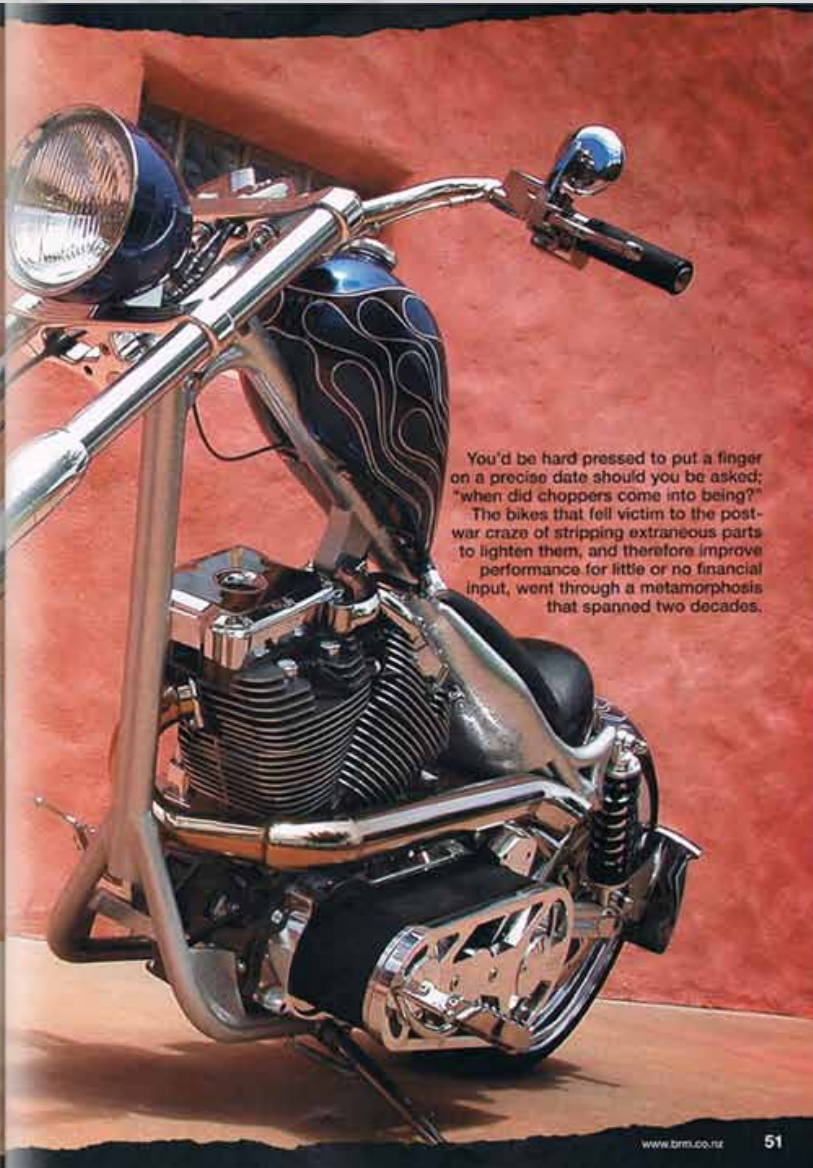
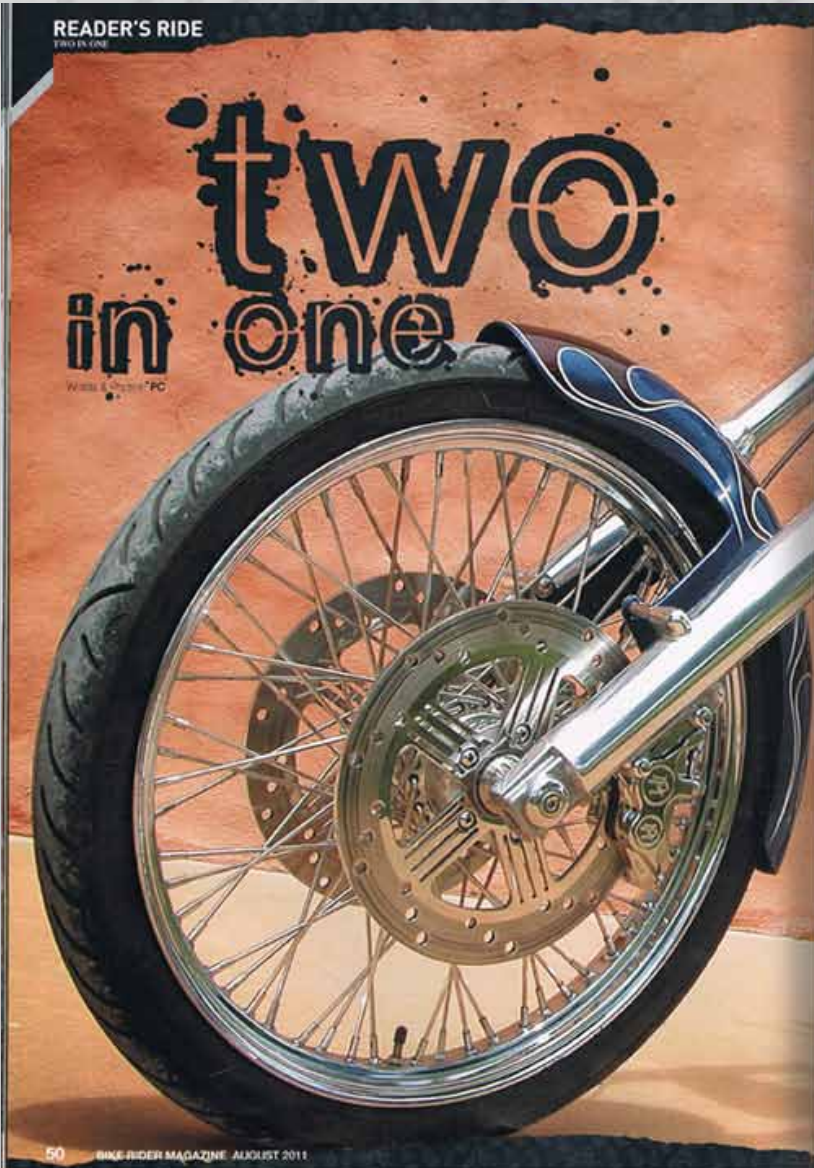


media releases



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READER'S RIDE

TWO IN ONE



Then came the Sixties. LSD, candy paint and an abundance (almost a flood) of chrome plating swept across the land.



52 GEAR RIDER MAGAZINE AUGUST 2011

If one studies the social climate in the United States from the end of WWII through to the mid-1950s it doesn't take long to realise that there were nationwide feelings of euphoria, freedom and immense pride. What had been the great American war machine was now the great American dream machine, producing just that: dream machines. American manufacturers poured out huge, cruddy automobiles with ever-increasing engine sizes and power outputs, and Harley Davidson seemed to follow suit. Big, chugging motorcycles were fine for cruising along the new highways, laden with bulging saddlebags and running lights galore but some ex-servicemen had managed to get some riding time in Europe while saving the world and on their return were not that fussed on the heavyweight offerings.

