

URBAN RIDES

magazine



JBA Custom Cycles

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Welcome to another smokin' issue of URM! We're seeing red this month with a pair of the baddest bikes to debut in Daytona. If you want to stay up to date on the industry happenings, follow us on social media now!



Seeing Red



Pretty sure this is the part where I tell you, "I'm gonna keep this short & sweet..." then proceed to ramble on for 47 paragraphs. Today though, I'm going to stay true to my word.

What can I say that you don't know? If you're following the social media pages of Urban Rides, Street Bagger, and our captain Mr Daniel Robey, you're already up on the bike industry happenings. No? Then you best follow and subscribe! Do it now to catch all the live updates from the upcoming events. While you read this, Thunder Beach is in full swing with Myrtle Beach following closely behind.

I'll be right there with you though. After getting hyped from all the Daytona action, I'm riding the bench...er, office chair. Plan was to attend some of the current events but alas, we're moving again. While everyone at PCB & Myrtle will be carrying a beer-and-a-smile, your boy will be over hear carrying boxes and totes from the trailer.

One thing that's hard to ignore, 2026 is shaping up to be a helluva year in the custom motorcycle world. There's some serious heat rolling around on two (and three) wheels this year. What better example than the duo of red rolling art on this month's cover? Best kind of seeing red in my opinion!

On that note, I'm wrapping up to spend the next week packing & unpacking. Have a great time and rip the throttle for me, would ya?

-LL-

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Sham Pain











Owner: J.D Stowers
Bike Name: Sham Pain
Builder: Stowers Customs / J.D. Stowers
Bike: 2015 HD Road King
Painter: J.D. Stowers
Engine: 110 cubic inch with pro charger with Frank Drago blower cams
Intake /Exhaust: Freedom performance exhaust
Suspension: American suspension airfx front and rear air ride
Front End: HHI bomber forks
Headlight: Misfit industries headlight nacelle Harley Davidson headlight

Wheels: Jade affiliated inflictor wheels
Brakes: Harley Davidson
Chin Spoiler: Trask
Handlebars: Misfit industries
Gauges: Dakota digital
Seat: Drag specialties
Tank/Console/Gas Cap: Paul Yaffee
Front Fender: Stowers Customs
Rear End: Top Shop money maker
Footboards/Controls: Paul Yaffee wedgy foot boards
Battery(s): LIMITLESS LITHIUM
Audio System: Euphoria



