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# American Iron

## MAGAZINE®

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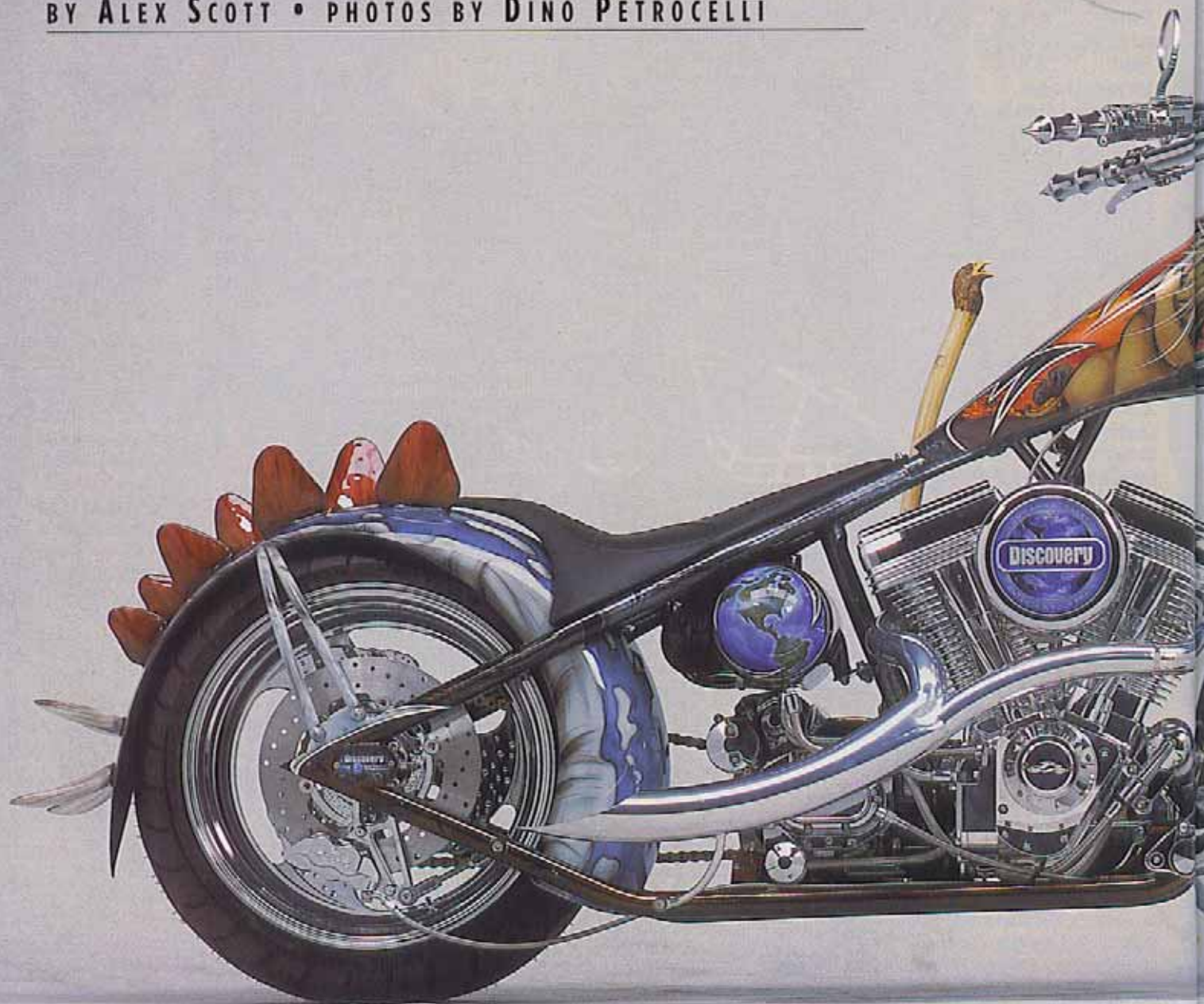
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# Discovery Bike

*Orange County Choppers builds one for the home team*

BY ALEX SCOTT • PHOTOS BY DINO PETROCELLI



**NOW, WHEN YOU HAVE A project with such amazing depth, the problem is where to start. It had to be with animals, the way Discovery started. And how do you focus on a few creatures, instead of**



mixing a whole zoo into one incredibly busy paint job? And just how can you represent animals in steel? And what animals to choose — apart from sharks and dinosaurs, you know you gotta have them.

