Garage Lifestyle & Good Vibrations Magazine

XTREME BIKES

English & Spanish Edition

VPTM Chopper

Bobber Garage

- Victory Ignition Fat Attack Custom Bikes
- Black Hills Beast Indian Motorcycles.net
- The Rock Chop Espacio HD Barcelona
- An-Bu GT400 An-Bu Custom Motors
- Special Bikes Cult

#24

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BONNEVILLE

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NUEVA GENERACIÓN BONNEVILLE

MÁS BELLAS. MÁS POTENTES. MÁS CAPACES DE TODO.

Llega la nueva generación de las legendarias Triumph Bonneville. Cinco nuevos y emocionantes modelos cargados de auténtico carácter, con un diseño que magnifica su estilo y unas prestaciones realmente modernas. Desde la divertida y accesible manejabilidad de la Street Twin hasta el estilo atemporal de la Bonneville T120 y la T120 Black, sin pasar por alto el legendario renacimiento de la Thruxton y la Thruxton R.

Tres nuevos motores con acelerador electrónico y refrigeración líquida, con una parte ciclo y suspensiones diseñadas desde cero para cada modelo y con ayudas electrónicas como el ABS, el control de tracción, los modos de conducción de los modelos de 1.200cc y el embrague antirrebote para lograr una impresionante maniobrabilidad, confort y control.

4 AÑOS* DE GARANTÍA SIN LÍMITE DE KILOMETRAJE INCLUIDOS DE SERIE

VER VÍDEO

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RESERVA TU TRIUMPH

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Editorial

December is the month when everyone promises to improve. We won't do it, because, for better or for worse, we are as we are, because our age is not going to abandon our quirks and habits without looking like we betray ourselves. So... we will remain as "bad guys" as before. What are we going to do?
In the professional field, things are already different. We have many ideas and good intentions, and although implementing them will not be easy because it does not depend only on us, we are working to offer this next year a different magazine, where you will find more and better content, new sections, and different ways to understand this crazy world that we like, and each year we enrich it with new brands of parts and accessories, motorcycles with which dream, and builders able to make our dreams come true.

Merry Christmas, and see you next year.

XTREME BIKES

Si estás buscando un transformador o piezas especiales, si quieres comprar una moto nueva o renovar tu equipo...

Clica Aquí... En nuestra "Guía Profesional" lo encontrarás

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VPTM Chopper

Reini has more than 20 years driving Harleys. Practically the same time it takes to transform them into Bobbers Garage, his workshop...

TEXT: XTB, PICS: BOBBER GARAGE

The main activity of Bobbers Garages is the theme bikes, so when it occurred Karlheiz to build a bike to promote the hotel of Malbun's station, which he heads, turned to Reni. The truth is that the promotion was just an excuse because the Alpenhotel, which is his family possession for over 100 years, don't need to be disclosed. In winter, it is full of skiers, and as the snow melts bikers of all Europe visit it because it is surrounded by winding roads from which there are spectacular views of Liechtenstein and the neighboring eastern Switzerland. A lovely place to shoot in the bike. Perhaps a rigid frame Harley is not the best bike to go to a mountain road, but the huge torque of the American V-Twin lets you wander quiet, enjoying the scenery, and as asphalt is in good condition do not have to be afraid to end the day with a broken back.

But first things first: 10 years ago Karlheiz commissioned Reini to return a Harley Knucklehead from the 41s to its original state. The bike still works perfectly and has never given him any problems, so when he insisted on having a chopper with a 70s style he quoted his friend at the hotel to discuss the project. It did not take more than a few beers accompanied by a bottle of Jack Daniels for the two of them to agree on how the bike would be.

To have a rigid frame was non-negotiable, so it was essential to find an old bike. They found a 48's Panhead that was for scrap metal, but the documentation was in order and it was perfect for what they wanted to do. The frame was so original that they even didn't take it to the sandblasting to remove the paint that covered it for more than half a century. If Karlheiz wanted an "old" chopper... he would have it. He also dispensed of shiny and new chromes. Of course, to remove the bike they made sure that the frame does not have any crack, taking advantage that they have it "naked" to make a very short rear fender that attaches a sissy bar in which the seat "King & Queen" is supported.

