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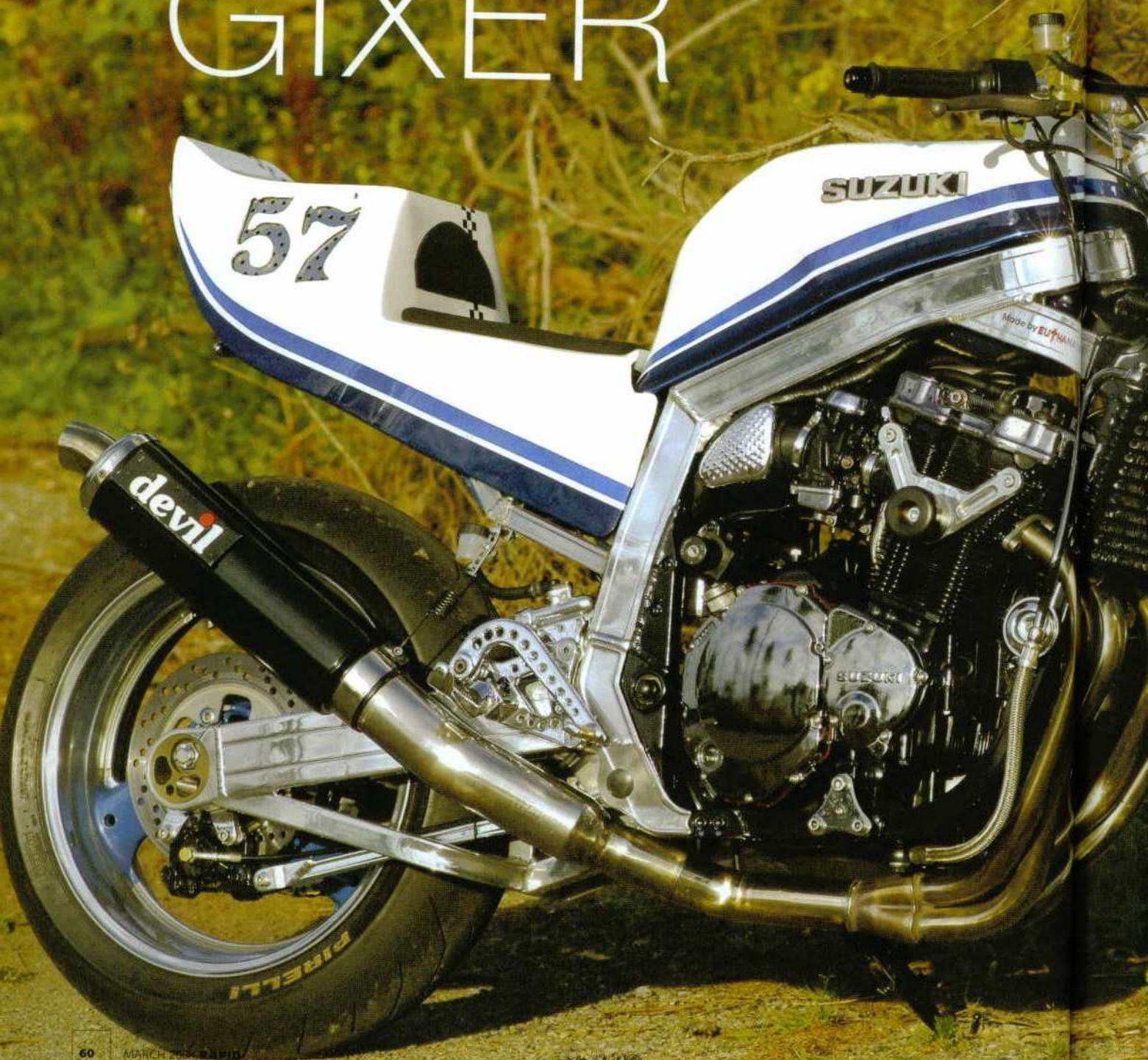


**ROAD
RUNNER
WORLD
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WITH LIGHTS**

TWEAKED RETRO GIXER 1100 'FIGHTER, HANDMADE KIMI 750CC TWO-STROKE, BUELL
XB9R STREETFIGHTER, PROJECT GSX1620, CBR, R1, RSX550 **ALSO RIDDEN** DESMOSEDICI
RR, H-D NRS **FEATURES** WARREN WILLING, EURO 'BUSA BLAST, PISTONS EXPLAINED

tweaked

REFORM SCHOOL GIXER



Has anyone drawn a line on the bitumen and said that everything over there's old school? Who cares, it's a style-thing.

Words: Simon Harris Photography: Sabine Wette



I LIKE old stuff. I admire it, respect it. It is heritage to the where, what and why of the current day. What would happen if we simply ignored the past? Have a distinctly more mundane future, I would imagine... I think Ralf "Euthanasie" Rüdiger feels a bit the same way – maybe even more so, as he still adores toe-tapping to '50s and '60s rock'n'roll. For me that may be going a tad far, musically I'm happiest in the '70s – that's far enough and close enough at the same time.

