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DECEMBER 2011

Volume 21 Number 9

Iron Works®

ICARUS FLIES!

LOCK BAKER'S LATEST



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SPOTLIGHT
DP CUSTOMS

IW AT STURGIS
REPORT FROM THE TRENCHES

AUTHENTIC '70s CHOPPER
REAL, NOT RETRO

**SCOTT'S '69 SHOVEL • CUSTOM SPORTY • *NEW* SHOP TIME W/MIKE WITT • HOPPE QUADZILLA INSTALL
ANNUAL HOLIDAY GIFT GUIDE • BAKER +1.5 OIL PAN INSTALL • SAM KANISH • '48 CHIEF SIDECAR OUTFIT
KARL FAHRINGER • 1972 ROOT BEER SUPER GLIDE • J&P SHOW WINNER • FRED MATHEWS @ THE CHIP**



SCAN FOR MORE INFO



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ON THE COVER

Volume 21 • Number 9 • Our 179th Issue

As Greek myth stated the story, Icarus was able to fly using hand-made wings. His downfall (literally!) was in not following directions. According to Lock Baker, the builder of the bike called Icarus shown on the cover, *this* Icarus can certainly fly. But the bike's success comes from doing just the opposite of our mythical friend; Lock and his Icarus have taken off essentially by *not* following any pre-determined directions at all. Turn to page 8 to read more about this unique machine.



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SPOTLIGHT: DP Customs

The Motor City roots of brothers Jarrod and Justin Del Prado come through loud and clear in the bikes they build at their shop, DP Customs located in New River, Arizona. But even more than that apparent influence there's also a strong sense of American style in the machines they design. Add that Justin is a mad mechanical wrench and Jarrod is a lifelong racing fan and you'll get even more insight into why they do what they do. Go to page 24 to see a selection of their builds here in *Iron-Works* for your perusal and enjoyment.

Last Licks

Photo Credit: Riles & Nelson,
courtesy of H-D

It is odd to be writing my final column for 2011 just as the summer begins to fade but it is fitting, perhaps even appropriate, that it be this way. In places that suffer from having true seasons, the end of summer is a bittersweet time allowing an opportunity to get some last licks in while the getting is good. Like a fuse burning, you flash on how much time you've had and how little you've got ahead. The AC is off, the windows are open, kids are back in school, and the air is clear and crisp. You can feel time is marching on.

I am not ready to look back on the year quite just yet; we still have time to travel on two-wheels comfortably. Putting the wrapper on the season this early would be wrong. The two months after Sturgis are a nice time to get out in the Northeast. Looking at the calendar, travelling has calmed down and so I am able to look up and appreciate the good stuff IW has coming up and maybe get a few no-agenda personal la-dee-dah rides in, personal overnighters, do a little visiting.

While I was waiting for Hurricane Irene to visit last week, I received a call from Chris Callen, Publisher of Cycle Source, on his way to Bonneville, for the BUB speed event. As he was heading west towards Utah, he called to report on a stream of utility vehicles, power line crews, arborists, and cleanup crews parading their way east towards what would be a mess. He was heading towards bright sun and the salt of Bonneville and was watching an army move towards home. It was a strange feeling.

I know many of our readers, subscribers, fans, and fellow riders were affected by Irene. Ugh, what a disaster. My heart breaks for those deeply affected. I can think of few things sadder than damage to a home, business, town, etc. I lived

through a house fire and I can say this with absolute certainty: floods and fires suck. Take it away, just please don't leave me with a heartrending mess to contend with.

But on the other hand, we are fortunate. Nearly all survived and will be able to rebuild. Some things can and will be replaced, many things can't. And it is the loss of those photo albums, the old pictures from past generations, home movies, those pieces of paper and things that prove we were here and accomplished things, which hurt the most. A lit-



tle bit of us gets lost when we lose those things and so we lean on the folks around us to give us strength, help us redefine ourselves in this new context.

Americans rebuild—it is our nature; it's what we do. The phrase, "What doesn't kill us, makes us stronger," applies to a certain extent to this past year when it comes to weather. To boot, I smell some action in the air, I look around and see that we are percolating. I am hopeful that politically we are collectively realizing that it's ours to lose. And hey, Washington: time to stand up, go to work, stop the infighting and pursuit of self-serving agendas, and look to our future. I see it happening amongst the citizenry, it gives me

heart. You guys need to follow our lead.

So in this context of the pot simmering, what's up with *IronWorks Magazine*? Well, I can say with a high degree of confidence, IW has some good things coming your way in 2012. We've got a groove going if what I am hearing from our friends, competitors, and readers is any indication. While we are keeping our editorial line-up, we've got some new contributors, some new columns, and some great machines teed up for 2011.

