



The Ace

This is the second Hairy Bush Bike Builders' bike we've photographed recently. King Rat ventured into the wilds of Staffordshire again to get these pix.



Cast your mind back a couple of issues to number 116 and you'll see a bike called the Hairy Vampire. Yes, yes, I know – it might sound like a nightmarish savaging by a rabid Dave Lee Travis, but it was actually a very nice Harley-based chop.

It was built by a guy called Ben (Andy Bennett) from Hairy Bush Bike Builders in Staffordshire and, while he was there, King Rat photographed this bike that he'd done too. It belongs to a friend of his, Mark, who is a professional gambler apparently ... sorry, a professional gambler? I can't quite get me head around that. How does that work then? Is he salaried? Does he go into work each day and gamble for someone else? Is he self-employed? Does he have to fill in tax returns? Or is he just a spawny get who happens to be far luckier than anyone has a right to be and so hasn't done an honest day's work in years, the workshy fop? Whatever the case, he must be good at it because, well, top class chops like this aren't the cheapest things to build, are they?

The bike you see here in front of you is actually an Ultima soffitail kit bike that Ben put together to see just how good their kits were and, he says, he was pleasantly surprised by it – the whole kit took just seven days to build from start to riding it. Of course, he then had to strip

Specification Sheet

Engine:

Ultima El Bruto 113 cu inc (1850cc), Barnett clutch with extra plate, 85mm drag style primary with Goodyear belt & outer bearing support, six speed lhs gearbox, digital ignition, Big Growl Short Shooters exhausts, 120 bhp, 120 ft/lbs torque

Frame:

Ultima 250 softtail, 8" stretch, kit built with a few extras

Sharp End:

Ultima 21x3.25" spoked wheel/disc/four pot caliper/8" over forks/blind yokes/8" drag pullbacks, braided stainless brake lines

Blunt End:

Ultima softtail swingarm/shock/60 spoke 18x8.5" wheel/disc/caliper, 250 Avon tyre
1.5" final drive belt

Tinware:

Ultima front mudguard, Pro Image fuel tank, Ultima Showdown seat, Ultima rear mudguard

Electrics:

Wire Plus solid state loom, Tribal headlight, LED bullet rear light, bullet indicators

Paint:

Mickey the Brush's own mix including reaper and card theme by Custom Paint Studio, Willenhall (01902 609088 or www.custompaintstudio.com)

Engineering:

Bike built by Hairy Bush Bike Builders (07790 017224 or www.hairybushbikebuilders.co.uk)



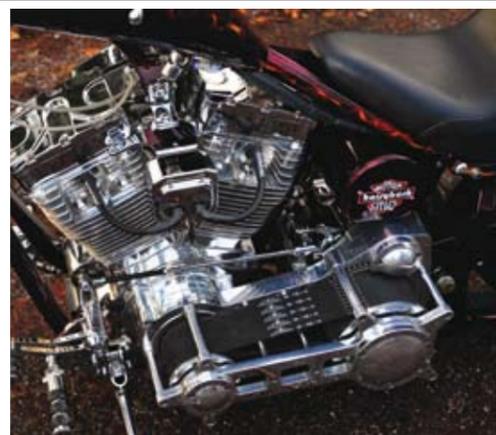
it for paint, but he was impressed how quickly it went together with hardly any problems – as he says, ‘could be a very easy way for the novice builder to build their own chop’.

So what actually is it then? Well, basically, it's a El Bruto engine in a softtail frame with a skinny wheel at the front and a fat one at the back. Got that? Good, that's me done then, I'm off home, see ya ... what? You want to know more than that? Really? God, you lot are so demanding. Okay then, well, as I said, it's an El Bruto engine – 113 cubic inches (or 1850cc) of vee-twin engine that kicks out a very respectable 120 bhp and an even more impressive 120 foot pounds of torque too. It's hooked up to a six speed left hand side gearbox via an 85mm (umm ... 3.3 inches, approximately) drag-style belt primary with a Goodyear belt and an outer bearing support to make sure the whole thing stays where it is and doesn't collapse and dump Mark on

'THE WHOLE KIT TOOK JUST SEVEN DAYS TO BUILD FROM START TO RIDING IT'

his arse. The clutch is a Barnett with an extra plate and the exhausts are Short Shooters made by Big Growl and not, as Ben put in the spec sheet, Big Growlers – not having heard of them, I typed 'big growler' into Google and the first entry was the Urban Dictionary: 'Big Growler - a huge, uncropped area of fuzz which starts just below the belly button and stops just above the ankles' ...

Anyway, he said sniggering, said El Bruto motor is cradled atwixt the rails of one of Ultima's Wide Drive twin downtube softtail frames with thirty eight degrees of rake and an eight inch stretch. I do like the shape of that head-steady too. It, the frame, is designed to take a 250 rear wheel and, indeed, that's what's sitting there between the rails of the swingarm – a sixty spoke eighteen by eight and a half 'un with an Avon 250 tyre. The rear brake ensemble is also an Ultima ... as is, well, just



about everything else really because, as Ben says, these kits are pretty comprehensive and come with just about everything you need to put together a bike that looks as good as this. The fuel tank, I must point out, isn't an Ultima one – it's by Pro Image, but it sits perfectly on top of the Ultima frame as though designed to. (Of course it was designed to, Samson, you divot, where else do petrol tanks sit?)

With the kit bike all built up and running, Ben then tore it apart again and trucked the frame, front muddie, tank, oil tank and rear mudguard down to his custom painter of choice – Mick at the Custom Paint Studio in Willenhall, near Wolverhampton. Mick is the gentleman responsible for painting the Hairy Vampire and so, seeing as he'd done such a sterling job, Ben and Mark had no qualms whatsoever about letting him and his airbrush loose on the Ultima. Mark'd come up with a scheme that featured the Grim Reaper and the cards to give a nod to what he does for a living apparently ... really, Mark? The cards I can see, but the Grim Reaper? Jesus, mate, have you ever thought of trying a game with slightly lower stakes? Anyway, Mick worked his magic and the result, as you can see, is stunning.

The bike is now for sale as Mark wants to try his hand at something more extreme – it's SVA'd and on the road with a brand new '09 plate and zero miles and he wants £17,000 for it but he's open to offers. Contact him through Ben on 07790 017224 or www.hairybushbikebuilders.co.uk

WEB GUIDE B120105 JUSTINE TO DO



LOWRIDERS B12010 JUSTINE TO DO PROOF