

URBAN RIDES

magazine

Happy New Year

Skully BFS Stand Review

Build Advice with Kris

**Kennedy
Kustoms**

**PROJECT
OVERKILL**

volume 141





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Welcome to 2026 folks! I hope you and yours had a great holiday and turn of the year. Unfortunately, my year coughed in with being sick-as-a-dog so I sincerely apologize in the magazine drop delay.

Over the years, we've had a few issues publish later than expected, some earlier (why we started with volume numbers instead of months). This time around; tech issues, travel, and some super pneumonia flu cold abracadabra crappara sickness pushed us a few days back. BUT, the next issue of Street Bagger will be EARLY and dropping before the end of the month with some serious feature bikes.

Let's move on to my real subject - reflection. It's something we all do this time of year. You think back about the year's ups & downs, what you want to do different moving forward, ect. As you'd agree, some years reflect deeper than others. It's one of those times for me at the moment and what the next steps with life's direction will be. Promise to keep it short & sweet, Lord knows you don't want the long version of my personal baggage!

For six years I've been working with Dan on Urban Rides (and now also Street Bagger). It's really been something, unbelievable in some ways what it's become. Jumping aboard in 2019, my bike shop was already rolling, being fortunate enough to explode throughout the rise of motorcycle audio. As the magazine grew, it was apparent the decision needed to be made, it's either busy shop or rapidly growing media company. Here I am, so you know how that went.

Even though the magazine was the main focus, when we moved to Texas I sort-of fell into start-

ing a shop. As it was taking off, we had to make another geographic move for the wife's career... there's more in between there, but that's a story for another time. Ultimately we now find ourselves in the middle of Kentucky, and I started a small custom shop, again.

Ok, I know you're like, where's this going? Stick with me.

Well, my wife comes home a few weeks back and says, out of nowhere, "I think you should just focus your energy on the magazines." I'm like, whoa! Where'd that come from? A long, in-depth discussion followed...

I'm now reflecting on, not just 2025, but the last six years. Going into 2026 looks like a renewed focus on Urban Rides and Street Bagger. What began as a side project in 2019 has turned into an industry beast when you add the digital/print media and show/promotion together. Besides that, we have a TON of new initiatives to put forward and the limit has always been time. Choosing this direction exclusively provides more of what's needed to help grow the media footprint. With what we've accomplished, I don't want to sit here like "Wonder what would've happened if we really pushed the envelope..."

I just took a pause, sitting here re-reading this and wondering, do I let it fly? Write something else? I'm gonna send it.

Reflect, look ahead to 2026 and just send it. -LL-

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ENVY









Owner: Alvin Cuevas
Bike Name: Envy
Builder: Jack Jesse
Bike: 2018 Road Glide Special
Painter: David "Wiz" Henson
Engine: 107ci
Intake/Exhaust: Trask Nasty Bastard
Suspension: Dirty Air
Front End: American Suspension
Headlight: Custom
Wheels: Southern Machine
Talon replica 21x5.5
Fairing: Custom with Insane
Asylum 8" pods molded
Handlebars: FMB Choppers 13.5"
Seat: Custom
Rear End Setup: Insane Asylum rehab 3.0
Tour Pack: Insane Asylum D8
Footboards/Controls: Detroit Choppers

Battery(s): 3-Limitless NANO V3
Audio System: 6 Euphoria Xpert 8" midrange, 2 Ciare CT440, 2 Ciare PTS440, 2 euphoria EXT2NB, 4 Euphoria EXT1NB, 2 DD Horns, 2 Soundigital 1200.4, 1 Soundigital 800.4, 1, Soundigital 8000.1, 1 Soundigital 400.4, Euphoria EDSP31-610, Euphoria EDSP31-REM, Euphoria EX-BT1 BTW Receiver

Additional Details: This entire bike was meticulously planned out and built by Jack Jesse at Jack Jesse Designs. This bike has gone through several renditions over the last couple of years and has finally come to check off all the boxes on my "Dream Build" This build also contains custom parts from Tim Nagy (Nagy Customs) , Mac Spaulding (Rusty's Garage) , and Tim Goben. -AC



