the level. To stop or modify an unfair law in one state is to stop or impede it in another. If it's wrong, it's wrong, and only constant, relentless pressure will stop the trend against bikes. Today it might be Mississippi, but tomorrow it might be your state. **We must start now to put a stop to bad laws. We must educate the people who make the laws. We must present OUR side of the story, and we must present it from a position of strength, and in a professional, dignified manner.**

Already the Government has indicated they are going to press for **national** custom bike laws ("Safety Standards") for, you guessed it, **our** safety. The Department of Transportation has already issued printed warnings against the "danger" of extended front ends, lack of front-wheel brakes, "and other hazardous features of customized motorcycles."

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 the news of what's happening to other bikers on these pages hasn't frustrated you, 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?

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# SAFE RAKE

—Continued from page 25

*Steering Neck Torque: Weight supported by front wheel A times lever arm B equals torque C. Bigger-than-stock steering-neck setback will increase wheelbase, and torque on steering neck.*

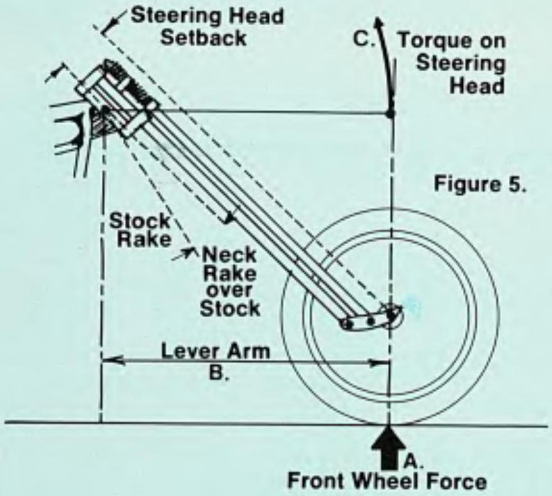
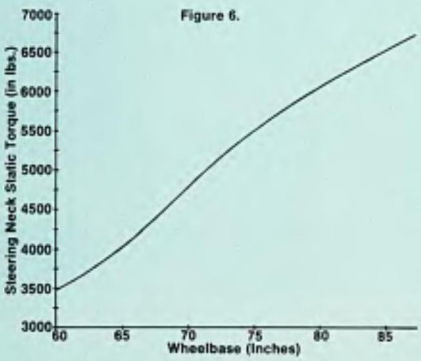
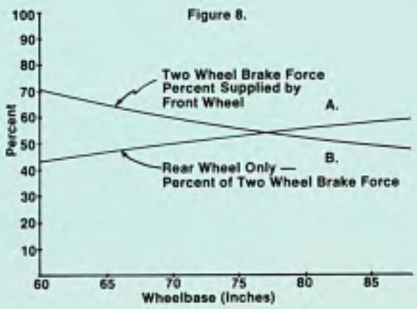



Figure 5.



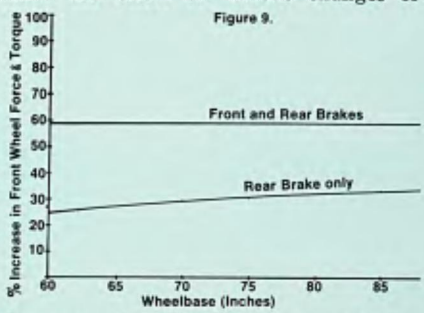

*Neck Torque vs. Wheelbase: Lever arm increases faster than front wheel weight drops, so torque increases with wheelbase.*

*Brake force A times lever arm B equals brake torque C—balanced by torque D which results from increase in force on front wheel E, and corresponding reduction in force on rear wheel F, so-called weight shift.*




*Curve 1 is percentage of total brake force supplied by front wheel in two-wheel system (see Fig. 7, force G, when A and G are both acting at near skid level). Curve 2 compares rear-wheel-only system with two-wheel system (see Fig. 7, force A, when only A is acting at near skid level, compared with A + G when both are acting at near skid level). Reason for higher than expected values in Curve 2 is less torque caused by brake force, hence less weight shift.*

308 lbs. on the rear. For purposes of comparison, we weighed a chopped SuperGlide which had no neck rake, but which had an 8-inch extension in the front fork. Its weight distribution was 306 lbs. in the rear and 208 lbs. in the front. The chopper was 29 lbs. lighter, but the most important fact about the two bikes is that *the center of gravity (C.G.) of each was within 1 inch of being in exactly the same place with respect to the rear wheel.* We have also made weight estimates of a number of other choppers, and they have shown that about the same thing is taking place in all the choppers: *The C.G. stays almost fixed in relation to the rear wheel.* The result is that as the front wheel is extended, it supports less and less of the total weight of the bike. We have examined this in some detail and have drawn some curves in Figs. 3, 4, and 6 that show the effect of various changes of



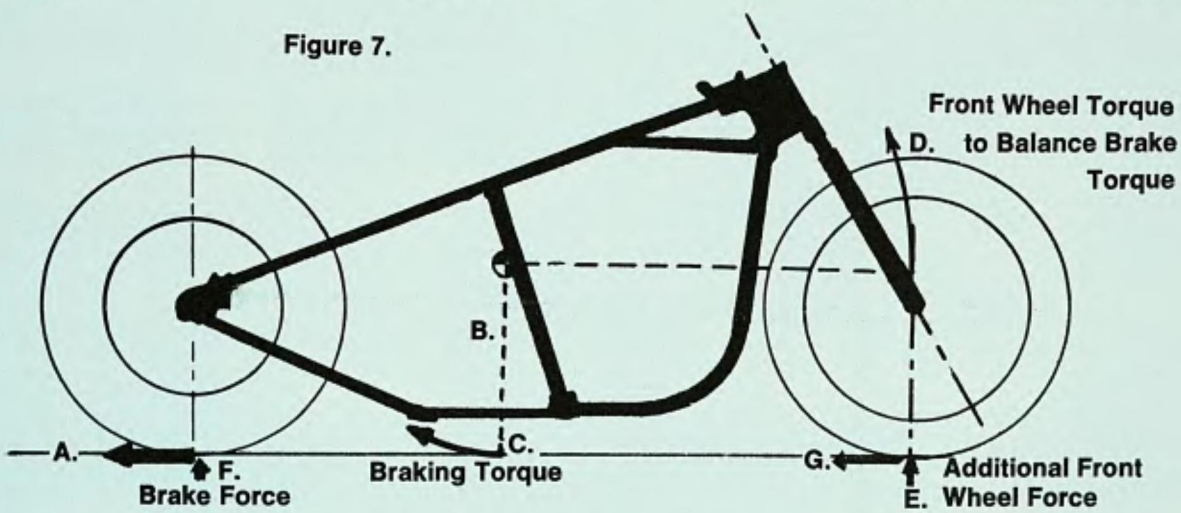

*Percentage increase in front wheel force during braking. Braking increases torque on steering neck (Fig. 6). Find the static torque for your wheelbase and increase it by percentage for your wheelbase to get your neck torque during braking.*

wheelbase, weight distribution and torque on the steering neck.

