

Easyriders

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For the Swinging Biker!

Easyriders

February,
1973

75¢

**1973
Knuckle?**

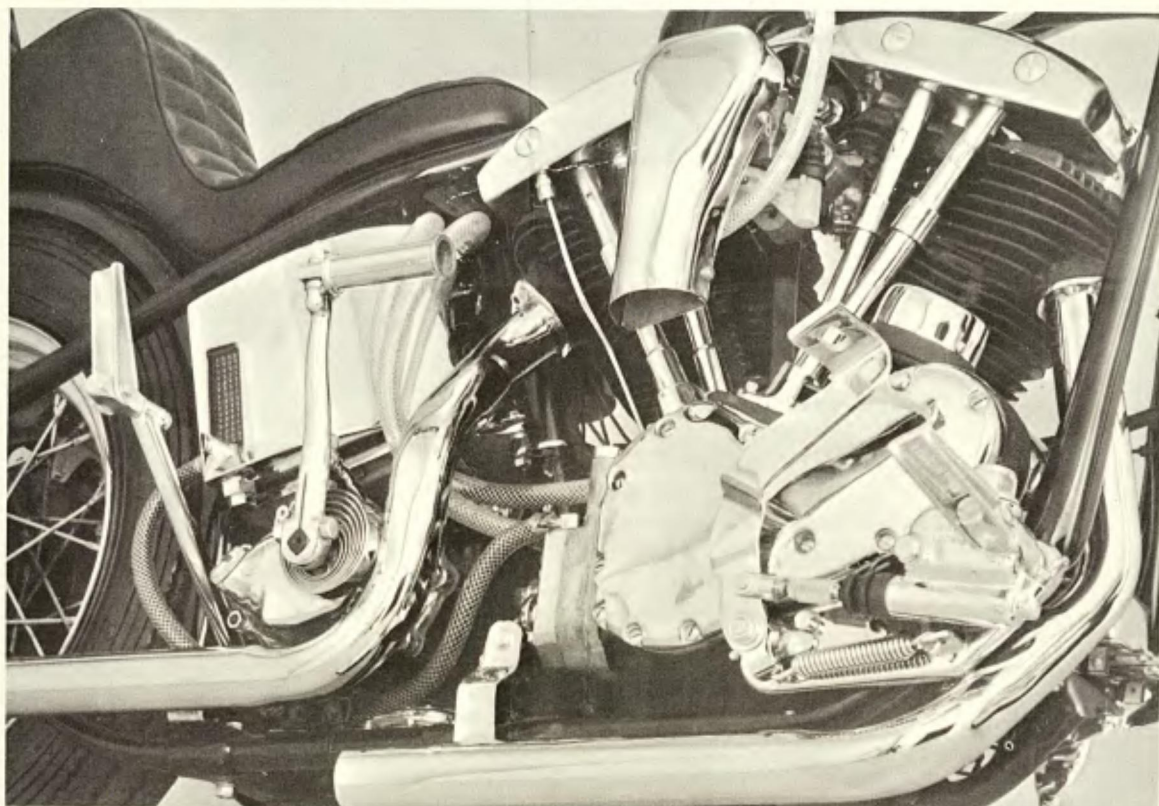


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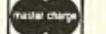
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Easyriders



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Member of

Cover photo of Carona Fadro by Pete Chiodo. To
see more of Carona, please turn to page 48.



TAKING IT EASY

By Spider



Scarf department: A Los Angeles judge has ruled that it is unconstitutional for a state to make unlawful the act of oral copulation between consenting adults. That may not sound like much, but it is when you stop to think that every time you went down on your ol' lady, you were subject to arrest, with the average sentence, in most states, being 41 months!

You think you've got problems: Ralph (Sonny) Barger, retired leader of Hell's Angels, has had the book thrown at him. While he was waiting trial on state charges of murder, kidnap, assault, and arson, the Feds had to do their number, and hit him with additional charges of firearms violations and tax evasion.

A fact you can't live without: The eyeball of the great blue whale is about the size of a large grapefruit.

Fringe benefit for guys with beards: The Appeals Court in Columbus, Ohio, has just ruled that men may legally appear in public wearing women's clothing—as long as they sport a beard! That's just one more fringe benefit for beard owners—aren't we lucky?

Don't plan any runs to Kuala Lumpur, Malaysia: In order to preserve their nation's "decency and morals," anyone with long hair, unkempt beards, dirty clothes and smell, will be banned from entering that country. Squeaky-clean AMA types only.

Porno and smut have value: According to a Methodist minister, pornography has a therapeutic value in society. In addition to the minister, the executive director of the U.S. Commission on Obscenity and Pornography says that people who read pornography tend to be well educated, well read, and socially and politically active. Now, haven't I made your day better? Now you don't have to have all those guilt feelings.

Latest leg-wettin' fact: The Bible has the word "and" in it 46,277 times. Don't believe me—count 'em.

According to scientific psychological tests, men (and women) with tattoos are more masculine than men or women without tattoos.

Are you ready for this one? According to Business Week magazine 61-year-old Rodey C. Gott, Harley-Davidson's head man, and the other AMF board members call themselves the "AMF Angels." They all ride full-dress Harleys.

Do you think the Great Biker In The Sky is trying to tell us something? For some reason lightning strikes five times as many men as it does women.

\$5.00 fines for smoking pot: For slightly over 120 days, the hip in Ann Arbor, Michigan, could smoke pot with only the fear of a \$5.00 fine (that could be paid by mail), should they get caught.

The Ann Arbor city council had voted the maximum penalty of a \$5.00 fine on May 15, but after school started in September a judge (who prefers the state penalty of up to a \$100 fine and/or 90 days in jail) ruled that the \$5.00 maximum penalty "is a question of intrusion of the legislative body of Ann Arbor in the judicial function of the State of Michigan." The Ann Arbor city attorney is appealing the ruling.

Speaking of grass, did you know that a woman under the influence of the devil weed is less fertile than normal, or that a chick on whites is more fertile? When you ask her if she took a pill today—maybe you'd better ask her which one.





160mph Speedometer Exclusively for the 74 Chopper!

Now for the first time you can buy this small (only 2 1/4" 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!

\$9.95

Backing Plate For Maltese Taillight \$4.95

Terms: 50% deposit, balance C.O.D. Send money order. Allow four weeks for personal checks to clear before we ship. California residents add 5%. We ship cheapest way possible to save you money, unless you specify otherwise.

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Pressured tested under water. Capacity 2 1/2 gallons. Uses stock Harley gas cap and petcock. Tank vented to accept Tillotson carburetor. These tanks have no ripples or die marks. **\$49.95**



45 drag type, header pipes

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

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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



FX Outer Cover Chromed Steel

Replaces aluminum one. Looks out of sight.

\$45.00

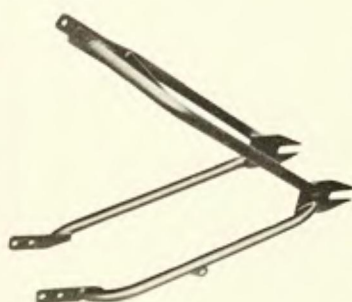


Steel 5" Fender

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.

2 1/2 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
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WORDMONGER'S WORD-BOARD

Spooky Looking Chick

□ Man, that chick on the October cover would have to sneak up on a glass of water to get a drink — where'd you dig her up? She did have a nice body though.

James Holland
FPO San Francisco

■ Spider said he didn't want you talking about his brother like that.

Snake Wants More

□ You guys must have been on some high class shit, not to have shown more of that chick on your last cover — man, she was beautiful — show more of her please!

Snake Floyd
Florence, S.C.

■ Snake, meet James Holland.

Harley Freaks Freak

□ Here's your fuckin' Honda, just like it should be — in pieces! (Editor's note: all six pages were torn into confetti.) You guys had a bitchin' rag until you put that piece of jap shit in it. I woulda wiped my ass with it, but I didn't want to catch anything.

Santina,
Norfolk, Virginia

□ Man, the next thing ya know, you guys will be publishing photos of bikers with AMA patches and helmets! A Honda is a Honda. Shit, I have to do ten over the speed limit to stay away from them on the street — and you had the guts to send one right into my pad!

Billy D.
Arlington, Illinois

□ First off, I want you to know that I was in pretty righteous shape last week, but then I about shit my pants when I saw that Honda in your mag. What in hell is wrong with you guys? Take my advice, don't hit

that weed every single day — it does strange things to your head.

Mark Lendahl
Omsted, Michigan

□ A centerfold picture of a Honda? Barf! It sure looks like you guys have sold out.

Grog
Los Angeles, California

□ I think you've decided to suck ass with the jap junk owners, because you know a lot of them read your magazine. I ruined my copy by having to cut that junk out of it.

George Arnold
Midway City, California

□ I agree with Super Hog. Why didn't the dude pick up on a Hog engine to go along with all of the other Hog replicas?

Perry Millu
Readsport, Oregon



Dick Tracy Is On Our Side!

□ Can you fathom this? Super-Fuzz comes out with an anti-helmet statement! How about everyone sending Chester Gould a lid in appreciation?

Hefner,
Newton, N.C.

□ Isn't it nice to know that Dick Tracy is on our side?

Debby
Ashland, Oregon

A Real Bike Babe?

□ When you shot that photo of the nude guy — who decided how much wine should be left in the bottle? Steve is really a bike babe — a cool-lookin' fucker — a little thin maybe, but that's understandable, the cat's been eating too many snakes.

Did you say straight looking? Steve reminds me of the guy who was so crooked that, when he swallowed a nail, he crapped a cork-screw.

Duck
Portland, Oregon

Nudie Male Was Great?

□ I was one of the chicks who wanted you to get your asses moving and print something for us females. The nudie male was great — terrific — and I can't stop looking at it. I tried to get a glimpse of his rod, but couldn't see anything — even after I held it up to the light!

Susan B.
Middleport, Pa.

□ It's about time you guys finally got enough balls to print a pinup for me. Next time forget the wine jug — right?

Louise Franklin
Portland, Oregon

□ Your pinup queen sucks. (P.S. Does he accept collect telephone calls?)

Big Texas Mouse
Blackstone, Maine

□ Let's see more bare-assed competition for Burt!

N. Posner
Amherst, Mass.

□ You guys are really far out. That nude photo of Steve drove me up the wall. There's something about long hair on a man (as long as that's all he has on) that I really dig. But you guys really blew it with that

wine jug — it should have been empty!

Lorna Rule
Eureka, California

Mother Protects Son

□ My son's magazine arrived today, and thank God I got the mail so I could see the magazine before he got home from school. I was thoroughly disgusted by the dirty cartoons and the full-length male nude. Please cancel my son's subscription — and go out of business, please. We adults are supposed to be examples to our youth — God pity our Country!

Mrs. A. M.
Pittsburgh, Pa.

■ Don't sweat it, lady — he'll probably switch to girls as he grows older — especially if you get off his back. Hallelujah!

Visions of a Mechanical Penis!

□ You have a certain following in this country and I recently purchased a copy out of curiosity. I have observed your type of bike rider for some time with increasing contempt! I note, for instance, that these strong "men" disappear from the highway when a wee drop of rain begins to fall — perhaps they are sensible, since their inept, front-wheel - skidding machines can't cope when the road gets bendy and/or wet.

I am writing simply to ask one question: Why do you do it? Why take a soundly designed machine and prostitute it into such distorted travesty, with inferior road-holding qualities? Why go back to old-fashioned rigid frames and small-diameter front brakes? Come to think of it, perhaps I know the answer: Your "choppers" look like mechanical penises! You must be trying to prove something which actual men need not prove. You do not cater to adult men, as you say, but to overgrown boys.

Donald Hammond
Hampshire, England

■ Tell me, Donald — just between you and me — do you see penises only while on acid, or have you had

—Continued on next page

Signal Lights
Starting Engine
Stopping Engine
Running New Engine
High Speed Tips
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Lubrication Chart
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Initial Servicing of New Motorcycle
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first 750 miles
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Maintenance
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adjusting front chain
adjusting rear chain
lubrication front chain
lubrication rear chain
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Compensating sprocket
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rough check for frame alignment
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disassembling
inspecting
assembling
adjusting
adjusting
glide
spring
rear
adjusting rear & springer brakes
servicing rear & springer brakes
Servicing Saddle Spring
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engine diagram

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cubic inch engines

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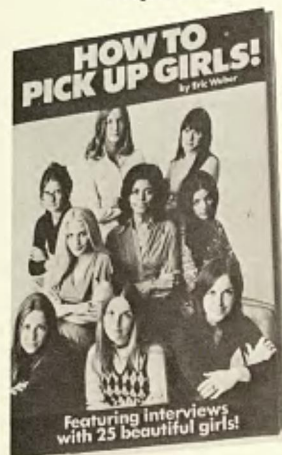
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*"If only I had
this book before
I started shackin'
with my present
orangutan!"*

-Spider



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

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

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

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Best places to meet girls
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visions of them since childhood?

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☐ We are proud to announce the formation of the first righteous club out here in the tundra—the AAC (Alaskan Air Command) Outlaws. We include ex-members of 1%er clubs from the Northeast and Midwest, as well as loners from all over the Lower Forty-Eight.

The home for the ACC Outlaws is King Salmon Air Force Station, a tiny radar site located on the Alaskan Peninsula—exactly 275 air miles from anywhere else.

Wild Willie, Pres.
ACC Outlaws
King Salmon, Alaska

Juice at Headquarters?

☐ That cat Brad in the October issue must be pretty fuckin' slick—seeing as how he hasn't had a license on his scooter for four years. Like maybe, the heat can't see past that slurp-slurp broad?

Sinbad,
Magalia, California

☐ His scooter was photographed before he took it to the license bureau. She was tasty, wasn't she?

No Saggy Tits

☐ You've said that **Easyriders** is edited for adult men—well, what about the chicks who read it? I'm one, and I dig bikes. Another question I have is why put some ugly broad with saggy tits in front of a bike? If a dude wants to see a chick, he knows where he can look. Chicks don't belong in a bike magazine.

S.H.
Albuquerque, New Mexico

☐ What would a bowl of chili beans taste like without chili?

Why All The Female?

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

Guy
San Jose, California

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

Where Are The Booze Fighters?

☐ All right, so I dig your rag—I buy every copy and all the rest of that jazz, but what I want to know is where the hell are the Booze Fighters? I heard you loud and clear about the stand you have, "to take into consideration a woman's viewpoint, whenever a decision is to be made, would adversely affect the magazine's content."

Are you willing to rectify the situation?

Marilyn Roberts
Portland, Oregon

☐ They'll be back in the next issue. Bosque's been a shut-in and he'll be out in another twenty days. He's learned why you should never hold more than you can eat.

Hey, How Come?

☐ I'm pissed off. You won't allow stock, dirt, or dresser bikes in your rag—but you will publish an article on a drag bike! How come?

John Burke
San Antonio, Texas

☐ We feel that a guy who's into choppers and has built his own bike, as most of them have, is also the kind of guy who would appreciate

ate a dual-shovel-engined scooter.

Women Lovers Unite!

☐ You have a very fine magazine, with the exception of your anti-women views. You classify every woman as a mere "chick"—a piece of meat, valued only by the size of her tits. (It's a good thing we females don't value you males by the size of your goodie.)

I am a single, working woman who owns two fine bikes—a righteous 74 fat bob, and a dependable Suzuki 350. I am not a brainless, cowardly, cackling piece of meat, commonly known as a "chick." So let's watch our mouth, huh? Now, am I finally a sister-biker, or am I still a worthless "chick"?

Ms. Phygaro Armstrong
San Francisco, California

☐ Sister, the term "chick" is not necessarily degrading. No matter what a guy called a woman, it still wouldn't change the true feeling the guy had for her. It he were the type to evaluate a woman solely by the size of her tits, or by the size of her bottom, he would do so, no matter what he called her to her face. **Intent** is the key. We (every slob on the staff) love women—and if we called them by their first name, or "Ms.," "chick," "jelly-belly," "ugly"—no matter what—we still love them. We'd love them even if they had warts for tits. So calm down. Don't take life so seriously. Nobody here is putting any women down.



"Knock it off, Stubby—Burt Reynolds, you're not!"

They Can Dig It

☐ I just read that letter from a biker's ol' lady who couldn't stand the vulgarity in your magazine, and I just about lost it. I'd say if her ol' man is a biker and belongs to a club, it must be a 10-speed bike club! I really dig your magazine — every fucking word.

Jeanne Summers
St. Ann, Missouri

☐ I had to let you know that there are a lot of chicks out here who can take your magazine exactly as it is — so don't change it.

J.H.
West Memphis, Arkansas

☐ I got bent when that so-called biker's ol' lady complained that your shit was too vulgar for her.

Pat Hayhurst
Canton, Ohio

☐ I am married to an outlaw biker, but I am also trying to get my degree in English Literature. I feel that your magazine is to be commended on all counts. Of all the chopper and quasi-chopper publications on the market at this time, yours is the most consistently interesting, relevant, and equitable in opinion (in regard to outlaws, loners, AMA, lawmakers, etc.). To tone down your language or to dull the edge of your humor would detract from the two main things that make your magazine valuable and enjoyable as it is — those two things being its credibility and its relevance.

Reni Moulder
Indianapolis, Ind.

Hardasses Arise!

☐ You damned hardasses think only male hardasses read your magazine. Well, for your info, I'm a hardass too, and I'm a girl!

Carol Spencer
Camp Springs, Pa.

Solid and Sweet

☐ I think you could put the pages you devote to bike laws and engineering reports to better use than giving us the same crap we can read in any Madison Avenue "biker" mag. Let's see more bikes, raunchy humor, and solid sweet young things, instead of all

this other crap we've all read elsewhere anyway.

Duke
Chicago, Illinois

☐ As we grow, more pages will be added, and then more space will be devoted to the editorial features you've mentioned, but we will always fight against mandatory helmet laws, editorialize for safe equipment, and fight against anti-bike legislation. We know for a fact that you can't get this in-depth information elsewhere — and yet, somebody must stand up for our rights, so that's what we do.

Dynamite In Bangkok

☐ I thought I'd let you dudes know how the Army treats us over here. Before you can buy a bike you must get the commander's approval. Then he makes sure you join the Army-sponsored M/C club that has the power to pull your scooter privileges if you break one of their rules — like not wearing a helmet.

It's really a rip-off to see Thai civilians jammin' around without a helmet — while Big Brother says we must wear ours. Other than that, this place is ace as hell. The — uh — agriculture over here is dynamite!

James G.
Bangkok, Thailand

Lonely Ol' Lady

☐ I am neither a biker nor a biker's ol' lady at the moment (although I'm looking). I merely appreciate an honest mag written in the honest language of adult men and women. I would

appreciate hearing from anyone who would take a notion to drop a line to a lonely ol' lady (27 years).

