



DON'T QUESTION IT, JUST SIT BACK AND ENJOY IT ...

WORDS DOC PICS KNACKERS

The word “paradox” holds different meanings for different people. To an Irish nurse it might simply mean two medics walking side by side down the street ... The ancient Greek philosopher Zeno proposed the four paradoxes that challenged the accepted notions of space and time. Then there is the paradox of The Seven

Bridges of Königsberg, one you may remember from high school mathematics, or – if you are like me and spent most maths lessons sketching motorbikes and nubile girls’ breasts – you probably won’t.

Here’s Big Bear Choppers’ take on it ...

“It’s a paradox to think that a highly artful motorcycle can perform so well, be so comfortable and so reliable. It’s usually a contradiction in the motorcycle world. We do not believe in compromising, so we called this bike Paradox. It was one of the first production motorcycles to roll with the new large-diameter wheels – 23in up the front and 20in down the rear.

“Plus the Paradox holds an innovative dimen-

Big Bear Choppers

PARADOX





**"WE SEE THE PARADOX
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sionally-moulded downtube shroud, which not only completes the motorcycle's front aesthetic lines, but also acts to hide the less aesthetically desirable clutch cable. The oil tank is the signature large-capacity unit, but with unique concave moulding design work.

"Both front and rear fenders feature a subtle and elegant ridge that fades away at the halfway point. The motorcycle's exclusive swingarm design comes with an inventive stylistic cover, hiding the tubular frame structure, axle adjusters and brake line.

"The Paradox is powered by the famous and proven 100 Smooth S&S engine with S&S electronic fuel injection, which provides both power and efficiency. We see the Paradox as a harmony of both elegance and strength. An American motorcycle, redefined."

Well that's a good summary of the thinking behind the design of this bike, a design that is usually mistaken for a high-end, one-off custom rather than a production bike. But then again, Big Bear Choppers' bikes pretty well all look like one-off customs, when you think about it.

Simple styling cues perhaps, but the use of the downtube cover mirroring the lines of the gas tank is innovative to say the least, as are the oil tank covers and stamped metal swingarm cover that carry these lines right through to the rear. These cues create a consistency of style that's a standout feature and very easy on the eye.

Now it's become very trendy in the US to fit extra-large front wheels on bikes these days, with some reaching ridiculous extremes, but I'm here to tell you two things. Firstly, BBC doesn't follow trends, it sets them – thanks to BBC's Kevin Alsop's keen styling eye. And secondly, the Paradox's 23in Performance Machine front wheel would please even baby bear – and we all know how fussy he was with the temperature of his porridge, right?

Down back we find a 20in wheel dressed in 300 rubber; a diameter and width that works in complete harmony with the front for balanced looks and handling.

Speaking of balanced handling, the larger-than-usual front wheel is said to help reduce the push on the handlebars needed to muscle fat rubber around tight corners, something that is aided also by the pull-back handlebars, low seat height and forward controls.

Choppers look cool, but they're god-awful uncomfortable, right? Most, but not this one. Just take a good look at that seat, its thickness and shape combining to both look good and give the rider's bum support. And its upward curve at the rear, meaning you're not readily going to slip back when you give it the berries.

Now a bike with a 300mm rear tyre won't corner like a race replica, but if the trail is right and the overall balance of the bike is right, and you've got a low centre of gravity, then tearing through the twisties at speed is entirely possible – you just need that extra bit of body language. And let me tell you,



Kevin Alsop sure likes riding at speed – I've struggled to keep him in sight on several occasions.

Now I've talked about it in these pages before, but Kevin Alsop has S&S Cycle build his motors to run particularly smoothly, and this one is no different.

It starts with a 4in bore and stroke, making it a 'square' motor, with its inherent low-vibe qualities. The compression ratio is kept down to a relatively sedate 8.5:1, which is the same as a stock Evolution. The cam profiles and timing are designed to reduce valve-closing speeds, thus reducing top-end vibration yet emphasising torque, which is claimed to be around 149Nm – impressive.

However, the big plus to this 100-cube BBC/S&S Smooth motor is its scintillating performance, with minimal vibration through the midrange and impressive throttle response.

