

Classic

Bikeriders®

Issue 558 • March 2022

Magazine

WIN!

THE CAPTAIN AMERICA CHOPPER SWEEPSTAKES

NO PURCHASE NECESSARY. 18+

STAIRWAY TO HEAVEN

Riding the Himalayans

LONE STAR RALLY

Texas Two-wheelers

PLUS

Up Close with
Danger Dan

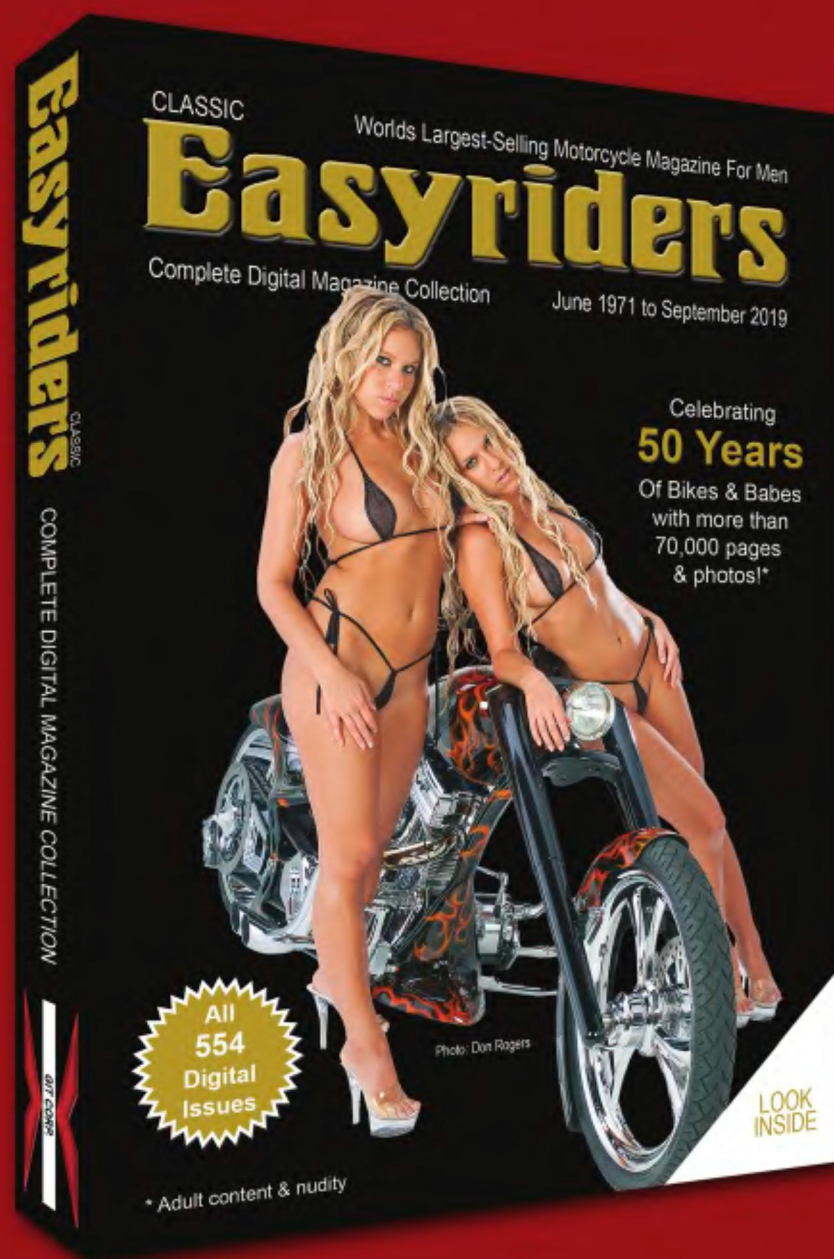
Trip Out UK

David Mann
Art

Hawke's
Arlen Ness
Tribute Chop
— with —
**Tempting
Torrie**

Classic Easyriders

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Takin'itEasy

A Total Gas

In Winnipeg, Manitoba, Canada, a heist went terribly wrong recently when thieves broke into a vacant house to steal a furnace. The Winnipeg Police Service told the local news that neighbors reported smelling natural gas, and when officers responded, they saw two unconscious people inside the home. The thieves, who had been "overcome by the noxious gas fumes" after the gas line became dislodged, regained consciousness outside and were questioned, but, because this was Canada, were later released without charges. "Take off, eh!"

Get a Job

Islamic police in Karo, Nigeria, arrested a 26-year-old man recently because he was trying to sell himself for 20 million naira, or about \$49,000. He works as a tailor, but said, "The decision to sell myself was due to poverty. I plan to give my parents 10 million naira when I eventually get a buyer." Police said what he did was "forbidden in Islam," but he was released the day after his arrest and said the police only gave him advice... like, "Get a job, ya bum!"

Assault with a Deadly Chicken

Tahonee Fickes, age 20, chose the closest weapon at hand to assault Kimberly Pittman, 52, inside a Walmart in Chambersburg, Pennsylvania a few months ago. A criminal complaint charges that Fickes "threw a frozen chicken" at Pittman, striking her on the back of the head. Fickes and Pittman are not related, and police have not determined a motive for the chicken hit. Could have been worse, Tahonee could have grabbed a frozen turkey.

K-9 Cable?

One out of six dogs suffers from overt separation anxiety, scientists say. But pups in the United Kingdom are in for some psychological relief, with their own television network that was launched in November. After three years of research, DogTV airs shows to help canines "feel

relaxed and comforted until their owners return home," said professor Nicholas Dodman, the chief scientist for DogTV. Colors, audio frequencies and camera alignment have all been adjusted to appeal to furry friends across the pond.

Wake Up, Goldilocks

A retired couple from Lancashire, England, returned home from a holiday to discover a burglar fast asleep in their bed. Martin Holtby and Pat Dyson were amazed to find the intruder, Lukasz Chojnowski, had done their dishes, washed his underwear and even bought some groceries.

Ms. Dyson said their house "wasn't too tidy" when they went away, but Chojnowski, who is originally from Poland, had kindly tidied up. "He did burn an old saucepan but that happens!" she added. Chojnowski, then 28, admitted burglary, and was given two-years of probation.

Twerving School

This could only happen in a town called Hazard. *USA Today* recently reported that "Appropriate disciplinary action has been taken" in Hazard, Kentucky, after photos surfaced on social media allegedly depicting students giving lap dances to high school staff. The incidents were apparently part of homecoming week, where something called a "man pageant," led to the lap dances by scantily clad students.

One of the recipients of this twerking was the school's principal, Donald "Happy" Mobelini, who is also the mayor of Hazard. Yeah, we'll bet he's "Happy." According to the school superintendent, "Using this as a teachable moment, we will provide social media training for our students and staff." In what, stripper training?

How to Commandeer a House

A burglar in Coronado, California, devised a simple way to enter a home to rob it. The 43-year-old woman just called a locksmith and asked him to change the locks on "her" home. After the locks were changed, she went inside, settled in, and

turned on the music and the fireplace. But a neighbor noticed the activity and contacted the out-of-town homeowner, who alerted the police. When officers arrived, they saw metal shavings and parts of a discarded lock near the front door. They went around back, called out to the person inside and arrested her on suspicion of burglary.

Is It Still Drunk Driving When...

Police in Gillette, Wyoming, were recently called to a home about a domestic abuse fight between a man and woman. When they arrived, the man had already left in his pickup truck. The wife told them here husband was driving drunk, so the cops went looking for him. He was pulled over and emerged from the truck with his two sons, who are aged fifteen and four. Sheriff's Lt. Paul Pownall said that the 39-year-old admitted he'd been drinking under the influence but told police his four-year-old had been sitting on his lap and doing the actual driving. The suspect, who was already on unsupervised probation, was charged with his second DUI.

One Weird Field Trip

Remember going on field trips when you were in school? They'd take you to the post office or to a pond to find polliwogs? Well, Elementary students at Wilton Manors school in Florida were treated to a different kind of field trip by walking over to Rosie's Bar and Grill. The kids were accompanied by Broward County School Board member Sarah Leonardi, who posted about the outing on her Facebook page. That post ignited outrage among members of the community, who were upset that Rosie's is not just a place to slam down booze, but is also an LGBTQ bar, with items on the menu such as Rhoda Cowboy and Big Girl Burgers. Leonardi and the school district did not comment on the school trip where the men dress as ladies.

Biker Saying of the Month

Never mistake a biker's kindness for weakness.

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PURE NASTY-NESS

Hawke Lawshe's Born Free Show-Stopper
with Tempting Torrie

Hawke Lawshe of Kalispell, Montana, grew up in a riding family. His dad was into cars and motorcycles and passed his love of Harleys on to his son. "There was even a write-up about my Dad's funeral in the April 1994 issue of *Easyriders*," Hawke recalls. "I inherited his Panhead. You could say that my life has been all about motorcycles, all day, every day for the past 29 years."

You can check out a wild blue Shovel chopper in issue 555 of *Classic Easyriders*. Hawke was honored to be in our first issue

back on the newsstands. That bike is called *Azureus*, which is Arabic for "Deep Blue," and it won the coveted Arlen Ness Memorial Award. In that bike feature we said that we couldn't wait to see Hawke's next bike. Well, here it is, and it's a tribute to the King of Customs, Mr. Arlen Ness, who rode on ahead in 2019.

"I had the honor of meeting Arlen several years back and got to talk to him for about ten minutes," Hawke tells us. "To me, he was the ultimate custom builder and this bike is a tribute to his innovation and incredible craftsmanship."



Lawshe worked with Arlen's son Cory Ness to attain parts for this tribute scooter than came from Arlen's private stash. That includes the 1963 drop seat Panhead swingarm frame with the original Ness neck assembly. Arlen was known for his California digger-style customs and this one is definitely cut from that cloth but spun into a completely new garment.

Arlen often included his last name in the monikers for his amazing one-off wonders; bikes with names like

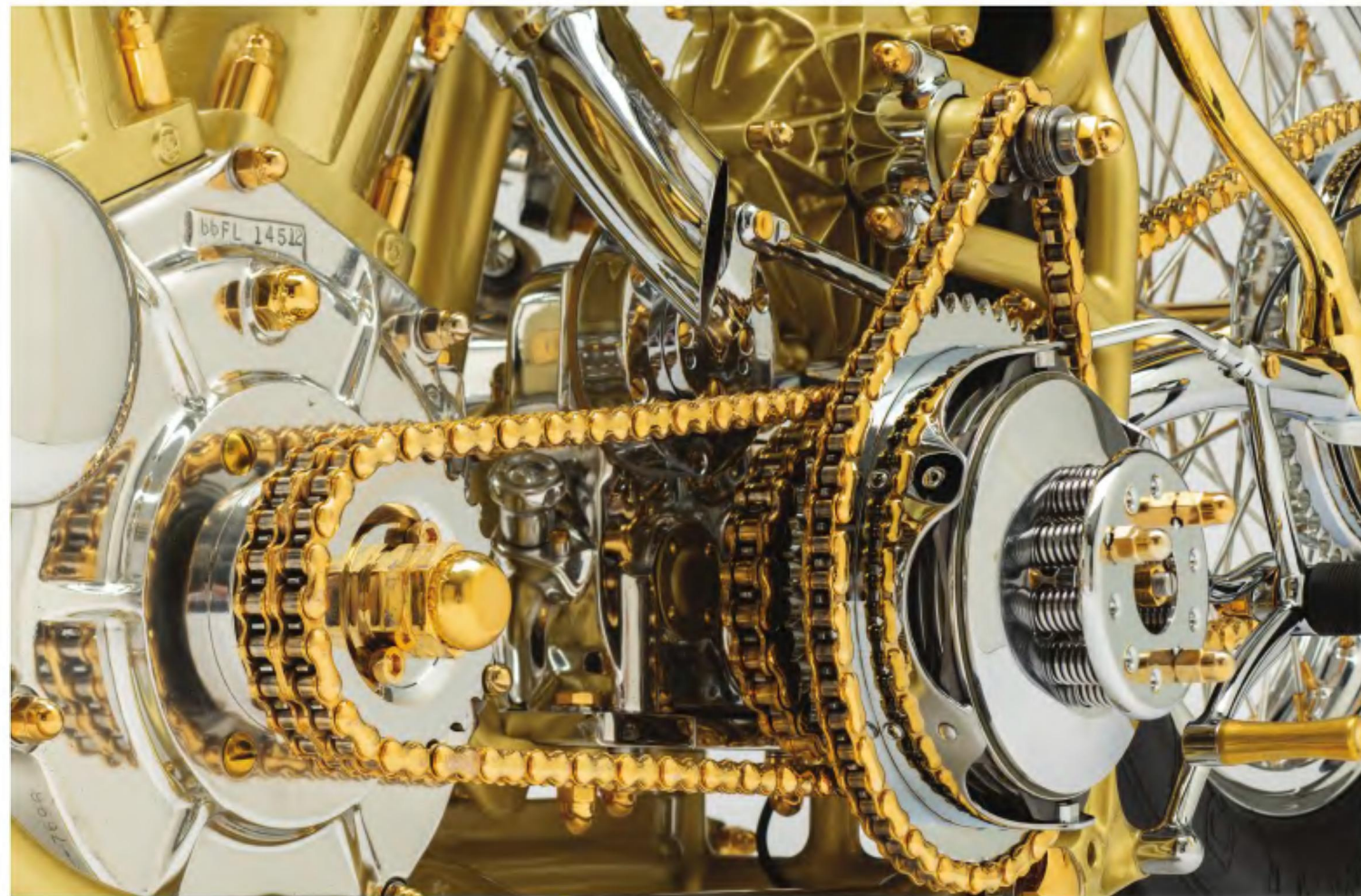
Smooth-Ness, Light-Ness, Ness-Tique, and Ness-Stalgia. With Cory's permission, Hawke named this awe-inspiring custom creation Pure Nasty-NESS. Commissioned by Hawke's business partner Chuck Knuppel, this nimble low-slung sled began as a 1966 first year generator Shovel motor and 1963 ratchet top transmission.

