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MOTORCYCLE
NEWS

Vol 43 No 13 Nov 5-18, 1993

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SHOOTOUT

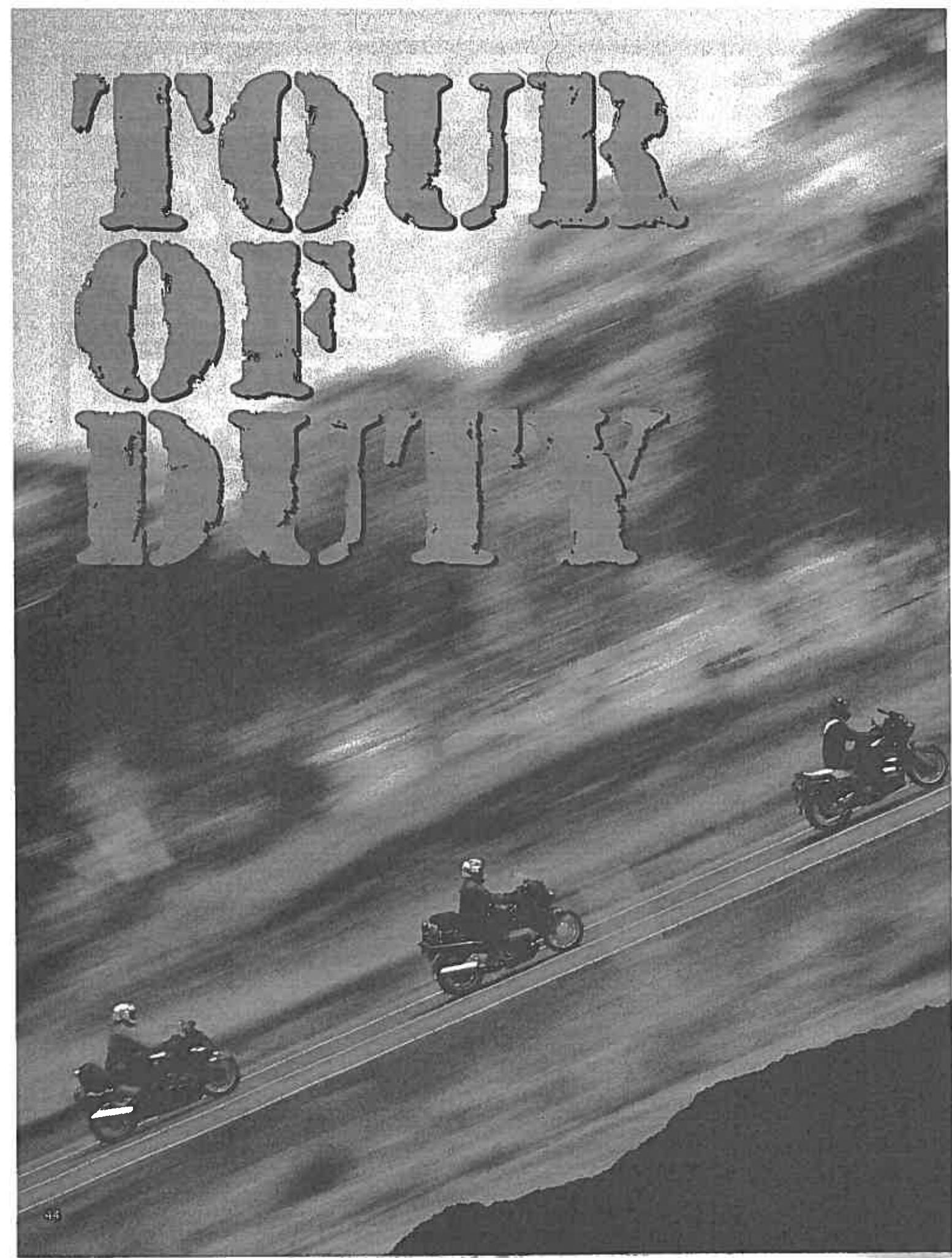
K1100RS R1100RS GTS1000
ZZ-R1100 CBR1000 TRIUMPH 900

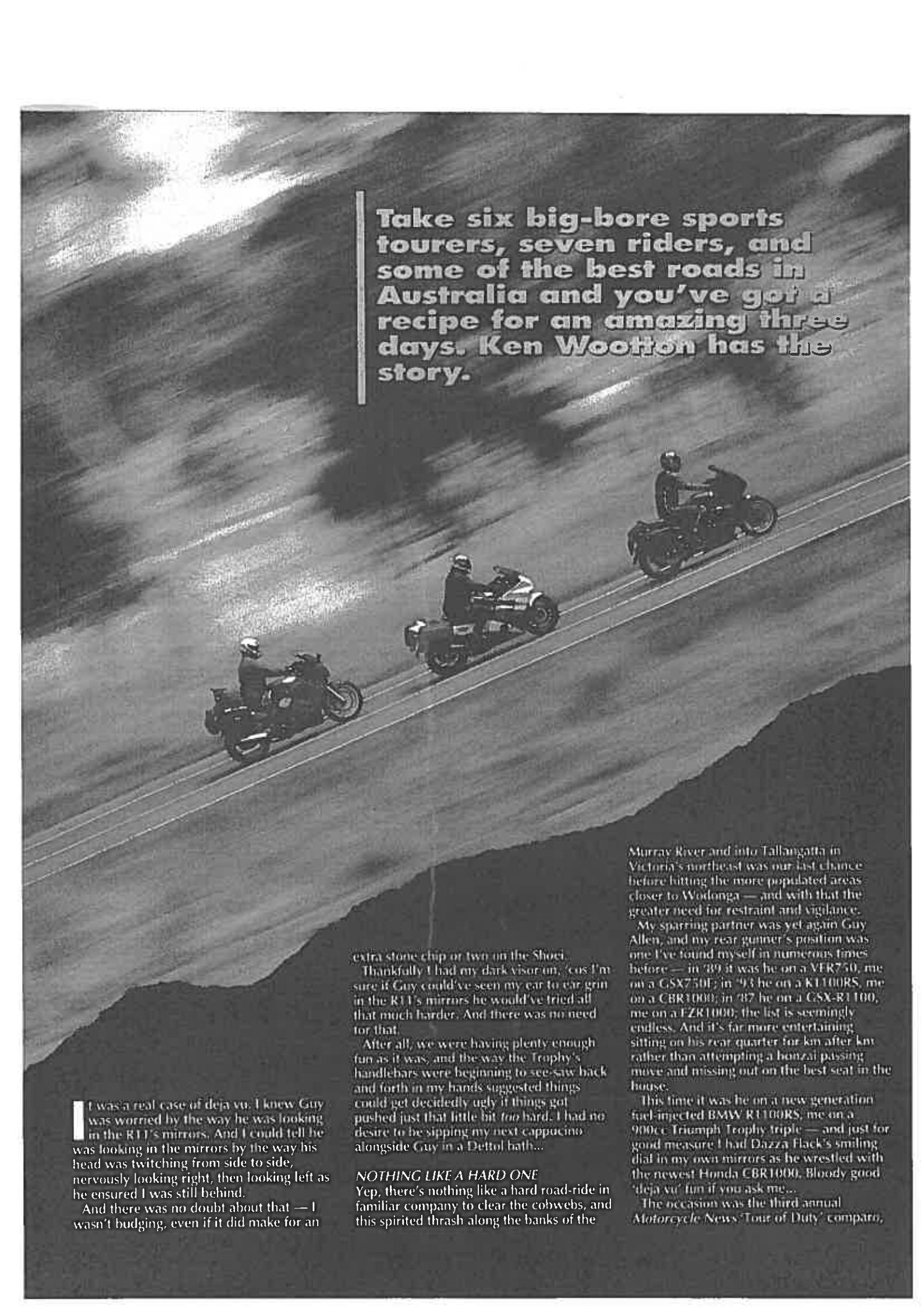
Shell Series Final: Corser's Crown

Street Power '93: we search for Australia's meanest bike



TOUR
OF
DUL





Take six big-bore sports tourers, seven riders, and some of the best roads in Australia and you've got a recipe for an amazing three days. Ken Wootton has the story.

It was a real case of *deja vu*. I knew Guy was worried by the way he was looking in the RT1's mirrors. And I could tell he was looking in the mirrors by the way his head was twitching from side to side, nervously looking right, then looking left as he ensured I was still behind.

And there was no doubt about that — I wasn't budging, even if it did make for an

extra stone chip or two on the Shoei.

Thankfully I had my dark visor on, 'cos I'm sure if Guy could've seen my ear to ear grin in the RT1's mirrors he would've tried all that much harder. And there was no need for that.

After all, we were having plenty enough fun as it was, and the way the Trophy's handlebars were beginning to see-saw back and forth in my hands suggested things could get decidedly ugly if things got pushed just that little bit *too* hard. I had no desire to be sipping my next cappuccino alongside Guy in a Dettol bath...

NOTHING LIKE A HARD ONE

Yep, there's nothing like a hard road-ride in familiar company to clear the cobwebs, and this spirited thrash along the banks of the

Murray River and into Tallangatta in Victoria's northeast was our last chance before hitting the more populated areas closer to Wodonga — and with that the greater need for restraint and vigilance.

My sparring partner was yet again Guy Allen, and my rear gunner's position was one I've found myself in numerous times before — in '89 it was he on a VFR750, me on a GSX750F; in '93 he on a K1100RS, me on a CBR1000; in '87 he on a GSX-R1100, me on a FZR1000; the list is seemingly endless. And it's far more entertaining sitting on his rear quarter for km after km rather than attempting a bonzai passing move and missing out on the best seat in the house.

This time it was he on a new generation fuel-injected BMW R1100RS, me on a 900cc Triumph Trophy triple — and just for good measure I had Dazza Flack's smiling dad in my own mirrors as he wrestled with the newest Honda CBR1000. Bloody good *deja vu* fun if you ask me...

The occasion was the third annual *Motorcycle News* 'Tour of Duty' compara-

'TOUR OF DUTY

and for this year we'd gone all out with six big-bore sports tourers collectively worth \$150,000! Our previous '91 and '92 'Tours' (with the current AMCN incumbents) had avoided putting the biggest and fastest road bikes in the world head to head, but this time there was no steering clear of the inevitable. It had been six years since the last such *Motorcycle News* 'big mutha' get-together, but my *deja vu* blast with Guy brought it all back so vividly.

TIME TO REMEMBER

It's worth taking a few moments to recount that particular three-day adrenalin pumper, if only to put the latest six-bike Shootout into perspective. Back in August 1987 I received

a telephone call from then AMCN editor Allen (he got out while he still had some sanity). He asked me if I'd like to take part in a big-bore compo ride — do wombats poop in the bush?

Back then I had yet to join the Horror staff full time, and had not the faintest idea what



Kawasaki H2R, 1973 Kawasaki H1/H2 hybrid race bike, plus another kawaka H2 in pieces. Whew! Riding background: Was racing cameos around the time Moses played full-back for Jerusalem. Switched to bikes shortly after their invention. Extensive road and track experience. Favorite riding situation: Faster, faster... harder, harder! Ugh! Ugh! Yes, Yes. "We switched off the tape recorder about then."

Mike Sinkers' Sinclair

Age: 31
Height: 188cm
Weight: 88kg (claimed dry weight)
First bike: Honda CT90 Dax
Current machinery: Buell RS1200, Buell RR1200, Yamaha TT250. Super bastard.
Riding background: Confused mix usually involving excessive use of the controls.
Favorite riding situation: Yes.



types of riding styles and experience from licence holders of 10 years to experienced hands of over 20, and from balls-out knee scratchers to sedate 'broomstick up the bum' tourer types. We reckon that makes our findings on the six steeds all the more relevant, as we couldn't have assembled a more diverse bunch of dingbats if we'd tried. Guy Allen looks at the cast:

Ken 'Admiral' Waddington
Age: 33 (edit: as usual Allen can't get past the second line without resorting to gross exaggeration!)
Height: 187cm
Weight: 94kg
First bike: Honda SL100
Current machinery: 1978 Kawasaki KH125a, Honda H100 Bucket, Honda CB125 Bucket, Honda RC30, 1980 Kawasaki Z1000 MKII Superbike, 1972 Kawasaki H2 Post classic racer, 1972

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In '87 we punted five of the fastest, meanest road bikes available over all manner of roads throughout south-east Oz, and after peeling my eyeballs from the inside of my visor after those three incredible days I was able to marvel at how these sculptures of steel, aluminium and plastic had turned grown men into dribbling, gibbering idiots — with as much self-control as a bad case of Bombay belly...