This was just one of the hurdles faced by the returning services. Many had difficulty setting back into civilian life after going through some serious action abroad. It comes as no surprise that they just wanted to rip unnecessary parts off cheap, army surplus bikes, hit the roads, hills and by-ways of their homeland with like-minded buddies, throw down a few beers and party hard in an effort to forget the horrors of war. They didn't know it at the time but they were spawning a new regime in bikes and bikers.

Through the Fifties the lightened bikes garnered the nickname 'bobber', from the 'bobbed' or shortened fenders. If a part wasn't required to actually make the bike run, it usually ended up in the garage. Conversely, any bike that still carried those parts was referred to as a 'garbage wagon' and two distinct groups of bikers emerged. Those in clean jeans who had regular jobs, tookly little houses with manicured lawns and who usually rode 'garbage wagons' made up one section of the biker fraternity. Those who stripped their bikes into bobbins, did their own spawner work, wore the same jeans week in week out and often lived on the road, working when required so as to buy gasoline and



bobbin, made up the rest. In many ways some things haven't changed.

Then came the Sixties, LSD, candy paint and an abundance (almost a flood) of chrome plating swept across the land. It seemed that there was a custom part shop on every corner and a chrome shop diagonally opposite, with the imitation of your parent job being down to 'how good your drug dealer was. So I'm told. Bobbers were (and still are) a very cool genre of motorcycle, but in the Sixties the aforementioned metamorphosis was about to release a whole new machine - the chopper. Even more parts were 'chopped' and this now included the frame. Choppers were longer, much longer, and suited the smooth, meandering highways of California and beyond. Even rear suspension was considered a luxury of the 'system' and handle frames became the norm. Long (and excessively so) front ends were a hallmark of the chopper and showmanship crept in. Those custom paint shops and chrome shops were laughing all the way to the bank.

All that's history now, right? Well, no, not exactly. In the late nineties the chopper went through somewhat of a renaissance and modern technology has crept in. Adjustments to geometry, advancements in electrical components, metallurgy and modern engine manufacturing processes now allow the style of old to combine with the reliability and comfort factor of today. Is there any way the bobber and chopper styles could be combined and loaded with modern goodies yet not end up being an average in bad taste? To answer that question it would be prudent to have a long, hard look at what Tony Hodgson, of NZ Choppers in Blenheim, has come up with.

If you draw a vertical line through the bike, around about where your tailbone meets the seat, and look at the front half of the bike you would probably think it was one way-cool chopper. Then, looking at the rear portion of the bike you have one way-cool bobber, complete with swingarm and ultra-minimalist rear fender. For bringing all that together in one bike you have to pat Tony on the back but this is where things have finished up, not where they started.

Tony is a car painter by trade and over the years he has observed and learned the art of gaudy massaging flat sheets of steel into precious metal. Not only that, he also has the ability to bend lengths of tube into serious curves and doing that is where he started

READER'S RIDE

TWO IN ONE



If a part wasn't required to actually make the bike run, it usually ended up in the garage



on this particular bike. He went about making his own frame jig and bent up a bunch of tube to produce the frame that you see here, adding his own swingarm and fenders as well as a plethora of mounts, brackets and other ancillary items. To say that this guy employed some forethought on this machine is an understatement.

Can you see a horseshoe oil tank under the seat? No, I didn't think so, that's because it isn't there, that would have been way too easy. This guy fabricated an ingenious oil tank that resides under the transmission, making this oil tank outta sight in more ways than one. However, that space under the seat wasn't wasted; it was utilised to house the battery.

The frame is home to an S&S 124cc Super Stock engine with a Super G carb and stainless steel exhausts fabricated by Tony. The engine is mated to a right-side drive Baker six-speed transmission and the connection between motor and trans is via a BDL belt primary drive. The clutch is a hydraulic unit, also from Baker and the outer cover was drilled for old-school aesthetics. The final drive is via a DID O-ring chain, which leads to a 60-sprocket 18" Black Bike wheel. The same outfit provided the 21" front wheel, also a 60-sprocket, and the choice of rubber for both ends was Avon with the rear being a 250 for a reasonably wide footprint. The stainless steel gearshift, rear brake pedal and foot pegs are also Tony's ideas and fabrication unique. On the rare occasion Tony couldn't fabricate something himself he turned to Phil Webster Machining and always came home with an excellent result.

Up on those beer-made bars you'll spot some Performance Machine swingarm and master cylinders, along with an Aeromach mirror and Dakota Digital instrumentation. The bars attach to Kennedy Precision triple trees, the lower being a handy point to mount the Headwinds headlight, while further down the smoothed HD bottom legs, with owner-made seal covers, provide a very clean look. Those rear coil-overs are Race Tech Caidies, which are fully adjustable and rebuildable. PM also supplied the brakes but it's not often you see a chopper with a twin-disc front end. Not a bad idea with

that 124cc S&S thumper pouring out the torque! While riding with Tony that torque was plainly evident during overtaking manoeuvres, this thing sure can bugger off when the throttle is pulled on.

Not being able to help himself, Tony took to the West Coast Choppers fenders with the tin snips and modified them extensively so as to personalise these off-the-shelf items. While he was in the mood for shaping steel he also knocked up his own fuel tank, which might go some way to making you think Tony is a walking talent test. Well it did for me anyway, but then Tony told me that he also painted the bike, from top to bottom, including the gunmetal grey finish on the engine. Yes, he painted the frame, the tanks and the fenders himself in DeBeer paint and then set about adding flames and pinstripes.

Two things Tony did ask for help with were the electrical system and the seat trim. When it came to the wiring loom he ran at the wires himself but called upon the expertise of Brian at Renwick Auto Electrics to get things spoked up, with everything performing as it should, admirably. Then he took the seat base to Longhorn Leather in Christchurch so that they could do their thing with the leather trim.