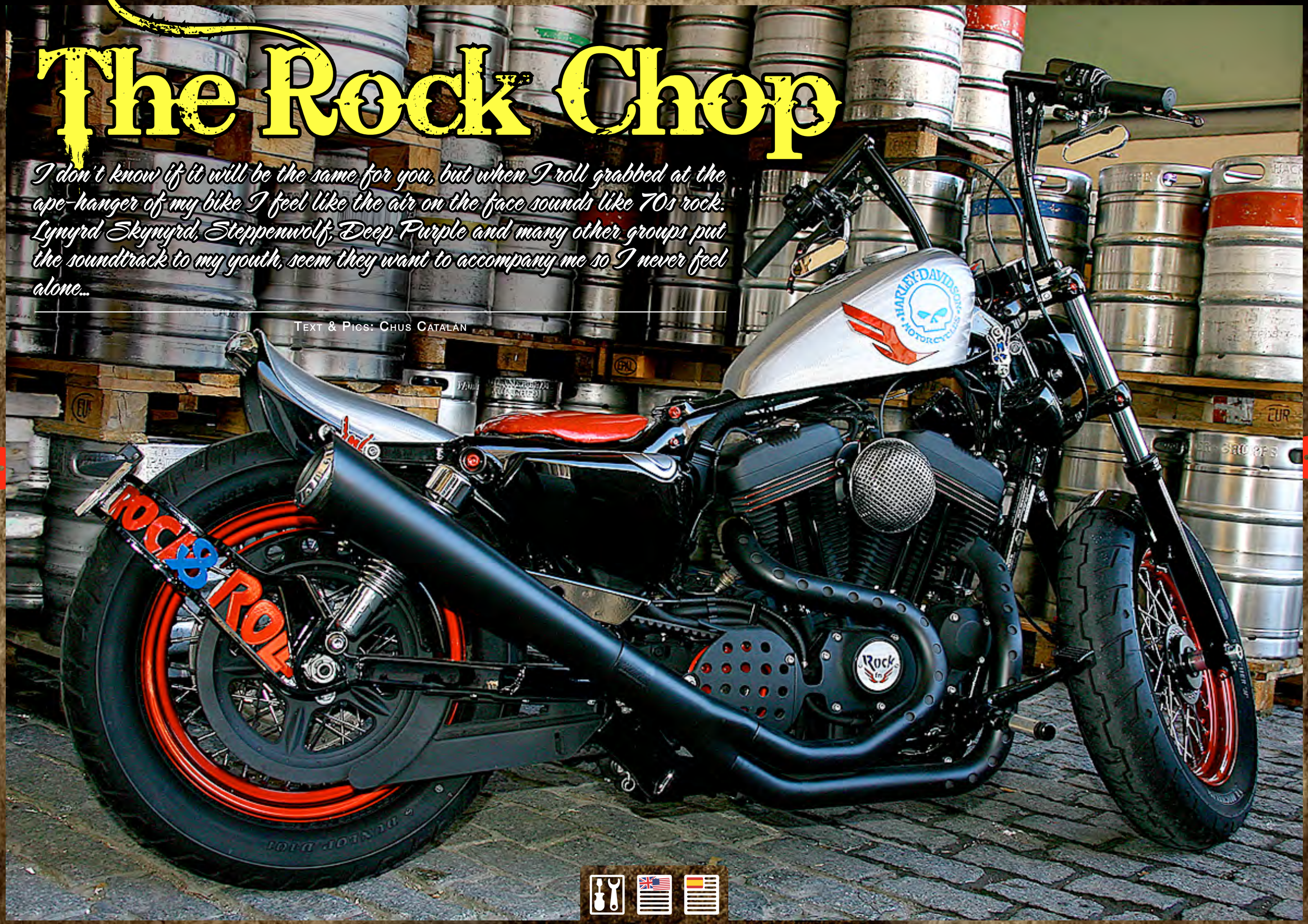
Obviously all the wiring and electronic switches, brake hoses, and gasoline and oil couplings were replaced as a motorcycle with more than half a century old it wouldn't be unusual if they suffered some deterioration.

The bike was not wearing the original, but a 93Ci Shovelhead engine. The V-Twin- cylinder was completely dismantled to change all the worn down pieces, the carburetor It was restored and it was mounted an S & S air filter and to finish the project, 2 into 1 exhaust system with „Fishtail „ mufflers it was mounted.
Other details that make this chopper seems to have come out of the tunnel of time are the springer fork With 21“ wheel and brake drum, the hand clutches shift and suicide or the small gas tank decorated by Marcus Pfeil, in which almost invisibly the celebrated artist has hidden a full of Aces.
As we said before, promoting Alpenhotel was just an excuse for Karlheiz to commission a chopper from the 70s to BobberGarage. Necessary or not, all that matters is that the hotel is almost full, the sun heats pretty hard on the beautiful roads of Liechtenstein, and Karlheiz has his old school Harley, so it would be a shame not to enjoy before the snow recoat the roads of Liechtenstein.

