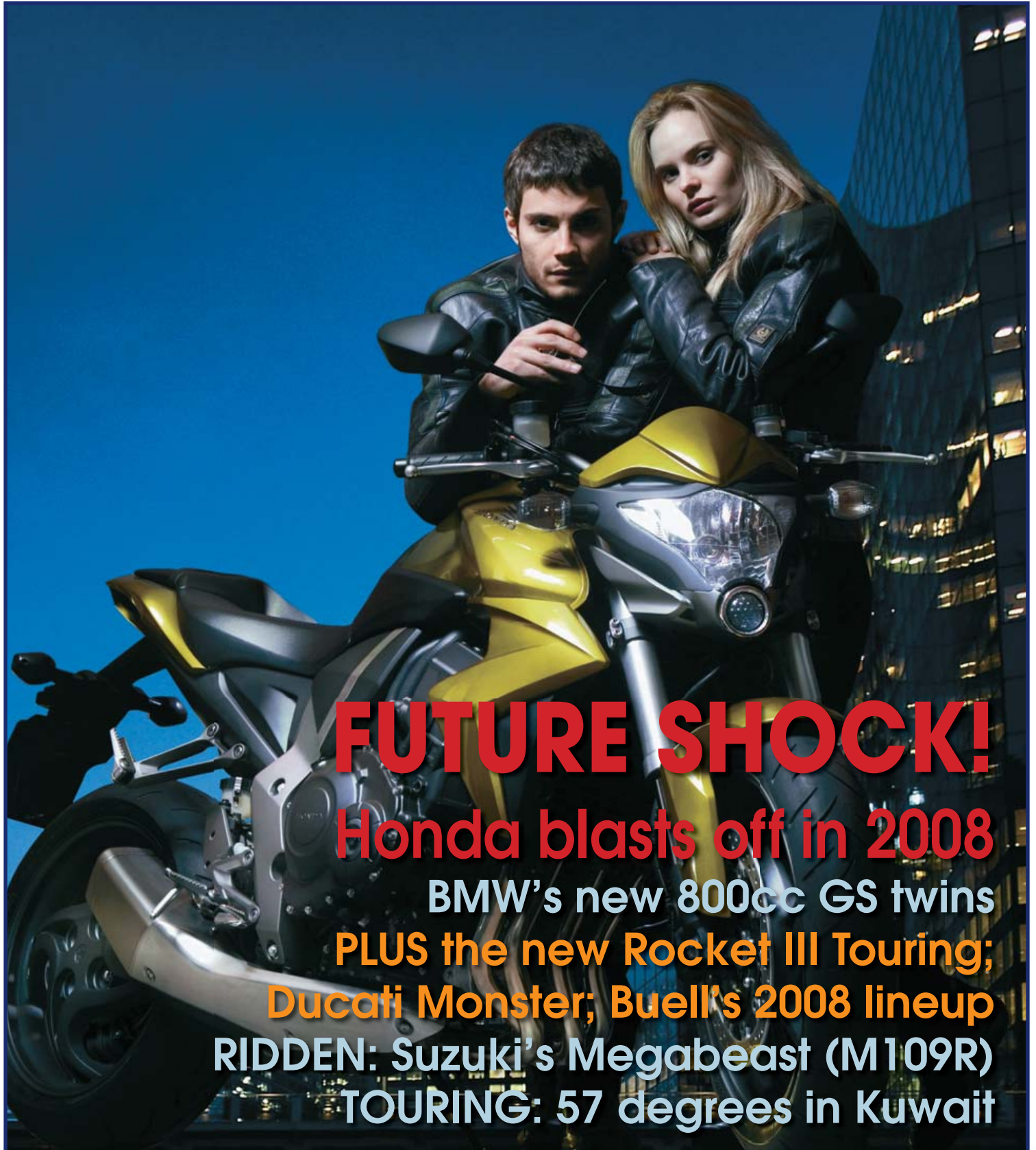


mototorq

your online motorcycle magazine

December/January 2008



FUTURE SHOCK!

Honda blasts off in 2008

BMW's new 800cc GS twins

PLUS the new Rocket III Touring;

Ducati Monster; Buell's 2008 lineup

RIDDEN: Suzuki's Megabeast (M109R)

TOURING: 57 degrees in Kuwait



Welcome to the future!
Honda's CB1000R.



