

Model	Specifications				Measured Data							Performance					Rating				
	Issue Tested	MSRP	Warranty (months/miles)	Engine Type	Displacement (cc)	Transmission speeds	Final Drive	Wheel Size (front/rear, in.)	Wheelbase (in.)	Tank Capacity (gal.)	Average Fuel Mileage	Rear-Wheel Horsepower	Rear-Wheel Torque (lb. ft.)	Wet Weight (lbs.)	Power to Weight Ratio	Top Speed	0-60 mph, sec.	0-100 mph, sec.	0-1/4 mile, sec.	0-1/2 mile, mph	Braking 60-0 mph, ft.
Suzuki GZ250	9/99	\$2899	12/Un	1	249	5	Chain	2.50x16/3.00x15	57.1	3.7	49.7	17.2	24.9	334	1:19.4	78	12.64	n/a	17.96	66.87	123.8
Bandit GS600SY	3/00	\$5799	12/Un	1-4	599	6	Chain	3.50x17/4.50x17	56.4	5.3	32.3	68.6	36.5	505	1:7.36	127	3.97	10.72	12.16	108.93	114.1
Bandit 600S	8/96	\$5399	12/Un	1-4	599	6	Chain	3.50x17/4.50x17	56.3	5.0	38.4	73.0	39.9	492	1:6.74	124	4.05	10.92	12.30	106.23	115.4
GSX-R600	1&3/01	\$7999	12/Un	1-4	599	6	Chain	3.50x17/5.50x17	55.1	4.8	38.6	100.6	45.5	423	1:4.20	156	3.02	6.53	10.60	128.29	117.6
GSX-600F Katana	7/98	\$6199	12/Un	1-4	600	6	Chain	3.50x17/4.50x17	57.9	5.3	40.0	68.8	37.4	507	1:7.37	134	4.12	10.81	12.25	108.40	115.4
DR650SE	7/96	\$5199	12/Un	1	644	5	Chain	1.85x21/2.50x17	58.6	3.4	42.5	34.5	33.2	358	1:10.38	98	5.55	n/a	14.03	89.87	118.9
LS650	9/96	\$4399	12/Un	1	652	5	Belt	2.15x19/2.75x15	58.5	2.9	50.0	24.6	30.5	390	1:15.9	85	6.98	n/a	15.30	81.11	117.1
SV650	4/99	\$5699	12/Un	V-2	645	6	Chain	3.50x17/4.50x17	56.3	4.2	40.8	65.2	42.4	417	1:6.39	121	3.76	10.75	12.04	107.22	108.8
GSX-750F Katana	7/98	\$7199	12/Un	1-4	749	6	Chain	3.50x17/4.50x17	57.7	5.3	44.1	84.6	46.6	518	1:6.17	143	3.52	8.67	11.52	116.26	111.4
GSX-R750	2/98	\$9299	12/Un	1-4	749	6	Chain	3.50x17/6.00x17	54.9	4.8	36.4	112.0	54.0	459	1:4.16	165	3.08	6.60	10.57	131.22	114.4
Marauder 800	6/97	\$5999	12/Un	V-2	805	5	Chain	3.00x16/3.50x15	64.8	3.5	45.2	39.7	41.8	485	1:12.20	101	5.51	n/a	13.87	94.04	107.6
TL1000S	8/97	\$8999	12/Un	V-2	996	6	Chain	3.50x17/6.00x17	55.8	4.5	36.9	108.9	70.8	470	1:4.32	156	3.40	6.94	10.85	127.70	109.4
TL1000R	8/98	\$9499	12/Un	V-2	996	6	Chain	3.50x17/6.00x17	54.9	4.5	39.1	112.0	67.9	509	1:4.47	166	3.22	6.93	10.79	129.54	115.8
Bandit 1200S	11/00	\$7399	12/Un	1-4	1157	5	Chain	3.50x17/5.00x17	56.3	5.0	37.0	101.7	73.8	542	1:5.32	151	3.07	6.97	10.75	125.59	114.2
GSX1300R Hayabusa	6/99	\$10,499	12/Un	1-4	1298	6	Chain	3.50x17/6.00x17	58.5	5.8	38.5	151.1	93.4	550	1:3.64	188	2.76	5.30	9.84	142.76	112.2
VL1500 Intruder LC	4/98	\$9899	12/Un	V-2	1462	5	Shaft	3.50x16/5.00x15	66.9	5.4	36.0	52.9	73.5	701	1:13.25	109	5.99	n/a	14.15	92.10	112.6
Triumph Tiger 900	7/99	\$10,395	24/Un	1-3	885	6	Chain	2.50x19/4.25x17	61.0	6.4	46.3	71.0	48.9	547	1:7.70	120	4.34	n/a	12.66	102.84	129.6
Bonneville	4/01	\$6999	24/Un	1-2	790	5	Chain	2.50x19/3.50x17	58.8	4.3	41.1	53.9	40.8	500	1:9.28	114	5.20	17.00	13.52	96.97	115.0