Nancy Moody
5912 Dexter Avenue
Tampa, Florida 33604

Got Our . . . Together

☐ I recently read another "chopper" magazine that road tested five different types of bikes. Out of the five they tested they rated the Harley 1200 Superglide last — the only things they liked about it were its looks and styling.

What I want to know is, if Harleys are so bad, why are the majority of choppers Harleys? I really think your rag's got its . . . together.

Steve Hearn
San Antonio, Texas

☐ You're assuming too much. 1. That their estimation is accurate and unbiased. 2. That everyone agrees with their opinion — for all you know, the guy that wrote that opinion might be a Limey bike freak. As my dear mammy used to say, "Just because he sticks his head in the toilet, does that mean you should?" By the way, Steve, sometime when you have the time will you write and tell me what the shit ". . ." means?

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



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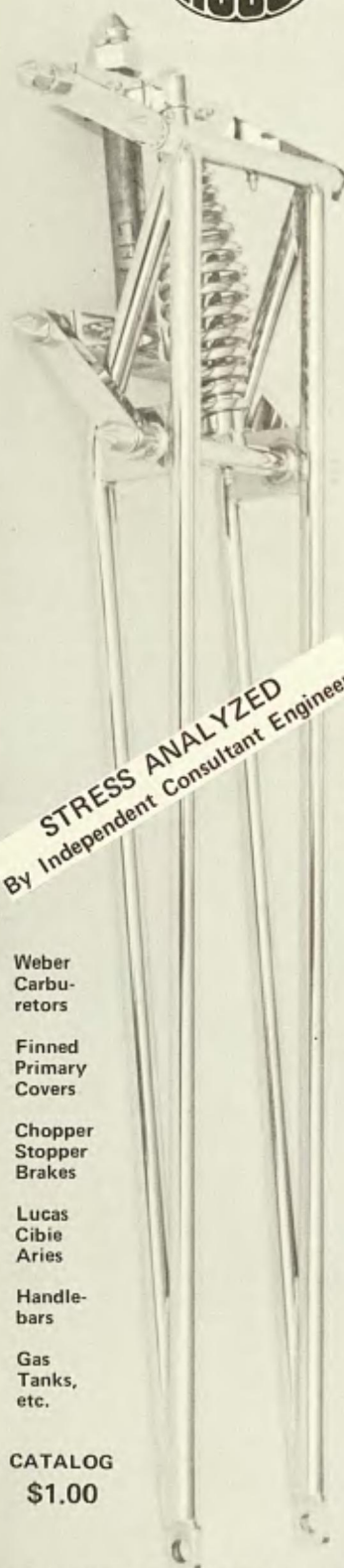
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A Goose Talks About Hollister

Hey, I want to set the record straight about the Hollister hassle. I was one of the Galloping Gooses there, and I'm writing to tell you that *Life's* version of what happened was bullshit.

That photo of the two dudes was staged by a *Life* photographer. (I have it on good authority that the two dudes that posed for the photo were paid a visit and shown the error of their ways.)

The bash started with the AMA officials refusing to let the Gooses participate in the event unless they removed the Gooses patch from their backs.

The symbol was a large fist giving the finger. AMA's demand went over with the Gooses like a fart in church, and as a result the Gooses were "outlawed" from the event. This was probably the origin of the term *outlaw*, although the AMA had no doubt outlawed other bikers and clubs from participating in other events prior to this time; however, this hassle received the most notoriety.

We had about twelve to fifteen members at that time. When we were outlawed we headed for town along with another club that was there too — the

Booze Fighters. At that time I think they had about 25 members. It's been so long, I don't remember the other clubs that were there, although I think you were wrong about the 13 Rebels — I think they turned AMA prior to Hollister.

Here's a photo of me and my bike at that time. It's a 1936 VLH Harley. The engine was built up to a healthy 90.98 cubic inches. It went like hell — between the times that it blew up on me.

Old Goose,
Los Angeles, California





\$10 for your jokes!

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

After breaking a primary chain and pushing his bike a mile down a hot, dusty road, the biker went into a bar to have a cold beer. Slurping the brew and thinking about his bike, he got pissed off. The more brews he had, the more pissed he got. Finally he stood up on the bar and shouted, "Everybody on the right side of the room's an asshole!" He waited for someone to challenge him, but nobody did, so he sat back down and had more beer.

After a few more brews he jumped up on the bar again, and shouted, "Everybody on the left side of the room's a goddamn queer!" Suddenly a guy stood up on the right side, and the biker sneered, "Well, you gonna do something about it?"

The guy answered, "Heavens no, honey, I'm just on the wrong side of the room."

—Frank Olmos, Jr.
Porterville, California

One day a biker died. He was a big mutha, weighing 350 pounds, and no one could find a coffin big enough to bury him in. While they were trying to figure out what to do, another biker's ol' lady spoke up: "I know all about bikers—just give him an enema." They buried him in a shoe box.

—Jim Schwada
Overland Park, Kansas

And how about the boy who found a fifty-cent piece in the alley and had to go home to get the money.

—Dog Roe
Chillicothe, Ohio

My ol' lady was so dumb, she thought a beaver dam was a tampon!

—L & D Jones
Jacksonville, Florida

Righteous Chop Shirts!



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

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_____ Panhead _____ Shovelhead
_____ Sportster

Be sure to state size: sm., med., lge., ex. lge.

Name _____

Address _____

City _____

State _____ Zip _____

(Must have)

Everyone's
familiar with
the detail and quality of
Harold Robinson's drawings.

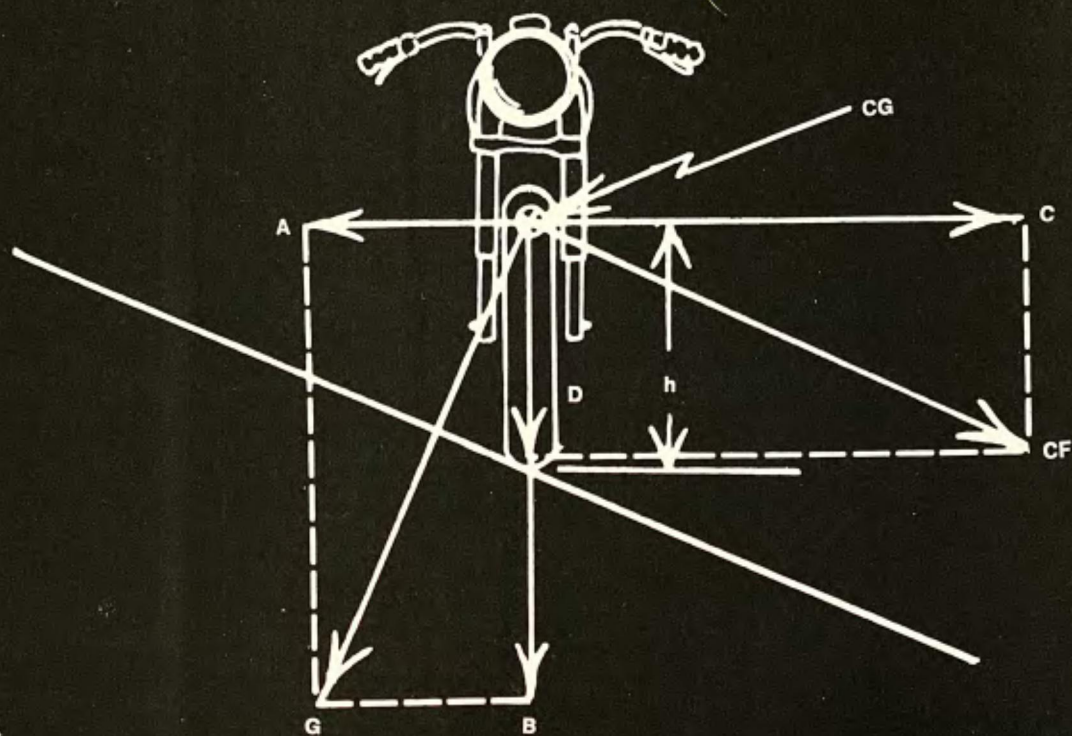


Figure 1

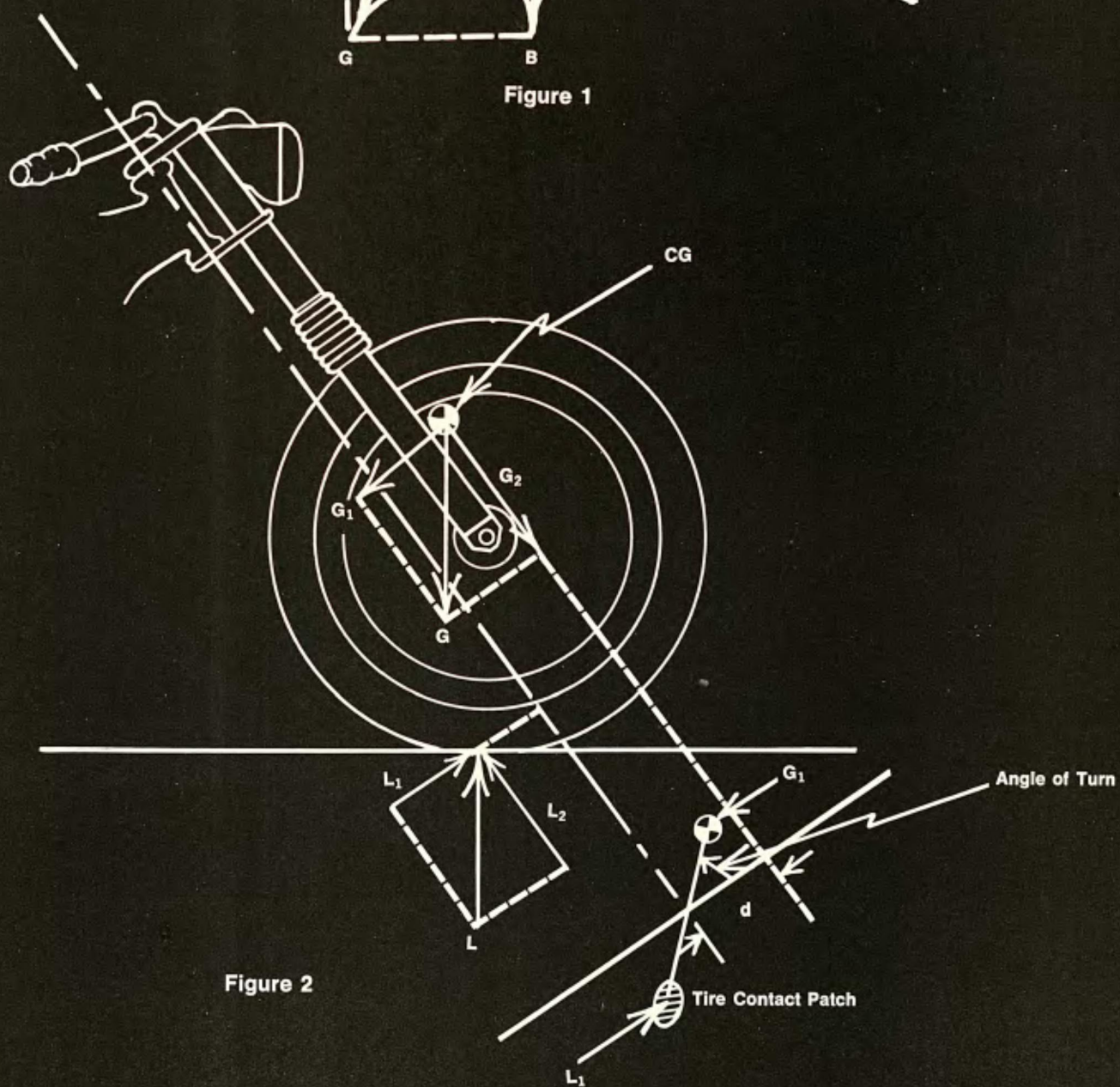


Figure 2

By William M. Otto, Engineer/Physicist
and Dr. Richard K. Overton, Human Factors Engineer

What Is A Safe Rake? (Part II)

Instability and Handling Problems

This is the second in ABATE's series of scientific engineering reports by recognized experts. Our aim is to educate lawmakers, judges, and the police in the engineering facts about choppers.

The first report (October issue) showed a systematic way to determine exactly what is a safe rake. It analyzed the chopper's structure. This report examines the question of handling and instability problems with raked and extended front ends.

With these documented reports chopper owners will now be able for the first time to defend themselves with facts—not opinions.

—Editor

When the average citizen looks at a chopper with a long extension and an increased rake, his usual reaction is: first, the long forks look very flimsy; second, the whole thing looks unstable. As for the appearance of flimsiness, his response would probably be the same if he saw the insides of some of those massive-looking aircraft structures that he flies in with great confidence. In reality many of the custom chopper forks are considerably stronger than the massive-looking stock forks. Riding stability can also be considerably better than with some stock machines. With both strength and stability, the engineer has to know what he is doing. A stylish appearance does not always make for good engineering results. In this article we will examine most of the aspects of handling and how they are affected by changing rake angle.

There are two major parts in the handling problem: inherent stability and

rider "feel." The first one sounds complicated, and it is; but if you have ever experienced a high-speed wobble with the front wheel eventually going lock-to-lock in an uncontrollable manner, you will agree that it is important for us to have more than a passing knowledge of what causes inherent stability; or, more importantly, instability.

Before we launch into a discussion of inherent stability, we should clear up one matter once and for all. Contrary to popular opinion, both bicycles and motorcycles are completely stable above a given speed, if properly designed. This has been proven in tests which we have run on riderless bicycles. We have even gone to the extent of bumping the bicycle during its run; the result was that it took up a new course on which it again was stable. The big problem is to find out what causes the stability. To do

so we must look at all the forces which act on a bike, powered or pedaled.

The simplest forces to look at are those caused by gravity. Fig. 1 shows that as you lean the bike sideways, gravity (G) continues to pull straight down on the center of gravity (CG), and only a portion (B) of the force shows up on the tires; the rest (A) acts on the center of gravity in such a way as to continue to pull the bike over. The torque acting on the bike is the force A times the lever arm h . Actually when we consider the whole situation including the rider, then the center of gravity must move up to take account of the weight of the rider.

Already you can begin to see one of the effects of a well-designed chopper: The rider sits lower on the bike; thus the CG does not move up as much, and the torque is less because of a shorter lever arm. This is true even though the weight of the bike and rider would be the same as stock.

We will return to the rest of the effects gravity has on the bike, but first we will consider the second major force, that caused by centrifugal acceleration acting also on the CG.

When anything is forced to move in a circle, it experiences an effect known as centrifugal acceleration. This can be demonstrated by tying a crescent wrench on a string and whirling it around in a circle. Even though the string is strong enough to support the wrench when it is standing still, it will break if whirled fast enough. This is due to centrifugal acceleration acting on the mass of the wrench and increasing its effective weight. The acceleration increases as you increase the velocity, and it also increases

"The average chopper with raked neck and extended forks will tend to have a longer trail and be further into the stable region than the same bike is when stock."

—Continued on page 52



Your Left Swingarm Assembly Is Fractured

It is my contention that if a person is not killed outright in a motorcycle accident, the hospital personnel, who hate no one more than they do a biker, will do their best to see to it that he reaches those chromed six-inch-extended gates of motorcycle heaven.

I suited up in my leather jacket, Wellingtons, and White Mule canvas gloves. I was ready to ride. The Triumph was newly tuned and fueled, and I was newly fueled (Chianti) and, needless to say, tuned. I opened the pet-cocks, gave it two dry kicks, turned on the ignition and kicked it again. The perfect combination. I climbed on, turned on the lamp, pulled the tight clutch, and heeled it hard into first. I was off.

The five o'clock traffic was heavy but running well. I was zig-zagging and criss-crossing at about sixty, just keeping up with traffic (about a mile ahead of me), when the blue Dodge in front of me slowed for the Buick making a left in front of it. I glanced to my right for clearance and slammed hard into third. For some unknown reason the Dodge hit his brakes fast and hard.

I was still downshifting when the ambulance crew put me on a wooden board just in case my back was broken. My left shoulder felt like I'd been the twenty-third car in a successful twenty-two-car jump by some daredevil riding a Case tractor.

"Wait," I mumbled to myself as they wheeled me into the hospital from the ambulance. "I know I've seen this show before." I knew it wasn't Bronson. That s.o.b. never cracked up. The doors slamming open, the nurses' heads bobbing alongside the speeding stretcher, the round ceiling lights playing roulette, the calls of "Page the resident. Get the resident." I then remembered: Marcus Welby: Embalmer.

"Being raped by a bunch of nurses sure hurts," I groaned as three of them ripped off my clothes. I was disappointed when I couldn't get it up. They didn't seem to care. They just put a white burial gown on me and pulled my left arm onto a cot. The rest of me followed. I asked for a priest when the fact struck me that a cot that cold could have come from only one place in the hospital.

When I woke again, two sweet eighteen-year-olds ordered me onto the X-ray table. I asked them how the hell they expected me to

get on the goddam table when I felt like I had twice as many joints in my body as I'd had an hour before, and I still didn't know which way they bent. They pulled my left arm again. I was surprised that the rest of me followed for a second time. As the X-ray machine buzzed and whirled while the gamma, or alpha, or beta, or what the hell rays shot through my shoulder, I wondered where Dr. Zarkhoff was. I figured he must have been busy on another floor of the hospital with some clay people that got caught in the rain. At any rate, the nurses got a clear picture of my three-piece collarbone.

The aides wheeled me back down the hall to the emergency room. When I got there Doc Holiday wrenched the twistgrip from my right hand. I hadn't even noticed it. I asked how the bike was. Everybody laughed disgustedly and sneered at me. "Some gratitude," I muttered. "Without guys like me you'd all be out of a job." I asked one of the nurses for a cigarette. She said no. "Whatcha mean? Here I am on my death bed and you won't give me a last butt? What the hell kind of lovin' tender care is that?" She said there was oxygen in use. I still wanted a butt. If I was going to ride to the big grease spot in the sky, I wanted to go with a full-valve backfire.

The doctor glanced at the X-ray plate and assured me I was going to be okay in a couple of days. He said I'd have to keep my arm in a sling for a week or so to keep my shoulder immovable. He then ordered Nurse Stump (hell of a name for a nurse) to give me a shot for the pain. I could already have been filled with water and used as a fountain in a Grecian festival, and this guy wanted to put another hole in me! I fainted again when the nurse came back grinning with a 450cc DOHC needle.

I woke once more with my clothes on and the nurse telling me to get the hell out of there. I obliged. I called Huggy Bear (my ol' lady) and told her to come pick up Kissy Face. I told her there would be no nooky-nooky 'cause I piled up the wheels and me too. She asked how the bike was. Some bitch! I said I didn't know. The police were still chasing it down Route 14.

