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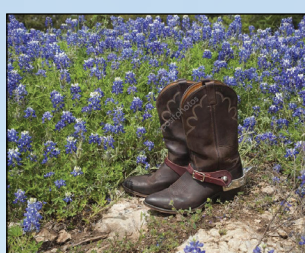
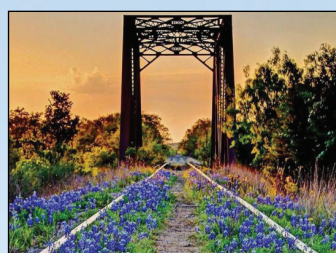
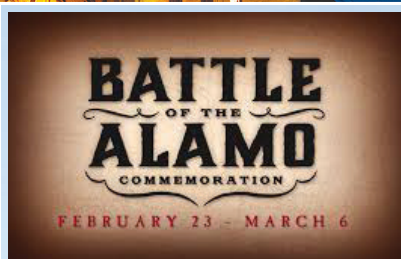
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TEXAS

**RIDER & MUSIC NEWS
MAGAZINE**

Volume 6 Issue 2

Feb - Mar. 2020



In This Issue

Firearms Review page 6

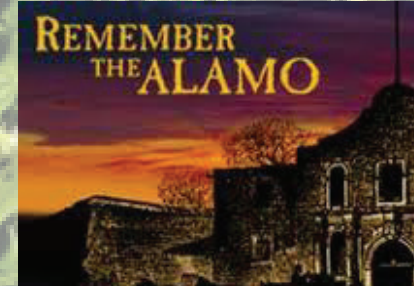
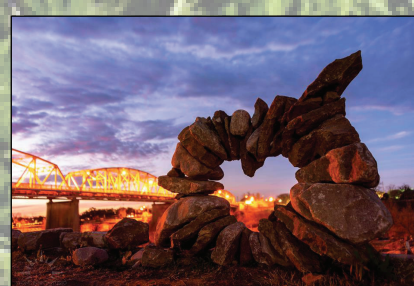
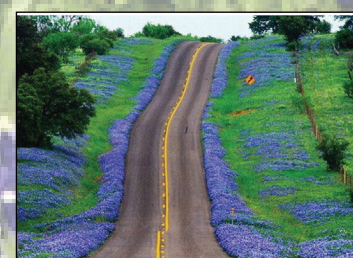
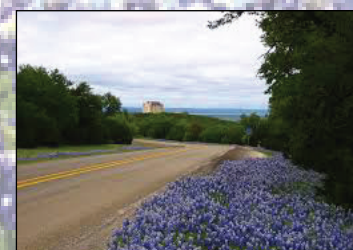
Lincoln's Thoughts page 5

The Good Patriot page 19

Music Files page 17

Indian MC Review page 8

This Issues Quiz page 16



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**February - March
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Look Twice

Share the Road. 

On average, a motorcyclist is killed on Texas roads every day.
Remember to look twice for motorcycles, especially at intersections. Every motorcycle carries a life.

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Table of Contents

1. Cover

2. Index

3. Law Tigers

4. Snowman

5. Lincoln's Thoughts Pt 1

6. Firearms Review

7. Firearms Review

8. 2020 Indian MC Challenger Review Pt 1

9. 2020 Indian MC Challenger Review Pt 2

10. Local Advertisers / Sponsors / Events / Comics

11. Cartoon Saloon Article

12. Local Advertisers / Sponsors
13. Metric Cruisers Article Pt 1

14. Metric Cruisers Article Pt 2

15. Local Advertisers / Sponsors / Events

16. Song Quiz Questions

17. Music Files Article

18. Lincoln's Thoughts Pt 2

19. Good Patriot Article

20. Song Quiz Answers / NASCAR

21. Metric Cruisers Article Pt 3

22. Local Advertisers / Sponsors / Events

23. Legion Toy Run Article

24. Local Advertisers / Sponsors / Events



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Memories of an “Old School Biker”

I was thinking back a couple weeks ago about some of the wild times back when. Then the memory of the 1972 music fest in Mountain View Arkansas came to mind.

A friend who had a big ole station wagon asked me and some friends if we wanted to go. I had never been to Mountain View and thought to myself there probably wouldn't be much going on. We traveled from north east Arkansas to Mountain View. It rained its ass off the whole time that weekend. I remember back then some of the roads weren't paved in certain places. I was 18 and a senior in High School We finally arrived and parked at a Sylamore at a muddy spot at the campground by the swinging bridge over Sylamore Creek. Instantly I was amazed at how many people were there, bikers, hippies, hill billies, you name it they were there. I heard some guy named Johnny Driftwood was playing in the town square a few miles away so I started off walking to town. Never heard of him but headed there anyway. About half way there a friend on a motorcycle stopped and asked if I needed a ride to town so I jumped on back. When I got there a cop told me to get off the bike because I didn't have a helmet. I was blown away when we finally got through all the traffic congestion to the Courthouse Square. Damn it was a mess of people crowded in that square I walked around in my full length army coat my father had gotten in WW2. I managed to somehow stay relatively dry. There was a small jail house full of people shouting at friends to call someone to get them out of jail. Of course there were no cell phones back then and all the pay phones had long lines so I figured it would be quite a while before many calls got out. I ran into some more friends who had some good weed and Boones Farm Strawberry Hill wine in which I heavily indulged in. I never saw Jimmy Driftwood and at that point I didn't care. I went into a small store and bought what snacks that were left. It wasn't long before the food in town was about gone. After awhile of being in the square taking in all the sights and people I caught another ride out to the campground. Soon traffic became very congested and no one was going anywhere for quite a while. I spent the night in the car not knowing where most of my friends were but I figured they were off having a great time. I didn't get much sleep and I was hungry and cold. A 1% motorcycle club was camped near by and had a U-haul type truck with a large speaker system. Pink Floyd echoed through the valleys into the hills and I have never heard anything as beautiful as that time in space.

The next morning I woke up and headed to the bridge. There were people stripping down naked and jumping off the bridge. One biker on an old sportster was so messed up he had a guy on each side of the bike helping him get across. It was a weekend I would never forget, at least most of it. A local could not get out of his drive and he was out in the middle of the road with a tire iron threatening to hit folks, others finally got him calmed down and they made way for him to get out.

I started walking down the creek when I saw a dirt track rider tearing down the side of the creek through camps and close to other folks. I stopped him, he was really having a great time. He told me where my brothers truck was. I finally found it and got out of another rain storm. He had some food and lots of wine so I partook without him knowing it. I finally found him and he gave me some really good LSD. It wasn't long before I was tripping my ass off. I loved everyone and everything. I would stop and observe everything from a very different perspective than I ever had. I ran into some folks I didn't know but they offered me some more herb and whiskey. I partied with them all day and we would walk off to the swinging bridge to observe some really good examples of crazy humanity, either that or I was just imagining it. Didn't matter I was happier than I had ever been. By evening I was worn out, hungry and cold again so I made it to the car. One of the girls that came with us was in the car. It started raining harder than ever. In the condition I was in I found some tooth paste and started eating it. She just looked at me like I was insane and tried to keep her distance. Later some of the others showed up and we all crashed for the night with the biker party going on and the beautiful rock and

roll playing all night. The next day we woke up and watched some of the bikers in a big jeep pulling cars out of the mud and charging them Fifty bucks. It was all funny as hell. Soon Hooker went flying by on his dirt bike pissing folks off again but no one tried to catch him. I was hung over as hell and still hungry and wondered why I had tooth paste on my coat. I went to the bridge again to watch the fun for awhile and found some friends with some good herb again. Spent about half the day just sitting on the side of the bridge feeling it sway from all the cars and bikes. By noon everyone was rounded up and we loaded in the car and luckily was able to get out and on the road. It was a long and arduous Journey home and I fell asleep as soon as I made it home. We had stopped down the road and found a small cafe to eat. I had to get up for school the next day and I'm telling you it took me a day or two to become half way normal again. I swore next year I would ride up there but the town changed the festival up and it wasn't like it was the year before I was told.

When you are young, wild and free life is so good. I realized I was lucky to have been in the right place at the right time. With the years things changed, I worked at a boring job in a factory on night shift. Got married and we lived in an old house down town where we lived. I forgot about that weekend for a long time but when I was thinking about my article it all came back to me, at least what I realized what came back to me.

Now days we all ride up there when they have the blue grass festival and meet in the Mexican restaurant on the corner of the square and eat. It was a car dealership a long time ago. I enjoy watching my Big Brothers screw with a certain very disliked fake club. There are a lot of bikes now days, most are baqggers and other brands with a few old pans and shovel choppers here and there. I guarantee I will be riding my old 81 shovel up there this year unless I blow it up first.

I have just finished putting a S&S superB carb and some long 1 3/4 drag pipes on it. It runs really great now. The only thing I don't trust is the old Mallory ignition. I know Crane mark 4 ignitions fail in the heat by experience, hopefully this one will hold up. I carry an advance unit and a points and condenser plate along with basic tools in case.

Its been an unusually warm December and first part of January, I have taken advantage of it several times when it is in the 40's to upper 50's. It has rained a lot and I have gotten soaked but that is just part of it. Hanging with my Red and Gold Brothers and Big Brothers are the thing I like most when my old broken bones from three bad crashes don't keep me down. The damn doctors have done away with my pain meds except for Tramodal which is useless, I'm trying to go back to work so I have to stay clean of the magic herb. Be safe out there, watch out for your Brothers, and take every opportunity to be free and have fun the lifestyle allows us. The cops are getting nuts and hassling everyone and violating our constitutional rights. Motorcyclists need to understand they have to join the clubs to fight for our freedom. For now good day to you and may be road be long and curvy.

Snowman



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RIDER & MUSIC NEWS MAGAZINE

LINCOLN’S THOUGHTS

THE GREATNESS OF THE BIKER LIFESTYLE

Hello there all our Fantastic readers! While watching the news and following our nation’s great watchdog groups, I felt a need to put this information out to the public. With all the bad, false information the media loves to push, I wanted to fight back by educating and publishing the good and tireless efforts of America’s Biker Community.

The following is a very short list of some of the amazing Biker Groups and Clubs that America would suffer if ever lost. When I started to research the charities and causes that bikers support, I was amazed myself and I have been with the biker community for 40 years. Of course the public knows all about the toy runs, but I doubt the average American citizen even has a clue how bikers live the lifestyle of tirelessly helping and giving back to fellow Americans and their own communities.

