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JAN/FEB 2011

Volume 21 Number 1

IronWorks®

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VIO VIDEO CAM • BUELL BROTHERS • CAM SHAFT DYNAMICS • MIKE TOMAS**



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JANUARY/FEBRUARY 2011



ON THE COVER

Volume 21 • Number 1 • Our 171st Issue

Sometimes the best, most creative machines come out of the barns, garages, and basement workshops sprinkled throughout this great country. Nailing the magical formula is no easy feat and not easy to accomplish for a seasoned vet, let alone a total newcomer to the scene. With that bit of pomp and circumstance, meet Leo Tancreti, proprietor of Leo's Speed Shop and builder of the Flor de la Muerte.

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Bad, Black and Boosted

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SPOTLIGHT

The Shop and Industry Customs

We've learned that often times, some of the best work is done in some of the smallest, least acclaimed shops and that's certainly true of the two gear head havens in this issue's Spotlight. The Shop and Industry Customs are both located on Long Island and their days of anonymity are over. Come on and take a walk around with us.



Forward

2011 promises to be quite a year, yessiree. The world around us continues to demonstrate change is something we'd best learn to deal with and better yet embrace because, dear friends, fellow motorcycle enthusiasts and Americans, there is nothing we can do to successfully withstand the hydraulic pressures of change. Change is a wind we cannot help but bend to, it is relentless.

Along those lines, I've come to appreciate that not everyone embraces change the same way. Some folks resist, the proverbial sticks in the mud—and pay the price as saplings do in a mudslide; they snap, break, struggle, and eventually disappear. Some run from change, but that doesn't work. You can't outrun the fleet-footed beast of change. Others surf the tides of change, staying on top of the current, limber and flexible, open to the shifting course and finding a way to make the power of change work for them.

Change brings all sorts of other things to the forefront: opportunity for one. When things change, opportunity is abundant and some cool stuff can fall out of the ensuing movement. You have to be quick, you have to move with assuredness, and you have to have a sense of humor if you are going to succeed navigating the seas of change.

And so it is with *IronWorks*, that things continue to change, and in our case, change for the better and stronger. We've further refined our mission and will consistently deliver the great stuff you expect from us. For instance, we've lined up some really good (and diverse) column contributors for 2011, further broadening our voice, breadth, and perspective. All these folks ride, they have ideas, and they are talented. The subject matter they target will always center on the machines, riding and the riding experience, no calisthenics (mental or otherwise) or mind-cleansing mantras are on our editorial agenda. *Ironworks* is about bikes (V-Twins mostly), products and info that make the experience better (safer and more comfortable)—just to be clear.

Keeping within the theme of change, after being a faithful contributor for many a moon, Bert Baker, friend, advertiser, and supporter has asked for a sabbatical so he may



focus on his business and some new products he's got in development, to which we responded, "Right on!" Bert will continue to wax eloquent on everything from Coney Island hot dog farts to thieving trademark infringers, but without the pressure of monthly deadlines and my hassling phone calls.

With that news is the addition of two new voices to *IronWorks'* printed pages: the first, Mike Tomas, who you know as the visionary leader of Kiwi Indian. Mike is an interesting guy who has a lot of business, life, and motorcycle knowledge and is willing to share. Mike has been a long time friend of IW and we are glad to have him working with us.

The second contributor you'll know if you visit IWBlogger.com and that is Marilyn Bragg a.k.a Chessie. Chessie is gold: she writes, she shoots, she explores, and she most importantly rides her Sportster everywhere. I mean everywhere. This 1993 Sportster has in excess of 180,000 on it. Yeah, that's right, she rides everywhere. Chessie has been in the V-Twin business and world for quite some time and I feel like we have scored to have her join our team.

We've got a few projects underway in the IW Garage: Project FLHX being one. Taking this machine that a few short months ago was a stocker and transforming it into both a looker and a performance handling touring machine has been fun and an education in parts and process. Nothing better than working on your own bike to get a sense of how stuff works, day in and day out. We've addressed appearance, handling, and drivetrain as well as light engine mods. Coming up in future issues will be a deeper dive into engine work and a few other incremental upgrades and enhancements. The fact that this machine gets ridden a lot means that you'll benefit from the feedback from a first hand user's experience—namely mine.

We are writers and photographers that

ride and are proud of it. Although you won't find us covering events per se and the party at "so and so's" in our printed pages, you'll find us at these events, busy looking for machines to feature and people to engage for projects and contributions of knowledge. When we are out hobnobbing with bigwigs and hoi polloi, we have an agenda.

