

Donny Loos' S&S Shovelhead Drag Bike

## BRAIN DAMAGE RIGHT OUT OF THE HISTORY BOOKS

Article By: Ken Conte Photos By: Jeff Cochran

The S&S 50th anniversary was a huge success by any measure, and it was due to S&S Cycle's vision and the cooperation of the builders. Some of the builders were the new guys on the block who were trying to show off their talents by using their most innovative ideas. Then there were the few who stuck to the idea that the 50th anniversary competition was founded on, the idea of looking back

at some of S&S Cycle's most memorable builds. These men used the motors they were given and put a modern spin on a signature style. When Donny Loos got the call from S&S Cycle, he knew it was a project he wanted involved in, especially when he heard it was a Shovelhead. Donny and S&S have had a long relationship. Known for building motors, especially Shovels, Donny is constantly using S&S Cycle parts, and stands behind them because they

have withstood the test of time.

As Donny looked through the S&S archive, he kept gravitating toward what he knows and loves, drag bikes. Anyone who knows Donny knows that drag racing – or any kind of racing – is in his blood. He loves the idea of making a machine go faster and building something right. If you look at the bikes he has built throughout the years, a lot have had the hot rod drag racing influence.

Drag bikes were really the precursor to modern day pro-street bikes, but with no show and all go. The bike build started with an engine ... scratch that, it started with a complete engine in pieces. But this was nothing out of the ordinary for Donny. On almost all of his bikes, he builds both the bike and the engine, so why would it be any different when he was building a bike to showcase for the #1 aftermarket engine and performance supplier. He built the 103" Shovel from beginning to end and is probably only one of a few who did; no crate motor here.

This bike, aptly named "Brain Damage" after Donny flipped a 4-wheeler and knocked his



head real bad, is one of Donny's finest creations. Even after going through some pretty heavy stuff, there was never a question as to whether he was going to have it done. The frame is the obvious basis for any bike, and this frame had some rake and was lengthened in the rear section so Donny could move the axle plates aft and squeeze that monster MH slick on the back. It doesn't make sense to have forward controls on a bike you want to ride aggressively because you have to have your feet below you. So after lengthening the frame, he started working on some signature mid-controls that matched the hot rod struts with holes. He made them so they were minimal, served the purpose and kept his feet clear of the open BDL primary. He opted for a stock 39mm narrow glide front end to

keep the narrow, slight look of the bike and chose to design a fork brace and have Competitive Machine water jet it so it stood out and looked like a racing machine right from the get go.

Donny constructed another bike similar to the S&S 50th bike that he rode in Daytona, so after that, he knew exactly what he wanted to change and what was going to put this bike head-and-shoulders above his other bikes. He made sure that the nickel plating was perfect and that he built everything he could by hand in order to show off his machining skills as well as his innate mechanical ability. The handlebars with built in risers were something he had wanted to do for a while, and as soon as he sat on the bike, he knew they were perfect for it.

As the co-founder of Sucker Punch

Sally's, he paid tribute to the company with Sucker Punch Racing on the side of the peanut tank. You never know - this bike may be the first one in the racing stable for Sucker Punch Sally's.

*Editor's Note: This bike was my favorite from the show and not just because it was a Shovel, to me, this bike represented a generation of S&S's history; the seventies drag race era, that had many young men in pursuit of the ever elusive eleven second club patch. Donny Loos was probably the best example at the 50th of a builder who paid homage to that company's history in what he built.*

**Cycle Re-sources:**  
Sucker Punch Sallys  
Clevs, OH 513-353-1446  
Scottsdale, AZ 480-778-9500  
[www.suckerpunchsallys.com](http://www.suckerpunchsallys.com)



**BRAIN DAMAGE TECH SHEET**

**Owner:** SuckerPunch  
**City:** Miamitown, OH  
**Fabrication By:** Donny Loos  
**Year:** 2008  
**Model:** Drag  
**Value:** 28K  
**Time:** 6 Weeks

**ENGINE**

**Year:** 2008  
**Model:** S&S Shovel  
**Builder:** Donny Loos  
**Ignition:** S&S  
**Displacement:** 103ci  
**Pistons:** S&S  
**Heads:** S&S  
**Cam(s):** S&S  
**Carb:** S&S D  
**Air Cleaner:** S&S  
**Exhaust:** Donny Loos  
**Primary:** BDL

**TRANSMISSION**

**Year:** 2004  
**Make:** H-D  
**Shifting:** R&D

**FRAME**

**Year:** 2008  
**Make:** Kraft Tech  
**Rake:** 38 Degrees  
**Stretch:** 3"

**FRONT END**

**Type:** 39mm Narrow Glide  
**Builder:** H-D  
**Extension:** Stock  
**Triple Trees:** Billet w/ 3 Degree Rake

**WHEELS**

**Front Wheel:** H-D/Buchanan's  
**Size:** 21 x 2.15  
**Tire:** Avon  
**Brakes:** PM  
**Rear Wheel:** H-D/Buchanan's  
**Size:** 16 x 5  
**Tire:** M&H Slick  
**Brakes:** PM/SPS

**PAINT**

**Painter:** Armstrong Design  
**Type:** House of Kolor  
**Color:** Candy Blue  
**Lettering:** Josh Shaw  
**Molding:** N/A  
**Chroming:** N/A

**ACCESSORIES**

**Bars:** Donny Loos  
**Risers:** Donny Loos  
**Hand Controls:** Magura  
**Gas Tank(s):** H-D  
**Front Fork Brace:** Competitive Machine  
**Rear Fender:** Russ Wernimont  
**Seat:** Expertise Auto Interior  
**Foot Controls:** Donny Loos  
**Oil Tank:** Led Sled  
**Speedo:** None  
**Tailight:** Fab Kevin  
**Headlight:** H-D  
**Photography By:** Jeff Cochran

