

Biker MoF The Month

Job Cycle: Collecting the Past, Preserving the Present

by Paul Garson

In the early 1970s Steve Job lived in motorcycle paradise, a 300-acre upstate Connecticut dairy farm owned by his grandparents. Steve literally had the run of the place...on his dirt bike. Then one day Steve left the off-road trails for the street, his first

Interstate 395 was zooming with traffic coming and going from two of the world's largest gambling casinos. You could say Job Cycle sits at a crossroad where the past meets the present.

As for his inclination toward snortin' Nortons, he remembers that first indelible image...the day his cousin, returning from Navy sea duty, showed up on a brand new '73 Commando. "I fell in love with the thing, and the rest is history. And now I own that one, too."



The Job Cycle race team, circa 1980s, prepare to compete at Loudon with a spectrum of bikes including a Honda Interceptor and a Yamaha 250T2. Steve goes way back with Walneck's as well, one of the publication's very first advertisers.

bike of choice, a pristine black and gold 1974 Norton 850. "I'm a Norton man, and still have that bike," says Steve, the 30-some year old bike echoing both his penchant for classic British iron and knowing when to hold on to a good thing.

When our interview began around 10 PM, Steve was just finishing up a regular day's work at his Job Cycle facility located in Uncasville, CT. At dusk the deer had already ventured into his backyards to nibble at the hemlock trees. Yet, only a few minutes away,



Job Cycle full restoration of 1952 Norton International took three years and earned it First Place in BIA show.

As far as turning a hobby into a lifetime profession, he says, "My buddies and I would go out dirt-riding, and I was the only carrying tools so I ended up fixing their bikes when they broke. So it was a matter of Steve-can-you-get-this-running and it just took off from there."

In 1978, looking for a change from working on nuclear submarines at the Groton shipyards where he was a journeyman pipefitter employed by the famous Electric Boat company, Steve and his wife Jaye decided to try a fresh start in Athens, Ohio where he opened his first Job Cycle. "It was a little tiny thing where I worked on British bikes and dirt bikes. Three years later, after getting divorced and a bit homesick, he returned to Connecticut and eventually constructed a 8,000 sq. ft. facility where today he and his team of skilled mechanics offers engine and transmission rebuilding for British, Japanese and American bikes as well as a vast assortment of NOS and reproduction parts for antique, vintage and classic bikes. The treasure trove of parts, literally whole shipping containers, includes dealer inventories for Triumph's, BSA's and Norton's. Case in point some 200 gas tanks in the Job Cycle inventory.



Job Cycle turned a 1964 BSA 500 into a fire-breathing 900cc "chopper" for a New Jersey customer who wanted Old School looks with New School power.

"Four years ago I bought a tractor-trailer load out of New York State. A Triumph dealer went out of business in 1983 and stuffed his entire parts inventory and bike into a warehouse and left them there. I also have tons of



Yes, they do American bikes. Polished aluminum framed custom Harley FXR is one of the shop's current projects.

used parts for British bikes plus a massive collection of original literature from 1900-70. Amazing stuff. You could say the cupboard is full. So if you're hungry for parts, you know who to call."

Job's Cycle fully equipped machine shop specializes in complete engine rebuilding, valve jobs, cylinder boring and sleeving, performance enhancements, cylinder head porting and flow tuning. In addition to stock restorations, they also do one-off Brit, Japanese and American based customs and café racers from nuts to plating and painting. In goes a basket case, out comes a showcase.

"If it's interesting we'll do it...Norton, Triumph, BSA, Royal Enfield,



Steve specializes in rebuilding classic motors including British, American and Japanese.

Matchless, Velocettes...you name it,” says Steve fresh from finishing two valve jobs during the day of our interview. “One was BSA 441 Victor, yeah, the knee-breaker. And I also did a Triumph T160 Trident triple.”

While Steve is very selective in what bike restorations he'll take on, he does enjoy the challenge. A current project is the restoration of a Laverda 750SFC, a twin-cylinder 1970s Italian exotic. “We also just finished a 1975 Norton that arrived in boxes and coffee cans after sitting for 30 years. Then we did a 1952 Norton International that went on to win First Place at the Connecticut BIA show. There's 500 hours in that bike. It was beautiful.”

We mentioned that while Brit bikes are his mainstay, Steve also shares an enthusiasm for all kinds of motorcycles and has ridden, and raced, quite a spectrum. Among the Japanese machines he quickly states his preference.

“Honda Interceptors and Yamaha two-strokes. I've had four or five RD400s. You wind it up in first gear, whack into second and it's straight up in the air, then hold on. RD's are a blast while the Hondas are great for high speed touring at 100 mph all day long.”

Heavily involved in roadracing back in the 1980s, he sponsored several regional champions who raced the old Loudon track. “These were all my friends of course. While we started out riding British bikes, we were also into the racing, it was in our blood. We raced a Yamaha TZ250, Honda 750 Interceptors and for the AMA Battle of the Twins, a Yamaha RH920 “Virago.” The 1982 920 was tricked out with Axtell heads, Venolia pistons, Megacycle cams and we later found out it was actually a Yamaha experimental racer that we got hold of after the factory had decided not to complete the project. We added Jerry Branch flat slide carbs, a custom BUB exhaust, Interceptor forks, and beefed up the frame. It was keeping up with



Work stations are filled with a variety of restoration and custom projects.

Gene Church on Lucifer's Hammer. It really flew!"

Performance upgrades are still part of the package at Job Cycle, much of Steve's experience translated to his street bike creations including his American "customs." For example, they just completed an all aluminum framed Harley FXR-based café racer featuring a 113 cubic inch S&S motor, Ceriani inverted forks, and a bunch of trick parts they fabricated for the bike. The whole bike weighs about 450 lb."

As far as his "type" of customers Steve says, "We run the gamut from stockbrokers and bankers to ex-racers to normal guys like plumbers and carpenters. Plus there's some money floating around because of the nearby Indian casinos about five minutes from the shop. As a matter of fact, I use to ride my dirt bikes right where the casinos are now located."

There's no gambling when you're

looking for just about any vintage bike part you need, plus if you have a hankering for something one-off of the show winning kind, Steve's got you covered. Call or email for an appointment if you're in the neighborhood or log on the Job Cycle web site.

By the way, speaking of restorations, after divorcing back in 1981, Steve has told us that he and Jaye re-found each other and recently remarried, the second time around is going great.

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1976 Triumph T140 restoration benefited from plenty of special ceramic coatings.



In this photo, Steve and Jaye had just decided to tie the knot a second time.