“TOY RIDES” - Most every club across America does some sort of toy drive for Christmas. This isn’t just bringing a barbie or toy truck to the children. Clubs ride with other clubs to bring Christmas to orphanages, St Jude Children’s hospital, the Shriners Hospital for Children, those in need in their own communities, etc. The list goes on and on. One group alone collected over one million dollars and a 5 ton truckload of toys for the Salvation Army.

“BACA” - Bikers Against Child Abuse.

This is an international non-profit group that provides aid, comfort, safety, and support for children that have been sexually, physically, and emotionally abused.

“BIKERS FOR AUTISM”

Holds multiple fundraisers each year

“MOVEMBER FOUNDATION”

Distinguished Gentlemen’s Ride in 92 countries, 582 cities, 94,000 riders each year. This is to raise awareness for men’s health and have raised over 5 million dollars toward men’s health programs.

“ROLLING THUNDER RIDE FOR FREEDOM”

Over 400,000 motorcycles have ridden from California to Washington D. C. each year to raise public awareness of service members still listed as prisoners of war or missing in action from every military conflict.

“RIDE FOR KIDS”

This is a series of charity rides in 37 cities around the US benefiting the Pediatric Brain Tumor Foundation. This ride helps find grants for medical research as well as support programs for the affected families.

“TOUR OF HONOR”

This is a ride that goes to memorials, monuments, and other sites that honor veterans.

NASCAR’S “KYLE PETTY RIDE ACROSS AMERICA”

Last year alone this ride raised over 1.7 million dollars for children with chronic illnesses. This will be their 26th fantastic year and have raised over 19 million dollars to date. This ride

is co-founded by Kyle Petty and his family in honor of his son, Adam.

“I always say the best way to see the country is from the seat of a motorcycle. The sights, the smells, the colors, are more brilliant and everything you see comes alive when you ride.”
- Kyle Petty -

NASCAR’S “RUSTY WALLACE CHARITY RIDE”

This ride starts at the Black Hills Harley Davidson in Rapid City and goes to the Sturgis “Buffalo Chip.” The funds raised support South Dakota Special Olympics, Rapid City Flame, All Kids Bike, and the Nascar foundation charities.

“JUSTICE RESCUE”

This group is focused on eradicating animal cruelty and abuse.

“BUFFALO SOLDIERS MC”

“Do good in the hood through community service such as feeding the homeless, awarding scholarships for graduating high school seniors, and riding our motorcycles in support of organizations such as the Make a Wish Foundation.”

“DIERKS BENTLEY” of country music fame has raised over 3 million dollars in 10 years charity rides with the “Miles and Music” Run.

Thousands of rides to help support firemen and their families.

Thousands of rides to help support fallen police officers’ families.

Many volunteer for “Habitat for Humanity”, Bike Clubs / Groups empower women to be strong.

“BIKERS FOR BOOKS”

Emphasize community service.

Many clubs hold rides to support “The Ronald McDonald House.”

Below are some of our local clubs and biker charity groups around Texas. This is only a minimal amount as there are thousands more, If I listed them all our paper would look like the New York City phone book.

“LEATHERNECKS MC”

This great group supports mainly the “Combat Marine Outdoors”, But visits all bases, hospitals, etc. The combat marine outdoors operates all over the country. Approximately 600 vets a year benefit from this project. Veteran’s are taken to hunting / fishing trips, tubing, kyacking, ball games, dinners, at no expense to them. All plane tickets, hotels, meals are taken care of.

8 - 10 events each month and 55 plus vets each month in 20 - 25 states get to benefit from this. Their yearly average expense for this is around \$600,000.

“The Leathernecks” also adopt families for Thanksgiving and children for Christmas.

TEXAS

RIDER & MUSIC NEWS MAGAZINE

FIREARMS

REVIEW

11 Top Picks For Concealed Carry Handguns

By: Dick Jones

1. Smith & Wesson M&P Shield Performance Center Ported

Whether I say it's the best carry gun or not, America has chosen, and 20 percent of concealed carry guns sold in the U.S. are Smith and Wesson Shields. That's a huge segment of a very large market, and it reflects the faith of a lot of people that the Shield is a good choice. With a weight of 19 ounces, a capacity of seven or eight plus one, striker-fired action and an MSRP of \$479, the Shield represents a good compromise on everything. Simply put: It works.



Of course, even the most popular concealed carry gun in America can be improved, and with the introduction of the Performance Center Ported Shield, Smith and Wesson has done just that. I recently tested the Performance Center Shield equipped with a Crimson Trace Laserguard Pro, and the addition of both light and laser improve the overall performance of an already great gun for personal defense. With an MSRP of \$519 for the gun and \$279 for the Laserguard Pro, it's versatile, effective and affordable. MSRP: \$519

2. Glock 43



With an unloaded weight of less than 18 ounces and a small profile, the Glock 43 is slim, light and allows comfortable daily concealed carry — 365 days a year. It has good sights and is simple to operate. The 9mm caliber is a reasonable

stopper, and even those who don't like Glocks won't argue with the reliability of a Glock. The Glock 43 is easy to learn to shoot and carries enough ammunition in the supplied magazine, and larger magazines are available. MSRP: \$529

3. Springfield Armory XD

Springfield Armory's XD series of pistols has been a huge success, and the standard XD sports the added security of a grip safety and is a great gun in its own right. The newer XD is the gun for a guy who just doesn't trust a striker-fired trigger, and no one can argue against the advantage of second-strike capability. At 25 ounces, it's a bit heavy for my criteria, but it's certainly the best choice for a double/single-action gun, and heavier guns are easier to shoot well. It's both affordable and reliable. MSRP: \$519



4. Kahr CM9



Lighter guns are more pleasant to carry, and the Kahr CM9 is both reliable and easy to concealed carry at just 14 ounces. It's smaller than the above 9mms and packs a lot of punch with a six-plus-one capacity. It uses a long-stroke trigger system

that feels like a light double action, but it lacks second-strike capability. The trigger is different than other striker-fired pistols, but it works really well for some people. Recoil is greater than heavier guns and not for the meek of heart, but it's manageable with some practice. For those who just have to have more horsepower, it's available in .40 S&W and .45 ACP with a bit more weight. MSRP: \$460

5. Ruger LCP II



Sometimes you just have to go small, and of the little guns, the Ruger LCP II is a winner. The LCP II corrected all the shortcomings of the very successful LCP by improving the sights, converting to a striker-fired-type trigger and providing slide lock on the last round.

The beauty of the LCP II is its diminutive size and weight. If you can't hide this gun, you can't hide a gun. Yes, it's just a .380, but modern, defensive .380 ammunition is better than the 158-grain round-nosed .38 Special loads that were once the standard for law enforcement. Another advantage is how easy it is to cycle the slide, which can be a big issue for older people and women with low hand strength. The LCP II is also quite affordable. MSRP: \$349

6. Smith and Wesson 340 PD

The Smith and Wesson 340 PD wasn't on the website for a few years, but now it's back and it's the ultimate Noisy Cricket. Like the explosively powered gun Will Smith fired in Men in Black, the 340 PD packs a serious punch at both ends. True, the 2-inch barrel degrades the performance of the .357 Magnum caliber, but even from a short barrel, it's on par with a 9mm with a 5-inch barrel. At less than 12 ounces, it's almost as light as the diminutive LCP II, though it does have a thicker profile. Lighter weight and power come at a price — \$1,019 to be exact — and it's not an easy gun to shoot because of brutal recoil. If you think it's a bit much, there's always the S&W 442 in .38 Special at just less than 15 ounces and an MSRP of \$469. MSRP: \$1,019



11 Top Picks Continued from 6

7. Bond BullPup9

You want niche? Here’s niche. Texas-based Bond Arms is long known for its Derringer-style and other micro pistols, taking pride in their commitment to total USA-made production of small, powerful personal protection weapons. Officially introduced in late 2018, the Bond BullPup9 looks to hit its stride in 2019.



Chambered (obviously) in 9mm, the BullPup9 is an eye-catcher with its ultra-short barrel and muzzle that sits flush with the front of the trigger guard and Bond’s signature rosewood grips adding a bit of style to the overall look. At just over 5 inches total length, the 3.35-inch barrel posed a unique challenge to the designers: how to feed the ammunition when the chamber sat directly above the magazine.

In most semi-autos, of course, the ammunition is pushed forward into the chamber as the slide cycles. Not so with the BullPup9: Instead, due to its unique design, rounds are pulled from the magazine from behind, lifted even with the chamber and then shoved into the barrel.

While most ammunition will work with the BullPup9, Bond Arms acknowledges that uncrimped ammo, such as rounds made by Blazer, risk being pulled apart in the magazine, as the pull force in the chambering mechanism can yank the casing and bullet apart, spilling gun powder into the magazine and causing a malfunction. So far in testing, Bond has found no other ammunition that causes this problem consistently. If you’re a Blazer ammo fan, this isn’t the gun for you. For everyone else, you’ll be just fine.

The 7+1 capacity, double-action-only BullPup9 comes with two magazines and is made in very limited production – only 150 per month. MSRP: \$1,099

8. Walther PPK

You already thought it, but I’ll say it: Bond, James Bond. Yes, it’s that gun — the legend of the silver screen. Now, before you go off all half-cocked (look that one up for an interesting history of a cliché), we know this isn’t a brand new gun. In fact, it’s a rather old design, first introduced in 1930. But it has been redone for 2019 while hanging on to the heritage that made it famous.



While the gun has a bit of a checkered past (Hitler offered himself in his underground bunker with a .32 caliber version), it’s most recognizable for its stainless-steel frame flashing in the limelight in the hands of one 007. The reborn version, absent from Walther’s arsenal since 1992, is chambered in .380 ACP to hold a bit more ammo than the 9mm version. With a gun this small, that extra round can make a difference. Plus, today’s .380 cartridges are more powerful than in years gone by, so you’re not really sacrificing much with the slightly smaller round.

All the controls are right-handed, as is tradition in older models, both original and redone. The magazine is a scant 6+1. However, for one extra round, pick up the sport (PPK/S) version that features a slightly longer grip with a 7+1 magazine and single color black finish.

