



Biker Chaplain Bagger

Fueling Ministries in Motion
With The Spirit of Christ

It's funny, titling this article takes me back to when I was a kid and new Science Fiction movies would come out. Remember when "2010: A Space Odyssey" Came out? For me seeing that 2010 in the title felt so far off and, yet, here we are!

Well, the Biker Chaplain Bagger 2010 is really more of a throwback to the past instead of a odyssey into the future.

I absolutely love clean lines and subtle touches. To me, seeing an old school bike or classic vehicle that has been kept well and not over done (which is so common today) is the epitome of perfect design. You can say what you will about complicated paint jobs and tons of custom appointments, it's hard to beat simple, elegant design.

The lines of the Harley Road King are about as true to the Harley Davidson moniker as any bike maker has ever produced. It is a simple, classic design that does not go out of style and works in every facet. Whether you ride your bike just around town, are taking the wife out for a ride or taking a thousand mile trip, Harley's basic touring model just works.



Being a very old school guy I strive for even cleaner and more nostalgic looks in the classic's I own. My '05 Road King Custom started life as a bone stock bike. When I bought it I had barely enough funds to make the stretch for the big baggers price tag, so I did not get much on her. Since then she has gone through many iterations and seen many custom appointments. However, these days I seem to be taking stuff off now more than I am putting on.

I had recently lowered my stock front fender and then ended up with a paint issue from some rubbing. Teamed with its five year anniversary and many long road miles the fenders were especially showing their age. Rock chips, small scratches and a few small dings were evident front and rear. Additionally, I have been looking around for a much cleaner look to the bikes overall appearance, to really provide a smooth look. Thus, just after a long ride at Thanksgiving I came home and pulled the front and rear ends completely apart.

My trend over the years has been to change much of the chrome to black powder coat. With the deep burgundy of the bike (Harley Lava Red) the black looks fantastic and with a little accent chrome gives a much more subtle overall appearance. I also wanted all the brackets to really disappear, so everything I thought I would reuse was taken over to the good guys at Quality Powder Coating in Carrollton, Texas (972-488-0635) for a coat of liquid black powder coat. Brad and his team there have always done a fantastic job for me and the quality is second to none.



While these parts were getting their treatment I placed an order with Klock Werks (<https://www.kustombaggers.com/>) for a 6" stretch rear fender and "Level" wrapper front fender. I ordered the rear fender with no recess for license plate or lights as I planned to relocate everything to keep the back of the bike totally smooth. I also ordered Klock Werks billet front fender spacers. The thing I really like about these fenders and Klock Werks in general is the quality. Both are made from fourteen gage electroplated steel. This nice heavy gage steel should make for really long wearing fenders. Much of what is out there is really thin and dents very easily. Additionally, I had looked into some of the fiberglass covers, but knowing how fiberglass connected to high vibration steel works I did not want to have cracks in my paint or crazing in the fiberglass. This is not to despair the quality of these fender overlays, they are quite good, but I personally have not had good luck with fiberglass to metal mating. Good, old school steel was the ticket and the Klock Werks stuff is great!

While waiting for all my parts to come in I contacted John Breedlove (<http://www.breedlovedesign.com/>) to discuss the paint work I wanted done. John is a fantastic painter with a great style. What I wanted was pretty

basic, but after some discussion I decided to do a little artwork on the longer rear fender.

Earlier this year my son had our family crest tattooed on his back. After watching this I decided I wanted one too, but one with a bit different significance. After all my years as a customizer and builder and with my affinity for old school designs I settled on a stone Maltese cross engulfed in phantom flames design. This fed both my builders style and, once I did a bit of research, my Christian beliefs. The original cross that the Maltese cross was derived from was the order of St. John. The original was a four post cross with eight points. Each post and point had Christian meaning (Prudence, Temperance, Justice and Fortitude). My derivative of this has similar meaning to me and we transferred it on to the back fender. Within the cross John also was able to add in a bit of Benedictine Latin inscription. The inscription reads;

CSSML: Crux Sancta Sit Mihi Lux (May the the Cross be a holy light for me)

NDSMD: Noli Draco Sit Mihi Dux (Let not the dragon be my guide)

Along with the representations of the post of the cross, the Benedictine inscription and the old school Maltese cross with phantom flames the symbolic meanings are both core to my beliefs and symbolic of my life as a street rod and bike builder.

