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Grave Concerns

The British city of Exeter has some grave concerns over a serial exposer who has been seen walking pantless near a local cemetery. The cemetery flasher has been spotted roaming the town, including three times by the same woman, Sadie Ellicott. "There's something very strange about him," she told a local paper. "He's very creepy, and he looks back at you to make sure you are looking."

The last time the black hooded figure flashed in the cemetery was June 4 at which time Ellicott filmed the flasher and turned her footage over to police. "I want to get the word out to warn other ladies who walk home on their own. I just want him to be caught." Hmm. Black hood, cemetery… maybe she was flashed by the Grim Reaper.

African Trillionaire

By 2009, when Zimbabwe's central bank gave up on controlling inflation, its largest currency was the 100-trillion-dollar bill that was barely enough for bus fare in Harare and not even worth the paper needed to print it. However, that 100-trillion-dollar note has turned out to be a great investment for several astute traders in London and New Zealand, who bought thousands of them at pennies on the trillion and now report brisk sales to collectors on eBay at US $30-$40 a note!

A Real Boob

Magician and professional gambler Brian Zembic, 55, finally consulted surgeons recently about removing his historic C-cup breast implants, which he got on a $100,000 bet in 1996 (with a rider of $10,000 annually for retaining them). He also won a companion game of backgammon to determine who would pay for the original surgery. He told news sources in May that he had intended to have the boobs removed early on but that they had "grown on" him and become "a normal part of my life." Sure.

Your Tax Dollars At Work

U.S. Sen. Jeff Flake of Arizona, in a May publication deriding the value of certain federally-funded research, highlighted several recent National Institutes of Health and National Science Foundation projects such as the $13 million for exploring musical preferences of monkeys and chimpanzees; the $1.1 million judging whether cheerleaders are more attractive seen as a squad than individually; the $390,000 to determine how many shakes a wet dog needs to feel dry; and the $5 million to learn whether drunk birds slur when they sing. Yep, your taxes funded all this!

Beer Is The Priority

In April, police in Broome (in Australia's far northwest) on traffic patrol stopped a 27-year-old man whose "several" children, including one infant, were unrestrained in his car while "cartons of beer" were "buckled into car seats." He faces several charges, including driving on a suspended license.

Transgender Blues

Ms. Jai Dara Latto, 23, won the title of Miss Transgender United Kingdom last September in London, but in February organizers stripped her of the title as being insufficiently trans, passing the crown to Ms. Daisy Bell. Officials had spotted Latto, who has worked as a "drag queen," in a BBC documentary wearing boxer shorts, and since switching "underwear" is usually such a crucial step for people who are transgender, officials concluded that Latto must not yet have made a sufficient-enough commitment to qualify for the title.

Birdbrains

In a recent book, biologist Jennifer Ackerman noted the extraordinary intelligence of birds—attributed to the dense packing of neurons in their equivalent of humans' cerebral cortex (according to an April *Wall Street Journal* review of Ackerman's *The Genius of Birds*). For example, the New Caledonia crow, among others, knows how to make and use hooked tools to hide food (and retrieve it from tricky-to-reach places), and the blue jay and others, which store many thousands of seeds during autumn, also steal seeds from less-vigilant birds—and they even return to re-hide food if they sense they have been spotted storing it earlier). Additionally, of course, the birds' equivalent of the human larynx is so finely tuned as to be regarded as the most sophisticated sound in all of nature. Who says *Easyriders* isn't educational?

Flying Turtles

Be careful when riding in Florida. You could be hit by flying turtles! Nicole Bjanes, casually zipping along Interstate 4 in Volusia County around noon on May 9, saw a red-eared slider turtle come sailing through the air and crash into her windshield, sending her car off the road. The Florida Highway Patrol said it had become airborne after a truck hit it. It was apparently unhurt and swam away when a firefighter released it into a nearby pond.

Run By Little Girls

Here's an oldie but a goodie: At the Arab Shooting Championships in Kuwait back in 2012, as medals were presented and winners' national anthems were played, officials were apparently ill-prepared for medalist Maria Dmitrienko of Kazakhstan. Consequently, they cluelessly played, as her "national anthem," the humorous ditty from the movie *Borat*. (Instead of such lyrics as "sky of golden sun" and "legend of courage," the audience heard "Greatest country in the world / All other countries are run by little girls" and "Filtration system a marvel to behold / It removes 80 percent of human solid waste.") Dmitrienko reportedly kept a mostly-straight face, although Kazakhstan later received an official apology.

Stupidity Quotes

The difference between stupidity and genius is that genius has its limits.

—Albert Einstein

Nothing in all the world is more dangerous than sincere ignorance and conscientious stupidity.

—Martin Luther King, Jr.

I am patient with stupidity but not with those who are proud of it.

—Edith Sitwell

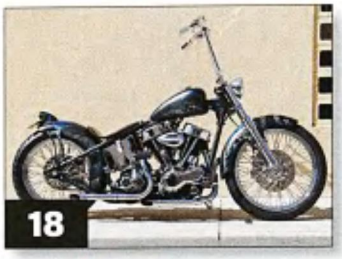
You can't argue with stupidity.

—Jermaine Jackson

Easyriders®

ISSUE NO. 520 • OCTOBER 2016

GYPSY ROSE
Jeremy Valentine's
Joker Cycle Shovel



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Ken MacDonald's
1948 Harley FL

KEEP ON TRUCKIN'
Jeff Smith's
Tried And True Bobber

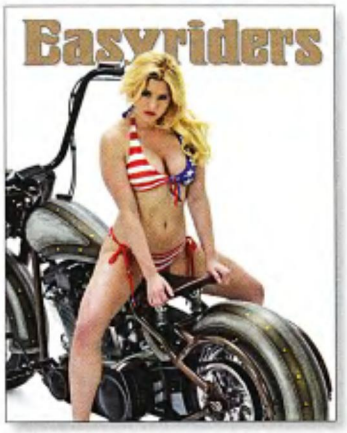
BIKING BACCHANAL
The 101st Running Of
EICMA Milan

WHITE TRASH
Jon Shipley's
Hoosier Daddy 120R Bobber

93RD LACONIA MOTORCYCLE WEEK
On The Southern Shores Of
Lake Winnipesaukee

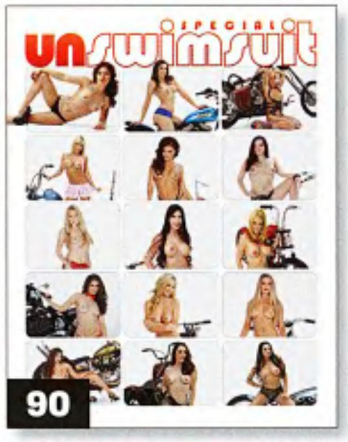
IN THE WIND
The Best Reader's Photos

CAMP LIBERTY CRUSADER
Dozer Cycle Studio's
2015 Crusader



ON THE COVER:
Sofia Costa with Dozer Cycle Studio's Crusader shot by Michael Farabaugh.

We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**. Next month's issue goes on sale September 13, 2016.



UNSWIMSUIT SPECIAL

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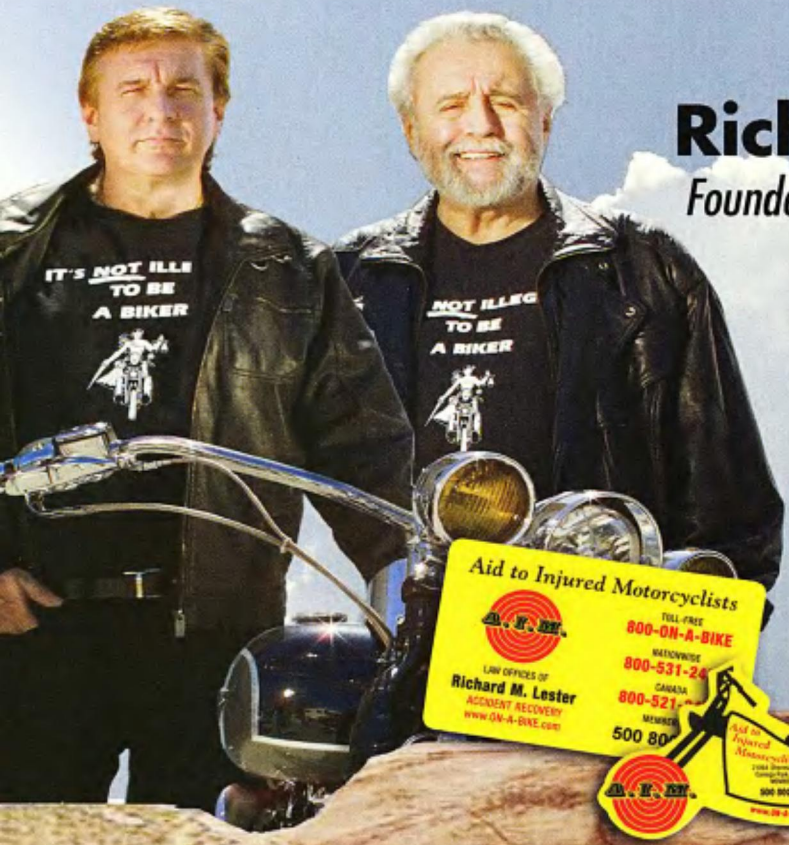

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GYPSY ROSE

Jeremy Valentine's Joker Cycle Shovel

Speaking from his Joker Cycle Works digs in Ft. Wayne, Indiana, Jeremy Valentine says, "We had been working on the Bootlegger bike (*Easyriders* No. 519), it was off to the painter, and I guess I kinda put my foot in my mouth when I told my buddy, 'Man, I think I'm going to build a shovelhead for the Easyriders Bike Show.' And he said, 'Dude, that's like 30 days away.'

So I started my second bike build before the first one was done." Jeremy chuckles and adds, "Let's just say I would never do that again."

The dueling projects had Jeremy multi-tasking between two basically "competing" workbenches, one for an Ironhead Sporty, the other for the shovel. So you've got the right side drive verses left side drive thing going.

"Parts would come in, and I'd be bouncing between the two bikes, getting things mixed up. But we got it squared away."

Also squared away was the 1975 shovelhead motor from Hills Performance that had been sitting on the JCW shelf for a few months. Then Jeremy grabbed a Paughco frame that was hanging from the ceiling and things got rolling, but time was clicking away. The 30-day deadline was banging at the door since he was also working a regular full-time job. There were lots of late nights.

Into the build went a mid-'90s Sportster 2-inch over front end, foot clutch, jockey shift, and kick-only, which was a bear trap until Jeremy tamed it. "People were saying the bars were too narrow, but after I got it up and running, I really enjoyed the riding position. As far as the design, we wanted to capture the feel of the old-school David Mann look."

As for naming the bike, Jeremy says, "I had been reading an article about the famous burlesque star Gypsy Rose Lee, so I decided to call the bike Gypsy Rose and told my buddy Nate Bowers my paint thoughts: old-school pinstripes and the brightest, boldest, most beautiful red he could think of. He went for the PPG Sexy Red paint and got it done in just six days." Nate also inscribed "Gypsy Rose" into the custom air cleaner made by Ed at EC-Customs.

Jeremy met the 30-day challenge and brought Gypsy Rose to the Columbus Easyriders Invitational Bike Show. He was literally speechless when he heard Editor Dave Nichols call out his name as recipient of the coveted John Green Award. "For everybody to think he would like my bike out of all the ones at the show, for me that was the highest honor." —*Paul Garson*

Winner of the coveted John Green Award—a bike that John would have loved.

Owner: Jeremy Valentine
City: Ft. Wayne, Indiana

GENERAL

Designer: Jeremy Valentine, Joker Cycle Works
Year/make: 1975 shovelhead
Model: Gypsy Rose
Assembly: Joker Cycle Works
Time: 30 days
Chroming: Atlantic

ENGINE

Year/make: 1975 Harley-Davidson
Model: shovelhead
Displacement: 74 cu. in.
Cam: Harley-Davidson
Ignition: Dyna
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S
Air cleaner: EC-Customs
Pipes: MidUSA

TRANSMISSION

Year/make: 1975 Harley-Davidson
Shifting: Jockey

PAINT

Painter: Bowers Paint Studio
Type/color: PPG/Sexy Red
Special paint: Nate Bowers

FRAME

Year/builder: 1999 Paughco
Rake: stock
Shocks: rigid

ACCESSORIES

Bars: JCW
Handlebar controls: who needs 'em
Fender: Led Sled
Headlight: Tedd's
Taillight: Tedd's
Electrics: JCW
Gas tank: MidUSA
Oil tank: JCW
Oil system: Harley-Davidson, JCW
Seat: Sinister
Pegs: JCW
Grips: Harley-Davidson Sporty

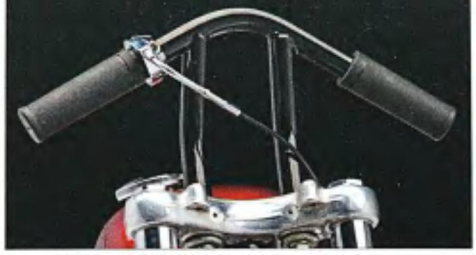
FORKS

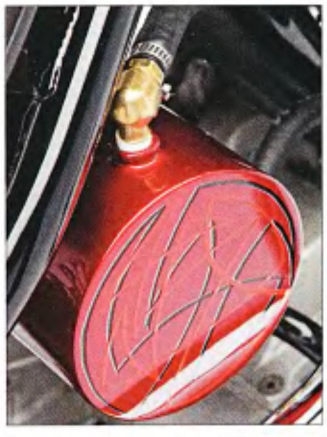
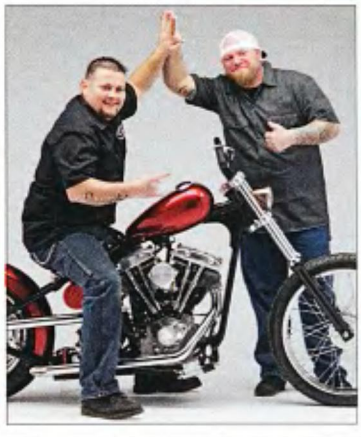
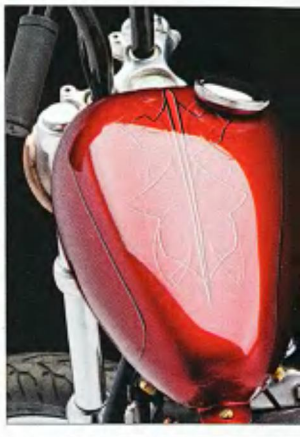
Type: Harley-Davidson Sporty
Extension: 2 inches over
Builder: Harley-Davidson

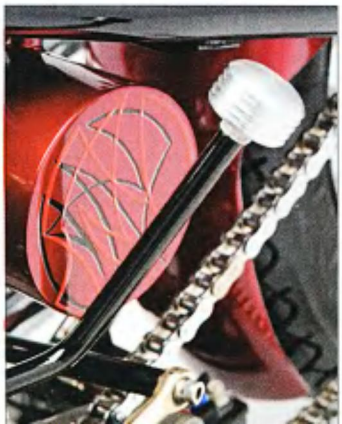
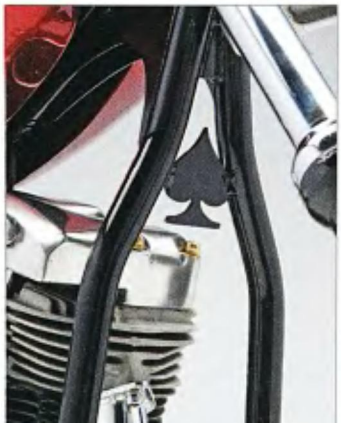
WHEELS

Size: 21-inch front, 16-inch rear
Wheels: Harley-Davidson
Tires: Pirelli
Brake: Harley-Davidson rear

Photos: Michael Lichter
Contact: Joker Cycle Works
260-820-1750
jokercycleworks.com



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Thank you, *Rick Rademacher*

