

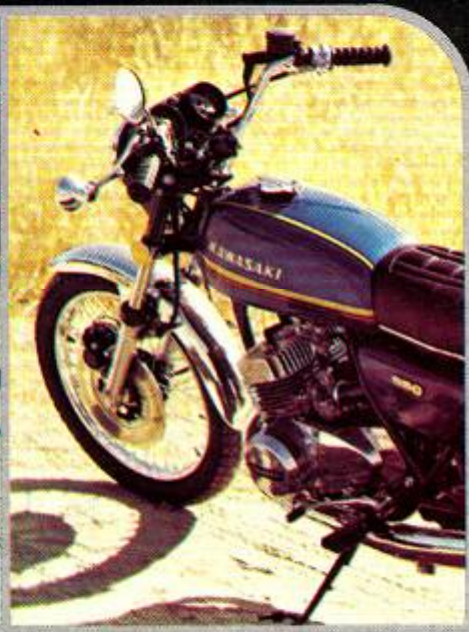
Bob Braverman's

59027-4 PDC

CYCLE RIDER

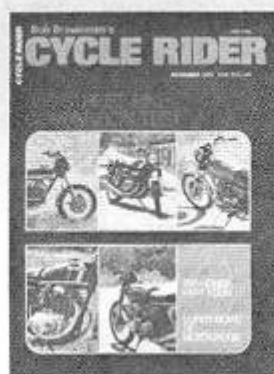
NOVEMBER 1973 ONE DOLLAR

350 STREET BIKE COMPARISON TEST



PROJECT:
750 HONDA,
PART FOUR

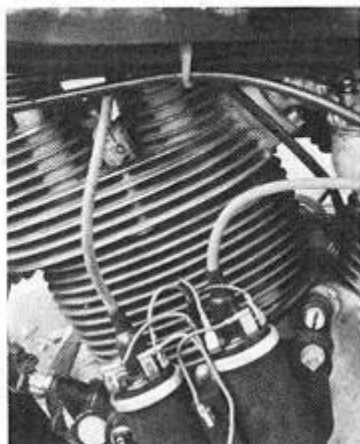
COMPETITION:
SUPER BOWL
OF
MOTOCROSS



ON THE COVER: Two twins, two triples and a four are investigated for the middle displacement rider. —Photos by Len Weed



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COPPER FOUR

BY DENNIS
ANDERSON

CHROME
IS
NOT
ALWAYS
THE
ANSWER.

Though the spelling may be a bit different, Buddha is a name usually associated with the Orient. Therefore it seems only fitting that one Michigan enthusiast, who has chosen a sound alike appellation, should turn to Asia for the powerplant of his custom bike.

Buda's machine sprung from a 1970 Honda Four. About all that remains recognizable now is the engine. The frame is completely custom. It started life as a custom effort by chopper specialist Ron Finch in Pontiac, Michigan. Buda re-modified the frame, choosing a 15-inch front end. The neck of the frame has been raised three inches.

The frame and tank were painted by Finch in shades of green and black. Buda designed the tank, then he and Ron made it a tangible reality.

For the front end, Buda chose a modified Finch springer, reversed the stem, and built some custom rockers to complete it. A bold step was the decision to copper rather than chrome. This was accomplished by putting the

pieces through a second coppering process, instead of the usual copper-then-chrome trip that is standard on most custom bikes. No other material has been used on the copper. It's open to the air and reflects some weird changes from the engine heat. Greens, blues, and purples appear along the length of the pipes and remain until they are polished off. Every time the bike is ridden — zap — another new color array.

Buda's front wheel is a 21-incher carrying an Avon tire. He may add a disc brake in the future. The only instrument is an oil pressure gauge which sits neatly by the engine in its anodized housing. Other touches of green anodizing stand out from the black engine and coppered pipes. Anodized aluminum bolts hold things together. Buda's dad, Burt, even got in the action by fabricating the seat for the scooter.

The sissy bar is black aluminum, turned on a lathe by Buda. A glance at the saddle bags indicate that bikes aren't the only thing that Buda is into. He also tripped out on making the windshield and the 6½ quart custom oil tank, as well as the copper pipes. The pipes were fashioned from twelve separate pieces (Harley and Triumph), fitted, then combined into four complete 1¼ inch pipes.

The starter button doubles as a separate brake switch so you don't have to push the brake pedal to ac-



tuates the brake light. The control levers are all custom and the block for the hydraulic brake was specially made.

The 750cc engine that propels Buda's scooter is a 1970 Honda, reworked but kept mostly stock. The carbs are from a '71 Honda. The clutch is stock, but the covers were custom machined out of solid brass. The final drive ratio was altered by adding a 15 tooth counter shaft sprocket and a rear sprocket of 46 teeth.

To some, the name Buddha implies a mystic feeling and perhaps that's just what Michigan's Buda feels about his copper Four. Almost any custom builder who devotes as much time to creating a special set of wheels probably shares those feelings. ■