That's the task the Teutuls, Sr. and Jr., took on, ably assisted by fabricator Rick Petko. We won't make any connections between Rick's last name and the animals depicted on this chopper, because none of them is exactly cuddly.

The skeleton of their creation would be an OCC super-stretch rigid frame, with no less than 10" of stretch and 6" up. This mounted to a set of hex-profile Perse forks, a suspension setup strong enough not to need the tweak bar you'll see in the pictures. That old '70s kludge was mounted for a different reason: just to carry a commemorative plaque.

Even before *Monster Garage* and *American Chopper*, Discovery Channel had been famous for sharks. These prehistoric creatures have been around about 400 million years longer than Discovery, but TV sure has helped make them famous. So, how about the shark features at the front of the motorcycle? A gumline inset into the front fender bares a wicked set of teeth. Real shark teeth, you'll not be surprised to learn, given the Teutuls' tight connection with Discovery Channel. And arrayed in the correct order, according to Petko, although (unfortunately) lacking the reserve sets possessed by real sharks. There's not enough room between fender and tire to allow for that, and a bit too much risk for a pointed prehistoric ripper to bite into the soft rubber of the tire.

Now, you gotta have a dinosaur. Which is the coolest? Well, *Tyrannosaurus rex* is a little overexposed and a big *brontosaurus* is too smooth and cuddly. But how about an armor-plated *stegosaurus* — isn't that the coolest dinosaur? The *stegosaurus* had dimensions a touch bigger than the average chopper — a little longer at 26 feet and a little heavier at about 3 tons. It also had 17 armored plates arrayed down its spine and a set of sharpened spikes at the end of its tail, which were used to attack predators.

## Tech Sheet

|                |                                  |
|----------------|----------------------------------|
| Owner:         | John Hendricks                   |
| Home:          | New York                         |
| Builder:       | Rick Petko/Paul Teutul Jr.       |
| Year/model:    | 2004 Orange County Choppers      |
| Time to build: | Three weeks                      |
| Chromer:       | Bar Plating, Meriden, CT         |
| Painter:       | JB Graffix, Newburgh, NY         |
| Color:         | Blue base, multicolored graphics |

