



Left and Center: A great and welcome surprise for the hard riding Ducatisti—the factory are coming out with this street legal 150p 999R Xerox Replica. Encouraged by their reception in the US AMA series, the bikes are based on the bikes of Toseland and Laconi. Photos show the bike “caged” and loose in the workshop! Right: Into production in 2006 the retro “Ducati Sport Classic 1000”— beautiful.



Left: A real novelty at Birmingham was this “Blade T6”—an electric dual-purpose lightweight motorcycle of high quality. Designed we are told by US and European engineers, it was inspired by moto-cross, trials, mountain biking etc. Frame is Laser cut tube, and suspension the best—from Ohlins, producing 25.7 hp the T6 accelerates from 0 to 30 mph in 4.1 seconds with a top speed of 40 mph. Go anywhere in silence, that’s for sure. Center and Right: Arlen Ness had a handful of exotic custom bikes on show, this one has a pair of 1000cc Sportster motors to move it.



Left: If a new Army Bike is your thing, Royal Enfield can supply, made in small volume they can be had in 350 or 500cc capacities. Rugged and tough that’s for sure. Center: Yet another UK built Royal Enfield, this time in “trials trim” but still using the latest lean-burn motor and ancillaries. Right: Royal Enfield’s UK importers, always very active in development and producing variants showed this “Bullet Electra Sportsman” celebrating 50 years of Bullet production—and in “Cafe Racer” style. The 499cc single is pushing out 23 hp @ at 5000 rpm, now with a lean burn engine and 5-speed gearbox.



Left and Center: Debut of BMW’s latest model, the R1200GS Adventure, shown fully equipped and now offered with a wider range of special equipment than the old R1150GS. Output of the 1170cc twin is a straight 100 hp @ 7000 rpm, with six-speed transmission. BMS-K EFI is used plus a three-way catalytic converter, while the tank capacity is 8.7 gallons and dry weight 492 lbs., wet it rises to 564lbs. Right: The F650GS to be used in the next Dakar by Charlie Boorman, with much of the specialist Dakar kit from Touratech, it appears to be ready to go except for sponsor stickers.