

ONE WHEEL WARRIORS

Deadriders Sumiswald

July 21st-25th 2010:
Unicycle World Championship at Sumiswald!
Bike Pulling Championship
The REAL Biker Party!



100 feet to eternity: The „Hessische Kampfsau“ in action! Alex Roth's 2.47 second record is still unchallenged, but the hessian rider fought his beast and the beast won 2 out of 3 rounds...

Real Swiss Originals!



Scenic new Location...

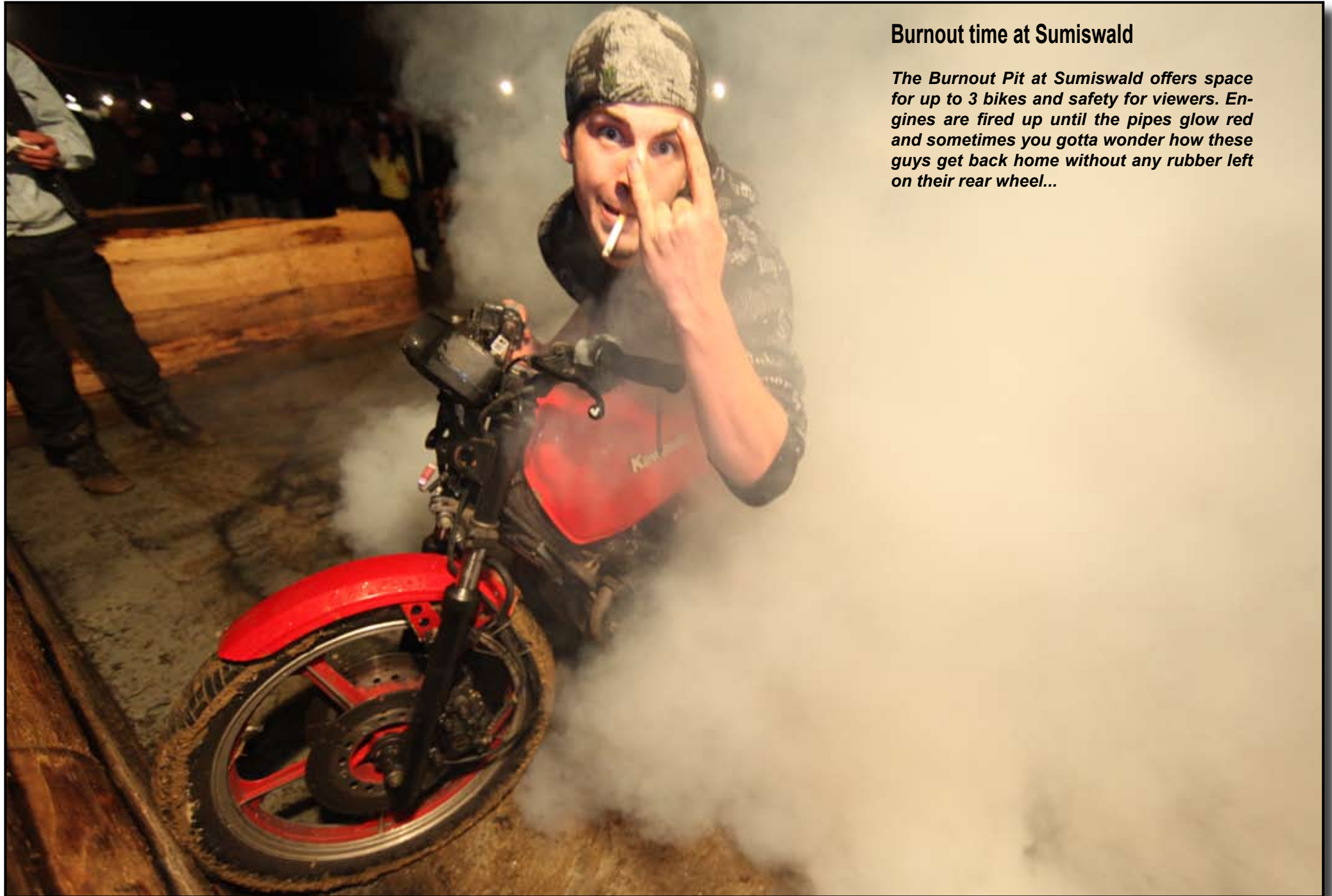


...but not the best weather.



