

On Sale Until 07/04/2011

WWW.IRONWORKSMAG.COM

JULY 2011

Volume 21 Number 5

# IronWorks®

## JOE'S FXR

A PERFECT PARTNERSHIP  
QUICK HANDLING  
& ELEGANT STYLE



**FLHX WRAP-UP**  
HP & DRIVETRAIN MODS

**SPOTLIGHT**  
BLACK FRAME CYCLE PROJECTS

**GET READY TO ROLL**  
WITH H-D FACTORY BITS

**1961 XLCH • CYCLE ELECTRIC • XIAN'S TRIBUTE RIGID • KIRK TAYLOR • NEW E-FAB PROJECT**  
**LEO'S STEEL PANTHER • SAM KANISH • BUILT BY JIMS • KENDON TRAILER • RACE TECH INSTALL**  
**STEADYMATE TIEDOWNS • WARREN HEIR CHOPPER • VANSON • CHOPPER BUYERS GUIDE**





# 36

## ON THE COVER

Volume 21 • Number 5 • Our 175th Issue

This is what it's always been about, at least among authentic bikeriders; tooling down the avenue on a motorcycle that only looks great and handles like a dream but one that has meaning to the person riding it. What others might consider just a bunch of parts becomes a bike with soul once the owner and a trusted friend put their hearts into its construction.

Get the story on Joe's bike and collaboration he formed with John the Painter that resulted in the sweet ride pictured here. It's right here, in this issue of *IronWorks*.



## FEATURE BIKES

<b>Tribute Chopper</b> .....	8
<i>By Xianleather's Christian Marsh</i>	
<b>Jr's Cycle Products</b> .....	16
<i>Warren Heir Jr.'s new traditional chopper</i>	
<b>Leo's Steel Panther</b> .....	20
<i>A bobber turned chopper</i>	
<b>Joe's Silver FXR</b> .....	36
<i>An understated beauty</i>	
<b>Eddie's Twelve-Year Build</b> .....	44
<i>Cheap on the wallet, not on the eyes</i>	



## FEATURE STORIES

<b>LA Calendar Show</b> .....	32
<i>A classy Sportster takes center stage</i>	
<b>H-D P&amp;A Spring Spiff</b> .....	70
<i>Spiffing up the bike and the tool box</i>	



## IW GARAGE

<b>Kendon Stand-Up Trailer</b> .....	40
<i>Easy to load, easy to store</i>	
<b>Steadymate's Cinchtite Tie-Downs</b> .....	48
<i>Tried and tested</i>	
<b>Paint &amp; Finishes</b> .....	50
<i>Tricks and special effects</i>	
<b>Engine</b> .....	52
<i>Fasten those fasteners</i>	
<b>All About</b> .....	54
<i>Suspension by Race Tech</i>	
<b>JIMS Tool Tech</b> .....	56
<i>From concept to customer</i>	
<b>Metal</b> .....	58
<i>Lock Baker starts a new fab project</i>	
<b>Project FLHX</b> .....	60
<i>Drum roll, please...</i>	
<b>Project XR1200</b> .....	64
<i>Stage II mods: time for cams</i>	
<b>All About</b> .....	67
<i>At Vanson it's all about fitting right</i>	
<b>Electric</b> .....	68
<i>Building a 65A generator</i>	



## DEPARTMENTS

<b>Buyer's Guide</b> .....	72
<i>Choppers and Bobbers</i>	
<b>IW Eye</b> .....	82
<i>Worth a thousand words</i>	

## REGULARS

<b>Steve B</b> .....	6
<i>Touched</i>	
<b>Sam Kanish</b> .....	12
<i>Snakebit waits for no one</i>	
<b>Mike Tomas</b> .....	14
<i>When it's right, you know it</i>	
<b>Margie Siegal</b> .....	76
<i>'61 XLCH: the quintessential sportbike</i>	



# 24

## SPOTLIGHT

### Black Frame Cycle Projects

One too many wrecks on the dirt bike circuit forced Jamie Dykeman to face reality and turn his motorcycling efforts in a different direction. Casting about for motivation he started dredging up memories of the hardcore bikes he saw carving the city streets when he was a kid, and he became inspired to start building. That's how Black Frame Cycle Projects was born. Turn the page and take a look at some of Jamie's clean, uncluttered bikes, all based, as you might guess, on solid black frames.