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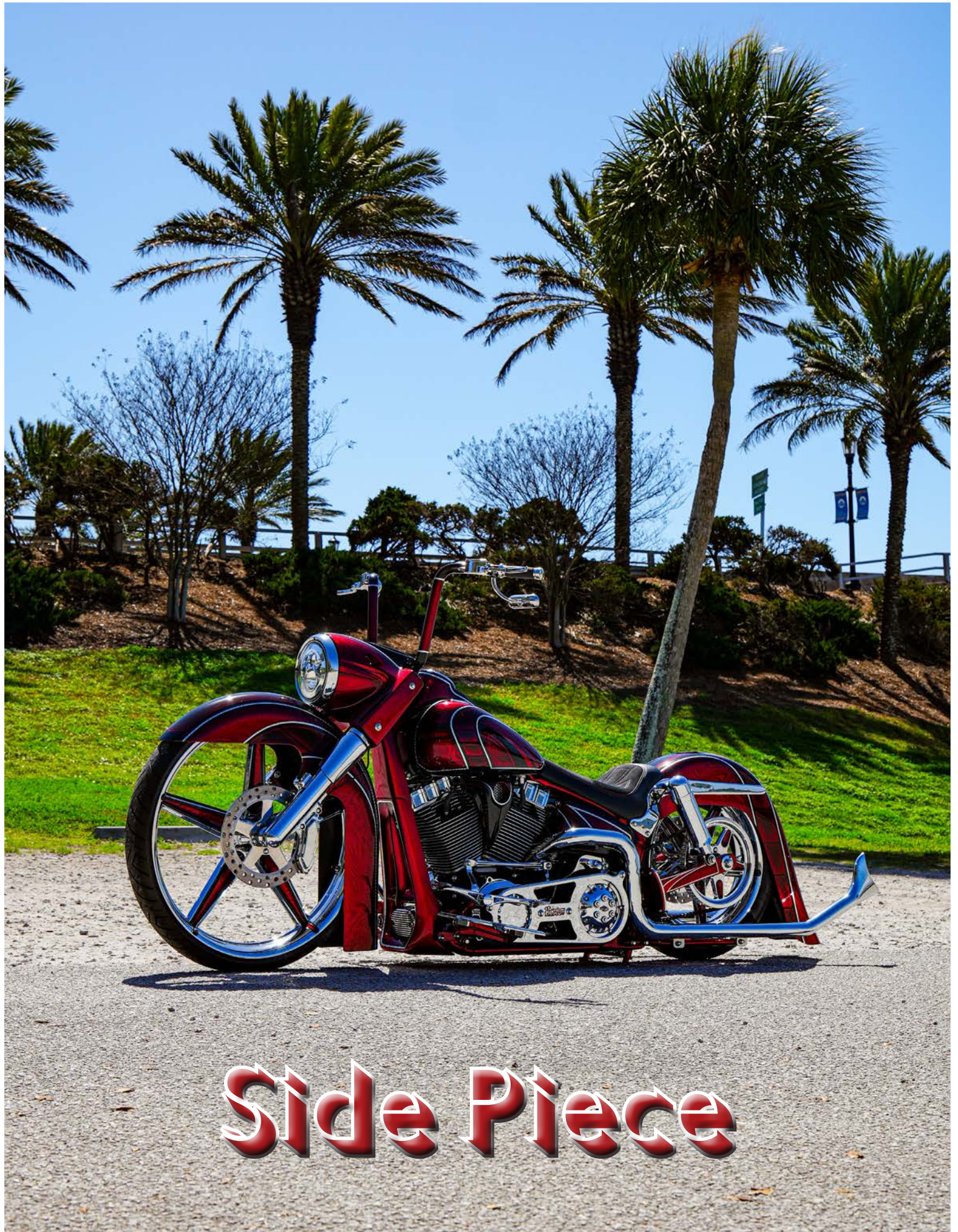
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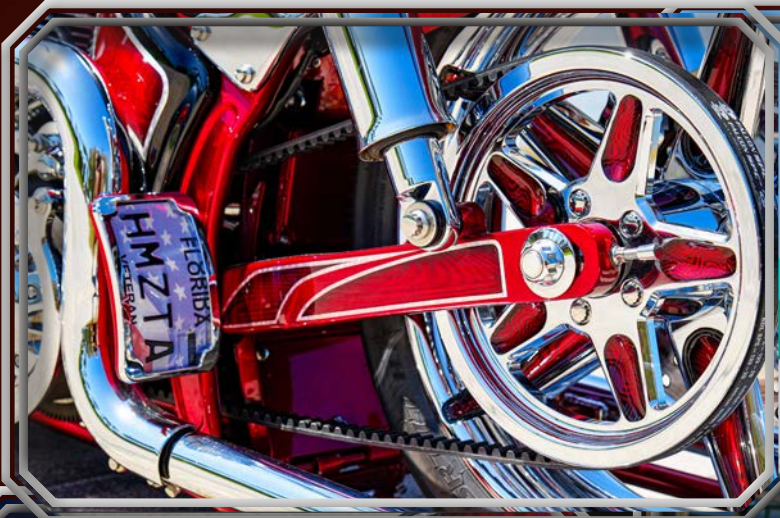


Side Piece











Owner: Donald Mullaney
Bike Name: Side Piece
Builder: Brian Gould
Bike: 2007 HD Softail
Painter: NSD
Engine: 107 CI HD Twin cam
Intake /Exhaust: HD/Dirty Bird
Suspension: Dirty Air
Front End: HHI
Headlight: Eagle
Wheels: SMT
Brakes: HHI
Chin Spoiler: Dirty Bird reworked
Handlebars: Chrome Werks reworked

Gauges: Dakota Digital
Seat: High Rollers
Tank/Console/Gas Cap: HD/Custom/
RWD
Front Fender: Dirty Bird Stretched
Rear End: Dirty Bird swing arm.
Dirty Bird Fender Stretched
Footboards/Controls: Vity's
Battery(s): Lithium
Additional Details: Fab-Metal Innova-
tions and Artistry
Wiring-Faultline Customs CR- One off
parts- Belt Drive, Tail light,
Axle/ swing arm shaft and more.

