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AND BIKE SHOW

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SHOVELHEAD



JUNE 2005
VOLUME 5, NO. 06
DISPLAY UNTIL 6/21/05
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**JUST LIKE
RIDING A BULL**



AND OTHER MINOR DETAILS BY SID ENGLISH / PHOTOGRAPHY: GREG FRIEND

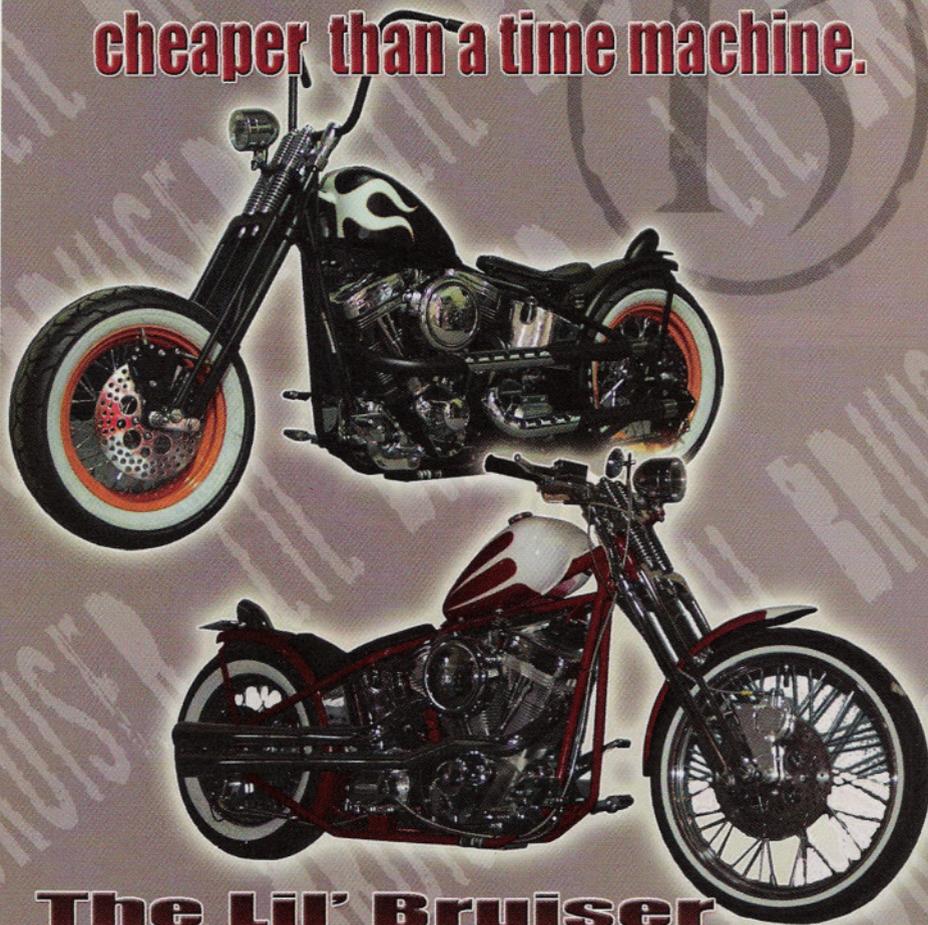


NOW, YOU'D THINK THAT BULL RIDING AND GETTING KNOCKED OUT A LOT WOULDN'T LAND YOUR ASS AT ARTISTRY IN IRON AS ONE OF 25 TOP BUILDERS, there by invitation only. And then again, it was the only bike in the show that leaned to the right or had over five grand worth of Damascus on it either. But those are the kind of details that make it a GP Designs bike. That is exactly what George Pacheco, owner of GP Designs, is known for, the details. Pull all those details together and get them rolling down the road, and all those bull riding concussions start to look like just what the doctor ordered. So, George has this philosophy



that in bull riding, it's really you against yourself, and if you can stay focused, you can ride anything. He also told us his head was not in the game the day a bull knocked him out of the ballpark, causing him to lose a third of a kidney and some intestines and stuff. Time for a career change. And no, it wasn't building bikes right away, it was doing construction work. Maybe that's where he got his building values. When George did start building bikes, he found that he wanted things done a certain way and was having a hard time getting it. Having a vision of what you want in your mind is not always easy to translate into reality unless you do it yourself. Enter GP Designs. George sees himself as a sculptor, some have clay, others marble, but George, he's got billet aluminum. Just the open belt primary cage alone on this chopper took 80 hours in labor. It consists of a 10-piece billet design fully polished and chromed. George even designed a full outer bearing support in this unit with longevity in mind. He also took Billet Boys hubs and made his own 40-spoke wheels, not to mention creating a hidden mount on the front fender to create the illusion of a floating fender. But that's just the tip of the iceberg. The five grand in Damascus we mentioned earlier is in the craftsmanship as well. Frank Gamble helped George out with this artistic element. Damascus is pattern welded steel and it's used for its exotic appearance. You see, smiths weld together a few hundred layers of hard and soft steel and then etch it in acid. The acid attacks the hard and soft steel in different rates resulting in a visible pattern in the steel. When talking with George, mixed in with the crazy stories about his life and the line of daredevils he comes from, are countless details about the bikes he builds and all the attention he dedicates to each piece he creates for each bike. While talking about the cage-mounted ▶

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suicide shifter with Damascus grips we also found out George's grandfather was a racecar driver back when roadsters didn't have roll cages, and that his dad was in the roller derby. Not surprising that he rode bulls before he made motorcycles, huh?

