

Classic

# Easyriders®

April 2022

Issue 559

Magazine

Pascal  
Fischer's  
1972 FLH  
with  
Sizzlin'  
Sofia

**MOTO BEACH**  
Bikes & Babes

**MAMA TRIED**  
Milwaukee  
Madness

**PLUS**

A Righteous  
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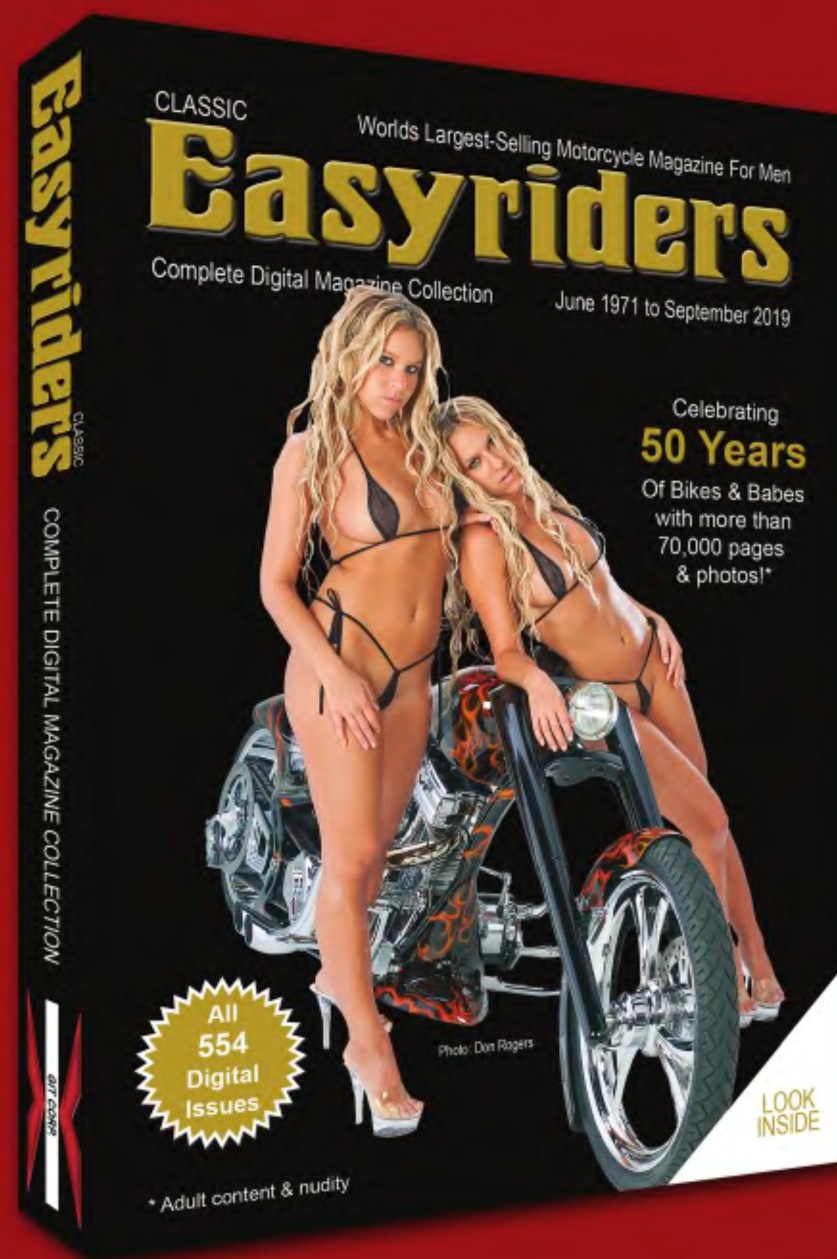
**SOUTHERN  
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## Takin'itEasy

### Doggone Curfew

So it has come to this. A couple in Sherbrooke, Quebec, Canada were each fined \$1,500 when police spotted the pair walking outside about an hour after the city's 8 p.m. curfew, with the husband wearing a dog leash. Apparently, the city's COVID curfew allows for dog-walking after 8 p.m., but police chuckled over the couple's claim that they were following the rules.

### Square Poopers

Researchers have solved the mystery of how bare-nosed wombats, native to southeastern Australia, produce poop in the shape of cubes. Wildlife ecologist Scott Carver of the University of Tasmania is lead author on a study that details the particular inner workings of the wombat's digestive tract that allows it to produce the square-shaped dung. "This ability is unique in the animal kingdom," Carver said. "Our research found that you really can fit a square peg through a round hole." (Insert groan here.) We say, leave the poor critter alone. My dog once crapped out a question mark-shaped poop. We all thought he was makin' a cool political statement.

### On Danny Boy...

Okay, this is a weird one. Angie Yen, who is of Chinese descent, lives in Brisbane, Australia, and had her tonsils removed a few months ago. All went well until she started singing in the shower and discovered that she now sings and speaks with a distinct Irish accent. She consulted friends, who all agree that Angie sounds Irish. Apparently this is a real thing called foreign accent syndrome (FAS). Her doctors told her to just go home and see if the accent would disappear in a few days. Weeks later, the mysterious brogue remains and the doctors have scheduled a trip to a neurologist and an MRI. While Angie is hoping for a cure or treatment, we think she should embrace her inner Mick. Think how popular she'll be on St. Patty's Day!

### Pip, Pip. Cheerio!

Speaking of adopting an unusual accent, *The Guardian* has reported on a phenomenon among American preschoolers called the Peppa Effect. The hypothesis is that children who watched a lot of "Peppa Pig" TV episodes during the pandemic lockdown have developed British accents and have started using British terms like "mummy" (mommy), "give it a go" (try it) and "satnav" (GPS). *Wall Street Journal* reporter Preetika Rana tweeted that her niece "had an American accent before the pandemic. Now she has a posh English accent." One responder agreed: "And for Christmas I had to put out a freaking mince pie for Father Christmas, or, as we call him here in the States, Santa Claus."

### Hitler's Crapper

In an auction that took place in Chesapeake City, Maryland, a few months back, a white wooden toilet seat pilfered from Adolf Hitler's retreat in the Bavarian Alps sold for about \$18,750. According to the toilet seat's providence records, Ragnvald C. Borch, a U.S. soldier, was one of the first to arrive at the Berghof at the end of World War II. His senior officers told him to "get what you want" from the damaged property, so Borch grabbed a toilet seat and shipped it home to New Jersey, where he proudly displayed Hitler's pooper. According to Bill Panagopoulos of Alexander Auctions, "This was as close to a 'throne' as the dictator would ever get." Hmm. I wonder if Bill Gates or Jeff Bezos bought it.

### Handless Foot Massage

An arrest warrant has been ordered in Little Rock, Arkansas, for Brian Dale Reams, in connection with several incidents where he allegedly approached women and asked if he could touch and massage their feet. The really weird twist is that Brian has no arms. Yep. A local woman says that a man with no arms followed her into a Walmart, telling her

she had pretty feet and asking if she liked having people touch them. A second woman came forward and said a man matching the same description but wearing a face mask with "Brian" written on it, followed her around the same Walmart and wondered if she'd let him give her a foot massage. He apparently didn't explain how that might work since he has you know, no hands! A third woman was approached by the armless massager at a Kroger's store and the cops are looking to give him a hand at the local jail.

### Munchie-inducin' Sweatshirts

Arby's has come up with a special way for fans to warm up during winter months. The sandwich chain is selling "premium" sweatshirts, sweatpants and other clothing items that have been smoked to smell like barbecue. Great, just what we need, clothes that make us hungry.

### The Art of Fart

Many years ago, *Easyriders* reported on a man who had learned the dubious talent of being able to "tune his farts" in order to belt out recognizable music for appreciative audiences. These days, 55-year-old Paul Oldfield, aka Mr. Methane, enjoys the unusual ability to fart on command and is making a living by passing gas. He discovered his talent while doing yoga with his sister as a teenager. Oldfield travels the world entertaining audiences with parodies of songs by manipulating his buttocks to change the tone and pitch of his farts. The British flautist is known as a "Professional Farter" and calls his ability, "the art of controlled anal voicing." And here I've been giving my talents away for free all these years. You can check out some of Mr. Methane's "talent" on YouTube. See? We told you that *Classic Easyriders* is an educational magazine.

### Biker Saying of the Month

On a motorcycle, no one ever asks, "Are we there yet?"



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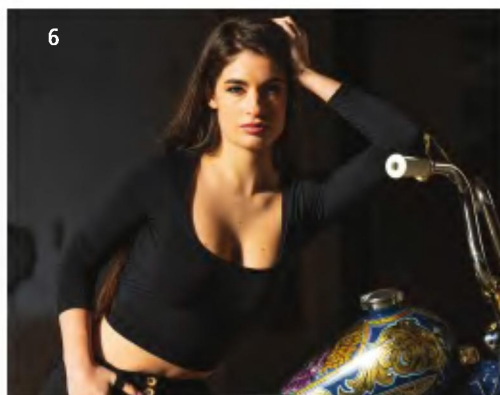
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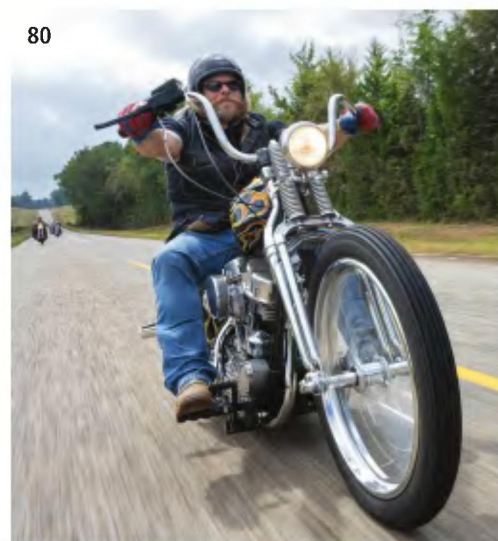
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# GARGOUILLE

PASCAL FISCHER'S 1972 FLH WITH SIZZLIN' SOFIA



Some custom motorcycles are the result of a true labor of love. You're looking at one. Recently, our faithful photographer Michael Lichter was in Verona Italy for the incredible Moto Bike Expo and was looking for the perfect custom motorcycle to hand out the prestigious prize of Best Easyriders bike, an honor that came with a cover shoot for the magazine this year. This 1972 Harley-Davidson FLH owned by Pascal Fischer of Saint-Tropez, France was the clear winner.

There are many reasons why this sexy scooter took the top honors and those begin with the fact that this Shovelhead captures the pure *Classic Easyriders* style like few bikes we have seen. It is an absolute work of art that would never have happened were it not for a very close group of riders who are also best friends that have been riding together for over 20 years.

Pascal tells us that, "This project started the day I found the bike in the backyard of house not very far from Saint-Tropez, a village in South of France where I work and live. The base is an FLH manufactured in 1972 by Harley-Davidson.



The bike had been sitting idle in the backyard of a house under the sun and the rain for four years before I could put my hands on her.” The bike looked like a distorted mess when Pascal got it home. In fact, the old FLH reminded Pascal of the grotesque Gothic gargoyles that populate the burnt remains of Notre Dame cathedral. And a theme was born for the bike he calls “Gargouille.”

Luckily, Pascal is part of a unique and loyal group of men known as the South Riders Club. Pascal calls them, “a team of sharp mechanics who are passionate about Harley-Davidson motorcycles. And if you want to know the secret ingredient to the secret sauce, it’s simple,” Pascal tells us. “Each of the members of the South Riders are bound by a beautiful and long-lasting friendship. The South Riders are located in Cogolin, which is one of the neighboring villages of Saint-Tropez.”







Pascal says that the recipe for this Notre Dame-inspired “Phoenix Rising” Shovel included a year and a half of work that translates to over 1,200 hours of labor. The lead mechanic on the project (and co-founder of the South Riders with Pascal) is a retired guy called Papy who created 62 aluminum parts, all milled on a lathe and then chromed. He also milled 60 brass parts for the bike. “Fafa was the mechanic on this project, and he disassembled and reassembled the entire engine. Papy made all the engine bolts and accessories, and I polished all the engine parts.”

When it came time for paint, ideas included a rich religious themed mural design to add the icing to this custom cake. “I would really like to thank DaddyGraph, for the amazing paint work on the bike that brings a very unique touch,” Pascal



says. “I’d also like to thank Fabio Harley, for the engraving work which also greatly contributes to make this bike special.” He tells us that, “thanks to the ideas, hard work, and fun, of each member of the South Riders Club, we managed to make the bike of my dreams.”

Pascal was bitten by the Harley bug

when he was just ten years old, when his uncle gave him a miniature Harley police bike. “I had my first Harley-Davidson in 1991, a brand-new Sportster. I started to modify that motorcycle only two months after acquiring it.” He’s owned over 25-Harleys since and tells us, “Today, I only like carburetor motorcycles because those are motorcycles that can be reconditioned and on which you can do real project work. I like my bikes to be unique and Harley-Davidsons are the easiest bikes that you can modify in and out. I am not interested in owning the bikes that everyone else has.” Amen to that.

Pascal found the Moto Bike Expo in Verona to be a very positive experience with lots of unique custom bikes of different styles to check out. “The Easyriders prize was something that I did not even dream of receiving because it is a very prestigious prize and all European and other motorcycle builders work to have the honor of making a cover of the magazine. We are always surprised to receive a prize for the motorcycles we do because they come out of our imagination and receiving praise is a huge pleasure.” Well earned, my friend.

Classic Easyriders magazine would like to

thank the amazing staff and crew of the Motor Bike Expo in Verona for providing us with full access to models, motorcycles, and this amazing location, a produce market built in the 1950s called Gallerie Mercatali. Look for a full feature on the Expo in next month’s issue.

