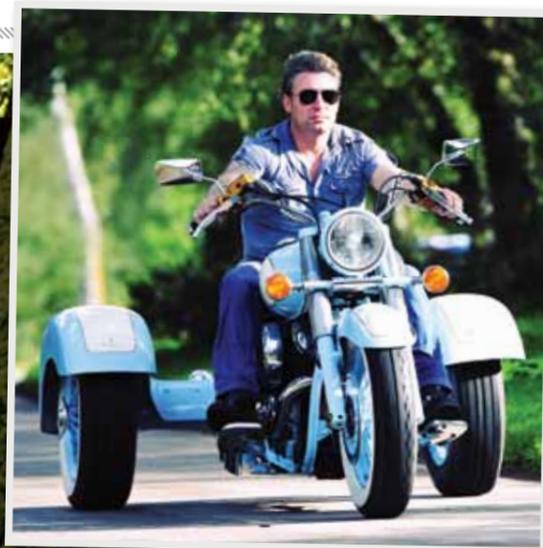


WORDS: NIK PICS: KING RAT

STONE CROSS STAR

THERE ARE FEW THINGS AS TRAUMATIC IN LIFE, ASIDE FROM THE OBVIOUS ONES, AS HAVING YOUR MOTORCYCLE STOLEN. EQUALLY, THERE ARE FEW THINGS IN LIFE THAT CAN TURN NORMALLY PLACID FOLK INTO POSITIVELY HOMICIDAL MANIACS LIKE HAVING YOUR MOTORCYCLE STOLEN TOO

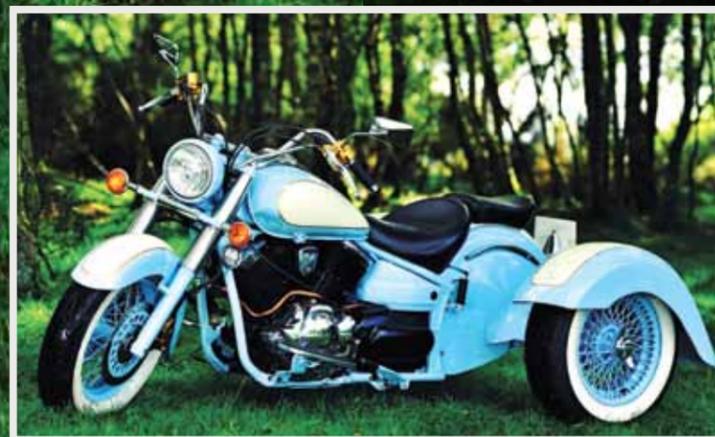


To illustrate this point I shall tell you a story from my dim and distant past. Many years ago in a land far, far away (well, Cambridge...) I was a motorcycle courier/ despatch rider/ whatever you want to call 'em, and with other motorcycle couriers/ despatch riders/ whatever you want to call 'ems I used to congregate at the bike park at the top end of Kings Street while we waited for jobs. One day, as a few of us were sat around chewing the fat (I know, it's amazing how many couriers are descended from the Inuit...), we spotted a yooof wandering along the parked rows of bikes, trying each

one to see if any of their steering was unlocked. After he'd tried about ten, he found an unlocked one and started wheeling it away. Three or four of us walked over and said to him "this your bike, mate?" "Yeah..." he said, looking worried at the four very large blokes looming over him. "Why aren't you riding it then?" "Well, I... err... left the keys at home." "Really... what's the reg' number then?" "Err, it's... err... err..." "We think you'd better come with us, son, and have a walk up to the police station..."

THIS 2000 YAMAHA DRAGSTAR 1100 CLASSIC HE GOT AT A BARGAIN PRICE BECAUSE, IN HIS OWN WORDS, "IT LOOKED LIKE IT'D BEEN STORED AT THE BOTTOM OF THE SEA!"

And do you know what? He was terribly clumsy; he kept falling over kerbs and walking into lamp posts and walls, and in fact, by the time he got up to the cop-shop, he was in quite a poorly condition, the poor soul. The bike that Andy from Stone Cross Custom Trikes bought to build the trike you see here before you was stolen before he had a chance to do anything with it. Its replacement was this 2000 Yamaha DragStar 1100 Classic that he got at a bargain price because, in his own words, "it looked like



AS WITH ALL STONE CROSS CUSTOMS TRIKES, THE IDEA WAS TO MAKE A TRIKE THAT LOOKED LIKE A FIFTIES' HARDTAIL

it'd been stored at the bottom of the sea!" The seller said it would need "a bit of a clean up with some wire wool". 'Wire wool?' thought Andy when he saw it, 'a feckin' angle-grinder won't clean this thing up!' He bought it anyway, and as you can see, all traces of its previous marine life are long gone.

As with all Stone Cross Custom Trikes, the idea was to make a trike that looked like a '50s hardtail, but was in fact sprung to give a

nice smooth ride. They used, in this build, a Reliant axle that's been narrowed to give a straighter run for the drive (and 'cos it was far too long as standard), and converted the stock drums to discs. Suspension is by way of the original shock arrangement, albeit re-worked to handle the extra weight of the new back end, and they make up their own rear mudguards and axle covers to give a retro look. Wheels are, of course, chrome wires with traditional chrome knock-offs, and the tyres are whitewalls; nothing else would look right, would it?

Continuing the retro/ hot rod theme, the lads at Stone Cross, Andy and Glenn, prepped the bodywork and Andy laid down the lovely duck egg blue paint with its Honda Championship white panels lined in Royal Gold. Looks the part, doesn't it? Very '50s indeed!



They describe the trike as amazing to ride; its big fat front wheel gives incredible stability and that means you can just sit back and relax, and even ride it one-handed. It also, they say, has lots of braking power with its twin discs up front and the three-quarter-inch Land Rover master-cylinder at the back.

As they're a commercial enterprise, the DragStar (and a few others too) is for sale and they'll consider any serious offer for it. The bike that was stolen he also been recovered, undamaged; they've triked that too and it's currently for sale on the website as well. I love a happy ending, don't you? ☺

WHEELS ARE, OF COURSE, CHROME WIRES WITH TRADITIONAL CHROME KNOCK-OFFS, AND THE TYRES ARE WHITEWALLS; NOTHING ELSE WOULD LOOK RIGHT, WOULD IT?

ENGINE:
2000 Yamaha DragStar 1100 Classic, one-off exhausts, one-off copper oil breather pipes

CHASSIS:
2000 Yamaha DragStar 1100 Classic, trike rear conversion by Stone Cross Custom Trikes

AXLE SET-UP:
Modified Reliant axle/ diff, disc conversion, modified stock shock, 15-inch Austin Healey wheels with old skool knock-offs, Land Rover master-cylinder

FRONT END:
2000 Yamaha DragStar 1100 Classic

BODYWORK:
2000 Yamaha DragStar 1100 Classic front mudguard/ petrol tank/ seat/ side panels, Stone Cross Custom Trikes rear mudguards & axle covers

ELECTRICS:
2000 Yamaha DragStar 1100 Classic loom/ headlight/ indicators/ tail light, Ford KA side indicators as marker lights

PAINT:
Duck egg blue with Honda Championship white & Royal Gold pinstripping by Stone Cross Custom Trikes

POLISHING:
Original chrome

ENGINEERING:
Stone Cross Custom Trikes

