

**THE 2006 YEAR IN REVIEW ISSUE**

**PLUS: CYCLE SOURCE FIRST RIDE ON THE '07 AMERICAN IRONHORSE SLAMMER**



# CYCLE SOURCE

**A GRASS ROOTS MOTORCYCLE PUBLICATION!**

**THIRD TIME'S  
A CHARM**  
**TWISTED CHOPPERS**  
TEARING UP THE NATIONAL SCENE

**PART TWO - RIDING THE  
MIDDLE EAST**  
THREE-PART RIDING ADVENTURE

**LIFE AND TIMES OF  
MICHAEL LICHTER**

**FEATURE BIKES:  
A LOOK AT OUR TOP TEN OF 2006**

**INSTALLING:  
LEGEND'S AIR SUSPENSION**

**FALL FOLIAGE RUN**  
TOURING THE CAPE, HAMSTER STYLE

VOL 10 ISSUE 10 / JANUARY '07

U.S. \$3.99 Canada \$4.99



WWW.CYCLESOURCE.COM

★ **HOUSE OF KOLOR NAMES TOP PAINTERS**

★ **A REAL DEAL PAN FROM NEW YORK**

★ **CYCLE SOURCE BEST OF '06 AWARDS**

**PLUS: FRAME, ROLLER, SHEET METAL BUYER'S GUIDE**

NO  
DO  
C  
THE

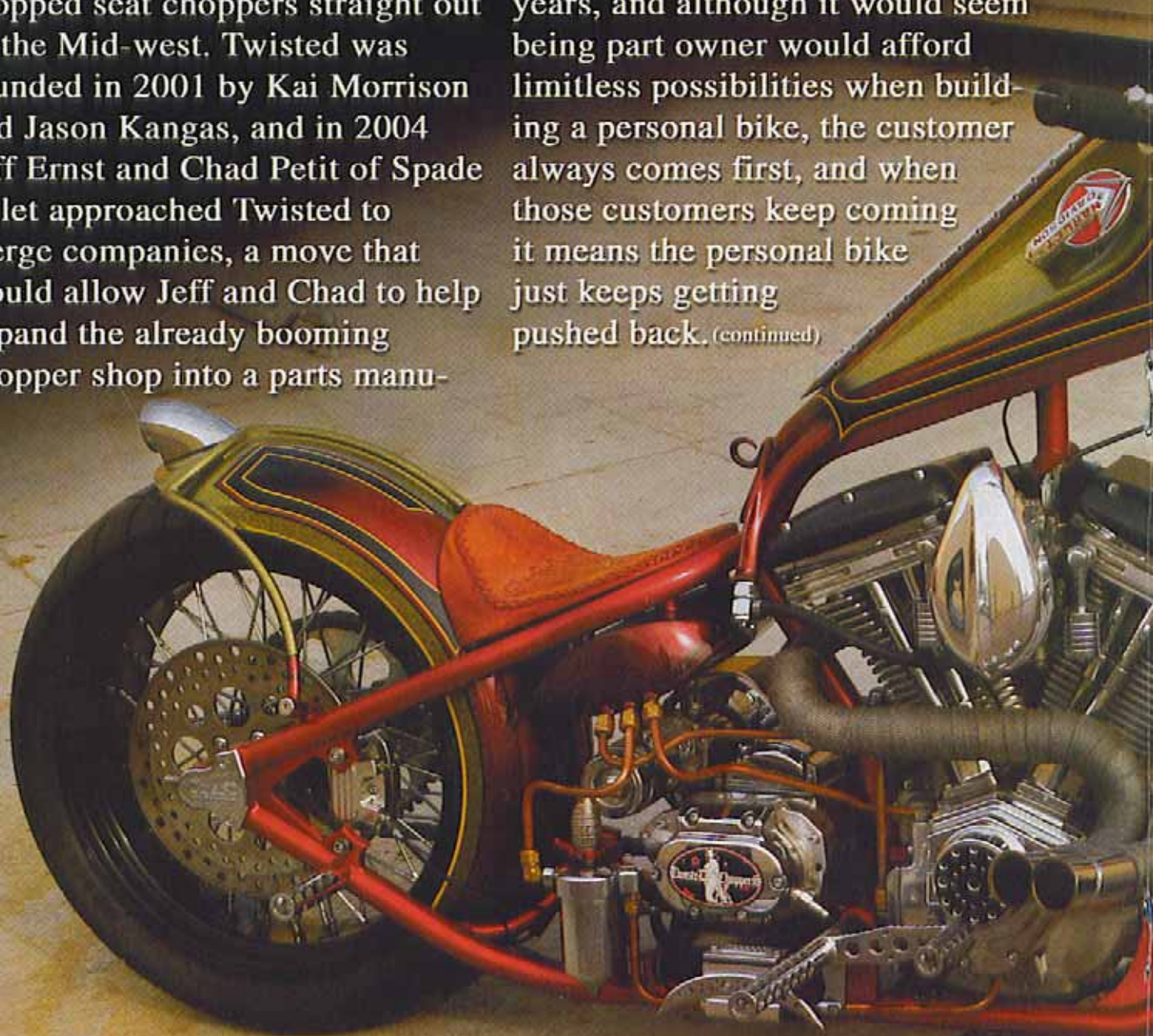