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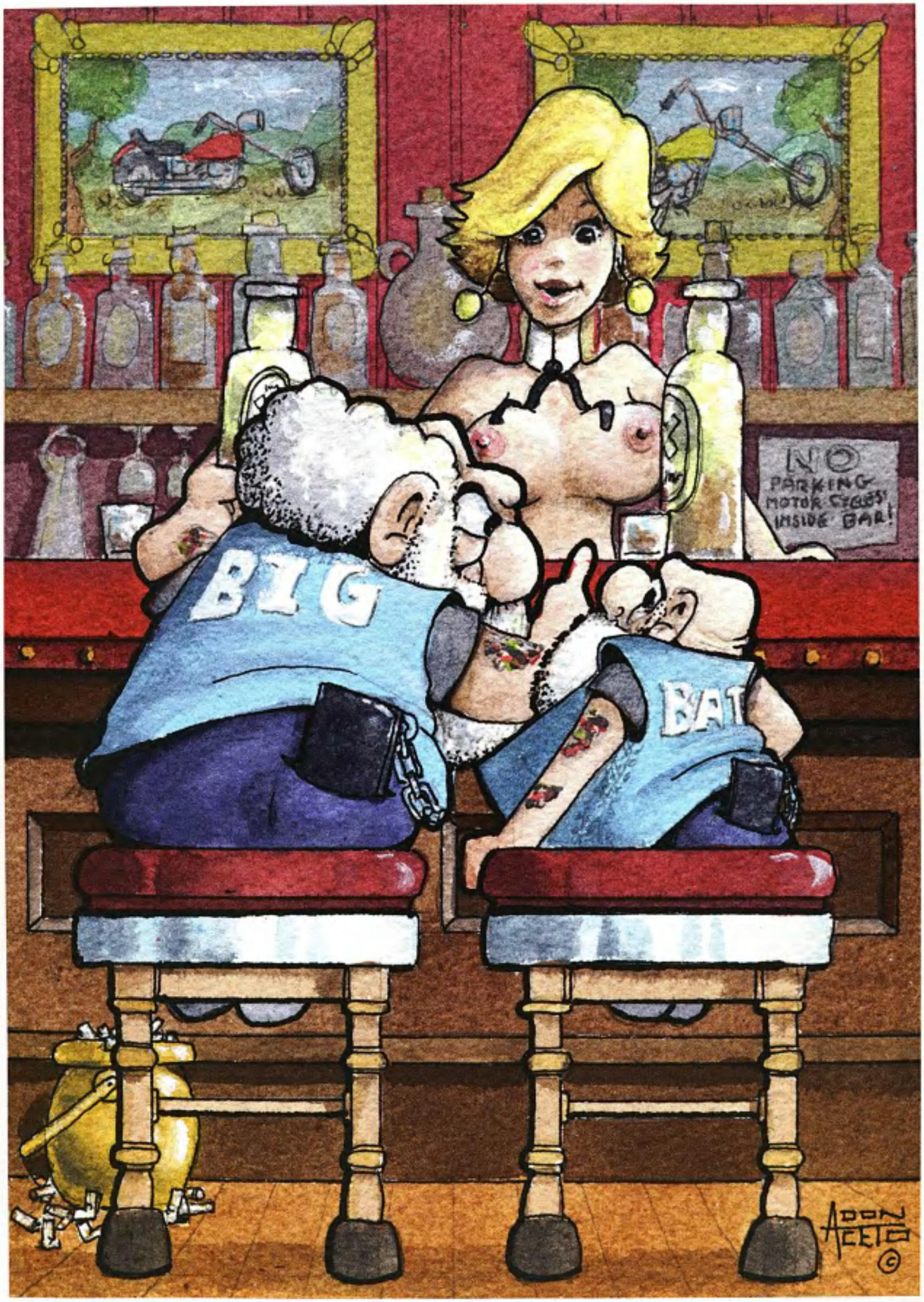

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Easyriders
If it's of interest to bikers, we'll print it.

HERE COME THE EASYRIDERS RODEOS

Photo: Billy Tinney

The Easyriders Motorcycle Rodeo season is almost upon us. The Easyriders Rodeo will roar into town August 19-21 at the Fowlerville Fairgrounds, in Michigan, offering new events, new bands, and motorized mayhem Easyriders-style. Then on September 1-5 the Rodeo broad-slides into the Chillicothe, Ohio, Ross County Fairgrounds for our Grand National event.

From the wild campground action, to the rockin' entertainment, Chillicothe will be the biker party of the year.

New for this year's events are the NTC Drift Trike Races at the track, offering up one more way for guys and gals to get dirty at the rodeo. The most exciting addition to the events' entertainment is sure to be the death-defying acrobatics of the all-female, all-badass motorcycle high wire act, Circus Una. These women put it all on the line, performing perilous acts from 50 feet above the crowd.

Rockin' the house at both shows will be the The Fryed Brothers Band. In addition, Rev Theory will headline Fowlerville on Saturday night. For the Chillicothe shows the Moonshine Bandits, Hoobastank, and the Kentucky Headhunters will be headlining Friday, Saturday, and Sunday, respectively. Keep your eyes peeled for more info here in *Easyriders*.

On-site camping and showers are available for all dates. There will be a ride-in bike show, trophy girl contest, poker crawl, vendors, barstool races and, of course, super exciting high-horsepower Easyriders Rodeo events, including pullin', racin', wienie bitin', potato in a haystack, slow race, tire ride; it's awesome. These shows are strictly 18 and over, so leave the kiddies at home. All tickets and camping is sold on-site at the ticket trailer. Advanced camping reservations, known as "Gold Rush packages" are available for Chillicothe, Ohio, only—details can be found at **easyridersevents.com**

QUOTE OF THE MONTH

"Libertarians make no exceptions to the golden rule and provide no moral loophole, no double standard, for government."

— Murray N. Rothbard

CALIFORNIA LANE SPLITTING

We have repeatedly discussed lane-splitting in California, the only state that has no law barring motorcyclists from barreling down the highway, splitting lanes with abandon, in pretty much complete freedom. We have also talked about how the forces of legislation and the lawmakers desire to impose regulations on that freedom.

Assembly member Bill Quick finally has a bill (AB 51) that appears to have grown legs. The bill passed the Transportation Committee unanimously and, at the time of this writing, is on its way to Appropriations. If it passes there, it will head for the Senate floor for a vote.

AB 51 would mostly leave the practice alone, empowering the California Highway Patrol to create educational guidelines for motorcyclists, without specifying in the law exactly what is legal and not. We surmise that these "guidelines" would not have the force of law, but be advisory.

Continued Next Page

YOU'VE KNOWN THE FEELING,
SINCE YOUR BIKE HAD PEDALS.
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Some motorcyclist's rights activists believe that this legislation might become a model for similar legislation in other states that currently outright ban lane sharing.

Initially, the bill included restrictions that would have made it much worse: motorcycles couldn't split faster than 15 miles over the speed of traffic and banned it entirely above 50 miles per hour. There is something to be said for the tenacity of the activists who worked hard to pull the teeth from the bill as it was being crafted. Editor's note: It is my personal opinion that no law, the status quo, is the proper position.

WACO GAG ORDER LIFTED

The Waco police-involved shooting trial may be one of the longest trials on record, at least from the perspective of those bikers who were unlucky enough to be present at the event and subsequently swept into the maws of the criminal "justice" system of that Texas backwater.

Police and prosecutors had sought to hide under a cloak of silence, forbidding both defendants and the state from talking about the case. The gag order was sold as "protection" for the privacy of the defendants. The attorneys for many of the bikers contend that the gag order was nothing less that a cynical attempt to prevent them from telling their side of the story to the public. The prosecution had cited the gag order repeatedly, turning down information requests from news organizations seeking to open the investigation to the light of day.

The ruling leaves the defendants free to speak to the press regarding the charges; however, in response to the ruling Waco Sgt. Patrick Swanton said essentially that his agency would remain tight-lipped.

During the initial stages of the investigation the police presented a barrage of press conferences and interviews with wild allegations, only to hide behind the gag order when journalists tried to peek beneath the veil for solid information about the case, especially when it became apparent that many of the bikers were shot and killed with the same caliber ammunition that officers carried at the scene.

In all, 154 persons stand accused of complicity in the melee, and all face 15 years to life if convicted.

Source: ABC, Houston Chronicle.

WARRANTLESS BLOOD TESTS

The Supreme Court kicked a North Dakota law to the curb when it ruled against states that impose criminal penalties on drivers who refuse to submit to blood draws to ascertain whether they are drunk or drugged, but defended the same practice when it comes to breathalyzer tests. The issue between the two, according to the majority is the level of intrusiveness. Two justices, Sotomayor and Ginsburg, concurred with the decision that warrantless blood draws were unconstitutional, but would have taken the issue further, arguing against breathalyzer tests as well, citing the Fourth Amendment. Justice Thomas dissented from that opinion, saying essentially that both forced blood draws and breathalyzers without the formality of warrants were just fine and dandy with him.

There were three cases involved in the controversy, in North Dakota and Minnesota. While in all 50 states drivers can have their licenses yanked for refusing to submit to drunk driving tests, in 11 states criminal penalties can be assessed, beyond suspension, and these are the states that are affected by the ruling.

The states argued that testing is a legitimate condition for being allowed to use the roads, complaining that it is too much of a burden to obtain a warrant. The justices disagreed, saying that a warrant is simply a phone call away and can be issued in minutes.

There have been cases where drivers have been strapped to gurneys and their blood drawn forcibly, leading us to ask, "What country is this?" Not addressed are the Fifth Amendment concerns, since when can people be forced to incriminate themselves by being subjected to providing evidence for the prosecution? The case is Birchfield v. North Dakota.

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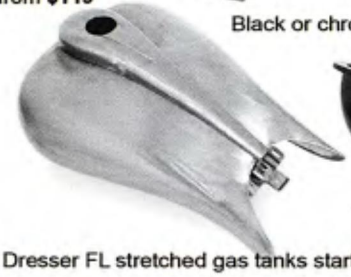

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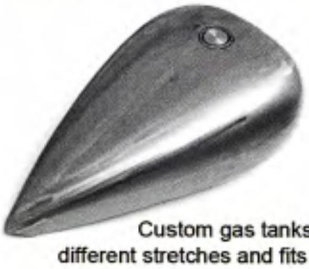

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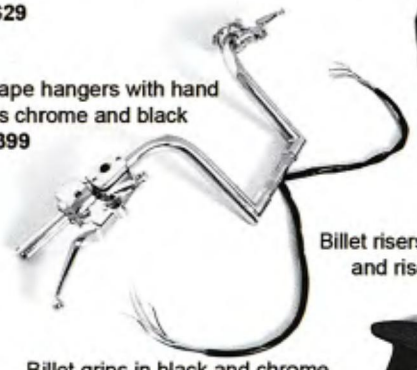

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DemonsCycle.com

"I've been building and riding Harleys for almost 40 years," Ken MacDonald begins. "The first choppers I saw in my neighborhood belonged to guys like Eddie Trotta and Ralph Gargano and looking on as a teenager, seeing those guys on their Harley rigids with Springer front ends, I wanted in big time."

KEN MACDONALD'S 1948 HARLEY FL

HEIRLOOM

I had a '57 pan when I was a kid and it seemed high time to have another.

Now for four decades he's been there, and Eddie and Ralph are close friends these days. So is renowned custom painter Billy Streeter, who lives right down the street. Over the years Ken's had a string of custom Harleys but this one, the latest and registered as a '48, got its start about a year and a half ago. It began with a gas tank left over from a bike Ken put together in the 1980s.

"I had a '57 panhead when I was a kid and it seemed high time to have another," Ken says. So that gas tank became the starting point for this panhead custom. "That tank was sitting on a shelf in my garage long enough," Ken tells us, so in short order it became the center of a parts pile that included a complete 1948 panhead motor and transmission he picked up in Virginia, a new Paughco rigid frame, a pair of wheels with the tires and fenders to go with them, a little solo seat, a disc-brake setup, 16-inch apehangers, straight-pipes, and more. "I put this one together blending some later parts in with the old stuff to make a better bike," Ken explains. There's a hydraulic clutch, for instance, and a three-inch open belt primary. But besides building a bike that's become a real runner, Ken put this one together to also become a family heirloom. "The artwork all over that matte black paint is by Billy Streeter and it tells my life story in various stages," he says. "I'll leave this bike to my grandson, hopefully to carry on with the custom Harley tradition."

Ken doesn't show his bikes often, content to simply ride and enjoy them. But he was talked into entering Dave Perewitz's custom paint show in Daytona last year and his heirloom pan came away with a First Place win. "I was shocked," Ken says, but that recognition paled in comparison to the attention the bike got from guys like Eddie Trotta, Billy Lane, and Dave Perewitz himself; guys who know a cool bike when they see one. "That was the real honor," Ken says, "having heavyweight builders really spend some time looking over my bike, checking out the details and nodding with approval. No trophy can ever match that." —*Joe Kress*

Owner: Ken MacDonald
City: East Haven, Connecticut

GENERAL

Fabrication: Ken MacDonald
Year/make: 1948 Harley-Davidson
Model: FL
Assembly: Ken MacDonald
Time: 2 years
Chroming: Bar Plating

ENGINE

Year/make: 1948 Harley-Davidson
Rebuilder: Iron Horse Ranch
Displacement: 74 cu. In.
Ignition: Quick Start 2000
Cam: H-D
Carb: Linkert 74 B
Air cleaner: Paughco
Pipes: custom straights

TRANSMISSION

Year/make: 1948 Harley-Davidson
Shifting: 4-speed

PAINT

Painter: Billy Streeter
Type/color: Sikkens/black

FRAME

Year/make: 2014 Paughco
Type: rigid
Rake: 30 degrees
Shocks: none

ACCESSORIES

Bars: 16-inch apehangers
Handlebar controls: Jaybrake
Fenders: eBay
Headlight: eBay, 5 ½-inch
Taillight: Sparto
Pegs: Exile
Foot controls: Exile
Gas tank: Harley-Davidson King Sportster
Oil tank: Paughco
Seat: Spirit Leather
Grips: Exile

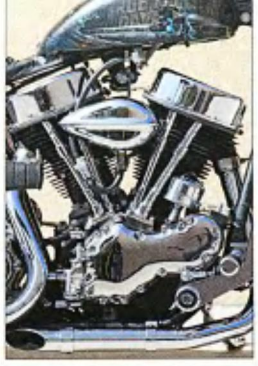
FRONT END

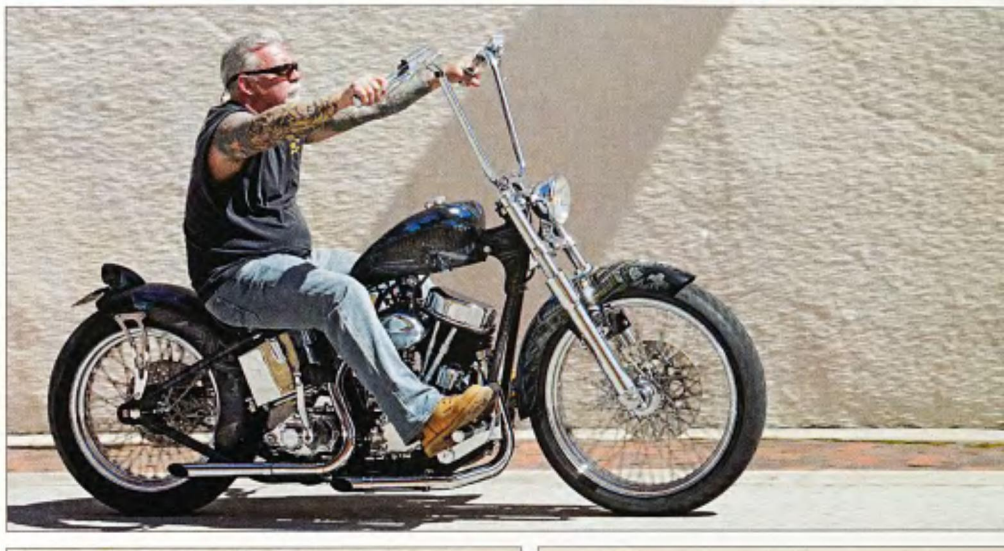
Type: Harley-Davidson Wide Glide, 2 inches under
Builder: Harley-Davidson, Ken MacDonald

