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STREET FIGHTERS

**SPECIAL
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LEGAL'
ISSUE**

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**300 BHP
GIXER TURBO!**

TURBO CBX!

**130BHP
500 GAMMA!**

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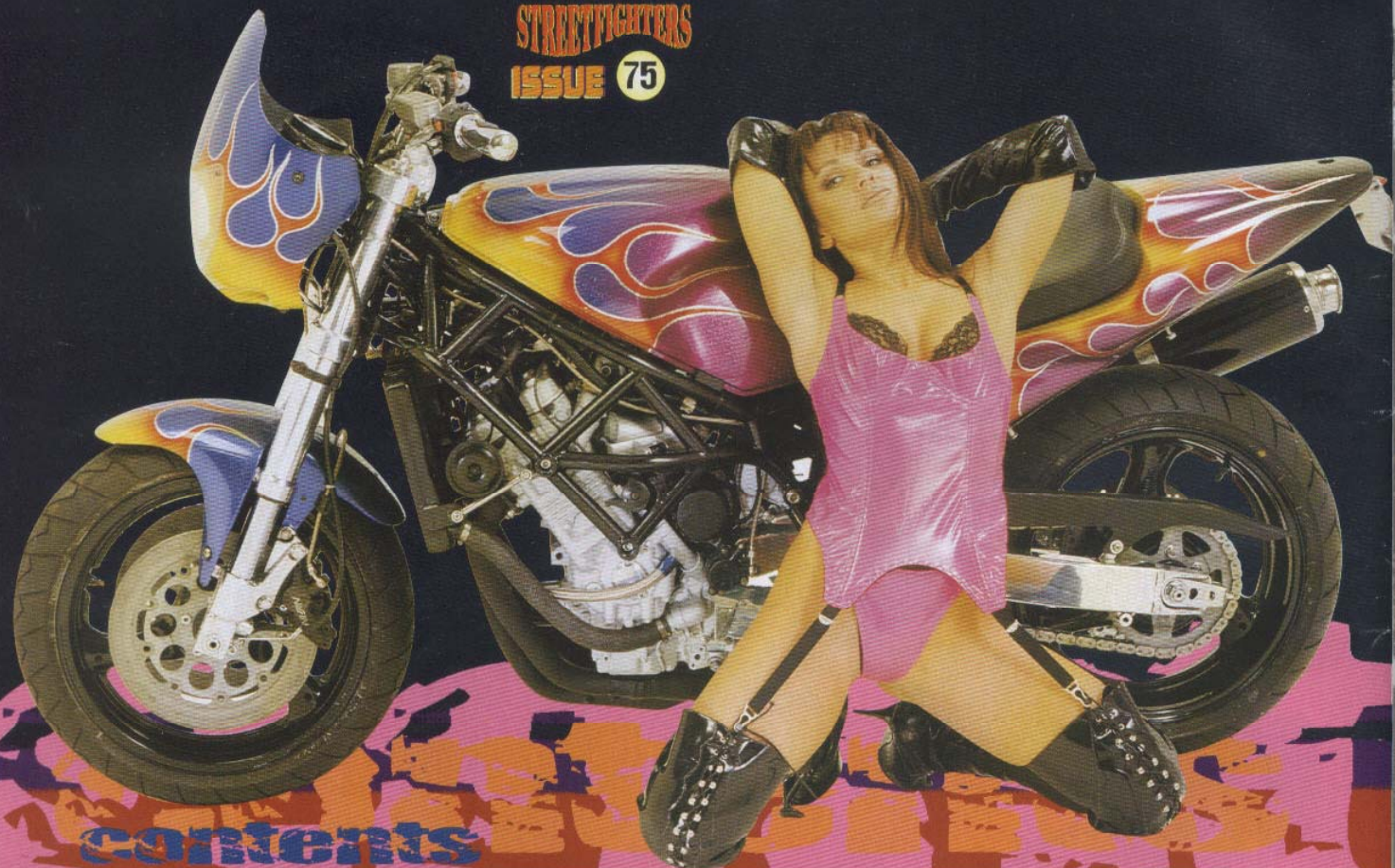
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STREETFIGHTERS ISSUE 75



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do away with the need for your oil pump, trick-as-fuck exhaust cans, supermotards for rent, Spondon Katana frames and the next generation fairings from Acerbis, just pure sexual plastic ...

