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IronWorks®

BRASS BALLS ROCKETEER

A.M.D. WINNER
& IRONWORKS GIVEAWAY BIKE



ACME CHOPPERS

CLEAN MACHINES FROM A BUSY SHOP

PROJECT FLHX: STAGE 1+

INTAKE, EXHAUST & DYNO TUNE



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FEATURE BIKES ONLINE @ THE BUMP

**CALI CUSTOMS • GATES PERFORMANCE • MEET THE BUELL BROTHERS
HARD NINE CHOPPERS • 2011 ROAD GLIDE ULTRA • TOURING OREGON HWY 97
BONNEVILLE RACING • H.O.G. RALLY IN THE ALPS • MYSTERY MACHINE**



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ON THE COVER

Volume 20 • Number 9 • Our 170th Issue

Looking like it has been the toast of Sturgis, Brass Balls Rocketeer (our giveaway bike!) shows it's pretty self behind the A.M.D tent at Sturgis in August 2010. The bike was sitting in the show all week and the night before our shoot BBB's Dar Holdsworth took it out for a night of celebrating and zipping around the madness that was Sturgis. Dar asked Editor Steve Berner if he should clean the bike before the shoot and as is his habit Steve told him, "Nah, looks great the way it is—ridden!" We hope you agree. Photo: Stephen Berner

FEATURE BIKES

Brass Balls Rocketeer

A stunner for a winner



154" Monster Mule

Greg Gates takes on the Great White Dyno

Cali Customs

A sweet Pan-Shovel bobber

Streetfightin' Machine

Phil Lukas's hybrid musclebike

Danny's DMX

Meet Switzerland's Hard Nine Choppers

FEATURE STORIES



2011 Road Glide Ultra

A big bike for a big trip

Touring Oregon and Idaho

Margie tours Highways 97 and 95

Bonneville Racing

It's the spirit that matters most

H.O.G. Rally in the Alps

IW heads across the pond with Pirelli

IW GARAGE



Meet the Buell Bros.

The gurus of quad camming

Metal

Fabbing a dash console

Electric

Two- and three-brush generators

Engine

Knock, ping, ... detonation, yikes!

Mystery Machine & Die

Part Two: Fitment and Adjustment

Project FLHX: Stage 1+

Intake, Exhaust & Dyno!

Insurance 101

Coverage for the rider

Paint & Finishes

Flames that'll make you proud

Gasket Materials

The deal with metal-based gaskets



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SPOTLIGHT

Acme Choppers

The Ahlquist brothers, Wayne and Jason, are all business regarding the bikes they build and the way they build them. This busy shop in Laconia, New Hampshire handles typical repair and maintenance work, but they also craft distinctive custom bikes full of their own hand manufactured parts. We think they are on to something, but don't take our word for it; take a look at the images and decide for yourself.



ACME Choppers

A focus on quality and fit



Learning what shops are out there and what they are doing is an ongoing "to do" at *IronWorks*. We are always on the hunt for great shops doing great work (so if you know of one, let us know!) and to cover the territory we depend heavily on referrals and references. It is just impossible to cover the scene without some help.

Interestingly and happily, a lot of the shops and businesses support and collaborate with one another. Often this leads to a series of hand-offs and referrals from one builder or shop to another, and so that is how this story comes to be. Earlier this year at the SmokeOut, Lock Baker at Eastern Fabrications asked if I had seen the work of ACME Choppers. I responded that yes, I knew the name and had seen a frame or two of theirs, but really hadn't acquainted myself with their work. Lock, who had worked with ACME on a project

or two, recommended that I check them out and introduce myself.

Seeing as how the proprietors of ACME, the brothers Ahlquist, (Wayne and Jason) were located a few feet away, I walked over to see what they had on display. I was knocked out when I took a look and asked them if they'd be interested in producing the editorial piece you're reading right now. They answered in the affirmative and we promised to connect later in the summer, preferably after Sturgis.

Fast-forward to September and I ring the "lets road trip to New Hampshire to visit ACME Choppers" bell and Pupkin and Chucky responded positively to the stimulus. The three of us (two Road Glides and my Street Glide) blasted the 325 miles up to Laconia so I could spend time at the shop shooting the bikes while my compatriots could play and eat barbeque at the Yankee Smokehouse.

The shop is in a non-descript industrial park in Laconia, the spot where Laconia Bike Week is located. Plenty of room, well stocked and machined up, Wayne and Jason and their small crew are not fooling around. This is a busy bike shop that sees all the local repairs and maintenance requests of a traditional shop. But this is also a shop that builds some exotic hi-style custom machines and manufactures a line of very nice, very well made accessories and hard parts for the chopper builder and custom bike owner. There is a lot going on at ACME Choppers and I recommend that if you like what you see here and are shopping for bits, pieces, parts or whole bikes you give them a call and let them know you saw their work in *IronWorks*.

So without further ado, I will get out of the way and let Wayne Ahlquist tell ACME's story, in his straight to the point, New England style.—*Stephen Berner*

We opened up in 2005, just me (Wayne) and my brother Jay. We started our business by selling parts from the big book catalogs and fixing local bikes, installing parts for people and stuff like that.

Soon after that we started working on our custom bike building skills and the more bikes we built and the more of other people's parts we used, the more we realized we could do it better and cleaner ourselves. That's really what launched us into developing our own line of parts. We just wanted to build high quality stuff that would fit right and work right.

It took over two years to develop and test the line to have all the stuff on our site ready for sale. We shoot for high quality and a perfect fit every time.—*Wayne Ahlquist*

See more pictures of these great machines on IWBlogger's BUMP.



*RESOURCE

ACME Choppers
Laconia, NH
603-524-2263
www.acmechoppers.net

Flying Dutchman

This 1970 FLH belongs to a friend of mine. He has owned it since 1991.

