

HISTORY OF STREET BIKERS UNITED HAWAII

When Founded: 1972

Where Founded: In a motorcycle shop next to Honolulu Community College.

Founded by Whom?

Ike Purdin (President), Ike's girl friend known only as Carm (Secretary), Bob Stafford (State Lobbyist), Ray Datzman, Pat Thiele (Photographer), Norman Chung, Gregg McKee

Past Officers:

Only know those above when SBU began.

Summary of why it was founded:

We all had a vested interest in repealing the helmet law, and modified motorcycles (cars, too) in a safe manner.

As much information as I can get. The more the better.

My Bad Experience that Caused Change for Both Cars and Motorcycles

While in the remaining year with the U.S. Navy stationed on the East Coast, I met a ship mate that had a BSA 650 Chopper, my first time learning to ride a motorcycle, bought a new 1969 Yamaha 650, crashed when bike two weeks old, caused by wheel wobble, three months recovering from gasoline burns (ruptured gas tank), and discharged early 1970. Not before insurance replaced with another 1969 Yamaha 650 (present day, in '95 picked up '70 Yamaha 650 as a memento of this first crash).

Traveling on Hawaii roads with the newly manufactured 1969 Yamaha 650, the same "wheel wobble" happened, but with experience under my belt, recovered before it could crash. I ordered extended front tubes and planned to rake the neck. I constantly visited the recon station making inquiries, not just for the motorcycles, but for cars, too. Regulations that era required minor mods for motorcycles, just a cut above keeping it stock. They allowed me to use the extended forks, but denied my raking the neck. It did get rid of the wheel wobble, but sitting up high isn't the way to handle turns, my first drift session experiences with motorcycles.

Having built high performance cars before entering the service, then discharged from military service, my car was cut up and disposed because the recon would not allow it to pass in any shape or manner. One day, I had a full load of people in my stock 1971 Ford Pinto that was daily driven for work. I was traveling up the Pali Highway, pedal to the metal doing a top speed of 35 MPH. Immediately after that experience, the car was gutted to install the high performance 5-Liter engine, drive train, ladder bars, and L60 x 15's all around. It passed recon inspection and legal to drive on the street.

You could not say the same for the motorcycles to be modified to extreme. Keep in mine, during that time having to wrestle with the stigma of "Outlaw Bikers."

Involvement with the Group that Would Make SBU

After my one year fling out of the service, I chose to return to college under the Veteran's G.I. Bill. I met some high school friends that were into motorcycles and cars, and clued me in on the latest happenings. The repeal of the helmet law was in full swing for five years and no end in sight. People including myself were visiting the recon department on our own, bringing evidence of safe use with selected modifications.

I began to visit all the known car and motorcycle clubs at the time, and contacted those people that visited the recon department. I received their names by the supervisor telling me of those people providing the same evidences. I would later meet them when attending Honolulu Community College. I noticed a motorcycle shop next door to Honolulu Community College known as Datzman's Cycles. Regular visits to the shop and I would see Ike, Carm, Gregg, Pat, etc.

Due to my interest in modified cars, I met Mike Lee, president at that time of the Street Rods of Hawaii. Mike taught me how to generate a car club, known as United Street Machines of Hawaii, write the constitution, and gather members at our favorite hang out, McCully Zippy's Drive In. The talk at the time was, "Down with Recon." I seriously looked into that option, but Mike Lee suggested working within the system and use it to our advantage. Having it written in "Black and White" is better than letting the beat

officer arbitrarily state a violation on the traffic citation that's not written. This is what's happening now. According to City and County of Honolulu regulations, there is one that is repeatedly used:

"IF THERE IS NOT A REGULATION WRITTEN TO ADDRESS THE PRESENT ISSUE IN QUESTION, THE ENFORCEMENT AGENCY CAN ADMINISTER THAT A VIOLATION HAS BEEN COMMITTED TO USE THEIR ENACTED POWER AS DEEMED NECESSARY!"

I passed this information on to the motorcycle group at Datzman's Cycles and we all agreed to keep the "Recon Inspection" in favor of re-writing the regulations. We continued numerous visits to the Recon Department to suggest changing the regulations that fell on deaf ears.

