

1973 Triumph Bobber

By Rod Davis
Pictures by Englishman

This project started out a couple years ago when my wife decided she wanted to start riding her own bike, I guess she got tired of riding on the back of my hardtail sporty!

We had been looking around on ebay and checking out swap meets but with no real luck- all junk, or not in our price range. We decided to travel a few hours north to where my brother lived at that time to a swap meet. No luck at that

swap meet either, but while talking to one of my brother's friends he asked what we were looking for. I said I was looking for a triumph to build for my wife, he says he has a triumph he put in a hard tail frame a few years back and no longer rode, it was just sitting around. We settled on a price and I had a new project.

The bike sat around for another year while I finished my shovelhead, rebuilt a shovel for a friend, worked full time and did bike work on the side out of my garage. I decided last year when the smoke out 7 rolled around that I would have the triumph done for smoke out 8

and there would be no compromises. I would stick to everything I wanted to do no matter how tight on time I got. But over the last year I've been busier and more hectic then ever. My dad passed away in September and that made me realize that life was too short not to be happy and I was not happy working for other people. So I decided that I was going to open up my own shop, it's what I've wanted for as long as I can remember. So trying to stay on subject, my point is that after

is just 3/16" round stock welded to the frame and molded. I welded shut and smoothed out the original triple trees where the old fork lock was for a nice clean appearance. I cut off all fender and brake mounts on the lower fork legs and polished it all smooth. I rebuilt the complete engine cleaned out the oil ticking time bomb (sludge Trap) and bored the cylinders out for next oversize pistons. While I had the engine apart my wife took care of all the polishing.

The rear fender was the original front, I wrapped it with 1/2" round stock then welded a Fabricator Kevin taillight to it. I don't



cleaning out the ratty building I found for a shop and opening up for business I had less then 6 months until the smoke out.

The only things I kept from the original bike were the frame, engine and the front end, all of which needed work. I widened the rear of the frame to be able to fit a sportster wheel and hub that way I could run disk brakes. Then made some cosmetic changes like the neck gusset, the ribbing on the frame

know how many people I heard saying that they couldn't believe somebody would spend that kind of money on a taillight. First of all I don't now how many times I have spent \$50.00 on a Taiwanese taillight for it to last a month before it rattles to pieces. Secondly I probably have less money in that complete bike then those bozos that invested in chrome for there custom chromed out Harley. Thirdly, the taillight rocks and so does dealing with Fabricator Kevin. Kevin also made the brackets for the Mooneyes oil tank.

The seat started as flat 11 gauge



bike, in closing I made or modified just about every piece of this bike. There are not many pieces on this bike that you can flip through a catalog and buy. I set a goal to build a triumph that was built with a high attention to detail that you hardly ever see when dealing with British motorcycles. And in my eyes that

of the bike, my wife Alicia for all her engine polishing and putting up with me. And to my dad who gave me the inspiration to start doing what I want to do and never settling on waiting for tomorrow.

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sheet metal and a donated piece of leather and some brass rivets; it turned out just the way I wanted.

The tank started as a 3-gallon mustang tank. I beat in the sides, moved the gas filler and petcocks and drilled holes completely through the tank and welded in hollow round stock for my wing nut mounting. That is not as easy as it sounds or looks especially to make it hold gas when done. I have more time in this tank than I have in building some complete bikes.

I could go on and on about this

is what I did everybody else can decide for them selves but I'm happy.

I just want to say thanks to my brother Ryan for helping me out coiling the copper lines and on all the last minute issues