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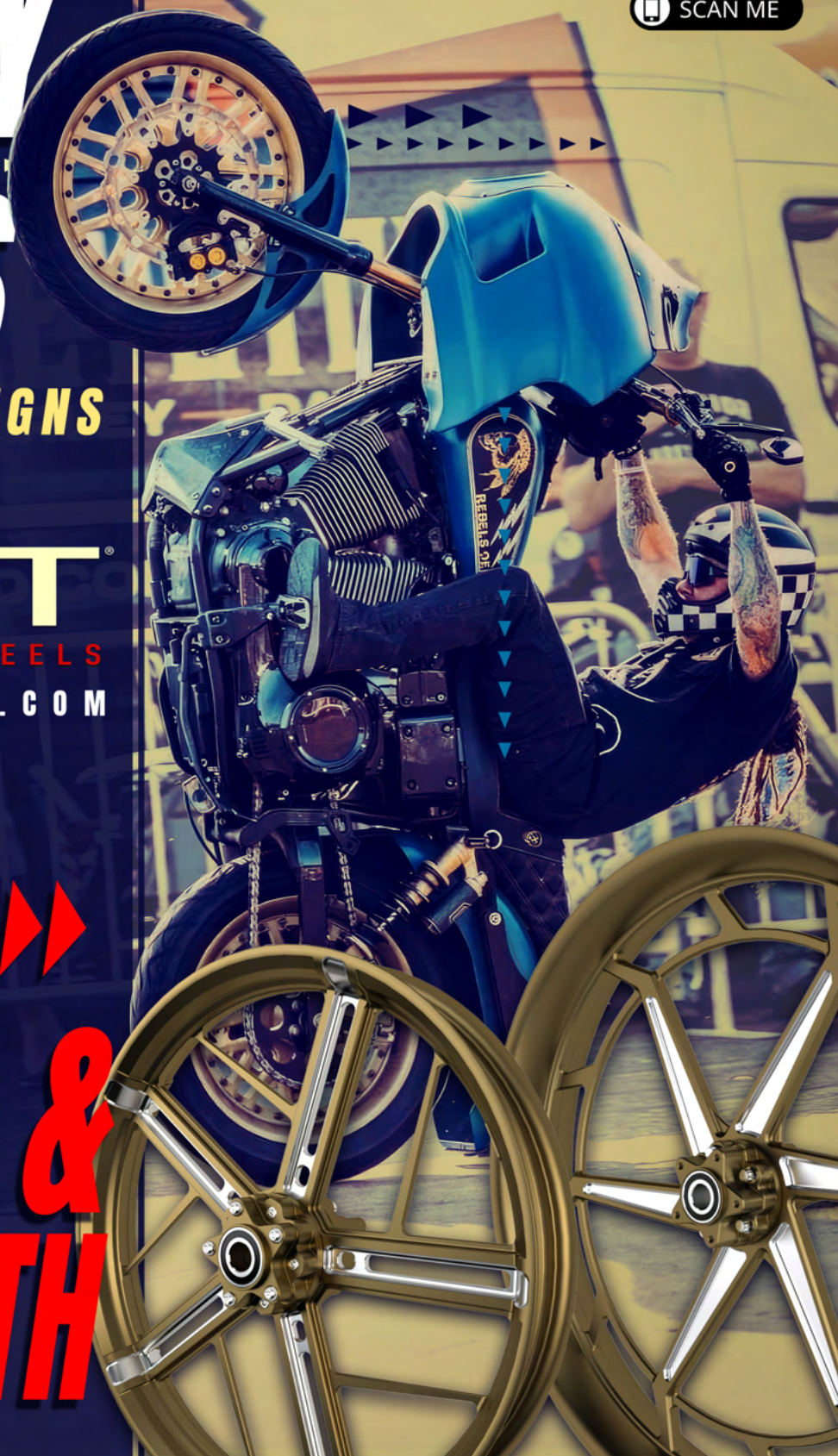
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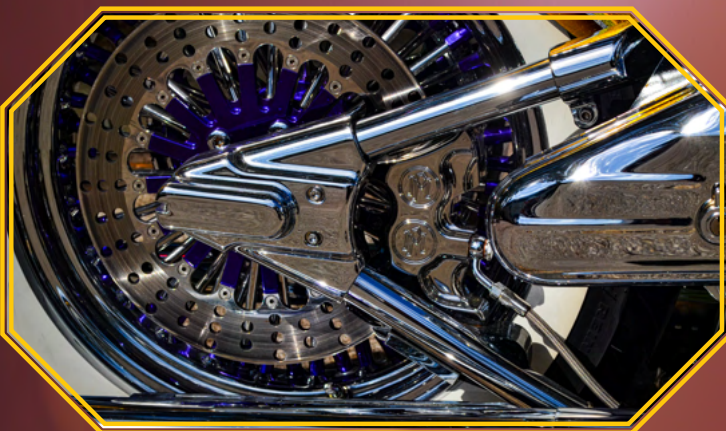
GOLDIE











