

TWEAKED

BPE CBR600RR 'FIGHTER

MINI 'FIGHTER' BLADE

WORDS: KRIS HODGSON PHOTOGRAPHY: CHARMAINE SCHWAB

This stunning 'fighter started as a track bike, before conversion into the street weapon you see today.

Peter purchased this 2007 Honda CBR600RR from Blueprint Engineering in 2011 as a basic track bike which BPE had originally acquired with cosmetic damage, before inspecting and measuring the bike's structural parts like the chassis, swingarm and forks using their Motojig technology, before adding raceglass, track tyres and an exhaust system to make for the perfect track bike straight off the shop floor.

It was hard to go past the CBR600RR despite its age as the bike had a strong reputation since its 2007 update and for someone like Peter who wanted a good solid track bike it was an easy and obvious choice.

What was to follow was a bunch of track days all around Australia as Peter tested the CBR600RR to its limits not to mention his own, before eventually deciding to take an entirely new direction with the bike.

The bike was returned to Matt's workshop at Blueprint Engineering where the bike was then returned to roadworthy trim and the streetfighter project began.

This Honda CBR600RR has undergone quite the transformation since the project started, with the most noticeable change being the modified fairings in order to display the engine for a more aggressive profile side on.

The front end has also seen a full naked conversion, with the original fairings replaced by a Dominator Streetfighter dual headlight assembly mounted to the forks between ABM triple-clamps, while a custom mounting plate and brackets for the instrumentation and headlights were created by Matt from BPE to hold everything securely in place.

ABM handlebars, grips, and bar end mirrors, joined the ABM triple-clamp, while Fazzo levers adorn the bars, complete with the colour matched ABM accessories.

Keeping braking performance up to spec are HEL braided lines in red, both front and rear for a bit of visual pop and filled with Repsol DOT4 fluid, while the brake pads are now EBC sintered offerings. With plenty of braking power available in the stock system these small changes were plenty to transform the Honda's braking capabilities into the eye-popping variety.

The wheels have also been painted in pearl white with candy apple red centres to match the rest of the paintwork to stunning effect, thanks to Troy from Nightmare Designs (ND Refinishers) who does



paint work for Matt. The same theme is carried across the tank and bellypan before moving back along the tail, with a real racer styled look that gives the bike some real street cred.

Peter was sure of one thing when he started the project, he wanted to be Marco Simoncelli themed, paying tribute to the racer who tragically died after an accident racing in 2011 at the Malaysian GP at Sepang.

With this in mind the task fell to Matt to figure out exactly how he would bring this into being, with the help of Troy and approval of Peter. "The paint scheme flows quite nicely through the bike," explains Matt, "it needs to flow together with this kind of project, without making the common mistake of being too dull or dark but with a combination of flowing lines that match the lines of the bike."

Matt also admitted this was the biggest process of the build, not to mention the biggest expense as Peter, Troy and he liaised to figure out what would work, look good and suit Peter's goals. The end result was a pearl white and candy apple red paint job, punctuated by gloss black sections.

Peter was sure of one thing... he wanted the bike to be Marco Simoncelli themed, paying tribute to the racer.

Extra features like the candy apple red engine cases are great features that really make the bike stand out and carry the theme along the bike, instead of a lowering the dark areas of the engine to dominate. A few niggling features, like the exposed wiring loom were one of the last features that stand out visually and are next on the list for modification. "Hiding all the wiring on this kind of bike is a lot of work," added Matt, "Normally everything is hidden behind the fairings but it will now need to be moved inside the frame and there isn't much room – but once this is done it gives a good excuse to paint the chassis."

A Two Brothers undertail exhaust ensures the bike's bark matches its bite, while a K&N airfilter keeps everything breathing. Apart from this just the gearing and chain have been changed,

with a Vortex 15/45T assembly and 8K gold chain keeping power to the rear wheel. The modifications were actually done while Peter was still using the bike on the track, with the exhaust and airfilter proving a great combination that ran extremely well on the bike even without tuning. The gearing was likewise a take-all-comers approach designed to handle any track that Peter may throw the bike at, avoiding the extremes of matching the gearing to any specific track.

As such the gearing has been retained on the road providing a good compromise between rideability and power for Peter – the only downside being the speedo error, which Peter has to keep in mind, as a Speedo Healer has been contemplated but not decided on.



OWNER PROFILE

NAME: Peter
LOCALITY: Adelaide, SA
HOW LONG HAVE YOU BEEN INTO BIKES? 17 years
WHAT OTHER BIKES HAVE YOU OWNED? MSB90, Honda 600, CBR250R Fireblade, CBR1000RR Fireblade, CR125, TM250, CR1450
WHAT OTHER BIKES WOULD YOU LIKE TO OWN? Ducati 916, BMW S 1000 RR or an MV Agusta
WHAT INTERESTS DO YOU HAVE OTHER THAN MOTORCYCLING? Boating and rock climbing

LOOKING BACK, 2007 CBR600RR

2007 would be the year that saw the Honda CBR600RR receive a major overhaul – the biggest since 2003. The 2007 model received an all new engine, both lighter and smaller than the previous offering, saving two kilograms of weight and increasing horsepower.

The frame was likewise revised to match the new engine and was a more compact, lighter Fine Die-Cast affair, shortening the wheelbase and focusing on mass centralisation. The swingarm was also lengthened despite the overall shorter wheelbase, gaining 5mm.

While the suspension was retained from the 2006 model the wheels were three-spoke cast aluminium offerings, assisting in lightening the bike, while an updated electronic steering damper was also added.

Styling was also updated with a more aggressive profile, including a central ram-air duct and lighter tail section that still contained the underseat exhaust – albeit a new weight saving designed version.