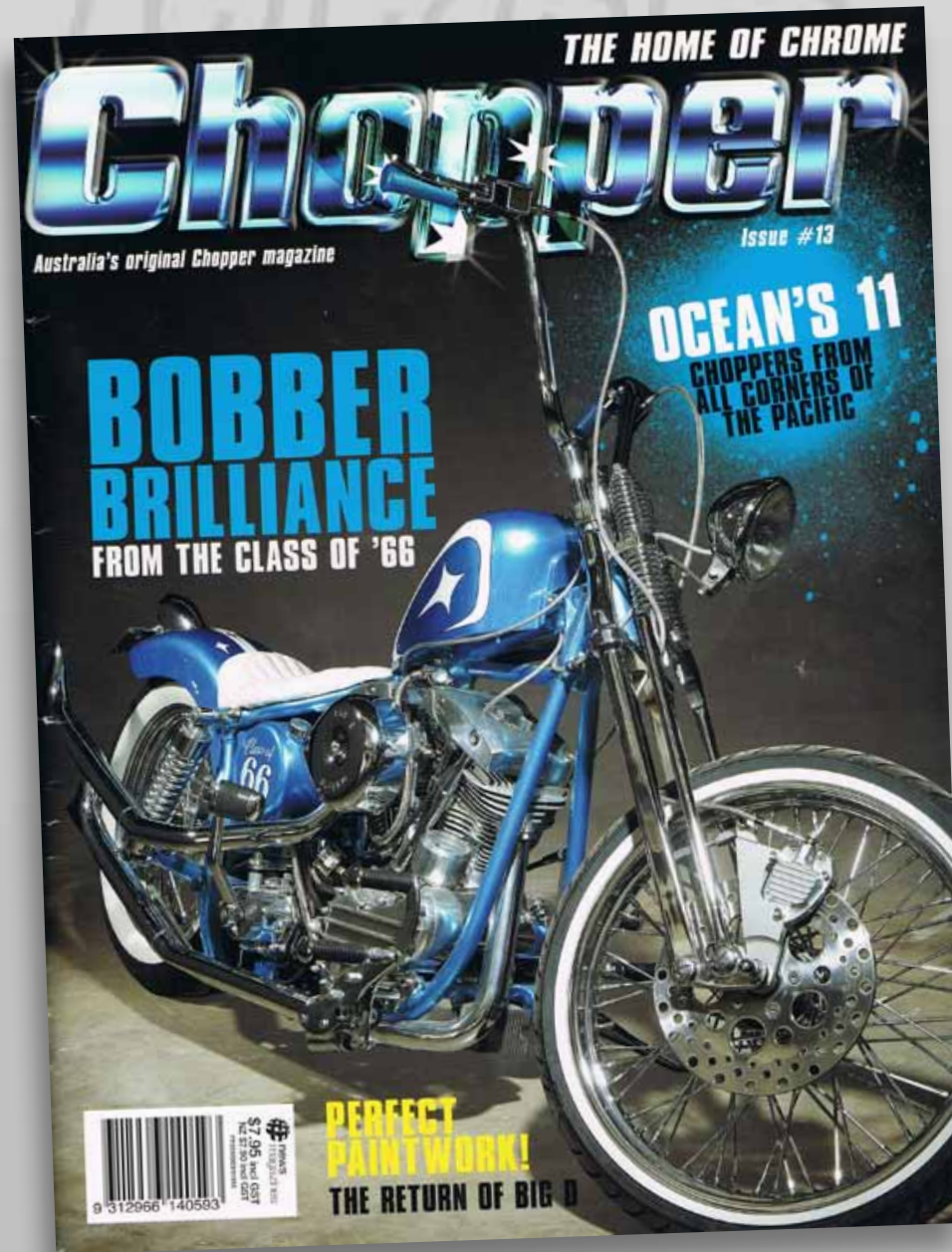
To list everything Tony has made in-house would take more space than we have here but when you look at the pictures I'm sure you'll agree, his talents are well showcased with this bike. Other more private talents are showcased in the couple's two children, Gemma (6) and Ella (4), who in the coming years might want to learn how to ride choppers of their own. That should keep ya busy, dad.

If you want to know more about this bike or anything else that Tony and Kaye have going at NZ Choppers you can contact them through their website nzchoppers.co.nz. Tony doesn't get tired of talking about bikes and don't forget, everything in the world is for sale.

53 GEAR RIDER MAGAZINE AUGUST 2011



media releases



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This really is a ground-up custom that the owner can be very proud of building...

Feature by Greg Ruk. Photography by Almarie Ritchie

OLD RED



Tony Hodgson loves building bikes, riding bikes and spending time with his family, so time isn't always on his side. That's why he believes the best thing about his current chopper is that he can jump on it and ride it out on the ocean that he designed and built it himself, so there's not much that can go wrong.

Tony has been customizing since he was a kid in high school, starting with his pushbike. It wasn't long after he bought it that his father and he started a couple of things like building a swingset and dad stucks as well as welding the rear wheel.



From there he continued his first Harley-Davidson's 1982 Sportster. Before long he was helping friends customize their bikes and some of these folk then became his customers and NZ Choppers became a reality.

A progression of other Harley-Davidson followed, each getting some major custom improvements NZ Choppers style. Several trips to the USA and with plenty of inspiration from checking out show bikes in person and through different magazines, he started obsessing about building his own hand-built chopper. This was the start of Tony truly starting to design and build his own bikes, which in 2006 culminated in this chopper, 'Of Red'.

Tony built his own Softail frame with a rake of 43-degrees and put a 2-inch stretch up and out. To make his frame completely different to anything else he's ever seen, he decided to use the frame tubes as the oil reservoir. This was one of the trickiest modifications he had to perform on the bike but it was also one of the most rewarding challenges Tony has ever done, especially considering it worked! But the frame wasn't the only thing Tony made, he manufactured the guards, tank, headlight, foot controls and the handlebars. Not a bad effort if you ask us.

Having made several trips to the USA Tony used some of his contacts to get the bits he didn't manufacture such as the gearbox, the S&S 12A engine, belt drive primary along with the wheels which came from Black Bike who specialise in spoked wheels. These are stopped by a set of PM brakes fed by stainless steel lines.

With a big rake (it's about 10 degrees over stock) Tony chose an expert in forks to help him out, the US based Jorking by Frank. They've been in the business for years now and made the 10" fork tubes which Tony then fitted with progressive springs and a set of custom made triple trees. At the back he chose a set of progressive suspension shocks and wires that they took up the bumps beautifully.

To top it all off Tony also painted the bike! Talk about an almost self-made motorcycle. And to make it all worth it, he's taken out many trophies at most of NZ's custom shows as well as taking 'Of Red' across to the USA for the LA Caliente bike show that's frequented by many of USA's top builders. Tony received some great feedback on his bike from the LA Caliente show as well as plenty of acclaim for his work.

So if you're interested, call Tony at NZ Choppers who's only too happy to customize Harley-Davidson or build ground-up customs to the highest level, and as you can see, Tony doesn't much around when he's building a ground-up chopper. ☺



To top it all off, Tony also painted the bike!



CHOPPING LIST

GENERAL

Year: 2007
Model: NZ Choppers Softail
Fabricator: Tony Hodgson, NZ Choppers
Assembly: Tony Hodgson, NZ Choppers
Type: 1 year
Value: \$90,000 (NZ)

ENGINE:

Re-Builder: S&S
Capacity: 124 c.c.s
Cases: S&S
Bottom End: S&S
Rods: S&S
Pickups: S&S
Heads: S&S
Valves: S&S
Cams: S&S
Lifters: S&S
Ignition: S&S IGT
Carb / Induction: S&S
Air Cleaner: Velocity Stack
Pipes: NZ Choppers
Mufflers: Small ones

TRANSMISSION:

Year: 2007 Baker 8 speed
Shifting: Left foot mid mount
Modifications: Performance Machine hydraulic

Primary Drive: BDX, T1-2600
Clutch: BDX

FRAME:

Year & Type: 2007 Softail
Rake: 42°
Stretch: 2" up 2" out
Other Special Modifications: Oil cooler frame

SUSPENSION:

FRONT
Type: Progressive springs/Forking by Frank fork tubes
Extension: 17" over

REAR

Type: Progressive adjustable

WHEELS:

FRONT Black Blue
Size: 21 x 2.15" 130 tyre
Hub: Black Blue
Spokes: Performance Machine
REAR Black Blue
Size: 16 x 5.5" 200 tyre
Spokes: Performance Machine
Links: Stainless hard line and Honda's Mach 3

ACCESSORIES:

Bars: NZ Choppers
Head Light: NZ Choppers
Tail Light: LED
Front Prog: Paul Yaffe

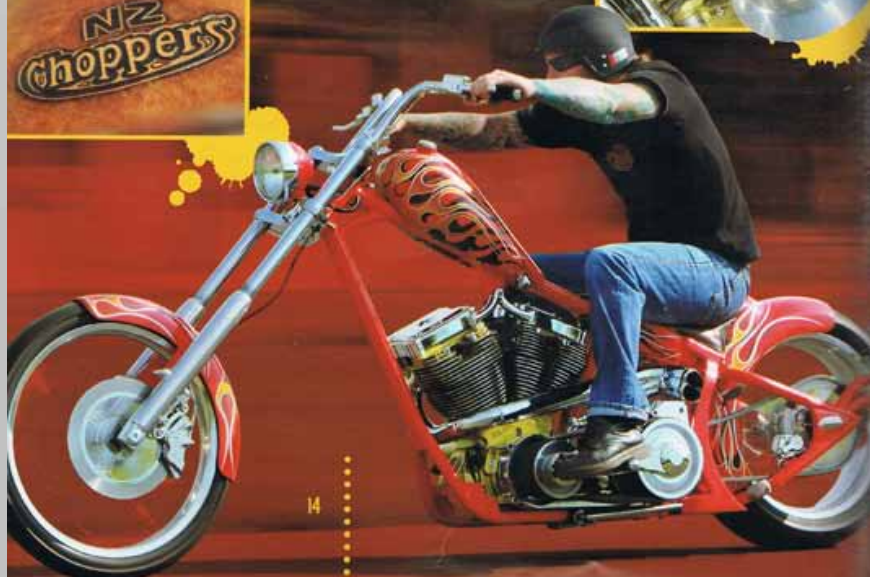
Petrol Tank: NZ Choppers
Oil Tank: In frame

GUARDS:

Front: NZ Choppers from blank
Rear: NZ Choppers from blank

FINISH:

Painter: Tony Hodgson NZ Choppers
Colour: Red
Painting: Tony Hodgson, Able Polishing
Chroming: Gaborone Electroplating, Super Electroplating



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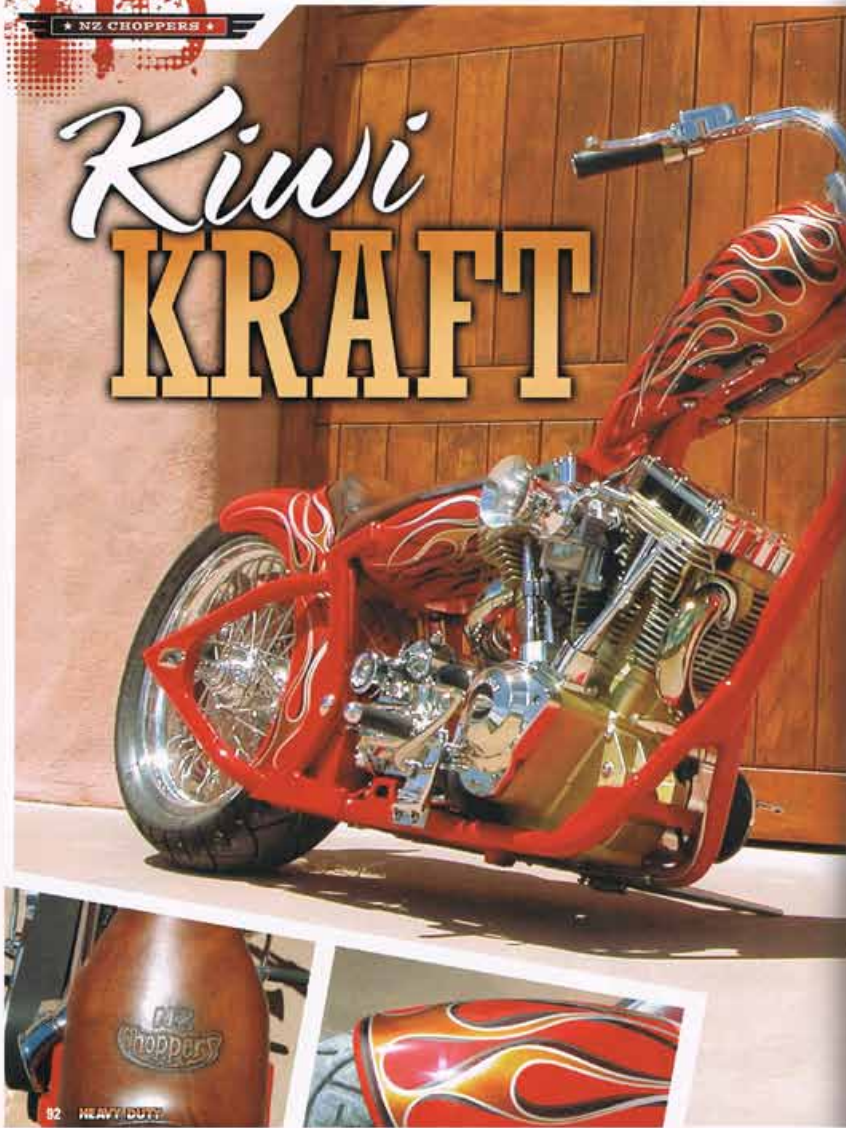


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NZ CHOPPERS

Kiwi KRAFT

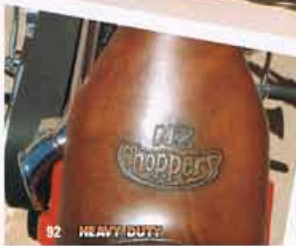


THINK KIWIS CAN'T FLY? YOU OBVIOUSLY HAVEN'T COME ACROSS NZ CHOPPERS ...

WORDS & PICS PETER 'PC' CALLEN

Leaving his machine and shutting down to the local bike shop to buy up parts that built together like mecano so I what-billy Hodgson is about. Sure, he buys some stuff here and there, but then a large amount of what he buys gets ripped apart and modified to suit his own taste anyway and he's something he has an equal measure with imagination. Then, of course, there's talent, tenacity, focus and a positive outlook - it doesn't sound like he's short of what it takes to build a righteous ride, does it? But don't take my word for it, cast your eye-bones over these pictures and judge for yourself!