# THIRD TIME'S A

## A Compact Twisted Style

Article By: Ken Conte

Twisted Choppers is known for their long, low, aggressive, dropped seat choppers straight out of the Mid-west. Twisted was founded in 2001 by Kai Morrison and Jason Kangas, and in 2004 Jeff Ernst and Chad Petit of Spade billet approached Twisted to merge companies, a move that would allow Jeff and Chad to help expand the already booming chopper shop into a parts manu-

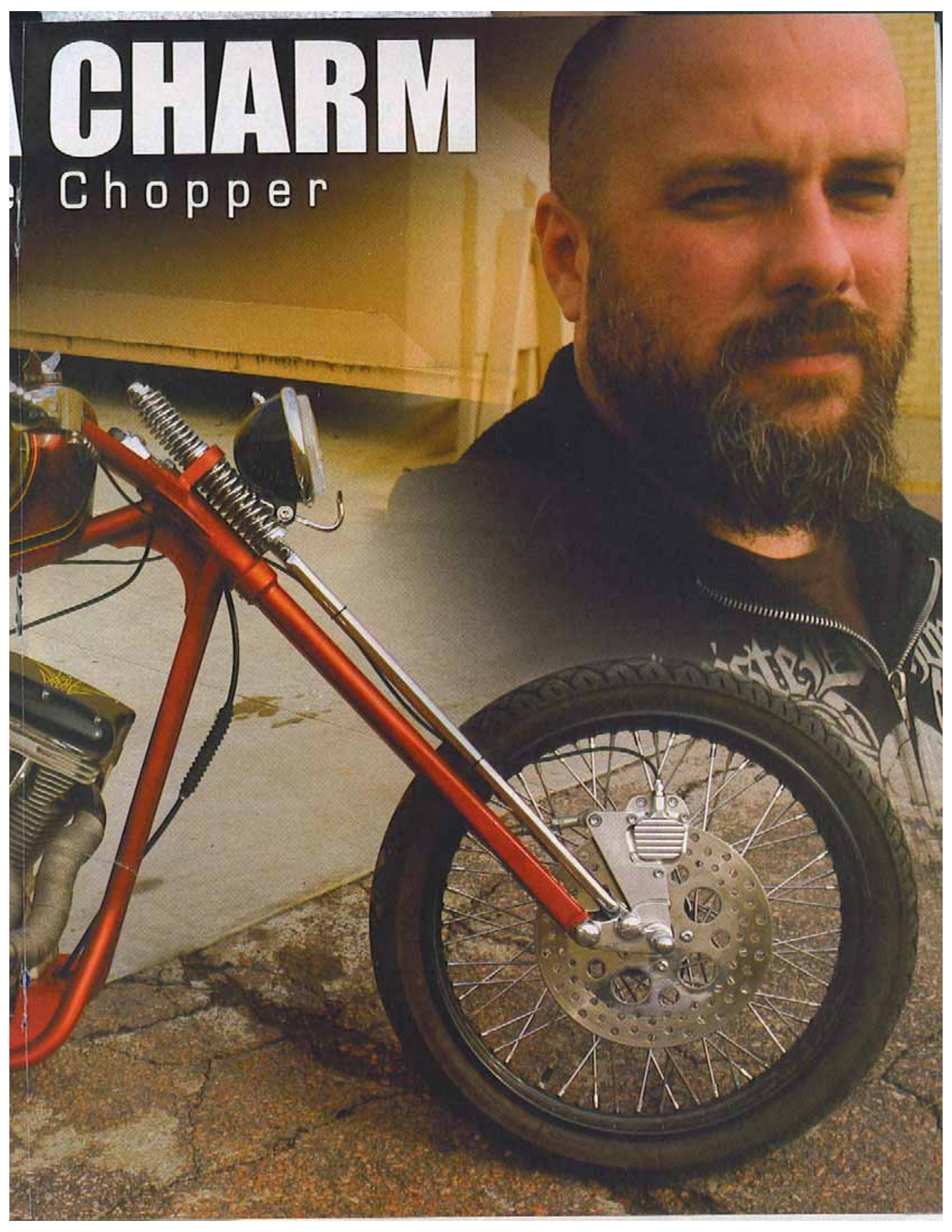
facturing facility. Things have gone well over the last several years, and although it would seem being part owner would afford limitless possibilities when building a personal bike, the customer always comes first, and when those customers keep coming it means the personal bike just keeps getting pushed back. (continued)