"I wanted a drag bike meets digger look but I wanted it to be very light and narrow," Hawke says. "So I cut the frame and narrowed it. It is actually a

very well-balanced bike." COVID put a delay in the build process and then Born Free invited Lawshe to create another of his mind-blowing badass bikes and he had to get Pure Nasty-NESS ready for last year's show.

"While every single piece of this bike is one-off and heavily modified, my favorite part is the Supercharger," Hawke says. "I was a watercraft mechanic for many years and always wanted to fit a Sea-Doo clutch driven ROTAX centrifugal Supercharger onto a motorcycle."

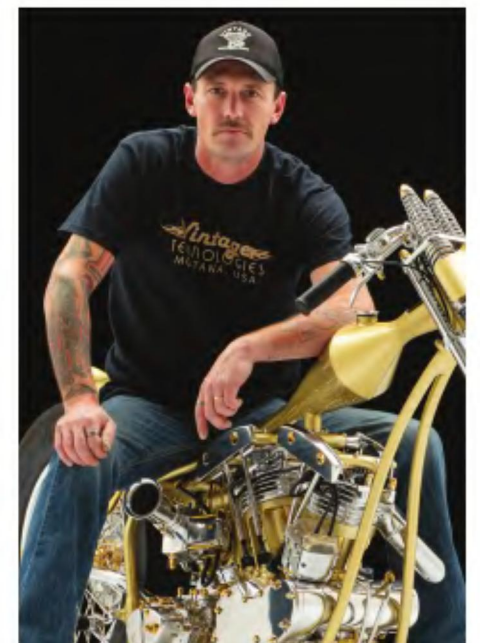




But Hawke wanted the Supercharger to look as elegant as the rest of the build, so he flipped the cylinder heads from front to rear, shaved them down and spun them around 180 degrees to balance out the look. “The carb is under the seat and the oil tank in the generator only holds a quart and a half,” Hawke laughs. “I mean, everything is one-off on this thing. It was a true labor of love.”

While the narrowed rear fender and grips came from Lowbrow Customs and that sweet front end is a Bone Orchard 4-inches over narrow springer, pretty much everything else you see here has been hand-crafted by Hawke and his crew at Vintage Technologies. Hawke even handled the Zenith Gold cloak of House of Kolor paint on Pure Nasty-NESS. “We have 38 builds underway right now,” Hawke reports. “We’re keeping really busy and I wouldn’t have it any other way.”

Having had the honor of knowing Arlen Ness very well over the years, I feel he would be mighty proud and honored to have this award-winning tribute share his name. —*Dave Nichols*



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Photos: Michael Lichter



Cover Model:
Torrie Blake

When I called Torrie Blake to talk to her about appearing on the cover of *Classic Easyriders*, she was mending a gate and fence on her ranch in Texas. Born and raised in the Lone Star state near San Marcos, the vivacious 29-year-old loves riding and training horses and is dedicated to rescuing animals and wild life conservation. In fact, she is going down to an island off of Puerto Rico to save horses in the coming weeks.

Torrie tells us her dad rode a motorcycle before she was born and that little bit of rebellion in the family genes might have something to do with the fact that she is considered the outlaw in her family. "Yeah, I'm the one with all the tattoos," she laughs. Speaking of, Torrie started collecting skin art at an early age. "My first tattoos are the ones on my feet. They're of

an anatomical heart on one foot with a keyhole in it and there's a key to that heart on my other foot," she tells us. "It says, 'Kill the heart, and the body will die.' It's the only tattoo that I have that I'm thinking of getting lasered off."

The rest of her ink is here to stay. When asked about her favorite tat artists, Torrie tells us, "I've known Tye Harris since I was eighteen and he has done a lot of my tattoos." Tye is well-known for his photo realistic work. "I also have some great ink by Morgan Haberle." Morgan is best known for her bright colors and traditional dermagraphics and resides nearby in San Marcos. An artist herself, Torrie paints southwestern cowboy art and the horses she loves. Most of her art is painted in acrylics or watercolors.

A true Texas girl, naturally there is an

old pickup truck in this picture and Torrie is in love with her 40-year-old Ford F-100 custom truck. With a passion for motorcycles as well, Torrie rides her Yamaha TW200 Dual Sport bike and says she like older Harleys from the 1970's. She is definitely speaking our language. "I loved being shot with Hawke's amazing gold chopper," she confesses. "I love gold and Hawke told me there is 22-carat gold in the paint on that chopper. I said, 'Then this is the bike for me!'"

Torrie Blake is definitely a woman who lives her dreams. When asked what advice she would give to others about life, she quickly answers, "Life is not a drill. If there is something you want to do or somewhere you want to go, just go! Every day is precious. Live the life you dream of." Great advice. —*Dave Nichols*



Where 'Old School' Never Went Out Of Style...
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Learnin' with Legends
Full Circle

It was the summer of my fifteenth year here on this round rock that I discovered *Easyriders* magazine. I had earlier in my youth been a model builder but by the age of twelve I had obtained, with the help of my grandfather, a Mike-Bike minibike from my small town Western Auto store. My young life now complete, my motorcycling lifestyle was full-on or so I thought.

Like many of you, I was obsessed with motorcycles from as far back as I could remember and haven't a clue what made me that way. It just was. Moving from my tiny community to the Big City in 1972, I was able to experience things that I had only before been able to see on television, our local theater or in magazines...especially magazines. *Mini Bike*, *Dirt Bike*, *Motorcyclist* and *Cycle World* were the more common drug store titles, but now I was exposed to Big Bike, Chopper, Street Chopper and then one day at my local Pak-A-Sak, I discovered the Rosetta Stone of motorcycle magazines, *Easyriders*.

I consumed it cover to cover, over and over and in doing so realized I had found not just a magazine but a culture that I felt right at home with. There were great bikes, biker fiction, scantily clad girls and a lifestyle that included a fantastic cast of characters. Oh yes, the characters were many. One such person that had reoccurring fea-

tures in many magazines was Micah McCloskey. Man, what a history this cat has, but in those early *Easyriders* days what caught me most was his meticulously built badass custom Indian. I was an instant fan of Micah and his beautiful hot rod 1941 Indian Chief and forty-five years later I still am. The year 2020 saw Micah inducted into the Sturgis Hall of Fame and he darn-well deserved it. He has been gifted an amazing motorcycle history, certainly one worth sharing. Write the book Micah! Now, on to the technical side of this article which is why we're all here, right?

Micah sent a set of Panheads to be freshened up, so to start with we're going to replace the exhaust spigots. We completely strip the heads of all hardware, solvent wash, hot rinse, blast with #7 glass bead, hot rinse and finally ultrasonic wash in preparation for inspection and welding.

A Snap-On CG-500 stud extractor kit was used to remove the hardware and our milling machine 3/16" collet is used to remove the rocker bearing dowels. The cylinder head mounted in our mill fixture along with the exhaust port spigot fixture properly locates the 6061 aluminum machined port spigot in the OEM location. The cylinder head is now bored to receive the new port spigot. Welding the port on the inside gives you a much cleaner, factory look and the exhaust pipes actually fit.

Let's talk exhaust pipes and port spigots. Having replaced many port spigots over the years, we have had the unique opportunity



3. Preheated and now using the mill collet to remove the rocker bearing dowel.



4. Indicating the fixture for finding level and zero prior to removing and boring the exhaust port.



5. Machining the 6061 exhaust spigot. Notice the step that will receive into the bored head.



6. Just one of the many reasons our beloved Panheads can have exhaust leaks. The devils in the details.



7. Exhaust spigot removed.



8. Boring the exhaust port to receive the new spigot.



9. Perfect fit, time to weld on the inside.



10. Tools for finishing the welded port spigot.

to measure exhaust spigot lengths, diameters and locations along with exhaust pipes. The exhaust port spigot fixtures used for properly locating the spigots were built using two sets of NOS (new old stock) heads. One set of heads were early 1948 castings and the other was a 1956 set. Interestingly, the two port spigot locations were NOT the same. They weren't drastically far apart, but they were different enough to cause us to make different fixtures.

Port spigot length is another interesting area. While writing this article we measured nine OEM Panhead port spigots. Longest .723, shortest .545, a difference of .178 in length. We use .725 length spigots. STD heads use to use .800 and some aftermarket replacement spigots, made for OD welding, measure .970 in length. We then measured a random aftermarket exhaust pipe with a spigot receiving depth of 1.070. The clamping slot in the pipe actually extended past the exhaust spigot and any clamp that may be used, producing an exhaust leak. A mislocated exhaust spigot, thick weld on the outside, poorly manufactured exhaust pipe and it's no wonder there's so many leaking, popping, bluing, falling off Panhead exhaust systems out there. It is imperative that port spigot location be in the correct location for



11. Finished exhaust port.



12. One very happy exhaust spigot and it's in the correct location. Sweet.

proper exhaust system fitment. That's where it all begins.

Okay, let's weld this thing up so we can get Micah back on the road. The head is prepped and cleaned so let's set the welder up. I'm using a W-180 torch head connected to a Miller Syncrowave 250 DX. I use the W-180 because it's one of the smallest water-cooled tig torches available and I can get into engine ports with it. The tungsten is 3/32", 2% Lanthanated and filler rod is 1/16" 5356.

5356 "wets in" really well so I tend to use it quite a bit. Running straight Argon @ 24 SCFH and 9 second post flow. Maximum amps are set at 110. Working preparation is done with my favorite American Made Gordon Brush, 30SSG. To finish out the port work, the weld is cleaned up first with a taper burr then finish up with cartridge rolls and 60 grit overlap slotted discs.

You never know where life's doggone path might lead you. Forty-nine years after reading that first *Easyriders* I now find myself doing work for the person I had admired so much as a fifteen-year-old boy and am writing for *Classic Easyriders* magazine. I'm humbled and honored. Full circle my friends. Full circle indeed.

—Ben Stuck



1. A chipped and very unhappy spigot. This one's gotta go!



2. Always preheat the base material before removing the hardware.

COSMIC DUST

Originally inspired by Barry Cooney's 1975 classic custom chop "Tale of Two Cities," Wayne Burgess of Fenwick, Ontario, Canada, found a way to combine his trade skills of fabricating wrought iron fencing with his love for 1970's-era choppers and diggers. Operating his Burgess Fence Contractors business since 1982 has kept Wayne busy enough that each of his custom bike projects average nearly two years in the making from start to finish. So he felt honored to get the invite to Michael

Lichter's "Passion Built" bike exhibition at the famed Sturgis Buffalo Chip a few years ago. Wayne considers himself a hobby builder who creates handmade parts under the name Death Trap Cycles.

Wayne agreed to take on Michael Lichter's bike building challenge, but never before had he tried to build an entire project from start to finish in just six short months. Standing in his 30 by 40-foot pole barn shop, the darkness of doubt began to creep in. He thought, 'Professionals churn bikes out in one to two months and have

expansive shops along with expensive state-of-the-art tools.' Taking stock of his own shop, he saw only lousy lighting, crappy heat, and a gravel floor. On the positive side, he does have some hand tools, a welder, and a 1951 Logan lathe. He realized that his humble shop is a bit basic but has allowed him to build bikes that have won countless contests over the years like being crowned the 2018 IMBBA National Champion and receiving the 2018 Canada Cup award.





Wayne tells us that his wife Nancy is his number one fan and is super supportive of his motorcycle obsession. She also enjoys photographically exploring the evening sky. After one exceptionally clear Canadian night, they began sharing the events of their day by peering through her images of the cosmos. Four tired eyes squinting through the space dust simultaneously experienced the rare epiphany of a shooting star captured in a magical moment in time. The celestial sighting set off a chain of events causing everything to just come together not only in the shop but also in their lives. Applying the cosmic dust concept seemed to fit tastefully everywhere Wayne applied it on this scooter. Look for a shooting star in the paint work, on the exhaust pipes, even cut into the brake rotors.