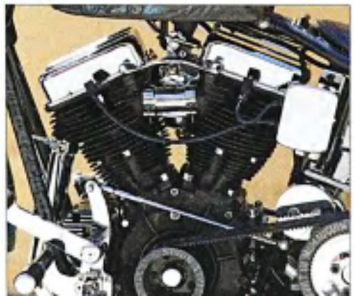
WHEELS

Make: DNA
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Jaybrake

Photos: Michael Lichter







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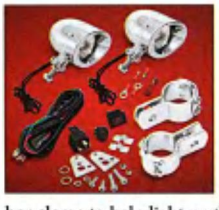
mikunipower.com



BIG BIKE PARTS' MINI DRIVING LIGHTS

These die cast 2 3/8-inch visored Mini Driving Lights from Big Bike Parts come with a 1 1/4-inch highway bar clamp to help light up the road for increased visibility. The lights come complete with wire harness and isolation relay to protect your bikes circuit along with a choice of two styles of switches. They are available in either 50 Watt halogen or 7 Watt 400 lumens/4000K LED choice.

bigbike parts.com

DSO AND DBC COOL SHADES

The cool shades are made by Dangerous Sports Optics and designed by Dirty Bird Concepts, which makes them an irresistible item for just about any rider. DSO and Dirty Bird Concepts (Sinister Industries) have collaborated to bring you the Sinister Greed LTD. They're crafted from Grilamid TR-90 Injection Nylon material and feature crystal clear polycarbonate 8-base polarized high-definition lenses with large stainless 7-barrel optical hinges. They're super light and offer 100-percent UVA, UVB, and UVC protection of your eyes. Grilamid nylon frames are rugged, resilient, strong, flexible, lightweight, retain their shape, and withstand extreme temperatures.

dsoeyewear.com • dirtybirdconcepts.com

BDL'S SFT DRIVE

Designed for 1990-2006 Softails, the EV-575 provides riders noteworthy advantages over other aftermarket and stock systems. First, BDL's reinforced 2-inch belt was developed specifically to handle the high torque and horsepower numbers being produced by today's big inch V-twin engines. Additionally, the system incorporates a one-piece billet motor plate, unique side guard, and rear pulley cover, along with the traditional BDL starter housing. Every EV-575 kit includes the very latest in clutch technology with BDL's own patented Ball Bearing Clutch. The state-of-the-art design offers up to 30% more contact surface, reduced lever pull, smoother transition, super quiet operation, and flawless clutch engagement. EV-575 series kits are available polished, black, and clear anodize.

beltdrives.com

ZIPPER'S MUSCLE 110 EXTREME KIT

Zipper's Muscle 110 Extreme kit, with horsepower topping 150 at the rear wheel and torque over 100 ft/lbs from 2750 rpm through redline and peaking at 130 is for the serious performance enthusiast. Arm-stretching, tire-shredding power is everywhere, reminiscent of a late 1960s big block muscle car. Your special CVO motorcycle will turn heads not just because of its looks, but the raw power sound and the performance to back it up—Grin-Factor Pegged!

zippersperformance.com

DIRTY BIRD CONCEPTS' HID HEADLIGHT

The all-new High Intensity Discharge (HID) Headlight fits your Street Glide (all years) or Road Glide (up to 2013). These lights are DOT-approved and designed to emit higher levels of lighting over a larger amount of area. HID lights are preferred over the LED due to the superior intensity and tighter focus. The HID light is much brighter than the LED and offers a life span of 50,000 hours. They come in your choice of chrome or black. Learn more about the Soul Seeker for your Harley Street Glide (SI-175), Stampede Indian (SI-727), or the Reaper for your Harley Road Glide (SI-176).

dirtybirdconcepts.com

JIMS SHIFTER PEDAL SHAFT BUSHING TOOL

Harley-Davidson FLH touring models with heel toe shifting on the inner primary case are notorious for rattling due to vibration from worn shifter shaft bushings. The typical service life of the shifter shaft bushings is 20,000 miles or fewer. Once the bushings are worn and the shifter starts rattling, wear is increased on all shifter parts from the shift rod ends to the transmission lever and oil seal. JIMS No. 5518 Shifter Pedal Shaft Bushing Tool easily removes both worn bushings and installs the new bushings to their proper depth without removing the inner primary, making shifter shaft bushing replacement a 20-minute job. Made in the USA and featuring JIMS lifetime tool warranty, it is made for use on all 1985-present FLH touring models. Video of this tool in use can be seen on the JIMS USA YouTube channel.

jimsusa.com

STAR TRON ENZYME FUEL TREATMENT

The EPA is actively working to increase the amount of ethanol in fuel to 15%. While many cars and trucks can use fuel with 15% ethanol, virtually no motorcycles can use this fuel. Additionally, E15 fuel poses a special risk to two-cycle engines that run hotter with E15, and as such could suffer damage. More importantly, manufacturer warranties will not cover damage caused by fuel containing more than 10% ethanol (E10). Be aware that no fuel additive will allow engines designed for E10 to run E15 or higher ethanol blends. By improving combustibility, Star Tron helps achieve a more complete burn of the fuel charge, which results in maximum power and fuel economy. It also reduces emissions while keeping fuel delivery systems clean. Some techs actually rely on Star Tron to clean carburetors and fuel injectors.

Star Tron's enzymes also help prevent corrosion.

startron.com

JEFF SMITH'S TRIED AND TRUE BOBBER

The shovelhead motor was squeezed into a Krafttech frame, along with an Ultima 6-speed tranny and a 3-inch belt drive.

This very cool-looking shovelhead is one of the latest examples of Bill's talent; it's as sweet a ride and perfectly put-together a bike as you can imagine. Bill happens to specialize in bobbers that look like they emerged from the 1960s or '70s.

Jeff Smith, who owns this beauty, approached Bill some eight years ago with an Evo sitting in a rigid frame and said he wanted something a bit cooler. He asked Bill to change a couple of things on the bike. As it happens from time to time at Bill's shop, someone

came in and had a shovelhead for sale, and for a good price. So Jeff bought it, and before you knew it, Bill had torn Jeff's bike completely apart and started to rebuild it from the ground-up.

The shovelhead motor was squeezed into a Krafttech frame, along with an Ultima 6-speed tranny and a 3-inch belt drive that Bill machined down to 2 inches. He also slimmed down the already narrow gas tank a bit more to give the bike an overall narrower look. "We built a lot of stuff here at the shop, like the fenders, the foot controls, the top motor mount, the struts, and a few other items, like the seat," says Bill, "and what we didn't build ourselves, we modified, like the oil tank and the gas tank."

The front end is off of a stock Sporty, but Bill shaved the tabs for the front brake off and cut the fork about two inches, which is why you see a 23-inch front wheel on the bike without the neck needing to be raked. "Cutting those two inches was perfect," says Bill. "It handles really nice."

Aside from the cool paint job, done by Good Times Reform, a fitting final touch may well be the seat Jeff sits on every time he rides this bobber. "Jeff owns a trucking company, so we put 'Smith Trucking' right on the top of the seat for him," Bill says.

—Tripper

Owner: Jeff Smith
City: Hamilton, Ohio

GENERAL

Fabrication: Tried and True
Year/make: 1972 Harley-Davidson
Model: shovelhead
Assembly: Tried and True
Time: 3 months
Chroming: Precision Polishing

ENGINE

Year/make: 1972 Harley-Davidson
Model: shovelhead
Rebuilder: Sean Bast, Tried and True
Ignition: Dyna S
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Balancing: full
Pistons: Wiseco
Heads: Harley-Davidson
Cam: Andrews AB
Lifters: Sifton
Carb(s): S&S E
Pipes: Tried and True

TRANSMISSION

Year/make: 2005 Ultima
Modifications: cut a few things off
Shifting: 6-speed, foot

PAINT

Painter: Good Times Reform
Color: custom
Type: show

FRAME

Year/builder: 2005 Kraftech
Type: rigid
Rake: 36 degrees
Shocks: none

ACCESSORIES

Bars: high
Handlebar controls: cheap
Fender(s): Tried and True
Headlight: cheap
Taillight: cheap
Pegs: brass, Tried and True
Electrics: Tried and True
Gas tank: Tried and True
Oil tank: Tried and True
Oil system: Tried and True
Seat: Bill, Tried and True
Mirrors: Tried and True
Grips: Biltwell

FORKS

Type: narrow
Extension: none
Builder: Harley-Davidson

WHEELS

Size: 23-inch front, 16-inch rear
Hub: spool
Tires: Vee Rubber front, Avon rear
Brake: modified Harley-Davidson

Model: Jessica Vaugn
Photos: Don Rogers

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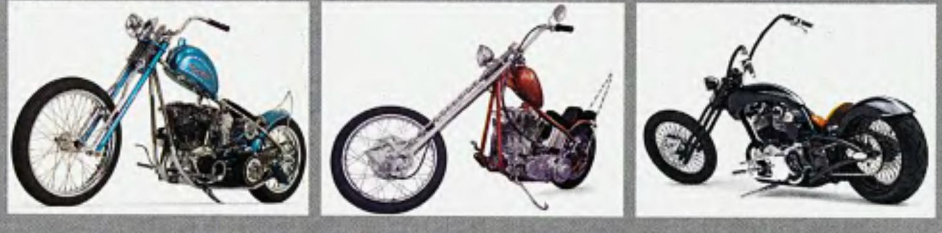

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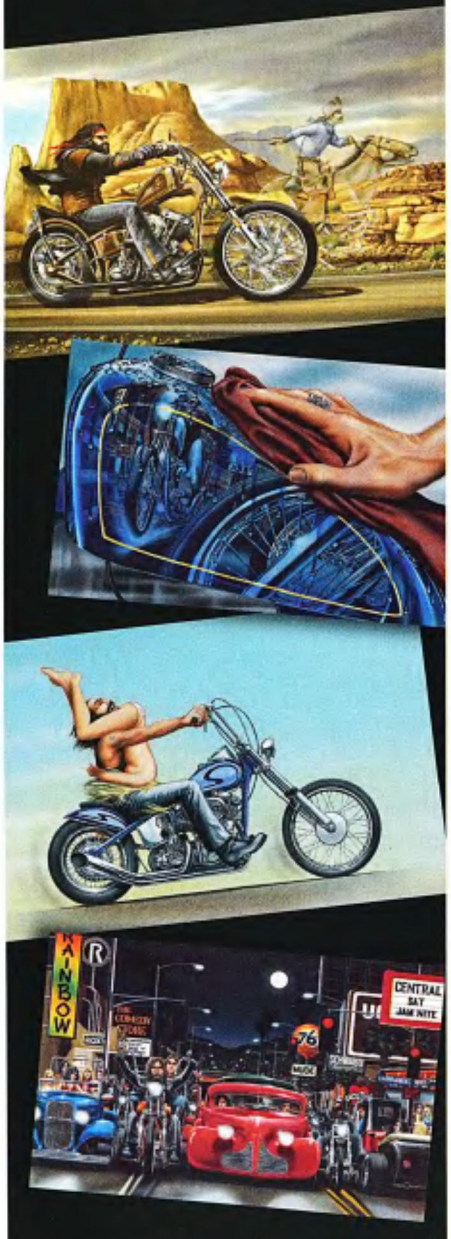

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Passin' Gas

Beatnik's old lady threw him out because she overheard him tell his brother that he blew a fork seal.

She said she didn't even know he was into that shit, and what the fuck was he doing at the beach anyway?

Beatnik
Ventucky, Calif.

Biker Bob and a chick were sleeping like a couple of babies, when suddenly at three o'clock in the morning there was a loud bang outside. The chick startled awake and yelled at Bob, "Holy fuck, that must be my husband!"

Bob quickly rolled out of the sack and jumped out the window naked. He smashed himself on the ground, ran through a thorn bush, tripped on a sprinkler, scrambled over a fence, and started running to his bike.

A few minutes later he returned to the house, walked inside and into the bedroom, hollering at the chick, "Hey, dammit, I AM your husband!

The chick hollered back, "So why were you running?!" That's how the fight started.

Rogue
Melbourne, Fla.

Two horny midgets picked up a couple of whores and took them back to their separate motel rooms, which were next to each other. The first midget couldn't get an erection no matter how much he tried. He was further humiliated when he heard his friend in the other room repeatedly yelling, "Here I come again!"

The next morning the two midgets met for breakfast to discuss their conquests. The first midget admitted, "It was so embarrassing, man, I couldn't even get it up."

The second midget said, "You think that's bad, I couldn't even make it up onto the bed!"

Larry Graham
Baltimore, Md

Clean Dean went into the pharmacy and asked the dude behind the counter, "Hey man, do you sell condoms with pesticide?"

The pharmacist chuckled and said, "I believe you meant to say, do we sell condoms with spermicide."

"Nope," explained Clean Dean, "I want the ones with pesticide cause my old lady has had a bug up her ass all week and I'm going in after it!"

William Nangle
Sterling, Colo

Big Jim met Suzi in a bar. They enjoyed each other's company very much and decided to go back to her place, where they immediately got down some energetic fucking. They fucked and fucked like animals for an hour straight. Finally, tired, sore, and satisfied, they both lay back on the bed and snuggled up close. After a couple of minutes of catching their breath, Suzi started gently stroking Big Jim's cock.

Surprised but appreciative, Jim exclaimed, "What, are you ready for round two?"

"Naw," she cooed wistfully, "Just feeling nostalgic and missing the days when I had mine."

Rocky Myerson
W. Palm Beach, Fla.

Way in the hills back in Pigstick Holler a pair of teenage hillbillies got hitched. That night the hillbilly boy came back home to his folks with his bags and everything.

"Boy," said the kid's surprised father, "why in the hell are you not off somewhere's on your honeymoon?"

"Well," said the flustered boy, "When we wuz about to get down to it I discovered she was still a virgin!"

"Oh," said Pa, "Well Hell, boy, you did the right thing. If she's not good enough for anybody in her family then she ain't good enough for ours!"

Tom Kropp
Fon Du Lac, Wisc.

Mad Dog was staggering home from the bar one night and stumbled upon a lamp that was lying in the grass. He rubbed it and out popped a genie, who promptly offered the drunk biker a wish.

Mad Dog thought for a second and said, "I wish I had tequila anytime I want. Make me pee tequila!"

The genie granted his wish and then vanished into thin air. Mad Dog stumbled the rest of the way home and immediately grabbed a glass and pissed into it. He took a swig and it was the best damned tequila he ever tasted.

He woke up his old lady Mad Doris and had her to sample the brew. She agreed it was damn good.

The next night when he got home from work, he called out to Doris, "Hey doll, grab one glass and lets get drunk!"

"Sure, but why just one glass, hon?" the puzzled gal asked.

Mad Dog answered, "Because tonight, my dear, you're drinking from the bottle."

Burt Whitcomb
Palmdale, Calif.

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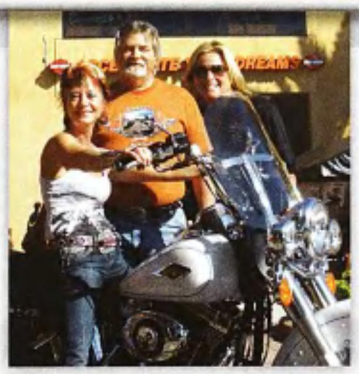

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April 12, 2016 TO January 10, 2017

HOW TO ENTER: 1) Automatic Entries – individuals who purchase a subscription in connection with this promotion will be automatically entered into the sweepstakes. 2) If you do not wish to subscribe, please write your e-mail address, name, address, and phone number on a 3x5 index card marked **"45th ANNIVERSARY MAGAZINE SUBSCRIPTION SWEEPSTAKES"** and mail it in an envelope to: 45th Anniversary Magazine Subscription Sweepstakes, 28210 Dorothy Drive, Agoura Hills, CA 91301. Limit: one 3x5 card per envelope. Entry form must be legible and completed in full to be valid. 3) Visit our website at www.easyriders.com and click on the Sweepstakes link and complete the on-line entry form. Sweepstakes begins April 12, 2016, and all entries must be received by January 10, 2017. Easyriders/Paisano Publications, LLC ("Sponsor") assumes no responsibility for lost, misdirected or late mail. Sponsor reserves the right to invalidate any incomplete or unreadable entries. Harley-Davidson is not a sponsor of this sweepstakes. Rules can also be viewed on-line.

