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GLIDE CUSTOM  
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*This Kobalt 63-piece kit is available only at Lowe's*

**WIN  
THIS BIKE**  
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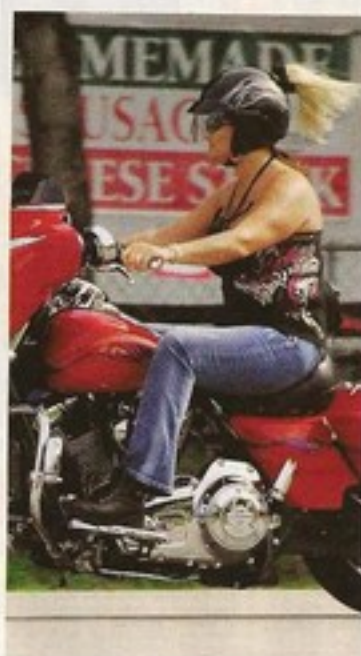
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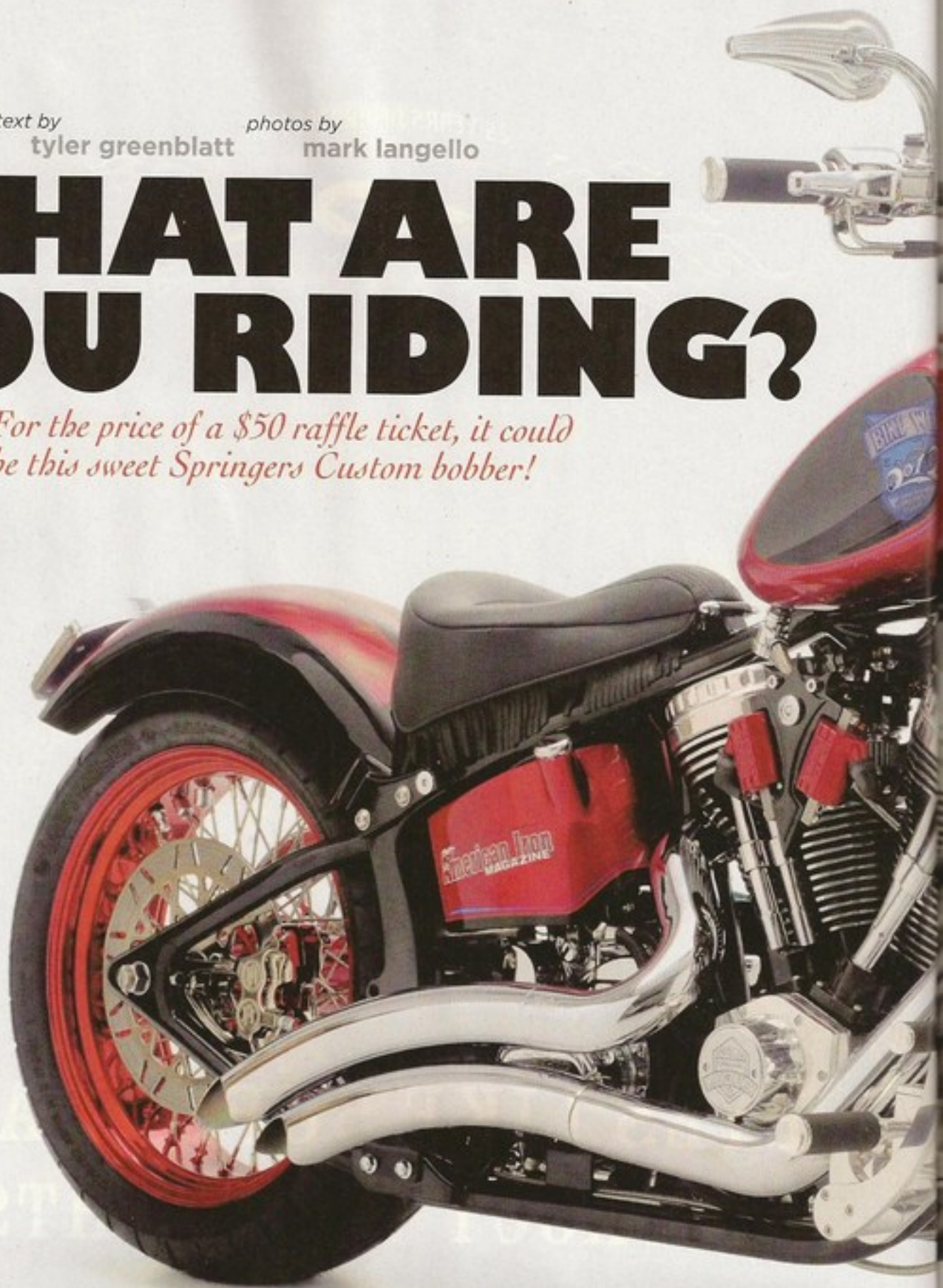
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text by  
tyler greenblatt

