

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.

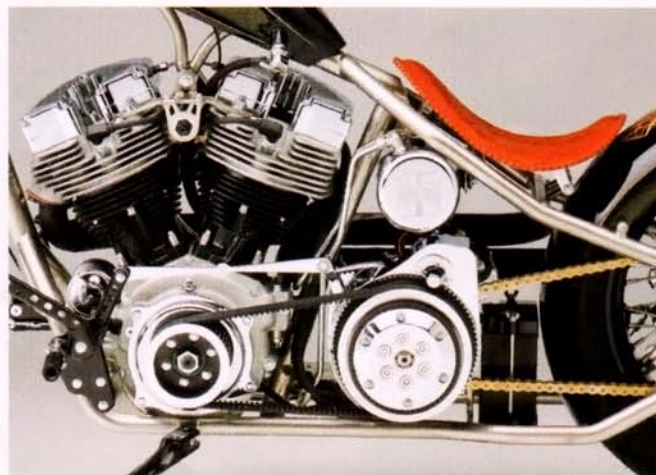
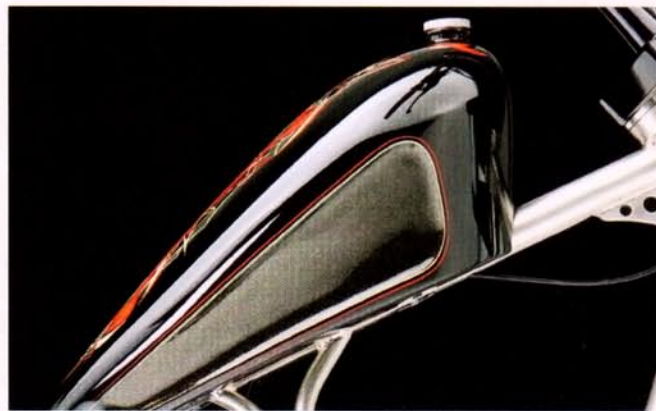
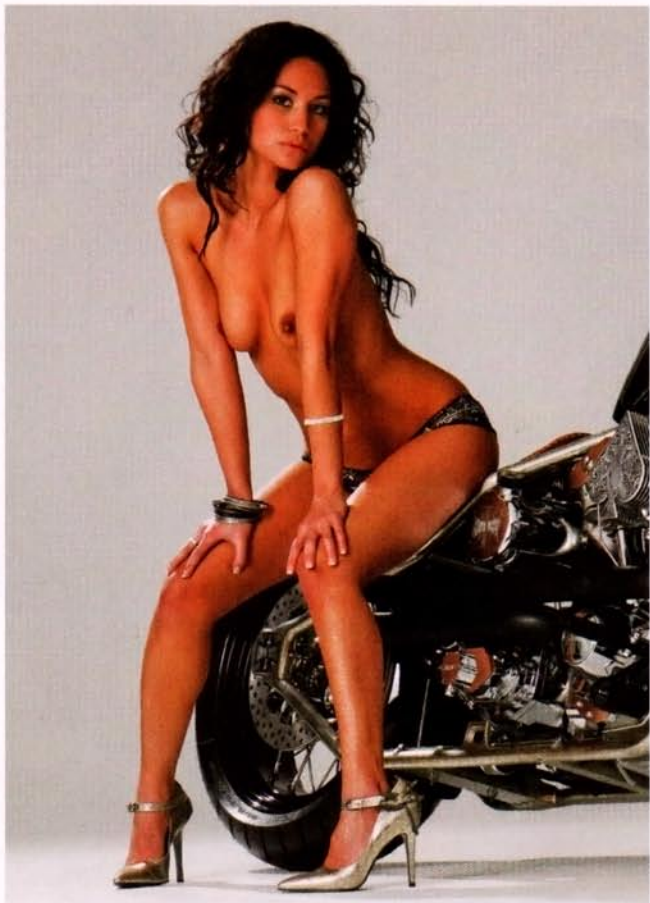
One of Shane's "signature" design elements is his use of custom-made hardlines for a super clean look. Again he gives credit to another builder. "About seven years ago I saw one of Matt Hotch's bikes and was very impressed by how clean it was. I try to incorporate elements from different builders who 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

