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JULY 2011
Volume 21 Number 5

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Contents

JULY 2011

ON THE COVER

Volume 21 • Number 5 • Our 175th Issue

This is what it's always been about, at least among authentic bikeriders; tooling down the avenue on a motorcycle that only only looks great and handles like a dream but one that has meaning to the person rinding it. What others might consider just a bunch of parts becomes a bike with soul once the owner and a trusted friend put their hearts into its construction.

Get the story on Joe's bike and collaboration he formed with John the Painter that resulted in the sweet ride pictured here. It's right here, in this issue of *IronWorks*.

FEATURE BIKES

Tribute Chopper 8
By Xianleather's Christian Marsh

Jr's Cycle Products 16
Warren Heir Jr.'s new traditional chopper

Leo's Steel Panther 20
A bobber turned chopper

Joe's Silver FXR 36
An understated beauty

Eddie's Twelve-Year Build 44
Cheap on the wallet, not on the eyes

FEATURE STORIES

LA Calendar Show 32
A classy Sportster takes center stage

H-D P&A Spring Spiff 70
Spiffing up the bike and the tool box

IW GARAGE

Kendon Stand-Up Trailer 40
Easy to load, easy to store

Steadymate's Cinchtite Tie-Downs 48
Tried and tested

Paint & Finishes 50
Tricks and special effects

Engine 52
Fasten those fasteners

All About 54
Suspension by Race Tech

JIMS Tool Tech 56
From concept to customer

Metal 58
Lock Baker starts a new fab project

Project FLHX 60
Drum roll, please...

Project XR1200 64
Stage II mods: time for cams

All About 67
At Vanson it's all about fitting right

Electric 68
Building a 65A generator

DEPARTMENTS

Buyer's Guide 72
Choppers and Bobbers

IW Eye 82
Worth a thousand words

REGULARS

Steve B 6
Touched

Sam Kanish 12
Snakebit waits for no one

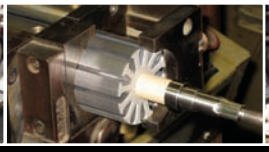
Mike Tomas 14
When it's right, you know it

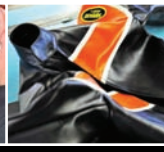
Margie Siegal 76
'61 XLCH: the quintessential sportbike

SPOTLIGHT

Black Frame Cycle Projects

One too many wrecks on the dirt bike circuit forced Jamie Dykeman to face reality and turn his motorcycling efforts in a different direction. Casting about for motivation he started dredging up memories of the hardcore bikes he saw carving the city streets when he was a kid, and he became inspired to start building. That's how Black Frame Cycle Projects was born. Turn the page and take a look at some of Jamie's clean, uncluttered bikes, all based, as you might guess, on solid black frames.





Touched

I am touched. This is not necessarily news to the people that know me. I don't know if it is coming home from a long month of travelling around from Daytona to California to Minnesota in less than 30 days, but I am appreciating home more than usual and feeling thankful.

Just recently I've seen first hand how generous people of the V-Twin persuasion can be when it comes to reaching out and touching someone they don't really know, lending them a hand, a shoulder, a bit of advice. I can't get specific because people can't be named, but suffice it to say I saw a friend really lean forward and help someone he didn't know (who just happened to be another friend of mine,) so selflessly, honestly and completely–I was just proud to know both the guy who had lent a hand as well as the guy who needed help and sought it.

This is the good stuff of life and it makes me happy and proud of both of these characters. All the players involved in this story are bikeriders and all people involved recognized that the actual world of dedicated V-Twin pilots is relatively small and so, not surprisingly, once name-dropping commenced all parties realized they knew the same set of characters. Small world, reach out and touch someone, it makes a difference, and it helps.

Another thing that touched me recently was the excellent turnout at the Donnie Smith Show and Chopper Class Challenge, held in St. Paul, Minnesota. There is something plain cool about adult teacher/enthusiasts getting kids involved in the V-Twin passion early in their lives. I mean, what a leg up these young folks will have, getting a taste of ***this*** and being encouraged at such a young age. Recognizing, in no specific order: the Caledonia Build Team, Caledonia, MN, the New Richmond High School Build Team, New Richmond, WI, the Eden Jr./Sr. High School, Eden, NY, and the Mitchell Technical Institute, Mitchell, SD. These are the future of our chosen pleasure and we can't help but be proud. It was clear and evident; every single one of these teams did a great job executing their vision. They all learned valuable lessons and they had fun doing it, and *IronWorks* magazine is proud as hell to be involved.

