



Galen  Soule
HOT ROD KNIGHT





story by Dain Gingerelli • photos by Lori Contino

Half the battle in building a custom bike is in knowing where to start. Galen Soule knew where to start his custom Softail, he just didn't know how to get the wheels in motion. "My head is full of great ideas and intentions," said Galen about bike building, "but my hands don't have the skill and talent required to back it up." Nevertheless, he began his project with a few choice parts, among them some cool faux Knucklehead rocker covers offered on the internet by Elvis's Place. *continued*



SPEC SHEET

Galen Soule
Olathe, Kansas
2005 H-D FXSTS Softail Springer

HUMAN FACTOR

Fabrication Dyno Mike Wilson
Assembly Dyno Mike Wilson
Painter Brian Plihal
Plater Ed Robertson
Engine Builder Dyno Mike Wilson

ENGINE

Year/Model 2005 H-D Twin Cam
Displacement 95 cu. in.
Ignition Daytona Twin Tec
Cases H-D
Heads H-D, Dave Adams
Valves Ferrea
Rocker Boxes Elvis's Place
Cylinders H-D
Pistons JE
Cams Andrews TW60
Carb Mikuni 42
Air Cleaner Joker Machine
Exhaust Stainless Creations/Clint Eddleman
Transmission H-D 5-speed
Primary Drive BDL open belt

BODY WORK

Gas Tank Modified H-D
Front Fender None
Rear Fender Heartland USA/Wiz Bang Customs
Seat Sam Allen Originals
Hand Controls Performance Machine
Foot Controls Performance Machine
Handlebar Flanders
Headlight Adjure
Taillight Lick's Custom Cycles
Dash/Instruments None

FRAME

Year/Model 2005 Harley-Davidson
Rake Stock
Backbone Stretch None
Downtube Stretch None
Fork H-D
Type Springer
Trees H-D

WHEELS, BRAKES & TIRES

Front Wheel Foose Design Nitrous 21x3"
Rear Wheel Foose Design Nitrous 18x5.5"
Front Brake Metal Motorsport Foose Design
Rear Brake Metal Motorsport Foose Design
Front Tire Metzeler 120/90-21
Rear Tire Metzeler 180/55-18

Special Features: Design by Galen Soule, Andy Surber, Mike Wilson and Brian Plihal; thanks to Joyce and Jim Stawarz of Hi-line Plastics, and Matt of NYC Choppers.



In a salute to the Flathead era, Galen dressed the modified gas tank with graphics that date back to Harley's 1933 model year.

"I started buying and accumulating parts for a bike I only had in my head," continues Galen. A set of Foose Design wheels—hot off the rack, making Galen the first to own a set of the new Nitrous model that resembles Cragar 5-spoke car wheels of the '60s—arrived next, followed by a set of Indian Larry brass handlebar risers and a NYC Choppers round oil tank built specially for this Twin Cam model.

The trail eventually led to Gail's H-D in Kansas City where Galen picked up an '05 Softail Springer. Before rolling the new bike off the showroom floor he spent some time with the salesman, Andy Surber, to share some build ideas for the bike. Together they determined it should have a "BDL open primary, EK chain, front and rear lowering kits," among other components. Then

they rolled the bike into the service shop where some of that work was conducted.

"The real build," said Galen, "would begin at Dyno Mike's Dynamic Chassis." Dyno Mike Wilson is known through most of the Heartland for his V-twin drag bikes, and as proof he strongly urged that this Hot Rod Knuck (as Galen had dubbed it) should have about a hundred or so horsepower chomping at the bit.

Solution: a 95-inch kit with a few name-brand products inside, capped with a Mikuni carb at the intake and a set of hand-made exhausts by Clint Eddleman of Stainless Creations at the south end.

"Dyno also fit the NYC oil tank and modified it to accommodate the ignition, start and high-low switches, since there wouldn't be a dash and I wanted the handlebars clean," said



Galen was first to receive a set of Foose Design's Nitrous wheels that are reminiscent of Cragar car wheels of the '60s.



A Knucklehead or a Twin Cam? Well, both, sort of. The TC88 was stretched to 95 inches, then topped with Elvis's Place Knuckle rocker covers.



Galen. And while they sized and fit the Performance Machine controls to the chassis, Brian Plihal of Wiz Bang Customs began cutting and banging on the bike's sheetmetal. As Galen puts it, "You can't take a new bike, age it 60 years and transform it into a 1960s hot rod without some sheetmetal cutting, chopping and modification." You can see that the Softail's gas tank was dished on the sides and "narrowed, raised and given a center-fill gas cap," adds Galen.

Galen researched early-Harley tank graphics, too, settling on the emblem from a 1933 Flathead for his Hot Rod Knuck. "The big blue flake and orange hot-rod stripe are reminiscent of the 1960s, and brings that '33 H-D graphic into the hot-rod era," he said.

"To me it's often the smallest or simplest details that really make a bike special, and Dyno Mike helped me make sure nothing was overlooked in final assembly,"

said Galen. "If you look close you'll notice several touches of brass including the oil plug spigot I found in the plumbing department at my neighborhood hardware store and the Paul Yaffe neutral switch hole plug." And if you look even closer at Hot Rod Knuck, you'll see that it was built with a whole lot of "Soule."

For additional images of this bike, go to www.ironworksmag.com and click "Current Issue."