57 Degrees.
Touring the deserts of the Middle East.



Superbike.
Buell 2008 Highlights.



Urban excitement.
Ducati Monster 696.



Meet the beast.
Suzuki M109R.



Off the road again.
BMW's twin 800cc GS bikes.

Mototorq

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All enquiries to the Editor:
Philip Dennett
Phone: 0438 202 138
Email: pdennett@mac.com

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Rock my world.
Triumph's new mega tourist.





Lift Off!

You have never seen anything like this bike. It redefines motorcycle design. Raw, powerful, muscular and avant-garde.

Say hello to the astounding CB1000R, featuring a dynamic, hard-edged design that immediately grabs attention with its unmistakable look of muscular performance.

Much of this aggressive impact is embodied in the CB1000R's distinctive 'mass-forward' orientation, which positions the rider slightly forward and seemingly above its dynamic inline-four engine.

At first glance you would swear it was a brand new Italian, with its short, slim tail cowl, brawny fuel tank and side cowls, all poised behind a futuristic headlight assembly. It looks like it should be flying!

And performance-wise it should fly - you'll experience a high-energy thrust of excitement generated from its compact yet powerful, Fireblade derived, 998cm³ liquid-cooled fuel-injected engine.

Mechanical parts like its

magnesium head and ACG covers, and natural finish aluminium pivot plates exude a high-tech look of purposeful performance, whilst an array of nickel-plated Allen-head bolts accentuate the outer perimeters of the engine's side covers.





Above: Futuristic looks – hang on for the ride of your life!

Below: It's ok, I think you lost them!

The next aspect to leave a strong impression is its size, or lack of it. Remarkably, the CB1000R looks and feels more like a compact mid-sized sportbike than the full-bodied litre-class performer it really is.

Rather than peak power, it is torque, especially in the midrange, that is the real thrill experienced when the throttle is opened. All this power gets to the rear wheel through a light-action hydraulic clutch that takes full advantage of the engine's strong low-end torque to allow it to be engaged at engine speeds of less than 2,000rpm without fear of engine stalling.

Once seated aboard, its compact form and easy reach to both the ground and its controls are simply extraordinary in this class of naked road machines.

Expected release date: second half of 2008; recommended retail to be confirmed.





Kuwait by Harley

The Middle East in summer gets quite warm. We arrived to a 57 degree welcome, not quite riding weather, although I found that temperature more comfortable than a 40 in Brisbane. Kuwait, with pleasant breezes drifting in from the Arabian Gulf, has little humidity (generally); although once temperatures reach 50 degrees work outside on the many building sites and roads must stop.

However, do you think that stopped us rocking up to the local Harley dealership? Not on your life! An hour later after a bit of paperwork (no idea what we signed as it was all in Arabic), we were astride our trusty steeds and headed off into the sun.

Day 1 we took it easy – a couple of hours getting a feel for the traffic (scary) and learning the road rules (doesn't seem to be any), then laid up for the afternoon before heading out again at night when it was a much cooler 40 degrees or so!

Night in Kuwait is when all the action happens. The malls are packed and so are the main highways. This is no place for the faint-hearted rider, you must be decisive and watch out for Ferraris flashing past at 200km per hour on the inside lane! Having said that, once I got used to it, I felt safer than I do riding up the Pacific Highway in Sydney.

The most interesting thing about the traffic is the roundabouts: 3 lanes merge into a free-for-all – first in and most decisive rules – no lanes are marked, but the traffic

generally keeps flowing. Having said that you do see a lot of wrecks on the main ring roads, many of them are cars that have rolled because of losing control at high speeds. Here if you have an accident you must stay with the vehicle and not move it. The police when they do arrive will decide who is to blame (chances are if you have a prang with a Kuwaiti it will be your fault).

Border run

The next day we were up early to get a decent ride in before the heat of the day. The idea was to head down the coast to Fahaheel, but we missed the turning and ended up on the wrong ring road. Because the landscape is flat and most of it outside the built up areas is desert, we only noticed the problem when the road went down to one lane and we ended up at a military base which Fred (an ex-marine who was stationed here during the war) recognised.

After much map gazing we identified the right road, but unfortunately for us when we found it we merrily



went down it in the wrong direction. Mind you it was a fast run until the wind whipped up a bit of a sand storm. Luckily we had full face helmets (no-one here seems to wear a helmet), but unfortunately bare arms. Never mind, apparently a bit of exfoliation is good for you!

