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Volume 21 Number 1

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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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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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The best model H-D never built

Peter's 2010 H-D FXR

story and photos by Stephen Berner

On first glance at Peter Loosigan's machine, with its one-year paint scheme reminiscent of a 1971 Sportster (called Sparkling America), you know that you're looking at a machine that is a little different. Meeting up with Peter in the parking lot of Loon Mountain in Lincoln, New Hampshire, on an early Saturday morning during Laconia Bike Week, I learned about how this unusual machine, built by this hardcore enthusiast, came to be. Peter relates:

Two years ago, friend and collaborator, Paul Ganno (Ganno Motors, Pelham, NH) and I were in his shop, talking motorcycles. We were commenting on the weight, complexity, sheer size, and how hot the newer bikes run. In Paul's opinion, and now mine, the Evolution engine is the best motor Harley ever made. Paul is also partial to Sportster tanks on Big Twins, without a lot of extra stuff on the bikes.

I'm mostly interested in stock, older Harleys and so the conversation went in the SuperGlide direction. Then we decided

the world didn't need another solidly mounted, rigid framed custom that vibrated a little too much and rode harshly over real world roads. I've owned an '82 FXR for 25 years and it is a bit homely—I wanted to try and build what I thought was a good looking, light handling, safe stopping, comfortable FXR.

We also agreed this theoretical bike needed a classic round tube frame enhanced with rubber mounts. We envisioned using as many NOS and mainstream parts as possible to keep costs





down and fitment issues simple. We were thinking that when we were done, we'd have a hand built bike that wasn't priced out of sight of a bike coming from the factory and that incorporated some of the best qualities and characteristics of a modern machine, with the class and style of a classic.

My personal goal was to build a bike that looked like a machine that the H-D factory could have built, as well as incorporate all of the details and styling cues that mean the most to me personally, in a very functional package. Looking at how the bike came out, I think Paul and I succeeded.

So now we know the why, but piecing this package together required a firm grip on execution and mastery of the how. It is not easy to get a pile of parts from differ-





ent sources and eras to play nice in a rubber mounted package and, in the end, have it look as if it could be a factory built production machine. Although Peter has restored a number of machines, this was his first frame-up custom and he relied heavily on Ganno Motors and J&P Cycles. Only being 10 minutes from Ganno's shop insured that Peter was a regular visitor bringing coffee, donuts, good cheer, and the latest parts to arrive from J&P.

The Ganno spec rubber mount frame, reminiscent of a classically sexy 4-speed swingarm frame, is the first clue that this is no out of the box bike. Using a 1987-era EVO engine that was gone through from top to bottom and rebuilt by the Ganno team insured Peter's machine would last long, perform well, and be reli-

able. The Pan rocker covers, a bit of bling that Peter fell for, were custom made by Motorway, in Manchester, NH—and are lined with felt to keep the valve train racket down.

Relying on as many H-D take-off and NOS parts not only kept cost in line and made parts hunting simpler, but incorporating these classic and useful parts aided in the machine looking like it might have rolled out of Milwaukee's doors. There is no sloppy mismatching of parts here, everything flows.

The H-D trans case stuffed with an Ultima 6-speed cassette keeps the bike charging hard while not running out of steam. Modern suspension and braking bits insure the bike stays fun and safe to ride. The bike is road worthy and more

comfortable than most, meeting its original target admirably. As a result of the success seen here, Ganno Motors is offering this machine in various stages, from roller to finished machine.

So how does this package work where it is most important?

Peter relates:

"On the road, the bike has great balance, it's smooth, runs cool, shifts quietly, and is very comfortable. It's old, new, and everything I love about Harleys, all rolled into one machine."

After seeing this machine in person, meeting Peter in the New Hampshire mountains on that early morning, and hearing his story, you can see how the DMV properly titled the bike as a 2010 H-D FXR. It's only right. **IV**

