



STREETFIGHTERS
ISSUE170: APRIL 2008 £3.99

STUNT SPECIAL ISSUE

STREETFIGHTERS

LAW & DISORDER

illegal GSX-R 1100

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AND
FAIRED

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STUNT SPECIAL

Stunt Wars USA

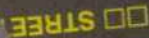
Jason Pullen profile

Our complete Guide To Stunting...

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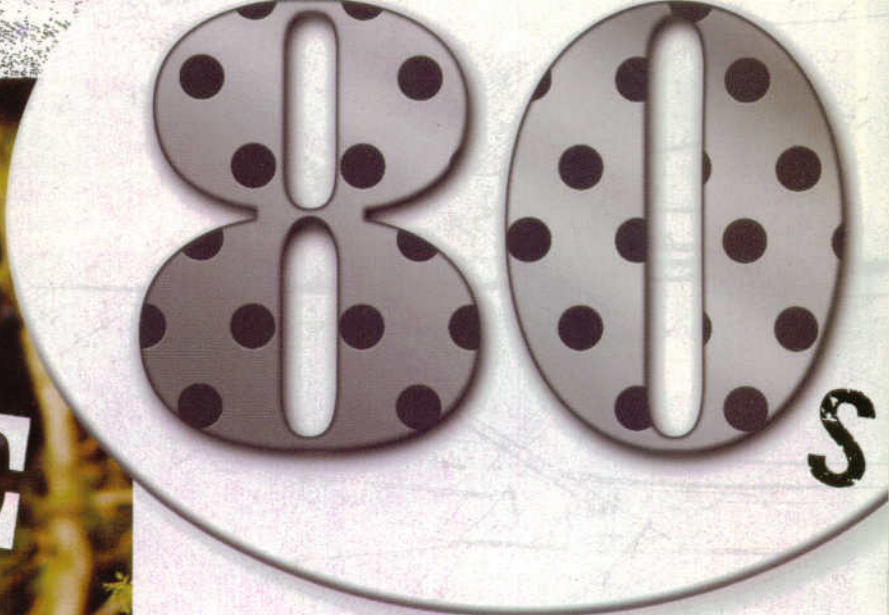


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WORDS: WILL JOBBINS PICS: SABINE WELTE



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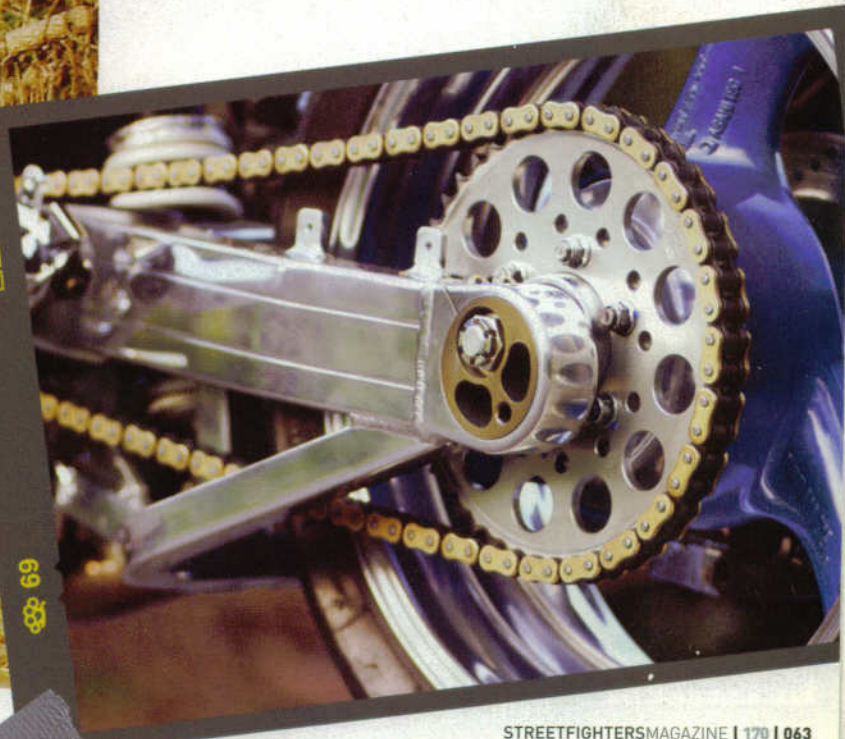


In 1985, Suzuki released their awesome GSX-R 750 Slabside on an unsuspecting world, and the sports bike genre hasn't been the same since.



