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Volume 21 Number 1

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JANUARY/FEBRUARY 2011



ON THE COVER

Volume 21 • Number 1 • Our 171st Issue

Sometimes the best, most creative machines come out of the barns, garages, and basement workshops sprinkled throughout this great country. Nailing the magical formula is no easy feat and not easy to accomplish for a seasoned vet, let alone a total newcomer to the scene. With that bit of pomp and circumstance, meet Leo Tancreti, proprietor of Leo's Speed Shop and builder of the Flor de la Muerte.

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SPOTLIGHT

The Shop and Industry Customs

We've learned that often times, some of the best work is done in some of the smallest, least acclaimed shops and that's certainly true of the two gear head havens in this issue's Spotlight. The Shop and Industry Customs are both located on Long Island and their days of anonymity are over. Come on and take a walk around with us.



Forward

2011 promises to be quite a year, yessiree. The world around us continues to demonstrate change is something we'd best learn to deal with and better yet embrace because, dear friends, fellow motorcycle enthusiasts and Americans, there is nothing we can do to successfully withstand the hydraulic pressures of change. Change is a wind we cannot help but bend to, it is relentless.

Along those lines, I've come to appreciate that not everyone embraces change the same way. Some folks resist, the proverbial sticks in the mud—and pay the price as saplings do in a mudslide; they snap, break, struggle, and eventually disappear. Some run from change, but that doesn't work. You can't outrun the fleet-footed beast of change. Others surf the tides of change, staying on top of the current, limber and flexible, open to the shifting course and finding a way to make the power of change work for them.

Change brings all sorts of other things to the forefront: opportunity for one. When things change, opportunity is abundant and some cool stuff can fall out of the ensuing movement. You have to be quick, you have to move with assuredness, and you have to have a sense of humor if you are going to succeed navigating the seas of change.

And so it is with *IronWorks*, that things continue to change, and in our case, change for the better and stronger. We've further refined our mission and will consistently deliver the great stuff you expect from us. For instance, we've lined up some really good (and diverse) column contributors for 2011, further broadening our voice, breadth, and perspective. All these folks ride, they have ideas, and they are talented. The subject matter they target will always center on the machines, riding and the riding experience, no calisthenics (mental or otherwise) or mind-cleansing mantras are on our editorial agenda. *Ironworks* is about bikes (V-Twins mostly), products and info that make the experience better (safer and more comfortable)—just to be clear.

Keeping within the theme of change, after being a faithful contributor for many a moon, Bert Baker, friend, advertiser, and supporter has asked for a sabbatical so he may



focus on his business and some new products he's got in development, to which we responded, "Right on!" Bert will continue to wax eloquent on everything from Coney Island hot dog farts to thieving trademark infringers, but without the pressure of monthly deadlines and my hassling phone calls.

With that news is the addition of two new voices to *IronWorks'* printed pages: the first, Mike Tomas, who you know as the visionary leader of Kiwi Indian. Mike is an interesting guy who has a lot of business, life, and motorcycle knowledge and is willing to share. Mike has been a long time friend of IW and we are glad to have him working with us.

The second contributor you'll know if you visit IWBlogger.com and that is Marilyn Bragg a.k.a Chessie. Chessie is gold: she writes, she shoots, she explores, and she most importantly rides her Sportster everywhere. I mean everywhere. This 1993 Sportster has in excess of 180,000 on it. Yeah, that's right, she rides everywhere. Chessie has been in the V-Twin business and world for quite some time and I feel like we have scored to have her join our team.

We've got a few projects underway in the IW Garage: Project FLHX being one. Taking this machine that a few short months ago was a stocker and transforming it into both a looker and a performance handling touring machine has been fun and an education in parts and process. Nothing better than working on your own bike to get a sense of how stuff works, day in and day out. We've addressed appearance, handling, and drivetrain as well as light engine mods. Coming up in future issues will be a deeper dive into engine work and a few other incremental upgrades and enhancements. The fact that this machine gets ridden a lot means that you'll benefit from the feedback from a first hand user's experience—namely mine.

