

BOM

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**FREE
BEER**

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See page 25, then, do I?



Sid's stunning Suzi trike

THREE LEGS GOOD



SEX

Showin' at the

Rock'n'Blues

on wheels

Partyin' at **Faro** Draggin' at the **Pod**



PLUS: FOUR PLAY TRIUMPH, CCI SHOW, 'SABOTAGE' TURBO DUKE, BARNESLEY C&C, THE MISTRESS - SUPREME SOFTAIL, SHAME OF BRIT THUGS ABROAD (Euro HOG Rally) LANDMARKS

SEX on Wheels

Robbie Kerr's a guy who hasn't got any time for slagging off other people's bikes, just because they're not his idea of the ideal ride, or because of an accident of birth, they happen to have their origins in a different part of the world.

You know the sort of thing - 'Made in Japan' equals Jap crap, 'Made in America' equals outdated, agricultural and slow, and, having ridden just about every type and make of bike over the years, including Brit-bikes, race replicas, a number of Harleys and a Harris Magnum 4, he's come to the considered conclusion that a bike is a bike is a bike, and that pro and anti rantings are a waste of time, effort and breath.

After having had a couple of Harleys in the past, Robbie always knew that he wouldn't shuffle off this mortal coil without owning at least one more example of Milwaukee metal at some point, and come the day when he started to make that happen, he decided this one was going to be damned special. He picked up the basis of the engine way back in 1993, and there it sat, in his garage, patiently awaiting transformation. It had to wait quite a while though, as Robbie's wanderlust got the better of his desire for custom building the following year, and he buggered off





on a world tour, no less. The engine wasn't forgotten about completely, however, as its lord and master made sure that the journey included visiting sources of decent quality, decently-priced parts for it, as well as meetings with people who'd built

similar Big Twin engines and who could impart invaluable advice on how to make them run sweetly.

Once back home, laden down with all his goodies, the serious work on this bike began with a vengeance at the end of the summer of '95 ... and, incidentally, he'd found the time to put together another Harley in the meantime - just like that! This one was designed and built first time round over the winter '95/'96, with its most original feature being a high, kicked-up tailpiece that Robbie thought would be a good idea at the time - a lot of other people seemed to think so, too, as it went on to take the award for Best Harley at the Rock & Blues in '96. But, as is so often the case, there was something that wasn't quite right with it. He felt that the



lines of the bike didn't flow quite as well as they should have done and so, last winter, a curvier rear mudguard was fitted, this time a lot closer to the tyre, and, cosmetically, at least, the bike was how he wanted it.

Just look at it from behind and above. If ever a bike could be considered sexy, then this one, with a tank which looks as if it was inspired by the likes of Mansfield or Monroe in their

heyday, must be a prime candidate. Robbie designed that tank himself but had some problems getting it built properly. It's made from sheet ally and had to go back two or three times before Robbie was truly satisfied with it ... or not. Since then, the perfectionist in him has kicked in, and he still reckons there's room for stylistic improvement.

He designed the front end, too, with help from Ronald on AutoCAD (that's a high-tech 3D computer design programme, and not some boulder in a car, by the way) and had the yokes and fork shrouds machined up by Smart Engineering. A lot of people, me included, thought at first that he'd had upside-downers fitted, but no, this was a fairly original idea of Robbie's. No sooner had he had them built than Arlen Ness brought out a version with the same idea in mind. Still, like the Murphys, he's not bitter.

As anyone who's ever fitted a massive back wheel will tell you, getting a swingarm wide enough is only the start of your problems. Things have to be offset in the engine/gearbox department as well, and to this end Robbie stumped up £225 for a 31mm offset gearbox sprocket from a German firm. Thinking this to be a tad expensive for an expendable part and being an enterprising fellow, he's since designed and had machined up a batch to the same spec to do the same job, and he's offering them for sale at the infinitely more reasonable price of £85. If you're doing something similar give him a bell on 01555 860365.

Having used last year to test and iron out the inevitable teething problems, he now reckons the bike runs and handles perfectly. On that note, Robbie is rapidly gaining a reputation for the quality of bike he turns out, having most recently built three Harleys and a couple of Japs, which has resulted in a lot of people beating a path to his door to avail themselves of his talents. He reckons now that he's had a hand, somewhere along the line, in just about every top custom Harley currently around in Scotland. Anyone thinking about getting him involved in their own projects will have to try to catch him when he's not away riding the bike, though, as most weekends are spent putting miles under his belt, and not at a snail's pace either - he quite regularly sees a genuine 140mph on the speedo. Beautiful and sexy as this bike is, it was built to be ridden, and ridden, and ridden ...



Words & pics: **Iain Wallace**

Engine:

1996 S&S stroker, 1550cc, Delkron cases, S&S crank, rods, pistons & barrels, STD/Head Quarters heads, Head Quarters 23 cam, Harley lifters, HQ/Compufire ignition, Mikuni 42mm carb, K&N air filter, owner/CCI pipes

Transmission:

1996 five-speed, Bandit clutch, Fisher Damper primary drive, H-D primary cover

Frame:

1996 Cobra Engineering softtail, 32 degrees rake

Front:

2" over Honda CBR900RR FireBlade forks, owner/Smart Engineering yokes, Performance Machine 16 x 3.5 wheel, 130/90 tyre, FireBlade brakes, Beach bars, owner/Smart Engineering risers, Headwinds headlight, Ness digital speedo

Rear:

Cobra Engineering swingarm, Fournales shocks, 5/8" offset Performance Machine 15 x 7 wheel, 200/70 tyre, PM/Ducati brake, M&P taillight

Stuff:

H-D/owner front 'guard, Cobra Engineering/owner rear 'guard, John Williams petrol tank, stainless steel Cobra Engineering oil tank, owner/P&P Seating seat, Smart Engineering front pegs, M&P rear pegs

Electrics:

Owner

Paint:

Two pack purple by Needles, moulding by Tam Scott

Chroming:

London Chroming Co.

Engineering:

31mm offset gearbox sprocket manufactured by owner

Thanks To:

Russell, Tam, Jock, Colin, Needles, John McKean, Cobra's John Parry, BOZ Engineering, Iain of JML (Ex Smart Eng)