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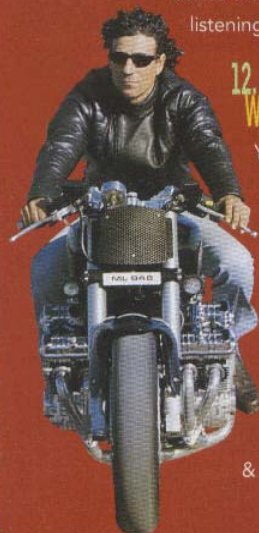
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49. TOT STORY - trick paint 'Blade - is this the ideal bike to buy to keep your kids happy? Well, speaking as a very big kid, I'd have to say yes ...

53. FAT BASTARDS WELCOME - NCC EXUP with Karen Baguley - I'm telling you, I'm putting in a dry-cleaning bill for my trousers after I had to spend a few hours sorting out which pictures of the lovely Karen (and John's bike) were going to go in this issue ...

62. FORCED ENTRY - 300bhp turbo Gixer - 'ere, d'you wanna read a story? It's about ... turbocharged motorcycles ... swarthy Cypriot



OUR FATHER, WHO

MARINE TURBINE TECHNOLOGIES' Y2K SUPERBIKE, NUMBERED 001 AND WORTH IN EXCESS OF ONE MILLION BUCKS, RESTS ON ITS CUSTOM-MADE PADDOCK STAND. IT'S DEVOID OF ALL GRAPHICS. IT LOOKS LONG, BUT NOT AT ALL OUT OF PROPORTION. IN FACT, APART FROM THE BIKE'S EXHAUST SYSTEM, IT WOULDN'T LOOK OUT OF PLACE PARKED AT MACDONALD'S - AT LEAST NOT UNTIL YOU FIRED IT UP ...

THE polished hand-made chassis gives nothing away to what hides under the custom bodywork. Only the strange rear chain drive, mounted high above the gearbox, gives any indication of how different this motorcycle is. Sitting astride the Superbike, it is wide, but that width is dictated by the mounting position of the turbine unit. I'm just under six feet tall, but my feet are firmly on the ground. The massive eight, almost nine, gallon tank adds to the bike's top-heavy feel, but mainly because MTT's engineers have fuelled it up to the brim. Clip-on style handlebars have been placed wide, but not too low to have to stretch over that mammoth fuel tank. The screen sits low, a myriad of instruments surround a centrally mounted small TV screen.

The Y2K Turbine Superbike is the world's first turbine-powered, street legal motorcycle of its type. This superbike is powered by a Rolls Royce Allison gas turbine engine running on diesel. The Y2K has demonstrated over 300 horsepower and 425 ft/lbs of torque on the dyno.

That's the opening paragraph on the flyer for Marine Turbine Technologies' Y2K Superbike. Impressive? You bet. Two telephone conversations with MTT's president Ted McIntyre and the words 'Jim, just wait till you ride it' - that was enough for me. American Airlines from Birmingham, England via Chicago and then on to New Orleans, another two hours in a pick-up truck and we were there.

I know what you're thinking. I keep mentioning the word 'marine' and it doesn't sound much like 'motorcycle', so what gives? Well, the driving force behind MTT is its founder Ted McIntyre, a fully qualified pilot and commodore of the Gulf Coast Power Boat Association. Now after spending the best part of two days as MTT's guest I had a pretty good insight into what drives McIntyre and his band of merry men - they want to be the best. They want to build the most powerful vehicles on the planet, be it racing powerboats, ocean-going cruisers, high-speed landing craft, twin-engine rescue airboats or even fancy

ART IN HEAVEN...



flame-jobbed pick-up truck - and that's what brings us to the Y2K Superbike. Oh, and did I mention that all of the above have to be powered by MTT's favourite powerplant, the gas turbine?

Now McIntyre has always wanted to extend his expertise and build the ultimate - a gas turbine-powered streetbike. He had the technical know-how to modify the power-plant, he even knew what he would use - a Rolls Royce Allison - a turbine weighing only 136 lbs but capable, in its normal environment (i.e. a helicopter), of churning out over 320 horsepower and lifting not only the bird, but a four man crew off the deck. He just had to find a designer not only capable of rendering drawings, but with the skills and enthusiasm to build the motorcycle from the wheels up. He searched the frame shops where a chance meeting with Frenchman Christian Travert was to be the answer to his problems. Travert was a 'dyed in the wool' biker - a regular competitor both as an independent and a factory rider in the

gruelling Paris/Dakar rally and, more importantly, he had the skills as a trained machinist.