The light and powerful (for the time) sharp-handling hypersporter hit the road running and made instant friends with adrenaline junkies everywhere. Pant gussets across the world had to be reinforced to cope with the excitement and race versions (which were often ridiculously close in spec to the road bikes – in fact, the very first 1985 Superbikes competed with pillion seats still attached!) attacked the competition with all the subtlety of a nail bomb.

Now, twenty-three years later, the Slabby is affectionately renowned as an enthusiast's classic machine. Mint standard ones are notoriously hard to come by, and often when you do find one, it's owned by some smelly old giffer who only rides it once a year and is very embarrassed that one of the screen screws isn't an original part. Yet more are heavily modified, usually turned into streetfighters with varying degrees of success. Now don't get me wrong here, Slabbies do make beautiful-looking fighters thanks to that attractive engine, purposeful stance and the wealth of experience that, especially in the UK, the modified bike community has amassed over the years in tweaking these things. ↴



But, and I'm speaking as a man for whom Skoal Bandit Slabbies are the epitome of gorgeousness, it is a real shame that more isn't made of the 1980s racing heritage of these machines because, in my humble opinion, purposeful retro Gixer race bikes are probably the most attractive bikes on the planet. Enter stage left Ralf's deeply sexual 7/11, which was built on the third floor of a block of flats in the living room and manhandled down three flights of stairs when finished!

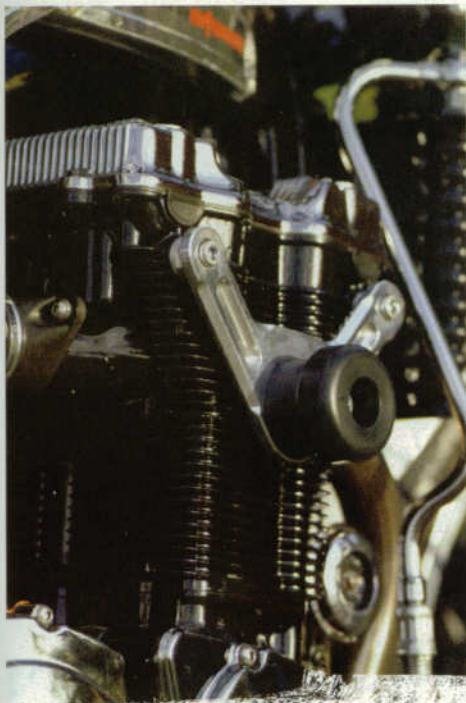
Ralf is German, and like me has a passion for real oldskool GSX-Rs.

He's owned loads of bikes in his time, and all have been Suzukis of one sort or another. In building this one, he had decided that it was to be a real regression in style, combining modern engineering with 1980s aesthetics, and even some 1950s touches too in a nod to Ralf's love of all things rock 'n' roll. Into that 1986 750G frame he's managed to fit a 1991 GSX-R 1100M engine of 1127cc capacity. Now, having performed this modification myself using identical parts, it is possible to get this all done and bolted up with no modifications or KY Jelly needed.



**Skoal Bandit Slabbies
are the epitome
of gorgeousness.**

Check out Ralf's website
at www.gsxr1100.de
for information on his
notorious parties!



The only tip I'll give you is to lay the engine on its side on the floor and, with a helper, manoeuvre the frame carefully over the engine. Be prepared to whip the little breather cap off the top of the rocker cover for a bit more clearance, and watch your knuckles. *(Ya fuckin' great southern wuss Jobbins! I've lifted the 1200 Bandit engine in and out of my 750 Slabbie frame all by myself! Although, it has to be said, that's more down to the fact that I've got no friends rather than due to my abilities... MDM)*

Ralf's gently uprated the 1127cc engine with some sharper camshafts and has tweaked the head too, probably in the shape of some gas-flowing and porting. The exhaust consists of a Devil silencer on an Inox system.