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Manufacturer Spotlight

SMT



SMT Wheels stands as your premier destination for high-quality aftermarket forged motorcycle wheels,” states Martin, one of the driving forces behind this family-owned and operated company established in 2001. Over the past two decades and more, SMT Wheels has earned a stellar reputation by crafting some of the most desirable designs available today, offering the industry’s largest selection of size options to suit virtually any custom build. Martin emphasizes that their extensive experience has enabled the creation of intricate 3D designs alongside lightweight, performance-oriented wheels that truly elevate a motorcycle’s appearance and handling.

Proudly machined in Glendale, Arizona, every aspect of SMT Wheels’ operations is fueled by a deep passion for the motorcycle community. This dedication shines through in their unwavering focus on superior quality, exceptional customer service, and meticulous attention to detail. At SMT Wheels, the team refuses to cut corners. They are committed to delivering the finest products and experiences the industry can provide. Their trusted brand appears on numerous award-winning motorcycles around the globe, a testament to the reliability and craftsmanship that riders have come to expect.

Martin often highlights the company's "no compromise" philosophy, which applies equally to design innovation, material selection, quality control, and precision engineering. This mindset ensures that every wheel and component meets the highest standards, giving customers complete confidence in their purchase.



The motorcycle industry attracts a diverse group of enthusiasts who demand nothing less than the absolute best for their motorcycles. With an open and forward-thinking approach, SMT Wheels expanded their engineering expertise beyond traditional Harley V-Twin applications. Today, they proudly offer striking, jaw-dropping designs compatible with a wide range of motorcycles, including those from Honda, Yamaha, Suzuki, Kawasaki, Victory, Indian, and many others. Whether the project involves a massive custom build or a more compact setup, including complex shaft-driven models, the SMT team approaches every challenge with the same level of care and expertise.

Every motorcycle wheel and matching part produced by SMT Wheels is engineered to exact OEM factory specifications. This rigorous process guarantees a perfect, glove-like fit that enhances both aesthetics and performance without any modifications or headaches. The company's strong emphasis on quality assurance means they leave no customer behind. Their dedicated team of professionals stands ready to go above and beyond, resolving any questions or concerns promptly to deliver true peace of mind.

At the heart of SMT Wheels' products is the use of premium aircraft-grade 6061-T6 billet aluminum alloy and precision-machined right in their Glendale facility. This military-grade material deliv-



ers outstanding strength, durability, and lightweight characteristics that serious riders appreciate. Unlike lower-quality aftermarket options that may rust, loosen, or fail over time, SMT Wheels are built to last and backed by a solid commitment to customer satisfaction. Their “Limited Lifetime Structural Warranty” further reinforces this promise, providing riders with long-term assurance that their investment is protected. When you

choose SMT Wheels, you’re not just buying a set of rims—you’re gaining a reliable partner who will support you every step of the way.



Looking ahead, SMT Wheels continues to push boundaries in design and innovation. With plenty of room for growth and a constant drive to improve, the company remains focused on developing new styles and technologies that keep pace with evolving rider needs. Whether you ride a

classic cruiser, a modern sport bike, or a high-performance custom, SMT Wheels offers solutions that combine stunning visuals with real-world functionality.

In short, if you’re searching for forged motorcycle wheels that deliver unmatched quality, precise fitment, and lasting value, SMT Wheels in Glendale, Arizona, is the clear choice. Their family-owned roots, manufacturing excellence, and rider-first philosophy set them apart in a crowded market.



CARRNAGE













Owner: David Handcock - JBA Custom Cycles
Bike Name: Carnage
Builder: James Bonner - JBA Custom Cycles
Bike: 2016 HD Road Glide
Painter: Ryan Hathaway
Engine: 124ci S&S
Intake /Exhaust: Trask JBA Custom Combo,
 Trask Nasty Bastard
Suspension: Dirty Air Front And Rear Fast
 Up, AFK Switch Kit
Front End: Arlen Ness Smooth Lower, HHI
 Smooth Fork Covers With JBA Custom Pro-
 prietary 3d Hive Design
Headlight: JBA Custom Proprietary 3d Hive
 Design w Projector Led
Wheels: SMT Hive 3d 18x5 Contrast Cut
Brakes: PM Calipers Contrast With PM
 Radial Clutch/Brake Masters w JBA Hive Caps
Chin Spoiler: AFK Complete Touring
Fairing: Cylent Cycles Fairing , JBA Custom