When we saw the sign saying 10km to the Saudi border we decided to give up and head home. In all, the trip was about 500km. We went through gallons of water but at least we saw practically the whole of Kuwait in a single day.

The next night we found the right road and ended up at the spectacular Al Kout mall in Fahaheel for dinner. Relaxing by the massive ankle deep pool which fills the space between the two piers of the mall and merges with the sea, we planned future trips to exotic places.

About Kuwait

Kuwait is a small country surrounded by the much larger Saudi Arabia, Iran and Iraq to the north. The population of around 3 million consists of mainly expats from the subcontinent, a smaller number of Europeans and about 600,000 Kuwaitis.

Flush with oil money, the whole country is a work in progress, however overall its citizens are very hospitable; and while conservative, it has many less restrictions than



Dusk – time to head out for the night

Lost in the desert





its neighbours.

While there is no booze, a 40 minute flight sees you in Bahrain where you can slake your thirst. We were going to ride down there with a transit visa through Saudi but unfortunately they won't let bikes cross the 26km Causeway into Bahrain. However the Bahrainis will let them cross the other way. The local HOG chapter said it is relatively easy to organise someone with a van to put the bikes in for the Causeway crossing.

Best time of the year to visit is during winter from November to March when temperatures get down to mid 20s during the day and close to freezing at night. Rainy season is about a week in November where you might see a few millimetres, but otherwise every day is bright and sunny except when a sandstorm comes in from the desert.

Currency is the Kuwaiti Dinar which is worth about 4 Australian dollars. Shopping-wise you can get some fantastic bargains – make sure you visit the old souqs (including the gold souq) as well as the European style malls like The Avenues, Marina Mall, and Al Kout.

Top: Fancy a Buell in camouflage? The local Harley dealership is a fountain of local knowledge.

Left: Relaxing in the shade.



Al-Kout by night. Spectacular water fountains go off in time to Bizet.





Buell: 25 Years

To note the 25th anniversary of Erik Buell's founding of the Buell Motorcycle Company in 1983, most 2008 Buell models will carry a commemorative badge featuring Erik's signature.

Introducing the Buell® 1125R

An all-new model set to break the convention of the sportbike category, the Buell 1125R is powered by the Buell 1125R Helicon™ engine, an 1125cc liquid-cooled V-Twin powertrain cradled in a Buell Intuitive Response Chassis®. Helicon was specified and designed in partnership with BRP-Rotax®, one of the premier recreational engine manufacturers in the world. Utilising the Buell Trilogy of Tech principles and computer-modeled aerodynamics, the 1125R is designed to deliver the precise handling that Buell has relentlessly pursued for 25 years with a new level of engine performance. Buell and BRP-Rotax developed this powertrain to meet a customer experience specification, combining power output with contribution to overall performance. The Buell 1125R is expected to arrive in Buell dealerships in late 2007.

Thunderstorm™ V-Twin Updates

Buell advances the performance of its air/oil/fan-cooled Thunderstorm V-Twin engine series with a larger crank pin, an improved oiling system, and a new electronic timing system and ECM that controls an all new DDFI

3 fuel injection system. Combined, these changes enhance durability and reduce service maintenance costs. The Thunderstorm V-Twin engine powers all models in the Buell XB platform.

New Front End on XB12X Ulysses®

The XB12X Ulysses adventure sport model has new 47mm inverted front forks and more robust off-set triple clamps that reduce fork flex under hard braking. Steering sweep is increased from 54 to 74 degrees for improved low-speed manoeuvrability, and the Ulysses now comes with standard heated hand grips.





The new Ducati Monster 696 is the next generation naked and the final word in urban excitement. Maintaining its traditional Monster silhouette, the 696 now looks more muscular than ever.

Its wide tank tapers to the thin waistline of a comfortable narrow seat ensuring sure-footed confidence when at the traffic lights. The large diameter Hybrid Trellis frame blends stylishly into an aluminium sub-frame and swingarm while minimalist instrumentation and simple controls at the front of the Monster contrast with twin, bold, Ducati-style mufflers at the rear to enhance its urban-ready image.