The Rock Chop

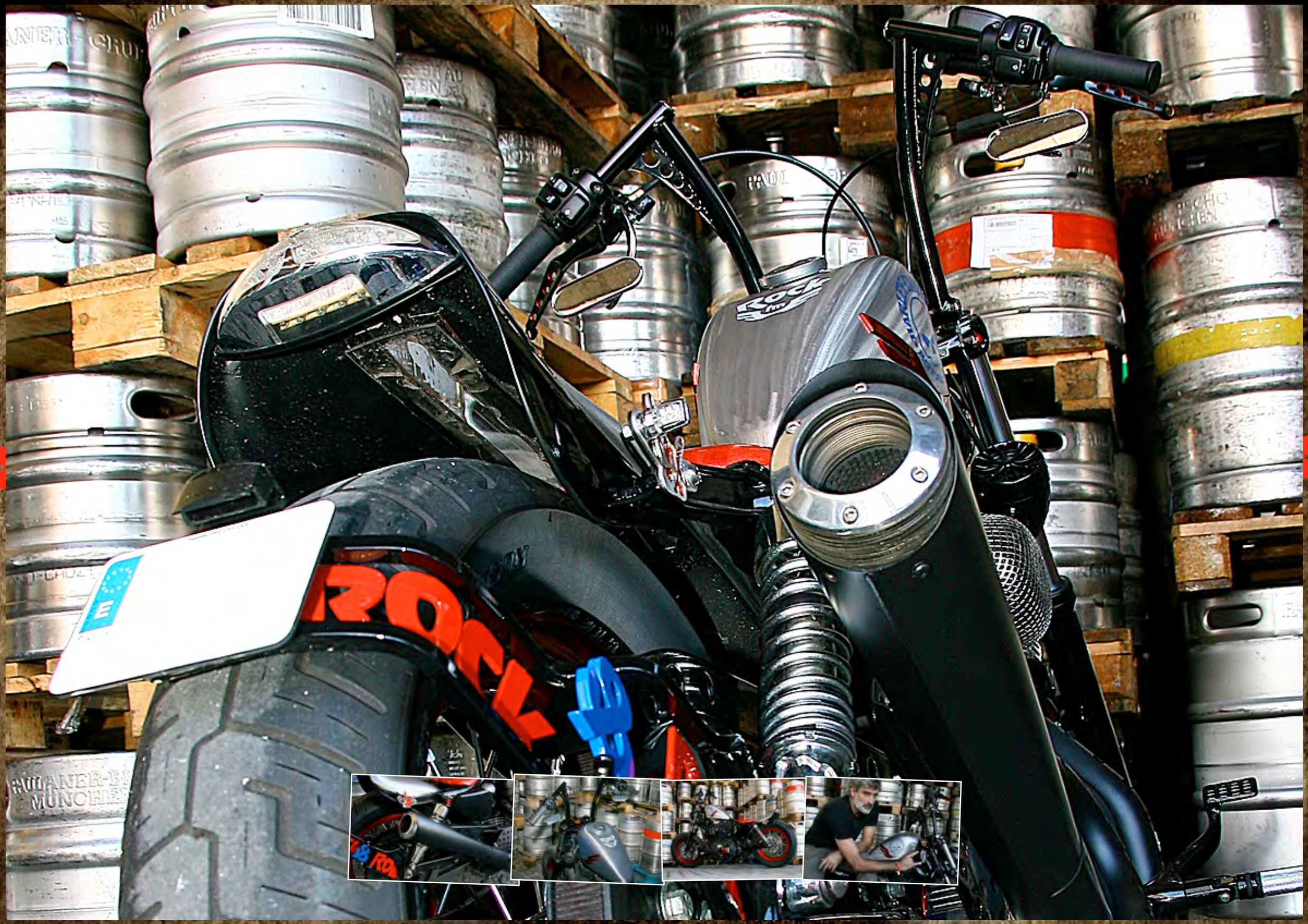
I don't know if it will be the same for you, but when I roll grabbed at the ape-hanger of my bike I feel like the air on the face sounds like 70s rock. Lynyrd Skynyrd, Steppenwolf, Deep Purple and many other groups put the soundtrack to my youth, seem they want to accompany me so I never feel alone...

Text & Pics: Chus Catalán



My ex-wife said that I have not changed, and although it fucks me up recognize it, it was right. I don't like the actual music, so I must be what some call a "dinosaur". I'm not saying there are not good groups, that will already have lots, but I haven't the age to discover them, and much less going to concerts in which someone would wonder if I accompany my grandchildren... What laziness!

With the bikes, it happens me a bit the same. Now they are almost perfect and never break down, I think a part of the magic and romance that enveloped them has been lost; planning a long trip, or the uncertainty of not knowing if your partner will arrive at their destination safely had an aura of adventure and romance that will never compare with the life of "controlled risk " that we currently led. Before bikers "were" rebels, while nowadays they only playing to seem so... what a fraud!


ROCK
MÜNCHEN

Luckily, there is still some resistance. Some out it into practice from their workshops, making great bikes, others, like me, from a humble motorcycle magazine, and some more, as owners of this motorcycle, from a radio station with a program like Rock FM, which as and you can imagine his name would never occur to them to torture your ears programming blockbusters from Isabel Pantoja, Camela or Pitbull. But let's focus where we want: to any of the program components of the team likes modern bikes, but they needed with some urgency a promotion machine, so they had no time to search for an "Old Glory " from the 70s and restore it so they thought of resorting Jorge del Olmo, owner of "Espacio Harley-Davidson Barcelona" to help them solve the problem. As usual, Jorge was brightened at such a proposal for collaboration. Not only because it gave him has the opportunity to make a themed bike for one of the best radio stations in Spain, but also because basically that's what he liked. Sell new bikes is fine, but is not one of the funniest jobs in the world, and be able to leave the daily routine doing a project like this will be uplifting to anyone.

Teniendo en cuenta que la historia de Harley siempre ha estado muy ligada al mundo de la música y a todo lo que le rodea, el objetivo del equipo de Espacio HD Barcelona no solo era crear una moto con estilo propio que exudase rock & roll y libertad por cada uno de sus tornillos, sino también que reflejara fielmente el espíritu de la emisora de radio a la que representa. Una moto gamberra y sin concesiones, con un ruidoso tubo de escape cuya melodía nos recordase el ritmo sincopado de un Boogie Woogie.

HARLEY-DAVIDSON
MOTORCYCLES
Rock
SCORCHER 31
MICHELIN

The election of Jorge del Olmo for doing the project was not difficult. The XL 1200 Nightster had almost everything it needed, and only had to add some elements homegrown. To guide it through an endless ribbon of asphalt, nothing like an apehanger handlebar of proportion. Nor so high as to make it uncomfortable or too low "solo" seat to prevent an occasional passenger becomes habitual companion, and some advanced forward controls that will provide the driving position on the machine that you feel man and the bike will merge into one.

