

# GarageBoyz Magazine



Archive

Issue #3

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NORTON  
COMMANDO**

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# Tom's 1960 Chevy Biscayne Pandora's Box



Tom calls his 60 Biscayne " Pandora's Box " because every time he opens the doors there is some surprise waiting for him. Whether it is the air bag compressor giving him a headache or some other quirk that only an old car lover can appreciate. The biggest thing it gives him though is a smile. This is what happens when an old car is used as a driver, since this car has only seen a trailer 3 times, and all only because of those special quirks.



He bought this numbers matching car 7 years ago as a "rusty old thing" that was gray and seafoam cream. It took one year to put together by the masterful hands of Ken Martin out of Rockville a one man do-it-all . Not only did he do the body and restoration, but he even laid down the paint, right down to the cobweb on the dashboard. The beautiful "cheap diner" interior of white & red metalflake vinyl was done by Rankin Upholstery in Gaithersburg, MD and really pulls this car together nicely.

The motor which Tom painted , is a 235 inline six cylinder punched out 30 over and fuel comes from a 1 barrel Rochester carb. which was the only one that would fit under the hood. All of this combustion is released thru split headers in to side mounted Lake exhaust. The car also has some trick features like shaved doors and is bagged so that the car get that low low drop it to the ground look. The trick red & white checkerboard painted hubcaps are something Tom saw in an old Hot Rod magazine years ago, which goes to show you that the kulture tricks of today could be what influences the rodders of the future, so be creative and have fun with your ride. Other neat touches are the custom shift knob out of Carlisle Pennsylvania, which has 6 cylinder Chevy emblem lapel pin molded in for the 3 on the tree shifter. The steering wheel was a dumpster find covered in 4 layers of grime and grunge that Tom brought back to life.

For what started as a stripped down no frills 1960 Biscayne, Tom has really put together a beautiful car that draws attention and looks damn good whether it's out cruising or dropped to the pavement.





**" I saw somebody had done  
checkered hubcaps  
in an old Hot Rod magazine,  
I like it so much,  
that I wanted to do it to my car "**



# Vintage Kulture

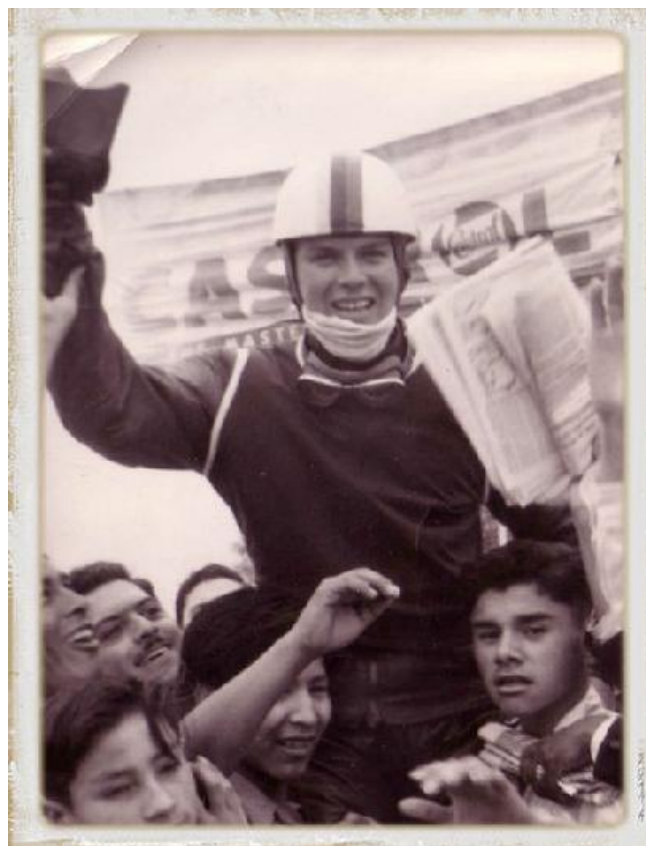
## Paul Mihalka Racing Photos



Paul Mihalka is a BMW salesman at Battley H-D/Battley Cycles. He is pretty incredible guy who is going strong at 80 years old. He has been given the 1 Million Mile Award by BMW for logging over 1 Million miles on BMW motorcycles. He is an avid rider who goes on a few long distance rides annually and shows no sign of slowing down. Most days you can see his 05 BMW R1200GS with the OLD FART tag parked in front of the showroom. Even on days when the rest of us are singing the praises of car heaters and coffee holders, during the biting cold days of winter, Paul is plugging in his heated vest, firing up the engine, and riding in to work, often going miles out of his way just to enjoy the ride.

Paul has generously shared his story and pictures of his racing days back in 1953 and 1954 with GarageBoyz Magazine, and I am proud to share it with the readers. So here is

Paul in his words, telling the story.





