Orange County Choppers Out Of Business

The Rise and Fall of a Television Empire: Is Orange County Choppers Out of Business?

For millions of viewers in the mid-2000s, Sunday nights were synonymous with the roar of custom motorcycles and the explosive temper of Paul Teutul Sr. The American Chopper phenomenon turned a small family-run fabrication shop in Montgomery, New York, into a global brand. Orange County Choppers (OCC) became a household name, synonymous with over-the-top bike builds, dramatic family feuds, and the iconic paint schemes dreamed up by Paul Teutul Jr. However, two decades later, the landscape has shifted dramatically. The television contracts have dried up, the retail merchandise has vanished from mall shelves, and the OCC campus feels quieter than it once did. This has led to a persistent and burning question among fans and industry insiders alike: Is Orange County Choppers out of business for good?

The short answer is nuanced. While the company has faced significant downsizing, debt, and public sales of assets, it has not entirely shuttered its doors. However, to understand the current precarious state of the business, it is essential to look back at the meteoric rise, the internal fractures, and the market forces that pushed the once-mighty brand to the brink of collapse. This article explores the financial struggles, the changing motorcycle market, and the family dynamics that have defined OCC's journey from a television juggernaut to a struggling niche fabrication shop.

The Golden Era: How American Chopper Created a Monster Brand

To understand why the question "Is Orange County Choppers out of business?" is so frequently asked, one must appreciate how high the company soared. When **American Chopper** premiered on the Discovery Channel in 2003, it was a cultural phenomenon. It was one of the first reality shows to focus on skilled craftsmanship, blending family drama with the art of motorcycle building. The show featured Senior, a gruff, demanding patriarch, and Junior, a gifted designer struggling to gain his father's respect. This dynamic, along with other family members like Mikey Teutul, created compelling television.

The exposure was unprecedented for a custom shop. OCC was building bikes for A-list celebrities, the U.S. military, and major corporations. The "Theme Bike" era saw the creation of the "Fire Bike" (FDNY Tribute), the "Tommy Gun," and the "Liberty Bike," which became iconic pieces of pop culture. The brand was licensed for everything from toys and video games to clothing and cologne. At its peak, Orange County Choppers was not just a motorcycle shop; it was a multi-million dollar licensing empire. The show ran for over a decade, but as all good things eventually do, the television ratings began to wane.

The Fallout: The Family Feud That Changed Everything

The most significant blow to the stability of Orange County Choppers was not a recession or a market shift—it was the bitter and highly publicized falling out between Paul Teutul Sr. and Paul Teutul Jr. In 2008, after years of on-screen tension, Junior was fired from the company. This led to a legal battle over the rights to his designs and the use of the OCC brand. Junior eventually left to form his own successful shop, Paul Jr. Designs (PJD).

This split had a devastating impact on the company's creative output. Junior was the visionary designer; without him, the bikes rolling out of OCC lost their distinctive artistic edge. The dramatic storyline of the feud temporarily boosted ratings for the show, but it tore the heart out of the business. Senior was left to run the shop with a reduced team and without the design genius that had made the brand famous. The legal battles also drained financial resources, diverting money away from operations and into the pockets of lawyers.

Furthermore, the departure of Mikey Teutul, who left the show and the company to pursue a quieter life, removed the comic relief and the emotional bridge between father and son. The OCC that existed after the split was a hollow version of its former self. The reality TV audience began to drift away, and the revenue associated with the show began to decline rapidly.

Financial Struggles and The Question of Bankruptcy

Rumors surrounding the query "Orange County Choppers out of business" have been swirling for years, largely due to public financial documents and tax lien filings. Like many businesses that rely heavily on a reality TV cash cow, OCC struggled to adapt when the gravy train slowed. The company owned a massive, state-of-the-art facility in Newburgh, New York. This campus housed the shop, a museum, a gift shop, and a restaurant. While impressive, the overhead for maintaining such a large property was immense.

Throughout the 2010s, multiple reports emerged of OCC being hit with tax liens from the New York State Department of Taxation and Finance, totaling hundreds of thousands of dollars. At one point, the company was reportedly over $500,000 in debt to the state. These tax issues fueled the persistent belief that the company had finally closed its doors.