## Touched

I am touched. This is not necessarily news to the people that know me. I don't know if it is coming home from a long month of travelling around from Daytona to California to Minnesota in less than 30 days, but I am appreciating home more than usual and feeling thankful.

Just recently I've seen first hand how generous people of the V-Twin persuasion can be when it comes to reaching out and touching someone they don't really know, lending them a hand, a shoulder, a bit of advice. I can't get specific because people can't be named, but suffice it to say I saw a friend really lean forward and help someone he didn't know (who just happened to be another friend of mine,) so selflessly, honestly and completely—I was just proud to know both the guy who had lent a hand as well as the guy who needed help and sought it.

This is the good stuff of life and it makes me happy and proud of both of these characters. All the players involved in this story are bikeriders and all people involved recognized that the actual world of dedicated V-Twin pilots is relatively small and so, not surprisingly, once name-dropping commenced all parties realized they knew the same set of characters. Small world, reach out and touch someone, it makes a difference, and it helps.

Another thing that touched me recently was the excellent turnout at the Donnie Smith Show and Chopper Class Challenge, held in St. Paul, Minnesota. There is something plain cool about adult teacher/enthusiasts getting kids involved in the V-Twin passion early in their lives. I mean, what a leg up these young folks will have, getting a taste of *this* and being encouraged at such a young age. Recognizing, in no specific order: the Caledonia Build Team, Caledonia, MN, the New Richmond High School Build Team, New Richmond, WI, the Eden Jr./Sr. High School, Eden, NY, and the Mitchell Technical Institute, Mitchell, SD. These are the fu-

ture of our chosen pleasure and we can't help but be proud. It was clear and evident; every single one of these teams did a great job executing their vision. They all learned valuable lessons and they had fun doing it, and *IronWorks* magazine is proud as hell to be involved.

Visiting Minnesota was brisk but my friend and renowned illustrator/artist Justin, taking pity, whisked me away to Kevin Baas's house for an evening sweat lodge session in his small backyard workshop with 75+ of his biggest friends—which kept the blood warm and the mind entertained. Kevin is an interesting guy who is doing some motivating things in terms of using bikes to connect with and engage young people. And from my vantage point, something seems to be working because all of the young folks I met throughout the weekend were passionate, knowledgeable and thankful—really on point. I liked visiting Minnesnow-ta; next time, though, it will be on two wheels when the temps aren't so...hmmm...small!

## Other Business

Please notice we've added a new feature to *IronWorks*' pages, the *IronWorks Eye*. The Eye celebrates the V-Twin riding experience, featuring one image per issue captured by both well known as

well as up and coming photographic talents. A showcase of sorts, it is a place we can celebrate the one thing we all love—riding. I hope you like the idea. Razor blade out these images from each issue and frame 'em!

## Tech Sheets

Okay, I get it; people want tech sheets, they want lists of parts. I don't get much mail from our shy subscribers, but when you want something – you tend to peep up. I've heard about this often enough to do something about it. It will take a little bit for us (me, really) to figure out how to do it a better way, but we will. Suffice it to say, I hear you, let me work on it.

## Up and Coming

We've got some really solid bike features and builders teed up for future issues. Through some introductions and travel, I met some really solid, talented builders who are doing some notable work. I am psyched to be working with them to help tell their stories and show their machines.

Stay tuned and stay on two wheels!

Stephen Berner  
Steveb@steveb.biz



## In Sandwich, MA it starts with a Black Frame

*Cutting and grinding is the style*



Jamie Dykeman



*Through my friend Roger Chouinard, owner of Sinners & Saints Tattoo in Wareham, MA, I came to meet Jamie Dykeman, proprietor of Black Frame Cycle Projects. Roger owns two of Jamie's machines and arranged for us to meet, being that he held his skills in high regard. You'll not meet a nicer, more unassuming guy than Jamie,*