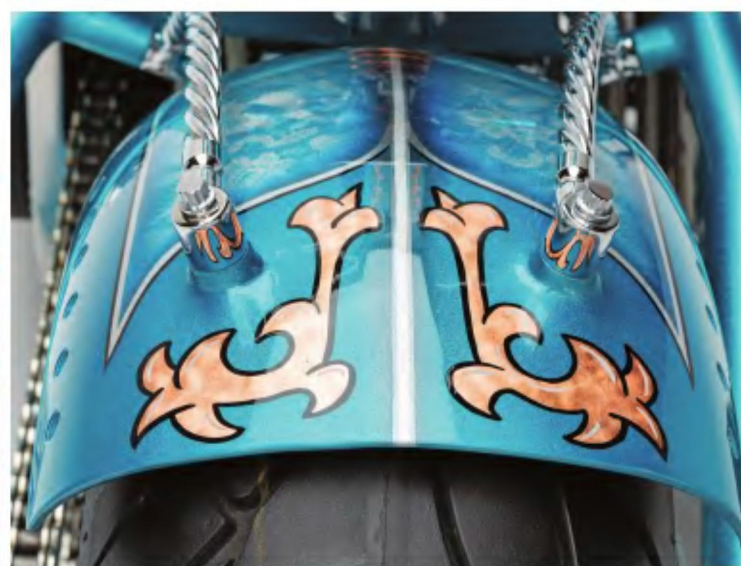
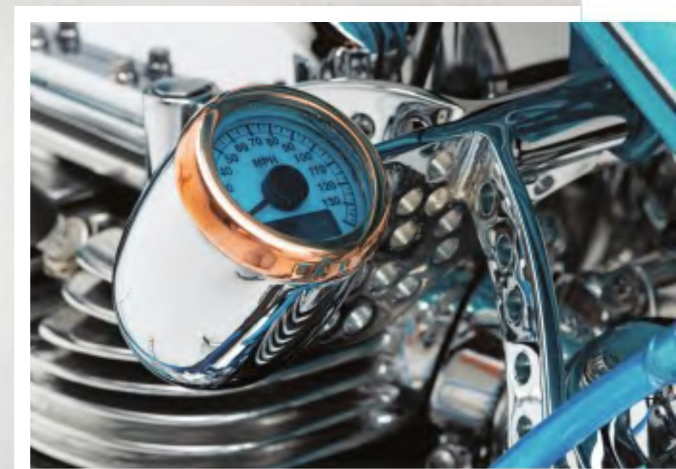
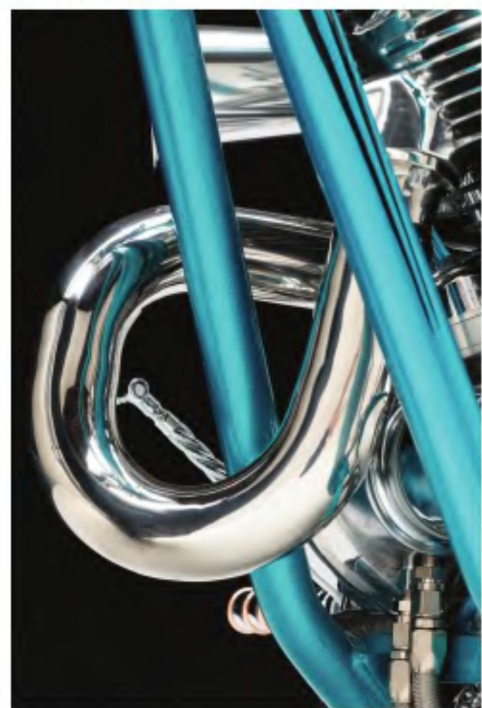
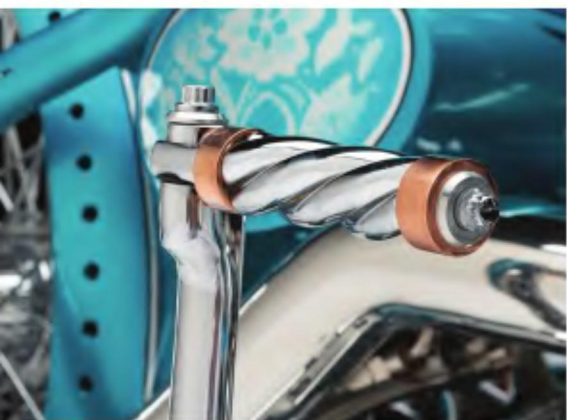
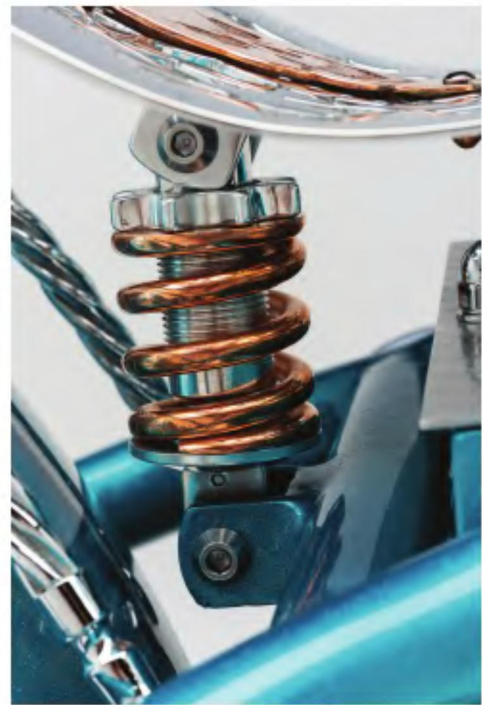
Most folks can't resist striking up a conversation with Wayne about the 96-cubic inch Panhead engine that was rebuilt by Jason Parker with S.T.D. heads and

lower end. If you're lucky he'll tell you how he heavily modified the oil tank to not only hold lubricant, but also act as a conduit for wiring to the main ignition switch. His super sanitary style also has every single part flowing symmetrically in proportional concert. Wayne combined several different metal profiles and the better part of a week just to build the one-off forward controls. He also handled such details as the one-off exhaust system and custom air cleaner.

Mr. Burgess reworked the Mid-USA gas tank, the Ultima frame and B'Cool rear fender to give this cosmically inspired ride its unique style. The 2-inches under springer and 23-inch front wheel add a badass touch. When it came time for paint, Wayne entrusted the chore to John Connolly to spray the House of Kolor metalflake aquamarine teal and copper leaf details. The end result is a bobber called Cosmic Dust that is ready to ride the stars.

His formula for motorcycle building

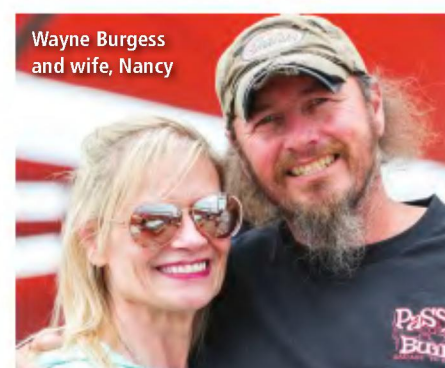




success is a simple one, “You have to create art, but it has to run. It has to be rideable.” Look closely to see that he replaced every fastener with a twelve-point bolt proving his attention to every detail.

Wayne tells us that his favorite time of the year to ride is in the summer months of June, July, and August, when the Niagra Parkway is at its greenest peak. Starting at the spot marking the War of 1812, you can enjoy the next two hours all the way to Lake Erie. Guaranteed to soothe the savage soul and bring friends together, this stretch of country road seems made expressly for taking your time, to relax and unwind. Sounds really farout to us.

—Jeff “Cheese” Moore



Wayne Burgess and wife, Nancy

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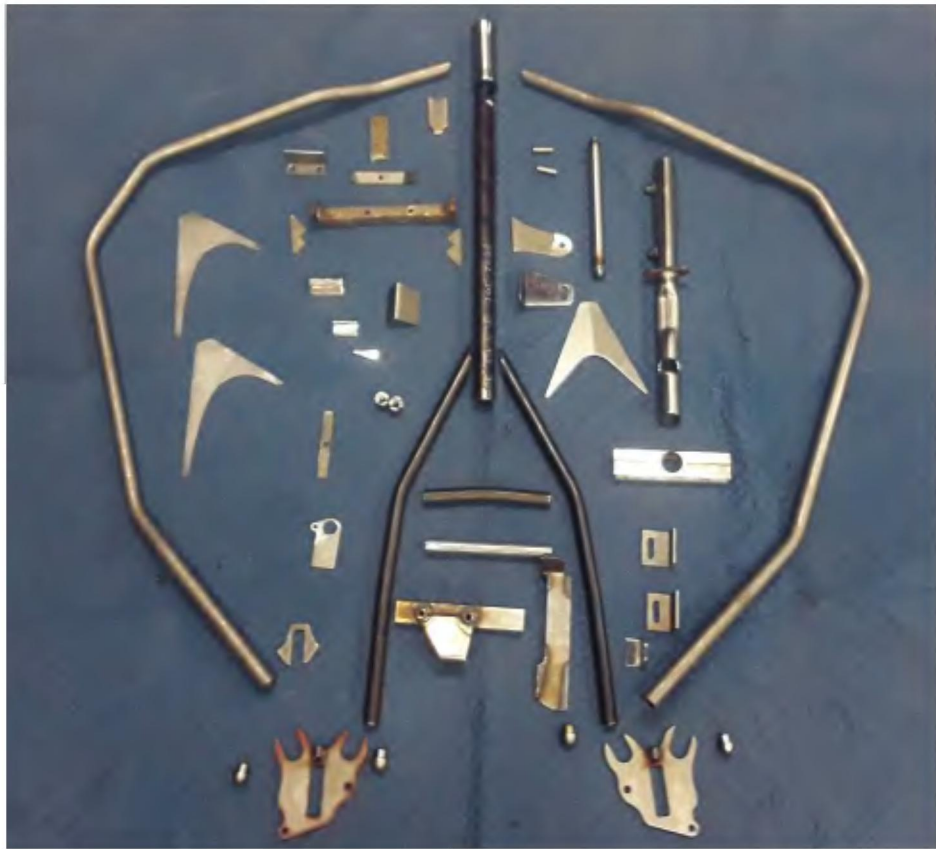
Photos: Michael Lichter

We're Building You the Ultimate Chopper In the Classic Easyriders Sweepstakes

When your friends at *Classic Easyriders* were deciding on the coolest grand prize for our first Subscription Sweepstakes, we were saddled with one big question – what would be the most iconic motorcycle to give away of all time? The answer was

simple. If you are into the custom motorcycle scene, the bike that started it all for most of us was the Captain America chopper from the 1969 film, *Easy Rider*. As we revealed last month, that long, chrome-framed rigid Panhead chopper was the work of Los Angeles bike builder Cliff

Vaughs, Benny Hardy, and Larry Marcus. Starting with the Panhead motors from a couple of police bikes, the trio made motorcycle history by creating the choppers for a movie that changed a generation. When we decided to build an exact replica of the legendary Captain America chopper to give away to some lucky *Classic Easyriders* reader, our first call was to long-time friend, Mondo Porras of Denver's Choppers. Mondo had just completed a



Paughco Motorcycle Parts has supplied all the parts and pieces needed for the rigid Captain America frame. These will be polished before welding as the entire frame will be dipped in high luster show chrome.

replica of the Captain and has been studying every detail of this iconic ride for over 50 years. He jumped at the chance to put this righteous replica together. The next step was to call the one man who knows the Captain America chopper better than anyone alive, Ron Paugh of Paughco Motorcycle Parts & Accessories. Ron has his very own Captain America chopper sitting at Paughco's in-house motorcycle museum and he knows every detail of the scooter. In fact, the photos in our Sweepstakes advertisement are of Ron's Captain bike. Paughco has been building parts, accessories and entire motorcycles for over 50 years and Ron gave the nod of approval to turn this project over to his talented team of fabricators. During a conference call with Ron and Mondo, we decided the only

choice for a motor would have to be an authentic Harley-Davidson Panhead just like the one in the original Captain America, in order to make this chopper easier to get registered and insured. That settled, Steve Massicote started pulling the parts together for the rigid frame. "At Paughco, we've been making Captain America frames since the mid-1970's," Steve says. "It starts with thick-walled drawn-over-mandrel (DOM) tubing. It's the strongest stuff to make a frame out of. Each section of the frame gets pre-polished before it's welded together. This allows us to create a high quality chrome frame that is reliable and affordable." So, we begin our series of articles about building your Captain America chopper with a pile of parts on the floor of Paughco MC Parts in Carson City, Nevada. Once pre-polished, these frame parts will go to Paughco's own Kyle Brewer who has been building frames for Ron for over 30 years. You could definitely say that we have assembled the A-Team for building this amazing ride. "Ron and I have a pact," Mondo tells us. "We feel so blessed to be building custom motorcycles and being a part of this industry that we intend to keeps building bikes until our dying days. It is an honor and a privilege to build this bike for *Classic Easyriders*. It captures the heart and soul of our entire careers and we are thrilled to be able to do this." Just remember, you can't win this one-of-a-kind epic chopper, that is being built by motorcycle industry gods, if you don't enter. Enter to win an incredible replica Captain America chopper at classiceasyriders.com/sweepstakes —Dave Nichols

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Photos: Paughco

RULE LIKE ZEUS

Kevin "Teach" Baas' S&S Knuckle Shop Class Custom



Kevin Baas grew up around motorcycles. His dad had Panheads and Shovelheads when Kevin was growin' up and his mom rides a Super Glide. "I grew up ridin' mini-bikes and dirt bikes," he says. His dad was a loyal *Easyriders* subscriber and the magazine gave Kevin the inspiration to build and ride a chopper of his own. "You could say that motorcycles are in my blood." Kevin's other passion as a kid growin' up was shop class; figurin' out how to fabricate and weld, takin' stuff apart and putting it all back together to make it work better. "Shop class was my church," he tells us.





Baas figured out how to put his two passions together by becoming a high school shop teacher and having the kids in his 'Chopper Class' build custom motorcycles. It all started when Kevin's dad bought a basketcase 1958 Ironhead Sportster that the father and son could build together. Once it was up and in the wind, Kevin rode the tar out of it until it exploded. "Then I brought it to the class."

