

# THE FURTHHER

THE LONG DISTANCE VEHICLE BY MB CYCLES

OR HOW HATE BECOMES LOVE...







## AND THERE IT WAS THE E-GLIDE FEVER

**E**very one of us has the idea of his personal perfect bike. An E-Glide would never be Martin's first choice, but at least it's not his last one. Just one day was enough to change Martin's opinion completely, though. A friend asked him to ride an old E-Glide to the legendary Veterama Swapmeet in Mannheim.

The wall unit his friend used was for sale, so it had to go with them, and there wasn't enough space in the van for the bike as well. So Martin did his friend a favor and rode the bike to the swapmeet – with a full-face helmet. Not that he was seen by anyone.

During the ride and at the swapmeet Martin figured out how great the E-Glide was. You always have music, and the most important thing –

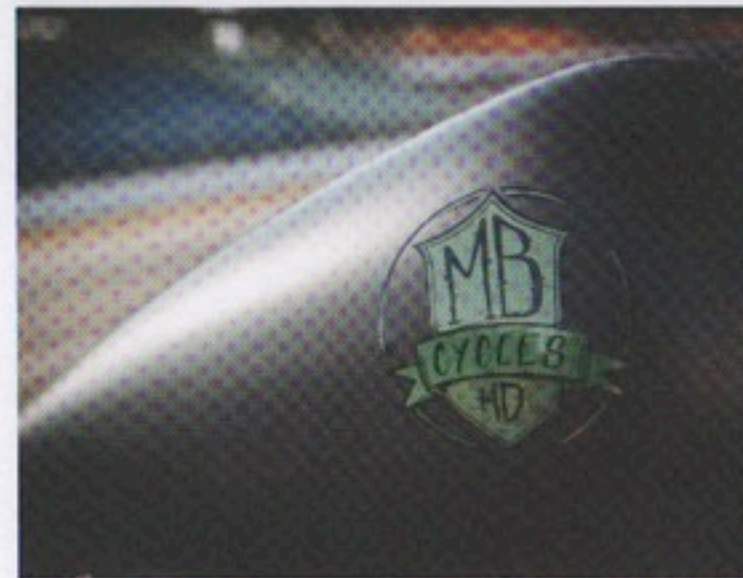
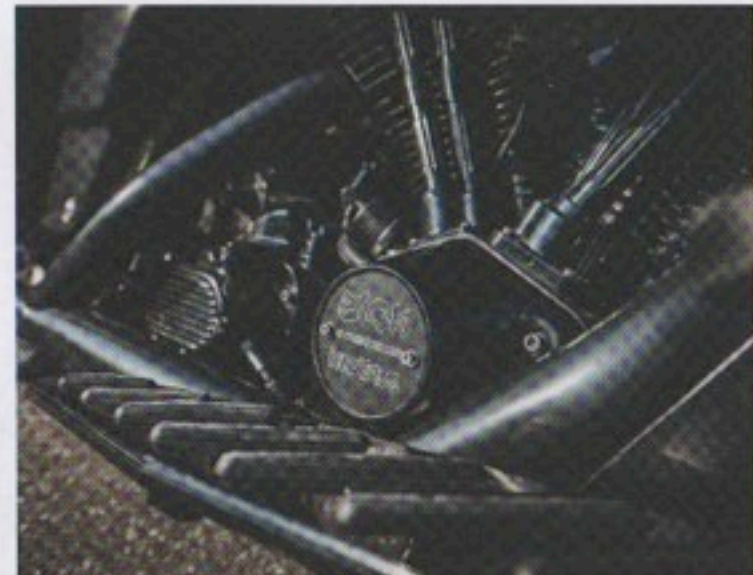
you're able to carry a lot of beer with you without any problems. And there it was – the E-Glide Fever.

Luckily his buddy Markus from Werk Mannheim had another E-Glide for sale.

So he made a momentous decision, and bought it – with a full-face helmet again.

Usually Martin builds skinny choppers, racers, and bobbers in his shop, MB Cycles in Heidelberg. Now he was going to have a new experience with this ugly duckling.

"We all know those rad pix of dudes riding into the sunset, on Instagram or somewhere else on all the social media. But does anyone raise the question where these dudes have their luggage? Nope!





**No tent – no sleeping bag – just nothing.** To be honest, it's not working without a fresh pair of socks – and they always forget to take a picture of the trailer."

Martin had a trip to Croatia planned with some buddies, so the E-Glide showed up at the right moment. But doing the Cocksucker Run down to the beach with a stock bike and a full-face helmet – no chance.

"The name of the run? That's a whole other story..."

So Martin decided some modifications were necessary. The advantage of a tourer is the hardshell suitcase – lots of space for a pair of fresh socks and lots of beer – it should stay.

It was three months till the run – so enough time to give the bike not a new but a different look. But it was still an ugly duckling.

There were no changes planned to the engine – keep it close to stock, and there's more of a chance it'll keep going. Just a little bit of black powder coating for the housing. For the ignition Martin used a Dyna 2000, and the carburetor was a Mikuni HSR42.

Most of the work went into the frame, which was cleaned and powdercoated. That should bring the bike back to earth...

#### Long and Low

The front bracket is 3.5inch shorter and the ass went 3inch down to the floor. Martin modified the position of the shocks on the 10cm longer swingarm and figured out the rest of the line. The perfect finish for the chassis was the full disk V-Rod wheels.

The rest of the work was just cleaning the bat wing, removing the radio, adding a Fehling Ape, and some color from Chikos Pinstripping. Done!

Ready for the Cocksucker Run – with all necessary spare parts and







## BUT MARTIN'S E-GLIDE DECIDED TO STOP RIGHT IN FRONT OF THE BORDER COPS

The first 1500km through Germany and Austria the E-Glide was doing a perfect job, till the border of Slovenia. There the disaster began...

It's the same old deal – never stop just before the border. The border patrol will come up with stupid ideas, especially when a group of stinky bikers shows up.

Most of the guys passed through without any big problems.

But Martin's E-Glide decided to stop – right in front of the border cops. Nope – not because he ran out of gas: it's not a skinny chopper tank, it's a huge and ugly (but you never have to worry about reaching the next gas station) OEM tank.

The secondary belt – which was cut in half to fit into the swingarm with the V-Rod wheels and the bigger tires – decided to end its life. As Martin had expected it might...

So what to do now?

Service car? Check. With tools and cold beer? Nope.

It was just a little Fiat, big enough for a skinny (here we go again) chopper or a café racer. For a big old lady like the E-Glide, there'd usually be no chance, but creativity solves problems. You just need a

few hands, tension belts, and a motorcycle ramp and you're sorted. For sure.

Finally the guys made it through Slovenia and down to the beach in Croatia with the bike piggybacking. After a well-deserved cold beer the guys thought about how to fix the problems. They needed a new small second belt and then had to open the primary to change it, without the right tools.

The problem with the second belt was quickly resolved. Martin, with his long-time experience, knew the breaking point, especially on this bike – because there was just one.

There was a second belt in the huge hardshell suitcase, not just because there was enough space to carry one.

The second one was much heavier – so they had to open a primary without an air-hammer on a campsite. A few old tent poles and a lot of manpower – check. The fitting nut was found in the hardshell suitcases. Tatttaaatta.

The week at the beach and the ride back home were much closer to perfect.





The lessons to be learned here are...

1. An E-Glide needs just a few hours of love and creativity
2. With good friends you can fix anything anywhere
3. There is always a fine line between love and hate
4. It's not a bad idea to have fresh socks and enough beer with you on a run

*(Text/Photos - Da Guro)*

