



PRESS RELEASE



« SATISFACTION LIES IN THE EFFORT »

The past two years have been particularly challenging for us. We have had to fight to overcome the many obstacles that have come into our way. Therefore, to be able to share with you our latest work today is a real pride.


Meet Ceiba.





S T A R T I N G

P O I N T





Produced between 1987 and 1996, the R100 R is the last model of the BMW R series to be equipped with two valves (R2V).

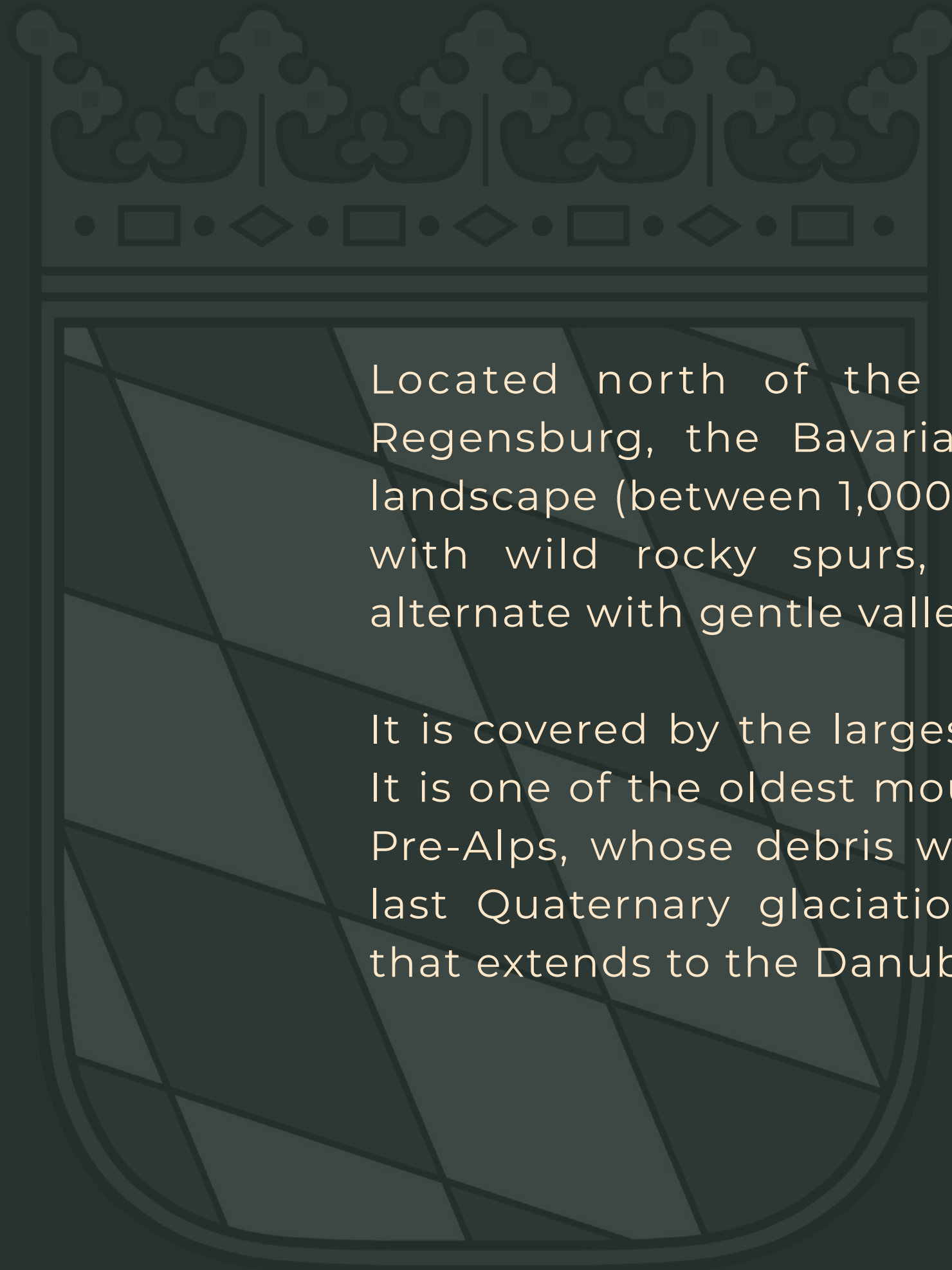
Rather than a new model, it is more of a tribute to all its predecessors and is equipped with some of the best novelties of the time, amongst which the paralever system.