The Discovery Channel *Biker Build-off* TV series made custom bike building look

like fun and the kids in Kevin's shop class began to take notice. "The TV shows hit and suddenly half a dozen kids wanted to build a custom bike," Teach recalls. "I was a welding instructor and fabricator and so I showed the kids how to weld on a frame and how to do metal shaping to build a gas tank." Kevin told them that if they got the scooter finished by the end of the school year, he would do a burnout right in the shop class. That was in 2003 and the seed was planted. Yes, Teach did that burnout

and the kids at Bloomington Kennedy High School in Bloomingdale, Minnesota, went on to build a new chopper out of a basketcase every year.

Pretty soon, some famous bike builders began to take notice of what Teach was up to. Master builder Donnie Smith also hails from Minnesota and took a liking to Kevin, even getting him an S&S motor from Brett Smith. Then Paul Cox and Indian Larry got involved. Larry once told Teach, "If I had what you're doing when I

was in high school, I might have stayed around and learned to build bikes at a younger age."

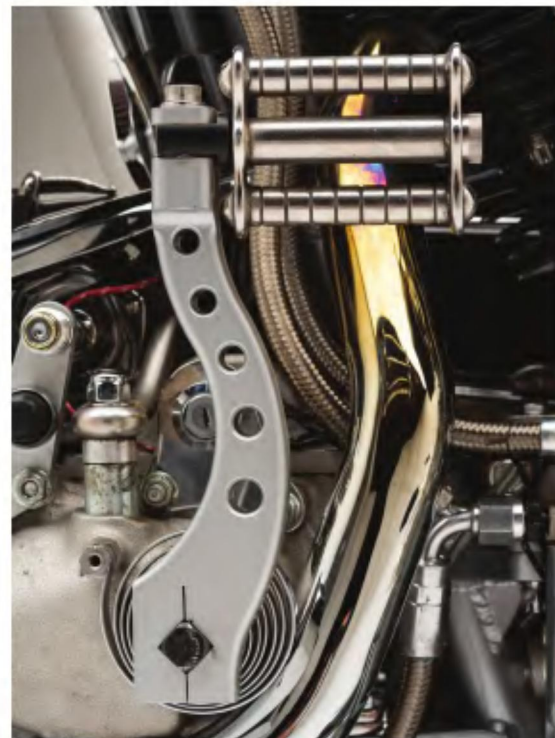
All this leads to the amazing bike you see here. It began as just another class build. "We had the lean Spartan Frameworks rigid frame and a Sugar Bear springer front end," Kevin says. "But then I got a call from Mike Lichter to put together a bike for his Passion Built Sturgis show." Kevin knew the bike would need to be special and enlisted the help of his longtime friend

Christian Marsh of Xian Leathers to make a one-off solo seat. "He asked if the bike had a name or a theme," Kevin recalls. "I told him about my ideas for the stance of the bike and that the S&S Knuckle engine was gonna throw thunder around. If something is cool, I always say it is gonna rule like Zeus. I told Christina that the bike was gonna rule like Zeus and he said, 'You just named the bike.'"

As the god of the sky and thunder in ancient Greek mythology, Zeus is the ruler,

protector, and father of all gods. He is often depicted with a beard and is represented by symbols such as the lightning bolt and the eagle. While Teach and his students went to work on this one-off wonder, Christian added leather panels embossed with glorious images of Zeus, as well as Medusa the snake-haired Gorgon, and the bull-headed Minotaur son of Zeus in the Greek extended pantheon.

Industry friends and sponsors flocked to the Zeus project to support Kevin and his



kids, providing the gorgeous Invader-style wheels from Led Sled, tires by Metzeler, an Exile rear sprotor, and the air cleaner, headlight and grips by Lowbrow Customs. Paughco supplied the pipes and primary, the rear fender is by 7 Metal West, Paul Cox tossed in the taillight, TT Race came up with the oil tank, and the list goes on.

While Xian Leather cleverly wrapped the rear fender, Wassell gas tank, and seat in greek god-inspired art, powdercoating on this chop is by S.E Customs and pinstriping was expertly laid on by Relic Kustoms. Teach tells us that he and his shop class kids have proudly had a motorcycle in six of Michael Lichter's museum shows. This naturally led to many bike features in magazines just like this one. "This is my passion," he tells us. "I tell my kids to find a career to invest your life in, because time flies when you're havin' fun."

Teach's Chopper Class was held at Bloomingdale Kennedy High School for 22 years and has been at Lakeville North High School for the past five years. If you'd be interested in sponsoring future high school build projects, you can contact Kevin "Teach" Baas at the phone number and email seen in our 'Built By' box.

—Dave Nichols

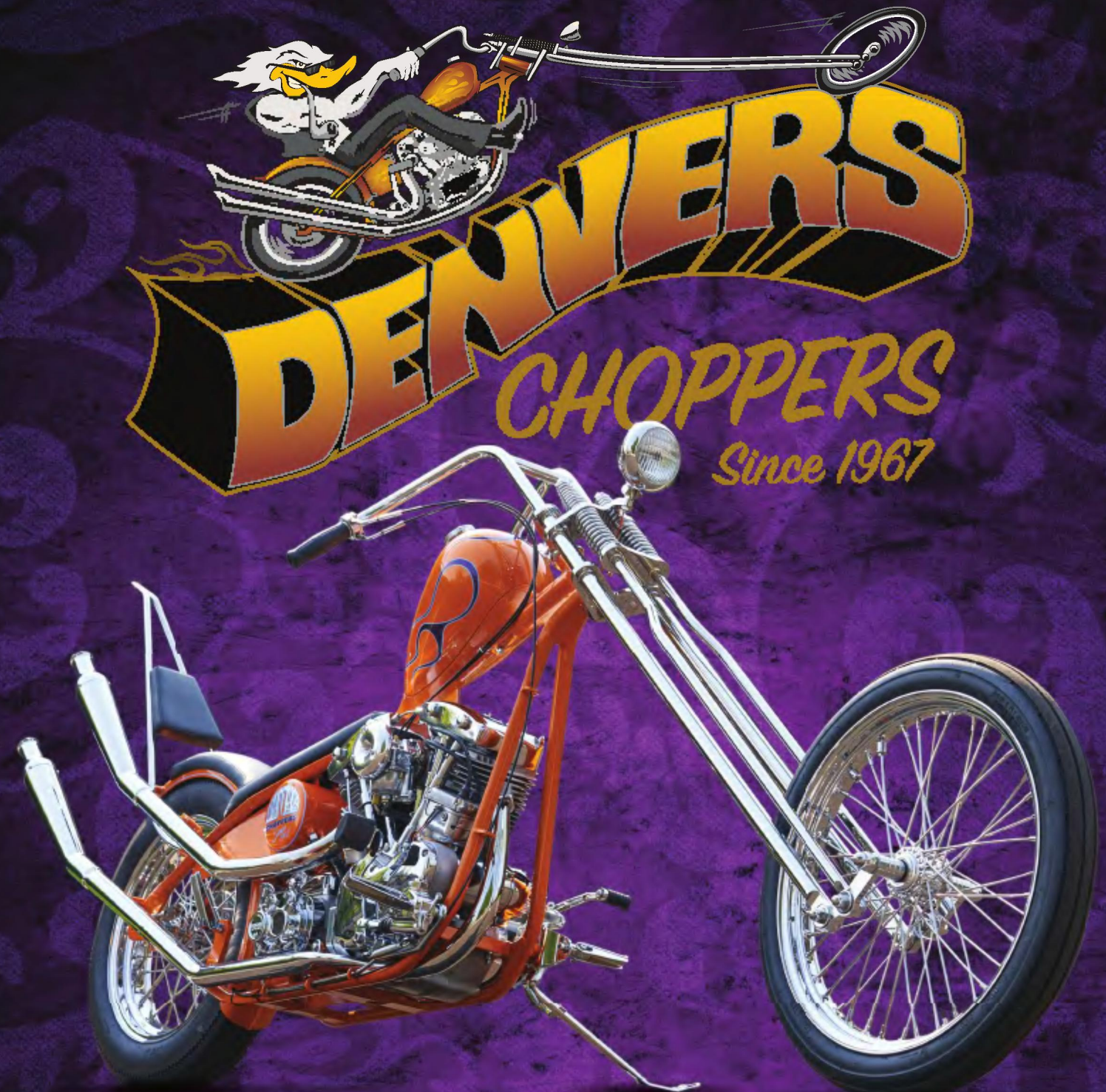


**Kevin "Teach" Baas
and the kids**

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RIDING THE HIMALAYAN MOUNTAINS Stairway to Heaven

iving just ten-blocks from the juncture of the Great Plains with the Rocky Mountains in Colorado, I'm no stranger to tall peaks and riding the twisties. However, where snow-crested pinnacles rise to sheer majesty above 20,000 feet as they do in the Himalayas, it's another story. And so is getting through packs of bikes at which, I consider myself an expert in my constant search of a better photo. The bar rises to a new level on the roads of Nepal.



There were perils to mountain riding and getting through traffic that I never knew existed. I found myself knee-deep in river crossings, scrambling up rocky inclines, and on narrow paved highways, or I should say narrowly paved highways. Crammed intercity buses raced straight toward me in what seemed like a game of chicken, only much more intense. I found myself jostling in dirt shoulders more than once to avoid head-on collisions. Considering all the risks, there was no question - the brain must fire on all cylinders all the time in these conditions. Now, doesn't all this sound like the making of a great adventure?

Let me explain that at the invitation of Bear Haughton and his Motorcycle Sherpa adventure company, I rode the proverbial "Stairway to Heaven" in Nepal, a country

that is home to eight of the ten tallest mountains in the world with the 29,000-foot Mount Everest at the top of the list. The group of riders included friends from the industry like Born Free's Grant Peterson, Round the World Doug, the "Mayor of Fun" Beanre', Kiwi Indian Mike Tomas, and the Twisted Oz Museum's Kelly Modlin. Then there were my favorite riding companions, my 31-year-old son Sean and best friend, Jonathan (who had the biggest smiles I've ever seen). Each of the fourteen riders added something to the trip's personality. There were new friends like the bridge inspector Dave, who rode steady as can be, regardless that he could pop off his prosthetic leg at will (as he joyously did in the middle of the longest/tallest pedestrian/bike suspension bridge in Nepal). Then there were the three

Canadian Amigos with their extraordinary brand of humor that kept everyone smiling.

Months after this trip, in an unusual twist of fate, Bear and I were out riding a mountainous dirt road here in Colorado that reminded us both of Nepal, when he asked, "Hey Mike, why don't you run Nepal again?" Considering my motto is, "Just say YES", I had the incredible opportunity to ride the same route again, so this recollection is really the story of two trips.

On the second trip, there was a different group of industry heavyweights like the podcaster Danger Dan, Led Sled's Pat Patterson, Mikey Revolt of LowBrow Customs, the Devil Chicken artist Chris Galley and a contingency from Biltwell. Fourteen riders made up this group as well, and I believe this is a perfect number. Just







enough to have a variety of spice, but not so big that you didn't get to know each person well. Riding a challenging route like this day after day, you found yourself depending on and trusting fellow riders, so much so that getting closer with old friends and fostering new friendships was inevitable.

Thankfully, there were no worries about logistics thanks to Motorcycle Sherpa's staff who handled the nitty-gritty. The route was expertly laid out, meals along the way were always delicious and the hotels were perfect. Every night, as we were sleeping, their mechanics went through each Royal Enfield (Bullets and Himalayans on the first trip, just Himalayans on the second) so that in the morning, you'd just hop on your bike without a worry and our gear and luggage was hauled in support vehicles.

Organized trips can have many rules, but not so much with Motorcycle Sherpa. Bear says he doesn't much care for traditional tours so the few rules they did have, like, "Don't pass the leader" and "Don't get behind the sweep rider" needed to be minded. This being said, some days, the group may have stayed tight so that we came into a rest stop virtually together, or at other times, there may have been an hour between first and last in. It was up to the group and the individual riders how fast or slow they wanted to go, or how often they wanted to stop to take in the view or check out the local scene.

Our journey was incredible as it covered the diversity of terrain and riding style Nepal has to offer. Putting the country into perspective, it is about the size of New York State and is sandwiched between

Tibet to the North, and India on its other borders. While the Himalayas cover much of its landmass, there are plenty of sub-alpine forests and fertile plains, and we seemed to get a taste of all of it.

We started our ride heading in a westerly direction out of Kathmandu, Nepal's capital and a city of more than a million people, toward the village of Nuwakot. Navigating out of Kathmandu can be intimidating to the most seasoned riders, with no rules or traffic signals. The density and bustle make NYC look like a walk in the park. Still, somehow there's a sense of cooperation and give and take that makes it work, as if by some invisible force, it all works perfectly.

It didn't take long before we were in the dirt, climbing up to an enchanting farmhouse complex where we spent our



STAIRWAY TO HEAVEN





first night on the road. It was so beautiful and peaceful that I would have enjoyed several nights there. It was also a great place to quickly immerse ourselves in the culture of rural Nepal as we walked to a nearby village and the Nuwakot Durbar with its 18th century seven-storey palace-fortress. The palace complex is still being rebuilt after the devastating 2015 earthquake, but nevertheless, there was plenty to see with its amazing hand-carved architectural details, including one temple wholly adorned with the many positions of the Kama Sutra, acting as a sort of public sex manual.

Over the coming days, we traveled to Pokhara, the country's second-largest city, to Chitwan, home to elephants in the streets and Nepal's first National Park and eventually, to the beginning of our climb

through the Mustang Valley to Muktinath. This is what our group was chomping at the bit for. It is where the pavement entirely disappeared, the riding got serious and to what Bear referred to as, "Climbing Mountains with Motorcycles." For me, this was particularly poignant, as it is part of the Annapurna Circuit, an area I spent more than three weeks trekking through in 1975, and wow, the changes have been profound.

