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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**





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## 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*.



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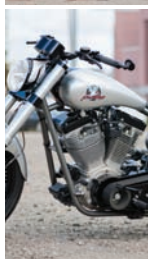
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## SPOTLIGHT

### 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



## Timeless Design

**M**otorcycles. Where else can we view such varied designs in a thing, from one end of the spectrum to the other, both mechanically and visually. Throughout the years, I've had the golden opportunity to build bikes for events such as the AMD World Championships and the S&S 50th anniversary, the kind of events that showcase a huge variety in engineering and design.

I enjoy being open to every kind of bike: new, old, hot-rodded, chopped, foreign, and domestic. But in the end, most of us seem to develop a soft spot for something particular that gets our rocks off. For me it's the history or evolution of mechanical engineering and style.

If we go back into the early teens of biking history, one of my favorite motorcycles would be the Iver Johnson for the intricate design of all the little external mechanical parts. These guys paid attention to even the smallest parts that other bike manufacturers just built to work, leaving them to look utilitarian. Looking at an example of this marque I marveled at the bike for what seemed like ages, it was just so outstanding. And once I understood the company culture behind Iver Johnson it all made sense; they were firearms designers and manufacturers so they were used to paying precision attention to the smallest details, like true craftsmen.

My favorite motorcycle stylist is Briggs Weaver who was hired on at Indian in 1929 by then chief Paul E DuPont. I reckon Briggs caught his stride in the mid '30s and by 1938 he hit a home run with the Chief. That bike is absolutely drop-dead gorgeous in every single respect. Everything flowed; from the tip of the front fender, forks, lights, horn, handlebars, paint scheme, and instrumentation through to the end of the rear fender. Even the engine was included in the package with cool-shaped cooling fins on the cylinders and heads. Wow, a total integrated approach that considered every single item.

In 1940 Briggs Weaver really rocked the styling world with his full-skirted fenders for Indian. At no time prior had anyone been so bold as to make such a move.



This now gave Indian quite a distinctive look. That year also saw the addition of rear suspension, which Weaver did an awesome job of blending into the overall package superbly. Wow. Now the Yanks were cooking with fire.

Indian's iconic looks gave other manufacturers fits for some years before the others came up with their own distinctive characteristics, such as the Hydraglide front end. Briggs Weaver was the one man who probably made the biggest impact in U.S. motorcycle styling, yet today many don't even recognize his name. To me, Briggs is *the man*.

I enjoy looking over Weaver's work; he kept working his magic into motorcycle style through the years. In 1948 he designed an all-new instrument panel and speedometer, which is another work of art. The speedometer hand is an arrow and the dash is beautifully art deco styled. He really had it going on.

Paintwork often makes or breaks the package and in Indian's case it's important to note that the company was owned by DuPont for many years. DuPont was well known for its paint so this made for quite a score on Indian's side as they could offer a good range of beautiful standard colors to their customers. But the choices were not limited to just those standard colors—

for a few more bucks you could have any color combination you wanted from the DuPont color registry. Ah, what a concept; making the sky the limit. And did you know, in those days the pinstriping was usually done by ladies who laid them down meticulously?

But Indian's design innovations didn't end there. Design-wise, having the oil tank in the front right of the gas tank was a great idea. It not only enabled the oil to be constantly cooled but also eliminated the need to try and hide an oil tank elsewhere.

The leaf spring front end was held onto until the end of 1945 at which time the girder was introduced (in 1946) and used until 1948. The hydraulic front end, which Indian called the "Aerodynamic," was introduced in 1950 along with the new 80" engine. But it didn't matter which front end was on an Indian as they all rode extremely well.

Looks are one thing but ride is another. I've always believed that Indian did both very well. And in my book, credit for the looks part of the equation goes to Briggs Weaver. **IW**

### \*RESOURCE

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