Going back to Fig. 1, you will see that two angles have been labeled in the upper figure: *neck rake* and *actual rake.* The actual rake is the angle that we will be concerned with in determining structural effects. As you can see from the illustration, *even though no additional neck raking was done, the actual rake of the bike increased due to the extension.* This rake together with the extension changed the overall weight distribution, and as a result, lowered the static load on the front wheel.

Since the constant forces change as a

Figure 7.



result of extension *and* as a result of neck rake, we have calculated and plotted Fig. 2, which shows the *actual rake* of the front fork as related to both degree of neck rake and amount of extension. To find your actual rake, follow a horizontal line from the amount of added neck rake, in inches or in degrees, over to the line which gives your extension; then drop straight down to find your actual rake. It is more exact to measure neck rake in degrees, and this can be found by measuring the angle as shown in Fig. 1 both before and after bending, and computing the difference.

Fig. 3 shows the change in wheelbase caused by the degree of neck rake and amount of extension. Fig. 4 shows the amount of inert weight the front wheel will have on it, *assuming that the entire bike (no rider weight) weighs 543 lbs.* (the weight of a SuperGlide). The front wheel weight will be ratioed up or down as the weight of the bike increases or decreases. Your weight as the rider would also be added, and figures in the chart would be ratioed upward accordingly.

If we consider that the force caused by that portion of the weight supported by the front wheel is applied some distance away from the steering neck, then

**Center of Gravity doesn't vary more than an inch when front end is extended!**

as you can see from Fig. 5, there is a torque applied to the neck. The torque is equal to the force multiplied by the distance to the neck. Since both of these factors would vary with rake angle and extension, we have calculated the effects and plotted them in Fig. 6. Notice that even though the weight supported by the front wheel decreases with longer wheelbase, the torque on the neck increases. This is due to the fact that the lever arm is increasing faster than the weight is decreasing (as the wheelbase is lengthened). All the neck torque figures were based on a 543-lb. bike weight. They should be ratioed up or down if your bike weight is different, and you must add the weight of the rider and then ratio figures upward accordingly.

All forces thus far have been calculated or measured with the bike sitting still. When it moves, it hits bumps in the road which cause rather rapid changes in the amount of force on the front wheel and also in the direction of the applied force; it also experiences additional forces which are more slowly applied, such as cornering forces and braking forces. Cornering forces for a 45° bank angle will increase the weight of the bike and rider by approximately 40%. The neck torque will also be raised by 40%, and this is independent of neck rake and extension. The same is not true for braking loads, since they depend rather strongly on the wheelbase, which *is* influenced by both neck rake and extension.

In order to understand what happens when you brake, we will first consider braking with only the rear wheel. Looking at Fig. 7, you will notice that the


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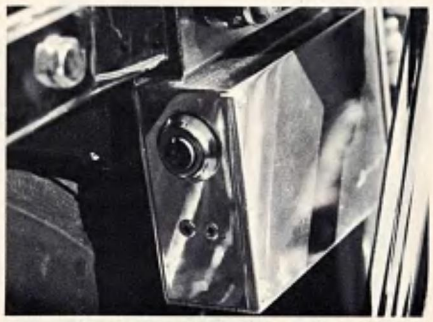
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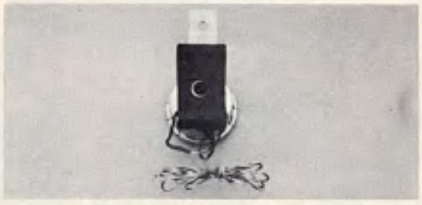
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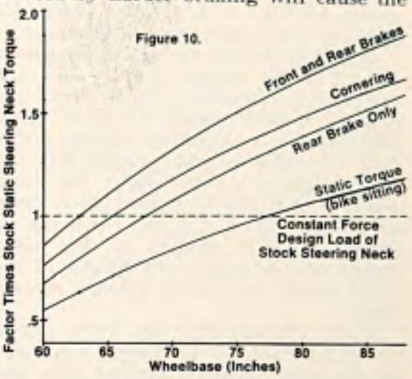
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braking force is applied some distance away from the C.G. of the bike. This gives rise to a torque which must be balanced by an increase in force on the front wheel. Since the total weight of the bike did not change, the portion of the weight supported by the rear wheel will become less. If the brakes are applied harder, the rear wheel weight will become even less because the torque will become greater. Eventually, the weight on the rear wheel will be light enough that any further increase in torque caused by harder braking will cause the wheel to skid *due to both the direct force and the weight shift.* We have calculated the percent braking force supplied by the front wheel when both wheels are just about to skid; it is plotted in Fig. 8. When only one wheel is braked, the torque caused by braking will be less than when both wheels are braked. The weight shift will be less, and naturally the braking force will also be less. We have calculated, too, the amount of braking force that would be supplied by *only the rear brake, compared with the total braking force supplied by both front and rear brakes.* This is also plotted in Fig. 8. Notice that with an 85-inch wheelbase, almost 60% of the braking force of a two-wheel braking system can be supplied by a rear wheel brake only. With a stock wheelbase, no more than 45% could be supplied by a rear brake only.