TWISTED CHOPPERS

# CHARM

Chopper



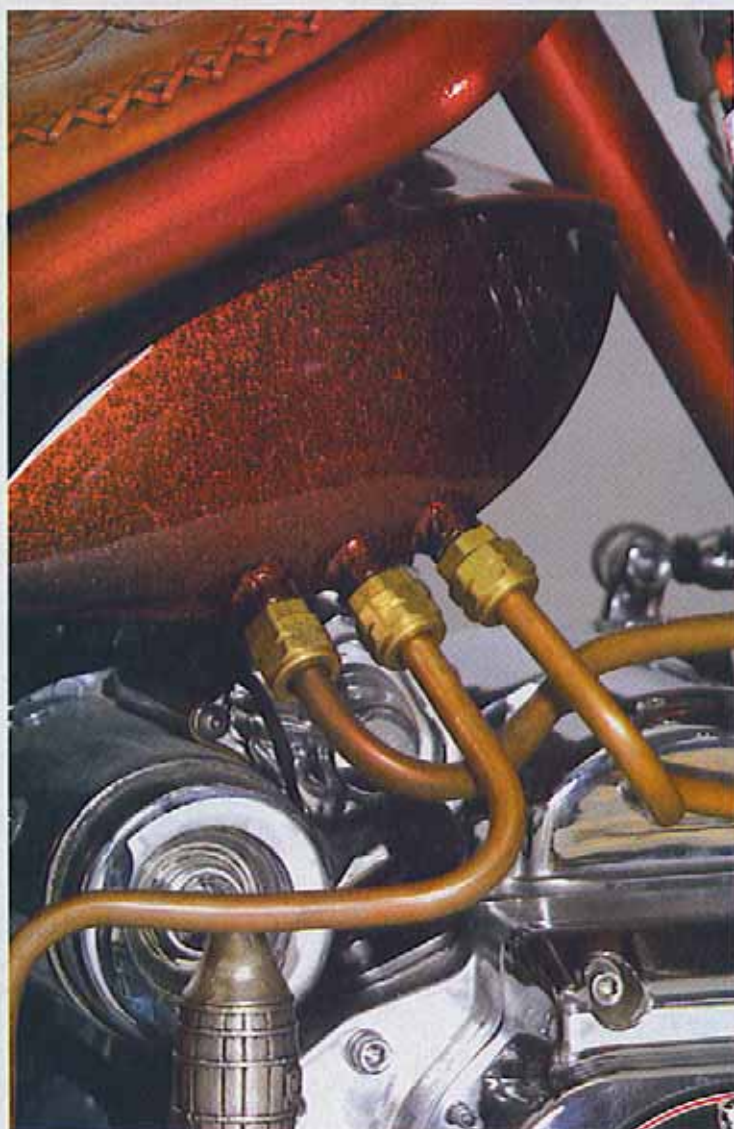


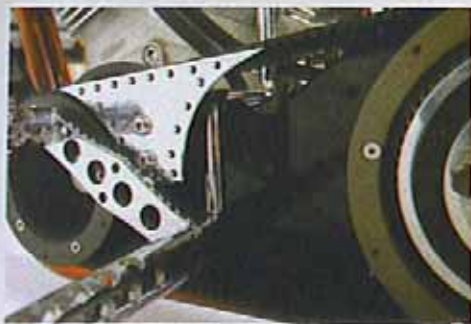
The bike was supposed to be ready for Sturgis in 2005, but at that point he had only a roller and motor. He knew customer projects had to come first, so his build kept getting pushed back; it's the nature of the business. Right before Sturgis 2006 Jeff got it fired up and loaded in the trailer so he could show his labor of love to the masses. The bike was accepted with open arms, and although the Shovelhead Kill Machine Discovery bike overshadowed it at times, everyone who stopped by the booth looked Jeff's bike over and appreciated the attention to detail. Jeff knew he wanted all the stops pulled out. A lot of customers want the signature Twisted Chopper style, but they want it their way. Jeff gave the roller to Kai, one of the fabricators at Twisted, and told him to hold nothing back, to add details and features until his heart was content. Kai loves the hot rod style and always puts holes in anything he can. He started with the Springer, scalloping the corners at the top of the front legs and putting 3 holes in the bridge. In front of the headlight is the devil's tongue – a chromed, curled piece of rod work. The foot

controls, points cover, brake mount, gas cap, handlebar gussets, hand controls, and a few other places also have dimples and holes. Holding the master cylinder onto the frame is a weapon-shaped, drilled-out piece that looks great, doesn't serve a lot of purpose, and I'm sure eventually will destroy Jeff's foot or ankle.

