

THE WAY WE WERE

KENT CUSTOM SHOW
RETROSPECTIVE

BIKERS
FOR LIFE!

BACK STREET MAGAZINE

SPORTY
SUMMER

LOOK
FORWARD
TO THE
SUNSHINE!

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ROCK
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ISSUE 430
FEBRUARY 2020
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UK OFF-SALE DATE: 06/02/20

CONTENTS

12: KENT CUSTOM BIKE SHOW WE LOOK BACK AT ONE OF THE MOST FONDLY REMEMBERED EVENTS OF THE BRITISH CUSTOM SCENE

18: Z750 CHOP A TALE OF ENDURANCE AND HARDSHIP... WITH A HAPPY ENDING

22: KRAZY HORSE CUSTOM NIGHT CHOPS AND COOL CARS IN SUFFOLK

24: BUELL FLAT-TRACKER A LOTTERY WINNER'S DREAM

28: DIRT DIGGERS GOING SIDEWAYS IN A DECIDEDLY SILLY FASHION

32: TRITON MODERN DAY OLD-SKOOL CAFÉ RACER

36: ROCK & BLUES WET AND DRY IN DERBYSHIRE

40: WEST COAST CHOPPER IMPORTED FROM THE STATES, MADE PERFECT IN BRITAIN

44: 650 BONNIE CHOP STILL ON THE ROAD AFTER ALL THESE YEARS

48: LAST WEEK IN JULY SPORTSTERS THE COVER BIKE, AND ANOTHER TOO, IN ALL THEIR GLORY

66: RELIANT TRIKE A TRUE SHED BUILD AN' NO MISTAKE!

REGULARS

6: NEWS ALL THAT'S NEW AND HAPPENING IN THE CUSTOM BIKE WORLD

8: PRODUCTS LOADS OF GOOD STUFF FOR YOU TO SPEND YOUR HARD-EARNED ON

10: LETTERS SOUND OFF, ONE, TWO, SOUND OFF, THREE, FOUR!

54: CENTRE SPREAD AN ARTISTIC POSTER FOR YOU TO PUT ON YER WALL

56: SUBSCRIBE TO BSH SEE HERE FOR THE BEST SUBSCRIPTION OFFERS

58: THE BIZ ANOTHER INTERVIEW WITH A LEADING FIGURE IN THE CUSTOM WORLD

62: (ALMOST A) ROAD TEST THE NEW KAWASAKI W800 CAFE

70: YAMAHA NIKEN LONG-TERMER BACK TO THE REALITY OF WINTER...

74: TECH BSH'S RESIDENT SPANNER MONKEY TWIRLS HIS IMPLEMENTS... FNURK

78: MR BRIDGES THE GURU IMPARTS MORE OF HIS KNOWLEDGE OF MECHANICS

80: JIM FOGG FICTION ANOTHER OF THE MASTER'S EXCELLENT WORKS

92: READERS' LIVES TWO PAGES OF YOUR PICS... AND OUR SILLY CAPTIONS

94: MAG NEWS OUR REGULAR COLUMN BY THE MAG CHAIRMAN GENDER-SPECIFICPERSON

95: EVENTS YOUR ESSENTIAL GUIDE TO THE BEST RALLIES, SHOWS AND PARTIES

104: SMALLS SELL YOUR BIKE HERE FOR FREE!

105: NEXT MONTH JUST TO WHET YOUR APPETITE...