Visiting Minnesota was brisk but my friend and renowned illustrator/artist Justin, taking pity, whisked me away to Kevin Baas's house for an evening sweat lodge session in his small backyard workshop with 75+ of his biggest friends—which kept the blood warm and the mind entertained. Kevin is an interesting guy who is doing some motivating things in terms of using bikes to connect with and engage young people. And from my vantage point, something seems to be working because all of the young folks I met throughout the weekend were passionate, knowledgeable and thankful—really on point. I liked visiting Minnesnow-ta; next time, though, it will be on two wheels when the temps aren't so…hmmm…small!

Other Business

Please notice we've added a new feature to *IronWorks'* pages, the *IronWorks Eye.* The Eye celebrates the V-Twin riding experience, featuring one image per issue captured by both well known as well as up and coming photographic talents. A showcase of sorts, it is a place we can celebrate the one thing we all love—riding. I hope you like the idea. Razor blade out these images from each issue and frame 'em!

Tech Sheets

Okay, I get it; people want tech sheets, they want lists of parts. I don't get much mail from our shy subscribers, but when you want something – you tend to peep up. I've heard about this often enough to do something about it. It will take a little bit for us (me, really) to figure out how to do it a better way, but we will. Suffice it to say, I hear you, let me work on it.

Up and Coming

We've got some really solid bike features and builders teed up for future issues. Through some introductions and travel, I met some really solid, talented builders who are doing some notable work. I am psyched to be working with them to help tell their stories and show their machines.

Stay tuned and stay on two wheels!

Stephen Berner
Steveb@steveb.biz

Warren Jr.—Living the Life

Born into it, is more like it….

Story by Warren Heir and Stephen Berner
Photos by Stephen Berner

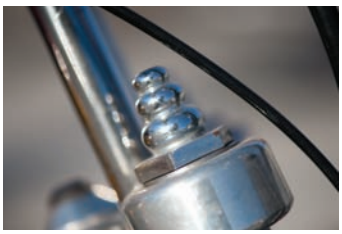
Warren Heir, Jr. builds a traditional style of American chopper. If your personal reference points are from the late '60s to late '70s, these bikes look totally natural—perfect time capsules. Coming from a young man, this work belies his influence.

Started when he was born, Warren's dad was the proprietor of a local aftermarket Harley store (this was before they were called "shops.") Warren literally was raised in the store. You simply can't fake this type of influence or buy it used from Japan, or even study it in old, collectable magazines. Warren is the ultimate young OG and his work reflects a really deep understanding of what it means to be "traditional" in terms of a chopper.

Yogi fork caps on the Shovel, period pieces from Forking by Frank, are the kind of touch you just would have to know are right and not forced or faked. Lots of modern pieces and finishes are incorporated where it makes sense and fits. Square headlight shell and a spool hub on the Shovel along with the shaved lower legs really keep the front end clean. The bars are squeaky clean with just enough meat to let Warren jam when the riding gets serious. There's not much to these machines, quite honestly.

Oh my word: is that a clutch cable and a foot shifter on the Shovel? Heaven forbid in this age of "if it ain't a jockey or slapstick it ain't poop." Warren, when confronted with the enormity of his transgression, says quite simply, "I built these machines for me and I built them to ride hard." The foot shift begins to makes sense when you realize the bike sees some serious road tripping duties and lives in an urban environment. A modern clutch on the Shovel makes sense, as a does a nice narrow belt.

Narrowness is a hallmark of these machines and they are smart, geometry wise, so they are rideable—unlike the grass hoppers of yore. There are some things we don't need to recreate, such as bad handling manners. Smart is smart and having a rearview is smart. And so Warren's Knuck, with the little hill holder drum, is equipped with one, but done in a clean manner with the perch welded to the bar; neat, unusual and very smart. The Knuck also sports an Eastern Fabrications custom stainless exhaust system. Super clean, performance appearance, fits the machine to a "T." Warren agrees, it is nice to have friends like Lock



Baker (IW friend and contributor) who are enthusiastically on board to contribute their mad skills to your project.

Keeping his machines stripped, clean, and simple, Warren Jr.'s bikes are a touch of sanity in today's bagger-ized comfort culture. Asked why the king and queen seats, a huge statement in terms of style, he states clearly, "They are comfortable, I can take a girl on it, and can also pack a ton of stuff on it if I am going somewhere. Why not?" Clearly unrepentant.