Trophy 900	12/96	\$11,595	24/Un	1-3	885	6	Chain	3.50x17/5.50x17	58.7	6.6	33.5	90.9	54.4	603	1:6.63	136	4.17	10.03	12.17	112.90	118.1
T509 Speed Triple	11/97	\$9995	24/Un	1-3	885	6	Chain	3.50x17/6.00x17	56.8	4.8	34.6	82.2	52.3	480	1:5.84	141	3.88	9.29	11.85	114.87	110.8
TT600	3/01	\$8299	24/Un	1-4	599	6	Chain	3.50x17/5.50x17	55.6	4.8	39.9	88.9	39.2	452	1:5.08	149	3.39	7.57	11.09	122.6	114.8
Thunderbird Sport	8/00	\$8699	24/Un	1-3	885	6	Chain	3.50x17/4.25x17	62.2	3.96	41.8	71.3	53.7	538	1:7.55	109	3.88	10.77	12.19	104.30	115.8
Speed Triple	2/99	\$10,199	24/Un	1-3	955	6	Chain	3.50x17/6.00x17	56.7	4.8	34.1	100.0	62.9	483	1:4.83	143	3.17	7.59	11.05	119.04	106.7
Sprint ST	8/99	\$10,499	24/Un	1-3	955	6	Chain	3.50x17/6.00x17	58.8	5.6	38.1	89.3	59.0	507	1:5.67	149	3.33	7.93	11.28	120.36	121.4
Daytona 955i	7/99	\$10,995	24/Un	1-3	955	6	Chain	3.50x17/6.00x17	56.7	4.8	39.1	109.5	68.1	490	1:4.48	157	3.02	6.67	10.62	128.30	117.9
Yamaha Virago 250	5/96	\$3899	12/Un	V-2	249	5	Chain	1.60x18/2.75x18	58.7	2.5	66.9	18.4	14.3	325	1:17.66	75	9.98	n/a	17.24	70.66	117.1
FZ1	5/01	\$8499	12/Un	1-4	998	6	Chain	3.50x17/5.50x17	57.1	5.5	40.0	124.9	73.9	512	1:4.10	154	3.01	6.48	10.55	129.70	111.1
YZF600R	5/97	\$7399	12/Un	1-4	599	6	Chain	3.50x17/5.00x17	55.7	5.0	42.9	85.6	44.3	486	1:5.68	149	3.42	7.70	11.17	122.00	108.2
YZF-R6	3/01	\$7999	12/Un	1-4	599	6	Chain	3.50x17/5.50x17	54.3	4.5	42.5	97.5	44.4	426	1:4.60	156	3.02	6.58	10.59	128.10	112.3
V-Star	5/98	\$5899	12/Un	V-2	649	5	Shaft	3.00x16/3.50x15	64.0	4.3	41.2	33.4	35.4	535	1:16.02	91	7.82	n/a	15.82	82.41	120.2
YZF1000R	6/97	\$9799	12/Un	1-4	1003	5	Chain	3.50x17/5.50x17	56.3	5.3	36.6	123.4	71.3	512	1:4.15	164	2.96	6.18	10.38	132.72	111.3
YZF-R1	5/98	\$10,199	12/Un	1-4	998	6	Chain	3.50x17/6.00x17	54.9	4.8	42.8	129.4	72.7	451	1:3.49	168	2.96	5.93	10.19	137.40	113.9
V-Star 1100	6/99	\$7799	12/Un	V-2	1063	5	Shaft	2.15x18/4.50x15	64.5	4.5	35.8	52.1	58.0	610	1:11.71	113	5.33	n/a	13.68	95.41	121.3
V-Star 1100 Classic	2/00	\$8099	12/Un	V-2	1063	5	Shaft	2.15x16/4.50x15	64.5	4.5	34.2	48.7	57.2	658	1:13.49	94	6.53	n/a	14.91	83.59	130.7
Royal Star	3/96	\$13,499	60/Un	V-4	1294	5	Shaft	3.50x16/4.00x15	66.7	4.6	47.1	60.0	67.0	755	1:12.58	102	5.55	n/a	14.65	85.95	128.6
Royal Star Tour Deluxe	3/99	\$15,199	60/Un	V-4	1295	5	Shaft	3.50x16/4.00x15	66.7	4.8	34.5	60.6	73.0	796	1:12.81	101	5.98	n/a	14.32	89.05	121.5
Royal Star Venture	4/99	\$15,999	60/Un	V-4	1295	5	Shaft	3.50x16/4.00x15	67.1	6.0	35.2	77.2	77.3	873	1:11.31	110	5.27	n/a	13.65	92.32	124.6
V-Max	4/97	\$10,499	12/12K	V-4	1198	5	Shaft	2.15x18/3.50x17	62.6	4.8	34.2	113.5	83.1	631	1:5.56	145	3.33	7.74	11.09	121.49	122.3
Road Star	7/99	\$10,499	12/Un	V-2	1603	5	Belt	3.00x16/3.50x16	66.3	5.3	31.4	52.1	83.1	740	1:14.20	106	5.99	n/a	14.20	91.15	119.4

Category	Overall	Testers Comments
