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Gone Wild**



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**10 FEATURE
BIKES**

Magazine



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105 hp
Grand
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Replica**



'59 Caddy-Style Bagger

**2009 H-D
Dresser Test**

**UltraCool
Oil Temperature
Control System**

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**Builder: Pat Briggs
County Line Choppers**

Pat Briggs is a young guy with an ancient history customizing motorcycles having worked on Harleys since he was only 12 and now he can claim to have 30 years experience behind him. From his first custom Harley build at age 17 to having his own full-time shop, County Line Choppers in upstate Phoenix, New York, for the past 12 years, he can back that up. He is someone with both a clear head for business and an imagination that produces some pretty far out customs. When you throw in the added bit that he's put on over a quarter-million miles on two wheels, you've got someone who's not only living his dream, but digging every second of it too. His enthusiasm for what he does comes through with every word he says and it's refreshing to hear in what is a tough economic time for builders everywhere.

It's not by sheer luck that County Line is doing okay, Pat's set up a well equipped, full service shop where no job is too big or, more importantly, too small. "As far as doing service work, which a lot of builders don't like to do, people won't be in business if you can't adapt. Our bread and butter is doing routine stuff," says Pat. "We're also a licensed manufacturer so with our custom bikes you can get a title in all 50 states, insurance, and they're reliable and safe." He's also seeing a lot of Harleys starting to come in for more than just a bolt on bauble or two. "We can turn a stock Harley into something that's one of a kind," says Pat. "You just can't beat Harley-Davidson for the quality and reliability and all that."

Looking for a guy you'll enjoy dealing with on your next build? Give Pat a call at 315-593-2992 or visit www.countylunchoppers.com.

It wasn't always this way, as Harley customs morphing out of stock bikes often come about in strange circumstances and this one was no different. "It's my personal bike, I got it for long trips like to Florida, Myrtle Beach, and California every year and long local rides," says Pat. "It was a couple of years old when I bought it and it was kind of a lemon. I had problems with it, the engine grenaded on it."

Yeah, that's a problem for sure, but he rebuilt the Evo from the bottom up and mildly hopped up performance as he did. After cleaning up the cylinders, Pat threw on a set of higher compression Wiseco pistons along with ported and flowed heads for a bit more pop. A Crane cam bumped it up even more while an S&S Super E carb wearing a velocity stack found a new home and played its part in the new order of power. A Crane ignition fires up end result and a carbon footprint is established outside the not-for-the-meek pipes. "To be honest, I forgot who made 'em. I got them real cheap at a clearance sale when they changed models. I think they're called Boom Cans," says Pat. "It runs pretty good for an 80" motor."

Sticking with the stock H-D 5-speed tranny and enclosed wet primary was a no-brainer as they hadn't given any problems. Same with the final drive belt. For services rendered and just because, Pat treated the reliable drivetrain to an upgraded Barnett clutch and called it a day on the power plant.

He was on a roll so he reworked the forks by turning them in a lathe and removing the reflector mounts and the right



