

MOTORCYCLES

Strong sales spur flurry of bike designs

Fall means new models with more still to come

BY GEORGE TRANOS
SPECIAL TO NEWSDAY

New motorcycle models continue to roll out at the major manufacturers as they enter the 2007 model year. With the continued record growth in motorcycle sales in the United States comes a proliferation of new designs.

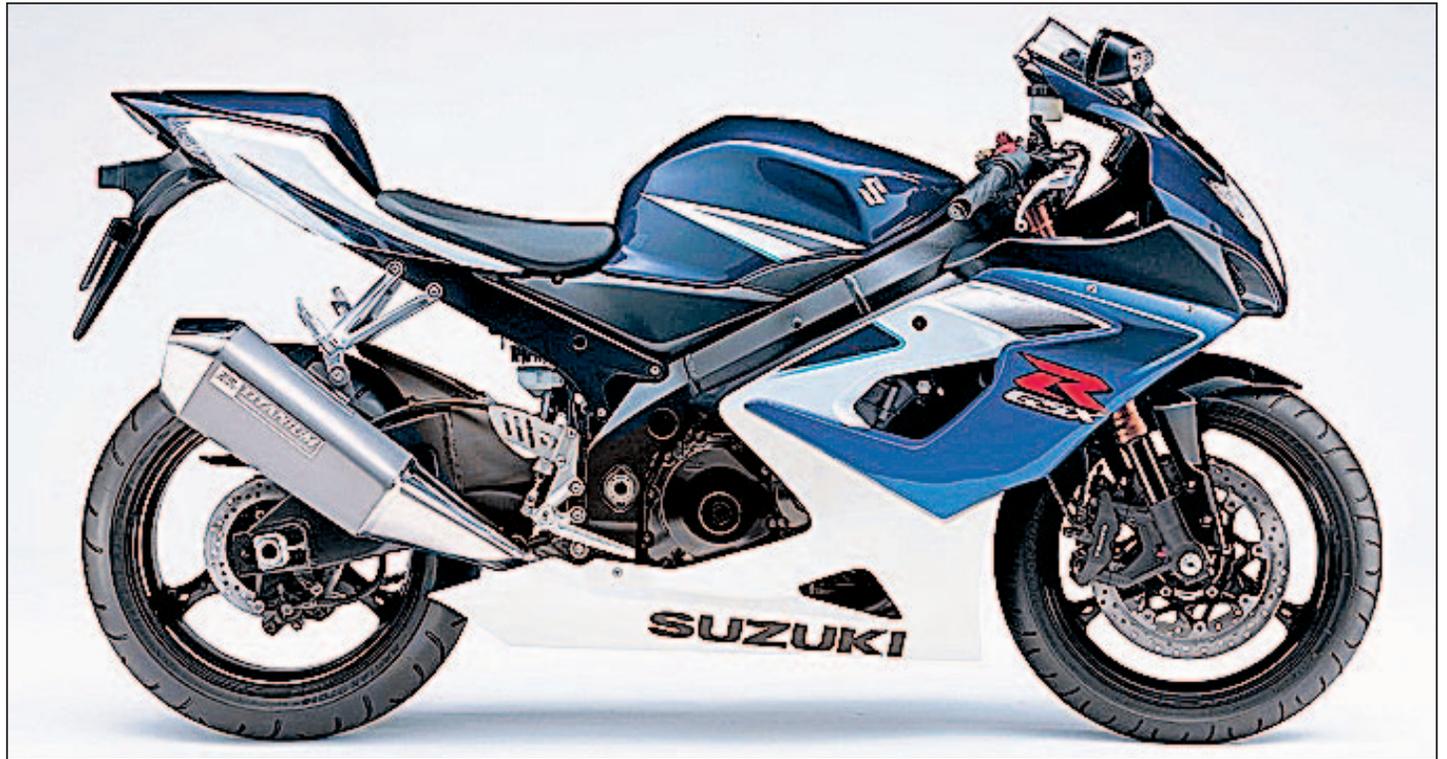
Some makers have not yet announced their latest offerings, preferring to wait until later in the fall to surprise their rivals, especially in the ever-competitive sport bike segment. Here are some of the new models that are available now:

■ **BMW R1200R.** This roadster has a 1,170-cubic centimeter air and oil-cooled, opposed-twin cylinder engine. Replacing the R1150R, it fills the gap in the "hex-head" series of boxer twins and claims 105 horsepower. Price to be determined.