While I waited for Linda to arrive, I gave silent thanks to the Big Rider and then told myself, "I bet I can get enough coin for the bike parts to make a healthy down payment on another one—a bigger one." ■

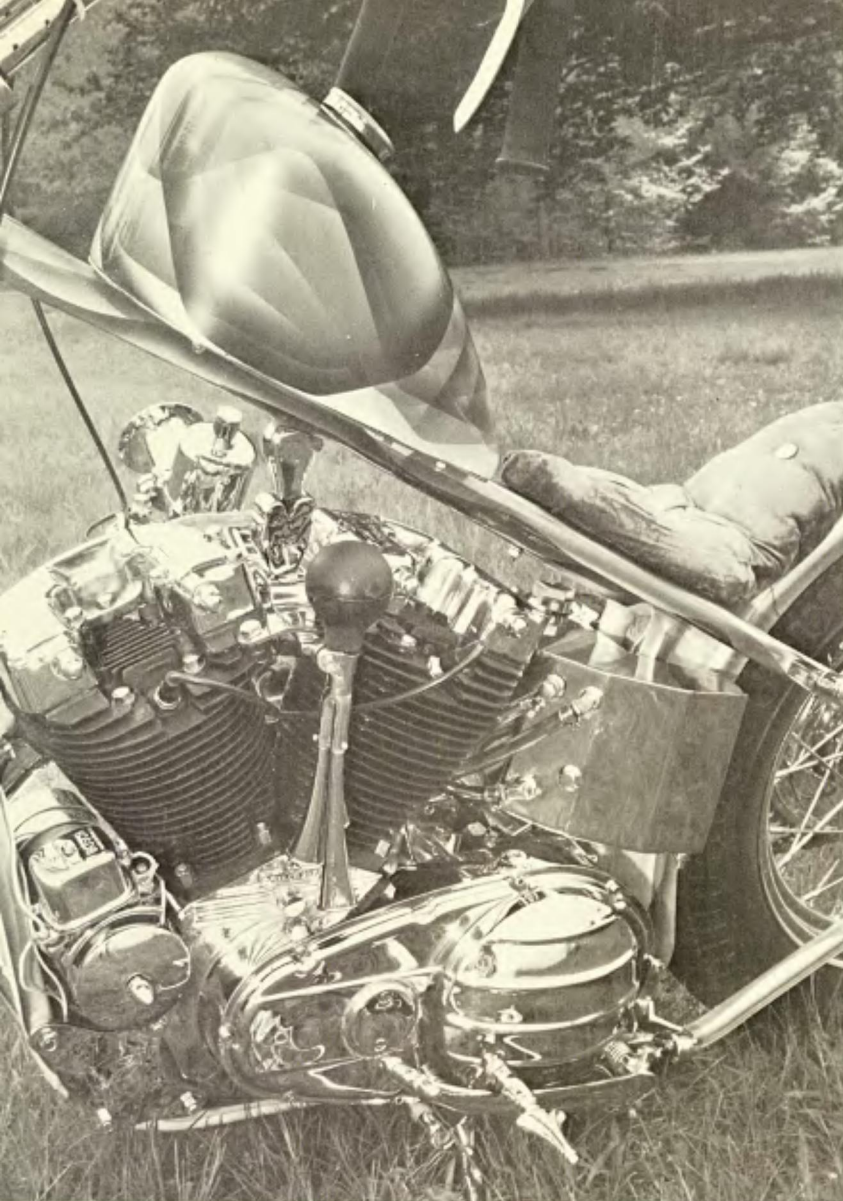


If At First You Don't See — *Try Again!*

After you've spent most of your green building a scooter, you're not likely to let just any dude put his hands on it, or even eyeball it **too** closely. At the same time, no one wants to keep a twenty-four-hour watch beside the thing while everybody else is inside the beer joint gettin' their jollies. So bikers use all sorts of gadgets like chains, pit vipers, mercury alarms, and trip-loaded bazookas to keep wise-asses away.

John Siligato built some pilfer protection

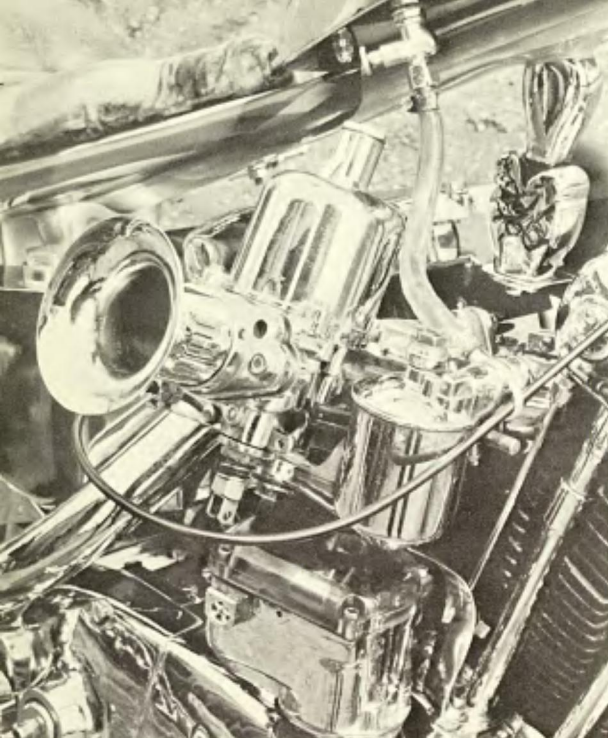




right into his chop. Look too closely at the top motor mount or the tank paint job, and you'll get the message loud and clear. Bob Mercier of J & B Kustom Kolors did the fantastic finger (and the rest of the paint) in candies and transmission pearl so that it can't be seen at all angles from a distance and will not offend the eyes of distant citizens. But just get up close. . . .

We can hardly blame John, though, because even Henry Ford could see there's one hell of a lot of work in this motorcycle. The motor mount itself had to be shaped, filed, chromed, then welded to the frame, and finally partially painted over to hide the bead. Once John had set the standard this high, he had to do things like mount the gas tank on a chromed plate that covers the lumpy underside. Since the motor was a late Sportster, the fins had to be ground off the cam cover and the oil tank replaced with a custom-built unit. And to this you can add the small but necessary





parts that were made: footpegs, axles, and a brake linkage.

And of course, chrome. Everything from the carb to the crankcase was done, although John wisely let the heads and barrels alone. In fact, the day before we took the pictures John lunched his all-chrome generator and was very unhappy that he had to use one with a black enamel case. But we reassured him that not too many people would be looking at that. They'd be more likely checking out the bike's—private parts.



Owner: John Siligato

General

Fabrication by: owner
Year & make: 1969 H-D
Model: Sportster
Value: \$4500
Time: 4 months
Assembly: owner
Chroming: J&J Chrome, West Haven, Conn.

Frame

Year: 1969
Rake: 1 1/2 inch (6 inch stretch)
Rear susp: hardtail (shortened 3 in.)
Bars: 2 piece pullbacks
Tank: Flat bottom Sportster
Seat: owner
Material: Crushed Velvet

Engine

Year: 1969

Sissy Bar: owner

Forks

Model: XLCH
Builder: Waterbury Cycle Engineering
Displacement: 55 cu. in.

Type: narrow springer
Extension: 25 inches
Builder: Wheel Specialties

Cam: PB's

Painting

Lifters: solid
Carb(s): 1 1/2 in. S.U. on C.C.E. manifold
Shifter: foot
Pipes: straight drag type
Mufflers: internal baffles

Molding: Richie Vitali
Painting: J&B Kustom Kolors
Color: Candies & Pearls
Type: Acrylic lacquer

Tires

Stacks: none

Front: 2.25 x 17

Wheels

Front: 17-in. (spool)

Rear: Firestone 5.00 x 16

Rear: 16-inch



Chopper Laws State-By-State

Motorcycle laws are constantly changing. The laws contained in the chart are as they were at the time we went to press. Since that time new laws have no doubt been enacted and, hopefully, some have been modified or repealed. The chart is the result of research by ABATE members and information received from various state Motor Vehicle Departments. In order to keep the chart accurate and up to date, we would like to request that all readers help us correct

errors, should any exist, and supply us with any new laws as they become known.

It is our plan to keep the chart up to date and print revised charts with latest information in every other issue. ABATE wants every chopper rider to be aware of the national bike law situation.

Send corrections and new laws (or change in existing laws) to ABATE, Box 2280, Seal Beach, California 90740.

States	Crash Bars	Steering or Frame Modifications	Extended Front End Laws	Brake Laws	Lights-On Laws	Eye Protection	Fender Laws	Reflector Laws	Muffler Laws	Mirror Laws	Handlebar Laws	Helmet Laws	Speedometer
Alabama									Muffler required No cutouts	Two required		Required	Required
Alaska				Front brake required		Goggles, glasses, or faceshield	Front and rear fenders required	Required on rear of bike, visible for 300 ft.	Muffler required	Two required	15 inches between seat and grips	Required	Required
Arizona						Goggles, glasses, or faceshield				One required	15 inches between seat and grips	Required	
Arkansas	Required				Required on during daytime	Goggles, glasses, or faceshield		Red, on rear of bike, visible for 300 ft.	Muffler required	One required		Required	
California				1966 and later, front brake required				Rear reflector, visible 300 ft.	Muffler required No cutouts	One required	Handlebar not higher than shoulder height		
Colorado		Maximum 40 degree rake				Goggles, glasses, or faceshield		Helmet/reflectors sides and back, 4 in. sq. min.		One required		Required	
Connecticut				Front brake required		Goggles, glasses, or faceshield	Front and rear fenders required	Required on rear of bike	Muffler required	One required	15 inches between seat and grips	Required	Required
Delaware				Front brake required		Goggles or faceshield	Front and rear fenders required	Required on rear of bike	Muffler required	One required	Shoulder height	Required	Required
Florida					Required on during daytime	Goggles or faceshield				One mirror making road visible 200 ft.	15 inches between seat and grips	Required	
Georgia					Required on during daytime	Goggles or faceshield				One required	15 inches between seat and grips	Required	
Hawaii		No alterations		Front brake required		Goggles or faceshield	Front and rear fenders required	Required on rear of bike	Muffler required	One required	15 inches between seat and grips	Required	
Idaho									Muffler required	One required	15 inches between seat and grips	Required	
Illinois		"Frame alterations could cause refusal of registration."		Front brake required		Goggles, glasses, or faceshield			Muffler required	One mirror making road visible 200 ft.	15 inches between seat and grips		
Indiana				Front brake required	Required on during daytime	Goggles, glasses, or faceshield				One required	15 inches between seat and grips	Required	
Iowa				Front brake required		Eye protection required			Muffler required	One mirror making road visible 200 ft.	15 inches between seat and grips		
Kansas				Must be able to stop in 55 ft. at 20 mph		Goggles or faceshield			Muffler required	One required		Required	
Kentucky				Front brake required		Goggles, faceshield, glasses, or windshield	Front and rear fenders required		Muffler required	One required	15 inches between seat and grips	Required	
Louisiana						Goggles, glasses, or faceshield		One rear reflector		One required	15 inches between seat and grips	Required	
Maine						Goggles or faceshield			Muffler required	One required	15 inches between seat and grips	Required	
Maryland						"Eye protection" or windshield				Two required	15 inches between seat and grips	Required	
Massachusetts				Front brake required			Front and rear fenders required		Muffler required	One required	15 inches between seat and grips	Required	
Michigan				Front brake required		Shatterproof eye			Muffler required	One required	15 inches between seat and grips	Required	

Minnesota					Goggles or faceshield					Muffler required	One required		Required
Mississippi										Muffler required	One required		
Missouri											One required		Required
Montana				Required on during daytime						Muffler required	One mirror making road visible 200 ft.		
Nebraska					Front brake required					Muffler required	One required		Required
Nevada					Front brake required				Front and rear fenders required	Rear reflector	2 mirrors required with 3 in. reflecting surface	15 inches between seat and grips	Required
New Hampshire									Goggles, glasses, or faceshield		One required	15 inches between seat and grips	Required
New Jersey	No alterations									Rear reflector	One required	15 inches between seat and grips	Required
New Mexico					Front brake required				Goggles or faceshield		One mirror making road visible 200 ft.	15 inches between seat and grips	Required
New York					1971 and later, front brake required				Goggles, faceshield, or windshield	Rear reflector	One required	15 inches between seat and grips	Required
North Carolina										Rear reflector	One mirror making road visible 200 ft.		Required
North Dakota										Rear reflector	One required		Required
Ohio									Goggles, faceshield, glasses, or windshield		One required		Required
Oklahoma				Required on during daytime						Rear reflector	Two required	12 inches from crown to grips	
Oregon				Required on during daytime						Rear reflector	One required		Required
Pennsylvania	No alterations	8-inch maximum extension			Front brake required			Fenders cannot be cut or altered— front or rear	Goggles or faceshield		One required	15 inches between seat and grips	Required
Rhode Island		6-inch maximum extension			Front brake required			Front and rear fenders required	Goggles or faceshield	Rear reflector	One required	15 inches between seat and grips	Required
South Carolina									Goggles or faceshield		One required		Required
South Dakota									Goggles or faceshield		One required	15 inches between seat and grips	Required
Tennessee	Required								Glasses, goggles, face- shield, or windshield		One required		Required
Texas									Goggles or faceshield		One required		Required
Utah									Goggles or faceshield		One required		Required
Vermont									Goggles or faceshield		One required	15 inches between seat and grips	Required
Virginia									Glasses or goggles		One required	15 inches between seat and grips	Required
Washington									Goggles, glasses, or faceshield	Rear reflector visible 200 ft.	One required		Required
Washington, D.C.	No alterations				Front brake required				Goggles, or faceshield		One required		Required
West Virginia									Goggles, glasses, or faceshield	Helmet reflector on sides, back, 10 in. sq.	One required	15 inches between seat and grips	Required
Wisconsin		No extended front end after 1974		Required on during daytime					Goggles, glasses, or faceshield	Rear reflector	One required	15 inches between seat and grips	Required
Wyoming											One required		

*In the
Wind*

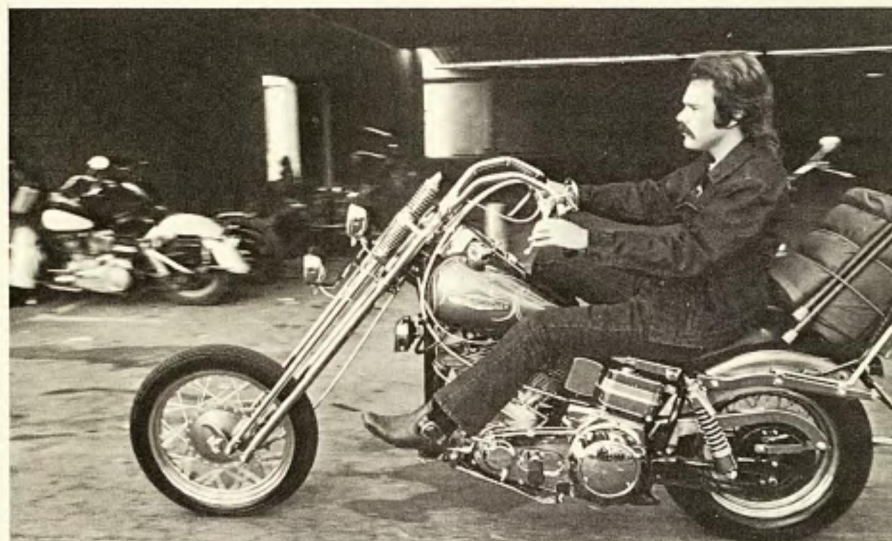
Fun and Games at Indio

On the first weekend in October, the AMA sponsors a run to Indio, California (where the climate is similar to that of the Sahara desert). With cold riding weather approaching, the warm sunny run to California's desert is welcomed as sort of a last big fling of the season, and because of this the meet is popular as hell with the AMAers as well as everyone else—participants, spectators, nosepickers, dressers, chops, trikes, junky bikes, beautiful bikes, weird bikes, fast bikes—you name it. Everybody tries to make the run. Sexy broads, good guys, bad guys, funny dudes—everybody party-timing it—there's even the usual head-thumping to add a little color.

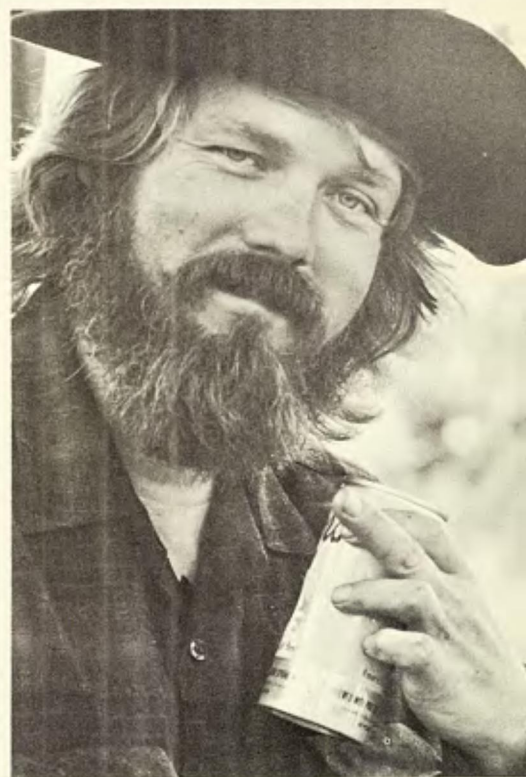
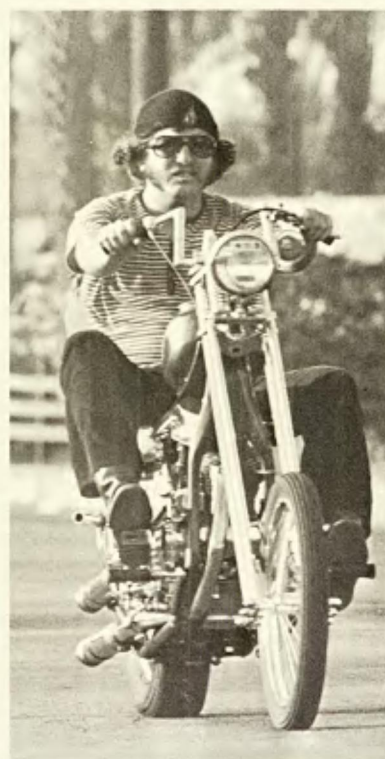
Over 4,000 bikers attended the last meet and it was fun and games for all—so much so, in fact, that the AMA has been quoted as saying they're going to hang it up with this meet, because so many non-member types showed up. Here's a few grab shots taken at their last meet.