Darryl 'Dazza' Flack

Age: 33
Height: 183cm
Weight: 90kg (and still expanding...)

First bike: Honda C1100

Current machinery: Honda XL185

Riding background: As for Sinkers — but significantly more self control (with one repeatable exception...)
Favorite riding situation: Nice twisty smooth roads with no trucks, no trailers and no Sinkers

Tony 'Burger' Watts

Age: 27
Height: 188cm
Weight: 76kg

First bike: 1987 Yamaha SRV250

Current machinery: as above

Riding background: Three years on the road
Favorite riding situation: "Errr... rubber side down."

Justin 'Stretch' Law

Age: 27
Height: 192cm (Ed: and still growing...)
Weight: 81kg

First bike: Honda XL125S

Current machinery: 1987 Honda VFR750

Riding background: Rec'd my first motorcyclist who has spent a full six years on the road, and proud new owner of VFR

Favorite riding situation: Long tours.



Mark Davis

Age: 42
Height: 173cm
Weight: 80kg

First bike: 1980 Honda C100

Current machinery: Yamaha XJ900

Riding background: Has been on the road even longer than Wootton

Favorite riding situation: Preferably on top. "Partial to a long, gentle, cruise in the countryside."

Guy 'Gumby' Allen

Age: 34 (GA, contrary to the back of his recently published in these pages)

Height: 188cm

Weight: 105kg (Ed: who's kidding who — try putting your other leg on the scales as well...)

First bike: 1979 Kawasaki K1400S3

Current machinery: 1980 Suzuki GSX1100, 1980

Suzuki GS1000G outfit, 1979 Honda CB750F2, 197

Honda XL350

Riding background: Road oriented, with a worrying soft spot for sidecars.

Getting ready for the Le Mans start just before Friday arvo's final stop to Jingellic.

That yarn on the Yamaha FZR1000, Suzuki GSX-R1100, Honda CBR1000, BMW K100RS and Yamaha FJ1200 appeared in September 1987 (Vol 37 No 6). It's a comparo that is still spoken about in hushed tones around Horror HQ, and so vivid was the written account that a Queensland cop even contacted editor Allen back then begging for an invite to participate in the next one... (on his own bike at his own expense!)

SIX YEARS ON

Well, times have changed in the intervening six years — least not the proliferation of speed cameras and radar traps used by our friends in the blue uniforms. And of course, the 1993 participants — which included two of the famed 1987 party — are a bit older and wiser these days, and well aware of

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TOUR OF DUTY

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DINGBAT DIRECTORY

Assembling the cast of thousands to participate in this six-bike big-bore sports-tourer compo was no easy task, especially when AMCN staffer Marton Pettendy was a late scratcher with a broken scaphoid. However, the motley crew you see below is a pretty fair cross-section of all

types of riding styles and experience, from licence holders of three years to experienced hands of over 20, and from balls-out knee scratchers to sedate 'broomstick up the bum' tourer types. We reckon that makes our findings on the six steeds all the more relevant, as we couldn't have assembled a more diverse bunch of dingbats if we'd tried. Guy Allen looks at the cast:

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'TOUR OF DUTY

adding any more demerit points to their licences. There was no way peer group pressure would be allowed to weave its high-speed spell over the assembled throng this time!

Of course assembling six bikes at the one time for a balls 'n' all compo is no easy task in these days of a depressed Aussie bike market. But two months of planning and cajoling finally came together — even if the Kawasaki ZZ-R1100 was only registered three days before our departure, just in time to join the group.

Logistically the whole thing was a nightmare. The Yamaha GTS1000, Honda CBR1000 and '94-model ZZ-R all had to be collected in Sydney, while both the K1100RS and R1100RS BMWs and the Triumph 900 Trophy were available in Melbourne.

Why the smaller Brit rather than its four-cylinder big brother? We'd initially planned on a four-cylinder 1200 Trophy, but with '93 stocks sold out and the '94 shipment still to leave England a 900 would suffice. Besides, the three-cylinder engine is the top-seller in the Trumpty range, it's one of our favourite powerplants around Horror HQ, and what's 15 or so horses at that end of the rev range



between friends... (When you're scratching along the banks of the Murray with a R11 in your sights 15 horses is *everything*!)

After the initial three-day touring shootout we played with the sextet for another fortnight — commuting, measuring, weighing, dyno-testing, fanging, etc, etc. But it didn't finish there — we compared notes and thoughts over numerous 'debriefing' sessions every few hours on our 'Tour', we debated heatedly at the local watering hole, and we swapped bikes daily back in the city grind as we pieced together the most comprehensive

comparison test ever attempted by this magazine.

CHOOSING THE CAST

Finding the seven riders to put the six steeds through their paces didn't hold quite the same logistical concerns as arranging the bikes — funny about that, eh?

The only hiccup was when Marton 'Chalky' Pettendy broke his scaphoid while

ZZ Top

Kawasaki's ZZ-R1100 probably provides a rider's ultimate test of self-discipline. With a claimed 147ps and 11.2kg-m (at 10,500 and 8500rpm respectively) on tap, a top speed of around 290kmh, and a quarter mile capability of 10.5sec it is the undisputed master blaster of the production bike world.

And not surprisingly the ZZ-R was the star on the dyno, posting over 125ps from 8800 through to 10,600rpm — with a peak of 126ps at 10,000. Torque-wise the big Kawa peaks at 8500rpm with 10.5kg-m (76ft-lb) and has over 9.7kg-m (70ft-lb) from 6200 to 9600rpm.

That power is produced by a mill that is essentially the same design which initially saw the light of day in 1984 in the GPZ900. The familiar liquid-cooled DOHC 16-valve mill has powered models as diverse as the GTR1000, ZL1000 and ZX-10 before ending up in its current 76 x 58mm 1052cc ZZ-R guise (for the fifth year running).

Motorcycle News carried the first Aussie test of the then-new ZZ-R1100 back in May 1990 (Vol 39 No 25), with a comprehensive technical rundown of the new King Kwak. Very little has changed engine-wise in that time but for '93 there was new bodywork, a new chassis, a revised cockpit,

improved finish, and the much heralded Twin Ram Air intake system. AMCN carried the first full local test of the revised ZZ-R back in Vol 42 No 17 in January. (For '94 new graphics have been added, as outlined in our world first test of the new ZZ-R two issues back.)

Chassis changes included a stronger steering-head and swingarm pivot point, a larger diameter steering stem and front axle and saw the bike's vital statistics change — rake grew half a degree to 26.5, trail up 4mm to 107 and the wheelbase stretched 15mm to 1495mm.

These changes plus bigger mufflers, heavier fairing and larger fuel tank (24lt up from 21lt) saw the claimed weight for the ZZ-R boosted 5kg to 233kg — out in the real world with a full tank of juice the AMCN scales stopped at 283kg.

The bike uses Kawasaki's latest ergo-friendly switchgear and adjustable levers and there's a small lockable storage compartment in the left fairing inner. Nice touches include the foam on the inner



side of the fairing panels to cut noise, the sturdy flip-out luggage hooks and the easily-operated centrestand.

The new Pearl Greenish Black ZZ-R1100 retails for \$15,490 and carries Kawasaki's 12 month/unlimited km warranty.

MS

From the *Motorcycle News* archives: The 1994-model ZZ-R1100D2 was tested in Vol 43 No 11. The 1993 D1 model was tested in Vol 42 No 17 and the original 1990 ZZ-R1100C1 in Vol 39 No 25.

'TOUR OF DUTY

piloting his RGV250 at Phillip Island's Shell Oils round, and we had to co-opt the motorcycle columnist from *Business Review Weekly*, Mark Davis.

But did I say seven riders for six bikes? If you need to take photographs of six riders on six bikes, then you need a seventh person, and after spending the 1991 'Tour of Duty' I



CB-aahhh

Despite the dash of aggression added to its lines in this latest incarnation, the 'new' CBR could be mistaken for nothing else. It's still identifiably a CBR, but with its thorough makeover earlier this year the bike now has a more purposeful stance, from its more angular nose to its NSR-styled tailpiece.

The CBR's four-cylinder 77 x 53.6mm 998cc liquid-cooled 16-valve mill was introduced back in early 1987 and as it's been refined has earned a strong following over the years. This year's revamp saw the bike score new 37mm semi-flatslide CV carbs, though Honda claims the same 135ps at 9500rpm and 10.6kg-m of torque (at 8500rpm) for this updated model as the M/N-models it replaces.

On the dyno the real figure is 114ps at the rear wheel (up 4ps from when we measured this very bike back in Vol 43 No 1). With almost 9.7kg-m (70ft-lb) from 6400rpm through to 8300rpm the CBR's down on the ZZ-R1100, but as the *Motorcycle News* sphincter-poll will testify performance is er...ample.

Chassis-wise the CBR shares a large number of components with its predecessors. As well as ancillaries, such as footpegs, screw-adjustable brake lever, hydraulic clutch, instrumentation and most electrical componentry, the current CBR shares its frame, swingarm, and 3.50 and 5.50 x 17-inch three-spoke wheels with the softer-lined N-model. Tyre sizes, steering geometry and suspension components are all unchanged.

The test bike wore aftermarket Bridgestone Battlax BT50 radials, although standard fitment



is the same company's Cyrox covers.

The new bike retains the hockey-puck case savers and sacrificial fairing bars to protect the bike in the case of an oops. At a claimed 235kg the latest CBR is 5kg up on the bike it replaces. Our official NASCAR-style scales recorded 259kg with a full 22lt tank, making the CBR the lightest of the six bikes.

The biggest change to the latest CBR though is the Dual Combined Braking System — not simply a linked braking system like Moto Guzzi (or the Gold Wing) but one that operates both the twin front and single rear three-piston calipers from either the hand lever or foot pedal (or both).

At the heart of this front/rear exchange is a proportioning valve that is designed to hydraulically adjust the front/rear brake bias in sympathy to a bike's unique attitude under brakes. The system is not anti-lock but Honda says Dual

CBS is about is getting a bike stopped quickly whatever the rider's skill level.

Honda will offer two colour options for CBR customers in 1994 — a limited number of black liveried CBR's made it Down Under this year and sold like hotcakes.

In the day of \$15,000-plus 1100s, left-over stocks of the '93 CBR1000 are excellent value at \$12,699 — even more so with Honda's 24-month/unlimited km warranty. The '94 model is in dealer showrooms now and retails at \$13,299 — a price that still compares favourably with the '94 prices of the other five bikes in the comparo.

MS

From the *Motorcycle News* archives: The CBR1000FP was tested in Vol 42 No 22 and then compared with the BMW K1100RS in Vol 43 No 1.



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comparo (VFR750 v 907IE v K75S) as a pillion passenger, there was no way snapshooter Watts was riding shotgun again. It seems going two-up behind yours truly across the Alpine Way's snow and ice two years back left Watts somewhat less than enthusiastic about clamping onto someone's love handles for three days.

In fact last year he refused point blank to participate in our '92 'Tour of Duty II' — Zephyr 750 v CB Seven Fifty v R100R v Trident 750. We added Honda's capable



Special K

Even though its flowing bodywork retains the trademark K100RS top fairing and screen of the 'old' K's, the K1100RS is for all intents and purposes a new machine.

Mind you, it's built in the traditional 'K-theme' with a longitudinally-mounted automotive-styled inclined four driving via a five-speed gearbox and single-plate dry clutch. And like its full-house touring stablemate, the K1100LT, the K1100RS uses BMW's Paralever shaft-drive rear-end — though with a taller final drive (2.81 for the RS vs the LT's 2.91T).

The mill is a revised version of the four-valve-per-cylinder 987cc engine that debuted in 1989 in the K1 roadster and later powered the 16-valve K100RS. Boosting the bore from 67mm to 70.5 (the original 70mm stroke is retained) gives the biggest K a capacity of 1082cc — the largest capacity machine of our sextet.

Although BMW quotes the same Euro-maximum 100ps for the two 16-valve engines the 1100cc version produces its peak 500rpm earlier than the 1000 at around 7500rpm. Similar changes are apparent in the larger engine's claimed torque — 10.92kg-m at 5500rpm versus 10.20kg-m at 6750rpm.