A real Biker Paaaarty!





Burnout time at Sumiswald

The Burnout Pit at Sumiswald offers space for up to 3 bikes and safety for viewers. Engines are fired up until the pipes glow red and sometimes you gotta wonder how these guys get back home without any rubber left on their rear wheel...



Nighttime at the Deadriders Biker Party: The strip shows have class too!

This is a biker event like no other: When the Deadriders of Sumiswald call for party, you can be sure that there IS a party – and you have to see it yourself to believe it: There are no gates, no controls. no hassles – and no problems whatsoever! Held only every second year, the Dead Riders organise this meet in real biker fashion – just as it should be. But there is always one risk literally „hanging“ over an event like this: The weather. It can dump 2 years of planning into the ton with ease – and this yeas expected 40.000 crowd was

certainly reduced by what you could rate almost the worst weather-schedule for any show. Believe it or not: As usual, when the races were scheduled and running, both sky and ground offered dry and favourable conditions – in fact all races went according to plan. But everytime you would make a decision to climb your bike and ride to the event, the sky send heavy showers and deep clouds over Switzerland and the surrounding countries. In a record-breaking sunny summer, a frustrating experience for any organiser who draws the wet straw. Anybody attending the event was cooled down by the thought „what may have been“ if the Atlantic high could have stayed just one more weekend – but the sun came back in force only on sunday, when it was time to turn the handlebar homeward bound...

The engine roars in highest revolutions, the rider is in full concentration. The decision to start is up to the pilot: Any second it will happen. The audience is waiting! There is no starting flag, no light, no x-mas tree: Only one hand on the wrist, one on the clutch – and the question in mind “did I choose” the right track? As the engine revs up, the clutch is released, the immense torque lifts the front end from the ground, the rear and only wheel digs deep into the ground and a spray of brown Emmental earth is flying skywards. LIFT OFF! The race is on: Unicycle-Rider against time and track for 100 feet. And it's never sure who will win – the rider or the beast he is riding. Balancing a wildly accelerating Unicycle – even over the remote sounding distances of 100 feet (30.48 meters) is worse than rodeo. Just imagine sitting on a wild bull, trying to steer him by the horns that he would run straight on only his rear legs – that will give you the idea!

One may think about Switzerland as a scenic country, nice to ride, but hardly a country you would pinpoint on the map of international motorsport. But there are Hillclimbs, Super-Moto, Oldtimer-races, Drag Racing, Freestyle-Moto Cross events, the Indoor World Championship of Stunt-Riding and – last but certainly not least: The Uni-Moto World Championship, now com-

bined with the Bike-Pulling European Championship. For 22 Years, the Dead Riders at Sumiswald have staged their ever-growing event 11 times: Every two years, the scenic Emmental at Sumiswald is the scene of an event that has become both an insider tip and a legend too. A biker event from bikers for bikers, attracting visitors from all over europe, some of them coming for decades. “We try to keep things simple”, says Hansueli Eggisman, who is one of the long-time club members, “and we still want to have some fun.” Thus, the “de-organisation” starts at

In true spirit of Unicycle racing, the dutch „Rogues MC“ operates the only Harley-powered bike in the scene worldwide. It was the image of „Swamp“ on his Harley that inspired the european Racers in 1995.



Unicycle World Champion 2010: Kai Weerts and the „Friesenfighter“ team

Only after his 3rd and last run of the race, Kai Weert and his team had the 2010 World Championship „in the pocket“! The rather heavy and bulky „Monster“ was build and ridden by his father, Kai racing the quite top-heavy beast only for the 6th time!





TOP: The „Field Fighter“ by Road Eagle MC Kempten at full speed making a complete run. No part of the skids or engine is allowed to touch the ground during the 30 meters advance from a standing start. The 750 Honda Bol d’Or powered bike finished 3rd in the 400 - 749 class with pilot Uwe Mueller

TOP: Unicycle-Racing founder „Sidecar“ Willy sends the later 200-399 cc Champ Rainer Klein onto the first ride. BOTTOM: Axel Roth hangs on to the Boar.

