

# UNTIL LAMBS BECOME LIONS

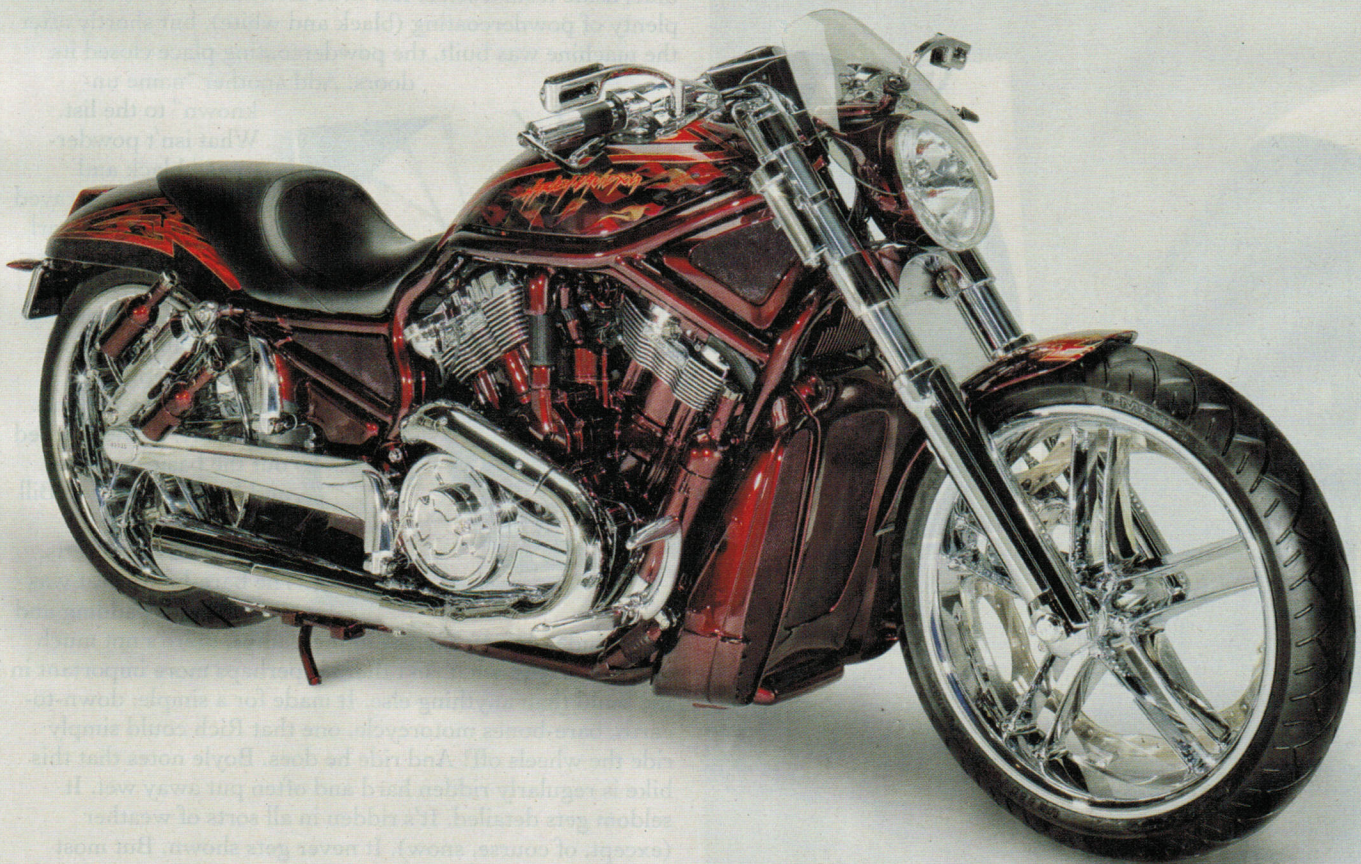
*The most satisfaction comes from doing it yourself*

YOU KNOW THOSE PEOPLE WHO ARE JUST WAY TOO MODEST? It's like Michelangelo turning around and remarking that the Sistine Chapel could have been done by anyone with the right materials, a little patience, and a can-do attitude. If you prefer the cocky, egotistical type when it comes to bike builders, you may just want to stop reading here because Darrell Henigman of Calgary, Alberta, Canada, is not your type of builder.

In fact, Darrell isn't even a bike builder. He's not a mechanic, either. Darrell's just a rider who wanted to challenge himself and see what he could learn in the process of building this smokin' 2003 V-Rod VRSCA. Surely, he must have some experience doing mechanical work besides basic maintenance and bolt-ons? Nope.

Darrell bought this V-Rod new in '03 and left it stock. It wasn't until a few years ago that he decided to up and build a frame-off custom out of it. Having owned and mildly customized several bikes of varying nameplates over the years, he figured it was time he took on a major build that would open him up to all the aspects of one-off customization.

Going into the project, Darrell knew he was looking at at least two years of work, but everyone knows the story about the best-laid plans. "I didn't



envision it to be three years!" Darrell says. "I underestimated it, but I had no idea how much there was to learn."

As Darrell's quick to point out, taking a bike apart is easy (that's not modesty, I can assure you, taking a bike apart is way too easy!). Because little on this V-Rod was going to be stock, Darrell had the idea to create his own service and build manual as he added parts to the bike. This helped him at several points when some troubleshooting was required.