He is from Holland originally and brought this with him when he came here 20 years ago. This bike had been driven hard all over the European continent from the Netherlands to the south of France and even to Spain! It had over 70K miles on the odometer before we got our hands on it. Needless to say the ability of this machine to get out on the road and rack up some real miles was most important when we decided to start on a build plan.

The suspension updates include 2008 Road King fork tubes and sliders as well as the 2000-up style two-piston brake calipers. The rear end got kick ass Ohlin's shocks with adjustable compression, rebound, ride height and spring tension. They really smooth out the bumps and give the ability to adjust quickly when the decision is made to take on a passenger.

We struggled with the fit and look of the fenders and had to make our own from scratch, as well as the stainless steel front fender mounts and the integrated rear fender struts. It's hard to get a rear fender to sit in the correct position on a swing arm bike.

The handlebars are made in house out of stainless steel and all the hand controls are internal including the twist clutch. We hid the electronics in the cowl and control them with flush mount switches and a sealed marine style start/run/stop ignition. We used our small 1.5" alloy risers and made the alloy adapter block to help them blend into the stock headlight nacelle.

The motor is original to the bike and has S&S wheels and rods as well as an AB grind cam and high comp pistons. We cut, welded, and re-shaped the rocker boxes and added a Mikuni 42mm carb, topped off with a Dennis Goodson air cleaner

The trans is a Jims 5-speed in a 4-speed case connected to the motor with a Tech Cycle 3-inch belt drive and a Primo clutch. The exhaust is hand made stainless 2-into-1 and has a CNC machined fish tail tip.

We built the dash plate and speedo mount out of a 1/4" thick alloy plate and had it covered and stitched to match the seats. The seats are modular so the P-pad can be removed with a thumb screw for one-up cruising. The foot controls are 2000-up H-D Softail style, running the factory juice brake in the rear. —Wayne Ahlquist





Chrome Frame Shovel

This bike was built to showcase our new product line:

- Frame
- Oil tank
- Battery Box
- Risers
- Triple trees
- Handlebars

We used a 93" high comp S&S engine, broke it down for a full show polish (all the

way to the bottom of the fins) and, of course, the engraving. It's got a Baker Direct Drive 5-speed trans, a Tech Cycle 530 chain drive primary and Performance Machine hydraulic clutch release.

One of the goals with this bike was to make it very user friendly and rideable, that's why we used the PM brakes, modern style tires and electric start. I love magnetos so we used one.

The whole bike was made at ACME; even the seat, gas tank, and rear fender were done by us. I wanted the bike to be as skinny and clean as possible so that's why I went with the direct mount caliper for a rear brake (no axle mount) and the 130 tire.

When we started building the frame we machined pockets into the back of the axle blocks to flush mount the fender struts. It made the stainless steel struts look seamless. We also built the mid mounts from scratch and they are stainless as well.

—Wayne Ahlquist





Baby Blue Triumph

This baby has a '72 Triumph front frame with a loop hardtail, alloy side mount oil tank, and Paughco gas tank. The triple trees were bored out to accept 39mm Sportster fork legs, it has 7/8-inch narrow apes, and we turned down the Sporty lower legs. It's got a Hunt magneto.

We made the fender and fender struts. We built the high-low exhaust as well. I think the headlight is an old spotlight of some kind (I got it at a yard sale).—Wayne Ahlquist





Gold Metaflake Pan

This bike is powered by an 88-inch V-twin Pan motor with a mag and Custom Cycle Engineering rocker boxes. The Sputhe trans came from ebay, the frame was a Santee that we chopped and did a goose neck on, and the front end is a Harley Springer with about 4-1/2 inches cut out of it.

Rear fender is a West Coast Chopper that was narrowed to 6

inches and the tank is just a cut up Sporty tank. We used a Billet 4-U primary and it came with the mid-mount controls and plate bracket. We made the stainless sissy bar.

The wheels are Chica Invaders, 16x3 on both ends. We used Brembo hand controls. I like the feel and they are really skinny looking. The finned oil filter is mounted where the oil tank should be and we made the side-mount, flask style oil tank. —Wayne Ahlquist





Green Metalflake Triumph

The frame is a 1967 front mated to a David Bird with a loop hardtail. It's got a 1968 motor with a 750 big bore kit and a Joe Hunt magneto. (Told you we love mags.) We built the stainless steel 90-degree side draft intake to fit the Mikuni carb and also made an adapter to fit the Dennis Goodson air cleaner.

We used one of our wide Springer front forks and made oddball drop wishbone front legs to give it 60's style. The stainless 60's style T-bars were made to match the looks and lines of the front end.

We put a 21x2.15 Invader wheel in the front, with a Speedmaster tire on a 16x3 Invader in the back from a Sportster. We made the axle and spacers to fit it up.

The seat was done by Jay at Truckalope leather. We made the fender and sissy bars and had them chromed. We sanded the bottom of the taillight for a nice tight fit with the radius of the fender.

The oil tank is a 5.000 round alloy unit, made and polished by us. We used an old Harley oil filter hidden down between the rails of the hardtail instead of the factory Triumph screen. —Wayne Ahlquist



Little Black Triumph

We used a 1971 front frame with a loop tail hard tail, along with a Joe Hunt magneto and a single carb head with an Amal carb. The oil tank is off a Sporty; we just welded in the feed and return fitting and made some mounts. We used a Detroit Brothers high tunnel peanut tank, but overall this bike is very basic and uses almost all factory parts.

We used the following Triumph parts:

- Front frame
- Front end and P-risers
- Front and rear wheels
- Front and rear brakes
- Foot controls

It's a very simple-built approach—but one of my favorite bikes! —Wayne Ahlquist

