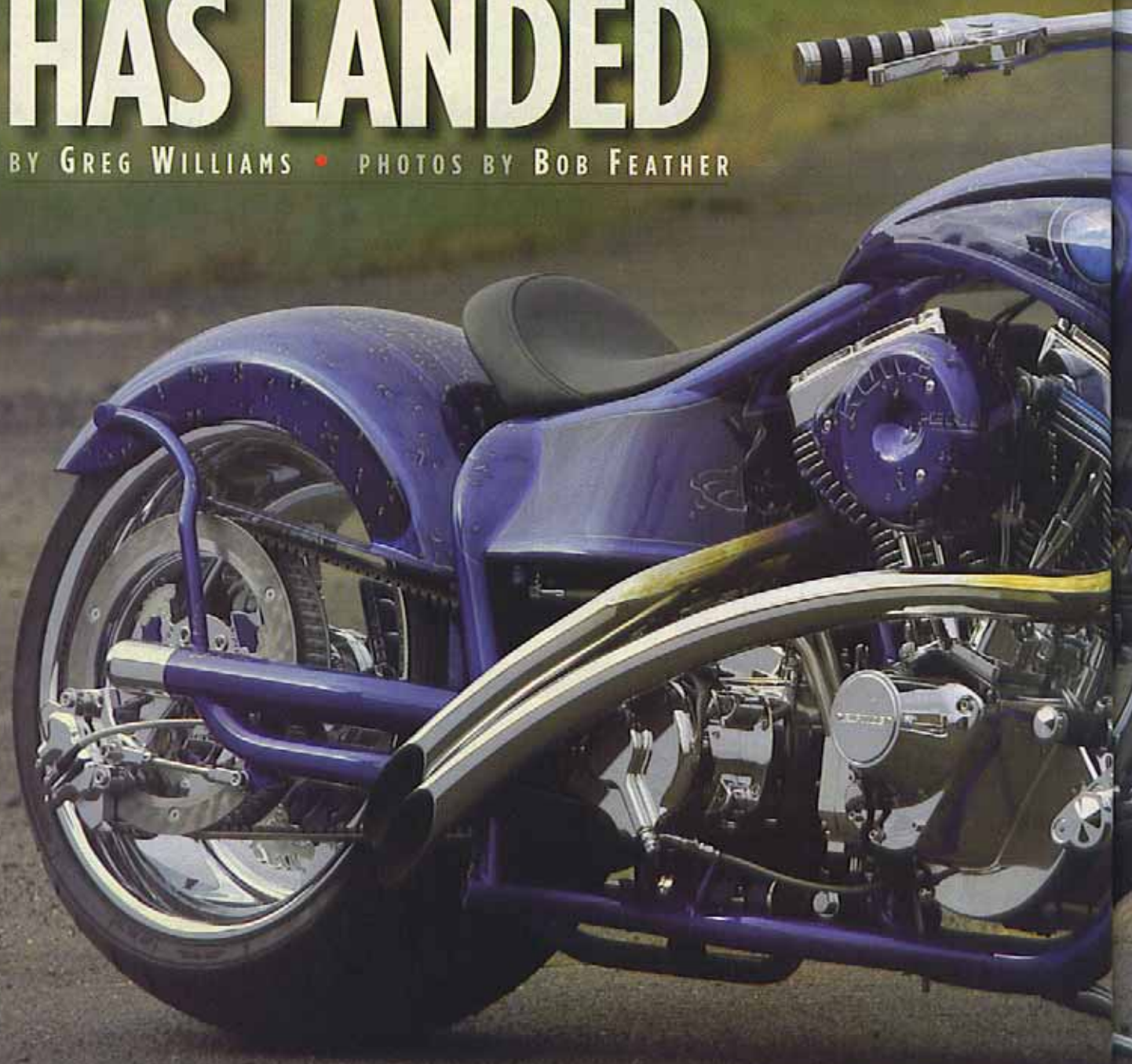
