

The Ultimate Euro Streetfighter Is Ineligible To Fight On The Streets Of Its Home Country

By Andreas "Wikinger" Kirsch

It is mean, dark, bold and wears the largest rubber hoop ever developed for a motorcycle. It is the Darth Vader of the Euro naked bike scene. It is Project Ten, from Streetfighters Switzerland, a small garage known for building street legal customs in a country where almost anything custom is considered illegal.



The Swiss government's range of allowable customizations is narrow. To be considered street legal, the majority of parts must be original. This iron-fisted rule of law may be why Andreas Guntern and Urs Wisler came up with something this crazy, independent and totally weird.

It was one of those evenings hanging around the garage several hours after sunset, kidding and laughing while assembling a new bike, when the idea to create a real monster was born. It all began with the vision of a big wheel — bigger than all the others. One of the guys remembered a website about huge rear rubber, but he couldn't place where he saw it. Days of online searching went by before finally finding the company Bunt's, from Birmingham, Great Britain. It was here that a prototype 400 tire, strictly for motorcycles, existed. After an extended deliberation between the British tire manufacturer and the Swiss custom bike constructors, the prototype tire was delivered to Interlaken, close to Eiger, the famous Swiss mountain with a north face almost as wide as the tire.



Says tire developer Syd Wellings, "This tire is not meant to be produced. It is the latest example of the company's capabilities to produce ultra-realistic concept models. Normally I produce working prototypes and concept models for the trade, but I had the urge to produce this item to demonstrate the wide range of materials I work with."

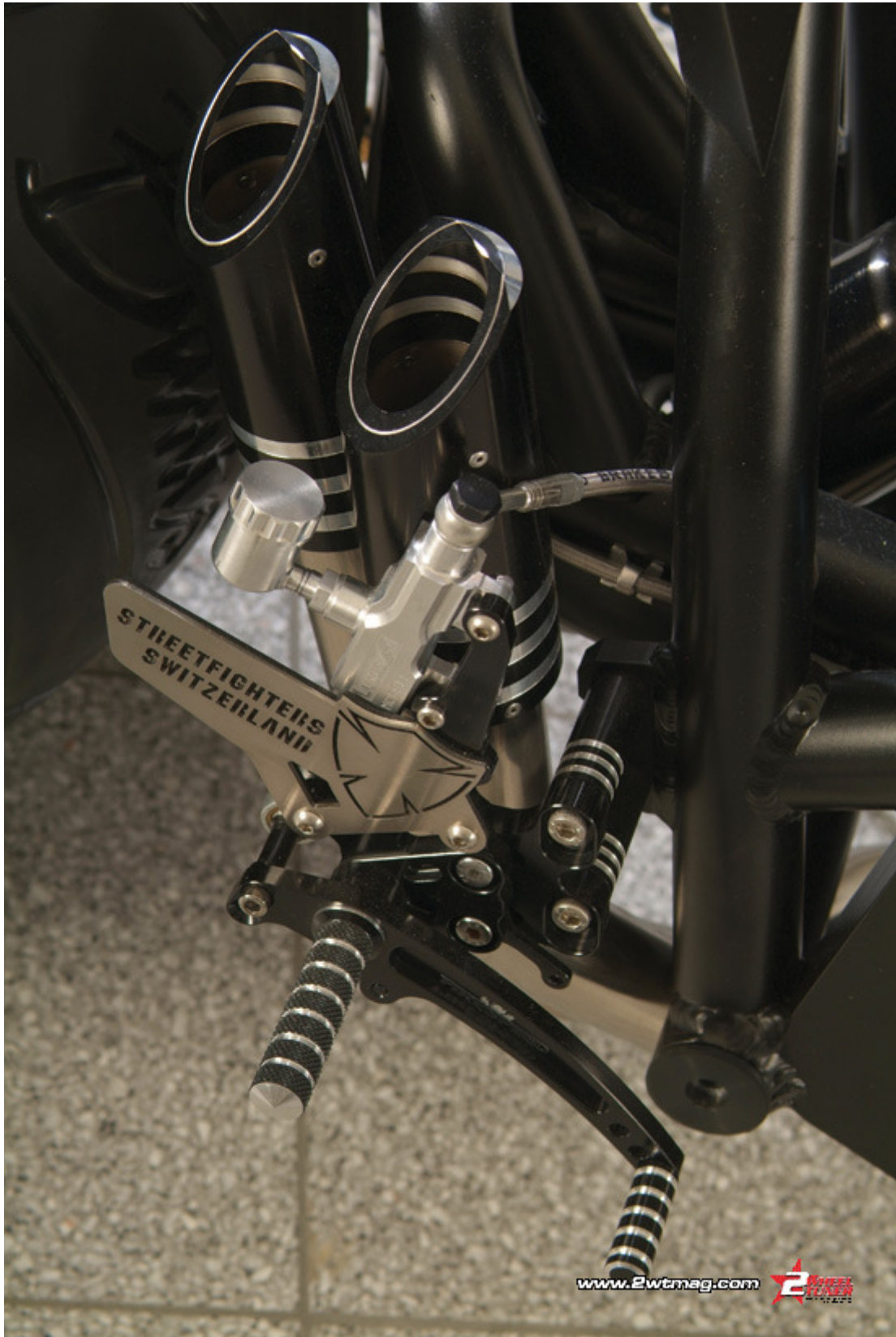
Of the two prototypes that exist, both are mounted to concept bikes — the one you see here and another undisclosed model. Although it's not made for real street movers, it looks and feels like a real tire, and it incorporates the Bunt's tradename as the tread pattern.



The rim the tire is mounted on is 15 inches — not in height, but in width! The rim was completed from two rim halves, and a wide metal ring welded between. At the front rolls a Rick's Racing rear wheel wearing a 180/55-17 Dunlop slick.

The frame and swingarm are complete one-offs constructed from seamless aluminum tubes. Everything is black anodized, only silver rings are milled into the surface. The massive triple trees and handlebar clamps are custom designed and made, with only the handlebars being purchased.

At the heart of the Ten beats a Dynojet-kitted, 1990 Suzuki GSX-R 1100 engine producing 125hp. The brake calipers were also Gixxer-sourced, but the rotors are custom prototypes. All the bodywork, like the headlight mask, tank, seat and highrising rear end, is handcrafted.



At every place this bike is shown it is the focus of interest. The bike is hot, and because of the attention it's garnering, the idea of producing the rear tire for the people is in discussion. To see how Wellings created this prototype monster check out: www.sydwellings.com/concept_tire.htm. 2WT

1990 Suzuki GSX-R 1100, Project "10"

Builders

Andreas Guntern and Urs Wisler, Streetfighters Switzerland, www.streetfighters-switzerland.com

Body

Custom bodywork from VA. Custom: front covers, monocoque tank, AZ-seat. X-static front fender, Carcass engine fairing

Engine

1990 Suzuki GSX-R 1100, OEM carburetors, K&N filters, modified chaindrive with new driveshaft and bearings, custom Schüle exhaust

Chassis

Custom aluminum double-tube frame, aluminum double-tube swingarm with eccentric chain adjuster. Black anodized GSX-R forks and triple trees, powdercoated front Rick's Racing wheel 5.5 x 17 with 180/55-17 Dunlop slick, custom prototype rear wheel 15 x 18 with 400/30-18 Bunt's prototype, GSX-R brake calipers with custom rotors

Paint

Airbrush Beutler, Switzerland

Other

Rebuffini-controls, WMD instruments, Fehling handlebar