Pro Street-style bikes are ▶

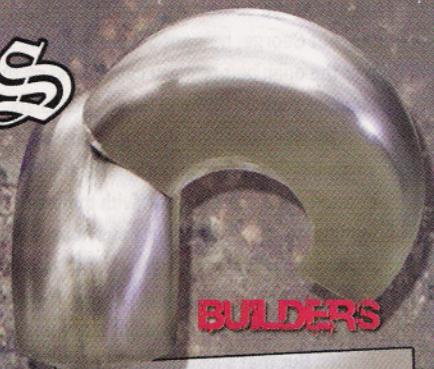
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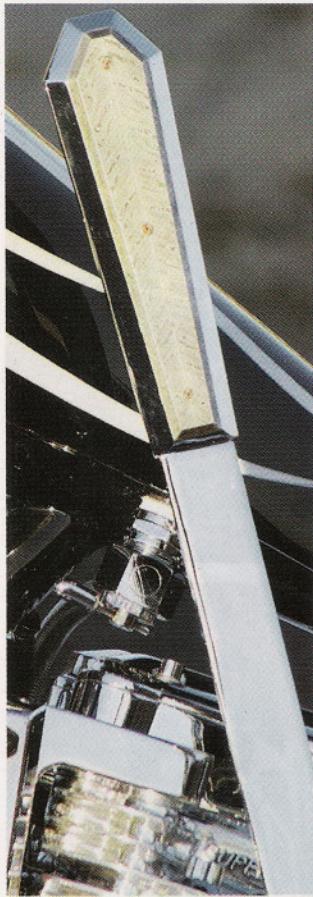
CHOP05



his main customer base, but the Artistry in Iron gave him the chance to focus on a chopper build, this bike being the prototype for his new chopper line. After coming up with his own GP Designs Big Tube Chopper, he continued to stuff it with quality parts and design his own one-off parts. With the help of experts like Ron Cains of

RC Cycles working with the fully polished 124ci S&S motor and Steve Pool lending his brains to the three-point, hidden-mount rear fender, it's no wonder George had to chase people out of his booth just to get a beer at the 2004 Las Vegas Bikefest. Not bad for a guy who got dumped on his head for seven years. **ste**





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THE VITALS:

GENERAL:

YEAR/MAKE '05 CHOPPER/GP DESIGNS
FABRICATION GP DESIGNS/FULLER FAB
ASSEMBLY GP DESIGNS
BUILD TIME SEVEN MONTHS

ENGINE:

SIZE/TYPE 124CI/RC MODIFIED S&S
CASES S&S
FLYWHEELS S&S
RODS S&S
PISTONS MAHLE
CYLINDERS S&S
HEADS RC MODIFIED S&S
CAM RC CYCLES
CARB DA VINCI
IGNITION DYNA
PIPES GP DESIGNS

TRANSMISSION:

YEAR/TYPE '04/BAKER RSD
CASE BAKER
GEARS BAKER
CLUTCH BDL
PRIMARY DRIVE BDL/GP DESIGNS

FRAME/SUSPENSION:

YEAR/TYPE GP DESIGNS BIG TUBE CHOPPER
RAKE 40 DEGREES
STRETCH 4 INCHES OUT, 6 INCHES UP
SWINGARM GP DESIGNS
REAR SUSPENSION LEGEND AIR
FORKS PERSE
EXTENSION 10 INCHES OVER
TRIPLE-TREES PERSE

WHEELS, TIRES, AND BRAKES:

FRONT GP DESIGNS/BILLET BOYS
21X3.5-INCH 40-SPOKE
REAR GP DESIGNS/BILLET BOYS
18X8.5-INCH 40-SPOKE

TIRES
FRONT AVON
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BRAKES
FRONT PM/XTREME MACHINE
REAR PM/XTREME MACHINE

FINISH/PAINT:

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PAINTER SCOTT HULTQUIST
OF RIFF RAFF CUSTOMS
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GRAPHICS PEARL WHITE FLAMES
CHROME PLATING NEW AGE METAL FINISHING/GP DESIGN
POLISHING

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GAUGES N/A
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FUEL TANK JIMMY PETERSON
OIL TANK NYC/GP DESIGNS
DASH N/A
FRONT FENDER GP DESIGNS/FAT CATZ
REAR FENDER STEVE POOLE DESIGN/GP DESIGN
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