In 2018, Paul Teutul Sr. announced that the original Orange County Choppers campus was for sale. This was a major red flag for fans. Selling the headquarters seemed like the ultimate sign that the business was winding down. Senior cited the high cost of maintenance and the desire to simplify his life. The property was eventually sold in 2022, marking the end of an era. The shop was moved to a smaller, more manageable location in Rock Tavern, New York. This downsizing was a pragmatic move to keep the business alive, but to the public, it looked like a retreat.

Where Is Orange County Choppers Today?

So, if you are asking "Is Orange County Choppers out of business in 2025?", the answer requires a specific look at the current operations. The company does still exist, but it operates on a fraction of its former scale. Paul Teutul Sr. still runs the shop, focusing on building custom bikes for a select clientele. The business has largely shifted away from mass production and licensing back to its roots: a small custom shop.

However, the digital presence of the brand is a mixed bag. The once popular OCC website is no longer accepting orders for merchandise. **The retail store is closed**. You can no longer walk into a showroom to buy a t-shirt or a hat. The motorcycle museum, which was a major tourist attraction, is also gone. For the average consumer, this lack of retail availability gives the impression that the company is defunct.

Despite this, Paul Sr. remains active in the motorcycle community. He makes appearances at rallies and events, and the shop occasionally builds new bikes. The focus is now on high-end, low-volume builds rather than the frantic pace of the TV show. The company survives, but it is a shadow of its former self. It is not out of business, but it is certainly out of the mainstream.

The Impact of the Custom Motorcycle Market Crash

Another critical factor in the decline of Orange County Choppers is the overall health of the custom motorcycle industry. During the early 2000s, the "Biker Build-Off" era was at its peak. Custom choppers were selling for six figures, and everyone wanted an extreme, long-forked, rigid-frame bike. That market has collapsed. The economy shifted, and so did tastes.

Today, the custom motorcycle market is dominated by high-performance "baggers" (touring bikes with custom fairings) and cafe racers. The extreme chopper aesthetic that OCC championed is no longer in high demand. Furthermore, the younger generation is less interested in motorcycles in general, and the barrier to entry for expensive custom builds is very high. Paul Sr. has acknowledged that the market is tough. You cannot sell a $100,000 chopper like you could in 2005. This economic reality has forced the company to drastically reduce its output and its workforce.

The Future: What Happens Next?

Given the financial history and the current market conditions, the long-term viability of Orange County Choppers remains uncertain. The company survives on the legacy of the brand and the personal relationships Paul Sr. has maintained over the years. There is no indication that the brand will ever return to its former glory. There are no new television deals on the horizon, and the licensing revenue is a fraction of what it once was.

Furthermore, the relationship between Paul Jr. and Paul Sr., while reportedly improved in recent years, has not resulted in a business reunion. Jr. is busy with his own highly successful shop, building bikes for the likes of NASCAR drivers and rock stars. He has no incentive to return to the volatile environment of OCC. Without Junior, the creative engine of the original brand remains absent.

Some have speculated that the brand could be sold. The name "Orange County Choppers" still holds value as an IP, particularly for licensing in video games or nostalgic media. However, as of now, Paul Teutul Sr. has shown no interest in selling the family name. He appears content to run the small shop and build the occasional bike until he decides to retire fully.

Conclusion: A Legacy Blueprint, Not a Business Failure

To definitively answer the question: **Orange County Choppers is not completely out of business**, but it is a business that has effectively downsized to a point of near-invisibility. It has transitioned from a global media powerhouse and retail empire to a small, private custom workshop. The reality show ended, the museum closed, the merchandise store went dark, and the sprawling campus was sold.

However, calling it a failure ignores the incredible legacy it leaves behind. Orange County Choppers changed the face of reality television and brought the art of motorcycle fabrication to the masses. It created jobs, inspired countless builders, and produced some of the most iconic motorcycles in American history. The company may no longer be the giant it once was, but it refuses to die completely. For the foreseeable future, Paul Teutul Sr. will likely keep the doors open in Rock Tavern, building bikes one at a time. The brand is quieter, smaller, and older—much like the motorcycle market itself—but it is still breathing.