photos by  
mark langello

# WHAT ARE YOU RIDING?

*For the price of a \$50 raffle ticket, it could  
be this sweet Springers Custom bobber!*





For a \$50 raffle ticket, you could win the showstopping, jaw-dropping bobber you see here. You longtime *American Iron Magazine* subscribers will

immediately recognize this beauty as our annual Daytona raffle bike. For you newcomers to our happy little mag,

every year we find a shop to put together a bike built specifically for Daytona Bike Week. We cover the build as well as showcase some of the hottest new products on the market. Then, at that wonderful event, the bike is raffled off to a lucky little boy or girl to take home. If you don't yet have a ticket, check out the sidebar for information on how to get one of just 4,500 being sold. Don't forget, Daytona Bike Week is from March 9-18 this year, a week later than usual.

Now that you're familiar with what we're doing here, let's dive into this one-off rig that, in just a few long and agonizing weeks, could be sitting in your already overcrowded garage. Scott Helper, owner of Springers Custom Cycles in New Jersey, took the reins of this

**Y**EAH, YEAH, YEAH, I KNOW, we don't live in a perfect world where everyone can afford to have different bikes for different types of riding. Some of us don't have enough money, while some of us don't have enough space. I'm stuck with both of these curses. If you are too, yet still dream of adding another pony to the stable, this may very well be your golden opportunity.



## TECH SHEET

**Builder:** ..... Springers Custom Cycles, Lambertville, NJ  
**Powdercoater:** ..... D & W Motorsports, Boyertown, PA  
**Painter:** ..... Nub Grafix, Walden, NY  
**Colors:** ..... Candy Red and Gloss Black

### ENGINE/TRANSMISSION

**Engine:** ..... 2011 V-Plus 100  
**Builder:** ..... Crazy Horse Motorcycles, Kent, WA  
**Displacement:** ..... 100"  
**Cases:** ..... Crazy Horse Motorcycles  
**Flywheels:** ..... Crazy Horse Motorcycles 4-1/4"  
**Cylinders:** ..... Crazy Horse Motorcycles 3-5/8"  
**Pistons:** ..... Keith Black hypereutectic 9.5:1  
**Heads:** ..... Crazy Horse Motorcycles  
**Carb:** ..... S&S Cycle Super E  
**Air cleaner:** ..... Wimmer Machine  
**Exhaust:** ..... Vance & Hines  
**Ignition:** ..... Dynatek  
**Coils and wires:** ..... Dynatek  
**Charging system:** ..... Biker's Choice  
**Regulator:** ..... Biker's Choice  
**Oil pump:** ..... Crazy Horse Motorcycles  
**Primary outer cover:** ..... S&S Cycle  
**Primary inner cover:** ..... Advanced Sleeve/Delkron  
**Transmission:** ..... Rivera Primo PowerDrive six-speed overdrive  
**Case:** ..... Rivera Primo  
**Gears:** ..... Rivera Primo  
**Clutch:** ..... Rivera Primo Brute III Extreme  
**Primary drive:** ..... Rivera Primo Brute III Extreme belt drive  
**Final drive:** ..... Harley-Davidson belt/Ride Wright pulley

### CHASSIS

**Frame:** ..... Springers Custom Cycles

**Springer:** ..... Paughco  
**Rear shocks:** ..... Progressive Suspension  
**Front wheel:** ..... Ride Wright Wheels 60-spoke 21"  
**Rear wheel:** ..... Ride Wright Wheels 60-spoke 18"  
**Front brake:** ..... Performance Machine four-piston caliper  
**Rear brake:** ..... Performance Machine four-piston caliper  
**Front tire:** ..... Metzeler ME880 90/90-H21"  
**Rear tire:** ..... Metzeler ME880 200/50-VR18"  
**Front fender:** ..... Springers Custom Cycles  
**Rear fender:** ..... Springers Custom Cycles

