

INTERMOT 2002

The World's Biggest Motorcycle Show

IF YOU'VE ALWAYS dreamed of building a bike from scratch, Intermot in Munich, held every other year, is where you should start.

Unlike the typical motorcycle show where the big OEMs and a smattering of aftermarket companies predictably showcase their wares, Intermot is a must for any global player in the motorcycle market. Whether your company makes levers, lenses, or complete chassis for the OEMs, Intermot is where you'll make the deals that keep the wheels turning. The quality of the individual displays from the big manufacturers was incredible, especially when you stop to think they are created to be seen for less than a week.

There are a dozen exhibition halls, each as large as the average major metropolitan convention center, arranged across a long central courtyard. To attempt to cover all the exhibits would leave your legs aching and your toes blistered. But Press Day, the day before the show opens to the public, is barely enough to give the small army of assembled motojournalists time to catch the major press conferences and get pictures of the most important new models without a throng of spectators to spoil the views. Because we've already covered a number of the major 2002 new model releases in our World Motorcycle previews over the past couple of months, we won't rehash any of those, but instead concentrate on what you haven't seen yet, and what it's like to visit the world's biggest motorcycle show. 📷



Aprilia

Aprilia had fired all its best shots prior to Intermot, and had only minor updates to provoke the crowd. Both the standard and "R" versions of the RSV1000 Mille will receive radial calipers, close-ratio transmissions and a slightly revised face. Left: A more economical version of the Mille R-powered Tuono was also shown with a gold chassis and pale purple bodywork. Called the Tuono "Fighter," it utilizes the standard Mille motor (not the "R" spec of the limited edition original) and without the carbon fiber goodies. This naked bike claims a dry weight of 407 lbs. and packs a reported 126 hp, which should make strong competition for the Ducati Monster S4. Also on display was Aprilia's World Superbike three-cylinder 990cc motor, which appears to have been carved from a V-10 Formula One car engine. It should, it was developed with the help of Cosworth.



BMW

BMW's big news was the K1200GT, a more civilized version of the powerful K1200RS with ergonomics appropriate for high-speed sport touring. Expect it to give Honda's ST1300 and Yamaha's FJR1300 a run for the money. Watch for it to be available in mid-2003. Details include the K1200RS-spec 130 hp motor, an electrically adjustable windshield, a fairing similar to the RS but with a wider lower section for greater protection and built in hand protectors and three-position adjustable rider's seat. Integral ABS will be standard (in partially integrated form). Hard luggage will also be standard and the bike will be available in two colors: Orient Blue Metallic and Grey-Green Metallic. Heated grips, heated seats and cruise control are reported to be optional. Prices have not been announced, but expect them to be higher than the K1200RS by about \$1000.



David Robb, BMW's American-born Styling Chief, unveils a special single-seat R1150R at the press conference. Using a pair of different-sized headlights and unique front end styling, we'd expect to see it in production sooner than later.

The R1100S Boxer Cup with Randy Mamola's signature on the side. The one-make Boxer Cup series, very popular in Europe, will be coming to America this year with a round scheduled just prior to the Daytona Superbike finale. Selling for a suggested \$11,900, the bike features a larger battery and alternator, sport suspension, a wider 5.50" rear wheel and clip-on handlebars. Don't underestimate its speed. BMW says it has lapped tracks faster than Yamaha's R1. ABS will not be an option.



Cagiva/MV Agusta

MV Agusta's expected merger with the Italian scooter giant Piaggio is apparently kaput after slumping scooter sales in Italy caused a cash squeeze. The expected infusion of funds was to have allowed MV Agusta to launch their new F5 at Munich, a 1000cc machine. Alas, it was nowhere to be seen. The SPR, promised last year, but never produced, was shown instead. It's a higher-spec version of the F4.



The Brutale was also on hand (left) in the limited edition "Serie Oro" version. Flat finished paint was the look of the season. Above: Everybody who's anybody in motorcycling can be seen at Intermot. Here are Cagiva/MV Agusta boss, Claudio Castiglione and legendary multi-time MV Agusta GP champion, Giacomo Agostini engaged in conversation. Their eloquent hand gestures leave no doubt that they're speaking Italian.



Ducati

The new Dual Spark 1000DS engine was featured on the side of the Ducati stand. The new engine will replace the current 900 and see duty in the Multistrada (right top) as well as the Monster and Supersport. The display was very impressive and had a VIP coffee bar on the second floor where journalists got a chance to chat with company luminaries like Pierre Terblanche. The 750cc motor has been enlarged as well, now an 800cc with a new 6-speed transmission. As if a chance to see the new 999 in the flesh wasn't enough of a draw, Ducati unveiled a



successor to the 748, the new 749, as well. Adapting the Testastretta narrow angle heads to the smaller motor, the 749 features bigger valves and larger throttle bodies (54mm vs. 50mm) than the 748. There is also a special 749S model (left) that features a revised, more oversquare bore and stroke as well (90mm x 58.8mm vs. the 748's 88mm x 61.5mm) for higher revs and even more hp. The bike shown here has carbon fiber aero panels at the edge of the fairing, which may prove to be a popular modification as they make the bike look even more sleek. Ducati has produced a huge range of trick carbon fiber and light metal parts for the 999, which have been released simultaneously with the new machines. This 999 (below left) carries the full array: The bodywork is all carbon fiber, and titanium and magnesium replace aluminum wherever possible. In our eyes, the fact that the new 999 can, like the 916/998 series, still be made into a work of rolling technical art insures its market success, however controversial its styling may be at the moment. Bosch/Brembo ABS and Garmin GPS will be available on the ST4 models this year. Ducati is definitely not resting on its laurels.