The base model we have been working on was found in Wonneberg, not far from Munich, Germany, land of its ancestors, where it lived all its life until we got our hands on it...

Built in 1992, the bike was in a stunning condition, had only around 27.000 km and ran perfectly.

B A C K T O

T H E R O O T S



Located north of the Danube, between Passau and Regensburg, the Bavarian Massif offers a mid-mountain landscape (between 1,000 and 1,450 meters above sea level), with wild rocky spurs, where deeply indented gorges alternate with gentle valleys.

It is covered by the largest forest massif in Central Europe. It is one of the oldest mountains in the world. The Bavarian Pre-Alps, whose debris was torn away and crushed by the last Quaternary glaciations, formed the Bavarian plateau that extends to the Danube.



Our BMW was conceived and designed following the Bavarian landscape. Thus, the green paintwork comes from the Audi catalog, and combines old school style with modern elegance. The seat, made of brown imitation leather, blends perfectly with the green paint.

In accordance with our client's wishes, the motorcycle has a foresty mood - not without reminding us of Bavaria, BMW's homeland...

On the other hand, we have kept the engine grey, to give the machine a rougher aspect. It has been sandblasted using walnut shell powder so as not to damage it before being brushed with brass wire wheels.

In doing so, we wanted to emphasize the more mechanical and raw aspect of the motorcycle, a little reminder of the origins of the BMW brand and its early days.

N A M I N G



This motorcycle project started in late 2019. We were very enthusiastic about the idea of working on an R100 R, which is for us an iconic model, carrying strong values for its time, coming moreover from an emblematic brand of the motorcycle industry.

The challenge, according to our customer's wishes, was to build a machine faithful to its history and its Bavarian origins, mixing a vintage look with modern technologies.

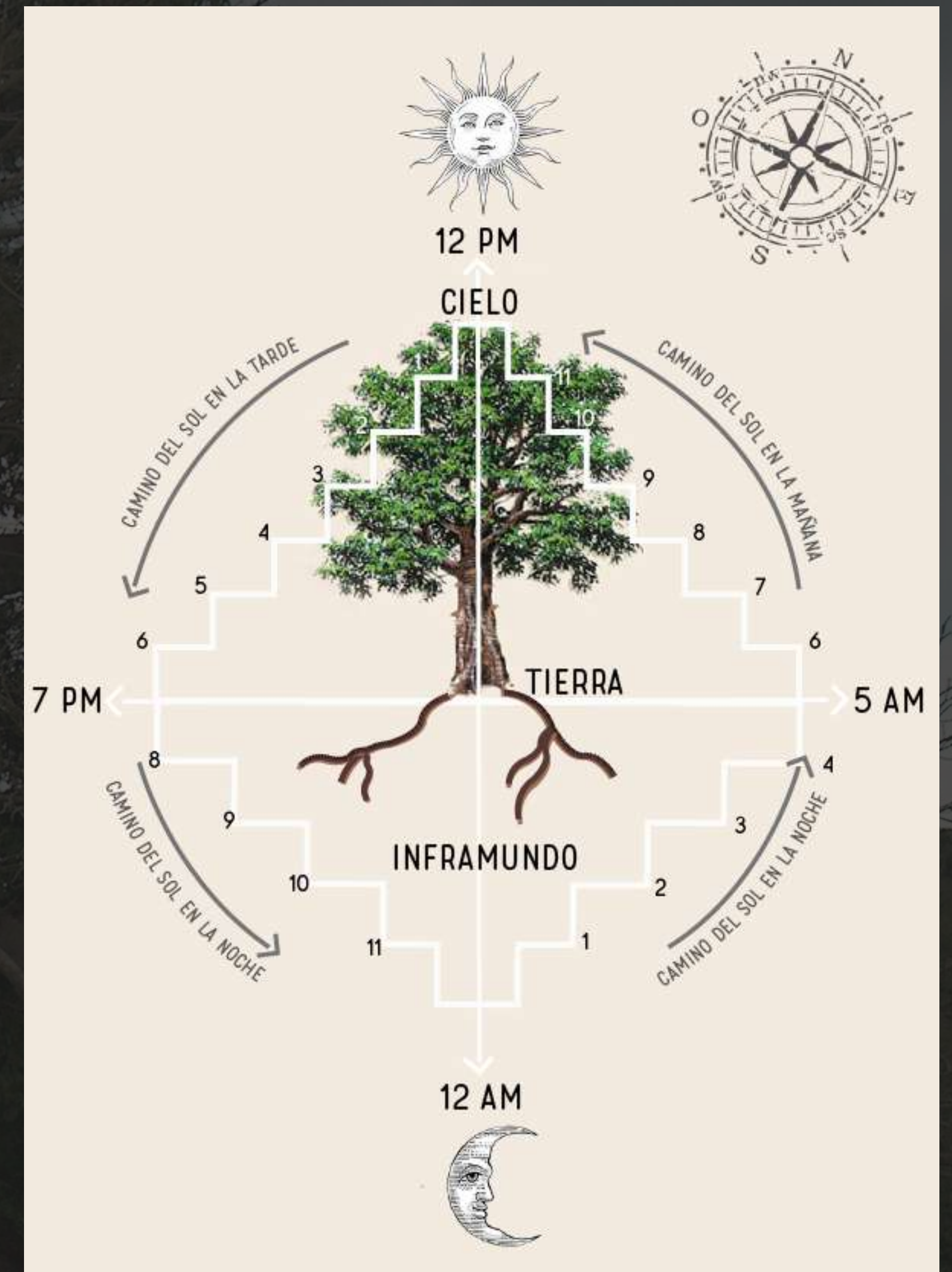
When it came to its naming, we obviously wanted something related to nature, that carried at the same time a strong symbol...

