



# 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