

## Birmingham International Motorcycle Show



BRITAIN'S PRIME ANNUAL motorcycle show is held in the wake of the massive Milan and Paris exhibitions, and is inevitably flooded with the stars of both of those continental events. Although it generally lacks any all-new "world debut" machines of its own, some of Britain's very active home producers showed interesting creations, and these, combined with a few others from overseas, made it an event well worth the visit.

Included in BMW's lavish display was the latest trike creation by the British Grinnall Company. Basically, it's the latest R1200C with

two wheels grafted on to the rear. The space frame is in steel tube with a revised top yoke to provide precise and easy handling. While the front forks are standard BMW, the rear has double wishbones and inboard coil springs and dampers. Options include pushbutton gear-changing and linked braking. Grinnall can supply the machine complete, add their special components to a customer's own machine, or even supply a kit for the buyer to complete the transformation at home. Finished to perfection, BMW had no hesitation in showing this trike amidst their products.



Royal Enfield Sixty-5



Royal Enfield Clubman S

Royal Enfield has a very active British importer always working on special models based on the Indian-produced originals. Three were introduced at Birmingham: First the Bullet Sixty-5 Street, produced in the style of the 1960s Street Scramblers, with chromed tank, trials handlebars, single seat, crash bars and TT100 tires.

Also based on the standard Sixty-5 machine was the "S," a progression of the Clubman but with all new bodywork including a fiberglass shrouded fuel tank, dropped handlebars, humpbacked seat and with Gold Star style exhaust system.

The "trials" version is improved, like all the other models, with the New British designed 5-speed gearbox, this one with silver steel tank, alloy guards, shrouded forks and a sporty upswept exhaust system.

Finally, just in from India, was the brand new prototype Electra 500 boasting a brand new lean-burn engine developed by AVL of Austria, allied to the new 5-speed gearbox. The new engine, which looks virtually indistinguishable from the old, is all-aluminum with electronic ignition, electric starting and a CV carburetor. More development work is to be done, so at this stage no production date is fixed.

The Japanese all had the usual monster stands, but with the exception of Yamaha showing their proto two-wheel-drive WR450, all of their machines had been already seen in Milan and Paris.

Last but certainly not least, close by the exhibition lies the remains of the National Motorcycle Museum. Devastated by fire only a couple of months ago, the site is already being cleared for rebuilding. At the show a small stand was busy raising funds to help the reincarnation, and they showed damaged bikes, like a Vincent Black Shadow and some of those that were in their original pristine condition.... sobering thoughts.

—Doug Jackson



A once pristine Vincent Black Shadow

## KTM RC8 Tokyo Shocker



the RC8. Its 998cc 75° V-twin engine is a hotbed-up version of that in the new 990 Duke and said to be turning out in the region of 135 hp.

Claimed to weigh a super-light 385 lbs. dry, its frame is of chromoly tubular steel with a massive alloy swinging arm fitted with a WP mono-shock. WP forks are also used (as KTM owns the maker, after all), and its Brembo brakes have radially mounted front calipers. The fairing is very compact with the exhausts exiting into a large silencer incorporated into the bellypan—with the gases eventually escaping

to the road below the swingarm, similar to a Buell. The cockpit above is futuristic too, with both analog and digital readouts.

Shown as a "concept bike," the RC8 is nevertheless a realistic proposition for production, and with the facilities of KTM, could be a reality whenever the factory thinks that an introduction would be desirable.

In spite of the wealth of high performance sportbikes on the road today, KTM has still succeeded in designing a new bike distinctively different from all the rest, a fantastic achievement. Hints are that volume production will begin in 2006!

—Doug Jackson

AFTER THE HIGH profile launch of the 990 Duke at the Milan Show, it was generally thought that there was nothing more to be revealed by the KTM factory for some time. But the Tokyo Show, less than a month later, proved everybody wrong! The factory wheeled out a stunning new prototype sportbike of striking design, dubbed

of chromoly tubular steel with a massive alloy swinging arm fitted with a WP mono-shock. WP forks are also used (as KTM owns the maker, after all), and its Brembo brakes have radially mounted front calipers. The fairing is very compact with the exhausts exiting into a large silencer incorporated into the bellypan—with the gases eventually escaping

## Retro Ducatis Revealed in Tokyo

THE RECENT TOKYO Show was treated to an Italian surprise as well, in the shape of three new prototype Ducatis, but unlike the futuristic KTM, these were in the retro style of the bikes of the 1970s. All 1000cc twins, they are the Paul Smart 1000, GT1000 and Sport 1000.

Of course, Paul Smart was the British rider who took the original 750cc desmo V-

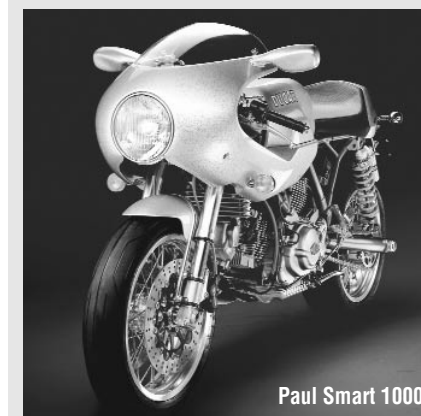
mounted in a classic Ducati tubular steel trellis frame with inverted forks, but the monoshock is mounted to one side of the swingarm instead of centrally. The air-cooled V-twin uses fuel injection to produce 84 hp @ 8000 rpm. The exhaust system is black, with the two pipes exiting via separate mufflers on the right hand side of the machine. Both wheels are 17" wire-types with 120/70 and 180/55ZR17 tires, and carry twin 320mm front and a single 245mm rear Brembo disc. A classic fairing of the time completes the picture. Weight is given as 425 lbs. dry.

The Sport 1000 follows a similar spec as the Paul Smart model, with the same engine, chassis and wheels, but is devoid of a fairing and finished in a striking "Burnt Yellow."

Third machine is the GT1000 sport-tourer. Again the engine and rolling chassis specs match the other two models, but this one has twin shocks, a slimmer tank and dual seat, plus twin separate chromed exhausts mounted one on each side of the bike. Finished in GT grey, it is very attractive.



Sport 1000



Paul Smart 1000

twin to its first important victory at Imola in 1972. Now a full liter machine (992cc in fact), it uses a 10:1 compression ratio and is



GT1000

A positive reaction from the public will ensure production, perhaps as early as 2004.

—Doug Jackson

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