CEIBA

🔊 [SÉ·Y·BA]

"Ceiba" is the name of a species of tropical trees. Known for their imposing size, they can reach a height of more than 70 meters, making them emerge above the tropical forests.

This is one of the reasons why the Mayan civilization revered this tree, considering it a tree of abundance. They considered it as a link between the world of the living and that of the dead. Indeed, its canopy was the symbol of the superior world, in which resided their 13 superior gods. Its trunk crossed the intermediate world, that of men, before its imposing roots plunged into the lower world, realm of the gods of sorrow and pain. It therefore provided a passageway for the spirits of the dead to ascend from the lower to the various heavenly levels.



M O D I F I C A T I O N S





Building a unique motorcycle could be as simple as changing parts, repainting a few others and giving it a name.

But that's not how we see things.

What we do goes far beyond that. We go to great lengths to design and engineer every part of our motorcycle so that it tells its own story.

We breathe soul into our vehicles.

Ceiba is our most advanced and successful project to date. Indeed, the modifications it has undergone are numerous. Here are the details.

ELECTRONICS

01

Motogadget
M.button

03

Kellerman
blinkers and rear
brake light
Atto DF/Atto Dark

05

Motone triple
micro switch
button housing



Motogadget
M.lock

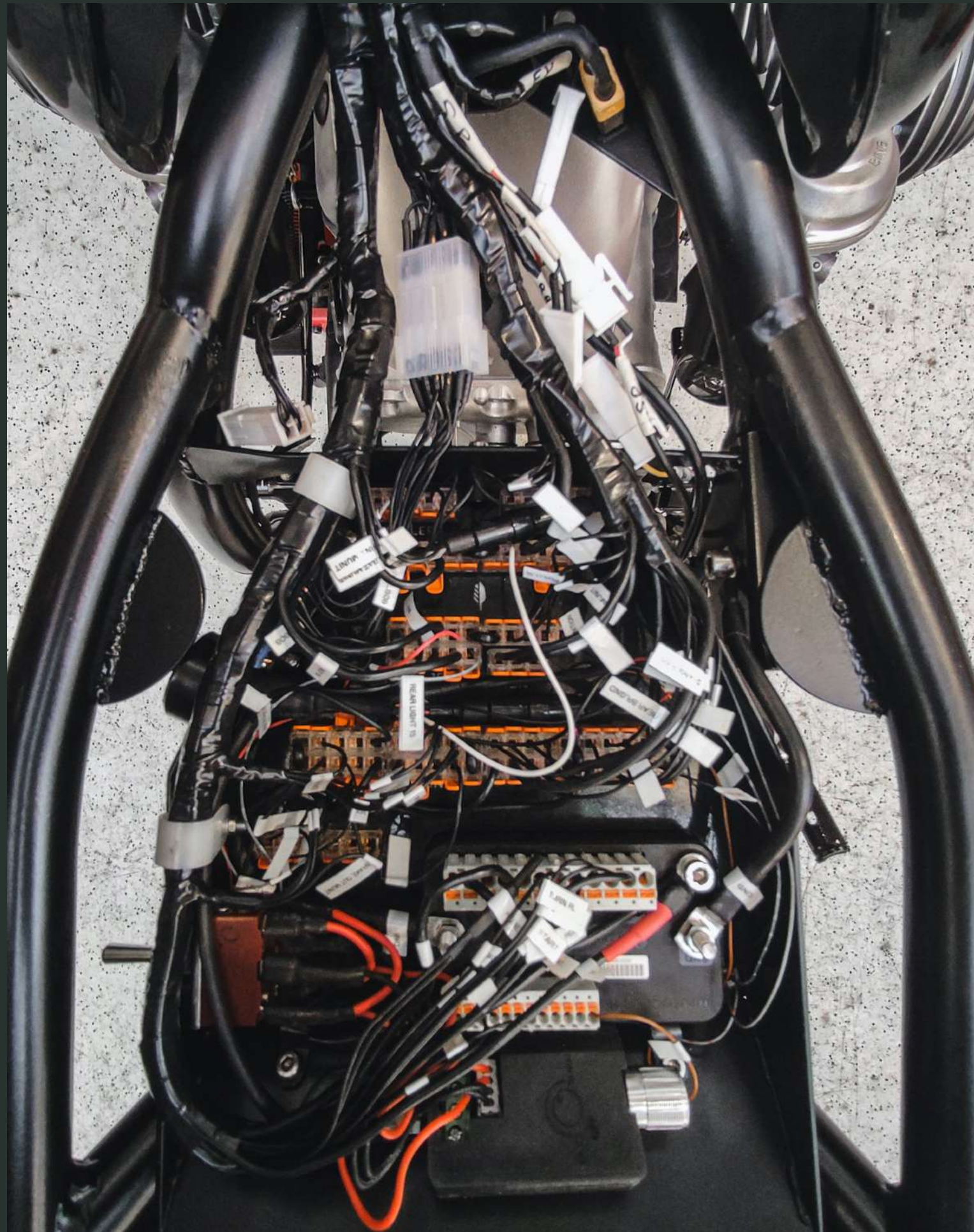
02

Motogadget
Breakout
Box B

04

Motogadget
M.unit blue

06



One of the biggest challenges we had to face was the development of the wiring harness, which we completely redesigned and rebuilt. Using modern technology, we wanted to incorporate new options into this 30 years old base model.

