

MB CYCLES SOFTAIL

BONNEVILLE



THE GS

Ifu@king love the internet! One minute, you are watching cat videos and scrolling Instagram, hoping to catch the new Dixon Flannel release, and then BOOM, out of nowhere, you find a gem like this Softail from MB Cycles in Heidelberg, Germany, and your mind is blown. I don't know much about MB Cycles except that he may be my new favorite builder. This Softail is rad, so I had to send the builder, Martin Becker a DM and see if we could get it featured here in

TORQUE Magazine right away.

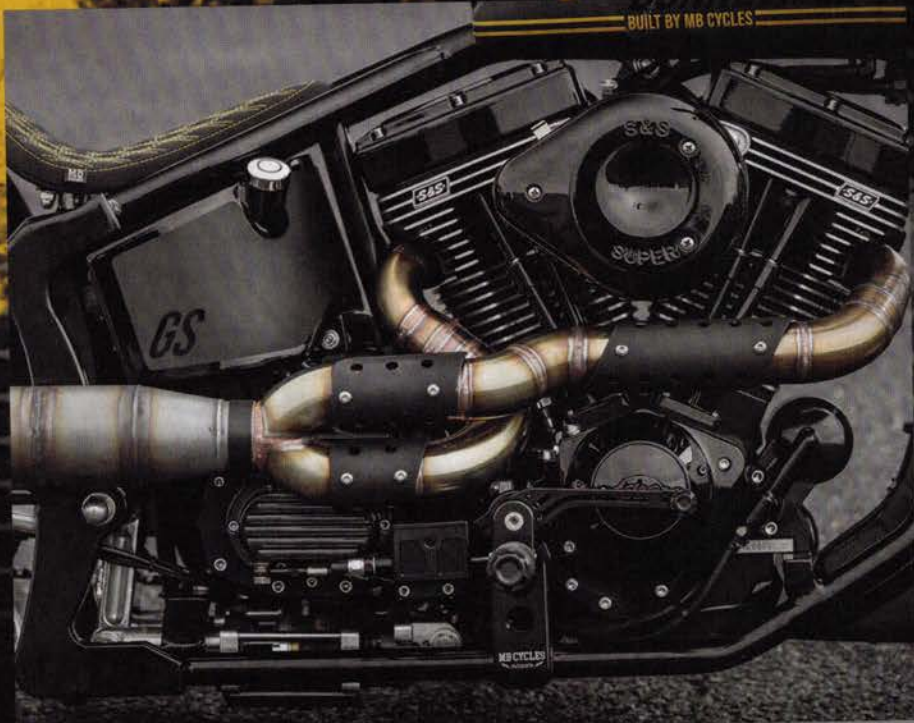
The coolest part of this build may be that the builder, Martin Becker, originally intended this build for Bonneville Speed Week. Depending on how you look at it and as luck would have it, a good client of Martin's stopped at the shop to have a cold one and the conversation turned to the Softail chassis sitting in the showroom in Martin's shop, MB Cycles.

This bike screams "performance" to me. I don't know if it is the polished swingarm, the lowered stance, the

sportbike front end, or the entire package, but this thing looks like it is going 100 miles an hour just sitting still.

I can only imagine that this bike is as formidable on the road as it looks sitting still. The Softail is powered by a tried and true S&S Evo engine displacing 113 cubic inches that easily produces over 100-horsepower and gearing supplied by an Ultima 6 in a 5 transmission. The engine and transmission are linked together by a 2-inch Ultima belt drive. The entire drive train has been treated to the full-on black out package. The





powder coating chores are handled by Metal Skin Works, and the finish is flawless.

The parts used are a perfect blend of European suppliers and one-off or hard-to-source parts, including the high polished JMC rear swingarm modified to fit the rear strutless fender and equipped with built-in turn signals. The front forks are from a GSXR 1000 and are fixed to the aftermarket Softail frame via a set of Wunderkind triple clamps. The rear suspension is rounded out using an original Legends Suspension air ride suspension system.

The sheet metal is a combination of MB Cycles and a few others, including Harley Davidson. The front fender is unique in that it is small enough to stay almost out of sight but still provides some benefit if Martin was to get caught in the rain. The rear fender is short and features a built-in taillight. The front fairing is from a 2018 Softail Sport Glide, and the lower frame spoiler is a modified Cultwerk Bug Spoiler. Overall, this bike is very European in design, and while it would be at home in the streets

