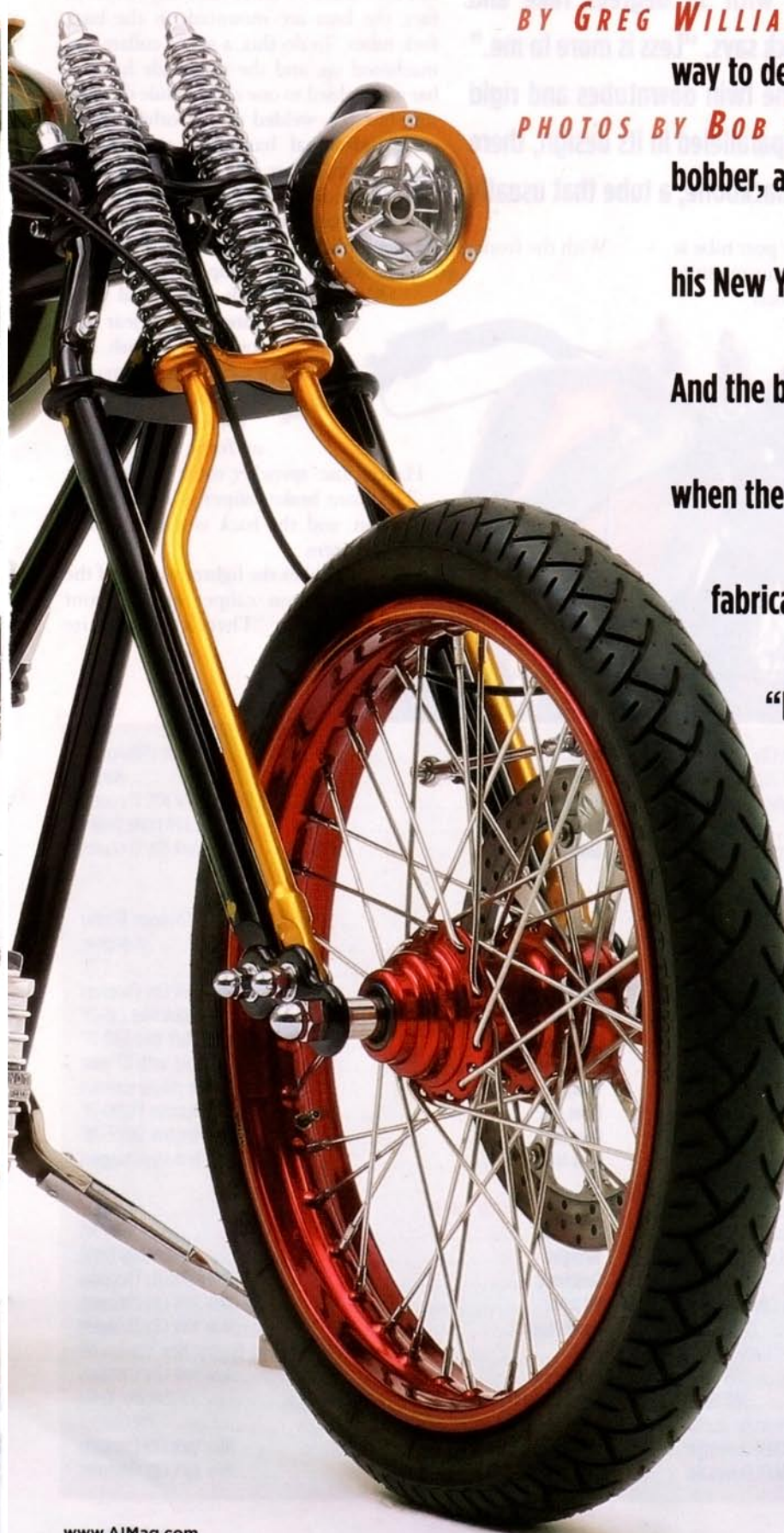


SWEET & SIMPLE

NYC Choppers bobber



Sweet and simple. There's no other

BY GREG WILLIAMS

way to describe Nick Genender's Shovel

PHOTOS BY BOB FEATHER

bobber, a bike he created to showcase what

his New York City Choppers shop could create.