Ralf Rüdiger's hyper-retro hooligan bike is his personal monument to glories of the past. In this case, the past is the bloodline of the remarkably popular Suzuki GSX-R series. If you haven't noticed the obvious yet, you'll see that the foundation for Ralf's machine is the original GSX-R750 – the bike that showed the world that the Japanese (well, Suzuki at least) had finally cottoned on to a tried and trusted formula for lively sporting motorcycles – first and foremost, *losing the lard*. Since then, they haven't lost touch with this concept and with each "season" the CNC machines and production lines pump out newer, lighter and faster widgets for all the boys and girls. That's the current, not the past, so let's forget it for a moment.

Let's step into the life of Euthanasie for a moment. A German fellow with a penchant for a grassroots, back to the beginning Gixer 'fighter, who lives in a third storey flat with his bird, Ela, dog and his beloved 750. Indeed, such is Ralf's focus that he built the thing over the course of three years, right there in his flat. Not only just assembled it, but cut, shut, welded, scraped, polished, bent, straightened and tuned it there. That's right, he worked on and tuned his engine there too! Of course, he extends his appreciation to the neighbours for absorbing the sound energy from his wailing four-banger and his continued home-engineering activities. How he eventually got the thing down the stairs is probably a painful story (although I'd imagine that he had many neighbourly volunteers). How he kept the girlfriend along the way I'll never know!

Ralf's nickname sounds a little eerie, but that's how it is with him. A silent death in bed, Ledger style, is not in his character; when he goes, it's to be with a wild grin (and probably a big bang) on his beloved #57. A noble sentiment and one that illustrates the man's resolve

FRITZ EGLI

Fritz Egli is a Swiss mechanical engineer and racer who came to prominence in the motorcycling world as a specialist builder over the last four decades. He founded Egli Racing in 1965 and, like many engineers, used his skills to improve the most important aspect of motorcycles of the day – handling. This was accomplished through better design and manufacture utilising higher quality materials and superior workmanship. Egli's trademark chassis is the spine frame, using substantial steel alloy tube running over the top of the engine to connect steering head to swingarm and is probably most famous for his Vincent powered machines, which he designed his first chassis for and subsequently won the 1968 Swiss championships with.

He has also developed race tuning and engine modifications for total performance improvements over stock, including supercharged V-Max's, race bikes and record breakers to choppers and even enduro bikes. Egli bikes have achieved many accolades and show that Fritz Egli is willing to stake his reputation on his products, achieving cult status in Europe. Egli has used donor engines from many manufacturers including Ducati, Honda, Kawasaki, Yamaha, BMW and a few others as well. The Egli family business has more than a dozen enthusiastic employees, including apprentices and, still flourishes today in Bettwil, Switzerland.



1&2. 1992 GSX-R master-cylinder, Moko chromed instrument pods, ABM handlebars, ABM triple-clamps, Simpson Mofa bar end mirror. 3. 1989 GSX-R750 forks, Tokico six-piston calipers, 17in GSX-R wheels. 4&5. Stainless steel four-into-one with Devil carbon-fibre silencer. 6. 1991 GSX-R1100 engine, flowed head, high lift cams, Mikuni CV carb's, crash knobs. 7. Engine oil temp gauge. 8. Drilled original rearsets give that retro look. 9. Kruger & Junginger polished swingarm.



OWNER PROFILE

NAME: Ralf "Euthanasie" Rüdiger

LIVES: Wuppertal, Germany

AGE: 30-odd

HOW LONG INTO BIKES: Since childhood

OTHER BIKES OWNED: Suzuki GSX-R

OTHER INTERESTS: Nein.

– he simply isn't interested in anything else. Don't get me wrong, Ralf has owned other GSX-Rs in the past (and customised them), but his heart's ultimate desire was to resurrect an original model and personally better it in an "old skool" culture cool. Nothing too outlandish, but smacking of the halcyon days of the '60s, '70s and '80s. I like it.

Check the look. The metal adornments on the front guard, tank and seat unit, the fork gaiters, the unperforated front discs (one can only wish they were cast iron), the classically understated paint scheme and chequer striping, the exposed engine and polished alloy. Ralf has managed to capture the essence of style and raw motorcycle muscle of decades past admirably. His efforts with the Fritz Egli inspired tail is culturally acceptable to our modern German streetfighter friends and yet most satisfying in being vintage, especially with the three-dimensional race numbering in that unmistakably retro font – damn cool. None of those accomplishments are easy and, in context to the whole bike, presents challenges in maintaining a consistent theme without possibly compromising the dynamics or appeal of the machine, even when mixing it up with a few carefully selected modernities like the minute Kelleman rear indicators and conversely hefty crash sliders. Most of the chassis is stock, with external improvements made to the braking system up front and internal modifications to the downside-down forks. Ralf chose to replace the swingarm with a very robust Krüger & Junginger item with eccentric chain adjustment that still melds with the original frame like they were made the same day. Anything that is not original or specifically aftermarket has been sourced from other GSX-R models, appropriately modified or hand-made by Ralf.