

Classic

Easyriders®

December 2021

Issue 555

Magazine

STURGIS SPECIAL

Cool Coverage of the 81st Sturgis Rally



BUFFALO CHIP

40th Anniversary

UP CLOSE

With Billy Lane

MORE METTLE

Motorcycles as Art Show

PLUS

David Mann's *Ghostrider* Returns

Stacy McCleary's
Ol' Number 48
– and –
Killer Kiley

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Takin'itEasy

Hey brothers and sisters, *Easyriders* is back with this monthly classic format, including your favorite features such as Takin' It Easy. We've been producing this wacky little opener on the first editorial page of the magazine for over 50 years and thought you'd like us to keep it in the new *Classic Easyriders*. All of the following brain-twisting news articles are real, proving that somewhere out there, there is always somebody who is more screwed up than I am. Enjoy. —Dave Nichols

Spock Shock

Apparently, the latest cool form of plastic surgery in China is to have your ears changed into pointy Mr. Spock ears. These elf ears are all the rage at plastic surgery clinics in China where demand is so high that there is a waiting list to get your ears bobbed. Doctors insert cartilage or an implant in the back of the ear, then fill it with hyaluronic acid to create the pointed ear look. I guess it's better than having devil horns mounted to your forehead. All I can say to these folks is, "Live long, and prosper."

Instant Billionaire

This chick named Julie down in Largo, Florida needed twenty bucks, so she visited her ATM at Chase Bank. While there, she decided to check her balance. The machine printed out a balance of nearly a billion dollars! Rather than being stoked and dancing around the bank parking lot, she says she was horrified! "I know most people would think they won the lottery of something," she said. "But I was really horrified!" She has tried to contact Chase Bank several times with no luck and is really upset. "I get tied up with their automated system and can't get a person on the line," she said. "I don't know what to think." Hey, we know what to think. Party at Julie's house!

Give 'em the Bird

This is a weird one. This dude broke into a home in Bel Air, California, not knowing he was being watched by the home owners on Ring Video. He wandered around the house naked for a while, then took a shower and helped himself to a pair of shorts. Before the cops could get there to arrest him, he squeezed the life out of the home owner's two pet birds. When the fuzz arrived, he told them the house was his. They didn't fall for it.

Free Delivery

While an Ohio postal employee parked his mail truck in a driveway and ran up to deliver a package, some dude stole the truck and split with it. A neighbor witnessed this and called the police, who caught up with the dude a few miles away. As we all know, stealing the U.S. Mail is a federal offense. When the cops asked him why he stole the mail truck, he told them, "It's a U-Haul."

The police officer responded, "I don't think that's a U-Haul." But when he looked inside, the officer discovered a stolen big screen TV stashed in around the tubs of mail. The mail carrier admitted that he'd left the keys in the ignition, and in case you were wondering, no mail was taken.

Big Bang

This guy in Pennsylvania was just kickin' it in his new Dodge Ram pickup, havin' a few beers, lighting some fireworks and throwing them out the window. Yeah, you can see where this one is going. This is how to void your manufacturer's warranty real quick. One of the lit fireworks didn't

make it out of the cab, blew up and did some serious damage to the inside of the new truck. It also critically injured the fireworks happy rebel-rouser.

Proper Name

This crazy chick was a Taco Bell employee in St. Petersburg, Florida, who as part of a drunken rampage, slammed her car into a tree, then a Taco Bell sign, and then the store's water meter before leaving the scene. Arresting police said her eyes were bloodshot and watery and that she had a dazed and blank expression on her face as well as a heavy odor of booze on her breath when they caught up with her. But get this, her name is Kanisha Booze. I swear, you can't make this shit up!

Stiff Shafts

The COVID pandemic was hard on strip clubs and one ingenious club owner in Toronto had an idea of how to get business going again. Teresa Marciano of Club Pro Adult Entertainment said that since her staff and managers love golf, why not marry the two industries together. She came up with Stiff Shafts, turning the strip club parking lot into a driving range where golfers aim their shots at caricatures of prominent politicians. Bartenders and sexy waitresses serve food and drink while the dancers act as caddies. Why didn't I think of that?

Classic Biker Saying of the Month

"Three can keep a secret, if two are dead."



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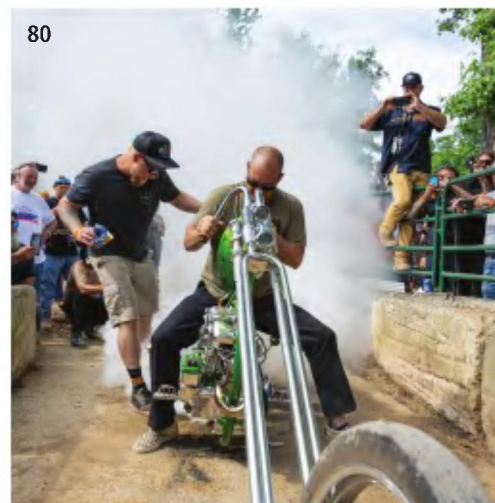
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A Tribute to Bret Hatt

Stacy McCleary's Ol' Number 48 Panhead

Unless you have been a faithful reader of *Easyriders* magazine for the past 20 years, you may not know the name of motorcycle maestro and hot rod aficionado Stacy McCleary, though he is one of the finest custom bike builders in America. As the very first custom motorcycle being featured in the revived *Classic Easyriders*, we can think of no better bike and builder to showcase the kind of talent you'll be seeing in the months to come. By the way, this is the sixth bike that Stacy has had featured with us and it is a tribute to a close friend.

This story really starts nearly 60 years ago when Stacy was just ten years old, growing up in the little farming town of Manteca, California, halfway between Tracy and Stockton. The young gearhead began riding and building mini-bikes and then started wrenchin' on cars when he was just fourteen. A 1962 Cushman was his

first real scooter at age fifteen. "When I was sixteen I got my driver's license and bought a Chevy two-door hardtop," Stacy recalls. "I've been a hot rod guy ever since."

Stacy got married young to his high school sweetheart Danell and worked at his dad's small stucco construction company. "I worked with my dad since I was ten," Stacy tells us. "After school every day, I'd go to work at McCleary Plastering. Then about the time I graduated high school, my dad was diagnosed with lung cancer. My brother Rod and I took over the company when he passed. I did that for 42 years, full time. I worked twelve hour days and then went out to my single car garage every night to build cars."

Motorcycles have always been one of Stacy's driving passions. "In 1977 Harley came out with the Low Rider. I went to the local Harley dealer and fell in love with that bike," Stacy remembers fondly.





amazing motorcycles in the magazine. "I build my bikes the way I want them," Stacy says. "People look at my bikes and see simple, clean customs with nostalgic two tone paint jobs. I always put the stock Harley emblem on the gas tank to correspond with the engine in the bike."

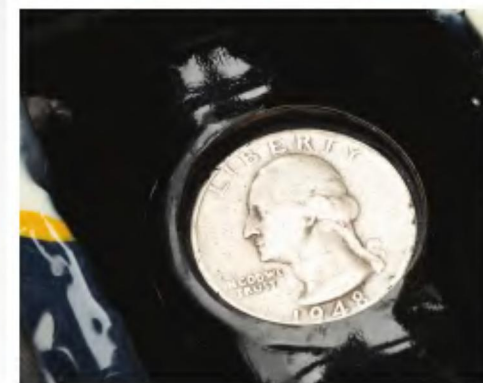
Which brings us to this bike that has a 1948 emblem on the tank. It is a first year Panhead that many, including Stacy, believe is the most desirable motor out there. "Every bike I've ever built begins with an engine. The motor is the heart of any bike," Stacy confides. "In my shed I have frames, transmissions from old swap meets, and I don't buy anything out of a catalog. Everything on my bikes is either an old original Harley part or I make it myself. Every one of my bikes has a reason."

The reason behind the bike called Ol' Number 48 is an amazing one. "I was at Born Free a few years back and met a young man who was looking at one of my Panhead bikes," Stacy recalls. "He told me his dad has a motor that looks just like that and the motor has been sitting in his house for over 30 years."

"I told my young wife that we were buying a motorcycle. Then she told me we had a baby coming." Luckily, the Harley dealer gave him his money back. The next year, a friend had a Super Glide for sale. "I told my wife about it and she told me she was pregnant again. My brother-in-law ended up with that Super Glide." Before long, a third child came along and Stacy put his motorcycle desires on hold for the next 20 years.

"I started building hot rod cars in my garage," Stacy says. "I did that until my kids got out of high school. Finally, in 1997 I bought a brand new 883 Sportster." This quickly led to a Heritage Softail and then a Softail Custom that is still sitting in his garage today. "I built my first custom chopper 20 years ago and have built one every year," Stacy admits. "I just love building motorcycles. I can't get it out of my system."

Stacy started bringing choppers to our Easyriders Sacramento Bike Show in 2005. Michael Lichter looked at Stacy's Shovelhead and really liked it. He shot that bike and it was featured in *Easyriders*. Over the years, McCleary has had five of his





"We're not guaranteed tomorrow."

Stacy managed to contact the owner, bought that rare motor and put it in the bike you're looking at here.

Most everything on this bad little bobber is true to 1948. Besides the motor and transmission, there is a 1948 frame and rare, last year springer front end. "I'd been collecting parts for it for four or five years. I even found original 1948 tanks," Stacy says. "I cut them up and made them narrow to look cool. What isn't from Harley on this bike are parts I built such as the side tank shifter. The shifter knob is off of a Hurst shifter from an old car of mine that I've had for 55 years."

The rims are aluminum Excel racing rims laced to the original star hubs to give it a hot rod look. Though the motor is 73 years old, Stacy tells us that it runs and rides great. With this righteous rigid, McCleary

not only pays tribute to the Milwaukee marvel from 1948 but also to his close friend and riding partner, Bret Hatt.

"Bret's name is painted on the handmade oil tank," Stacy says. "Every year, Brett would bring six to eight Knucklehead bikes to the Sacramento Bike Show. He passed of a heart attack last year but not before helping me build the motor for this bike. Sadly, he never lived to hear it fire up. Every time I look at Ol' Number 48, I think of Bret," Stacy concludes. "It's a reminder that we're not guaranteed tomorrow." Very true, my friend.

The next bike to come out of Stacy's Garage will be a 1961 pre-unit 650cc Triumph chopper that has its own incredible story. We hope to show it to you right here in *Classic Easyriders*.

—Dave Nichols



Photos: Michael Lichter

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Cover Model: Kiley Garcia

Our *Classic Easyriders* cover model this month is a chopper builder in her own right. Kiley Garcia grew up reading *Easyriders* magazine and loves everything with a motor and wheels. "I remember seeing a photo of a guy on a chopper in *Easyriders* years ago and credit the magazine for my passion for choppers."

The vivacious 23-year-old wrench is living proof that none of us are guaranteed tomorrow and you have to live life to the fullest. Recently diagnosed with a benign brain tumor, Kiley took time out from immune therapy treatments to hang out with Stacy, Danell, and Michael Lichter for this historic photo shoot as our first cover model.

When asked how she got into bike building, Kiley says, "I have always had a passion for motorcycles and went to Born Free two years ago. I met custom builder Arie Vee there and we became friends. He asked me if I'd like to help him build a truck and that ignited my fire for turning wrenches. Arie and I built a custom 1961 XLCH Ironhead together with the help of Bob Moreland on the motor and Mark Choiniere on the bondo and paint work and now I'm hooked on building choppers."

Always upbeat and driven by her abiding faith, Kiley is a pure joy to be around. We are sending her prayers for a full recovery and hope she has a long life of chopper building ahead of her.

Kiley's treatments are provided through support at Medical Center of Hope.

To make donations, please visit crlfoundation.org



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Getting Electric Performance from Your Dyna
Installing Vance & Hines' Pro-Pipe HO

Why would we use the word “electric” in the title of an article about a high-performance exhaust system in a gas-powered bike? Well, it goes back about fifteen years to 2006, when Harley started equipping some of its bike’s motors with a “closed-loop” EFI, (electronic fuel injection), system. Then, in 2007 all of Harley’s motorcycles were equipped with this system, which has had very few mechanical type changes since.

H-D’s EFI systems have two electronic oxygen sensors, one in each exhaust head pipe just down from the exhaust port. These sensors read the exhaust oxygen content and feed that information back to the fuel injection computer, which then adjusts the amount of gasoline being mixed with outside air in the intake manifold. So, any exhaust system that is used on one of Harley’s EFI systems has to have provisions to mount the oxygen sensors.

Vance & Hines’ Pro-Pipe HO, (High Output), is designed to handle oxygen

sensors. Each head pipe has a threaded bung welded into it; they also supply threaded plugs to be installed if the exhaust is being installed on a non-EFI bike.

All of V&H’s Pro-Pipe HO exhaust pipe sets are a two-into-one system. They feature a three-stepped headpipe with a good-sized muffler that can pass a very high volume of exhaust gasses. You also have your choice of the system’s finish: a killer black ceramic finish or brilliant show chrome. The systems are available for most 1996 and later Dyna model Harleys.

Installing the Pro-Pipe is fairly straightforward. The only difference is on 2006-up bikes, you have to transfer the oxygen sensors from the stock head pipes over to the Pro-Pipe. The trick here is finding the connectors for the oxygen sensors, unplugging them and releasing their cable clamps. On most Dynas the front pipe’s sensor connector is behind the voltage regulator, on the bottom front of the frame down tubes. The connector for the rear oxygen sensor is under the seat.

The electrical part of installing the exhaust took almost as much time, a little over an hour, as actually bolting the pipes on.

This black finished exhaust system looks killer, and when we fired the bike up, we were really surprised with its sound, which was very crisp and deep. The finished bike has more power throughout its RPM range, and it doesn’t have the obnoxious high-pitched cracking sound that open pipes often have.