Since I remember, motorcycles always fascinated me. Two uncles rode bikes; I knew the exact spec of each bike. In Venezuela an older friend had a DKW 125cc bike for his transportation. I knew all the theory of how to ride. He let me ride it around a few blocks. No mishaps. My first ride!

I knew there were regular motorcycle races around the city. All legal, streets closed off by police, raced by privateers and mostly sponsored by the different brand's importer/dealers. I started to go to them, and started taking pictures.

The Rolleicord was not good at taking moving pictures, as on the screen everything moves in opposite direction. So with camera technician friend we mounted an open frame viewfinder on the side of the camera. Bingo. Used fine grain film, with the enlarger got a bit of tele effect, and with good following I got wonderful pictures with sharp bikes and completely blurry

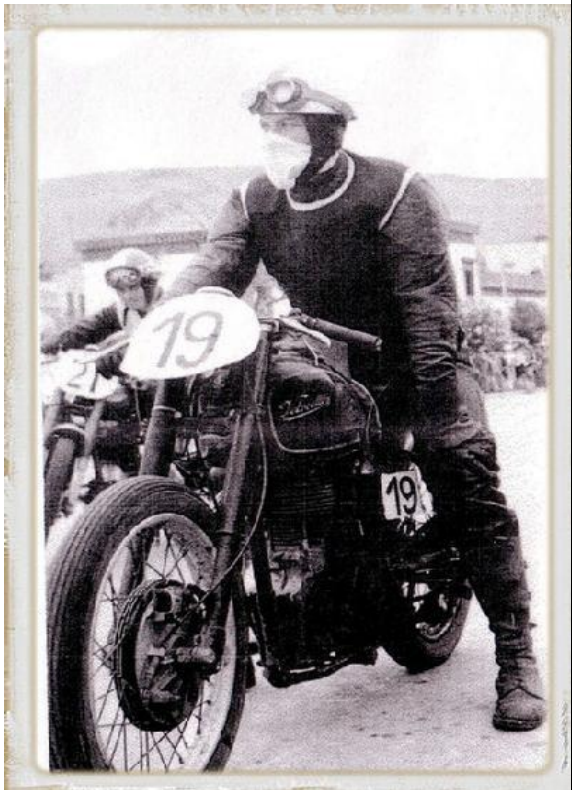
It helped that there was no problem standing on the edge of the sidewalk and taking pictures of the bikes going by 10 feet from me. Selling pictures to racers and dealer sponsors was good business. Soon I upgraded to Ihagee Exakta single lens reflex with prism finder and a 135mm tele lens - wonderful!

A good friend, about my parent's age group, had a special European car repair shop. Often I hung out there. He just got in a new immigrant mechanic, from Germany. He told he used to road-race back home. I was asked, as he spoke no Spanish but I spoke German, to present him around to the dealers, who I knew from my photography. One of them took him to some deserted streets with a bike, and it was obvious that he knew more about bike racing than any local. So he became part of the racing team, and I had to go along as the interpreter. Tough! As some of the races were out of town, to get there the dealer loaned me any used bike they had,



mostly 125cc and 250cc two-strokes, like Puch, Jawa, Villiers engined James or Francis Barnett (some junk!). By now we are in early 1951. This dealer, who sold Matchless, Gilera, Velocette, Puch, and etc. one day got in a six month old Matchless G80 500cc thumper that the owner somehow had to sell back. I mentioned to the shop owner, with whom I became very good friends with, that that bike is a beauty, and one day I'll have one. He came back with a proposal: As he is tired of loaning me bikes, I can have that bike now, he'll keep buying pictures and pay me half the price for expenses, and the other half goes on the bike account until it is paid off - It took me about 30 seconds to realize what he said! My first bike - and what a bike! (continued)

With my new superbike I already had plans. It had to be faster than any bike of the same type. I had a wonderful relation with a superb Italian immigrant technician, I considered him a magician. He treated me like a son, I respected him like he was my dad (I also had a very high respect to my real dad). With him we did the usual things to my bike. Higher compression by shaving the cylinder base, open up, clean and polish intake and exhaust ports, etc. It made a difference.