We are writers and photographers that

ride and are proud of it. Although you won't find us covering events per se and the party at "so and so's" in our printed pages, you'll find us at these events, busy looking for machines to feature and people to engage for projects and contributions of knowledge. When we are out hobnobbing with bigwigs and hoi polloi, we have an agenda.

With all that said, we are looking for more "reader engagement," and hope that you'll take the opportunity to interact with us on the [IWBlogger](http://IWBlogger.com) site. Print is not the most interactive medium at our disposal and so we encourage you to use our very busy and vibrant site to connect with us. Blogmeister Sam Kanish is one busy man keeping [IWBlogger](http://IWBlogger.com) up to date on a daily basis with all the news that amuses and pertains to our V-Twin world. Sam is also a mean storyteller and funny as hell in his inimitable laid back manner, so I encourage you to check out [IWBlogger](http://IWBlogger.com) and look for his missives.

I have one request from our constituents—and that is to assist us in identifying talented local folks building bikes, performing customization, creating road going machines, and developing a body of work in the V-Twin arena. Looking for Spotlight subjects is something we could use your help with and if you know of a talented shop or individual who has built a number of machines of a high caliber and quality I'd like to know. Finding talented folks flying under the radar is something we've got a deep interest in, and if you can turn us on to some unsung talent, we'd be most appreciative.

So bring it on 2011, we are ready; gloves on hands, helmet tight, petcock switched, key turned, carb choked...ignition!

Happy New Year!

Yours on 2-wheels in 2011

Stephen Berner

Steveb@steveb.biz

Strong Island Represents

The Shop and Industry Customs show class and style

For as big as the NYC urban sprawl might be from nearly every measurable perspective, when it comes to the community of bike enthusiasts of the H-D variety the world really is a pretty small place. Yes, by numbers there are a lot of motorcycles out there, but where are they? I don't see them out on the road and I rarely spy them parked on the street. I think they are hiding.

On the other hand, there are people and machines I see at nearly every gathering of V-Twin and hot rod enthusiasts, as few in number as these gatherings might be. In most cases I don't know their names, but over the years I have come to remember and recognize these characters. I tend to associate them with their machines, like Insane Freddy who used to ride the truck tire big wheel (split rim rear wheel) with gear shifting derailleur around the city. Everybody back in the day knew Freddy and his big wheel. There are some really crafty people doing cool work, under the radar of the "regular" media, and I like connecting with these cats.

Anyway, my point in all this is these days this small community of NY enthusiasts is doing some good work that tends not to be seen a lot. Most do the work they like to do, they ride their machines when they have time, and they basically



take on whatever projects they want, on their own terms in their own small workshops. They don't rely on the building of these machines to support large concerns, so expend the effort to do it their way without the pressure of critical deadlines and impatient walk-in customers. This is not to say this isn't serious business and these gents don't take it seriously, quite the contrary. I'd venture to say these machines are quite serious by any standard and their customers walk away satisfied—it's just all very personal and hand crafted, leveraging time, craft, knowledge and talent.

With an eye towards fine details and usage of as many NOS H-D parts as is feasible and safe, Jason Moss's machines coming out of The Shop have a fineness of

detail, styling, and thought to them that separate them from the pack. Nick Zazzi's machines from Industry Customs are tougher, wider, and have a more aggressive chopper stance—the kind of bikes when seen in the rearview that make the cagers move over. Although these machines are all very different, there is an underlying focus on style, function and respect that ties them all together.

I met Jason (The Shop) and Nick (Industry Customs) while noodling away a day at the Rumbler's 10th Annual Hot Rod Thrills and Kustom Kills car show in Brooklyn, NYC. Actually I didn't meet these gentlemen at the show, rather, I had stuffed my business cards under the seats of three bikes while at the show, trying to line up features to shoot and, ironically, all of the bikes were Jason's or Nick's. Also ironically these guys are good friends, regular collaborators and supporters of each other's work. When I realized this, I knew I had hit pay dirt. I asked Nick to set up a time with Jason where we three could connect and I could shoot as many bikes as we had patience and time for. Easy as pie, we set up a date and the images you see came from that early October session.