The team at Vance & Hines say the motor will run even better if we install and calibrate it with one of the Fuelpak EFI modules, which we will dig into in a future issue. All Vance & Hines products are available through your local bike shop and Vance & Hines.

—John Sullivan

Vance & Hines
vanceandhines.com

SOURCE



1. The Pro Pipe HO installed on a 2009 Street Bob. The system’s black finish goes well with the bike’s blacked-out powertrain.



2. The head pipes have a three-step design, their flow capacity increases, so that the exhaust gas can expand as it moves down through the pipes. Their larger end fits onto the front of the muffler.



3. The muffler also has three steps, going from front to back. The Vance & Hines logo and chrome end cap is a nice touch.



4. Once the electrical connectors were disconnected, removing the factory pipes was just like any other Harley. The stock muffler mounting bracket was also removed from the rear of the transmission.



5. The system includes a complete hardware package, a new mounting bracket and instructions. All of the V&H parts fit the bike perfectly.



6. The connector for the front oxygen sensor is attached to a plastic plate that is sandwiched between the voltage regulator and the frame. You have to unscrew the voltage regulator to get to it. The connector for the rear oxygen sensor is in the wire harnesses under the seat. We found it by tugging on the wire down by the pipe and watching to see which connector moved in the cavity under the seat.



7. The oxygen sensors must be switched from the stock head pipes to the new pipes. Handle them carefully, they are expensive. Also rub a few drops of anti-seize on the sensor’s threads.



8. The new head pipes fit nice and close to the motor. Their black finish really matched the motor’s color. The sensor’s wires fit into the factory clamps.



9. Installing the V-H muffler completed the mechanical part of the job, then it was time to fire the motor up and check out it’s sweet sound.

Photos: John Sullivan

“The Look”

A Radical Avon Wonderbike
by Dave Perewitz

When it comes to true master bike builders, the old guard of original custom builders are few and far between. In that rarified air, only true men of valor shall pass. I'm talkin' about the guys who started the whole chopper craze. One such noble originator of “the Look” of what a chopper should be is Dave Perewitz of Halifax, Massachusetts. His Cycle Fabrications shop has been around since 1971, the same year *Easyriders* debuted.

Dave is known as “the King of Flames” since his amazing flame-painted designs have become legendary. Nobody paints flames like Dave. He began by painting his own 1964 Sportster and rode it to Laconia where he and it won rave reviews. This led to more bikes, more customizing and more paintjobs. In 1975 he met California builder Arlen Ness at a Detroit show and formed a friendship that lasted a lifetime.

Soon selling Arlen Ness parts, painting and building bikes, Dave was instrumental in creating the long and lean nimble look of what have become known as “Digger-style” bikes. Along with another lifelong best friend, bike builder Donnie Smith, Dave, Arlen and Donnie formed the trifecta of custom builders of the 1970’s and ’80’s, achieving god-like status in the biker world through exposure in *Easyriders* and other custom bike magazines.

Dave has built bikes for celebrities such as Hulk Hogan as well as NASCAR drivers, NFL greats and rock stars. Then stardom came knocking at his own door when he appeared in TV episodes of The Discovery Channel’s “Great Biker Build-off” series. After many years in the motorcycle industry, Dave Perewitz was suddenly an overnight star!

And that, my friends, brings us to the sweet little Shovelhead bobber you are no doubt drooling over here, built and painted by none other than Dave Perewitz. The righteous rigid began as a little problem that Avon tires was having. “Yeah, this was a strange project,” Dave recalls. “The guys at Avon came to me and said they had a tire

that doesn’t fit anything.” The company had created a 250/30-23-inch set of tires that were supposed to work on custom baggers. “They said their engineers thought it would go with the big wheel bagger craze but it doesn’t fit anything.”

“So I went to Ron Loynds at Metalsport Wheels and asked him to make wheels that would fit these new tires,” Dave chuckles. “I designed them and Metalsport made them up. So then I had 23-inch wheels and tires and built the whole bike around

them.” The design is striking paired with HHI brakes and controls. “Then I called Ron a Paughco and told him I had a project and needed a frame and front end.”

Paughco M/C Parts made the beautiful rigid frame, gas tank and springer front end and got them over to the Perewitz shop. “I had a Shovelhead motor and picked up a five-speed transmission,” Dave tells us. “Then I called Steve at BDL and they hooked me up with a belt drive setup. That’s how the bike came to be.”

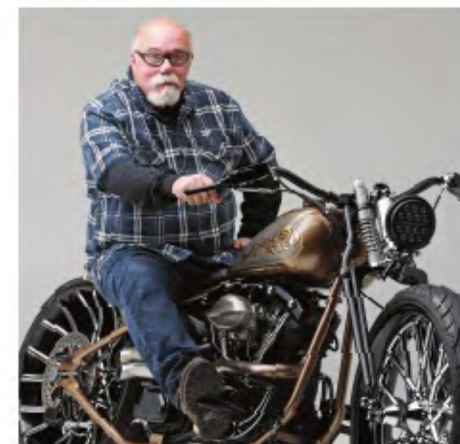




When it came time for Dave's specialty, the paint, he chose a special mix of PPG gold by Charlie Hutton. "It's a real unique color and really pops," Dave says. We'd have to agree. "Avon asked me to take the bike to Sturgis and display it," Dave's daughter, racer and builder Jody Perewitz rode the bike in the Black Hills to show it off. "I eventually sold it to Brian Dubec, a collector in the north east. And now it's in *Classic Easyriders!* I'm really proud to be in the first issue of the new magazine."

Dave came by the honor honestly. Strolling through his showroom, he smiles at literally dozens of framed bike features from past years of *Easyriders* on the walls of Perewitz Cycle Fabrication, a testament to a lifetime of doing what he loves; building and painting righteous rides.

—Dave Nichols



Dave Perewitz
Perewitz Cycle Fabrication
Halifax, Massachusetts
perewitzs.com



Holiday Gift Guide
Stuff Every Biker Wants to Find Under the Tree



The Clash Jacket from Roland Sands

The legendary Clash jacket by RSD has been a style and performance leader for several decades now. Previously only offered in black or ox blood color, Roland now has it in a rich tobacco color as well. Inspired by classic motorcycle racing jackets of the 1950's, it is the perfect riding jacket designed from premium materials for maximum functionality on the road. Developed by Airborne Leather on top

grain cow hide for RSD, it feels and smells as good as it looks. Each Clash is finished by hand resulting in a one-of-a-kind jacket. It's versatile, stylish and timeless both off and on the bike. The asymmetrical front zipper keeps the rocker look front and center while the quilted stitched accents and infamous coffin stitched elbow round out the design.

Roland Sands Design
562-248-5073 • rolandsands.com



Metalsport's Large Diameter Custom Wheels

Metalsport makes amazing-looking large diameter billet wheels for motorcycles. Granted there are other companies that make large diameter wheels, but none of them do it like Metalsport; their billet wheels are true one-piece creations. They start with a solid chunk of aluminum, then put it into the giant CNC machine that is programmed to whittle away all of the excess metal. When they are done, they have two products: a custom 3-D motorcycle wheel and a bucket of machining chips that weighs more than the finished wheel. Metalsport's wheels are so stunning that our pictures can't possibly project their actual depth and texture.

For a complete look at Metalsport's wheels, hit their website and be sure to watch the wheel video.

Metalsport Wheels
502-776-9594 • metalsportwheels.com

Todd's Cycle Custom Handlebars

Todd's Cycle offers more styles of handlebars than almost anyone. This 14-inch Gloss Black Hi-Rise set of bars is



fabricated from 1-1/4-inch steel tubing. With polished welds, they are slotted for internal or external wiring, notched for electronic throttle control (except for FXS bars), and offer a clean line of sight to the mirrors. They are proudly made in the U.S.A.

We ordered our Todd's bars from Dennis Kirk; their part number part is 0601-255.
Dennis Kirk
888-500-3565 • denniskirk.com



Drag Specialties' Optimate 6 Battery Charger

The Optimate 6 from Drag Specialties is one of the most advanced options for care of all 12V lead-acid batteries. The Optimate 6 saves batteries that other chargers can't because it recognizes the difference between a discharged battery that needs charging, and a dead, flat battery that needs saving. The charger features a multi-stage desulfation function that restores batteries from as low as .5 volts. Ampmatic charge control adjusts to suit any battery size or condition for the fastest and most complete charge. The cell voltage balancing mode correctly prepares

new batteries for their first use and also optimizes battery performance. Suggested retail price is \$119.95.
Drag Specialties
dragspecialties.com



Avon Grips Boss Performance Rubber Black Grips from J&P Cycles

Avon offers several hundred styles of handlegrips to fit almost any rider's hands and/or style, of which J&P catalogs almost all of them. We liked the black performance style J&P Part #: 512-968, Avon Part #: ABP-86-FLY. They are in stock and should ship within a business day. Price is \$74.99. We put them on a very cool Dyna, and they fit our hands way better than the bike's 5-year old grips did!
J&P Cycles
jpcycles.com

H-D's Cooled and Heated Touring Seats

The temperature control technology built into the new Harley Hammock and Sundowner heated & cooled seats for Harley-Davidson Touring and Trike models are designed to extend and optimize the riding season. The heating/cooling system is completely contained within the seat and easily removed after unplugging a single connection. The thermoelectric heating/cooling system utilizes a Peltier device, a type of heat pump to transfer heat through the seat's surface. There are no moving parts, and no gas or liquid to leak. A small fan in the seat base draws heat away from the device and exhausts it out the bottom. Installation requires the separate purchase of a model-specific electrical harness extension. Plus, the seat's sealed construction prevents rain or wash water from infiltrating the seat foam. So, there's



no riding for hours on a squishy seat. Check the new Hammock and Sundowner seats out at your local Harley-Davidson dealership.
Harley-Davidson
harley-davidson.com



Kuryakyn's L.E.D. rear Fender Strip Lights for Indian Motorcycles

Increased rear light output and elegant styling are just two of the attention-getting features packed into these LED Rear Fender Strip Lights from Kuryakyn, P/N 5698, MSRP \$170. Designed for 2014-'21 Indian Motorcycle models (except Scouts), these attractive and practical accents provide additional run-brake lighting to markedly enhance the motorcycle's visibility from behind. The factory matched chrome housings feature subtle grooved accents and smooth contours that flow with the stock fender and trim. Three red lenses per accent coordinate with the stock taillight lens, and each contain multiple ultra-bright LEDs that function as added brake and full-time running lights. Made from durable chrome-plated ABS with

polycarbonate lenses, installation is hassle-free with plug-&-play wiring and high-strength 3M application strips.
Kuryakyn Motorcycle Parts
877-756-3022 • kuryakyn.com



Jim's Powerglide Steady Roll Hydraulic Lifters

These lifters feature bronze bushings with lubricating oil fed in through the axles, which are made to very tight tolerances. Jim's makes these lifters for Twin-Cam, 2000-up Sportster and Evolution motors. With these improvements, even if the lifters bushings were to wear excessively, they won't break-up into small parts, which could contaminate the oil system and damage other parts of the motor.
Jim's USA Motorcycle Parts
805-482-6913 • jimsusa.com



Alloy Art Cush Drive Dampener

Feel nothing but good vibrations with Alloy Art's Cush Drive Dampener. Created from a proprietary material, this dampener is designed to withstand heavier shock and torque loads compared to a stock rubber rear sprocket hub dampener, providing a longer product lifespan. Lab tested and rider approved for 2009-16 FLT, FLHT, FLTR, FLHR, FLHX and 2015-16 XG 500/750 models, the retail price is \$38.95.
Alloy Art
626-963-5021 • alloyart.com

LIQUOR BEE

AZUREUS

Hawke Lawshe's Show-winning Shovel



Originally built for Born Free 11, the crazy wild chopper seen here is known as Azureus, from the Arabic word for “deep blue.”

Hawke Lawshe out of Kalispell, Montana, is known for building amazing spindly skinny choppers and this one piled up the accolades, winning invited builder First Place at Born Free as well as the first-ever Arlen Ness Memorial Award.

But wait, there's more! Azureus took a guest honor spot to be showcased at the Mooneyes Show in Yokohama, Japan, won First Place Super Radical and Best of Show at the 2019 Rat's Hole Show in Sturgis. You may have also seen it at Michael Lichter's “What's the Skinny?” Motorcycle as Art Show in Sturgis out at the Buffalo Chip in 2019. And now, dear readers, this Montana moto-masterpiece graces the pages of *Classic Easyriders* magazine.



Hawke says that the Montana custom scene is pretty much nonexistent. He's carving a niche all his own but that it allows him to lay the pavement for his own special brand of chopper. "I generally build conventional choppers designed to handle our rough roads and inconsistent weather patterns," Hawke tells us. "So when building 'show grade' choppers, I like to get a little carried away." Hawke's first Harley was his dad's bike, a 1953 Panhead called The Godfather. His first ultra-radical chopper was featured in *Easyriders* #554. It was a red 1946 Knucklehead called Hades that he built for Born Free 10. That bike turned the custom chopper scene on its ear a few years back and won Invited Builder and also the Rat's Hole in Sturgis 2018. In a way, the extreme skinny style of that long bike led to the next incarnation in Azureus.

"I wanted to create a long, skinny chopper in which basically every single part was handcrafted with the mindset of being the exact opposite of a 'conventional' or 'practical' motorcycle." Hawke says that at a time in the motorcycle customizing world where most everything had already been done, Azureus brings a few new twists to the table. "I wanted to create the idea of basically a 'running cutaway,' exposing the entire valvetrain of the shovelhead engine," Hawke tells us.



The engine is a 1981 cone Shovel from a FLHTC that has had the entire valvetrain, including the cam-chest, exposed. The pressure oil system has been deleted and the rotating parts ride on sealed ball-bearings. The contact surfaces are lubricated by calcium greases from the aerospace industry. The engine cases house a mere two ounces of oil to lubricate the connecting rods and cylinder walls. On the transmission, the kicker gears are also exposed along with a prototype "cow jockey" shift lid, eliminating the always unsightly factory "cowpie" lid found on later model 4-speed transmissions.