And the bike is a collaborative effort because

when the build is for the NYCC team, all of his

fabricators and mechanics get their say.

"Most of the time these shop projects

come together very rapidly when

the build's not for a customer,"

Nick says. It took four months for

the crew to turn out this bobber.

It started with one of NYCC's own custom-made frames, which feature a 1-1/2"-diameter straight tube backbone with 38 degrees rake and 1-3/4" stretch. "It's a very clean frame," Nick says. "Less is more to me." The rest of the frame's tubes, including the twin downtubes and rigid rear tubes, measure 1-1/4" in diameter. Unparalleled in its design, there is no extra frame support below the main backbone, a tube that usually

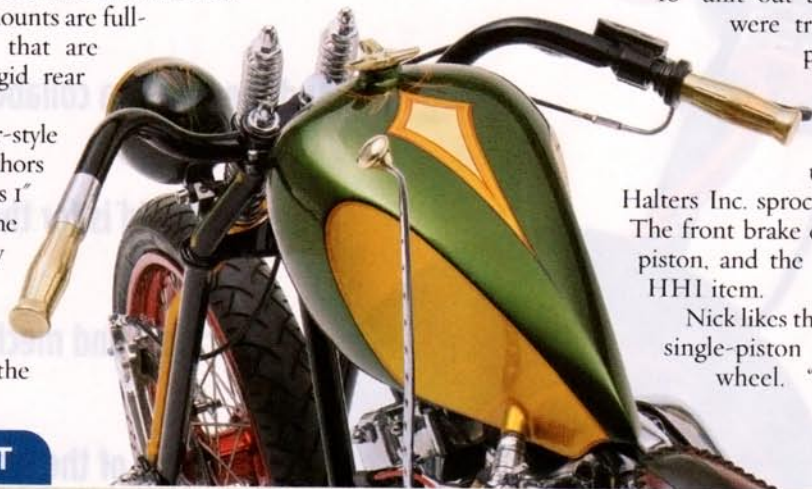
runs from the headstock back. Additionally, the seat post tube is bent rather than kinked where it fits around the transmission, and the gearbox itself is mounted on tubes rather than a flat steel plate. The rear axle mounts are full-width, machined steel plates that are welded seamlessly into the rigid rear frame tubes.

One of NYCC's own springer-style front ends, designed by Nick, anchors the bobber. The springer fork has 1" tubes at the back, 1 1/2" tubes at the front and is approximately 2"-over in length. "It's an adaptation of an old Denver's Choppers front end," Nick says. "And it's designed to give the

correct trail for the height and rake of the neck." The handlebars — which are also NYCC-made — don't have any risers. In fact, the bars are mounted on the back fork tubes. To do this, a set of collars was machined up, and the right-side handlebar was welded to one collar, while the left-side bar was welded to the other. Then, each individual bar/collar was simply slipped over either side of the fork tubes and clamped down, thus creating a slick, low-slung handlebar mounting system.

With the front end in place, Nick installed a set of Black Bike 40-spoke wheels, a 21" hoop up front and an 18" unit out back. Rims and hubs were treated to a clear red powdercoat finish, and a Performance Machine 13" brake rotor was installed up front, with a Hawg Halters Inc. sprocket/rotor on the rear. The front brake caliper is a PM single piston, and the back is a four-piston HHI item.

Nick likes the lighter weight of the single-piston caliper at the front wheel. "There's a definite



TECH SHEET

Owner: Nick Genender, New York City Choppers
Builder: New York City Choppers, New York, NY 212/643-6200
Year/model: 2007 Bobber-style Speedster
Time to build: Four months
Polisher: Nassau Chrome & Plating, Long Island, NY
Powdercoater: Action Powder Coating, Long Island, NY
Painter: Mike Terwilliger, Visual Impact, Long Island, NY
Color: House of Kolor Teal over Aztec Gold