With a fuel tank form created with ingenious removable outer skins that enable quick and easy colour swaps, coupled with a quickly removable rear seat cover, changing the personality of your Monster has never been easier.

Ergonomically speaking there is a shorter reach to the bars, a slightly lower, more forward footpeg position, and the lowest seat height of any Ducati. Together with a reduction in weight, the whole package is a perfect fit for both novices and experienced riders.

The chassis of the new Monster is made up of a new Hybrid Trellis frame with larger diameter tubes directly inspired by the 2007 World MotoGP title-winning Desmosedici GP7 machine. The front brake system has two 320 mm discs and four-piston radial calipers.

The new exhaust system stands out for its re-routed

downpipes that now give the underside of the Monster a cleaner appearance and terminate with twin, bold Ducati-style mufflers.

The headlamp unit is characterized by a new triple arc main beam, while the rear light uses modern LED technology.

Power output gets a 9% boost to 80 hp (59 kW) and an 11% increase in torque to 50.6 lb-ft.

This increase in power has been achieved by the introduction of new cylinder heads, which are now similar to the ones on the 1100 2V engine fitted to the Multistrada and Hypermotard. Bore and stroke remain identical to the previous 695 model at 88 x 57.2 mm, but the pistons and combustion chamber have been revised to optimize the fluid dynamics of the new ports.

Like its predecessor, the new Monster 696 has an advanced APTC clutch, which makes down-shifting safe and helps keep the clutch lever action light and easy, especially in urban riding where frequent stops require high use.





Meet the Beast

The Boulevard M109R is the most powerful cruiser Suzuki has ever produced. The all-new liquid-cooled 1,783cc engine featuring four valves per cylinder and SDTV digital fuel injection gives you all the power you need, when you need it.

This monster packs the largest engine pistons of any production car or bike on the planet. Each of the huge 112mm forged aluminium-alloy pistons use short skirts and cutaway sides to reduce friction and provide the rider with raw, unstoppable muscle. When you first sit on it with the engine running, it feels like a large rottweiler on a choker chain straining for "walkies".

The Boulevard means business in every way - from its purpose-built chassis and high-tensile steel frame, created to handle its enormous torque, through to its GSX-R1000 styled front brake system for unmatched stopping power. Adding hi-tech brains to its brawn are a handlebar-mounted instrument cluster with digital tachometer, LED taillight and tank-mounted analog speedometer. The classic look is slick yet muscular.

The wide, stretched-out 19-litre fuel tank and massively beefy 240-section rear tyre (the widest ever used on a Suzuki motorcycle) sit seamlessly within its long, sleek flowing lines. The innovative styling is enhanced even further by the lustrous deep chrome finish.

From the moment you unleash the Boulevard M109R, you feel only marginally in control. It's actually a very easy bike to ride, but there's something evil lurking ready to pounce

if you get enthusiastic with the throttle (and I did!) When those huge pistons start pumping you better hold on...

The 109R is a very comfortable cruiser and just loves long sweeping bends. And for touring, the huge headlight assembly serves as a decent windbreak while you sit in comfort (position is great for both pillion and rider).

What we liked

- 1,783cc, liquid-cooled, DOHC, V-Twin engine, designed to produce a massive tractable power and responsive torque.
- Suzuki Dual Throttle Valve (SDTV) fuel injection system produces smooth throttle response even at low engine rpm.
- Sporty radial-mount opposed-4-piston front brake calipers and a dual-piston rear brake caliper.
- A sporty solo-seat cover that can be quickly swapped for the included passenger seat.

Thanks to Phil Mellis of Central Coast Motorcycles (PH 02 4324 3355) for the loan bike.





Off the Road Again

With the two completely new enduro models, the F800GS and F650GS BMW Motorrad is not only expanding its range of products available but also presenting a worthy successor to the very successful F650GS with its single-cylinder engine.

Even when it's parked, the amazingly off-road-capable F 800 GS travel enduro, with its sturdy appearance and long spring travel, indicates what it can do off-road. The signals it gives off are clear yet diverse: fun riding on all types of road, and stamina on journeys even when the destination can only be reached by gravel tracks.

The F 800 GS's sibling, the F 650 GS, which also has a parallel twin-cylinder engine, is, in contrast, aimed at people who do not need quite as much spring travel and are looking for a little less adventure. With its lower seat height, it is an outstanding all-rounder; it is easy to control, provides plenty of power combined with economy, and is ideal for everyday use.

