

The Ultimate Streetbike Magazine


February '87 £1.00

PLUS

World's Quickest
Ducati?

300mph Jammer
Custom (eh?)

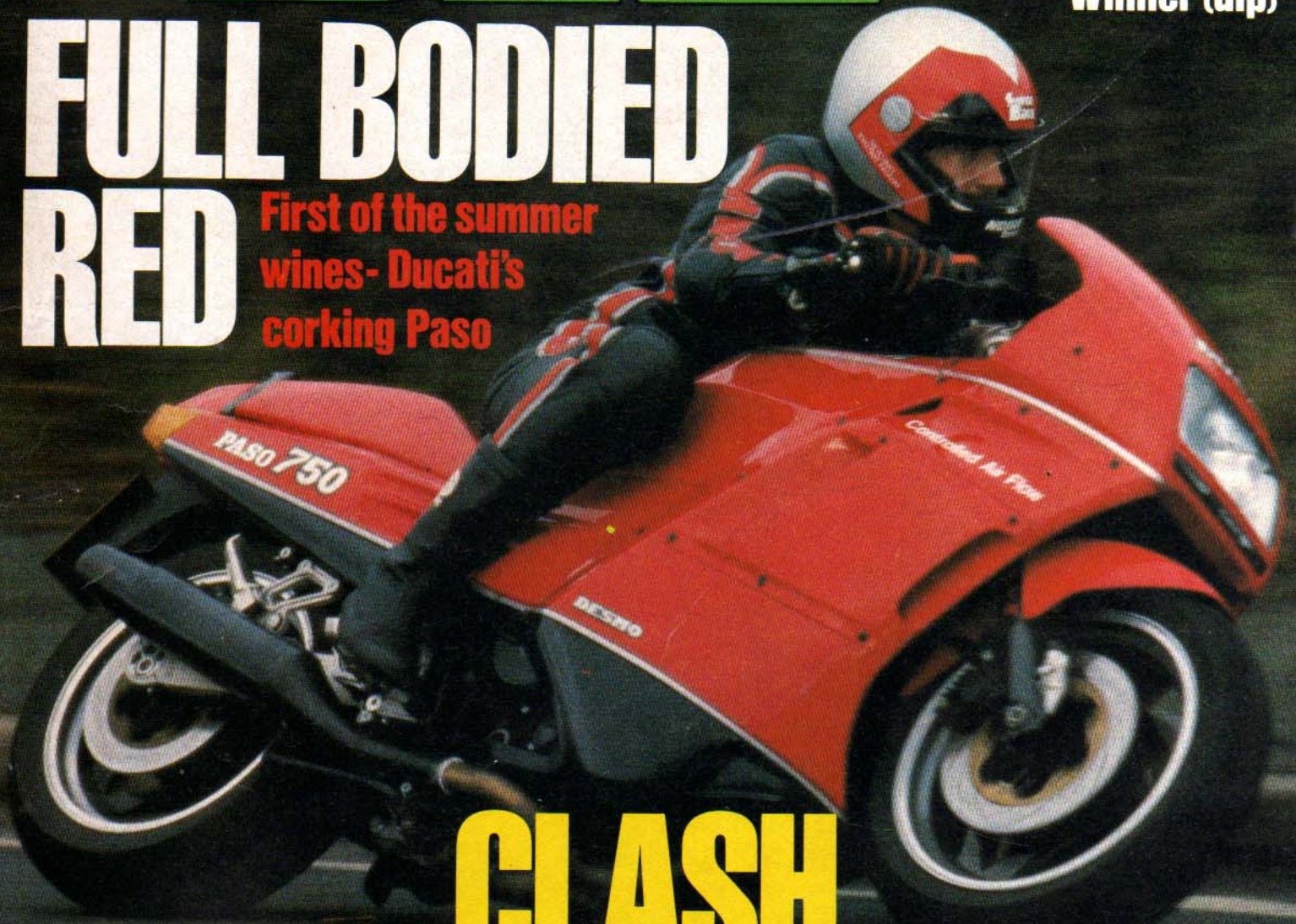
Triumph's Oriental
Winner (ulp)

 A Link House
Publication

SUPER BIKE

FULL BODIED RED

First of the summer
wines- Ducati's
corking Paso



CLASH OF THE HYPED ONES

Titanic Tests:
Honda CBR1000
v Yamaha FZR1000



PLUS Honda CBR600, Transalp, Yamaha FZX750, TZR250...we ride 'em all!

Go into the Village Bike Shop these days and the chances are you'll bump into something low, black, mean and nasty.

But don't let Pip Higham get in your way.