*Summary of torques on steering neck vs. wheelbase: With very long wheelbase, steering neck should be up to 90% stronger than stock neck. Rear-brake-only means that cornering, not braking, causes highest torque; neck should be 70% stronger than stock for extreme wheelbase.*

Structurally, the percentage of torque increase on the steering neck is the most important fact, and this is plotted in Fig. 9. For the rear-brake-only situation, the percentage increase depends on wheelbase, and varies from 25% to almost 34%. When both brakes are used, it is a constant 59%, regardless of wheelbase. These increases are in addition to the torque caused by inert weight.

A summary of the entire static situation is given in Fig. 10. The bottom curve shows what happens to the steering neck torque when the bike is just sitting still and upright. It can easily be seen that even on that basis the long rakes and extensions produce torques that are higher than the worst loading condition on a stock bike. We have arbitrarily picked the maximum constant torque on a stock bike (Harley Super-Glide) as our reference point. Any other point could be used with the same re-

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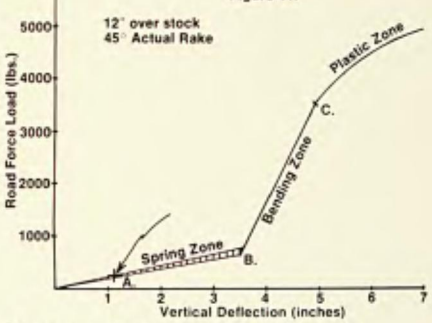
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sults. The curves above the static curve represent various other loading conditions in which loads are slowly varying. The curves are *not* cumulative; that is, the curve labeled *Front and Rear Brake* represents the loading condition you would get if you applied both front and rear wheel brakes hard enough to almost skid the tires while traveling in a straight line. Combination loads such as bringing the tires to the point of a skid by braking while in a turn will produce loads that lie between the *Cornering* and the *Front and Rear Brake* curves, unless you happened to be doing the braking on a very steeply banked curve such as you might find on an automotive test track. Since these conditions are not too likely, we feel that the upper curve represents the worst constant loading condition the steering neck might encounter during normal riding, and *should be the load used with appropriate safety factoring for static stressing of the steering neck.*

The importance of all this is that if you have, for instance, a 75-inch wheelbase, then from a *constant-load point of view only*, the steering neck attachment to the main frame tubes should be, for example, made 35% stronger than stock *if you do not have a front wheel brake*, and should be 52% stronger than stock if you *do* have a front wheel brake. This is only from the point of view of nearly constant loads; next, we must consider *rapidly varying loads* such as bumps and all the various things you might hit in the road.

There are many different ways that you could look at variable loads, and we could examine all of them, but we would be here at this same time next year if we did. We will therefore take some

Figure 11.



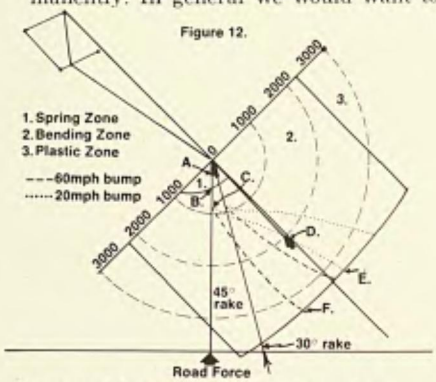

*Force vs. deflection and bending of girder type fork—12 inches over stock with no additional neck rake over stock. Point A is deflection for bike sitting still, a little over 1 inch and 200 lbs. B is where spring bottoms, at 3.5 inches —750 lbs.—and* elastic *bending starts; C is where* plastic *bending starts, 3500 lbs. front wheel load.*

shortcuts and attempt to select the worst dynamic loading condition, by inspection of the problem and reasoning rather than by rigorous examination.

First of all, all loads that affect the steering neck must be transmitted to it by the front fork. Almost all front forks will exhibit a force *vs.* compression characteristic such as is shown in Fig. 11. The reason for the shading in the gently sloping portion of the curve shown in the chart is that almost all forks have some kind of damping, either viscous or friction, and even the ones without any apparent damping mechanism have the

friction in the sliding or swiveling joints to supply damping. After the front end is fully compressed, some additional motion can usually be expected without breaking something, although the forces involved will be much higher than when the springs are in action. This is the motion shown by the steeper portion of the curve, and in almost all cases it involves some *elastic* bending or compression of metal in the fork. The third portion of the curve shows *plastic* deformation of some part of the fork. In other words, you bent something permanently. In general we would want to

Figure 12.




*Acceptable fork loads are shown for various conditions. Starting at 0 lbs., and following the 45° rake line out, at point A, the spring is supporting the bike deadweight, 200 lbs.; at point B the spring is bottomed, 550 lbs. Point C is where the bump forces start changing direction off vertical. A 2000-lb. bump at 20mph is shown at D, almost in line with the fork. E is where the fork would start to bend permanently for a 20mph bump, and F is the corresponding point for a 60mph bump. The second set of force curves is for a 30° rake.*

see the fork go before the steering neck, since if the fork is well designed it will bend something in a noncritical manner first and relieve the energy of impact before it bends a part that will strongly affect steering or basic suspension. The ride may be uncomfortable afterwards, but you won't be carried away on a stretcher.

Obviously, the force levels at which *plastic* deformation takes place will depend on the exact design of the fork. We have examined one rather healthy example of a girder type of fork, and the values of forces and deflections shown in Fig. 11 are from that fork.

If we change the direction of the applied load, the fork would no longer have the characteristics shown in Fig. 11. Both the loads and deflections could be higher or lower, depending on the direction of the load. We can graphically show this if we consider a one-foot-long bar of mild steel that is one inch square. If you secure it at one end, it will take 420 lbs. load at the other end to bend it. On the other hand, if you compress it in a lengthwise direction, it will take 30,000 lbs. to fail it. A similar situation exists for a front fork.

