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THE **TWO** DAVES

Power, Clean and Simple

■ BY MARK MASKER / PHOTOGRAPHY: GREG FRIEND



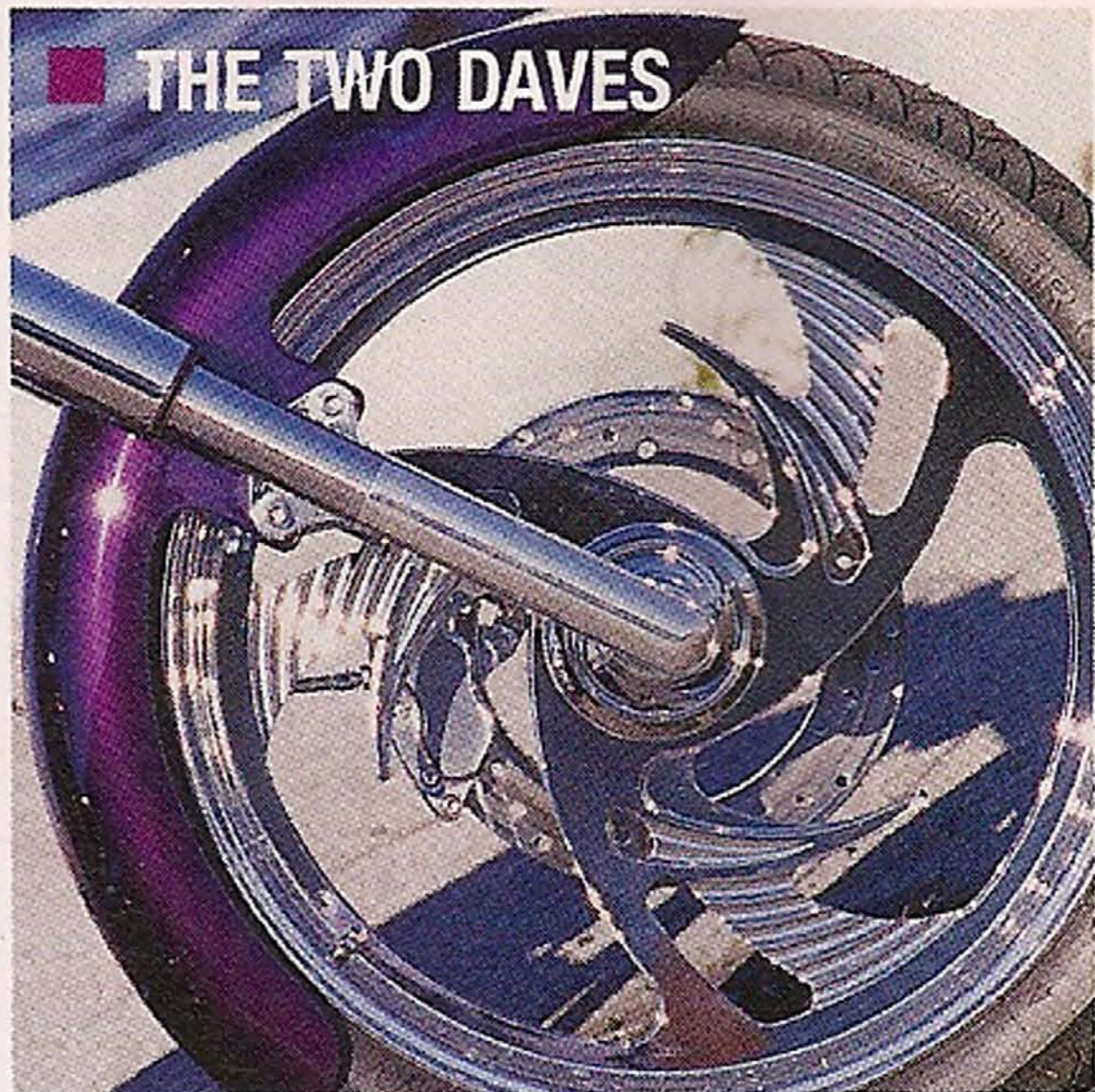




David Shankles is the sort of guy who dreams big. For years he wanted a bike just like this one, but didn't make the kind of scratch you need to walk into a custom shop and go: "BAM! Here's the money, build me the bike." So he saved and saved until he had what he needed, then set up a meeting with Dave Welch at the Jacksonville, Florida, American-Made shop. Shankles liked the shop's bikes he'd seen featured in *STREET CHOPPER* and thought Welch would be a great builder for his Pro Street. Sure, the two styles are extremely different, but Shankles was sure American-Made would be up to the task. The two of them went over exactly what Shankles wanted: clean, simple, fast. By conversation's end, they'd come up with just the ticket, and Welch got down to business putting together the dream bike.

