

Margarita Chiquita

Owner: Fritz Schenck

General:

Designer: Owner
Fabrication: Owner
Year: Late 1980's
Model: Chopper
Time to build: 1 year

Engine:

Make: Harley-Davidson
Displacement: 74 cubic inches
Air Cleaner: Custom
Pipes: Custom by owner

Transmission:

Make: Harley-Davidson ratchet top
Shifting: Custom Jockey Shift

Paint:

Painter: Owner
Graphics: Owner
Color: Custom Mix Green

Frame:

Make: Harley-Davidson
Type: Rigid
Rake: stock
Stretch: stock

Accessories:

Handlebars: Owner
Handlebar Controls: Owner
Fenders: Owner
Headlight: Owner
Taillight: Owner
Pegs: Ness modified by Owner
Gas Tank: Owner
Oil Tanks: stock
Seat: Bates

Front End:

Type: Springer
Builder: Harley-Davidson modified by Owner

Wheels:

Make: Akront, Star, Buchanan
Tires: Front 21" Avon, Rear 18" Avon
Brakes: Harley-Davidson drum

Margarita Chiquita

Story by Loney Wilcoxon

Photos by Michael Bloomberg

The term "old school" has been thrown around a lot the last few years. Those that really understand the concept are few; the bikes that fit the mold are even fewer. Some, on the other hand, immediately take you back to a time when "custom" parts came from your own shop, not a blister pack on a retail store wall. Fritz Schenck built this bike in the late 80s, well before old school was trendy. Fritz developed his style while working side by side with Indian Larry and Paul Cox at Psycho Cycles handling the painting chores in the days before Gasoline Alley and Larry were known to millions.

You aren't going to find this bike's parts in any catalog or website. Let's start with a '54 Motor Company wishbone frame that has been fully molded, had the neck windowed by removal of a support tube, and had all of its mounting tabs removed. The springer out front is all Harley as well. Of course the front fender as well as its mounting tabs fell by the wayside in the name of style. If you look real close, you might notice that the dog bones supporting the ape hanger bars are welded to slugs hard mounted to the springer. Further inspection of the bars will reveal a mirror mounted to a threaded bung, welded to the bars. The throttle cable is held securely by similarly mounted bungs. These bungs find themselves wherever

needed on the bike to retain wiring, cables, or lines. Try to buy these parts anywhere, I dare ya. A simple 4 $\frac{3}{4}$ " headlamp lights up the roads at night. Somehow, believe it or not, folks got by in the past without billet or halogen.

Rolling stock for the scoot comes in the form of 18" and 21" Akront rims, laced with Buchanan twisted spokes to Star hubs complete with Timken bearings. Classic tires from Avon ride on these fine wheels, a Speedmaster on the front and a Roadrunner on the rear. It comes as little surprise Fritz could not bring himself to hang calipers and rotors on the wheels. Instead, he cleaned up the factory drum units, had them chromed, and kept on with his vision.

The Panhead powering the bike starts out with factory cases, vintage 1960 with OEM jugs and pistons wearing STD heads. The engine was fly cut by SF Engineering for reliability and retains its stock 74 cubic inch displacement. Moving the ponies back to the all stock ratchet top tranny is a Primo three-inch open belt set-up utilizing the stock hub and a clutch wearing a Ramjet needed bearing retainer. Fritz hand crafted the wicked set of pipes the Panhead exhausts its gases through. Believe it or not, a compilation of left-over bends, straight pipes, and even Evo exhaust front flanges came together to create these one-off beauties.