RACE-RESULTS SUMISWALD UNIMOTORCYCLE DRAG RACING WORLD CHAMPIONSHIP 2010:

CLASS: 0-199 cc

1st	Friesenfighter, Mini-Monster Puch 70 cc Andreas Pantke, Germany	5.15 sec
2nd	Horsegound Fighters, Peugeot 125cc Urs Lerch, Switzerland	5.18 sec
3rd	El Iminator Honda MTX 125 Basil Paccaud, Switzerland	----

CLASS: 200-399 cc

1st	Old-Piet Racing HH, Rad-Ab Reloaded Yamaha 391 cc Rainer Klein, Germany	3.74 sec
2nd	Schump'n Team Allgäu Suzuki GSX 398 cc Eva Weber, Germany	4.05 sec
3rd	MST 47 Austria, Wildgans II Yamaha 350 cc Roland Posch, Austria	4.36 sec

CLASS: 400-749 cc

1st	Heracles MC Hur 1.1, Suzuki 749 cc Geert Meeus, Belgium	2.96 sec
2nd	Mohawk Racing Team, Eusebethli Honda VFR 749 cc Willi Vogel, Switzerland	3.03 sec
3rd	Road Eagle MC Kempen, Field Fighter Honda Bol d’Or 749 cc Uwe Müller, Germany	3.24 sec

CLASS: 750-Unlimited cc

1st	Friesenfighter Monster, Kawasaki 998 cc Kai Weerts, Germany	2.57 sec
2nd	G7 Big Daddy’s Toy, Yamaha FZR 998 cc Roger Marx, Switzerland	2.65 sec
3rd	G7 Adrenalin Booster Yamaha 998 cc Christoph Heiniger, Switzerland	2.70 sec



TOP: Kai Weert takes off on another „Monster“ run, **BOTTOM LEFT:** „Friesenfighter“ Andreas Pantke on his way to World Championship fame on the 70 cc Puch „Minimonster“, Kai's former ride. **BOTTOM MID:** Quite an awesome ride is the performance of the Eusebethli of Mohawk Racing Team! Although plagued by a very high center of gravity, the rider tamed the stallion to a Vice Championship in the 400-749 class.

TOP: Kai Weert and the Friesenfighter Monster
BOTTOM LEFT: Basil Paccaud and El Iminator did not see the finish light on this run...





TOP: Lady rider Eva Weber is not the first woman on one wheel, but certainly one of the toughest. The Allgaeu-based Schump'n team bounced and crashed, but the first run with 4.05 seconds was enough for Vice-Champion in the 200-399 class. **BOTTOM LEFT:** The Brotherhood MC of antwerp operates a real high-tech ride.

TOP: Eva Weber taking the side-exit. **MIDDLE:** Last World Champion Roger „Pogo“ Marx became vice-champion. **BOTTOM RIGHT:** Another blast of by the Road Eagle MC – don't stand behind the bikes when starting!



Bike Pulling European Championship 2010

„Challenger 1“ by Andrée Flückinger is making a spectacular Launch, proving that the ground still offered a lot of traction after two days and nights of rain. The Bike-Pulling European Championship is the latest addition to the Deadriders event and has become quite popular. Similar to Tractor-pulling, a weight that get's heavier during the pull has to be dragged over a given distance or as far as possible. Time does not count, although some of the purpose build „Slow movers“ that pulled teh complete distance were less spectacular than more „stock“ and faster rides.





TOP: The „Flachlaender“ and Ernst Berger performed 2 stunning „Full Pulls“ with a special-built Yamaha that was slow but steady.

TOP RIGHT: Sophisticated hydraulic front wheel drive at the „Flachlaender“ 1200 cc Yamaha
BOTTOM: Challenge Fighter Triumph 1000

the gate: There is no entrance fee, no fee for the campground, no fee for the races. Just one rule: Eat and drink at the booths. There is an entry fee for the huge music beer tent, this years meet featuring some odd choicess (for bikers, one must say) as german „Truck Stop“ and brit-based „Quireboys“ not really pulled the masses into the tents. It was also a time of the evening, the sky showed mercy and stopped pissing rain onto everybody! Usually, the inhabitants of Sumiswald and the Emmental join in on the concerts, but this year in lesser numbers. It's a friendly crowd with all brandnames of motorcycles

and no specific target. Just one: Have fun! You can make your trip to the Emmental valley a pleseant cruise or an adventure, just depending what routes you take through the swiss mountains or lowlands. The valley itself, world-famous for its cheese which is still manufactured in small farms and production facilities, has everything that you need for a cool motorcycle meet, you just gotta activate the right people. And obviously, the Dead Riders have the connections. Out of plain farmland, this year on a scenic new location beside the castle of Sumiswald, one of the biggest swiss motorcycle meets is created in just about