The new features include both an air and oil temperature sensor, a digital odometer, a charging port for the bike's battery, an RFID key and a sound reduction valve. All these features add to Motogadget's M.Unit and Breakout Box, which we have also integrated into our harness.

The Wago connectors and the M.Unit are all fixed to a plexiglass board that lights up when the seat is detached and in which slots were cut to accommodate and secure these different elements. The plexiglass board is also covered with a black vinyl, identifying each slot to make its use clear.

The wiring harness's elaboration took us no less than 20 days of work.



GENERAL

1

Motogadget
Motoscope
Pro

3

Rizoma pro
footpegs

5

Magura radial
master cylinder



Motogadget
Mo.view

2

K&N Air
filters

4

Wilbers rear
shock absorber
type 640 Road

6



The sound a motorcycle produces is one of its most distinctive features. Ceiba's is like a roar, thanks to its' custom-made Virex muffler.

But a motorcycle's LOUD sound can sometimes be disturbing, especially in urban areas.

Ceiba is equipped with a sound reduction valve, integrated into the exhaust system. Its degree of opening can be adjusted thanks to a switch located under the seat and easily accessible while riding, allowing to be more discreet in built-up areas.

MAJOR CUSTOM PARTS

1

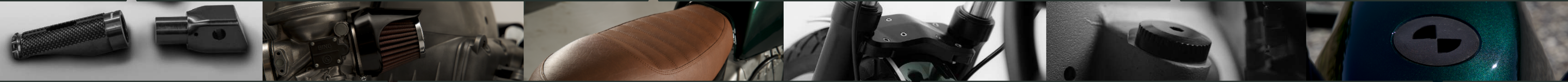
Air filter covers

3

Front fender holder

5

Gas tank cap



Footrest adapters

2

Two-seater seat

4

Oil tank cap

6

Conceiving custom parts is a wonderful way for us to express our creativity. It is also what allows us to shape our bike's personality.

Each part we create requires a careful study of the environment in which it is to be integrated.