Photos by Tony Kmiecik









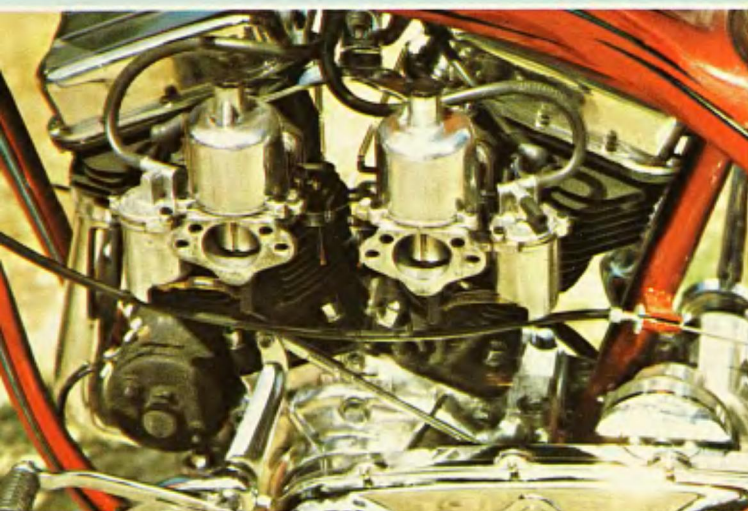
**Built in Iowa
—complete
with oil tank
thugged from
a lawn mower!**

In the October 1972 issue, we featured a beautiful panhead with a headline; "I built it in the bar and I chromed it in the chicken house." The bike was built by its owner, Marv Jensen of St Ansgar, Iowa.

The tasty pan you see featured on these pages was built for Randy Groves of Forest City, Iowa, by Marv Jensen, only this time he says his chicken house chroming operation "was a bummer," and he had the chroming done in Des Moines.

As with his first bike, Marv has combined an exceptionally well designed





Photos by Bruce Newman



bike with a strong-running engine. He and his brother Russell installed super-light porkchop 4 1/2-inch stroker wheels machined out of 4130, MC forged pistons .050 over, S&S pushrods and plates, Joe Hunt mag, dual-port heads running two 1 7/8-inch intakes (Stellite, from a G.M.C. truck), 1 3/4-inch exhaust (from a Cummins diesel), and a 468+ cam.

The oil tank was made from a lawn-mower gasoline tank. The frame has been stretched 2 1/2 inches and a coffin tank added.

As you can tell from the photos, the design is clean and uncluttered—a look we here at the Salt Mine prefer. The Flash Gordon look turns us off such as a chop that obviously wasn't built to ride—so it really turns us on to see a scooter that has clean lines wrapped around a powerful engine. As we said at the end of the article featuring Marv's first bike: The bike is just plain bitchin'. ■



Owner: Randy Groves

General

Fabrication by: Jensen Bros.

Year & make: 1956 H-D

Model: 74

Value: \$3500

Time: 6 months

Assembly: Marv Jensen

Chroming: Ken's Plating

Frame

Year: 1956

Rake: 1 inch (2 1/2 in. stretch)

Rear susp: rigid

Bars: Pullbacks

Tank: Coffin

Seat: Marv Jensen custom

Material: naugahyde

Sissy Bar: 1/2 in. square

Engine

Year: 1956

Model: Panhead

Builder: Russell Jensen

Displacement: 86 cu. in.

Cam: Sifton 468+

Lifters: S&S lifters and plates

Carb(s): two 1 3/4 S.U.'s

Shifter: foot

Pipes: drag

Mufflers: none

Stacks: none

Forks

Type: narrow springer

Extension: 15 inches over stock

Builder: Midwest Cycle Supply

Painting

Molding: Marv Jensen

Painting: Marv Jensen

Color: Candy Brandy Wine

Type: Acrylic lacquer

Tires

Front: Avon 2.75 x 19

Rear: Goodyear 5.10 x 16

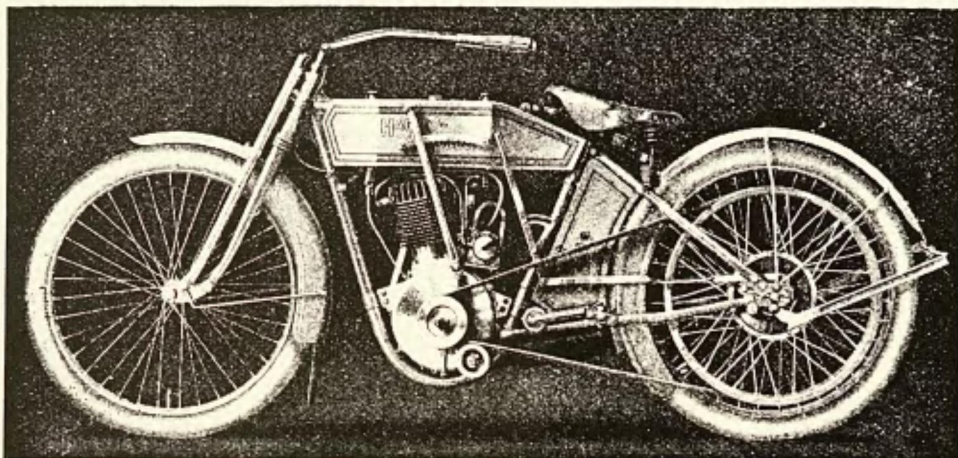
Wheels

Front: 19 inch alloy

Rear: 16 inch alloy

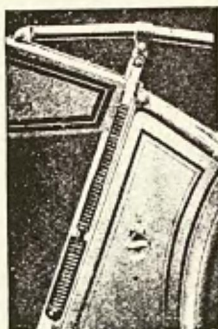
THE NEW Harley-Davidson

"THE SILENT GREY FELLOW"



The Motorcycle That Is Not Uncomfortable

The Free-Wheel
Control permits
the HARLEY-
DAVIDSON
to be started
like an auto.



Sectional View
of Ful-Floeing Seat

Easyriders

UNTIL the New HARLEY-DAVIDSON was produced motorcycles were more or less uncomfortable. With only the saddle springs and the resiliency of the tires to absorb the jolts, how could they be otherwise? When a motorcycle struck a 3 inch bump the tires and the saddle springs absorbed 1 inch of the shock—the rider got the rest.

Motorcycle manufacturers have long tried in vain to overcome this. They put longer saddle springs on and found that while this eliminated the hard jolts, when the machine struck bumps or crossings it added a "spring board like" action which threw the rider off the seat. This was even more objectionable than the jolts and jars and was actually dangerous. Other experiments were tried, but the problem remained unsolved, until William S. Harley, America's foremost motorcycle designer and engineer suspended or floated the seat between two springs held under heavy compression. Hence the name *Ful-Floeing* SEAT.

Jolts and jars were eliminated—it was like riding on air. The "spring board like" action was gone. The rider really floated over bumps and rough roads. The *Ful-Floeing* SEAT had solved the problem.

In addition to its comfort, the new Harley-Davidson is clean—all moving parts where oil is used are encased in oil tight cases, and the machine is so silent that it cannot be heard across the street.

HARLEY-DAVIDSON MOTOR CO.
225 B Street MILWAUKEE

This 1912 advertisement will be of special interest to rigid owners.

As Knuckles Go, This One Isn't Half Bad



*Here's a scoot that has been slowly and methodically
designed and constructed every inch of the way!*



"Hey, ugly, wanna do me a favor?" It was the editor and he was standing in the doorway to my office. "Sure, babe," I answered. "But it's got to be a quickie. I gotta leave with Spider—it's his turn tonight, you know."

"No, not that kind of favor—I want you to write an article for the next issue."

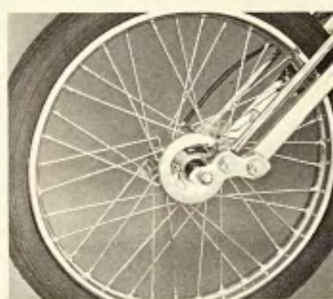
I got off the desk and sighed, "Ohhh."

I tried not to sound too disappointed. "Sure, honey, whatta ya want me to write?"

"Well, my knuckle is finished—"

"No shit," I cut him off. "I thought it'd be at least another year at the rate you guys were going."

He flashed me with his hard-eyed look that said shut up, bitch, and listen, without his saying a word. I decided I'd bet-



ter cool it, so I tried again. "Oh, it's finished; I bet you're happy!" I flashed him a toothy, submissive smile.

"Yeah, I'm happy," he growled, while his eyes continued to say shut up, bitch, and listen. He waited a moment to see if his unspoken message had got through to me. It had.

"—and I want to feature it in the next issue, but I don't want to write the story, or have anything to do with it; that might come off as an ego trip." He waited again, this time to make sure that what he'd said had sank into my pretty head.

"I don't want to look like king shit—like, lookee here—look what I've got! I didn't build the bike—I directed the building of it, and it represents everything I personally like in a scooter."

I started to open my mouth to say something, but a wave of his huge paw convinced me that now wasn't the time. "I think our readers would like to know where the editor's head's at—"

"You mean when it's not buried in some snatch," I kidded, but his cold glare froze the words in mid-air, and my ear-to-ear grin wilted—he wasn't in a playful mood.

"—but I don't think the editor can say these things about himself without coming off as some kind of an asshole."

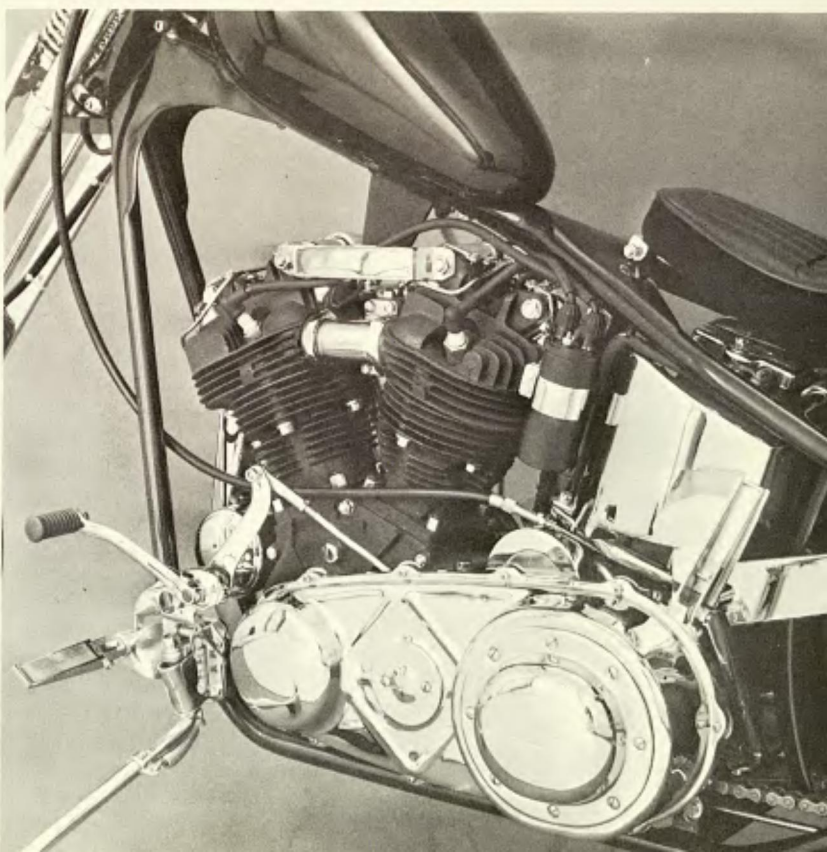
I started to say, "Well?" but wisely decided against it. Instead, I said, "I understand perfectly. You want me to write an article about the editor's bike, and from the standpoint that the only reason we're featuring it is because I felt the readers would be interested in seeing the kind of bike the editor would build for himself—even if he didn't have all the contacts around the country that he sandbagged into helping find parts for it. That this is the type of bike that he'd build for himself if he had the smarts to do it himself, if he had enough bread to do it, and if he didn't have *Easyriders* to help him make deals. On top of all that bullshit, I'm supposed to make you not look like an asshole? I want a raise."

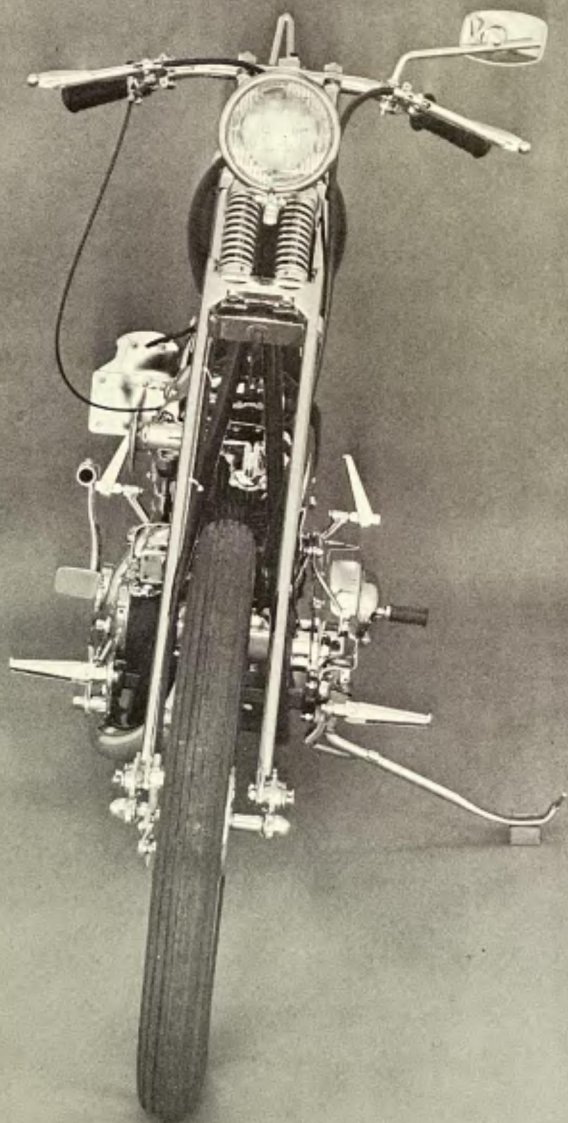
He started toward me with clenched fists. "I'll give you a raise!"

I moved away from him as I said, "Maybe it'd be better if I gave you one?"

On that we agreed.

Miraculous Mutha





General

Fabrication by: D&D
Year & make: 1947 H-D
Model: Jammer
Value: \$3500
Time: Seemed like forever!
Assembly: D&D
Chroming: D&D

Frame

Year: '72 Jammer
Rake: 38° (2 1/4" stretch)
Rear susp: rigid
Bars: drag (7" risers)
Tank: Chopper
Seat: Ministronie Med. Regal
Material: leather
Sissy Bar: 36 in. (5/8 Hex)

Engine

Year: See "Remarks"
Model: Knucklehead
Builder: D&D
Displacement: 74 cu. in.
Cam: '36

Forks

Type: narrow Hex springer
Extension: 10 inches
Builder: D&D

Painting

Lifters: solid
Carb(s): Linkert
Shifter: foot
Pipes: drag type
Mufflers: none

Molding: Electric Bob
Painting: Electric Bob
Color: Black Pearl
Type: lacquer

Tires

Stacks: none

Front: Avon Mk II, 2.75 x 21

Wheels

Front: 21in. Hallcraft

Rear: Arco 5.00 x 16

Rear: 16-inch

Remarks: Engine has brand new blank cases, dug out of an old Harley dealer's basement.



Spider's Hang-Up

Spider suggests you read this page

when your head is in righteous shape.



Wire Saw Dehorning Instructions



Mature Goats Now Easily Dehorned

STRONG ARMS
for 10 Cents in Stamps or Coins

5-16 H.P.



1916 Peerless Motorcycles

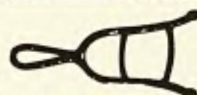
with Free Engine, Bosch Magneto, together with the best there is in Motorcycle construction, Power, Speed, Silence, Endurance, and those wearing qualities so essential for low cost of maintenance.

Agents Wanted—Liberal Discount

Peerless Motorcycle Co., 109 Huntington Ave., Boston, Mass.



A SWELL AFFAIR
BALLING IRON



and sheep. Jaw spreader for giving capsule. No. 7222

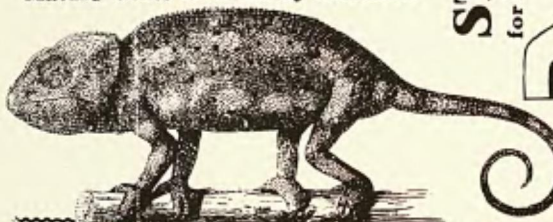


Table of Body Temperatures of Farm Animals

	Average Normal Rectal Temperature
Ass	98.5°
Cow	101.5°
Dog	101-102°
Fowl	106.9-109°
Goat	103°
Horse	100.2°
Pig	101.7-103.3°
Sheep	104-105°

WIZARD REPEATING LIQUID PISTOL

Will stop the most vicious dog (or man) without permanent injury. Perfectly safe to carry without danger of leakage. Fires and recharges by pulling the trigger. Loads from any liquid. No cartridges required. Over 100 shots. Loading. All dealers, or by mail, 50c. Rubber-covered holster. 10c. With Pistol 55c. Money-order or U. S. stamps, no coins. PARKER, STEARNS & CO., 288 Sheffield Ave., Brooklyn, N.Y.



Nickel-plated
8 in. long.
Pat'd

PUG NOSES. HUMP, FLAT, Broken, ill-shaped Noses made to harmonize with the other features. Send stamp for hook. JOHN H.

A CLEAN SUSPENSORY

EVERY MORNING

Dr. Meyer's Detachable Sack Suspensory has Two Detachable Sacks which can be washed independently.



YOU CAN SELL OUR RAINCOATS. Anyone will buy. We put one on your person. Outfit free. Temple Raincoat Co., Dept. 15, Templeton, Mass.

\$40 — Motorcycles and Bicycles at Cut Prices



Second-hand and rebuilt motorcycles, singles and twins, \$25 to \$100. Motorcycle tires, \$1; Automobile tires, \$1; Second-hand bicycles, \$5; tandems, \$10. New bicycles and motorcycles at factory prices. Buy direct, save dealer's profits. SEND FOR CATALOGUE. DENINGER CYCLE CO.



Individual Communion Outfits

Send for free catalogue and list of users. SANITARY COMMUNION OUTFIT CO. Box 16, Rochester, N. Y.



GUILLOTINE

A hand operated device suitable for decapitating small animals; guinea pigs, rats and mice. Cutting blades are stainless steel.