If we are really going to see what happens to the fork under load, we need to draw a picture which will show the load-carrying ability in any direction. This is even more important to the problem if we consider the fact that bumps can change the direction in which the fork is loaded. An extreme example


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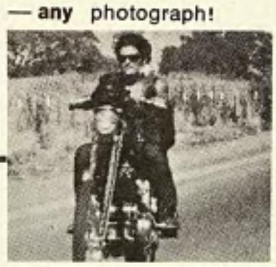
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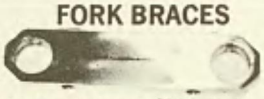
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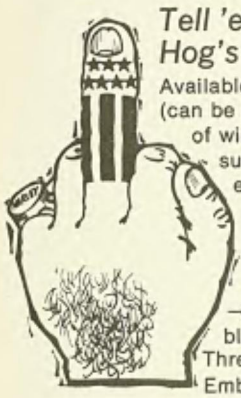


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is the case of hitting a very large bump, literally a wall. In this case the force applied to the fork is completely horizontal, while in the normal condition with the bike traveling on a smooth road, the force on the front wheel is vertical. Fig. 12 shows what happens to the direction of the force for bumps in between the two extreme cases.

In Figure 12, we have a map which shows what happens to a fork as you change the rake angle. First we should consider the different zones on the chart to see what they mean. The spring zone maps out the force levels at any rake angle where the spring will be behaving normally, and is not bottomed out. If you draw a line out from 0 in any rake direction, the length of line out to where it hits the edge of the spring zone represents the force that it would take to bottom the spring. If you change the rake angle, the length of line will change and it will take more or less force to bottom the spring. In all cases now we are talking about forces applied to the front wheel, and not to the spring directly. For a 45° rake as shown, and the particular bike and fork that we examined, point A represents the inert weight force that the front wheel would experience when the bike is standing still. Between point A and Point B is the normal ride zone of the spring. At B, the spring bottoms; this is a force level of 550 lbs. Going to higher and higher forces, due to bumps, we see that the forces remain in line with the normal road force, and simply increase in level until we get to approximately 850 lbs. At this point, C, the height of bump is large enough to fully compress the tire against the rim, and the *direction* of the peak force begins to change. At 20 mph it changes more rapidly than at 60 mph, because of the difference in bump heights necessary to produce the same force levels. If we follow the curve on out through the *elastic* bending zone, we come to point E which is the force level where the fork starts to bend permanently, the *plastic* bending zone.

Now we should see what this means to the steering neck. Generally, unless we change the design of the fork, the *force* necessary to bend it will vary with length of fork, but the *torque* will remain relatively constant. Now we have intentionally chosen a rather rugged fork to use as our example to determine the requirements for the steering neck; most other forks will bend at *lower* torque levels. So, if we size the steering neck to handle the torques that this fork will reflect into it, we will be safe for almost all others. The maximum torque applied to the steering neck at the point of bending of this fork is 33,000 inch-lbs. Allowing approximately 50% safety factor, we would require the neck to survive a 48,000-inch-lb. torque force without bending or yielding. This is approximately a factor of 7 times the static force and a factor of 3.5 times the force experienced during severe braking with both front and rear wheel brakes. Thus the dynamic loads will dominate, but by a surprisingly small factor, over the static loads.

The other level of stress that is of concern is the one which is constantly changing and therefore could cause fatigue. Assuming that no one would ride a bike for long if the springs in the fork were constantly bottoming, we will choose



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the maximum spring force as the maximum *constantly varying force level* for purposes of examining fatigue in the steering neck. This results in a force of 12,000 inch-lbs., which is a factor of 4 below the maximum dynamic load. This is sufficiently low that it should present no real fatigue problem when the neck section has been beefed up to take care of the maximum dynamic load. Nevertheless, care should be taken in welding and grinding down the welds and other parts of the neck, so that notches or grooves are not accidentally put into the main structural elements of the neck section. If they are in the wrong places, highly stressed areas, they could become stress raisers and result in fatigue problems even with the relatively low varying stress levels.

*Dimensions.* If instead of making the usual saw-cut part way through the neck forging of a stock Harley frame, we cut all the way through, we will see something which resembles an I-beam with the top flange replaced by a roughly cylindrical section. The section has a torque capability of 35,000 to 40,000-inch-lbs., depending on the exact section modulus of this rather complicated shape. Recalling the ratios of the constant forces from stock to chopped bikes given in Fig. 10, it would appear that Harley used at least close to the same criteria of loading when designing the stock frame in the vicinity of the steering neck. If we choose as a model a simple I-shape with 4-inch height, 1.25-inch flange width and ¼-inch web thickness, then with ¼-inch-thick flanges, we would have a torque capability of 45,000 inch-lbs. for mild steel construction with no safety factor. This would be marginal for all but stock bikes, or bikes with wheelbases less than 65 inches. As the wheelbase grows from 65 to 85 inches, the section modulus (not to be confused with cross-section) should grow from 1.5 to 2.8 in the area of the frame that is usually altered at the steering neck. If you do not know how to arrive at a section modulus, then figure 2.8 would be roughly equivalent to adding enough doubler plates to the lower flange of the I-shape in the Harley neck and to the web to bring the thickness up to ⅜ inch. *Exercise great care to see that the plates are welded all around with full penetration welds.* The sketch in Fig. 13 shows acceptable locations of the plates.

One rather definite conclusion can be drawn: it is not sufficient to cut a steering neck and simply restore it to "original strength," if a long-wheelbase bike is intended. On a newly paved boulevard it won't make any difference, but when you hit the first real bone-shaking pothole, you're in trouble.

The balance of the stock Harley frame, principally the triangular section made up of the upper tube, the tank tube, and the steering neck forging, is somewhat overdesigned (stronger than necessary) and should be adequate for all reasonable fork lengths and rakes, provided it hasn't been tinkered with. The upper

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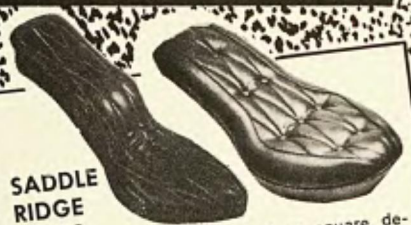
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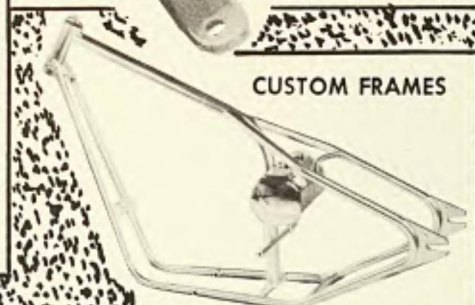


