



"Hagakure : The Book of the Samurai", which was written in the early eighteenth century, lays down the warrior code of the samurai and is famous for the words "the way of the Samurai is found in death". This bike was inspired by the warrior's code while also embodying the philosophy of the builders, Saga Motorcycles.

Saga Motorcycles / 1978 Shovelhead

*exhibition in 1998*



The engine has been bored up to 1600 cc. using S&S parts. The intake is handled by twin Mikuni 42mm carburetors while the exhaust uses a one-off machined aluminum muffler based on the SuperTrapp system. A lot of the parts, including the wheels, are aluminum.

Auto Graphic Fujishima / 1991 FXR

<http://www2.odn.ne.jp/aao29470/>

*exhibition in 1999*



The Toyosaki was built in Japan in the fifties, using a Harley engine. A total of only five were produced and the last existing example has been restored by Nakajima of Samurai. The manufacturer, Mr. Toyosaki, wanted to make "a Harley that was better than a Harley", and the results can be seen in this machine that comes down to us today.

Samurai Custom Cycles / 1954 Toyosaki

*exhibition in 1999*



The builder of this bike has worked on every type of machine during his career? Harleys, European bikes and racer replicas. He has taken all the bits that he likes in the various styles and put them together in "Maboroshi", the bike you see here. Being a motorcyclist as well as a builder, this bike is recognized as being one of the most interesting machines of its time.

Japan Drag Custom Cycles / 1993 Evolution - XL1200

<http://www.japan-drag.com/>

*exhibition in 1998*



This bike uses aluminum billet parts wherever possible and is fitted with a SuperTrapp muffler. Based on a Softail frame and an evolution engine, it is a seventies-style machine built using twenty-first century technology. The concept behind its design is that of a fusion of digger and drag racer.

Easy Riders / 1993 Evolution

<http://www.easyriders.jp/>

*exhibition in 1998*

The concept behind the creation of this bike was a fusion of American East Coast style and '50s hotrod. The builder focused on using "old school" parts, but in order to cope with the power of the hot motor, a disk brake has been used on the rear. This rigid Shovel goes by the name, "The Hustler".

Cosmic / 1973 Shovelhead

<http://www.esda.co.jp/>

*exhibition in 1999*



"The problem is to find an ideal compromise between the quest for the perfect lines and the reality of safety", so says the talented young builder of this Shovelhead. The frame is custom-made with a single downtube. He said that once the shape of the headlight had been settled, everything else began to fall into place.

Early Stars / 1972 Shovelhead

<http://www.earlystars.net/>

*exhibition in 1999*



Comprising of 1" and 1-1/4" tubing, this unusual, low and compact frame was built, "just because I felt like it", says the builder, finishing any further discussion of the image concept. The intake and outlet valves on the rear cylinder of this Panhead engine have been reversed allowing it to use twin S&S "E" carbs.

Buddy Custom Cycles / 1998 Panhead

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*exhibition in 1998*