The bike is also equipped with a one-off, trailer-style electric brake that is operated by a button on the handlebars and a small digital control module located under the seat. Clutching is handled by a modified EFM centrifugal "auto-clutch."



build, are fully functioning, running and rideable bikes with brakes and lighting systems. But how far or how long you'd want to ride this bike just depends on how brave you are."

When asked which handmade part on the bike is his favorite, Hawke says, "My ridiculous handlebars." Bike builders who have influenced his work include Arlen Ness, Ron Finch, Dick Allen, Dean Lanza, Tom Fugle, Donnie Smith and Dave Perewitz, who Hawke calls, "the pioneers."

"This bike was built for my close friend and business partner Chuck Knupple and his wife Lisa," Hawke says. He's also like to thank his wife Amanda and both of his daughter as well as Dalton Walker at SIK, Lowbrow Customs, Prism Supply, S&S Cycle, Elite Polishing, Harley-Davidson, Gayden Mansir, Arrow Welding, Chris Martin, Xotic Customs and Biltwell for helping him make this wonderbike a reality. We can't wait to see what Hawke dreams up next. Hint: you'll be able to check it out right here in *Classic Easyriders*.

—Dave Nichols

Hawke Lawshe

Vintage Technologie

Kalispell, Montana

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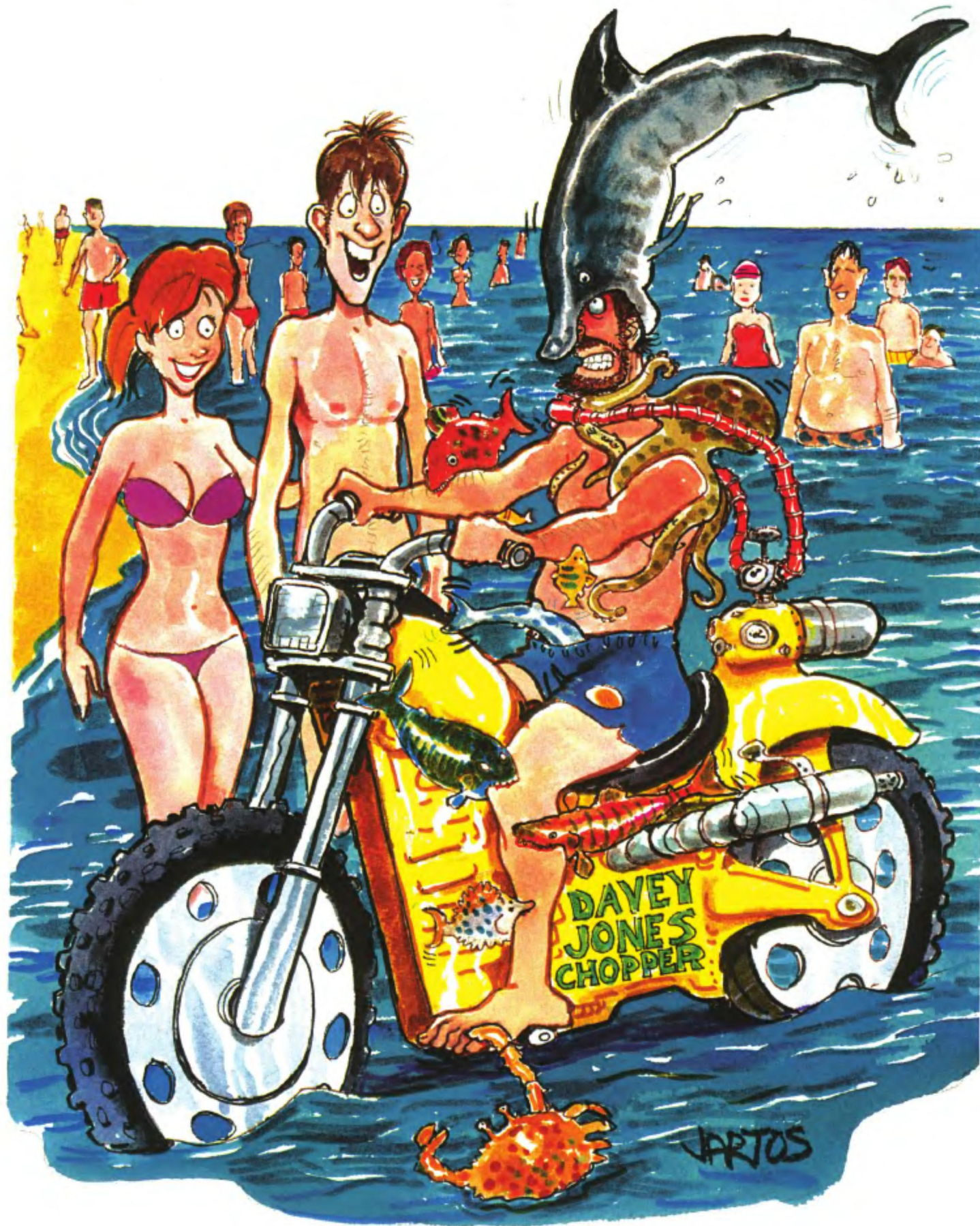


These two features allowed Hawke to get rid of all the levers, pedals and related linkages and plumbing on both the handlebars and the foot pegs, leaving a very clean and elegant look.

The rest of the bike is essentially a rolling engine stand using a one-off, "knife-edged" 40-inches over rigid fork with integrated handlebars and "knife edged" 17-inch Invaders-style wheels front and rear made by Hawke's good friend Dalton Walker at SIK. "The frame is also a one-off that I made from scratch, utilizing a full perimeter single hoop and curved hardtail section with modified Softail axle-plates," Hawke explains. The icing on this custom cake is the rich blue candy pearl paintjob that gives the chopper its name.

"My goal was to blend the style of a traditional 1970's chopper with some hot rod appeal," Hawke concludes. "As radical as this chopper is, it and all the bikes I





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81st

STURGIS RALLY Back and Burnin' Rubber!

Brothers and sisters, you hold in your greasy paws the first issue of a reimagined motorcycle magazine that represents 50 years of paying tribute to the biker lifestyle. This rag really began in June, 1971 when it twisted the throttle on an unsuspecting world and we've never taken a look in the rearview since. *Classic Easyriders* is all about experiencing the world on two wheels and livin' the life, so what better way to kick start this adventure than by showcasing the 81st running of the Sturgis Motorcycle Rally?





This year's run to the Black Hills took place from Friday, August 6 to Sunday, August 15, and it was a much-needed breath of fresh air for the hundreds of thousands of riders in attendance. We came, we partied our asses off, and lived to tell the tale. Law enforcement officials said that the first few days of this year's Sturgis Rally had been among the busiest they've ever seen. According to the city of Sturgis, over 500,000 bikers came out to celebrate their passion for motorcycles. "There are more people here than in the 31 years I've been doing this," Meade County Sheriff Ron Merwin told the *Rapid City Journal*. The South Dakota Department of Transportation reports that 525,768 motorcycles came through Sturgis this year during the rally, up 14 percent over last year.

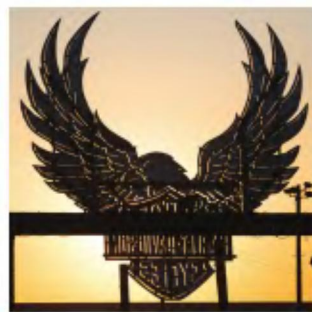
Sturgis billboards proclaimed, "The Ride. The Roar. The Rally." Yeah, baby! That's what I'm talkin' about. Sturgis is that one week out of the year that makes the other 51 weeks bearable. Bikers came from every state in the Union and from every country imaginable to experience biker heaven on earth. Riders everywhere heard the call and answered it with the roar of their Harleys. In a world of constant and often insane changes, Sturgis abides. The little town of 6,627 souls welcomed us back and put out the welcome mat. The Jack Daniels flowed and the party was on!

Exit 32 off of I-90 brought us right into town, greeted by the giant Law Tigers inflatable tiger head. Welcome to Sturgis! No matter how many times you've made the trip to the Black Hills, there are just certain things you have to do. You have to ride down Junction to Main Street, you have to have a cold beer at the Iron Horse Saloon, and you have to attend the all-you-can-eat pancake breakfast at the First Presbyterian Church where gray-haired grannies remind you to ride safe and come back to see 'em... and they mean it.

Head east passed City Park and you'll soon see the massive metal Buffalo sign that welcomes you to the world famous Sturgis Buffalo Chip Campgrounds and Mustic Festival, home of the ultimate rally party since 1981. Here you'll find non-stop biker shenanigans going on from mild to wild. The Chip has become party central for rally-goers offering up camping, cabins and RV hookups. Events include killer ride-in bike shows, off-road racing, biker games, the Wall of Death, rally grub, endless cold beer, and mind-meltin' concerts every night.

The Chip brings bikers the best entertainment anywhere, with live concerts from such headliners as (wait for it) Puddle of Mudd, Buckcherry, Drowning Pool, Kid Rock, Reverend Horton Heat, Stone Temple Pilots, REO Speedwagon, Clint Black, ZZ Top and many more.





Riding herd over all this, Rod Woodruff presides just as he has for 40 years. That's right, the Chip celebrated 40 years of offering up the best biker party on earth. An extra slice of raisin pie goes to our dear friend Woody. He still keeps it real.

I was honored to act as a judge for the School's Out Chopper Show on the first Saturday, put together by master bike builders Mondo Porras of Denver's Choppers and Aaron Greene of Paramount Custom Cycles. The *Classic Easyriders* Award went to Nick Beaulieu of Forever Two Wheels out of Maine for his wicked "Hate Machine" S&S-powered rigid. Nick won a bike feature right here. Watch for it in a few months from now.

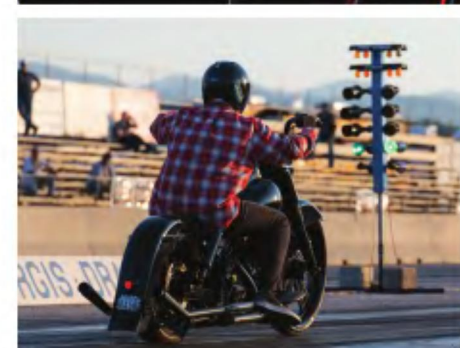
The first Sunday of the rally always includes the motorcycle industry reception for Michael Lichter's "Motorcycle as Art" museum show at the Chip and this year *Classic Easyriders* publisher Ray Pelosi and I got to get up on stage with the Buffalo Chip's business affairs master Chris McGee to let everyone in the two-wheeled industry know that *Easyriders* magazine is back! Check out a close-up look at Michael's "More Mettle" show starting on page 68.

The Sturgis Rally should be on every

rider's bucket list, and if you haven't made it to South Dakota for the amazing Motorcycle Mecca that is Sturgis, keep in mind that there is so much going on every day that there is no way to see it all. It's best just to take your time, choose a few "must see" experiences, and know that no matter where you go in the Black Hills, you are the party.

What would be our top ten for rally virgins?

- A ride down Vanocker Canyon.
- A ride out to the Full Throttle Saloon.
- A ride from Sturgis to Deadwood on 14A.
- Playing blackjack at Mr. Wu's in Deadwood.
- Having a shot of whiskey at the No. 10 Saloon.
- Demo riding the new Harleys at the Sturgis Community Center on Lazelle.
- Checkin' out the Jackpine Gypsy's flat track races and hill climbs.
- Visiting the Sturgis Motorcycle Museum and Hall of Fame.
- Rockin' out to Kidd Rock at the Chip with 80,000 new friends.
- Visiting Mount Rushmore and eating Thomas Jefferson ice cream.



Photos: Michael Lichter

If checkin' out scooters puts a smile on your mug, you'd enjoy the endless parade of bikes on Main Street or visit any of the ride-in shows that took place at places like the Iron Horse Saloon and the Buffalo Chip. These included Warren Lane's True Grit Show, the Cycle Source Chopper Show and the Perewitz Paint Show at the Iron Horse, while the Chip offered up the School's Out Chopper Show, the FXR and Dyna Show, the Hardcore Cycles Performance Show and Skinny Tire Bagger Show. Pat Patterson of Led Sleds put on a killer Sportster Show, and on Wednesday, the Chip held the Women, Wind and Wheels event showcasing women-owned and ridden customs. The big finale was the Rat's Hole Show on August 12, the longest running custom bike show in Sturgis.

It needs sayin' that the people of South

Dakota are some of the finest folks on this green earth. Everywhere we went, we experienced their good humor, their patience and their support of this rally. Unlike many motorcycle rallies where bikers are seen as walking chain wallets, the people of Sturgis welcomed us in with open arms and warm hearts. They laughed along beside us, opened their homes, broke bread with us and generally made us all feel like kings and queens. The bikers of America thank you.

We hope you enjoy the magnificent photos by our ace flick snapper Michael Lichter that will forever chronicle this year's sojourn to Sturgis. You can bet we'll be back next year, returning home to the Black Hills. The 82nd running of the rally will happen on August 5-14, 2022.

—Dave Nichols

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A Better Rally

Coming Home to Sturgis

Classic Easyriders photographer Michael Lichter has been documenting the run to the Black Hills for decades. We asked him to offer his take on this year's 81st running of the Sturgis Motorcycle Rally. Here's what he had to say.

The energy and excitement of the 81st Sturgis came on earlier and stronger than had ever been seen and vendors were reporting great sales a full week before the rally even began. As bikes rolled into town, the word on the street was that this year looked like it could break all records, including the swollen anniversary years. As to how it shook out, it depends on who you talk to. For some, the rally continued on that upward trajectory. However, many who were closer to town began to notice by Tuesday, they were getting through town faster than you would expect. With each subsequent day, the numbers seemed to diminish.