... Tony lives in Blenheim - near the northern tip of New Zealand's South Island. He's a spray painter by trade, and he's picked up plenty of bits over the years - watching panel beaters ply their trade - so there isn't anything involving sheet metal he won't tackle. On top of that he's also mastered some engineering skills. Case in point: he made his own frame jig and bent up some tube to produce the frame you see here. His motorcycle history goes



82 HEAVY DUTY

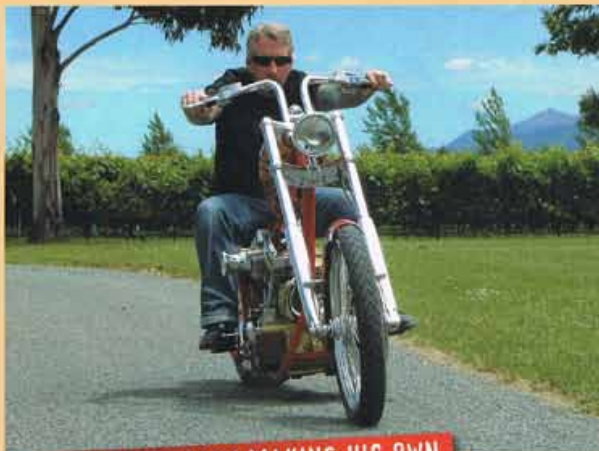


HEAVY DUTY 93



GUTS & BOLTS

ENGINE	
Type	2008 1240 S&S
Compression	3.5:1
Ignition	1300 CDI
Subframe	Steel
Air cleaner	S&S
Exhaust	custom by Tony
TRANSMISSION	
Type	Baker 6-speed
Clutch	BDL w/ PM Hydraulic
Primary drive	BDL
Rear drive	DD Chain
FRAME	
Make	NZ Choppers
Model	99th
Material	4130
Welds	all steel frame
WHEELS & TYRES	
Rims	Black like
F tyre	21" Metzler
R tyre	18" Metzler
Wheels	Performance Machine
Buildings	Racer March 3
SUSPENSION	
Front	FDH 100
Rear	10000
Shock	Progressive Suspension
Swingarm	custom by Tony
CONTROLS	
Seat	custom by Tony
Switchgear/controls	PM
Mirrors	Custom
Handgrips	Red like
Controls/levers	custom by Tony
Headlight	custom by Tony
GUARDS & PAINT	
Guards/levers	custom by Tony
Handle	Tony
Hand	Deluxe custom red
Access	Tony
Clasps	Superb Metal
Holder	Deluxe Customising
Holder	Gay Wills Making
Holder	Langston Leather



"IF YOU THINK TONY MAKING HIS OWN FENDERS IS CLEVER, WAIT – THERE'S MORE ..."

way back to booning around on dirt bikes while on camping trips. Then, at age 20, he secured a deal on his first Harley and you guessed it – he customised it. That set the ball rolling, a ball that still hasn't stopped. He and his wife Karen set up NZ Choppers in 2003 to showcase what can be achieved when you're determined to get things right.

For this build Tony chose a 1240 S&S Super Stock engine, fitted with a sturdy carb from the same company. The engine has been treated to a coat of gold paint, with Tony going to painstaking lengths to detail all the fins and nooks and crannies. It looks as if the engine was built with the parts pre-painted.

The 124 is tied to a Baker 6-speed gearbox with a big BDL primary belt and a Performance Machine hydraulic clutch assembly for smooth operation. He also chose PM brakes to bring the ride to a safe stop when

encountering red lights, not that you get too many in Tony's area.

The great thing about traditional choppers is, of course, the long, lean look of a hardtail frame but Tony utilised a Softail arrangement for this particular bike. Naturally he made his own swingarm and mounted that using a Progressive Suspension set-up. He then made up his own English wheel and fashioned his own fenders, with the rear unit having a raised, rounded section to support the rear of the leather seat. Leather stitching is one of the few things Tony doesn't do, but he chose carefully when selecting an outfit to handle the chore, and this time it was Christchurch's Longhorn Leather.

If you think Tony making his own fenders is clever, wait – there's more! After the fenders he set about making his own fuel tank, which is reminiscent of the age-old peanut style but with a more modern, longer

and slender look to it. Naturally it rides high on the frame, with the filler right up where it belongs.

Then, when all the shaping and massaging was done Tony went back to his painting tools and applied a custom mix of Delcor paint as a base for his own flames and pinstripes.

To keep an eye on the basics a Delcor Digital dash was chosen for its style and simplicity. Tony then set about bending up his own bars to mate to the silver trike rears, which are a couple of the very few store-bought parts on the bike. Having said that, the pegs are from Paul Yaffe, but the shifter and foot brake are of Tony's own manufacture.

Six-spoke wheels came from Black Bike and measure 21 and 18in respectively with both running Metzler rubber. The rear wheel is hooked up to a DD chain, which Tony has to say it won't flick any of. That might be a tad hard on it but to run a belt would just look too low-life on a bike like this.

The build ran over a year but it took Tony three months to get the paint just the way he wanted it. It's a fussy bugger. There's always more to a story than gets into print, but by now you'll get the picture. Tony is a multi-talented dude who doesn't let second-rate results enter the frame, as it were. He's also a very affable fella who is more than happy to take time out of his day for a chat somewhere to provide a cold beer and to hood the breeze, with bikes being the main topic of conversation naturally.



There's an age-old saying that goes, 'everything is for sale' and Tony is always happy to wind an ear to a prospective buyer. So if what you see appeals and you think it might look good in your own driveway, get in touch via nzchoppers.co.nz, and see where the conversation takes you – it could lead you all the way to New Zealand. **RD**



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ironworksmag.com

SHOW ROOM CUSTOM

NZ Choppers

photos by Dain Gingerelli

I took a trip to America—the Laughlin River Run, to be precise—back in 2003 to coax Tony Hodgson into opening his own custom bike shop. And with the help of his wife Karyn, NZ Choppers was born in Marlborough, New Zealand. (So where, exactly, is Old Zealand?)

Tony has plenty of experience at building bikes, too. He's got more than 25 years in the auto paint and body industry, and, as Karyn points out, "Tony has won many awards at various shows in New Zealand and Australia, including Best Custom at the 2003 Gold Coast Bike Week in Australia."

NZ Choppers' first custom is this long-neck chopper that offers a clean look thanks to its in-frame design. Within those frame tubes you'll find the oil tank, various control cables and the wiring. The gas tank is hand-formed by Tony, too, and although the fenders started out as pre-formed sheetmetal (the front from Speed Demon Custom Cycles in Australia, the rear from CCI), they were modified on Tony's homebuilt English wheel to fit tight to the tires (80/90-21 front, 200/50-18 rear).

Other Tony touches include the S&S 124's hand-formed crossover exhaust, seat pan (stitched by Longhorn Leather in Christchurch, NZ) and, of course, the paint with gold-leaf graphics. Tony also created the forward controls and handlebar, and he modified the BDL primary drive.

What's on the horizon for NZ Choppers? "We're developing an N Zee Handler frame and some other parts," says Tony. And all of their parts, plus complete bikes, will be available to American riders, too.

—Dain Gingerelli



Resource
NZ Choppers
Marlborough,
New Zealand
nzchoppersltd.co.nz



media releases



passion | feilidh o'dwyer

custom creations

Tony Hodgson has built two choppers from the ground up, the first in 2004, but he has had plenty of practice customising other bikes over the years.