RACE-RESULTS SUMISWALD BIKE PULLING

CLASS: 750-Unlimited cc

1st	Flachländer, Yamaha 1196 cc Ernst Berger, Switzerland	2 x Full Pull
2nd	Die Gemütliche, „Der Töff“, Suzuki 748 cc Bernhard Graber, Switzerland	Full Pull + 22,20 m
3rd	Hessische Pullsau, Honda 1000 cc Christoph Heiniger, Switzerland 2.70 sec	Full Pull + 2.40 m

CLASS: up to 649 cc

1st	Challenge FIGHTER; HONDA 598 cc Andre Flückinger, Switzerland	2.10 + 27,30 m
2nd	Horseground Fighters, Honda 598 cc Michael Blüemli, Switzerland	21.30 + 4,2 m

Spectacular Nighthow by „Burning Goatees“



Fire-spitting



Fire-Dance with burning chains



Torch-action





Body art by swiss airbrush-pro Stefan Beutler: The Deadriders offer a huge dealer-mile with local bike and custom-shops, the swiss magazines and biker gear. Campfire, burnout pit and Bikergames are regulars.

**TOP: The „Quireboys“ in Action
BOTTOM: Not really a Biker-Band - german „Truck-stop“ are a Country & Western Legend**

a week, featuring burnout pit, dealer mile and a full triple racestrip for Bike-pulling, Freestyle-Motocross and the main motorcycle attraction: The Unimoto World Championship.

“It’s always a honour to be here and see the sport thrive and develop”, says William “Sidecar Willy” Nassau, the “Godfather” and creator of the Unicycle movement, who is invited over from his Samsula/Florida home every two years to see and supervise the races: Since he is the official “bookkeeper” for the Guinness Book of Records, when it comes to Unimotos, the clubs/race promoters can in-

vite him when they think they have a competitive field that would probably break some world records. Not unlike other motorsport legends, Willy has never made a fortune out of his idea, it was – and still remains – a revolution against established expensive hi-tech motorsports which are unavailable and out of reach for the average motorcyclist. “Unicycles/Unimotos are the “anti-motorsport”, raw and wild and just with the necessary rules to keep things simple and, after more or less painful “trial and error” procedures, assure the security of riders and audience”, says Sidecar Willy, who was invited over the 5th anniversary

of the racing “If the organisers can afford, I’m happy to come over and supervise the race and records, just as I do here”, says Willy. But you would hardly see him in a private Jet like Bernie Ecclestone: Living by the sparse pension of a Vietnam-Vet, hardly sufficient to get him through his life in the US, Willy was trying to restart the spirit of the Unicycles in his homeland for some years. Willy looks satisfied at the developments in europe: Magazine reports and motorcycle clubs have spread the idea of the sport all over the “old continent”, most of them racing to the proven “10 comandements” of Unicycle-racing.

Rocking the Swiss Mountains!

SUMISWALD 2010



Now as big as expected, this years Deadriders Motorcycle-Rally, Unicycle/Unimoto World Championship and Bike-Pulling European Championship was plagued by the only rainfall in what has , until then, been a great riding season. It rained especially at those times when riders would have decided to jump the bike – the races themselves and well as much of the event went smoothly as planned. Just like you have come to expect it.

Belive it or not: Around this event there is no entrance fee, no fences, no controls, no police. It has a loyal crowd of followers from all over europe who enjoy the relaxed and peaceful atmophere.

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EVENT STORY

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48 different unicycle creations from 5 countries are not the complete scene trying to race on one wheel, as there are racers in Italy, France, Russia and Lithuania, but they certainly knew how to put up a good show! The Deadriders event features professional timing equipment, a save track and a smooth organisation, born from four races experience and the distinctive knowledge that the racers want to perform. Racing started like swiss clockwork at 1 pm, the runs follow in rapid succession: Whenever the track is cleared, the next vehicle waits at the starting line. Multiply 48 vehicles with 3 possible timing runs and you really have an event that can pull crowds! An hour before „Sidecar“ Willy sent the first ride onto his one-wheeled bull-ride, the rain had stopped and the track had dried. Noticable is that the racing has become more and more professional: “In those early days we were struggling to make the 100 Feet (30.48 meters)”, remembers Willy, “today they are racing for tenths and hundreds of seconds! Just amazing!” Spectacular crashes and somersaults could be seen in the „old days“. Today, the “beasts” have become faster, delivering their power to the ground through highly sophisticated wheel-designs and today's riders wear helmets.

