

What a Rush

Toughening up a Softail

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As with any piece of fine art, the real masters are able to lure you in closer and closer without even knowing it, ensuring the longer you look the more you'll find. Certain pieces of art in museums around the world look like average paintings until you get close and find out they're made of thousands upon thousands of separate painted dots, a level of detail unnoticed by the casual observer.

Welcome to the detailed world of Craig Kozlowski and his 2000 Harley Davidson Softail Night Train named Rush.

"I'm the idea guy, the designer," Kozlowski insisted. "Anything we do is because I want a platform to show my stuff."

Kozlowski's 'stuff' is evident all over his creations. With countless hours spent developing new prototypes and parts, he said that the end result is a bike that reflects his very personality. "It's meticulous, detail oriented, yet still highly complex. That's me. It may seem at first glance like chrome and black paint, but the more you look at it, the more you find."

Kozlowski insisted his pursuit of perfection wasn't borne out of a desire to become famous, like Jesse James of West Coast Choppers, or the Teutul's of Orange County





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Craig Kozlowski

Choppers. Instead, it is driven by his desire to become recognized among those who he regards as the greats, such as legendary New York City seat designer Paul Cox.

"When you get a guy like him to say 'beautiful,' it's not often you get a guy like him to say 'beautiful,'" Kozlowski said. "I've wanted to quit many times, but when you get those compliments, it gives you the fuel to keep going."



"It's gratifying at the end when you see the bike and you know it's what you wanted," the custom bike designer said. "The bike is meant to ride."

Kozlowski's passion for custom design has been an obsession for over a decade, starting with an old Honda he found while out of town for a sports event.

"I found the bike on the weekend while out of town for hockey. This thing was Tremclad



Kozlowski continued that while being rich wouldn't be a bad thing, it is the 'cool factor' that keeps his bikes and prototypes going. "I'm trying to make something that I think is cool and I hope someone else does too. I hope 30 years from now I'm a millionaire, but I'm not going to stamp something out just for it to sell. If I sell five, or 5,000, it's all going to be the same."

MOD LIST—BODY

- Aluminum Fat Katz gas tank stretched and lowered
- Hot Match pop-up gas gap
- Pingel high flow fuel valve
- Pi-Thon (no screw) gas line clamp black
- Braided gas line hose in black
- Braided cross over fuel line with chrome fittings
- Chrome air vent spigot with custom shaped hard wire vent hose
- Hand tooled all leather seat, also hand laced
- Hand carved chrome billet horn cover with custom mounting hardware
- Modified and hand shaped the Corbin fiberglass chin spoiler
- Polished stainless steel flame foot pegs with chrome hardware
- Polished stainless steel flame shifter rod with aircraft ball joint ends
- Chrome transmission control arm
- Vance and Hines Pro Pipe HS
- Custom made ignition housing

MOD LIST—REAR END

- RevTech Inferno wheel in chrome with matching inferno belt pulley billet aluminum
- Chrome axle spacers
- Polished stainless steel rotor with chrome fasteners
- Steel braided brake line with chrome banjo bolt and bleeder caps with hidden set screws
- Wrinkle coated upper and lower swing-arm covers
- Wrinkle coated axle adjuster bolt caps
- Wrinkle coated custom rear tire back-splash cover
- Custom side mount license plate with LED brake light hidden set screws to mount the license plate and hidden wiring for the cleanest look
- Arlen Ness low profile chrome billet turn signals with hidden wiring
- Sumax Fiberglass Street Sweeper fender hand shaped for the best look when parked and with the weight of the rider
- Shortened the stock fender struts and removed the bow present in the end of all stock fender struts
- Shortened the stock belt guard and rechromed
- Chrome lower belt guard



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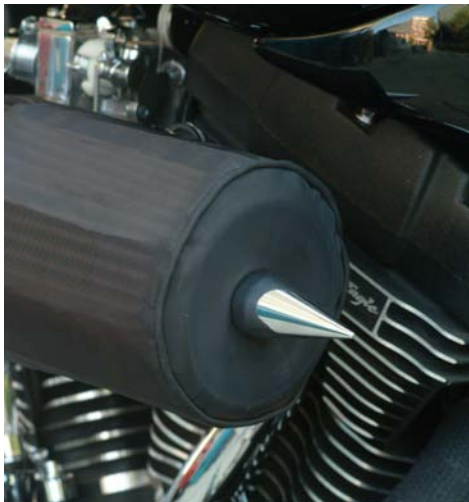
MOD LIST—FRONT END