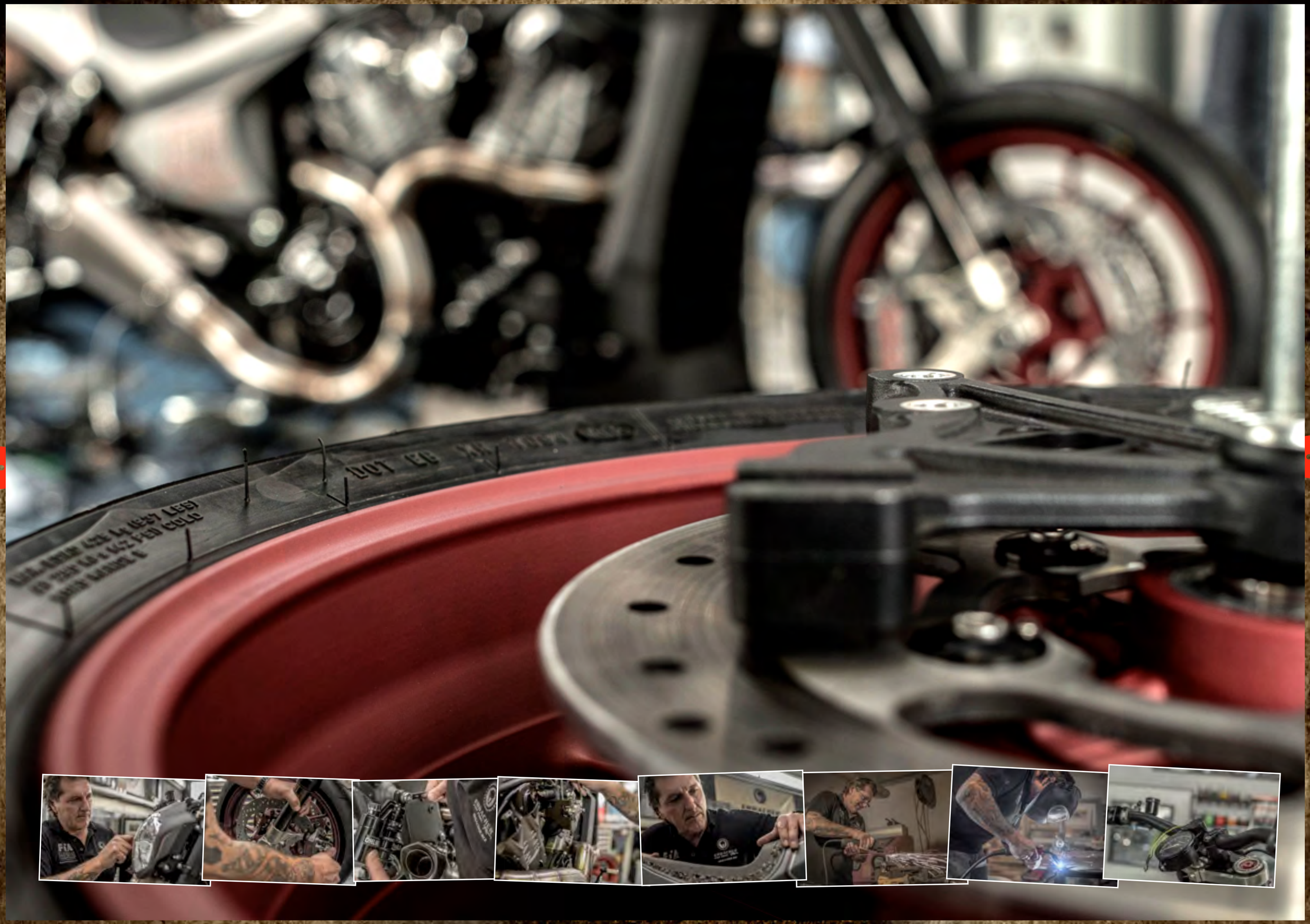
The decor, how could it be otherwise, is sober and "slut" in equal measure. The red seat, tires and some screws highlights on the black frame and engine, while the gas tank and rear fender, a Fat Bob a cut in the style of Japanese customizations, is shown bear with no more decor than a skull surrounded by the brand name of Milwaukee on the flanks of the tank, and the FM Rock logo on top. Like I said... Pure rock & roll!

Victory Ignition Concept

The known Swiss builder and dragster pilot Urs Erbacher, has created with the new Victory engine this spectacular concept bike that surely will be the embryo of a new generation models of the active US manufacturer...

Text: XTB; Pics: Victory

Contrary to what many believed, when the Polaris group took the decision to launch a full line of Motorcycle Cruiser, they did not plan to live on the crumbs of Harley. For those who enjoy talking about heritage "," history and war stories of the past century have relaunched Indian, while those who think a Cruiser may be technologically advanced will find in Victory a good choice.


DOT

At first the road was not easy for these from Minnesota, but the Victory has finally penetrated deep among a type of motorist who wants different motorcycles from their parents and grandparents ones. An important reason that has encouraged the “V” marks to embark on various initiatives that develop new and better models to satisfy those fans. This is the so-called “Project 156” (see Café Racers #20) that was performed with RSD to participate in the Pikes Peak last summer, and now showed as an excellent starting point for a new project.

The responsible for carrying out this “concept” that was presented to the public at the Milan EICMA was Urs Erbacher, with the powerful and minimalist style that characterizes his work is able to make all heads turn to the passage of his creations.

The renowned Swiss manufacturer began work reviewing the frame design that Victory uses in its Cruiser, modifying it at his own will for the new engine to be the focus of the project; a goal that has served more than enough, because when you’re in front of the bike your eyes will go directly to the V-Twin 1200cc.

156
SSC
VICTORY
brembo
1200

The radiator through, which is refrigerated has a size that does not go unnoticed, so instead of hiding it, which was impossible, Urs underscored it by integrating it into the frame, so that not only detract attractive to all, but gives the "Ignition Concept" an aggressive look that looks great on a bike like this. This is also contributing other details such as the craft exhaust 2 in 1, with a very "industrial" air through welds in sight, and the high quality of the components Urs and his team had chosen for the chassis would match the engine power.

Hence we find in the front the upside and down adjustable Marzocchi forks, which are secured to the frame with a triple three generously sized. If we add a set of double brake formed by floating rotors and four radial pistons Brembo Calipers and an aluminum, 17 " Wheel With Racetec Interact tire, we will see the topic "security" will not be among our concerns when twisting the throttle.

