

# Yamaha YZF-R1

**P**riced at around the same level as Greece's national debt, it seems a crime to throw any more money at an R1. So I was fully prepared to perform a citizen's arrest on Beej at Llandow. Forget Judge Dredd, I am the law.

But then I rode it, and if there's one thing the Black Mamba likes more than talking about himself in the third person, it's mods that have a genuine effect. Take tyres out of the equation and Beej has lavished the R1 with the same money as Ginge did on the SV, the only difference being the wisdom of each part.

I know from experience that extracting meaningful power from a stock R1 requires the injection of one special part – money. The Yamahas in BSB will struggle hugely with the new superstock-type rules because the cross-plane cranked motor is averse to releasing good grunt. So trying to extract this trapped wind – in the form of a reasonably priced M4 exhaust and Y-piece – is like throwing good money after bad. Saying that, more money on other cans can give

you a worse return than the M4's 5bhp peak improvement.

Bazzaaz has proved that traction control needn't come at BSB-like prices and in incorporating a fuelling module and quickshifter into the package it really does justify its £1100 fitted cost. Power delivery is crisp, the quickshifter is like a hot cock through batter and the easily adjusted traction control is a boon. I'm saying all this with the Yamaha at flat chat, but I know it works less well at lower revs.

The throttle blipper is an ace gadget. I wouldn't call it essential by any stretch, but feeling the throttle blip itself on downshifts was almost a celestial sensation – if only the Black Mamba believed...

But my issue with the R1 remains. It's always felt too big, too flat and not focused enough. The motor is crying out to exploit fast steering, lithe direction changes and ear to ear lean but it takes so much coaxing to achieve this. A pair of rims and some set-up time would have sorted this, and pushed the R1 much closer to the top. Close this time, but no cigar. ▶



*This beat is, this beat is, this beat is Technotronic*



*M4 isn't an obvious choice, but this can works wonders*

## BENJAMIN'S RIGHT TO REPLY

I'm rather glad the Mamba enjoyed the Yamaha, because on track I reckon it's mega! After his Mamba'ness was finished I managed to get a few laps to finally test the TC and Blipper on track. I'm smitten with the Blipper, and it helps no end keeping the R1's rear in line going into a turn, without me having to rely on my clutch release skills as usual because the slipper clutch gives up all too easily. The TC worked well too, better than I expected in honesty, curbing excess throttle on the damp parts of the track. At almost zero degrees, on race tyres, by rights I should have ended up in the gravel but the TC saw me through. So if you have this R1 – Bazaaz, Technics & M4 – Go Go Go!!!

### DON'T BE FOOLED BY

Win on Sunday, sell on Monday. The Yamaha WSB and BSB bikes are a world away from stock – until 2012...

### Highlights

Price: £13,528  
 Mods: £3,138.72  
 Price/Mods ratio: 23.2%

### Verdict 8/10

The electronic ensemble really works and the motor's a peach. But not even the R10s can exploit the R1's BSB winning potential.

- ✦ CRISP MOTOR, ACE ELECTRONICS, R10S
- ✦ SUSPENSION, WEIGHT, LOW SPEED CONTROL