There were very few roads back then, probably because there were very few cars. I traveled between cities by bus and everywhere else was on foot. There was hardly a hotel and definitely no showers, no phones or Internet, and certainly nothing that could be gleaned from anything other than a book, a map, or talking with another person. We just

hoofed it up and down thousands of feet every day, slept in makeshift teahouses where 35 cents got you dinner, and included a place to sleep, but one thing that hasn't changed was the sheer magnificence of the mountains before us.

Riding with steep cliffs at your side, no guardrails to save you, rocky inclines with switchbacks taking us well above 10,000 feet, you had to stay on your game. River crossings got to two feet deep and 100 yards long on the first trip, and then at any point, you'd come out of a tight corner only to meet a colorfully decorated Nepalese truck. With their crazy horns, these characterful vehicles make their way to these mountain communities.

The problem many of us faced was finding the right zone to ride in that Bear described as a super important place where



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there is “a balance between confidence and humility.” I really got IT. After a few hours of riding, you would start feeling so good that you moved a little too far on the confidence scale, and the next thing - CRASH! It is probably why most of us did take some tumbles, and yes, that is in the plural. For me, I touched down three times, but some fell more times than they cared to count. Everyone just kept picking themselves up and carried on. No big deal.

What I referred to earlier as a rest stop typically took place at a teahouse where we could indulge in the sweetened milk-based black tea commonly known as “chai.” Looking around the little towns we were in, these stops were always a welcome break that made me think, “Stay Calm and Carry On” as the Brits

say. The time off the bike was also an opportunity to explore the local area where I would find myself in a bike shop, a grade school class, the neighborhood barbershop or a welding shop to meet the locals.

During a slightly longer break in Marpha, we visited Nyingma Buddhist Monastery as well as a private museum with centuries old Buddhist artifacts in what seemed like a home. The Buddhist influence makes sense when you consider we were only fifteen miles from the Tibetan border. There is a Tibetan refugee camp on the other side of the river that was part of an age-old pilgrimage route. Did I not mention that Gautama Buddha was born in Nepal?

I never seemed to tire of the ride, the riders, the sounds, the food (dal baht is

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Photos: Michael Lichter

one of my faves), the sites, the locals or their culture. Everyone's comfort level, both on and off the bike, went way up. Our agenda was no more than to Ride - Eat - Sleep - and Repeat, and so the worries of the outside world melted away. Stories were made on excursions to see what kind of trouble we could get into after dark, and then there was a lot of time for storytelling over dinners or around some campfires that followed.

Maybe it was the impact of these austere conditions, but for whatever reason, you could see how the Nepalese help each other and would help us if there was anything we needed. It's a simpler life and one where cooperation is just how things operate. How refreshing it was to see locals sitting out in

front of their homes chatting with each other or just relaxing by themselves. There didn't seem to be any alarms and no rushing to appointments. They'd just watch us, or maybe just life, go by.

The last half-day on the bikes included crossing the Kushma - Gyadi suspension bridge, the highest (384 feet) and longest (1,128 feet) in Nepal. It's just another thrill as you're a seasoned daredevil by this point. There was also some truly "Urban Adventure" riding as we came back into Kathmandu. We squeezed between trucks, busses, and other two-wheelers as we all fought for pole position and so by the end, we seemed to have experienced it all. It was everything all in one package that at least for me was the toughest, most challenging,

most exhausting, and yes, the most fun and rewarding ride I'd ever done. I suggest every one of you consider "Climbing Mountains with Motorcycles" yourself. Particularly for any of you to whom travel may not come natural or if you're a bit fearful of the unknown, it's just a matter of saying, "Yes."

Special thanks to Bear Houghton and his partner Buddhi Singh, to all the great Motorcycle Sherpa support staff for the great job, and to every person I had the pleasure to ride beside. For more info, check out motorcyclesherpa.com, their social @motorcyclesherpa, and Danger Dan's five-part Talk Shop podcast on the adventure.

—Michael Lichter

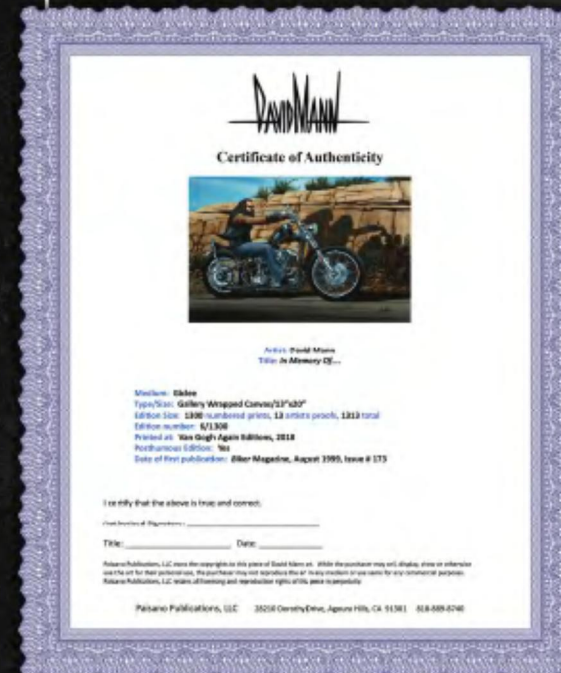
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Pacific Coast by David Mann, first appeared in the October 1972 issue of *Easyriders*.

-DAVE MANN-

LAW TIGERS' STYLIN' IN STURGIS GIVEAWAY BAGGER

STAYING POWER

The bike you are looking at here has a great story and so do the men behind its creation. Warren Levelbaum and his son Ari love motorcycles. You could say that riding is in their blood. When Ari was just a kid, he remembers his dad tooling around Phoenix, Arizona on a Harley chopper. Ari and his dad started riding dirt bikes together and then street bikes. As Ari grew up, Warren saw the need for legal services devoted to bikers and in 2001 the father and son team founded Law Tigers. Now, they've been helping riders for over 20 years.

Warren's work of championing the rights for mistreated riders continues to resonate as the soul of Law Tigers, and Ari has cultivated thousands of partnerships within the motorcycle world, including clubs, organizations, event promoters, training schools, manufacturers, and dealerships. Ari sits on the board of AMSAF, a motorcycle safety organization, which is dedicated to reducing the number of preventable motorcycle injuries and fatalities through rider education and numerous safety initiatives. Ari is an avid rider who owns five motorcycles himself.



That brings us to the custom performance bagger seen here. For the last ten years, Law Tigers has put on a contest at the Sturgis Motorcycle Rally called Stylin' in Sturgis. It is an opportunity to showcase custom bike builders and give some special riders a chance to win an amazing trip and cool prizes. The contest includes a VIP trip to the Black Hills Rally, a cabin at the Glencoe Campgrounds as well as some spending money, and this past

year, it included the Grand Prize of this killer custom Road Glide, built by Paul Yaffe and his crew at Bagger Nation.

The bike that Paul calls Staying Power is dedicated to his company being in business for 30 years and Law Tigers being around for 20 years. "I've been a fan of Paul's for 20 years," Ari tells us. "We both live in Arizona and I often saw him at bike events in the area. I got to know him a bit and a few years ago I interviewed him for a

project I was doing. Then two years ago, I finally had him build a custom bike for me. It's one of his performance baggers called the Tiger Glide and it is my absolute dream bike."

Ari was so impressed by Paul's innovation and creative excellence that he wanted to enlist Mr. Yaffe's talents for a Law Tigers giveaway bike. Paul donated all his parts and labor to the project and got many of his industry friends to pitch in as



well. A stock 2020 Road Glide was donated and parts started coming in such as the upgraded 107-cubic inch turbocharged Milwaukee-8 motor by Trask Performance with its Thunder Max ignition and Fueling 485 cam. Trask also provided upgrades to the transmission, primary, and the one-off exhaust system.

The carbon fiber body panels, fenders, hardbags, and flare windshield are by Hoffman Designs. The high tech suspension and front end is by ODC Suspension, the seat is a LePera Kick Flip, and the mirrors and grips are by Ness. The sinister black and orange PPG paint scheme is the work of Rolling Art.



As the bike was being built, every stage of its assembly was showcased on social media and over 120,000 riders entered to win it. Staying Power was given away during the 2021 running of the Sturgis Rally. The \$85,000 bagger stood proudly on the stage at Shade Valley Campgrounds along with everyone who contributed to the project. Ari stood with Paul Yaffe, Trask, Hoffman, and ODC Suspension to hand the keys to the custom Glide to its new owner.

"I love being a part of this industry," Ari says. "I'm always trying to figure out ways of being a good steward and to help others and support them. Riders seldom think about Law Tigers until they need our services." As a national network of law firms serving 31 states, committed to protecting fellow riders, Law Tigers provides thousands of injured riders and their families with individualized, experienced representation. The company also works to create safety initiatives and teach rider training to keep bikers safe on the roads.

The assembled crowd went wild when Ari announced the winner of Staying Power. A young man from Oklahoma named Spencer Pack made his way to the stage and took the keys to his new Paul Yaffe custom. "Guys like me don't win stuff like this," he told Ari. But thanks to Law Tigers, guys like Spencer do indeed win. —Dave Nichols



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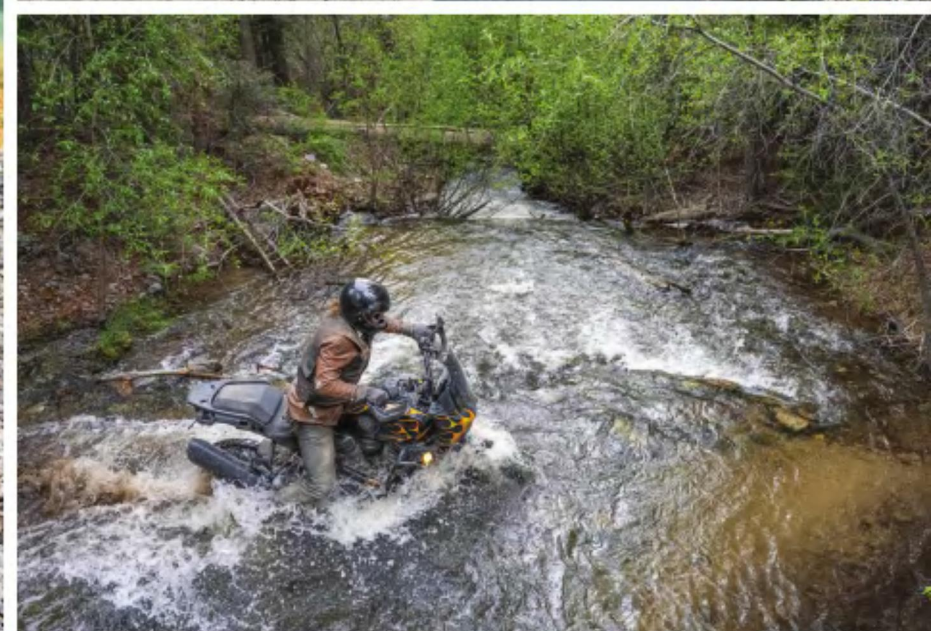


Wild and Untamed



Wild, untamed, and the epitome of what lies in every man's heart. Listening to that wild voice and untamed spirit that lives in every man, he honors it and obeys what it asks of him. And he encourages others to do the same." Rather than being a quote from an excellent fictional novel, this is how Danger Dan Hardick's wife Katie responded when I asked her, "Who is Danger Dan?" An exaggeration born of love perhaps, but then Dan's close friend Kickstart Mike commented, "Katie nailed it. That's Dan to a T!" and others agree.

Dan, who is mainly known for his weekly podcast, *Danger Dan's Talk Shop*, for which there are now more than 330 episodes, has come on strong in the bike world in just a few years. Every week, he brings "the old concept of talking shop right to your computer, phone or tablet so that listeners feel right at home, or in their shop, with Dan and his guests." The show's format is like Dan's life, serendipitous, free-form, and casual. You do feel like you are hanging out with Dan and his guests.



They have included well-known (and not so well-known) custom bike builders, artists/artisans, tattooists, promoters, collectors, and interesting riders and characters he's encountered in his travels (Even photographers like yours truly in two episodes). Additionally, some segments are built around events, while others are contemporaneous 'Road Shows' made right from his saddle. The show has many 'Patreon' sponsors that throw Dan some gas money every month to keep him going as well as bigger sponsors like Low Brow Customs, Knives Made by Nick, Cow Power, and Motorcycle Sherpa.

The main podcast sponsor is Dan's own business, MC Shop Ts that he started in 2018 around the idea of a T-shirt of the

month club. Every month, those who sign up get a limited-run T-shirt that focuses on a different independent motorcycle shop specializing in Harley-Davidson motorcycles. Dan has the shirt graphics designed by various artists so that every month there is something unique.

I first encountered Dan in 2018 when our paths crossed at the Congregation Show. Dan makes for a strapping figure at six foot two in his oil-soaked leathers and long, disheveled hair. He could be intimidating if it weren't for the big smile he always sports. I asked to photograph him alongside the side-hack rig he borrowed from FXR Mike and rode from Texas to North Carolina. Little did I know what was behind the man, how often our

paths would cross, nor how well I would get to know him over the next four years.