But really, do the numbers matter? For me, and I'd say for most of us, not at all. We're all easily impressed when we hear, "More than a half million people poured into the Black Hills...", but our experience of the rally is much more personal than that. It is what each of us sees and feels, it is the people we encounter, the friendships we make, and the experiences we share.

As I see it, the Sturgis rally has always had the makings of a perfect rally baked into it. It is timed toward the end of summer when people want to use up what holidays they still have coming to them before the weather turns. It is in the middle of our country, making it a veritable crossroads for people on their way basically anywhere. Located on the edge of the Black Hills that are considered so sacred by the Lakota Sioux and other native Americans, it is spectacularly situated with access to some of the best riding anywhere in the world. (I'll put Vanocker and Spearfish Canyons up against any roads anywhere!) And that's before we start adding into the mix the events, concerts, racing, bike shows, and all the other attractions that keep getting better year after year.



I believe Sturgis is known more for these generalities than the specifics. Its reputation has gone around the globe, but this year, with Covid still rearing its nasty head, there were just six overseas pins on the Main Street Visitor Center's world map where there would normally be hundreds! This was easily made up by plenty of first timers from our own shores. I kept running into people of all ages that came for the first time. And then there is the younger demographic that has challenged event promoters to attract them for years, but they have really started to discover on their own what the rally and the Black Hills have to offer.

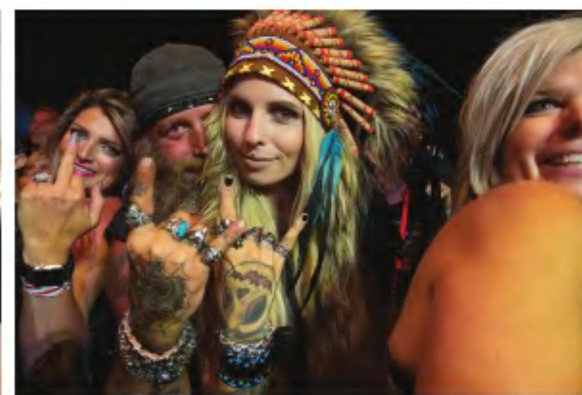
And so, the 2021 rally had everything we'd seen in past years, and then some. With regard to shows, I remember when the Rar's Hole Show first came to Sturgis. It was really the first big bike show in town, and it seemed to me a bit out of place in South Dakota. But hit the fast-forward, and there are several bike shows to pick from every day at a variety of venues that go beyond Sturgis' city limits. (i.e. Rapid City and Deadwood in particular.) You also get to pick your favorite flavor; is it a chopper show put on by the legendary Mondo of Denver's Choppers or an FXR show that tickles your fancy? You could find a bagger show, Sportster show, a performance show and an antique show this year. Perhaps you just wanted to focus on details, like at the Perewitz Paint Show or the passion builds in Dennis Kirk's "Garage Build" show.

I don't know anyone that wouldn't agree that this was an exceptional rally, but

again, there are so many perspectives. To help see the bigger picture, I called on some friends to hear their impressions. How similar, or different, would they be? One of my first calls was to Jeff Holt, the man behind V-Twin Visionary, who really noticed a shift in the style of bikes this year. He personally was responsible for producing three bike shows in four days, and of course, with Jeff behind them, you can bet they were performance oriented. As Jeff explained, "More people are building and customizing Milwaukee-8 bikes rather than Evos or earlier platforms. And they are more focused on lightening the bikes and making them work better. Performance baggers are huge this year."

Danger Dan, who at 36 is well known for his weekly Talk Shop podcast and "MC-T's" company, moved in the custom performance direction as well. Even though people see Dan clearly as a "chopper dude" from his escapades around the USA and Mexico, he recently went out and bought his first new bike, a Pan American as well. (No worries, he'll never give up his chopper!) Dan said, "Going to Sturgis is like a rite of passage or pilgrimage that can't be missed. Whether I just drop in or stay the whole week."

It was interesting to catch up with my old boss, Bikernet.com publisher Keith Ball (he was editor at *Easyriders* when I started in 1979.) His attraction to the Black Hills was so strong that after being born and raised in California, and after spending decades working in the motorcycle industry there, he made the move and recently settled in Deadwood.



Keith mentioned a comment on Bikernet where someone said, "I've been coming to the rally for 25 years and every year, the rally is always different, and that's why I come back."

One builder that I believe has stayed relevant with all age groups is Led Sled's Pat Patterson. When Pat started his Sportster Showdown show a few years back, he wondered if they could really get enough great Sportsters to show up. Interestingly, there were plenty and the show has grown to become immensely popular. It moved to the Buffalo Chip's Camp Zero a few years ago, and has since taken on a new energy that's even more fun than before. Pat said that as he expected, this year's rally was, "busy, full of energy, had lots going on, and there were new bike shows popping up everywhere."

Chris Callen of *Cycle Source* was much more focused on change. He mentioned a number of things pointed out above, but focused attention on the new generation, that you see in Camp Zero and the Performance Bike guys with FXRs and Dynas. Chris told me, "The rally is always going to evolve, but hard working men and women need a break from their regular lives. They want to go somewhere and party their brains out, see things they've never seen before, hear music that they may only get a chance to hear at an event like Sturgis, and be around other like-minded motorcycle people. And that part of it is never going to change."

And then there's "Woody." There aren't many people who are known by just their

nickname, but so it is with Rod Woodruff, the owner of the Sturgis Buffalo Chip. Woody sees the long game, because that's how he has been in it. As owner of the Sturgis Buffalo Chip since its beginnings, he has kept the running of the business close to his chest. And so, while street estimates of the crowd at Kid Rock exceeded 100,000, Woody simply says, "It was a very good crowd."

Woody did notice a certain change this year that really stood out. For three-decades, his reservation numbers always reflected a ratio that focused on retaining existing customers, which translated to a 2/3 returning campers to 1/3 first time campers. And then the numbers flipped a few months before the rally so that there were 2/3 first time campers to 1/3 returning. Of course, this doesn't necessarily mean they have never been to Sturgis, but certainly, there are a lot of first timers in there. Woody felt, "It was a new crowd that had never been there before."

One thing great about Woody's attention to detail and numbers is how he interprets the rally reports. He told me the overall numbers were 2/3 of what they were in 2015 for the huge 75th anniversary, and compared to 2020s highly unusual rally that was so impacted by Covid, this year was up by 13%. What I like here is Woody never quoted actual numbers, he just compared relative size, which is how I also view things. I've never gotten particularly excited about the numbers one way or another as I've always questioned their veracity.



Photos: Michael Lichter

I've actually spoken with the rally department and the South Dakota DOT to better understand how rally numbers are figured. What the DOT reports is simply the results from traffic counters that record the number of axles (two = a motorcycle) at nine locations entering Sturgis. Supposedly, experts then figure how many people each pair of axles represents along with other data (trash generated, beer purchased...) and applies some sort of an algorithm to come up with the number of visitors. Typically, they are very close to the traffic counters. This being said, I know I go over those counters at least twice a day as I go into town, and then off for ride to the hills and I do this all 10-days the traffic counters are used. I am therefore reported as having "Entered Sturgis" 20-times over the course of the rally. So now when I hear a news outlet say, "The attendance at the rally was more than 600,000 people," I take it with a grain of salt and pitch it over my shoulder.

It's funny how I hear people say how they've been to Sturgis a couple of times and "Seen it all." I for one have not seen it all. I go up year after year because it is always new. I discover new roads, the roads change or I'll just see the same old road in a new light (both figuratively and literally). Instead of getting bored, I just look harder, or push further and always try to learn

something new every day. This is what keeps me engaged in my work, passionate for what I do and for life, and always wanting to go further.

So you can count on seeing me in Sturgis next year. Who knows, maybe the City will name me an honorary citizen for the more than a year of my life that I've spent in Sturgis, or perhaps they'll put me on the chamber of commerce for having promoted it for four-decades! Of course, they don't need to do anything, because Sturgis is like a home away from home, and no bribery is needed to get me to come back. In many ways, being there and riding the hills is like eating comfort food - it just feels good.

I thought I would end this article with some predictions on the 2020s, but I'm no clairvoyant, and won't be so presumptuous to say I know what is coming. The one thing we can all agree that the future holds is "change", and perhaps, while this is more of a belief based on a 41-year track record, that the rally will get better and better every year. You can ask me what it was like back when, but you won't get me to say it was better. It was just different. But if you ask me what it is like now, I will simply say "Better." So on this note, will I see you in the Black Hills next year?

—Michael Lichter

Rod "Woody" Woodruff on the Sturgis Buffalo Chip's 40th Anniversary



To think that the ultimate biker party and concert venue in the Black Hills all began with a keg party in a pasture. That's how Rod "Woody" Woodruff, President of the Sturgis Buffalo Chip describes the very first gathering back in August 1982. The legendary Buffalo Chip Campground was just a cow pasture back then.

"In high school, I used to like to throw keg parties out in the middle of nowhere," Woody recalls. "So when bikers were being thrown out of Sturgis in the early 1980's and not allowed to camp there, I found a field to lease outside of town and decided to give them a place to go where they felt

welcome." That first Buffalo Chip Picnic included live music, freedom and biker friendship with zero hassles. The rest, as they say, is history.

After the first few years, land was purchased, water, electricity and roads soon followed. Today, the Buffalo Chip is 600 acres with multiple entertainment stages, 25 bars, food and clothing vendors, a swimming hole, daily bike shows, charity rides, and nine nights of world class entertainment. Woody tells us that the Chip will never be finished, constantly growing to add new memorable experiences for bikers every August.

"It's hard to believe this all started with a

party in the pasture," Woody smiles. "Things have changed a bit since then, but what hasn't changed is the smiling faces, the powerful camaraderie, and the good times we've had with everyone who choose to call this place home in August. We owe these 40 years to you." Woody has big plans for the Chip and invites you to join in the fun next year. "As we continue to change and grow, we look forward to making many new friends and seeing your smiling faces at the Sturgis Buffalo Chip."

For a lineup of events being put together for next year's Sturgis Rally, visit buffalochip.com

—Cody Ertman and Dave Nichols



Photo: Michael Lichter

David Mann and *Ghostrider*

The Norman Rockwell of the biker lifestyle returns!

Classic *Easyriders* is very proud to announce that we will be featuring a biker lifestyle painting by the late, great David Mann in every issue of *Classic Easyriders*. But first, a bit of two-wheeled history on David.

Artist David Mann created his first painting of the motorcycle culture back in 1963. That painting, *Hollywood Run*, and his cool, customized 1948 panhead (which David purchased for \$350) accompanied him to the Kansas City Custom Car Show. There he met Tiny, a one-percenter who became one of his best friends. Tiny sent a photograph of David's painting to Ed "Big Daddy" Roth, the famous car customizer, father of Rat Fink and publisher of *Chopper* magazine. Ed bought the painting for \$85 and a career was born. David did ten more paintings for Roth.

In 1965 David went to work for Sheffer Studios in Kansas City where he met David Poole, an architectural renderer who taught him how to use the airbrush and render detailed drawings. David went on to study at the Kansas City Art

Institute, further refining his craft.

In 1971 David saw his first issue of *Easyriders* magazine, and an ad for artists, cartoonists, and illustrators caught his eye. The publishers liked his work and he was hired to do his now famous center spreads of the biker lifestyle. His artwork illuminated issue No. 3 and was featured in *Easyriders* and *BIKER* magazine for over 30 years. Over those years, David Mann became famous worldwide for his depictions of the American biker lifestyle through his amazing, heartfelt paintings.

David Mann's art is loved by motorcycle enthusiasts everywhere because of his uncanny knack of finding the essence of the riding experience and the lifestyle we love. His paintings were derived from personal experience and his heart and honesty shows in every one of his paintings. His imagination and wit coupled with his attention to detail are hallmarks of his style, one that is wholly his own.

In the late-1970s and early-1980s, many motorcycle customizers would look at David's paintings and then actually build

the bikes that he designed. Often, David would exaggerate the rake of a bike's frame, the length of a front end, a high sissybar, tall apehangers or wild exhaust pipes for artistic effect, and builders would actually create the bikes he had drawn. In this way David Mann had become one of the fathers of custom chopper design.

In the November 1983 issue of *Easyriders*, a painting by David called *Ghostrider* forever captured the heart of bikers all over the world. It shows a righteous chopper rider jammin' through the desert somewhere in the southwest. Riding just off to his left and out of the biker's sight is the ghostly spirit of a pony express rider. Something about that painting caught the imagination of a whole generation of Harley riders.

On September 11th, 2004, at 3:43 in the afternoon (the day after his 64th birthday) artist extraordinaire David Mann passed out of this dimension. He will forever be remembered as the Norman Rockwell of the biker world. He has ridden on ahead, making a place for us in biker heaven.

For the debut issue of *Classic Easyriders*, we present David's *Ghostrider* (pgs. 50-51) once more, ready to find a home on your walls or out in the shop or garage.

—Dave Nichols

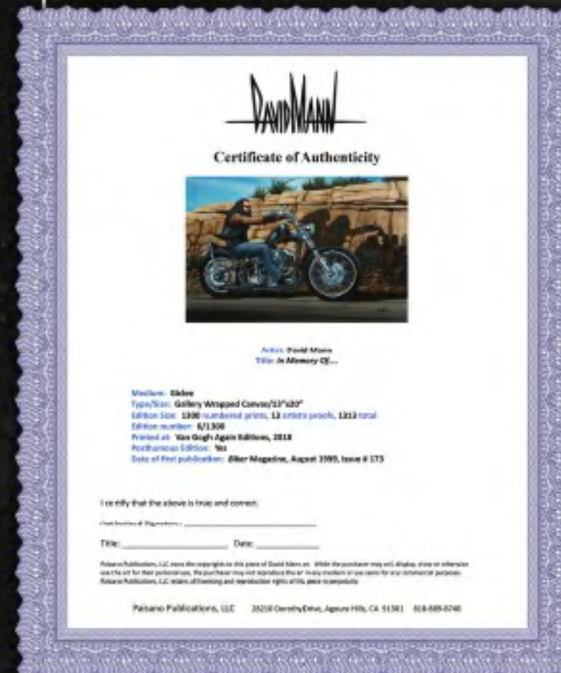
DAVID MANN *Easyriders* LIMITED EDITION PRINTS



Easyriders is proud of its long association with David Mann. From 1971 until his death in 2004 his paintings have appeared as centerfolds and fiction illustrations in *Easyriders Magazine* and other Paisano Publications' motorcycle, tattoo and automotive magazines.



