

NOVEMBER 1984
90p US \$2.75

bike

ALL THE 1985 BIKES

**BMW'S
NEW TOURER**

**LEARNER-LEGAL
LAVERDA?**

STREET KING SHOWDOWN!

LAVERDA JOTA

vs HONDA VF1000F

vs BMW K100RS

vs KAWASAKI GPz900R

vs YAMAHA FJ1100

**on Britain's
Fastest Roads**



RADICAL SLICK
Riding the 160 mph Feet First Thirteen



RT

PARTY

Brecon Quaddy reports from Corsica on BMW's long-awaited tourer. Even at £4595 it looks like winner

A BMW new model launch is something else. First they truck 20 bikes to a wild and beautiful island set in a shimmering sea. Then they fly a group of journalists down to join them. The bikes are tanked up, the hacks are tanked up, and a meeting is convened.

The hacks clutch their shaken but not stirred and brace themselves for the product-concept-marketing-strategy marketpeak Japanese launches have conditioned them to. But no, the man from BMW thanks us for coming (!) and tells us to have a jolly good time and lunch is at Evisa anytime. We take our pick from the £80,000-worth of machinery lined up for our delectation (the robust take maroon bikes, the badly hung-over head for cool grey/green ones), and scamper off into the hills grinning like schoolkids.

The island was Corsica, the bikes were the K100RT BMW range flagships, and the roads were evenly balanced between impeccable and awful. Corsica is a good place to find out a lot about a bike in just two days and a few hundred miles' riding.

The K100RT is a very important bike for BMW. As soon as they can get over the production delay caused by the German metalworkers' strike it is going to be their biggest selling model so, even more so than with the standard K100 and K100RS, it must be 99 per cent right from the start.

Lessons have already been

learned: the RT sports a redesigned seat in answer to criticism of the height of previous fours' bumperch. It's much better and will be fitted to all Ks from now on.

The RT is also the definitive BMW 1000cc four. Although released last of all, it was the bike they had in mind all along — look at the 'ordinary' K100, it looks like a faired bike which has lost its fairing.

As a result, the new RT is nothing like the old top of the range twin. While there was no doubting the R100RT's fairing's effectiveness, neither was there any escaping the barn door feeling you received when sheltering behind it either. On the K100RT, you get on board and wonder where all that glass fibre reinforced plastic suddenly went.

Several factors help the new RT's fairing achieve a good deal of protection from comparatively little GRP. The new screen is much lower and narrower than the old one but angles back sharply. It doesn't attempt to keep wind off the rider completely, but only the top of his head and the extremities of his shoulders catch any direct windblast.

Nor is there any need to build a 34in-wide fairing to protect hands on 30in-wide handlebars when some lateral thinker in the design department has come up with mirrors which clip on just where they shield delicate digits. In this respect the RT is a little more successful than the RS, since the high bars mean the protector/mirrors



are placed where they don't engender conflict situations with cars' door mirrors.

The screen tops out at the level of a five-foot, ten-inch rider's chin, so you look over it: the view ahead is almost as good as on an unfaired bike, right down to a few feet in front of the wheel.

Outside the fairing, there is no cover over the headlamp

— even a clear glass can cut light emission by 15 per cent

— and the indicators are on the main body instead of on the mirror pods. Inside, two lockable pockets provide a surprising amount of storage space (I managed a 135mm lens and case, SLR camera and lens (in case), seven boxes of film and the usual passport, wallet, maps etc).



The RT's lowers extend below the head and bottom (right?) end of the motor to provide shelter for your tootsies and are just wide enough to keep all but a hint of breeze off your shins.

In short, it's a superb piece of design which is highly effective without dominating your view ahead or totally divorcing you from moving

air. I mean, if you're after total wind protection, Mr Ford does a neat line in full fairings if you don't mind a couple of extra wheels.