The sheet metal for the Margarita Chiquita may be sparse, but it is by no means

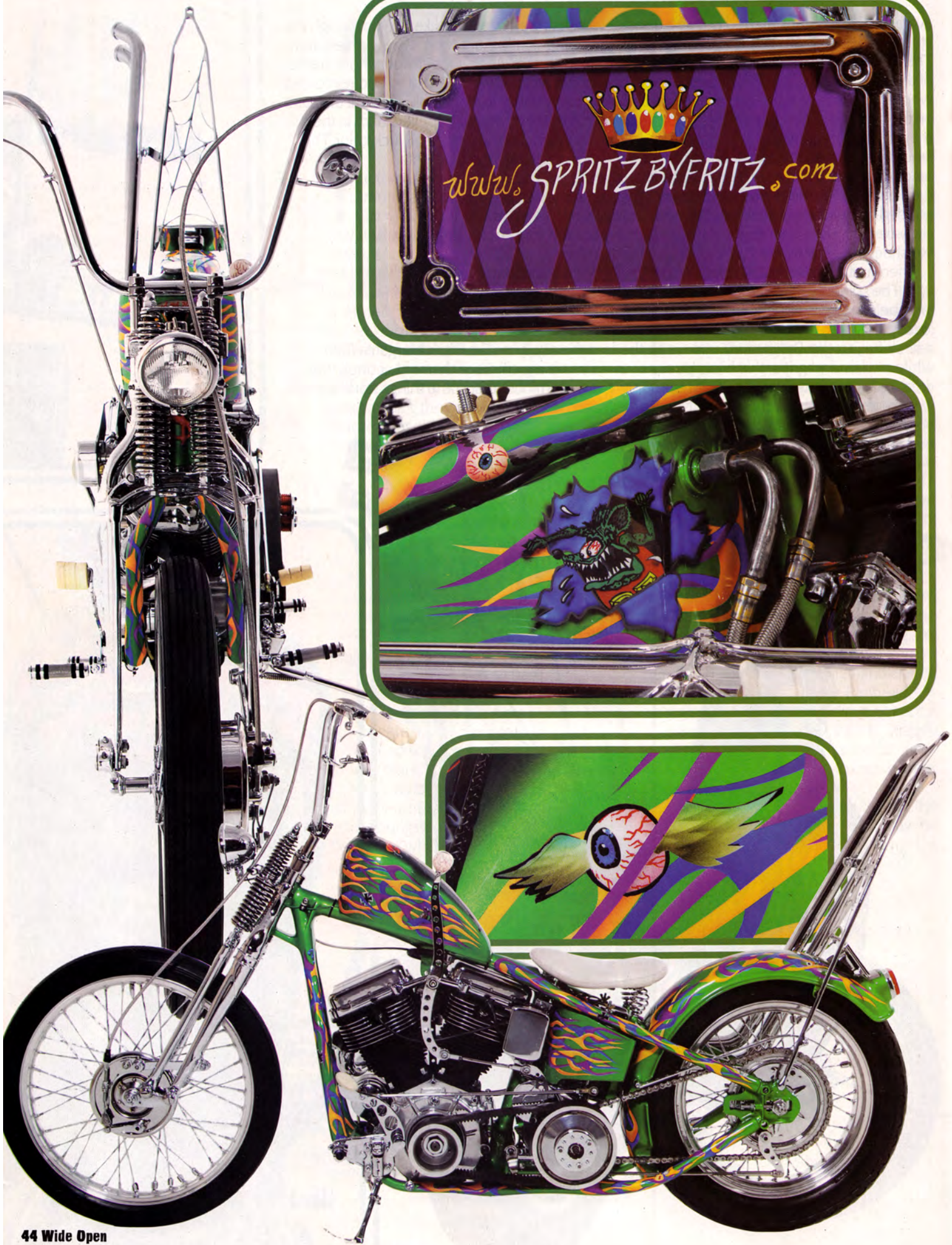
average. The fuel tank started out as a Sportster tank before it was sectioned fore and aft. The petcock was then relocated to the left side of the tank, the filler neck was raised, and the whole thing was mounted "Frisco" style, high on the backbone. A simple yet classy spun aluminum cap keeps the fuel in the tank. The rear fender was treated to a one quarter inch round bar lip that was blended in beautifully, even at the transition for the drive chain cutout. The molded-in rear light assembly adds an especially classy touch. A stock oil bag rounds out the sheet metal on the bike.

Check out the mile-high chick stick on Fritz's ride. The spider web design was formed here long before Paulie Jr. "invented" it. From the jockey shift with the Von Dutch inspired eyeball shifter, to the Bates seat, and on to the white pedals and grips, this bike speaks of a time in the not-too-distant past, when riding was more than a weekend hobby. Notice the holes in the chain guard, the shifter, the transmission linkage. This little trick comes from the days when less weight meant more speed. These days, for many folks, the more you can bolt on to your

scooter, the better they like it. Even though the forward controls are Ness, they are Ness from back before Arlen was a household name. These controls were re-plated and reinforced but they still do the job. Look closely at the paint job Fritz so masterfully applied. Back in the day green was considered a bad luck color. That didn't matter much to Fritz.

You will find nods to Indian Larry, Von Dutch, "Big Daddy" Ed Roth, and Robert Williams. These names come from a time when the style that is now referred to old school was actually the style of the day. Bikes like Fritz's Margarita Chiquita are much more than old school; they are a reminder that some things stand the test of time.





44 Wide Open