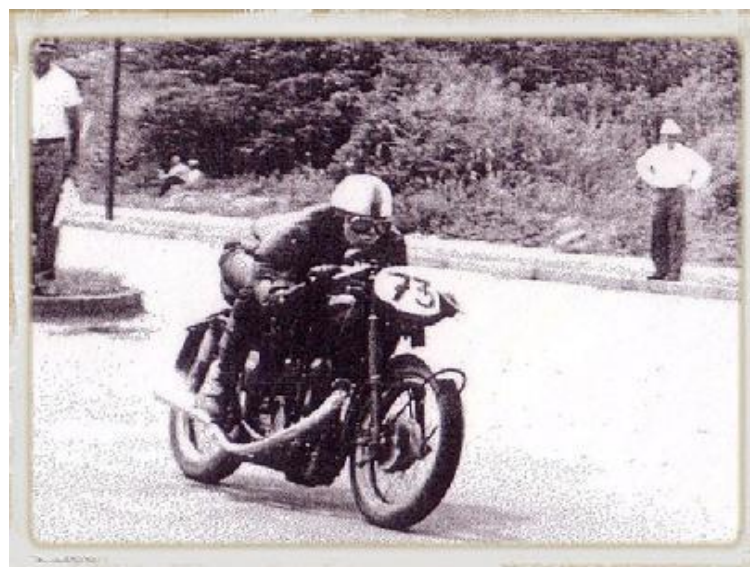


In racing at that time, there were the regular championship circuit races, and then odd races open to anybody after a very basic safety inspection. One was from the outskirts of a little town (La Victoria) into the town center, on a fairly straight road, for street legal bikes with lights and mufflers. It was like a group start drag race. The fun part was that like a minute before the race started a police officer on his Harley started ahead with the siren blaring to open the road for us, and I passed him about half-way into town. By the way, in Venezuela the only Harleys I've ever seen were police bikes. Yep, I won that race.



Another a bit more formal race, also open to the experts with their prepared race bikes, was a longer distance highway race, about 40 miles, between two major cities, Valencia to Maracay. The road was fairly straight and fast with some nice sweepers and turns on the way, ending with a few city blocks before the end. I knew the road very well. For the race I really scouted it out, having reference point for the turns, etc, Apparently the "experts" just thought of it as another fast ride. I passed a couple of experts on faster bikes when they closed the throttle before a blind turn and I just sailed through. The race was won by the folk hero "El Negro Vivas", Considered the best, fastest, wildest of them all. You'll read more about him. I came in second. There were two major sponsors/teams in Venezuelan racing. One was the dealer I got my bike from, he had Gilera/Velocette/Matchless/Puch bikes. The other team was by the AJS dealer, who really fielded a full team and HAD to win. The two were like today Honda vs. Yamaha. There were also some Nortons and BSA bikes mixed in.

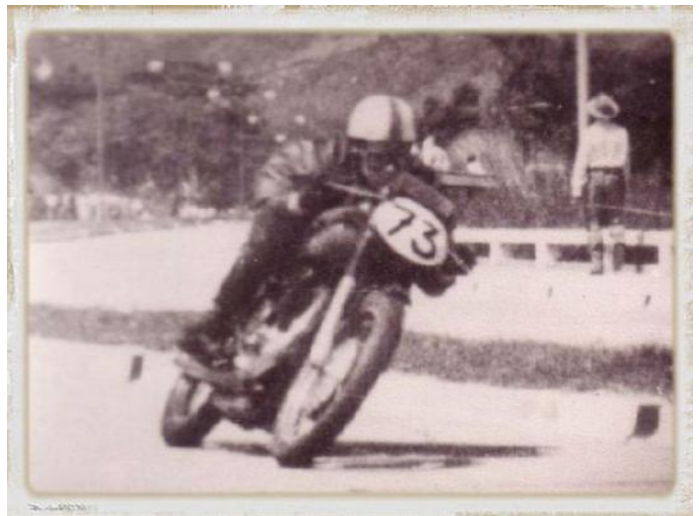
Besides the expert championship races there also was a novice championship going. In spite of my friendship with the Velocette dealer, the AJS dealer offered me a hand-me-down AJS 350cc race-prepped bike to compete in novice class. I happened to win the novice class.



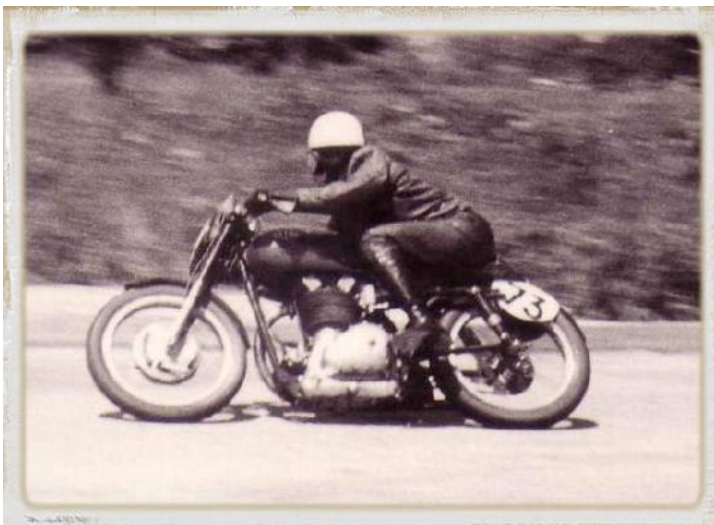
# Racing a 500 cc Gilera



Racing with my constant opposition,  
"El Negro Vivas" behind me



At top speed, about 120mph - I  
remember the bike slightly  
hopping/squirming sideways



In the race



The team. From left my superb  
technician with his daughter, the  
father and son owners, me in the  
middle - these were good times

It's Italian nickname wa "la piuma" the feather



# GarageBoyz Magazine

visits a few

# So Cal Tattoo Shops



Traditionally we cover the tattoo community in and around the Maryland, Virginia and Washington DC area, but this month is a little different.