The test routes covered about 300 miles of Corsica's finest and most appalling main road: there's little rhyme or reason to it, they build a great road until the cash runs out and then just leave the

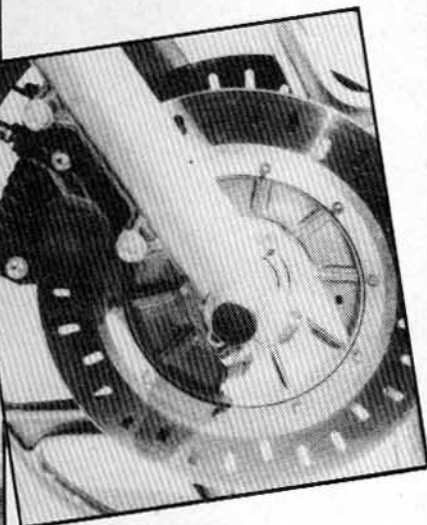
bumpy, potholed old surface for 20 miles or so.

The RT coped with the going better than a 500lb-plus tourer really has any right to. Corsica's roads are all bends — at best they're a scratcher's paradise and at worst just bloody hard work — but most of the test bikes quickly acquired hero marks on the footrests and centre stand.

The smaller fairing definitely makes throwing the new RT around less intimidating than the original.

Most criticism of the fours' handling centres around the long travel, softly sprung (though not as soft as most Yamahas') forks, but despite the absence of anti-dive, the springing and damping are well matched. Rubber

RT PARTY



First thing you notice about K100RT is its new seat which reduces height from original's 32in. It's still comfortable. Pillion is better supported at rear. ABS cases are standard

Brakes produce plenty of stoppo but only if you squeeze the lever pretty hard. UK experience suggests no problems in wet.

mounting allows rather a lot of handlebar movement but the majority who buy the RT (presumably) for total comfort above absolute control won't find this a problem.

I never detected any flexing from the forks, or rear-end-

induced wallows or wobbles, so the RT certainly looks as if it'll make it as a rapid, if not superfast tripper. Any doubts anyone might have harboured were answered by the guy who was supposed to be leading the way. A puff of smoke, trail of sparks and a

rapidly disappearing backside was all most of us saw of him all day.

One item still, surprisingly, omitted on the RT is a proper grab rail. Hell hath no fury like an insecure passenger but insecure is all they'll feel with the inadequate hand holds

which is all BMW have provided. Even the factory press pics show a pillion deseparately clutching the rider's beer gut, her helmet jammed into the back of his neck. Could make the difference between picking the RT or an Aspencade.

Experience the ultimate



BMW K100RT

Visit us for the full range of BMWs and service facilities.

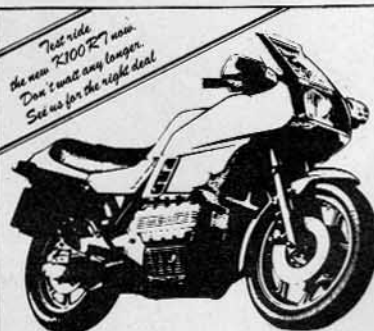
K100RT and R80ST demonstrators available

David Brown Motorcycles

Gurney House, Godington Road, Ashford, Kent
Tel: (0233) 27888/9

SALES — EWEN CAMERON SERVICE —
TREVOR STAFFORD PARTS — TREVOR ALLMAN

David Brown 



SONDEL SPORT

Sondel Sport.
A new way to
experience
the ultimate.



The Greatest Bike Store in London

28-32 Highbury Corner, London N5 opposite Highbury & Islington
Telephone 01-608 3832 · 01-609 4137