So without further ado, meet Jason Moss, founder of The Shop.—*Stephen Berner*





The Shop

The Shop originated as an ongoing joke that my wife and I had. I would tell her I was going out to the shop to do some work and she would correct me and say the garage. Well just to twist her screws I had all my friends and family call it "The Shop" and the name just stuck. The Shop is a two-car garage behind my house that I can slip away to build my projects in.

Right now The Shop is almost at full capacity. It currently holds four completed bikes, one rolling project, a number of tools and a parts stock that any builder would be proud to own. I work on friend's bikes when time permits and I like to pick and choose the jobs that I take on. I prefer to work on older iron but sometimes a challenge comes around that you can't pass up. I have kept most of my builds with the exception of two complete bikes. They were sold off to finance other projects. I try to recycle everything in the garage and that includes money. Most of my builds utilize OEM parts where practical. I believe if the original ones held up this long then they will go forever. When asked, I like to tell people that certain parts on the bike are OEM and that yes, I did build it out of milk crates. Well, enough of my ramblings, let's get to the bikes. —Jason Moss



*RESOURCE

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1946 Blue Knuck

The first bike is a 1946 Knucklehead that I bought as a complete basket case. The EL motor was immediately sent to my friend and motor builder Bob McQueen for some super secret upgrades. While the motor was out I started the fab work on everything else. The frame is an OEM 1937 with an OEM inline springer. The bike rolls on an 18 rear tire and 21 front. Braking is handled with drums front and rear. The rear fender is ribbed and the tank is an early Sporty unit that I cut in half and narrowed

one inch. I like the look but wanted it to be shorter so I took a half-inch out of the bottom before I flat bottomed it and added Frisco mounts.

My buddy Rich at Ryzart Paint threw some color at the tins and did the silver leaf on the oil bag. I found a set of NOS Stelling and Helling risers for that period look. The old S&S L carb with the Morris G5 mag just moves the bike along at any speed. The seat was stitched up by Christian at Xian leather here on the Island. I will say this is my favorite bike in my collection as of now. *—Jason Moss*





1949 Green Panhead

This bike is a 1949 Panhead sitting in a VL frame. This project took approximately five years on and off. I planned to build something that was racy but still traditional. I went to my motor builder Bob once again and found a rebuilt Pan and the hunt was on for parts. Everything on this bike had to be hand fabricated. That includes the mods to the frame all the way to the wheel spacers. The gas tank is a Wassell banana paired up with a Triumph rear fender.

The fork is a VL springer with a 21 spool on the front and an 18 in the rear. I like to mix up different metals so I made the pipes out of 304 stainless and pulled them out both sides. All the accents are done in brass that was spun on the lathe. The bars get the most attention. They are bent around a set of Schwinn bicycle bars that I found at a swap meet. They are bent out of 304 stainless as well. The seat was made by Xian Leather and matches the style perfectly. I went with the color green because everyone thinks it's taboo. This bike has taken a number of awards and it is a big head turner. – *Jason Moss*





Flat Black 1945 WL Flathead

The flat black 1945 WL Flathead was bought as a running project. I wanted this bike for a few reasons. The first one was that it is the same year that my father was born and the second was that I wanted to try my hand at building a barn fresh

looking bike. This was the fastest build totaling approximately six months. I think it went so fast because I didn't have to worry about paint and chrome.

I pulled off all the chopper stuff that came with the bike and bolted on some

OEM parts that I had in stock. The seat and pillion pad were two different buys but look like they have been together since birth. I had an RL springer so on it went. The wheels are 18 front and rear. After the bike went together it just needed some stripes. This bike is great around town and has plenty of character.
—Jason Moss





Flamed Out 1957 Pan Shovel

The flamed out 1957 Pan Shovel is my daily ride and the bike I have owned the longest. This was my first Big Twin and it has gone through a number of transformations over the years. I bought this bike

as a runner but quickly stripped it of all the ugly parts that the previous owner bolted on.