Lightweight Cruiser	●●●●○	Although very small in size, the GZ is styled to look much larger. A slick transmission makes shifting easy and fun, and its low price makes the GZ a great value.
Middleweight Sportbike	●●●●○	Four years after first testing the Bandit 600, it still has the same engine vibration and grabby clutch, yet is also still a great value for the money. Attractive & easy handling.
Middleweight Sportbike	●●●●○	Low-priced middleweight works adequately but has an annoying buzziness from the engine. A lack of low-end power requires constant shifting to stay in the powerband.
Middleweight Sportbike	●●●●○	A true racer-replica, the GSX-R is a no-compromises sportbike with excellent handling and suspension, but poor comfort. It shares many parts with the GSX-R750.
Middleweight Sportbike	●●●●○	The bulbous-looking Katana draws lots of attention wherever it goes. It handles quite well but doesn't have the horsepower or quality suspension of its racier sibling.
650cc Dual-Sport	●●●●○	One of the best dual-sport bikes around, the DR makes a great commuter, too. A nice gearbox and smooth engine drew praise. An uncomfortable seat is its only real flaw.
Middleweight Cruiser	●●●●○	While the Savage isn't exciting, it's much more bike than the 250 cruisers. A low price, low seat height and low-maintenance belt drive have helped it sell well for many years.
Lightweight Standard	●●●●○	Perhaps the greatest lightweight standard ever made, the SV has a fabulous engine with an excellent chassis. Only underdamped suspension keeps it from being ideal.
750cc Sportbike	●●●●○	A more comfortable, and powerful, version of the 600 Katana, the 750 is a decent value for the rider who wants to move up from a smaller bike, but doesn't want a race-rep.
750cc Sportbike	●●●●○	One of the best-selling sportbikes ever, the GSX-R continues to perform well and win races. Its radical design is not comfortable for many miles, but that's not the point.
Middleweight Cruiser	●●●●○	Suzuki's likable Marauder has better performance than its 1500cc big brother. Attractive styling and easy handling let it work well for both new and experienced riders.
Open Sportbike	●●●●○	One of our favorite hooligan machines, the TL-S is a fire-breathing monster with an attitude that both rewards smoothness and punishes sloppiness. <i>Not</i> for beginners.
Open Sportbike	●●●●○	The race-replica version of the TL has a very tractable powerband and quality components, but it's relatively heavy and its narrow bars require a lot of pressure to steer.
Open Sportbike	●●●●○	High-value open-classer uses the parts bin approach to keep costs down. Like its smaller sibling, vibration can be annoying. Many hop-up parts are available and effective.
Open Sportbike	●●●●○	The world's quickest, fastest motorcycle makes even RTs feel slow. Wild aerodynamic styling is loved by some, hated by others. Detail and refinement are top notch.