Thanks to a 30 plus inch snow storm that left me stranded in sunny Southern California, I ventured around San Diego to check out their local Tattoo scene.

What I found were some amazing shops with real friendly owners and artists, who welcomed my visit with open arms. It was a real pleasure talking with the folks at these shops, and a real honor to be allowed behind the scenes to take a really good look around.



The shops shown here were some of my personal favorites, and to me had a true old school traditional authentic feel.

From the dream like look of Seth's Chop Shop to the steeped in tradition of Ace Tattoo at Ocean Beach, and the historically significant Tahiti Felix's Master Tattoo. I spent hours visiting, talking and checking out the work of some of these top notch artists.

I also truly enjoyed my visits with Seven Seas Tattoo and Down Town Tattoo Parlor.

I'd like to thank all of these shops for showing true West Coast koolness and it's a real pleasure to show these shops to the readers of GarageBoyz Magazine.





I've had this vision in my head of what the perfect tattoo shop would look like. It has been in my daydreams for almost 20 years. So when I walked into Seth's Chop Shop, I nearly dropped to my knees and went into a "Wayne's World" like salute of "I'm not worthy, I'm not worthy".

This place is what I had been envisioning. It features a kulture barbershop/beauty shop mixed in perfect harmony with a tattoo shop.

The shop was filled with all of the things any greaser, rockabilly or kulture junkie would love. There are old signs, a flamed refrigerator, a chopper, vintage toys, comic books and flames and art and a Bob's Big Boy statue and a Ronald McDonald statue and, and....I could keep going with excitement explaining, but I'd never be able to capture the look in words. Needless to say seeing Seth's shop was an amazing experience, it was like a kulture community Disneyland. There is so much to see and take in, yet it all has its place. Everything no matter how unrelated to one another just fit in.

There is original kulture art on the wall, and the walls themselves are kulture art with some great murals and painting. There were rooms off the main area that serve as additional stations.

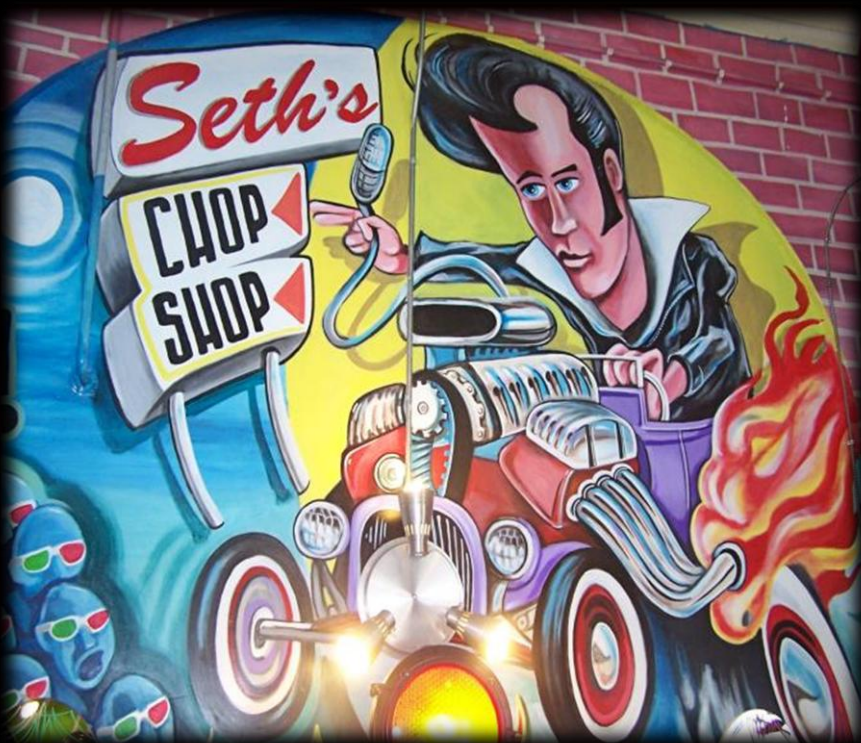
I hung around the shop for well over an hour just taking it all in.

Jezabelle, Seth's wife was working with a client, and was super hospitable and was a gracious hostess. She let me walk around the shop freely and snap pictures, and she would occasionally check on me to see if I was alright, I guess she could sense my sensory overload. She was finishing up a haircut and when she was finished her client looked liked the perfect rockabilly Betty. It was obvious to me from the shop, the tattoo portfolio and perfection in haircuttery, that the shop is not just a visual wonderland, but a real deal kulture treasure.

I stopped in the next day to meet Seth. I had to chance to congratulate him on creating such an incredible business. We talked for a bit; about some of the decor and how we both love to just collect things that we like. Seth was just as gracious a host. I really enjoyed seeing his shop and it left me inspired. If you find yourself in the Ocean Beach area of San Diego don't miss the chance to stop in to the shop, get you pompadour fixed, your arms colored and your mind blown. If you can't make it to that part of the country, you can check them out on the web.







