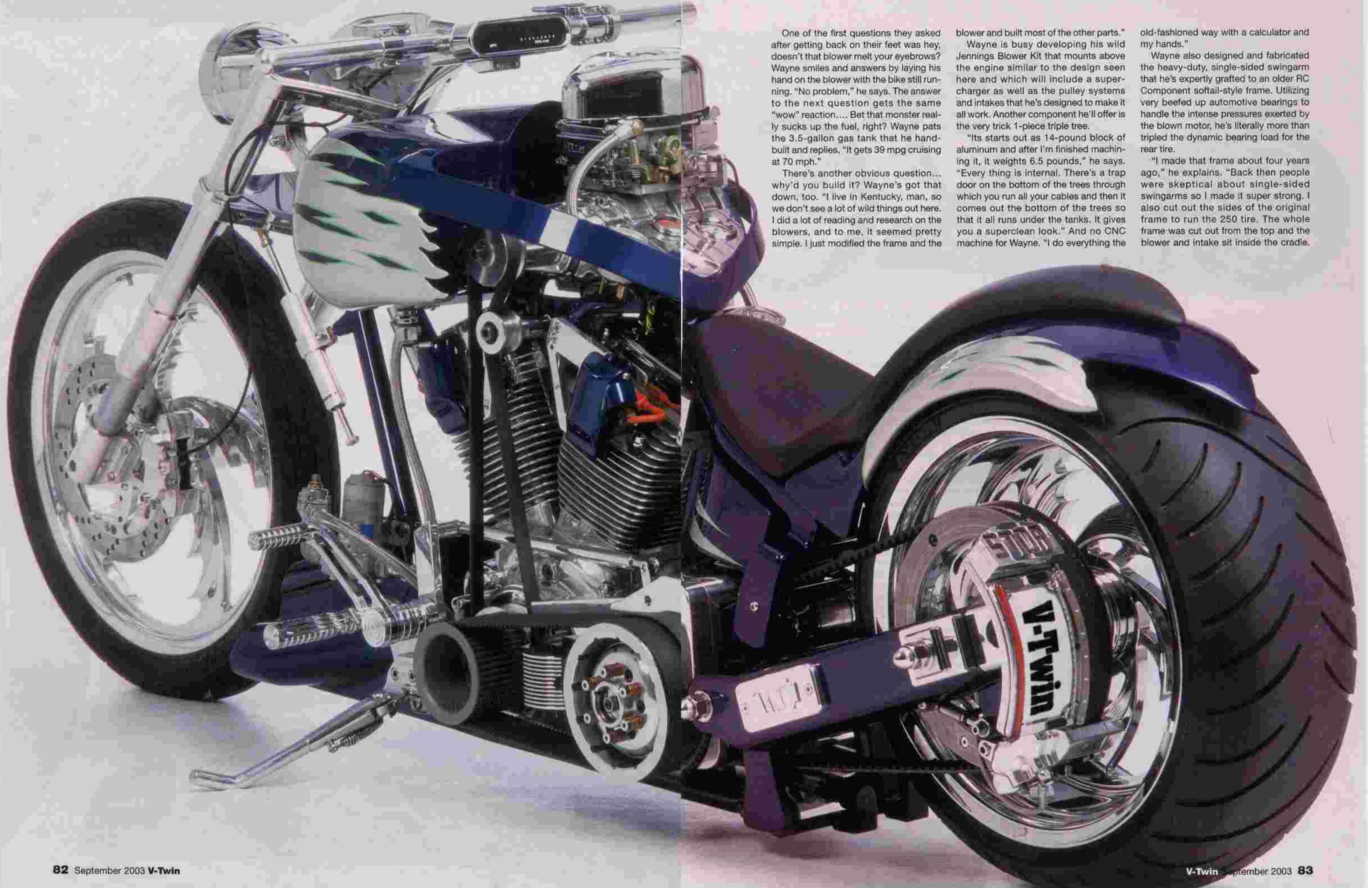


Wayne Jennings' Boulevard Blaster

Blown To Be Wild

First off it's Wayne Jennings, not Waylon Jennings, but make no mistake, this Kentucky custom builder creates mega-decibel bikes that really wail. Actually, the Louisville resident says this radically blown boulevard blaster sounds like a jet boat at full throttle and so did the people who tended to duck when it came within hearing range at this year's Daytona Bike Week.

2002/21st Century Custom



One of the first questions they asked after getting back on their feet was hey, doesn't that blower melt your eyebrows? Wayne smiles and answers by laying his hand on the blower with the bike still running. "No problem," he says. The answer to the next question gets the same "wow" reaction.... Bet that monster really sucks up the fuel, right? Wayne pats the 3.5-gallon gas tank that he hand-built and replies, "It gets 39 mpg cruising at 70 mph."

There's another obvious question... why'd you build it? Wayne's got that down, too. "I live in Kentucky, man, so we don't see a lot of wild things out here. I did a lot of reading and research on the blowers, and to me, it seemed pretty simple. I just modified the frame and the