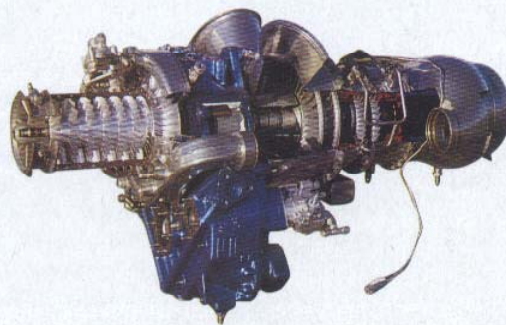
Travert rendered his first sketches - he originally sketched a long and low cruiser but, after calculating power figures and weight, he went back to the drawing board. His next efforts were to be the Y2K Superbike as you see it today. McIntyre liked the drawings and asked the frame shop to build the rolling chassis. As Travert had specified, it had to be built as 'top of the range' as possible - basically, an open cheque book. Time passed until one evening, McIntyre received a phone call; Travert had been keeping an eye on the frame and was not happy with how things were progressing. Ted McIntyre has been in the game long enough to tell a rat when he smells one, so the work was paused and Travert (better known as Frenchy at MTT) had himself a new job as chief designer and builder of MTT's Superbike. What the guys at MTT didn't realise was that Frenchy's Y2K Superbike was

about to take shape from an artist's drawing into a fully functional streetbike in less than ninety days.

Once the frame jig was assembled it was clear that the dimensions and power characteristics of the extensively modified turbine would dictate the wheelbase and steering geometry of the Y2K. Frenchy never lost touch with the fact that the Y2K would be geared from the factory to run almost 250mph and that top speed figure would require some serious frame mods. The aluminium hand crafted box-section polished chassis would end up with a wheelbase of almost 71 inches - a few more inches than most Harley-Davidson cruisers. Coupled to a steering rake of 27.5 degrees, sure, it helps high number stability,

but does nothing for tight turning. According to MTT the next bikes will have a steeper rake on the hand-made 2 inch billet yokes, which should decrease the wheelbase by two or three inches. A set of White Power USD 54mm forks with adjustable re-bounce and compression support the Dymag carbon 17 inch front hoop. A pair of Ferodo six piston billet calipers bite on twin 320mm full-floating rotors. The front tyre is one of Pirelli's 120/60 ZR Race Corsas. Out back is graced with another Dymag 17 incher with a much machined 320mm rear rotor, again with a Ferodo six piston billet caliper. The rear tyre is a 200/50 ZR 17 - again a Race Corsa - and rear suspension duties are carried out by a French Fournales oleopneumatic unit.

OUR FATHER.



WHO ART IN HEAVEN



At this stage the transmission is MTTs' own design 'single-speed' unit; built in-house, it transfers the enormous torque from the turbine - up to date without failure. But they do admit to having some problems - as it turns out the little turbine is a bit of a clutch cooker. MTT are in the middle of developing different clutch units - the one I tested was in full lock-up mode; a 'dry' clutch unit with a 1050lb pressure plate with no less than seven clutch packs. This is soon to be replaced by the new two-speed MTT transmission system running a hydraulic clutch bathed in oil. All the bike's electrics are built by MTT, including the novel tiny rear-view camera hidden in the bike's rear light and displaying on

