

OLD GOLD

Buying an old big twin was a big deal for many of us back in the mid 80's. Patric "Putte" Petersson therefore began his "biker career" with a long fork chopper built on an Ironhead.

The Ironhead was sold and Putte who had a Panhead on the wish list finally found the first in the line of what was to become four big twins.

Photos and words by Mia Kristoffersson





”
– got my fair share of lost parts
in the Bermuda triangle...

Next project, he came across was a really nice piece, and it was almost by random.

On the detours he was told about a home coming swede who had a Flathead Power-prepped S&S-Knuck ready to be shipped back to the US to be sold at an auction there.

Putte thought about it a lot and concluded it was an awful lot of money. He realized at the same time that such a bike could prob-

ably not be found again. Said and done. He dug a little extra deep into his pockets and went home with the black beauty Knuckle-head.

There might have been 5 bikes today, but after a tragic accident, Panhead number two became just a pile of metal.

Putte is an easy-going type and despite a long and difficult way back after the accident, he never lost interest in bikes, it rather became a help and maybe the

hours in the garage were a way to work it all thru and get back to a normal life again.

Time does not heal all wounds, but Putte has learned to live with what happened so when he was cured he was also ready for a new challenge.

WITH A FINE ALMOST original Panhead and a Knuck of this caliber, anyone would have been happy and satisfied. But not Putte.

Not because he was unhappy in any way, but as he sat watching ads while he was drinking morning coffee, an object appeared too good to be missed. Less than 24 hours later, he was on his way home with his third Panhead.

This bike, which was in relatively good condition, was also completely renovated and became Putte's first choice when it comes to riding.

Putte paint cars for a living and details are his signature in

everything. None of his bikes are screaming "look at me". At first glance they are just nice and clean. But whoever stops and starts to look a little bit closer at the details, has a hard time not to be impressed. All of the bikes are about consistency and wholeness.

The last in the line, so far, is also the oldest. An original 1200 Flathead refurbished with gentle hand to retain all original parts and restore it to original, but in

better condition. The result is a sober heap with again many details that make that a little extra. Parkorized, bronze, brass and black paint dominate.

PUTTE'S BIKES ARE not original ones belongin in a museum. Instead, he has found his own favorite style that he adheres to. Each bike has its own identity, but is definitely related. The goal for Putte is that all his bikes are in order to be able to ride any

Putte's first Panhead from 1951 with lots of features from the 1948 year model.



This Knucklehead has it all. Except parts of the engine this is a 1947.



— this knucle is one of a kind, with Flathead Power and all ...





1948.



UL 1946.





Tattoo on Putte's shin made in Daytona, USA.

of them any day. Rides he does, although it may be a bit less now than it was 10-15 years ago. The miles has created many memories, both good and some less fun.

– You know the triangle between Mjölby, Linköping and Motala? In the club we call it "the Bermuda triangle". You have no idea how many parts that disappeared without a trace there, says Putte seriously.

– It has to be something magnetic that just sucks stuff into nowhere. Once I even lost the stand, no one behind me had even noticed that it fluttered past a half meter long iron stick so when we stopped and refueled I had to find a wood cub and set the bike against.

PUTTE IS FUN to listen to. One story after another is lined up and it is easy to believe that only half of them are true, but Putte has lived as he learned and his life has always been and is about the bikes and the club.

Whether Putte's fine collection will be expanding remains to be seen, but after running a hill race this summer, the thoughts of a slightly more race like build have started. If it becomes reality, we promise to return with a report from Putte's garage again.



Favorite ride. 1946 with a Panhead motor.



A photo session, demands strong friends... Jonte is one of them



A black beauty.