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Bruce Steiner was a lad of fourteen when his older brother agreed to let him tag along to his first bike rally. Almost immediately, a really cool Panhead caught his eye and Bruce stood guard for hours until the bike's owner returned so that they could talk about the bike and the lure of all things Harley-Davidson related. Bruce was hooked by the siren's song of that old Panhead.

Bruce's travels eventually settled him in Austin, Texas, and along the way he gained plenty of experience with nearly every aspect of the care and feeding of motorcycles. He keeps a Lowrider for everyday fun, but Bruce still longed for a

bike built around a flat-side Panhead engine like the one he saw at that bike show so many years before.

Finally convincing one of his friends to trade him for a Panhead engine he had been eyeing for years, he took it to his long distance friend Bill Nigro, who is flexing over 40 years of experience as proprietor of American Motorcycle Parts (amcpchoppers.com) in Albany, New York. Bruce lends some of his talents to moderating an online forum shovelheadforum.com where you will find a huge difference between throwing catalog parts at a Softail and building a one-off custom project from an old Knucklehead, Panhead, or Shovelhead. Bill

says, "Others may get you talking about your dreams, while American Motorcycle Parts will have you living the dream."

You could say this bike was built around that Pan motor and a cop siren. Bruce found a genuine Harley-Davidson siren online, and the seller brought it out to him in a backpack, riding a chopper. Bruce feared this rattling blob of noisy ancient chromium tin could grenade at the least convenient time. Plus, during teardown, they found the engine heads were rubbish and it appeared this was one dead Panhead. With a dead engine and troublesome siren, Bruce wisely decided to finally let someone else build a bike for him.

"No Pan or Shovel bike could be as rideable and reliable. This one is a rider for sure."



Siren's Song

Bruce Steiner's Bill Nigro-built Cop Bike Pan-Shovel





Bill soon found another siren in pristine condition and suggested Bruce build a “cop bike.” Yes. Because of that siren. Next, he found an original 1965 frame that was sourced just 45 minutes from his shop. Bill fitted a set of S&S series P heads to have the motor breathing properly through an EVO-style valvetrain and short nosed cams. The engine and drivetrain are now bomb-proof.

Bruce wanted the Pan to start reliably and runs the robust Cannonball starter setup from W&W Cycles in Germany, which can convert your kickstart-only bike into a dependable, convenient electric start while retaining your original kickstarter. The classic Coker tires roll underneath Progressive springs, and Bruce tells us this bike rides fantastic.

Bruce took delivery of his Sirens’ Song FL the same day we caught up with him to talk about the bike and he was over the moon. His longtime dream of owning and riding a classic Panhead has become a reality.





"Others may get you talking about your dreams, while American Motorcycle Parts will have you living the dream."



There are plenty of fun roads along the scenic route around Lake Travis as well as the "Good old Texas Loop" and a tarmac thrill known as Twisted Sisters (named without the help of Dee Snyder). Only 20 miles or so from Bruce's house, Bullock Hollow Road leads into hill country. Sure sounds like fun to us. Bruce will tell anyone about what a bike building Phenom Bill is, saying, "No Pan or Shovel bike could be as rideable and reliable. This one is a rider for sure."

—Jeff "Cheese" Moore

Bill Nigro

American Motorcycle Parts

Albany, New York

(518) 378-8076 | chopprs@gmail.com

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"Everyone has a plan until they
get punched in the mouth."
—Mike Tyson

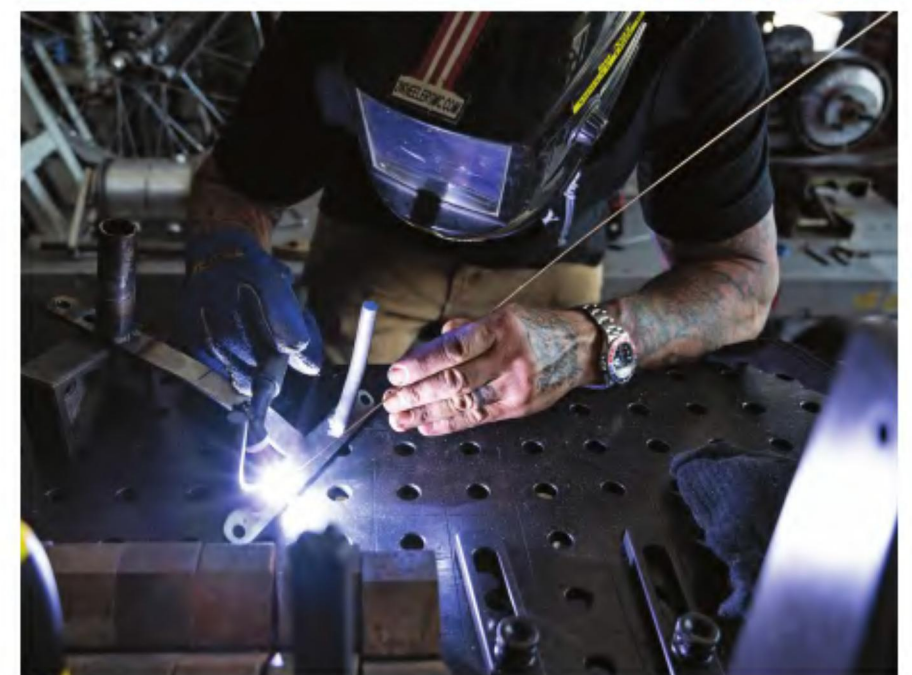
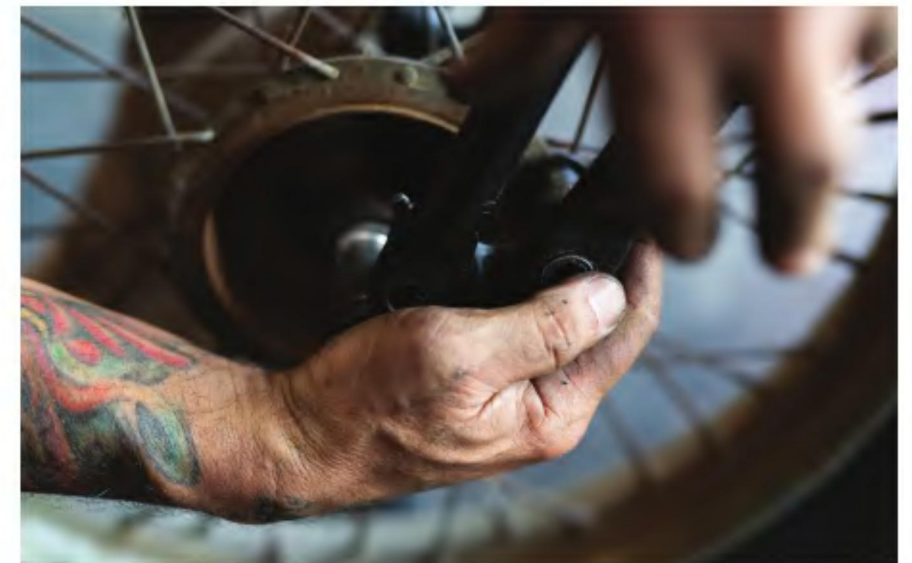
plan B

BILLY LANE
REBUILDS IN TENNESSEE

As the proverb goes, "the best-laid plans of mice and men oft go astray," I deal with this daily, and I have a hunch you do as well. I believe I make grand plans (don't we all!) Before my travel shoots, there are the travel arrangements to be made and a schedule to be built. There are builders to meet, events to be at, bikes, and models to be photographed. And then, just when you think you have everything just right, a flight gets canceled, weather moves in, or a piece of equipment breaks. My assistant Steve always used to say, "You don't have a Plan A, just lots of Plan Bs," but that's what happens from decades of experiencing how life doesn't always go as expected.

Billy Lane had a great life plan for himself when he was setting out. He wanted to be a great custom bike builder, grow his business, sell parts and retire from the grind by 40. He even met up with his very successful and wealthy uncle to talk about finances and figure out how to make this happen. It's not like he wanted to retire to a beach, but he thought it would be great to just build great bikes for himself without the pressure from customers (although there would be nothing wrong with selling these bikes once they were built.) He also figured he could design cool parts and license out the manufacturing and sales just to keep his own life simple.

Things went well for some years. His popularity grew with each Discovery Channel TV "Biker Build-off" special he appeared in, and his business grew along with it. The money was good but not insane. He said, "Everyone thinks I made great money from the Discovery Channel,





but I never made a dime from them,” but what Billy did figure out was how to convert the fame he was achieving into something of value. Eventually, his distractions got bigger and bigger and got in the way of his plans. Billy admits he wasn’t a great manager of his employees, and then there was travel every weekend for guest appearances. “I was trying to meet my goals and make everyone happy, and I was trying to do too much and not doing it well.” It became easy to make mistakes. “I kept telling myself, ‘You’ve got to get a grip’ and ‘You’ve got to cut this out.’” And then he made the big one that changed his life forever. As he has said, “I was doing really good until I f’ed up.”

On a recent visit to Billy in his new shop in Tennessee, he repeated the famous Mike Tyson quote, “Everyone has a plan until they get punched in the mouth.” The line begs the question, how do each of us react. Experts would say that most of the plan should survive in some form and that your

new plan needs to deal with the reality right before you. In many ways, Billy has done this to a “T.”

After the traffic accident that left one man dead, which Billy readily admits he is responsible for causing, Billy said, “I wanted to take accountability and responsibility.” Of the five-plus years in prison, Billy commented, “I deserved it. I did what I had to do and what was right, and I fulfilled my obligations. Not to minimize what happened because they were some very tough years, but I did what I had to do, and going to prison was probably a good thing. To this day, I’m still in regular communication with that family. They understand the reality of the situation, and they have forgiven me, and I have learned a lot from them as well.” While Billy must live every day with what happened, he also has had to look forward to rebuilding his life.

There is still a plan, but instead of retiring at 40, Billy says, “By the time I’ll be ready to quit, I’ll be close to 80.” A

good part of this, in addition to entirely losing some years and having to start from scratch, is because his original plan was laid out before he was married and way before he could even imagine the three amazing little girls he is responsible for today.

Before he started building bikes again, Billy had first to reassemble a shop, which he first did in Ormond, and later, Daytona Beach, Florida. He began with some bobbers and choppers and even a new hubless bike. At the same time, his revised “plan” included building out an idea Billy had for years to start a completely new race series inspired by the old board trackers from 100-years ago. To this end, Billy created the “Sons of Speed.” He has built several racers for himself and some to sell to others. The races were popular with the public from the get-go, and then when he added the 45” class a few years ago, the crowd’s energy soared even greater. Knowing how Billy operates, I’m sure we’ll see more

building he purchased for his shop had fire damage. Then, on a separate occasion, there was terrible flood damage in the shop from burst pipes. It’s nothing he couldn’t deal with, but Billy does work on his own, and it did put him behind on several fronts.

By the time of my visit, most of the construction on the building had been done with repairs from the fire and water damage complete. Billy’s tools are well laid out, as is the whole shop, and it seems like the perfect place to work solo. There were several projects on lifts and tables, with many more in different stages of completion on the ground or shelves. On this particular day, Xavier Muriel, the custom bike builder, ex-drummer of Buck Cherry, and longtime friend of Billy, stopped by to visit and give a lending hand as he was passing near the shop on his way back to Texas. Billy spent most of his time working on a 45-inch Flathead bobber, which is a platform he’s been doing a lot with these last few years. Billy explained, “I’m blown away with what’s happened with 45’s. Most people don’t realize you can make power with one of these engines. Still, now with the Internet, some of those bikes make almost 50 hp, which is about all they can handle” A second beautiful Flathead that Billy

built for his painter Jason Brooks rode up later the same day. It was evident Jason, who rides it every day, is thrilled with the bike, and Billy is proud of it. Billy even took it out for a quick spin to see how it was running.

Billy’s next big project involves taking the bottom ends from both Indian and Harley-Davidson Flatheads, merging them with his overhead-valve top-end conversions, and building complete bikes around them. The concept isn’t new, but instead dates to the 1920s when Al Crocker first made an overhead-valve conversion kit for the Indian 101 Scout (and then went on to manufacture his famous Speedway and later, his 91-inch big twin.) With the bobbers Billy has been building along with the 45-inch class in Sons of Speed, it is clear that Billy likes Flatheads, but there’s more to this than you can imagine.

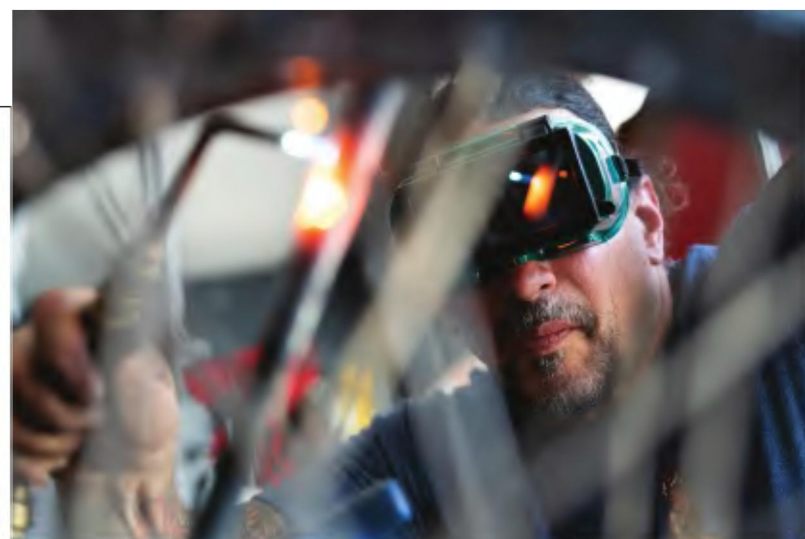
As Billy sees it, he hopes to make a limited edition run of about 50 bikes that could take five years to build out. “They’ll look a lot like a Crocker, but at a fraction of the price so they can fill the void there without using up your kid’s college fund. The beauty of these bikes is that the bottom ends have legit Harley or Indian VINs on them. They’ll mostly fall between 1936–1948, which means these bikes will

changes and additions in the years ahead.

