

# AWESOME AUSTIN BIKE SHOW

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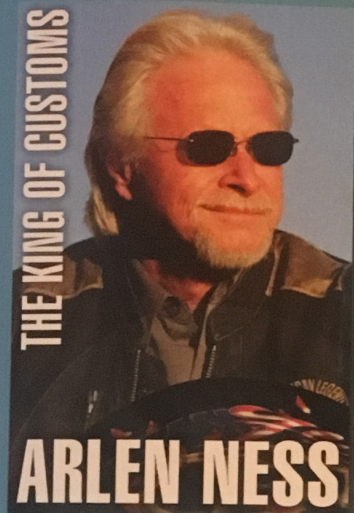
551 • June 2019

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
1939 - 2019

**ONE MOTO SHOW**  
PORTLAND, OREGON

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BASH

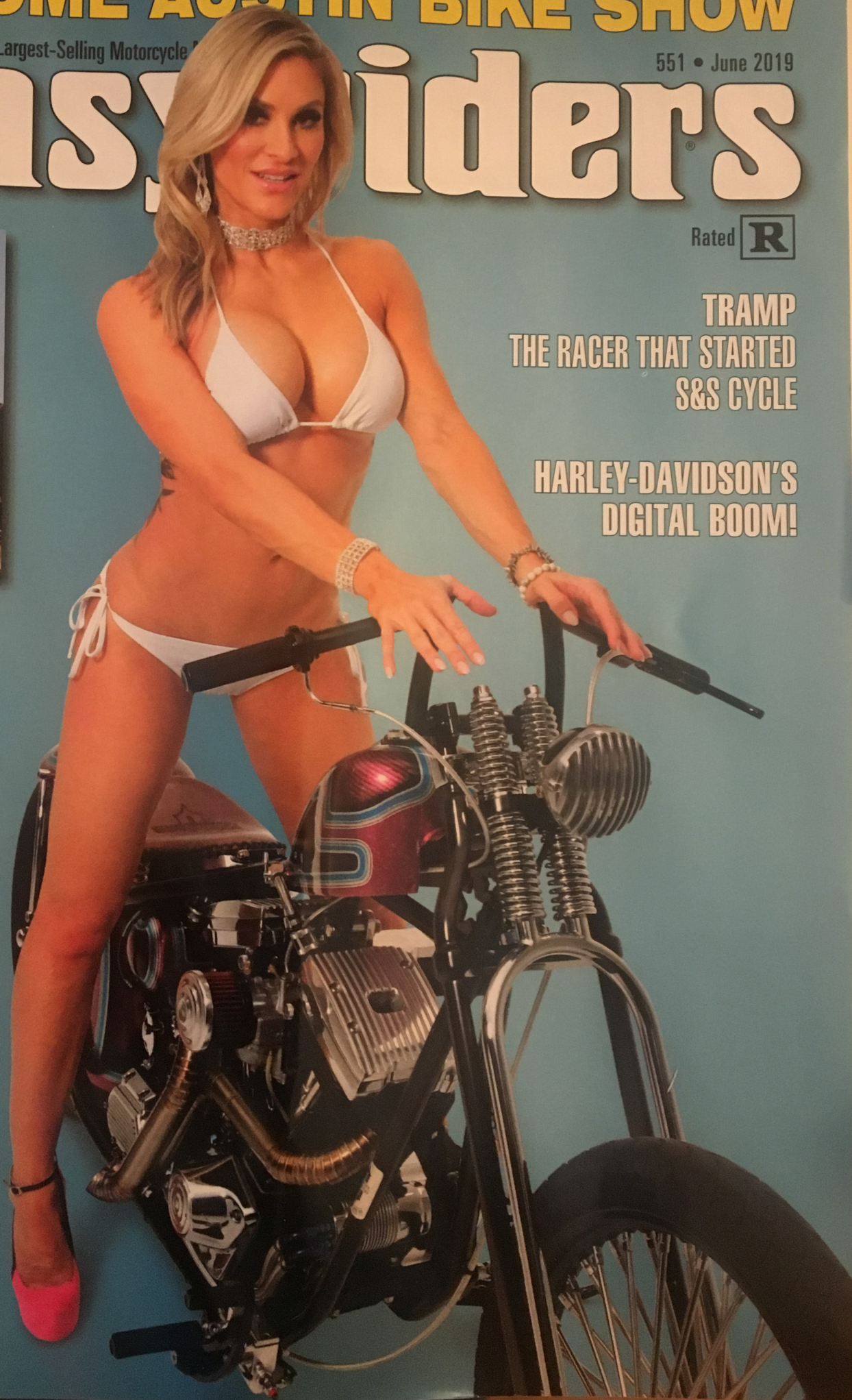
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“My name is Terence Musto, but everyone calls me T for short. I graduated from college in 2010 with a Bachelor of Science degree in Business Administration. All I wanted to do, though, was build motorcycles,” Terence tells us. “I had built a chopper in my parents’ garage while I was in college, working on it over long weekends and vacations. But I decided I wanted to get serious about bike building.