—Dave Nichols



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and the South Riders Club**  
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Photos: Michael Lichter





Cover Model: Sofia Borgato

**T**hanks to the Motor Bike Expo, this photo shoot came together beautifully. We feel that putting Pascal Fischer's FLH together with the vivacious Sofia, truly captured the essence of the Classic Easyriders experience. Imagine spending the day, tooling through the dappled light of Verona with Sofia on this sweet little scooter. We asked Sofia to share a bit about her abiding passions for art in all forms, art restoration, music and more. Here is what she told us:

Let me introduce myself, I'm Sofia Borgato, Italian photomodel and university student, born in 1997. I'm a person of a sunny nature and full of positivity and it's with this mood that I approached the world of photography. Almost for fun, I started posing for photoshoots. Gradually, my passion has grown and after several experiences I've come to represent some "Made in Italy" brands as their testimonials. Actually, I didn't know that was the right way for me, but the more I went on, the



more I liked it. Over time I learned, and now being in front of the camera makes me feel at ease. I love to pose and being able to express emotions, convey something to my viewers, it's almost like getting into a part and playing a role that can express many feelings. This would be my way at least for a period of my life, but I'm proudly happy with the road I've traveled.

Apart from my passion for photography, ever since I was a child, I have had a particular predisposition to drawing. Art is my great love and I feel lucky for this gift. After finishing art high school, I decided to attend the degree course in Conservation and Management of Cultural Heritage at the Ca' Foscari University of Venice and I'm going to conclude my studies with a master's degree in Technologies for the conservation and restoration of cultural heritage. All this without ever abandoning my artistic activity which unfortunately is increasingly undermined by work, study, and sport, as well as my passion for the piano.

Among the dreams I keep in the drawer, I like imagining myself working at an important auction house such as Sotheby's or Christie's, or as an organizer of art exhibitions, or even in charge of some important museum. But I've another option that maybe more fun and perhaps more realistic. I imagine, among my various current activities, that I will continue to practice, in front of a beautiful artwork as a restorer.

I don't know where the road to my future will take me, but a person close to me who has always supported me, inspired me with these words: "Nothing beautiful has been done in the world without a dream behind that moves things."

And it's by following this advice that I will continue to walk my path.

—Sofia Borgato



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## Learnin' with Legends Engine Rebuilding

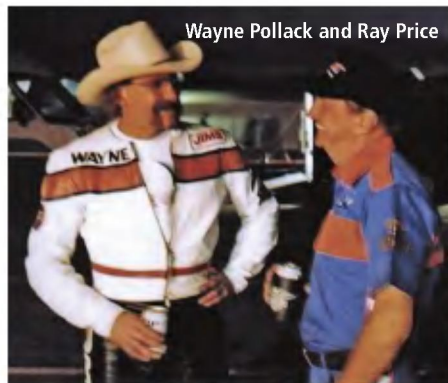
What's in a name? What someone or something is called is subjective to an individual's interpretation. For instance, when I call a motorcycle racer of my youth a "Hero" I am in no way comparing that person to a soldier storming the beaches of Normandy, holding the ground at Khe Sanh or a firefighter breaching a flaming building to rescue someone without regard of their own wellbeing. These, of course, are just a few examples of real heroes, in my humble opinion.

This, to me, also holds true with the word legend. These folks are famous or infamous for a certain act or quality in a particular field, and is again subjective. This leads us to the title of the column, Learnin' with Legends. The title doesn't refer to me but rather to the people included here amongst my amateurish drivel.

"Hey Ben, I thought this was supposed to be a technical article." Well, it is of a sort. I thought it important to include Legends from our beloved motorcycle world in these articles, ones that also have some connection to the technical side of these features. It just might keep the young and the old in touch with the past and the present, and who knows, maybe we'll learn to fix some stuff along the way. Yep, Learnin' with Legends... hell, that can't be a bad thing.

I was recently contacted by one such legend, racing champion Wayne Pollack. Wayne had purchased a basket case Panhead with a reproduction rigid frame, springer fork and mechanically braked 16-inch wheels with the intention of building a period bobber. The diamond hidden in that repo pile was an intact and very complete, numbers matching with title, 1956 FLH and transmission.

Now, according to my resources (uh-oh), Harley-Davidson only built 224 FLH models in 1956. With 8:1 compression, special camshaft, factory ported heads and a low production count, this makes the 1956 FLH very desirable. The reason for



Wayne Pollack and Ray Price

Wayne reaching out to me was that he wanted me to build his prized 56 FLH engine. Being a longtime fan of Wayne's, and knowing his very capable resources, it is quite humbling that he chose me.

Wayne has been around the motorcycle world his entire life having started riding when he was just five years of age. Growing up in the then sleepy beach town of Santa Monica, California, Wayne was gifted the experience of a California that many of us in our youth could only dream of or visit through the writings of car and motorcycle magazines or the lens of television and the movies. It was the California of the sixties and seventies and Wayne took full youthful advantage of that special time.

Waking early, he could head to the beach with his board to go surfing before school or to the desert on the weekends for some motorcycle riding. At eighteen, Wayne started racing amateur Class C flat track in and around Southern California. He raced bikes ranging from 250cc up to 750 cc and yes, just in case you wondered, he also raced a Bultaco Astro.

The year 1981 saw him take an interesting turn and he started on the rodeo circuit riding bareback broncs and bulls. He loved to rodeo but it beat him up far more than motorcycle racing and his boss gave the old ultimatum, "it's either your job or the rodeo and that ain't no bull!"

Wayne "Cowboy" Pollack went back to motorcycle racing in a big way, dominating Pro-Mod in the early nineties with record setting e.t. and m.p.h. runs including back-to-back championships. 1996 saw him move to Pro-Gas, running a turbocharged,



A sample of some of the instruments used in cleaning preparation. Of these, the needle blower and flashlight are most used. Needle blowers are a must.



Stripping paint. It's better this way than to dirty up and waste glassbead.

mechanical injected alky/nitrous beast that set seven e.t. and m.p.h. records and five national event wins. These records held for the next seven and nine years respectively.

Wayne went on to win championships, set e.t. and m.p.h. records in drag racing including Top Fuel. He set over 30 ECTA records in the mile going as fast as 255.5 m.p.h. He set four records back-to-back in one day. He rode for the likes of the great Ray Price in Top Fuel Harley, setting records and winnings national events and then he hooked up with that Sultan of Speed, Scott Guthrie, setting record after record in ECTA events.

Wayne's rodeo days finally caught up with him and due to some injuries, he has decided to slow down a bit and cruise around on his 1956 bobber Panhead. Don't look for this old cowboy/biker/racer to hang up his hat just yet. Nope, this racing legend's not through by a damned sight.

Having disassembled hundreds of engines, mostly 1936 to 1999, seldom have we seen an engine as nice as this one. Although cosmetically challenged, it's bones are worthy of a champion. We are going to cover case preparation in this article followed by machining, welding and interior



Oil passage area, after the lifter screen, showing old glassbead and other contaminants (top left); Dirty pipe cleaner from oil passage. This is from a very clean crankcase (top right).



Residue in bottom of ultrasonic cleaner from already clean parts (bottom).

coatings which will be in future *Classic Easyriders* issues.

Let's first get started with the cleaning process as this, to me, is one of the most important steps in engine rebuilding but an often rushed or neglected one. Once the engine is disassembled, we record cylinder and oil pump stud protrusion heights. We then warm the crankcase halves with MAPP gas, propane or the oven so we can easily remove the cylinder and oil pump studs, dowels and gear shafts with proper tools. Heating the cases expands the aluminum and helps release any locking agents that may be on the studs as we have no idea the history of this engine. The Welch plugs are removed to access oil passages. Debris, especially glassbead, is in these passageways in almost every engine we disassemble. You MUST access, inspect and clean these passages.

We used stripper to remove most of the paint followed by a hot water rinse then fifteen minutes in our hot tank and blow dry. When you blow dry any component with open or blind holes, make darn sure you are wearing good, clear, eye protection. You MUST use a needle blower to get to the bottom of every blind hole and oil



This is how clean we want our oil passages.

passage and also use a flashlight so you can do a visual inspection of every hole.

Feel that spongy thing pushing back on the needle blower tip at the bottom of the hole? Silicone. Yep, guaranteed. You can compress it multiple times while moderately applying air pressure. Remember that clear eye protection we spoke of earlier? Well, you're about to appreciate that bit of advice as the silicone plug lodged in the bottom of the hole is soon to be a speeding projectile headed straight for your top knot followed with a gaggle of face stinging garbage with it. Clean every hole this way, protect those eyes, others stand clear. You can thank me later.

Those annoying plugs come from folks using silicone on their gaskets. Don't be one of those folks. I've seen them so thick that a 1/4-24 gearcase cover screw can't properly torque, you just think it is. When everything is completely dry it's time for fresh glassbead with moderate pressure followed by more hot water and soap.

Now we move to the ultrasonic cleaner. I run the cases in my hot ultrasonic cleaner for three minutes, remove, hot water rinse, blow dry. I now run pipe cleaners with lacquer thinner through the oil passages and give a visual inspection. Why the obsessive cleaning? I'm about to show you why.

Note the included pictures of the oil passages just after removing Welch plugs, dirty pipe cleaners and the debris left in the bottom of the ultrasonic tank. That leftover debris is from only three CLEANED sets of crankcases and two sets of heads that were prepared as just described. That stuff is microscopic glassbead, aluminum and other contaminants. This is why I bought an ultrasonic cleaner in 1996. Yes, I did use our dishwasher in my early years but now I'm more sensitive to my woman's concerns. (Really.)



Cutting the hardware decks with piloted counterbore cutter

Now, let's address the oil passages from where we removed the Welch plugs. I like to tap the drilled passageways behind the Welch plugs for 12-24x.250 set screws. I do this so there will be easy access and closure for inspection and cleaning after removing the Welch plug and less possibility of leakage around the new plug. The 12-24 size gets better thread contact than a 10-24 and does not interfere with the original seating pocket of the Welch plug like a 1/4-20 set screw would and no drilling is required.

Once that our crankcase is super clean, we can begin to address certain areas and first on my list are the decks, especially the hardware decks. If we have to machine cylinder decks, motor mount decks or certain other areas, we first must assemble the case halves. I see engines assembled with expensive hardware and the crankcase hardware deck surfaces have cracked edges, grooved, uneven faces and even gouges. This freaking drives me nuts!

Using our mill (a good drill press can get the same results), we use counterbore cutters with interchangeable pilots to cut those hardware case decks. We make many of our own pilots properly fit different size holes. Those freshly cut decks look sweet, now don't they. Do not neglect this step. Your hardware will love you for it and so will your mom.

Be sure to subscribe to *Classic Easyriders*, because you don't want to miss the next epic-sode of Learnin' with Legends. Lots more to come! —Ben Stuck



# IRISH GOODBYE

Bryan Lane's 1947 Knuckle

An Irish Goodbye is when  
you carry on leaving  
without making a fuss,  
for the betterment of all.



Riding a stretch of road known as the Cherohala skyway brings a smile to Bryan Lane every time. After all, Robbinsville, North Carolina is not too far from his current home in Waxhaw, South Carolina. In his earlier days, Bryan was riding sport bikes and didn't pay much attention to American V-twins. That is, until his travels led him to Dania Beach,

Florida, where he happened upon a vintage bike show near the pier. Standing among the sunny collection of antique bikes sparked a fire inside him that burns even brighter today.

The crotch rocket he rode up on had nimble handling and blinding speed, but no soul. In that moment, when Bryan was surrounded by classic America iron, he

discovered that there is a heart beating inside those antique bikes. He soon learned that Ironhead bikes all seem to have their own personality. They are living things.

Procuring a 1981 Shovelhead basket case in Miami back in 2005, Bryan couldn't wait to put the wrenches on his first Harley-Davidson. Working out of his garage, Bryan tore it completely apart and

built "a cool bike I could ride everyday" in only six months. "No words can describe the feeling of sitting on that first bike and hearing it start up for the first time," he recalls. And, as we all know, that Harley bug can bite deep. He has been building and restoring antique motorcycles ever since.

With each new project, Bryan continues

to polish his skills but says he found the biggest challenge to be in figuring out what part fits what. That is probably why there are always spare parts just lying around the shop. A collection of those parts came together in 2015 for a bike he built called "Plan B" that was featured in *Easyriders*. It was a Knucklehead and a blast to ride.

Bryan found himself dreaming of building a "sister" bike to that Knuck. Right about then, Mike Lichter invited Lane to put together a bike for his upcoming "Passion Built" museum show at the Sturgis Buffalo Chip. Bryan had collected a 1947 Knucklehead motor and transmission. While scouring his resources for a suitable frame, Bryan got an





Instagram message from someone who saw his Plan B bike and wanted him to build something using the same setup. For the first time, Bryan was actually commissioned to build a custom project.

Still captivated by the inherent beauty of vintage Harley-Davidson engines and drivetrains, Bryan tends to stick with stock frame dimensions and mostly genuine and vintage parts. There are always a few exceptions. The rear fender was formed from an old Ford model A spare tire ring. Invisibly, the air ride seat from Jordan Dickinson contributes to unexpected comfort from the stock rigid frame. When parked, it lets the seat lay flat on the frame, but just before riding you can add some air and raise it up a bit. Passionate about details, check out how the fasteners on top of the springer frontend are indexed so that the flats of the top bolts line up with the flats of the lower spring nuts.





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Photos: Michael Lichter

As soon as the museum show was over, the gorgeous bike on these pages would be going to its new owner. Rightfully earning the name “Irish Goodbye,” the bike seemed to almost disappear from its debut party in Sturgis without a fare thee well.

—Jeff “Cheese” Moore





# CaptainAmericaBuild

## Building Your Captain America Chopper Paughco gets to Work!

**R**on Paugh and his team at Paughco MC Parts in Carson City, Nevada, have gathered all the parts needed to replicate the famous Captain America Panhead Chopper made famous in the 1969 film *Easy Rider*. Paughco has partnered with *Classic Easyriders* and Mondo Porras at Denver's Chopper's in Reno, Nevada, to build the first Grand Prize giveaway motorcycle for the *Classic Easyriders* 2022 Sweepstakes.

Starting with one of the most difficult parts, the famous CHROME frame, Ron turns to his frame department manager Kyle Brewer to make it happen. Kyle has

built many of these Captain America replicas over the years so he jumped right in and collected all the special component parts needed. Turns out after some analysis of the assembled parts, it takes an astonishing 43 individual pieces to build the rigid frame. There are nine pieces of special bent DOM tubing (Drawn Over Mandrel) in a few different diameters that total about 23 feet. Add to that the other 34 pieces of various steel plates, brackets, tabs, and a forged steel trans-motor mount, and you are ready to start.

