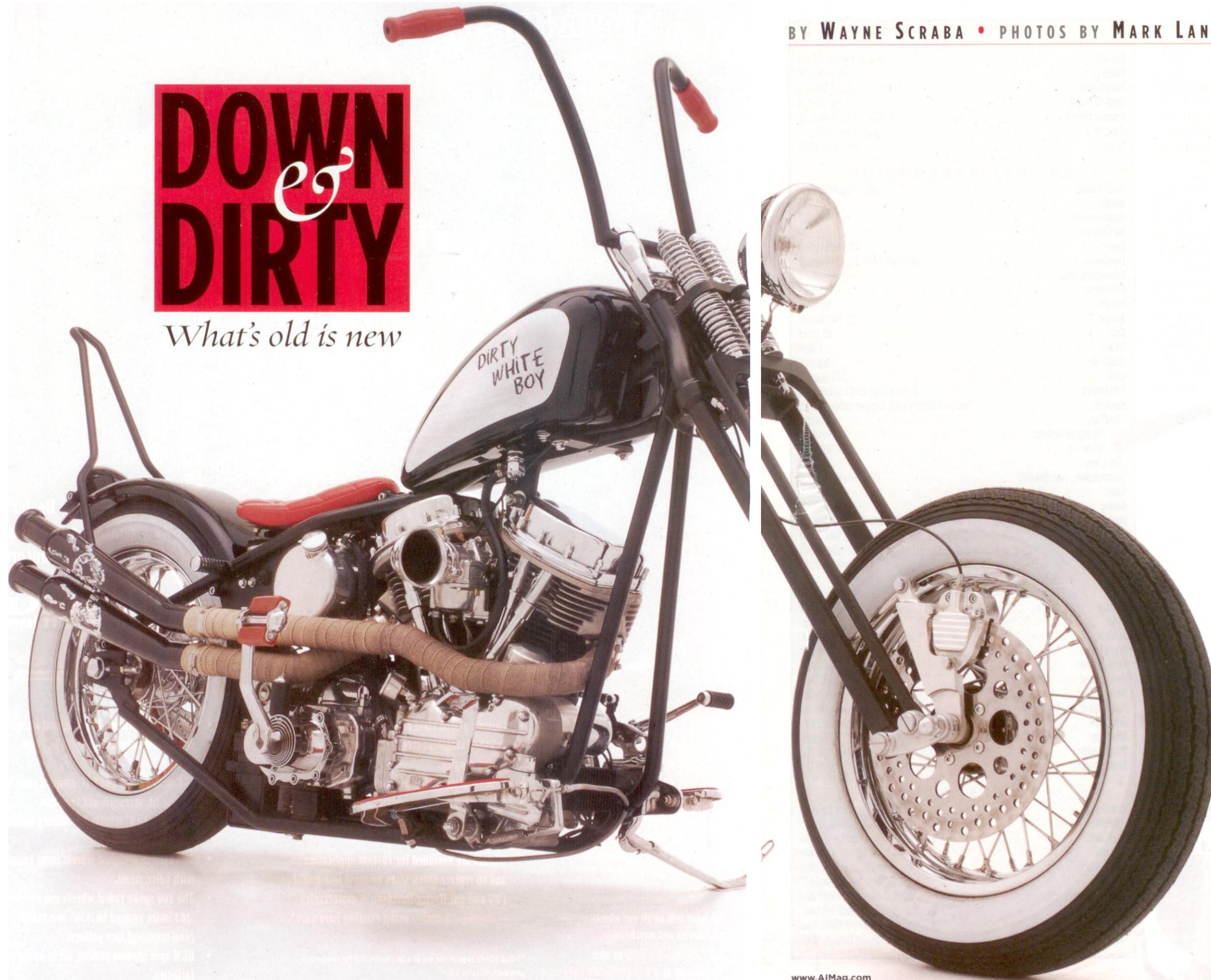


DOWN & DIRTY

What's old is new



For the average Joe, building even a simple bare-bones bike can prove to be a monumental challenge. After all, not everyone is skilled with a TIG welder, an English Wheel, or a metal brake. We'd wager that few home workshops are blessed with lathes or mills, and that even fewer have water-jet cutting machinery or anything with computer controls. So, before Joe Average even begins a build project, he's behind the eight ball.

Ed Martin, Ford Stell, and the folks from Custom Chrome's Jammer Cycle Products division realized this fact when they decided to create simple homebuilt bikes. Now it's certainly no secret that retro is hot. What was old is now new. And it's not just with bikes: The same trend is evident in hot rods (rat rods, traditional rods), homes (Arts and Crafts architecture), furniture (distressed wood and leather), and so on. The term *old school* was coined to describe this retro culture. Perhaps the best part about old school is that it embraces simpler values. These old-fashioned-looking bikes are certainly simple, but they can also prove easier to build.

Still, there was an issue with old stuff that bothered Martin, Stell, and the rest of the CCI crew: Old-looking is one thing, but worn-out junk is another. The same went for some of the old technology. Sure, a rigid is both easy on the eyes and easy to build, but for me (and more than likely, for Joe Average), riding a rigid for any length of time would eventually propel me directly to my friendly chiropractor. Ditto for things like brakes: A single rear drum might be quaint and equally cool looking, but when you're closing fast on a semi stopped squarely in the middle of your lane, quaint and cool are the last two things on your mind.

With the parameters more or less set, Ed Martin, who is in charge of Jammer Cycle Products, turned Stell and the CCI crew in Morgan Hill, California, loose on the project. In a period of six months (which included a corporate move from California to the Dallas-Fort Worth area), Dirty White Boy was created. In fact, the new bike was taken for its maiden trip around the block a day before being boxed up and shipped to the Southwest.

