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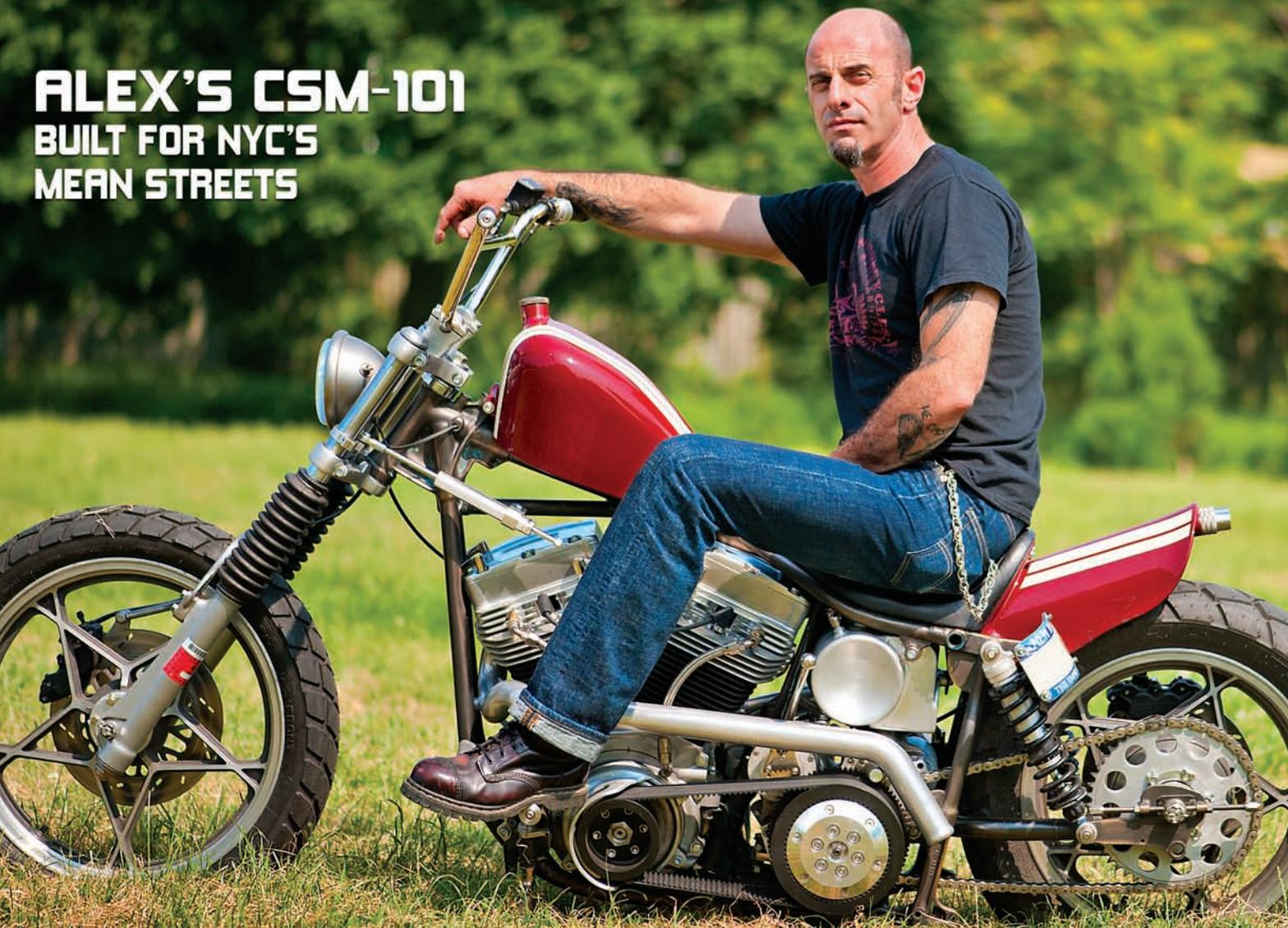
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Volume 21 Number 8

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ON THE COVER

Volume 21 • Number 8 • Our 178th Issue

Taking on the urban jungle via two-wheels requires a certain attitude. Confidence behind the bars is a must for the pilot but the bike, too, must demand its space and roll with presence. This isn't news to Alex Lerner whose builds exemplify a savvy grasp of the places where they'll clock up their miles.