ENGINE/TRANSMISSION

Engine, year/model: 2006 S&S Cycle Shovel
Builder: New York City Choppers
Displacement: 98"
Horsepower: 100
Cases: S&S Cycle
Flywheels: S&S Cycle 4"
Connecting rods: S&S Cycle
Cylinders: S&S Cycle 3-7/8"
Pistons: S&S Cycle 10:1
Heads: S&S Cycle
Cam: S&S Cycle .585" lift
Carb: S&S Cycle Super G
Air cleaner: Goodson
Exhaust: New York City Choppers
Ignition: Crane Hi-4
Charging system: Cycle Electric
Oil pump: S&S Cycle
Cam cover: S&S Cycle
Transmission, year/model: 2006 BAKER Drivetrain six-speed
Case: BAKER Drivetrain
Gears: BAKER Drivetrain

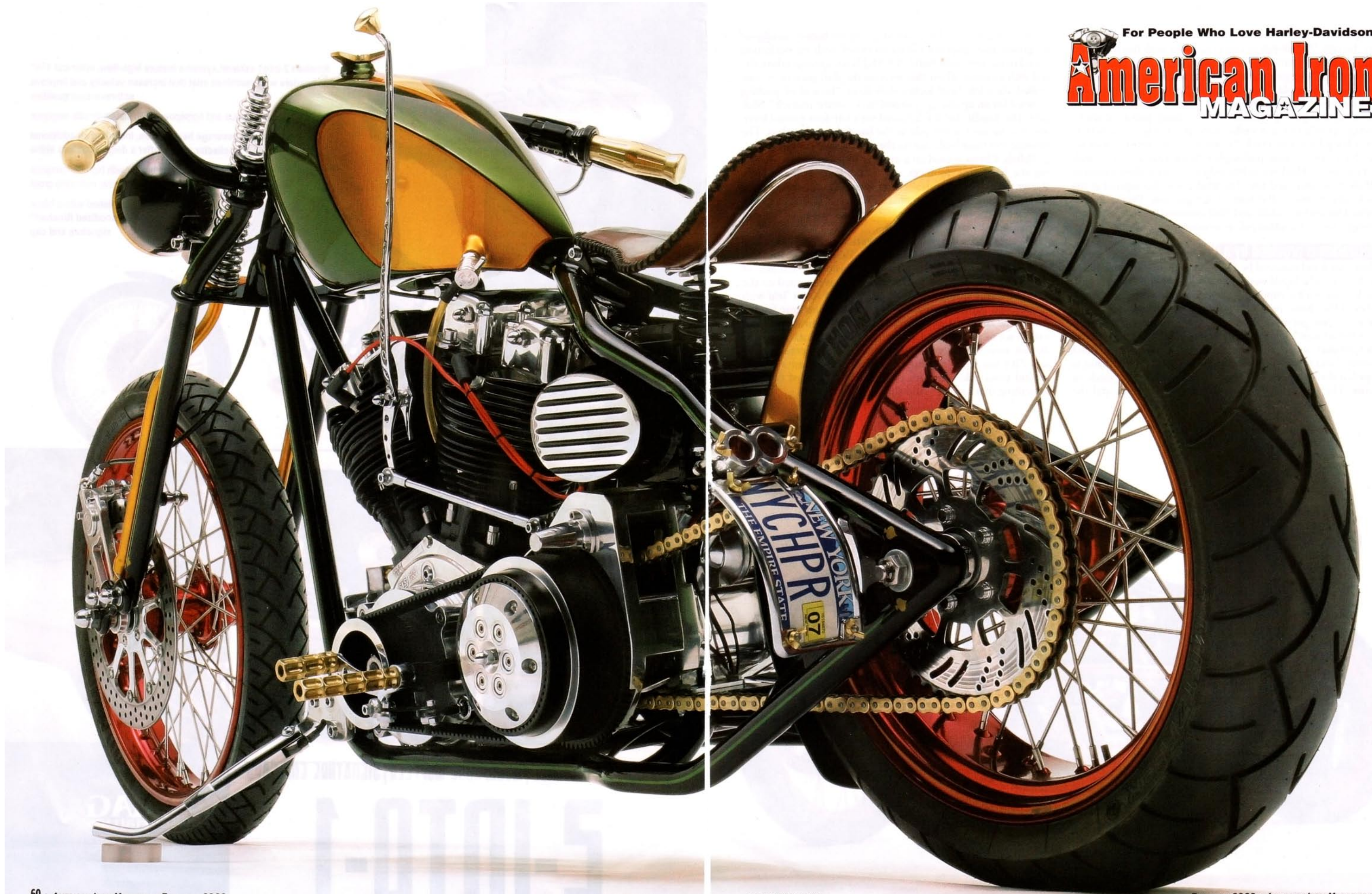
Mods: Reverse shifting 0-6
Clutch: Bandit
Primary drive:2" belt, Tech Products for NYC Choppers
Final drive: HHI brake/pulley
Kickstarter: New York City Choppers