Ceiba has a various number of custom parts. These include a user-friendly seat unlocking system that allows quick access to the electronic box. The original system comes from a Ducati Monster and has been modified to allow the rider to release the seat with a simple pull.



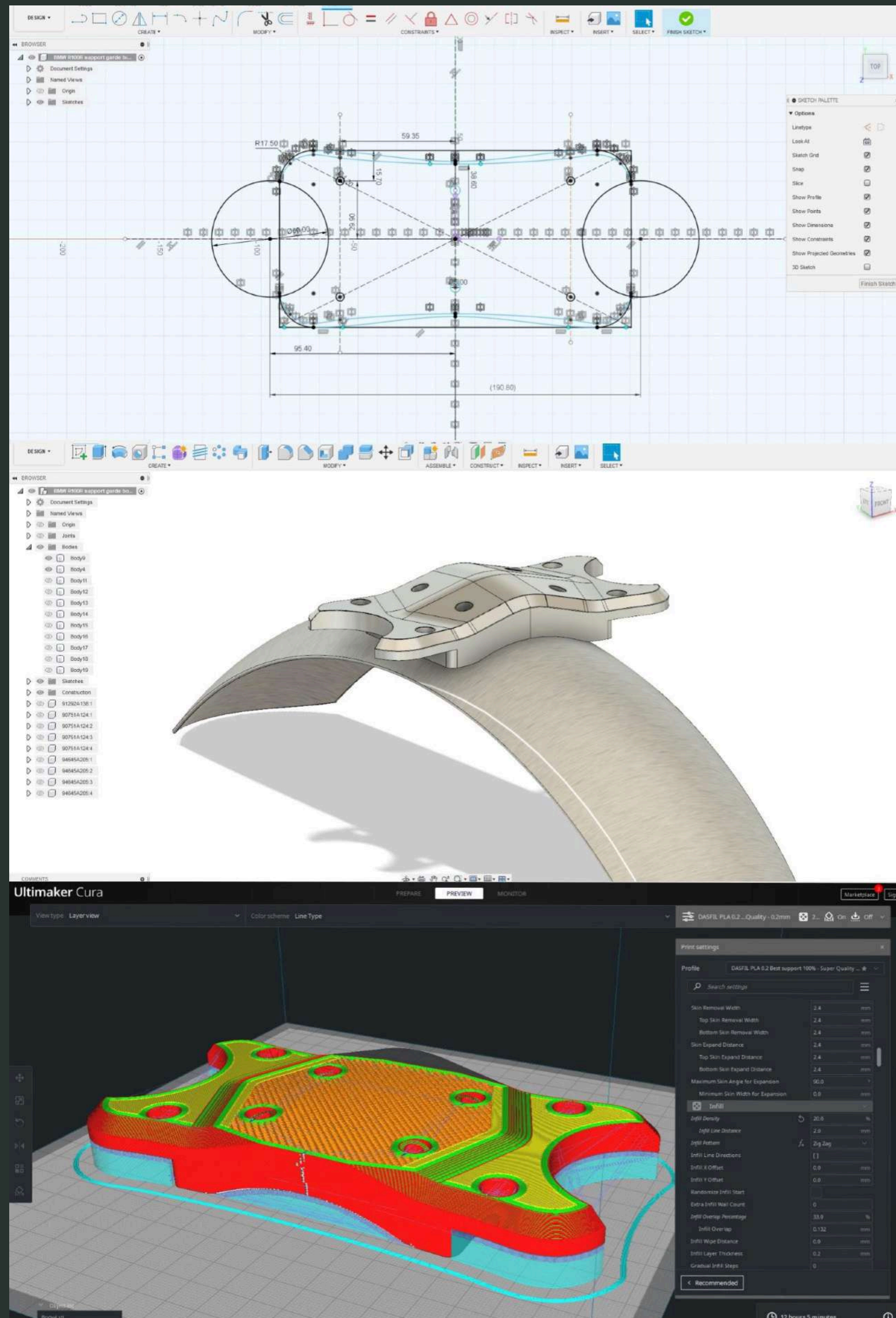
Seat « quick release » system

PROTOTYPING

The process of creating a motorcycle part is extremely long and requires great rigor in order to guarantee perfect reliability.

