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IronWorks®

TPJ'S DOMINO

AN HONOR & A CHALLENGE



IW SPOTLIGHT
GMS RACING ENGINES

PAPA CLUTCH
SHIFTING GEARS IN IOWA

LA SPEED SHOP
SUPER COOL IN SoCAL

WALT SIEGL'S SPEEDGLIDE • 1942 WLA • BERT BAKER • THE LEATHERWORKS • PROJECT XR
RACE TECH'S SUSPENSION BIBLE • SAM KANISH • CYCLE ELECTRIC • ONE ARMED BOB'S TRIKES
CALIFORNIA TOURING • BRIAN KLOCK • BIG BIKE OUTFITTERS • E-FAB'S LOCK BAKER





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ON THE COVER

Volume 21 • Number 7 • Our 177th Issue

Any bike builder will tell you: the idea in your head for the bike nobody orders stays in your head—unless something prompts you to build it. In this case TPJ's Bryan Schimke got the nod from Michael Lichter to participate in the Eternal Combustion show at Sturgis 2010—so the building frenzy began. It wasn't the first time a bike rolled into a show just under the wire with its bleary-eyed builder in tow, but Bryan made it and that's what matters. Everyone likes a happy ending, right?



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1942 WLA



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SPOTLIGHT: GMS Racing Engines

When going fast at the race track is what you do, the street bikes you build are likely to exhibit the same attitude: let's go, let's get there fast, and let's do it now! That's the case at GMS Racing, a shop in western Pennsylvania known in local racing circles for pushing the limits of motorcycle engines for street and track applications. And as you'll see, builder Gregg Dahl—true to the culture he lives—hasn't skimped on the go-fast power in the street bikes he builds, either.



Anticipation

Over time I've come to recognize butterflies, poor sleep, and an overall itchiness to simply get on with it, are all the hallmarks of pre-road trip anticipation. I travel a good amount and I always get butterflies before I leave home—always; be the mode of transportation two-wheels, my cage, or a plane—or as the case often is, a blend of all three.

I chalk the feeling up to anticipation because I am not nervous per se, rather I think what gets my brain going is the stream of adrenaline caused by a clear visualization of venturing into unknown territory. Looking forward to heading out with-

out a clear destination or plan in mind is something that many non-moto folks have trouble understanding and accommodating, but it is the dream of most bikeriders to do just that: get lost without an agenda and simply have an adventure and go "make some stories." I live for those days, seeing new sights and being where there is little familiar. Being "lost" has always gotten my juices flowing and chasing that feeling has led me on

some adventures over the course of my life, I'd wager, just like you.

A few days before a trip I start mentally reviewing what I am going to be doing and get a grip on what I will need, what I have in hand, where I am going and who I will be traveling with, if I am not alone, which is usually the case. This pre-trip planning almost happens in the subconscious, a stream of hmmmms and ahhs and a review of mental sticky notes. Travelling on a bike for any length of time requires you understand the requirements of packing your gear as well as selecting just what you will need... and this is coming from an admitted over-packer. Experience camping, bicycle riding, or backpacking helps prepare the moto-traveler for the realities of space/weight constraints and the challenges that lie therein. Good luck with

that. I am still trying to figure it out, although I think I am closing in on being efficient and frugal with the space on my machine. Honestly, my solution over time has just been to make more room.

Weather is what it is, a non-event. You will hit weather no matter what you do and you simply need to be prepared and prepared to react appropriately. If it rains, you put on your raingear and, if you are part of my crew, soldier on. Some folks pull over, wait it out, or stop for the day—we don't. Being macho is not the intent here; it is simply that we believe that if you travel on a motorcycle, which is a weath-



erproof machine made to operate in the outdoors, it is possible to continue on and make your destination. Even in the days of plastic bag rain suits we operated (foolishly and uncomfortably) this way. The only thing that I don't like doing is starting a trip in the rain. When rain looms large on the horizon before departure, I ask the road gods for an hour or two of clear so I can get a rhythm going before I get drowned. Usually it works.

