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AMERICAN MOTORCYCLE DEALER

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All new 'Big Bike Europe' to host European Championship in 2013

AMD Magazine is pleased to announce the launch of a brand new Expo concept for the custom, performance and tuning market in Europe.

Big Bike Europe will be a new kind of Expo. It is designed specifically to meet the needs and interests of vendors, dealers and riders in Europe's high-value large displacement parts and accessory market.

Big Bike Europe is the first ever Expo to be specified to focus exclusively on Europe's 'Premium' motorcycle market. Europe's 500 cc plus motorcycle market represents the major proportion of the business opportunities available to the performance and custom industry.

Big Bike Europe will be a 'European Headquarters' event, providing an up-scale technical, design and engineering showcase for Europe's high-spending, high-mileage 'big bike' riders.

Being staged at Essen in Germany in 2013 (May 10, 11 and 12), Big Bike Europe will be the new permanent host event for the European Championship of Custom Bike Building.

The first day, Friday May 10 2013, will be a 'trade-only' day, open to

vendors, authorized and independent dealers, customizers, performance engineers, race teams, tuners and European Championship competitors.

Plans include the first annual International Custom Conference, and an AMD International Night industry reception, featuring the first ever program of industry awards for Europe's performance, custom and tuning industry.

The weekend (Saturday May 11 and Sunday May 12, 2013) will be public/consumer attendance days, with the European Championship of Custom Bike Building awards ceremony on the Sunday afternoon.

A sophisticated, target-market centric consumer marketing and promotion campaign will get under way a year before the first annual show. A unique new program of 'biker-friendly' initiatives is being developed to attract visitors - one that will set a new benchmark for how the motorcycle expo industry embraces the unique needs of riders.

The European Championship will feature four competition classes: the now world famous FreeStyle Class, the recently refined factory-geometry based Modified Harley-Davidson Class, the Championship program's all

new multi-platform Performance Custom Class, and a 'Production' Class for stock, prototype or customized examples of bikes intended for volume production.

Commenting on the launch announcement, AMD Magazine and Big Bike Europe owner Robin Bradley said "it has been apparent for years that the expo needs of vendors, dealers and riders in the large displacement motorcycle market in Europe are not being as fully catered for by the existing range of show opportunities as their buying power dictates they should be.

"With our industry now developing into a 'Premium' market, populated by consumers who are demanding more of the ownership and riding experience, the time is right for a new Expo that is built specifically to cater for the market changes that have and are continuing to take place.

"AMD's European Championship of Custom Bike Building will provide the perfect consumer feature to capture the imagination of show visitors. In turn Big Bike Europe will be the perfect environment in which to stage the European Championship.

"It will be a unique, all-new 'win-win' for vendors, customizers and consumers alike."

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Dyna Café



Kootenay

Special #6



Special #6 by Speed Shop Design, Seattle, Wa., 14th in the AMD World Championship in 2010. See page 56...

Glasgow Kiss

One entry at the 2010 World Championship of Custom Bike Building demonstrated just how international the event is. Glasgow Kiss was built by Robbie Kerr, a Scotsman living in Canada...

Photos: Horst Rösler; motographer@t-online.de

KOOTENAY Motorcycle Art was established in Nelson, British Columbia in Canada, after owner Robbie Kerr tired of the weather in his native Scotland and decided to move to a new location. With the business firmly established Robbie decided it was time to build a bike that would expose the wide world to his talents, a bike to compete in the World Championship of Custom Bike Building.

The inspiration for the build, which became known as Glasgow Kiss, came from the look of early Knuckleheads. However, Robbie gave that idea a twist, going on to create a bike that, while it is oversized, remains in proportion.

The design for the double-downtube rigid frame with a 4in stretch and 39 degrees of rake was done by Robbie and he then had fellow Canadians Rolling Thunder Manufacturing construct it for him in 1 1/2in diameter tubing. To match the oversized look of the frame a selection of pre-bent 2 1/2in tube sections were purchased and welded together at Kootenay Motorcycle Art to create the Springer front end wide enough to take a 280-section tire.

To mount the 280-section Metzeler tire, a Kootenay Motorcycle Art 10 x 18in wheel is used and it is matched by the rear 10.5 x 18in, which in turn carries a 300-section Metzeler. A 360 Brake is used on the front wheel, and at the rear a Hawg Halters inboard disc has been incorporated.

To fill the space in the middle of the frame and provide motive power a KIMS 120 B motor was used. While it has been left internally stock, it has been fitted with an S&S carb and a selection of machined

aluminum parts, these include the rocker boxes, cam cover, air cleaner and pulley covers on the primary drive. Each of these pieces was designed by Robbie using SolidWorks and then CNC'd by Shasheen Machine. The primary on to which the covers fit was sourced from Evil Engineering and the rounded styling of the covers has been carried through on the front axle covers, gas cap, oil tank bung, headlamp and forward controls.

Further custom machining can be seen on the output sprocket cover of the Baker RSD five-speed transmission.

Due to the design of the rocker boxes a one-off gas tank was needed that flowed around them, and the design Robbie created was fabricated by Fat Katz, who also produced the rear fender, while three-time World Champion of Custom Bike Building Roger Goldammer was responsible for hand-forming the oil tank. With the body work complete, it and the frame were handed over to Ken Sherbinin to be painted.

With the paint work completed Robbie set about the final build, which included handlebars, internal throttle, license plate holder and taillight, all made by Robbie. One of the few pieces not to be designed or made by Kootenay Motorcycle Art are the hand controls, which came from Hawg Halters.

The radical looks of Glasgow Kiss certainly make it stand out in any line-up of custom bikes and as such caught the eye of many of Robbie's fellow competitors at the World Championship of Custom Bike Building, where it placed joint 21st. Then when Robbie entered it into the Seattle round of the Ultimate Builder Custom Bike Show, he went on to take first place in the Freestyle class.

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