

# Street



*What's wrapped around tires you ask?  
See page 7 by Chris Carr*

# Dreams

# Street Dreams

Bob Bressi

*Most older Sportster show corrosion on aluminum parts and the black engine paint flakes away in spots*



*Bob's 1200 was aged but without major damage*

Bob Bressi from Wooster, Ohio appreciates unusual motorcycles. He has had many. In January of 2014 he became fixated on a street tracker styled motorcycle based on the Harley-Davidson Sportster. Street trackers have the flat track bike style but are equipped for street use. Bob's is based on the Harley-Davidson XR750 mile bike. The only way to arrive at a bike like this is to build your own. Bob didn't have the time necessary with his many business interests. He selected one of the two companies in the USA who offer these conversion kits. He asked, "Would you build the bike for me?" The Phil Little Racing.com said "yes" we would.



*Another view. Judging from the bag racks this was someone's highway bike*

Bob selected a local Ohio bike, a 1988 1200cc Sportster with 26,173 miles on the odo. The motorcycle had the right attributes for a street tracker build but it was a bit on the grungy side. Bob shipped it to Minnesota where the six month project began.



# *Dismemberment*



*Extracted unwanted parts began to litter the floor and were cast upon shelves*

Once Bob's bike arrived in Minnesota the tear down phase began. As this was happening Phil Little was looking through an Allan Girdler's Sportster history book and noticed the original XR750 had a sand cast engine. Bob's engine was black. Black on a motorcycle, in a design sense, is a black hole--no visual presentation is emitted. Bob responded to the idea of powder coating the engine to replicate the sand cast effect and gaining protection of the coating so the aluminum did not oxidize again. He suggested while the engine was in pieces it might be a swell idea to make the engine more 'robust'-high compression pistons, performance cams and other tricks were added to his build. As the engine began coming together it was clear the bright engine turned that part of the motorcycle into a very pleasing visual element.



*Ric Little with the nude skeleton. Tear down is always the easy part.*



*Compare the "after" coated engine with original on the preceding page*

# Reconstruction

*The bike was taken down to the frame but little was done to it other than a clean up. Harley's powercoat is superb stuff*

Early in the building process Bob and Phil Little's team began using the term "show bike." Henceforth every bit on the motorcycle was plated, polished, painted or replaced for that goal. When the street tracker was completed it became a brand new 1988 motorcycle with an entirely new look just like Bob wanted.

These assembly photos show some of that care. A few parts normally black were visually lighted in silver like the starter motor and brake parts. Silver on a motorcycle equates to lightness-black looks heavy.

Little's formula SXR street tracker has XR orange body parts and gold wheels. Bob went beyond and specified polished spoke edges in addition to polished rim edges. Polished parts were surrounded by gold paint to produce truly outstanding wheels.

The former owner of Bob's bike had that Harley tendency for skullish dodads. The chrome aftermarket trinkets had to be replaced with stock parts. Finding OEM parts is not easy if one wishes to avoid dealership prices.

*Closer, closer. Paint matched 15" Progressive springs became orange to answer and balance with the orange fork guards in front. The Sporty visor (headlight hanger) get orange too to match the edge of the front number panel so everything looks "planned"*



*Swing arm was another matter. It has the rusties and failing chain marks. Good paint fixed that*



*Parts go back into their places. At each step the parts were cared with paint and polish*







*Painting the oil tank was tricky. Any residue oil will screw up a nice paint job*

*Forks were polished and the oil tank was painted white to replicate a flat track side number panel to match the white battery cover on the other side*

*Polished important small parts*



*Battery cages are most always rusty from acid. Bob's was blasted, painted gloss black and a neoprene tray liner was used to help float the heavy battery. No rattle can paint was used on this bike.*

*Here's another touch of lightness. Silver calipers are 10 pounds lighter than black ones (visually)*



*Wheels are major motorcycle design components and should be thought through in any custom project. Today's rage for black wheels can't compare to beautified wheels.*