Production of this venerable weapon has moved from Germany to Walther’s US headquarters in Fort Smith, Arkansas, making this a truly American-made gem. MSRP: \$749

9. Remington RM380 Executive Pistol



The .380 has a special place in the hearts of pocket carriers, with its slightly smaller diameter, often allowing one more round in the magazine than its 9mm cousin. And with today’s better bullets, there isn’t a big power difference anymore between the rounds. Remington has taken advantage of the love with their new RM380 Executive Pistol. It’s still a pocket pistol, so it only holds

6+1, but the convenient size fits easily into dress pants or khaki pockets — with a holster, of course, for safety. Similar in size and shape to the popular Smith & Wesson .380 Bodyguard, the RM380 takes pocket pistol styling up a notch with an all-aluminum frame, stainless slide and wood-tone accents on the grip, giving it a polished look often lacking in lower-priced firearms. While the abundance of metal makes this gun a tad heavier than most of its competition, it makes up for the excess weight with its runway model looks.

The biggest drawback to the RM380 is a common problem with pocket pistols: trigger weight. At 10 pounds, you’ll need a determined index finger and practice to pull the trigger and keep it on target at the same time. MSRP: \$405

10. Kimber EVO SP

Long known for their hammer fired semi-autos, Kimber is bringing out their first ever striker offering in the new EVO SP, chambered in 9mm. Available in four different finishes — from two-tone to custom — the EVO SP offers a ton of features in a lightweight, compact package. The frame is aluminum with a stainless slide finished in FNC black. Each variation offers a different grip texturing that feels and looks unique to the chosen style. Speaking of style — where it meets function — all four variations include changeable backstraps.



Target acquisition is made easier through tritium night sites, standard on all four variations, and putting rounds down the 3.16-in barrel onto that easily-acquired target comes through a 6-7 pound trigger with integrated safety.

One of the smaller magazines on the market, the EVO SP holds 6+1, a surprisingly low number of rounds in today’s industry race to stuff as many bullets as possible into compact and subcompact semi-autos. MSRP: \$856 to \$1,047

11. Glock G19X

What’s a new gun review without something from Glock? The G19X officially entered the market in early 2018 but has yet to hit its stride, so you’ll no doubt see a lot of publicity push the SHOT SHOW and throughout the year. Glock’s entry into the US Army’s tough-fought and potentially lucrative HMS contract program (ultimately won by the modular Sig P320 – with the drop safety issue apparently solved), the G19X is a hybrid design of new features, old features and features from two different existing Glock models, all wrapped in anew coyote color scheme — a drastic departure from the traditional Glock black.



Based mainly on the Gen 5 updates, the G19X is basically a combination of the G17 grip coupled with a G19 slide and Marksman 9mm barrel. The muzzle has been rounded off to enhance draws and reholstering, but not dramatically, so the gun still fits into standard G19 holsters.

The idea of a shorter barrel coupled with a longer grip, while uncommon, is not new in the gun world, ever since the commander-style 1911s first hit the market almost 70 years ago, so this hybrid pairing isn’t so outlandish.

The Army had very detailed requirements when selecting their new handgun to replace the aging Beretta 92/M9, including a manual safety, ambidextrous slide stop, and lanyard loop at the base of the grip, features never before seen on Glocks. For the civilian version, the manual safeties are gone, but the lanyard loop remains.

One important feature that didn’t make it over to the G19X is the magazines. Thanks in part to the lanyard at the bottom of the grip, the G19X only accepts Gen 4 mags, a first for the normally backward-compatible functionality found in other Glock models. Fortunately, Gen 4 mags are very popular and not hard to get.

The G19X comes with two flush-fit 17-round magazines and two 17-round +2 extension magazines. MSRP: \$749

MOTORCYCLE REVIEW

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2020 Indian Motorcycle Challenger Dark Horse Review

By: Adam Waheed

A review of Indian’s up-spec V-twin-powered Dark Horse Challenger bagger.

Fresh to the boulevard for the New Year is Indian Motorcycle’s Challenger bagger. Positioned as a performance-oriented bagger-style cruiser, this Challenger (\$27,499 as tested in the Dark Horse edition) picks up where the now-defunct Victory brand left off, giving motorcyclists a more macho alternative in the American-made V-twin segment.

The Challenger’s heart is a new 60-degree PowerPulse V-twin with 108ci (1,769cc) of oversquare muscle. The liquid-cooled engine was developed in-house, by Indian, and backs up its meaty bark with 114 pound-feet of Metzeler tire-smearing torque at just over 3,000 revs.



The Challenger comes outfitted with a pair of electronically lockable hard cases that are capable of swallowing up to 18 gallons of gear. The bags aren’t wide enough to accommodate a full-face helmet.

ABS-enabled triple disc hydraulic brakes keep speed in check, however the calibration of the rear brake’s ABS could be enhanced, as the back brake cycles excessively when applied with moderate pressure.

Going hard on the throttle unleashes 103-hp (as measured on the dyno) of acceleration, which makes for a more thrilling experience as compared to other traditional heavyweight cruisers. As opposed to a traditional cable throttle connection, the Challenger uses a ride-by-wire throttle setup, just like the FTR 1200 S street tracker. Conversely, the clutch employs a cable-actuated configuration which neither feels as smooth, nor as responsive as a modern hydraulic setup. Another gripe: There isn’t a barrel-style adjuster atop the clutch perch making routine cable tension adjustment a pain.



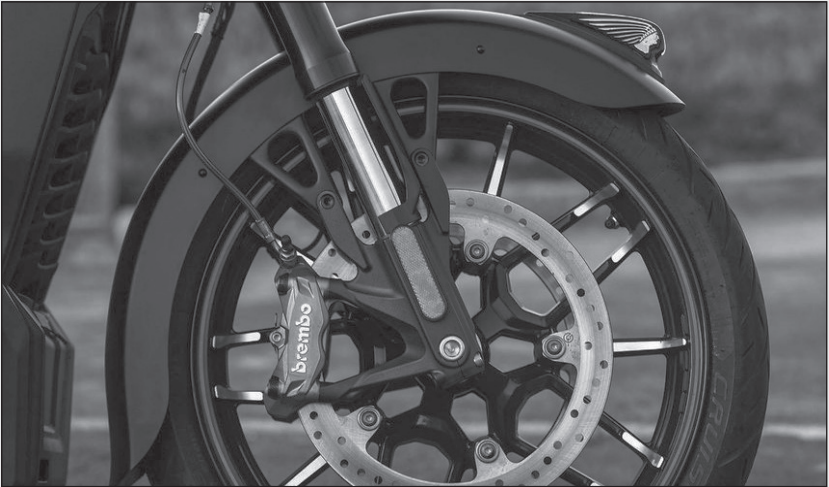
The heart of the Challenger is Indian Motorcycle’s 107ci (1,768cc) PowerPlus V-twin engine. This twin is good for 103 hp and nearly 114 pound-feet torque at the business end of the Metzeler back tire.

Three selectable combined engine power and throttle maps are offered (Rain, Standard, and Sport). While we appreciate the adjustability, the throttle has a sweet spot. Her response is peppy, and well-metered, especially in the Sport setting. However, off idle there is a degree of throttle play before the engine responds. Not a big deal, but something that could be improved. The tactile functionality of the switch gear should be better too.



Indian Motorcycle’s Ride Command 7-inch touchscreen display works well. Its menu system is logical, and it’s loaded with a rich amount of features including trip analytics and the ability to pair a Bluetooth-enabled smartphone. The Dark Horse edition adds GPS navigation and IMU-powered traction control.)

Rev it out or short-shift through each of the six gears and the Challenger happily complies, delivering a smooth yet punchy experience behind its oversize fixed fairing. A standard electric-adjustable windscreen provides even greater protection from the elements.



The Challenger rolls on a 19-inch front hoop shod with Metzeler’s grippy Cruisetec tires. Sportbike-style radial-mount front brakes are also standard.

Make no mistake about it, this twin loves to spin, and rev it does, belting out an authoritative exhaust note that fills the cockpit. Vibration is muted at low rpm, but creeps strongly through the controls at higher revs. The buzz is powerful enough to open the latched front right storage compartment, where the USB input is located. Important note: Don’t leave the wireless ignition key fob in that pocket.



(Indian is proud of its new 107ci engine adorning the powerplant with a plethora of logos. And they should be, with the engine delivering class-leading power output.

Continued from Page

With its 6-gallon fuel tank topped off, the 839-pound Challenger feels sizable especially at low speeds. A reasonably low center of gravity, a 26.5-inch seat height, and light steering feel keep it from feeling clumsy, yet it isn't as composed at parking-lot speeds as other bikes this size.



Bold and beautiful LED lighting adorn the 2020 Indian Challenger. The bright lighting helps riders stand out on the road.

Conversely, at speed, the Indian's cast aluminum frame delivers a taut ride. Ample ground clearance during spirited riding maneuvers is another big plus, as is grip from the Metzeler Cruisetec tires. An inverted fork and Fox-sourced shock provide upwards of 4.5 inches of suspension travel with damping that is neither too wollovy nor firm. Indian certainly did its homework, striking the right balance between sport-oriented handling and everyday comfort.



The 2020 Indian Motorcycle Challenger Dark Horse retails at \$27,499. It's a hefty price tag, considering its so-so build quality and fit and finish.

Speaking of comfort, the saddle is one of the best we've sampled. It cups the rider's behind near perfectly holding them in place during spirited riding. Yet, it remains plush and supportive during 100-plus mile tours. A wide handlebar and floorboards make it easy to stretch out on, however it would be nice if Indian included a touring-friendly heel shifter. Standard and ultra-precise cruise control is another welcome feature as are the lockable hard cases which swallow 18 gallons of gear.



Indian Motorcycle collaborated with Metzeler when developing the Challenger's rubber.

In addition to blacked-out styling pieces replacing chrome hardware, Dark Horse versions of the Challenger add traction control. Like most liter-class and above sized sportbikes, the system includes a smartphone chip-sized IMU. This gives the bike positional awareness, and can potentially mitigate loss of control by reducing engine power and brake pressure during certain riding conditions. GPS navigation inside the 7-inch touchscreen-compatible Ride Command display is also included. Curiously, heated grips are only available as an option.



This LED position light is a nice touch paying homage to Indian's classic logo.

The color display is especially slick, with a logical menu system and rich feature set including ride metrics (i.e., distance/elevation traveled, rolling time, stopped time, etc.). It's also easy to pair a Bluetooth-enabled smartphone, and the twin speakers belt out 100 watts of powerful sound.

In terms of raw performance, this Indian delivers. Its engine is fast, fun, and powerful, and the well-sorted chassis is equally apt to play. However, considering its rich history, the Challenger is missing the type of fit and finish we expect, especially considering its price tag. Still, if outright performance is the end game, for a bagger-style bike the Challenger gets it done.

