



# WILD KNUCKLE BY MARTIN BECKER FROM MB CYCLES

- CHOP, RIDE AND PARTY -

GERMANY

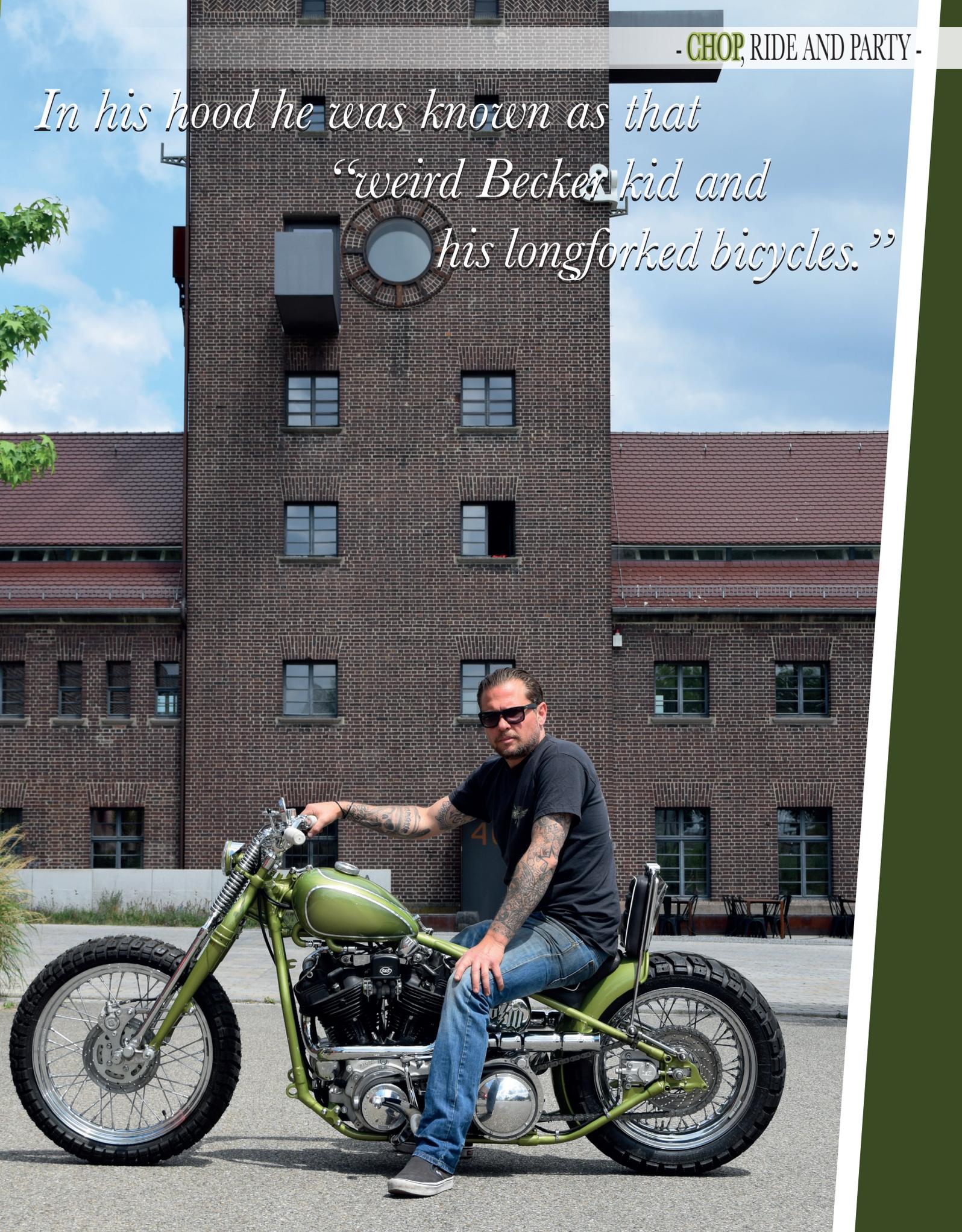
**I love my job. We from CRP get the opportunity to visit all the people we admire. We can bullshit with them and never ever has anyone given us the feeling we are actually using up their valuable wrenching time. We were happily surprised that even Martin from MB Cycles - who is known for being a very focused builder - had cleared up his tools for the day and did his best to make us feel welcome.**

It was May 2020. The Corona-virus was causing less deaths in Germany and there were not many restrictions anymore in our neighboring country when me and my daughter drove to Heidelberg to go meet Martin Becker from MB Cycles. I have been a fan ever since I saw a photo of the man riding on a kind of chopper I had never seen before. It was taken at a party of the **HARLEY BROTHERS** in Luxembourg. 'Here is a man who dares to take risks, in order to build something tasteful but yet so unusual that it stands out in a crowd', was my first thought. It would take many years before I got to meet this obscure builder in person. Not that I did not try... The man was just always too busy. So we finally managed to make an appointment and I really did not know what to expect. What we found was a young chopper enthusiast in a beautiful impressive shop, surrounded by even more beautiful choppers. Clean as hell, almost as if the entire place was staged just for this photo-shoot. Many of the bikes MB Cycles owner, Martin Becker, builds are machines I would like to own myself. "**GO-FAST-FUCK-THE-WORLD BAR-HOPPERS**", is what they are. Every single one of them provokes me to want to know more about the man behind these machines.

