

THE INTERNATIONAL CUSTOM BIKE MAGAZINE

backstreet heroes

# BANSHEE

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## GREEN MACHINE

CLEM'S VEE DUB TRIKE

## PURPLE MEANIE

REBIRTH OF A SPORTSTER

## SILVER CHOPPER

ALUMINIUM ARTWORK

## MULTICOLOURED

## MINIMOTO

THE SMALLEST TRIKE  
IN WALES

**Plus:**

HUGE FARMYARD  
PARTY COVERAGE!  
CHINNOR BIKE DAY,  
3 SHIRES SHOW,  
FUNKY MOPED  
RACING, FLYING  
WIMPLE RALLY,  
LION RALLY,  
PLYMOUTH  
MEGA-RIDE

# BANSHEE!



BIKES FROM SWEDEN, RUSSIA, HOLLAND, ENGLAND, AMERICA, JAPAN AND WALES...





## Hasse Klevstig's Ally Stroker



comfortably on customers' bikes. This is now the headquarters of his business, Swedish Style Custom, where he undertakes repairs, rebuilds, tuning and, of course, complete builds. When he started up three years ago, Hasse decided that one of the first things he needed was a one-off special which would demonstrate to the world that he was a guy who knew exactly what he was doing when it came to customising bikes. "I decided on a drag bike-inspired chopper – a fast, lightweight bike with a big, big engine and lots of polished aluminium on show."

The starting point was a 113-inch S&S Long Block engine, which more than adequately fulfilled the 'fast' pre-requisite. Hasse says: "S&S says that its engines produce at least as many horsepower as they have cubic inches. I've never put mine on the dyno, but I've no reason at all to doubt their claim."

Having called his part-time company Swedish Style Custom, it was only fitting that Hasse's own bike should live up to that name, and indeed it does, with most of its parts originating from Swedish manufacturers. If you've seen some of the recent features in BSH on Scandinavian

choppers, then you may be familiar with the name of Peder Johansson, the 'Swedish Chopper Wizard' behind custom firm Hogtech. It's not surprising then, that Hasse turned to them for his chassis, choosing one of their 'Northern Spirit' frames. As Hogtech rather quaintly puts it, 'all frames come in each customer's wish and desire in stretch and rake.' In Hasse's case, his 'wish and desire' was for a frame with 50° of rake and three inches of stretch, which is precisely what he got.

Equally unsurprisingly, given the firm's reputation, Tolle fork legs grace the front end, as they do on so many show-winning bikes the world over (different sets of forks, obviously, because it would be a little inconvenient to have to share just one pair between all those bikes. Sorry) The yokes were, according to Hasse, made by Goat of Nyköping. At least, I think that's what he said. He could have meant a goat from Nyköping, but that'd be plain stupid now, wouldn't it?

While the petrol and oil tanks came from LGO, Hasse himself was responsible for many of the one-off parts. With the original remit in mind, he chose the lightest materials he could, such as fibreglass for

the rear mudguard, or titanium for the handlebars, for instance. And, of course, considering his background and experience, there was only one person in the frame to make the wheels – himself!

Hasse duly created a totally unique set of wheels (not only in order to showcase his skills, but also for pure personal satisfaction). First he designed a pair of aluminium hubs that a friend then machined up for him, while he was ordering two ally rims from the finest wheel rim manufacturer in the world, Akront, in Spain (although still operating from its old factory, Akront is now known as Morad, despite the fact that every man and his perro still calls their products 'Akront' rims). Hasse chose rims designed to take eighty spokes, but unusually, he requested that none of the spoke holes should be drilled out. Once they'd arrived, he proceeded drill all one hundred and sixty holes himself, using a straight spoke pattern at the front and, at the rear, a configuration based on the same design once used by Jaguar.

