

On Sale Until 11/08/2010

WWW.IRONWORKSMAG.COM

NOVEMBER 2010

Volume 20 Number 8

IronWorks®

**DETAILED
TO PERFECTION**
SPOTLIGHT: CHAOS CYCLES
WITH GEORGE STINSMAN



BIG BORE UPGRADES
FEELING COMPONENTS INSTALLED

TOURING
BUYER'S GUIDE

GASKET MATERIALS
WHAT WORKS BEST & WHY

**PEREWITZ FXR • SUMMER ROAD TRIPPING • INSANE CUSTOMS SPORTSTER
FLHX PROJECT • SPOTLIGHT: ROBERTO ROSSI • FOUR-GENERATION '48 PANHEAD
INDIAN FLATTRACKER • WRENCHWORKS CUSTOM • RAPID PROTOTYPING**



\$4.99

11 >

0 71896 46075 9



WRENCHWORKS: THE DIRTY ONE

Deceptively simple, decidedly cool

story and photos by Stephen Berner

Josh Siler is a mechanic. Now normally, in this day and age, one doesn't revel in that description being applied to themselves. As a modern culture, we seem not to hold people who can fix things in high regard. Funny though, that our great country was initially populated and developed by people who could make things work—and they worked with the resources they had at their disposal. Being a mechanic and making things work is a truly American calling. Josh gets it; he can fix stuff, he figures it out, he's a mechanic.

Obvious is a background and deep influence in performance and dirt bikes. The starting point for this machine was a T-Man Performance106 with proprietary heads, outside oil return lines, and a healthy dose of pretty—as well as head-snapping response. With a big burly beefy torquey engine that was sure to twist up anything but a purpose built frame, Josh looked for the best and settled on a Rolling Thunder unit. After a thorough de-bracketing and mild clean up the frame was ready for business. It's got 2" out and 35-degree rake, giving it an aggressive attitude but geometry that allows it to be a rider.

Josh's first ground up build from his shop, WrenchWorks, is a winner. Tank from Cole Foster, ISR hand-controls, Vulcan Engineering rocker-boxes, Baker rock box, Performance Machine wheel out back—the so-called Dirty One has quite a few fancy and distinctive parts. The 23" Akront dirt bike hoop up front has the attitude necessary to balance the rear. Josh has done a masterful job in getting all of these elements to play together.

Using H-D parts where it makes sense keeps things affordable, fitting, flowing and working. Using H-D brakes is smart and the trick little brake switch on the rear





caliper shows the mechanic's influence; they were lying around in the shop so they got used. Open pipes are a tried and true characteristic of WrenchWorks bikes, as are brake lines that run through the frame. Clean, mean and simple.

Perfectly fabbed stand-offs for each and every strut or bracket—see the oil pressure gauge or the steering dampener—clearly demonstrate that Josh thought this build through completely. He handled paint himself, bringing Mark Peters of Peters Auto Art in to help top it off with the modest graphics and pinstriping.

One of the most impressive aspects of design, fabricating, and fitment was laying out the mid-controls. Getting the pieces and parts to fit and cooperate took some divining and black magic, but in the end, it was well worth the time. The setup is comfortable, strong and clean.

Stepping back once the machine was done, Josh was happy with the results of his efforts. He has spent the time since it rolled off of the lift flogging it hard and as often as possible. The bike has been solid as a rock, fun to ride, and manageable, despite it's big knobby 23 up front.

Getting himself noticed with his first ground up build certainly has been good for Josh's motivation and we can only imagine that good things will come from Josh in the future. WrenchWorks: they fix, they build, they score! **IW**

Josh send out special thanks to Gypsy Choppers and K&J Antiques.

*RESOURCE

WrenchWorks
Asheboro, NC
336-392-3654
thewrenchworks@yahoo.com