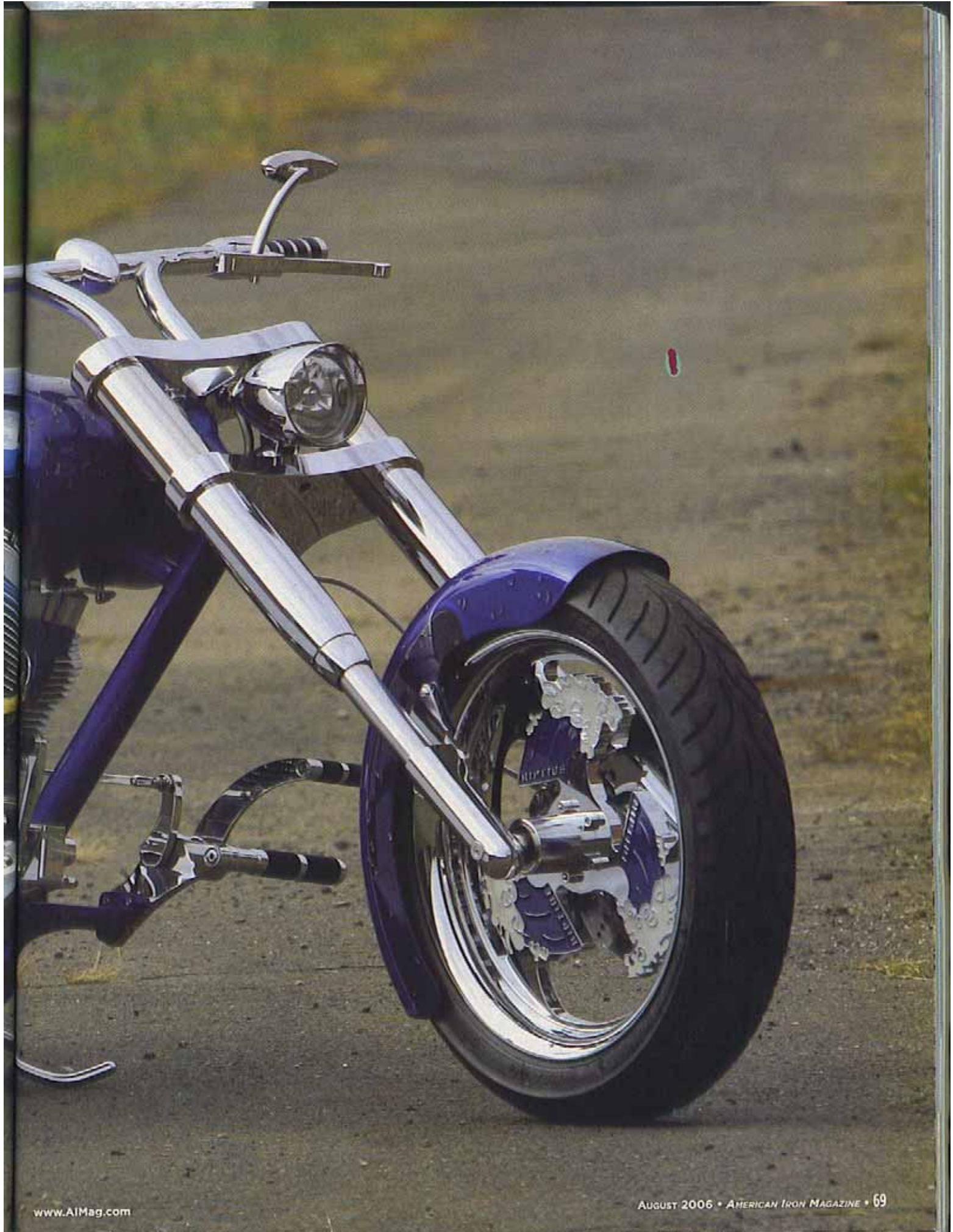