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SPOTLIGHT: Salinas Boys

Cole Foster's Salinas Boys style was distinctive from the get-go; the slim, lithesome bike he built in 2001 for CCI stood in stark contrast to the fat-tired behemoths so popular at the turn of the millennium. But keeping focused on what he wants to build isn't a problem for Cole, a builder whose organic themes flow from within, not prompted by current fads or trends. Let's be frank; that's why his work gets our attention.



The Life

The next month (I am writing this just before leaving for Sturgis) is going to be a busy one, just as the last one and the one before that have been. There is so much going on event wise, all over this big country of ours, that putting a calendar and a dance card of events together can be tough. I don't recall ever having so many options.

Let me further qualify, I don't recall ever having so many *good* options, many of these new events, runs, rides, shows, and other experiential drama look pretty cool and relevant, not simply opportunities for carneys and cheap accessory guys to pick my already thin wallet clean. I see lots of smaller bike and rod shows, rides and runs popping up and widely attended with characters from near and far. It's pretty cool when guys from the east head west, northerners head south, and vice versa for runs, just to hang out and make friends and to put faces with names.

I think we can thank our favorite appliance—the Internet—for providing the connective tissue allowing us the ability to reinvent and connect individually on a grand scale instantaneously. It used to be that you had to actively scout local 'zines and sheets, and bulletin boards of shops to see if there was an event happening. Or, if the organizers had their act together and had some cake, they'd advertise on regional radio, maybe even advertise in national magazines like *Easyriders*, *Supercycle*, or maybe *Street Chopper*—or better yet, get some editorial coverage (with weenie bites and boob shots, of course), from Michael Lichter, Rip, Marla (and Scooter), Frank Kaisler, and of course, Bandit. There were fewer events. They were mostly regional and usually had little to do with commerce. Rather they were about the simplicity of enjoying each other's company, usually in a small town or in the woods at a remote location. It took years for the word to get out as op-

posed to today where it just takes one tweet to build a substantial presence.

I see lots of small events springing up, which are throwbacks to this hankering for earlier simpler times when camping, coolers and creeks were the staples of a "run." I think that's cool; it's good to see things get back to grass roots, that's the seed of new growth. Lots of seeds mean some will stick and thrive.

Personally, I am not so big on camping. I did my time in tents, quite a bit of it actually. At this point, after a long day on the bike, I like to get a room with AC, take a



shower, check my messages and email, look for dinner, maybe a place I can walk to and have some adult beverages, plug my electronica in to recharge, and call it a day. I think this may be a sign of softening (valuing comfort), and of ah, maturing (taking work seriously). I don't know when I got soft. I can't put my finger on the date—I wish I could. Something happened and I'm not sure what precipitated it. Now, don't get me wrong, I don't apologize for this condition. I am just a little surprised that it happened to me... ha!

I've been watching this softening for a while now. I think it was around the time when we somehow got permission for dressers to be considered cool. When I

got my first dresser, Big Blue, they were definitely *not* cool. No sir, no way.

Dressers were great for travelling, they were utilitarian, made sense, and handled great. Owning a dresser was the outward commitment to travelling or riding with a partner, otherwise why would you buy something so comfy, big, slow, ugly, and well... uncool? I finally gave up trying to explain my bike and just ignored the haters.

The desire for achieving greater distances drove me to consider a touring bike. Having a fairing allowed me to triple my daily travelling mileage. Putting in 750 miles a day on the big bike is easily accomplished and you still feel like you've earned your Hungry Man Breakfast with Meat...patties not links, please. Anyway my point is the slope is slippery once you start down the "comfortable is smart" path. Backrests? Not cool, but they sure are nice on a long day. Cup holders? You decide! You get the point. My POV is that baggers are not inherently cool but man are they great for travelling with a bunch of stuff at locomotion speed—in style, safely and comfortably. Ironically, the custom bagger enthusiasts of today are the same folks that called 'em garbage barges and sh*t wagons just a few years ago Funny how things turn.