1½ to 2 H. P., 4 in. x 4 in. cylinder, New Guaranteed Woodpecker Gasoline Engine, \$35.00. Send for circular. Western Machinery Co., Cincinnati, Ohio.



Caponizing Outfit

Capons are ready for market early and at high prices. Unsexing easily done with these instruments. Consists of elevator and remover, tissue forceps, spreader knife, cords, hooks and instruction book. Ship. wt. 8 oz. 87 C 3826—\$2.85

Complete set. 87 C 3827—\$15.00

MOTORCYCLES. Everybody rides them. Why don't you? You're next. We guarantee to save you \$25 to \$50. Kultures, Yales, Readings, Indians, Excelsiors, Thors, Harleys, Hendersons, Pierces, Curtiss, Single and Twins, \$25 to \$100.00. Tires \$4.00. Belts \$5.00. Send for catalog. Deninger Cycle

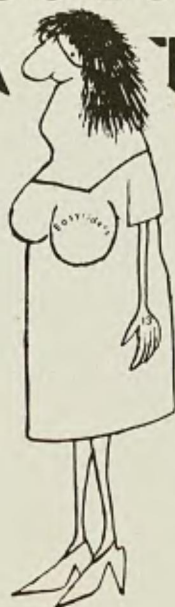


DeLuxe Tire Lock Chain

Case-hardened steel chain covered with heavy leatherette. Genuine Hurd tire lock attached. Lock keeps out dirt, ice and snow. Also used around front wheel and steering knuckle to lock car. Keys are included.



MIRACULOUS MUTHA TELLS ALL



Opening Opium Den

Where can I find a 25-year-old black woman, who wears a patch over her left eye and has a detachable hook on her right arm. If you know of a chick that fits that description, please get her in touch with me, for I'm considering moving to Morocco and opening an opium den.

I would consider taking you along, but I've heard a rumor that you have false teeth. Aside from that, can you help me?

Hash Freak

Glen Dale, West Virginia

● Don't knock the false teeth, meat head — you haven't lived until you've been gummed off.

I Have a Problem

I am a deserter from the Army. My family lives in an old school bus down by the tracks. My father is an incurable alcoholic and mother is bedridden with a bad case of clap. Since my only brother is serving a life sentence for rape and sodomy, we are totally dependent upon my sister who is a call girl. For the last year I have been dating my cousin and we have an illegitimate child. Now I have met a lovely girl from one of the towns finest families, and she wants to marry me. Her father has promised us a new home and a car. Now my problem is this: Should I tell her I'm a biker?

Dirty Ernie's buddy,
Beatrice, Nebraska

● I'd burn her old man for the car first. If he found out you already have transportation he might not get the car for you.

Refuses to Pack Behind a Woman

I just got married and my wife has been riding bikes for six years now. She owns a Norton Commando. But I just turned on to bikes and I didn't want to learn on a

huge bike, so I bought a Yamaha 100. I feel stupid riding beside her, with her on her Norton. So how can I persuade her to pack with me on my Yamaha? Don't tell me to pack with her; I refuse to pack behind a woman. What should I do?

Jerry C.

San Jose, Ca.

● There are two very risky things you can do. 1. You can try to club the shit out of her, but she sounds like she might win. 2. You could get a larger bike, but it might fall over on you at a traffic light and snuff you. Maybe you'd better get a divorce, or wear a wig and pack with her.

What Should I Do?

I've been going with this chick and I love her very, very much. She loves me very, very much, but her mother hates me because I'm half Indian. What should I do?

Randy Raymind

Frankfort, Kansas

● Lie. Tell her you're a full-blooded Indian.

Douche Recipe

In answer to Preachers question about a flavored douche, the Kool Aid answer you gave was great for the summer, but in the winter the following recipe should be used.

1 tablespoon of alum
1 cup of honey
½ cup of chicken fat
Mix well.

This makes it tighter for the peter, sweeter for the eater, as well as finger lickin' good.

Roger Haas

Standish, Michigan

● I guess I should warn everybody that you're kidding — you were weren't you?

I Knew One Would Find Me!

At last! I have found you. I have searched and searched the world over. All my hopes

were almost lost, then I read this mag and I seen your picture. My eyes, my nose, and mouth are just like yours. So please, please, answer this question: Am I your son?

Glom

Birmingham, Alabama

● I ain't answering no letter from some spooky looking bastard that looks like me — no way — never!

Ma and Pa Troubles

My Ma and Pa don't like my girlfriend. She lives across the street and she comes over a lot and plays with me. They still support me, so I can't move against them. What would you do if you were in my place?

Bob George

Astoria, Oregon

● Can't you have her play with you in the bedroom where your Ma and Pa can't see her fondling around?

Knows All

Mutha, because you know everything, I was wondering if you could tell me where I can get a complete set of tattooing needles, inks and patterns.

Sammy Hoover

Jacksonville, Arkansas

● There are only two things I don't know the answers to. One is the name of the discoverer of the chemical pra-

seodymium, and the other is where to buy tattoo needles.

Disgusting Story About Me

I recently heard a story that just absolutely shattered my faith in you.

I was told that not too long ago you were approached by a politician who wanted to know how much it would cost him to ball you. You replied that if he could raise your skirt as high as the taxes, get your pants as low as the wages, get that thing of his as hard as the times, and screw you like he does the public, it wouldn't cost him a damn cent!

Oh Mutha, I was so shocked when I heard that I couldn't believe it. Do you really wear underpants?

O. D. Davenport

Fairbanks, Alaska

● It's a goddamn lie! Well, almost. I wear the paper kind that can be thrown away after use. They're easy to snatch off — I mean, remove.

Chick Hassles

I've been having trouble with my chick. I have a 300 Honda and I can't get her to ride with me. I ask her every damn time I go to see her, but she says no. All the other girls I know will ride with me, but she won't. So how do I get her to ride.

Buba Rat

Hollister, N.C.

● Sounds to me like she's got class. But, in case I'm wrong, I suggest you not ask, but tell her. Say, "Listen, bitch, get on my scooter or I'm going to let you have five right square in your left tit." I promise you, it will get results of some kind.

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



Flash! First Road Test of a Used Fuss Bike!



By Keith Ball



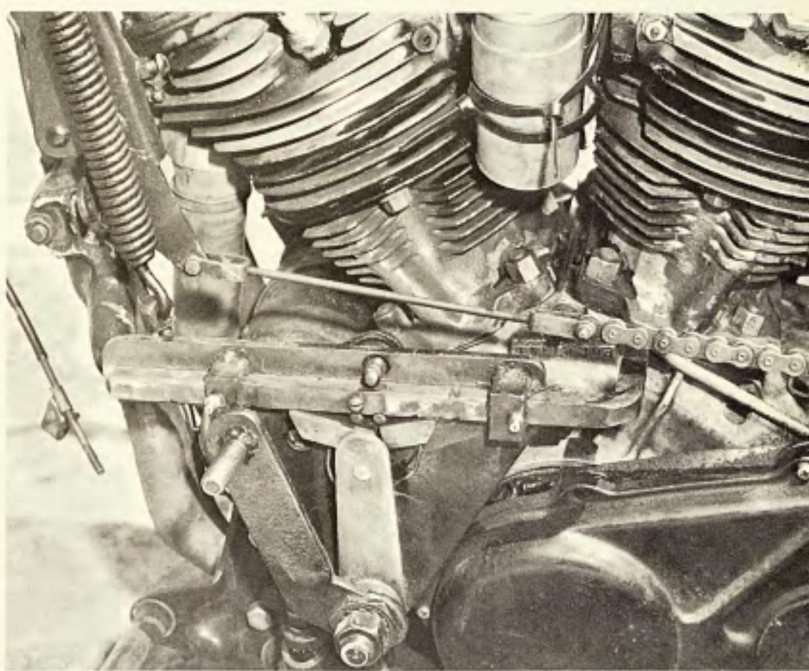
I was flaked out in my chair waiting for those whites I'd taken for breakfast to kick in, when the phone rang. It was Bandit. You remember Bandit—he was the dude with the stompin' 82-incher in a recent issue. 'Bandit, what the hell d'ya say? If it's bail money you want, you're talkin' to the wrong guy; I just bought a new front end for my scoot.'

He didn't want any bail money; it seems he picked up some Milwaukee iron from a dealer in the Midwest and drove it out to the coast. He had a few mechanical problems that he fixed, and he added a few things, but all and all he thought it would make a good road test feature. We could give it the old road test bit a la the straight bike magazines, with all of us taking it for a spin, and then, along with his impressions, we could do a helluva article.

I told him I didn't know if the editor would go for it—we're really not into a road test type thing—but I'd ask and then get back to him. I asked him where I could reach him, and he told me the Orange County jail. No need of going through the grisly details—he needed a couple of bills

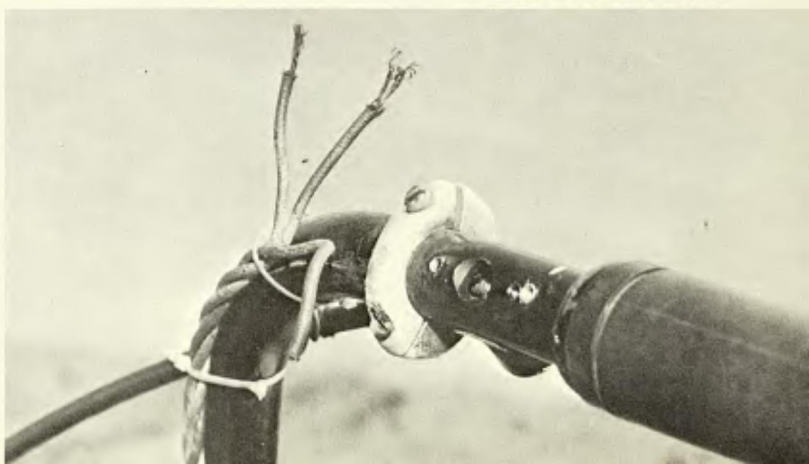


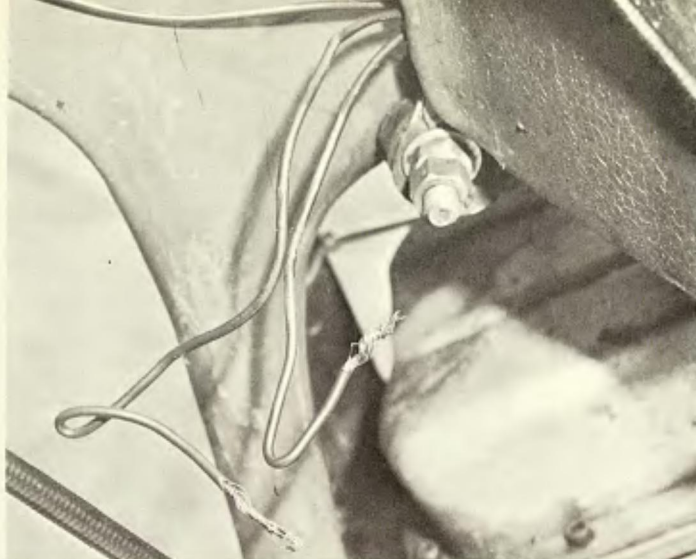
Foot pegs proved strong.



Talk about sanitary mills.

Foolproof light switch.





New ignition system does away with keys.



to hit the street, and he thought the road test feature might be worth it.

"Hey, putts!" I tried to be friendly. I could see that the editor was waiting for his dose to kick in, too. "Whatta ya think about our running a road test in the next issue?"

He scratched his armpits, yawned, and went back to reading his morning mail.

I waited awhile for him to answer—but he just left me standing there scratching my balls. Finally I asked, "Hey, dad, whatta ya think?"

He slowly looked up, focused his eyes, recognized me—I think—and then asked, "What in the hell do you want?" Right then I knew I should have waited until after his third cup of coffee—he's really rank until after that third cup.

"I wondered what you thought of a road test feature in the next issue."

"It stinks."

"Well, it wouldn't have to be like a regular road test—we could fake it."

"Don't they all?"

"Yeah, well, what I mean is we could do a **different** kind of a road test."

"You mean, do an honest one and report all the bad things we find—and screw the advertising department?" He started to turn on as the rebel in him came to the surface. "What type of bike would we road test?" He grinned sadistically at the prospect of taking a shot or two at certain bikes.

"Well, I thought we'd test a Harley first."

"Whhaaat! You outta your gourd?"

I wiped my face clean of the coffee that flew at me as he yelled. "Now don't get uptight—Bandit suggested we road test a bike that he got back East and drove out here. It won't exactly be a stock bike after Bandit does his number on it. It took him three months to get out here, and he's repaired it a couple of times and added a few things—"

"And he needs bail money—right?"

"Right."

"What's he in for?"

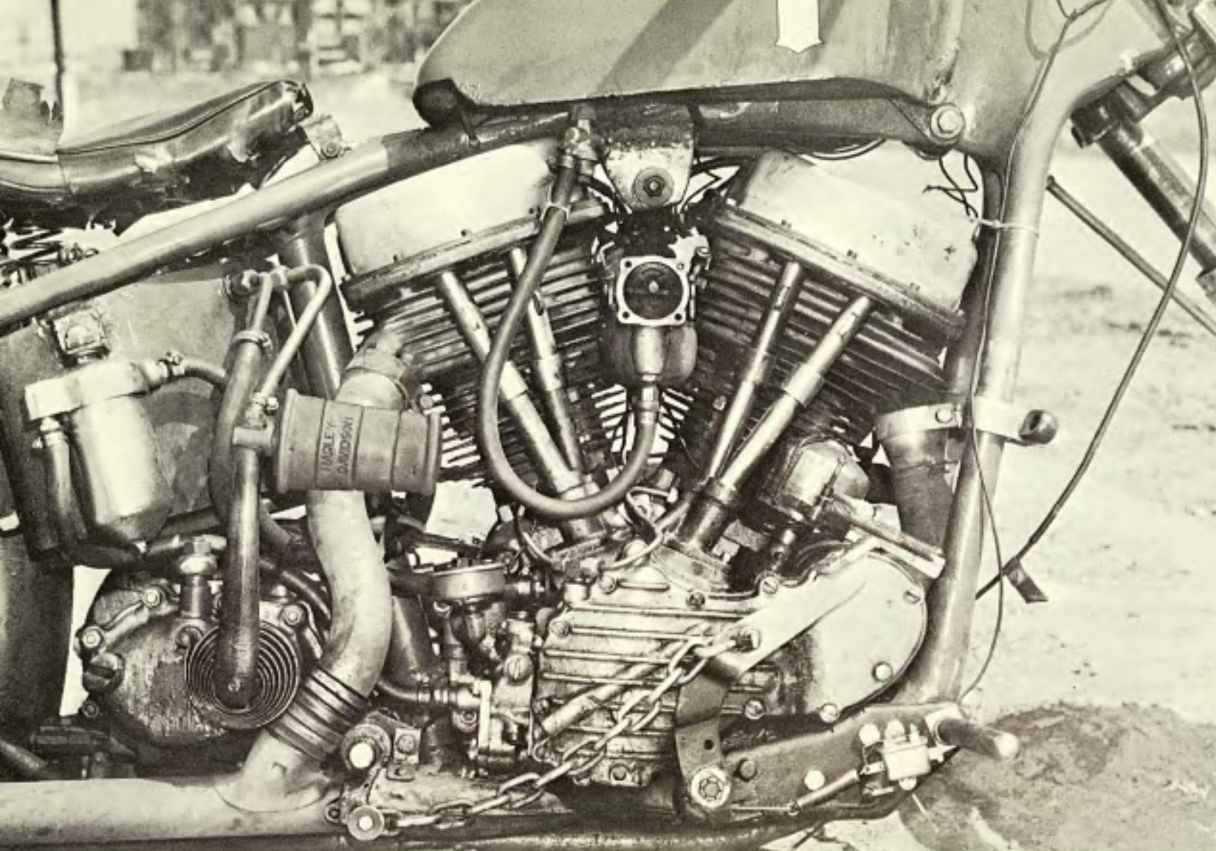
"A bum beef, what else?"

"How much of a bum beef?"

"Two bills."

"Okay." ■

We never did figure out who, or what, took bite out of fender.



Keeps the seat off battery.

SPECS ON THE HARLEY STUPID GLIDE

Suggested used price	\$34.99
Tire, front	Cord showing
rear	Bald
Brake, front	Missing
rear	Glazed linings
Engine type	4 stroke OHV
Bore	Scored
Compression ratio	2 to 1
Carburetion	M-61
Ignition	2 wire twist
Oil system	Clogged
Recommended fuel	Cheap gas
Starting system	Grunt and sweat
Air filtration	Levi's

PERFORMANCE?

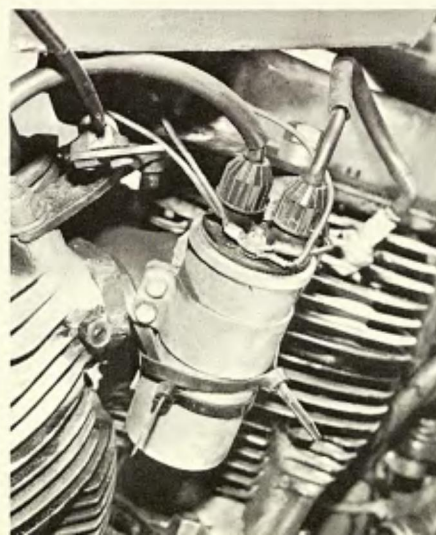
Top speed	78.12
Computed top speed 1st gear	10.01
2nd gear	70.56
3rd gear	57.34
4th gear	78.12
Braking distance from 30mph	5 ft. (hit wall)
60mph	8 ft. (same wall)
Quarter mile	Lunched engine
Test conditions	Loaded!



First place Fuzz looks for stash.



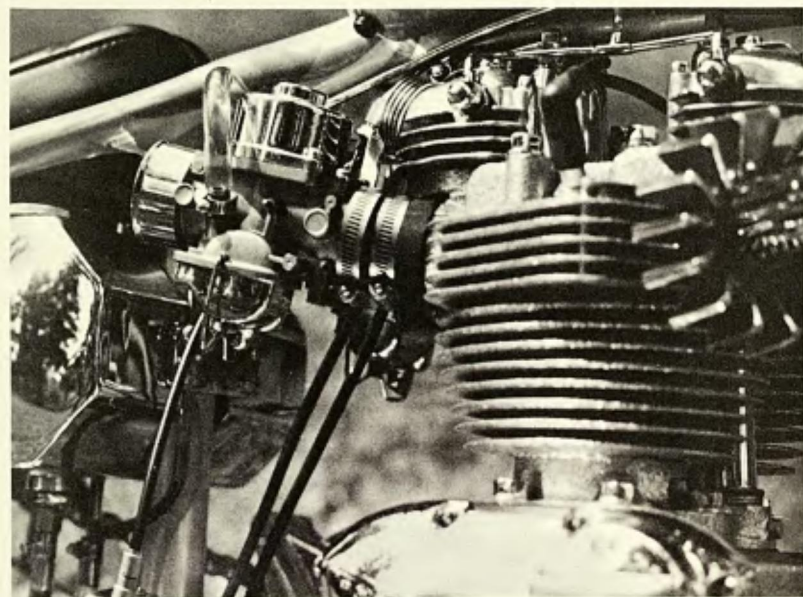
Found chick in the weeds.