By looking in the rear section it surprises us that Urs would replace the original suspension that gives such good results in the Victory by a conventional system, but this is because the “Ignition Concept” is shorter and taller than her sisters Cruiser. Aesthetic issues aside, where everyone will have their own tastes, the fact is that the choice of a brand like Öhlins guarantees the smooth operation of the rear train in any terrain. And that, after all, is all that should matter.

As expected from the Erbacher’s “Ignition Concept”, completed shortly before the opening of the Milan EICMA with some MotoGadget components and other manufactured by Fat Attack Custom Bikes, his workshop, not only did not disappoint, but passed the test of the public and the international press on a high note, which may mean that soon we’ll find a new family of muscle bikes at dealerships of the official dealer. And knowing Victory, we suspect that it could be before we imagine.

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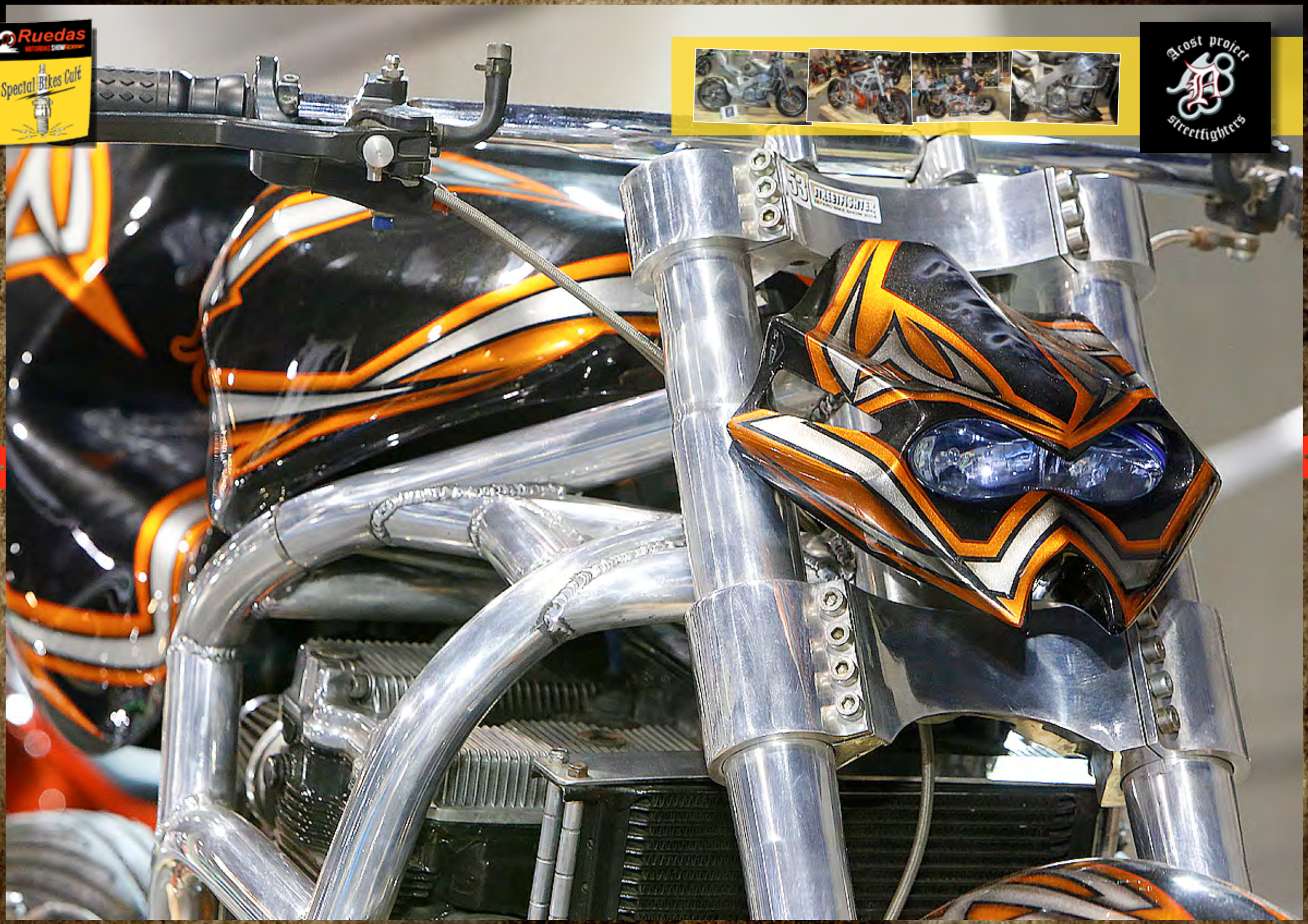
MOTORCYCLE APPAREL FOR RIDERS

Special Bikes Cult

Anyone who likes bikes, no matter in what form, strikes us to find parked on the street a specimen transformed. Custom bikes have much pull, but it is rare that we can admire it in events other than those organized specifically for them.

And for professionals engaged in this "art on wheels", because their work will not be called otherwise, this is an advantage and a disadvantage in equal measure. Advantage because the "custom" events are going public to demand this type of bikes, and inconvenient because a lot of fans who might be potential customers, completely unaware that there are professionals who can make a bike to measure, which, not surprisingly, it makes it very difficult for this sector, limited to a small number of "understood" fans, grow and expand as it has already done in other European countries.

