'Half Day' Krugger Motorcycle, Custom S&S 50th Anniversary Panhead. Harley Davidson.

£45,000

Manfred Schotten Antiques
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REF: 28865

Height: 95 cm (37.4")

Width: 88 cm (34.6")

Depth: 215 cm (84.6")

Description

Custom Krugger-built Softtail Motorbike - Half Day, 1522cc Panhead.
A bespoke custom built motorcycle by the renowned and award-winning Belgium custom builder Fred Bertrand of Krugger Motorcycles, whose workshop is a ten-minute ride from the legendary Spa race track. The bike was commissioned in 2007 in a deal struck when Fred appeared at the Goodwood Festival of speed. In no immediate hurry it was going to enter competitions and be used to promote 'Krugger Motorcycles'.
Krugger Motorcycles had been chosen by S&S Cycle as one of fifty entrants to enter their 50th anniversary build off, therefore the bike would be fitted with an S&S anniversary Panhead engine, one of only ten built and with a special serial number. It was a 4 day event at the La Crosse Octoberfest grounds and was a prestigious custom bike competition with virtually all the leading bike builders involved.
This Great Machine won the Panhead class against some of the best builders in the world.
Following that, it entered the AMD World Championships in Sturgis at the beginning of August and finished 13th, also it came 5th in the European round. Fred has since been given the accolade of world champion bike builder two times.

From the start this bike was to reflect a tribute to S&S company founder, George Smith. An avid drag racer, Smith could be found testing parts at Half Day Drag Strip just west of the town of Half Day, Illinois. With 'TRAMP' in mind, Smith's race bike, Krugger went to work on 'HALF DAY'.
Powering the oil in frame 'Half Day' is a limited edition S&S 93-ci P-Series engine of ten only available for the bikes in the build off. The bike was originally built without electric start, but it was sent back to Belgium for one to be fitted. The seat is covered in tooled leather by Xian leather in the U.S.A. January 2009 saw it registered in the UK, number KR55GER.

The bike has recently had a good overhaul by Jake Robbins Vintage Engineering in Hastings, tank internals refurbished, shock absorbers returned to France for full rebuild, new pads and disc carriers, new headlight and indicators, engine torn down to clean heads and decarbonisation, wheels re-powdercoated along with new drive belt and new battery.
The bike is a great starter and runner.

Taken from 'S&S Cycle Presents Today's Top Custom Bike Builders By Howard Kelly'.
Fred Bertrand of Krugger Motorcycles decided from the start his bike would reflect a tribute to company founder, George Smith. An avid drag racer when he started the company, Smith was the winning motorcycle rider at a track in Half Day, near his Blue Island Illinois, home. With a picture of 'TRAMP' - Smith's race bike - in mind, Krugger went to work on a frame. Rather than a ridgid, he built a Softail with well-hidden pivot points. The tiny chassis was constructed with a single downtube design that doubled as the oil tank. Support for the rear swingarm was done with cleverly mounted Fournales shocks. Beringer callipers provided an amazing amount of braking strength.
Powering his 'Half Day' creation is an S & S 93-ci P-Series engine. With an electronic ignition hidden in the timer cup, wild Krugger pipes, and the reliability these engines are known for, it was the...

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