On the Dynobike dyno our K1100RS recorded a maximum of around 86ps at 6800rpm at the rear wheel with torque peaking at 10.0kg-m (72ft-lbs)

at 5500rpm (down 4ps on the bike we tested in Vol 43 No 1). And all the time the digital Motronics fuel-injection is making sure that the engine's hiccup-free from idle through to speeds worthy of a *Motorcycle News* thrash session (er...comparo).

With a wheelbase of 1565mm and a claimed 268kg (288kg actual with full tank) the K11 is no RGV250, but it nevertheless encourages sporty use. The bike's K1-sourced frame has been beefed up considerably with bracing to the steering-head and this no doubt contributes to the more direct and responsive feel of the K1100RS.

The K1100RS uses essentially the same running gear as its 16-valve RS and K1 predecessors. ABS is standard equipment.

Australian-delivery K1100RSs can wear any of three manufacturers rubber — ours had Bridgestone BT53 radials, 120/70 front and 160/60 rear.

The K-RS's rubber-isolated footpegs and K1-sourced (wider) handlebars and grips effectively isolate the rider from engine vibes, although there's

still some tingling in the bars around 5000rpm.

There's a choice of three paint colours and various powertrain/seat colour options. As well as fuel and temp gauges as standard equipment, the RS also features an integrated ignition/steering lock and BMW's 'centralised locking' — every lock on the motorcycle (ignition, fuel filler, optional panniers, seat etc) is operated with one key.

There's still the love-it-or-hate-it switchgear, and the ignition cut-out that precludes warming the bike on its sidestand. BMW's warranty (12mths/unlimited km) and spares back up is considered second to none. At \$20,500 (less panniers or ORCs) the K1100RS was only headed by the Yamaha GTS at the cash register.

MS

From the *Motorcycle News* archives: the first Down Under impression of the K1100RS appeared in Vol 42 No 15, and it was later compared with Honda's new Dual CBS-braked CBR1000 in Vol 43 No 1.



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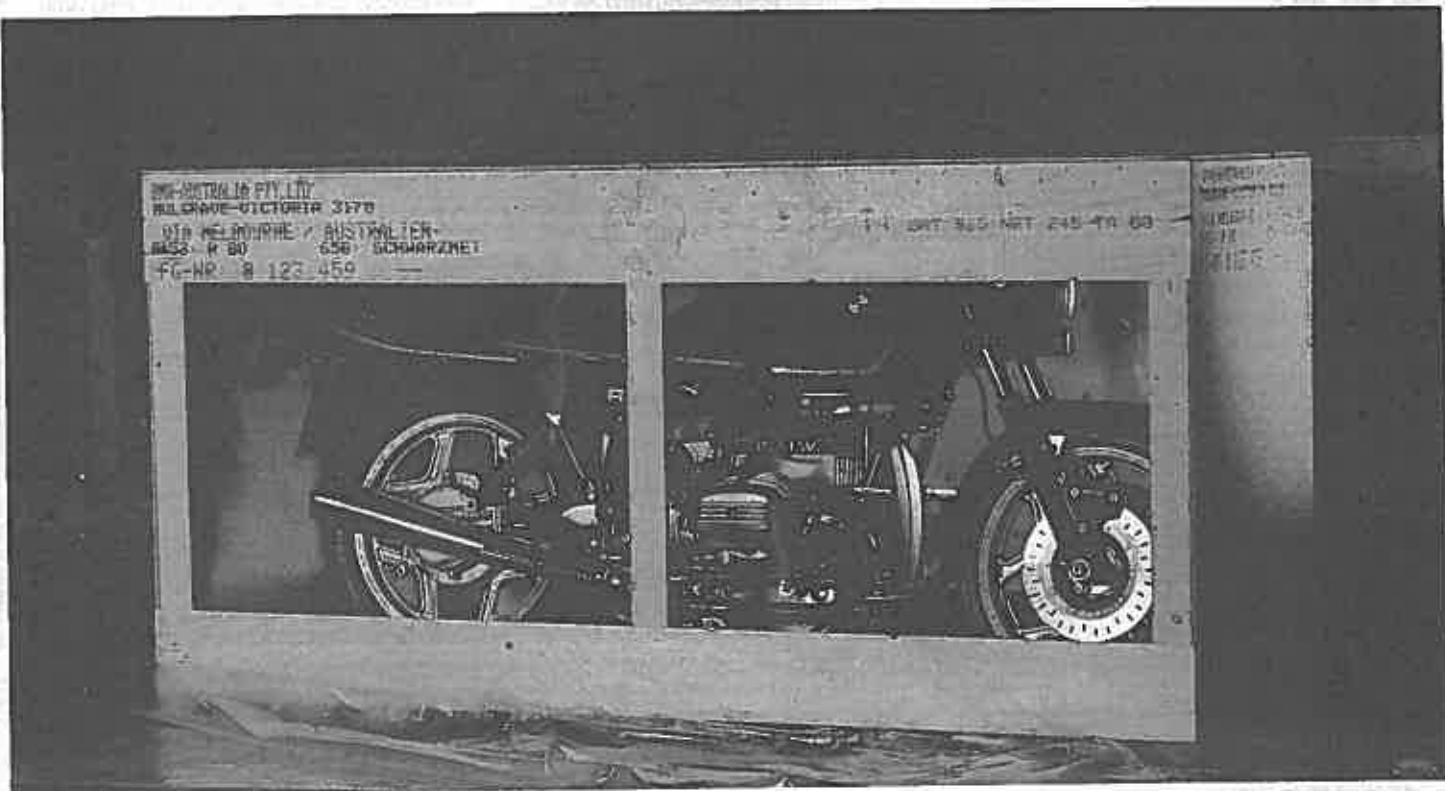


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THE ULTIMATE RIDING MACHINE

'TOUR OF DUTY

VFR750 to the fleet as a back-up vehicle for Wattsy.

Our other five riders for '93's Tour were full-time AMCN staffers Sinkers Sinclair and Dazza Flack, with Syme Mags coffee boy Justin 'Stretch' Law and 1987 ring leader Guy Allen joining yours truly for the '93 escapade.

Our test team represented a wide cross-section of riders with an even wider experience base, meaning all the 'subjective' data logging wouldn't be biased by any single riding style. (The individual backgrounds of the test team can be found in the Dingbat File on page 46.)

Trying to keep this lot in check was sure to be one helluva challenge — all I could hope

would be that my responsible law-abiding pace would act as a role model to the others...

A SIMPLE PLAN

The plan was simple enough. Three of us would leave Sydney on Thursday morning, and meet the four from Melbourne at the coastal holiday town of Tathra that afternoon. From there we'd head inland through southern New South Wales and loop through the Snowy Mountains before emerging on the northern fringes of Victoria's high country on Friday evening. An evening at the famed Bridge Hotel at Jingellic would be followed by a leisurely ride back to Melbourne on the Saturday.

The plan immediately looked good when I grabbed the ZZ-R for the delayed 11.00am departure from Sydney. While Stretch grappled with the 'obese' rear end of the CBR due to its bulky optional panniers, I was able to slip to the front of the traffic-light grid without a second thought — or scraped fenders. Normally the surprisingly nimble Honda would have been the more manoeuvrable in these urban circumstances, but the optional factory panniers slowed progress a tad. Of course it did have benefits, as Stretch had plenty of space for his luggage (and blow-up rubber doll!), while I had to make do with only a

sports bag and some occy straps.

Dazza scored the heaviest bike in the comparo for his Sydney departure, and muscling 300kg (fully fuelled but without luggage) of GTS beef through Sydney's traffic was no easy task compared to the rest. With the heaviest steering in the group the big Yammie is not at home in this sort of going, but once we hit the freeway towards Campbelltown Dazza opened the injectors and was off.

"Everyone travels at 130kmh and the cops seem to turn a blind eye," Daz assured me later. Oh yeah...

These 'legal' cruising speeds suited the silky smooth GTS, which had a super-light throttle and the best seating position of our threesome. It'd be fair to suggest that the alt-tech Yammie was at the 'touring' end of our sextet, and closer to the ST1100 and 1000CTR in its market niche. If we'd stuck on the multi-lane Hume Freeway it would have been the pick of the bunch for the trip to Melbourne — but we forked left for the run past Wilton and on to Wollongong. And the pace picked up.

IMPRESSIVE RESTRAINT

Despite the more open roads throttle restraint remained impressive, me leading the way on the ZZ-R, but Daz and Justin maintaining station behind as we ate the kms at a steady

more power than the R100 range it will eventually replace. It features four-valves-per-cylinder, Bosch Motronic electronic fuel-injection and engine management, and a combination of air and oil cooling. It utilises a K-series-sourced five-speed gearbox and cable-operated dry single-plate clutch.

There's a claimed 90ps at 7250rpm and 9.7kg-m at 5500rpm, and in keeping with our dyno experience with BMWs these figures are pretty close to the measured mark — our still tight R110RS registered 84ps at 7200rpm with torque peaking at 9.4kg-m (68ft-lbs) at 5600 revs.

The R110RS has some neat finishing touches which should have been incorporated on Boxers ten years ago — a sidestand that works, a 'real' ignition key, two-way steering lock and easy to use petrol cap! Our fully-faired R11 also featured the ergonomics kit (a \$330 option on the half-faired R110RS) which offers a three-position adjustable seat, adjustable bars and screen and of course its excellent integrated panniers.

At a claimed 216kg dry (262kg measured), the R110RS sports a 1473mm wheelbase, rake of 24.1 degrees and trail of 111mm.

The fully-faired R110RS retails for \$19,550 — including the standard ergonomics kit and digital Rider Information Display — and is available in a choice of three body colours (Marrakesh Red, Turquoise Green Metallic and Pearl Silver Metallic) and three seat choices. Like the K-series, the R11s are covered by BMW's 12mth/unlimited km warranty.

MS

From the *Motorcycle News* archives: The R110RS was tested locally in Vol 43 No 3 and again in full-fairing form in Vol 43 No 9. The international release of the R11 back in January, along with a full technical rundown, was detailed in Vol 42 No 19.



clip. Mmm, they're a much better behaved bunch than that '87 mob...

A bike swap at Dapto and we headed south along the Pacific Highway for the magical curves south of Kiama — and things began to warm up. Compo first-timer and 'virginal' AMCN tester Stretch was now on the Zed, his first taste of Kawasaki's 147ps cruise missile. He was like the proverbial spoiled brat let loose in the toy shop...

Dazza was on the CBR, and in this sort of going the traditional marketplace rivals were far more at home than the one-legged Yammie, their relative nimbleness allowing them to scamper through the twisties while I wrestled with the GTS.

The Yamaha rewards smooth riding rather than aggressive line-changing, not only because it has the slowest steering of the group, but also because it has the most 'instant' throttle — and as a result drive-line lash. Getting on and off the lightweight go-grip on the GTS gives you more jerks than a Police Academy flick. And please Yamaha, put the full-power FZR1000 EXUP engine in next year's GTS...

By now we were trying to regain some of the time lost due to the mid-morning start, and after quickly juicing up at Milton I straddled the CBR for the section to Narooma. The Honda was one of the bikes in our original '87 big-bore shootout, and it's



Above: heading into Nimmitabel for a cuppa. Right: the dearest and arguably most high-tech bike of the six.

RADDical Yammie

If you're looking for earth-shattering revelations from Japan's first shot at mass-produced all-tech front suspension, then in some ways, you may well be disappointed. You see, apart from a few different (new??) sensations under brakes and uncanny stability at speed over even broken surfaces, initially the bike feels so... er... normal."

That may be the way we started our report on the first Aussie ride of Yamaha's GTS1000 back in Vol 42 No 20 but there's still no escaping the fact that the centrepiece of the GTS is its single-sided swingarm front suspension and its Test-like frame.

Based on the James Parker-designed RADD set-up, steering is virtually separated from the suspension action, and the GTS makes do without a bulky steering-head assembly to transfer loads to the frame. Instead the lower cast alloy suspension arm transfers front tyre loadings via the shortest possible route into the bike's chassis at axle level.

The RADD front-end is complemented by what Yamaha calls its Omega Chassis concept where the frame bolts around the side of the FZR-based engine with downtubes that cradle the powerplant. In addition to the main chassis, steel subframes locate the steering head, radiator, front fairing and instruments up front, and the seat, electrical components and bodywork at the rear.

To each end of the central chassis unit the suspension components are fitted, with a conventional FZR-sourced Deltabox rear swingarm using a conventional rising-rate linkage and monoshock layout.