2020 Indian Challenger Price And Specifications

PRICE -	\$21,999; \$27,499 (Dark Horse); \$27,999 (Limited)
ENGINE -	1,768cc, DOHC, liquid-cooled 60 degree V-twin; 8-valve
BORE x STROKE -	108.0 x 96.5mm
COMPRESSION RATIO -	11.0:1
FUEL DELIVERY -	Fuel injection w/ 52mm dual bore throttle bodies
CLUTCH -	Wet multiplate w/ assist
TRANSMISSION/FINAL DRIVE -	6-speed/gear
FRAME -	Cast aluminum
FRONT SUSPENSION -	43mm inverted telescopic fork; 5.1-in. travel
REAR SUSPENSION -	Single hydraulic shock adjustable for damping; 4.5-in. travel
FRONT BRAKES -	Dual Brembo 4-piston calipers, 320mm discs
REAR BRAKE -	2-piston caliper, 298mm disc
WHEELS, FRONT/REAR -	Cast aluminum; 19 x 3.5-in. / 16 x 5.0-in.
TIRES, FRONT/REAR -	Metzeler Cruisetec; 130/60-19 / 180/60-16
RAKE/TRAIL -	25.0°/5.9 in.
WHEELBASE -	65.7 in.
SEAT HEIGHT -	26.5 in.
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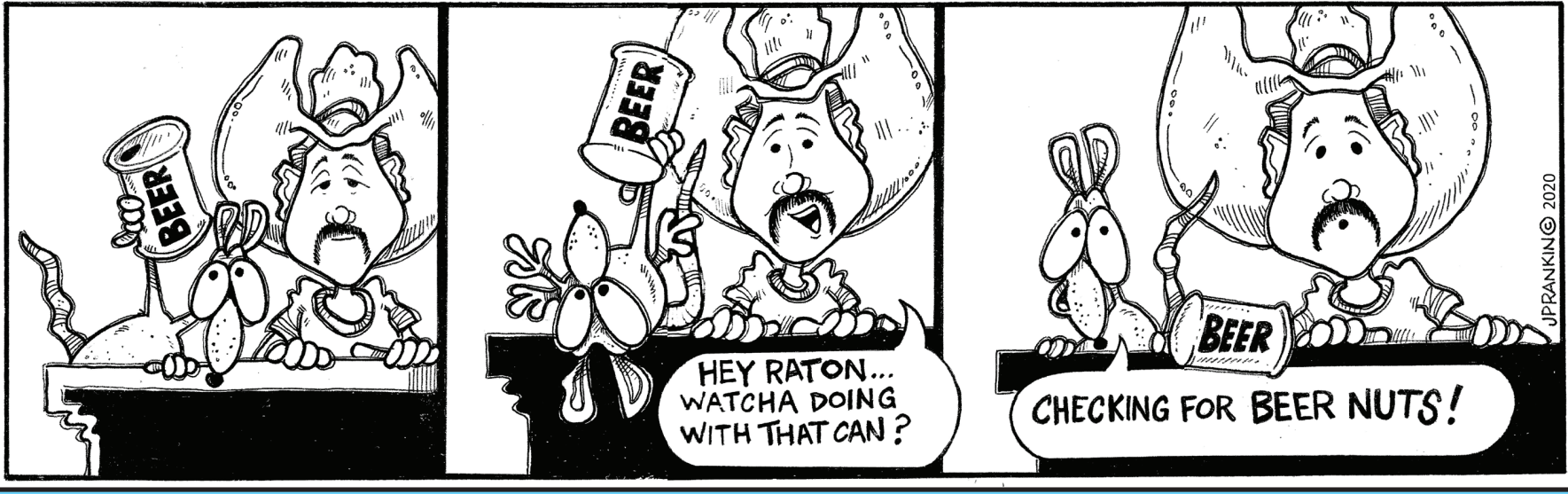
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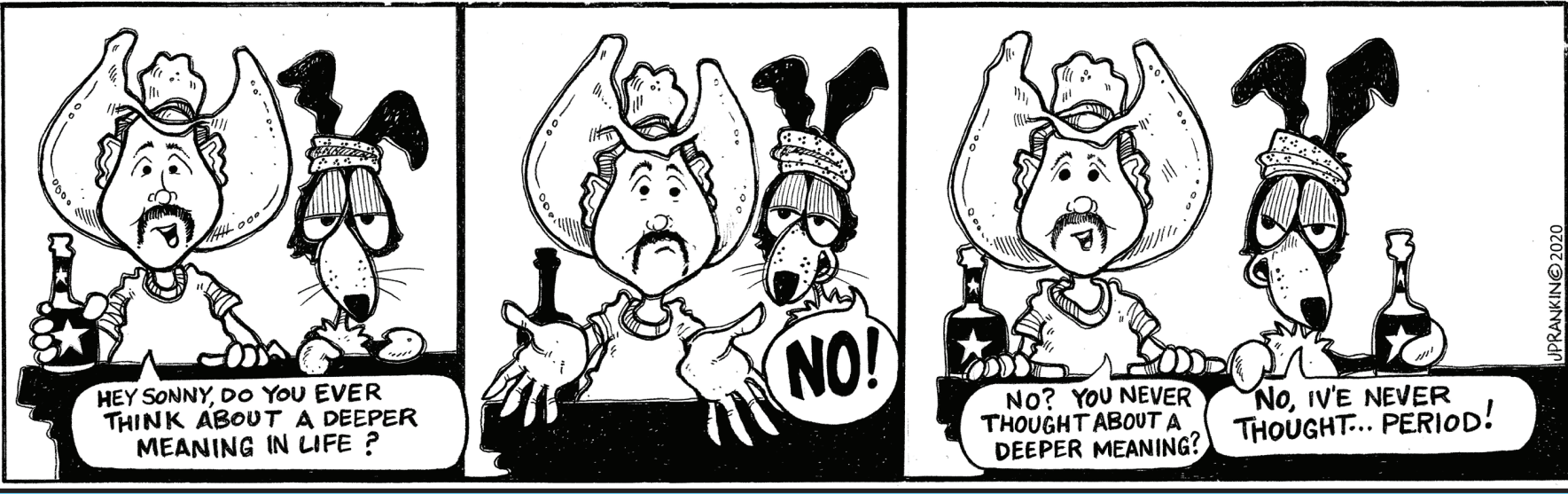
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THE PIC-A-DILLOS



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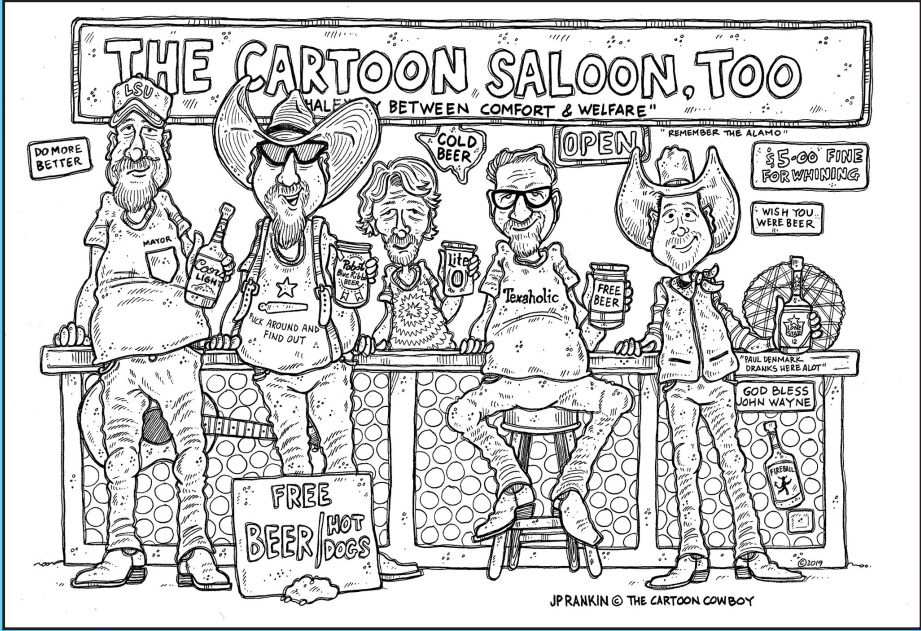
THE CARTOON SALOON

BY JP Rankin

“If ever you’re out there, between Comfort and Welfare, somewhere on 473, there’s a place you can go, and believe me I know, if you bring your own beer, the beer’s free.” That place is The Cartoon Saloon, and those words are the opening lyrics to a song written by founding member Marc Lafrenais, aka: The Biscuit. The Cartoon Saloon is situated halfway between Comfort, Texas and Welfare, Texas on Farm to Market 473. Folks passing by often times stop and ask them if The Cartoon Saloon is a bar, to which they reply, “no, but we play one on television”, or what time to do you open and what time do you close, to which they reply, “well, we are never open and we never close”.



The Cartoon Saloon can best be described as a roadside attraction that began from the brain trust of JP Rankin (The Cartoon Cowboy), Marc Lafrenais (The Biscuit), Brian Coyle and Paul Denmark (The Mayor), the evening before Texas Independence Day, March 2nd 2018 when these four individuals, while enjoying a beverage at the local watering hole, decided that they would gather at Rankin’s property off of FM 473 on Texas Independence Day, raise a Texas flag, and give away free beer and hot dogs and that is exactly what they did. They loaded an igloo ice chest with cold Lone Star Beer, threw some hot dogs on an old Weber grill and before long they had 25-30 people stopping and passing through the hole that Rankin cut in his barbed wire fence so they could enjoy a cold beverage and a tasty hot dog. The four quickly realized that they might be on to something and began brainstorming as to what they could do to perpetuate this idea that seemed to have had grown essentially overnight into something big. Their idea was, hey, let’s build a little small lean to bar or saloon on the side of the road just for a place to hang out. Before long the saloon had turned into an almost 400 square feet, open air saloon with swinging doors and no closing windows, hence the reference to never being closed.



Equally important and a precursor to The Cartoon Saloon is the Infamous Lone Star Beer Christmas Tree, located directly to the left of the Saloon, and started by JP Rankin and his youngest daughter Ammeke, around November 2013, utilizing empty Lone

Star Beer cans, remnants and relics of good times had by all.

