

In fact, if you want the full lowdown on how many of the bike's parts have been replaced, or which ones bear which brand names, then you can check out the spec sheet for yourselves, 'cause I'm not typing them all out again! Suffice to say, there are an awful lot of parts from Custom Chrome, W&W, La Pera, Rick Doss, Arlen Ness, Pro-One, Corbin, KuryAkyn, White Bros and, of course, Harley-Davidson's own aftermarket range too. It's a veritable Who's Who of production custom bits. But even if you had a limitless budget, just buying a huge pile of shiny bits is never likely to guarantee to produce a classy, stylish bike. It takes time and consideration to work out what will work with what, and then what will work alongside that, and so on ... Many tattooists will tell you that it takes as much skill to link someone's varied tattoos into one coherent design as it does to do individual pieces of work, and thus it was with Alan's Harley.

