

Soulful Evolution

An iconoclast matures

By Mike Schulte » As 2004 drew to a close, an apocalyptic blast reverberated across the upper strata of the custom motorcycling firmament. The detonation carried such malevolent force that it was thought no exotic motorcycle with a rake over 30 degrees, or rear tire over 200mm would survive the maelstrom. The source of this ruinous eruption was traced to a nondescript concrete bunker hidden somewhere in the Rocky Mountains, reportedly near Denver, Colorado.

The WMD in question was Ecosse Moto Works' insurgent roadster, the Heretic. Ecosse's "anti-chopper" garnered numerous awards for its contra-conformist innovation. So exclusive a bike is the Heretic, that Ecosse limited total production to 100 manifestations of the artfully apostate machine.

For an encore, Ecosse founder and heresiarch-in-chief Don Atchison is set to toss a 200-hp Molotov cocktail into the custom cathedral with the supercharged Titanium Series motorcycle. Bearing a strong resemblance to its blasphemous predecessor, the Ecosse Ti is actually a completely redesigned machine, according to Atchison. "Every millimeter of the titanium bike has been changed, but we went to great effort to make it look as though it hadn't changed... much," he clarifies.

The mechanical metamorphosis began with the lustrous element from which the bike draws its name. The chassis and exhaust system are handcrafted entirely from titanium. Notoriously expensive, titanium is stronger and lighter than chromoly. While extremely fatigue-resistant, titanium possesses a "springy" character, necessitating a redesign of the chassis to retain the desired stiffness.

Fabrication also presented a challenge. Welding must be done in an oxygen-free environment and often results in discoloration when performed by a less than masterful hand. With its immense backbone and elaborate trellis frame, each titanium chassis requires two welders over 30 days to complete. Atchison takes pride in his crew's proficiency. "We have two of the best titanium welders in the world," he declares, adding, "None of our welds are brushed. It is all TIG welded by hand."

Fixed like a savage gem within that elegant setting is an all-new Ecosse-built powerplant. The dual-cam, 45-degree, polished-billet V-Twin displaces 2150cc and would result in drool-dappled spec-sheets on its own merit. Nevertheless, in some diabolical, torch-lit cavern of his imagination, Atchison had a vision to supercharge, intercool and fuel-inject the new mill, creating a truly ferocious street demon. The performance-tuned and balanced engine eructs 200 hp, with an astonishing 200 ft-lbs of torque at the rear wheel.



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Designing an engine of such sophisticated brutality required 18 months of rigorous R&D and produced a stunning example of naked mechanical beauty. A Daedalian supercharger drive system, consisting of a series of pulleys, tensioners and an intermediate, floating driveshaft, fairly resembles the watchmaker's art taken to lethal extremes. Labyrinthine intake routing wraps around the engine like a carbon fiber serpent—not your average air-filter/carb/manifold strategy. Atchison offers a simple explanation for the complex undertaking, “Some guys can get a carburetor to work okay, but we wanted to go the extra step and make everything fantastic.”

The Titanium Series' mind-boggling power is transferred via a close-ratio 6-speed overdrive transmission cut from solid billet. The Ti's suspension is equal to the MotoGP circuit's gold standard. Öhlins fully adjustable front forks and rear shock are race ready and add to the Ti's rugged elegance. Fellow Swedes, ISR, supplied the custom 6-pot radial brakes. Mindful of the power-to-weight ratio, Atchison held the Ti to 440 lbs (dry). To that end, the bike rolls on carbon-fiber BST wheels, which reduce overall weight by 6.5 lbs.

Whether they park their Ti's in the garage, living room or corporate lobby, the elite breed of Ecosse owners will no doubt spend hours examining the bike's bespoke industrial art componentry and seemingly inexhaustible details. From the handlebar clamp, machined with the bike's serial number and a personalized message, to the lunar-lander inspired sidestand, nary an inch of the Titanium Series has escaped Atchison's exacting eye. That arduous focus extends to Ecosse's customer service as well. Each Ti owner receives Atchison's personal cell phone number and Atchison makes an effort to hand-deliver each bike.

It may be his training as a Marine Corps officer that instills such professional rigor, but it is his love of motorcycling that best explains why Atchison created the Ecosse Titanium Series. “We wanted a naked, simple, bad-ass, high-torque fun bike to ride,” Atchison states. With that simple proclamation, Ecosse Moto Works is poised to usher in the Titanium Age.

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SPECS

ECOSSE Titanium Series

ENGINE

2150cc dual-cam, 45-degree
V-twin w/ supercharger,
intercooler and EFI

POWER

(AT REAR WHEEL)

Over 200 peak hp
Over 200 peak ft-lbs
of torque

TRANSMISSION

6-speed w/ overdrive



FRAME

Titanium frame,
subframe and swingarm

SUSPENSION

Front: Öhlins MotoGP-grade
TTX gas forks

Rear: Öhlins TTX racing shock

TIRES

Front: Michelin Pilot Power

Rear: Michelin Pilot Sport

BRAKES

ISR custom radial system

The Ti's
suspension
is equal to
the MotoGP
circuit's gold
standard.