

(Free Riders Press is honored to have Nate as a Writer/Photographer. Check out his website for his accomplishments and I look forward to working with Nate in the future.)  
**Nate Ullrich's 2005 Road King**

It's been said many times over, "history repeats itself." That can easily be true in the custom motorcycle world too. Yeah, there's plenty of new ideas out there, but the recent boom of flat black bikes and basic bobbers are surely a blast from the past.

The first question most people ask me about my Road King is "what year is that?" People are typically surprised when I respond that it's a 2005. Most folks take a look, and with the flat black paint, fishtail pipes, and while walls on red wheels, it's got a look straight out of the 50's hot rod era. That was my whole idea behind this bike, but many folks don't realize that the flat black / red wheel look from the 50's was not any sort of fashion statement in those days. Quite simply, many young guys racing around in '55 Chevy's and '49 Merc's just didn't have the cash to get away from the stock Detroit look, so they just rattle canned everything with primer, including the wheels. Not to mention, back then, they didn't have the technology to produce a lot of the high-end paint jobs that are seen today.

I bought this bike new in June of '95, with the intention to keep it simple, with very minor modifications and leave it basically stock for a reliable highway bike. My friend Patrick, of Hollywood Customs here in Iowa, and I were sitting around eating a few peanut butter-n-jelly sandwiches after a few too many beers, and my simple transformation turned into what you see here. Originally, the idea was just flat black with the stock wheels chromed, and slightly taller bars would be required too, since I can't stand the stock bagger bars. Well, needless to say, the 12-inch bars were the only idea that stayed, and everything else was shucked.

The sheet metal is all original, except for the fenders. The front is a slammed clean fender from Native Baggers, and the rear is off a '98 Road King, that would accommodate the tombstone taillight that I had on hand. Pat went to town on the paintwork, and his dad helped out with some minor fab work on the fenders, while I tore apart the front end. We shaved the right side caliper mount for a cleaner look with a single disc. Bob Miller from Hobby Machine in Fulton, Illinois took on the flat black powder coat on the front-end components and a few other misc. brackets on the bike. John at Taurus Cycle in Bloomington, Illinois tore into the wheels, with red powder coat, wide white wall Dunlops, and chrome spokes. Plus, the front wheel was actually off a 2000 Heritage with a 3/4 inch axle, so John milled out the front hub to fit the 1-inch axle on the baggers.

Sleepy's Cycle in Low Moor, Iowa helped with some electrical issues, and supplied some of the accessories, including the rear air adjustable suspension. Black Magic Customs, in Sandwich, Illinois also supplied a handful of gadgets, including the side-by-side Samson pipes, and plain round 7-inch air cleaner, because the stock Twin-cam air boxes are just plain ugly! Joe Fortune, of Fortune Cycle in Sterling, Illinois also deserves some attention, because at last minute, there was a major issue that needed attention, which he was quick to diagnose and fix for me. Pat ran into a little hiccup with the paint too, but we'll keep those details top secret, and just point out the fact that he managed to get the paint wrapped up right before I left for Sturgis!

To this day, the bike is still my daily rider, although it's very rarely as clean as it's ever been for photos. But, if it's a nice sunny day, I'd much rather be out riding, rather than cleaning it. Occasionally though, it gets a good work over for a bike show or another photo-shoot with some sexy babe on it, like my lovely wife Theresa who straddled the bike for these sweet shots. Besides, if the bike's got the 50's look, why not ad the "pin-up" idea for a bit of garage glamour.

The bike has already taking bragging rights with a handful of bike show awards, and a number of magazine features, including an Australian magazine called OzBIKE, along with BIKER and AMERICAN BAGGER here in the states. Although I'd love to keep it forever, it is currently for sale. I'm torn between too many other

bike projects right now, so I guess it's time to let it go. And who knows... Any future owner might have pick of the litter on some killer "biker babe" photos with the sale of the bike too! If interested, feel free to call 563-243-8715, or e-mail Nate at [natanic@hotmail.com](mailto:natanic@hotmail.com) ([www.natanic.com](http://www.natanic.com))



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