Owner: Ginger Weston
Bike Name: Goldie
Builder: Lucky 7 Custom Cycles
Bike: 2007 Harley Davidson Softail Deluxe
Painter: Jarod Frannea
Engine: 96ci
Exhaust: Sampson
Suspension: Platinum Air Ride
Front End: 2in lower legs chromed out
Wheels: Spokes
Brakes: PM
Gauges: Harley Gauges - Custom
Speedometer
Seat: Troy Swarvar

Gas Cap: Vic Baggers Crown
Rear End Setup: Chrome swing-arm
Footboards/Controls: Cycle Smiths
'Waffle Floorboards'
Battery: Drag Specialties

Additional Details: Diamond & Pineapple cut heads, Platinum full air ride, AFK electric center stand, all matching bolts, Dynamic LED's, and internal cables. It is a Lucky 7 original build. Goldie received serious upgrades from Southern Boy Baggers. They've refreshed and modernized it with new parts and custom work. -GW





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PROJECT OVERKILL











Owner: Donnie Kennedy

Bike Name: Project Overkill

Builder: Donnie Kennedy

Bike: 2012 Harley Davidson

Painter: Kennedy Kustoms

Engine: 103ci

Exhaust: 2-into-1 Gallop Pipe

Suspension: Air/Fx

Front End: HHI inverted

Headlight: Custom

Wheels: Metal Sport

Brakes: HHI

Chin Spoiler: Custom One-Off

Fairing: Custom One-Off

Handlebars: Dirty Bird

Gauges: Custom

Seat: Custom

Tank/Console/Gas Cap: Voo Doo

Front Fender: HHI

Rear End Setup: Voo Doo back

Tour Pack: Voo Doo

Footboards/Controls: Custom

Battery(s): Nano H/D

Audio System: Soundigital, Caire,

Ground Zero, DC Audio

Additional Details: Kennedy Kustoms, my personal bike shop designed the bike. With thanks to Jamestown Kustom (James Tumey) for making it a lay-frame from the neck work, full custom air tank, swing arm, along with one-off custom 2d chin spoiler. With that being said, we had a total of 1428 paint and body work hours. All House of Kolor paints, pin striping colors, and clear on the bike. All hand pinstriped, of course, some airbrushing for the drop shadows. Also, a shout out to painters Ronnie Thompson Jr, along with Jerry Sbr for putting their talent into the bike. Big shout to Jeff at Air/fx for doing the air ride on the bike. He made it where each shock runs on its own fail-safe system with a one-off custom inverted air ride front end made by HHI. After we accomplished all the above, I took the bike to Shelby's Custom Cycles. Thanks for the team there. Jesse Rogers ,Jimmy Wilson, Steve Wiley and Joseph Hogue for the final assembly and putting the rock star audio setup on the bike. -DK

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SKULLY Customs center stand @ T10



So, you've loaded your bagger down with twenty seven thousand pounds of audio and the center stand feels a little...wobbly. Looks like Skully's has a solution for that. Our own Dan Robey caught wind of the new product and decided to try one on his well-known audio comp bike 'BBL' during the fall Myrtle Beach Bike Rally.

As you know, yours truly doesn't get to attend all the bike industry events like Dan does (I still think he has a clone running around), but luckily, I was at the fall rally and able to get some shots of this new stand. Not only does it provide superior stability, it has plenty of adjustment as well. Dan said, "It's a great stand if you have a big audio bike with all the extra weight."

I was hanging close by during the installation and to me, it looked solid, stable, and deployed quickly. We all know this is build season, so if you're looking for a solid option to sit your bagger on, check them out. -LL-





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SLOW ROLLER







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Owner: Josh LeFaivre

Bike Name: Slow Roller

Builder: Iron Hawg custom cycles (Nick Zapotocky & Angelo Rodriguez)

Bike: 2023 Harley Davidson Road King

Painter: Iron Hawg custom cycles (Jeff Zapotocky) mural by (Debbie Mulnar)

Engine: 114ci

Intake /Exhaust: Arlen Ness with Graffeo 2-1 Exhaust

Suspension: Dirty Air 'El Grande' 8-valve

Front End: American Suspension

Headlight: Custom 'Frenched-in' LED with Hideaway High-Beam

Wheels: 30" SMT

Brakes: American Suspension Radial on 18" SMT Rotor

Chin Spoiler: Powerhouse

Fairing: Modified - Powerhouse

Handlebars: Custom

Gauges: Dakota Digital

Seat: Guys Upholstery

Tank/Console/Gas Cap: Powerhouse

Front Fender: Fat Katz

Rear End Setup: Powerhouse Fender with Sealed Bags

Footboards/Controls: Powerhouse Boards & Pegs with Arlen Ness Shift & Brake

Battery(s): 2 Limitless Lithium

Audio System: Mobtown Customs

Additional Details: lay frame swingarm, frame modifications, custom powder coating, under glow, Vitys mirrors, Trask cam cover and derby -JL