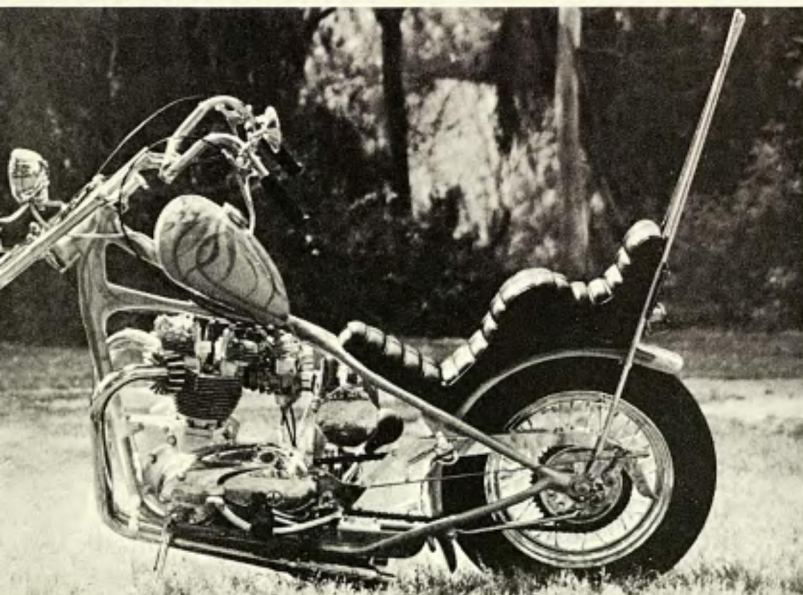


Will The Real Triumph Please Pull a Wheelie?





Photos by Steve Stone



Now that there is such a vast array of custom parts available for various bikes, along with the knowledge of welding, molding, and painting fairly common among chopper freaks, it is becoming difficult to glance at some bikes and say for certain that one is of a specific year and make. A part of the chopper may be of one make, another from a different bike, or it may be a new custom part—it's entirely possible to have an international bike with parts from many different countries, all constructed into one beautifully designed scoot.

Take Al (Von) Riegler's Triumph TR-6, for example. To change the original frame design, a Santee hardtail section was added. The glide frontend was

extended 17 inches over stock. The stock handlebars were tossed and a set of Santee pullbacks and 6-inch risers replaced them. A stock Triumph gas tank would never do, so a peanut tank was added. Other non-Triumph changes included addition of the hex oil tank and elimination of the battery (a Lucas capacitor replaced it). The headlights are Harley glide housings with Japanese lights adapted to fit inside them. The front brake is from a Honda 90. There's a custom seat and sissy bar. Highway and buddy pegs were attached to the frame. TT pipes with small mufflers were added, and a Goodyear tire on the rear.

So what does that leave untouched—to justify its being called a Triumph TR-6? The engine? No, not entirely. The TR-6 engine has had Bonneville heads added and it uses two 450 Honda carburetors. And the engine has had a little face-lifting—the cases and valve covers along with all the nuts, bolts and washers were custom chrome plated.

The next time a scoot goes flashing by, don't feel bad if you get slightly confused. ■





Owner: Von Riegler

General

Fabrication by: Chopper Place
 Year & make: 1967 Triumph
 Model: TR-6
 Value: \$3000
 Time: 8 weeks
 Assembly: owner
 Chroming: Thompson Plating

Frame

Year: 1967
 Rake: 1-inch
 Rear susp: Santee Hardtail
 Bars: Santee Pullbacks (6-in. risers)
 Tank: peanut
 Seat: A.E.E. King & Queen
 Material: naugahyde
 Sissy Bar: Chopper Place

Engine

Year: 1967 Triumph
 Model: TR-6 (with Bonneville heads)
 Builder: Chopper Place
 Displacement: 650
 Cam: stock
 Lifters: stock
 Carb(s): 450 Hondas (2)
 Shifter: stock
 Pipes: T. T. Custom
 Mufflers: Glaspak

Forks

Type: Triumph Glide
 Extension: 17 inches
 Builder: Chopper Place

Painting

Molding: Von
 Painting: Von
 Color: Orgasm Orange
 Type: Acrylic lacquer

Tires

Front: 2.75 x 17
 Rear: Goodyear 5.00 x 16

Wheels

Front: 17-in. Honda 90 brake

Rear: 16-inch



Dedicated to
Freedom of the Road

Here's One Governor Who Agrees With Us!

ABATE brother James Larson of Lawrence, Kansas, recently sent us some startling comments that were made by Governor Robert Docking of Kansas. The Governor's comments were startling in that they agreed with our position of being against the U.S. Government's dictating laws that states must follow—like the mandatory helmet law, for instance.

Governor Docking was the only governor in the U.S. who saw fit to change his state's mandatory helmet law, requiring all motorcyclists to wear helmets, to a more realistic law requiring only persons under 21 years of age to wear them. But it wasn't long until the Feds stepped in with their blackmail tactics (as they did in Connecticut) and—well, here's what Governor Docking had to say about it.

"For a long time we have recognized the problems of highway safety and motorcycle safety. But for an equally long time, attempts to solve the problems have been made by persons who have little knowledge or experience in cycling or the cycling industry. . . .

"Motorcycling is a popular sport. I am certain you are aware of the increasing popularity of motorcycling in the past decade, but the statistics that report this growth may surprise some Kansans. From 1960 to 1972, according to the Kansas Motor Vehicle Department, the number of motorcycle dealers more than doubled from 150 to 338. The number of registered motorcycles multiplied nearly 10 times, from 10,535 to 81,851.

"Unfortunately, with the increased number of motorcycles on the highways, the number of cyclists involved in serious accidents has increased. In 1971, according to the Safety Department of the Kansas Highway Commission, there were 1,476 accidents involving motorcycles. In those accidents, 30 persons were killed and 1,484 persons were injured. . . .

"There is a great deal of pressure from various groups—especially at the federal level—to legislate laws governing motorcycle use.

I can well understand the frustration you must feel when you are forced to sit on the sidelines while legislation regarding motorcycles is drawn—and you are given little opportunity to add your recommendations and suggestions. I know that sense of frustration in my contacts with many federal agencies.

"I believe that many, many times, we can best design legislation in Kansas which will benefit Kansans. Too many times, the federal government attempts to dictate to the states. The federal government currently is attempting to dictate to the states in two areas—highway safety and no-fault insurance.

"In June, I attended the Midwestern Governors' Conference in Bismark, North Dakota. As conference chairman for the second consecutive year, I addressed the governors on the subject of federal encroachment. It is my belief that governors must protect the rights of the states from unwarranted and unwanted federal encroachment. I am not speaking of a Republican or Democratic federal government—but rather that faceless bureaucratic federal jungle which attempts to force its will upon a citizenry it does not know.

"One example is the recent furor over motorcycle helmets.

"In 1970, I signed into law a bill which eliminated the mandatory requirement for motorcycle riders over 21 to wear safety helmets. I believe that persons over 21 should be responsible adults and should be given the option of wearing safety equipment.

"The federal government, however, disagreed. The Highway Safety Administration of the U.S. Department of Transportation warned that the Kansas Highway Commission would be penalized ten per cent of its federal aid highway funds if the legislature did not com-

ply with the Federal Highway Safety Act requirements—which include making it mandatory that every motorcycle rider wear a safety helmet to operate a motorcycle legally.

"Kansas complied. If the state had failed to comply, we would have lost more than \$6.5 million in federal moneys for highway construction—a costly penalty.

"I do not look with favor upon federal policies that hold a gun to the head of state governments.

"The federal government seems prepared to make the same threat in regard to no-fault insurance. Congress has served notice that if the states do not act on a type of no-fault insurance, the federal government will dictate a no-fault insurance program to the states.

"I believe the states should act first to develop no-fault insurance plans which will benefit the individual states. . . .

"Kansas Insurance Commissioner Fletcher Bell now is working to develop a no-fault insurance plan which will meet these standards and will meet the needs of Kansans. Commissioner Bell has informed me that the plan he will present to the 1973 legislature will not include coverage for motorcyclists. I agree with his intention not to include coverage for motorcyclists.

"Commissioner Bell and I are aware that when the state of Delaware enacted no-fault insurance laws, the motorcyclists were not excluded from coverage because a large number of accidents between motorcycles and automobiles proved not to be the fault of the cyclists. This had the effect of raising cyclists' insurance premiums 200 to 300 per cent. We are well aware of the problems encountered by other states which have attempted to include motorcycles in no-fault insurance coverage—and we do not intend to make the mistakes in Kansas.

"I know there are specific issues which are of paramount concern to you and to motorcyclists in Kansas.

I will comment briefly on each of these issues.

"First, concerning turn signals for motorcycles. I agree with the safety value of turn signals—but I believe it unfair to require turn signals on motorcycles manufactured before the turn signals requirement became effective. Before seat belts became standard equipment in automobiles, there was no require-

—Continued on page 48

Once again the motorcycle is singled out for special attention: Motorcycle Controls To Be Standardized!

Commencing September 1, 1974, all motorcycles must meet standard requirements for the location, operation, and identification of certain motorcycle controls and displays. Also there are new safety requirements for such items of bike equipment as stands and foot rests.

The reasoning? Get this: Bike sales are increasing every year. As sales increase, fatal motorcycle crashes increase. "Most of those killed or injured in motorcycle crashes are under 25 years of age."

There is "confusion as to location, interpretation, or operation . . . especially with the novice."

The NHTSA estimates 3,000 accidents will be prevented each year by the standardization of bike controls. The question we must ask again is, why single out motorcycles? Why keep acknowledging the fact that the cause of most accidents is the learner or novice, yet not attack that problem and do something about it, instead of creating more laws that affect the innocent along with the guilty, and especially when the innocent are the majority?

The following tables show the standards.

Motorcycle Control Location and Operation Requirements

Equipment Control	Location	Operation
Column 1	Column 2	Column 3
1. Manual clutch or integrated clutch and gear change	Lft. handlebar	Squeeze to disengage clutch
2. Foot operated gear change	Lft. foot control	An upward motion of the operator's toe shift transmission toward lower numerical gear ratios (commonly referred to as "higher gears"), and a downward motion toward higher numerical gear ratios (commonly referred to as "lower gears"). If three or more gears are provided it shall not be possible to shift from the highest gear directly to the lowest gear, or vice versa.
3. Headlamp upper-lower beam control	Lft. handlebar	Up for upper beam, down for lower beam. If combined with the headlight on-off switch, means shall be provided to prevent inadvertent actuation of the "off" function.
4. Horn	Lft. handlebar	Push to activate.
5. Turn signal lamps	Handlebars	"Off"—counterclockwise from other positions.
6. Ignition		"Off"—control pointing forward, "On"—control pointing downward, "Reserve" (if provided)—control pointing upward.
7. Manual fuel shutoff control		Self-closing to idle in a clockwise direction after release of hand.
8. Twist-grip throttle	Rt. Handlebar	
9. Supplemental engine stop	Rt. Handlebar	Squeeze to engage.
10. Front wheel brake	Rt. Handlebar	Depress to engage.
11. Rear wheel brakes	Rt. foot control*	

*If any item of equipment listed in Table 1, Column 1, is provided, the control for such item shall be located as specified in Column 2, and operable as specified in Column 3. Each control located on a right handlebar shall be operable by the operator's right hand throughout its full range without removal of the operator's right hand from the throttle. Each control located on a left handlebar shall be operable by the operator's left hand throughout its full range without removal of the operator's left hand from the handlebar. If a motorcycle with an automatic clutch is equipped with a supplemental rear brake control, the control shall be located on the left handlebar. If a motorcycle is equipped with self-proportioning or anti-lock braking devices utilizing a single control for front and rear brakes, the control shall be located and operable in the same manner as a rear brake control.

Motorcycle Display Illumination and Operation Requirements

Display	Illumination	Operation
Column 1	Column 2	Column 3
1. Speedometer	Yes	The display is illuminated whenever the headlamp is activated.
2. Neutral indication	Green display lamp	The display lamp illuminates when the gear selector is in neutral position.

If an item of equipment listed in Table 2, Column 1, is provided, the display for such item shall be visible to a seated operator under daylight conditions, shall illuminate as specified in Column 2, and shall operate as specified in Column 3.

Motorcycle Control and Display Identification Requirements

Equipment	Control and Display Identification	Identification at Appropriate Position of Control or Display
Column 1	Column 2	Column 3
1. Ignition	Ignition	Off
2. Supplemental engine stop	Engine stop	Off, run
3. Manual choke	Choke	Start ¹
4. Electric starter		Hi, Lo
5. Headlamp upper-lower beam control	Lights	
6. Horn	Horn	L, R
7. Turn signal	Turn	M.P.H. increase in a clockwise direction.
8. Speedometer	M.P.H.	Major and minor graduations and numerals appear at the 10 and 5 M.P.H. intervals, respectively.
9. Neutral indicator	Neutral	
10. Upper beam indicator	High beam	
11. Tachometer	R.P.M.	
12. Fuel tank shutoff valve	Fuel	Off, on, res.

¹ Required only if electric starter is separate from ignition switch.

If an item of equipment listed in Table 3, Column 1, is provided, the control for such item shall be identified by the word or words shown in Column 2 and any corresponding word in Column 3, placed on or adjacent to the control.

Control positions shall be identified as specified in Column 3, to signify the function performed at that setting. The abbreviations used in Columns 2 and 3 are minimum requirements and appropriate words may be spelled in full. Identification shall appear to the operator in an upright position.

Functional identification need not be provided for equipment items with no entry in Column 3.

Stands. A stand shall fold rearward and upward if it contacts the ground when the motorcycle is moving forward.

Footrests. Footrests shall be provided for each designated seating position. Each footrest for a passenger other than an operator shall fold forward when not in use.

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Meet Our Cover Girl

She's beautiful Corona Fadro, a five-five, 107 pound, hazel-eyed model that is working on becoming an actress between her modeling assignments. With her wild blonde hair cascading over her shoulders onto her 34(C)-22-33 body—she looks like she won't have any problems of becoming an actress—hell, we'd go see her, if she couldn't speak a word!

ABATE —Continued from page 46

ment that seat belts be installed on earlier model automobiles. This problem should be clarified by the 1973 legislature.

Secondly, the whole problem of licensing and testing. As Governor, I seek and welcome your suggestions in this area. You know the problems of registration, of theft, of proper training in the use of motorcycles, and I sincerely believe your expertise should be sought by government officials.

"Third, education. We must recognize that non-motorcyclists are not aware of many of the difficulties that motorcyclists confront in our traffic patterns that are designed for the automobile. It must be a give-and-take situation. The motorist and the cyclist must become aware of each other's traffic problems and how to react in traffic situations. Education also must include training for the novice cycle rider.

"Education is another area where we would welcome the advice of the motorcyclist and motorcycle dealer. . . .

"Motorcycles in Kansas are a growing sport. Motorcyclists by and large are energetic, healthy Kansans who love the out-of-doors. Motorcycling also is a rather new sport for many persons—and it is a misunderstood sport by many non-cyclists. We must work to win fair, reasonable, and responsible legislation by which all Kansans will benefit. We can do that by working together."

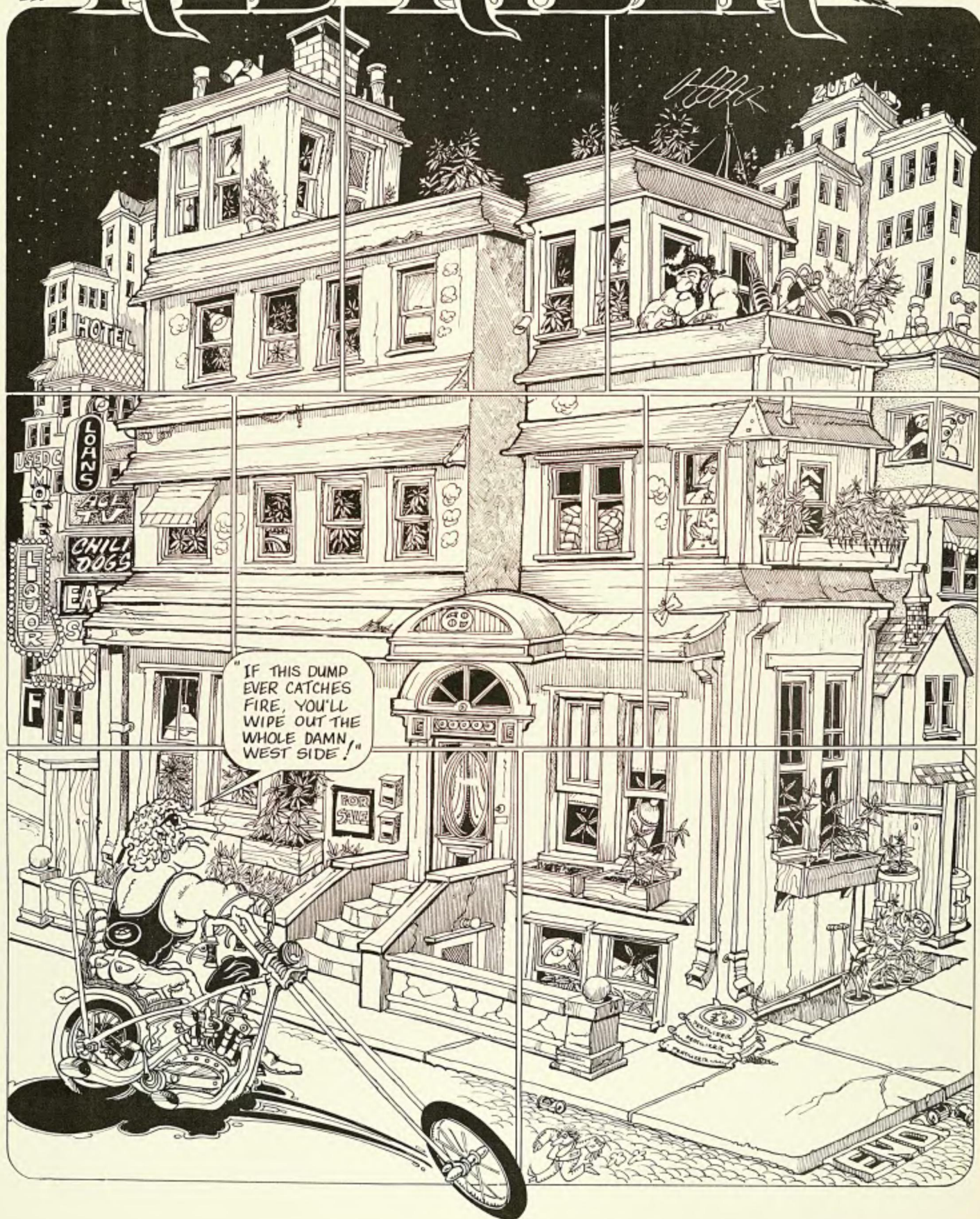
You've got to admit, it's difficult to believe that a governor of a state actually said that — contrast his views with the dark ages viewpoint of politicians who persecute bikers in states like Pennsylvania and New Jersey.