CHASSIS

Frame: 2006 New York City Choppers Bobber
Rake: 34 degrees
Stretch: 1.75"
Front forks: New York City Choppers
Front wheel: Black Bike 2.15-21"
Rear wheel: Black Bike 5.50-18"
Front brake: PM single-piston caliper, with 13" rotor
Rear brake: HHI four-piston caliper sprocket
Front tire: Metzeler 90/90-21"
Rear tire: Metzeler 180/55-18"
Rear fender: New York City Choppers

ACCESSORIES

Headlight: Alloy Art
Taillight: Fabricator Kevin
Fuel tank: New York City Choppers
Oil tank: New York City Choppers
Handlebars: New York City Choppers
Seat: Duane Ballard Custom Leather, New Ipswich, NH
Pegs: New York City Choppers
License bracket: Fabricator Kevin
Hand controls: PM Contour
Foot controls: New York City Choppers
Levers: New York City Choppers



weight difference between a single- and four-piston caliper set-up," he says. "A four-piston caliper up front with this frame and springer fork — that would definitely make it a heavy front end."

For fuel, Nick's gang came up with a tank that's reminiscent of one found on an old Triumph Bonneville, but just a little taller and narrower. Topping off the tank is what Nick refers to as a classic spinner gas cap (another NYCC item), patterned after a vintage spinner-style automobile hubcap. Oil is held in a NYCC retro-finned aluminum tank. No front fender is fitted — remember Nick's less-is-more philosophy? At the rear, an 8-1/2"-wide NYCC fender blank was bobbed, then cut and scalloped to show off the rear wheel and tire. The fender was also tapered at the back edge to match the lines of the gas tank. Duane Ballard created the custom saddle, and Nick mounted the seat on a set of vintage Harley-Davidson police-service springs.

Motivation is provided by a 98" 2006 S&S Shovel motor, blueprinted and balanced by H&L Performance and assembled by NYCC. The heads were also flowed by H&L Performance. Nick is known for running Shovel-style motors in his custom bikes. "I like them," he says. "I just can't see putting an Evo-style motor in. You get more value out of a bike when you put a Pan or a Shovel in it." Juice is pumped into the Shovel via another S&S product, a Super G carburetor that has been ported and chromed and topped off with a Goodson air cleaner. Exhaust is expelled through a set of custom shotgun-style pipes made in house. The stainless steel pipes are stitched together, and the

welds were purposely left exposed, giving the bobber an edge of roughness that contrasts and balances well with the perfection found in the rest of the build. A BAKER six-speed gearbox, fitted with a custom drum that reverses the shift pattern, is controlled via a left-hand jockey shift lever. "Instead of pushing forward for an up change, you pull back toward yourself," Nick says. The Bandit clutch is actuated via a left-foot control lever, and that means the left side of the handlebar is leverless. The throttle and front brake are on the right side of the bars.

Polished brass is used on a number of components, including the handgrips, footpegs, rear brake lever, and the kick-starter pedal. "The handshift knob is a piece of brass footpeg that was cut down and installed," Nick says. "I find surprises like that all the time. I have a great crew, and I don't believe in squelching creativity."

All lines and wires, with the exception of the front brake, are routed through the frame tubes. A Fabricator Kevin side-mount taillight and license plate bracket is on the left side of the rear frame, and an Alloy Art Pan-Light is mounted on the left tube of the springer front fork. House of Kolor Teal with Aztec Gold panels finishes off the gas tank and rear fender. The frame and forks were also painted, and green striping and a small ace of spades motif adorn those components. The handlebars were the only pieces to receive a powdercoat. Nick says, "It's not really my intent to show off, it's just a cruise-around-town bike. And it's really just the rush of building something that's sweet." And simple. **AIM**

