

Every now and then you see a bike somewhere that makes you do a double take. This pan is one of them bikes. I ran Walt the owner of this '49 at the Chopper Challenge. Enjoy this Beauty.

Owner: Walt Boduch
Frame: Original H-D 3 inch Extended with 1 inch Rake
Engine: 1949 EL 74 ci. Wheels 1964 S.U. carb
Tranny: 4 speed stock
Bars: Pull backs
Molding: owner
Paint: K-D customs
Wheels: 21inch front Avon and 16 inch rear Conti
Air Filter 1958 Police Siren
Sissy Pole: Converted two poles into one
Front end: Duck Springer 1973
Chrome: Badger Plating Co.
Short story about an old motorcycle

I was a junior in high school in the spring of 1973, when a friend told me about an old Harley- Davidson buried in the back of a guy's garage, and that he wanted to sell it.

We set it up a time to see the bike the next weekend. After meeting the owner he said he was tired of removing the stuff in front of the bike to show people, only to hear that they weren't interested in buying it. I convinced the guy to show me the bike because I had the \$350 asking price. After cleaning the stuff away I found a stock 1949 H-D Panhead full-dresser. Stock bikes didn't interest me then. I was 17 and wanted to build a chopper. This was a good start. So I paid the guy \$350, took the bike home and started taking it apart.

The common practice then was to find an old Panhead or Knucklehead and make a chopper out of it.



The choppers of the early 70's were long front-ends, sportster or peanut gas tanks, A King- Queen seat, no front fender or brake, and a lot of LUCK. That was pretty much my first Harley Chopper. After trading or selling my stock parts for custom parts, I had a ten inch over narrow glide front end. (Yes, narrow glide)

I then bought several paint cans and painted it orange. With no Speedo, no front fender, or any front brakes and an H-D 65 sprint gas tank I had my first chopper. Being in school I was able to make my Z-bars, Sissy pole and frame for my seat in my shop and metals classes. Back

then we had to do almost everything ourselves do to the lack of money and resources.

By the second winter 1972-1973 I was able to stretch and rake the frame, mold it and have it painted. I saved enough money to buy a 16 inch over-stock Duck springer. Then I bought a sportster gas tank from a swap meet and still had enough money to take in a couple of boxes of parts to be chromed. That's the green bike in the pictures. The bike stayed that way until about 2000 when I changed the color of the bike to Viper Blue. I also changed the tank to larger peanut gas tank and the seat to King-Queen and put on pull-back handle bars.



Bikes have changed since the early 70's choppers. But the old bikes stock or chopped will always be special to me and the many bikers who rode them in the 70's.
Walt Boduch



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FOOD 5:00 - 8:00 PM FUN
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July 12th	Big Todd's Rumble Inn, Stevens point
July 19th	4 Stools Short, Wisconsin Rapids
July 26th	Wildhorse Saloon, Wisconsin Rapids