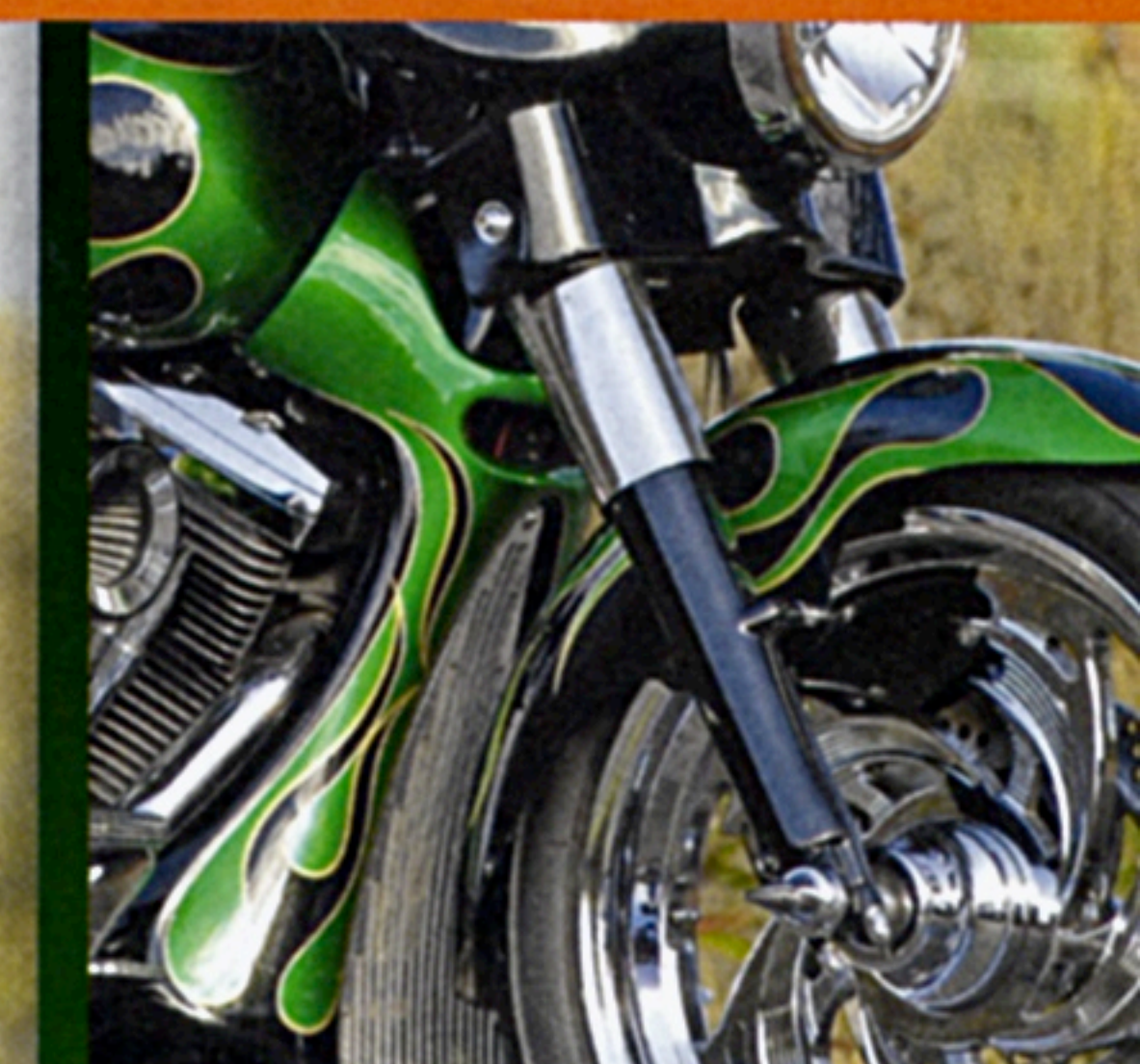
side caliper mounts for a shaved, cleaner look featuring black bits instead of chrome. Now sitting 2" lower than stock, they cradled an Avon shod 18" RC Components Wicked wheel with a matching single rotor while Performance Machine's muy macho 6-piston caliper brings it to a screaming halt when called to. "Heavy bikes need real stopping power and with one side off, it's real heavy duty," says Pat.

Just like the military's "Don't Ask, Don't Tell" policy, the rear wheel on a bagger is pretty much hidden, especially one with a wide fender filling the gaps to the bags hides any wheel from sight. Pat stuck with the stock 16" H-D mag, but replaced the stock H-D caliper with a PM unit for increased brake performance. Mak-

ing sure it's "outsight" is the 2" drop of the stock frame that Progressive Suspension's coil-over shocks provided.

Yeah, yeah, yeah, you say. All that mechanical stuff is not what this bike is about. It's all about the style and on this front, *Irish Cadillac* does not disappoint one bit. To compliment the sporty new front end look, Pat plasma cut a Russ Wernimont fender blank until it reeked of sportiness, but still retains its usefulness in rain runs. Next he replaced the stock batwing with a Corbin fairing and cleaned house up front. "I cut off all the highway lights, changed the stock headlight to an Adjure, and frenched in the front blinkers to clean it up," says Pat.