The GTS rolls on 17-inch cast alloy wheels with

Dunlop D202 Sport radial as standard equipment, although our example wore 2-rated Sportmax rubber. The front hoop is a dished unit, not only to facilitate the front suspension design but also to act like a cooling fan for the single 232mm ventilated front disc and massive Sumitomo six-piston caliper. Coupled with a two-piston rear set-up, the brakes feature the self-diagnosing Yamaha ABS system that debuted on the FJ1200A.

At the heart of the GTS is a modified version of the 75.5 x 56mm 1002cc FZR1000 powerplant, defined for its sport-touring role. Gone is the FZR's 145ps, the six-speed gearbox, the large diameter headers, the EXUP valve, and the carbs. Replacing the latter is a sophisticated Nippon Denso fuel-injection and engine management system, with re-profiled cams and lower compression (10.8:1 vs 12.1).

The GTS mill produces a claimed 100ps at 9000 rpm with claimed peak torque of 10.8kg-m at 6500 rpm. With a 10,500 rpm redline, the dyno graph shows that the GTS has given its best by 8000 rpm (91ps at 7700 rpm) and peak torque of 9.4kg-m (83ft-lbs) occurs 1400 rpm earlier. The FZR's top-end rush may be dead and buried but nevertheless the injected mill is extremely smooth and will readily accept full throttle from its 1100 rpm idle in the highest of its five gears.

Yamaha claims a hefty 251kg for the all-tech



tourer, but the *Motorcycle News* scales recorded a hefty 300kg with a full 20L fuel load.

At \$22,667 the GTS is one of the most expensive non-nice-replica machines to ever roll out of Japan — beaten only by Honda's GL1500 Gold Wing. It is covered by Yamaha's usual 12-month/unlimited km warranty.

MS

From the *Motorcycle News* archives: The GTS1000 received its first full local test in Vol 42 No 23, while AMCN reported on the bike's Australian release three issues earlier in Vol 42 No 20.

TOUR OF DUTY

a testimony to the original design that six years down the track it can still hold its own in this company. It feels more compact than the ZZ-R, and offers a softer and more comfortable ride at 'legal' speeds. But when the pace hots up it's not as composed, as the scraped fairing panels readily attest to...

A CHANGE OF HABIT

I'm personally not a great wrap for the DCBS brakes either, as my racetrack background makes me primarily a front-end braker — and to get the best out of the new CBR you have to use *both* levers. The need for a different technique is no better illustrated than on a comparo such as this, where on five of the bikes I didn't have to 'think' about my braking, but on the CBR I needed a few kms to adapt after swapping bikes. A bit like those BMW indicators I guess.

Having said that, riders who use a lot more rear brake than I do have the CBR as their sole mount won't have a problem.

The ZZ-R was in its element on these coastal roads. Just when the others are getting untidy, the Zed is only warming up, with its firm suspension and rock solid stability coming into their own as the pace quickens. By now we were making good time, but the last stretch from Narooma to Tathra is something else — and it only seemed fair that I should be back aboard the ZZ-R...

That snaking ribbon of good quality bitumen is one of the best on the coast, and the long shadows as the sun lowered itself behind the Great Divide made the 100km blast through the rolling green dairy country to Tathra one ride I'll always remember (and we had a bloody lot of those on this trip!). Judging by the poached-egg eyeballs of



Above: they've even named a town after him! Right: the Tathra Fisherman's Club boat ramp hosts some strange vessels...



Stretch it's a ride he won't forget in a hurry either. I'm sure his first day as an AMCN guest-tester is one he won't forget...

AIMING FOR CATHCART

While our threesome was heading south, the Melbourne foursome were by now well into their journey, having cleared the morning showers which hampered their progress for the first three hours.

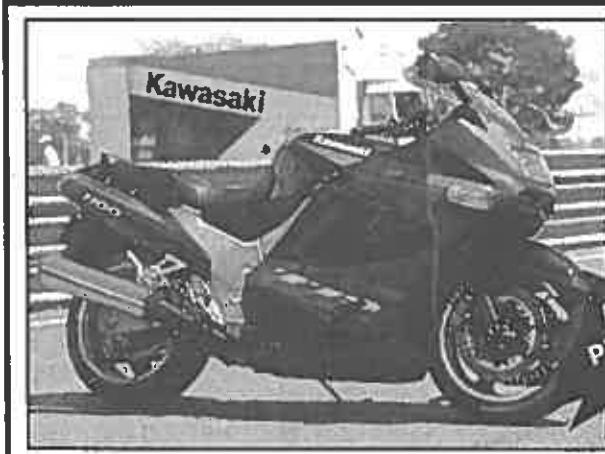
Rather than follow the magical, sinewy (but police-infested) Princes Highway from Orbost all the way through to Bega, they forked left at Cann River for the scenic stop through the forests to Bombala. From there the quartet cut across to Cathcart, where

homage was paid to the town with the same name as the man with the world's best job!

The little known road from Cathcart to Cadelo and on to Tathra is a biker's paradise, made all the more memorable when our Melbourne contingent received a police escort into town! Sinkers has still to explain adequately the actual reason for the escort.

Even more remarkable though was that the two groups, which had started 1200km apart, arrived within ten minutes of one another — and the bullshit immediately started...

The opening salvo came from the Melbourne departees. It revolved around two



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TOUR OF DUTY

of the four bikes hidden in the local schoolyard, and a far-fetched tale of oncoming log trucks, evasive action and broken fairing panels. Of course the lack of abrasions, absence of torn leather and dust-free DriRiders didn't make us at all suspicious. (MS: but it got Wootton off the dunny quick smart. You could hear the frantic rustle of bog roll from the carpark!)

When that didn't work, the 'ol' my balls are bigger than yours' tales of daring do took over. Whatever top speed someone claimed to have done, Sinkers would immediately claim to have gone at least 15kmh faster — and around a corner to boot. By the time he'd cranked out a supposed top whack of 305kmh on the R11 (up a hill over a blind crest on the wrong side of the road while swerving to miss a two-metre-long wombat...), it seemed obvious to everyone that adjournment to the Tathra Pub's Ladies Lounge for a few Porphyre Pearls was in order.

What all this proved though was that riding

great motorcycles on great roads is bloody enjoyable — and we still had another two days to go. (By the way, if you want to read the real exaggerated account of our activities, then flick to page 98. Thank god everyone knows Backfire is tongue in cheek!)

NOCTURNAL ACTIVITIES!

The Snowy Mountains Highway beckoned, so over an early breakfast in the pub lounge the route was discussed. Watts had already been out scouting for some nearby photo locations, so once Stretch returned from his

nocturnal activities with the Tathra wildlife (he wasn't doing too bad for a comparo first-timer!) we descended on the nearby boat ramp for some happy snaps.

Unfortunately John Ford, AMCN's Tathra-based freelance photographer, had heard of our impending arrival and had disappeared to Central Oz to ride camels. Remember last year's comparo — Ford had 'crashed' ex Team Honda star Mick Cole's CBX1000 while perfectly stationary, and then pulled a hamstring trying to get out from under it before we photographed him. No wonder

Trophy time

The smallest machine (capacity-wise) on this latest *Motorcycle News* jaunt also came from the newest force in the Australian sport-tourer market, Triumph.

The modular family of bikes has already garnered a strong following and confounded the skeptics with not only good on-road performance but an excellent reliability record to boot. With the company actively pursuing a policy of regular updates and constant monitoring of quality improvement, there are a number of differences readily apparent between 'our' 1993 model Trophy 900 and the first new-generation machines that landed Down Under in early 1992 (AMCN was the first local bike mag to test the Triumphs Down Under — In Vol 41 No 18, Jan 31, 1992).

As well as simpler livery and improved paint quality, changes to such areas as screen and seat height, footpeg positioning, mirrors, and even the

addition of a digital clock set the latest machine apart. And Triumph's not finished yet — the 1994 Trophy will sport 17-inch three-spoke wheels front and rear and four-piston front calipers.

A 98ps (claimed power at 9000rpm) version of the company's 885cc liquid-cooled, DOHC, four-valve-per-cylinder, three-cylinder engine powers the Trophy, with claimed torque 'peaking' at 6000rpm with 8.4kg-m.

As we found from the DynoBike dyno, 'peak' is a relative term with the new Triumphs and the Trophy is no exception. The bike's torque curve is quite flat with the measured maximum of 8.0kg-m (58ft-lb) occurring around 6400rpm and over 7.8kg-m (56ft-lb) available from 5900rpm through to 8500rpm. Power at the rear wheel tops out at 91ps at 9000rpm. Redline is 9500rpm.

Along with the Tridents, Tiger, and Daytonas the Trophy shares the same hydraulic clutch, switchgear, etc as well as all the major components under the skin. The range's 36mm Mikuni carbs are retained as well as the six-speed gearbox, tubular high-tensile steel spine frame and extruded aluminium swingarm.

Every Triumph from the Daytona 1200 to the Trident 750 shares the same head angle — 27 degrees. With its 43mm-diameter non-adjustable Kayaba forks, and Tri-link preload and rebound damping adjustable monoshock, the Trophy's vital statistic are: trail 105mm, and wheelbase 1490mm.

Our Trophy's rubber was Dunlop's K455 series sport radials — a 120/70 front and 160/70 rear.

The Brits claim a dry weight of 217kg the Trophy, but with a full 25lt of go-juice our actual wet figure topped out at 280kg.

Triumph offers two colour choices for the 1994 Trophy — Caspian Blue and British Racing Green — with the excellent Givi panniers available as an option for \$950. At \$14,990 the '94 Trophy represents a \$1000 increase over the '93 version. It comes with Triumph's two-year/unlimited-km warranty.

MS

From the *Motorcycle News* archives: The Trophy 900 was last tested in Vol 41 No 21.



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TOUR OF DUTY

he'd given preference to the camels this year...

Speaking of Mick Cole, the seven of us descended on his Bega bike shop for some minor maintenance to the K11. The Beemer was weeping oil from its final-drive drainplug — nothing major, but worth fixing while we had the opportunity. A new alloy washer, and a yarn over a cup of coffee, and we were on our way — next stop Brown Mountain.

Never has a stretch of bitumen been given a more fitting name. The steep and twisty climb from the coastal plains up to the tablelands can quickly catch the unwary with its tightening radius turns, bumpy apexes, and rubber-necking 30kmh Volvos driving tourists on the wrong side of the road. I reckon the quickest fang I've had up there was on a Cagiva Elefant a few years back, which gives you some idea of what it's like. It's given cause to more than one 'brown mountain' in its time.

The pitstop to regroup at the bottom before the ascent saw the keys shuffled, and before I could blink Sinkers, Dazza and Alien had scampered on the CBR, R11 and K11 (with Stretch on the VFR), while Tony scored the ZZ-R — 'cos he was the one with the most restraint. That left Mr Sensible (Mark Davis), and myself — he on the GTS and me on the Triumph, the two least scratchable steeds in the group.

HORSES FOR COURSES

It's not that the 900 can't be ridden hard, but its lack of 'grunt' relative to the litre-plus opposition means you have to play tunes with the throttle grip far more aggressively.

The triple-cylinder engine is a gem, and apart from looking like it's carved from solid alloy, it also delivers progressive power right through the range. Where our '93-model Trophy lacked compared to the opposition though was in the brake department, its two-



pot calipers up front not as powerful as the four-spotters on the BMWs and ZZ-R, or the six-spotter on the GTS and twin three-spotters on the CBR. The '94 model will fix that.

The Triumph also has the highest bars and provides the most leverage, which is great around town, but in fast going you're left flapping around on the end of them a bit more. And up Brown Mountain with the worn OEM Dunlop 455 rear I was certainly flapping...

We later tried a new set of Dunlop Sportmax radials on the bike, along with removal of the Givi pannier system, and the manners improved appreciably. That comment on the panniers also applies to the CBR, as both bikes carry their panniers quite high to clear their upswung exhausts. And when the going gets hectic, so the Trophy's and the CBR's normally relaxed demeanour becomes a little 'wobbly'.

The Beemers on the other hand don't seem to suffer as much, with their panniers mounted lower and closer to the centreline.

Of course all this talk of bikes getting squidgy is purely relative — the amazing high-speed competence of the ZZ-R1100 is what the others were beginning to be measured against, which in some ways was a bit unfair, as its level of competence is just so amazingly high.

There were only two bikes which never gave a single shake of the bars over the whole three-day trip — the GTS and the ZZ-R. Their stability was simply a class above the others.

