

dash panel always do a good job on a Bobber as well.

The silver Dutch coin on the ignition cover where Theun has turned the Dutch queen into Elvis makes for a good laugh.

It is stuff like this that makes the bike special and it is also a great way of passing time to get all these things together. To look for them at swap meets, to search for classic parts you have not seen on any one else's Bobber.

The coin for instance was bought by Theun in Hollister. While on vacation, he happened to be there two days before the Gypsy Tour was going to be held. The Dutchman was searching for special souvenirs. Everywhere he asked, the locals just did not get it!


Swedes, Germans and now a Dutch guy, who consider Hollister some sort of a biker-pilgrimage, place because of some incident that took place more than fifty years ago! They thought we'd all gone insane. Finally Theun was able to find the specific coin in a far-off little store. He bought it

together with some cool T-shirts.

The creation of the Thunderbird Bobber took Theun and his wrenching buddy Dirk no more than three months.

The bike looks super cool. He had a great time building it and really enjoyed looking for ideas for the bike in the books 'Cowboys of the sky' and 'Collection of Nose Art.' Both books are jam-packed with stuff that will bring up memories of the fifties. Lotsa photos of shiny bomber planes, old ads, bomber jackets, flyers hats, oil-brand signs, fuel-brand stickers and lots more.

Theun used only one or two things but there is great material in those books to use on your Bobber. If you are a Bobber fan too, see if you can find them and use these or other books to provide the icing on the cake for your fifties Bob-job.

Theun rides his Shovelhead Bobber whenever and wherever he can, wearing his custom fifties greaser helmet. People always ask him to display the bike on shows and it has been featured in several magazines. 



TECH SHEET

GENERAL

Owner:-----Theun
 Builder:-----Theun and Dirk

ENGINE

Model:-----HD late Shovel
 Year:-----1980
 Displacement:-----1340cc
 Carb:-----Dell'orto
 Aircleaner:-----Bee-eye
 Pipes:-----Shotgun drags
 Primary drive: 3 inch belt with powdercoated cover
 Clutch:-----Barnett
 Gearbox:-----Four speed

FRAME

Model:-----Santee hardtail

ACCESSORIES

Handlebars:-----Forty five Flathead
 Grips:-----Rubber old style
 Handles:-----Swapmeet, small classic lever
 for license plate flip-over
 Headlight:-----Forty five
 Gastank:-----Harley 3.5 gallon
 Seat:-----Aftermarket solo seat medium sized
 Front fender:-----Never on a Bobber
 Rear fender:-----Shortened forty five front fender
 turned around
 Oilbag:-----Horseshoe
 Fender struts:-----Homemade
 Taillight:-----Forty five
 License Plate Holder:-----Flipflop homemade
 Forward Controls:-----Aftermarket simplified

FRONT END

Type:-----WLC Springer
 Extension:-----One inch

PAINTING

Painter:-----Henk Albertsma
 Color:-----Black with black and white checkers
 and Thunderbird logos
 Special paint:-----Pin-up nose art on back
 of license plate by W.v.Vliet

WHEELS AND BRAKES

Front:-----21 inch with modern bearings
 Rear:-----16 inch with modern bearings
 Front:-----Conti
 Rear:-----Conti
 Front Brake:-----WLC drum
 Rear Brake:-----Panhead hydraulic drum brake

