

CAL RE-BORN

British custom specialists Shaw's turn an XR1200R into this stunning tribute to US racing great Cal Rayborn



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Shaw Speed and Custom is an Aladdin's cave of expertly put-together custom bikes. It's not your run-of-the-mill custom shop, bolting-on chrome parts and painted dragons being ridden by half naked women on petrol tanks. Far from it, these East Sussex boys produce unique specials, ranging from conventional Softail customs to Steve McQueen/Husqvarna inspired Hogs.

This is its latest project. Called the XR1200TT it's based on an XR1200R and inspired by the KR750TT/XR750TT works Harley road racers ridden by the late, great, Cal Rayborn (see box right). The mix of old style and new tech really

WHAT'S THE STORY?

■ Cal Rayborn (see right) was one of the first US riders to win big on the world scene – and was the man our own Cal Crutchlow was named after. Now Brighton-based Shaw Speed and Custom has created this glorious tribute bike based on a Harley-Davidson XR1200R. MCN was given a go on the new £30,000-plus machine.

works and it's a machine that makes you stop and stare. In some ways it's a throwback to the '50s with its swooping lines. Look at how the bellypan flows right back almost to the rear spindle, reminiscent of finned American cars.

Twin side-exiting exhausts are cut

into the belly pan, again like a hot-rod from the '50s. Even the huge rev counter takes the same styling cues. Then you have the obvious Rayborn colours and big 1960s-style screen matched to modern wheels and suspension. The front mudguard, meanwhile, is a replica of that from Suzuki's MotoGP bike. To blend all these styles together must have been incredibly difficult, but Shaw has pulled it off, and then some.

The really impressive bits, though, are when you get up close and admire the details. Take the fairing, which was sourced from the States and previously used by S&S on a land-speed record attempt. Up close you notice the fairing's complete lack of joins – it's just one single piece!

The downside is, if you want to remove it you have to remove the fork first. When you consider the amount of times the bodywork was on and off for reshaping not to mention resizing to fit the exhaust it must have been a



'The fairing was used on a land-speed record streamliner. Up close you notice the complete lack of joins'

nightmare job. To make life harder still, the indicators are flush fitting, as is the small headlight.

The tail unit, meanwhile, is a one-off again with flush lights and hidden number plate. Then, just when you think you have the smooth, bolt-free

bodywork fitted, you still have mirrors to fit, mirrors that would ruin the lines. Simon Pocock, Shaw's service manager, got round this problem by fitting a reverse camera instead. It's these details which really set Shaw ahead of the rest.

Underneath the bodywork there are plenty of modifications to the XR1200, too. The exhausts were made in-house by chief fabricator Dave Rollison using Akrapovic end cans from a BMW X6 car. With remapping and a breather to complement the exhaust, the XR1200 produces around 100bhp at the back wheel, very similar to their XR1200 cup bikes which used to support MCE British Superbikes.

Shaw has also used the knowledge gained racing its XR1200 in the BSB support series to get the handling right. So the machine is fitted with fully-adjustable Öhlins suspension units front and rear, with massive radial Brembo brakes up front. Shaw has