■ **BMW F800S.** New parallel-twin engine, midsize models are the F800S (sport) and F800ST (sport touring). Both utilize a 360-degree firing order to mimic the engine characteristics of BMW boxer engines. They differ from the boxers by using telescopic forks and a belt drive like the F650. Price to be determined.

■ **Ducati Multistrada 1100.** It offers a new 1,078-cc air-cooled, dual-spark, two-valves-per-cylinder L-twin engine with a 98-millimeter bore and 71.5-mm stroke. The engine produces 95 hp. at 7,750 revolutions per minute and 76 pound-feet of torque at 4,750 rpm. Features include a new "wet" clutch to reduce noise and provide a more linear lever feel. Price to be determined.

■ **Ducati Monster S4R Testastretta.** Ducati has taken



Suzuki's top-of-the-line sport bike, the GSXR 1000, includes new engine settings to match driving conditions.

its superbike 998-cc engine from the 999 model and put it into a Monster S4R chassis. Producing 130 hp. at 9,500 rpm, the liquid-cooled, four-valves-per-cylinder L-twin utilizes fully adjustable suspension with a Showa 43-mm inverted cartridge fork and a Sachs rear shock with remote reservoir. Price to be determined.

■ **Honda CBR600 RR.** The manufacturer ups the ante in the 600-cc sport bike class with the new RR, claiming a more powerful and compact engine and a lighter dry weight of 345 pounds. A new electronic steering damper also has been added. Manufacturer's suggested retail price, \$9,499.

■ **Kawasaki Vulcan 2000 Classic LT.** This is Kawasaki's top-of-the-line cruiser dressed up for touring duty. Aimed at riders who enjoy weekend jaunts with style, it features saddlebags, passenger and rider floorboards, backrest and an adjust-

able-height windshield. Powered by a 125-cubic-inch (2,053-cc) V-twin that utilizes valve-actuated pushrods, it pounds out a massive 141 pound-feet of torque at 3,000 rpm. It features a low seat and 796-pound dry weight. Available in pearl crystal white-metallic titanium or candy cardinal red-ebony color combinations. Manufacturer's suggested retail price: \$14,499.

■ **Suzuki GSXR 1000.** Suzuki's top-of-the-line sport bike returns with a revamped 999-cc four-stroke, four-cylinder, liquid-cooled motor claimed to have increased power, torque and acceleration. A new engine management system allows choosing from three engine settings to match riding conditions from a handlebar-mount-

ed switch. This may allow rider-selectable detuning for riding in low-traction conditions

such as rain-slicked roads. A new aluminum twin-spar chassis, braced aluminum-alloy swing arm and new forks mate with a suspension that has separately adjustable high- and low-speed compression damping, along with adjustable rebound and preload. Adjustable three-position foot pegs allow the rider to tailor the ergonomics. MSRP: \$11,399.

■ **Triumph Tiger.** The adventure tourer has been completely redesigned. Additional sporting ability and composure has been added to the old model's practicality and comfort. It utilizes the fuel-injected, liquid-cooled, three-cylinder 1,050-cc motor previously only available in the Sprint ST and Speed Triple. The Tiger's version has 114 hp. at 9,400 rpm and 74 pound-feet of torque at 6,250 rpm. Also new is the twin-spar aluminum frame, 17-inch cast aluminum wheels, fully adjustable inverted fork, four-piston radial-mounted front brake calipers and new styling. MSRP: \$10,699, or \$11,499 with antilock brakes.