Dan got his first Harley in 2013 after spending the winter making bank working the oil fields of Wyoming. It's not like he hadn't ridden before, as he got his first bike at 19 to commute to the (legal) greenhouse where he worked. It was after buying the Harley that life started to change for Dan. There had been some tumultuous years of drugs, alcohol, skateboarding, encounters with the cops, a little jail time, and lots of probation, and then there was his marriage to Katie in 2010. By the spring of 2013, with his firstborn, James Autry, on the way, he said, "I can't look like a pussy in front of my kid, so I have to spend all this money I saved to buy a Harley-Davidson."

That first bike was a 2007 Heritage Softail Classic, which he immediately started wrenching on because he couldn't afford to pay anyone to work on it. Then after Katie's mom ran it over and it needed serious work, he stripped it completely down and painted it black. This is the bike he was riding while playing guitar and touring with Walker and the Texas Dangers. Around this time, he signed up for his first social media account, for which he took the handle Danger Dan since he was one of the Dangers in the band. On coming up with this moniker, his good friend Nick Huff of Knives Made by Nick said, "Giving himself his own nickname is amazing and one of my favorite parts of his whole story. He's such a knucklehead. He

was just supposed to have that name."

All was great until the bike created a divide between Dan and the other band members. You see, it was considered the norm to not only play together but also to travel together, share hotel rooms, eat together, drink together, and do drugs together. Only Dan preferred to strap his guitar to his Harley, and drunker than the rest, ride off on two wheels rather than in the band van. Everything broke down one night after a gig in Fort Wayne, Indiana, when he was following the band to the hotel, and they left him sitting at a red light. Dan said, "That's It," turned the bike south, and rode a 1,000-mile Iron Butt right to Al and Lulu's house (Lulu and the Black Sheep) in Henderson, Texas, where

he promptly proclaimed, "I'll never play in another band unless everyone rides!" The funny thing was Al was one of the only musicians he knew that did ride (and today they are in a band together).

After Dan got back to Texas, he started fixing up and flipping houses with his dad. He put in long hours doing everything himself and eventually hired people to sub-out parts of the job. Dan was good at it, but maybe too good at the fixing up part trying to make everything perfect, so there may not have been as much money left at the 'flipping it' part. It still worked for a few years affording him a great house that he and Katie loved and buying him the time he needed to figure things out.

It was 2015, and an underlying problem



was still carrying over from his younger years. Dan liked to party and take things to the extreme. Thankfully, this seemed to sort itself out after Dan got popped for yet another DUI just seven days before his second child was born. Of the incident, he said, “Going to jail that close to Brack being born made me decide to quit drinking (at least in Texas, and for the most part).” You see, Dan has a unique way of looking at this problem. As he sees it, “Before, that’s what I wanted to do, get drunk. With other ambitions and goals now, drinking has taken a back seat.”

Not long after Brack was born, one of Dan’s friends shared some *Showclass* magazines with him, and for the first time, Dan saw choppers and what you could do with an old Harley. It was a game-changer.

He thought, “Holy shit, I’ve got to get one of these bikes. So he found a guy that was getting too old to ride a rigid who wanted to trade his Shovelhead for Dan’s Heritage bike. “My Heritage was awesome, but it was epic riding that Shovelhead home,” Dan says. “Kickstarting it had such a different feeling. Being a rigid without a spring seat, I felt everything. And hearing the mechanical sounds, it had soul. It was simple, and there wasn’t much to it. At the same time, it was mysterious. The rumbling of that engine brought on a big belly laugh, and I smiled all the way home.”

By the summer of 2016, Dan decided to do his podcast. He made one podcast a week for a whole year before taking a week off to ride across the country. He quickly developed a groove and realized the focus

was motorcycling in its many forms. It seemed like a perfect fit since Dan is such a natural conversationalist with genuine curiosity in others. He wants to know what they do and how they do it. Nick believes, “He has some sort of magic talking with people and being around people.”

Kickstart Mike adds how, “The podcast’s success has everything to do with Dan’s personality and charisma. He makes you feel so comfortable, and there’s no stress.”

Over the next couple of years, Dan got deeper into the bike world as he rode to more events and started visiting bike shops, tattoo artists, and artisans of all types. Then in 2018, after his sister-in-law told him, “MC Shop T’s will always be a side-hustle if you treat it like one,” he finished the last of his house jobs and

closed that business to focus on the Ts and the Podcast. During this time, I started running into Dan in Sturgis, Daytona, and at smaller shows like JP Rodman’s Run to Raton and Love Thy Chopper in Denver.

The best encounter was landing in Nepal in 2019, going to dinner on my first night in Kathmandu and seeing Dan. It turns out Bear Haughton also invited him on this Stairway to Heaven tour of the Himalayas with Bear’s Motorcycle Sherpa tour company (See the full article in this issue). Apparently, when they first met, Dan said to Bear, “The road will provide,” and Bear instantly knew they would be friends, and Dan had to come to Nepal.

We were both in the same group of riders for the next thirteen days, riding side by side, eating together, stopping for chai

throughout the day, and laughing about our exploits. As everyone knows, there’s nothing like riding and traveling together to get to know someone, and that’s precisely what happened. And the more our mettle got tested, the closer we got.

In getting to know Dan, I saw him for the complex person he is. On one side, he wants to ride hard and feels everyone should take care of themselves, but then he was the first one to stop and help when a problem arose. It seems like he has a plan, but then, as Bear explained, “He always lets the plan unfold. He’s salt of the earth, making it up as he goes.”

A mishap further revealed Dan’s character after Danita Gayle crashed and hurt her knee as she rode through a water crossing. She could have easily spent the

next few days in the chase jeep that typically arrived in about an hour after us at our hotels. Still, Dan packed her on the back of his not all that powerful Royal Enfield Himalayan right up some very steep rough dirt tracks and through water crossings like it was nothing. “It’s just what you do,” he said. “Help out where and how you can.” As all his friends will agree, Dan is a giver. That’s who he is.

Another aspect of Dan that I first saw in Nepal was his competitive nature. One day, we were high up on a windy mountain pass, and it got so foggy, it was like soup. Not only were there no shoulders, but there was also a sheer drop on one side, and the road wasn’t wide enough for two cars to pass without one pulling over. The potential danger didn’t stop Dan or the



group from pushing each other harder. I positioned myself right behind Dan and worked hard to keep up. Thank goodness we never encountered a car or truck coming the other way.

Since getting back from Nepal, Dan has gotten more involved with racing, whether Hooligan racing, taking his chopper out on a dirt track, or signing up for the Mint-400 in Vegas the last two years. He has also gotten more involved with off-road and adventure riding, so much so that he went out and bought his very first new bike from a dealer, a Harley-Davidson Pan American. Somehow, he took possession of the bike in Dallas, had it totally flame painted by Chemical Candy Randy, and was racing it on the dirt track ten days later at the Tennessee Motorcycles and

Music Festival. He had quite a crash on it that same weekend.

Nothing deters Dan. He just keeps going, and always with a smile. It used to be he rode everywhere by himself, and he rode fast. But he's gotten to like riding with friends more and more. Everyone I've spoken with who have ridden with him loves the experience. Kickstart Mike said of their trip through Mexico, "When you go on the road with Dan, he'll just pick a route that he's never been on before, and it will be an adventure. He's got a knack for it."

Everyone who knows him will agree that Dan lives in the moment, more than most people and almost in a Zen-like way. Not that you'll see him meditating on the side of the road, although I did see him doing

biker yoga at the Texas Throwdown, but there is a spiritual quality to Dan as well. Katie will be the first to tell you that they have "a unique approach to life" as a family, and they "prioritize different things than most people." They love to be outside and explore the world in their own way. That may mean hunting or fishing for their food, homeschooling their kids, and just the way they enjoy being together.

To know Danger Dan, you have to understand that whatever Dan is doing, he's all in. If he's your friend, you couldn't ask for a better one. When Dan's interviewing you, you are everything. If he's racing, don't get in his way! And best of all, you'll see that wild and untamed spirit inside no matter what he is doing.

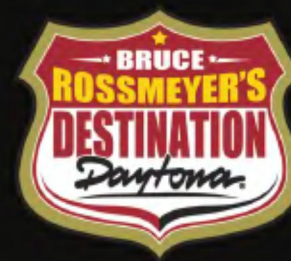
—Michael Lichter

Photos: Michael Lichter

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GROOVY, BABY!

THE TRIP OUT

The Trip Out is the UK's first motorcycle weekend festival to cater to enthusiasts of 'old school' custom motorcycles. We're talking bike builds in the style of the bobbers of the 1940s and '50s, choppers of the 1960s and '70s and diggers of the late 1970s early '80s. While many of the bike builds are new, 'survivor' examples of their respective periods are sought after and considered

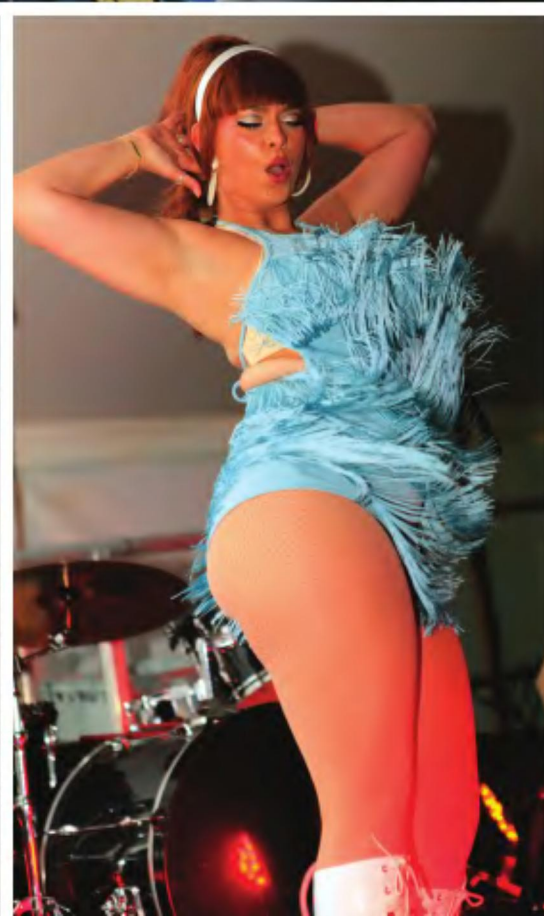
pure gold. They represent a direct conduit to the past and are highly valued as reference bikes across the pond.

It's hard to pinpoint the exact time and place that this interest in retro custom bikes began. There has been a sense that the so called 'millennial' generation have been taking more of an interest in older manual artisan skills whether that be in brewing beer and coffee, metal/wood-

working, film photography, tattooing, or fashion and hairstyles. Youngsters of this disposition were often written off with the disparaging label of 'Hipster' and were considered to be a fad soon to fade. This was approximately 20 years ago, and if anything, the appeal of and interest in the 'old school' ways has proliferated and spread into other spheres.

In the motorcycle world it's evident that





the appeal of vintage classic motorcycles, cafe racers and choppers amongst the younger generation is continuing at a healthy pace and events around the world such as the Distinguished Gentleman's Rides, beach races such as TROG, Race The Waves, Normandy and many others are on the increase. There are a lot of younger riders getting into the retro/ nostalgia chopper lifestyle and the scene shows no signs of burning out as some predicted.

The Trip Out chopper show was born in 2012, conceived by two married couples, Andy and Anna Porter and Estelle and Loggy Booker. The event that they

delivered at Scald End Farm was an instant success. It seemed to arrive fully formed and has not had to change its format at all throughout its ten-year history.

Their aim was to put on a festival celebrating the chopper ridin' biker lifestyle, creating a Sixties 'Summer Of Love' atmosphere, an unashamed hippie love-in vibe where you leave your problems and attitudes at the gate. Tune in, Turn on, and Trip Out. Even the directional signs onsite and posters were designed in the psychedelic style.

The music played by the DJs and the bands booked are always an eclectic mix in keeping with the spirit of The Trip Out.



The Meyer Dancers are a Sixties-style troupe of Go Go Dancers who shimmy their stuff in between the bands, often joining them onstage. The Meyer Dancers have appeared at every Trip Out and are very popular. During the day they will be seen wandering the site in their 1960s mini-skirts and boots, posing for photos on appropriate choppers.

At the center of this event is the Bike Show Marquee where bikes specifically built for the show are displayed. The area directly outside the show tent and beer hall is reserved for 'cool' motorcycles only. These are the custom bikes that received a Trip Out headlight sticker upon entry to the site. The only stock bikes to receive a sticker are vintage classics such as Vincent Black Shadows, Triumphs, BSAs and stock Shovels Pans Knucks, Flatty Harleys and Indians.

The first five Trip Outs events were held at Scald End Farm in Southern England and it has had three venue changes since. This year's venue was Euston Park, the expansive grounds of a grand old country mansion. Those who attended this year's festivities say it this was the best location



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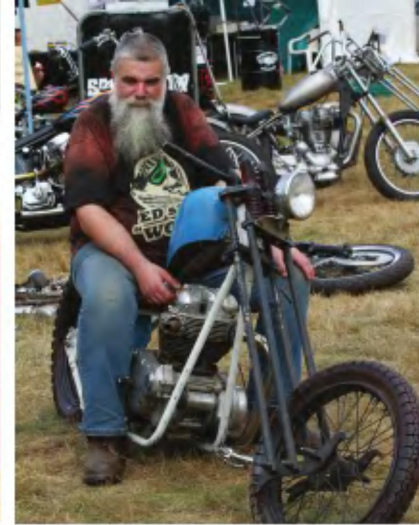
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yet for this legendary chopper shindig, with plenty of space in the scenic English countryside. The good impression was of course helped by warm sunny September weather.