Kyle sent all the frame parts over the Paughco polishing department where they



these parts alive and offering them to Harley lovers worldwide. All of these cool chopper parts are available from Paughco any time to anyone needs to build their dream bike.

The final welded up frame and Paughco parts will now go to Mondo at Denver's Chopper's to be assembled and mocked up for the initial build to make sure all is perfect. Mondo will add his personal touches and secrets to make sure whoever wins this bike will be very, very happy.

While the frame and other Paughco parts are starting their assembly, the original Harley-Davidson Panhead engine and transmission have been acquired and are in transport now to Paughco. These will be fully disassembled and rebuilt to new standards and finish. Also included will be a Harley Title for the lucky winner. No special construction for this Captain America. Watch your Captain America chopper come together every month right here in *Classic Easyriders*. And don't forget, you can't win if you don't enter. Enter to take this iconic motorcycle home at [classiceasyriders/sweepstakes](http://classiceasyriders/sweepstakes).

—Steve Massicote

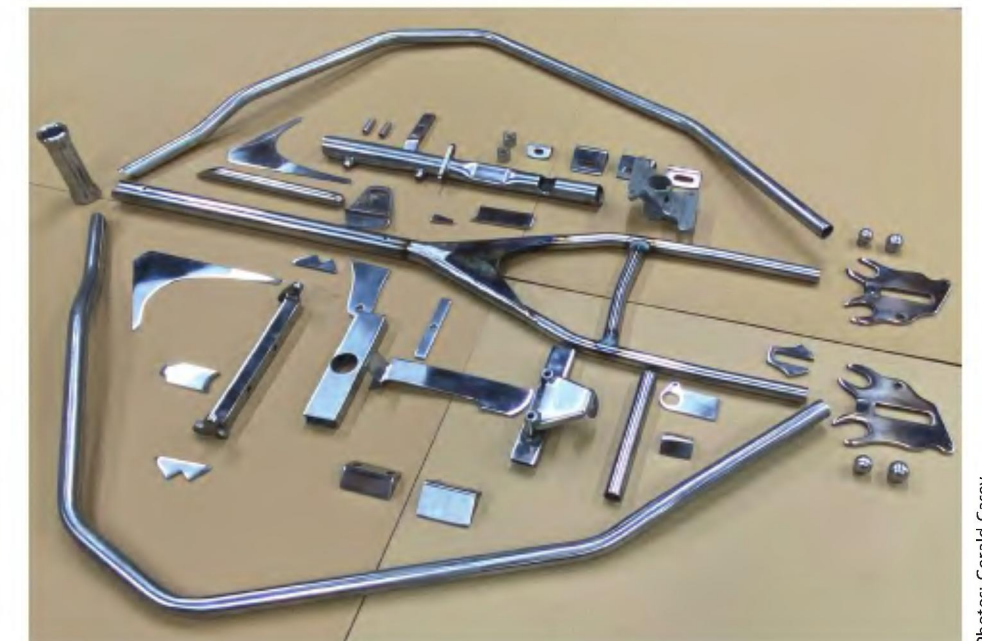
were pre-polished to a shiny finish. Then, they all went back to Kyle so he can weld up the frame in the special Paughco frame fixture for rigid frames.

This Captain America frame will be a wishbone frame with a 3-inch stretch in the downtubes, zero stretch in the back bone and a 37-degree neck angle. This neck angle is designed to work perfectly with the custom 6-degree triple trees for optimum steering when finished. The original Captain America in the movie was extremely ill-handling due to very bad rake and trail numbers. This Captain will be easy on the eyes and easy to maneuver.

Kyle will carefully load the assorted parts onto the fixture in the proper sequence and slowly weld the frame together using his 25-plus years of experience. It will take several hours to complete before it can come out of the fixture and be taken over to the wrap up area for final install of various small tabs and mounts.

While Kyle was welding up the frame, other staff was gathering all the other Paughco parts needed to assemble the historic chopper. When all was gathered, it totaled and amazing 71 pieces of "off the shelf" Paughco parts. Many of these are

OEM duplicate parts for Harley rigid frames like the brake drum, backing plate, all the linkage, brake pedals, inner and outer primaries, and the list goes on and on. Paughco has spent the last 50-plus years making the tooling needed to keep



All the parts for the rigid frame have been lovingly polished before welding. See the finished chrome frame next month.

Photos: Gerald Casey



## Clinton Wallace's 1952 Panhead Chopper



# GOLD DUST WOMAN

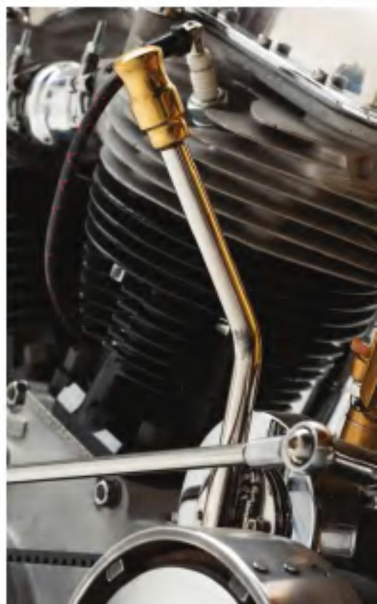
The glorious golden chopper seen here is the work of talented bike builder Clinton Wallace of Cleveland, Texas. He spends his days as a supervisor at an oilfield services company. But in his spare time, Clinton creates rare rideable jewelry like the pristine Panhead on these pages. We asked Clinton to share his thoughts on life, bike building, and making it all work out. Here's what he told us.

"I have been working in the oil and gas industry for over 20 years. It is what pays

the bills, but I have always had a passion for choppers," Clinton says. "Working in the oilfield helped me develop my mechanical skills when it comes to the fabricating side of things. It goes back to high school which is where I learned to Arc weld. My wife and I raise horses and she competes on them, so as you can imagine, there are always things in need of repair or things to fabricate around our place. So as the need would arise, I would teach myself whatever needed to be done because there is no sense in paying someone to do what I

can do myself. Which is how I learned mig welding and later, tig welding."

To that end, Clinton took a rigid frame that began life in 1985 and raked the neck to 50 degrees with an eight-inch stretch to perfectly fit the Mick's Chop Shop's 40-over springer front end. The minimal brakes are by Wilwood and the 16-inch Harley Mag rear wheel is shod in classic Firestone rubber. The drop-dead-gorgeous Harley-Davidson Panhead motor is in my humble opinion, the most beautiful mill the Motor Company ever produced.







Nothing else looks or sounds like a Pan. The 1952 motor and 1968 transmission with its jockey shift, were completely gone through by DC Choppers. Classic details include the Morris Magneto and SU carb. Those sweet chopper fishtail pipes are entirely the work of Mr. Wallace.

"The bike I built for Michael Lichter's "Motorcycle as Art" Museum Show is a style of bike that I am very passionate about; namely, long choppers." Clinton tells us that, "If you set one up right, they are truly awesome to ride. I wanted to fabricate

as many parts as possible for this build, so I made all the mounts, theissybar and forward controls out of stainless steel, which lead me into learning another process... polishing" Clinton also handmade the handlebars and gas tank while the rear fender came from Gas Box, the triple headlights are from Speed Dealer Customs, and the taillight is from After Hours Choppers, just in case you have to have one. The nimble seat is by Bare Bones Leather.

When it came time to spray on this chillin' chopper's unique paint scheme,

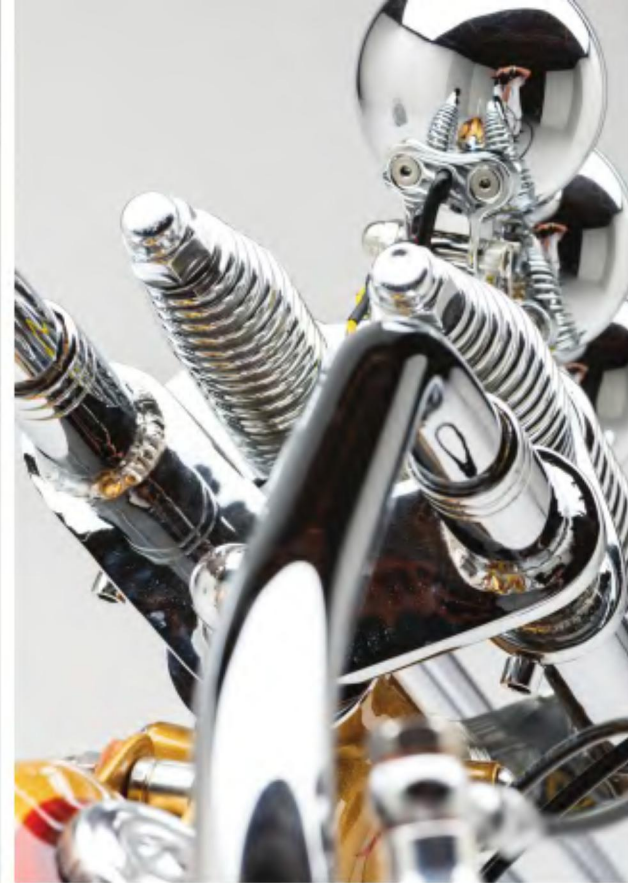
Clinton decided on Pagan Gold from House of Kolor and turned to Chemical Candy Customs out of Texas for their ingenuity and passion for custom paint that equal's Clinton's own love of building custom two-wheeled creations. The end result, with its cloak of goldflake and rootbeer flames, is a thrilling long bike that Clinton calls Gold Dust Woman.

With all that talent, we asked Clinton why he never made the leap to owning his own custom shop. "One of the reasons that I have always kept my building as a hobby





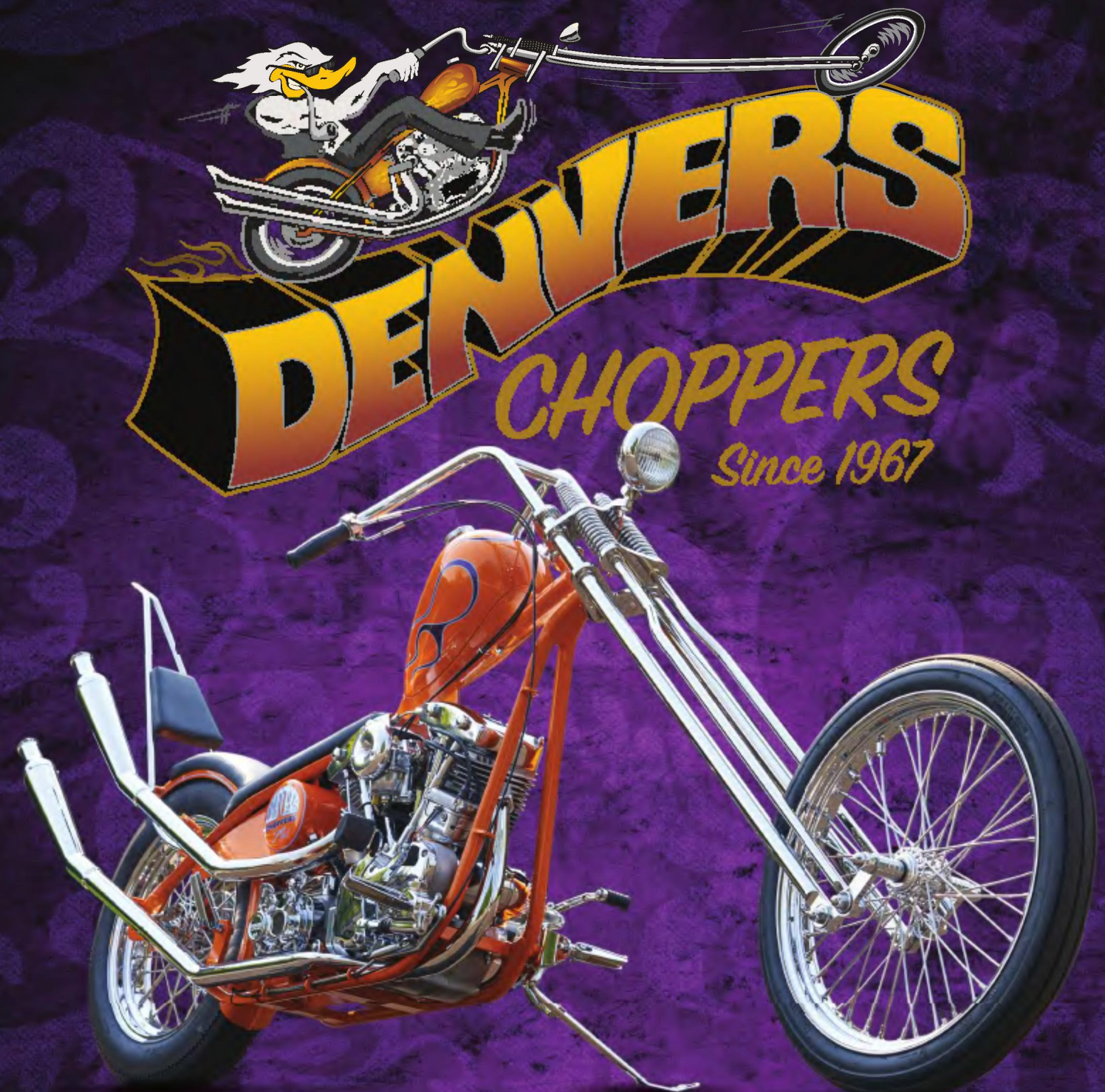
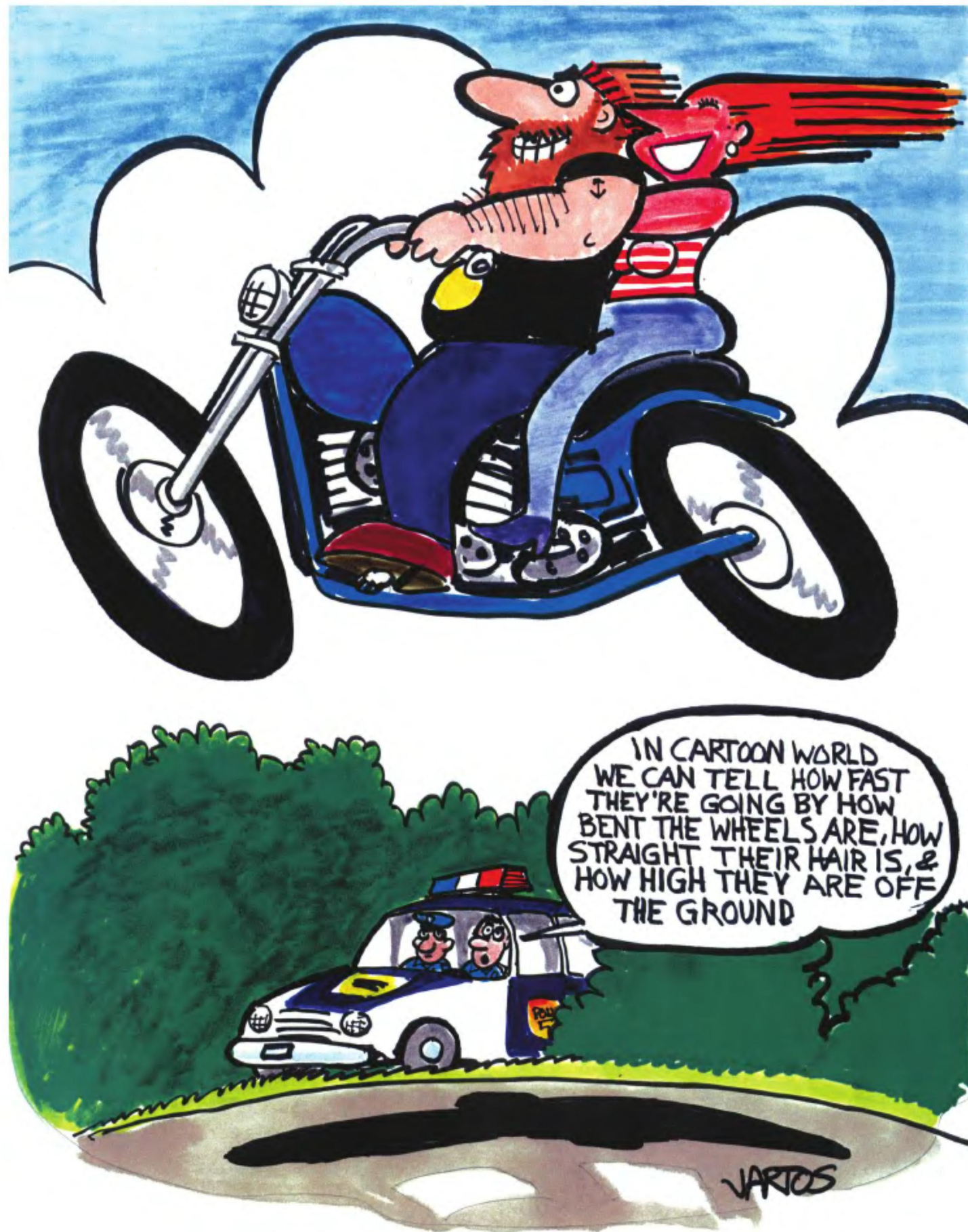
is that it has always been a stress relief for me. It is something totally different from what I do for a living. I don't usually have any set deadlines or any time frame to get a project done. I normally just work on my bikes when I feel like it, which is what made the whole experience of building this chopper so exciting - having to meet a deadline." Clinton sums it all up by saying, "I typically don't try and sell the bikes I build because it's not about selling them for me, but rather, it is about the whole creative process, about creating something from nothing and then getting to go for a ride." —*Dave Nichols*