Ruedas
Special Bikes Café
72
Seventytwo
Cycle Performance
HONDA
Motorola


Ruedas
Special Bikes Café
Acost project
streetfighters
53
STREETFIGHTERS

Ruedas
Special Bikes Café
Crd
CroCream
GR

Ruedas
Special Bikes Café
RD
Club Italia

Ruedas
Special Bikes Café
YAMAHA
dandy
MOTO
CONCESIONARIO OFICIAL
YAMAHA

Ruedas
Special Bikes Café
iron choppers
motorcycles
CZ A34-5-01

The fact to reach the public is so different and personal way of understanding the world of the bike was probably what motivated the Salón 2 Ruedas organization to launch an initiative called "Special Bikes Cult" that have an ample space on the premises of the fair for some Spanish processors might be known among the public who do not usually go to custom events. A very welcome initiative, which was so well received among participants that will be repeated in future editions of the 2 Ruedas on the same format as surely (or at least we hope that), will increase year after year gaining prominence.

Ruedas
Special Bikes Café
FTF Motorcycles
Workshop - Castellón

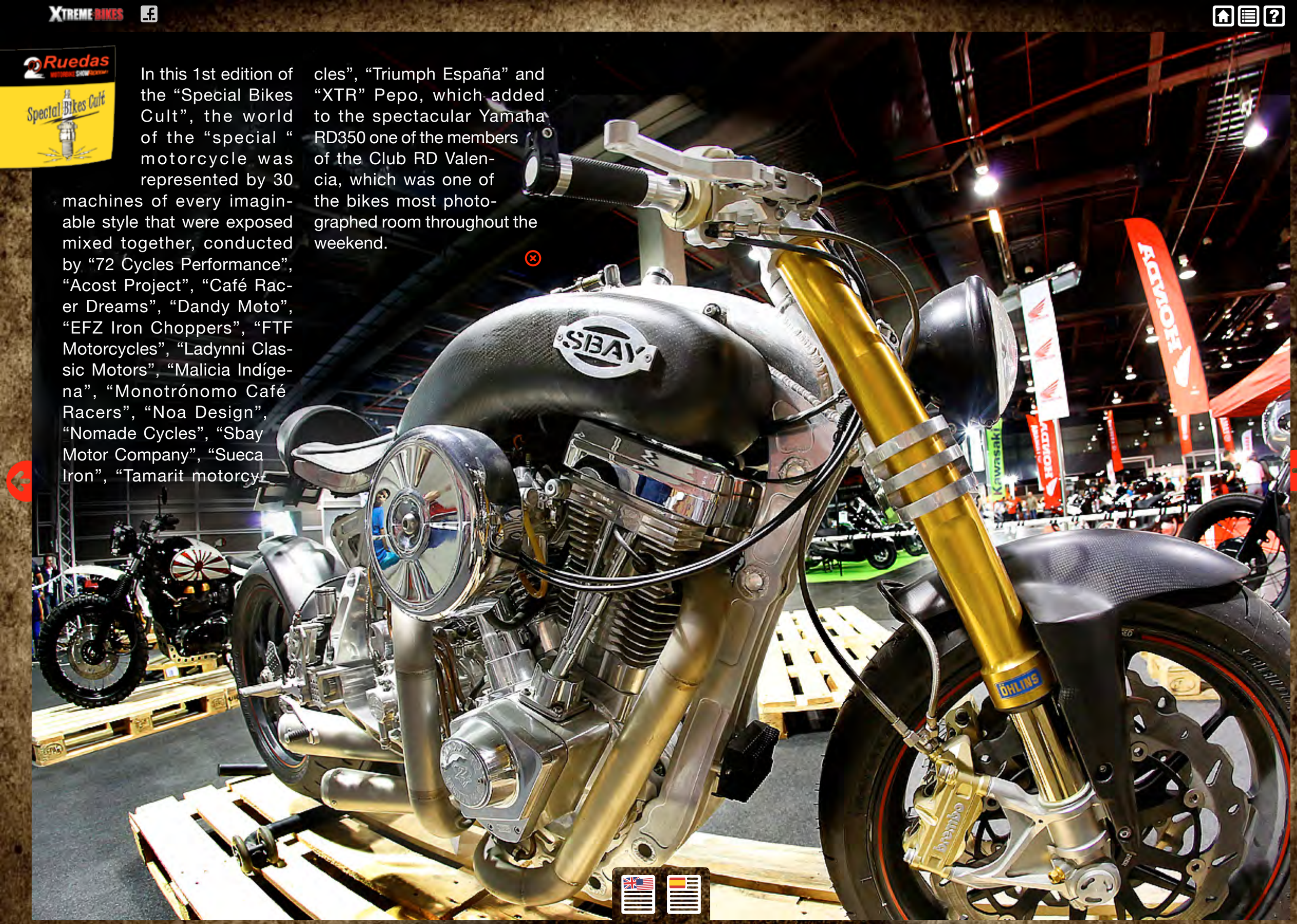
Ruedas
Special Bikes Café
Classic
LADYNNI
Motors
Benelli

2 Ruedas
Special Bikes Café
MALICIA INDIGENA
10 KILLING

Ruedas
Special Bikes Café
MONOTRONOMO
CAFE RACER

Ruedas
Special Bikes Café
Noa Design
20 DREAM 13
Noa Design
MotoDes
YAMAHA
brembo

2 Ruedas
Special Bikes Café
NOMADE
CYCLES
BMW
NOMADE
CYCLES



In this 1st edition of the "Special Bikes Cult", the world of the "special " motorcycle was represented by 30 machines of every imaginable style that were exposed mixed together, conducted by "72 Cycles Performance", "Acost Project", "Café Racer Dreams", "Dandy Moto", "EFZ Iron Choppers", "FTF Motorcycles", "Ladynni Classic Motors", "Malicia Indígena", "Monotrónomo Café Racers", "Noa Design", "Nomade Cycles", "Sbay Motor Company", "Sueca Iron", "Tamarit motorcycles", "Triumph España" and "XTR" Pepo, which added to the spectacular Yamaha RD350 one of the members of the Club RD Valencia, which was one of the bikes most photographed room throughout the weekend.