Last year was a bust due to the pandemic so the anticipation and excitement for the 2021 event was huge. Add in the factor that the story going around was that Andy and Anna were planning on making this the last running of the Trip Out.

As the bikes and camper vans rolled in on Friday afternoon, it was obvious that this was going to be a big swan song for the run. The sunshine, good vibes and the constant pleading for the continuation of the event really struck a chord with Andy and Anna Porter. On Saturday afternoon Andy took to the microphone and bellowed, "Fuck it! You people are our brothers and sisters. We love you and we're going to carry on!" As you might imagine, the crowd went wild!

We hope to see you at next year's groovy Trip Out.

—Garry Stuart



Photos: Garry Stuart

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The Sting

Dave Perewitz' 1964 XLCH "Diggah"



It is always a pleasure to talk with Dave Perewitz. He may be one of the best-known custom bike builders in the world and the “Father of Flames”, but he is such a humble, down-to-earth guy with a great sense of humor, I could spend hours talking to him about building custom choppers back in the day and listening to his Boston accent.

Case in point, this “diggah” as Dave calls it, is known as The Sting, and it has a marvelous history. As Dave tells it, “Back in 1978, a guy from Connecticut wanted

me to build him a Ness digger. He had a 1964 Sportster as the donor bike. I ordered the long digger frame with a 38 degree rake and six-inch stretch, the gas and oil tanks and rear fender from Arlen.” When the parts came in from California, Dave welded the fender to the frame and started prepping everything up. The XLCH motor was completely torn down, the cylinder heads were chromed by South Shore Plating while Dave painted the digger bright orange. Once completed, “That guy rode the bike around for a short time and

then decided to sell it,” Dave recalls.

“I bought The Sting back from the guy and pretty soon, another customer who is a local here in Massachusetts, wanted to buy it but he wanted it totally redone,” Dave tells us. The local dude wanted a blower on the bike as well as disc brakes. Dave sourced a Magnuson Super Charger and got a set of disc brake assemblies off of a Honda 400 with Kosman calipers and rotors. A buddy of Dave’s made the one-off triple trees. “I hand-engraved the motor and had all the parts gold plated,” Dave

says. “Then I painted it pearl yellow with additional artwork by Ray Mason.” The nimble seat is by Dave’s long-time friend, Danny Gray.

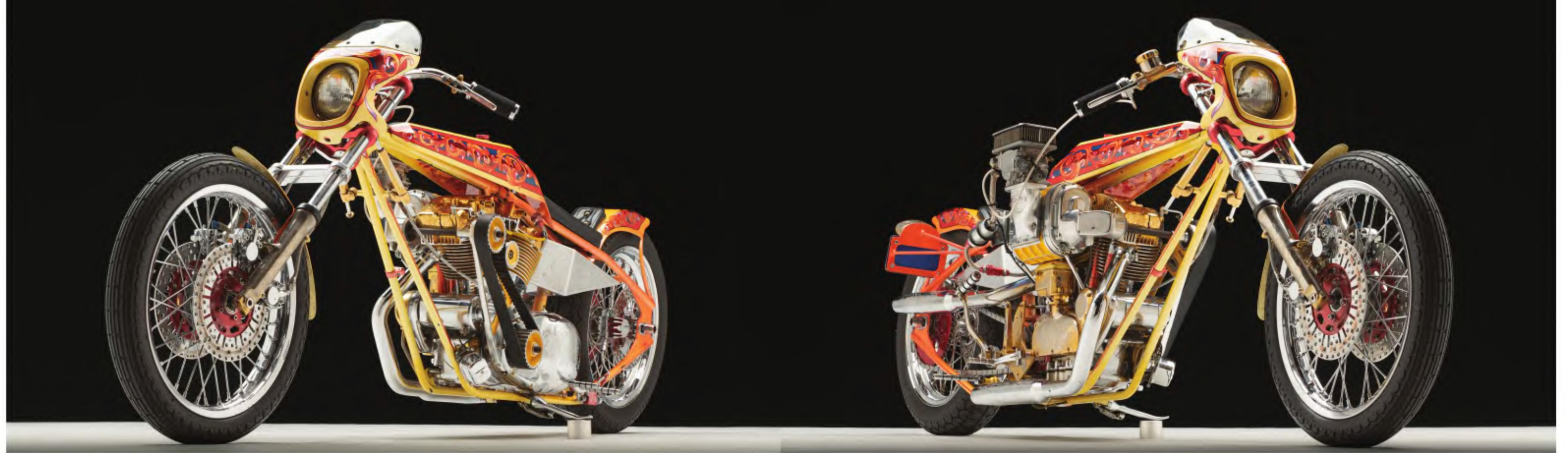
Perewitz took the newly reborn yellow digger to Daytona Bike Week in 1979, where The Sting won the Harley Bike Show as well as a number of other shows. “It was also in *Street Chopper* magazine in 1979,” Dave remembers. “Bob Clark wanted to shoot it with a model. Wouldn’t you know it, this hot-looking, well-endowed chick in a bathing suit came

walking right passed us and Bob asked her if she would pose with the bike. We shot it for the cover right then and there.”

Then The Sting sat in its owner’s basement for the next... wait for it... 25 years! “I would talk to him every now and then,” Dave says. “I told him I really wanted that bike, and eventually, he sold that diggah back to me.” That was ten years ago and The Sting has been sitting in Dave’s showroom ever since. That is until Mike Lichter asked Dave to put it in his ‘What’s the Skinny’ exhibition at the

Sturgis Buffalo Chip in 2019. “Do you believe it?” Dave laughs. “It had been 40 years since I originally built that bike and it fit the bill in Mike’s bike show just perfect.”

That’s not all. The saga continues when Dave was asked by the same local customer who sold The Sting back to him, if he would build The Sting II. He wanted a modern day version of the digger with an R&R 131-cubic inch Evo motor in it. Dave built it and it was on the cover of *Easyriders*. However, the capper is yet to come.





“The customer paid me for the bike but never picked it up,” Dave reveals. “He told me to just keep it here in the showroom.” Both The Sting and Sting II have been proudly displayed in the Perewitz Cycle Fabrications showroom ever since.

—Dave Nichols



Dave Perewitz
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Photos: Michael Lichter



20th

LONE STAR RALLY

The Ultimate Street Party

Where can you go with your motorcycle to party in the streets (open container, of course) with hundreds of thousands of like-minded souls? We'd suggest the Lone Star Rally in Galveston, Texas. And that's why after my first time at the rally in 2004, I kept going back and was so eager to return this past November.



Galveston has it going on, and the Lone Star Rally takes place in a spectacular location, steeped in history, and packed with buildings that are full of character. The long skinny piece of land it occupies is a barrier island 50 miles southeast of Houston on the Gulf Coast. It gets flooded with bikers for four days the first week of November every year. And when I say flooded, I'm talking about the biggest weekend motorcycle rally in the country, with an estimated 400,000 coming in for the occasion. In addition to nearby Houston adding to these numbers, other major hubs like Dallas and Baton Rouge are less than five-hours away and perfect for a great end-of-year ride.

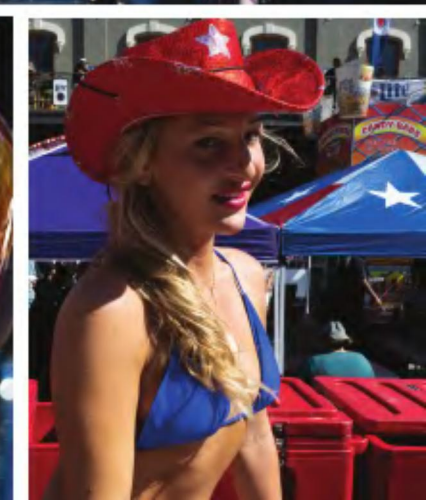
The rally is split into two distinct areas, the more crowded being the historic downtown area simply known as "The Strand," which during the rally covers Strand Boulevard from 20th to 25th. These five-blocks of the wide boulevard, along with the ten adjacent side streets, are entirely closed to cars and trucks. Situated just a block from the visiting cruise ships docked in the Port of Galveston, it is chock full of motorcycles, people, and vendors. Alongside the port, there are more vendors, and right on Pier 21 by the Harbor House Hotel is a large area where other shows are hosted.

The second major area of the rally is known as "The Seawall," and it sits just 1-1/2 miles away, a quick ride to the oppo-

site Gulf side of the island. The name is derived from the wall built more than 100 years ago to protect the island after the devastating hurricane of 1902. The Seawall area became a permanent addition to the rally in 2012. It hosts many vendors (especially those that can sell product and install it right there, like tires, sound systems, lighting, and custom parts), the Progressive Stage in Beach Central Park, the Perewitz Paint Show, and *Cycle Source* magazine's Ride-In show and biker rodeo games.

Space for all this is made possible by partially closing Seawall Boulevard from 19th to 25th Streets. Vendors essentially line the entire six-block stretch with a backdrop that includes the beach, the Gulf of Mexico, the Pleasure Pier at 25th Street, and the historic Grand Galvez hotel at 21st. Being close to a residential area, it has to shut down a little earlier than the Strand, with the plug getting pulled on the music by 11 pm.

The rally organizers put together loads of free entertainment including a full line-up of bands back-to-back and emceed by Lisa Ligon on the Progressive Seawall Stage, and Jay Allen revving up the crowd in Saengerfest Park by the Miller Lite stage. This year's music included first-timers like Colt Ford, Whey Jennings (Waylon Jennings's grandson), and a special performance by Lee Greenwood. Crowd favorite Hairball always draws a crowd as they put on a fantastic show including dazzling lighting, staging,





pyro, backgrounds, and constant costume changes. Other bands are well known in the motorcycle world such as Cowboy, Zach Tate, and Black Smoke Sinners with *Cycle Source* editor Chris Callen and custom bike builder Xavier Muriel.

Another popular offering was the annual Miss Lone Star competition on Saturday night's Saengerfest Stage. This being the final round of several smaller lead-up matches around Texas before the event, they mustered \$10,000 in total prize money.

The annual car show draws an incredible array of vehicles on Pier 21 with its background of Galveston Bay, which also hosts the "Sound-Off" competition where bikes pull up and have their sound systems measured for peak volume. The most ear-splitting system/bike can win a big prize.

New this year, *Torque Magazine* sponsored a performance show to address this increasingly popular segment of the custom motorcycle world. It was held on Saturday in Hendley Green on the Strand. The Grind biker build-off competition, which pitted garage jockeys against professional customizers, had been running online all of 2021 and used the Lone Star as the place to showcase each builder's efforts. In this winner-takes-all display, David

Covington of Covington Customs walked away with \$17,500 in cash!

For some, the Slingshot show represented a whole other side to the rally. If nothing else, it demonstrated the Lone Star has something for everyone. The show itself was just one part of a larger event called the Slingshot Showdown on the Seawall, offering games, group rides, and a place for three-wheeler Slingshot owners to meet and hang out with each other.

The many Slingshots riding around Galveston reminded me of how inclusive the Lone Star Rally is. That goes for the bikes as well as the bikers. I'll go so far as to say that this is the most inclusive rally I've ever been to, and as such, has great energy that I find refreshing. All types of music blast from the sound systems of bikes parked along the Strand, and spontaneous dancing ensued. It brought a smile to my face to see everyone having so much fun.

With so many bikers coming to the rally, so much going on, and the streets getting busier every year, the rally organizers decided in 2016 to offer something extra for those that felt it would be great to take a break and recharge in the middle of it all. They came up with different levels of VIP passes that afforded the holder access to



several balconies and indoor spaces that overlooked the craziness on the Strand down below. These spaces have spacious bars, elevators, and food to snack on, and each is slightly different. You can order any of the VIP passes right on the Lone Star website if you plan to attend next year.

Galveston Island is known for its great bars and restaurants, and among my favorites are Rudi and Paco's Steak and Seafood with its Central American flare, and I also had a fantastic meal at Riondo's, where I had the most authentic Italian meal I've ever had outside of Italy. I love all the food on the Island, particularly the Southern, Cajun, or Tex-Mex inspired, but then you can't go wrong with BBQ in Texas.

This 20th anniversary iteration of the Lone Star Rally was just as much fun as all the others I've been to, and once again, it demonstrated the island's and the rally's resiliency. Both have worked their way past obstacles in the past. Hurricanes had always pounded the island, with the first catastrophic one recorded being the 1902 Great Galveston Storm mentioned above. That storm is still considered the worst hurricane in U.S. history and the deadliest natural disaster, with over 6,000 dead.

That was before our time, but the destructive Hurricane Ike in 2008 is burned into my memory. Allowing time needed for the cleanup, organizers moved the rally to December that year. Also, in 2008, there was the financial crisis that developed into the "Great Recession." Some motorcycle rallies couldn't survive that one. Then in 2020, for the first time, the rally was altogether canceled due to Covid, and this year, with the Delta variant wreaking havoc all summer, it wasn't until eight-weeks before the rally that it was confirmed the rally could go on as planned. You can imagine the hustling that followed.

The island and the rally faced these challenges head-on, and unlike some rallies that didn't have the grit, it has continued to thrive as the turnout this year demonstrated. The Lone Star organizers have figured out the delicate balancing act between pleasing the City, its residents, local businesses, and rally vendors, all the while making sure rally participants thought it was all effortless. Can you imagine they offer all this and have kept the rally free to attend? They only ask for a nominal fee to ride down, and park on Strand Boulevard, with all moneys raised going toward parking and City services.