While Billy was born and raised in Florida, loved surfing and being by the water, he didn’t feel it was the place he wanted to raise his kids. And then he and his wife Erin never really fell in love with Daytona Beach, where they were living. It just wasn’t the place he and his wife envisioned staying forever, and then with all of Billy’s history knowing so many people in Florida, there were distractions he wanted to get away from. After an extensive search, they decided they would move to a small town near Nashville, Tennessee, that has an excellent school system and is considered a great place to raise kids. It also had a good business climate where he thought his business could thrive. With his shop back in full swing and Sons of Speed well established, they started looking at the bigger picture and where they were headed.

The move to Tennessee brought up several challenges. They had to move houses several times. And the commercial





have those years down on both the title and registration. I thought I would find more Indians than Harleys since they made more, but as it turns out, I'm finding more Harleys now." What I wonder is where this project may go. Indeed, Billy will see some other possibilities that could take this out to ten years and beyond.

Some of the other bike projects around the shop included choppers, one which has since been completed, that reminded me of some of Billy's early choppers, like the 2002 "Blue," with such simple, clean lines that they are as relevant today as they were 20 years ago (and will be in 20 years.) He did a little work on a Panhead he's building for Jason Momoa while I was there. This relationship started when Billy sent an Instagram DM to Jason, congratulating him on his success, not thinking his DM, one of what must be thousands, would get a response. To his surprise, he heard right back, they started talking, and Jason bought a bike from Billy. Eventually, there was this Panhead commission, for which Jason supplied the engine cases. He'd had them since he was 18 when "he couldn't afford a Harley, so

he bought a set of 1957 Panhead cases at a swap meet. When he visited me in my shop, he said, 'Cool, you have a mockup engine in there, but it wasn't. 'It's yours!' I told him."

As for the distinctive tank and particularly the Pontiac ornament that sits on top of it, that's another piece that came from Jason with a good story. "The tank ornament works because Jason's grandfather is a native American, and he's into all that. And when Jason bought an old Pontiac plant in Michigan, the ornament was just lying around. It is important because the whole bike was built around that one piece!" While the tank itself doesn't have any skin on it yet, you pretty much know what's going on from the internal structure Billy built. "It's similar to my camel bike from 2003, and since I used to work on airplanes, I punched and flanged the metal to reduce weight, just like on the inside of an airplane. He'll see a little of this when he fills the tank with gas, and it will look so cool!"

Billy passed the big 50-year-old mark a year ago and did see things changing. "I'm

not 25 years old anymore. I'm getting older and starting to get grouchy!" Now, this I certainly don't see. Perhaps some may confuse the occasional "No" that he may now utter, where once he would have said "Yes," as a negative, but it isn't. It is something he has finally learned how to say, and if anything, it has enabled him to stay the positive person he has always been. And now, he seems to have a new and more significant respect for life, knowing that every single day is precious. "I can't imagine doing anything else other than working on bikes. Everything else, from my guitar playing to boxing or surfing, are hobbies."

After spending even a short time with Billy, you realize his true focus above all else has become "family." Everything revolves around Erin and the three-girls, Kennedy (5), Brooklyn (3), and Landri (2). To ensure he can get his work done and have quality time with them, he leaves the house every day at 2:15 am. There's a 32-mile one-way bike ride to the shop (basically 300 miles a week, which is all his motorcycle time these days), a workout with the gym equipment when he arrives,





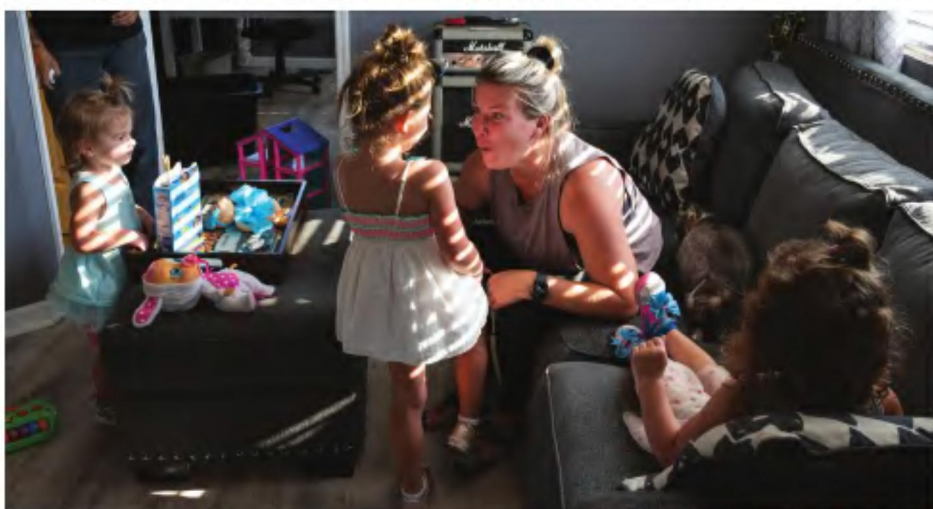
and then a little time to play guitar, all of which help clear his head and prepare him for all the work that needs to get done that day. Then at 3 pm, it's time to head home so he can play with the kids, bathe them, and have quality time. "That's what it takes. It's important to me that I'm more than just the dude that pays for everything. I want them to really know me."

"While I couldn't predict where the industry would be in fifteen years back in 2005 and can't predict any better today where it will be fifteen years down the road, I always have to have a plan. And while I'm pretty well established, I have to maintain my relevance. Twenty years from now, when I'm 70, I want to be like Donnie Smith and Sugar Bear. They believe in what they do, and they're genuine, and Arlen Ness was the same before he died, and he was such a big influence on me."

No one can predict, so it is best to live life the best you can, true to yourself, and the fullest. Keep those plans close by, but don't hesitate to react to the world around you, update them as needed, and just keep doing better every day.

—Michael Lichter

A version of this feature first appeared in the "Lichter Notes" section of the Dennis Kirk Blog.



Photos: Michael Lichter



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A biker and his dog,
riding over 88,000 miles
for our Vets

Adam Sandoval, Scootin' America

Adam Sandoval is a simple man with simple tastes. He loves dogs, America and motorcycles. He also has a special place in his heart for our veterans. Put all those things together and you'll understand why Adam decided to travel the country on his old Harley

along with his pet Chihuahua, to visit every Harley-Davidson dealership in the lower 48 states in America and raise money and awareness to help our vets.

He has been called "The King of Motorcycle Road Trips" by rideapart.com. Adam has been in the two-wheeled news

quite a bit recently having led the world's largest parade of motorcycles, according to the Guinness Book of World records. The parade involved 3,497 Harley-Davidsons, beating the former record parade of over 1,000 bikes. Adam's focus, as always, was to raise awareness anyway he can to promote motorcycling and help the families of fallen heroes.

Scootin' America took him coast to coast over fourteen times and north to south nine times. Adam and his pooch set out on their mission in November of 2014. He sold all his possessions including his house to finance the ultimate road trip. Adam called it "Scootin' Across America" after his faithful pup, Scooter.

After two years on the road, they had logged over 88,000 miles and visited nearly 700 Harley dealers. Their efforts also managed to donate over \$300,000 dollars for the American Legion's Legacy Scholarship Fund, benefiting the children of fallen veterans who were lost on or after September 11, 2001. They inspired hope and spread love where ever they rode. To date, Adam's efforts have raised over a million dollars for various charities and he has teamed up with organizations such as Wounded Warrior Project, Motorcycle Missions, and CVMA.

Adam tells us that before his history-making journey, he had never taken a trip over 600 miles. "Within the first month on the road, I realized that I brought too much stuff for the trip," Adam recalls. "About three months in, I was only about ten percent through with visiting all the Harley dealerships I had committed to." Luckily, he soon found out that he was never alone on his long mission.

One night he snapped a drive belt in the exact middle of nowhere. He found a guy at a local retail store, not even a repair shop or a bike place. Together, they made some phone calls, posted about it online, and a few hours later, folks were driving in from all over the state to bring Adam spare parts for his Harley. Talk about the power of the Internet!

"The motorcycle community is one of the most charitable groups in America," Adam says. "They took me into their homes, out to their favorite local restaurants, cooked me dinner and gave me spare boots and jackets. It's amazing how much kindness there is out there."

After riding over 88,000 miles together,

Photos: Adam Sandoval



Adam and Scooter raised hope, awareness and money for our veterans and became serious iron butts. But the dynamic duo of riding is not finished with doing good for a good cause. Today, Adam owns the 100-acre KRIVER Campground in southeast Oklahoma. The gorgeous land is dedicated to offering a haven for those who have served our country.

The KRIVER Campground has it all; glamping tents, treehouses over the river, a petting zoo, a beer garden, and plenty of trails for off road adventure. It's the coolest biker party imaginable 24/7, and the best part is that veterans stay for free. "When I was on the road, I saw the need for campgrounds," Adam says. "That's why I created the KRIVER Campground, a place where vets can come and relax free of charge, 365 days a year." How cool is that?

—Dave Nichols

To find out more about Adam's adventures, visit this social media maestro at adamsandoval.com, or at:



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MICHAEL LICHTER'S "MOTORCYCLES AS ART" MUSEUM SHOW

MORE METTLE

Bikers flocked from all over the planet to experience the creativity, spirit, and personal expression of the biker culture by visiting the Buffalo Chip's "Motorcycles as Art" Exhibition this past August. Curated by *Classic Easyriders'* legendary motorcycle photographer Michael Lichter, the gallery show is a "must-see" during every Sturgis Rally.

The internationally renowned exhibit allows you to explore dozens of unique custom bikes paired with amazing artwork. Event-goers could get an up-close look at the detailed work of some of the motorcycle industry's most influential master bike builders and amazing moto artists during this free annual display at the Buffalo Chip Event Center in

Sturgis, South Dakota.

Michael Lichter has curated these awesome motorcycle exhibits for over 20 years at the Buffalo Chip's Motorcycles as Art Exhibit which takes place in its own special museum space. Exhibits have featured themes ranging from custom baggers to long and lean "skinny" choppers and everything in between.



Last year, Mike invited the biggest names in motorcycle building to each create and display a custom motorcycle of their own design in the style of their choosing for 2020's "Heavy Mettle: Motorcycles and Art with Moxie." All invited builders had to have completed at least 20 custom builds and been in business for at least 20 years. The exhibit also featured classic biker lifestyle photographs captured by Lichter over his 40 plus-year career as a photographer for *Easyriders* magazine.

For the 81st running of the Sturgis Motorcycle Rally, this year's exhibit continued the tradition of melding killer custom motorcycles and incredible artwork with "More Mettle – Motorcycles and Art that Never Quit!" Mike explained the theme for the show, saying, "In an ever-changing custom culture, many motorcycle builders come and go. Economic downturns and fickle twists and turns of motorized fads can yield a new crop of talent each year, only for those names to become forgotten

by the onset of the next trend. Those with metal-lined backbone and character strong enough to buck trends have earned their legendary status and a fair amount of recognition." True that!

During the 81st anniversary of the Sturgis Motorcycle Rally, riders had the opportunity to see dozens of these builders display a motorcycle in the style of their choosing in the Sturgis Buffalo Chip's exhibit. Each bike was on display throughout the hall on elevated pedestals featuring dramatic lighting. Every single motorcycle in this show was built specifically for the "More Mettle" Exhibit. That means, in many cases, bikers who attended were among the first people in the world to lay eyes on them.

"The builders chosen to display bikes in this year's 'More Mettle' show not only have the spirit of creativity and entrepreneurship, but the moxie it takes to become a legendary figure in an industry rife with heavy mettle characters," Lichter told us.



THIS YEAR'S INVITED BIKE BUILDERS:

Aaron Greene, Aaron Greene Customs
Arlin Fatland, Two Wheelers M/C Denver
Bill Dodge, Blings Cycles
Billy Lane, Choppers Inc.
Brian Klock, Klock Werks
Carl Olsen, Carl's Cycle Supply
Cole Foster, Salinas Boys
Cory Ness, Arlen Ness Enterprises
Dan Bacon Carr, DC Choppers
Dave Perewitz, Perewitz Cycle Fabrication
Donnie Smith, Donnie Smith Custom Cycles
Fred Cuba, Fred's Speed and Sport
Jerry Covington, Covingtons Customs
Jim Nasi, Jim Nasi Customs
John Shope, Dirty Bird Concepts
Kiwi Mike Tomas, Kiwi Indian Motorcycles
Mark & Paul Shadley, Shadley Bros
Matt Olsen, Carl's Cycle Supply
Michael LaFountain, Raccia Motorcycles
Mondo Porras, Denver's Choppers
Pat Patterson, Led Sled Customs
Paul Cox, Paul Cox Industries
Paul Wideman, Bare Knuckle Choppers
Paul Yaffe, Paul Yaffe Originals
Richard Pollock, Mule Motorcycles
Rick Fairless, Stokers Dallas
Roland Sands, Roland Sands Design
Shinya Kimura, Cabot Engineering
Taber Nash, Nash Motorcycle Co.
Tim McNamer, Ballistic Cycles30
Tom Keefer, Franklin Church Choppers

Watch to see many of these builder's amazing customs as full bike features right here in the pages of *Classic Easyriders* in the months to come. —*Dave Nichols*



Photos: Michael Lichter

Michael Lichter

over forty years photographing
the bikes, the people, the attitude...