This serves as a perfect example of why it is important that we vote out of office anti-bike lawmakers, and vote for enlightened men like Governor Docking of Kansas. ■

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

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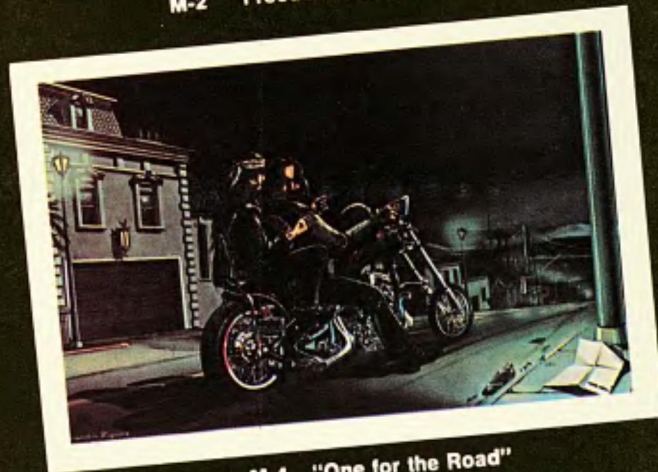
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Mutha Goose

Ol' Mutha Georgia Green
Was cleaning out her sardine machine
And in her forest she felt a thumpin'
My god, she screamed,
There's a crab a-humpin'

—Dean and Karen Laman
Glasgow AFB, Montana

Here lies me,
Out of luck.
Couldn't argue with a Mack truck.

—Jim Schwada
Overland Park, Kansas

Mister Dealer, have you any stuff?
Yes, Bad Ass Biker, but not enough.
I've got a couple of whites
And a little cocaine,
But the rest, when The Man came,
Went down the drain.

—D. G. Robertson
Hastings, Nebraska

There was a tough biker named McBean
Who was building a stroker machine.
While boring a jug,
He slipped on the rug
And honed himself out to a queen.

—James Turner
Tuscaloosa, Alabama

Mary had a little chopper,
Its paint was a pretty light green
But Mary was a goddam narc,
The sorriest bitch I've ever seen.

—Anthony Munsinger
Jacksonville, Texas

Terry smokes grass
and drinks wine too.
He rides his Sporty
till his ass turns blue.
He rode it one night
with a freaked-out head,
balled the wrong chick
and got an assful of lead.

—Steve Woodward
Maxton, N.C.

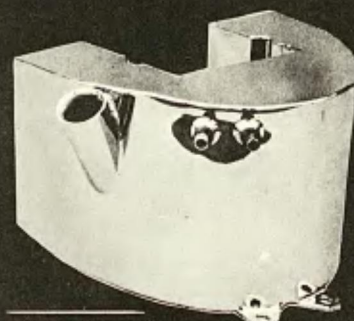
Humpin' Mama rode a boss trike.
Humpin' Mama shacked with a dyke.
All the stud horses
And all the Club's men
Can never satisfy Mama again.

—Robert Hefner
Newton, N.C.

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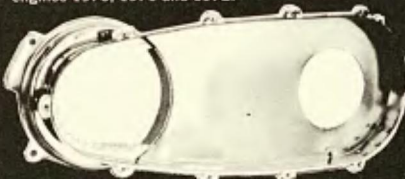
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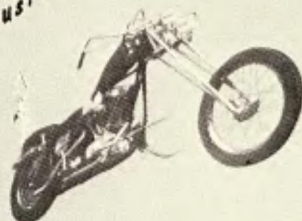
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ABATE Technical Report: —Continued from page 13

es if you keep the velocity the same but shorten the string.

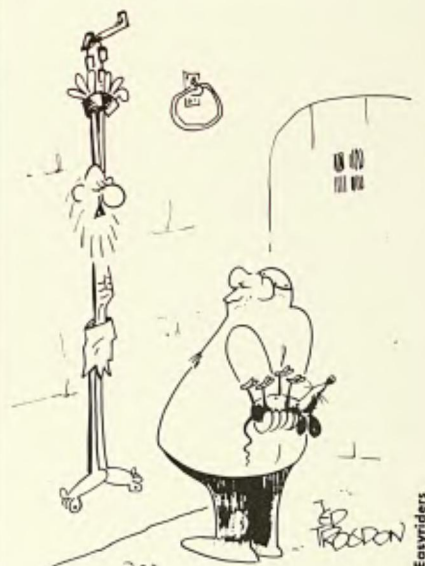
Now notice what happens when a bike turns a corner. The bike actually moves in a circle, although only a portion of one. The friction of the tires takes the place of the string in causing the bike to go in a circle, and the centrifugal acceleration is definitely there. It is shown in Fig. 1 as CF, and you can see that it can be broken into components C and D. C acts in the opposite direction from A, and D simply parallels B and acts to increase the weight of the tire on the road. So, if you had a great scale with an acre-sized weighing platform, you

"... it would appear that experimentation is completely rational and should be encouraged. The results could very possibly be a better breed of bike."

would seem to weigh more when riding in a circle on it than when just sitting on it.

The reason you lean into a turn is so that you will get a gravity component A that is big enough to balance C. If you tried to take a turn straight up, C would simply flip the bike over to the outside of the turn.

If the steering of a bike is well designed, it will automatically balance A and C. You can prove this, if you are sure your steering is well designed, by taking a turn hands-off once it is set up. The bike will continue to turn smoothly, and all you will notice is that you are



"I already know what's for lunch—I heard you slam the door on the poor critter."



A couple of peculiar broads in the back room, who are known to have a thing for leather stuff, asked Smiley if they could sell some things in the magazine. After they explained to him that they didn't mean their hairy bods, he finally agreed.

So what did they do? They came up with some righteous wrist bands—massive, rugged muthas that groove with the chopper look, and decorated with stainless steel ornaments in a tasty design.

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Be sure to measure wrist accurately. Use a measuring tape. Don't measure it too tight, or too loose. It should fit about the way your watch does. If you don't have a measuring tape, use a string around wrist, then lay string out on a ruler to determine length.

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pushed down into the seat a little more than when riding straight. If you are not so brave with your machine, borrow a bicycle and try it at a moderate speed on a smooth road. With a little practice in shifting your weight to start a lean in the direction you want to turn, you can even enter a turn hands-off. *at sitting*

This brings up the question of how you really turn a bike. If you can steer without hands on the handlebars, then what do you really use them for—besides a convenient place to hang throttle, brakes, etc.? Experiments run in England in 1951 by Mr. Wilson-Jones of Enfield Cycle Works showed that the rider mostly used them as a lever to shift his weight with respect to the bike. In other words, he didn't really turn with them, but rather pushed one side of the bike down in the direction he was going to turn; then he did apply a slight turning torque, whether it was needed or not. I find that when riding hands-off I turn by leaning the bike in the direction of the turn by shifting my weight, then I slowly get back in line with the bike, and I come out of the turn in the same way, weight shift first, then slow realignment. With hands on the bars, I also feel the necessity of turning them. But how does the stabilization really come about?

There are quite a number of forces acting on the front wheel when it is turned, and the only way we can gain an appreciation of why the front wheel behaves the way it does is to take them one at a time and see what their action is. Starting with Fig. 2, you can see that the steering axis will intersect the

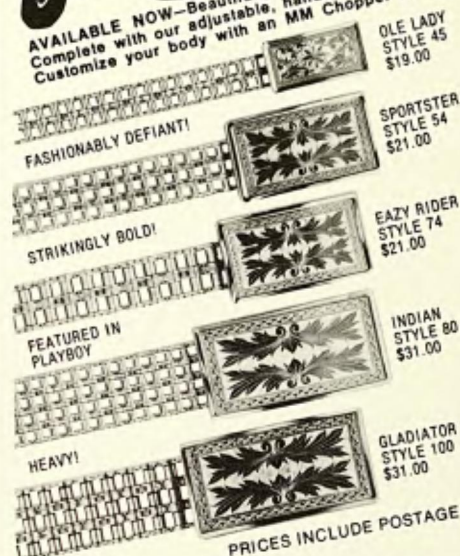
ground at a point slightly ahead of where the front wheel rests on the ground. The distance between these two points is called the trail, τ . The upward load on the front wheel at its point of contact with the ground will be in the neighborhood of 200 lbs., and the trail will generally be between 2 and 6 inches. Working in a manner similar to the approach we took with the gravity forces, we can break the front wheel load into two components, one of which acts perpendicular to the steering axis. This one, L_s , will produce a torque on the front wheel about the steering axis which will try to continue to turn the front wheel in the direction in which it is turned initially. Similarly for gravity acting on the CG of the front wheel assembly, a component acting perpendicular to the steering axis will cause the front wheel to try to continue to turn in the direction in which it is turned initially. These forces can both be demonstrated by turning the front wheel slightly off center with the bike standing still and upright. If the steering damper is not too tight, the front wheel will continue to turn of its own accord until it reaches a certain angle off of dead ahead. Why doesn't it keep on going until it hits the lock?

If you are analytically inclined you can examine what happens to the amount of trail as you turn the front wheel. Or you can simply take it on faith (provable by some rather messy geometry) that trail goes to zero at a steering angle slightly smaller than the angle at which the wheel comes to rest. Also, where the wheel comes to rest, the

eazy rider

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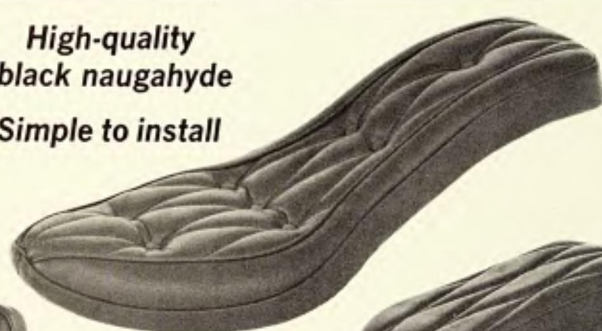
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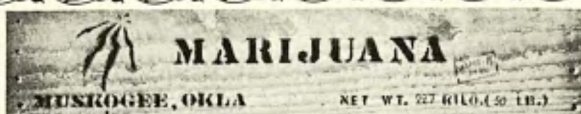
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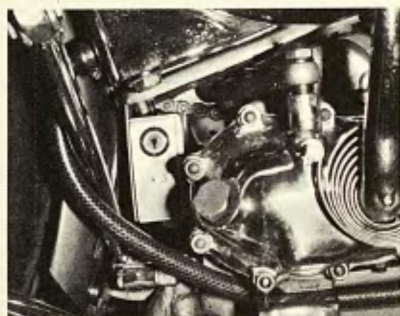
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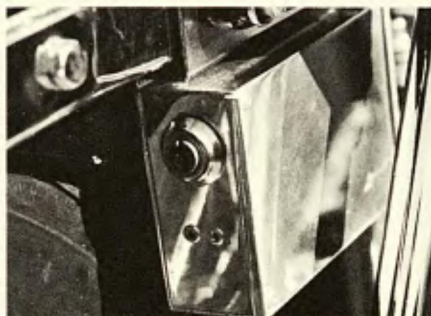
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trail is slightly negative.

This is necessary in order to balance the gravity force acting on the CG of the steering assembly. Obviously when the trail goes negative the weight of the bike on the front wheel no longer wants to increase the steering angle but rather will try to decrease it. You can prove that trail goes from positive to negative by turning the front wheel all the way to the lock and then looking at where the wheel contacts the ground. It will be ahead of the steering axis.

An important and obvious conclusion from all this: the more weight on the front wheel, the smaller will be the amount of negative trail required to balance the force acting on the CG of the steering assembly. But the rest position will always be with negative trail.

You know from experience that when the bike is moving above some certain speed, the wheel does not fall or flop over when it is turned slightly. This stability is due to two effects. First, you remember that the centrifugal acceleration that shows up in a turn is in a direction that opposes the gravity component resulting from the lean angle. The centrifugal force is also proportional to the velocity of the bike, and gets larger as the turn gets tighter. The second effect is the gyroscopic action of the front wheel, which we will neglect for the moment because it is small at low speeds.

Now let's put all the forces together. When you start to turn the wheel with the bike sitting still, gravity acts on the CG of the steering assembly and pulls the bars around. The dead weight on the front wheel also acts on the trail and at first pulls the bars around, but the trail eventually goes to zero and then becomes negative. At a large enough negative trail, the dead-weight component will balance the gravity force, and the bars will stop turning. Now when we start to move, and the bars are turned, the bike moves in a circle and centrifugal acceleration shows up. This acts on the CG to oppose the gravity component and thus require a smaller amount of negative trail to balance the whole system.

As we go to higher and higher speeds, the required amount of trail becomes less and less, until we get to the point where the centrifugal force will balance the system even when the trail is still positive. At this point the bike is self-stable. This whole action is shown in Fig. 3.

So far we have simply assumed that the criterion for stability is positive trail, that is, the steering axis ahead of the tire contact patch. This is a very



"Dammit George, aren't your ears warm yet?"

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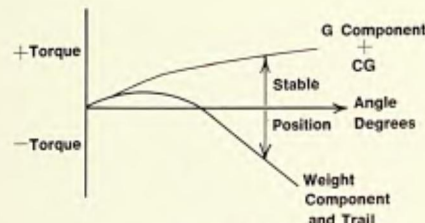
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Figure 3



simplified criterion, but it does serve to illustrate the point. The action of positive and negative trail can be easily illustrated by trying to push a piece of furniture on casters. The casters will always turn around so that they follow the direction of travel. In this position they have positive trail. The effect is shown in Fig. 4.

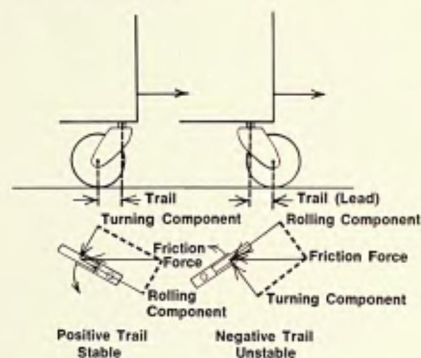


Figure 4

This same effect takes place in the motorcycle, but there it is brought about by the front wheel wanting to turn the rest of the bike, and the inertia of the rest of the bike resisting the acceleration of the front wheel. This causes a side force to be exerted on the front wheel which acts on the trail to try to straighten out the front wheel. Obviously, if the trail is negative when all this happens, the front wheel will not be straightened out but rather will turn even more. As we said before, this is a greatly oversimplified criterion for stability, and the reason is that there are many other forces at work which we have not even mentioned yet.

The most obvious other force is the gyroscopic action of the wheels. Indeed some engineers have simply dismissed the whole problem of stability of the bike as being completely due to the gyroscopic effects, and this is an oversimplification in the other direction from

—Continued on page 58

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the one we had above. It is true that gyroscopic action plays a part, and we must include it in any complete examination of stability. First we must understand how it behaves. The action is shown in Fig. 5. In general if you apply a torque about an axis perpendicular to

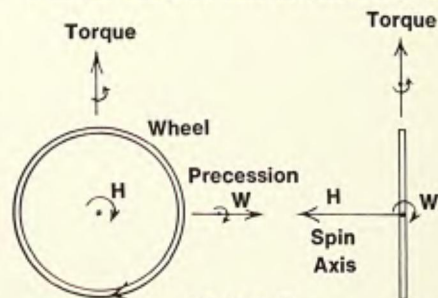


Figure 5

the axis of spin, the gyro will have an angular velocity about an axis perpendicular to both the spin and the torque axes. If you really want to demonstrate all this for yourself, take off your front wheel and have a buddy spin it in the direction it would go normally while you hold onto the axle ends.

Gyroscopic torques tend to straighten out the front wheel as you lean into a turn, thus opposing gravitational forces, but they also tend to lean the bike further into the turn once the turn has been entered, thus aiding the gravitational forces on the main frame of the bike.

In addition to the gyroscopic torques there are a large number of other torques caused by the scrubbing action of the tires on the pavement, and the connection between the steering assembly and the rest of the bike. Finally, there are the torques supplied by the rider, although you can demonstrate that at least the ones applied to the handlebars are not altogether necessary for stability.

In order to keep track of all the forces and torques that result, we have to put them down on paper in a systematic manner. What results is, in mathemati-



"Snake thinks maybe he should quit the club—he just found out that he's Jewish."

cal terminology, a set of three simultaneous nonlinear second-order differential equations in three independent variables. That sounds pretty hairy, and it is. The only practical methods of handling the problem are, first, to use a digital computer to solve the equations; or, second, to make some simplifying approximations. For our purposes here, the latter course will tell us about all we need to know. What we are really trying to find out is: What effect do rake and extension have on the stability of the bike, and in particular what effect do they have on high-speed wobble tendencies?

Even with considerable simplification, the problem still results in a third-order differential equation. Rather than trying to present all the steps in solving it, we will just give the results as a function of rake and wheelbase.

The method which we used to determine the limits of stability is a mathematical technique known as the Routh-Hurwitz Stability Criteria. According to these criteria, if certain groupings of the forces result in positive numbers, then the machine will be stable. If any one of the groupings is negative, the machine will be completely unstable. In the latter case, almost any small disturbance will result in the whole machine going into an oscillation which will build up continuously until something breaks or the machine rolls. Now there are other types of oscillations which can occur even when the machine is stable, but because it is stable, they will die out. Having once owned such a machine with poor damping, I can assure you

that sometimes it seems that the oscillations are not really dying out, and as we will see later, under some conditions with a poorly damped bike, they don't.

Examining the various groupings of terms, there are two which are capable of going negative. One is closely related to wheelbase and rake angle. The other is a weak function of rake and wheelbase, but a strong function of velocity. Fig. 6 shows the results of the first term. To determine if the bike will be stable, first find the wheelbase of the bike, run up to the curve which represents your value of trail, then go across to the angle axis. If the rake is less than the angle shown, the bike will be inherently stable, although if the rake angle is too close to the value indicated, it will take a long time to damp out natural oscillations, and with certain nonlinearities it can become unstable.