Converted from 21" stock configuration to a 16" wheel
Machined new spacers to accommodate new wheel
RevTech Inferno wheel in chrome finish billet aluminum
Polished stainless steel rotor with chrome fasteners
Steel braided brake line with chrome banjo bolt and bleeder caps with hidden set screws
Chrome billet upper brake line clamp
Powder coated lower legs in wrinkle texture with coated top seal covers
Chrome fork drain screws, fender bolts, axle clamp nuts, axle spacers, caliper mount bolts, top fork nuts
Sumax Street Sweeper fiberglass front fender
Painted Mitsubishi black with green and gold pearl by Kenny Lang Auto Body. Clear coated, wet sanded and polished

Flames and skulls by Dale Lawrence MAG Studio's
V2 Obsession wrinkle finish handlebars
LED back lit gauges by Nova MMB from Germany
Aero Mach inferno mirrors with chromed billet Sidewinder arms
Internal throttle
Joker Machine billet hand controls and master cylinder with chrome billet pistol grip levers
Arlen Ness 5 3/4 inch billet headlight
Reversed and re-engineered mounting bracket
Handmade headlight mount shaped to a point like the headlight then chrome plated
Adjure Inc Diamond Cut lamp with a Sylvania soft white bulb
Arlen Ness minimal front signals with hidden wiring

MOD LIST—ENGINE

1550 cc 110HP
Screamin Eagle high compression pistons and jugs, adjustable push-rods, high compression heads ported and polished, 211 high performance cams, performance clutch, intake manifold wrinkle coated to hide between engine cylinders
45 mm Mikuni Flat Side carburetor polished
Removed idle adjuster hose and replaced with a custom hidden screw wrinkle finish to make it disappear
DynaTek programmable ignition hidden under the seat
K&N ram air filter (pleats in front and sides) that flows 520 cfm's with black pre-charger sock
Wrinkle finish ram air mounting elbow
Chrome billet spike mounted to air front of air filter
Spark plug area filler fins to keep a flowing cylinder look
Sumax Thunderbolt wires are the thickest in diameter on the market for the big power engine look
Arlen Ness neutral switch cover and fat tubes
Joker Machine tear drop chrome billet crankcase breathers with chrome mounting bolts
Nitro Choppers chrome timing cover with painted black letters and custom airbrushed Derby cover with clear coat
Pearl black primary inspection cover
Custom machined billet oil cap with sealing o-rings wrinkle coated
Wrinkle coated the top engine brace - chrome acorn nuts and chrome socket head bolts
All chrome engine fasteners



blue, old, '70s style," Kozlowski said. "Once I got it home, I gave it some more Tremclad."

From a bike found on a rural roadside, to the bike the affectionately called Rush, Kozlowski said his real talent has always been in the conceptual stage of customizing. His pursuit of perfection doesn't always end up on the bike. Many prototype parts Kozlowski has worked on for hours have ended up on the shelf of his garage.

"I took a fiberglass headlight, sculpted flames into it and now it's sitting on a shelf after working on it for 18 hours," he said of his dedication to find the ideal fit. "Custom wheels and custom paint jobs don't make a custom motorcycle. It's using the right part and the right colour at the right time."

Kozlowski's eye for the right colour and right part at the right time has won him numerous accolades, such as Best Paint at the World of Wheels. While he recognized winning such awards as highlights of his young career, he is quick to give credit to his partners in the Winnipeg custom motorcycle scene.

"What I try to do is excel in design," he said. "I come up with the idea, what works, what doesn't. I rely on the talent in Winnipeg to get to the next level. The talent in Winnipeg would be extremely sought after in the U.S."

When asked about the future of customizing in Winnipeg, Kozlowski said the emphasis shouldn't be on wanting to find something that somebody else will approve of necessarily. Instead, instinct and personal desire have to take centre-stage when it comes to customizing.

"You really have to stay true to yourself when you're building. I'm not trying to build anything like anyone else," he said. "That's what I don't like — the stigma of just because someone isn't driving the right machine or having the right part. If it's cool, and it makes sense to you, and if you think you've accomplished what you wanted, then that's cool." **W/C**

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