Incidentally, at the steady 100kmh top-gear cruising speed we maintained for the majority of the trip the ZZ-R only shows 3600rpm on its tacho — a mere one third of its maximum rev capacity! The CBR has approx 3750rpm on show, but is redlined 1000rpm sooner at 10,500rpm, while the

GTS chalks up around 3900/10,500, K1100RS 3600/8500, R1100RS 3250/7500 and Triumph just over 4000/9500.

A NASTY SURPRISE

Yet another coffee stop, this time at Nimmitabel, was followed by a stint on the K11, and it's simply a brilliant long-legged tourer. It surprised all with its neutral manners, and in particular surprised an unsuspecting cattle farmer wending his way innocently into town on his battered ol' CL250. Sorry mate, how was I to know you didn't have any mirrors — by the time the seventh bike in the string flashed past I reckon his heart was another 500m back down the road and his dungarees were fair burstin' at the seams...

The K11 was only second to the ZZ-R in this sort of going, and by the time we hit Adaminaby for lunch it had shot up the pecking order appreciably.



TOUR OF DUTY

These roads across the rooftop of Australia are nothing short of brilliant (as the photo on pages 62 and 63 adequately shows!), and the fun continued as I straddled the capable and user-friendly Boxer for the Kiandra to Cabramurra stretch. Warm sunshine, blue skies, deserted roads, fantastic scenery and six of the biggest and best motorcycles in the world at our disposal.

The Boxer was the bike I'd expected before the compo to be the star of the show due to its all-round abilities, so I was as surprised as anyone when the lower-profile K11 began to win my heart instead. Decisions, decisions...

Even a minor hiccup turned into a major plus when the Cabramurra to Corryong road was closed due to a recent dump of snow. The mere thought of all that ice brought out the sweat beads on Watts' forehead.

With seemingly a dead-end confronting us we unfolded the map, stuck a pin in it, and on Justin's recommendation took a little used connecting road named Elliot Way. Justin said that last time he'd used it there were quite a few kms of reasonable dirt, but for us it had been fully sealed, and was just like a 50km racetrack. What a corker!

A BIT TOO MUCH AIR

Prior to heading off though we needed to carry out a little more maintenance — and the K11 was again the recipient. The rear brake had ceased functioning (no lever pressure) over the previous stretch with Dazza on board, but some bleeding of the ABS unit quickly solved the problem. There was air in the system.

Sinkers (on the VFR) and myself (GTS) pulled into Tumut 2 power station a few kms up Elliot Way for what looked an ideal photo session, even though our cameras were on the other bikes. "There's no need to worry," says I, "they'll stop up the road and come back when they see we're missing."

Fat chance. With Stretch straddling the ZZ-R, he wasn't stopping for anyone, and the



DYNO TORQUE...

As with all of AMCN's major road tests in the past 14 months we took our sextet of sports-tourers along to the Dynobike Dynojet dyno and put them through their paces. However, as the Dynojet software allows only three bikes to be graphed at the one time, it made sense to divide the six bikes into two groups — Japanese and European. We could then run another graph (torque and horsepower) plotting the 'winner' of each category for comparative purposes.

As expected, the awesome ZZ-R dominated the Japanese combatants. It was only below 4200rpm that it got headed in the torque department, and then only by the GTS, and never by the CBR. But the Yamaha dropped appreciably from 6500rpm onwards though to tail both the CBR and ZZ-R substantially.

In the horsepower stakes the ZZ-R wasn't headed from 4200rpm onwards, and was still developing power after 11,000rpm when the others had well and truly tailed off. To emphasise the incredible forward urge of the big Kwaka, from 4000 to 9000rpm the ZZ-R power curve is practically a progressively increasing straight line!

Just as the ZZ-R dominates the Japanese division, so the K11 dominates the Euros, both in torque and horsepower. However, it does get some spirited competition at the top end of the scale, as at 7800rpm when the fuel-injected German four is about to sign off in the needles race the three-cylinder Brit keeps on going. It slips by the four-pot brick and continues up to its

higher peak at 9500rpm. Realistically, on the road it means you've got about 1200rpm to play with where the smaller-capacity Triumph will actually outpower the 200cc bigger German — but to do that means very hard riding and plenty of revs.

Running the K11 and ZZ-R graphs together shows up some surprises (although space precludes their inclusion here). Up to 6100rpm the K11 develops more rear wheel horsepower than the big Zed, but whereas the German will sign off totally in another 2000 revs, the ZZ-R is only just warming up and will develop another 5000rpm of tyre-smoking power before eventually fading at 11,500rpm.

In the torque department the K11 also outguns the Kwaka up to 6100rpm, but then the ZZ-R quickly exceeds the K's maximum, and stays above it for an additional 2500rpm.

Admittedly in the real world the ZZ-R has less weight to carry, but the lesson is clear — below 6000rpm a K11 won't be overly embarrassed by the King of the Road. Strange but true...

KW

Note: special thanks to the guys at Dynobike who were exceptionally patient as we ran our six bikes numerous times on their Dynojet dyno, as well as requesting enough printouts to wallpaper Gassit HQ ten times over! Maximum rear wheel horsepower and torque figures for each bike can be found in both the specs panels on pages 72-73 and the respective technical panels on each model.

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TOUR OF DUTY

Second thoughts...

Ever had a near-death experience? Some claim this involves leaving your body and floating off, actually seeing your body from a distance.

Crap I say. Try three days on six big-bore sports-tourers chasing six other reprobates across the Victorian and New South Welsh countryside. You couldn't get much nearer.

It's truly a testament to the dynamics of these bikes that we're all here to tell the story. In fact they're all such good bikes that any choice has to be completely subjective.

If my main aim was to try to keep up with the other responsible road-test staff I'd take the ZZ-R. It's fast and it steers.

But I don't care if they're faster than me so the softer K1100RS is my pick. It's still plenty quick, it carries my gear and a pillion comfortably, and has the added security of ABS which suits a bunny like me just fine.

Tony Watts

For this comparo first timer, truth be told I was like a kid in Toy World. But like all toys, you soon find your favorites.

I'm no mechanical or technological wiz — I just like jumping on, taking off and leaving the fiddly bits to the professionals. From that point of view I was a wrap for the CBR. Lotsa grunt and sure-footedness in the twisties enhanced our love affair, and, bugger me, it was just a pleasure to ride on both the open road and congested Melbourne streets.

The others, from the top to the bottom of the toy box, go: ZZ-R1100 — Yeeeeaaaarrggghhh! Sheer exhilaration, but where the hell can you ride it legally and still have fun; K1100RS — touring luxury with all the mod-cons; GTS1000 — compares with the K for touring comfort, but a bit of an effort to steer and not as much 'feel' from the front tyre; R1100RS — comfortable, looks great, although the clutch and gear

much in isolation, but it can mean a lot in how a bike shapes up compared to its peers.

Our test bikes were used mainly for fast touring over long distances — as that's what they were designed for. If you want a bike for daily city commuting, don't buy a big-bore sports tourer — it would be wasted.

SO WHAT WINS?

Having said that, the choice open to new-bike buyers these days is amazing. There wasn't a 'bad' bike in the six, and each was specialised in its own way. At one end of the spectrum is the high-tech, alt-tech

operation had me in a few straits; Trophy — just didn't hit it off with the Triumph, despite its upright seating position and great powerplant.

For this rookie's money, and there ain't much of that, the CBR offered all of the above in an affordable, user-friendly package — but, shit the ZZ-R was fun.

Justin Law

Six bikes to choose from is a smorgasbord in anyone's terms, and especially so considering that they are all so different — but in my mind the ZZ-R stands out from the crowd.

Two of the other five are more familiar machines — the Boxer and the CBR — and ones that I have a soft spot for. BMW has transformed the Boxer with the new eight-valve, semi-overhead-camshaft engine, and the CBR is simply as good as it always was — a solid all-round road bike that is much under-rated.

The R11 is no fire-breathing monster, but it surprised more than me alone with its spirited performance. The CBR has no frills, no great pretensions, but is just a competent design that offers reliable, safe and comfortable riding.

But for me it has to be the ZZ-R. It is a rare bike indeed, especially at \$15,500, that does so many things so very competently yet stirs the soul so much. The ZZ-R proved itself to be a perfectly passable commuter and tourer, and it obviously outshone the other five by a long stretch as a sports bike. Despite serious misgivings, I was won over from the very first ride.

Mark Davis

Six Big Bores could be construed as half-a-dozen blowhards getting pissed at the local, but these bikes could hardly be considered dull.

A short squirt a few months back on the R11 had me thinking it would possibly upstage the others, but that wasn't the case. Having said that, it's a very competent bike with loads of grunt and lots of features — but with such a big asking price, you'd expect it to.

The high-speed handling of the K11 was a surprise, but its long gait and bulk were evident around town. On smooth open roads though, the K was the one I enjoyed the most.

I reckon the GTS is the smoothest and most stable touring motorcycle on the market. Give it half a chance,

GTS1000 — the Super sports-tourer of the group. Then there's the value-for-money CBR, the cheapest of the group at \$13,299 and some \$1700 under the next cheapest, the Trophy.

But which bike wins? After dissecting each bike's pros and cons, and using them in all manner of situations, each rider was asked two simple questions. Which bike would you buy if it was your money, and which bike would you choose if someone else was paying? All things being equal that should mean we should end up with the 'best' choice and also the 'best value' choice.

and it's not a bad scratcher either. Technology at a big price though.

The Trophy and the CBR are the all-rounders of the lot, and they were in many ways the most user-friendly of the lot, especially around town.

Then there's the ZZ-R, that most of us thought was just along for the ride but ended up edging out the opposition in just about every department without even breaking into stride. Sure, the seat's firm, but only in comparison with the other five mobile lounge-chairs.

For mine, it's gotta be the Kawasaki. To see an 'outsider' outgun such a bevy of high-quality touring motorcycles without really trying says it all.

Darryl Flack

All this talk of near-death, of rape and pillage, etc, etc... why, anybody would think we're irresponsible, anti-social mongols laying waste the countryside!

In truth, the so-called thrash over Australia's roof-top was nothing more than a sedate jaunt in the company of some fine upstanding individuals and of course some fine machinery.

There were faults... the Kawasaki is manifestly underpowered, the Honda is too narrow focussed and the BMWs' fit and finish befit their budget blaster status, of course the Triumph is typically English and the GTS1000 harks from an earlier age, when bikes were simpler.

For me the highlights of the trip were the fine examples of rare alpine fauna and flora I was able to catalogue as we idled along the Snowy Mountain Highway. And of course there was the time spent examining the pottery, tatting and various other handicrafts of the picturesque towns we passed.

That's what *Motorcycle News* comparos are really about. Those two-wheeled conveyances take a secondary role...

Oops, I must go now, the men in the white coats have come with my new buckle-up-at-the-back leathers and ZZ-R...

Mike Sinclair

If I'm spending around 15K upwards on a sports-tourer motorcycle, then it has to be something special. If I want good weather protection, comfort, luggage carrying ability, minimal running costs and all-round



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TOUR OF DUTY

PROS AND CONS...

Being big-ticket, upmarket motorcycles ensures that our six big-bores have many of the bells and whistles that one would expect — some more than others. Here's a look at the short 'n' curries...

Four of the bikes have quartz-crystal clocks — the CBR1000 and the ZZ-R1100 being the exception. All but the CBR1000 have ignition cut-out side-stands. The BMWs won't allow you start the bike on the side-stand but the GTS1000, ZZ-R1100 and Trophy will, until you try to move off.

Speaking of side-stands, the ZZ-R's and CBR's were the most 'toe-accessible' and the easiest to use, the K11's was the sturdiest, while the R11's shorter 'leg-extender' compared to earlier Boxers made for a h-u-g-e improvement. The others were no bother except for the GTS's 'toe-tab' that became an 'ankle-tab' when wearing boots. There was mixed opinion on the best centre-stand, most preferring the R11, followed by the K11 and then equal third to the ZZ-R and GTS.

Five of the bikes feature a fuel gauge, except the Trophy — although it has a fuel warning light and a reserve switch. All the other bikes feature fuel warning lights as well as a gauge, with the ZZ-R and CBR the only other bikes providing a reserve switch.

With its large 25-litre tank the Trophy was a line-ball winner in the topping-up stakes, while the GTS took the longest to fill with its restricted unleaded orifice and spring-loaded filler valve. To put it bluntly, it was a pain in the arse.

