

STREET **DAYTONA** chopper BIKE WEEK COVERAGE

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DETROIT BROS'
BUILD-OFF CREATION
REVENGE

JAPAN'S
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AND BIKE SHOW

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SHOVELHEAD



JUNE 2005
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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

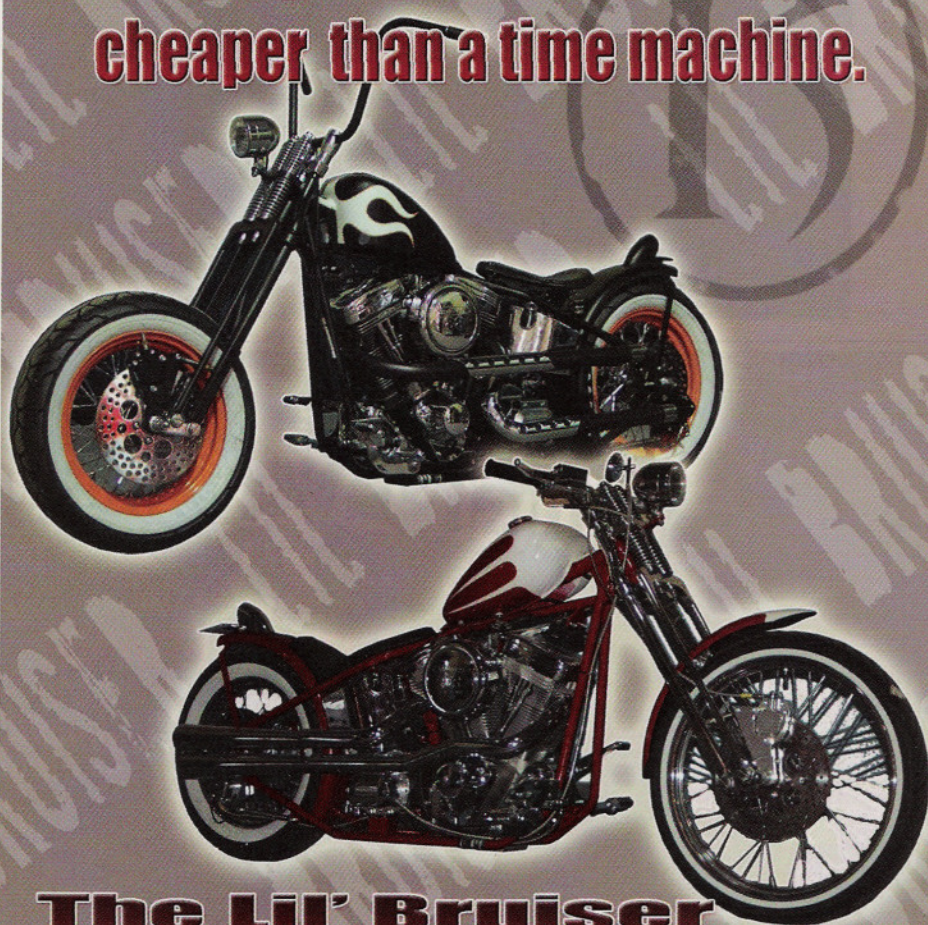
only. And then again, it was the only bike in the show that leaned to the right or had over five grand worth of Damascus on it either. But those are the kind of details that make it a GP Designs bike. That is exactly what George Pacheco, owner of GP Designs, is known for, the details. Pull all those 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 ▶

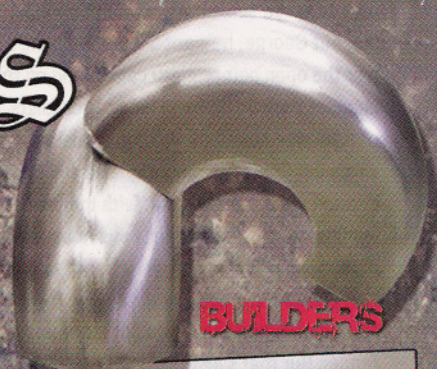
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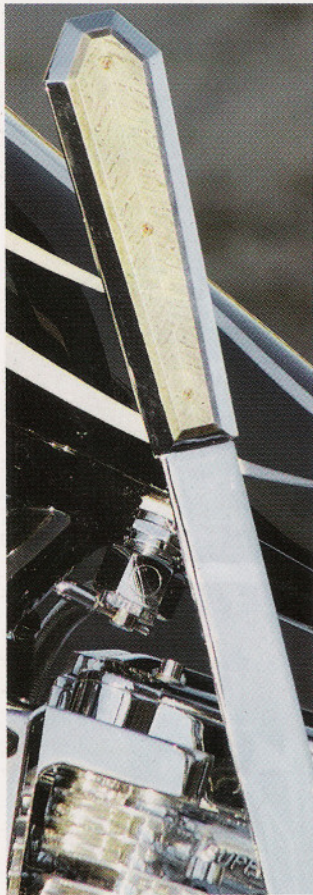
CHOP05



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:

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

TIRES	
FRONT	AVON
REAR	AVON 200

BRAKES	
FRONT	PM/XTREME MACHINE
REAR	PM/XTREME MACHINE

FINISH/PAINT:

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

ACCESSORIES:

BARS	GP DESIGNS
RISERS	GP DESIGNS
HAND CONTROLS	PM CONTOUR/GP DESIGNS
HEADLIGHT	HEADWINDS
TAILLIGHT	GP DESIGNS/DAG SPECIALTIES
GAUGES	N/A
ELECTRICAL	GP DESIGNS
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
FENDER STRUTS	INTERNAL
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