Push him aside, and instead cop a glim at the Suzuki GSX1100EZ on which he competed at the 1986 Ultimate Streetbike Final. For my money (such as it is), it was the most understated and downright purposeful tool on display at Long Marston on that October weekend. Lengthened, lowered, fattened out in all the right places, and packing massive horsepower, it sat in the collection area like a stalking panther, back in black... with oil pouring out of a leaky gasket.

Hardly surprising really, because Pip had only finished building the motor in his Manchester workshop that same morning. "Running-in" had taken place on a brain-out 150-mile squirt down the motorway and across the Warwickshire countryside en route to the strip for the first day's racing. Unfortunately, owing to bedding-in oil leaks and associated problems on the way, it wasn't until gone 6pm that a grimier than usual Higham and bike slunk into the Long Marston paddock. "Nice high gearing — I'm getting 50mpg," grinned the pixie-like pie eater before disappearing behind a pile of oil soaked rags and a ginormous bag o' spanners.

It wasn't the bike's first appearance in UltStreet. To qualify for the Final, Pip had done a few gentle runs at the main Marston meet in June, posting low tens before being sidelined by a busted chain. Chains don't usually break that easy... unless your bike is producing the kind of horsepower that is capable of punting it through the top end lights at 154mph, that is. The fact that he was hitting high 140s on an 11-second run was further evidence of the bike's potential.

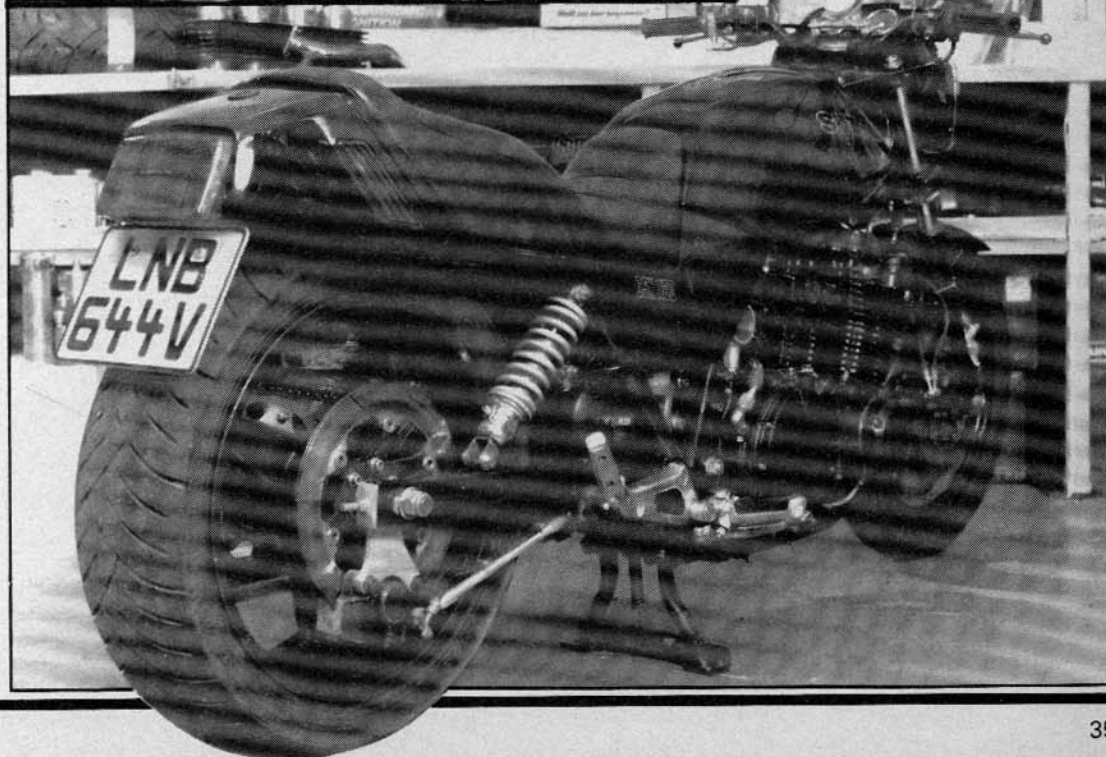
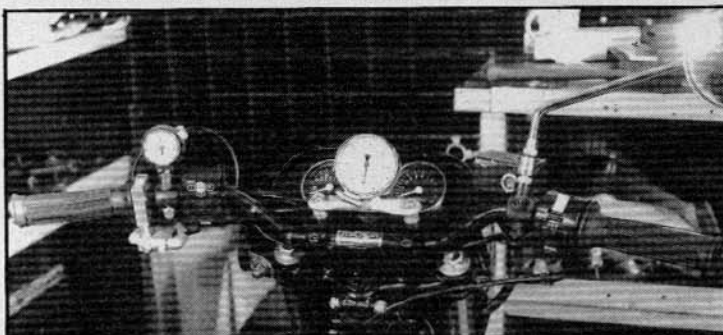
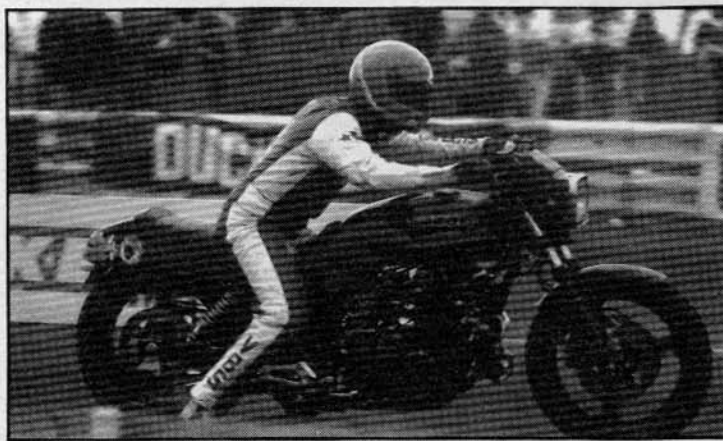
And yet the engine was, internally at least, almost stock. It's been said before in these pages, but the philosophy bears repeating: turbocharging might be initially expensive, but done properly, it dunnarf give you a result. The proof is in the time ticket: 9.87 at 144mph at the Final, good enough for second spot behind the all-conquering Bill Hunter.

