

SPECIALS

GSX-R750

Stunning track-ready special that weighs only 154kg is up for auction in the US

BY ANDY DOWNES

THIS is the world's lightest-ever Suzuki GSX-R750 – and it's up for sale in a charity auction to help an injured racer.

The Czecher SuperLite weighs just 6kg more than a MotoGP bike at 154kg ready-to-ride – that's around 25kg LESS than the standard 2004 GSX-R750 it once was.

The charity auction is aimed at raising money for Vince Haskovec – an American superbike racer whose career was ended after an accident at Infineon Raceway paralysed him in 2005, just two races after he had won a round of the US National Superstock series at Daytona.

The bike was completely reworked by Taylormade Racing, the main aim being to shed weight and turn out the ultimate track day bike. The result is this incredible-looking machine.

The bike is road legal, and its highlights include:

- Power hiked to 145bhp with the engine worked on by tuner Carry Andrew who preps bikes for the US Superbike series
- £8000 forks with titanium springs and reworked internals
- Penske rear shock with titanium spring
- Carbon-fibre Dymag wheels

- Ceramic composite front brake discs
- Goodridge braided hoses
- Cycle cat rearsets
- Full Taylormade Racing titanium exhaust system
- Carbon-fibre airbox
- Carbon-fibre fuel tank
- Self-supporting carbon seat unit and subframe
- Taylormade Racing carbon-fibre windscreen with unique air blade to cut high-speed turbulence
- Carbon-fibre fairing from a 2005 GSX-R1000
- Yoshimura EMS Cube ECU with settings for road and track along with a Yoshimura quickshifter
- Remote, keyless ignition system

The attention to detail is what really makes this bike stand out – the carbon-fibre seat alone, designed by Jordan Formula One designer John McQuilliam, took three days to make. It is built from 66 individual pieces of carbon weave and is 24 layers thick where it mounts to the frame and only three thick at the end near the exhaust system – hidden inside the seat unit.

The carbon-fibre screen may sound like madness, but it's lower than the standard screen, with a spoiler along the top edge to direct turbulent air over the rider's head.

The engine has been tuned by Carry Andrew of Hyper Cycle. The US

Superbike tuner has worked on bikes for racers including Nicky Hayden, helping them to be competitive before they became factory riders. It has been designed to run as smoothly on the road as on the track, yet still puts out 145bhp – around 20bhp more than standard.

The BrakeTech ceramic composite brake discs used at the front wheel are so powerful that the builders actually considered using only one disc – but in the end they opted for two for cosmetic reasons as much as anything else.

The Taylormade exhaust system is completely fashioned from titanium – the 4-2-1 header pipes lead into an underseat silencer which protects both the carbon-fibre seat unit and the rider from excess heat thanks to its ceramic coating.

The remote, keyless ignition is designed to eliminate any worries about reliability or safety – it gets rid of the key completely, but won't start with the bike in gear and can't cut the engine out if the bike is moving. It works with the Yoshimura quickshifter, a programmable set of shift lights and has different ignition settings for the road and track to keep the bike as useable as possible.

For details/bids go to: www.racetaylormade.com/czecher/index.html



CERAMIC composite front brake discs



KEYLESS ignition and carbon screen!



PENSKE rear shock has titanium spring