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# MAMA TRIED SHOW

CAN YOU HAVE TOO MUCH FUN?

Mama Tried is more than a bike show. For that matter, it's more than a weekend. Of course, the Flat Out Friday races make it bigger, but it's the get-togethers that mean so much. It's always smack in between riding seasons in the Great North, so the chance to be with friends we haven't seen in months at the show itself, or at one of the many pre-parties, after-parties, or late at night in the great Iron Horse hotel bar, is too great to miss.





Historically scheduled every February, Mama Tried was postponed last year due to Covid restrictions. In 2020, it suffered an even tougher blow when the event was entirely canceled in the middle of the Thursday setup. Concern for the virus was exploding those first two weeks of March, and so with tensions peaking, the plug got pulled at the 11th hour. Some people had just landed and were still sitting in the plane on the tarmac as alarming text messages came in when they powered up their phones. Everyone did figure out how to have a great time anyway, but that's another story.

The covered on these pages, staged in December of 2021, was the last chance for

Mama Tried to have any 2021 event, so they seized the opportunity. But seriously, Milwaukee in winter? It's not that Wisconsinites like winter better than summer, but they not only accept it, they embrace it. They go ice-racing, snowmobiling, ice-fishing, and then when the occasion arises, they love to get out and party! That's the piece of the formula that has worked so well and that Mama Tried has stuck with - getting everyone to Milwaukee when it's nice and cold.

With their last event in March of 2019, everyone was chomping at the bit to get out even more than usual. In fact, turnout was around 10,000 people, similar to Flat Out Friday and past Mama Tried shows.

People came from everywhere, and so like other events being held after the long pause, it had that feeling of a reunion. Only we're talking Milwaukee, and we're talking Mama Tried, so even more so.

Sean and I started Thursday evening at the Harley-Davidson Museum's "Motor" bar and restaurant, where they were hosting an early evening pre-party and some fun races in the central courtyard outside. As this pre-party was scheduled to end at 9 pm, we moved over to the Fuel Cafe, where the second pre-party of the evening was already turning wild. Between a guy walking around with a bong-like repurposed leaf blower spewing out thick fog throughout the restaurant, and a group



of guys that lifted a Sportster right onto the bar where it proceeded, rider-less, to do a burnout on the counter, Fuel was rockin'. And just feet away, the pounding live music added the perfect soundtrack to the pandemonium.

The following day, we headed back to the Harley-Davidson Museum, this time to go in to see the collection, which seemed like the perfect counterpoint to the way the previous night ended. Many out-of-town visitors make this a mandatory stop at some point during the big weekend. There is always something new to see and learn. On this particular day, we benefited from listening in as Harley's Vice President of Styling & Design, Brad









Richards, was giving a tour of the Museum to his recently hired Motorcycle Design Manager, Dong Park. Brad believes it's something all new hires should see. And for the same reason, he also took him to Mama Tried, where Brad had one of his bikes on display.

By mid-day, when we finally made it to the Rave/Eagles Club, the historic multi-hall concert venue hosting Mama Tried for the 4th time, the hustle-bustle of move-in was in full swing. Vendors were setting up, builders dropping off bikes, and a massive crew of volunteers was moving motorcycles all around the hall as they came off the slow-moving ancient freight elevator one at a time. Nearly one-hundred show bikes

were being arranged on short 4-foot white risers in the main ballroom, giving the hall an exhibition-like feel. Overhead, harnessed riggers carefully aimed an elaborate array of lights arranged on enormous trusses right onto the bikes below. Is this what it feels like when they're setting up a big Vegas show?

Setup day gave us the perfect opportunity to make hero photos with some of the customs before the crowds moved in. As is always the case, we were wishing there were 30-hours in the day, but giving in to the unrelenting reality of time, we rushed right over to the Fiserv Forum by 6 pm where Flat Out Friday flat-track racing was well underway.

This indoor display of horsepower was not only thrilling, with Boonie (pull-start only), Goofball (OMG - the costumes!), and Chopper classes along with plenty of intermission wrestlers shenanigans, it brought out the belly laugh in everyone. I especially cracked up when the Porta-Potty (with its door jammed open and the rider sitting on the toilet) raced head-to-head with a Jet-Ski on wheels. They vied for position along with Santa Claus, a Wisconsin Cheese Head, and a group of other machines as inappropriate as you can make them. We all roared! And the Jet-Ski won!

Racing in Milwaukee is serious business for both the racers and the crowd. The











Open Hooligan, Open Women's, and Brakeless were probably the most exciting races of the night, with loads of action in each. With a turnout of about 10,000, I can't think of another city that would garner this enthusiasm.

Race result highlights include Daniel Mischler (77) taking first in the Open Hooligan with JJ Flarity (#45 and always a home-town favorite) coming in second. Brakeless saw James DeLisle coming in first with Randy Berry behind him. In the women's only classes, the Open was led by Megan Funk (25) with Malarly Lee (06) in second. Then Amanda Flansch (44) took the Hooligans, with Malarly getting another second-place finish. The new and

exciting Royal Enfield-sponsored 749 Twin class saw Erik Moldenhauer (37) coming in first and Malarly Lee getting her third-second place finish of the night.

The racing was over, but of course, there were multiple parties and gatherings to choose from. We landed at the Bad Moon Saloon, a recently opened bar by custom bike builder, owner of Fast Eddy Co, and up until recently, a mechanical engineer at Harley-Davidson. Not everyone got to come since someone had to stay behind and scrape off all of the Dr. Pepper syrup used to make the concrete track at the Fiserv Forum sticky enough to race on. And they had to do it quickly before the scheduled basketball game that next night

between the Milwaukee Bucks and the Miami Heat. The area's relationship with the NBA also explains not always being able to lock down a February date for Mama Tried / Flat Out Friday since the arena's priority is the NBA.

While it felt like we had done so much in Milwaukee by the time we got to the show Saturday morning, the main event was just unfolding. The Rave / Eagles Club is a fantastic venue with so much history. There are incredible black and white photos on the walls dating back to the 1920s, with thousands in the ballroom watching boxing matches or performances by acts ranging from Bob Hope and Buddy Holly to Bob Dylan and the Sex Pistols.

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Thankfully, my photos show the 25,000 square foot oval-shaped ballroom better than I can describe it. With its dramatically lit domed ceiling and polished wood floors, it is undoubtedly one of the most distinctive places to hold a bike show I've ever seen.

One thing that sets Mama Tried apart from other bike shows is the diversity of bikes that promoter Warren Heir Jr of JR's Cycle Products and Scott Johnson of the Fuel Cafe curate. They range from hardcore choppers, bobbers, and full-on customs to road and cafe racer's, dirt trackers, antiques, and the wild and zany, including the jet-ski that was racing the night before.

As I see it, the soul of Mama Tried is that of Warren and Scott's relationship. The two met through Scott's Rocker Box event in the early 2000s. Scott explained, "I was more in the road race and flat track scene and didn't know the chopper guys, but I hit it off with Warren. I'd ask

him questions like how you ride a bike without a front brake, and he'd be asking me the basics about racing. We thought, wouldn't it be cool to have an indoor winter show to showcase both race bikes and choppers?" As to their timing, Scott went on, "The walls between Harley and metric guys seemed to be breaking down. People, especially the younger guys, didn't care about the differences. Basically, we were at the right place at the right time."

From Warren's perspective, he believes, "Mama Tried is a social experiment. It's a place for people that have a like-minded attitude toward life, and motorcycles are the glue that holds us all together."

Maybe it was a coincidence, but precisely in the center of the ballroom were two unique customs that split top honors at Born Free and will be heading to Japan together for the next Mooneyes Show. Hawke Lawshe had his new exposed-rocker gold drag bike sitting next to Christian Newman's turbocharged

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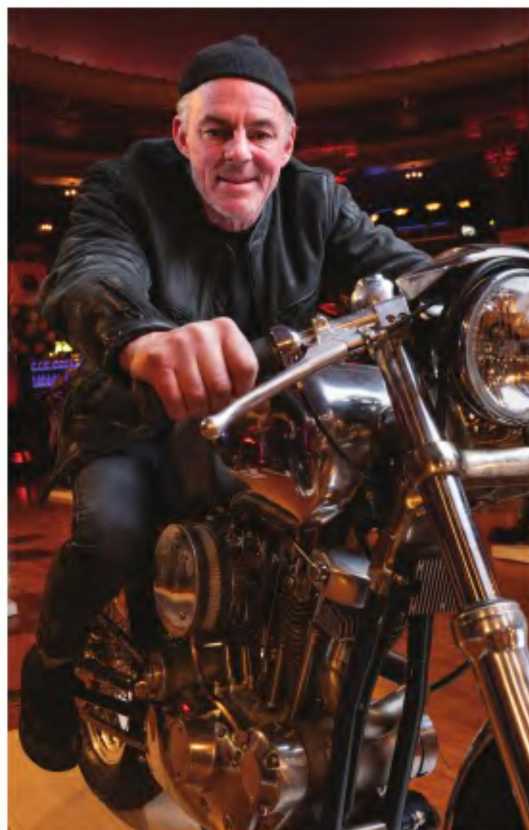
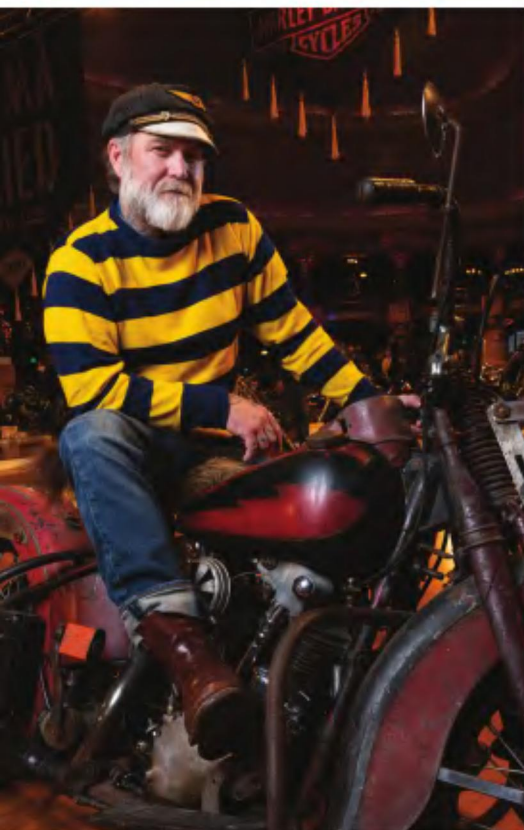
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Harley. There wasn't much more than the rubber they sat on that these two builders didn't fabricate themselves.