His affinity with bikes started at eight years of age when his father, Keith, bought him and his sister dirt bikes.

However, it wasn't until he reached high school that he started tinkering with their make-up.

His first custom job was done about the age of 13, when he added rear shocks and a swing bar to his BMX with the help of Keith.

By 15 he was riding a Honda XL 175 dirt bike to school, which earned him a bit of street cred with the ladies.

At 21 he upgraded to his first Harley Davidson or a "V8 on two wheels", but because they were quite expensive in New Zealand he went to the US to make the purchase.

It didn't take long until Tony's creative flair took hold of the bike and a new, bigger gas tank was added to go with a fresh lick of paint and a chrome finish.

"I just can't leave anything alone," he says.

In the scheme of things it was a "pretty mild" customisation. He kept that bike for seven years before upgrading to a Harley Davidson softail, which was also unable to escape the clutches of his motorbike makeovers.

His work now however, tends to focus on building



GRINDING. Renwick's Tony Hodgson works on fuel tank for a 1957 Triumph 650 Thunderbird he is rebuilding. Photo: Blair Emmer 167567

choppers from the ground up.

"It's an unreal feeling riding these machines, you've made it yourself and it's a lot better than just buying it."

His inspiration stems from some of the heavy weights of bike building in the US like Jesse James, Indian Larry and Billy Lane.

He has built two custom choppers, each of which took about a year and half to build.

"The craft that goes into each bike can be quite physically taxing," he says.

"You have to be artistic to design the frames. I can see the completed deal in my head

before I start and I also do the paintwork so that's quite artistic, I suppose."

The hours of work he puts in to the bikes haven't been without reward.

His red chopper was well received in at the Los Angeles Calendar Bike Show in 2007 and it was picked up for a photo shoot by acclaimed American bike publication Iron Works Magazine.

"That was huge; it was just worth going there (to the show) for that," he says.

However, in recent times his ground up chopper building has been halted by

financial constraints. The construction of a chopper can cost anywhere from \$60,000 to \$100,000 so before he can move on to new builds he has to sell a couple of his bikes, which are for sale on Trademe.

"Times are tough at the moment but I'm hoping for a few orders."

In the meantime the rebuilding of two bikes, a 1957 Triumph 650 Thunderbird and a West Coast Chopper CSL with a transplanted 1978 Triumph Bonneville engine, is keeping him occupied, but he can't wait to build another chopper.



\$196, courtyard



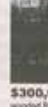
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\$260, water



\$295, street 38



\$300, wooded 85



\$310, grass 100

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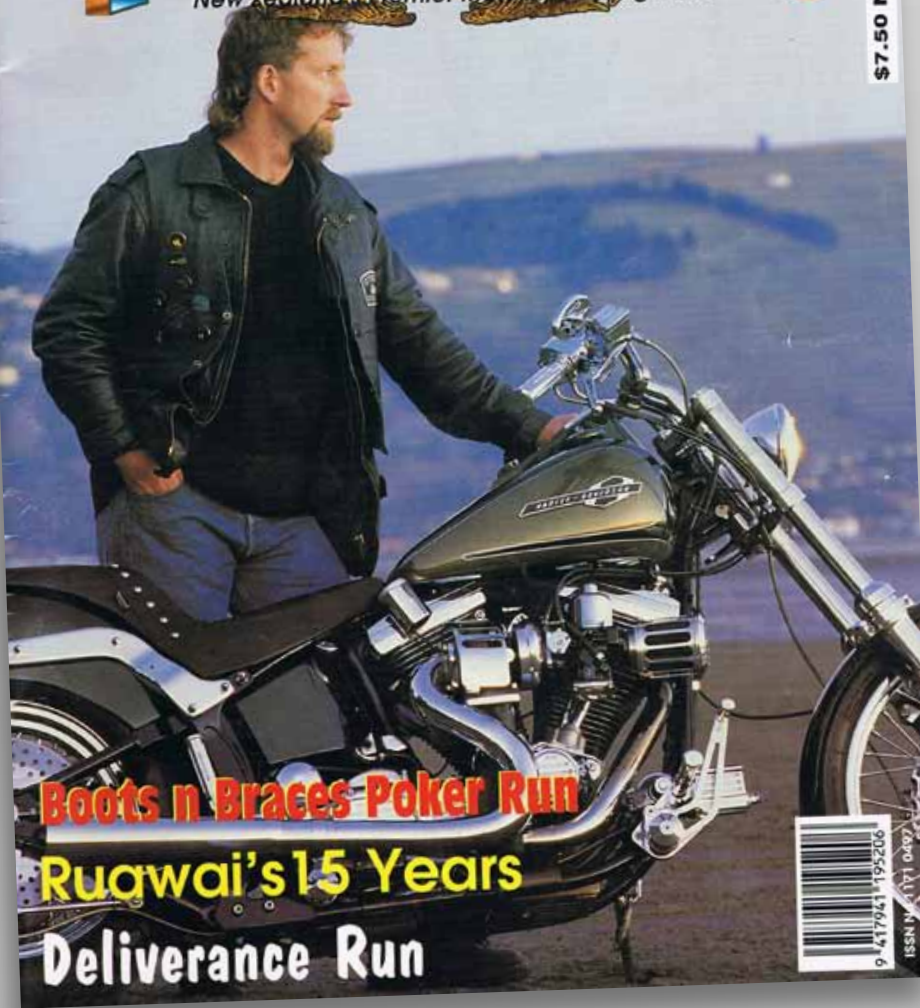
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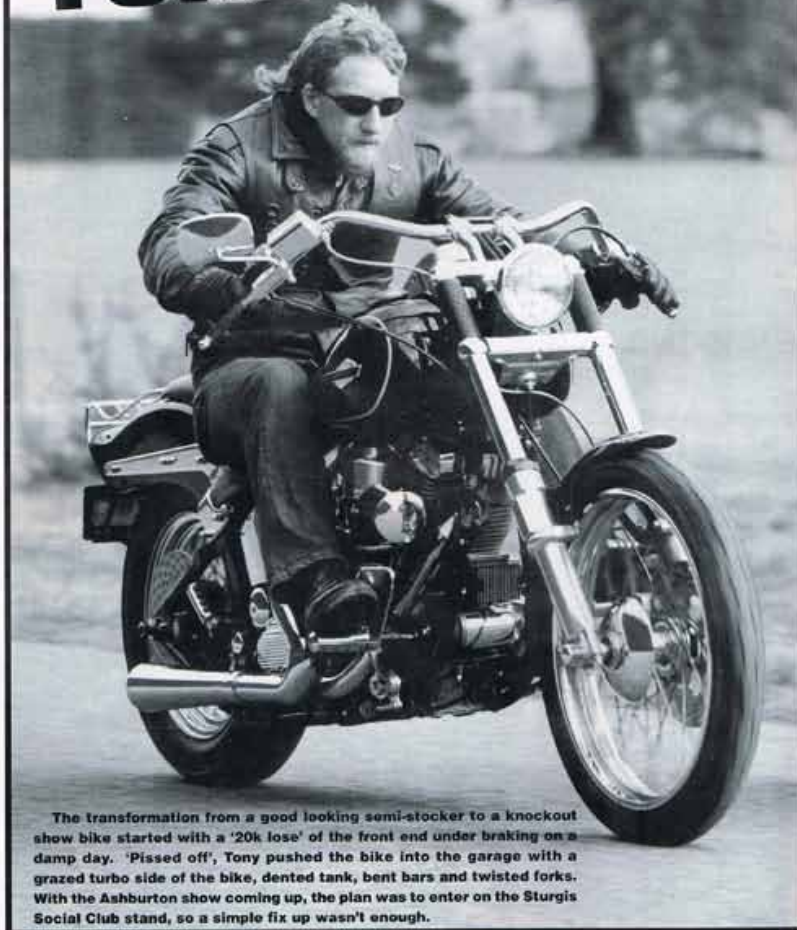
Boots n Braces Poker Run

