

Russ Wernimont's Hotrod 09' FLTR Who Says Baggers Aren't Cool?

Russ Wernimont is no stranger to creating works of art out of ordinary pieces of sheet metal. He practically grew up doing it. Russ got his start in the early eighties when he moved from Toledo, Ohio out to California and got a job working for the Toyota Off-Road factory team. At the time Don Vesco was doing off-road motors and asked him to do some stuff for bikes. He then got introduced to Stan Fox and eventually Tom Motzko from Drag Specialties. So it was a pretty natural transition for him into the motorcycle world.

Russ is still pretty involved in the off-road racing world. He is a master craftsman who has been creating off-road trucks for the last almost thirty years. In fact, Russ' trucks were so fast that off-road organizations had to come up with a new class, Trophy Trucks. He is also a racer himself, most recently Dirt Late Model cars.

Russ has always been into customizing baggers because he enjoys taking something that starts out pretty straightforward as far as design is concerned, and turning it into something that oozes cool. He also believes baggers have more appeal to the masses, and they seem to have more appeal to the hotrod guys that Russ knows. He also thinks it's neat that you can have a comfortable bike that is also a cool bike. However, Russ was pretty embarrassed the first time he bought one back in 2004. He actually had one of the guys that works for him ride it back to the shop from the dealership, and then Russ tore off everything he didn't like, replacing it with his own handmade parts.

This past year Russ needed a 09' H-D to practice his craft and show off his latest designs for bolt-on kits, so he went down to Bartels' Harley-Davidson and ended up trading his Dirt Late Model racer for this 2009 FLTR. It turns out the owner's grandson needed a new Dirt Late Model and came in second in the first race with the new car.

So Russ got to work on this bike as kind of a showcase of what he can do. His philosophy has been that anyone can customize their bike, and that baggers *are* cool. He doesn't do anything too wild with his kits, but believes that the best part of the kits is their simplicity.

Russ began by calling up his buddy Wendell Smith over at Rampage wheels to get some custom wheels and matching rotors. All the bikes Russ does use Rampage wheels because Russ believes they make great wheels that go perfectly with his creations. He threw on some calipers from Hawg Halters.

Next Russ replaced the front fender and gas tank and cap. He wanted something that would flow a bit better and lend more of a hotrod feel to the bike. He left the fairing stock but added a Klock Werks windshield, and replaced the saddlebags and lids with his own design. He also made a seat for it and put his own taillight and license mount and fender extension and filler panels to the stock Harley-Davidson fender. After he had everything perfect he took it all apart and sent it over to Hot Rods-n-Hogs for the paint and graphics.

Russ and Wendell from Rampage have both brought the bike all over the country this year, displaying it at all the major rallies. It has definitely sparked some interest and most importantly motivated people to pick up one of Russ' bolt-on kits and do for themselves

what they thought was impossible—put together their very own custom bike in the privacy of their own garage, with just a few tools and a bunch of nuts and bolts!

But of course it doesn't stop there for Russ. The bike actually suffered some damage on the way back from Sturgis. Another bike fell over on it in the truck, so Russ used the opportunity to put a bit more advanced kit on the bike and push his design a bit further. You can check out his stuff online at his website or in the Drag Specialties catalog.

By Chad Williams

Spec Sheet

BIKE OWNER: Russ Wernimont
SHOP NAME: Russ Wernimont Designs and Consulting
SHOP PHONE: 951-698-9495
SHOP WEBSITE: www.RussWernimont.com
YEAR/MAKE/MODEL: 2009/H-D/FLTR
FABRICATION: Russ Wernimont
ASSEMBLY
BUILD TIME: 3-weeks

ENGINE

YEAR/MANUFACTURER: 2009 H-D
TYPE/SIZE: Air-cooled twin cam 96"
BUILDER: H-D
CASES: H-D
CYLINDERS: H-D
HEADS: H-D
ROCKER BOXES H-D
CARBURETOR H-D
AIR CLEANER H-D
EXHAUST: Vance and Hines
Extras: Diamond Lower leg and axle covers-Russ Wernimont designs

TRANSMISSION

YEAR/MANUFACTURER/TYPE: 2009 H-D Six speed
CASE H-D
CLUTCH H-D
PRIMARY DRIVE H-D

FRAME

YEAR/MANUFACTURER: 2009 H-D
RAKE: Stock
STRETCH: Stock

SUSPENSION

MANUFACTURER FRONT H-D
LENGTHS Stock
TRIPLE TREES Stock
MANUFACTURER REAR H-D

SWINGARM H-D

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT/TYPE Rampage Wheels

SIZE-HEIGHT/WIDTH 19"

TIRE/SIZE 120-70-19

CALIPER Hawg Halters

ROTOR Rampage Wheels

MANUFACTURER REAR/TYPE Rampage Wheels

SIZE-HEIGHT/WIDTH 18x5.5

TIRE/SIZE 180

CALIPER Hawg Halters

ROTOR Rampage Wheels

FINISH/PAINT

COLOR

PAINTER Hot Rods-n-Hogs

GRAPHICS Hot Rods-n-Hogs

ACCESSORIES

FRONT FENDER Russ Wernimont Designs

REAR FENDER H-D/ Russ Wernimont Modifications

FENDER STRUTS H-D

GAS TANK&CAP Russ Wernimont Designs

OIL TANK H-D

HANDLEBARS H-D

RISERS H-D

HAND CONTROLS H-D

FOOT CONTROLS H-D

FOOTPEGS H-D

HEADLIGHT H-D

TAILLIGHT Russ Wernimont Designs

LICENSE MOUNT Russ Wernimont Designs

SEAT Russ Wernimont Designs

Saddlebags Russ Wernimont Designs (latches by H-D)

Bag Fillers: Russ Wernimont Designs

Fairing: H-D

Windshield: Klock Werks