The rally couldn't happen if the City of Galveston didn't open its arms to welcome the rally and all the attendees. I guess the City has it somewhat figured out since they paid for an Economic Impact study in 2016 that showed how the rally contributed \$115.6 million to Galveston's economy, included creating and supporting 1,308 full-time job equivalents and providing \$34.4 million in personal income. They used all sorts of metrics to come up with these numbers, but suffice it to say, it's a shot in the arm for this tourist-dependent island in what is typically an off time of year.

Perhaps you think I use too many superlatives to describe the Lone Star Rally in my text, like biggest rally, most character, and most inclusive, but it is what it is. I'll add that the rally is one of my absolute favorite rallies anywhere, and if there's one thing I don't understand, it is why more people don't ride in from further away states. It's well worth it, so consider experiencing the warmth, character, and charm of Galveston for yourself next year, November 3-6, 2022, and I'll see you there. For more information, visit lonestarrally.com

—Michael Lichter

Photos: Michael Lichter

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



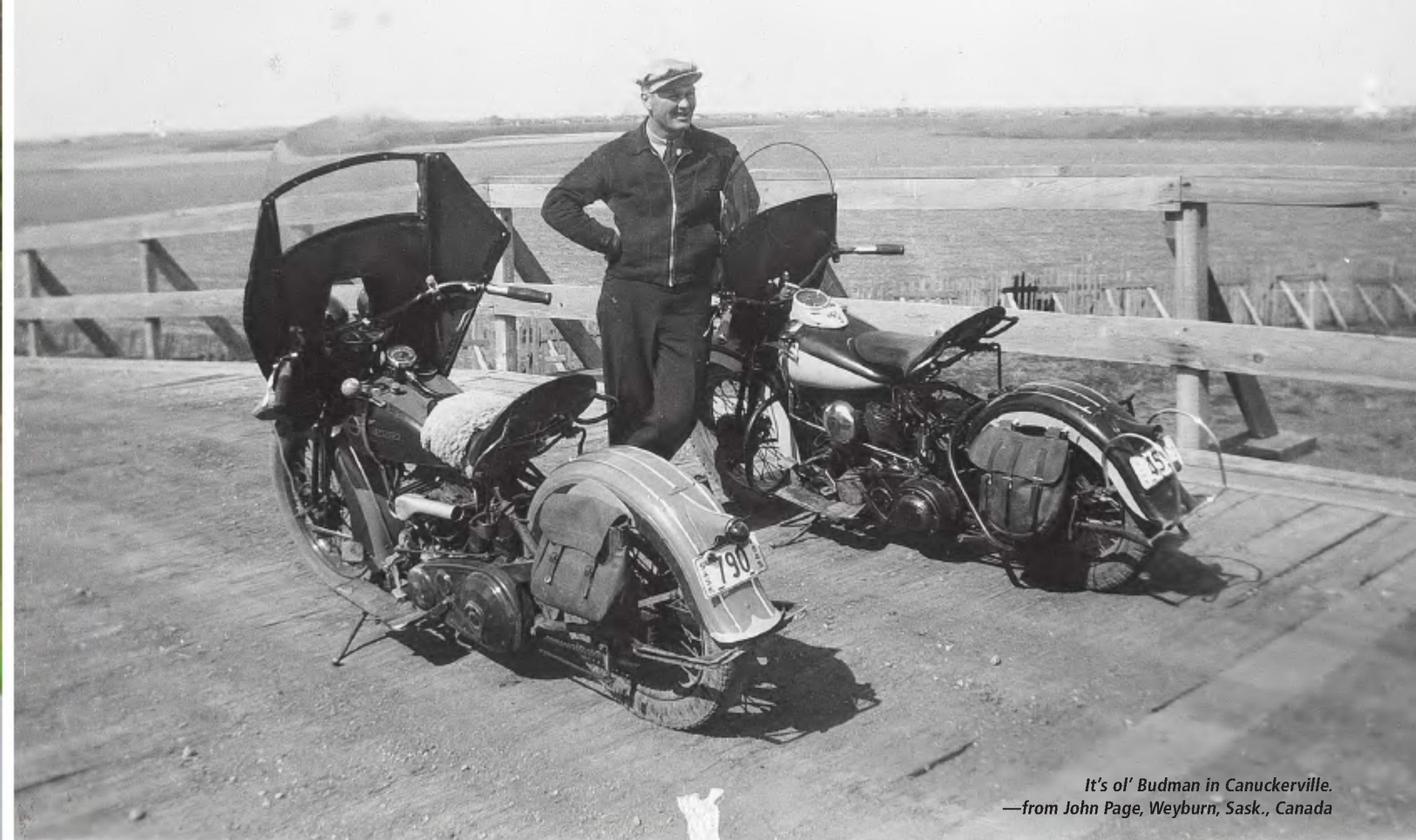
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"We should come home from far, from adventures,
and perils, and discoveries every day, with new
experience and character." Henry David Thoreau
—Ben Zales, *El Lay*



Gabe twists up a little '49 pan/shovel power.
—Chris and Gabe Gibbany, Harrison, Ark.



It's ol' Budman in Canuckerville.
—from John Page, Weyburn, Sask., Canada



Ruining Easter has never been more fun.
—Crash Dean, Jefferson, Ohio



Low miles, runs good, some rust.
—Fred Stoll, Union City, Tenn.

IntheWind

Knees in the breeze.
—Jake Roca



Redemption is sweet. Chris meditates on her soon-to-be-chopperized '37 EL.
—Chris and Gabe Gibbany, Harrison, Ark.



HOT ITALIAN

Nothing captures the essence of *Classic Easyriders* lifestyle like this shot of a ravishing Italian lass on a stunning custom motorcycle, ready for a ride through Verona. It's part of our cover shoot for next month's issue of *Classic Easyriders* magazine.

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Nomad. Drifter. Vagabond. Different words describing the same thing, according to Daniel Webster. There are subtle differences in practical application when it comes to the rider versions, however. Some are full time nomads; some are seasonal drifters. Some wander

through a few states, some meander across the borders to visit our neighbors and still others take a giant leap to venture out from the other side of the planet to see what American riding is all about. But the fact is that motorcycle travel has captured the imagination of adventurers for as long as

there have been motorcycles and while the majority of drifters have been men, there are also some notable ladies who've embraced the nomad lifestyle.

Despite having been arrested several times for wearing pants, the trailblazing Van Buren sisters traveled the United States, each on a 1,000 cc Indian, way back in 1916. Their modern-day counterpart, Canadian-born Marla Garber, turned heads back in the 1980s and '90s as she putted around between the states to cover biker events as a managing editor of a motorcycle magazine. Always with her faithful pooch, Skooter, at her side. But the most recognizable vagabond would undoubtedly be Panhead Billy. Known to stay dry by ducking into a movie theater for a few hours during a rainstorm, Billy Burrows hit the road in 1976. Before he bought his 1960 Panhead, the first Harley he'd ever owned, he rolled around on a Kawasaki but once he got the basket case Pan together, that bike became his permanent home. Currently, as of this writing, Billy's busy

putting break-in miles on a fresh rebuild.

One of my dear friends and equally notorious drifters is the loveable Joe Sparrow, who has lent his considerable wrenching talents to the antique riders of the Motorcycle Cannonball Run since its inception back in 2010. In between his helpful volunteer stints and illustrious social media posts, Joe keeps a map of his thousands of miles of annual travel. The routing renders a paper United States map unreadable after he highlights the roads he ridden during the year, most more than once.

For me, the pandemic put a big 'ol stick in my spokes and completely disrupted my nomadic existence but while I sort shit out, it's been my joy to feed a few scooter tramps that roll through my area. It's always fun to break bread while swapping road stories, favorite routes and travel tips with those who are as enraptured by the lifestyle as you are.

There's a much bigger contingency of gypsy riders than there was a dozen or so years ago when I hit the back roads and a

good number of them have found their way to Arizona's temperate winters. Tents started springing up amongst the saguaros last October and I've enjoyed meeting a few.

Dave drifted in and hung out for a while before deciding to mosey off to Mexico. He sent pictures of his comfy camp that was surrounded by fruit-bearing banana and citrus trees, and was giddy over loading his Road King onto a ferry to venture deeper into the tropics. All things a guy from Michigan would never have experienced if he'd not followed his heart into the vast unknown. The 44-year old works seasonally as a trucker in Florida, heading back out on the road with his loaded down bike just as soon as he has the funds to sustain the wanderlust.

Darrell, also from Michigan, has a similar story except that his mastery at carpentry affords him handyman jobs everywhere he goes. He drifts around enjoying the landscape and hikes challenging peaks of the various states while trying to figure out what he wants to be when he grows up. Meanwhile, the life of a motorcycle nomad

holds him in its clutches.

The youngest of the gypsy riders I've met recently is Dmitry, from the eastern European country of Belarus. For those who've forgotten their geography lessons, Belarus is a small landlocked country bordered by Ukraine to the south, Poland to the west, Lithuania and Latvia to the northwest and by Russia to the east and northeast.

The personable 27-year old started traveling in 2015 and despite language differences, he visited several countries before landing stateside. He got a driving job and, in September of 2020, bought himself a Harley. Then he went riding. Almost 30,000 miles later, he shared about life in his country as he packed up to go home to surprise his father for his 50th birthday. After tending to the business details of passports and visas, his plan is to come back for his beloved bike this summer and hit the road for Alaska. Which, by the way, is the last state I haven't ridden through. Wonder how Dmitry would feel about a tagalong.... —*Felicia Morgan*

Photos: Dave Hendrickson, Dmitry Solomakhin, and Felicia Morgan



Craig Boyle

1996 Harley FXSTS

Craig Boyle lives in the arid Arizona desert near the base of the mysterious Superstition Mountains, where folklore and legends of hidden gold mines and lost fortunes are still told. He grew up locally, riding dirt bikes, but as an adult he didn't get into street bikes until after he'd raised his family. His property now is home to a variety of motorcycles, 13 Saguaro cactuses and an old Ford pickup named Maynard. And though he's been retired for a while as a mechanic from the Operators Union, he continues to work as a self-employed heavy equipment mechanic and welder. On his days off, Craig can be found scootin' around the Sonoran Desert on his cushy Road King while sharing a lane with his lady. For local barhopping, however, this pretty little redheaded Softail is his favorite ride since she was his first build.

The 1996 FXSTS had a rough start in

life after it was stolen, stripped of its front end and tossed in a ditch. The tins were trashed and everything else was pretty well scuffed up when Craig bought the basket case, sans the famous H-D Springer front end, and began resuscitating the 80 CI Heritage Softail in 2016. Parts were gathered from a variety of outlets, including Main Street Motorcycles in Mesa and Randy Rush from Payson. Friends pitched in to help as he spent the next 2 years piecing the sexy custom sled together. He says that the biggest headache of the build was the tranny. Though he'd been told it was good, it took tearing into due to a broken shift rod.

"It's a tough job to tear into the tranny. Or at least it was for me because I'm not a motorcycle mechanic; I'm a heavy equipment mechanic," Craig shared. Swapping out his typical 5-inch wrench for a 9/16th took a bit of adjusting but he discovered that he actually enjoys figuring out the inner workings of a Harley.

Boyle took advantage of the scratches in the chrome cases, just scuffed them up a bit



more, and shot 'em black. The frame was also painted black and the new tank was sprayed in silver. He immediately hated the look. After acquiring a tiny, custom mixed can of outrageously expensive Candy Apple red, he handed the paint off to Travis Herning to reshoot the tins with a beautifully flawless paint job. It was exactly the look he had envisioned. A new Wide Glide front end balanced out the build. His childhood friend, Danny Nolan (AKA Cowboy), fashioned the genuine leather Swingarm saddlebag. Since then, Cowboy has passed away, a fact that adds another layer to the sentimental attachment to the bike.

Since completion, Boyle has discovered he enjoys tinkering with the old gal. Even the on-the-fly kind of repairs that comes with fabricating. On his way home from work one day he hit a particularly bad bit of Arizona asphalt that rattled his teeth, bottomed out the shocks and knocked the fuse box loose, sending the box up against the back wheel. After assessing the damage and collecting fuses that were scattered across the road, Craig took out his pocket-knife and set to getting himself roadworthy. He shook his head and chuckled as he told about riding home with wiring tucked into his waistband and components carefully balanced on his lap. "I figured out there's a better way to mount that box," he laughed.

When asked what might be next on his build list, he shrugged. "You know, my old 1975 Shovelhead would make a really cool chopper," he smiled mischievously. —Flea

Photos: Felicia Morgan



The awesome April issue of *Classic Easyriders* takes you to the incredible old school motorcycle madness in Milwaukee known as Mama Tried. Check out all the killer customs found at this kickass show. Then ride out to southern California for Roland Sands’ astounding Moto Beach Classic. It’s all about bikes and babes on the beach! We’ll also visit the Texas hoedown known as the Southern Throwdown.

Meet biker legend Kevin “Teach” Baas and see how he’s helping kids to become better bike builders. Plus, we’ll bring you five farout custom bike features including Bryan Lane’s “Irish Goodbye” Knuckle, Clinton Wallace’s 1952 Panhead chopper, Peter Ballard’s “California Kid” Shovel, and Perry Sands’ 1946 Indian “Puffer” custom.

You’ll get another Classic David Mann painting, more Classic In The Wind shots, and watch as we build your exact replica of the Captain America chopper that you can WIN in the Classic Easyriders Sweepstakes!

All this and more is roarin’ your way in the April issue of *Classic Easyriders*! No foolin’!

On sale March 29th



Riding the Himalayan Mountains;
Photo by Michael Lichter

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