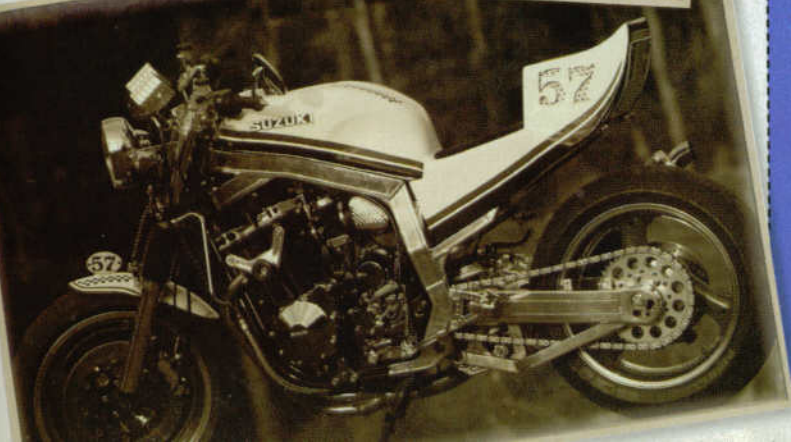
Elsewhere on the bike we have an Egli tailpiece on a modified subframe. In a fit of drunken creativity, Ralf had lopped the whole

subframe off to replace it with something else, but in the cold light of day he realised that an Egli tailpiece fitted to a modified version of the original subframe would look best, so welded it back on again!

Hints of 1950s café racers are all over this bike, some obvious like the 57s on the mudguard numberboard and cut into the tailpiece, and some less so, like the rubber fork gaiters and chrome single headlight.

The more sharp-eyed amongst you will have noticed that that swingarm is not a standard Slabbie job. My notes tell me that the underbraced arm, complete with eccentric adjusters, is an Exzenter arm and was made by Krüger and Junginger. At the front, the forks are right-way uppies from a later GSX-R 750, the 1989 K Slingshot model. These benefit the bike in a few ways – firstly they're larger and stiffer, secondly they are thankfully bereft of the diabolical anti-dive system found on the early 1100 Slabsides, and thirdly it allows the use of the K 17" wheel as opposed to the spindly 18" on the original, and all whilst retaining the classic-looking right-way-up configuration. They would also allow the four pot calipers to be used, except Ralf's binned these anyway and has instead fitted Tokico six-potters from an even later GSX-R model.

Lucas rearsets give Ralf a place to rest his große zehn schuhe, and the paint is slapped on in vintage GSX-R shades with yet more little hints of 1950s culture, such as the checkerboard on the fuel tank. This bike has the poise and aggression of a retro '80s race bike with the fairing ripped off, but is able to reach further back than that and represent the 1950s café racer culture too. Oh, and the bike's called Euthanasie, because Ralf's of the opinion that it's better to die young 'with boots on your feet' than old and decrepit. And he can't think of a better bike to go on. However, we hope it doesn't live up to its name!



SPEC

ORIGINAL MAKE & MODEL: 1986 Suzuki GSX-R 750G.

ENGINE: 1991 GSX-R 1100M, race cams, modified ignition, modified cylinder head, braided oil lines, Devil/Inox exhaust.

FRAME: GSX-R 750G polished, modified subframe, Lucas rearsets.

FRONT END: Standard bottom yoke, ABM top yoke & bars, GSX-R 750K fork legs with gaiters modified by Wilbers Suspension, Tokico six-piston calipers, Moko clocks, Pirelli Supercorsa tyre, GSX-R 750M wheel.

REAR END: Krüger & Junginger Alu Neo Classic Exzenter swingarm, GSX-R 750M

wheel & brakes, standard shock absorber.

BODYWORK: Stock fuel tank, Egli tailpiece/seat unit, GSX-R 750K mudguard.

ELECTRICS: Old-style headlight, Kellerman indicators, modified ignition.

POLISHING: Loads, all by owner.

PAINT: Retro two-tone blue & white, by owner.

THANKS TO: "To my girlfriend Ela for putting up with the bike living in the flat for three years; my brother for all his help; and Mümmie my dog for waiting patiently under the table for walkies..."