*and in his small workspace he puts together machines that have a distinctive hand-crafted style. Spending the day with Jamie on a rainy fall afternoon, I came to appreciate the effort it takes to build reliable stylish machines on the cheap. Machines that a workingman can afford, that's what he delivers.—Stephen Berner*

**T**he name Black Frame Cycle Projects (Ground-Up Customs or Grind-Up Yours!) comes from the fact that most motorcycles come from the factory with black painted frames. The black frame is what I start with every time. Whether it's a "ground-up" custom build or a "grind-up" of an existing bike in ugly trim, the project begins there. Once it's up on the lift table, I can see every angle of the bike and think about where I want to go with it. With every project, I strip off the obvious bad parts, use as many of the existing parts as I can, make some parts, and buy the rest. Design inspiration comes from builders I admire, the white noise in my head, angst, and the desire to recreate the bikes I remember seeing as a kid. I'm not reinventing bikes or styles, just trying to put simple, functional, machines with attitude on the road. First and foremost, bikes serve one purpose: to be ridden. I'm not interested in bikes that sit

quietly, lookin' pretty. I prefer a ridden, oily machine over a show bike.

After riding, racing, and wrecking dirt bikes most of my life, my knees were in bad shape. After three knee operations, I found myself laid-up for months and realized my racing days were over. I remembered an article I read in *Easyriders* in the 1990's about the Bayonet Brothers in NYC. I had kept it for many years and dug it out and re-read it. These guys were building hardcore urban bikes that reminded me of a Shovelhead I saw as a kid. A black Shovel rolled through my hometown that had some rake, a small tank, barely any fender, and straight pipes. It made an impression on me that I never forgot. I immediately knew a new chapter in my life was starting. I was going to build a bike. I figured I was ready to start the project since I built bicycles as a kid, swapped motors, transmissions, and customized my car as a teenager—and I operate heavy equipment for my day job. (I figured, how hard can it be? I sure as

hell found out!) If I wanted something custom, I had to make it myself.

I planned my first build on the couch with ice on my knee. I sold all things two-wheel dirt oriented to get some money for the build. I ordered a frame and some parts from Exile Cycles. Exile bikes are a simple, clean rendition of a motorcycle. (I've always believed less is more when it comes to design.) As funds allowed, I ordered an S&S motor, then a gearbox, etc. Eighteen months later, the bike others call "El Jefe" was done. This was to be my "high-end" build to see what I could do. The bike got a lot of respect but most of the guys who wanted it couldn't afford a big-money custom or they didn't have the ability, skill, or time to build one. So I started making tough, clean lined, affordable bikes, by grinding them from stock Harleys or boring customs that guys brought in. The more I built tough, working-class bikes, the more of 'em I wanted to see. It turns out my heart and soul rest in an oily, rusty machine...and they're all versions of

what I remember of that Shovel; a down to earth, outlaw bike with attitude.

Thanks to the world wide web, guys email me from around the world with questions on how to build similar bikes. It's good to build bikes that inspire people...you never know who's checking out your bike when you are rolling down the road. That guy back in the '70s probably didn't even see me that fateful day. Maybe he was busy enjoying his freedom!