Proprietary 3d Hive Dirty
 Bird Windshield Delete
Handlebars: Modified Camtech
Gauges: Zees Customs Inc
Seat: Cutting Edge Upholstery
Tank/Console/Gas Cap: Tol Designs With JBA
 Custom Proprietary 3d Hive Design
Front Fender: HHI Wrap 18 Fat w JBA
 Custom Cycles Proprietary 3d Hive Design
Rear End Setup: Voodoo Bags/Fender w JBA
 Custom Proprietary 3d Hive Design
Tour Pack: Advanblack w JBA Custom
 Proprietary 3d Hive Design
Footboards/Controls: JBA Custom Contrast
 Hive Design w Painted Carbon Fiber Inserts
Battery(S): 2 Limitless Lithium Nano Hdv3
Audio System: Cicada Audio- (4) Chx8.4 , (2)
 Cm8.4x , (2) Cmb10.S4 - Sound Digital -(2) Xp
 800.4 , (1) Xp 2400.4, (1) Xp 3000.1
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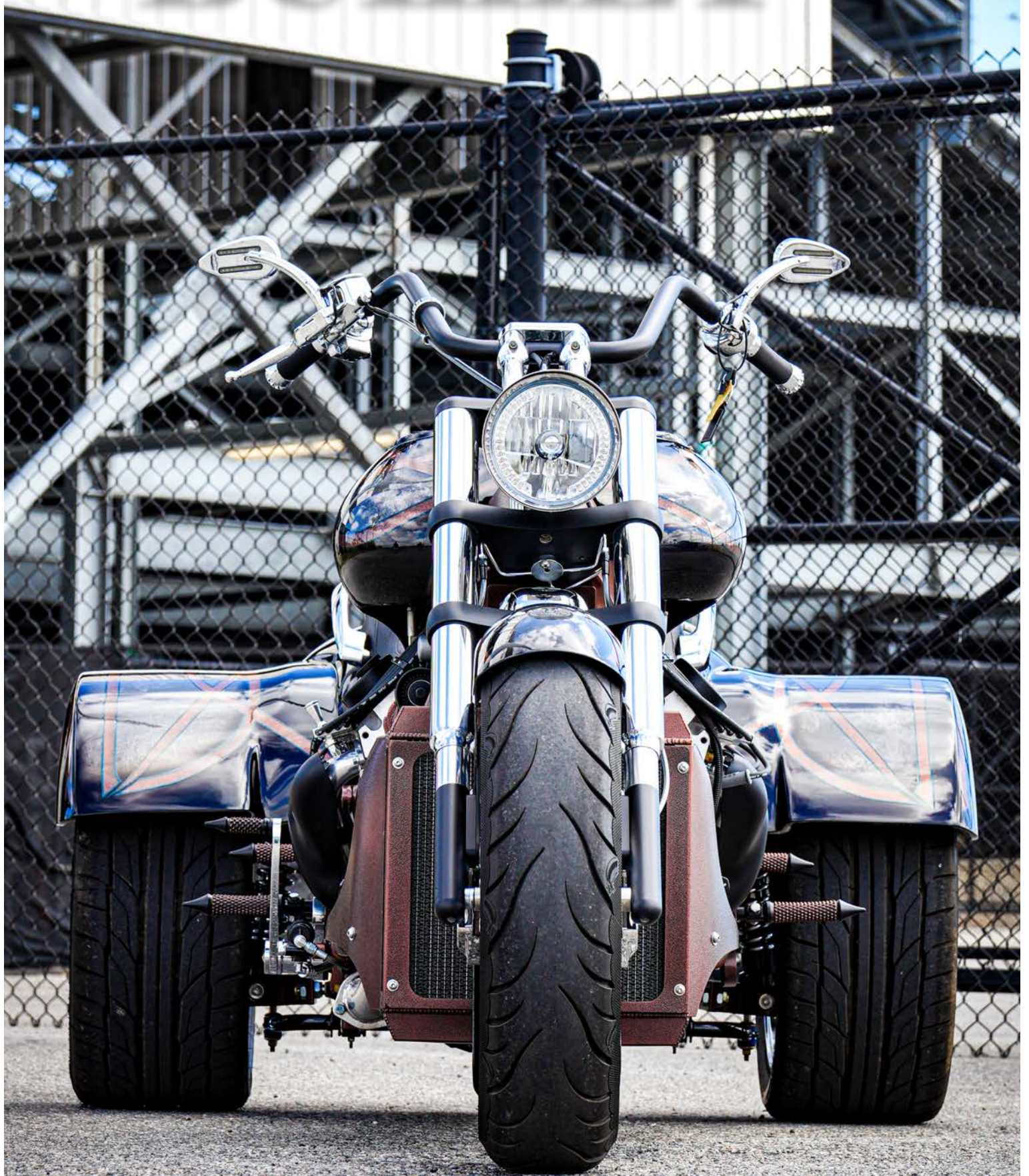
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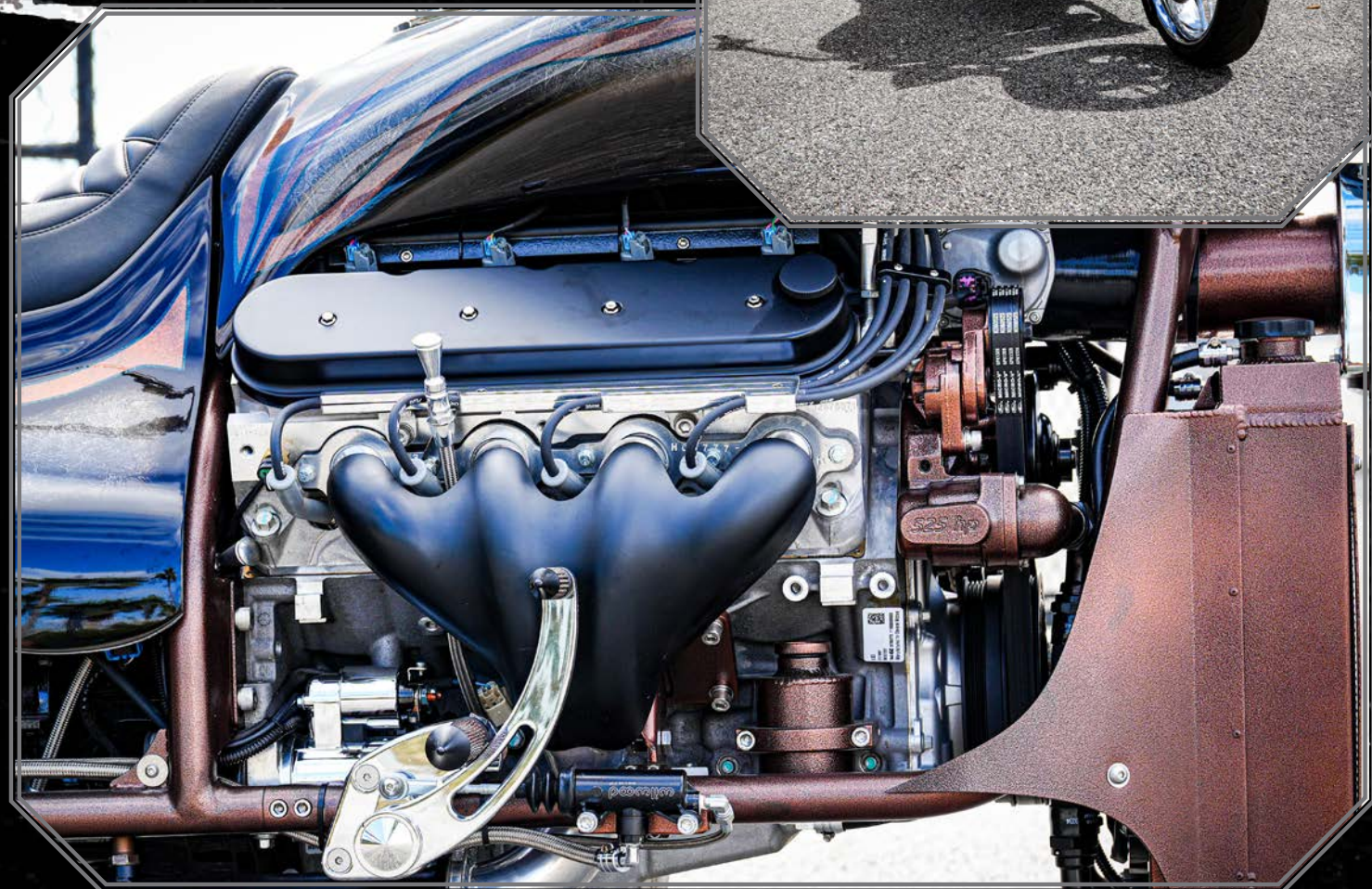
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BULLET