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This daring and dramatic Day of the Dead-inspired custom machine began life as a Harley-Davidson XLCH Ironhead Sportster and it has come a long way from its Milwaukee origins. The bike called The Skinny now resides in Vicenza, Italy, where it acts as the showpiece for Fabrizio Caoduro's company, 70's Helmets. As you can see, its design inspirations come from bobbers, drag bikes and diggers of old. It's the perfect calling card for Fabrizio's custom paint company.

For those who have attended bike shows and motorcycle exhibitions across Europe, The Skinny has acted as the perfect "spokes-bike" to show off 70's Helmets' custom paint skills. The elaborate Mexican Day of the Dead tribute was expertly rendered by Manuel Castello at 70's Helmets. "The paint job was in my dreams before starting to build the bike," says Fabrizio, "so the shape, dimension and style of the build follows the style of the painting, not the other way round."

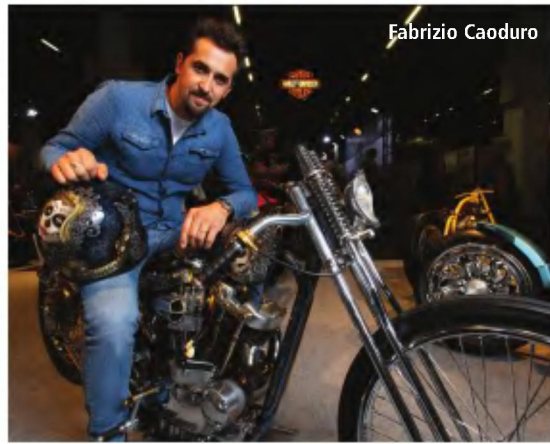
The builder of this sleek moto-masterpiece is Andrea Radaelli of Radikal Choppers in Milano, Italy. His concept for this ode to dragsters and the California digger style of bike from the 1970s had to wrap around the concept for the paint. The paintwork had to be the star. But Andrea was up for the challenge. Beginning with that Ironhead Sporty motor and Harley 4-speed tranny, the powertrain was sandwiched into a custom rigid frame by ChopWorks Torino-Italy. The nimble front end is a classic Arlen Ness design.

All of the handmade bodywork such as the tiny gas tank, oil tank and swooping rear fender, are the work of Anvil's Disciples. Leatherwork for the seat was entrusted to LR Leather. Hand-crafted details abound everywhere you look on the bike, from the exquisite springer front end to the split exhaust system running around the frame tubes.

Fabrizio Caoduro's 70's Helmets Showpiece

Andrea Radaelli of
Radikal Choppers







The Skinny went on to win Best of Show at all three of the major Harley-Davidson events in Europe, including the Euro Festival in Golfe de St-Tropez, the 115th Anniversary in Prague and European Bike Week in Faaker See. Stateside, the bike made it to Sturgis where it was displayed at Michael Lichter's "Motorcycles as Art" Museum Show.

Speaking about this speedway bike's design elements, Fabrizio tells us, "We attend many international shows and we keep in contact with styles from many different countries, so I think we got some influence from Japan too. I have always had a love for detail, so my plan was to create a piece of rolling art with two wheels and one engine." We'd have to say mission accomplished.

—Dave Nichols

Andrea Radaelli
Radikal Choppers
Milano, Italy
radikalchoppermilano.blogspot.com
info@radikalchopper.com



What Every Biker wants to find under their tree on Christmas morning!

Yes, This is for real!



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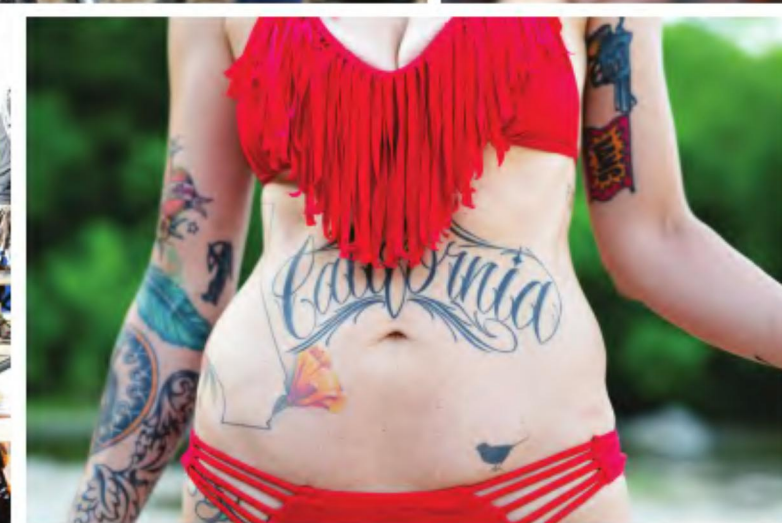
Tennessee Motorcycle and Music Revival

This event was the first real outing for my son Sean and I in almost fifteen months. To say we enjoyed being out with friends, seeing fantastic bikes, enjoying Tennessee, the change of scenery, the energy and smiles on all the faces, would be the understatement of the century. We weren't the only ones looking forward to the TMMR (Tennessee Motorcycles and Music Revival). People came out en masse and with purpose, albeit the goal being just to have a great time. Everyone that had been to the event

before said it felt like it doubled in size, but perhaps this was the energy they were reacting to and what event virgins reacted to with a simple, "Wow!"

In describing the TMMR, I could say it was like a dream or maybe coming out of a dream. At least I know it started that way. It would be more accurate to say that today it's reality, and it's on steroids—with bike shows, flat-track racing, great art, incredible music, camping, test rides, and backwoods Enduro trail riding in an idyllic setting.



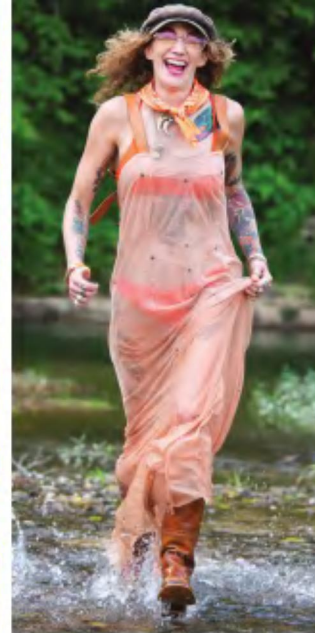


Go back a dozen years, and that's when Carrie Repp, a 30-year motorcycle industry special events and promotions consultant, first envisioned a brand-new event. She saw it as something that would bring together fresh, new Nashville-based music with the new and incredible energy emerging in motorcycle culture. Carrie had been helping other promoters for years, but it was time to do it on her own, or at least with the help of her good friend Buck Shaw—an avid rider, risk-taker, and entrepreneur who shares Carrie's enthusiasm for both music and the custom bike scene.

It took a few years to seal a deal with country music legend Loretta Lynn for her beautiful ranch in Hurricane Mills, Tennessee. It was 2017 when they pulled off the first TMMR event at this incredible location. It seemed a natural fit since the ranch already had such deep roots in the motorcycle world, having hosted the Loretta Lynn's Amateur Championship (now called the Monster Energy AMA Amateur National Motocross Championship) since 1982. It is full of character and charm with a river running right through the middle of the land. What a great place!

That very first year, Bill Dodge was brought in to host a Bling's Cycles "BC Moto Invitational" show. He used his contacts in the custom world to wrangle a great lineup of builders to bring their creations to Tennessee and display them in a truly unique way. A 38-stall wooden horse barn located right next to the riverbed was repurposed so that each stall could display a custom bike. Five years and four shows later (TMMR 2020 was cancelled due to COVID), and with a change from a fall show to a May show this year, Bill still uses the same format. This year's top-shelf lineup included builders like Brandon Keene, Dan "Bacon" Carr, Dan Toce, Eric Allard, Hawke Lawshe, Johnny 99, Jeremy Valentine, Pat Patterson, Paul Wideman, Stacy McCleary, Steve Broyles, Xavier Muriel, and 26 others. While this was billed as the premier custom bike event of the weekend, in no way did it diminish the chopper and antique ride-in shows. And a special call-out to Jeff Holt and his stellar V-Twin Visionary Performance Show, which he will be staging all around the country at other events this year.





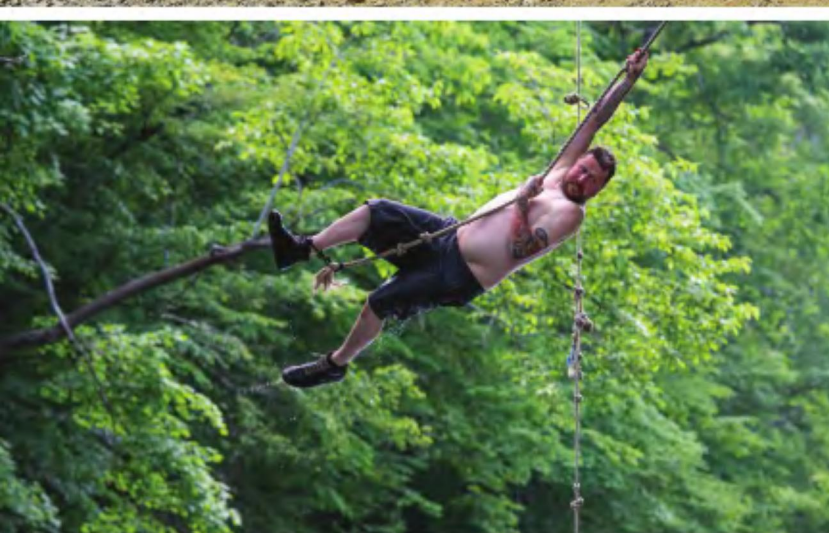
In addition to the 38-builders in the BC Moto, Bill invited CW Waddell to hang his extraordinary art in the stalls right next to the custom bikes the art complemented so well. CW's paintings weren't the only art on the property as Ray Drea (retired Harley-Davidson head of design) had a group of his paintings on display. At the same time, he painted live in the Speed Shack Bar overlooking the Harley-Davidson Fist City Flat Track (so named for one of Loretta's songs). There was also a great display of work by 23 women artists known as the Maiden Moto Art Show produced and curated by Savannah Rose. Hanging from well-made and designed metal panels that Savannah welded herself, this was the first time the exhibition was on display before going on tour to other events this season. Her artists include Heyltje Rose, Natalie Kleiner, Christina Platis, Jacqui Van Ham, Kayla Koeune, Sara Liberte, 17 other female artists, and a unique painting by five-year-old artist Tegan Lee of a Panhead engine.

Harley-Davidson stepped up to the plate in a big way, both on the corporate and dealership level—more than 20-dealerships were behind TMMR. They sponsored the flat track and hooligan racing, Jeff Holt's show, Savannah's exhibition, the Ives Brothers Wall of Death, the music, and

lots more. And having their demo-fleet trailers set up in the middle of the mix was great as well. The two-lane roads in this part of Tennessee were made for riding, so what a perfect place to try out the new 2021 models—including the Pan-American adventure bike that only became available a few weeks before the show.

From what Hooligan racer Ethan White told me, the TMMR flat track was as good as the best tracks he's ever raced on, and that includes all the professional tracks. The racers were diggin' it, and so did the crowd, but what always steals their attention are the Hooligan Races and racers. And what can you possibly follow Hooligan Racing with, especially now that the Hooligans are getting so organized? The answer is plain and simple – the mayhem of chopper racing. Maybe we'll have to call it "Desperado Racing?"

It was nearly impossible to participate or even see all the offerings, but I will say some made valiant efforts. Danger Dan did more than most since he raced his Pan-Am in the Hooligan heats, his chopper in the Chopper Races, explored the amazing roads in the area by himself, and challenged himself on an 8-1/2-mile Enduro off-road trail with his chopper buddies. And then he took his Pan-Am up small dirt tracks all around the rolling hills.

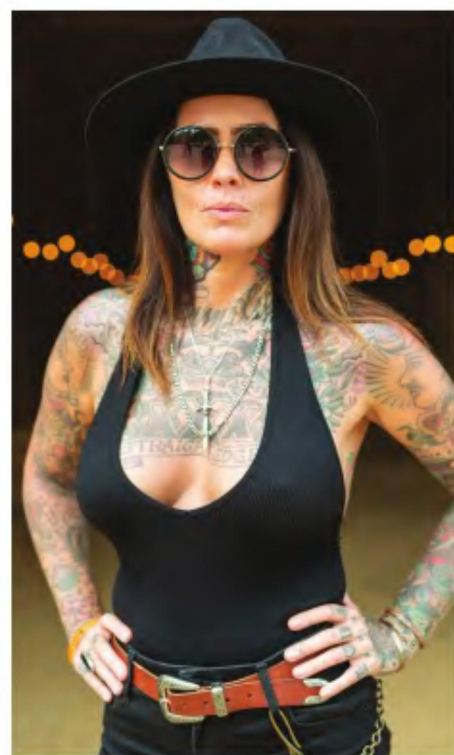


I may have saved the music for last, but it, like the motorcycles, was threaded in and out of the event to keep it all together. Carrie and Buck hit their goals with the TMMR music. They had three bands on the main stage every night that culminated Saturday night with Billy Gibbons and his “other” band, the BFG’s as the headliner. By dark:30, most people made it back to the covered main stage. It mainly had standing room around two giant bars in front of the stage, but you could sit on bleachers in the back. You could be anywhere around the event and certainly hear what was going on.