We've got our challenges like every other business. The bee in our bonnet is an ever-shrinking newsstand universe. As small and large convenience and bookstores alike close it becomes harder to find magazines, IW included. Interestingly, as newsstand has shrunk, subscriptions have increased, because folks want and will seek out their *IronWorks Magazine*. So a balance is maintained but it is still a challenge. My suggestion is that if you like IW and want it regularly, you take advantage of the substantial savings and subscribe.

I suppose that every year's end missive should also have some sort of resolution/look ahead type of communication in it, seems that that'd be only right. Well, I am pretty clear on one: I want more. I want more talented contributors in these pages, more new voices in IW.

I want more pages of bikes. I want more features from around the world. Basically, I want to turn up the volume. I want more of what we already have. Typically American, I know, but heartfelt. I want more of what I like! And you can be certain; I am going to work on bringing that resolution to fruition.

So in closing, friends and readers, I hope you will look forward as I do, to the coming year. But for right now, let's get some last licks in on 2011. We've still got places to go, tires to turn, and friends to visit.

As for 2012? Bring it on, we're ready.
Stephen Berner
steveb@steveb.biz



Perfection in a Four-Speed Frame

Scott's clean, lean, kick-only machine

Story by Scott Sjovall • Photos by Stephen Berner

During my visit to S&S to pick up the X-Glide for a run to Anamosa, Iowa, I spied this super clean, beautifully done machine in Scott's garage. I homed in on it while Sjovall was plugging a tire on his X-Glide and asked if it would be possible to shoot it for Iron-Works, thinking our readers, myself included, would like to know more about it. Scott was a good sport and took

time out of his one week of vacation to ride the bike up to S&S where I shot it in front of the original house where S&S began and where the Smith family lived. Seemed cool and fitting to shoot the machine in front of this significant S&S landmark since the bike has a lot of S&S parts in it and the company has been such a big part of Scott's life. – Stephen Berner



Scott's Shovel

Owner: Scott Sjovall
Builder: Scott Sjovall

GENERAL

Year, Make & Model: 1969 Generator Shovel
Assembly/Builder: Scott Sjovall
Timeline: 2-3 Years

FORKS

Year/Model: 2000 H-D Road King
Builder: H-D
Type: Hydraulic
Triple trees: Aftermarket chrome wide glide trees
Extension: None

ENGINE

Year/Model: 1969 FLH Generator Shovel
Builder: Scott Sjovall
Displacement: 93"
Lower End: S&S 4.5" stroke/heavy forgings, Bill Baker machined the wheels



This is a bike that was built for one purpose: to fill a hole left by the sale of my first Harley. Four-speed bikes get into your blood if you have ridden them enough (at least that's what happened to me). I knew I'd made a mistake as soon as I sold the '79. It was a '79 FXEF that I sold in '94 to buy a house and an interstate cruising FXR. As much as I liked the state-to-state mileage eating ability of the FXR and later enjoyed the monster motor Road King that I rode in the years after selling the four-speed, nothing else had the feeling. I wanted another one.

Around 1998 a good friend of mine, Tom Johnson, let it slip during a garage tour/BS session that he still had the remnants of a '69 FL that he rode the hell out of in the '70s and early '80s. Whether he intended it or not, I was hooked. I couldn't get it out of my head. I was born in '69 and my first boss at the motorcycle shop

where I worked in high school got me hooked on the generator Shovel years, so I had an affinity for them.

Soon after that I got up the nerve to ask Tom (a guy who never let go of any motorcycle parts, let alone entire bikes) to sell me all the original parts he had. These were from a bike that he took a coast-to-coast honeymoon ride on and had been a big part of his life for a long time. It took some convincing but it ended up with Tom searching all the corners of his garage and me loading up the soul of what you see here.

Basically what I got from Tom was a complete 98" generator/alternator Shovel that had thrown a wrist pin clip, along with the original generator left hand case half. I also got the trans, inner primary, frame, round swingarm, front end, handlebars, risers and possibly oil tank and later model wheels. I can't remember for sure.

Since I was now in the position to own

two bikes I didn't have to worry about setting up the '69 for cross-country duty, as the King would take care of that. I could make this one look exactly like the picture of the perfect motorcycle that had been growing in my head since I was a kid.

The frame was extra clean and unmoleded so it was just treated to a blasting and a new coat of black powder. The trans case was in good shape but the rest of the parts had been used hard. In went a new set of Andrews gears along with a splined mainshaft that would allow me to run a modern Evo clutch. I modified a late model compensating sprocket assembly to fit in the original '69 inner primary I got from Tom and an original outer that I scored at the Volusia County swap meet in Daytona. Between the late style clutch and compensator the driveline smoothness is a real treat when riding. Now for the heart of it: the motor.