ELIGIBILITY: The Sweepstakes is open to all legal residents of the U.S. aged 18 or over, except employees of Easyriders/Paisano Publications, LLC, or the employees of any sweepstakes sponsors and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Limit – ONE ENTRY PER HOUSEHOLD and only one prize per household will be awarded. Winner of motorcycle prize must possess and provide proof of valid U.S. Driver License and applicable motorcycle insurance at the time of the prize award. Winner must take possession of the Sweepstakes Prize in person at a location designated by Paisano Publications, LLC. At the time of taking possession, the winner must present valid identification and proof that he/she is licensed to operate a motorcycle and execute all instruments necessary to take title.

WINNERS SELECTION: Winner(s) will be selected by random drawing from all entries received, and validated by Meloni Hribal Trattner LLP whose decisions will be final. Prize winner(s) will be notified by e-mail or if not provided by U.S. Mail or phone within 90 days of the closing date and must acknowledge notification within 10 days or the prize will be forfeited. In the event that the prize cannot be awarded because the winner cannot be located, is not eligible or refuses the prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If, the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

PRIZES AND APPROXIMATE RETAIL VALUE: Total approximate retail value of the prize is $25,000. – NO PURCHASE IS NECESSARY TO WIN. One winner will receive his/her choice of a 2016 standard base Harley-Davidson Motorcycle ("prize") valued at $25,000 or less (approximate retail value will depend on the model selected). The Winner may not choose a Custom Vehicle Operations™ (CVO) or Trike model or request custom color options. No prize substitutions or transfers are allowed. The prize cannot be redeemed for cash. If the actual value of the motorcycle selected by winner is less than $25,000, the difference will not be awarded in cash or otherwise. Sponsor reserves the right to substitute with a prize of equal or greater value. Other restrictions may apply.
Winner must take delivery of the Motorcycle from an authorized Harley-Davidson® dealership as determined by Sponsor. Winner must notify Sponsor of Motorcycle choice within 14 days after notification of eligibility, or the prize may be forfeited and awarded to another entrant randomly selected from the remaining eligible entries. Transportation of winner's Motorcycle to an authorized Harley-Davidson dealership will be provided by Harley-Davidson. The date of delivery of the Motorcycle will depend on the time to manufacture the model selected by the winner. Additional Motorcycle features and options, all applicable taxes, insurance, license, and registration fees are the sole responsibility of the winner. When picking up the Motorcycle, the winner or his/her representative must show acceptable evidence of insurance and a valid motorcycle driver's license. The winner is responsible for the cost of any vehicle options agreed to between winner and the Harley-Davidson dealer at which the Motorcycle is picked up.

PRIZE ACCEPTANCE: Prizes are not transferable and are not redeemable for cash. Should the prize be unavailable, Paisano Publications reserves the right to replace that prize with an item of equal value with the choice of item being solely at the discretion of Paisano Publications. The prize winner will receive a 1099 IRS tax form at year end. Winners will be required to execute an affidavit of eligibility, release, and indemnification and any prize transfer documentation required by Paisano Publications, LLC and any awarding sponsors. All entries received become the property of Easyriders/Paisano Publications, LLC, and participating sponsors, and none will be returned. Winners grant Easyriders/Paisano Publications, LLC, and participating sponsors, and its agencies the right to use their names and likenesses for advertising and promotional purposes. **ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE PRIZES ARE THE RESPONSIBILITY OF THE WINNER.**

WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, **45th Anniversary Magazine Subscription Sweepstakes**, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN • LIMIT – ONE ENTRY PER HOUSEHOLD

THE 101st RUNNING OF EICMA MILAN

Biking Bacchanal

"So cool," is what I keep saying to myself, and I'm sure that sentiment was shared by the more than 600,000 like-minded motorcycle enthusiasts who also witnessed this EICMA.

That's right—no joke, over 600,000 bikers in one place—the Milan Convention Center in the Rho area of Milan, Italy—all paid 15€ ($17) to get in to see the latest and greatest motorcycles! It is about the passion, but don't think you will find this kind of enthusiasm just anywhere—this is the kind of passion I've only seen in Italy. Italians are passionate about their food, their clothes, their cars, about life in general, and WOW are they passionate about motorcycles!

Practically every Italian grows up on two wheels, beginning with scooters then often moving on up to bikes. I laugh when I think how I rode through Italy on a brand-new Harley Ultra (loaner) and as we came through Milan we would stop at each traffic light as the bikes and scooters wove their way through the stopped cars until they were lined up beside us. All would rev their engines so that as the light turned green, it was like the start of another Grand Prix. Off to the races they went, and I wouldn't even dream of trying to catch them.

This year, the annual EICMA motorcycle trade fair in Milan showcased the latest wares of 1,470 manufacturers and aftermarket suppliers from 44 different countries.

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The Milan Show claims to be the biggest two-wheel event in the world in terms of both the number of exhibitors and the number of visitors. To accommodate the throngs, after two days of being open to the trade only, the doors opened to the public and the hordes swooped in for the next four days.

This mostly indoor show covers 3,013,894 square feet with test ride areas and a huge motocross competition outdoors. BMW and Honda's booths were each over 20,000 square feet and included two stories with offices, meeting rooms, cappuccino bars and cafes, and enough new bikes, video monitors, and speakers to blow your socks off. Harley-Davidson was well represented with its display. Although H-D doesn't even try to compete when it comes to sheer size, it does win for character though, bringing a flavor that many customers love. As for other American manufacturers, you can bet Indian and Victory were there showing off their new models, and Zero Motorcycles (an American all-electric brand) also had a large display that garnered a lot of interest.

Custom bikes had their own hall. Keep in mind, this expo fills seven halls, each the size of an average city convention hall in the United State.

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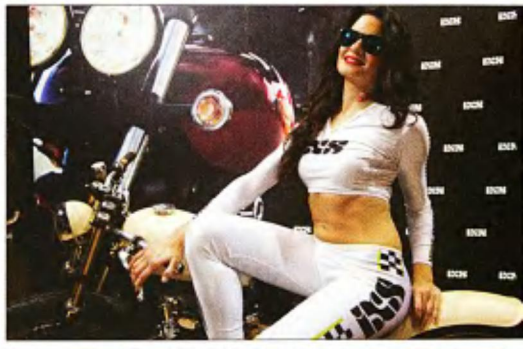


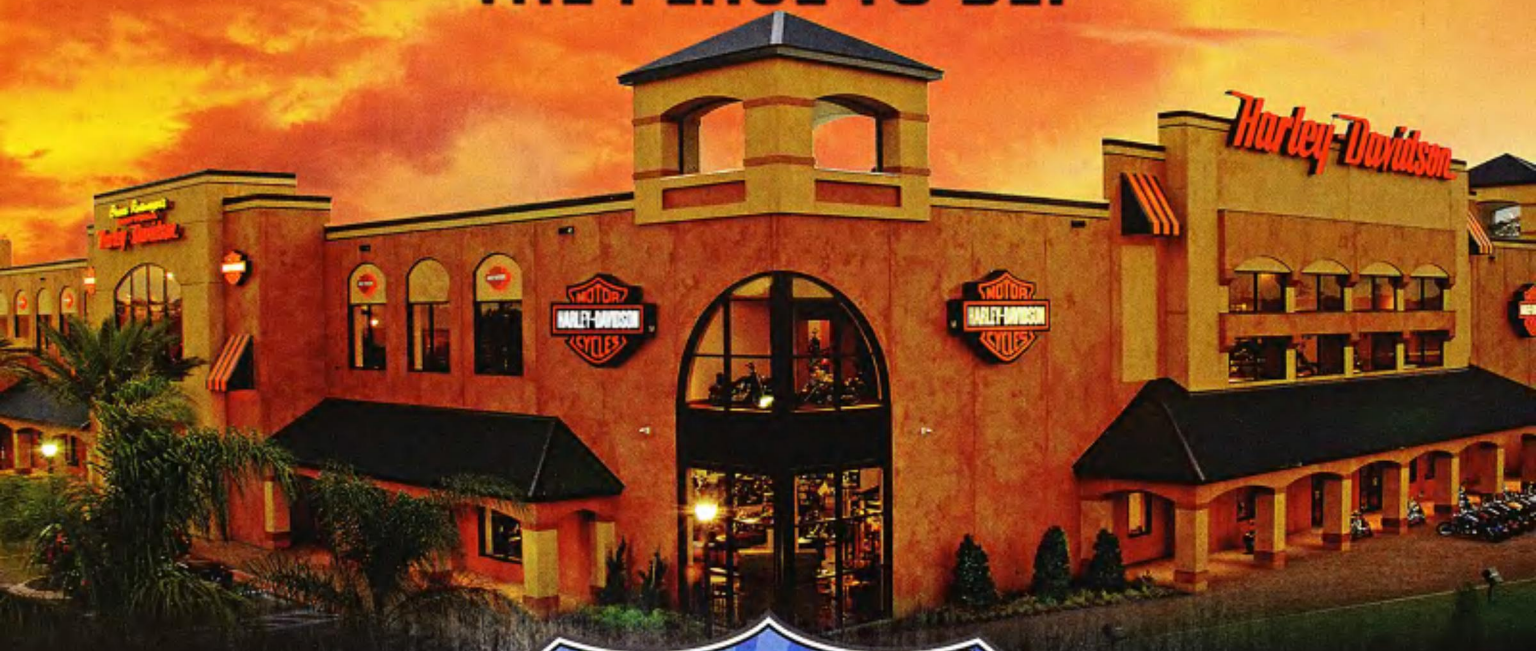
The custom bike show had its fair share of shovels, pans, knuckles, and flatties. In addition to amazing European brands for unique clothing (like Kevlar-lined jeans from Rokker in Germany), aftermarket parts, helmets, and jewelry, there were plenty of American aftermarket exhibitors on hand. These companies included Battery Tender, Bell Helmets, Cardo, Daytona Twin Tec, Dynojet, K&N, Küryakyn, the MSF, Mustang Seats, National Cycle, Performance Machine, RSD, S&S, Saddleman, and Vance & Hines.

After long days of motorcycle madness, the nights were filled with parties and these folks sure know how to party! As night falls, it is basically a bacchanal, and motorcycling is the excuse. Yamaha hosted a fantastic party around the theme of its Yard Built and Faster Sons custom builder program (that included Shinya Kimura this year) in a converted factory where the first Italian airplane was made. Then there were parties at DEUS' flagship Milan venue and even outside town as at the Side Stand Cafe in Pavia. I was even part host as Italian Choppers Milano Gallery represents my work in Italy and had a show of my photos hanging for the occasion and as part of a Metzeler-sponsored party at the Motosplash Milan complex.

This marked the 101st running of the Milan show. For more information on next year's event visit eicmausa.com. This is definitely one for your bucket list! —*Michael Lichter*

Photos: Michael Lichter

THE PLACE TO BE!



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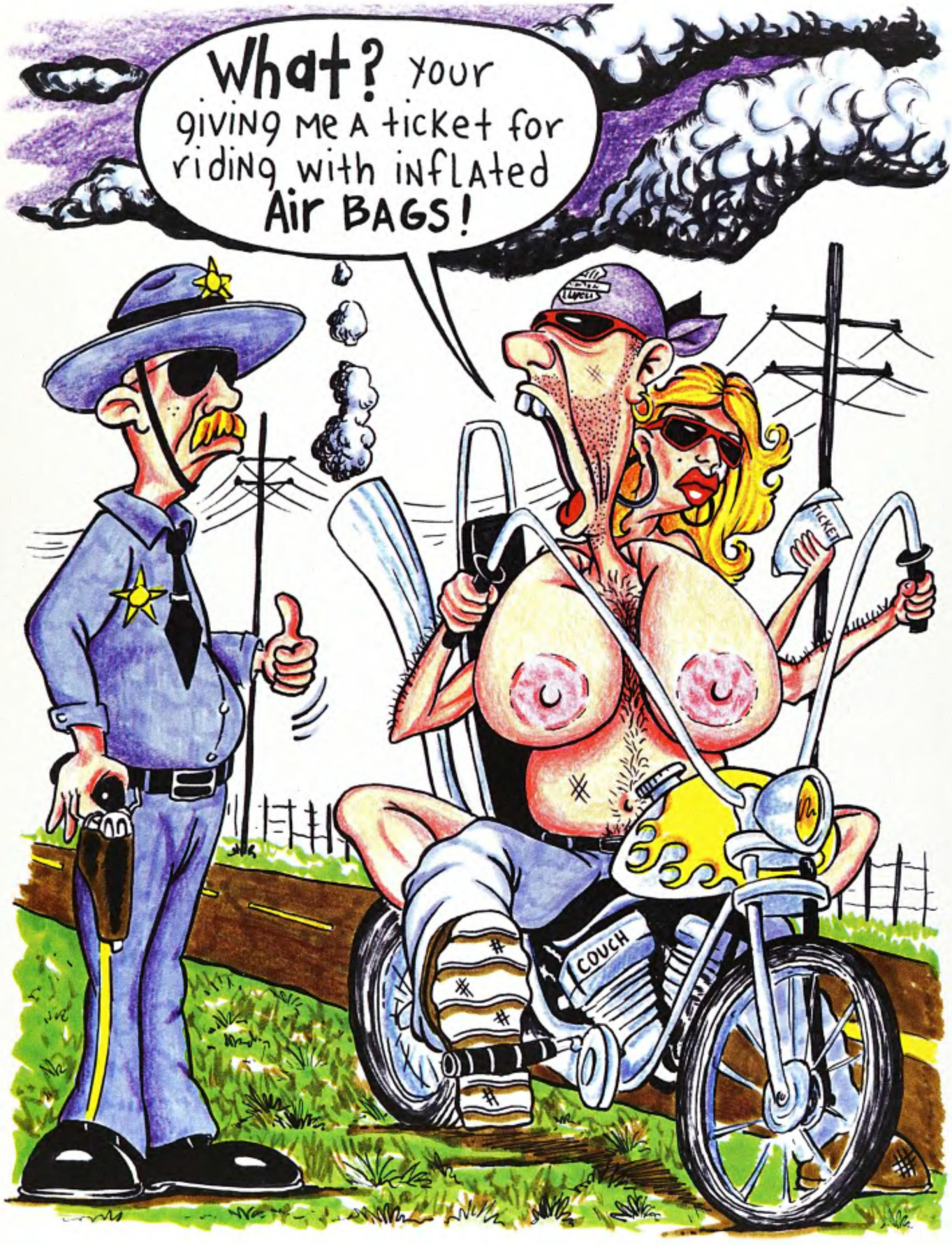
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The bike's really very comfortable and actually rides better than my bagger.

White Trash

JON SHIPLEY'S HOOSIER DADDY 120R BOBBER

Perhaps you remember Hoosier Daddy Chopper's Bike of the Year firehouse red boardtracker honoring firefighters that we featured a while back. Jon Shipley is back with this gloss white, polished brass and copper powerhouse bobber. Speaking from his Bloomfield, Indiana, shop, Jon says, "Pretty, isn't it?" Then adds, "In its clean simplicity, it's very appealing to the eye. I set the tank up high to create a natural curve flowing all the way to the end. And the long and short of it, I built it in just three weeks."

