

Shaw Speed & Custom 120RR



Chances are rare you haven't heard of them; essentially a shop located within the Shaw Harley-Davidson dealership in South near Brighton, UK, Shaw Speed & Custom is not your average official H-D dealership. Shaw HD has won six times in seven years 'The Bar And Shield' award from the factory for its customer service excellence, along with coming out top in the modified Harley-Davidson class at the Sturgis AMD World Championship Of Bike Building.

Recently, they clinched first place in the Modified Harley-Davidson category at the AMD-Affiliated Motorcycle & Custom Show at Alexandra Palace in the UK and Dublin in Ireland, enabling them to enter into the 2011 AMD Official World of Custom Bike Building in Sturgis.

This particular example you see here is one of their latest projects; a Softail Blackline 120RR that they built for a client in Milan. The brief was simple - a cruiser with class - one where every detail has been considered. The client did also point out that he liked previous builds from Shaw Speed & Custom like the "Softail Slim" as well as the "Mission Impossible" bike.

The bike that Steve Willis, the Team Principal of the Shaw Speed & Custom shop, describes as the "Rolls Royce Phantom of motorcycles", has had a huge amount of hours spent on the build, which has been taken right back to the frame.

The original H-D frame has been



modified to include a custom-fabricated headstock and H-D frame inserts. The SS&C-built 120 cubic inch Screamin Eagle motor sports lots of other Screamin Eagle goodies as well, including roller rockers and support plate, cam support plate and a high-pressure oil pump, with the oil tank level indicator coming from Shaw Speed & Custom themselves. The 58mm throttle body and high-volume fuel injectors are accompanied by further Screamin Eagle bits comprising of cams, CNC-ported head and a Super Tuner, along with anodized pushrod tubes, billet lifter block and Covington rocker covers. SS&C puts in their own Red Edition engine case, with the cam cover coming from Roland Sands Design's Clarity line. The exhaust is a stainless steel Vance & Hines Competition pipe

with SS&C O2 Blanking plugs.

Power goes to the 18" Performance Machine anodized Heathen wheel via a 6-speed H-D transmission, with that and the 21" front rim getting wrapped in custom Continental Attack rubber. Performance Machine doesn't stop at the wheels though, chipping in with a master cylinder, forward controls, rear sprocket, brake rotors, calipers, transmission cover, starter motor cover and a custom-painted rear Phatall kit.

While the rear fender and fender rails, tracker-style shifter peg and foot pegs are from RSD, SS&C fabricated their own seat, aluminium engine and swingarm spacer kit, front engine guard and rear

fender extender. The front end is graced with VRSCR triple trees, FLSTF handlebars, FLHR handlebar risers, anodized RSD handlebar grips, SS&C front light and Rizoma mirrors, with SS&C relocating the H-D speedo.

SS&C say they really enjoyed the build of the 120RR, as it made them look at everything from the unique black anodized wheel finish to the individual frame spacers that were all turned and machined to match the flow of the bike. After seeing the completed project, we don't doubt them one bit and yes, that is one lucky customer! ●●●



The SS&C-built 120 cubic inch Screamin Eagle motor sports lots of performance goodies, including high-volume fuel injectors, anodized pushrod tubes and Covington rocker covers. The SS&C Red Edition engine case is joined by a cam cover coming from Roland Sands Design's Clarity line.