Balancing: Yes, 60%

Pistons: S&S 3.625" Cast 1630 Series

Cases: Stock H-D

Heads: S&S single plug, O-ring, 0.550" lift double springs

Cams: S&S 514

Lifters: Hydraulic Evo style

Carb: S&S Super E

Air Cleaner: S&S, cast raised letter teardrop

Pipes: Paughco, Krome Werks baffles

Ignition: Points in stock distributor

TRANSMISSION

Year/Modifications: 1969 FLH with Andrews gears and splined mainshaft

Engine sprocket: 25 tooth compensator assembly from 1995 FL

Trans sprocket: #23, steel

Wheel sprocket: 49 tooth, chrome steel

Secondary drive: Chain



FRAME

Year: 1969 stock twin shock FL
Designer/Builder: H-D
Rake & Stretch: Stock

ACCESSORIES

Bars: Drag/Kchrome Werks, chrome steel
Risers: Stock '69 H-D clamp with 3" of rise added
Rear Fender: Klock Werks FL, turned around
Gas Tank: Stock
Oil Tank: Stock

Headlight: Drag chrome 5"

Taillight: Drag Mini Cat Eye w/homemade steel license plate

Speedo: Stock

Pegs: Stock

Electrics: Switches are re-pops, Cycle Electric generator/regulator

Seat: Le Pera Bare Bones



The right side case was good and matched back up to the cam side without a hitch so I had a good solid foundation. A 98" motor was a bit more "fun" than I had in mind so I de-stroked it to 4½" to give 93" with the 98" 3 $\frac{5}{8}$ " cylinders cut down to zero deck. The original heads had seen better days; they showed several cracks around the guides and they were machined for dual plugs that I didn't need, so on went a new set of S&S heads.

Everything in, it cc'd out to 8.75:1 CR which was perfect for a 514 cam. S&S hadn't started making the Shovel hydraulic valve train yet so I went with JIMS lifters and blocks along with S&S pushrods and rocker arms. This allowed me to clean things up and send oil through the pushrods to cut down on external plumbing issues. (I always fought leaks in the Shovel external oil lines.)

The late style valvetrain also allowed me to run an HVHP pump, which I really like for the extra scavenging ability. That and an S&S breather gear take care of oil control.

It's running the original timer that Tom ran, still with his set of points! The exhaust is a combination of Paughco pipes with Khrome Werks baffles that keep everything tucked in close and allow me to run a straight kicker arm. The motor runs great and starts on the first kick almost every time.

Both wheels have later style stock hubs laced with Buchanan's polished stainless spokes to polished aluminum rims. A 21" leads the way with a 16" out back. I sweated the brake decision for a long time and finally opted for disc brakes after looking at the 2000-era calipers and realizing that with a little cosmetic work I could get them to mimic the look of mini '70s banana calipers. Nice and clean while looking like they belong. That, along with an Ebay find of the early discontinued PM rotors, and the brake problem was solved.

The brakes drove an update to Road King fork tube assemblies and to a square swingarm to keep me from cutting up good vintage parts. I turned the fender

and extra brake mounts off and left the brake on the right side like the original drum on the '69 FL. Works Performance shocks hold up the back of the bike. The tanks are H-D 3 ½ units. The rear fender is a beefy Klock Werks FL front fender turned around with a cat-eye taillight and a Le Pera seat fills the center section.

It's not, and was never meant to be, a show bike but I couldn't be happier with the way it turned out. It looks, rides, and runs exactly like I wanted it to. In fact, how you see it now is actually just the mock-up stage. I intended to put it together and put a few break-in miles on it to make sure all the bugs were worked out before painting it and finishing a few details (like a new set of points). But that was about six years and a couple tires ago. I enjoy it too much to take it apart!

Special thanks to:

Bill Baker – flywheel machining

Dan Heffner – the welding that needed to look good

Ted Grabowski – kicker arm

And Tom Johnson, of course, for giving me a chance to put his baby back on the road

WHEELS/TIRES

Tires: Metzeler

Front/Size: Lazer 90/90x21"

Rear/Size: Marathon 130/90-16"

Wheels: Aluminum rims w/Buchanan's polished stainless spokes

Front/Size: 21" x 1.85" Rear/Size: 16"

Hubs: Stock H-D Timken

Brakes: PM discs

PAINT

Bodywork/Molding: None

Painter: Owner

Color: BBQ Black

Chroming: All