Note that the curves are for fixed values of trail. Trail is measured with the bike in the upright position in the manner shown in Fig. 7. It is not measured from the intersection of the fork tube line with the ground, but rather from the intersection of the hinge line of the steering neck with the ground to the center of the tire contact patch. Angling of the fork tubes has been exaggerated to clearly indicate the point. One other thing to notice in Fig. 7 is that, if we tilt the ground slightly, we can move the contact patch around to make zero or negative trail. The larger the diameter of the outside of the tire, the less we have to tilt the ground contact to move the trail value down to zero. This partially explains why a bike

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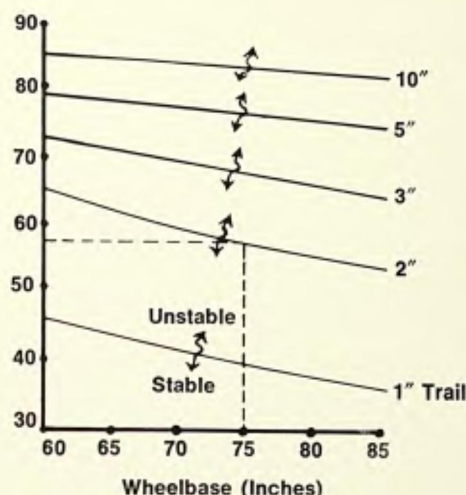


Figure 6

that handles well on relatively smooth roads can become completely squirrely on rough and particularly washboard roads. If you want to prove it to yourself, try a ride with almost any light-weight bicycle on a rough road.

The second term which can become negative, and thus unstable, is a strong function of velocity; it shows that above a speed of 2.5 to 3 mph almost any bike that is not otherwise unstable can be ridden hands-off. The effect of rakes between 30 and 70 degrees is to shift the stable speed from 2.5 mph to 2.6 mph—a very small shift for a large change in rake.

Similar effects result from trail and wheelbase shifts. This term is principally dependent on the ratio of the moments of inertia of the front wheel about its axis, and the steering assembly, including the front wheel, about the axis of the steering neck. Suppose you drop the weight of the front wheel from 25 to 20 lbs., keeping everything else the same. This will raise the stable speed by 10%. Hanging on long bars with plenty of heavy things out at the ends will have about the same effect, although you might be able to get 20% if you really tried.

There are two additional effects which should be considered, although they have not been analyzed completely. Both effects cause nonlinearities to be introduced into the differential equations which represent all the forces and their actions on the machine. The first is the reduction of trail as a result of turning the front wheel. If you examine the problem carefully you will find out that the reduction is a function of both the angle of turn of the front wheel and of the angle of lean of the bike. Both tend to reduce the trail, the amount being determined by a function of the two angles, the tire outside diameter, the rake angle, and the cross sectional diameter of the tire. A qualitative understanding of the effects of this reduction can be obtained by looking at Fig. 6. You could be in good shape with a 3-inch trail, 40° rake, and a 70-inch wheelbase, but still be in trouble on a high-speed turn with large lean when the trail dropped to 1". An exact analysis of the effect is most practically done with a digital computer, since a non-linearity of the type involved can cause

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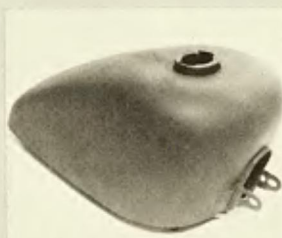
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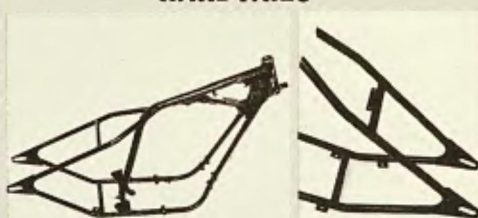
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earlier instability than indicated in our qualitative look. We will try to have the results of such an analysis in a later article, and from it you will be able to see exactly what happens in a wobble problem.

The second effect has to do with a property of gyros known as nutation. If you would take the front wheel off a bike and hang two 15-lb. weights on each end of a 15-inch extension of the axle out to either side of the wheel, then spin the wheel, you would feel a vibration of the axle at about the same frequency as the spinning rpm of the wheel. This vibration is actually a circular motion of the end of the axle, having nothing to do with unbalance of the wheel, but rather caused by a property of a spinning rigid body that allows two different precessions to take place when you apply a torque to the body. The frequency of the oscillation is determined by the ratio of the moments of inertia about the axle, and about the steering neck hinge line.

This effect in itself would not be any cause for worry, because typically a nutation is easily damped out. In the case of the motorcycle, however, the wheel is attached to a steering assembly whose behavior when the bike is moving is such as to return the wheel to the straight-ahead position. In other words, it behaves as if it had springs attached to it which held it in the straight-ahead position. Freshman physics tells you immediately that a spring and a mass is all we need to have a resonant system. Now if the resonant frequency of the

restoring force-steering assembly system is the same or close to the nutation frequency, then we have all we need for a rather dramatic instability.

Unfortunately, the whole system is rather nonlinear, and is best analyzed by computer simulation. We can, however, look at the two gross effects to see if the frequencies of each independently are close. It would appear that since the nutation frequency is proportional to velocity, and the resonant frequency of the steering assembly does not change linearly with velocity, and also since the proportionality of both can be changed independently, we are at least susceptible to having the problem. Further, it appears that in the speed range 0 to 100 mph, the nutation frequency will vary between 0 and 20 cps while the resonant frequency of the steering assembly will vary from 0 to 50 cps for a set of cycle characteristics that are not too unreasonable. Raking will affect the resonant frequency of the steering assembly, and thus will at least change the speed at which the two frequencies coincide. Exactly how the changes occur will have to await the output of the computer.

At this point, we have gone about as far as we can go in discussing the mechanical stability of the bike without actually having the results of a computer simulation, and we should now turn our attention to the other aspect of handling—the "feel" of the rider.

We will approach the subject of rider feel in two ways, looking at the purely mechanical properties of the bike that tend to change the response to rider



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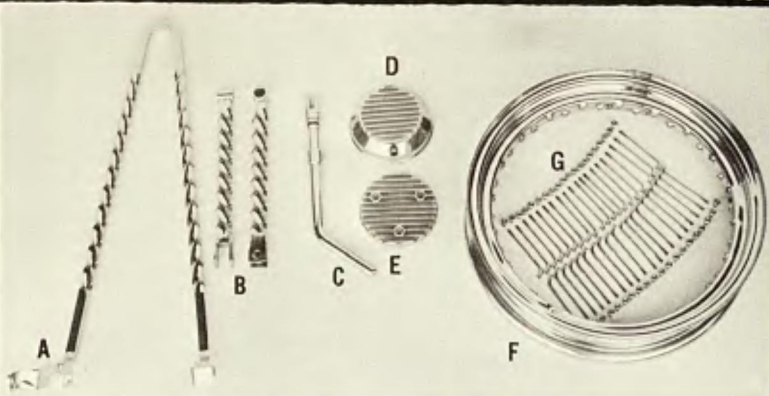
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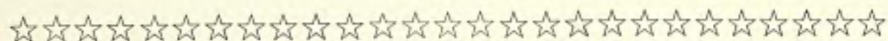
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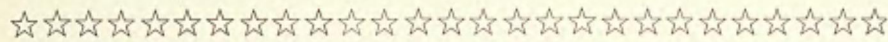
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movements, and looking at the human
factors of the rider himself that tend to
make his perception of a situation more
or less acute. In other words, we will
look at those things that really do give
the bike heavier handling, and secondly
at those things that just make it seem
heavier.

In the first category we will place all
those factors which increase the amount
of torque it takes to move the handle-
bars through a given angle. There are
three effects which can increase the
amount of torque required to move the
handlebars: increased weight on the
front wheel, increased trail, and greater
inertia of the steering assembly.

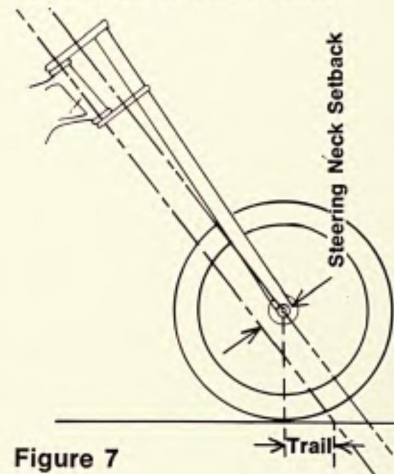


Figure 7

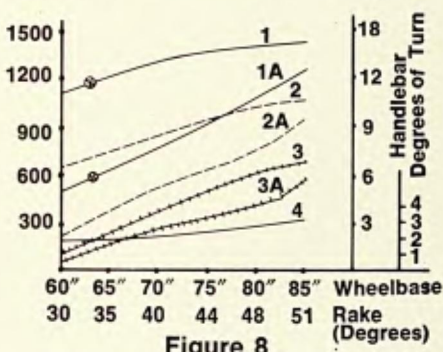


Figure 8

Fig. 8 shows the change in torque
required to turn the handlebars as a
function of wheelbase and angle. In this
example we have kept constant the height
of the steering neck off the ground and
as a result have changed both rake and
extension at the same time. Both the
wheelbase and the rake angle are shown
on the bottom scale. We have also held
the steering neck setback constant for
each of the curves. As an example, mov-
ing away from the stock situation, if we
keep the steering neck setback constant
at the stock value of 2 inches and simply
rake and extend, for example by exten-
sion tubes, we could expect the steering
to become heavier as indicated on curve
1. If we extend the handlebars in pro-
portion to the curve, however, the actual
heaviness will remain the same, al-
though the steering will seem to grow
considerably more sluggish, as we will
see later. You can see also that trail will
grow almost unreasonably large as
shown by curve 1A. The reason that
the torque does not go up in the same
way as trail is that the weight on the
front wheel becomes less as we extend

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the wheelbase, and also the rake angle influences the torque as well. If we increase the steering neck setback to 4 inches in order to drop the trail down a bit, then the torque values drop to those given by curve 2. Similarly for 6 inches and curve 3. All of the curves will change as the speed increases, principally because of the increase in gyroscopic effects and the changes in centrifugal and main frame angular accelerations as a function of speed. The relative values between the curves will change only slightly, however. If your steering is too heavy and you want to lighten it up, simply increase the steering neck setback, being careful not to run into stability problems with too large an increase.

A sense of heaviness can also result from what is actually slow steering. The amount of torque required is the same as before, but to get the same turning rate you have to move the bars further. Unfortunately, this is strictly a function of wheelbase and rake angle, and there is really nothing you can do to change it without changing either rake or extension. Curve 4 in Fig. 8 shows the number of degrees of turn of the handlebars necessary to achieve a 1 "g" turn at 50 mph. It does not include bending effects in the forks, which can be considerable with very long forks. You can see that almost 70% more angle is necessary with an 85-inch wheelbase than with a 65-inch wheelbase. This same effect will tend to give a much greater feeling of stability at high speeds, however.

A true feeling of heaviness will also result from a high moment of inertia of the steering assembly about the steering axis. The moment of inertia is proportional to the mass of the object, and to the square of the distance that the mass is away from the turning axis. Thus, two 20-lb. front fork legs which are 4 inches away from the steering axis will have the same resistance to turning as two 1.25-lb. brake levers placed 16 inches out from the steering axis. In other words, if you want to quicken the steering and at the same time reduce the actual torque required to move it, shorten the handlebars and move all the heavy things in to the middle, just as close as you can get them to the steering axis.

Positioning of the handlebars, or rather the handgrips, with respect to the body can also influence the feeling of heaviness or lightness of the steering. It is impossible to state that a motorcycle will require a certain amount of torque to be applied in order to turn it; there are far too many variables involved which result from the actual design of the machine. However, it is possible to take certain measured data as being representative. Then we can apply some of the curves given above to determine if the range of torque values resulting is within a comfortable range for a normal person.

In the series of experiments mentioned earlier that were run by Wilson-Jones, torques in the range of 3 to 10 ft.-lbs. were applied to the steering axis. With bars having a 2-foot span, this would result in forces in the range of 3 to 10 lbs. being exerted by the rider. Now for the average young man, the maximum pushing and pulling forces vary as a function of the position of his arms with respect to his body. With the arms



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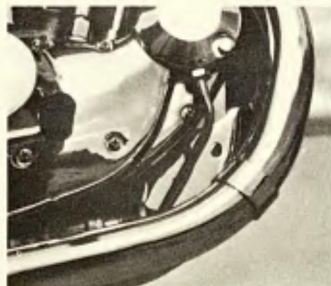
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straight out in front, the push and pull are 138 lbs. and 120 lbs., and for the arms lifted up 30° from the straight-down position, the corresponding figures are 92 and 63 lbs.

It would certainly appear that there is no problem in being strong enough to turn the bars. Sensitivity, however, is another matter. For maximum sensitivity in feeling the need for more or less force, a person is most perceptive when he is exerting about 15% of the maximum force he could exert. This means that handgrip forces should be in the neighborhood of 12 to 20 lbs. for best sensitivity, and should probably be less than that on the average. Your ability to sense the need for more or less force falls off rather rapidly as the maximum force levels are approached, but remains relatively constant below the 15% point of maximum sensitivity.

In addition, the motion associated with turning the bars should be a pushing and pulling motion toward and away from the body. For sideways movement, as encountered when operating a tiller or bars that are pulled back so that they nearly touch over the tanks, your force capabilities are greatly diminished to 50 lbs. for leftwards movements of the right hand and 34 lbs. for rightwards movements of the right hand. These levels apply with the arms straight out in front, and become even less for other positions.

It would appear that a near-optimum setup would have the bars with a two-foot span between handgrips and with the handgrips between midchest and shoulder level. As close as possible to pure pushing and pulling motion should be required. Appropriate reduction in the span could be made with decreasing torque requirements as determined from Fig. 8.

The so-called low-speed instability of the chopper is actually caused by the slower steering coupled with a more or less fixed rate of correction of course by the rider. In ordinary riding you are regularly making control movements in response to a changing situation. The highest frequency of control movements with which most people feel comfortable is about two per second. If one correcting movement should ideally measure a certain precise amount, your actual movement will typically miss that ideal by 20% or so, in one direction or the other. This may sound bad; but your next movement, half a second later, may contain an error in the other direction. The result is that the errors average out to something that is usually quite adequate.

On a chopper, because of the longer time required to move the bars around through the larger required angle, the error in course will be greater. There is really nothing you can do about the situation, with the possible exception of reducing the moment of inertia about the steering axis in order to make the required larger correction angle easier to achieve.

Finally, under the subject of rider feel, there is the sense of lightness of steering at high speeds. This actually has nothing to do with any inherent stability function of the machine, but rather is determined solely by the springing of the front wheel. As the speed gets higher on a rough road, the frequency of

hitting bumps gets greater. When the frequency of the bumps gets higher than the resonant frequency of the suspension system, the suspension can no longer follow the bumps, and the machine is literally thrown up into the air by the forces encountered on the rising side of the bump. On the falling side the front wheel acceleration downwards is not so great, and in any case will not be greater than that determined by the weight of the rest of the machine. At high enough speeds, the front wheel will actually float from bump to bump. Obviously, while the wheel is in the air, the resistance to turning is very small. When it impacts again with the next bump, nonlinearities caused by change of trail and tire characteristics will make the impulsive turning torque less than if the wheel were constantly pressing against the ground with the same force. Under these circumstances, the slower the steering, the less likely you are to make an error in judgment in turning.

Conclusions: There are many conclusions that we could draw, but we will try to confine them to an essential few.

1. The only really absolute instabilities that show up in the design of a motorcycle are those given by the curves in Fig. 6, and the possible coupling of nutation and steering assembly resonance.
2. The average chopper with raked neck and extended forks will tend to have a larger trail and be further into the stable region than the same bike is when stock.
3. Handling can be either heavier or lighter than stock, and it is possible to have a more stable and lighter handling bike by proper choice of setback.
4. Raking and extending will always slow down steering and make required steering motions larger.
5. It would appear that almost any handlebar arrangement would be adequate from a maximum torque point of view, but considerations of rider comfort and sense of well-being require some limitations to be placed on the extremes in handlebar design.

From this examination of stability and consequently safety, it would appear that there are indeed certain bounds which you should not exceed in motorcycle design. They are possibly the proper subject for legislation since their violation can make a cycle extremely difficult if not completely impossible to control. A good start in stating the bounds is given in Fig. 6, although we would strongly recommend that anything as final as legislation should be based on a more complete analysis which included all nonlinearities. Within these absolute stability limitations, however, it would appear that experimentation is completely rational and should be encouraged. The results could very possibly be a better breed of bike. ■

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WANTED — Rachel lid for 74 transmission and foot shifter and linkage. R. Stillwagon, 6514 Oakhill Drive, West Farmington, Ohio 44491.

CASH PAID FOR INVENTIONS and new product ideas for motorcycles and choppers. Ideas for the bike, the bike rider, or anything related to motorcycle field. Your wild, hare-brained idea may be worth instant cash. S-A Industries, Box 2648, Seal Beach, Ca. 90740

WANTED—74 and 45 H-D springers with springer brake, 48-58 Harley Panhead and/or 48-58 frame, engine, trans, parts, etc. 80 in. engine or parts, 59-66 Sportster XLCH. B. Leonard, 2006 Oak St. S.W., Warren, Ohio 44485.

WANTED—Moving to California this fall. Wanted: Righteous biker to jam with on weekend runs. NO strings. Super-sweet of lady of 23 years. 36-25-34. Write to Susy, Box S, c/o Easyriders, P.O. Box 2086, Seal Beach, Calif. 90740.

TO KRIS IN WATERLOO — I can dig where you are coming from, baby, and I would love to answer your letter, but you forgot the return address. G. L. in the slam.

Special Announcement for Retailers

ANNOUNCEMENT

Dell Distributing, Inc. is pleased to announce that its Display Program now includes *EASYRIDERS* magazine published by Paisano Publications, Inc. This Display Program is available to all domestic retailers purchasing said publications from wholesalers. Under this Program, you will receive payment for each copy of the relevant publications sold by you provided you comply with the display and reorder requirements of the formal agreements. Retailers may decide to participate in any one or all of these programs. To receive copies of the formal Retail Display Agreements which set forth all details, retailers purchasing from wholesalers should write to Dell Distributing, Inc., 750 Third Avenue, New York, New York 10017, Attention: Circulation Manager. Each Program becomes effective after Dell receives and accepts the Retailer's signed agreement.

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