Ruqwai's 15 Years

Deliverance Run



Tony's TURBO



The transformation from a good looking semi-stocker to a knockout show bike started with a '20k lose' of the front end under braking on a damp day. 'Pissed off', Tony pushed the bike into the garage with a grazed turbo side of the bike, dented tank, bent bars and twisted forks. With the Ashburton show coming up, the plan was to enter on the Sturgis Social Club stand, so a simple fix up wasn't enough.

24

Tony's story begins a few years earlier, while on holiday in Hawaii. Tony met a couple from Georgia there, and the seed of an idea was planted, to go to the States to buy a Mustang car, bring it back to NZ and sell it to finance a Big Block. A Sporty, which he had owned for several years, playing around, lowering it and adding a few accessories was put into Christchurch Motorcycles to sell and Tony with a mate headed to Georgia to work, in the Blue Ridge whisky country.

Looking at Mustangs over there, Tony found one he fancied, it was in bits and the old guy who owned it wasn't keen to sell, but with persuasion, Tony became the owner. 1995 saw Tony back in New Zealand with the Mustang and enough money in his pocket to buy a Big Block without having to sacrifice the car.

An '88 Softail was for sale in Waimate. It was relatively stock but with plenty of chrome and two inch over forks, so he purchased it. Tony rode it around for a while, but soon the performance bug bit. First up was a Harris pipe followed by an S & S carb and chrome ignition. With these mods the Softail started to wake up, but Tony wanted more.

The talk around the smoko room table turned to turbo's. A good idea thought Tony. Phil Stanley at Turbo Technology was recommended. Tony came to Phil interested in the Turbo concept for his Softail, but because he didn't have too much money to spend, Phil was keen to show how a simple low cost system could be built to

look professional and perform well.

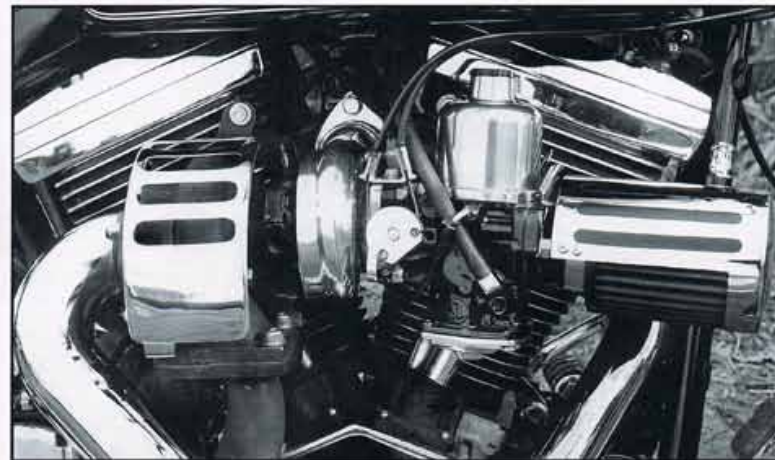
The two of them talked over Tony's needs, so Phil decided on a Garrett T2 turbo, with a sealed compressor suitable for a carburettor, rather than fuel injection, mated to an SU carburettor, modified to suit the motorcycle application. Phil did most of the tricky bits with Tony helping and doing the cosmetics.

The finished Turbo installation has proved to be very successful and once the initial setting up and jetting was done, a horsepower figure of just under 90 was achieved on Graham Harris's dyno.

I was fortunate around this time to have a ride on Tony's turbo. I was impressed with the strong power delivery. The bottom to midrange was good, but the top end particularly in top gear was stunning, no turbo lag, the motor just kept pulling hard where normally aspirated powerplants run out of puff.

All this for just under \$3000 - not much more than you would pay for a cam, carb and pipe but achieving around 25 more horsepower. Tony did many reliable k's with this setup until the accident.

Surveying the crash damage, Tony decided to go all out, the motor remained in the frame but all the rest came apart. Three weeks from the Ashburton Show the Softail was back together with the cosmetics completed such as new - front and rear guards moulded and superbly painted by Tony, and also some alterations to the turbo such as a new muffler and covers with tidier bolts and nuts and



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media releases



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With the first anniversary of the Sturgis Social Club, the members decided on a ride to New Plymouth for the Magogs show. It pissed with rain up the coast through Kaikoura. They were late for the Ferry and arrived at the show venue at 9:30am Friday after riding all night and had to be set up by 12 noon. Tony and

Karen had a major job to clean and prepare the bike for the show. It was worth it, with Tony accepting the trophy for Best Modified American.

All credit to Tony, this is no bolt on beauty, he has done

most of the work himself, and being a painter by trade, the green with custom tints and pearls, highlighted by perfect pinstriping is superb.

heatshields.

Tony took a test ride and found the forks were twisted. New stanchions were required and Tony went to Steve Kennedy of Kennedy Precision to check if the triple trees were bent, and walked out of Steve's, Horatio Street premises, with new triple trees and a fork brace. Steve was working on his own design of forward controls, so these were compulsory for Tony, with them being fitted with new brake lines the night before the show.

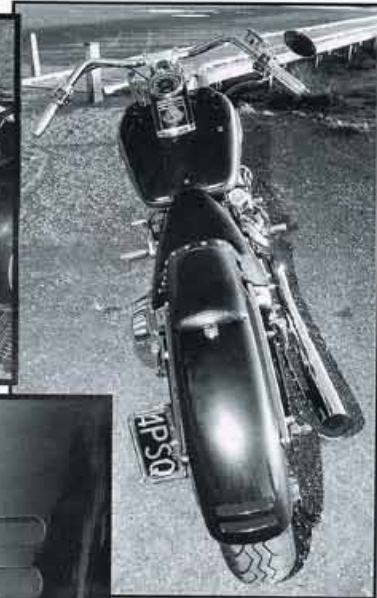
Tony's magnificent Turbo Softail was the centrepiece of the Sturgis Social Club stand and his efforts were rewarded with trophies for Best EVO, 3rd Best Custom, 3rd Best Performance, and most important - Peoples Choice.

Over last summer Tony and his wife Karen managed heaps of riding, with the Softail ridden to work most days.