Heavyweight Cruiser	●●●●○	One of the longest, largest and, with the optional gel seat, most comfortable cruisers on the market, its maintenance costs—and performance—are low, and so is its price.
Open Dual-Sport	●●●●○	One of the most versatile bikes ever, the Tiger is adept at touring, cruising, sport riding, commuting and even a little dirt roading. More power would be nice, though.
Middleweight Standard	●●●●○	This replica of the famous marque falls short of its namesake. Adequate power and easy to ride, but doesn't have the sound, styling or character we expect of a Bonny.
Open Sport-Touring	●●●●○	This middle-of-the-road sport-tourer is neither great nor bad in any areas. It does the job but doesn't thrill. The engine makes decent power, however.
Open Standard	●●●●○	The original British streetfighter worked well but had a forgettable engine. Fortunately, the next year it came stock with the power its chassis deserved.
Middleweight Sportbike	●●●●○	Uneven horsepower delivery, and tends to run hot. Quick steering and excellent suspension.
Open Standard	●●●●○	Retro styled T-Bird features broad, flat torque curve and good mid-range power. Great exhaust sound & very smooth. Limited range and useless mirrors.
Open Standard	●●●●○	This bike redefines the standard, no pun intended, for its class. A powerful motor and the best brakes anywhere make this a ride to remember.
Open Sportbike	●●●●○	The only true sportbike with factory optional hard bags and a tour trunk, the Sprint goes, stops and turns very well. One of the best two-up sportbikes available.
Open Sportbike	●●●●○	Triumph's top sportbike, the 955i has a unique personality amongst open classers with its growling triple. Excellent componentry gives it a feeling of quality.
Lightweight Cruiser	n/a	Although no longer sold, Yamaha's entry-level cruiser provides a good mount for a first-time rider. Very good ground clearance and handling make it fun to throw around.
Open Standard	●●●●○	Huge torque and horsepower in a comfortable and attractive package. Slight flat spot at 3-4K rpm. Transmission a bit notchy, and windshield too short.
Middleweight Sportbike	●●●●○	One of the most comfortable sportbikes available, the YZF600R features great brakes, style and value. A mediocre transmission and slight portliness are its weaknesses.
Middleweight Sportbike	●●●●○	A hardcore sportbike, the R6 provides excellent handling, brakes and suspension marred only by an abrupt throttle response. It's fun, but not very forgiving of mistakes.
Middleweight Cruiser	●●●●○	Excellent handling and style are the V-Star's strengths. It is very forgiving and easy to ride which makes it a great choice for beginners. Output is a little weak, however.
Open Sportbike	●●●●○	Although heavy compared to today's liter-class machines, this 164-mph bullet has outstanding brakes, stability and power. It's not as comfortable as reported elsewhere.
Open Sportbike	●●●●○	The machine that set the new standard of excellence in the sportbike category, this bike out-accelerates, out-brakes, and out-handles everything else in its class.
Heavyweight Cruiser	●●●●○	The biggest V-star is one of the best cruisers on the market today. It handles well, the engine and brakes are strong, and at \$7799, it's one of the best values around.
Heavyweight Cruiser	●●●●○	Retro-styled version of V-Star 1100 trades some of its performance for looks. Our test model wore Yamaha's accessory windshield and bags which hurt acceleration.
Heavyweight Cruiser	n/a	Somewhat of a disappointment, this heavy bike needs more ground clearance and hp. Its 60-month, unlimited mileage warranty is outstanding, however.
Heavyweight Cruiser	●●●●○	A Royal Star with a windshield and saddlebags as standard equipment. Power is mid-pack for the class, but comfort, brakes and handling are slightly above average.
Luxury Touring	●●●●○	The best Royal Star to date, this version sports almost all of the amenities required in a luxury touring machine, wrapped up in an attractive retro-styled package.
Heavyweight Cruiser	●●●●○	Famous muscle cruiser is all about power. It features a pumped up motor with an adequate, albeit flexible, chassis. This is definitely not for the faint of heart.
Heavyweight Cruiser	●●●●○	The 2nd-largest production motor of any bike is wrapped in classic cruiser styling complete with a narrow angle between the cylinders, air cooling, pushrods and belt drive.



TEN BEST 60-