106: RICK HULSE THE MUSINGS OF ONE OF THE MOST ELOQUENT THINKERS IN BIKERDOM

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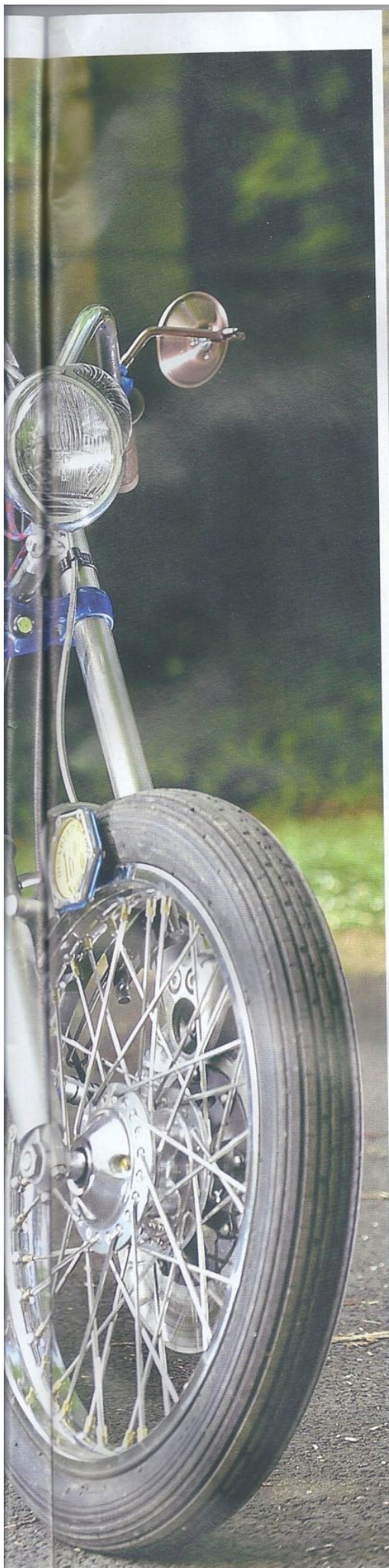
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**SHED
BUILT**





THIS BIKE WAS ORIGINALLY BOUGHT OFF EBAY AS A FIXER-UPPER FOR A BIT OF FUN OVER THE WINTER OF 2015, READY TO RIDE IN 2016, BUT AFTER IT'D BEEN SENT OFF TO HAVE A SET OF FORWARD CONTROLS FITTED, THE FRAME WAS FOUND TO BE UNSAFE – VERY UNSAFE!

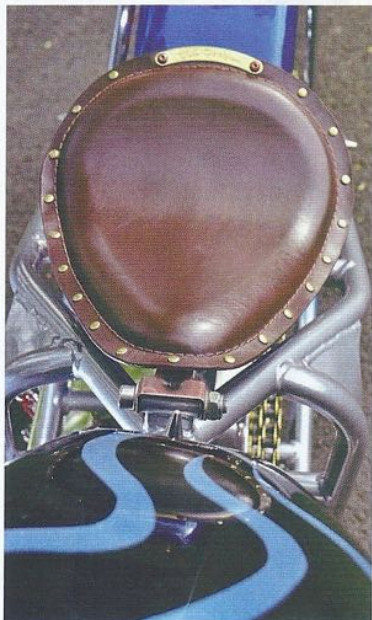
OLD CODGER

I

t'd been built by eye, not on a jig, originally for a Z400 twin engine, and at some point someone'd decided to put a Z750 twin engine in instead – the top rail'd been notched to clear the taller engine, and it'd snapped and been re-welded. Having seen that, I decided to bin it, and start from scratch,

this time on a jig. The new frame was built by Crawley Custom Classic Motorcycle Engineers (www.ccc-motorcycle-engineers.com), who also did a top end rebuild on the engine, and then the rest of the engineering work was handed over to another company who did very little work for two years, just sitting on the project, but happily taking money for doing so. It all came to a head in March 2018 when the company disappeared but, luckily, I managed to get everything back before they did.

WORDS: CONRAD WEISKRANTZ PICS: SIMON EVERETT



What to do now? Who do I trust to do it properly? There was really only one person, my friend Nick who'd helped me with various other projects over the years, and did quite a lot of fabrication on the other bike of mine that was featured in *BSH* back in 1987. We took everything over to his place, and work started in April 2018. Basically, he cut everything off the frame, taking it back to bare metal, and then we started again. Very early on he said to me: "If we're going to do this, let's do it properly first time," and from that moment on I decided we'd build something rather special for me to use, and to keep. I visited once a month for three or four nights at a time, and while Nick was fabricating, I'd be working on the engine which'd been painted black, but all the alloy was corroded under it, so it was all stripped off, back to bare metal, and repainted.

Sometimes the build went smoothly, sometimes less so, and much booze was consumed by the both of us! By November 2018 we had a fully built rolling chassis so everything was stripped again, and I sent the wheels away to be rebuilt, sorted the powder coating, and did the million and one other things that needed doing to build a chopper from scratch.

Everything was back at Nick's mid-February last year, and after a marathon three days' work, we had a rolling chassis again. We then took it to my place, and I set to work putting it all together. The first test ride was at the end of March. In April the carbs were set up on the dyno, and then it went off for its MoT. Since then it's done more than 500 miles. The few issues that've raised their heads've been sorted, and a few tweaks've been lined up for this winter.