The GTS1000 is the only one of the six without a manual choke, while the two other fuel-injected bikes have the traditional BMW two-stage start/choke set-ups.

The ZZ-R and the Trophy were the only bikes to sport four-way adjustable levers for both the clutch and brake, while the

fivesome disappeared in the direction of Tumbarumba, leaving Sinkers and I to chew the fat for three quarters of an hour in the vain hope they'd return.

When we realised the only way we'd get a piccy was to draw it by hand with a burnt charcoal stick, we fired up our beasts and gave chase. Boy, was I furious — I mistakenly thought I was supposed to be the one leading the way and the head honcho of this little soiree. Instead I had some long streak of pelican poop on his first-ever AMCN comparo taking the reins. By the time Sinkers and I caught up with them 50km later I was still steamin'...

Still, it was a bloody enjoyable 50km ride,

preferred seats were the K11's, followed by the CBR and then the GTS/R11.

For 'fastish' sport-touring the K11 has the best fairing, followed by the ZZ-R, CBR and R11. The GTS causes annoying wind turbulence right at helmet level at these speeds, while the aforementioned three direct the blast at shoulder level (or below), and excessive wind roar is avoided. At 'legal' speeds all six bikes offer good protection, although a rider's height will directly affect helmet roar.

Ease of suspension adjustability goes to the rear units on the CBR and the BMWs, as well as the Yamaha's RADD front-end. The GTS along with the ZZ-R score the least points for their next-to-impossible-to-alter rear preload set-ups.

Lubricating the chain was easiest on the GTS due to the easy access offered by the single-sided right muffler, although someone said the BMWs were even easier...

The layouts of all the instrument clusters were deemed pretty good. Gripe? The GTS's clock and its odometer are obscured by the clutch and front brake master cylinders, while the instrumentation on the R11 is spread out perhaps a little too much with the addition of the Rider Information Display. Many riders said the Yamaha's idiot lights lacked intensity in sunlight, while no-one seemed too bothered by the Trophy's odd-man-out left-side tacho.

The GTS, Triumph and K1100 all feature hazard lights, and the GTS and the ZZ-R were the only bikes with two trip meters — the ZZ-R sporting a single twist-and-turn reset button for both dials. The Yam and the Kwak are also the only ones that offer lockable glove compartments.

The mirrors on the Trophy and the K11 were voted the worst — the wider bars fitted to the K11 means a great view of your own hands. The R11 and ZZ-R dead-heated for top spot with great vision and clarity.

Horn-wise, the Beemers win hands-down



(the K's the best) while the horn on the GTS is barely louder than the honker on a XL185.

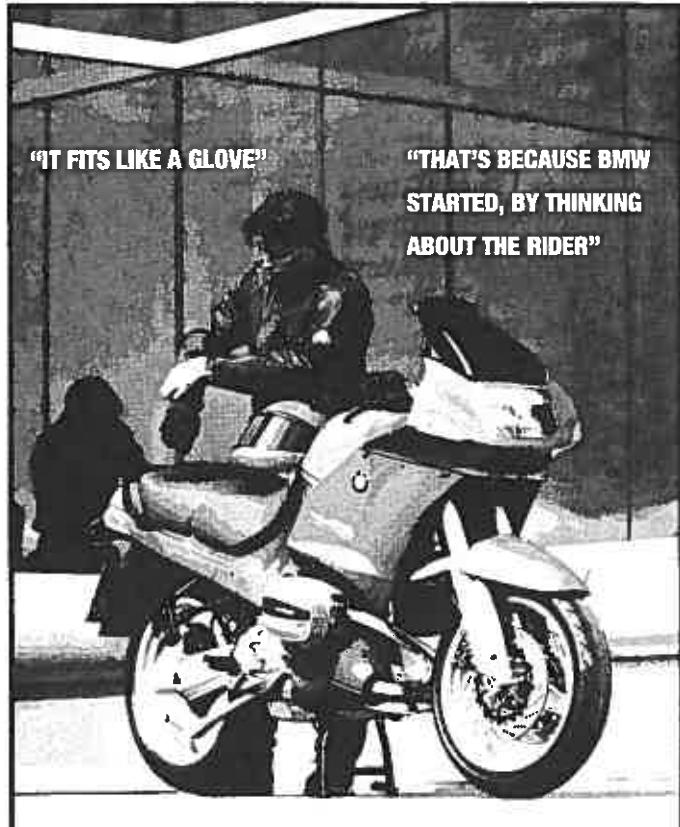
The panniers on the R are without doubt the easiest to use. A close second was the Triumph with its excellent quick-release Givi system, then came the K11 and the CBR. Our test GTS didn't have the optional pannier kit, while the ZZ-R was the only bike in the group not to offer that option.

The R, like the K and the Trophy, doesn't have flip-out occy-strap hooks like the CBR and the ZZ-R. The GTS has four eyelets cut into the integrated grab-rail that work quite well. With the other three bikes, you're looking for pillion-peg/pannier brackets to hook onto, although the Triumph has some solid loops under the rear indicators.

Headlights? The Trophy has an above-average low-beam with good cut-off, while the GTS was only a tad behind, though it has an excellent high-beam. The performance of the adjustable lamp on the K11 and R11 are top notch and in-line with their price tags (on both beams), while the ZZ-R will eventually out run its average high beam — although low beam is quite good. Still, it didn't stop KW from getting to Albury via the backroads in record time one evening...

While we couldn't find any **million passengers** daft enough to accompany us on the three-day comparo (Ed: we're interested in receiving applications from Claudia Schiffer lookalikes for our next one though...) there was still some serious pillion-testing when we returned to home base. General consensus placed the R11 at the top of the pile, followed by the K11. The Beemers were a class above the others.

BMW is unique among Australian bike distributors in offering **in-house finance** to BMW purchasers. According to BMW



Finance, its personal finance packages offer 24-hour approval and no deposit for approved customers as well as flexible loan periods (36, 48 and 60 months) and low interest charges. That can sometimes make the difference in finding the extra dollars to stretch to the more expensive Beemers. Yamaha also offers finance packages to its customers through its dealers via established finance company, Avco.

The ZZ-R got the nod for the best finish, with deep and lustrous paintwork and superb alloy welds. The Ram-air ZZ-R is a far cry from the original 1990 version — and so it should be at \$4300 dearer! The GTS also oozed with quality alloy, but was a little 'plasticky' from the rider's perch. Then came the R and the K Beemers, with the CBR suffering from too much plastic and the Trophy's magnificent alloy engine (sculpture?) and top-notch paintwork overshadowed by cheap looking fairing brackets, inner fairing panels and screws. The Triumph's plastic inner fairing panels gather dirt and dust in their 'ripped' surface too easily.

Running a tape measure over the bikes revealed some interesting figures. The distance between seat and footpeg gave the K11 the nod for the most legroom with 490mm, followed by the Triumph with 460mm, and surprisingly the other four all equal at 440mm (with the R's adjustable seat in the middle position).

The K had the tallest seat height at 820mm, while the GTS had the lowest at a commendable 760mm. The R11 was 780mm (middle position again) while the other three came in at 790mm apiece.

When it came to the stretch to the bars from where the 'hole' of your body resides on the seat the ZZ-R required 700mm, the CBR 620mm, the GTS 600mm, the Trophy 580mm, the R11 570mm (middle

setting for the adjustable bars) and the K11 a short 550mm.

At 940mm the ZZ-R's bars are the closest to terra firma, while the 'ape hangers' on the Trophy are 1030mm above the ground. That makes the Trophy better around town and in traffic, but makes for more buffeting at high speed.

When we weighed the six bikes **complete with full tanks** (but without panniers) on the electronic scales they all showed a rear weight bias. For the record, the figures in order from lightest to heaviest were CBR 259kg (123/136), R11 262kg (128/134), Trophy 280kg (124/156), ZZ-R 283kg (128/155), K11 288kg (129/159), and GTS 300kg (142/158).

The GTS had the **smoothest engine**, followed by the ZZ-R, CBR and Triumph. Both the ZZ-R and Triumph added plenty of subjective 'rawness' to their sound and feel as well — an important aspect in a \$15,000 motorcycle.

The ZZ-R's brakes are a level above the others in both feel and power in fast sports-touring mode. Next came the ABS II equipped R11, then the K11 and CBR. The GTS was hampered by its heavier weight, while the '93 Trophy had to battle on with 'only' two-piston calipers up front. A set of four-pot Nissins on the upcoming '94 model will lift it into the same league as the others. Around town the Triumph's relative lack of power wasn't a concern.

Steering precision went naturally enough in favour of the most sporting of the sextet, the ZZ-R. Then followed by the K11, CBR, R11, Trophy and lastly the GTS. The ZZ-R's accuracy wasn't compromised by instability though, with both the Kawasaki and the GTS being the most stable at warp speeds over warped roads...

DF

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TOUR OF DUTY

With one particularly memorable bumpy straight stretch where the Yamaha could just be wound around the dial and take off (that was thrust at it which probably explains why we had to top up the oil level with 500ml the next day). Even the wallaby by the side of the road was too stunned to move as the GTS whistled by — he/she probably couldn't believe how stable the

Yamaha's front-end was.

The only fly in the ointment was that unbeknown to me a renowned fiddler (who will remain anonymous) had experimented with the GTS's front-end at a previous stop, cranking up the rebound damping to near max but backing the compression damping right down. Of course this had been done just to see what difference would result, but with all the bike swapping going on it hadn't been returned to the standard setting.

The result was a front wheel which would progressively pack down as successive bumps used up the travel, but the overly strong rebound wouldn't let it recover its full travel. So each stroke became less and less until there was no travel remaining.

The effect on handling was most noticeable in hard cornering when with minimum travel the front-end would patter across the road, tearing the rubber off the sides of the front Sportmax. The GTS's behaviour was quite at odds with my previous day's fun down the coast, and showed what can happen with incorrect

settings. It also emphasised the GTS's inbuilt stability...

ONE IN EVERY CROWD

Even though there was a selection of three routes into Jingellic from our regroup stop near Tooma, for some reason we ended up taking the one with 40km of dirt. And as Sinkers was now on the R11, he had the ideal tool for behaving like one, constantly buzzing back and forth on the dirt to cover the rest of us in fine grit. By the time we hit the Jingellic pub just on 6.00pm he was as popular as a tongue kisser at a family reunion...

I'd done the dirt section on the CBR, and the DCBS brake system had surprised me with its feel and competence on the loose surface. Perhaps it was because I'd concentrated more, but fears about too much front anchor when using the rear pedal didn't eventuate.

A few cleansing ales were followed by a fight for sleeping arrangements.

"I'm not sharing the room with him — his



socks smell like cheese."

"I'm not sleeping in that room with them — they sound like a field of Marxs Nortons on the over-run."

"I'm not sleeping in there — he farts in his sleep."

Somehow, among all this bickering we actually got to consume some rather large counter meals and carry out further 'research' on the bikes. Wonders never cease.

The Jingellic pub is famous for its hospitality for two-wheeled visitors, and the huge breakfast of orange juice, hotcakes, bacon and eggs, toast and coffee only added to that reputation — especially given that bed and brekky was less than \$15 each.

A quick wash of the bikes in the hotel yard and we were ready for another day of photo shoots and top-class travel.

COPPING A WALLOP

Like the previous two, our final day was simply magic weatherwise — low mist still hung in

the valleys, making the Tallangatta valley all the more picturesque.

We found a series of superb curves, and set about getting some ride pics, but not before I'd copped a big wallop up the rear. I'd been minding my own business on the roadside verge when Stretch did a Liberace on me, smacking the rear right pannier on the K11 with the CBR's left one. Seeing the CBR pannier roll by my right foot alerted me to the problem...

No damage was done, but it served to emphasise how much wider the CBR becomes with the factory-fitted luggage carriers.

It was not long after this that Mr Alien and I crossed swords again, him on the capable all-round R11 and me on the Trumby. If the truth be known it was a bloody good thrash, albeit without anything silly going on — and I gather that when the local cop gave us a friendly wave at the Tallangatta turn-off he knew exactly what we'd been up to...

The K11 was by now sporting scrape marks

on its lower bellypan, joining the CBR as the only two to give their underpinnings a workout.

A coffee in Wodonga gave us the final chance to compare notes before the group split for the return trip to Melbourne, with five of us sticking together and going via Benalla, Mansfield, Yea and Whittlesea. It surprised me how close the consensus was on the six bikes, and despite the wide disparity in riders and riding styles there was plenty of agreement.