“This bike had been living inside my head for seven years, being built and re-built,” T tells us. “When Michael Lichter said the theme of his Sturgis Museum Show was motorcycles and the next generation, looking at where the industry is headed, I thought it was a perfect place to debut this frame design. I knew that this was the bike I had to build. It was finally time to bring it to life.”

“The timeline added a degree of difficulty,” T recalls. “I began fabbing the frame and shock absorbers in April 2017. The bike shipped to Sturgis on July 17, 2017. So that was a little over three months for complete fab, mock

# TYPE 57X

TERENCE MUSTO'S FABBRO SHOVEL

up, tear down, paint/plating, and re-assembly of a frame design that I had never attempted before.”

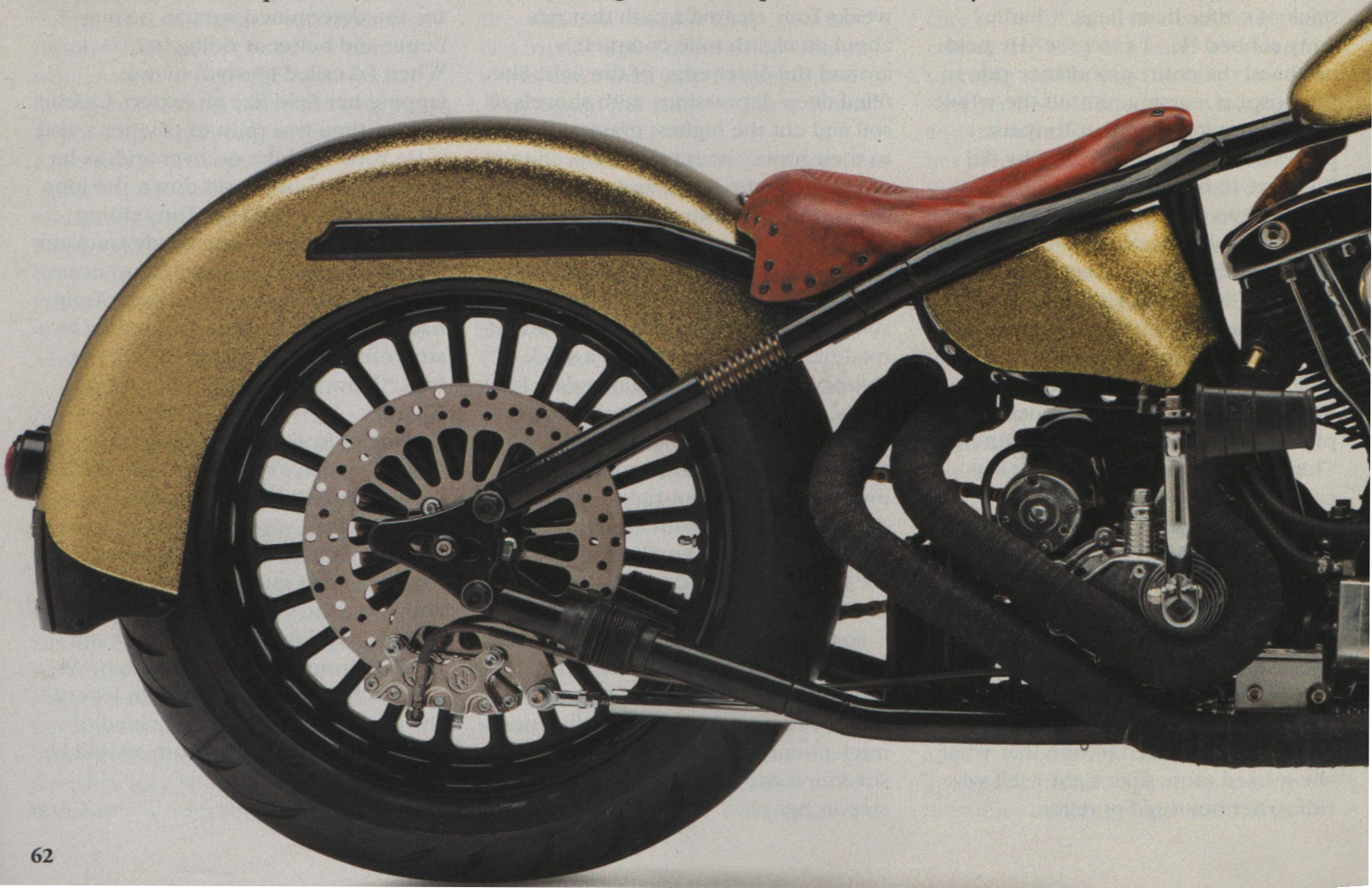
The main focus of this bike is the frame that Terence calls the “Type 57x.” “I have one current US utility patent for the frame itself, and a second patent pending on the axle block. This bike is the first fully functional prototype that I’ve created for a motorcycle frame with an integrated rear suspension.” Rather than use a swingarm, as in the conventional Softail, T integrated the suspension into