Overall weight savings added up to 9.1kg, with a dry weight of 154.7kg while claimed power was 120hp.



1. Dominator Streetfighter headlights are mounted to the upgraded stock forks.
2. A few pieces of wiring are still visible and will soon be hidden away behind the frame.
3. The wheels look stunning, while the custom gearing from truck days has been retained for the road.
- 4 & 5. A suite of ABS components adorn the front end.
6. Pillen pegs are gone and a Rizoma tail tidy was added.

A Rizoma tail tidy also helps clean up the rear end of the bike, although the 2007 model already had the slimmed down tail, while matching Rizoma indicators provide exceptional warning to other road users of what Peter is up to.

Apart from visual features, perhaps the greatest work has gone into the bike's suspension – and if you've ever ridden a Honda CBR600RR or Fireblade you'll probably remember the exceptional chassis performance to start with.

The stock forks have been retained, receiving a full make over, with RaceTech .95kg springs and RaceTech Gold Valves to improve handling based on Peter's specific needs.

The shock likewise has been retained albeit with an Eibach 9.8kg spring with a RaceTech Gold Valve and shim modifications for the best possible handling. □



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Matt from BPE undertook all this work, applying his vast experience and expertise to create the best solution possible for Peter within the stock suspension's boundaries.

"Peter was having issues with the stock suspension diving in the forks on heavy braking and chattering in the rear while on the track," explained Matt. "Setting the bike up to Peter's weight we balanced the bike out and were able to drop Peter's lap times by a few seconds." A great result!

Peter has admitted he wouldn't mind upgrading both the forks and rear shock to Ohlins offerings – a costly upgrade to be sure and something that may come to fruition in the future. finances allowing, while Matt added, "The gold Ohlins forks and shock look great on a streetfighter but with such sorted suspension specifically for his weight Peter will be hard pressed to see improvement without investing a lot of money." ■

1. The tail now displays Sironcelli's number above the Two Brothers exhaust.
2. The bodywork's paint theme was also carried across to Peter's helmet for the full effect.
3. The Candy Apple Red engine/catch cases carry the theme across the otherwise unadorned black engine area.
4. Even the wheels were given the Pearl White and Candy Apple Red treatment, with awesome results.



Setting the bike up dropped lap times by a few seconds.

BLUEPRINT ENGINEERING

Blueprint Engineering (BPE) is run by Matt, a certified mechanical engineering tradesperson with 20 years of experience under his belt, including working for a Fiat Group mechanical and mechanical repair person, an motorcycle, on hydraulics, pneumatics, light metal fabrication using MIG and TIG welding, straightening and fabrication of metals, as well as many additional years of experience riding dirt and road bikes and road racing motorcycles, at the State and National level.

Blueprint Engineering is uniquely equipped to handle a variety of jobs, including with their MOTOLAB – allowing the repair and alignment of motorcycle chassis, subframes and swingarms. Iron sportsbikes to scooters if they are made of aluminium. Throne mally, or mid-level. Fork and triple-clamp repairs, realignment and modification are another BPE speciality at the fraction of the cost of new or used options, as well as wheel rearing and straightening and regripping of most metal rotors.

Other services offered include the all new online new and used parts store on the bpe-motorcycles.com.au website, crash repairs, mechanical repairs, machining and milling, race bike builds, welding and fabrication, suspension and geometry setup and much, much more.

Matt has forged a great reputation for honesty, the highest quality work and a friendly and open attitude.

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1. The bike as a work in progress with most of its clothes off and prior to the new paint.
2. The Rizoma indicators are mounted to the headlight brackets on the front and the tail tidy on the rear.
3. A custom mounting plate was fabbed up by Matt to fit the stock instruments.
- 4 & 5. The stock shock was reworked to suit Peter's weight, as well as a new spring.



SPECIFICATIONS

ENGINE: 2007 Honda CBR600RR, liquid-cooled, four-stroke, four-cylinder, DOHC, four-valves per cylinder, 67 x 42.5mm bore x stroke, 599cc, 12.2:1 compression, Vortex 15/45T gearing, K&N airfilter, Two Brothers Racing underseat 1 muffler

CHASSIS: 2007 Honda CBR600RR, Fine Die-Cast frame, ABM triple-clamps, 41mm inverted forks, RaceTech 9.5kg springs, RaceTech Gold Valve and shim modifications, Repsol 5ml fork oil, Unit Pro-Link rear shock, Bitch 9.8kg springs, RaceTech Gold Valve and shim modifications, EBC sintered pads front and rear, 1EL braided rear brake line, Rizoma DOT4 brake tube

BODYWORK: Modified 2007 Honda CBR600RR fairings, Pearl White, Candy Apple Red and Glass Black 2pk by Nightmare Designs, Dominator black dual streetfighter headlights, Pozzo levers, ABM – bars, grips and bar end mirrors, RK Gold chain, Rizoma tail tidy, Rizoma indicators

SPECIAL THANKS: Matt from Blueprint Engineering – bpe-motorcycles.com.au.

Peter was a little shy about sharing what the bike had set him back or is now worth, saying only: "It's hard to say, but not even close to what it owes me... but it was worth the effort and the bike gets a lot of looks when I am out riding her around!"

"I lost count of how many hours I put into the bike, but look forward to doing another one day... I'll probably have to try and rob a bank before starting the next one," he adds, laughing.

"I would consider selling if someone made the right offer, but I'm looking for around the \$16,000 mark." ■

Other future plans on the list include a Power Commander for tuning once this has been done – to get the most out of the system and K&N airfilter.

"A Power Commander for tuning hasn't really been necessary," said Matt, "The Two Brothers pipe and airfilter work really well with the bike but a few additional hp could be gained through a tune – as it stands the bike runs very well."

Resets are also on the list for a bit of visual bling and some adjustability.

