

# EVIL EYE

Z-Man's boardtrack sprinter

story by Stephanie Feld  
photos by Dino Petrocelli



**T**hink you need a full machine shop to build a crowd-stopping custom bike? Think again! Steve Zagorski lives in a bustling suburban neighborhood on New York's Long Island, yet he built "Evil Eye" using a miniature drill press, a few simple power tools, and the judicious help of friends.

This is the latest custom to emerge from Steve's 12"x25" workshop, and it clearly raises the bar for homebuilt custom bikes. In the end, his bike was a happy marriage of boardtracker, Pro-Street, and the California digger. Steve began with a one-off NYC Choppers rigid frame that, as it turns out, led to a NYC soft-tail prototype.

Next came the engine, built from a set of STD early Shovelhead cases, Axtell Shovel/Evo cylinders, and flowed H-D Evo heads. S&S innards provide 106 cubic inches of old-fashioned V-twin power that connect through a Tech Products/Rivera Primo primary belt drive, EFM Oracle centrifugal clutch, Baker 6-speed, and a 1-1/8" BDL rear belt drive. The centrifugal clutch makes it easier to deal with the jockey shift on hills, but also renders the (formerly) functional kick-start useless. The finned Custom Cycle Accessories rocker boxes have bolt-on side fins

that Steve fabricated. The Flathead Power distributor with a Crane HI-4 electronic ignition provides modern reliability with old-time looks. The intake is especially trick—it's made from an S&S intake manifold, a mid-manifold made by Steve, and a Mikuni downdraft carburetor from a jet ski. The carb's internal fuel pump required a feed line and a return line (for excess fuel to return to the tank), a primer line and a vacuum line (to power the internal fuel pump). The air filter bell is made for a Stromberg automotive carburetor, adapted by Steve.

Steve's friend Charlie at Streetsmart Performance flowed the heads and balanced the flywheels. They assembled the engine one Sunday. Steve also fabricated a torque plate that connects the engine to the transmission.

The girder fork was the third major old-school component. Built by Precision of Cincinnati, *continued*

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## ►► SPEC SHEET

Steve Zagorski  
Huntington Station, New York  
2006 Boardwalk Sprinter

### HUMAN FACTOR

Fabrication Steve Zagorski  
Assembly Steve Zagorski  
Paint Wulf Brothers Cycle Works  
Plater V-Twin of Oyster Bay  
Engine Builder Steve Z, Charlie/  
Streetsmart Performance

### ENGINE

Model/Year 2006 Shovel-Evo  
Displacement 106 cu. in.  
Ignition Flathead Power distributor,  
Crane HI-4 dual fire ignition  
Cases STD  
Heads H-D Evo  
Cylinders Axtell Shovel/Evo  
Pistons Axtell forged  
Cam S&S special Evo/Shovel grind  
Carburetor Mikuni Super BN downdraft  
Air Cleaner Mikuni/Stromberg  
Exhaust Steve Z  
Transmission Baker 6-speed  
Primary Drive Tech Products 1-3/4"

### BODY WORK

Fuel Tank Drag Specialties  
Front Fender None  
Rear Fender Russ Wernimont  
Seat LePera pan  
Hand Controls Drag Specialties  
Foot Controls Pro-One  
Handlebar Steve Z  
Headlight Drag Specialties 4-1/2"  
Taillight '32 Ford lens & bezel,  
Home Depot housing  
Instruments None

### FRAME

Year/model: NYC Choppers prototype  
soft-tail  
Fork Precision  
Type Girder  
Rear shocks Progressive Suspension 413

### WHEELS, BRAKES, TIRES

Front Wheel Ride Wright 21x2.15"  
Rear Wheel Ride Wright 18x5.5"  
Front Brake GMA/American Wire Wheel  
Rear Brake GMA  
Front Tire Metzeler ME880 90/90H21  
Rear Tire Metzeler ME880 200/50-18

the wide, beefy girder was just what Steve wanted. The year wait was worth it, he says.

Moving on to the other components (many were sourced from the Drag Specialties Fatbook): The Ride Wright wheels were re-laced with Landmark Pearl stainless spokes, and Metzeler rubber was used front and rear. The 21" front wheel carries a GMA 4-piston brake caliper and American Wire Wheel rotor. The 18-inch rear wheel's combination rear brake and pulley is actually a GMA inside-out combo unit with GMA's 4-piston caliper.

The handlebar began with a mutilated 1963 FL bar. Steve cut and welded the ends to the center section of a '78 Sportster bar. The right grip controls the internal throttle, and the left grip controls the front brake through a cable that activates a Magura master cylinder hidden between frame downtubes. Steve crafted the brake fluid reservoir from a Linkert fuel filter. The hydraulic brake line runs from master cylinder up through the frame and the top of the girder, down the girder, and to the front caliper. It's a long way to go, but it works.

Steve cut a healthy wedge from the center of the spilt fuel tanks before Pete Minardi at Precision Custom Cycles in Whippany, New Jersey, fabricated the bottoms, backs and mounts. Fuel and oil tank caps are from NYC Choppers. For graphics, Steve wanted an old-fashioned look, rather than the typical in-your-face style of modern tank art. Brett Reeves at Wulf Brothers did a beautiful job of executing Steve's "Evil Eye" design, carrying the look throughout the bike's paint and pinstriping.

Steve constructed the exhaust system from various exhausts by H-D, Vance & Hines, Samson, and BUB. Both head pipes are covered with flex pipe, a signature of early Harley systems. Steve tacked it all together before John Jordan did the final welding. A modified Chopper Guys fender strut made a perfect support for the rear pipe.

Steve fabricated the sprung solo



seat from an ancient LePera pan, then wrapped it with leather. The springs are actually rubber dampers, concealed in modified Novello oil gauge covers.

The modified Russ Wernimont rear fender attaches to the swingarm, supported by fender struts from a '54 Hummer. Steve fabricated the hybrid taillight from a '32 Ford pickup light, LED bulbs, and miscellaneous Home Depot ware.

There's plenty more including tiny, special, handmade pieces that make this Evil Eye so special. All were handmade by Steve, donated by friends, or found in strange places. But Steve wanted to be sure that all his friends got a huge "thanks!" for their invaluable help.

It just goes to show what can be done with some imagination, native talent, a chunk of patience, and the help of the right friends. ■

*Thanks to Pete (Precision), Charlie (The Bike Shop), Barry (Xcaliber Custom Cycle), Joe (Master Weld), John (Thunderdome), Charlie (Streetsmart Performance) and Brett Reeves (Wulf Brothers).*

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