



WORDS: NIK / PICS: ASAINFINITYSTUDIOS / MODEL: MONICA HARRIS

STRIKE TRUE II

Strike True II, built by Shaw Harley-Davidson in East Sussex, took top honours at the recent AMD round at Ally Pally and won a place in the World Championships of Custom Bike Building in Sturgis.

It belongs to a gentleman by the name of Shaun and is the second bike he's had built with the Strike True moniker. The name 'Strike True' refers to the RAF Bomber Command's motto in World War II - 'Strike Hard, Strike Sure' - and was chosen in memory of his grandfather.

The bike was inspired by a mix of things. He wanted a bike that had a vintage racer feel to it - it had to be low-slung and look, to paraphrase the legendary Edward Turner (even though he was talking about Triumphs), like it was doing 100mph even when




THE NAME 'STRIKE TRUE' REFERS TO THE RAF BOMBER COMMAND'S MOTTO IN WORLD WAR II

it was standing still. He'd seen Krugger Motorcycles' 'Racer' too and liked the overall stance of it but, as with all custom builds, there were things about it he'd've changed if it were his, and so he took what he liked about it and integrated it into the new project. The other design briefs were that the engine parts had to be powdercoated black, there had to be some brass used (again, to give that olde-worlde nod to the past) and the bike was to be as clean as possible in terms of wiring, lines and layout.

It was decided that a Softail Crossbones was the ideal base to start from and so one was sourced

and the project began. Firstly, the bike was totally stripped and the frame had its welds smoothed and cleaned, while the swingarm was modified to take a caliper on the nearside to allow Neil, Shaw Speed & Custom's custom technician, to move both the sprocket and the braking assembly all to the one side to give a really clean look to the right hand side of the motorcycle.

The next job was the fuel tank. After spending what probably felt like an eternity choosing a tank to start cutting up, and taking style cues from the Krugger bike, Shaw's fabricating genius Dave Rollison sculpted the tank so that it sat just so on the frame - as low as was humanly possible, with little cut-outs to allow the engine's rocker covers to not be obscured by the lower edge of the tank. He also made the brass tank- 



retaining strip that both keeps the tank down and, again, adds to the vintage feel of the whole project, and set a digital speedo in the left hand dummy fuel cap where the fuel gauge used to live.

A two inch under front end was ordered from Paughco and stripped ready to be painted, and a new bracket was welded to the

nearside leg to allow the fitting of a racing number board that would both clean up the look of the front end and also be an essential part of the overall style.

The rear mudguard, although looking a simple and straightforward design, was actually one of the components that took the longest. It needed to be short and sit close to the tyre - something which, you would have thought, wouldn't be that difficult a thing to source ... In reality, however, after hours and hours and hours of offering up mudguard after mudguard after mudguard, walking away, squinting at them and then rejecting them, they decided that no steel 'guard, no matter how they modified it, would be quite right and so the best way to sort it would be to make a new one up in fibreglass. To give the look and feel of metal, though, a layer of aluminium was added to the mould and now most onlookers are unaware that it's anything but.

Finally, a new oil tank was ordered from New York City Choppers and fitted in the frame in the space where the stock one once lived, and the coil and regulator were also relocated up under the tank and under the engine respectively to clean up the look of the motor.

With all parts modified and prepared, the frame and all the tins (as our American cousins would say), and the modified 1940 Speedster handlebars, were taken to Image Design Custom in Camberley in Surrey to be prepped ready for the vintage pale blue paintscheme.

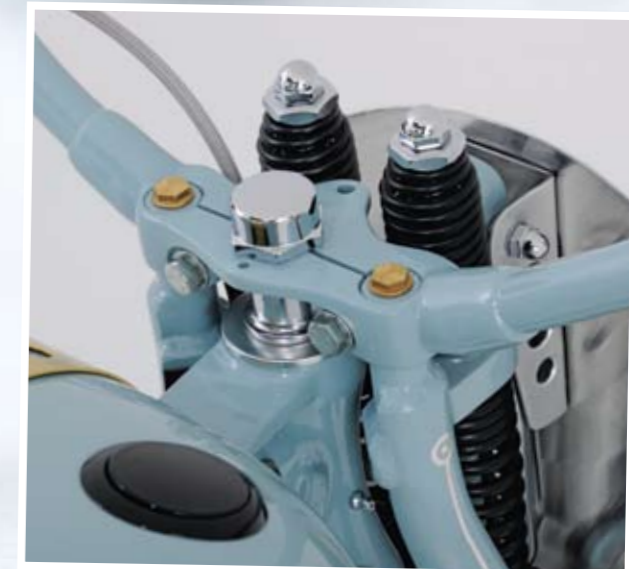
After receiving all the parts back reassembly took place - the wheels were rebuilt with the newly devised sprocket and rotor assembly, and the Speedster 'bars were fitted with up to date Performance

Machine hydraulic clutch and brake master-cylinders and switchgear, complimented with Chops 76 brass handlebar grips and an internal throttle to give a clean handlebar set-up. The tank was fitted with its polished sides and gold leaf decals, and a Roland Sands Design seat kit was used with a Shaw's aluminium battery cover and the seat was covered with leather and carved with the 'Strike II' legend. The engine was dressed with a mixture of Roland Sands Designs and Performance Machine covers, a stunning brass and glass Garage 65 (the ☛