So I look at some of the longriders in the current chopper culture and I feel a little soft, unworthy, a mite jealous, and maybe a little in awe to be honest. I mean these folks, more than any others the way I see it right now, are living the dream—they own the scene. Riding their handmade slim and sleek machines, sleeping in the dirt, camping with their bedrolls near an open fire—the ultimate and perfect epic David Mann image. *This* is why we were initially attracted to the culture; to get some of that, right?

If we got into this Harley thing when we were younger, we sure didn't get into it for dressers and cheap motel rooms (ala SteveB style as of late). At least I sure as hell didn't. I wanted some adventure; I wanted some of "that." I wanted a tough



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guy Dick Allen style chopper with a long front end sporting a spool hub and a rear car tire. "Hell yeah, sign me up. I am not interested in meeting nice people on Hondas." I wanted to be camping with my pals in the dirt sharing lies and good times, like the guys I saw in *In the Wind*. I saw those images and I was hypnotized. I wanted to get out there in the worst way. I wanted to see this place, America, where I was from, that I knew nothing of. I wanted to see it from the fringe, not from a tour bus or station wagon.

I'd like to think guys and gals get into the H-D culture and ride their bikes in an attempt to capture a bit of the rustic and rougher time gone by; simpler times, dirtier times, times of real friends, times of hands-on maintenance, times of wild rides spent in community, sharing the same experience, and reveling in it. No going to hotel rooms at the end of the night to chill to the sound of your own air conditioner and *Housewives of Hideous County*. "Sit your ass down by the fire NOW, where do you think you're going? It ain't bedtime yet."

Hang by the fire, drink and tell stories until you nod. Wind up sleeping in the open, heckled by your friends as you pass out. If you are lucky you have a tent to crawl to and you make it. Some wiseass with a camera can't help but capture the scene. Hope it doesn't rain. If it does, the bike will be a bitch to start tomorrow. But if it does rain and it doesn't matter; eventually it'll stop, it'll dry.

Mornings are slow, smoky from the fire, and filled with the scent of cowboy coffee. Sit on the ground or log, have a smoke, amused by the antics of those freed from the expectations of a "normal" and well-behaved morning. You eschew the comforts of a hot shower, cable TV, and wireless connection, followed by the ubiquitous and indigestible continental breakfast, where afterwards your electric leg insures you get 'er going reliably, quick and easy—not that there is anything wrong with that.

Good times, living the life, moment by precious moment. Whatever your style. Peace. See you out there.

Stephen Berner
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When the Bug Bites Hard

Why not build a battleship? A hot rod Road King!

*Story by Stephen Berner and Rich Canalizo
Photos by Stephen Berner*

It's great when a shop lets us know that a fresh custom is coming off the lift (and yes, that is a direct invitation to shop owners), something that I'd be interested in for *IronWorks*. This is good because if the shop knows what kind of bike gets our

attention, what kind of bike is an *IronWorks* type of machine, it's a home run for all involved, including our readers.

So in the midst of a discussion about some project detail Andrew (Rosa's Cycles) snickers and says, "I have something you'll be interested in. I am working on it now. It's a Road King, something different." Well I like different and asked to be

kept abreast of the progress and when I could see it. I was curious; this is from a shop that I really don't consider a custom shop. Rosa's handles performance, rebuilds, machine shop services, and maintenance, yes, maybe a restoration or two. But not "custom."