## BLACK FRAME

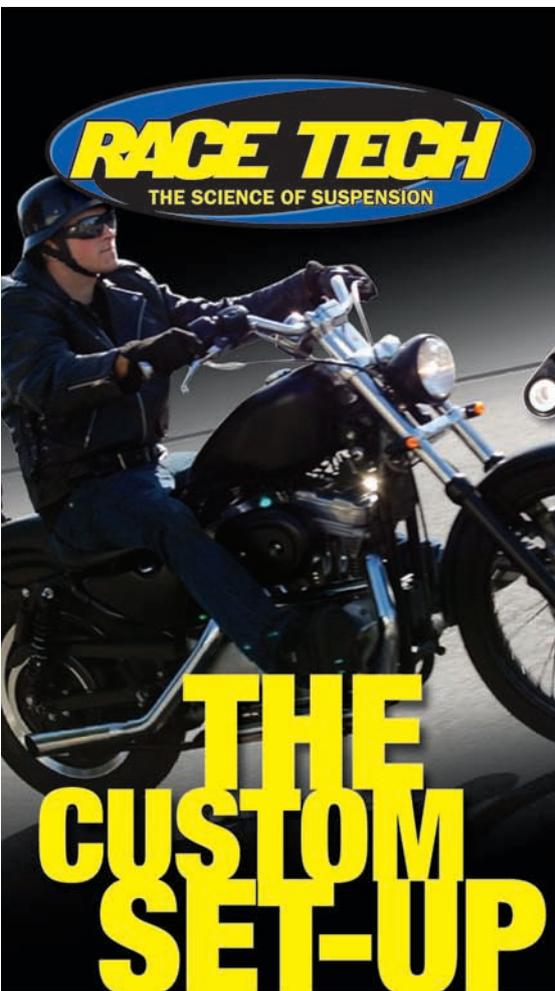
**CYCLE PROJECTS**

★ ★ ★

*Ground-up customs or grind-up yours!*

**\*RESOURCE**

Black Frame Cycle Projects  
Sandwich, Massachusetts  
508-420-0750  
[www.blackframecycle.com](http://www.blackframecycle.com)



IFP - Twin Shocks



# G3-S

## Custom Series Shocks

**Custom-Built for you!**

Valving and spring rates are selected dependent on your needs and riding style. If you ride two up or load-up the bags your stock shocks are too soft.

**Custom Colors Available**



## Complete Fork Kits

Rid your bike of that soft, mushy ride with one of our complete fork kits. Each kit contains Springs, Valving and all related hardware to improve your ride. **Kits for All Models**



Piggyback Shocks



Reader Service No. 22

[racetech.com](http://racetech.com)

951-279-6655



## Slinky

This bike belongs to a customer who bought it in “ugly” trim with the hope I could do something with it. It had the usual bad wiring job, wrong front end, too-tall bars, etc. I stripped it to the frame and

drivetrain and started to build it in the outlaw bike style of decades ago. This is a classic style that always looks good to me. I cut and re-used as many parts as possible to get in shape. Now it's back in black! You shouldn't have to spend hard earned cash (pimps excluded) on B.S. pieces and parts to have a good bike.—*J. Dykeman*





## El Jeffe

This bike was the first build under the Black Frame Cycle Projects name. I built it over an 18-month period starting with a frame and wheels. I used a lot of Exile Cycles parts, as they are

simple, minimalist, and large in scale. (At 6'2" tall, I need bigger parts to keep me from lookin' like I'm on a mini bike!) This bike was named by others "El Jeffe," (or "The Boss.") It's the only bike I've kept and is an example of higher-end work I can do if preferred. —*J. Dykeman*





## Lo-Blow

The '95 XL was built for Smoke Out 11 this past summer. It started with a stock Sporty holding a nicely built motor. I wanted that motor so the deal was made. The motor is a runner with an S&S Hot Set-Up installed along with some other

tricks to help it suck fuel from the 42 Mikuni. It has a true 10:1 compression and runs fast. The neck was cut for the new rake and the back half of the frame was sawed off so the Led Sled Custom's hard tail could be mounted. The mid-controls and handlebar set-up make this bike a lot of fun to ride.

—J. Dykeman





## '81 Shovel

This bike was built as a shop bike (parts runner) from pieces and parts left over from other builds. Fat, low, and able to transport a large amount of parts shoved in a backpack. It's a nod, like a lot of my

bikes are, to builders like English Don, Walt Siegl and Steg Von Heintz. The NYC scene was a major turning point for me. Those guys influence me to this day. I don't believe in fads, gadgets or gimmicks—just good, solid rides in classic trim. I'm not reinventing bikes, just trying to get a few more of 'em on the road.—*J. Dykeman*





## The Old Man

My friend Roger brought me this bike in need of a makeover. He wanted a bike that would pay tribute to his late father who raced a blue VW under the number 32. Roger's grandfather sponsored his dad's racing with his shop, *Jerry's Tropical Fish*. I stripped it down,

made some of the parts, purchased whatever else was needed, and sent the frame and tanks off to my painter. Roger wanted a straight broomstick bar that was to set the tone for the entire build. It was the perfect choice and really made the stance of the bike great. So with the tanks numbered and lettered, the bike was delivered to its owner in custom bobber trim. —J. Dykeman