Anticipation also brings us back closer to experiencing the special feeling we had as kids, that seems so rare to experience in our adult years – that "gee whiz, wow" and "check that out" feeling. I hear Gomer Pyle in the background, "Golllee, willya lookit that!" when I come upon some strange sighting that reminds me I am free-ranging, far from home. America is

simply an amazing place to just get lost and adventure. I implore you, get off the red lines and see the blue lines, and even better yet, check out some gray lines. Adventures start when you are far off the grid; two hours from an Interstate is usually sufficient to insure you are in adventure territory.

How many of us take the same rides, the same roads, eat at the same spots and do the same thing nearly every time we get on our machines? Most bikeriders I know (myself included) are creatures of both habit and ritual, and those characteristics, if not monitored and put on a leash, can be anathema to the pursuit of adventure. To bust out of the regular routine, I look at a map and, having highlighted the rides taken

previously, look for uncharted territory—and it seems to be working.

Now please understand I am not getting down on those that like heaping helpings of "the usual," quite the opposite actually. I take comfort in knowing the roads, the ride, and the route of the familiar, and take advantage of this familiarity by riding a bit more spiritedly than I might in places far from known. If you know the roads you can dial it up. Do that in unfamiliar

territory and it can earn you trouble. Give and take, ying and yang—there are no absolutes, just an aspiration of balance: new vs. familiar.

Adventure and anticipation, the thrill of piloting our machines, seeing the sites and visiting places both familiar and new, are what helps fuel our enthusiasm for our V-Twins. Add friends to the mix and you've got the makings of some stories and tales you'll cherish and regale folks with for a lifetime.

Our machines were made for travel. Get out with your friends and use 'em, get 'em dirty—and let us know what happened when you did!

Here's to gearing up, getting out, and getting lost!

Stephen Berner
steveb@steveb.biz



Domino: A Roll of the Dice for TPJ

The pressure of Eternal Combustion results in a stunner

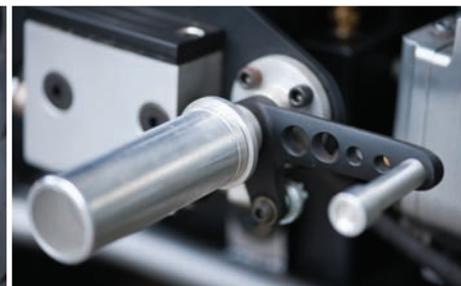
Story by Stephen Berner and Bryan Schimke
Photos by Stephen Berner

One of the benefits of visiting motorcycle shops is that you get to see things that aren't fully baked, that are in the process of design, manufacture or final detailing. Rather than waiting for the builder or shop to call and say, "Come

look," after it's all been said and done, I like to see what's going on ahead of the unveiling. I personally am fascinated by how things come together for artists and creative types and I indulge my whim in this regard. When visiting my friends I see stuff in raw form and ask, "What's up with this?"

That's how I met Domino. It was up on

the lift in raw form, a tacked frame with an engine, a bit of a gas tank shell: not much. But then, there really isn't a lot to a TPJ bike; they are relatively simple affairs. Ironically for someone who likes gadgetry and flourishes, I surprise myself by being drawn to these machines because they are a bit raw, simple and flawless in their execution and clarity of presentation. It re-



DOMINO

Fabrication: TPJ Customs
Year, Make & Model: 2010 Custom rigid
Assembly/ built by: TPJ Customs
How long did it take? 4 months

FORKS

Builder: GSXR
Type: Hydraulic
Triple trees: cleaned up stock mounts **Extension:** -3
Special Features: Handmade neck cups to use original bearings and stem.

ENGINE:

Year/ Model: 107" S&S
Cases: S&S **EFI/ Carb:** S&S
Air cleaner: TPJ Customs
Pipes: TPJ Customs
Ignition: electronic DYNA 2000i

TRANSMISSION:

Year/ Modifications: RevTech 6
of teeth/: 46
Primary Drive: BDL / TPJ Customs
Secondary drive: Chain



ally is amazing what can be done with the barest and most necessary essentials (frame, tin, driveline) and Bryan Schimke riffs those notes relentlessly in search of the cleanest, most purpose built machines possible.—Stephen Berner

I had the idea for this rigid frame bike in mind but didn't have the means to get it done. About this time I got a call from Michael Lichter. Michael was inviting me to be a part of his upcoming exhibition in Sturgis at the world famous Buffalo Chip. Last year (2010,) his show's theme was Eternal Combustion.