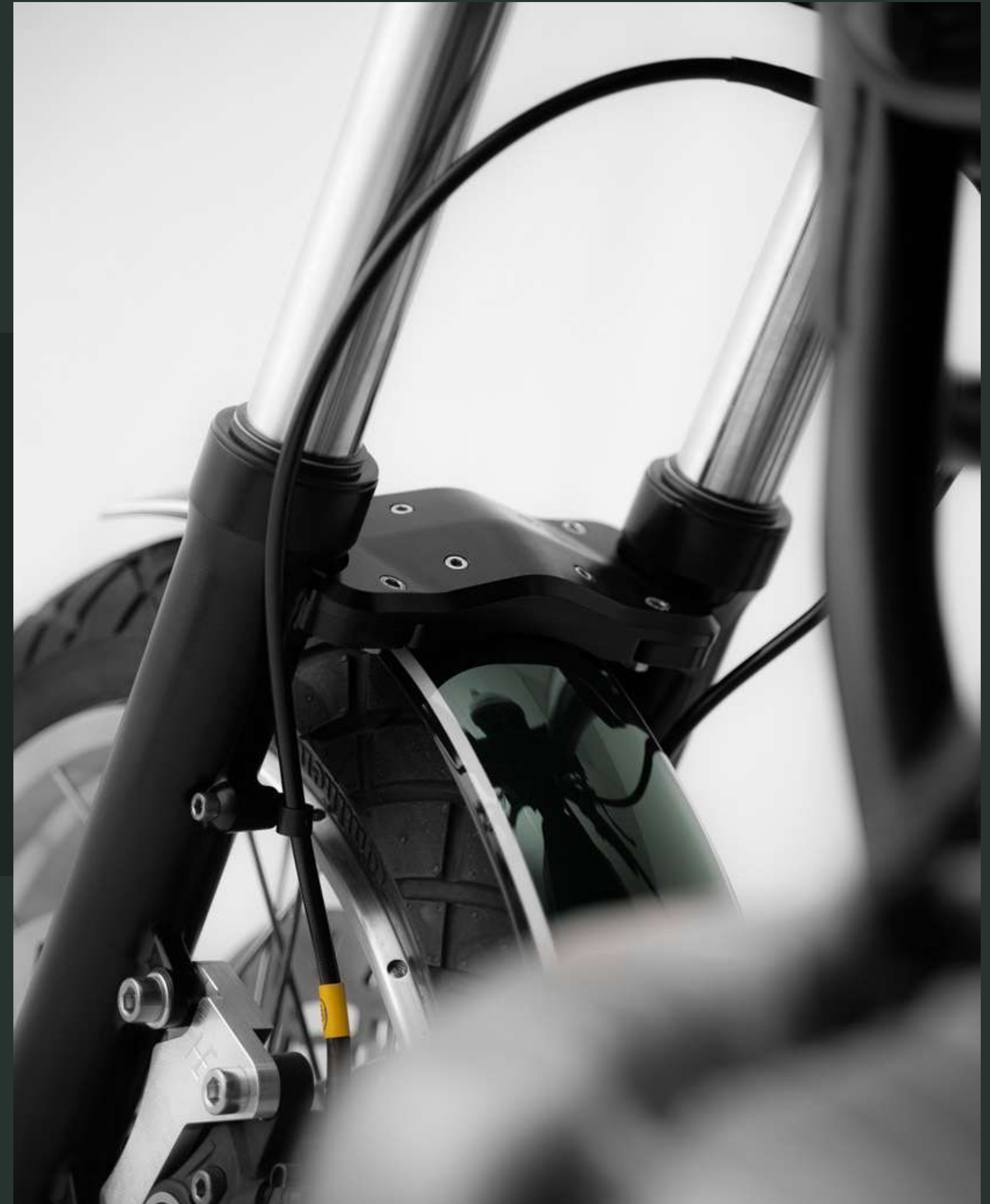
It all starts by a sketch, to find the ideal design. After having drawn it several times, it is then 3D designed in Fusion 360, before being imported into Cura, a 3D printing software.

Once printed, the part is then directly tested on the bike. If any imperfections are spotted, the part is redesigned as many times as needed for it to be perfect.



It is only after having passed all the required tests (load and temperature resistance, fitting etc.) that we produce the part in its final version before its final installation on the motorcycle.

In this picture : the front fender holder, CNC machined out of an aluminum block and anodized in black.





Ceiba is the project we are most proud of. This project is the result of a year and a half of reflection, design, development and manufacture. Today, we are extremely proud to be able to finally admire it and share it with you.

C O N T A C T

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