Not to suggest there weren't gems all around the hall when in fact, there were too many to list them all. Still, some notables include Mike Lange's recently restored 1940 Harley Flathead long chopper that he initially built and rode from Wisconsin to California decades ago as a teenager and Craig Rodsmith's raw 1997 Ducati Monster and Ironhead Sportster cafe racer that showed off his incredible shaping skills. Paul Wideman's custom FXR broadcast loud and clear how he is getting more and more into high performance, while Alex Maslin showed

his crazy custom Buell Blast, and Teach unveiled his KH racer. To mention just a few more builders that made the trek, Tim Vanderbas, Jenny and Eric Bass, Don Miller, Ben Jefferies, Mel Stultz, Mike Müller, Todd Willis, and Patrick Zeigle were all there. I have to mention the Stylin' Freddie Franklin, who was on-site and as dressed as his lit up 1977 FLH.

One thing that stood out to me was how Brad Richards, who had his recently finished custom 1948 KR factory racer on display, spent a good part of the day walking around with Harley-Davidson's CEO, Jochen Zeitz discussing so many of the bikes. So cool to see the men behind the machines taking such an interest in

this show and the incredible bikes.

The show and all the activity surrounding it kept on delivering the rest of the weekend beyond my expectations. More parties and meet-ups Saturday night and another full day at the show on Sunday, catch up dinner with Ray Drea, and more. I'd say it was too much fun, but then can you ever really have too much fun?

Perhaps you caught Mama Tried that just went down in March, just months after the 2021 event, or you can hop on a plane right now to be part of Mama Tried Brazil. My guess is you'll be putting Mama Tried 2023 on your calendar when they hope to be back to their original February time slot. —*Michael Lichter*

Photos: Michael Lichter

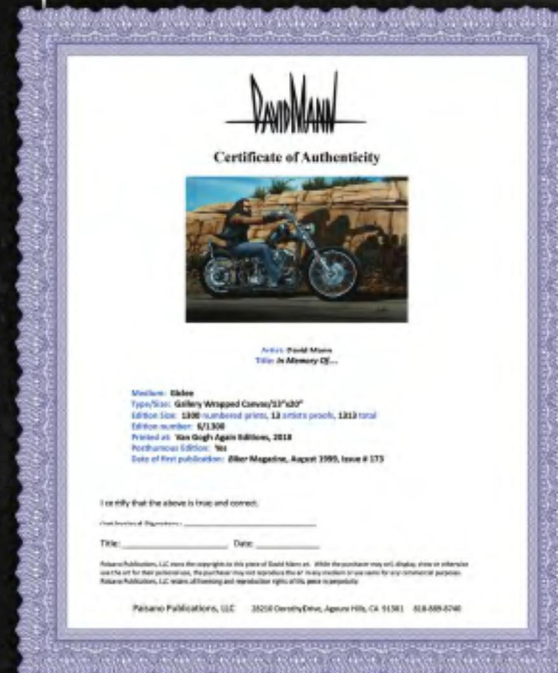
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The Blue Burro by David Mann, first appeared in the February 1981 issue of *Easyriders*.

DAVID MANN





# The California Kid

Peter Ballard's  
1984 Shovel Chopper



Michael Lichter's "Motorcycles as Art" museum show in Sturgis each year has become known for only displaying the very best of the best bikes from around the world. Only the rarest custom machines earn a place amongst the royalty each year, and then *Classic Easyriders* is honored to share these one-off wonders with you on these pages.

Custom bike builder Peter Ballard from Barrington, New Hampshire, was more than pleased to get the call from Mr. Lichter a few years back as part of his "Passion Built" exhibition at the Sturgis Buffalo Chip. By day, Peter earns his bread as a software engineer and his wife Sara is a nurse. But the family hobby happens out in the shop after hours that they call Brain Bucket Customs. "I've done Twin Cam bikes, Evo bikes, some were bobbers too, but this H-D Shovelhead actually has a soul," Peter tells us. Looking at this bike, it's hard to believe it's his first chopper.



Peter got his first Harley-Davidson in 2000. Seeing a Billy Lane bike in a magazine gave him inspiration, in fact, every bike he builds gets a set of Mr. Lane's risers. You can only imagine what it meant to him when Billy personally told him that this is a "really awesome bike."

Peter's buddy, Retired Sr. Chief Matt Hall USN from San Diego who served with him aboard the USS San Juan in 2007 - 2008 feels a real west coast vibe from this scooter. Matt calls it, "The California Kid" and the name stuck. Uncle Sam taught Peter how to wire and fire submarines, so he is always up to the task of wiring a Shovelhead from scratch. Submariners are represented by the fish scale tank graphics, while the three stars are an homage to Peter and Sara's children.



Sara contributed over 100 hours to the California Kid project in the form of pinstriping, general wrenching, and moral support. In fact, she was instrumental in getting this project going in the first place. Back in 2018 they skipped out on Daytona Bike Week. Michael Lichter called Peter and asked him if he could build a bike for his 2018 museum show in Sturgis. Knowing they only had 110 days to pull it all together, Peter replied, "I don't know." Later, while at his day job, Sara sent Peter a copy of a text she sent to Mr. Lichter which read, "We're in!" And the rest, as they say, was history.

For reliability, Peter stuck with genuine H-D parts, and rebuilt the engine with his own hands, sparing nothing including the hand filing and shaping of each fin on







both cylinders. A Pat Patterson rear fender, and a Jeff Cochran Speed King oil bag make the Krafttech frame look almost as nice as the filled and smoothed frame welds. Peter handles a lot of his own powdercoating, too. There's no chrome on California Kid. Rocker arm covers from Throwback were ordered in a raw finish. Blinding shine is courtesy of hand-sanding and polishing by Sara and Peter.

As far as favorite details, Peter is proud of the near effortless one finger clutch pull as well as his choice of wheel and rim setup. Few Shovelheads sport a 23-inch rim with 40 stainless steel Buchannan

spokes up front. The bike sits just right with the accompanying 40 spoke, 18-inch rim on the back. Side views make that rear tire look nice and fat though it is only running 150 mm rubber.

Peter tells us that The California Kid rides mighty sweet, and he loved riding it through the Great Smoky Mountains and the Wyoming side of Sturgis, South Dakota. He feels blessed to live in the Northeast, and when the weather is warm enough, really enjoys the twists and curves of anything north of his driveway through the White Mountains.

—Jeff "Cheese" Moore



**Peter and Sara Ballard**  
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Brain Bucket Customs  
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brainbucketcustoms@gmail.com



Photos: Michael Lichter





# KEVIN “TEACH” BAAS

Inspiring a New Generation of Bike Builders

You need a nickname, and it's going to be Teach.” So said someone at an early Rockingham Smokeout after learning Kevin Baas was probably the first high school shop teacher to offer an actual chopper class to his students. And that's how “Teach” has been known in the motorcycle world ever since.

That was nearly 20 years ago and early in his career. While he was doing well then, Teach is truly in a wonderful place now. He loves his three boys: Braiden, Gavin, and Mason, his wife Amy, and the family life they've built together. He loves his work, his students, where and how he lives, and of course he loves motorcycles. Teach's life is an excellent example of how well you can do when you stay tuned into your likes (and dislikes) and follow not only your passion but your instincts as well.





You need only look to Teach's parents, Darlene and Ken, to see how motorcycling came so naturally to him. Ken started riding as a kid and had a pre-war Knucklehead by the time he was fourteen. When he went to fight in Vietnam, he mail-ordered motorcycle parts that were delivered to his dad Milton (Teach's granddad) back home. Milton would take photos of the small pieces right up to the springer front end and send them to Vietnam to show what had arrived. Now in his 70s, Ken still rides his 1952 Panhead, a '64 Police Special with a sidecar, and even the long Shovelhead chopper he built with those parts that were waiting for him when he got back from the war. Darlene (also in her 70s) still rides her old Ironhead Sportster and a 1977 Super

Glide fitted with a sidecar.

Working with his hands is another big part of who Teach is. In many ways, this was something he was born into, or perhaps a gift from his parents. Growing up on a "hobby farm" with a sheet metal worker for a dad, the tools were there, as were plenty of opportunities to use them. He was constantly whittling knives and messing with his mini-bikes, go-carts, and dirt bikes. By the time he was in shop class in high school, Kevin had a Chevy Blazer to which he had changed bodies on, added a lift kit, did sheet metal fab, and reworked the interior.

Teach was then off to college to study Graphic Arts Management. In the middle of his first year of college, he recalled the advice his high school teachers used to give

him: "You should become a shop teacher." So, he realized he didn't want to sit and watch printing presses running all day for the rest of his life and switched his major to Technology Education (Shop Class). Four years later, in the middle of his senior year at the University of Wisconsin in Stout, he was offered a job and upon graduation was gainfully employed at Kennedy High School in Bloomington, Minnesota.

Two other significant events happened that last year of college. Out on an unintended double-date, Teach met his wife to be and lifelong partner, Amy. For his graduation, Teach's dad gave him a graduation present of his first street bike, a 1958 Sportster—in boxes! "Dad and I built that old Ironhead together back

home where I grew up outside Milwaukee as a father-son project that first summer after college. After we finished it, we took our first of many one-thousand-mile rides together. And for some years after, they would pick a cool location 500 miles away to ride every summer. They would get there, turn around, and ride back home.

Teach and Amy continued to date for the three years it took her to graduate, and in 1999 they married. The 2000s were a growing period for the couple and what quickly became a family as Braiden was born in 2001, followed by Gavin (a junior in high school now) and then Mason (a freshman). Meanwhile, Amy got a graphic design job where she worked for fifteen years as the boys grew up. In the same period, they moved from a small rental to a

slightly larger house they bought in Farmington and, eventually, to a larger home in Lakeville, where they remained for fifteen years.

After two years at Kennedy, Teach had the idea of bringing his love of motorcycles into the classroom by having the kids help with a build. It was part of the Advanced Welding class he offered. After being well received, it got its very own course listing the following year as "Motorcycle Technology - Chopper Class."

Regarding mixing his love for motorcycles with his passion for teaching, Teach says, "It helps me be a better teacher. It's something I know is fun and that I don't have to study. It comes from my heart, so I always look at my curriculum to see how some of the lessons can be done

with a motorcycle. It makes it more interesting and relevant for the students and something they can see in use later." An interesting aside is the fact that the bikes built from donated parts get sold to support the program.

Teach and the program have received awards and accolades on all sides. Publicity came in newspapers, the popular press, motorcycle magazines, podcasts, and social media. He was invited to build a bike for Born Free 5 (where he took best Panhead), the school bikes won awards at the Donnie Smith Bike Show many times, and he's been an invited builder to my Sturgis exhibition on several occasions. Teach even received the Top Teacher award in 2015 from the Fox Television station in Minneapolis—they arrived at Kennedy





with a whole camera crew to surprise him.

“Kennedy High made me who I am,” Teach tells us. “People got to know who I am because of what I did there. I got to be friends with the likes of Billy Lane, Indian Larry, Paul Cox, Brian Klock, Jay Allen, Chris Callen, and a slew of other industry notables I looked up to. Everyone heard my story, and they all wanted to help out.” And help out they did. Donations were coming in from builders, parts and tool manufacturers, and ordinary people who wanted to be involved. During a talk at the Harley-Davidson Museum, Sugar Bear offered one of his incredible springer front-ends, and then Willie G. Davidson himself chimed in that the Motor Co. was good for an engine. The program was so successful that it was emulated by teachers

at other schools around the country.

On the home front, he and Amy were running out of space. The old garage in suburban Lakeville was packed wall to wall right up to the ceiling and into the rafters. And with more stuff in storage all over town, a plan was laid in 2015 to start looking for a larger piece of property. It had to have a big shop that would be better for the family and their growing side businesses: Baas Metalcraft, for what Teach produced in the home shop, and Amy’s Little Fish Designs, where Amy makes beautiful metal dimensional signs.

They settled on an idyllic 10-acre parcel of land in Prior Lake, Minnesota—known today as Baas Acres. The house isn’t as big as their Lakeville home, but what it does have is a huge barn that can handle their

businesses, interests, hobbies, and all they’ve collected and accumulated over the years. It’s the perfect shop.

As Teach tells it, “We were lucky to get this kind of property. It was a stretch financially, but we wanted to build the family dream, so we just put our noses to the grindstone and figured it out. When it gets tough, you just work harder and get through it.” While the move to Prior Lake was terrific in a thousand ways, one aspect became a problem. The commute to Kennedy High was 90 minutes in each direction, and this was on a good day. An accident or snowstorm meant he had to leave home at 5 am to get to class by 8 am.

Teach knew he would have to find a teaching position closer to home right when they moved to Prior Lake. It still

took two years of the grueling commute before they started looking locally. And then, as things happen, when Teach brought Braiden to freshman orientation in Lakeville, he ran into a friend who was also the activities director at Lakeville North High School. Aware of Teach’s program at Kennedy, he mentioned an opening for a shop teacher to replace the person that had just retired. Having someone with Teach’s passion for the program would be perfect, so a plan was set into motion.

The well-oiled-machine Teach had built at Kennedy High was left behind for a program at Lakeville North that was a bit run down and outdated, but Teach saw it as “a diamond in the rough.” It would just be another challenge, and he was up for it,

especially as he knew the principal and the community were behind him.

As I walked into the school with Teach early on a Monday morning, I was struck by the amount of space allocated to the shop program, along with the quantity and quality of equipment. There’s a waterjet cutter (perhaps it is the only class in the country with a 4’x4’ cutting table), two plasma tables (4x4 and 4x8), 12 new Miller MIG welders, four TIG welders, a 45-ton hydraulic press, seven laser engravers and a host of traditional mills, lathes, and metal cutting shears. Even the brand-new heavy-duty butcher block-covered workbenches were of the highest quality. It was explained that a recently passed referendum in the community made this all possible. It was so supportive

of the shop program that it is the only program in the school with its own data center with 35 brand new Apple iMac computers loaded with Adobe’s latest version of the Creative Suite. Now, after five years at Lakeville North, there are still some things to do, but the mechanics are in place, and overall, Teach sees it as operating at an eight out of ten—he’s still shooting for ten out of ten.