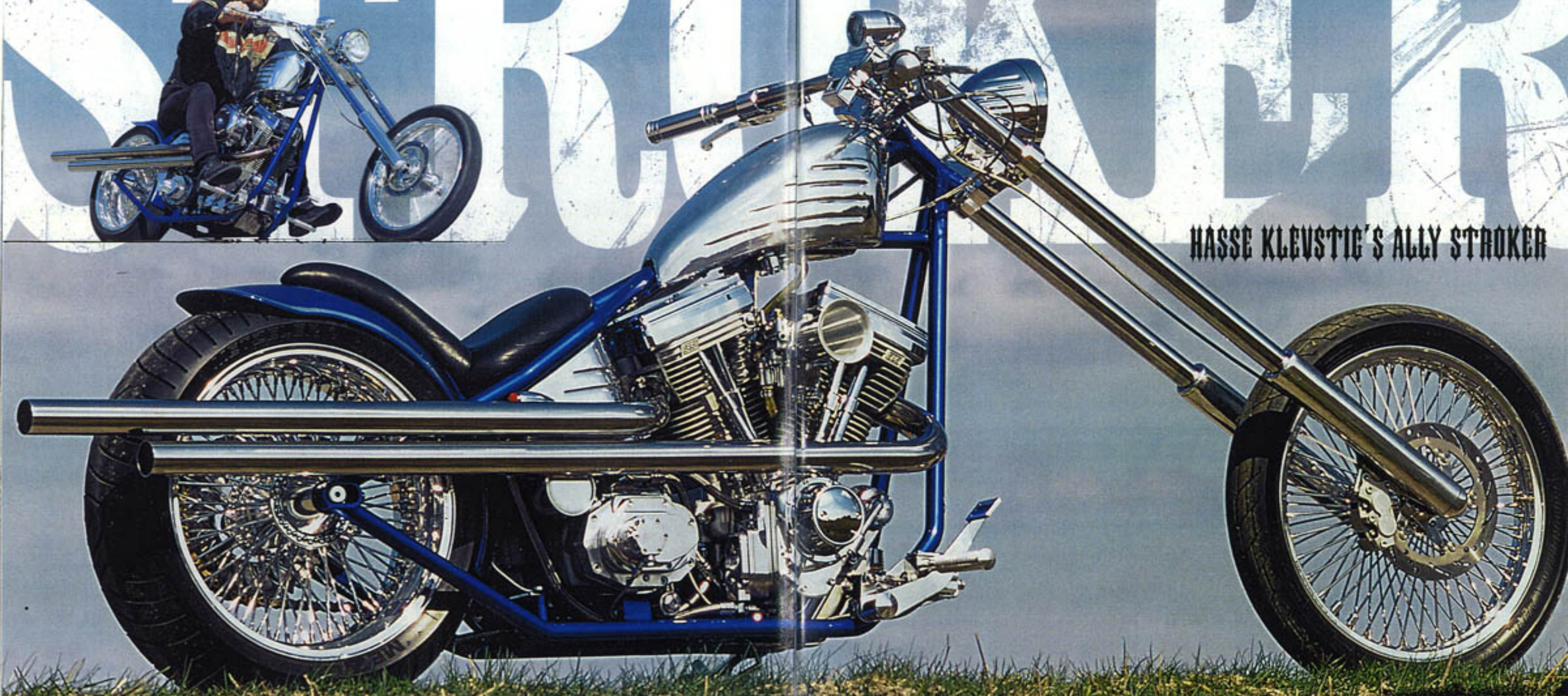
» I DECIDED ON A DRAG BIKE-INSPIRED CHOPPER – A FAST, LIGHTWEIGHT BIKE WITH A BIG, BIG ENGINE AND LOTS OF POLISHED ALUMINIUM «







## HASSE KLEVSTIG'S ALLY STROKER



AS MANY CUSTOM BIKE BUILDERS WILL KNOW FROM EXPERIENCE, THE BEST FORM OF ADVERTISING ISN'T TO BE FOUND ON THE PRINTED PAGE. RATHER, IT COMES IN THE FORM OF THE VERY MOTORCYCLES THAT THEY'VE BUILT FOR THEMSELVES. YOU WOULD ASSUME, THEN, THAT THIS SLEEK 113 CUBIC INCH STROKER FROM SWEDEN WOULD BE A FINE ROLLING ADVERT FOR THE SERVICES ON OFFER FROM ITS CREATOR, HASSE KLEVSTIG, WOULDN'T YOU? ER, EXCEPT THAT HASSE IS AN ELECTRICIAN...