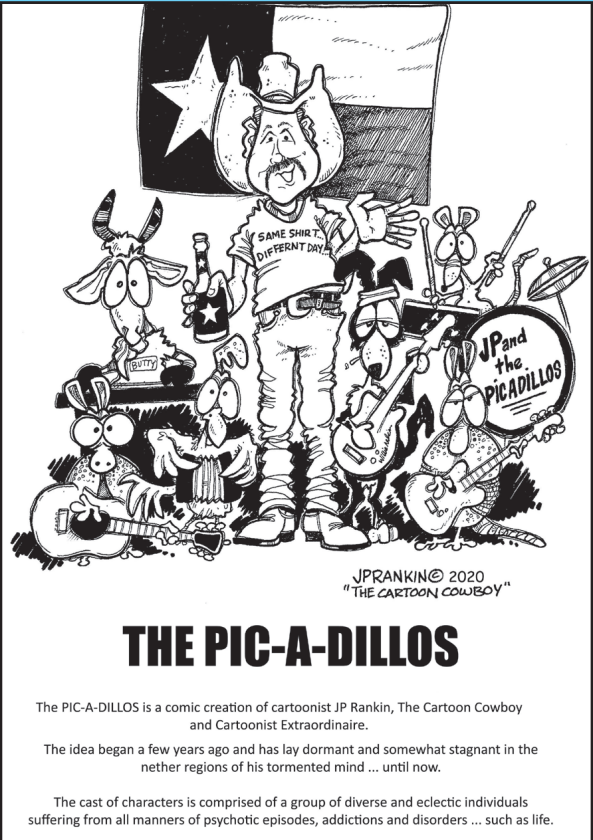
Everyone has a unique and different reaction when they drive by and see these old buildings located not 50-60 feet off of the small farm market road. At first glance it appears that the structures are relics of times long past and forgotten, the last remaining remnants of a ghost town soon to be lost forever; however, nothing could be further from the obvious. The buildings are in fact new creations, hand crafted out of mostly reclaimed materials by the original four founding members, along with others who quickly joined into the idea of creating this roadside phenomenon.

In the past, almost two years since The Cartoon Saloon has not been open, thousands of people have stopped by to find out what it is all about and to try and understand what the people, who are behind this roadside cluster of old wooden buildings and the beer can laden cedar tree are all about. In reality, there is not that much to understand, the folks at The Cartoon Saloon have a very simple message. The message that they most try and convey is simply “DO MORE BETTER”, whether, that is a message delivered for self-betterment and improvement or a message delivered to the community as whole, the applications are really quite limitless.



The folks at TCS say that when you visit The Cartoon Saloon they want you to be able to step away from your busy day, your hectic lifestyle or whatever situation that might have you encumbered and imagine yourself stepping back into a more simpler, relaxed time, a time before we were bombarded with technology and crazy deadlines, a time when people would visit with each other and enjoy each other’s company regardless of that persons ideas or beliefs.

So the next time you find yourself out on FM 473, outside of Comfort, Texas, slow down and take a glance off to your side and see if you can spot The Cartoon Saloon, and then stop in and make a long lasting friendship with the folks at The Cartoon Saloon.



JP Rankin

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Options for American-style cruiser motorcycles built outside of the USA.

By Kevin Duke

When discussing cruisers, Harley-Davidson is the brand that usually comes to mind, and we've recently been adopting Indian Motorcycles in that conversation. But there are plenty of viable cruiser options from lands beyond our shores where the metric system is the standard of measurement. Hence the "metric cruisers" nomenclature for motorcycles built in any country but the US.

We love our cruisers here in the land of the free, so manufacturers around the globe build their own versions based loosely on the traditional American template of low seats, feet placed forward, and powered by torquey engines. Listed here are cruisers selected for their individual uniqueness or their functionality, the latter because we realize most motorcycle riders want to ride farther than just their neighborhood coffee shop or pub, and do it at a higher pace than most Sturgis devotees.

So, if you're looking for an interesting cruiser and are willing to look globally, here are eight respectable options to consider, listed alphabetically.

2020 Ducati Diavel/XDiavel



Our favorite cruisers aren't afraid of corners, like the butch Ducati Diavel

Okay, so calling this stretched Italian hot rod a cruiser is a bit of a stretch, but perhaps that's why we like it so much. Of any bike resembling a cruiser, the Diavel stands the best chance of keeping up with your sportbike buddies on a curvy road. With 160 claimed hp on tap, the Diavel (Italian for devil) certainly won't be left behind on any straight roads.

The Diavel debuted in 2011 with a retuned version of 1198 superbike's V-twin placed in a steel trellis chassis with a cast aluminum subframe. A 30-inch seat height (barely) qualifies the Diavel as a cruiser, and its 516-pound wet weight makes it extremely light for a 73ci cruiser. Its single-sided swingarm proudly displays a fat 240/45-17 rear tire.

The platform was updated for the 2015 model year with a new headlight, TFT instruments, and a twin-spark ignition and new fuel injectors for the engine. At the time, it held the record for the quickest 0-60 mph time of any production motorcycle ever tested, thanks partially to its longish 62.3-inch wheelbase that mitigates wheelies. Excellent stopping power comes from radial Brembo calipers and 320mm discs.

METRIC CRUISERS ARE GREAT ALTERNATIVES TO AMERICAN IRON



The XDiavel expanded Ducati's cruiser offerings when it debuted in 2016.

The Diavel line was augmented in 2016 with the arrival of the XDiavel, hewing even closer to the cruiser formula with a stretched wheelbase (63.6 inches), a lower seat (29.7 inches), belt drive, and footpegs placed further forward. Significantly, the X receives a 1,262cc V-twin with variable valve timing, vastly improving the delivery of power below 6,000 rpm. Although wet weight went up to 545 pounds, the XDiavel is still plenty sporty and has a fairly generous 40-degree available lean angle, the same as its predecessor.

Rounding out the Diavel story is the Diavel 1260, introduced in 2019. It uses a version of the XDiavel's 1,262cc motor, and is endowed with sleeker styling and improved electronics.

2020 Honda Rebel 250/500, 300/500



The Rebel 250 was priced at \$4,190 in 2016, its last year of production, looking awfully similar to how it did in 1985.

This little icon earns its place on this list for its value and reliability, but mostly for its stupendous longevity and ubiquity. The Rebel 250 has been rousing American roads for an incredible 35 years, and has been under more American riding students than any other motorcycle.

The Rebel debuted way back in 1985, using Harley-esque styling cues in a compact, inexpensive package. It's powered by a 234cc parallel-twin engine that's at least adequate enough for highway travel and mostly bulletproof. (A Rebel 450 existed for only two years, 1986-87.) A low seat height (26.6 inches) conspired with modest weight to make almost anyone feel like they could master it.

Continued from Page 13

The intrinsic goodness of the Rebel 250 is defined by two numbers: 31 and 150,000. It remained in Honda’s lineup, mostly unchanged, for a stunning 31 years. And more than 150,000(!) Rebel 250s were sold in America until its retirement after the 2016 model year.

Upholding the Rebel’s enviable reputation as a highly approachable cruiser is the bobber-style Rebel platform introduced in 2017 and available with your choice of two engines. Start out with the 286cc Rebel 300 retailing for \$4,399 at its launch, or step into the 471cc Rebel 500, using a parallel-twin motor just like its progenitor.



The bobber-style Rebels were introduced in 2017, available as a 500 (left) or a 300 (right)

2015 Honda Valkyrie



The wildest of all Valkyries was the limited-production Rune, produced in 2004 and 2005. Dual 330mm front and single rear 336mm brake discs were also the largest ever fitted to a production Honda.

The Honda Valkyrie earns its spot on our list for being one of the original power cruisers. It began in 1996 when Honda stripped down its Gold Wing to create the Valkyrie, powered by the Wing’s 1,520cc flat-six engine that received hot-rodding tricks like bumpier camshafts and six individual carburetors. To many, the six-cylinder motor was an attractive alternative to the V-twins typically found in cruisers, barking out an exhaust note similar to a Porsche.

The original Valk was discontinued after 2003, but the model reached its apex in 2004 with the introduction of the audacious Valkyrie Rune. Now powered by the updated Gold Wing’s 1,832cc six-cylinder, the outlandish Rune looked like it came from a high-end custom builder rather than the conservative Honda.

Priced at an outrageous \$25,499, its attention to detail was far beyond anything from a major manufacturer, with a lovely faired radiator, flush-mount LED turn signals, and a single-sided swingarm. The trailing-link front suspension was unlike anything seen on a modern production bike, giving the impression of a heavily raked fork while having conventional steering geometry. Due to its high price and unorthodox appearance, the Rune sold in small numbers and was dropped from Honda’s lineup after the 2005 model year.

The Valkyrie was resurrected in 2014, again as a stripped-down Gold Wing, supposedly 150 pounds lighter than the Wing.

However, consumer reaction was tepid and the Valk ceased to be after 2015.

2020 Moto Guzzi California Eldorado/Audace



Moto Guzzi’s California platform is an Italian alternative take on a V-twin cruiser, here shown in its Eldorado model

The California was reintroduced in 2013 with a new 1,380cc engine, the largest V-twin ever produced in Europe. This platform was augmented in 2016 with the attractively retro Eldorado version and then the hot-rod Audace. Either iterations are worthy of consideration, as their 90-degree air-/oil-cooled V-twins deliver sportier characteristics than traditional cruiser engines, outputting a claimed 96 hp and 88.5 pound-feet of torque (rated at the crankshaft). All are built in Italy at Guzzi’s Mandello del Lario factory, the same place Guzzis have been constructed since 1921.

It’s the Eldorado version that perhaps offers the best blend of performance and style. It features classic touches like chrome inserts on the fuel tank, classy double pinstripes on the tank and fenders, and aluminum spoked wheels wearing tubeless whitewall tires.

In addition to ABS and the standard electronics suite found on all Californias, the Eldorado has cruise control as standard equipment, as well as shrouded shocks and classic round turn signals. Four-piston Brembo calipers and 320mm discs are sportbike-worthy, and enough to bring the bike’s sub-600-pound wet weight to a quick halt. Oddly, the plush Eldorado is more fun to ride than the performance-biased Audace that rolls on fatter tires. The Eldorado currently retails for \$16,490.

2020 Triumph Bonneville Bobber



Triumph’s Bobber brings a new take on cruiser motorcycles, melding the popular bobber style with the historic Bonneville platform.

