

"IT'S TAKEN 10 YEARS EVERYTHING TO B

PB reader Ian Judd's **Anniversary** edition YZF-R1 has



RS... I WANTED E JUST RIGHT"

evolved into a factory-finish, track-inspired roadbike

Words Alan Seeley / Photography Ian Judd

'Being old-school I fell in love immediately. I was a big Kenny Roberts fan back in the day'



WINTERS IN WISCONSIN, USA are harsh, with the mercury regularly dipping as low as -25°C. That means many weeks of the

year when the best thing to do is repair to the workshop and get down to some serious bike building. It's in this environment that ex-pat Ian Judd created the R1 he calls 'Ole Yellar'.

A life-long sportsbike fan, Ian left a Kawasaki ZXR750H behind in the UK when he emigrated to the States. "I'm 58 years old and have been riding since the age of 16," he says. "I got my first bike, a moped, as a means of getting to college when I left school. I caught the bug almost immediately and have pretty much had a bike all the time since. I didn't even have a car until I was 24.

"But when I moved to the US in 1999 I couldn't really take my ZXR with me and with one thing and another I was without a bike for nearly seven years."

But you can only suppress the need for a performance bike for so long, and Ian found himself seeking another bike in 2006.

"I was a little out of touch as to what was out there so I went searching the dealers and came across the R1. The models I saw were the Anniversary and an LE (identical to the UK's SP model)," says Ian, whose attention was captured by the yellow, black and white speedblock livery of the special editions released in celebration of Yamaha's 50th anniversary. "Being old-school I fell in love immediately; I was a Roberts fan so those are the colours a Yamaha should be," he adds. Any residual dithering was swept away by the underseat exhaust systems on the bikes.

Then Ian looked at the bikes' price tags. While the Anniversary was just about within budget, the higher-spec LE was not. "Luckily the LE was sold, plus I couldn't afford it anyway. But the Anniversary model came home with me that day," he remembers.

Almost as inevitable as our need for rapid road bikes is the compulsion to modify them. Hard to believe when you look at what Ole Yellar has become, but Ian was a little unsure of how to get started with mods. "I was a little out of touch with the whole modding thing," he says. "Obviously I knew about aftermarket exhaust systems and seat cowls and bits like that, but I'd never really looked into other types of upgrades." However the internet came to his aid and, having joined an R1 forum, Ian soon started to dabble.

Ian's modifying induction was incremental at first. He started slowly with a few basic cosmetics such as frame protectors, bar ends and the like. "I found myself fitting just a little bit too much gold-anodised stuff. At first I thought this fitted nicely with the anniversary theme, then I realised it was all a little too 'bling'," he admits.

Then the changes started to become more substantial, with rearsets and brake discs being first in-line for upgrade. "It was really

SPECIAL / 2006 YZF-R1

just common or garden aftermarket stuff like Sato and Galfer at this point but as my knowledge grew, names like Öhlins and Brembo rattled around my brain," says Ian.

Their call proved irresistible and pretty soon Ole Yellar had been treated to Öhlins suspension at both ends and some Brembo HP calipers pumped by a Brembo RCS master cylinder. "I thought the bike was really something and I now pretty much had my own LE if not even slightly better," says Ian, who by this point was around three years into R1 ownership.

Many might have stopped there, but a burgeoning interest in racing meant Ian's R1 was destined to be taken to another level. "As I learned what was being used on track, I realised my mods weren't cutting it any more. I was lusting after BST carbon wheels, gas forks, monoblock calipers, fully floating discs and race swingarms with quick release," says Ian.

The hunt was on and Ian slowly started to find the contacts and suppliers for the items he craved. Eventually parts started to appear and the upgrades were made.

Ian's first breakthrough item was a Harris Superbike-spec, wide-track swingarm. A luscious piece of fabricated aluminium that Ian thought he would never find, as Harris had ceased production some time before he had even started looking for one. "It came from my homeland, where a lot of the good parts are. Unfortunately, unbeknown to me at the time of purchase, it had sustained some damage. I decided I didn't want to fill and paint it to hide the damage – if I was fitting a Harris it had to be raw aluminium and shout its presence," says Ian. So it went

'After three years I pretty much had an LE, if not slightly better'



Eagle-eyed readers will spot a theme here

IAN JUDD'S MAN CAVE: SPEED BLOCK HEAVEN

THIS YAMAHA-THEMED WORKSHOP was formerly the family room in Ian's house, but the enterprising carpenter has put it to far better use.