Well, that's not quite the whole story. Although Hasse earns his living as a sparks, in his spare time he also runs a small business doing various custom jobs on Harleys and, occasionally, taking on a complete, ground-up build. As some of you will well know, once people find out that you're a bit nifty with a spanner, they'll soon be knocking on your door asking for your help, and in an ideal world, they'll offer you a few quid for your trouble. Word of mouth spreads almost as quickly as the requests for help, and there must be quite a few folks out

there who have gone on to supplement their regular income as a part-time mechanic. So I've been told, anyway. For some strange reason, nobody's ever come round begging me to help them build their bikes...

49 year-old Hasse, from Nylöv in Sweden, has been in and around Harleys for several decades now. Other local riders quickly recognised him as a man who clearly knew his way around a socket set, and accordingly, asked him to work on their bikes too. From an early age, Hasse's specialty was to conjure up trick 15-inch

spoked rear wheels for bikes from discarded VW Beetle wheels. He explains: "That's the kind of thing that no-one bothers with today because there are now so many beautiful rims readily available over the counter, and in almost any size you can think of. But, at the back end of the '70s, if you wanted a 15-inch you had to build it yourself, which is what many Swedes did."

It was, appropriately, a wheel which first brought Hasse to wider attention when, in 1980, he won the prestigious Norrtälje Custom Bike Show with a Shovelhead chop.

The most striking and memorable detail of that bike was, yes, its handcrafted rear wheel which, while being incredibly wide was a mere twelve inches in diameter. Almost twenty-five years later, Hasse still has it, although these days it graces the sidcar on his Harley, where Hasse thinks it looks far better than ever it did on the show-winning Shovel.

At his home (an hour's ride from Stockholm) Hasse has converted an outhouse into a small but functional workshop in which he can work





"I've never seen another bike using that Jag-style spoke layout," says Hasse, "so I guess I could well be the only one." As someone who would be hard pushed to tell the difference between the spoke pattern of a Jaguar XK120 and the one on a wagon wheel, I can only take his word for it.

Not unnaturally, this is a bike which draws a great deal of attention wherever it goes, though that's not wholly desirable for

much the time. This is a rolling advert which is always in danger of generating more bike-building work than he can reasonably cope with. Hasse says; "I have no ambitions of ever becoming a full-time custom bike builder. Creating a single, ready-to-ride, high quality custom bike takes an enormous amount of time. So much time, in fact, that you could never charge your customers a realistic price that would

reflect all of the hours which had gone into it. If you thought that way, then the finished bike would have to cost an absolute fortune! No, I'm quite happy doing my day job and then helping out local bikers when I have some spare time."

words: **TOTTE WIMAN**  
photos: **SIWER OHLSSON**



## SPEC

**Owner/builder:** Hasse Klevstig, Nyköping

**frame:** Hogtech, 50° rake, 3" stretch. Lowered & shortened at the rear.

**engine:** S&S 113 cu in Long Block. S&S 562 cam. S&S Super G carb. Crane Hi-4 ignition. S&S

billet rocker covers. ART hydraulic clutch, Barnett friction plates. Zodiac 6-speed gearbox. Swedish Style Custom (SSC) 2" stainless exhaust system.

**front end:** Tolle 18" over forks with Boyd lower legs. Yokes by Goat, Nyköping. SSC 19" x 1.85" 80-spoke wheel & Avon 90/90

tyre. Tolle 250mm brake disc & ISR caliper. SSC titanium handlebars.

**rear end:** SSC 17" x 5.5" wheel (Akront 80-spoke rim laced in Jaguar pattern). Metzeler 190/50 tyre. Tolle sprocket brake. Mudguard in fibreglass by SSC. Taillight unknown.

**stuff:** LGO aluminium petrol and oil tanks. Seat by R&C, Nyköping. Aluminium SSC foot controls.

**paint & finish:** Paint by Henke Ankarhake, Nyköping. Polished aluminium.