THE REAR MUDGUARD WAS ACTUALLY ONE OF THE COMPONENTS THAT TOOK THE LONGEST

IT HAD TO LOOK LIKE IT WAS DOING 100MPH EVEN WHEN IT WAS STANDING STILL



SPECIFICATION SHEET

Original Year, Make & Model:
2009 Harley-Davidson FLSTSB Crossbones

Engine:
2009 Harley-Davidson FLSTSB Crossbones, 96 cubic inch (1584cc), Garage 65 air-filter, Vance & Hines Competition 'pipes, braided stainless oil lines, Roland Sands Design rocker covers/ timing cover/derby cover, Performance Machine starter cover/transmission cover

Frame:
2009 Harley-Davidson FLSTSB Crossbones, cleaned up & smoothed, Performance Machine forwards with Chops 76 brass 'pegs

Sharp End:
21" Harley-Davidson wheel/disc, Performance Machine caliper/master-cylinders/controls/switches, Goodridge brake line, Paughco 2" under springers, 1940 Speedster 'bars, internal throttle, Chops 76 brass grips

Blunt End:
Modified stock swingarm with sprocket disc conversion by Shaw Speed & Custom, lowered stock shocks, 17" Harley-Davidson wheel, Performance Machine caliper, side-mount numberplate

Tinware:
One-off alloy front number plate by Shaw Speed & Custom, modified H-D tank with integral digital speedo & brass centre console by Shaw's Speed & Custom, Roland Sands Design seat re-covered by Saxon Seats, one-off rear mudguard by Shaw Speed & Custom, New York City Choppers oil tank

Electrics:
Modified stock loom, Crime Scene Choppers headlight & tail light, LED H-D indicators, coil re-located under tank, voltage regulator re-located under engine, re-located ignition switch

Paint:
Vintage pale blue by Image Design Custom

Polishing:
Image Design Custom

Engineering:
Shaw Speed & Custom (01825 872003 or www.shawharley-davidson.co.uk)

Thanks To:
'Image Design Custom Paint (01276 709319 or www.imagedesigncustom.co.uk)'



Italian custom shop who built the Ally Pally winning KCosmodrive) air filter and a set of stainless Vance & Hines Competition 'pipes that have been de-shined for, again, that modern vintage look ... if you see what I mean.

PM forwards were fitted along with brass 'pegs and brake and clutch pedals, again to give a traditional feel, and that brass theme is continued by the covers on the low-mounted Crime Scene Choppers head and tail lights (the latter side-mounted on the left). The number 13 decals were added, along with the small, round LED indicators, and that, for all effects and purposes, was that - 'Strike True II' was finished.

The bike then went on to Ally Pally in February for the Ace Cafe custom bike show and won the modified Harley-Davidson category, and the second Best In Show prize too - winning a place at the AMD

THE BRASS TANK-RETAINING STRIP BOTH KEEPS THE TANK DOWN AND, AGAIN, ADDS TO THE VINTAGE FEEL OF THE WHOLE PROJECT

World Championship final in Sturgis in America in August. It then went to Frankfurt for the

Custom Chrome Show in March where they were hosting the European Championships and it gained a very creditable fourth place in a heavily competitive arena. Shaun, it's reported, is more than pleased with how his bike has come out and, now that the weather's improved, is looking forward to getting some miles under its wheels. ☘



Award winning Custom Paintwork

Image Design Custom Ltd
455 London Road
Camberley, Surrey GU15 3JA
www.imagedesigncustom.co.uk
01276 503866 - imagedesigncustom@yahoo.co.uk

Designed for aerospace
Pioneered by Earl's

www.earls.co.uk
+44(0)1803 839850

STÄUBLIE FUELAB
NOS Holley pumps ADEL WIGGINS

Units 15-16 Silverstone Circuit, Northants, United Kingdom NN12 8TL

Custom Cycles
eRock
Mansfield

NUMBER 1
INDEPENDENT HARLEY DAVIDSON SPECIALIST
FOR PARTS, ACCESSORIES & SERVICE
From a tyre to a full bike build -
THERE IS ONLY ONE CHOICE!

CHECK OUT THESE GREAT PRICES!

TUNING
STAGE 1 TUNE FROM £420.00
BIG BORE CONVERSIONS FROM £500.00

PAINT WORK
EG. TANK TWO GAURDS ONE COLOUR FROM £295.00

EXHAUST'S
VANCE & HINES FULL SYSTEMS FROM £300.00

CARB'S
MIKUNI 42MM FLAT SLIDE FROM £285.00

TYRES
EG. PAIR AVON VENOM FROM £150.00

FAT BACK ENDS
200 FROM £1800.00
250 FROM £3500.00
300 + FROM £4500.00

BARS
EG. 1,1/4 CHUBBY APES OR BEACH BARS INC CABLES BRAKE LINE AND INTERNAL WIRING FROM £400.00

SERVICE
EG 10K SERVICE BIG TWIN £217.03

MACHINING
SLAB YOKES FROM £260.00

FOR CUSTOM WORK, SERVICE, TUNING, TYRES, PAINT, POWDER, CHROMING, WHEEL BUILDING, WELDING, FABRICATION AND ANYTHING BIKE RELATED THERE IS ONLY ONE NUMBER 01623 632266
THE ONLY LIMIT IS YOUR IMAGINATION!



A CUSTOM BIKE MAGAZINE CUSTOM BUILT FOR BIKERS www.100-biker.co.uk

100% Biker



STRIKE TRUE II
www.shawharley-davidson.co.uk