

# TESTAMENT

To Make Your Mark,  
Ya Gotta Cut Deep



When we caught up with Shane Gatto he was winding down from a busy day of bike judging at a local New York State event near the Thousand Islands. Over 5,000 people showed up to check out all the cool custom iron. Shane built this bike for Rob's Cycle Supply, and though the crowd loved it, the chopper was labeled "Display Only." After all, it wouldn't be fair for the judge to vote for his own bike.

"A lot of people look at it and think, hey, that's a Jesse James bike," says Shane. "To me that's a compliment. I respect him for his talent and his vision. I've used his frames in a lot of the bikes I've done," Shane tells us. "People started coming to me because they liked the look of Jesse's CFL (Choppers For Life) chassis and asked me to build one for them. Now that I've had my shop going for about a year, I'm also offering whatever services my customers need and lately that includes building baggers."

While he gives props to the West Coast Choppers (WCC) frame, Shane's making his own mark in the industry. His work first appeared in *Easyriders* back in 2002, a personal ride that brought him to the attention of a growing customer base. As for this bike, Rob of Rob's Cycle Supply had recently started his own business after being Shane's parts supplier for many years and wanted a bike to promote his enterprise. "He knew I wanted to modify a CFL chassis and really push the envelope with a single downtube framed shovelhead. There were just two stipulations: It had to be a shovel, and it had





to have a narrow glide front end."

The free rein provided for the inclusion of top-drawer components as well as some trick custom features such as having the frame nickel-plated. There also are two kinds of engraving on this bike. One is seen in the custom leather seat stitched by Xian Leather, the other in the meticulously etched custom air cleaner by L.A. master engraver Tay Herrera. This mean streets chop job is capped off by a classic black with gold and silver leaf paintjob by Justin of J.B. Grafix. "I met Justin after he painted a bike for photographer Dino Petrocelli whose personal bike I had modified. I asked him if he would be interested in a paintjob for an average guy like myself. He was very cool and said, absolutely."

The bike's motor was hand-built by PJ's Custom Cycles who ordered the parts from S&S, with PJ adding his special performance spins for the 103-incher. Shane then teamed up with ace fabricator Mark Usyk to modify the CFL frame for the look he wanted, including the single downtube and changing the rake.

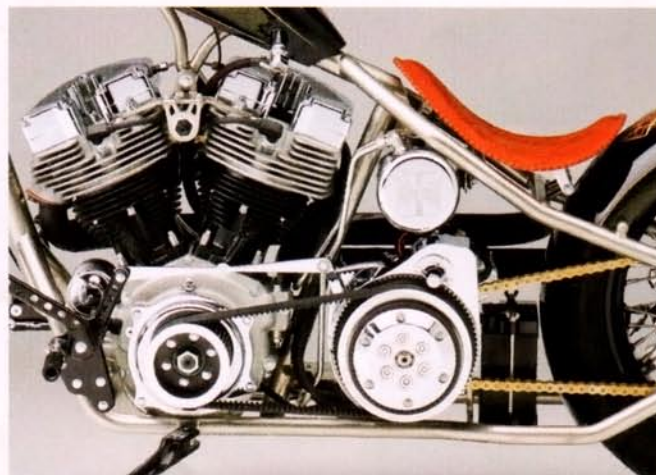
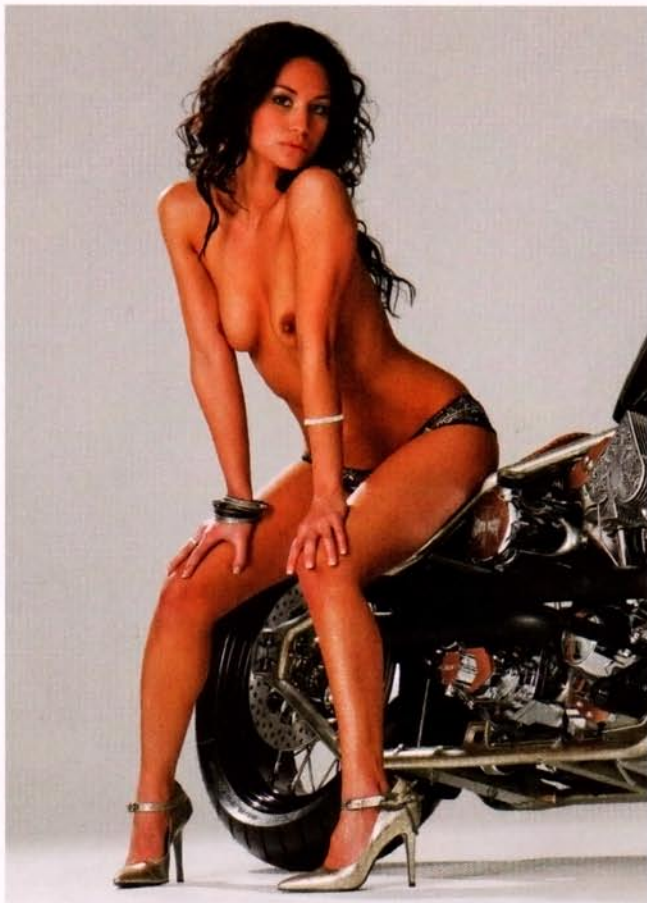
One of Shane's "signature" design elements is his use of custom-made hardlines for a super clean look. Again he gives credit to another builder. "About seven years ago I saw one of Matt Hotch's bikes and was very impressed by how clean it was. I try to incorporate elements from different builders who have inspired me and then put all of it into one bike. People seem to like that hard-line detailing including the rear brake lines, something I learned when I did body-off restorations on muscle cars for several years. I also liked the way Indian Larry kept the mechanical nature of a bike exposed. So with my bikes, I try to keep that character going."

