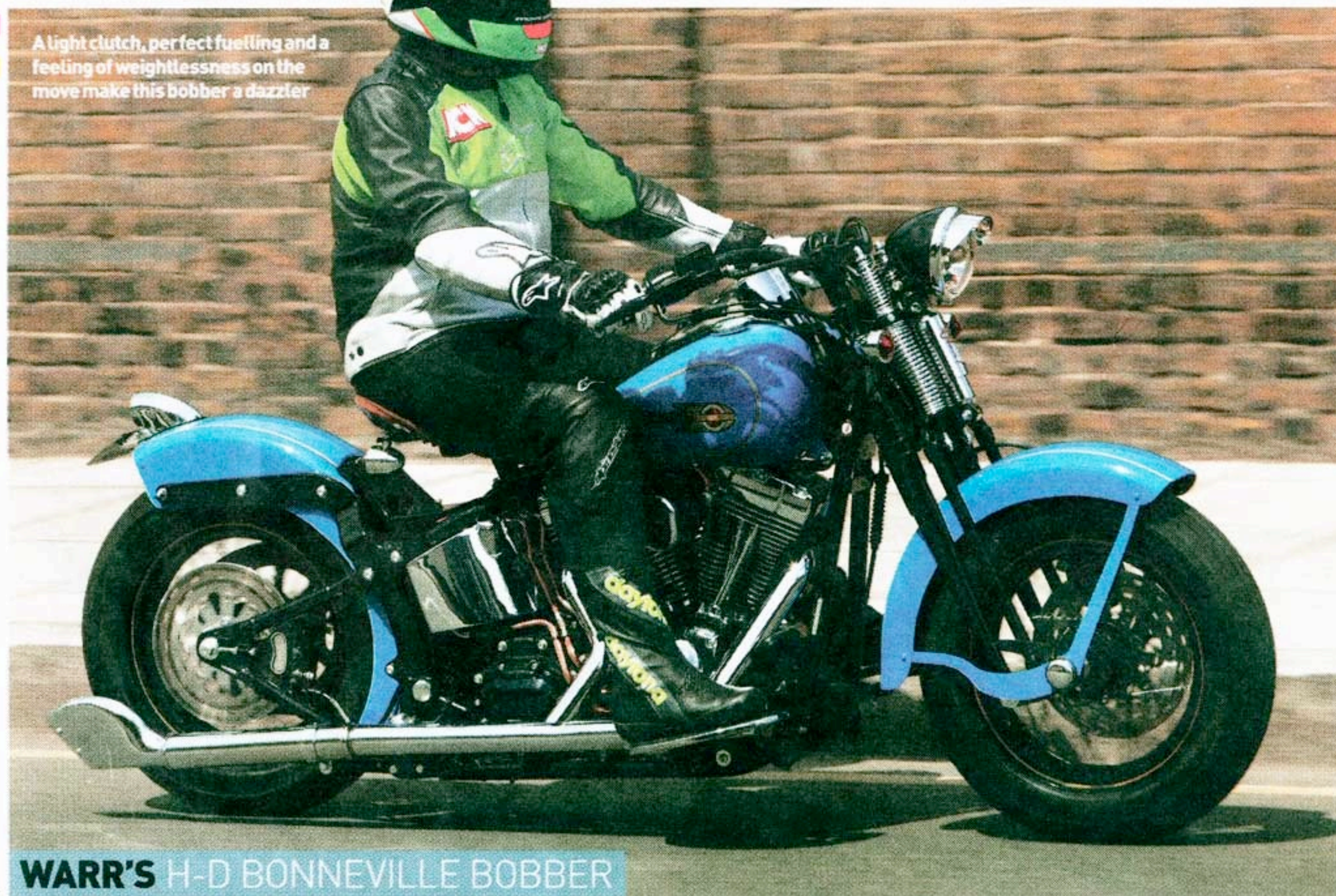


FIRST RIDES

A light clutch, perfect fuelling and a feeling of weightlessness on the move make this bobber a dazzler



WARR'S H-D BONNEVILLE BOBBER



It could have stepped right out of the post-WWII era



It wouldn't be a cruiser without a tank-top clock

Post-Warr Harley

The 'Bonneville Bobber' is the latest custom by London Harley dealer, Fred Warr. Trevor Franklin goes cruising

TODAY is different. Today is the day I almost joined the many devotees and converts that know what it is like to live with a Harley. The only reason I didn't ride home on this Warr's 'Bonneville Bobber' is that I am a pauper. Of course, few can afford the enormous £19,995 these very special machines cost, but for those who can, it's definitely worth it. Although it's £6000 more than the Harley Springer it's based on, there seems far

more than £6k worth of parts and labour toiled over its glorious flanks.

So what's so special about this Harley compared to the hundred or so models listed on the HD website? Simple. You won't find anything as stunning in the looks department and it won't have the same smack of exclusivity.

Over the past 18 months, premier Harley dealers Warr's of London's in-house project team has been knocking out bikes with the bobber look. Each bike is detailed

differently to the one before. This serves two purposes. Firstly, the look is different and oh-so-very eye-catching, and secondly if a customer wants a Harley and wants to customise it, but doesn't have much of a clue, the Warr's Bobbers are a perfect choice – or a bloody good pointer.

Yes, we know the word 'bobber' is a strange one, but it's an accurate description of the bike's styling. If the frame is standard in that it hasn't been cut and altered

(or chopped, hence chopper) but if the front and rear mudguards are removed or cut then it's a bobber.

The Americans kicked the bobber scene off just after WWII when they went home from Europe and realised their bikes weighed as much as Sherman tanks.

'Each bike is different from the one before'

The Bonneville Bobber has the detailing of wrapped string where rubber bar grips should be, and the historical touch of cord-covered wiring on display in front of the leather-topped single seat. Black-finished bars, headlight nacelle and those sturdy wire-spoked wheels go hand-in-hand with the blue paint and plentiful chrome. Copper oil pipes add a period touch. There is more, much more. Look closer at the pictures and you too could be sucked into bobber world.

I really wanted the Bonneville Bobber to ride like a tank with a busted right track so I could safely say it's not for me. But bugger me with a fish fork if the clutch isn't light, fuelling spot on and what weight it has all but clears off when those chunky tyres start to move. The small footboards do touch down on tight turns and mini-roundabouts but it's something you remember from that first touch on.

Springer suspension up front and hidden twin shocks at the rear looks the dated part, but works better than you'd credit. Fuel injection and six gears mean there's a gear with smooth delivery for any type of riding situation. If it was me it'd be one-mile-per-hour below every legal speed limit because I'd want everyone to have a good look at what I've got as folk crawl past.

SPECS

Cost:	£19,995
Power (claimed):	94bhp
Torque (claimed):	88.8ftlb
Dryweight:	320kg
In showroom:	Now
Colours:	Blue
Info:	020-7736-2934 www.warrs.com
Fuel:	18.9 litres
Rake:	32°
Trail:	160mm
Seat height:	650mm
Wheelbase:	1635mm

TECHNICAL SPEC

Engine: Air-cooled 1584cc (95.3 x 111.1mm) 4v twin-cam 96B four-stroke V-twin. Fuel injection. Six gears. Belt final drive.
Chassis: Steel cradle. Springer forks (2x spring and 1 damper unit). Twin rear shocks, adjustable for preload. 1 x 292mm front disc with single-piston caliper, 292mm rear disc with single-piston caliper.
Tyres: MT90 x 16 front, 150/80 x 16 rear.