



Wrist-Wranglin' Rigid

Picture this: some dude up in the Outer Klondikes; he just wants some peace and quiet, away from the insanity of much having anything to do with civilization. Log cabin, some maple syrup, a dog, some snow shoes, a parka, the whole Eskimo pie, so to speak.

YET ANOTHER REASON TO LIVE

OK, so Yukon Jack here also wants to ride. Now you figure a guy with this much of a solo streak will do things exactly as he pleases, and come springtime, he'd love nothin' more than to roll a project scout out of the cabin and go seekin' the finer pleasures of... but how in the name of the Northern Lights will he be able to construct his primo custom ride for the express purpose of creating the type of adrenaline surge associated with hanging off a 5,000-foot mountain top with a burning rope in your hand? Especially when he's out in the middle of god-forsaken latitudes and longitudes?

Simple. He logs onto the Internet and goes right to www.american-made.com, and tracks down Dave Welch. "We're a mail order business," Dave explains. "We help guys build custom bikes that nobody else can build. We also like to try out most of the products we sell..."

And therein we discover the true meaning of this featured bike's life. Yessir, when a man feels the notion (as Dave did personally)



to fit an 88-cubic-inch Twin Cam outa-the-race H-D power plant directly into a rigid frame, runnin' a 230 rear tire to see if it would work, well, let there be light! Dave was sure that the combination would relieve some weight off the front end with a certain amount of judicious throttle, and lawdy lawd, he was sho' nuff right.

A Chopper's Inc. fat plate and 1/8-inch motor grind fit the TC 88 snugly and smartly into place. The D&D stretched gas tank and a short LePera seat plate (modified by American-Made) put the "ubba" in the hubba-hubba concerning the long lean lines of this rolling Viper cousin. Dave had wanted "that look," and that look he got, thanks to fine painting by Benny Benson and classic '50s graphics by Bart McCoy. "Yeah, this scooter rocks!"

Dave's use of a stock '99 Dyna wiring harness allows him to hook the bike up to factory shop sensor equipment to diagnose and dial in any lil' thing on the TC 88 engine. The hidden wiring is clean as an eagle's eyeball, and it looks just as sharp.

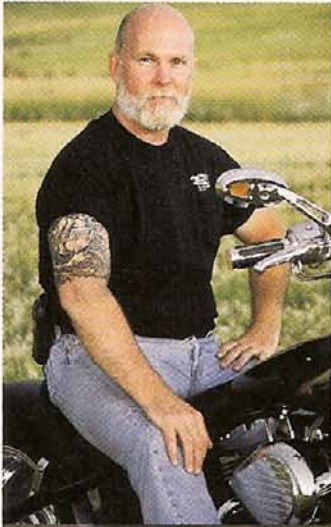
Speaking of looks, Dave wanted us to mention in particular the

Damon's MC license plate holder with the Kenny Boyce inlaid LED lights that double as brake lights. "The fool who can't see these is fuckin' blind," Dave chuckles.

With all that said, let's fast forward to the bottom line: Was the experiment, built in the name of testing combinations for future buyers, a success? "It will pull the front up at the stop light," Dave confirmed.

Ahh, don'tcha just love a happy damo ending? But why let it end here? You can give American-Made a holler at (800) 696-2452 and play velocity scientist, too. From the four corners of our ever-evolving sphere, the freedom to ride is now just a tad sweeter and all the sweeter still with this month's Fox Hunt winner, miraculous Moira aboard this one-of-a-kind ride.

Speaking of hardbellies and hot rides, check out our own Ms. Easyriders, the lovely Lisa, on yet another astounding American-Made wonder chopper built for the Stungs 60th anniversary in the March issue (#104) of *In The Wind*, on sale December 5. —Captain Truth



Owner:Dave Welch/
American-Made
City:Carson City, Nevada
General
Fabrication:American-Made
Year:2000
Make:Special Construction
Model:Twin Cam Rigid
Assembly:American-Made
Chroming:Paughco
Engine
Year:2000
Model:Twin Cam
Rebuilder:American-Made
Ignition: Dyna S
Displacement:88 cubic inches
Lower end:H-D
Balancing:factory
Pistons:stock
Cases:H-D
Heads:H-D

Carb: S&S Super "E"
Lifters:H-D
Air cleaner: H-D
Pipes:Vance & Hines
Short Shots
Transmission
Year:2000
Type:RevTech
5-speed
Paint
Molding:Benny Benson Painting
Painter:Benny Benson
Color/type:Black/PPG
Special paint:graphics by Bart
McCoy; powdercoating by
Althizers Powder Coating
Frame
Year:2000
Type:Big Bones Rigid 230
Builder:WinProducts/
Rolling Thunder

Modifications:39-degree rake,
2-inch stretch
Accessories
Bars:1-1/4-inch drag bars
Risers:6-inch pullback
Handlebar controls:Drag
Specialties
Fenders:H-D/American Made
front;Wernimont/
Drag Specialties rear
Headlight:Mean Street
Taillight:Damon's MC
Speedo:Dakota Digital
Dash:none
Pegs:JayBrake
Electrics:H-D
Foot Controls:JayBrake
Gas tank:D&D Metalworks
FatKatz, stretched
Oil tank:Big Bones wraparound
Oil system:H-D

Primary cover:open leg grabber
Seat:LePera Custom
Mirrors:KüryAkyn
Grips:Drag/Ness
Forks
Type:springer
Builder:Paughco
Modifications:3 inches over
Wheels
Front
Type:American
Wire Wheel
Size:21-inch
Tire:Metzeler 880
Brake:GMA
Rear
Type:Drag Specialties
Size:15-inch
Tire:Avon 230
Brake:GMA
Photos:Pam Proctor