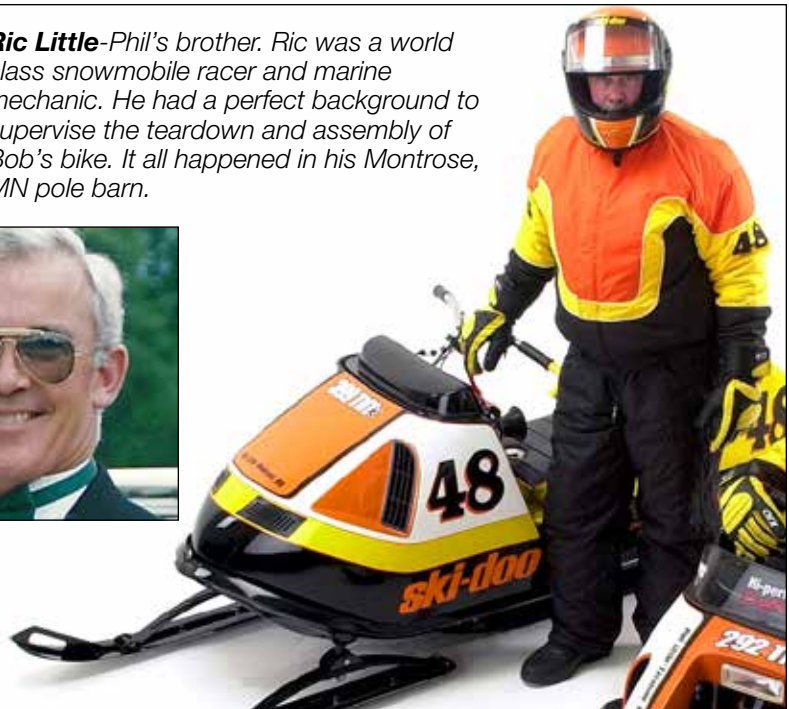


*A street tracker would be incomplete without dirt track tires. These Golden tires from Chris Carr are terrific because they are DOT approved, harder than other DT tires so they go more miles and they are cheaper.*

# The Team

Being a member of the dirt track race community in Minnesota, Phil knew the exact people with the right talent and temperament to form the team to build Bob's bike. They were picked because they had the skills, they were honest and their service was reasonable. These are the team members and suppliers who made Bob's project possible.

**Ric Little**-Phil's brother. Ric was a world class snowmobile racer and marine mechanic. He had a perfect background to supervise the teardown and assembly of Bob's bike. It all happened in his Montrose, MN pole barn.



**John Metz**-John is a flat track racing friend of Phil's and was a top AMA District 23 Minnesota racer. John has been a certified Harley mechanic for decades before starting his own repair business which he calls 'Some Guy Enterprises'. John is an OSSA DMR specialist but will repair or refurbish all old motorcycles. John did Bob's engine build. See John's site at [www.facebook.com/SomeGuyMC](http://www.facebook.com/SomeGuyMC)



**Charlie Johnson**-Charlie is an accredited BMW mechanic of long standing in Deephaven, Minnesota. Charlie got involved in the SXR with bead blasting, pre-paint work and demounting/mounting the wheels. He did a perfect job without scratching the polished wheels





**Chris Carr**-Grand National Expert flat tracker Carr even got into this process for Bob. At the time we were seeking dirt track tires for Bob's bike, Goodyear and Dunlop were bickering over which company would produce AMA spec legal tires. We didn't wait around while a bunch of bean counters sorted out a solution. Chris imports Italian Golden Brand tires which are better and cheaper. We even induced Chris to autograph Bob's tires but didn't tell Bob we were doing that. He discovered signatures under the wrapping when he took delivery. Order your tires from [ccarr41197@aol.com](mailto:ccarr41197@aol.com)

**Joe Deters**-Joe is the premier Minnesota polisher. He produces superlative work. When you leave his North branch Minnesota place of business he says "that's show quality you know." Indeed he was right.



**Phil Little**-SXR designer, painter and project manager. Little started flat track racing at age 29 and last raced at the age of 71 in 2013. The need to replace broken flat track body parts was the cause of his entering the fiberglass business in 1988. He started with flat track tails and tanks, then the 650 Yamaha street tracker under the name of Omar's Dirt Track Racing. That company was sold and replaced by [Phil Little Racing.com](http://Phil Little Racing.com) and the SXR Sportster Street Tracker



# Project Review



**Disassembly**  
62.6 hours

**Assembly**  
84.7 hours  
ASSEMBLY, POLISHING & ELECTRICAL

## Project Complete - off to Bob



The finished bike was cocooned in bubble wrap and cardboard to protect Bob's bike as much as possible as it was not crated for shipment. "Bye little bike and half a year's work...bye"

### **New parts-SXR body**

- Tank w/ petcocks, cap
- Fender/cushion/taillight
- Mud Guard
- Fork guards
- Fork brace
- Super Dirt track bars
- Napoleon Mirror
- Front number plate
- 19" rear wheel adaptor
- Left side cover
- Graphics, tank & fender
- Fork guard graphics
- Turn signals
- Hammer handle grips
- 15" Shocks in orange
- SuperTrapp exhaust

### **New parts-mechanical**

- Chris Carr DT tires
- 19" front wheel
- Stock footpegs
- Stock shift lever
- Two clutch cover plugs
- 42T sprocket
- Chain
- New push rod covers
- Oil filter
- Head bolts, 4 short
- Case bow-tie screws
- Engine gasket & seals
- Oil pump gasket
- Tappet block O-rings
- Mini horn mount
- Instrument cushions
- Chrome chain guard
- LH turn switch
- Oil lines
- Flasher Helicoils
- Oil line lamps
- Brake fluid & ring
- Rear chain adjusters
- Front & rear rotors
- SS bolts
- Maxima protectant
- Tires demount & mount
- High comp. pistons
- Gaskets
- Cam set

### **Services**

- Bead blasted wheels
- Blast battery tray
- Polish wheels
- Paint body parts
- Apply graphics
- Air cleaner shell, paint
- Small part prep/paint
- Bead blast engine
- Polish engine parts
- Powder coat engine
- Machine rear wheel holes

# Phil Little Racing

**Phil Little Racing.com**

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