2 Ruedas
Special Bikes Café
146017
VALENCIA
6-7-8
NOVIEMBRE
FERIA VALENCIA
SINCE 2009
SBAY
MOTOR COMPANY
SBAY
ÖHLINS
SINCE 2009
SBAY
MOTOR COMPANY

Ruedas
Special Bikes Café
SUECA-IRON
HARLEY-DAVIDSON
EPAL
EPAL
PL-12-006
HT

2 Ruedas
Special Bikes Café
Kawasaki
LOWER
Tamarit
SPANISH MOTORCYCLES

Ruedas
Special Bikes Café
TRIUMPH
MADE IN GREAT BRITAIN
TRIUMPH
Tramontana
TRIUMPH
TRIUMPH
MADE IN GREAT BRITAIN

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An-Bu GT400

Back to basic

During the past decade, chrome, bright colors, and motorcycles decorated like Christmas trees seem to have vanished from the scene custom as if by magic...

Text: XTB; Pics: An-Bu Custom Motors

The time on the bikes loaded in decorative catalog accessories seems to have come to an end. Some attribute it to the crisis, but almost certainly is because finally we imposed logic. Whether for whatever reason bikes, no longer appear windows on wheels, and the interest in recovering the concept of "basic bike" has spread throughout the four corners of the globe like wildfire.

To Japanese manufacturers, this change has caught them by surprise. Not because they had imagined in advance that things would change, but because they had spent years doing those bikes that have revolutionized the custom scene to the point that the name of the workshop of Go Takamine, Brat Style, has reached such a level of popularity that is now used to describe the style of bikes that have only the most basic.

We do not know if Takamine was the first, fifth or eleventh that who thought of European and Japanese older models could be a good alternative for those who could buy a Harley, but he hit squarely because Brat Style are, as they say..."On the crest of the wave."

GT
YAMAHA
YAMAHA

But Takamine is not alone. Many of his compatriots also enjoy returning to life old machines from workshops like Heiwa, Bop Machine, Cherry Brown, Docklands Speed Shop, Krazy Rod or An- Bu Motors, which is before us today.

Koichi Fujita, its owner, feels special penchant for café racer, which are the kind of bikes that he likes best, but that does not mean that if he build a chopper or bobber it will go unnoticed. Each piece, whether it is from the bike itself or has been recycled from any other model, which is usual, will be painstakingly studied so that does not clash in design. Just don't you dare ask for a motorcycle in which you're going to lose a single minute polishing the chrome because he will not do it. Koichi bikes are not only functional, simple, and tough, but harsh, dirty and heavily accented "cad" that you may like it, or not, but Koichi will not change it because it defines his style.

The best example of this is seen in this Yamaha which no one will guess that is a XS400 because aesthetically bears no resemblance to the model from which it comes. The frame is modified to lower the seat height, and the body is limited to a small rear fender and a gas tank which model you can't really know, covered by such an oxide layer that seems to have been stuck in a puddle for the past 20 years. But it is precisely this aspect of abandonment that gives the charm to A- Bu Motor's bikes. Its package may look old and shabby, but the important thing, which is not visible, is the attention to detail.

GT
YAMAHA

The proof is that on the XS400 engine, we see rusty screws, and more than an oil stain, but actually carry a big bore pistons, piston rings, valves and spring valves, gaskets, seals, and new clutch plates. Believe it or not the Keihin carburetors were restored, and the marks of rust and deterioration found in the velocity stacks, muffler and exhaust headers 2 in 1 are intended.

With the shocks relocated to give them more inclination, forks shortened 2", and high-profile Continental tires with the original wheels, this powerful, manageable and agile GT400 A-Bu was ready to fight with thousands of cars daily walking the crowded streets of Nagoya. You may not call as much attention as another bikes with shiny chromed parts and beautiful painting, but a good example of the excellent work of all the new generation of Japanese builders that have helped change the international custom scene, and that it's what matters.

INDIAN ROAD

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Black Hills Beast

Once again the Indian are revealed as an excellent starting point for a customization. And this time was Doug Siddens and Nick Jazquez from IndianMotorcycles.net of Sturgis, who are responsible for converting the Scout in a hill climb beast...