### ENGINE/TRANSMISSION

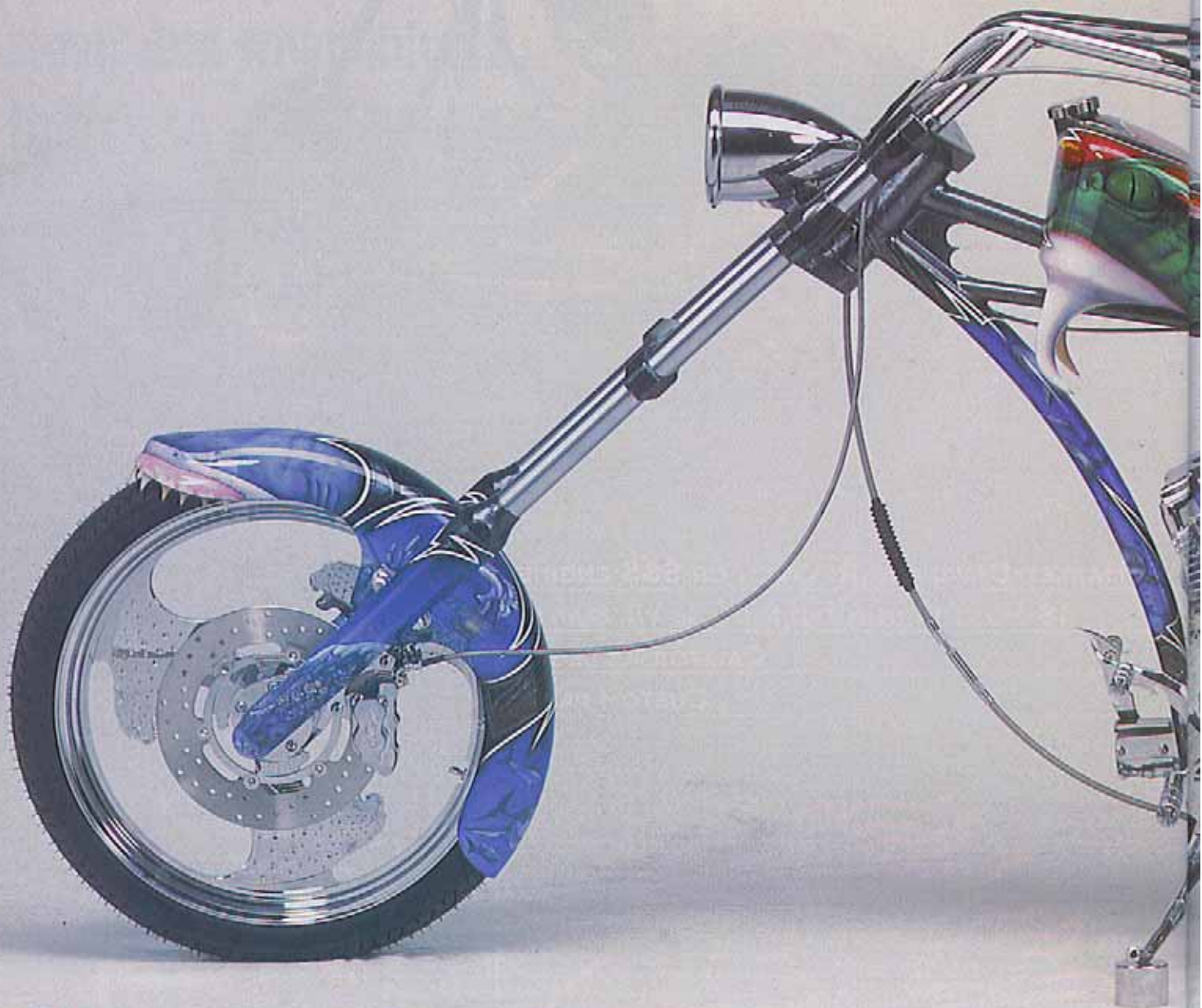
|                           |                                      |
|---------------------------|--------------------------------------|
| Year/model:               | 2004 H&L Performance                 |
| Builder:                  | H&L                                  |
| Displacement:             | 131"                                 |
| Cases:                    | S&S                                  |
| Flywheels:                | S&S 4-3/4" race                      |
| Balancing:                | H&L                                  |
| Connecting rods:          | S&S                                  |
| Cylinders:                | S&S 4-3/16"                          |
| Pistons:                  | S&S                                  |
| Heads:                    | H&L                                  |
| Cam:                      | S&S                                  |
| Valves:                   | H&L                                  |
| Pushrods:                 | S&S                                  |
| Carb:                     | S&S                                  |
| Air cleaner:              | Eck Craft Metal Arts, Binghamton, NY |
| Exhaust pipes:            | OCC                                  |
| Ignition:                 | Crane                                |
| Oil pump:                 | S&S                                  |
| Transmission, year/model: | 2004 BAKER six-speed                 |
| Case:                     | BAKER                                |
| Gears:                    | BAKER                                |
| Clutch:                   | Primo                                |
| Primary drive:            | Primo Brute IV                       |
| Final drive:              | Belt                                 |

### CHASSIS

|                    |                             |
|--------------------|-----------------------------|
| Frame, year/model: | 2004 OCC Superstretch Rigid |
| Stretch:           | 6" up, 10" stretch          |
| Front fork:        | Perse Hexed                 |
| Front wheel:       | Xtreme Machine 3.00-21"     |
| Rear wheel:        | Xtreme Machine 8.50-18"     |
| Front brake:       | HHI four-piston caliper     |
| Rear brake:        | HHI four-piston caliper     |
| Front tire:        | Metzeler 90/90-21"          |
| Rear tire:         | Metzeler 240/40-18"         |
| Front fender:      | OCC                         |
| Rear fender:       | OCC                         |
| Fender struts:     | OCC                         |