The bikes are designed to lift the rider over the given 100 feet as fast as possible, with every part forward of the wheel not allowed to touch the ground during the run. Only eight teams made it into or close to the magic 2.xx seconds. Alex Roth's 2.47 second record was not really in danger to be broken, due to the soft ground. Not even by Alex himself who first totalled his Puller with a broken Jackshaft in the very last Bike-Pulling run on friday, followed by 3 unsuccessful attempts to ride the „Hessian Boar“ on saturday. The 2010 World Champion Kai Weerts is not just the youngest rider ever to win a World Championship, his Kawasaki-powered „Friesenfighter Monster“ is also the only one equipped with a wooden (!!) rear wheel, which is probably one of the reasons for their success: Equipped with interchangeable rails to adapt to the ground, the experienced racers have certainly done their homework. And Kai has worked his way up from the 70 cc Puch „Minimonster“, which also won the this years 0-199 cc Championship under the guidance of Andreas Pantke. With Old-Piet Racing Team from Hamburg winning the 200-399 cc champion crown, it was a successful

EXTRA: The TEN COMMANDEMENTS of Unicycle Racing

Unimotorcycle drag racing was invented in the USA where the world championships took place every year during Daytona Bike Week and Biketoberfest. William “Sidecar Willy” Nassau invented Unimotorcycle drag racing in 1988 and the first championships took place in the same year, culminating in the 1995 to 1997 championships. With the demise of the Motorcycle Rodeos and Bikeweek itself, the sport has quieted down somewhat after 2000. Unicycle Dragracing is performed from a standing start over a distance of 100 feet. After the initial “experimental” phase and often painful experiences with unicycles running wild, wreaking havoc and racing out of control, the “ten commandements” are somewhat a foundation for a sport which is and shall be uncontrollable and cheap to perform.

1. THOU SHALL only race from a standing stop to the end of a 100 foot strip which is constructed of an unpaved surface. Winner having the fastest time.
2. THOU SHALL use only one (1) wheel.
3. THOU SHALL only use a power plant that is over five (5) years old.
4. THOU SHALL only use a power plant that is stock for whatever its intended use was.
5. THOU SHALL NOT exceed the size limits of four (4) foot in width or eight (8) foot in length.
6. THOU SHALL compete in any of these classe: A)750 cc - Unlimited B)400 cc - 749cc C)200cc -399cc D) 0 - 199cc E)Electric.
7. THOU SHALL employ a „Deadman’s Switch“ which shall render the Beast inoperable in the event that the pilot is launched.
8. THOU SHALL consider steering and breaks optional.
9. THOU SHALL not touch the ground forward of the axle during any run.
10. THOU SHALL touch the Ground only rear of the axle during any run but may not exceed size limitations.

For all question concerning Unicycles and its scene and races, you may contact the creator himself: Sidecar Willy: dude_m2001@yahoo.com

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NEXT EVENT: JULY 19th - 22nd 2012

1000 k trip for the north-german „Flatlanders“.

As the racing Unicycle thundered over the track, the party has allready started: The event site was sinking ankle-deep into mud, but that did not seem to bother the visitors, especially not the locals: Girls in their best disco dress arrived with stylish and colourful rubber boots and promenaded through the sticky mess just as it would be the normal thing. As every year, the Deadriders had assembled quite a sideshow, part of which fell victim to the shitty weather-conditions. Although the Freestyle-MXers did not went airborne, the fireshow by „Burning Goatee“ was certainly spectacular to see, as were some of the stripshows. The burnout-pit was busy all day and night, not to forget plenty „crazy rides“ which added to the colourful spirit of the event.

Touring the Emmental was out of the question this time, as the weather turned sour on the bikers: Only on sunday, the parting riders could get an idea how scenic this valley and its neat houses really are. Sad but true, the next chance will be only in two years. Until then: Keep on racing! Where there is a wheel, there is a race...

Text and Fotos: Horst Roesler

WEBSITE:

www.DeadRiders.com, www.DeadRiders.ch

Leaving Sumiswald in perfect weather after a wild & wet weekend...