Keeping with the minimalist hot rod style, material kept getting cut away—the motorplate of the 3" Roadmax belt drive was whittled away on the mill and bored out on the back for a regulator mount. In order to keep the bike light and fast, Jeff got a hold of a Rev-Tech 110" and stuck a 200mm tire out back, an addition that helps with handling and makes the bike agile when he pulls wheelies in 2<sup>nd</sup> and 3<sup>rd</sup> gear.

The centerpiece of the bike is the gas tank. Kai started with one of Twisted Choppers carefully handcrafted, original Chopper tanks and promptly cut, drilled, pounded, and welded the crap out of it, making it unique and full of pure Twisted style. He cut a full-length teardrop out of each side of the tank, dished in each side, and added bosses to mount vintage Harley emblems turned upside down. Just for flair Kai added a





sharp, full-length chrome spike with holes, an addition that has already torn up a few t-shirts. If the spike isn't enough, the tip of the tank features a curled devil's tail. Originally the curl wasn't turned down enough, and Jeff still treasures the family jewels, so the torch came out and turned it down, so it barks far worse than it bites. The gas cap is a replica, 1928 Ford, radiator cap drilled with small holes throughout the wings. The rear fender features rod work and the lowest sissy bar ever; only the corners come off the fender as points. The bike wears a vintage Sparto taillight with the wiring running through the rod work instead of inside the fender because Twisted has a tendency to slam the fender very tight.