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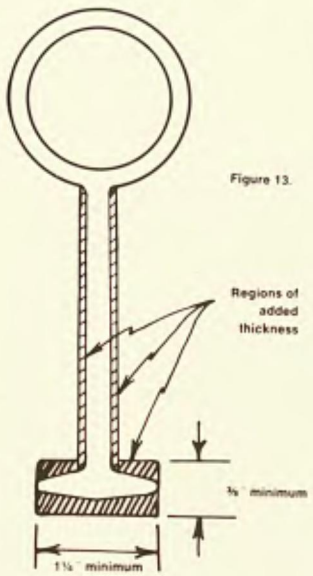
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tube is in compression, and rather strong compression when a high-speed bump is hit. Such practices as sectioning the tube or bending it will simply invite elastic buckling with rather dramatic changes in the shape of the bike, and of the rider as well. Exactly how bad the buckling problem becomes depends on just what was done to the tube, but even very small changes such as a ¼-inch




*Best locations for increased neck strength. View is cross-section through frame just behind neck tube.*

kink in the tube in the wrong place can lower the compressive strength by a factor of 5 or more. The other problem with such methods of raking as sectioning or bending is rather obvious: the original strength of the neck forging is retained, but except for very small additions to the original rake angle, this retention is not adequate in that it does not maintain the same strength-in-proportion-to-load of the stock bike.

There are many variations of raking methods that could be entirely adequate structurally and also good looking, but they should be stressed by analysis or test if you want to be really sure that you don't wind up picking asphalt out of your hide some day.

There are several major conclusions that we can draw at this point. The first is that even though weight on the front wheel decreases as the wheelbase increases, there is still a net increase in torque on the steering neck as the wheelbase in increased. This can be as high as 80% over the torques seen on stock bikes when the wheelbase reaches 85 inches. For all but very small increases in wheelbase over stock, the steering neck should be strengthened over the stock neck by an amount at least equal to the percentage given in Fig. 10.

The second major conclusion is that, contrary to popular belief, braking forces are *not* concentrated on the front wheel in long-wheelbase bikes, and that even the reverse can be true. Specifically, a long-wheelbase bike using only a rear brake can develop as much as 60% of the braking force of a two-wheel brake system.


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# CASE AGAINST HELMETS

—Continued from page 23

perienced drivers." (Remember, this report was written in early 1969.)

Let's go to another example. The following is from an article "Protective Headgear for Motorcyclists" in the July 1969 issue of *Traffic Digest & Review:* "The National Safety Council reported that in the 30 states that require the wearing of helmets, deaths in 1967 decreased dramatically compared with 1966. The greatest drop, in New York, was 42%."

The claim is made that New York had the most dramatic drop in deaths by motorcycle accidents following a helmet-wearing law. If we can show that this is not so for New York, we've probably covered most of the other states also.

Incidentally, I am not trying to knock wearing helmets. I will show later that serious injuries to head and face appear to be reduced by helmets. I am trying to show that deaths and injuries are hardly affected by wearing helmets. I am trying to do this to uncover the real safety factors, increased motorcycle driving education and better licensing and driving tests. If we can stop the fights between the states and the motorcycle rider groups over helmet-wearing, and concentrate on better education and licensing requirements, we will have made big gains. It will allow the cycle groups to simmer down and concentrate on co-operating on better driving and licensing tests.

Back to New York. I have here "Research Report, Motorcycle Accidents 1969," by the New York State Department of Motor Vehicles. On Jan. 1, 1967, the helmet-wearing law in New York took effect.

The document contains the basic data in the table presented below. Before looking at the table, let's look at some quotes from the document. "In 1966, there were 85 motorcycle occupants who were killed, compared with only 51 in 1967. This represents a 40.2% reduction in the number of motorcyclists who were killed." Sounds great. But on another page we read, "In 1967 there was a dramatic increase of 39% in the total number of motorcycle accidents compared with 1966." Already you can plainly see that helmet-wearing had almost no effect on the number of deaths per number of accidents, since both went down by about 40%. The reduction in the number of accidents





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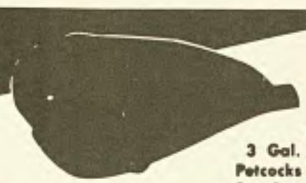
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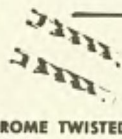
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**Custom Cycle**
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Akron, Ohio

**Custom Cycle Acc.**
U.S. Route 7
Brookfield, Connecticut

**Custom Cycles**
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**Custom Cycle Center**
9046 Lanham Severn Rd.
Lanham, Maryland

**Custom Cycle Co.**
5224 Fairlawn Avenue
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**Custom Fabrication**
901 William Street
Buffalo, New York

**Cycle Parts of Virginia Beach**
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Virginia Beach, Virginia

**Cycle Specialties**
2012 S. Calhoun
Fort Wayne, Indiana

**Cycle Delicatessen**
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Elizabeth, Pennsylvania

**Cycle World**
212 N. Central
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**Cycledelic Customs**
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**The Cycledelic Shop**
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can't be credited to helmet-wearing! New York itself doesn't claim the reduction is due to helmet-wearing, but rather to other factors that are mentioned on still another page of the document. "The reduction of 39% in the frequency of motorcycle accidents may be related to the general safety-oriented atmosphere created by the Department of Motor Vehicles in the driving population. Posters, bulletins, and pamphlets had been distributed concerning motorcycle safety and explaining the new safety equipment requirements . . . It is reasonable to assume that part of the reduction in motorcycle accidents is the result of intensified law enforcement."

Now look at the chart on page 23. This chart does not appear in the New York document, but all the basic numbers are taken from it.

Several facts are apparent. Wearing helmets did not affect the number of fatal accidents per number of accidents nor the number of injury accidents per number of accidents. The number of accidents, as mentioned previously, dropped, indi- education. The real value of wearing helmets shows up here, where the number of head and face injuries were reduced by a larger percentage than were the number of accidents. However, note that the number of injury accidents per number of accidents remained about constant. This indicates that probably most accidents produced multiple injuries. Therefore, in 1966, an accident would be reported as a head or face injury even though other injuries were present. In 1967, with helmets, there were fewer head and face injuries, leaving the other injuries to be recorded. What this means, to me at least, is that helmets don't need to be the subject of legislation. Their incremental value is small compared with the good that comes from preventing accidents in the first place by education, training and safety publicity.