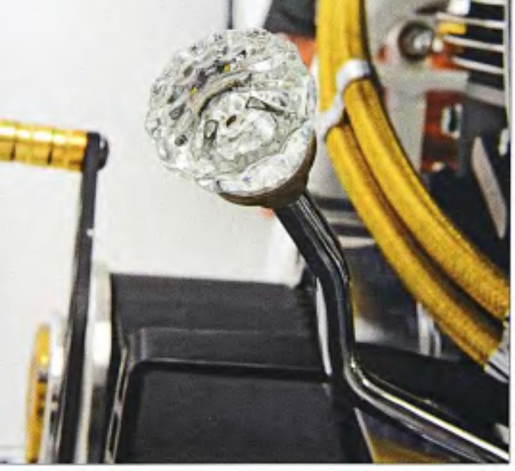
It all started when Jon was invited to the Artistry in Iron Vegas bike show, but realized he didn't have time to finish up a current long-term project, so decided to start from scratch by bringing together components already on hand, including the pair of 120-spoke wheels sitting for 2 years as his living room art.

Asked if he was sure those wheels each had 120 spokes, he says, "I polished all 240 of 'em, so I can tell you they're all there." Jon also polished the solid copper oil tank and rear fender, the placement of the two helping to enhance the bike's overall balance and elegant blending of line, form, and function.

Function gets a boost from a beefed up 120R motor, one of two engines that Jon had won as prizes from previous show winners. Asked how many ponies it produces, he says, "130. We put it on the dyno and figured if we topped it out, the bike could hit 278 mph... not that anybody's going to try."

With a DNA springer on hand, he just needed a frame to have a rolling chassis with a motor in it. He fabbed up the gas tank then built the oil tank of copper plumbing from a hardware supply store. "It's 40-gauge copper and weighs about 40 lbs.," says Jon. Several inspection "portholes" show oil and fuel level.

I'm just a hillbilly that does things in a very *unorthodox* way.



"That bike's really very comfortable and actually rides better than my bagger," Jon tells us. "It's got a mountain bike air shock under the seat with two inches of travel. It just floats. So I like riding it an awful lot and take it over to my bar and pizza place on our weekly bike night."

Asked if he came up with a name for the bike, Jon says, "Yeah, I call it 'White Trash.' After all, I'm just a hillbilly that does things in a very unorthodox way." Meanwhile the bike's won Best Free Style at the Harley-Davidson Museum show in Milwaukee, and Editor's Choice at the Easyriders Invitational. Not bad for a 3-week turn-around.

—Paul Garson

Owner: Hoosier Daddy Choppers
City: Bloomfield, Indiana

GENERAL
Designer: Jon Shipley
Year/make: 2014 Twin Cam Custom
Model: Hoosier Daddy Bobber
Assembly: Jon Shipley, Andy Boersma
Time: 3 weeks
Chroming: Browns

ENGINE
Year/make: 2014 Harley-Davidson
Model: 120R Twin Cam
Displacement: 120 cu. in.
Rebuilder: Andy Boersma
Cam: Harley-Davidson
Ignition: Thunder Heart
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S G
Air cleaner: Speed Dealer Customs
Pipes: Envy Cycles

TRANSMISSION
Year/make: 2014 Harley-Davidson
Shifting: 6-speed Jockey

PAINT
Painter: Brad Pole
Type/color: PPG/white

FRAME
Year/make: 2014 MMW
Type: boardtracker
Rake: 43 degrees
Stretch: 4 inches
Shocks: rigid

ACCESSORIES
Bars: Andy Boersma
Handlebar controls: none
Fender: 7 Metal West
Headlight: Panic Cycles
Taillight: Panic Cycles
Electrics: Andy Boersma
Gas tank: Hoosier Daddy
Oil tank: Hoosier Daddy
Oil system: Harley-Davidson
Seat: Nomad Leather
Pegs: Spitfire, Hoosier Daddy
Grips: Harley-Davidson Sporty

FORKS
Type: Springer
Extension: 4 inches over
Builder: DNA

WHEELS
Size: 23 inches
Wheel: HDW 120-spoke
Tire: Avon
Brake: DNA sprotor

Photos: Michael Farabaugh Studios
Contact: Hoosier Daddy Choppers
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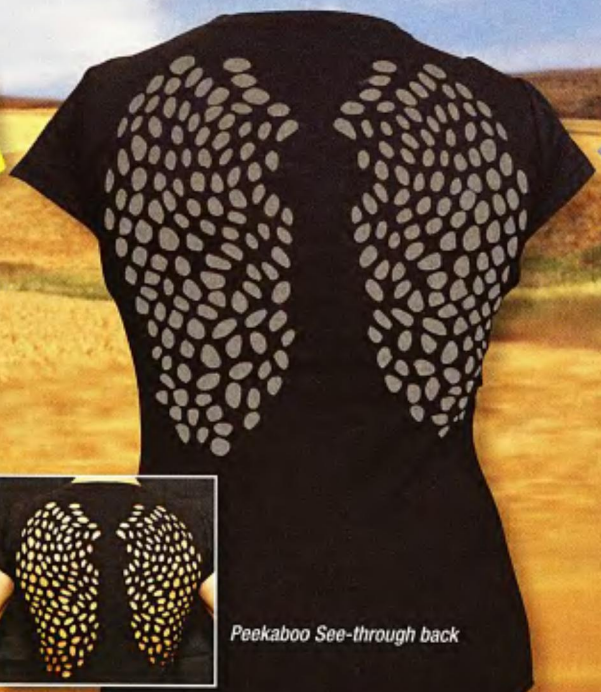
Peekaboo See-through back



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Peekaboo Front Pink

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Gravel Turquoise Back

Gravel Turquoise Front

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93rd LACONIA Motorcycle Week

For bikers all across America, the Big Three motorcycle rallies are undoubtedly Daytona Bike Week in March, the Sturgis Rally in August, and Laconia Motorcycle Week in June. But Laconia can add a further impressive claim; that of being America's oldest motorcycle rally. The Loudin Classic (as it has been called) has been going on for 93 years now, offering amazing riding through gorgeous scenery at Weirs Beach on the southern shores of Lake Winnipesaukee. This year's run offered the most perfect weather we can remember.

On June 11-19, riders came from all across the USA and Canada and as far away as South Africa to experience the run that stretches all the way back to 1916, when a Gypsy Tour gathered for several days. In the early 1900s, Gypsy Tours were organized loosely and unofficially as a way for riders to gather and enjoy races and hill climbs.

A year after the Gypsy Tour's first Laconia stop, the Federation of American Motorcyclists (FAM) made it official. Gypsy Tours became overnight events promoted by Harley-Davidson and Indian, and that year, 1917, the first annual official Gypsy Tour was hosted at Weirs Beach in Laconia.

In an article from the March 13, 1919 issue of the *Motorcycle and Bicycle Weekly* magazine, the Gypsy Tours objectives and goals were stated as: "To provide a good time for the riders, and their wives, sisters, and sweethearts," and "To create a more favorable public opinion of the motorcycle and motorcycle riders."

In 1924, the American Motorcycle Association was officially established and took over sponsorship of the Gypsy Tour. One of the most defining additions to the New England Gypsy Tour was a road-racing event at Gilford, New Hampshire's Belknap Mountain Recreation Area, where a popular hill climb also took place. In 1938, motorcycle racer, dealer owner and race promoter, Fritzie Baer was instrumental in bringing the annual Gypsy Tour Race from Old Orchard Beach, Maine, to Gilford.

Over the years, as motorcycling increased in popularity, riders arrived earlier each year to enjoy the many scenic routes and country roads the Lakes Region has to offer.

A small selection of

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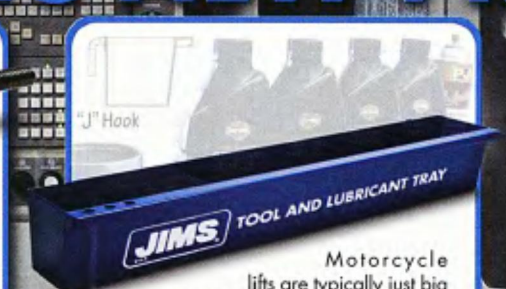
A new frame design change in the steering head & neck bearings for Harley-Davidson® motorcycles necessitates a new installation tool. Pounding the races into place is simply not up to our standards. Compared to the OEM tool, this new JIMS® tool with smaller, tapered drivers, ensures optimal alignment and a fully installed depth. Both are essential for correct operation and service life of the steering head neck bearings. Needless to say, risks of damage to the bearing races and motorcycle frame are also avoided!



Motorcycle lifts are typically just big enough to hold the bike and raise it up to a convenient level to perform service. This powder coated & durable steel tray can easily be installed by simply drilling two 7/16" holes at the edge of your lift and can hold a wide assortment of tools and lubricants. Once the holes are drilled, the tray is conveniently removable and can be brought back and forth to your workbench.

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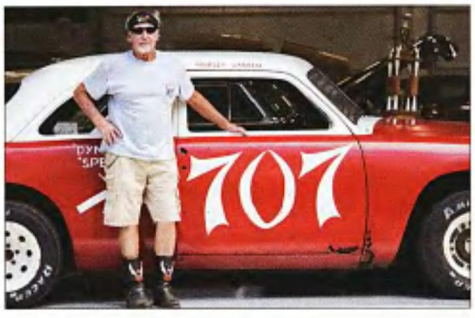

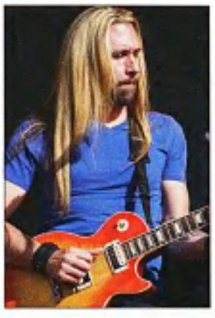

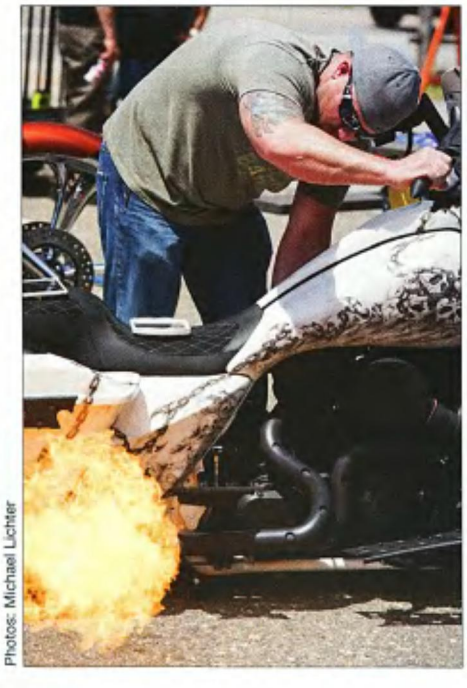

Photos: Michael Lichter

As a result, the rally became a weeklong event wrapping up on Father's Day, with local businesses happily catering to guests during the relatively short tourist season. In 1964, the road race was moved to what is today known as the New Hampshire International Speedway.

Over the years, Weirs Beach has remained the heart and soul of the Laconia Rally. In the forward of the 35th Annual New England Gypsy Tour and 100-Mile National Championship Road Race, Fritzie Baer wrote, "There is no doubt in the minds of any motorcycle rider in the United States that Laconia today is synonymous with the greatest Gypsy Tour and motorcycle race to be held anyplace in the country." We think Fritzie would be mighty proud of how the Laconia Run has grown and expanded to the mega-run it is today.

Saturday the 11th began with the 10th Annual Peter Makris Memorial Ride from the Naswa Resort to Lake Winnipesaukee and back. The Speedway held Vintage Championships to kick-start the week. Rally Headquarters was once again based at the Weirs Beach Boardwalk and Hillbilly's in North Conway offered scenic rides and live music.

Riders rocked out at the NazBar & Grill on the water, hit Music at the Marketplace, or hung out at the Broken Spoke Saloon for barrel and slow races, mechanical bull rides, and the usual biker-style fun. The Paradise Beach Club held crazy events throughout the week, as did the Tower Hill Tavern. The folks out at Laconia Harley-Davidson, Seacoast Harley-Davidson, Heritage H-D, and the Harley Shop of Rochester pulled out all the stops to make bikers feel right at home for this week of good times. The dealerships offered vendors, food, live music, and demo rides.

Shuttle boats between Weirs Beach and Meredith were a great way to take in the summer sun and enjoy wet and wild lakeside cruisin'. Thousands of riders hit the Roadhouse at what used to be known as the Lobster Pound and now Faro's for a cold brew, rode out to the New Hampshire Motor Speedway for the U.S. Legends International Racing, and enjoyed guided scenic rides led by the hard-ridin' Iron Lilies in one of this country's most beautiful areas.

As always, our ace flick-snapper Michael Lichter was on hand to document this two-wheel shindig. If you didn't make it to Laconia this year, Mike's photos will bring the lifestyle home to you. Enjoy! —*Dave Nichols*

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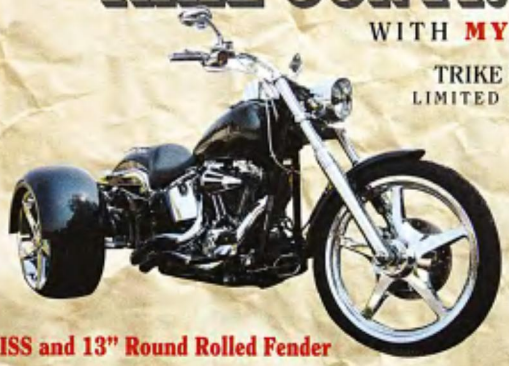

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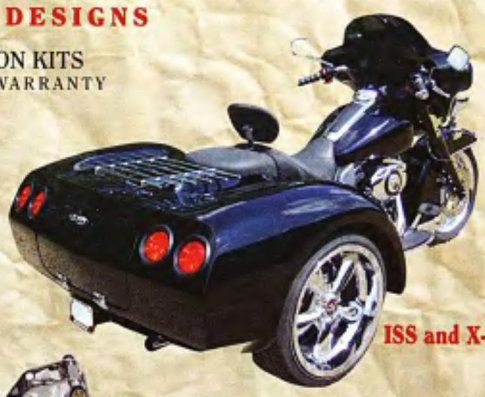
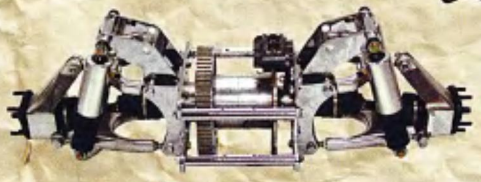


ISS and X-Body



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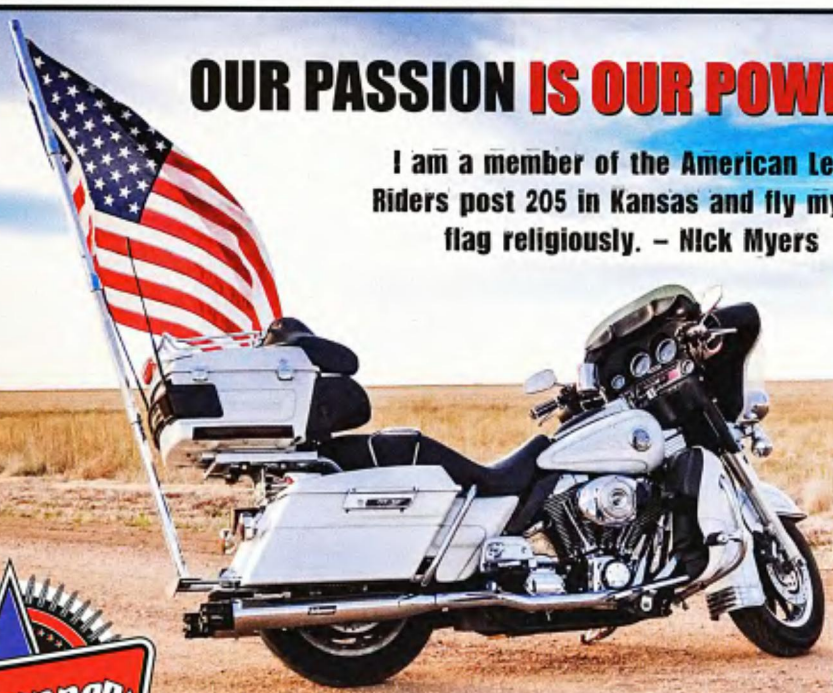

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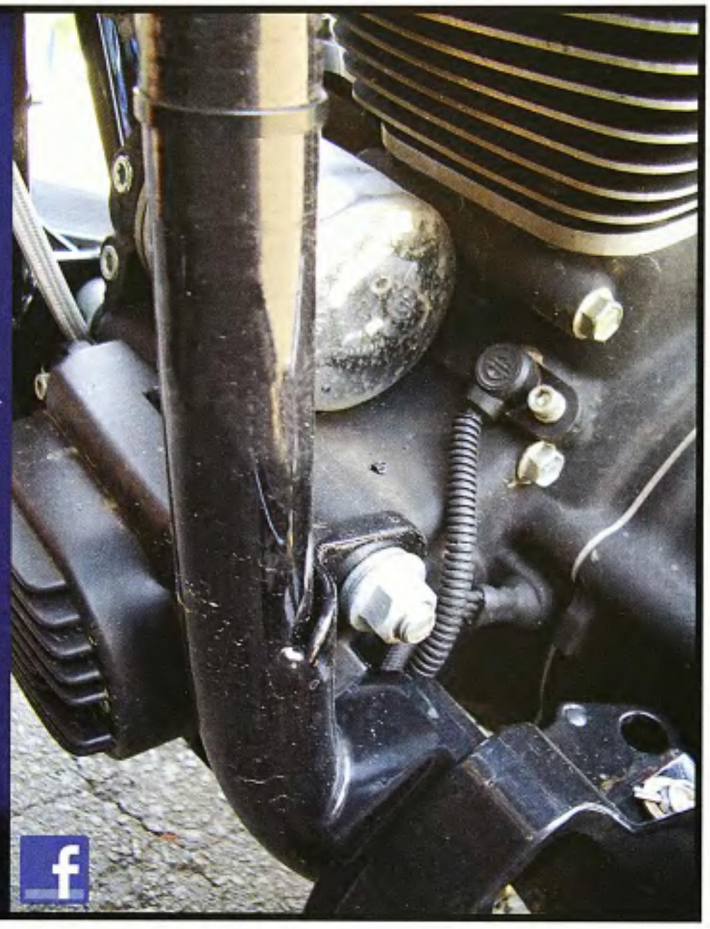

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"See I told you—no bra! Now that's a brew you owe me, bro!"