—Paul Garson



# IN THE WIND





**OWNER:** Rob's Cycle Supply  
**CITY/STATE:** Syracuse, New York  
**GENERAL**  
 Designer: Shane Gatto Customs  
 Fabrication: Mark Usyk/Shane Gatto  
 Year/make: 2008 Shane Gatto Customs  
 Model: single downtube CFL  
 Assembly: Shane and Frankie Gatto  
 Time: one year  
 Chroming: S&H Chrome Plating  
**ENGINE**  
 Year: 2007 shovelhead  
 Builder: PJ's Custom Cycles  
 Displacement: 103 cubic inches  
 Cam: S&S 640 lift  
 Ignition: Dyna 2000  
 Pistons: S&S  
 Heads: PJ's Custom Cycles  
 Lifters: S&S  
 Carb(s): chromed S&S "G"  
 Air cleaner: custom engraved Tay Herrera  
 Pipes: WCC/Shane Gatto  
 Mufflers: none

**TRANSMISSION**  
 Year and Make: 2007 Baker  
 Modifications: chromed billet case  
 Shifting: 5-speed  
**PAINTING**  
 Painter: J.B. Grafix  
 Color: black/gold/silver leaf  
 Type: PPG  
 Special paint: Justin

**FRAME**  
 Year and make: 2007 West Coast Choppers  
 Builder: Gatto/Usyk  
 Rake: 42 degrees  
 Stretch: 4-up, 2-out  
 Shocks: none, no way!  
**ACCESSORIES**  
 Bars: nickel-plated  
 Handlebar controls: Performance Machine  
 Fenders: West Coast Choppers (WCC)  
 Headlight: Headwinds  
 Taillight: 6-shooter  
 Pegs: Shane Gatto Customs  
 Electrics: Shane Gatto  
 Gas tank: Mark Usyk  
 Oil tank: West Coast Choppers

Oil system: stainless hardline  
 Seat: Xian Leather, hand-tooled engraving  
 Grips: Shane Gatto Customs  
**FORKS**  
 Builder: Harley-Davidson  
 Type: narrow glide  
 Extension: 8-inches over  
 Builder: Shane Gatto  
 Special features: HHI trees  
**WHEELS**  
 Front: 21-inch  
 Rear: 18-inch  
 Builder: "Black Bike" spoke  
 Tires: Metzeler, front and rear  
 Brakes: Performance Machine  
**OTHER SPECIAL MODIFICATIONS:**  
 Powdercoated wheel rims. Two-inch belt drive. What you see is what you get.  
**PHOTOGRAPHY:** Dino Petrocelli  
**MODEL:** Maria Venus