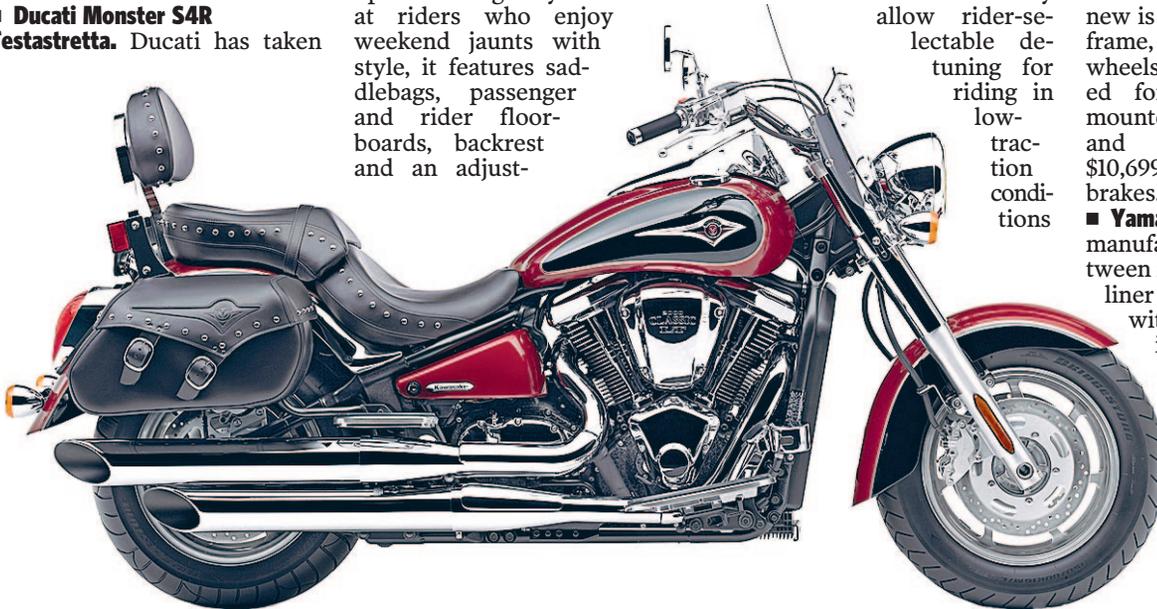
■ **Yamaha V-Star 1300.** The manufacturer fills the gap between its V-Star 1100 and Roadliner and Road Star models with this new 80-cubic-inch (1,304-cc) V-Star cruiser. Liquid cooled with four valves per cylinder, this V-twin utilizes belt final drive through a five-speed transmission. It utilizes floating floorboards for comfort, stores 4½ gallons of fuel and has seven-spoke cast wheels. MSRP: \$10,090 in raven, galaxy blue or candy red. Also available as the

V-Star 1300 Tourer from \$11,190 with windshield, saddlebags and backrest.

The following models are expected to arrive soon:

■ **Moto Guzzi Norge 1200.** The Italian manufacturer's new sport touring machine utilizes a larger 1,151-cc version of the Brevia 1100 classic air-cooled, shaft-drive V-twin. With full coverage fairing with lowers and integrated color-matched saddlebags, the Norge is an Italian alternative for long-distance touring. Price and availability in the United States are still not determined.

■ **Kawasaki Concours 14.** It is slated as an early release 2008 model and is called a "sport touring bike without compromise." The Concours 14 will have a version of the 1352-cc four-cylinder, double overhead cam engine from the ZX14, with variable valve timing tuned for torque across the entire powerband. Dubbed by Kawasaki as a "transcontinental supersport," the Concours 14 is claimed to be the most powerful production sport tourer. A new, stronger aluminum monocoque frame is used, and it arches over the engine from the steering head to the swing arm pivot and uses the engine as a stressed frame member. A comfortable riding position, good handling, locking hard saddlebags and electrically controlled windshield provide the other ingredients necessary to compete in the sport touring market. It's offered in neutron silver or diablo black in the antilock brake model, silver only on the non-ABS version. Price to be determined, with availability sometime in the middle of next year.



The Kawasaki Vulcan 2000 Classic LT is designed for weekend riders who want some style.