Installing Better Bearings
Upgrading Harley's Twin Cam Crank Case

In 2003, Harley-Davidson changed the type of crankshaft bearings that it used in their Twin Cam motor's left-side engine case, switching from two Timken tapered roller bearings to a single straight roller. Those bearings are quite adequate for normal motorcycle operation, but if you are going to increase the power output of your motor, then your motor should be converted to the tapered type bearings.

JIMS has developed a precision insert and installation tool set that makes the tapered bearing conversion possible. Converting the crankcase to tapered bearings can be performed with hand tools and a two-ton press. The JIMS precision bearing insert is made from aerospace grade steel (P/N 956, $165). For extreme precision, the tool set features four pressing related tools and a tap guide. Along with these tools are five drill bits, three drill stop collars, several types of lubricants, and complete instructions; the tool set (P/N 959) is priced at $1,175. We know that's a sizable investment, but for a shop, it's not.

For a complete rundown on the bearing conversion process, we followed along as the boys at My Garage performed the conversion on a set of 2010 Road Glide cases. They were very careful; they started off by getting everything super clean and then proceeded to take every measurement twice before drilling. The included instructions were clear and easy to follow, although we don't think that this is the type of job to be performed by a novice technician. The job took about 2 1/2 hours, which was without any standing around time.

The finished conversion job was outstanding; now the motor can have all the power punches applied without worrying about the crank bearings.

—Wendell Christopher

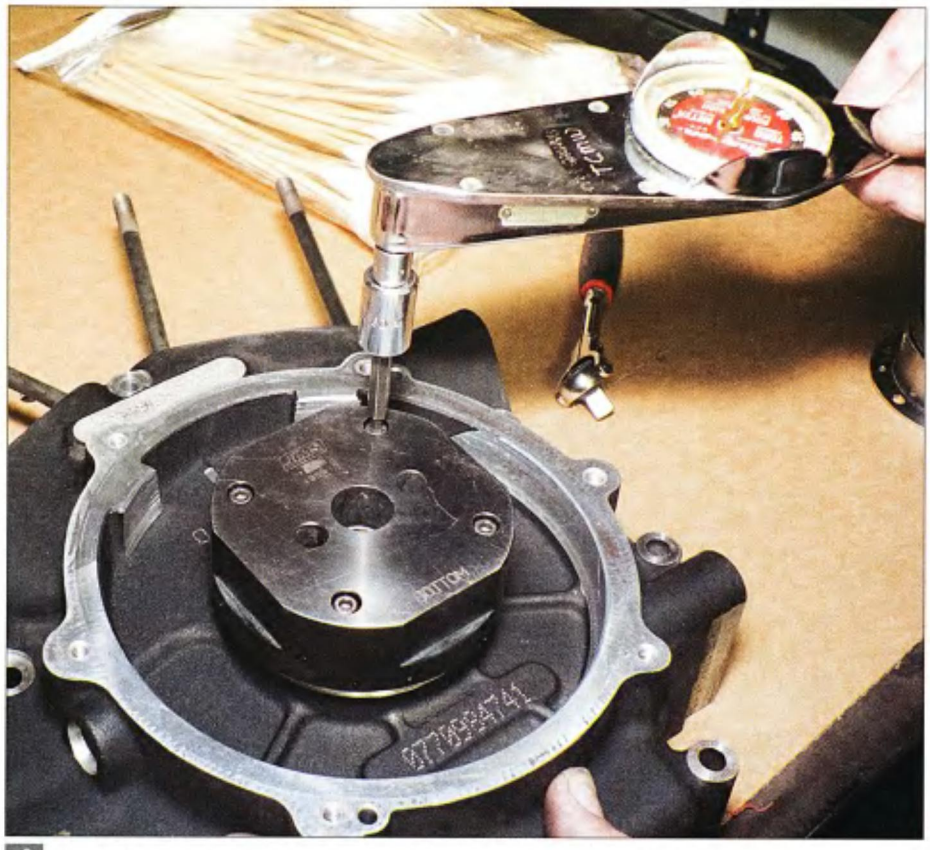
JIMS
jimsusa.com

My Garage Ventura
mygarageventura.com

1 JIMS bearing conversion adaptor is machined from aircraft-grade steel. The adaptor is a press-fit into the factory crank bearing bore in the left-side case of 2003-up Twin Cam motors.

2 The dual Timken tapered roller bearing are much stronger than the single roller bearing that Harley has fitted into the 2003-up motors.

3 The JIMS tool kit comes with all of the special tools needed to do a precision installation of the bearing conversion adaptor.



4 The job starts with bolting the locator plate to the outer surface of the left case.

5 The case is then flipped over, so that it rests on the locator plate.

6 On the bearing adaptor, Loctite is applied to the recessed surface and press lube to the larger outer surface.

7 The adaptor is positioned onto the JIMS press plate. It is aligned to the 1/8-inch dowel pin on the press plate.

8 The adaptor and press plate are centered over the bearing bore in the crankcase.

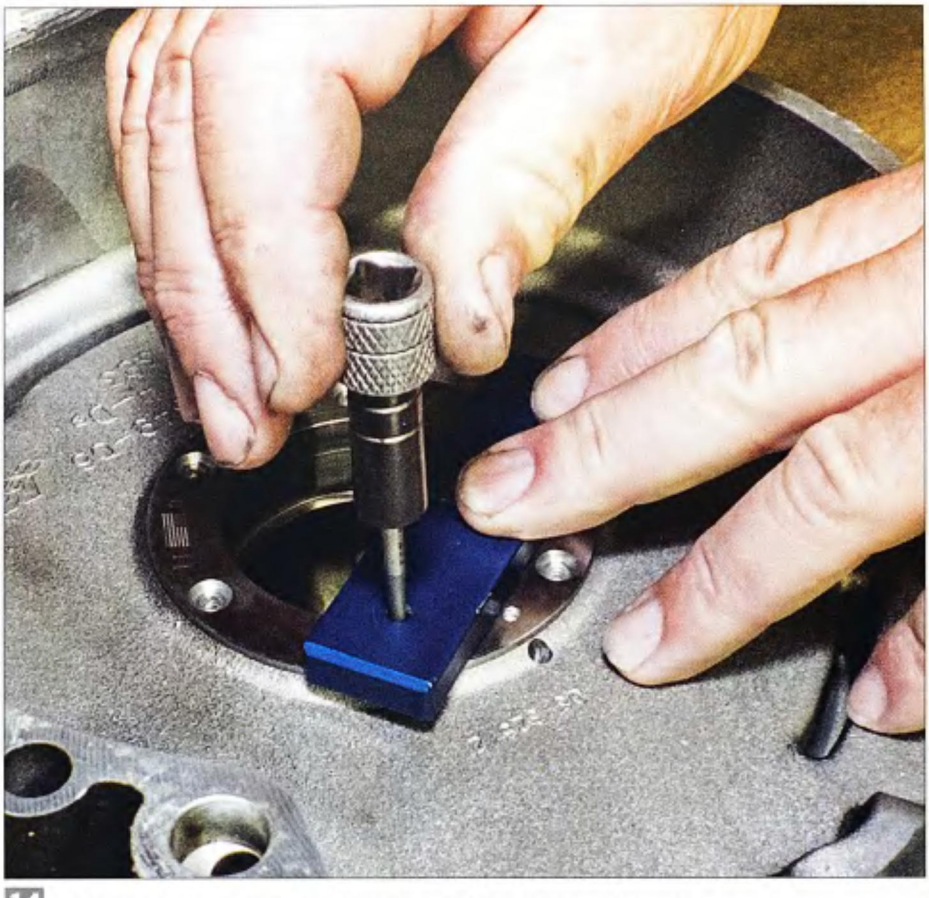
9 The bearing press plug is installed into the adaptor and its center guide pin and right side alignment pin fitted into the matching bores in the locator plate.

10 The adaptor is then pressed into the case's bearing bore.

11 The press plug is removed and the press plate is bolted to the locator plate.

12 Using the guide grooves on the press plate, the drill stops are then fitted onto the three drill bits.

13 Using the guide holes in the press plate, the oil feed, oil drain, and mounting screw holes are drilled.



14 The press plate is removed and the adaptor lock screw holes are threaded.

15 The finished bearing conversion; it is much stronger than the stock bearing mount.

Photos: John Sullivan

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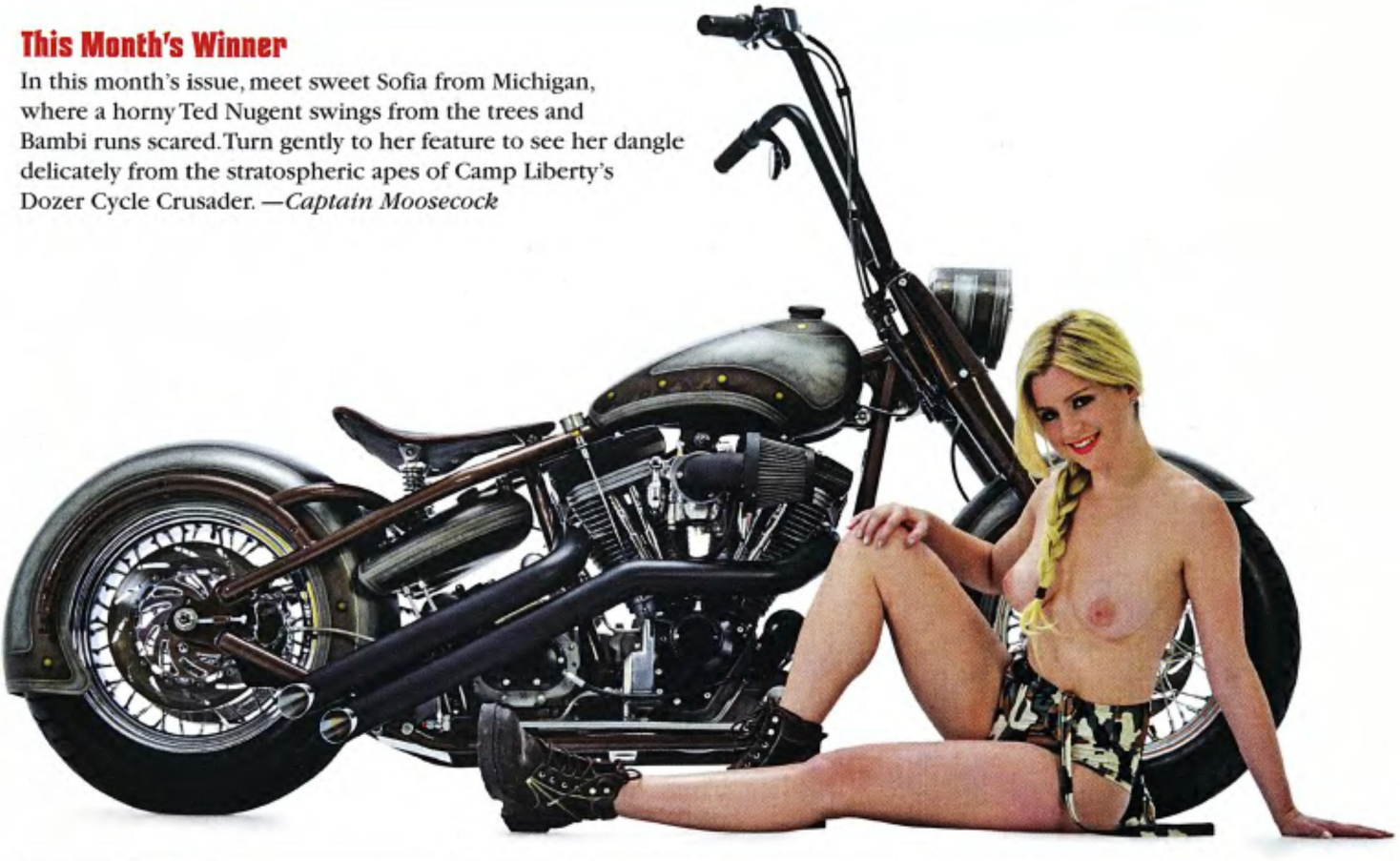
FoxHunt

This Month's Winner

In this month's issue, meet sweet Sofia from Michigan, where a horny Ted Nugent swings from the trees and Bambi runs scared. Turn gently to her feature to see her dangle delicately from the stratospheric apes of Camp Liberty's Dozer Cycle Crusader. —*Captain Moosecock*



#1001 A.K.—Illinois

"My first ride on a Harley thrilled me to my very core! There was a full moon above and a bright highway leading to anywhere."

#1002 Alexis—Arizona

"My first time on a Harley I was invited by a handsome devil who took me on a wild ride."

#1003 Angela—Wisconsin

"My first ride was in 2005. I felt so free with the wind in my hair and the sun on my face."

FoxHunt

WIN $500!

Hey ladies, now you can win $500 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

Easyriders magazine is looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $200 for sending in the photo and the winner gets $500 for modeling at our studio or choice of location.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to:
Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt winner as selected by you daring Dapper Dans. Meet beautiful Barbara, the peach you picked from the great state of Georgia. Barbara's raven hair and green eyes have led many men to their doom—some, two or three times. Come back and see her next month or we'll pee a flaming Barney the Dinosaur mandala on your front lawn.

520

FOX HUNT
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Hey, do you have a pooch that loves to putt? Maybe a dog that loves your Hog? A parrot that says, "Potato, potato, potato..."? How about a cat that cuddles up to your Kawasaki? (Maybe forget that last one). Well, we have a contest for you. Just email us a photo or video of your cute critter and, if our editors pick your pet, we will show it off right here in *Easyriders* (both print and digital).

Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!

Super-cat Muff stands guard over mommy and daddy's (Renee and Teddy Fisher) beloved vehicles. Loving the Weeki Wachee life!
—Kim Keas, Weeki Wachee Springs, FL

This gal's got her hands full of wiener dogs with Willy (right) and the recently rescued Bella.
—Hardtail, Boise, ID

Kona has just returned from a charity biker run and still has her biker stink-face on.
—DeAnna McKillip, Seattle, WA

Chris takes her 1956 Harley pan for a putt. She and hubby Gabe live for the old iron. —Chris and Gabe Gibbany, Harrison, Ark.