Turning his attention to the tank, the FLH console



UP CLOSE

Brown's Plating

I've always been fascinated with motorcycle related companies that are almost as old as I am. Anybody that's endured this long in an often-thankless business has got to be doing something right. Often these companies have come to my attention by the years of nagging little ads in the back of motorcycle magazines. Forging by Frank is one of those companies that have survived every trend and now I gotta add Brown's Plating Inc. in lovely Paducah, Kentucky, to the list. If you're a veteran reader of motorcycle mags of any kind, you've got to be aware of them. Brown's has been plating parts since 1968, which pretty much covers the riding span of most readers out there. With 591 dealers out there and a new direct retail service, they're sure to be around for quite a few more.

From my own experience, one of the more challenging things when building a bike to actually get done right and in a timely manner is having parts chromed. Brown's prides itself on making sure your chrome not only looks good, but stays that way with their seven-layer chroming process. They also try and make it easy for you by doing all the stripping, blasting, and polishing required before plating. Simply pull your old parts off, ship 'em out, and get back shiny new pieces that they cover with a one-year limited warranty.

"We will give your parts a complete and overall facelift, no one lays down chrome like us," claims Brown's. More info at www.brownsplating.com or call 270-554-1146.

SPECIFICATIONS:

Year/Make: 1994 H-D FLH

Fabrication/Assembly: County Line Choppers

Build time: 3-months

Engine: H-D Evo rebuilt/County Line Choppers

Pistons: Wiseco

Cylinders: Bored and honed H-D

Heads: Ported and flowed H-D

Cam: Crane

Ignition: Crane

Carb: S&S Super E

Pipes: Boom Cans

Air Cleaner: Velocity Stack

Transmission/Primary: 5-speed H-D

Clutch: Barnett

Frame: Stock 1994 H-D

Forks: H-D/ County Line Choppers

Fork length: -2"

Rear Suspension: Lowered 2"

Shocks: Progressive Suspension

Front Wheel: 18" RC Components Wicked

Rear Wheel: 16" H-D

Tires: Avon

Front Brake: PM 6-piston

Rear Brake: Performance Machine

Fuel Tank: H-D/ County Line Choppers

Oil Tank: H-D

Fenders: Front/County Line Choppers, Rear/Ness/County Line Choppers

Handlebars: County Line Choppers

Headlight: Adjure

Taillight: '59 Cadillac

Hand Controls: Powdercoated H-D

Grips: Drag Specialties

Foot Controls: Stock H-D

Pegs: Arlen Ness

Chroming: Browns Plating

Painter/molding: JT Customs

Graphics: Marc Osmund

Seat: Duane Ballard/County Line Choppers

Special thanks to: Laura Karle

was virtually eliminated which altered its look dramatically. Flowing down from the tank and covering the downtubes was a grill shell/air dam *what-cha-ma-call-it* piece of bodywork that would have been the focal point on any other bike, but not on St. Paddy's Caddy. The eyes can't help but drift rearward to the crazy goings on there.

Arlen Ness's fat bagger fender echoes the mantra of Detroit automakers of the '50s with their penchant for proclaiming that new models were longer, lower, and wider. Not just hyperbole, the Ness fender does just that. Pat took it another step with the frenched-in license plate that seems to float in curvaceous-Ness. Bag extensions from Ness lower the bags to meet the fender tip and Pat fit them around the Boom Cans tidily. He also ran a strip of LEDs low along the sides and declares they look great running the highway at night.

But who cares what's happening below when the top of the bags is where it's at. I incorrectly assumed they were fiberglass caps, but was I wrong. "They're made from 20-gauge sheet metal. Hammered, drolled, and then I had to shrink the metal with torches to contour the front. There's a lot of curves there," says Pat.

"I made a trap door inside the lids in case a bulb goes out. The taillights are designed to be easy to remove and replace lenses if necessary. Actually, my girlfriend, Laura, did a lot of the work on them also. It was a lot more work than meets the eye, let's put it that way."

Finally ready for paint, JT's Custom Paint Garage in Moravia, New York, sprayed the House of Kolor black base with Emerald Isle flames parading a wee bit 'o green on Pat's *Irish Cadillac*. The final touch was Marc Osmund tastefully doing his graphics thing. After Duane Ballard did his usual tidy work on the solo seat, it was time to ride.

To top it off, Pat left the best for last. "Dressers are so hot nowadays, but I did that bike before dressers even got popular. I did this bike five years ago and have over 45,000 miles on it. I try and stay ahead of the game."

- **Buck Manning**

Photos by Sedrick C. Mitchell