This was to be a pairing of some of the greatest bike builders, from legends to upstarts. I was partnered up with my great friend and mentor Kirk Taylor. This was a great chance to build a new bike that could show what TPJ is all about. The new rigid I had been working out in my head for a while was the machine to bring to this exhibit. I knew this was a once in a lifetime chance to show my work to a solid crowd



FRAME

Year: 2009
Designer/ Builder: TPJ Customs
Type: Rigid
Material/ diameter: 1" DOM
Rake & Stretch: 28 degrees, 2"

ACCESSORIES

Bars: TPJ Customs
Risers: TPJ Customs
Hand Controls: TPJ Customs
Fenders: TPJ Customs
Headlight: TPJ Customs

Taillight: TPJ Customs
Foot Controls: Front Pegs, TPJ Customs
Electrics: TPJ Customs
Gas Tank: TPJ Customs
Oil Tank: TPJ Customs
Seat: TPJ Customs

WHEELS

Front/ Size: 19x 3.5
Rear/ Size: 18x5.5
Tires: AVON
Brakes: PM caliper and rotor

PAINTING

Painter/ Bodywork/Molding: CDS, Kirk Taylor
Color: Tiger Eye
Chroming/ Powdercoating: Precision Stripping and Coating



of knowledgeable enthusiasts, so no half-ass projects were going to do. The pressure was definitely on.

I started with an in-house frame with somewhat normal dimensions and used a 200 Avon out back as the starting point. I manufactured all of the pieces required for mounting and fitting a GSXR front end. I purchased a 107" S&S crate engine from a good friend and I was off. Everything on this machine was created in house for this specific bike. As I was building and envisioning the finished machine, I saw the bike with super light and great looking wheels. So where else to go but my good friend Mike at Revolution

Manufacturing for his bad ass carbon fiber five spokes? You can read the tech sheet for all the little stuff but basically the bike came together exactly as planned with some cool tweaks along the way.

Timing, however, was a problem. We had two days till we had to leave. We had to get the bikes all done plus a bunch of the little things, too. The plan was to leave at 10 AM Wednesday morning, which turned into 10 PM Wednesday night—with 25 hours ahead of us. We needed to be there at 9 AM Friday morning. At this point I'd had two hours of sleep in the last 72 hours but the bike was done and all the gear was loaded—we were off to Sturgis from

Lodi. With my two good buddies in the front lighting fireworks under my pillow at every moment possible and me trying to sleep, we had a straight-through drive to get there in time for Friday morning delivery. Good thing I brought my bud Marc, the driving machine; after a dozen 5-Hour Energy drinks and 21 hours of driving, he got us there at 3 AM Friday morning. Great friend Satya Kraus and his crew arrived shortly behind us with their awesome new bike.

After a quick nap and shower, we showed up good as new at the exhibit and could not actually believe we were a part of such a sweet deal. I felt like I was still sleeping and didn't want this dream to end. The week went by like a blur. Marc and Keith told me daily it was the best time of their lives.

Domino is a bike of many emotions: a wonderful experience to be part of Michael's show and a great loss along the way. See, my grandfather passed away as I was finishing the bike, before paint, so he was not able to see it complete. My grandfather played a huge role in my growing up and would have been so proud to see my bike on a pedestal, there at the show with all of the great builders of the past and future.

Thank you Michael for the honor in being in your exhibit. It was a great experience and I would not have changed a thing. And thank you to Kirk for everything you have done along the way. "You are the man." And to Satya for hooking it up like always, and Marc and Keith for all you do to make TPJ what it is, good and bad. And thanks steveb for all the great articles in the last year. I would not be here with out all you assh*les.—*Bryan Schimke* **IW**

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