

CLICK'S MOJO MACHINE

"Fun little 'cycle,"
is a blend of eras.

*Click Baldwin's got an old friend back
and he's lovin' every minute of it.*

*"I remember what I was like at 15
or 16 years old, riding around on
a Sportster," he says. "One of
the guys I hung with back then, a
guy maybe 10 years older than
me, had a great old panhead in an
FL swingarm frame. I loved that
thing. Never forgot about it, either."
Over the years that old warrior kind
of got shoved off to the side and
Click, now running Gastonia,
North Carolina's, Harley-
Davidson dealership, ended
up buying that very bike.
"It had become a basket*

*case by the time I got it," he
says, and for a good while that
didn't change much, either.
"It just sat around the shop for
years," says Click, "basically
just taking up space." About
three years ago, he decided
to do something with that
blast from his past, maybe
use it as the base for a cool
little around-town bike and
do it all on the cheap. He
succeeded on all counts.*



Click saved as much of the old bike as he could, "blending all that old with a little bit of the new." The original swingarm frame went to nearby Redneck Engineering where Vince Doll and the guys cut the ass end off and converted it to a rigid. They put on one of their springer front ends while they were at it. Click told them what he wanted for a set of handlebars and they took care of that, too. "It's all one-off stuff," he says, "built just for me." While all that was going on, Jimmy Bortles, the main fabrication and assembly man at Carolina H-D, attended to the mechanicals. He went through the old motor, replacing the shot cylinder heads with a new set from STD and connecting the engine to a late-model 5-speed transmission. That 5-speed went in for two reasons. One, Click had it available (a bike on the cheap, remember?), and the other, just as importantly, was because he wanted an electric starter. "I'm too old to be kicking these things now," he says. "I had my fill of that in the past, with the sore knees to prove it."

The upstairs storeroom at Carolina H-D coughed up about everything else needed to make a motorcycle. "I've had the dealership long enough to accumulate plenty of 'left-overs,'" Click says, and he used them all. There was plenty of stuff up in that "junk room" to pick through, too—the gas tank, for instance.





Click says he has no idea where it came from, probably something picked up from CCI or Drag Specialties that never got used. Same deal with the rear fender, although he's pretty sure that's one from a bunch he got from Randy Simpson at Milwaukee Iron years ago. "I brought home a pick-up truck load of his rejects one time. I'm betting this fender is one of them. We just cut it up and made what we needed out of it." The breather and oil tank are leftover Crime Scene parts, and Click has no clue where Jimmy found the rocker covers. The exhaust system is a leftover parts collection, too. It's based around an old SuperTrapp megaphone muffler that came off an FXR or something. Click figures, another one of those wall-hangers from the upstairs storeroom. "Jimmy cut a second hole in it to add the rear header pipe, matched up a front header and capped it off with a little turnout. It's just something we made work." That's the story of this whole bike, adding some new to the old and making it all look great and work better. Along with the electric starter are Performance Machine disc brakes, looking right at home and putting on the "Whoa, Nellie." There are lots of neat details, too, little touches that didn't cost a dime but look like a million bucks. The rear sprocket, for example, is a stock Harley-Davidson sprocket, but it's had the round holes turned into slots on a milling machine.





