



## BRITISH CUSTOM MOTORCYCLES

The frame originates from a 1955 Ariel. Quomp Customs in Hampshire overhauled the rear plungers and the engine. A Boyer Bransden Power Box and Lucas K2F magneto eliminate the need for a battery. The fuel tank is a 1960s Harley Sportster item. Owner Lorne added the sprung solo seat, mudguard, and oil tank.

### **William Cochran, Denver, Colorado**

William gives the rundown on his chopper: "The front hoop on the frame is from a late '50s, early '60s BSA. The rear section is all custom. I hand-drafted the axle plates too, but heavier, but they still work with

the original Norton drum brake setup. I built the oil tank from a piece of 5in exhaust tube to give it its old-style look. The rear mudguard was a mid '30s Ford spare tyre cover that I managed to find in a junk yard. While grinding and sanding that mudguard, I learned a valuable lesson: wear a respirator, or at least a mask, when working with old parts. Breathing that old lead paint had me down for a day or two. I built the mudguard struts from some 1/2in round stock. I used a 32 Ford light to make the tail light. The front end is kind of a hybrid of Norton and Harley items."

William and his mount.



What a machine! The wrapped dual fishtail exhaust produces a healthy soundtrack.



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### Roger Müller's bobber, Switzerland

Roger's custom is based on the Sunbeam S7.

#### SPECIFICATIONS

**Handlebar/hidden throttle:** Home-made

**Battery box:** From the original Sunbeam S7, but adapted alongside the frame (also incorporates the horn)

**Fuel tank:** From a Victoria bike

**Other:** The seat fasteners and fuel lines are from copper and brass, the mudguard brackets, tank mounting, light and horn switch bracket on the handlebar are home-made

(And opposite): The bike is fitted with 5.00-16 Firestone Champion de luxe black tyres.

The 1951 500cc parallel-twin produces 26hp, and the tail light and saddle bag come from a Condor A580 Swiss army bike.  
(Courtesy Romeo Hutter)



