

# CORBIN SADDLES

**Corbin Will Create Any Wild Saddle — WHILE YOU WAIT!**

**T**ony Renzi from Modesto Custom Cycles, building his first custom 2003 Yamaha Road Star chopper, needs a custom saddle made to fit the modified frame. He takes it to the Wizards at Corbin knowing they make custom saddles “while you wait” at their factory in Hollister, California. This also gives him a chance to review every step as well as consultation on the shape, fit, and the final design.

Arriving early in the morning Tony rolls the bike to the ride-in area then discusses his specs with Art and Jack. Let the process begin! Cutting a cardboard shape starts things rolling, it's sized to cover the frame shaping it roughly the same as the final saddle base pan. The thickness of the cardboard allows for accurate clearance between the frame, tank and final covering.

The next step is covering exposed body parts, frame and the cardboard with five to six layers of masking tape. The tape protects the paint from the heat generated during the curing process and prevents the fresh fiberglass from adhering. At this time the mounting brackets and rubber bumpers are taped in position onto the cardboard base leaving an impression in the fiberglass for locating the final attachment points. These positions are crucial for the final fit. The mounting brackets need to be snug and the rubber bumpers—cushioning the basepan against the frame—need to be precisely placed. One to two more layers of tape are applied over these parts, a rough outline of the shape is drawn on the tape and it's ready for the fiberglass.

Before the fiberglass is spread, a coating of wax is applied on the tape to act as a releasing agent for the cured fiberglass. The mixture is comprised of a 2-part hybrid resin combined with chopped strand fiberglass. The fiberglass is meticulously rolled with pig bristles over the taped form to get a firm, shiny finish with no voids. After about 15 minutes, the hardened pan is ready to come off the bike and begin the shaping and fitting stage.

The edges need to be finished to transform this rough form into the final shape for the pan. This is a trial-and-error process. After the initial shaping, the mounting brackets and rubber bumpers are attached using the impressions made earlier for their exact location. Now, to try it on the bike. The pan should go on smooth and easy, fit like a glove—no movement once it's in place. Fine-tuning of this fit can be made by slightly adjusting the mounting brackets and/or the rubber bumpers. Once the fit is perfect, they check the shape of the