Text: XTB; Pics: Indian Motocycles

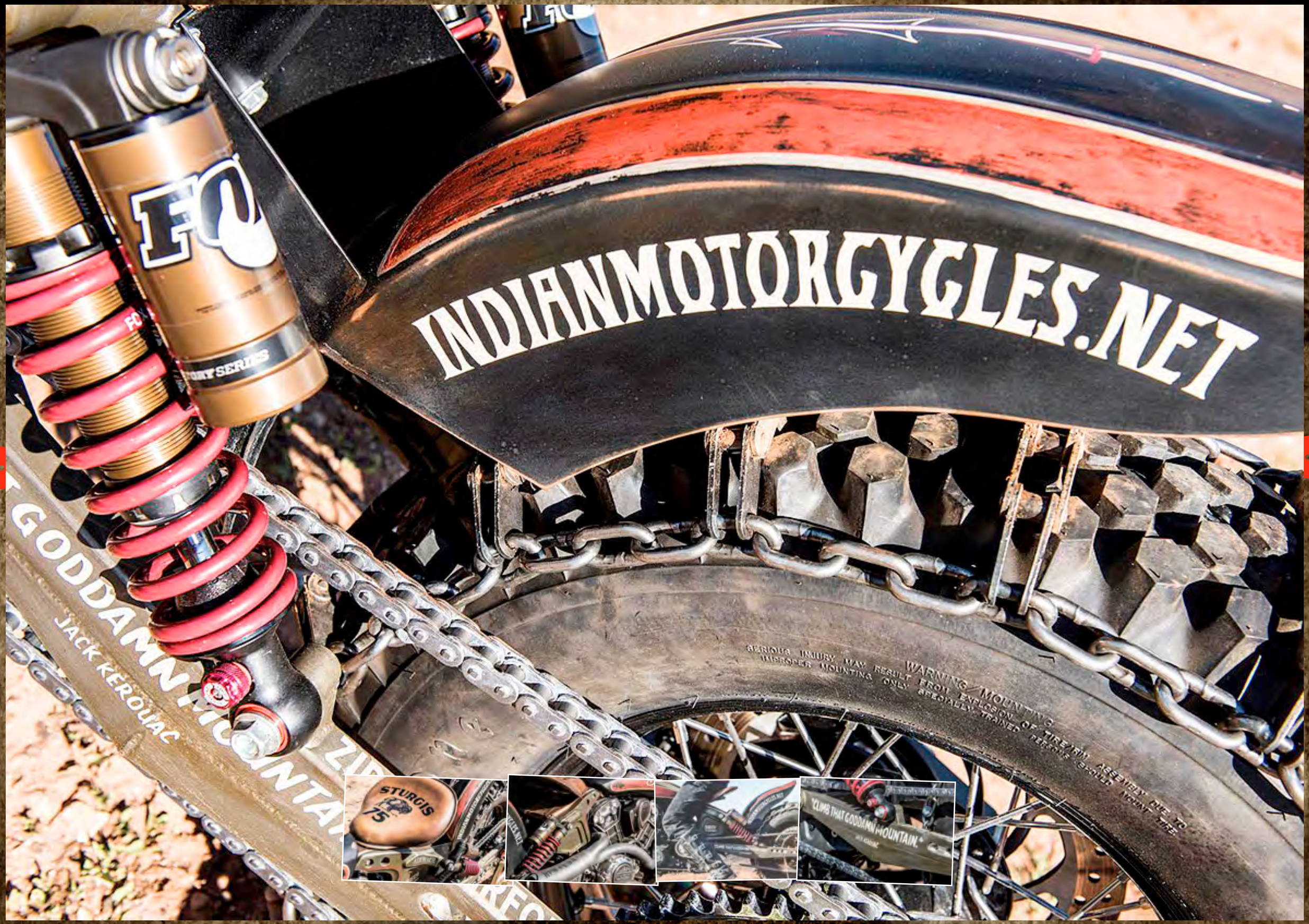
Halfway between a competition of extreme off-road, and riding on the back of a rodeo bull, the Hill Climb is a dangerous sport only suitable for experienced pilots, who have to reach the controls of their bikes atop a hill that is difficult even to walk up. This involves many accidents with which attempts are made to test the skill of the men and the hardness of their machines.

For Doug and Nick, convert a Scout in a worthy competitor of Hill Climb, was a challenge. But both were sure that modern Indian are proving to be as indestructible as its predecessors in the early years of the last century. Change the look of the Scout was relatively simple, and that just mounting the seat "1829 solo saddle seat" and spoked wheels was a major change. But the goal was not that, but also looks like a bike this specialty and unwrap well when participating in a competition, so mechanically, they improved the engine performance of the Scout with a Dobeck Performance kit and a 2 in 1 exhaust system by RPW, in addition to increasing the power of the V-Twin, which is located in a position that protects it from breakage due to the many blows it will receive in competition.

A detail that matches all Hill Climb machines is riding a very large reinforced swing-arm length. The "Black Hills Beast" could not be less, so Doug and Nick commissioned a manufactured BTR Moto. It was too long, so it was necessary to replace the original transmission by a set of sprockets and chain conventional which were provided by Zippers Performance. With a set of Fox MX shock absorbers and rear tire wrapped in a chain, the traction of the bike was assured.

STURGIS
Indian
AEROMACH
DOBECH
BTR
MOTO

In Traxxion Dynamics, they took care of the front suspension. Triple trees, springs, denser oil, AK20 cartridges... all new, hardened and well reinforced, to prevent the split of the fork when the bike starts a promotion.
The driving position of the Scout is great and is very comfortable to roll on the road, but if you do not work in the circus or have a good accident insurance, bring the body leaning back and your feet hunched is not recommended for up with the throttle a very steep hill full of rocks and holes of all sizes, so caution advised to change the Cruiser width and comfortable handlebar by a Motocross one, lift the seat so the pilot is in an upright position, and finally change the situation of the footrests even if the ascents are not used, that pilots have enough balance to worry about where they put their feet.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GODDAMN MOUNTAIN
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75
"CLIMB THAT GODDAMN MOUNTAIN."

To refine the look of the "Beast", Nick and Doug left powdercoat it in the hands of Customs Ricochet, and the beautiful paint job to Starr Studios, with which they have recreated the appearance of a bike worn by use and time. The names of the companies that have collaborated on this project, which will soon debut in competition, are handwritten in the chassis and body, as in the past. The phrase "Climb that Goddamn Mountain" extracted from the book The Dharma Bums by Jack Kerouac that are painted on the rocks is a statement of intent. Obviously the famous writer was not planning on racing bikes or Hill Climb, but you cannot deny that is very appropriate in this Indian Scout, as his predecessors of the last century, has yet to prove its indestructibility.

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