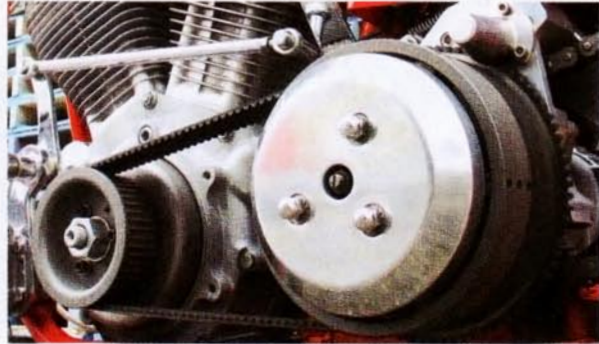


# Do it Yourself Bobber

If you want it done right...



Staff Report Photos by Camara Miller



**C**anada...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