Pip's black boomer is really a classic bitsa, lovingly crafted from a mountain of miscellaneous bits during the odd free moments in VBS's workshop, but it started off life as a 1982-ish GSX1100EZ with a full race Yoshimura GS1000 lump. "Just for getting the butties on, y'know," recalled Pip's sidekick Chris Hampson. Much later, the proper TSCC four-valver was slotted back in, with stock pistons, valves and cams, and a light head job by John McKean.

The turbo idea was only realised a few hours before the June UltStreet meet, when Pip decided to turn the Suzuki into what he thought a pukka Ultimate Streetbike should be, ie fully streetable, with real lights, brakes and electrics, but with a long wheelbase, very low suspension, and a very large rear wheel and tyre. To be precise, a not too radical three-inch overstock VBS swingarm, three inch lower rear shocks of unknown origin (told you it was a bitsa), fully lowered stock EZ front end,

BLACK BOOMER

Tally ho and toodle Pip! Mr Higham's hunking GSX Turbo runs nines through the quarter and 154mph terminals — but it's still a street bike. 1986 UltStreet runner-up — no van required



and a six-inch Dymag rear rim with a 170/60 Metz ME1 skin stretched over it. The front Dymag is contrastingly narrow with a 100 section ME33 Laser.

To maintain the subtly altered stock look, a VBS '80-'81 GSX replica glass fibre headlamp shell and integral instrument binnacle was fitted, along with a pair of R&R's el neat aftermarket tacho and speedo gauges. The seat was cut down and sewn up by Jim The Trim from Manchester, the centre stand chopped down with a gas axe by P "Leatherface" Higham, then the whole lot was dipped in blackest black by Bob Chadwick's Pro Paint.

Satisfied that the bike now looked quick, Pip made it *actually* quick by bolting on a Rajay F40 turbo. Mr Turbo intake manifold and headers, S&S carb and Joe Sensible tailpipe. Whilst other competitors tweaked their turbos up to as much as 28psi of boost, Pip settled for just 10psi. Well, he is getting on a bit you know. Plus he fancied the idea of completing the 300-mile round trip with the front tyre somewhere in the vicinity of the tarmac. Helps with the steering apparently.

Gearchanging is by the time-honoured airshifter method, tricked up in this instance by the addition of an on-board 12V compressor which keeps the airtank constantly topped up and thereby always available for use on the street (the pressure gauge sits in the left side mirror mounting hole). As a coop de grass, Pip nailed on the Bill Hahn magneto from his turbo funny bike. This expensive device delivers lots of overweight sparks to the combustion chambers, hence the 154mph terminals; but then it had to go back on the funny bike, leaving Ole Blackie with nothing more exotic than a grot set of points off a GS for the UltStreet Final.

The rest is history. And so will you be, if you challenge this baby on street or strip and your name's not Bill Hunter or Ken Taylor. Go stomp 'em!™

SUPER BIKE