BUILD ADVICE

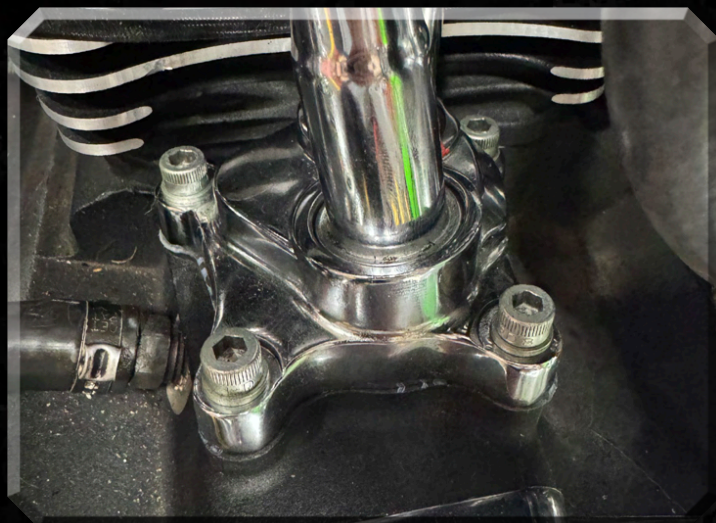
with
Kris DiFrancesca

So you want to build a show bike but don't know where to start?

My name is Kris, I work at Evil Iron Customs, and in these articles I'm going to try to help you answer that question. I've spent plenty of nights trying to decide where we should start, and honestly, it only makes sense to begin at the beginning. Unfortunately, this is something I see overlooked on some of the most beautiful builds around the nation, and to make it worse, it's often something that has been touched and still ignored.

Hardware.

Nothing is harder to hide than a corroded bolt on a clean chrome cover. Every upgrade we do requires removing hardware, so why not replace it while we're already in there? I know "since I'm here i might as well" can become a dangerous game, but if you want to build a true show bike, don't skip this step.



Ten years ago, our options were limited. You had to measure every bolt, count how many of each size you needed, and then run around to every local hardware store hoping you could find matching stainless pieces. Today, it's as simple as choosing who you want to order from and picking the kit you want.

If you've ever watched our videos, you know we're fans of Bamco, and I'm going to focus on why. Bamco starts with ARP 12-point hardware—some of the strongest bolts in the industry. Their kits come boxed with bolts individually packaged and labeled, so for those of you work-



ing in your garage in the evenings, you only need to open what you're ready to install. No more worrying about gremlins walking off with your bolts overnight.

Bamco also offers plenty of options: five bolt colors and seven colors for the machined washers. We've run most of these options, and they hold up well—even after repeated installs and removals, they show no signs of wear or fading.



If you're reading this and want to know more about a product, or you want our take on something you're considering, get in touch with us at Evil Iron Customs. We're always happy to help!

-KD-

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A front-facing view of a custom blue and chrome motorcycle. The bike features a large central headlight flanked by two smaller round lights, high-rise handlebars with round mirrors, and a white front fender. It is parked on a concrete path next to a beach with waves in the background. The entire image is framed by a gold, textured border.

Mucho Pesos









Owner: David Hicks
Bike Name: Mucho Pesos
Builder: Klean Custom Bikes - Chuck Hill
Bike: 2020 Harley Davidson Softail Deluxe
Painter: Chuck Hill with gold leaf by Michael Swann
Engine: 107ci
Intake /Exhaust: Modified Intake with Bassanni exhaust
Suspension: Platinum
Headlight: HD LED
Wheels: DNA twisted Cali Spokes
Brakes: HD
Handlebars: Carlini 18" apes 1.5" diameter

Gauges: HD
Seat: HD
Tank/Console/Gas Cap: Factory tank & console with 12 point caps
Front Fender: Bad Dad
Rear End Setup: Dirty Bird
Footboards/Controls: Execution
Battery(s): Optima orange top

Additional Details: Lots of polished stainless steel 12 points, wiring and hydraulic lines ran inside of bars, AFK center stand, rear bumper by Juan Cedillo, just my clean rider bike. -DH





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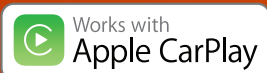


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