



New tyre time!



Price from new: £16,099

Insurance group: 17

Modifications

Pirelli Supercorsa tyres	£200.00
Yoshi p'stand bobbins	£35.00
SP E' Diabolus Can	£250.00
ASV Levers	£220.00
Yoshimura Tank Pad	£27.00
Yoshimura Yoke Nut	£32.00
Yoshimura Axle Kit	£77.00
Yoshimura Crank Plugs	£88.00
Yoshimura R-11	£764.00
HM P&P Q'shifter	£449.98
Speedo Angels Dash protector	£10.99
RUNNING TOTAL	£2,153.97

Contacts:

www.pirelli.com
 JHS Racing
 www.jhsracing.co.uk
 Performance Parts Ltd
 www.performanceparts-ltd.com
 www.spengineering.co.uk
 www.bikehps.com
 www.hmquickshifter.com
 Speedo Angels
 www.speedo-angels.com

BEEJ SUZUKI GSX-R1000R

TIME ON TEST: 9 MONTHS 02845 ODOMETER MILES BHP: 184.5 GAIN: 12.5 NEXT AIM: MORE POWER!

THIS MONTH I HAVE MOSTLY BEEN... "Not getting much riding done, dammit..."



A Speedo Angels cover has got the dash guarded nicely.

Yes, Christmas and New Year may be a time of joy for many, but for me it sucks, as I'm barely able to get out on bikes! The reason is that I look after my wee boy pretty much 24/7 at this time, so the Gixer has mostly just sat there glaring at me for not utilising its remarkable abilities. But this Christmas I did manage to do something I haven't done for decades – go for a Christmas Day thrash.

I managed to find a window during which I could zap out for a couple of hours, and if you haven't done it, let me tell you there's nothing like riding on Christmas day. There's barely any traffic, it's absolute bliss and we had a whale of a time, as there are few things more enjoyable than riding like a

complete arse on Christmas Day. It's something me and some of my mates used to do every Christmas back home. We always made the effort, so it was nice to be able to do it again.

Okay, the roads were wet, grimy, mostly covered in shite and rather slippery, and I'm still on Pirelli Supercorsas! Like any tyre, approach it as such and you can still have fun, which we did, although it did get me thinking. It's about time I put on some tyres a little more suited to the time of year, so I grabbed a spare set of Bridgestone T30s from the lock-up and had them slung on. Ah, that's better! Of course, one must still be careful at first, but unsurprisingly they offer so much more purchase and are so much faster, that I wondered why I hadn't done it weeks ago.

I've toured on the T30s and also been on track with them. For a touring tyre they are a decent jack-of-all-trades with excellent grip and an admirable wear rate. But there was another reason why I chose them, and that's because their replacements, the T31s, are coming very soon. So while the weather is still pony, I'll get to do a great road comparison of them. I just need to give Bridgestone a nudge to send me a set on the new ones and we'll be set.

I planned to get the Rapid Bike unit fitted so we could match the fuelling to the Yoshimura can, but other duties have got in the way, so that'll happen next month. After that we'll play with another can or two and then go full-system to squeeze as much as we can from her.

I have managed to make another modification though – the addition of a Speedo Angels screen protector for the dash. It went on with little issue and the pack I received comes with spares in case it ever needs replacing. They come in ultra-clear or anti-glare options, which increase visibility. Given that it's easier to scratch your screen than you'd think, especially on modern machines with big TFT dashes, and how cheap these are (from £10.99), it's a bit of a no-brainer. Just stick it on and forget about it, simples. Patience really is your friend when it comes to removing the bubbles on fitment though – nice and slowly – don't forget!

The even better news this month is that returning to work has meant being with the Gixer every day again, which has been ace. Apart from mornings with the odd bit of ice scaring the life out of me, especially when I still had the Supercorsas on. It's also incredibly irritating this time of year, that even if it doesn't rain, the roads are bloody soaked every morning. At least they're dry by the time we go home, I guess.

I've also been enjoying the HM Quickshifter unit I fitted last issue. It's definitely a little sharper on the up-shift than the stock item, but the big test for me is on the down-shifts. On track with the OE unit, there's a bit of inconsistency, sometimes sharp but sometimes clunky. On the road the HM is so far so good, but I'll need some track time to truly test the unit. Lots more next month!