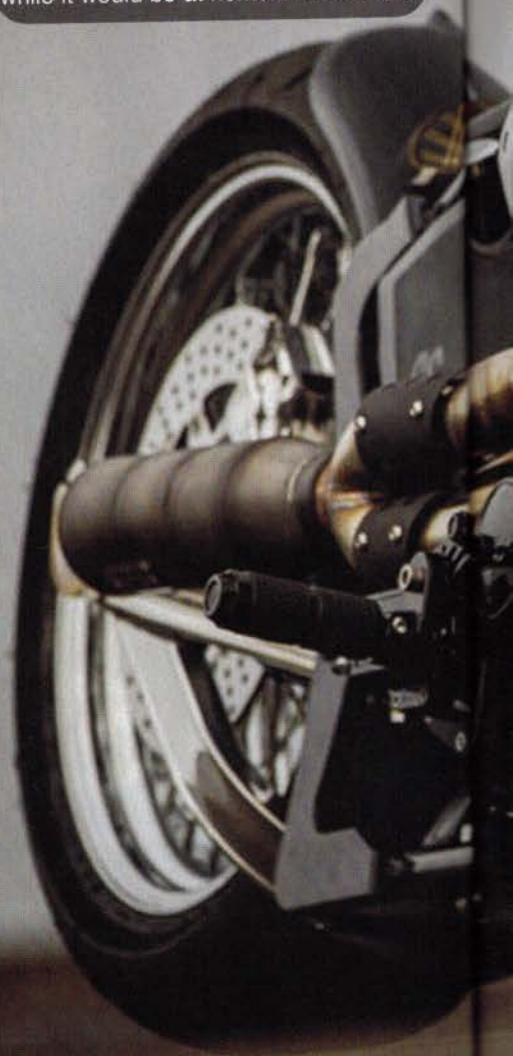
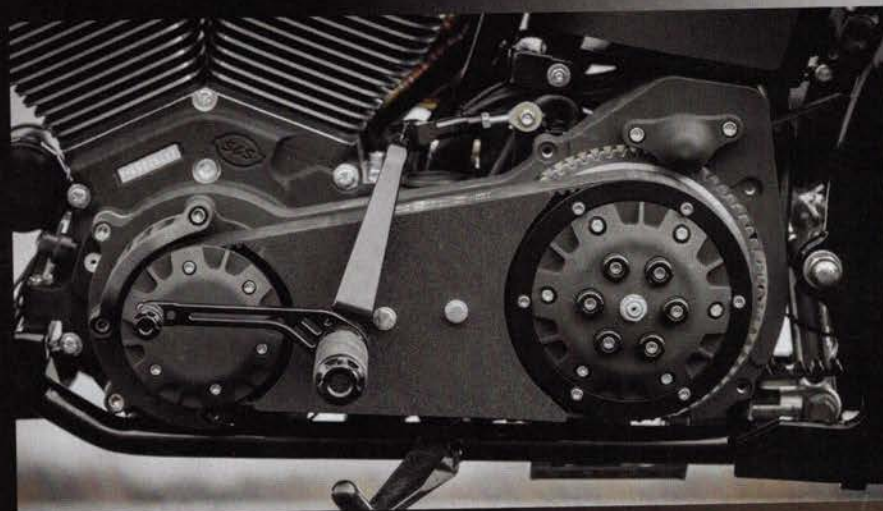


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BONNEVILLE GS TECH SHEET

OWNER: GUIDO SOMMER
BUILDER: MARTIN MB CYCLES
YEAR: 2002
MODEL: SOFTAIL
TIME: 6 MONTHS

ENGINE
YEAR:
MODEL: EVO
BUILDER: S&S
DISPLACEMENT: 113CU
CARB: S&S SUPER E
AIR CLEANER: S&S
EXHAUST: 2IN185L/MB PIPES WITH ELECTRICAL
JEKILL&HYDE SOUND MANAGMENT
IGNITION: STOCK S&S
COILS: S&S
PRIMARY: 2" ULTIMA BELTORIVE

TRANSMISSION
YEAR: 2020
MAKE: ULTIMA
SHIFTING: 6 IN A 5

FRAME
YEAR: 2002
MODEL: SOFTAIL
RAKE:
STRETCH:

FORKS
BUILDER: GSXR 1000
TRIPLE TREES: WUNDERKIND

SUSPENSION
SWINGARM: JMC ALUMINIUM
SHOCKS: LEGEND AIRRIDE

WHEELS
FRONT WHEEL: DNA
SIZE: 21"
TIRE: DUNLOP
FRONT BRAKE: 4 PISTON BREMBOS
REAR WHEEL: DNS
SIZE: 18" X 5.5"
TIRE: METZLER 180MM DUNLOP
REAR BRAKE: 4 PISTON PM

PAINT
PAINTER: CHIKOS PINSTRIPING
COLOR: BLACK/GOLD
TYPE:
GRAPHICS: CHIKOS PINSTRIPING
POWDER COAT: METAL SKIN WORKS

ACCESSORIES
HANDLEBARS: CLIP DNS FROM ABM/GERMANY
HAND CONTROLS: BERINGER
PEGS: MB CYCLES MID CONTROLS
HEADLIGHT: 2018 SPORT GLIDE FAIRING
TAILLIGHT: MINI IN FENDER INTEGRATED
FUEL TANK: 1960 GERMAN MOPED
OIL TANK: AFTERMARKET
SEAT: MB CYCLES
FRONT FENDER: MINI MB CYCLES
REAR FENDER: MB CYCLES
SPEEDO: MOTOGADGET MOTOSCOPE PRO

PHOTOGRAPHER: MELISSA RADEMACHER

almost anywhere, it is impossible to mistake the overall look and feel of a German-built and designed custom. The fuel tank is from a mid-1960's moped modified to fit the HPU Softail frame. The sheet metal was treated to a black and gold paint job from Chiko's Pinstriping.

The front and rear wheels are 21 and 18 inches, respectively. The rear tire is 200 mm wide, which still lends itself to excellent handling braking and (of course) acceleration. The front rotor is 13" in diameter from Rick's Brake Disc, and the rear is a standard 11" from Braking Brakes. The front rotors are halted by twin Brembo radial mount calipers, while the rear is stopped by a single four-piston caliper from Performance Machine. The front calipers are operated via Beringer hand controls, as is the Pro One hydraulic clutch actuator.

The Softail has plenty of bells and whistles when it comes to the electronics. Moto Gadget instrumentation and the keyless "GO" system uses a proximity sensor to allow the rider to fire the bike up and operate the functions of the Moto Gadget electronics. The instrument cluster features; engine RPM, MPH, neutral indicator, and left and right turn signals. Perhaps the coolest part on the Bonneville Racer Softail are the MB Cycles mid controls that are available in the MB Cycles web store. Well, this bike is an ocean away, and I don't know that I'll ever get the opportunity to see it in person, but if it looks half as good as it does in the photos it would stop traffic in its tracks. The only thing left to find out is whether or not Martin has maxed it out on the Autobahn. Visit www.mbcycles-shop.de

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