A frame was the first order of business, and a Rolling Thunder Softail chassis with 38 degrees of rake and 2 inches stretch in the backbone had the geometry Shankles was looking for. Welch picked a set of Progressive's adjustable shocks and a Spyke inverted front end to suspend the Pro Street. Both swingarm and forks carry Carriage Works Riptide wheels with Metzeler tires — an 80/90/21 for the 21-inch front wheel ▶

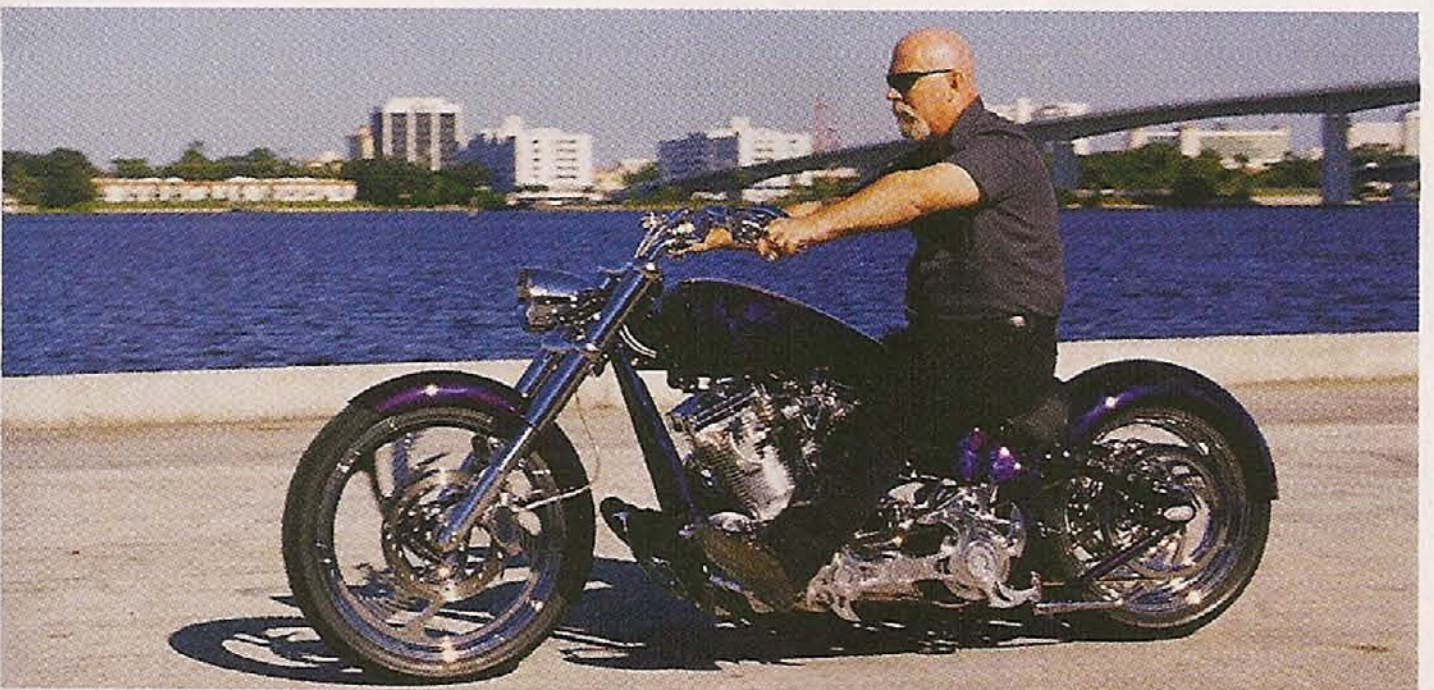
■ THE TWO DAVES



and a 200 tire for the 18x5.5-inch wheel at the rear. Matching rotors with P.M. calipers make for a brake system with sharp looks and excellent stopping power.

Shankles wanted muscle, and muscle he got. A 131ci Merch motor sends a ton of horsepower to the transmission. A powerplant that big eats a lot of air and fuel; it would need an intake system capable of providing plenty of both. Welch ordered one of Wimmer's velocity stacks made exclusively for the Merch 131 and combined it with a Mikuni 45mm carb to keep the motor well fed. A Crane ignition lights the mixture afire, while Grumpy's Twisted Sisters pipes carry the spent gasses away from the motor. Getting the power from a high-output 131 to the ground takes some strength, so a Baker six-speed transmission with a Hi-Tech 4-inch beltdrive was selected. After all, what's the fun of having all that power and not being able to see how fast you can really go?

