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10

ON THE COVER

Volume 23 • Number 7 • Our 195th Issue

Vintage is cool, but here at IronWorks we think that just plain "old" is cool, too. That's why this month's cover features a hard worn rental bike that was rejuvenated at Roland Sands Design. Roland and his talented staff gave this Softail a new lease on life as a compelling hotrod, a theme that's carried through the issue. We've got a pile of Shovelheads for you, machines whose owners have not only kept them on the road but customized them, too. And make sure you check out the buyer's guide, which is packed full of ways for you to keep your old scoot fresh, or just dress it up a little. Read on!



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1940 WLD





From Stocker to Shocker

Shaw H-D and MAG Europe build an RSD Showcase

Story and photos by M. Stemp



Nobody wants to ride a stock bike and that's as true across the pond as anywhere. This fact became so apparent to Steve Willis, Dealer Principal for Shaw Harley-Davidson located in the idyllic countryside of Sussex in the United Kingdom, that he did something about it; he started Shaw Speed & Custom. This sideline enterprise is exactly what it sounds like, too, a separate but related facility that handles custom Harley work, from bolt-on basics to full-on builds.

This bike is an example of a bolt-on custom though it's anything but basic. That's because Steve worked in conjunction with Den Lane, Sales & Marketing Manager for MAG Europe, and designer Roland Sands to make it happen. "This was done specially to show-off RSD products here in Europe," said Den. "All the parts are bolt-on and that was the reason for doing the bike, to show what can be done without any fabrication."

Steve agrees: "The MAG Europe Sportster is a great example of 'bolt on' customizing and what impact a few parts can

Parts List:

- RSD Slam Contrast Cut Wheels and Discs
- PM Brake Calipers Front and Rear
- Mustang/RSD Cafe Seat
- RSD Clip On Handlebars
- RSD Velocity Stack Air Filter
- RSD/V&H Slant Works Finish Exhaust
- RSD Cafe Gauge / Headlamp Relocator & LED Indicator
- Progressive Suspension 430 Contrast Cut Shock Absorbers
- RSD Tracker Fork Brace
- RSD Contrast Cut Front Master Cylinder Cap
- RSD Contrast Cut Cafe Gas Cap
- RSD Tracker Belt Guard
- RSD Avenger Levers
- RSD Contrast Cut Tracker Grips
- RSD Black Anodised Moto Pegs
- RSD Coil Ignition Relocator
- Kuryakyn Front Indicator LED inserts
- RSD Nostalgia Ignition Cover



add to a stock bike. The Sportster shows its strength, popularity and diversity here."

The project started with a 2011 XL1200 Nightster. Parts selection was a collaborative process with only one restriction: every bit came from the RSD catalog. MAG supplied the motorcycle, Roland provided design cues and the paint schematic, and Shaw Speed & Custom handled wrenching duties.

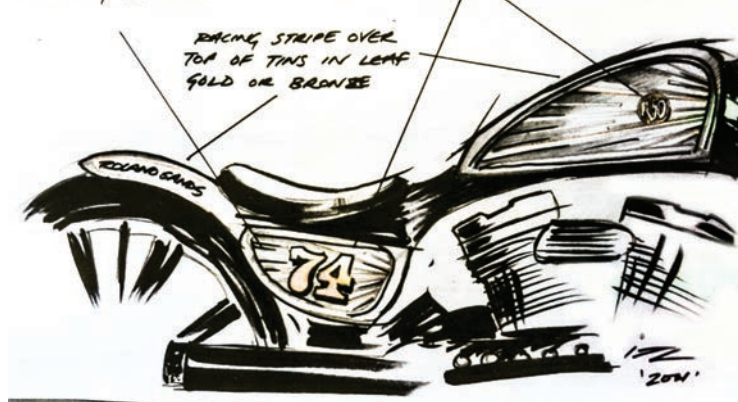
To transform this stock XL into a head-turning streetfighter the standard spoked wheels (16 inch rear, 19 inch front) were replaced with RSD Slam Contrast Cut wheels (18 inch rear, 19 inch front) and wrapped with Avon rubber. Matching rotors and upgraded Performance Machine brake calipers followed.

Addressing rider position: the stock seat was swapped for an RSD Cafe Racer seat. Next came the speedo gauge and headlight re-locator and a set of clip-on bars and Tracker grips, with classy detailing on the master cylinder and brake and clutch levers.

There's a Cafe style contrast cut gas cap and lowered rear suspension with Progressive Suspension contrast cut shocks. The RSD Slant 2-into-1 exhaust system gives the bike a more lightweight look. With a black anodized velocity stack and proper tuning, the machine looks and rides as it should.

"Custom paintwork was designed by Roland and carried out by the UK's best

SPUNTER DESIGN IN GRAPHITE, GREYS, PEARL WHITE & BLACK GOLDLEAF / BRONZE BADGES & NUMBERS



custom painters, Image Design Custom," said Steve.

The bike has been much admired at shows in current trim, but MAG Europe want to emphasize that their products are super versatile. So working once again with Shaw Speed & Custom they're set to pull the bike apart and show how easy it is to remodel it once more. What will it look like next? Oh, just a bit different.

"We plan to change the bars and risers to a higher position, change the pegs to alter riding position, replace the seat, rocker covers, master cylinder covers, air filter, engine covers, fit higher 970 series Progressive shocks, and add mirrors," explained Den. "And some more stuff we haven't even thought about yet."

So take a good look at these pictures. You likely won't recognize this motorcycle when you see it next. **HW**

*RESOURCE

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