

Scott Albright Uses The Less Is More Approach On

# BLUE CHOP FROM ALBRIGHT BIKES

Article By: Ken Conte Photos By: Curt Lout

Scott Albright of Albright Bikes in Broomfield, Colorado decided to go to MMI and get some knowledge under his belt back in '98. After graduation he went to work for an HD shop in Denver but wasn't really into the factory bikes. Shortly after that he was hired at an after-market shop to work the parts counter. All the while he had been building bikes in his garage that were simple yet refined. He had seen some custom bikes around Denver in the late 90's like some of Arlin Fatlands' bikes over at 2-Wheelers that he really liked. It was the pre-chopper boom in Denver so it was hard to find anything that was really custom, but after a few years he managed to hook up with a local guy who was starting up a custom motorcycle company that was manufacturing bikes. Scott came on and his talents were immediate-

ly recognized. He was put in charge of assembling bikes. Over the four years he spent there he had the opportunity to build four or five bikes a year from the ground up. In that time he learned a lot about how to get a bike put together efficiently and how to put his signature on each one by paying attention to the little things that make a custom truly custom.

Scott is one of the younger generation of riders that seems to understand the adage "less is more" better than any other group of motorcyclists. He embraced the old style that dictates that function and form are equal. After Scott had worked for other shops for over 8 years he got the opportunity to go out on his own after the company he worked for got sold.



He found himself forced into his dream of being his own boss and building the bikes that he wanted to build with no one looking over his shoulder and no restrictions put on him by others. He has always been a fan of a certain amount of glitz combined with a functional shorter wheel-based chopper that could dart through traffic in downtown Denver rush hour. Fortunately, a portion of Scott's severance pay was parts from his former employer. He had walked away with a frame, front end and two wheels as well as some other miscellaneous parts; this became the



basis for his first build as Albright Bikes. Scott knew he wanted to build a bike that was going to be basic, but had some bling and would also showcase his talents as a fabricator. This would be the first one built under the Albright Bikes banner and he knew it was going to have to shine in order for him and it to get noticed. This machine would be his rolling business card.

Scott knew that his craftsmanship was going to have to be offset by some shine and polish so he chose a polished S&S 113 inch motor and married it to a chromed driveline. He used some of his design expertise and had a machine shop machine a minimalistic primary cover and backing plate for the Primo belt drive. The gooseneck frame was something that Scott was very familiar with and knew that in order to get the kind of handling characteristics he preferred he would need to run a 21" wheel up front with a 2" under front end. The bike started to come together as it took on some of the styling elements of the bikes coming out of Southern California. Scott knew this



style as that was where he grew up. He wasn't trying to copy anybody but he knew what he liked and it incorporated a lot for what he grew up seeing at bike shows in Pomona and Ventura. Scott put his signature on the bike with one-off parts like the battery box, license plate bracket, running light mount, exhaust and exhaust heat shields. He liked the look of the old style bucket headlights but hated the stock mounting hardware. So, he made a headlight bracket that allowed him to tuck the headlight in between the springs on the Paughco front end. He then fabricated a set of handlebars because he couldn't find exactly what he wanted; a mini-ape that was a little narrower than the usual ones found to fit the narrow profile. Scott went with a stamped tank that was narrowed and formed to fit the contour of the bike. The rear fender was a Fat Katz and was cut and mounted very low with very little room for error. It fit perfectly.

The hand formed seat pan was sent out to Dan Ballard of Bitchn Stichn who covered it in black leather and used rivets to hold it on to the pan. The last decision was the paint; it was going to pay homage to the sixties with some serious flake and a modern scallop on the side. Scott Albright has merged modern tech and days past together in this sleek blue sled. Wait till you see the black Shovel he built or the chopper he is working on now that he says is "very industrial with lots of rough edges." You can visit them on the Web at [www.albrightbikes.com](http://www.albrightbikes.com) or call him at 303-618-5497...tell 'em Cycle Source sent you. [www.cycle-source.com](http://www.cycle-source.com)



## BLUE CHOP TECH SHEET

**Owner:** Jeremy Stout  
**City:** Arvada, CO  
**Fab. By:** Scott Albright/Albright Bikes  
**Year:** 2006  
**Model:** Albright Customs  
**Value:**  
**Time:**

**Year:** 2006  
**Model:** B-Series  
**Builder:** S&S  
**Ignition:** S7S Pro-Stock Single Fire  
**Displacement:** 113"  
**Pistons:** S&S  
**Heads:** S&S  
**Cam(s):** S&S  
**Carb:** S&S G  
**Air Cleaner:** Goodsen  
**Exhaust:** Albright Bikes

**Year:** 2006  
**Make:** Rivera  
**Shifting:** 6-Speed  
**Primary:** Albright Bikes/Rivera

**Make:** Santee  
**Rake:** 38 Degree  
**Stretch:** 3" Back Bone

**Type:** Paughco  
**Extension:** 2" Under  
**Mods:** None

**Front Wheel:** DNA  
**Size:** 21 x 2.15  
**Tire:** Metzler ME  
**Brakes Calipers:** PM Front/Exile Rear  
**Rear Wheel:** DNA  
**Size:** 18 x 8.5  
**Tire:** Metzler ME  
**Brake Rotors:** PM Front/Exile Rear

**Painter:** Paint Anything  
**Color:** Blue  
**Pinstriping:** Striped by Louie  
**Powdercoater:** N/A  
**Chroming:** N/A

**Bars:** Albright Bikes  
**H/Bar Controls:** PM  
**Gas Tank(s):** Albright Bikes  
**Front Fender:** None  
**Rear Fender:** Fat Katz/Albright Bikes  
**Seat:** Albright Bikes  
**Seat Pan:** Albright Bikes  
**Foot Pegs:** Arlen Ness  
**Head Light:** H-D/Albright Bikes  
**Grips:** CCI  
**Oil Tank:** Santee  
**Tail Light:** Albright Bikes

**Photography By:** Curt Lout