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CAREY HART'S STURGIS GLIDE

WHY THE FMX STAR IS HOOKED ON BAGGERS



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The Evolution of Man

Function Over Form:
Carey Hart's 2015 Road Glide

WORDS: NICK SCHULTZ PHOTOS: DREW RUIZ





Baggers is accepting applications. No, Morgan, Jon, and I aren't quitting or getting fired (right, Jordan?). Bagger nation at large is growing. As the bagger scene continues to evolve, those of us who are old enough to remember discussing the Pablo Escobar manhunt in school (and, perhaps more importantly, remember rapper Nas' subsequent "Willie Esco" alter ego) and not just know him as the character from *Narcos* with a badass retro mustache, the time is ripe to consider falling back from our skate decks, foam pits, and dirt tracks. We aren't suggesting that when you hit a certain age, just like that—bam!—the rodeo is over, but as older cats are fond of saying, Father Time is undefeated.

With that in mind, we spoke with semi-retired freestyle motocross (FMX) legend Carey Hart, who is a 40-year-old in transition between being, as he puts it, "The old guy in motocross to the young guy on a bagger." We checked out his take on a modern bagger and picked his brain on evolving from an aggressive FMX stance to a more leisurely bagged posture.

"I'm always going to ride a dirt bike," Carey says. "It's in my blood. There's going to come a day where I don't get paid to do it anymore, but I'm still going to ride a ton. When I'm not on my dirt bike, though, I want to be comfortable! I want to be able to settle in and have a fairing that knocks the wind down

with comfortable bars and music."

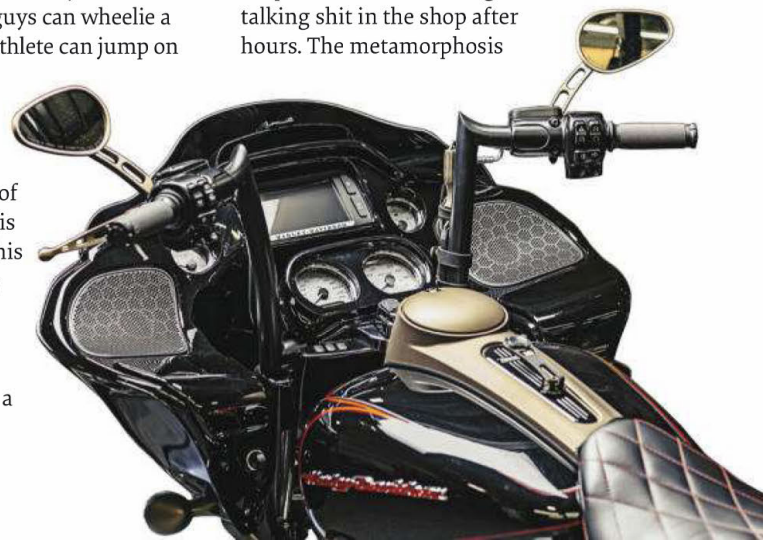
Carey doesn't embrace the notion that there is a definitive break from one scene to the next. He's just like anyone else who likes to embark on a long haul but also lusts for performance, and this Road Glide's Twin Cam 103 so happens to fit the bill. He sees the icy perception of baggers being unwieldy behemoths that are difficult to handle and not worth the trouble thawing over the past seven, eight years. He tells us there is in fact no transition needed for the freestyle moto guys and skaters. We can ollie off our Canadian maple decks right into a cushy leather seat.

"I think now more than ever that persona of a big, heavy, hard-to-manage bike is starting to go away because you're seeing so much performance-driven stuff," Carey says. "Look at it this way: If the Unknown Industries guys can wheelie a Road Glide, then any athlete can jump on one and go for a ride."

With this in mind, Harley-Davidson set out to have Carey, grand marshal of the 75th Annual Sturgis Motorcycle Rally, try his hand at personalizing one of its 2015 Road Glides in time for the event. Getting down to brass tacks became a

real challenge amidst Carey's busy racing schedule; he only took receipt of the bike on June 1 and didn't manage to get a wrench on it until June 25. The plan was to have the bike done with 500 break-in miles before setting it in a trailer bound for Nashville by July 21 to kick off a ride.

