

The funny thing is, when I got that bike I swore I would not modify it (after my frankenstein RD350 had turned into a mutant)

now, I think maybe the gas cap is the only stock thing left on it. And that will go with the new gas tank.

It's like a phoenix, keeps getting reborn as a new bike every few years.

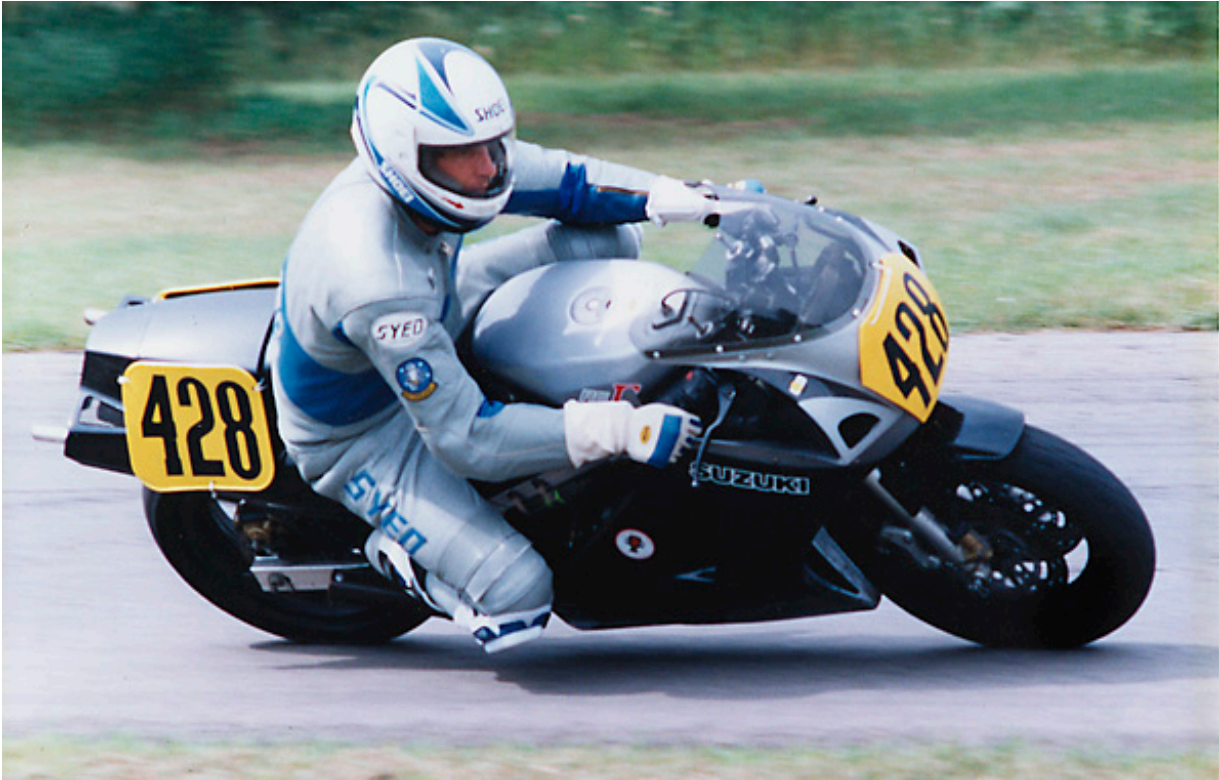
If you want to see what happened to your bike, here's the history in a minute!

Of course it was slightly scuffed up when I bought it, coz it had been down on one side. I rode it as-is for a while, here I have a ram-air setup installed (worked poorly) but I learned how that stuff works. You recognize this one!



this is my first weekend ever road racing. no swingarm brace at this time. When I fixed the scuffs I painted it pearl black+silver (a few years into ownership) raked the upper

fairing back, and put on those nice hand-wings. I really liked this fairing a LOT, I thought it looked way better than OEM



Later, braced the swingarm, put on CBR900 tail and added big brakes, got white plates. I have tried about 5 different sets of pipes along the way!



next phase I went to PM front wheel, 90 GSXR forks, Kosman-widened 4.5" rear wheel. This was near San Diego after being featured in Sport Rider after the engine had been pretty well-developed. SR ran 1:30 on it at willow springs within a few laps. holy cow



roadracing at Grattan. Leathers showing some distress by this time

later on picked up flames with the TZ-RG stage, here I am at Gingerman, monobloc calipers, smaller rotors (those pie-pan GSXR rotors really slowed the steering so I went back to 297mm) , and went with a frame blackout and marvic mags



Here is Kent K from Sport Rider taking it for a spin at Autobahn





my 250 and 500, with frame braces on



and finally you saw the latest paint scheme with white bellypan. Just installed 07 R6 forks, and am in the process of making a new tail!



I am hoping to arrive at Barber with something along these lines, but making a gas tank is difficult. (this is photoshopped tank and tail)



I'm making the tail right now. I ended up making it pretty big, but I am trying to improve aerodynamics as much as I can.



naked





here it was before Barber in 2010. Datalogger showing 151 real rear wheel HP, uncorrected about 140 "real" HP, factored for temperature= equivalent to superflow HP. About 150-155 dynojet HP



and of course here it is after barber





and here it is now, rebuilding again



On May 20, 2010, at 7:29 AM, cnrgbr wrote:

**Hey what happened to the bike I sold to you?
I want it back!!!!!!!!!!!!!!**

Charles