[WWW.SETHSCHOPSHOP.COM](http://WWW.SETHSCHOPSHOP.COM)



# TAHITI FELIX LYNCH'S MASTER TATTOO



If there is a time machine for tattoo shops, Tahiti Felix Lynch's Master Tattoo would be it. The shop front looks like it would be right at home on any downtown street in the 50's. The guys have done a great justice to this shop and have preserved its rich history.

Master Tattoo was established in 1949 and it is still family owned. The walls are covered in some of the original flash created by Tahiti Felix, and some still have the old price stickers. Preserving this history is a vital part of what makes this shop such a landmark.

The shop will be moving, and may even be in its new location by the time this story publishes.

A museum and art gallery as well as the tattoo studio and skateboard business will be run out of this new shop.

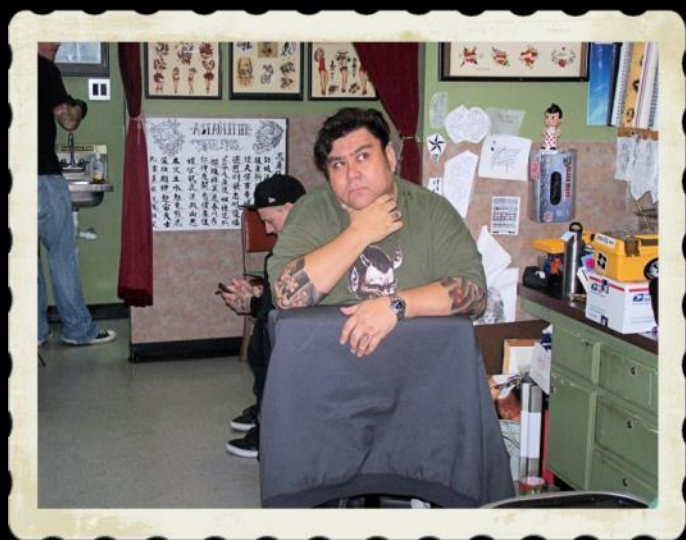
I'm pretty confident that the new shop will be just as great as the one I visited, after all with a motto like "We knew Old School when it was in diapers", they aren't done with keeping the history of being one of the West Coast's oldest tattoo shop alive.







**MASTERTATTOO.COM**



I'd really like to take the time to sincerely thank the crew at Master Tattoo. Despite having customers in the store and getting ready to leave for a convention, they took the time to show me around the shop, talk tattoos and fill me in on the SoCal tattoo scene. I was treated like an old friend, and I felt welcome from the second I walked in.

Checking out their portfolios, I knew that when I come back to SoCal, I have found a place to get some work done. Carson and Al are just two of the amazing artists I met at the shop, and I have some ideas for a couple of pieces, that these guys would be the perfect artists for.

I'd like to thank not only Al and Carson, but Lois, Greg, Zack and the man himself Gil, for opening up their shop to me.

You can check out their shop and learn more about the studio that has been "catering to shellbacks, salts and landlubbers for over 60 years" on the web, and if you're in San Diego, drop by the shop and tell em you saw them in GarageBoyz Magazine's Tattoo Kulture.

## Downtown Tattoo, San Diego

DownTown Tattoo Parlour was another shop that I came across during my stay. I only had a few minutes to say hi and introduce myself and check out the portfolios. The shop has a great look, and it combines tattoos with Antique jewelry.

I talked with an artist named Sam, who much like every tattoo artist I had the chance to talk with was very friendly, inviting and had a love for the kulture. I appreciated his taking the time to chat about the So Cal Tattoo scene and I hope to check out the shop a bit more when I go back to visit San Diego







**AceTattoo.com**

I'd like to thank the folks at Ace Tattoo in the Ocean Beach area of San Diego. When I went into the shop, the place was jammin, and everybody seemed to have a machine going. I was able to check out their work in their portfolios, which was a range of new school to old school. There is the perfect blend of style and tradition coming out of this shop.

One of the artists was kind enough to give me one of the very few remaining shop bumper stickers from his private stash.

The friendly vibe and relaxed environment of being a SoCal tattoo shop since the late 1940's, shows that even in a small shop the contribution made to the kulture can be enormous. Be sure to check them out in person or on the web.

# Seven Seas Tattoo



My final stop on my walking tour of Tattoo studios within and around San Diego's Gaslamp district ended at Seven Seas Tattoo. I was told by the guys over at Tahiti Felix to be sure to check this shop out.

I was glad that I did. I shot the breeze with an artist named Caz. He was a great guy who really has a love of the art and industry. I had the chance to look at his portfolio and his traditional work is tight, right and clean. It truly shows that he is student of the old masters.