The bike on the bench is a 1989 Kawasaki 250 Ninja,

currently a non-runner. As well as a 2015 R1M, there's a bike Ian calls 'The Sleeper.' "I bought a 2004 race R1 to get the gas forks from it for Ole Yellar, and intended to sell the leftovers to get my money back.

That left me with the engine, which had been built by ex-AMA Superbike champion, Jamie James. It has a 1050cc big-bore, loads of YEC bits, a lightened crank, makes 190bhp and is road-legal."

back across the pond to Harris and was repaired at an expense that nearly matched the price he'd paid for it. "I wanted it to be right. It was the first really special race part and the beginning of the phase that's brought the bike to where it is now," he adds.

As engaging as the pursuit of trick race bits undoubtedly was, Ian was presented with a one-stop shop to make some major leaps forward in the evolution of Ole Yellar.

"I had the opportunity to purchase a purpose built racebike with an awful lot of bells and whistles. This is where the Öhlins FGR670 gas forks, Akrapovic Evo system, Brembo P4 34/34 monoblock calipers, 19 x 18 front master cylinder and a lot of other bits and pieces came from," says Ian, who having raided the racer for its best bits for Ole Yellar found himself building another R1 around the track machine's Jamie James-tuned 1050cc big-bore engine.



Even stripped down it's a beautiful thing to behold



CARBON GALORE

Where it probably tells most is in the BST wheels; quicker steering and acceleration, plus an easier time for the suspension and better braking are the main benefits.

SIGN ME UP

Edwards and Rossi have signed it. "Now I just need Roberts and I'll have all the guys who've raced in this livery. Lorenzo offered to sign it but I turned him down on that basis."



▲ Öhlins gas forks and Brembo monoblocks



▲ For a commuter bike it's close to full factory



▲ Brembo GP-spec master cylinder at the rear



▲ Edwards' unmistakable scrawl on the tank



◀ Öhlins 46PRXLS rear shock with adjustable R1 LE linkage



UP THE HARRIS

The acquisition of a Harris Superbike-spec wide-track swingarm was the moment when things progressed from general upgrades to full-blown special.

Given the spec of Ole Yellar, you might be quick to assume this is the archetypal cheque book special. Not so, insists Ian: "Nothing is further from the truth. A lot of the fun building this bike has been searching for the parts and finding them at good prices. After all, this has been a build that has taken 10 years so far, and some pieces like the Brembo 13mm rear master cylinder and 90° remote front brake adjuster have turned up fairly recently; at least at prices that make them affordable. Also, race parts are not often a straight fit on a roadbike and a lot of the interesting times have involved figuring out how to make it all work."

Like the race tail unit which, given that this is Ian's commuter, had to be filled in underneath for the sake of practicality. "In the end I had a local fabricator mate it to the bottom half of a stock tail unit," says Ian. His original intention was to paint it yellow but here PB had a hand in matters, in the shape of our own Mark White, another R1 forum regular. "He said I should paint it black. He

was right," admits Ian.

"I always wanted this bike to look and perform like a roadbike, with the sort of fit, finish and reliability that comes from the Yamaha factory; it's one of the reasons the motor is pretty much untouched. Racebikes look sexy but when you view them up close they can be a little rough around the edges; it's function over form. I think I have lived up to that goal and in fact it's fun when I'm out and about to watch people and see just how much they notice, it's amazing how many people just see an Anniversary R1," he adds.

So what's next? "I'll never use the word finished when it comes to Ole Yellar," says Ian. "But the list of parts I'm still looking for is not as long as it used to be."



A Ian's rightly proud of his subtle, classy YZF-R1



A Brembo clutch lever is simply exquisite

THE SPECS

IAN JUDD'S YAMAHA R1

ENGINE 998cc (77mm x 53.6mm) Yamaha YZF-R1 engine (174bhp and 78.6lb.ft of torque), Power Commander III. Full Akrapovic Evo Ti exhaust system with cans shortened by 50mm. Factory Pro velocity stacks. Driven block-off plates for air injection system. BMC air filter. SBK full race radiator with Adel Wiggins fittings for Samco hoses. Superlite 520 drilled front sprocket (-1 tooth), Driven 520 black rear sprocket (+1 tooth).

CHASSIS Standard 2006 YZF-R1 frame with a Harris Superbike-spec wide-track swingarm and R1 LE adjustable linkage with Öhlins 46PRXLS shock. Öhlins FGR670 gas forks with Öhlins 1kg springs. Öhlins steering damper with Harris mount. Brembo P4 34/34 monoblock calipers with Brembo 19 x 18 billet front master cylinder. Brembo 13mm rear master cylinder. Braketech fully-floating discs front and rear.



A No expense was spared on Harris swingarm