I personally usually wear a helmet and face shield while riding. If I have a minor spill I'd just as soon have the added protection for my face, not to mention that I don't like chewing on bugs. In a severe accident, a head-on with an automobile for example, a helmet isn't likely to do much good. There are too many other things that can happen to you to kill you. And at best a helmet is not designed for a real accident. A helmet with a mock head of 11 pounds is dropped from a height so that the force at impact is either 66 foot-pounds (Z90) or 88 (Snell). If you are thrown from your bike at 60 or 70 mph, it isn't only

your head in that helmet, you're attached to it, another 150 to 200 pounds. Hit the concrete or the side of a car and it doesn't take much mathematics to show that there are more than even the 88 foot-pounds involved. *Cycle News*, on Jan. 12, 1972, had an article on helmet testing. It was concluded: "Few of them (helmets) will probably save you if the helmet makes direct contact with a telephone pole, curb, wall or automobile at any speed over 15 miles per hour, with your head inside." Think about this awhile, and you'll begin to see why wearing a helmet doesn't have much effect on the death rate per accident.

The testing of the helmet includes a chin strap pull of 300 pounds. Consider this. In New York, deaths due to broken necks went up by a considerable percentage after the helmet-wearing law. It would do well for states and safety organizations to investigate this factor nationwide and report the statistics. It is just possible that the strap in severe accidents has a tendency to break necks! One state's record for 2 years isn't enough to make this a positive claim. But surely it is worth investigating. It could call for a chin strap design that would at least break before the neck!

A record in favor of motorcycles compared with automobiles is in the category of pedestrians killed. In other words, how dangerous are motorcycles to *others*, that is, pedestrians? The only recent records available to me for a comparison are 1967 and 1968 in New York. The data are from the New York forms MV-144A for 1967 and 1968 and from the NY State Motor Vehicle Department Research Report, Motorcycle Accidents, No. 1969-12.

A pedestrian has about 4 times more chance of being killed by an auto than by a motorcycle per 10,000 drivers of each. A pedestrian has over 3 times more chance of being killed by autos per 1000 accidents, compared with motorcycles. Naturally, this fine record for motorcycles has nothing to do with wearing helmets.

The State of Pennsylvania sent me statistics for 1960 to 1970. A helmet-wearing law went into effect in Sept. 1968. After a rise in the number of deaths since 1960, in 1969 the deaths went down. *But so did the number of accidents by almost the same percentage!*

**New York**

| | Automobiles | | Motorcycles | |
|---|---|---|---|---|
| | **1967** | **1968** | **1967** | **1968** |
| Licensed drivers | 6,400,000 | 6,700,000 | 67,200 | 75,600 |
| Accidents | 389,600 | 409,200 | 3210 | 3598 |
| Ped. Accidents | 26,327 | 27,000 | 148 | 168 |
| Ped. Killed | 814 | 888 | 2 | 2 |
| Ped Killed per 10,000 drivers | 1.2 | 1.3 | 0.3 | 0.26 |
| Ped. Killed per 1000 accidents | 2.1 | 2.1 | 0.6 | 0.55 |

**Michigan**

| Year | 1966 | 1967 | 1968 | 1969 |
|---|---|---|---|---|
| Registrations | 81,136 | 89,366 | 100,185 | 125,629 |
| Number of Accidents | 2723 | 2272 | 3614 | 3963 |
| Deaths | 104 | 86 | 122 | 138 |
| Deaths per 100 Accidents | 3.8 | 3.8 | 3.4 | 3.5 |

A brief look at the State of Michigan statistics. In March 1967, a helmet law went into effect. Early in 1968, the law was declared unconstitutional. In Sept. 1969, the helmet-wearing law was again put into effect. The same story comes out again.

Of the years shown here, only 1967 had a helmet-wearing law effective most of the year. The deaths dropped, but so did the accidents, so that deaths per 100 accidents remained the same. The years 1968 and 1969 were essentially non-helmet-wearing years, and the deaths per 100 accidents actually went down. Nothing can be gained here in favor of helmet wearing.

As for California, from *News*, issued by the California Highway




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| | |
|---|---|
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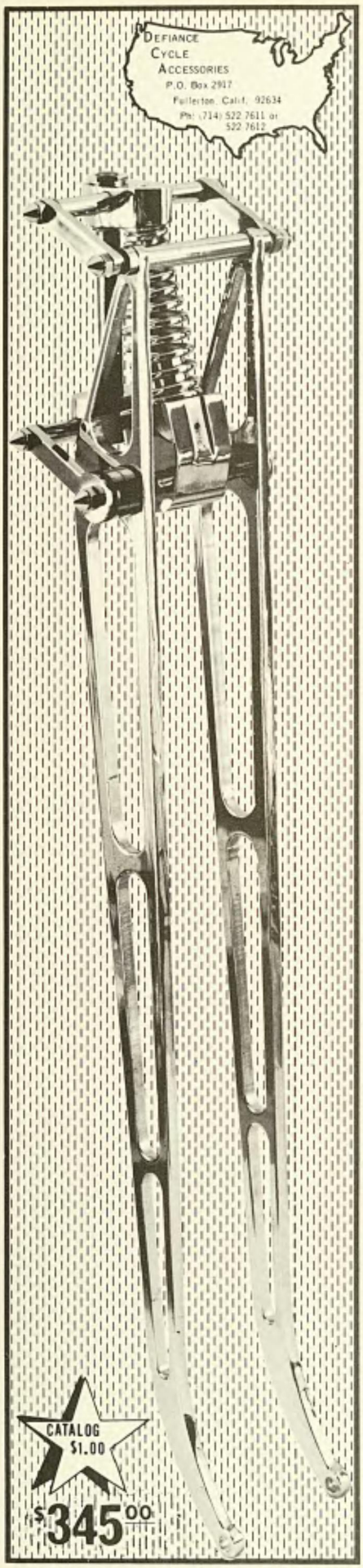
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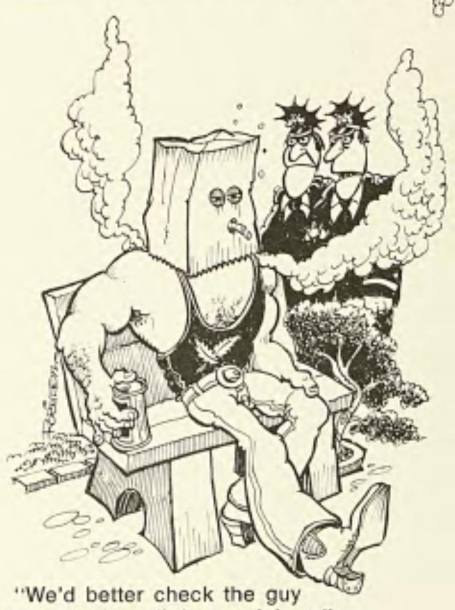

