



Hand-Built Death Trap

A Window Into The Long-Ago Past

One look at this bike and we're transported back to the ancient days of the *Biker Build-Off*. Remember that TV series? It seems so long ago, yet only ended last year. This particular bike is Trevelene's contribution to the drama and theater the show so ably provided.

Trevelene is, of course, the owner and main wrench at Super Co. Customs in downtown Los Angeles and has become a familiar figure to the fans of old-school bikes over the years. "I was up in Vegas, sitting there with Johnny Chop, when I got word they wanted me to participate and go against Scott Long (of Central California Customs in Santa Cruz)," Trevelene remembers. "And right off the bat, Johnny donated a set of pegs and handlebars and I built the bike around them. That's what inspired the hand-built frame, for instance."

Building a bike from the ground up is always an arduous task, and having to

build it in only 10 days is a killer. But Trevelene got some help from his crew and friends, among them Jimmy Hudson and Li'l Omar, who helped with the fabrication of tank and fender, and Danny D at D&D Design, who laid on the paint. Flathead Power helped out with the knuckle/shovel motor, while Hidecore did the seat and grips and Tarrera did the engraving—all 160 hours worth.

Invaluable help also came from Harley Esparza who is listed in the chart as the bike's owner. Harley owns AA Bail Bonds in nearby Riverside and put up the money for the build. "We were short on funds at the time, so he financed the venture," says Trevelene.

The televised ride went from L.A. to Albuquerque and isn't likely going to be forgotten by Trevelene anytime soon. "We had problems, 'cause the motor wasn't broken in," he says, "so it didn't run right. I scarred the rings and scored the barrels trying to keep up with Scott. His bike was a lot faster. That was tough."

But it was a rough ride in general, he adds. "We hit snow in Flagstaff and it was super cold, and around Gallop, it just got worse. But it was fun anyway."

As for as the bike, it's still around. In fact, Trev says, "It's still sitting here in my shop." A reminder of a time gone by, a relic of yesteryear, Trevelene's "Hand-Built Death Trap" is a window into the past, giving us a glance all the way back to last year!

—Tripper



Owner: Harley Esparza
City: Riverside, California

GENERAL

Fabrication: Super Co. Customs
Year and make: Special Construction
Model: knuckle/shovel
Assembly: Super Co. Customs
Time: 10 days
Chroming: South Bay Chrome

ENGINE

Year: '47 top end/'77bottom end
Model: Flathead Power
Rebuilder: Flathead Power
Ignition: magneto
Displacement: 74 cubic inches
Balancing: smooth
Pistons: S&S
Cases: S&S
Heads: knuckle
Cam: Andrews
Lifters: S&S
Carb(s): S&S

Air cleaner: Bates
Pipes: Super Co. Customs/
Chopperville

TRANSMISSION

Year: 2005
Modifications: Baker 6-in-4
Shifting: suicide

PAINTING

Painter: D&D Design/Danny D
Color: teal & blue
Type: candy

FRAME

Year: 2005
Builder: Super Co. Customs
Type: rigid
Rake: 32 degrees
Stretch: 2 inches out, 2 inches up
Shocks: none
Other frame alterations: hand-built

ACCESSORIES

Bars: Johnny Chop
Handlebar controls: where?
Fender(s): Jimmy Hudson
Headlight: Unity spotlight
Taillight: Mooneyes
Foot pegs: Johnny Chop
Gas tank: Jimmy Hudson
Oil tank: Super Co. Customs
Oil system: Super Co. Customs
Primary cover: Tech Cycles
Seat: Hidecore
Mirrors: none
Grips: Hidecore

FORKS

Type: springer
Extension: 6 inches over
Builder: Mondo/Denver's Choppers

WHEELS

Size: 21-inch front/18-inch rear
Tires: Avon
Brakes: Performance Machine
Photos: Rick Husted