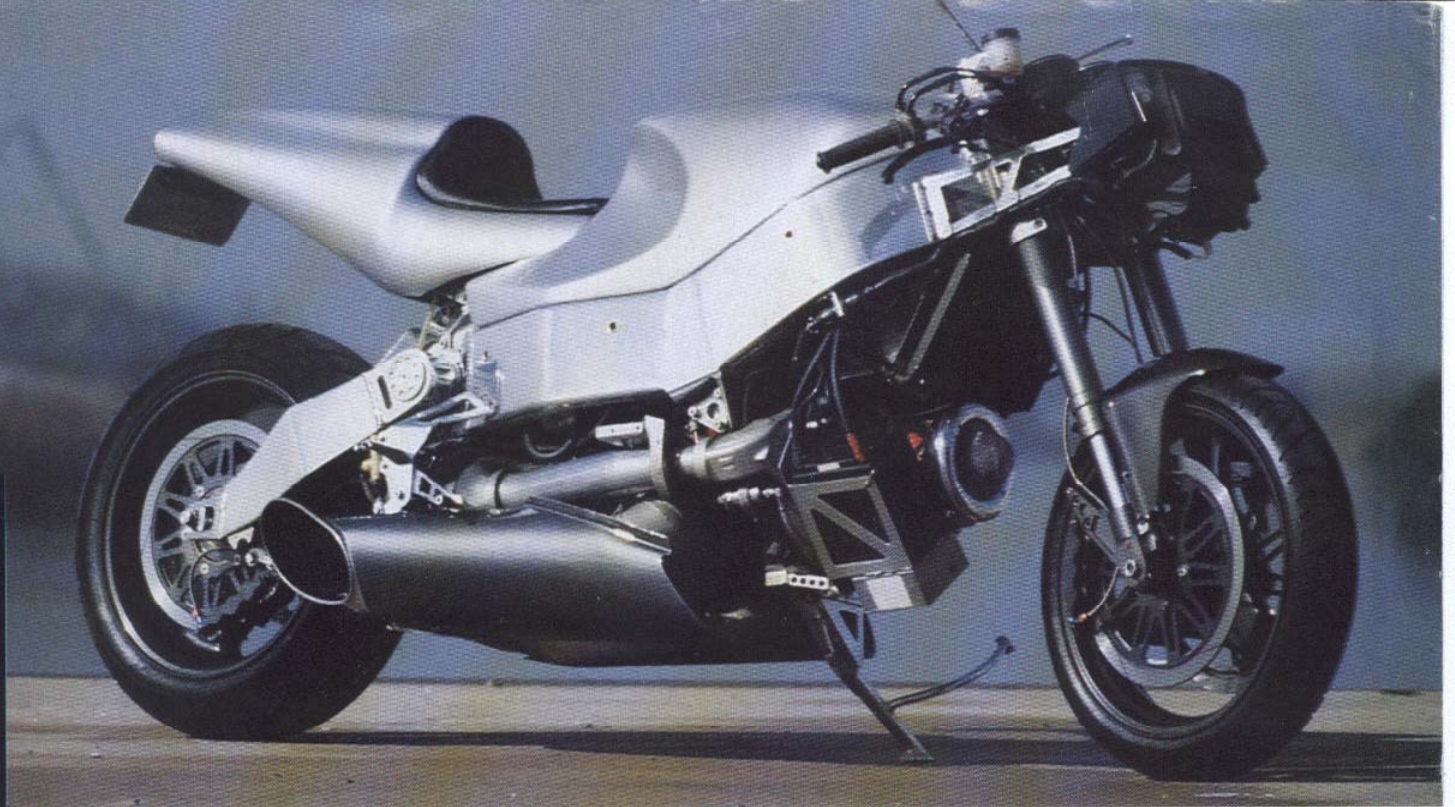
a TV monitor built into the dash - a small mirror was installed to turn the picture the correct way round.

One of the biggest problems encountered by MTT in building the Y2K was turning the exhaust system 180 degrees to point downward and not up like a helicopter. The turbines were stripped and new exhaust scavenge tubes were manufactured to clear the also rotated gearbox. The mini-turbine had to be rotated 180 degrees so that the inlet would be on the bottom and the oil scavenge lines had to be modified. This turbine is rated at 317 horsepower. When they strip and rework them, they're able to do some in-house modifications to tighten up tolerances and, as a result, they regularly gain an extra 15bhp on the dyno whilst continuing to maintain reliability. MTT already has its sights on a powered-up version of the Y2K with a 420 horsepower turbine - possibly, this year, it will be built as McIntyre's demo bike.