Patrol, May 22, 1970, we can read: "Motorcycle registration in California has risen 128% in the past 5 years. but the number of motorcycles involved in fatal and injury accidents rose only 48% in the same period." In an accompanying letter, the Highway Patrol stated that their (present) method of recording fatalities does not distinguish between motorcycles and other motor vehicles. Thus I was unable to put together any statistics for California.

In summary, regarding the states' records, I was unable to find any that upheld the contention that wearing helmets reduced the number of deaths, given that so many accidents happened. All other states that responded either had no data, or the data were so incomplete that nothing could be made of them. Other states included their motorcycle statistics with those of automobiles.

The next area that requires investigation to put the problem in perspective is the automobile driver vs. the motorcycle rider. Is motorcycling really as unsafe compared with auto driving as the helmet-wearing proponents would have us believe? It is my contention that it is not, but I cannot prove it since the states do not keep the right statistics for motorcyclists. Consider this. In 1969, in the U.S., the number of fatal accidents per 10,000 drivers shows automobiles with about 4.8, while motorcycles show about 8.7. (Keep in mind that many states do not have records that could be used for the motorcycle rate, and therefore, as the National Safety Council informed me, considerable extrapolation must be used from states where records are kept.) There is a factor, however, that is not considered in these figures. Look at the accompanying curves of drivers' ages.

Of all the states I asked for a breakdown of motorcycle owners by age groups, only Washington reported. Other states did not respond or else said such data were not available. New York, for example, explained that it would require an expensive computer-run to get out this information, and it could not be done. However, such information is kept for automobiles, and the National Safety Council adds it all up. From the curve, note that half the auto drivers are under 40, half above. Half of the motorcyclists in the State of Washington are under 24! (The Research Report, No. 1969-12, of New York, shows that over 70% of motorcycle riders involved in fatal and injury accidents are in the age group under 24, for 1966-67.) I think if you look about you in any locality, you'll see this is probably true. Most riders are younger. A booklet titled "Policies and Guidelines for Motorcycle Education," by the National Education Society of Washington D.C., reports the median age of motorcyclists as 22, which is in line with the Washington data. If you look at the automobile driving record of the age group containing the 22-year-olds, you'll find that the fatal accidents per 10,000 drivers is 11.5! In other words, younger, more inexperienced automobile drivers have a high fatal accident record also, higher than the motorcycle average. And most motorcycle riders are young! It would be interesting to compare the under-24-years-of-age accident record of motorcyclists with the under-24 record of auto drivers. From the data I could get, it is apparent that the difference might be very little or non-existent.

In each state, the government should be encouraged to keep complete records of motorcycle accidents and to break down the statistics by age groups. It may well be that the long-time riders of motorcycles are just as safe as the long-time drivers of cars, and the short-time riders of both are equally careless and dangerous. We must not allow the state lawmakers to make vague statements, as did the California sponsor of the helmet law, that the rate of fatal cycle accidents is 200% higher than those involving automobiles. *We must force them to take into account the age groups,* which brings out the experience factor. An experienced rider doesn't zigzag around cars, he rides defensively, that is, he backs away from an aggressive car driver, even if he is



"We'd better check the guy out—he looks a little suspicious."

"right." He doesn't barrel it down the highway between two rows of stopped cars, as did a young rider in my city a short time ago, and zoom out into the intersection head-on into a fast-moving fire truck (which was why the cars were stopped). A helmet doesn't make much difference here; the rider is dead with or without a helmet.

It is up to rider organizations to use statistics properly in favor of motorcycles. Unfortunately, in court cases on the helmet laws, most arguments presented against the laws are emotional rather than factual. The motorcycle groups argue about freedom of choice and the right to ride with bugs in their teeth if they want to (most helmet laws if not all require shields or goggles also). It's about time the motorcycle groups analyzed the statistics for themselves and presented them in an orderly fashion. I'm not against voluntary wearing of helmets, as I said before, but this subject of forced wearing obscures the real safety gains that are made by education, licensing, testing, and safety publicity. The fact is that in the several states analyzed here it cannot be shown that helmets had any effect on the rate of death and injury accidents, whereas it can easily be shown that education and training does have a dramatic effect in reducing the number of accidents and hence the number of deaths and injuries.

To summarize:

1. Helmet-wearing *does not* dramatically (if at all) reduce the number of deaths or overall injuries on the basis of number of accidents.
2. Helmet-wearing *does* appear to reduce the possibility of serious head and face injuries.
3. The number of motorcycle accidents (and consequently the number of deaths and injuries) is dramatically reduced by a combination of rider education, stricter licensing and driving test requirements, safety publicity, and law enforcement.
4. The states must be forced to keep statistics on motorcycles, including by age groups, so that important factors can be isolated and regulated, especially training and education for new and younger auto drivers and motorcycle riders.