Triumph’s versatile Bonneville platform gives cruiser riders an alternative from the glut of V-twin engines that dominate this category, and the Bobber version has been one of the best-selling of the line. It uses the 1,200cc version of Triumph’s parallel-twin motor with a 270-degree crank to give it a deeper growl akin to a V-twin. It’s rated at 77 hp and 78 pound-feet of torque, which is plenty enough to move the bike’s 500-and-change pounds of weight. Sporty-ish steering geometry (27.8-degree rake, 3.5 inches of trail) and a cruiser-stubby wheelbase (59.4 inches) endow it with greater agility than most cruisers.

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13- Mardi Gras Kick Off Party
Featuring Mark Stewart 8-12
14- Toman Bros 9-1 (\$5 cover)
15- Gary Wright and
the Roadkill Band 2-6
La Dez 9-1 (\$5 cover)
21- Monty Dawson 8-12
22- Tyller Gummersal 8-12
23- Toman Bros 2-6
28- Mark Stewart 8-12
29- Leap Year Party with
Felix Truvere 8-12

March

1- Gary Wright and
the Roadkill Band 2-6
6- Trey Gilleland 8-12
7- Virtual Country 8-12
13- Ricky Adams Band 8-12
14- Spring Break Party
w/ DJ Phynix 8-12
15- Tyller Gummersal 2-6
20- Lonestar Pickerz 8-12
21- Broken Duckfeet 8-12
22- Posse Band 3-7
27- Mark Stewart 8-12
28- The Tailgaters- 8-12

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CAN YOU GUESS WHICH SONG TITLE THE CLUE IS REFERRING TO??

1. Steps leading up to the Big Guy
2. Smooch a sweetheart in the A.M.
3. Blow
4. Broken
5. Battle Hogs
6. Southern Hen
7. Ebony Mutt
8. Crazy Ponies
9. Get me going
10. Dive bar girl
11. Traveling Guy
12. Psycho
13. Tred like this
14. Ms. Doe has an AR
15. Road to Hades
16. Cent Street
17. “Yo! Mr. Apostle”
18. Satans “Ring”
19. Trinitrotoluene
20. Large Cahoonas
21. Messing with Chaos
22. Escaped Canary

SONG TITLE QUIZ

BY LINCOLN

23. Allow me tres paces
24. Forever in my head
25. Libation for my ponies
26. Take notes
27. Open a beer
28. It’s 1700 hours someplace
29. Quit tilting the Nickelodeon
30. Psycho Locomotive
31. Hurling through the tornado
32. Satan went south
33. Moolah
34. Mr. Doe, Behave
35. Rapping on the entrance in the sky
36. Gretchen Wilson
37. Don’t hog the Doobie
38. Dream Lady
39. The transvestite look
40. Kinky stuff at a discount
41. Awesome family jewels ablaze
42. Don’t toké with Mr. Nelson
43. Down, girl, down
44. “I just had lasix surgery”

Answers on Page 20

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Dinosaur Racing Team

Saturday April 25th Presented by Law Tigers Motorcycle Injury Lawyers at Little River Dragway 9 miles south of Temple Texas on Hwy 95.

Dinosaur Racing Team runs the only Twin Engine Nitro Shovelhead Dragster currently left running in the World, a close representation of a 1974 “State of the Art” Top Fuel Harley along with a 1958 Sportster Nitro Funny Bike that has been on the dragstrips of Texas for nearly 50 years now.

Team Partners Paul Jones & Red Roberts have been friends drag racing Harley Davidsons for over 45 years and with the help of Crew Chief Josh Moos twisting the wrenches on the twin 93” 92% Nitromethane burning Shovelhead bike, the team is trying to keep their old dragsters on the race tracks as long as possible. Part of the way the Team does this is with their Annual “Fund Raiser Drags”, moved this year from Cedar Creek Dragway to Historic Little River Dragway, a Texas Racing Landmark “Underneath the Giant Shade Trees Along The Banks of The Little River.. To be held Saturday April 25th 2020.

The Patrons of this race will enjoy the Competition of Open Fuel Harleys, Old School type Nostalgia Fuel Harleys, Top Alcohol Harley Dragsters and All Makes Cycle Repair, with shops in both Killeen and Copperas Cove who is also Sponsoring the entire race - will also be putting up money for a SPECIAL RACE of , “Heads Up” Run-What-You-Brung Wheel Standing - Tire Boiling Harleys to determine THE FASTEST STREET HARLEY IN TEXAS.

Drag Modified Harley E.T. along with Street Harley E.T. will be run along with Vintage Bike E.T. for any brand of motorcycle built before 1980 and Antique Bike E.T. for any brand of motorcycle built before 1964. Completing an entire day of On Track Action will be Youth Eleminator for kids 8 thru 16 and Mini Bike Eleminator which will have some of the wildest fastest Mini Bikes in Texas

The Gates Will Open at 8am with Pro Bike Qualifying starting at 11am. Eleminations beginning with Open Fuel Harleys will kick off at 2:30pm with the Final Rounds about 6pm. Admission is \$20 for Adults, \$10 for Active Military W/ID and kids 5-14, Posters with details are up on WWW.TexasScooter.com or 254-687-9066 can answer questions.

Come On Out And Enjoy A Good Day At A Neat Old Racetrack and help keep Dinosaur Racing Teams Harley Dragsters running for future generations to see...

TEXAS

RIDER & MUSIC NEWS MAGAZINE

MUSIC FILES

By: Dave Lee

This month started with David Lee playing the illustrious Gruene Hall and my what a great show and turn out. The people were ready for some of David Lee's hits performed by himself and the Jose Armadillo band. Who is this David Lee you ask?

David is a native Texan that wandered off to Nashville for a short 25 years and ended up writing country music hits and #1 songs recorded by artists such as Tim McGraw and George Strait and also Cody Johnson's Texas hits. He returned back to Texas and is touring and performing his original songs around the country. There is just too much to list here but look him up at DavidLeeMusic.com

Back to Gruene Hall, David invited a band from the area by the name of "Kin Faux". They came out in full style with Rico the front man smokin the strings on his amazing fiddle. You just can't believe the energy these guys produce. This is a can't miss band that you want to see every time they tour thru the area. They were so good we had to ride out to Luckenbach to see their show on Saturday night after seeing the great Nashville recording singer/songwriter Jessee Lee (more about this lady) at Bulverde Jubilee during the afternoon and Ben McPeak opened the for the Kin Faux with some great country music and then Rico and Faux lit a fire in Luckenbach. Wow! Check them out on the radio charts cause they are heading to the top with the new single "Tear Drops on the Rocks"

Well this should have ended my week of live music but no, I couldn't resist going back to Gruene Hall on Monday. It was a ticketed event you could only attend if you won on the radio. It was a Garth Brooks show inside the hall and when we played a couple of days prior access was already limited. The fans did not care if they could see him or not, they weren't going to miss a chance. I guess the owner knew that the city would be overwhelmed so at the last minute two huge Jumbotron tvs that would rival Jerry Jones big screens were deployed. It was a great festive atmosphere with all excited. 12 hours before show time the lawn chairs and ice chests filled the streets and parking lots. Garth did a fantastic set for recording his "Dive Bar Tour".

Well a trip to the Lone Star Rally had to be abbreviated but I still made the Thursday night Halloween party after a great day riding down to Galveston with Canada Bob and some of my Canyon Lake friends including "Lefty", another local artist that always raises the roof on venues he plays. On Friday at the rally after an all day party Canada Bob and I had a great dinner at Guidos with Our Twist a Grip group and as always the food and banter was fantastic. After dinner we went down to the seawall and saw another artist that performs here in the hill country Creed Fisher. He put on a hell of a show and I bet if you step on his flag he's gonna stomp your ass.

Well Saturday morning came way early and the ride back home across Interstate 10 was fast and furious to say the least (90 mph+ just to keep up with traffic). After a quick change into some ostrich boots and black cowboy hat I made it to the second annual rendezvous at The Bradley Hacienda. Bill Bradley is a football star from Palestine Texas for some of you that weren't born here. He set all kinds of high school

records and at UT he continued setting the defensive back records, some that he holds the #1 to this day. During his college days he got to hang with another buddy and classmate of his, Farrah Fawcett. He was a regular at coach Darrell Royal's music setting with all the Texas artists. Later he played for the Philadelphia Eagles and while there started a music studio and recorded the first Rap song (someone had to). anyway back to the Rendezvous. David and the Jose armadillo band put on a hell of a show for the crowd performing some hits he has written like "Lucky Man" and a Grammy nominated song of his "I Need You" recorded by Faith Hill and Tim McGraw and others off his new album like "Hill Country Slow Down". His Daughter Jessee Lee got up with the band and played some of her original music. Jessee has been writing songs since she was 7 years old and playing guitar long before that. Her voice is distinct with a country bluesy tone that will rival any musician you have ever heard. The barbecue was magnificent and the crowd loved every moment of the night including Bill Bradley's rendition of Bob Dylan's "Just Like a Woman" and of course with his trusty harmonica got a standing ovation.

Following these great shows was going to be the show of all times, at least for some. The annual Fisher Festival had invited David Lee and Jessee Lee to perform on the big stage this year. With much anticipation and anxiety the two prepared their bands to join together on stage with daughter and dad. Accompanying them was Jon Mastin on bass and Diamond Jim Richmond on lead guitar and Albert Perez on drums. Jessee brought her infamous lead guitar player, formerly with Two Tons of Steel, Brian Duarte and harmony singer Miranda Megason. I tell you, it could not have gone any better for the two. They played some great songs they had written and dad was glowing as he watched his daughter on stage with him sharing songs. Jessee has recorded her first ep in Nashville and has showcased her talents for the Nashville executives and the doors are wide open for this girl who will be moving back to her home town of Nashville in 2020. Y'all look for a lot more to come from this girl. We're gonna miss you Jessee but it's "Hard to be Hank if your heart ain't Broke!"



See y'all down the road, Dave Lee.

Be sure and check out my Lorena video at DavidLeeMusic.com

Lincoln’s Thoughts Continued from 5

“**BROTHERS IN ARMS MC**”, TEXAS

This club supports “Vets Helping Vets” and the “Regroup Foundation.”They also support “Wreaths Across America” program. Each December on Wreaths Across America Day, Their mission to remember, honor and teach is carried out by coordinating wreath - laying ceremonies at Arlington National Cemetary,as well as at more than 2,100 additional locations in all 50 states, at sea and abroad.