The motor apart from the Turbo is remarkably stock. The Delkron cases were on the motor when Tony purchased the bike. Apart from fresh barrel gaskets and new rings, the motor hasn't been touched, in fact Tony doesn't know what sort of cam the previous owner installed. An S&S oil pump was fitted to improve the flow at the time the Turbo was fitted. With all this power the braking chores are handled by Performance Machine four pot callipers front and rear with a wider 150 rear tyre making sure the power hits the ground.

The Softail has proved to be a very practical bike that can be ridden very hard, how could you not be tempted with a Turbo attached to your right wrist, plus the two inch over forks improve the ground clearance in the twisties. Also Tony has found the Turbo is more economical on long runs compared with normally aspirated bikes.



Tony's plan now is to sell the Mustang and build a bike from the ground up for shows and keep this superb Softail for riding.

Tony would like to thank Phil Stanley at Turbo Technology for all his work in installing the Turbo, Steve Kennedy of Kennedy Precision for supplying triple trees, fork brace, forward controls and other billet parts, and Gerry White at Addington Mechanical for his help with things mechanical.

Euan Cameron



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FAT & FAST Fink's Bike



When the owner of this slick looking Softail decided to move to the Big Island from EnZed, it looked like he would have to sacrifice his bike. Then he found out the Import Duty would be a measly \$280 so the Softie was crated up and shipped to the land of long roads and lots of sun; they have been very happy ever since.

Kiwi Gold

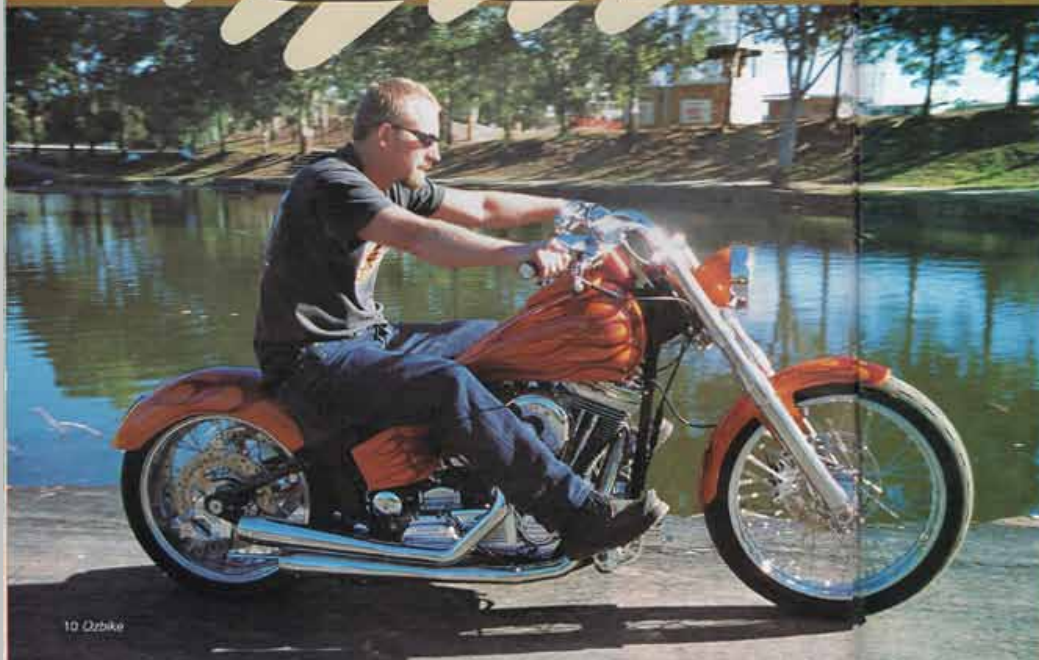


words & pics by
Keith Cole

IFIRST SAW the bike at the Brisbane Street & Custom Bike Show sticking out like a sore thumb. I tracked down the owner, and a couple of weekends later, here I am sitting on a park bench with Tony getting all the details for this story after we had finished taking photos of the bike.

Tony had owned the bike for seven years; before that he had an Ironhead Sporty, which he sold to finance a trip the States. The plan was to have a look around and buy a car he could ship back to NZ, do up, and then sell to buy a larger Harley. Well, he landed a five-month job, and in the end he had enough to get a Mustang and keep it, plus buy a Softail.

He found the bike in a place called Wiamate (them Kiwi towns have funny names, eh Bro). It was basically stock except for a set of Delkron cases that had replaced the stockers after they'd cracked. Of course, the bike didn't stay stock for too



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long; Tony said it changed many times over the next five or so years and has evolved into the bike you see here... but then it dropped the bottom end! See, it had been running a turbo for a couple of years and when the rings were replaced, and a bit of good porting done on the heads, it was too much pressure in the top end so the bottom let go.

Hey, wait a minute, we're getting ahead of ourselves.

Tony said it all started with a bald back tyre, one of those skinny things that he

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didn't want to replace, so he went out and bought a 180 tyre and an Akron alloy rim. After finding a guy to make up a set of stainless spokes, the wheel was laced up to the original hub and fitted to the bike with a wide-arse conversion that runs a thinner belt and a Belt Drives Limited pulley. It just fits in there and Tony did it all himself.

... the headlight was also stretched 1.5 inches for the longer look

Now above the back wheel sits one neat rear guard that was once on a Sporty but with a lot of panel beating, a bit of widening and the fitting of a 37 Ford tail, it blends in well with the stretched original fuel tanks.

The original front guard received a bit of a touch up and the headlight was also stretched

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Tony brought the bike with him on the journey over from the Kivildand. The bike has been through many permutations.

1.5 inches for the longer look. It was sprayed in Tony's own mix of orange paint then the flames were airbrushed on. Now all the paint and panel work was easy for Tony as that what he does for a living, but it was his mate, Steve Kennedy from Kennedy Precision, who handled all the alloy. He supplied and fitted the triple trees, forward controls, number plate bracket, oil filter cover, and did all the machining on the forks, etc. He also helped with the handlebars and a few other things that make the bike look just right.

...it took out Top Paint at the Brissy show

Okay, back to the engine. Durry at Edington Engineering had a lot to do with its reincarnation, and by the time it was slipped back into the frame and hooked up to the stock primary and five-speed box,



it had the following done to it: The bottom end had been balanced and fitted with a Jims crankpin and rods, Wiseco Pistons were slipped into barrels that had been fitted with Wiseco sleeves — this takes it out to 83 cubic inches — with the bigger, better heads on top that were ported and had bigger valves fitted, along with an EV27 cam, roller rockers and a Crane single fire ignition. The fuel goes in the S&S carburettor and what's left comes out the handmade pipes by Tony of course. Tony said he is very happy with the final result, and with the fact that he could keep his bike, especially when it took out Top Paint at the Brissy show. He intends on keeping it for a long time yet and won't be changing it to much in the foreseeable future.

PS: If you would like Tony to paint your bike or car, he's lives on the Gold Coast and can be reached on 0404-483-171.

Kiwi Gold

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