### ACCESSORIES

**Headlight:** ..... Headwinds  
**Taillight:** ..... LA Choppers  
**Fuel tank:** ..... Paughco  
**Petcock:** ..... Pingel  
**Oil tank:** ..... Paughco  
**Handlebars:** ..... Biker's Choice Z-Bars  
**Risers:** ..... Paughco  
**Hand grips:** ..... Excel Components  
**Seat covering:** ..... Advanced Custom Design  
**Seat shocks and pan:** ..... Chopper Shox  
**Chain guard:** ..... Springers Custom Cycles  
**Speedo:** ..... Dakota Digital LED  
**License bracket:** ..... LA Choppers  
**Battery:** ..... Biker's Choice  
**Mirrors:** ..... Biker's Choice  
**Hand controls:** ..... Biker's Choice  
**Foot controls:** ..... Excel Components  
**Footpegs:** ..... Excel Components  
**Brake lines:** ..... Goodridge  
**Cables:** ..... Barnett Tool & Engineering  
**Wiring harness:** ..... Midwest Motorcycle Supply

year's project. Springers was perfect for the job not only because it makes great bikes, but because its manufacturer status allows the bikes Springers builds to be easily registered and insured. "My goal was to supply the nicest Daytona bike they've ever had," Scott says. "And I really want all my bikes to be rideable. They have to look good and ride good." In terms of quality and performance, Editor Chris Maida test rode the Apollo model in Daytona last year and loved it.

To switch things up a little, this bike is based on Springers' Zeus chassis and uses Scott's proprietary softtail-style frame. Right away, you'll notice what parts are Springers-only. The proprietary Springers rear fender with built-in struts keeps the rear section clean and blends in smoothly with the lines of the bike. Because this baby is meant to rack up mileage, the Springers front fender keeps water and grime out of your face and off the front cylinder. The Springers belt guard gets tied in and doesn't look awkward like most guards. Rounding up the beautifully painted tins is a dished Paughco gas tank. By the way, that's an LA Choppers license plate holder and taillight mounted to the fender.

The power plant that we chose should be obvious right away, given its distinct bottlecap heads. Yup, this V-twin is none other than the 100" Crazy Horse V-Plus. Not only does it have a unique look, but it uses the same mounting points as a H-D Evo, so it can literally fit anywhere a pre-Twin Cam engine can! Even though Scott didn't previously offer Crazy Horse engines in his bikes, he's so impressed with it that he's already built another bike with one and would love to build more. "I like the look of it, and it's a great, quiet-run-

**The power plant that we chose should be obvious right away, given its distinct bottlecap heads. Yup, this V-twin is none other than the 100" Crazy Horse V-Plus.**

## HOW TO ENTER

SO, HOW DO YOU GET A TICKET TO WIN this year's Springers Custom Cycles bobber? Just mail your name, address, telephone number, the number of tickets you want, and a check for the correct amount (\$50 per ticket) to the Daytona Beach Community Foundation, PO Box 2676, Dept. AIM, Daytona Beach, FL 32115-2676. Or you can fax the foundation at 386/258-5104 with all of the above information plus your Visa, MasterCard, or American Express number, expiration date, and signature. (If you have any questions, you can call the foundation at 386/255-0981.) You can also get more info or enter online at [www.OfficialBikeWeek.com](http://www.OfficialBikeWeek.com).

The drawing will be held at approximately 3 pm on Saturday, March 17, 2012, in Riverfront Park in downtown Daytona Beach (across from Daytona Harley-Davidson). Only 4,500 tickets will be printed, so don't delay. As always, you don't have to be present to win, only your entry does. Good luck! ■



ning motor," Scott says. "You put your ear next to it, and you can barely hear any of the mechanicals. I've already contacted Crazy Horse about putting them in other bikes."

We used JIMS tools to make it easier to get everything together and a S&S Cycle Super E with a Ness enricher knob to feed the beast. Mounted to that is a Wimmer Cycles updraft air cleaner assembly. A Biker's Choice coil mount is held onto the right side of the engine with a Springers handmade mount. And nothing but Vance & Hines pipes would make this engine sound as good as it looks. Everything is set in motion with a Dynatek single-fire ignition and Biker's Choice battery. Throwing power to the rear wheel is the venerable Rivera Primo PowerDrive six-speed left-side-drive tranny. Connecting the two is none other than a bulletproof Delkron inner primary and a Rivera Primo belt drive. All Springers bikes come with a full two-year warranty, but depending on the parts you choose, some warranties can extend well beyond that. "I pick those manufacturers because their products last so long. They support their products so I will, too," Scott continues.