What is particularly noteworthy here is how the Lakeville North program has blossomed while shop classes across the country have, for the most part, declined for decades. Take California, for example, where less than 25 percent of the shop classes that used to be offered are still in existence. It’s been a losing battle as high schools have had to focus their curriculum





Photos: Michael Lichter

on college prep, even though about 40 percent of high school graduates don't go on to college, and 5 percent of the students don't even graduate high school. Surely shop classes could teach some of these students skills that could help them get a job or find a career. And what about those that go to college? Wouldn't some of these shop skills help them in their lives as well?

Perhaps this trend will reverse as more and more people see the value in working with their hands, not only for the self-worth and self-esteem one can develop, but also for realizing that it can pay quite well or just come in very handy. Matthew Crawford, a philosophy Ph.D. turned motorcycle mechanic, wrote succinctly on this topic in his national bestseller book, *Shop Class as Soulcraft: An Inquiry Into the Value of Work*, that was described by the *Wall Street Journal* as, "A powerful case for the special value of skilled work that requires the use of one's hands."

In the meantime, Teach's shop program

at Lakeville North is running smoothly. Every day, he tells his students, "The world is too filled with negative energy," and "Understand that actions speak louder than words. You're never going to make the world a better place by complaining about it and not doing anything to fix it." He is always setting goals for them to be better people and implores them to be nice to one another whether they're out in the hallways or in the lunchroom where they can sit beside someone who would otherwise be by themselves.

The Lakeville North students that take Teach's classes are excited to be there. For many, it is their favorite time of the day. They create tangible things that they can take home and keep for years to come, and all the while, they are learning. In addition to the basic required skills they practice, they learn about math, science, and computers. It is excellent all-around.

On the personal side, Teach still has another fifteen years before he can retire,

and by then, he believes he'll be ready to just work on his own projects and side businesses. In the meantime, he still plans "to be there for as many kids as I can while I'm still doing it. Helping my students find their path and something they love to do has been my lifelong journey. I feel fortunate that some of the kids have pursued what they learned in my class and have been successful with it, which makes me feel good and like I'm doing my job."

Teach's legacy will live on with every student who has come through his shop class, felt his passion for working with his hands, and has heard his daily pep talks. And then there's all the encouragement they received along the way, which they'll have forever.

—Michael Lichter

**For more info:**  
littlefishdesigns.net

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"Man, you and your wife sure like motorcycles!"



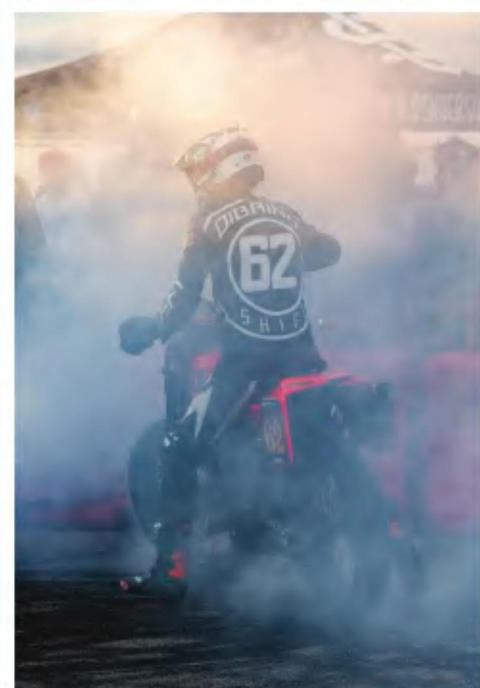
# THE MOTO BEACH CLASSIC

CALIFORNIA IN MY MIND

Salt air smells so good, especially when you're winding your way up the Pacific Coast Highway. As I remember it, I was riding along the beach to Malibu on my Shovelhead with the sun setting over the Pacific. My shadow grew longer, and the temperature dropped as my T-shirt flapped in the wind. I'm in California, had just spent the day hanging out at the beach. It was perfect, listening to the buskers on the boardwalk, watching amazing feats by skateboarders and roller skaters, and lots of beautiful people. And it felt so good. That was way back when, but it is the California in my mind. You have your memories, or perhaps just images and dreams, of what California is. Romanticized, maybe? But accurate enough, and for me, it was all there at the most recent Moto Beach Classic this past October.







This event goes back a few years to when Roland Sands first had the idea of a festival on the beach that combines motorcycling with all the other things he loves. His friend Alicia Whitney, who created the SeaLegs at the Beach bar and live music venue at Bolsa Chica State Beach, was already hosting different sorts of events. And so, the Moto Beach Classic became a reality in 2017. As Roland Sands said, “The Moto Beach Classic is the physical realization of a lifetime of insane ideas all jammed into one day at the beach. Motorcycles, music, racing, art, all on the sand where I grew up surfing. I couldn’t think of a better place to do it and with a better group of people.”

Being the fourth iteration of the Moto Beach Classic, the event has undergone

several changes that don’t necessarily follow a logical progression but show Roland’s willingness to try different approaches. On March 30, 2017, that first event was built around a dirt track, which was made by bringing a ton (make that tons) of dirt in and creating a dirt oval right on top of the asphalt parking lot. It fit neatly on a thin strip of land between the Pacific Coast Highway to the east and the beach and ocean to the west. With the pits were just to the north and SeaLegs to the south, the event filled Bolsa Chica State Beach with the Love of Motorcycling, the beating heart of Moto Beach. Also on site were stunting demos, surfers, art displays, live music, custom bikes, and a vendor village with all sorts of cool things you don’t necessarily see at

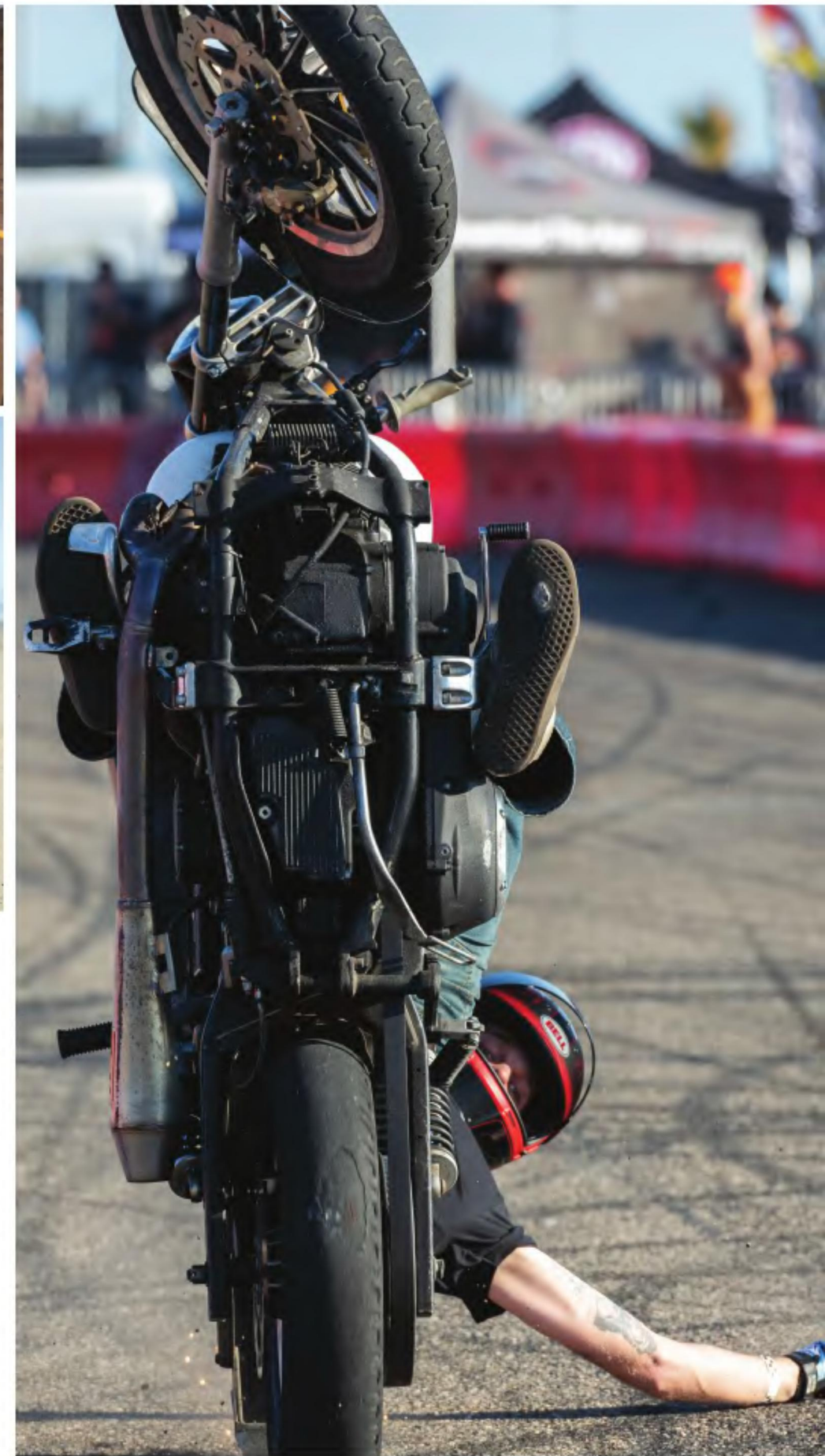
other motorcycle events. From the get-go, racing was at the core of Moto Beach, and as such, this was where the Super Hooligan National Championship race series finale was staged.

The following year brought a significant change as Roland partnered with Surf City Blitz, a punk rock music festival that also meant changing it up to a two-day event staged in late October instead of the spring as it was the year before. With such legends as Pennywise, Offspring, and Social Distortion, it was sure to be a very different kind of happening and attracted over 40,000 people over the two days. Again, there was a dirt track oval, but this time it was miraculously built atop the sand, right on the beach. (Imagine what it was like to clean that up!) For those that

stayed focused on the motorcycles and racing, it provided a fantastic soundtrack to go with the colorful visuals before us. Of course, the other incredible attractions focused around art, custom bikes, and surfing came back, and some new things were added, like BMW-sponsored sprint racing that anyone could sign up for.

In 2019, the event changed again into a format closer to what they have now. It did stay a fall event, but the punk rock festival disappeared (that festival hasn’t been staged since), and Moto Beach returned to its original one-day format. As for the racing, the track was moved back to the parking area and became an asphalt oval with a chicane and a jump making it more of a TT-style race. Before the 2020 race could happen, Covid set in and changed the





world for a time, so it wasn't until October 2021 that we could all gather in Bolsa Chica for what seemed a reunion for the 4th annual Moto Beach Classic. Oddly enough, as I walked into the event and headed towards RSD's Cameron Brewer to say hello during the Friday night pre-party, I saw someone that looked just like a good friend of mine from BMW Germany but kept on walking because it couldn't possibly have been him given all the Covid travel restrictions at the time. But then Cameron said, didn't you see Stocker? It was indeed my good friend, the BMW Heritage and R-18 Product Manager Roland Stocker and his girlfriend Christie who came from Munich just for this event. And that's exactly what the event was like. Running into people left, right, and center. It was a true reunion.

Early on Saturday morning of this year's event, I was surprised when I looked outside my hotel room to see it raining, but this isn't so unusual as SoCal moves from Fall into winter. They told me, "You can count on it burning off," and that it did. By 11 am, bikes were still pulling in and being wiped down for the V-Twin Visionary bike show, for which Jeff Holt extended the entry deadline. The diversity of bikes represented the diverse attitude that Moto Beach embodies and where we are now in the custom bike world. There were bikes from builders like Max Hazen, Dustin Kott, and Anthony Robinson and many whose names I wasn't familiar with. Stylistically, they included performance baggers, extreme customs, cafe racers, scramblers, choppers, and more.

I was moving quickly to get the lay of

the land and passed through the Super73 sponsored art display of paintings and photography to get out on the sand and check out the Dawn of the Shred costume surf competition that was going on in the water. More than one hundred cargo ships waiting to dock (courtesy Covid) made for a curious background to the colorful scene as the surfers waited for those perfect waves. In the end, Ava Bartlow (the Flower Child) and Jim O'Brian (the Joker) were crowned champions, and it was time to head over to the racing that was already well underway.

The track this year was again an oval and again on asphalt, but the chicane and jump were gone, so it was a more traditional flat track, albeit on a very short (1/8 mile) and hard surface. Regarding the asphalt, mc Jacqui Van Hamm told me, "It's a very

different beast because there is so much grip with the asphalt compared to the dirt, and this means it can literally bite you in the ass." I would think Hooligan racer Stephanie Pietz would agree. Stephanie, who has been on the circuit for several years now, went down pretty hard in one heat, only to get right up and keep on racing. As she described the track, "the asphalt is sticky, but then sand from the beach blows onto the track, and it gets slippery in spots. It's just sketchy, but you kind of expect carnage at Moto Beach. It gets a little wild at all the super hooligan races, and that's the fun of it."

Stephanie raced her Harley-Davidson Sportster in the SuperMoto, Ladies Hooligan, and the open Amateur Hooligan classes. More women racers joined her than in the past as Royal Enfield supported a





slew of women with their Build, Train, Race Program put together by Breeann Poland. Her riders first raced in the Women's Hooligan class. Three of them, including Nean Kiskela, Erin Ferris, and Melissa Paris, joined Stephanie to make it four women racers out of a field of fifteen total racers in the Amateur Hooligan finals. Pretty impressive!

In addition to the main hooligan races, there were Super73 E-bike races and fun classes like the "Mad Dog Minibike" and "Run What Cha Brung" that saw great choppers out on the track. For the little guys, and I mean less than 3-feet tall in most cases, there were heats for both Stacyc electric-powered push bikes with 12-inch and 16-inch wheels.

The "Senders Only" stunt team put on four incredible shows. These guys put out some noise and smoke as they thrilled the crowd sliding right up alongside them, playing high speed (and well-orchestrated) chicken with each other, and all the time doing wheelies, stoppies, and more. Keep in mind, the crowd wasn't necessarily made up of bikers well versed in what this was all about because, for the first time, the Moto

Beach Classic was entirely free. No entry fee meant that anyone out on the boardwalk for a stroll or bike ride on this beautiful Saturday in October would undoubtedly want to stop and see what all the commotion was about.