When the fenders arrived I mocked everything up to make sure that it all fit properly and began working out some ideas of where I wanted to mount the tail lights and the license plate. After monkeying around with this I settled on floating two bullet tail/turn/running lights between the fender and the bags and fabricating a mount to place the license plate under the left bag. Since I am running a two into one D&D Fat Cat pipe that exits on the right side only, this balanced the back of the bike a bit more.

Doing this and floating the tail lights allowed me to leave the fender perfectly smooth. While figuring all this out I decided to go ahead and have John shoot the hard bags that I had been running blacked out. With the powder coating of all of the other components I would need more color to offset the black. My desire has always been to use the beautiful Lava Red to offset the black and minimize the amount of chrome on the bike.

Once everything was mocked up and ready for paint I met John on one of the coldest days I can remember to drop everything off. John, aside from being a great painter, is a strong Christian as well. He and I stood in a freezing parking lot talking bikes and Christ. Man, it really does not get much better than that! Well, unless it has been about 70. Yea, that would have made it better.

While John was off doing his paint thing I was able to get the parts back from Quality and began assembling the various pieces and the fabricated mounts. I do this to line things up in the order I want to put everything back together in. My reason for this is that after years of tearing things down and putting them back together I understand that the best way to keep newly painted parts looking that way is planning. Otherwise, you find yourself pulling things back apart and running the risk of scratching new soft paint.

Being that I would have no light for the license plate in its new location I purchased an LED lighted plate cover. Wanting to have my taillights be really bright was problematic. I was planning on using only two turn signals and use them as running/turn/brake lights. Most of these are LED and very expensive (easily north of \$200). After some heavy research I found a set of Craig Products black chrome bullet lights that I ordered from a local dealer (Parts Brothers - <http://www.partsbrothers.com/>), for right at \$50. Parts brothers has access to a wide array of parts and also has used motorcycle parts that I was able to make a license plate holder for about \$10 in various pieces and parts, as opposed to a \$200 to \$500 for a billet part. I was having all of it powder coated black anyhow, so what was the point in spending a lot on billet mounts!

Since I was going to reuse the down braces from the original fender I purchased replacement rubber for the stock part and ran all of the wiring for the tail lights and license plate behind these stock mounts. Everything is clean and neat and I did not have to deal with wiring running on the underside of the fender where it was originally.

With all of the brackets ready to go and everything planned out I just waited on John to finish his paint work. Now, I do a bit of painting myself and call myself "passable". However, for something like this I only trust a professional, and I am glad I did; The front fender and rear fender were pretty easy from what John tells me. The bags were another story. All told, John ended up shooting my bags about three times to get them perfect. This says a lot for a painter to be this meticulous, because each time requires hand work, more buffing, more material. Time and product is money to these guys.

The outcome, as you can see, was spectacular!



With everything back I carefully began putting everything back together. Slow and methodical is the way to go at reassembly of newly painted parts. Locations where parts might bump together were covered with blue painters tape to reduce the possibility of a scratch.

With everything back together and wired up I began putting all the accent parts on. I had taken a Soft Tail passengers backrest and fabricated new mounts so that I could use it behind my riders seat. I had come across a set of crosses that I used to accent the stock derby cover and the rear fender bib. Much of the parts that you see are stock parts that have been slightly modified, with offsetting usages of chrome and powder coating.

The next step to this build will be to have John repaint the fuel tank with some form of Biker Chaplain logo. All in all, I think this bike is a reflection of both myself and the Biker Chaplain ministry.