# J.J. MULDOON'S



## RESTAURANT & SALOON

**16143 Shady Grove Road, Gaithersburg, MD 20877**



What happens when you mix a neighborhood bar, with fine dining, a burger joint, a wine bar and an ole fashioned saloon? You get J.J. Muldoon's on Shady Grove Road in Rockville. This is the type of place that does so many things so well and pulls them all off effortlessly.

When you first pull-up you, the front facade has this great wood & glass etched facade that makes it stand out from its strip mall location. You almost feel like you looking at a free standing old west saloon in the 1800's. I started to look for a place to tie up horses. Once you're inside the saloon feel just gets better, with all of the beautiful woodwork & brass really lending an authentic feel. A large wooden bar to your right, filled with locals having a cold one, along with a giant barrel of peanuts and the smell of popcorn from the popcorn machine, had me feeling like I had just stepped into my neighborhood bar, but on a grander scale. What is amazing though, is the bar area with its multi level seating is large, yet there is still a very intimate personal feeling to the place.



If not for the giant screen televisions for sporting events like the NFL Ticket with every game shown on Sundays, I would swear I had stepped back in time. There is also a stage area for live music and karaoke which always leads to fun night out and you can also try your luck at keno.

*A Great Place to Socialize and Dine*



**ONE OF THE THINGS THAT MAKE A GREAT BAR A GREAT BAR IS THE PEOPLE. A FRIENDLY BARTENDER WITH A GOOD EAR, A SMILE, A COLD BEER AND A FAMILIAR FACE IS KEY TO KEEPING YOUR REGULARS HAPPY. THAT IS EXACTLY WHAT YOU GET AT J.J. MULDOON'S. STEVE HAS BEEN POURING THE DRINKS AT MULDOON'S FOR 20 YEARS.**



**CHEF JIM FATIGATI**



**PATTY...J.J. MULDOON'S MANAGER**

If you don't feel like sitting in the bar area, or want to get a different feel, just make a left into the dining room. It's like entering a whole different place. You still have the wood and brass, but you get a brightly lit, colorful area to sit and enjoy a quite family dinner or intimate date.

The dining room also has a party room in the back, which J.J. Muldoon's makes available for company parties or large family or friend events at no charge, just call at least a week ahead.

There is also a fine wine selection available by the glass or by the bottle. The great little wine bar area adds a nice look and feel to this side of the restaurant. It is this type of diversity that makes Muldoon's a place that caters to all crowds.







You've got to love a place that can be all things to all people. These guys whip up a giant 8oz burger that is flamed grilled to perfection. It is served on a kaiser roll and comes with giant french fries that are crispy and flavorful with the right texture and flavor.

But lest you think that J.J. Muldoon's just serves bar food. How about menu items like Chicken Picata or Beef Short Ribs served with Garlic Mash Potatoes. Another surprise was the amazing Chicken Noodle Soup. I know your thinking "come on, don't they just pour a big can of soup into a pot & heat it up" ...oh heck no. This was honestly the best Chicken Noodle Soup I have EVER had. It had big chunks of white meat chicken, big healthy noodles, and by far the tastiest broth you will find. I was there on Wed, and they feature a different soup each day, and even offer a Lobster Bisque on Fridays. They also have a salad menu, to go along with an amazingly diverse menu. From seafood items like their giant Crab cake Platter, to Hot Panini's and Wraps. Heck, you can even get a Filet Mignon or Prime Rib if the mood strikes you.

So, if you're looking for bar food, fine food, light food, Chicken, Pasta, Steak or just having a beer and a burger J.J. Muldoon's fits into any lunch or dinner plans you may have. And how's this for Biker Friendly, every weekend is Biker Appreciation!! Ride your motorcycle over to J.J. Muldoon's and get 10% off of your ENTIRE bill from open to close. How can you not love that? So ride on over, have some great food and don't forget to tell them you saw them in GarageBoyz Magazine.

[www.MyMuldoons.com](http://www.MyMuldoons.com)





Spencer is one of the techs at Battley Harley-Davidson,, and like the rest of us their... he loves bikes.

He rode this bike into the shop one day, and we all scurried outside to check it out. It is as traditional a chopper as they come. Though a pretty young guy, Spencer has owned and maintained this bike for the last 8 years.

The bike features a 1951 Harley-Davidson Panhead motor, with an early SU carb. The frame is an Amen Saviour and the front spring may be an EEE but it is not known for sure. The bike "Old Bluskee" has a porkster tank and mustang seat.

The motor is an original H-D 74 inch bored to 80" and has new flywheels, new upper end and new cams; also the valves have been done. The bike is a kick only with a 4 speed transmission that likes to leave its mark when on the side stand. The bike also has a PM single piston brake caliper up front and drum brakes in the rear.