Last year, and most likely this year too, the Brothers in Arms escorted delivery of the wreath’s at Fort Sam Houston. They were the 1st to put wreaths at the tombstones.

This club also supports taking homeless vets off the street and teaching them a trade. Last Christmas they supported32 needy families. They also support “Homes For Our Troops” that builds custom homes for their specific disability at their preferred area.

“**WILD WEST MC**”

This club has been dedicated to supporting men and women in uniform. 6 years ago they decided to support the Combat Marine Outdoors organization. Wild West decided to support CMO because they get to see where the money is being used. In these past 6 years they have donated \$504,003 to CMO!

“**LOST INC. MC**”

Founded in 2006 by several brothers that wanted to be part of something worthwhile in life. They work continuously with local charities and other clubs to help the community such as special needs adults, kids and families, fallen bikers and their families, military veterans and families.

They also work with the American Motorcyclist Association (AMA) and the Texas Council of Clubs & Independents (TCOC&I) to promote motorcycle safety & awareness among drivers and bikers alike.

Another important cause is in working with local, state, and federal governments to protect the freedoms and rights of motorcyclists and the American public in general. They are strong supporters of Constitutional Freedoms and limited government control. Lost Inc. MC believes in freedom to ride a motorcycle, and they strive to portray a good light on the biker community as a whole.

“**BANDIDOS MC**” and “**RED & GOLD**” support clubs

Support bicycle and toy runs all over the state at Christmas and support local families in need throughout the year. The Pasadena Marine Corps “Toys for Tots” is 26 years old. Bandidos MC, Richard (Nitro) Kimes has led the run as road guard since 2003. He owns Nitro Cycles in LaPorte, Texas and donates to most local fundraisers to help in need.

“**RIG RIDERS MC**” - Oil field helping hands

“**SAN JACINTO HIGH ROLLERS**” - Primary charity is the Texas Lions Camp in Kerrville, Tx.

“**SOTER CC**” - Bikers against bullying, Communities in need.

“**FALLEN SAINTS**” - Assists with Wreaths Across America.

“**DEFENDERS OF CHILDREN**” - Dedicated to abused children and at risk youth.

“**BOOZEFIGHTERS MC**” - Supports Shriners Hospital for Children Galveston.

“**TEXAS LONE STAR BIKERS**” - Christmas ride to Krause benefiting neglected and abused children and families.

“**FAM MC**” with “**Empress Pearls**” - Helps feeding the homeless.

“**CHROME DIVAS**” - Supports breast cancer charities.

“**SHIFTERS ROADHOUSE**” - Animal shelters volunteers of Texas.

“**OUTCASTS MC**” - Ride for the GI.

“**TRADESMAN MC**” - Raises money for veterans with PTSD, Wreaths across America, Injured combat vets.

A large amount of Motorcycle Ministries across the state that support bikers.

“**ROADRUNNERS BIKER CHARITY GROUP**” (Tribe)
This group cooks and donates turkeys to new life treatment center for girls, they collect and donate Easter baskets for the children in the burn unit at Shriners Hospital in Galveston, donate to a child for “Jingle with a Cause”, and have a rib and bean cook-off and a fallen brother run to help raise funds. All this and are always ready to help out with anyone in the community. Their motto is “Helping one person at a time”.

Rick and I would like to give a special thanks to all the people that took the time to help us out. This article was a last minute idea so please forgive me if I didn’t get everyone mentioned. The list of Fabulous Bikers goes on and on into the millions.

- Aurturo Garcia of Leathernecks MC, CEO and Founder of Combat Marine Outdoors.
- J. David Regan (Gringo), Leathernecks MC.
- Larry Colson, Wild West MC, President.
- Mike White (Pale Rider), Wild West MC, Secretary
- Todd Cole (Loop), Lost Inc. MC, Co-chairman Texas COC&I Region 3.
- Bryan Patison, Lost Inc. MC, Owner All Pawn & Kats Guitars, Spring and Willis Tx.
- Riley Harpool (Cypher), Brothers in Arms MC.
- Pepper and Eileen Kidd, President and wife of Roadrunners Charity Biker Group.
- Lora & David Hampton, (Lora) Roadrunners member (David) (Tank) Wild West MC.

After reading all this and knowing the list is just a tiny tidbit of all the Awesome biker clubs/groups/and charities, stop and think for a moment. What if the bad people in our government win and outlaw bikers all together? They want to make it against the law to wear their colors, against the law to be a member of a biker club/group, and also scary, they want to label biker clubs/groups as “Gangs”. This label would allow the government to ban anyone associated with bikers to have their guns confiscated and be considered a felon. I find this such an insult to label usas “Gangs”. The street gangs in the cities have not a single thing in common with Bikers.

So imagine one day bikers are no more, who is going to live the lifestyle of tirelessly working to support those in need? The homeless vets, homeless children and whole families, people with chronic diseases, mental illnesses, burn victims,abused and helpless animals, abused and neglected children..... I would just like to say in closing, that it brings tears to my eyes to imagine a world without Bikers. Thank you brothers and sisters working so tirelessly to support our great country, The United States of America.

Love to All, Lincoln

TEXAS

RIDER & MUSIC NEWS MAGAZINE

THE "GOOD PATRIOT"

Mass Shooting Statistics

Matt Lerosierr from Firearms Policy Coalition just came out with a research paper on how likely YOU are to be killed in a mass shooting. The following is a breakdown of the key points of his findings and some additional thoughts from me on what's really going on in the gun control world.

This is the type of information that we need to have in our "How to defend the 2nd Amendment with facts and logic," arsenal. Of course, we know that most gun control advocates don't use logic behind their reasoning for trying to disarm America, but for the sake of those few that are still open to reason and defending freedom, here are some compelling numbers.

From the way the media hypes up mass shootings, you'd think that every time you run to the store to buy bread or drop off your kid at school, bullets are flying and bodies are dropping faster than Joe Biden's polling numbers. Not the case.

Your annual chance of being murdered in a mass shooting is actually 1 in 11.6 MILLION.

To put that in perspective, did you know you have a higher chance of being murdered by a terrorist attack on US soil than being killed in a mass shooting? You're also more likely to be mauled to death by an animal, struck and killed by lightning and you think eating a meal is safe? You're more than 100 times more likely to die by choking on your food than getting killed by a mass shooter.

If we used Michael Bloomberg's and Mom's Demand Action's logic, I guess we should ban food too. Or as the media would probably name it, "plant and animal derived assault fuel." The paper also mentions the mega killers like medical malpractice, car accidents and heart disease - compared to the numbers of people killed by these three, mass shootings don't even register on the radar.

That is not to belittle any tragic loss of life that comes from those shootings, but it clearly shows us that if policy makers and legislators are truly concerned with saving lives, there are much more pressing issues than mass shootings. Just gonna throw out that there are 3000 abortions a day, but hey, we've got to take away the guns to save the children, right?

In the words of Matt, "Given the small numbers at play, if the goal is to save lives, resources would be better spent addressing areas of public policy where more lives are at stake, preferably those where "solutions" do not involve restricting the human rights of innocent people."

So, if mass shootings are actually this incredibly rare, why does the media try to make us so fearful of them and why are politicians so fiercely adamant about saving American lives by restricting access to and taking away, our guns?

Another quick statistic taken from the FBI's 2018 crime report. There were 297 deaths caused by rifles last year. 297. Not all those rifles were AR-15 style rifles but let's just pretend they were.

If less than one person a day, in a country of over 330 MILLION people, is killed by an AR15, why are these guns so misleadingly demonized as being weapons of war constantly used to kill people?

It is estimated that between 250K - 1.5 million violent crimes are prevented because the would be victim had a gun for self-defense. AR-15s are relatively affordable, easy to use and despite what the politicians and the media would have you believe, are extremely, rarely used in any shootings. So if that's the case, why are they trying to ban the AR-15 and force more gun control on law abiding citizens?

It's almost as if the government doesn't want us to be able to defend ourselves. Because. They. Don't. And that my friends, is why we should not budge on gun rights.

Stand firm and God Bless.

Katie



Website: www.GoodPatriot.com

Continued from Page 16

TEXAS

RIDER & MUSIC NEWS MAGAZINE

CAN YOU GUESS WHICH SONG TITLE THE CLUE IS REFERRING TO??

SONG TITLE QUIZ

ANSWERS

BY LINCOLN

1. Steps leading up to the Big Guy	Stairway to Heaven	23. Allow me tres paces	Gimme 3 Steps
2. Smooch a sweetheart in the A.M.	Kiss an angel good morning	24. Forever in my head	Always on my mind
3. Blow	Cocaine	25. Libation for my ponies	Beer for my Horses
4. Broken	Shattered	26. Take notes	Write this down
5. Battle Hogs	War Pigs	27. Open a beer	Pop a Top
6. Southern Hen	Dixie Chicken	28. It's 1700 hours someplace	It's 5:00 Somewhere
7. Ebony Mutt	Black Dog	29. Quit tilting the Nickelodeon	Don't Rock the Jukebox
8. Crazy Ponies	Wild Horses	30. Psycho Locomotive	Crazy Train
9. Get me going	Start me up	31. Hurling through the tornado	Blowing in the wind
10. Dive bar girl	Honky Tonk Woman	32. Satan went south	The Devil went down to Georgia
11. Traveling Guy	Ramblin' Man	33. Moolah	Money
12. Psycho	Crazy	34. Mr. Doe, Behave	Johnny B Goode
13. Tred like this	Walk this way	35. Rapping on the entrance in the sky	Knockin' on Heaven's door
14. Ms. Doe has an AR	Janie's got a gun	36. Gretchen Wilson	Redneck Woman
15. Road to Hades	Highway to Hell	37. Don't hog the Doobie	Don't bogart that joint
16. Cent Street	Penny Lane	38. Dream Lady	Fantasy Girl
17. "Yo! Mr. Apostle"	Hey, Jude	39. The transvestite look	Dude looks like a lady
18. Satans "Ring"	Hell's Bells	40. Kinky stuff at a discount	Dirty Deeds done dirt cheap
19. Trinitrotoluene	T-N-T	41. Awesome family jewels ablaze	Great balls of fire
20. Large Cahoonas	Big Balls	42. Don't toké with Mr. Nelson	I'll never smoke weed with Willie again
21. Messing with Chaos	Flirtin' with Disaster	43. Down, girl, down	Lay Lady Lay
22. Escaped Canary	Free Bird	44. "I just had lasix surgery"	I can see clearly now