ENGINE:

1982 Kawasaki Z750 Twin, dyno set up by GP Performance (01865 343634 or www.gpperformance.co.uk), K&N air-filters, one-off stainless exhausts by Nick

FRAME:

2016 Crawley Custom Classic Motorcycle Engineers (01993 770702 or www.ccc-motorcycle-engineers.com), all additional fabrication by Nick

STUFF:

Avon Speedmaster tyre, 19" Kawasaki wheel (rebuilt by Central Wheel Components)/discs/caliper/forks/yokes/master-cylinder, braided stainless brake lines, unknown handlebars, disabled rider controls, custom switchgear/chrome mini speedo, Biltwell Thruster grips (left grip modified with Velcro by Snob & Lock), single cap Mustang tank, eBay seat (engraving by Snob & Lock), unknown rear 'guard, one-off stainless battery/electrics box, one-off sissy-bar, 16" Yamaha XS650 wheel (rebuilt by Central Wheel Components)/drum brake, one-off torque arm, custom rear sprocket, o-ring chain, Avon Speedmaster tyre, one-off loom by owner, Bates headlight, Knightlight tail-light, custom running light/idiot lights/outer sleeving

FINISH:

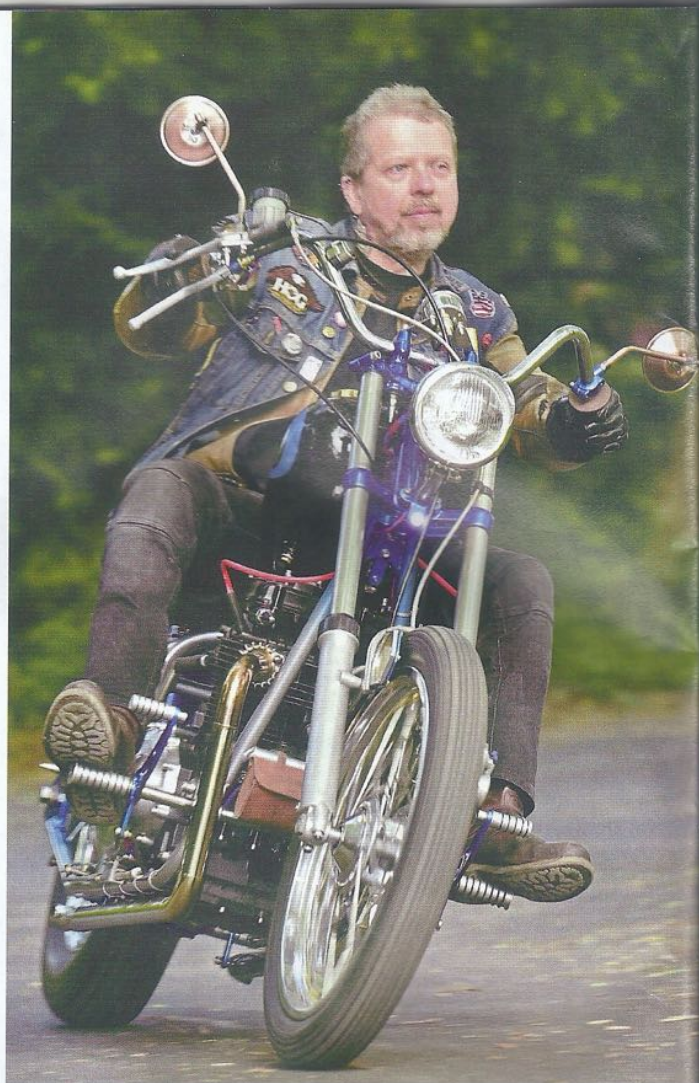
Black with blue flames paint by unknown painter, powder coating by Banbury Powder Coating (01295 271281 or www.banburypowdercoating.co.uk), polishing by Pro-Polishers (01993 868806 or www.pro-polishers.co.uk)

ENGINEERING:

All engineering apart from initial frame build by Nick

THANKS TO:

"NABD for help & inspiration about riding again; Darren at Banbury Powder Coating; Grant at GP Performance; Richard at Snob & Lock (01235 768696 or www.snobandlock.co.uk); & my best friend Nick for all the fabrication/engineering..."



It's a lot of fun to ride, but it's a 'bare bones' chop and... I'm sure you know what I mean! I also couldn't've built it without Nick's help, nor without the original inspiration from NABD (National Association for Bikers with a Disability), who were really helpful after my accident.

After that year of hard graft I'd had enough, and didn't really do anything apart from routine maintenance. However, recently I've got the itch again, and I'm now working on a digger/streetfighter-style chop with a GPz750 engine and running gear. Watch this space! 🏍️