With all that said, we are looking for more "reader engagement," and hope that you'll take the opportunity to interact with us on the [IWBlogger](http://IWBlogger.com) site. Print is not the most interactive medium at our disposal and so we encourage you to use our very busy and vibrant site to connect with us. Blogmeister Sam Kanish is one busy man keeping [IWBlogger](http://IWBlogger.com) up to date on a daily basis with all the news that amuses and pertains to our V-Twin world. Sam is also a mean storyteller and funny as hell in his inimitable laid back manner, so I encourage you to check out [IWBlogger](http://IWBlogger.com) and look for his missives.

I have one request from our constituents—and that is to assist us in identifying talented local folks building bikes, performing customization, creating road going machines, and developing a body of work in the V-Twin arena. Looking for Spotlight subjects is something we could use your help with and if you know of a talented shop or individual who has built a number of machines of a high caliber and quality I'd like to know. Finding talented folks flying under the radar is something we've got a deep interest in, and if you can turn us on to some unsung talent, we'd be most appreciative.

So bring it on 2011, we are ready; gloves on hands, helmet tight, petcock switched, key turned, carb choked...ignition!

Happy New Year!

Yours on 2-wheels in 2011

Stephen Berner

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Big Bagger from Cycle Fab

Handmade touches abound on this big machine



Story and photos by Stephen Berner

For a while now I've had an eye out for truly custom baggers. Although big bikes are all the rage, many lack a true handcrafted persona, being compiled from the multitude of catalogs circulating reading rooms throughout the land. Nothing wrong with building a big custom from available parts, but we strive to bring something new to the table in terms of bike features.

While at Cycle Fab shooting Herb's Orange FXR (featured in IW Nov. 2010), I saw this machine on a lift taking shape, with Jay working out some final drivetrain fitment challenges. I asked Cycle Fab's guiding light, Dave Perewitz, about the machine and he filled me in on some of the challenges they faced when reworking this 2009 Street Glide for a good shop customer. A careful look at the bike on the lift and it was clear; this was no off-the-shelf custom bagger. I made a date to come back to the shop when the bike was done, get the story, and meet the owner of this striking machine.

With three bikes in hand from Cycle Fab and currently working on a fourth, this bike's owner, Tony, a man of very large stature, knew what he was in for and had some specific ideas to guide the initial dialogue. He wanted a full out custom, he wanted a big wheel out front, he wanted



enough rake to make the bike reference a chopper in both handling and looks, and he wanted it to be a stunner.

The machine took a modest 14 months to pull together from initial purchase through delivery. Straight off the showroom floor, with zero miles, the bike was torn down. A little crazy, yes, but then that's the way it happens at this busy shop. After sitting down, Team Perewitz realized nearly all of the parts they'd require weren't available (remember there were chassis changes that year) and so the commitment was made to make all and any of the parts needed themselves. There was a lot of work ahead to craft the bike to meet everyone's high expectations.

Big Ron Landers split the bike's backbone and widened it three inches to accommodate the fat meat—one of the first challenges in making this new machine





into a full-out *rip your head off your shoulders* custom. Stuffing a JIMS 131 into the cage was no mean feat. Dave suggested the beefed up power plant to add the motive force he thought necessary, in this case, a lot. Implementing a final drive chain, a sensible move when calculating the stress of driving a big bike, a big owner, and accommodating big horsepower, was a challenge, one that required some careful thought and measurement. But the crew out back made it happen, it's what they do.

A scratch built front fender and very heavily reworked rear stock fender (both made of metal, no glass or filler) wrap beautiful hoops, the front a 23-inch big wheel, the rear an 18-inch. The open primary, not something commonly seen on a big bagger bike, is a beautiful addition, presenting an all-business attitude.

Enough rake was added to kick the big

23" wheel out far enough to clear all the vital parts and to give it the long look needed. This bike will no doubt be on rails when hammering down the highway. The front fender, tailor-made and perfectly proportioned, allows the big wheel to look perfectly at home.

The stunning PPG paint is a knock out; the unusual green comes from the Lexus color cards. The metallic is courtesy of Dave's spray booth alchemy. Keith Hanson's multi-colored tiger's-eye inlays are really a showstopper—amazingly deep and complex. It is no wonder this shop does paint for the stars. The work they do is killer. You could spend 15 minutes just checking out the batwing, there is that much going on.

The Danny Gray seat was an owner spec'd color and material, in this case ostrich. Solenoid powered bag lids help keep the Bagger Bill's bags latch free and clean

in appearance. Operated by remote, the lids can surprise the unsuspecting passerby if the owner is in the mind to play a prank. Not that it happened to me, mind you. (Thanks, Jay.)

So there you have it, an amazingly complex, clean custom machine from a shop that knows how to consistently pull it off. By the time you read this, the machine you see here will have gobbled up a respectable amount of Maine's finest highways, which is just the way it should be, right?



*RESOURCE

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