There are a few other minor things that need to be done to put the bike back on the road, but overall it is a solid bike and is a true American chopper. **GBM**

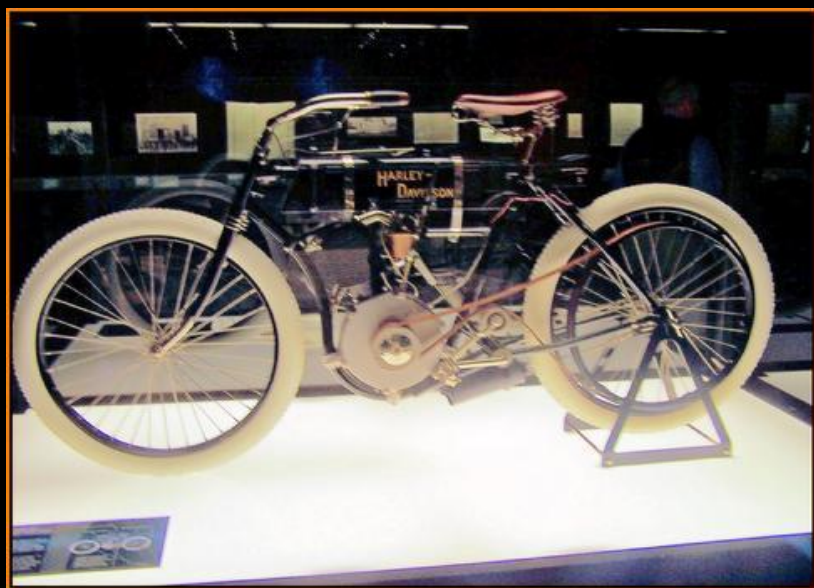








# GarageBoyz Magazine Visits the Harley-Davidson Museum



The Smithsonian. The Guggenheim. Both house important pieces of history. But the Harley-Davidson Museum houses important pieces of a biker's soul.

Where else can you sit and stare at the Number One bike built in that famous 10 x 15 shed. Or watch a video documentary on the history of Harley-Davidson and the outlaw culture, whilst sitting in front one of the Original Boozefighters bobber.

This place is a visual and spiritual journey, and should be a must see whether you are a diehard biker or just have an appreciation of Kultural History. The curators and those responsible for making the museum exist, have done a great service. It is amazing the different time-lines that can be explored, from 1903 all the way to a brand new 2010.

It is impossible to see everything in one visit, especially when it is so easy to get caught up taking in all of the little intricacies of the different eras or reading the old signs and ads.

**The Holy Grail ... H-D Number One**

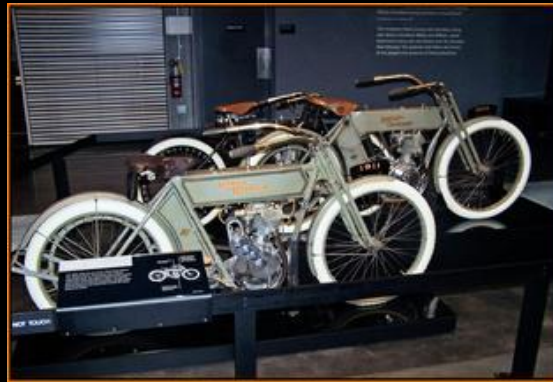




There is an amazing coffee table book called The Harley-Davidson Motor Co. Archive Collection by Leffingwell and Holmstrom. In it are some of the best photographs in the world, of the bikes found in the museum. I have a copy of this book, prior to going to the museum I studied some of the pictures for hours and really enjoyed myself.

Well I'm here to tell you that nothing compares to seeing the bikes in person.

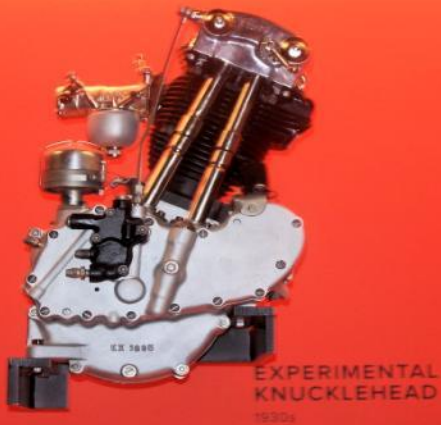
What an amazing feeling it is to know that you are looking at a bike or a part or sign that is the only one like it in the world. Every bike that ever came out of Harley-Davidson Motor Company and some that never made it, are here to see. From the civilian bikes to the military bikes, all the way to their racing bikes, the inspiration and majestic grace of the vintage bikes can be overwhelming.



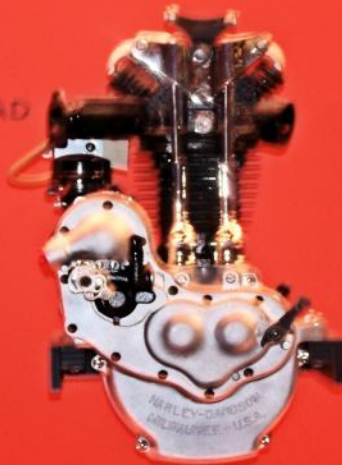


# The Engine Room

Another incredible feature of the Harley-Davidson museum was the Engine Room. This room featured a large wall with an example of each one of the motors built by the company over the years. Not only do you get to see the motors, but there is a series of electronic touch screens that allow you to pick a motor, find out more info about it, and even get to hear what it sounds like. Imagine getting to hear the idle of a 1903 single or the lumpy loapy sound of a shovelhead. It is music to the ears, and another great feature of this mecca of Harley-Davidson history.