The reason we ride...slurp! —Sebrina Grillo, Santa Rosa, Calif.

Joystick. —Tommy Pittard, Clinton, S.C.

Bandanna-wearin' rider rips it up on the Roar To The Shore Run in New Jersey. —Lou Camerota, New Castle, Del.

Beer runner. —Les Holt, LaPorte, Texas.

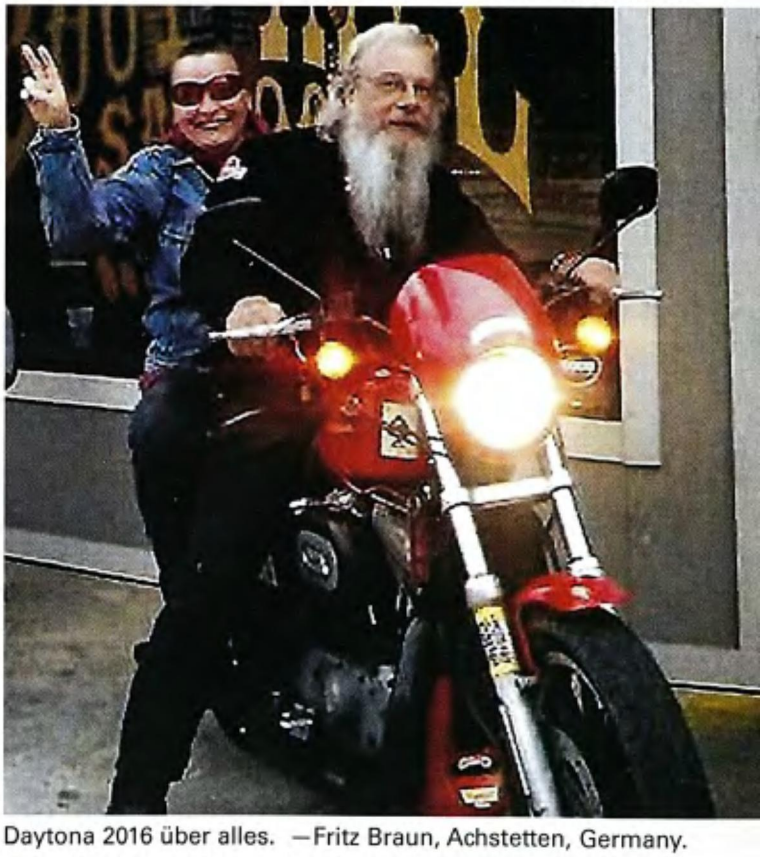
Skip Taylor, Harley ridin' El Forastero MC member, RIP. —Kim Peterson, Reseda, Calif.

Gabe aboard his 1946 Harley-Davidson UL Flattie. Old iron never dies! —Gabe and Chris Gibbany, Harrison, Ark.

Everybody loves the Easyriders Rodeo in Fowlerville, Mich. —The Boy Scout, Columbus, Ohio.

Now there's a chick who knows how to lead a parade. —Gary Etchason, Effingham, Ill.

Today's forecast is moist. —Fred Stoll, Daytona Bike Week.



Daytona 2016 über alles. —Fritz Braun, Achstetten, Germany.

We prefer digital photography but can also use in focus black-and-white and color prints. We're looking for photos that exemplify the biker lifestyle we love. If we use your photo you will receive a digital copy of our *Easyriders* or *V-Twin* DMAG (digital magazine). We accept digital photos at: *photos@easyriders.net.* Please include your mailing address, email address and phone number with all digital submissions. For snail mail, please label all photos you send with your name and address. Photos will not be returned. Mail your Wind shots to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

good pussy

Mick wanted the extra sleep. He needed it. He had staggered in from his project shed at 3 in the AM pie-eyed and numb from finishin' up the welds on Tak's project bike frame. He had loaded it into his pickup, tarped it, and secured it for the ride over to Tak's. After that, he could barely put one foot in front of the other. He fell into bed, fully clothed, no supper, no tube, no nothin'. He dropped off immediately.

When the damned cat woke him at first light with a shriek not two inches from his face, he was ready to freak. He swatted at the "old bitch" as he always called the long-haired, pure white, little biddy and she dodged him as neatly as Bruce Lee dodged snap kicks back in the day. Damn, he hated that cat, but just couldn't bring himself to shoot the damned thing. 'Closest I've been to pussy in a month o' Sundays.' he thought to himself.

Gina, his girlfriend of seven months, had split back to her parent's pad in Sonoma, leaving half her shit behind. Seems she didn't like livin' the hardcore life of a poor biker's wench. "You love those bikes more than you love me!" were her last words as she walked out the door with nothin' but a backpack, wearin' a pair of torn jeans and a tube top.

"What about your damned cat?" He yelled with annoyance.

"Keep Hannah, she's the only pussy who can tolerate you," she spat as she stormed towards the highway.

'Now I have this goddamned cat to deal with,' he thought as he pulled himself up from the tired mattress, his bones crackin' and his head achin'. He forced himself to stand up straight, then wandered into the bathroom. The mornin' ritual began whether he wanted it to or not. He brushed his teeth while the wicked, white-haired little bitch stared at him from her perch on the toilet tank. He couldn't even take his mornin' piss without that damned cat starin' at him. 'Gotta learn to feed the little bitch before I try to do anythin' else, then maybe she'll gimme some privacy.'

He knew the furball's name was Hannah, but for the life of him he just couldn't bring himself to say it. He had made fun of Gina when she first let the damned stray into his house and named her. "Fuckin' Hannah! It's a goddamned cat, for shit's sake. Name it a friggin' cat name." But Gina had gotten her way, just as she had with a lot of things for those seven months. He had cut a cat door into the front door of the cabin, not for the cat's convenience or even his own, but to shut Gina the fuck up. The cat got tuna from the market, and when Gina cooked him a fresh salmon, the cat got a huge hunk of it. 'Jeez, what a man will do for pussy.' he thought as he wandered into the kitchen to make some coffee.

He glanced towards the cat bowls to make sure there was water enough for Hannah's day. He opened a can of smelly tuna and dumped it into the second bowl and watched as the cat ignored him completely and began to chow down.

Hannah finished her breakfast, turned to watch Mick with her usual aloof stare then twitched her tail once, ducked through her cat door and wandered out to have cat adventures. Mick wouldn't see her again until evenin'. She'd wander back in, demand food, and then sit up on the book shelf and stare at him while he watched tube or paid bills. So far, she hadn't tried to climb into bed with Mick, he supposed it was because she knew better. He didn't need that flea bag anywhere near him when he was tryin' to sleep.

Mick headed out to the shed with a huge mug of coffee and began his day. Today he'd be changin' the oil on his '48 pan, after givin' her a quick wring out down the highway, he'd pop in the pickup and drop Tak's frame off at his place. Easy day, and the money from Tak for the weldin' would cover expenses. He hoped to have more business comin' his way now that spring had sprung. A lot of guys would be bringin' their sleds by for maintenance and other work, and he could catch up on bills and cabin repairs.

He finished up in the shop pretty quickly, stowed his tools, and then tugged the cord for the overhead lights. As he turned to leave, he reached for his coffee mug that was sittin' on top of his kerosene heater.

Mick strolled on out to his old pickup, fired her up, and headed down the long dirt drive for the longer dirt road that would take him to Tak's. Out of the corner of his eye, he spied Hannah huntin' for moles on the shoulder of the road and resisted the urge to just yank the wheel over and squash the damned cat. Truth be told, he was just too good a dude to squash the damned thing. He hit the gas and aimed for Tak's.

Afternoon stretched into evenin' and on into late evenin' as it always did when Mick and Tak got to swillin' beer, tellin', jokes and swappin lies. Mick wished he had turned the heater off in the shop but figured it would be fine. After all, it was always fine while he was there breathin' the fumes, right? He became less concerned about it as the night wore on.

"Man those damned welds are like a perfect stack of dimes, Mick," said Tak.

"Well thanks, brother," Mick said. "Been doin' it since I was twelve, so I had better be good at it by now. Glad you're happy, my man." With that Mick stood, stretched and swayed a bit. "I gotta head for home, brother. Get some sack time so I can start early on Jimmy's ride." Tak handed Mick a roll of twenties. He thanked Tak, threw a wave over his shoulder and headed for home.

Mick was home inside of ten minutes. He pulled the truck right up to the front door of the cabin and headed on in. Hannah was nowhere in sight and Mick was glad. He didn't feel like openin' tuna cans at two in the mornin' for some lame-ass cat. He sprawled across his bed without even pullin' off his boots and was out like a light.

At about five a.m., Mick's patience was tried once more by the damned furball. He felt a rough batting on the back of his head and heard a loud shriekin' noise. He popped up from the sleep of the dead, throwin' fists and hurlin' curses. "Motherfucker! Whadafuck?" He finally realized it was Hannah tearin' at him, with claws out, and howlin' like one of Hell's own banshees.

"Goddamned stupid-ass cat! I'm gonna kill ya this time!" Hannah avoided Mick's misaimed kick with all the dexterity of a young middleweight, then jumped up onto the bureau and shrieked again directly into Mick's face. Mick turned to swat at her and saw the red glow streaming through the window and lighting up the side yard.

"Oh Shit," he exclaimed with surprise. "The shed!" Mick raced from the cabin with Hannah close behind, grabbed the hose coil from the ground at the edge of the cabin and ran towards the shed, all the while knowin' he'd never be able to douse all the flames that were roaring 25 feet into the air. He soaked himself with the hose, wet down his bandana, and pulled open the door to the shed while holding the cloth over his face.

Moments later, as Hannah paced a few feet away, Mick came rollin' out of the inferno, pushing his pan. He managed to get the bike a good 60 feet away from what was left of his shed, then turned to watch as the buildin' collapsed on itself. Embers and sparks flew heavenward to fade in the smoke cloud that was once Mick's livelihood.

As he sat sidesaddle on the old pan, catchin' his breath, he wasn't angry or disappointed. He was grateful he could save his bike. The old '48 was the love of his life and, save for a few blisters in the paint on her rear fender, she was fine.

Mick saw Hannah pacin' back and forth in the light of the fire just a few feet away. He suddenly felt a wave of gratitude well up within him. If it weren't for the old furball his pan would be nothin' but a scorched pile of parts.

"Come here, Hannah." He slapped his leg. Without hesitation, Hannah ran to Mick, jumped into his lap, all the while looking directly into his eyes.

Over the course of the following few weeks, with Tak and Jimmy's help, Mick had salvaged most of his tools, built a bigger and better shed, and laid in a supply of the finest fresh tuna that money could buy.

—Z. Jakl

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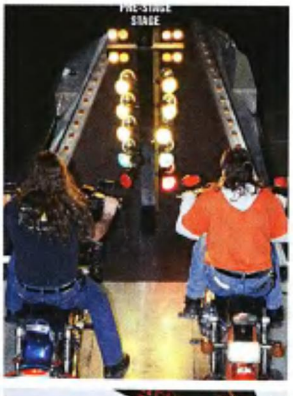

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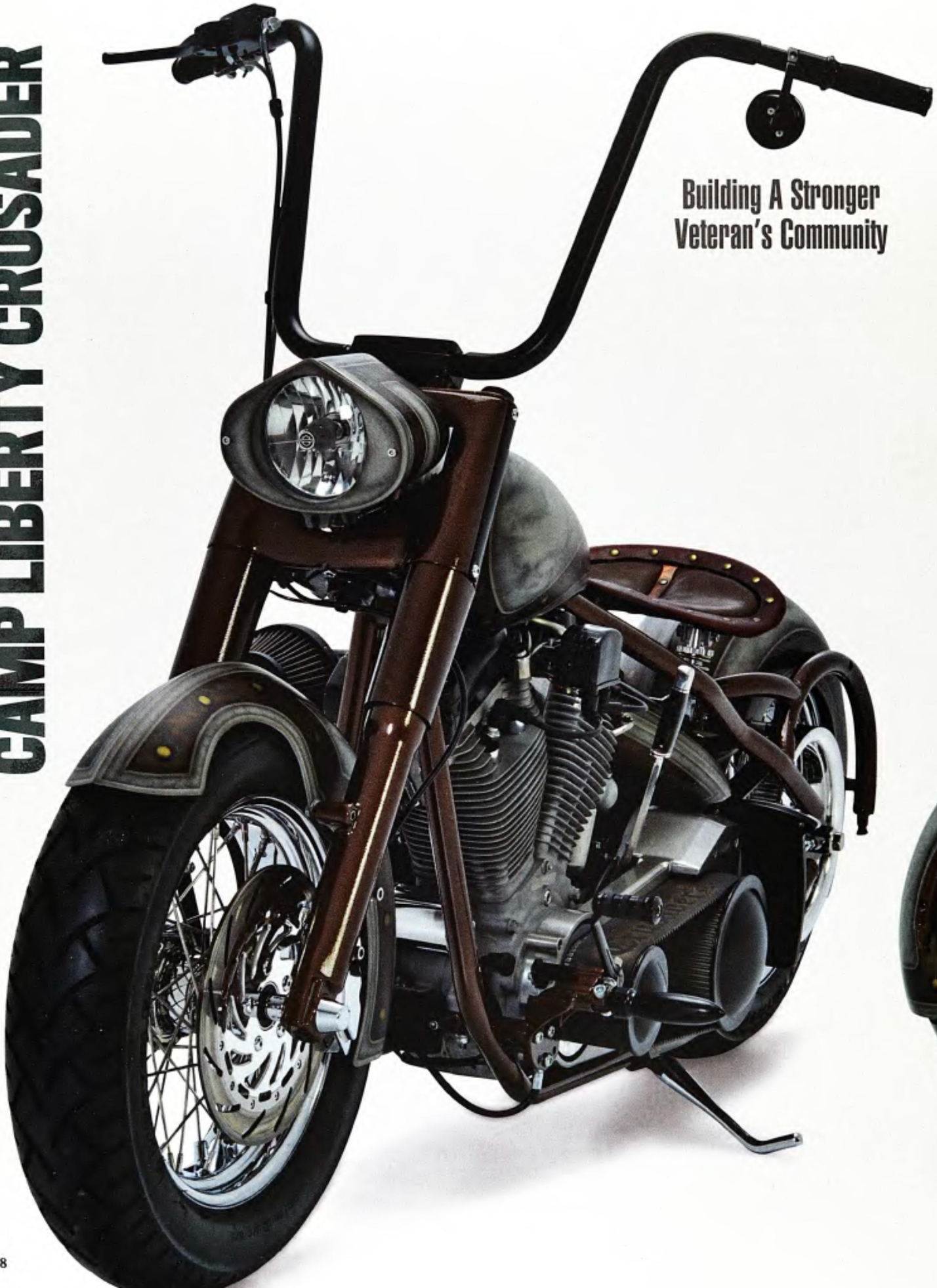

Dozer at Dozer Cycle Studio strives to create his projects the way he wants to. Individually commissioned and handbuilt in-house, Dozer follows a singular design path on each project. An old truck driver once told him, "Ya know, it doesn't matter what ya do. When ya pick a road, stay on it."

You chose sultry Sophia Costa as your Foxhunt winner this month. This Michigan maiden is the girl next door you always dreamed of.

Dozer always knew this project was destined to be something special. The bike you're looking at is called "Crusader" and was built for auction to benefit a very worthy charity. Dozers' wife, Cate, told us, "Our government spent time and resources loading the weapon that is the American military veteran and it is now up to us to unload it." Camp Liberty is open to every Veteran and U.S. service member in the country who may be experiencing post-traumatic stress and traumatic brain injuries.

Featuring over 135 acres of beautiful woods in Brighton, Michigan, Camp Liberty focuses on giving back to those who have served us through specialized help with reintegration into society. Camp Liberty gained Dozers' utmost respect when he saw first-hand that 95% of the money they take in goes directly to benefit the veterans they serve.

The bike's powdercoated Kraft Tech frame got a Dozer-sized dose of re-direction after he added those one-off fender struts. When Dozer's neighbor Mack showed up with an enormous box of knives, he knew a Bowie knife would make a nice shifter handle, but it wasn't easy. He confessed, "I cut myself three times trying to take the edge off of that knife."