But we're getting ahead of ourselves: The basics for the bike include a new, out-of-the-box, Jammer straight-leg, rigid frame. It comes complete with a rake of 38 degrees and 4" of stretch in the downtubes. Out front, a 4" over springer fork was used. Stell peeled off the fender mounting brackets and bolted on a 16" single-flange wheel. Out back, a dual-flange, 16" wheel was used. 5.10-16" rubber graces both ends of the bike, and, as you can see, wide whitewalls definitely rule! In



TECH SHEET

Owner:	Jammer Cycle Products
Builder:	Ford Stell, Irving, TX
Year/model:	2005 Custom
Time to build:	Six months
Powder coater:	Killa' Cycles, Irving, TX
Painter:	Cody Jones, Irving, TX
Color:	Black and white

ENGINE/TRANSMISSION

Year/model:	2005 Pandemonium
Builder:	CCI
Displacement:	88"
Horsepower:	60
Cases:	STD Engineering
Flywheels:	RevTech 4-1/4" stroke Panhead
Connecting rods:	RevTech
Cylinders:	3-5/8"
Pistons:	RevTech
Heads:	CCI Pan-Shovel
Cam:	AB Grind
Lifters:	Crane
Pushrods:	RevTech
Carb:	S&S Super E
Air cleaner:	V-stack from Carl's Speedshop
Exhaust:	Custom headers with Jammer exhaust wrap
Ignition:	Mallory
Charging system:	RevTech
Oil pump:	RevTech
Cam cover:	S&S
Transmission, year/model:	2005 RevTech 5-in-4
Case:	RevTech
Gears:	RevTech
Mods:	Handshift with glass doorknob, handle
Clutch:	Tech Cycle foot clutch
Primary drive:	Open narrow belt with electric start (custom fabrication)
Final drive:	Jammer chain

CHASSIS

Frame:	Jammer straight-leg rigid
Rake:	38 degrees
Stretch:	4" in downtubes
Front forks:	Jammer 4" over black springer
Front wheel:	Jammer 16" single-flange
Rear wheel:	Jammer 16" dual-flange
Front brake:	GMA springer brake
Rear brake:	Telle sprotor
Front tire:	5.10-16" whitewall
Rear tire:	5.10-16" whitewall
Rear fender:	Jammer 4" flat
Fender struts:	Jammer sissy bar

ACCESSORIES

Headlight:	Jammer springer
Taillight:	Jammer Sparto
Fuel tank:	Jammer King Sporty
Oil tank:	Jammer 4-quart round aluminum
Handlebars:	Jammer 16" apes, narrowed
Risers:	Jammer 3"
Seat:	Jammer, red solo with pad
Pegs:	Jammer floorboards with red pads
License bracket:	Custom fabrication
Hand controls:	Stinger Cycles Internal throttle with red Jammer grips





keeping with the theme, a 6"-wide flat fender was used out back. For stopping power, a GMA springer brake was incorporated on the nose, while a sprator arrangement was used at the rear. This is where Ford got tricky on the brakes: While visiting a street-rod-building buddy, he noticed a small, adjustable proportioning valve used to balance front and rear brake line pressure (skinny tires on the nose, fat hoops on the rear). A light bulb went off: Instead of using hand controls on the Dirty White Boy project, he took a similar proportioning valve and plumbed it into the brake system. This way, a single foot pedal could be used to operate both front and rear brakes. Pressure could be dialed in (to balance the front and rear) by way of the valve. Essentially, Ford created an adjustable, high-tech (but low-cost) linked brake system, which, in the process, eliminated the need for a handlebar-mounted brake lever.

There was more to the no-hand-controls look: An

internal throttle setup was installed along with a foot clutch. By the way, the handlebars are narrowed apehangers complete with 3" risers. Figure a jockey shift (a hand-built lever adorned with a glass doorknob) into the equation, and you have a minimalist old-school look with more modern accoutrements. Meanwhile, if you check the bike out closely, you'll see that it doesn't use pegs. Instead, it spins the clock backward with floorboards trimmed in red. Remember when yours truly whined about rigids and chiropractors? The Jammer bunch figured out a solution for that out, too: In place of a conventional seat, an air-ride setup was installed. The truth is, it rides pretty cushy — in fact, it has logged plenty of hours, and from some

accounts, it's one of the most popular bikes in the CCI fleet.

In keeping with the old-looking, new-running theme, Dirty White Boy receives its grunt courtesy of a mild 88" Pandemonium Pan-Shovel from CCI. The Pan-Shovel combination is essentially a long-stroke, small-bore arrangement that produces big torque at low rpm. In other words, it's truly happy just loafing around, but whack the throttle and it's ready to go. There's no fuss, no muss, and no need to hammer through the gears to find a sweet spot. Backing up the retro power plant is a 5-in-4 RevTech transmission, complete with the previously mentioned handshifter. When it comes to powertrain accessories, you'll note that the exhaust is unique — see the hands painted on the pipes? These are (no pun intended) the handiwork of the folks at Killa' Cycles in Irving, Texas. How did they do that? Killa' Cycles invented a proprietary glass coating process for powder coating that allows for radically painted high-gloss exhausts.

Once everything was humming along perfectly, Ford blew the bike apart and detailed it. Cody Jones sprayed the black and white paint. Killa' Cycles handled the powder coat, and Ford looked after the polishing. Chrome? There is none, aside from what was chromed out of the box.

Did the Jammer bunch accomplish what it set out to do? Judge for yourself. Ford reports that people seem magnetically drawn to Dirty White Boy wherever it appears; in fact, most folks simply bypass many higher-dollar, more sophisticated rides just to get a closer look at Jammer's custom bobber. Best of all, almost anyone with a modicum of fabrication skill can copy this build. We like it. Even if it is down and dirty. **AIM**