OVERHEAD  
SINGLE  
1926-1930



ATMOSPHERIC  
SINGLE  
1903-1912



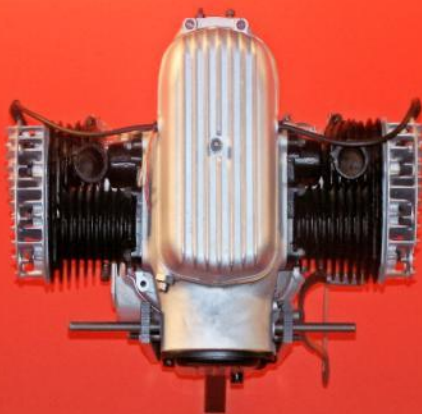
45ci "FLATHEAD"  
1929-1973



"KNUCKLEHEAD"  
1936-1947



XA  
OPPOSED TWIN  
1942



XR-1000  
1963-1984





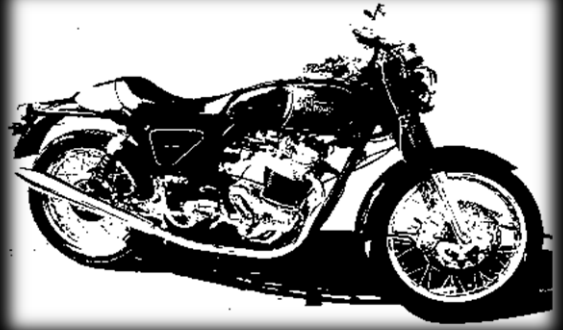


The visit to the Harley-Davidson museum was filled with moments that I could only dream of. I have always loved the look of Harley-Davidson's superbike the VR1000, and I had only seen it in pictures or in die cast models. I was really looking forward to seeing an example of one at the museum, but I was blown away, when I came to the room where there were bikes to sit on, and there right before me it was, and it was okay to hop aboard.





# Darrel's 1974 Norton 850 Commando



The beautiful 1974 Norton 850 Commando you see here started out in a box waiting for somebody with a strong will, heart, patience and know how to bring back to life. Luckily for the bike Darrel was just the man for the job. He credits Norton Guru Chris Greenbacker and fellow members of the Nation's Capital Norton Owners Club with helping him make this basketcase into what it is today

Darrel was always into bikes and has owned quite a few other bikes that were primarily American.

He even stepped away from bikes for a while to focus on cars. But then his brother "a British Bike Nut" got him back into bikes and his love of British bikes began. There are even 2 more Norton projects in the works for Darrel, one being an Atlas and the other being a second Commando which he says "will be my masterpiece".

It is hard to envision what could top this Vintage Modern 74 Commando. This project may make some purists give him an ear full, but it also makes any bike lover want to stare at it lustfully. Not only was he able to keep the vintage look and feel of the bike, but with modern add ons like Werks Performance shocks and Brembo brakes it handles and stops as good as any bike today.

Other notable features of the bike that lend themselves to the look and feel are the drilled primary cover, chrome fork legs, chrome rims with polished hubs and sealed bearings, Napoleon bar end mirror and chrome throughout the bike make the bike truly stand out.





## The Commando waiting to be revived



The Brembo brake set up was supplied by Colorado Norton Works.

The brakes not only work great but look amazing in chrome. One of the trick features of this set up is the fender brace, which nicely curves around the caliper, a small but unique touch that helps bring the bike's finish one step higher.







One of the many cool features on this Commando is the drilled primary cover. The bike was converted to a belt drive primary made by Norvil in England. Darrel say that the clutch is perfectly happy dry. The speed holes really add to the vintage racer look and feel of the bike. The cover was an old stock piece that was found on Ebay for 20 bucks. Darrel cleaned it up and then "drilled the hell out of it" . From there it went off to the chromer..

Norton stop putting fork gators on the Commando in 1971, but the addition of them on this bike really adds to the vintage look.

Sharp eyed purist may have also noticed, that the stock fenders in 74 were stainless, but on this beautiful restoration they are powder coated black, which really pulls the bike together.



If there is one heartbreaker to owning a vintage British motorcycle it would have to be the electrics.

The original Lucas system was known to house many electrical gremlins and this reputation helped coin the phrase " Lucas the Prince of Darkness" .

Well Darrel built this bike to ride whenever and wherever he wanted so, the old system was done away with. He custom built a new wire harness and added a Sparx 3-phase alternator.



**"ALL THE LUCAS HOCUS POCUS IS GONE"**









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