

On Sale Until 09/26/2011

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SEP/OCT 2011

Volume 21 Number 7

IronWorks®

TPJ'S DOMINO

AN HONOR & A CHALLENGE



IW SPOTLIGHT
GMS RACING ENGINES

PAPA CLUTCH
SHIFTING GEARS IN IOWA

LA SPEED SHOP
SUPER COOL IN SoCAL

WALT SIEGL'S SPEEDGLIDE • 1942 WLA • BERT BAKER • THE LEATHERWORKS • PROJECT XR
RACE TECH'S SUSPENSION BIBLE • SAM KANISH • CYCLE ELECTRIC • ONE ARMED BOB'S TRIKES
CALIFORNIA TOURING • BRIAN KLOCK • BIG BIKE OUTFITTERS • E-FAB'S LOCK BAKER





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ON THE COVER

Volume 21 • Number 7 • Our 177th Issue

Any bike builder will tell you: the idea in your head for the bike nobody orders stays in your head—unless something prompts you to build it. In this case TPJ's Bryan Schimke got the nod from Michael Lichter to participate in the Eternal Combustion show at Sturgis 2010—so the building frenzy began. It wasn't the first time a bike rolled into a show just under the wire with its bleary-eyed builder in tow, but Bryan made it and that's what matters. Everyone likes a happy ending, right?

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1942 WLA



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SPOTLIGHT: GMS Racing Engines

When going fast at the race track is what you do, the street bikes you build are likely to exhibit the same attitude: let's go, let's get there fast, and let's do it now! That's the case at GMS Racing, a shop in western Pennsylvania known in local racing circles for pushing the limits of motorcycle engines for street and track applications. And as you'll see, builder Gregg Dahl—true to the culture he lives—hasn't skimped on the go-fast power in the street bikes he builds, either.



Anticipation

Over time I've come to recognize butterflies, poor sleep, and an overall itchiness to simply get on with it, are all the hallmarks of pre-road trip anticipation. I travel a good amount and I always get butterflies before I leave home—always; be the mode of transportation two-wheels, my cage, or a plane—or as the case often is, a blend of all three.

I chalk the feeling up to anticipation because I am not nervous per se, rather I think what gets my brain going is the stream of adrenaline caused by a clear visualization of venturing into unknown territory. Looking forward to heading out without a clear destination or plan in mind is something that many non-moto folks have trouble understanding and accommodating, but it is the dream of most bikeriders to do just that: get lost without an agenda and simply have an adventure and go "make some stories." I live for those days, seeing new sights and being where there is little familiar. Being "lost" has always gotten my juices flowing and chasing that feeling has led me on some adventures over the course of my life, I'd wager, just like you.

A few days before a trip I start mentally reviewing what I am going to be doing and get a grip on what I will need, what I have in hand, where I am going and who I will be traveling with, if I am not alone, which is usually the case. This pre-trip planning almost happens in the subconscious, a stream of hmmmms and ahhs and a review of mental sticky notes. Travelling on a bike for any length of time requires you understand the requirements of packing your gear as well as selecting just what you will need... and this is coming from an admitted over-packer. Experience camping, bicycle riding, or backpacking helps prepare the moto-traveler for the realities of space/weight constraints and the challenges that lie therein. Good luck with

that. I am still trying to figure it out, although I think I am closing in on being efficient and frugal with the space on my machine. Honestly, my solution over time has just been to make more room.

Weather is what it is, a non-event. You will hit weather no matter what you do and you simply need to be prepared and prepared to react appropriately. If it rains, you put on your raingear and, if you are part of my crew, soldier on. Some folks pull over, wait it out, or stop for the day—we don't. Being macho is not the intent here; it is simply that we believe that if you travel on a motorcycle, which is a weath-



erproof machine made to operate in the outdoors, it is possible to continue on and make your destination. Even in the days of plastic bag rain suits we operated (foolishly and uncomfortably) this way. The only thing that I don't like doing is starting a trip in the rain. When rain looms large on the horizon before departure, I ask the road gods for an hour or two of clear so I can get a rhythm going before I get drowned. Usually it works.

Anticipation also brings us back closer to experiencing the special feeling we had as kids, that seems so rare to experience in our adult years – that "gee whiz, wow" and "check that out" feeling. I hear Gomer Pyle in the background, "Golllee, willya lookit that!" when I come upon some strange sighting that reminds me I am free-ranging, far from home. America is

simply an amazing place to just get lost and adventure. I implore you, get off the red lines and see the blue lines, and even better yet, check out some gray lines. Adventures start when you are far off the grid; two hours from an Interstate is usually sufficient to insure you are in adventure territory.

How many of us take the same rides, the same roads, eat at the same spots and do the same thing nearly every time we get on our machines? Most bikeriders I know (myself included) are creatures of both habit and ritual, and those characteristics, if not monitored and put on a leash, can be anathema to the pursuit of adventure. To bust out of the regular routine, I look at a map and, having highlighted the rides taken

previously, look for uncharted territory—and it seems to be working.

Now please understand I am not getting down on those that like heaping helpings of "the usual," quite the opposite actually. I take comfort in knowing the roads, the ride, and the route of the familiar, and take advantage of this familiarity by riding a bit more spiritedly than I might in places far from known. If you know the roads you can dial it up. Do that in unfamiliar

territory and it can earn you trouble. Give and take, ying and yang—there are no absolutes, just an aspiration of balance: new vs. familiar.

Adventure and anticipation, the thrill of piloting our machines, seeing the sites and visiting places both familiar and new, are what helps fuel our enthusiasm for our V-Twins. Add friends to the mix and you've got the makings of some stories and tales you'll cherish and regale folks with for a lifetime.

Our machines were made for travel. Get out with your friends and use 'em, get 'em dirty—and let us know what happened when you did!

Here's to gearing up, getting out, and getting lost!

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