The name, "Third Time Is A Charm", comes from a few botched paint jobs, and as much as Twisted tries to keep business local, the biggest nightmare in building this bike came in the form of paint. They're never one for excessive bling and fancy paint jobs, and initially Jeff had come up with a simple, two-tone paint job and taken it to a local painter. The first time it came back, the bike wasn't the right tone of black for Jeff and had a bunch of drips, runs, and other errors, so the second time Jeff tried a different painter and the bodywork came back with more mud than a dirt track and the tank had lost its rugged, formed shape. The 3<sup>rd</sup> time, Jeff ran into Rich Mauro, owner of RPM Choppers and a Twisted Choppers' dealer. Rich knew just the guy for the job, one of his painters Justin Barnes of JB Graphix (and early OCC fame). After having lost what was left of his hair and adding grey to his beard after the first two tries, Jeff gave Justin one very simple instruction, "do whatever you want." The frame and Springer were powder coated a red copper, so that was the only guide. What came back was perfect, a little flashier than Twisted is used to, but the metal flake and straight-forward scheme added the perfect touch to the bike.

Despite the aggressive looks, vintage feel, and rigid frame, Jeff says it rides incredibly well. "The bike rides just like I'd hoped. I wanted to be able to do more than bar hop. We've got a lot of open road and small towns around here and there is nothing better than spending an afternoon enjoying the Midwest back roads, friends, and putting in a couple hundred miles in an afternoon" *CYCLE SOURCE*

## CYCLE-RESOURCES:

**Twisted Choppers**  
27085 Tallgrass Ave. Suite A.  
Sioux Falls, South Dakota 57108  
888-507-7233  
www.twistedchoppers.com



## THIRD TIME TECH SHEET

**Owner:** Jeff Ernst  
**Builder:** Kai Morrison at Twisted Choppers  
**Year/Make/Model:** 06 Twisted Choppers Custom  
**Fabrication:** Kai Morrison  
**Assembly:** Kai Morrison/Dan Reiman  
**Build Time:** 1 year

**Engine:** Revtech 110  
**Carb:** Mikuni  
**Air Cleaner:** Goodson  
**Ignition:** Revtech  
**Exhaust:** Twisted Choppers Custom

**Year/Make:** 2006 RevTech  
**Shifting:** 6 Speed  
**Primary Drive:** Roadmax, Customized by Twisted Choppers

**Frame:** Twisted Choppers Rigid  
**Specs:** 2 Up 1 Out 40 Rake

**Front End:** Roadmax Springer, Customized By Twisted Choppers  
**Length:** 2 Over Stock

**Wheels:** 60 Spoke Front And Rear, Powdercoated Black  
**Tires:** 21 - 90/90 Front, 200 Rear Metzeler  
**Brakes:** GMA Front And Rear Caliper  
**Rotors:** Drag Specialties

**Paint:** Justin Barnes, JB Grafix  
**Colors:** Red Copper/Gold Metalflake, Black With Yellow Pinstriping  
**Bodywork:** Justin Barnes  
**Plating/Polishing:** Meclec  
**Powdercoating:** (Frame, Springer legs) Weis Coat

**Gas Tank:** Twisted Choppers  
**Gas Cap:** Replica Ford Radiator Cap, Customized By Twisted Choppers  
**Oil Tank:** Twisted Choppers  
**Handlebars:** Twisted Choppers  
**Hand Controls:** Billet Concepts, Customized By Twisted Choppers  
**Foot Controls:** Twisted Choppers  
**Headlight:** Drag Specialties, Snakes Tongue By Twisted Choppers  
**Taillight:** Custom Chrome Sparto  
**License Plate Mount:** Twisted Choppers  
**Seat:** Rich Phillips Leather

**Photography By:** Walter Portz