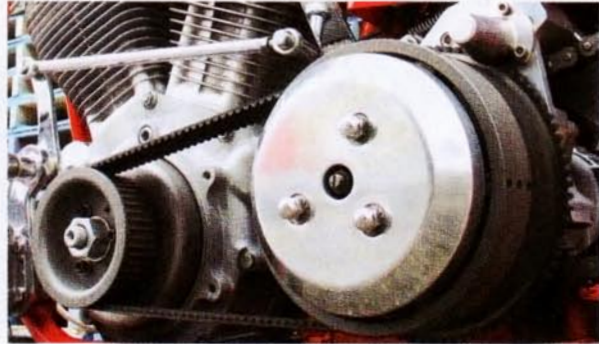


Do it Yourself Bobber

If you want it done right...



Staff Report Photos by Camara Miller



Canada...isn't that the place where they decided to throw a country, and nobody showed up? Just a joke there Canadian riders, don't get your snowshoes in a tangle. Depending upon where a Canadian motorcycle rider resides determines whether he or she can get any riding done during the long winter months. Jordy Miller lives in Calgary; it is located in Alberta and is less than 200 miles north of the U.S. border above Montana. Calgary is sometimes much warmer than the rest of Canada during the winter months, allowing at least a few days of riding. Canadian bikers are tough though, they brag about how far they can ride in subfreezing weather.

Jordy's Rigid frame Bobber is powered by an Evolution style Big Twin motor with 80" of swept volume. Why did Jordy go Rigid? It's lighter than a frame with heavy rear suspension components, so it has the potential to go faster and get off the line quickly. It's also very traditional, especially for a Bobber.

A Crane HI-4 ignition pops the plugs on time. No fuel injection here, a traditional CV carburetor is in place working with a set of straight drag pipes to terrify the neighborhood with thunder. I'm thinking Canadian law enforcement isn't as strict with its noise restrictions as its

Southern neighbor is. Loud pipes save lives, according to a bumper sticker I saw once. From that Evo style motor, 85 horsepower is delivered to the rear wheel through a "Cow pie" or "Star Wars" top, Shovelhead era, four-speed transmission equipped with a kick start mechanism. It is hand shifted like a Bobber should be. This of course means the clutch is foot activated. The motorcycle also has an electric start system from Tech Cycle just in case Jordy's leg gets tired.

Paughco is where this Rigid frame was born. Two-inches of stretch in the backbone meet 34° of neck rake up front. Bolted into the neck is a DNA Springer style fork that is two full inches shorter than a stock unit, therefore this little Bobber sits very low. A hand laced 40-spoke, 21" wheel up front uses an 11 1/2" brake rotor for stopping. A 16" 40-spoke rear wheel rolls out back. A 10" rotor and GMA caliper handles stopping duty on the rear.

Proving that Canadians and Jordy in particular have a great sense of humor, the rear fender used here came from a boat trailer. Now that's custom with a capital C. A Sparto taillight decorates the rear of the fender. Twelve-inch ape hangers with internal wiring sitting on four-inch risers keep her looking clean. 🏍️



Tech. Specs

Background Info

Owner: Jordy Miller
 Brand Name: Bobber
 Model: Rigid
 Year: 2006
 Fab./Assembly: Owner
 Build Time: 3 Months
 Chrome: Alberta Plating
 Paint/Graphics: Dunwell Auto Restorations

Motor Specs

Year: 1995
 Manufacturer: Harley-Davidson®
 Model: Evolution
 Displacement: 80 cu. in.
 Lower End: Stock H-D
 Ignition: Crane HI-4
 Carburetion: CV
 Exhaust: Straight Drag

Transmission

Year: 1980
 Model: Shovel Rotary Top
 Shifting: 4-Speed Jockey
 Drive Side: Left
 Primary Drive: Open
 Special Features: Tech Cycle Starter

Frame

Manufacturer: Paughco
 Stretch: 2"
 Neck Rake: 34°
 Style: Rigid

Fork

Year: 2006
 Manufacturer: DNA
 Style/Type: Springer
 Travel: Not Much
 Extension: 2" Under

Wheels/Brakes

Front/Size: 21"
 Wheel: 40 Spoke
 Tire: Avon
 Brake Caliper/Rotor: 11" Rotor
 Rear/Size: 16"
 Wheel: 40 Spoke
 Brake Caliper/Rotor: 10" Rotor

Accessories

Handlebars: 12" Ape Hangers
 Risers: 4" With Custom Covers
 Headlight: 5"
 Taillight: Sparto
 Mirrors: One Bicycle Mirror
 Seat: Spring
 Gas Tank: Sportster
 Fenders: Boat Trailer
 Oil Tank: Horseshoe
 Controls: Foot Clutch