When it came to the Hooligan finals at the end of the day, everyone came in from the vendor village, the art area, the beach, and the bar at SeaLegs to watch. This race was the fourth and final piece of the AMA national Super Hooligan class, the cap on a season that started with road racing at Laguna Seca, then the TT at Castle Rock, and more recently, a half-mile at Charlotte Motor Speedway. There was lots of excitement in each of the classes, and when it finally came down, Tiana Falls took the first in the Ladies' Hooligans with Jaycee Jones in second. In the Amateur Hooligan class, Nathan Verdugo came in first, followed by Casey Brossard in second.

The most known racers like AJ Kirkpatrick, Andy Dibrino, and Frankie Garcia (also known for his performance bagger racing with the King of the Baggers race league) were on the line for the pros. It seemed a bit chaotic with riders going

down and several restarts, but in the end, it was Scooter Vernon who took the top award, followed by Tony Alves, with Andy DiBrino coming in third.

RSD's Cameron Brewer had an interesting take on the day when all was said and done. "I grew up right here in the area and surfed my whole life, and motorcycles weren't socially acceptable. They made it tough on us, so having this kind of fun on the beach now is amazing. I can't believe they let us do it here in Southern California!"

Cameron Brewer, coming from Munich, was just thrilled with everything he saw. As he described it, "It is different than other events. Here you see so many different kinds of people, and they all come together in this one place to have a good time together. There's motorcycles, surfing, art, music, and the whole lifestyle together. And I saw it as something really cool and very special. It is California with sea and ocean, and it gives you such a good vibe that before the festival even starts, you already have a positive attitude. Right from the beginning, everyone is happy and so open-minded." —*Michael Lichter*

Photos: Michael Lichter

# MOTORCYCLE CAMPING

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Perry Sands' 1946 Indian

# the Peyote Puffer returns



The year was 1967. Perry Sands was 19 years old and decided it was time he had a chopper. This wasn't just any chopper, but a 1946 Indian Chief. As all kids do, they bite off more than they can chew. But with a unique eye, a colorful idea, and lots of hard work, the Peyote Puffer was born in his father's garage.

Perry used every skill he had to fabricate the bike including fiberglass, torch, and gas welding. In true chopper fashion, Perry stripped off everything unnecessary and pulled a peanut tank off a Mustang, welding, glassing, and molding it onto the frame. There were only two items of paint on the bike, the frame with the tank and the rear fender, which was attached

haphazardly to the frame. The rest of the parts went to chrome including the cylinders and every nut and bolt.

When the parts returned from getting their finish, they were set in the den in the family home until Sandy, Perry's mom, had enough. She pushed Perry to finish the Indian in the garage. After months of work, the bike was on wheels, running and

ready for the show circuit. Perry made it to the Long Beach Show at the sports arena and then took a trip to the LA Sports Arena.

Shortly after the bike made its debut, Perry took the Peyote Puffer, as he called the custom, and hit the road. Literally. It was 1969 and Perry was on a speed run in front of the Golden Sails Hotel on PCH.

Perry had changed the stock carburetor in for a Tillotson paired with Sporty mufflers and the bike was running great, a little too great apparently!

The front wheel bearings weren't up to the high speed runs up the coast and the results were disastrous. As Perry came over the bridge, a bump at the exit of the bridge sent the bike out of control at 80 plus

mph. The bike went lock to lock and finally ripped the bars out of his hands. Perry was lucky enough to find himself on top of the bike and essentially surfed the bike until it spun and spit him off onto the asphalt. He walked away uninjured outside of a few yards of skin he left on PCH, but the Peyote Puffer was smoked. The frame was bent beyond repair, the molded gas





tank spilled fuel. The frame had to be replaced and the Peyote Puffer was no more.

Miraculously, 50 years later, Perry was reunited with the original frame. This was the machine that started it all and inspired the family business, Performance Machine. From humble beginnings, Performance Machine carved a solid place in the world

of aftermarket brakes and wheels, known for their high quality and innovative designs.

Perry's son, Roland, who was born into the two-wheeled fraternity, joined forces with his father to see the Peyote Puffer rebuilt for the Born Free Show in 2021. It was their goal to rebuild the bike from scratch as Perry did years ago.

Plans change and the Puffer project was no different. Father and son started with a stock Indian frame and with the original frame looming. Roland began to toy with the idea of using that original frame instead of rebuilding from scratch. It was always in the back of their minds, but the prospect of using a frame that had been crashed and parted out seemed insane.

After setting the frame up on the frame table to check for straightness and filling the bike with gas to check for leaks, the idea started to become a reality. Why let this beautiful frame with years of scars, scratches, and chips just sit, while a re-pop was on the road.

The decision was made to use the original frame and the rest of the bike took

shape around Kiwi Mike's original and first re-pop Indian motor. The bike would be a relic and a chunk of family history back on the road. Using found photos of the original bike and magazine articles, Perry and Roland pieced the machine back together, fabricating and building duplicates of the lost original custom parts. An original fork and rear plunger

suspension were used. Original Linkert carb and Morris magneto paired with fabricated exhaust got the engine breathing and firing better than new. An oil bag and mounts, seat, and seat mount were fabricated with a seat covered by Saddlemen. A headlight was pulled from a shelf. Aaron Boss, the head fabricator at Roland Sands Designs, fashioned up a



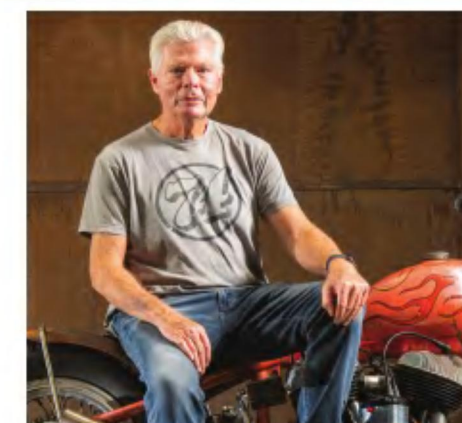


shifter. Kiwi Mike came through with the remaining bits including kicker gear and hardware, rear-wheel, drum brake, linkage, and every odd nut and bolt needed to keep the bike as original as possible.

After about two solid days of kicking, and with some help from Kiwi Mike, the Chief finally fired up and made some noise for the first time in 50 years. Perry immediately jumped on and took the Puffer for its first ride in half a century, traversing the bridge where he originally crashed the bike on PCH in Long Beach all those years ago. Mission accomplished and well done, my friends.

—Dave Nichols

*This story first ran on [rolandsands.com](http://rolandsands.com)*



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Photos: Michael Lichter



# SOUTHERN THROWDOWN

NOW AT YELLOW ROSE CANYON

The Southern Throwdown chopper show has been around for eight years and had previously been held in Dallas, Texas, at the Deep Ellum arts and entertainment district. But after missing last year due to Covid, the Throwdown moved this past October to the outdoor amphitheater at Yellow Rose Canyon near Mt. Enterprise, Texas. The move came thanks to promoters Oliver Peck, tattoo artist and judge of Paramount Network's Ink Master TV series, custom painter Scott Hoepker of Chemical Candy Customs, and several of their friends.





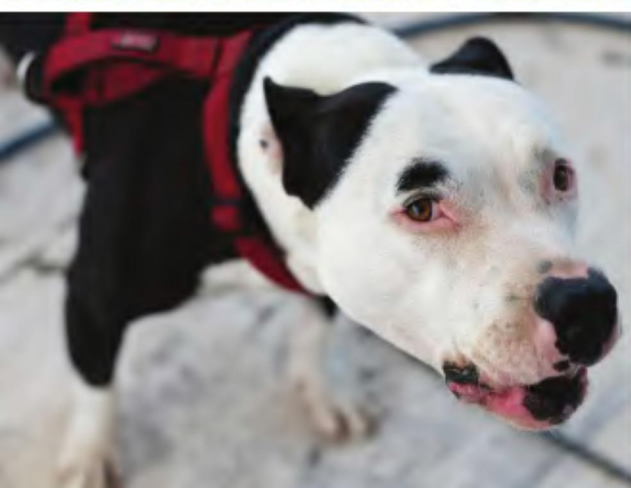
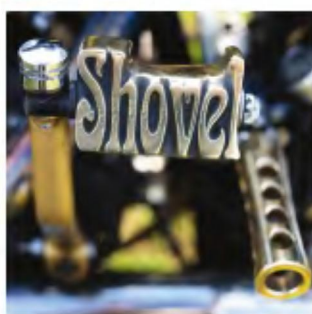


To put the Throwdown into context, understand that it drew thousands as a free downtown Dallas event. It was like an urban street fair with custom bikes at its focus. The promoters knew that moving the event two hours out into the country was a drastic change that would profoundly impact the turnout. Oliver explains, "We knew we would lose thousands of people moving out to Mt. Enterprise, but the people that would come would be the core people we wanted."

To that end, they planned a custom show for 1984 and older bikes (although custom hardtails of any year were welcome) as the centerpiece. There was also a chopper ride Saturday morning, serious amateur, chopper, and minibike racing on a newly created oval dirt track Saturday afternoon, incredible trail riding on the 220-acre property, and a diverse selection of live Texas bands all weekend. They knew it would be more like a first-year event and they were cool with that.

Scott explains how they chose the new location. "I've known about the venue we now call Yellow Rose Canyon for at least 25 years. I went to school in Henderson with the people that owned the property when I was a kid. The first time I went to it was a year after my mom called me to say I don't know what's going on, but there's a bunch of motorcycles in Henderson. A friend later explained how some investors bought the place and had a rally they called Dawgs on Hawgs. The following year when the event fell on the same weekend as my nearby Shed Run, me and 20 friends rode there to check it out. We weren't willing to pay the \$60 each to get in, but they did let us in for about ten minutes to have a peek. That was plenty of time to see a place filled with completely nude older men and women (definitely Dawgs on Hawgs) and to know it was not our scene."

"Then, during Covid, I approached Mike Davis and Grant Peterson about possibly putting on a second version of their Born Free bike show in Texas," Scott tells us. "They asked if I knew of a venue that could handle it and I thought of the Yellow Rose property. I told them Oliver and I would go check it out and see if it could work. The owner gave us a full tour where we saw the rolling hills and gorgeous meadows, a hidden music stage in the woods, three ponds, off-road trails, 150 full RV hookups, lots of outbuildings, and a meteor crater as the main highlight. This

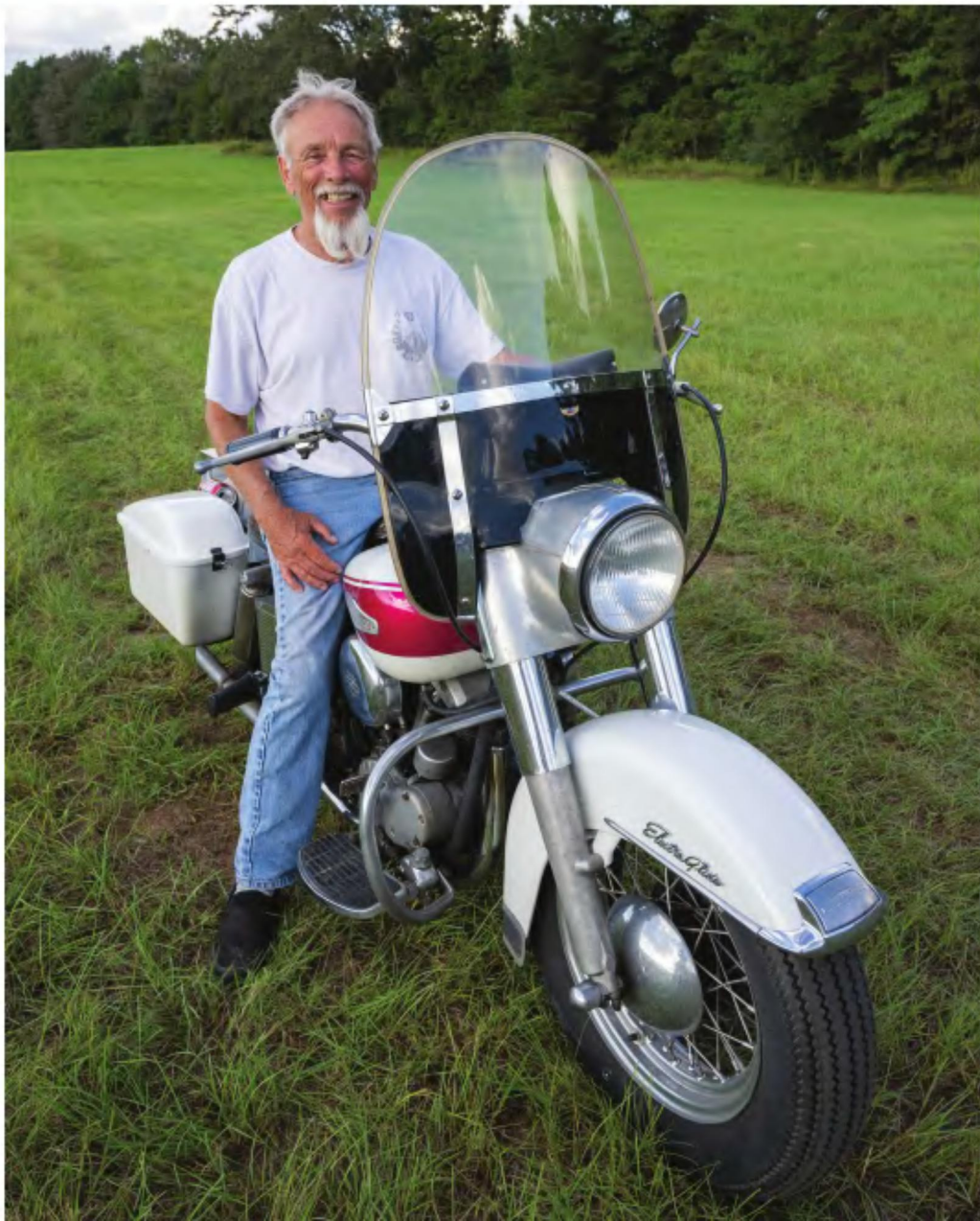




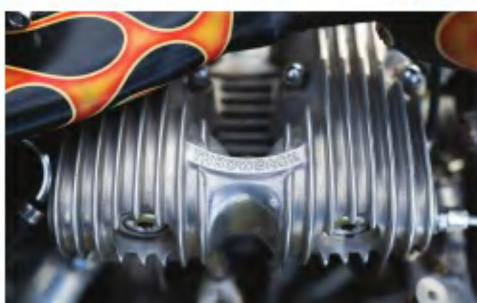
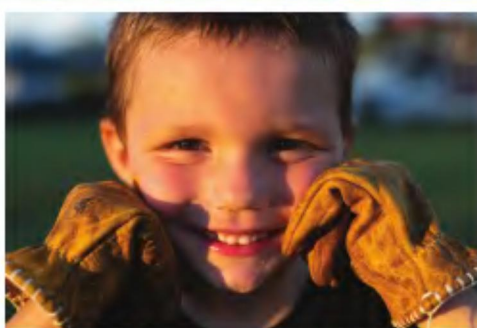
crater has been ranked as the third best natural amphitheater in the USA. One of the best features was on the rim of this crater where there are ten rentable cabins that could each sleep anywhere from four to sixteen people with kitchens, bathrooms, and decks overlooking the amphitheater as well as a restaurant that could seat 80. The owner told us what he would rent it to us for, and then at the very end of the visit, he casually mentioned the entire venue was for sale. WOW! We instantly knew we wanted to buy the place. On our way back to Dallas, Oliver was already on the phone sharing our excitement with friends to get them involved. In July, we closed on the property, immediately started fixing things up and hosting some small trial events and made plans to move the annual Southern Throwdown there.”

