

APPROVED
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Jaw Dropper

STOPPIN', DROPPIN', AND ROLLIN'

By Stephen Long

Photos by Don Kates/Shooters Images

You gotta let it go

just to know how much it means to you. So learned Tom Scheupbach, after he quit riding not once, not twice, but two and a half times (we'll get to that). Each renouncement was longer than the last, until Tom finally came to terms with the fact that motorcycles weren't easily left behind. He's sustained his riding proclivities for the last 21 years, and with this custom Street Glide in the garage, quitting just doesn't seem likely.

Way back when he was 12, he popped on a Hodaka 100 dirt bike, soon upgrading to a Harley 165—aka the Hummer—when he was 15. Eventually, he and his friends had saved up enough money by the end of high school that they could each purchase a Sportster. How much better could it

get for Tom? Cruising with a crew of friends, each on their own individualized Sporty, young, carefree, zero responsibilities. Well, here comes the half-quit.

Tom and his soon-to-be wife ended up expecting a child, which equates to a mild uptick in responsibility and cost of living, to say the least. Need extra cash and the wife is expecting? What do you think gets sold first? Yup, the Sportster found a new home, Tom never as distraught counting out money as he was then. And not just because he had departed with his precious Sportster. He also ended up on a Honda 450—a fine bike—but, as Tom notes, “quite the drag after riding a Sportster.”

Eventually, the calendar flipped to 1975, and Tom had



had enough of his 450. That's it. He's finished with riding. Take it away. He's done.

Only...the '77 Super Glide soon caught his eye, and he was back on the road. But by then his friends had switched over to Japanese sportbikes, so he bought a Kawasaki LTD1000 to keep up. Four years later, he was done riding again.

This was a much longer hiatus than his previous abdications, lasting all the way to 1998 before getting the itch once again. This time, he returned to his first love, Harley-Davidson, specifically a brand-new Heritage. You'll be pleased to know, folks, that Tom is still riding. Just not the Softail, which he flipped for the milder, unmodified version of the Street Glide you see here.

Tom approached Dave Dupor of DD Custom Cycles (if you're familiar with his work, you might have already guessed that) looking some simple work to be done on the Street Glide. He wanted to cut and rake the front end and remove the bolt-on neck, which was giving Tom issues. "After coming into my shop and seeing all the bikes [I had built] there, plus my drop seats," Dave says, "I think he was in love."

With Tom goo-goo for custom bagger bits, he suddenly unfurled a shopping list for he and Dave to work with: TOL Designs' rear end, side covers, etc., plus DD Custom Cycles' stretched tank and more. Dave got right to work with the initial desires for cutting and raking, and then he had the frame painted gloss black. Only, Dave didn't think this is where





the direction the bike should head. "I told Tom that a black frame wouldn't work with what he truly wanted, and the frame must also be painted to bring this bike from an 8 to a 10!"

Tom agrees. "When Dave got the modified tank, fenders, and bags on...it looked ok," he says. But they both thought this bike really need something more.

Tom decided that he wanted one of DD Customs' 4" drop-seat kits that would flow seamlessly with Dave's custom-made side covers and stretch tank. Dave fabricated the tank and ordered 50 pounds of clay, with which he would mold his own hand-laid fiberglass side covers. These side covers were mocked and matched to fit into the saddlebags for a balanced, uninterrupted look. "This took a lot



of time," Dave says. "But the final look is second to none."

Next up was the fairing. This required Dave's unique talents to once again kick in; he mated an Insane Asylum outer fairing to a Dirty Bird windshield, joining them together for a smooth finish. Into that fairing went an Alpine sound system. Tom attests to the spirit of the bike: "People's jaws drop."

The build generates such a reaction not only for its pumped-up tunes, but for the air ride suspension that Dave set up from Legends Suspension. The bike slams to the ground to really showcase the work that makes Dave so notable.

That work includes all the finer details. "Every single chrome cover and accent on the motor was installed along

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with chrome fasteners, washers, and hardware,” Dave says. “Everything for extra detail.” The Performance Machine Scallop side covers spruce up the drivetrain all the way from the front to rear. And the Freedom Performance 2-into-1 exhaust system bellows out a thunderous clap every time Tom fires the rolling work of art to life. Internal cables in one of Dave’s custom-made handlebars retain the consistency found throughout the build. Less is more, even if it’s over the top.

Tom only received the finished product in late 2018, so he hasn’t entered many shows yet. But he did take home best paint already, that canvas coming by way of CPV in Franklin, Wisconsin. “Working with Dave went really well,” Tom says. “He knew what I was looking for and steered me toward the goal.”

As for Dave’s impressions of Tom? Well, Dave says, “Like most of my customers, they become friends for life.”

Tom won’t be giving up riding any time soon, that’s for sure. **AIM**

Tech Sheet

Owner	Tom Schuepbach
Builder	Dave Dupor/DD Custom Cycles, Lake Villa, IL
Year/model	2009 Harley Street Glide
Cost to build	\$75,000
Time to build	Six months
Chromer/polisher	Meclec, California
Painter	CPV, Franklin, WI
Color	Pewter, Champagne, Candy Brandywine
Diamond Cutting	Diamond Heads

Powerplant

Engine	2009 96" Twin Cam
Air cleaner	Performance Machine (PM) Scallop
Exhaust	Freedom Performance 2-into-1
Cam cover	PM Scallop
Primary cover	H-D with PM Derby
Mods	PM Scallop Hyd Trans Door

Chassis

Frame	2009 Harley-Davidson FLHX
Rake	44 degrees (cut and raked 9/9)
Stretch	2" forward
Front forks	PM Chrome
Rear suspension	Legends Air/DD Custom Fast Air

Front wheel	26" RC Components
Rear wheel	16" RC Components
Front brake	PM six piston
Rear brake	H-D Brembo
Front tire	120/70R-26" Metzler
Rear tire	180/60R-16" Metzler
Front fender	RWD
Rear fender	TOL Designs Comp Killer
Saddlebags	TOL Designs Comp Killer

Accessories

Headlight	H-D Daymaker
Taillight	Yaffe Superbright LED
Fuel tank	DD Customs drop seat
Handlebars	Yaffe 12"
Seat	DD custom pan / Sinister Seat
Dash	TOL Designs
License bracket	TOL Designs
Mirrors	RWD
Foot controls	PM
Windshield	Dirty Bird molded into fairing
Front signals	Custom Dynamics
Horn	PM Scallop
Radio	Alpine
Amp	JL
Speakers	Alpine Type R
Antenna	Hidden



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