I pulled the rocker boxes and split them making the external oil lines. The

seat is one of Xian Leather's early works and has seen a number of miles. The rear rim was drilled with speed holes. The biggest question is, how does the air stay in the wheel? Magic! This bike is the workhorse of the crew and has served me very well over the years.—*Jason Moss*



Industry Customs

Back about 2000 I met a friend, Jim, from RI. We both had '86 Mustangs and I went up to hang out. He introduced me to Truth from Choppahead—they had grown up together. Now up until that time, I had always seen cool bikes but wasn't tuned in to building them.

Walking into Choppahead's shop in Boston changed my mind. By 2004 I had quit being a competitive bodybuilder and needed something to do so I bought a frame and an EVO motor and built my first bike. It was a rigid frame with a 240 out back, EVO 5-speed and kick only. I rode it to the Smoke Out from New York. It was featured in *The Horse* back in '05. After that, an old friend of mine was looking to buy a chopper and I talked him into letting me build it. From there things kind of went in another direction.

I got hired at Rolling Thunder Cycles, L.I., NY as a parts guy. I started meeting people and doing jobs for guys—way too much free work! You start to gain a lot of "friends" like that. I finally took the dive this year and went legit. I got incorporated under the name Industry Customs. No more free work! I am planning on doing bike work full time.

Over the past six years or so I have built about 14 bikes. I grew out of my garage and will be moving to a shop very soon. I am also going to start to venture in to doing some car work, fabrication and sheet metal. I am all self taught and still have a ton to learn but I try to soak in everything. I take anyone up on invitations for me to hang around and learn! I owe a lot to a lot of people who have taken the time to show me, talk to me, listen to me and what not.—Nick Zazzi



*RESOURCE

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Gorgeous Killer

This is my personal bike. It's a no stretch, no rake Paughco frame with 16's front and rear. The triple trees on this bike were milled at my father's shop. They are in between a narrow and mid glide. The front wheel has been machined to allow the 35mm tubes to sit as close as they could. Look Ma, no front brake!

It runs a 1951 Pan bottom with Show-el heads and 80" cylinders all put togeth-

er by Doug in Brooklyn. It's got a '65 4-speed with a true jockey lid and a suicide clutch set up. The tank is a peanut that I frisco'd, the fender and oil tank come from Front Street. The Baas Metal Craft seat pan was covered by Christian at Xian Leather. The color is Tobacco Brown and all the gold leaf and striping was done by Gary the Brush. I made up a nice set of small pipes to keep everything tight, cause traffic in NY sucks and I ain't waiting!—Nick Zazzi





Karen's Bike

This bike started as a '79 FLH. I chopped it up for my girlfriend, Karen. The frame was left stock with some things cut off here and there. I used a '58-'72 swing arm with modifications made for the rear disk brake and also the fender is mounted to it with a single-sided strut.

The shocks were ditched in place of some struts. It runs a classic 16/21 wheel combo. The triple trees are one off, ma-

chined in my father's shop. They are a half-inch narrower than stock wide glide. The Z bars are stainless made up to fit the width of the custom front end. The tank is a frisco mounted Sporty and the oil tank and fender both come from Front Street Cycles. After I mounted everything up and did the body work, I sent them off to Ryzart for paint, a mixture of black and candy brandy over silver flake panels. The seat is a Baas Metal Craft pan covered in hand tooled leather by Christian at Xian Leather. In fact this is the first

seat he actually used colored dyes on!

The motor is an 80" Shovel with a fresh rebuild and the trans is a stock 4-speed kick only H-D unit. The forward controls are all hand made with some Chopper Dave Glory Bound pegs. I made the pipes nice and tight to the frame to keep them off the street in the turns. Karen is known to push this bike to its limits and NY does not have forgiving streets, so a lot of time and thought went into this bike, knowing I was putting my girl on it!—Nick Zazzi