A member of the Street Rods of Hawaii had a fresh approach that worked. He was a member of Mayor Frank Fasi's cabinet and told of actively supporting the Mayor's campaign and presents our complaints to be heard. We campaigned for the Mayor, sign waving, calling for votes, distributing fliers door to door, etc. That earned us Mayor Frank Fasi's attention, he won the election, and told the department to listen to our terms, they did, and we had the regulations that reached the sky. I began prototyping a fresh new approach that is present day normality, BIG TIRE AND CARB!

In three short years, from selling my fully chopped 1969 Yamaha 650, I graduated to a 1971 Honda 450 for daily college transportation. In the mean time, I had picked up my friend's Harley with multiple choice engines that I could put in the frame. The engines were all 74 cubes, a '38 Flathead, '50 Pan Head, and '51 Pan Head. I had it running with the '51 Pan Head when I sold the whole package.

I now had in my sights and acquired another friend's '67 Harley Shovelhead chopper. The ideas I had at the time for prototyping would become reality. This would be the first working big tire, 210/70 x 15, and 48 Weber Downdraft carburetor set up. No push button electric start! No Battery and Kick start with Joe Hunt Magneto! I used this '67 Harley with the SBU group at other demonstrations doing the motorcycle test. The trick to making the tight turns was to "eliminate the steering fork stops!"

SBU Organizing Clubs to Repeal Helmet Law and Recon Again

In the mean time, while we are still wrestling with the appeal of the helmet law, I have partnered up with Francis Dias in building up his motorcycle shop and providing metal machining equipment. I showed him how to put together a motorcycle club to this present day known as Na Ku Ana M/C. There is another motorcycle club I showed how to put together, started by "Big Willy" (Not my Wife), the club name slips my mind at this time (will find out).

The recon regulations become moot when the City and County of Honolulu passes the torch on to the Hawaii State Government. We run into the same problem of our evidences falling on deaf ears. Bob Stafford is now in the driver's seat and introduces us to Senator Neil Abercrombie. We do the same thing for him that we did for Mayor Frank Fasi. Things work faster now that we have the experiences needed to address issues. It takes six Tuesdays to hammer out the same regulations under the Hawaii State Government banner.

Building the '67 Shovelhead Known as "Entroquasidracomus"

I started the square tubing frame in 1971 with plans of installing a Harley engine one day. My Willy, now the wife, saw this square tubing frame sitting on this 1-inch thick steel plate two years later. In less than a year, she had me finish the whole bike and in 1976 enter it in the car show, "World of Wheels." It took Best Engineering, but had to settle for 3rd Place because I didn't chrome the exhaust.

The bike has been in storage in and out. It is now ten years of upgrading to larger tire size, carb to injection with big throttle body, tube front end, etc. It'll be awhile before it touches asphalt again.

Car Recon Gone Wrong and Became Rebel With A Cause

I couldn't devote that much time to SBU and motorcycle happenings because the supervisor of the recon department had a crusade against me to keep me from getting my recon permit for the car since known as "Aggravator."

I had both times written the car regulations for each government agency to fit my needs of building that 1971 Ford Pinto. Though I built it accordingly, they continued to refuse the issuance of the recon permit. It's from something I said in our earlier bouts with the supervisor.

This was one of the major catalysts in running outlaw for three years with the car on the public streets, speeding, racing, drift records with extreme prejudice, blasting down the public streets open headers, and receiving major police harassment. I received and stopped counting after thirty traffic citations. Many hours were consumed in court challenging the traffic citations that were dismissed on a technicality having to do with operating a vehicle without a recon permit.

Infringed On My Second Amendment Right

In the end, I was right and the government was wrong according to the final judge that heard my case. Discharge from the service, I wasn't interested in any firearms I had used in the Viet Nam War, except one, another ship mate allowed to shoot 'em up at his ranch 2 am in the morning?

That all changed after all the harassment I received from local authorities. I started to get into firearms because it worked like a car or motorcycle engine. It has a piston, but it only travels in one direction.

Now, a Hawaii State Senator "Dickie Wong," same one busted in the "Hawaiian Bishop Broken Trust Affair," declared a bill introduced to "Ban all Handguns, Assault Rifles, and Shotguns!"

There are strategies we developed to further our cause. There were examples of testimonies for the individuals to choose from and put in their words, sign, and fax to the state capitol. We learned from earlier experience, you cannot make a copy to pass out to sign and mail.

Well! Use what is pertinent or note what you want to elaborate on!

Yours truly,
Norman Chung

Mahalo!
Dennis Morey