

Cover Story

The bike you see here is a peek into a window. A short window of time because this bike is constantly changing. You have entered the chopper zone!

A few years ago Dave Cowan of Minneapolis, MN was in Kokesh cycle (Spring Lake Park, MN (763-786-9050) checkin' out the catalogs when he came across the custom chrome hard core I kit bike. Hey kids! Everything ya need to build a cool chopper-even the fork oil! "Looks like some paint, a little elbow grease, whip the thing together and ya got a cool ride. No problem!" Well, reality check time. Nice bikes like this one don't just fall together in the average garage. In fact most custom bikes are actually put together two or three times before they hit the street! Luckily Dave was prepared for this and by the time the big crate arrived he had a plan.

When the kit comes (literally on one pallet) the first thing you do is check all the parts off on a list they provide. "Opening all those boxes of new shiny stuff is better than Christmas" says Dave. He never planned on the bike staying in kit form so after a mock up of the rolling chassis, engine and transmission, the motorcycle was brought to my shop, Wizard Custom Studios Blaine, MN (763-792-9025), for some fab work.

Dave's initial changes included getting rid of the fat bob gas tanks and mounts, changing the exhaust, handlebars and fender strut. And "Do something with that rear fender."



That was a good start! A sporster tank was selected, but as my dad says "we cut it four ways-high, wide, deep, and often!" What we ended up with is a Frisco Style 4.2 gallon sleek orb. The fenders come bare with no holes or mounts. We tossed the sissy bar/strut and wacked 5 1/2 " off

of the fender. I got the bright idea to make the fender part of the frame so we welded it right on! The new fender supports are made from round rod and 1/8" steel plate. A set of "Z" Bars and some cool drag pipes later, it became apparent, Dave's bike was gonna continue to change. Now with all the cool happenings, custom tank, fender, etc.the front end was just not long enough to cut it! The frame was taken over to Donna Smiths of Blaine MN (763-786-6002) for 5 degrees more rake. That with three degree trees allowed for 10" over fork tubes-much more respectable!

Another mock up! Different controls and Avon speed master front tire, lose the front fender....whew! I'm sure I'm missing some thing in this step and some people too. Seven months or so into the build and the color still wasn't set in stone. Ridin season was getting close. Don't know what color? Primer black it is then! Dave did most of the frame molding himself to save money and to remember why he's not a body man! I finished off the tank, laid the flat black, and MAN, the thing looked wicked. Dave and friends put the bike back together and he rode the snot out of it for about a season and a half with the 100 inch Rev Tech never missing a beat. He had me put some metal flake flames on it in August or so. That seemed to open a can of worms because he started talking about "Real" paint. Dave also decided to go faster. He went over to Stormy Custom bike works in Blaine MN (763-785-1600), and ordered up a new Rev Tech 110 inch monster motor! Stormys also provided a new exhaust and many of the tasty do dad hardware items you notice when you see the bike in person. Dave asked me for "stop light red metalflake". He also opted for me to lay on some boat chunk silver metalflake scallops and Mike Houland (763-434-5559) to pull some super thin black pinstripes. That brings us up to date on what you see in these pictures here.

Dave says even though he's changed most of the kit, it still was a good idea to start with. He did sell or trade the parts he didn't use. As you probably figured out Dave has changed the scoot since these pictures were taken. About two weeks after the bike was put back together his Buell decided to fall on it! Dave scolded the Buell harshly (he flopped it over in his driveway and used it as a trampoline). But that still wasn't enough to fix the damage on the chopper's rear fender. So, a longer front end, more rake, a mix of flat black and paint....Never done are they?

Ain't you glad it summer?

Wiz

Owner:	Dave Cowan Mpls, MN	Molding:	owner
Fram:	Santee	Paint:	House of color custom mix metal flake red
Rake:	42 degrees	By:	Wizard Custom Studios
Engine:	Rev tech 110	Wheels:	Front: 21" 40 spoke
Trans:	Rev tech six speed		Rear: 16" 40 spoke
Bars:	"Z" bars	Tires:	Front: Avon Speedmaster
			Rear: Avon 200 x 16 Venom



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