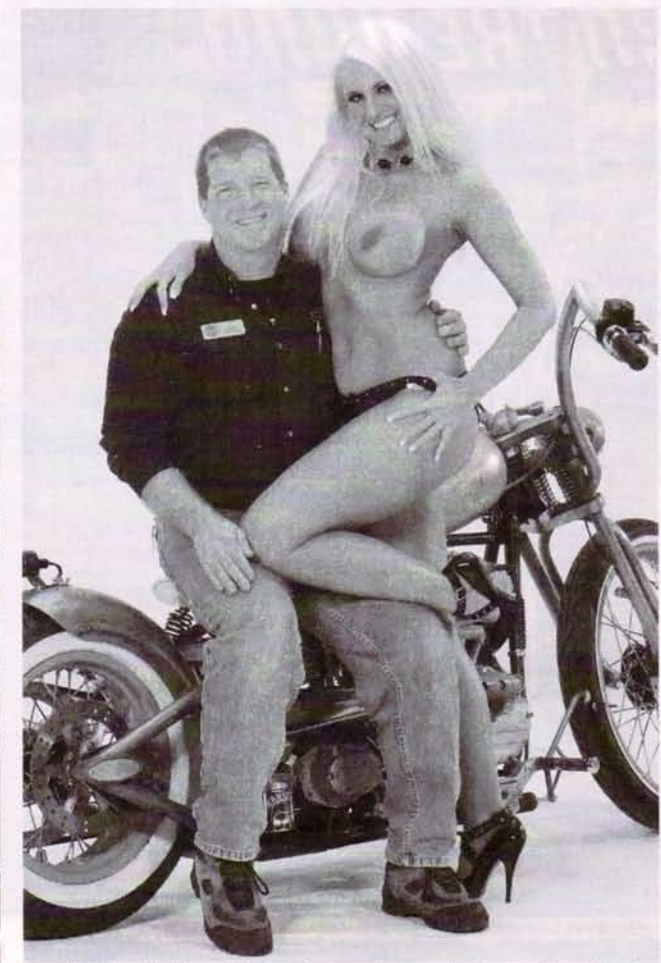


Originally the bike was going to be painted; that's why the rims were powdercoated before lacing. But when the "Mojo Machine" was nearing completion, Carolina H-D also had a shop full of jobs for paying customers, and guess who comes first at Click's place? Jimmy told the boss he could get this one together and running, but he wouldn't be able to tear it back down for paint and have it ready for Sturgis. "I figured that was fine," says Click. "We'd paint the bike when we got back." But a funny thing happened. "We got so much attention at Sturgis," he says, "with people really liking the way things looked in bare metal, I just told Jimmy we were done with it." This bike was finished. No paint. When it starts to rust up a little, Click says, he'll spray it down with some WD-40 and then give it a Scotch-Brite rub. Good as new.

Click's little bobber has been up and running for a couple years now, even found its way to Sturgis twice. Owning the dealership, Click can ride whatever he wants and he rides all the time. "If I'm traveling somewhere, sure, I'll be on an Ultra," he says. "But if it's just buzzing around town I'll be on my little bobber. It's good for a couple hundred miles without stopping, too. The first hundred is fine, the next 50 you're wantin' to stop, and by the last 50, you'll need a couple beers or a cocktail when you get off. It's an all-around fun little motorcycle, and what's really cool is that it's basically that same bike I remember from when I was 15 years old."

Click might do it all again, too. He has this old knucklehead kicking around the shop with a similar story. He knew the guy who owned it way back when, rode with him years ago and then bought the bike when that rider wanted to sell. How would that be for a classy around-town twosome? An original pan and a vintage knuck, and you've known them both since you were a kid? Some guys have all the neat stuff.

—Joe Kress



Dan Larkin with Aspen Reign, feature dancer, Harley fan from Illinois.

OWNER: Click Baldwin

CITY/STATE: Gastonia, North Carolina

GENERAL

Designer: Click Baldwin

Fabrication: Jim Bortles, Carolina H-D

Year and make: 1948 Harley-Davidson

Model: Mojo Machine

Assembly: Jim Bortles

Time: three months

Value: money can't buy me love

Chroming: not much

ENGINE

Year: 1948

Model: FL panhead

Rebuilder: Buddy Cook

Ignition: Mallory

Displacement: 74 cubic inches

Lower end: H-D

Balancing: H-D

Pistons: Wiseco

Cases: H-D, old

Heads: STD

Cam: Crane Fireball

Lifters: H-D, solid

Carb: S&S Series E

Air cleaner: Crime Scene Choppers, model:

Speedlines, Satin finish

Pipes: Jim Bortles

Mufflers: SuperTrapp megaphones

TRANSMISSION

Year/make: 2005 Harley-Davidson

Shifting: foot, modified cold-roll steel shifter

Engine sprocket: Harley-Davidson belt drive

Trans sprocket: 22-tooth

Wheel sprocket: 72-tooth, modified H-D, belt

PAINTING

Molding: none

Painter: Mike Guidry, Hamsters graphics

Color: rust

Type: bare metal

Special paint: where?

FRAME

Year: 1950s FL

Builder: H-D

Type: hardtail

Rake: stock

Stretch: none

Other frame alterations: Vince Doll, Redneck

Engineering, swingarm to hardtail conversion

ACCESSORIES

Bars: one-off, Redneck Engineering

Risers: custom, Redneck Engineering

Handlebar controls: H-D

Fender: Randy Simpson, Milwaukee Iron

Headlight: 1971 Aermacchi/H-D (Sprint C)

Taillight: V-Twin

Speedometer: Drag Specialties, replacement

Footpegs: found upstairs

Electrics: 12-volt, Jim Bortles

Foot controls: in-house, Carolina H-D

Gas tank: Mustang, 4-gallon

Oil tank: Crime Scene, Vendetta Oval, Satin

Oil system: H-D

Primary cover: open

Seat: Outlaw Custom Seats

Mirrors: bicycle

Grips: H-D

FORKS

Type: springer

Extension: stock

Builder: Redneck Engineering

Special features: new

WHEELS

FRONT

Size: 21-inch

Hub: H-D

Rim width: 2.15 inches

Tire: Avon

Brake: Performance Machine, single piston

REAR

Size: 16-inch

Hub: H-D

Rim width: 4.25 inches

Tire: Metzeler 150

Brake: Performance Machine, dual piston

OTHER SPECIAL MODIFICATIONS: glass

bowl fuel filter; top triple-tree wings from Hank

Young; orange skull light from local truck stop.

PHOTOGRAPHY: Brad Patton

MODEL: Aspen Reign (xxxaspen.net)

MAKEUP/HAIR: Kym McClean, Who's The

Fairest? Makeup Artistry, Charlotte, N.C.

OWNER'S SPECIAL THANKS: To my hard-

working crew at Carolina Harley-Davidson/Buell;

Jim Bortles, Dan Larkin for getting Mojo to the

shoot, the Hamsters, our customers; my family.