I received a call a week or so later, asking me to come and take a look at the



Battleship Road King

Owner: Rich Canalizo
Builder: H-D, Rosa's Cycles

GENERAL

Year, Make & Model: 2007 Harley Davidson Road King Custom
Assembly/Builder: Rosa's Cycles
Timeline: 6 months

ENGINE

Year/Model: 2007 H-D 96
Rebuilder: Rosa's Cycles
Displacement: 107 c.i.
Lower end: Stock H-D
Balancing: No

Pistons: CP flat top
Heads: C & C ported
Cams: Woods T-W55
EFI/Carb: 51mm throttle body, TTS Dyno Tune
Air cleaner: H-D Heavy Breather
Pipes: Vance and Hines Competition 2-into-1



freshly minted Road King. After sneaking in the back door, I just had to say, "Wow." Here was a very cool and very different and very well done bit of parts selection. A competent backyard mechanic could do nearly all of the work with just a little support in terms of engine work.

What really caught my eye were the monochromatic color, accessorization, and spot-on parts selection. All of the parts on this bike are top quality and readily available from the aftermarket. Figuring out the right blend of this and that makes the machine look like a tough, integrated whole. Rich, the owner hit a home run with figuring out a cool style, unique and timeless. The side panels are a different

touch and not something that one might design into the bike if they were working from scratch but they are H-D pieces and using them is true to the bobber style design of the machine.

Owner Rich Canalilzo shares the machine's story:

After a 20-year hiatus from riding I purchased a 2010 Road King Classic in April 2010. I didn't take long to get "re-hooked." A month or so later I asked the dealer to see if they could find a new 2008 CVO Anniversary Dyna and they were able to find one.

The Dyna was a great compliment to the Road King. It got me thinking about what a great bike a mix of the two would

be. A plan was hatched. The search began for a late model, six-speed Road King for the project I had in mind. In October 2010, I found the perfect bike for the project, a 2007 Road King Custom. I dropped the bike at the shop and after exchanging a few ideas with Andrew and Kenny we began in earnest.

One of the many ideas was to lose the bags, brackets, footboards, engine guard, exhaust, and anything else to shed pounds. Kenny began disassembling the bike, removing the many engine parts, front end, and various chrome pieces for Action Powdercoating to "black out." Andrew went to work on putting together a 107 kit for this engine.



ACCESSORIES

Bars: Wild Ones 10" mini apes. 1 1/4 inch diameter
Front Pegs: JayBrake forward controls
Electrics: H-D directional mirrors
Seat: H-D Brawler

WHEELS/TIRES

Tires: Metzeler
Front/Size: 120/70-21 Rear/Size 150/70 B18
Wheels: Roland Sands Design Domino
Front/Size: 21 inch Rear/Size: 18 inch
Hubs/Rotors: Roland Sands Design

PAINT

Bodywork/Molding: Rich Russo, Elrich Auto Body, Aquebogue NY
Painter: Rich Russo
Color: Lamborghini Grigio Telesto
Powdercoating: Action, Farmingdale N.Y.



After much debate about the color, I decided on a Lamborghini color, "Grigio Telego." I dropped the tins with Rich Russo at Elrich Auto Body in Aquebogue, New York. Kenny went to work installing the many parts I had purchased: Jay Brake forward controls, Roland Sands Design Domino wheels and Domino brake rotors, 1-1/4 inch diameter Wild Ones 10-inch mini apes (wired internally), and Vance & Hines competition 2-into-1 exhaust. I cannot say enough about Kenny's meticulous work and attention to detail.

As the parts returned from Action Powdercoating and Elrich Auto Body, final assembly began. Andrew's work on the 107 was complete and it was time for tuning. Back from a road test, he called and left a message on my phone: "Bike is finished and it runs as good as it looks." If you know Andrew, well, enough said.

Agreed, the bike runs like a tough guy – strong, hard and very fast, (the fast, I know from personal experience). One day in the early spring, while the machine was waiting to be picked up, Andrew and I went for a ride, him taking his 70's era Super Glide and me on Rich's Road King. Rich's Battleship Road King feels lighter, tighter and the engine is one hell of a lot

stronger than stock. This is definite hot rod territory. The black hardware is stunning, the selection of parts is right on, the exhaust is throaty, and the bike spools up

effortlessly. It's a tough, new school, hot rod bobber, a slick owner inspired custom; a bike most any of us would love to ride and be proud to be seen on. **IW**