BGC PERFORMANCE PRODUCTS FOR YAMAHA LC's



As used by Howard Lees and Matt Oxley of Team Bike

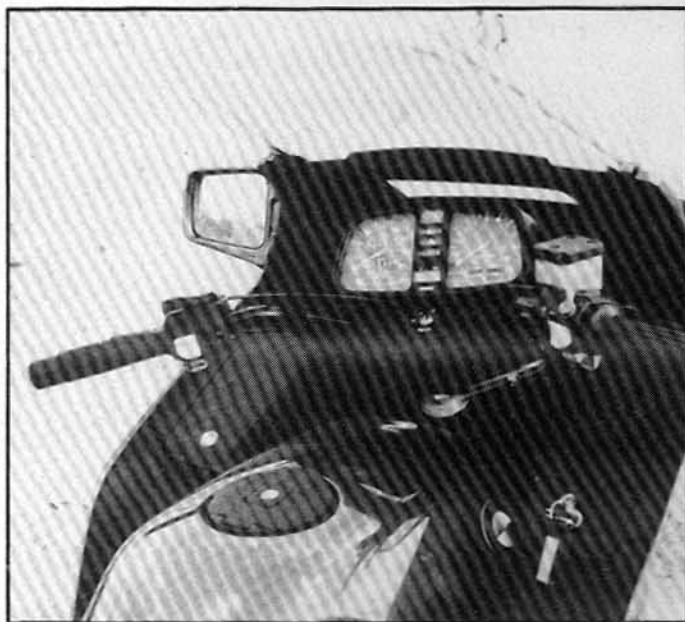
Yamaha LC Proddy Bars.....	£12.95
Proddy Bars with Clock Protectors.....	£12.95
Yamaha YPVS Proddy Bars.....	£10.95
Fork Brace for LC and YPVS.....	£19.95
Please add £1.50 p&p on above items	
Genuine Kawasaki Steering Damper.....	£21.50
Steering Damper Fitting Kit.....	£11.95
Kawasaki Steering Damper & Fitting Kit Pack	£29.95
LC Lock Restrictors.....	£4.00
Heavy Duty Clutch Spring Kits.....	£7.95
Alloy Bar Ends (pair).....	£5.00
Please add 75p p&p on above items	

Also available — piston kits, gasket sets, Aeroquip, and our full crankshaft service for LCs.



Contact
**Graham, Dept B,
B.G.C. MOTORCYCLE ENGINEERING,
210 Seven Sisters Road, London N4.
Tel: 01-272 1348.**

S. A. E. FOR FULL LIST OF PERFORMANCE PRODUCTS



Fairing provides good protection from reasonable size. Rubber-mounted bars weren't universally liked but are cleverly angled. Lockable pockets hold heaps of Corsican tourist junk

At £4595, the RT is only £100 more than the RS (tested on page 40) but offers the advantages of much better weather protection without too much penalty in terms of weight or barn-door effect. You also get the ABS panniers thrown in.

From this brief tryout, the RT seems to offer a remarkable combination of comfort, protection, flexibility and speed. Corsica appears to possess only three stretches of fast, straight road and I had an indicated 130mph on one — over bumps and faced with

very strong, gusting, cross winds. You can add 'remarkable stability' to the list.

The most striking feature of the launch was the massive confidence of all the BMW personnel. Sales of the K range already give plenty of

reason for such optimism and the RT will doubtless boost it even further. We weren't even asked whether we liked the bikes. Just how much. I just had to say: 'Don't know yet but I'm off on holiday to Scotland next week. Any chance...?'

BMW K100RT

Price (inc. taxes)	£4595
Guarantee	12 months/unlimited
Engine	dohc 4 cyl. watercooled
Bore x stroke	67 x 70mm
Capacity	988cc
Claimed max bhp	90 @ 800rpm
Claimed max torque	63.7 ft/lb @ 6000rpm
Gearbox	5 speed
Electrics	460W alternator, 12V 20AH battery, 60/55W headlamp
Tyres	Michelin 100/90 18in (f) 130/90 18in (r) tubeless
Brakes	Brembo twin 11.2in disc (f) Single 11.2in (r)
Suspension	41.4mm diameter telescopic fork (f) Monolever single gas shock with three-way preload (r)
Wheelbase	59.7in
Seat height	30.9in
Kerb weight	557lb
Fuel capacity	22 litres (4.84 gal)
Equipment	Rubber mounted bars, 2 fairing pockets (4 litres capacity each), toolkit, ABS panniers, first aid pack puncture repair kit
Top speed (est)	133mph
Acceleration (est)	12.5sec
Fuel Consumption	48 mpg (on launch)