During the day, the music was split between the Speedshack Bar by the track and the Waterin’ Hole Bar down by the river and BC Moto barn. It was on these stages that incredibly talented singer/songwriters performed their primarily original tunes. When you consider the event is just an hour from the world’s

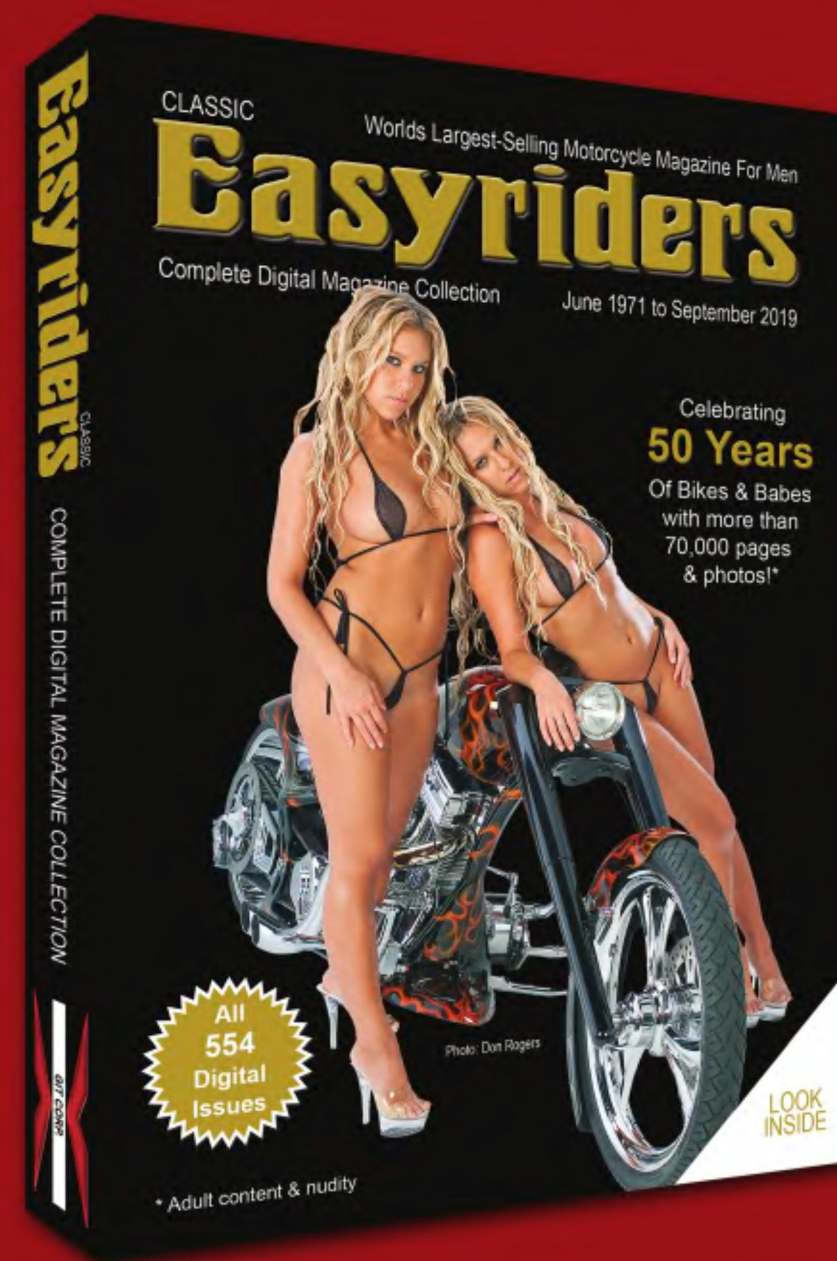
music capital: Nashville, and two hours from the Blues capital of the world: Memphis, there is a lot of talent to draw from. Which pretty much meant morning-to-night music. They would even have a band perform around a bonfire after the headliners finished sometime after midnight.

After an event, I often get asked if I would go back. When it comes to the Tennessee Motorcycle and Music Revival, I will simply say, “Yes!” I know how much Buck and Carrie keep adding to the event every year, how quickly it is growing, and some of the ideas they are considering going forward. There will be plenty of new offerings, not to mention 38-new bikes in the barn and all the things I was so sorry to have missed this year. With all that I’ve laid out for you, I, for one, can’t think of a good reason not to go next year, so hopefully, I’ll be seeing many of you there in 2022. —*Michael Lichter*



Photos: Michael Lichter

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"Find what you love and let it kill you." (Charles Bukowski)
—Ben Zales, *Death Valley Run*

Chris and her long-haul 1956 panhead, out doing what comes naturally.
—Chris and Gabe Gibbany, Harrison, Ark.



Winner of the Biketoberfest Side-Boob Inspiration Award.
—Fritz Braun, Ulm, Germany



When in doubt, this babe don't pout, she straddles her saddle and rides on out.
—Karen Brobeck, Babes Ride Out



A Hooters Hello from Panama City!
—The Hunter, Panama





Arlen Ness, 1972
—Jake Roca



A descendent of Captain America takes the long way.
"Oh, yeah, they're gonna talk to you, and talk to you,
and talk to you about individual freedom.
But they see a free individual, it's gonna scare 'em."
(George Hanson)
—James Exley, *Escape to Hazzard County*

Captain America Returns



In 1969 one movie changed the biker world forever. In next month's issue of *Classic Easyriders*, we'll change your world all over again. Win a Legend in the *Classic Easyriders* Sweepstakes.

January 2022 Issue 556
on newsstands January 04th

RidinwithFlea



Enchanted
by North Dakota

After I'd been drifting around for a few years, I started logging the states I'd been through with a goal of eventually riding through all 50. I was down to just one left in the lower 48 when a motorcycle club that was celebrating their 40th anniversary reached

out with an invitation to visit their North Dakota clubhouse. So I mapped out a route to knock out that last state and pointed the Beast north.

Not one to pass up an adventure, this opportunity to meet a close-knit community of bike riding ranchers and

farmers sounded cool, but until I rolled into the tiny town of Regent, North Dakota, I had no idea what close-knit truly meant. With a population of only 167 souls, I was intrigued to think that there could even be enough bikers to support an MC.

The 358-acre, six-block-square berg consists of a variety of aging buildings that still house a bar, two gas stations, a gift shop, a museum, one small grocery store and a few other businesses. At the other end of the main drag, a hotel called the Enchanted Castle sits on property that started out as the town's school. I got checked into the Castle and set about finding the biker's clubhouse that had once been City Hall and the town jail. The irony of it all gave me a chuckle.

In 1978, after returning to North Dakota as a 17-year US Army Ranger and two-tour Vietnam and Dominican Republic vet, Bob met locals Greg, Jason, and Dennis and pitched the idea of a club to the fellow riders. Recent high school graduate Jim was barely 19 but took up

tagging along with the guys as they set to forming a legitimate motorcycle club.

These days, some four decades later, 77-year old Bob has retired from the club but still gets around on his H-D trike. His young prospect from back in the '70's, Jim, is now the Road Rangers MC President and Jim's son, Chris, serves as club Secretary. Bob's son Ryan and Jim's other son, Ziggy, both wear Sergeant at Arms patches. Ryan's brother is a patch holder and Jason, the afore-mentioned local who met Bob back in 1978, is also retired. All in all, the Road Rangers MC is a family in the truest sense of the word.

"In a lot of ways, we're not like other clubs, but we do attend ABATE functions and we're part of the Coalition of Clubs. Our bylaws are about God, family, job and club, in that order, and drugs are not tolerated," Bob stated as he proudly showed off the club's one-piece patch.

"We organize two runs a year," Jim interjects. "We help out families and those in need, through our runs."

Busy with harvesting, members drifted by before heading back out to the fields to take advantage of the remaining daylight. A steak dinner was served up in the part of the clubhouse that once housed inmates before we headed to the Enchanted Castle's Medieval Tavern. Hanging out in the cool little bar, we were joined by Gary Greff, the personable owner.

Greff was a teacher/principal before he came back to Regent to revive his declining hometown. The civic-minded educator turned the school into a really fun Renaissance hotel with knight's armor standing guard in the hallways. He pitched the idea of paving a stretch of dirt road at the edge of town in an ingenious effort to put Regent on the tourist radar. And it worked.

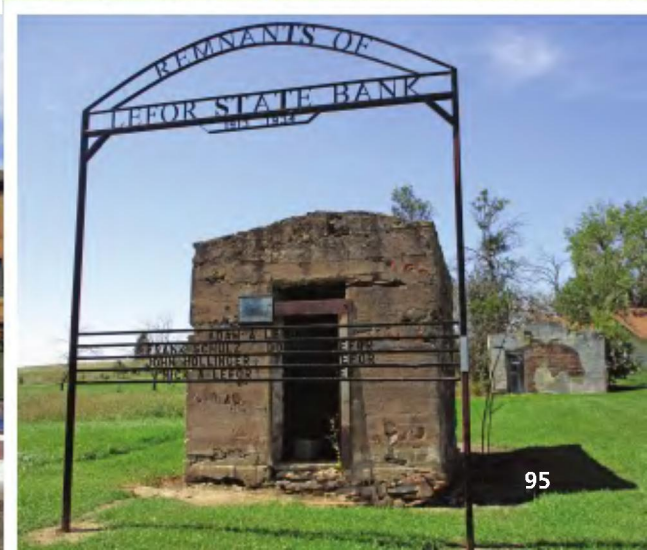
Now days, starting in Gladstone at Exit 72 on Interstate 94, that stretch of road is known as the Enchanted Highway, an impressive 32-mile long art gallery of gigantic scrap metal sculptures. The entire undertaking took community involvement

to a whole new level as farmers, some of them bikers, donated acreage on which to build seven of the world's largest sculptures that can be seen nestled among crops along the highway that terminates in Regent. Currently, local Boy Scouts tend to the upkeep as tens-of-thousands of tourists drive the two-lane art show annually.

As I was checking out the statues a couple of days later, I got a text from RRMC member Ryan. "Hey, that spray rig passing you is me!" I gave him a wave and marveled at how cool it must be to see these badass works of art as you work the land each day. You really need to see them yourself, so when you're mapping out a ride, be sure to pencil in the Enchanted Highway and the friendly little town of Regent. Stop, get gas, buy a steak dinner at the Castle, stay overnight and meet the local bikers. Invest in Americana. It'll broaden your horizons and make you proud! God bless bikers, tiny two-lanes and small town USA.

—Felicia Morgan

Photos: Felicia Morgan



Hall of Famer Vicki "Spitfire" Sanfelipo

And Trigger, her 1993 Harley Softail

For *Classic Easyriders'* first Reader's Ride, we'd like to introduce you to a woman rider who was truly Born To Ride. Accident Scene Management founder, Vicki "Spitfire" Sanfelipo, was inducted into the Sturgis Motorcycle Museum Hall of Fame in August of 2020. Known as "Spitfire" by her friends, Vicki certainly lives up to that moniker. Ever since starting to ride motorcycles in the late 1980s, she's been a bundle of energy. The single parent raised three young

daughters and became a Registered Nurse at a hospital in Wausau, Wisconsin, finally settling in the surgery department.

In 1987 Vicki bought her first motorcycle and then in 1995, she joined the Governor's Motorcycle tours as the only female Road Captain and ride nurse. Shortly after, she attended a workshop presented by "Slider Gilmore" entitled *Two Wheel Trauma*. Gilmore, an EMT in Iowa, lectured on how to treat injured motorcyclists before professional help arrived.

Energized by Gilmore's presentation, and with his blessing, Vicki authored a program she named Accident Scene Management (ASM), and along with three fellow nurses from Wausau Hospital, began teaching a "hands-on" class to riders in Wisconsin. The Wisconsin Department of Transportation learned of her efforts and supported her in presenting more classes for anyone interested.

Her devotion to education and saving lives led Vicki to leave her nursing career and devote her time as a volunteer director, educator and instructor trainer for ASM. Today, with instructors in states across the U.S. and in other countries, thousands of



students have been trained in roadside assistance at motorcycle crashes.

Vicki's every day ride is "Trigger", her customized 1993 Harley that started life as a Fatboy. The only original parts left are the frame, transmission and rear wheel. The motor is an S&S 100ci 4x4 with a 585 cam and S&S shorty "E" carb as well as a Crane single fire ignition.

Other details include Indian Larry rotors and GMA brakes up front, a Springer front end and LED headlight, Chubby beach bars and a custom seat by Leather and Lead. The pipes are White Brother Porker upsweeps and Trigger's Taildragger rear fender includes a Tombstone taillight and a full "real" horse tail.

The custom paint is by TS Customs and the graphic on the gas tanks says it all. Ride forever, Spitfire! If you'd like to get your scooter in *Classic Easyriders*, send photos and contact information to dave@classiceasyriders.com.

—Dave Nichols

Photos: Vicki Sanfelipo

The jubilant January issue of *Classic Easyriders* kick-starts 2022 with the ultimate in two-wheeled thrills, the Chillicothe Motorcycle Rodeo! We'll also take you back in time to witness all the lust, dust, mud and blood of Classic Easyriders Rodeos from the past by legendary biker lifestyle photographer Billy Tinney. Then ride with us in the kickass Cross Country Chase on antique iron and with iron butts a blazin'. Then we'll ride to Florida's ass kickin' Motofest. You'll meet master bike builder and racer Roland Sands for a look back at the bike that changed our industry, Glory Stomper.

Get five fantastic custom motorcycle features including an awesome custom Indian by Paul Cox and miraculous Mara, John Shope's dazzlin' Dirtytail, Michael Lang's incredible eight-valve racer, a psychedelic Arlen Ness 1978 Sportster Digger and Jeremy Valentine's sizzlin' Shovel. All this plus Classic In The Wind shots, the latest parts and accessories for your ride, and another Classic David Mann painting to keep the biker spirit alive! It's all on the menu, served up pipin' hot and spicy in a new year's treat that is roaring your way in the January 2022 issue of *Classic Easyriders*! On sale January 4th



Tennessee Motorcycle and Music Revival 2021; Photo by Michael Lichter

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