Owner: Mason Libla
Bike Name: Challenger V8 "Bullet"
Builder: Joe Zamora
Trike: 2026 Challenger Bullet
Painter: Challenger Motorcycles
Engine: 6.2L LS3 525hp
Intake /Exhaust: Custom Intake,
Custom Exhaust
Suspension: Challenger Motorcycles Inde-
pendent Suspension
Front End: American Suspension B17

Wheels: RC Components
Brakes: Performance Machine 6-piston
Handlebars: KST Handlebars
Gauges: Speedhut
Seat: Mustang Seat
Tank/Console/Gas Cap: Challenger V8 Mo-
torcycles
Front Fender: Elite Metals
Rear End Setup: 3:27 Camaro
Additional Details: 4L60E Transmission,
Arnott Air Ride, Custom Powder on Frame





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Big Meech











Owner: Demetrius Flenory “Big Meech “
Bike Name: Big Meech
Builder: Soflo V-Twin LLC / Hector Gomez / Eli Gomez
Bike: 2025 Road Glide
Painter: Soflo V-Twin LLC / Hector Gomez
Engine: Pro Charged SE131ci
Intake/Exhaust: Freedom Exhaust
Suspension: Dirty Air/HHI
Front End: HHI
Wheels: One Off Set By Soflo V-Twin LLC
Brakes: HHI Radial Mount Caliper/ Front And Rear
Chin Spoiler: AFK
Fairing: Prototype Fairing Soflo V-Twin/Cp Designs
Handlebars: Thrashin
Gauges: KOSO North America
Seat: Soflo V-twin
Tank/Console/Gas Cap: Soflo V-Twin / Cp Designs
Front Fender: RWD
Rear End Setup: Voodoo Rear
Fender / Bags: Custom
Build: Soflo V-Twin
Footboards/Controls: Curlys Inc
Battery(S): Limitless Lithium
Audio System: DS18

Additional Details: The bike was built to be debuted at the SEMA show in 2025. In collaboration with DS18 and procharger. The build is a mixture of big wheel/big audio bike with a performance capabilities. The motor makes 201 hp on pump gas and frame was configured to be a rideable bike. The swing arm was stretched, shocks relocated, frame reinforced, fire wall plated, and bottom frame reinforced to reduce any flex due to the excess weight of the audio system. The motor is a 131 SE kit w supercharger set at 12psi and SE 6 speed transmission w SE clutch. All cases, jugs, heads, and related

components were diamond cut by Sledz customs. Audio system is configured of all DS18/nvy. 2 8” coax in the fairing, 2 8” mid ranges on the lids with nvy hybrid tweeter and hybrid drivers. Also on the lids (first in the industry) 12” subs facing upward with an additional sub traditionally mounted inside the bag. All amps are mounted inside the fairing, maintaining the iconic road glide head light. Managing 5 amps took a lot of work, so we built a one-off amp rack system. The bike is powered by Limitless Lithium V3 batteries and feeds 2 8000 watts amps running the 4 12” subs. 2 1600.4 controlling the mids, and 1000.4 running the tweeters. Also running a Ds18 dsp, ds18 primary wires and RCAs. The fairing & tank were a collaboration with CP designs using their 3D printing capabilities to bring the new body lines together. They also printed the ports inside of the subwoofer enclosure.

The rear end of the bike started with a Voodoo EL Grande kit, originally configured with a single 12 inside of the bag. After looking at it on the bike, we decided to do something never done before. Mounting a second sub top-side of the bag. The visual aspect of a sub moving while it plays is something special. In most cases only seen on SPL style cars & trucks. We wanted to bring some of that element to the bike world. We also wanted a heavyweight bike without a tour pack, keeping the back of the bike extremely clean and low profile. The wheels were inspired by the mid-90s BBS racing wheels. A mixture of two designs merging our shop logo and the ds18 brand. The front end was a one-off set of legs thanks to Mark from HHI. We wanted a performance style with radial calipers, but on a single side to show the wheel. The same for the rear system, running an HHi radial caliper. The gauge is a KOSO D2 configured on the riser. Since we did away from the factory skyline radio, we had to get creative with a display. Koso offered the best integration on the market for our set up.





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