*Jon Runyan's custom Softail*

# AN EAGLE HAS LANDED

BY GREG WILLIAMS • PHOTOS BY BOB FEATHER







## TECH SHEET

**TIME IS PRECIOUS** — there just isn't enough of it. At least that's how it is for Philadelphia Eagles offensive tackle Jon Runyan. "Since high school, I haven't really had time to mess around with anything mechanical," Jon says. He played football in college, and from there went to train for his career as a professional ball player. Such a lack of free time could be bad (depending on your perspective) as Jon is mechanically inclined, and he loves motorcycles.

So when Jon was offered the chance to work with brothers Chuck and Ron Wendt of Rowe Machine Performance in Wallingford, Connecticut, he jumped at the opportunity. Chuck and Ron had come up with the concept for a TV show (*Celebrity Build*, [www.CelebrityBuild.com](http://www.CelebrityBuild.com)) and were filming pilot episodes. They needed a professional athlete who didn't mind getting his hands dirty, and who wanted to build a custom motorcycle.

"We pitched the show concept to a few people, but in the end, Ron and I put up the money for two pilot episodes out of pocket," Chuck explains. "The two pilots cost us close to \$60,000. We had a whole film crew here five or six days a week for at least eight weeks. The hope is that a television channel will now pick up the show." What's the *Celebrity Build* concept? Pit two pro athletes — football, baseball, or hockey players or racecar drivers — against one another as they build their own custom motorcycles while the cameras roll. In the first two pilot episodes, Jon squared off against Matt Light of the New England Patriots.

The 2005 Pro-Street Softail featured here is Jon's creation. Starting in April 2005, any time Jon could take off two days in a row, he was up at 5:30 a.m., ready to drive from his New Jersey home to Wallingford. He'd start working on the raw steel mock-up bike as soon as he got there, and after a good

Owner:	Jon Runyan
Builder:	Rowe Machine Performance, Jon Runyan
Year/model:	2005 Pro-Street Softail
Time to build:	Three months
Chromer:	Gene's Plating, Los Angeles, CA
Polisher:	Rowe Machine Performance, Wallingford, CT
Powder coater:	Compo's Hot Coatings, Wallingford, CT
Painter:	Justin Barnes/J B Graphics, Newburg, NY
Color:	PPG Vibrance - Multi Blues with water drops

### ENGINE/TRANSMISSION

Engine, year/model:	2005 Evo
Builder:	Jon Runyan/H&L Performance, Wallingford, CT
Displacement:	113"
Horsepower:	120
Cases:	Midwest/Ultima
Flywheels:	Midwest/Ultima 4-1/2"
Cylinders:	Midwest/Ultima 4"
Pistons:	Ross 10.5:1
Heads:	Midwest/Ultima
Cam:	Crane .620" lift
Valves:	Black Diamond
Carb:	S & S Super G
Air cleaner:	S&S
Exhaust:	MGS
Ignition:	Crane H-4
Charging system:	H-D
Oil pump:	Midwest/Ultima
Primary cover:	BDL 3" open
Transmission, year/model:	2005 Accessories Unlimited RSD six-speed
Case:	Accessories Unlimited
Gears:	Andrews
Clutch:	BDL
Primary drive:	BDL 3" belt
Final drive:	Rowe Machine Performance drive-side rotor/pulley

### CHASSIS

Frame:	2005 Rolling Thunder SLX
Rake:	52 degrees
Stretch:	6"
Front forks:	Mean Street 73mm inverted
Front wheel:	3.50-18" Custom Rowe Machine
Rear wheel:	10.50-18" Custom Rowe Machine
Front brake:	RC Components four-piston caliper
Rear brake:	RC Components four-piston caliper
Front tire:	Avon 130/90-18"
Rear tire:	Avon 300-18"
Front fender:	Rowe Machine Performance/Bracone Metal & Spinning
Rear fender:	Rowe Machine Performance/Bracone Metal & Spinning

