



MCN's Neeves takes a tentative lap around Silverstone on the first-ever Sheene Icon bike

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ANDREW MORRIS, ICON

257bhp Icon Sheene: it lives!

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Icon Motorcycles' £107,000 Barry Sheene tribute bike is an extraordinary machine, and its first shakedown test at Silverstone proved the potential of the GSX1400-powered special.

MCN's Senior Road Tester Michael Neeves was among the first people to ride the bike in anger and he reported that though visually stunning, the bike is at the very start of its development.

Neeves said: "This is the only Sheene Icon bike in existence and so far it's done very few miles. Although it's been two years in the making, now it's actually built and running it's at the beginning of its journey to being a fully-functional road bike, the first of a 52 its creator,

Andrew Morris plans to sell.

"Why 52? It's the first of many Sheene references connected with the bike - Morris explained that it's how old Sheene was when he died in 2003. Walking around this late 70s/early 80s-inspired machine, he points out more."

Sheene connections

The Swedish ISR radial brakes, for example, were chosen for Sheene-related reasons. Morris explains: "Barry was once out-braked by a competitor using them in Sweden, so he asked ISR to make some for his race bike". He continues, "Barry is obviously linked to Suzuki, so we chose the Suzuki GSX1400 engine.

It looks like a proper motor and it's designed to be seen. We used an aluminium Spondon chassis as they were involved with his career, Barry's helmet painter designed the paint scheme and Barry's

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mate Steve Parrish also helped with the design and spec."

The Sheene Icon, which the company describe as 'the world's ultimate road bike - an ultrabike' is dripping with trickery. It has carbon fibre Dymag wheels, an aluminium swingarm from Moto2 chassis builders FTR, aircraft-spec cabling, Motec electronics, silver carbon bodywork and an aluminium tank, which took a month to create and is made using the moulds for the side pods from Jenson Button's F1 BAR Honda.

Riding the Icon Sheene

Neeves says: "Having been pitched unceremoniously off freshly-built, one-off

specials in the past, I rode my initial laps of Silverstone on the Sheene Icon with a healthy amount of care and trepidation. Adding to my apprehension is the thought of all the power on tap from the modified and turbocharged GSX1400 lump, and how its character would suit the corners of a racetrack.

"This is the first surprise: the power delivery is quite linear, the connection between the throttle and the rear tyre is good and you don't have to worry about 257bhp rushing in as you tap the throttle at full lean. Morris tells me the variable turbo boost is controlled by the Motec, which prevents the usual 'all or nothing' character of a traditional turbo.



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