Sanitary was key to the look of the Pro Street, and it really comes through with the sheetmetal package American-Made put together for it. Welch took a Fat Katz Vegas fender and fit it so close to the front tire that it looks like a continuation of the Metzeler's curves. He also called on Fat Katz for the gas tank and flush-mounted Tolle cap. But the real star of the show is the rear fender. American-Made is known for frenching the rear turn signals into the fender, and they applied this cool trick to the Exile fender used on Shankles' bike. However, it gets better. Welch and company welded the fender to the swingarm instead of going the internal strut route. What's more, it fits the rear tire just as closely and accurately as the fender up front. Welch turned the completed metal over to Rick Sanders at Look But Don't Touch for a rich coating with House of Kolor Burple paint. The dark color gave the bike a lot of depth, but to really make it draw your eye, Bart McCoy added ghost lightning graphics to the tanks and fenders. ►

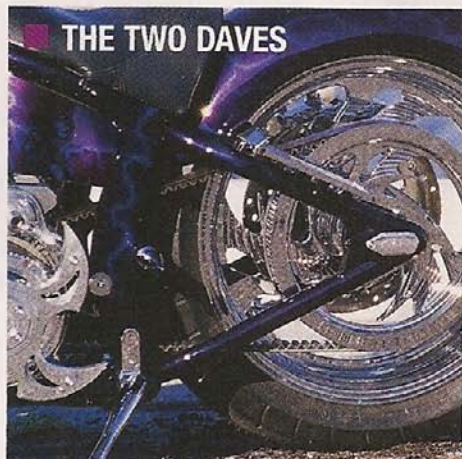




Shankel's dream was almost a reality, but it needed slick controls to match the artwork comprising the sheetmetal. A set of Outlaw bars from LA Choppers was slid home into the CCI risers that

connect to the Spyke upper triple tree, then given a set of P.M. Contour hand controls and P.Y.O. Power mirrors. Welch bolted on Accutronix foot controls and pegs to finish the control package.

With the addition of a headlight from Headwinds and a Biker's Choice taillight, Welch put together the seat pan and sent the solo seat to Sargent's for cushioning and upholstery for closure. ►



THE TWO DAVES

When Dave 1 (Shankles) picked up the Pro Street from Dave 2 (Welch), he was thrilled. All of the discipline he'd put into saving the money for his dream ride had finally come to fruition. And when he took it for its maiden voyage, he wasn't disappointed. The purple monster had handling to match its appearance — Shankles would have as much fun riding it as he did looking at it. The capper, however, came during Biketoberfest last year when we were shooting the bike. Shankles pulled the bike out of a competition for the shoot — but got a call from a fellow competitor congratulating him on taking Best of Show. **HB**

» SPEC SHEET

GENERAL

OWNER	DAVE WELCH
YEAR/MAKE	'02/CUSTOM SOFTAIL
FABRICATION	AMERICAN-MADE
ASSEMBLY	AMERICAN-MADE
BUILD TIME	SIX MONTHS

ENGINE

SIZE/TYPE	131ci/MERCH PERFORMANCE
CASES	MERCH
FLYWHEELS	MERCH
RODS	MERCH
PISTONS	MERCH
CYLINDERS	MERCH
HEADS	MERCH
CAM	MERCH
CARB	MIKUNI 45MM
IGNITION	CRANE
PIPES	GRUMPY'S

TRANSMISSION

YEAR/TYPE	'02/BAKER SIX-SPEED
CASE	BAKER
GEARS	BAKER
CLUTCH	SCORPION
PRIMARY DRIVE	HI-TECH

FRAME/SUSPENSION

YEAR/TYPE	'02/ROLLING THUNDER SOFTAIL
RAKE	38 DEGREES
STRETCH	2 INCHES
SWINGARM	ROLLING THUNDER
REAR SUSPENSION	PROGRESSIVE SUSPENSION
FORKS	SPYKE
TRIPLE TREES	SPYKE

WHEELS, TIRES, AND BRAKES

WHEELS	Front:	21-INCH CARRIAGE WORKS RIPTIDE
	Rear:	18x5.5-INCH CARRIAGE WORKS RIPTIDE
TIRES	Front:	METZELER 21-INCH
	Rear:	METZELER 200MM
BRAKES	Front:	P.M.
	Rear:	P.M.

FINISH

MOLDING	RICK SANDERS
PAINTER	LOOK BUT DON'T TOUCH
COLOR	HOUSE OF KOLOR BURPLE
GRAPHICS	BART MCCOY
CHROME PLATING	ATLANTIC COAST PLATING
AND POLISHING	AMERICAN-MADE

ACCESSORIES

BARs	LA CHOPPERS
RISERS	C.C.I.
HAND CONTROLS	P.M.
HEADLIGHT	HEADWINDS
TAILLIGHT	BIKER'S CHOICE
GAUGES	DAKOTA DIGITAL
ELECTRICAL	AMERICAN-MADE
FUEL TANK(S)	FAT KATZ
OIL TANK	ROLLING THUNDER
FRONT FENDER	FAT KATZ VEGAS
REAR FENDER	EXILE
FENDER STRUTS	N/A
PEGS	ACCUTRONIX
FOOT CONTROLS	ACCUTRONIX
SEAT	SARGENT'S AND AMERICAN-MADE