A compo accentuates things which don't seem as important in a single test, and as each bike in this Shootout has been thoroughly tested previously we've tried not to cover that ground twice.

What a compo does is show up relative differences like the GT's sudden throttle action and heavy steering, the 'clunky' gearboxes and idiosyncratic indicators of the BMWs, the Triumph's high bars and top-heaviness, the CBR's soft suspension and DCBS brakes, the ZZ-R's firm seat and...er, need for self control. It may not appear



Points were awarded to each bike dependent on where it fell in each rider's ranking. For example a number one ranking scored six points, while last place scored one point. With seven testers voting, the maximum any single bike could get would be 42pts — and that could only happen if all seven judges picked it at number one.

In the "What would you buy" category which would involve the participants actually handing over their own hard-earned shekels the \$15,500 ZZ-R was the top choice with 40pts to the \$13,299 CBR with 34. Then came the \$20,500 K1100RS

practically then god dammit, I'd be better off with a second-hand car — and what's more I'd have change left over.

No, if I want a bike worth that much money then it has to be more than just a practical mode of travel — it has to make my ride *memorable*. It has to leave me with a smile on my face and a warm inner glow at the end of the ride.

After two weeks of multi-purpose usage and three days of high-country hootin', all of the steeds made me smile, but two bikes stick out in my memory cells for their competence and high-speed touring ability — the K11 and the ZZ-R. But one of them left a bigger smile on my dial than the other.

And just to be sure my smile wasn't a falsey I took the ZZ-R back to Sydney in the middle of the recent horrific Victorian floods. The detoured night-time blast to Albury via Murchison, Mooroopna, Numurkah, Cobram, Yarrawonga and Corowa was accomplished with the Army, SES and police out in force and the ZZ's headlight spread glistening off the flooded countryside.

That 400km zap to Albury has been my most memorable road ride ever — and I'm still smiling so much my jaw hurts. That makes 15K for a ZZ-R a bargain. Wrap it up, I'll take it.

Ken Wootton

If I ever get drunk enough to spend anywhere near this much money on a motorcycle, or rich enough to get that drunk, the Zed is the only choice.

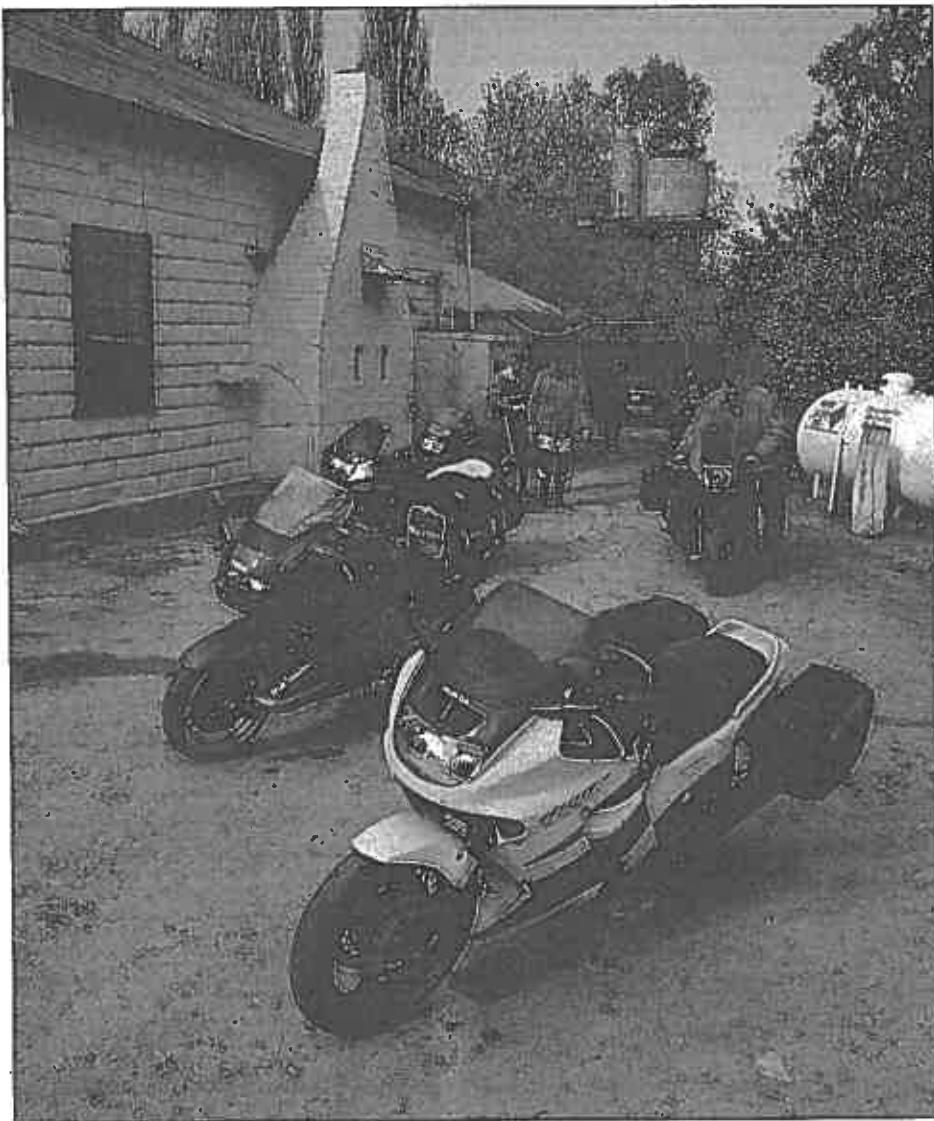
Dammit when you're forking over that much dough, with the joyous prospect of \$500 tyre bills, you have every right to expect brute horsepower, acceleration measured in nanoseconds and...well, all that stuff.

Nothing else handled as well, or was as quick. Despite the best efforts of a seat padded by BHP, the Zee Zee Top was almost comfortable.

I have to say the R Bimmer also won my heart, even though the front-end seemed to be speaking a foreign language, while the K11 and the CBR fell a little in my estimation when lined up against the Kawasaki.

Ho hum, it's probably a decision I'll never have to make. Pity.

Guy Allen



Departure time from the Bridge Hotel at Jingellic after the bikes copped an early morning scrub.

on 27pts, the \$19,550 R1100RS with 24pts, the \$14,990 Trophy on 12pts and the \$22,687 GTS with 10pts. Incidentally, the ZZ-R scored five first choices, and the CBR two.

In the "What would you have" category the ZZ-R top scored again with 38pts, just edging out the K11 with 37pts. Then followed the R11 with 24pts, the CBR with 23pts, the GTS with 15pts and the Triumph with 10pts. However, this time the ZZ-R didn't get the most first votes, with the \$5000-dearer K11 picking up four first preferences to the ZZ-R's three.

However, in the case of the ZZ-R those who didn't choose it in position one without

exception picked it as their second preference.

I guess I entered the compo thinking the ZZ-R would be too narrow-focussed to achieve such success, but it surprised not only me but everyone else — including those who'd never before ridden one (Flack, Davis, Watts and Law). It and the K1100RS were the two star performers, while the CBR represents excellent value for money.

The one thing the compo did prove though was that motorcycles are for enjoyment, and the six we had at our disposal provided that in droves. Every single one of them left a smile on our faces — it's just that the ZZ-R left one like Luna Park...

Ken Wootton
Photos: Tony Watts

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BMW K1100RS**ENGINE**

Engine type	Longitudinally-mounted inline four-cylinder, liquid-cooled, 16-valve DOHC, four-stroke
Bore x stroke	70.5 x 70mm
Displacement	1092cc
Compression Ratio	11:1
Ignition	Motronic
Carburation	Bosch Motronic digital fuel-injection
Lubrication system	Wet sump

TRANSMISSION

Type	Five-speed
Primary drive	Direct gear
Clutch	Cable-operated counter-rotating dry single-plate
Final drive	Shaft

CHASSIS AND RUNNING GEAR

Frame type	Tubular steel space frame with engine serving as stressed member
Rake	26 degrees
Trail	90mm



Wheelbase	1565mm
Front suspension	Marzocchi 41.7mm conventional telescopic forks; 135mm travel
Rear suspension	Paralever single-sided swingarm with asymmetric Showa monoshock, seven-position spring preload, adjustable rebound damping, 120mm travel
Front/rear wheels	Three-spoke cast alloy, 3.50 x 17 front, 4.50 x 18 rear
Front/rear tyres	Bridgestone BT53 radials, 120/70 ZR17 front, 160/60 ZR18 rear
Front brake	Twin 305mm floating steel discs with four-piston Brembo calipers and ABS I
Rear brake	Single 285mm diam steel disc with two-piston Brembo caliper and ABS I

DIMENSIONS AND CAPACITIES

Dry weight (claimed)	268kg
Wet weight (measured)	288kg
Seat height (claimed)	800mm
Oil capacity	3.5lt
Fuel capacity	22lt

PERFORMANCE

Maximum power (claimed)	100ps at 7500rpm
Maximum power (measured)	86ps at 6800rpm
Maximum torque (claimed)	10.9kg-m at 5500rpm
Maximum torque (measured)	10.0kg-m at 5500rpm
Maximum speed (estimated)	230kmh plus
Fuel consumption (average)	16.91km/l

MISCELLANEOUS

Test bike supplied by	BMW Australia Mulgrave, Vic
Recommended retail price	\$20,500 plus ORC
Warranty	12mths/unlimited km
Colour options	Silk Blue, Mystic Red and Classic Black. Ex-factory black seat option across the range. Bronze or Silver powertrain/wheel option on Mystic Red models.

SERVICE AND CRASH GUIDE

Oil filter	\$23.80
Air filter	\$46.35
Fairing screen	\$90.95
Upper fairing (primed)	\$482.15
Right side fairing (primed)	\$276.60
Sidecover (primed)	\$83.60
Fuel tank (primed)	\$84.35
Handlebar	\$91.80
Front (lens only)/rear Indicator	\$12,355/48.55
Front mudguard (primed)	\$111.60
Mirror/indicator assembly	\$242.70
Brake/clutch levers	\$95.70/\$38.60
Footpeg (complete)	\$27.05
Exhaust (complete)	\$1210.68
Headlight	\$197.35
Front brake pads (full set)	\$155.30
Panniers	\$749.05

BMW R1100RS**ENGINE**

Engine type	Horizontally-opposed, four-stroke oil and air-cooled, eight-valve cam-in-head twin-cylinder
Bore x stroke	99 x 70mm
Displacement	1085cc
Compression Ratio	11:1
Ignition	Motronic
Carburation	Bosch Motronic digital fuel-injection
Lubrication system	Wet sump

TRANSMISSION

Type	Five-speed
Primary drive	Direct gear
Clutch	Cable-operated counter-rotating dry single-plate
Final drive	Shaft

CHASSIS AND RUNNING GEAR

Frame type	Chill-cast alloy head-stock with tubular steel subframe. Engine serving as stressed member
Rake	24 degrees
Trail	111 mm
Wheelbase	1473mm
Front suspension	Telelever with centrally-mounted single Showa, 120mm travel
Rear suspension	Paralever single-sided swingarm with centrally-located Showa monoshock, seven-position spring preload, adjustable rebound damping, 135mm travel
Front/rear wheels	Three-spoke cast alloy, 3.50 x 17 front, 4.50 x 18 rear
Front/rear tyres	120/70 ZR17 front, 180/60 ZR18 rear
Front brake	Twin 305mm floating steel discs with four-piston Brembo calipers and ABS II
Rear brake	Single 285mm diam steel disc with two-piston Brembo caliper and ABS II

DIMENSIONS AND CAPACITIES

Dry weight (claimed)	216kg
Wet weight (measured)	262kg
Seat height (claimed)	780-820mm
Oil capacity	4.5lt
Fuel capacity	23lt

PERFORMANCE

Maximum power (claimed)	90ps at 7250rpm
Maximum power (measured)	84ps at 7200rpm
Maximum torque (claimed)	9.7kg-m at 5500rpm
Maximum torque (measured)	9.4kg-m at 5600rpm
Maximum speed (claimed)	215kmh
Fuel consumption (average)	16.00km/l

**MISCELLANEOUS**

Test bike supplied by	BMW Australia Mulgrave, Vic
Recommended retail price	\$19,550 plus ORC
Warranty	Fully-faired including ergonomics package
Colour options	12mths/unlimited km
	Turquoise Green Metallic, Marrakesh Red and Pearl Silver Metallic, Seat colour options