### ACCESSORIES

Headlight:	Headwinds
Taillight:	Rowe Machine Performance
Fuel tank:	Independent Custom by Kyle
Oil tank:	The Metal Shop
Handlebars:	Custom Cycle Control Systems
Seat:	Barrett Design, East Haddam, CT
Pegs:	Accutronix
License bracket:	Rowe Machine Performance
Mirrors:	Performance Machine Contours
Hand controls:	Performance Machine Contours
Foot controls:	Accutronix



For People Who Love Harley-Davidsons

# American Iron

MAGAZINE





day's work, he would spend the night in a hotel. The next day he'd be back at it, driving home late that same night. He repeated the process for three months, until the entire mock-up machine was finished. And all the time Jon was working on the bike, cameras were filming.

At the very start, Chuck and Ron sat down with Jon and discussed several build options. But Jon says the theme of his bike was laid out in 10 minutes. The bike is called Riptide, after the name of the Arena Football League (AFL) team that Jon owns in San Diego. "Our Riptide team logo is a wave, so the paint scheme, color, wheels, and rotors were sketched out in minutes," Jon notes.

Chuck suggested Jon begin with a Rolling Thunder SLX frame. The chassis is stretched 6", the maximum length an SLX could go. Standing 6'7" and weighing 330 pounds, Jon is a big guy, and he needed all of the room he could get aboard the frame. To anchor the front end, Jon chose the beefiest fork the industry currently offers. He assembled and installed a pair of Mean Street 73mm inverted forks, and topped them off with a set of G-Force Custom Cycle Control Systems handlebars.

Rowe Machine Performance is well known for its custom design wheels and rotors, so it was pretty clear where those components would come from. A wave pattern was created and cut for both the 3.50-18" front and the 10.50-18" rear hoops, and the drive-side rotor/pulley on Jon's bike. Avon tires wrap the rims.

Jon took grinder and welder in hand as he fabricated the rear fender to his liking, cutting and narrowing the blank and removing excess metal to clear the rear belt drive. Independent Gas Tank Co. handled the task of creating a steel tank that would cover the extra stretch in the frame. Jon also

wanted shallow coves on either side of the tank and Independent obliged.

When it came to power, Jon didn't care to exceed 113" and also didn't want to blow his budget on an all-billet aluminum motor. He chose a polished 2005 Evo-style Midwest/Ultima 113" power plant, assembled by himself and Joe Malloy at H&L Performance in Wallingford. Jon was still hands on as he slid the blue powder-coated and diamond-cut cylinders over the pistons and completely assembled the heads and torqued them in place. "I intend to ride this bike," Jon says. "There's no point putting time into it if you can't have some fun on it."

Fuel is delivered via an S&S Super G carb, and spent gases exit a custom-fabricated set of MGS tubes. A 3" open BDL primary belt drive transmits the torque from the Midwest/Ultima motor to an Accessories Unlimited six-speed gearbox.

Because of Jon's height, some consideration had to be paid to the mounting of the Accutronix foot controls and pegs. According to Chuck, a new mounting bracket was fabricated that would allow the controls to move forward an extra 5". A custom-fabricated oil tank hides behind a set of panels that are permanently molded into the frame, and the battery and electrics are hidden within a cavity formed in the tank.

By the time Jon was done with the mock-up, he had to leave for training camp. "Once I start camp, I don't really have time for anything else," Jon admits. So, after Jon met Justin Barnes of J.B. Graphics and explained his paint scheme, the crew at Rowe took the bike apart. Most of the raw steel pieces, including the frame and tins, were sent to Justin for graphics. A ghost eagle head was incorporated into the wave-theme paint adorning the gas tank, so it's a good thing Jon just re-upped to play with Philadelphia for another three years. **AIM**