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SPORTS

NASCAR

MONSTER ENERGY CUP SERIES

DATE	RACE	CITY /TRACK	START TIME	WINNER
Feb. 16	Daytona 500	Daytona International Speedway	3:00 PM	TBD
Feb. 23	Penzoil 400	Las Vegas Motor Speedway	7:00 PM	TBD
Mar. 1	Auto Club 400	Auto Club Speedway	2:30 PM	TBD
Mar. 8	FanShield 500	ISM Raceway	3:00 PM	TBD
Mar. 15	Folds of honor QuikTrip 500	Atlanta Motor Speedway	3:30 PM	TBD
Mar. 22	Dixie Vodka 400	Homestead-Miami Speedway	3:30 PM	TBD
Mar. 29	O'Reily Auto Parts 500	Texas Motor Speedway	2:00 PM	TBD
Apr. 5	Food City 500	Bristol Motor Speedway	2:00 PM	TBD
Apr. 19	Toyota Owners 400	Richmond International Raceway	2:00 PM	TBD
Apr. 26	GEICO 500	Talladega Superspeedway	2:00 PM	TBD
May 3	Nascar Cup Series at Dover	Dover International Speedway	2:00 PM	TBD
May 9	Nascar Cup Series at Martinsville Nascar Open/All Star	Martinsville Speedway	2:00 PM	TBD
May 16	Coca-Cola 600	Charlotte Motor Speedway	2:00 PM	TBD
May 24	Kansas 400	Charlotte Motor Speedway	8:00 PM	TBD
May 31	Firekeepers Casino 400	Kansas Speedway	7:00 PM	TBD
June 7	Toyota/Save Mart 350	Michigan International Speedway	6:00 PM	TBD
June 14	Nascar Cup Series at Chicagoland	Sonoma Raceway	2:00 PM	TBD
June 21	Nascar Cup Series at Pocono	Chicagoland Speedway	2:00 PM	TBD
June 27-28	Big Machine Vodka 400	Pocono Raceway	3:00 PM	TBD
July 5	Quaker State 400	Indianapolis Motor Speedway	2:30 PM	TBD
July 11	Foxwoods Resort Casino 301	Kentucky Speedway	3:00 PM	TBD
July 19	Consumers Energy 400	New Hampshire Motor Speedway	3:30 PM	TBD
Aug. 9	Go Bowling at The Glen	Michigan International Speedway	7:30 PM	TBD
Aug. 16	Drydene 400	Watkins Glen International	3:00 PM	TBD
Aug. 23	Coke Zero Sugar 400	Dover International Speedway	3:00 PM	TBD
Aug. 29	Southern 400	Daytona International Speedway	3:00 PM	TBD
Sep. 6	Federal Auto Parts 400	Darlington International Speedway	3:00 PM	TBD
Sep. 12	Bass Pro Shops NRA	Richmond Raceway	7:30 PM	TBD
Sep. 19	South Point 400	Bristol Motor Speedway	6:00 PM	TBD
Sep. 27	Alabama 500	Las Vegas Motor Speedway	7:30 PM	TBD
Oct. 4	Bank of America 400	Talladega Superspeedway	7:30 PM	TBD
Oct. 11	Hollywood Casino 400	Charlotte Motor Speedway	7:00 PM	TBD
Oct. 18	Texas 500	Kansas Speedway	2:00 PM	TBD
Oct. 25	Nascar Cup Series Martinsville	Texas Motor Speedway	2:30 PM	TBD
Nov. 1	Nascar Cup Series at ISM - Championship	Martinsville Speedway	2:30 PM	TBD
Nov. 8		ISM Raceway	3:00 PM	TBD
			2:00 PM	TBD

Continued from Page 14

The Bobber is instantly recognizable by its adjustable tractor-style seat that appears to float above the rear fender. Other nice details include the battery box with stainless-steel strap, fork gaiters, bar-end mirrors, and bullet-shaped turn signals. Wire-spoked wheels add to the vintage appearance. The couple of downsides to the Bobber are its tiny 2.4-gallon fuel tank and no passenger provisions. New MSRPs start at \$11,950 and bump up to \$13,150 for the Bobber Black version.

2020 Triumph Rocket III/3



The 2020 Rocket 3 brings a new era to Triumph’s Rocket line, a much sportier motorbike than the previous generation. An aluminum frame, single-sided swingarm, Brembo Stylema brakes, and beautiful metal finishes highlight this handsome monster.

Triumph’s Thunderbird 1600 nearly earned this entry and is a worthy metric cruiser alternative, but its Rocket III brother stole the spot thanks to its sheer audacity. Debuting in 2004, the Rocket was defined by its massive 2,294cc three-cylinder engine, the largest-displacement engine of any production motorcycle. Amazingly, the Rocket was more manageable than a motorbike’s size could be expected to handle, helping it earn our Cruiser of the Year award.

Over the years, the Rocket spawned several sub-models, including the Classic, Tourer/Touring, and the hot-rod Roadster, the last Rocket III in Triumph’s lineup, existing through 2018.

The Rocket III was retired, but it’s now been replaced by the Rocket 3, vastly improving the model’s finish detailing and performance. It again uses a monumentally large three-cylinder engine, now displacing 2,458cc. Miraculously, it’s 40 pounds lighter than its smaller predecessor, contributing to an overall 88-pound weight drop, thanks largely to the new aluminum frame.

Both the Rocket R (\$21,960) and touring-oriented Rocket GT (\$22,600) boast 165 hp and a gargantuan 163 pound-feet torque from the 2.5-liter triple. Their hydroformed header arrangement and aluminum airbox look sublime, exemplary of the bike’s high-level of finish detailing. Early reports say it’s really fun to ride and handles much better than expected, so we can’t wait to ride one for ourselves.

2017 Yamaha/Star V Star 1300/Silverado



The V Star 1300 blends versatility, attractive good looks, and a modest price for a metric cruiser worthy of consideration.

Reasonable people will appreciate the V Star 1300 for its cost-effectiveness and understated good looks. Yamaha (and its erstwhile cruiser brand Star Motorcycles) has been the Japanese OEM most successful in creating attractive American-style cruisers, exemplified by this 1300 platform that includes touring variants (Silverado/Tourer) and the batwing-fairinged Deluxe that debuted in 2013.

All are powered by an 80ci (1,304cc) V-twin engine that provides ample power for the bike’s relatively low weight. A well-disguised liquid-cooling system keeps heat away from its rider, and a belt-drive system requires minimal maintenance. Excellent attention to detail belies the reasonable cost of entry. A seat height around 27 inches keeps even short legs within comfortable reach from the ground.

The V Star 1300 is a more manageable cruiser than the giant heavyweights that typically get the most recognition, and its touring-oriented sub-models provide a worthy mount for any trips farther than the neighborhood roadhouse. Older models are available today for as little as \$3,500.

2010 Yamaha/Star Road Star Warrior XV1700



The Road Star Warrior remains desirable today for its aluminum chassis, hot-rod air-cooled motor, and sportbike suspension and brakes.

Although introduced nearly 18 years ago, the Road Star Warrior remains one of the best performance cruisers ever built. Powered by a 102ci (1,670cc) V-twin and featuring a lightweight aluminum frame and swingarm—unusual in the cruiser category—the XV1700 delivers a sporting punch that continues to be desirable even today.

Its 48-degree V-twin is air-cooled, making it prettier than liquid-cooled lumps, but it uses modern four-valve cylinder heads to produce nearly 100 pound-feet of torque and 76 hp at the rear wheel. It sprinted through the quarter-mile in just 12.5 seconds and from 0–60 mph in 4.3 seconds when we tested it in 2002. Hydraulic lifters and belt final-drive help minimize maintenance.

Weighing in at a relatively light 658 pounds, the Warrior undercut Honda’s original VTX1800 by a full 100 pounds. Four-piston front brake calipers and a 41mm inverted cartridge fork are ex-YZF-R1 bits, further adding to its sport credentials. Decent ones can be found for \$5,000 or less.



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POST 89 2019 TOY RUN

Riders Bring Some Heart-Warming Holiday Cheer To Patients And Their Families At The Ronald McDonald House In Galveston.

The American Legion Riders, Post 89, Texas City, hosted their 3rd Annual Toy Run to the Ronald McDonald House in Galveston which took place on Saturday, December 7, 2019. The run originated from Kat's Place in La Marque. The ride had participation from caring and compassionate individual riders and Motorcycle Clubs.

Numerous businesses in the greater Galveston County area allowed placement of collection boxes in their establishment for weeks before the run and many made cash and/or gift card donations. This event could not have been done without their big-hearted support.

Many thanks to Kat's Place for allowing the Riders to use their facility for staging; to McDonald's Texas City for providing breakfast sandwiches; and to Rich Huntley, Best Shirts 4 U in League City who did the graphics on both sides of the trailer containing the Wishlist items.

Knowing it's a challenge to keep a long string of motorcycles together while navigating through traffic, the LaMarque Police Department, the Hitchcock Police Department, the Galveston County Sheriff's and the Galveston Police escorted the run and did an outstanding job keeping all the Riders safe.

123 Riders delivered a trailer load of Wishlist items to the children and their families at the Ronald McDonald House. All the riders stood in line side-by-side in a chain-gang formation to deliver toys, cleaning supplies, small appliances, food items, etc. from the trailer to the facility.



Jim Rabon, American Legion Ride Director, Post 89, who spear-headed the event, stated that it just hits your heart hard to see the kids and their families who are going through a really tough time in their lives. But it is so gratifying to see a smile on their faces when they receive the toys and other goodies. We hope that we let them know that we care about them. Jim adds

that anyone can spearhead an event, but it's the people, riders and businesses that make it happen.

On behalf of the American Legion Riders, Post 89, Texas City, a big thank you is extended to all who participated in this event.



THANK YOU to Participating Motorcycle Clubs, Businesses, and Organizations

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GYPSY-GUM BAYOU
GYPSY - LEAGUE CITY
TEXAS LONE STAR BIKERS
LOS VIEJOS - GALVESTON
PATRIOT GUARD
- PIRATAS
PRIMOS - SANTA FE
PRIMOS - ALGOA
RIDERS REPUBLIC
SAN JACINTO HIGH ROLLERS
SONS OF TEXAS
SOTERS
TOGETHER BROTHERS
- VOYAGERS - LEAGUE CITY
VOYAGERS - SANTA FE
WARRIORS - GALVESTON/Texas City
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