SERVICE AND CRASH GUIDE

Oil filter	\$23.80
Air filter	\$20.40
Fairing screen	\$86.80
Upper fairing (primed)	\$303.60
Right side fairing (primed)	\$375.60
Sidecover (primed)	\$99.55
Fuel tank (primed)	\$816.05
Handlebar	\$106.95
Front/rear indicator	\$24,905/\$32,60
Front mudguard and slider (primed)	\$292.95
Mirror	\$83.50
Brake/clutch levers	\$95.70/\$38.80
Footpeg (complete)	\$41.00
Exhaust (complete)	\$185.25
Headlight	\$155.30
Front brake pads (full set)	\$749.05

Honda CBR1000F**ENGINE**

Engine type	Inline four-cylinder, liquid-cooled, 16-valve, DOHC, four-stroke
Bore x stroke	77 x 53.6mm
Displacement	998cc
Compression Ratio	10.5:1
Ignition	Computer-controlled digital transistorised with electronic advance
Carburation	4 x Keihin 37mm VP type
Starting system	Electric
Lubrication system	Wet sump

TRANSMISSION

Type	Six-speed
Primary drive	Gear



Clutch	Hydraulically-actuated, wet multi-plate
Final drive	O-ring chain

CHASSIS AND RUNNING GEAR

Frame type	Diamond box-section steel tube with engine as stressed member
Rake	27 degrees
Trail	110mm
Wheelbase	1600mm
Front suspension	41mm air-assisted cartridge-type telescopic fork, 130mm travel
Rear suspension	Pro-Link with hydraulically adjustable preload and rebound adjustable monoshock, 115mm travel
Front/rear wheels	Three-spoke cast alloy, 3.50 x 17 front, 5.50 x 17 rear
Front/rear tyres (as tested)	Bridgestone BT50 radials 120/70 ZR17 front, 170/60 ZR17 rear
Front brake	Dual 298mm steel discs with CBS combined three-piston calipers
Rear brake	Single 258mm steel disc with CBS combined three-piston caliper

DIMENSIONS AND CAPACITIES

Dry weight (claimed)	235kg
Wet weight (measured)	262kg
Seat height (claimed)	780mm
Oil capacity	4.5lt
Fuel capacity	22lt (3.5lt reserve)

PERFORMANCE

Maximum power (claimed)	135ps at 9500rpm
Maximum power (measured)	114ps at 9500rpm
Maximum torque (claimed)	10.8kg-m at 8500rpm
Maximum torque (measured)	9.7kg-m at 8000rpm
Maximum speed (estimated)	240kmh plus
Fuel consumption (average)	15.56km/l

MISCELLANEOUS

Test bike supplied by	Honda MPE, Campbellfield, Vic
Recommended retail price	\$13,299 plus ORC (1993 model as tested \$12,899)
Warranty	24 mths/unlimited km
Colour options	Red/white and black/green

SERVICE AND CRASH GUIDE

Oil filter	\$22.40
Air filter	\$112.28
Front/rear sprocket	\$45,645/\$40,12
Fairing screen	\$295.34
Upper fairing	\$552.89
Right side fairing (complete)	\$595.15
Fuel tank	\$1007.72
Handlebar (right/left)	\$160.41/\$160.41
Front/rear Indicator	\$20,533/\$49,69
Mudguard	\$165.89
Mirror	\$123.08
Brake/clutch levers	\$47,165/\$17,45
Footpeg	\$16.00
Exhaust headers and collector	\$600.78
Muffler	\$707.09ea
Headlight	\$584.81
Front brake pads (full set)	\$310.76
Panniers (30l/40l)	\$670.24/\$710.55

S P E C S

Kawasaki ZZ-R1 1000

ENGINE

Engine type	Inline four-cylinder, liquid-cooled, 16-valve, DOHC, four-stroke
Bore x stroke	76.0 x 58.0mm
Displacement	1052cc
Compression Ratio	11.0:1
Ignition	Digital
Carburation	4 x Keihin CVK40
Starting system	Electric
Lubrication system	Wet sump

TRANSMISSION

Type	Six-speed, constant mesh
Primary drive	Gear
Clutch	Wet, multi-plate
Final drive	Chain EK 502VX

CHASSIS AND RUNNING GEAR

Frame type	Fabricated 'DeltaBox'-style aluminium perimeter frame with detachable down tubes
Rake	26.5 degrees
Trail	107mm
Wheelbase	1495mm
Front suspension	43mm diameter telescopic fork with adjustable preload and four-way rebound damping, 120mm travel
Rear suspension	Bottom-link Uni-Trak gas-charged monoshock, threaded collar spring preload adjustment, four-way adjustable rebound damping, 112mm wheel travel
Front/rear wheels	Three-spoke cast alloy, 3.50 x 17 front, 5.50 x 17 rear
Front/rear tyres	Bridgestone BT80 radials, 120/70ZR17 front, 180/70ZR17 rear
Front brake	Twin 320mm-diameter discs with hydraulically-operated opposed four-piston Tokico calipers
Rear brake	Single 250mm disc with hydraulically-operated opposed twin-piston Tokico caliper

DIMENSIONS AND CAPACITIES

Dry weight (claimed)	233kg
Wet weight (measured)	283kg



Seat height (claimed)	780mm
Oil capacity	3.5lt
Fuel capacity	24lt

PERFORMANCE

Maximum power (claimed)	147ps at 10,500rpm
Maximum power (measured)	126ps at 9800rpm
Maximum torque (claimed)	11.2kg-m at 8500rpm
Maximum torque (measured)	10.5kg-m at 8200rpm
Maximum speed (estimated)	290kmh
Fuel consumption (average)	16.02km/l

MISCELLANEOUS

Test bike supplied by	Kawasaki Motors Australia Rydalmere, NSW
Recommended retail price	\$16,490 plus ORC
Warranty	12 mths/unlimited km
Colour options	Pearl Greenish Black

SERVICE AND CRASH GUIDE

Oil filter	\$8.60
Air filter	\$29.38
Front/rear sprocket	\$52.33/\$133.27
Fairing screen	\$301.92
Upper fairing	\$339.87
Sidecover (right side)	\$473.92
Fuel tank	\$1126.89
Handlebar	\$144.85
Front/rear indicator	\$87.24ea
Front mudguard	\$158.36
Mirror	\$168.68
Brake/clutch levers	\$37.58/\$34.56
Footpeg	\$58.77
Exhaust headers (incl left muffler)	\$920.79
Muffler (right side only)	\$511.35
Headlight	\$286.42
Front Brake pads (full set)	\$78.47

S P E C S

Yamaha GTS1000A

ENGINE

Engine type	Inline four-cylinder, liquid-cooled, 20-valve, DOHC, four-stroke
Bore x stroke	75.6 x 56mm
Displacement	1002cc
Compression Ratio	10.8:1
Ignition	Transistorised
Carburation	Nippon Denso multi-point fuel-injection with 4 x 34mm throttle bodies
Starting system	Electric
Lubrication system	Wet sump

TRANSMISSION

Type	Five-speed, constant mesh
Primary drive	Gear
Clutch	Hydraulically actuated, wet, multi-plate

CHASSIS AND RUNNING GEAR

Frame type	Cast aluminium Omega concept chassis
Rake	24 degrees
Trail	100mm
Wheelbase	1495mm
Front suspension	RADD single-sided front swingarm suspension, compression and rebound damping and preload adjustable front monoshock with remote reservoir, 118mm wheel travel

Rear suspension	Compression and rebound damping and preload adjustable remote reservoir, Monocross monoshock and alloy DeltaBox swingarm, 130mm travel
Front/rear wheels	Cast alloy
Front/rear tyres	3.60 x 17 front, 5.50 x 17 rear
Front/rear tyres	Dunlop Sportmax radials, 130/80 ZR17 front, 170/80 ZR17 rear
Front brake	Single central 282mm floating drilled and ventilated steel disc with hydraulically-operated abx-piston Sumitomo caliper
Rear brake	Single 250mm ventilated steel disc with hydraulically-operated twin-piston caliper

DIMENSIONS AND CAPACITIES

Dry weight (claimed)	251kg
Wet weight (measured)	300kg
Seat height (claimed)	795mm
Oil capacity (claimed)	8.2lt
Fuel capacity	20lt

PERFORMANCE

Maximum power (claimed)	100.6ps at 9000rpm
Maximum power (measured)	91ps at 7700rpm
Maximum torque (claimed)	10.8kg-m at 8500rpm
Maximum torque (measured)	8.4kg-m at 6300rpm
Maximum speed (estimated)	230kmh
Fuel consumption (average)	15.94km/l

MISCELLANEOUS

Test bike supplied by	Yamaha Motor Australia Wetherill Park, NSW
Recommended retail price	\$22,687 plus ORC
Warranty	12 mths/unlimited km
Colour options	Red

SERVICE AND CRASH GUIDE

Oil filter	\$17.31
Air filter	\$48.77
Front/rear sprocket	\$51.74/\$156.73
Fairing screen	\$195.82
Upper fairing	\$372.55
Right-side fairing	\$370.95
Sidecover	\$181.119
Fuel tank	\$616.42
Handlebar	\$41.40
Front/rear indicator	\$60.88/\$181.89 (right unit)
Front mudguard	\$160.09
Mirror	\$189.81
Brake/clutch levers	\$17.54/\$14.19
Footpeg	\$110.98
Exhaust headers	\$103.25ea
Muffler	\$758.98
Catalytic converter	\$899.07
Headlight	\$431.87
Front Brake pads (full set)	\$160.19
Panniers (38lt/46lt)	\$1130.54/\$1213.05



S P E C S

Triumph Trophy 900

ENGINE

Engine type	Inline three-cylinder, liquid-cooled, 12-valve, DOHC, four-stroke
Bore x stroke	76 x 65mm
Displacement	885cc



Compression Ratio	10.8:1
Ignition	Digital electronic
Carburation	3 x Mikuni BST36mm
Starting system	Electric
Lubrication system	Wet sump

TRANSMISSION

Type	Six-speed, constant mesh
Primary drive	Gear
Clutch	Hydraulically actuated, wet, multi-plate
Final drive	O-ring chain

CHASSIS AND RUNNING GEAR

Frame type	High-tensile steel spine with extruded aluminium swingarm
Rake	27 degrees
Trail	105mm
Wheelbase	1480mm
Front suspension	43mm Kayaba telescopic fork
Rear suspension	TR-link rising-rate rear with gas/oil monoshock, Four-position rebound damping adjustment, hydraulically adjustable spring preload
Front/rear wheels	Three-spoke cast alloy, 3.50 x 17 front, 4.50 x 18 rear
Front/rear tyres	Dunlop K455 Sport Radials, 120/70 VR17 front, 180/60 VR18 rear
Front brake	Twin 296mm steel disc with hydraulically-operated twin-piston calipers
Rear brake	Single 255mm steel disc with hydraulically-operated twin-piston caliper

DIMENSIONS AND CAPACITIES

Dry weight (claimed)	217kg
Wet weight (measured)	280kg
Seat height (claimed)	790mm
Oil capacity	3.78lt
Fuel capacity	25lt (6lt reserve)

PERFORMANCE

Maximum power (claimed)	98ps at 9000rpm
Maximum power (measured)	91ps at 8000rpm
Maximum torque (claimed)	8.4kg-m at 6500rpm
Maximum torque (measured)	8.0kg-m at 6400rpm
Maximum speed (estimated)	220kmh plus
Fuel consumption (average)	15.40km/l

MISCELLANEOUS

Test bike supplied by	Triumph Australia Melbourne, Vic
Recommended retail price	\$14,990 plus ORC
Warranty	24 mths/unlimited km

SERVICE AND CRASH GUIDE

Oil filter	\$18.25
Air filter	\$67.01
Front/rear sprocket	\$78.91/\$89.00
Fairing screen	\$263.94
Fairing (right side)	\$551.01
Upper fairing	\$754.07
Sidecover (right side)	\$323.34
Fuel tank	\$308.47
Handlebar	\$145.58
Front/rear Indicator	\$85.63ea
Front mudguard	\$220.26
Mirror	\$135.42
Brake/clutch levers	\$80.74ea
Footpeg	\$80.74
Exhaust headers (2 off)	\$228.24
Muffler	\$587.29
Headlight	\$244.97
Front Brake pads (full set)	\$167.78
Givi panniers	\$950.00