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➔ As one might well imagine, it's practically every hot rod biker's dream to have his own fully equipped shop complete with a lathe, mill, and floor-dyno. For Manhattan Beach, California resident Mark Dibella that dream was a little closer to reality than for most people. You see Mark already had most everything he needed located in his Westminster, California Honda and Acura automobile repair shop. The events leading up to Mark converting the rear of his Honda shop likely can be traced back to his youth where he worked at his dad's Union 76 station in the garage. From the 76 station, Mark moved on to racecar preparation and converting gray market exotic automobiles to comply with DOT specifications. Mark then went on to work 15 years with Jackson Racing and ultimately ended up buying the business and acquiring the building his Honda shop is in today. On the lifestyle side of things, Mark is an active member in the South Bay HOG chapter with his '04 Road Glide and the Fat Boy he is in the process of building. **HRB**

➔ Sources

Dunwell Jacks
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Mark chopped his single-post car hoist up into a bike lift. It almost sits flush to the shop's floor.



▲ By using Dunwell's super heavy-duty wheel chock, the Dynojet was adapted to dyno bikes. Mark says using the car dyno feels like his bike is pulling a trailer.

◀ Mark's unfinished Fat Boy secured onto the Dunwell wheel chock almost ready to make a pull.