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FUSION DRIVE

Custom Chrome asked Martin Becker to build a bike – and what a bike it is!

Martin Becker's stunning Heidelberg hot rod had its genesis when Custom Chrome Europe (CCE) called Martin and asked if he was interested in the 2018 BOAR (Bolt On And Ride) lineup.

You see, over the last 10 or so years, Custom Chrome Europe has been presenting many of its products to the public via the yearly BOAR bikes. Customisers taking part are supposed to only use parts from the Custom Chrome catalogue, which was not an easy one for Martin since his build signature is usually unique. But he obviously accepted, or you would not be reading this.

The invitation had come at pretty short notice, and it took some time to get all the necessary parts together, so he only had two months to finish this bike before it was supposed to spend the next year touring to different exhibitions and shows around Europe!

Challenge accepted. The donor bike was an H-D Softail and CCE wanted him to build a chopper out of it but a chopper didn't feel right to Martin. So he came up with his own design, which was low and sleek, more like a racer than a raised out chopper.

It took quite some convincing since he had virtually turned their whole concept on its head. But such is his stellar reputation, and his rock-solid conviction, that CCE gave in.

GUTS&BOLTS

ENGINE	
MODEL	2008 Heritage Softail custom
OWNER	Martin Becker
BUILDER	MD Cycles
ENGINE	
TYPE	Twin Cam 103
CASES/CAMS/BARRELS/ETC	Stock
DISPLACEMENT	Stock
IGNITION	Thunder Heart
FUEL/AIR	EFI
AIR CLEANER	Joker Machine
EXHAUST	BDL/D-J & M-S
POWER	? Hp
TRANSMISSION	
TYPE	Stock
CLUTCH	Müller
REAR DRIVE	Belt
WHEELS & TYRES	
F RIM	Rev Tech 3.5x21
R RIM	6x18
F TYRE	Dunlop 130/60-B21
R TYRE	Dunlop 170/60-B18
F BRAKE	PM 4-spot
R BRAKE	PM 4-spot
AXLE(S)	Billwood
FRAME & SUSPENSION	
RAKE	31.0
RAKE	6in
FORKS	Ace under
TRACK	9mm Kobe plus 1"
REAR	Müller shortened 2.5in
RAKE	9mm+6in wiring
SEAT	Custom Japan modified
CONTROLS	
BARS	ADM Chinman
RISERS	RSD
LEVERS	Berninger
HANDGRIPS	Billwell
FOOT CONTROLS	Easyriders Japan
FOOTPEGS / GEAR CHANGE	Billwell
SPEEDO	Moto Gadget
HEADLIGHT	Vilird
CUSTOM & FINISH	
X-GUARD	Easyriders Japan
FUEL TANK	MD Cycles
OIL TANK	In-D
PAINT & FINISH	
PAINTER	Chiken Paintpring
FRAME	Black & Green
POWDER COATING	Metal Like Works

Martin also insisted that the usually strict 'bolt-on-principle' had to find room for at least a little tolerance. Thus it was that the gas tank was hand-made and a Sportster fuel pump fitted in, the seat lost a bit of its formerly bulky volume, foot pegs from Billwell were combined with foot controls from Easyriders Japan and the headlight came from a V-Rod. Fitted to 4in under forks with Neos risers and a 6 deg rake increase is a set of RSD Chinman handlebars.

Surrounding the headlight is a Bracher modified V-Rod mask; a Moto Gadget mini speedo provides the pilot with the required data and Billwell mirrors give him a look back.

There is no front guard but an RSD fork brace adds stability, as does the Daytona steering damper. A 21in Rev Tech front wheel is set up with a Performance Machine Vintage 4-piston caliper clamping a Willwood disc when the Baltringer lever assembly is activated. The rear employs the same setup running an 18in rear wheel.

At the rear the 2.5in shorter shocks with heavy duty springs are from Müller, the number plate bracket from Thunderbike; a taillight by Kellerman Atto, while under the tank resides a heavy duty Thunderbike top motor mount just above RSD Clarity rocker covers.

The TC96-engine is from a 2008 Softail Heritage and has essentially been left stock internally, but with a Thunder Heart programmable ignition to fire the spark together with Accel Stealth wireless ignition coils for a super clean look.

The Joker Machine air cleaner is another appropriate custom touch.

Cosmetic engine changes are an RSD Clarity cam cover and an RMD Billy Boy Primary from France, the design of which was directly inspired by the design of the sheet metal primary cover housings from back in the day.

Ease of riding is enhanced by the fitting of a Müller power clutch to provide smoother and easier clutch lever operation.

The exhaust system is very interesting as the headers come courtesy of BSL Products of Austria who have TÜV approval, while the mufflers were made by Dutch manufacturers Dr. Jekill & Mr Hyde. And like that novel's main protagonist, their exhaust systems have two (actually three) distinct personalities. But, unlike in the novel, the Mr Hyde exhaust system is easily tamed by a simple touch of a button, as you can switch it on and off.

The result of German Engineering and Dutch craftsmanship, the company claims that more performance equals better sound and that when you ride in Mr Hyde mode, the valve opens and you do not only feel the increase in power, you also hear it! The company states that this sound is not "loud and annoying" but that they've crafted a tailor-made sound for every bike that, on the one hand, gives riders the ultimate riding experience, but on the other hand, is not a nuisance to others. Very considerate.

From any angle, this is a top shelf custom, fully looking the business. And according to CCE, it was one of the most popular BOAR bikes in the last couple of years. I can fully understand that and complement Martin Becker on his design and fabrication skills. MD

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