While he admits to not tearing into the motor as much as he'd like (something he's currently remedying), adding a Dynojet and making suspension tweaks—lowering the front 1 inch, adding dual-rate rear shocks, and keeping the stock front wheel—enabled him to slice pavement with the Glide like he was in the MotoGP. Ever the function-before-form guy, Carey opted for subtle enhancement to the existing paint with his buddy Chris Wood laying down the gold leaf and red stripe flair while downing beers and talking shit in the shop after hours. The metamorphosis



of Carey's Road Glide ends up being less Teenage Mutant Ninja Turtles rising from the primordial ooze (we see you, Generation X) and more the evolution of man and its gradual ascent from furry hominid to hunched Neanderthal to modern man (we see you, Charles Darwin).

"I think it's fun for me to be, I don't know if 'spokesman' is the right word, but I just want to bring the eyeballs that follow me into bagger and V-twin culture," Carey acknowledges. "It's such a cool camaraderie, and I absolutely love going to rallies. It reminds me of what motocross was as a young kid racer back in the '80s. It's so do-it-yourself. It's not so much about having someone build you a bike; everyone talks bikes and about the struggle they went through to put these parts on and how the ride there was, and I want to do my little part to bring more attention to the

V-twin market. I just enjoy doing it."

Carey recognizes the multitude of help he's gotten along the way. He tells us that there is a laundry list of companies that offered parts, help, and support throughout the process through direct messages, and he is very thankful and appreciative of them all. However, one specific name that he keeps mentioning to us is his buddy, Jesse Rooke, an accomplished builder himself, who has been showing him the ropes. Jesse has gone so far as to build Carey a bike with a sidecar on it for his little girl to join in on rides. We're told she loves it, naturally.

"I come from a very competitive world where people do not always want to help you," Carey says. "It was definitely a really cool change. Thanks so much, everybody, and I'm really looking forward to doing more bike projects in the near future." ■



SPECIFICATIONS

GENERAL

BIKE OWNER	Carey Hart
YEAR/MAKE/MODEL	2015/Harley-Davidson/ Road Glide
FABRICATION	Carey Hart
ASSEMBLY	Carey Hart
BUILD TIME	3 weeks

ENGINE

YEAR/MANUFACTURER	H-D
TYPE/SIZE	103
BUILDER	H-D
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
EFI/CARB	Dyno Jet
AIR CLEANER	Screamin' Eagle
EXHAUST	Rooke Customs

TRANSMISSION

YEAR/MANUFACTURER/TYPE	H-D
CASE	H-D

CLUTCH	H-D
PRIMARY DRIVE	H-D

FRAME

YEAR/MANUFACTURER	H-D
RAKE	H-D
STRETCH	H-D

SUSPENSION

MANUFACTURER FRONT	H-D w/ Progressive cartridges
TRIPLE TREES	H-D
MANUFACTURER REAR	Works Performance

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT-TYPE	Screamin' Eagle
WHEEL HEIGHT/WIDTH	Stock
TIRE HEIGHT/WIDTH	Stock
CALIPER	H-D
ROTOR	Screamin' Eagle
MANUFACTURER REAR	Screamin' Eagle
WHEEL HEIGHT/WIDTH	Stock
TIRE HEIGHT/WIDTH	Stock
CALIPER	H-D
ROTOR	Screamin' Eagle

FINISH-PAINT

COLOR	Black/Orange pinstripe
PAINTER	Chris Wood, Airtrix

ACCESSORIES

FRONT FENDER	Klock Werks
REAR FENDER	H-D
FAIRING/WINDSCREEN	Klock Werks
GAUGES	H-D
GAS TANK/CAP	H-D
DASH	H-D
OIL TANK	H-D
HANDLEBARS	Paul Yaffe
HAND CONTROLS/GRIPS	Roland Sands
FOOT CONTROLS/PEGS	Rooke Customs
HEADLIGHT	H-D
TAILLIGHT	H-D
TURN SIGNALS	H-D
LICENSE MOUNT	Screamin' Eagle
SEAT	Le Pera
SADDLEBAGS	H-D
SADDLEBAG LATCHES	Screamin' Eagle
SPEAKERS	Rockford Fosgate
HEAD UNIT	H-D