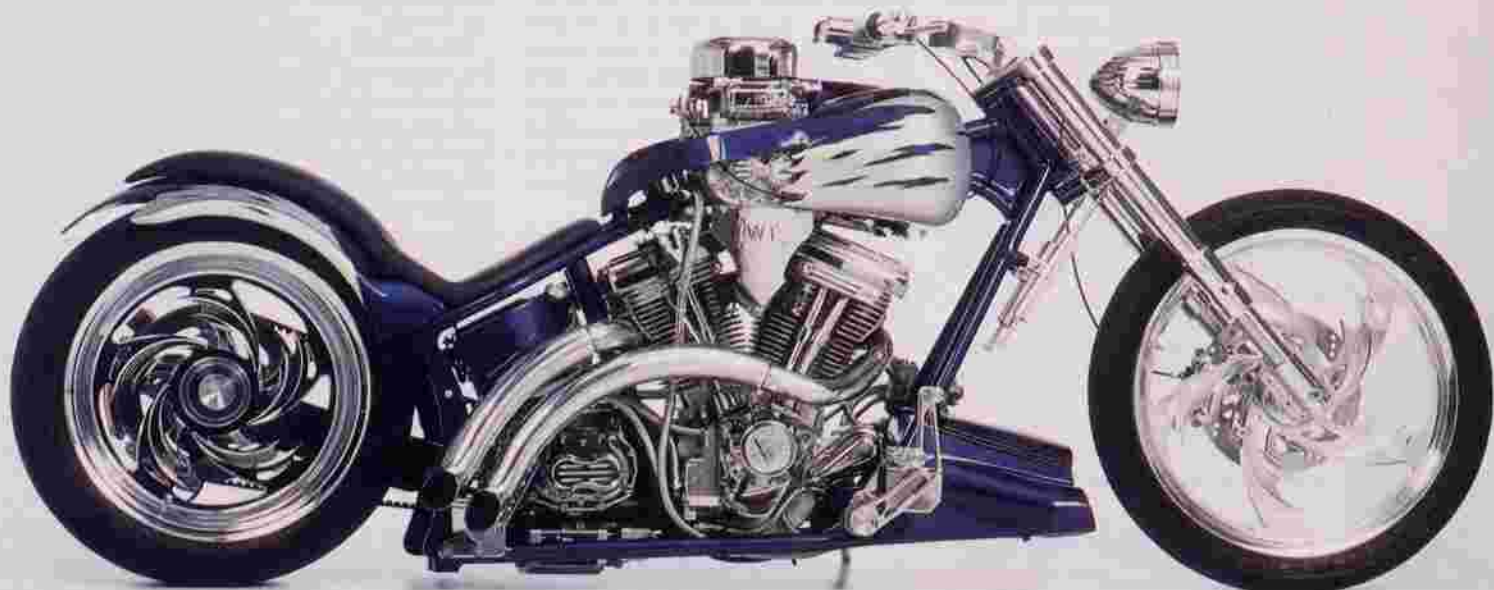
blower and built most of the other parts." Wayne is busy developing his wild Jennings Blower Kit that mounts above the engine similar to the design seen here and which will include a supercharger as well as the pulley systems and intakes that he's designed to make it all work. Another component he'll offer is the very trick 1-piece triple tree.

"It starts out as 14-pound block of aluminum and after I'm finished machining it, it weights 6.5 pounds," he says. "Every thing is internal. There's a trap door on the bottom of the trees through which you run all your cables and then it comes out the bottom of the trees so that it all runs under the tanks. It gives you a superclean look." And no CNC machine for Wayne. "I do everything the

old-fashioned way with a calculator and my hands."

Wayne also designed and fabricated the heavy-duty, single-sided swingarm that he's expertly grafted to an older RC Component softail-style frame. Utilizing very beefed up automotive bearings to handle the intense pressures exerted by the blown motor, he's literally more than tripled the dynamic bearing load for the rear tire.

"I made that frame about four years ago," he explains. "Back then people were skeptical about single-sided swingarms so I made it super strong. I also cut out the sides of the original frame to run the 250 tire. The whole frame was cut out from the top and the blower and intake sit inside the cradle."



The lower intake runs straight through where the frame used to be and straight into the engine."

Asked about the center of gravity shift caused by the placement of the blower atop the engine, he explains that the blower actually compensates for the natural tendency of the 250 tire to lean to the left so it's actually very balanced. In addition, the Holley carb and blower weighs 13 pounds and he's shifted the 13-pound battery under the air dam to reconcile the distribution. He utilizes the original battery box for storage, nothing wasted, everything functional. And yeah, he painted the bike, too.

As you listen to Wayne explain the geometry and torsional stress loads, you quickly learn that he's delved deeply into the physics of making this bike physically possible and effortless to ride—if you can hold on.

"It pretty much starts and runs as good as fuel injection," he says, adding that, "When I set out to make this motorcycle, I didn't want to build something I'd see everywhere. As for blowers, I think you'll be seeing more and more on cars and trucks here in the U.S. I have a Ford Lightning truck with a blower. At the moment, everything I own has a blower on it."

Wayne tells us this bike is up for sale to bankroll a dual blower bike project appropriately enough called "Suicide" as well as the further R&D'ing of his product line. Only the bravest of heart and soul need apply. You can also check out Wayne Jennings Custom at www.waynjennings.com or call Wayne at 502-447-3861.

—Paul Garson

Owner: Wayne Jennings Custom

City: Louisville, Kentucky

General

Model: 21st Century Custom

Design: Wayne Jennings

Fabrication: Wayne Jennings

Chroming: Browns

Engine

Model: S&S/Wayne Jennings

Displacement: 113 cubic inches

Carb: Holley 4-barrel/ Jennings modified
Magnacharger Supercharger

Exhaust: Jesse James

Frame

Builder: RC/Wayne Jennings

Type: softtail-style

Rake: 38 degrees

Modifications: 5-inch stretched backbone,
Legend Air Ride

Front end

Type: ICS

Builder: ICS

Paint

Painter: Wayne Jennings

Type/color: Sherwin Williams blue

Special paint: by Taylor

Accessories

Bars: Wayne Jennings

Grips: Wayne Jennings

Seat: Billy Scott

Headlight: Headwinds

Taillight: Wayne Jennings

Fenders: Wayne Jennings

Electrics: Wayne Jennings

Wheels: RC Components

Brakes: RC Components

Tires: Avon (250 rear)

Photos: Michael Farabaugh