S 32.34
M 36.40
L 42.44

FLYING JACKET

DIRECT FROM OUR FACTORY
£79.50 + £3 p&tp

BROWN LEATHER OUTSIDE, LIGHT BROWN SHEEPSKIN INSIDE. LARGE STORM COLLAR WITH FASTENING, BOUND POCKETS, HEAVY DUTY ZIP CUFFS, REINFORCED LEATHER SEAMS

JUST LIKE THE ORIGINAL! SEND CHEQUE OR PID TO: CIRRUS, SAFFORDS, FRESSINGFIELD, SUFFOLK TEL: 037986 256
FULL REFUND IF NOT SATISFIED

Cross bow EQUIPE

SEE US ON STAND 100 AT THE BIKE SHOW

274 Haydens Rd Wimbledon, SW19 0J 543 5141

Twin headlight full fairing from £229.95
¾ fairings £209.95
½ fairings £209.95
Belly pans £35.95

New Guzzi Fairing

NEW FOR '84: All full fairings can be used as half fairings with lower half removed

FAIRINGS AVAILABLE
Similar Twin Headlight full and ¾ fairings available for:
HONDA — CBX550/CB650/750/900
KAWASAKI — Z650/750/900/1000/GPz550/750/1100 & 1000JR
YAMAHA — XJ550i/650
SUZUKI — Katana/550/650 & GS models
MOTO GUZZI — Le Mans 1100/1100/Manza/V50
DUCATI — All models except Panthah

FAIRING KITS
Three-piece unit: Screen, top half, bottom half, fitting instructions: twin CIBIE headlights, 60 watt main, 55 watt dipped each; parking light; fully wired harness inc. twin relays; twin connectors; fused line to battery; flush mounted indicators; stainless steel surrounds; rubber mounted; wired to spade terminals; black nylon coated fitting kit; nylon nuts; zinc allen bolts; countersunk alloy washers; black edging trim.
Colours: Available in a choice of ten colours inc. silver. All high gloss finish. Impregnated in the fibreglass finish.

HARRIS MAGNUM
Frame kits, rolling chassis or complete machines build to your specification. Phone for details.

Some frame kits at pre-increase prices, saving £300!

NEW REARSETS for most large capacity machines of 500cc and over.

Open Monday-Friday 10.00-6.00 Saturday 10.00-1.00

BARCLAYCARD

ALL PRICES inc. VAT

For leaflets

send SAE, stating make & model etc.

NO SAE — NO LEAFLETS

Access

Pineways of Croydon



THE NEW BMW K100RT

We don't claim to be the best BMW dealers in Europe, or the U.K., or even Surrey. We don't have to — our customers do it for us!

Why not pop in and try our service — we're sure you will approve.

Road test the K100RT, K100RS, K100 and R80ST.

Kawasaki

Surrey's Kawasaki specialist

Full range of motorcycles including the Z900GP

RING 01-683 8240

226 Whitehorse Road
West Croydon

NORMAN HYDE



VALVE TRAIN SPECIAL PARTS FOR TRIUMPH TRIPLES AND TWINS

	Triples	Twins
Chrome stem valve sets.....	£38.29	£31.74
Hyde valve springs	£21.94	£14.63
Hyde valve guides and seals	£32.06	£22.77
Mushroom head tappet adjusters ..	£14.93	£10.35
Hyde high-strength pushrods.....	£28.04	£19.00
Half race cams	£116.07	£83.20

WE NOW STOCK GENUINE STANDARD ENGINE SPARES FOR T140/TR7

All prices include VAT & P&P. Send order or stamps for catalogue to

RIGBY CLOSE, HEATHCOTE, WARWICK CV34 6TL

Telephone (0926) 497375