### ACCESSORIES

|                |                   |
|----------------|-------------------|
| Headlight:     | Arlen Ness Inc.   |
| Taillight:     | None              |
| Fuel tank:     | Par Kennedy/OCC   |
| Oil tank:      | OCC               |
| Handlebars:    | OCC               |
| Seat:          | OCC/Danny Gray    |
| Footpegs:      | Accutronix tribal |
| Hand controls: | Arlen Ness Inc.   |
| Foot controls: | Accutronix        |



For People Who Love Harley-Davidsons

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All this and a brain that could be comfortably contained within a walnut shell. The stegosaurus lived 140 to 156 million years ago, but died out at the end of the Jurassic period. (Nobody knows why, of course.) Did it ever battle a Tyrannosaurus rex? No, that dinosaur wouldn't evolve for another 50 million years, and that's just as well for the stegosaurus, as it wouldn't have stood a chance since it didn't possess T-rex's razor-sharp teeth or superior brain. Nor would humans have had a chance, so it's just as well that we didn't evolve for another 88 million years after the last T-rex inexplicably vanished.

Well, none of this mattered when Hammer Films in the UK made its wonderful *One Million Years B.C.*, the 1966 film that introduced Raquel Welch, in a fur bikini, to the world. Humans fight dinosaurs in this film, but the main event is a match between the scaly, mammoth-horned stegosaurus and the ferocious T-rex, animated by Hollywood legend Ray Harryhausen. History, biology, the audience's disbelief — all are confounded as the bony stegosaurus confronts T-rex and spikes it to the ground. That's how cool the stegosaurus is.

**On the Discovery bike, the stegosaurus armor plates** that run down the rear fender are actually two pieces of hammered sheet metal welded together, so every plate is in 3-D, each being half an inch wide. Nobody, not even Discovery Channel experts, knows why the stegosaurus had those awesome armored shields. If the creatures were cold blooded, they were like primitive radiators, but if warm blood coursed through their veins, maybe they were just fearsome decoration — possibly multicolored, like peacock feathers, functioning in the same way as they do on this motorcycle, something to make you look twice.

The rear fender is cut down, narrowing to the two spikes on the tail. They're made just like the spikes on the tail of the original



stegosaurus, except the raw material is steel instead of bone. These are bent out of a 1" solid round bar, and then sharpened. Those wicked spikes certainly did have a function, — to defend the dinosaur against predators. One whip of that spiked tail would give many meat-eating dinosaurs a second thought about where to go for lunch.

With sharks and dinosaurs covered, the basic blue paint scheme suggests Discovery Channel's logo with its vivid oceans. The round surface of the spun steel oil tank offered a suitable location for a map of the world (in recent times, after the dinosaurs), and Eck Craft tailored an air cleaner to fit the logo itself.

Behind that air cleaner lurks an S&S Super G carburetor, and somewhere behind that there's an H&L 131" engine, with S&S cases and internals and H&L's own cylinders and heads. Hooking that monster motor up to the road is a BAKER six-speed coupled by a Primo belt drive.

The tank has a split personality, with a snake eye and fang on the left side, the right showing the eyetooth of a tiger, closer than you'd ever want to get. The predatory theme continues to the wheels, with tiger heads incorporated into every spoke of the Xtreme Machine wheels.

For that final touch, the OCC crew looked around the shop and found a cane somebody gave them. That carved eagle-head cane is now a gear lever, appropriately enough, when you consider its brain size is almost exactly the same as the three-ton stegosaurus.

Oh, and how was the bike received? After it was presented to Discovery Communications Inc. founder and chairman John Hendricks, he was, according to the Orange County boys, happy as a clam. States John, "Discovery Channel's hit series *American Chopper* has chronicled the Teutuls and their motorcycle creations with great success. For the company to be on the receiving end of the Teutuls' amazing work is a true thrill. With its stegosaurus-inspired back fender and shark tooth front fender, the Discovery Channel Chopper truly honors the 20th anniversary of the channel." **AIM**