The Southern Throwdown was then the first actual bike event at Yellow Rose Canyon, and it turned out to be the ultimate proof of concept. The cabins all rented out quickly, and there was seemingly endless tent camping in the trees and meadows that make up the property. I was fortunate enough to get an invitation to join the Vintage Technology crew that came all the way down from Kalispell, Montana, with a group of beautiful custom bikes to put in the show and ride the surrounding roads. As builder Hawke Lawshe describes the Blues House cabin they rented, “It was super killer. It was spacious enough to re-wire a Knucklehead in the living room (which he did), and the covered deck overlooking the crater was ideal for chilling late into the night.” The three-bedroom cabin was super comfortable, even with this extra body crashing on a couch in the living room. My favorite part was that deck. We hung out drinking and chatting until all hours of the night, and it had the best possible view of the action in the crater below.

Thousands of years ago, legend has it that a giant meteorite fell to earth and created this geologic formation. Some say you can find interesting rocks and boulders that could be meteorite debris, but apparently, no one has studied the area to prove it one way or the other. What you are looking at is a giant bowl 300 yards across and more than 100-feet deep. It is hard to understand the crater without experiencing it yourself. With its sharp lip at the top, it would be the world’s largest and coolest skate park if it were paved!







LuLu and the Black Sheep kicked things off Friday night on the large stage at the bottom of the crater. And Matt the Cat Hillyer closed it down late Sunday afternoon. Five other bands played in-between, including The Last Knife Fighter and Outbound Train, which stood out. In front of the stage is an area where vendors and the bike show were set up. If you were to have a major concert or music festival here, the slopes down into the crater would make for incredible seating since it is estimated the crater can hold 12,000! These slopes served another purpose at the Southern Throwdown, where some riders were compelled to ride their choppers up them in the middle of the night as if they were hill climbing. It was also well suited for the uber Slip-N-Slide built for the occasion that provided hours of wet and wild entertainment.

While the weekend weather turned out to be fantastic, the predicted forecast in the days running up to the event called for rain and very cool temps which took its toll on the turnout. The only weather we encountered was Saturday morning when the skies were dark, it was drizzling, and it appeared a storm was coming. While we delayed our ride to the Cosmic Shed just a bit, we only

saw a few minutes of rain, and that was it. It never interfered with our ride nor our visit to the unique handcrafted studio and gallery of folk artist Fred Rogers who died in 1992. Fred's partner Cindy has kept the Cosmic Shed running all these years and was kind enough to welcome our helter-skelter group of chopper guys and gals. All I can say is it was incredible, and the take-away was this would make an ideal location for a period correct mid-1960's commune movie set!

Returning to the Yellow Rose by mid-day Saturday, the sun was out and the temperature near perfect for the dirt track racing; the main attraction for the afternoon. There were still some kinks in the new track, making it a bit bumpy, but that didn't stop anyone from having a ton of fun. The serious amateurs had formal heats, and then the minibike and chopper guys got out there and tore it up without any rhyme or reason other than them believing this is what you're supposed to do when you get on a track.

The bike show set up on both days had some beautiful offerings that Oliver acknowledged at the Sunday afternoon awards ceremony that wrapped up the

weekend. Scott said, "There were some beautiful Shovelheads, and the Panheads from Clinton Wallace, Matt Jackson, and Chop Merchandise's Luke Morris stood out. And then what stole the show were Hawke Lawshe's Vintage Technology bikes that came 1,800 miles from near the Canadian border. They were the most well thought-out, beautiful customs anywhere."

The Southern Throwdown will surely become a more significant event, but it will take time. For now, it has thrown down the gauntlet for the Yellow Rose Canyon to become what I believe will eventually be a major motorcycle gathering place. With its well-situated East Texas location just two hours from Dallas and one hour from Shreveport, it is easy to get to, and maybe, along the way, they'll add some major concerts into the mix. Willie Nelson once played on this very same stage.

We do know already that there are plans in place to host the 9th annual Southern Throwdown next September, as well as a second Born Free Texas event in October.

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"There is nothing on this earth more to be prized  
than true friendship." Thomas Aquinas  
—Ben Zales, El Lay





Ass-kicking women kick their own.  
—Chris and Gabe Gibbany, Harrison, Ark.



Two Rodeo legends, Parts Vancil and Rodeo Ray Tewksbury  
slow racing back in the eighties. —Crash Dean, Jefferson, Ohio



Go wherever you want to go.  
—Ben Zales, Out There Somewhe



"Very little is needed to make a happy life;  
it is all within yourself, in your way of thinking." Marcus Aurelius  
—Ben Zales, El Lay



In the Wind



JAMMIN'!  
—Jake Roca

Where there's a will there's a way at the  
Bonedraggers Motorcycle Rendezvous.  
—Fritz Braun, Ulm Germany



## ROCK YOUR WORLD!

Each month *Classic Easyriders* captures two aspects of our culture that every biker loves . . . women and motorcycles. Next month you'll meet the lovely Laura Matucci astride Stephano Martinelli's ass-kickin' bobber.

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# RidinwithFlea

## Identifying as Biker

I was chatting with an old friend when a younger man we'd met involved himself in our conversation. Collectively, we were a good representation of motorcycling's evolution since my genteel friend is deeply ensconced in the vintage world, the younger man is a chopper guy,

and I'm committed to my Street Glide. We discussed motorcycling in general before the younger man suddenly announced that he felt my friend and I had no understanding of his world. The heavily tattooed guy with ink etched into his face and neck, a steady job, and more

than one car, was certain that we were just stodgy old riders without any consideration for our history. He'd judged us on appearances. I bit my tongue. Hard.

My old friend, at 72 years of age, has a bit more decorum than I, so it was interesting to listen as he explained that, in actuality, the chopper scene was familiar turf and the dude was actually US in our youth! He felt we had paved the way for the lifestyle our young acquaintance was denouncing us over. We both spent our early years on hardtailed chops. We came up in a time when motorcycles were not as prevalent as they are today, before we moved on through the various makes, models, and styles, eventually growing into the lifestyle and machines that suit us now. And we've both been scooter trash, living a carefree life on the road. We understood the biker mindset way better than our judgmental new acquaintance realized. Later, as I related the story to others, the question was posed: What *IS* a biker? Is it what you ride, how far your

ride, what you wear and how you look? Or is it something deeper? The questions turned into a roundtable discussion over the course of several evenings with friends.

In a world rife with labels, one particular friend isn't your average biker since he's not a longhaired, tattooed, throttle jockey by any stretch of the imagination. He doesn't ride a Harley, doesn't drink or do drugs. He also doesn't own a house or a car. He's never had a chopper, doesn't wear black leather or engineer boots and he certainly doesn't have a chain dangling from his hip. But he's a drifter who's probably logged more miles in the saddle than most of the current riders who call themselves bikers. He doesn't live and breathe motorcycles and clearly doesn't fit the typical biker profile, so how do we categorize him?

Conversely, Ed has done and been all the things that his atypical friend hasn't. Including the wallet chain. He's ridden every state but Hawaii and was a hard-

partying renegade back in the day but now, at 78, has mellowed. He lost his love for the Motor Company more than a decade ago; his only mode of transportation is a shiny BMW with reverse. And though he used to ride and party with various MCs, Ed's been clean and sober for years. A decision that he says saved his life. The penchant for drifting, however, has not faded and cost him at least one wife. Despite his miles, he's not sure the biker moniker applies to him, either.

CB, on the other hand, has never been a drifter but he has ridden to Sturgis. He's only owned Harleys, including a Shovelhead as well as an Evo, and he even built himself a nice little custom bike. His main ride is a Road King, but motorcycles are not his only mode of transportation; he's never ridden with club members. However, he does ride... so what title should he be tagged with?

And then there's LL who, as a little girl, watched from the flagpole at her daddy's gas station as a pack of riders roared by.

The excitement of the momentary rush of electricity that zapped her hard has never left her. She has always been around motorcycles in varying degrees, has extensive ink, and finally got her own bike less than a decade ago. Since then, she's ridden solo to Sturgis more than once, takes a long distance trip at least once a year, and putts locally every chance she gets. She's familiar to the riding community for her love of the chopper lifestyle and her support of nomads. She's even built a small cabin on her property for those who drift through and need a soft place to land. And she wears a chain on her wallet when she rides because it's practical; she's prone to losing stuff. So, does she qualify as a biker?

Eventually, our little clan came to the conclusion that it's all about enthusiasm for riding. We arrived at an understanding that the word "biker" could simply be defined, with no qualifiers, as, "A person with a passion for motorcycling."

So, how about you? How do you identify?

—Flea

Photos: Felicia Morgan





## Pinky Pancake 1996 Sportster

This month's Reader's Ride is a sweet little Sporty we found in a dreamy mountain neighborhood with street names like Rainbow Circle, Moonlight, Sunbeam, and Starlight Drive. It lives with tattoo artist Pinky Pancake and her husband, Long Jon, in the tall pines. The well-known couple owns Sacred Skin Tattoo in Payson, Arizona.

There's a solid, grounded kind of energy that emanates from Pinky and she tends to glow when she's near her husband. Even so, as a passenger on Jon's choppers for years, Pinky found her mind wandering as she wondered what piloting her own bike might be like. So, some 16-years ago, Long Jon found her a 1996 H-D Sportster on Craig's List.

"I immediately took a rider's course, then I rode it around for a bit before I sent it off to Led Sled Customs for a hardtail," Pinky says. "Then it went to Foundry

Motorcycles for a rebuild. Jon changed out the handlebars for me and a few other things. A lot of people have worked on it and it's perfect!" Afterward, the pair took off with a loose plan to just road wander and ended up in Montana.

"We've been to Sturgis a few times, and California. We take off for a few weeks one or two times a year: one of our longest trips was about 3,000 miles," Pinks confides. "I like having my own ride, being on the road, enjoying the excitement of being an active part of the adventure. It allows me to fully participate in a run. As a passenger, I never felt like I was really part of things and I wanted to experience all of it, the whole thing about being out there. I feel more independent."

Remembering back to first getting the bike, Pinky recalls, "You know, when I started riding, I was scared. But I did it. And for those who are thinking about getting their own bike, I encourage them to just do it! I didn't grow up with bikes, not even dirt bikes, but I wanted to learn what this whole motorcycle thing was all about



and there really is more to it than just sitting on the back. So, take a course and get out there! You'll be SO glad you did! I'd have to say that only about two percent of the people in my life 'aren't motorcycle people.' So imagine all those great friends I'd have never met otherwise!"

Pinky usually rides with Jon and his buddies, but she's also found a few women friends who share her sensibilities. When we asked about the message scrawled across the back fender, she giggled. "Oh, that's an inside joke between me and my girlfriends. It's not a mean thing, just something we all say to each other, you know, like... 'Hey, I'm okay, just worry about your own self. Don't worry about me.'"

Summing up the biker life, Pinky says, "I'd never sell my bike. I mean, it's my first bike! I learned to ride on it! I would never part with it. There have been so many great trips and memories. It takes me everywhere I want to go and it keeps up with everyone. And the cool thing about a motorcycle is that you can always change it, right? Don't like the color? Paint it! And I might do that, I've been kinda thinking about that. You can change everything about a bike. Just look at it: it started out as a café racer style but there's none of that anymore. As it is now, it fits me perfectly. Everything I need can fit on this bike, I'm so comfortable. I just love it and there's no monetary value for any of that."

—Felicia Morgan





Ride with the amazing May issue of *Classic Easyriders* as we take you all the way to sun-soaked Verona, Italy for the astonishing Moto Bike Expo. You'll find the heart of the biker lifestyle is beating in Europe as we reveal to you some incredible custom bikes and very cool people. Then we're off to Minnesota for the awesome spectacle of the Full Tilt Boogie Chopper Show.

Meet the first lady of motorcycling, Gloria Strunk. Check out mind-numbing moto art by Russell Murchie, and get five farout custom bike features. These include Chris Callen's "Something

Wicked" Shovelhead chopper, Carsten Fritzen's wild 1973 Sportster, Brad Richards' sweet 1963 Panhead, and Xavier Muriel's show-winning 1980 Pan/Shovel.

You'll get another killer David Mann painting for the garage wall, more Classic In The Wind shots, and follow along 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 tearin' up the spring flowers in the mighty May issue of *Classic Easyriders*!

On sale May 3rd



#### Keith Hart Rides on Ahead

*Classic Easyriders* is sad to report the passing of Keith Evan Hart (1957-2022) who died of complications of Covid on January 12. Keith was an accountant for *Easyriders* magazine for over 25 years. In fact, if you were ever a contributor, freelance writer, artist, or photographer for us over the past 25 years, you likely got checks signed by Keith.

He is survived by his wife Cathleen, their three sons, three daughters, eight grandchildren, as well as a great-grandson, a brother, and a sister. Ride forever free, brother.

Yellow Rose Canyon near Mt. Enterprise, Texas;  
Photo by Michael Lichter

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