the frame itself. The suspension uses the forward momentum of the rear wheel to roll into the shock absorbers, and distribute the load over four shock absorbers using a “push-pull” type set up. This gives you the lines of a rigid, with the comfort of a swingarm frame. “I’m working to optimize the design, but this bike was my proof of concept.

“I like to think that on the spectrum between chopper and bobber, my bikes fall right in the middle,” T says. “The one word that inspires me when I’m building is ‘timeless.’ Create a bike that is beautiful today, will be beautiful in two years, and will be beautiful in 20 years.”

The frame is not the only handmade part on this bike, T also fabricated the handlebars, saying, “I wanted the handlebars to complement the springer front end, so I machined the bottom of the bars to be the mirror image of the top of the Springer front piece. They look so simple, but they took me 40 hours to make.”

But not everything on this scooter was made by hand. Take the statue of Mary that adorns this bike.



"This bike had been living inside my head for seven years, being built and re-built."



“When I was chopping up the stock primary to make the open belt setup, I noticed that the stock inner primary had this half-shell area that reminded me of the Mary Mother of God statues that all the Italians put on their front lawns in Brooklyn where my parents grew up. We always knew them as “Mary on the Half Shell.” So, I decided I needed to mount one on the bike. I called my mom and said, ‘Do you have any little statues of Mary that I can use?’ She did, of course... Typical Italian mom.”

Terence also designed a one-off front brake bracket, which incorporates an adjustable steel bar with dual sealed ball bearings in the back, so the linkage can pivot on the dual ball bearings, which are all hidden away.

The battery box contains an integrated live action chain tensioner, making it a dual purpose component. The riveted top trim piece really sets it off. The foot controls are likewise handmade from scratch, as are the split oil tanks. T designed the exhaust to route through the bike and poke out the left side under the seat. That seat is a collaboration between Copper Mike and Handsome Anthony.

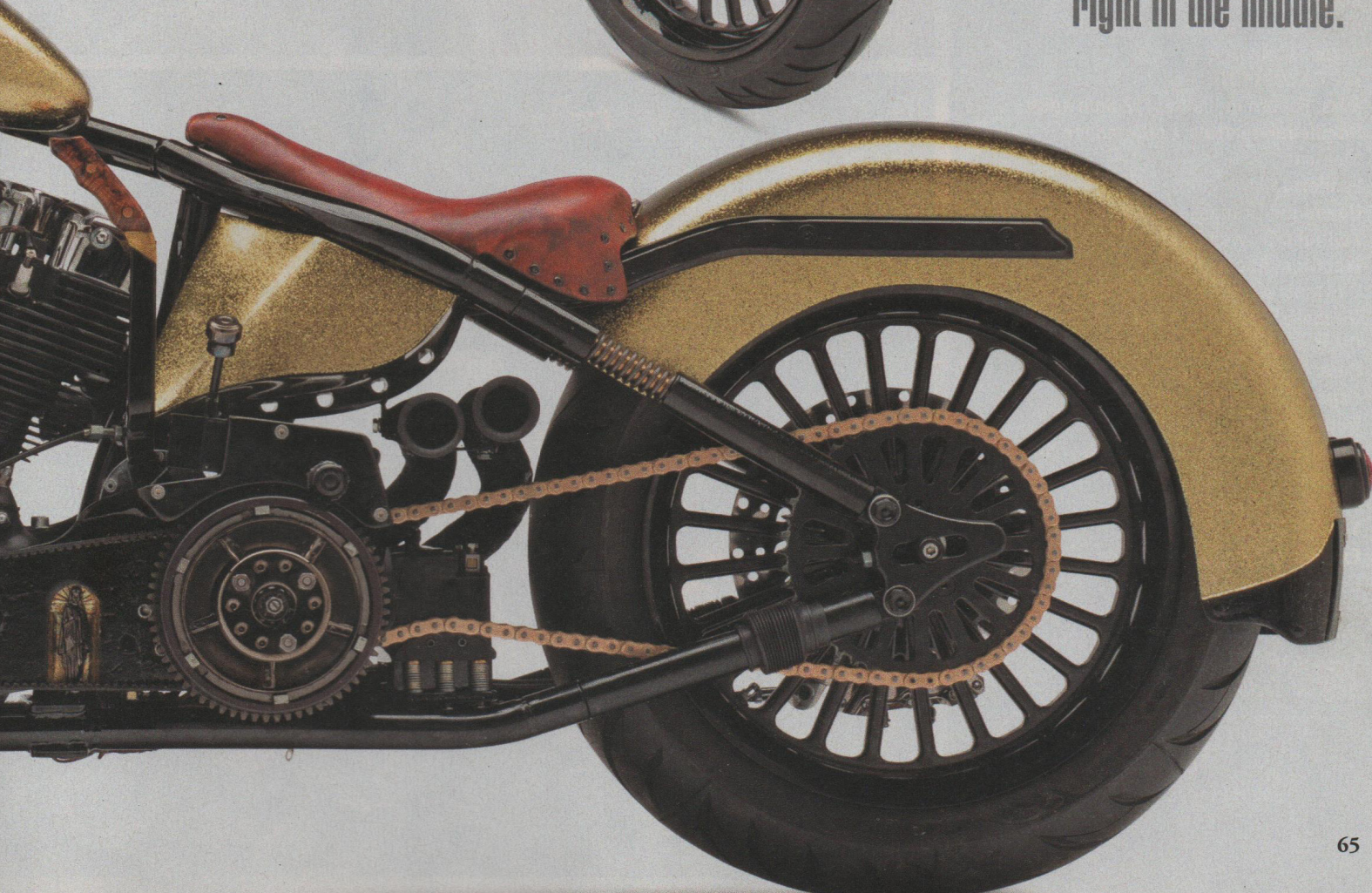
After college, Terence worked as an apprentice under Copper Mike, at Gravesend Choppers, where he was promoted to head fabricator and eventually shop foreman. He left in 2013 to start Fabbro Industries in Voorheesville, New York.

