

Cool Skool!

WORDS & PIX: ODGIE

How cool is this bike? Yes, it's another of the Bavarian crew's machines, in this case a '77 Shovel engine in an '83 H-D frame, all owned and built from scratch by Kurt Goller.

The engine and frame were bought over one winter then, with second-hand parts from swap meets or from what came into the shop (Kurt has worked for Steve at SS Cycles for the last fourteen years), he built it into what you see here about seven years ago. Well, that's not quite true - he built the bike seven years ago, but it's changed considerably over the years. This is its third major incarnation - it had a wide 15" rear, 14" overs, wishbone rigid frame and Z-bars before this. In fact, in its transformation from Swedish style to bobber, only the original engine and gearbox actually remain. But that's only the bare bones of the story, the proof of the pudding is when you get to pour heaps of cream on it and eat it, and here Kurt has done such an expert job on recreating an old skool bobber. This is another bike I shot a while ago, long before the world and his wife 'discovered' Sixties styling and you could buy Yankee 'production' bobber kits for 20 grand each. This bike oozes authenticity, from the obvious stuff like whitewalls on black rims, the white grips with matching foot-rubbers and kicker pedal, the diamond-stitch seat, the wrapped pipes, to the more subtle aspects, the trim on the rear fender and down the tank centre, echoing the detail on the air filter and primary cover, the period pinstriping, the black

painted headlight rim and rear shocks, the sand-blasted cases, or the way the hubs and rims were powder-coated first, then the wheels were rebuilt with shiny stainless spokes, to give a contrast instead of just all-over black. Way cool. But as well as the detail, Kurt has got the stance just-so. It wouldn't really matter if the bike was painted satin-black all over, the lines are just so correct, the stance just so perfect, with that slightly kicked-out front end on stock forks just dropping the ride height down nicely. In fact, you don't even notice right away that it isn't a rigid, the black painted shocks blending in so easily, and the rear fender mounted to the swingarm, so it moves with it and can be kept close to the tyre, the fender struts aligned perfectly with the shocks so your eye doesn't see any discordancy. Nice work, and proof you can build a tidy bike without dumping the rear springing and destroying your spine... Like all the Bavarian crew, Kurt puts miles on the bike, the carefully rebuilt motor still running good after plenty of years and plenty of runs, including a long haul to Sweden last year. Although Kurt only finished this incarnation last year, the old skool charm is timeless - only the front disc gives away the fact that it wasn't built way back in the Sixties. In fact it's so cool, I'm gonna shut up now and leave Nik lotsa room for pictures. Enjoy. 