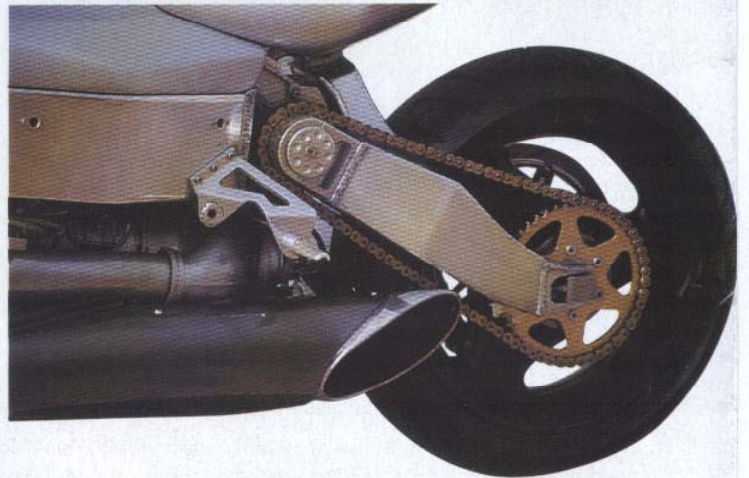
Wheeling the bike out into the Louisiana sunshine you feel the 460 lbs and long wheelbase - it's similar to pushing a Harley cruiser. Ignition on, hold down the left hand-mounted starter button. You hear the starter whirring the compressor up to speed; the ignitor fires - click, click, click - as the tacho needle sweeps close to 20,000 revs, the turbine combustion section flashes up. The sound is pure magic - it's just like the old 'Airwolf' helicopter. Once the revs rise to 20,000 you hear and feel the turbine light. That's it, fingers off the button - this thing's ready to fly!

All this takes less than ten seconds. As the noise increases you feel the bike beginning to 'creep' (the bike I tested had its clutch pack in full lock-up mod). No problem - just squeeze the immensely





powerful front brakes. With the clutch pack locked up, the bike drives like an automatic; just point it in the direction of travel and release the brakes. With the throttle barely opened, the Y2K whistles along effortlessly; 50 - 60 - 70 mph, it arcs its way through the sweepers, you just set the bike up on the brakes before you get into the turn. You sit in rather than on the bike, and it's no kneedragger. Find a straight bit and wind the throttle back; the engine note changes and you can feel the turbine drawing more air. Then it hits - bang! You get little or no warning, just a great big shove through the atmosphere. The torque is incredible; somewhere between being shot from a cannon and the rear wheel breaking loose. You then realise that you seem to have lost your senses - without gears to change and rev-limiters to hit you just flash along and, within no



time, you're on the wrong side of treble figures. Time to slow down. Snap the throttle shut - nothing. No effect. By now the turbine's got its second wind and the more air it draws, the harder it runs. This only lasts a few seconds, but you have to re-educate your brain to hustle this bike along. The long wheelbase and brake bias, however, more than make up for this little problem and with a huge front and rear rotor set up you soon bring the beast back down to earth.

Sure, I'd read all the spec sheets on the Y2K, but you can only appreciate that kind of power and torque once you've experienced it first hand, and recalibrated your right wrist. MTT even have an injection system which gives the turbine an extra 25-30 bhp. You want to kick this thing in the guts, find a nice long straight. Now which state has the longest runway?



SPECIFICATIONS

ENGINE	ROLLS ROYCE ALLISON 250 GAS TURBINE, RUNNING ON DIESEL, 54,000RPM COMPRESSOR, DRY SUMP/3.5 QUARTS OF TURBINE OIL, SINGLE SPEED GEARBOX WITH NEUTRAL, MTT ONE-OFF LOCK-UP CLUTCH	FRONT END	WHITE POWER 54MM USD FORKS, ADJUSTABLE FOR REBOUND AND COMPRESSION, MTT TWO INCH BILLET YOKES, DYMAG CARBON FIBRE WHEEL, 120/60 ZR 17 PIRELLI CORSA TYRE, 320MM DISCS, FERODO SIX PISTON CALIPERS
PERFORMANCE	320 HP @ 52,000 RPM (286 BHP @ REAR WHEEL), 425 FT LBS TORQUE @ 2,000 RPM, 250 MPH ESTIMATED TOP SPEED, 9.80 SECS @ 160 MPH QUARTER MILE, ZERO-200 MPH IN 15.0 SECS	REAR END	MTT SWINGARM, DYMAG CARBON FIBRE WHEEL, 200/50 ZR 17 PIRELLI CORSA TYRE, FOURNALES ADJUSTABLE SHOCK, 320MM REAR DISC, FERODO SIX PISTON CALIPER
FRAME	ALUMINIUM WELDED BOX SECTION, 27.5 DEGREES RAKE, 31.5 INCH (800MM) SEAT HEIGHT, 71 INCH (1803MM) WHEELBASE	BODYWORK	MTT, 8.5 GALLON FUEL TANK
WEIGHT	460 LBS (WET)	ELECTRICS	ONE-OFF LOOM BY MTT, CONCEALED REAR VIEW TV CAMERA
		COST	\$225,000