The headlight is a 1940s-era camp-stove pot that Dozer modified by cutting a hole for a 5 3/4-inch headlight into it. He formed and then welded an aluminum ring inside to complete the task. Even the oil tank was repurposed from the trimmings of a front fender of the past. Dozer is especially proud of the pointed sheet metal armor that Crusader wears. He even hand-hammered a section of copper onto the seat from Mad Cow Custom Leathers.

But the best thing about this beauty is that you can win it! Imagine how amazing you would look rolling up on this Crusader. Get your ass over to camp-liberty.org to place your bid, and leave a donation while you're there.

—Cheese

This scoot is being auctioned off to support Camp Liberty. Put in your bid at camp-liberty.org.

Owner: Camp Liberty, Dozer Cycle Studio
City: Clawson, Michigan

GENERAL

Fabrication: Dozer Cycle Studio
Year/make: 2015 Dozer
Model: Crusader
Assembly: Dozer Cycle Studio
Time: 6 months
Powdercoating: QC Coatings

ENGINE

Year/make: 2015 Harley-Davidson
Ignition: Kendall Johnson Cycles
Displacement: 80 cubic inches
Cam: Harley-Davidson
Carburetor: S&S Super "E"
Air Cleaner: D&M
Pipes: Vance & Hines

TRANSMISSION

Year/make: 1991 Harley-Davidson

PAINT

Painter: Dave Patritto
Type/color: PPG/bronze, grey
Special Paint: Dave Patritto

FRAME

Year/make: 2006 Kraft Tech
Type: rigid
Rake: 30 degrees
Shocks: none
Modifications: Dozer Cycle Studio, rear fender struts

ACCESSORIES

Bars: 16-inch apehangers
Handlebar controls: JayBrake
Fender: Dozer Cycle Studio
Headlight: Dozer Cycle, courtesy of Club aluminum cookware
Taillight: Dozer Cycle Studio
Pegs: Dozer Cycle Studio
Electrics: Dozer Cycle Studio
Gas tank: Dozer Cycle Studio
Oil tank: Dozer Cycle Studio
Primary: Belt Drives Limited
Seat: Mad Cow Custom Leather
Mirrors: Dozer Cycle Studio
Grips: Performance Machine

FRONT END

Type: swingarm
Builder: Dozer Cycle Studio

WHEELS

Hub: 40-spoke Dozer Cycle Studio
Size: 16-inch
Tires: Metzeler
Brakes: Hawg Halters Inc.

Photos: Michael Farrabaugh
Model: Sofia Costa
Contact: Dozer Cycle Studio
info@dozercyclestudio.com

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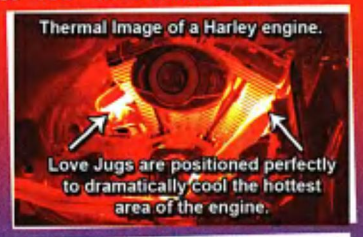

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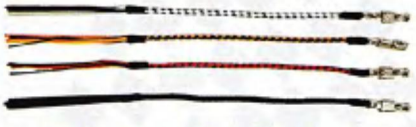

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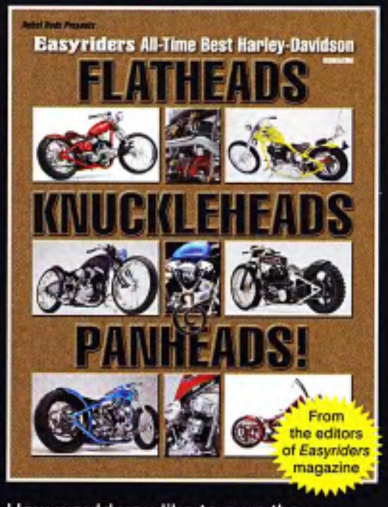

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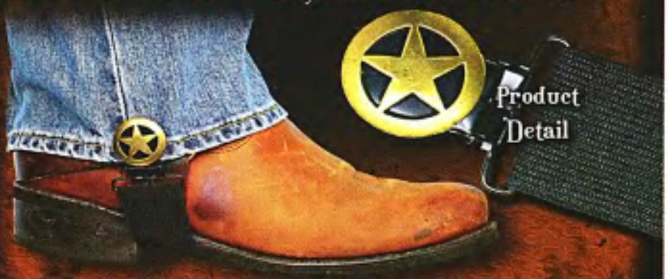

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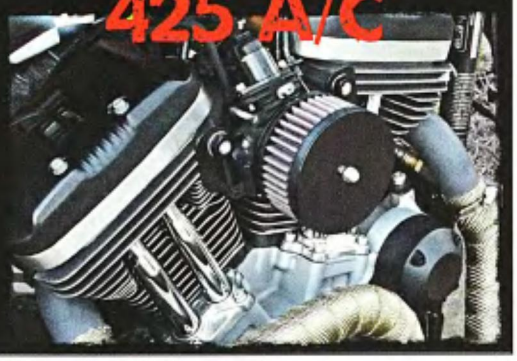

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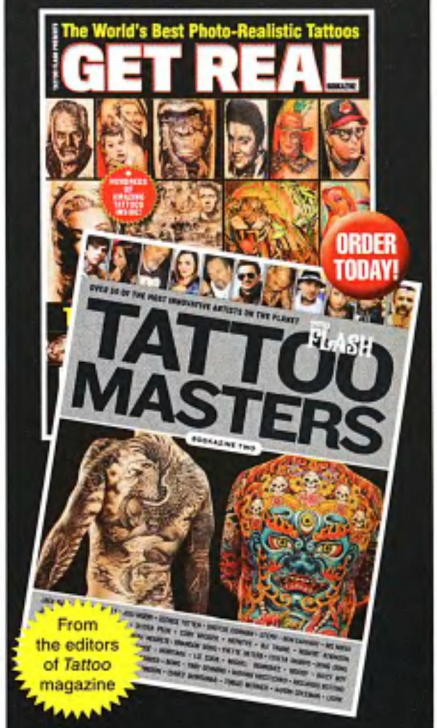

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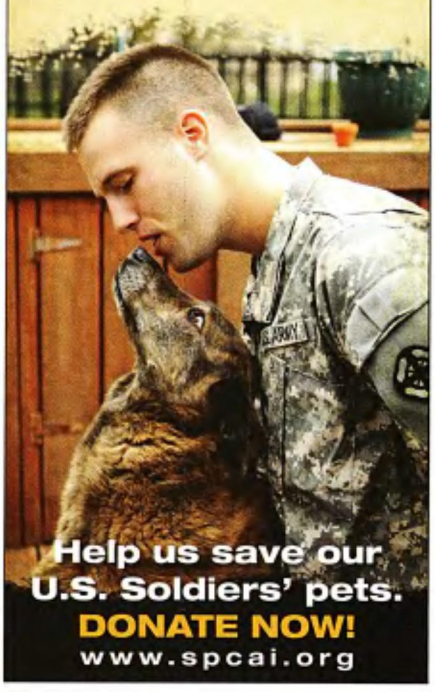

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Allan De Shon
Paso Robles, California
1999 FXR 2

In an almost conspiratorial tone Allan De Shon sets up this story by explaining, "I'm in an organization where you have to have a custom bike, there's just no way around it." That nefarious-sounding "organization" would be the Hamsters, of course.

Allan says he's had many bikes throughout the years and, as befits a true Hamster, has ridden them on many a trip to Sturgis over the years, going back to the early 1980s. But as he's gotten older (Allan says he's 74 as of this writing), he has increasingly found himself on the lookout for what he considers the ideal bike. "My wife, Lisa, has a 1992 FXR that is an absolutely perfect bike," he says, "and I like riding it more than any other bike I've ever been on. So I thought, for my last bike I'm gonna find myself an FXR."

Allan went online and found this 1999 FXR on eBay, all the way on the other coast, in Florida. It was bone-stock, just the way he wanted it, so he bought it and had it shipped to Ft. Madison, Iowa, where fellow Hamster and bike builder extraordinaire Don Hotop does his thing. "Don and I collaborated on what to do," he says, "so he sent me the engine, which I then took to Dave Mackie in Ventura, California. Don also sent me the fenders and tanks, and I worked on those myself; I even painted them, something I'd never done before. Some buddies of mine helped me and guided me through the process, and it came out really nice, I think."

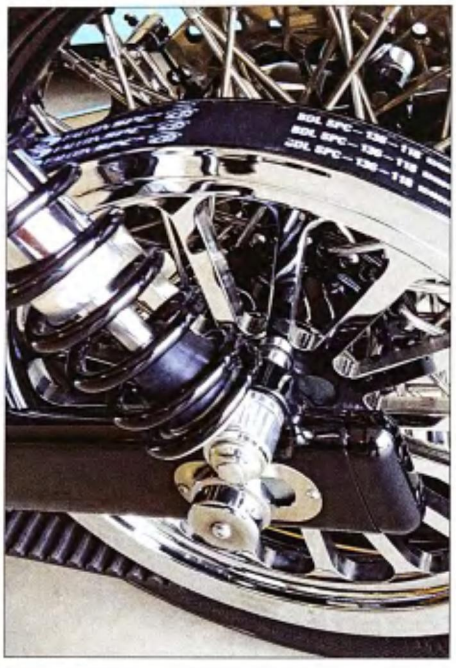
Allan then sent the engine and fenders back to Hotop, who also stretched and otherwise modified the frame and swingarm, and then put everything back together. The bike also features a Scorpion clutch system from Barnett, a Compu-Fire ignition, a Bassini 2-into-1 exhaust system, and a 5-speed transmission with back-cut gears, done by Hotop.

Once he was finished, Hotop took the bike to Sturgis where Allan came to pick it up. Now Allan and Lisa have "his and hers" FXRs and can frequently be seen "hamstering" around the Central California coast, presumably grinning from ear to ear.

—Tripper

Photos: Owner

Comin' At Ya



"Someone you know, dear?"

The November issue of *Easyriders* (No. 521) takes you to the one-of-a-kind white-knuckle thrills found at the Race of Gentlemen, plus we'll catch up with master bike builder Billy Lane and check out his retro boardtrack-inspired customs.

We'll bring you an amazing collection of custom bikes from Michael Cole's copper chopper and Tim Dixon's bare-metal pan to Michael Schumacher's killer knuckle and Tim Scates' classic FLH shovel.

PLUS get classic David Mann art, near naked biker chicks, sick humor, and the latest *WRENCH* magazine offering up some wild rides and radical runs! It's all rocketing your way in the November issue of *Easyriders*.

On sale September 13

The November issue of *V-Twin* (No. 187) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON* — extra tech guides, and of course, no nudity.

On sale September 13

SPECIAL unswimsuit

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Each year, your bros here at *Easyriders* proudly bring out a parade of poon in what we call our Unswimsuit Special. Unlike the crappy Swimsuit special issues seen in such mainstream magazines as *Dentists Monthly* and *Mechanical Fitness Journal* and the now defunct *Soiled Yoga Togs Quarterly*, we here at *Easyriders* know what the All-American biker wants! We know that you will settle for nothing less than a whole bunch of giggling female flesh wrapped around some of this country's coolest custom motorcycles, with the occasional tattoo thrown in for good measure.

So now we ask you to kick back in your comfy recliner with 12 to 24 of your favorite adult beverages… and get stinkin' drunk! This will help make our nearly sexy models look even better than they do when you're stone sober. Honest. You want tits, my friend? We will give you tits. And when you're drunk, you'll see twice as many! You're welcome. —*Dave Nichols*

Photos: ER Archives

Jami Watts wants you to stop looking at her and go about your business. Sorry Jami.
The willful Ms. Watts was photographed with Stacy Mezosi's 2005 Motorrad rigid by John Covington.

The charming **Chandler Charm** (I wonder if that's her real name?) is a genuine Georgia peach, shot with John Archer's 1959 flathead by the lovely Don Rogers.

Easyriders

Sexy as hell **Samantha Minter** from the Tar Heel state (that's North Carolina) makes Chuck Mason's shovelhead chopper look even longer and more rigid than usual as shot by Brad Patton.

Tasty **Tylo Duran** stole the drapes out of photographer Brad Patton's kitchen and made this skirt. True story. She knows how to prance on Rhett Holley's 1975 FLH chop job. That's for damned sure.

Curvaceous **Kimberly Heart** was a perfect match for Ray Llanes' Warren Lane-built panhead. Don Rogers' photos prove that they are both true masterpieces.

Meet the lovely **Lauren**, a firm-gripped little Connecticut yanker from New Haven.
Don Rogers' lens caught her frolicking all over Ted and Beverly Mitchell's 2006 homemade chopper.

OBSESSED

Naughty little **Nadia** from deep in the heart of Texas volunteers at an Armadillo Rescue Society in her spare time. She adds more than a dash of class to Reverend Jim's 1978 shovelhead shot by Don Rogers.

Spokesmodel **Sarah**, also known as ol' anti-gravity tits, had much to say about Kurt Wohladmann's 2005 bobber. We just can't print any of it. Shot by manly biker John Covington.

There's something about lean and leggy **Cora**
that really makes my scrotum throb.
Is it her moonpie-sized nipples or her winning smile?
Maybe it's Rick Nolan's rigid shovel shot by John Covington.
Who can say?

Don Rogers photographed the delish **Danica** on Jeff Daniel's 2006 RevTech rigid. Her bright red bowtie reminds me of a ventriloquist dummy who is ready for the next performance of "Meat Puppet Theatre."

Sweet Sable from Dewey, Arizona (home of the decimal system), proved her prowess at sliding all over Roy Goss' 1946 flatty shot by John Covington. There's nothin' flatty about her. Fo' sho'.

Easyriders

Too cool **Karin Noelle** from Mooresville, North Carolina, looks tastier than a platter of hush puppies and some pulled pork on Tim Firstenberger's 1994 Sportster shot by Don Rogers.

Sportster

Righteous and rowdy **Rebecca** can ring your bell, but not like Quasimoto, more like the bell that rings after a knock out. Tom Stine's 1972 Ironhead Sportster chopper is another knock out shot by Don Rogers.

Here's neat, and rarely discreet **Arielle Cox** from steamy Arizona. She was slingin' her ink all over Jimmy Allen's 1959 pristine panhead shot by John Covington. Try to read the tattoo under her boob. I dare ya.

Last but not least in our Unswimsuit tribute, the electrifying **Nikola** (as in Tesla) adds just the right spark to Don Weimer's awesome 2013 Defiance Racer shot by Michael Farabaugh.

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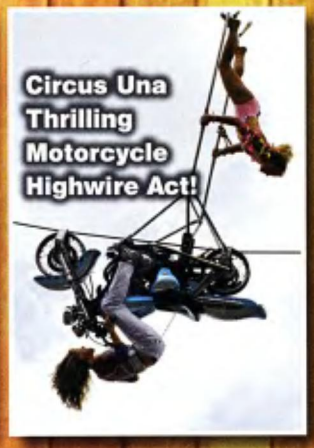

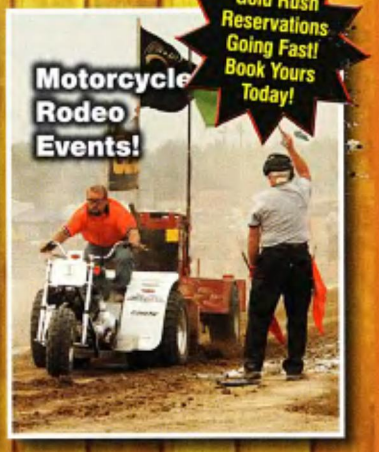

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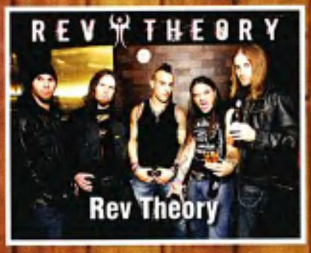

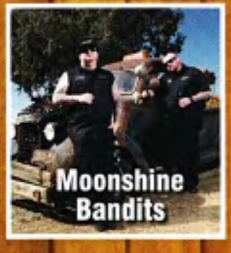

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