

## Press Info :

### VTR Customs BMW R S1000 RR– «SSR 10» (Super Short RR)

#### Concept Idea and Naming

After building so many NineT's, R1200 R, 2 Valve Boxers, we figured out - we have built only one 4 Cyl. BMW so far (the S1000R called "Silver Bullet"). Maybe it was because Silver Bullet was the bike who broke Dani's collarbone (the titanium plate acts as Talisman on Dani's POLIZIA 1.9). So it was time for 4 Cyl. Customizing in Schmerikon..... Looking to our 4 Cyl. Shelf, after S1000R there is XR1000 and RR1000 left. Decision was made to build two "sister" bikes.

Second in the 4 Cyl wor was the RR "Sister". We have seen already the 2019 RR (and used some parts of it on the XR...;-). So the goal was to "beat" the super nice looking 2019 RR and to prove that a 2918 can also look very nice and radical too. Inspired by a Turbo RR from Motokulture and influenced from the US-Supersport custom scene, decisions were made quickly.... Ist must be Supershort tail, Semi-naked and some bling-bling from US guy's, but not as much as they like – rather a VTR US style...

Naming? Sister of "STR10" but as Super Short RR -> say hello to "SSR 10". "10" for the same reason as on the STR – 1000 (ccm) is a far too long Race No. so let's keep it short – "SSR10" was born.

#### Design

First decision was to cut the stock full fairing in to half faring while keep "nose down" line and the "shark look" on the right hand side. At seame time we'd like to show "technique" and race style. Super Short means super short and having a 2019 RR tail at the XR, it was alks0 so clear– everything else than any kind of BMW tails. So as new sales point for KEDO / JvB parts, we were looking into the JvB shelf and found a very good matching "universal" tail which woul continue the sharp and clean look, but give the bike a radical tail section. Rest was cutting and fitting BMW tailframe and parts underneath that JvB tal. Sound easy – in rela quite a bit of a challenge...

Last "must" on the overall checklist was the Swiss twist of US Supersport Custom scene. Color scheme already decided due to fact to build a sister bike – Nardo grey and loads of Carbon parts. So, no candy colurs and chrome wheels (tahst too much blung-bling for Switzerland;-) But coating the original forged wheels in acandy chrome red was the solution for us.

#### Build

After cutting the front fairing to the style and look, we wanted too, second task was the whole tail section. We have tested two different sizes of the JvB multifunctional tails. The smaller one was first the better and more radical looking one. After discussing it with the team, we finally went for the 5 cm longer version – because it was the better "harmony" and less "Mad Max" looking version. Cutting the rear frame, next task was to find space for all the bits peace's usually stowed under the two seat version, but there was almost no space.....

The tons of carbon fiber parts were mounted at same time we got the wheels back from candy chrome red and all the painted parts in Nardo grey. Same time special brake & clutch levers and BMW HP foot pegs. Etc.

Having this all together on the bike – we stand in front of the bike and all three sayed the same – too “busy” bike. We need to “calm” the look with removing silver, gold etc. standard pieces on an RR.

So of went – disassemble all front fork parts and pieces, because we wanted them to be black, as well as golden brake caliper etc.

2 weeks later all part back to bike again – shit – too calm....

But then we found the right “VTR style” by adding just a little little color to bike with blue water tubing hoses, and very few red anodized parts. And tail black gloss instead of Nardo grey to make it shorter looking.

Lettering, logo’s and usual VTR “shit” brought to the finish line for us.

So the sister bike of FOO KIN FAST did get his rider Name “HO LEE SHIT” – and from there on they were friends forever.

Exhaust as radical as possible with the Swiss legal, super short, big hole - SC project Muffler.

Seat as well as racing as possible but adding some nice twist, was done as usual by our “home” upholstery Yves Knobel.

Almost finished? – not yet. To get it street legal on the Swiss roads, No. plate holder was the last challenge – after building Spitfire bike, usually a piece of cake, but not this time.... Put it on the side was too much Harley style and too low for really fats laps on a track. Regular position at end of the tail did look ugly, because the tail was so small and had very nice line; you destroy the whole tail.... But... thathaaaaaa – underneath the seat, it got the right “street fighter” look, did not harm any lines or leaning angles and did macth Swiss law too....!

The bike was sold tw day’s after the Swiss Moto show in February. SSR 10 does has his new home a at a well-known client’s garage. So she and we feel happy...;-) and misses her sister STR 10 only a little....

And..... just to be clear and avoiding several e-mail requests – none of the parts are available to shop or as a kit. They are all handmade on measure.

One of our client promises is – we are building single and unique bikes and no copies will ever be reproduced by us.

### **Beauty Shots High & Low Res @ Dropbox:**

[https://www.dropbox.com/sh/ye6ccy8s9ud1etq/AAAs3VXn5iGCNcCcBsKNiv85a/04.%20S1000%20R%20%22SSR10%22?dl=0&subfolder\\_nav\\_tracking=1](https://www.dropbox.com/sh/ye6ccy8s9ud1etq/AAAs3VXn5iGCNcCcBsKNiv85a/04.%20S1000%20R%20%22SSR10%22?dl=0&subfolder_nav_tracking=1)

Photographer: Patrick Usseglio

**Specs:**

- Basis: BMW S1000 RR, 3'500Km (Ex Demo bike)
- KEDO/ JvB universal GFK tail – customized
- Wheels : BMW Forged HP wheels 6x17" / 3,5 x 17"
- Tyres: Metzeler Race Tec 190/55 – 17 and 120/70-17
- Tail Light: KEDO/JvB
- Turn indicators: Kellermann Atto
- Exhaust: SC Project
- Handlebar: BMW stock
- Brake & Clutch levers: Pro Brake
- Carbon Parts BMW HP & Illenberger
- Gas Tank cap Rizoma
- Engine, Drive, Frame: Standard BMW S1000 RR
- Rear Shock absorber and front Fork, BMW standard
- Seat: Custom made by VTR Customs and Yves Knobel upholstery, Kaltbrunn
- Paint job: nardo grey by Paint Shop Freuler, Benken

**Contact for further Information and details:**

Daniel Weidmann, Owner and General Manager of VTR Motorrad & VTR Customs

[dani@vtr-motorrad.ch](mailto:dani@vtr-motorrad.ch) / +41 55 282 15 16

[www.vtr-customs.com](http://www.vtr-customs.com) / [www.vtr-motorrad.ch](http://www.vtr-motorrad.ch)