“My goal in opening my own motorcycle company was to create innovative parts that were rooted in vintage form, but had modern day function. To this end, I began to develop my first product idea, the Type 57x. I’m currently in the process of perfecting the design, and I aim to bring the frame to market within the next two years.” —Kit Maira





"I like to think that on the spectrum between chopper and bobber, my bikes fall right in the middle."



**Owner:** Terence Musto  
**City:** Voorheesville, NY  
**GENERAL**  
**Designer:** Terence Musto  
**Year/make:** 1966 Harley-Davidson  
**Model:** Type 57X  
**Assembly:** Fabbro Industries  
**Time:** 1,200 hours

**ENGINE**  
**Year/make:** 1966 Harley-Davidson  
**Model:** FLH  
**Displacement:** 74 cubic inches  
**Cam:** H-D  
**Ignition:** H-D  
**Pistons:** H-D  
**Heads:** H-D  
**Lifters:** stock  
**Carb(s):** S&S Super B  
**Air cleaner:** S&S Super  
**Pipes:** Fabbro Industries

**TRANSMISSION**  
**Year/make:** 1966 Harley-Davidson  
**Modifications:** none  
**Shifting:** 4-speed

**PAINTING**  
**Painter:** DiDomenico Hot Rods  
**Color/type:** Metallflake Gold/House of Kolor

**FRAME**  
**Builder:** Fabbro Industries  
**Rake:** 34 degrees  
**Stretch:** 2 inches over  
**Shocks:** Fabbro Industries  
**Other Modifications:** Integrated rear suspension

**ACCESSORIES**  
**Bars:** Fabbro Industries, 12-inch apes  
**Handlebar controls:** Performance Machine  
**Fender:** Taildragger w/riveted trim  
**Headlight:** Drag Light in black nickel  
**Taillight:** Biltwell Dual Model B's  
**Electrics:** Accel  
**Gas tank:** narrowed H-D 3.5 gallon  
**Oil tank:** Fabbro Industries  
**Oil system:** S&S  
**Seat:** Copper Mike/Handsome Anthony  
**Pegs:** Fabbro Industries  
**Mirrors:** Todd's Cycle Shop  
**Grips:** Copper Mike; Wood Grip with copper inlay

**FRONT END**  
**Type:** springer  
**Extension:** 4 inches over  
**Builder:** DNA

**WHEELS**  
**Wheels:** 21-inch front, 18-inch rear  
**Tires:** Avon  
**Brakes:** Performance Machine

**Photos:** Michael Lichter

**Contact:** Terence Musto  
Fabbro Industries • 518-330-8888