Warren spends his days working with the likes of JP, Dave Cook, Colleen Swartz at PCI, a multi-faceted group of designer fabricator creators, so he is guaranteed to not burn out on the bike business by an immersion so deep he'd drown. Keeping it real is easy for Warren because, well, he is real. It's the keeping it fun part that he needs to be vigilant about.

Most of Warren's friends like to ride. No drama, few events, just a bunch of guys who hang out and ride their bikes and have fun. These are guys who appreciate art. They build and maintain their own machines, they aren't braggarts, they aren't hipsters, the fashion part of their deal is pretty hurting and when it comes right down to it. It really is about the machines and the joys of riding and hanging together—and those can't be forced or faked.

So there ya have it. Keep your eye on this young man from our far-out unjaded past. Some cool things are bound to happen around Warren Jr.

*RESOURCE

Warren J. Heir, Jr.
Jr's Cycle Products
www.jrscycleproducts.blogspot.com

Warren's Shovel

I will start with the Shovel. That bike sat in the corner of my Dad's shop (Warren's Cycle) for 10 years before I recognized that I was interested in building something out of it. I was more into wide tire Evos when I first started, mainly due to Jesse James. That guy builds beautiful bikes.

It took a few years until I realized that I was more into the old iron. I think it was instilled in me at an early age. I was raised in the garage around all the old bikes. Took that bike and made a chopper out of it. Called it the Lowrider, based off of its name given to it by the large factory. Put many miles on it in its first configuration then decided I needed a change. Sold the roller to a buddy and grabbed the original frame that was sitting in the corner. I did not use it prior because it was bent due to a frontend collision that left the previous owner dead. That is why it sat in the shop for so many years.

After I got over the bad juju, I took it over to a buddy who had a frame jig in order to straighten it as well as hardtail it. Wanted that straight leg Panhead frame look. Grabbed a cool old alien tank and had Jaime over at Blue Moon Kustoms give it a bitchin' flake paint job. I used one of my Jr's Cycle Products spool hubs as well as a set of my narrow trees for the frontend. Built the seat pan and had it covered by Rich Phillips Leather. The motor is mostly H-D except for the 93" S&S sidewinder kit.

My Dad does all my motor and tranny work. Don't have to worry about the motors on any of my bikes. Good guy to have in my corner. Made the sissy bar, handlebars, and mid controls. That's about it. My buddies call it old reliable. That bike has been super good to me. It does great wheelies as well. Ask Shinya from *Vibes Magazine* (Japan). I rode that bike to California last year for the Born Free Show. What a trip! —*Warren Heir, Jr.*

The Lucky Knuckle

Next up is my Knuckle. I really lucked out finding this bike, mainly being that it is a "war year" bike. And even rarer, it is an "F" model. Not really too interested in that. All I care about is that I can ride it. It came with the original frame, which was chopperized. Also came with the original tranny. Most of the other stuff was junk so I sold it off.

I bought the bike from a guy who claimed it was his dead brother's who ran with a very large club. So the bike has history—probably a lot more than I would like to know. But that also adds to the allure of this motorcycle.

I had Kendal from Kendal's Customs paint it. He *hand-painted* that mural on the gas tank! He is super talented. He laid down the gold leaf on the frame as well as added all of the subtle pin stripe touches. I used another one of my narrow frontends, this time the 41mm version. My favorite. Found an old chopper hill holder in a swap pile. Had to use it as well.

Come to find out that is an old drum brake from a Honda Trail 90. Guess that was big back in the day. Again, I made the seat pan, which Richie (Phillips) covered for me. I made the sissy bar and handle bars. Besides the paint I think the exhaust system is another great part of the bike. Lock Baker hooked it up! Full Stainless. Hand built collector. Beautiful! What a craftsman. I am lucky to have buddies like that. I had to rush this bike together.

I was invited by Mike Lichter to be part of his annual art show in Sturgis. He wanted my Shovel to be part of the exhibit, leaving me without a bike to ride to Sturgis. After all, why go to Sturgis if you don't ride there? Ended up finishing it the night before I had to leave. No joke! I had three miles on that bike before I left for the big rally. Made it all the way there and back without too much trouble. Thanks to my Dad, Kendal, Lock, Cody, Joe and Doug for all the help.—*Warren Heir, Jr.*

Reader Service No. 20