So here we are. In front of the shop, enjoying our "apfelstrudel" and coffee in the bright sun, asking Martin everything we want to know. Life could not be better! The man tells us he was already turning bicycles into choppers at the age of five. In his hood he was known as that "weird Becker kid and his longforked bikes". 'But it was actually my six-year older brother who had the biggest influence on my love for choppers', Martin tells us. 'At the age of twenty my brother had already become a member of a big lifestyle MC, his bike being a Shovelhead with VG hardtail that I absolutely adored'. When Martin talks about this bike **HIS EYES SPARKLE**. We recognize pure enthusiasm when we see it! You gotta love it! 'When I came from school I was not really jumping to go to work', he continues. 'I rather went partying or go on big trips. So I wandered all over the world. And I was becoming a pretty familiar face at the bundesagentur, where I came to collect my unemployment-benefits each time I returned into Germany. One day, when I came back from India, after having built up two old Royal Enfield motorcycles with some locals there to sell here, the man behind the agentur-counter said: "Mr. Becker, isn't it time to start **DOING SOMETHING USEFUL WITH YOUR LIFE?**" I had just managed to sell the Enfields, did not make any money at all but loved the process, and decided there, on the spot I would start my own motorcycle shop'.



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“weird Becker kid and  
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'I was able to rent a small garage-box for fifty euros a month, got some money from the government to help me start. I really enjoyed doing what I did. To be honest, I never expected or cared about ever being able to make a penny with it. Then, after a while, I moved to an **OLD TRAM STATION** and when in that place, I was finally making enough money to buy my first own Harley. Had my first article in a German bike-magazine in 2007 and that's when things started to take off. I stayed in another shop for ten more years until I moved to where we are now.'

'Today I have the luck that I can still build what I like and have a customer for each bike that rolls out of the shop. I

enjoy doing what I do. I work a lot but have **NO BOSS** to tell me what- and how to do things. I love creating different bikes each time and can be happy as a little kid with Christmas each time I receive a box with new parts for one of the projects.'

'My bikes are all built with the less-is-more idea in the head. I like building bikes where people really sit **IN** the bike, not **ON** it. And for me they all have to be and **LOOK AS FAST AS POSSIBLE**, despite the classic motors I often use. At MB Cycles a lot of time is spend on the looks! They have to look right, even though if that means sacrificing some of the comfort or practicality.'





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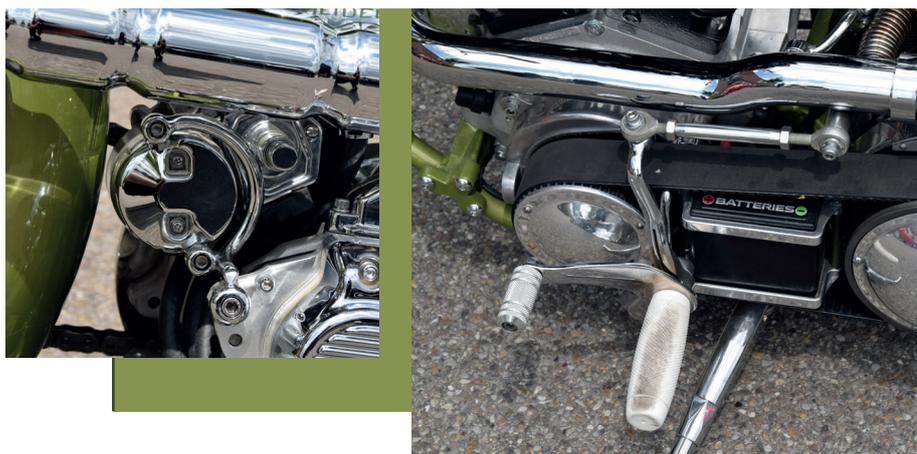
LESS IS MORE,

‘I have never built my bikes with the reason to make them look different though. I just build them in a way that I like them. They have to look good to me, personally. I also do not care much about existing styles. Styles limit my freedom. For example, those **KNobby TIRES** I used on the Knuckle? I know what you think, these don’t make sense, but for me they look bad ass and that is all that counts. Knobby tires... in my eyes they represent a bit of Mad Max... ‘Apocalyptic’ is what you might call it, haha. Same thing with that short close to-the-rider-sissybar. The man behind the bars cannot lean against it and can hardly tie any shit onto it either, but it looks damn cool.’

And we from CRP could not agree more. Martin’s unusual ideas make his bikes stand out, but it is extra cool to know that it is not the reason why Martin does it the way he does it. The man just builds **FROM HIS HEART AND SOUL**, and in his case he is fortunate enough a lot of other people like what he does. The green knuckle was built for Andreas who lives in Bremen, one of MB Cycles best customers.

## SO WHAT MAKES THIS BIKE SO FUCKING SPECIAL?

- The unusual overall look, knuckles are often built with a classic theme in mind. Period perfect. Not this one and we love that!
- The fact it has an electric start and no kicker, disc brakes instead of drums.
- That organic bracket for the electric starter.
- The short rear fender, showing as much as possible from that intimidating off-road rear tire.
- The way the fender is mounted to the sissybar and the sissybar is mounted to the frame.
- The shape of the sissybar with those neatly integrated little taillights on top.
- The shape of the solo-seat and the little MB tag on the backrest to the seat.
- Those mid controls with them white pegs.
- That Wassel gastank which has just the right proportions for this type of bike.
- The way the gastank is mounted with its little organic brackets and the inlay of the gas-cap.
- That half open belt-drive with the small Anti gravity battery tugged in the middle.
- The sort of wheels and tires used.
- The dimpled exhaust, with each side one pipe.
- That small headlight with little fairing-like screen.



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Words: Beer  
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