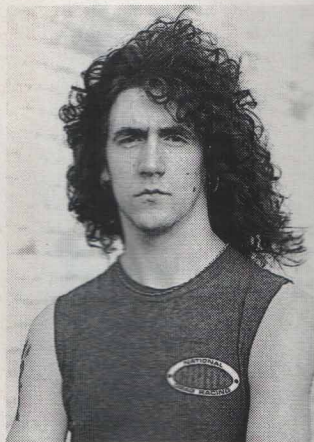


**Performance
BIKES**

Bike: Mr Turbo GSX1100 Suzuki.
Built and owned by Phil Atkinson
from Riddings in Derbyshire.
Much too much enough.





Phil Atkinson's GSX1100 Suzuki is probably the most evil handling bike I've ever ridden. One hundred and seventy brake horse power in a standard unbraced frame makes this immaculately executed monster almost incapable of covering ground in a straight line; its behaviour through corners has to be seen to be believed.

Blessed with all the GSX's steering foibles and related problems, the slow speed



A bike that bites. Mr Turbo GSX1100 built by Phil Atkinson. Literary ramblings: Forsyth.

manners of Phil's creation leave lots to be desired.

But that's not the point.

Any steering problems soon disappear when the boost gauge nudges the giggle zone and the front wheel picks itself off the deck, regardless of gear, speed or gradient.

The sensation of sheer power as the thirteen pounds of boost begins to take effect is totally awesome.

The bars flap about, the front wheel reaches skywards and the rider is pushed back onto the pillion seat hump by the unadulterated force of all that power. Wicked.

There are a couple of flat spots in the carburation but otherwise the motor feels docile and tractable low down in the rev range. As stated on the obligatory mini number plate, the engine work was carried out at NCK by Graham Nash for the lofty sum of £2,700.

Now that's more than I have



Poverty forces sale: stomach churning acceleration, totally reliable, £3,750. Tel: 0773 609192.

ever spent on a complete motorcycle and probably more than I'm ever likely to, but Phil is a dedicated power junkie with an overdraft to prove it. The fact that he was once an H1 owner tells us quite a lot about his mental health — the way his bike handles and accelerates is supportive evidence.

Twenty four year old Phil, who works at Micron as a development engineer, is a self-confessed sunny Sunday Matlock Bath frequenter. With a fuel consumption that regularly dips into single figures and back tyre life expectancy in the "last all day" bracket it's not surprising that the GSX isn't used for commuting.

What shone through after riding Phil's pride and joy, was just how far the Japanese have progressed in the past seven or eight years in terms of steering and handling. Whilst an RGV 250 or KR-1 might not supply the same eyeball-flattening straight line acceleration, they would both get from A to B a damn sight quicker than this here GSX1100.

SPECIFICATION

ENGINE

1981 GSX1100, 1133 Wiseco Turbo pistons (7.8:1), welded crank, HD cylinder head studs, HD camchain, oil booster, Vance and Hines oil pump and gears, NCK clutch backplate with heavy duty springs and plates, cylinder bores honed and wired. Mr Turbo kit running 13lbs of boost. Engine runs on pump four star.

FRAME

1981 GSX1100 — completely stock !!

BRAKES

Front: twin 320mm Spondon floating discs with twin piston Spondon alloy calipers. Rear: standard Suzuki set-up with home made torque arm to clear rear tyre. Brakes bought from Steve Henshaw.

WHEELS AND TYRES

18" Dymags front and rear, originally on Steve Henshaw's RG500 Suzuki. Tyres came from the same place. Front is a Dunlop KR124 intermediate and the rear is a hand cut Mich' slick.

SUSPENSION

Front forks completely standard with original suspect damping characteristics. Micron fork brace and White Power steering damper. Micron steel swingarm with subframe and S&W Street Stroker shocks.

BITS THAT I CAN'T THINK OF A HEADING FOR

Home made aluminium belly pan, brake mounting plates, Turbo pipes (sounds lovely), chainguard and torque arm. Dream machine paintwork, Tarozzi rear sets, ubiquitous Goodridge hosing. Frame plastic coated at Midland Coatings in Derby. Thanks to everyone at Micron and Jane for all the polishing. Total build cost? £7,500.