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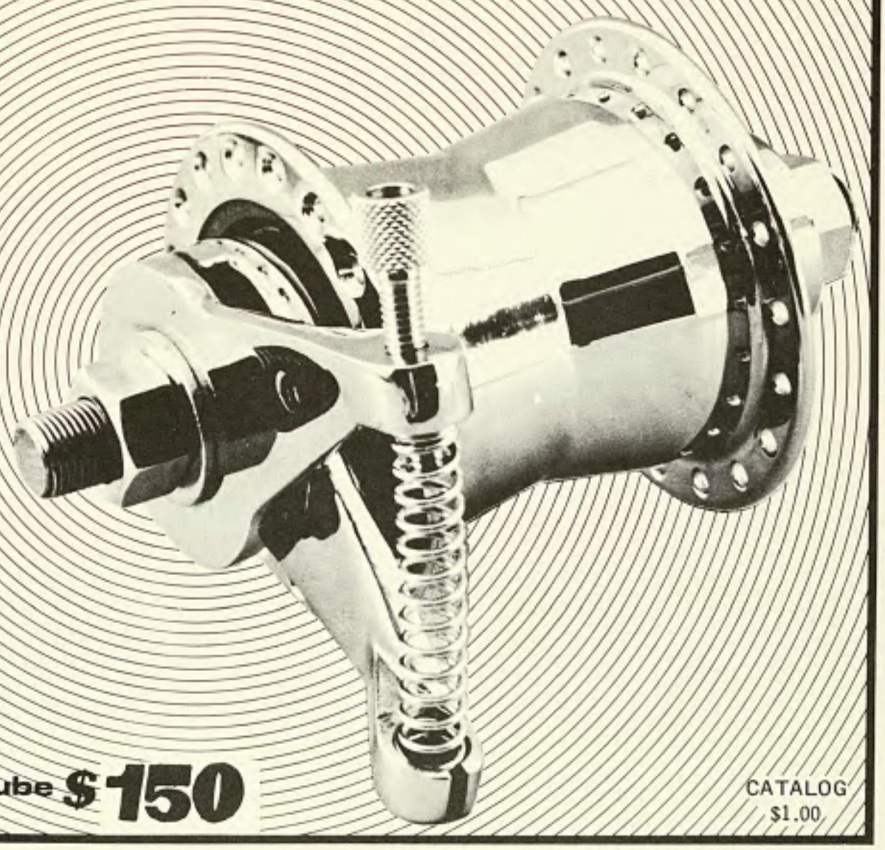
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I would like photos of choppers and bike magazines. I'm doing life and have been here three years so far—and I don't have a dime one. I'm just pulling my time by reading about and looking at photos of choppers. Mike Maggard #129-886, Box 511, Columbus, Ohio 43216.

I've got seven years to go and would appreciate it if anyone would correspond with me, especially females. Times are tough all over. Harold Sowell, #31261, 2605 State St., Salem, Oregon 97310.

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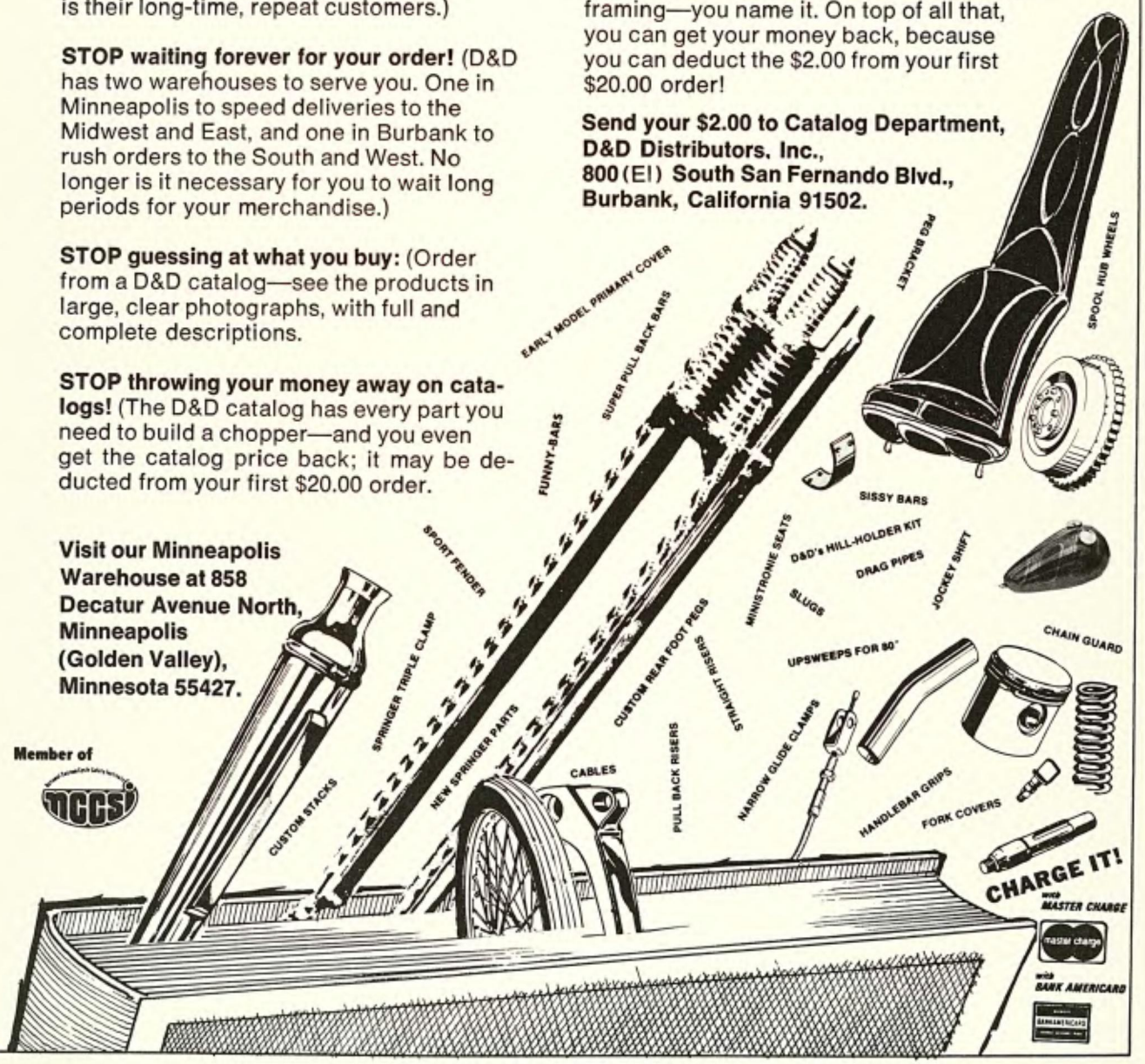
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