That old-school Paughco springer, sporting a polished



Headwinds headlight (and attached Headwinds turn signals), hangs onto a 21" Ride Wright 60-spoke steel wheel that has its rim and hub powdercoated red. The back of the bike features a matching 18" wheel. Both are wrapped in Metzeler tires with stopping power provided by Performance Machine chrome four-piston calipers. Scott also used one of Paughco's wraparound oil tanks, which is supported by a Biker's Choice oil tank mount. Welded to the left side of the frame is a Dakota Digital gauge nacelle with a chrome Dakota Digital LED speedo, which gets its signals from a Biker's Choice speedo pickup in the Rivera six-speed. A Midwest Ultima wiring harness directs the flow of electricity.

Going through the build stories of the past few issues, you'll see that Biker's Choice played a big role by supplying a bunch of the little parts that keep things running behind the scenes. On top of that, BC also supplied the Z-Bar handlebar that's topped with Excel grips and rests on Paughco risers. BC mirrors, horn, hand controls, banjo bolts for the brakes, and the electric sending unit to control the brake light fill in the gaps. Also in the brake department are Barnett braided stainless steel brake lines and Goodridge fittings. Barnett also supplied the stainless steel throttle and clutch cables. Your feet are stylishly supported by a set of polished Excel foot controls with Excel footpegs. What you can't see is the Chopper Shox seat pan and ultra-cool shocks, which were covered by Alligator Bob at Advanced Custom Design.

Scott only uses specialists he trusts to do the job right on the bikes he sells, and there's no reason why this one would be any different, so Dan Woods of D&W Motorsports handled the powdercoating. Nub at NubGrafix has been doing Scott's paint for years and is at the point where Scott gives him some basic info, and he takes care of the rest. As you can see, Nub never fails to come up with something outstanding!

You read all about Scott and Springers Custom Cycles in the February issue, but I'll fill you in a little more on his company and what they do just in case you don't win the bike but want one anyway. First off, you may not need to rely solely on buying a raffle ticket to get one of his bikes seeing as how they start at under \$20,000, about the price of a stock Harley Softail. And

instead of being one of many thousands, your bike could be one of one. In fact, at Springers, Scott doesn't believe in nickel-and-diming his customers for every little change to the base bike. If you want something polished or powdercoated, the price doesn't go up. The only thing Scott says changes the price is the different engine options. "You get all the goodies right up front, there's no additional costs," Scott says. One of the other great things about Springers is that it's a manufacturer, so you get an MSO, title, and VIN to take to the DMV and your insurance company. This allows you to get a one-off custom bike that's perfectly street legal and easily registered.

Getting back to this bike's main function (raising money for Daytona Bike Week), before this issue hits the stands, it's already begun doing its job. Kevin Kilian, senior vice president of the Daytona Regional Chamber of Commerce says he was amazed when he first saw the bike. "This bike is one of the best looking bikes we've ever had; it's going to be very successful. The paint is tremendous, and it's a show bike, but it's completely functional. Even I could ride it!"

AIM has been partnering with Kevin and the Daytona Chamber of Commerce for 19 years to promote Bike Week and all the aftermarket companies and builders that take part in its festivities. "AIM always gives us a great product, the photos don't do it justice," Kevin continues. "You guys find up-and-coming builders to work with, and it's nice to have Chris' expertise as to what is popular out in the market."

Be sure to stop by Scott's 40' x 60' spot at the Daytona Speedway during Bike Week, where he'll have at least 20 of his creations on display for sale and enjoyment. If you can't find something you like out of that ensemble, he also will do

full-on custom builds with all the advantages of a Springers Custom Cycles model.

Judging by our Daytona bike's first showing at the Volusia mall in Daytona, Chris and Scott scored big time when it comes to putting together something that people would love. Kevin says the bike got tons of looks over

Thanksgiving weekend on display at the mall, which generated into lots of phone calls from people wanting to buy tickets. If you haven't bought one yet, you may want to start thinking about it! AIM