Darrell began this project with a single goal: to do as much as he possibly could himself. This included machining, painting, designing, and wiring. "I found out that it's just not practical to go to a shop and ask them to do a one-off piece," Darrell points out. "I went to several shops to ask if they could design something for me and they said, 'Ab-

solutely not. It can't be done.' What they were really saying is they can't do it at a cost-effective price." After hearing that answer a few times, he realized that he needed to learn how to use CAD and molding clay to get his idea to the point where all he needed was minor input and machining costs.

Local machinist Derek Pauletto walked Darrell through the steps of designing and machining all the custom parts on the bike like the 2-into-1 header system, midpegs, nitrous handlebar controls and status indicators, front and rear bottle mounts, and a rear cylinder-mounted nitrous pressure gauge.

Speaking of nitrous, this V-rod applies it liberally. The dry 50-shot setup is provided by six bottles (two front,



PHOTOS BY GARY CAMPBELL



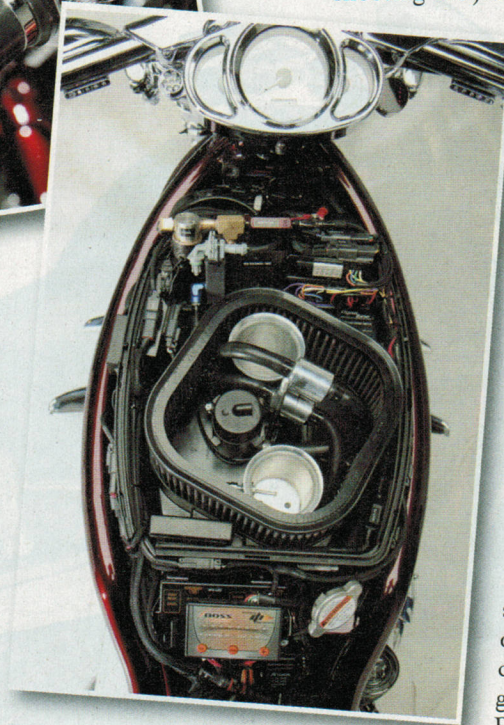
four rear) and has all necessary safety systems like a lean detector and window switch. Darrell's custom handlebar control lets him set it to auto-fire or push-button mode. When he's shooting the juice, he can even set the

transmission to auto-shift so he can maintain control of the bike on the midpegs and let the computer time the shifts perfectly. The speed shifter can also be manipulated with the manual push buttons.

Darrell is held in tight by his two custom-made seats by Rich Everding of Bitchin' Seat Co. He keeps two seat pans: one for two-up riding, one for going solo. Of course, he designed and fabricated the custom fiberglass seat pans before Rich put on the final

touches. Word has it Rich liked Darrell's design so much he may be offering it as a production piece. Also helping in the comfort department are modified Arnott air shocks which can be raised for aggressive riding or to use Darrell's one-off centerstand.

As though there wasn't enough to look at on this pipin' hot rod, that zany paint job was done by Guy St. Pierre of

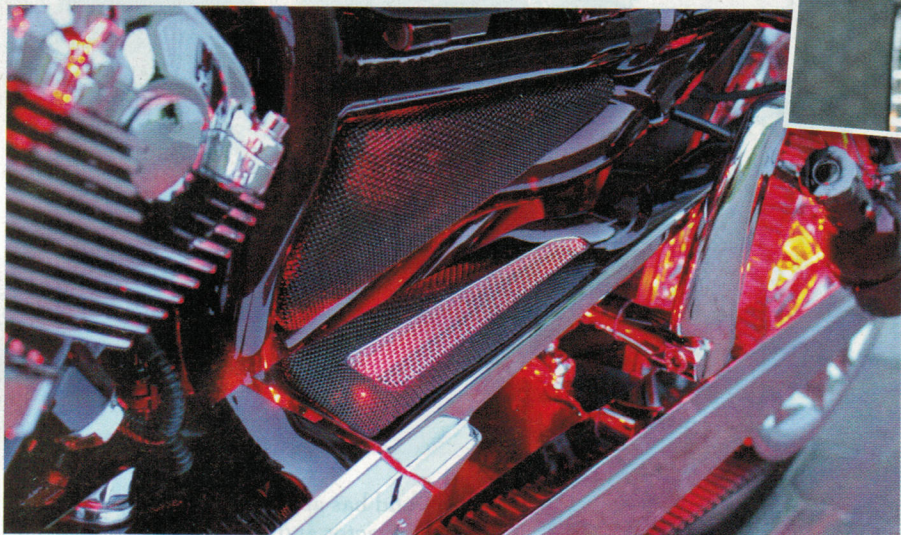


Got a bike you think belongs here? Well, send it to Readers Ride@AmericanIronMag.com or Reader's Ride, c/o American Iron Magazine, 1010 Summer St., Stamford, CT 06905. Be sure to send a few digital images showing both sides of the bike shot the same way we do a bike feature, as well as some shots of you with the bike. We'll also need full contact info for you, including a daytime phone number. Sorry, photos will not be returned.

## READER'S RIDE

Cyclemania Artworks. Not losing sight of his original goals, Darrell learned how to airbrush and put in his own personal touches, too.

"The most satisfying moment of the entire project was after I had tested and dialed in all of the components and



did my first run in auto mode," Darell says. "It was exhilarating and extremely satisfying, not because I broke any speed records, far from it, but because everything worked. Everything I designed and built actually worked. It took two days to wipe

the smile off my face."

Slowly but surely, Darrell transformed from a lamb into a lion, which happens to be the name of this bike: Until Lambs Become Lions. This quote reminded him to never give up, regardless of the adversity that he might face. In terms of pushing yourself to the edge, this project V-Rod stands as a monument to what you can accomplish when you set your heart on something and see it through. **AIM**