The parallel twin engine comes from the well-known F800 model series, but beyond this, the enduro models have been completely redesigned. A completely new frame

and new wheel suspensions with new spring-shock absorber elements are used, for example, which will surpass the expectations of even the most demanding enduro riders. The belt drive and single-strut swing arm, which are ideal for pure on-road use, have been replaced by a light chain drive, which, in combination with a very stable, attractive aluminium profile double-strut swing arm, offers advantages in off-road riding. The new GS is thus not only in its element on roads - it will also always find a way through off-road too.

2 800cc choices

The new F650GS differs from its big sister in its lower seat height, lower weight and reduced engine power. It is thus ideal for newcomers to the genre or as a sturdy all-round motorcycle



for all eventualities. Compared with its predecessor, the F 650 GS with single-cylinder engine, the new model is improved all round. Despite its designation, the F 650 GS has the same 800 cc straight two-cylinder engine as the F 800 GS. With a slightly reduced engine power (71 instead of 85 HP), the focus for the F 650 GS is on the high torque at lower engine speeds and excellent economy. And yet it offers over 20 HP more power than its predecessor. Having owned the previous model I can say that the extra power will be most welcome, particularly when touring.

Power plant

The engine, borrowed from the F 800 S and modified for the new models, offers convincing performance thanks to its spontaneous response, its impressive torque and its low fuel consumption. Nominally, the engine provides 63kW/85HP at 7,500rpm and, at 5,750rpm sends a torque of 83Nm to the sliding bearing based crankshaft.

The low dry weight of 178 kg makes a major contribution to the dynamic riding properties. When filled with petrol and ready to drive, the F 800 GS weighs in at just 207kg.

The F 650 GS, which is 8 kg lighter and with a much lower seat height, is based on its big sister, but the cast metal wheels and lower ground clearance indicate at first glance that it prefers on-road motoring. Other distinguishing

features are the smooth-surfaced side fairings, the low windscreen, other spring elements and the lower engine power. With 52kW/71HP at 7,000rpm and a maximum torque of 75 Nm even at 4,500rpm, there's still plenty of power in this variant too. A 25kW/34HP version is also available for riders who have only just passed their test.

Both models offer an excellent level of seat comfort for both rider and pillion passenger, along with a high standard of safety features. If required, the enduros can be fitted ex factory with a two-channel ABS that can be switched off.

The colour variants chosen underline the character of the new off-road bike. For the market launch, the F 800 GS will be appearing in plain Sunset Yellow/Black or Dark Magnesium Metallic Matt. The F 650 GS can be ordered in Azure Blue Metallic, plain Flame Red or Iceberg Silver Metallic.



Rock my world



The long awaited touring version of the Rocket has finally been released. Combining archetypal custom-touring style with awesome performance and effortless long-haul ability, the Rocket III Touring is Triumph's first purpose-built touring cruiser.

The Rocket III touring shares the same incredible 2.3-litre engine platform as the Rocket III, retuned for lazy, effortless cruising, but is otherwise all-new. New frame, wheels, suspension, seat, fuel tank, instruments, lights... all specifically designed, styled and engineered from scratch to match the custom-touring customer's requirements.

Triumph engineers have taken great care to get the details right, with high class finishes throughout. There are also some ingenious touches such as the quick-detach screen and panniers, both lockable for security.

The Rocket family's sheer presence has always been a fundamental part of its appeal, but at the heart of the bike is its usability. The Rocket III Touring was designed first and foremost to be ridden and is easy and confidence-inspiring to ride at all speeds from walking pace up.

The suspension is tuned for touring and provides sumptuous ride quality, while the narrower wheels help the Rocket III touring take corners comfortably and easily. The hand and foot controls feature a fully adjustable heel/toe gear lever, chunky hand levers and teardrop

footboards.

It's okay Dave, you and your cruiser buddies can relax because Triumph has designed over 70 brand new accessories specifically for this bike (so there's plenty of opportunity to spend the super). These include a range of seats, a selection of backrests, a variety of luggage options and a multitude of chrome parts to make the bike your own.

The Rocket III Touring will be available from January at a price of \$25,990 (plus ORC). You can book a test ride on this magnificent new bike at your local Triumph dealer.