ABOVE: The seat is superbly sculpted, and the skulls are a credit to Cali crew, Aggressive Designs.

CLOCKWISE FROM BELOW: The LED Wire-Plus speedo is a pleasing and futuristic touch; BBC's gone for a traditional belt drive set-up; Evidence of BBC's exquisite craftsmanship can be found throughout this impressive ride.



GUTS & BOLTS

ENGINE

Type: ...100ci BBC/S&S 100 Smooth
 Bore/stroke:4"
 Compression:8.5:1
 Induction:S&S EFI
 Air Cleaner:S&S Teardrop
 Exhaust:2-into-1 SuperTrapp
 Ignition:Crane
 Oil Pump:S&S High Volume
 Cams:S&S 520
 Horsepower (crank):90hp
 Torque (crank):149Nm

TRANSMISSION

Type:Baker
 Finish: ..Polished case/Chrome covers
 Gears:6-speed overdrive
 Primary drive:BBC
 Finish:Polished
 Clutch:Barnett
 Final drive:BBC belt

FRAME & SUSPENSION

Make:BBC Paradox Softail
 Neck rake:40°
 Front shroud:BBC composite
 Seat height:20"
 Swingarm:BBC
 Swingarm cover:Paradox steel
 Overall length:12'
 Forks:BBC 41mm tubes
 Triple trees/rake:BBC 6°
 Rear:Progressive Suspension

WHEELS & TYRES

F wheel:PM 23 x 3.5"
 R wheel:PM 20 x 10.5"
 F tyre:Metzeler
 R tyre:Metzeler 280
 F brake:PM 4-piston caliper
 R brake:BBC/PM 4-piston caliper
 Brakelines:Goodridge

CONTROLS

Seat:BBC
 Handlebars/mirrors:BBC
 Forward controls:BBC Tribal
 Speedo:BBC/Wire-Plus Speedo
 Headlight/taillights:BBC

GUARDS & FINISH

Guards:BBC Paradox
 Fuel tank:BBC Paradox
 Oil tank:BBC w/unique
concave moulding
 Paint: ..Aggressive Designs, California



The multi-function speedo is about as intrusive as speedos get, nestling in between the risers as it does. But don't let small and sleek fool ya, as these units are super practical, delivering a wealth of info at the push of a button.

I'm not alone in heaping praise on this bike, by the way. *V-Twin Magazine* awarded it Custom Production Bike of the Year in 2009 and, at the V-Twin Expo in Cincinnati, it won an 'Excellence in Motorcycling' award, against some stiff competition.

As it happened I was lucky enough to sight the first Paradox at Big Bear Choppers HQ in Bear Lake, California, a couple of years back, and while it might not have literally taken my breath away, I was sure taken aback by its brash and bold styling.

Now you either like skull art theme or you don't. There seems to be no in-between, so this ride is bound to polarise people in this respect. With more than a few skulls inked into my skin, and with skulls being the theme of my last two custom bikes, I think you know where I stand on this one. However, love 'em or hate 'em, I think you'll agree that here California crew Aggressive Designs has executed the theme well.

Like what you see? The owner of this fine sled is putting it back on the market to make way for a new project, so Wildcard Customs – the Aussie importer for Big Bear Choppers – are the people to speak with. Give Chris Hill a call on 07 54435548 and check out www.wildcardcustoms.com.au for a look at the entire BBC range. Trust me, you'll be impressed. **HD**

A Baker 6-speed tranny puts the power to the ground via a sexy BBC primary. The primary isn't just a pretty face; both inner and outer cases are constructed from forged aluminium, making them twice as strong as conventional cases.

Now by using a right-side-drive gearbox the bike can run fat back rubber and still be balanced, to the point that when you take your hands off the 'bars, there's no need to lean your upper body one way or the other - just nice, neutral steering.

Using the right-side drive box also means you gain the advantage of a clean, long-lasting final drive belt, rather than having to resort to chain drive.

There's a cleanness to the Paradox, thanks to the lack of visual clutter so often seen on other bikes of its ilk – a seamless flow from front to rear that gives it a bold, beautiful presence.

And while you're looking, take in the fine details such as the stylish coil cover, the sculpted forward controls and the swoopy two-into-one chromed SuperTrapp exhaust.

