



WORDS: NIK PICS: JOHN BRANDWOOD MODEL: BECKY JO HAYHURST

# HERO WORSHIP



**There are some questions in biking that are better left unasked, and why Andy 'Ben' Bennett's company is called Hairy Bush Bike Builders is probably one of them**

**T**he reason I'm not sure it should be asked is because he might tell me the answer and, quite honestly, I've just had my lunch, you know?

So let's gloss over this potential unpleasantness, shall we, and talk about the absolute monster of a motorcycle that you see here in front of you? It belongs to Mas, a self-confessed Indian bad boy, from over Walsall way and is, he says, a tribute to a great hero of the Sikh religion, Baba Deep Singh who may well be probably the hardest motherf\*cker to

ever walk the Earth if the legends are to be believed. Forget that American pansy Chuck Norris, the 75-year-old Baba Deep Singh, outraged at the sack of his beloved Harimandir Sahib temple by Genghis Khan's Mongol hordes, gathered an army of farmers and went to get revenge on the invaders. During the battle, he was decapitated, his head cut right off, but he picked it up,

and with it in one hand and his sword in the other, comprehensively kicked the Mongols' arses. He finally succumbed to his injuries after winning the battle and died on the steps of the temple. That, ladies and gentlemen, is 'proper 'ard', as our South London brethren would say - wonder if he was in anyway related to the Black Knight from The Holy Grail?

The paintwork, depicting the legendary warrior in action, was all done freehand with brushes by a gentleman named Mo, a hippie friend of Ben's. When he was contacted about doing the artwork on Mas' bike, he was living, naked apparently, in a cave in the Pyrenees. Ben picked him up from East Midlands Airport, "all smelly with bits o

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of twig and leaves in his hair". He slept on his sofa for three weeks while he did the paint by hand and then was dropped off back at the airport to fly back to his cave. He's left it now though, according to Ben, and is cycling through Slovakia, sketching, painting and living off the land.

The bike, based around a 120 cubic inch Ultima El Bruto engine and a Malibu Cycle Works frame, had originally been built by a guy in Scotland by the name of Kenny 'Junkyard Dog' Mackenzie and was being sold as an unfinished project. Mas and Ben could see the potential, went up to purchase it, and after discovering that Kenny was, as they say, "a really good bloke",

ended up coming away with so much stuff that it required two trips from Ben's workshop in Staffs up across the border.

The plan was, of course, to build something really quite stunning and indeed they have – as well as unsurprisingly attracting attention in the biking world, it always gathers a crowd amongst the Indian community too. Also a leading Sikh TV station have expressed an interest in it. You'll be relieved to know that, upon examination, the frame was discovered to have no coconut used anywhere in its construction and, thankfully, had been made to an American standard of excellence rather than a Jamaican one, involving at no point flip-flops, foot-long reefers or Bob Marley.

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With the parts back in the workshop, Ben set to modifying or making new parts to get the bike to look exactly as Mas wanted it to. Just about every component, bar the wheels, the front end and the engine itself, has been on the receiving end of his attention, and even they haven't been left entirely alone. The engine, for example, has had a new sinuous and suitably snake-like (is it just me who it reminds of a cobra?) highly polished stainless system made that's refreshingly, totally unlike a traditional H-D-based engine's. Two Weber carbs on a one-off manifold with a K&N 'filter totally dominate the right-hand side of the motor too. Ben admits

that the Webers were a complete nightmare to set up and he ended up nearly doing serious violence to them before he was put on the right track by Pete at UK Carbs. It runs perfectly now, he says.

That fascinating 'half-springer' front end is the work of American Suspension and, along with the Air Ride rear unit and onboard compressor, allows the bike to be dropped right down so that the rear mudguard sits close to the tyre for maximum effect, but can be raised up for riding. The single-sided swingarm, with its associated ginoforous wheel and 300 tyre, has been cleverly modified by Ben to make adjustment of the belt drive easier and less obtrusive, and

the aforementioned mudguard, along with the side panels and the intricately-shaped fuel tank are his own work too. The seat has been covered in leather by Caer Urfa Leather and has been carved with a design taken from the massive tattoo on Mas' back; and Ben made up the interestingly-shaped headlight cowl and the equally curvaceous 'bars too.

You can't have failed to notice that the rear 'guard also bears that most misunderstood of symbols, the swastika. The swastika was, for thousands of years, a device that meant 'harmony' in India and its meaning was only subverted by the Nazis in the middle of the 20th century for their own purposes. As



# SPECIFICATION SHEET

## Original Year, Make & Model:

2011 Hairybush Hot Headed Sikh

## Engine:

Ultima El Bruto 120 cubic inch (1966cc), sidedraft twin shock Weber carbs by Pete at UK carbs, one-off manifold, K&N air filter, Rivera/Primo Brute Force Extreme primary, Rivera RSD gearbox, Ultima ignition, one-off polished stainless exhaust

## Frame:

Much modified Malibu Cycle Works, one-off forward controls

## Sharp End:

21-inch Gladiator wheel & disc, Ultima four pot caliper, American Suspension forks & yokes, one-off stainless brake lines, one-off handlebars, one-off polished stainless switchgear, one-off billet grips

## Blunt End:

Single-sided swingarm with modified belt adjuster, adjustable Air Ride shocks, Gladiator wheel with 300 tyre, Gladiator disc, Ultima four pot caliper

## Tinware:

Modified Malibu Cycle Works front mudguard, one-off fuel tank/seat base/rear mudguard/side panels, one-off seat cover based on owner's tattoo by Caer Urfa Leather ([www.caerurfales.com](http://www.caerurfales.com))

## Electrics:

One-off loom with onboard compressor, aftermarket headlight & tail light

## Paint:

Hand-painted freehand by Mo at Hairy Bush Bike Builders

## Polishing:

Hairy Bush Bike Builders

## Engineering:

All work by Ben at Hairy Bush Bike Builders

## Thanks To:

"Ben at Hairy Bush Bike Builders; Syd at Caer Urfa Leather; Kenny 'Junkyard Dog' in Scotland; and 100% Biker for featuring it..."



## WHY SHOULD WE 'GIVE' A SYMBOL THAT'S BEEN AROUND FOR THOUSANDS OF YEARS TO A MORON WHO MISUSED IT FOR JUST 20?

Mas says, "why should we 'give' a symbol that's been around for thousands of years to a moron who misused it for just 20? It's our symbol, we want it back!" It, like just about every custom part of the bike you can see, was made in the Hairy Bush workshop.

And this attention to detail has paid off. Although the big billet beastie wasn't placed at the AMD round at Bournemouth at the end of May, even though it attracted a huge amount of attention, it was voted 'Best American' at the Bulldog Bash this year. Hmm, 'Best American'? Should that not have been 'Best Indian'? Naa, that'd



only've got really confusing wouldn't it?

Mas was, Ben says, "very proactive" during the build and kept turning up with samosas and Indian sweets, and he reckons he put on at least a stone while he was doing it. He also

says that Mas wants another bike built too - hmm, I'd think about going on a diet now if I were you, Ben... ☒

## AND...

Hairy Bush Bike Builders are on 07790 017224 or check them out online at [www.hairybushbikebuilders.co.uk](http://www.hairybushbikebuilders.co.uk).



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